

2/26/2025

FOR YOUR INFORMATION

2025-40/11-12

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (AAS-1) 2188705

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 Taxiway Clearance Concerns

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 2188705**DATE / TIME**

Date of Occurrence	202411
Local Time Of Day	1201 to 1800

PLACE

Locale	CLT.Airport
State	NC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	CLT
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Ground	CLT
Make Model Name	B777 Undifferentiated or Other Model
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2188705

EVENTS

Anomaly	Conflict - Ground Conflict, Critical
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

Taxiing in, told to hold short of the ramp at E16. Stopped approximately 5 ft short of the hold line to enter the ramp. A 777 was being towed by a super tug on the ramp, south on F near spot 10. I had to tell the super tug to stop so its wing tip would not hit our aircraft. The super tug was slightly east of the line, to give more room, and that still wasn't enough. There is not enough room for a 777 to taxi on the ramp on the "F" line if there is an airplane close to the hold line waiting to enter the ramp at E16.

Don't taxi or tow 777s on Taxiway F on the ramp by the hard stands.

SYNOPSIS

Air carrier pilot reported taxiway and ramp clearance concerns for the 777 aircraft at CLT.