

## HI-ILS or LOC RWY 10

<b>LOC I-SAV</b> <b>111.35</b> Chan <b>50 (Y)</b>	<b>APCH CRS</b> <b>097°</b>	<b>Rwy Idg</b> <b>30</b> <b>TDZE</b> <b>Arpt Elev</b> <b>50</b>	<b>AL-380 [USAF]</b>	<b>SAVANNAH/HILTON HEAD INTL (KSAV)</b>
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**DME required**  
**Procedure NA when Control Tower closed.**  
 \* When ALS inop, increase vis to RVR 40  
 \*\* When ALS inop, increase vis to 1 1/2 miles.

**ATIS ★**  
**123.75**

**APP CON**  
**125.3 353.775**

**TOWER ★**  
**125.975 (CTAF) 0 257.8**

**GND CON**  
**121.9 348.6**

**CLNC DEL**  
**119.55 291.775**

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Use I-SAV DME when on the localizer course.  
 VGSI and ILS glidepath not coincident.  
 VGSI angle 3.00/TCH 69.

ELEV 50	D	TDZE 30
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CATEGORY	C	D	E
S-ILS 10 *	230/18	200	(200-1/2)
S-LOC 10 **	500/50	470	(500-1)
CIRCLING	740-2 690 (700-2)	740-2 1/4 690 (700-2 1/4)	900-3 850 (900-3)

REIL Rwy 19, 28 0  
 HIRL all Rwy 0  
 TDZL/CL Rwy 10