

What is a Part 150 Noise Compatibility Study?

The City of Charlotte is updating the Part 150 Noise Compatibility Study for the Charlotte Douglas International Airport (CLT). The study gets its name from Part 150 of the Code of Federal Regulations, which provides guidance for airports choosing to prepare a Noise Compatibility Study. Airports prepare Part 150 Studies in accordance with Federal Aviation Administration (FAA) guidance. The Part 150 Study process uses a balanced approach to identify noise incompatibilities surrounding an airport, and to recommend measures to both correct existing incompatibilities and to prevent future incompatibilities.

Part 150 Study Primary Elements:

NOISE EXPOSURE MAPS (NEM)	NOISE COMPATIBILITY PROGRAMS (NCP)	PUBLIC INVOLVEMENT
<ul style="list-style-type: none"> • Description of the noise levels for existing and future (+5 years) conditions • Existing conditions (last 12 months of activity) • Future Conditions (2028) (considers physical and operational changes) 	<ul style="list-style-type: none"> • Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts • May reflect short-term (before 2028) and long-term (after 2028) 	<ul style="list-style-type: none"> • Project website and social media • Meeting notices, study process, and draft findings • Comment collection

Purpose of this Meeting:

The Airport is hosting the second in a series of public informational meetings to invite the public to comment on the findings of the Part 150 Study Update. The purpose of this meeting is to review noise abatement alternatives developed to help minimize impacts from previously approved airfield improvements, including a new runway. Potential noise impacts from each noise abatement alternative are also presented. The public is encouraged to provide written comments regarding the study and its findings to date.

Noise Abatement Alternatives:

A Noise Compatibility Program includes noise abatement alternatives, which are developed to address aircraft operating procedures. For the purpose of this Part 150 Study Update, noise abatement alternatives have been developed based on input from the Airport and local stakeholders, including airlines, air traffic controllers, and the Airport Community Roundtable. Alternatives being considered for noise abatement as part of this Part 150 Study Update fall into the following categories:

Facility Modification

- **Run-Up Locations:** Alternatives that would change the designated locations on the Airport where aircraft engine testing is conducted
- **Displaced Arrival Threshold:** Alternatives that would change the location on the runway where arriving aircraft would land. This would reduce the length of runway available for landings.

Preferential Runway Use:

- **Airport Flow:** Alternatives that would change the amount of time the Airport operates in north flow and south flow
- **Daytime Runway Use:** Alternatives that would change the previously approved use of runways in the future (when the new runway is constructed) in the daytime (7am to 10pm)
- **Nighttime Runway Use:** Alternatives that would change the previously approved use of runways in the future (when the new runway is constructed) in the nighttime (10pm to 7am)

Flight Procedure:

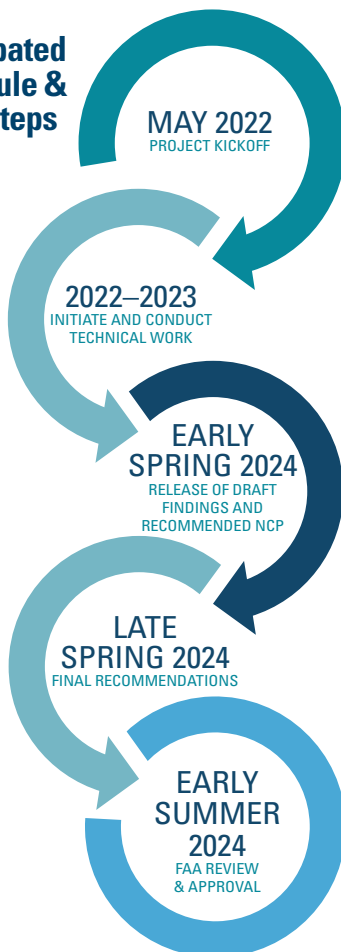
- **Divergent Headings:** Alternatives that would change the existing departure flight procedures for aircraft departing to the north and south and eliminate the two-mile restriction for aircraft departing to the south
- **Departure Flight Corridors:** Alternatives that would change where departing aircraft fly for specific flight corridors
- **Arrival Flight Corridors:** Alternatives that would change where arriving aircraft fly for specific flight corridors

Screening Process

Alternatives will only be considered for implementation if they do not present potential safety or feasibility issues, would result in a reduction in noise impacts within the 65 DNL, have no or minimal operational impacts, and do not present insurmountable implementation issues.



Anticipated Schedule & Next Steps



What are the Opportunities for Providing Input?

Members of the public may comment at the meeting by completing and submitting a comment form.

Please submit your comments by **November 30, 2023** using one of these methods:

Email:
CLTpart150@landrumbrown.com

Mail:
Gaby Elizondo
4445 Lake Forest Dr, Suite 700
Cincinnati, OH 45242
(Postmarked by
November 30, 2023)

Online:
Visit the project website and submit a comment on the "Contact" page: CLTPart150.com

The public will have additional opportunities to provide input and comments throughout the Part 150 process. **For additional information regarding the EA, please visit: CLTpart150.com**

The website will be updated throughout the Part 150 process with project updates; meeting information; status reports and schedules; and other information.