



ZTL ARTCC

CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
CHARLOTTE, NORTH CAROLINA

QUICK REFERENCE HANDBOOK  
EFFECTIVE: 11/1/2019

# ZTL ARTCC

## CHARLOTTE ATCT

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### GENERAL

| Position           | Callsign       | Relief           | Frequency    |
|--------------------|----------------|------------------|--------------|
| ATIS               | KCLT_ATIS      |                  | 132.1        |
| Clearance Delivery | CLT_DEL        | CLT_1_DEL        | 127.15       |
| <b>Ground</b>      | <b>CLT_GND</b> | <b>CLT_1_GND</b> | <b>121.9</b> |
| Ground East        | CLT_E_GND      | CLT_E1_GND       | 121.9        |
| Ground West        | CLT_W_GND      | CLT_W1_GND       | 121.8        |
| <b>Local</b>       | <b>CLT_TWR</b> | <b>CLT_1_TWR</b> | <b>118.1</b> |
| 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

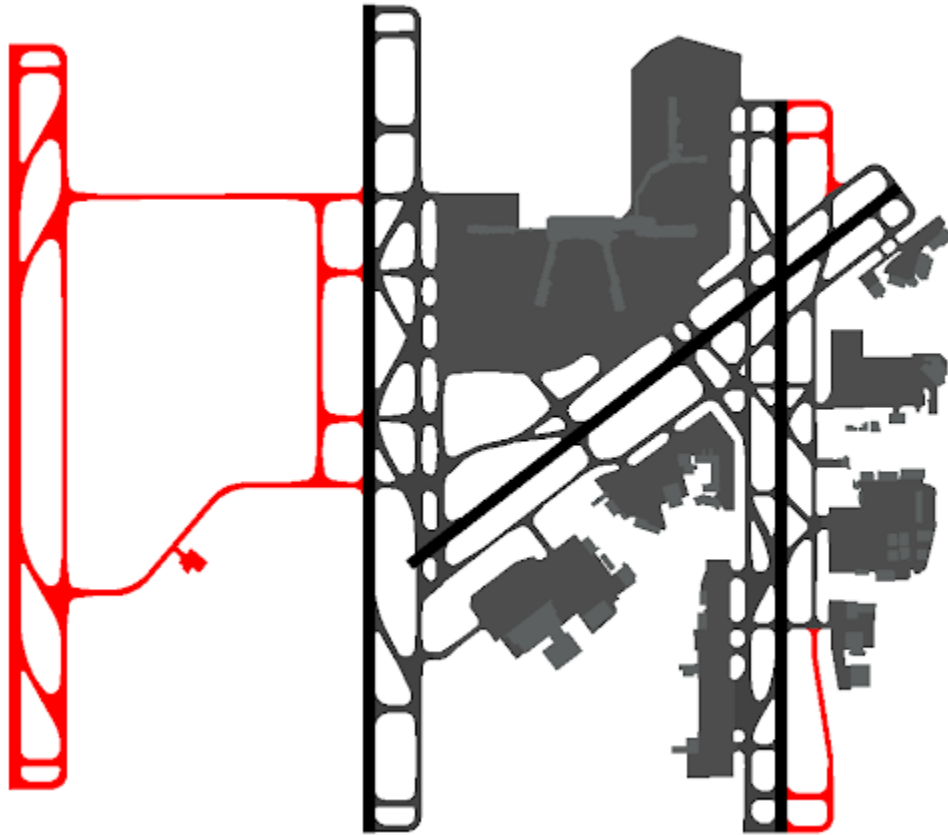
Ground Control at Charlotte is responsible for all taxiways and movement areas east of runway 18C/36C. Local Control is responsible for all taxiways in between runways 18R/36L and 18C/36C when there is a single ground controller online.

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:



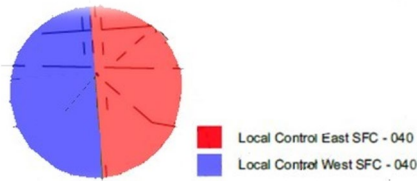
## DISCREPANCIES BETWEEN OLD/NEW SCENERY



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

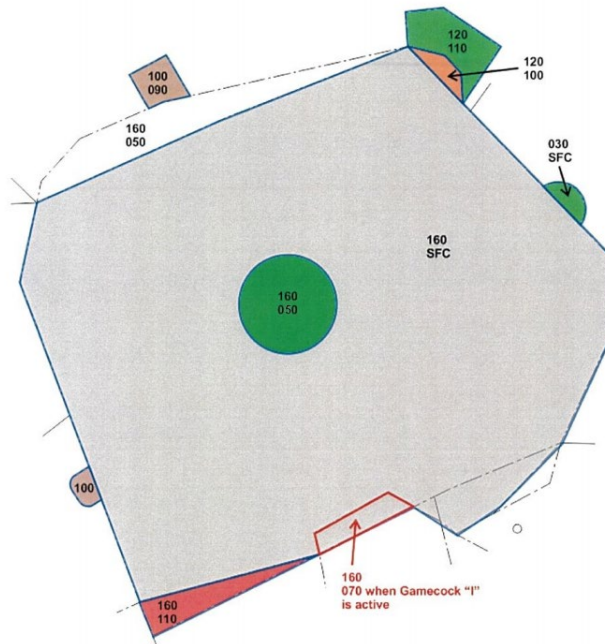
# ZTL ARTCC CHARLOTTE TRACON

## GENERAL

| Position        | Callsign       | Relief Callsign  | Frequency     | Position ID |
|-----------------|----------------|------------------|---------------|-------------|
| <b>Approach</b> | <b>CLT_APP</b> | <b>CLT_1_APP</b> | <b>126.15</b> | <b>H</b>    |
| 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                          | BMY     | MESHY GULFY |
| BOBZY | BZY     | LACHN YNGUN<br>BOBZY | ICONS*                         | ICN     | GILFN ICONS |
| ESTRR | EST     | GINNN ESTRR          | KILNS                          | KLN     | MUNBE LILIC |
| JOJJO | JOJ     | WAYDS LONEE JOJJO    | 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<br>PROPS 7,000 | CHPTR @ 14,000 250K<br>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<br>PROPS 9,000 | LIINN @ 11,000 250K<br>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<br>PROPS 8,000 | RASLN @ 14,000 250K<br>PROPS 8,000 |
| STOCR (RNAV) | DESCEND VIA                        | DESCEND VIA                        |
| UNARM        | UNARM @ 11,000<br>PROPS 7,000      | UNARM @ 11,000<br>PROPS 9,000      |

### STANDARD ARRIVAL FLOWS

| Leg           | Altitude       | Runway             |
|---------------|----------------|--------------------|
| Base (from W) | 7,000          | ALL                |
| Base (from E) | 8,000<br>6,000 | 18C/36C<br>18L/36R |
| Downwind      | 6,000          | ALL                |



**INSTRUMENT APPROACHES**

| <b>Approach</b> | <b>Runway</b> | <b>IAF</b> | <b>FAF</b> |
|-----------------|---------------|------------|------------|
| 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**

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

**CLASS E/G AIRFIELDS**

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

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

LETTERS OF AGREEMENT

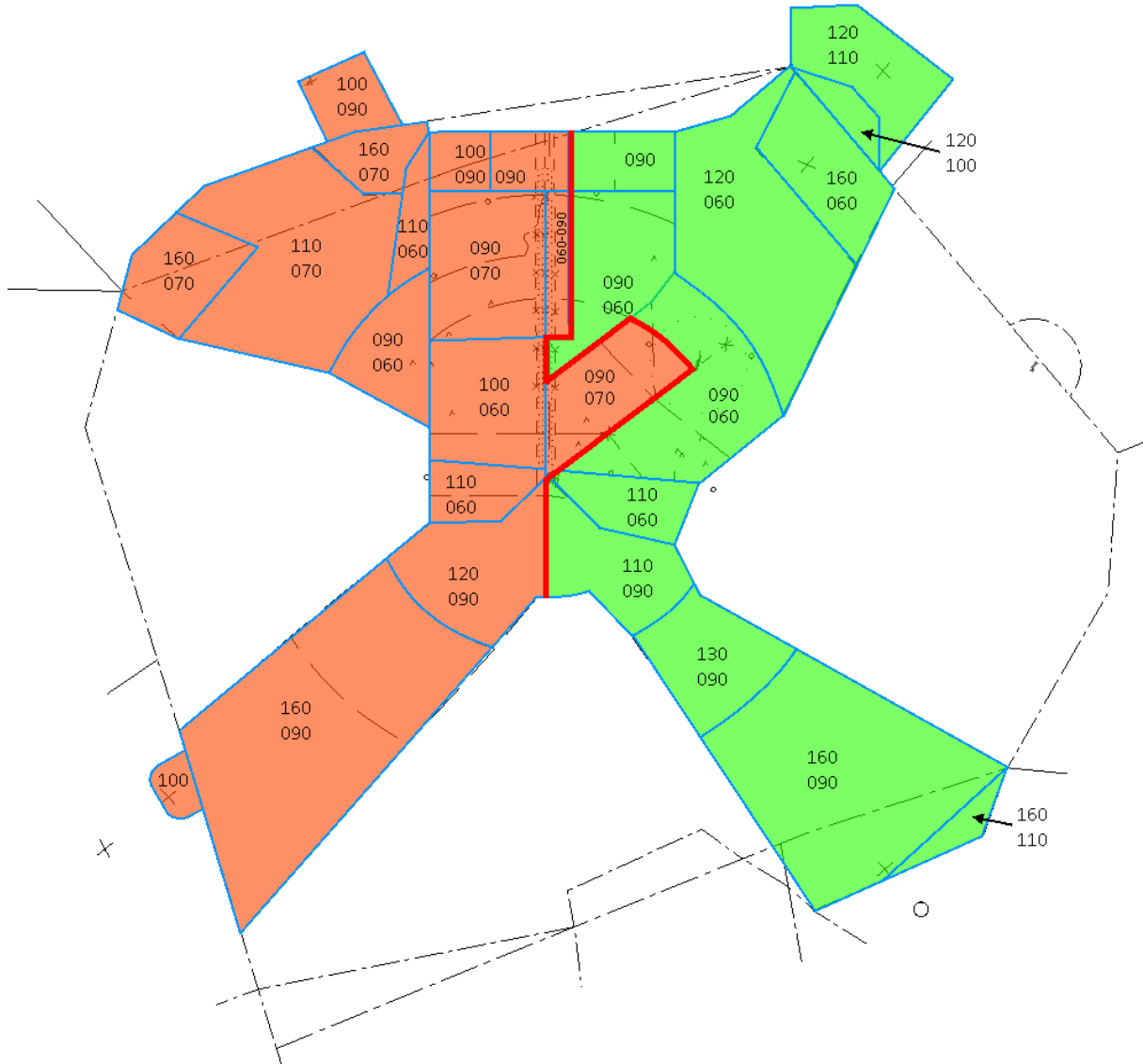
| ZJX  | BEAVY, ICONS, KWEEN departures in South Ops shall be handed off to ZJX at 16,000             |
|------|--|
| KCAE | Arrivals enter CLT at 15,000 and shall be descended to 10,000 and transitioned to CAE TRACON |
| KFAY | Arrivals enter CLT at 15,000 and shall be descended to 11,000 and transitioned 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<br>Arrivals from S descended to by CLT Approach          |





# TERMINAL ARRIVAL RADAR MAPS

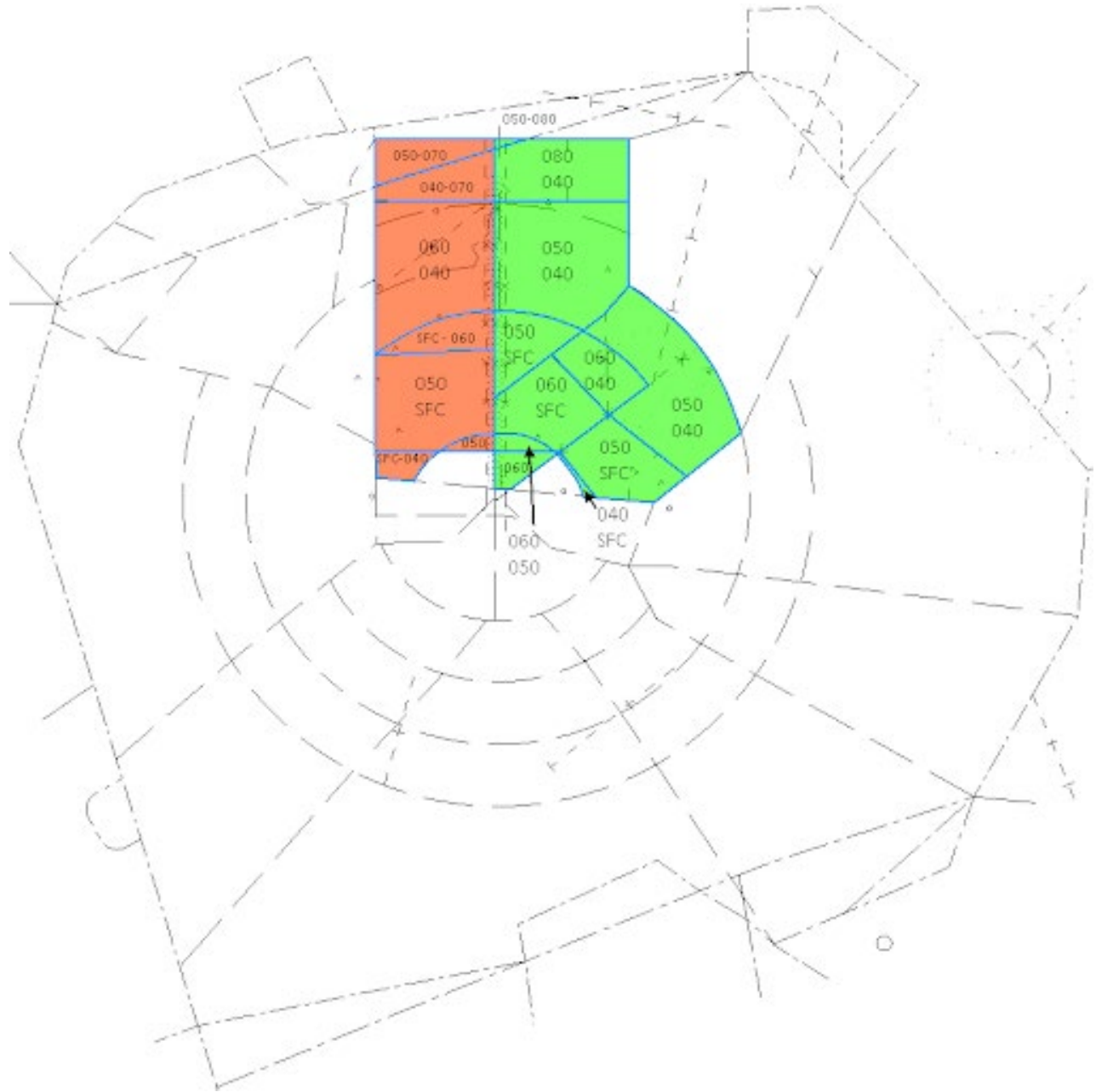
## Arrival Radar S





# FINAL RADAR MAPS

## Final Radar S



# Final Radar N

