

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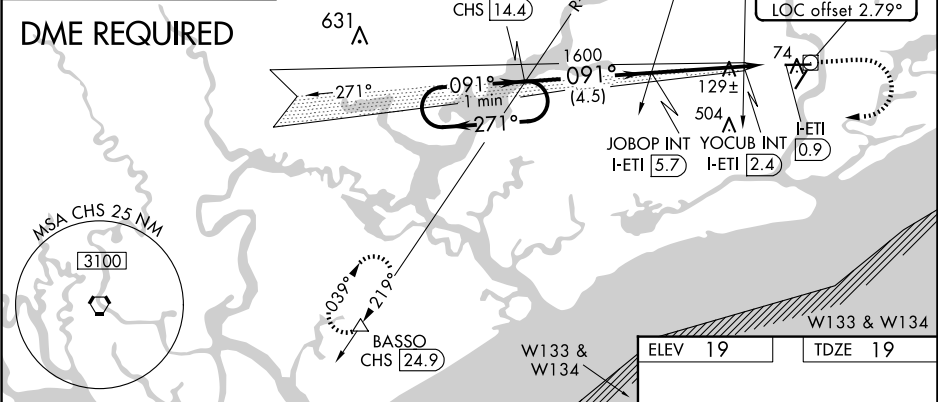
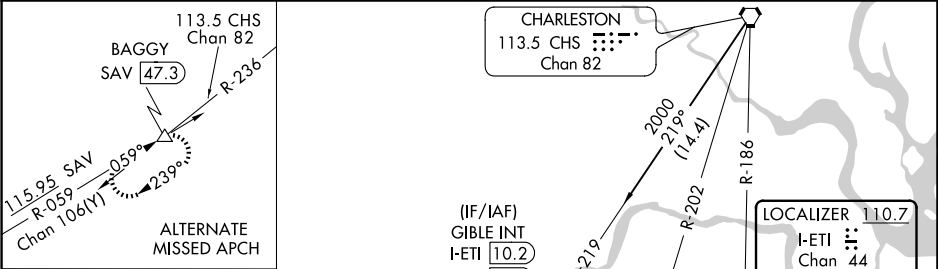
ILS or LOC RWY 9

CHARLESTON EXEC (JZI)

▼ DME required. Helicopter visibility reduction below ¾ 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 ½ SM; increase S-LOC 9 and Circling Cats C/D visibility ¼ SM; increase S-LOC YOCUB fix minimums Cats C/D visibility ¼ SM and Circling YOCUB fix minimums Cats C/D visibility ¼ 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 <b>123.775</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.8 (CTAF)</b>
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<div>One Minute Holding Pattern</div>	<div>GIBLE INT</div> <div>I-ETI 10.2</div>		<div>JOBOP INT</div> <div>I-ETI 5.7</div>		<div>YOCUB INT</div> <div>I-ETI 2.4</div> <div>*I-ETI 1.9</div>	<div>CHS</div> <div>R-219</div>	<div>BASSO</div> <div>△</div>
	<div>1700</div> <div>← 271°</div> <div>→ 091°</div> <div>GS 3.00°</div> <div>TCH 51</div>		<div>1600</div> <div>091°</div> <div>1600</div> <div>*520</div>		<div>1600</div> <div>091°</div> <div>1600</div> <div>091°</div> <div>*LOC only.</div>	<div>1000</div> <div>↑</div>	<div>3000</div> <div>hdg</div> <div>272°</div>
	<div>4.5 NM</div>		<div>3.3 NM</div>	<div>0.5 NM</div>	<div>1 NM</div>		
	CATEGORY		A	B	C	D	
S-ILS 9	275-¾		256 (300-¾)				
S-LOC 9	520-1	501 (600-1)	520-1⅜		501 (600-1⅝)		
CIRCLING	520-1	501 (600-1)	860-2½		841 (900-2½)	860-2¾	841 (900-2¾)
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)							
S-LOC 9	380-1	361 (400-1)	380-1⅛		361 (400-1⅞)		
CIRCLING	460-1	480-1	860-2½		841 (900-2½)	860-2¾	841 (900-2¾)
	441 (500-1)	461 (500-1)	841 (900-2½)			841 (900-2¾)	

