

# CLT Airport Community Roundtable

## Updates on Requests/Motions – 9/18/19 ACR Meeting

### ACR Community Engagement Project Team Update – ACR Members

**Kurt Wiesenberger, ACR Vice Chair and Community Engagement Project Team Member** on September 17

- ❖ Purpose is to inform and generate support from Charlotte community residents to reduce aircraft noise
- ❖ Eight ACR members, Co-chairs are Mark Loflin and Phillip Gussman
- ❖ Held two conference call meetings
- ❖ First phase of plan is to produce both broad and community specific communication documents/presentations
- ❖ Second phase is to distribute and present to community groups, school groups, local government meetings, newspaper and TV media outlets. Begins in Oct/Nov.

### FAA Submittal Work Schedule – Updates and Next Steps

**Dan J. Gardon, Noise Abatement Specialist, CLT** on September 18

Assuming the ACR accepts the format of the draft submittal letter, we should be on schedule for FAA submittal in January.

**Ed Gagnon, CSS, ACR Facilitator** on September 18

Work Schedule suggests that we should receive HMMH analysis on the final two recommendations in October.

### Update on NADP-2 Recommendation

**Dan J. Gardon, Noise Abatement Specialist, CLT** on September 18

Widespread, formal usage of NADP-2 at CLT is still being explored. We have a letter drafted and are currently weighing input from our Airline partners. Thus far reactions have been generally positive.

### Voluntary Curfew Request (Motion: To send a request for a voluntary curfew to airlines, allowing CLT to identify the process of doing so)

**Dan J. Gardon, Noise Abatement Specialist, CLT** on September 18

No further updates to the Voluntary Restraint Request at this point.

## Requests for Support – Update on Overall Communications Strategy and Near-term Actions

**Dan J. Gardon, Noise Abatement Specialist, CLT** on September 18

- ❖ Work has begun with our Communication Plan Consultant. CLT Noise staff had a meeting yesterday to review initial plans.
- ❖ Two dates for EA Community Meetings have been scheduled. These are:
  - Meeting #1
    - Monday, October 21, 2019 from 6 p.m. to 8 p.m.
    - Embassy Suites (main entrance)
    - 4800 S. Tryon Street
    - Charlotte, NC 28217
  - Meeting #2
    - Thursday, October 24, 2019 from 6 p.m. to 8 p.m.
    - Harris Conference Center at Central Piedmont Community College
    - 3216 CPCC Harris Campus Drive
    - Charlotte, NC 28208
  - There will also be a newspaper ad on Friday and mailers will be going out shortly.

## Return the CAATT Waypoint (on the CHSLY3 arrival pattern for arrivals to the 36 parallels) to Pre-Metroplex (Raising Altitudes on Downwind Leg)

**Bob Szymkiewicz, FAA Atlanta District Staff Specialist** on September 11

The status has not changed since last month. We are tracking this but will not have an update until the PBN team meets. Due to schedule conflicts the FAA will not be present at the September 18, 2019, ACR meeting. We anticipate attending the October meeting and hope to have further information at that time.

- ❖ **August Update Reminder:** *Technically the “Raising the Downwind Altitude” request is not out of Phase 1 yet because Phase 2 begins when the design meeting is scheduled. Although they are waiting to finalize a spot on the schedule, the plan is to hold that design meeting in Charlotte in October/November. Participating in that meeting will likely be the FAA (Air Traffic Subject Matter Experts), industry/airline representative(s), some procedure design contractors, and others that need to have a voice in the design process.*

## American Airlines Retrofit of Airbus Aircraft with Vortex Generators

**Tracy Montross, American Airlines Regional Director of Government Affairs** as of September 3

We have now modified 96 of 283 aircraft with vortex generators. No changes to the completion date.

## Retiring the MD-80

**Gene Reindel, Vice President, HMMH** on September 5

American Airlines is retiring the last of its McDonnell Douglas MD-80 fleet today as most of the remaining 26 aircraft take their final flights to Roswell, New Mexico (ROW). The MD-80, also known as the Super 80, was the workhorse of the airline’s fleet throughout the 1980s and beyond.

The last revenue flight is to depart DFW for ORD today and then ferry to Roswell. This should be seen as a noise abatement measure taken by American Airlines.