

**Airport Community Roundtable  
Charlotte Douglas International Airport  
Charlotte, North Carolina**

November 7<sup>th</sup>, 2018

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

Mr. Mark Clark  
District Manager of Operations  
Atlanta District  
5507 Josh Birmingham Parkway  
Charlotte, NC 28208

Dear Messrs. O’Harra and Clark,

We are writing this letter to you in our capacities as the Chair and Vice Chair of the Airport Community Roundtable (ACR), an organization established in 2017 by the City of Charlotte’s Aviation Department at the request and with the guidance of the FAA. Since its inception, ACR has been meeting monthly to discuss concerns regarding aircraft noise and its effects on neighboring communities around the Charlotte Douglas International Airport (CLT). As you know, the FAA looks to community roundtables to make recommendations, in coordination with airports, that recognize the impacts of noise, and that reflect a thorough discussion/vetting process with broad-based community input, before they are raised to the applicable entity for consideration.

As the ACR has become educated about the complex CLT airspace system, it has identified three modifications or actions to the aircraft operating procedures at CLT that it believes would improve noise impacts for the surrounding communities. In a motion that was ratified on September 19, 2018, a supermajority of our members voted to officially submit a request to the FAA that it consider and take one of the proposed actions. With this letter, the ACR submits its first formal request to the FAA seeking implementation of one of the following actions:

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 9,000 MSL.

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.

The ACR anticipates that the implementation of any of these three Actions will have two effects to the CLT Airspace. First, moving or removing/replacing Fix CAATT will force aircraft to maintain an elevation of 9000 MSL at a point 2.73 nm south of the current position, and this will lead to greater altitude in the downwind phase of flight over the South Charlotte area. Second, taking one of these Actions will extend the length of the downwind arrival stream for aircraft landing on Runway 36C and 36R.

Each of these Actions accomplishes the same goal. However, the ACR recognizes that one Action may be simpler to implement than another. For that reason, the ACR prefers whichever Action is simplest to implement. It is the understanding of the ACR that any one of these changes can take place immediately with the approval of the local Air Traffic Control Tower Manager. ACR hereby requests that such approval be granted.

If an Action is approved and implemented, the ACR will re-evaluate this issue in one year to determine whether the change provided the intended benefit to the CLT community.

Thank you for your consideration.

Sincerely,

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Chair, Airport Community Roundtable

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Vice Chair, Airport Community Roundtable