

Airport Community Roundtable Approved Summary Minutes: March 21, 2018

Attendees:

Bob Cameron, Chair, Davidson
Brian Cox, Charlotte
Ptreece Lanier, City 3
Bobbi Almond, City 5
Sam Blair, City 6
Alan Sauber, City 7
Sayle Brown, Cornelius
Sara Nomellini, County 2
Calvin McGuirt, County 3

Denise Davis, County 5
Bob Petruska, County 6
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)
Mark Clark, FAA (ex-officio)

Call-in Participants

Summary Minutes:

- Meeting started at 6:00 PM
- Quorum.
- Review and Approve February 21, 2018 Minutes
 - Jill Taylor, move to approve minutes
 - Ptreece Lanier Seconded
 - All approved
- Special Presentation: Dan Gardon – Update on Noise Complaint & Inquiry Forms Data
 - Should noise complaints go down? – Miley
 - Not necessarily because the city is growing and people who were previously not affected or move to a different area or new development start to complain.
 - Breakout Sessions proposal (Bob Petruska)
 - At a loss in terms of translating verbiage into flight paths.
 - Invite anyone who would like to join in the breakout sessions to contribute.
 - Look at where the planes are coming and where they would want them to come.
 - WSJ article mentions that it is a frequency issue more than a noise issue. Breaking the monotony up?
 - Petruska - Motion to consider breaking up into groups, discuss and decide how to do that.
 - Cameron – think it is an excellent idea, concerned about the public comment session, adding that and the break out session, what would the timing of the meetings look like? Would this be done first? The geographic approach is a good

idea. Denise – People who are geographically connected can meet outside of the meeting, have an additional meeting every month off site.

- Brent can consult the attorneys, if they are meeting in subgroups, the Open meeting laws could apply. We will need to consult an attorney to make sure that everyone is clear on it. It would be good to have technical help to facilitate the meetings.
 - Thelma – would like to have a diverse group instead of one specific area.
 - Cameron – give some thought on it. Maybe do it by geography, but communicate when those groups are meeting so that others could attend.
 - Petruska – Let's try to fit it into the meeting. Do 15 or 20 minutes time in the meeting to work together. See what the natural break out group is.
 - Cameron – anyone should be able to be a part of the group they want. Would still like to hear from the lawyers to see what the expectations are to meet outside of the group.
 - Sayle – The technical support help would be good to have things shared.
 - Brent – The technical support would give guidance to the ideas that are expressed by the group. Technical support can give them recommendations.
 - Cameron – designate the first 15 minutes and let the ideas flow. If there is anything that comes out of these breakout sessions it can be presented to the whole group. – If there is time at the end of the meeting the groups can break out. If not, then it can be added to the next meeting agenda.
 - Dan Gardon – Has a rudimentary list on how to divide the groups in a way that would make sense based on their issues.
- Unfinished Business:
 - Technical support for ACR – status of project
 - Dan is working on the RFP. Has gone through legal. Hope to have it on the street this week, maybe tomorrow morning. A team will be convened to sit on evaluations of proposals. 30 days to receive responses and CLT will provide update in April or May meeting.
 - Brent - If it is over \$100,000 it needs to go to council. It is 60-100 days extra to get it on the council agenda if needed. There are a lot of council members who are already in support of this, it's not a budgetary issue. It takes a while going through the process to get it on the agenda.
 - Elect new Vice Chairman
 - Patreece nominate Petruska
 - Seconded by Jill Taylor
 - Bob is willing to do the job.

- Cameron – Will be chairman for 12 months, but in June will be his last month?
 - All in favor, 0 opposed, 0 abstained.
 - Public Appearance motion (Taylor's Revisions)
 - Jill took Brian's motion from last month's meeting and revised it.
 - Bob – how many minutes would this take for the meeting?
 - Jill- Not more than 15 minutes per meeting.
 - Brian – supports the motion
 - Denise – also supports the motion.
 - Petruska – In San Francisco this has happened at their roundtable and it has worked well. They provided good suggestions
 - Brent – Clarifying question – the Aviation Department manages the list – it would be 18 minutes for 2 groups, 8 minutes each. Or 3 minutes per person.
 - Stuart - It should be part of the Special Presentation section before the business is started.
 - Cameron – First 15 minutes would be the public forum, and the second 15 minutes would be the breakup sessions, then proceed with the meeting.
 - Jill moves to adopt
 - Brian Seconds
 - All approved, 0 seconded, 0 abstained.
 - Sayle, should we have police?
 - Stuart – Officer is present at all meetings, but they have been sitting outside since the meetings have been mellow.
 - Stuart will update the webpage to add this.
 - Thelma- How can they request to be in the meeting? – Stuart will discuss internally and follow up through email with the team.
 - Denise – In response letter for folks with noise complaints, can you add this in the letter? Brent and Stuart will look into it.
 - Brent – concerns that if there are 500 people in the waiting list it is concerning how to manage this. Let's wait to see how many people sign up, this may need to be revisited.
 - 01-2018 update (Delay RW18 departure turnouts)
 - First pass though of looking at impacts on the community pre- and post-Metroplex.
 - Is this going in the right direction with this motion? What specific other types of differentiators would you like to see? Land use? Demographics? Social economic?
 - Brian – A key variable to look at as opposed to average property value is single family homes. In multifamily complexes people are more transient and not putting

down roots. Katie for example just bought her dream home and is frustrated with noise.

- Cameron – The post Metroplex analysis is close to real time, the pre-Metroplex, is this a measure of what used to be there?
- The data for this analysis was pulled from current land use definitions. Aggregated a couple of these together.
- Brent - The FAA looks at average income and flight patterns. There are issues if flight paths are over people who have lower average incomes. Tax values and individual incomes are not mutually exclusive. It is not surprising that the population has increased by 8 % is that the Airport asked the FAA to disperse air traffic, it makes sense there are more people and more frequency in occurrences. There are less people in a concentrated track, but they have more frequency. If the recommendation of the ACR is that the airport should move away from dispersion, the Airport would need to consult Council.
- Brian – Can you provide documentation of the Airport asking the FAA to request dispersion?
- Brent – Jerry Orr had a conversation with the FAA and requested dispersion, under Brent’s leadership the Airport has supported dispersion if possible. Brent can verify dates, but this information has been shared with ACR in the past.
- Brian – Mr. Orr did not go to Council?
- Brent – no, but based on what we currently understand our direction from council is that flight paths should be dispersed. Brent needs to verify whether this has changed?
- Brian – There were conversations, but did council
- Brent – It is based on our understanding that this is their preference, the council did not vote because they cannot dictate this to FAA. But various council members have individually stated they prefer dispersed departure paths.
- Brian – Why not on arrivals?
- Brent – it is our understanding that it is not possible on arrivals.
- Sara – What is the definition of dispersal?
- Brent – There is no specific definition of dispersal, we just asked for less concentration. We can discuss if it is dispersed enough, but it is currently less concentrated than it used to be.
- Sara – The public feels differently because what they feel on the ground feels differently.
- Brent – The FAA has created an operating procedure to the south that is more dispersed than previously. Whether it is wide enough is debatable, but if you look at the path now compared to the past it is more dispersed than the past.

- Brent needs to confirm with council on Brian's recommendation for change.
- Benjamin – did the FAA look at Open space and residential areas, and information on this information when creating their paths?
- Brent-Targeting open space means parks, golf courses and other areas where houses are around.
- Mark – The FAA did an environmental assessment?
- Denise – Is it possible to ask for more dispersion?
- Brent– The FAA will need to answer this whether it is safe and feasible? The airport's position is that if the FAA can disperse planes and meet their goal of safe operations than do it.
- Sam Blair – Support keeping planes in industrial areas. Can the planes be higher near zone 4? When the planes depart they are kept at a lower altitude to not interfere with flights from the north?
- Stuart - We will investigate any motions you suggest.
- Mark – The motion made by Brian is feasible. Qualifier – due to separation standards a waiver would be required and could take up to 12 months. From a safety stand point it is feasible, but the waiver would be needed. If it is high risk, won't be able to do it. If it is moderate risks mitigation would be needed.
- Alan – it doesn't matter what the hurdles are. If we want to vote on it let's move forward.
- Mark – I want you to understand the process. Just because I say it is feasible, doesn't mean that in 14 months I won't come back to you and say it was not approved.
- Efficiency concern – a thorough analysis takes a while, but a preliminary analysis was done. Each airplane would fly a mile and a half more than it does today to get it to its destination. Part of the Metroplex goal was to create an unimpeded descent and climb, if we delay the turn it will be higher and still under the corridor.
- Sam Blair - Is the rail movable?
- Mark - Yes, but (..)
- Moving the aircraft in would be better than moving it out more.
- Benjamin – wouldn't moving it back be the same as pre-Metroplex?
- Mark –
- Brent– If the group says they want more RNAV routes then they would need to go to council to confirm. A less efficient route is one that creates more greenhouse gases above charlotte. The Council right now wants to reduce the amount of GH gases over charlotte, and would need to be informed of this.
- Mark – An Environmental review would be done to decide if a CATEX or EIS would be needed. If you want to go ahead with this, and if next month you make

another recommendation, then the other recommendation would go behind this one in their place in line. If you send them all as a package, then they can all be counted as one.

- Thelma – Which one did you look at?
 - Mark - 18L was looked at?
 - The minutes said can we look at the other two runways.
- Jill – Can Dan look at this for SW departures? This is work intensive but we can try to get this information to you.
- Brent – The increase in complaints was south because that is where dispersion happened.
- Cameron – This is great data.
- Part 150 – The airport creates and submits to FAA for approval. There is no technical requirement preventing the FAA from flying it, except for Part 150. When the FAA stopped following this, the airport got a lot of complaints from Berewick. If the group wants the Airport to request the FAA to do this, then we can think about it, but some neighborhoods would be vehemently opposed to this. It was in 1977 when the new runway was opened. If they turned earlier they would be lower to the ground.
- Brent – The part 150 program is very old. Once the EIS is completed and the runway is built a new Part 150 will be needed.
- Cameron – Do we need all the data for all other studies? Or are we looking for the general path?
- Jill – Just looking for the general path, but multi -family, vs single-family home and open space and total would be good.
- Sam – What are our next steps with Brian’s recommendations?
- Mark – The airport will need to request the FAA to change it.
- Sam – how do we put together a more formal request?
- Cameron – Everything affects everything else. There are other issues to be discussed today. I think we need to table this discussion and find out about slowing the aircraft and other items before requesting something. Cameron suggests we need to put together a package and get technical help to put suggest to the FAA. To make recommendations to the FAA it takes a super majority to vote on it.
- Sara – I would want to hold on and see more information about these analyses before voting?
- Sam – if things changed can we do more analysis like this?
- Mark – I have to be careful to say what analysis I can do because our resources are limited.

- Brent – The companies that will send proposals will be able to do these analyses for the group. Hold on to the suggestions and when they come on board, then you will have a lot to give them to get to work on.
- New Business
 - Any updates on 5/23 closure time?
 - Dan – It will close on April 9th.
 - Brent – It will be closed for construction. Reopen for 8 months, and close again for additional construction.
 - Raise Minimum altitude above 6000 AGL until line up on Final approach (Bob Cameron) 02-2018
 - Jill – What does it mean and where does it happen when final approach fix is made?
 - Cameron further explained - Discussion ensued
 - Sara – Can we quantify efficiency?
 - Mark – I can speak to miles, not dollars
 - Brent – The FAA definition of efficiently at \$12 mil, 36tons less greenhouse gases emissions per year
 - Does American have involvement to any procedural changes?
 - Mark – For Metroplex American, other carriers and the airport were involved in the process. But not for a sole procedure.
 - All in favor of the re
 - 11 in favor, 1 opposed, 0 abstained (Denise Davis and Brian Cox left early)
 - MIT Study of Boston Logan noise impacts (WSJ article)
 - FAA Is this change feasible
 - CLT Is this change within allowable operating parameters
 - Cameron – If anyone is interested in pursuing this idea, then write something and bring in for discussion on a motion.
 - Thelma- Can a document be compiled that summarizes decisions that have been made and requests that have been made.
 - Cameron – Has been numbering recommendations that would be helpful to have on the website that they public can access.
 - Stuart – The questions have not been answered yet on the feasibility of this. The study is still underway by MIT.
 - Mark – This is an operator question, not an FAA questions.
 - Cameron - What would it take to get it implemented in Charlotte is the questions that can be asked.
 - ACR Expectations survey

- Brent – The FAA will issue the notice of intent for launching of the EIS related to the new runway. The airport will send you questions for the federal register. There are dates provided for public meetings. Encourage the public to participate in these public meetings.
- Meeting ended at 8:17pm.