

Charlotte Douglas International Airport

Airport Community Roundtable

Slate Recommendations Summary, and Collective Groupings Purpose

Recommendations being Considered for the Slate

Based on the results of the December 2019 ACR meeting, the following are the current items being considered for the Slate:

- 1) Utilize Altitude-based Turns
- 2) Utilize Divergent Departure Headings
- 3) Modify Use of Departure Profiles (*technically, this recommendation - for adoption of NADP-2 - is being addressed outside of the Slate*)
- 4) Utilize Alternating Arrival Rails
- 5) On South Departures, delay Turns off 18L (East) and 18C (West)
- 6) On South Departures, change heading at first turns off 18L (East) and 18C (West)
- 7) Remove the 2-mile Restriction on Departures
- 8) Utilize CDA (Continuous Descent Approach)
- 9) Maintain 6,000' Arrival Altitude until Final Approach Course
- 10) Return CAATT Waypoint to Pre-Metroplex location (aka, Raising the Altitude by 1000' at CAATT/EPAYE)

In addition to reviewing these 10 recommendations for the February meeting to identify any non-starters, the FAA will conduct a cursory evaluation of the proposal to alternate (on an annual basis) which final approach arrival rail has the lowest altitude.

Collective Analysis Purpose

The HMMH analysis of the Collective Groups will include several of the potential Slate recommendations noted above. The analysis of the Collective Groupings **will potentially do the following**:

- ❖ Enable the ACR to begin to **understand the overall effect of several recommendations being considered** for submittal as a part of the Slate.
- ❖ In doing so, the analysis would offer insights about **how well** a particular combination of Slate recommendations could **address the Guiding Principles**.

While the HMMH analysis of the Collective Groupings is primarily an evaluation point for the ACR to see the cumulative effect of several of the recommendations being considered, the analysis **will not do the following**:

- ❖ **Will not require that the ACR submit only a particular Collective Grouping to the FAA.** The ACR has the discretion to submit any and all recommendations of their choosing regardless of the Collective Groupings analyses.
- ❖ **Will not be shared with the FAA as a part of the full submittal package.** The FAA has their own evaluation process which will involve assessing each recommendation individually as well as evaluating in combination with others as they determine necessary.
- ❖ **Will not be shared during the Community Meetings.** Since the ACR may submit different (or more) recommendations to the FAA than what is in any Collective Group, the Community Meetings will focus on sharing information on recommendations individually.