

Airport Community Roundtable

Unapproved (Draft) Summary Minutes: November 15, 2017

Attendees:

Bob Cameron, Chair, Davidson
Brian Cox, Charlotte
Carolyn Thomas, City 2
Patreece Lanier, City 3
Bobbi Almond, City 5
Sayle Brown, Cornelius
Doreen Anding, County 1
Sara Nomellini, County 2
Calvin McGuirt, County 3

Denise Davis, County 5
Bob Petruska, County 6
Erin Denison, Gaston
Thelma Wright, Mecklenburg
Benjamin Miley, Mint Hill
Amelia Stinson-Wesley, Pineville
Jill Taylor, York
Stuart Hair, City of Charlotte (ex-officio)
Brent Cagle, City of Charlotte (ex-officio)

Summary Minutes:

- Meeting started at 6:00 PM
- Roll Call
- Meeting called to order by Chair.
- Approval of Minutes. Chair called for motion to approve. Seconded by Jill Taylor. Minutes of October 18 approved - 15 yea; 0 nay.
- Stuart Hair- Charlotte is hosting the National League of Cities, where elected officials from around the country come here to learn about best practices. NLC presents an opportunity to hear from two guest speakers tonight.
- Special Priority Item: Presentation by N.O.I.S.E. by Emily Tranter and Dennis McGrann
N.O.I.S.E. information and application attached at end of the notes
 - National Organization/Association to Insure a Sound Controlled Environment.
 - Non-profit affiliate of the National League of Cities. Membership comprised of community groups and communities near airports
 - Issues with NextGen has changed N.O.I.S.E. and how they interact with community groups. Many individual cities are dealing noise issues across the country. See an opportunity for collaboration.
 - N.O.I.S.E. is the only nationwide community-based aviation advocacy group. Work with members from across the country to provide one voice for these communities. Goal is not to be an adversary, but to be a voice for communities when policies are being made. Engage with multiple federal bodies related to aviation and aircraft noise.
 - Anding requested a list of solutions that can work for advisory bodies?

- N.O.I.S.E. to provide information, but it is a long process. N.O.I.S.E. strives to be there at every step of the way.
 - N.O.I.S.E. will provide a list of “wins” from other organizations.
- Membership/engagement benefits:
 - Collaboration with other communities - Atlanta, major successes for small communities around ATL in working with their FAA. Learn best practices
 - Strength of community voice - The more communities engaged the better. Strength in numbers.
 - Engagement - N.O.I.S.E. has many friends in the industry and sits on various boards and bodies related to topics of interest. (FAA, ACI, airlines, etc...) Stakeholders act as subject matter experts and can engage with community. Provide technical expertise
- Davis inquired as to cost of membership and who is responsible for paying the membership
 - The membership is very reasonable and based on population. If the City of Charlotte were to join it may be \$5,000. But with community groups, the membership amount may change. Sometimes an airport may pay the dues, sometimes the community members pay for it. N.O.I.S.E. decides membership dues based on the population impact.
- N.O.I.S.E. has a board with people from across the country who decides agenda and votes on organization-wide priorities
- Host events, such as Legislative Summit held in DC in March
 - Update members on what is happening in Washington, D.C.
 - What does N.O.I.S.E. want to bring to Congress?
- Anding – Are you a lobbyist group that gets solutions passed? It seems like it is event driven, but this group is looking for solutions and ramming it through.
 - Discussion needed about what works and what to bring to Congress.
 - N.O.I.S.E. has been successful in coming up with ideas – not always legislative – may be a regulatory solution.
 - PBN blueprint advised FAA on how to do outreach to community? Real policy that the FAA implemented. The FAA has made a conscious effort on their community involvement.
 - In terms of legislation, there is a lobby day where N.O.I.S.E. takes their discussions from the community to Congress. Provide community perspective to legislation and ensure Congress is aware of them.
- Miley - Was N.O.I.S.E. involved in the NextGen discussion in Charlotte?
 - N.O.I.S.E. was aware of it but not involved.

- Davis - Are you able to focus on specific communities such as Charlotte with technical details, and do noise recordings in areas? Or is this more focused on the legislative level.
 - Parent firm does this technical work for many communities
- Davis - Is this a paid service, please explain.
 - Consulting basis which depends on the scope of services. Separate from N.O.I.S.E. membership but can provide advice on what next steps could be implemented
- Lanier – Do you have example of communities that were successful in terms of noise abatement?
 - Atlanta - Worked with the College Park group to start discussion with local FAA Tower, Airport, and other stakeholders. Examined PBM tracks to understand the impacts and understand where the community comes from. Worked with FAA to get necessary waivers for changes.
 - Minneapolis community has been long engaged in these issues but specifically worked with N.O.I.S.E. over the last seven years. FAA did something that people were not ready for and the community asked the FAA to ask for their input before they made change.
 - San Francisco has this oldest community roundtable in the country. 35 cities around SFO sit down once a month with stakeholders. FAA regional office shows up and they talk about everything at length. The group has been around for over 40 years and is an active member of N.O.I.S.E. The group uses SFO as model where decisions are made with community involvement, which is a big part of the success.
 - All issues can be subjective - what will work in Chicago is not going to be Charlotte's solutions.
 - Brown- Were you involved in RNAV approaches in DCA? Interested in exploring possible RNAV approaches with the Catawba river
 - N.O.I.S.E. works with Arlington County, but was not specifically interested in this issue.
 - DCA faces specific challenges due to restricted air space. Not sure what the possibilities are for CLT's river.
 - Petruska – To your knowledge has any community experimented with or changed RNAV locations to float by day or hour?
 - Chicago did experimental rotation, but data is not finalized. Will need to assess and see if there are benefits.
 - College Park, GA made some minor changes that made a significant difference to community experience

- People have been successful in building the relationships and having positive interactions with airport, sponsors and FAA.
- Charlotte is on the right track to find meaningful solutions.
- Cagle noted the part of Metroplex for departures in CLT does not use RNAV.
 - Charlotte was the first to request non-RNAV routes as part of Metroplex.
 - Charlotte is the last of seven cities to complete Metroplex processes, but the first to have non-RNAV routes for departures.
 - Some airports like Atlanta, create dispersion by having multiple RNAV routes. The RNAV route assigned to each pilot is different, so they create dispersion by having multiple concentrated routes.
 - When it comes to Metroplex specifically, Charlotte is not RNAV on departures.
 - There are other cities now moving forward with Metroplex that want to explore manual vectors and non-RNAV routes.
- Atlanta needed a safety waiver for RNAV routes. N.O.I.S.E. was able to ask them to expedite this waiver
- Wright - If we were to explore membership cost for one year, what could we expect as part of the membership?
 - Alerts and email updates on what is going on around the country.
 - Quarterly webinars – Review recent discussions and meetings, have a presentation of timely topics, Q&A period
 - March Legislative Summit - members send representatives.
 - Reception, allows for networking with other folks.
 - Good conversations and collaborations.
 - NOISE membership is what you make of it.
 - Some are very involved, talk every week.
 - Some only come to the symposiums and go back.
 - Serve as ambassador with FAA.
 - More people who are talking to right people the better. Share information with FAA to identify differences between what they say and what community is hearing
 - Davis – At first meeting I attended, Bob from FAA presented. He explained the NextGen rollout. Many of the things the group shared as their experience was unfamiliar to him. See N.O.I.S.E. as potential conduit to get right information to the right people.
 - FAA is a huge organization that is working their best to get people to their destinations safely. Noise is not an issue

everywhere, but has become more challenging over the last 4-5 years

- It takes a long time to make changes; every FAA relationship is different with their communities.
- Cagle - Julie Marx with FAA would echo everything Emily said. FAA is huge which makes it difficult to get communication across.
- CLT deals with the Airports Districts Office for noise while Mark Clark and Julie are with Air Traffic - part of FAA but in a different branch. There are 35,000-40,000 people in the FAA.
- ACI and AAAE-NA are airport industry groups. Last month, Julie was giving a presentation on Metroplex at recent AAAE conference. During presentation she noted Charlotte as the most successful of those cities that have completed the Metroplex process. Spoke with her about how to better define success. Certainly, she is not defining success as no controversy.
- Davis – Can we as a roundtable make a notion that CLT join the N.O.I.S.E. group?
 - Cagle - roundtable can make a motion, but Airport will get back to you with an answer.
 - Davis- Sounds like it would be good to get more information and benefit from the group information. Get more numbers on who is actually involved in the group?
 - Cameron – recommend we keep going with the agenda and make a motion later in the interest of time.
- Special Priority Item: Presentation by Nancy Young with Airlines for America (A4A)
 - A4A represents all major US airlines (except for Delta) to help on issues they have in common such as safety, security and environment.
 - Young works specifically on environmental issues such as emissions, fuel, sustainability, noise, etc. Noise is a key issue. A4A employees (1.4 million across the country) are members of the community too, so their care about this issue.
 - When we move aircraft noise procedures to different places, different people are affected. How do you address these concerns? And how does this relate to environment?
 - Noise reduction is part of the story. In 1975, seven million people were exposed to noise at the 65 DNL Level. Today there are 360,000 are affected – reduction of 94%. Reduced the amount of people exposed, while also quadrupling the amount of flights.

- Most success is achieved by driving technology to make aircraft quieter. Airlines have participated in research and development programs. Aircraft today are much quieter now and becoming more quiet by each generation. This is backed up by noise standards that are set for aircraft to qualify.
- A4A also involved in programs such as Part 150 Noise Abatement.
- Look to use operating procedures to reduce the amount of noise.
- Anding – Aircraft are 75% quieter than 1st generation, but do you take all aircraft as a whole? 50% of American's aircraft in Charlotte are smaller regional aircraft and may not have the latest technology? Are the noise levels higher on these? Regional vs larger?
 - A bigger jet is generally louder than a smaller jet, but it depends on where the engine is and other technical elements. The historical average of all aircraft is what is 75% quieter.
 - Noise standards themselves have changed. There are stages where aircraft have to meet a certain level output. Stage 4 engines are 10 decibels quieter than previous stage. Anticipate a Stage 5 that will be 7 decibels quieter than Stage 4.
 - Tracy Montross - Every aircraft in American's fleet is Stage 4, as they purchase new aircraft, they will be Stage 5. The production of the aircraft regulates the stage of the engine.
 - Brent – these stages apply to jet engines – not a prop. American is phasing out its prop fleet.
- Nextgen is not just the procedures- it is an important infrastructure project across the country to modernize the air system. It is critical to future of air travel in the US. HUGE benefits, particularly related to safety and competitiveness.
- Adopting GPS technology will reduce delays in flights and reduce fuel burn (CO2) providing benefit for the environment and savings for the airlines.
- NextGen can reduce the number of people exposed to noise, but the new procedures can affect certain individuals much more.
- NextGen procedures are implemented all over the country at the same time. Communities are mad but there is a bigger picture.
- As airlines, what are we doing? Each new aircraft brought into the fleet is quieter than the ones before. From 2000 - 2010, US airlines lost \$55 billion and lost ground to other airlines around the world. Looking to make up lost ground.
- Specific to American Airlines, since merger with US Airways, they have purchased 496 new aircraft while retiring 469 aircraft.
- Nomellini - Out of how many aircraft?
 - Tracy – American's fleet is about 1,500

- The new Stage 5 noise standard due to go into effect at the end of this year, requiring aircraft to be 7 decibels lighter than Stage 4.
- A4A, NASA, and FAA funds are trying to get the next generation of noise technology in place. The goal is technology to achieve a 32-decibel reduction in aircraft by 2025. It will not be in the fleet then, but will be available for the future.
- ATC procedures are complicated, but ACR needs enough knowledge as a group to provide solutions.
- FAA, airports, airline groups got the message late that community outreach needed to be bigger for NextGen. The US airlines were key in pushing NextGen advisory community to get better community engagement into NextGen procedures.
 - Performance based navigation for FAA to implement.
 - FAA created community engagement manual.
 - Provided new set of recommendations for FAA in 2016
- A4A also focused on other environmental parameters
 - New infrastructure, air traffic management, and modernization bring synergistic benefits to both emissions and noise. Aiming to achieve carbon neutral growth by 2020. Looking at solutions such as biofuels, deicing impact reduction, recycling.
 - NextGen is critical if we want the country to do well, but recognize the benefits of NextGen are cold comfort if you are the ones getting the noise. That is why we are here to work with communities.
- Miley – routes have changed, but height and speed are not always addressed. Data shows planes are flying lower. Does flying lower negate the improvements on noise?
 - Young - aircraft are quieter, but noise depends on your exposure on the ground. Continuous Descent Approaches are normally quieter – when aircraft is gliding it is not making much noise. Question of where the CDA ends. Often times you can make a CDA come lower to the ground, but there are safety and throughput issues.
- Anding – FAA said CDA stops at 8,000ft?
 - Cagle – believe the lowest OPD terminates at 6,000 ft. and the highest terminates at 12,000 ft. Aircraft are much lower than that when over in Benjamin’s area for example.
- Wright – Can you please clarify why going to NextGen satellite technology vs radar base is creating noise issues? I don’t understand how it changes noise.
 - Young - once you have a satellite-based system, you can fly a more precise route, and in doing this to make those routes safer and better, but it changes who is exposed to noise and their effect. Some communities are more exposed. Different people are affected by noise. People who get more noise

complain, the people who no longer get the noise usually do not mention anything else.

- Petruska – The 65 DNL was originally set as the measure for noise impact. What will come next that will more accurately define the noise experience?
 - Young – The underlying aircraft noise statutes state FAA will set DNL threshold (currently 65 db) based on annoyance. FAA conducting noise research roadmap to look at threshold and individuals' current exposure to noise. Study outcome due in 2018. Anticipate they will note a need for change in either the way we measure noise or the metric.
- Brown – Great point! In Europe, they are much ahead of the US and more attuned to impact of noise than we are in the US.
 - Young – different eras of noise in Europe vs US. We have been ahead before.
- Davis – Frequency makes a difference. Tolerance has to do with frequency and noise levels. Noise, noise, noise is creating stress and health problems for people below.
 - Young – Study is looking at noise focusing and frequency.
- Petruska – can you point us to the people doing the study so they can follow the issues? What stage aircraft is A320?
 - Young – it is Stage 4 aircraft. While it meets the certification, the issue is the aircraft has a certain tone. It is unusual and Airbus has created a retrofit kit to the noise problem and continues to work on it.
 - Petruska- Read where it saves 6 decibels when they fix it.
 - Tracy Montross – AA is looking into it. It is not an easy quick or cheap fix, but they are looking into it.
 - Petruska – how do you miss something like this?
 - Young – I cannot answer that. Noise was discovered after the deployment of the aircraft.
- Taylor – in doing research on how loud 65 decibels is, I found that a vacuum cleaner or hair dryer is 70 decibels.
- Cameron – there are apps to measure noise. The reduction of 10 decibels makes a huge difference since decibels are logarithmic. I am working with Airport staff to try to get a common vocabulary to refer to what does it mean in terms of where you are located under the aircraft
- Cagle – we cannot equate 65 DNL to 65 decibels. DNL is an average. Throughout the day you may get higher than 65 or you may not get anything. DNL does not represent a single event.
- Unfinished Business: Introducing public forum at ACR meetings
 - Brian Cox is not prepared to discuss this today.
- Unfinished Business: Continuing Descent Approach (CDA)

- Cameron introduced short memorandum he emailed to the members. This motion is entitled ACR Request/Recommendation 01-17. He is attempting to recommend a potential remedy for the community that he would like FAA and/or Charlotte Airport to come back with answers. Note that FAA limits OPD at 8,000 ft., but at London-Heathrow and other European airports aircraft are able to use CDA until just prior to final approach fix, thereby significantly reducing the noise profile created in the approach. Would like FAA to look at this recommendation and come back with answers on whether or not this could work.
- Cameron moves that the ACR adopts the memo or authorizes him to send to the FAA or CLT; Anding seconds.
- Davis noted she does not understand and would like further explanation. Cameron provided an example from London-Heathrow.
- Discussion ensued.
- Cagle – anticipate Mark Clark will want to come back to the ACR to discuss the possibilities of this remedy.
- Davis would like to understand more. Understand many in the Heathrow airport area are upset.
- Cameron – clarification - asking FAA and CLT to investigate possibilities of implementation, but not implement it.
- Cox moves to close discussion and call issue to a vote. 15 yea; 0 nay.
- Vote to send ACR Request/Recommendation 01-17 to FAA and CLT - 14 yea; 0 nay; 1 abstained.
- *ACR Request/Recommendation 01-17 attached at end of notes*
- New Business
 - Davis motions to request CLT to become a member in N.O.I.S.E.; Cox seconds the motion.
 - Davis requested Airport pay for this
 - Discussion ensued on this motion.
 - Davis amended motion to have CLT explore membership in N.O.I.S.E.
 - Cagle committed airport to be prepared to discuss at the next meeting.
 - Call to vote - 15 yea, 0 nay
 - Cox – Sent an email to members about data analysis and have developed a list of question that the ACR consider asking the FAA:
 - Data set of LGA to CLT arrivals on fourth Wednesday of each year from 2013 – 2017 to get an apples-to-apples comparison on a manageable data set.
 - In 2013, there was a total of 28 LGA to CLT arrivals, average above ground altitude was 6462 ft. In 2014, 21 arrivals with an average above ground altitude was 6330 ft. In 2016, 25 arrivals, average above ground altitude was

6350 ft. In 2016, there were 19 arrivals with an average above ground altitude of 5586 ft. In 2017, there were 18 arrivals with an above ground altitude of 4757 ft. Think this supports anecdotal data from many residents and members of the ACR.

- Would like FAA to give a formal response to the questions I have developed: based on sample set, does sample data appear to be valid? Is sample data indicative of all arrivals? Whether the data supports reduced altitudes as being critical to air traffic safety? Are the altitudes related to post NextGen changes? Is it feasible to return to pre-NextGen changes without a lengthy process?
- Cox motion to pose questions to FAA as written ACR Request/Recommendation 03-17; Davis seconded.
- Discussion ensued.
- Vote to send ACR Request/Recommendation 03-17 to FAA 15 yea, 0 nay.
- *ACR Request/Recommendation 03-17 attached at end of notes*
- Agenda Scheduling
 - Staff recommends spending some time each meeting setting the next meeting's agenda. Change from current system of emailing.
 - Wright had inquired about how to deal with inquiries from people in their district. Cameron recommended that members bring forward any valid issues. Cox noted the use of a consent agenda – items for information – could be used.
 - Cameron recommended that members could make individual call on whether or not an inquiry needs to be brought forth as topic or whether it can be addressed directly by the member.
 - Davis makes a motion to discuss noise complaint format as future meeting topic. Cameron changed it from a motion to a request for staff.
- Anding motioned to adjourn; Miley seconded. Motion passed – 13 yeas, 2 abstain.

Action Items:

- CLT to research membership in N.O.I.S.E and other technical needs for the ACR
- Committee to submit ACR Request/Recommendations 01-17 and 03-17 to FAA



N.O.I.S.E.

National Organization to Insure a Sound-Controlled Environment

For the past four decades, **N.O.I.S.E.** has served as America's only nationwide, community based aviation noise advocacy group in the country. Our organization, an affiliate of the National League of Cities, is comprised of airport-adjacent communities who are negatively impacted by aviation noise.

N.O.I.S.E. assists and advises communities in working with Congress and the FAA to address the issue of excessive aviation noise and we bring local elected officials and leaders together to collaborate to find real solutions to the problems associated with excessive aviation noise. Our professional staff have years of experience in aviation noise policy issues and provide our Members with tools to engage with Congress, the FAA and all stakeholders.

N.O.I.S.E. Membership Benefits:

- Collaboration with other impacted communities
- Strengthened community voice on aviation policy
- Demonstrated engagement on issues of importance to community members and constituencies
- Advocacy support and access to subject matter experts and materials

“America’s Leading Voice on Community Aviation Noise Issues”

N.O.I.S.E. Events

- ◆ **Aviation Policy Summit** - Spring, National League of Cities annual Congressional City Conference, Washington, DC
- ◆ **Legislative Briefing** - Spring, Washington, DC
- ◆ **Member Fly-In and Lobbying Day** - Spring, Washington, DC
- ◆ **Policy Summit & Community Involvement Workshop** - Fall, National League of Cities (NLC) Congress of Cities and Exposition, Location Varies
- ◆ **National Aviation Award Ceremony** - Recognizes individuals who have made outstanding contributions in the field of aviation noise mitigation, takes place during Fall Policy Summit
- ◆ **Aviation Community Networking Sessions** - Allows N.O.I.S.E Members to connect face-to-face to share best practices and community experiences, held throughout the year
- ◆ **Webinars** - Performance Based Navigation Working Group Chair Ambrose Clay hosts a quarterly webinar series to update Members and interested communities on emerging issues, ways to engage and provides information and opportunities to connect with experts and stakeholders on a regular basis.

N.O.I.S.E. Documents and Materials

- ◆ Community Engagement Citizen Guide
- ◆ Performance Based Navigation Citizen Guide
- ◆ N.O.I.S.E. Federal Priorities
- ◆ Website // Stakeholder Presentations // Webinar Materials

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N.O.I.S.E.

NATIONAL ORGANIZATION TO INSURE A SOUND-CONTROLLED ENVIRONMENT
"America's Community Voice on Aviation Noise Issues" • An Affiliate of the National League of Cities

N.O.I.S.E. MEMBERSHIP FORM

PRESIDENT
Brad Pierce
Council Member
Aurora, Co

Member Name: _____

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City Population: _____

LEGISLATIVE
COMMITTEE
Co-Chairs
Conrad Bowers
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Bridgeton, MO

Fee Categories Guideline

	<u>City Population</u>	<u>Annual Fee</u>
	5,000 and below	----- \$155.00
	5,000 to 10,000	----- \$385.00
CONFERENCE COMMITTEE	10,000 to 25,000	----- \$770.00
Chair	25,000 to 75,000	----- \$1155.00
Dave Carbone Senior Aviation Consultant	75,000 to 100,000	----- \$1540.00
	100,000 to 250,000	----- \$1925.00
	250,000 to 500,000	----- \$2310.00
EXECUTIVE DIRECTOR	500,000 to 750,000	----- \$3000.00
Dennis McGrann Washington, DC	750,000 to 1,000,000	----- \$4000.00
	1,000,000 and over	----- \$5000.00
	Corporate Membership	----- \$500.00

Amount Paid: _____ Date: _____

(Please make check payable to "National Organization to Insure a Sound-controlled Environment" or "N.O.I.S.E." Thank you.)

PLEASE REMIT TO: Emily Tranter, *N.O.I.S.E.*
Suite 210
415 2nd Street, NE
Washington, DC 20002

Federal Tax ID 520983418

ACR Request / Recommendation 01-17

15 November, 2017

From: Chairman, Charlotte Airport Community Roundtable (ACR)

To: Aviation Director, Charlotte International Airport
Regional Manager, Federal Aviation Administration Air Traffic

Subj: Request to investigate Continuous Descent Approach (CDA) opportunities for CLT

1. The Charlotte ACR hereby requests that the Charlotte Airport Authority and FAA investigate opportunities for implementation of Continuous Descent Approaches (CDA) for the Charlotte Douglas International Airport (CLT) Metroplex.

2. It is our understanding that currently, the FAA limits Optimum Profile Descents (OPDs) to no lower than 8,000' in the CLT Metroplex, but that at London Heathrow Airport (LHR) and several other European airports, suitably equipped (RNAV capable) aircraft are able to continue to descend to just prior to the Final Approach Fix, using a CDA profile, thereby significantly reducing the noise generated below their descent during their approach.

3. If extending OPDs to transition to a CDA profile is not feasible, the ACR requests that the FAA provide explanation of the factors involved.

Thank you,

A handwritten signature in black ink, appearing to read "Robert B. Cameron". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert B Cameron
Chair, Charlotte Douglas International Airport Community Roundtable

CC:
Charlotte ACR Members

Bob -

I would like to introduce the following for consideration by the ACR. A bit of background: the universe of flights in and out of Charlotte is too large for the ACR to delve into at monthly meetings. I asked Aviation staff to provide a small data set for analysis, in this instance arrivals from New York City area airports to Charlotte on a weekday Wednesday.

Dan Gardon provided NYC to CLT arrivals for either the 3rd or 4th Wednesday in October from 2013 to 2017. The data is for “downwind” or “north flow” arrivals for the 4th Wednesday of each year with the 3rd Wednesday substituted when north flow arrivals did not occur on the 4th Wednesday. The objective was to provide as much of an apples to apples comparison as possible.

The graphics below show the 2013 vs. 2017 arrival “rails.” As has been previously suggested by FAA and Aviation staff, the arrival rails are not dramatically different (although someone directly under would argue any movement east or west is impactful).

2013



2017

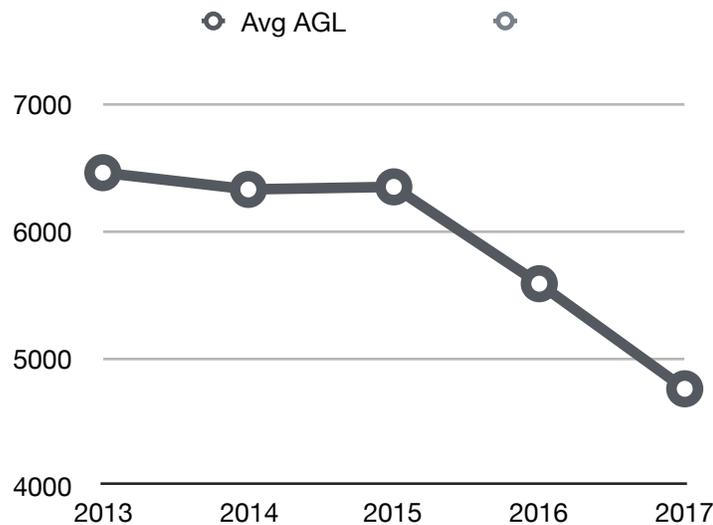


I asked Mr. Gardon to provide altitude data for each of the 5 years using a specific address: 4102 Tottenham Rd, Charlotte, 28226. (This is the address of Mr. and Mrs. Maynard Tipps, longtime residents in the Kingswood Neighborhood built in the late 1960s and early 1970s. The Tipps are usually in the audience at ACR meetings). Given the method and software Mr. Gardon uses to capture this data, the altitude data is not exact, but it is sufficiently accurate to indicate a trend.

The data shows a significant difference in altitude of NYC to CLT arrivals on the sampled Wednesdays. In 2013, no arrivals were less than one mile, 5280 feet, in altitude over this address. In 2017, 61% of the sampled arrivals were less than a 5280 feet.

Arrival altitudes

Selected Wed (3rd or 4th) in October	2013	2014	2015	2016	2017
Total NYC area to CLT Arrivals	28	21	25	19	18
Avg Altitude MSL (Median Sea Level)	7210	7078	7098	6334	5505
Avg Altitude Above Ground Level (AGL)	6462	6330	6350	5586	4757
High AGL	7066	6940	7377	7533	5759
Low AGL	5350	4971	4975	4246	3357
Number of arrivals below 5280 feet AGL	0	1	1	5	11
% of arrivals below 5280 feet AGL	0	5%	4%	26%	61%

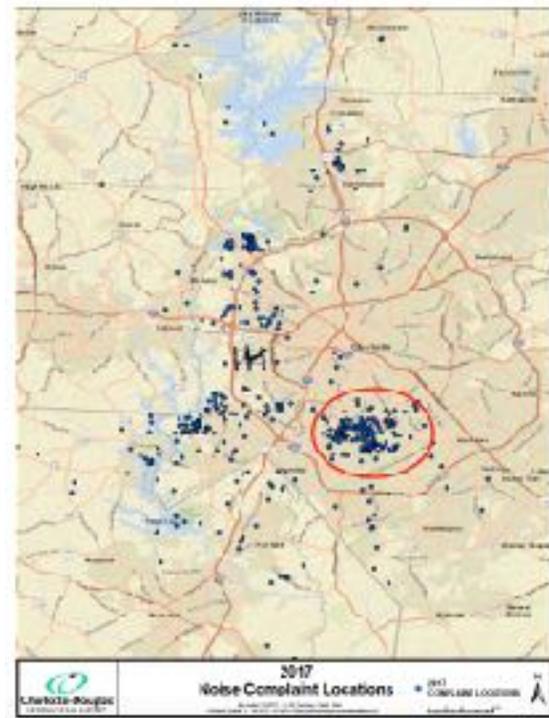
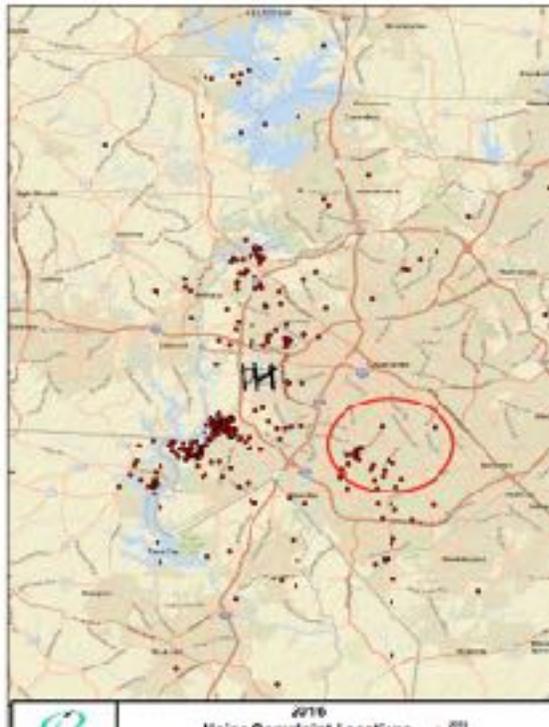


I am submitting this information as information to the ACR with the hope it will generate dialogue regarding arrivals. It seems to back up the anecdotal comments made by most of the ACR members that something is indeed “different” regarding arrivals.

This is very relevant to the noise issue as key variables are

- How high aircraft are above the ground
- Whether aircraft are directly overhead or how far they are laterally displaced
- The amount of air resistance around the fuselage, wings and undercarriage

Clearly a concentration of arrival rails, a stated objective of the Nextgen Metroplex project, and lower altitudes go hand in hand with the noise complaints occurring where there were few before.



I intend to introduce a motion for the ACR to request a response from the FAA as to

- Whether the sample data is indicative of lower altitudes for all arrivals post Nextgen implementation,
- Why reduced arrival altitude per this arrival rail is necessary, and
- While acknowledging changing the post Nextgen implementation arrival rail is complicated, can the altitude of arrivals return to pre Nextgen implementation altitudes.

I will also ask the ACR to indicate time is of the essence and request the response be provided in writing by its December meeting.