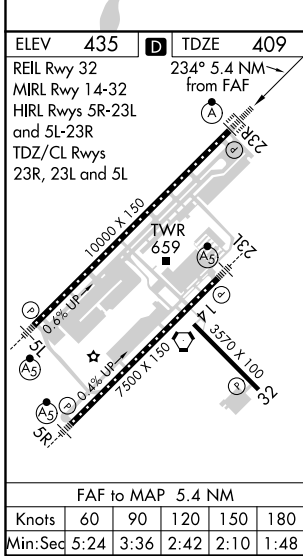
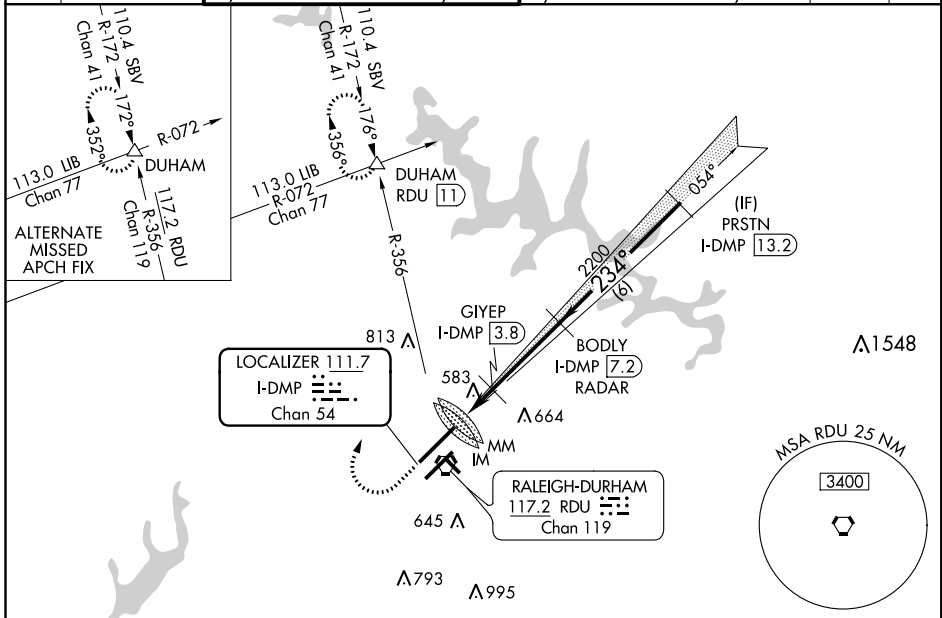


LOC/DME I-DMP <b>111.7</b> Chan <b>54</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev <b>10000</b> <b>409</b> <b>435</b>
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# ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

RADAR required for procedure entry, DME or RADAR required.		ALSf-2	MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 030° and on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.				
Simultaneous approach authorized.							
D-ATIS <b>123.8</b>	RALEIGH APP CON <b>128.3 307.9</b>	(EAST) RALEIGH TOWER <b>127.45 257.8</b> Rwys 5R-23L and 14-32	(WEST) <b>119.3 257.8</b> Rwy 5L-23R	(EAST) GND CON <b>121.9 348.6</b> Rwys 5R-23L and 14-32	(WEST) <b>121.7 348.6</b> Rwy 5L-23R	CLNC DEL <b>120.1</b>	CPDLC



ELEV 435	TDZE 409	234° 5.4 NM from FAF	
REIL Rwy 32	MIRL Rwy 14-32	HIRL Rwys 5R-23L and 5L-23R	
TDZ/CL Rwys 23R, 23L and 5L			
FAF to MAP 5.4 NM			
Knots	60	90	120 150 180
Min:Sec	5:24	3:36	2:42 2:10 1:48

1000	2200	DUHAM	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69).	
		RDU R-356	BODLY I-DMP [7.2]	
*LOC only.				
CATEGORY	A	B	C	D
S-ILS 23R	609/18 200 (200-½)			
S-LOC 23R	1160/24 751 (800-½)	1160/40 751 (800-¾)	1160-1¾ 751 (800-1¼)	1160-2 751 (800-2)
CIRCLING	1160-1 725 (800-1)	1160-1¼ 725 (800-1¼)	1160-2¼ 725 (800-2¼)	1160-2½ 725 (800-2½)
GYIEP FIX MINIMUMS				
S-LOC 23R	900/24 491 (500-½)	900/40 491 (500-¾)	900/50 491 (500-1)	900/50 491 (500-1)
CIRCLING	960-1 525 (600-1)	1040-1¾ 605 (700-1¼)	1180-2½ 745 (800-2½)	

SE-2, 10 OCT 2019 to 07 NOV 2019

SE-2, 10 OCT 2019 to 07 NOV 2019