

# ACR Slate 2020 Status

October 2024

# ACR Slate 2020

1. Greater use of continuous descent approaches
2. Maintain 6,000' arrival minimum altitude until final approach
3. Return CAATT Waypoint to pre-Metroplex location (changed to raise altitudes 1,000 feet at CAATT and EPAYE)
4. Remove the 2-Mile restriction on departure\*
5. Utilize divergent departure headings
6. Change headings of first turns off Runways 18L and 18C

\*Note that removal of the 2-mile restriction was to be implemented only if one or both of the other two departure recommendations was also implemented

July 9, 2020

Mr. Michael O'Harra  
Southern Region Regional Administrator  
Federal Aviation Administration  
1701 Columbia Ave.  
College Park, GA 30337

Mr. O'Harra,

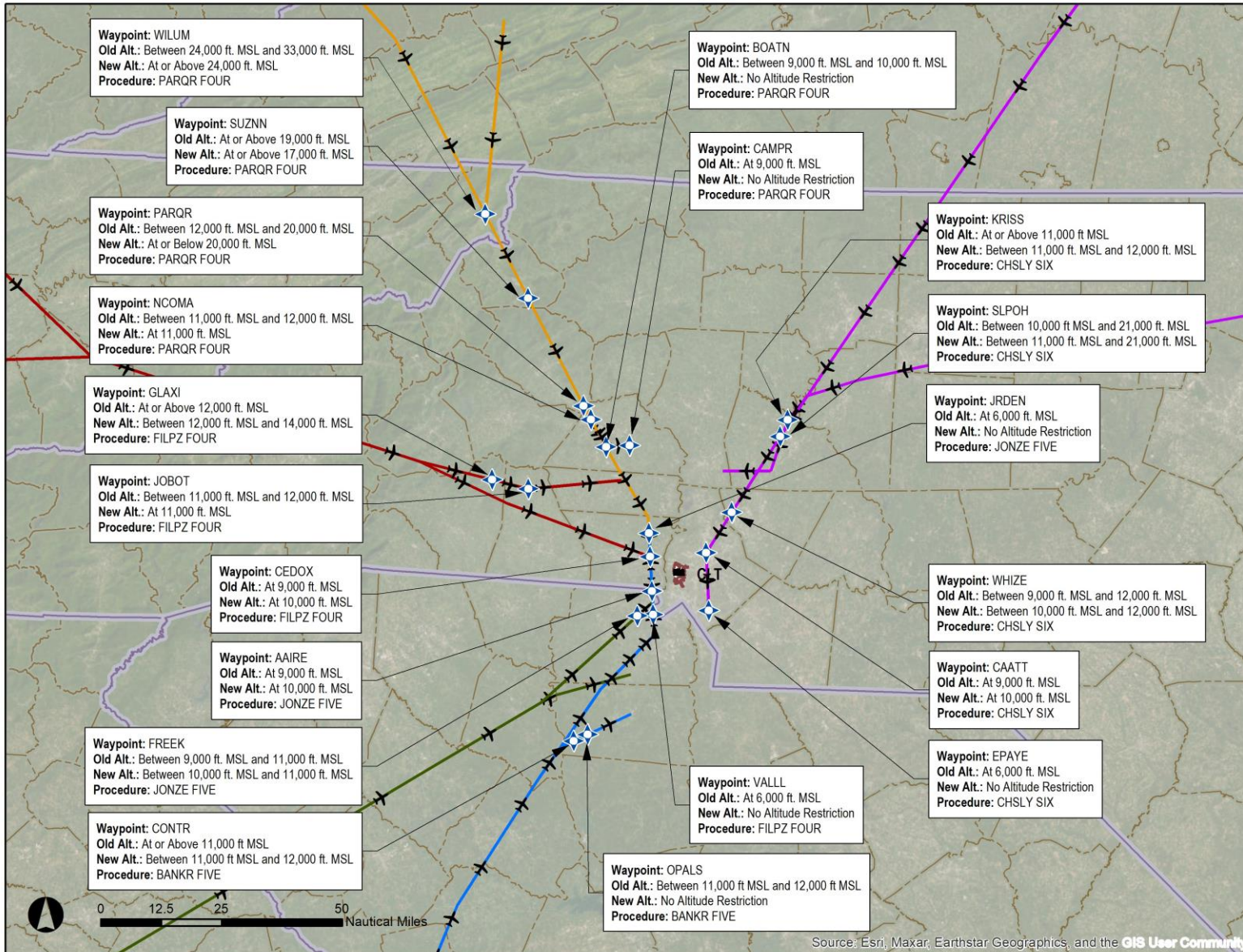
The Charlotte Douglas International Airport Community Roundtable (ACR) is hereby submitting a slate of six recommendations for the FAA to consider implementing to reduce the airplane noise effect on the population resulting from recurring overflights of aircraft arriving and departing Charlotte Douglas International Airport (CLT).

# Objectives of 2020 Slate:

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- Aircraft arrive higher and with lower power
  - ✓ Higher: FAA implemented altitude changes on May 16, 2024
  - ☐ Lower Power: Pilots use minimum power settings on arrival, e.g., continues descent arrival (CDA) or optimized profile descent (OPD)
- Disperse departures to spread operations throughout the communities
  - ✓ CLT recommendations in the Part 150 update
    - Remove the two-mile restriction (NA-14) and implement divergent departure headings (NA-13 [north departures] and NA-14 [south departures])

# FAA-Published Altitude Changes (May 16, 2024)



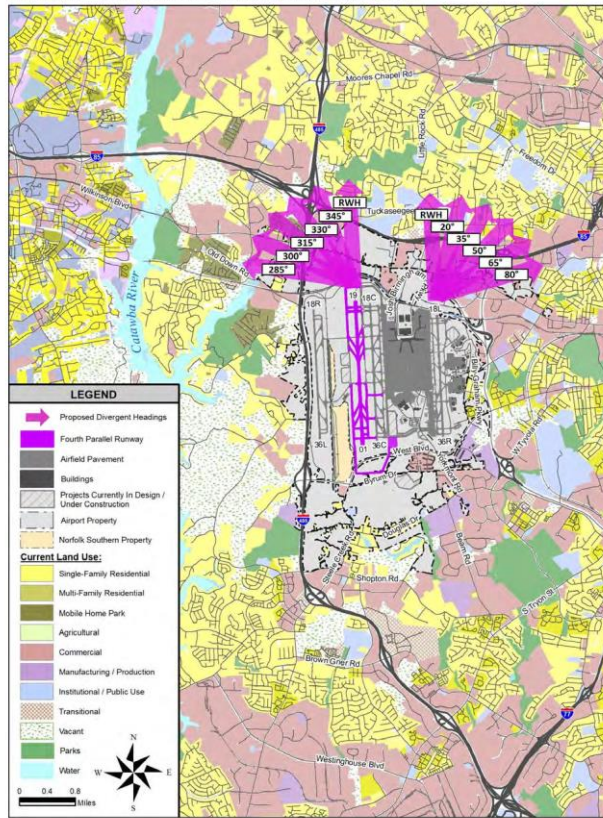
# CLT-Recommended Divergent Headings

Charlotte Douglas International Airport

14 CFR Part 150 Noise Compatibility Program Study Update  
DRAFT – August 2024

Exhibit 4-5 Alternative Noise Abatement Measure NA-F-2

NA-13



Source: Landrum & Brown, 2024.

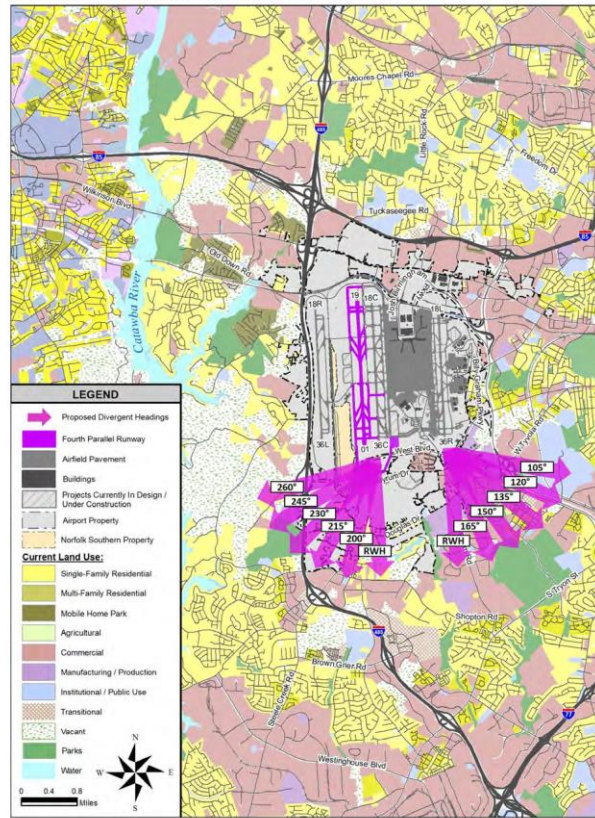
14 CFR Part 150 Noise Compatibility Program Study Update  
DRAFT – August 2024

Charlotte Douglas International Airport

Exhibit 4-6 Alternative Noise Abatement Measure NA-G-4

NA-14

Note: Requires removal of the 2-mile restriction.



Source: Landrum & Brown, 2024.

# Score Card – October 2024 Status

- ACR Arrival Recommendations

- Greater use of continuous descent approaches
  - ❑ No progress
- Maintain 6,000' arrival minimum altitude until final approach
  - ❖ Rejected by FAA
- Return CAATT Waypoint to pre-Metroplex location (changed to raise altitudes 1,000 feet at CAATT and EPAYE)
  - ✓ FAA implemented altitude changes on May 16, 2024

- ACR Departure Recommendations

- Remove the 2-Mile restriction on departure\*
  - ✓ CLT Part 150 Recommendation
- Utilize divergent departure headings
  - ✓ CLT Part 150 Recommendation
- Change headings of first turns off Runways 18L and 18C
  - Not required if other two recommendations are implemented successfully

\* Only if implemented with one or both of the other departure recommendations.

# Discussion

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The following occurred because of the ACR!

1. Altitude changes on arrival
2. CLT recommendations via Part 150
  - Divergent headings for departures with removal of the 2-mile restriction for south departures