

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

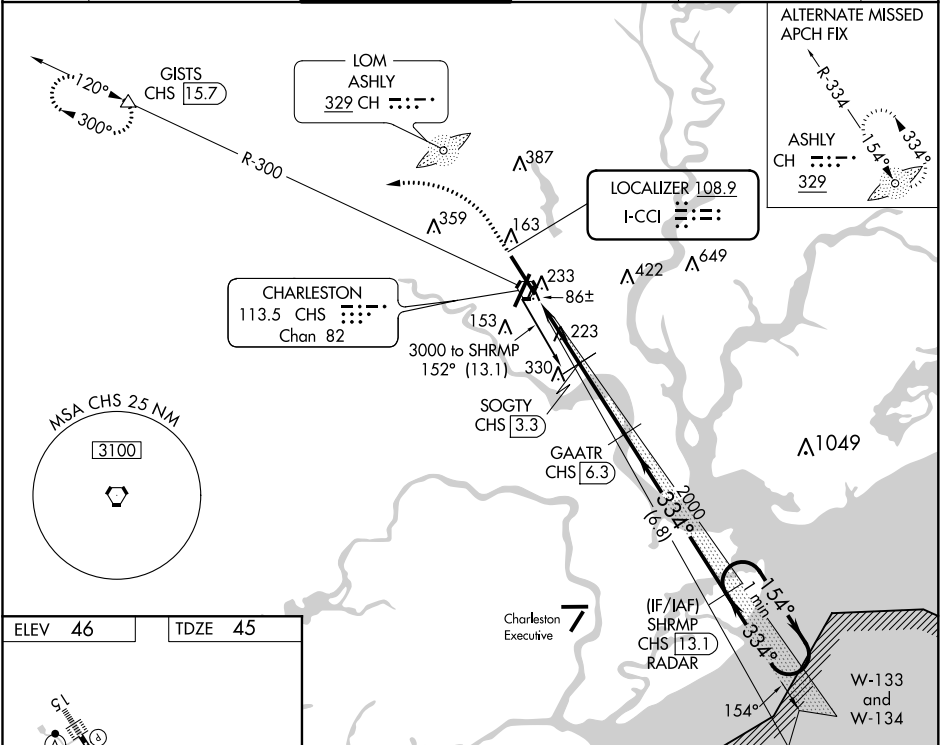
CHARLESTON AFB/INTL (CHS)

▼ DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required. For inop MALSR, 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.



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.

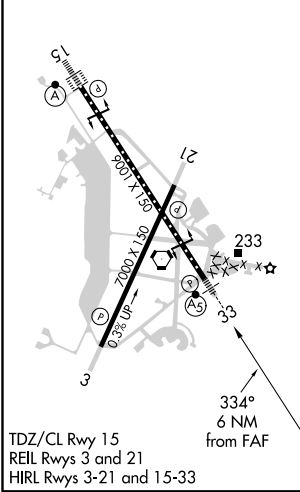
ATIS 124.75	CHARLESTON APP CON 120.7 306.925	CHARLESTON TOWER 126.0 239.0	GND CON 121.9 348.6	CLNC DEL 127.325 291.65	CPDLC
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SE-2, 22 APR 2021 to 20 MAY 2021

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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 5T
*LOC only.		SOGTY CHS 3.3	2000	154°	3000	
		CHS 1.5	1040*	334°	2000	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).
		CHS 0.3				
		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- $\frac{3}{8}$)	
CIRCLING	540-1	494 (500-1)	540-1 $\frac{1}{2}$	600-2	740-2 $\frac{1}{2}$	
			494 (500-1 $\frac{1}{2}$)	554 (600-2)	694 (700-2 $\frac{1}{2}$)	