

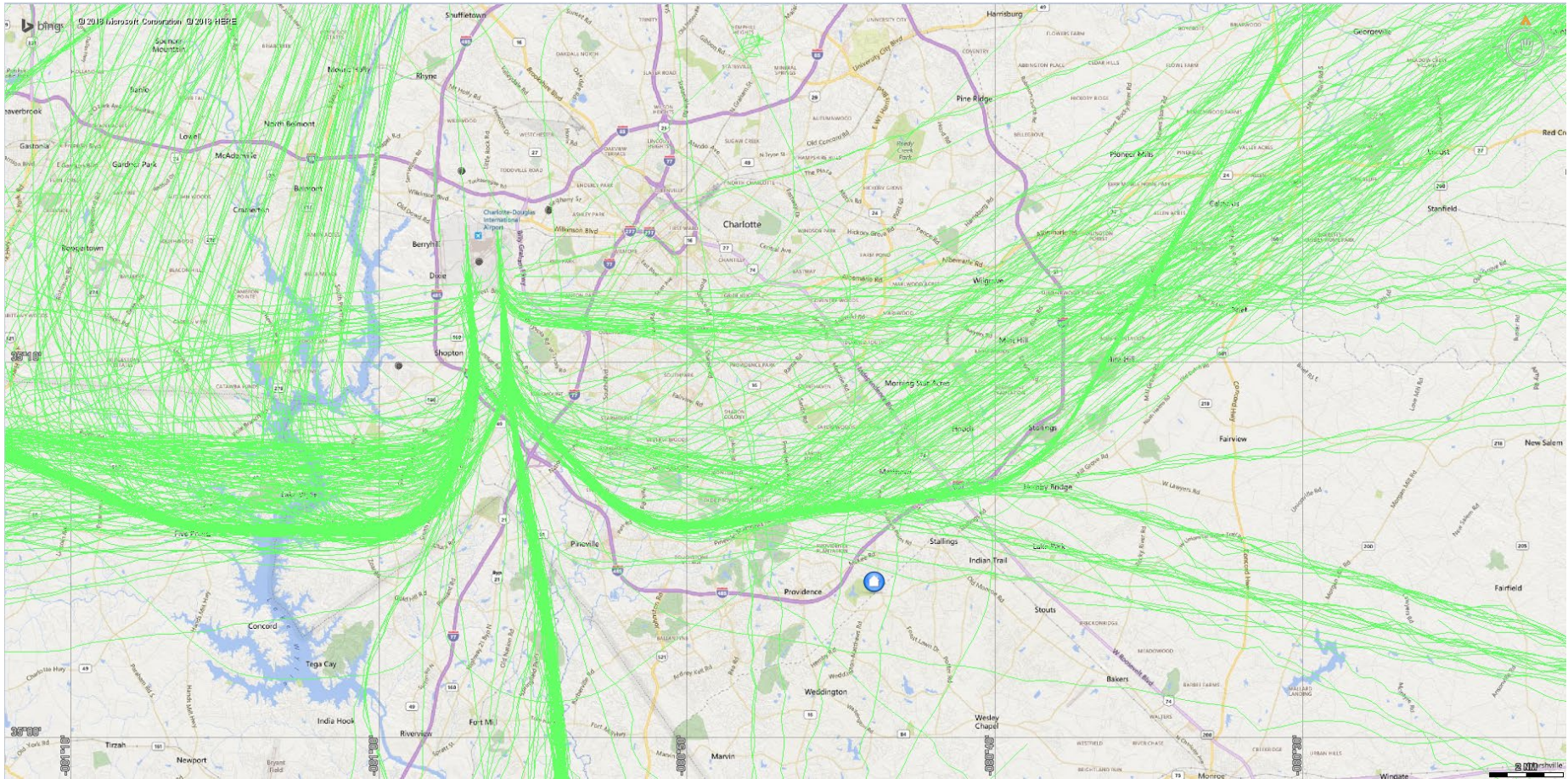
Charlotte Douglas International Airport Airport Community Roundtable

LAX Community Noise Roundtable
Presentation

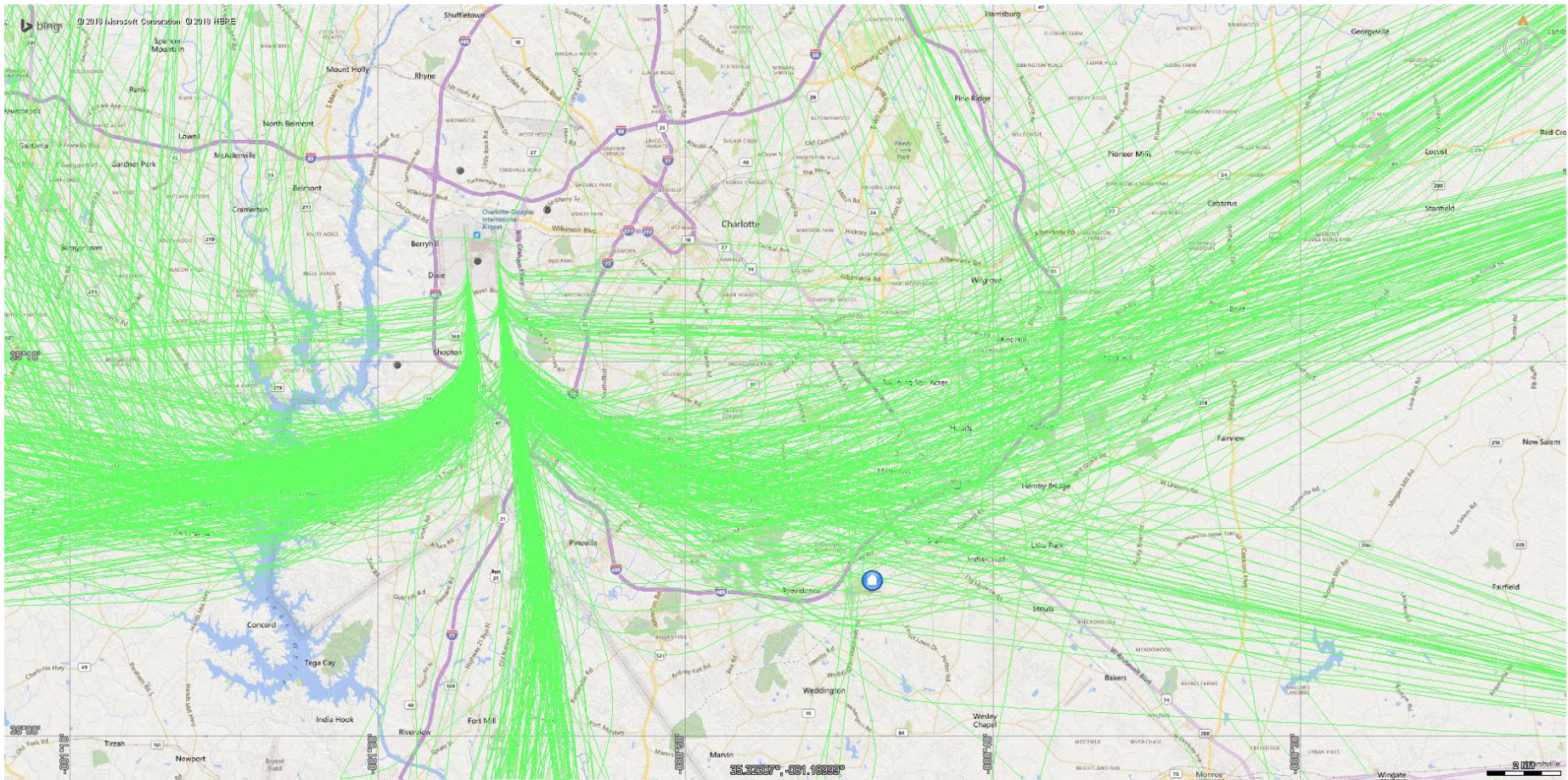
CLT Metroplex

- The FAA implemented Metroplex in the CLT region in 2016
- Prior to this, noise complaints received by CLT had been relatively constant and low for several years, consisting mostly of residences near the Airport
- Metroplex changed existing departure patterns through the use of Open-SID procedures

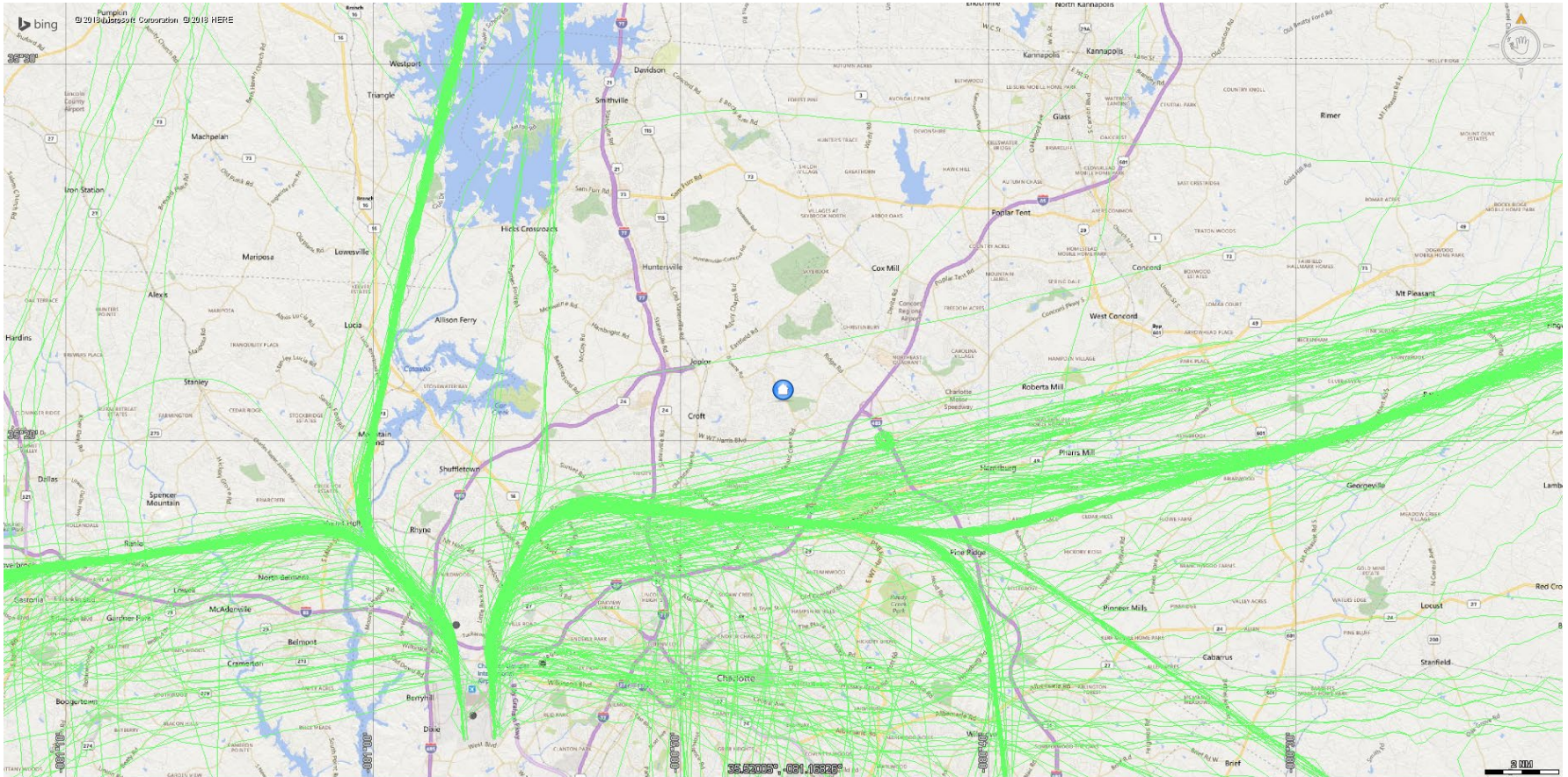
South Flow Departures Pre-Metroplex



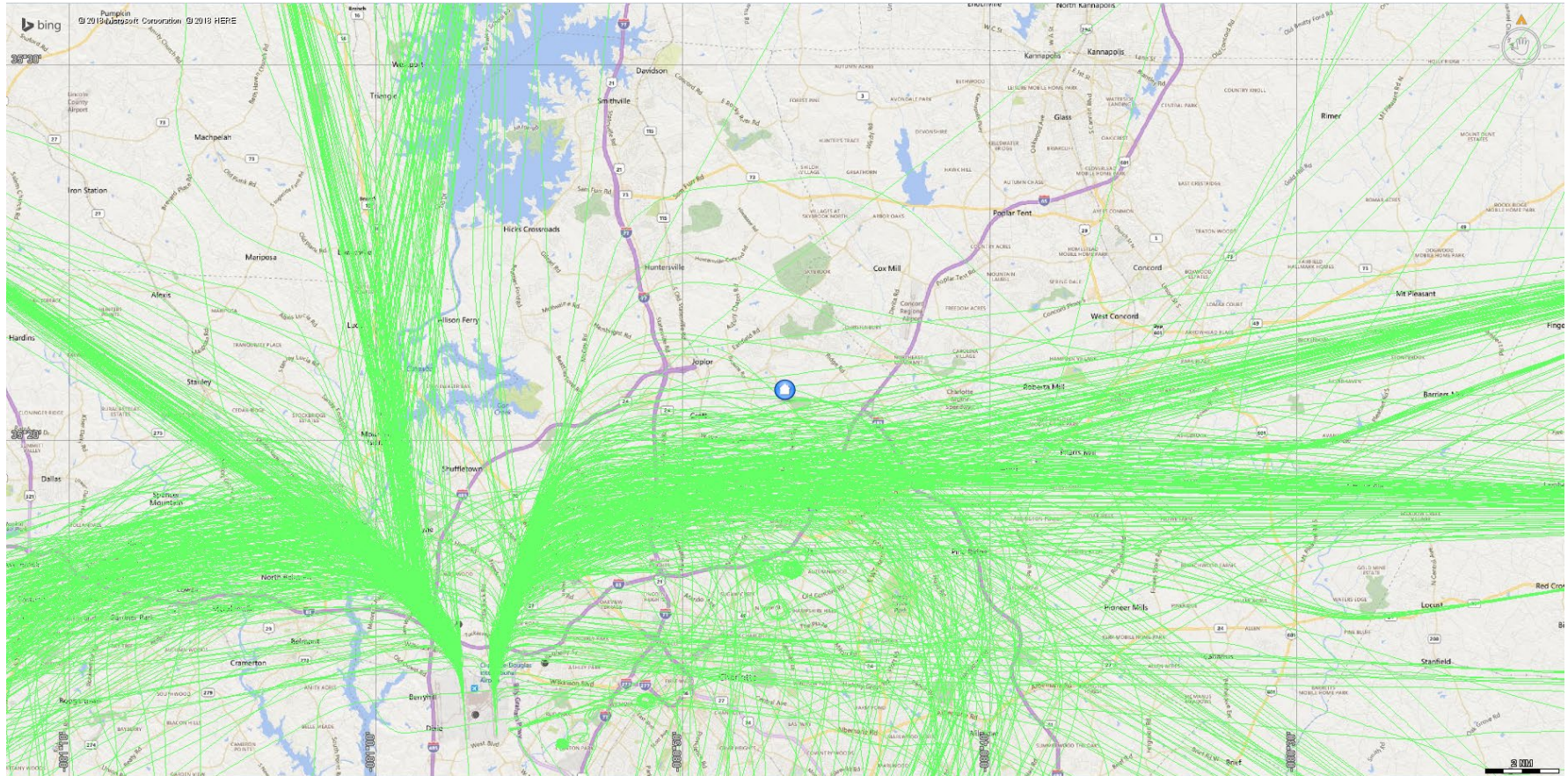
Slow Flow Departures Post-Metroplex



North Flow Departures Pre-Metroplex



North Flow Departures Post-Metroplex

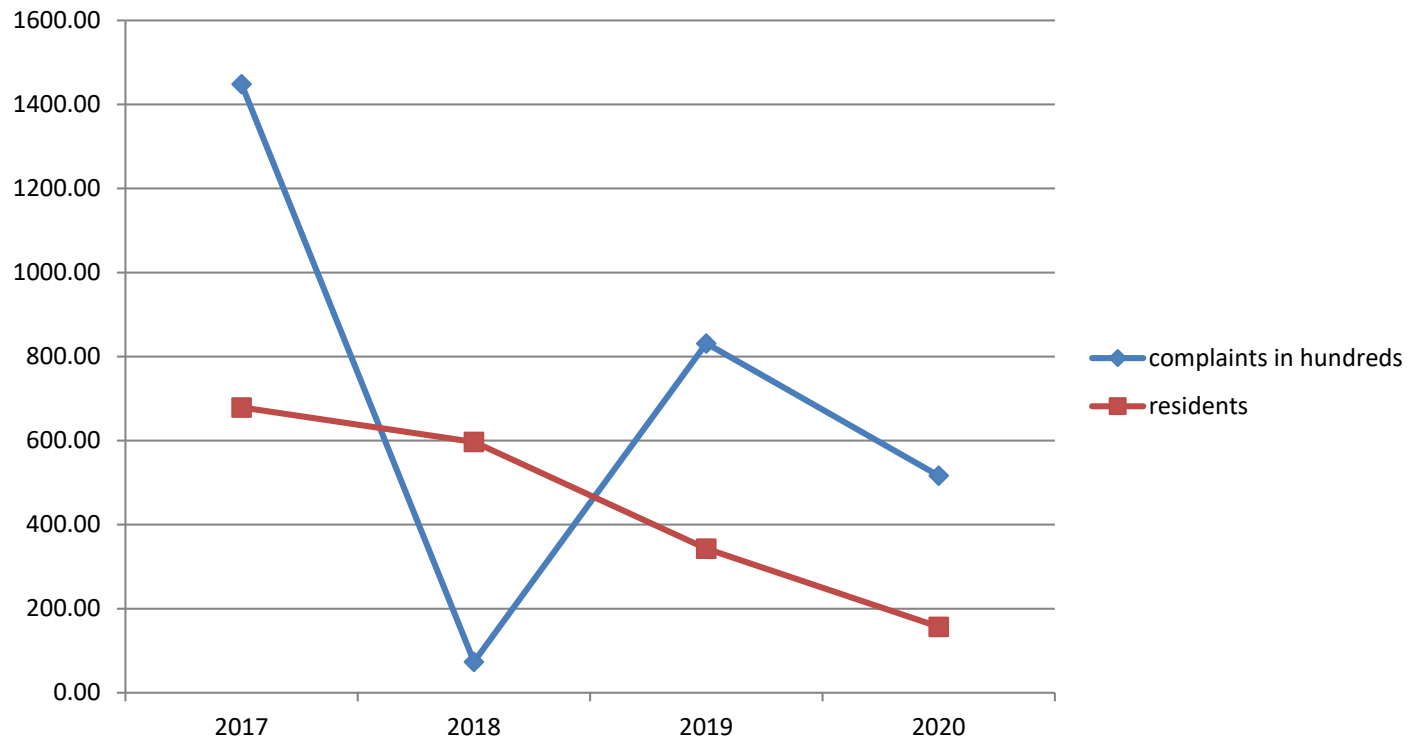


CLT Metroplex

- Dispersing aircraft over a larger area had the effect of reducing noise over any one specific area, but also increased the number of residents experiencing overflights
- At the same time, while arrival patterns remained over the same areas, average altitudes on the downwind arrival rails was lowered

Noise Complaints

- The Airport receives, records, and responds to noise complaints



Note: Number of complaints has been reduced for formatting

Formation of the ACR

- In June 2017, the FAA asked the City of Charlotte Aviation Department to create the Airport Community Roundtable (ACR)
- Residents were chosen by geographical area to ensure varying parts of the region were represented
- ACR comprised of 25 resident volunteers

ACR Progress

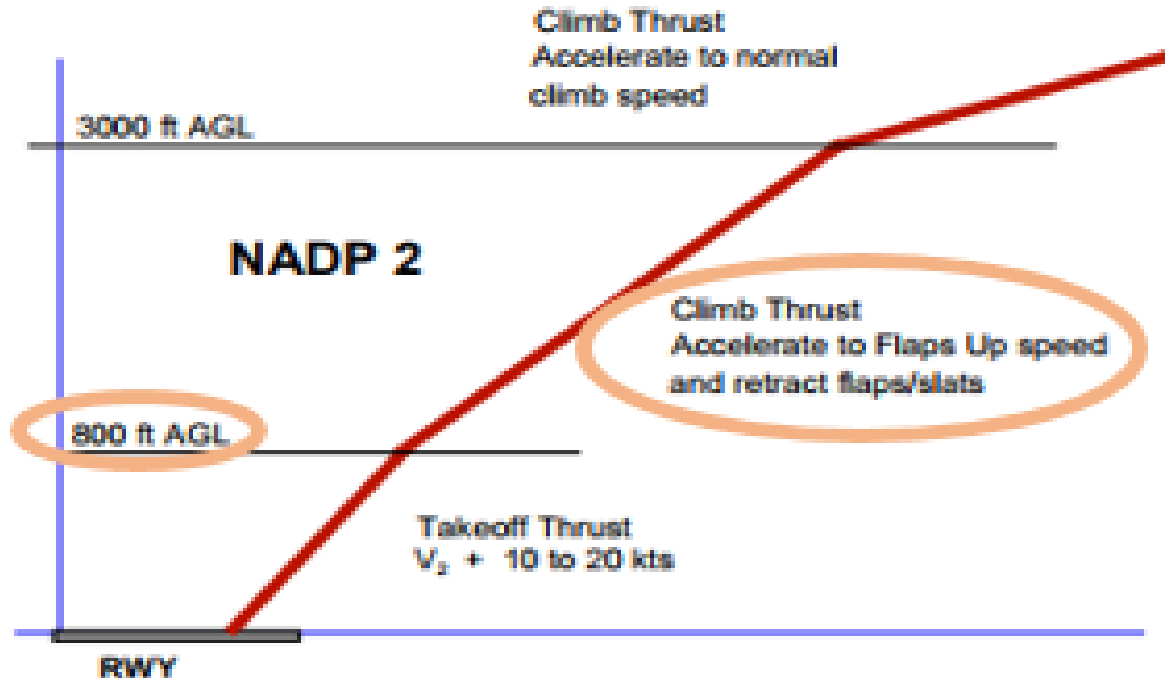
- After one year, became assisted by aviation firm HMMH
- Process has taken three years, including
 - Education
 - Idea generation
 - Examination of possible consequences
 - Creation of a list of formal recommendations

Formal Recommendations

In early 2020, the FAA met with the ACR to give guidance on which ideas were feasible and which were not

After considering dozens of ideas, the ACR approved a slate of 7 recommendations to forward to FAA in July 2020

1. Noise Abatement Departure Procedures

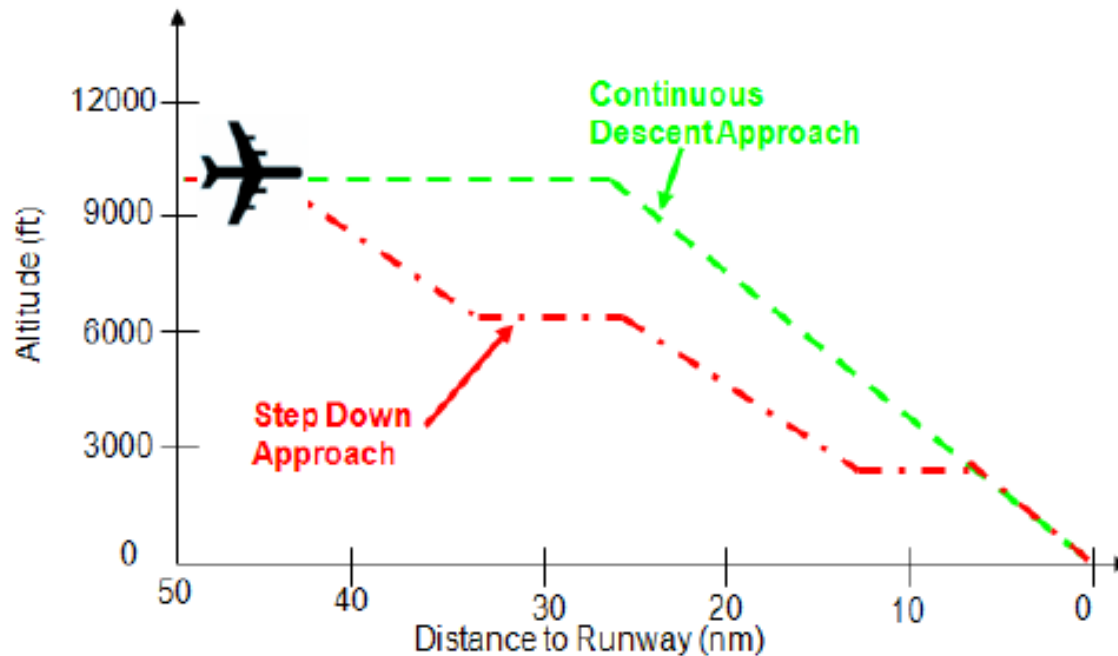


- Proposal

Recommend aircraft operators use available noise abatement departure procedures

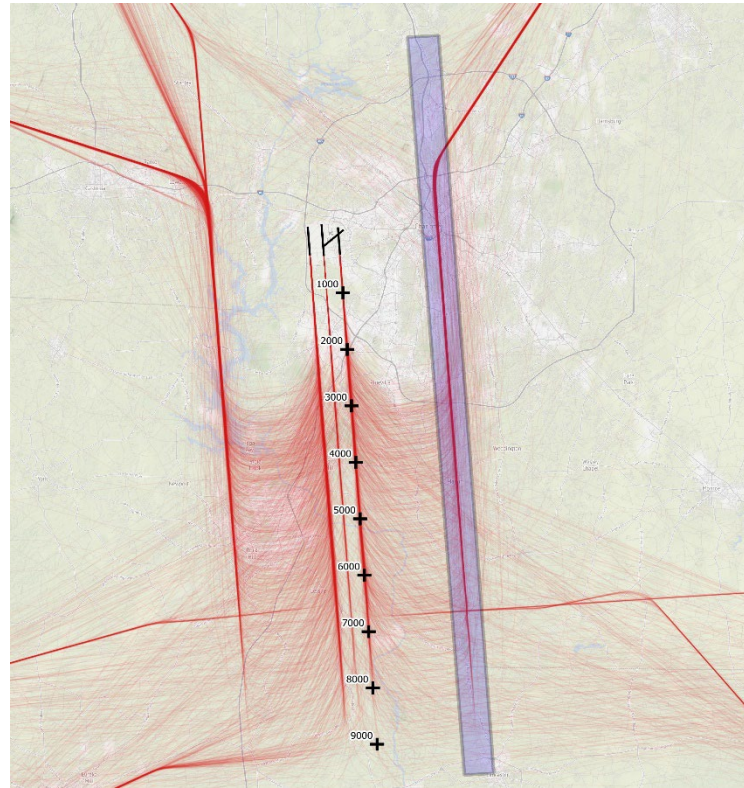
- Expected Results
 - Reduce noise from aircraft departing CLT

2. Continuous Descent Approach



- Proposal
- ***Recommend greater usage of CDA***
- Expected Results
 - Greater reduction of noise level
 - No portion experienced an increase in DNL
 - More concentrated arrival paths

3. Maintain Altitude of 6,000 ft before turning final approach course



- Proposal

Raise aircraft to higher altitudes along downwind prior to turning base

- Expected Results
 - Extension of current downwind
 - Reduced throughput

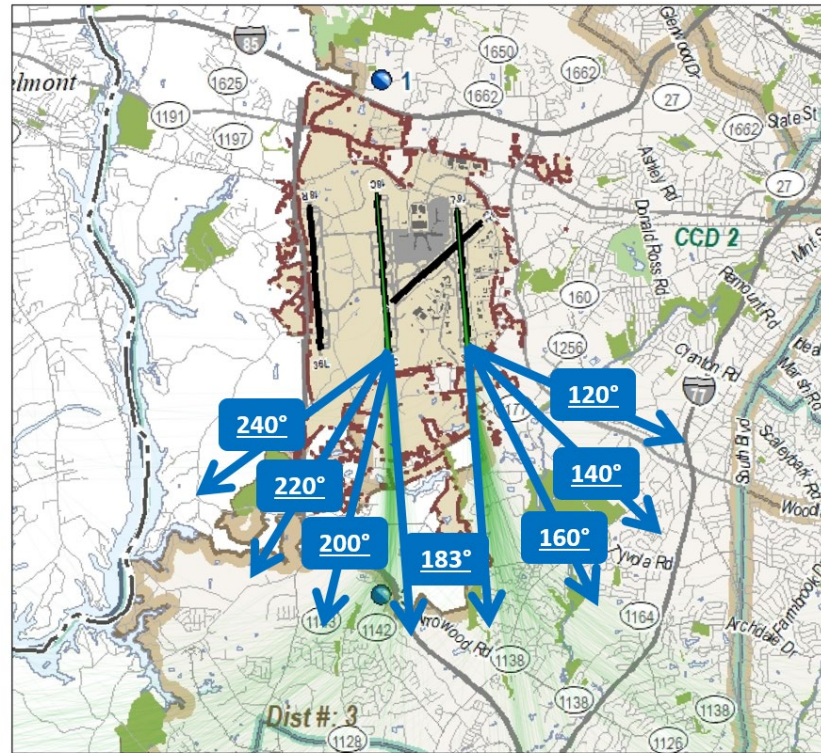
4. Return CAATT Waypoint to Pre-Metroplex location

- Proposal

Revert altitudes along certain flight path to pre-Metroplex levels

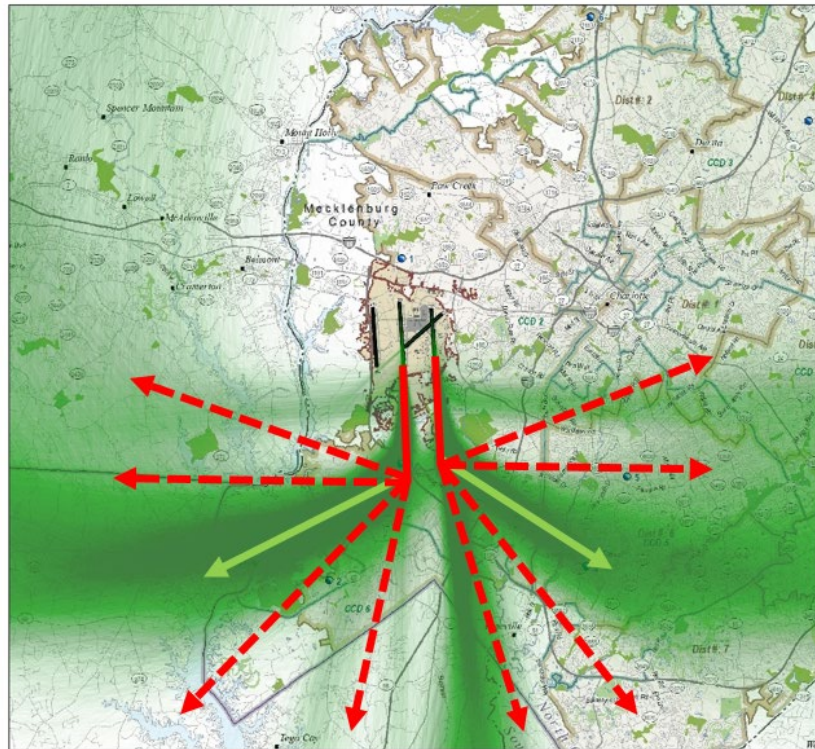
- Expected Results
 - Extension of current downwind
 - Limited reduction of noise over South Park neighborhood

5. Divergent Departure Headings



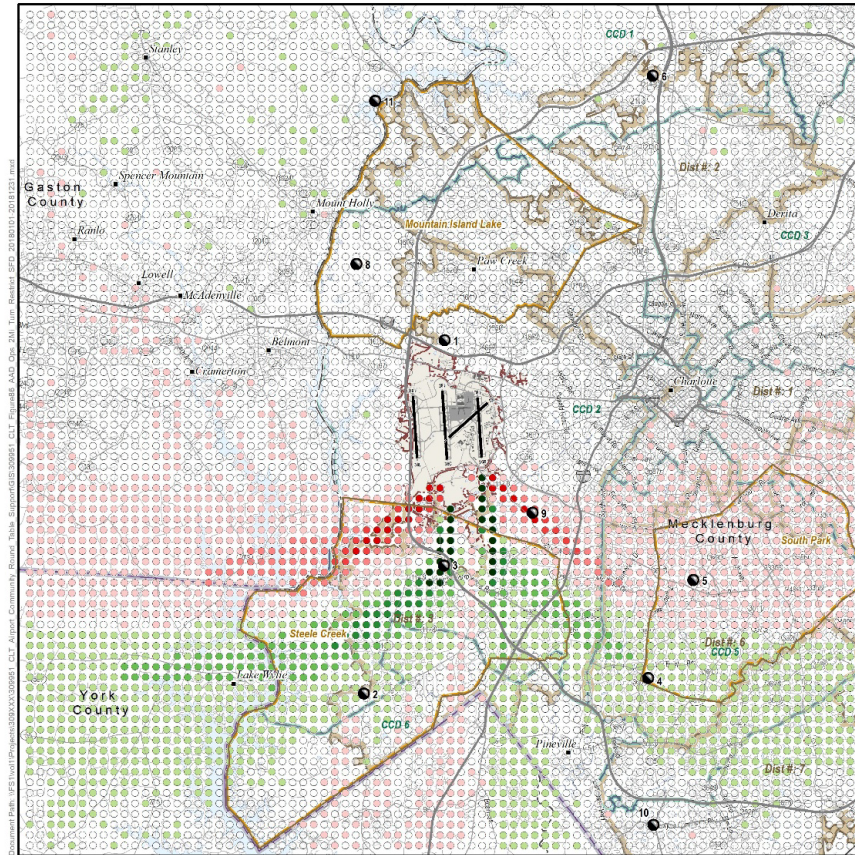
- Proposal:
Assign departure heading based on destination
- Expected Results:
 - Multiple departure flight paths rather than the majority of the aircraft flying over the same neighborhoods
 - Fewer aircraft over any particular point on the ground
 - More direct path to destination – time and fuel savings for aircraft operators

6. Alter Heading for Initial Turn after Departure



- Proposal
Turn aircraft to a different heading after departure as was done prior to Metroplex
- Expected Results
 - Aircraft fly over communities they flew over prior to Metroplex or
 - Fly over less densely populated areas

7 .Elimination of 2-Mile Departure Restriction



- Proposal

Allow aircraft departing south to turn prior to 2-miles off runway end

- Expected Results

- Potential noise reductions in south area of study and noise increases in central portion of study

Lessons Learned:

- Engage elected officials and the general community as much as possible
- Hold the Airport governing body responsible for facilitation and guidance
- Maintain stable membership and leadership
- Broaden the ACR membership to include broader geographic area citizens affected by downwind arrival noise

Lessons Learned:

- Use ACR member selection criteria and professional facilitated meeting processes
- Recognize lengthy time commitment required
- Generate local noise management recommendations in addition to those proposed to the FAA
- Increase efforts to communicate noise issues to local government and community

Questions?