Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 07/16/2020	APWS Task ID: 5775144F8CB4432897D598D746504653	APWS Request ID: 298FF71E3A904FADB854D80CEF2C3A66
Procedure: STAR OSPRI (RNAV) SEVEN CHARLESTON SC KCHS		Enroute: YES	Specialist: Powell, Dan		Agreement Number:
Airport ID: KCHS	Airport Name: CHARLESTON AFB/INTL		Airport City: CHARLESTON		State: SC
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
CONTACT JACOB POWERS, AJV-5440 LEAD, 405-954-8702.

QUALITY 15 CHECKED

02/10/2020

QUALITY 14 CHECKED

Data as of: 02/10/2020 07:19:08 CST

FIPC DME/DME FORM

PROCEDURE:	AIRPORT NAME:	AIRPORT ID:	SPECIAL CONTROL NO:
STAR OSPRI (RNAV) SEVEN CHARLESTON SC KCHS	CHARLESTON AFB/INTL	KCHS	AG-06-065-20

FAC ID: OSPRI7	CITY: CHARLESTON	ST: SC	ORIG CHART DATE: 11/05/2020

DFL TYPE:	THIRD PARTY:	EST. TIME ON SITE:	REIMB. NUMBER:	PTS TASK ID:
PROC/D	☐ YES	1.0	AC0683	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT

	YES	NO
CPV COMPLETE?	X	

PROCEDURE RESULTS

INSPECTION DATE:	CREW #:	N #:	INSTRUMENT PROCEDURE STATUS:	ARINC CODING:
07/16/2020	VN327	N70	☒ SAT ☐ SAT W/CHANGES ☐ UNSAT	☒ SAT ☐ SAT/GOLD ☐ UNSAT

FLIGHT INSPECTOR SIGNATURE:	PRINTED NAME:	NOTAM INITIATED?
jeffrey eckman @ 07/16/2020 15:13	ECKMAN, JEFFREY ALAN	☐ YES ☒ NO

FLIGHT INSPECTOR REMARKS:

Procedure SAT as proposed. DME/DME awaiting AFS/ WAJR approval.

DME/DME STATUS:	SPECIALIST SIGNATURE:	PRINTED NAME:
☐ SAT ☐ UNSAT		

SPECIALIST REMARKS:

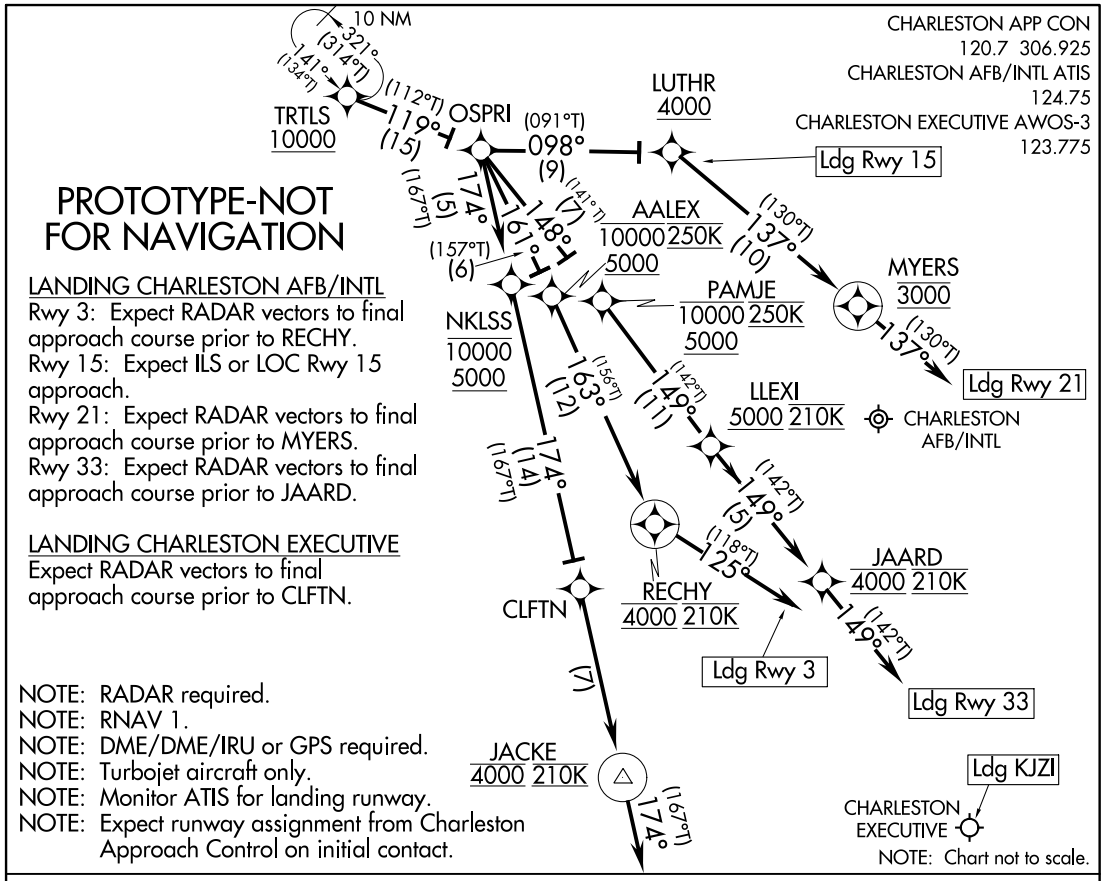
IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:

NEW

(TRTLS.OSPRI7) FIG ST-76 (FAA)

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes CHARLESTON, SOUTH CAROLINA



PROTOTYPE-NOT FOR NAVIGATION

LANDING CHARLESTON AFB/INTL
Rwy 3: Expect RADAR vectors to final approach course prior to RECHY.
Rwy 15: Expect ILS or LOC Rwy 15 approach.
Rwy 21: Expect RADAR vectors to final approach course prior to MYERS.
Rwy 33: Expect RADAR vectors to final approach course prior to JAARD.

LANDING CHARLESTON EXECUTIVE
Expect RADAR vectors to final approach course prior to CLFTN.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

ARRIVAL ROUTE DESCRIPTION

From TRTLS on track 119° to OSPRI.

LANDING CHARLESTON AFB/INTL

Rwy 3: From OSPRI on track 161° to cross AALEX between 5000 and 10000 and at 250K, then on track 163° to cross RECHY at 4000 and at 210K, then on heading 125° or as assigned by ATC. Expect RNP Rwy 3 approach. Non-RNP aircraft: expect RADAR vectors to final approach course.

Rwy 15: From OSPRI on track 098° to cross LUTHR at/above 4000. Expect ILS or LOC Rwy 15 approach.

Rwy 21: From OSPRI on track 098° to cross LUTHR at/above 4000, then on track 137° to cross MYERS at 3000, then on heading 137° or as assigned bt ATC. Expect RNP Rwy 21 approach. Non-RNP aircraft: expect RADAR vectors to final approach course.

Rwy 33: From OSPRI on track 148° to cross PAMJE between 5000 and 10000 and at 250K, then on track 149° to cross LLEXI at/above 5000 and at 210K, then on track 149° to cross JAARD at 4000 and at 210K , then on heading 149°or as assigned by ATC. Expect RNP Rwy 33 approach. Non-RNP aircraft: expect RADAR vectors to final approach course.

LANDING CHARLESTON EXECUTIVE

From TRTLS on track 119° to OSPRI, then on track 174° to cross NKLSS between 5000 and 10000, then on track174° to CLFTN, then on track 174° to cross JACKE at 4000 and at 210K, then on heading 174° or as assigned by ATC. Expect RADAR vectors to final approach course.

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes CHARLESTON, SOUTH CAROLINA
(TRTLS.OSPRI7) FIG

AUTOMATED ST-76 OSPRI ARRIVAL (CONT)

SE-2
02/10/20
COMPILER: SQ
REVIEWER:
DBL CHKR:
EFF: FIG

(TRTLS.OSPRI7) FIG

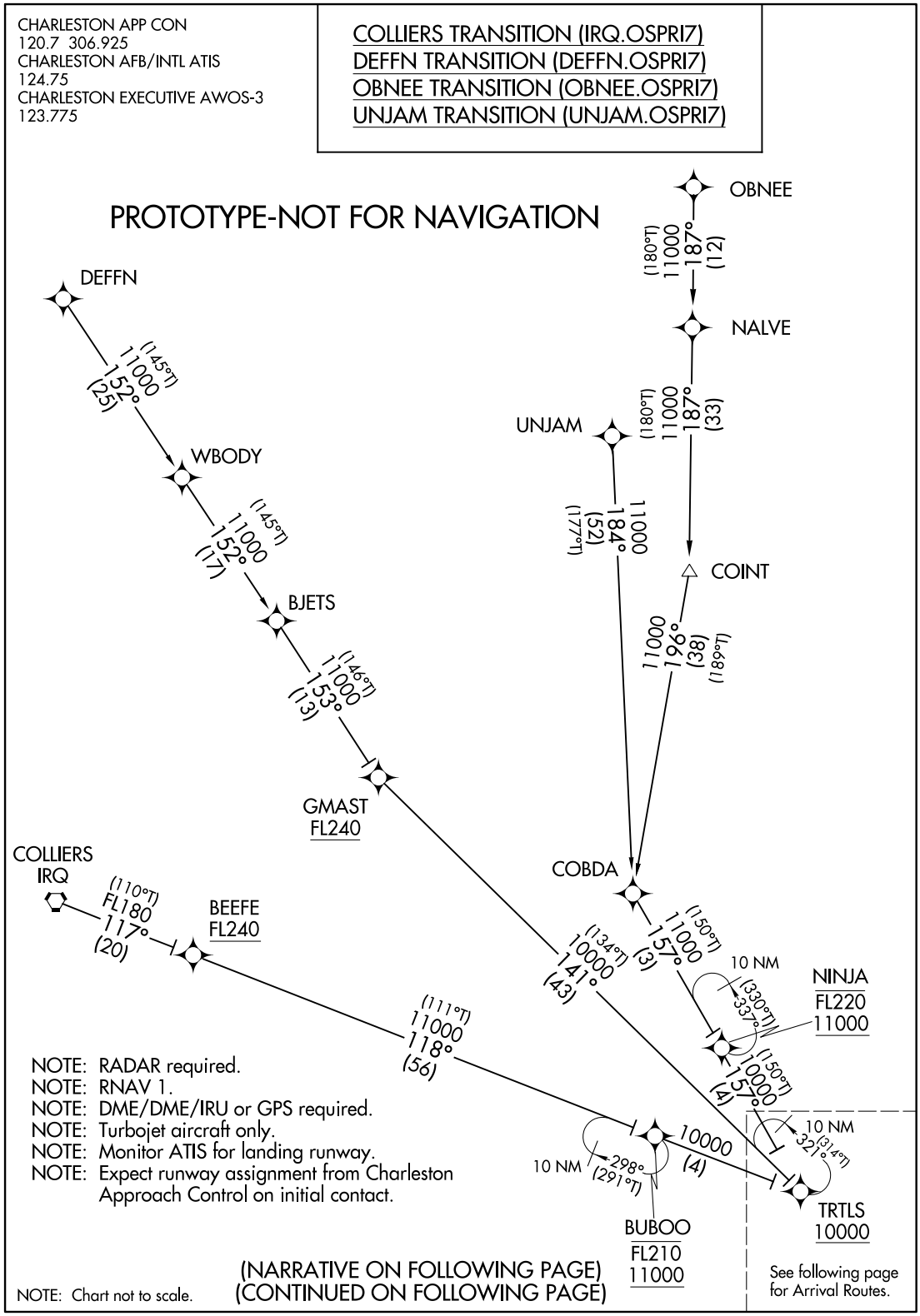
ST-76 (FAA)

OSPRI SEVEN ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON
120.7 306.925
CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON EXECUTIVE AWOS-3
123.775

COLLIERS TRANSITION (IRQ.OSPRI7)
DEFFN TRANSITION (DEFFN.OSPRI7)
OBNEE TRANSITION (OBNEE.OSPRI7)
UNJAM TRANSITION (UNJAM.OSPRI7)

PROTOTYPE-NOT FOR NAVIGATION



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
(CONTINUED ON FOLLOWING PAGE)

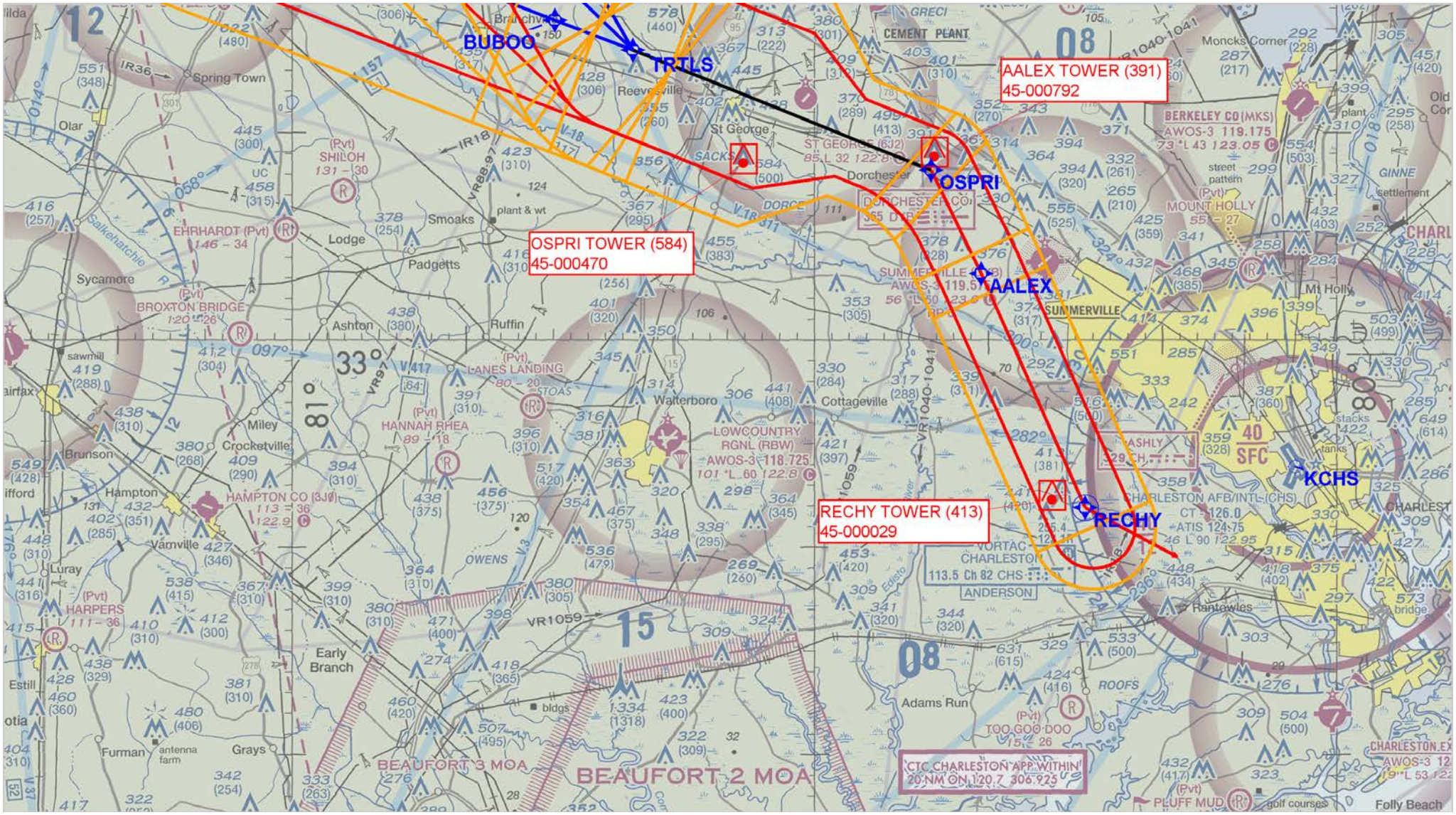
NOTE: Chart not to scale.

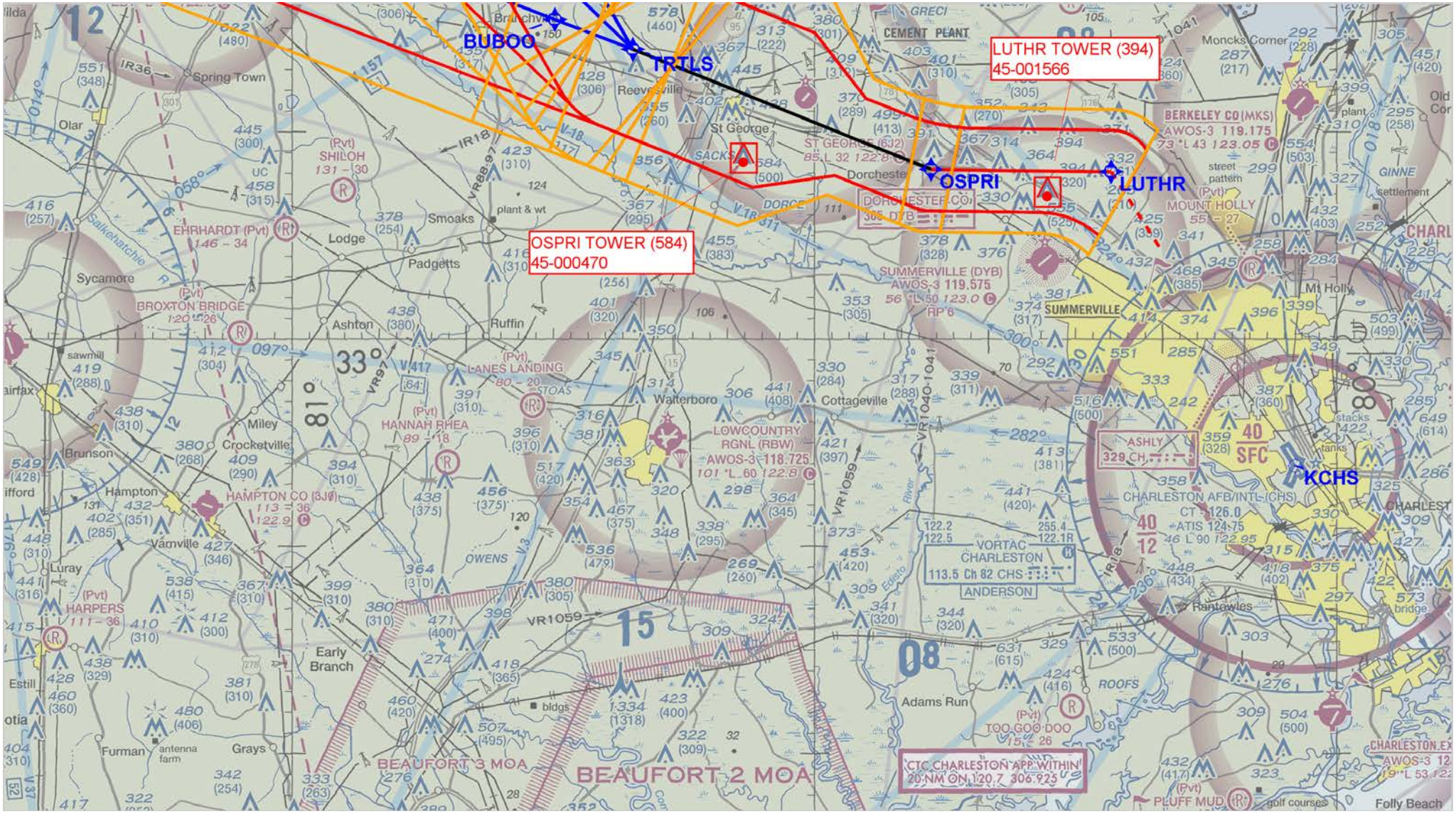
See following page for Arrival Routes.

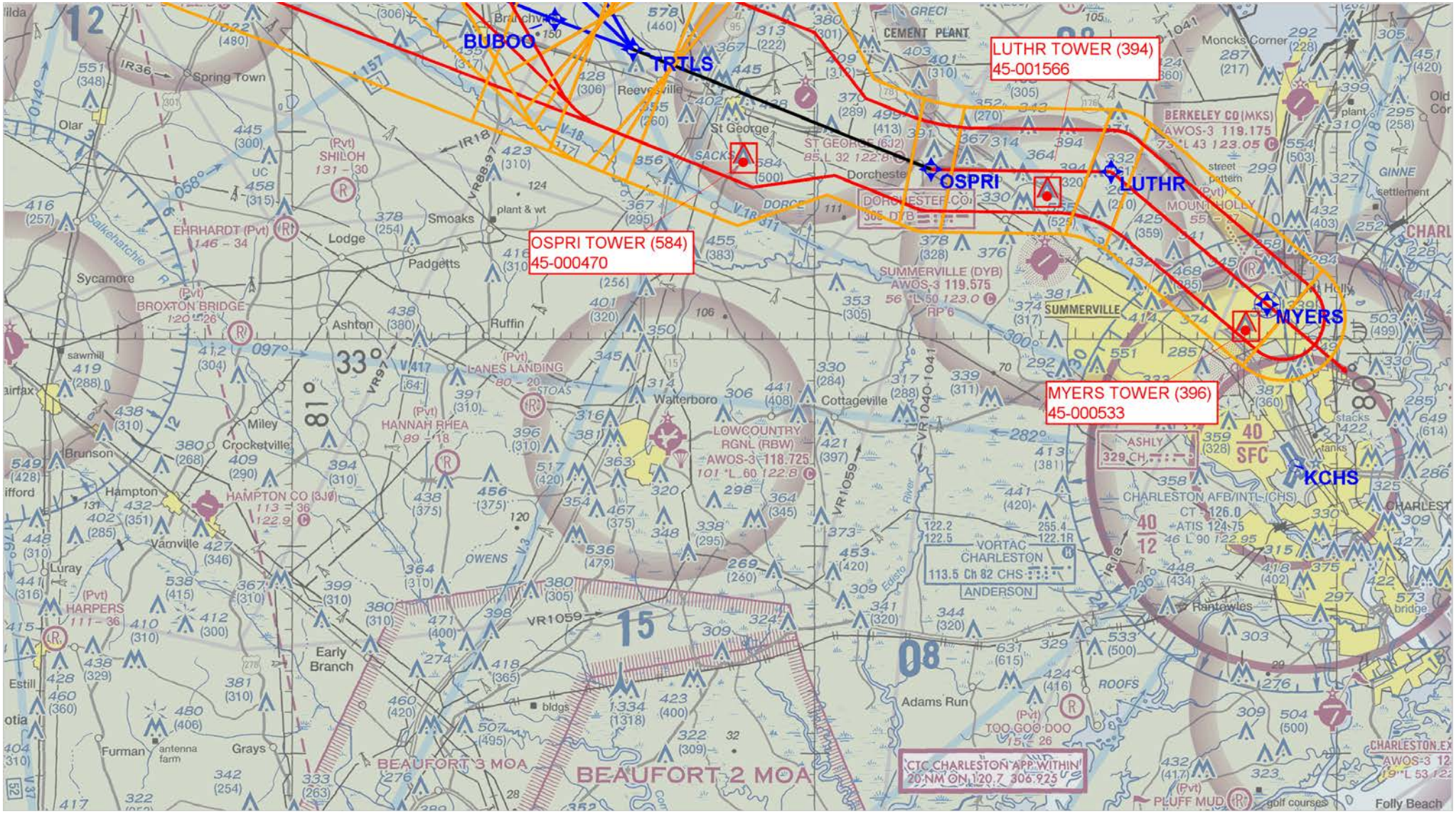
AUTOMATED ST-76 OSPRI ARRIVAL

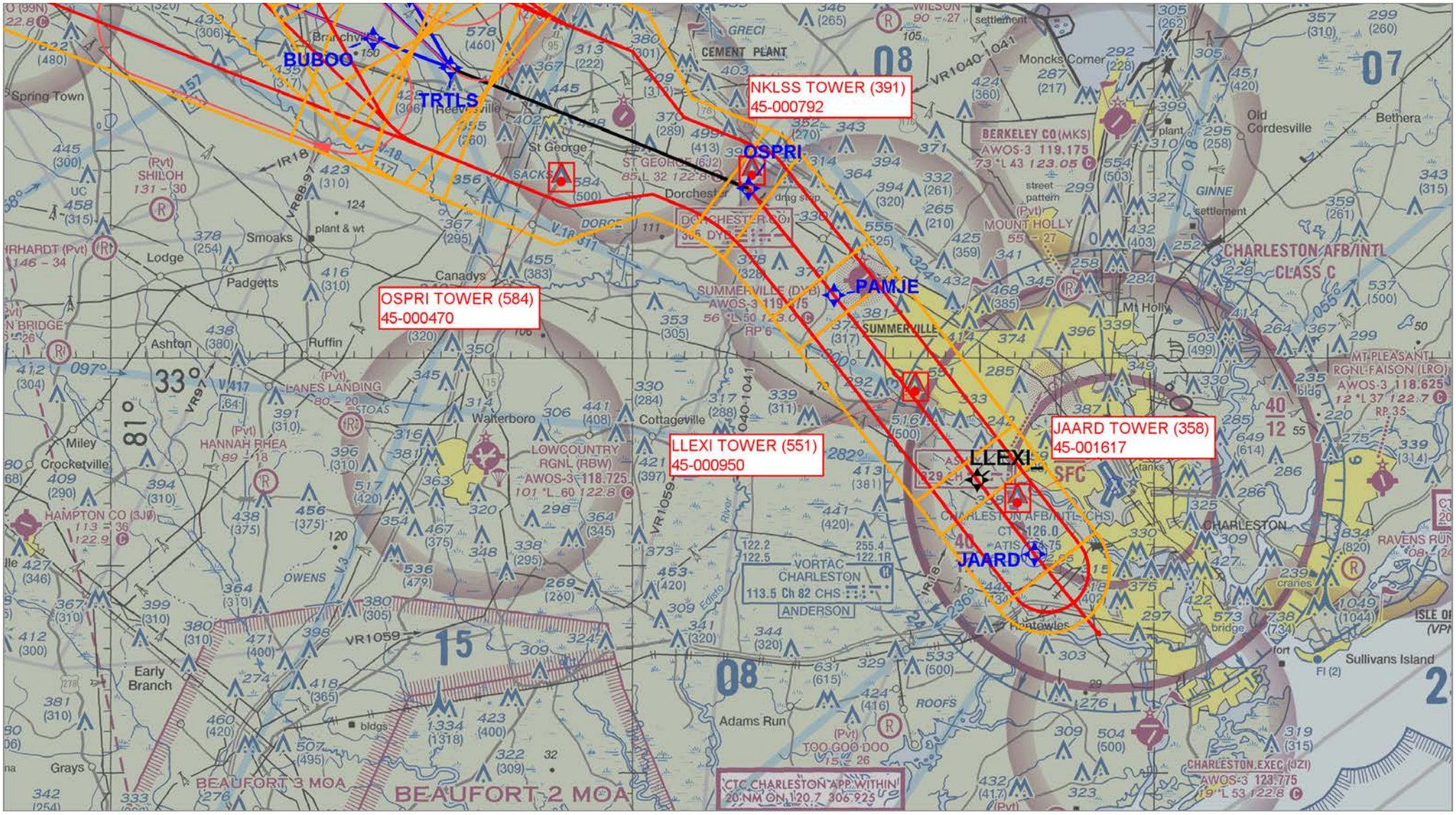
SE-2
02/10/20
COMPILER: SQ
REVIEWER:
DBL CHKR:
EFF: FIG

OSPRI SEVEN ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA
(TRTLS.OSPRI7) FIG

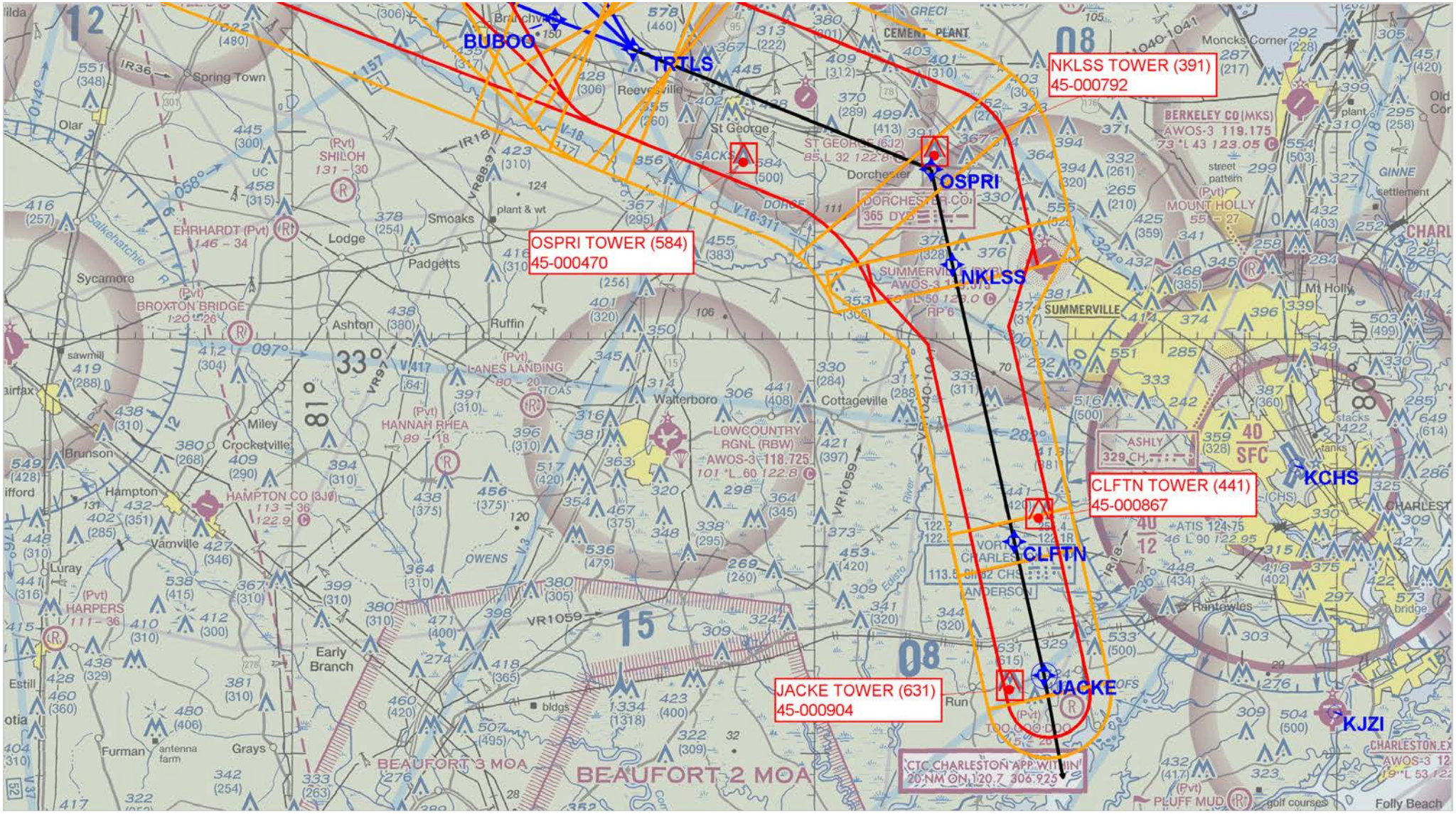

BUBOO
TRTLS
AALEX TOWER (391)
45-000792
OSPRI
OSPRI TOWER (584)
45-000470
AALEX
RECHY TOWER (413)
45-000029
RECHY
KCHS
BEAUFORT 3 MOA
BEAUFORT 2 MOA
CTC CHARLESTON APP WITHIN
20 NM ON 120.7 306.925


BUBOO
TRTLS
LUTHR TOWER (394)
45-001566
OSPRI TOWER (584)
45-000470
OSPRI
LUTHR
KCHS
BEAUFORT 3 MOA
BEAUFORT 2 MOA
CTC CHARLESTON APP WITHIN
20 NM ON 120.7 306.925

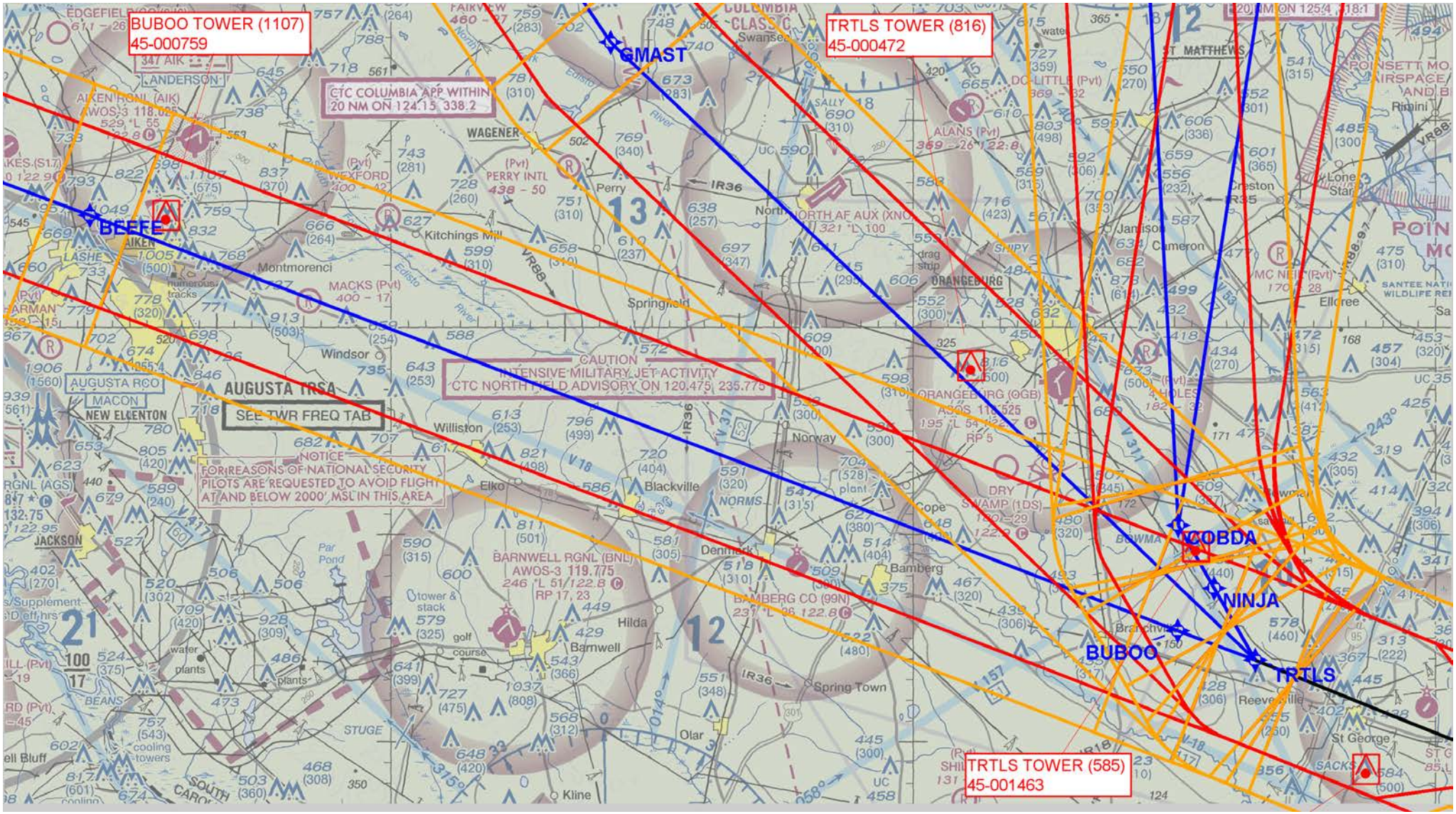

BUBOO
TRTLS
OSPRI
LUTHR
MYERS
KCHS
LUTHR TOWER (394)
45-001566
OSPRI TOWER (584)
45-000470
MYERS TOWER (396)
45-000533
BEAUFORT 3 MOA
BEAUFORT 2 MOA
CTC CHARLESTON APP WITHIN
20 NM ON 120.7 306.925

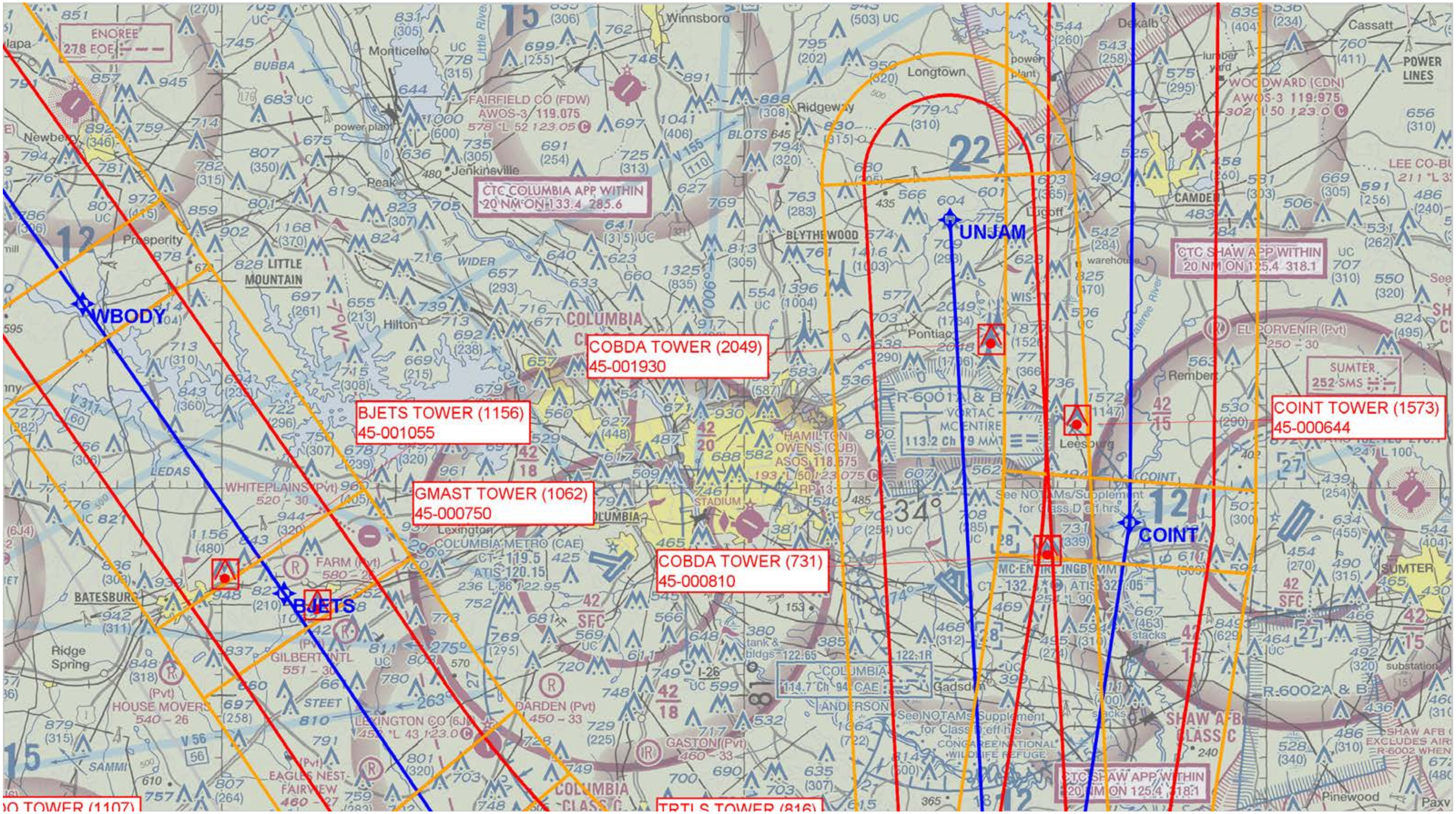

BUBOO
TRTLS
NKLSS TOWER (391)
45-000792
OSPRI
PAMJE
OSPRI TOWER (584)
45-000470
LLEXI TOWER (551)
45-000950
JAARD TOWER (358)
45-001617
LLEXI
JAARD
CHARLESTON AFB/INTL
CLASS C
BEAUFORT 3 MOA
BEAUFORT 2 MOA
CTC CHARLESTON APP WITHIN
20 NM ON 120.7 306.925

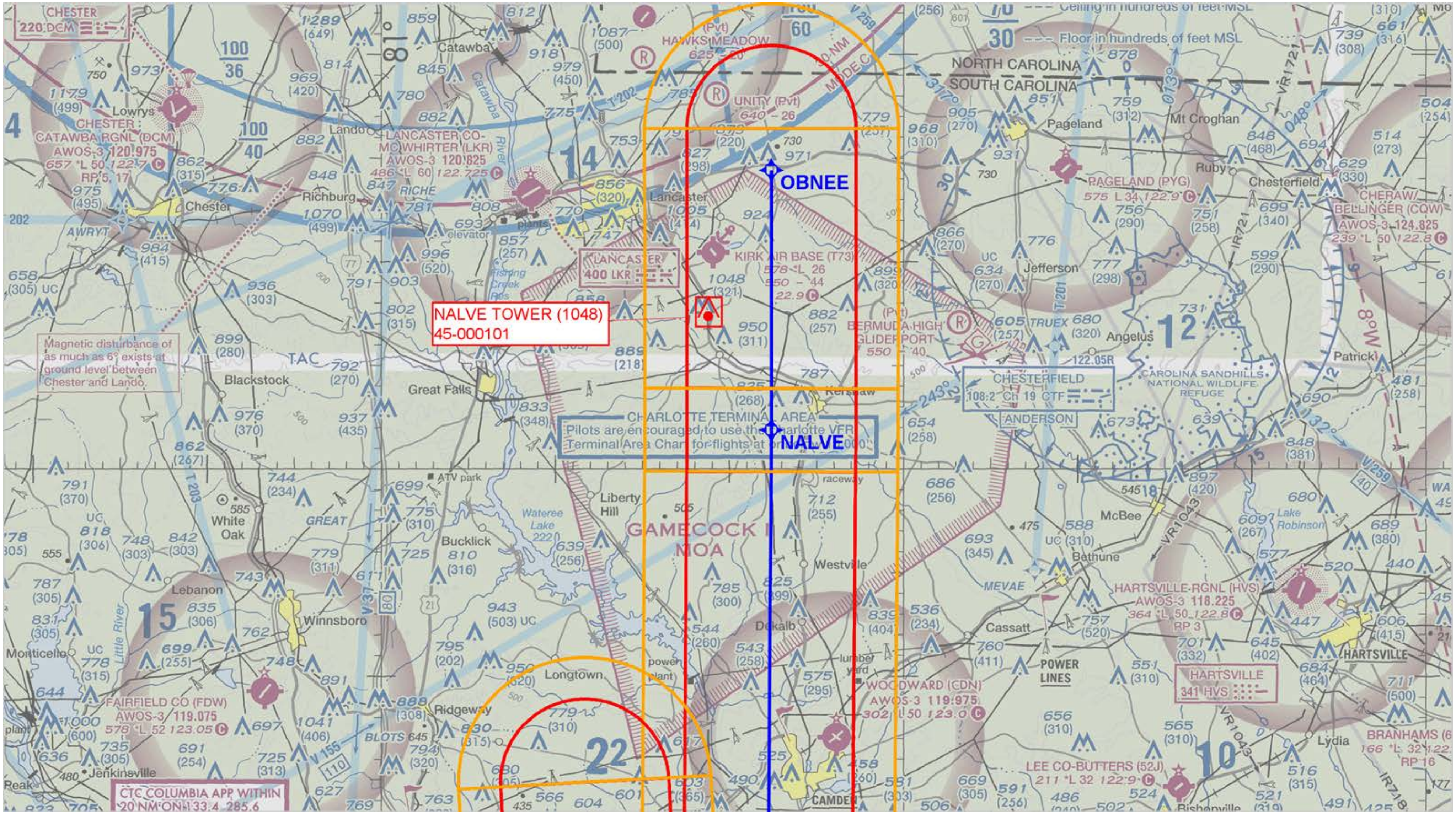
OSPRI (RNAV)


BUBOO
TRTLS
NKLSS TOWER (391)
45-000792
OSPRI
OSPRI TOWER (584)
45-000470
NKLSS
CLFTN TOWER (441)
45-000867
KCHS
CLFTN
JACKE TOWER (631)
45-000904
JACKE
KJZI
BEAUFORT 3 MOA
BEAUFORT 2 MOA
CTC CHARLESTON APP WITHIN 20 NM ON 120.7 306.925

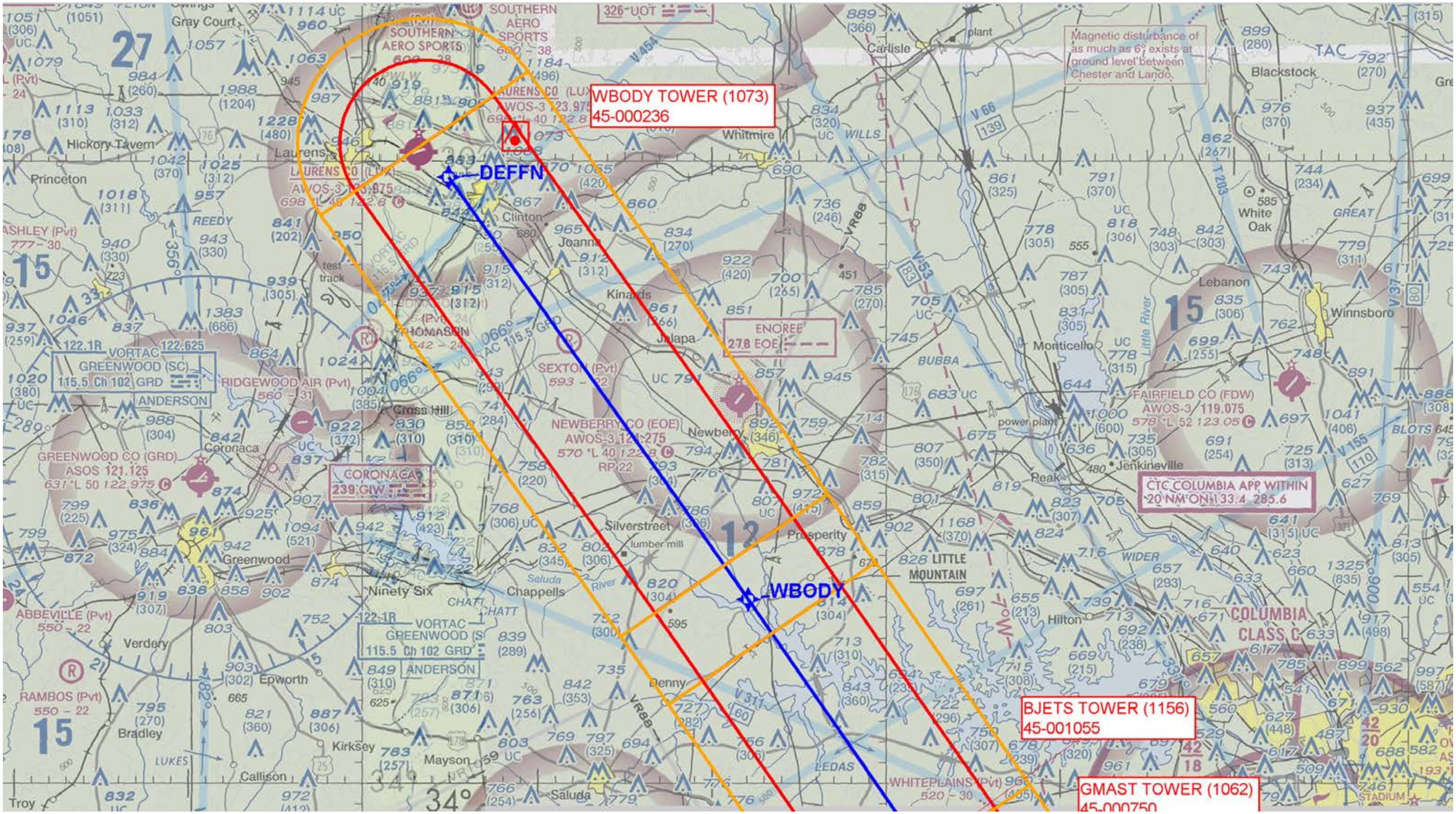
OSPRI (RNAV)

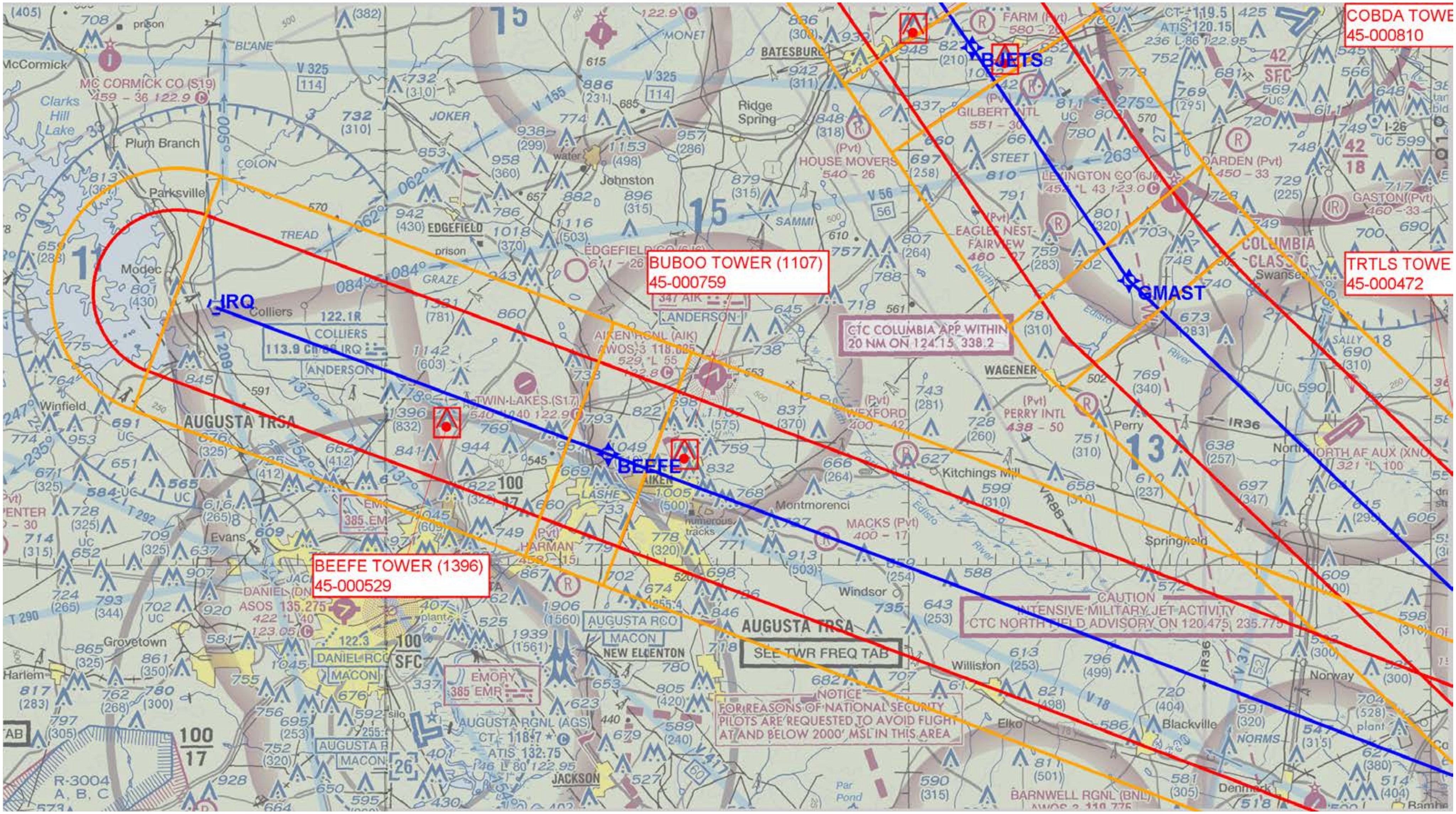

BUBOO TOWER (1107)
45-000759
TRTLS TOWER (816)
45-000472
GMAST
BEEFE
CTC COLUMBIA APP WITHIN 20 NM ON 124.15 338.2
CAUTION INTENSIVE MILITARY JET ACTIVITY CTC NORTH FIELD ADVISORY ON 120.475 235.775
AUGUSTA IRSA
SEE TWR FREQ TAB
NOTICE FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT AT AND BELOW 2000' MSL IN THIS AREA
BARNWELL RGNL (BNL) AWOS-3 119.775
246 °L 51/122.8
RP 17, 23
BAMBERG CO (99N)
237 °L 26 122.8
ORANGEBURG (OGB)
ASOS 119.525
RP 5
COBDA
WINJA
BUBOO
TRTLS
TRTLS TOWER (585)
45-001463


WBODY
BJETS
UNJAM
COINT
COBDA TOWER (2049)
45-001930
BJETS TOWER (1156)
45-001055
GMAST TOWER (1062)
45-000750
COBDA TOWER (731)
45-000810
COINT TOWER (1573)
45-000644
CTC COLUMBIA APP WITHIN 20 NM ON 133.4 285.6
CTC SHAW APP WITHIN 20 NM ON 125.4 318.1
COLUMBIA
LITTLE MOUNTAIN
Winnsboro
Longtown
Ridgeway
Camden
Sumter
Lexington
Batesburg
Ridge Spring
Pinewood
Cassatt
Dekalb
Lugoff
Pontiac
Gadsden
Leesburg
Rembert
Monticello
Jenkinsville
Hilton
Prosperity
Newberry
SHAW AFB CLASS C


NALVE TOWER (1048)
45-000101
OBNEE
NALVE
NORTH CAROLINA
SOUTH CAROLINA
CHARLOTTE TERMINAL AREA
Pilots are encouraged to use the Charlotte VFR Terminal Area Chart for flights at or below 10,000'
GAMECOCK I MOA
KIRK AIR BASE (T73)
LANCASTER CO-MC WHITTER (LKR)
CHESTER CATAWBA RGNL (DCM)
PAGELAND (PYG)
HARTSVILLE RGNL (HVS)
WOODWARD (CDN)
FAIRFIELD CO (FDW)
LEE CO-BUTTERS (52J)
CHERAW/ BELLINGER (CQW)
Magnetic disturbance of as much as 6° exists at ground level between Chester and Lando.
CTC COLUMBIA APP WITHIN 20 NM ON 133.4 285.6

OSPRI (RNAV)


WBODY TOWER (1073)
45-000236
DEFFN
WBODY
BJETS TOWER (1156)
45-001055
GMAST TOWER (1062)
CTC COLUMBIA APP WITHIN 20 NM ON 133.4 285.6
Magnetic disturbance of as much as 6° exists at ground level between Chester and Lando.
COLUMBIA CLASS C


COBDA TOWE
45-000810
BUBOO TOWER (1107)
45-000759
TRTLS TOWE
45-000472
BEEFE TOWER (1396)
45-000529
IRQ
BEEFE
BJETS
GMAST
AUGUSTA TRSA
CTC COLUMBIA APP WITHIN
20 NM ON 124.15 338.2
CAUTION
INTENSIVE MILITARY JET ACTIVITY
CTC NORTH FIELD ADVISORY ON 120.475 235.775
NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 2000' MSL IN THIS AREA
SEE TWR FREQ TAB

OSPRI (RNAV)

FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Description of Federal Action: The Federal Aviation Administration (FAA) will replace the Charleston (KCHS), South Carolina OSPRI SIX ARRIVAL procedure with the OSPRI SEVEN ARRIVAL procedure and implement the following changes;

Description of Changes:

- OSPRI SEVEN ARRIVAL will:
  - → Have a procedural note: Radar required.
  - → Have a procedural note: RNAV 1.
  - → Have a procedural note: DME/DME/IRU or GPS Required.
  - → Have a procedural note: TURBOJET AIRCRAFT ONLY.
  - → Have a procedural note: Monitor ATIS for landing runway.
  - → Have a procedural note: Expect runway assignment from Charleston Approach Control on initial contact.
  - → Have a procedural note: LANDING KCHS:
    - → RWY 3: EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
    - → RWY 15: EXPECT ILS OR LOC RWY 15.
    - → RWY 21: EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
    - → RWY 33: EXPECT RADAR VECTORS TO FINAL APPROACH COURSE
  - → Have a procedural note: LANDING KJZI:
    - → EXPECT RADAR VECTORS TO FINAL APPROACH COURSE.
  - → Overlay and replace the existing OSPRI SIX Colliers (IRQ), South Carolina Very High Frequency Omnidirectional Range (VOR) enroute transition.
  - → Overlay and replace the existing OSPRI SIX standard 10 nautical mile (nm) right turn holding pattern at wp BUBOO.
  - → Overlay and replace the existing OSPRI SIX DEFFN enroute transition.
  - → Overlay and replace the existing OSPRI SIX standard 10 nautical mile (nm) left turn holding pattern at wp TRTLS.
  - → Overlay and replace the existing OSPRI SIX UNJAM enroute transition.
  - → Overlay and replace the existing OSPRI SIX OBNEE enroute transition.
  - → Overlay and replace the existing OSPRI SIX standard 10 nautical mile (nm) left turn holding pattern at wp NINJA.
  - → Overlay and replace the existing OSPRI SIX common route transition.

FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Description of Changes (Continued):

- → Overlay and replace the existing OSPRI SIX TRTLS common route for arrivals to Charleston Executive Airport (KJZI), Charleston, South Carolina.

- → Remove the OSPRI SIX CLFTN runway transition from the procedure.

- → Overlay and replace the existing OSPRI SIX RECHY runway transition.

- → Replace the existing OSPRI SIX GMCKS runway transition with the JAARD runway transition beginning at wp OSPRI and proceeding south/southeast to waypoints (wps) PAMJE, LLEXI and terminating at wp JAARD.

- → Overlay and replace the existing OSPRI SIX MYERS runway transition.

- → Have four enroute transitions, a common route for arrivals to Charleston (KCHS) International Airport, Charleston, South Carolina, and a common route and four runway transitions for arrivals to Charleston (KJZI) Executive, Charleston, South Carolina as part of the legal description of the route. The IRQ VOR enroute transition will begin at IRQ VOR, proceed south/southeast to wps BEEFE, BUBOO and terminate at wp TRTLS. The DEFFN enroute transition will begin at wp DEFFN and proceed south/southeast to wps WBODY, BJETS, GMAST and terminate at wp TRTLS. The UNJAM enroute transition will begin at wp UNJAM and proceed south/southeast to wps COBDA, NINJA and terminate at wp TRTLS. The OBNEE enroute transition will begin at wp OBNEE, proceed south/southeast to wps NALVE, COINT, COBDA, NINJA and terminate at wp TRTLS. The OSPRI SEVEN common route for arrivals to KCHS will begin at wp TRTLS and proceed south/southeast and terminate at wp OSPRI. The OSPRI SEVEN common route for arrivals to KJZI will begin at sp OSPRI and terminate at wp JACKE. The RECHY runway transition will begin at wp OSPRI and terminate at wp RECHY. The JAARD runway transition will begin at wp OSPRI and proceed south/southeast to (wps) PAMJE, LLEXI and terminate at wp JAARD. The MYERS runway transition will begin at wp OSPRI and proceed east/southeast to wps LUTHR and terminate at wp MYERS.

Basis for this Determination: An environmental review was conducted to ensure that the federal action is in compliance with the National Environmental Policy Act and its implementing regulations. This review was conducted in accordance with policies and procedures in FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures".

Declaration of Exclusion: The FAA has reviewed the above referenced proposed action and it has been determined by the undersigned to be categorically excluded from further environmental documentation and will not result in any extraordinary circumstances according to FAA Order 1050.1F.

The applicable categorical exclusion is:

§5-6.5(i): Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA approved environmental screening methodology should be applied. (ATO, AVS)

After review of the MITRE Guidance for Noise Screening Air Traffic Actions and review of the amended procedures presented on Google Earth (with and without tracks), it was determined that the changes would not present a significant noise increase. Therefore, noise modeling was not recommended for this project. Additionally, based on the environmental review of the proposed action, there are no adverse impacts associated with the proposed action on any communities located beneath the proposed route path.

FAA Eastern Service Center, Air Traffic Division
Categorical Exclusion

Reviewed by:

Date December 17, 2019

Chuck Armstead
NISCIII Contract Support - Environmental Engineer
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-6692

Concurrence by:

Andrew Pieroni

Date December 17, 2019

Andrew Pieroni
Environmental Protection Specialist
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5586

Approved by:

Charles J Gibson

Date 12/17/2019

Charles Gibson
Manager
Environmental, CI and NAS Analytics (ECINA)
Eastern Service Center Air Traffic Organization
Phone: Office: (404)-305-5618

ATTACHMENTS

Figure 1: KCHS OSPRI SIX (Existing)
Figure 2: KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing)
Figure 3: KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to CLFTN runway transition
Figure 4: KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to GMCKS runway transition, lateral separation at GMCKS.
Figure 5: KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to GMCKS runway transition, lateral separation at LLEXI.
Figure 6: KCHS OSPRI SEVEN (FINAL)

ATTACHMENTS

KCHS OSPRI SIX (Existing)

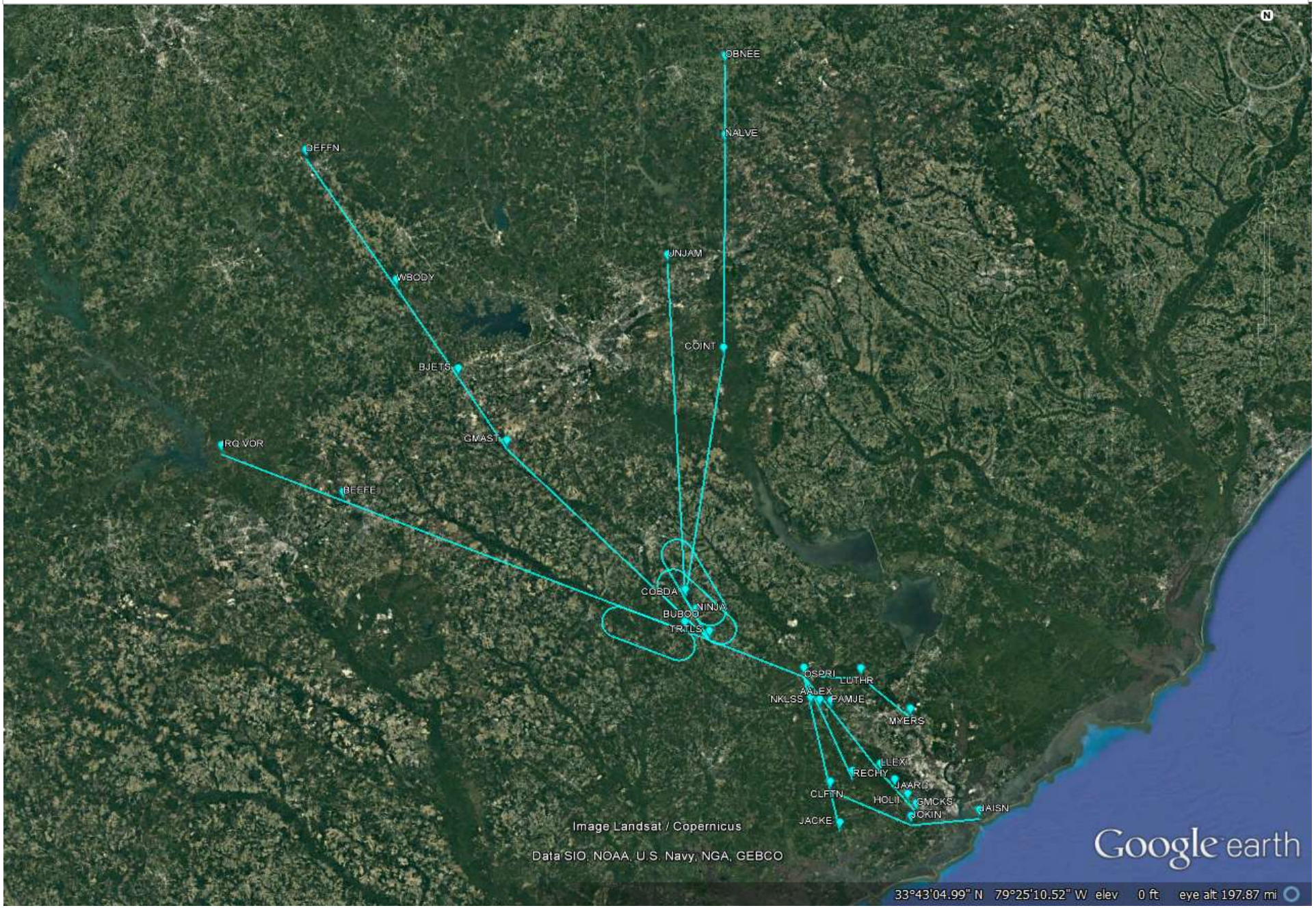


Figure No. 1

KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing)

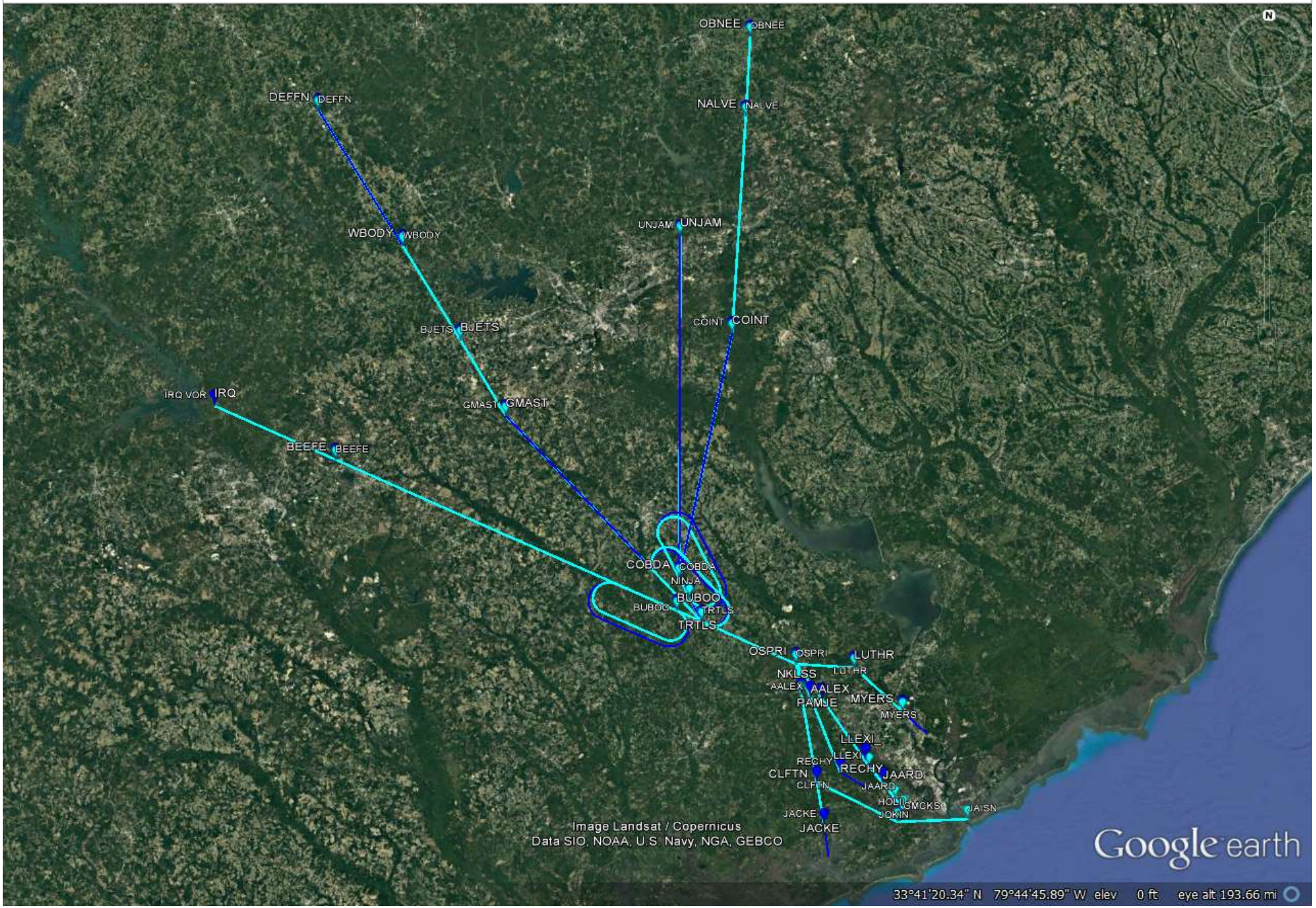
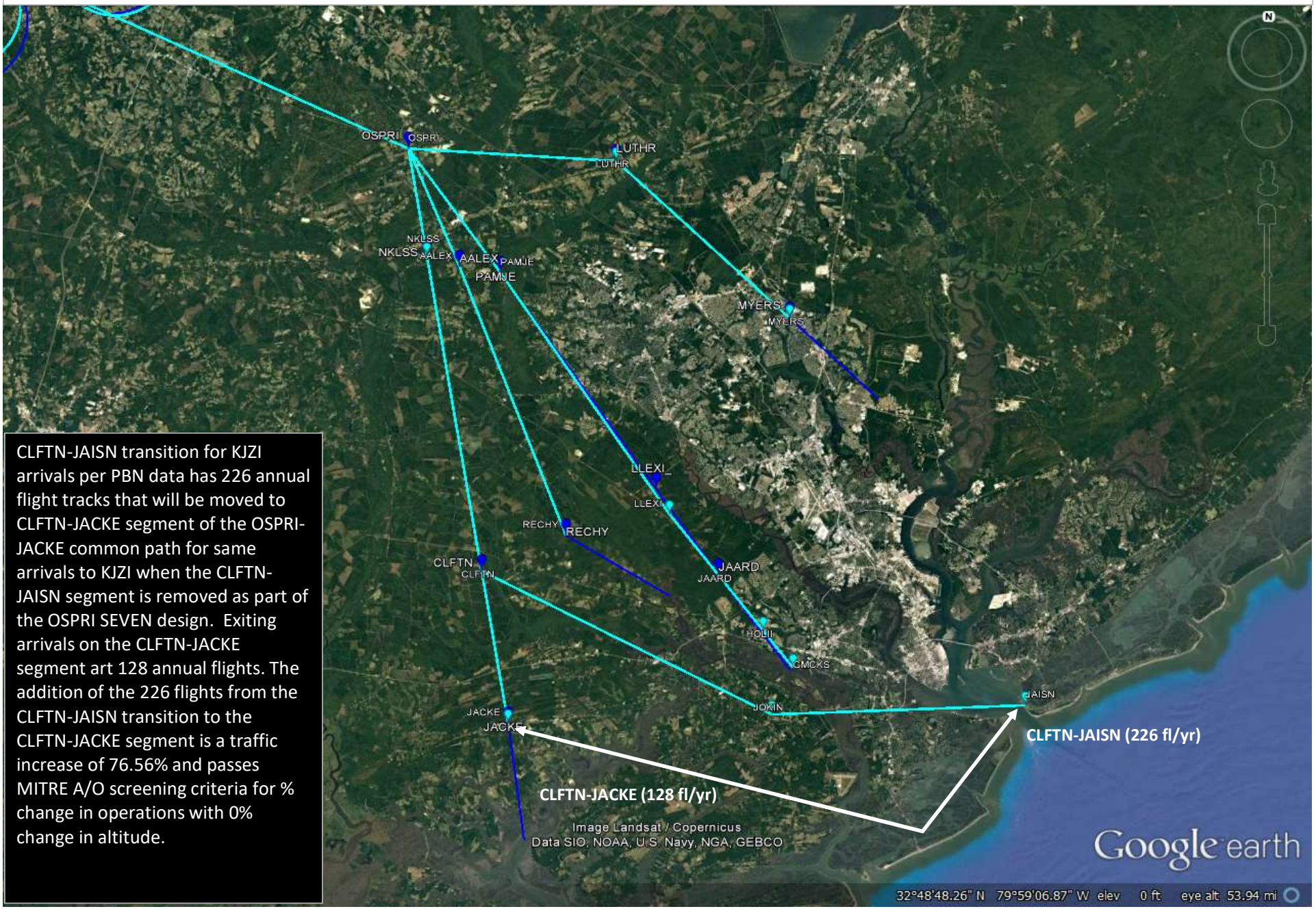


Figure No. 2

KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to CLFTN runway transition



CLFTN-JAISN transition for KJZI arrivals per PBN data has 226 annual flight tracks that will be moved to CLFTN-JACKE segment of the OSPRI-JACKE common path for same arrivals to KJZI when the CLFTN-JAISN segment is removed as part of the OSPRI SEVEN design. Exiting arrivals on the CLFTN-JACKE segment art 128 annual flights. The addition of the 226 flights from the CLFTN-JAISN transition to the CLFTN-JACKE segment is a traffic increase of 76.56% and passes MITRE A/O screening criteria for % change in operations with 0% change in altitude.

Figure No. 3

KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to GMCKS runway transition, lateral separation at GMCKS

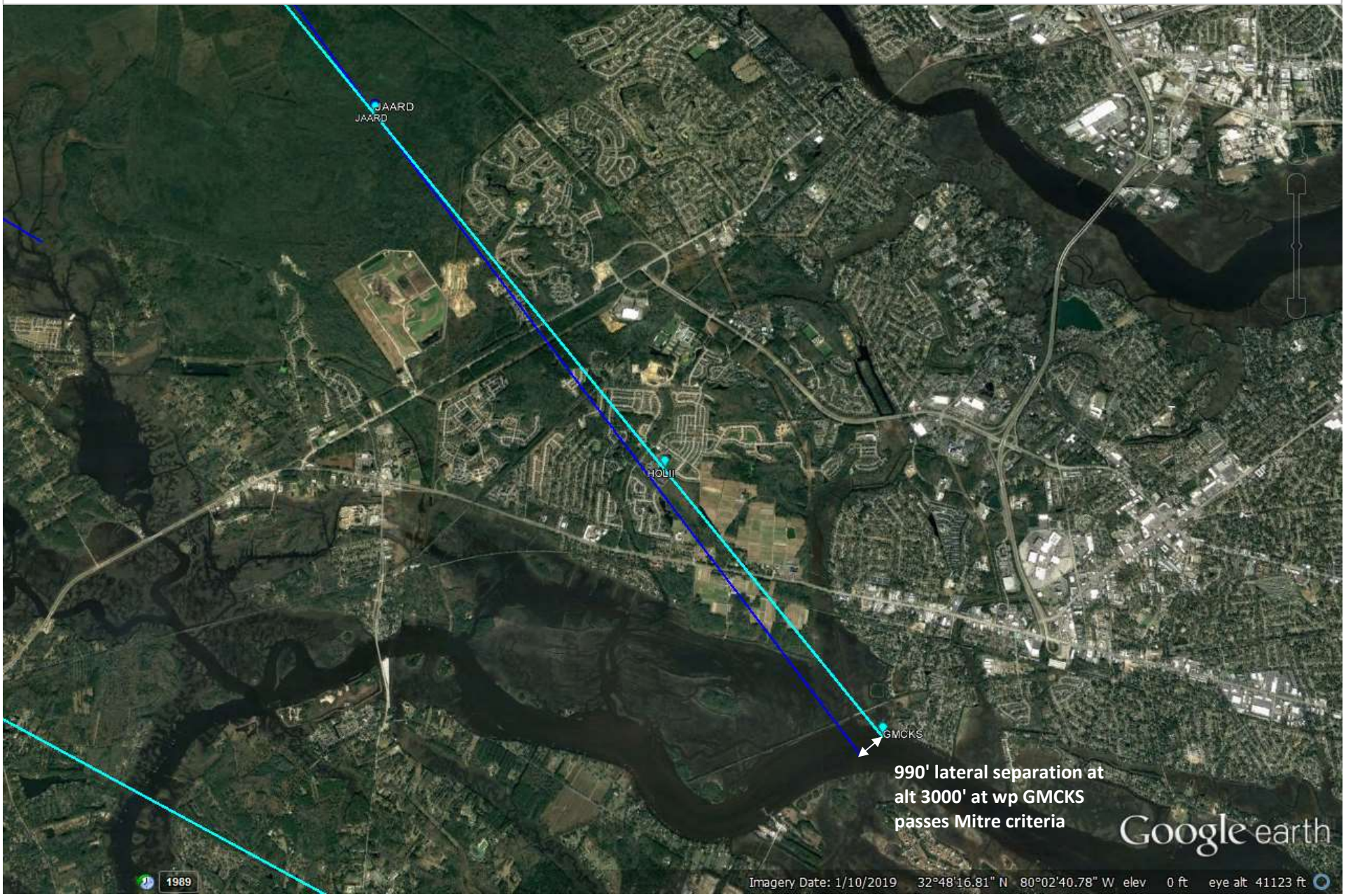


Figure No. 4

KCHS OSPRI SEVEN (Proposed) overlay of OSPRI SIX (Existing). Amendment to GMCKS runway transition, lateral separation at wp LLEXI

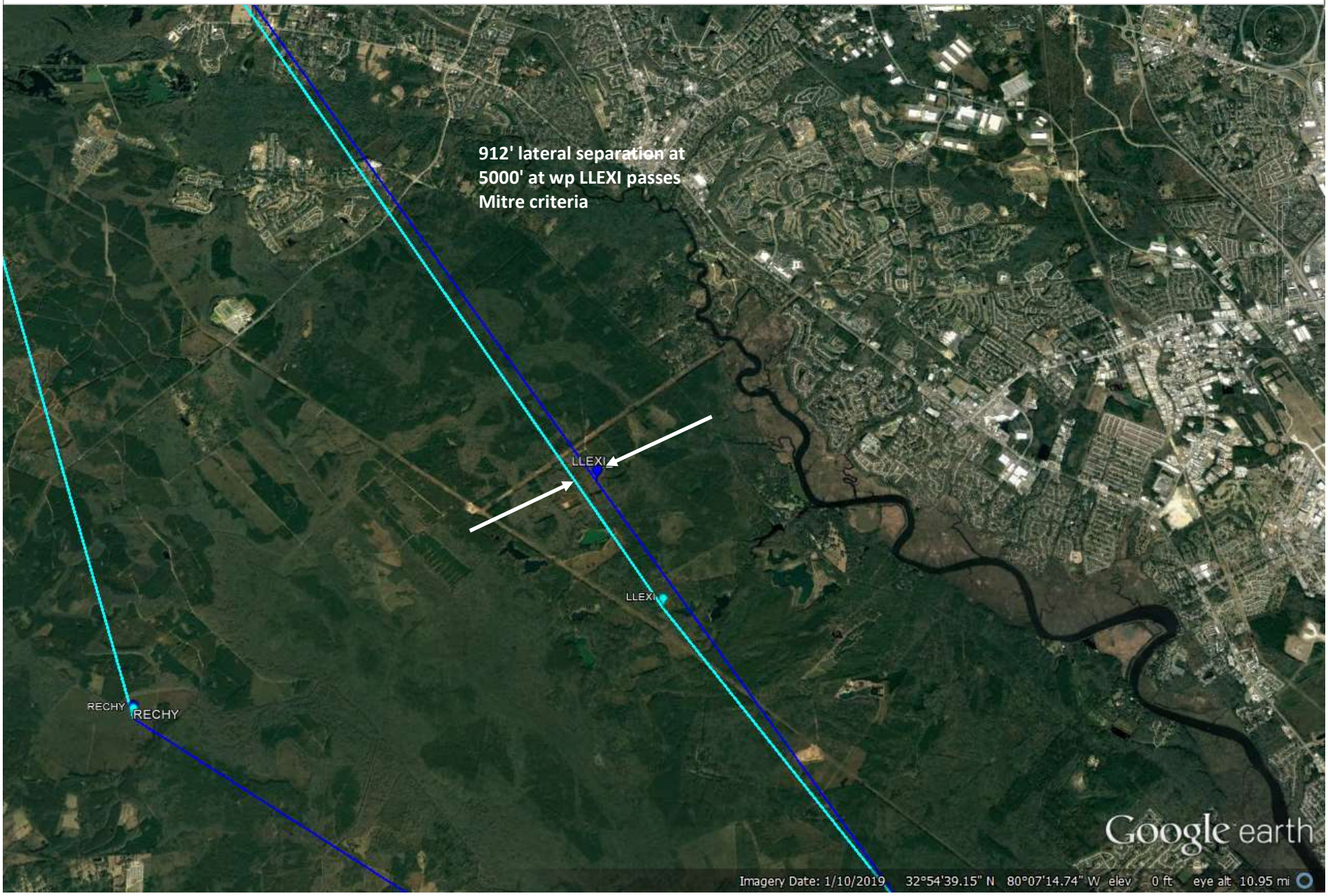


Figure No. 5

KCHS OSPRI SEVEN (FINAL)

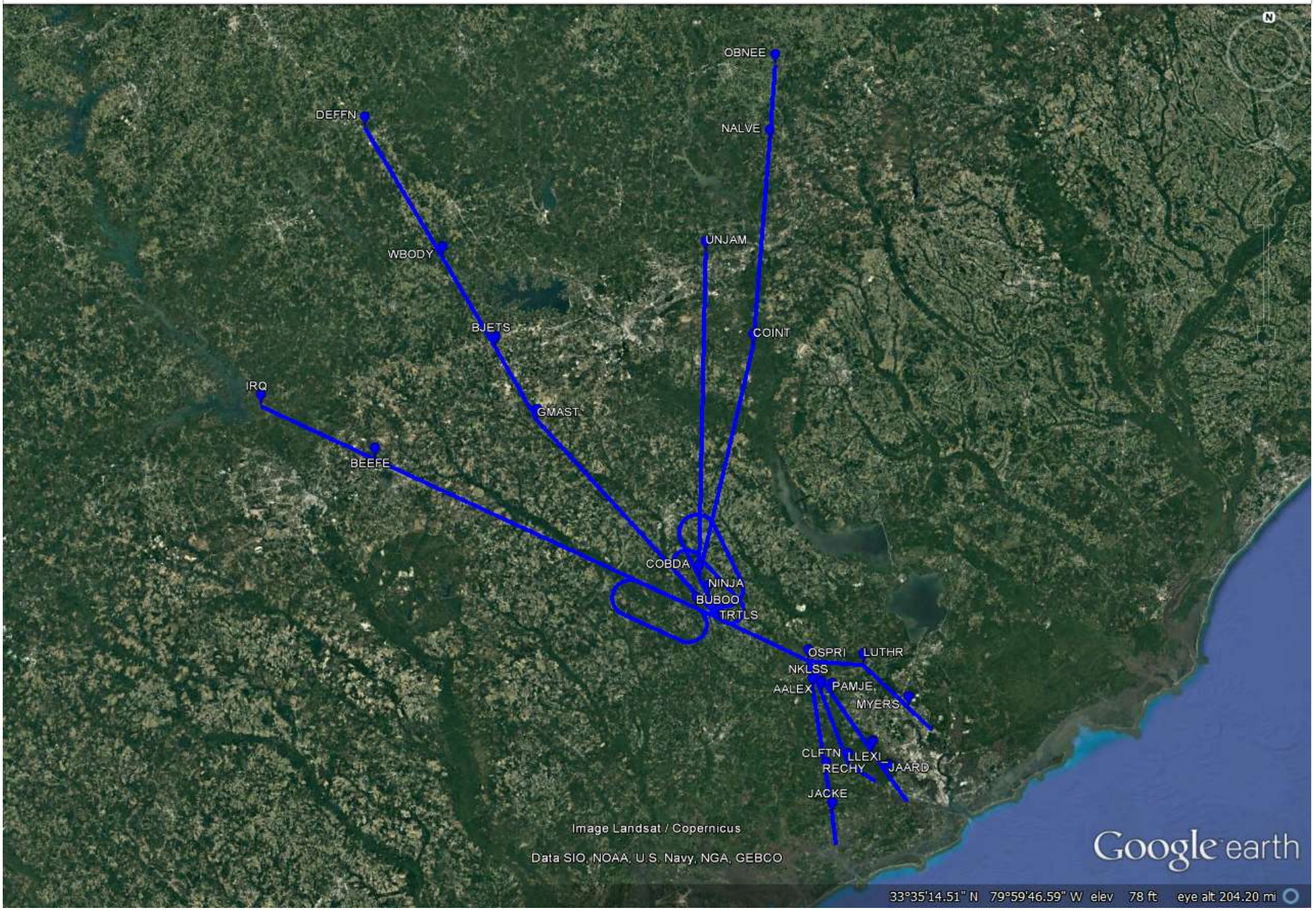


Figure No. 6

OLD

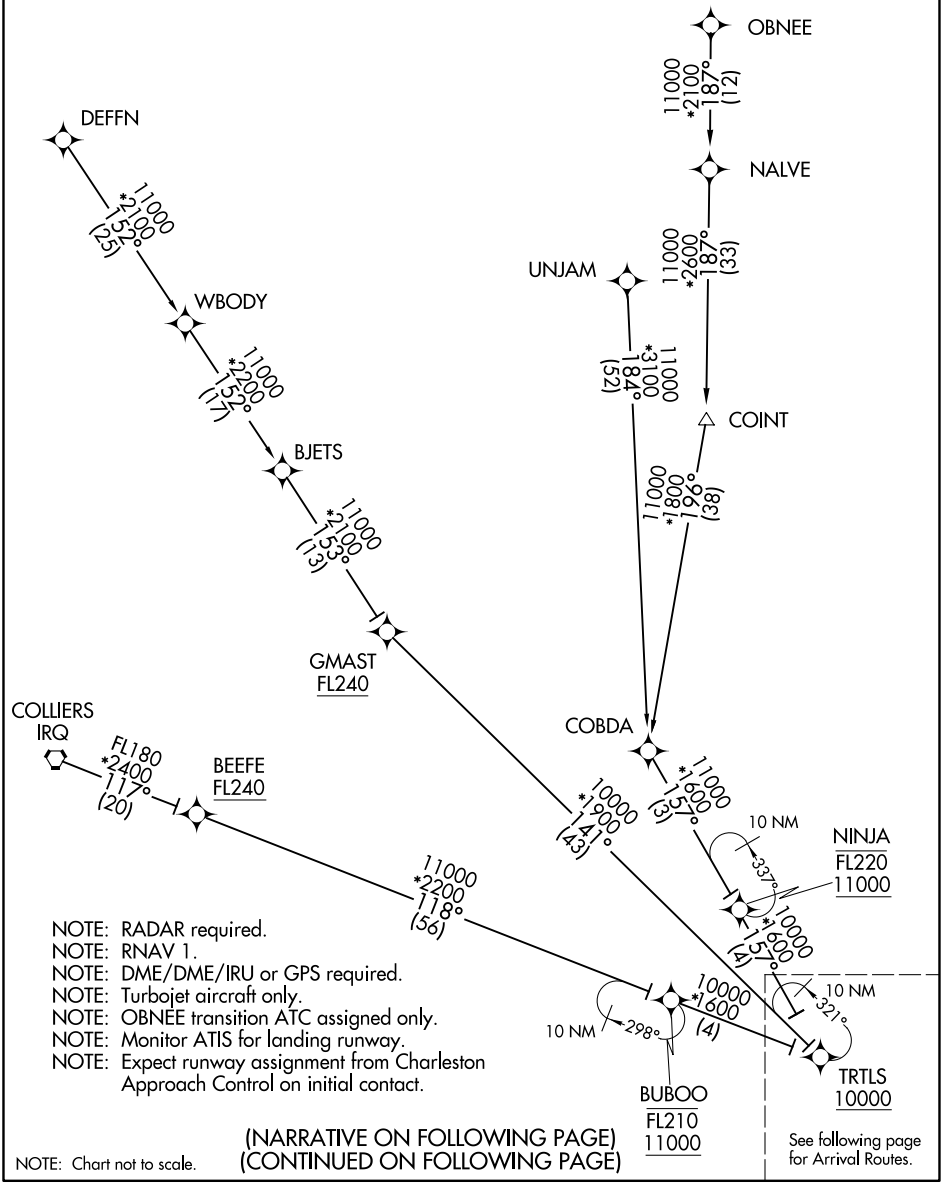
(TRTLS.OSPRI6) 17005 ST-76 (FAA)

OSPRI SIX ARRIVAL (RNAV) Transition Routes

CHARLESTON, SOUTH CAROLINA

CHARLESTON APP CON
120.7 306.925
CHARLESTON AFB/INTL ATIS
124.75
CHARLESTON EXECUTIVE AWOS-3
123.775

COLLIERS TRANSITION (IRQ.OSPRI6)
DEFFN TRANSITION (DEFFN.OSPRI6)
OBNEE TRANSITION (OBNEE.OSPRI6)
UNJAM TRANSITION (UNJAM.OSPRI6)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: OBNEE transition ATC assigned only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Routes.

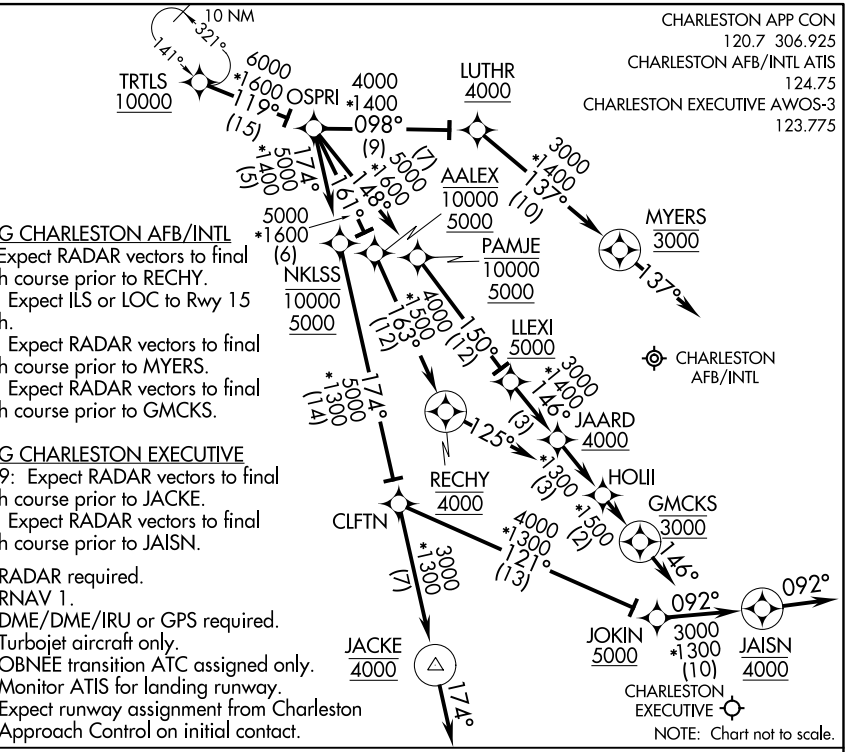
OSPRI SIX ARRIVAL (RNAV) Transition Routes
CHARLESTON, SOUTH CAROLINA

(TRTLS.OSPRI6) 05JAN17

SE-2, 30 JAN 2020 to 27 FEB 2020

SE-2, 30 JAN 2020 to 27 FEB 2020

OSPRI SIX ARRIVAL (RNAV) Arrival Routes



LANDING CHARLESTON AFB/INTL
Rwy 3: Expect RADAR vectors to final approach course prior to RECHY.
Rwy 15: Expect ILS or LOC to Rwy 15 approach.
Rwy 21: Expect RADAR vectors to final approach course prior to MYERS.
Rwy 33: Expect RADAR vectors to final approach course prior to GMCKS.

LANDING CHARLESTON EXECUTIVE
Rwys 4, 9: Expect RADAR vectors to final approach course prior to JACKE.
Rwy 27: Expect RADAR vectors to final approach course prior to JAISN.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: OBNEE transition ATC assigned only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

ARRIVAL ROUTE DESCRIPTION

From TRTLS on track 119° to OSPRI.

LANDING CHARLESTON AFB/INTL

Rwy 3: From OSPRI on track 161° to cross AALEX between 5000 and 10000, then on track 163° to cross RECHY at 4000, then on heading 125°. Expect RADAR vectors to final approach course.

Rwy 15: From OSPRI on track 098° to cross LUTHR at/above 4000. Expect ILS or LOC to Rwy 15.

Rwy 21: From OSPRI on track 098° to cross LUTHR at/above 4000, then on track 137° to cross MYERS at 3000, then on heading 137°. Expect RADAR vectors to final approach course.

Rwy 33: From OSPRI on track 148° to cross PAMJE between 5000 and 10000, then on track 150° to cross LLEXI at/above 5000, then on track 146° to cross JAARD at/above 4000, then on track 146° to HOLII, then on track 146° to cross GMCKS at 3000, then on heading 146°. Expect RADAR vectors to final approach course.

LANDING CHARLESTON EXECUTIVE

Rwys 4 and 9: From OSPRI on track 174° to cross NKLSS between 5000 and 10000, then on track 174° to CLFTN, then on track 174° to cross JACKE at 4000, then on heading 174°. Expect RADAR vectors to final approach course.

Rwy 27: From OSPRI on track 174° to cross NKLSS between 5000 and 10000, then on track 174° to CLFTN, then on track 121° to cross JOKIN at/above 5000, then on track 092° to cross JAISN at 4000, then on heading 092°or as assigned by ATC. Expect RADAR vectors to final approach course.

SE-2, 30 JAN 2020 to 27 FEB 2020
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