

# **Charlotte Airport Community Roundtable**

March 9, 2022 Meeting

## **Handouts**

- ❖ Meeting Agenda
- ❖ FAA Slate Review/Implementation Process
- ❖ CLT Updates – Key Measures Dashboard
- ❖ Project Team Updates
- ❖ Listing of Requests for Analysis and Motions from January
- ❖ Additional Written Updates
  - Written Updates Document
- ❖ FAA Press Release on More Efficient Descent Procedures
- ❖ Updated ACR Mission Statement and Guidelines

# CLT Airport Community Roundtable

## Meeting Agenda – 3/9/22, 6p-730p

### 1) Open the Meeting (10 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) 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 January – Kurt Wiesenberger, ACR Chair

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

### 3) Update on Moving Forward – Monitor, Engage, and Improve (40-45 Mins.)

- a) **Monitor:** FAA Progress and CLT Updates
  - i) Reminder of FAA Slate Review/Implementation Process – Ed Gagnon, Facilitator (3 Min.)
  - ii) Update on Status of Recommendations – Pearlis Johnson, Deputy Regional Administrator – Southern Region, FAA (10-15 Mins.)
  - iii) CLT Update – Stuart Hair, Director of Economic & Community Affairs, CLT (15-20 Mins.)
    - (1) Update on Evaluation of FAA’s Alternative Proposal to ACR Recommendation #3 (Raising the Altitudes)
    - (2) Part 150 Updates
    - (3) CLT Updates on Existing Initiatives and Operations
- a) **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

### 4) Request/Address Additional Business (10-15 Mins.)

- a) Unfinished Business
  - i) Note **Written Updates** on Motions/Requests for Support (2 Mins.)
  - ii) ACR Mission/Charter Revision Update (3 Mins.)
- b) New Business
  - i) ACR Member Leadership Transition – Kurt Wiesenberger, ACR Chair (5-10 Mins.)

### 5) Adjourn (2 Mins.)

- a) Next Meeting: **May 11, 6p**

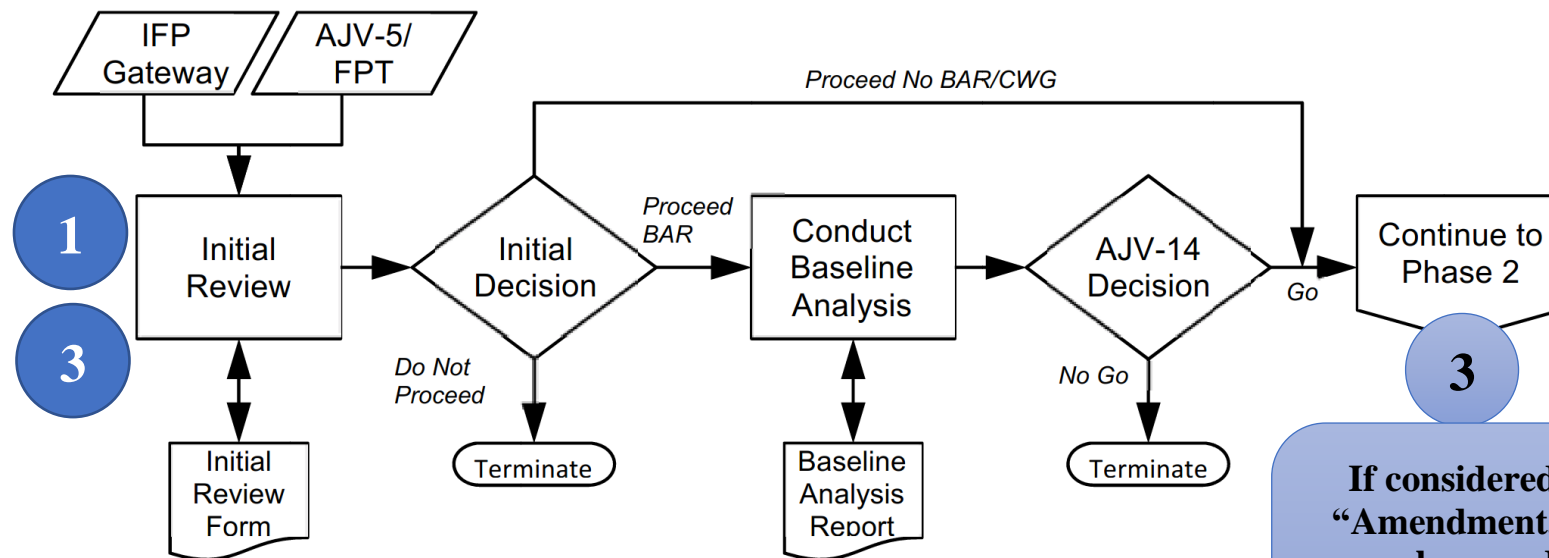
# CLT Airport Community Roundtable

## FAA Slate Review/Implementation Progress Review – 3/9/22 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**



# = Recommendation #

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

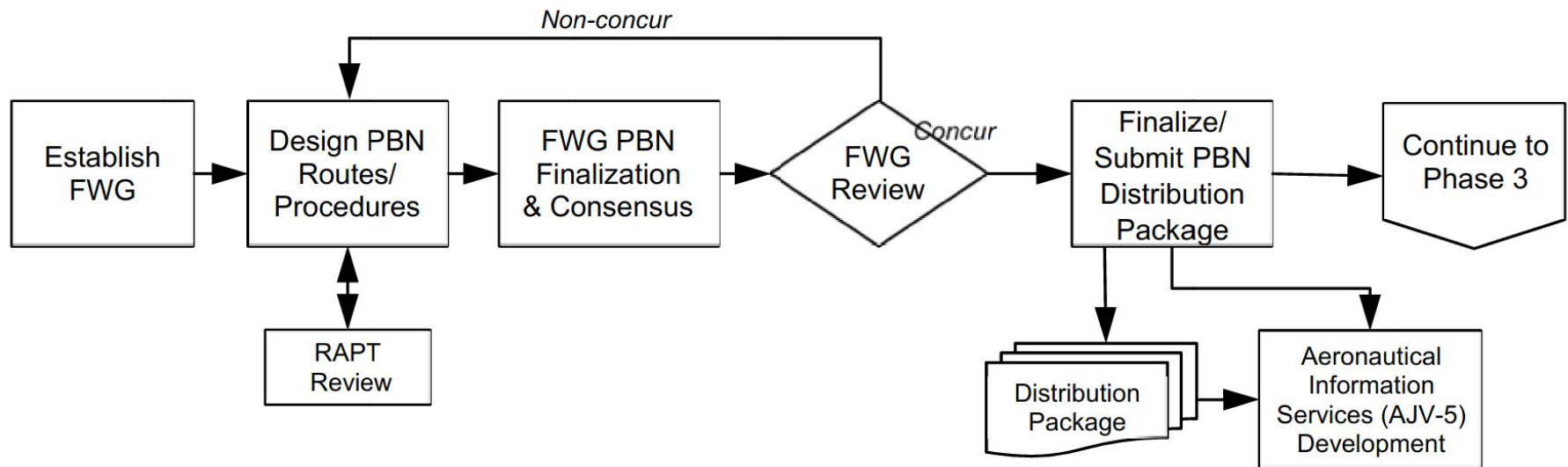
Note: IFP = Instrument Flight Procedure, AJV-5 (Aeronautical Information Services), FPT = Flight Procedures Team, AJV-14 (PBN Programs and Policy Group)

# CLT Airport Community Roundtable

## FAA Slate Review/Implementation Progress Review – 3/9/22 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 – 3/9/22 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 2/28/22							
	YTD 2019	YTD 2020	YTD 2021	YTD 2022	Change from 2019	Change from 2020	Change from 2021
<b>Overall Operations (Arrivals + Departures)</b>							
Operations/Day	1,511	1,570	1,088	1,294	-28.0%	-30.7%	18.9%
% of Flights in North Flow	70%	54%	70%	58%	0.1%	15.5%	-17.2%
Avg # of Cargo Flights/Day		14.0	15.2	16.1	N/A	8.6%	5.9%
<b>Mix of Operations - Departures</b>							
36C	40%	29%	40%	34%	0.0%	10.7%	-5.6%
36R	30%	26%	29%	24%	-0.4%	3.9%	-5.9%
18C	16%	23%	17%	24%	0.6%	-6.6%	7.3%
18L	15%	22%	14%	18%	-0.5%	-8.3%	4.2%
Other	0%	0%	1%	1%	0.3%	0.3%	0.0%
<b>Mix of Operations - Arrivals</b>							
36R	27%	20%	29%	24%	1.7%	8.5%	-4.8%
36C	7%	7%	8%	6%	0.9%	1.0%	-1.7%
36L	36%	28%	34%	28%	-1.8%	6.6%	-6.4%
18R	15%	23%	14%	21%	-1.1%	-9.0%	6.4%
18C	3%	5%	4%	4%	0.6%	-1.7%	0.4%
18L	11%	16%	11%	17%	0.0%	-5.5%	6.2%
Other	1%	0%	0%	0%	-0.3%	0.1%	-0.1%
<b>Complaint Statistics</b>							
# Complaints	3,430	11,718	8,112	19,140	136.5%	-30.8%	135.9%
# Complainants	95	108	48	75	-49.5%	-55.6%	56.3%

## 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](mailto: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

- ❖ GEPT intends to rebrief the several town/city councils and state/federal representatives in the first quarter of CY2022.
  - Those briefings will bring new representatives up to speed and update all on the FAA response to the ACR slate and the ACR's intentions going forward. We hope to pursue face-to-face meetings, but will likely stay virtual, and will follow whatever the relevant mandates are for those briefings.
- ❖ The GEPT already conducts monthly meetings, and given the potential change to ACR meetings, we may also adjust our timing to the ACR meeting calendar.
- ❖ The GEPT needs additional members – **Bob will discuss need for additional members during the ACR meeting.**

## Local Operations/Improvement Project Team Update

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

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 January 2022 Meeting

#### Requests for Action

##### **Investigate Opportunities to Improve Complaint Process on CLT Site (CLT)**

The ACR asked CLT to investigate opportunities to streamline the front-end process relating to complaint submission. CLT noted that they would work with their developer to determine opportunities.

##### **Describe January 2022 FAA News Release on Optimized Profile Descents at March ACR Meeting (FAA)**

After the January meeting, the ACR Chair noted a news release on the FAA website highlighted that Optimized Profile Descents were “*put in place across the country in 2021*” at several airports. It also noted that “*Since 2014, the FAA also has developed OPD procedures at airports in Atlanta, **Charlotte**, Cleveland, Denver, Detroit, Houston, Northern California, Southern California and Washington, D.C. More OPD procedures will be added in 2022.*”

At the March meeting, The ACR would like the FAA to more fully describe this release and how it relates to the CLT airspace.

#### 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.

#### Motion: To Set an ACR Meeting Schedule for 2022

##### **ACR Approved a Schedule**

The ACR voted on the following Motion: *To schedule ACR meetings for calendar year 2022 on the following dates: March 9, May 11, July 13, September 14, and November 9.*

The ACR unanimously passed this Motion using a vote by acclamation. The ACR, in coordination with CLT, will validate the schedule for the rest of the year at or around the May 11 meeting.

# CLT Airport Community Roundtable

## Updates on Requests/Motions – 3/9/22 ACR Meeting

### Community Engagement/Communications Updates

#### Requests for Support – Communication Plan Development – CLT Staff

**Dan J. Gardon, Noise Abatement Specialist, CLT** on March 8, 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 March 8, 2022

*No updates at this time.*

### Airlines-related Updates

#### Update on NADP-2 Recommendation

**Dan J. Gardon, Noise Abatement Specialist, CLT** on March 8, 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 January 20, 2022

*We have now modified 287 of 290 aircraft with vortex generators. The remaining 3 aircraft are currently in their modification visits, so we're almost done! The due date remains 01Mar2022.*

#### Voluntary Restraint Program (Scheduling of Flights at Night)

**Dan J. Gardon, Noise Abatement Specialist, CLT** on March 8, 2022

*No updates at this time.*



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## FAA Implements More Efficient Descent Procedures to Reduce Fuel Burn, Emissions

Thursday, January 13, 2022

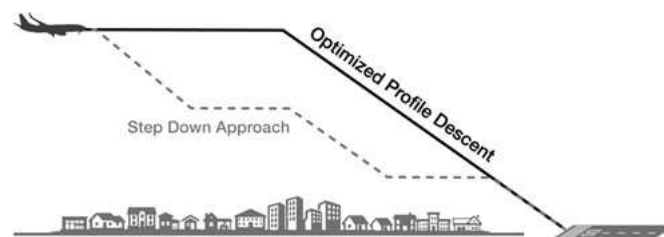
**WASHINGTON**—Descent procedures that the U.S. Department of Transportation's Federal Aviation Administration (FAA) put in place across the country in the 2021 will save millions of gallons of fuel and reduce CO2 and other emissions by hundreds of thousands of tons. The 42 new [Optimized Profile Descents](#) (OPDs) allow planes to glide down safely from cruising altitudes into airspace for some of the nation's largest airports instead of the fuel-consuming stair-step procedure.

"These new efficient descent procedures both save fuel and dramatically reduce emissions, moving us closer to our goal of net-zero aviation emissions by 2050," **U.S. Transportation Secretary Pete Buttigieg said.**

For each group of descents used at an airport, the FAA estimates that an average 2 million gallons of fuel is saved and 40 million pounds of emissions reduced annually. That is equivalent to eliminating the fuel and CO2 emissions of 1,300 Boeing 737 flights from Atlanta to Dallas.

"When we multiply the impact by thousands of flights, we gain real fuel savings and real environmental benefits," **FAA Administrator Steve Dickson said.**

In 2021, the FAA implemented OPDs for Dallas-Ft. Worth International Airport, Ft. Lauderdale-Hollywood International Airport, Harry Reid International Airport in Las Vegas, Lakehurst Maxfield Field in New Jersey, Love Field in Dallas, Miami International Airport, North Las Vegas Airport, Orlando International Airport, Port Columbus International Airport, Portland International Jetport, and numerous mid-size airports.



Under traditional staircase descent procedures, aircraft repeatedly level off and power up the engines. This burns more fuel and requires air traffic controllers to issue instructions at each step. With optimized descents, aircraft descend from cruising altitude to the runway in a smooth, continuous path with the engines set at near idle.

Since 2014, the FAA also has developed OPD procedures at airports in Atlanta, Charlotte, Cleveland, Denver, Detroit, Houston, Northern California, Southern California and Washington, D.C. More OPD procedures will be added in 2022.

The FAA employs a growing number of new flight procedures that use less fuel and reduce noise. These include NextGen initiatives such as [Performance-Based Navigation](#) (PBN). These procedures bring more precision to routes and result in less fuel burn and reductions in CO2 greenhouse gas emissions.

In November, the U.S. released its first-ever comprehensive [Aviation Climate Action Plan](#) to achieve net-zero emissions by 2050. Earlier in 2021, the FAA [announced more than \\$100 million](#) in matching grants to increase aircraft efficiency, reduce noise and aircraft emissions, and develop and implement [new software](#) to reduce taxi delays. The White House also announced its [Sustainable Aviation Fuel Grand Challenge](#), a government-wide initiative designed to catalyze the production of at least three billion gallons per year by 2030.

Find more information about the FAA and its environmental efforts at its [Sustainability Gateway Page](#).

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# Airport Community Roundtable

## Mission Statement and Guidelines

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### 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.*

### 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 is establishing the Airport Community Roundtable (ACR) to provide neighboring communities with a forum to discuss their concerns regarding aircraft noise. The Airport will convene the ACR and serve as facilitator for the meetings. The FAA, airlines, and the Airport will serve as non-voting advisory members of the ACR, which will conduct meetings with the purpose of discussing and, possibly, proposing recommendations for aircraft operating changes at Charlotte Douglas International Airport to the FAA.

The Airport's and FAA's intent with creating the ACR is to inject broad-based community input into noise-related discussions, and to move the noise discussion beyond the airing of individual and neighborhood-specific complaints toward a cooperative effort to identify practical solutions and recommendations for FAA consideration; which must approve 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 rather than providing a general public discussion forum. While conducting its work, the ACR must consider such things as 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 when developing recommendations to the FAA.

In 2020, the ACR formalized the 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.

Following the above formal community input to the proper controlling entities, the ACR will serve in a pro-active manner towards future noise concerns in the Charlotte region, including 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 and answer questions as needed.

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

#### 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.