

LOC/DME I-ETI 110.7 Chan 44	APP CRS 091°	Rwy ldg 5350 TDZE 19 Apt Elev 19
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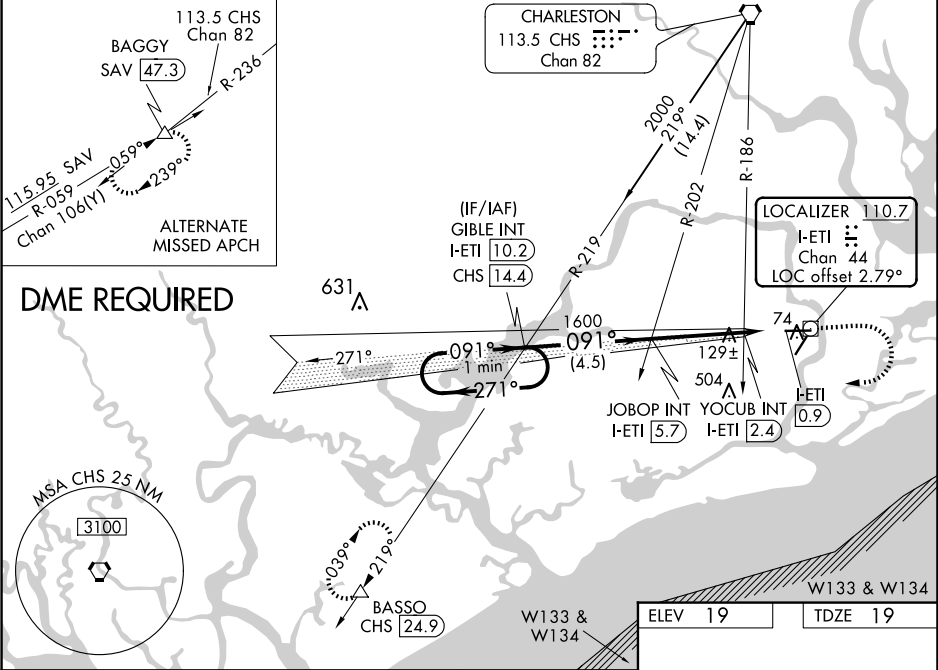
ILS or LOC RWY 9

CHARLESTON EXEC (JZI)

▼ DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA to 307 feet and all MDAs 40 feet, increase S-ILS 9 visibility all Cats ½ SM; increase S-LOC 9 and Circling Cats C/D visibility ¼ SM; increase S-LOC YOCUB fix minimums Cats C/D visibility ¼ SM and Circling YOCUB fix minimums Cats C/D visibility ¼ SM. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

AWOS-3 123.775	CHARLESTON APP CON 120.7 306.925	CLNC DEL 119.85	UNICOM 122.8 (CTAF)
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One Minute Holding Pattern	GIBLE INT I-ETI 10.2		JOBOP INT I-ETI 5.7		YOCUB INT I-ETI 2.4 *I-ETI 1.9		CHS R-219		BASSO △		
	1700		1600		1600		1600		1600		
← 271°		091° →		091°		091°		091°		*LOC only.	
GS 3.00° TCH 51		1600		*520		I-ETI 0.9					
		4.5 NM		3.3 NM		0.5 NM		1 NM			
CATEGORY	A		B		C		D				
S-ILS 9	275-¾		256 (300-¾)								
S-LOC 9	520-1	501 (600-1)	520-1⅜		501 (600-1⅝)						
CIRCLING	520-1	501 (600-1)	860-2½ 841 (900-2½)		860-2¾ 841 (900-2¾)						
YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)											
S-LOC 9	380-1	361 (400-1)	380-1⅛		361 (400-1⅞)						
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	860-2½ 841 (900-2½)		860-2¾ 841 (900-2¾)						

ELEV 19	TDZE 19
5350 X 100	
4313 X 130	
REIL Rwy 9 and 27 MIRL Rwy 4-22 HIRL Rwy 9-27	
FAF to MAP 4.8 NM	
Knots	60 90 120 150 180
Min:Seq	4:48 3:12 2:24 1:55 1:36