

CLT Airport Community Roundtable - Noise Improvement Matrix

A) NOISE CATEGORIES	B) SPECIFIC CAUSES	C) IMPACT LEVEL	D) LOCAL CONTROL LEVEL	E) EXISTING INITIATIVES	F) ACR-RELATED SOLUTIONS AND STATUS	G) BENCHMARKING OPPORTUNITIES
WHAT/ EQUIPMENT	Loud Aircraft	High	Low	Phasing out of Stage 2 & 3 aircraft	<p>Modify 283 American Airlines Airbus aircraft with the vortex generators (AA has modified 44 of 283 as of 12/19/18. To be completed by 3/1/22); Request 46 noted that modification “estimated to cause up to a 4dB reduction in aircraft noise between 6-10 miles from the Airport.”</p> <p>Airport to draft letters to govt. officials to support greater introduction of Phase 5 aircraft (via reauth. bill). See Request 52</p>	<p>Phasing out loudest aircraft and introduction of quietest equipment.</p> <p>Fitting all A320s with quiet technology (vortex generators)</p>
	Inadequate residential noise mitigation	Moderate (varies by location)	High	<p>The City of Charlotte has created a noise disclosure overlay based on the 1996 65 DNL contours. – CLT Ref. 3</p> <p>CLT has soundproofed over 1000 homes, six churches and three schools in accordance with our Part 150 program. – CLT Ref. 4</p> <p>Over 400 properties have been purchased for noise abatement reasons. – CLT Ref. 5</p> <p>CLT does not have blast fences except near run-up locations. – CLT Ref. 6</p>		<p>More extensive sound insulation of homes, schools, churches, hospitals, etc.</p> <p>Using “Noise Barriers/Blast Fence” – ORD, LAX, IAH, JFK, YYZ – CLT Ref. 6</p>

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WHEN/ TIMING	Commercial night flights and equipment movement between 11pm and 6am		Low	CLT Part 150 details preferred runway use: 5/23 during night hours, no departures on 36L/18R, etc. – CLT Ref. 3 Run-up restrictions during night hours. – CLT Ref. 9	Make Voluntary Curfew Request (Request in Development) – Motion 07-18 . See Request 51	Night flight restrictions – noise quotas, seasonal limits, landing fees
	Freight night flights, e.g. FedEx, UPS, Amazon		Low			Night flight restrictions – noise quotas, seasonal limits, landing fees
HOW/ ARRIVALS	Next Gen Flight Rail concentration		Low		Move Downwind Arrival Path - Alternating Rails (Being Analyzed) – Requests 43, 48, 49, 56	
	Location of Arrival Rails over highly populated Areas		Low		Return the CAATT Waypoint to Pre-Metroplex location (Request sent to FAA) – Motion 06-18	
	Low altitude Way Point turns over residential areas		Low			
	Non-optimal descent slope (CDA); low altitude over residential areas		Low		Implement RNP CDA using Terminal Spacing and Sequencing – TSAS (test in Denver 2019) – Motion 01-17 ; Increasing use of OPD – Request 44	Continuous descent approach (CDA) or steeper approaches
	Early deployment of landing gear		Low			Minimize landing gear noise; deploy at latest moment

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HOW/ DEPARTURES	Next Gen Flight Rail concentration		Medium		Modify South Departure Procedure: turns, headings, altitudes (Being Analyzed) – Motion 05-18; Requests 40, 41, 42	
	Low altitude Way Points turns over highly populated Areas		Low		Altitude-based Turns on South Departures; this analysis also addresses Multiple RNAV paths, different headings, etc. (being Analyzed) See Requests 53, 54, 57	Implement DOT rules on departure distance/height ratios (NPR) to 4,000'
	Non-optimal ascent slope; low altitude over residential areas		Low	Airport does not specifically recommend a departure profile. Airline operating procedures currently utilize a procedure similar to NADP-2. – CLT Ref. 10	Assess Existing Departure Profiles (Being Analyzed) See Requests 55, 58	Using “Airport-Recommended Departure Profiles” – ORD, LAX, YYZ – CLT Ref. 10
	Non-NPR compliance		Low			Tracking of NPR performance compliance (also noted under “People/Orgs”)
	Departure High Speed/Noise		Low		Slow the departure speed (process in experimental phase) – Motion 03-18	
	Unnecessary engine run ups		Medium	Run-up restrictions during night hours. (noted in Night Hours Section). – CLT Ref. 9		

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WHO/ PEOPLE, ORGS.	Low citizen awareness of CLT noise mgmt. efforts		High		CLT Noise Website; ACR involvement <i>POTENTIAL: Consider improving noise complaint portal / system (this is also associated with the cause: Limited CLT/City initiative to proactively reduce noise and communicate to citizens)</i>	
	Limited CLT/City initiative to proactively reduce noise and communicate to citizens.		High	CLT ACR established June 2017. – CLT Ref. 13	CLT Noise Website Airport to draft letters to govt. officials to support greater introduction of Phase 5 aircraft (via reauthor.) <i>POTENTIAL: Increase coordinated ACR communication with city, state, and federal government officials in a more strategic and effective manner.</i>	Airports proactively and publicly describe all noise management practices Airports self- initiate robust noise management procedures
	No negative consequences for non-compliance with noise procedures		Medium			Tracking of NPR performance compliance and penalties for non-compliance

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	Resistance from FAA and ATC Union to change procedures to reduce noise		Low			
	Carrier and pilot procedures not focused on noise		Low	Some Airports advise against using reverse thrust during night hours. This generally only impacts noise adjacent to airport property. This likely would not affect noise levels at CLT. – CLT Ref. 11		Using “Limited-Use Reverse Thrust” – ORD – CLT Ref. 11
WHO/ PEOPLE, ORGS. (cont'd)	Inadequate noise monitoring network and metrics beyond Dba thresholds		Medium	CLT is phasing out physical noise monitors in preference to 'virtual monitors', utilizing a similar system to the FAA Aviation Environmental Design Tool (AEDT), the official contour generating system. – CLT Ref. 12	<p>POTENTIAL: Airport to draft letters to govt. officials to support modification of 65 dB level (via reauth. bill) this suggestion was made by ACR.</p> <p>POTENTIAL: Evaluate the importance of defining other noise metric limits than 65 DNL (average not a true measure of annoyance and health effects from noise)</p> <p>POTENTIAL: Identify and implement other methods (real and virtual) of noise monitoring</p>	<p>Increase noise monitoring locations and reporting. See ORD, LAX, DFW, LAS, JFK, YYZ – CLT Ref. 12</p> <p>Include noise sensitive locations like schools in noise monitoring.</p> <p>Decrease noise metrics from 65 Dba thresholds (measure frequency and duration).</p>

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WHERE/ ENVIRON- MENT	Charlotte population growth of 3%		Low			
	Orientation of three 18/36 NS runways		Low			
	Decommissioning of 5/23 runway and additional 4 th NS Runway		Low			

CLT Airport Community Roundtable – Request Database

ID	REQUESTED TO	REQUESTED BY	METHOD	DATE OF REQUEST	TITLE	STATUS	NOTES AND NEXT STEPS	COMPLETION DATE
1	DG	Brian Cox	Email	12/19/2017	KML Files for Gate Departure Request	Complete	Extra request following work completed 12/14/17	12/19/2017
2	DG	Sara Nomellini	In-Person	12/20/2017	Quantity of Aircraft overhead	Complete	PCA 'Bubble' measuring quantity of aircraft in 1 mile radius. First Monday of the month 2013-2017	
3	CLT	Bob Petruska	ACR	12/20/2017	Update on Stage V aircraft	Complete	Informal conversation	
4	DG	Brian Cox	Email	12/21/2017	Request for digital copy of population maps/Mark Clark Presentation	Complete		12/21/2017
5	DG	Brian Cox	ACR		Follow up on Addison Barksdale Complaint	Complete		
6	DG	Stuart Hair	In-Person	12/21/2017	Information on metrics of efficiency			
7	DG	ACR	ACR	12/20/2017	Weather/Wind during Petruska Study	Complete	Examined at weather during days of Bob Petruska's study. Headwinds/tailwinds may affect altitudes.	1/3/2017
8	DG	Brent Cagle	In-Person	12/20/2017	Look at UC Davis Noise Forum	Complete	Did not attend UC Davis Noise Forum on recommendation from Noise Staff at other airports.	
9	DG	Bob Petruska	Email	1/4/2018	Re-examine departure data	Complete	Examined departure data using a gate over his residence for more exact departure data	1/4/2017
10	DG	Brian Cox	Email	1/17/2018	Re-examine LGA arrival data with Gates	Complete		1/18/2017
11	DG	Bob Cameron	In-Person	12/20/2017	Consider benchmarking with other ACRs	Complete	Compile contacts for 5-10 similar ACR groups. ACR can then choose to reach out or have DG reach out. List compiled and forwarded to Stuart Hair.	2/5/2018
12	DG	Brian Cox	Email	2/1/2018	Departure Data 02-01-18	Complete	Pull departure data for February 1st, 0500-1200L off RWY 18L	2/1/2018
13	DG	Bob Petruska	Phone	2/7/2018	DNL contours in Europe	Complete	Confirm DNL threshold in Europe	2/7/2018

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14	DG	Brian Cox	Email	2/12/2018	Departure Data 02-01-17, 16	Complete	Continuation of data from ID12	
15	DG	Bob Petruska	Email	2/14/2018	Location Map of 2014	Complete	Location of ACR members vs. Flight Tracks	Displayed at January meeting
16	DG	Brian Cox	Email	2/15/2018	Complaint Stats	Complete	Look at new complaints in SouthPark area	Displayed at February meeting
17	DG	Bob Petruska	Phone	2/19/2018	Noise profile by aircraft type	Ongoing	Information provided by HMMH as part of various requests	
18	DG	N/A	N/A	2/22/2018	Develop/Refine Primer for New Members	Ongoing	Handout with acronyms, past motions/ideas. Look at acronyms in packet/white paper; CSS has spoken with many new members and supplied suggested refinements on 9/7/18	
19	DG	Jill Taylor	In-Person	2/21/2018	Runway data Pre-/Post Metroplex	Complete	Look at departures for south and southwest, similar to data provided in ID14	
20	DG	ACR	In-Person	2/21/2018	Provide Monthly Complaint Data for ACR Members	Ongoing	Single slide in PowerPoint displaying monthly complaint data; to include in handouts monthly and present formally every 6 months	First displayed at February 2018 meeting
21	DG	Alan Sauber	In-Person	2/21/2018	Pre-/Post Metroplex Data overhead	Complete	Provide basic flight tracks overhead Pre- and Post Metroplex. Updated at July Meeting.	2/22/2018
22	DG	Doreen Anding	In-Person	2/21/2018	Pre-/Post Metroplex Data overhead	Complete	Provide basic flight tracks overhead Pre- and Post Metroplex. Updated at July Meeting.	2/22/2018
23	DG	Katie Filicky	In-Person	2/21/2018	Pre-/Post Metroplex Data overhead	Complete	Provide basic flight tracks overhead Pre- and Post Metroplex. Updated at July Meeting.	2/22/2018
24	DG	Erin Denison	In-Person	2/21/2018	Flight Tracks vs Population in Mt. Holly	Abandoned	No Mt. Holly representative	

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25	DG	Sam Blair	In-Person	2/21/2018	Pre-/Post Metroplex Data overhead	Complete	Provide basic flight tracks overhead Pre- and Post Metroplex. Updated at July Meeting.	2/22/2018
26	DG	Bob Petruska	Phone	2/27/2018	Look at the process of dispersion	Complete	How did CLT influence the FAA to disperse aircraft on departure?	Offered current findings on 03/13/18
27	DG	Brian Cox	Email	3/3/2018	Look at LGA Arrivals utilizing 3320 Sharon Road Address	Complete		
28	DG	Brent Cagle	In-Person	3/5/2018	Pre-/Post Metroplex Departure Population Density	Complete	Look at nominal centerline for departure tracks and determine difference in population density and demographics	Created. Displayed to the ACR beginning in April 2018.
29	DG	Bob Petruska	Phone	3/13/2018	Map of general rails vs ACR members	Complete	Designed to create subgroups of ACR members	
30	DG	Jill Taylor	Email	3/15/2018	Analysis of Night time ops over 2 weeks	Complete	In response to complaint received by resident.	Completed 03/15/18
31	DG	Bob Cameron	In-Person	2/21/2018	Make ACR Request Data publicly available	Complete	Reporting on CLT Noise Site.	November 2018
32	DG	Kevin H	In-Person	4/23/2018	Flight track maps for ACR residents	Complete	Disseminated at July Meeting	7/18/2018
33	DG	Doreen Anding	In-Person	7/18/2018	Examine Voluntary Curfews at Large Airports	Complete	Determine whether voluntary curfew may be possible at CLT. Completed. Motion requested for Voluntary Curfew at CLT (See Motion Database)	7/25/2018

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34	DG	Brian Cox	Email	8/7/2018	Complaint Database for South Charlotte	Complete	Pull up contact info for all complainants in South CLT area for 2017-YTD	8/7/2018
35	DG	Bob Petruska	Email	8/14/2018	In House Annoyance Survey	Complete	Bob P presented results in December 2018 meeting.	December 2018
36	DG	Sayle Brown	In-Person	8/15/2018	Updates to Cornelius Presentation	Complete	Complete.	9/7/2018
37	DG	ACR	In-Person	8/15/2018	Look at profiles of departing airlines	Complete	HMMH presented noise information on airline and airport departure profiles at the 2018 September and October ACR meetings.	9/19/2018
38	DG	ACR	In-Person	8/15/2018	Look at departure profiles at other airport	Complete	HMMH presented noise information on airline and airport departure profiles at the 2018 September and October ACR meetings.	9/19/2018
39	DG	ACR	In-Person	7/18/2018	Analysis of Night time ops long-term at CLT	Complete	Emailed 08/22/2018	8/22/2018
40	DG	Sayle Brown	In-Person	7/18/2018	On South Departures, delay Turns off 18L (East) and 18C (West)	In Progress	Being tabled since evaluation of South Departures underway relating to Motion 05-18 considering multiple RNAV routes and Altitude-based Turns. HMMH analyzed delaying Runway 18L departure turns as part of the analyses and presented at the 2018 July and August ACR meetings as well as the altitude based turn analyses presented at the 2018	

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							September, October, and December ACR meetings.	
41	DG	Sayle Brown	In-Person	7/18/2018	On South Departures, change heading at first turns off 18L (East) and 18C (West)	In Progress	Being tabled since evaluation of South Departures underway relating to Motion 05-18 considering multiple RNAV routes and Altitude-based Turns. HMMH analyzed changing Runway 18L and 18C departure headings as part of the divergent heading analyses presented at the 2018 December ACR meeting.	
42	DG	ACR	In-Person	7/18/2018	Analyze Viability/Benefit of Multiple Headings on South Departures	In Progress	Being tabled since evaluation of South Departures underway relating to Motion 05-18 considering multiple RNAV routes and Altitude-based Turns. HMMH analyzed the feasibility of multiple Runway 18L and 18C departure headings as part of the divergent heading analyses presented at the 2018 December ACR meeting.	
43	DG	ACR	In-Person	7/18/2018	Analyze Viability/Benefit of Multiple Paths on Arrivals	In Progress	Cursory analysis provided by Dan Gardon on population impacts at Sept. 2018 meeting. HMMH analyzed the feasibility of multiple Runway 36L, 36C and 36R downwind legs as part of the alternating downwind analyses presented at the 2018 December ACR meeting.	

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44	DG	ACR	In-Person	7/18/2018	Analyze Viability/Benefit of Increasing use of OPDs	In Progress	HMMH presented potential benefits at Aug. meeting but had concerns on technological feasibility; ACR for FAA to assess viability. (See Motion 01-17 in Motions Database). HMMH presented a potential design for CDA/OPD Runway 36L approach at 2018 August ACR meeting and associated noise analyses.	
45	DG	Kurt Wiesenberger	Email	8/23/2018	Land-Use maps, for North departure/South Arrival Ops	In Progress	Currently in progress with GIS team. Partially finished.	
46	DG	ACR	In-Person	9/19/2018	Look at Vortex Generator dB reduction	Complete	Emailed 09/27/2018	9/27/2018
47	DG	ACR	In-Person	9/19/2018	Information on NEPA review	Complete	Emailed 09/27/2018	9/27/2018
48	DG	ACR	In-Person	9/19/2018	More information on moving Downwind - Follow-up to 7/18/18 Request for analysis of Multiple Paths on Arrivals	In Progress	HMMH analyzed the feasibility of multiple Runway 36L, 36C and 36R downwind legs as part of the alternating downwind analyses presented at the 2018 December ACR meeting.	
49	DG	Brian Cox	Email	9/27/2018	Edits to Proposed Downwind Location	In Progress	Update: Presentation by HMMH at 12/19/18 Meeting.	Covered under Motion 05-18: Alternating Downwind Rails
50	DG	Kurt Wiesenberger	In-Person	9/27/2018	ACR Benchmarking Review	Complete	Presented at 12/19 meeting.	12/19/2018
51	DG	ACR	In-Person	1/16/2019	Letter regarding voluntary curfew	In Progress	Waiting on weigh-in from various operators.	
52	DG	ACR	In-Person	1/16/2019	Letter regarding FAA reauthorization	In Progress	Waiting on action plan from City Legislative Manager	

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53	HMMH	ACR	In-Person	10/24/2018	Conduct additional analysis of the Altitude-based Turns concept shared at the 9/19/18 meeting to assess effects of Altitude-based Turns, including three key factors: Noise, Throughput, Population	In Progress	HMMH presented additional altitude based turn analyses at the 2018 December ACR meeting	
54	HMMH	ACR	In-Person	10/24/2018	Assessment of the feasibility of divergent headings (have HMMH/FAA discuss options, particularly anything more controllable locally)	In Progress	HMMH presented analyses of the feasibility of implementing divergent headings at the 2018 December ACR meeting	
55	HMMH	ACR	In-Person	10/24/2018	Analyze the Noise Abatement Profile (NADP 1) v. the Normal Takeoff Profile (NADP 2) v. the Standard Takeoff Profile. Focus analysis using A321, CRJ9, and A319 – higher volume AA aircraft.	In Progress	Awaiting profiles from American Airlines: HMMH presented additional noise analyses for the Standard, NADP1, and NADP2 departure profiles using A321, CRJ9, and A319 aircraft at the 2018 December ACR meeting	
56	HMMH	ACR	In-Person	10/24/2018	Study feasibility of moving the arrival rails every year by a distance of X mile(s) for as many years as possible before repeating the same rail. This change in procedure would affect the people underneath every X number of years giving them	In Progress	HMMH analyzed the feasibility of multiple Runway 36L, 36C and 36R downwind legs as part of the alternating downwind analyses presented at the 2018 December ACR meeting	

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					X years without arrival noise pollution.			
57	HMMH	ACR	In-Person	12/19/2018	Present number of aircraft operations in a grid to determine effect on dispersion. Conduct the analysis at 3,000’ and 3,500’ to compare to the December 2,500’ analysis. Incorporate seasonality into the analysis to take weather changes, in particular, into account. Have as a point of analysis the effect on airfield capacity.	In Progress	HMMH to present additional ongoing requested analyses at January 2019 ACR meeting. Future analyses will address seasonality and airport capacity	
58	HMMH	ACR	In-Person	12/19/2018	Requested that American Airlines (AA) provide CLT departure procedures so that more specific analysis could be performed on the effects of different Departure Profiles on noise in the community.	In Progress	Awaiting delivery of profiles: HMMH coordinating with American Airlines (AA) to obtain departure profiles and present analyses results at a future ACR meeting	
59	CLT	ACR	In-Person	02/20/2019	CLT Staff will draft a nighttime restriction request letter from the ACR. Letter will be shared with and reviewed by ACR.	In Progress	Waiting on final review	

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60	CLT	ACR	In-Person	02/20/2019	CLT Staff will research 2-mile turning restriction for departures to the south.	Complete	Will be presented as handout during the 03/20/19 ACR meeting	03/20/2019

ACR DATE	Motion #	MOTION	DESCRIPTION	RESULT/NEXT STEP	STATUS
IMPLEMENTED					
10/18/2017		Attendance Policy	Motion passed to set policy for attendance	A sitting ACR member must attend 6 ACR meetings in a calendar year in order to maintain a voting seat.	IMPLEMENTED
12/20/2017		Quorum as Percentage of Active Members	ACR to redefine official Quorum number	The ACR voted to set quorum as 50% of all active members.	IMPLEMENTED
2/21/2018		Public Appearance	Motion passed to set policy for public speaking portion of ACR meeting	A maximum of sixteen minutes is set aside at each ACR meeting for public speaking. There may be five individual speakers allotted 3 minutes time each, or two groups with a maximum time of 8 minutes.	IMPLEMENTED
3/21/2018		Public Appearance	Policy for public speaking altered to current state.	Up to 5 interested residents are given 3 minutes to voice concerns to ACR. Time may be extended based on Chairman discretion.	IMPLEMENTED
3/21/2018		Sub-group	ACR passed a motion to allow a portion of the meeting to be allocated towards sub working groups	A short time can be given for ACR members to work to discuss in sub-groups at the beginning of each ACR meeting. No official grouping schedule has been announced.	IMPLEMENTED
CLOSED					
11/17/2017		N.O.I.S.E. Membership Examination	ACR asked CLT staff to conduct further research into N.O.I.S.E. membership.	The ACR declined invitation to N.O.I.S.E. at this time.	CLOSED
3/21/2018	01-18/02-18	Request to raise Minimum Altitude on Arrival	ACR asked for an examination into whether base leg altitudes can be raised prior to final approach	The FAA has concluded that altitudes on base leg turns are as low as feasible. Modification in the form of RNP routes not feasible at this time. See Motion 01-17. HMMH presented analyses of increasing base leg altitudes for CLT arrivals during the 2018 July, August, and September ACR meetings.	CLOSED

ACR DATE	Motion #	MOTION	DESCRIPTION	RESULT/NEXT STEP	STATUS
IN PROGRESS/ONGOING					
11/17/2017	01-17	FAA to examine CDA/OPD routes at CLT	Examine CDA/OPD routes at CLT, confirm whether CLT has these in place, and an explanation of why/why not.	FAA presented to ACR regarding Optimum Profile Descent (OPD) in the Charlotte airspace. Discussion for modifications to current OPD procedures tabled for review by technical advisor. HMMH presented a potential design for CDA/OPD Runway 36L approach at 2018 August ACR meeting and associated noise analyses. Update 09/19/18: Further modification to OPD in the form of RNP routes not feasible at this time.	ONGOING REVIEW - Status of TSAS (Terminal Spacing and Sequencing) Implementation at Denver/other airports to be shared every 6 months
4/18/2018	03-18	Slow the departure speed	ACR asked the FAA to examine slowing departure speed. Currently in progress. Still under testing.	This process is still in an experimental phase, and potential use of the procedure may or may not be possible at CLT. Awaiting progress by industry: HMMH provided details on the experimental phase of slowing aircraft departure speeds at the 2018 July ACR meeting.	PENDING FURTHER REVIEW

ACR DATE	Motion #	MOTION	DESCRIPTION	RESULT/NEXT STEP	STATUS
2/21/2018	00-18	RWY 18L Departure turnout delay	ACR asked FAA to verify if delaying the turnout on Runway 18L is feasible.	FAA confirmed delaying turn for RWY 18L is feasible. There are efficiency losses associated with this. Motion currently tabled for review by technical advisor. HMMH analyzed delaying Runway 18L departure turns as part of the analyses and presented at the 2018 July and August ACR meetings. Partially discussed in Motion 05-18.	UPDATED IN MOTION 04-18
5/16/2018	04-18	RWY 18L Departure turnout delay/Intermediate Heading	ACR has asked for an examination on an intermediate heading on departures to the south	This proposal is largely superseded by the work done for Motion 05-18, involving the creation of alternate routes for departures to the south. HMMH analyzed delaying Runway 18L departure turns as part of the analyses and presented at the 2018 July and August ACR meetings as well as the altitude based turn analyses presented at the 2018 September, October, and December ACR meetings.	UPDATED IN MOTION 05-18
8/15/2018	05-18	Request to study multi-path RNAV departures routes to the Southwest	Look at modifying existing flight routes to the southwest to allow for greater dispersion. Look at multiple RNAVs, altitude-based dispersion, etc.	HMMH provided details on multiple path RNAV departures at the 2018 September ACR meeting as well as discussed other methods of dispersing departures as part of the altitude-based turn and divergent heading analyses presented at the 2018 September, October, and December ACR meetings.	PENDING FURTHER REVIEW
11/17/2017		North Flow Downwind Altitude	ACR asked FAA to verify data collected on downwind arrival altitudes.	FAA was able to verify altitudes over the SouthPark area have decreased under a north-flow downwind. This is the result of a navigation fix being moved. HMMH analyzed altitudes of the North Flow East Downwind and presented results at the 2018 July, August, September, and October ACR meetings.	UPDATED IN MOTION 06-18
9/19/2018	06-18	Return CAATT Waypoint to Pre-Metroplex location	To return the CAATT waypoint back to prior location would raise altitude on the eastern north-bound downwind leg.	Waiting on official documentation to request action from FAA. Documentation will be reviewed at 10/24/18 Meeting.	UPDATED- Sent to FAA.

ACR DATE	Motion #	MOTION	DESCRIPTION	RESULT/NEXT STEP	STATUS
9/19/2018	07-18	Voluntary Curfew Data request	To send a request for a voluntary curfew to airlines, allowing CLT to identify the process of doing so.	CLT Upper Management discussing. The process for doing so has been identified.	PENDING FURTHER REVIEW