Charlotte-Douglas International

IATA/ICAO CODE: CLT/KCLT

CITY: Charlotte

STATE: NC COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

Name: T.J. Orr Bob Andress

Title: Aviation Director

Airport: Charlotte/Douglas International

Address: P.O. Box 19066

Charlotte NC 28219

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Airport Web Site: www.charlotteairport.com

ELEVATION: 749 ft.

RUNWAY INFORMATION					
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)	
5/23	7502	-	-	150	
18L/36R	8676	-	-	150	
18R/36L	9000	-	-	150	
18C/36C	10000	-	-	150	
Check FAA Airpor	t Diagrams for cur	rent information.			

NOISE ABATEMENT PROCEDURES

Informal, document containing a complete list of the procedures is on file.

At all Times:

No turbojet departing any runway will be turned from runway heading or the appropriate noise abatement heading, until the aircraft is at least 2 NM from the departure runway end.

If a pilot requests to use other than the assigned noise abatement runway, the pilot will be advised that the runway is noise sensitive. If the pilot repeats the request, the request will be honored as workload permits.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 05/23 is the preferential runway between 2300-0700.

Everyday 11:00 pm - 7:00 am:

Use runway 23 for all departing turbojet aircraft and runway 5 for all arriving turbojet aircraft as well as all large 12,500 lbs., or greater prop aircraft.

When the above procedure cannot be used: Runway 23 is the first preferred runway for all arriving and departing turbojet aircraft. Runway 5 is the second preferred runway for all arriving and departing turbojet aircraft.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Parallel to runway 5/23 on U.S.Air ramp.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1990	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	1990	_
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	1996	-
Acquire Land for Noise Compatibility to date	1990	-
Population within each noise contour level relative to aircraft operations	-	In the process of updating the FAR Part 150 program.
Airport Noise		

Contour Overlay Maps	1996	N/A
Total Cost of Noise Mitigation Programs to Date	-	over 75 million to date
Source of Noise Mitigation Program Funding for Aircraft Noise	-	federal/city

NOISE MONITORING SYSTEM

The airport has portable noise monitoring equipment.

FLIGHT TRACK MONITORING SYSTEM

System being developed-expected to be functional by Spring 2011.

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE