



ZTL ARTCC

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

CHARLOTTE, NORTH CAROLINA

STANDARD OPERATING PROCEDURES

EFFECTIVE: 11/1/2019

ZTL ARTCC

CHARLOTTE ATCT

GENERAL

Position	Callsign	Relief	Frequency
ATIS	KCLT_ATIS		132.1
Clearance Delivery	CLT_DEL	CLT_1_DEL	127.15
Ground	CLT_GND	CLT_1_GND	121.9
Ground East	CLT_E_GND	CLT_E1_GND	121.9
Ground West	CLT_W_GND	CLT_W1_GND	121.8
Local	CLT_TWR	CLT_1_TWR	118.1
Local East	CLT_E_TWR	CLT_E1_TWR	118.1
Local West	CLT_W_TWR	CLT_W1_TWR	126.4

WHEN SPLITTING TOWER AND GROUND POSITIONS, USE EAST AND WEST CALLSIGNS.

CLEARANCE DELIVERY

Type	Altitude
IFR	Jets 8,000' / Props 4,000'
VFR	Jets AOB 7,500' / Props AOB 3,500'

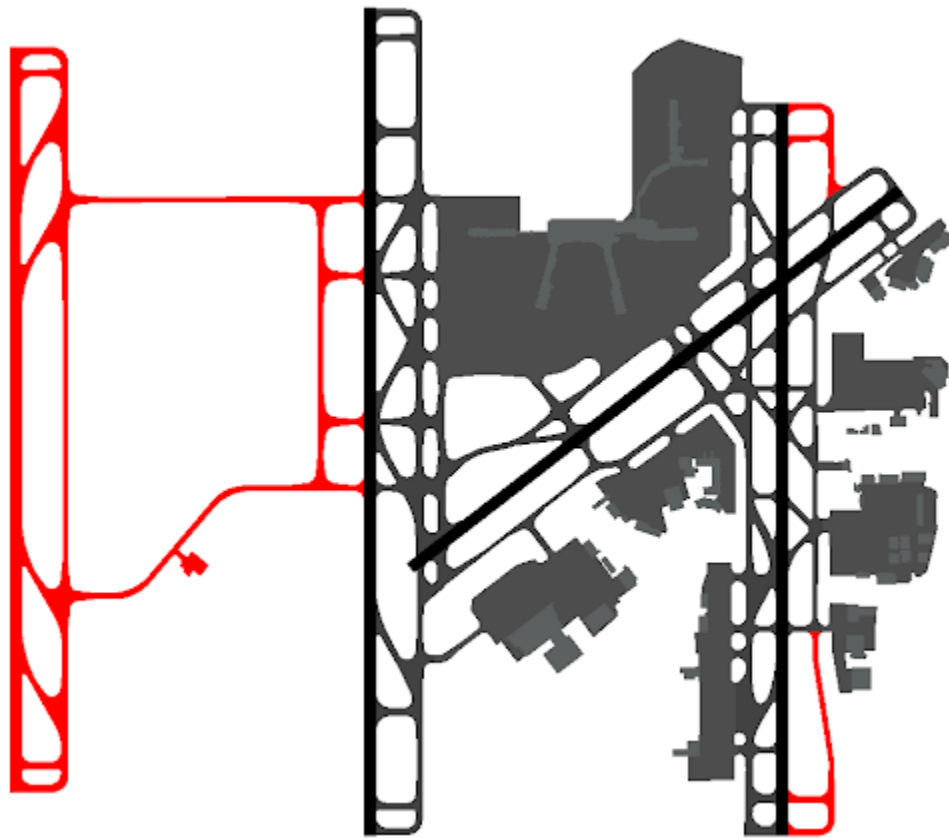
GROUND CONTROL

Ground Control at Charlotte is responsible for all taxiways and movement areas east of runway 18C/36C. Local Control is responsible for all taxiways in between runways 18R/36L and 18C/36C when there is a single ground controller online.

In North Ops, Runway 5 is used as a high-speed taxiway. Taxiway G is a southbound traffic and taxiway R is for northbound traffic. Aircraft taxiing from the eastern terminals to the center runway may be taxied on the “inner taxiway” or the apron instead of taxiway M.

Ground control can be split by east and west as shown:

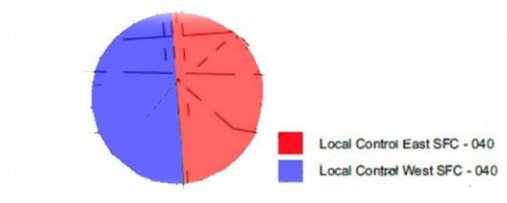
DISCREPANCIES BETWEEN OLD/NEW SCENERY



Old (default) Scenery:

- Runway 36L/18R does not exist
- All taxiways west of Runway 36C/18C do not exist
- Taxiway D south of taxiway D3 does not exist
- Taxiway D north of taxiway M does not exist
- Ramp entrance E17 is labeled as E14.
- Ramp entrance E16 is labeled as E13.
- Ramp entrance E15 is labeled as E12.
- Ramp entrance E14 is labeled as E11.
- No ramp exists north of E14.

LOCAL CONTROL



All airspace surface to 4,000' MSL in the Charlotte Class B surface area (7NM radius of the CLT VOR)
is delegated to the appropriate local control.

PRE-COORDINATED DEPARTURE HEADINGS

Turbojet departures are assigned the following headings:

Runway	Departure	Heading	Runway	SID	Heading
18C	BARMY KILNS LILLS ICONS KWEEN BEAVY ANDYS TREAL HAMLN BUCKL	200°	18L	BARMY KILNS LILLS KRITR WEAZL GANTS RUNIE MERIL JOTTA NALEY	140°
	GANTS RUNIE MERIL	140°		ICONS KWEEN ANDYS TREAL HAMLN BUCKL	RH
	BOBZY ESTRR JOJJO KRITR WEAZL HARAY DEBIE PITY JOTTA NALEY NEANO	240°		BEAVY	200°
				BOBZY ESTRR JOJJO HARAY DEBIE PITY NEANO	240°
36C	BEAVY BOBZYESTRR ICONS JOJJO KRITR KWEEN WEAZL HARAY DEBIE PITY NEANO ANDYS TREAL HAMLN BUCKL	330°	36R	BARMY KILNS LILLS ICONS KWEEN GANTS RUNIE MERIL ANDYS TREAL HAMLN BUCKL	025°
	JOTTA NALEY	360°		KRITR WEAZL JOTTA NALEY	360°
	BARMY KILNS LILLS GANTS RUNIE MERIL	070°		BEAVY	330°
				JOJJO	310°
				BOBZY ESTRR HARAY DEBIE PITY NEANO	290°

DTA's for non-RNAV CLT and KER departures

All headings given may be overridden by the Departure controller

PROP AND TURBOPROP HEADINGS

Departure	Heading
Westbound IFR & VFR Prop	270°
Eastbound IFR & VFR Prop	100°

CALM WIND CONFIGURATION

South Operations, Runways 18L, 18C, 18R

MISSED APPROACH

Runway	Altitude	Heading
36L/36C/18R/18C/23	4,000'	270°
36R/18L/05	4,000'	090°

LUAW PROCEDURES

Line Up and Wait (LUAW) operations are authorized on all runways

OPERATIONS CHANGE

A runway change is required when the tail wind component is greater than 10 knots for the current configuration and/or the TAF indicates wind favorable to the opposite configuration.

Local shall inform ground and identify the last departure for the old runway. Local shall then coordinate with the TRACON to identify the last departure and arrivals for the old configuration.

CHANGE TO NORTH OPS		CHANGE TO SOUTH OPS	
Heading	Knots	Heading	Knots
250	20	290	20
240	14	300	14
230	10	310	10
220	9	320	9
210	8	330	8
200-160	7	340-020	7
150	8	030	8
140	9	040	9
130	10	050	10
120	14	060	14
100	20	070	20

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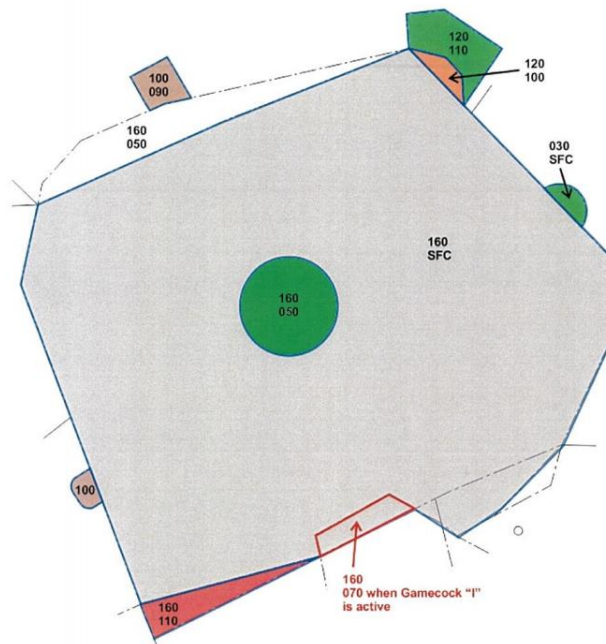
CHARLOTTE TRACON

GENERAL

Position	Callsign	Relief Callsign	Frequency	Position ID
Approach	CLT_APP	CLT_1_APP	126.15	H
Departure	CLT_DEP	CLT_1_DEP	120.5	W
Satellite	CLT_N_APP	CLT_N1_APP	134.75	N
Arrival East	CLT_H_APP	CLT_H1_APP	126.15	H
Arrival West	CLT_U_APP	CLT_U1_APP	125.35	U
Final East	CLT_A_APP	CLT_A1_APP	127.7	A
Final West	CLT_F_APP	CLT_F1_APP	119.0	F

ALL DEPARTURE/ARRIVAL/FINAL/SATELLITE POSITIONS DECOMBINE FROM CHARLOTTE APPROACH

Charlotte TRACON owns surface to 16,000'
Additional airspace maps can be found at the end of the document



DEPARTURE PROCEDURES

SID	SCRATCH	FIXES	SID	SCRATCH	FIXES
BEAVY	BVY	UGANG BEAVY	BARMY	BMV	MESHY GULFY
BOBZY	BZY	LACHN YNGUN BOBZY	ICONS*	ICN	GILFN ICONS
ESTRR	EST	GINNN ESTRR	KILNS	KLN	MUNBE LILIC
JOJO	JOJ	WAYDS LONEE JOJO	KWEEN*	KWN	HMMPY KWEEN
KRITR	KTR	JDEAN KRITR	LILLS*	LIL	LAMDE
WEAZL	WZL	WHFRD WEAZL	*In south ops, hand off to ZJX		

STANDARDIZED TERMINAL ARRIVALS

STAR	NORTH	SOUTH
BANKR (RNAV)	DESCEND VIA	DESCEND VIA
BTSEY	BTSEY @ 11,000 250K	BTSEY @ 11,000 250K
CHPTR	CHPTR @ 11,000 250K PROPS 7,000	CHPTR @ 14,000 250K PROPS 7,000
CHSLY (RNAV)	DESCEND VIA	DESCEND VIA
FILPZ (RNAV)	DESCEND VIA	DESCEND VIA
JONZE (RNAV)	DESCEND VIA	DESCEND VIA
LIINN	LIINN @ 11,000 250K PROPS 9,000	LIINN @ 11,000 250K PROPS 9,000
MAJIC	MAJIC @ 13,000 250K	MAJIC @ 13,000 250K
MLLET (RNAV)	MLLET @ 14,000 250K	MLLET @ 12,000 250K
PARQR (RNAV)	DESCEND VIA	DESCEND VIA
RASLN	RASLN @ 11,000 250K PROPS 8,000	RASLN @ 14,000 250K PROPS 8,000
STOCR (RNAV)	DESCEND VIA	DESCEND VIA
UNARM	UNARM @ 11,000 PROPS 7,000	UNARM @ 11,000 PROPS 9,000

STANDARD ARRIVAL FLOWS

Leg	Altitude	Runway
Base (from W)	7,000'	ALL
Base (from E)	8,000' 6,000'	18C/36C 18L/36R
Downwind	6,000'	ALL

INSTRUMENT APPROACHES

Approach	Runway	IAF	FAF
ILS/RNAV	5	KECKS	ERKAW
ILS/RNAV	18L	CAVVI	QUWED
ILS/RNAV	18C	JEDKO	OZEJI
ILS/RNAV	18R	RUDKY	JHUNT
ILS/RNAV	23	JEPHS	LECAR
ILS/RNAV	36L	WELET	NLSON
ILS/RNAV	36C	SOLMN	GLASI
ILS/RNAV	36R	HEKAM	HAYOU

CLASS D AIRFIELDS

KINT	Concord Padgett	Towered 0700-2300 LCL	
KJQF	Concord	02	20
		RNAV (GPS)	ILS or LOC RNAV (GPS)
KVUJ	Stanly Co. Albemarle	Towered 0900-2100 LCL	
KVUJ	Stanly County	04R	22L
IFR departures off runway 4L/R coordinated with GSO approach		Maintain 3,000'	ILS or LOC NDB

CLASS E/G AIRFIELDS

ID	Name	Runway	Approach
KAKH	Gastonia	03/21	RNAV (GPS) 03/21 NDB 03
KUZA	Rock Hill	02/20	ILS or LOC Y 02 ILS or LOC Z 02 RNAV (GPS) 02/20
KIPJ	Lincolnton	05/23	ILS or LOC Y 23 ILS or LOC Z 23 RNAV (GPS) 05/23
KEQY	Monroe Executive	05/23	ILS or LOC 05 RNAV (GPS) 05/23
KDCM	Chester Catawba	05/23 17/35	RNAV (GPS) 17/35 NDB 35

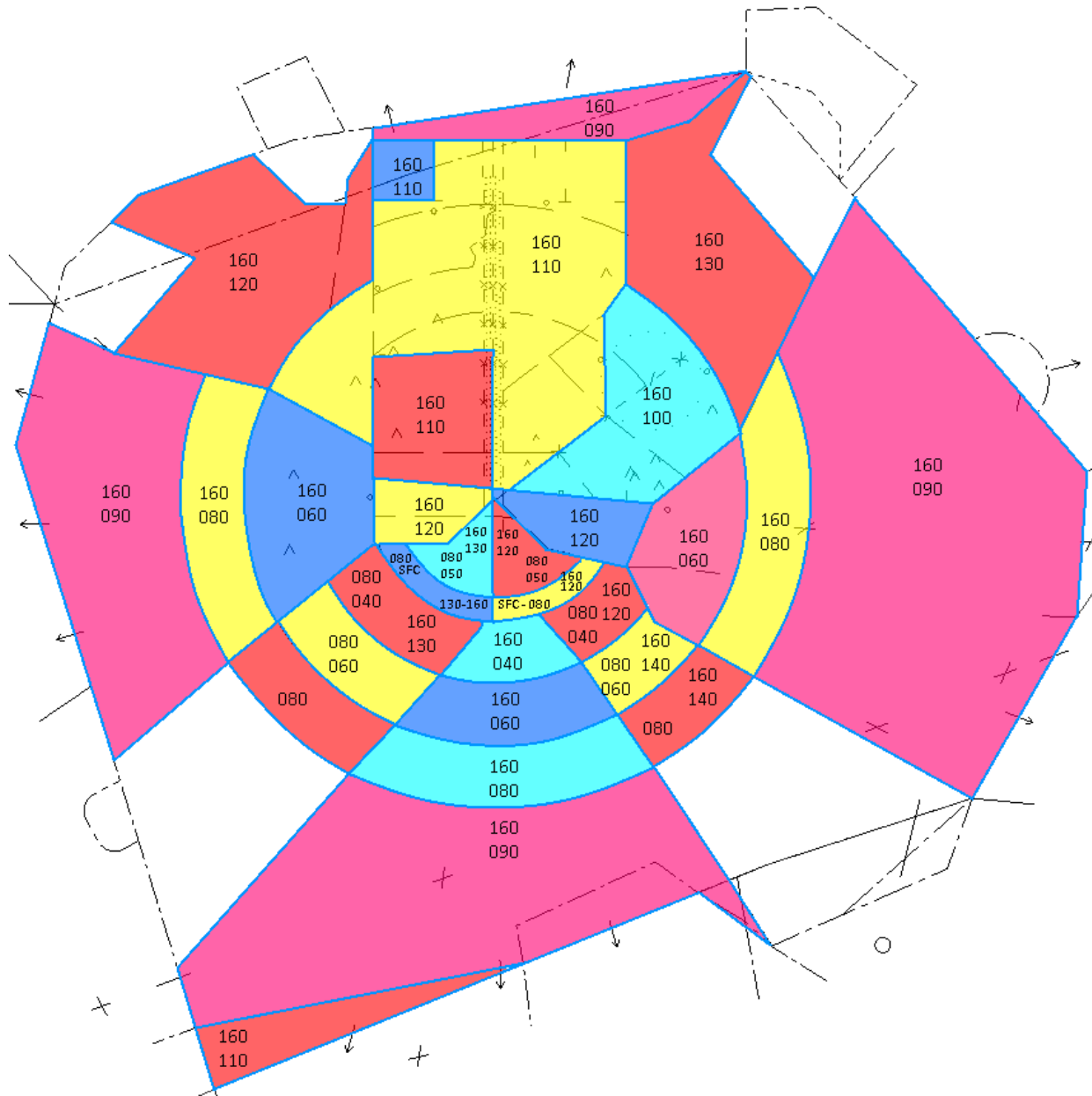
ID	Name	Runway	Approach
KLKR	Lancaster	06/24	RNAV (GP) 06/24 NDB 24 VOR/DME-A
KEHO	Shelby- Cleveland	05/23	RNAV (GPS) 05/23 NDB 23
KSVH	Statesville	10/28	ILS or LOC Y 28 ILS or LOC Z 28 RNAV (GPS) 10/28 VOR/DME 10
KRUQ	Mid-Carolina	02/20	ILS or LOC 20 RNAV (GPS) 02/20 NDB 20

LETTERS OF AGREEMENT

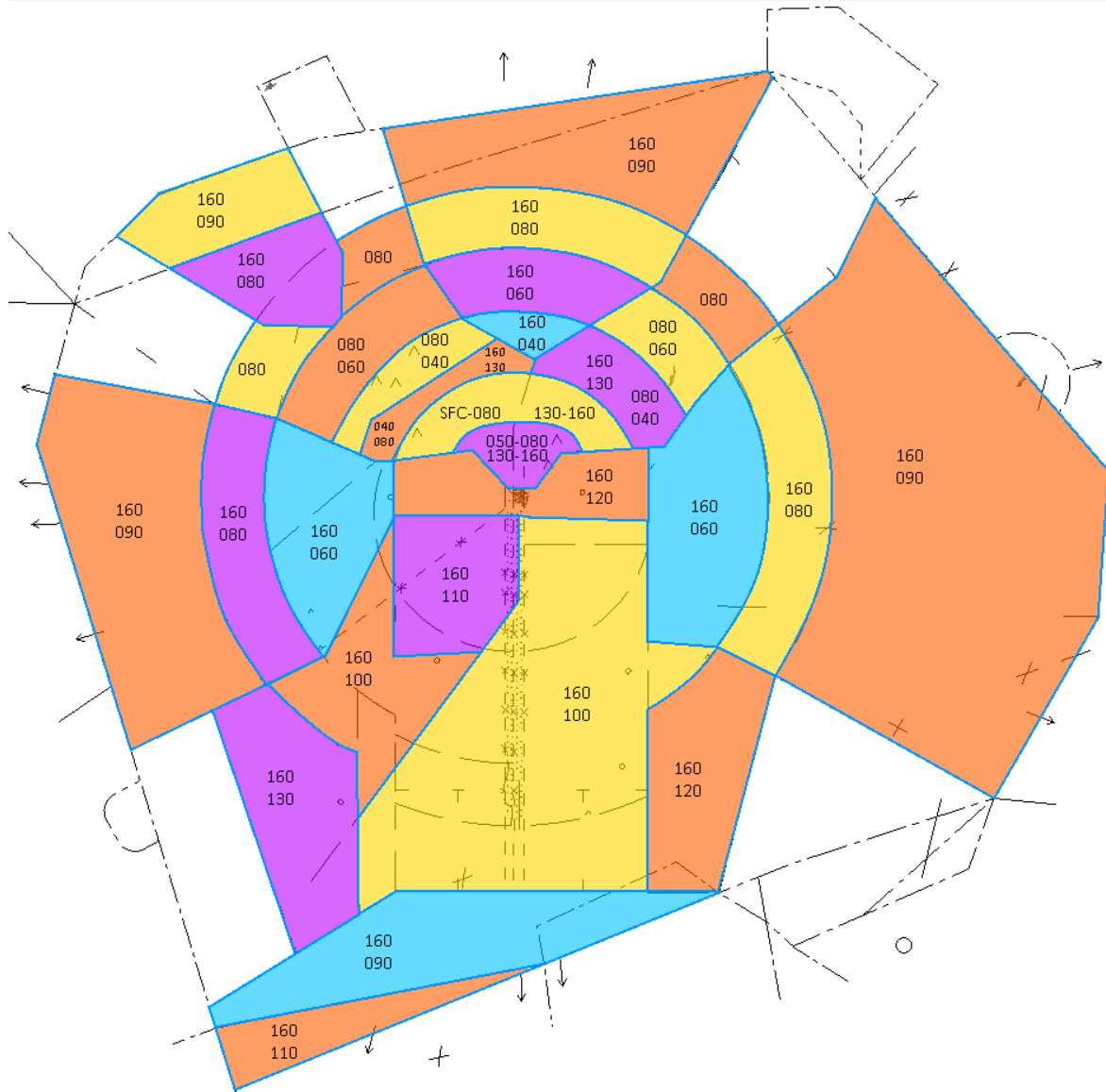
ZJX	BEAVY, ICONS, KWEEN departures in South Ops shall be handed off to ZJX at 16,000
KCAE	Arrivals enter CLT at 15,000 and shall be descended to 10,000 and transitioned to CAE TRACON
KFAY	Arrivals enter CLT at 15,000 and shall be descended to 11,000 and transitioned to FAY TRACON
KPOB	Arrivals enter CLT at 15,000 and shall be descended to 11,000 and transitioned to ZDC
KRDU	Prop arrivals enter CLT at 15,000 and shall be transitioned to ZDC
KSVH	Arrivals from N descended to by ZTL Arrivals from S descended to by CLT Approach

DEPARTURE RADAR MAPS

Departure Radar S

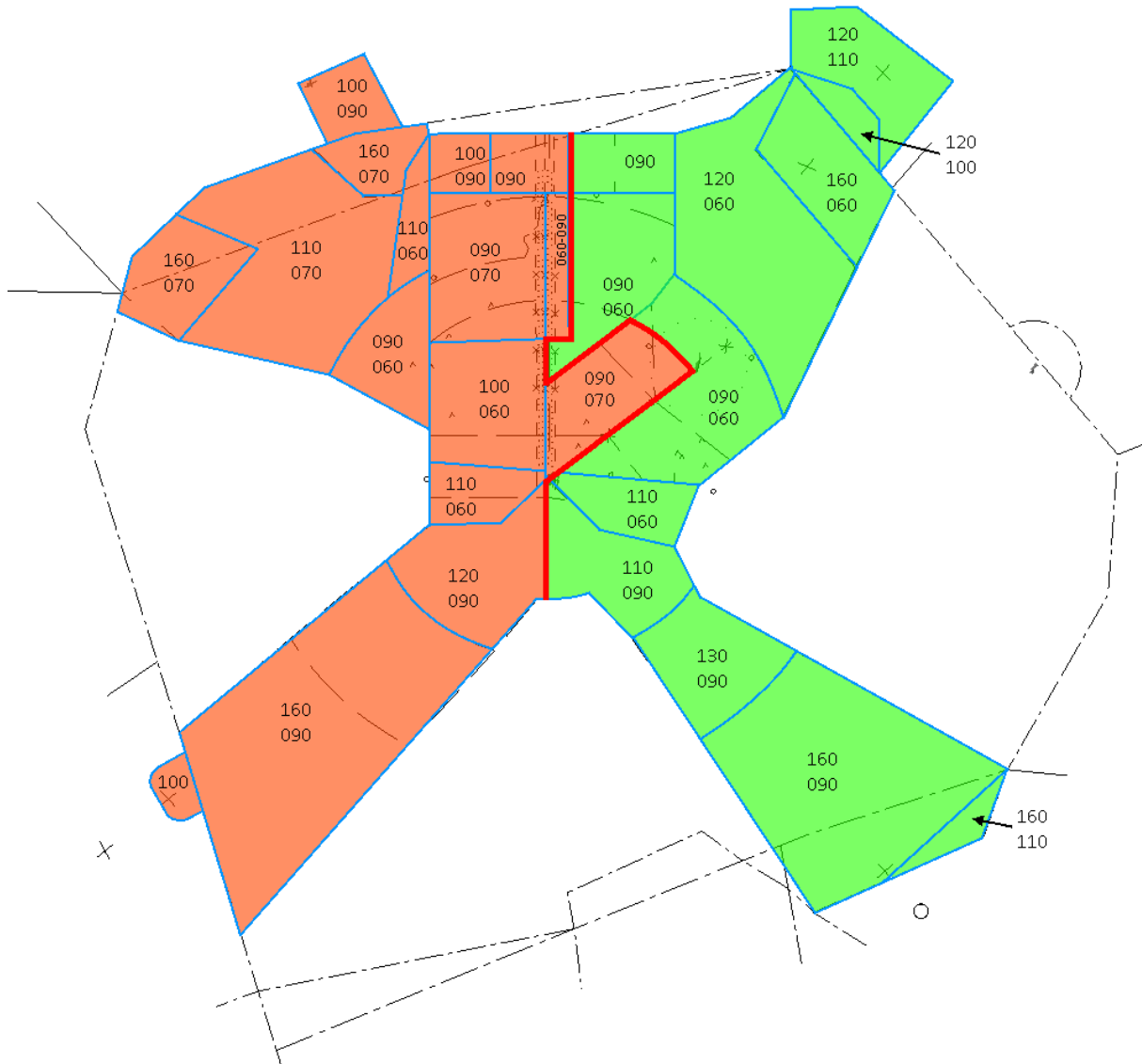


Departure Radar N

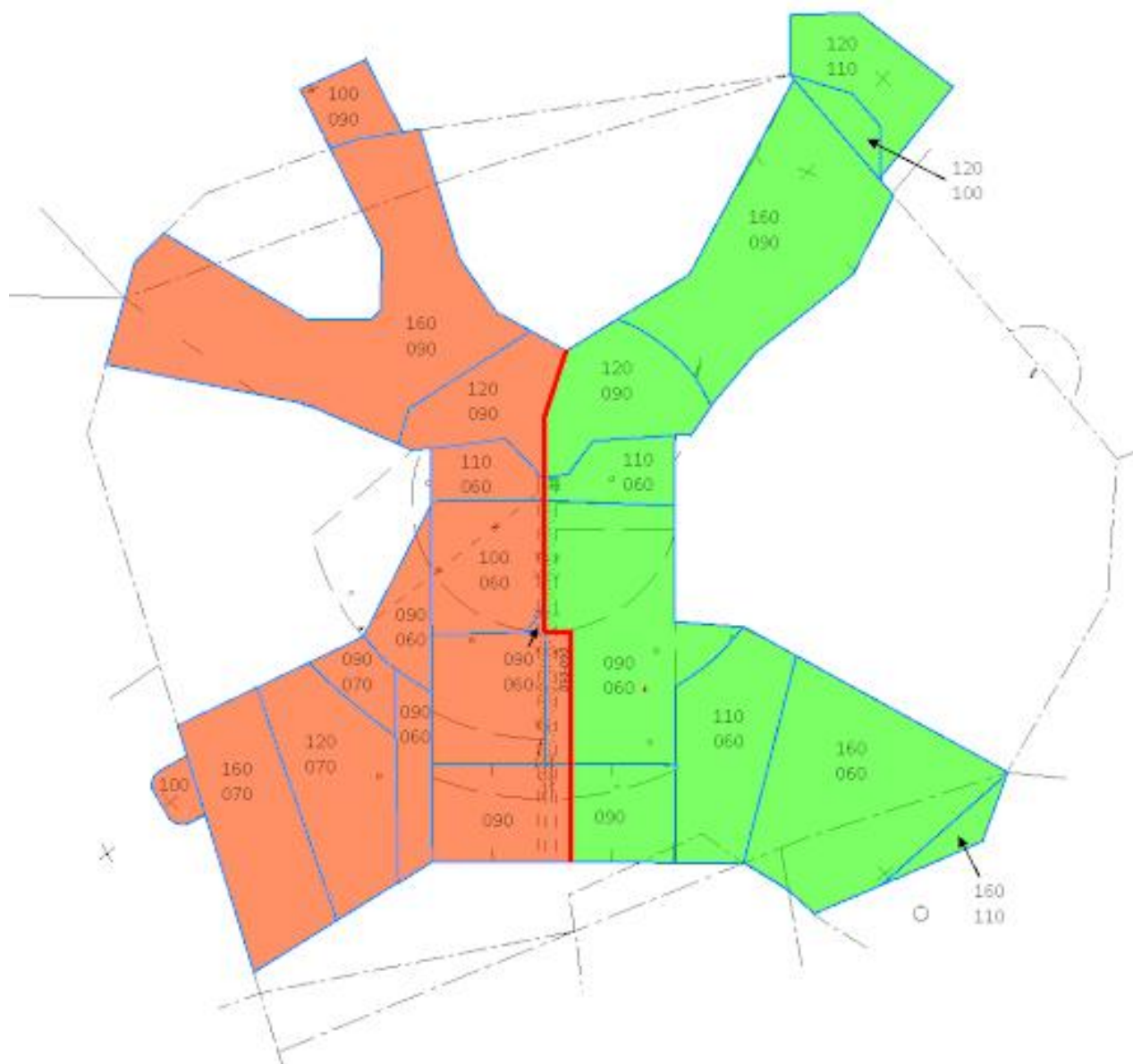


TERMINAL ARRIVAL RADAR MAPS

Arrival Radar S

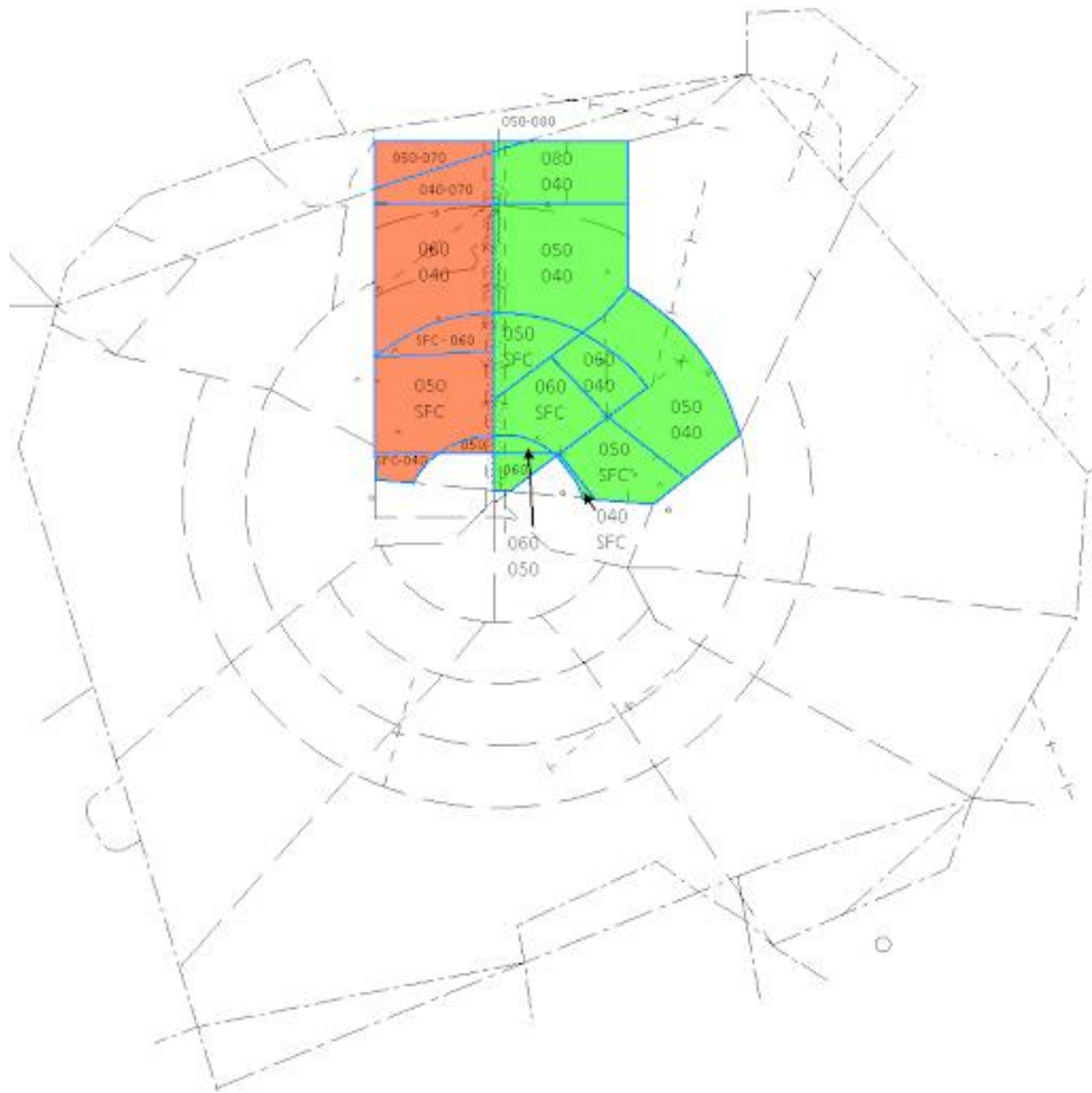


Arrival Radar N



FINAL RADAR MAPS

Final Radar S



Final Radar N

