

**Docket No. SA-509**

**Exhibit No. 2B**

**NATIONAL TRANSPORTATION SAFETY BOARD**

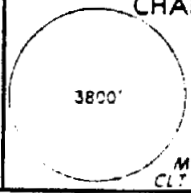
**WASHINGTON, D.C.**

**JEPPESEN APPROACH PLATE**

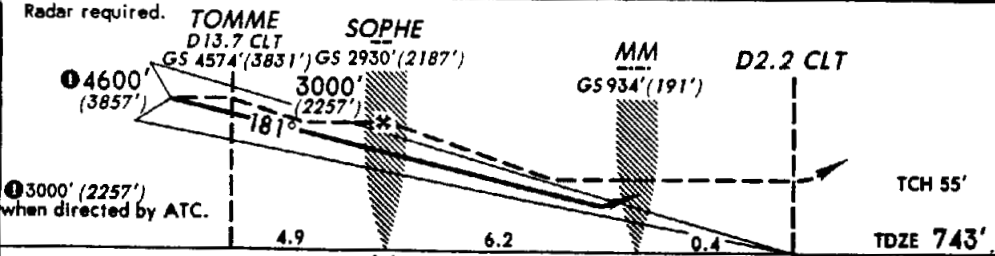
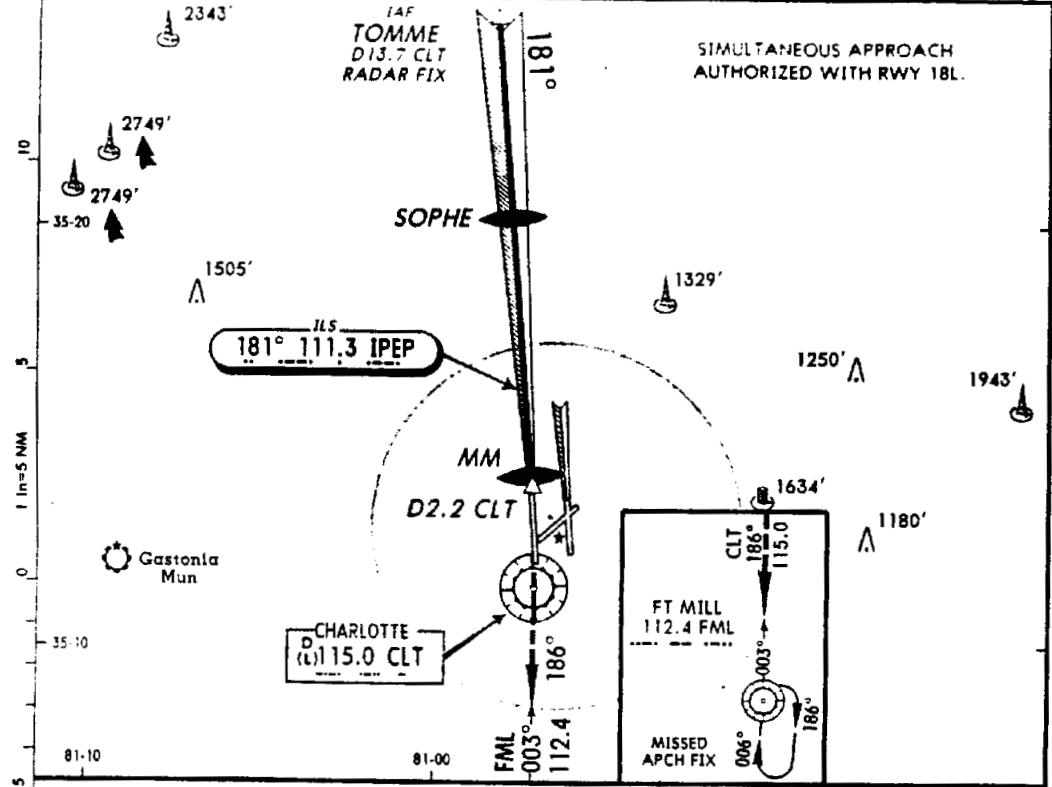
**ILS RUNWAY 18R**

**CHARLOTTE/DOUGLAS INTERNATIONAL**

ATIS Arrival 121.15  
 CHARLOTTE Approach (R) Above 8000' 360°-179° 126.15  
 180°-359° 125.35  
 8000' & Below 360°-179° 120.05  
 180°-359° 134.75  
 CHARLOTTE Tower Rwy 5-23 & 18L 36R 118.1  
 Rwy 18R 36L 126.4  
 Ground 360°-179° 121.9 180°-359° 121.8



CHARLOTTE/DOUGLAS INTL  
 ILS Rwy 18R  
 LOC 111.3 IPEP  
 MSA CLT VOR  
 Apt Elev 749'



MISSED APPROACH: Climb to 3600' outbound via CLT VOR R-186 and inbound on FML VOR R-003 to FML VOR and hold.

STRAIGHT-IN LANDING RWY 18R						CIRCLE-TO-LAND	
ILS			LOC (GS out)			MDA(H)	
DA(H) 943'(200')		DA(H) 993'(250')	MDA(H) 1160'(417')			MDA(H)	
FULL	RAIL or ALS out	MM out	RAIL out	ALS out	Max Kts		
A			RVR 24	RVR 40	90	1220'(471')-1	
B			or 1/2	or 3/4	120		
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	140	1220'(471')-1 1/2	
D			RVR 40 or 3/4	RVR 60 or 1/4	165	1300'(551')-2	

Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	379	487	542	650	758	866
MAP at D2.2 CLT or SOPHE to MAP 6.6	5:39	4:24	3:58	3:18	2:50	2:29

■ Night NA.

CHANGES: ATIS.