

## Airport Community Roundtable

### Unapproved Summary Minutes: June 20, 2018

#### Attendees:

Bob Cameron, Chair, Davidson	Alan Sauber, City 7
Bob Petruska, Vice Chair, County 6	Sayle Brown, Cornelius
Brian Cox, Charlotte	Thelma Wright, Mecklenburg
Kurt Wiesenberger, City 2	Ben Miley, Mint Hill
Katie Filicky, City 4	Benjamin Pecora, York
Bobbi Almond, City 5	Stuart Hair, City of Charlotte (ex-officio)
Sam Blair, City 6	Mark Clark, FAA (ex-officio)

#### Call-in Participants

Doreen Anding, County 1

#### Summary Minutes

- Meeting started at 6:00 PM
- Review and Approve minutes of the May 16, 2018 meeting. Sauber motioned to approve, Almond seconded. Minutes approved 11-0-0.
- Introduction of two new members: Benjamin Pecora representing York County and Kurt Wiesenberger representing City District 2. Roundtable members introduced themselves to new members
- Addressing the ACR: each of the following community members was given three minutes to address the Airport Community Roundtable:
  - John Garrett
  - Larry Salyers
- Special Presentation: Noise Statistics Update by Dan Gardon
  - Received 3762 complaints in May. Usually see an increase in early summer months as people spend more time outside. It is a significant decrease from the more than 20,000 we received in May 2017
  - 392 unique addresses so far in 2018, consistent with 373 at this point in 2017.
  - Miley: saw where there is a big notice on the website about our information being open to public records.
    - Gardon: yes, we have received requests from members to share all the contact information of complainants in their district. We wanted these people to know their information and their comments were subject to NC Public Records law.

- Special Presentation: Customer Service Solutions (CSS) Facilitation Services by Ed Gagnon
  - Gagnon: In business for 20 years across multiple industries, including education, healthcare, government, banking and sports. Worked on over 900 projects over the years around strategy, corporate change, operations work, research, and training.
  - Over last three years, CSS has done a variety of projects that align to the RFP the City issued. Facilitation, process redesign, strategy, and visioning are all part of the work we have completed.
  - Have worked with staff over the last few weeks to get information. Also have attended meetings and listened to recordings to get a sense of goals and needs of the group.
  - CSS will design and refine process for recommendations, facilitate meetings, agenda setting, planning calls, summarizing meetings
  - Would like to interview the new chair and am also happy to interview any of you who are interested. Will
  - Sauber: have you worked with other ACRs or airports?
    - Gagnon: No. We have a lot of government experience, but not directly with ACRs or airports
    - Cox: I wanted to let everyone know that I know Ed and have worked with him for many years. We did not discuss this opportunity, but I do know him.
  - Wright asked for clarification on the summarization of meetings
    - Gagnon noted he anticipates both technical recommendations as well as other issues that CSS can help with in terms of looking at the process and themes
- Special Presentation: HMMH by Gene Reindel
  - Reindel: in business more than 30 years and focuses on solving complex problems affecting our environment. Company was set up with explicit goal of addressing airport noise problems.
  - Other services HMMH provides includes air quality, airport and airspace design, renewable energy, software tools, and training. This includes developing some of our own software and programs.
  - Experience with other airport roundtables, including Fort Lauderdale, San Francisco, Oakland, and Baltimore/Washington.
  - Results with Los Angeles where they experienced a spike in complaints in early 2015. Helped discover what had changed with FAA procedures and the FAA went back to earlier patterns. Will note that there was an equally high spike in complaints when they went back to old patterns – people notice change.
  - Pecora: as I understand, there was a certain expectation of sound, then there was a change. After the change was reverted, the expectations was changed. There are decades of patterns of change here in Charlotte, but with these changes there is no consistency. I think we should go back to the way things were.

- Reindel: disclosure that I do not yet know the specific situations of individuals or CLT. We are working to analyze the data. I think it is important to understand the whys and look for ways to move forward. We want to come up with solutions that are wins for the FAA, the airlines, and the roundtable.
- Cox: thrilled that we have technical help. I have two thoughts: it seems the ground is being laid to begin some mitigation of what is in place right now to improve things. I have a problem with that because I want things to be reverted back to pre-Nextgen routes. I am also upset that the FAA said the burden of future complaints is on the roundtable – I disagree with this.
- Reindel showed some examples of where HMMH has helped find solutions in Los Angeles, Oakland and Boston.
- Petruska: how long have you been working in Baltimore and can you share any outcomes?
  - Reindel: we have worked for them for more than 30 years. They are diagnosing the problem.
- Petruska: do you have a lot of contacts at FAA?
  - Reindel: we do know some FAA personnel and we understand that controllers will have a different level of expertise than others and all are important when finding solutions.
- Wright: I am concerned about air quality. What do you do with air quality? Also, do you work for FAA or consult for ACR and airport?
  - Reindel: we work for the airport and the ACR. The FAA will have their own consultants. We bring a first-look at technical analysis to see what tweaks could be made to ensure that it will work for them. We do not do air quality mitigation at HMMH – but we can provide impact analysis of changes in aircraft operations.
- Sauber: to clarify, you are working at the direction of CLT and ACR. So you will take your direction from Stuart and the chair.
  - Reindel: yes, that is correct.
- Sauber: I recommend you don't take a long time to get up to speed. We need help.
  - Reindel: we do have our scope of work over the next month to get up to speed.
- Brown: we are a landlocked airport and that differs from coastal airports. Just off top of your head, do you have any ideas of what we could do without large bodies of water?
  - Reindel: water represents areas where people don't live. Even with land use maps, there are usually people just about everywhere. Think we explore how pilots fly the procedures and flight tracks that might change the experience for people on the ground. Dispersion might be an answer or there may be certain areas where we want to put a lot of planes.
- Blair: could you talk about dispersion and how it is used at other airports?

- Reindel: not a lot of experience with dispersion since many are moving away from this. Dispersion needs to be defined since everyone may have their own definition. Many airports are looking at CLT as a model since you have dispersion.
  - Pecora: what type of tools will you use to get data, measure data, verify accuracy of reporting?
    - Reindel: we are getting data from FAA source since it is the best there is. Accuracy varies a bit but is good overall.
  - Pecora: to me, it is important to manage expectations. When we change things back to the way they were, other people are going to be upset, but they were the ones that had flights over the homes for seven decades and there is a precedent. Also, how do you independently verify FAA data?
    - Reindel: there are ways – it is usually very costly and shows the same results that the FAA does
- Breakout sessions:
  - Hair: we will take 15 minutes to do breakout sessions and review the maps. Staff will be at the various boards.
- Unfinished Business:
  - Cameron: spreadsheet of various motions we have made
    - 01-2017: asked FAA to evaluate Optimized Profile Descent similar to Continuous Descent Approach used at Heathrow. There is extensive detail in March and April minutes for members to review
    - North Flow Downwind Altitude: requested FAA to verify the data, which the FAA did. FAA provided a presentation of that data
    - 00-2018 Delay RW18L departure turnouts: ACR asked FAA to verify if delaying turnout from RWY 18L if feasible. FAA confirmed it is feasible. Motion tabled pending technical advisor.
    - 01/02-2018 (Raise minimum altitudes for arrivals): ACR requested whether base leg altitudes can be raised prior to final approach. FAA concluded altitudes on base leg turns are as high as feasible.
    - 03-2018: Slow departure speed. ACR asked FAA to examine slowing departure speed. Process is still in experimental phase at other airports, so may or may not be possible at CLT.
  - ACR Expectations
    - Only four members have completed. Reiterating this request that members complete the survey (link found on the agenda) prior to the next meeting so the ACR can discuss expectations and how to move forward.
- New Business: New Chair Members

- Cameron: Mr. Petruska has taken the role of Vice Chair and has offered to become Chair. We have also discussed the idea of a one-year term so this is my last meeting.
- Cameron nominated Petruska. Wright seconded.
- Cox motioned nominations to be closed. Wright seconded. No discussion. Voted in favor 12-0-0
- Petruska was voted as new chair 12-0-0
- Floor open for Vice Chair.
- Sauber nominated Cox. Cameron seconded.
- Wright motioned nominations be closed. Sauber seconded. No discussion. Voted in favor 12-0-0
- Cox was voted as new vice chair 12-0-0
- New Business: Proposed Meeting Updates for remainder of 2018 and 2019
  - Hair: present proposed calendar.
  - Brown motioned to approve the proposed schedule. Pecora seconded.
  - Wiesenberger: is the monthly frequency the correct frequency?
    - Hair: recommend small informal groups to help advance ideas. Not subject to public meeting rules and statutes and the ideas that come out of them could be brought back to the larger group
    - Sauber: want to thank Bob Cameron for all of his work in helping us get through the first year.
  - Calendar approved as proposed 12-0-0
- Hair thanked Cameron for his service as chair and presented him with a challenge coin.
- Weisenberger motioned to adjourn, Wright seconded the motion. All approved (12-0-0)
- Meeting ended at 7:51pm.