

LOC/DME I-RBW 110.15 Chan 38 (Y)	APP CRS 229°	Rwy Ldg 5977 TDZE 101 Apt Elev 101
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ILS Z or LOC Z RWY 23
LOWCOUNTRY RGNL (RBW)

T Inop table does not apply to S-LOC 23 Cat C, GPS and DME required. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility $\frac{1}{8}$ mile and Circling Cat C visibility $\frac{1}{2}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile. For inp ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to $\frac{1}{8}$ mile and S-LOC 23 Cat D visibility to $\frac{1}{8}$ mile.

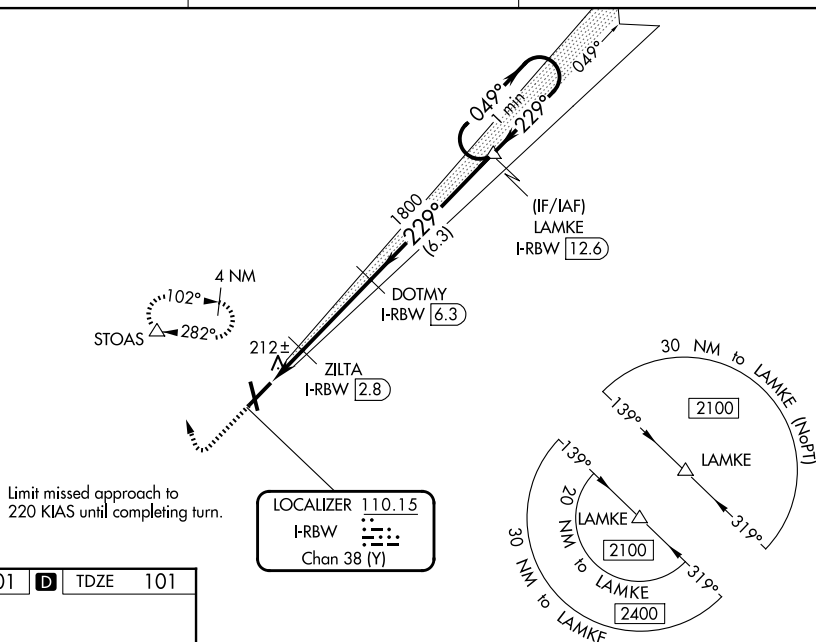
ODALS



MISSED APPROACH:
Climb to 1500 then
climbing right turn to
2000 direct ST0AS
and hold.

AWOS-3PT
118.725

CHARLESTON APP CON
120.7 306.925

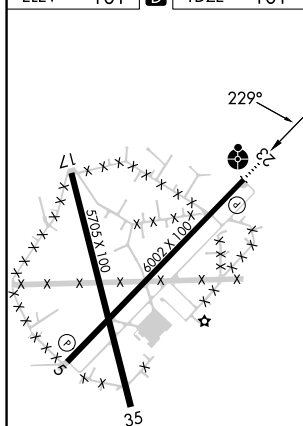
UNICOM
122.8 (CTAF) **L**

Limit missed approach to 220 KIAS until completing turn.

LOCALIZER 110.15

I-RBW 
Chan 38 (Y)

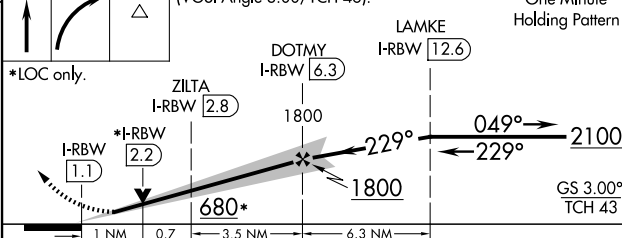
ELEV	101	D	TDZE	10
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REIL Rwy 23
MIRL Rwy 5-23 **L**

1500	2000	STOAS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 46).
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One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 23	301- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 23	480- $\frac{3}{4}$ 379 (400- $\frac{3}{4}$)		480-1 379 (400-1)	
CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$)	700-2 599 (600-2)