



<b>WHAT'S INSIDE:</b>	<u>Page</u>
<b><u>Information:</u></b>	
City Council Annual Retreat .....	2
Airport Operational Demand .....	2-3

## INFORMATION:

### **City Council Annual Retreat**

*Staff Resource: Carol L. Jennings, City Manager's Office, 336-7285, [cljennings@charlottenc.gov](mailto:cljennings@charlottenc.gov)*

The Council Manager Relations Committee is recommending a change in schedule of the Annual Council Retreat beginning in 2014, moving it up by one week, to the dates of January 29-31, 2014. Traditionally the retreat has been the first Wednesday-Friday in February. The current dates conflict with the North Carolina City and County Manager's Association annual meeting, an important organization in which Charlotte City Management needs to be represented and build strong relationships. This move will also enable the new Council to engage in budget discussions and priority setting a week earlier.

The Council calendar is adopted at the first meeting in December, and the proposed retreat dates will be reflected on that calendar. Also, due to the retreat dates, there would be no workshop scheduled for the first Monday in February. The Council Manager Relations Committee will begin its planning of the annual retreat at its meeting in October.

### **Airport Operational Demand**

*Staff Resource: Jack Christine, Aviation, 704-359-4932, [jlchristine@cltairport.com](mailto:jlchristine@cltairport.com)*

Airport operations (arrivals and departures) continue to grow, averaging a 3% increase annually since 2009. This equates to an additional 50,000 operations annually over that time. Last year the Airport handled a total of 552,093 operations. Airlines have steadily added flights over the last five years. This added demand has made it increasingly difficult to continue the use of Runway 5/23 for noise abatement between the hours of 11 p.m. and 7 a.m.

Additionally, on July 25 the FAA informed the Airport that an operational issue has arisen in connection with the daytime use of Runway 18C and Runway 5/23, commonly referred to as a "converging operation." These runways do not intersect; however, the flight paths of aircraft operating on these runways may intersect in certain circumstances, which raise safety concerns. Due to this issue, the FAA has suspended the converging operation and will use only the three parallel runways for all operations (arrivals and departures) during the day. This issue is not unique to CLT, as the FAA has suspended this operation at all airports with converging operations effective immediately to ensure a safe operating environment for aircraft.

The change in FAA procedures requires air traffic control to cease operations on Runway 5/23 in the early morning as soon as the first arrival or departure takes place on Runway 18C. This change, coupled with the additional demand discussed above, means that at approximately 5:30 a.m., operations must begin on the parallel runways. In the evening FAA will not start using Runway 5/23 for noise abatement until the air carrier operation is complete which, due to high demand, is approximately 11:30 p.m. each night. This change in procedure is necessary to

provide a safe operating environment given the high demand for airfield capacity at the beginning and end of the air carrier operation.

The Airport is monitoring the change to the operation as it relates to noise. Airport staff are also investigating options for addressing this change. Staff anticipates providing an update on this issue and a proposed path forward at an upcoming Council's dinner briefing.