

CLT Airport Community Roundtable

Updates on Requests/Motions – 10/16/19 ACR Meeting

FAA Response to North v. South Flow Questions

Bob Szymkiewicz, Atlanta District Staff Specialist, FAA on September 26

❖ Please list the criteria used to decide North flow v. South flow departures.

Runway selection is based on the wind in accordance with national orders and local directives. Anticipated traffic, weather and availability runways and navigational systems factor in to the decision. Each item can affect airport throughput and the north operation offers the best opportunity for consistent throughput. Congestion on the ramp area is a consideration.

The 7110.65Y is the guiding regulation:

3 5 1. SELECTION

a. Except where a “runway use” program is in effect, use the runway most nearly aligned with the wind when 5 knots or more or the “calm wind” runway when less than 5 knots (set tetrahedron accordingly) unless use of another runway:

NOTE

- 1. If a pilot prefers to use a runway different from that specified, the pilot is expected to advise ATC.*
- 2. At airports where a “runway use” program is established, ATC will assign runways deemed to have the least noise impact. If in the interest of safety a runway different from that specified is preferred, the pilot is expected to advise ATC accordingly. ATC will honor such requests and advise pilots when the requested runway is noise sensitive.*

REFERENCE

FAA Order 8400.9, National Safety and Operational Criteria for Runway Use Programs.

- 1. Will be operationally advantageous, or*
- 2. Is requested by the pilot.*
- b. When conducting aircraft operations on other than the advertised active runway, state the runway in use.*

Local order 7110.65U states:

3-6-1. RUNWAY UTILIZATION

- a. The Tower OS, with input from the OSIC, must determine the departure/landing direction. Departure/landing direction must determine “active runways.”*

❖ Please provide a brief definition of each criteria assessed in determining whether departures are in North flow or South flow.

- *The wind component is a key factor but there is latitude with wind of less than 5 knots.*
- *Current and forecasted weather impact the operation. Each morning there is meeting to discuss how weather (and other issues) may affect Charlotte (and the entire system). The facility is briefed on when wind shifts and changes to weather patterns are anticipated.*
- *Runway and taxiway availability are factors in determining the operation. There have been a number of construction projects that have impacted taxi routes and runway 5/23 has not been available for many months.*
- *Availability of navigational aids and the precision of the NAVAIDS are factors in choosing the operational direction (northbound ILS approaches have lower minimums, therefore airport throughput can remain higher on a consistent basis). Departures do not occur independently therefore, arrivals must be considered.*
- *Ramp area congestions seems to be more manageable in the north configuration (this congestion can affect throughput).*

❖ Assuming there is little wind and “all other things being equal,” is there a preference for North flow v. South flow departures? If so, please note which is preferred and why it’s preferred.

- *Because runway 23 is not available, landing and departing to the north is the preferred operation. The driving factors are the instrument systems to the north have lower minimums and the operations is more efficient in the ramp area with regard to congestion. The day-to-day volume of aircraft is fairly consistent due to the flight schedules set by the commercial users but there is some variation when General Aviation and Military flights are added to the daily mix. Throughput is important as it can influence schedules and issues with schedules can have negative impact on the entire National Airspace System.*

Requests for Support – EA Meeting Update

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

❖ The EA meeting has been set. See below information:

- Public Information Meetings, to inform the public on the conversion of an EIS to an EA, are scheduled for the following times and locations. Materials presented at the meetings will be posted on this website following the meetings. The agenda for each meeting is identical. For both meetings, the format will be an open-house workshop. An opportunity to submit written comments will be given at each meeting. The EA will take into consideration all comments obtained during the public meetings held during the EIS process. Comments may be mailed or emailed to:
 - Sarah Potter
 - Landrum & Brown
 - 4445 Lake Forest Drive, Suite 700
 - Cincinnati, OH 45242
 - CLTCapacityEA@landrum-brown.com
- Public Meeting – Location 1
 - **Monday, October 21, 2019 from 6 p.m. to 8 p.m.**
 - Embassy Suites (main entrance)
 - 4800 S. Tryon Street
 - Charlotte, NC 28217
- Public Meeting – Location 2
 - **Thursday, October 24, 2019 from 6 p.m. to 8 p.m.**
 - Harris Conference Center at Central Piedmont Community College
 - 3216 CPCC Harris Campus Drive
 - Charlotte, NC 28208

ACR Community Engagement Project Team Update – ACR Members

Kurt Wiesenberger and Mark Loflin, ACR and Community Engagement Project Team Members on October 14

- ❖ **Members of the Project Team:** Mark Loflin, Phillip Gussman, Sherry Washington, Priscilla Johnson, Bob Lemon, Walter Ballard, Kurt Wiesenberger, Kevin Vesely
- ❖ **Purpose of Project:** To inform, build awareness, create energy, create focus and support from residents for noise improvement needs and initiatives. In order to inform and build awareness, Communication Tools and Vehicles will be produced and delivered to the residents.
- ❖ **Community Engagement Project Team - October Update**
 - Held conference call meeting on Oct. 9
 - Produced three local articles on aircraft noise published for Mountain Island, Lincoln County (Lincoln Herald), and York County
 - Initiated additional community dialogue - Huntersville Chamber of Commerce and Mayor, Facebook, Instagram, Nextdoor
 - Members to attend Environmental Assessment Meetings on Oct. 21 and Oct. 24
 - Next publications planned include Lake Norman Herald, other local community publications, and Charlotte Observer
 - Requesting ACR members to help broaden community engagement in South Park, Steele Creek, Mint Hill, Rock Hill, Highland Creek, etc. Asking for short write up of your local perspective on noise and guidance on local communication vehicles.

Return the CAATT Waypoint (on the CHSLY3 arrival pattern for arrivals to the 36 parallels) to Pre-Metroplex (Raising Altitudes on Downwind Leg)

Bob Szymkiewicz, FAA Atlanta District Staff Specialist on September 11

The status has not changed since last month. We are tracking this but will not have an update until the PBN team meets. Due to schedule conflicts the FAA will not be present at the September 18, 2019, ACR meeting. We anticipate attending the October meeting and hope to have further information at that time.

- ❖ **August Update Reminder:** *Technically the “Raising the Downwind Altitude” request is not out of Phase 1 yet because Phase 2 begins when the design meeting is scheduled. Although they are waiting to finalize a spot on the schedule, the plan is to hold that design meeting in Charlotte in October/November. Participating in that meeting will likely be the FAA (Air Traffic Subject Matter Experts), industry/airline representative(s), some procedure design contractors, and others that need to have a voice in the design process.*

American Airlines Retrofit of Airbus Aircraft with Vortex Generators

Tracy Montross, American Airlines Regional Director of Government Affairs as of September 3

We have now modified 96 of 283 aircraft with vortex generators. No changes to the completion date.

Voluntary Curfew Request (Motion: To send a request for a voluntary curfew to airlines, allowing CLT to identify the process of doing so)

Dan J. Gardon, Noise Abatement Specialist, CLT on September 18

No further updates to the Voluntary Restraint Request at this point.

Unfinished Business – Information

FAA Submittal Work Schedule – Updates and Next Steps

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

- ❖ Communication Plan Update: We are currently planning and scheduling the ACR public input meetings for the following times and locations:
 - December 11th – **Kennedy Middle School** 4000 Gallant Ln, Charlotte NC 28273
 - December 12th – **Durham Presbyterian Church** 1601 Toddville Rd, Charlotte NC 28214
- ❖ We have created a communication blurb which will be used on a mailer. Currently we are still working on the specifics of how and when notifications will go out.

Update on NADP-2 Recommendation

Dan J. Gardon, Noise Abatement Specialist, CLT on October 15

The recommendation document has been finalized and will be submitted to American Airlines.

Request of FAA for Tower Orders

Dan J. Gardon, Noise Abatement Specialist, CLT on October 15

The FAA has indicated that they prefer a FOIA Request to provide this information. An official request was submitted on October 14th:

- ❖ *The Charlotte Douglas International Airport Community Roundtable is seeking documentation related to the KCLT 7110.65U form and all current Tower Orders in effect at KCLT relating to flight procedures below 12,000 feet. This includes, but is not limited to, information concerning preferential runway use, aircraft heading on departure, and any use of optimized profile descents. This information may be used to create proposals for future Noise Abatement procedures at KCLT.*
- ❖ *The Charlotte Douglas International Airport Community Roundtable is a citizen-led group founded in 2017, and facilitated by the City of Charlotte Aviation Department. This Freedom of Information Act request has been submitted by Dan Gardon, Noise Abatement Specialist with the City of Charlotte Aviation Department on behalf of the Airport Community Roundtable.*