

Charlotte Airport Community Roundtable

October 12, 2022 Meeting

Handouts

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) ACR Member Survey Results Review
- E) Overview of Next Steps with Project Teams
- F) Listing of Requests for Analysis and Motions from July
- G) Written Updates Document
- H) Background on ACR Recommendation #1 - *Greater Use of Continuous Descent Approaches*

CLT Airport Community Roundtable

Meeting Agenda – 10/12/22, 6p-8p

1) Open the Meeting (10-15 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 July – Natalie Rutzell, ACR Chair

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

3) Update on Moving Forward – Monitor, Engage, and Improve (55-60 Mins.)

- a) **Engage/Improve: Part 150 Noise Compatibility Study and TAC Meeting Update** (30 Mins.)
- b) **Engage/Improve: Updates from Project Teams** – Ed Gagnon, ACR Facilitator (10 Mins.)
 - i) ACR Member Survey Results Review
 - ii) Overview of Next Steps with Project Teams
- c) **Monitor:** CLT Updates and FAA Progress (15-20 mins.)
 - i) CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Economic & Community Affairs, CLT (10 Mins.)
 - ii) Update on Status of Recommendations – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA (5-10 Mins.)

4) Receive Noise 101 Overview – Gene Reindel, Vice President HMMH (30-40 Mins.)

5) Request/Address Additional Business (5-10 Mins.)

- a) Unfinished Business
 - i) Note **Written Updates** on Motions/Requests for Support
 - ii) Discuss Whether to Pursue Alternatives to ACR Recommendation #1 - *Greater Use of Continuous Descent Approaches*
- b) New Business

6) Adjourn (2 Mins.)

- Next Meeting: **January 11, 6p**

Current ACR Roster

Charlotte City Districts

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

County Municipalities

Sayle Brown – Cornelius
 Matt Hamilton – Davidson
 Preston Hagman – Huntersville
 Kim Hardee – Matthews
 Charles Soussou – Pineville

Mecklenburg County

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

Counties

Sam Stowe – Gaston County
 Walter Ballard – Lincoln County
 Jacob Pollack – York County

Vacancies

Charlotte City District 4
 Charlotte City District 6
 Mecklenburg County District 3
 Mint Hill
 York County Central

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

Addressing the ACR - Guidelines for Public Speakers ⁵

- 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 Member Survey - Part 150, Project Teams, and Communications

Key Takeaways of September 2022 Survey (9 Respondents)

❖ Part 150/TAC Input

➤ Survey Example Topics

- *How the 3 ACR Departure Recommendations will be addressed in the evaluation process*
- *Other types of recommendations that fit well with a Part 150*
- *Process and timelines for the ACR to submit new recommendations to the TAC*
- *Specific criteria TAC will use to evaluate recommendations*
- *How the effect of recommendations will be evaluated inside and outside of the 65 DNL*
- *What happens if ACR recommendations are kicked out of the process*
- *What happens if ACR recommendations pass*

➤ Additional Topics of Interest

- *What if airport operational changes over the past 10 years have gradually changed year over year with the result of moving the 65 DNL line and if recommendations would not alter the old 65 DNL boundary, but would now impact the new 65 DNL boundary? What controls are there to ensure that the airport can't move the 65 DNL on its own accord by making small changes year over year such that actions that would have been permitted before are now blocked?*
- *How will the Part 150 process include operational impact using 60 dB DNL as a criteria?*
- *I believe our mission is to see that these measures are addressed in a positive and cooperative way by the FAA. How do they plan to address this in the Part 150? What can we do better to make sure they take our recommendations seriously?*
- *Having arrival aircraft join extended runway centerline at 6000 feet and descending at a lower power setting and NOT AT 3500 feet like they do now.*

❖ Project Teams

- Government Engagement Project Team: **1 person may be interested in chairing GEPT.**
- Most prefer **Project Team meetings 8 times/year** (months when ACR as a whole does NOT meet).
- Majority (5 members) prefer **remote-only meetings** for Teams; others (4) prefer mix of remote/in-person.

❖ ACR Newsletter

- Most would like 1 ACR member e-newsletter/e-mail update between ACR meetings (**4 per year**).
- Content: All suggestions on survey are of interest except for links to other CLT/AA/FAA web pages. Ranked starting with items of most interest:
 - 1) Part 150 Updates
 - 2a) Project Team Updates; 2b) CLT Operational Measures Updates; 2c) Links to noise-related news releases and other information from the FAA
 - 5a) Updates on Requests/Motions Made at Prior Meetings; 5b) Reminders of Plans for Upcoming ACR Meeting; 5c) Updated ACR Calendar of All Meetings/Public Activities

❖ Additional Survey Comments

- *Need to have FAA address us on progress more often. Need a FAA tower representative present at our meetings and a point of contact that we can discuss technique procedures with. We need more in person meetings with ACR, FAA, and tower reps.*

Overview of Next Steps with Project Teams

- 1) Reach out to members who – through the survey or at other times – have noted interest in particular Project Teams.
- 2) Ensure those individuals have the calendar invites for their respective Project Team meetings.
- 3) Convene upcoming meetings for each team, confirm each group's focus, and determine a reasonable expectation for the time commitment and activities of Project Team members.

Charlotte Douglas International Airport

Airport Community Roundtable

Analysis/Support Requests and Motions from the July 2022 Meeting

Requests for Action

Send FAA PowerPoint to Attendees (FAA)

The ACR requested that the FAA provide a softcopy format of its presentation at the July 13 meeting.

Receive Update on the Use/Mix of NADP-1 v. NADP-2 Flights (CLT)

As follow-up to the previous ACR request for use of NADP-2 procedures, the ACR would like an update on the adherence to the request for use of NADP-2 and/or mix of flights utilizing NADP-2 procedures.

Note Valid Tools ACR Members could use to Measure Noise Levels (CLT/HMMH)

The ACR would like to know which tools are most credible/valid in terms of measurement of noise by individual ACR members and residents. This can include apps or other software-based tools as well as physical monitors.

The results of these measurements could be incorporated in a multitude of communication vehicles including short videos. The ACR is seeking to acquire measures and to document noise levels to incorporate in communications with community and government constituents as well as potentially share with the FAA to convey noise levels.

Get Support in Scheduling Project Team Meetings (CLT/CSS)

The ACR asked for CLT support in proactively scheduling Project Team meetings and providing remote meeting tools that enable ACR members to manage these meetings online. In conjunction with the new quarterly meeting schedule and the anticipated more frequent Project Team meetings, the ACR also requested creation of a calendar of meetings.

ACR Motion

Motion Approved to begin holding ACR Meetings Quarterly

The ACR voted on the following Motion: *To go to a quarterly Meeting Schedule, starting in October 2022.*

All but two ACR members voted in favor of the Motion, with the two others voting against the Motion.

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Updates on Requests/Motions – 10/12/22 ACR Meeting

Community Engagement/Communications Updates

Requests for Support – Communication Plan Development – CLT Staff

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

No updates at this time.

Airlines-related Updates

Update on NADP-2 Recommendation

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

Updates on carrier survey being provided at October 12 ACR meeting.

Voluntary Restraint Program (Scheduling of Flights at Night)

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

No updates at this time.

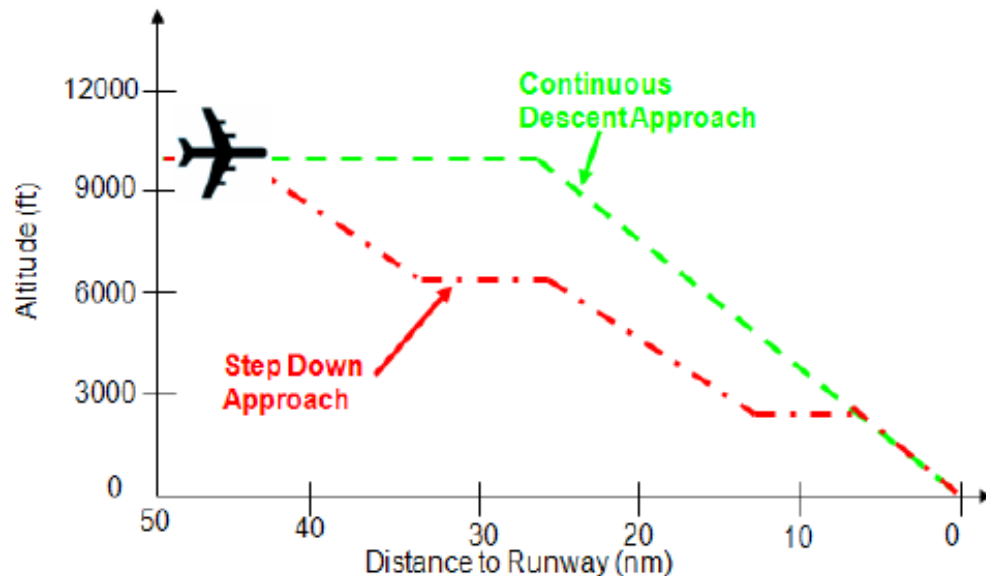
Background on ACR Recommendation #1

Greater Use of Continuous Descent Approaches

Question for the ACR: Does the ACR want to pursue identifying alternatives to Recommendation #1?

Recommendation #1 from the Submittal to the FAA

Implement Continuous Descent Approaches (CDA) under 12,000 feet MSL. Expected to reduce noise levels along current arrival flight paths until aircraft intercept the final approach. In 2019, the FAA indicated that CLT would be receiving TSAS (Terminal Sequencing and Spacing) and EOR (Established on RNAV) procedures estimated for calendar year 2021. The ACR would like the FAA to examine other methods of implementing continuous descent approaches in lieu of having aircraft hold at low altitudes for miles on the downwind phase of flight. Under preliminary analysis using the above ACR criteria this recommendation is expected to have a net benefit in noise reduction to over 276,000 residents in the Charlotte Metropolitan area. More details can be found in Appendix pg. 34.



Background

- 1) ACR Submitted Recommendation #1 to FAA: *Greater Use of Continuous Descent Approaches.*
- 2) FAA stated that CDAs are not a viable option.
- 3) ACR provided response to FAA position on CDAs, offering clarification of the intent and specifics of the recommendation, and offered a series of questions.
- 4) FAA “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.”
 - a) This became termed as “Alternative Recommendation 1a (Descent Procedure Amendments – Night/Off-Peak Hours)”
- 5) FAA noted they did not have a good option for 1a. FAA requested the ACR consider whether the members could identify an alternative.