

2/5/2025

FOR YOUR INFORMATION

2025-22/5-7

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (AAS-1) 2197281

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, ASO-600, AJI-144, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM CLT Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: CLT Runway 36R/Taxiway C10 Visibility Concern

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2197281**DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	0601 to 1200

PLACE

Locale	CLT.Airport
State	NC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2197281

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew

NARRATIVE 1

The high-speed runway exit from CLT Runway 36R at Taxiway C10 is very difficult to see at night due to the downslope away from the runway and no lead-off lights.

During hours of darkness, it is very difficult for pilots exiting CLT Runway 36R at the high-speed exit onto Taxiway C10 to identify the edge or center of the prepared surface due to down-sloping terrain, no lead-off lights, and no contrast between the paved versus unpaved surface, and the opposite direction Taxiway M. It would be very easy for even a pilot familiar with CLT to turn off too early or too late at night and potentially depart the prepared surface, especially if the runway is wet or contaminated.

Suggestion: CLT Airport should install lead-off lights from Runway 36R onto Taxiway C10 to aid pilots in identifying the taxiway surface.

SYNOPSIS

Air carrier Captain reported the downsloping terrain and lack of lead-off lights makes the high-speed runway exit from Runway 36R onto Taxiway C10 at CLT difficult to see at night, and could be especially dangerous when the runway is wet or contaminated.