

Airport Community Roundtable
Unapproved Summary Minutes: April 18, 2018

Attendees:

Bob Cameron, Chair, Davidson
Brian Cox, Charlotte
Katie Filicky, City 4
Bobbi Almond, City 5
Sayle Brown, Cornelius
Sara Nomellini, County 2
Calvin McGuirt, County 3

Denise Davis, County 5
Thelma Wright, Mecklenburg
Benjamin Miley, Mint Hill
Amelia Stinson-Wesley, Pineville
Stuart Hair, 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 March 21, 2018 Minutes
 - Cameron noted that his last month will be June instead of July. Correction will be noted
 - Wright moved to approve minutes
 - Stinson-Wesley Seconded
 - All approved (11-0-0).
- Addressing the ACR
 - One gentleman signed up but his flight was delayed so he is unable to make it.
- Special Presentation: EIS by Stuart Hair
 - CLT EIS is underway and public scoping meetings are next week on April 24th and April 26th. Opportunity to give feedback to the FAA on what should be incorporated into the EIS. Additional information available at clteis.com. At the meeting you will be able to submit comment via stenographer, online, or via a letter.
 - Davis – how has the public been notified?
 - Hair: FAA sent a press release which was picked up by local media
 - Wright: I also received a postcard which I imagine went to local neighbors
 - Filicky: Is there anything different between the meetings?
 - Hair: No – they are the same format. Offering multiple dates. Boards presented will also be posted to clteis.com
- Special Presentation: Noise Statistics Update by Stuart Hair
 - In March, CLT received 2,401 complaints, down from more than 11,000 in March 2017. Total year to date is 10,754

- Distinct households submitting complainants is steadily rising. In March, 205 households issued complaints, up from 184 in 2017. Top 25 households represent 95% of total complaints with top complainant represents 11% of complaints made so far in 2018.
- Brown: how do you break these down?
- Miley: have you spoken to the top complainer recently? I submit quite a few complaints but have only received one letter. Maybe he would appreciate it.
 - Hair: yes, we have had robust conversations with him. He has shared with us how he automatically generates complaints
- Davis: is the database public? I would like to get a list of all households who have complained in County 5. Would like Name, Address, Phone Number, and Email Address, and Date of Complaint. For one year period
 - Hair: Staff will follow up with you
- Cox: feedback is that you don't put too much weight on the "Top 25". Sharing with my neighbors that they only need to submit a single complaint.
- Davis: I stopped complaining once I joined the roundtable. Should I be filing complaints?
 - Hair: do not feel as though you are stifled from making complaints. I do ask that you understand we are all humans and ask that you be respectful with your complaints
- Davis: I got the impression that unique households were more important than the number of complaints. Trying to understand how the data is analyzed.
- Brown: are people stopping complaining because they have given up or is it because something has changed?
 - Davis: feel as though the letter Airport sends makes it feel as though there is nothing can be done. Does not encourage people to continue calling.
- Hair: I do not think we have a specific statement that comes from this. We were asked to report out this information to the group, but I am not sure what action can we take from this.
- Stinson-Wesley: Is it possible to get a copy of the letters that are sent?
 - Hennessey: there are multiple letters that are sent dependent upon the nature of the complaint. Initial letter is more in-depth but future letters are dependent on the nature of the complaint. We encourage people to submit questions.
 - Cameron: can you provide us a sample?
 - Hennessey: Yes. We can provide. We provide various resources, including the ACR and the website.
 - Cameron: I would certainly hope the letter can provide more follow up.
 - Davis: I asked at the last meeting that the ability to speak for 3-minutes at the ACR
 - Cox: read excerpt from letter received by neighbor. Felt the letter is misleading but saying there are no recent changes

- Wright: seems like the number of unique callers is increasing each month. Is it new households?
 - Hair: it is a cumulative number
 - Miley: I have lived in multiple places – do I register as one or three?
 - Hair: if you enter a new address, then they are distinct.
 - Filicky: what is done with data?
 - We share with executive team but do not currently have a team to handle
- Breakout Sessions
 - Dan recommends grouping by those in similar situations:
 - First group be those to the Southeast (Blair, Cox, Davis, and Sauber)
 - Second group by those affected by departures turning West (Denison, Nomellini, Petruska)
 - Third group those affected on final approach (Anding, Taylor, Thomas, Wright, Lanier, Stinson-Wesley)
 - Fourth group those in the North/Northwest primarily affected by 5/23 traffic (Cameron, Brown, Filicky, McGuirt)
 - Fifth group those outside the general flight patterns (Almond, Klein, Miley)
 - Cameron: we voted to breakout for 15 minutes at each mtg, so let's do this. Regroup at 6:45
 - Cameron: Sayle Brown has some copies of arrivals and departures approach plates. I think it would be helpful to have him walk us through these at a future meeting. Sayle shared that the controllers are trying to do multiple things and if they give a pilot a broad guidance, there is some flexibility. Feel this would be very helpful for the whole group.
 - Brown: this is where pilot and controller technique comes in. I can do it or Mark Clark can do it.
 - Hair: we will set this up for the next meeting.
 - Brown: I would recommend 18L/36L and 5/23.
 - Clark concurred
- Unfinished Business:
 - Technical support for ACR – status of project by Stuart Hair
 - RFP issued for technical and facilitation support. Deadline for submission is April 23rd at 12:00 PM
 - CLT has assembled internal review team and suggest Chair and Vice Chair also serve on review committee.
 - Nomellini: suggest someone with experience with RFPs serve.
 - Cameron: I have experience in contracting, including both issuing and reviewing RFPs

- Hennessey: Once members are selected, we will schedule dates to accommodate. Nominally 11:00 – 1:00 with lunch and review.
 - Wright: agree with recommendation but wondering if someone could attend to listen.
 - Cameron: ACR members could provide recap at next meeting and explain rationale so the Roundtable could get a briefing before ultimate selection.
 - Nomellini: consultant is so important to us getting something done, I don't want to waste time.
 - Filicky: can we submit criteria as a group?
 - Nomellini: it was outlined in the RFP
 - Davis: can we have a list of respondents?
 - Hair: yes, a matter of public record
 - Cox: think ACR representation is good. I am okay with Chair and Vice Chair. If one cannot attend, then please solicit someone else. I don't see where we are approving. Let the professionals run their process since time is of the essence.
 - Davis interested in participating if either Cameron or Petruska unable to attend.
 - Miley offered to be the back-up back-up if needed.
 - Cameron: please circulate an email with the four individuals and potential schedules to narrow down
- 01-2018 (Delay RW18 departure turnouts): Update
 - New SouthWest Pre & Post Metroplex map provided in hard copy
 - Hair: At request of ACR at March meeting, we created these maps. Similar to South Charlotte map that was completed with 5 three-mile segments. Includes a centerline and a box within 1 mile in each direction of the centerline.
 - Hair: some of the things which jumped out at me. In the 3rd mile which tracks over the Westinghouse area, there is a shift from warehouse land use to industrial land use in these areas. Originally, flights were near 77 while new flight track is closer to the Siemens site.
 - Nomellini: Siemens is now completely surrounded by residential homes.
 - Cox: clarifying the size of the box
 - Filicky: do I understand that the third mile residential area saw the most change?
 - Hair: yes, that is what it seems to indicate
 - Miley: you don't include the river, so the data for the fourth and fifth mile is worthless
 - Cox: as I understand, if we can account for the river as vacant land, then it would be more accurate.
 - Hair: yes, that is something we can look into
 - McGuirt: how recent is this data?

- Hair: it was put together last Friday. Based on GIS data in the system in recent weeks.
 - Cameron: hopefully Dan can dig into the water details
 - Nomellini: please distribute these electronically.
- 02-2018 (Raise minimum altitudes for arrivals): Educational update
 - Mark Clark of the FAA - request was to raise the terminal altitude to a minimum of 6,000 ft AGL. Clark noted immediately that this was not practical. If we raise the minimum to 6,000 within 35-40 miles of the airport, that would increase each aircraft's route by 9-10 miles. That equals an additional 7,000 flying miles in the Terminal Air Space per day.
 - This would also result in FAA not being able to contain aircraft in the Terminal Air Space or in the Class Bravo Air Space.
 - Clark provided an example of an aircraft arriving from Northeast.
 - Cox: why are they lower now than in 2015?
 - Clark: as we discussed, there was a change in the point location in your specific instance
 - Filicky: what are the consequences?
 - Clark: we would have to reduce the arrival rate into Charlotte. Would increase the flying miles by 7,000 each day. Would not be able to contain the Class B air space
 - Filicky: What is a more realistic goal?
 - Clark: what we do now is what I consider realistic
 - Cox: Is there anything in your professional opinion this body can do to change the noise impacts of this community?
 - Clark: too broad of a question
 - Cox: let me rephrase, is there anything we can do?
 - Clark: anything we will do will move the noise to another area
 - Cox: so this is the best we can do?
 - Clark: we spent millions of tax payer dollars to design these procedures to identify the best way to do it. I was not part of this work group
 - Cox: was an Environmental Impact Study done?
 - Clark: Environment Assessment was done. Was considered the right choice by the Metroplex team
 - Miley: with fourth parallel runway, there is a chance that the best will change in four years?
 - Nomellini: I think it is important that these impacts are translated into lay terms. 7,000 flying miles doesn't seem like a lot. How much does that

cost? Use that as a comparison to how we are suffering and that has a cost.

- Filicky: are most of these connecting flights?
- Clark: CLT is a hub airport, so I would imagine
- Tracy Montross (American Airlines): 7,000 flying miles. We see these as block time, crew scheduling, plane time (maintenance), throughput for the Airport, passenger flight time. We believe the hub brings significant economic benefits to the region with 700 flights in a community that does not support. We provide jobs, connectivity, and \$30 million in sales tax in the Terminal
- Filicky: Can we look at other minimum altitudes and potential impacts?
- Wright: I recognize there are environmental impacts to flying more miles. My question is what is the point of this roundtable if we live in an airport town and we are going to be impacted by noise until money is put into developing quieter planes. Discussion seems moot.
- Cox: I would agree except someone did change the highway in the sky. The frequency and lower altitudes changes were made with minimal notice to public and its input.
- Davis: believe this change also affects children in the schools in the area and their health. Taxpayers own the airspace above us. We fund the FAA to manage the airspace, but they are managing it for the for-profits (airlines) who are using the airspace.
- Cox: where I live, the land use planning is so restrictive one cannot open a dry cleaner, but this hasn't been addressed. It needs to be a policy issue
- Filicky: altitudes are important to discussion because there is a possible solution somewhere between where it is now and 7,000 ft.
- Cameron: agreed. It would be beneficial to look for solutions.
- Clark: planes fly over my house at 2,800 feet at LECAR point all day every day. We cannot change that because it maintains the 3% glide scope
- Cameron: can we raise the table and move the points further out? Maybe 7,000 is too high but is there another higher altitude in which the planes could intersect the glidescope?
- Clark: on 5/23 we turn them on to 4,000 on a normal day, so anyone between that point and the airport will experience no difference that what we have today.
- Nomellini: that didn't stop you from making changes a year ago?
- Clark: I can't speak to that.

- Davis: in my neighborhood, we are getting close to have to disclose that we have airplane noise over our house and will need to include a disclaimer.
 - Hennessey: As a broker, I understand that only those in the area designated are required to disclose
 - Cameron: please pull that information so we can understand
- 7:40 lost quorum with departure of Stinson-Wesley and Cox.
 - MIT study of Boston Logan noise impacts: Update
 - Miley: MIT looked at lowering speed of departures by 30 knots would reduce noise by 1.5 decibels. Would take about 30 seconds longer between departures and cost about 7 additional gallons of fuel. FAA in Boston is moving forward with part of the recommendations. I think we should try to look at this here.
 - Hair: I attached a copy of the technical report from MIT when I sent the agenda for this meeting. Did not provide hard copies (70 pages).
 - Cameron: this was very informative. Mark, are you in touch with Boston FAA?
 - Clark: study has come out and FAA has had conversations with industry since they are flying the airplanes
 - Montross: we are spending time reviewing. Airline carriers have significant concerns with the study.
 - Cameron: if 30 knots is too hard or there are safety issues, is there another speed reduction that does make sense while also providing some relief?
 - Montross: different aircraft would create spacing issues by this reduction
 - Clark: 250 knots is the fastest they can go until they hit 10,000 ft
 - Cameron: is a 319 taking off at a different speed from a 737? Does the FAA already have to adjust to different speeds
 - Clark: we anticipate an acceleration to 250 knots for all aircraft. Have been surprised when some climb slower.
 - Miley: Flight radar app I use is recording at 350 or 400 knots.
 - Brown: there can be tailwinds that affect that.
 - Cameron: I don't want to send the FAA up a box canyon to waste people's time, but this is one of the ideas that has come up that seems to have some merit. I don't want to let it go. Perhaps a member could act as a liaison.
 - Davis: I think we should keep it in mind. Looking at this, I don't see where it would be horrible to see if we could just adjust departures back to the green route. Who would lose?
 - Cameron: those who were under the green route.
 - Nomellini: we purchased our homes under the prior condition
 - Cameron: someone can make the recommendation to do that

- Nomellini: I need to see the dollars. What is the increase in fares?
 - Montross: we don't have that information
 - Nomellini: I imagine someone in that company does
 - Cameron: In addition to the Airport and FAA, there are other players including the City Council, the Chamber of Commerce, and other groups I cannot think of at the moment.
- New Business - ACR Expectations survey
 - We have not been able to address this topic over the past few meetings due to lack of quorum and other agenda items running over.
 - Asking each of you to complete the survey (link on the agenda) with 8 questions
 - Cameron: please send as a link in email
- Davis: can Airport help us locate a noise specialist in Charlotte?
 - Hair: that is what we are looking to accomplish with the RFP
- Davis: I want monitoring to show FAA that levels are higher than what they say
 - Hair: again, the DNL is an average, not an individual event.
- Davis: the 65 DNL is being challenged at the federal level
 - Cameron: I think this is a bad law
- McGuirt: isn't this data old?
 - Hennessey: the Noise Maps were produced in 2015
- Davis: I think it is important to get professionally measured data points. We need hard data.
 - Hair: Dan and Kevin are working on a project. We aren't far enough long to share details but we are working on that internally
- Brown: there is a difference between ground speed and air speed. Tail winds can change dramatically.
- Meeting ended at 8:07pm.