



Noise Advisory Forum

October 14, 2026



Opening the Forum

Welcome to the
Noise Advisory Forum!

NAF Purpose and
Structure

CLT Stakeholder
Introductions

Plan for Today

- Welcome and Opening Remarks
- Receive Public Input
- Education Series: How Community Members Helped Shape Future Flight Path Changes
- Review of Noise Mitigation Efforts and Measures
- Community Engagement Updates
- Updates on Airport Operations and Current Studies
- Next Steps & Membership Invitation

Receiving Public Input – Guidelines for Speakers

- Each Speaker has 4 minutes
 - Information may be used to inform future Agendas.
 - To keep the Agenda on schedule, we won't have Q&A.
 - There may be post-meeting follow-up offered by CLT.
- After the Public Input time:
 - We will continue through our Agenda.
 - Additional participant input will be focused on the particular Agenda Item being discussed.



How Community Members Helped Shape Future Flight Path Changes

Stuart Hair
Director of Commercial and Community Engagement



This Presentation's Objectives

During this presentation, we will explain and discuss the following Airport Community Roundtable recommendations for the Noise Advisory Forum:

- Removal of the 2-Mile Turning Restriction
- Implementation of Divergent Departure Headings
- Maintaining NADP 2 Operations
- How these recommendations work together to reduce concentrated aircraft noise while maintaining safety and operational efficiency
- Their current status in the FAA's Part 150 and NEPA evaluation process

Historical Context for CLT Noise Abatement

- **1990 - Original Part 150 Program adopted**
CLT establishes original noise compatibility program with FAA approval.
- **1998 - Part 150 Program updated**
FAA approves updated noise abatement measures.
- **2015 - 2017 - Charlotte Metroplex implemented in 3 phases**
FAA redesigns regional airspace and implements new arrival and departure procedures.
- **2017 - Airport Community Roundtable formed**
CLT and community representatives begin working together on community aircraft noise concerns.

Historical Context for CLT Noise Abatement

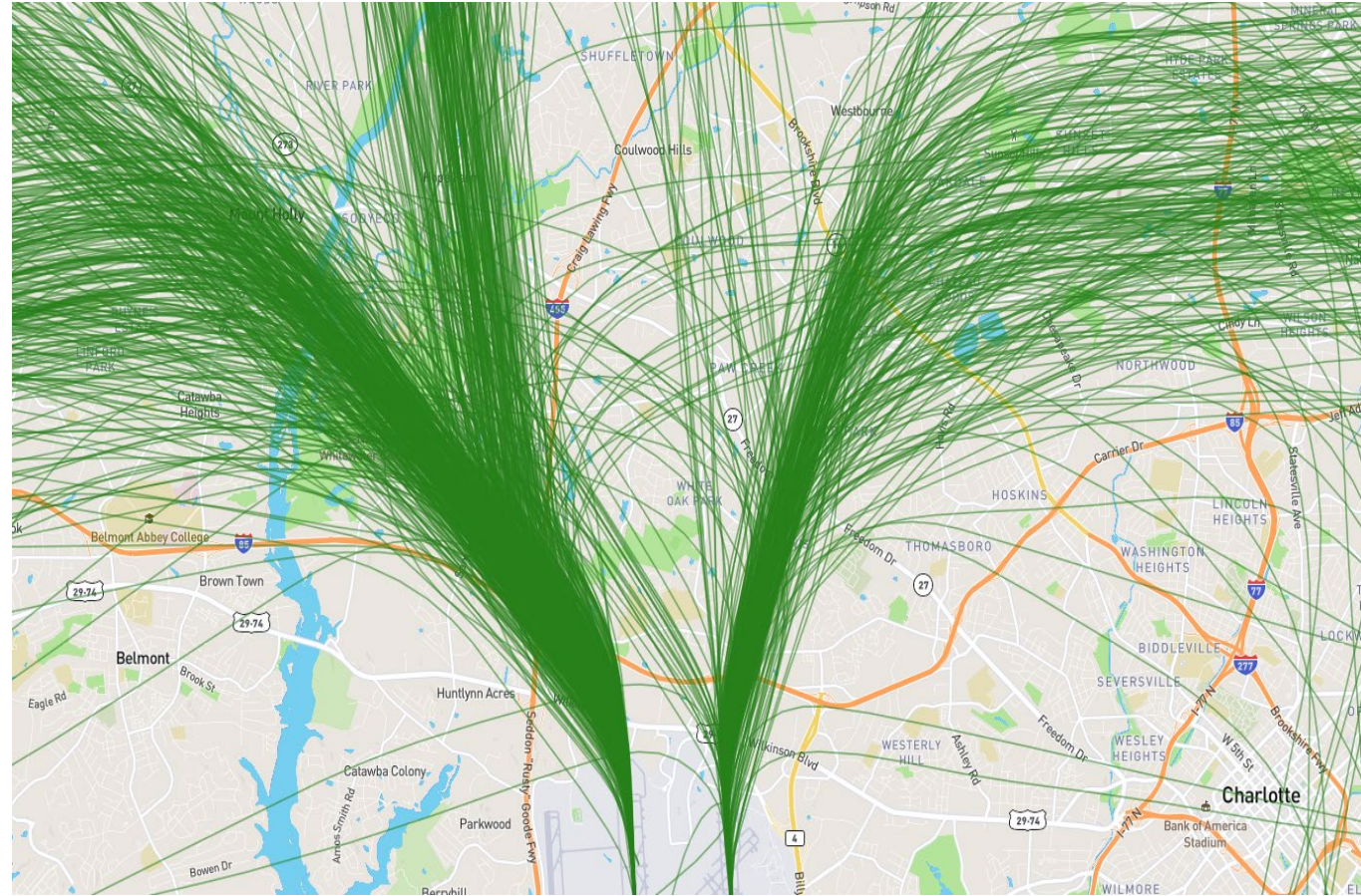
- **2020 - ACR submits Slate of Recommendations**
ACR submits six recommendations to the FAA for review.
- **2020 - 2024 - ACR continues its work**
ACR works with CLT and the FAA to advance Slate recommendations and additional efforts through the Part 150 process.
- **2025 - ACR completes its mission**
ACR completes its work and finalizes its recommendations to the FAA.
- **2025 - Present - Work continues through Noise Advisory Forum (NAF)**

April 28, 1998

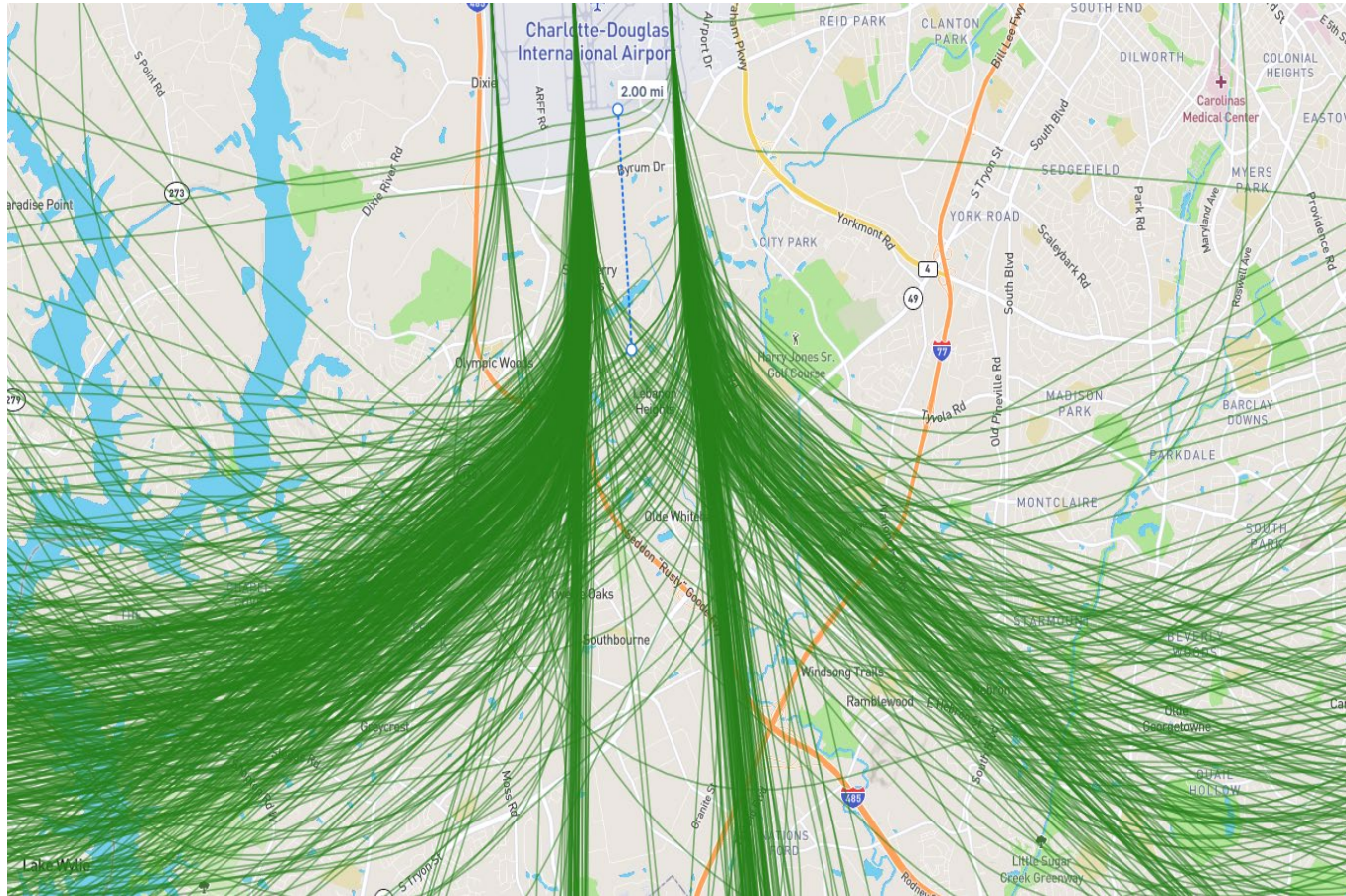
Noise Abatement Measure NA-7

North Flow Departures

- The FAA approves voluntary procedure establishing turn locations at 025 and 330 degrees.
- Improving predictability and consistency of aircraft operations



April 28, 1998



Noise Abatement Measure NA-8

South Flow Departures

The FAA approves a voluntary departure heading for aircraft using the proposed third parallel runway.

- Preserves existing noise abatement procedures
- Helps protect noise-sensitive communities
- Maintain safe aircraft separation

March 20, 2019

Airport Community Roundtable Begins Evaluation

The ACR began studying whether additional changes to arrival / departure routes and procedures could further reduce concentrated aircraft noise.

The HMMH Vendor evaluation of 10+ potential changes including:

- Removal of the 2-mile turning restriction
- Divergent departure headings
- Aircraft noise impacts
- Community impacts

Unlike the 1998 measures, these recommendations were intended to be evaluated as a package, not independently.

July 8, 2020 – Slate of Recommendations

Arrivals

Increase Use of Continuous Descent Approach

Keep aircraft descending below 12,000 feet rather than use step down approach.

Maintain 6,000 Foot Arrival Altitude

Keep aircraft at 6,000 feet until joining final approach.

Return CAATT Waypoint to Pre-Metroplex

Return the waypoint to its pre-Metroplex location to keep aircraft higher. Later modified to raising altitudes at CAATT/EPAYE by 1000'.

Departures

Implement Divergent Departure Headings

Use different headings to spread aircraft over a wider area.

Change First-Turn Headings

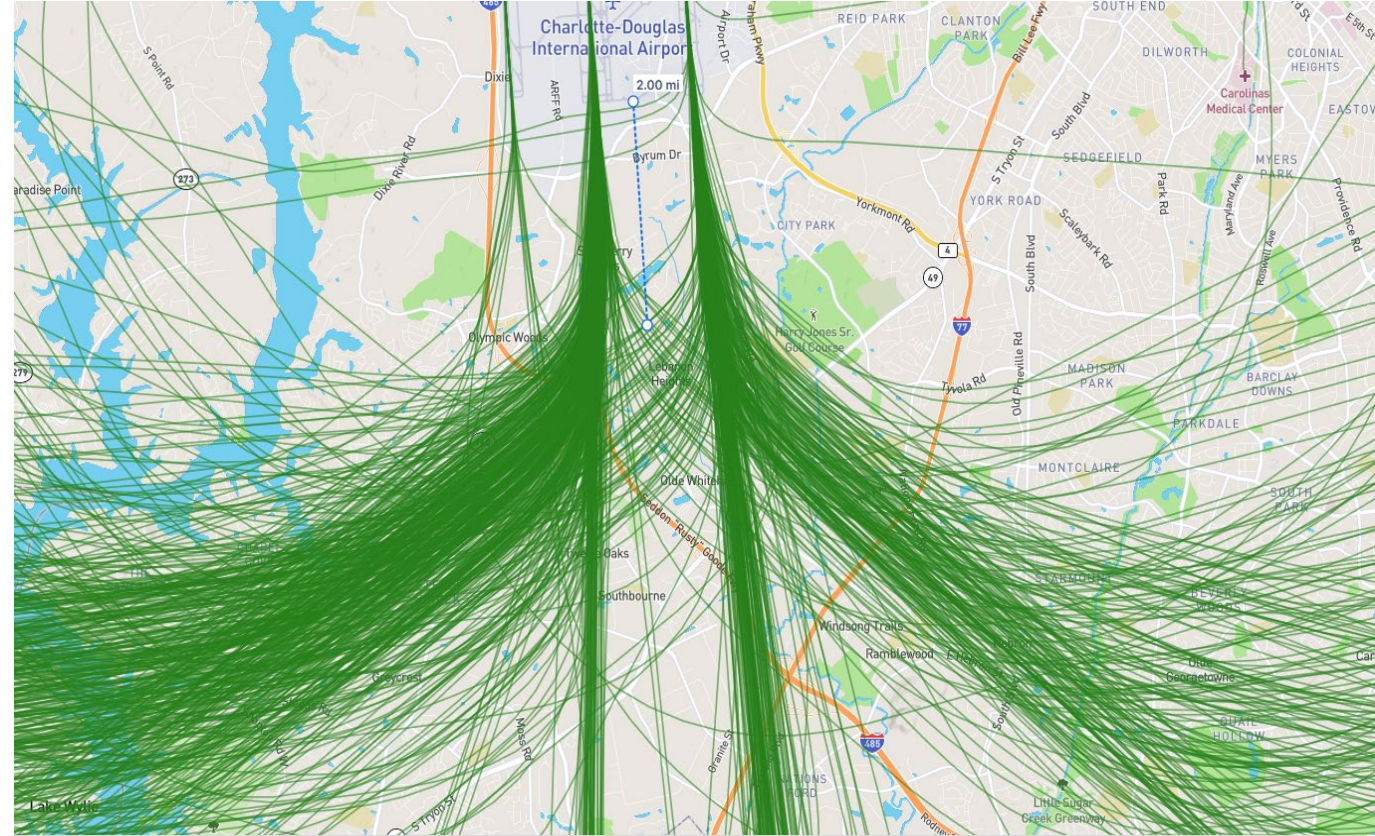
Shift initial flight paths toward less populated areas.

Remove the 2-Mile Departure Restriction

Allow aircraft to turn sooner and reduce flights along runway centerlines.

Recommendation: Removal of the 2-Mile Turn Restriction

- **Current Procedure:** Aircraft remain on runway heading until the turn.
- **ACR Recommendation:** Remove the fixed 2-mile restriction to give Air Traffic Control more flexibility.
- **Purpose:** Improve departure distribution and reduce repeated overflights of the same communities. when combined with other recommendations



Recommendation: Implement Divergent Departure Headings

What Are Divergent Departure Headings ?

Instead of using similar initial headings, divergent headings spread departing aircraft across multiple flight paths.

Why the ACR Recommended Them

- Reduce concentrated aircraft noise
- Better distribute departure traffic
- Use multiple compatible flight paths
- Minimize repeated overflights of the same neighborhoods

Why the Recommendations Work Together

Recommendation - Remove the 2-Mile Turning Restriction

Provides Air Traffic Control with more flexibility to turn aircraft sooner - when appropriate.

Recommendation - Implement Divergent Departure Headings

Uses that flexibility to spread aircraft across multiple departure paths.

Together, These Recommendations:

- Reduce concentrated flight tracks.
- Distribute aircraft across multiple corridors.
- Reduce repeated overflights of the same communities.
- Balance operational needs with community noise concerns.

Recommendation: Maintain NADP 2 Operations

What is a Noise Abatement Departure Procedures (NADP 1 and NADP 2) ?

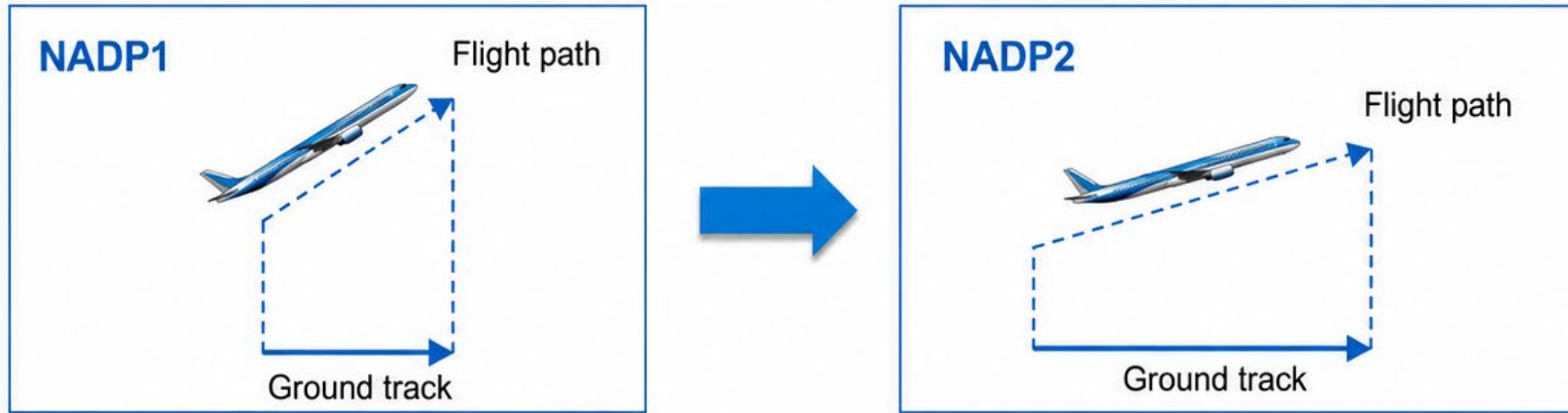
Standardized aircraft climb profiles designed to balance:

- Aircraft safety
- Aircraft performance
- Community noise

ACR Findings

- CLT already uses **NADP 2** with airline partners.
- Changing to **NADP 1** would primarily shift where noise occurs rather than reduce overall noise.
- The ACR concluded that **maintaining NADP 2** provided the best overall benefit when combined with the other recommended departure changes.

Higher ground speed results in shorter noise exposure



Lower flight altitude reduces lateral noise exposure (between residential areas)



Comparison of the ground speed and the lateral noise exposure between NADP1 and NADP2. The NADP2 departure procedure leads to a reduction in noise exposure due to a shorter fly over event and a smaller lateral area of exposure, compared to NADP1.

Current Status as of October 2026

The Airport Community Roundtable's recommendations submitted to the FAA on July 09, 2020 and remain under evaluation as part of the process.

The recommendations continue to be evaluated through:

- FAA Air Traffic Organization and Flight Program Operations
- National Environmental Policy Act (NEPA)
- Consultant technical and environmental analysis
- Inclusion in the 2024 Part-150 Update

Key Takeaways from Community Recommendations

The ACR Recommended Three Complementary Actions

- ✓ **Removal of the 2-Mile Turning Restriction**

Which Increases flexibility for departure routing.

- ✓ **Implement Divergent Departure Headings**

Increase dispersion of aircraft departures and reduce concentrated noise.

- ✓ **Maintain NADP 2 Operations**

Continue the existing climb procedure while improving departure routing.

Questions?



CLT 

Review of Noise Mitigation Efforts and Measures

Noise Office: (704) 359-4327



Airport Flow Report - Q3 2026

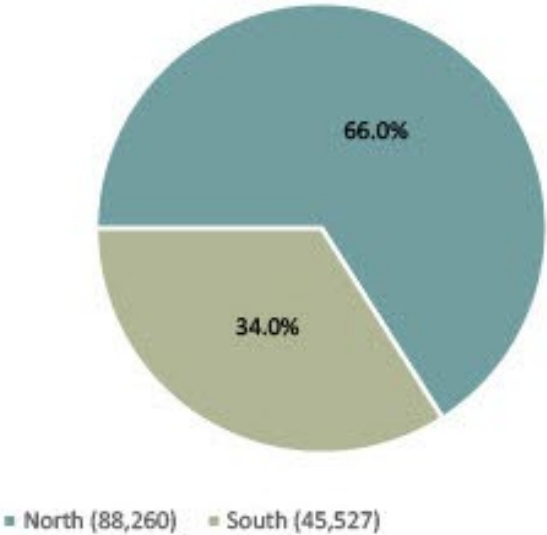
North Flow Runway Utilization



South Flow Runway Utilization

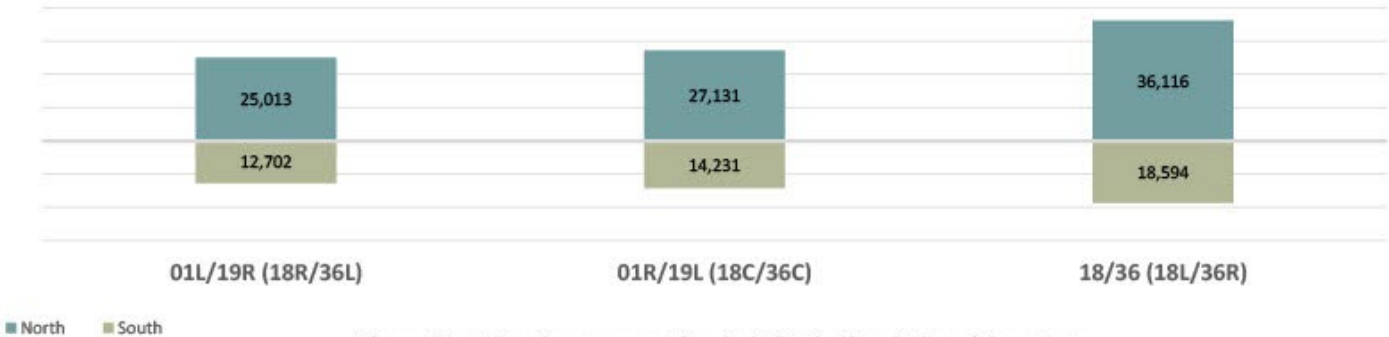


North/South Flow



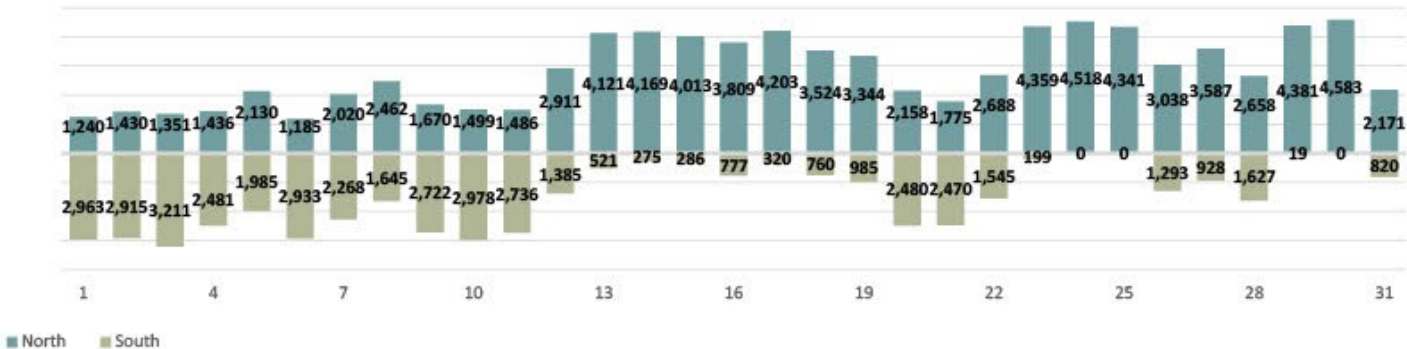
Airport Flow Report - Q3 2026

Flow Per Runway Pair



Above: Operations by runway surface including both arrivals and departures

Flow per Period - Q3 2026



Above: Airport flow by day

Quarterly Totals & Trends

58

HOUSEHOLDS

▼ -34.1%

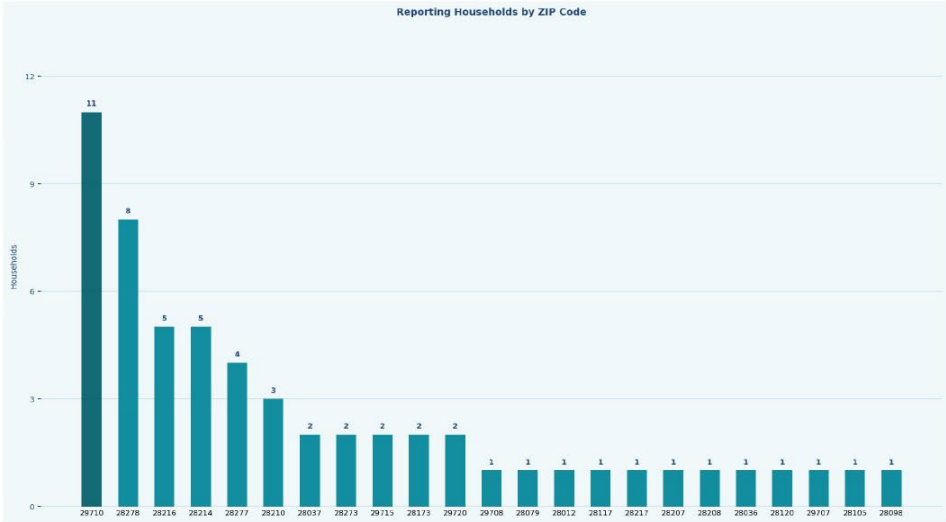
VS. PRIOR QUARTER

10,712

COMPLAINTS

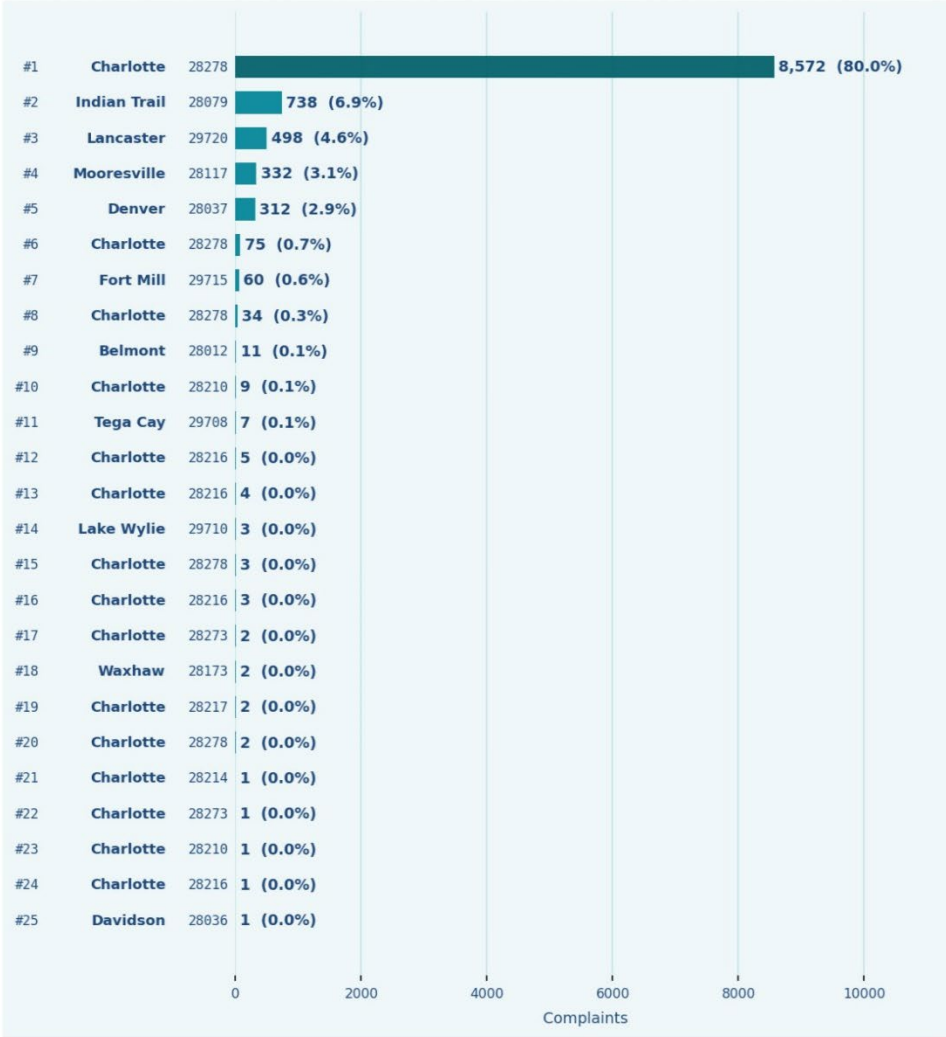
▲ +72.1%

VS. PRIOR QUARTER



- Charlotte Douglas International Airport’s Q3 aircraft noise complaints totaled 10,712 from 58 distinct households — a 72.1% increase in complaints and a 34.1% decrease in reporting households vs. the prior quarter.
- The top 25 reporting households generated 10,679 complaints, representing 99.7% of the quarterly total.
- Complaints were geographically concentrated in ZIP codes: 28278 (8,689), 28079 (738), 29720 (499) and 28117 (332). See Page 3 for a complete breakdown by ZIP code and reporting households.

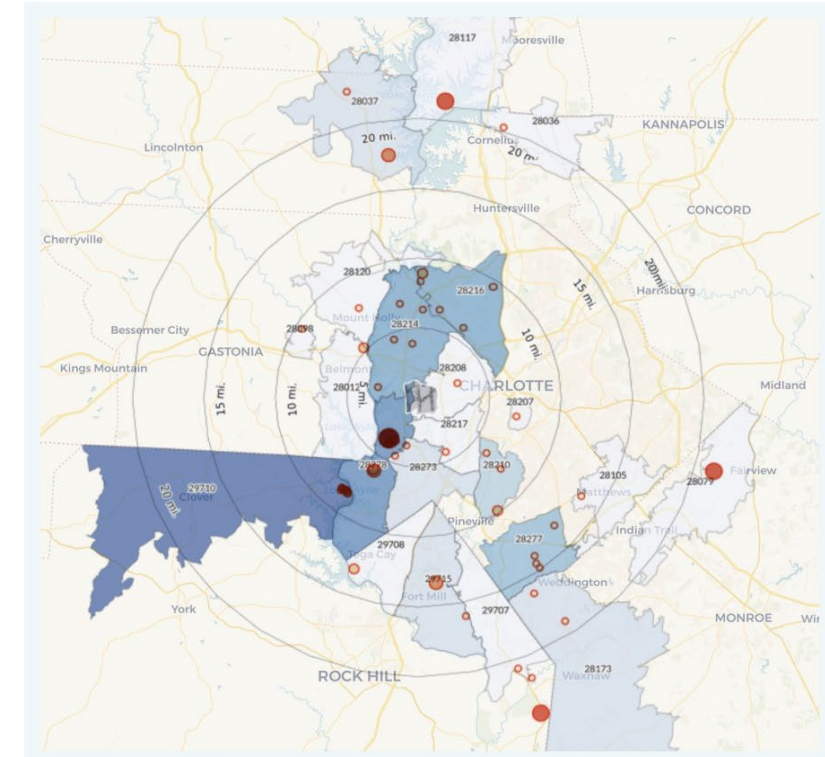
Complainant Ranking (Top 25)



Complaints This Quarter (by Zip Code)



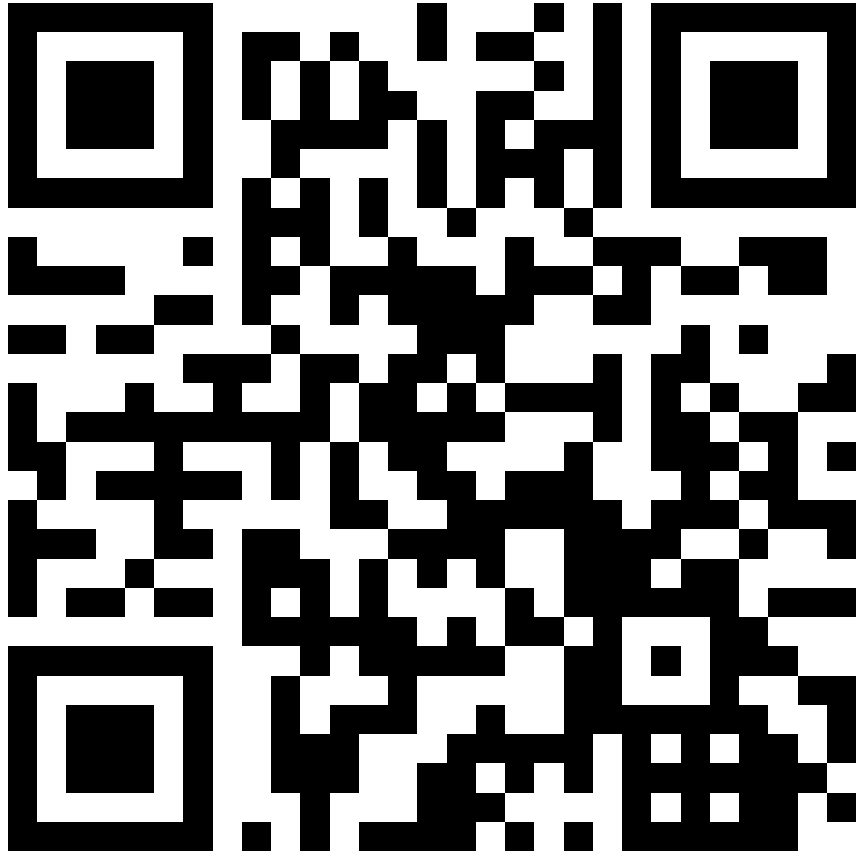
Complaint Map



Distinct Households – 58 | Total Complaints – 10,712

Map marker size and intensity reflects complaint volume · ZIP shading reflects reporting households

Plane Noise QR Code



- To Install IOS or Android:
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Community Engagement Updates



Updates on Airport Operations and Current Studies





Thank You for Attending!

