

CHARLOTTE/DOUGLAS INTL (CLT)(KCLT) P (ANG) 5 W UTC-5(-4DT) N35°12.83'
W80°56.94'

CHARLOTTE
H-9B, 12G, L-25D, 36E
IAP, AD

748 B LRA Class I, ARFF Index E NOTAM FILE CLT

RWY 18C-36C: H1000X150 (CONC-GRVD) S-93, D-200, 2D-350, 2D/2D2-650
PCN 82 R/B/W/T HIRL CL

RWY 18C: MALSR. PAPI(P4R)—GA 3.0° TCH 69'. RVR-TMR Road. 0.6% down.

RWY 36C: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 72'. RVR-TMR 0.4% up.

RWY 18R-36L: H9000X150 (CONC-GRVD) S-93, D-200, 2D-350, 2D/2D2-650 PCN 63 R/B/W/T HIRL CL

RWY 18R: ALSF2. TDZL. PAPI(P4R)—GA 2.8° TCH 65'. RVR-TMR

RWY 36L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 70'. RVR-TMR

RWY 18L-36R: H8677X150 (ASPH-CONC-GRVD) S-93, D-200, 2D-350, 2D/2D2-650 PCN 68 R/B/W/T HIRL CL

RWY 18L: REIL. PAPI(P4L)—GA 3.0° TCH 76'. RVR-TMR Railroad.

RWY 36R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 71'. RVR-TMR 0.3% up.

RWY 05-23: H7502X150 (ASPH-CONC-GRVD) S-93, D-170, 2D-350, 2D/2D2-650 PCN 73 R/B/W/T HIRL CL
0.5% up NE

RWY 05: MALSR. PAPI(P4L)—GA 3.0° TCH 73'. Trees.

RWY 23: REIL. PAPI(P4R)—GA 3.0° TCH 72'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 05: TORA-7502 TODA-7502 ASDA-7092 LDA-7092

RWY 18C: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

RWY 18L: TORA-8676 TODA-8676 ASDA-8676 LDA-8676

RWY 18R: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 23: TORA-7502 TODA-7502 ASDA-7502 LDA-7502

RWY 36C: TORA-10000 TODA-10000 ASDA-10000 LDA-10000

RWY 36L: TORA-9000 TODA-9000 ASDA-9000 LDA-9000

RWY 36R: TORA-8676 TODA-8676 ASDA-8390 LDA-8390

ARRESTING GEAR/SYSTEM

RWY 36R: EMAS

SERVICE: S4 FUEL 100LL, JET A OX 1, 2 MILITARY—A-GEAR Rwy 18L EMAS 255' x 170'. JASU 1(MA-1A) 6(MD-3M)
FUEL A++(Mii), A+(C704-359-0440) (NC-100LL, A). FLUID LHOX LOX OIL O-156(Mii)

AIRPORT REMARKS: Attended continuously. Be alert for flocks of migratory birds on and in/ovf arpt. Successive or simultaneous departures from Rwy 18L and Rwy 18C are approved with course divergence beginning no further than 4 miles from EORRWy 18L/36R engineered materials arresting gear system (EMAS) 255' in width at the departure end of rwy 36R. All acft are prohibited fm exiting Rwy 36R SE bd at Twy R. Group III acft with a wingspan greater than 79' are prohibited from making a northbound turn onto Twy C when taxiing westbound on Twy A. Group III acft with a wingspan gtr than 79' are prohibited fm making a sbnd turn onto Twy C when taxiing nwbd on Twy R. Airplane Design Group V and abv acft are prohibited fm dep Rwy 18L. Group IV acft with a wingspan gtr than 118' are prohibited fm exiting Rwy 18L-36R at Twy C10. Twy C10 unusbl for taxiing onto Rwy 18L-36R. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Controlling ramp, non-movement area, is a controlled ramp; ctc ramp control prior to entering. Dual taxi btn dep call spots 11/12 and 13N/13S rstd to one acft less than 214' and one acft less than 118' or two acft less than 171'. Dual taxi btn dep call spots 22/23 and 24N/24S rstd to one acft with wingspans less than 118'. Twy C10 rstd to acft with wingspan less than 171' when exiting the rwy. Rwy 05 first 625' concrete grooved; second 5377' asphalt grooved; last 1500' concrete wire combed. Rwy 23 first 1500' concrete wire combed; second 5377' asphalt grooved; last 625' concrete grooved. Twy C4 and C6: when taxiing aircraft with cockpit to main gear distance greater than 90', pilot must perform judgmental oversteering instead of cockpit over centerline steering. Twy C from the apch of Rwy 18L to Rwy 05-23, and Twy M from the apron to Rwy 18L-36R rstd to 15 mph or less with wingspan 171' and gtr. Twy D, restricted to 15 mph or less with wingspan 171' and greater. Rwy status lgts are in opr. Group VI acft with a wingspan gtr than 214' (65 m) are prohibited on Twy M between the trml ramp and Twy C, as well as Twy C north of Twy M. Trml Ramp Blue Txl from spot 29W to spot 34S max wingspan 82'. Trml Ramp Orange Txl from spot 26S to spot 27E max wingspan 118'. Trml Ramp Yellow Txl from spot 29C to spot 33C max wingspan 118'. Trml Ramp Orange Txl from spot 29E to spot 34N max wingspan 82'. Trml Ramp Blue Txl at spot 28S btn concourse D and E alley max wingspan 118'. Trml Ramp Blue Txl from spot 26N to spot 27W max wingspan 118'. Trml Ramp Orange Txl at spot 28N between concourse D and E alley max wingspan 94'. . ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Flight Notification Service (ADCUS) avbl.

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AIRPORT MANAGER: 704-359-4000

WEATHER DATA SOURCES: ASOS (704) 790-5484 LLWAS. TDWR.

COMMUNICATIONS: D-ATIS ARR 121.15 D-ATIS DEP 132.1 UNICOM 122.95

CHARLOTTE RCO 122.4 (RALEIGH RADIO)

- Ⓡ APP CON 134.75 (296°-360° 8000' and blo) 128.325 (001°-119° 8000' and blo) 120.05 (120°-295° 8000' and blo) 124.0 (075°-245° abv 8000') 120.5 (246°-074° abv 8000') 126.15

CHARLOTTE TOWER 118.1 (Rwy 18L-36R) 126.4 (Rwy 18C-36C) 133.35 (Rwy 18R-36L)

GND CON 121.8 (West) 121.9 (East)

- Ⓡ DEP CON 134.75 (296°-360° 8000' and blo) 128.325 (001°-119° 8000' and blo) 120.05 (120°-295° 8000' and blo) 124.0 (075°-245° abv 8000') 120.5 (246°-074° abv 8000')

CLNC DEL 127.15

CPDLC (LOGON KUSA)

PDC

AIRSPACE: CLASS B See VFR Terminal Area Chart.

VOR TEST FACILITY (VOT) 112.0

RADIO AIDS TO NAVIGATION: NOTAM FILE CLT.

(L) (L) VOR/DME 115.0 CLT Chan 97 N35°11.42' W80°57.11' 010° 1.4 NM to fld. 732/5W.

DME portion unusable:

015°-050° byd 25 NM blo 3,000'

050°-100° byd 25 NM blo 2,500'

185°-202° byd 15 NM

203°-220°

270°-350° byd 20 NM blo 5,000'

VOR/DME controlled by Charlotte ATCT

VOR unusable:

203°-220°

ILS 110.95 I-CLT Rwy 05. Class IE.

ILS/DME 111.3 I-PEP Chan 50 Rwy 18C. Class IT.

ILS/DME 110.35 I-VKQ Chan 40(Y) Rwy 18L. Class IB.

ILS/DME 110.15 I-RGS Chan 38(Y) Rwy 18R. Class IIIE.

ILS/DME 109.5 I-APU Chan 32 Rwy 23. Class IE. Glideslope unusable blw 1,100'.

ILS 111.7 I-DQG Rwy 36C. Class IIIE.

ILS/DME 110.15 I-XUU Chan 38(Y) Rwy 36L. Class IIIE.

ILS/DME 108.9 I-BQC Chan 26 Rwy 36R. Class IIIE.

COMM/NAV/WEATHER REMARKS: Rwy sfc cond info durg duty hrs phone ANG Ops V583-9177/9144 or Airborne 292.2.

CHARLOTTE/MONROE EXEC (See MONROE on page 332)
