

Charlotte Douglas International Airport

Airport Noise Advisory Forum (ANAF)

October 8, 2025 Meeting Notes

Welcome and Opening Remarks – Stuart Hair, Director of Commercial and Community Engagement, CLT

Hair: Welcome to the second meeting of the Airport Noise Advisory Forum. We are still standing up this group, and that will be a lot of our conversation this evening. The ANAF is an engagement platform and an advisory body. Some of you may have heard of the previous noise group – the ACR (Airport Community Roundtable) that really had a different function than the ANAF. We are having regularly scheduled meetings to hear from you all and learn what noise impacts you are experiencing. Final decisions belong to the airport and/or the regulating body – the FAA being the primary one – but your input is very important. The call to action is to be open, be honest. We do need to hear your feedback. We are going to be sharing information and listening, as well. The ANAF advises and influences airport-related decisions.

Introductions were made by Hair of CLT staff and CSS (meeting facilitator).

Hair: As Melissa (Treadaway, CLT Community Engagement Manager) indicated, effective next week, we will move the noise function into Community Engagement. The noise program was under Real Estate. I view community engagement as a proactive conversation with folks. It is not a 1-way street of us just providing information. Good community engagement is about being honest, consistent and open.

Matt Reese: I'm the guy who you are talking to, discussing your complaint. I will sit down with you. If you want an in-depth understanding of why something is happening, you are welcome to meet with me, and I will show you everything on the computer screen, etc. so you will have a better understanding of what you are facing in terms of airplane noise.

Hair: Matt's availability is key. He is our expert around noise.

Ed Gagnon: *Going over meeting logistics* – Agenda was on the table with the snacks. *Walked through the agenda.* Will do brief introductions of you all in the room. We will have a couple of public speakers, and I will explain that process. Speakers have up to 4 minutes to talk about their noise issues and/or goals. We will do some small group work. We are going to look at a draft of the mission and guidelines of the ANAF. We will ask for input on that, such as is anything unclear, not matching up with our purpose? We will have community engagement updates. Again, in small groups we will get a feel from you all as to what are significant airport noise-related concerns that you or your neighbors are experiencing. We will get updates on Airport Operations. We will talk about different noise mitigation efforts. Notice the QR code page, these are 3 Key websites that you can go to for noise-related information. These are on the 2nd page of the Agenda. The first item is an [FAA video](#) - it's an overview of CLT operations including arrivals, departures, noise mitigation approaches, and Part 150 efforts. The 2nd is about the [Airport Noise Program](#), and the 3rd is [WebTrak](#) – this is something that Matt will allude to later. You can actually look at planes in real time, flying over your homes, etc.

Our guiding principles for meetings are to have healthy conversations (make it about issues and concerns, not making or taking things personally), to be productive (staying focused on the topic being discussed), and to be effective in addressing the mission or purpose of this group.

Introductions of attendees – Areas represented included: UNCC, Moore’s Chapel (near Whitewater Center), Berewick, Haywood Meadows, Quail Hollow, Steele Creek, Mountain Island, Uptown, The Vineyards on Lake Wylie.

Receive Public Input

Gagnon: Guidelines for public speakers: 4 minutes. Won’t be any Q&A period after each speaker. CLT may offer to follow-up directly with speakers based on the topics being shared.

Speaker #1: Kevin Vesely

Speaker #2: Mr. Polianco

Gagnon: Thank you both. In future meetings, [participants can sign up beforehand](#) or at the meetings to speak. We current plan to have up to 12 speaker slots for 4-minutes each.

Review of ANAF Mission and Guidelines – Ed Gagnon, ANAF Facilitator

Gagnon: *Pointed out a document on the participant tables – the Mission and Guideline Document for the ANAF.* We will walk through this document and give you time to review. See what kind of comments, thoughts, observations that you have. Slide 6 addresses Page 1 of the document.

Mission of ANAF – Foster Transparency and Communication with the Community about Noise-related Concerns and Efforts. What CLT hopes to do by working with you in the ANAF is to, first of all, ensure effective communication with the community, with the airport, with some of the partners; secondly, to have community engagement, hopefully consistent engagement (some of you were here in July, and we hope that you who are here today will return for the January meeting); third is community satisfaction, even if we are not always going to be satisfied with what is happening noise-wise above our homes, at least we can feel like the airport is being transparent, responsive to concerns, etc. These are some of the success measures for the ANAF.

Membership Structure – There is a membership process – you may have already filled out a membership application. All can participate, but if you choose to be a member, you will be a part of communications that go out. Fill out application that is attached to the agenda packet. We ask if you do sign up to be a member, you commit to coming to some/most of these meetings. When information is shared with you, share the information with neighbors or other groups. Meeting Approach – to have meetings quarterly. Next meeting is January 14, 2026. These meetings are all in person. Especially today, we are going to be asking for your input. It is easier to do with people in the room.

On your tables, you'll see a document with a couple of questions on the first page. Please note the ANAF summary purpose statement on Slide 8:

The ANAF is both an engagement platform and an advisory body. While final decisions rest with the airport and regulators, community feedback influences solutions and planning. Therefore, these meetings are about listening as much as sharing. So, while the ANAF is not a decision-making body, your participation matters because the ANAF advises and influences airport noise-related decisions.

We want to see if Mission and Guidelines document on your table make sense in light of this purpose statement. Does it reflect what we are talking about? Identify a scribe at your table. We will take this information at the end of the meeting. There are 3 core questions to discuss:

1-How well does the Mission and Guidelines document reflect the overall purpose of the group?

2-What information – if any – in the Mission and Guidelines document is unclear?

3-Please share any other comments about or suggestions for enhancements to the Mission and Guidelines document.

We want to make sure this Mission Statement is reflective of the purpose and that it is clear. If anything needs to be tweaked, that is the reason for this exercise.

Gagnon: [After small group work is completed] We will collect these papers at the end of the meeting. We will also collect the membership applications. In terms of this activity – we will go around the tables and get sample comments on what you discussed.

Question 1. How well does the Mission and Guidelines document reflect the overall purpose of the group?

Resident: We decided that the guidelines do reflect the purpose, but the public needs to be heard. Attend meetings, make complaints. After the last meeting, I posted on Facebook and told neighbors about noise website. I gave my contact information, and I have not gotten any feedback.

Gagnon: Thanks for sharing that. Melissa Treadaway, sitting beside you, will have strategies to raise awareness of this group.

Resident: We felt that the mission statement is strong but can be expanded on to include long-term goals. Additionally, to expand the Community Outreach. Because of word of mouth, I got someone who is influential on our board to attend. The more the better.

Resident: We struggled – the first thing talked about was engagement, which is 2-way; then a sentence talked about it being a platform for stakeholders to stay informed, which is 1-way. We want to see where are our opportunities in this mission of the ANAF. Why are we here? If we are not effecting the change, then why are we here?

Gagnon: Thanks for that. What about Question 2? What information - if any - in the Mission and Guidelines document is unclear?

Resident: How will coordination work with CLT, airlines, FAA, users, probably the City government?

Resident: Was not aware of CLT + app.

Resident: Implementation, how information can be addressed and how information is taken back to the stakeholders.

Gagnon: Question 3 is a catchall – Please share any other comments about or suggestions for enhancements to the Mission and Guidelines document.

Resident: We talked about how FAA is not here, but they control everything. We would like to see them here.

Resident: Moving meetings around to the affected communities.

Resident: It is only quarterly in-person. What about Zoom?

Gagnon: I know that you have more comments. What you provided will help with any modifications that may be made, and we'll collect your papers at the end of the meeting. [*Summarized what the attendees just talked about*].

Community Engagement Updates and Input – Melissa Treadaway, Community Engagement Manager, CLT

Treadaway: Given the discussion at my table, I'm going to do the slides in a different order – starting on Slide 13. I believe we will all reap the benefits of moving Noise into the Community Engagement portfolio because my team is the one that goes out into the community. We try to answer their questions if we can; if not, we refer them to the experts. We go to meetings pretty regularly – different community events. The close-in ones, we hit pretty regularly - West Boulevard Neighborhood Association meets every other month. The Steele Creek Homeowners Association gets together once or twice a year, and we attend those. We bring our maps, and we set up so we can answer questions. We will start bringing Matt with us. This is a better opportunity than the ACR. This will be less technical. We held off a little because we want the mission statement and guidelines to be established so that we know what we are promoting to people. For those further away, I hear you; we will come see you. If you have homeowners meetings, boards, etc. and want us to attend, let us know what you are looking for, and we will get those experts to you. Or any community events, we can set up a table.

I am supposed to tell you about all the different ways that we engage the community. Slide 13 – We have an Airport Neighborhood Committee – this group meets every other month and, by coincidence, it happens tomorrow night. That is a group that comes in and talks about the issues and things that are happening at the airport but from the perspective of a neighbor. The group sets the agendas that they want to address, and we send the experts. Sometimes we get on a bus and go out and see what is happening with our latest projects. This is open to anyone. You can come anytime. Our ask of you is to take the information back to your neighbors. This group has been going on for many years.

Wings for All – We team up with Delta Airlines, and they set an airplane aside for the day. We invite 100 people with disabilities, mostly Autism and other developmental disabilities, to come and do a practice run at the airport. They come with a family member and go through the process of getting on a plane, from security to finding their seats, then a pilot drives them around on the runway.

Aviation Academy (Slide 12) is an 8-week program for those with some interest in aviation. It's a really deep dive to learn what it takes to make this operation work. Behind the scenes look at CLT and its partners. We go to the Fire Department, we go to AA, and they talk about their operation. We are accepting applications now. About 27 folks will be in the Academy, which starts in January.

CLT Runway 5K – October 18, 2025 - We have 1,900 folks to run. They will run or walk on a runway. It is a very different look at the airport. We have raised more than \$200,000 for CPCC. We do opportunity scholarships for first generation college students. We are doing a lot out in the community. We are trying our best to make sure that the Airport is being a good neighbor. Adding Matt to our team is going to enhance community engagement.

In response to a question about interest in participating in the 5K race – It sold out in less than 3 hours.

Gagnon: We want to get your input again. There are 3 additional questions on the sheets on your table – we want to get your input on noise-related issues that you and your neighbors are experiencing. Look at these questions with your group, and we will talk about them as we did before. There is also a QR code. Just in case you are running short on time, we have this survey online. It provides the same questions but allows for more details to be provided, if needed. These questions will help solicit topics to discuss at future meetings:

Question 1 – What are the most significant airport noise-related concerns that you or others in your community have today?

Question 2 – What suggestions do you have for the airport, airlines, or regulators to address current or future noise-related issues?

Question 3 – What key topics would you like to be discussed/addressed at future ANAF meetings?

Resident: Can we share the QR codes with neighbors?

Hair: Yes, share anything. These are intended to be public documents. Share widely.

Gagnon: *[After small group work was completed]* For this debrief, I will come around to each table, and if you can, please share some of the issues or items of interest that you discussed.

Resident: Airport noise in our community is almost nonexistent. But at 5am, we hear the engines revving. I know the airport brings in positive money for the area, and it's phenomenal. I just think "it's a good noise."

Resident: We talked about noise is continuous, volume of flights, the future new runway. We feel like the airport is over capacity, relating to safety concerns. All things make noise.

Resident: We would like to be able to understand what can or cannot be done to mitigate the noise. We are here to try to affect change, but we need to understand what that looks like.

Resident: Early morning noise. Far in the distance, gunning the engines, every single morning. They are not flying over.

Resident: Lower altitudes.

Gagnon: *[Summarized what was said during the debrief]* Thank you for sharing. We will collect these at the end of meeting.

Resident: Property values are affected.

Gagnon: As Stuart mentioned, feel free to share that QR code or URL for the survey.

Updates on Airport Operations and Current Studies – Stuart Hair

Hair: *[Talked about the tabletop activity. Wants to make sure that is a good way to get ideas in meetings. Please reach out to discuss]* Big picture: We saw huge growth in airport operations coming out of 2020. We were the fastest recovered airport in 2020. We set new records every year since – numbers of passengers, departures, arrivals, etc.

For calendar year 2025, we have seen a leveling off. The over 10% annual growth that we saw since 2020 has dissipated this year. There are multiple factors for this. We are tracking that CLT will be down in operations and passengers about 5% off of our calendar year 2024 numbers. We still are one of the world's busiest airports. This is happening all over the country. It is an industry trend. The airlines don't have as many seats available for this Fall and winter holidays.

But we don't stop the business of the airport. Haley Gentry, our CEO, likes to say we have plans to have plans. We embrace how to meet the changing dynamic of the Charlotte region. The CRBA says we have 157 people move into Charlotte on a daily basis. The propensity of someone moving has a strong relationship to their use airport travel. For communities that have high rates of growth, their airports have high growth rates, as well. We are starting an update for our airport Master Plan. This is a big planning endeavor that takes a lot of little plans – there is federal documentation to be created, but a lot of planning over the next 18-24 months. Key part to these plans is community input. There will be opportunities for community engagement, and I think you will be great at being involved and getting your feedback as we go through the Master Plan activities.

Update on our Noise planning activities. ACR members were intimately involved in our update to a voluntary noise mitigation program called the Part 150. We asked and received City Council's permission to submit it to the FAA, and we did so.

For various reasons, FAA has not taken formal acceptance of the Part 150. I don't want to get into details – the reality is we have a 4th parallel runway coming online around September 2027. This runway is designed to be used for departure only. The air carrier and CLT want that runway to be utilized as both arrivals and departures. There are additional environmental studies that are required to change that type of usage on that runway.

Because Part 150 did not advance, and the environmental studies that we expected to come out of the Part 150 did not advance and we have this new infrastructure coming online in 2 years, about a month ago, we sat down with FAA, air traffic control and the airport's office, and we will be advancing the environmental for that 4th parallel runway to be a dual use runway. Including the changes to flight procedures that were identified by the ACR and included in the Part 150 - we are going to be including all that in the big environmental bundle to look at how we utilize this 4th parallel runway. In addition to our airport master planning, we'll stand up this change in usage on the runway.

So there will be two separate studies that we need you all to be involved in. I know that it can be confusing as to how we use these studies and what comes out of them. We heard from the Technical Advisory Committee, and they were loud and clear about the desire to change flight procedures. I became a loud advocate for a couple of different technical changes for flight procedures. To hit the deadline/time schedules for the environmental work, we will ask you to be involved in the Environmental Study. Look for an ask in the timeframe of Winter 2026 into Summer of 2026. We plan on having robust community engagement on this.

Resident: Is the Environmental Study like the last one?

Hair: The form of how we do that, that is still to be designed. There are certain federal regulatory requirements that we have to do. We will have to do a public hearing.

Resident: *Asked about use of physical noise monitors.*

Hair: Noise monitoring creates a noise exposure map. Doing the physical onsite measurement is one way to do it. However, the preferred/prescribed way from the FAA is virtual noise monitoring. The acoustic models are so good now. They are better than the onsite microphones. Noise exposure maps are done by virtual noise monitoring.

Kevin Hennessey (CLT Real Estate Manager): L&B – the Part 150 consultant – did about 3 weeks' worth. One week of short-term and then 2 weeks of multiple days to try to hone the computer model.

Hair: It creates a baseline, and then you layer on top of that baseline with what it looks like in 5 or 10 years, and you just cannot simulate through the real noise monitors.

Progress Review of Noise Mitigation Efforts – Matt Reese, Noise Abatement Specialist, CLT

Reese: *[Introduced himself and went over his background – helicopter pilot of about 20 years; worked in New Zealand, specialized in aviation-related concerns/complaints]* The airport has a Noise page. Very [nicely designed webpage](#). The FAA has a video there giving you an idea of how operations work at the airport. Every month, we produce 2 reports - the first is Runway usage report. This lets us know percentages of how much we were going North Flow and South Flow. Then we have Complaint reports. This tells us who is complaining. Important - one person complaining 500 times does not hold as much weight as 500 households complaining one time each. Let your neighbors know that hearing from many individual complainants helps more than one household complaining many times.

[Showed an airport flow and runway usage chart - went over how to read] If you are aligned with a runway, you can see what is coming over your home. Most folks are concerned if the airport is going North or South Flow.

Going over particular Complaint concerns, in July 2025, 34 households complained – 2,363 complaints. One household put out 759 complaints in July. All this information is on the website. Make sure that your neighbors know to complain. I want to hear from you. Please reach out to me. Again, if anyone wants to meet, I can definitely meet with you and explain what is happening at your home.

Resident: How long have you been doing this?

Reese: About 7-8 years if you include the New Zealand job, CLT, and Teterboro.

Resident: Can you share a time where the complaints got so high and brought to your attention, and the resolution was in favor of the neighborhood and noise was reduced?

Reese: The interesting thing is that politicians are the community group at Teterboro. Meetings were comprised of those politicians. One thing they were able to do was an offset approach from one of the Teterboro runways that involved avoiding a set of condominiums. It took 12 years to get that approved. Not to say everything takes that long, but it depends on FAA workload. Things take a while.

Closing: Next Steps and Membership Invitation – Stuart Hair

Hair: Key takeaways – We want to hear from you. This forum is one way to have us hear from you; talk directly to Matt; have us out to your communities. There are lots of ways that technology allows us to engage with you.

We're trying to design a meaningful experience for you. Thank you for the exercises that you participated in tonight. If you think there may be different ways to come up with ideas, then e-mail us, call us. We welcome other ways to get your feedback.

Next, for it to be meaningful and worthwhile, we want you to be informed and share with your neighbors that there are opportunities to give feedback.

There is a membership associated with this. That gives us the ability to communicate with you. Communication is the reason for membership. We ask for you to get our information out. We are able to speak to you after the meeting, if you'd like to chat. Please [fill out the membership application](#) if you'd like to join.

Next meeting is January 14, 2026.