

WAAS CH 48916 W35A	APP CRS 351°	Rwy Idg 5705 TDZE 95 Apt Elev 101
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RNAV (GPS) RWY 35
LOWCOUNTRY RGNL (RBW)

▼ For uncompensated baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility $\frac{1}{4}$ mile; increase Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH:
Climb to 2100 direct
WIBSI and on track
076° to LAMKE and
hold.

AWOS-3PT 118.725	CHARLESTON APP CON 120.7 306.925	UNICOM 122.8 (CTAF) 0
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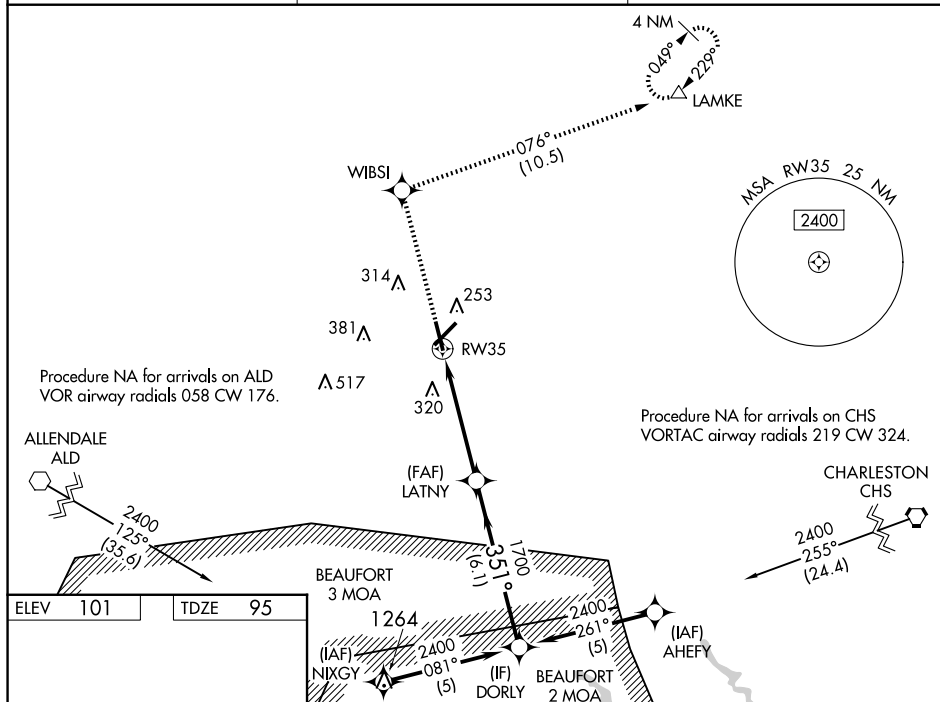


Figure 10 illustrates a 3D visualization of a flight path. The path starts at a runway (RW35) and ascends to a 351° heading. The path is marked with a 1.3 NM segment and a 3.6 NM segment. The final segment is marked with a 6.1 NM distance. The path is labeled with 'LATNY' and 'DORLY'. The final segment is labeled with '2400' and 'GP 3.00° TCH 40'.