10/27/2026 **FOR YOUR INFORMATION** 2026-366/10-34

To: Jeppesen Sanderson Inc. 2408916

Info: FAA (AAS-1, ASO-600, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA, Airport Manager, Charlotte/ Douglas International, (CLT), NC

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: CLT SID IRVVV1 FMS Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2408916

DATE / TIME	
Date of Occurrence	202609
Local Time Of Day	1801 to 2400
PLACE	
Locale	CLT.Airport
State	NC
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
COMPONENT 1	
Aircraft Component	Navigation Database
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2408916
PERSON 2	
Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2408911
EVENTS	
Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

During normal preflight duties for Aircraft X CLT – ZZZ, we loaded the newly released SID IRVVV1 from Runway 18 into the Multipurpose Control Display Unit (MCDU). While doing the route verification check after receiving our PDC, we realized the SID was incorrectly coded in the FMS. The SID should have shown a departure heading followed by a discontinuity for radar vectors to the first fix, MUNBE. But what was in the FMS was an immediate turn direct to MUNBE. We attempted to reload the runway and SID, but the problem persisted. So we briefed we would take off in heading mode with the published SID heading. Departure was uneventful and we eventually received vectors to CAARZ.

Cause: New SID is incorrectly loaded for Runway 18. Crews should catch the error with a proper route verification, but a company page message to alert crews would be a nice additional barrier until the coding is fixed.

NARRATIVE 2

We were preflight planning for a flight from CLT to ZZZ and were assigned a new departure procedure (the IRVVV 1). We loaded the departure as normal from the SIDs page on the flight plan in the Multipurpose Control Display Unit (MCDU). After receiving our PDC, the Captain and I conducted a route review per SOP. While reviewing the route, we realized the departure procedure was coded incorrectly. It is missing a VM [heading to a manual termination] leg for Runway 18/36. After attempting to troubleshoot, the issue persisted. We discussed the issue and planned to use heading mode to fly the route as published. The flight proceeded with no further issues.

Cause: The procedure was coded incorrectly. It is missing a VM leg for Runway 18/36.

SYNOPSIS

Air carrier flight crew reported CLT's new SID IRVVV1 for Runway 18 is incorrectly coded in the FMS and missing the VM leg.