

LOC I-CCI <b>108.9</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>45</b> <b>46</b>
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# ILS or LOC RWY 33

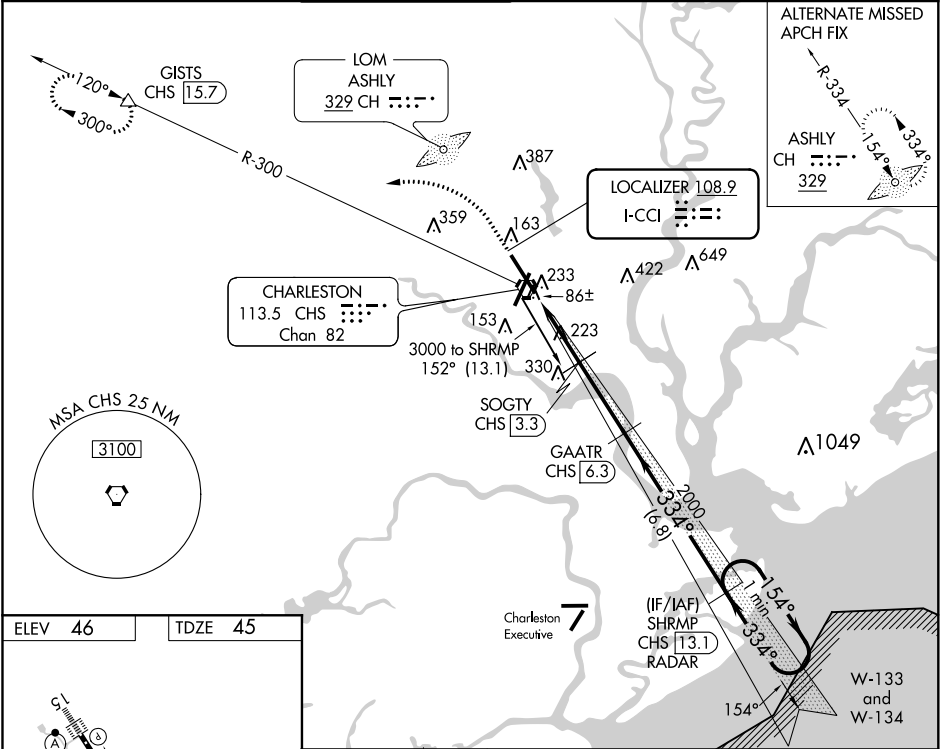
CHARLESTON AFB/INTL (CHS)

**▼** 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 1 $\frac{1}{2}$ %.  
**▲** \*\* RVR 1800 authorized with use of FD or AP or HUD to DA.



**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.

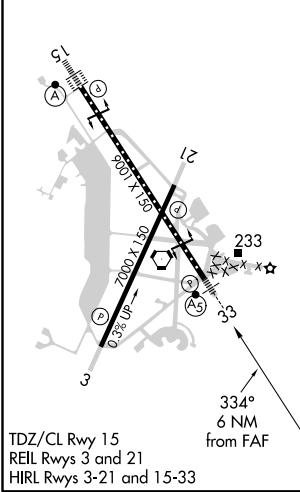
ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
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SE-2, 25 FEB 2021 to 25 MAR 2021

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ELEV 46	TDZE 45
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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 5T
*LOC only.		SOGTY CHS 3.3				
		*CHS 1.5		2000		154° → 3000
		CHS 0.3		1040*		← 334°
				2000		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- $\frac{1}{2}$ )			
S-LOC 33	480/24	435 (500- $\frac{1}{2}$ )	480/45		435 (500- $\frac{3}{8}$ )	
CIRCLING	540-1	494 (500-1)	540-1 $\frac{1}{2}$	600-2	740-2 $\frac{1}{2}$	
			494 (500-1 $\frac{1}{2}$ )	554 (600-2)	694 (700-2 $\frac{1}{2}$ )	