

WAAS CH 82232 W05A	APP CRS 049°	Rwy Idg 6002 TDZE 96 Apt Elev 101
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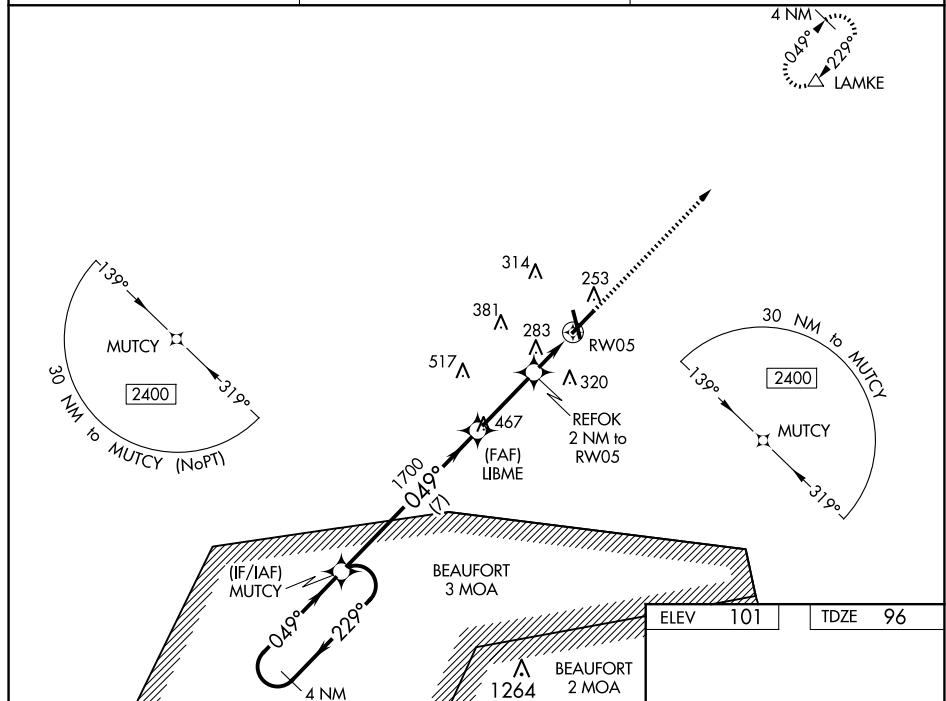
RNAV (GPS) RWY 5
LOWCOUNTRY RGNL (RBW)

▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).
DME/DMP NR-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.

▲ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility $\frac{1}{4}$ mile, increase LNAV Cat C - D visibility $\frac{1}{8}$ mile, increase Circling Cat C visibility $\frac{1}{2}$ mile.

MISSED APPROACH:
Climb to 2100 direct
LAMKE and hold.

AWOS-3PT 118.725	CHARLESTON APP CON 120.7 306.925	UNICOM 122.8 (CTAF) ①
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The diagram illustrates an RNAV approach for runway RW05. Key features include:

- Holding Pattern:** A 4 NM holding pattern at 2400 feet, heading 229° outbound and 049° inbound.
- MUTCY:** The start of the missed approach point.
- VGSI and RNAV glidepath:** Not coincident, with a VGSI angle of 3.50/TCH 49°.
- LIMBE:** The localizer inner marker beacon.
- REFOK:** The reference fix, located 2 NM from RW05.
- GP 3.00° TCH 53:** The glideslope indicator and threshold elevation.
- *760:** The minimum descent altitude (MDA) or decision height (DH).
- RW05:** The runway, located 1.1 NM from the REFOK.
- *LNNAV only:** Indicates that the LNAV procedure is applicable.

CATEGORY	A	B	C	D
LPV DA		431-1½	335 (400-1½)	
LNAV/VNAV DA		507-1¾	411 (500-1¾)	
LNAV MDA	540-1	444 (500-1)	540-1¾	444 (500-1¾)
C CIRCLING	620-1 519 (600-1)	640-1 539 (600-1)	700-1½ 599 (600-1½)	700-2 599 (600-2)

