Charlotte Airport Community Roundtable
July 12, 2023 Meeting
Handouts

A) Meeting Agenda

B) ACR Members/Stakeholders

C) Public Input Guidelines

D) ACR's Draft Noise Policy Review (NPR) Response Document

E) ACR's Draft NPR Sample Metrics Approaches Document

F) Community Engagement Project Team Documents

   1) ACR Media Update

   2) Communication Piece (ACR as Change Agent)

   3) *Got an Airport Noise Problem?* Flyer

G) ACR Member Newsletter (Cover E-mail) – June 2023

H) CLT Updates: Key Measures Dashboard

I) Semi-annual Detailed Complaint Statistics

J) Listing of Requests for Analysis and Motions from April

K) Written Updates Document

CLT Airport Community Roundtable
Meeting Agenda – July 12, 2023, 6p-8p

1) **Open the Meeting (10-15 Mins.)**

   a) Call Meeting to Order, Welcome, and Introductions – Natalie Rutzell, ACR Chair

   Airport Community Roundtable Mission Statement: To provide the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport.

   b) Describe Meeting Approach – Ed Gagnon, Facilitator

   i) Overall Meeting Logistics

   ii) ACR Ground Rules

   c) Approve Minutes from April – Natalie Rutzell, ACR Chair

2) **Receive Public Input, if applicable (Time TBD)**

3) **Address FAA's Noise Policy Review (45-50 Mins.)**

   a) **FAA Noise Policy Review and Discussion** (25-30 Mins.)
   - Krystyna Bednarczyk | Environmental Policy Advisor | Environmental Policy Division | FAA | AEE-400
   - Don Scata, Manager | Noise Division | Office of Environment & Energy | FAA | AEE-100
   - Adam Scholten | Environmental Policy Specialist | FAA

   b) **ACR's Response to FAA Noise Policy Review** (15-20 Mins.)

4) **Update on Moving Forward – Monitor, Engage, and Improve (40-45 Mins.)**

   a) **Engage/Improve: Part 150 Noise Compatibility Study Update** (15-20 Mins.)

   b) **Engage/Improve: Updates from Project Teams** (5 Mins.)

   c) **Monitor: CLT Updates and FAA Progress** (20-25 Mins.)

   i) CLT Updates on Existing Initiatives and Operations – Stuart Hair, Director of Commercial and Community Engagement, CLT (10 Mins.)

   ii) Update and Action on ACR Slate's Arrival Recommendations (10-15 Mins.)

   (1) FAA Update on Implementation Process for Alternative Recommendation #3a – Pearlis Johnson, Deputy Regional Administrator (Southern Region), FAA

   (2) Update on Formation of a Technical Working Group – Identifying Recommendation #1a Alternatives

5) **Request/Address Additional Business (5 Mins.)**

   a) Unfinished Business

   i) Note **Written Updates** on Motions/Requests for Support

   b) New Business

6) **Adjourn (2 Mins.)**

   a) Next Meeting: **October 11, 6p**

Current ACR Roster

Charlotte City Districts

Phillip Gussman – Charlotte City District

Nakia Savage – Charlotte City District 3

Bobbi Almond – Charlotte City District 5

Alan Sauber – Charlotte City District 7

County Municipalities

Sayle Brown – Cornelius

Matt Hamilton – Davidson

Preston Hagman – Huntersville

Kim Hardee – Matthews

Dusty Gilvin – Pineville

Mecklenburg County

Thelma Wright – Mecklenburg County, At Large

Natalie Rutzell – Mecklenburg County District 2

Sherry Washington – Mecklenburg County District 4

Megan Walton – Mecklenburg County District 5

Mark Loflin – Mecklenburg County District 6

Counties

Sam Stowe – Gaston County

Walter Ballard – Lincoln County

Diane Dasher – York County

Jacob Pollack – York County

Vacancies

Charlotte At Large, Charlotte City District 2, Charlotte City District 4, Charlotte City District 6, Mecklenburg County District 1, Mecklenburg County District 3, Mint Hill

CLT

Other ACR Stakeholders

CLT Staff:

Haley Gentry – Aviation Director

Stuart Hair – Director, Commercial and Community Engagement

Kevin Hennessey – Real Estate and Noise Manager

FAA:

Pearlis Johnson – Southern Region Deputy Administrator

Andreese Davis – Manager, Airspace and Procedures Team

Shane Jackson – Community Engagement Officer

American Airlines:

Tracy Montross – Regional Director of Gov't Affairs

Addressing the ACR - Guidelines for Public Speakers

- Each Speaker has 3 minutes
  - ACR members may/may not respond at that time
  - Additional time, if needed, provided at the Chair's discretion
- After the Public Input time:
  - All other Public comment/questions only from ACR members
  - Please stay if you'd like to listen
  - Full recording of this meeting (minutes, agenda, presentations, etc.) will be on the CLT Noise website within 1 month)
    - Go to https://www.cltairport.com/**community**/**noise** and click **"Airport Community Roundtable"**

CLT Airport Community Roundtable
FAA Noise Policy Review (NPR) Initiative
ACR Comments and Recommendations – as of 7/12/23

Background

Since 2017, the Airport Community Roundtable (ACR) of Charlotte Douglas International Airport has been in existence to represent the community surrounding CLT and to find practical solutions to aircraft-related noise concerns. As a part of these efforts, the ACR has worked with CLT, the FAA, American Airlines, and a technical consultant on numerous ideas to improve the quality of life by addressing airport-related noise. The analysis of those ideas often used metrics to evaluate the potential effects of changes being considered.

In 2020, the ACR submitted a Slate of Recommendations to the FAA, with one proposal receiving FAA approval and many others remaining under review. The use of the guiding principles, comments, and recommendations noted in this document have helped the ACR to evaluate and prioritize recommendations as well as to propose solutions that should have positive outcomes for the communities we represent.

The ACR has developed the following comments and recommendations for consideration by the FAA as part of the Noise Policy Review. This document is structured with four core sections to address the ACR's recommendations and guiding principles: (1) Metric Considerations, (2) Approaches to Sample Metrics and Thresholds, (3) Monitoring Methods, (4) Actions to take based on Thresholds Met/Exceeded, or Actual/Potential Noise Increases.

SECTION 1: Metric Considerations

The ACR suggests incorporating measures that take into account these key aspects of evaluation:

❖ Flight Activity by Time-of-Day – Weight metrics based on when flights occur. This could include some Daytime measures/goals in conjunction with separate Nighttime measures/goals, or there could be varying blocks of times considered throughout the day, each with separate metrics and/or goals. For example, more sensitive time periods when noise may generate more nuisance could include late night (10pm-7am), early morning (7am-9am), evening (5pm-10pm), and weekends; these time periods would be weighted more heavily.

❖ Population-based Measures – Identify the number of residents currently affected by noise as well as actual/potential changes in flight activity.

❖ Mix of Frequency/Noise Levels – Ensure that excessive frequency of noise at points in the day and/or exceptionally high noise levels are considered and not excluded based on 24-hour average-based metrics.

❖ Distance from the Airport – Instead of focusing just on an area close to airports, understanding that – based on the FAA's Neighborhood Environmental Survey (NES) – annoyance occurs in locations far outside contours, expand measurements of noise effects to a 20-mile radius of the airport.

SECTION 2: Approaches to Sample Metrics and Thresholds

The ACR provides three sets of example metrics:

❖ N70 – To adjust for both the frequency of flights and the noise created by the aircraft, calculate the number of flights over 70 dB.

❖ Define Multiple Ranges of Noise Effects – The ACR developed a hybrid approach that addressed a level of annoyance based on whether residents either experience (A) **Higher dB** flights, (B) **Higher frequencies** of flights, or (C) **Both High dB flights and High Frequencies of flights**. An example of how the FAA could use this same approach would be to identify multiple tiers of annoyance, each of which would have its own set of mitigating actions to take, such as:

    ➢ **Level 1** – May be the generally lowest level of annoyance or noise effects based on the metrics; some of the Section 4 Actions to Take may be applied.

    ➢ **Level 2** – Would be a mid-level of annoyance or effects of airplane noise; several more stringent/aggressive Actions noted in Section 4 would be applied.

    ➢ **Level 3** – This would be the highest level of impact of aircraft noise. The most aggressive Actions and possibly most/all Actions noted in Section 4 would be applied.

❖ # Unique Complainants – To indicate potential changes in flights and/or community concerns, note volume of complaints, locations of complainants, and changes in complaint volumes/locations.

SECTION 3: Monitoring Methods

The ACR recommends 4 types of monitoring of noise levels/effects:

❖ Ongoing Virtual Monitoring – Conduct periodic virtual monitoring (every x months/years) out to 20-mile radius, documenting noise effects using something similar to a Grid Point Analysis.

❖ Change-based Virtual Monitoring – Provide virtual projections of noise effects for **changes** considered out to 20-mile radius using something similar to a Grid Point Analysis.

❖ Physical Equipment Monitoring – Perform periodic reviews of noise levels using physical monitors – particularly at noise sensitive locations.

❖ Ongoing Complaint Review/Reporting – Provide to airport, local municipalities, and via public notices the number and locations of unique households reporting complaints.

SECTION 4: Actions to take based on Thresholds Met/Exceeded, or Actual/Potential Noise Increases

The ACR suggests 6 broad types of actions to take when noise metrics exceed thresholds and/or changes (actual/planned) occur which could cause increases (or negative changes) in noise metrics:

1) Purchase/Insulate Homes, Businesses – Within certain thresholds, require purchase/insulation/noise mitigation activities for homes, facilities, etc.

2) Report to Local Municipalities – Within certain thresholds, require that noise levels or actual/potential changes in noise levels be communicated to local municipalities for their consideration in making modifications to land use, zoning, or other policies, regulations, and ordnances.

3) Publicize Noise Levels – On a periodic basis, communicate with targeted public notices to locally publicize noise levels exceeding pre-determined thresholds.

4) Update/Amend Part 150 Noise Abatement Policy – Depending on the locations where the noise issues/changes exist, there may be a need to amend/update the Part 150 to address noise abatement procedures and land use controls around the airport to try to minimize negative noise effects.

5) Identify Improvement Opportunities/Engage Roundtables – Require FAA/Airports evaluate operations to ensure scheduling approaches, runway utilization, and operational procedures address the noise level and frequency concerns that create annoyance as well as economic, environmental, and health concerns. Share potential operational changes with Roundtables for them to consider for their airports.

6) Address Violations of Noise/Flight Guidelines – Determine fines and/or other actions to take based on ATC/Pilot unjustified violations of flight guidelines that negatively affect noise levels.

CLT Airport Community Roundtable
FAA Noise Policy Review (NPR) Initiative

ACR Sample Metrics – as of 7/12/23

Charlotte Douglas International Airport's Airport Community Roundtable (ACR) is providing some Sample Metrics Approaches for the FAA's consideration, to align to what's proposed in the ACR's Comments and Recommendations document.

Sample Metrics Approach #1

❖ By suggesting that the FAA utilize multiple tiers or ranges, the ACR is recommending the creation of metrics that reflect some combination of noise level and frequency.

  ➢ Some residents are negatively affected by a high number of aircraft flying over their homes, even though the decibel level may not be exceptionally high or it may not last for many hours throughout the day. However, those 1-2 hour occurrences of high volume and high noise levels are very annoying, even though the 24-hour average value for the noise for that location may not be considered excessive.

  ➢ Similarly, there are residents who receive consistent traffic from aircraft throughout most days, but they do not necessarily have the highest of frequency or highest noise level for any given hour. For these individuals and families, the annoyance comes from the seemingly non-stop nature of aircraft activity.

❖ **Determining Level based on Short Timeframe Noise Exposure**

  ➢ Using the tiered ranges from the summary document, the following was developed by the ACR and is an example of identifying which tier to assign to a location based on the number and noise level of flights (in the worst/highest tier experienced) in any given hour of a day:

    ▪ Level 1 = 5 flights or fewer in any hour at or above 70dB, **and** no more than 1 flight from 75-80 dB in a given hour.

    ▪ Level 2 = About 10 flights in any hour at or above 70dB (could use a range of 6-19 flights), **or** at least 1 flight from 81-89 dB in a given hour.

    ▪ Level 3 = 20+ flights in any hour at or above 70dB, **or** at least 1 flight 90+ dB in a given hour.

❖ **Determining Level based on 24-hour Average Noise Exposure**

  ➢ Additionally, if 24-hour noise metrics were still used, then ranges could be setup to address Level 1 v. 2 v. 3 based on a daily average. The following was developed by the ACR and used by the ACR's technical consultant in analysis of potential Slate recommendations. Using N70 as an example:

    ▪ Level 1 = 0-50 N70 events

    ▪ Level 2 = 51-100 N70 events

    ▪ Level 3 = Over 100 N70 events.

Sample Metrics Approach #2

Also included in the ACR's Noise Policy Review response are recommendations to have varying metrics based on time-of-day. Noted below is a sample provided by an ACR member as an example of how such time-of-day metrics may be applied:

During airport operating hours (from 7am to 10pm), no residential area should experience:

- ❖ More than six (6) >70 dB events per hour *on average* (i.e., max average rate of not more than 1 >70dB event every 10 min)
- ❖ In any of the 15 actual hours in that period more than ten (10) >70dB events in that hour (i.e., max peak rate of not more than 1 >70dB event every 6 minutes).
- ❖ More than two (2) >75 dB events per hour *on average* (i.e., max average rate not more than 1 >75dB event every 30 min)
- ❖ In any of the 15 actual hours in that period not more than four (4) >75dB events in that hour (i.e., max peak rate of not more than 1 > 75dB event every 15 min).
- ❖ Any events > 80dB
- ❖ During the 15 hours in that period, the average dB experienced (calculated analogously to DNL) should not exceed 65dB.

During airport non-operating hours (from 10pm to 7am), no residential area should experience:

- ❖ More than one (1) >70 dB events per hour *on average* (i.e., max average rate of not more than 1 >70dB event every 60 min)
- ❖ In any of the 9 actual hours in that period more than two (2) >70dB events in that hour (i.e., max peak rate of not more than 1 >70dB event every 30 minutes).
- ❖ More than one-half (1/2) >75 dB events per hour *on average* (i.e., max average rate not more than 1 >75dB event every 120 min)
- ❖ In any of the 9 actual hours in that period not more than one (1) >75dB events in that hour (i.e., max peak rate of not more than 1 > 75dB event every 60 min).
- ❖ Any events > 80dB
- ❖ During the 9 hours in that period, the average dB experienced (calculated analogously to DNL) should not exceed 55dB.

Weighting Metrics

When measuring dB events for purposes of applying standards to an area, consider applying multipliers to increase the assessed level of an event (similar to what is done when calculating DNL values for noise events occurring after hours) where events create more nuisance due to their timing. Here are some examples:

- ❖ If the event in question occurs within 2 min (120 sec) of a prior event, increase event by 50%)
- ❖ If the event in question occurs on weekends from 7am-10pm, or on weekdays from 7am-9am and from 5pm-10pm, when residents are likely at home, increase event by 25%
- ❖ If the event in question occurs "after hours" (i.e., 10pm – 7am) (increase event by 100%)
- ❖ If the area has experienced more than 180 >65dB events in a day or more than 60 >70dB events in a day, increase event by 50%

ACR Media Update – June 9, 2023

Update on Citizen Roundtable Actions to Address Aircraft Noise at Charlotte Douglas International Airport (CLT)

Responding to aircraft complaint levels, the FAA asked Charlotte Douglas International Airport (CLT) in 2017 to form an Airport Community Roundtable (ACR) comprised of 20-25 citizens, airport officials, local FAA representatives, and special aircraft noise consultants (HMMH).

The purpose of the ACR is to find practical recommendations for reducing unwanted aircraft noise for Charlotte and surrounding communities. With the considerable help of our consultants, the ACR evaluated multiple arrival and departure procedures and submitted a Slate of 6 promising recommendations to the FAA on July 9, 2020. The following is an update of progress over the past 12 months.

Status of ACR's 3 Arrival-related Recommendations
The FAA has not yet approved any of the three recommendations provided by the ACR which are designed to reduce the negative effects of noise from flights arriving into CLT.

The FAA stated that the ACR's recommendation for aircraft to maintain a 6000 foot altitude until final approach course was not feasible due to potential loss of efficiencies, additional miles flown, and increased noise in certain communities.

Another ACR recommendation focused on optimizing descents into the airport to reduce thrust. This recommendation was rejected by the FAA, as designed. While the FAA did not provide any alternative options, they are open to evaluating any alternatives that the ACR may suggest.

The last arrival-related recommendation has been expanded by the FAA to increase altitudes on the downwind flight paths by 1,000 feet at seven (7) waypoints. The ACR had recommended increasing altitudes at only two (2) waypoints. There's been no timetable provided by the FAA for approval of the alternative recommendation or implementation of changes needed for it to take effect.

Status of ACR's 3 Departure-related Recommendations
The ACR also submitted three departure-oriented recommendations. These have not been evaluated by the FAA. Instead, the FAA preferred that these recommendations first be evaluated through the airport's Part 150 process. That process was initiated in mid-2022. In this early stage of the process, the stakeholders involved in the Part 150 process have not formally evaluated any recommendations.

Additional Initiatives – Part 150
In addition to follow-up activities related to the Slate that was submitted to the FAA by the ACR in July 2020, the ACR has been involved with other initiatives relating to noise reduction. For example, the Part 150 process just referenced is an effort that will take into account the new 4th parallel runway that is anticipated to be operational in 2028. The Part 150 is looking at the potential noise-related impacts of the runway, and the process does allow for other recommendations to be considered that may positively address noise-related quality of life issues, as well.

There are two ACR representatives on the Part 150 Technical Advisory Committee (TAC). This will allow the ACR to review potential effects of the new runway and recommendations provided as part of the Part 150 process. Those recommendations will include the ACR's three departure recommendations that are part of the Slate. In addition, the ACR will be working on recommendations for the consideration of the TAC which could be in addition to the departure recommendations already set to be evaluated.

Additional Initiatives – Departure Profiles
In late 2019, the ACR requested that all carriers utilize a departure procedure called NADP-2 in order to have the most positive impact on overall noise in the community. Based on a survey of carriers in the fall of 2022, there is near 100% adherence to the ACR's requested departure procedure.

About the ACR
The Airport Community Roundtable seeks to provide the City of Charlotte Aviation Department (Airport) and the Federal Aviation Administration (FAA) with broad-based community input into airport-related noise impacts and to find, where possible, practical solutions and recommendations for the FAA to consider when determining aircraft operating procedures at Charlotte Douglas International Airport. We are communicating all of our efforts and working to build community and government awareness in an effort to advance the Mission of the ACR.

The ACR submitted a Slate of Recommendations to the FAA in July 2020 which – as noted previously – are still in review. You can see the formal submittal letter here:
https://bit.ly/CLTACR2020SLATE

By working with the Airport and individual carriers, the ACR has also supported a number of non-FAA related noise limiting recommendations including restricting nighttime flights as well as encouraging noise reducing aircraft and equipment.

The ACR is currently meeting quarterly. Our next meeting is on **July 12, 2023** at 6pm at CLT Center, with a remote participation option. Contact Dan Gardon with CLT (Daniel.Gardon@cltairport.com) for additional meeting details and remote participation links.

For additional information, the current Chair of the ACR is Natalie Rutzell (nrutzell@gmail.com), and the Vice Chair and Community Engagement Team Lead is Phillip Gussman (phil@gussmanconsulting.com).

CEPT - Communication Piece (ACR as Change Agent) – June 9, 2023

Citizen-led CLT Airport Community Roundtable is the Change Agent for Airplane Noise Improvement

The Airport Community Roundtable (ACR) at Charlotte Douglas International Airport is a group of citizens working on an ongoing basis with CLT, the Federal Aviation Administration (FAA), American Airlines, and other airport stakeholders to address the effects of noise on the community.

There is Value in Submitting Complaints

When residents complain about airplane noise, it's beneficial to voice those concerns with the airport. CLT wants to know what areas of the community are being negatively affected by airplane noise, and the airport offers several methods for residents to submit complaints including completing a complaint form at http://www.planenoise.com/cltairportnoise/, or calling the Noise Hotline at 704-359-HEAR (4327).

The ACR is the Change Agent for Noise Improvement

While submitting a complaint is an important and beneficial action that residents can take to voice their concerns, to make improvements in a complex airspace surrounding one of the busiest airports in the world requires a coordinated effort of airport stakeholders. **The citizen-led Airport Community Roundtable is the Change Agent for Noise Improvement relating to Charlotte Douglas International Airport operations.** The ACR works with the stakeholders to identify, design, analyze, and submit recommendations to change procedures and practices in order to improve the noise situation in the community.

The ACR submitted a Slate of recommendations to the FAA in July 2020, one of which was recently approved by the FAA in a modified form, while 4 of the other 5 are still in consideration. The ACR has also received commitment and action from air carriers to utilize noise-preferred departure procedures, is participating in the CLT Part 150 land use compatibility process, and has 3 Project Teams focused

on engaging government officials and community members about noise issues, while still seeking improvement opportunities in local operations.

To engage with the ACR, further convey your airport noise concerns, and support the ACR's efforts to reduce the negative effects of noise in the community, you may:

- Contact the CLT Noise Office (noiseoffice@cltairport.com) and ask for the contact information of your local ACR citizen representative
- Register to speak at an upcoming quarterly ACR meeting at https://charlottenc.seamlessdocs.com/f/KRTK3p
- Contact the Chair of the ACR, Natalie Rutzell (nrutzell@gmail.com), or the ACR Vice Chair and Community Engagement Team Lead, Phillip Gussman (phil@gussmanconsulting.com).

For more information, go to the ACR's web page at:
https://www.cltairport.com/community/noise/airport-community-roundtable/

Got an Airport Noise problem?

You CAN complain, and it does help lead to change!

The airport collects and reports this complaint data regularly so the more communities with excess noise that report it the more likely solutions will be considered and applied. While we can't say there is an easy fix to this issue we (Your ACR) are actively working to reduce the airport noise impacts around CLT. (Care to learn more?, https://www.cltairport.com/community/noise/airport-community-roundtable/)

How to File a Noise Complaint

To file a noise complaint, you must include your name, street address, city, state and zip code. Any noise complaints that do not include all of this information will not be recorded or responded to. When making a complaint, a specific date and time of the aircraft noise disturbance is very useful.

You can submit a web complaint at

http://www.planenoise.com/cltairportnoise/

You can call in a complaint to: 704-359-HEAR (4327)

Who is the Airport Community Roundtable (ACR)?

The Airport Community Roundtable (ACR) at Charlotte Douglas International Airport is a group of citizens working on an ongoing basis with CLT, the Federal Aviation Administration (FAA), American Airlines, and other airport stakeholders to address the effects of noise on the community.

Ed Gagnon

From:	Ed Gagnon <ed.gagnon@cssamerica.com>
Sent:	Friday, June 9, 2023 12:04 PM
To:	CLT-ACR@cssamerica.com
Cc:	'Gardon, Daniel'; 'Montross, Tracy'
Subject:	CLT ACR Member Newsletter - June 2023
Attachments:	Got an Airport Noise problem flyer.docx; CEPT - Communication Piece (ACR as Change Agent) - Feedback Requested by... (14.3 KB); CLT ACR Part 150 Comments on Preliminary Recns 4-24-23.docx; CLT ACR Member - TAC Recns 4-24-23.docx; CLT ACR Dashboard Measures thru May 2023.pdf; ACR Media Alert Date 6-9-23.docx

Hello ACR Members,

This is the June 2023 CLT ACR Member quarterly newsletter. If anyone has difficulty accessing the links or attachments, please e-mail me at ed.gagnon@cssamerica.com.

Note that you can click the following links to go directly to the section of the e-mail, or you may decide to scroll fully through the document. Contents in this newsletter include:

- Part 150 Updates
- Project Team Updates
- CLT Operational Measures
- FAA News Releases
- Updates on Requests/Motions
- Plans for Upcoming ACR Meeting
- Updated ACR Calendar
- Additional Items

Part 150 Updates

- **Recent Part 150 Activities**
  - The ACR provided the following 2 documents (attached) in response to the Landrum & Brown (L&B) request for input into the Part 150 process:
    - **CLT ACR Member - TAC Recns 4-24-23:** A summary of the ACR recommendations for noise abatement alternatives to be considered under the Part 150
    - **CLT ACR Part 150 Comments on Preliminary Recns 4-24-23:** The ACR comments on the L&B preliminary proposals
  - At the Public Meetings and in follow-up communications, the public provided 20 comments to L&B. This is in addition to the comments and recommendations provided by the ACR.
  - The Part 150 Update schedule has been extended by approximately two months. This is largely due to additional comments received from the ACR that include alternatives that will be incorporated into the Part 150 process. L&B will try to compress the timeline as much as possible.
  - Much of the work going on now is behind the scenes data analysis for noise abatement alternatives and land use alternatives.
- **Technical Advisory Committee (TAC)/Public Meeting Schedule:** The next TAC meeting is tentatively scheduled for November. The next Public Information Meeting is also tentatively scheduled for November.
- For more information on the Part 150, please visit: https://bit.ly/CLTACR150

Project Team Updates

- The **Community Engagement Project Team** (CEPT) met in May. Among the topics addressed were:
  - CEPT Collateral Pieces: Since the ACR plans to utilize the quarterly ACR Member Newsletter to distribute communication pieces to members, we're sharing the **3 attached Community Engagement Project Team documents** with the full ACR, asking that you utilize these in communications with constituents:
    - **ACR Media Alert** – Provides an ACR overview to the press.
    - **Communication Piece (ACR as Change Agent)** – Conveys the value of submitting complaints, but notes ACR is key vehicle to drive improvements in airport-related noise.
    - *Got an Airport Noise Problem?* **Flyer** – Notes various ways to submit complaints, including using the noise hotline phone number.
- The **Government Engagement Project Team** (GEPT) has not met since February 28.
  - This group needs more members, particularly to help educate and foster relationships with government officials in preparation for completion of the Part 150 next year.
  - **If you have an interest in participating with this Project Team, please e-mail me.**
  - The next meeting is scheduled for June 27.
- The **Local Operations/Improvement Project Team** (LOIPT) met twice since the last Newsletter – on March 14 and May 9. Please note:
  - The LOIPT is focused heavily on adherence monitoring and determining how to take action based on non-adherence.
  - Existing metrics being monitored include 2-mile Restriction Adherence (the group set an initial threshold of 10%-15% violations to trigger further investigation) and NADP-2 Departure Procedure Adherence (to be monitored periodically).
  - Some of the areas where the group has requested adherence information are: North v. South Mix (Metrics on Flying with Wind and Changing Flow During Day) as well as Runway Utilization by Day.
- The next scheduled Project Team meetings are:
  - Local Operations/Improvement Project Team
    - June 13, 630p
    - August 8, 630p
    - September 12, 630p
  - Community Engagement Project Team
    - August 3, 6p
    - September 7, 6p
  - Government Engagement Project Team
    - June 27, 7p
    - August 22, 7p
    - September 26, 7p

CLT Operational Measures

Please see the attached PDF file for measures through **May 2023**.

FAA News Releases

The following are recent noise-related FAA news releases since the March 14 newsletter:
- April 6, 2023: Quiet Skies: Universities to Research Way to Reduce Aviation Noise
  - https://bit.ly/CLTACRFAAQ2-A
- April 28, 2023: FAA Opens Public Comment Period on Noise Policy Review
  - https://bit.ly/CLTACRFAAQ2-B
- Additional Information on the Noise Policy Review: Here are a couple key links to review:
  - Noise Policy Review Overview: https://bit.ly/CLTACRFAAQ2-C

- How to Submit a Comment: https://bit.ly/CLTACRFAAQ2-D
- Comment Form: https://bit.ly/CLTACRFAAQ2-E

Updates on Requests/Motions Made at Prior Meetings

- At the April ACR meeting, members were asked to provide additional comments on Part 150 Recommendations and revisions/additions to ACR Recommendations. In addition, the ACR was asked to respond to Part 150 Consultant Questions about initial ACR Recommendations. These activities occurred, as requested.
- In addition, the decision was made to utilize this ACR Member Newsletter to share communications for members to disseminate to constituents/others – such as sharing the 3 attached CEPT documents.

Reminders of Plans for Upcoming ACR Meeting

- Next ACR Meeting: **July 12**, 6p - CLT Center
- The next meeting could include any/all of the following Agenda Items:
    - **Updating on the Part 150/TAC**
    - **Discussing FAA's Noise Policy Review (NPR)**
        - The FAA will be presenting an overview of the Noise Policy Review and have time for Questions and Answers.
        - ACR will develop a formal collective response to the NPR by July 31.
    - **Receiving FAA Update on Implementation Process for Alternative Recommendation #3a**
    - **As part of CLT report, Updating on Relevant Construction Projects**
    - **Receiving Project Team Updates**

Updated ACR Calendar of All Meetings/Public Activities

Click below to review the updated calendar:

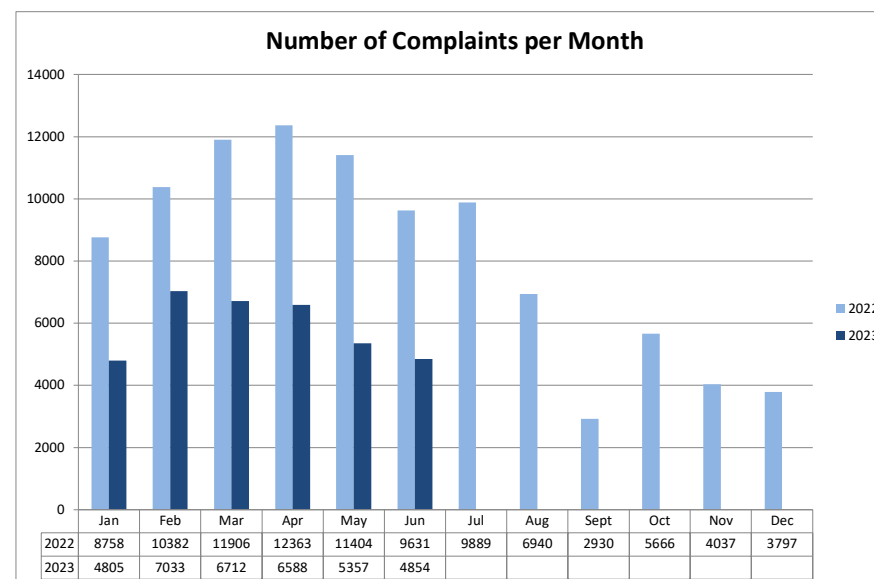https://bit.ly/CLTACR2023Q2CAL

Additional Items

At our July meeting, you'll get to meet our new member, Dusty Gilvin, from Pineville. Please welcome Dusty to the group when you see him.

Charlotte Douglas International Airport

CLT ACR Key Measures

Through 6/30/23

	YTD 2019	YTD 2020	YTD 2021	YTD 2022	YTD 2023	2023 Change from 2019	2023 Change from 2020	2023 Change from 2021	2023 Change from 2022
Overall Operations (Arrivals + Departures)									
Operations/Day	1,564	1,087	1,347	1,318	1,394	-10.9%	28.3%	3.5%	5.8%
% of Flights in North Flow	56.4%	53.8%	60.5%	49.8%	53.3%	-5.5%	-0.9%	-11.9%	7.0%
Avg # of Cargo Flights/Day	N/A	14.3	16.3	16.9	13.6	N/A	-4.9%	-16.5%	-19.5%
Mix of Operations - Departures									
36C	31.2%	30.3%	34.6%	29.1%	32.5%	1.3%	2.2%	-2.1%	3.4%
36R	24.6%	23.2%	25.6%	20.3%	20.5%	-4.1%	-2.7%	-5.1%	0.2%
18C	22.0%	24.2%	21.6%	28.8%	28.2%	6.2%	4.0%	6.6%	-0.6%
18L	21.4%	21.7%	17.8%	21.1%	18.7%	-2.7%	-3.0%	0.9%	-2.4%
Other	0.8%	0.6%	0.4%	0.7%	0.1%	-0.7%	-0.5%	-0.3%	-0.6%
Mix of Operations - Arrivals									
36R	21.9%	21.4%	24.2%	20.8%	22.1%	0.2%	0.7%	-2.1%	1.3%
36C	5.8%	8.2%	6.7%	4.9%	3.3%	-2.5%	-4.9%	-3.4%	-1.6%
36L	29.0%	24.9%	30.0%	24.2%	28.1%	-0.9%	3.2%	-1.9%	3.9%
18R	21.9%	21.1%	19.4%	24.6%	24.9%	3.0%	3.8%	5.5%	0.3%
18C	4.3%	6.6%	4.1%	4.7%	2.7%	-1.6%	-3.9%	-1.4%	-2.0%
18L	16.4%	17.4%	15.2%	20.2%	18.9%	2.5%	1.5%	3.7%	-1.3%
Other	0.7%	0.4%	0.4%	0.6%	0.0%	-0.7%	-0.4%	-0.4%	-0.6%
South Flow - Early Turn Violations									
Average Daily Flights	N/A	29	27	27	25	N/A	-13.8%	-7.4%	-7.4%
Complaint Statistics									
# Complaints	36,375	28,119	42,386	64,444	35,349	-2.8%	25.7%	-16.6%	-45.1%
# Complainants	229	161	156	116	149	-34.9%	-7.5%	-4.5%	28.4%

**See supplemental complaint data

CLT Complaint Statistics

2023	1st of month to 1st of month		Jan 1 to 1st of month	
	2023 Complaints	2022 Complaints	Total 2023 Complainants (cumulative)	2022 Complainants
Jan	4805	8758	49	57
Feb	7033	10382	63	75
Mar	6712	11906	78	82
Apr	6588	12363	97	91
May	5357	11404	128	104
Jun	4854	9631	149	116
Jul		9889		127
Aug		6940		137
Sept		2930		146
Oct		5666		163
Nov		4037		172
Dec		3797		182
TOTAL	35349	97703	149	182

Number of Complaints per Month

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
2022	8758	10382	11906	12363	11404	9631	9889	6940	2930	5666	4037	3797
2023	4805	7033	6712	6588	5357	4854						

	Total	Top 25 Callers	Percent	Top 1 Caller	Percent
Jan	4805	4773	99.3%	1736	36%
Feb	11838	11775	99.5%	4594	39%
Mar	18550	18451	99.5%	7515	41%
Apr	25138	25001	99.5%	10436	42%
May	30494	30295	99%	11848	39%
Jun	35349	35102	99%	13614	39%
Jul					
Aug					
Sept					
Oct					
Nov					
Dec					

Distinct Households (Cumulative)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
2022	57	75	82	91	104	116	127	137	146	163	172	182
2023	49	63	78	97	128	149						
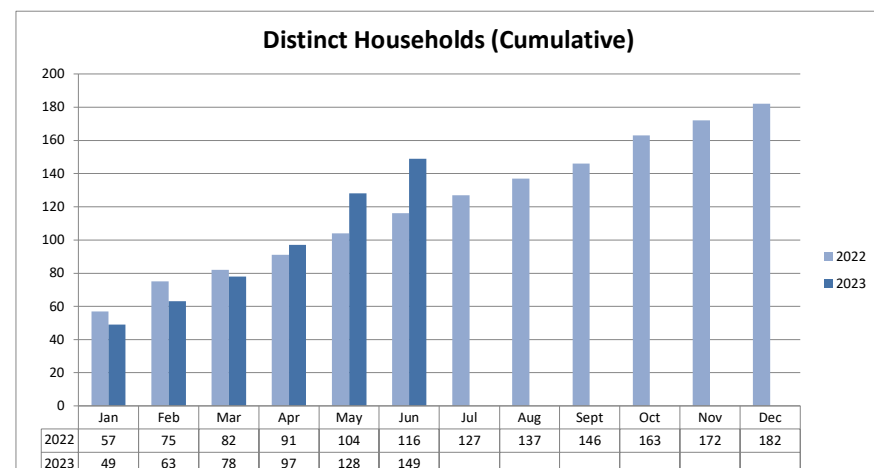
Charlotte Douglas International Airport
Airport Community Roundtable

Analysis/Support Requests and Motions from the April 2023 Meeting

Requests for Action

Provide Additional Comments on Part 150 Recommendations and Revisions/Additions to ACR Recommendations (ACR)

By April 10, ACR members are requested to provide any additional comments on the Preliminary Part 150 Recommendations as well as revisions or additions to the ACR's Recommendations. Members are asked to send these to the ACR Chair, Vice Chair, and Facilitator for refinement and inclusion in final versions submitted to the Part 150 team.

Respond to Part 150 Consultant Questions about initial ACR Recommendations (ACR)

Landrum and Brown provided questions to the ACR regarding ACR's initial Recommendations 3c-3e. L&B requested clarification and guidance on the specifics of the recommendations and how they may be applied based on some of the preliminary recommendations provided by the Part 150 consultants.

Utilize ACR Member Newsletter to Share Communications for Members to Disseminate (ACR)

The ACR plans to utilize the quarterly ACR Member Newsletter to distribute communication pieces to members. These items could include media updates as well as additional content that members would be expected to share with their communities/constituents.

Motion: To Enable Chair/Vice Chair to Submit Part 150 Comments and Recommendations on behalf of ACR

ACR Approved the Motion, Authorizing Chair/Vice Chair Action on behalf of the ACR

The ACR voted on the following Motion: *To authorize the Chair/Vice Chair to:*

A) *Refine the list of Part 150 Comments and Recommendations on Pages 6-9 of the handout, with modifications described/documented during today's ACR meeting.*

B) *Submit these and any additional responses/recommendations on behalf of the ACR to the Part 150 team.*

The ACR unanimously passed this Motion using a vote by acclimation. The ACR Chair/Vice Chair will work with CSS and CLT to finalize the documents reflecting the ACR's comments on the Part 150 Preliminary Recommendations as well as the ACR's additional Recommendations requesting consideration through the Part 150 process.

CLT Airport Community Roundtable
Updates on Requests/Motions – 7/12/23 ACR Meeting

Community Engagement/Communications Updates

Requests for Support – Communication Plan Development – CLT Staff

Kevin Hennessey, MBA, SR/WA | Real Estate & Noise Manager, CLT on July 10, 2023

No updates at this time.

FAA-Related Items

Understanding of Internal FAA Review Process relating to CAATT/EPAYE Raising Altitude Motion

John Carraher, Office of the ASO Regional Administrator - Senior Advisor, FAA on March 9, 2020

We can arrange to have someone at the April or May ACR meetings to discuss the process for the CAATT/EPAYE Raising the Altitude motion with the understanding that the ACR would like to better understand the process while they finalize the rest of the slate.

Request of FAA for Tower Orders (FOIA)

Kevin Hennessey, MBA, SR/WA | Real Estate & Noise Manager, CLT on July 10, 2023

No updates at this time.

Airlines-related Updates

Update on NADP-2 Recommendation

Kevin Hennessey, MBA, SR/WA | Real Estate & Noise Manager, CLT on July 10, 2023

Updates on carrier survey being provided at October 12 ACR meeting.

Voluntary Restraint Program (Scheduling of Flights at Night)

Kevin Hennessey, MBA, SR/WA | Real Estate & Noise Manager, CLT on July 10, 2023

No updates at this time.