

To: Charlotte Douglas Airport Community Roundtable

CC:

From: Dan Gardon – Noise Abatement Specialist

Date: March 20<sup>th</sup>, 2019

Subject: Supplementary Information – History of the 2-mile Turn Restriction for Departures to the South

As requested by the Airport Community Roundtable (ACR) the following information was compiled in order to better understand the history of noise abatement procedures at CLT. Currently departures to the south from runways 18C and 18L must fly runway heading for two miles prior to turning towards their final destination. This procedure has been in use for nearly 42 years, and there has been discussion from the ACR on whether this is an outdated procedure. HMMH will be conducting extensive research to weigh the potential benefits and drawbacks of removing or modifying this procedure. The below reflects noise abatement procedures at CLT from 1959:

**1959** – RWY 18L/36R is lengthened. 25 homes south of brought suit against the City, and easements were obtained over the properties.

**January 1, 1968** – FAA issues ORDER 7110.13:

‘a. [...] fan out departures and arrivals should be considered in order to reduce the concentration of noise over any one portion of the surrounding communities.

‘c. [...] every effort be made to route (IFR) aircraft along flight paths compatible with noise abatement routes.

**June 1<sup>st</sup>, 1977** – FAA issues ORDER 7110.18D as part of 1977 Part 150 Program

- Prefers RWY 5 for arrivals and RWY 23 for departures during night

- Requires all departures to maintain runway heading until an altitude of 3,000 feet

**July 28<sup>th</sup>, 1977** – Tower Chief issues Pilot Bulletin 77-2 requiring right turn of 025 degrees immediately after takeoff from Runway 36 and to maintain that heading until 3,000 feet.

**August 9<sup>th</sup>, 1977** – Tower chief sends memo to all ATC personnel stressing the seriousness of noise abatement procedures:

- 2. [...] Except for Runway 36, don't turn turbo to two miles from the runway.

**August 13<sup>th</sup>, 1979** – Tower ORDER 7110.18G is first order issued that addresses runway use program with new RWY 18L/36R (now 18C/36C) and provided the following procedures:

- [C] (2) Departures will normally be instructed to maintain runway heading until two miles southwest before starting turns.
- [D] 1. Runway 36L turbojet aircraft will be issued left turns, heading 330 degrees by local control
- [D] 2. Runway 36R turbojet aircraft will be issued right turns, heading 025 degrees by local control
- [D] 4. On all other runways, departing turbojet aircraft will maintain runway heading until two miles from the Airport

**July 27<sup>th</sup>, 1987** – City Council approves the first Noise Compatibility Program (Part 150), which recommends purchasing 422 dwellings with the 75 DNL contour

**June 25<sup>th</sup>, 1992** – ORDER 1050.1A confirms runway headings and turning restrictions.



**1996 Part 150 Program** affirms 2-mile turning restriction for departures from 38L and 18C.

**The above information was compiled by Attorney Frank Newton Jr. in 2009 from existing documents.**