


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

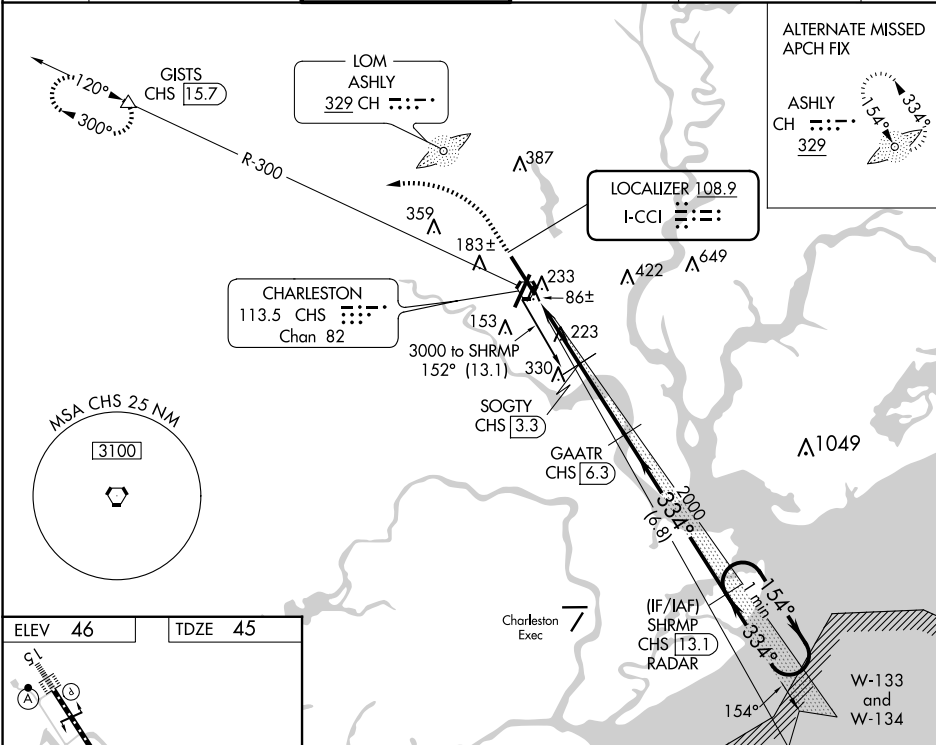
ILS or LOC RWY 33

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
-------------------------	--	--	-------------------------------	-----------------------------------	-------



SE-2, 20 FEB 2025 to 20 MAR 2025

SE-2, 20 FEB 2025 to 20 MAR 2025

ELEV 46	TDZE 45
---------	---------



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 1.5	SOGTY CHS 3.3	2000	334°	154° → 3000
		CHS 0.3		1040*		← 334°
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	
S-ILS 33 **			245/24		200 (200- $\frac{1}{2}$)	
S-LOC 33	480/24		435 (500- $\frac{1}{2}$)		480/45 435 (500- $\frac{3}{8}$)	
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 $\frac{1}{2}$)	