

9/17/2025

**FOR YOUR INFORMATION**

2025-233/5-76

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (ASO-600) 2271651

Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, 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. Hooley, Director  
NASA Aviation Safety Reporting System

Re: CLT Runway Lighting

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 Hooley at (408) 541-2854 or email at [becky.l.hooley@nasa.gov](mailto:becky.l.hooley@nasa.gov).



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



## ACN 2271651

### DATE / TIME

Date of Occurrence	202508
Local Time Of Day	No Local Time Of Day Stated

### 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	Instructor
ASRS Report Number	2271651

### EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Result - General	None Reported / Taken

### NARRATIVE 1

There is a definite need for lead-off lights from CLT Runway 36R onto Taxiway C10. The C10 high speed runway exit intersects with Taxiway M and it drops over a hill. Both of these factors cause the C10 high speed taxiway to be very difficult to see at night or inclement weather. This is compounded by the fact that most regional pilots take this exit at an elevated speed in order to alleviate sequencing issues for ATC and to avoid lengthy taxi delays on the ramp. This combination of inadequate visual references with high speed increases the risk of an aircraft departing the prepared surface at this location. Lead-off lights would be very beneficial and this reduce risk significantly.

### SYNOPSIS

Air carrier Captain reported the lack of lead-off lights from Runway 36R to Taxiway C10 at CLT can make the taxiway difficult to see at night and during inclement weather.