

Airport Community Roundtable

Approved Summary Minutes: October 18, 2017

Attendees:

Bob Cameron, Chair, Davidson
Frank Headen, Vice Chair, County 4
Brian Cox, Charlotte
Tonya Clarkston, City 1
Patreece Lanier, City 3
Benjamin Miley, City 4
Bobbi Almond, City 5
Sayle Brown, Cornelius

Doreen Anding, County 1
Bob Petruska, County 6
Erin Denison, Gaston
Thelma Wright, Mecklenburg
Jill Taylor, York
Stuart Hair, City of Charlotte (ex-officio)
Brent Cagle, City of Charlotte (ex-officio)

Summary Minutes:

- Meeting started at 6:07 PM
- Roll Call
- Taylor motioned for approval of 9.20.17 meeting minutes; Brown seconded. Minutes of 9.20 approved – 12 yea; 0 nay; (1 absent for vote).
- Special Priority Item: FAA Tour Scheduling
 - FAA offering five tours of the Air Traffic Control Tower over next few weeks. Tours limited to five participants at a time.
 - Sign up sheets available. Please sign up in advance
 - Overview of logistics and timeline for the tours
- Special Priority Item: Attendance Policy
 - Some districts have not been represented at all since roundtable commenced.
 - Brown recommends staff find new members for these districts with zero attendance so far (City 2, City 6, and Huntersville); Taylor seconded. Motion to find new members for districts with zero attendance approved – 12 yea, 2 0 nay; (1 absent for vote)
 - Discussion about whether ACR wants to be engaged in selection process, ultimately decided to leave selection to staff.
 - Question of whether ACR can eliminate seats if a member cannot be found to fill the seat.
 - Consider adopting an attendance policy if so many consecutive meetings are missed, then a member is replaced. Denison motioned for a 50% attendance rate in a 12 month period – miss 6 in a 12 month period then seat is revoked. Wright seconded motion. Discussion on whether this is moving forward or from now on.

- Denison amended motion that attendance rate is implemented moving forward from this meeting on a rolling 12-month basis. Discussion around whether substitutes count towards attendance and excused/unexcused.
- Amended motion approved – 11 yea; 1 nay; 1 abstain.
- Staff offered to arrange conference line in the future.
- Unfinished Business
 - Track counts – status update: Dan Gardon of CLT provided update of project to provide maps for each members' residence with flight tracks
 - 1996 Noise Contour Maps
 - Map shows the difference between 1996 noise contours and the 2020 projected noise contours. Shows how the contours have become smaller over the years. 2015 was the basis of the 2020 projected noise contours. Reduction due to FAA change in engine requirements.
 - Inside the 65 DNL, properties are eligible for purchase or insulation under the FAA's Part 150 program. The Airport has approached all residences within the 65 DNL to inform them of the program.
 - Noise Complaint Maps Comparison: 2015, 2016, and 2017
 - At request of roundtable, staff provided map with comparison of complaints by year.
 - Miley requested document be sent as a PDF to emails
 - Updated maps with enhanced street names – updated base maps being used for illustrations for clarity issues. Used a consistent standard highway map
 - KML files/Google Earth on website – working to add to website. In interim, members can contact Dan Gardon for the KML files that can be used on Google Earth
 - Other Airport Solutions – status update
 - Each airport is unique with its own geographical features and population centers
 - When looking at precedence set at other airports, it is important to understand process but recognize technical solutions have limited application value at CLT. Staff recommends setting policy direction versus technical direction. Policy will allow FAA and CLT staff to examine current policy and look for technical solutions to fit recommended policy.
 - Anding believes there is value to examine tactical solutions to determine policy.
 - Petruska interested in learning more about curving.
 - Staff requested that only other large hub airports be used for comparison purposes.

- Staff requesting whether ACR ready to agree on concentration or dispersion as a top-level policy.
 - Discussion ensued on whether noise issues members are experiencing are due to arrivals or departures.
 - Anding would like to understand what other ACRs have done so this roundtable does not have to reinvent the wheel. Cox echoed these thoughts. Staff agreed to research and come back with information.
 - Petruska asked what parameters are on the table when it comes to solutions.
 - Miley asked whether speed of aircraft could be considered.
- Flight Tracks with Population Centers – status update. Large request that staff continues to work on. Cameron refined request to look at complaints versus population centers versus flight tracks.
- Major planned closures for CLT Runways
 - Closures can be planned and unplanned.
 - Runway 5/23 will be closed starting mid-March 2018 for approximately 8 months while Taxiway A Rehabilitation project is completed. Runway necessary as a detour for the taxiway.
 - 5/23 and 18R/36L are used predominately for arrivals, 18C/36C and 18L/36R are used predominately for departures.
 - 5/23 will be decommissioned once the fourth parallel runway is constructed and commissioned. 5/23 used for noise abatement because it has been designated in the airport’s noise abatement procedures.
 - Wright asked how will the community be notified of the major closure of Runway 5/23. Staff notifies the community through a Council-Manager Memo, notifies media contacts, and communicates information across its social media platforms. Members requested that staff explore other notification processes.
 - Members request that they be notified each time Airport sends out noise-related messaging to council, media, and other social media. Cameron also encouraged members to think how they will communicate this information to their communities and neighborhoods.
- Explanation of noise
 - Sound measured in logarithmic scale
 - Recommend using website from Landrum and Brown (found through Airport’s Community Programs and Noise webpage) to understand process for measuring noise
- Optimized Profile Descent – status update

- Mark Clark provided overview of the seven Optimized Profile Descents (OPDs) in the Charlotte Terminal Airspace. CLT OPDs terminate between 6,000 – 12,000 ft – they do not come all the way to the ground. No current plan in place to extend OPDs to the ground.
- Cameron asked whether any obstacles to prevent requesting OPD to the ground. Clark noted it is challenging to accomplish this given the amount of traffic (both arrivals and departures) around CLT. Montross of American Airlines noted that long-term plan of NextGen could lead to capital investments that make OPD to the ground a possibility; however current regulatory environment makes it difficult for NextGen and capital investments to move forward.
- Anding noted that OPD does not seem to be a possible solution since they don't deal with aircraft near the ground.
- Brown introduced idea of Continuous Descent Approach as a possible solution for Charlotte. Manual solution used in approaches to London Heathrow (LHR). Cagle reiterated that the committee can consider these as possible solutions
- Cox asked if there is any change to the descent profiles in 2017 versus 2016? Clark stated there had been no changes in the OPDs in the lower altitudes.
- Taylor asked what controls aircraft below 6,000 ft. Clark stated the controller leads in lower altitudes due to complexity of managing both arrivals and departures.
- Montross stated that 50% of American's fleet in Charlotte is regional aircraft which do not have the same technology in the cockpit as larger aircraft.
- Cagle noted unique position of CLT in the national airspace, given the size and fleet mix. These will factor into the possible solutions available.
- Anding offered the idea of looking for different solutions based on different types of aircraft.
- Petruska asked what types of aircraft are most noisy? Can CLT restrict or place limitations of what type of aircraft can operate at CLT.
- Denison asked if there are restrictions on airport operational hours? Airport is operational 24 hours a day, but certain runways are restricted at night through CLT's Part 150 Noise Abatement Program.
- Denison asked if CLT is considering revisiting Part 150 program due to age. Staff responded they have spoken with FAA on Part 150 program. There are existing complications due to the Environmental Impact Statement underway for the proposed new runway and how it would affect Part 150 program. A

- possible remedy is to complete the Part 150 as soon as new runway is commissioned. Denison noted 20 years is a long time, especially in Charlotte.
- Denison asked what are the efficiency goals for air operations. Clark described as maximizing utilization of infrastructure within standards.
 - Miley asked if American Airlines' profitability is considered. Montross noted they view efficiency through multiple lenses. Cagle responded that CLT values efficiency as how to minimize costs for airlines so as to be attractive for airlines to do business at CLT.
 - Are flight track changes assessed with potential impacts to communities, including environmental and noise? Montross responded American investing in new aircraft to reduce community impacts.
- New Business
 - Public Input and Introducing a Public Forum
 - Some members have suggested time be set aside in agenda for let non-members have the ability to bring forth their ideas. Cameron concerned that this may take up time while not benefiting the group. Discussion ensued.
 - Cox motioned to add public input and forum. Miley seconded. Discussion ensued.
 - Staff requested clarification. Further discussion ensued. Cox withdrew motion and will present a complete write-up for the next meeting to put to a vote.
 - Meeting ended at 8:22 pm. Anding motioned to adjourn; Miley seconded. Motion passed – 13 yeas.

Action Items:

- Send Noise Complaints Comparison 2015, 2016, and 2017 combined and separate maps to all members. Send map of those who have complaints for each year.
- Provide bubble map of complaints by address to see where the volume of complaints are originating
- FAA to provide overview of 'curving' that is being used at John Wayne
- Staff to provide overview of what DC, SFO, and ORD roundtables have done
- Staff to send link to the website which provides noise profiles by aircraft types