

CLT Airport Community Roundtable

Updates on Requests/Motions – 1/15/20 ACR Meeting

FAA-Related Items

FAA Potential Slate Recommendations: Non-starter Review

John Carraher, Office of the ASO Regional Administrator - Senior Advisor, FAA on January 15

CLT Air Traffic control in collaboration with the CLT Airport Authority and FAA Eastern Service Center will be meeting on the afternoon of February 5th, 2020 to further analyze the CLT ACR Recommendations. The intent of the meeting is to identify recommendations from the list that are considered unfeasible to perform further analysis, and identify recommendations the group believes requires more in-depth exploration prior to making a decision.

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 January 15

When making a request to amend or create instrument flight procedures such as the CHSLY STAR, each procedure design is dependent on airspace design and constraints, and the interdependencies of other procedures within the same airspace. We do not believe there is a single action that the ACR could do differently when submitting a recommendation. We ask the ACR to please continue providing as much specificity as possible to the context and intended outcome in future recommendation submissions. By providing specificity to the recommendation, it allows the FAA to better understand the goal the ACR is wanting to achieve. In some cases, the FAA might not be able to accommodate the recommendation as submitted, but could possibly provide an opportunity to achieve the intended outcome the ACR is seeking. Each procedure request is required to go through the validation and prioritization process once the formal request is made to the FAA. These two processes validate the need for the procedure, and prioritize the procedure for work. During the prioritization process, the procedure is prioritized for work based on the requirement of the change. The requested change is prioritized with Safety and efficiency requirements, along with Regional and National FAA initiatives.

A meeting with a subset of the ACR is still a possibility in the future but we are not in a position at this time to provide an exact date and time. This can be a topic for the Feb 5 meeting or Feb 12 ACR.

FAA Submittal: Slate-related Request

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

The Chair and Vice Chair formalized a request to the FAA which provided guidance on two points: First, that the FAA hold review on a modification to the CHSLY3 arrival (commonly known as the CAATT Request). Instead, this will allow the FAA to put more resources towards the list of modifications on the ACR 'slate'. Second, the ACR has requested that the FAA provide a preliminary review of slate items during the February 12th ACR meeting.

Request of FAA for Tower Orders (FOIA)

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

The FAA provided a listing of Tower Orders in late October. These have been forwarded to the group, and pertinent information provided by Dan Gardon of CLT.

North v. South Flow Decision-making

FAA provided responses to ACR follow-up questions on 12/18/19. Questions routed to ACR member Muckenfuss (who made the initial proposal) to gauge if he had his questions addressed; once questions addressed, those FAA answers would be brought back to the ACR.

Community Engagement/Communications Updates

ACR Government Engagement Project Team Update – ACR Members

❖ Nothing new to report since December ACR meeting update.

ACR Community Engagement Project Team Update – ACR Members

Mark Loflin, ACR and Community Engagement Project Team Member on January 8

❖ Nothing new to report since October 14 update.

Requests for Support – Communication Plan Development – CLT Staff

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

Marketing and communications consultant Mower has delivered a Community Engagement Plan. Over the next year, we will be using the creative concept of the Plan in copy and printed materials incorporating the theme of “Connections don’t just happen at the terminal.” An extensive library of photos and videos illustrating our community engagement will be created with the full launch of the Plan occurring in early 2021.

Airlines-related Updates

Update on NADP-2 Recommendation

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

American Airlines has provided a response confirming their continued use of the NADP-2 procedure. Currently there has been no additional feedback from other operators at CLT.

American Airlines Retrofit of Airbus Aircraft with Vortex Generators

Tracy Montross, American Airlines Regional Director of Government Affairs as of January 8

We have now modified 131 of 283 aircraft with vortex generators. No changes to the completion date [previously noted as 3/1/22].

Voluntary Restraint Program (Scheduling of Flights at Night)

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

No further updates on the Voluntary Restraint Program at this time.

Additional Updates

EA Process

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

The next public meeting for the new runway Environmental Assessment is projected in March but not scheduled as of yet.

Update Requests/Motions Databases – CLT/CSS

See attached document; pages 20-21 of Request Database includes the following Requests added or updated during the December meeting: #107, #109-#113

Semi-Annual Update of Complaint Statistics

Dan J. Gardon, Noise Abatement Specialist, CLT on January 13

I've also attached a copy of the full year complaint data for 2019. Complaints received have nearly tripled to a total of 83,000, but the unique number of households has been reduced by nearly half to a year-low of 343. Number of complaints per person has also increased dramatically with just one person submitting over 19,000 complaints.