

# **Charlotte Airport Community Roundtable**

January 11, 2023 Meeting

## **Handouts**

- A) Meeting Agenda
- B) ACR Members/Stakeholders
- C) Public Input Guidelines
- D) CLT - Existing Mitigation and Abatement Measures
- E) ACR Newsletter (Cover E-mail)
- F) ACR Apron Improvement Plans Presentation
- G) CLT Updates
  - 1) Key Measures Dashboard
  - 2) Semi-annual Complaint Statistics Summary
- H) Technical Working Group Discussion Points
- I) Listing of Requests for Analysis and Motions from October
- J) Written Updates Document

# CLT Airport Community Roundtable

## Meeting Agenda – January 11, 2023, 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 October – Natalie Rutzell, ACR Chair

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

### 3) Update on Moving Forward – Monitor, Engage, and Improve (80-90 Mins.)

- a) **Engage/Improve: Part 150 Noise Compatibility Study** (40-45 Mins.)
  - i) Part 150/TAC Update (5 Mins.)
  - ii) Part 150 Review: Questions/Considerations for ACR TAC Representatives (20 Mins.)
  - iii) Recommendation Development for TAC (15-20 Mins.)
- b) **Engage/Improve: Updates from Project Teams** (5-10 Mins.)
  - i) ACR Member Newsletter Feedback
  - ii) Project Team Updates
- c) **Monitor: CLT Updates and FAA Progress** (35-40 Mins.)
  - i) CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Commercial and Community Engagement, CLT (15-20 Mins.)
    - (1) ACR Apron Improvement Plans – Michael Pilarski, Principal Planner, CLT
    - (2) Additional CLT Updates
  - ii) Update and Action on ACR Slate's Arrival Recommendations (20-25 Mins.)
    - (1) Discuss Status of Alternative Recommendation #3a – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA
    - (2) Develop Recommendation #1a Alternatives

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

- a) Unfinished Business (5 Mins.)
  - i) Note **Written Updates** on Motions/Requests for Support
- b) New Business
  - i) Discuss ACR Membership Composition (5-10 Mins.)

### 5) Adjourn (2 Mins.)

- Next Meeting: **April 12, 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, Commercial and Community Engagement

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

Shane Jackson – Community Engagement Officer

## **American Airlines:**

Tracy Montross – Regional Director of Gov't Affairs



# Addressing the ACR - Guidelines for Public Speakers<sup>5</sup>

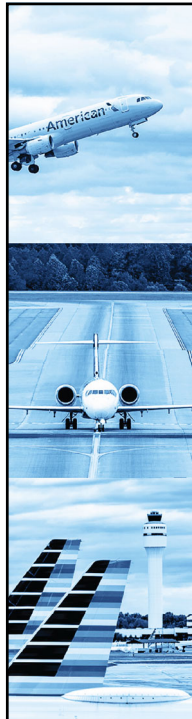
- Each Speaker has 3 minutes
  - ACR members may/may not respond at that time
  - Additional time, if needed, provided at the Chair's discretion
- After the Public Input time:
  - All other Public comment/questions only from ACR members
  - Please stay if you'd like to listen
  - Full recording of this 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"**



1

This is an agenda slide. On the left side, there is a vertical strip containing three images: the top image shows an American Airlines jet in flight; the middle image shows a runway with a plane on it; the bottom image shows an airport control tower. To the right of this strip, the word 'Agenda' is written in a large, bold, blue font. Below 'Agenda' is a bulleted list with three items: 'Current Noise Abatement Measures', 'Current Land Use Control Measures', and 'Current Land Use Mitigation Measures'. In the top right corner of the slide, the text 'Charlotte Douglas International Airport' is written in a small font. In the bottom right corner, the text 'Part 150 Noise Compatibility Study Update | 2' is written in a small font.

2

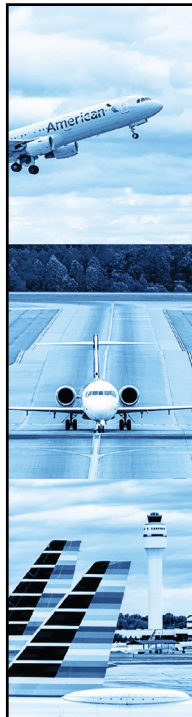


Charlotte Douglas International Airport

# Current Noise Abatement Measures

Part 150 Noise Compatibility Study Update | 3

3



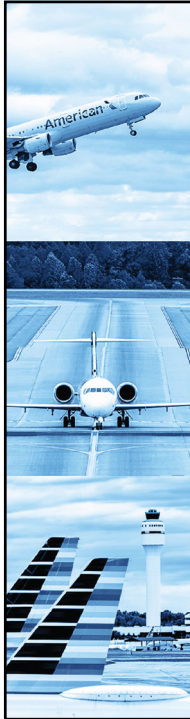
Charlotte Douglas International Airport

## Current Noise Abatement Measures

- **NA-1** Continue periodic monitoring procedures, initiated as a result of the 1990 Part 150 NCP, within the Airport environs. (Continuation of implemented Measure NA-1 of adopted 1990 NCP.) (Phase I) *Approved in 1996*
- **NA-2** Measure not recommended. Listed for numeric continuity.
- **NA-3** Measure not recommended. Listed for numeric continuity.

Part 150 Noise Compatibility Study Update | 4

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Charlotte Douglas International Airport

## Current Noise Abatement Measures

- **NA-4** Provide monthly reports on late night (11:00 p.m. to 7:00 a.m.) runway utilization and variances from NCP assumptions to Air Traffic Control Tower management and frequent nighttime operators. Conduct follow-up with FAA and carriers to enhance voluntary adherence to existing program. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 5

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Charlotte Douglas International Airport

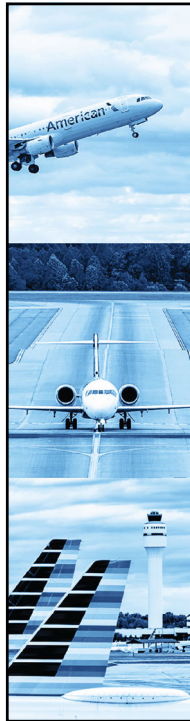
## Current Noise Abatement Measures

- **NA-5** Designate Runway 18R [*became Runway 18C*] or 18L as preferred for takeoffs by turbojet and large four-engine prop aircraft between 11:00 p.m. and 7:00 a.m. when, under the current preferential runway use program, Runway 23 or Runway 5 cannot be used for reasons of wind, weather, operational necessity, or required runway length. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 6

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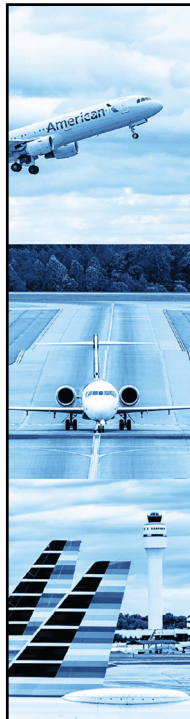
Charlotte Douglas International Airport

## Current Noise Abatement Measures

- **NA-6** Reaffirm Airport user policy which designates locations and procedures for aircraft engine runups. Establish a runup position on the USAir ramp parallel to Runway 5/23. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 7

7



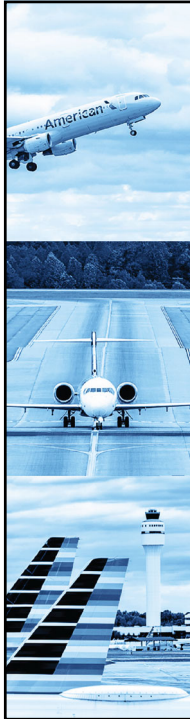
Charlotte Douglas International Airport

## Current Noise Abatement Measures

- **NA-7** Departing Runways 36R and 36L [*became Runway 36C*], turbojet and large four-engine prop aircraft initiate turns at the 2.6 and 2.5 DME north of the CLT VOR/DME, respectively. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 8

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## Current Noise Abatement Measures

- **NA-8** After construction of a third parallel runway (17/35) [*became Runway 18R/36L*] 3,700 feet west of Runway 18R/36L, establish an initial departure turn for Runway 17 [*became Runway 18R*], to be made as soon as practicable by turbojets and large four-engine prop aircraft, to a heading of 195 degrees. (Phase II) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 9

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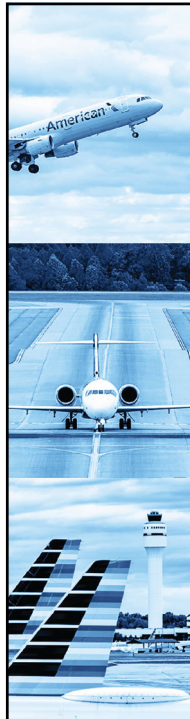
Charlotte Douglas International Airport

## Current Noise Abatement Measures

- **NA-9** After commissioning of a third parallel runway west of Runway 18R/36L [*became Runway 18C/36C*], establish an initial departure turn, as soon as practicable, by turbojets and large four-engine prop aircraft to a heading of 315 degrees from Runway 35 [*became Runway 36L*]. (Phase II) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 10

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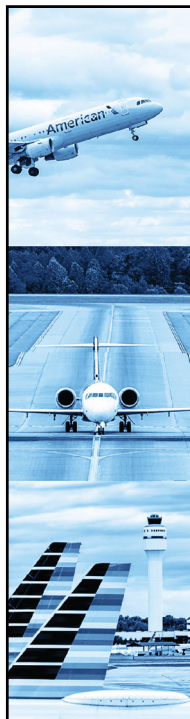


Charlotte Douglas International Airport

# Current Land Use Control Measures

Part 150 Noise Compatibility Study Update | 11

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## Current Land Use Control Measures

- **LU-1** Promote compatible land use planning within the 65 DNL of the combined 1996 NEM contours and 1996 NCP contours. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 12

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Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-2** Pursue zoning for compatible development. (Phase I) *Approved in 1996*
- **LU-3** Removed by City of Charlotte and replaced by Measures LU-7, LU-8, and LU-9. Listed for numeric continuity.

Part 150 Noise Compatibility Study Update | 13

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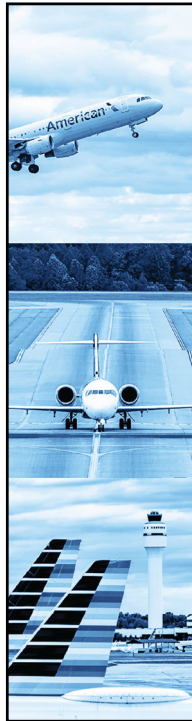
Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-4** Require the dedication of an avigation easement as a condition to approval of development of property located in the Airport Environs. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 14

14



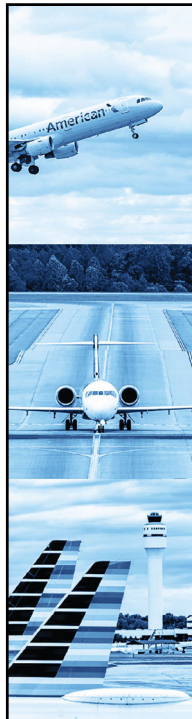
Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-5** Measure not recommended. Listed for numeric continuity.
- **LU-6** Revoke previously approved 1990 Measure LU-6 as contrary to adopted policies of public bodies and legal requirements of the City to provide public utilities within annexed areas. (Revocation of unimplemented measure.) Listed for numeric continuity.

Part 150 Noise Compatibility Study Update | 15

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Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-7** Pursue the establishment of an Airport Overlay District that corresponds to the Airport Environs. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 16

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Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-8** Pursue amending the state building code to authorize the City of Charlotte and Mecklenburg County to raise the minimum building standards (Noise Level Reduction requirements) by incorporating noise attenuation requirements for new residential construction within an Airport Overlay District. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 17

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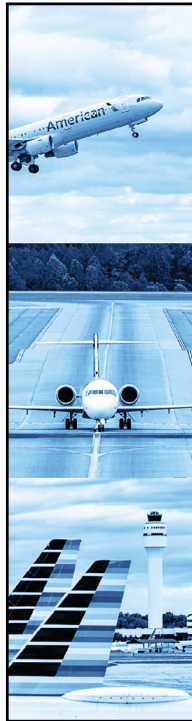
Charlotte Douglas International Airport

## Current Land Use Control Measures

- **LU-9** Develop a purchaser disclosure notice and pursue method of enforcement. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 18

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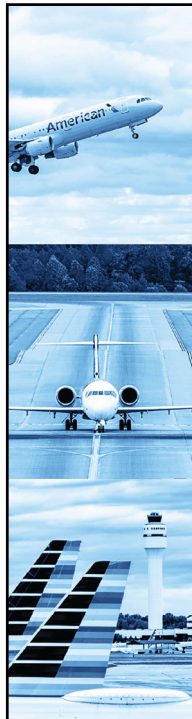


Charlotte Douglas International Airport

# Current Land Use Mitigation Measures

Part 150 Noise Compatibility Study Update | 19

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Charlotte Douglas International Airport


## Current Land Use Mitigation Measures

- **NM-1** Establish a public information program which distributes noise and noise abatement information to the public. (Phase I)  
*Approved in 1996*

Part 150 Noise Compatibility Study Update | 20

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-2** Sound insulate noise-sensitive public buildings intended for public use, instruction (e.g., schools) or assembly (e.g., churches) located within the 65 DNL noise contour of the combined 1996 NCP/NEM contours, whichever is greater. (Phase I) *Approved in 1996 and again in 1998 to add churches.*

Part 150 Noise Compatibility Study Update | 21

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Charlotte Douglas International Airport


## Current Land Use Mitigation Measures

- **NM-3** Sound insulate eligible houses located within the 65 DNL noise contour of the 1996 NCP/NEM contours, whichever is greater, which may be benefited under FAA design criteria. (Phase I)

Part 150 Noise Compatibility Study Update | 22

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## Current Land Use Mitigation Measures

- **NM-4** Reduce existing noise-sensitive uses within 70-75 DNL zone of the 1994 NEM via purchase assurance, sound insulate residences to NLR standards, purchase aviation easements, or acquisition of developed incompatible property. (Phase I)  
*Approved in 1996*

Part 150 Noise Compatibility Study Update | 23

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-5** Acquire property within the 75 DNL of the 1994 NEM contours. (Completed) Listed for numeric continuity.

Part 150 Noise Compatibility Study Update | 24

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-6** Acquire mobile homes located within the 70 DNL noise contour of the 1996 NCP and 1996 NEM, whichever is greater. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 25

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-7** At the Airport's option, purchase avigation easements, sound insulate, or acquire houses within the combined 65 DNL of the 1996 NEM/NCP contour, whichever is greater, where sound insulation is infeasible or not cost-effective because the property does not comply with the Building Code. (Phase I) *Approved in 1996*

Part 150 Noise Compatibility Study Update | 26

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-8** Sound insulate eligible houses located within the 65 DNL noise contour of the 2001 NCP , if any remain to be treated. (Phase II) *Approved in 1996*
  - Land Use Mitigation Measures NM-8 and NM-9 were Phase II measures that addressed the potential impacts associated with the proposed third parallel runway.
  - An EIS was prepared in conjunction with the Part 150 Study Update and incorporated these two measures as mitigation commitments that the City of Charlotte is required to fulfill as a condition of the approval of the EIS.
  - Therefore, these two measures cannot be altered without prior FAA approval and the commitments will continue indefinitely.

Part 150 Noise Compatibility Study Update | 27

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Charlotte Douglas International Airport

## Current Land Use Mitigation Measures

- **NM-9** Acquire mobile homes located within the 65 DNL noise contour of the 2001 NCP. (Phase II) *Approved in 1996*
  - Land Use Mitigation Measures NM-8 and NM-9 were Phase II measures that addressed the potential impacts associated with the proposed third parallel runway.
  - An EIS was prepared in conjunction with the Part 150 Study Update and incorporated these two measures as mitigation commitments that the City of Charlotte is required to fulfill as a condition of the approval of the EIS.
  - Therefore, these two measures cannot be altered without prior FAA approval and the commitments will continue indefinitely.

Part 150 Noise Compatibility Study Update | 28

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## Ed Gagnon

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**From:** Ed Gagnon <ed.gagnon@cssamerica.com>  
**Sent:** Friday, December 23, 2022 9:51 AM  
**To:** CLT-ACR@cssamerica.com  
**Cc:** 'Gardon, Daniel'  
**Subject:** CLT ACR Member Newsletter - December 2022  
**Attachments:** CLT ACR: Part 150 Information - Pls Begin to Review (10.4 KB); CLT ACR Dashboard Measures thru November 2022.pdf; Airport Part 150 List of Measures.docx

Hello ACR Members,

This the first CLT ACR Member quarterly newsletter. As a reminder, the ACR decided to develop these newsletters to ensure communications and updates between meetings on a variety of topics. The ACR prioritized items of interest, which are reflected below.

This newsletter has been reviewed and approved by the Chair and Vice Chair. If anyone has difficulty accessing the links or attachments, please e-mail me at [ed.gagnon@cssamerica.com](mailto:ed.gagnon@cssamerica.com).

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

- **Part 150 Request in Preparation for January ACR Meeting**
  - As a reminder, the Chair and Vice Chair requested that ACR members review CLT's current Part 150. [See attached e-mail for review.](#)
  - As background, the FAA provides its description of Part 150 and Noise Compatibility Programs:
    - [https://www.faa.gov/airports/environmental/airport\\_noise](https://www.faa.gov/airports/environmental/airport_noise)
- **Recent Part 150 Activities**
  - Since the October ACR meeting, the Part 150 team has had a series of three meetings – with the FAA, American Airlines, and local community groups (unrelated to TAC/ACR).
  - Landrum and Brown has created a preliminary set of alternatives that will be reviewed/discussed.
- **Recommendation Submittal Timing**
  - New measures can still be recommended for analysis.
  - It is CLT's understanding that the Part 150/TAC will be accepting noise recommendations until sometime in Spring 2023. No deadline has been given.

- **Date for Next Technical Advisory Committee (TAC) Meeting:** While it's not scheduled yet, the Part 150 consultants have talked about scheduling the next TAC meeting around the same time as the February public meetings.
- **Measures from Part 150 Programs Across the Country**
  - Dan Gardon conducted research of other airport Part 150s across the country on behalf of the ACR. Some summary takeaways from Dan are noted below; also [see attached Word document for airport-specific details](#):
    - Finding these Part 150s elsewhere can be hit-or-miss. It appears that most larger airports have either never conducted a plan or are reluctant to have it online. As follow-up to some specific airports noted by the ACR at the October meeting:
      - DFW and IAD (Dulles) do not appear to have any noise compatibility plans (noise exposure map OR Part 150) on record.
      - DCA does have a Part 150 approved in 2008, but the approved noise abatement items are negligible. They include developing a noise complaint system, a way to relay information from the system, and to reflect noise abatement procedures in the AFD (a sort of guidebook for airports).
    - Many of these measures are similar to Charlotte, like limiting runups, use of NADP, etc.
    - However, there was one major standout at Phoenix in which east/west flows are equalized (or at least attempted to be equalized).
    - Hopefully this document can inspire ideas for the ACR.

## Project Team Updates

The Community Engagement Project Team (CEPT) met in November:

- Attendees discussed the desire to develop an ACR update/release before the end of the calendar year that could be distributed to the press as well as member constituents and community groups.
- In addition, the Project Team will be working on a Part 150 Media Alert that would provide the press with the members' perspective on the Part 150.
- The CEPT also discussed how to best tell the story of aircraft noise and what some of the most effective vehicles may be to get that story heard and read more broadly.

The Government Engagement Project Team (GEPT) met in December. Among the topics discussed were:

- Reviewing/Refining the GEPT Focus
- Noting/Uncovering Available Information and Past Presentations
- Determining Key Action Items and Commitments; this included drafting a letter that ACR members could send to government officials that incorporated (1) ACR overview, (2) Part 150 Overview, (3) ACR next steps on Part 150 and needs from officials, (4) Possibly a request to meet.

The next Project Team meetings will be in February. Remember that each Project Team schedules 8 meetings per year; they do not schedule meetings during ACR meeting months.

## CLT Operational Measures

Please see the attached PDF file for measures through 11/30/22.

## FAA News Releases

For each newsletter, we will review FAA news releases to see what noise-related information is available. Since this is the first ACR newsletter, instead of just focusing on releases from the past 3 months, we are sharing relevant items from 2022 that are noise-related:

- March 17, 2022: Before the United States House of Representatives Committee on Transportation and Infrastructure, Subcommittee on Aviation - Aviation Noise: Measuring Progress in Addressing Community Concerns
  - <https://www.faa.gov/testimony/united-states-house-representatives-committee-transportation-and-infrastructure-1>
- June 8, 2022: FAA Updates Guidelines for Sound Insulation Programs Near Airports
  - <https://www.faa.gov/newsroom/faa-updates-guidelines-sound-insulation-programs-near-airports>
- October 6, 2022: FAA, Universities Pursue Critical Research to Achieve U.S. Aviation Climate Goals (Note: *Although the title doesn't suggest it, there are multiple references to **noise** within the release as well as different initiatives being undertaken by universities like Georgia Tech and MIT regarding noise*)
  - <https://www.faa.gov/newsroom/faa-universities-pursue-critical-research-achieve-us-aviation-climate-goals>

## Updates on Requests/Motions Made at Prior Meetings

One of the requests made at the October ACR meeting was for ACR Members to review the current Part 150. That request was previously sent, and referenced in the Part 150 Updates section above.

## Reminders of Plans for Upcoming ACR Meeting

- Next ACR Meeting: Jan. 11, 6p - CLT Center
- The next meeting could include any/all of the following Agenda Items:
  - Updating on the Part 150/TAC
  - Discussing Part 150 Member Reviews - Questions/Considerations for TAC representatives
  - Identifying Potential Recommendations for TAC Consideration
  - Discussing Recommendation #1a Alternatives
  - Considering Formation of a Technical Working Group
  - Providing ACR Member E-newsletter Feedback
  - As part of CLT report, Updating on Relevant Construction Projects

## Updated ACR Calendar of All Meetings/Public Activities

Click below to review the updated calendar:

<https://bit.ly/CLTACR2022-12CAL>

## Additional Items

Please see the article below on the Terminal Flight Data Manager (TFDM) system – planned to come to CLT in 2024: **Cleveland Hopkins Gains Terminal Flight Data Manager**

- *Cleveland Hopkins International Airport (CLE) has the first operational Terminal Flight Data Manager (TFDM) system, system according to Leidos. The system, developed for FAA is designed to reduce runway departure queues and allow for streamlined operations in the airport's air traffic control tower.*
- *TFDM is a tower-based Next Generation Air Transportation System (NextGen) technology that improves surface management and efficiency, by sharing electronic data among controllers, air traffic managers, aircraft operators and airports to stage arrivals and departures, and manage surface traffic flow. Leidos is the prime contractor and lead integrator developing and implementing TFDM. The main subcontractor is Saab Sensis.*

- ***A second deployment build is planned for Charlotte Douglas International in 2024. This second installation will provide additional tools and expand data sharing to flight operators and other stakeholders. TFDM implementation will continue at additional airports across the U.S. over the next several years, Leidos said.***

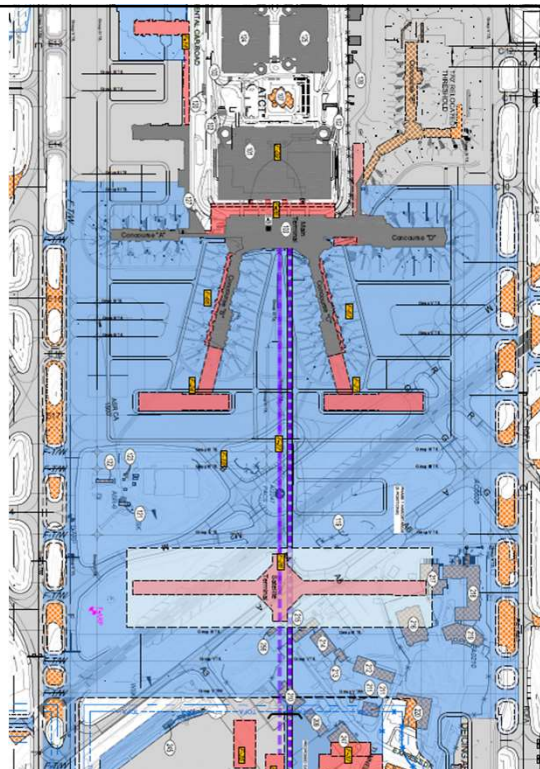




# AIRFIELD EFFICIENCY

 CITY OF CHARLOTTE DEPARTMENT

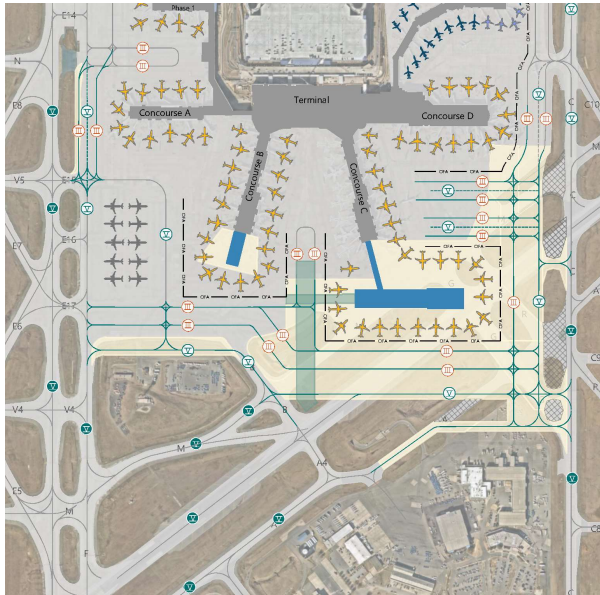
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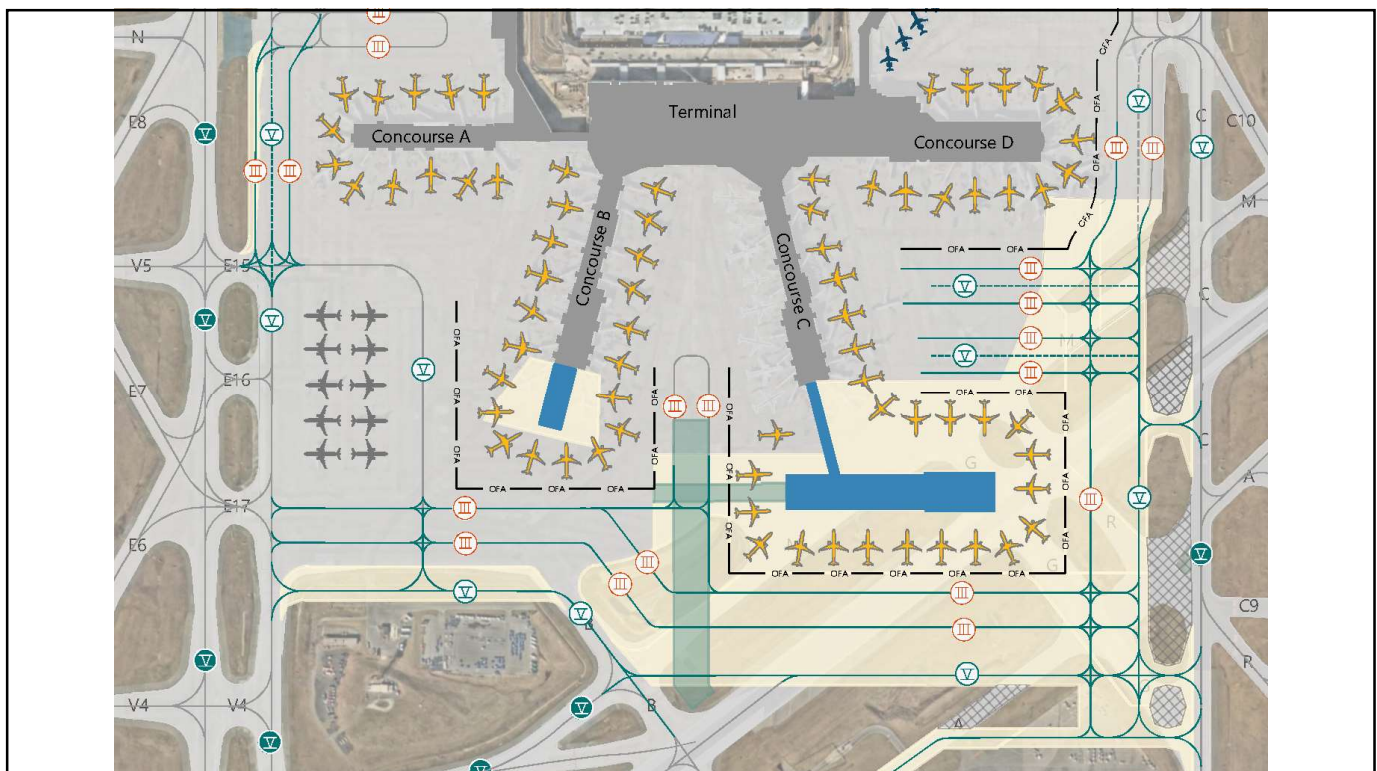
## Step 1: B+ and Cx Expansions



- +4 on B Concourse
  - 5 years
- +9 on C Concourse
  - 12 years

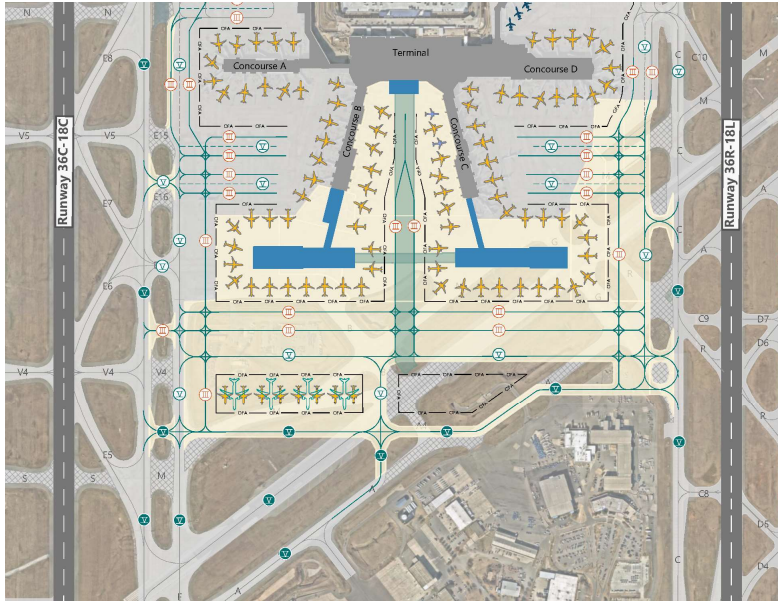


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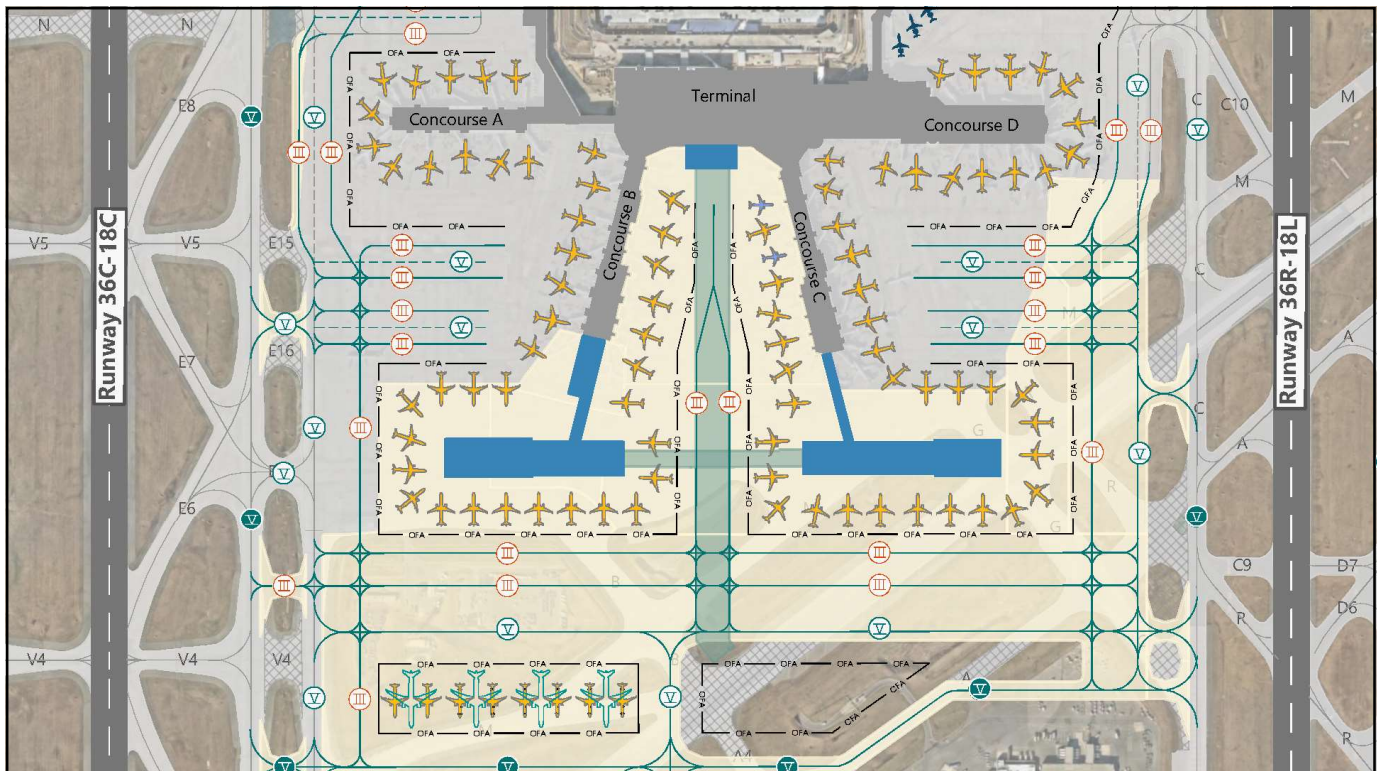
## Step 2: Bx and Cx Expansions



- Complete in 2042
- 29 new gates

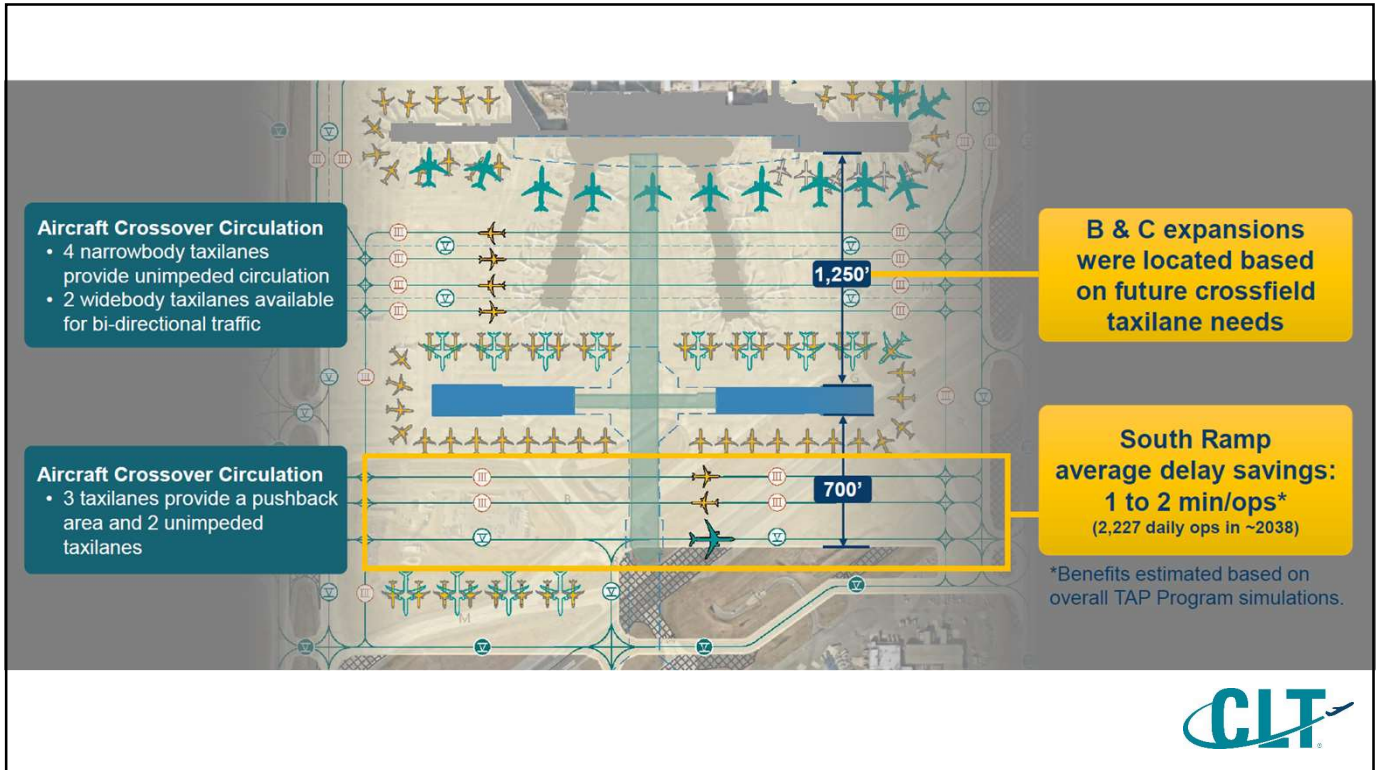


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# Charlotte Douglas International Airport

## CLT ACR Key Measures

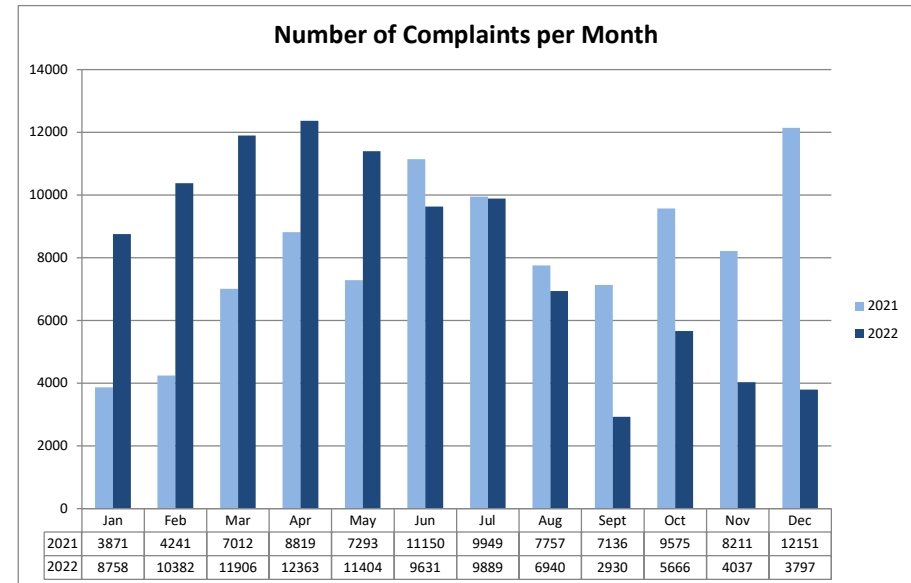
### 2022 Calendar Year

A	B	C	D	E	F	G	H
	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	1,576	1,077	1,395	1,350	-14.3%	25.3%	-3.2%
% of Flights in North Flow	63%	60%	59%	56%	-7.6%	-4.3%	-2.9%
Avg # of Cargo Flights/Day	7.9	15.2	15.4	16.8	2019 Data is Partial Year	10.5%	9.1%
<b>Mix of Operations - Departures</b>							
36C	36%	34%	34%	33%	-2.1%	-0.4%	-0.3%
36R	28%	25%	25%	22%	-5.1%	-2.9%	-2.1%
18C	19%	21%	23%	26%	7.1%	4.5%	3.2%
18L	17%	18%	18%	18%	1.0%	0.1%	0.2%
Other	1%	1%	1%	0%	-1.0%	-1.0%	-1.0%
<b>Mix of Operations - Arrivals</b>							
36R	24%	24%	24%	23%	-0.8%	-1.6%	-1.1%
36C	7%	7%	6%	5%	-2.1%	-2.0%	-1.0%
36L	33%	29%	29%	28%	-4.3%	-0.7%	-0.4%
18R	18%	18%	20%	22%	4.0%	3.9%	2.3%
18C	4%	5%	4%	4%	0.1%	-0.8%	-0.1%
18L	13%	15%	16%	17%	4.0%	2.3%	1.1%
Other	1%	1%	1%	0%	-1.0%	-1.0%	-1.0%
<b>South Flow - Early Turn Violations</b>							
Average Daily Flights**	N/A	35	50	43	N/A	22.9%	-14.0%
<b>Complaint Statistics</b>							
# Complaints	83,134	55,036	97,165	97,703	17.5%	77.5%	0.6%
# Complainants	343	231	262	182	-46.9%	-21.2%	-30.5%

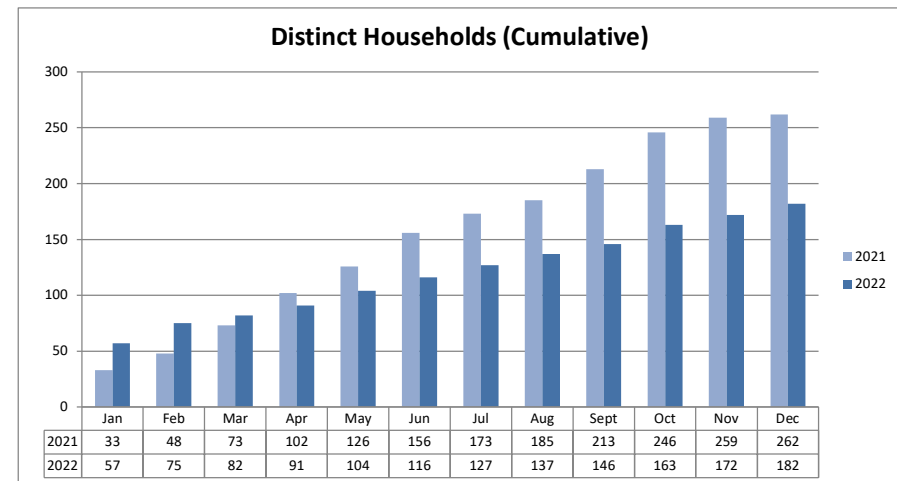
\*\*See supplemental complaint data

## CLT Complaint Statistics

	1st of month to 1st of month	Jan 1 to 1st of month		
2022	2022 Complaints	2021 Complaints	Total 2022 Complainants (cumulative)	2021 Complainants
Jan	8758	3871	57	33
Feb	10382	4241	75	48
Mar	11906	7012	82	73
Apr	12363	8819	91	102
May	11404	7293	104	126
Jun	9631	11150	116	156
Jul	9889	9949	127	173
Aug	6940	7757	137	185
Sept	2930	7136	146	213
Oct	5666	9575	163	246
Nov	4037	8211	172	259
Dec	3797	12151	182	262
<b>TOTAL</b>	<b>97703</b>	<b>97165</b>	<b>182</b>	<b>262</b>



	Total	Top 25 Callers	Percent	Top 1 Caller	Percent
Jan	8758	8685	99.2%	2383	27.2%
Feb	19140	18987	99.2%	5246	27.4%
Mar	31046	30809	99.2%	8823	28.4%
Apr	43409	43110	99.3%	12614	29.1%
May	54813	54435	99.3%	16525	30.1%
Jun	64444	64014	99.3%	21242	33.0%
Jul	74333	73848	99.3%	24620	33.1%
Aug	81273	80737	99.3%	26749	32.9%
Sept	84203	83639	99.3%	27649	32.8%
Oct	89869	89227	99.3%	29229	32.5%
Nov	93906	93179	99.2%	30531	32.5%
Dec	97703	96920	99.2%	31981	32.7%



## Household Totals 2022 01/01-12/31

Population 2636883				Meck Pop 1110356			Population 885,708						
Total Region	182	Total County	182	% of Total	Total Mecklenburg	130	% of Total	Charlotte Zip Code	122	% of Total	Zip Code	Population	Complainant per Population
		Mecklenbu	130	71%	Charlotte	122	94%	28278	28	23%	28278	29,347	0.095%
		York	29	16%	Huntersville	5	4%	28216	22	18%	28216	49,849	0.044%
		Gaston	9	5%	Matthews	1	1%	28214	19	16%	28214	42,412	0.045%
		Union	3	2%	Davidson	1	1%	28210	15	12%	28210	48,333	0.031%
		Lincoln	3	2%	Cornelius	1	1%	28273	11	9%	28273	41,170	0.027%
		Lancaster	4	2%				28226	7	6%	28226	39,796	0.018%
		Iredell	4	2%				28211	5	4%	28211	31,121	0.016%
								28277	4	3%	28277	57,336	0.007%
								28269	3	2%	28269	83,547	0.004%
								28208	2	2%	28278	40,885	0.005%
								28217	2	2%	28217	30,082	0.007%
								28215	1	1%	28215	53,629	0.002%
								28207	1	1%	28207	9,733	0.010%
								28209	1	1%	28209	23,339	0.004%
								28270	1	1%	28270	34583	0.003%

## Complaint Totals

Total Region	97703	Total County	97703	% of Total	Total Mecklenburg	90263	% of Total	Charlotte Zip Code	90240	% of Total
		Mecklenbu	90,263	92%	Charlotte	90,240	101.07%	28278	52,372	58%
		Union	3,962	4%	Huntersville	20	0.02%	28208	31,981	35%
		Lancaster	2,715	3%	Matthews	1	0.00%	28216	5,063	6%
		York	649	1%	Davidson	1	0.00%	28210	585	1%
		Gaston	63	0%	Cornelius	1	0.00%	28214	156	0%
		Lincoln	39	0%				28269	18	0%
		Iredell	12	0%				28273	17	0%
								28211	16	0%
								28226	14	0%
								28217	6	0%
								28270	5	0%
								28277	4	0%
								28215	1	0%
								28207	1	0%
							28209	1	0%	

Note:

% Departures 18C 12.8%

Total Departures 18C 63221

% South Flow 44.2%

# Charlotte Airport Community Roundtable

## Develop Recommendation #1a Alternatives

### Technical Working Group Discussion

#### Purpose

Utilize technically knowledgeable representatives from key stakeholder groups to identify potential alternatives/options to reduce the airplane noise effects on the population.

#### Goals

- ❖ Ensure that key stakeholder experiences, perspectives, and expertise are taken into account.
- ❖ Uncover alternatives that have a high probability of being technically feasible.

#### Example Technical Working Group Discussion Topics

- ❖ Uncovering alternatives to previous ACR Recommendations such as Recommendation #1a (Descent Procedure Amendments – Night/Off-Peak Hours)
  - Initial ACR Recommendation #1: *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.*
  - FAA Alternative Approach: *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.*
- ❖ Possibly making a TSAS (Terminal Spacing and Sequencing) update request.
- ❖ Brainstorming/open-ended discussion on other opportunities to improve the noise situation in the community.

# Charlotte Douglas International Airport

## Airport Community Roundtable

### Analysis/Support Requests and Motions from the [October 2022 Meeting](#)

#### Requests for Action

##### **Share Presentations, Materials, and Analysis Referenced in Meeting (CLT)**

CLT offered to provide several items to the ACR referenced during the 10/12 ACR Meeting including:

- ❖ Softcopy format of CLT's Part 150 Presentation
- ❖ Map of the 24 Part 150 Monitoring Locations
- ❖ Results of HMMH Analysis of Noise Effects at ACR Member Locations
- ❖ Softcopy format of (or link to) HMMH's Noise 101 Presentation
- ❖ Softcopy format of CLT's Updated Key Measures document.

##### **Request Review by ACR Members of Current Part 150 (ACR/CLT)**

The ACR's representatives on the Part 150 TAC have requested that CLT provide files and/or links to the current CLT Part 150 and potentially 1-2 Part 150s from other airports. The ACR members are requested to review the Part 150s to familiarize themselves with the information in preparation for discussion at an upcoming ACR meeting.

##### **Receive Updates on CLT Construction affecting Aircraft Movement/Flow on the Ground (CLT)**

The ACR would like to receive updates as available on construction related to the new runway that may affect traffic/movement of aircraft on the ground at CLT (i.e., on the tarmac, particularly anything related to the apron).



# CLT Airport Community Roundtable

## Updates on Requests/Motions – 1/11/23 ACR Meeting

### Community Engagement/Communications Updates

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

**Dan J. Gardon, Noise Abatement Specialist, CLT** on January 10, 2023

*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 January 10, 2023

*No updates at this time.*

### Airlines-related Updates

#### Update on NADP-2 Recommendation

**Dan J. Gardon, Noise Abatement Specialist, CLT** on January 10, 2023

*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 January 10, 2023

*No updates at this time.*