

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 294213F63C49404D9C731960D469744A	APWS Project ID: 0421C7517CCE4012B4A3A37CD9797519
Procedure: RNAV (GPS) Y RWY 19R AMDT 3		Enroute: NO	Specialist: Stubblefield, Byron		Agreement Number:
Airport ID: KCLT			Airport City: CHARLOTTE		State: NC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

PENDING RUNWAY AND AIRPORT DATA USED

RWY NUMBER CHANGE FROM 18R TO 19R. CRC REMAINDER: 48E78343

POC: CASEY HILL, AJV-431, 405-954-0624

New waiver to superseded one on file for runway number change

QUALITY
20
CHECKED

QUALITY
38
CHECKED

FIPC BASIC FORM

PROCEDURE: RNAV (GPS) Y RWY 19R AMDT 3		AIRPORT NAME: CHARLOTTE/DOUGLAS INTL		AIRPORT ID: KCLT	SPECIAL CONTROL NO: AG-02-194-26
FAC ID: KCLT19R.03Y		CITY: CHARLOTTE		ST: NC	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:	PTS TASK ID: 294213F63C49404D9C731960D469744A	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X

PROCEDURE RESULTS

INSPECTION DATE: 03/27/2026	CREW #: VN588	N #: N67	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: james r jones @ 03/27/2026 13:21		PRINTED NAME: JONES, JAMES ROBERT		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
RNAV (GPS) Y RWY 19R AMDT 3, Charlotte Douglas International, Charlotte, NC. SAT

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE NC
CHARLOTTE/DOUGLAS, INTL (KCLT)
RNAV (GPS) Y RWY 19R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.58A Chg 1,1-3-1(c) ATC turns to join initial segments. The first leg of an initial segment must be a TF that accommodates a 90-degree intercept angle. This is an existing waiver from a runway number change from RWY 18R to RWY 19R at KCLT.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Requesting to maintain the existing published leg length of 3.15 NM based on ATC design requirements.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The procedure is an Straight-in approach aligned on the final approach course. ATC is procedurally required to use 30 degrees or less for turns to the final approach course. ATC would not use more than a 30 degree intercept to the approach.

The leg lengths of 3.15 NM accommodates an intercept angle of 80 degrees based on the FAAO 8260.58A formula of 1 -2-10.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

A speed reduction to meet the length requirement cannot be accepted because users are routinely heavy aircraft. The leg lengths extensions cannot be accepted by ATC due to CLT Class B airspace constraints; the approaches were designed to remain within the internal airspace.

Moving the Initial fix location would requires an altitude change which removes the use of the Initial cardinal altitude. Approach is build on a 3.00 Degree Glideslope with cardinal altitude entry and stair-stepped down the procedure. This would nullify the, ILS approach simultaneous operations.

Retraining the entire CLT Tracon/Tower and ZTL workforce on not only the approach procedures but the airspace boundaries and radar video maps would be a safety risk as ATC conducts a busy complex simultaneous operations on the three parallel runways at KCLT.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT TRACON, CLT ATCT, ZTL

7. SUBMITTED BY:

DATE OFFICE IDENTIFICATION TITLE

SIGNATURE

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

Digitally signed by

CASEY D HILL

Feb 13, 2026

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

CHARLOTTE, NC
CHARLOTTE/DOUGLAS INTL (KCLT)
RNAV (GPS) Y RWY 18R

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

FAAO 8260.58A Chg 1, 1-3-1(c) ATC turns to join initial segments. The first leg of an initial segment must be a TF that accommodates a 90-degree intercept angle.

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Retraining the entire CLT Tracon/Tower and ZTL workforce on not only the approach procedures but the airspace boundaries and radar video maps would be a safety risk as ATC conducts a busy complex simultaneous operations on the three parallel runways at KCLT.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

CLT TRACON, CLT ATCT, ZTL

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/06/19	AJV-A4	Manager

SIGNATURE
Lonnie Everhart

8. AFS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS: Approved for the following legs:

RUDKY - NELLA
NELLA - WOVEN
WOVEN - EMERS

DATE	ROUTING SYMBOL	SIGNATURE
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Danny E Hamilton
Signed By: Danny E Hamilton Fri
Jun 28 2019 12:45:53 GMT-05:00:00
(Central Standard Time)

Digitally signed by
CASIMIR L TABAKA
Jun 14, 2019

This waiver is canceled effective May 14, 2026 with the publication of RNAV (GPS) Y RWY 19R, AMDT 3. New waiver added for runway number change.

Digitally signed by
CASEY D HILL
Feb 13, 2026

WAAS CH 82415 W19D	APP CRS 183°	Rwy Idg 9000 TDZE 744 APT Elev 748
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RNAV (GPS) Y RWY 19R

CHARLOTTE/DOUGLAS INTL (KCLT)

RNP APCH - GPS

MISSED APPROACH:
CLIMB TO 1200 THEN
CLIMBING RIGHT TURN
TO 4000 DIRECT STULL
AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 4000.

SIMULTANEOUS APPROACH AUTHORIZED. LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE (ANGLE)/TCH (FEET)). CIRCLING NA AT NIGHT. FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -7°C OR ABOVE 54°C. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 4500, INCREASE LNAV CAT C/D VISIBILITY TO RVR 5500.

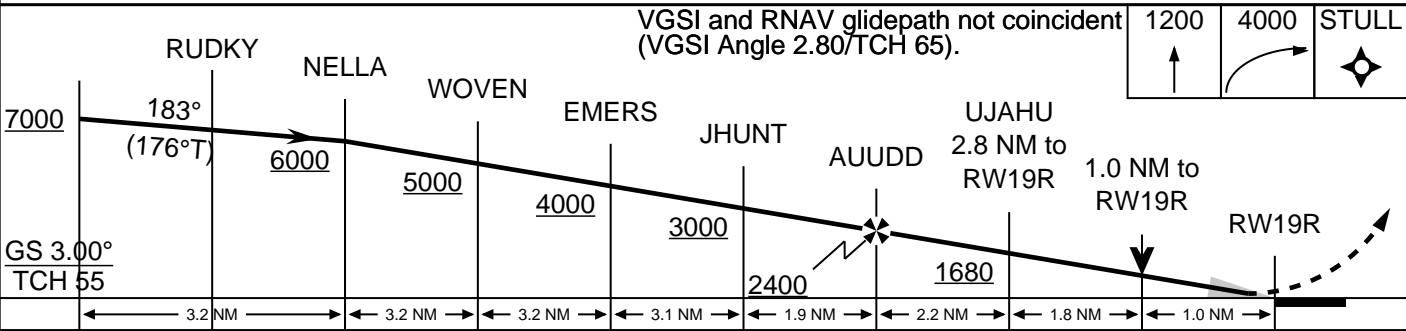
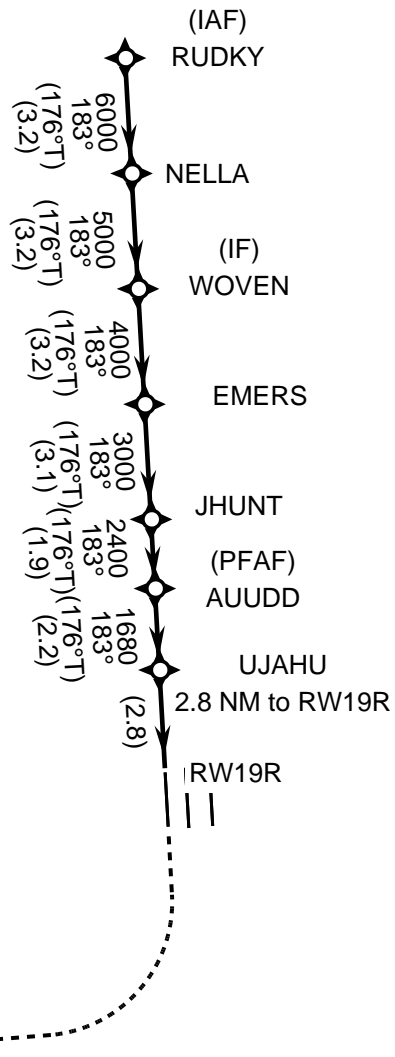
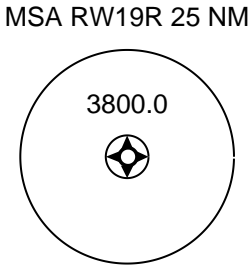
D-ATIS
ARR 121.15
DEP 132.1

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

CHARLOTTE TOWER
118.1 257.8 (RWYS 19L-01R)
126.4 257.8 (RWY 19C-01C)
1133.35 257.8 (RWY 19R-01R)

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

**PROTOTYPE-NOT
FOR NAVIGATION**



CATEGORY	A	B	C	D
LPV	944-1800 200			
LNAV/VNAV	1018-2400 274			
LNAV	1120-2400 376		1120-3500 376	
CIRCLING	1368-1 620		1490-2 1/4 742	
			1490-2 1/2 742	

WAAS CH 82415 W18D	APP CRS 183°	Rwy Ldg 9000 TDZE 744 Apt Elev 748
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OLD

RNAV (GPS) Y RWY 18R
CHARLOTTE/DOUGLAS INTL (CLT)

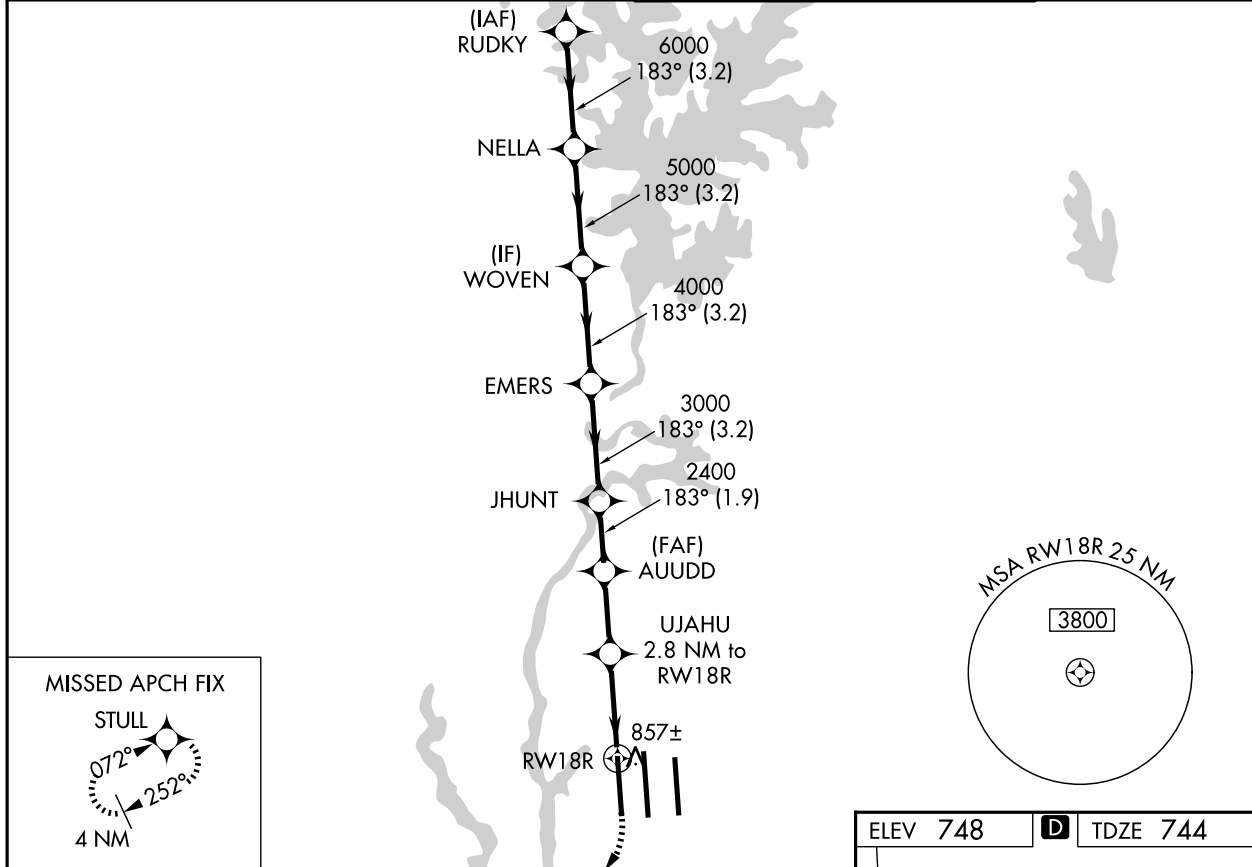
RNP APCH.

▼ Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

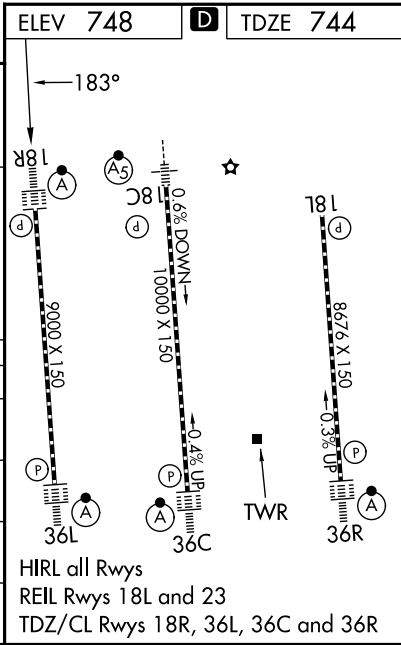
ALS F-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

D-ATIS 121.15	CHARLOTTE APP CON 128.325 (001°-119°) 120.05 (120°-295°) 134.75 (296°-360°)	257.2 (180°-359°) 307.8 (360°-179°)	CHARLOTTE TOWER 118.1 257.8 (Rwys 18L-36R) 126.4 257.8 (Rwy 18C-36C) 133.35 257.8 (Rwy 18R-36L)	GND CON 121.8 348.6 (W) 121.9 348.6 (E)
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RUDKY		NELLA		WOVEN		EMERS		JHUNT		AUUDD		UJAHU		RW18R		
7000		6000		5000		4000		3000		2400		*1680		1200		
3.2 NM		3.2 NM		3.2 NM		3.2 NM		1.9 NM		2.2 NM		1.8 NM		1 NM		
CATEGORY	A		B		C		D									
LPV DA			944/18		200 (200-½)											
LNAV/VNAV DA			1018/24		274 (300-½)											
LNAV MDA	1120/24		376 (400-½)		1120/40		376 (400-¾)									
CIRCLING	1380-1		632 (700-1)		1500-2¼		752 (800-2¼)		1500-2½		752 (800-2½)					



SE-2, 02 OCT 2025 to 30 OCT 2025

SE-2, 02 OCT 2025 to 30 OCT 2025