

Charlotte Douglas International Airport

Noise Advisory Forum (NAF)

July 8, 2026 Meeting Notes

Welcome and Opening Remarks – Melissa Treadaway, Community Engagement Manager, CLT

Treadaway: Good evening, and thank you for being here. Welcome to the Noise Advisory Forum. We are celebrating a year of the NAF. This is our 5th meeting. *Shared the Grounding Statement:*

The Noise Advisory Forum (NAF) is an engagement platform and advisory forum that fosters transparency and open communication between the Airport and our surrounding communities about aircraft-noise impacts. It is not a decision-making body, but it is a place to listen as much as share – so we can better understand your experience, goals and concerns, and carry your perspectives forward to other stakeholders, including the FAA and airlines.

Introductions: CLT: Matthew Reese, Stuart Hair, Alex Helmke, Mike Pilarski. CSS: Ed Gagnon (Facilitator).

Gagnon: *Reviewed meeting logistics:* We try to go to about 8 pm. We understand that many participants want 1-on-1 conversations with CLT staff after the meetings, so we've structured this Agenda to allow time before 8p for those conversations.

Please review the Agenda, and on the back of the Agenda are QR codes and web URLs. I encourage you to take a look at these. The first is an 8-minute video by the FAA that describes much of how CLT operates. The 2nd is a link to the Airport Noise Program webpage, and the 3rd is flight tracker - this shows CLT flights in real time.

We will be recording the meeting tonight, just so CSS can capture the discussion for the meeting notes. When speaking, please state your name. *Went over the plan for tonight – speakers, Education series, Community engagement, initiatives for CLT, noise mitigation efforts and new initiatives.*

Ground Rules: Guiding principles for meetings - Healthy conversation, be productive, be effective. We have a "Parking Lot" flip chart, where topics that come up which we won't be able to spend time on tonight will be placed. We're documenting them so we can address these needs and interests that you have either in between-meeting communications or at the next meeting.

[Went over how to use the table microphones]

Introductions of Attendees (Locations and estimates of number of residents per area): Berewick – 11; Mountain Island – 1; Belmont – 3; Mooresville – 1; Uptown – 1; SouthPark – 3; UNCC – 1; City of Charlotte Representative – 2; Cramerton – 1; Little Rock Crossing – 1; River District – 1; Lake Wylie – 1; Carolina Orchards-Fort Mill – 1; Coulwood Hills – 1.

Receive Public Input

Gagnon: *Went over the speaker guidelines.*

Kevin Vesely (Mooresville): Primary Concern(s): Landing – North of Field; Low Altitude Aircraft.

Education Series: Introduction to NEPA and Flight Path Changes at CLT – Alex Helmke, Planning & Environmental Manager, CLT, and Mike Pilarski, Airport Planning Program Manager, CLT

Helmke: I'm the Planning and Environmental Manager. I am part of the team that is leading our upcoming Master Plan effort as well as NEPA processes, which look at Part 150 noise, environmental impacts. Today we will go through an introduction to Master Plan effort. We are just kicking this effort off, and the first stages are boring, a lot of data, a lot of understanding where we are as an airport and how we want to grow. It is a long-range planning document; in this case, we have branded it CLT Airport Master Plan 2050. Roughly looking at the next 25 years and how we want to grow. This is a framework and guide that we will share with FAA, and go from there.

Forecasting – What is the region looking at in terms of overall growth, and how can we build to accommodate that growth of our region? Going to look at emergent trends, and make sure that we have the buy-in and commitment from the FAA, and that we are meeting all the FAA guidelines as we go through the plan.

A key piece of our Master Plan is public and stakeholder engagement. We will have lots of communication with the communities to ensure that we are taking all the thoughts/concerns, and putting them in the Master Plan, so we are building it for the community and the airport. We will work with residents, neighborhood associations, local government, FAA, businesses to make sure that we are using those comments and putting them into our plan, as well. Input will shape the Master Plan.

Timeline – What our Stakeholder Engagement Plan looks like: We started about 6 months ago. The first steps are looking at our visioning/goal setting; a very intense inventory of existing conditions. It will benchmark where we are today, and then we go into the forecast portion. How we are operating today and then to the growth.

Reviewed 12-month project schedule. Public Workshops - our first one will be in the Fall – date not yet determined. We will have time well beforehand to get the word out about the date. That will talk about the things we are working on now, review our inventory, show our forecasted growth, and give the public time for review and comments. We will have a total of 4 meetings for this. For every public workshop, we will host 2 of those – one to the North and one to the South.

The Winter one will focus on the alternatives - what we propose so far and what we want to pursue. Next, in the Summer 2027 timeframe, we'll go into the resiliency, financial analysis, and different identification of those alternatives. Then when we get towards the end, we will review environmental considerations of what we are looking to do, how it is implemented, the timeline of how that goes with the forecast.

Once we get through those in the next year or so timeframe, this is our Airport Layout Plan; this is a document that we have to keep updated with the FAA. This is what we currently have on file. It is basically the framework of an approved document we have with the FAA to show projects. That is a lot of information, I know.

I'm going to turn it over to Mike to discuss our NEPA efforts as it relates to noise.

Pilarski: Good evening. I am the Airport Planning Program Manager. This evening we will talk about the environmental reviews and assessments that are underway for the operational use of the new runway. We are early on in the process so we may not have all the answers, but we want you to ask questions so we can get the answers before the next meeting or for public meetings. NEPA – National Environmental Policy Act – it's a Federal Law that requires environmental effects be evaluated before the FAA approves certain airport projects. NEPA review ensures that CLT and citizens know all the information and the impacts of the project so that we are making informed decisions.

We want to avoid all environmental impacts. If we cannot avoid outright, we want to minimize those impacts. We will mitigate to the best of our abilities. Public input is a huge part of the NEPA process. We want to hear from you, and I am happy so many people are here tonight. We spend a lot of time and energy on these reviews, so having community input is very important.

In 2022, we received a FONSI – Finding of No Significant Impact – and Record of Decision for the Fourth Parallel Runway Environmental Assessment; this addressed the new runway, concourse extensions, and ramp expansion. New runway was evaluated and approved to be used primarily for departures. It is a 10,000' runway that is under construction now. We did a Part 150 to look at the noise impacts of the new runway, and that took us to where we are now – the Environmental Review for the operational use of the runway.

Going into the use of the runway, for arrivals and departures, the Environmental Review will analyze the removal of the 2-mile restriction - right now for Southbound departures, they are supposed to stay on heading for 2 miles before turning out. The 2 inboard runways – new runway and this existing center runway – will be used for departures, and the outboards will be arrivals. One thing that will not be included in the analysis is nighttime operations on the West runway.

Resident: Clarify on the removal of the 2-mile restriction on South Flow, does that mean they will immediately start turning after takeoff?

Reese: What we see on the tracking software that we use is that it's usually about 1.7 miles out. The airlines have certain restrictions about when they can turn the aircraft, and it is normally above 400 feet. Once they reach a safe altitude under their guidelines, they are able to turn their aircraft.

Pilarski: Fairly complicated topic about runway use. We had taken the new runway through the Environmental Assessment (EA) as a predominantly departure runway – not entirely, but probably 95% departure; we're showing in both North Flow and South Flow. We started the Runway Use EA in December. We wanted to ensure that the FAA had maximum flexibility and safety for their operations. An initial alternative had it as arrivals – as you can see on the slide. More conversations with our local Air Traffic have gotten us to our Current Alternative. It has a lot of departures off of the new runway and the center runway, and arrivals off of East runway. This is not a huge variation from the EA, but the East will be focused as just arrivals.

Resident: The West was not considered? Can you elaborate on that?

Pilarski: I am talking about the farthest West runway. We try to not use it after hours. The typical bank period ends about 11pm.

Resident: Right now, the most westerly runway has the highest altitude when they converge, right? And the right has the lowest. You will put all those planes on the lowest landing runway, and neglect the one with highest altitude. I just want to point that out. I am talking about where they converge. It doesn't make sense to me to come in on the lowest where a lot of people at night will hear that noise.

Pilarski: We will take that into consideration.

Resident: Why was the new runway determined to be just for departures? That means people under the other runways will get more planes landing. I live in South Carolina, and the arrivals are coming in right over my house, and the airport is only 5-10 miles away. I'm getting that noise all day, and I wonder why that isn't going to be shared.

Pilarski: Comes down to spacing between the runways. The two inboard runways have 1100' spacing; they are so close that they are dependent on each other. Approaches that close together would not be safe. Simultaneous arrivals have to be certain distance apart.

So, we have started the Preliminary Noise Analysis. 65DNL is the FAA threshold for noise in residential. Takeaway - Blue contour (Proposed Action for 2027) is mostly centered on the airport and airport-owned land. *Zoomed in on North side and South side of the airport.*

Alex already discussed Master Plan public Involvement. For Runway Use Environmental Assessment - we are hoping to see the draft public document late August. It has taken us longer to get to where we are; we'll have a public comment period from when the document is released through early October. Public meetings in Fall 2026; we will have an open house style. The Master Plan public meetings will not be the same time as these public meetings. We will focus on one topic at a time at these public meetings.

Gagnon: Any more questions for Alex and Mike?

Resident: How do we comment?

Helmke: The comment period will be open when we publish, and we will let the public know when that is. If you have comments now, we will take them now.

Resident: (Looking at slide with the Preliminary Noise Analysis) - Are these blue and purple lines, are those the areas where you will hear the noise?

Reese: There are federal guidelines that we must follow that tells us about sound levels and when we have to do something about them. If a home falls within that contour, it generally becomes eligible for sound mitigation and - in some cases - for purchase. We know that areas beyond these lines have noise. We are beholden to follow FAA rules, and 65 DNL is what they consider to be significant exposure.

Resident: I'm in Berewick. Ever since you cut the trees on the South side for the runway expansion, we can hear the planes taking off. I think the trees blocked a lot of that sound. Is there a plan to put trees back?

Pilarski: The trees were removed as obstructions. The analysis for the 4th parallel runway showed the trees as impeding on safety - on planes maybe in fog/weather.

Helmke: This is related to the 4th parallel runway for which we are currently under construction. With us implementing that runway, the trees became obstructions to the flight surfaces - the Part 77 surface. Trees need to be well below that surface.

Resident: I wanted to bring it up to see if there's anything you can look into. It is a sound I never heard before. Like dinosaur roaring (heard near Dixie River Road in Berewick).

Helmke: We'll certainly discuss that.

Gagnon: That's interesting - thanks for sharing. Other questions?

Resident: Do the planes always fly the same path on departures?

Pilarski: Part of this analysis will be divergent headings. So, they will turn on course sooner than they do today. It should be a "Splay" of headings. We are vetting that right now - 15 degrees off each other - going to different waypoints.

Helmke: Right now, we use roughly 8 total headings off of the runways. This will look at divergent headings, which will take specific headings and split them into kind of like a fan. It will allow for different flight paths. So, instead of aircraft hitting one specific heading every single time, this will disperse that across the area.

Resident: Are we doing the same thing South bound? And what is the thinking behind North bound and South bound? I'm curious.

Helmke: Planes have to take off into the wind. There are FAA regulations as to how close they can be in simultaneous approach or how far they need to be separated on departures. Taking those guidelines and seeing how we can use what we have to disperse the planes.

Resident: One day it is North, one day South?

Helmke: It all depends on wind direction and where it is coming from.

Resident: I live in Berewick, 28278 zip code - it seems the noise level gets worse at night after 10 pm. It seems to be South bound. Is there a certain time that you have to shift to South Flow? And I notice these are daytime example charts. Are there nighttime charts, and are they different?

Pilarski: It's pretty much the same.

Reese: Simple answer on why sound seems louder at night. DNL = Day Night Average. When they compute noise impacts, there is a 10 dB penalty for night operations because ambient noise at night is quieter. Late nighttime operations now are cargo operations or aircraft that are going to the West coast. Also, construction on the 4th runway is causing runways at night to be closing.

Resident: Isn't DNL not really a good metric? The community that is here is from outside those 65 DNL lines, and we are all affected. Does the Airport take that into consideration?

Reese: This is a Federal process. Not the airport's. The FAA is looking for a new metric. They are forming groups with technical experts that are looking at what they can replace that with. Yes, the FAA is aware that this is an old standard, and yes, they are looking into it. It is in progress.

Resident: I get that, but you are the airport representing those airplanes. We should get some Federal representatives here if that is possible.

Reese: That is fair. We are here at this meeting to advise as to what we are doing for the Master Plan, NEPA, and flight path changes that will occur. We also want to hear what you have to say about it. We can ask our Federal partners if they would like to attend.

Resident: Near 160 South and Byrum Road, why have they cleared out all of that area near the Animal Shelter?

Helmke: Those were all identified as obstructions to the flight surfaces – the Part 77 surfaces. They were a hazard to taking off or landing aircraft. We will be looking at that area.

Resident: What about on departures doing a steep ascent? I'm from California, and at John Wayne International they do that.

Gagnon: Do you want to talk about NADP-1 v. NADP-2 departure profiles, Matt?

Reese: There are two different types of departures that the airlines can choose to use. The difference is a shallow take off v. a more steep take off. Downwinds handicap us somewhat. It exists to the West and the East of the airport, and when aircraft are taking off they have 2 choices – go under or above the arriving traffic. There must be 1000 feet of separation for safety. Flight procedures are set. I don't know that we can affect that type of change. All stakeholders would have to be on board. We hear you.

Resident: Downwinds? Is that the winds?

Reese: Arriving traffic flies a parallel approach right alongside of the airport. About 4000, 5000, 6000 feet. So, when an airplane is taking off, they are flying right towards that traffic that is in the downwind. I can show you maps offline. Safety is most important.

Resident: I don't think anyone in the room thinks it is easy. If you don't ask the question, you don't know.

Reese: The Airport Community Roundtable (ACR) heard all these topics and ideas, and they were discussed. The ACR came up with 6 Slate items, and they submitted them to the FAA, and the FAA is still looking at them.

Gagnon: The ACR is the group that preceded NAF. They looked at NADP-1 v. NADP-2 departure profiles, and they made recommendations for a certain departure profile that the airlines supported, as well. We will share with you, either in between-meeting communications or at the next meeting - those options and the rationale for that.

Going to Slide 22 – We have 2 different concurrent planning and assessment activities – Master Plan as well as Runway Use Environmental Assessment. There will be separate but coordinated public meetings that will occur in the Fall. The next meeting for this group will be October 14, and those particular public meetings will be either right before or right after that meeting. More details available by then. *Confirmed that Alex and Mike will stay after meeting tonight.*

Community Engagement Updates – Melissa Treadaway, Community Engagement Manager, CLT

Treadaway: I want to talk briefly about Community Engagement. I see my team's role is making sure the airport is being a good neighbor. We are communicating to you and telling you what is happening, and why it is happening. We are listening to you, and getting that feedback to the right people. Particularly to our close neighbors and those who are impacted by the airport's presence, we want you to know how to get in touch with us and get questions answered.

One way we do that is to be out in the community. I spoke to the President of the Berewick Homeowners Association because we wanted to meet with them and tell them what's happening. We want you to know what is going on at the airport. We can attend one of your meetings. We can go to community events, set up a table. People seem to be surprised that we are there. We want to answer your questions and tell you what is happening here. If we don't have the answers, we will get them to you. Please invite us to your events, your neighborhoods, and your meetings. We can't say yes to everyone, but we certainly give priority to those that invite us or are close impacted.

Updates on Airport Operations and Current Studies – Stuart Hair, Director of Commercial and Community Engagement, CLT

Hair: Thanks for being here. This is the biggest crowd so far at a NAF meeting, with the 30 community members that are here. We like to do the Education Series because we know how technical some things are; this is an iterative process – we don't have all the answers, all the information at any one meeting. We do encourage you to be engaged with us. How many of you receive one of our newsletters? (*A few hands went up*) We publish a monthly newsletter – Connections. It talks about travel at the airport, some interesting activities at the airport (like when the latest CPR techniques were taught), E-gates as a faster way to get in and out of the airport, and we did a blurb on the NAF. So, Connections is a good way for you to get overview information. Sign up easily on webpage. I believe we captured your information when you signed in.

Let's talk about what is going on at the airport. We talked a lot about the 4th parallel runway and the construction project. We talked about the trees and impacts of those for the new runway. One thing we didn't talk about is we are getting a new fire station - our 3rd dedicated fire station for the airport. This new one will be on the South side of the airfield. It is required because firetrucks have to be able to get to any area on the runway in a specific amount of time, a tight window of time.

Exciting news: We are using generic terms to refer to the runways - western runway, eastern runway, etc. Runways have very specific, technical names. They used to be 18/36. 36 to the North, and 18 to the South. Right, center, left. When you add a 4th, you can't have 2 centers. So, we are re-designating all of our runways. New names have been assigned. Scott Kincaid, our Director of Facilities who is here tonight, and his team are doing those. At 9pm tonight, we will start redesignation of the center runway. New technical names for runways. As you continue coming here, attending the public meetings that Alex and Mike will host, you will see these runway naming updates.

Today, for a 4th year in a row, CLT has been acknowledged as the most financially efficient airport in North America. This goes to one of the core values of CLT. We are very financially efficient with our dollars that are made and spent here. That is why airlines want to fly here.

Our new year started on July 1. I do not have final, audited numbers for Fiscal 2026. With unaudited numbers, traffic was probably about 1%-2% down from Fiscal 2025.

Three summers ago, American Airlines did a stress test here at CLT, and all of us saw the number of planes here, and we were being sent to a breaking point - seeing operational challenges, community impact challenges, and that is why the traffic has been flat. When the new runway is commissioned in September 2027, I will be curious to see how the airlines want to use the new runway. We all kind of know, when a new road gets built it doesn't usually make the traffic less. We may have that reality with the new runway. Those are some quick updates about Airport Operations.

Review of Noise Mitigation Efforts and Measures – Matt Reese, Community Engagement Coordinator – Noise Outreach, CLT

Reese: My official title is Community Engagement Coordinator, Noise Outreach. I am the Airport Noise subject matter expert. Starting with Airport Flow Report handout, we do have an airport noise webpage, and it contains this information and these reports. First is the Runway Usage Report. We are looking to see what kind of split between North and South runway usage. Typically speaking, in Winter and Fall we go North, in Summer and Spring, South.

The other report is the complaint report. Berewick community leads the report. Quarterly reports - complaints by area, number. There were 88 unique complainant households with 6,226 total complaints in Apr-Jun 2026. Last page is a complaints map, with darker areas having lots of complaints. Please remember that complaint and runway use reports are added to the noise webpage monthly. We also have older maps and complaint information on the website.

Why can't we have night curfew or restriction, as they do in some places in California? *Went over federal law constraint – ANCA – Airport Noise and Capacity Act.* Back when ANCA became enacted, certain airports with those types of restrictions were grandfathered in. So, we cannot close the airport. Part 161 is a difficult process where the airport has to go to the FAA to ask to close the airport. All the stakeholders have to be in agreement. It's not going to happen. During the ACR, the curfew was explored. It was requested to the airlines to stop flying at night, and the answer was no. Curfews are not viable here. We can work the NEPA process to see what we can do to help the noise. You have to remember, that noise doesn't go away - it just moves. We try to do the best that we can. I am here to be your sounding board and explain to you the best I can.

Resident: What were the legal limitations?

Reese: ANCA – Airport Noise and Capacity Act – prohibits airport curfews. The only other option is Part 161, which is really a non-starter.

Resident: With the addition of the new runway, which is longer, will we have bigger planes taking off and landing?

Reese: We are limited by gates. We have 123 gates. It's parking spaces; if we don't have enough parking spaces, what's the point of landing planes that we can't park? The 4th runway will not make for more planes, it is more of an operational thing. In the future, I would say we will add more terminals and gates, but for that it would take a long time. The far East runway is old and will need refurbishing, so we will be back to 3 runways when that happens.

Resident: You mentioned about sound moving but, in the case of raising altitudes, like I said from the very beginning, the sound is going up. So, there is benefit of moving sound up by raising altitudes. The other issue is the FAA said that most decisions are based on the airport, so I assume this Federal law is not FAA, it is actually a different Federal law.

Reese: You are talking about a different thing. The airport doesn't get everything we ask for. We have to work together with our Federal partners. The FAA has to design procedures, they have to be tested, they have to be determined to be safe, ATC has to be trained. Lots of things have to be done, and it takes a very long time and lot of money. We can plan things on paper, then see how it works. We will be here after the meeting. My door is always open.

Next Topic – New Complaint System: We are trying out a new complaints system to make it simpler, more accessible. Rolling out Complaint Box Mobile on iOS and Android. *Went over all the ways to complain.* New complaint box. *Went over how to complain using new Complaint box.* Melissa did not want you to have to put your information in each time – she wanted to make it easier and faster for you. *Went over the instructions.* Lots of ways to complain – use the QR code on the slide for installation of Complaint Box Mobile. You are the first ones to get to use the Complaint Box. We want to hear feedback.

Resident: Wouldn't the age of the airplanes make a noise level difference?

Reese: Stages of aircraft established by FAA. Stage 1 & 2 aircraft are no longer around. Installed hush kits on Stage 3 to extend the useful life of those aircraft. We are more into the Stage 4 and 5. As technology marches forward, engines get quieter, airframes get sleeker. Three things that make noise – engine, body of the aircraft, clean and dirty – as example, dirty means landing gear is down. That adds to noise factor.

Resident: Are most of the airlines using Stage 4 and 5, and how soon will they get there?

Reese: Maintenance is key. I don't know the average age of AA fleet, but we can look it up.

Resident: I want to better understand the relationship with the FAA and the work that you do. I think you mentioned how you go into meetings, and their disposition has changed 3 or 4 times.

Reese: It's not disposition. Congress is the body that gives the FAA the authority to control everything aviation. They look at safety first. So, when they go back and forth 4 or 5 times with airports, they are trying to determine the feasibility of what we are asking for. Normal process is ask for something, the FAA says we can't do this, but we can do this. Then it becomes a different conversation. It's just not simple.

Resident: Thank you, Matt, for all you do. With all the complaints from the Berewick area, we personally feel like we have seen more traffic in the past year. Has this analysis been compared to the actual flight traffic to see if there have been any changes in the past year or so?

Reese: I look at traffic every day. There are nights and certain days where the ATC deviates from the 2-mile turning restriction. Sometimes it's weather-related. Sometimes we don't know the reason. If we see a trend, I reach out to Melissa, and we go from there – may possibly reach out to the Tower Manager. It's a daily process.

Closing: Next Steps and Membership Invitation – Melissa Treadaway, Community Engagement Manager, CLT

Treadaway: Thank you for being here. We really appreciate your time. I hope you feel like you learned something and have been heard, and will come back. We usually send invitations to the NAF meetings to anyone who has filed a complaint in the past 2 years. I hope you will become a member by [filling out the membership information sheet](#). You will get all the most up-to-date information. The next meeting is October 14.