

Charlotte Airport Community Roundtable

May 11, 2022 Meeting

Handouts

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) FAA Slate Review/Implementation Process
- D) CLT Updates – Key Measures Dashboard
- E) Project Team Updates
- F) Listing of Requests for Analysis and Motions from March
- G) Additional Written Updates
 - 1) Written Updates Document
- H) Updated ACR Mission Statement and Guidelines

CLT Airport Community Roundtable

Meeting Agenda – 5/11/22, 6p-8p

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

- a) Call Meeting to Order, Welcome, and Introductions – Kurt Wiesenberger, ACR Chair
 - i) ***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 – In-person and WebEx
 - (1) WebEx - 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 Prior Meetings – Kurt Wiesenberger, ACR Chair

2) ACR Officer Transition (5-10 Mins.)

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

4) Update on Moving Forward – Monitor, Engage, and Improve (35-45 Mins.)

- a) **Monitor:** FAA Progress and CLT Updates
 - i) Update on Status of Recommendations – Pearlis Johnson, FAA (15-20 Mins.)
 - ii) CLT Update – Stuart Hair, Director of Economic & Community Affairs, CLT (10-15 Mins.)
 - (1) Environmental Assessment and Part 150 Updates
 - (2) CLT Updates on Existing Initiatives and Operations
- b) **Engage/Improve: Updates from Project Teams** (5-10 Mins.)
 - i) Community Engagement Project Team Update – Phil Gussman, Project Team Lead
 - ii) Government Engagement Project Team Update – Bob Cameron, Project Team Lead
 - iii) Local Ops/Improvement Project Team – Kurt Wiesenberger, Project Team Co-lead

5) Request/Address Additional Business (15-25 Mins.)

- a) Unfinished Business
 - i) Note **Written Updates** on Motions/Requests for Support
 - ii) Update on ACR Mission/Charter (5-10 Mins)
- b) New Business
 - i) Share ANE Symposium Results: Key Takeaways (10-15 Mins.)

6) Adjourn (2 Mins.)

- a) Next Meeting: **July 13, 6p (The plan is to be fully in-person in July)**

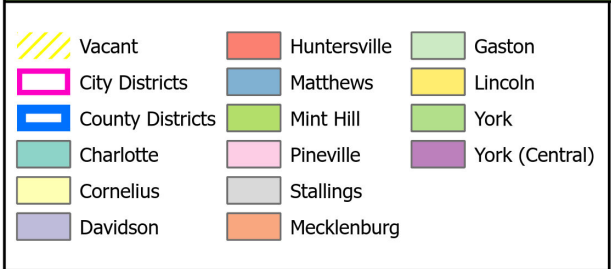
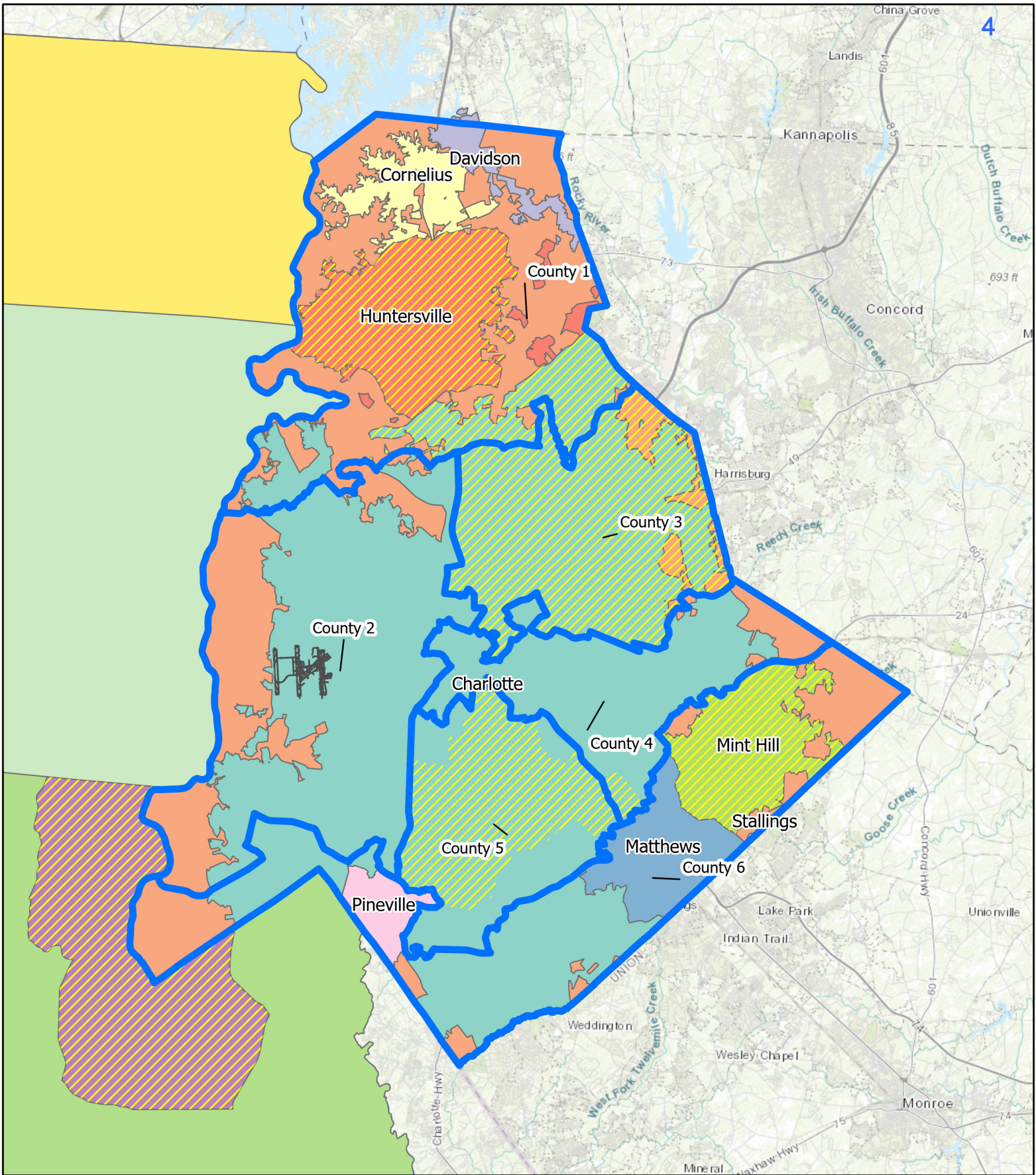
Current ACR Roster

Kurt Wiesenberger – Charlotte, At Large
Phillip Gussman – Charlotte City District 1
Darren Crosby – Charlotte City District 2
Nakia Savage – Charlotte City District 3
Charlotte City District 4 – **Vacant**
Bobbi Almond – Charlotte City District 5
Charlotte City District 6 – **Vacant**
Alan Sauber – Charlotte City District 7


Sayle Brown – Cornelius
Bob Cameron – Davidson
Huntersville – **Vacant**
Kim Hardee - Matthews
Mint Hill – **Vacant**
Charles Soussou – Pineville


Thelma Wright – Mecklenburg County, At Large
Doug Pray – Mecklenburg County District 1
Natalie Rutzell – Mecklenburg County District 2
Mecklenburg County District 3 – **Vacant**
Sherry Washington – Mecklenburg County District 4
Megan Walton – Mecklenburg County District 5
Mark Loflin – Mecklenburg County District 6

Sam Stowe – Gaston County
Walter Ballard – Lincoln County
Jacob Pollack – York County
York County Central - **Vacant**

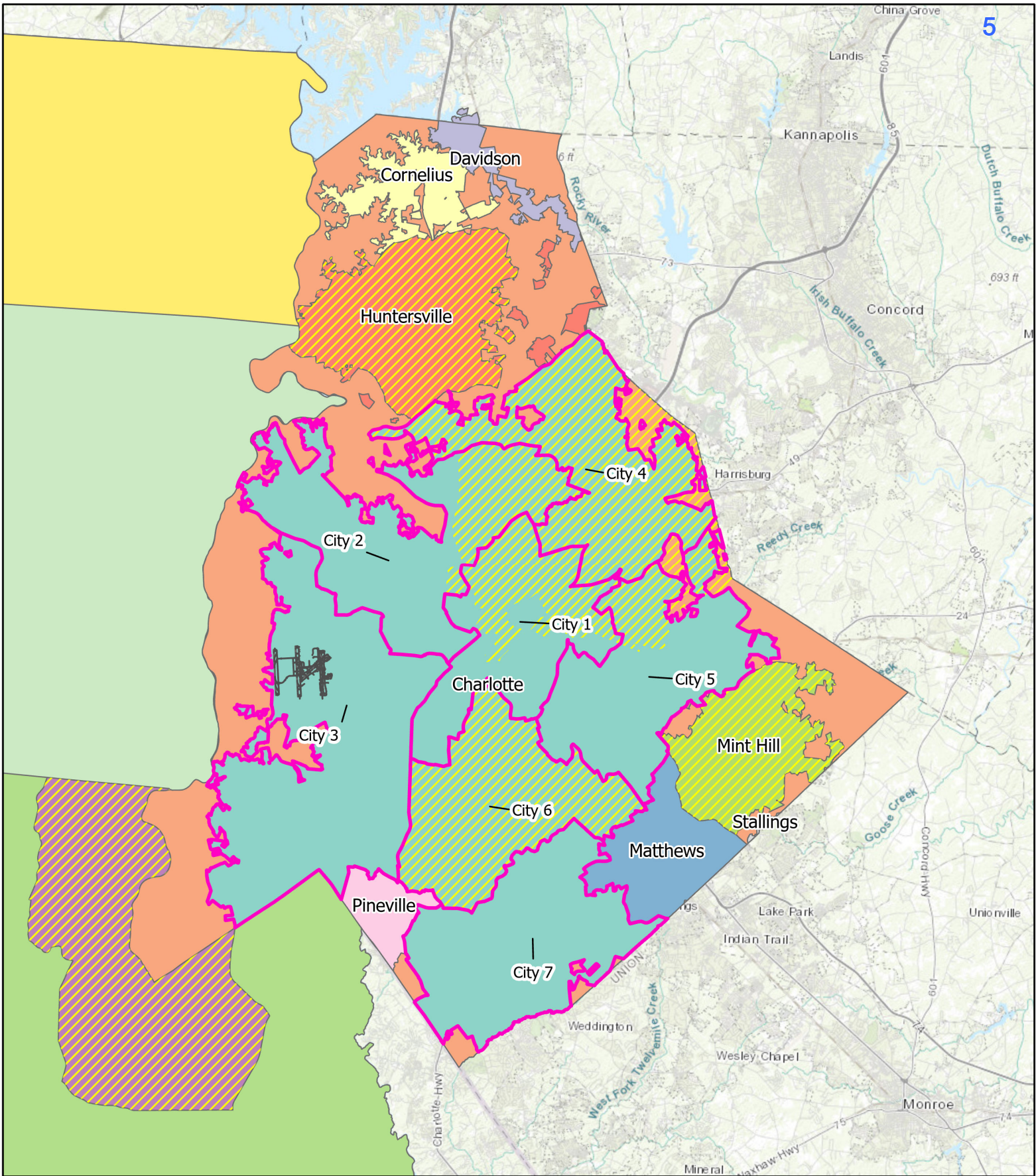


Airport Community Roundtable







Created by: Zach Yarbrough
Map Date: 05/05/2022
Modified Date: 05/05/2022



	Vacant		Huntersville		Gaston
	City Districts		Matthews		Lincoln
	County Districts		Mint Hill		York
	Charlotte		Pineville		York (Central)
	Cornelius		Stallings		
	Davidson		Mecklenburg		

Airport Community Roundtable





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Other ACR Stakeholders

CLT Staff:

Haley Gentry– Aviation Director

Stuart Hair – Director, Economic and Community Affairs

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

Bob Szymkiewicz – Atlanta District Staff Specialist/Lead on Metroplex Project

American Airlines:

Tracy Montross – Regional Director of Gov't Affairs

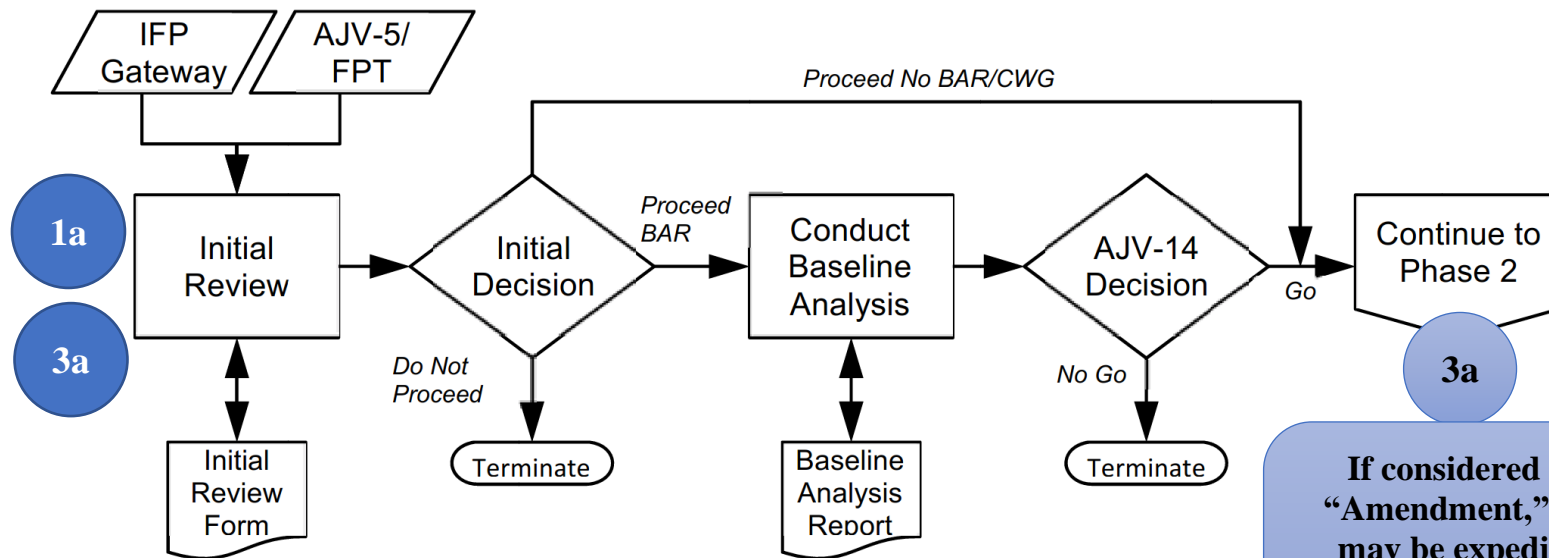
CLT Airport Community Roundtable

FAA Slate Review/Implementation Progress Review – 5/11/22 ACR Meeting

CLT ACR Slate was submitted on July 9, 2020

- 11 - National FAA: Phase 1 - Preliminary Activities - Initial Review and Baseline Analysis Report (BAR) - (May take 30 days+)

Figure 2. Phase One. Preliminary Activities



If considered an “Amendment,” #3a may be expedited through rest of Phase 1 and portions of Phase 2.

= Recommendation

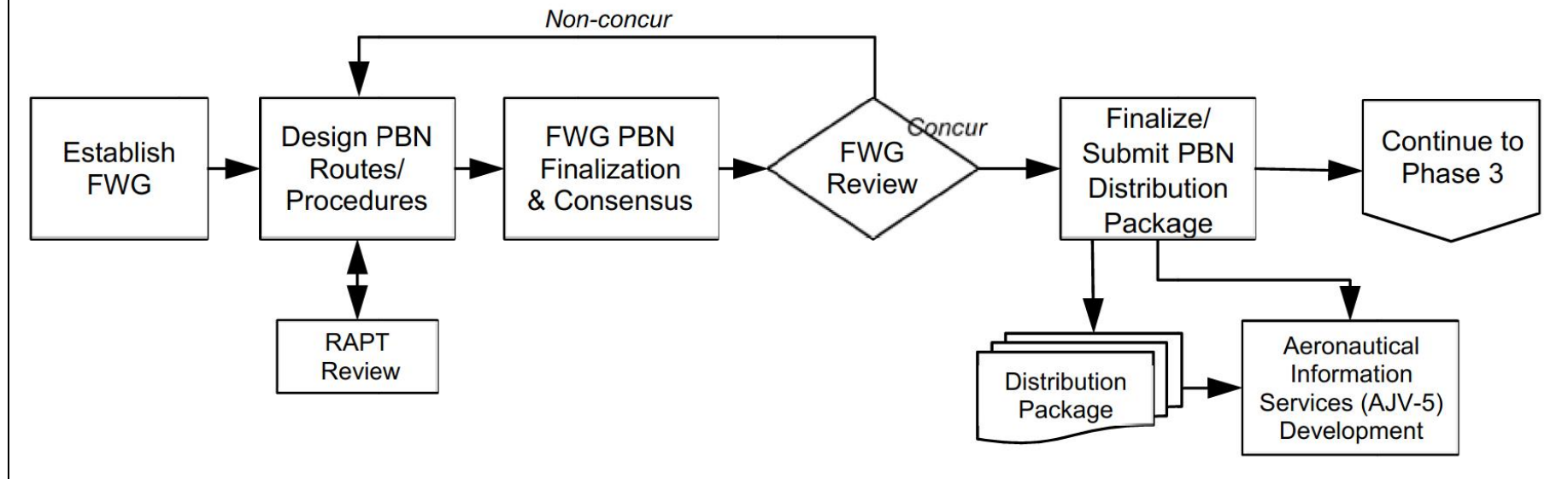
Note: Alternative Recommendation 1a (Descent Procedure Amendments – Night/Off-Peak Hours), Alternative Recommendation 3a (Raise 7 Waypoints by 1000’), IFP = Instrument Flight Procedure, AJV-5 (Aeronautical Information Services), FPT = Flight Procedures Team, AJV-14 (PBN Programs and Policy Group)

CLT Airport Community Roundtable

FAA Slate Review/Implementation Progress Review – 5/11/22 ACR Meeting

- 12 - Phase 2 - Design Activities - Generate a single PBN procedure and/or route or a set of PBN procedures and/or routes that meet project objectives - (May take 12 months+)

Figure 3. Phase Two, Design Activities



Note: FWG = Full Work Group, PBN = Performance Based Navigation, RAPT = Regional Airspace and Procedures Team, AJV-5 (Aeronautical Information Services)

CLT Airport Community Roundtable

FAA Slate Review/Implementation Progress Review – 5/11/22 ACR Meeting

- | |
|--|
| <input type="checkbox"/> 13 - IF there are triggers in the area under the proposed procedure, perform noise screening/analysis to help assess the impacts |
| <input type="checkbox"/> 14 - Phase 3 - Development and Operational Preparations - Develop procedures and/or routes and complete all pre-operational items necessary to implement the procedures and/or routes - (May take 6 months+) ** |
| <input type="checkbox"/> 15 - Phase 4 - Implementation - Implement the procedures and/or routes as designed |
| <input type="checkbox"/> 16 - Phase 5 - Post-Implementation - Ensure that the new or amended procedures and/or routes perform as expected and meet the mission statement finalized during the Design Activities phase |

** 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.*

Charlotte Douglas International Airport							
CLT ACR Key Measures							
Through 4/30/22							
	YTD 2019	YTD 2020	YTD 2021	YTD 2022	2022 Change from 2019	2022 Change from 2020	2022 Change from 2021
Overall Operations (Arrivals + Departures)							
Operations/Day	1,548	1,265	1,265	1,317	-14.9%	4.1%	4.1%
% of Flights in North Flow	62%	53%	65%	50%	-12.1%	-2.4%	-14.8%
Avg # of Cargo Flights/Day	6.8	6.8	8.4	8.8	29.4%	29.4%	4.8%
Mix of Operations - Departures							
36C	35%	29%	37%	29%	-5.6%	0.1%	-7.9%
36R	27%	23%	27%	21%	-6.3%	-2.5%	-6.4%
18C	19%	25%	20%	28%	8.9%	3.6%	8.8%
18L	19%	23%	16%	22%	3.0%	-1.2%	5.8%
Other	0%	0%	0%	0%	0.0%	0.0%	0.0%
Mix of Operations - Arrivals							
36R	24%	20%	26%	21%	-3.3%	1.1%	-4.9%
36C	6%	8%	8%	5%	-1.1%	-3.1%	-2.5%
36L	32%	25%	32%	25%	-7.5%	-0.5%	-7.8%
18R	19%	23%	17%	24%	5.4%	1.5%	7.2%
18C	4%	7%	4%	5%	0.7%	-1.9%	0.6%
18L	14%	17%	13%	20%	6.2%	2.9%	7.2%
Other	1%	0%	0%	0%	-1.0%	0.0%	0.0%
Complaint Statistics							
# Complaints	14,508	20,123	24,445	43,409	199.2%	115.7%	77.6%
# Complainants	168	141	104	91	-45.8%	-35.5%	-12.5%

Community Engagement Project Team Update

Project Team Members: Phillip Gussman (Lead), Walter Ballard, Mark Loflin, Sherry Washington, Robert Cameron, Natalie Rutzell, Kurt Wiesenberger

Project Team Goals

- A) *Increase awareness among residents and businesses of aircraft-related noise concerns, how to voice issues and convey viewpoints, how to suggest improvements*
- B) *Build awareness of the ACR and its purpose*
- C) *Share progress made to-date by the ACR and upcoming plans*

Ongoing ACR Member Requests

- ❖ We need more community outlets for our messaging! Let us know if you see any coverage of airplane noise or activity so we can offer our perspective.
- ❖ Do you have a community newsletter or paper (printed or online) in your area? We need YOU to provide us an Email contact for that newsletter. Please Email me at Phil@gussmanconsulting.com Name, email and the community covered by the newsletter or media.

Government Engagement Project Team Update

Project Team Members: Bob Cameron (Lead), Sayle Brown, Mark Loflin, Natalie Rutzell, Kurt Wiesenberger.

Purpose Statement: *To build governmental/political awareness, energy, focus, and support for noise improvement needs and initiatives.*

Mission/Objectives: *Contact government groups and individuals (local, state and federal) who represent area residents who are impacted by CLT-related noise, educating them regarding the ACR and its relation to the local CLT-related noise situation, and soliciting their support in taking actions that can mitigate the negative impacts of CLT airport activities.*

Goals for 2022

- 1) Define specific action steps we will request that elected representatives take.
- 2) Rebrief each local town/city council on ACR, noise situation, and FAA response.
- 3) Support ACR projects and decisions as they relate to area governments.

Update Since the Last Report

- ❖ Since that March ACR meeting, NC Senator Natasha Marcus was briefed. She was very engaged and aware of the issue and relays that she will be representing much of Mecklenburg County in the upcoming term, not including Steele Creek, due to redistricting boundaries, but she has represented them in the past and knows of the burden they have due to CLT airport noise.

Local Operations/Improvement Project Team Update

Project Team Members: Kurt Wiesenberger, Sherry Washington, Mark Loflin, Thelma Wright

Purpose Statement: *Identifying/implementing additional locally-controlled noise and other environmental improvement opportunities associated with the Charlotte airport that would benefit individuals and organizations with a special focus on those with outdoor activities in the region.*

Update Since the Last Report

Please note that the LOIPT is continuing to take efforts to identify potential noise improvement concepts that could be considered for CLT. Once identified and vetted, some of the concepts will be brought to the ACR for consideration. **We paused work prior to the June ACR meeting; here are some of the activities we were working on at the time:**

- ❖ Reviewed CLT 2020 Operations Report (working to augment operations monitoring efforts and related analysis)
- ❖ Working with CLT to review/evaluate SFO noise improvement concepts for potential use at CLT
- ❖ Met with HMMH regarding other potential areas of focus for local ops-type efforts in other communities
- ❖ Identifying communities to benchmark with, determining topics to explore, questions to ask, and planning to conduct benchmarking calls
- ❖ Reviewing National FAA database to uncover additional concepts to consider
- ❖ Continuing to evaluate North v. South Flow Decisioning Document as well as Member Survey results to uncover more locally-based improvement ideas to consider suggesting to the ACR
- ❖ Participated in a free Airport Communities Solutions Summit:
 - There were 2 national Zoom-type meetings held on June 18 and July 17. The objective of the Aviation Impacts Solutions Summit was to develop science-based, collaborative solutions for communities impacted by aviation noise and emissions.
 - Thelma participated at the Summit and reported results to the ACR.
- ❖ **Request interest from ACR membership to join our Project Team!**

Charlotte Douglas International Airport

Airport Community Roundtable

Analysis/Support Requests and Motions from the [March 2022 Meeting](#)

Requests for Action

Request for Clarification/Specifics on Activities and Status relating to Recommendation #1 (FAA)

The ACR requested clarification and more specific information on points relating to Recommendation #1 (CDAs), submitted by the ACR and now considered Recommendation #1a by the FAA:

- ❖ Note specifically what the FAA has done since it provided the following statement at the September 2021 ACR Meeting that: *The FAA is committed to a renewed effort to explore possible amendments to existing instrument flight procedures that would meet the ACR's intent during night operations, during midnight shift hours or times of low traffic*
- ❖ Provide a status on what current activities are still underway for this Recommendation.
- ❖ Share specifics on what the FAA states are the particular barriers or concerns that are causing their activity to slow/stop on this Recommendation.

Provide CLT Summary and HMMH Analysis on FAA's Alternative to Recommendation #3 (CLT)

CLT will review the HMMH analysis over the next couple weeks and share that with the ACR. CLT will provide that information in time for ACR review prior to a called ACR meeting, tentatively scheduled for April 6 at 6p.

When sharing the HMMH analysis, CLT will include a write-up on the alternative, explaining what was analyzed and the results. Also included in what's provided to the ACR will be depictions of positions of flight tracks on downwind, base, etc. and how that may change were this alternative Recommendation to be implemented.

Investigate Opportunities to Support ACR Member Participation in Upcoming Aviation Noise & Emissions Symposium (CLT)

The ACR requested that CLT investigate opportunities to sponsor or in some way support ACR member participation in the May 1-3 UC Davis Aviation Noise & Emissions Symposium.

From November Meeting

Provide Part 150 Overview at an Upcoming ACR Meeting (CLT)

Provide an overview of the Part 150. This was described as CLT providing the ACR with a Part 150 "101" overview (a document in plain language) to address:

- ❖ The Part 150 purpose, activities, and timeline.
- ❖ A description of how the ACR could support and influence the Part 150 process and outcomes.

CLT Airport Community Roundtable

Updates on Requests/Motions – 5/11/22 ACR Meeting

Community Engagement/Communications Updates

Requests for Support – Communication Plan Development – CLT Staff

Dan J. Gardon, Noise Abatement Specialist, CLT on May 10, 2022

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 May 10, 2022

No updates at this time.

Airlines-related Updates

Update on NADP-2 Recommendation

Dan J. Gardon, Noise Abatement Specialist, CLT on May 10, 2022

No updates at this time.

American Airlines Retrofit of Airbus Aircraft with Vortex Generators

Tracy Montross, American Airlines Regional Director of Government Affairs as of May 4, 2022

We have completed this project, with the last aircraft modified on 20Mar2022. All 290 aircraft which required modification have been accomplished.

Voluntary Restraint Program (Scheduling of Flights at Night)

Dan J. Gardon, Noise Abatement Specialist, CLT on May 10, 2022

No updates at this time.

Airport Community Roundtable Mission Statement and Guidelines

Airport Community Roundtable Mission Statement:

To work collaboratively with the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) to provide 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.

Information:

There are many partners involved in ensuring safe and efficient aircraft operations at Charlotte Douglas International Airport (CLT). The Airport is responsible for managing airfield, terminal and support facilities for airlines and other related businesses that provide air service to the Charlotte region. The FAA is responsible for managing the National Air Space, aircraft flight routes and for providing safe and efficient direction and procedures to aircraft crews that are arriving to or departing from CLT. At the request of the FAA, the Airport established the Airport Community Roundtable (ACR) to provide neighboring communities with a forum with the FAA and the Airport to discuss concerns regarding aircraft noise. The Airport convenes the ACR and serves as facilitator for the meetings. The FAA, airlines, and the Airport serve as non-voting advisory members of the ACR, which conducts meetings with the purpose of discussing and, possibly, proposing recommendations for aircraft operating changes at Charlotte Douglas International Airport to the FAA.

It is the intent of the Airport and FAA in creating the ACR to inject broad-based community input into noise-related discussions, and to move the noise discussions beyond the airing of individual and neighborhood-specific complaints toward a cooperative effort to identify practical solutions and make recommendations that seek to balance noise and efficiency related concerns for FAA consideration. The FAA must approve any changes that would apply to aircraft operating procedures and to most noise abatement regulations and procedures. Therefore, the ACR's meetings will focus on developing technical

recommendations, with constructive feedback from the Airport and FAA, rather than providing a general public discussion forum.

When developing recommendations to the FAA, the ACR must consider several factors. These include air safety requirements, current operating conditions affecting air traffic patterns, existing and emerging technologies that affect aircraft movements and performance, roles and responsibilities of government and business entities related to aircraft noise, and experiences of or impact to other airport communities in addressing noise issues.

In 2020, the ACR formalized an initial set of recommendations to the FAA after three years of work. This list of recommendations, known informally as the ‘slate’ represented the first phase of work for the ACR. The ACR may develop additional sets of recommendations going forward.

Using the formal community input process described above, the ACR, working together with the Airport and FAA, will serve in a pro-active manner to evaluate future noise concerns in the Charlotte region. This process will include continued engagement with residents, Airport stakeholders, and elected officials.

Due to the technical nature of the subject matter, the FAA, airlines, airline/aviation-related industry groups, and representatives from the Airport will join the ACR at its meetings to provide technical guidance, answer questions, and provide constructive feedback as needed.

The Airport also informs elected officials and/or their staff, as well as, community business organizations of the ACR meetings and welcomes them to attend.

ACR Membership and Governing Rules:

1. Using flight track data associated with past and current departure and arrival routes and based on the location of citizen noise complaints, the Airport has identified the primary impacted areas as those communities located within Mecklenburg County and portions of Gaston and York (South Carolina) counties. ACR membership is comprised of 25 representatives from the following areas:
 - One (1) member from each of the seven (7) City of Charlotte City Council Districts
 - One (1) member from each of the six (6) Mecklenburg County Commission Districts

- One (1) member from each of the seven (7) Mecklenburg County cities and towns (Charlotte, Cornelius, Davidson, Huntersville, Matthews, Mint Hill and Pineville)
 - One (1) member from Mecklenburg County
 - One (1) member from Gaston County
 - One (1) member from Lincoln County
 - One (1) member from York County, South Carolina
 - One (1) member from Central York County, South Carolina
2. The Airport will solicit applications for each of the 25 designated seats and will only consider applicants that reside within the area they are seeking to represent; i.e. a citizen seeking to represent Charlotte City Council District 3 must reside within Charlotte City Council District 3. Where overlap exists between districts an applicant may apply to represent any area that he/she resides within – however, each member can only represent one area.
 3. The Airport will convene a selection panel to select ACR members comprised of Airport Staff and ACR Chair and Vice Chair – primary considerations for selection to the committee will be;
 - Residence within a designated area
 - Ability to commit time to attending/participating in the meetings
 - Demonstration that the applicant represents the interests of the area
 - Commitment that the member has no conflicts of interest in representing his/her designated area. Possible conflicts of interest could include, the member working for the Airport or a tenant of the Airport, the member having a directing financial interest in the Airport or a tenant of the Airport, the member having a legal claim related to aircraft noise against the Airport or a tenant of the Airport.

First selection preference will be given to residents that have previous noise complaints filed with the Airport. The selection panel will not consider technical knowledge of the aviation industry as selection criteria to the ACR.

In the event the Airport is not able to locate a representative for the ACR, secondary selection measures may be used, including but not limited to: community leaders, HOA representatives, and appointees.

4. At the first meeting of the ACR, the ACR members will discuss and appoint a Chairperson and Vice Chairperson.
5. The ACR Chairperson will work with the ACR and Airport to schedule ongoing future meetings.
6. The ACR will implement an attendance requirement for the meetings and those members who are unable to regularly attend meetings should forfeit their seat. In the event of a member forfeiting their seat for any reason, the Airport will designate an alternate member.
7. The ACR will utilize Robert's Rules of Order to conduct its meetings (the Airport will arrange for the ACR to receive training on Robert's Rules of Order). The Airport may suspend or cease hosting the ACR should meetings become disorderly or detrimental to conducting business.
8. The ACR will utilize a super-majority of two-thirds votes for ratifying final proposals to the FAA.
9. The Airport will staff the meetings and produce summary minutes of each meeting for ACR approval.
10. The Airport will publish all meeting dates according to North Carolina Open Meeting Laws and will post meeting notices on the City of Charlotte events calendar – the ACR will make all meetings open to the public.
11. The ACR will primarily hold meetings at CLT Center, 5601 Wilkinson Boulevard, Charlotte, NC 28208. In the event that this meeting space is unavailable or in-person meetings are restricted, virtual meetings via a readily available video conferencing platform may be conducted. The meeting schedule will be determined by the ACR members with Airport and FAA staff consent.