

Airport Community Roundtable

Approved Summary Minutes: September 20, 2017

Attendees:

Bob Cameron, Chair, Davidson
Brian Cox, Charlotte
Tonya Clarkston, City 1
Benjamin Miley, City 4
Bobbi Almond, City 5
Sayle Brown, Cornelius
Doreen Anding, County 1
Sara Nomellini, County 2

Calvin McGuirt, County 3
Denise Davis, County 5
Thelma Wright, Mecklenburg
Amelia Stinson-Wesley, Pineville
Jill Taylor, York
Stuart Hair, City of Charlotte (ex-officio)
Brent Cagle, City of Charlotte (ex-officio)

Summary Minutes:

- Meeting started at 6:01 PM
- Roll Call
- Brown motioned for approval of 8.16.17 meeting minutes; Stinson-Wesley seconded. Minutes of 8.16 approved – 10 yea; 0 nay; 2 abstain; (1 absent for vote).
- Special Priority Item: ACR Mission Statement and Guidelines review
 - Brent Cagle reviewed why ACR was convened and the goals of the ACR. Broad group focused on alternatives that they can suggest to FAA. FAA committed to participating in the meetings and reviewing the alternatives. The group was not created to lead a suit against the FAA. Aviation Department does not have the authority to approve a lawsuit. If a lawsuit was to be filed, FAA would likely stop participating in the ACR and looking for technical alternatives.
 - Cameron thought a reset was necessary to focus on where we are going next versus how we got here. Discussion ensued over pieces the group felt they needed to better understand on moving forward.
 - Cox wants us to stop using the term 'dispersal' in discussions in context of the present. Discussion ensued about the technicalities of dispersion and RNAV at CLT.
 - Nomellini asked whether RNAV routes can be programmed to accommodate an intentional dispersion. Cagle responded this alternative is one of many to consider and is one way to move forward.
 - Discussion on the tone of the meetings and whether the ACR has been set in an adversarial position against the FAA. General agreement on the group coming together and changing the tone.

- Cagle asserted the reason the Airport and FAA convened the ACR because they both are committed to addressing the concerns of the community and how to minimize the impact of operations. The reality is that there is no perfect solutions but are willing to look for better alternatives.
- Discussion ensued on the arrival patterns and operations. Different conditions can affect patterns.
- Goal of Metroplex was only efficiency and did not consider noise impacts. Cagle agreed FAA focused on safety and efficiency.
- Davis stated her neighborhood is seeing dramatic changes in aircraft altitude and concentration of arrivals.
- Wright noted that the people missing from the table are the builders who build neighborhoods in areas that will ultimately be affected by aircraft noise and other impacts. Cagle noted discussions with Councilmember Mayfield about these issues and the limitations of the federal defined term "significant impact." Construction continues in areas that will result in residents who feel significantly impacted by noise. There is no recourse for CLT to stop builders from constructing these residences.
- CLT looking for solutions. Noise contours are close to airport and not an option for stopping construction. Furthermore, noise contours have become significantly smaller due to the requirements of Stage 3 engines which results in quieter aircraft.
- Significantly impacted is an FAA defined term for those areas where the DNL exceeds 65. Specific calculation for DNLs.
- Late evening flights since April may be result of afternoon thunderstorms which delays evening operations
- Discussion of curfews and other limitations on airport. CLT is not able to implement curfews because of impacts on the National Air System.
- Special Priority Item: Metroplex Timeline Review
 - Multiple programs occurring over the past couple of years, which can be confusing. These programs included Metroplex, noise exposure map updates, and other issues. The timeline is to help separate out these programs.
 - Reflection that the ACR is comprised of noise impacted individuals. CLT looked among those who had filed complaints to apply to participate in the ACR.
 - FAA provided overview of the period when the FAA changed departure operations in October 2015 and why. Once FAA and CLT determined the issue, the FAA reverted back to CLT's noise abatement procedure.
- Unfinished Business
 - Flight Operations Data

- Reviewed how to view flight operations data on Google Earth and August 22, 2017 operations
- American Airlines employs peaking bank operations which means many aircraft land in a short time, lull in activity, many aircraft take off in a short period, followed by another lull in activity, ongoing throughout the day.
- Can aircraft ascend more quickly to reduce aircraft? Some impacts are customer comfort and safety concerns. Orange County's operations will not work at CLT due to differences in aircraft type and commercial aircraft versus general aviation aircraft.
- Stressed importance of understanding the technicalities of operations so ACR can make good recommendations
- Question of whether any changes can be made in arrivals? Optimized Profile Descent may help with arrivals
- Staff offered to help those who had questions in how to operate the Google Earth maps
 - Noise Complaints
 - Review complaint numbers and residences filing complaints for 2015, 2016, and 2017 through August 15, 2017.
 - Runway Closures/NOTAMs
 - Follow up on questions from August Meeting
- New Business
 - Discussions on potential changes in altitude that may impact noise. FAA explained need to make adjustments at times due to actions taken in other parts of the air space. Brown offered perspective from the pilot.
- Meeting ended at 8:24 pm. Due to lack of quorum, no vote to end the meeting.

Action Items:

- Reiterated request for 30 day tracks data count. (Group members feel previous data doesn't represent what they are experiencing.)
- Staff to provide 1996 Noise Contour Maps
- Staff to verify whether Optimized Profile Descent has been implemented as part of Metroplex
- Staff to prepare map of 2015 and 2016 noise complaint addresses for comparison purposes
- Staff to verify future major runway closures planned
- Staff to enhance size of street names on district maps
- Staff to research whether any changes in altitude and speed of aircraft may affect noise
- Staff to research solutions other airports have found that CLT can review