

8/5/2026

FOR YOUR INFORMATION

2026-273/11-56

To: Airport Manager, Charlotte/Douglas International, (CLT), NC, FAA (ASO-600) 2378233

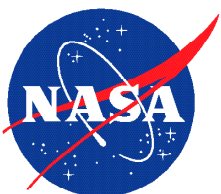
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: CLT RAAS Anomaly

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 2378233**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	0601 to 1200

PLACE

Locale	CLT.Airport
State	NC

AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2378233

PERSON 2

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2377837

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

During visual approach to Runway 19R in Charlotte the Runway Awareness and Advisory System (RAAS) triggered at its normal time to alert us what runway we were approaching but instead of saying 19R it called out 18R. This caught our attention and we once again verified all idents had us heading to 19R and we continued the approach without issue in visual conditions.

Cause: The system worked as intended but the data is out of date for the runway numbering changes in Charlotte. There should be message in the company pages that the system should be inhibited per supplement procedures till the database is updated.

NARRATIVE 2

I was pilot monitoring on approach to land in CLT 19R. During the before landing checklist we were "set and crossed checked" for Runway 19R, identifier/frequency mins and course. We were eventually cleared to intercept the localizer and cleared visual approach for Runway 19R. On a five-mile final, our Runway Awareness and Advisory System (RAAS) said "approaching Runway 18R." We continued the approach and landed on Runway 19R without incident. We spoke about the possibility that the GPWS database had not been updated since the runway numbering had changed from 18R to 19R several months ago.

Cause: Ensure that 19R has been updated for the next GPWS update cycle. A company page ensuring that RAAS will identify that runway incorrectly will help people deactivate the system as to not receive erroneous annunciations.

SYNOPSIS

Air carrier flight crew reported the RAAS announced outdated runway numbering at CLT.