

LOC I-CCI <b>108.9</b>	APP CRS <b>334°</b>	Rwy Ldg TDZE <b>45</b> Apt Elev <b>46</b>
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ILS or LOC RWY 33

CHARLESTON AFB/INTL (CHS)

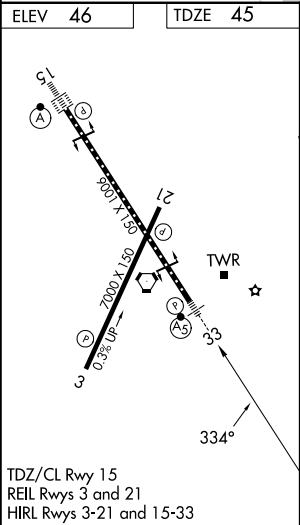
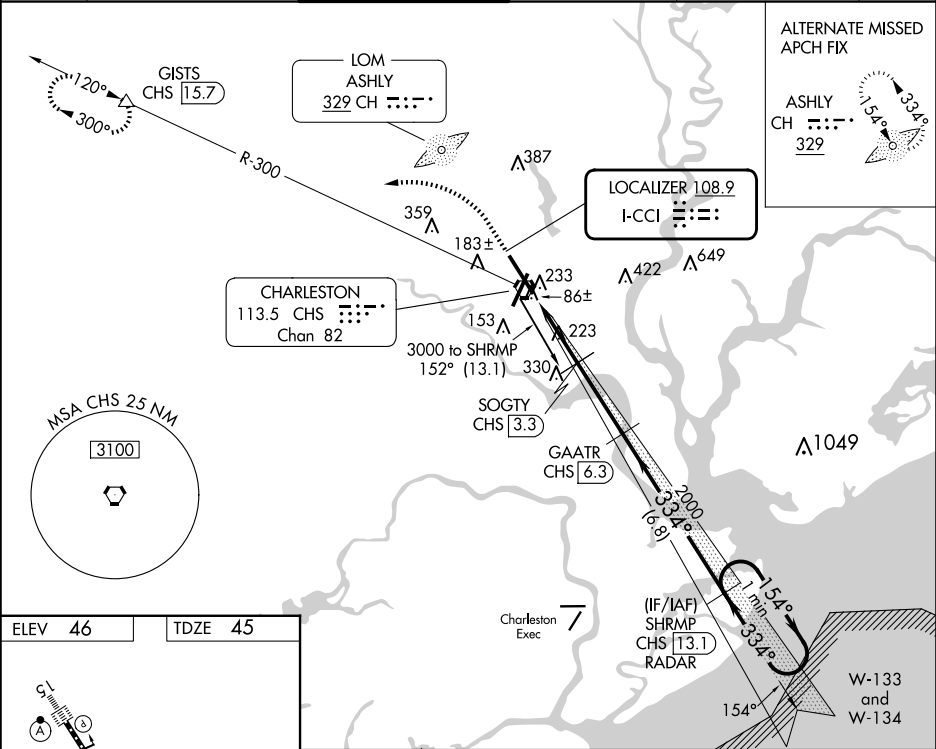
**⚠** DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSR, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1½%.

**\*\*** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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500	2100	CHS R-300	GISTS	GAATR CHS 6.3	SHRMP CHS 13.1 RADAR	One Minute Holding Pattern
↑	hdg 280°					GS 3.00° TCH 51
*LOC only.		SOGTY CHS 3.3	CHS 1.5	CHS 0.3	1040*	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 59).
		1.2 NM	1.8 NM	3 NM	6.8 NM	
CATEGORY	A	B	C	D	E	
S-ILS 33 **	245/24		200 (200-½)			
S-LOC 33	480/24	435 (500-½)	480/45 435 (500-¾)			
CIRCLING	540-1	494 (500-1)	540-1½ 494 (500-1½)	740-2¼ 694 (700-2¼)	740-2½ 694 (700-2½)	