

## List of pages in this Trip Kit

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Airport Information For KCLT

Terminal Charts For KCLT

Revision Letter For Cycle 05-2025

Change Notices

Notebook

## General Information

Location: CHARLOTTE NC USA  
ICAO/IATA: KCLT / CLT  
Lat/Long: N35° 12.79', W080° 57.08'  
Elevation: 748 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 7.0° W  
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet, Jet A, Jet A+  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: Yes  
Beacon: Yes

Sunrise: 1019 Z  
Sunset: 0021 Z

## Runway Information

Runway: 18C  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 742 ft  
Lighting: Edge, ALS, Centerline

Runway: 18R  
Length x Width: 9000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 744 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36C  
Length x Width: 10000 ft x 150 ft  
Surface Type: concrete  
TDZ-Elev: 707 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 36L  
Length x Width: 9000 ft x 150 ft  
Surface Type: concrete

TDZ-Elev: 744 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18L  
Length x Width: 8676 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 748 ft  
Lighting: Edge, Centerline, REIL

Runway: 36R  
Length x Width: 8676 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 727 ft  
Lighting: Edge, ALS, Centerline, TDZ

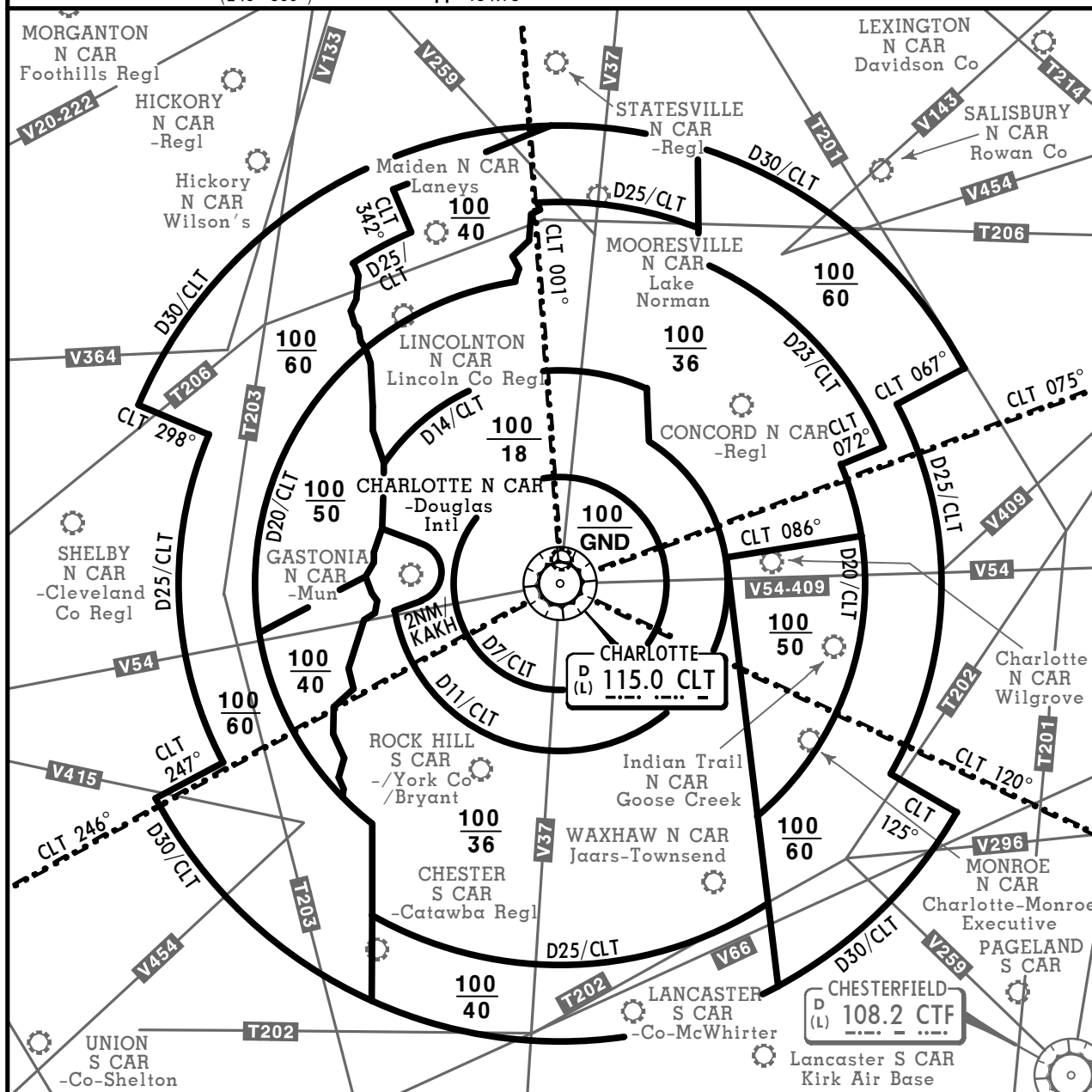
## Communication Information

ATIS: 121.150 Arrival Service  
ATIS: 132.100 Departure Service  
Charlotte Tower: 133.350  
Charlotte Tower: 126.400  
Charlotte Tower: 118.100  
Charlotte Ground: 121.800  
Charlotte Ground: 121.900  
Charlotte Ramp/Taxi: 129.225  
Charlotte Ramp/Taxi: 129.800  
Charlotte Ramp/Taxi: 130.075  
Charlotte Ramp/Taxi: 131.600  
Charlotte Clearance Delivery: 127.150  
Charlotte Approach: 126.150  
Charlotte Approach: 128.325 (1°-119°) At or below 8000 ft Initial Contact  
Charlotte Approach: 134.750 (296°-360°) At or below 8000 ft Initial Contact  
Charlotte Approach: 125.350  
Charlotte Approach: 124.000 (75°-245°) Initial Contact  
Charlotte Approach: 120.500 (246°-74°) Initial Contact  
Charlotte Approach: 135.600  
Charlotte Approach: 120.050 (120°-295°) At or below 8000 ft Initial Contact  
Charlotte Approach: 30.780 Initial Contact Military  
Charlotte Terminal Control Area: 128.325 (1°-119°) At or below 8000 ft Initial Contact  
Charlotte Terminal Control Area: 134.750 (296°-360°) At or below 8000 ft Initial Contact  
Charlotte Terminal Control Area: 124.000 (75°-245°) Initial Contact  
Charlotte Terminal Control Area: 120.500 (246°-74°) Initial Contact  
Charlotte Terminal Control Area: 120.050 (120°-295°) At or below 8000 ft Initial Contact  
Charlotte Departure: 30.780 Initial Contact Military  
Charlotte Departure: 120.050 (120°-295°) At or below 8000 ft Initial Contact  
Charlotte Departure: 120.500 (246°-74°) Initial Contact  
Charlotte Departure: 124.000 (75°-245°) Initial Contact  
Charlotte Departure: 134.750 (296°-360°) At or below 8000 ft Initial Contact  
Charlotte Departure: 128.325 (1°-119°) At or below 8000 ft Initial Contact  
Charlotte UNICOM: 122.950  
Raleigh FSS: 122.400 RCO

**CHARLOTTE CLASS B AIRSPACE**

**CLASS B AIRSPACE VFR COMMUNICATIONS**

8000' & BELOW		ABOVE 8000'	
(001°-119°)	Charlotte App 128.32	(075°-245°)	Charlotte App 124.0
(120°-245°)	Charlotte App 120.05	(246°-074°)	Charlotte App 120.5
(246°-360°)	Charlotte App 134.75		



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS  
SEE FAR 91.131, 91.117 AND 91.215

**FLIGHT PROCEDURES**

IFR Flights-Aircraft within the Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

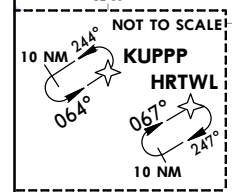
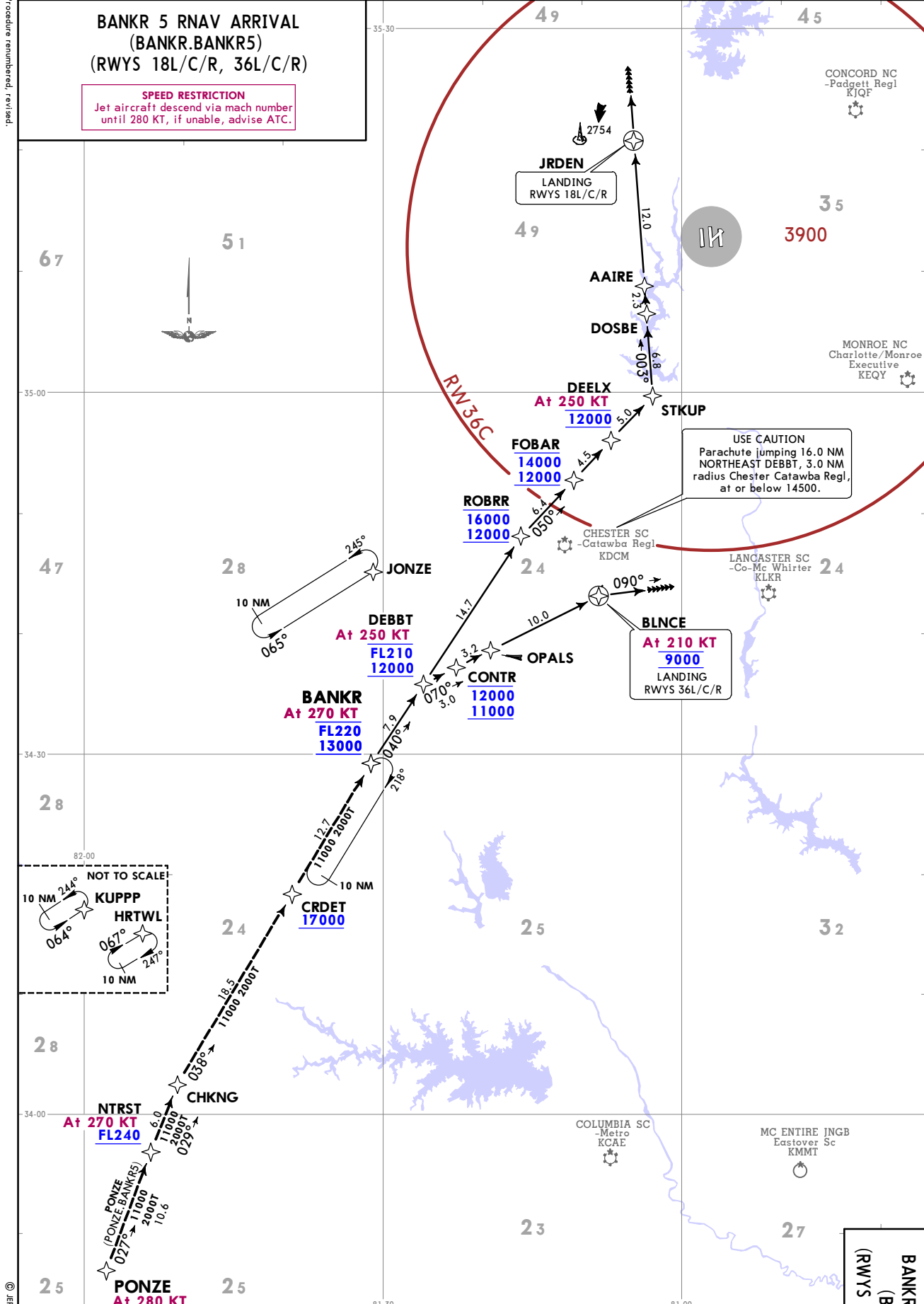
- Arriving aircraft should contact Charlotte Approach Control on the specified frequencies. Although arriving aircraft may be operating beneath the floor of the Class B airspace on initial contact, communications should be established with Approach Control for sequencing and spacing purposes.
- Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Charlotte-Douglas International Airport whose route of flight would penetrate the Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit the Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

D-ATIS Arrival 121.15    Apt Elev 748    Alt Set: INCHES    Trans level: FL180  
 RNAV 1 - DME/DME/IRU or GPS

1. RADAR required. 2. Jet aircraft only.  
 3. Landing SOUTH use Rwy 18R transition, landing NORTH use Rwy 36L transition. EXPECT runway assignment from CHARLOTTE Approach.

**BANKR 5 RNAV ARRIVAL  
 (BANKR.BANKR5)  
 (RWYS 18L/C/R, 36L/C/R)**

**SPEED RESTRICTION**  
 Jet aircraft descend via mach number until 280 KT, if unable, advise ATC.



ROUTING	
From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250 KT.	
RWY	LANDING
18L/C/R	From DEBBT on track 040° to cross ROBBR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250 KT, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. EXPECT RADAR vectors to final approach course.
36L/C/R	From DEBBT on track 070° to cross CONTR between 11000 and 12000, then on track 070° to OPALS, then on track 070° to cross BLNCE at 9000 and at 210 KT, then on track 090°. EXPECT RADAR vectors to final approach course.

**BANKR 5 RNAV ARRIVAL  
 (BANKR.BANKR5)  
 (RWYS 18L/C/R, 36L/C/R)**

KCLT/CLT  
 CHARLOTTE/  
 DOUGLAS INTL  
 10 MAY 24 10-2 Eff 16 May  
**JEPPesen**  
 RNAV STAR  
 CHARLOTTE,  
 N CAR

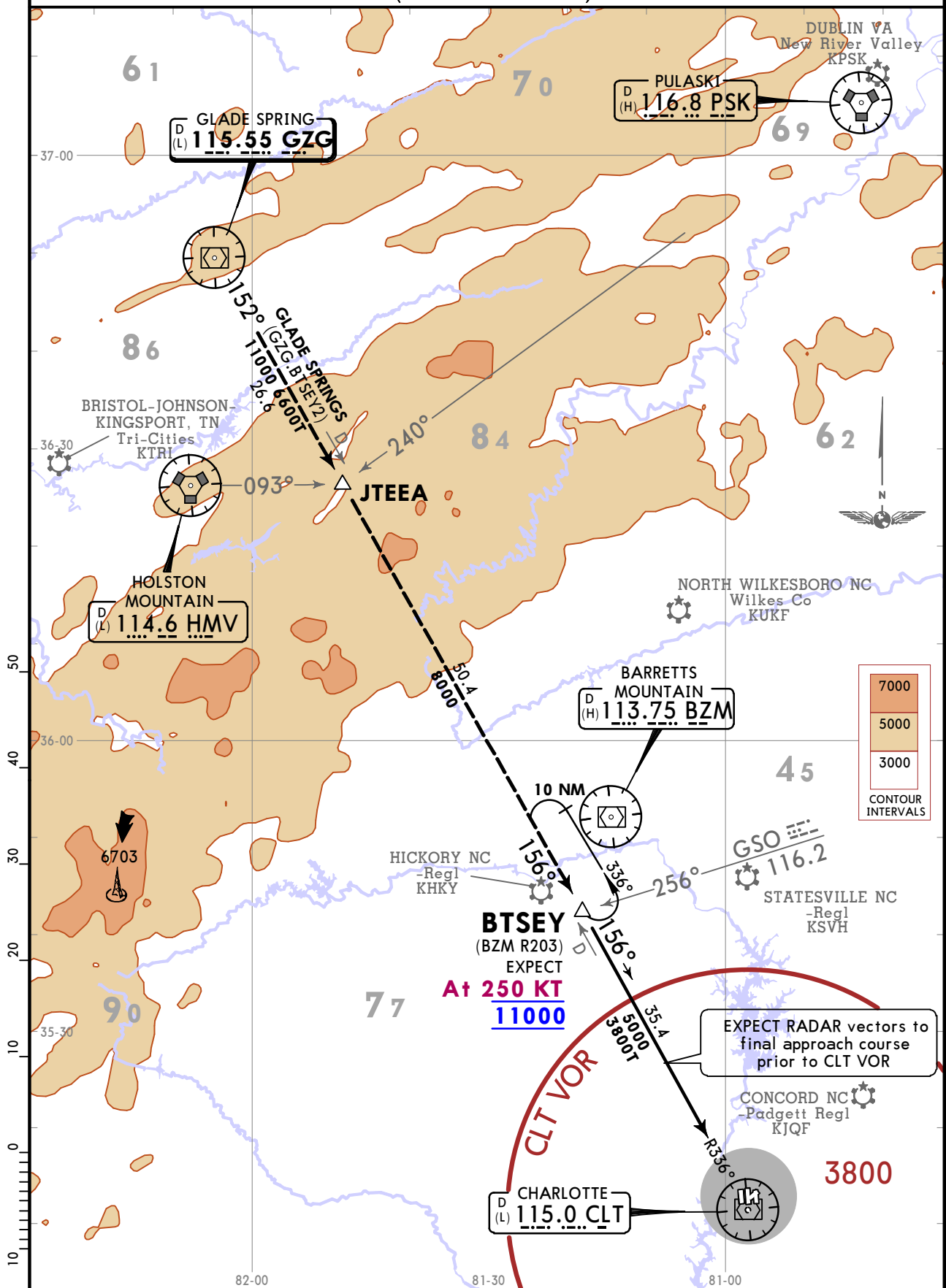
# KCLT/CLT CHARLOTTE/DOUGLAS INTL

**JEPPESEN**  
10 MAY 24 **10-2A** Eff 16 May

**CHARLOTTE, N CAR**  
**STAR**

D-ATIS Arrival <b>121.15</b>	Apt Elev <b>748</b>	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. For turbojet aircraft only.
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## BTSEY 2 ARRIVAL (BTSEY.BTSEY2)



**ROUTING**

From BTSEY on CLT R336 to CLT VOR. EXPECT RADAR vectors to final approach course prior to CLT VOR.



**KCLT/CLT**  
 CHARLOTTE/  
 DOUGLAS INTL

**JEPPESEN**  
 6 DEC 24 (10-2D)

**CHARLOTTE,  
 N CAR**  
 RNAV STAR

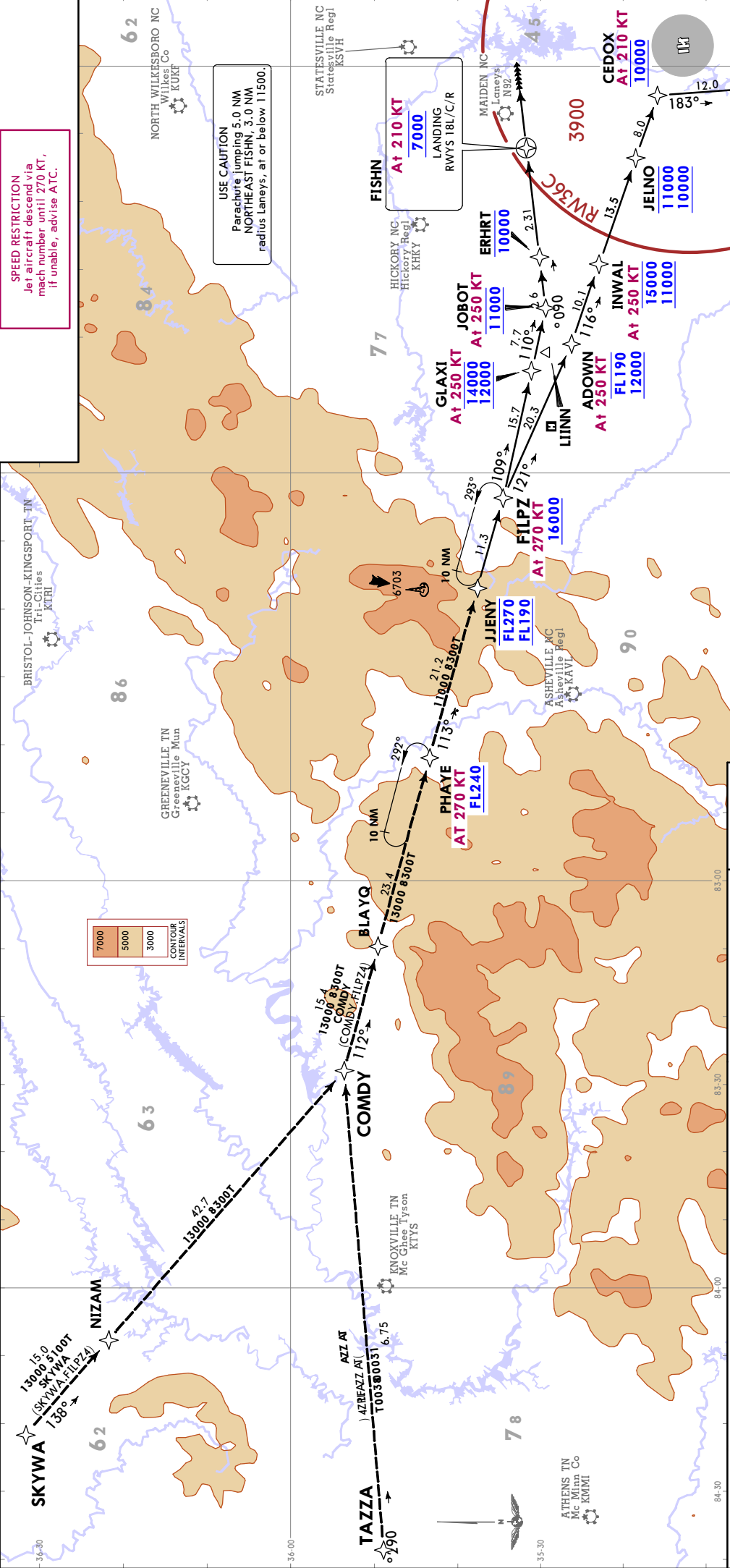
**FILPZ 4 RNAV ARRIVAL**  
 (JJENY.FILPZ4) (RWYS 18L/C/R, 36L/C/R)

**SPEED RESTRICTION**  
 Jet aircraft descend via  
 mach number until 270 KT,  
 if unable, advise ATIS.

**USE CAUTION**  
 Parachute jumping 5.0 NM  
 NORTHEAST FISHN, 3.0 NM  
 northeast Laney, at or below 11500.

1. RADAR required. 2. Jet aircraft only.
3. Landing SOUTH use Rwy 18R transition, landing NORTH use Rwy 36L transition. EXPECT runway assignment from CHARLOTTE Approach.

D-ATIS Arrival 121.15	Apt Elev 748	Alt Set: INCHES RNAV 1 - DME/DME/IRU or GPS	Trans level: FL180
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ROUTING	
<b>RWY</b>	From JJENY on track 113° to cross FILPZ at or above 16000 and 270 KT.
<b>18L/C/R</b>	From FILPZ on track 109° to cross GLAXI between 12000 and 14000 and at 250 KT, then on track 110° to cross JOBOT at 11000 and at 250 KT, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210 KT, then on track 090°. EXPECT RADAR vectors to final approach course.
<b>36L/C/R</b>	From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250 KT, then on track 116° to cross INWAL between 11000 and 15000 and at 250 KT, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 10000 and at 210 KT, then on track 183° to VALL, then on track 183°. EXPECT RADAR vectors to final approach course.

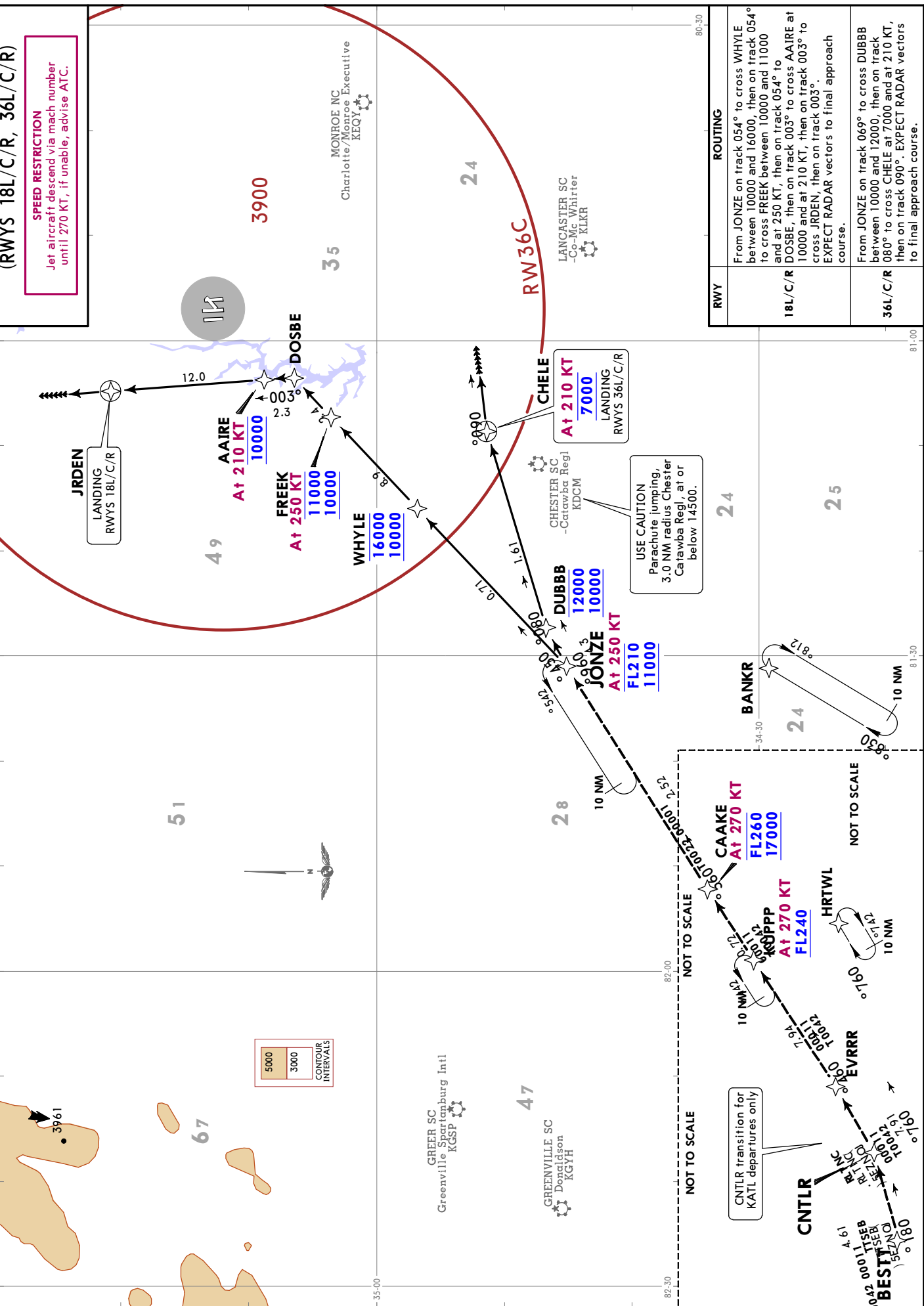
LANDING	
<b>LIINN</b>	121° 10 NM 307°

**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**

**JONZE 5 RNAV ARRIVAL**  
**(JONZE.JONZE5)**  
**(RWYS 18L/C/R, 36L/C/R)**

**SPEED RESTRICTION**  
 Jet aircraft descend via mach number until 270 KT, if unable, advise ATC.

D-ATIS Arrival **121.15**  
 Apt Elev **748**  
 Alt Set: INCHES Trans level: FL180  
 RNAV 1 - DME/DME/IRU or GPS



RWY	ROUTING
18L/C/R	From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREQK between 10000 and 11000 and at 250 KT, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 10000 and at 210 KT, then on track 003° to cross JRDN, then on track 003° to final approach course.
36L/C/R	From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210 KT, then on track 090° to final approach course.



**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
**STAR**  
**JEPPESEN**  
 6 AUG 21 (10-2F) Eff 12 Aug

**CHARLOTTE/DOUGLAS INTL**  
 Apt Elev  
 See Graphic  
 121.15

**LIINN 3 ARRIVAL (JALIT.LIINN3)**

**ROUTING**  
 From JALIT on CLT R301 to LIINN, then on CLT R301 to CLT VOR. EXPECT RADAR vectors to destination airport or final approach course prior to CLT VOR.

**HOLDING OVER LIINN**

121°  
 10 NM  
 301°

**HOLSTON MOUNTAIN (HMV.LIINN3)**  
 10000 8500T  
 41.5

**HOLSTON MOUNTAIN (HMV.LIINN3)**  
 114.6 HMV

**SNOWBIRD (SOT.LIINN3)**  
 9000 8200T  
 45.0

**SNOWBIRD (SOT.LIINN3)**  
 108.8 SOT

**VOLUNTEER (VXV.LIINN3)**  
 15000 5900T  
 84.7

**VOLUNTEER (VXV.LIINN3)**  
 116.4 VXV

**CLERRY (CLR.LIINN3)**  
 7000 6000T  
 15.6

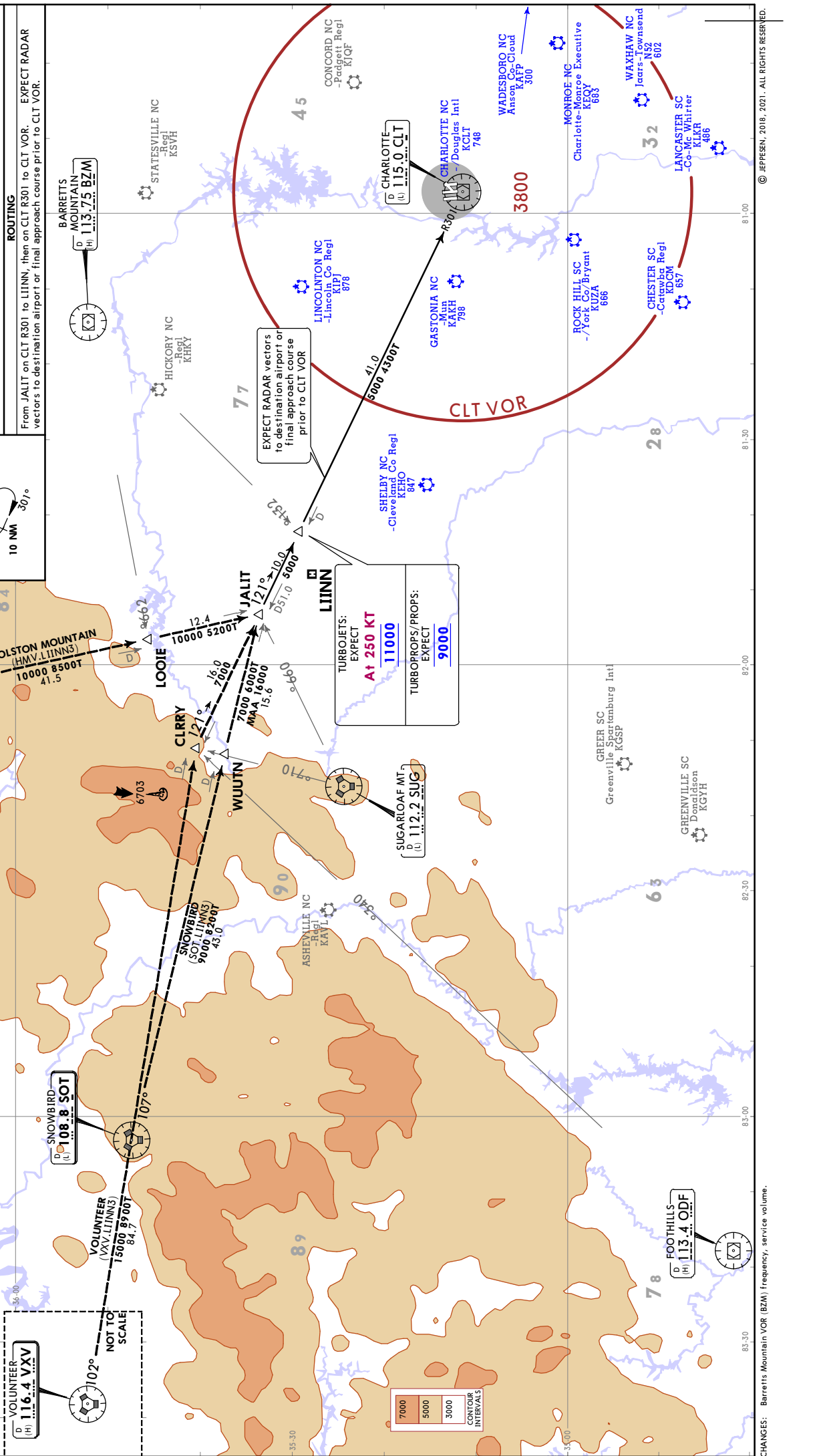
**CLERRY (CLR.LIINN3)**  
 121°

**LOOIE (LOO.LIINN3)**  
 10000 5200T  
 12.4

**LOOIE (LOO.LIINN3)**  
 171°

**JALIT (JAL.LIINN3)**  
 7000 6000T  
 10.0

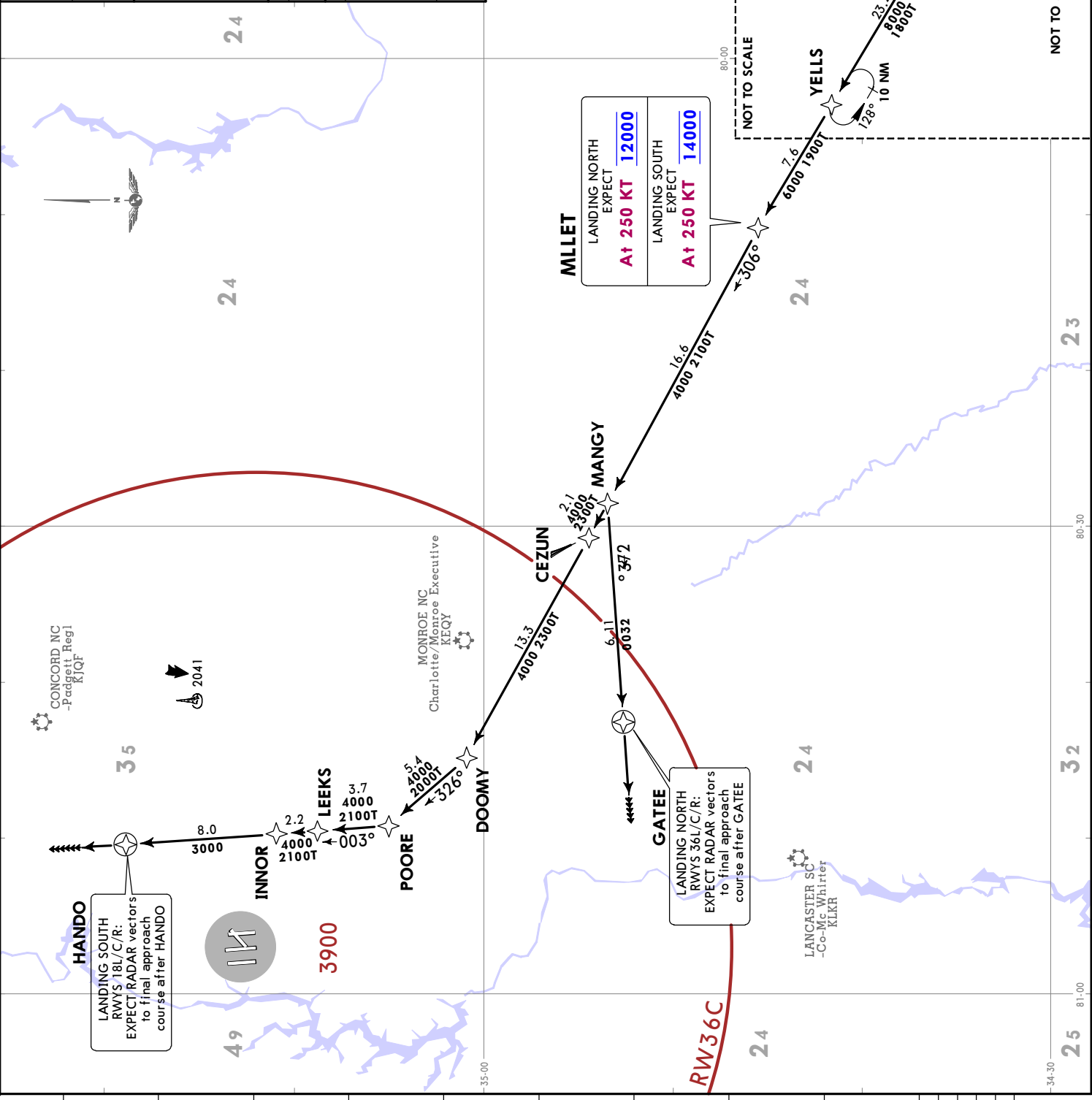
**JALIT (JAL.LIINN3)**  
 121°





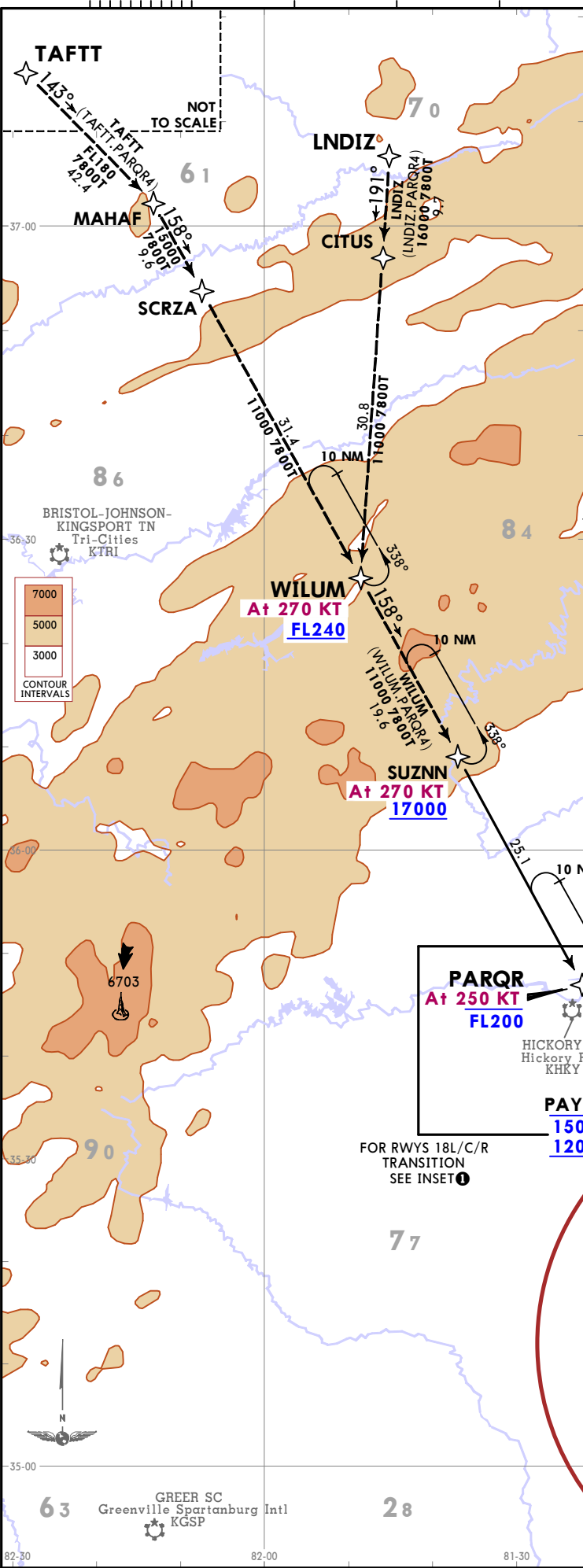
**JEPPESCHARLOTTE, N CAR**  
**28 FEB 25 (10-2H)**  
**RNAV STAR**

Alt Set: INCHES	Trans level: FL180
D-ATIS Arrival <b>121.15</b>	RNAV 1 - DME/DME/IRU or GPS
Apt Elev <b>748</b>	1. RADAR required. 2. Jet aircraft only. 3. CHARLOTTE Approach will assign landing runway.
<b>MILLET 3 RNAV ARRIVAL (RYFLE.MILLET3) (RWYS 18L/C/R, 36L/C/R)</b>	
<b>ROUTING</b>	
From RYFLE on track 308° to YELLS, then on track 308° to MILLET, then on track 306° to MANGY.	
<b>RWY</b>	
<b>LANDING</b>	
From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 003° to HANDO, then on track 003°. EXPECT RADAR vectors to final approach course.	
From MANGY on track 273° to GATEE, then on track 273°. EXPECT RADAR vectors to final approach course.	



**KCLT/CLT  
 CHARLOTTE/DOUGLAS INTL**

CHANGES: Altitude at SUZNN.



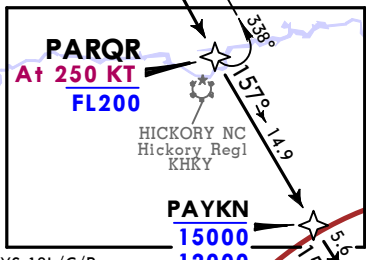
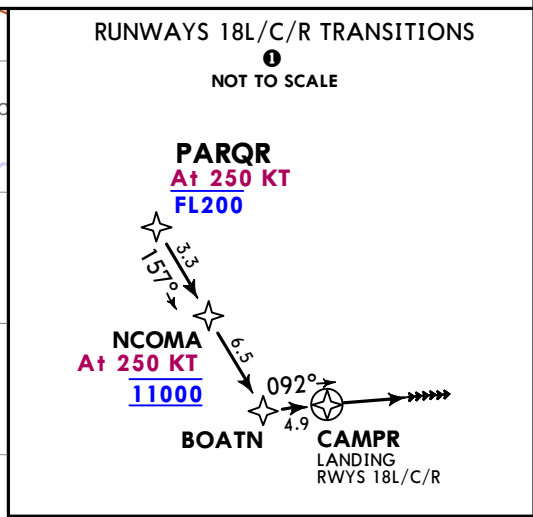
D-ATIS Arrival	Alt Set: INCHES Trans level: FL180
121.15	RNAV 1 - DME/DME/IRU or GPS
Apt Elev 748	<ol style="list-style-type: none"> <li>1. RADAR required.</li> <li>2. Jet aircraft only.</li> <li>3. Landing SOUTH use Rwy 18R transition. Landing NORTH use Rwy 36L transition. EXPECT runway assignment from CHARLOTTE approach.</li> <li>4. Do not file WILUM transition - to be assigned by ATC.</li> </ol>

**PARQR 4 RNAV ARRIVAL (SUZNN.PARQR4) (RWYS 18L/C/R, 36L/C/R)**

**SPEED RESTRICTION**  
Jet aircraft descend via mach number until 270 KT, if unable, advise ATC.

**ROUTING**  
From SUZNN on track 158° to cross PARQR at or below FL200 and at 250 KT.

RWY	LANDING
18L/C/R	From PARQR on track 157° to cross NCOMA at 11000 and at 250 KT, then on track 157° to BOATN, then on track 092° to CAMPR, then on track 092. EXPECT RADAR vectors to final approach course.
36L/C/R	From PARQR on cross track 157° to cross PAYKN between 12000 and 15000, then on track 154° to to cross THACK at 12000 and at 250 KT, then on track 154° to BBQEE, then on track 183° to CEDOX, then on track 183° to VALLL, then on track 183°. EXPECT RADAR vectors to final approach course.



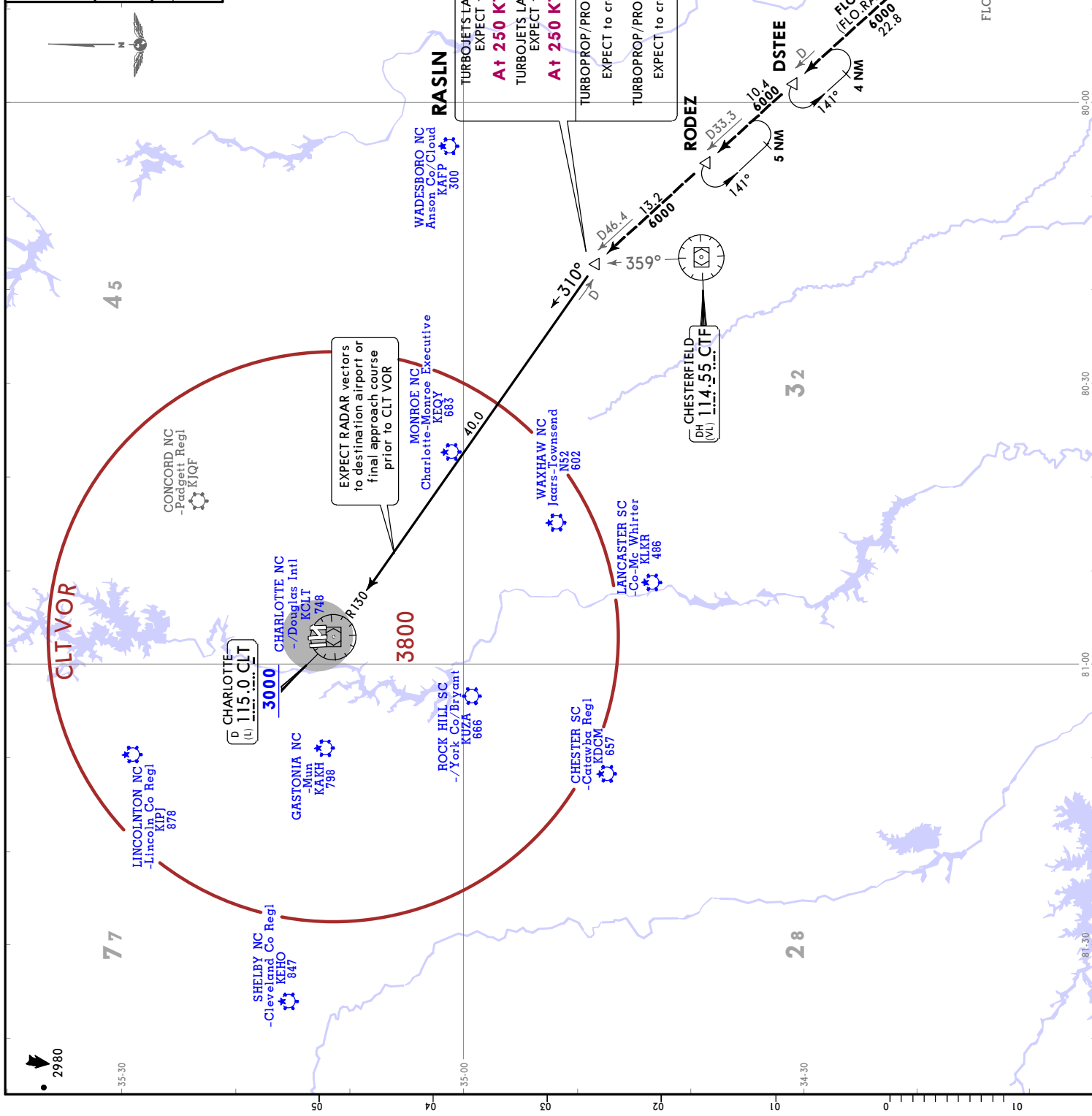
USE CAUTION  
Parachute jumping 14.0 NM SOUTHEAST CAMPR, 3.0 NM radius Laney's, at or below 11500.

KCLT/CLT CHARLOTTE/DOUGLAS INTL  
 28 FEB 25 (10-2J)  
 JEPPESEN CHARLOTTE, N CAR  
 RNAV STAR

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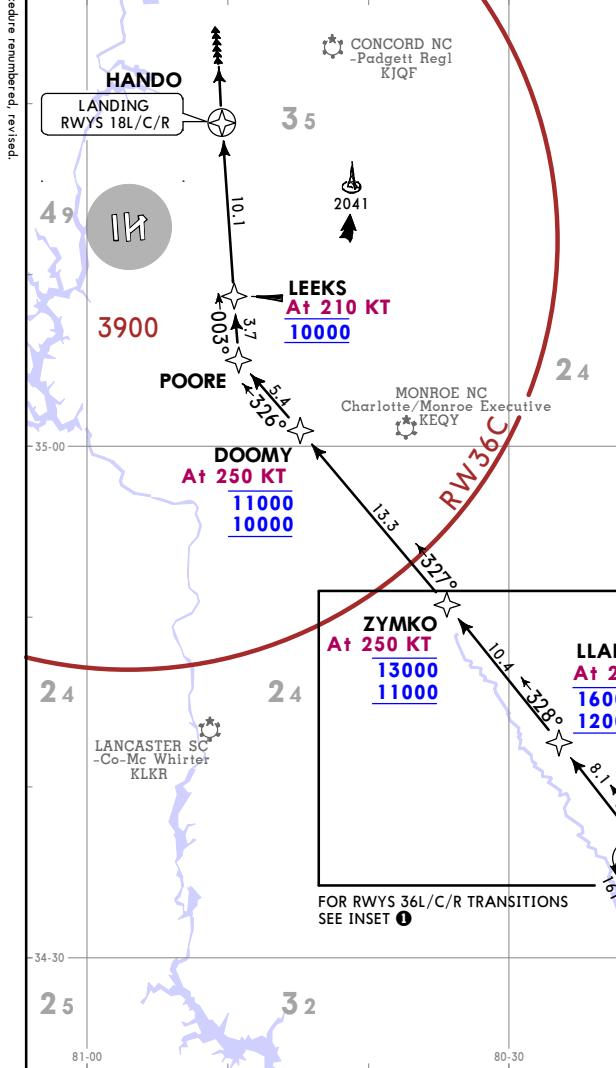
**JEPPESEN** CHARLOTTE, N CAR  
 21 JAN 22 10-2K Eff 27 Jan **STAR**

CHARLOTTE/ DOUGLAS INTL DATA's Arrival <b>121.15</b>	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required. 3. Also serves: KAPP, KAKH, KEHO, KEQY, KIPJ, N52.
<b>RASIN 3 ARRIVAL (RASLN.RASLN3)</b>		
<b>ROUTING</b>		
From RASIN on CLT R130 to CLT VOR. EXPECT RADAR vectors to destination airport or final approach course prior to CLT VOR.		



**KCLT/CLT**  
 CHARLOTTE/DOUGLAS INTL  
 2980

Alt Set: INCHES Trans level: FL180  
 RNAV 1 - DME/DME/IRU or GPS  
 1. RADAR required.  
 2. Jet aircraft only.  
 3. Landing SOUTH use Rwy 18L transition, landing NORTH use Rwy 36R transition  
 Expect runway assignment from CHARLOTTE approach.



STOCR 4 RNAV ARRIVAL (FLLGG.STOCR4) (RWYS 18L/C/R, 36L/C/R)	
<p><b>SPEED RESTRICTION</b>                  Jet aircraft descend via mach number until 280KT, if unable, advise ATC.</p>	
ROUTING	
From FLLGG on track 341° to cross FFNSH between 16000 and FL230 and at 280 KT, then on track 341° to cross STOCR between 12000 and FL190 and at 270 KT.	
RWY	LANDING
18L/C/R	From STOCR on track 329° to cross LLAPP between 12000 and 16000 and at 270 KT, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250 KT, then on track 327° to cross DOOMY between 10000 and 11000 and at 250 KT, then on track 326° to POORE, then on track 003° to cross LEEKS at 10000 and at 210 KT, then on track 003° to HANDO, then on track 003°. EXPECT RADAR vectors to final approach course.
36L/C/R	From STOCR on track 329° to cross FIBBR between 11000 and 14000 and at 250 KT, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 265° to cross GATEE at 6000 and at 210 KT, then on track 273°. EXPECT RADAR vectors to final approach course.

**ZYMKO**  
 A+ 250 KT  
 13000  
 11000

**LLAPP**  
 A+ 270 KT  
 16000  
 12000

**STOCR**  
 A+ 270 KT  
 FL190  
 12000

FOR RWYS 36L/C/R TRANSITIONS SEE INSET ①

① RUNWAYS 36L/C/R TRANSITIONS  
 NOT TO SCALE

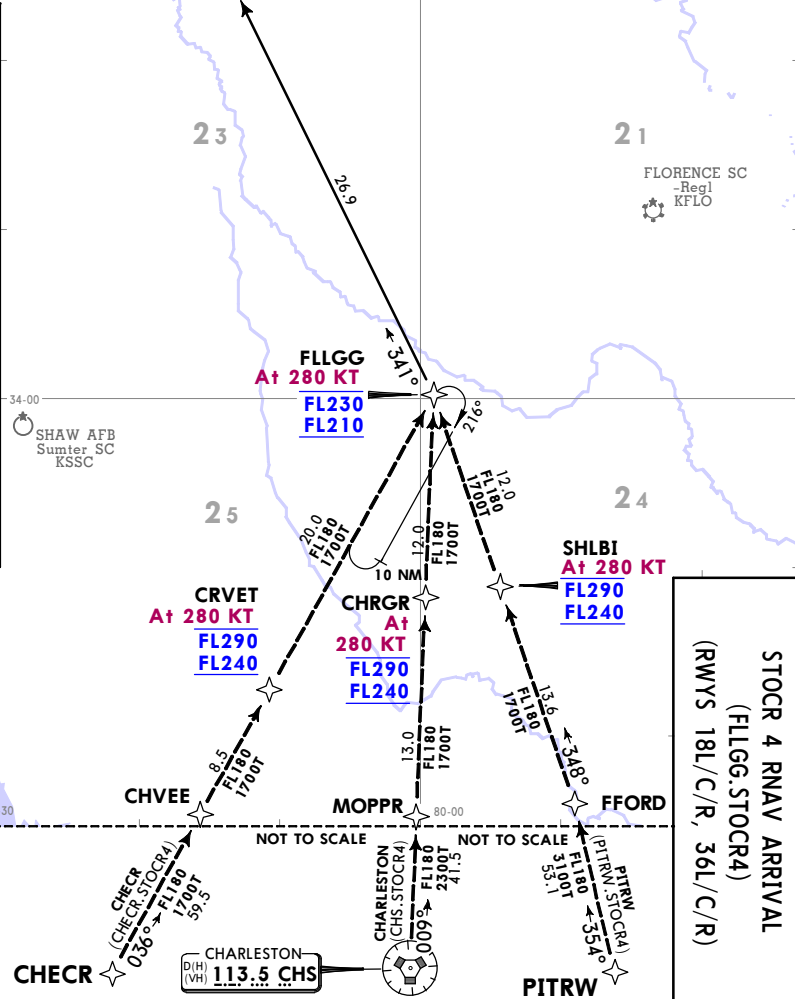
**GATEE**  
 A+ 210 KT  
 6000  
 LANDING RWYS 36L/C/R

**TERIE**  
 8000  
 6000

**TYMER**  
 11000  
 8000

**STOCR**  
 A+ 270 KT  
 FL190  
 12000

**FIBBR**  
 A+ 250 KT  
 14000  
 11000



STOCR 4 RNAV ARRIVAL  
 (FLLGG.STOCR4)  
 (RWYS 18L/C/R, 36L/C/R)

KCLT/CLT  
 CHARLOTTE/  
 DOUGLAS INTL  
 JEPPISEN  
 10 MAY 24 10-2L Eff 16 May  
 CHARLOTTE,  
 N CAR  
 RNAV STAR

**RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)**

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En Route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.
2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify that the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clearance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.
3. **LINE-UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained.  
IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330° or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025° or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123 runway three six RIGHT cleared for take-off" or "Delta 123, runway one eight center, cleared for take-off." After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six RIGHT, cleared for take-off" or "Delta 123, runway one eight center, cleared for take-off." If the take-off clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

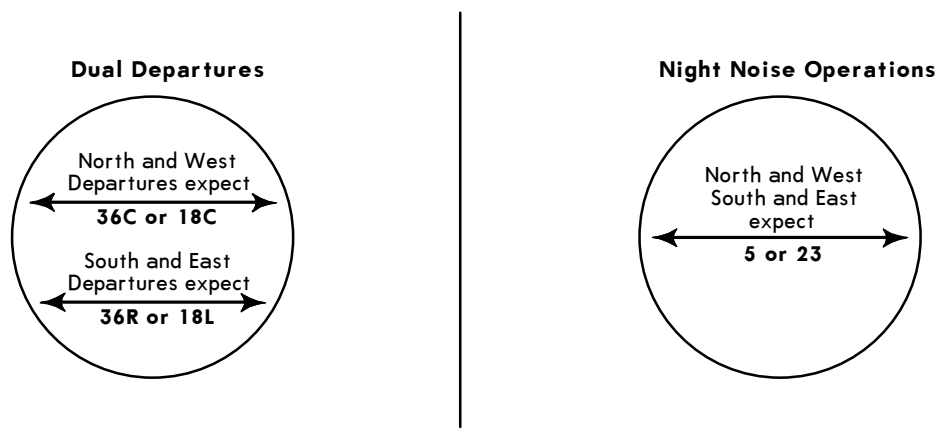
**RNAV DEPARTURE ATTENTION ALL USERS PAGE (AAUP)  
(CONTD)**

4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY." Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.
  
5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly a CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

**Charlotte Departure RNAV SIDs and Associated Departure Directions**

<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
JOJJO	BARMY	BEAVY	BOBZY
KRITR	KILNS	ICONS	ESTRR
WEAZL	LILLS	KWEEN	

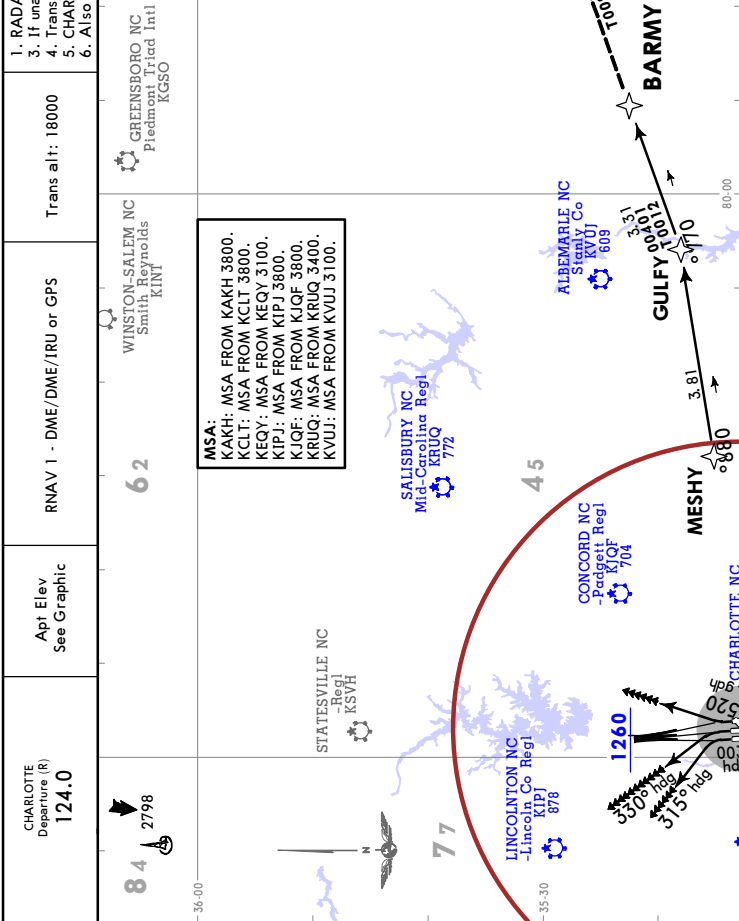
**Expected Runway Assignment for Dual Departures or Night Noise Operations**



**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
**JEPESEN**  
 15 MAR 24 (10-3B) Eff 21 Mbr  
**RNAV SID**

**CHARLOTTE DEPARTURE (R) 124.0**  
 Apt Elev See Graphic  
 RNAV 1 - DME/DME/IRU or GPS  
 Trans alt: 18000  
**WINSTON-SALEM NC**  
 Smith Reynolds  
 KINT  
**6 2**  
**MSA:**  
 KAKH: MSA FROM KAKH 3800.  
 KCLT: MSA FROM KCLT 3800.  
 KEQY: MSA FROM KEQY 3100.  
 KIPJ: MSA FROM KIPJ 3800.  
 KJQF: MSA FROM KJQF 3800.  
 KRQJ: MSA FROM KRQJ 3400.  
 KVVJ: MSA FROM KVVJ 3100.  
**STATESVILLE NC**  
 -Regl  
 KSVH  
**8 4**  
**2798**  
**GREENSBORO NC**  
 Piedmont Triad Intl  
 KGSO  
**4 4**  
**BURLINGTON NC**  
 -Allegiance Regl  
 EBVV  
**4 4**  
**1. RADAR required. 2. For turbo jets only.**  
**3. If unable to accept climb rates, advise ATC on initial contact.**  
**4. Transponder code will be issued via PDC or Charlotte Clearance Delivery.**  
**5. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAPP.**  
**6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRQJ, KVVJ.**

**BARMY 5 RNAV DEPARTURE (BARMY5.BARMY)**  
**SPEED RESTRICTION**  
**CHARLOTTE/DOUGLAS INTL only: Accelerate to 250 KT, if unable advise ATC. Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.**  
**ALL OTHER AIRPORTS: Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.**



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC. Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC. Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC. Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC. Rwy 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC.	8000
Then on RADAR vectors to MESHY, then on depicted route to BARMY, then on assigned transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.		
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC. Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.	3000
GASTONIA MUN	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC. Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.	
LINCOLN CO REGL	Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC. Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	
MID-CAROLINA REGL	Rwy 2: Climb on heading assigned by ATC. Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	
Then on RADAR vectors to MESHY, then on depicted route to BARMY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.		
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/MONROE EXECUTIVE STANLY CO	Climb on heading assigned by ATC on RADAR vectors to MESHY, then on depicted route to BARMY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	3000

Grnd speed-KT	75	100	150	200	250	300
200 FT/ NM	250	333	500	667	833	1000
205 FT/ NM	256	342	513	683	854	1025
315 FT/ NM	394	525	788	1050	1313	1575
320 FT/ NM	400	533	800	1067	1333	1600
500 FT/ NM	625	833	1250	1667	2083	2500

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

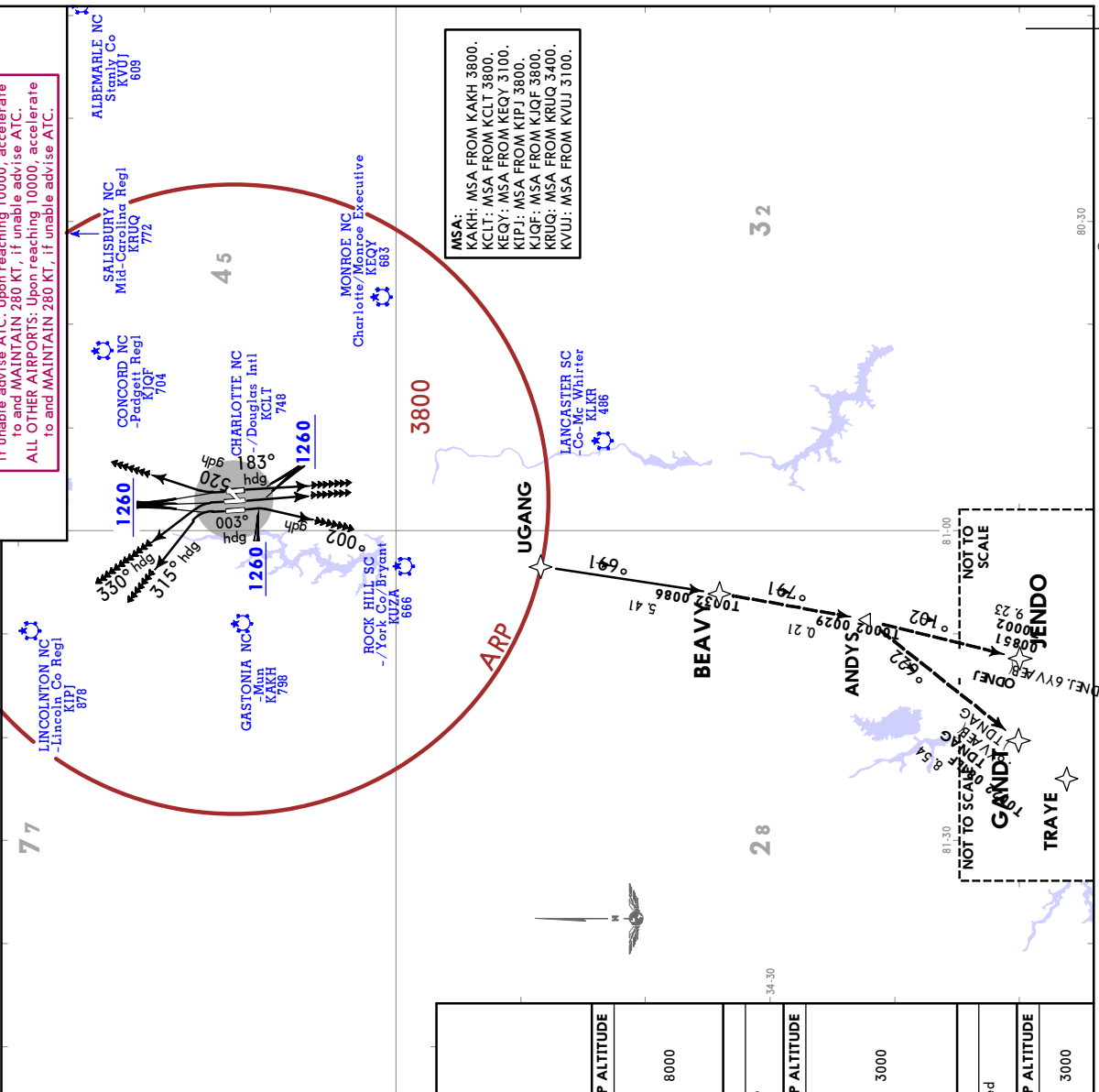
**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL: Rwys 18L/C/R, 36C/R:**  
 Standard with minimum climb of 500 FT/NM to 1260.  
**Rwy 36L:** Standard with minimum climb of 500 FT/NM to 1400.  
**CHARLOTTE/MONROE EXECUTIVE: Rwys 5, 23:** Standard.  
**CONCORD-PADGETT REGL: Rwy 2:** Standard.  
**Rwy 20:** Standard with minimum climb of 320 FT/NM to 2400.  
**GASTONIA MUN: Rwys 3, 21:** Standard.  
**LINCOLN-LINCOLN CO REGL: Rwys 5, 23:** Standard.  
**MID-CAROLINA REGL: Rwy 2:** Standard.  
**Rwy 20:** 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**STANLY CO: Rwys 4, 22R:** Not authorized - environmental.  
**Rwy 4R:** 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
**Rwy 22L:** Standard.

**CHARLOTTE, N CAR**  
**RNAV SID**  
**JEPPesen**  
**15 MAR 24 (10-3C) EFF 21 Mar**

**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**

**BEAVY 6 RNAV DEPARTURE (BEAVY6.BEAVY)**

1. RADAR required. 2. For turbo jets only.  
 3. If unable to accept climb rates, advise ATC on initial contact.  
 4. Transponder code will be issued via PDC or Charlotte Clearance Delivery.  
 5. CHARLOTTE/DOUGLAS INTL only; See additional requirements on AALIP.  
 6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRQU, KVUJ.



7000  
5000  
3000  
CONTOUR INTERVALS

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600
500 FT/NM	625	833	1250	1667	2083	2500

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL:** Rwys 18L/C/R, 36C/R:  
 Standard with minimum climb of 500 FT/NM to 1260.  
**Rwy 36L:** Standard with minimum climb of 500 FT/NM to 1400.  
**CHARLOTTE/MONROE EXECUTIVE:** Rwys 5, 23: Standard.  
**CONCORD-PADGETT REGL:** Rwy 2: Standard.  
**Rwy 20:** Standard with minimum climb of 320 FT/NM to 2400.  
**GASTONIA MUN:** Rwys 3, 21: Standard.  
**LINCOLTON-LINCOLN CO REGL:** Rwys 5, 23: Standard.  
**MID-CAROLINA REGL:** Rwy 2: Standard.  
**Rwy 20:** 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior DER.  
**STANLY CO:** Rwys 4L, 22R: Not authorized - environmental.  
**Rwy 4R:** 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
**Rwy 22L:** Standard.

**AIRPORT**  
 Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC.  
 Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC.  
 Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC.  
 Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC.  
 Rwy 36R: Climb on heading 003° to 1260, then on heading 075° or as assigned by ATC.

**ROUTING**  
 Then on RADAR vectors to UGANG, then on assigned transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.  
 Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.  
 Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.  
 Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.  
 Rwy 23: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.  
 Rwy 25: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.  
 Rwy 2: Climb on heading assigned by ATC.  
 Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.

**AIRPORT**  
 Then on RADAR vectors to UGANG, then on track 196° to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
 Climb on heading assigned by ATC, on RADAR vectors to UGANG, then on depicted route to BEAVY, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure revised, renumbered.





**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
**15 MAR 24** (10-3F) Eff 21 Mar  
**JEPPESEN**  
**CHARLOTTE, N CAR**  
**RNAV SID**

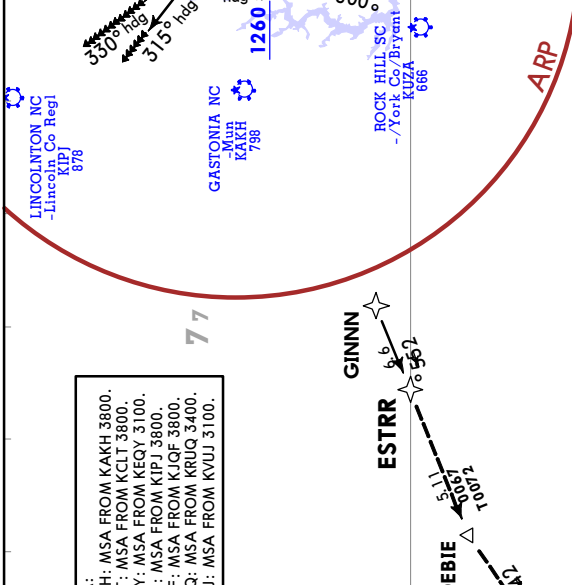
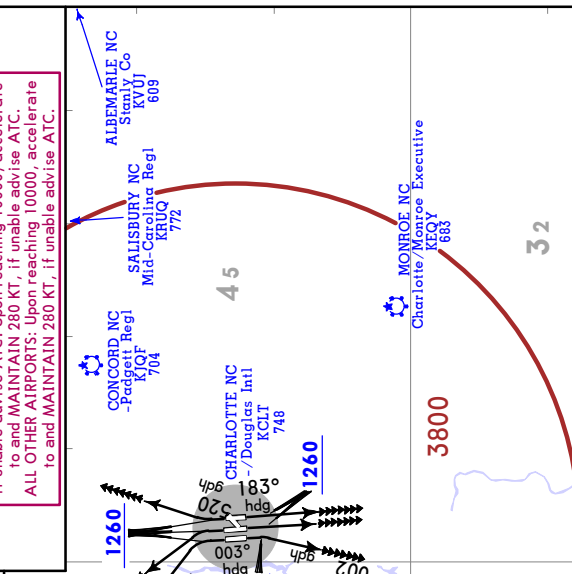
**ESTRR 5 RNAV DEPARTURE (ESTRR5.ESTRR)**

1. RADAR required. 2. For turbo jets only.  
 3. If unable to accept climb rates, advise ATC on initial contact.  
 4. Transponder code will be issued via PDC or Charlotte Clearance Delivery.  
 5. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAUP.  
 6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRUIQ, KVIJU.

Trans alt: 18000

RNAV 1 - DME/DME/IRU or GPS

APR Elev See Graphic



**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL:**  
 Rwy 5: 181/C/R, 36C/R: Standard with minimum climb of 500 FT/NM to 1260.  
 Rwy 36L: Standard with minimum climb of 500 FT/NM to 1400.  
**CHARLOTTE/MONROE EXECUTIVE:** Rwys 5, 23: Standard.  
**CONCORD-PADGETT REGL:** Rwy 2: Standard.  
**Rwy 20:** Standard with minimum climb of 320 FT/NM to 2400.  
**GASTONIA MUN:** Rwys 3, 21: Standard.  
**LINCOLTON-LINCOLN CO REGL:** Rwy 5, 23: Standard.  
**MID-CAROLINA REGL:** Rwy 2: Standard.  
**Rwy 20:** 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**STANLY CO:** Rwys 4L, 22R: Not authorized - environmental.  
**Rwy 4R:** 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
**Rwy 22L:** Standard.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600
500 FT/NM	625	833	1250	1667	2083	2500



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC. Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC. Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC. Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC. Rwy 36R: Climb on heading 003° to 1260, then on heading 075° or as assigned by ATC.	8000

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC. Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.	3000
GASTONIA MUN	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC. Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.	3000
LINCOLTON-LINCOLN CO REGL	Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC. Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	3000
MID-CAROLINA REGL	Rwy 2: Climb on heading assigned by ATC. Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	3000

Then on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

Then on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

Then on RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**CHARLOTTE DEPARTURE (R)**  
Rwys 18L/C/R, 36R: **124.0**  
Rwys 36L/C: **120.5**  
Apt Elev See Graphic  
RNAV 1 - DME/DME/IRU or GPS  
Trans alt: 18000

**1. RADAR required. 2. For turbo jets only.**  
**3. If unable to accept climb rates, advise ATC on initial contact.**  
**4. Transponder code will be issued via PDC or Charlotte Clearance Delivery.**  
**5. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAUP.**  
**6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRUI, KVVJ.**

**TAKE-OFF OBSTACLE NOTES**  
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL:**  
Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500 FT/NM to 1260.  
Rwy 36L: Standard with minimum climb of 500 FT/NM to 1400.  
**CHARLOTTE/MONROE EXECUTIVE: Rwys 5, 23: Standard.**  
**CONCORD-PADGETT REGL: Rwy 2: Standard.**  
Rwy 20: Standard with minimum climb of 520 FT/NM to 2400.  
**GASTONIA MUN: Rwys 3, 21: Standard.**  
**LINCOLTON-LINCOLN CO REGL: Rwys 5, 23: Standard.**  
**MID-CAROLINA REGL: Rwy 2: Standard.**  
Rwy 20: 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**STANLY CO: Rwys 4L, 22R: Not authorized - environmental.**  
Rwy 4R: 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
Rwy 22L: Standard.

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600
500 FT/NM	625	833	1250	1667	2083	2500

**MSA:**  
KAKH: MSA FROM KAKH 3800.  
KCLT: MSA FROM KCLT 3800.  
KEQY: MSA FROM KEQY 3100.  
KIPJ: MSA FROM KIPJ 3800.  
KJQF: MSA FROM KJQF 3800.  
KRUI: MSA FROM KRUI 3400.  
KVVJ: MSA FROM KVVJ 3100.

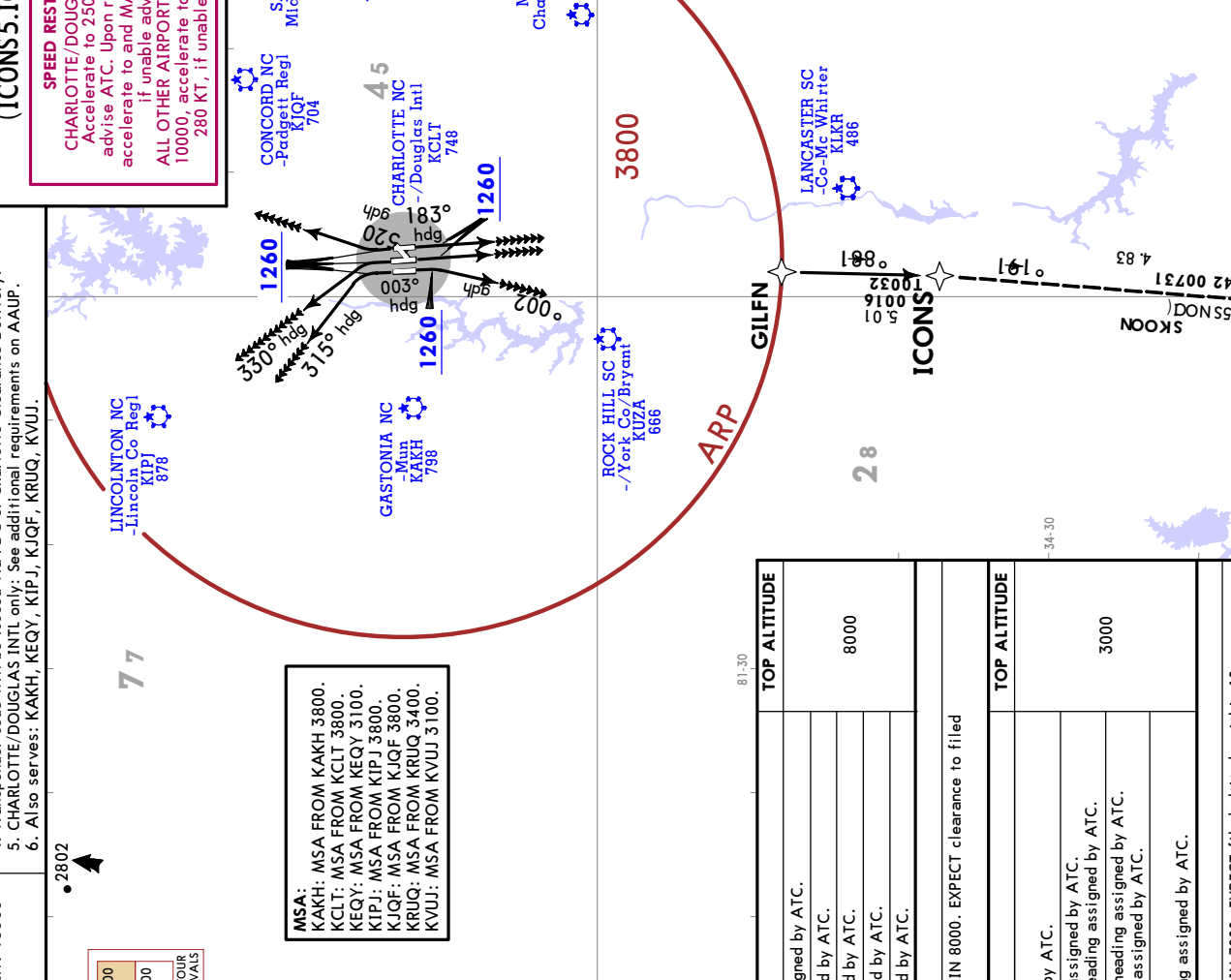
**ROUTING**  
Then on RADAR vectors to GILFN, then on track 188° to ICONS, then on NOOKS transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**ROUTING**  
Then on RADAR vectors to GILFN, then on track 188° to ICONS, then on NOOKS transition. MAINTAIN 3000. EXPECT filed altitude within 10 minutes after departure.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC.	8000
	Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC.	
	Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC.	
	Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC.	
	Rwy 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC.	
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.	3000
	Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.	
	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.	
	Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.	
	Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.	
GASTONIA MUN	Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	3000
	Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	
LINCOLTON-LINCOLN CO REGL	Rwy 20: Climb on heading 188° to ICONS, then on NOOKS transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.	3000
	Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	
MID-CAROLINA REGL	Rwy 20: Climb on heading 188° to ICONS, then on NOOKS transition. MAINTAIN 3000. EXPECT filed altitude within 10 minutes after departure.	3000
	Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	

**CHARLOTTE/MONROE EXECUTIVE, STANLY CO**  
Climb on heading assigned by ATC, on RADAR vectors to GILFN, then on track 188° to ICONS, then on NOOKS transition. MAINTAIN 3000. EXPECT filed altitude within 10 minutes after departure.

CHANGES: Procedure revised, renumbered.



**SPEED RESTRICTION**  
CHARLOTTE/DOUGLAS INTL only:  
Accelerate to 250 KT, if unable advise ATC. Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.  
ALL OTHER AIRPORTS: Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.

**MSA:**  
KAKH: MSA FROM KAKH 3800.  
KCLT: MSA FROM KCLT 3800.  
KEQY: MSA FROM KEQY 3100.  
KIPJ: MSA FROM KIPJ 3800.  
KJQF: MSA FROM KJQF 3800.  
KRUI: MSA FROM KRUI 3400.  
KVVJ: MSA FROM KVVJ 3100.

**ROUTING**  
Then on RADAR vectors to GILFN, then on track 188° to ICONS, then on NOOKS transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.



**CHARLOTTE,  
N CAR  
SID**

**JEPPESEN**  
15 MAR 24 (10-3J) EFF 21 MAR

**KCLT/CLT  
CHARLOTTE/  
DOUGLAS INTL**

**KERMIT 4 DEPARTURE (KER4.KER)**

**SPEED RESTRICTION**  
CHARLOTTE/DOUGLAS INTL only:  
Accelerate to 250 KT, if unable advise ATC. Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.  
ALL OTHER AIRPORTS:  
Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.

**TAKE-OFF OBSTACLE NOTES**  
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
CHARLOTTE/DOUGLAS INTL: Rwy 5 18L/C/R, 36L/C/R: Standard.  
CHARLOTTE/MONROE EXECUTIVE: Rwy 5, 23: Standard.  
CONCORD-PADGETT REGL: Rwy 2: Standard.  
Rwy 20: Standard with minimum climb of 320 FT/NM to 2400.  
GASTONIA MUN: Rwy 5, 21: Standard.  
LINCOLTON-LINCOLN CO REGL: Rwy 5, 23: Standard.  
MID-CAROLINA REGL: Rwy 2: Standard.  
Rwy 20: 400-2.3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
STANLY CO: Rwy 41, 22R: Not authorized - environmental.  
Rwy 4R: 300-1.3/4 or standard with minimum climb of 315 FT/NM to 1000.  
Rwy 22L: Standard.

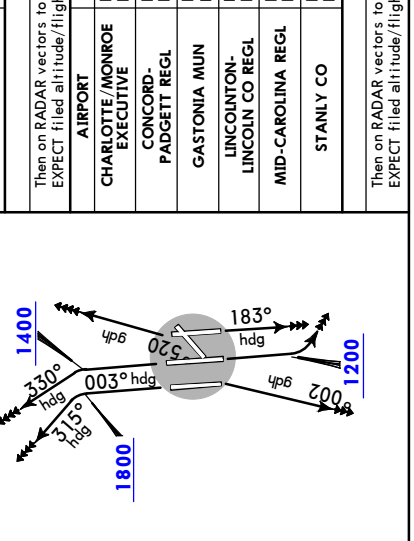
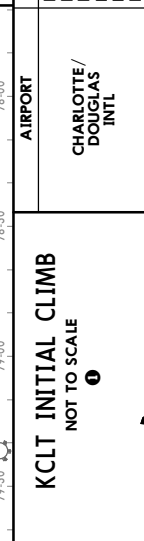
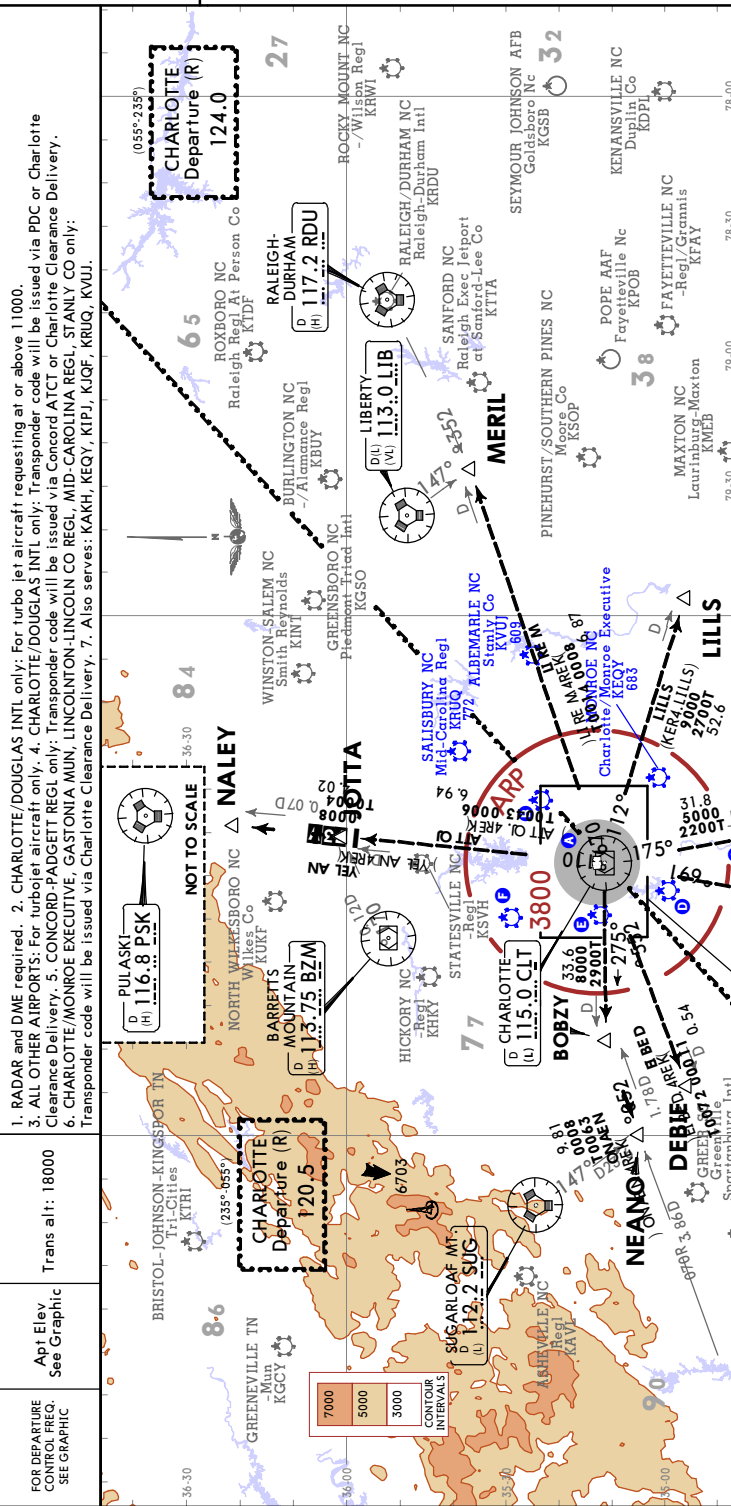
Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600

**INITIAL CLIMB**  
Rwy 18L: Climb on heading 183°.  
Rwy 18C: Climb on heading 183° to 1200 before turning LEFT.  
Rwy 18R: Climbing RIGHT turn heading 200°.  
Rwy 36L: Climb on heading 003° to 1800 then LEFT turn heading 315°.  
Rwy 36C: Climb on heading 003° to 1400 then LEFT turn heading 330°.  
Rwy 36R: Climbing RIGHT turn heading 025°.

**ROUTING**  
Then on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. MAINTAIN 8000.  
EXPECT filed altitude/flight level 10 minutes after departure.

**INITIAL CLIMB**  
Rwy 5: Climb on heading 053°.  
Rwy 23: Climb on heading 233°.  
Rwy 20: Climb on heading 016° to 2200.  
Rwy 20: Climbing LEFT turn heading 150° to 2400.  
Rwy 3: Climb on heading 049° to 2700 before turning LEFT.  
Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH.  
Rwy 5: Climb on heading 063° to 2000 before proceeding on course.  
Rwy 23: Climb on heading 243° to 2800 before turning LEFT.  
Rwy 2: Climb on heading 022°.  
Rwy 20: Climb on heading 202° to 1700 before turning RIGHT.  
Rwy 4R: Climb on heading 043°.  
Rwy 22L: Climb on heading 223°.

**ROUTING**  
Then on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. MAINTAIN 3000.  
EXPECT filed altitude/flight level 10 minutes after departure.



1. RADAR and DME required. 2. CHARLOTTE/DOUGLAS INTL only: For turbo jet aircraft requesting at or above 11000.  
3. ALL OTHER AIRPORTS: For turbojet aircraft only. 4. CHARLOTTE/DOUGLAS INTL only: Transponder code will be issued via PDC or Charlotte Clearance Delivery. 5. CONCORD-PADGETT REGL only: Transponder code will be issued via Concord ATIS or Charlotte Clearance Delivery. 6. CHARLOTTE/MONROE EXECUTIVE, GASTONIA MUN, LINCOLTON-LINCOLN CO REGL, MID-CAROLINA REGL, STANLY CO only: Transponder code will be issued via Charlotte Clearance Delivery. 7. Also serves: KAKH, KEQY, KIPJ, KJQF, KRJU, KVVU.

**NOT TO SCALE**  
PULASKI (H) 116.8 PSK  
NORTH WILKESBORO NC  
BARRETT'S MOUNTAIN (H) 113.75 BZM  
HICKORY NC (H) 115.0 CLT  
BOBZY (H) 115.0 CLT  
CHARLOTTE (H) 115.0 CLT  
BOBZY (H) 115.0 CLT  
BOBZY (H) 115.0 CLT

**NOT TO SCALE**  
LIBERTY (V) 113.0 LIB  
DU (V) 113.0 LIB  
LIBERTY (V) 113.0 LIB  
DU (V) 113.0 LIB

**NOT TO SCALE**  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB

**NOT TO SCALE**  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB

**NOT TO SCALE**  
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**NOT TO SCALE**  
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ALEXANDER (H) 113.0 LIB

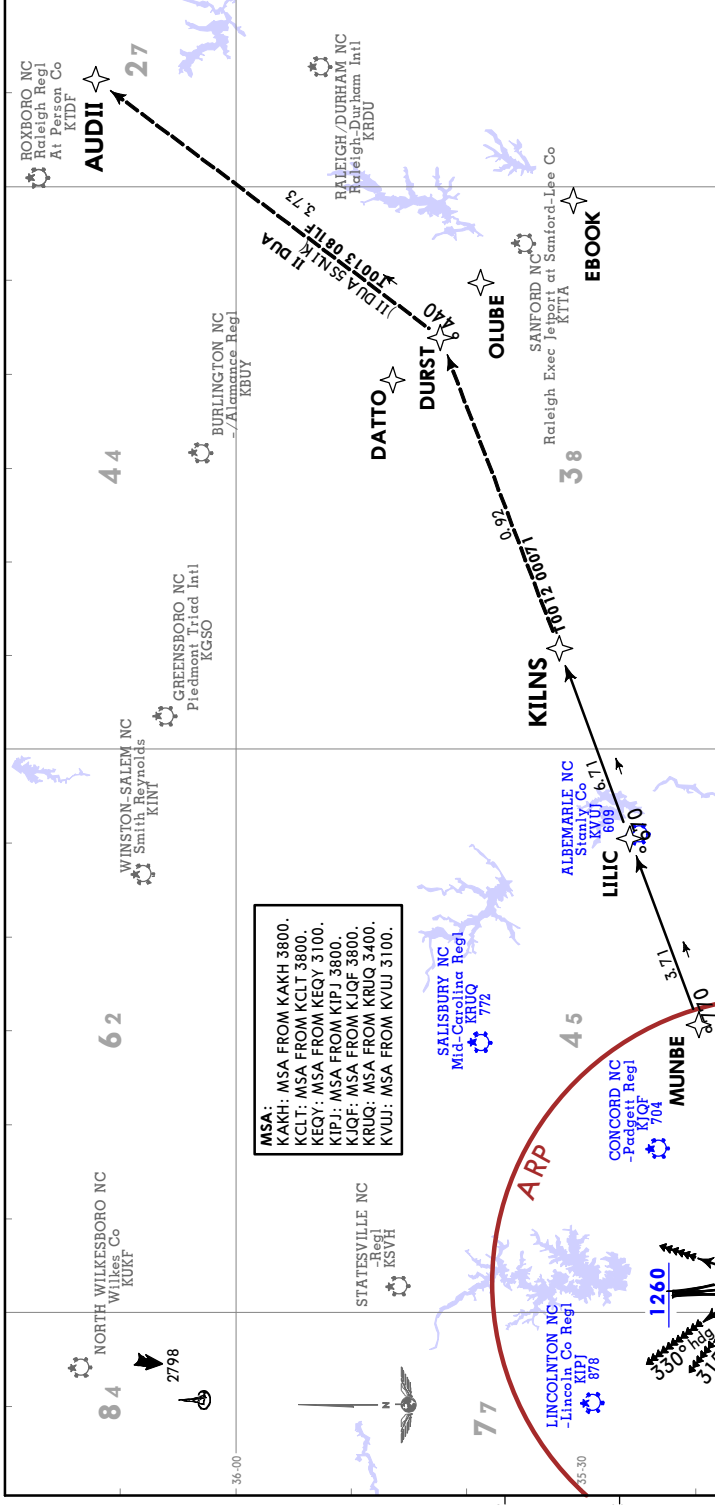
**NOT TO SCALE**  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB  
ALEXANDER (H) 113.0 LIB

**NOT TO SCALE**  
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**NOT TO SCALE**  
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ALEXANDER (H) 113.0 LIB

**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
 15 MAR 24 (10-3K) Eff 21 Mar  
**JEYPESEN**  
**CHARLOTTE/DOUGLAS INTL**  
**RNAV SID**

CHARLOTTE Departure (R)	124.0	Apt Elev See Graphic	Trans alt: 18000
RNAV 1 - DME/DME/IRU or GPS	1. RADAR required. 2. For turbo jets only. 3. If unable to accept climb rates, advise ATC on initial contact. 4. Transponder code will be issued via PDC or Charlotte Clearance Delivery. 5. CHARLOTTE/DOUGLAS INTL only. See additional requirements on AAUP. 6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRUG, KVVJ.		
<b>KILNS 5 RNAV DEPARTURE (KILNS5.KILNS)</b>			
<b>SPEED RESTRICTION</b> CHARLOTTE/DOUGLAS INTL only: Accelerate to 250 KT, if unable advise ATC. Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC. ALL OTHER AIRPORTS: Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.			



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC. Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC. Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC. Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC. Rwy 36R: Climb on heading 003° to 1260, then on heading 075° or as assigned by ATC.	8000
Then on RADAR vectors to MUMBE, then on depicted route to KILNS, then on AUDII transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.		
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC. Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.	3000
GASTONIA MUN	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC. Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.	
LINCOLN CO REGL	Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC. Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	
MID-CAROLINA REGL	Rwy 2: Climb on heading assigned by ATC. Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	
Then on RADAR vectors to MUMBE, then on depicted route to KILNS, then on AUDII transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.		
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/MONROE EXECUTIVE, STANLY CO	Climb on heading assigned by ATC, on RADAR vectors to MUMBE, then on depicted route to KILNS, then on AUDII transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	3000

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	535	800	1067	1333	1600
500 FT/NM	625	833	1250	1667	2083	2500



**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
**15 MAR 24** (10-3M) **EFF 21 Mar**  
**JEPPESEN**  
**CHARLOTTE, NC CAR**  
**RNAV SID**

**KRITR 6 RNAV DEPARTURE (KRITR6.KRITR)**

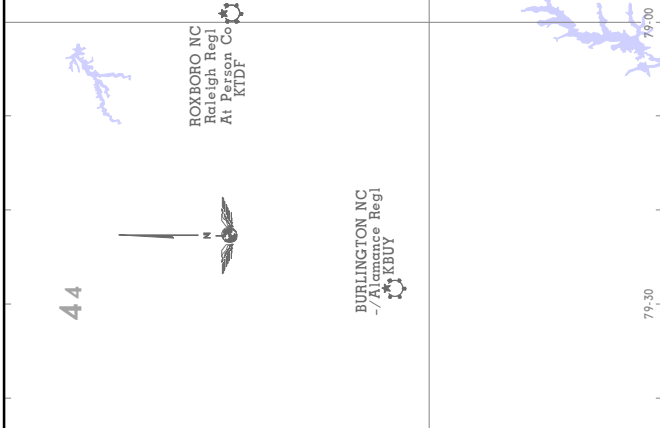
**SPEED RESTRICTION**  
 CHARLOTTE/DOUGLAS INTL only: Accelerate to 250 KT, if unable advise ATC. Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.  
 ALL OTHER AIRPORTS: Upon reaching 10000, accelerate to and MAINTAIN 280 KT, if unable advise ATC.

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

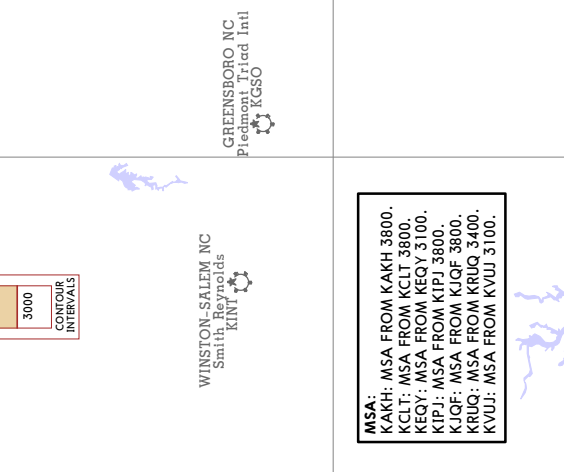
**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL:**  
 Rwy 18L/C/R, 36C/R: Standard with minimum climb of 500 FT/NM to 1260.  
 Rwy 36L: Standard with minimum climb of 500 FT/NM to 1400.  
**CHARLOTTE/MONROE EXECUTIVE:** Rwys 5, 23: Standard.  
**CONCORD-PADGETT REGL:** Rwy 2: Standard.  
**Rwy 20:** Standard with minimum climb of 320 FT/NM to 2400.  
**GASTONIA MUN:** Rwy 3, 21: Standard.  
**LINCOLTON-LINCOLN CO REGL:** Rwy 5, 23: Standard.  
**MID-CAROLINA REGL:** Rwy 2: Standard.  
 Rwy 20: 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**STANLY CO:** Rwys 4L, 22R: Not authorized - environmental.  
 Rwy 4R: 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
 Rwy 22L: Standard.

Grnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600
500 FT/NM	625	833	11250	1667	2083	2500

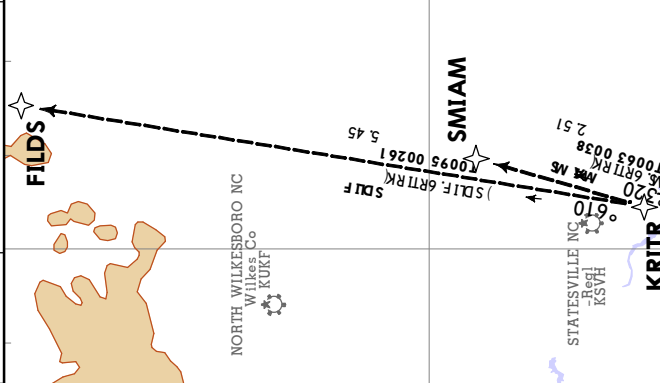
1. RADAR required. 2. For turbo jets only. 3. If unable to accept climb rates, advise ATC on initial contact. 4. Transponder code will be issued via PDC or Charlotte Clearance Delivery. 5. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAPP. 6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRQU, KVVU.



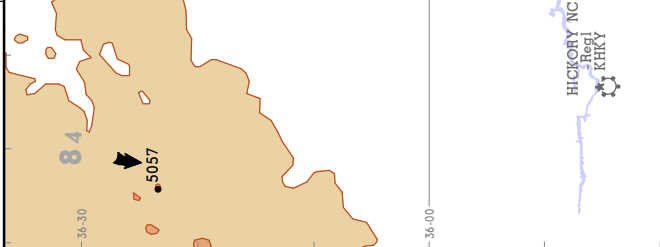
**RNAV 1 - DME/DME/IRU or GPS**



**Trans alt: 18000**



**Appt Elev See Graphic**



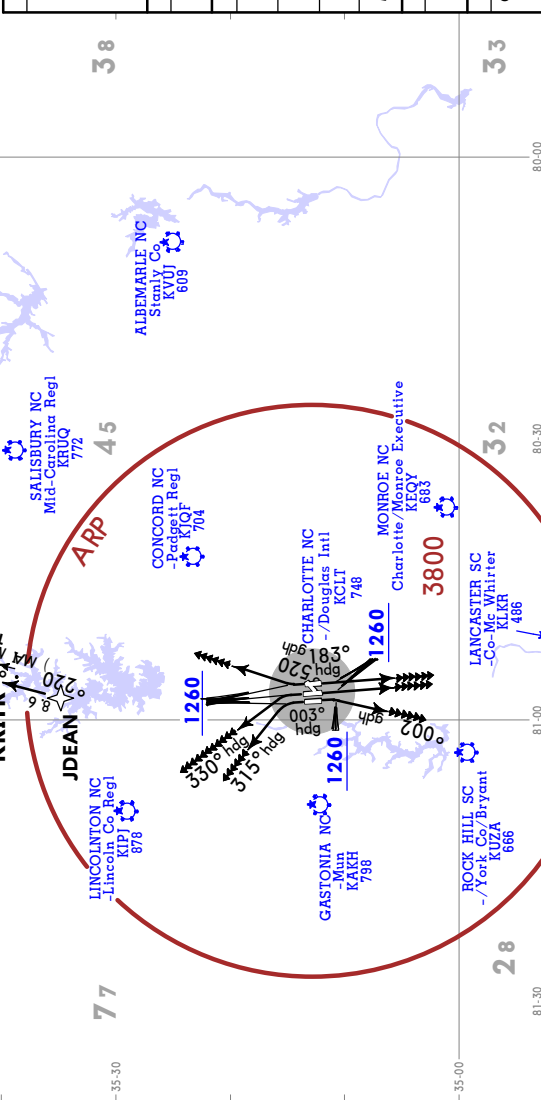
AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC. Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC. Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC. Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC. Rwy 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC.	8000

**ROUTING**  
 Then on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC. Rwy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.	3000
GASTONIA MUN	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC. Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC. Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC. Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	3000
LINCOLTON-LINCOLN CO REGL	Rwy 2: Climb on heading assigned by ATC. Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	3000
MID-CAROLINA REGL	Rwy 2: Climb on heading assigned by ATC. Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	3000

Then on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/MONROE EXECUTIVE, STANLY CO	Climb on heading assigned by ATC, on RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. MAINTAIN 3000. EXPECT filed altitude within 10 minutes after departure.	3000





KCLT/CLT


  
 25 OCT 24  
 Eff 31 Oct 10-30B1

 CHARLOTTE, N CAR  
 CHARLOTTE/DOUGLAS INTL

<b>TAKE-OFF OBSTACLE NOTES - DEPs</b>
---------------------------------------

**CHARLOTTE/DOUGLAS INTL**

## ◦ Rwy 18L:

Lighting 9 from DER, 1 left of centerline, 3 AGL/726 MSL. Pole 980 from DER, 709 left of centerline, 64 AGL/763 MSL. Tower 980 from DER, 709 left of centerline, 765 MSL. Trees beginning 1057 from DER, 689 right of centerline, up to 759 MSL. Tree 1234 from DER, 795 right of centerline, 767 MSL. Trees beginning 1457 from DER, 703 right of centerline, up to 777 MSL. Tree 2248 from DER, 815 right of centerline, 783 MSL. Tree 2844 from DER, 1171 right of centerline, 796 MSL. Tower 4408 from DER, 1505 left of centerline, 160 AGL/849 MSL.

## ◦ Rwy 18C:

Lighting 11 from DER, 85 left of centerline, 4 AGL/695 MSL. Tree 556 from DER, 564 left of centerline, 711 MSL. Tree 1059 from DER, 761 right of centerline, 729 MSL. Trees beginning 1184 from DER, 609 left of centerline, up to 746 MSL. Tree 1478 from DER, 828 right of centerline, 736 MSL. Trees beginning 1478 from DER, 517 left of centerline, up to 757 MSL. Tree 1721 from DER, 862 right of centerline, 748 MSL. Tree 1811 from DER, 967 right of centerline, 751 MSL. Tree 2035 from DER, 1025 left of centerline, 764 MSL. Trees beginning 2058 from DER, 381 left of centerline, up to 771 MSL. Trees beginning 2361 from DER, 732 right of centerline, up to 755 MSL. Tree 2389 from DER, 612 right of centerline, 759 MSL. Tree 2723 from DER, 971 left of centerline, 773 MSL. Tree 2779 from DER, 861 right of centerline, 762 MSL. Trees beginning 3246 from DER, 793 right of centerline, up to 792 MSL. Trees beginning 3498 from DER, 1014 left of centerline, up to 791 MSL. Tree 4181 from DER, 1430 right of centerline, 797 MSL. Tree 4226 from DER, 1528 right of centerline, 798 MSL. Tree 4249 from DER, 1038 right of centerline, 805 MSL. Trees beginning 5354 from DER, 1792 right of centerline, up to 831 MSL. Tree 5581 from DER, 1599 right of centerline, 837 MSL. Tree 5749 from DER, 1490 right of centerline, 838 MSL. Trees beginning 5851 from DER, 1412 right of centerline, up to 100 AGL/841 MSL.

## ◦ Rwy 18R:

Lighting 10 from DER, 4 left of centerline, 3 AGL/746 MSL. Terrain 145 from DER, 521 left of centerline, 748 MSL.

## ◦ Rwy 36L:

Lighting 9 from DER, 3 left of centerline, 2 AGL/745 MSL. Tree 1355 from DER, 544 left of centerline, 786 MSL.

## ◦ Rwy 36C:

Lighting 5 from DER, 11 left of centerline, 1 AGL/743 MSL. Trees beginning 1246 from DER, 404 right of centerline, up to 822 MSL. Tree 1605 from DER, 833 left of centerline, 797 MSL. Trees beginning 1937 from DER, 512 left of centerline, up to 823 MSL. Trees beginning 2045 from DER, 553 left of centerline, up to 827 MSL. Trees beginning 2794 from DER, 237 right of centerline, up to 825 MSL.

## ◦ Rwy 36R:

Sign 19 from DER, 288 right of centerline, 6 AGL/747 MSL. Trees beginning 470 from DER, 474 right of centerline, up to 767 MSL. Tree, traverse way beginning 640 from DER, 93 right of centerline, up to 775 MSL. Pole, tree beginning 837 from DER, 500 right of centerline, up to 777 MSL. Tree 944 from DER, 650 left of centerline, 771 MSL. Pole 1005 from DER, 739 left of centerline, 774 MSL. Trees beginning 1058 from DER, 346 right of centerline, up to 779 MSL. Pole 1191 from DER, 769 left of centerline, 778 MSL. Tree 1279 from DER, 625 right of centerline, 780 MSL. Tree 1295 from DER, 586 left of centerline, 782 MSL. Tree 1397 from DER, 646 right of centerline, 784 MSL. Tree 1477 from DER, 851 left of centerline, 785 MSL. Tree 1613 from DER, 731 right of centerline, 787 MSL. Tree, pole beginning 1652 from DER, 718 right of centerline, up to 809 MSL. Trees beginning 1725 from DER, 557 right of centerline, up to 816 MSL. Trees beginning 1874 from DER, on centerline, up to 820 MSL. Trees beginning 2021 from DER, 1 left of centerline, up to 55 AGL/804 MSL. Tree 2035 from DER, 59 left of centerline, 58 AGL/805 MSL. Tree 2054 from DER, 91 left of centerline, 59 AGL/807 MSL. Trees beginning 2070 from DER, 41 left of

KCLT/CLT


  
 25 OCT 24  
 Eff 31 Oct 10-30B2

 CHARLOTTE, N CAR  
 CHARLOTTE/DOUGLAS INTL

<b>TAKE-OFF OBSTACLE NOTES - DEPs (CONTD)</b>
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**CHARLOTTE/DOUGLAS INTL (CONTD)**

- Rwy 36R (CONTD):  
centerline, up to 72 AGL/815 MSL. Trees beginning 2132 from DER, 325 left of centerline, up to 823 MSL. Tree 2458 from DER, 920 left of centerline, 830 MSL. Tower 3686 from DER, 1159 right of centerline, 70 AGL/844 MSL. Tree 3737 from DER, 393 left of centerline, 91 AGL/843 MSL. Tree 3756 from DER, 530 right of centerline, 846 MSL. Trees beginning 3760 from DER, 433 left of centerline, up to 851 MSL. Trees beginning 3775 from DER, 577 right of centerline, up to 852 MSL. Trees beginning 3875 from DER, 394 left of centerline, up to 93 AGL/852 MSL. Trees beginning 3909 from DER, 355 left of centerline, up to 857 MSL. Trees beginning 4262 from DER, 439 left of centerline, up to 96 AGL/858 MSL. Trees beginning 4309 from DER, 171 left of centerline, up to 93 AGL/859 MSL.

**CHARLOTTE/MONROE EXECUTIVE**

- Rwy 5:  
Trees beginning 24 from DER, 308 right of centerline, up to 77 AGL/736 MSL. Trees beginning 70 from DER, 218 left of centerline, up to 27 AGL/686 MSL. Trees beginning 606 from DER, 58 right of centerline, up to 33 AGL/692 MSL. Poles and trees beginning 651 from DER, 19 left of centerline, up to 44 AGL/713 MSL. Trees beginning 1223 from DER, 436 right of centerline, up to 62 AGL/721 MSL. Trees beginning 2151 from DER, 79 left of centerline, up to 89 AGL/748 MSL.
- Rwy 23:  
Runway light 12 from DER, 31 left of centerline, 2 AGL/684 MSL. Trees beginning 1714 from DER, 203 left of centerline, up to 97 AGL/746 MSL. Trees 2366 from DER, 771 right of centerline, up to 86 AGL/755 MSL.

**GASTONIA MUN**

- Rwy 3:  
Trees beginning 162 from DER, 371 right of centerline, up to 105 AGL/844 MSL. Trees beginning 1200 from DER, 463 left of centerline, up to 76 AGL/835 MSL. Trees beginning 1965 from DER, 433 left of centerline, up to 80 AGL/859 MSL. Trees 3819 from DER, 657 right of centerline, up to 126 AGL/855 MSL.
- Rwy 21:  
Pole 254 from DER, 336 right of centerline, 20 AGL/810 MSL. Pole 288 from DER, 329 left of centerline, 18 AGL/808 MSL. Tower and trees beginning 297 from DER, 467 left of centerline, up to 93 AGL/872 MSL. Trees beginning 1245 from DER, 588 right of centerline, up to 99 AGL/878 MSL.

**LINCOLNTON-LINCOLN CO REGL**

- Rwy 5:  
Trees beginning 1913 from DER, 330 left of centerline, up to 75 AGL/954 MSL.
- Rwy 23:  
Trees beginning 2068 from DER, 479 right of centerline, up to 102 AGL/1001 MSL. Trees 2572 from DER, 42 left of centerline, up to 87 AGL/986 MSL. Trees 5326 from DER, 1643 right of centerline, up to 88 AGL/1027 MSL.

**MID-CAROLINA REGL**

- Rwy 2:  
Trees beginning 106 from DER, 474 right of centerline, up to 68 AGL/787 MSL.
- Rwy 20:  
Trees beginning 167 from DER, 483 right of centerline, up to 31 AGL/810 MSL. Building and trees beginning 668 from DER, 275 left of centerline, up to 40 AGL/809 MSL. Trees beginning 890 from DER, 59 right of centerline, up to 43 AGL/822 MSL.

KCLT/CLT


  
 25 OCT 24  
 Eff 31 Oct 10-30B3

 CHARLOTTE, N CAR  
 CHARLOTTE/DOUGLAS INTL

<b>TAKE-OFF OBSTACLE NOTES - DEPs (CONTD 1)</b>
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**MID-CAROLINA REGL (CONTD)**

- Rwy 20 (CONTD):  
 Trees beginning 1055 from DER, 476 right of centerline, up to 112 AGL/871 MSL.  
 Trees beginning 2251 from DER, 3 left of centerline, up to 97 AGL/896 MSL. Trees  
 beginning 2410 from DER, 17 right of centerline, up to 114 AGL/913 MSL. Tower 2.3  
 NM from DER, 2196 right of centerline, 306 AGL/1121 MSL.

**CONCORD-PADGETT REGL**

- Rwy 2:  
 Poles and trees beginning 2624 from DER, 688 left of centerline, up to 45 AGL/784  
 MSL. Trees beginning 2107 from DER, 787 right of centerline, up to 24 AGL/783 MSL.
- Rwy 20:  
 Street lights beginning 3047 from DER, 196 right of centerline, up to 105 AGL/744  
 MSL. Trees 1.3 NM from DER, 1544 right of centerline, up to 100 AGL/849 MSL.

**STANLY CO**

- Rwy 4R:  
 Light Poles 10 from DER, 29 right of centerline, 1 AGL/578 MSL. Trees Beginning 441  
 from DER, 263 left of centerline, up to 19 AGL/594 MSL. Vehicle on road 1162 from  
 DER, 798 left of centerline, 15 AGL/619 MSL. Tree 1252 from DER, 826 right of  
 centerline, 622 MSL. Vehicle on road 1323 from DER, 738 left of centerline, up to 617  
 MSL. Vehicle on road 1495 from DER, 674 left of centerline, 15 AGL/626 MSL. Tree  
 1542 from DER, 836 right of centerline, 630 MSL. Vehicle on road beginning 1569 from  
 DER, 627 left of centerline, 15 AGL/626 MSL. Trees beginning 1666 from DER, 789  
 right of centerline, up to 633 MSL. Vehicle on road beginning 1676 from DER, 596 left  
 of centerline, 15 AGL/622 MSL. Trees beginning 1797 from DER, 815 right of  
 centerline, up to 641 MSL. Tree 1863 from DER, 981 right of centerline, 642 MSL. Tree  
 2699 from DER, 1121 right of centerline, 657 MSL. Trees beginning 2778 from DER,  
 1105 right of centerline, up to 674 MSL. Tree 2779 from DER, 1177 left of centerline,  
 657 MSL. Tree, terrain beginning 3181 from DER, 1086 left of centerline, up to 16  
 AGL/665 MSL. Trees beginning 3301 from DER, 892 right of centerline, up to 679 MSL.  
 Tree 3394 from DER, 983 left of centerline, 38 AGL/671 MSL. Trees beginning 3408  
 from DER, 839 left of centerline, up to 688 MSL. Tree 3446 from DER, 1372 right of  
 centerline, 682 MSL. Trees beginning 3446 from DER, on centerline, up to 95 AGL/685  
 MSL. Trees beginning 3583 from DER, 655 left of centerline, up to 695 MSL. Trees  
 beginning 3736 from DER, 1054 left of centerline, up to 704 MSL. Trees beginning  
 3888 from DER, 1126 left of centerline, up to 69 AGL/705 MSL. Trees beginning 3917  
 from DER, 1095 left of centerline, up to 721 MSL. Trees beginning 3981 from DER, 34  
 left of centerline, up to 732 MSL. Trees beginning 4139 from DER, 360 right of  
 centerline, up to 93 AGL/701 MSL. Tree 5835 from DER, 2003 left of centerline, 743  
 MSL. Tree 1 NM from DER, 2135 left of centerline, 794 MSL. Trees beginning 1 NM  
 from DER, 2063 left of centerline, up to 803 MSL. Pole, trees beginning 1 NM from  
 DER, 1763 left of centerline, up to 80 AGL/804 MSL. Trees beginning 1.1 NM from  
 DER, 1910 left of centerline, up to 808 MSL. Trees beginning 1.2 NM from DER, 1809  
 left of centerline, up to 820 MSL. Tree 1.3 NM from DER, 2379 left of centerline, 790  
 MSL.
- Rwy 22L:  
 Tree 10 from DER, 471 right of centerline, 614 MSL. Trees, vehicles on road beginning  
 155 from DER, 404 right of centerline, up to 47 AGL/647 MSL. Trees beginning 557  
 from DER, 97 right of centerline, up to 93 AGL/684 MSL. Tree 1007 from DER, 755 left  
 of centerline, 643 MSL. Trees beginning 1551 from DER, 801 left of centerline, up to  
 659 MSL. Trees beginning 1742 from DER, 944 left of centerline, up to 660 MSL. Tree  
 1931 from DER, 860 left of centerline, 669 MSL. Trees beginning 2363 from DER, 50  
 right of centerline, up to 102 AGL/690 MSL.

**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**  
 15 MAR 24 (10-3P) Eff 21 Mbr  
**JEPPESEN**  
**CHARLOTTE/DOUGLAS INTL**  
**RNAV SID**

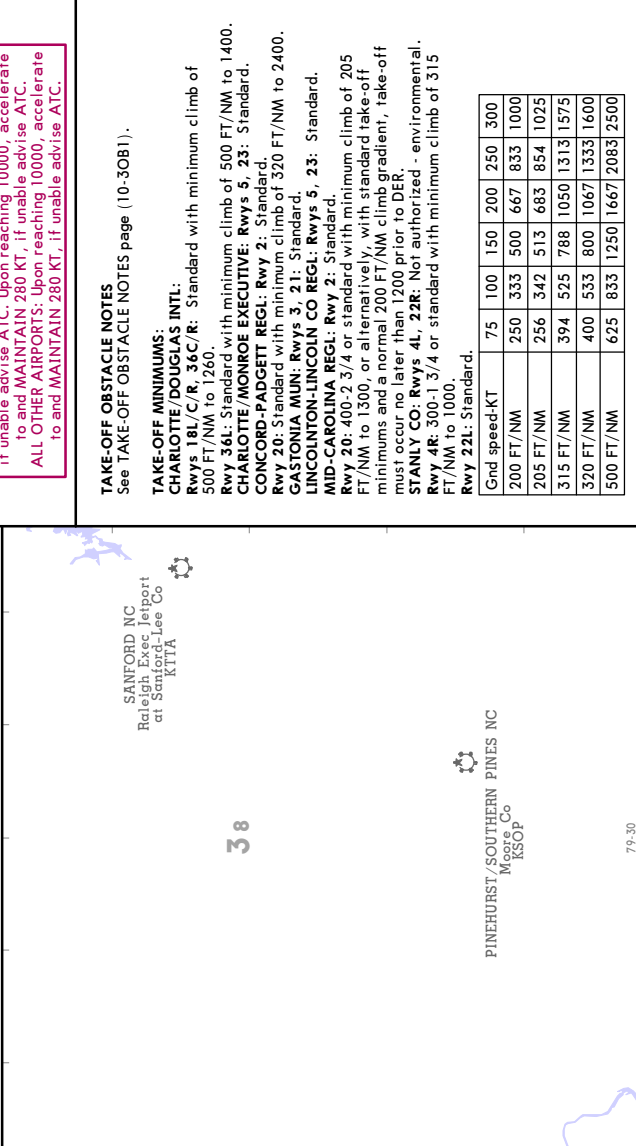
**CHARLOTTE Departure (R)**  
**124.0**

**Trans alt: 18000**

**Apt Elev**  
 See Graphic

**RNAV 1 - DME/DME/IRU or GPS**

1. RADAR required. 2. For turbo jets only.  
 3. If unable to accept climb rates, advise ATC on initial contact.  
 4. Transponder code will be issued via PDC or Charlotte Clearance Delivery.  
 5. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAPP.  
 6. Also serves: KAKH, KEQY, KIPJ, KJQF, KRJQ, KVVJ.



AIRPORT	INITIAL CLIMB	TOP ALTITUDE
CHARLOTTE/DOUGLAS INTL	Rwys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC.	
	Rwy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC.	
	Rwy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC.	8000
	Rwy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC.	
	Rwy 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC.	
<b>ROUTING</b>		
Then on RADAR vectors to LAMDE, then on depicted route to LILLS. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.		
CONCORD-PADGETT REGL	Rwy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.	
	Rwy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.	
	Rwy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.	
	Rwy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.	3000
	Rwy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.	
MID-CAROLINA REGL	Rwy 2: Climb on heading assigned by ATC.	
	Rwy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.	
<b>ROUTING</b>		
Then on RADAR vectors to LAMDE, then on depicted route to LILLS. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.		
CHARLOTTE/MONROE EXECUTIVE, STANLY CO	Climb on heading assigned by ATC, on RADAR vectors to LAMDE, then on depicted route to LILLS. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.	TOP ALTITUDE 3000

AIRPORT	INITIAL CLIMB	TOP ALTITUDE
GASTONIA MUN	Rwys 5, 21: Standard.	
	Rwy 20: Standard with minimum climb of 320 FT/NM to 2400.	
	CONCORD-PADGETT REGL: Rwy 2: Standard.	
	CHARLOTTE/MONROE EXECUTIVE: Rwys 5, 23: Standard.	
	Standard with minimum climb of 500 FT/NM to 1400.	
LINCOLTON-LINCOLN CO REGL	Rwys 3, 21: Standard.	
	Rwy 20: Standard with minimum climb of 500 FT/NM to 1400.	
MID-CAROLINA REGL	Rwy 2: Standard.	
	400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.	
STANLY CO: Rwys 4L, 22R	Not authorized - environmental.	
	300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.	
RWY 22L: Standard.	75	100
	150	200
	200	250
	250	300
	300	350
RWY 200 FT/NM	250	333
	500	667
	833	1000
	1000	1167
	1333	1500
RWY 205 FT/NM	256	342
	513	683
	854	1025
	1025	1196
	1357	1500
RWY 315 FT/NM	394	525
	788	1050
	1313	1575
	1575	1700
	1800	2000
RWY 320 FT/NM	400	533
	800	1067
	1333	1600
	1600	1767
	2000	2500

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
**CHARLOTTE/DOUGLAS INTL:**  
 Rwys 18L/C/R, 36C/R: Standard with minimum climb of 500 FT/NM to 1260.  
 Rwy 36L: Standard with minimum climb of 500 FT/NM to 1400.  
**CONCORD-PADGETT REGL:** Rwy 2: Standard.  
**CHARLOTTE/MONROE EXECUTIVE:** Rwys 5, 23: Standard.  
 Rwy 20: Standard with minimum climb of 320 FT/NM to 2400.  
**GASTONIA MUN:** Rwys 5, 21: Standard.  
**LINCOLTON-LINCOLN CO REGL:** Rwys 3, 23: Standard.  
**MID-CAROLINA REGL:** Rwy 2: Standard.  
 Rwy 20: 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1300, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**STANLY CO: Rwys 4L, 22R:** Not authorized - environmental.  
**Rwy 4R:** 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
**Rwy 22L:** Standard.

**MSA:**  
 KAKH: MSA FROM KAKH 3800.  
 KCLT: MSA FROM KCLT 3800.  
 KEQY: MSA FROM KEQY 3100.  
 KIPJ: MSA FROM KIPJ 3800.  
 KJQF: MSA FROM KJQF 3800.  
 KRJQ: MSA FROM KRJQ 3400.  
 KVVJ: MSA FROM KVVJ 3100.

**CHARLOTTE,  
N CAR**  
RNAV SID

**KCLT/CLT  
CHARLOTTE/  
DOUGLAS INTL**

**WEAZL 5 RNAV DEPARTURE (WEAZL5.WEAZL)**

15 MAR 24 (10-3Q) Eff 21 Mar

**RNAV 1 - DME/DME/IRU or GPS**

Trans alt: 18000

Apt Elev See Graphic

CHARLOTTE Departure (R) 120.5

5565

CLAWD

CLAWD (WEAZL5.CLAWD)  
14300 64001  
44.8

7000  
5000  
3000  
CONTOUR INTERVALS

WINSTON-SALEM NC  
Smith Reynolds  
KINT

ROXBORO NC  
Raleigh Regl At Person Co  
KTFD

GREENSBORO NC  
Piedmont Triad Intl  
KGSO

BURLINGTON NC  
-/Alamance Regl  
KBUY

SANFORD NC  
Raleigh Exec Jetport At Sanford-Lee Co  
KTTA

ALBEMARLE NC  
Stony Co  
KVUJ 609

MONROE NC  
Monroe Executive  
KEYQ 683

LANCASTER SC  
Co-McWhirter  
KR 468

ROCK HILL SC  
-/York Co/Bryant  
KUZA 666

HICKORY NC  
-/Regl  
KHKY

STATESVILLE NC  
-/Regl  
KSVH

SALISBURY NC  
Mid-Carolina Regl  
KRUQ 772

CONCORD NC  
-/Padgett Regl  
704

CHARLOTTE NC  
-/Douglas Intl  
KCLT 748

GASTONIA NC  
-/Mun  
KAKH 798

WEAZL

WHRD

LINCOLTON NC  
-/Lincoln Co Regl  
876

77

45

38

35

33

28

79-00

79-30

80-00

80-30

81-00

81-30

1. RADAR required. 2. For turbo jets only.  
3. If unable to accept climb rates, advise ATC on initial contact.  
4. CHARLOTTE/DOUGLAS INTL only: See additional requirements on AAPP.  
5. Also serves: KAKH, KEQY, KIPJ, KJOF, KRQU, KVUJ.

**TAKE-OFF OBSTACLE NOTES**  
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

**TAKE-OFF MINIMUMS:**  
CHARLOTTE/DOUGLAS INTL: Standard with minimum climb of 500 FT/NM to 1260.  
RWys 18L/C/R: 36C/R: Standard with minimum climb of 500 FT/NM to 1400.  
RWy 36L: Standard with minimum climb of 500 FT/NM to 1400.  
CHARLOTTE/MONROE EXECUTIVE: RWys 5, 23: Standard.  
CONCORD-PADGETT REGL: RWy 2: Standard.  
RWy 20: Standard with minimum climb of 320 FT/NM to 2400.  
GASTONIA MUN: RWys 3, 21: Standard.  
LINCOLTON-LINCOLN CO REGL: RWys 5, 23: Standard.  
MID-CAROLINA REGL: RWy 2: Standard.  
RWy 20: 400-2 3/4 or standard with minimum climb of 205 FT/NM to 1500, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
STANLY CO: RWys 4L, 22R: Not authorized - environmental.  
RWy 4R: 300-1 3/4 or standard with minimum climb of 315 FT/NM to 1000.  
RWy 22L: Standard.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
205 FT/NM	256	342	513	683	854	1025
315 FT/NM	394	525	788	1050	1313	1575
320 FT/NM	400	533	800	1067	1333	1600
500 FT/NM	625	833	1250	1667	2083	2500

**INITIAL CLIMB**  
RWys 18L/C: Climb on heading 183° to 1260, then on heading 183° or as assigned by ATC.  
RWy 18R: Climb on heading 183° to 1260, then on heading 200° or as assigned by ATC.  
RWy 36L: Climb on heading 003° to 1260, then on heading 315° or as assigned by ATC.  
RWy 36C: Climb on heading 003° to 1260, then on heading 330° or as assigned by ATC.  
RWy 36R: Climb on heading 003° to 1260, then on heading 025° or as assigned by ATC.

**ROUTING**  
Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
RWy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.  
RWy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.  
RWy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.  
RWy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.  
RWy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.  
RWy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.  
RWy 2: Climb on heading assigned by ATC.  
RWy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/DOUGLAS INTL

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/MONROE EXECUTIVE

**AIRPORT**  
STANLY CO

**TOP ALTITUDE**  
8000

**TOP ALTITUDE**  
3000

**TOP ALTITUDE**  
3000

**ROUTING**  
Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
RWy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.  
RWy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.  
RWy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.  
RWy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.  
RWy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.  
RWy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.  
RWy 2: Climb on heading assigned by ATC.  
RWy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/DOUGLAS INTL

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/MONROE EXECUTIVE

**AIRPORT**  
STANLY CO

**TOP ALTITUDE**  
8000

**TOP ALTITUDE**  
3000

**TOP ALTITUDE**  
3000

**ROUTING**  
Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
RWy 2: Climb on heading 016° to 2200, then on heading assigned by ATC.  
RWy 20: Climbing LEFT turn heading 150° to 2400, then on heading assigned by ATC.  
RWy 3: Climb on heading 049° to 2700 before turning LEFT, then on heading assigned by ATC.  
RWy 21: Climb on heading 214° to 1600 before proceeding NORTH, then on heading assigned by ATC.  
RWy 5: Climb on heading 063° to 2000 before proceeding on course, then on heading assigned by ATC.  
RWy 23: Climb on heading 243° to 2800 before turning LEFT, then on heading assigned by ATC.  
RWy 2: Climb on heading assigned by ATC.  
RWy 20: Climb on heading 202° to 1700 before turning RIGHT, then on heading assigned by ATC.

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**INITIAL CLIMB**  
Climb on heading assigned by ATC, on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/DOUGLAS INTL

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 8000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CONCORD-PADGETT REGL

**AIRPORT**  
GASTONIA MUN

**AIRPORT**  
LINCOLN CO REGL

**AIRPORT**  
MID-CAROLINA REGL

Then on RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. MAINTAIN 3000. EXPECT clearance to filed altitude within 10 minutes after departure.

**AIRPORT**  
CHARLOTTE/MONROE EXECUTIVE

**AIRPORT**  
STANLY CO

**TOP ALTITUDE**  
8000

**TOP ALTITUDE**  
3000

**TOP ALTITUDE**  
3000

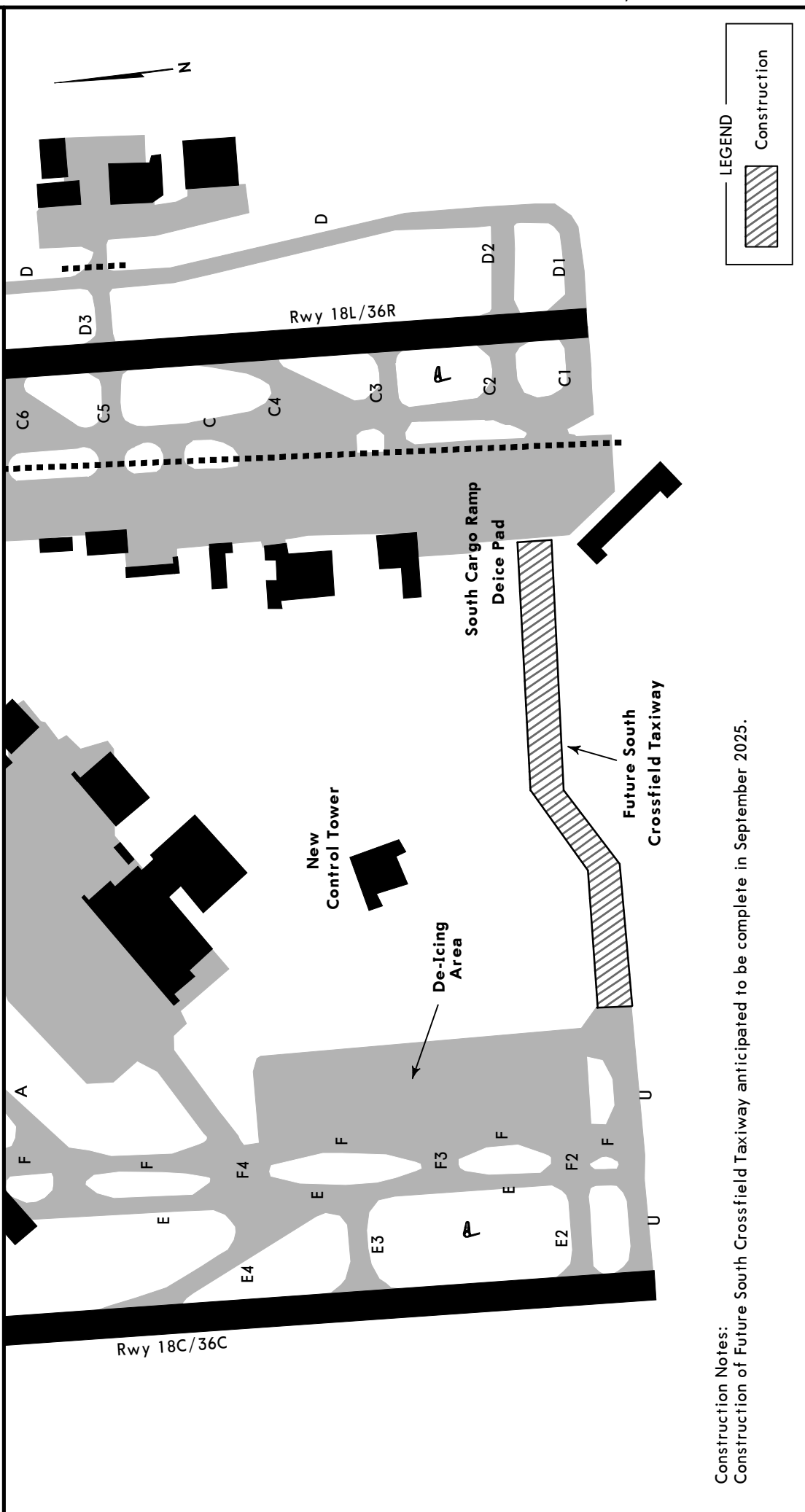
CHANGES: Procedure revised, renumbered.

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# CHARLOTTE/DOUGLAS INTL CONSTRUCTION

( Until September 2025)

All Dates are Approximate, Implementation Should be Verified Through NOTAMs. See Current NOTAMs for Additional Information



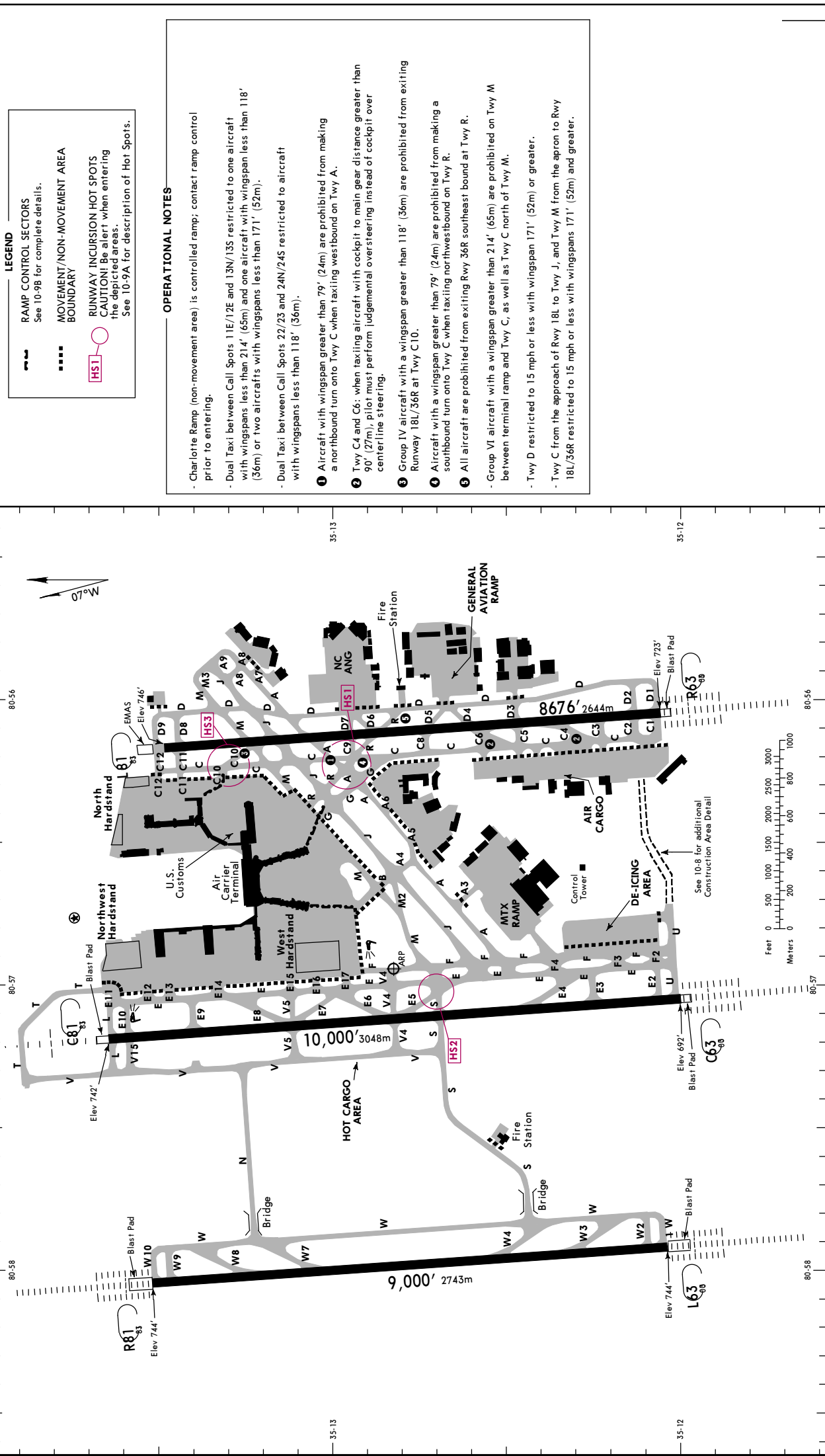
Construction Notes:  
Construction of Future South Crossfield Taxiway anticipated to be complete in September 2025.

**KCLT/CLT**  
 AAS Elev 748'  
 NS 12.8 W080 56.9

**JEPPESEN**  
 14 FEB 25 (10-9) EFF 20 Feb

**CHARLOTTE, N CAR**  
**CHARLOTTE/DOUGLAS INTL**

D-ATIS Departure 132.1 VOT 112.0	ACARS: PDC, TWIP	CPDLC: DCL	Charlotte Clearance 127.15	Ramp Control North 130.075 South 131.6	East 129.225 West 129.8	Ground East 121.9 West 121.8	Rwy 18L-36R 118.1	Tower Rwy 18C-36C 126.4	Rwy 18R-36L 133.35	Charlotte Departure (R) 8000', 119° 120°-205° 296°-360° 128.325	246°-074° 075°-245° 120.5	124.0
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**LEGEND**

- RAMP CONTROL SECTORS**  
See 10-9B for complete details.
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY**
- RUNWAY INCURSION HOT SPOTS**  
CAUTION! Be alert when entering the depicted areas.  
See 10-9A for description of Hot Spots.

**OPERATIONAL NOTES**

- Charlotte Ramp (non-movement area) is controlled ramp; contact ramp control prior to entering.
- Dual Taxi between Call Spots 11E/12E and 13N/13S restricted to one aircraft with wingspans less than 214' (65m) and one aircraft with wingspan less than 118' (36m) or two aircrafts with wingspans less than 171' (52m).
- Dual Taxi between Call Spots 22/23 and 24N/24S restricted to aircraft with wingspans less than 118' (36m).
- 1 Aircraft with wingspan greater than 79' (24m) are prohibited from making a northbound turn onto Twy C when taxiing westbound on Twy A.
- 2 Twy C4 and C6: when taxiing aircraft with cockpit to main gear distance greater than 90' (27m), pilot must perform judgemental oversteering instead of cockpit over centerline steering.
- 3 Runway 18L/36R at Twy C10.
- 4 Aircraft with a wingspan greater than 79' (24m) are prohibited from making a southbound turn onto Twy C when taxiing northbound on Twy R.
- 5 All aircraft are prohibited from exiting Rwy 36R southeast bound at Twy R.
- Group VI aircraft with a wingspan greater than 214' (65m) are prohibited on Twy M between terminal ramp and Twy C, as well as Twy C north of Twy M.
- Twy D restricted to 15 mph or less with wingspan 171' (52m) or greater.
- Twy C from the approach of Rwy 18L to Twy J, and Twy M from the apron to Rwy 18L/36R restricted to 15 mph or less with wingspans 171' (52m) and greater.

TERPS			
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			
LOWER THAN STANDARD: Obsec. Authorization Required		RWYS 18L/C/R, 36L/C/R	
2 operating RVRs are required. All operating RVRs are controlling.			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL HIRL Adequate Vis Ref
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	TDZ RVR 12 Mid RVR 12 Rollout RVR 10	TDZ RVR 16 (if TDZ only) Mid RVR 16 or 1/4
			STANDARD
			3 & 4 Eng
			RVR 24 or 1/2
			RVR 50 or 1

**OBSTACLE DP**

Rwy 18C: Climb on heading 183° to 1200' before turning left.  
 Rwy 36L: Climb on heading 003° to 1800' before turning left.  
 Rwy 36C: Climb on heading 003° to 1400' before turning left.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1 & 10-9A2)

FOR FILING AS ALTERNATE			
ILS Rwy 18C ILS Rwy 36C ILS Rwy 18L/R	ILS Rwy 36L/R	RNAV (RNP) Z Rwy 18C RNAV (RNP) Z Rwy 36C	RNAV (GPS) Y Rwy 18C RNAV (GPS) Y Rwy 18C
		800-2	800-2
600-2	600-2	800-2	800-2
	800-2 1/4	800-2 1/2	800-2 1/2
A			
B			
C			
D			

**GENERAL**

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Birds and deer in vicinity of airport.

Terminal Doppler Weather Radar.

Low-Level Wind Shear Alert System.

Successive or simultaneous departures from Runways 18L and 18C are approved with course divergence beginning no further than 4 miles from end of runway.

Runway status lights are in operation.

ADG-V and above aircraft are prohibited from departing Rwy 18L.

ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS	
18L	HIRL CL REIL PAPI-L (angle 3.00°)	grooved RVR	7659' 2334m	150' 46m
36R	HIRL CL TDZ ALSF-II PAPI-R (angle 3.00°)	grooved RVR	7634' 2327m	

**1** LDA: 8390' 2557m.

18C	HIRL CL MALSR PAPI-R (angle 3.00°)	grooved RVR	8841' 2695m	150' 46m
36C	HIRL CL TDZ ALSF-II PAPI-L (angle 3.00°)	grooved RVR	9040' 2755m	

18R	HIRL CL TDZ ALSF-II PAPI-R (angle 2.80°)	grooved RVR	7922' 2415m	150' 46m
36L	HIRL CL TDZ ALSF-II PAPI-L (angle 3.00°)	grooved RVR	7881' 2402m	

**RUNWAY INCURSION HOT SPOTS**

For information only, not to be construed as ATC instructions.

**HS1** Intersections of Twy C9 and Rwy 18L, convergence of Twys R, A, C, and C9 along with grass island.

**HS2** Pilots exiting Rwy 18C/36C on Twy S for either Twys E or F mistakenly turn left on Twy E5 and re-enter the runway.

**HS3** Maintain vigilance NB on Twy C approaching C10 taxiway signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36R at Twy C10.

KCLT/CLT


**JEPPESSEN**  
 25 OCT 24  
 Eff 31 Oct

10-9A1

**CHARLOTTE, N CAR**  
 CHARLOTTE/DOUGLAS INTL

## TAKE-OFF OBSTACLE NOTES

- RWY 18L:  
Lighting 9' from DER, 1' left of centerline, 3' AGL/726' MSL. Pole 980' from DER, 709' left of centerline, 64' AGL/763' MSL. Tower 980' from DER, 709' left of centerline, 765' MSL. Trees beginning 1057' from DER, 689' right of centerline, up to 759' MSL. Tree 1234' from DER, 795' right of centerline, 767' MSL. Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL. Tree 2248' from DER, 815' right of centerline, 783' MSL. Tree 2844' from DER, 1171' right of centerline, 796' MSL. Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
- RWY 18C:  
Lighting 11' from DER, 85' left of centerline, 4' AGL/695' MSL. Tree 556' from DER, 564' left of centerline, 711' MSL. Tree 1059' from DER, 761' right of centerline, 729' MSL. Trees beginning 1184' from DER, 609' left of centerline, up to 746' MSL. Tree 1478' from DER, 828' right of centerline, 736' MSL. Trees beginning 1478' from DER, 517' left of centerline, up to 757' MSL. Tree 1721' from DER, 862' right of centerline, 748' MSL. Tree 1811' from DER, 967' right of centerline, 751' MSL. Tree 2035' from DER, 1025' left of centerline, 764' MSL. Trees beginning 2058' from DER, 381' left of centerline, up to 771' MSL. Trees beginning 2361' from DER, 732' right of centerline, up to 755' MSL. Tree 2389' from DER, 612' right of centerline, 759' MSL. Tree 2723' from DER, 971' left of centerline, 773' MSL. Tree 2779' from DER, 861' right of centerline, 762' MSL. Trees beginning 3246' from DER, 793' right of centerline, up to 792' MSL. Trees beginning 3498' from DER, 1014' left of centerline, up to 791' MSL. Tree 4181' from DER, 1430' right of centerline, 797' MSL. Tree 4226' from DER, 1528' right of centerline, 798' MSL. Tree 4249' from DER, 1038' right of centerline, 805' MSL. Trees beginning 5354' from DER, 1792' right of centerline, up to 831' MSL. Tree 5581' from DER, 1599' right of centerline, 837' MSL. Tree 5749' from DER, 1490' right of centerline, 838' MSL. Trees beginning 5851' from DER, 1412' right of centerline, up to 100' AGL/841' MSL.
- RWY 18R:  
Lighting 10' from DER, 4' left of centerline, 3' AGL/746' MSL. Terrain 145' from DER, 521' left of centerline, 748' MSL.
- RWY 36L:  
Lighting 9' from DER, 3' left of centerline, 2' AGL/745' MSL. Tree 1355' from DER, 544' left of centerline, 786' MSL.
- RWY 36C:  
Lighting 5' from DER, 11' left of centerline, 1' AGL/743' MSL. Trees beginning 1246' from DER, 404' right of centerline, up to 822' MSL. Tree 1605' from DER, 833' left of centerline, 797' MSL. Trees beginning 1937' from DER, 512' left of centerline, up to 823' MSL. Trees beginning 2045' from DER, 553' left of centerline, up to 827' MSL. Trees beginning 2794' from DER, 237' right of centerline, up to 825' MSL.
- RWY 36R:  
Sign 19' from DER, 288' right of centerline, 6' AGL/747' MSL. Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL. Tree, traverseway beginning 640' from DER, 93' right of centerline, up to 775' MSL. Pole, tree beginning 837' from DER, 500' right of centerline, up to 777' MSL. Tree 944' from DER, 650' left of centerline, 771' MSL. Pole 1005' from DER, 739' left of centerline, 774' MSL. Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL. Pole 1191' from DER, 769' left of centerline, 778' MSL. Tree 1279' from DER, 625' right of centerline, 780' MSL. Tree 1295' from DER, 586' left of centerline, 782' MSL. Tree 1397' from DER, 646' right of centerline, 784' MSL. Tree 1477' from DER, 851' left of centerline, 785' MSL. Tree 1613' from DER, 731' right of centerline, 787' MSL. Tree, pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL. Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL. Trees beginning 1874' from DER, on centerline, up to 820' MSL. Trees beginning 2021' from DER, 1' left of centerline, up to 55' AGL/804' MSL. Tree 2035' from DER, 59' left of centerline, 58' AGL/805' MSL. Tree 2054' from DER, 91' left of centerline, 59' AGL/807' MSL. Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL. Trees beginning 2132' from DER, 325' left of centerline, up to 823' MSL. Tree 2458' from DER, 920' left of

(CONTINUED ON 10-9A2)

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8A

KCLT/CLT

25 OCT 24  
Eff 31 Oct

JEPPESEN

10-9A2

CHARLOTTE, N CAR  
CHARLOTTE/DOUGLAS INTL

TAKE-OFF OBSTACLE NOTES (CONTD)

- RWY 36R (CONTD):  
centerline, 830' MSL. Tower 3686' from DER, 1159' right of centerline, 70' AGL/844' MSL. Tree 3737' from DER, 393' left of centerline, 91' AGL/843' MSL. Tree 3756' from DER, 530' right of centerline, 846' MSL. Trees beginning 3760' from DER, 433' left of centerline, up to 851' MSL. Trees beginning 3775' from DER, 577' right of centerline, up to 852' MSL. Trees beginning 3875' from DER, 394' left of centerline, up to 93' AGL/852' MSL. Trees beginning 3909' from DER, 355' left of centerline, up to 857' MSL. Trees beginning 4262' from DER, 439' left of centerline, up to 96' AGL/858' MSL. Trees beginning 4309' from DER, 171' left of centerline, up to 93' AGL/859' MSL.

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**CHARLOTTE, N CAR**  
**CHARLOTTE/DOUGLAS INTL**

**JEPPesen**  
 28 FEB 25  
 10-9B

**KCLT/CLT**

Ramp Control	North	130.075	East	129.225
	South	131.6	West	129.8

**OPERATIONAL NOTES**

Group V and above aircraft are prohibited from departing Runway 18L.

Charlotte Ramp (non-movement area) is a controlled ramp; contact ramp control prior to entering.

Dual Taxi between Call Spots 11E/12E and 13N/13S restricted to one aircraft with wingspan less than 214' (65m) and one aircraft with wingspan less than 118' (36m) or two aircrafts with wingspans less than 171' (52m).

Dual Taxi between Call Spots 22/23 and 24N/24S restricted to aircraft with wingspans less than 118' (36m).

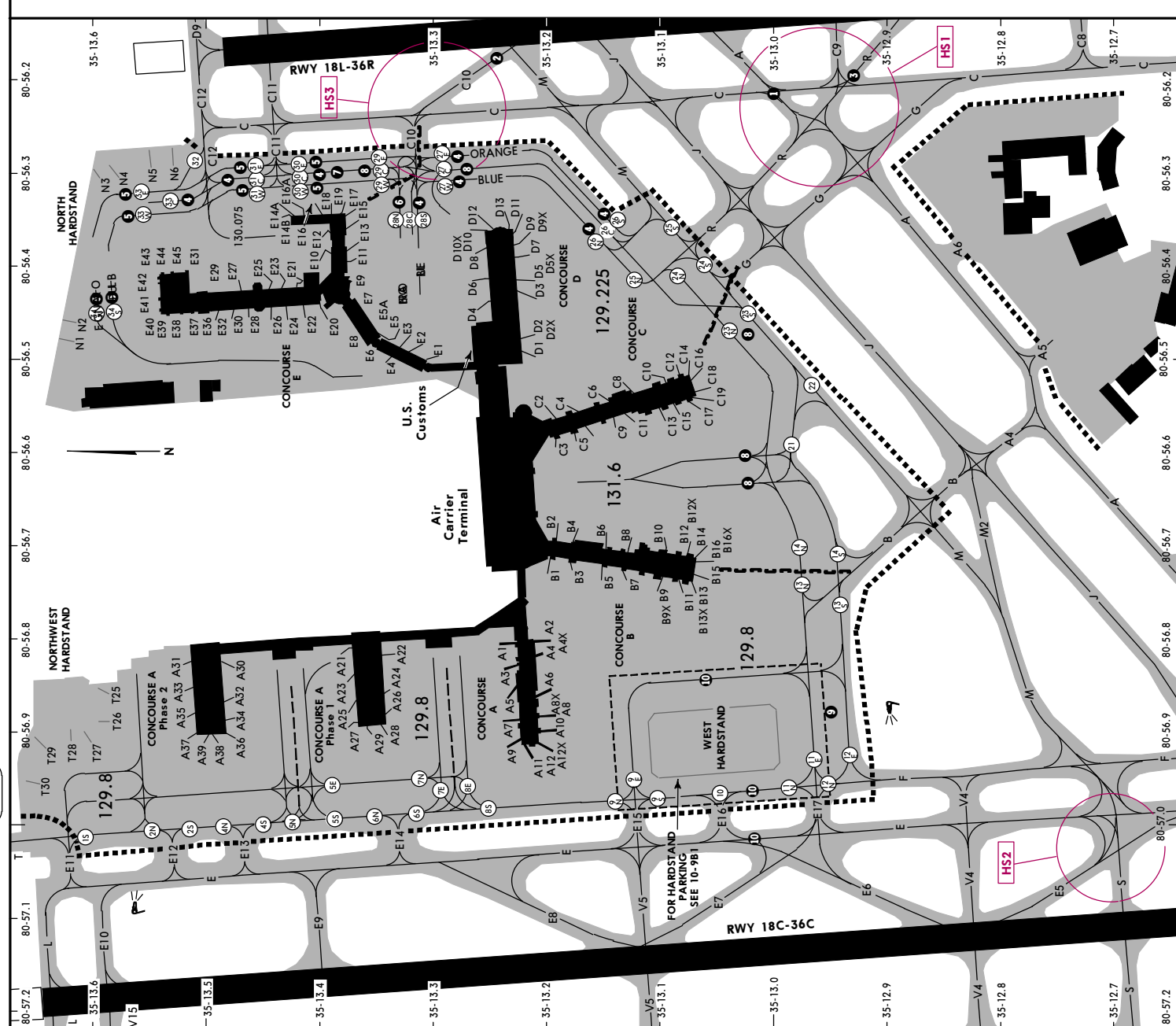
- Aircraft with a wingspan greater than 79' (24m) are prohibited from making a northbound turn onto Twy C when taxiing westbound on Twy A.
- Group IV aircraft with a wingspan greater than 118' are prohibited from exiting Runway 18L/36R at Twy C10. Twy C10 unusable for taxiing onto Rwy 18L/36R.
- Aircraft with a wingspan greater than 79' (24m) are prohibited from making a southbound turn onto Twy C when taxiing northwestbound on Twy R.
- Orange line from Call Spot 26S to Call Spot 27E MAX wingspan 118' (36m).  
 Blue line from Call Spot 26N to Call Spot 27W MAX wingspan 118' (36m).  
 Yellow line from Call Spot 29C to Call Spot 33C MAX wingspan 118' (36m).  
 Blue line at Call Spot 28S between Concourse D & E alley MAX wingspan 118' (36m).
- Orange line from Call Spot 29E to Call Spot 34N MAX wingspan 82' (25m).  
 Blue line from Call Spot 29W to Call Spot 34S MAX wingspan 82' (25m).
- Orange line at Call Spot 28N between Concourse D & E alley MAX wingspan 94' (29m).
- Dual CRJ9
- Dual ADG III
- Dual ADG IV or V/III
- ADG V

Group VI aircraft with a wingspan greater than 214' (65m) are prohibited from Twy M between terminal ramp and Twy C, as well as Twy C north of Twy M.

Twy C from the approach of Rwy 18L to Twy J, and Twy M from the apron to Rwy 18L/36R restricted to 15 mph or less with wingspan 171' (52m) and greater.

**LEGEND**

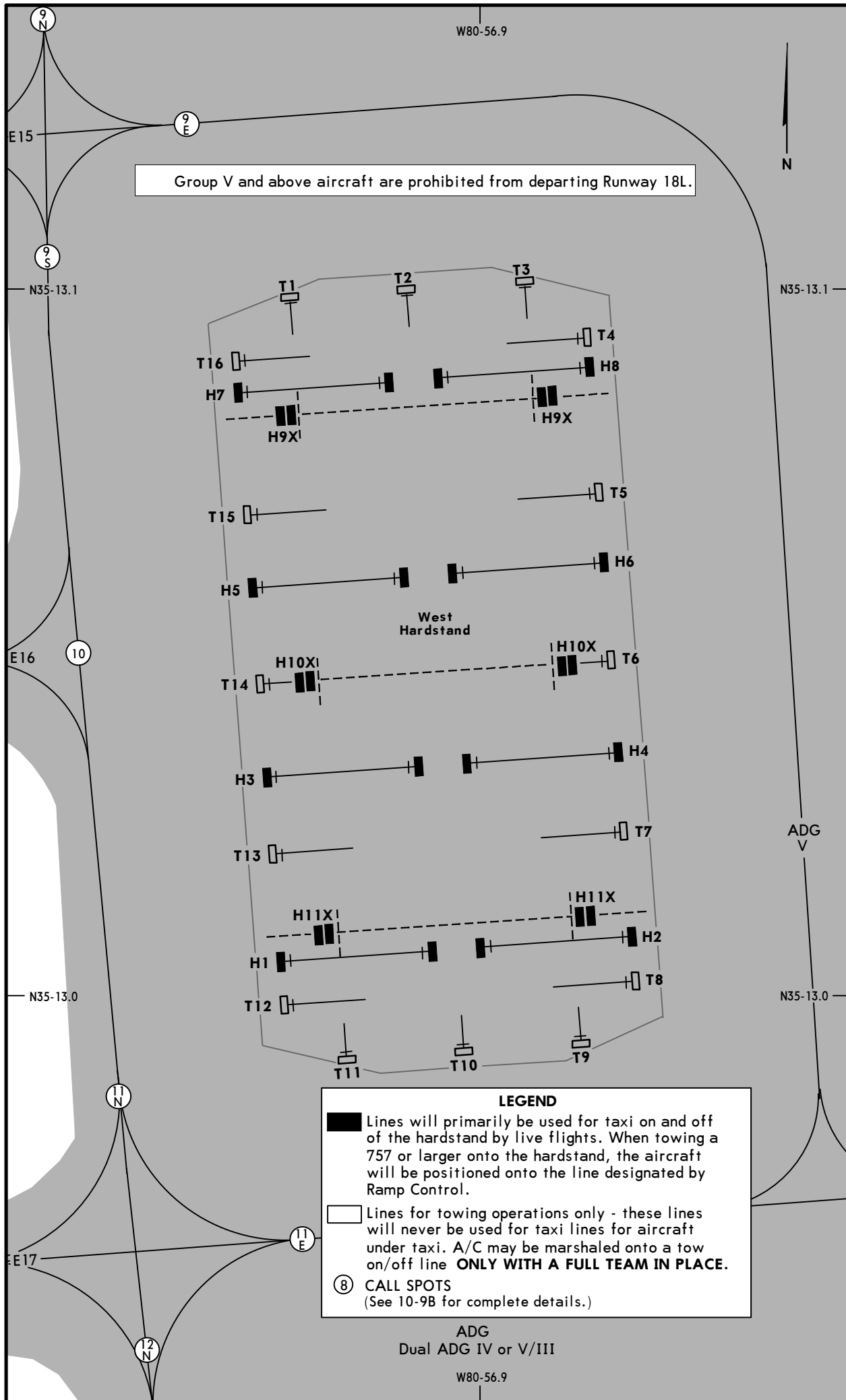
- CALL SPOTS (XX)
- RAMP CONTROL SECTORS (---)
- HOT SPOTS (HS) See 10-9A for description of Hot Spots
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY (---)



KCLT/CLT




JEPESEN  
28 FEB 25 10-9B1

CHARLOTTE, N CAR  
CHARLOTTE/DOUGLAS INTL



Group V and above aircraft are prohibited from departing Runway 18L.

**LEGEND**

-  Lines will primarily be used for taxi on and off of the hardstand by live flights. When towing a 757 or larger onto the hardstand, the aircraft will be positioned onto the line designated by Ramp Control.
-  Lines for towing operations only - these lines will never be used for taxi lines for aircraft under taxi. A/C may be marshaled onto a tow on/off line **ONLY WITH A FULL TEAM IN PLACE.**
-  CALL SPOTS  
(See 10-9B for complete details.)

ADG  
Dual ADG IV or V/III  
W80-56.9

KCLT/CLT



CHARLOTTE, N CAR  
CHARLOTTE/DOUGLAS INTL

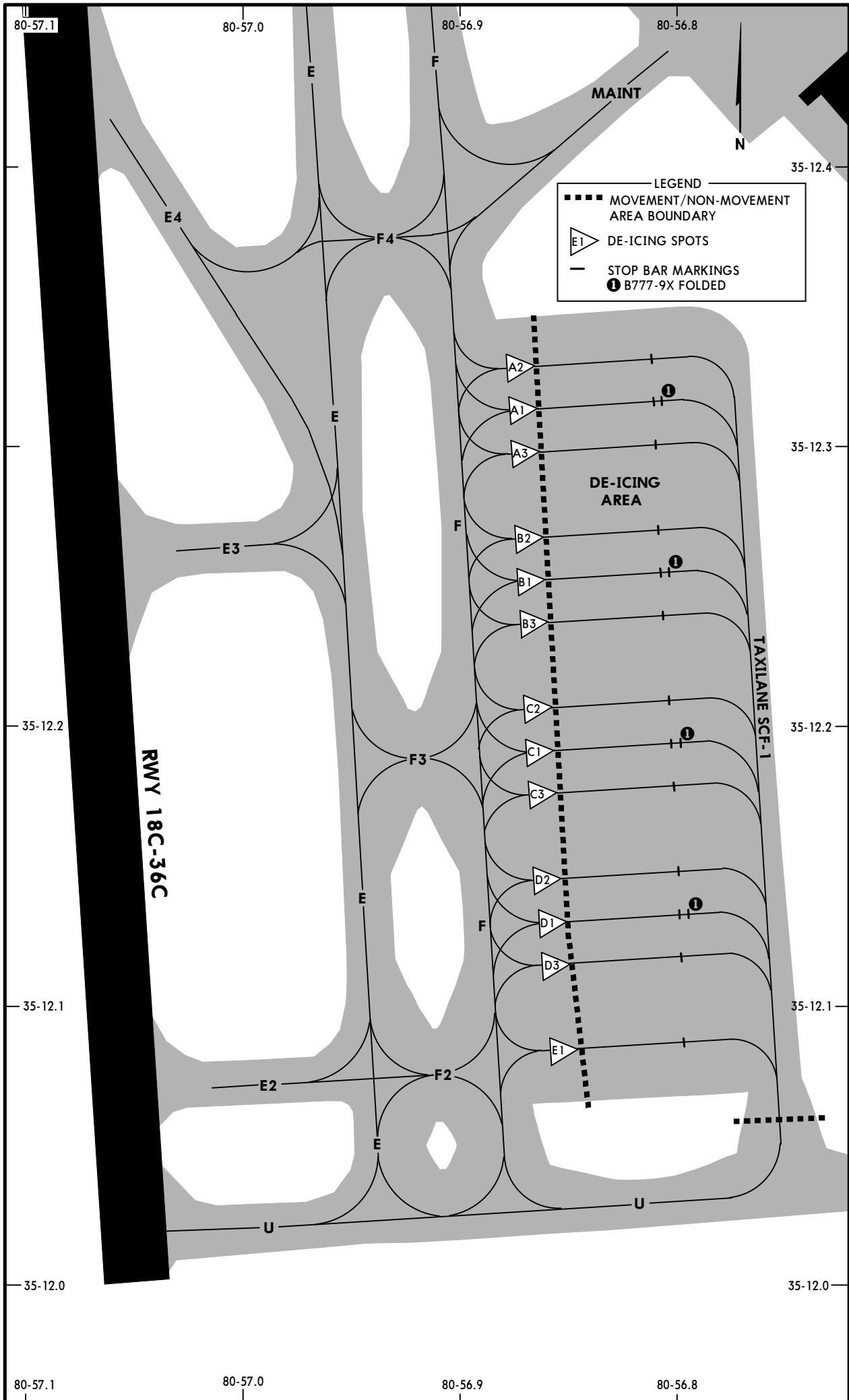
**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Concourse A</b>		<b>Concourse E</b>	
A1 thru A4X	N35 13.2 W080 56.8	E1 thru E6	N35 13.3 W080 56.5
A5 thru A12	N35 13.2 W080 56.9	E7	N35 13.4 W080 56.4
A21, A23	N35 13.4 W080 56.8	E8	N35 13.4 W080 56.5
A22	N35 13.3 W080 56.8	E9 thru E15	N35 13.4 W080 56.4
A24	N35 13.3 W080 56.9	E16 thru E19	N35 13.4 W080 56.3
A25, A27, A29	N35 13.4 W080 56.9	E20, E22, E24	N35 13.4 W080 56.5
A26, A28	N35 13.3 W080 56.9	E21, E23, E25	N35 13.4 W080 56.4
A30, A31	N35 13.5 W080 56.8	E26	N35 13.4 W080 56.5
A32 thru A39	N35 13.5 W080 56.9	E27, E29, E31	N35 13.5 W080 56.4
		E28, E30, E32	N35 13.5 W080 56.5
<b>Concourse B</b>		E36 thru E39	N35 13.5 W080 56.5
B1 thru B5	N35 13.2 W080 56.7	E40 thru E45	N35 13.5 W080 56.4
B6 thru B8	N35 13.1 W080 56.7		
B9, B9X	N35 13.1 W080 56.8	<b>Concourse E Hardstand (RON)</b>	
B10	N35 13.1 W080 56.7	N1, N2	N35 13.6 W080 56.5
B11	N35 13.1 W080 56.8	N3, N4	N35 13.6 W080 56.3
B12, B12X	N35 13.1 W080 56.7	N5, N6	N35 13.5 W080 56.3
B13, B13X	N35 13.1 W080 56.8		
B14 thru B16X	N35 13.1 W080 56.7	<b>RON Parking</b>	
<b>Concourse C</b>		T2 thru T5	N35 13.1 W080 56.9
C2 thru C5	N35 13.2 W080 56.6	T6 thru T14	N35 13.0 W080 56.9
C6	N35 13.2 W080 56.5	T15, T16	N35 13.1 W080 56.9
C8, C10, C12	N35 13.1 W080 56.5	H1 thru H4	N35 13.0 W080 56.9
C9, C11, C13	N35 13.1 W080 56.6	H5 thru H8	N35 13.1 W080 56.9
C14	N35 13.1 W080 56.5	H9X	N35 13.1 W080 56.9
C15, C17, C19	N35 13.1 W080 56.6	H10X, H11X	N35 13.0 W080 56.9
C16, C18	N35 13.1 W080 56.5	<b>Northwest Hardstand</b>	
<b>Concourse D</b>		T25 thru T29	N35 13.6 W080 56.9
D1 thru D3	N35 13.2 W080 56.5	T30	N35 13.6 W080 57.0
D4, D6	N35 13.3 W080 56.4		
D5, D5X	N35 13.2 W080 56.4	<b>De-Icing Spots</b>	
D7	N35 13.2 W080 56.4	A1 thru B2	N35 12.3 W080 56.9
D8	N35 13.3 W080 56.4	B3 thru C3	N35 12.2 W080 56.9
D9, D9X	N35 13.2 W080 56.4	D1 thru E1	N35 12.1 W080 56.9
D10, D10X	N35 13.3 W080 56.4		
D11 thru D13	N35 13.2 W080 56.4		

KCLT/CLT

6 DEC 24 **10-9C1**

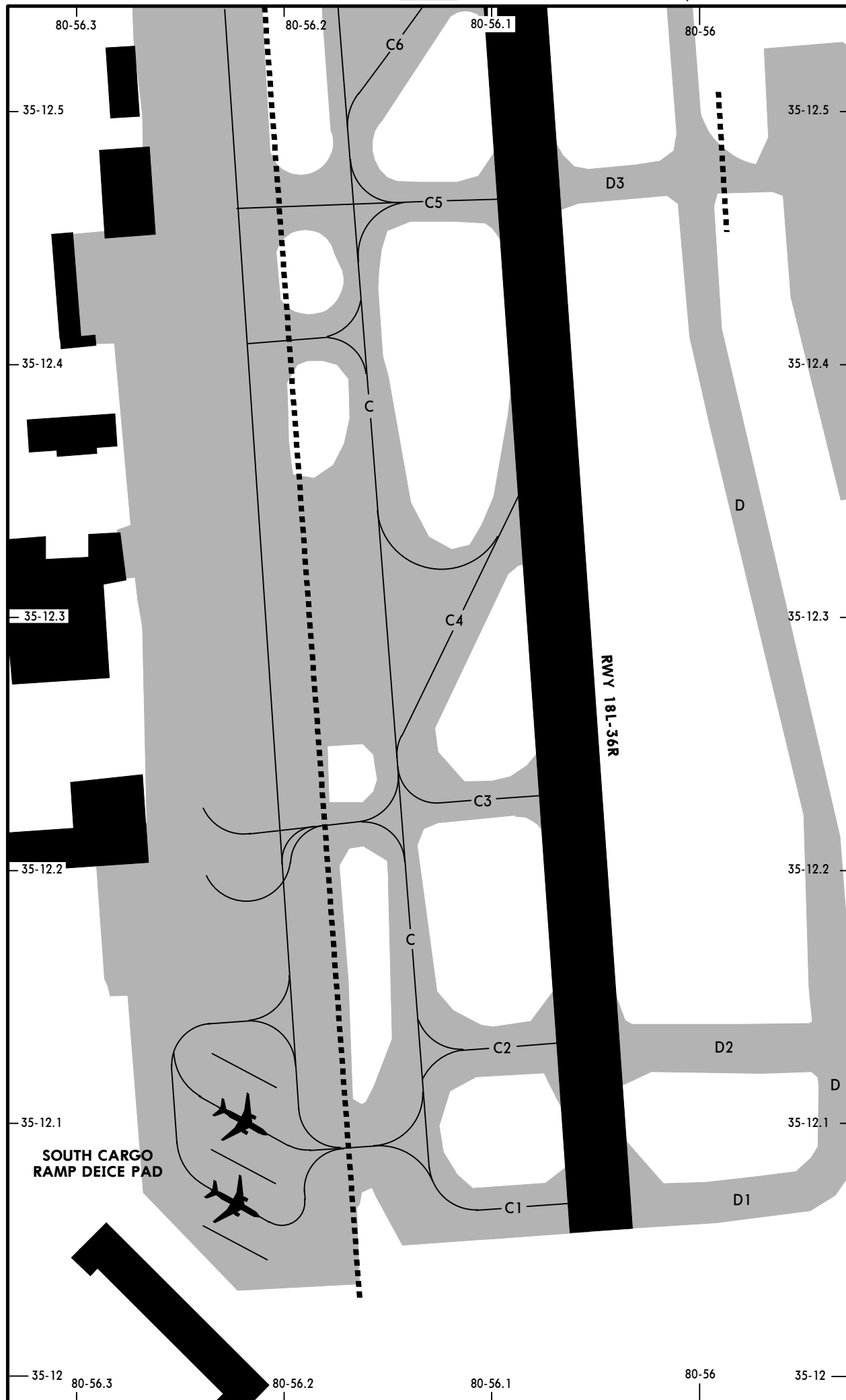
CHARLOTTE, N CAR  
CHARLOTTE/DOUGLAS INTL



KCLT/CLT

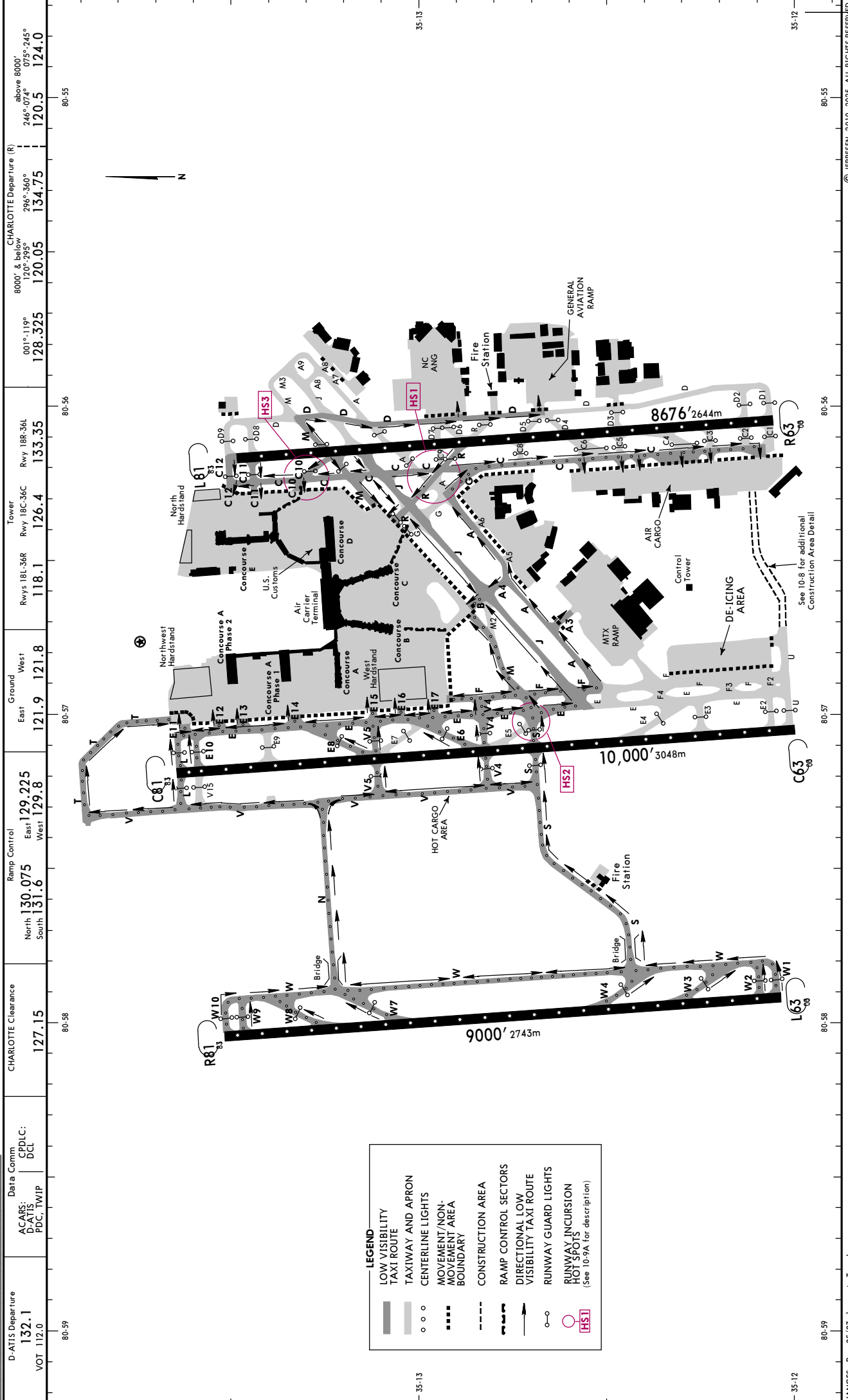
**JEPPESEN**  
6 DEC 24 **10-9C2**

**CHARLOTTE, N CAR**  
CHARLOTTE/DOUGLAS INTL



CHANGES: None.

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**LEGEND**

- LOW VISIBILITY TAXI ROUTE
- CENTERLINE LIGHTS
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- CONSTRUCTION AREA
- RAMP CONTROL SECTORS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- RUNWAY GUARD LIGHTS
- RUNWAY INCURSION HOT SPOTS (See 10-9A for description)

D-ATIS Departure		Data Comm		Ramp Control		Ground		Tower		CHARLOTTE Departure (R)		
ACARS:	CPDLC:	North	South	East	West	Rwys 18L-36R	Rwy 18C-36C	Rwy 18R-36L	001°-119°	8000' & below	8000' & above	
D-ATIS	DCL	130.075	129.8	121.9	121.8	118.1	126.4	133.35	128.325	120.05	120.5	124.0
PDC, TWIP												

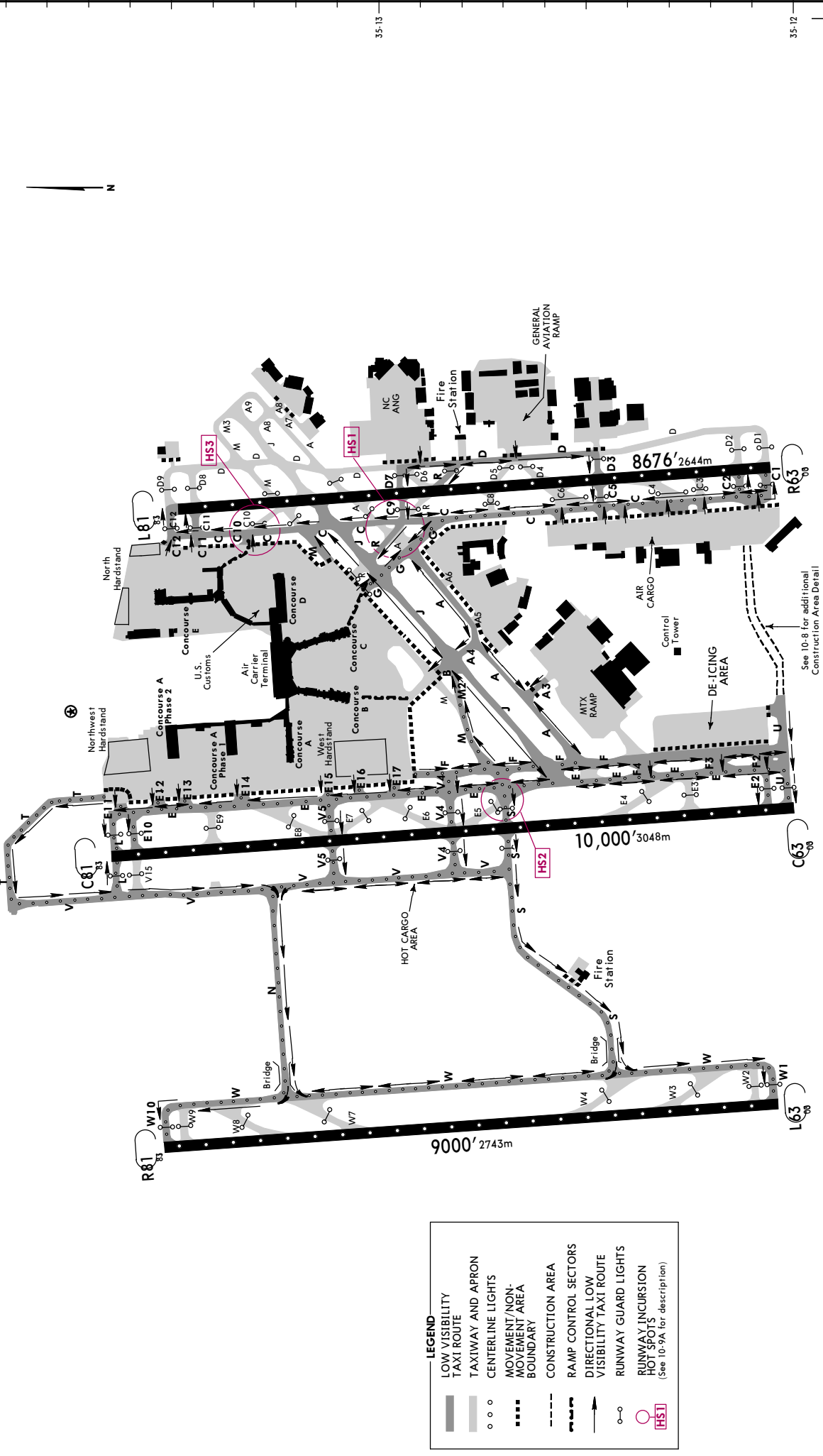
**KCLT/CLT**  
**CHARLOTTE/DOUGLAS INTL**

**LESS THAN RVR 1200 TO 500**

**JEPPESEN** **SMGCS**  
 14 FEB 25 **10-9E** **Eff 20 Feb** **CHARLOTTE N CAR**  
**LOW VISIBILITY TAXI ROUTES**

DEPARTURES: RWYS 18L, 18C, 18R, 36L, 36C & 36R

D-ATIS Departure 132.1 VOT 112.0	Data Comm ACARS: D-ATIS, PDC, TWIP	CPDLC: DCL	CHARLOTTE Clearance 127.15	Ramp Control North 130.075 South 131.6	East 121.9 West 121.8	Tower Rwys 18L-36R 118.1 Rwy 18C-36C 126.4 Rwy 18R-36L 133.35	CHARLOTTE Departure (R) 8000' & hbl 100° 295° 296° 340° 120.05 128.325 134.75	above 8000' 246° 072° 075° 245° 120.5 124.0
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**LEGEND**

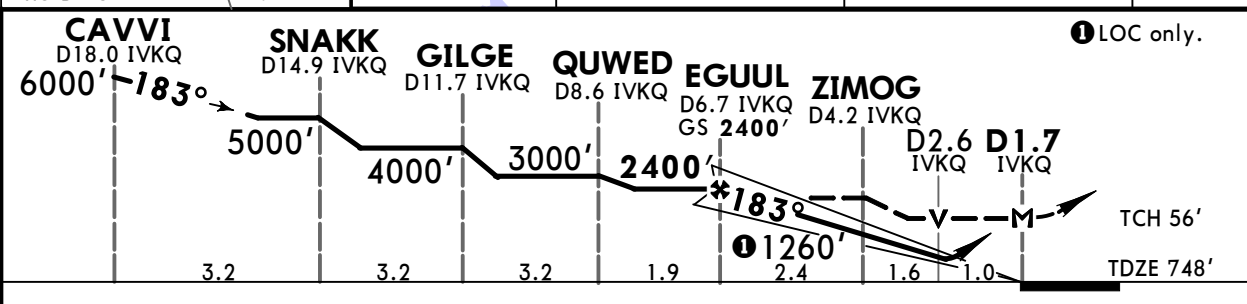
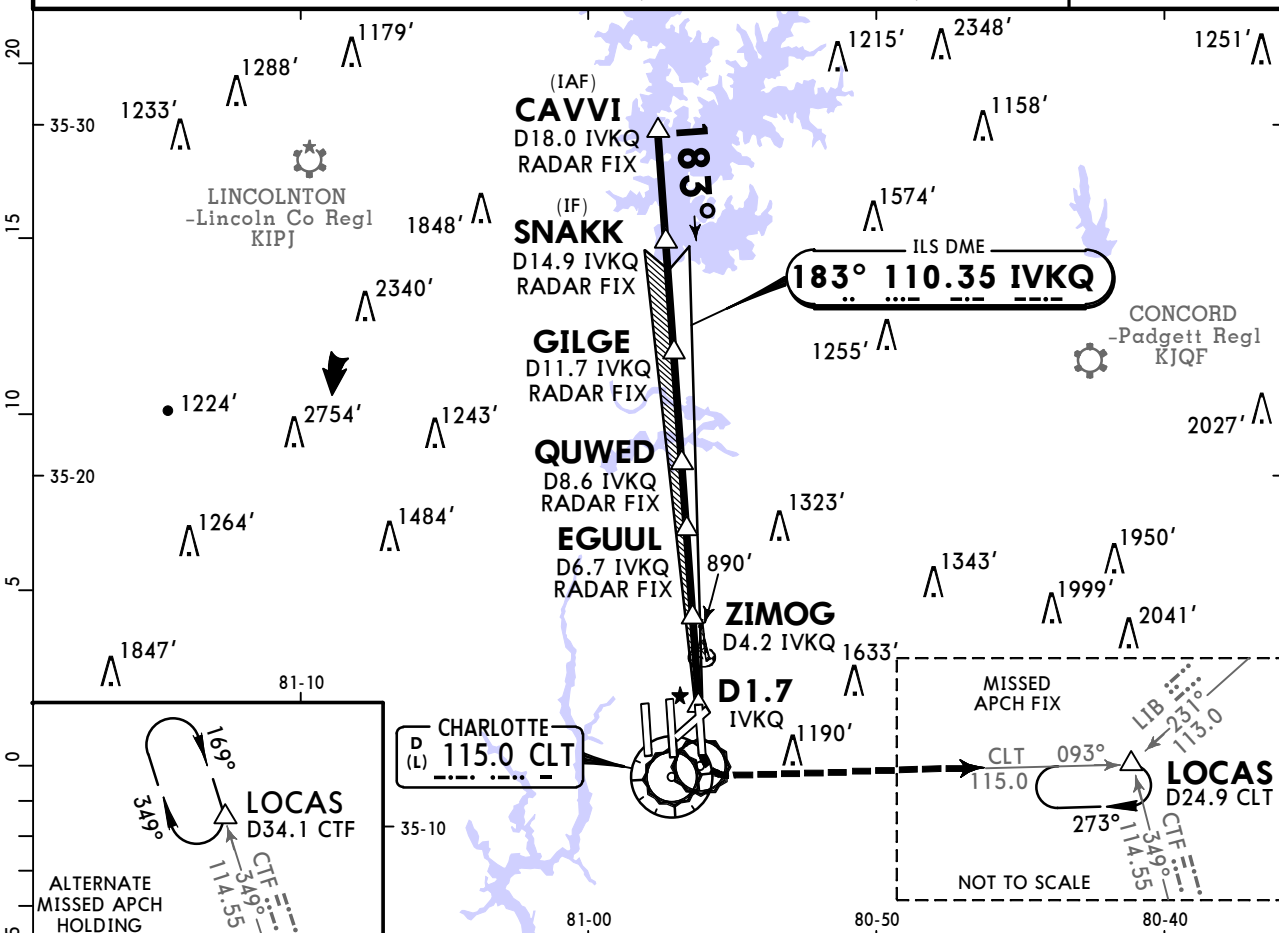
- LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- ○ ○ CENTERLINE LIGHTS
- — — MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- - - CONSTRUCTION AREA
- - - RAMP CONTROL SECTORS
- DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- ○ ○ RUNWAY GUARD LIGHTS
- ○ ○ RUNWAY INCURSION HOT SPOTS (See 10-9A for description)
- HS1

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

**JEPPESEN**  
5 JAN 24 **(11-1)**

# CHARLOTTE, N CAR ILS or LOC Rwy 18L

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
		Above 8000'	8000' & Below			Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West	
		246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	118.1	126.4	133.35	121.9	121.8
		121.15	120.5	124.0	128.325	120.05	134.75				
	LOC IVKQ	Final Apch Crs	EGUUL		ILS DA(H)	Apt Elev 748'		Ground			
	<b>110.35</b>	<b>183°</b>	<b>2400'</b> (1652')		<b>1002'</b> (254')	TDZE 748'		3800			
<b>MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' on CLT VOR R-093 to LOCAS INT/D24.9 CLT and hold.</b>											
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'											
1. DME or Radar required. 2. Radar required for procedure entry. 3. Simultaneous approach authorized. 4. Rwy 18L helicopter visibility reduction below RVR 40 or 3/4 SM not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 76').											
MSA CLT VOR											



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1300'	4000'	CLT	LOCAS
GS	3.00°	372	478	531	637	849		↑	←	115.0 R-093	
MAP at D1.7 IVKQ or EGUUL to MAP	5.0	4:17	3:20	3:00	2:30	1:53					

TERPS AMEND 10A 15 AUG 2019	TERPS			STRAIGHT-IN LANDING RWY 18L		
	ILS		LOC (GS out)			
	DA(H) <b>1002'</b> (254')		with ZIMOG MDA(H) <b>1140'</b> (392')	without ZIMOG MDA(H) <b>1260'</b> (512')		
	A			RVR 55 or 1		RVR 55 or 1
B						
C	RVR 40 or 3/4		RVR 60 or 1/4		1 3/8	
D						

# KCLT/CLT CHARLOTTE/DOUGLAS INTL



# CHARLOTTE, N CAR ILS or LOC Rwy 18C

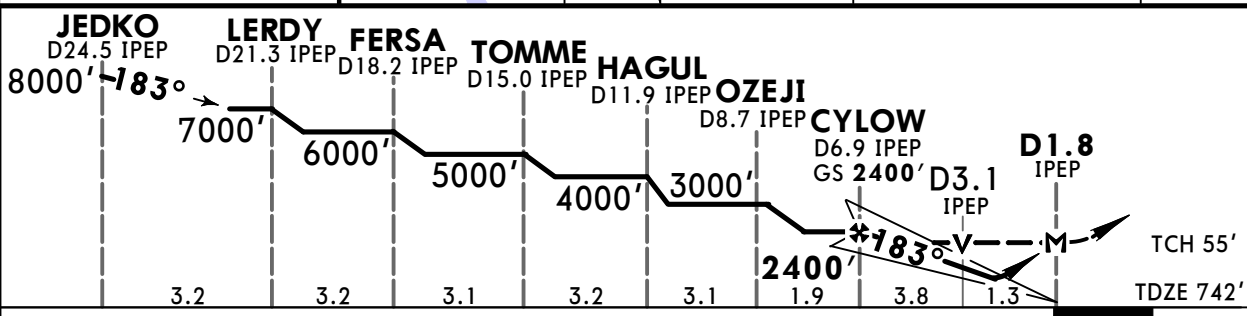
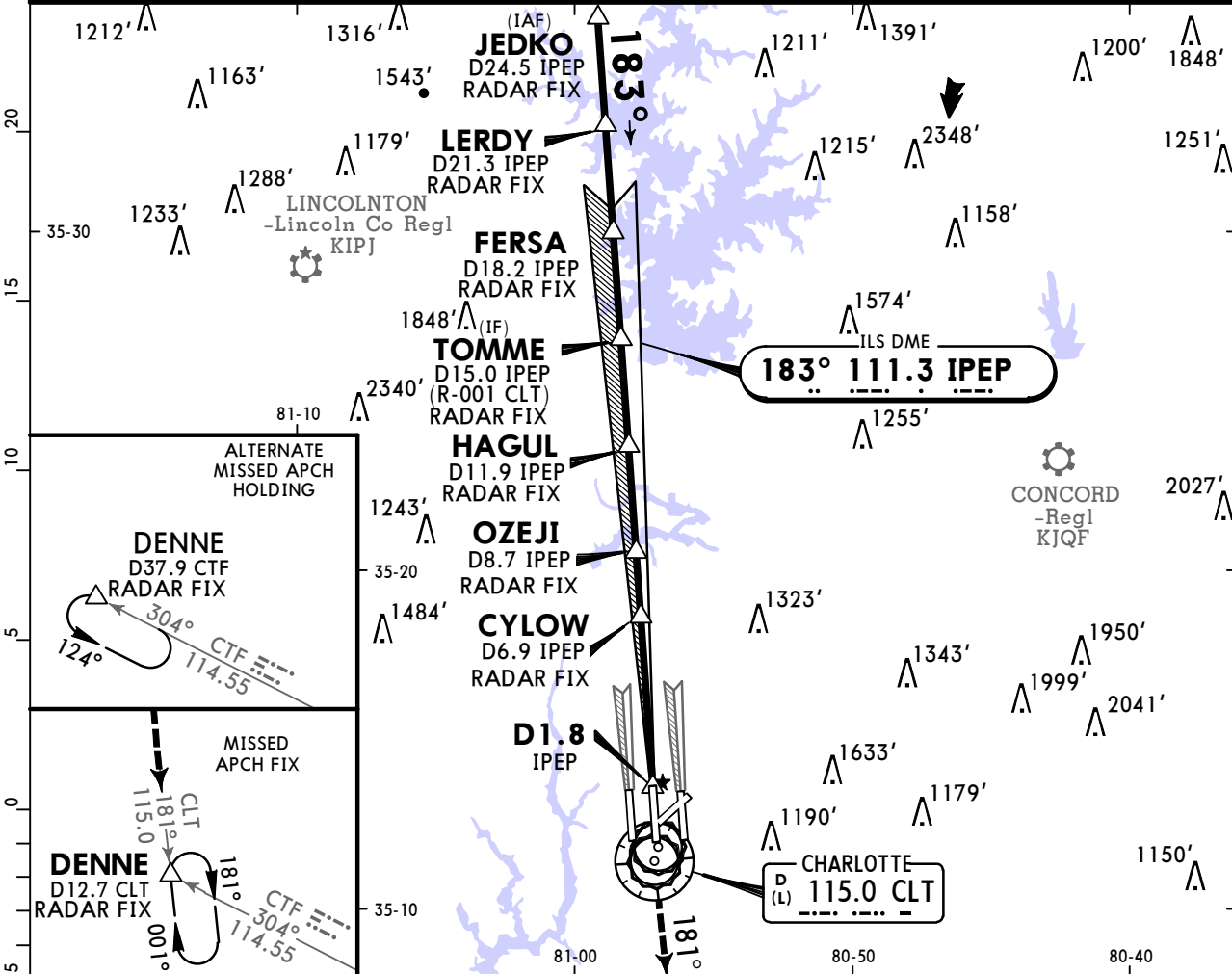
5 JAN 24 **(11-3)**

D-ATIS Arrival	CHARLOTTE Approach (R)						CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below		Rwy 18C-36C		Rwy 18L-36R	Rwy 18R-36L	East	West		
121.15	120.5	124.0	128.325	120.05	134.75	126.4	118.1	133.35	121.9	121.8	
LOC IPEP <b>111.3</b>	Final Apch Crs <b>183°</b>		CYLOW <b>2400'</b> (1658')		ILS DA(H) <b>942'</b> (200')	Apt Elev 748' TDZE 742'		3800			

**MISSED APCH: Climb to 3000' outbound on CLT VOR R-181 to DENNE INT/D12.7 CLT and hold.**

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. DME or Radar required. 2. Radar required for procedure entry. 3. Circling not authorized at night.
4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.0°/TCH 69').



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	CLT on R-181	DENNE
GS	3.00°	372	478	531	637	849				
MAP at 1.8 IPEP or CYLOW to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

TERPS	STRAIGHT-IN LANDING RWY18C				CIRCLE-TO-LAND	
	ILS DA(H) <b>942'</b> (200')		LOC (GS out) MDA(H) <b>1220'</b> (478')		Max Kts	MDA(H)
	RAIL/ALS out		RAIL/ALS out			
	A	<b>1</b>		RVR 24 or 1/2	RVR 55 or 1	90
B	RVR 24 or 1/2	RVR 40 or 3/4			120	1500' (752') - 2 1/4
C			RVR 50 or 1	1 3/8	140	1500' (752') - 2 1/2
D					165	1500' (752') - 2 1/2

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: CTF VOR frequency.

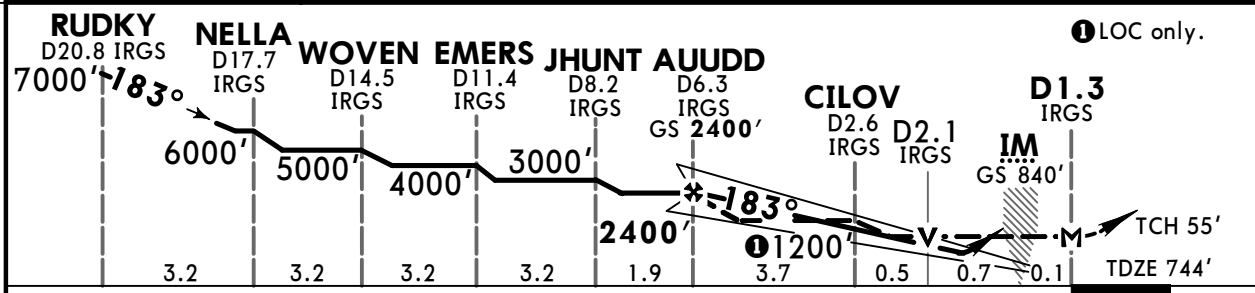
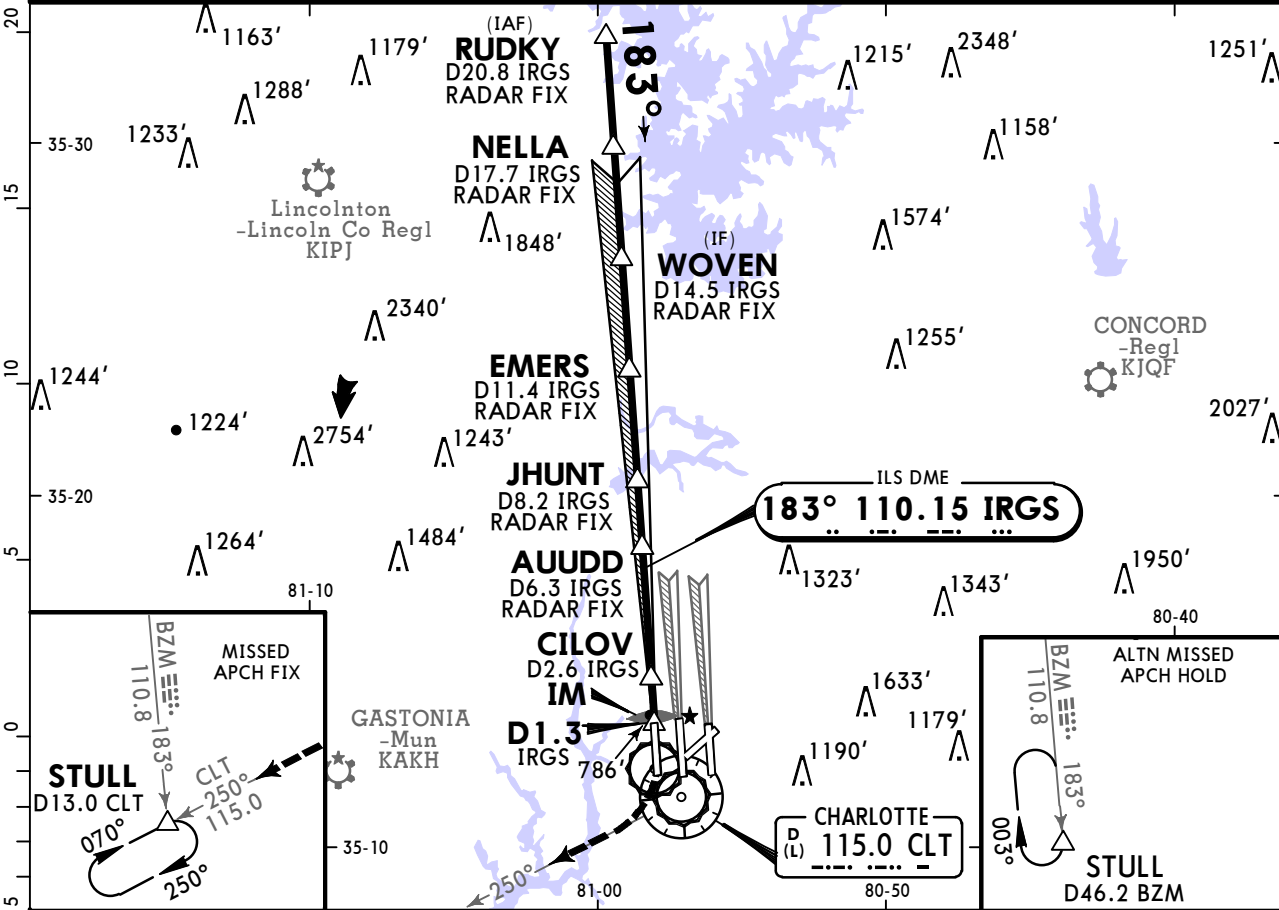
TERPS AMEND 11 15 AUG 2019

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

**JEPPESEN**  
9 JUN 23 **(11-4)** **Eff 15 Jun**

# CHARLOTTE, N CAR ILS or LOC Rwy 18R

BRIEFING STRIP™	D-ATIS Arrival			CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
	Above 8000'			8000' & Below			Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West
	246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	133.35	118.1	126.4	121.9	121.8	
LOC IRGS	Final Apch Crs	AUDD		ILS DA(H)	Apt Elev 748'		Ground				
<b>110.15</b>	<b>183°</b>	<b>2400'</b> (1656')		<b>944'</b> (200')	TDZE 744'		3800				
<b>MISSED APCH:</b> Climb to 1200' then climbing RIGHT turn to 4000' outbound on CLT VOR R-250 to STULL INT/D13.0 CLT and hold, continue climb-in-hold to 4000'.								MSA CLT VOR			
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'			
1. DME or Radar required. 2. Radar required for procedure entry. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 2.8°/TCH 65').											



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	1200'	4000'	CLT on 115.0	STULL
GS	3.00°	372	478	531	637	849		↑	RT	R-250	
MAP at D1.3 IRGS or AUUDD to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 18R				LOC (GS out)	
ILS		MDA(H) 1040' (296')		MDA(H) 1200' (456')			
DA(H) 944' (200')		1 With CILOV		Without CILOV			
	TDZ/CL out	ALS out		ALS out		ALS out	
A						RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8	RVR 45 or 7/8	1 3/8
C							
D							

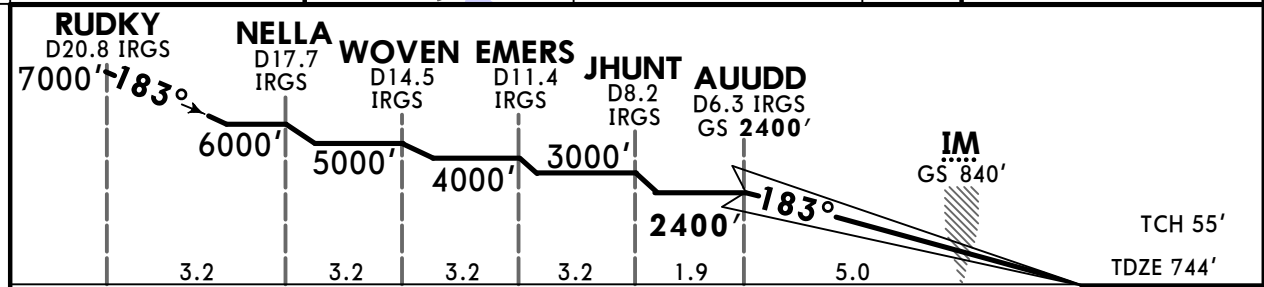
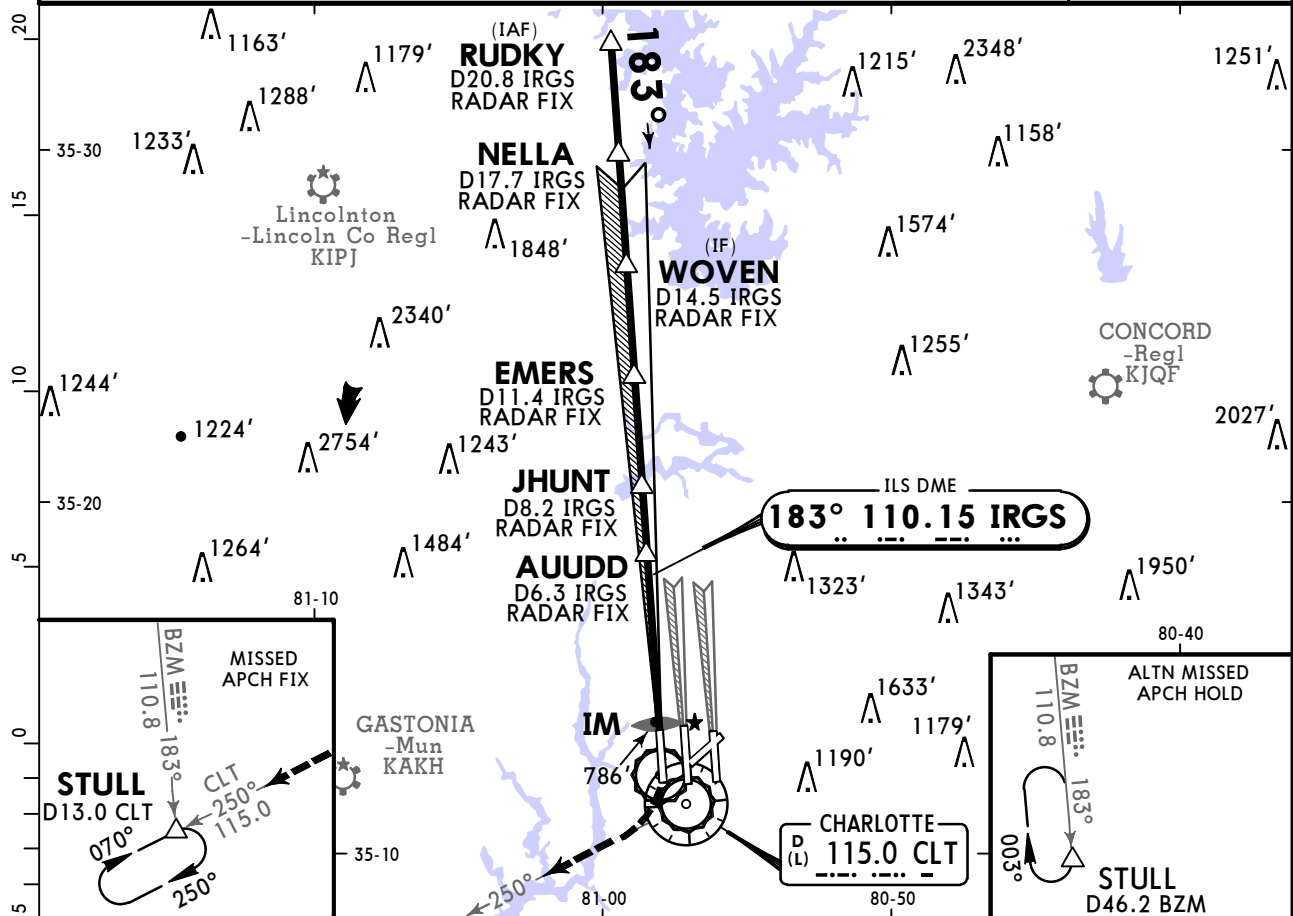
1 DME required. 2 RVR 18 with Flight Director or Autopilot or HUD to DA.  
 CHANGES: Communications, chart format. © JEPPESEN, 2010, 2023. ALL RIGHTS RESERVED.

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

## JEPESEN CHARLOTTE, N CAR

9 JUN 23 Eff 15 Jun 11-4A ILS Rwy 18R CAT II & III

BRIEFING STRIP™	D-ATIS Arrival		CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground	
			Above 8000'	8000' & Below			Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West
	121.15		120.5	124.0	128.325	120.05	134.75	133.35	118.1	126.4	121.9 121.8
	LOC IRGS	Final Apch Crs	AUUDD		CAT III Refer to Minimums	CAT II ILS RA 106' DA(H) 844' (100')		Apt Elev 748' TDZE 744'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3800</div> MSA CLT VOR	
<b>MISSED APCH:</b> Climb to 1200' then climbing RIGHT turn to 4000' outbound on CLT VOR R-250 to STULL INT/D13.0 CLT and hold, continue climb-in-hold to 4000'.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Radar required for procedure entry. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 2.8°/TCH 65').											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II  PAPI	1200'	4000'	CLT on R-250	STULL R-250
GS	3.00°	372	478	531	637	849		↑	↻		

<b>TERPS</b>		STRAIGHT-IN LANDING RWY 18R	
CAT III ILS	RVR 6	CAT II ILS RA 106' DA(H) 844' (100')	RVR 12

TERPS AMEND 2A 15 AUG 2019

# KCLT/CLT

CHARLOTTE/DOUGLAS INTL

JEPPESSEN

9 JUN 23

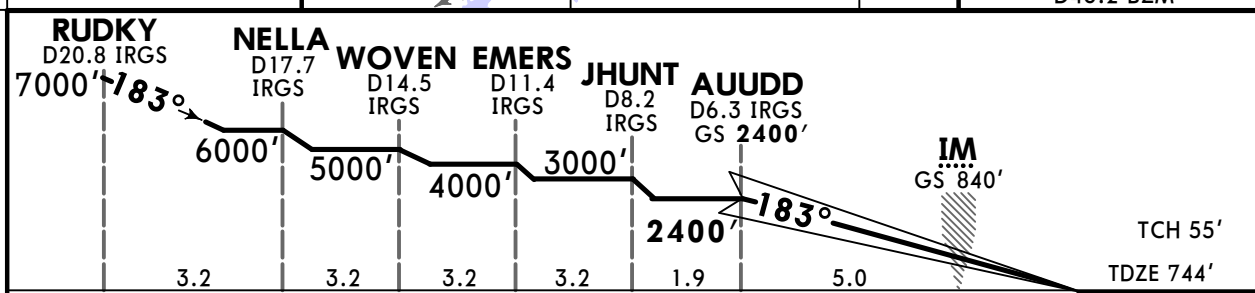
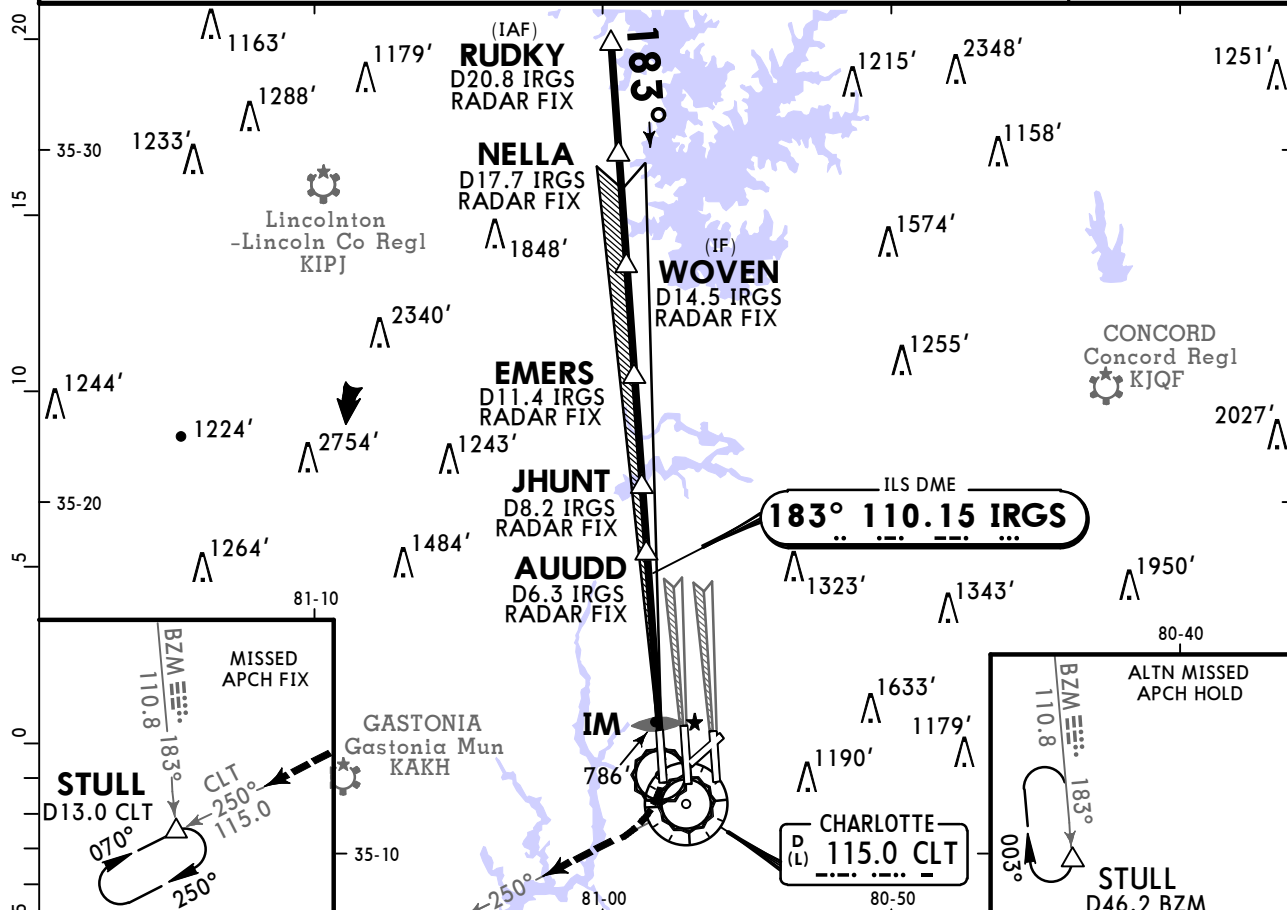
Eff 15 Jun

11-4B

CHARLOTTE, N CAR

ILS Rwy 18R SA CAT I

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground				
		Above 8000'	8000' & Below		Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West			
		246°-074°	075°-245°	001°-119°	120°-295°	296°-360°						
		121.15	120.5	124.0	128.325	120.05	134.75	133.35	118.1	126.4	121.9	121.8
	LOC IRGS	Final Apch Crs		AUUDD		SA CAT I ILS		Apt Elev 748'		3800		
110.15	183°		2400' (1656')		RA 228'		TDZE 744'					
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' outbound on CLT VOR R-250 to STULL INT/D13.0 CLT and hold, continue climb-in-hold to 4000'.												
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			MSA CLT VOR			
1. Special Aircrew & Acft Certification Required. 2. DME or Radar required. 3. Radar required for procedure entry. 4. Simultaneous approach authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 2.8°/TCH 65').												



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200'	4000'	CLT on R-250	STULL
GS	3.00°	372	478	531	637	849					

**TERPS** STRAIGHT-IN LANDING RWY 18R  
**1** SA CAT I ILS  
**RA 228'**  
 DA(H) 894' (150')

RVR 14

**1** Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 2A 15 AUG 2019

# KCLT/CLT

## CHARLOTTE/DOUGLAS INTL

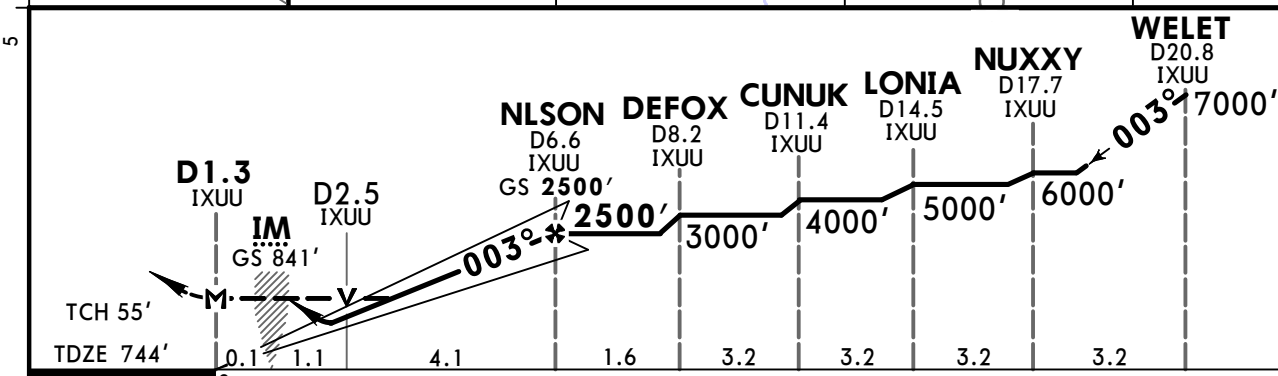
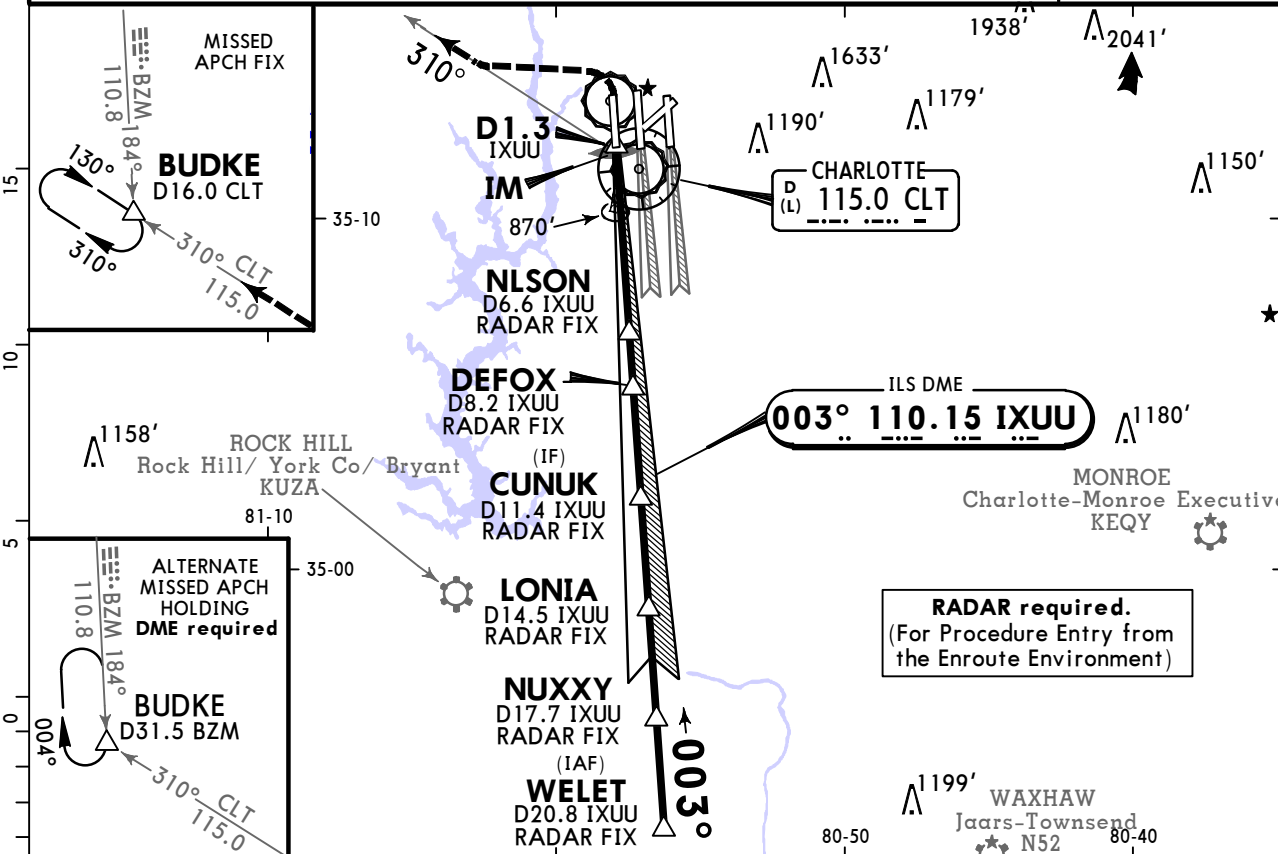


# CHARLOTTE, N CAR

## ILS or LOC Rwy 36L

9 JUN 23 (11-6) Eff 15 Jun

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
		Above 8000'	8000' & Below		Rwy 18R-36L	Rwys 18L-36R	Rwy 18C-36C	East	West
		246°-074° 075°-245°	001°-119° 120°-295° 296°-360°		133.35	118.1	126.4	121.9	121.8
	LOC IXUU	Final Apch Crs	NLSON	ILS DA(H)	Apt Elev 748'		3800		
	110.15	003°	2500' (1756')	944' (200')	TDZE 744'				
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' outbound on CLT VOR R-310 to BUDKE INT/D16.0 CLT and hold, or as directed by ATC.								MSA CLT VOR	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. DME or Radar required. 2. Circling not authorized at night. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 1200'	4000'	CLT on 115.0 R-310	BUDKE
GS	372	478	531	637	743	849				
MAP at D1.3 IXUU or NLSON to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59			

TERPS	STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		C	
	DA(H) 944' (200')		MDA(H) 1180' (436')		Max Kts	
	TDZ/CL out	ALS out	ALS out	ALS out	MDA(H)	
A				90	1380' (632') - 1	
B				120	1500' (752') - 2 1/4	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	140	1500' (752') - 2 1/2	
D				165	1500' (752') - 2 1/2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

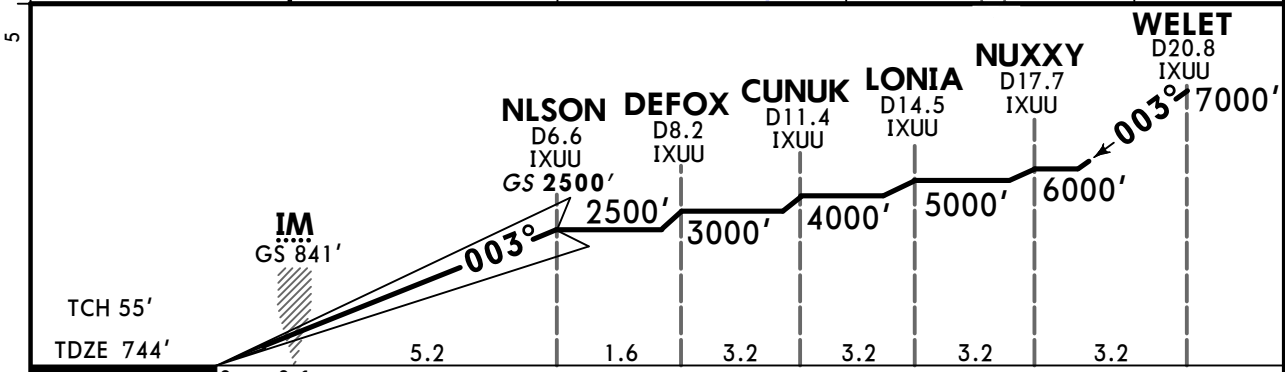
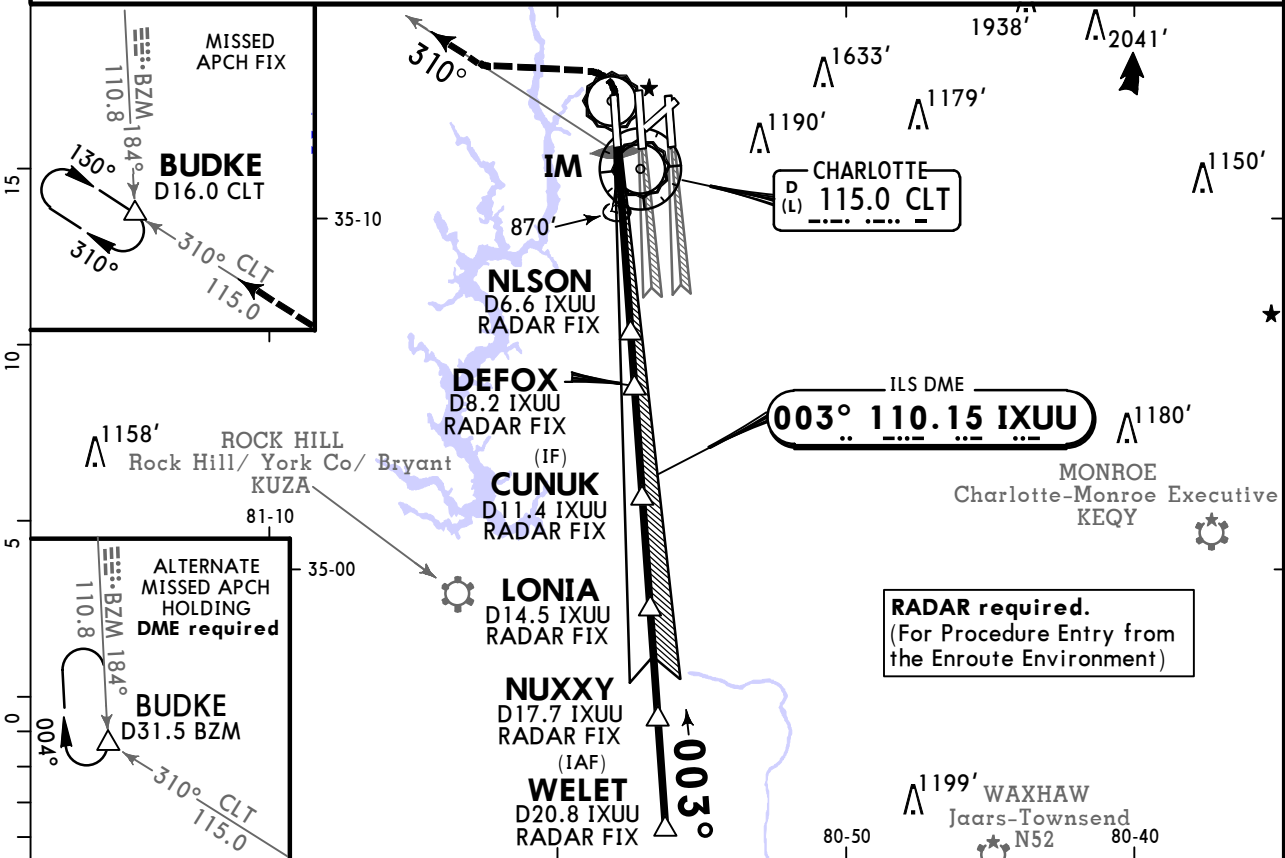
TERPS AMEND 1B 24 MAY 2018

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

9 JUN 23
JEPESEN
CHARLOTTE, N CAR

Eff 15 Jun
(11-6A)
ILS Rwy 36L CAT II & III

BRIEFING STRIP™	D-ATIS Arrival		CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground	
	Above 8000'		8000' & Below				Rwy 18R-36L	Rwys 18L-36R	Rwy 18C-36C	East	West
	121.15	120.5	124.0	128.325	120.05	134.75	133.35	118.1	126.4	121.9	121.8
LOC IXUU	Final Apch Crs	NLSON		CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS	Apt Elev	<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3800</div>		
110.15	003°	2500' (1756')		NA	Refer to Mininimus		RA 106' DA(H) 844' (100')	748' TDZE 744'			
<p><b>MISSED APCH:</b> Climb to 1200' then climbing LEFT turn to 4000' outbound on CLT VOR R-310 to BUDKE INT/D16.0 CLT and hold, or as directed by ATC.</p> <p>Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'</p> <p>1. Special Aircrew &amp; Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').</p>											



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1200'	4000'	CLT on 115.0 R-310	BUDKE
GS	3.00°	372	478	531	637	849					

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 36L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106'				
NA	RVR 6	RVR 7	DA(H) 844' (100')				
			RVR 12				

TERPS AMEND 1B 24 MAY 2018

# KCLT/CLT

CHARLOTTE/DOUGLAS INTL

9 JUN 23  
Eff 15 Jun

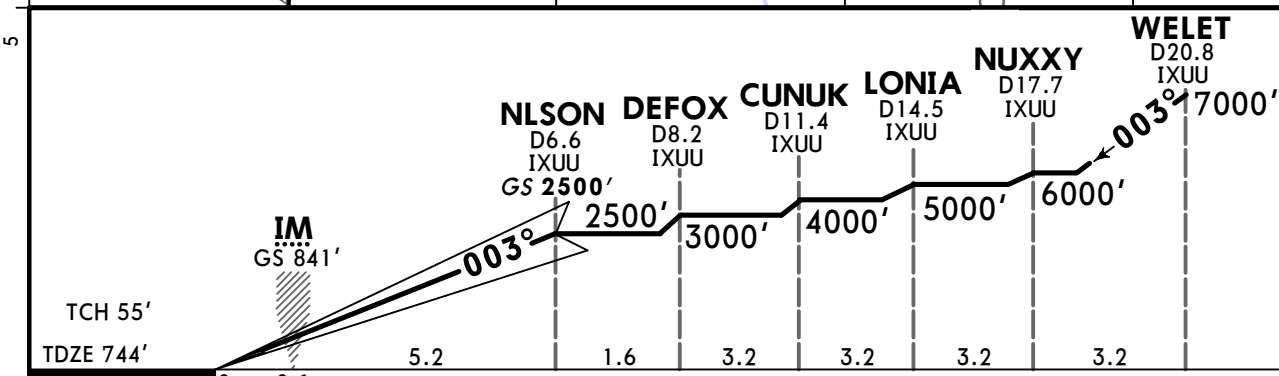
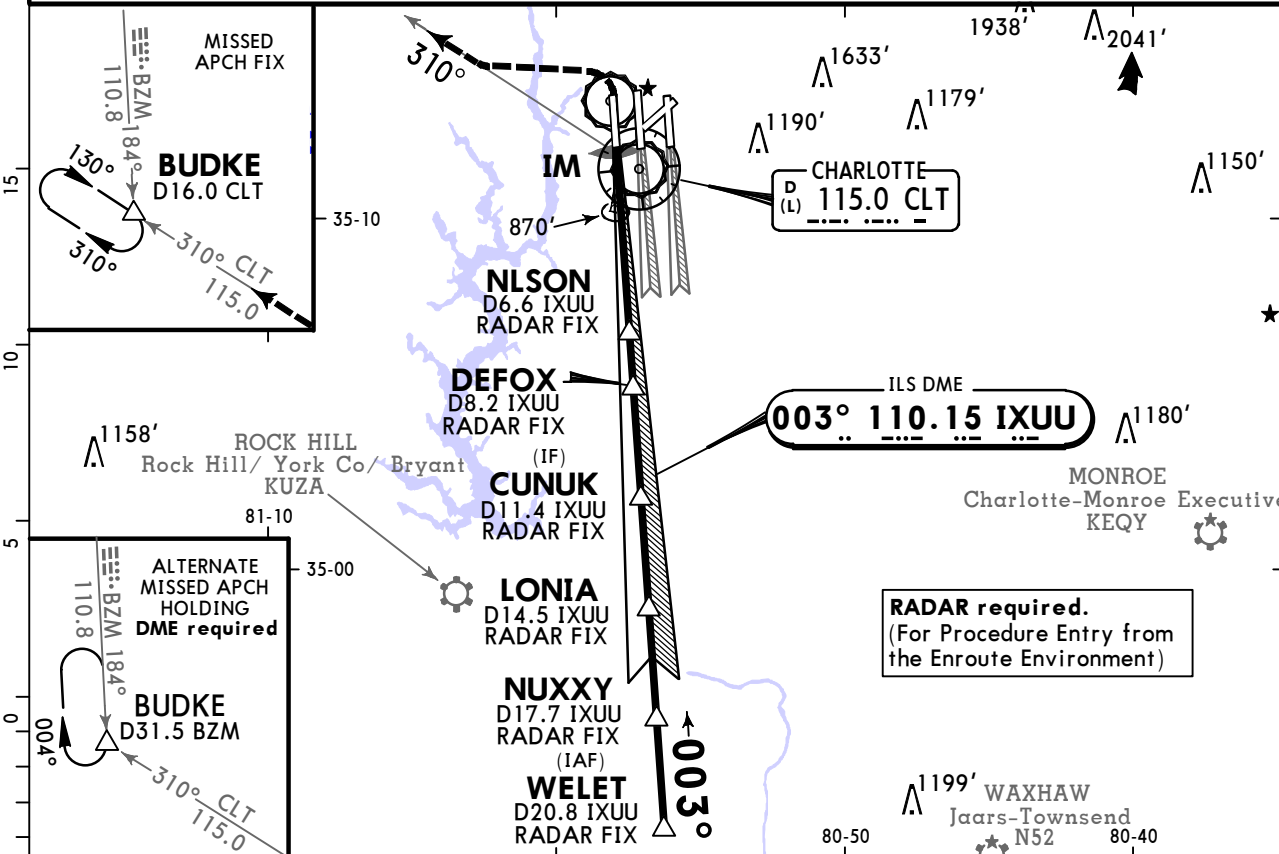
11-6B

JEPPESSEN

CHARLOTTE, N CAR

ILS Rwy 36L SA CAT I

D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below	Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West			
121.15	120.5	124.0	128.325	120.05	134.75	133.35	118.1	126.4	121.9	121.8
LOC IXUU <b>110.15</b>	Final Apch Crs <b>003°</b>	NLSON <b>2500'</b> (1756')		SA CAT I ILS <b>RA 164'</b> DA(H) 894' (150')		Apt Elev 748' TDZE 744'		3800		
<b>MISSED APCH:</b> Climb to 1200' then climbing LEFT turn to 4000' outbound on CLT VOR R-310 to BUDKE INT/D16.0 CLT and hold, or as directed by ATC.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew & Aircraft Certification Required. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70').										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1200'	4000'	CLT on 115.0 R-310	BUDKE
GS	3.00°	372	478	531	637	849					

**TERPS** STRAIGHT-IN LANDING RWY 36L  
**1 SA CAT I ILS**  
**RA 164'**  
 DA(H) 894' (150')

RVR 14

**1** Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 1B 24 MAY 2018

# KCLT/CLT

## CHARLOTTE/DOUGLAS INTL

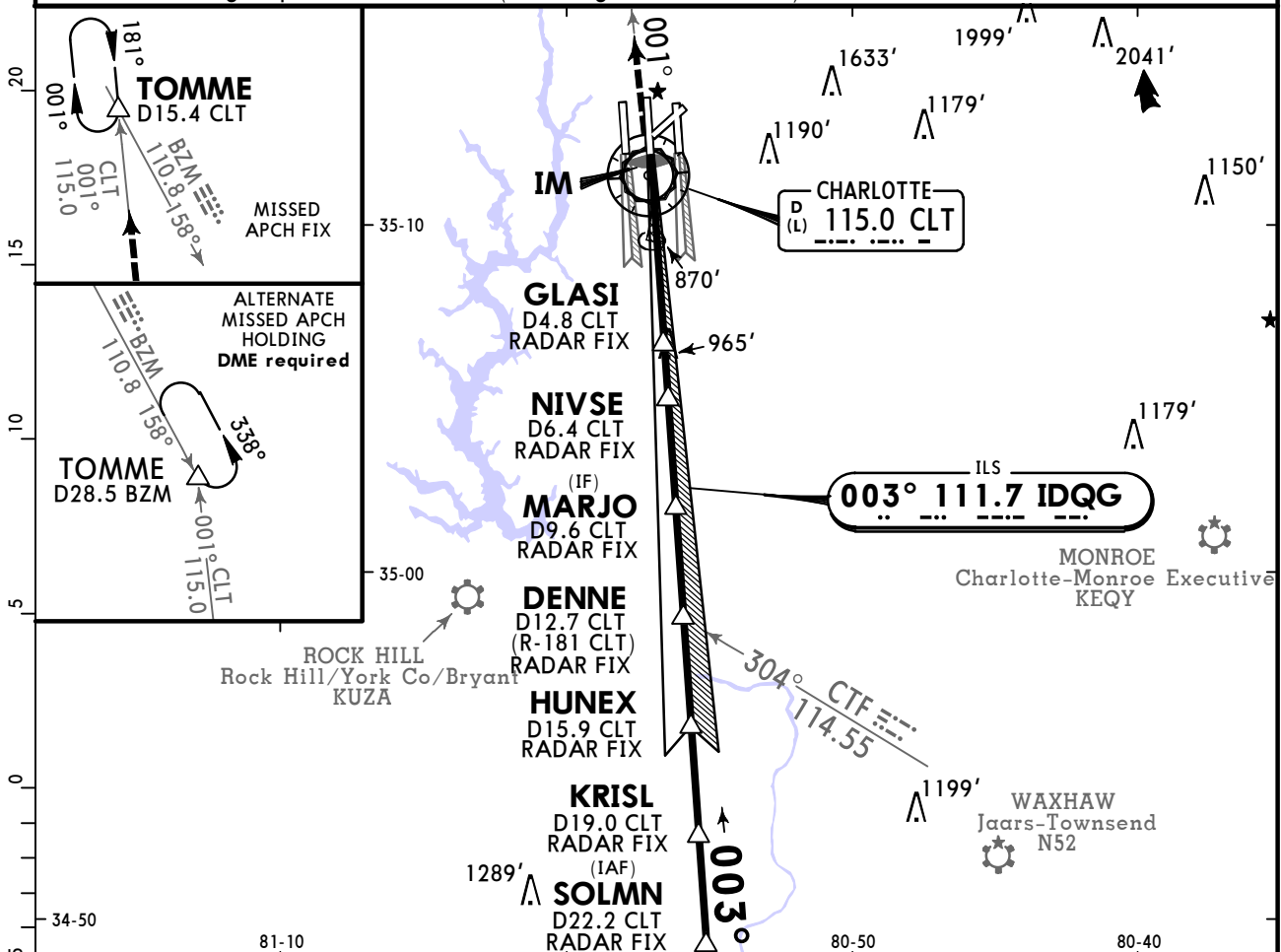
5 JAN 24 **11-7**

# CHARLOTTE, N CAR

## ILS or LOC Rwy 36C

D-ATIS Arrival	CHARLOTTE Approach (R)						CHARLOTTE Tower			Ground	
	Above 8000'		8000' & Below		Rwy 18C-36C		Rwy 18L-36R	Rwy 18R-36L	East	West	
	246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	126.4	118.1	133.35	121.9	121.8	
BRIEFING STRIP	LOC IDQG	Final Apch Crs	GLASI	ILS DA(H)	Apt Elev	748'		3800			
	<b>111.7</b>	<b>003°</b>	<b>2500'</b> (1793')	<b>907'</b> (200')	TDZE	707'		MSA CLT VOR			
MISSED APCH: Climb to 3000' outbound on CLT VOR R-001 to TOMME/D15.4 CLT.											
Alt Set: INCHES									Trans alt: 18000'		

1. RADAR required for procedure entry. 2. DME or RADAR required. 3. Circling not authorized at night.
4. Simultaneous approach authorized. 5. IDQG LOC Rwy 36C unusable for rollout guidance.
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



	GLASI	NIVSE	MARJO	DENNE	HUNEX	KRISL	SOLMN	TOMME
	D4.8 CLT	D6.4 CLT	D9.6 CLT	D12.7 CLT	D15.9 CLT	D19.0 CLT	D22.2 CLT	D15.4 CLT
GS	2500'	3000'	4000'	5000'	6000'	7000'	8000'	115.0
Time	5.4	4:38	3:36	3:14	2:42	2:19	2:02	

Gnd speed-Kts	70	90	100	120	140	160		
GS	3.00°	372	478	531	637	849		
GLASI to MAP	5.4	4:38	3:36	3:14	2:42	2:19		

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND			
ILS				LOC (GS out)				C			
DA(H) <b>907'</b> (200')				MDA(H) <b>1120'</b> (413')				Max Kts			
A/B		RVR <b>18</b> or 1/2		RVR <b>24</b> or 1/2		RVR <b>40</b> or 3/4		RVR <b>55</b> or 1		90/120	
C		RVR <b>24</b> or 1/2		RVR <b>40</b> or 3/4		RVR <b>24</b> or 1/2		RVR <b>50</b> or 1		140	
D		RVR <b>24</b> or 1/2		RVR <b>40</b> or 3/4		RVR <b>24</b> or 1/2		RVR <b>50</b> or 1		165	

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

# KCLT/CLT CHARLOTTE, N CAR

## CHARLOTTE/DOUGLAS INTL 5 JAN 24 (11-7A) ILS Rwy 36C CAT II & III

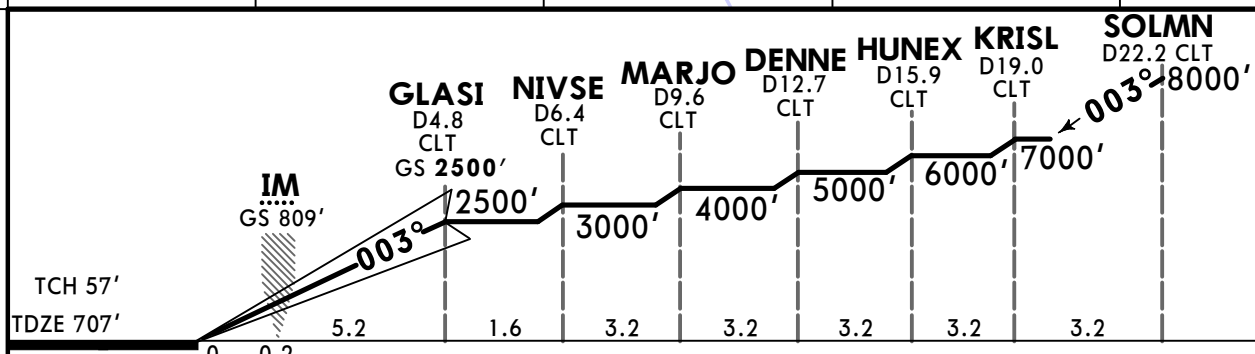
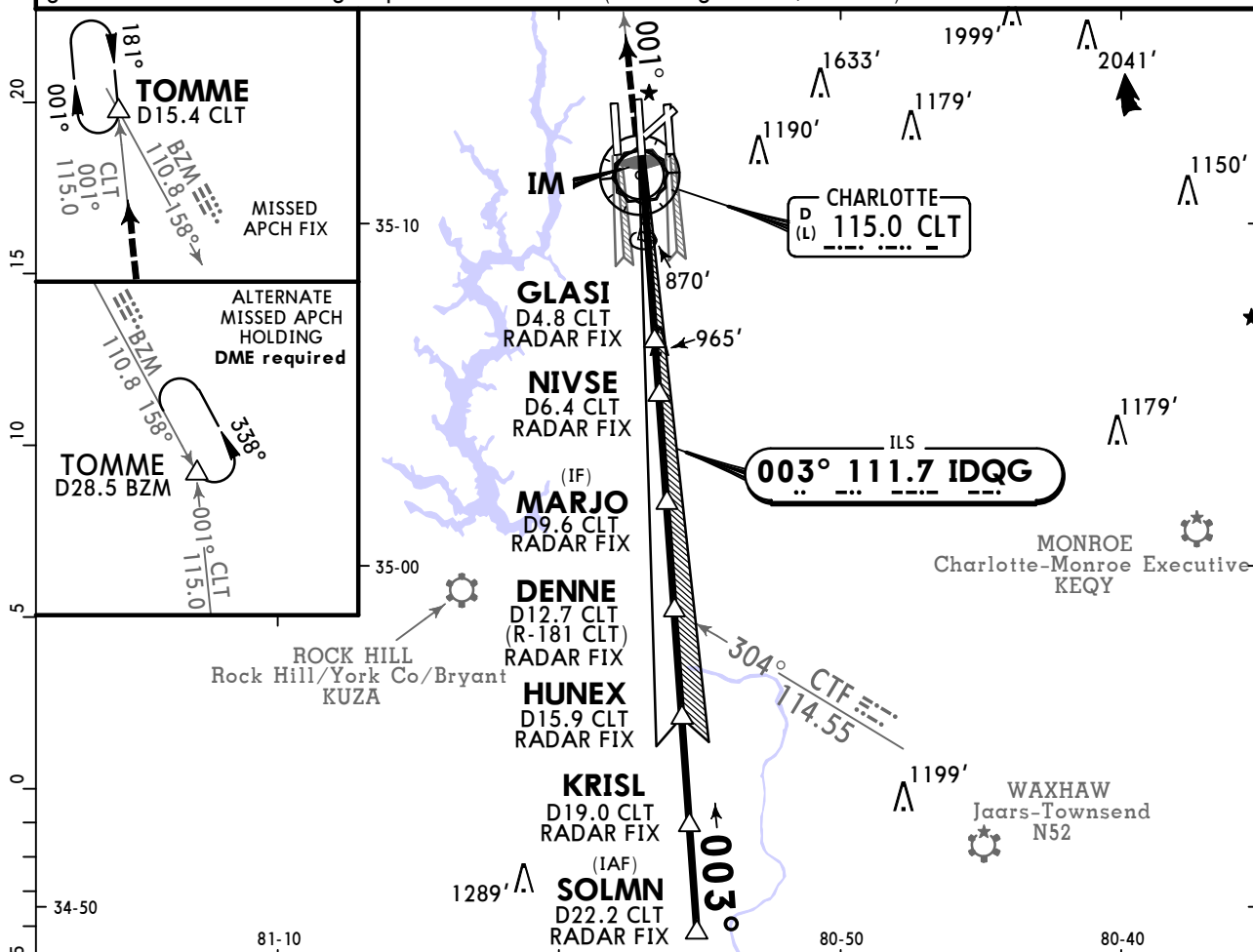


BRIEFING STRIP™	D-ATIS Arrival		CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground	
			Above 8000'		8000' & Below		Rwy 18C-36C	Rwy 18L-36R	Rwy 18R-36L	East	West
	121.15	120.5	124.0	128.325	120.05	134.75	126.4	118.1	133.35	121.9	121.8
	LOC IDQG	Final Apch Crs	GLASI	CAT IIIC	CAT IIIB	CAT IIIA	CAT II		Apt Elev 748'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3800</div>	
	111.7	003°	2500' (1793')	NA	Refer to Minimums		RA 126' DA(H) 807' (100')		TDZE 707'		

**MISSED APCH:** Climb to 3000' outbound on CLT VOR R-001 to TOMME/D15.4 CLT.

Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'

1. Special Aircrew & Acft Certification Required.
2. RADAR required for procedure entry.
3. DME or RADAR required.
4. Simultaneous approach authorized.
5. IDQG LOC Rwy 36C unusable for rollout guidance.
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">PAPI</div> <div style="text-align: center;"> <div style="border: 1px solid black; width: 10px; height: 10px; margin: 0 auto;"></div> <div style="border: 1px solid black; width: 10px; height: 10px; margin: 0 auto;"></div> <div style="border: 1px solid black; width: 10px; height: 10px; margin: 0 auto;"></div> </div> </div>	<div style="display: flex; align-items: center;"> <div style="margin-right: 5px;">3000'</div> <div style="margin-right: 5px;">↑</div> <div style="margin-right: 5px;">on</div> <div style="margin-right: 5px;">115.0</div> <div style="margin-right: 5px;">TOMME</div> </div>
GS	3.00°	372	478	531	637	849		

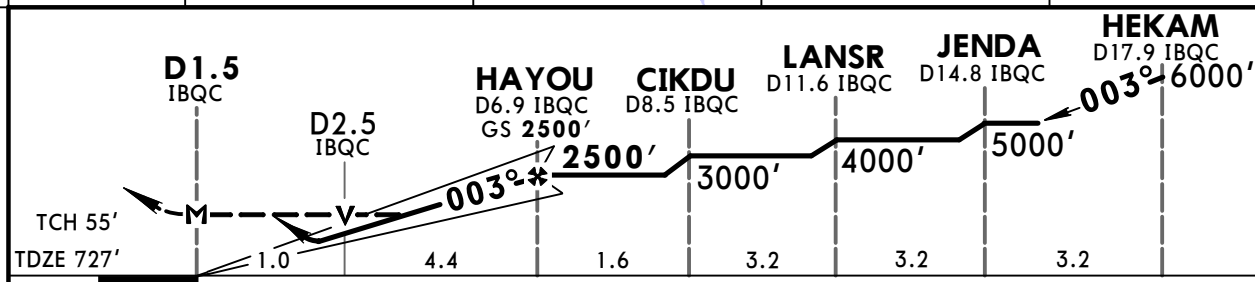
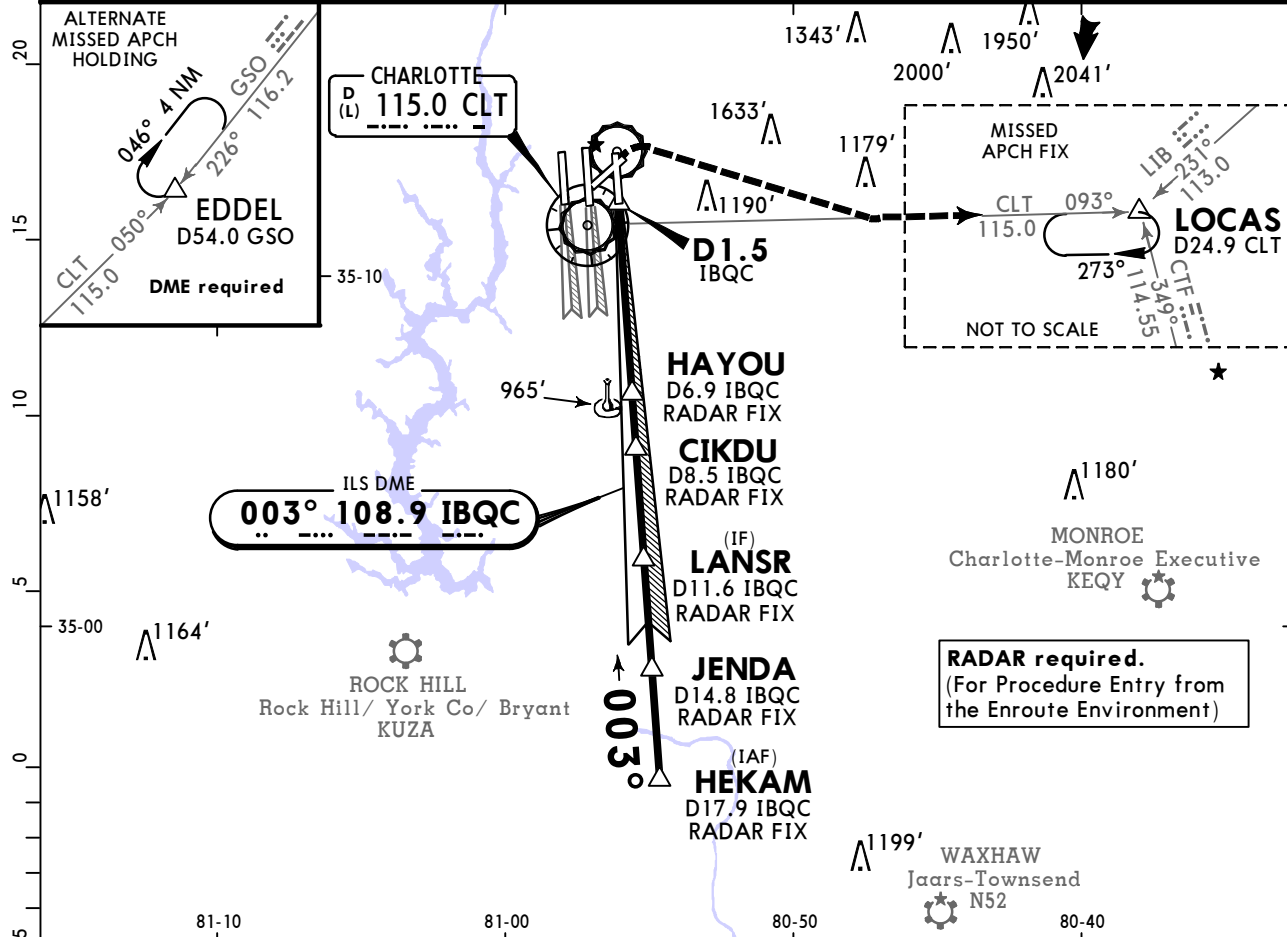
STRAIGHT-IN LANDING RWY 36C			
CAT IIIC	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS <b>RA 126'</b> DA(H) 807' (100')
NA	RVR 7	RVR 7	RVR 12

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

**JEPPESSEN**  
5 JAN 24 **(11-8)**

# CHARLOTTE, N CAR ILS or LOC Rwy 36R

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
		Above 8000'	8000' & Below			Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West	
		246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	118.1	126.4	133.35	121.9 121.8	
		121.15	120.5	124.0	128.325	120.05 134.75					
	LOC IBQC	Final Apch Crs	HAYOU		ILS DA(H)	Apt Elev 748'					
	<b>108.9</b>	<b>003°</b>	<b>2500'</b> (1773')		<b>927'</b> (200')	TDZE 727'					
<b>MISSED APCH:</b> Climb to 1320' then climbing RIGHT turn to 4000' outbound on CLT VOR R-093 to LOCAS INT/D24.9 CLT and hold, or as directed by ATC.											
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'					
1. DME or RADAR required. 2. Circling not authorized at night. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident.								MSA CLT VOR			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1320'	4000'	CLT	LOCAS
GS	3.00°	372	478	531	637	743	849	↑	RT	115.0	
MAP at D1.5 IBQC or HAYOU to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			R-093	

TERPS				STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND			
		ILS DA(H) <b>927'</b> (200')		LOC (GS out) MDA(H) <b>1120'</b> (393')							
		TDZ/CL out	ALS out			ALS out			Max Kts	MDA(H)	
A		<b>1</b>		RVR 24 or 1/2	RVR 50 or 1		90	1380' (632') - 1			
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 35 or 5/8	RVR 60 or 1/4		120	1500' (752') - 2 1/4			
C							140	1500' (752') - 2 1/4			
D							165	1500' (752') - 2 1/2			

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: CTF VOR frequency, mims.

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TERPS AMEND 12A 24 MAY 2018

# KCLT/CLT



# CHARLOTTE, N CAR

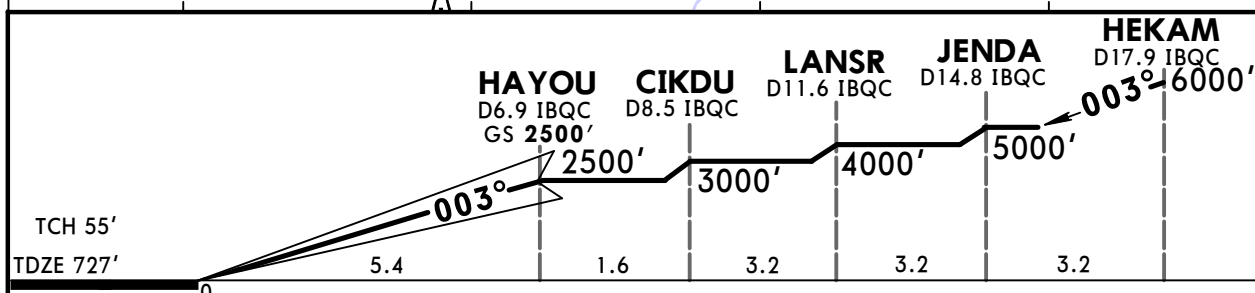
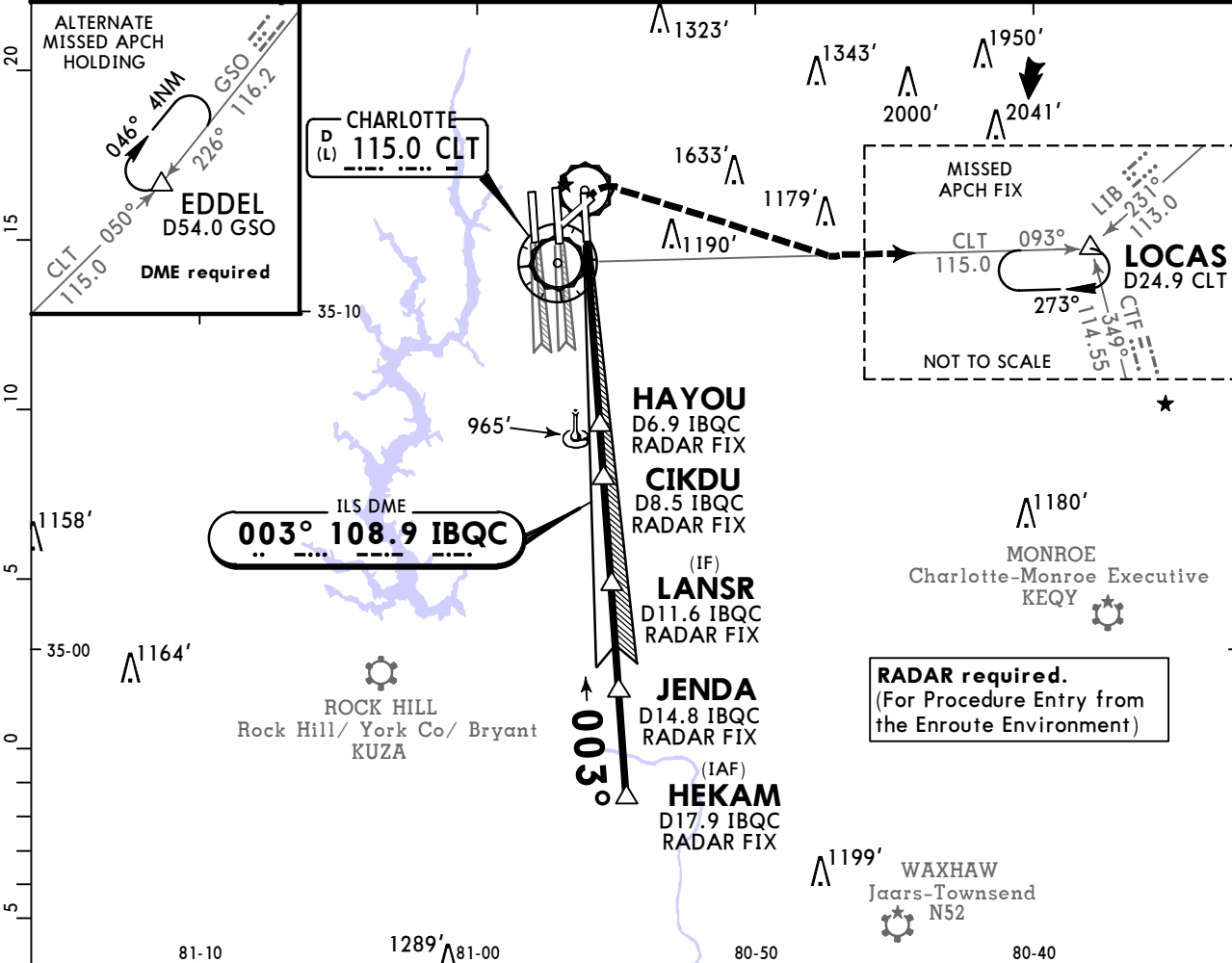
CHARLOTTE/DOUGLAS INTL

5 JAN 24

(11-8A)

ILS Rwy 36R CAT II & III

D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below		Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West		
121.15	120.5	124.0	128.325	120.05	134.75	118.1	126.4	133.35	121.9	121.8
LOC IBQC	Final Apch Crs	<b>HAYOU</b>	CAT IIIC	CAT IIIB	CAT IIIA Refer to Minimums	CAT II ILS	Apt Elev	3800		
<b>108.9</b>	<b>003°</b>	<b>2500'</b> (1773')	NA	NA		<b>RA 119'</b>	748' TDZE 727'			
<b>MISSED APCH:</b> Climb to 1320' then climbing RIGHT turn to 4000' outbound on CLT VOR R-093 to LOCAS INT/D24.9 CLT and hold, or as directed by ATC.									MSA CLT VOR	
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. Special Aircrew & Acft Certification required. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1320'	4000'	CLT on 115.0 LOCAS
GS	3.00°	372	478	531	637	743	849	↑	RT	R-093

TERPS STRAIGHT-IN LANDING RWY 36R			
CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 119' DA(H) 827'(100')
NA	NA	RVR 6	RVR 12

CHANGES: CTF VOR frequency.

TERPS AMEND 12A 24 MAY 2018

# KCLT/CLT

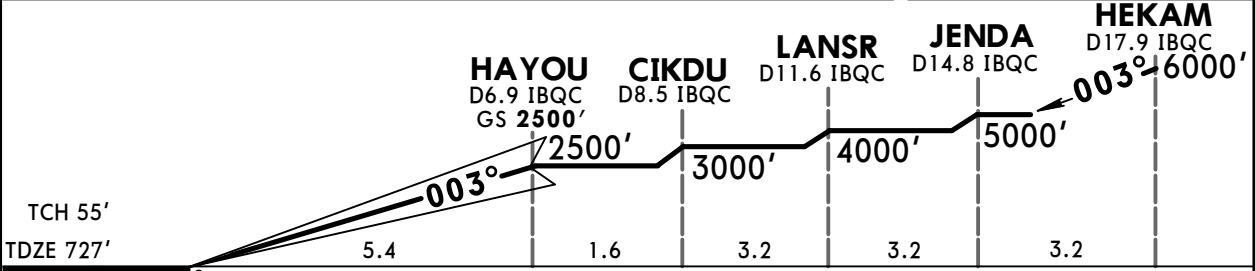
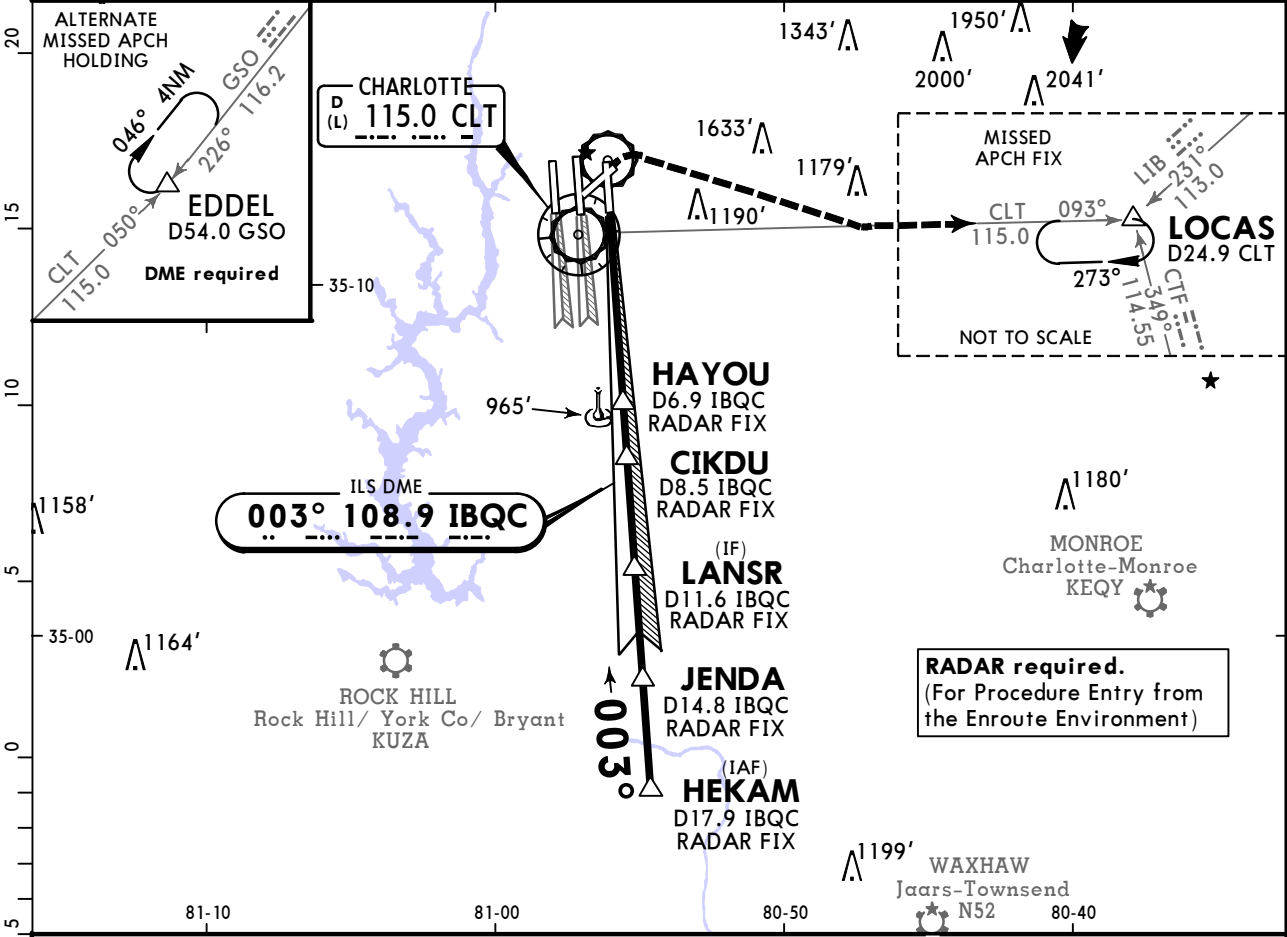
## CHARLOTTE/DOUGLAS INTL

5 JAN 24 **11-8B**

# CHARLOTTE, N CAR

## ILS Rwy 36R SA CAT I

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground	
		Above 8000'	8000' & Below		Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West	
		246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	118.1	126.4	133.35	121.9 121.8
		121.15	120.5	124.0	128.325	120.05	134.75			
	LOC IBQC	Final Apch Crs	HAYOU		SA CAT I ILS		Apt Elev 748'			
	<b>108.9</b>	<b>003°</b>	<b>2500'</b> (1773')		<b>RA 173'</b>		TDZE 727'			
<b>MISSED APCH:</b> Climb to 1320' then climbing RIGHT turn to 4000' outbound on CLT VOR R-093 to LOCAS INT/D24.9 CLT and hold, or as directed by ATC.										
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'										
1. Special Aircrew & Acft Certification required. 2. DME or RADAR required. 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1320'	4000'	CLT on 115.0 R-093	LOCAS
GS	3.00°	372	478	531	637	743					

**TERPS** STRAIGHT-IN LANDING RWY 36R

**1 SA CAT I ILS**  
**RA 173'**  
 DA(H) 877' (150')

RVR 14

**1** Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 12A 24 MAY 2018

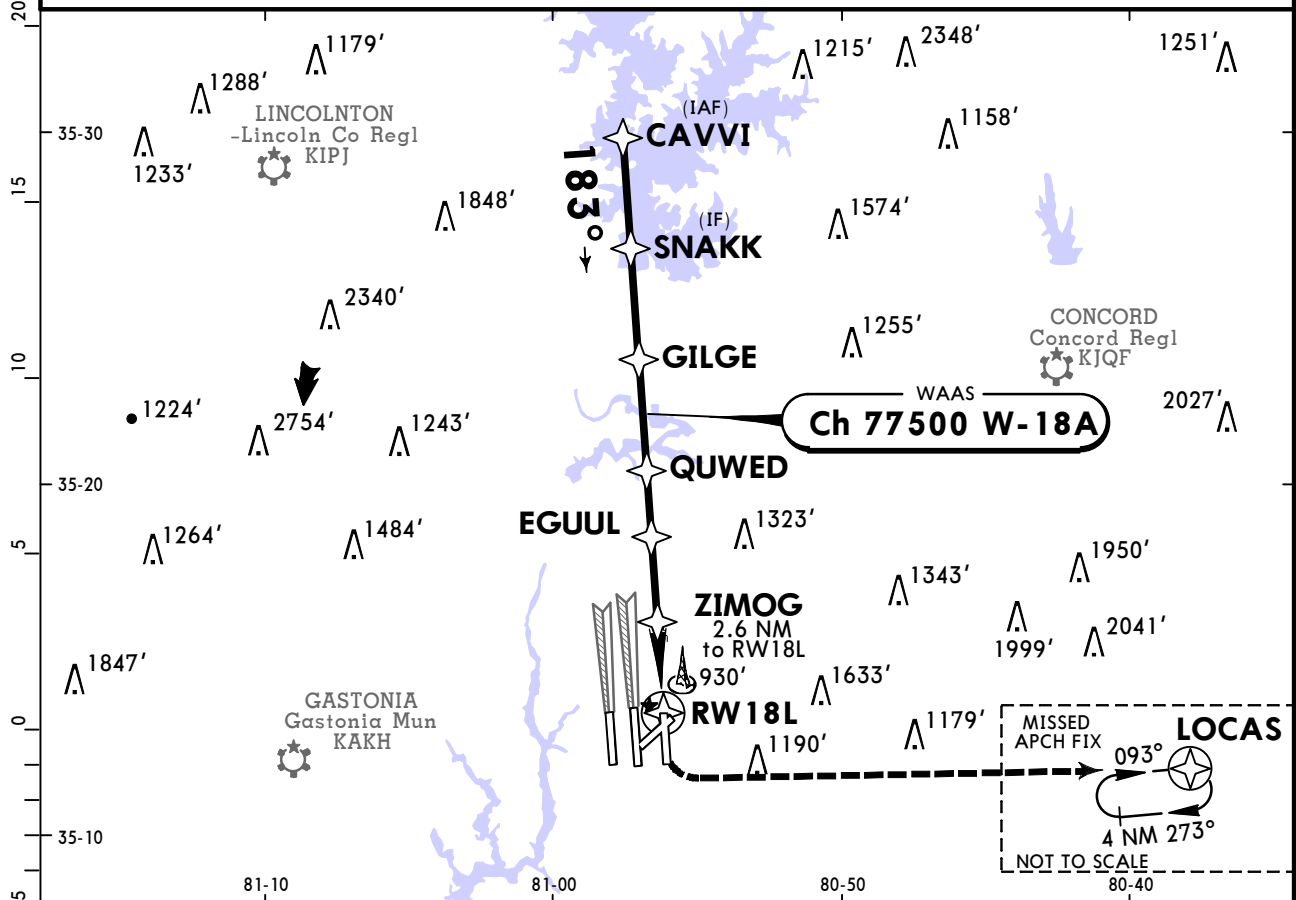
# KCLT/CLT CHARLOTTE/DOUGLAS INTL

**JEPPESEN**  
9 JUN 23  
Eff 15 Jun (12-1)

**CHARLOTTE, N CAR**  
**RNAV (GPS) Y Rwy 18L**

D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground		
	Above 8000'	8000' & Below	Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West			
121.15	246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	118.1	126.4	133.35	121.9 121.8	
BRIEFING STRIP™	WAAS <b>Ch 77500</b> W-18A	Final Apch Crs <b>183°</b>	EGUUL <b>2400'</b> (1652')	LPV DA(H) <b>1002'</b> (254')	Apt Elev 748' TDZE 748'		3800			
	<b>MISSED APCH: Climb to 1300' then climbing LEFT turn to 4000' direct LOCAS and hold.</b>							MSA RW18L		
	RNP APCH	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			

1. Circling not authorized at night. 2. Simultaneous approach authorized. 3. Use of Flight Director or autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 76'). 7. Rwy 18L helicopter visibility reduction below 3/4 SM not authorized.



	<b>CAVVI</b>	<b>SNAKK</b>	<b>GILGE</b>	<b>QUWED</b>	<b>EGUUL</b>	<b>ZIMOG</b> 2.6 NM to RW18L	<b>RW18L</b>	34:1 is not clear. ① LNAV only.	
	6000' -183°	5000'	4000'	3000'	2400'	1620'	1.1 NM to RW18L		
	16.5	13.3	10.1	6.9	5.0	2.4	1.5	1.1	0

Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1300'	4000'	D → LOCAS
Glide Path Angle	3.00°	372	478	531	637	849		↑	← LT	

TERPS AMEND 5 15 AUG 2019	<b>TERPS</b>			STRAIGHT-IN LANDING RWY 18L			CIRCLE-TO-LAND		
	LPV DA(H) <b>1002'</b> (254')		LNAV/VNAV DA(H) <b>1216'</b> (468')		LNAV MDA(H) <b>1180'</b> (432')		Max Kts 90 120 140 165	MDA(H)	
	RVR <b>40</b> or 3/4		1 3/8		RVR <b>55</b> or 1			1380'(632')-1	
								1500'(752')-2 1/4	
	1 1/4		1 1/4		1 1/4			1500'(752')-2 1/2	
1500'(752')-2 1/2									

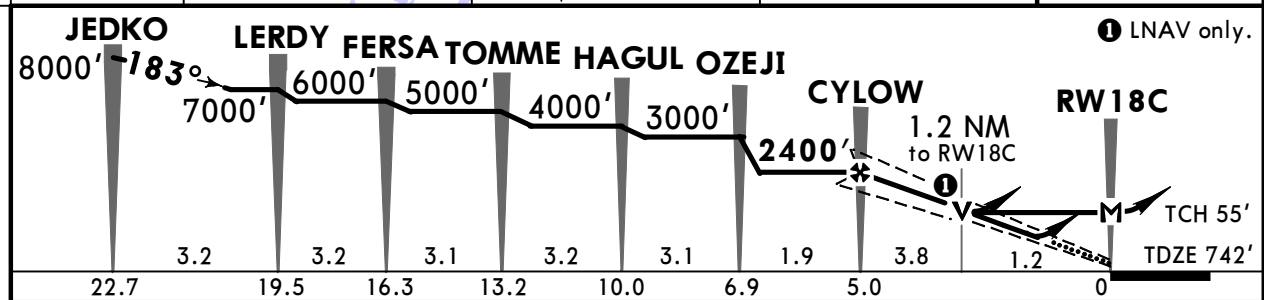
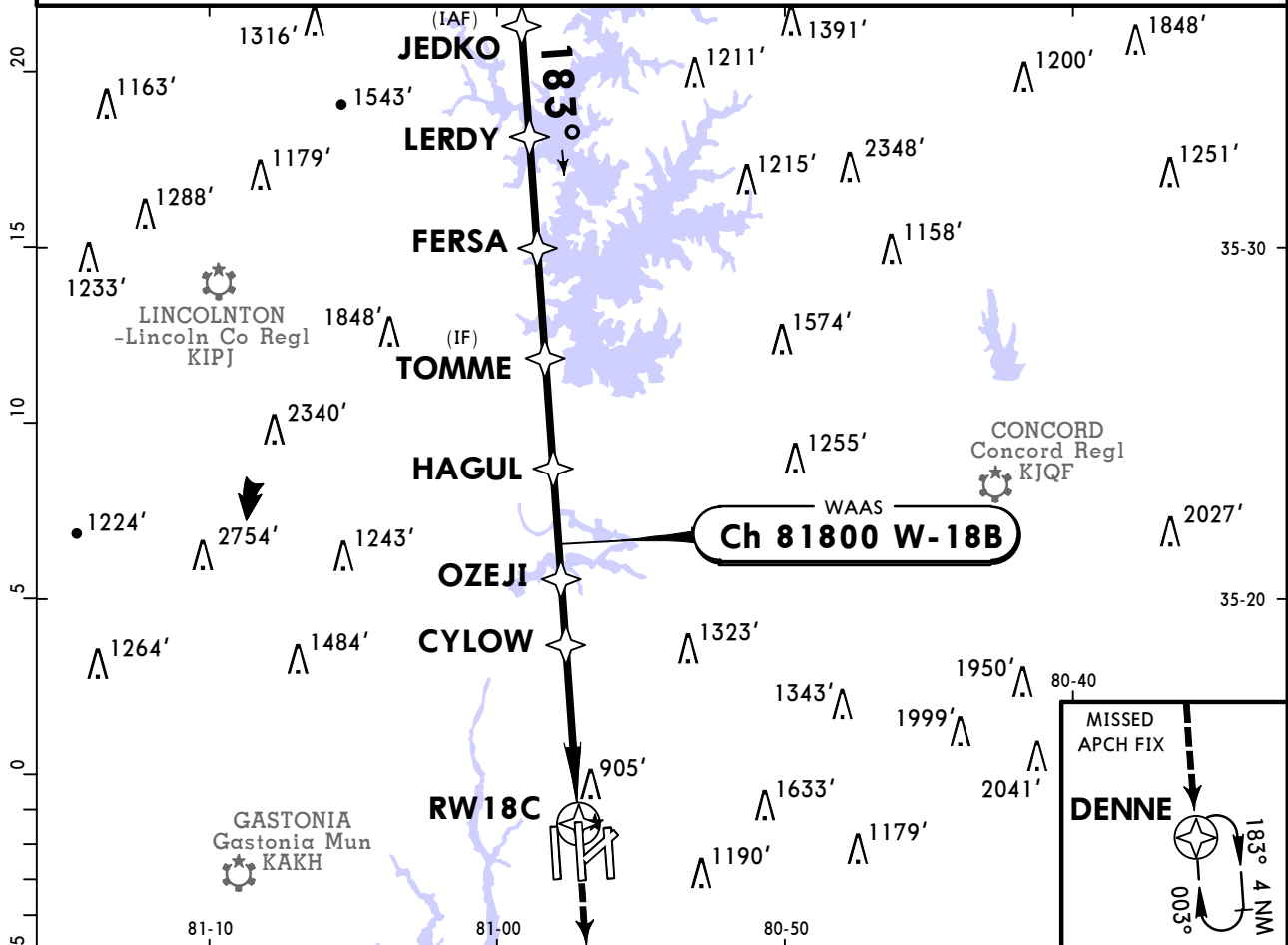
# KCLT/CLT CHARLOTTE/DOUGLAS INTL JEPPESEN CHARLOTTE, N CAR

9 JUN 23 (12-3) RNAV (GPS) Y Rwy 18C

BRIEFING STRIP™	D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
		Above 8000'	8000' & Below		Rwy 18C-36C	Rwy 18L-36R	Rwy 18R-36L	East	West		
	121.15	120.5	124.0	128.325	120.05	134.75	126.4	118.1	133.35	121.9	121.8
	<b>WAAS Ch 81800 W-18B</b>	Final Apch Crs <b>183°</b>		<b>CYLOW</b> 2400' (1658')		<b>LPV</b> DA(H) <b>942'</b> (200')		Apt Elev 748' TDZE 742'		3800	
<b>MISSED APCH: Climb to 3000' direct DENNE and hold.</b>										MSA RW18C	

RNP APCH Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Circling not authorized at night. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations 4. LNAV procedure not authorized during simultaneous operations 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69').



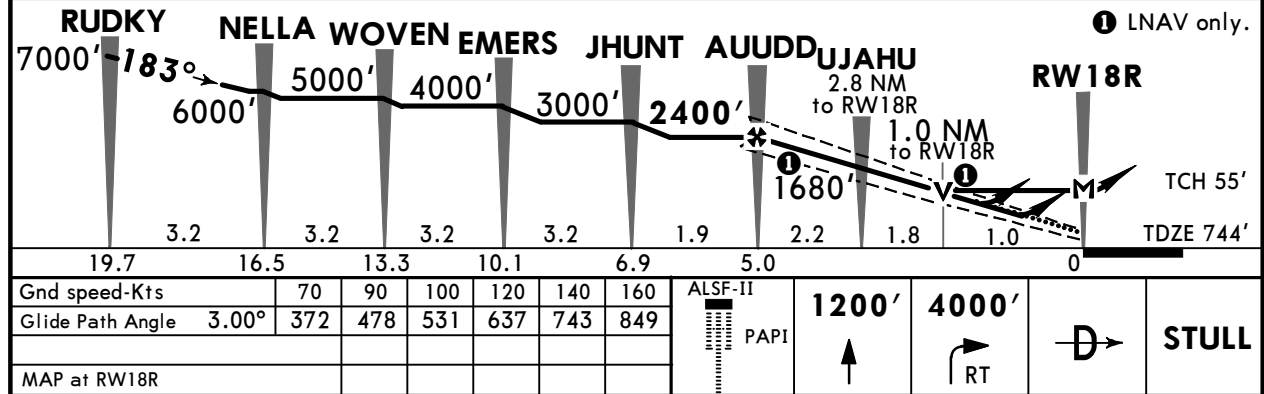
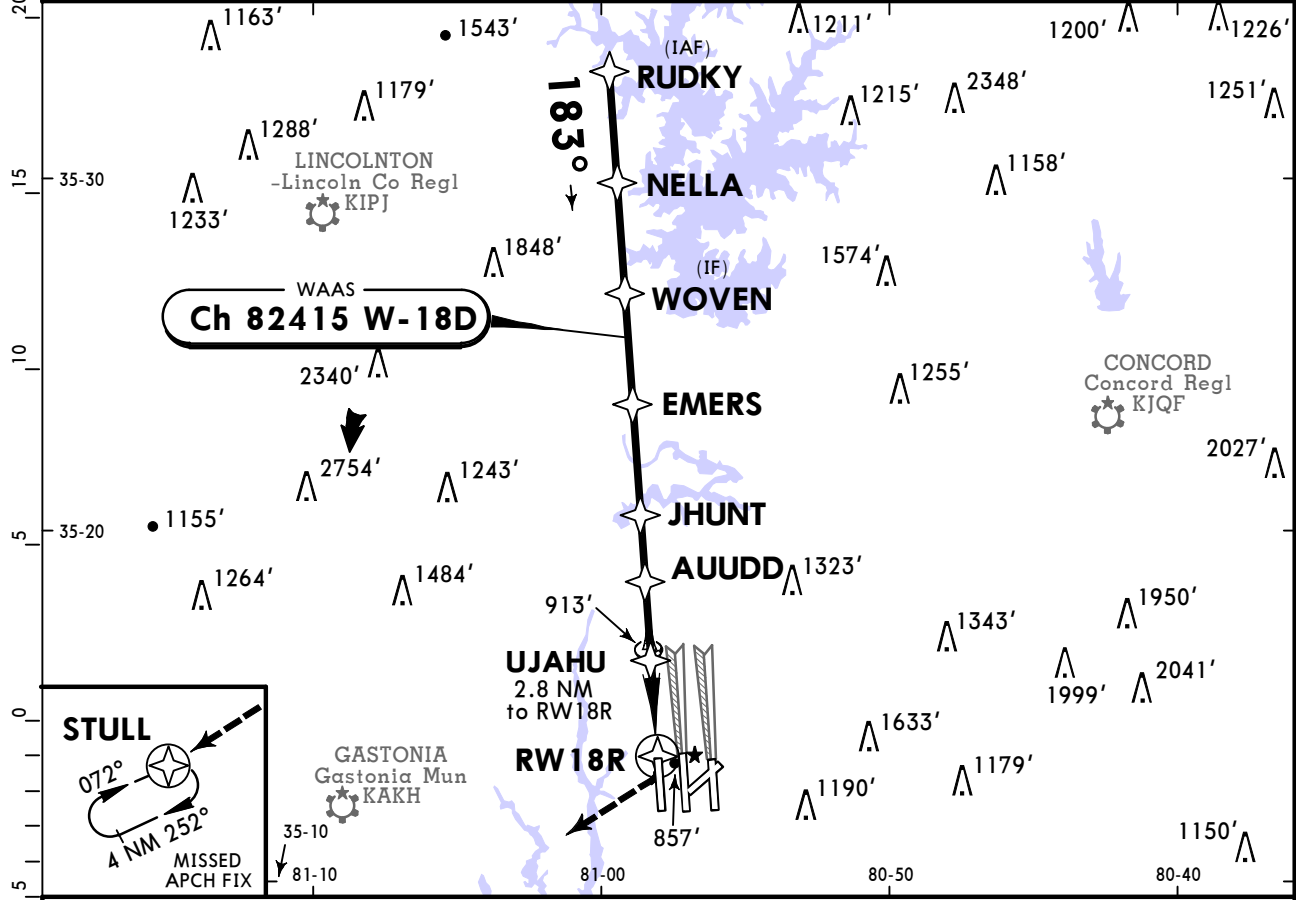
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	D → DENNE
Glide Path Angle	3.00°	372	478	531	637	849			

TERPS AMEND 4 15 AUG 2019	<b>STRAIGHT-IN LANDING RWY 18C</b>						<b>CIRCLE-TO-LAND</b>	
	<b>LPV</b> DA(H) <b>942'</b> (200')		<b>LNAV/VNAV</b> DA(H) <b>1070'</b> (328')		<b>LNAV</b> MDA(H) <b>1200'</b> (458')		Max Kts	
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		MDA(H)	
	A	1		RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1	90	1380'(632') -1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 26 or 1/2	RVR 50 or 1	RVR 45 or 7/8	140	1500'(752') -2 1/4	
C					1 3/8	165	1500'(752') -2 1/2	
D								

# KCLT/CLT CHARLOTTE/DOUGLAS INTL JEPPESSEN CHARLOTTE, N CAR 9 JUN 23 (12-4) RNAV (GPS) Y Rwy 18R Eff 15 Jun

D-ATIS Arrival	CHARLOTTE Approach (R)					CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below			Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West	
	121.15	120.5	124.0	128.325	120.05	134.75	133.35	118.1	126.4	121.9 121.8
BRIEFING STRIP™	WAAS <b>Ch 82415</b> W-18D	Final Apch Crs <b>183°</b>	<b>AUDD</b> <b>2400'</b> (1656')		LPV DA(H) <b>944'</b> (200')		Apt Elev 748' TDZE 744'		3800  MSA RW18R	
<b>MISSED APCH: Climb to 1200' then climbing RIGHT turn to 4000' direct STULL and hold, continue climb-in-hold to 4000'.</b>										
RNP APCH		Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		

1. Circling not authorized at night. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 6. VGSI and RNAV glidepath not coincident (VGSI angle 2.80° TCH 65').



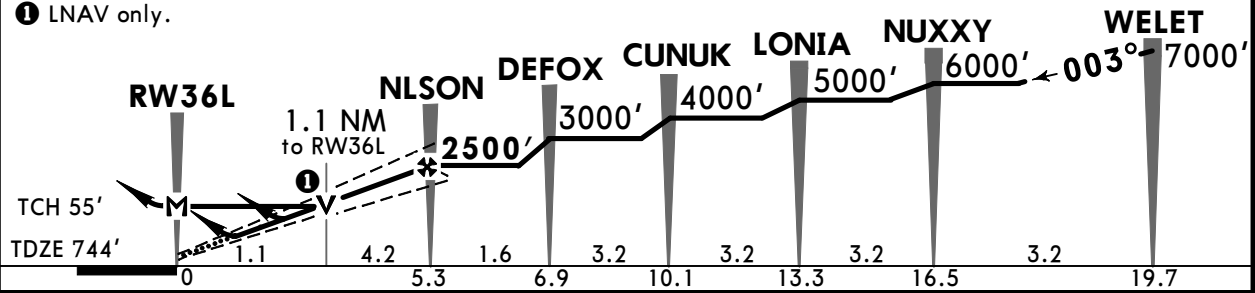
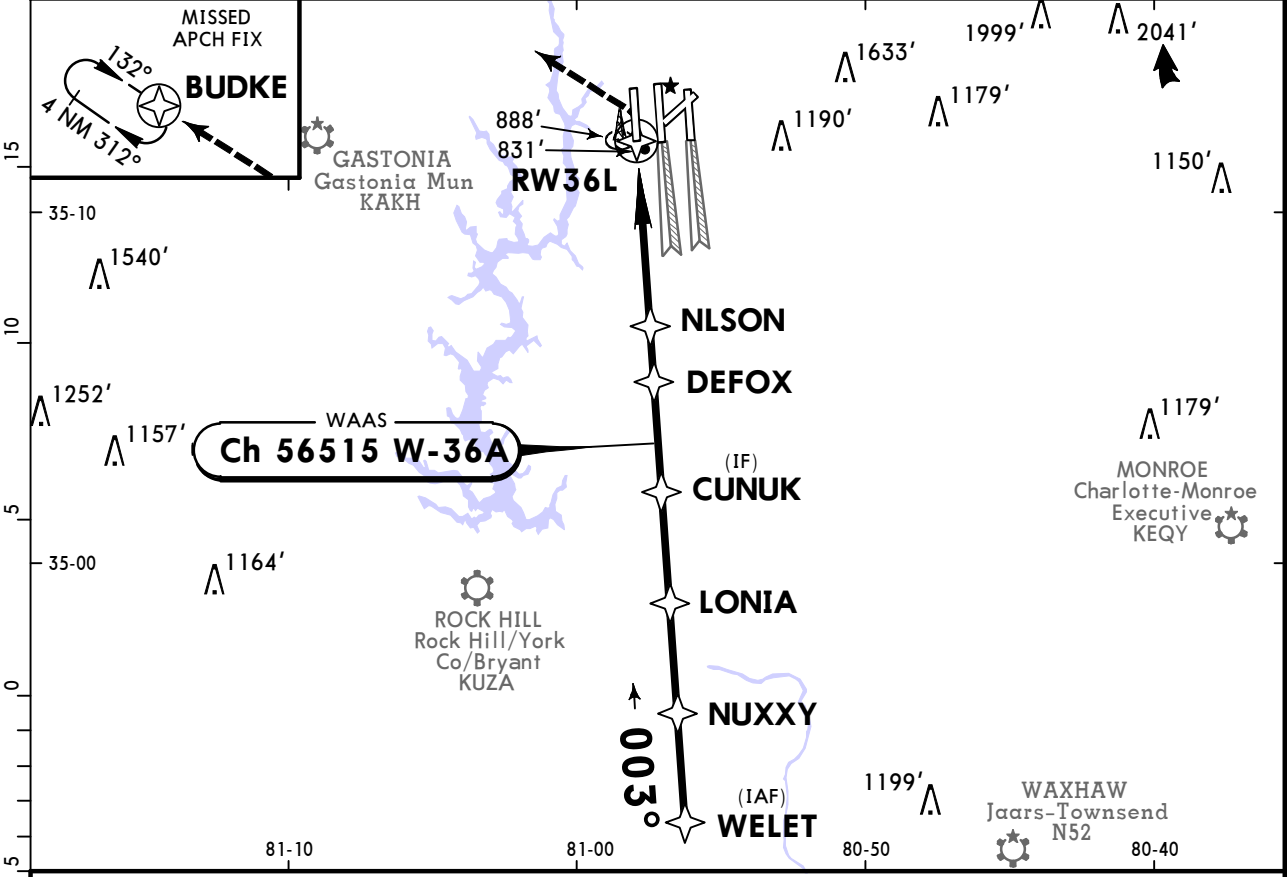
<b>TERPS</b>		STRAIGHT-IN LANDING RWY 18R					CIRCLE-TO-LAND					
LPV DA(H) <b>944'</b> (200')		LNAV/VNAV DA(H) <b>1018'</b> (274')			LNAV MDA(H) <b>1120'</b> (376')		Max Kts			MDA(H)		
TDZ/CL out		ALS out		ALS out		ALS out		ALS out		90	1380' (632') -1	
A	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 45 or 7/8		120	1500' (752') -2 1/4
B	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 45 or 7/8		140	1500' (752') -2 1/4
C	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 45 or 7/8		165	1500' (752') -2 1/2
D	RVR 18 or 1/2		RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2		RVR 45 or 7/8			

TERPS AMEND 2 15 AUG 2019

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

9 JUN 23
Eff 15 Jun
(12-6)
CHARLOTTE, N CAR  
RNAV (GPS) Y Rwy 36L

BRIEFING STRIP™	D-ATIS Arrival			CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
	Above 8000'			8000' & Below			Rwy 18R-36L	Rwy 18L-36R	Rwy 18C-36C	East	West
	246°-074° 075°-245°			001°-119° 120°-295° 296°-360°			133.35	118.1	126.4	121.9	121.8
	121.15 120.5 124.0			128.325 120.05 134.75							
WAAS Ch 56515 W-36A		Final Apch Crs 003°	NLSON 2500' (1756')	LPV DA(H) 944' (200')	Apt Elev 748'		TDZE 744'		3800		
MISSED APCH: Climb to 1200' then climbing LEFT turn to 4000' direct BUDKE and hold.										MSA RW36L	
Alt Set: INCHES			Trans level: FL 180				Trans alt: 18000'				
RNP Apch Radar required for procedure entry.											
1. Use of Flight Director or Autopilot required during simultaneous operations. 2. Circling not authorized at night. 3. Simultaneous approach authorized. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -10°C or above 54°C. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 70').											



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	1200'	4000'	BUDKE
Glide Path Angle	3.00°	372	478	531	637	849	PAPI	↑	←	→
MAP at RW36L										

	STRAIGHT-IN LANDING RWY 36L				CIRCLE-TO-LAND	
	LPV DA(H) 944' (200')	LNAV/VNAV DA(H) 1049' (305')		LNAV MDA(H) 1140' (396')		
	TDZ/CL out	ALS out	ALS out	ALS out	Max Kts	MDA(H)
A					90	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	1380' (632') - 1
C					140	1500' (752') - 2 1/4
D					165	1500' (752') - 2 1/2

■ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1C 24 MAY 2018

# KCLT/CLT CHARLOTTE/DOUGLAS INTL JEPPESSEN CHARLOTTE, N CAR

9 JUN 23 (12-7) RNAV (GPS) Y Rwy 36C

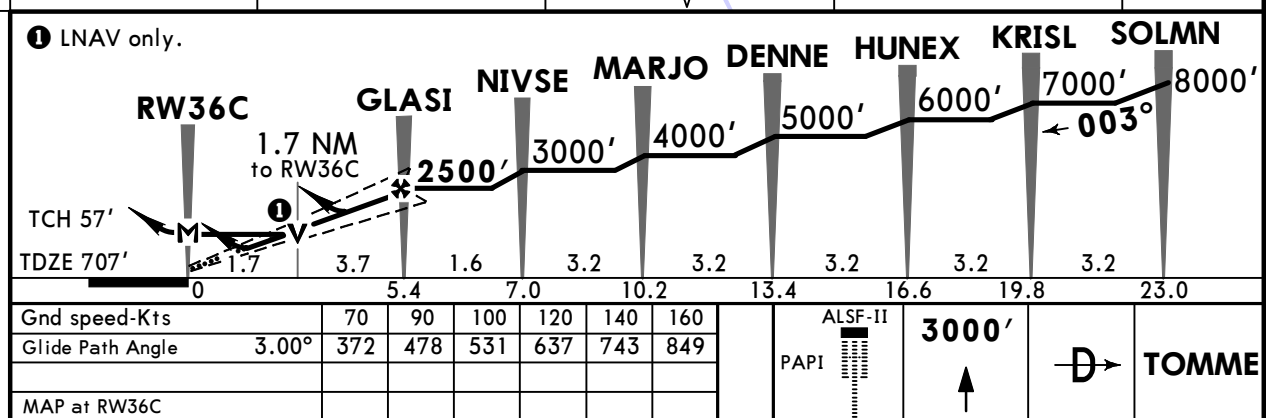
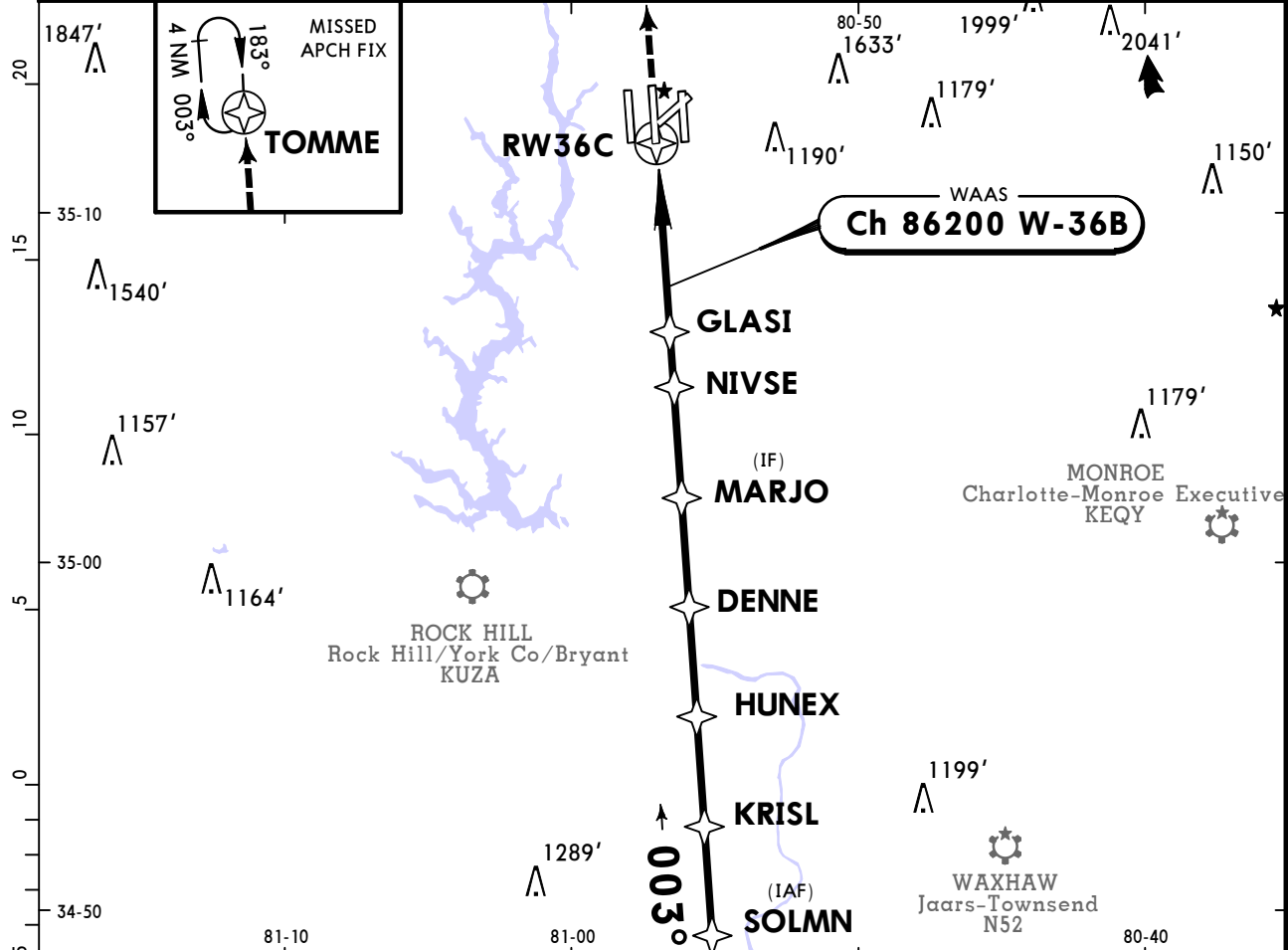
D-ATIS Arrival	CHARLOTTE Approach (R)				CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below	Rwy 18C-36C	Rwy 18L-36R	Rwy 18R-36L	East	West		
	246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	126.4	118.1	133.35	121.9 121.8

WAAS <b>Ch 86200</b> W-36B	Final Apch Crs <b>003°</b>	GLASI <b>2500'</b> (1793')	LPV DA(H) <b>907'</b> (200')	Apt Elev 748' TDZE 707'	<b>3800</b>
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**MISSED APCH:** Climb to 3000' direct TOMME and hold. MSA RW36C

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Circling not authorized at night. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV procedure not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72').



TERPS		STRAIGHT-IN LANDING RWY 36C				CIRCLE-TO-LAND	
		LPV DA(H) <b>907'</b> (200')		LNAV/VNAV DA(H) <b>1229'</b> (522')		LNAV MDA(H) <b>1320'</b> (613')	
		TDZ/CL out	ALS out			Max Kts	MDA(H)
A						90	1380'(632') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 7/8	120	1500'(752') -2 1/4
C						140	1500'(752') -2 1/4
D						165	1500'(752') -2 1/2

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Communications, chart format. © JEPPESSEN, 2008, 2023. ALL RIGHTS RESERVED.

TERPS AMEND 3F 2 JAN 2020

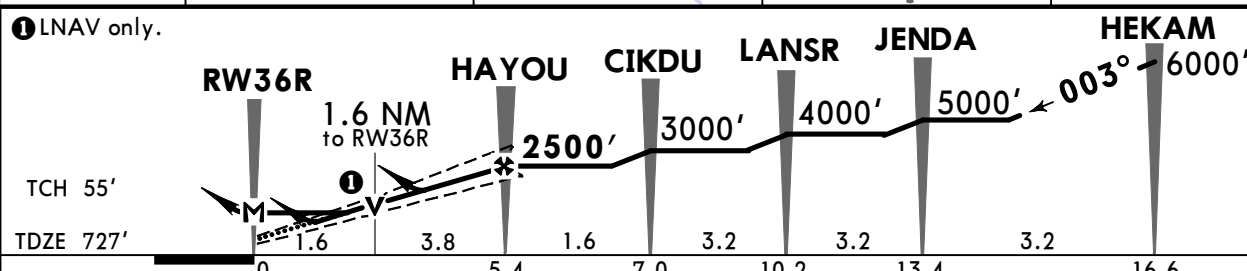
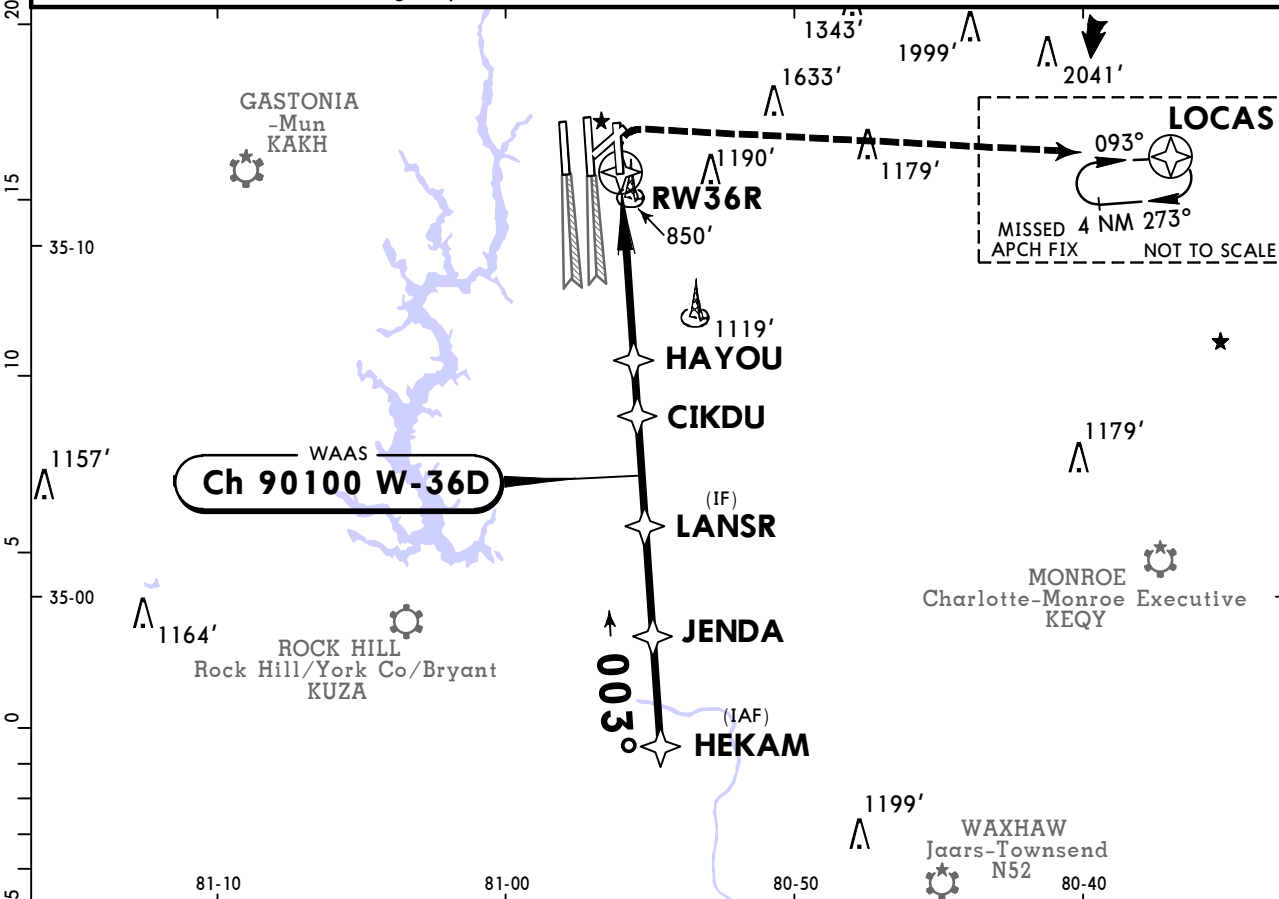
# KCLT/CLT CHARLOTTE/DOUGLAS INTL JEPPESEN CHARLOTTE, N CAR

9 JUN 23 (12-8) RNAV (GPS) Y Rwy 36R

BRIEFING STRIP™	D-ATIS Arrival			CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
	Above 8000'			8000' & Below			Rwy 18L-36R	Rwy 18C-36C	Rwy 18R-36L	East	West
	121.15	120.5	124.0	128.325	120.05	134.75	118.1	126.4	133.35	121.9	121.8
	WAAS Ch 90100 W-36D		Final Apch Crs 003°	HAYOU 2500' (1773')		LPV DA(H) 927' (200')	Apt Elev 748'		MSA RW36R 3800		
MISSED APCH: Climb to 1320' then climbing RIGHT turn to 4000' direct LOCAS and hold.											

RNP APCH Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Circling not authorized at night. 2. Simultaneous approach authorized. 3. Use of Flight Director or Autopilot required during simultaneous operations. 4. LNAV not authorized during simultaneous operations. 5. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 6. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	1320'	4000'	LOCAS
Glide Path Angle	3.00°	372	478	531	637	849		↑	RT	
MAP at RW36R										

	TERPS STRAIGHT-IN LANDING RWY 36R				CIRCLE-TO-LAND	
	LPV DA(H) 927' (200')	LNAV/VNAV DA(H) 1229' (502')		LNAV MDA(H) 1320' (593')	CIRCLE-TO-LAND MDA(H)	
	TDZ/CL out	ALS out		ALS out	Max Kts	
A					90	1380' (632') -1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	1 1/4	120	1500' (752') -2 1/4
C					140	1500' (752') -2 1/2
D					165	1500' (752') -2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4C 24 MAY 2018

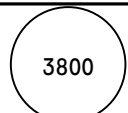
# KCLT/CLT CHARLOTTE/DOUGLAS INTL

## JEPPESEN CHARLOTTE, N CAR

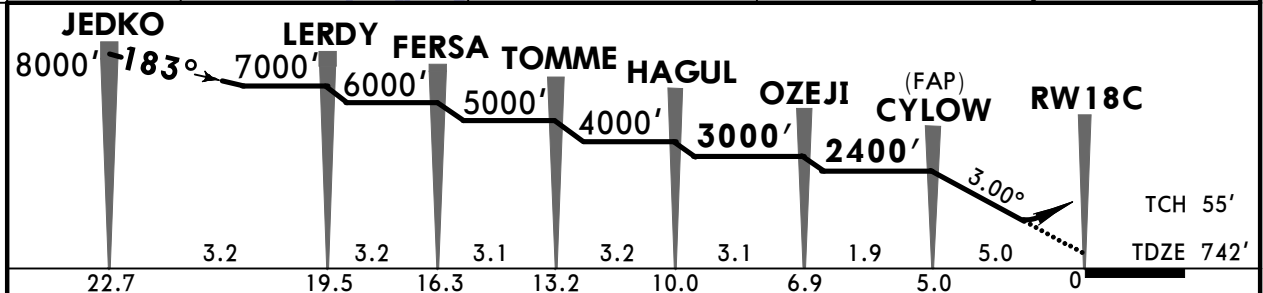
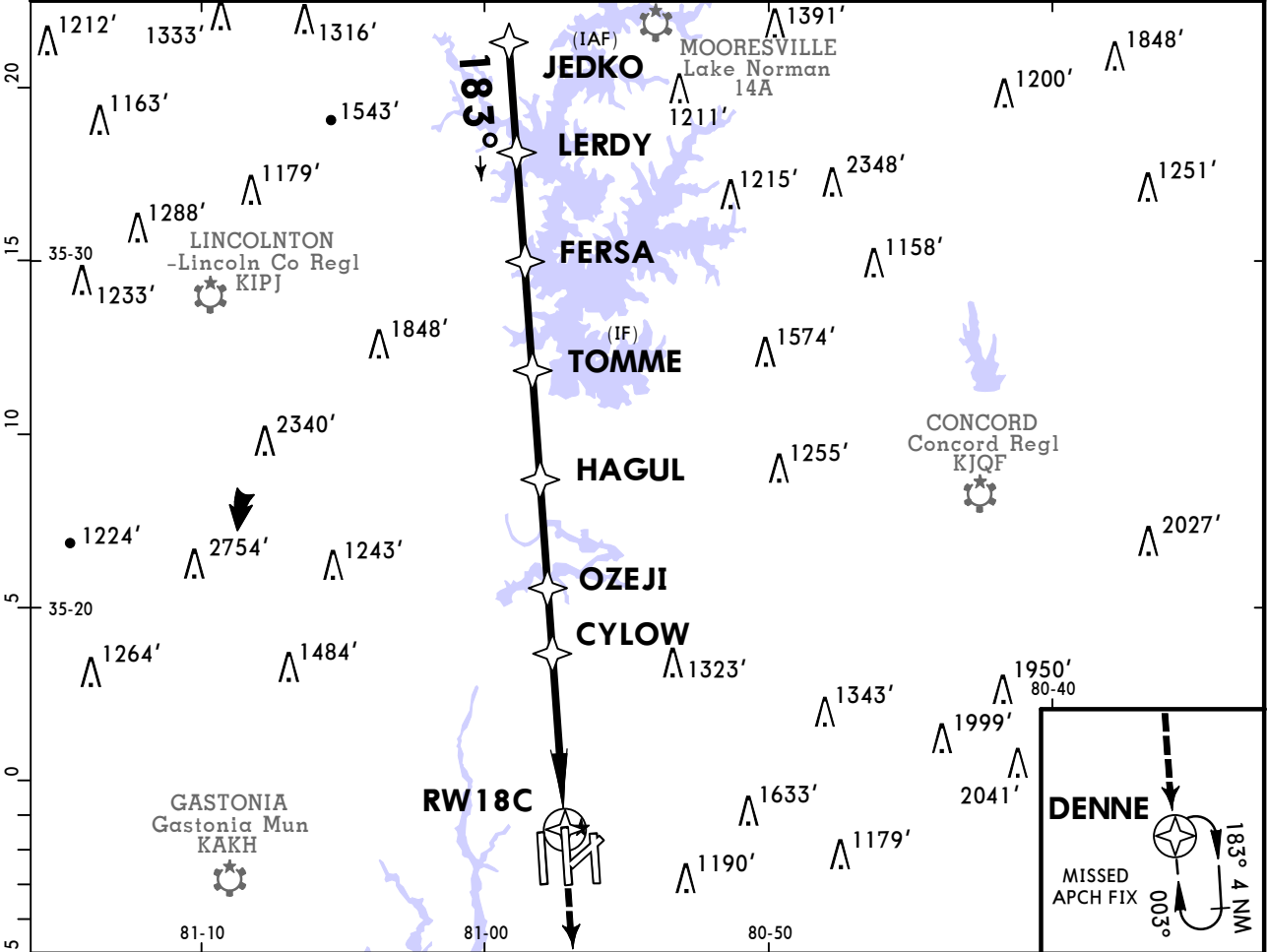
9 JUN 23 Eff 15 Jun 12-20 RNAV (RNP) Z Rwy 18C

D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below		Rwy 18C-36C	Rwy 18L-36R	Rwy 18R-36L	East	West
	246°-074°	075°-245°	001°-119° 120°-295° 296°-360°	126.4	118.1	133.35	121.9	121.8

BRIEFING STRIP™

RNAV	Final Apch Crs <b>183°</b>	CYLOW <b>2400'</b> (1658')	RNP 0.11 DA(H) <b>1067'</b> (325')	Apt Elev 748' TDZE 742'	
<b>MISSED APCH: Climb to 3000' direct DENNE and hold.</b>					MSA RW18C
RNP AR APCH	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	

1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -11°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 69'). 4. Simultaneous approach authorized.



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle	3.00°	372	478	531	637	743	849		
MAP at DA									

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 18C				
RNP 0.11 DA(H) <b>1067'</b> (325')		RNP 0.30 DA(H) <b>1177'</b> (435')		RAIL/ALS out		RAIL/ALS out		
A			RVR 55 or 1					
B	RVR 26 or 1/2		RVR 50 or 1		RVR 40 or 3/4		RVR 60 or 1/4	
C								
D								

TERPS AMEND 1 15 AUG 2019

# KCLT/CLT CHARLOTTE/DOUGLAS INTL

## JEPPESEN CHARLOTTE, N CAR

9 JUN 23 Eff 15 Jun (12-23) RNAV (RNP) Z Rwy 36C

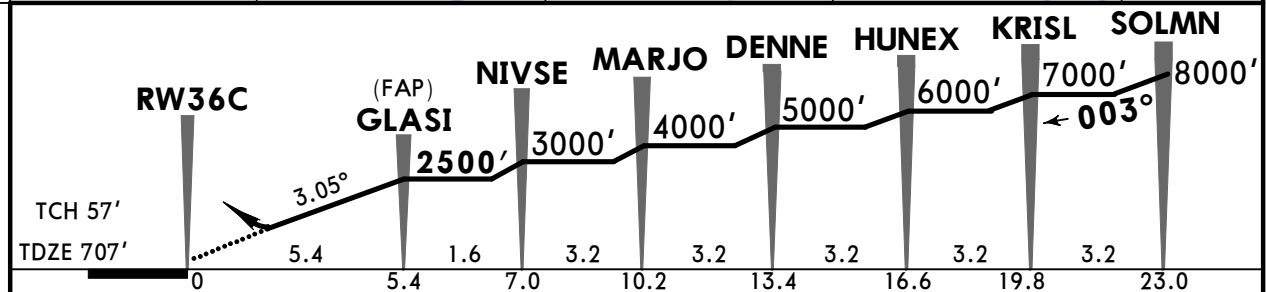
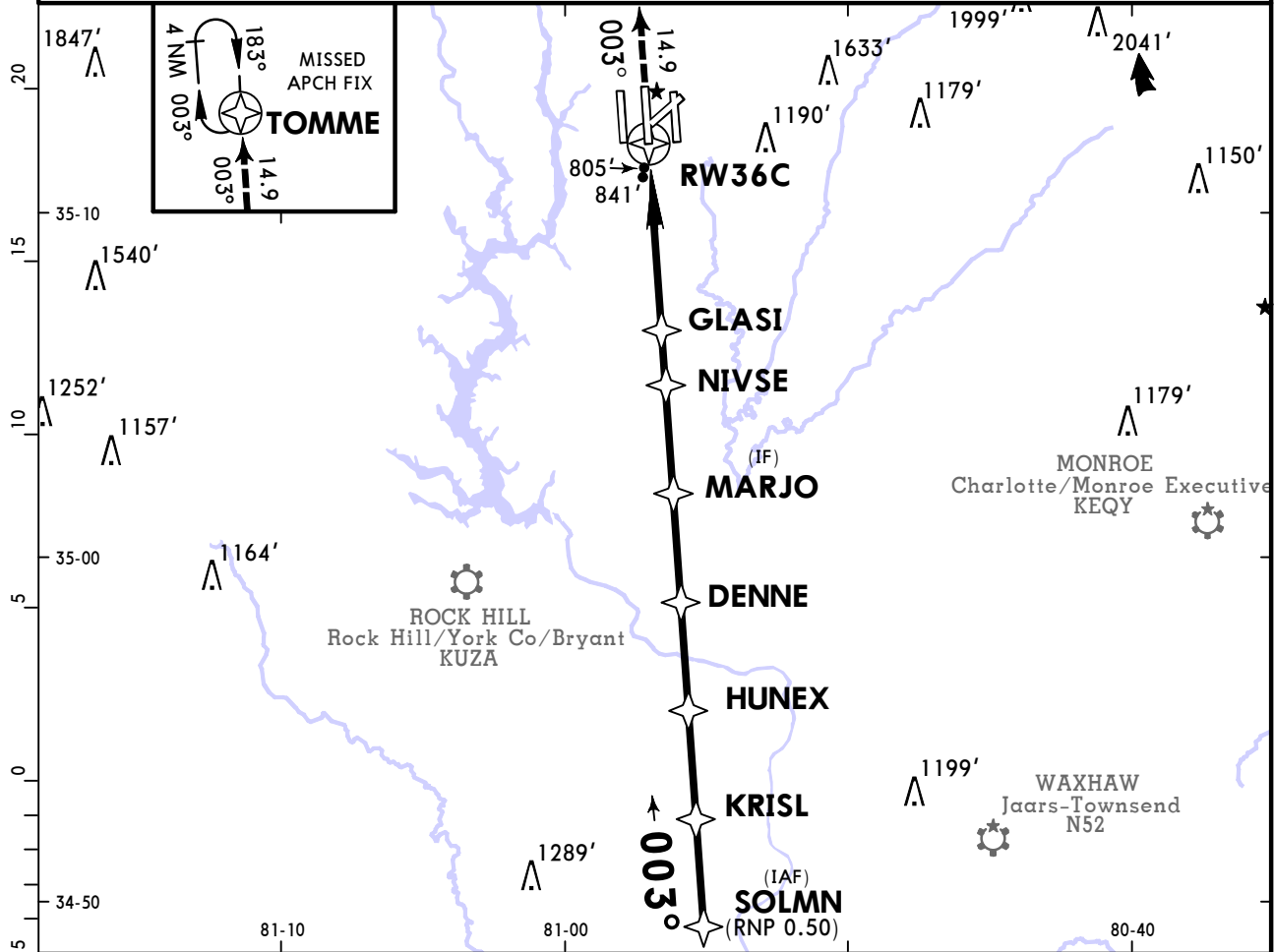
D-ATIS Arrival	CHARLOTTE Approach (R)			CHARLOTTE Tower			Ground	
	Above 8000'	8000' & Below		Rwy 18C-36C	Rwy 18L-36R	Rwy 18R-36L	East	West
121.15	246°-074°	075°-245°	001°-119°	120°-295°	296°-360°	126.4	118.1	133.35
	120.5	124.0	128.325	120.05	134.75		121.9	121.8

RNAV	Final Apch Crs <b>003°</b>	GLASI <b>2500'</b> (1793')	RNP 0.11 DA(H) <b>1134'</b> (427')	Apt Elev 748' TDZE 707'	<div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span style="font-size: 24px; font-weight: bold;">3900</span> </div>
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**MISSED APCH:** Climb to 3000' on track 003° to TOMME and hold.

RNP AR Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Authorization required.
2. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C or above 54°C.
3. Simultaneous approach authorized.
4. Use of Flight Director or Autopilot required during simultaneous operations.
5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72').



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.05°	378	486	540	648	755	863		

<b>TERPS</b> RNP 0.11 DA(H) <b>1134'</b> (427') ALS out	STRAIGHT-IN LANDING RWY 36C RNP 0.30 DA(H) <b>1180'</b> (473') ALS out
--	---

A				
B	RVR 40 or 3/4	RVR 60 or 1/4	RVR 50 or 1	1 3/8
C				
D				

TERPS ORIG-G 3 NOV 2022

### Chart changes since cycle 04-2025

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>CHARLOTTE, NC (CHARLOTTE/DOUGLAS INTL - KCLT)</b>				
REV	MLLET 3 RNAV ARR	10-2H	28 Feb 2025	
REV	PARQR 4 RNAV ARR	10-2J	28 Feb 2025	
REV	PARKING GATES	10-9B	28 Feb 2025	
REV	PARKING GATES (CONTD)	10-9B1	28 Feb 2025	
REV	PARKING GATE COORDS	10-9C	28 Feb 2025	

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KCLT

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** 20250228

(10-2J) On the PARQR 4 RNAV ARR at SUZNN where it shows at or above FL170 it should be at or above 17000. The chart will be revised 28 Feb.

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.