

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

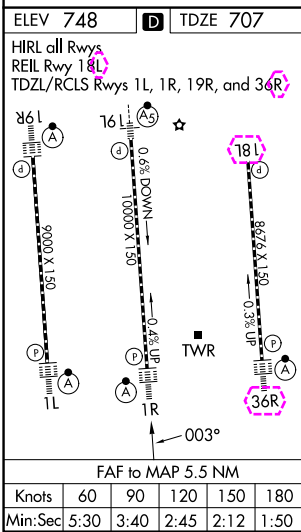
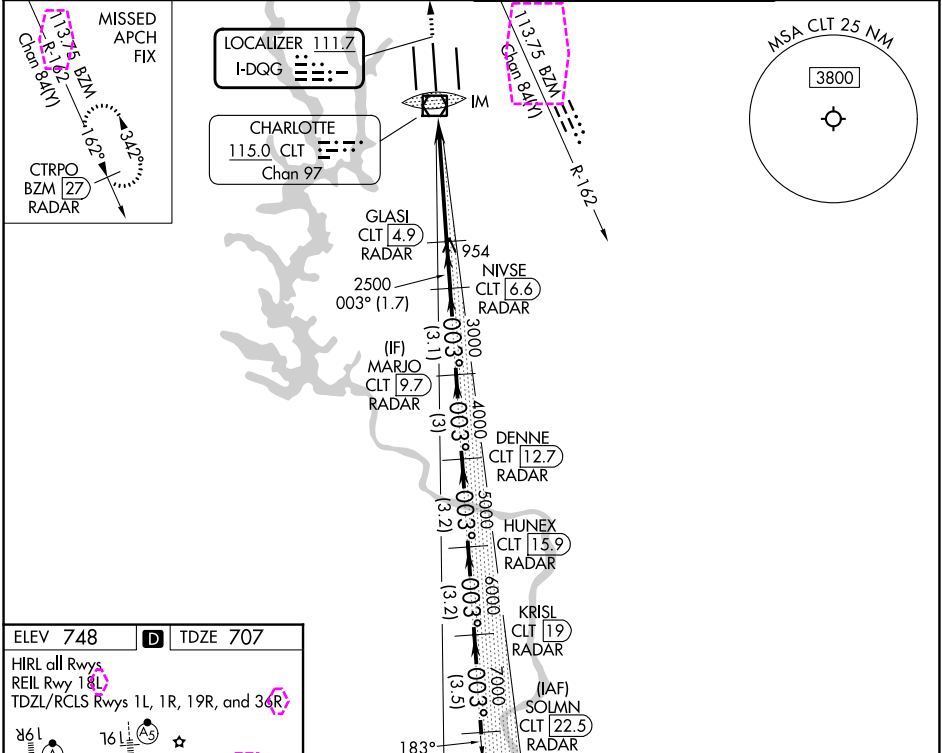
26190

LOC I-DQG	APP CRS	Rwy Ldg
111.7	003°	10000
		TDZE
		707
		Apt Elev
		748

ILS or LOC RWY 1R

CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required.			ALSIF-2	MISSED APPROACH: Climb to 3000 on heading 003° and on BZM VOR/DME R-162 to CTRPO/BZM 27 DME/RADAR and hold.
Circling NA at night. Simultaneous approach authorized. Localizer not suitable for electronic rollout guidance.				
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER	
121.15	128.325 (001°-119°)	257.2 (180°-359°)	118.1 257.8 (18L-36R)	GND CON
	120.05 (120°-295°)	307.8 (360°-179°)	126.4 257.8 (1R-19L)	121.8 348.6 (W)
	134.75 (296°-360°)		133.35 257.8 (1L-19R)	121.9 348.6 (E)



ELEV 748	D	TDZE 707
HIRL all Rwy's		
REIL Rwy 18L		
TDZL/RCLS Rwy's 1L, 1R, 19R, and 36R		
3000		
BZM R-162		
CTRPO BZM 27		
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 72).		
SOLMN CLT 22.5		
KRISL CLT 19		
HUNEX CLT 15.9		
DENNE CLT 12.7		
MARIO CLT 9.7		
NIVSE CLT 6.6		
GLASI CLT 4.9		
IM		
0.2 0.3 1.7 NM 3.1 NM 3 NM 3.2 NM 3.2 NM 3.5 NM		
CATEGORY	A	B C D
S-ILS 1R	907/18	200 (200-½)
S-LOC 1R	1140/24	433 (400-½) 1140/40 433 (400-¾)
CIRCLING	1380-1	632 (700-1) 1500-2¼ 752 (800-2¼) 1500-2½ 752 (800-2½)

CHARLOTTE, NORTH CAROLINA
Orig 09JUL26

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS or LOC RWY 1R

LOC I-DQG <u>111.7</u>	APP CRS 003°	Rwy Ldg 10000 TDZE 707 Apt Elev 748
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ILS or LOC RWY 1R
CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required.



MISSED APPROACH: Climb to 3000 on heading 003° and on BZM VOR/DME R-162 to CTRPO/BZM 27 DME/RADAR and hold.

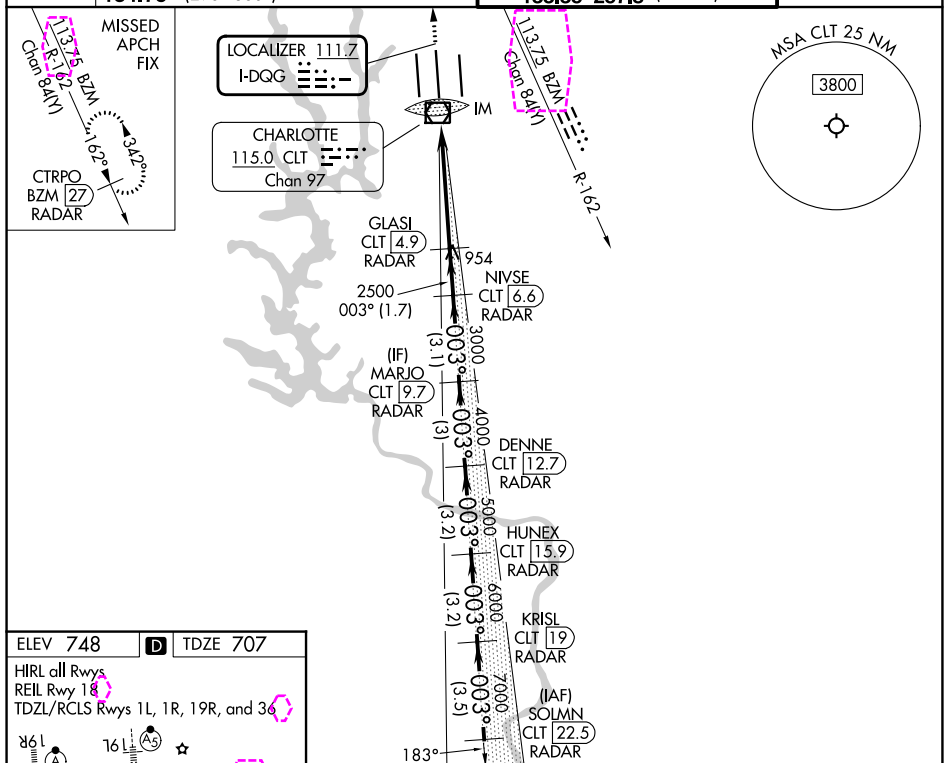
T Circling NA at night. Simultaneous approach authorized.
A Localizer not suitable for electronic rollout guidance.

D-ATIS	CHARLOTTE APP CON	
121.15	128.325 (001°-119°)	257.2 (180°-359°)
	120.05 (120°-295°)	307.8 (360°-179°)
	134.75 (296°-360°)	

CHARLOTTE TOWER

1	257.8	(18-36)
4	257.8	(1R-19L)
35	257.8	(1L-19R)

GND CON		
121.8	348.6	(W)
121.9	348.6	(E)



ELEV 748 D TDZE 707

HIRL all Rwyys
REIL Rwy 18
TDZL/RCLS Rwyys 1L, 1R, 19R, and 36

861 161 A5 ☆

0.6% DOWN
10000 X 150
0.4% UP

9000 X 150

8676 X 150
0.3% UP

TWR

003°

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

3000 ↑ hdg 003°	BZM R-162	CTRPO BZM 27	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				SOLMN CLT 22.5		
Diagram showing the ILS glidepath (solid line) and associated radar stations (pink diamond symbols) along the path. The glidepath starts at 2500 feet at the IM (Instrument Meteorological) point and ascends to 8000 feet. Radar stations are marked with their names and altitudes: GLASI (4.9), NIVSE (6.6), MARJO (9.7), DENNE (12.7), HUNEX (15.9), KRISL (19), and SOLMN (22.5). The glidepath is labeled with altitudes 2500, 3000, 4000, 5000, 6000, 7000, and 8000. The ground speed is 3.00° and the threshold is 54.									
CATEGORY			A				B	C	D
S-ILS 1R			907/18				200 (200-½)		
S-LOC 1R			1140/24				433 (400-½)		
CIRCLING			1380-1				632 (700-1)		
			1500-2¼				752 (800-2¼)		
			1500-2½				752 (800-2½)		