


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>
---------------------------	------------------------	-----------------------------	---------------------------------------

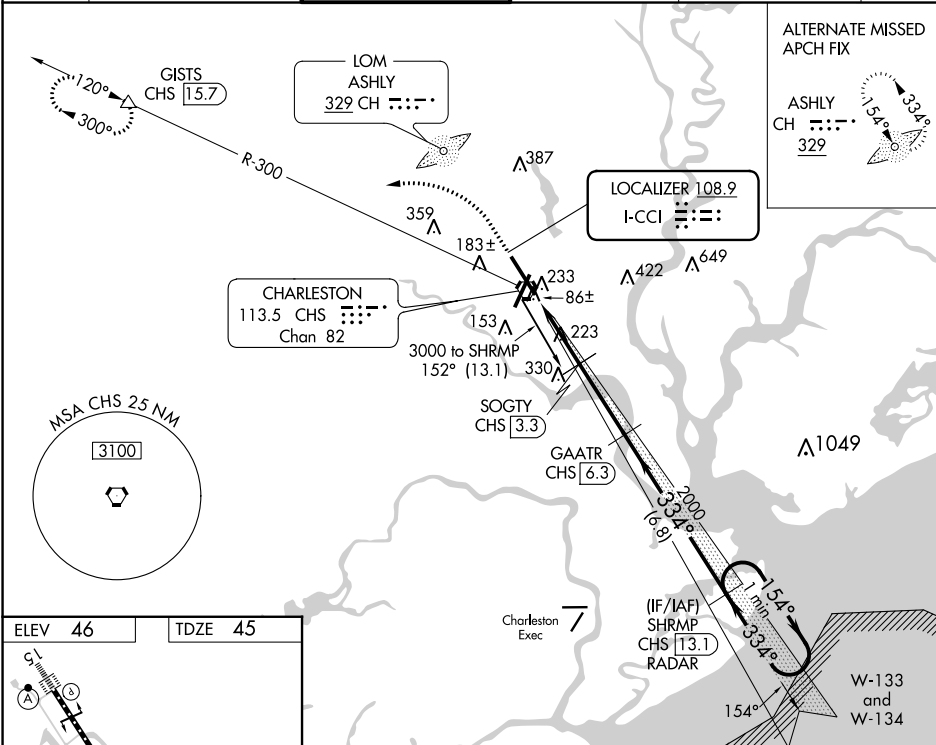
# ILS or LOC RWY 33

CHARLESTON AFB/INTL (CHS)

**⚠** DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME required. For inop MALSRS, 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.

**MALSRS**  
  
**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.

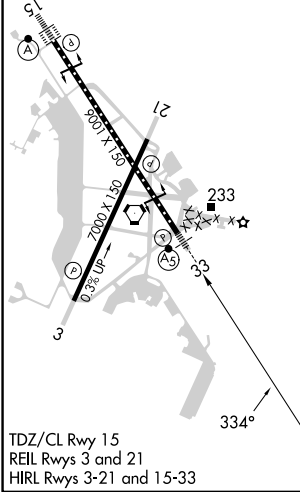
D-ATIS <b>124.75</b>	CHARLESTON APP CON <b>120.7 306.925</b>	CHARLESTON TOWER <b>126.0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>127.325 291.65</b>	CPDLC
-------------------------	--	--	-------------------------------	-----------------------------------	-------



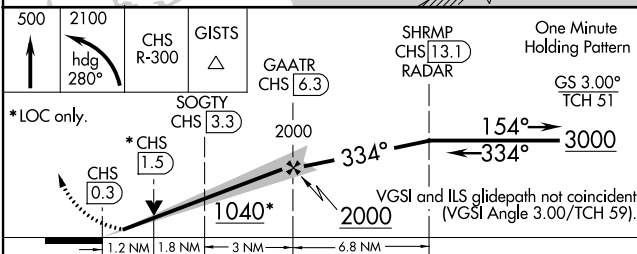
SE-2, 22 FEB 2024 to 21 MAR 2024

SE-2, 22 FEB 2024 to 21 MAR 2024

ELEV 46	TDZE 45
---------	---------



TDZ/CL Rwy 15  
 REIL Rwy 3 and 21  
 HIRL Rwy 3-21 and 15-33



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- $\frac{3}{4}$ )	
CIRCLING	540-1	494 (500-1)	540-1 $\frac{1}{2}$ 494 (500-1 $\frac{1}{2}$ )	740-2 $\frac{1}{4}$ 694 (700-2 $\frac{1}{4}$ )	740-2 $\frac{1}{2}$ 694 (700-2 $\frac{1}{2}$ )