

WAAS CH 90100 W36D	APP CRS 003°	Rwy Idg 8390 TDZE 727 Apt Elev 748
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RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH.

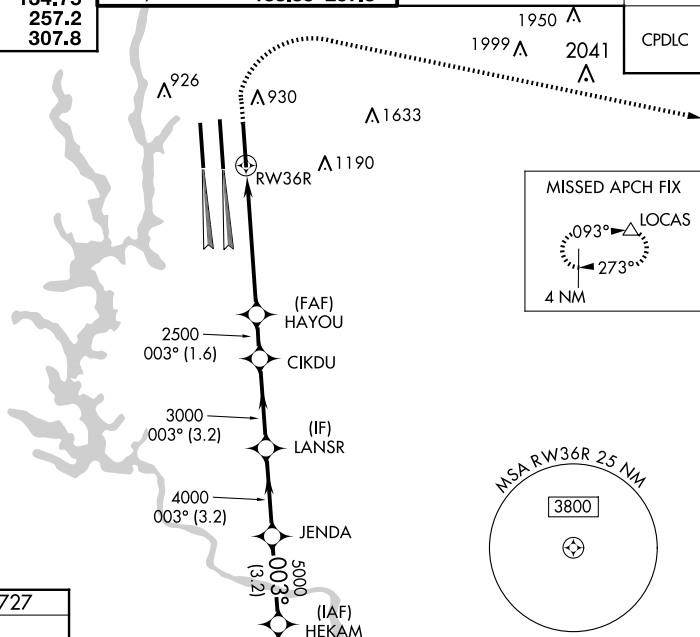
▼ Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

▲ For inop ALSF, increase LNAV/VNAV all Cats visibility to 1½ mile.

ALSF-2

MISSED APPROACH:
Climb to 1320 then
climbing right turn to
4000 direct LOCAS
and hold.

D-ATIS	CHARLOTTE APP CON	CHARLOTTE TOWER	GND CON	CLNC DEL
ARR 121.15	(001°-119°) 128.32	(Rwys 18L-36R) 118.1 257.8		
DEP 132.1	(120°-295°) 120.05	(Rwy 18C-36C) 126.4 257.8	121.8 348.6 (WEST)	127.15
	(296°-360°) 134.75	(Rwy 18R-36L) 133.35 257.8	121.9 348.6 (EAST)	348.6
	(180°-359°) 257.2		1950 Δ	
	(360°-179°) 307.8		1999 Δ 2013	CPDLC



ELEV 748 [D] TDZE 727

HIRL all Rwys
 REIL Rwys 18L and 23
 TDZ/CL Rwys 18R, 36L, 36C and 36R

Diagram illustrating the proposed rail alignment and station locations for the HIRL project. The alignment is shown as a dashed line with stations marked by circles (A, B, L, P). Key features include:

- Stations: 18L (A), 18L (L), 36L (A), 36L (P), 36R (B), 36R (A).
- Grade: 0.6% DOWN (10000 X 150) and 0.4% UP (10000 X 150).
- Obstacles: 896 (star), TWR 1068 (square).
- Orientation: 003° (North arrow).

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 74).

LOCAS

HEKAM

JENDA

LANSR

CIKDU

HAYOU

RW36R

1.6 NM

3.8 NM

1.6 NM

3.2 NM

3.2 NM

3.2 NM

2500

3000

4000

5000

3.00°

6000

GP 3.00° TCH 55

*LNAV only.