

LOC/DME I-XUU <u>110.15</u> Chan 38 (Y)	APP CRS 003°	Rwy Ldg 9000 TDZE 744 Apt Elev 748
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ILS RWY 36L (SA CAT I)
CHARLOTTE/DOUGLAS INTL (CLT)

T	Simultaneous approach authorized.
A	DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 and on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER		GND CON	
121.15	128.325 (001°-119°)	257.2 (180°-359°)	118.1	257.8 (Rwys 18L-36R)		
	120.05 (120°-295°)	307.8 (360°-179°)	126.4	257.8 (Rwy 18C-36C)	121.8	348.6 (W)
	134.75 (296°-360°)		133.35	257.8 (Rwy 18R-36L)	121.9	348.6 (E)

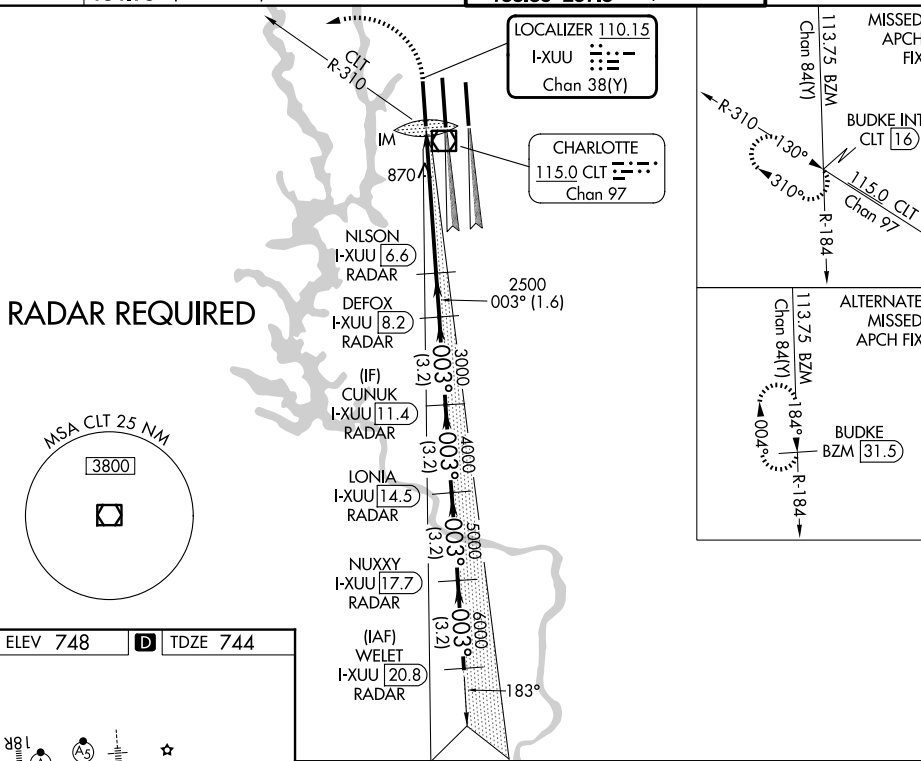


Figure 10-1: S-ILS 36L/14. This diagram illustrates the S-ILS 36L/14 approach procedure. It includes a plan view of the runway with the glide path (GP) and localizer (LOC) lines. The glide path is 3.00 degrees, and the localizer is 55 degrees. The diagram also shows the vertical profile of the approach, including the glide path, localizer, and various navigation aids (VGS, ILS, and WELET). The vertical profile shows the glide path starting at 1200 feet and descending to 7000 feet. The localizer is shown as a dashed line. The diagram also includes a table of navigation aids and their frequencies.

Navigation Aid	Frequency
VGS	113.1
ILS	111.7
WELET	113.1

HIRL all Rwy's
REIL Rwy's 18L and 23
TDZ/CL Rwy's 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA
Amdt 1B 10SEP20

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36L (SA CAT I)