

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

T DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSR, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1/2.

MALSR



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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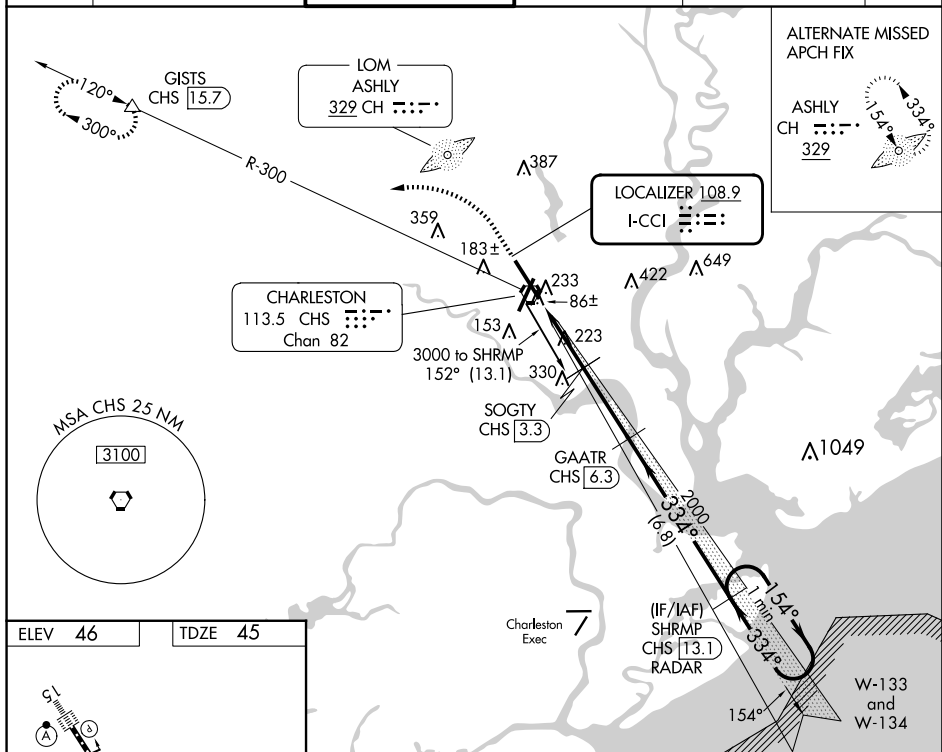


Diagram illustrating the S-LOC 33 approach for Runway 15. The diagram shows the TDZ/CL Rwy 15, REIL Rwy 3 and 21, and HIRL Rwy 3-21 and 15-33. It includes a 334° heading, a 0.3% up-slope, and various navigation aids like TWR, GS 3.00, and TCH 51. The approach is divided into segments with distances of 1.2 NM, 1.8 NM, 3 NM, and 6.8 NM. The final segment is a 334° heading with a 154° turn. The diagram also shows the VGS and ILS glidepaths, which are not coincident, with a VGS angle of 3.00/TCH 59. The diagram is labeled 'S-LOC 33' and 'S-LOC 33'.

CATEGORY	A	B	C	D	E
S-ILS 33 **	245/24		200 (200-1/2)		
S-LOC 33	480/24	435 (500-1/2)	480/45 435 (500-7/8)		
CIRCLING	540-1	494 (500-1)	540-1 1/2 494 (500-1 1/2)	740-2 1/4 694 (700-2 1/4)	740-2 1/2 694 (700-2 1/2)