

# Data: LGA to CLT

Arrival altitudes					
Selected Wed (3rd or 4th) in October	2013	2014	2015	2016	2017
Total LGA to CLT Arrivals	28	21	25	19	18
Avg Altitude MSL (Median Sea Level)	7210	7078	7098	6334	5505
Avg Altitude Above Ground Level (AGL)	6462	6330	6350	5586	4757
High AGL	7066	6940	7377	7533	5759
Low AGL	5350	4971	4975	4246	3357
Number of arrivals below 5280 feet AGL	0	1	1	5	11
% of arrivals below 5280 feet AGL	0	5%	4%	26%	61%

Airport Data

Arrival altitudes: LGA..Runways 36 (CLT)					
Various Dates in October	2013	2014	2015	2016	2017
Total LGA to CLT Arrivals	23	17	19	19	17
Avg Altitude MSL (Median Sea Level)	7141	7005	6918	6346	5632
Avg Altitude Above Ground Level (AGL)	6393	6257	6170	5598	4884
High AGL	7242	7279	7148	7633	5921
Low AGL	5192	4824	4834	4338	3531
Number of arrivals below 5280 feet AGL	2	1	4	10	11
% of arrivals below 5280 feet AGL	8.70%	5.88%	21.05%	52.63%	64.71%

FAA Data

# Data: From NE to CLT

Arrival altitudes: All Airports..Runways 36 (CLT)					
Various Dates in October**	2013	2014	2015	2016	2017
Total of All Airports to CLT Arrivals	196	206	222	214	233
Avg Altitude MSL (Median Sea Level)	6980	6975	6867	6129	5962
Avg Altitude Above Ground Level (AGL)	6380	6375	6267	5529	5362
High AGL	8315	8212	8487	7709	7052
Low AGL	2852	2660	3360	2337	2910
Number of arrivals below 5280 feet AGL	16	18	25	83	122
% of arrivals below 5280 feet AGL	8.16%	8.74%	11.26%	38.79%	52.36%

FAA Data – NE Arrivals



# Downwind Arrival Altitudes Dropped after Implementation of New Procedures

- Aircraft are lower due to the descent point moving 2.73NM
  - 682' per 2.73NM
- Also lower due to manual descent by ATC



# CLT ACR Recommendations Made to FAA for CAATT Waypoint Move

## Action 1:

Move the location of Navigation Fix 'CAATT' located on CHSLY 3 Arrival 2.73nm south to the position formerly occupied by Fix 'PELOY' and preserve crossing altitude of 9,000MSL.

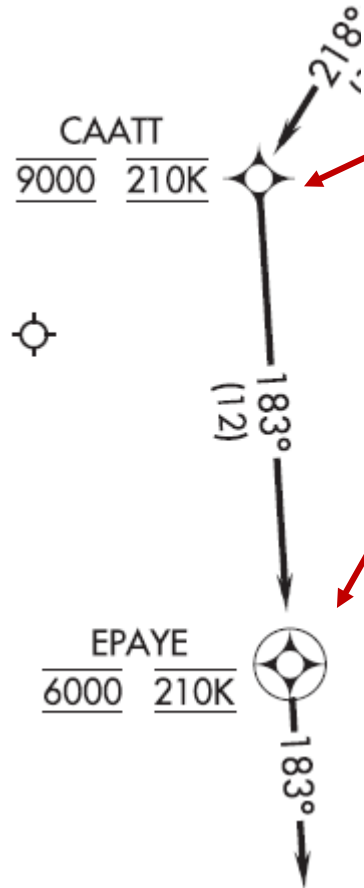
## Action 2:

Remove and replace the Navigation Fix 'CAATT' with a new Fix located 2.73nm south to the position formerly occupied by Fix 'PELOY' and preserve crossing altitude of 9,000 MSL.

## Action 3:

Affix an altitude-holding point on the Tower radar screen that is located 2.73nm south of the 'CAATT' Fix and instruct aircraft on the CHSLY 3 arrival that they cannot descend beyond 9,000 MSL prior to reaching that point.

## FAA Response



Working to amend the procedure

- CAATT 10,000
- EPAYE 7,000

While not one of the three alternatives presented by the ACR this raises the downwind by 1,000 feet

Indications are this qualifies for an abbreviated amendment

Timeline is not known but generally 6 months from when OKC receives paperwork

Working on an interim solution at the local level