

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: BAB9CA478A49455C968371BFA55E9F13	APWS Project ID: 0421C7517CCE4012B4A3A37CD9797519
Procedure: RNAV (GPS) Y RWY 1L AMDT 2		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 36L TO 1L.

WAIVER FOR LEG LENGTH WELET TO NUXXY.

KMZ: KCLT\_RNAV\_(GPS)\_Y\_RWY\_01L\_AMDT\_2

CRC REMAINDER: B5AB31FA

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

03/30/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/22/2025.  
DELETED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -7°C OR ABOVE 54°C.  
ADDED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -7°C OR ABOVE 54°C.



## FIPC BASIC FORM

<b>PROCEDURE:</b> RNAV (GPS) Y RWY 1L AMDT 2		<b>AIRPORT NAME:</b> CHARLOTTE/DOUGLAS INTL		<b>AIRPORT ID:</b> KCLT	<b>SPECIAL CONTROL NO:</b> AG-02-196-26
<b>FAC ID:</b> KCLT01L.02Y		<b>CITY:</b> CHARLOTTE		<b>ST:</b> NC	<b>ORIG CHART DATE:</b> 05/14/2026
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> BAB9CA478A49455C968371BFA55E9F13	

## PREFLIGHT NOTES

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

## PROCEDURE RESULTS

<b>INSPECTION DATE:</b> 03/27/2026	<b>CREW #:</b> VN588	<b>N #:</b> N67	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
<b>FLIGHT INSPECTOR SIGNATURE:</b> james r jones @ 03/27/2026 13:19		<b>PRINTED NAME:</b> JONES, JAMES ROBERT		<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

**FLIGHT INSPECTOR REMARKS:**  
RNAV (GPS) Y RWY 1L AMDT 2, Charlotte Douglas International, Charlotte, NC. SAT

## IN-FLIGHT OBSTACLE REPORT

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

CHARLOTTE, NC

KCLT  
RNAV (GPS) Y RWY 1L

**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.

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

Requesting to maintain the existing published Initial 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 1-2-10.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

A speed reduction to meet the leg 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
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**8. AFS ACTIONS:**

APPROVED  DISAPPROVED  NOT REQUIRED

*Digitally signed by*  
**CASEY D HILL**  
Feb 13, 2026

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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WAAS <b>CH 56515</b> <b>W01A</b>	APP CRS <b>003°</b>	Rwy Idg <b>9000</b> TDZE <b>744</b> APT Elev <b>748</b>
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# RNAV (GPS) Y RWY 1L

CHARLOTTE/DOUGLAS INTL (KCLT)

RNP APCH - GPS

SIMULTANEOUS APPROACH AUTHORIZED. LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. CIRCLING NA AT NIGHT. FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -7°C OR ABOVE 54° C. FOR INOPERATIVE ALS, INCREASE LNAV/ VNAV ALL CATS VISIBILITY TO RVR 4500.

MISSED APPROACH:  
CLIMB TO 1200 THEN  
CLIMB LEFT TURN TO  
4000 DIRECT BUDKE  
AND HOLD.

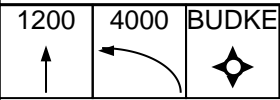
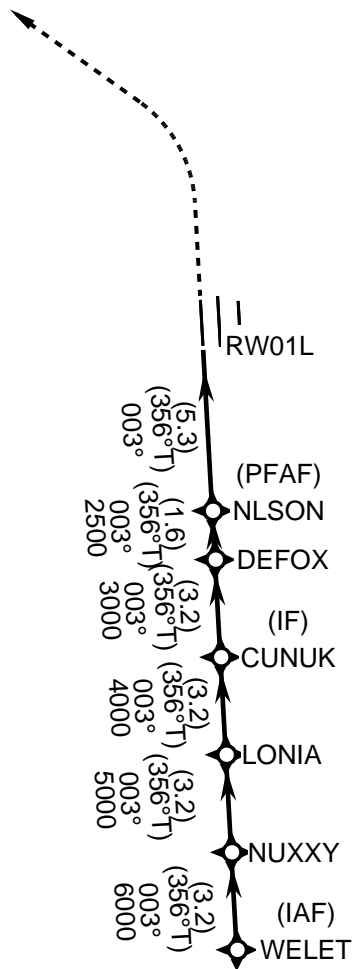
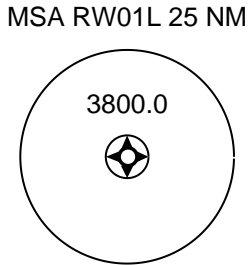
D-ATIS  
ARR 121.15  
DEP 132.1

**CHARLOTTE APP CON**  
128.325 (001°-119°) 257.2 (180°-359°)  
120.05 (120°-295°) 307.8 (360°-176°)  
134.75 (296°-360°)

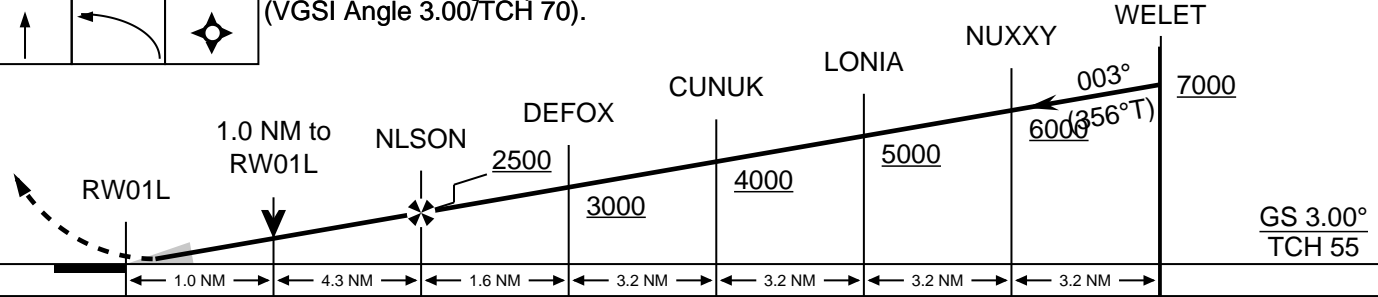
**CHARLOTTE TOWER**  
118.1 257.8 (RWYS 19L-01R)  
126.4 257.8 (RWY 19C-01C)  
133.25 257.8 (RWY 19R-01L)

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

## PROTOTYPE-NOT FOR NAVIGATION



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
LPV	944-1800 200			
LNAV/VNAV	1049-2400 305			
LNAV	1140-2400 396	1140-3500 396		
CIRCLING	1380-1 632	1500-2 1/4 752	1500-2 1/2 752	

WAAS CH <b>56515</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Ldg TDZE Apt Elev	<b>9000</b> <b>744</b> <b>748</b>
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**OLD**

**RNAV (GPS) Y RWY 36L**  
CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. RNP APCH.

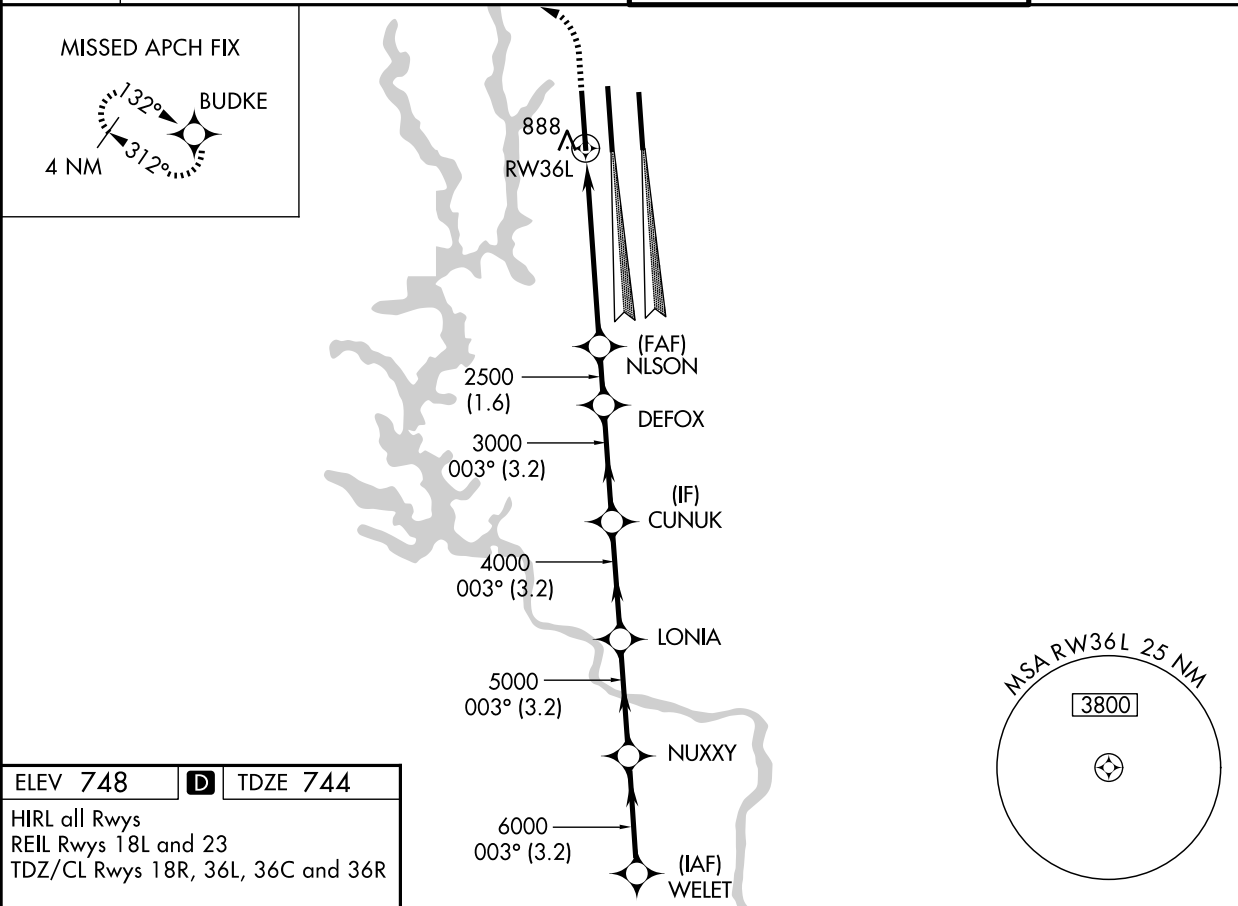
**▼** Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

ALSF-2



MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct BUDKE and hold.

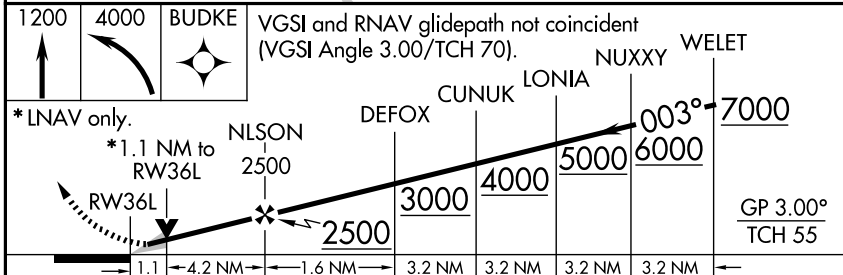
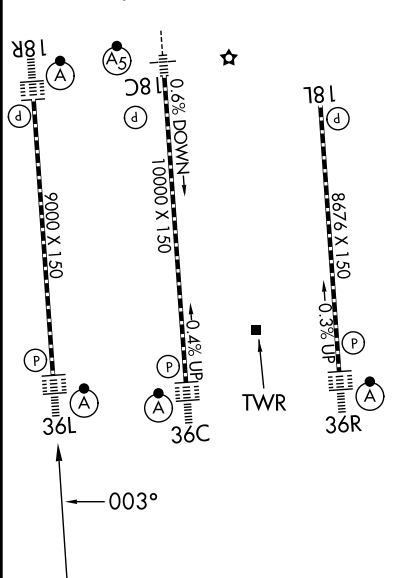
D-ATIS <b>121.15</b>	CHARLOTTE APP CON <b>128.325</b> (001°-119°) <b>120.05</b> (120°-295°) <b>134.75</b> (296°-360°)	<b>257.2</b> (180°-359°) <b>307.8</b> (360°-179°)	CHARLOTTE TOWER <b>118.1</b> (Rwys 18L-36R) <b>126.4</b> (Rwy 18C-36C) <b>133.35</b> (Rwy 18R-36L)	GND CON <b>121.8 348.6</b> (W) <b>121.9 348.6</b> (E)
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SE-2, 02 OCT 2025 to 30 OCT 2025

SE-2, 02 OCT 2025 to 30 OCT 2025

ELEV 748	<b>D</b>	TDZE 744
HIRL all Rwys		
REIL Rwys 18L and 23		
TDZ/CL Rwys 18R, 36L, 36C and 36R		



CATEGORY	A	B	C	D
LPV DA	944/18		200 (200-½)	
LNAV/VNAV DA	1049/24		305 (400-½)	
LNAV MDA	1140/24	396 (400-½)	1140/35	396 (400-⅝)
CIRCLING	1380-1	632 (700-1)	1500-2¼ 752 (800-2¼)	1500-2½ 752 (800-2½)