

# ALERT BULLETIN

AB 2026:10/8-1

3/24/2026

2324156, 2319824

**TO:** Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (AAS-1, AJV-A, ATM ZDC ARTCC), Jeppesen Sanderson Inc.

**INFO:** FAA (AVP-1, AVP-200, ASO-600, AFS-260, AFS-200, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSG, EAA, ICAO, ICASS, IFALPA, IPA, NAFI, NBAA, NTSB, RAA, SWAPA

**FROM:** Becky L. Hooley, Director  
NASA Aviation Safety Reporting System

**SUBJ:** CLT KILNS SID 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 following:

ASRS has received multiple reports from ATC Controllers and pilots expressing concern about track deviations on the CLT KILNZ SID procedure.

(ACN 2324156) - ZDC ARTCC controllers reported concerns with the frequent track deviations on the KILNZ SID out of CLT, citing numerous critical conflicts in the past few months.

(ACN 2319824) - Air carrier flight crew reported a course deviation during departure on the KILNS5 SID resulted when the GPS dropped two fixes and sequenced incorrectly.

Reporters stated that ATC reported this was a common occurrence over the past year and the cause was unknown.

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 2324156

### DATE / TIME

Date of Occurrence 202601  
Local Time Of Day 1201 to 1800

### PLACE

Locale ZDC.ARTCC  
State VA  
Altitude - MSL 20000

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center ZDC  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Center ZDC  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

### PERSON 1

Function - Air Traffic Control Enroute  
ASRS Report Number 2324156

### PERSON 2

Function - Air Traffic Control Enroute  
ASRS Report Number 2324139

### EVENTS

Anomaly Airspace Violation - All Types  
Anomaly ATC Issue - All Types  
Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Detector - Automation Air Traffic Control  
Detector - Person Air Traffic Control  
Result - Air Traffic Control Separated Traffic

### NARRATIVE 1

Aircraft X was climbing out of CLT on the KILNS SID, AUDII transition. After the KILNS waypoint they turned north to QUART, skipping both DURST and AUDII on the arrival. The aircraft was between FL200 and FL210 at this time and climbing to FL270. Conflict alert started between Aircraft X and Aircraft Y, a SHPRD departure out of RDU leaving 170 for FL230. I stopped Aircraft Y's climb at FL210 to ensure separation but did not have time to properly point the aircraft out to T33 before violating their airspace.

This early turn puts them in immediate conflict with T33's airspace AND any SHPRD departures out of RDU. This is not a new problem, it has been happening for many years, and I was told it was the 4th occurrence this month.

Once the situation was sorted, I explained to the pilot that this is an ongoing problem. He confirmed that he was flying the KILNS Departure but also acknowledged that he wasn't flying over DURST or AUDII. He told me that there was a runway change at CLT.

The departure should be NOTAM'd out until it's fixed. There's no reason this should still be happening after all this time and it's inherently unsafe. Of all of the occurrences of aircraft flying routes other than their flight plan, this situation makes up 99% of them. Furthermore, it's completely unpredictable and the result is a nearly 90-degree left turn into an adjacent facility's airspace and our own opposite direction traffic.

---

## **NARRATIVE 2**

KILNS5 SID pilot error. Aircraft X filed CLT.KILNS5.AUDII.QUART.PHLBO4.EWR dropped out DURST and AUDII from their SID and went KILNS direct to QUART.

The controller noticed the turn because the data block started flashing with Aircraft Y, RDU.SHRPD STAR westbound.

These two aircraft were head-on and the targets crossed out. There was potential for a mid-air collision had Aircraft X not climbed as well. There was a violation of ZTL airspace in the shelf FL240 – FL270 above LIB. Controller working the sector was also asked to file a report.

I was sitting in the area as this error occurred and coached the working controller on what to do. As the airspace Subject Matter Expert (SME), I have seen this type of error and have documents spanning from many years ago until today that show a repeated imminent safety risk to the KILNS SID. This is the fourth instance of this known pilot error this month and the second incident in the past three days alone.

I asked the Area 2 Front Line Manager (FLM) and the OMIC (Operations Manager in Charge) to call CLT and ZTL to ask for KILNS-BARMY departures as one because there is weather in the sector and the repeated nature of this known safety risk. The OMIC stated that they would not be making the call. They stated that they "were monitoring the situation" and for me to "do what you have to do in your report." This is not the first time that this specific OMIC has refused to make this call.

Recommendation: Turn off the KILNS SID until the DURST SID is published. Management call CLT and ZTL to shut off KILNS SID indefinitely or, at a minimum, whenever there is a safety risk after an error has occurred. Put the safety of aircraft first.

---

## **SYNOPSIS**

ZDC ARTCC controllers reported concerns with the frequent track deviations on the KILNS SID out of CLT, citing numerous critical conflicts in the past few months.

**ACN 2319824****DATE / TIME**

Date of Occurrence	202601
Local Time Of Day	1801 to 2400

**PLACE**

Locale	CLT.Airport
State	NC

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Center	ZDC
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

**COMPONENT 1**

Aircraft Component	GPS & Other Satellite Navigation
--------------------	----------------------------------

**COMPONENT 2**

Aircraft Component	Navigation Database
--------------------	---------------------

**PERSON 1**

Function - Flight Crew	Captain
ASRS Report Number	2319824

**PERSON 2**

Function - Flight Crew	First Officer
ASRS Report Number	2319828

**EVENTS**

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert

**NARRATIVE 1**

We put in the route at the gate with runway 36C and the KILNS departure to AUDII. We both verified the route. On pushback they gave us 36R so we swapped over the runway transition in the box and verified takeoff numbers for the right side remained the same. We briefed the now right hand turn to heading 225 and verified the first fix to be MUNBE. We took off 36R, made the turn and ATC gave us direct LILIC which we had in the box. The just after checking on with center ATC asked us which fix we were headed to. This was just after KILNS and we were now direct to QUART. ATC explained we missed a departure fix and this was a common recurring problem. At this point we realized the transition on the kilns departure after KILNS had dropped out, probably when we did the runway change. It was weird because all the initial fixes were good we were just missing DURST and AUDII.

ATC explained it was a common problem that's been occurring for the last year and they are trying to figure out why we are missing these fixes.

**NARRATIVE 2**

We were cleared to EWR from CLT as filed, with the KILNS5 RNAV departure. I loaded the flight plan in the box, expecting to depart Runway 36C, and the Captain checked the box to confirm it was entered correctly. Upon pushback from gate XX, ramp advised us to expect 36R for departure. The Captain immediately updated the MCDU to reflect a 36R departure and reloaded the KILNS5 SID. I confirmed on the RTE page that we were now setup for 36R with the KILNS departure. We departed 36R and were assigned a heading, then shortly after given direct the first fix on the departure of LILC. The GPS then sequenced us to KILNS as expected, but then instead of transitioning to DURST, the MCDU sequenced us directly to QUART, the first fix after the SID ends. For some reason when we reloaded the departure with 36R, the MCDU dropped the fixes DURST and AUDII off of the SID. Before we realized that those fixes had been missed, Washington center asked us what fix we were navigating to, and we told them QUART, when we now realized we should've been going to DURST.

ATC told us this was a common issue that has been happening on this departure and encouraged us to file this report.

## **SYNOPSIS**

Air carrier flight crew reported a course deviation during departure on the KILNS5 SID resulted when the GPS dropped two fixes and sequenced incorrectly. Reporters stated that ATC reported this was a common occurrence over the past year and the cause was unknown.