

LOC I-CCI 108.9	APP CRS 334°	Rwy Idg TDZE Apt Elev	9001 45 46
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ILS or LOC RWY 33

CHARLESTON AFB/INTL (CHS)

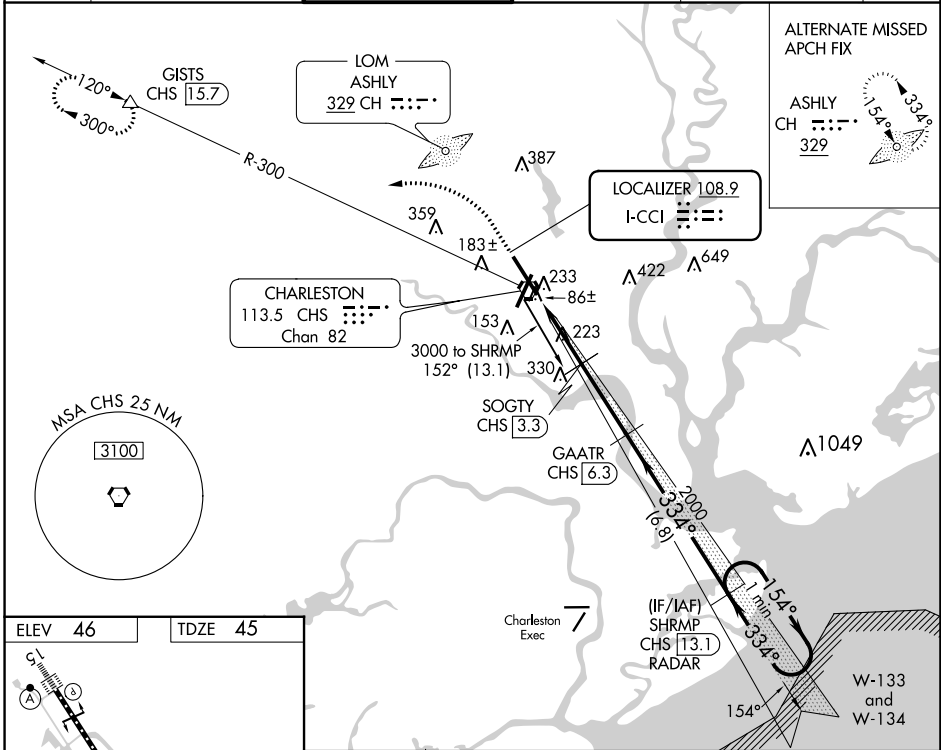
⚠ DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSRS, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1 $\frac{1}{2}$ %.
****** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSRS

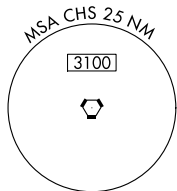
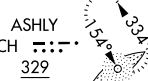


MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

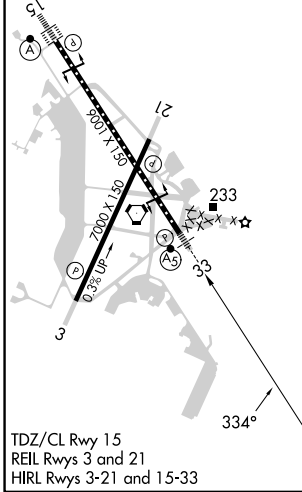
D-ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65	CPDLC
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ALTERNATE MISSED APCH FIX



ELEV 46	TDZE 45
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500	2100	CHS R-300	GISTS	GAATR CHS 6.3	SHRMP CHS 13.1 RADAR	One Minute Holding Pattern
↑	hdg 280°		△			GS 3.00° TCH 51
*LOC only.						
CHS 0.3	CHS 1.5	SOGTY CHS 3.3	2000	334°	154°	3000
			1040*	2000	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 59).	
1.2 NM		1.8 NM		3 NM		6.8 NM
CATEGORY	A	B	C	D	E	
S-ILS 33 **	245/24			200 (200- $\frac{1}{2}$)		
S-LOC 33	480/24	435 (500- $\frac{1}{2}$)		480/45	435 (500- $\frac{3}{4}$)	
CIRCLING	540-1	494 (500-1)		540-1 $\frac{1}{2}$	740-2 $\frac{1}{4}$	740-2 $\frac{1}{2}$
				494 (500-1 $\frac{1}{2}$)	694 (700-2 $\frac{1}{4}$)	694 (700-2 $\frac{1}{2}$)

SE-2, 26 DEC 2024 to 23 JAN 2025

SE-2, 26 DEC 2024 to 23 JAN 2025