

Charlotte Airport Community Roundtable

January 10, 2024 Meeting

Handouts

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) ACR's Part 150 TAC/Public Meetings Response Document
- E) ACR Member Newsletter (Cover E-mail) – December 2023
- F) CLT Updates
 - 1) Key Measures Dashboard
 - 2) Semi-annual Complaint Statistics Summary
- G) Listing of Requests for Analysis and Motions from October

CLT Airport Community Roundtable

Meeting Agenda – January 10, 2024, 6p-8p

1) Open the Meeting (10 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 October – Natalie Rutzell, ACR Chair

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

3) Update on Moving Forward – Engage and Improve (35-45 Mins.)

- a) **Part 150 Noise Compatibility Study Update** (10-15 Mins.)

- i) Note ACR’s Response to Information Shared at TAC and Part 150 Public Meetings – ACR Leadership
ii) Receive Update on Progress Overall – CLT Staff

- b) **Discuss Overall Approach for ACR to Act on Excluded Part 150 Recommendations** (15-20 Mins.)

- i) Note concurrent paths underway and planned to address in-process recommendations:

Concurrent Paths	Sample Recommendations
(1) Underway – Slate items being addressed by the FAA	<ul style="list-style-type: none"> Slate #3a (Raising 7 Waypoints by 1000’)
(2) Underway – Slate and other Part 150 items still being evaluated	<ul style="list-style-type: none"> Slate #4 (Remove the 2-Mile Restriction on Departure) Slate #5 (Utilize Divergent Departure Headings) Others: Location of nighttime north flow arrivals; Increase # departure headings for north flow; Maximize # divergent headings for north flow; Increase # departure headings for south flow; Maximize # divergent headings for south flow
(3) Needing to Begin – Items assigned to ACR’s Technical Working Group	<ul style="list-style-type: none"> Slate #1a (Increased Use of Continuous Descent Approach/Optimized Profile Descent)
(4) Needing to Begin – ACR Recommendations excluded from Part 150 **	<ul style="list-style-type: none"> Slate #6 (Change Headings of First Turns off Runways 18L and 18C) Others: Balanced Mix of North v. South Flow; Limit One Direction Flow to a Maximum # Days; At low periods, spread operations; Require minimum allocation of departures for 18R/36L; Between 7a-10p, avoid “dual stream” at non-peak periods; Alternate operation type used on adjacent runways; For south flow arrivals along the CHSLY procedure, maintain published altitude of 6,000’ at HEELZ; For south flow arrivals, extend eastern downwind to intercept final approach over main channel of Mountain Island Lake keeping an altitude of 6,000’

- ii) Identify possible means of addressing Path #4 (**)

- c) **Updates from Project Teams** (5-10 Mins.)

CLT Airport Community Roundtable (Agenda cont'd)

- 4) **City of Charlotte Community Area Planning (CAP) Overview – Phil Gussman, ACR Vice Chair (30 Mins.)**
- 5) **Update on Moving Forward – Monitor (20-25 Mins.)**
 - a) **CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Commercial and Community Engagement, CLT (10-15 Mins.)**
 - b) **FAA Progress (10-15 Mins.)**
 - i) FAA Update on Implementation Process for Alternative Recommendation #3a – FAA Staff
 - ii) Update on FAA Leadership Changes/Direction – FAA Staff
 - iii) Technical Working Group Update – Identifying Recommendation #1a Alternatives
- 6) **Request/Address Additional Business (5 Mins.)**
 - a) Unfinished Business
 - i) Note **Written Updates** on Motions/Requests for Support
 - b) New Business
- 7) **Adjourn (2 Mins.)**
 - a) Next Meeting: **April 10, 6p**

Current ACR Roster

Charlotte City Districts

Phillip Gussman – Charlotte City District
Nakia Savage – Charlotte City District 3
Michael Faust – Charlotte City District 4
Bobbi Almond – Charlotte City District 5

County Municipalities

Sayle Brown – Cornelius
Matt Hamilton – Davidson
Preston Hagman – Huntersville
Dusty Gilvin – Pineville

Mecklenburg County

Thelma Wright – Mecklenburg County, At Large
Natalie Rutzell – Mecklenburg County District 2
Sherry Washington – Mecklenburg County District 4
Mark Loflin – Mecklenburg County District 6

Counties

Sam Stowe – Gaston County
Diane Dasher – York County
Jacob Pollack – York County

Vacancies

Charlotte At Large, Charlotte City District 2, Charlotte City District 6, Charlotte City District 7, Mecklenburg County District 1, Mecklenburg County District 3, Mecklenburg County District 5, Lincoln County, Matthews, Mint Hill

Other ACR Stakeholders

CLT Staff:

Haley Gentry – Aviation Director

Stuart Hair – Director, Commercial and Community Engagement

Kevin Hennessey – Real Estate and Noise Manager

Matt Reese – Noise Abatement Coordinator

FAA:

Pearlis Johnson – Southern Region Deputy Administrator

Andrese 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 ACR (Airport Community Roundtable)

Part 150 Process

ACR Comments on Information Presented at November 2023 TAC Meeting and Public Meetings

Please note that Part 150 consultants provided analysis of recommendations at the November TAC meeting as well as at two Public Meetings held in November 2023. Noted below are the ACR's comments including:

- ❖ General Comments (Page 1)
- ❖ ACR-related Recommendations Still in Consideration (Page 2)
- ❖ ACR-related Recommendations Eliminated from Consideration (Pages 2-3)
- ❖ Other Recommendations Still in Consideration (Page 4).

General Comments

The TAC indicated at the start of the Part 150 Process that ACR recommended noise abatement proposals that may not have a significant impact on the 65 DNL may be considered and may be included in the program, as the proposals may provide noise relief to the broader community. This understanding was further supported by the fact that the FAA directed many of the ACR Slate proposals to the Part 150 process with the knowledge that the proposals had an impact outside the 65 DNL.

Although the FAA provides guidelines for the Part 150 process, it is our understanding that the guidelines are not strict requirements and that the Part 150 program is a voluntary program that is designed and implemented by the airport to best address noise compatibility. We are broadly aware that the FAA is reviewing the merit of continuing to use the 65 DNL as the appropriate noise measurement. The ACR recommends that we don't hold ourselves strictly to the 65 DNL impact, and for those proposals that do not have 65 DNL impact look to the ACR established criteria. We should continue to focus on the objective of the Part 150 Program and find the most appropriate noise abatement proposals that are operationally feasible, safe and sound, and can provide material relief for the community.

For those ACR recommended proposals that have been "Eliminated from Consideration" specifically starting with those proposals that have been eliminated because there is no 65 DNL impact, the ACR will plan to present these proposals directly to the FAA.

Regarding proposals that include utilizing the new runway for arrivals (such as NA-D-8), it appears that the spirit of these proposals is to improve operational efficiency for the airlines. They are not being proposed with the intent to reduce noise for the overall community. Given that a proposal has a 65 DNL benefit (simply for a few households), that does not suggest that it is a noise abatement proposal. We request that the impact analysis of such a proposal is performed outside of the 65 DNL and that the Tega Cay community be heavily factored in based on materiality. We expect this to impact many more households outside the 65 DNL compared to the number of households possibly benefitted within the 65 DNL.

ACR-related Recommendations Still in Consideration

The Part 150 Analyses all assume a mix of 64% North Flow. Actual North Flow percentages have been below 64% since before 2019. Why was that mix used, and how would the results of the analysis change if the mix was closer to the 58%-59% it's been from 2020-23?

The following are the ACRs comments relating to our recommendations that are still being considered through the Part 150 process:

- ❖ NA-E-3 – *Focus nighttime north-flow arrivals on the runway that typically receives fewer arrivals during the full 24-hour period (Runway 36R). Due to their close proximity, consider Runways 1/19 and 18C/36C as one runway by aggregating their volumes when determining which runway receives fewest arrivals.*
 - No comments.
- ❖ NA-F-1 – *Increase the number of departure headings for north flow operations while maintaining existing approved headings and maximizing departure corridors.*
 - No comments.
- ❖ NA-F-2 – *Maximize the number of divergent headings for north flow operations while maintaining a 15° separation between headings.*
 - No comments.
- ❖ NA-G-2 – *Increase the number of departure headings for south flow operations while keeping the 2-mile restriction on Runway 18L.*
 - **Comment:** Confirming that this **eliminates** the 2-mile restriction on 18R and 19.
- ❖ NA-G-3 – *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 for all runways.*
 - No comments.
- ❖ NA-G-4 – *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.*
 - No comments.

ACR-related Recommendations Eliminated from Consideration

- ❖ NA-C-1 – *Balanced Mix of North v. South Flow: Increase the amount of time the Airport operates in south flow to achieve a 50/50 balance of north v. south flow*
 - **Comments**
 - The ACR noted the 50/50 balance is a “goal” and that “*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.*”
 - The consultant’s conclusion states “it is not feasible for the ATCT to maintain a balanced runway flow and to try and force it would reduce safety.”
 - The ACR did not suggest to “force it.” We noted the *preference for the underutilized flow direction to be used when CLT has more discretion based on days of minimal wind and other such factors.*
 - **Please reevaluate this recommendation based on how it was originally worded.**
- ❖ NA-C-2 – *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.*
 - No comments; eliminated due to safety/feasibility.

- ❖ NA-D-2 – *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. For example: Avoid sending all arrivals to Runway 18R while Runways 18L and 18C are held open for occasional departures.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-D-3 – *Ensure that the new fourth parallel runway (Runway 01/19), Runway 18R/36L (for arrivals), and Runway 18C/36C (for departures) will never have more, in the aggregate, than [50%] of arrivals/departures over any single daily period.*
 - No comments; eliminated due to safety/feasibility.
- ❖ NA-D-4 – *Set guidelines that require a minimum allocation of departures for Runway 18R/36L for a given timeframe (e.g., over the course of a quarter or year), with the goal of achieving at least ten percent of daily departures on that runway.*
 - **Comments**
 - The consultant’s conclusion states “Implementation of this alternative would **require aircraft to routinely taxi across two active runways (Runway 18C/36C and Runway 01/19)**, which reduces the operational efficiency of those active runways due to the need to create safe gaps. This would result in significantly **increased delay to ensure no runway incursions occur**. Therefore, this alternative is **not considered feasible due to operational and safety concerns**.”
 - [Please clarify why using this runway as a departure runway would negatively affect operations and safety, but its use as an arrival runway does not negatively affect operations and safety.](#)
- ❖ NA-D-5 – *Between 7a-10p, do not use the new fourth parallel runway (Runway 01/19) and Runway 18R/36L to receive arrivals in “dual stream” mode during non-peak periods.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-D-6 – *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.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-E-4 – *Focus nighttime south-flow arrivals on the runway that typically receives fewer arrivals during the full 24-hour period (Runway 18L). Due to their close proximity, consider Runways 1/19 and 18C/36C as one runway by aggregating their volumes when determining which runway receives fewest arrivals.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-G-1 – *Increase the number of departure headings for south flow operations while keeping the 2- mile restriction on the new Runway 19.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-H-2 – *Change Headings of First Turns off Runways 18L and 18C.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-H-3 – *For south flow departures, revert to 2016 procedures where aircraft depart from the Runway 18C at a 183° heading and fly between 2 to 4 nautical miles before turning to a 270° heading.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-I-1 – *For south flow arrivals along the CHSLY procedure, maintain the published altitude of 6,000 feet at the HEELZ procedure so flights will not cut the corner.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-I-2 – *For south flow arrivals, extend the eastern downwind so that flights intercept the final approach over the main channel of Mountain Island Lake keeping an altitude of 6,000 feet until turning final approach course.*
 - No comments; eliminated due to not reducing impact in 65 DNL.
- ❖ NA-I-3 – *For north flow arrivals, utilize Interstate 77 as a flight corridor.*
 - No comments; eliminated due to not reducing impact in 65 DNL.

Other Recommendations Still in Consideration

- ❖ NA-A-1 - *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).*
 - No comments.
- ❖ NA-A-2 - *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.*
 - No comments.
- ❖ NA-D-7 - *Utilize Runway 01/19 and Runway 18C/36C primarily for departures and Runway 18R/36L and Runway 18L/36R primarily for arrivals*
 - **Comments**
 - This appears to be a new recommendation, not one reviewed and commented on by the ACR on April 24.
 - Please note how this would avoid dual stream departures and whether it would support the ACR's and CLT's preference for dispersion.
- ❖ NA-D-8 - *Utilize Runway 01/19 and Runway 18C/36C for both arrivals and departures*
 - **Comments**
 - This appears to be a new recommendation, not one reviewed and commented on by the ACR on April 24.
 - As stated in the ACR's response to the previous proposal identified as an NA-J in April, this proposal includes using the new runway - in part - as an arrival runway.
 - Based on comments provided in April in response to using the new runway as an arrival runway:
 - *Changing the runway use for the new runway from departure to (in part) 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.*
 - *The ACR has significant concerns that there would be excessive arrival traffic South of the airport, particularly if there were to be Dual Stream Arrivals with the new runway receiving arrivals concurrent with adjacent runway 36L during North Flow.*
 - ◆ *NOTE: This concern also applies for 18C/36C for NA-D-8, which is also adjacent to 01/19.*
- ❖ NA-E-1 - *Designate Runway 36L and 36R as preferred for north flow arrivals by turbojet aircraft between 10:00 p.m. and 7:00 a.m.*
 - **Comments on this Recommendation Initially Provided by the ACR relating to Former NA-H Proposal**
 - *We would like to better understand if 'this proposal' (formerly NA-H) goes against the dispersion objective and whether they increase noise for existing communities outside the 65 DNL.*
 - *It does not appear to give those under the arrival path for those runways a break from day to night, neither does it appear to be operationally efficient as 18R/36L is the furthest runway from the terminal.*
 - *Use of the center and eastern runways appears to be more operationally efficient; 18R/36L may be operationally inefficient since that's the runway furthest from the terminal.*
- ❖ NA-E-2 - *Designate Runways 18L, 18C, and 18R for south flow arrivals by turbojet aircraft between 10:00 p.m. and 7:00 a.m.*
 - **Comments on this Recommendation Initially Provided by the ACR relating to Former NA-I Proposal**
 - *We would like to better understand if 'this proposal' (formerly NA-I, but with 18L and 18C added to the proposal) goes against the dispersion objective and whether they increase noise for existing communities outside the 65 DNL.*

Ed Gagnon

From: Ed Gagnon <ed.gagnon@cssamerica.com>
Sent: Thursday, December 14, 2023 5:01 PM
To: CLT-ACR@cssamerica.com
Cc: 'Hair, Stuart'; 'Hennessey, Kevin'; 'Montross, Tracy'; 'Reese, Matthew'
Subject: CLT ACR Member Newsletter - December 2023
Attachments: CLT ACR Dashboard Measures - Nov 2023 Complete.pdf; Next Steps.pdf; CLT ACR Comments on Nov 2023 Part 150 Analysis - Final.docx

Hello ACR Members,

This is the December 2023 CLT ACR Member Quarterly Newsletter. If anyone has difficulty accessing the links or attachments, please e-mail me at ed.gagnon@cssamerica.com.

December Newsletter Items

Note that you can click the following links to go directly to the section of the e-mail, or you may decide to scroll fully through the document. Contents in this newsletter include:

- [Part 150 Updates](#)
- [Project Team Updates](#)
- [CLT Operational Measures](#)
- [FAA News Releases](#)
- [Updates on Requests/Motions](#)
- [Plans for Upcoming ACR Meeting](#)
- [Updated ACR Calendar](#)
- [Additional Items](#)

Part 150 Updates

- **Recent Part 150 Activities**
 - The Technical Advisory Committee meeting and 2 Public Meetings were held during the week of November 13.
 - Information presented at the Public Meetings can be found here: <https://bit.ly/CLTACR150NOV2023>
- **ACR Response to Analysis:** In response to the Part 150 analysis conducted as of the November Public Meetings, the Chair/Vice Chair have submitted a formal response document on behalf of the full ACR. See the attached "CLT ACR Comments" document.
- **Updated Timeline:** The "Next Steps" attachment includes high-level timelines for the remainder of the Part 150 process.
- For more information on the Part 150, please visit: <https://bit.ly/CLTACR150>

Project Team Updates

- The **Community Engagement Project Team** (CEPT) met in November. Among the topics addressed were:
 - Reviewing and discussing how to leverage Brainstorming Results from October ACR Meeting (How to Share Complaint Flyer and Other CEPT Collateral)
 - Planning for and promotion of the Part 150 Public Meetings
 - Partnering opportunities with local Environmental Groups
- The **Government Engagement Project Team** (GEPT) met in November.

- Preston Hagman spoke at the Charlotte City Council meeting on December 11. He discussed the ACR, its goals, and the Part 150. Natalie and Ed were there with him and appreciated all his efforts. Council seemed engaged, and the Mayor specifically asked for the handouts that Preston brought. Here's a link to the video if you'd like to watch. The link starts at 1:53:45. Preston's talk starts around the 1:59:00 mark:
- <https://bit.ly/CLTACRCOUNCIL121123>
- The **Local Operations/Improvement Project Team (LOIPT)** met in December. There were just brief updates provided on regional airport-related complaint data.
- **Upcoming Project Team Schedule**
 - Local Operations/Improvement Project Team
 - February 13, 630p
 - March 12, 630p
 - Community Engagement Project Team
 - February 1, 6p
 - March 7, 6p
 - Government Engagement Project Team
 - February 27, 7p
 - March 26, 7p

CLT Operational Measures

Please see the attached PDF file for measures through **November 2023**.

FAA News Releases

There were no noise-related FAA news releases since the September newsletter.

Updates on Requests/Motions Made at Prior Meetings

- **Compile Summary of Brainstorming Ideas on How to Share Communication Pieces with Constituents (CSS)**
 - CSS complied and shared the ACR's ideas with members.
- **Provide Edits/Additions to Government Engagement Project Team's (GEPT) Council Presentation Points (ACR)**
 - Members shared edits, and the GEPT updated their documents for use in City Council presentations.
- **Schedule Tower Tour for ACR Members (CLT)**
 - Matt Reese stated that they are looking to conduct the Tour(s) in January 2024. The ATCs are going into a training mode for December 2023 due to new equipment being introduced into the CLT Tower. Matt also stopped by the Tower and personally spoke with the Manager who assured he would make it happen.
- **Analyze Recent Trends in Complaint/Complainant Statistics (CLT)**
 - CLT has almost finalized the analysis, noting complainants in just 2022, just 2023, and both 2022-23 to show mapping on trends in complainant locations. The plan is to share the results before or at the January meeting.

Reminders of Plans for Upcoming ACR Meeting

- Next ACR Meeting: **January 10, 6p** - CLT Center
- The next meeting could include any/all of the following Agenda Items:
 - **Updating on the Part 150/TAC**
 - Information shared at TAC and November Public Meetings.
 - ACR's response document.
 - Next steps in Part 150 Process.

- Consider how to address ACR Recommendations that did not make it through the Part 150 Process.
- **Presenting on New City of Charlotte Development Maps**
- **Receiving FAA Update on Implementation Process for Alternative Recommendation #3a**
- **As part of CLT report, Updating on Relevant Construction Projects**
- **Member Groups/Guidelines**
 - Project Team Updates (especially from Government Engagement Project Team’s December 11 presentation to Charlotte City Council)
 - Membership Reminders – Communication Protocols with Stakeholders (e.g., FAA, HMMH, AA, CLT, etc.)

Updated ACR Calendar of All Meetings/Public Activities

Click below to review the updated calendar:

<https://bit.ly/CLTACRCAL2023Q4>

Additional Items

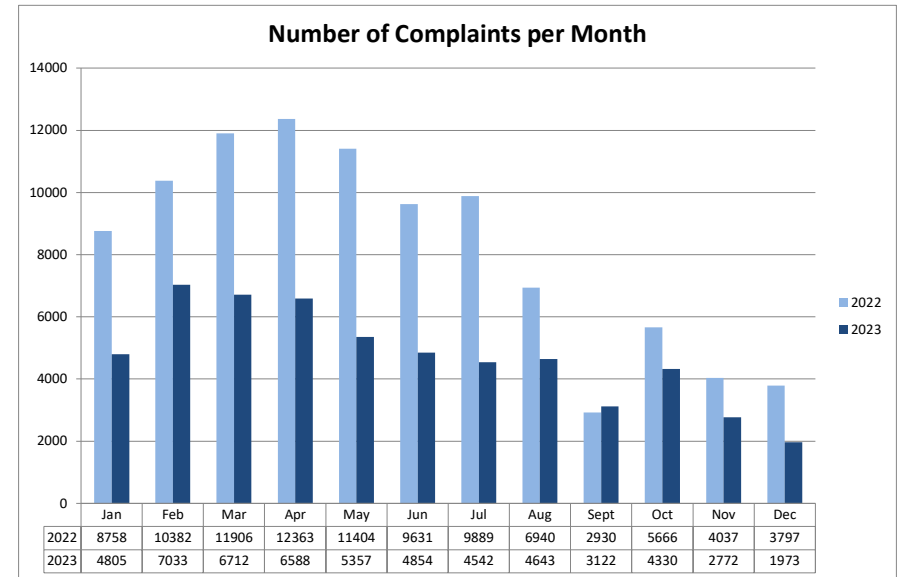
Noise Complaint App: As a reminder, community members can utilize the website <https://airnoise.io/> to submit complaints. Per Natalie, one issue to keep in mind is that if you submit more than a certain level of complaints, they charge a fee. Some find it worthwhile because all you have to do is click to submit a complaint (they provide a handheld button).

ACR Meeting Public Speakers: For the ACR Meetings, if you invite people to participate, please let them know that they have to formally register in advance. Here’s the registration link: <https://charlottenc.seamlessdocs.com/f/KRTK3p>

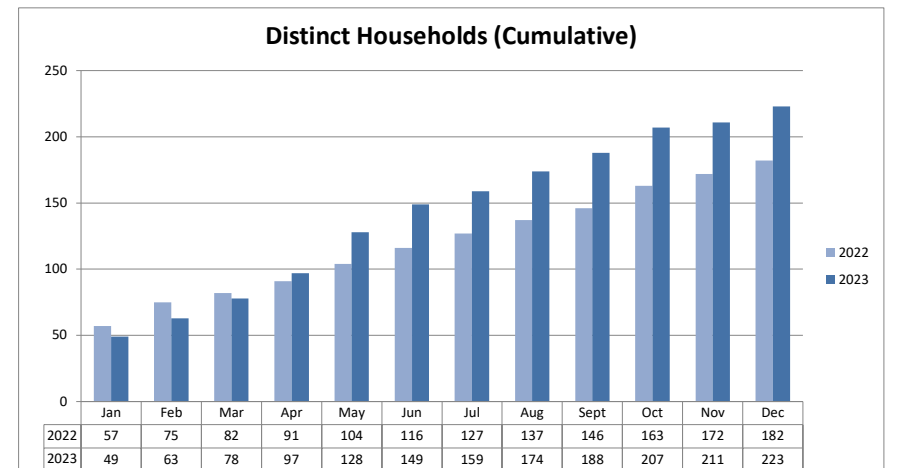
Charlotte Douglas International Airport									
CLT ACR Key Measures									
Full 2023 Calendar Year									
	YTD 2019	YTD 2020	YTD 2021	YTD 2022	YTD 2023	Change from 2019	Change from 2020	Change from 2021	Change from 2022
Overall Operations (Arrivals + Departures)									
Operations/Day	1,576	1,077	1,395	1,350	1,409	-10.6%	30.8%	1.0%	4.4%
% of Flights in North Flow	63.4%	60.1%	58.7%	55.8%	57.8%	-5.6%	-2.3%	-0.9%	2.0%
Avg # of Cargo Flights/Day	7.9	15.2	15.4	16.8	12.8	N/A	-16.1%	-17.2%	-24.1%
Mix of Operations - Departures									
36C	35.5%	33.8%	33.7%	33.4%	35.5%	0.0%	1.7%	1.8%	2.2%
36R	27.5%	25.3%	24.5%	22.4%	22.1%	-5.4%	-3.2%	-2.4%	-0.3%
18C	18.7%	21.3%	22.6%	25.8%	25.8%	7.1%	4.5%	3.2%	0.0%
18L	17.4%	18.3%	18.2%	18.4%	16.6%	-0.8%	-1.7%	-1.6%	-1.9%
Other	1.0%	1.0%	1.0%	0.0%	0.0%	-1.0%	-1.0%	-1.0%	0.0%
Mix of Operations - Arrivals									
36R	23.6%	24.4%	23.9%	22.8%	23.9%	0.3%	-0.5%	0.0%	1.1%
36C	7.2%	7.1%	6.1%	5.1%	3.4%	-3.8%	-3.7%	-2.7%	-1.7%
36L	32.7%	29.1%	28.8%	28.4%	30.7%	-2.0%	1.6%	1.9%	2.3%
18R	18.3%	18.4%	20.0%	22.3%	22.6%	4.3%	4.2%	2.6%	0.3%
18C	4.1%	5.0%	4.3%	4.2%	2.5%	-1.6%	-2.5%	-1.8%	-1.7%
18L	13.2%	14.9%	16.1%	17.2%	16.9%	3.7%	2.0%	0.8%	-0.3%
Other	1.0%	1.0%	1.0%	0.0%	0.0%	-1.0%	-1.0%	-1.0%	0.0%
South Flow - Early Turn Violations									
Average Daily Flights**	N/A	35	50	43	21	N/A	-40.0%	-58.0%	-51.2%
Complaint Statistics									
# Complaints	83,185	55,036	97,676	97,703	56,730	-31.8%	3.1%	-41.9%	-41.9%
# Complainants	345	231	262	182	223	-35.4%	-3.5%	-14.9%	22.5%

CLT Complaint Statistics

	1st of month to 1st of month		Jan 1 to 1st of month	
2023	2023 Complaints	2022 Complaints	Total 2023 Complainants (cumulative)	2022 Complainants
Jan	4805	8758	49	57
Feb	7033	10382	63	75
Mar	6712	11906	78	82
Apr	6588	12363	97	91
May	5357	11404	128	104
Jun	4854	9631	149	116
Jul	4542	9889	159	127
Aug	4643	6940	174	137
Sept	3122	2930	188	146
Oct	4330	5666	207	163
Nov	2772	4037	211	172
Dec	1973	3797	223	182
TOTAL	56731	97703	223	182

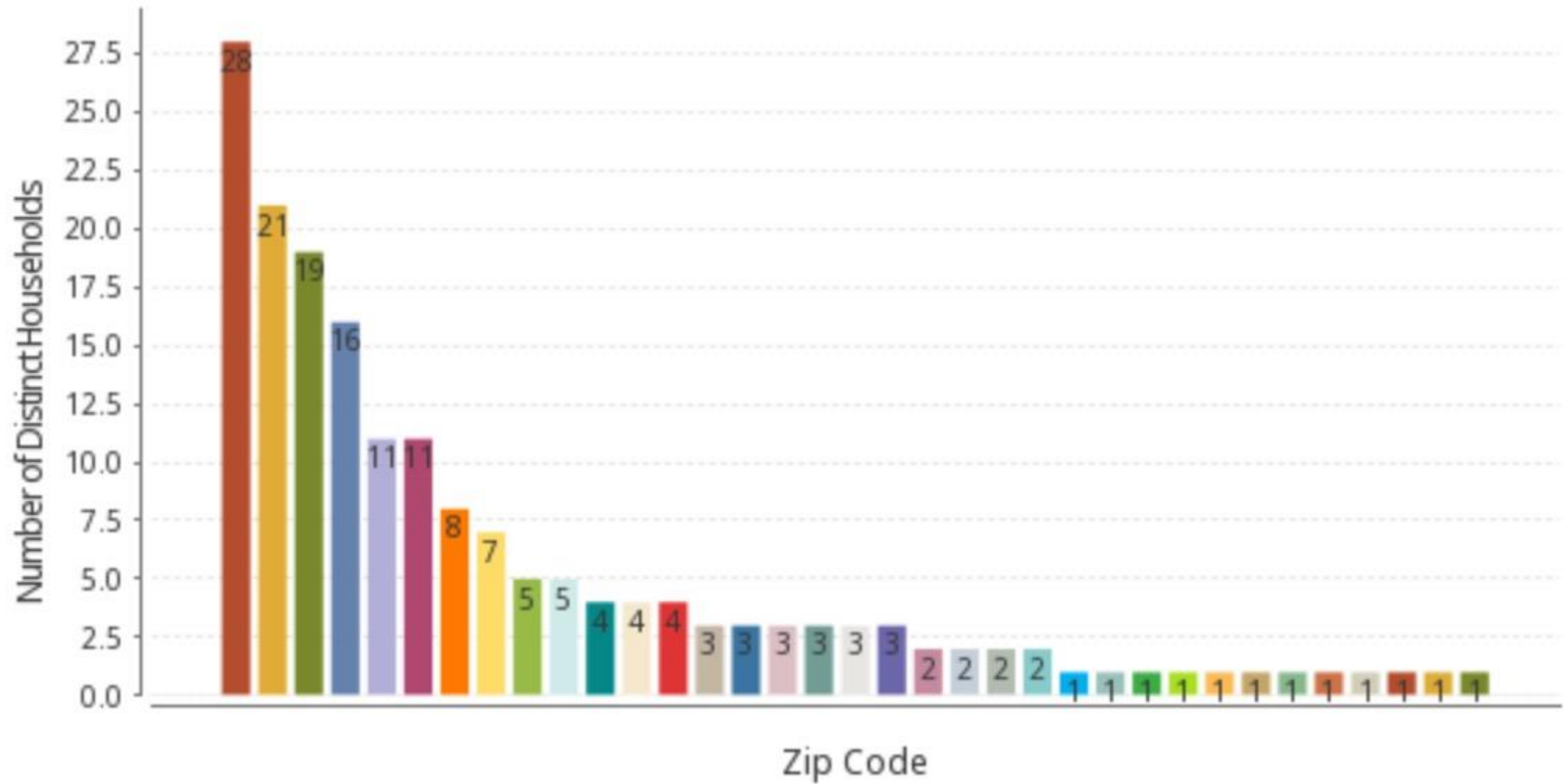


	Total	Top 25 Callers	Percent	Top 1 Caller	Percent
Jan	4805	4773	99.3%	1736	36%
Feb	7033	7002	99.6%	2858	41%
Mar	6712	6676	99.5%	2921	44%
Apr	6588	6550	99.4%	2921	44%
May	5356	5294	98.8%	1412	26%
Jun	4855	4807	99.0%	1766	36%
Jul	4542	4526	99.6%	1592	35%
Aug	4643	4625	99.6%	1852	40%
Sept	3122	3109	99.6%	1242	40%
Oct	4330	4295	99.2%	1581	37%
Nov	2772	2764	99.7%	969	35%
Dec	1973	1960	99.3%	546	28%



Distinct Households/Zip Code

First 1 match(es) on Name/Location ID : Date/Time of Noise Event>='Jan 01 2022 00:00' and Date/Time of Noise Event<='Dec 31 2022 23:59'
 Number of Distinct Households: 181

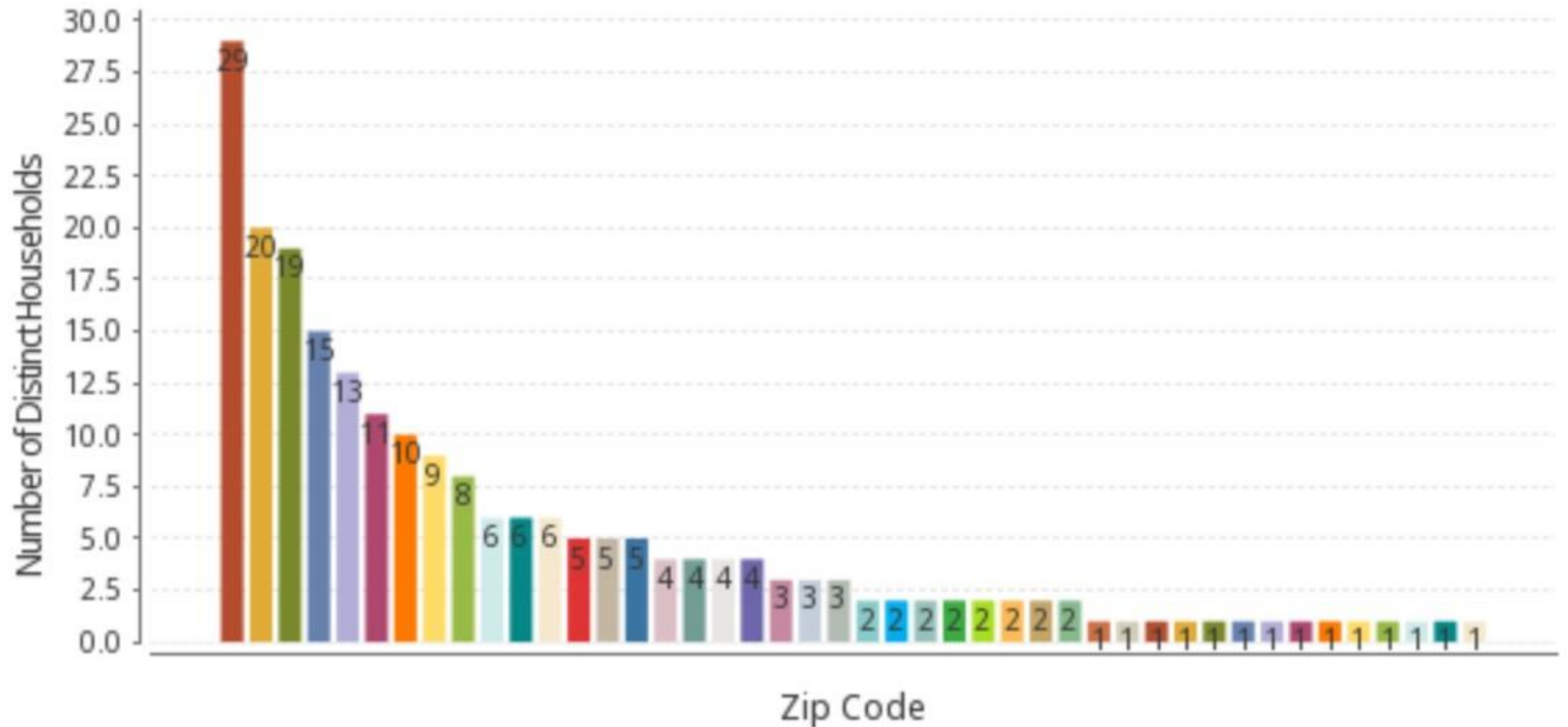


28278	28216	28214	28210	29708	28273	29715	28226	28211	28078	28277	28120
28117	29720	29710	29707	28269	28164	28037	29730	28217	28173	28012	29745
29732	28270	28215	28209	28208	28207	28115	28104	28079	28036	28031	

Distinct Households/Zip Code

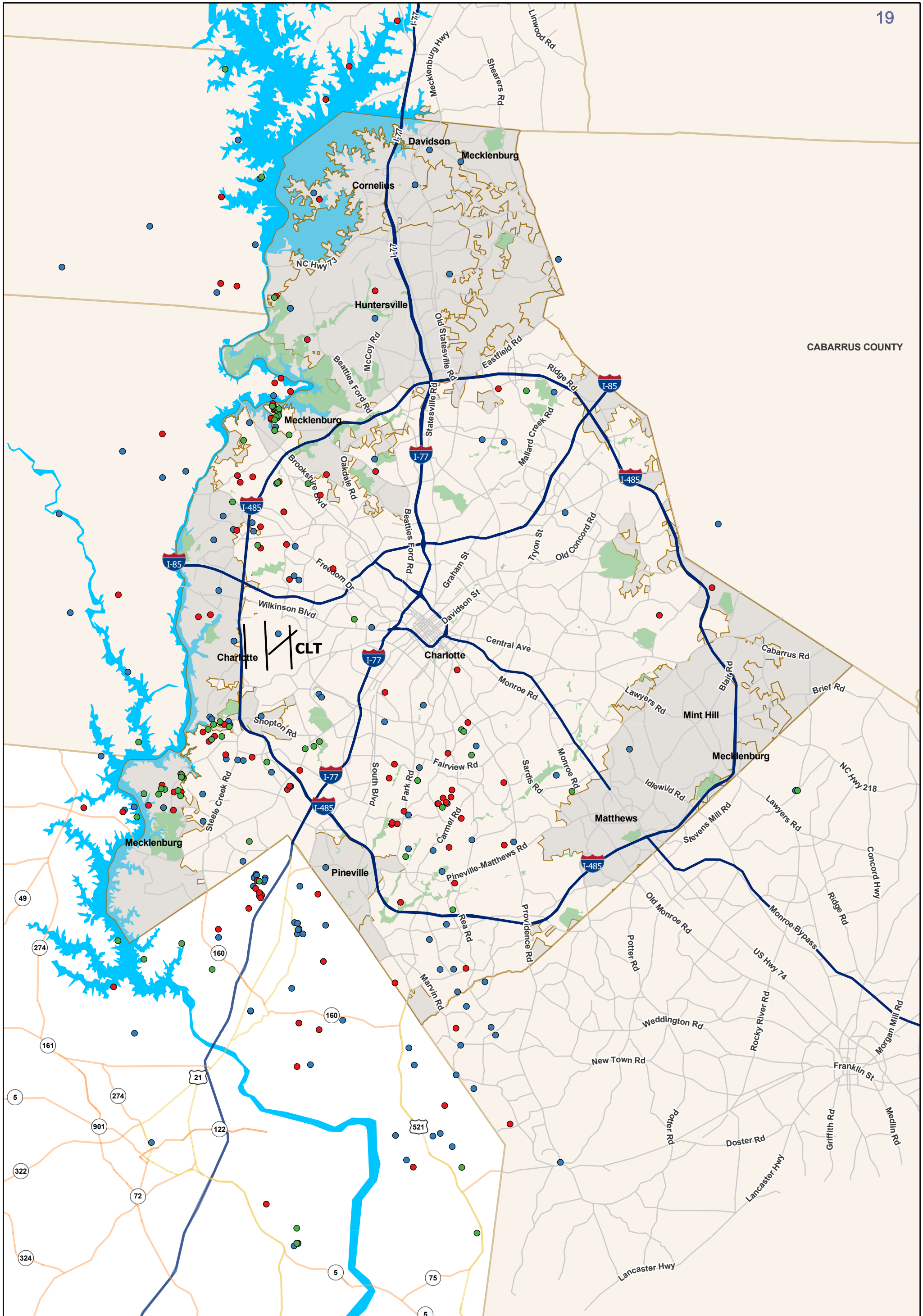
First 1 match(es) on Name/Location ID : Date/Time of Noise Event>='Jan 01 2023 00:00' and Date/Time of Noise Event<='Dec 31 2023 23:59'

Number of Distinct Households: 222



28278	28214	28216	29708	29715	28210	28273	29707	28173	29730	28277	28037
28217	28211	28078	29710	28269	28226	28120	28208	28031	28012	29720	28270
28209	28164	28117	28080	28079	28036	[Other]	29745	29732	28761	28645	
28213	28168	28163	28134	28105	28098	28075	28032	28027			

CABARRUS COUNTY



- Complaints in 2022 - 102
- Complaints in 2023 - 141
- Complaints in 2022 & 2023 - 63

Complaints in 2022 and 2023



0 1.25 2.5 5 Miles

Created by: Zach Yarbrough

Map Date: 11/30/2023

Modified Date: 12/01/2023

Charlotte Douglas International Airport

Airport Community Roundtable

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

Requests for Action

Compile Summary of Brainstorming Ideas on How to Share Communication Pieces with Constituents (CSS)

During the October 11 ACR Meeting, the Community Engagement Project Team (CEPT) shared the 3 documents that the ACR had endorsed at the July Meeting. ACR members then provided ideas on how they could share the documents (particularly the CEPT's flyer noting how to complain about noise concerns) as well as other ACR/noise-related information with constituents. CSS will compile and share a summary of the brainstorming results with ACR members.

Provide Edits/Additions to Government Engagement Project Team's (GEPT) Council Presentation Points (ACR)

By October 20, ACR members are requested to provide any revisions to the GEPT's draft talking points document that was shared on Pages 14-15 of the October 11 ACR Meeting Handout. Members are asked to send edits to the GEPT members and/or the ACR Facilitator.

Motion: To Accept the Government Engagement Project Team's Council Engagement Approach

ACR Formalized the Support of the Approach to Engage the Charlotte City Council

The ACR voted on the following Motion: *To endorse and support the Government Engagement Project Team's approach for engaging Charlotte City Council (as discussed at the October 11, 2023 ACR Meeting) leading up to Council's review and vote on CLT's Part 150 Recommendations.*

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