

LOC/DME I-LEI 108.5 Chan 22	APP CRS 234°	Rwy Idg 7500 TDZE 435 Apt Elev 435
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ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.
DME required for LOC only.

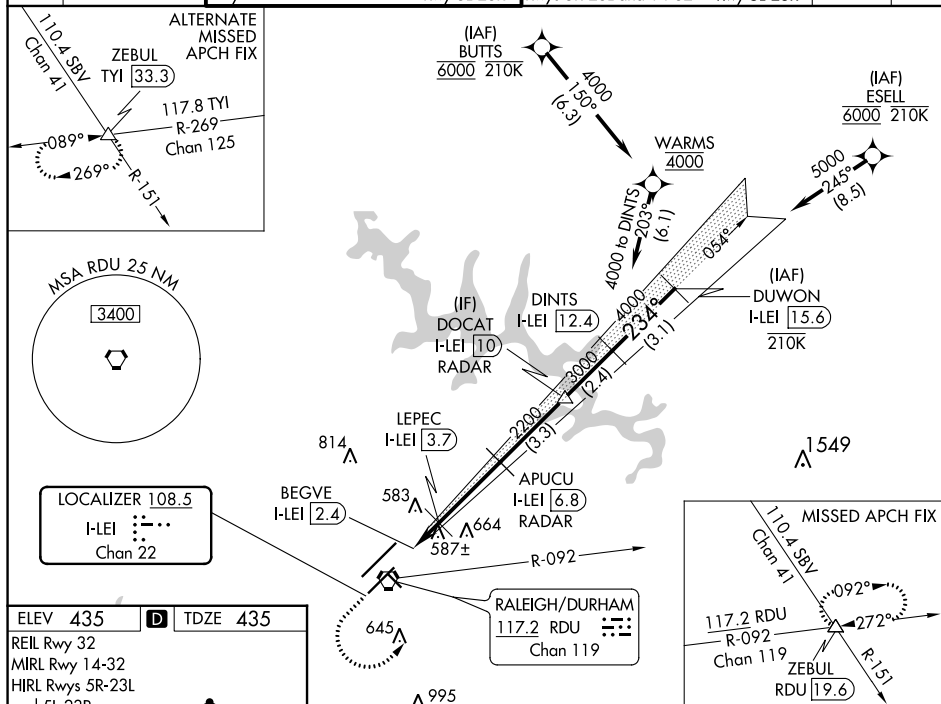
T Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all
A Cats visibility to RVR 5500. Localizer unusable for coupled approaches
below 1100 or within 2 NM of threshold.

MALSR



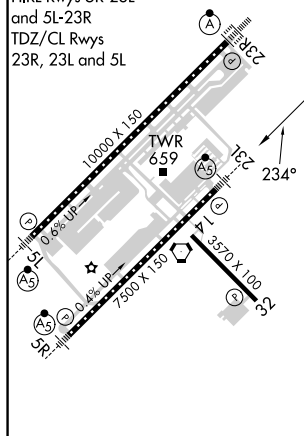
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)	(EAST) GND CON (WEST)	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R
				120.1	



ELEV 435	D	TDZE 435
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REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L
and 5L-23R
TDZ/CL Rwys
23R, 23L and 5L



1100 ↑	2600 hdg 050°	RDU R-092	ZEBUL △	Localizer unusable from 1 NM from threshold.							
* LOC only.				The diagram illustrates the final approach segment of a flight plan. A solid black line represents the glide path, starting from a point labeled 'BEGVE I-LEI [2.4]' and extending towards the right. A dashed line indicates the localizer extension. Key navigation points are marked along the path: 'LEPEC I-LEI [3.7]', 'APUCU I-LEI [6.8]', 'DOCAT I-LEI [10]', 'DINTS I-LEI [12.4]', and 'DUWON I-LEI [15.6]'. Altitudes are indicated at various points: '1200*' at the start, '2200' near APUCU, '3000' near DOCAT, '4000' near DINTS, and '5000' near DUWON. A shaded gray area highlights the area between the glide path and the 2200 altitude. A lightning bolt symbol is shown near the 2200 altitude. The distance from the start to the end of the segment is divided into five parts: 1 NM, 1.3 NM, 3.1 NM, 3.3 NM, and 2.4 NM. The total distance is 11.1 NM. The ground speed is given as 'GS 3.00°' and the track as 'TCH 56°'. The angle of the glide path is '234°'.							
CATEGORY		A		B		C		D			
S-ILS 23L				806/35		371 (400-%)					
S-LOC 23L				840/40		405 (500-¾)					
C CIRCLING		960-1¼		525 (600-1¼)		1020-1½ 585 (600-1½)		1180-2½ 745 (800-2½)			