


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: STAR	Date Open: 10/05/2016	Task #: 201411143086431D005	Request #: 20141114308643
Procedure: STAR BANKR (RNAV) TWO CHARLOTTE NC KCLT			Airport ID: KCLT	Airport: CHARLOTTE/DOUGLAS INTL		Reimbursable #: NO
City: CHARLOTTE	ST: NC	GPS #:	Estimated Chart Date: 08/17/2017			FICO #:
Fac ID: N/A		Fac. Type:			Specialist: DAVID DOWLING	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	01/17/2017					
QA:						
Liaison:						
Procedure Comments:			ENROUTE	Remark Type: INFORMATION		
<p>ACTIVE DATA USED: KCLT 07W/2000; ILM VORTAC 07W/1985 (REF NAVAID).</p> <p>WAIVERS (3): (1) WOOOO; ALTITUDE AT TERMINATION FIX. (1) JRDEN; ALTITUDE AT TERMINATION FIX. (1) PONZE TO NTRST; DECELERATION LENGTH.</p> <p>MANAGER CONTACTS: CASIMIR TABAKA, AJV-5441, (405) 954-7931 OR MARLON ROBINSON, AJV-540, (405) 954-3636.</p>						

1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
Charlotte-Douglas Intl.
BANKR ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Runway transition segment ending at WOOOO, per 8260.3C, para 2-2-1-F(6)(b). Altitude required at the termination fix.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The BANKR ARRIVAL was being modified in the Metroplex post implementation phrase and is now required to be brought in compliance with newer criteria in 8260.3C and 8260.19G.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Procedure contains a Lost Comm chart note, which provides safe routes and altitudes for aircraft to utilize in the event of lost communication situations.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

There are 2 separate STARs using the same ground track. Charting altitudes at the end of this STAR will conflict with separation and sequencing for aircraft on the JONZE STAR. Charting the previous STAR altitude of 12,000 (located at DEELX) at the end of the STAR (WOOOO) would result in an altitude too high for an efficient descent to the runway environment.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT Metroplex D & I Team Leads.
Atlanta ARTCC.
CLT Approach Control.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
02/01/17	AJV-143	CLT METROPLEX D & I Team Lead

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

CHERYL M
ZIBROWSKI

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CHERYL M ZIBROWSKI
Date: 2017.02.01
11:20:28 -05'00'

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
Charlotte-Douglas Intl.
BANKR ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Runway transition segment ending at JRDEN, per 8260.3C, para 2-2-1-F(6)(b). Altitude required at the termination fix.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The BANKR ARRIVAL was being modified in the Metroplex post implementation phrase and is now required to be brought in compliance with newer criteria in 8260.3C and 8260.19G.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Procedure contains a Lost Comm chart note, which provides safe routes and altitudes for aircraft to utilize in the event of lost communication situations.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

There are 2 separate STARs using the same ground track. Charting altitudes at the end of this STAR will conflict with separation and sequencing for aircraft on the JONZE STAR. Charting the previous STAR altitude of 12,000 (located at DEELX) at the end of the STAR (JRDEN) would result in an altitude too high for an efficient descent to the runway environment.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT Metroplex D & I Team Leads.
Atlanta ARTCC.
CLT Approach Control.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
02/01/17	AJV-143	CLT METROPLEX D & I Team Lead

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

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CHERYL M
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Date: 2017.02.01
11:19:47 -05'00'

COMMENTS:

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1. FLIGHT PROCEDURE IDENTIFICATION:

Charlotte, NC
Charlotte-Douglas Intl.
BANKR ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Runway transition segment from PONZE to NTRST does not meet minimum deceleration length requirement per 8260.3C, para 2-2-1-i-(2)(b). Deceleration from assumed 310K to 280K, would increase leg length from 10.59 NM to 13.09 NM.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The BANKR ARRIVAL was being modified in the Metroplex post implementation phrase and is now required to be brought in compliance with newer criteria in 8260.3C and 8260.19G.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Procedure contains a chart note: "Descend via MACH number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC." This allows the most optimum use of airframe descent capabilities. Vertical path descent gradient from PONZE to NTRST is 283 ft/NM. RADAR is required for this procedure and controllers will intervene if aircraft flight path deviates from the published track.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Adding additional speed restrictions at PONZE would have a negative effect to several types of airframes utilizing the procedure. As some airframes transition to MACH speeds to indicated airspeeds, this would cause some aircraft to increase speed to meet the restriction. The result decreases optimization and fuel savings.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT Metroplex D & I Team Leads.
Atlanta ARTCC.
CLT Approach Control.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
02/01/17	AJV-143	CLT METROPLEX D & I Team Lead

SIGNATURE

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

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Date: 2017.02.08
14:15:42 -05'00'

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ARRIVAL ROUTE DESCRIPTION

PONZE TRANSITION (PONZE.BANKR2)

LANDING CLT:

From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING RWY 5: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross OPALS between 10000 and 12000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 018°. Expect RADAR vectors to final approach course.

LANDING RWYS 18L/C/R: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 021° to RRIKK, then on track 024° to FLAIR, then on track 056° to WOOOO, then on track 056°. Expect RADAR vectors to final approach course.

LANDING RWYS 36L/C/R: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° OPALS between 10000 and 12000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 090°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIOS:

RWYS 18L/C/R: After JRDEN turn right direct CLT VOR/DME and hold maintain 12000.

RWY 23: After WOOOO turn right direct CLT VOR/DME and hold maintain 12000.

PROTOTYPE-NOT FOR NAVIGATION

ARRIVAL ROUTE DESCRIPTION	
PONZE TRANSITION (PONZE.BANKR1)	OLD
LANDING CLT:	
From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.	
LANDING NORTH: RWYS 36L/C/R: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 090°. Expect RADAR vectors to final approach course.	
LANDING NORTH: RWY 5: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 018°. Expect RADAR vectors to final approach course.	
LANDING SOUTH: RWYS 18L/C/R: From DEBBT on track 040° to cross ROBRR at or below 16000, then on track 050° to cross FOBAR at or below 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.	
LANDING SOUTH: RWY 23: From DEBBT on track 040° to cross ROBRR at or below 16000, then on track 050° to cross FOBAR at or below 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 021° to RRIKK, then on track 024° to FLAIR, then on track 056° to WOOOO, then on track 056°. Expect RADAR vectors to final approach course.	

