



Part 150 Noise Compatibility Study Update

A black and white photograph of a city skyline. In the foreground, a modern building with a curved glass facade is on the left. To the right, a taller, older building with many windows is visible. In the sky above, a commercial airplane is flying towards the right. The overall scene is in grayscale.

Welcome to the
Airport Community Roundtable
Briefing

July 13, 2022

Agenda

- Introductions
- Overview of CLT's Part 150 Study Update
 - Key Terms
 - What is a Part 150 Study?
 - What is included in a Part 150 Study?
- ACR Recommendations
- Part 150 Study – Alternatives Evaluation Process
- Unique Aspects of the CLT Part 150 Study Update
- Schedule



Overview of CLT's Part 150 Study Update

• Key Terms

- Federal Aviation Administration (FAA)
 - The FAA is responsible for administering the Part 150 program
 - Guidelines for preparing the study
 - Participating as technical experts (air traffic controllers)
 - Reviewing and approving the recommendations
 - In some cases implementing the recommendations
 - Providing funding for studies and implementation of approved recommendations
- Day-Night Average Sound Level (DNL)
 - This is a way of describing average noise from aircraft around an airport
 - DNL takes into account all noise from aircraft and puts extra emphasis on aircraft that operate at nighttime
 - FAA has established 65 dB DNL as where residential land uses are considered incompatible
- New Runway or Fourth Parallel Runway
 - The Airport recently received environmental approval to construct a fourth north-south runway
 - The new runway is expected to be operational by 2027

Overview of CLT's Part 150 Study Update

- **Part 150 Studies are Planning Studies**

- Identify noise and land use impacts in accordance with FAA guidance
- Work to develop solutions within the FAA's framework
- City Council endorses (or will vote to endorse) recommended measures from the Part 150 Study followed by FAA review and approval

- **Part 150 Studies can open funding sources**

- May be eligible for grants to implement recommendations
- Funding is not guaranteed

- **Part 150 Studies do not:**

- Recommend closing an airport
- Recommend implementing mandatory restrictions
- Give environmental approval for implementing measures

Overview of CLT's Part 150 Study Update

- **Noise Exposure Maps (NEM):**

- Description of the noise levels for existing and future (+5 years) conditions
- Existing conditions
 - Last 12 months of activity
- Future conditions (2028)
 - Takes into account physical and operational changes
 - Physical changes include: new runway, runway threshold relocation, etc.
 - Operational changes include: aircraft operating levels, fleet mix, new flight tracks, new destinations



Overview of CLT's Part 150 Study Update

- **Noise Compatibility Program:**

- Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
 - Noise Abatement
 - Land Use Mitigation
 - Implementation Measures
- May reflect short-term and long-term time periods
 - Short term – pre-runway opening (before 2027)
 - Long term – post-runway opening (after 2027)



Overview of CLT's Part 150 Study Update

- **Public Involvement:**

- **Technical Advisory Committee** – Group of stakeholders affected by, or having oversight responsibilities for, issues covered by the Part 150 Study Update
 - Airport officials
 - Aircraft operators/airlines
 - Government Officials / Land Use Planners
 - Airport Community Roundtable (ACR)
 - Air Traffic Controllers
- **Public Workshops** - Informational meetings to discuss and gather comments on potential aviation noise, land use, and other mitigation measures
- **Public Hearings** - Receive comments (either oral or written) from the public on the Draft Part 150 Study Update document

Overview of CLT's Part 150 Study Update

- **Public Involvement:**

- **Project Website / Social Media / Virtual Meeting**

- Project website and social media will be updated with study information, including images and documents pertinent to the study
 - Posting of all meeting notices
 - Posting of study process and draft findings
 - Active/passive comment collection through website and/or virtual meeting capabilities

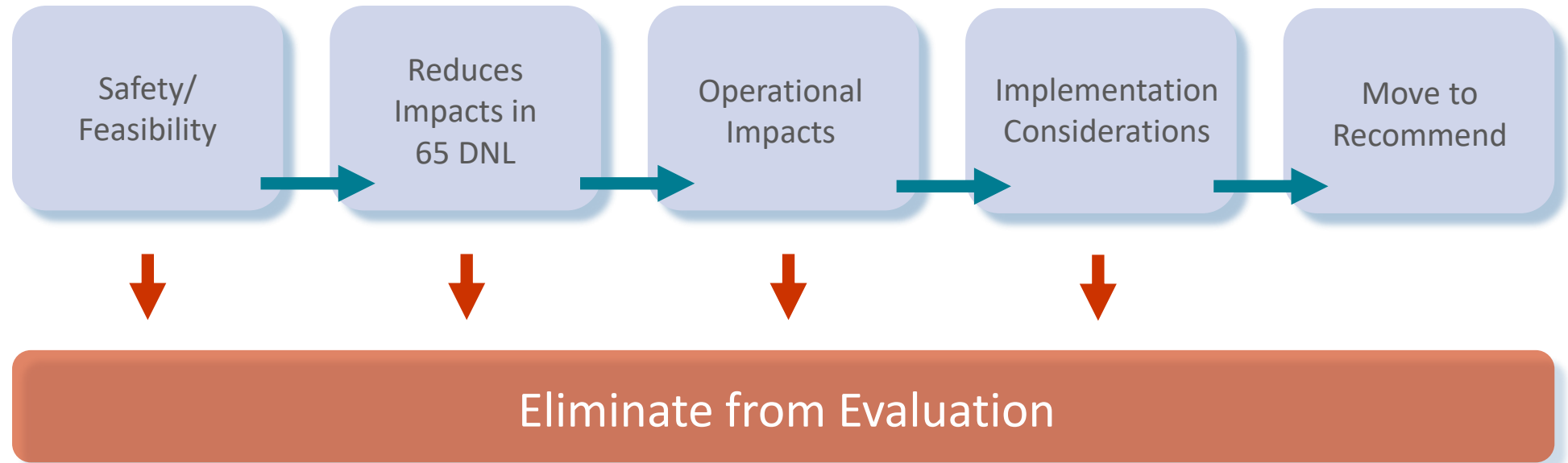


ACR Recommendations

- **Recommendation 4: Remove the 2-Mile Restriction on Departure**
 - Currently, southern departures from CLT cannot turn until they are 1.6 miles DME from the runway end.
 - Eliminating this restriction would allow aircraft to turn on course sooner, thereby reducing noise impact over communities along the extended southern centerlines but shifting the noise closer to the Airport and along east and west areas where turns would then occur.
- **Recommendation 5: Utilize Divergent Departure Headings**
 - The divergent departure heading alternative assigns departure headings based on the aircraft's destination.
- **Recommendation 6: Change Headings of First Turns off Runways 18L and 18C**
 - This alternative proposes a change to the assigned heading so that aircraft fly over communities that they flew over prior to the FAA's implementation of the Metroplex, which tend to be less populated areas.
 - Would change departure headings by 30 degrees
 - From 270 to 240 degrees for west departures
 - From 090 to 120 degrees for east departures

Other ACR recommendations for the Part 150 Study Update should come through ACR's representative to the TAC

Part 150 Study – Alternative Evaluation Process



- Alternatives evaluation expected to take 5-7 months
- L&B will lead evaluation with input from the Airport, ATCT, and airlines

Unique Aspects of the CLT Part 150 Study Update

• **New Runway**

- Future analysis will include airfield changes
 - New runway
 - Decommissioning Runway 5/23
- Part 150 Study Update will also consider pre-new runway measures
- Incorporation of airfield/airspace simulation (AirTop)
- Continued coordination with ATCT, American Airlines, and other airlines/users



Unique Aspects of the CLT Part 150 Study Update

- **FAA's Neighborhood Environmental Survey**

- FAA conducted research on annoyance response to various noise levels
- Published results with no recommendations for policy changes
- FAA has confirmed that no changes in policy will occur before the Part 150 Study Update alternatives work
- We anticipate continuing to receive questions throughout the study



Schedule

- **Project Kickoff** **May 2022**
- **Public Website** **Summer 2022**
- **First Public Workshops** **Fall 2022**
- **Technical Work** **Summer 2022 – Spring 2023**
- **Release of Draft Findings** **Spring/Summer 2023**
- **Final Recommendations** **Fall 2023**
- **FAA Review & Approval** **Winter 2023/Spring 2024**

