

Airport Community Roundtable

Unapproved Summary Minutes: July 18, 2018

Attendees:

Bob Petruska, Chair, County 6

Doreen Anding, County 1

Sayle Brown, Cornelius

Bobbi Almond, City 5

Sara Nomellini, County 2

Larry Salyers – Filling in for Denise

Kurt Wiesenberger, City 2

Kim Hardee, Matthews

Ben Miley, Mint Hill

Sam Blair, City 6

Amelia Stinson- Wesley, Pineville

Thelma Wright, Mecklenburg

Benjamin Pecora, York

Ed Gagnon, Customer Service Solutions
(facilitator)

Brent Cagle, City of Charlotte (ex-officio)

Stuart Hair, City of Charlotte (ex-officio)

Bob Szymkiewicz, FAA (ex-officio)

Call-in Participants

None

Summary Minutes

- Meeting started at 6:00 PM
- Open the Meeting
 - No quorum until Sam Blair arrives about 10 minutes later, move on to other business items.
 - Remind of ACR Goals/Mission/Charter – Stuart Hair, Director of Economic & Community Affairs, CLT
 - Why we are convened and what we need to accomplish
 - Important to keep in mind that we are looking for broad based community input. Look at diversity of impacts of the whole community; include surrounding communities, not just immediate North and South of Airport.
 - Point out practical solutions and recommendations. Goal oriented, should have an outcome. The roundtable is charged with identifying practical solutions and recommendations. Not just what is wrong, but what can be done?
 - Petruska – Organize meeting better, get better flow. Introduce Ed, he will be the facilitator.
 - Set Ground Rules
 - Ed – want to have healthy, productive and effective conversations

- Tone, respectful nature, one person speaking at a time. Content – concise in your speech. Attitude, positive or defensive? What ground rules would you like to have?
 - Every suggestions is a possible solution.- Sayle
 - Avoid acronyms – Doreen
 - Listen to all input – Kurt
 - Truth – Ben Miley
 - No us vs. them – Thelma
 - Listen to what everyone has to say, focus on listening – Brent
 - Seek to understand before being understood. Seek others POV.- Jeff
 - Don't take it personal because that leads away from productive conversations. – Sayle
 - Don't make it personal – Brent Cagle
 - Approve Agenda/Minutes
 - Hair - Alan advised of edit to amendment which should be incorporated, will go back and listen to recording to make adjustment that Sam asked the questions vs. Alan.
 - Motion to approve minutes? Benjamin seconded all in favor.
- Introduce Participants, Review Roles, and Note Near-term Actions/Goals
 - Ed -Requests for HMMH should be made at the end of the meeting. If it is in between the meetings then the best option is to go through Dan Gardon.
 - Sara – Can we get contact and email address on the sheet? And have a soft copy of the document?
 - Brent – All of the presentations and documents are uploaded on the website after the meeting.
 - Dan will get soft copy to everyone
 - Ed -Interacting with CSS – will typically respond quickly to communication in between meetings. If there is anything that needs to be changed in agenda please try to reach out at least 2 weeks before the meeting.
 - Ed -New member onboarding – work with Dan to get you up to speed. Dan compiled a database with list of actions and requests that came out from outside the meeting. Ex: complaints statistics. If there is anything that is of interest that does not require a presentation we can work on it.

- Review Public Input
 - Review Complaint Statistics – Dan Gardon, Noise Abatement Specialist, CLT
 - Lower amount of complaints this month.
 - Spike in May, people with windows open experience more noise, June, hotter, less windows open not so much noise.
 - From May to June there is an increase in new complainants.
 - 3 regions that complain regularly – N, SE, SW
 - 75% of additional complaints came from these regions
 - Sharing this data on a monthly basis is good, but it may not be worth taking up valuable time, data can be provided to the group, and provide a half year report instead to the group.
 - Anonymous complaints? – Kim Hardee
 - Dan - Rare, maybe 3 or 4 a year.
 - Ben Miley – address is not showing on map – Dan can fix it to reflect this, although the numbers will remain the same.
 - Kurt – people are very enthusiastic about the first complaints and it will go down after the first. – the qualitative reports are more valid than quantitative.
 - Dan – The numbers do drop off after the first complaint. The airport recognizes this.
 - Benjamin Pecora has noticed the same trend, feel there needs to be a better way to address the citizens logging complaints instead of a canned response.
 - Doreen- the letters that come back are a little harsh, it's not a yes, but a No, we can't do anything about it. "It's not my job", it's less than what you hoped for since you took the time to write the complaint.
 - Dan – Reviewing the letter, and trying to dig deeper into the complaints, but at the end of the day, there is not much we can do to address the issue.
 - Brent - willing to discuss how the response looks, but needs to have something realistic. Can't say the ACR is working on your complaint if they are not. After the 2 or 3rd complaint it is automatic. Don't want you to think it is not worth the time, but don't want to say something that is not true.
 - If at any point that you receive the letter, you ask a specific questions, Dan will reach out and answer the questions individually.

- Percora – Include the links to the ACR site so they know there is active representation to their issues.
 - Ed – CSS does a lot of work to look at response letters and can provide recommendations/suggestions that can be brought to next meeting.
 - Sara – If I call once a month, am I considered individual households? No, the number is cumulative. The numbers start over each year, total number of unique addresses.
 - Pecora – Is there a value in combining the numbers throughout the years?
 - Dan – There is a lot of overlap between last year's numbers and this year in terms of households.
- Analyze/Uncover
 - Receive HMMH Presentation – Gene Reindel, Vice President HMMH, to present analysis of Flight Track Density Plots - before/after Metroplex and other items for ACR Review.
 - Address open motions and try to see if Gene has any response.
 - MIT Article – It is still too early to tell if this will be helpful, tests are being done. HMMH is following the study and will report back when there is more information.
 - Optimized Profile Descent – This procedure does have benefits.
 - It is worth looking into it to see if we can apply this here, the airlines would be in favor because it reduces fuel. It is not easy, but worth looking into.
 - CLT North flow – see what can be done to avoid conflicts.
 - Anything that flies through a specific gate can be analyzed.
 - Arrivals are above the departures. Difference in altitude of arrivals.
 - For arrivals have to be above the departures. Preliminary data shows OPD would be possible, but must thread the needle.
 - Pecora -What is the area in Miles? –
 - Gene - about 10 miles
 - OPD – not used much at this airport
 - There were some lowering altitudes in arrival.
 - More analysis needed.

- Went from more concentrated patterns to more dispersed patterns.
- Pecora – take into account what is happening on the ground not just the tower and pilots considerations.
- Sam - Does the descent have to be parallel to the runway?
 - This is standard operating procedure. That is the most common approach- Gene
 - Sam – The planes level off because they need to fly under the rail, if we move it closer they can tunnel under and fly higher
 - Gene – need to do further analysis, but if you move it out it lengthens the trail a little, depending on when they are coming from. But this can be looked at.
 - Ben Miley- Can we look into flying over highways instead of over residential areas?
 - Gene – Can look into it, and look at the population under the flight paths. Want to look of opportunities for compatible land use.
 - Ed – will have an opportunity to talk to gene during break out.
- Breakouts Sessions
 - Ed – possibility for up to 3 different groups.*
 - Discuss HMMH Presentation/Results, and Identify Additional Information Requests or Recommendations
 - Pecora – Looked at arrivals – one track come in at multiple points on NE and NW but converged into 1 point that lined up with 3 runways.
 - Since there are 3 runways, why can't we have additional parallel routes from NE and NW? There is an opportunity to create additional tracks and separate planes so they are not in a rail and disperse traffic into wider area. Altitude is key – reduce noise by 1/3.
 - Thelma – with plans for another parallel runway – what effect would this have on what has been presented?
 - Brent – the EIS will be complete in 2020. If it approved the construction of runway this would put it at 2024 for commissioning. We don't know the impacts, but we know there will be some, the EIS will determine this.
 - Review Flight Track Mapping – Bravo Waypoints – and Identify Information Requests or Recommendations – about 7 people interested

- Ben Miley – looking at Departures – look at multiple headings on departures (RNAVS)
- South bound departures - get rid of 2 mile restriction.
- Brent – There probably will be low impacts
- Thelma – What would ACR suggest?
- Pecora – there needs to be consideration for ground level. Work towards having representatives at this EIS. Work towards getting awareness to people making noise complaints.
- Ed – good overwriting principal to share findings with public and appropriate groups.
- Kurt&Larry – Spent time understanding Gene’s data.
 - 1) Arrivals &OPD analysis. Hold FAA to increase altitude of arrivals & Investigate further
 - 2) Length of flight tracks. There are opportunities to increase this so that altitude is increased.
 - 3) Understand altitudes, but don’t understand what it is precisely. Qualitative, how much does altitude change noise? Significant?
 - Ed – Data regarding residents & Noise?
 - Gene – Want to look at noise level difference between 4000 level flight vs. 6000 on OPD. Look at number of events above a noise level for a certain community.
 - If a certain community has 40 flights a day over 70 DB, then if you change it, another community will be affected with 300 flights. How for you quantify noise and annoyance?
 - Brent – The way the FAA quantifies the noise level (DNL) does not quantify the annoyance level. Gene – DNL won’t give us the information we need. The operations are outside the DNL. Look at something outside of DNL. For environmental purposes DNL is effective but for this purpose we can look at other measurements.
 - Miley – is there any way to analyze with different algorithms between HWY level of noise vs. airplane noise?
 - Pecora – the noise in rural areas is worse because living in the city you are accustomed to a certain level of noise.
 - Gene – look at the population density to discern noise levels. Can look at HWYS as well. It complicates things as well when

looking at ambient noise in a particular neighborhood. Estimates would be worthwhile.

- Sayle – Don't want to go back to pre-Metroplex, but what if there is a hybrid?
- Brent – Request that we look at population & look at median income of the people. Look at increase in flight times, this translates to more emissions.
- Thelma- W/ This change, is there more participation in Air Traffic Control (ATC) so that there is more personnel involved?
- Sayle – There may be slightly more involvement from ATC.
- Brent – one of the issues is technique between ATC and Pilots. Divergent headings would be something to look at. It just moves the dispersion fan if it is the exact same sport. Pilot technique is involved in this.
- Sayle – if we make it too radical there will be too much push back from the FAA
- Brent – What the FAA likes & doesn't like is different within the organization. It's not monolithic.
- Ed – 3 different suggestions proposed. Bob, want to put processes to a vote? Or wait for further analysis?
- Petruska – What does the group think?
- Sam – Gene, what is the typical format in other ACRs?
- Gene- Get direction and let analysis continue? Does this need motions? From analysis we have seen we want to tweak recommendations or go on.. Recommend we wait for further analysis.
- Brent – Heard tonight that there is a desire not to abandon idea of dispersion but to create as much dispersion as possible. Gene can look at this too. Is dispersion the best way or can we concentrate more?
- Sara – Dispersion is better. Let's share the love.
- Brent – Gene can figure out how to get more?
- Gene – Look at population density. Can move concentration. Raising altitude then turning could work.
- Sara – AA look at cost to figure out the change in ticket price?
- Brent – Can bring this to Tracy. Biggest hurdle is the complexity for FAA controller. Goes back to safety.

- Bob – Wants to grow and support our community as the airport grows. FAA can hire more ATC for operations.
 - Brent – Problem is size of the tower? Right now it won't accommodate as many people, but once the new tower is built it will help.
- Request/Address Additional Business
 - Unfinished Business
 - New Business
 - Doreen – Her area complains about flights starting at 1015 through the night and at 5:15 am? LHR is putting a 3rd runway decided to stop flights 11pm-5am. Look into this? Cut back night flights.
 - Dan –We can't under federal law, Noise & Capacity Acts (ANCA). Can't set curfews.
 - Brent- Airports who had curfews before ANCA were grandfathered. There is a process but the FAA has denied every petition.
 - Dan will look at analysis and contact Doreen.
 - Brent: 5/23 is closes, this adds noise.
 - Doreen – But this is paints the picture for the future.
 - Brent – The procedures will change. Maybe for the better, or worse. The traffic will spread between 4 RWYS.
 - Ben – Have you been at an Airport where one airline controls 90% of the airport?
 - Gene – It's a mixed bag, but usually the airline is involved. Right now there is not a proposal on the table. When there is, it would be good to involve the airlines.
 - Bob – What do you think of new format?
 - Kurt –More engaging process.
 - Sayle/Sara – Like the additional of Ed and Gene?
 - Jeff Tarte– Is here because citizens expressed concern. I have been to every major airport in the country. Moved to Charlotte area because of the Airport. The quality of life is because we are here, but CLT is the economic engine to the city and region. But at the same time, we can't have the planes flying this low. Want to help facilitate the meetings and provide solutions. Don't have influence on the FAA, but have 2 US Senators I can call to put pressure. But

the most important thing is to have a safe operation. Noise is a critical issue and I have contacts at American and will put pressure on them if needed.

- Adjourn
 - Petruska – Motion to adjourn. Sam seconds, all in favor.
 - Meeting adjourned at 8:30pm