

Charlotte Airport Community Roundtable

April 5, 2023 Meeting

Handouts

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) ACR Part 150 Preliminary Recommendations - ACR Comments Document
- E) ACR Recommendations for the TAC
- F) CLT Updates: Key Measures Dashboard
- G) Listing of Requests for Analysis and Motions from January
- H) Written Updates Document

CLT Airport Community Roundtable

Meeting Agenda – April 5, 2023, 6p-8p

1) Open the Meeting (10-15 Mins.)

- a) Call Meeting to Order, Welcome, and Introductions – Natalie Rutzell, ACR Chair

***Airport Community Roundtable Mission Statement:** To provide the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport.*

- b) Describe Meeting Approach – Ed Gagnon, Facilitator

- i) Overall Meeting Logistics
- ii) ACR Ground Rules

- c) Approve Minutes from January – Natalie Rutzell, ACR Chair

2) Receive Public Input, if applicable (Time TBD)

3) Update on Moving Forward – Monitor, Engage, and Improve (80-90 Mins.)

- a) **Engage/Improve: Part 150 Noise Compatibility Study** (45-60 Mins.)

- i) Part 150/TAC Update – CLT (30-45 Mins.)
 - (1) Public Meetings Update
 - (2) Technical Advisory Committee (TAC) Meeting Update
 - (3) Recommendation Submittal Timing and Process Discussion
- ii) ACR Recommendation Development for the TAC (15-20 Mins.)

- b) **Engage/Improve: Updates from Project Teams** (10-15 Mins.)

- c) **Monitor: CLT Updates and FAA Progress** (20-25 Mins.)

- i) CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Commercial and Community Engagement, CLT (10 Mins.)
- ii) Update and Action on ACR Slate’s Arrival Recommendations (10-15 Mins.)
 - (1) FAA Update on Implementation Process for Alternative Recommendation #3a – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA

4) Request/Address Additional Business (5-10 Mins.)

- a) Unfinished Business (5 Mins.)

- i) Note **Written Updates** on Motions/Requests for Support

- b) New Business

5) Adjourn (2 Mins.)

- Next Meeting: **July 12, 6p**

Current ACR Roster

Charlotte City Districts

Kurt Wiesenberger – Charlotte, At Large
Phillip Gussman – Charlotte City District
Darren Crosby – Charlotte City District 2
Nakia Savage – Charlotte City District 3
Bobbi Almond – Charlotte City District 5
Alan Sauber – Charlotte City District 7

County Municipalities

Sayle Brown – Cornelius
Matt Hamilton – Davidson
Preston Hagman – Huntersville
Kim Hardee – Matthews

Mecklenburg County

Thelma Wright – Mecklenburg County, At Large
Doug Pray – Mecklenburg County District 1
Natalie Rutzell – Mecklenburg County District 2
Sherry Washington – Mecklenburg County District 4
Megan Walton – Mecklenburg County District 5
Mark Loflin – Mecklenburg County District 6

Counties

Sam Stowe – Gaston County
Walter Ballard – Lincoln County
Diane Dasher – York County
Jacob Pollack – York County

Vacancies

Charlotte City District 4, Charlotte City District 6,
Mecklenburg County District 3, Mint Hill, Pineville

Other ACR Stakeholders

CLT Staff:

Haley Gentry – Aviation Director

Stuart Hair – Director, Commercial and Community Engagement

Kevin Hennessey – Real Estate and Noise Manager

Dan Gardon – Noise Specialist

FAA:

Pearlis Johnson – Southern Region Deputy Administrator

Andreese Davis – Manager, Airspace and Procedures Team

Shane Jackson – Community Engagement Officer

American Airlines:

Tracy Montross – Regional Director of Gov't Affairs



Addressing the ACR - Guidelines for Public Speakers

- Each Speaker has 3 minutes
 - ACR members may/may not respond at that time
 - Additional time, if needed, provided at the Chair's discretion
- After the Public Input time:
 - All other Public comment/questions only from ACR members
 - Please stay if you'd like to listen
 - Full recording of this meeting (minutes, agenda, presentations, etc.) will be on the CLT Noise website within 1 month)
 - Go to <https://www.cltairport.com/community/noise> and click **"Airport Community Roundtable"**

CLT Airport Community Roundtable

Technical Advisory Committee (TAC)

Part 150 Preliminary Recommendations: **ACR Comments/Questions (as of 3/31/23)**

Introduction

This document includes initial comments and questions from the ACR on the Preliminary Part 150 Recommendations, as they were shared on March 22 at the TAC meeting. Page 1 includes overall comments/questions on the recommendations as well as comments/questions that apply to multiple recommendations. Pages 2 and 3 include ACR member comments/questions, where provided, regarding individual recommendations.

Overall and Grouped Comments/Questions

❖ Overall Comments/Questions

- For the “Future (2028) Baseline Noise Exposure Contour,” what is the mix of flow (North v. South Flow) assumed on this slide?
- There is a possibility that preliminary recommendations that were based on ACR Slate recommendations may not reduce impact in the 65 DNL. If, however, those recommendations have a net neutral effect (no benefit, no disbenefit), could the ACR share its previous analyses prior to the recommendation being eliminated from Part 150 evaluation? The goal is for these recommendations to continue their evaluation through the Part 150 if there’s no negative effect on the 65 DNL.
- Please provide more detail of the proposed usage and expected benefit for each Noise Abatement recommendation.
- In the next phase, the ACR would like to see not only the impact on the 65 DNL contour but also the community outside of the contour.

❖ Comments/Questions - Recommendations NA-C-1, NA-C-2, NA-C-3

- Please clarify whether departures: (A) Go the 2-miles on the existing headings (200, 183, 183) then change heading (220, 168, 153, 119), or (B) Will depart on the proposed headings, travel 2 miles, then turn to a new heading.
- Clarify the expected usage of each runway and specifically the split between 19 (new runway) and 18C. Our current understanding is that 18C is used for 60% of all South Flow departures.

❖ Comments/Questions - Recommendations NA-H, NA-I, NA-J

- The ACR is not initially in favor of the Preferential Runway Use proposals (NA-H, NA-I, NA-J). This goes against the dispersion objective and may increase noise for existing communities outside the 65 DNL.
- For NA-H and NA-I, it does not give those under the arrival path for those runways a break from day to night. Changing the runway use for the new runway from departure to arrivals appears to negatively impact those under the arrival paths outside the 65 DNL for a modest improvement for those households within the 65 DNL.
- Can you provide more background on the rationale for these proposals?

Comments/Questions on Part 150 Preliminary Recommendations

Recommendation	ACR Comments
<p>NA-A-1 <i>Facility Modification</i> Maximize the use of midfield run-up locations (ID 2, 3) over those located on the east side of the Airport (ID 4, 5, 6). <i>Short-Term</i></p>	<ul style="list-style-type: none"> No comments.
<p>NA-A-2 <i>Facility Modification</i> Conduct an assessment of ground run-up procedures after construction of the new fourth parallel runway to identify run-up locations in the midfield of the Airport. <i>Long-Term</i></p>	<ul style="list-style-type: none"> No comments.
<p>NA-B-1 <i>Flight Procedure</i> Increase the number of departure headings for north flow operations while maintaining existing approved headings and maximizing departure corridors. <i>NOTE: This is a modified version of an ACR Slate recommendation</i></p>	<ul style="list-style-type: none"> No comments.
<p>NA-B-2 <i>Flight Procedure</i> Maximize the number of divergent headings for north flow operations while maintaining a 15° separation between headings. <i>NOTE: This is a modified version of an ACR Slate recommendation</i></p>	<ul style="list-style-type: none"> Is there a limit to the # of headings off a runway? Why couldn't there be a heading identified to follow I-85 initially to the East? Why couldn't there be a heading identified to follow I-85 or I-485 initially to the West? Can we identify usage/mix so that we can see the true affect and how much dispersion will actually occur based on use of each vector?
<p>NA-C-1 <i>Flight Procedure</i> Increase the number of departure headings for south flow operations while keeping the 2-mile restriction on the new Runway 19.</p>	<ul style="list-style-type: none"> Please confirm that the graphic is incorrect; blue arrows (proposed) won't take effect until they hit the 2NM line, correct? See Comments in "Overall and Grouped Comments" section of this document.
<p>NA-C-2 <i>Flight Procedure</i> Increase the number of departure headings for south flow operations while keeping the 2-mile restriction on Runway 18L</p>	<ul style="list-style-type: none"> Please confirm that the graphic is incorrect; blue arrows (proposed) won't take effect until they hit the 2NM line, correct? See Comments in "Overall and Grouped Comments" section of this document.
<p>NA-C-3 <i>Flight Procedure</i> Increase the number of departure headings for south flow operations while maintaining existing approved headings and maximizing departure corridors. This requires eliminating the 2-mile restriction. <i>NOTE: This is a modified version of an ACR Slate recommendation</i></p>	<ul style="list-style-type: none"> See Comments in "Overall and Grouped Comments" section of this document.
<p>NA-C-4 <i>Flight Procedure</i> Maximize the number of divergent headings for south flow departures while maintaining a 15° separation between headings. This would require the elimination of the 2-mile restriction. <i>NOTE: This is a modified version of an ACR Slate recommendation</i></p>	<ul style="list-style-type: none"> Why are there no changes stated to 18C/36C? Just for illustration? In reality, the current plan is to have most departures off 1/19 or 18C/36C, correct?

Recommendation	ACR Comments
<p>NA-K <i>Flight Procedure</i> Evaluate helicopter operations in the south general aviation apron to takeoff towards the south (stay between Yorkmont and Billy Graham Parkway before turning on course)</p>	<ul style="list-style-type: none"> No comments.
<p>NA-L <i>Flight Procedure</i> Change Headings of First Turns off Runways 18L and 18C <i>NOTE: This is an ACR Slate recommendation</i></p>	<ul style="list-style-type: none"> Please confirm the current and proposed headings for 18C and 18L.
<p>NA-D <i>Facility Modification / Flight Procedure</i> Implement a 1,235-foot displaced arrival threshold on Runway 36C</p>	<ul style="list-style-type: none"> No comments.
<p>NA-E <i>Facility Modification / Flight Procedure</i> Implement a 1,376-foot displaced arrival threshold on Runway 36R</p>	<ul style="list-style-type: none"> No comments.
<p>NA-F <i>Facility Modification / Flight Procedure</i> Implement a 1,376-foot displaced arrival threshold on Runway 18L</p>	<ul style="list-style-type: none"> No comments.
<p>NA-G <i>Facility Modification / Flight Procedure</i> Implement a 1,100-foot arrival displaced threshold on Runway 01</p>	<ul style="list-style-type: none"> No comments.
<p>NA-H <i>Preferential Runway Use</i> Designate Runway 36L and 36R as preferred for north flow arrivals by turbojet and large four-engine prop aircraft between 10:00 p.m. and 7:00 a.m.</p>	<ul style="list-style-type: none"> See Comments in “Overall and Grouped Comments” section of this document.
<p>NA-I <i>Preferential Runway Use</i> Increase use of Runway 18R for south flow arrivals by turbojet and large four-engine prop aircraft between 10:00 p.m. and 7:00 a.m.</p>	<ul style="list-style-type: none"> See Comments in “Overall and Grouped Comments” section of this document.
<p>NA-J <i>Preferential Runway Use</i> <i>Evaluate the new runway as an arrival runway</i></p>	<ul style="list-style-type: none"> NA-J appears to contradict the EIS /EA performed for the new runway. See Comments in “Overall and Grouped Comments” section of this document.

CLT Airport Community Roundtable

Technical Advisory Committee (TAC)

ACR Member Recommendations – as of 3/31/23

The ACR has developed the following Recommendations for consideration by the TAC in the Part 150 process:

- 1) **Balanced Mix of North v. South Flow:** Set guidelines for overall mix of departure flows for a given timeframe (e.g., over the course of a quarter or year), with the goal of achieving a 50%/50% balancing of North Flow and South Flow. The preference is for the underutilized flow direction to be used when CLT has more discretion based on days of minimal wind and other such factors.
- 2) **Noise Abatement Corridor:** Identify and analyze options for establishing Noise Abatement Corridor(s) so that aircraft noise is less annoying to the population. This could include creating new Noise Abatement Corridor(s) and/or adjusting the mix of flight paths utilized to reduce the noise effect on the population. Please note the following examples:
 - a) Explore opportunities to create/increase use of flight paths that follow highways and fly over where industrial parks and lakes are located, while eliminating/decreasing use of flight paths that negatively affect churches, schools, hospitals, and residential areas.
 - b) In South flow arrivals along the CHSLY procedure, maintain the published altitude of 6000 feet at HEELZ so flights will not cut the corner, and CLT could utilize the lake as a Noise Abatement Corridor.
 - c) In South flow for arrivals, extend the eastern downwind so that flights intercept the final approach over the main channel of the lake so the lake can be used as a Noise Abatement Corridor. Recommend altitude of 6,000 feet until turning final approach course.
 - d) In North flow for arrivals, utilize I-77 as a Noise Abatement Corridor.
- 3) **Runway Operations**
 - a) **Spread Operations:** At low periods, spread operations to avoid concentration of a particular mode of operation (e.g., most/all departures or most/all arrivals) to a single runway, leaving others underutilized for the same mode of operation. Example: Avoid sending all arrivals to 18R while 18L and 18C are held open for occasional departures.
 - b) **Limit One Direction Flow to a Maximum # Days:** Prevent continuous flow in one direction over more than [two consecutive days] to bring relief to people who have been getting noise/flow from one type of operation continuously for multiple days. After [two consecutive days] of flow in the same direction, flow should be reversed at the first reasonable opportunity and maintained in the reverse direction for a reasonable period.
 - c) **Cap Arrival Mix by Runway:** Ensure that the new 4th parallel runway and runway 18R/36L will never receive more, in the aggregate, than 50% of arrivals over any single daily period.
 - d) **Avoid Dual Stream Arrivals during Non-peak Daytime Operations:** Between 7a-10p, do not use the new 4th parallel runway and runway 18R/36L to receive arrivals in “dual stream” mode during non-peak periods.
 - e) **Alternate Primary Operation for Adjacent Runways:** Alternate use of runways so that no two adjacent runways will be used primarily for the same mode of operation (arrival or departure) over a daily period.
- 4) **Adherence Monitoring:** Require airport to monitor complaints to trigger further noise abatement discussions; use to gauge adherence.

Charlotte Douglas International Airport

CLT ACR Key Measures

Thru 3/31/23

	YTD 2019	YTD 2020	YTD 2021	YTD 2022	YTD 2023	Change from 2019	Change from 2020	Change from 2021	Change from 2022
Overall Operations (Arrivals + Departures)									
Operations/Day	1,521	1,473	1,178	1,303	1,330	-12.6%	-9.7%	12.9%	2.1%
% of Flights in North Flow	70%	52%	69%	54%	48%	-22.5%	-4.3%	-21.1%	-6.3%
Avg # of Cargo Flights/Day	N/A	13.6	15.6	16.3	13.5	N/A	-0.4%	-13.4%	-17.1%
Mix of Operations - Departures									
36C	40%	28%	40%	32%	29%	-10.9%	0.5%	-10.8%	-2.9%
36R	30%	24%	29%	22%	19%	-11.7%	-5.1%	-10.3%	-3.6%
18C	15%	25%	17%	26%	31%	15.4%	6.1%	13.6%	5.0%
18L	14%	23%	14%	20%	22%	7.2%	-1.5%	7.6%	1.6%
Other	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%
Mix of Operations - Arrivals									
36R	27%	19%	28%	22%	19%	-7.8%	0.5%	-8.1%	-3.0%
36C	7%	7%	8%	6%	3%	-4.1%	-4.1%	-5.0%	-2.5%
36L	36%	26%	34%	26%	26%	-10.8%	-0.8%	-8.5%	-0.7%
18R	15%	24%	15%	23%	28%	12.9%	3.5%	12.9%	5.4%
18C	3%	6%	4%	4%	3%	-0.4%	-3.1%	-1.0%	-1.6%
18L	11%	17%	11%	19%	21%	10.1%	4.0%	9.6%	2.2%
Other	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%
South Flow - Early Turn Violations									
Average Daily Flights	N/A	42	20	30	33	N/A	-21.4%	64.8%	10.7%
Complaint Statistics **									
# Complaints	8,148	17,531	15,124	31,046	18,550	127.7%	5.8%	22.7%	-40.2%
# Complainants	122	135	73	82	78	-36.1%	-42.2%	6.8%	-4.9%

Charlotte Douglas International Airport

Airport Community Roundtable

Analysis/Support Requests and Motions from the **January 2023 Meeting**

Requests for Action

Share Links/Information on Flight Paths Anticipated after Completion of 4th Parallel Runway (CLT)

CLT offered to provide flight paths projected to be utilized after completion of the 4th parallel runway, particularly sharing paths outside the 65 DNL Contour.

Include American Airlines Representative on Distributions of Key Between-meeting Correspondences (CSS/ACR/CLT)

The AA representative requested to receive the ACR Member Newsletter from December as well as future quarterly Newsletters. She asked to be kept abreast of any relevant activities/deliverables from the Project Teams – particularly the Community and Government Engagement Project Teams.

Update to Future ACR Member Newsletters (CSS)

The ACR requested that upcoming meeting dates for the Project Teams are included in the Newsletters for subsequent months; for example, if the Newsletter is sent in December, and the ACR meeting is January, include the Project Team schedule for February and March.

Motion: To Form a Technical Working Group

ACR Approved Forming a More Technically-focused Team with Stakeholder Representation

The ACR voted on the following Motion: *To form a Technical Working Group that includes technically knowledgeable representatives from key stakeholder groups to identify potential alternatives/options to reduce the airplane noise effects on the population.*

The ACR unanimously passed this Motion using a vote by acclamation. The ACR, in coordination with CLT, will develop the process and structure of the team – ensuring that open meeting laws are adhered to by the group.

Motion: To Convert Central York County Position to At-large York County Position

ACR Approved Having Both York County Positions be At-large

The ACR voted on the following Motion: *To change the eligibility of the York Central position so it is a York County At-large position.*

The ACR unanimously passed this Motion using a vote by acclamation.

CLT Airport Community Roundtable

Updates on Requests/Motions – 4/5/23 ACR Meeting

Community Engagement/Communications Updates

Requests for Support – Communication Plan Development – CLT Staff

Dan J. Gardon, Noise Abatement Specialist, CLT on April 3, 2023

No updates at this time.

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, 2020

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 April 3, 2023

No updates at this time.

Airlines-related Updates

Update on NADP-2 Recommendation

Dan J. Gardon, Noise Abatement Specialist, CLT on April 3, 2023

Updates on carrier survey being provided at October 12 ACR meeting.

Voluntary Restraint Program (Scheduling of Flights at Night)

Dan J. Gardon, Noise Abatement Specialist, CLT on April 3, 2023

No updates at this time.