

Charlotte Airport Community Roundtable

August 12, 2020 Meeting

Handouts

- ❖ Meeting Agenda
- ❖ List of ACR Accomplishments through July 2020
- ❖ Member Meeting Scheduling – Survey Results
- ❖ FAA Decisioning Flow
- ❖ Noise Improvement Strategic Framework
 - Noise Cause/Effect Diagram
 - Noise Improvement Matrix
- ❖ Listing of Requests for Analysis and Motions from July
- ❖ Written Updates Document
 - 2020 Complaint Statistics through July
 - Updated Requests and Motions Databases – *Provided in August Meeting Outlook Invitation*

CLT Airport Community Roundtable

Meeting Agenda – 8/12/20, 6p-730p (v2)

- 1) **Open the Meeting (5-10 Mins.)**
 - a) Call Meeting to Order – Sara Nomellini, ACR Chair
 - b) Describe Meeting Approach – Ed Gagnon, Facilitator
 - i) WebEx Process, Confirm WebEx/Phone Functionality with Members
 - (1) Use of “Raise the Hand” Function; Stating Name when Speaking
 - (2) Structure of Meeting Handout Document; Screen Sharing
 - ii) Review Ground Rules
 - c) Approve Minutes from July – Sara Nomellini, ACR Chair
- 2) **Update on Delivery of Slate to FAA – Dan Gardon, Noise Abatement Specialist, CLT (5-10 Mins.)**
- 3) **Acknowledge Key Milestones: The Submittal and More ACR Successes – Sara Nomellini and Kurt Wiesenberger, ACR Chair/Vice Chair (5 Mins.)**
- 4) **Moving Forward**
 - a) **Discuss 2020-21 ACR Meeting Schedule – Sara Nomellini, ACR Chair (5 Mins.)**
 - i) Note ACR Member Scheduling Survey Results
 - ii) Determine 2020-21 Meeting Frequency
 - b) **Address Membership Updates – Sara Nomellini, ACR Chair (5 Mins.)**
 - c) **Note the Plan Forward – Ed Gagnon, Facilitator (15-30 Mins.)**
 - i) **Engage:** Refine Government Engagement and Community Engagement Project Team Plans, and Begin Implementing Plans
 - ii) **Monitor:** Gauge FAA Progress
 - iii) **Improve:** Refresh on Noise Improvement Matrix for Brainstorming/Identifying Additional Ideas – Kurt Wiesenberger, ACR Vice Chair
- 5) **Request/Address Additional Business (10 Mins.)**
 - a) Unfinished Business
 - i) Update on North v. South Flow Decisioning – Sean Muckenfuss, ACR Member
 - ii) Note **Written Updates** on Motions/Requests for Support
 - b) New Business
- 6) **Adjourn**

Charlotte Douglas International Airport

Airport Community Roundtable

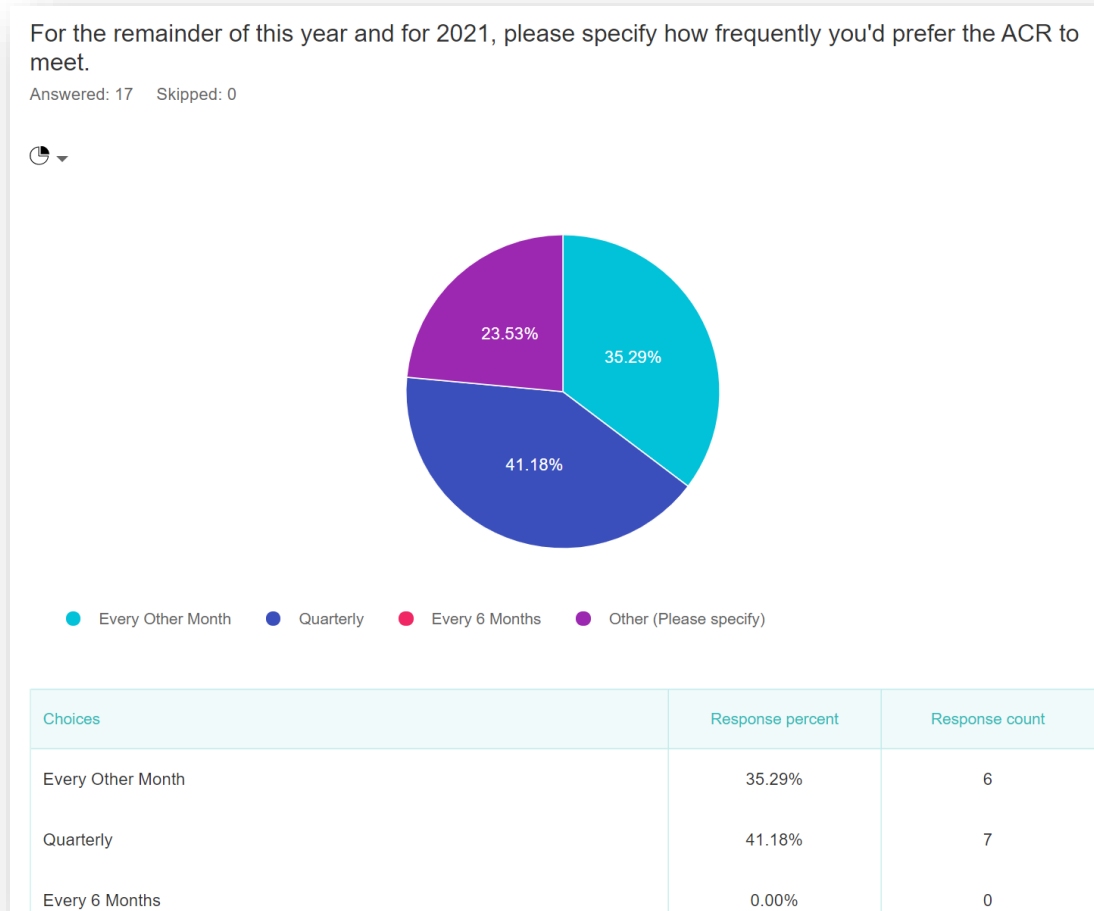
CLT ACR Accomplishments through July 2020

- 1) Created a common understanding among ACR members, Airlines, FAA, and CLT regarding effect on aircraft altitudes and noise of changes resulting from Metroplex.
- 2) Identified need for technical guidance and facilitation support in developing/analyzing recommendations in a collaborative and productive manner; worked with CLT to acquire resources.
- 3) Provided Formal Support for FAA Reauthorization Bill
 - a) Airport sent letters to government officials on behalf of the ACR to support sections of FAA Reauthorization Bill that address noise issues, particularly phase out of Stage 3 aircraft (25% of CLT fleet). FAA agreed that they will comply with noise abatement measures listed in the Act.
- 4) Developed Strategic Framework for identifying noise improvement opportunities by creating the Noise Improvement Matrix.
- 5) Conducted Benchmarking Study with 10 other Airports to identify potential noise improvement approaches related to 15 different criteria. Incorporated key points into the Noise Improvement Matrix.
- 6) Developed an FAA Decisioning Flow to illustrate the process the FAA will utilize to analyze and implement recommendations that are part of the Submittal Package.
- 7) Developed Resident-based Evaluation Criteria for Noise Annoyance
 - a) Since the ACR did not consider the FAA's 65 DNL to be a true measure of annoyance and health effects from noise, ACR members created noise effect metric considerations based on frequency and noise level – noted in Comfort/Concern/No Go categories for use in evaluating recommendations.
- 8) Created 2,400 square mile Expanded Grid for analysis of all recommendations on the broader community, whether or not areas were currently affected by airplane noise.
- 9) Published multiple articles by ACR participants in local periodicals to build awareness/education of the current noise effects of airplanes and offer avenues for the public to take to address concerns.
- 10) Sent a formal request to all carriers to be a part of a Voluntary Restraint Program, with the goal of a reduction in scheduling flights at night.
- 11) Sent a formal request to the FAA to return the CAATT Waypoint (on the CHSLY3 arrival pattern for arrivals to the 36 parallels) to Pre-Metroplex locations.
 - a) FAA analyzed the request and provided an alternative to create the same positive noise effect by Raising the Altitudes on the Downwind Leg on the CAATT and EPAYE Waypoints by 1000'.
 - b) ACR later decided to include this request in with the formal Slate of Recommendations to be submitted to the FAA.
- 12) Sent a formal request to all Airlines to modify their use of Departure Profiles and adopt NADP-2 as the desired Profile for any aircraft with that technical capability. American Airlines noted that they will comply with this request.
- 13) Evaluated/Assessed 10 Recommendations for possible inclusion in a Slate of Recommendations to be submitted to the FAA.

- 14) Submitted 6 Recommendations to FAA to address Departures and Arrivals with the Overall Goal to *reduce the airplane noise effect on the population*. More specifically, the ACR wants to increase aircraft dispersion on departures and to reduce noise from aircraft arrivals. Recommendations submitted include:
- a) Remove the 2-mile Restriction on Departures
 - b) Utilize Multiple Divergent Departure Headings
 - c) On South Departures, change heading at first turns off 18L (East) and 18C (West)
 - d) Maintain 6,000' Arrival Altitude until Final Approach Course
 - e) Return CAATT Waypoint to Pre-Metroplex location (aka, Raising the Altitude by 1000' at CAATT/EPAYE)
 - f) Utilize CDA (Continuous Descent Approach)
- 15) Received FAA Tower Orders and North v. South Flow Decisioning Criteria from FAA to identify more local noise improvement opportunities in the future.

ACR Member 2020-21 Meeting Scheduling Survey – Results

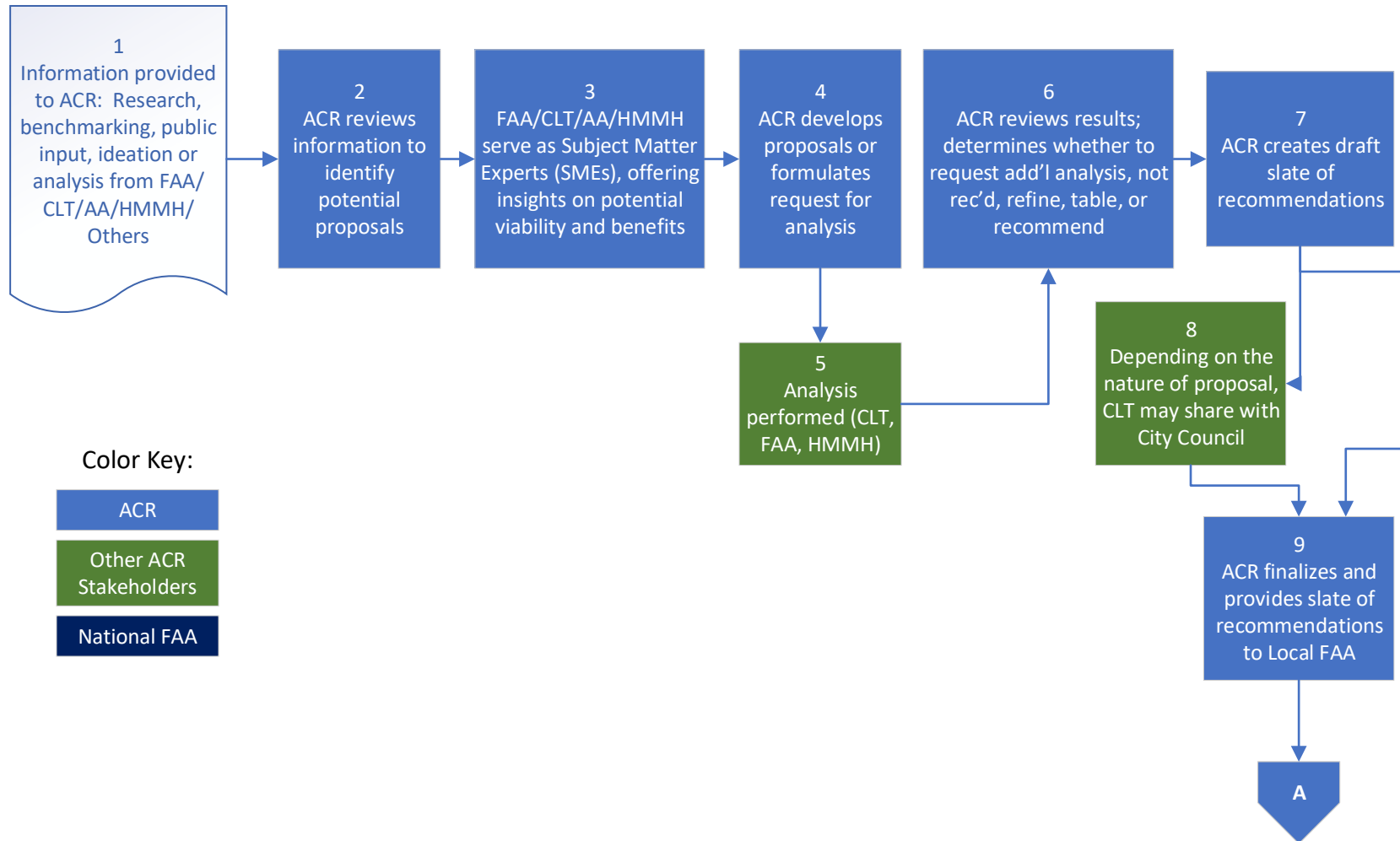
Introduction: *Please note that whatever frequency that the ACR determines during the meeting, the ACR will still have the right to go back to monthly meetings (or some other frequency) or have special called meetings when needed to address key topics, engage with the FAA or other parties, etc.*



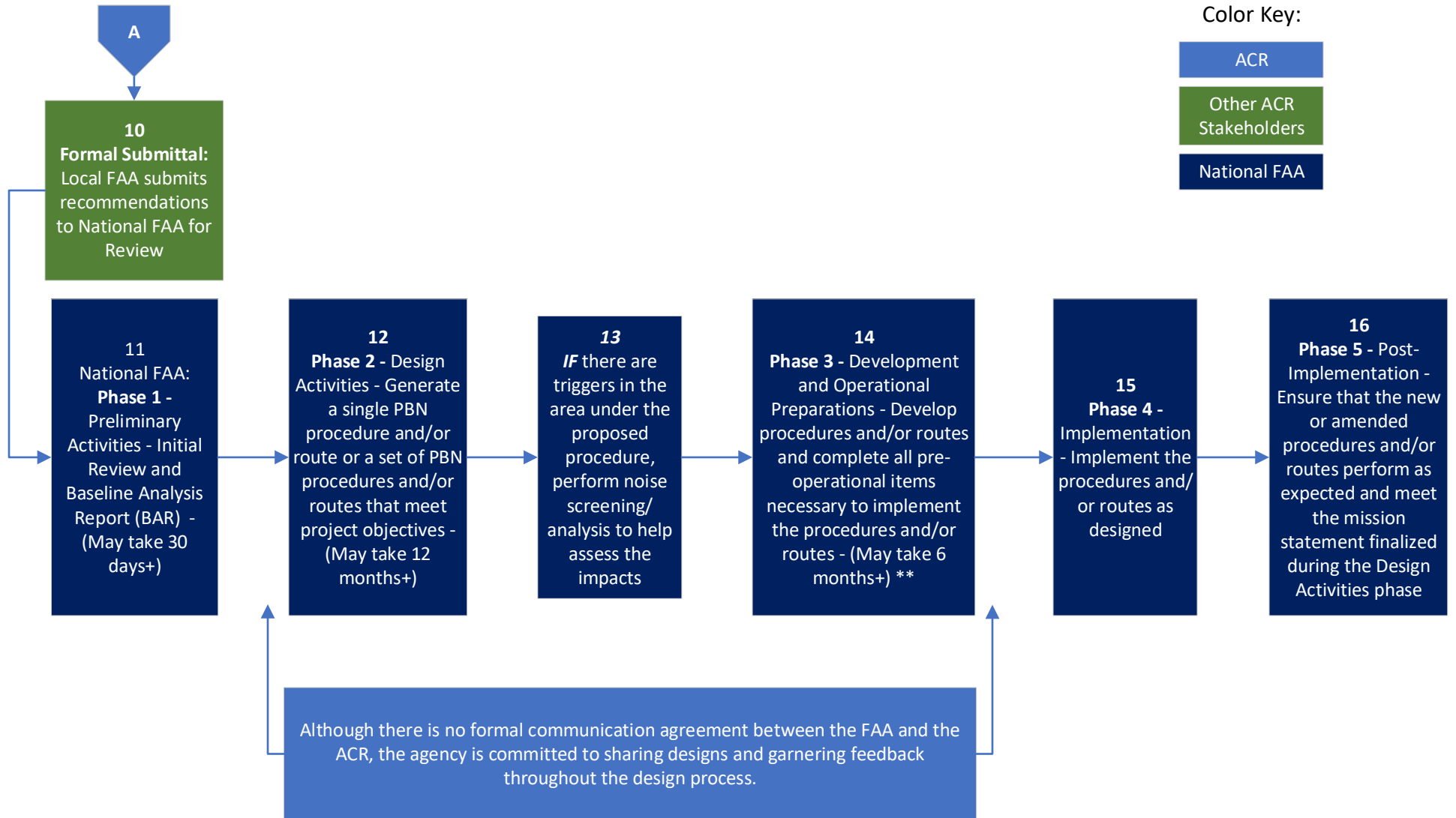
Comments

- ❖ Every other month for 2020, but plan on every month in 2021, decision to be revisited at the last meeting of 2020. We should make it a point to review schedule periodically as a group, & year end seemed convenient.
- ❖ Whenever there is something relevant to take into consideration or respond to from FAA but not less than every quarter.
- ❖ Meet when we have something to accomplish.
- ❖ I would say every other month or quarterly unless we have more critical things remaining.
- ❖ I answered every other month, but if things come up that need our attention we can meet more frequently and conversely if there is nothing to meet for we can extend out.
- ❖ I was torn between every other month and quarterly. I am sure it is going to take time for the FAA to respond. The second concern about meeting far out is interest and participation waning. Also, what would be criteria for attendance?

CLT ACR – High-level Process Overview for Recommendations Requiring FAA Approval – v7 (3/9/20) - ACR and CLT-related Steps

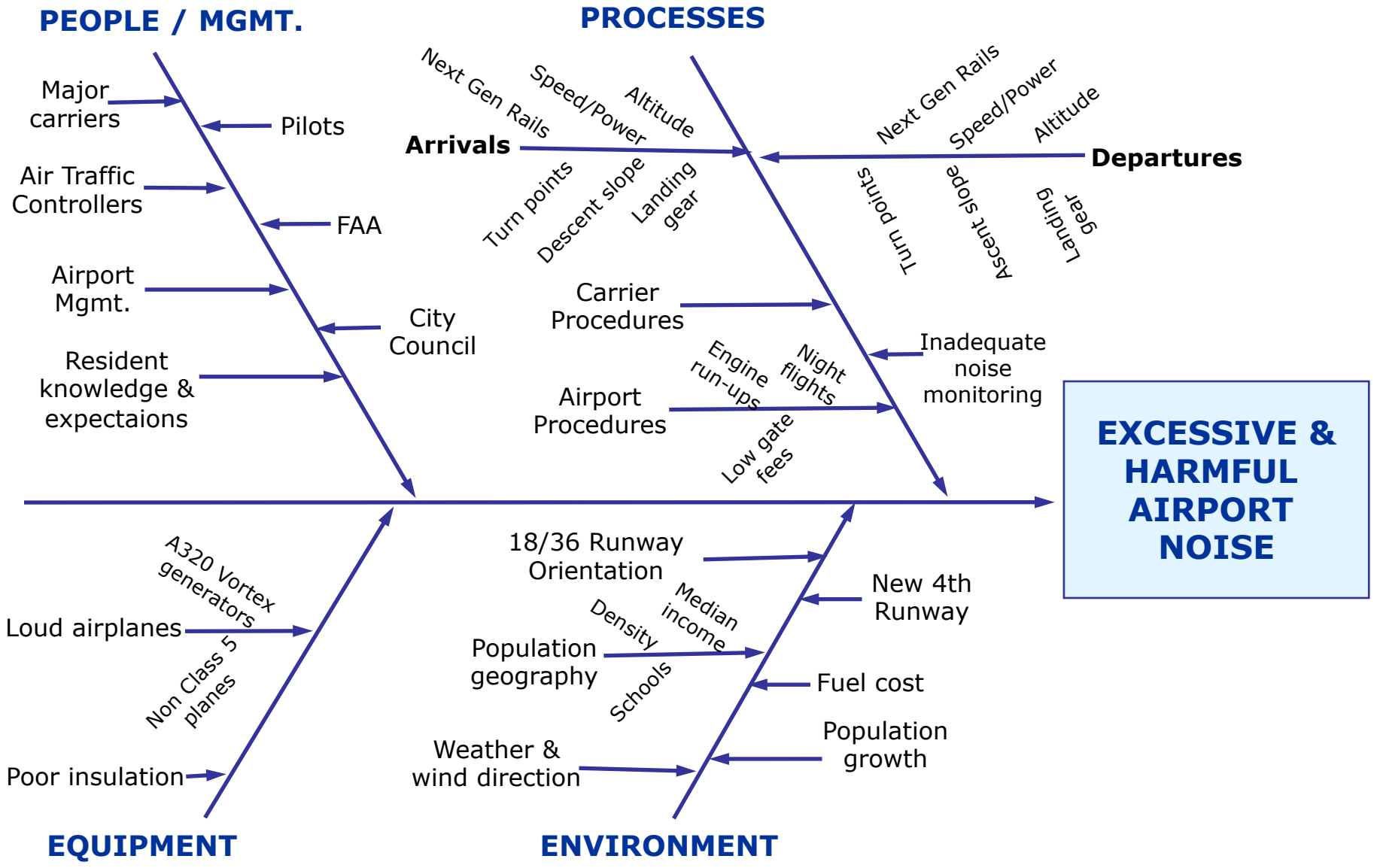


CLT ACR – High-level Process Overview for Recommendations Requiring FAA Approval – v7 (3/9/20) - FAA-related Steps



**** Step 14 Update** from FAA on 3/9/20: The FAA approval process is still the same, however the duration for Step 14 is really indefinite and will be based on many different variables, including workload at the time, complexity of the submittals, and the prioritization process.

FACTORS IMPACTING CLT AIRPORT NOISE



EXCESSIVE & HARMFUL AIRPORT NOISE

CLT Airport Community Roundtable - Noise Improvement Matrix

A) NOISE CATEGORIES	B) SPECIFIC CAUSES	C) IMPACT LEVEL	D) LOCAL CONTROL LEVEL	E) EXISTING INITIATIVES	F) ACR-RELATED SOLUTIONS AND STATUS	G) BENCHMARKING OPPORTUNITIES
WHAT/ EQUIPMENT	Loud Aircraft	High	Low	Phasing out of Stage 2 & 3 aircraft	<p>Modify 283 American Airlines Airbus aircraft with the vortex generators (AA has modified 179 of 283 as of 7/16/20. To be completed by 3/1/22); Request 46 noted that modification “estimated to cause up to a 4dB reduction in aircraft noise between 6-10 miles from the Airport.”</p> <p>Airport sent letters to govt. officials to support Sections of FAA Reauthorization Bill that Address Noise Issues, particularly phase out of Stage 3 (25% of CLT fleet). ACR received response from FAA on 7/2/19 concerning the support of noise abatement issues in the FAA Reauthorization Act. The FAA agrees that the agency will comply with noise abatement measures listed in the act. See Request 52</p>	<p>Phasing out loudest aircraft and introduction of quietest equipment.</p> <p>Fitting all A320s with quiet technology (vortex generators)</p>
	Inadequate residential noise mitigation	Moderate (varies by location)	High	<p>The City of Charlotte has created a noise disclosure overlay based on the 1996 65 DNL contours. – CLT Ref. 3</p> <p>CLT has soundproofed over 1000 homes, six churches and three schools in accordance with our Part 150 program. – CLT Ref. 4</p> <p>Over 400 properties have been purchased for noise abatement reasons. – CLT Ref. 5</p> <p>CLT does not have blast fences except near run-up locations. – CLT Ref. 6</p>	<p>ACR has received an analysis of noise profiles over a much greater geographic area (60x40 miles grid surrounding CLT)</p>	<p>More extensive sound insulation of homes, schools, churches, hospitals, etc.</p> <p>Using “Noise Barriers/Blast Fence” – ORD, LAX, IAH, JFK, YYZ – CLT Ref. 6</p>

CLT Airport Community Roundtable - Noise Improvement Matrix

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WHEN/ TIMING	Commercial night flights and equipment movement between 11pm and 6am		Low	CLT Part 150 details preferred runway use: 5/23 during night hours, no departures on 36L/18R, etc. – CLT Ref. 3 Run-up restrictions during night hours. – CLT Ref. 9	Sent Voluntary Curfew Request [Voluntary Restraint Program] to all carriers April 2019; several responses received, most recently from American Airlines on August 19, 2019) – Motion 07-18 . See Request 51	Night flight restrictions – noise quotas, seasonal limits, landing fees
	Freight night flights, e.g. FedEx, UPS, Amazon		Low			Night flight restrictions – noise quotas, seasonal limits, landing fees
HOW/ ARRIVALS	Next Gen Flight Rail concentration		Low		Move Downwind Arrival Path - Alternating Rails (ACR decided not to submit to FAA) – Requests 43, 48, 49, 56	
	Location of Arrival Rails over highly populated Areas		Low		Return the CAATT Waypoint to Pre-Metroplex location (Request sent to FAA); FAA modified request to Raise the Altitudes by 1000' at CAATT/EPAYE Waypoints – Motion 06-18 Recommendation 3: Return CAATT Waypoint to Pre-Metroplex location (i.e., Raising the Altitudes) submitted to FAA July 9, 2020	
	Low altitude Way Point turns over residential areas		Low		Recommendation 2: Maintain 6,000' Arrival Minimum Altitude until Final Approach Course (including turns onto base leg and onto Final Approach Course) submitted to FAA July 9, 2020	

CLT Airport Community Roundtable - **Noise Improvement Matrix**

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HOW/ ARRIVALS (cont'd)	Non-optimal descent slope (CDA); low altitude over residential areas		Low		Implement RNP CDA using Terminal Spacing and Sequencing – TSAS (test in Denver 2019) – Motion 01-17 ; Increasing use of OPD; CDA reviewed as part of Slate for Analysis in July 2019; ACR continues to support – Request 44 Recommendation 1: Greater Use of Continuous Descent Approaches submitted to FAA July 9, 2020	Continuous descent approach (CDA) or steeper approaches
	Early deployment of landing gear		Low			Minimize landing gear noise; deploy at latest moment

CLT Airport Community Roundtable - Noise Improvement Matrix

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HOW/ DEPARTURES	Next Gen Flight Rail concentration		Medium		Modify South Departure Procedure to delay turns (ACR decided not to submit to FAA) – Request 40 Recommendation 4: Remove the 2-Mile Restriction on Departure turns, submitted to FAA July 9, 2020	
	Low altitude Way Points turns over highly populated Areas		Low		Altitude-based Turns on South Departures; this analysis also addresses Multiple RNAV paths, different headings, etc. (ACR decided not to submit to FAA) See Requests 53, 54, 57 Recommendation 5: Utilize Divergent Departure Headings, submitted to FAA July 9, 2020 Recommendation 6: Change Headings of First Turns off Runways 18L and 18C, submitted to FAA July 9, 2020	Implement DOT rules on departure distance/height ratios (NPR) to 4,000'
	Non-optimal ascent slope; low altitude over residential areas		Low	Airport does not specifically recommend a departure profile. Airline operating procedures currently utilize a procedure similar to NADP-2. – CLT Ref. 10	Existing Departure Profiles reviewed in June 2019 ACR Meeting; ACR supports NADP-2 as recommended CLT department profile. Request sent to JetBlue, Delta, United, Spirit, and American Airlines to adopt NADP-2. As of 11/18/19, American Airlines has responded formally to the request. See Requests 55, 58, 66	Using “Airport-Recommended Departure Profiles” – ORD, LAX, YYZ – CLT Ref. 10
	Non-NPR compliance		Low			Tracking of NPR performance compliance (also noted under “People/Orgs”)
	Departure High Speed/Noise		Low		Slow the departure speed (process in experimental phase) – Motion 03-18	
	Unnecessary engine run ups		Medium	Run-up restrictions during night hours. (noted in Night Hours Section). – CLT Ref. 9		

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WHO/ PEOPLE, ORGS.	Low citizen awareness of CLT noise mgmt. efforts		High	<p><i>Communication plan under development to address Items 1, 3, and 4. Item 5 is being discussed.</i></p> <p>CLT Airport Communication group formed to increase citizen awareness of noise management efforts</p>	<p>CLT Noise Website; ACR involvement</p> <p>Identified at 3/20/19 Meeting:</p> <ol style="list-style-type: none"> 1) Develop PPT presentation tools to enable ACR to better inform local community groups <ol style="list-style-type: none"> a) CLT has created PPT's for several ACR members 2) Create a Twitter feed focused on reducing airport noise 3) Airport should greatly expand distribution of newsletters to increase community engagement 4) Airport should proactively communicate to the press via press releases 5) Consider use of e-survey tools to better gauge the community perception of airport related noise <p>Multiple ACR participants published articles in local periodicals to build awareness/education of noise effects of airplanes and offer avenues for the public to take to address concerns.</p> <p>ACR Community Engagement Project Team formed and preparing community communication meetings</p>	

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<p>WHO/ PEOPLE, ORGS. (cont'd)</p>	<p>Limited CLT/City initiative to proactively reduce noise and communicate to citizens.</p>		<p>High</p>	<p>CLT ACR established June 2017. – CLT Ref. 13</p> <p><i>Items 2, 3, and 5 will be addressed within communication plan. Items 1 and 4 can be addressed by the Airport as needed or by ACR independently.</i></p>	<p>CLT Noise Website</p> <p>Airport sent letters to govt. officials to support Sections of FAA Reauthorization Bill that Address Noise Issues, particularly phase out of Stage 3 (25% of CLT fleet). ACR received response from FAA on 7/2/19 concerning the support of noise abatement issues in the FAA Reauthorization Act. The FAA agrees that the agency will comply with noise abatement measures listed in the act. See Request 52</p> <p>Identified at 3/20/19 Meeting:</p> <ol style="list-style-type: none"> 1) Meet with City Manager as a coordinated group to inform and ask City to make it a greater priority for Charlotte 2) Provide noise metrics and data from HMMH study of Slate of Recommendations 3) Provide City Manager and City Council with citizen/community engagement plans 4) Encourage greater citizen oversight on management of airport 5) Increase coordinated communication to local, state, and federal government officials 6) Engage with the National Quiet Skies Coalition (www.nqsc.org) <p>ACR Government Engagement Project Team formed and preparing local government communication meetings.</p>	<p>Airports proactively and publicly describe all noise management practices</p> <p>Airports self- initiate robust noise management procedures</p>

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WHO/ PEOPLE, ORGS. (cont'd)	No negative consequences for non-compliance with noise procedures		Medium			Tracking of NPR performance compliance and penalties for non-compliance
	Resistance from FAA and ATC Union to change procedures to reduce noise		Low		ACR made a FOIA request of the FAA for Tower Orders on 10/14/19. FAA provided Tower Orders for ACR review.	
	Carrier and pilot procedures not focused on noise		Low	Some Airports advise against using reverse thrust during night hours. This generally only impacts noise adjacent to airport property. This likely would not affect noise levels at CLT. – CLT Ref. 11		Using “Limited-Use Reverse Thrust” – ORD – CLT Ref. 11
	Inadequate noise monitoring network and metrics beyond Dba thresholds		Medium	CLT is phasing out physical noise monitors in preference to 'virtual monitors', utilizing a similar system to the FAA Aviation Environmental Design Tool (AEDT), the official contour generating system. – CLT Ref. 12 <i>Sent letter to U.S. Sec. of Transportation in May 2019 addressing areas of support in FAA Reauthorization Bill of 2018</i>	POTENTIAL: Airport to draft letters to govt. officials to support modification of 65 dB level (via reauth. bill) this suggestion was made by ACR. POTENTIAL: Evaluate the importance of defining other noise metric limits than 65 DNL (average not a true measure of annoyance and health effects from noise) ACR members created noise effect metric based on frequency and noise level; HMMH addressed in slate analysis. Request 62 POTENTIAL: Identify and implement other methods (real and virtual) of noise monitoring	Increase noise monitoring locations and reporting. See ORD, LAX, DFW, LAS, JFK, YYZ – CLT Ref. 12 Include noise sensitive locations like schools in noise monitoring. Decrease noise metrics from 65 Dba thresholds (measure frequency and duration).

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WHERE/ ENVIRON- MENT	Charlotte population growth of 3%		Low			
	Orientation of three 18/36 NS runways		Low			
	Decommissioning of 5/23 runway and additional 4 th NS Runway		Low			

Charlotte Douglas International Airport

Airport Community Roundtable

Analysis/Support Requests and Motions from the July 2020 Meeting

Motion on Submittal of Slate to the FAA

ACR Approved Submittal

The ACR voted on the following Motion: *To submit the ACR's Slate of Recommendations and Submittal Package to the FAA with the changes noted for their evaluation and implementation.*

❖ Changes to Submittal Package include:

- On Meeting Handout Page 8, change “20 miles” to “30 miles”
- On Meeting Handout Page 8, change “below 4,800 feet” to “below 4,000 feet”
- Add MSL/AGL notations wherever altitudes are addressed
- Add numbers of population affected in summaries of recommendations where not already included

The ACR passed this Motion via a roll call vote with 19 in favor, 0 opposed (a 2/3rd majority was required for submittal). We have contacted the 3 members who voted via e-mail prior to the meeting, notified them of the changes made during the meeting, and haven't heard of any objections to the changes.

Request for Follow-up

North v. South Flow Decision-making

The ACR would like an update on the North v. South Flow Decisioning information received from the FAA. CSS/CLT will work with ACR Member Muckenfuss to provide information for an upcoming meeting.

CLT Airport Community Roundtable

Updates on Requests/Motions – 8/12/20 ACR Meeting

CLT Operational Update

Update on Current State of CLT Operations, Traffic Volume, Revenue

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

July 2020 passenger activity increased significantly above the prior month (June 2020) with TSA Throughput and Flight Departures up by about 40%. In comparing July 2020 to July of 2019, Throughput was down about 25% and Flight Departures (all airlines) were down 39%.

Community Engagement/Communications Updates

ACR Government Engagement Project Team Update

Bob Cameron, Project Team Chair on August 4

The Government Engagement Project Team conference called in July to discuss our initial contact PowerPoint presentation. We have the presentation "backbone" developed and shared online among the group, and will join again on our August call to discuss the PowerPoint file, particularly the graphics involved, and come to group consensus on the file. Dan Gardon has provided us several different depictions to use in the briefing and has joined our call group. Actual contact of government officials continues to remain suspended until Covid conditions significantly improve.

ACR Community Engagement Project Team Update – ACR Members

Phillip Gussman, ACR and Community Engagement Project Team Member on August 10

The Community Engagement Team has prepared a press Alert for release to local outlets including community groups, clubs and leadership organizations. We envision all members of the ACR assisting with getting this into any communication outlet that will reach their communities or spheres of influence and tailoring the language surrounding the community to the specific areas of interest to the recipient. We have compiled a list of local media outlets but the members of the ACR are most likely the best resource for getting it into the most affected areas. Keep in mind that our community impacted by Airport noise extends well beyond any one classification but could be considered the general Charlotte Region or Communities in the 20 - 30 mile radius of Charlotte Douglas International Airport.

Requests for Support – Communication Plan Development – CLT Staff

Dan J. Gardon, Noise Abatement Specialist, CLT on August 11

Consultant has delivered the concept. We are creating images and information to use with the concept. Target is a full deployment of it in 1st Qtr 2021.

FAA-Related Items

Understanding of Internal FAA Review Process relating to CAATT/EPAYE Raising Altitude Motion

John Carraher, Office of the ASO Regional Administrator - Senior Advisor, FAA on March 9

We can arrange to have someone at the April or May ACR meetings to discuss the process for the CAATT/EPAYE Raising the Altitude motion with the understanding that the ACR would like to better understand the process while they finalize the rest of the slate.

Request of FAA for Tower Orders (FOIA)

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

No update on Request for Tower Orders.

North v. South Flow Decision-making

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

No update at this time for North v. South flow decision making.

Airlines-related Updates

Update on NADP-2 Recommendation

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

No update at this time on NADP-2.

American Airlines Retrofit of Airbus Aircraft with Vortex Generators

Tracy Montross, American Airlines Regional Director of Government Affairs as of July 16

We have now modified 179 of 283 aircraft with vortex generators. No changes to the completion date so far. [previously noted as 3/1/22].

Voluntary Restraint Program (Scheduling of Flights at Night)

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

No update on Voluntary Restraint Program.

Additional Updates

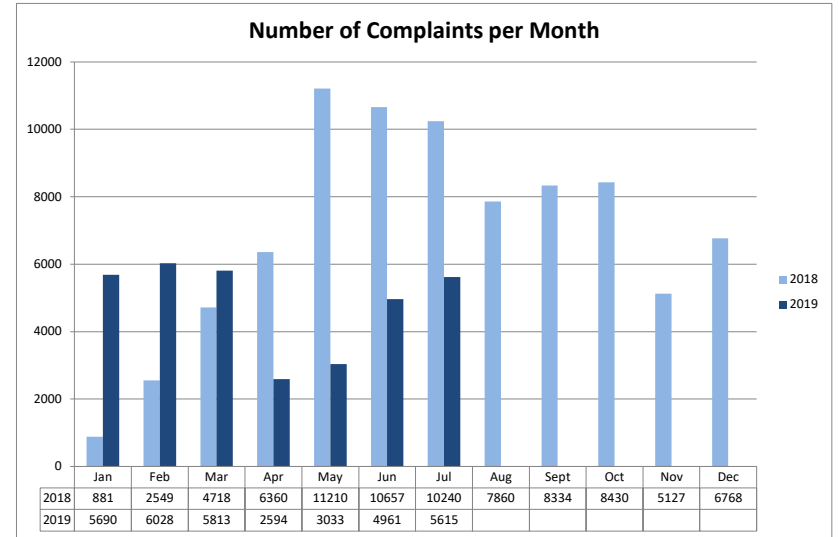
EA Process

Dan J. Gardon, Noise Abatement Specialist, CLT on August 10

The EA team has developed alternatives and they are currently being explored. The team is halfway through the Direction, Oversight, Review, and Agree (DORA) process with our stakeholders and agencies. Spring 2021 is the target for the Draft EA and Summer 2021 for the FONSI/ROD.

CLT Complaint Statistics

	1st of month to 1st of month		Jan 1 to 1st of month	
	2020	2019	Total 2020	2019
	Complaints	Complaints	Complainants (cumulative)	Complainants
Jan	5690	881	69	67
Feb	6028	2549	108	95
Mar	5813	4718	135	122
Apr	2594	6360	142	168
May	3033	11210	155	198
Jun	4961	10657	161	229
Jul	5615	10240	167	242
Aug		7860		259
Sept		8334		296
Oct		8430		320
Nov		5127		327
Dec		6768		343
TOTAL	33734	83134		343



	Total	Top 25 Callers	Percent	Top 1 Caller	Percent
Jan	5690	5589	98%	1949	34%
Feb	11718	11491	98%	4054	35%
Mar	17531	17117	98%	5739	33%
Apr	20125	19651	98%	6500	32%
May	23158	22628	98%	7421	32%
Jun	28119	27534	98%	8717	31%
Jul	33734	33076	98%	9852	29%
Aug			#DIV/0!		#DIV/0!
Sept			#DIV/0!		#DIV/0!
Oct			#DIV/0!		#DIV/0!
Nov			#DIV/0!		#DIV/0!
Dec			#DIV/0!		#DIV/0!

