

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>61016</b><br><b>W23A</b> | APP CRS<br><b>229°</b> | Rwy Ldg <b>5977</b><br>TDZE <b>101</b><br>Apt Elev <b>101</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

RNAV (GPS) RWY 23  
LOWCOUNTRY RGNL (RBW)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleson AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1¾ mile. When local altimeter setting not received, use Charleson AFB/Intl altimeter setting: increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleson AFB/Intl altimeter setting, increase LPV all Cats visibility to ¾ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

ODALS

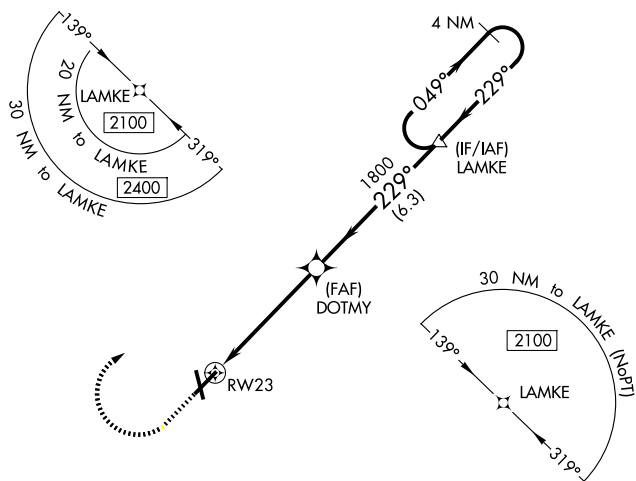


**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

AWOS-3PT  
118.725

CHARLESTON APP CON  
120.7 306,925

UNICOM  
122.8 (CTAF) **L**



|      |     |          |      |     |
|------|-----|----------|------|-----|
| ELEV | 101 | <b>D</b> | TDZE | 101 |
|------|-----|----------|------|-----|

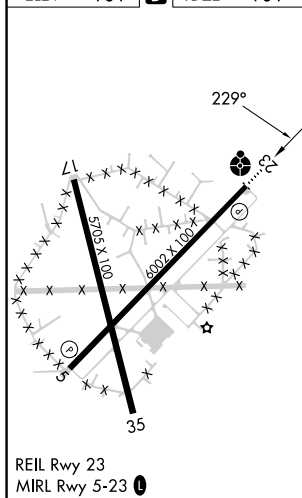


Diagram illustrating a 4 NM Holding Pattern for RW23. The pattern is defined by a 3.00° GP (TCH 43) and a 229° angle to the 1800 frequency. The holding pattern is centered on the 1800 frequency. The diagram includes a table for the holding pattern: 1200 (up arrow), 2100 (right arrow), and LAMKE (triangle). The diagram also shows the VGS and RNAV glidepath not coincident, with a VGS angle of 3.00° and a TCH of 46°. The diagram is labeled 'LAMKE' and '4 NM Holding Pattern'.

| CATEGORY         | A                    | B                         | C                                                 | D                          |
|------------------|----------------------|---------------------------|---------------------------------------------------|----------------------------|
| LPV DA           | 301- $\frac{3}{4}$   |                           | 200 (200- $\frac{3}{4}$ )                         |                            |
| LNAV/<br>VNAV DA | 464-1 $\frac{1}{8}$  |                           | 363 (400-1 $\frac{1}{8}$ )                        |                            |
| LNAV MDA         | 560- $\frac{3}{4}$   | 459 (500- $\frac{3}{4}$ ) | 560-1 $\frac{1}{8}$                               | 459 (500-1 $\frac{1}{8}$ ) |
| CIRCLING         | 620-1<br>519 (600-1) | 640-1<br>539 (600-1)      | 700-1 $\frac{1}{2}$<br>599 (600-1 $\frac{1}{2}$ ) | 700-2<br>599 (600-2)       |