AIRPORT COMMUNITY ROUNDTABLE

Reduce airport-related noise levels in the community.

CITY OF CHARLOTTE DEPARTMENT

CLT ACR Makeup

25 Representatives from CLT Metropolitan Region

- City of Charlotte at-large
- 7 City Districts
- Cornelius
- Davidson
- Huntersville
- Matthews
- Mint Hill
- Pineville

- Mecklenburg County at-large
- 6 Mecklenburg County Districts
- Gaston County
- Lincoln County
- York County (2)

Three Working Groups
1. Community Engagement Project Team
2. Government Engagement Project Team
3. Local Operations/Improvement Project Team

CLT ACR Project Teams

Community Engagement Project Team

- Team Lead: Phil Gussman

Tasked with finding methods to engage residents around the Charlotte region, including community groups and leaders

Government Engagement Project Team

- Team Lead: TBD

Tasked with finding methods to engage elected officials around the Charlotte region, including local mayors, city councils , and officials at the State and Federal level.

Local Operations/ Improvement Project Team

- Team Lead: TBD

Tasked with finding methods to reduce noise levels through methods at the *local* level, not under jurisdiction of the FAA.

Process for Change

- ACR develops slate of recommendations to be considered

- Potential changes are examined by FAA, CLT, and Airspace consultants (HMMH)

- If approved, changes go to FAA federal offices for formal review

- The changes are placed in a queue. FAA has limited resources, and queue can take **18 months**

- New flight procedures are tested

- Flight procedures are published and formally implemented

Current Slate

In 2020, 6 total recommendations to the FAA were approved and submitted:

- Arrival Recommendations
1. Implement Continuous Descent Approaches
2. Maintain 6,000 feet altitude before turning base
3. Return CAATT Waypoint to pre-Metroplex location

- Departure Recommendations
4. Remove 2 Mile restriction for south bound departures
5. Utilize Divergent Departure Procedures
6. Change departure headings for south bound departures

Traffic Patterns

- The Airport operates in two distinct directions, a north and south flow

- Over the course of a year, typically the Airport sees a 50/50 split between north and south flow operations

- CLT has over 1,500 flights per day and over 500,000 flights annually

CLT

South Departures Flight Pattern
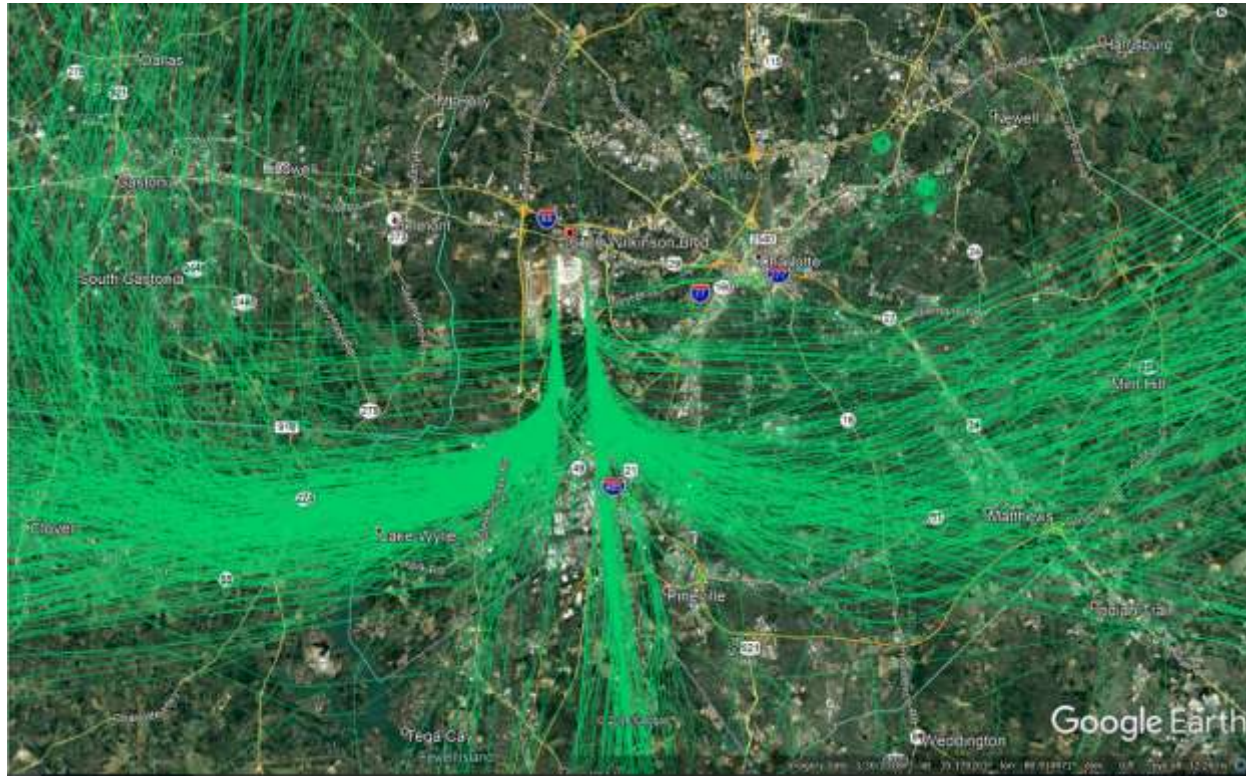
South Arrivals Flight Pattern
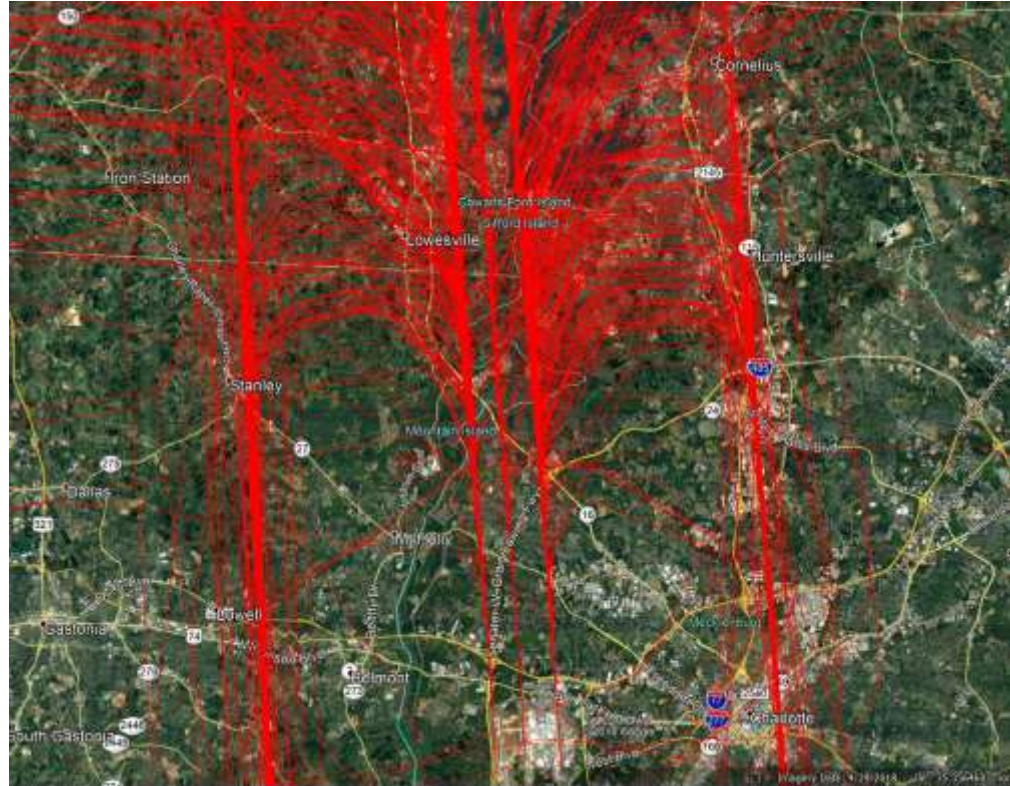
Complaint Data

- While only the FAA can modify flight patterns, Airports are tasked with accepting and responding to noise complaints

- Complaint data is analyzed to determine longstanding issues and influence change

- As of June 30, 2023, CLT received over 35,000 noise complaints

2018
Noise Complaint Locations
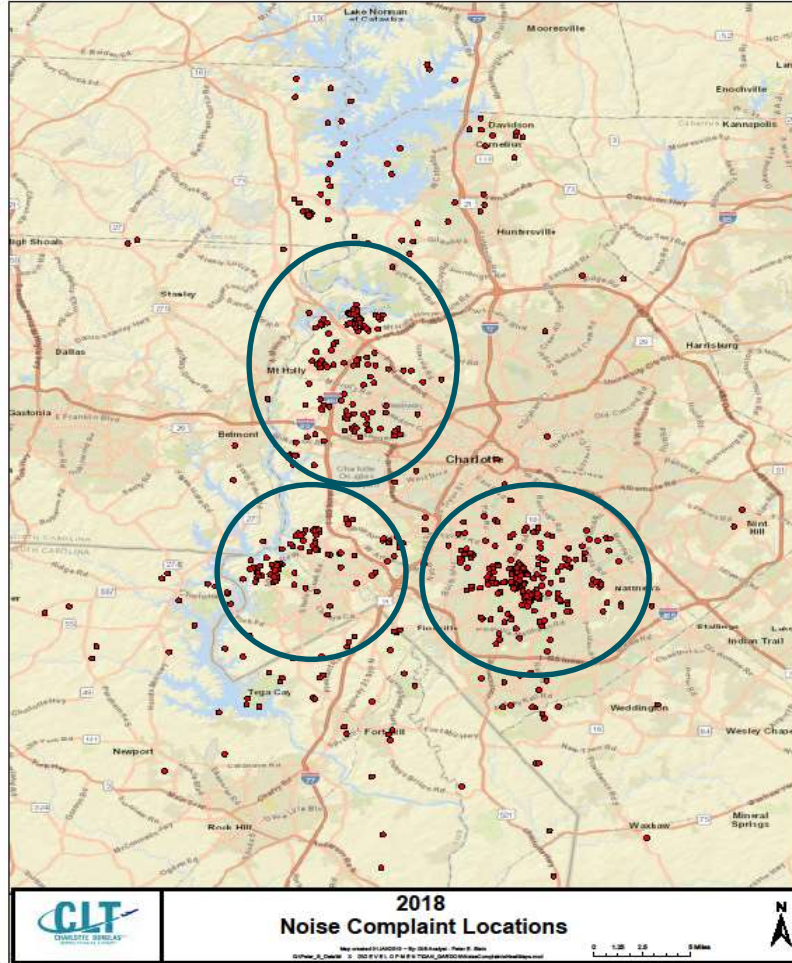
Today's Goal

1. Let you know that the Airport Community Roundtable exists
2. Inform you the ACR has sent recommendations to the FAA; some have been adopted, some are being designed and implemented, others are still in consideration.
3. A representative of the ACR will be here every month to share more about the ACR and Part 150. Likely in 2024, CLT will bring the Part 150 to you for a vote.
    a. The Part 150 will include a series of recommendations the airport wants to make to the FAA, particularly with the use of the new 4th parallel runway.
    b. We want you to understand what the citizens of the community want included (or excluded) in the Part 150- so that the noise impacts of the new runway are mitigated, and the quality of life is not negatively affected by the airport's recommendations.
    c. We want you to be prepared to ask the right questions and be informed of community interests when you are voting on the Part 150.

CLT