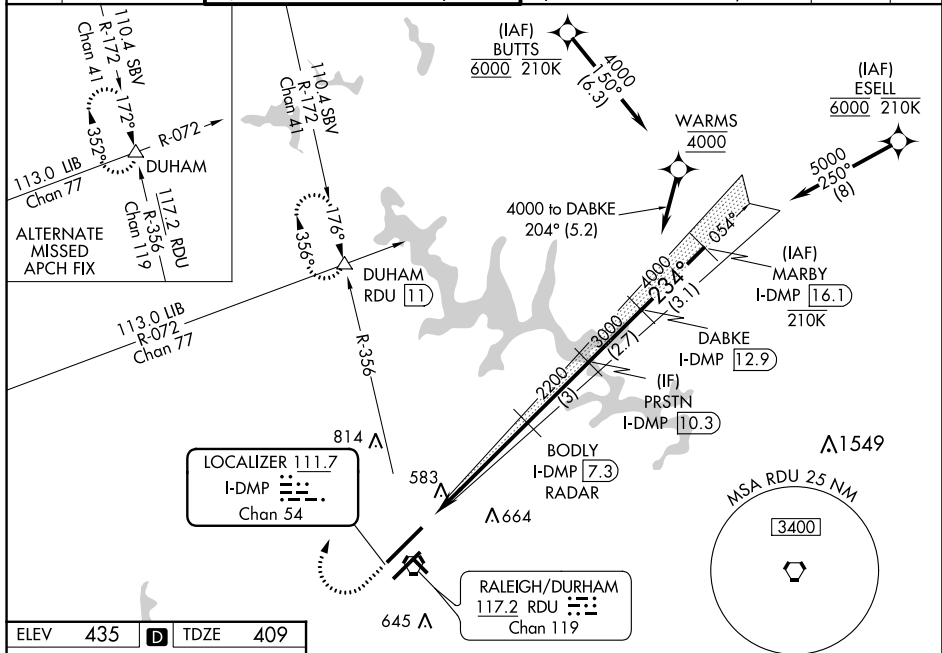


LOC/DME I-DMP <u>111.7</u> Chan 54	APP CRS 234°	Rwy Idg 10000 TDZE 409 Apt Elev 435
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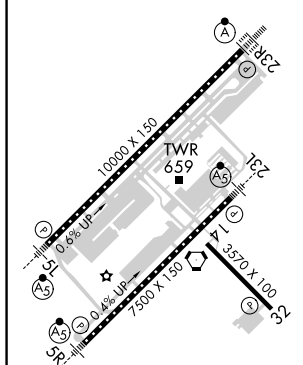
ILS RWY 23R (CAT II & III)
RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.
 Simultaneous approach authorized.		

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	409
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REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwy 5R-23L and 5L-23R
TDZ/CL Rwy 23R, 23L and 5L

1000 ↑	2200 ↗	RDU R-356	DUHAM △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 69).				MARBY I-DMP 16.1
Diagram illustrating the approach path for CAT II RA 105/12. The path starts at 1000ft, descends to 2200ft at 1161' distance. From 2200ft, it continues to 3000ft at 5.5 NM, then to 4000ft at 3 NM, and finally to 5000ft at 2.7 NM. A dashed line shows the VGS1 glidepath, and a solid line shows the ILS glidepath. Key points include BODYLY I-DMP 7.3, PRSTN I-DMP 10.3, and DABKE I-DMP 12.9. The final glide angle is 234° and the ground speed is 3.00° TCH 55.								
CATEGORY	A		B		C		D	
S-ILS 23R	CAT II RA 105/12 100 DA 509							
S-ILS 23R	CAT III RVR 06							

CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED