

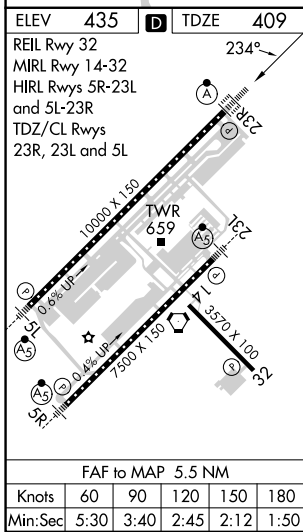
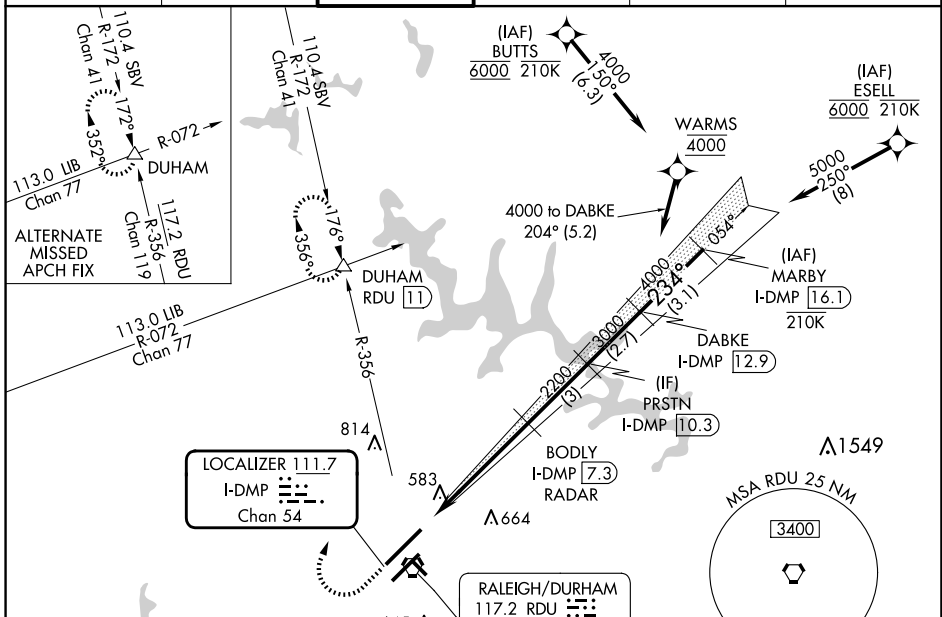
LOC/DME I-DMP <b>111.7</b> Chan <b>54</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev <b>10000</b> <b>409</b> <b>435</b>
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# ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. RADAR or DME required for LOC only.	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. For inop ALS increase S-LOC 23R Cat C/D visibility to 1 1/2 SM.		

D-ATIS <b>123.8</b>	RALEIGH APP CON <b>127.675 307.9</b>	RALEIGH TOWER <b>127.45 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.1</b>	CPDLC
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ELEV 435	TDZE 409																												
REIL Rwy 32	MIRL Rwy 14-32																												
HIRL Rwys 5R-23L and 5L-23R	TDZ/CL Rwys 23R, 23L and 5L																												
FAF to MAP 5.5 NM																													
Knots	60 90 120 150 180																												
Min:Sec	5:30 3:40 2:45 2:12 1:50																												
<table border="1"> <tr> <td>1000</td> <td>2200</td> <td>RDU R-356</td> <td>DUHAM</td> <td>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).</td> <td>MARBY I-DMP (16.1)</td> </tr> <tr> <td colspan="6">*LOC only.</td> </tr> <tr> <td>I-DMP (1.8)</td> <td>*I-DMP (3.4)</td> <td>BODY I-DMP (7.3) RADAR</td> <td>PRSTN I-DMP (10.3)</td> <td>DABKE I-DMP (12.9)</td> <td></td> </tr> <tr> <td colspan="6"> </td> </tr> </table>	1000	2200	RDU R-356	DUHAM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	MARBY I-DMP (16.1)	*LOC only.						I-DMP (1.8)	*I-DMP (3.4)	BODY I-DMP (7.3) RADAR	PRSTN I-DMP (10.3)	DABKE I-DMP (12.9)												
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CATEGORY	A	B	C	D																									
S-ILS 23R	609/18 200 (200-1/2)																												
S-LOC 23R	980/24	571 (600-1/2)	980-1 1/4	571 (600-1 1/4)																									
CIRCLING	980-1	545 (600-1)	1020-1 1/2	1180-2 1/2	745 (800-2 1/2)																								

SE-2, 23 JAN 2025 to 20 FEB 2025

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