

Charlotte Airport Community Roundtable (ACR)

Unapproved Summary Minutes: March 10, 2021

Attendees

Kurt Wiesenberger, Chair, Charlotte
Phillip Gussman, City 1
Darren Crosby, City 2
Priscilla Johnson, City 4
Thomas Brasse, City 6
Natalie Rutzell, County 2
Sherry Washington, County 4
Megan Walton, County 5
Mark Loflin, County 6
Sayle Brown, Cornelius
Bob Cameron, Davidson
Sam Stowe, Gaston
Greg Chase, Huntersville
Walter Ballard, Lincoln
Thelma Wright, Mecklenburg

Bob Mentzer, HMMH (Technical Consultant)
Stuart Hair, CLT (ex-officio)
Dan Gardon, CLT
Kevin Hennessey, CLT
Jason Newman, CLT
Christopher Poore, CLT
Haley Gentry, CLT
Theodore Kaplan, CLT
Mark Wiebke, CLT
Amber Leathers, CLT
Tracy Montross, American Airlines
Ed Gagnon, CSS, Inc. (Facilitator)
Cathy Schroeder, CSS
Commissioners: George Dunlap, Leigh Altman,
Susan Rodriguez-McDowell, Elaine Powell,
Laura Meier
Reggie Davis, FAA

Summary Minutes

❖ Meeting started at 6:00 PM

❖ Open the Meeting

- Wiesenberger: Welcome to the meeting. We meet bi-monthly. We are happy to have you all. We will get started with our facilitator, Ed Gagnon, going through the meeting process and keeping us on focus.
- Gagnon: Thank you. Meeting logistics - You can participate in several ways. WebEx, on the phone. We are saving the chat in addition to recording the meeting. Use raise the hand function, especially when screen sharing. Dan Gardon with CLT will be monitoring that function. We ask that you say your name when speaking. We are planning on 90 minutes. Please mute when not speaking. The handout that I sent includes a PDF – for those calling in, everything that we will review today is in that PDF.
- Wiesenberger: The ACR is comprised of 25 seats. New members - please introduce yourself.
- Chase: My name is Greg Chase, I am from Huntersville, and I have lived here for the past 5 years. I am an airline pilot. Currently I fly for FedEx, but before that I flew for PSA out of Charlotte. I am familiar with Charlotte. Like outdoorsy stuff. Glad to be involved in public service - my first time.
- Gagnon: Other new member not on the call yet, but was on orientation call.
- Wiesenberger: We have County Commissioners on the call. Please feel free to introduce yourself.
- Commissioner Dunlap: My name is George Dunlap, and I serve as the Chairman of Mecklenburg County Board of County Commissioners. Thanks for the invite. I do not know what you guys do, what authority you operate. I had some time and wanted to jump on. I will stay on as long as I can. I have almost my entire environmental committee with us. I'll let them introduce themselves. Elaine Powell is the Chair; she can start.
- Commissioner Powell: Thank you. This is Mecklenburg County Commissioner, Elaine Powell. I represent District 1 - which is all of north Mecklenburg, Huntersville, Davidson, Cornelius and

North Charlotte. I have been hearing many noise complaints for quite some time. Thank you for the invitation.

- Commissioner Dunlap: She chairs the Environmental committee as well as Vice Chair of the Board.
- Commissioner Rodriguez-McDowell: Good evening, I am Susan Rodriguez-McDowell. I represent District 6, which is Mint Hill, Matthews, Pineville, Ballantyne area, and lower Steele Creek. I have not heard complaints from constituents about this issue, so I am interested. Wanted to lend my support. Mark Loflin invited me here. I am happy to listen.
- Commissioner Meier: Good evening, I am Laura Meier. I represent District 5, which is from East Boulevard, South Charlotte to about 51. I live in the flight path, so I hear planes all the time, and I am used to it. I have not heard complaints. Thanks for having me, and I am looking forward to discussions.
- Commissioner Altman: I am Leigh Altman, currently serving At-Large.
- Commissioner Dunlap: In fact, since you have the Environmental Committee here and we have a rule that we must give public notice when there are more than 4 of us, I am going to leave and let the Environmental Committee stay on.
- Wiesenberger: For those that do not know, the Charlotte Airport Community Roundtable was established roughly 3½ years ago through joint efforts, driven by the FAA and the Charlotte airport to establish a community body of citizens who were invested in helping solve some of the noise issues that residents complained about due to air traffic. We have been working since that time trying to come up with solutions, some of which we have vetted many times over. We have worked with consultants on airport noise, submitted recommendations to the FAA last July. We were hoping that the FAA would be joining us tonight, but apparently they are not. We meet every couple of months due to the virtual format. We ask for your support, and - where you can - to help residents have a better quality of life relating to airport noise.

❖ **Receive Scheduled Public Input**

- Wiesenberger: The next item of business is Public Comment. Do we have any public comments tonight?
- Gardon: None tonight.

❖ **Describe Meeting Approach – Ed Gagnon, Facilitator**

- Gagnon: I will share the screen and give you a feel for what is happening today. This is the document that was sent out to the ACR and other individuals yesterday. It is a 15-page PDF. Note page numbers at the top for reference. Several documents to walk through.
 - I will briefly describe the Agenda; we will get some updates that are FAA and CLT-related; we have 3 groups/project teams that are focused on very specific activities after the Slate of recommendations was submitted last summer, and we will get updates from them. We have a couple of written updates. And, in particular to the public officials and new members that are sitting in on the meeting, it will be interesting to hear the last 3 points that are addressed in the Agenda because they supply some background of this roundtable, what it is about, and some of the issues that this roundtable and other roundtables in the country are dealing with right now.
 - In terms of reviewing Ground Rules - We strive for healthy discussion, keep conversation productive, addressing our goals, and effective in addressing mission for reducing the noise situation for the community.
- Wiesenberger: I would like to request a motion to approve minutes for January. *Loflin Motions, and Gussman seconds. No discussion. Minutes are approved.*

❖ **Update on Moving Forward – Monitor, Engage, and Improve**

➤ **Monitor: Reminder of FAA Slate Review/Implementation Checklist – Ed Gagnon, Facilitator**

- Gagnon: Page 3 in Handout: FAA Slate Review/Implementation Checklist. The ACR submitted formal recommendations to change the arrival and departure procedures on July 9, 2020. This table is the formal process that the FAA is going through to evaluate and hopefully design procedures for and implement those recommendations.
 - At our January meeting, the FAA noted that we were in Phase 1. This is something that they are working through, particularly the arrival procedures. The FAA did note that they anticipate after the May meeting that they will be going into Phase 2, where they will be generating procedures or routes, etc.
 - The FAA committed to having some type of a comprehensive update or review completed by May or in May on the 3 arrival procedures.
 - I did not mention earlier, but most of the speaking done by the public in the meetings is done by the ACR members. With all the commissioners here, the Chair has discretion. Any questions or comments before we move on?
- Wiesenberger: In January, the FAA had stated they would be here this month. Can CLT share why the FAA is not here tonight?
- Gardon: Unfortunately, I do not have any insight on that. I suspect that time got away from them. I think the FAA may have thought we were quarterly.
- Hair: We don't have any more insight than reading between the lines of an e-mail.
- Wiesenberger: We should make a stronger effort to see that they participate in May.
- Gagnon: The FAA has been attending these meetings regularly, so this is an unusual occurrence.

➤ **Monitor: CLT Update – Stuart Hair, CLT Director of Economic & Community Affairs**

- Hair: I will give this to Amber Leathers, who is our subject matter expert. This has been Ambers' project for a while. Please share an update on the Part 150.
- Leathers: The Environmental Assessment for the Major Capacity Projects at the airport, that is the 4th parallel runway and terminal and ramp expansions, has been ongoing for quite some time. We have reached a good milestone where the preliminary draft EA has been submitted to the FAA for their review. They will normally take about 30 days to review the document. We are getting ready for our 3rd set of public meetings - they will be virtual. It will be similar to the way the CATS Silver Line has been doing their public outreach. It should be the same types of efforts coming from the airport.
 - Part 150 update, between Kevin and myself, following the EA, the airport will initiate a Part 150 study that will update our noise compatibility program and the noise exposure maps. Any questions?
- Gussman: Can we make sure that we are notified as soon as the public meetings are determined?
- Leathers: Yes, as soon as the meeting dates are set, we will share with Dan. He can send out to the group. The meetings should be in May.
- Gussman: Thank you.
- Hair: We are optimistic that the outreach is going to be more inclusive because we are doing it in this environment. That is the results we have seen with the Silver Line engagement and the Comprehensive Plan updates - we are getting new audiences.
 - You can see the writing there for January updates - flights were down 32% and passengers down 49% compared to 2020. February data was unavailable when I put this together. The terminal is a huge construction site, but most of the projects inside the terminal have been completed. Activities are all part of Destination CLT.
- Rutzell: Can we recap the EA? Is the current conclusion that there is no significant impact?
- Leathers: Those impacts are still being evaluated right now. With this type of project, there will be some environmental impacts, but the way that a normal environmental assessment approval would come forward - you may hear it as finding of no significant impact, a FONSI, but for this

type of environmental assessment, the FAA will issue a Record of Decision. It will determine that there are some impacts to be made, and it will identify the appropriate mitigation.

- Rutzell: From a layman's perspective, how do the environmental impacts get categorized or classified? Will there be a change in flight paths? Will there be new neighborhoods impacted by air traffic? Is it strictly emissions? What are the classifications?
- Leathers: The EA is enforced by the National Environmental Policy Act, which is what the FAA requires commercial service airports to follow. It has a list of almost 30 categories that it looks at for environmental concerns. It will look at the additional impacts of what is being proposed – 4th parallel runway, the expansion to the concourses and to the ramp. I do have a good website that can explain that. When we talk about the results of those impacts, that will be a part of the draft EA that comes out at the next public meetings.
 - <https://www.airportprojects.net/clt-capacity-ea/>
- Rutzell: My thought for the ACR is have some sort of impact statement in terms of how the impact of the EA will affect my daily life. It should estimate the impact to my life. For our community, shouldn't we advocate for them - for those who could be potentially impacted?
- Leathers: As part of this EA, we have been doing our public outreach. We are following the public outreach that we would normally do if we were doing an Environmental Impact Statement, which is the greatest environmental review process. We have been showing the areas that would have that level of impact. When we talk about noise, this is subjective. There is a certain level of distribution when it comes to mailers or newspaper ads or the website - there are steps that we are required to take, and we go beyond that to be able to make sure we are getting the word out to our community.
- Rutzell: We have done so much to analyze the impacts - Is there a place for us to expand the analysis beyond the minimal requirements of the Environmental Assessment to say, we have HMMH here, and they have tools to do projections.
- Wiesenberger: We do have the opportunity to broaden the communication scope, opportunity for more public comment. Many of us commented on the initial phase of public input. I would give this to our Community Engagement Team. I don't know that we have the power to change how the EA is conducted, but we can help with the communication.
- Gussman: That is why I want to know when the meetings are. We, as ACR members, might be able to impact even outside of this ACR meeting - in those public meetings.
- Commissioner Powell: Natalie, we love your questions. We need people to keep talking about things that matter and are affecting quality of life. The repetitive noise is troubling many of our residents. Public needs to show up and talk about things that are affecting quality of life.
- Gagnon: Thank you all. Any other comments?
- Wiesenberger: I had a comment on the Update of Existing Initiatives and Operations. In reading the information that flights are down and passengers are down - from what I've learned about air traffic, air cargo flights are greatly increased. Do we know data about that? Air cargo happens all day and at night.
- Hair: Two types of cargo that we see at Charlotte: Belly cargo – goes in the belly of passenger plane. Freighter traffic - which we don't have much of (that is Amazon Air, UPS, FedEx). So, your point is spot on. Cargo is up 7% for the year.
- Chase: I work for FedEx, and I can tell you that operations out of Charlotte usually take off between 10p-11p and return between 5a-6a. So, between those hours, we are at our sort facilities.
- Rutzell: I see the flights are down, but what have complaints looked like? I have not noticed any difference or decrease over my house.
- Gardon: Complaints are relatively stable to what we have seen in the past. As normal we are finding out that complaints are not necessarily related to flight operations. There is definitely a correlation there, but not a one-to-one relationship. I can pull those numbers for you and send to you tomorrow.

➤ **Engage: Community Engagement Project Team Update – Phil Gussman, Project Team Lead**

- Gussman: We will be getting out information on the upcoming public meetings for EA.
 - Working on creating some documents that meet our initial goals on what we're doing, where and who we are as an organization. Key things for the next month: Updating our newsletter distribution list and local outlets.
 - ACR Request: We need more community outlets for our messaging - printed or online. Please forward to me ASAP. We have found that through these smaller communications and groups, we are getting out to more folks. Hope to get that list refined by the end of the month.

➤ **Engage: Government Engagement Project Team Update – Bob Cameron, Project Team Lead**

- Cameron: We are charged with engaging our government representatives, and we are thrilled to have folks joining us tonight. I appreciate Mark Loflin on making that contact. We were hoping for City representatives to join; however, Larkin Egleston, council member, had another meeting, but he might join late. Mayor pro-tem, Julie Eiselt, will join next meeting in May. We are making contacts. Working on letter to give background information on the ACR for members not able to come to our meetings. We are on track on our work plan. We look forward to more engagement.
- Commissioner Altman: Can you give me a preview of the intersection of Mecklenburg County and this committee, so I will know what to be looking for when business comes across my desk?
- Cameron: When we look at the actual legal situation, the City Council has the more direct legal relationship with the airport and the airport's activities. However, because of the noise generated by the airport - which is mostly after aircraft have left the airport or are getting ready to arrive - we are hoping to get you attuned to opportunities for you to reflect on the situations if this topic does come up. We have tons of data and information on complaints and sound levels. We feel it is an issue that over time will get more and more attention, and we would like for the county commission to be informed.
- Commissioner Altman: We may not have the legal authority to control or legislate around, but we will get involved in quality of life issues. We will advocate. One clarifying question; can you confirm for me - is this totally a decision within the authority of the FAA?
- Cameron: The FAA is charged with the airspace. The airport and the FAA work closely together. But when it comes to changing flight paths, etc., that is all FAA. Because Charlotte I believe is the 6th busiest airport in the country in operations - we almost abut into Atlanta - it is a whole southeastern seaboard issue.
- Loflin: I would envision our commissioners in the future to have conversations with our State officials since it will take more State officials to get involved.
- Commissioner Altman: Yes, we can do that. Great clarification.
- Rutzell: We are just a group of community representatives trying to negotiate with the airport to do something. We do not have a lot of weight. We would like the support of the elected officials - more leadership behind us to get the airport to be more accountable for their actions.
- Commissioner Powell: We are listening, and I will represent you at every level of government - make my way to have your concerns heard. I feel extra passionate this week as I am hearing noise concerns as far north as Cornelius, and I don't know why the planes are coming so close to their houses. I will advocate and listen to you.
- Wiesenberger: Originally the ACR was studying the noise maps within a 10-mile radius of the airport. It became known that we had lots of citizens who were 20 miles and further from the airport that were receiving annoying levels of noise from the airport. We expanded our study and research and found that arrivals can annoy people, especially when repeatedly – every couple minutes – taking flight tracks known as rails. The scope of the noise problem has expanded, and that is why we want your awareness and support wherever we can get it.
- Commissioner Altman: Why has the noise changed in a material way, and when did that happen?

- Wiesenberger: Without too much detail, about 5 years ago, the FAA adopted some new flight procedures. Some are called NextGen, where they changed from a ground radar system of locating and managing flights to a GPS satellite system. With this new system, they could pinpoint the rails that airplanes flew on with great precision. Increase in safety and increase in fuel efficiency were some of the benefits. Downside is the same geographic areas got the repeated traffic, such as a freeway going by your home all the time. There have been speculations that altitudes were adjusted to make air traffic control easier.
- Gussman: This is a very meaty part of the conversation, and we would like to have a small group meeting on this to dive into the details.
- Commissioner Altman: We would all be glad to.
- Gardon: Kurt did a fine job of describing the basics. Major airspace change in 2016, and that was really the last change here in Charlotte.
- Rutzell: Dan, just one clarification. This wasn't just a GPS. For us, it was CLT creating new rails following FAA NexGen Metroplex plan. We currently do not use GPS, right?
- Gardon: Somewhat correct. We don't have rail systems on departures; we only have rail systems for arrivals.
- Rutzell: I'm pretty sure that I am under a rail. This happened overnight. The day before I had zero flights; the day after I had 200.
- Gagnon: I think Phil had a great idea with the offer of meeting with officials to walk through the changes and the rationale behind the changes. I know the rationale behind it came from the FAA, and CLT is trying to offer a perspective on it today.
- Gentry: This is Haley Gentry. I am the acting aviation director. We are honored to have so many of our County Commissioners with us tonight. I would like to clarify a couple of things.
 - The FAA is responsible for setting the flight procedures. That is not something that the airport does. Managing flight procedures - that is not something that the airport has the ability to do.
 - For many years, we have taken the approach that noise is dispersed - I use that term loosely. You may have heard before tonight that noise is dispersed throughout the community, and it does not just go in one area. That is an historical approach to operations. We are trying to ensure that there aren't areas that are inordinately experiencing noise. Having said that, there are areas of our community that get more noise than others.
 - This committee was formed as part of a national federal effort to look at how NextGen was to impact the airport community. There are numerous committees like this across the country. Mrs. Rutzell is exactly right - her description about the planes coming over, that she is directly under a rail - that very well may be. That is how a lot of the operations work post Gen - like in your car you use the GPS. It is a concentrated pathway that is used.
 - Just for perspective purposes, I don't want to sound contrary to anything said. This group has done some fantastic work. In 2 years time, they have created a Slate that the FAA is reviewing; we believe that there are credible opportunities in the Slate that was submitted. However, it is a process. It does take time to work through the FAA's federal process.
 - In terms of how County Commissioners can help us, I don't believe any of us has the ability to speed up the federal process. City Council has been engaged in this, as it has been going along, but we are still held subject to the FAA process. The Part 150 is being launched quicker because of this committee. We are going to have the opportunity to sit down and look at the program holistically. I think it is a great opportunity for this committee to be involved. I am happy to make myself available offline. The concept of having smaller meetings offline is a great one. I wanted to tie a few loose ends up. My email will be in the chat and you can contact me: Haley.Gentry@cltairport.com
- Gagnon: Thank you for that, Haley. Any other comments? *None.*

➤ **Improve: Update from Local Ops/Improvement Project Team – Sherry Washington, Project Team Co-lead**

- Gagnon: Along with other teams, we have a team that is looking for new opportunities. Newest team at this point.
- Washington: Local operations/improvement team. We came up with our purpose statement, which is to: Identify additional locally-controlled noise and other environmental issues associated with the Charlotte airport that would benefit everyone.
 - We have held a few meetings so far. Reviewed member survey results. We are looking at benchmarking processes that other airports and roundtables are utilizing. We have scheduled a meeting with HMMH to uncover what other communities are doing, as well.
 - We are continuing to evaluate North v. South flow decisionings and hope to come up with a strong case where we can come up with ways to improve. We welcome new members. We meet the last Thursday of every month at 6 p.m.
- Wiesenberger: I would like to elaborate. Recently, 7 of us participated in Aviation Noise and Emissions Symposium, hosted by the University of California – Davis. It was focused on communities having a very vested interest in airport noise and emissions, and we learned from many other communities that there are local initiatives that benefit quality of life in those communities in reducing air traffic noise or emissions on their citizens. We learned a lot of really interesting ideas not only related to noise, but emissions and sustainability of an airport, so we are looking at those opportunities as well.
- Montross: Quick question - I was wondering if members of the group would be engaged in zoning and land use decision making. Does that fall under Local Operations committee or is that under a different committee?
- Gussman: I currently serve on the Planning Commission. I pay special attention to anything airport or noise related. Since we had not established that there was a direct correlation from the ACR to that, I hadn't done anything yet. I don't want to speak on behalf of the ACR unless we had decided if we were going to weigh-in on things like that.
- Montross: Thanks, that is why I am asking the question - to get a sense of whether or not that is something this group wants to engage on. There are a number of different zoning issues related to compatible land use around the airport. Some have been controversial. It might be helpful for the ACR to weigh in. I wanted to understand to what extent the Local Operations committee or Community Engagement committee would be interested in getting involved in any of those issues.
- Gussman: I know when we get into place type mapping, and we talk about the new airport noise overlay that is going to be applied in the next six months, I'd love to make sure that we get a presentation from the Planning Department on how we would see those maps being drawn. We are not at that stage yet.
- Gagnon: I have a debrief meeting tomorrow with Phil and Kurt, and I will make sure that is a topic of conversation.

❖ **Request/Address Additional Business**

➤ Note **Written Updates** on Motions/Requests for Support

- Gagnon: I am going to walk through the next few Written Update pages quickly.
 - Page 7: Some of the requests that came out of the January meeting - A couple that were FAA-related, a couple CLT-related, and then one for CSS. We will do what we do every meeting, which is to make a list and put them on our Requests and Motions Database.
 - Page 8: Written updates on requests - not a lot of change on these since previous meeting, except one. I will highlight the American Airlines update on retrofit of Airbus Aircraft with Vortex Generators. That will be completed March 2022.

➤ **New Business**

- **Provide ACR Comment on Neighborhood Environmental Survey – NES Webinar Key Takeaways – Ed Gagnon, Facilitator**
 - Gagnon: Pages 9-10 - Neighborhood Environmental Survey (NES) is 2-page overview of the survey. Right before the January meeting, the results of this survey came out. The FAA asked for feedback/comments from citizens by March 15. On February 22, I was able to sit in on a webinar that the FAA produced. I will highlight a few points. Top of page 9 is the background. Full 2-hour webinar is available at
 - ◆ <https://www.youtube.com/watch?v=Mku13gL0xGc>
 - ◆ Panelists from FAA, HMMH, and Westat. The HMMH representative was not Gene or Bob. These were the groups involved in analyzing the populations and the noise levels throughout the country. At one point there were over 500 people attending the webinar.
 - ◆ Methodology: There were 20 airports included in the survey. You can see some of the factors that were used to identify the airports. CLT was not included. This was a survey of residents. Survey conducted with a knowledge of the respondent's DNL. For example, when someone completed the survey, HMMH would tell other researchers within what DNL did the person completing the survey reside.
 - Research process started around 2011/12. Research was conducted from October 2015 to September 2016. The 2018 Reauthorization Bill required releasing the results by October 2020. Results released in January 2021.
 - Over 10K residents completed the survey – mainly mail surveys. Follow-up calls were made with respondents for more information. 20% respondents provided more in-depth information to aid overall analysis of results.
 - ◆ Results: Main result is looking at what is considered an annoying level of noise. In 1992 a 65 DNL was validated as the measure of “significant impact.” At that time, about 10% of residents were highly annoyed at 65 DNL, and 6% were highly annoyed at 60 DNL. In the new research, about 70% of residents were highly annoyed at 65 DNL, and 50% were highly annoyed at 60 DNL.
 - The two main graphs – on page 10 – Schultz curve (developed in 1978, validated in 1992) this was evaluating noise - transportation noise, airport, railroad. National curve graph shows the percentage of people annoyed based on the most recent NES survey conducted 2015-16. In drawing the curve from 1992 on the National curve, you can see the annoyance level is much greater in the recent survey.
 - If you look at why such a change, the FAA had some theories. Everything from population distribution, the survey methodologies were different, etc. The panel discussion was interesting, as well. There were many clarification questions about the methodology. Respondents were not told it was a noise study to eliminate bias. There were 13-14 questions; only 4-5 were noise-related. You see other questions/answers from the panel talk. No timeframe for any policy change; not sure if/how this will change measurement.
 - How can roundtables get involved? Review the report; comment individually and as a group; suggest how roundtables think FAA can work with them.
- **ACR Statement to the FAA on the NES Research – Kurt Wiesenberger, ACR Chair**
 - Gagnon: Page 11: When the FAA provided these results in mid-January, they asked for comment by March 15. As of a couple of hours ago, 980 people responded with a comment, 2 are ACR members, 7 total comments are from Charlotte area residents. What the FAA and Kurt/Phil would like is, by March 15, for you to review results individually and supply a comment. Here is the link: www.Bitly.com/NESACR2021
 - ◆ It will bring you to the federal register and it will have the results, and you can click on the green submit button. Page 11 is just a potential draft comment that Phil could potentially send to the FAA on behalf of the ACR.

- Wiesenberger: In January we agreed to submit summary comments to the FAA in terms of the environmental survey after we looked at it online. We also discussed with CLT staff that we should submit comments as a group - ACR - and not solely individual comments. These comments, on page 11, are suggested as a draft. Since only 2 of us commented, we would like you to go over this. We have a concern, and we feel that a 65 DNL is not adequate, and we have a vested interest - whether it is quality of life or economic – home values. Some of the possible suggested recommendations are to develop a metric or way of measuring noise and its impact on people. It is not a 24-hour average but instead a matter of frequency. We want to participate with other roundtables. Consider other scheduling and operational approaches. These are just some high-level summary comments that we want to submit to the FAA in response to their environmental survey. We are not going to vote on this now, but is there any discussion on this now?
- Gagnon: We are not looking to wordsmith this now. Since the 15th is Monday, please give feedback to Phil by tomorrow end-of-day. Phil will submit to FAA on behalf of the ACR.
- **Share ANE Symposium Results: Key Takeaways – Kurt Wiesenberger, ACR Chair**
 - Wiesenberger: UC at Davis is an air noise center in the US and holds annual Symposiums, inviting FAA, community groups, academics that are studying noise and pollution to participate. This year it was virtual. I heard about it through networking with the LAX, Boston, and Seattle roundtables. There was a small charge, and CLT and CSS supported our participation. It was February 23-26, 4 hours per day. It was extremely informative, and I learned a lot. On pages 12-15 are individual comments - far too many to mention.
 - ◆ High level takeaways for me: Our ACR is one of many in the US concerned of noise and the effects of air noise and air traffic on the environment. The FAA is recognizing this, and they are charged to do better. Different approaches to noise metrics - not just a day night average. Looking a noise levels further away from airports and frequency. Different ways of looking at noise because nighttime really brings down the average. Drones, helicopters things we have not thought about or talked about.
 - Gussman: There is a lot of depth here. We spent hours on these points. I would like to have debate over the next few months – distill down some of those points. This shifted our view of what the ACR is and what it can be. As a virtual conference, it was very well. We were well-represented – I saw our peers at the ACR represented at almost every session and breakout group.
 - ◆ We have a good, collaborative relationship with our airport and FAA compared with many of these groups. The noise survey was the big landmark thing that flavored everything after that. Our group needs to take this into consideration as to how we move forward. It looks like the FAA may be making changes in their own right. We need to find other ways to quantify noise and irritation for our communities.
 - ◆ Diving a bit deeper: Advanced air mobility – drones/air taxis – will be interesting; some areas in the community experience more of these things – such as helicopters – than airplane noise. Next, Environmental impacts are probably worse than we perceive. The one thing that really resonated on the last day, we focused more on groups like the ACR and what and how can we execute our mission. What does our government outreach look like? There are a lot of other elements that we need to continue to dig down into, including at the federal level. “Quiet Skies Caucus” - 48 members of Congress that are trying to help document where FAA goes on this and what the government can do.
 - ◆ When we created this Slate, we thought we might be done, but there is much for us to do in order to make our city better.
 - Gagnon: *Thelma thanked Dan in the chat for doing a great job presenting at the Symposium.*
 - Cameron: If there was one takeaway I got, it’s the difference between the Schultz curve - which has led to our current legislation - and the NES curve, which says that noise is a lot worse than we used to think it was. This is an opportunity for us to connect with a

nationwide survey that Charlotte was not included in. Noting the height of the curve on the right verses the left – that was one of those “ah ha” moments for me during the Symposium.

➤ **Unfinished Business: Review of Updated ACR Mission/Charter – Dan Gardon, CLT Noise Abatement Specialist**

- Gardon: We have been working on update for the mission statement for the ACR. Our original mission was to give a Slate of recommendations to the FAA. That has been completed. But there is still a lot of work to be done. The major focus is rewriting member portion, editing member locations, adjusting the selection process, orientation process. Another thing that we would like to look at is identifying what other ACRs review - for example, emissions. It would help to see the level of interest with this group – is this something the group would like us to explore, what that would look like, how that would work...
- Gagnon: There are a couple of items that came out of the Symposium. Looking at other factors, information that the Government Engagement Team can utilize, there are additional noise reduction opportunities that were identified and looking to see if any would apply to CLT, and the advanced mobility. Those are some topics. Where should we send those topics for review? We can discuss on call tomorrow unless Chair/Vice Chair would want to talk about it tonight.
- Wiesenberger: I would like to open it to the group to see what’s the level of interest in items other than noise we are interested in?
- Loflin: I would like us to broaden our effects of noise. Many effects such as disrupting sleep, it affects heart conditions. I am not sure that we have talked about those. What does the noise do to people?
- Brasse: Has anyone looked at the real estate impact, the valuations? I am a broker. Multiple neighborhoods that have not been impacted before are being impacted now.
- Hair: I don’t know of any quantitative analysis on that. I think there are a lot of stories, but no analysis.
- Wright: Some of our earlier ACR members that were in higher-impacted areas decided to move. I am within the 3-mile range. The real estate agent for my neighbor revealed that there’s a lot of air noise here. I don’t know if all agents reveal that to their buyers.
- Gagnon: It seems that there is interest in looking at the effects of noise, beyond the annoyance.

➤ **Additional Business**

- Brown: I have a question. Did Haley Gentry replace Brent?
- Gentry: Brent is on a special assignment in our City Manager’s office since September. He’ll be on assignment through the end of June. Previous to this role, I was the Chief Business and Innovation officer of the airport. Celebrating my 30th anniversary at the airport in May. I have seen a lot of growth and held numerous jobs. I have attended numerous of these meetings, and it’s been a while since I’ve joined, and I’m happy that I’ve been able to join tonight.
- Brown: Thank you, and thanks to Elaine Powell for your interest. Based on my experience at the Symposium, we are not the only airport and community that is having these problems.
- Loflin: Thanks to all the County Commissioners that attended tonight. This was better than my expectation level. I know you need a crash course on a few things, and we’re happy to help you with that.
- Commissioner Powell: Thank you for the invitation. I was standing with Commissioner Altman recently, and she experienced the loudness and never-ending noise in North Charlotte.
- Gagnon: Several comments of appreciation in the chat. Thanks to Tom Brasse and Greg Chase, our new members on the ACR.

❖ **Adjourn**

- Wiesenberger: Thanks to all tonight. Reminder of our next meeting May 12. *Loflin motioned to adjourn. Member seconded, all in favor.*
- Meeting adjourned at 7:44 pm