

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.

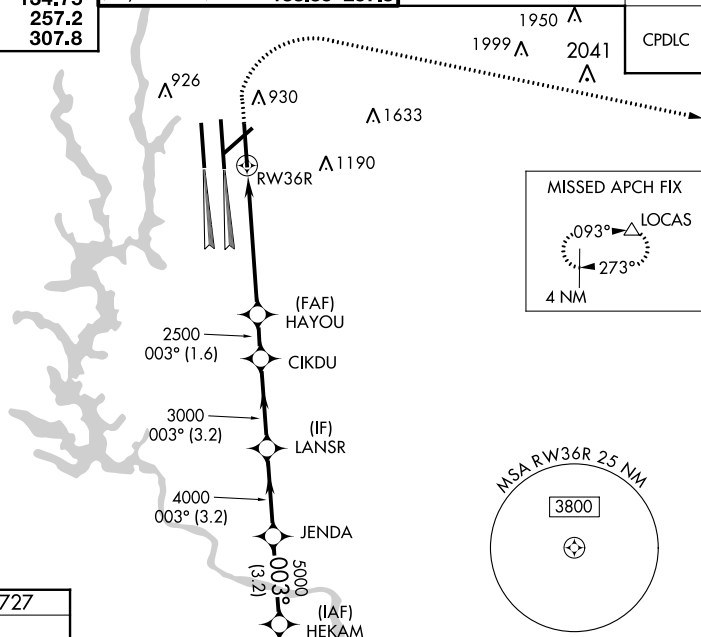
▲ For inop ALSF, increase LNAV/VNAV all Cats visibility to 1½ mile.

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, 5-23) 118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°) 120.05	(Rwy 18C-36C) 126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°) 134.75	(Rwy 18R-36L) 133.35	257.8		
	(180°-359°) 257.2				
	(360°-179°) 307.8				



ELEV 748

D	TDZE 727
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HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

The diagram shows four runway segments: 18L, 36L, 36C, and 36R. Runway 18L has a length of 9000 X 150 feet. Runway 36L has a length of 10000 X 150 feet. Runway 36C has a length of 7502 X 150 feet. Runway 36R has a length of 8647 X 150 feet. The diagram also indicates a 0.3% DOWN slope for runways 18L and 36L, and a 0.3% UP slope for runways 36C and 36R. A TWR (Tower) is located near runway 36C, with an elevation of 910 feet. Another TWR is located near runway 36R, with an elevation of 1068 feet. The diagram includes various navigation aids such as VORTAC stations (A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100), DME stations (D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11, D12, D13, D14, D15, D16, D17, D18, D19, D20, D21, D22, D23, D24, D25, D26, D27, D28, D29, D30, D31, D32, D33, D34, D35, D36, D37, D38, D39, D40, D41, D42, D43, D44, D45, D46, D47, D48, D49, D50, D51, D52, D53, D54, D55, D56, D57, D58, D59, D60, D61, D62, D63, D64, D65, D66, D67, D68, D69, D70, D71, D72, D73, D74, D75, D76, D77, D78, D79, D80, D81, D82, D83, D84, D85, D86, D87, D88, D89, D90, D91, D92, D93, D94, D95, D96, D97, D98, D99, D100), and FSS stations (F1, F2, F3, F4, F5, F6, F7, F8, F9, F10, F11, F12, F13, F14, F15, F16, F17, F18, F19, F20, F21, F22, F23, F24, F25, F26, F27, F28, F29, F30, F31, F32, F33, F34, F35, F36, F37, F38, F39, F40, F41, F42, F43, F44, F45, F46, F47, F48, F49, F50, F51, F52, F53, F54, F55, F56, F57, F58, F59, F60, F61, F62, F63, F64, F65, F66, F67, F68, F69, F70, F71, F72, F73, F74, F75, F76, F77, F78, F79, F80, F81, F82, F83, F84, F85, F86, F87, F88, F89, F90, F91, F92, F93, F94, F95, F96, F97, F98, F99, F100). The diagram also shows a 003° heading arrow.

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

LOCAS

1320 4000

*LNAV only.

RW36R

*1.6 NM to RW36R

HAYOU 2500

CIKDU 3000

LANSR 4000

JENDA 5000

HEKAM 6000

GP 3.00° TCH 55

1.6 3.8 NM 1.6 NM 3.2 NM 3.2 NM 3.2 NM

A B C D

CATEGORY	A	B	C	D
LPV DA	927/18	200 (200-½)		
LNAV/VNAV DA	1229-1¼	502 (500-1¼)		
LNAV MDA	1320/24 593 (600-½)	1320-1¼ 593 (600-1¼)		
CIRCLING	1380-1 632 (700-1)	1500-2½ 752 (800-2¼)	1500-2½ 752 (800-2½)	