

The City of Charlotte Aviation Department is in the process of completing a Part 150 Noise Compatibility Study Update for the Charlotte Douglas International Airport (CLT). 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. An airport that chooses to conduct a Noise Compatibility Study does so in accordance with Federal Aviation Administration (FAA) Part 150 guidelines.

**On August 5, 2024, the City of Charlotte Aviation Department published the Draft Part 150 Noise Compatibility Study Update**, which presents the draft Noise Exposure Maps (NEMs) and draft recommended Noise Compatibility Program (NCP). The draft NEMs present the noise levels for existing (2023) and future (2028) conditions. The draft recommended NCP presents the Airport’s recommendations for reducing, minimizing, and mitigating aircraft noise and land use conflicts (see the back of this factsheet).

## Purpose of Tonight’s Public Information Meeting and Public Hearing

The Airport is hosting the third in a series of Public Informational Meetings and concurrent Public Hearings to invite the public to comment on the Draft Part 150 Study Update. The purpose of this Public Informational Meeting is to provide the opportunity for the public to review the draft NEMs and draft NCP with technical experts. The Public Hearings provide the public the opportunity to provide oral comments in person. The public can also provide written comments through October 4, 2024. **Comments received at the Public Hearings and by mail/email through October 4, 2024 will become part of the Final Part 150 Study Noise Compatibility Study Update document to be submitted to the FAA for review.**

## Schedule & Next Steps

### Overview Timeline



### What Happens After Today?

Following tonight’s Meeting/Hearing, all comments received by October 4, 2024 will be reviewed and incorporated into a Final Part 150 Noise Compatibility Study Update document. City Council will hold a vote to adopt the 2024 NCP and approve submittal of the final document for FAA review and approval. At this time, the Airport will continue to operate as it does today.

### What Happens After the Final Part 150 Noise Compatibility Study Update Is Submitted to the FAA?

#### January 2025

- Final Part 150 submitted to FAA for review and approval

#### March 2025

- FAA accepts NEMs and starts 180-day review of NCP

#### September 2025

FAA issues Record of Approval

**Measures not approved** will not be implemented

**Measures approved that do not require NEPA**, CLT may begin implementation immediately

**Measures approved that require NEPA (e.g. flight procedures):**

- » NEPA review (~12 months)
- » FAA flight procedure development (~18 months)
- » FAA ATCT training (~3 months)

#### Early 2027

- Expected implementation of new flight procedures by FAA that are not dependent on the opening of the new fourth parallel runway

#### September 2027

**Opening year for the new fourth parallel runway**

- Expected implementation of measures by FAA that are dependent on the opening of the new fourth parallel runway

## What Is Included in CLT's Draft Recommended Noise Compatibility Program?

### Noise Abatement Measures

**NA-4:** *Revise existing measure* – Monitor late night (11:00 p.m. to 7:00 a.m.) runway utilization and variances from NCP assumptions. Conduct follow-up with FAA Air Traffic Control Tower (ATCT) and carriers as needed to enhance voluntary adherence to existing program.

**NA-5:** *Revise existing measure* – Designate Runway 18C or 18L as preferred for takeoffs by turbojet aircraft between 11:00 p.m. and 7:00 a.m. when wind, weather, and operational conditions allow.

**NA-6:** *Revise existing measure* – Reaffirm Airport user policy which designates locations and procedures for aircraft engine run-ups. Establish a run-up location on the deice pad and northeast airfield that are currently under construction. Maximize the use of midfield run-up locations over those located on the east side of the Airport.

**NA-7 (Short-Term):** *Revise existing measure* – Departing Runways 36R and 36C, all turbojet aircraft initiate turns at 2.5 DME (36C) and 2.6 DME (36R) north of the CLT VOR/DME, respectively.

**NA-8:** *Revise existing measure* – Departing Runway 18R, turbojet aircraft initiate turns as soon as practicable to a heading of 195 degrees.

**NA-9:** *Revise existing measure* – Departing Runway 36L, turbojet aircraft initiate turns as soon as practicable to a heading of 315 degrees.

**NA-10 (Long-Term):** *New measure* – Conduct an assessment of ground run-up procedures after construction of the new fourth parallel runway to identify run-up locations in the midfield of the Airport.

**NA-11 (Long-Term):** *New measure* – Designate Runway 36L and 36R as preferred for north flow arrivals by turbojet aircraft between 10:00 p.m. and 7:00 a.m.

**NA-12 (Long-Term):** *New measure* – Designate Runways 18L, 18C, and 18R for south flow arrivals by turbojet aircraft between 10:00 p.m. and 7:00 a.m.

**NA-13 (Long-Term):** *New measure* – Maximize the number of divergent headings for north flow departures while maintaining a 15° separation between headings on Runway 36C, Runway 36R, and Runway 01.

**NA-14 (Long-Term):** *New measure* – Maximize the number of divergent headings for south flow departures while maintaining a 15° separation between headings on Runway 18C, Runway 18L, and Runway 19. This would require the elimination of the 2-mile restriction.

### Land Use Compatibility Measures

**LU-1:** *Revise existing measure* – Promote compatible land use planning within the Airport Noise Disclosure Overlay District (DNL 65 dB of the combined 1996 NEM and 1996 NCP contours).

**LU-2:** *Continue existing measure* – Pursue zoning for compatible development.

**LU-7:** *Continue existing measure* – Pursue the establishment of an Airport Overlay District that corresponds to the Airport Environs in which there will be special requirements relating to developing, rezoning, and transferring residential property.

**LU-9:** *Revise existing measure* – Continue efforts to maintain the use of the Airport Noise Disclosure Overlay District Notice.

### Land Use Mitigation Measures

**NM-1:** *Continue existing measure* – Establish a public information program which distributes noise and noise abatement information to the public.

**NM-2:** *Revise existing measure* – Sound insulate noise-sensitive public building intended for public use, instruction (e.g., schools) or assembly (e.g., churches) located within the Future (2028) NEM/NCP Noise Exposure Contour.

**NM-3:** *Revise existing measure* – Sound insulate eligible houses located within the 2024 NCP sound insulation program boundary which may be benefited under FAA design criteria.

**NM-7:** *Revise existing measure* – At the Airport's option, purchase avigation easements, sound insulate, or acquire houses within the 2024 NCP sound insulation program boundary, where sound insulation is infeasible or not cost-effective because the property does not comply with the building code.

**NM-9:** *Revise existing measure* – Acquire mobile homes located within the 2024 NCP sound insulation program boundary.

## Get Involved!

### Submit your comments using one of these methods:

- Provide oral comments at the Public Hearing
- Submit written comments at the meeting by completing and submitting a comment form
- Send your comments via email to:  
[CLTPart150@landrumbrown.com](mailto:CLTPart150@landrumbrown.com)
- Mail your comments to:  
Gaby Elizondo,  
4445 Lake Forest Dr, Suite 700  
Cincinnati, OH 45242  
(Postmarked by **October 4, 2024**)
- Submit your comments on the project website:  
[CLTPart150.com/contact](https://CLTPart150.com/contact)

All comments must be received by **October 4, 2024** to be incorporated into the Final Part 150 Study Update.