

LOC/DME I-LEI 108.5 Chan 22	APP CRS 234°	Rwy Ldg 7500 TDZE 435 Apt Elev 435
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ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.
DME required for LOC only.

T Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all
A Cats visibility to RVR 5500. Localizer unusable for coupled approaches
below 1100 or within 2 NM of threshold.

MALSR



MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

D-ATIS 123.8	RALEIGH APP CON 127.675 307.9	RALEIGH TOWER 127.45 257.8	GND CON 121.9 348.6	CLNC DEL 120.1	CPDLC
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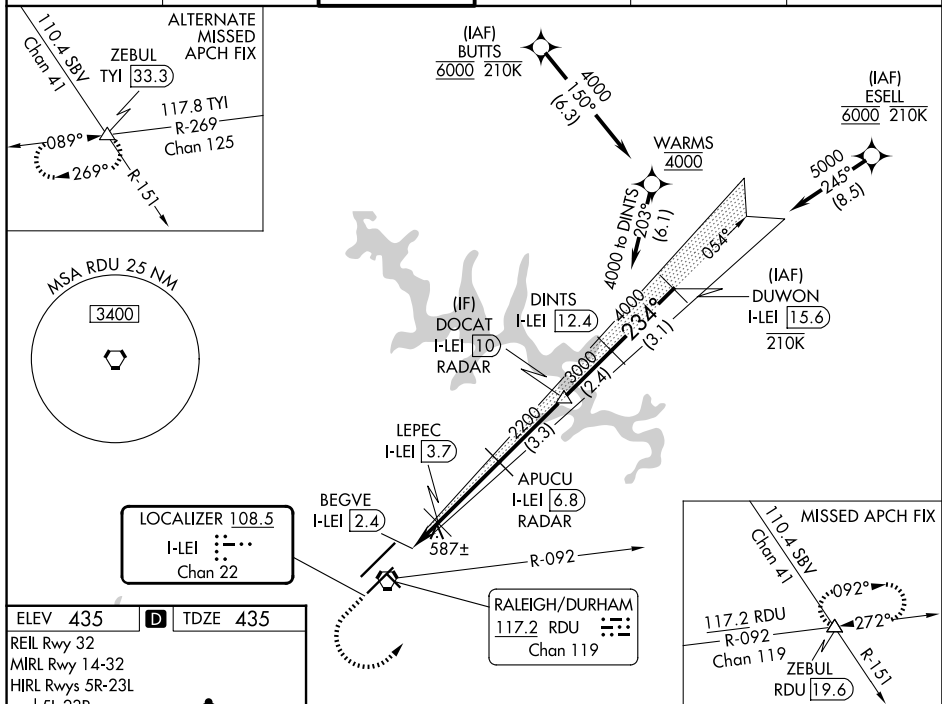


Diagram illustrating the TWZ/CL Rwyways (23R, 23L, and 5L) layout. The diagram shows three runways: 23R (1000 x 150), 23L (7500 x 150), and 5L (3570 x 100). Key features include:

- Runway 23R:** 1000 x 150, oriented 234°.
- Runway 23L:** 7500 x 150, oriented 234°.
- Runway 5L:** 3570 x 100, oriented 234°.
- Markers:** TWZ (Taxiway Z) and CL (Center Line) markers are indicated.
- Other Features:** A 0.6% UP slope is noted for Runway 23R, and a 0.4% UP slope is noted for Runway 23L. A 234° bearing is also indicated for the Runway 5L section.

1100 ↑	2600 hdg 050°	RDU R-092	ZEBUL △	Localizer unusable from 1 NM from threshold.			
* LOC only.				APUCU I-LEI 6.8 RADAR	DOCAT I-LEI 10 RADAR	DINTS I-LEI 12.4	DUWON I-LEI 15.6
				234° 4000 3000 2200 1200* 2200 GS 3.00° TCH 56			
CATEGORY	A		B		C		D
S-ILS 23L			806/35		371 (400-%)		
S-LOC 23L			840/40		405 (500-¾)		
CIRCLING	960-1¼		525 (600-1¼)		1020-1½ 585 (600-1½)		1180-2½ 745 (800-2½)