

LOC/DME I-ETI 110.7 Chan 44	APP CRS 091°	Rwy ldg 5350 TDZE 19 Apt Elev 19
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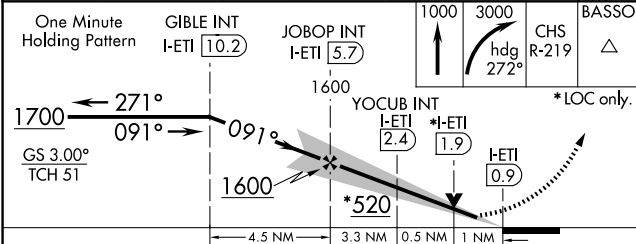
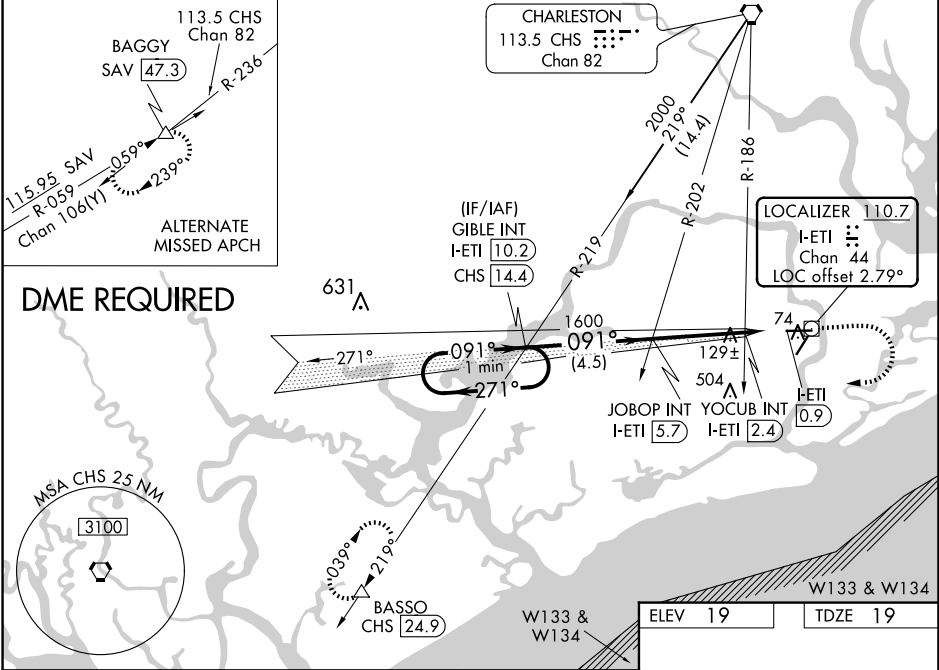
ILS or LOC RWY 9

CHARLESTON EXEC (JZI)

▼ DME required. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA to 307 feet and all MDAs 40 feet, increase S-ILS 9 visibility all Cats $\frac{1}{8}$ SM; increase S-LOC 9 and Circling Cats C/D visibility $\frac{1}{4}$ SM; increase S-LOC YOCUB fix minimums Cats C/D visibility $\frac{1}{4}$ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF)
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ELEV 19	TDZE 19
REIL Rws 9 and 27	
MIRL Rwy 4-22	
HIRL Rwy 9-27	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Seq	4:48 3:12 2:24 1:55 1:36

CATEGORY	A	B	C	D
S-ILS 9		275- $\frac{3}{4}$	256 (300- $\frac{3}{4}$)	
S-LOC 9	520-1	501 (600-1)	520- $\frac{13}{8}$	501 (600- $\frac{13}{8}$)
CIRCLING	520-1	501 (600-1)	860- $2\frac{1}{2}$	841 (900- $2\frac{3}{4}$)
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 9	380-1	361 (400-1)	380- $1\frac{1}{8}$	361 (400- $1\frac{1}{8}$)
CIRCLING	460-1	480-1	860- $2\frac{1}{2}$	860- $2\frac{3}{4}$
	441 (500-1)	461 (500-1)	841 (900- $2\frac{1}{2}$)	841 (900- $2\frac{3}{4}$)

SE-2, 17 APR 2025 to 15 MAY 2025

SE-2, 17 APR 2025 to 15 MAY 2025