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Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Columbia SC USA
IATA Code: CAE
Lat/Long: N33° 56.3' W081° 07.2'
Elevation: 236 ft

Airport Use: Public
Magnetic Variation: 7.0°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1156 Z
Sunset: 2319 Z,

Runway Information

Runway: 05
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 228 ft
Lighting: Edge, ALS

Runway: 11
Length x Width: 8601 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 236 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 213 ft
Lighting: Edge, REIL
Displaced Threshold: 1000 ft

Runway: 29
Length x Width: 8601 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 227 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS 120.15

Columbia Tower 119.5

Columbia Ground Control 121.9

Columbia Clearance Delivery 119.75

Augusta Clearance Delivery 126.075

Columbia Approach Control 133.4 (290°-109°)

Columbia Approach Control 124.15 (110°-289°)

Columbia App ARSA 133.4 (290°-109°)

Columbia App ARSA 124.15 (110°-289°)

Columbia Departure Control 133.4 (290°-109°)

Columbia Departure Control 124.15 (110°-289°)

Columbia Metro Unicom 122.95

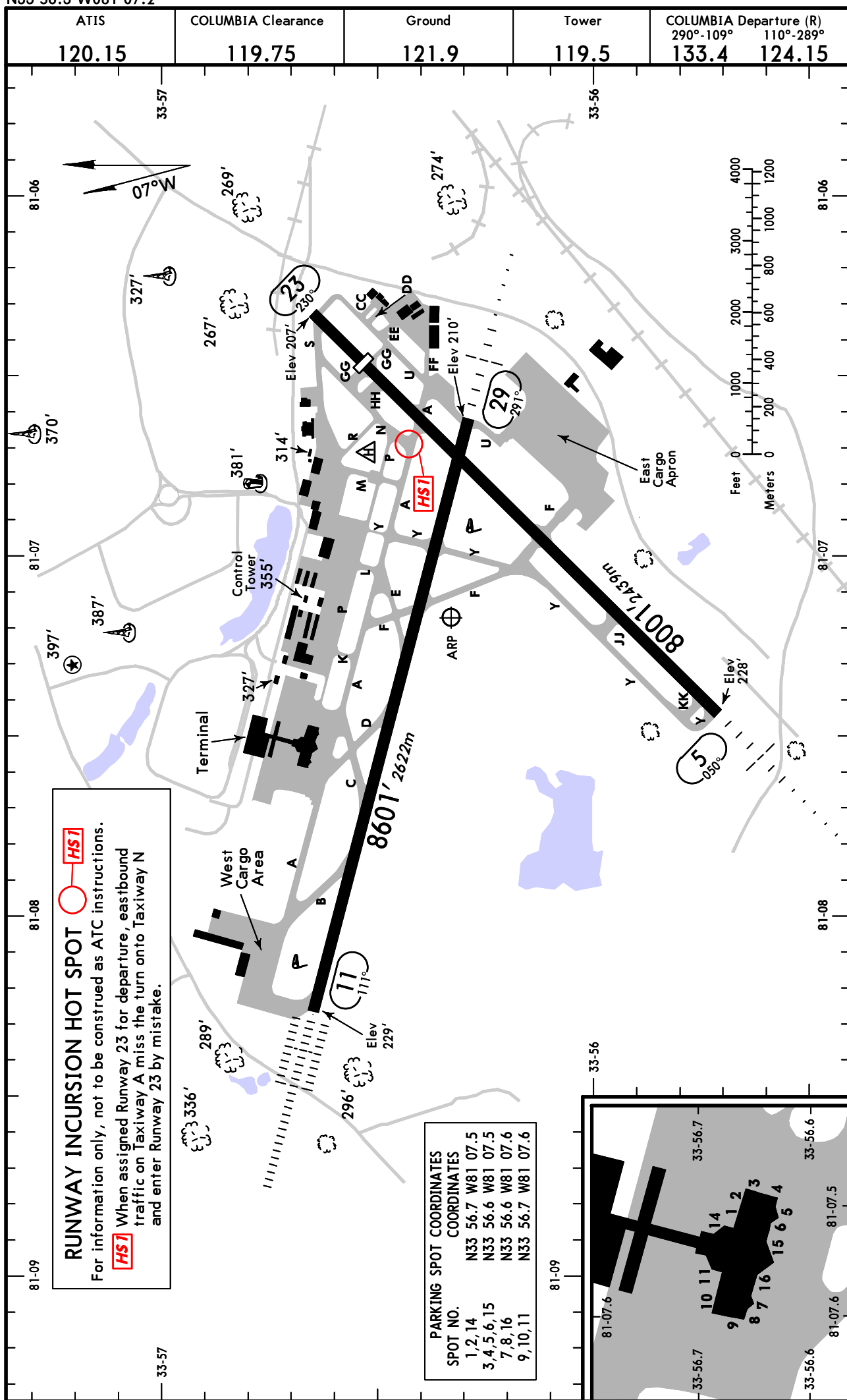
Columbia Radar 133.4

Columbia Radar 118.2

Anderson Flight Service Station 122.65 RCO

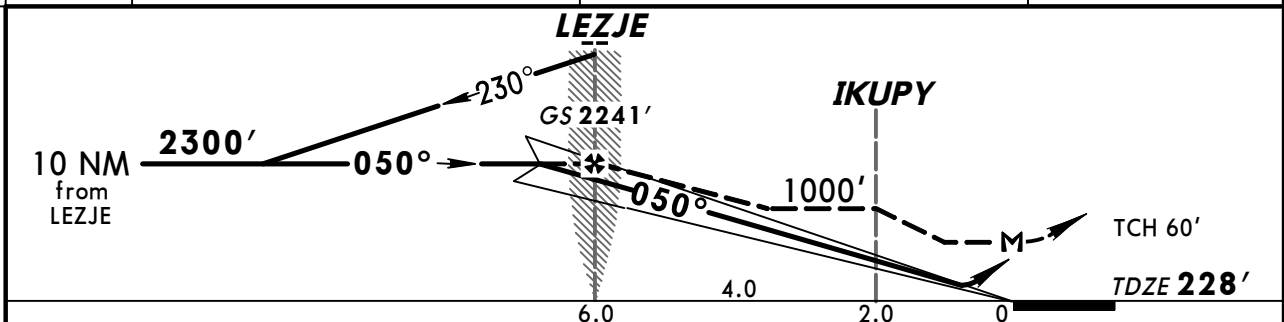
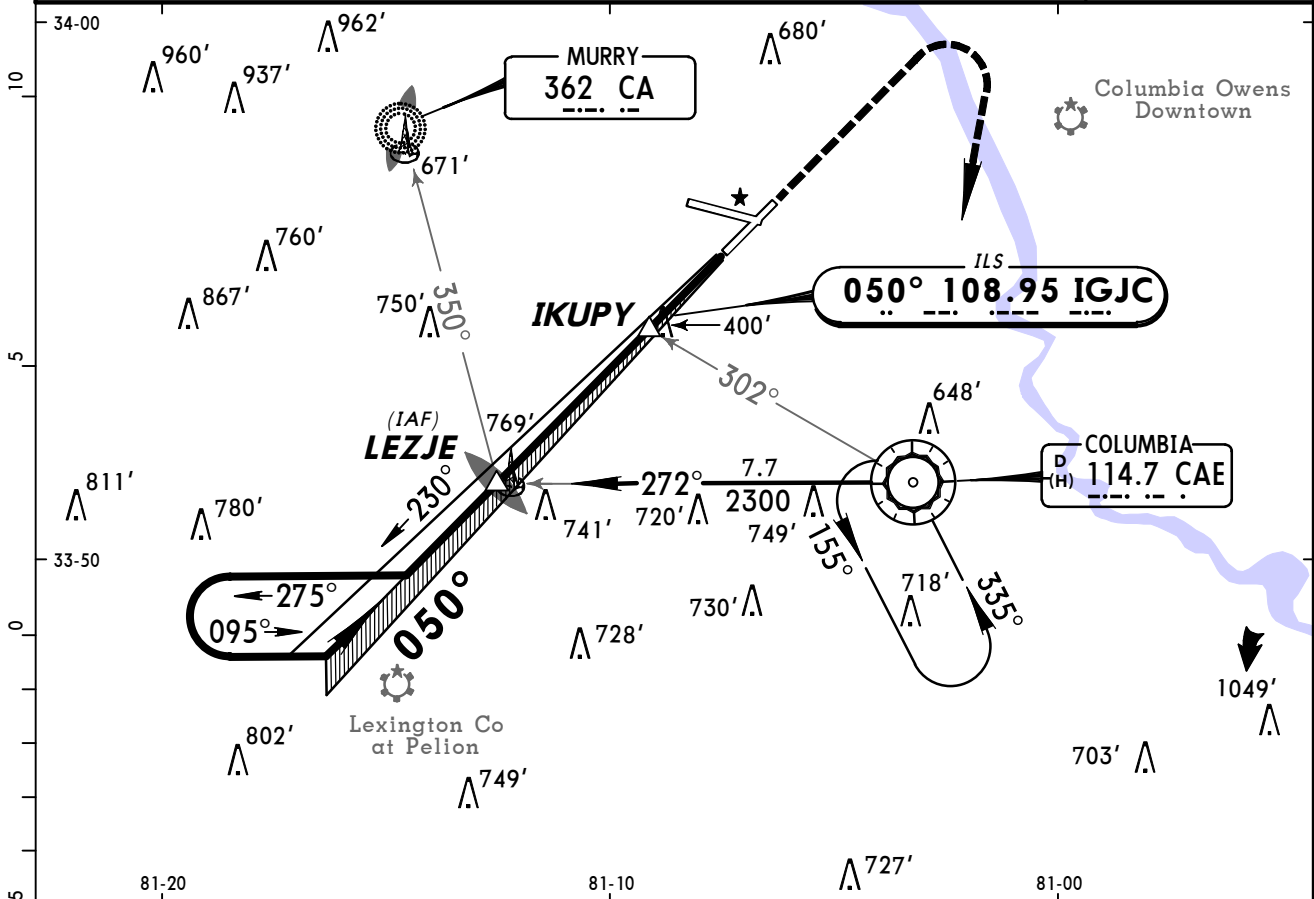
Anderson Flight Service Station 122.1 RCO

Anderson Flight Service Station 114.7 RCO



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
5	HIRL MALSR PAPI-R (angle 3.0°)	grooved RVR	① 7001' 2134m	5664' 1726m		150' 46m
23	HIRL REIL VASI-L	grooved RVR	7001' 2134m			
① Last 1000' 305m is unavailable for landing distance computations.						
11	HIRL CL ALSF-II TDZ PAPI-L (angle 3.0°)	grooved RVR		7601' 2317m		150' 46m
29	HIRL CL MALSR PAPI-L (angle 3.0°)	grooved RVR		7601' 2317m		
TAKE-OFF						
Rwy 11, 29						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD			
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1		
Mid RVR 5	Mid RVR 10					
Rollout RVR 5	Rollout RVR 10					
Rwy 5, 23						
Adequate Vis Ref		STD				
		3 & 4 Eng	1 & 2 Eng			
RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1			
FOR FILING AS ALTERNATE						
ILS Rwy 11 ILS Rwy 29		RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 29	VOR-A LOC Rwy 11 LOC Rwy 29 RADAR-1	ILS Rwy 5 LOC Rwy 5		
A	600-2	800-2		800-2		
B						
C	700-2			800-2 1/4		
D				800-2 1/2		

BRIEFING STRIP™	ATIS		COLUMBIA Approach (R)		COLUMBIA Tower		Ground	
	120.15		133.4		119.5		121.9	
	LOC IGJC 108.95	Final Apch Crs 050°	GS LEZJE 2241' (2013')	ILS DA(H) 428' (200')	Apt Elev 236' TDZE 228'		3100' MSA CAE VOR	
	MISSED APCH: Climb to 1500', then climbing RIGHT turn to 2300' direct CAE VOR and hold.							
	Alt Set: INCHES 1. VGSI and ILS glidepath not coincident.		Trans level: FL 180		Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALS	PAPI	1500'	2300'	CAE
GS	3.00°	377	484	538	646	753	861				114.7
LEZJE to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

STRAIGHT-IN LANDING RWY5							CIRCLE-TO-LAND			
ILS DA(H) 428' (200')		LOC (GS out) MDA(H) 700' (472') With Ikupy			MDA(H) 1000' (772') Without Ikupy		With Ikupy		Without Ikupy	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)	
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	90	760' (524')-1		1000' (764')-1	
B	RVR 24 or 1/2	RVR 40 or 3/4			RVR 40 or 3/4	120			1000' (764')-1 1/4	
C			RVR 40 or 3/4	RVR 60 or 1 1/4	1 3/4	140	840' (604')-1 3/4		1000' (764')-2 1/4	
D			RVR 50 or 1	1 1/2	2	165	880' (644')-2		1000' (764')-2 1/2	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

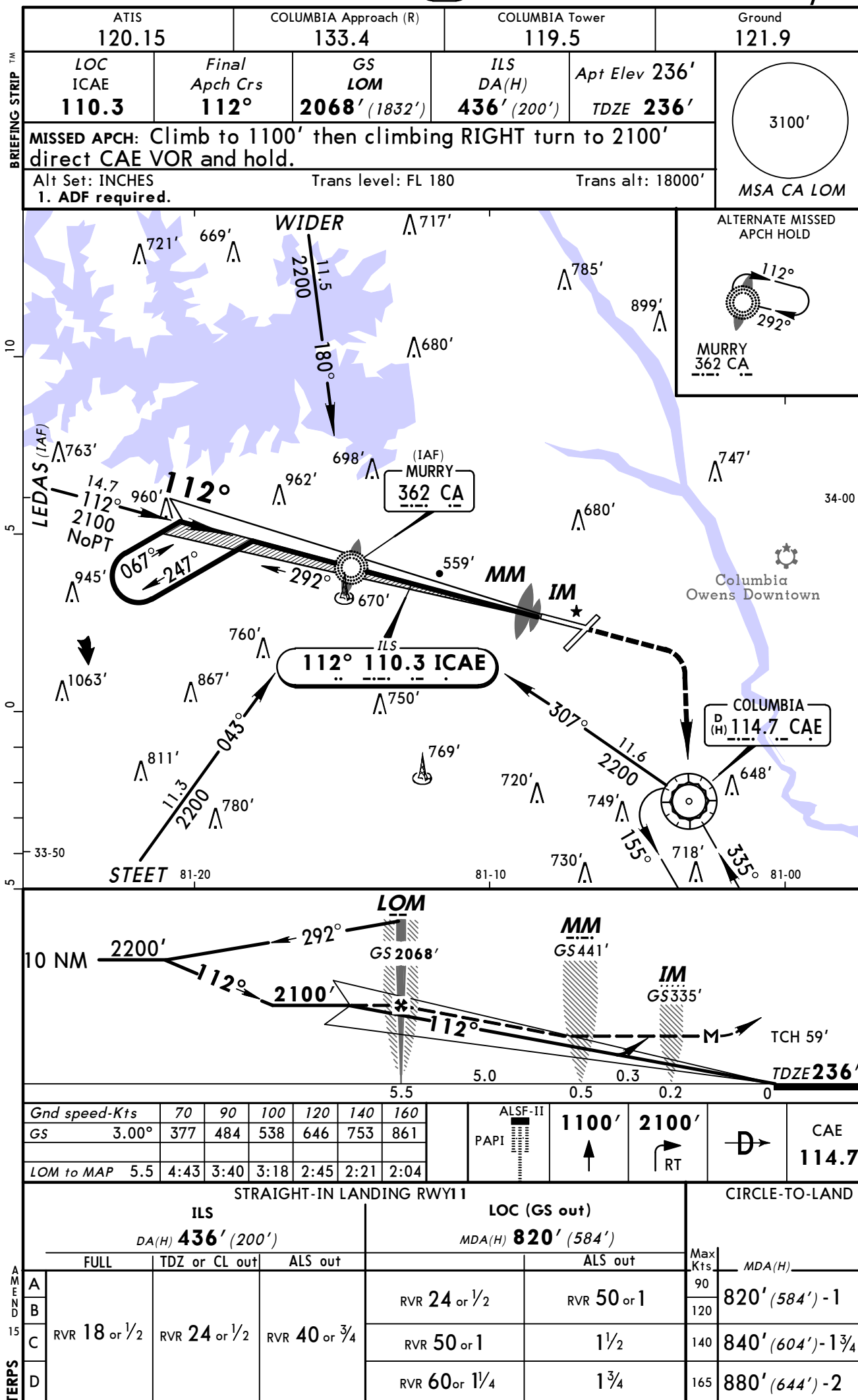
CHANGES: Minimums, notes.

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KCAE/CAE COLUMBIA METRO

JEPPESSEN
21 AUG 09 **11-2**

Eff 27 Aug COLUMBIA, S CAR
ILS or LOC Rwy 11

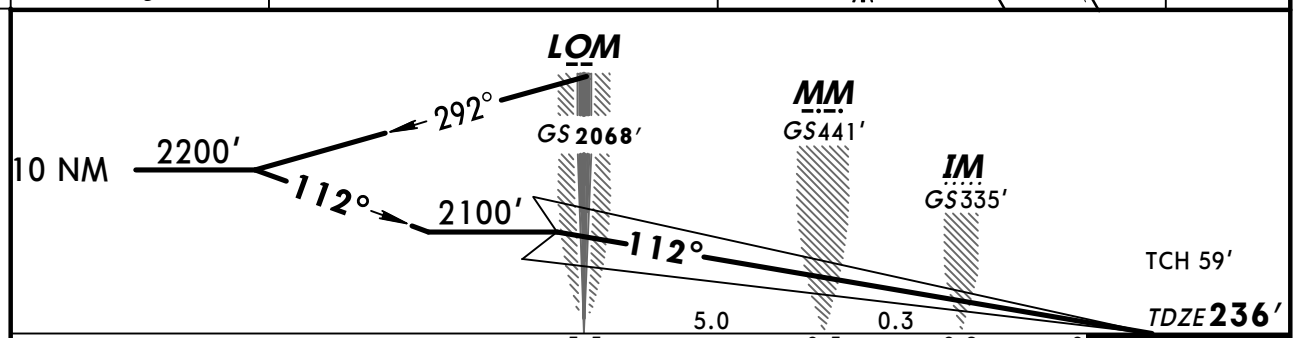
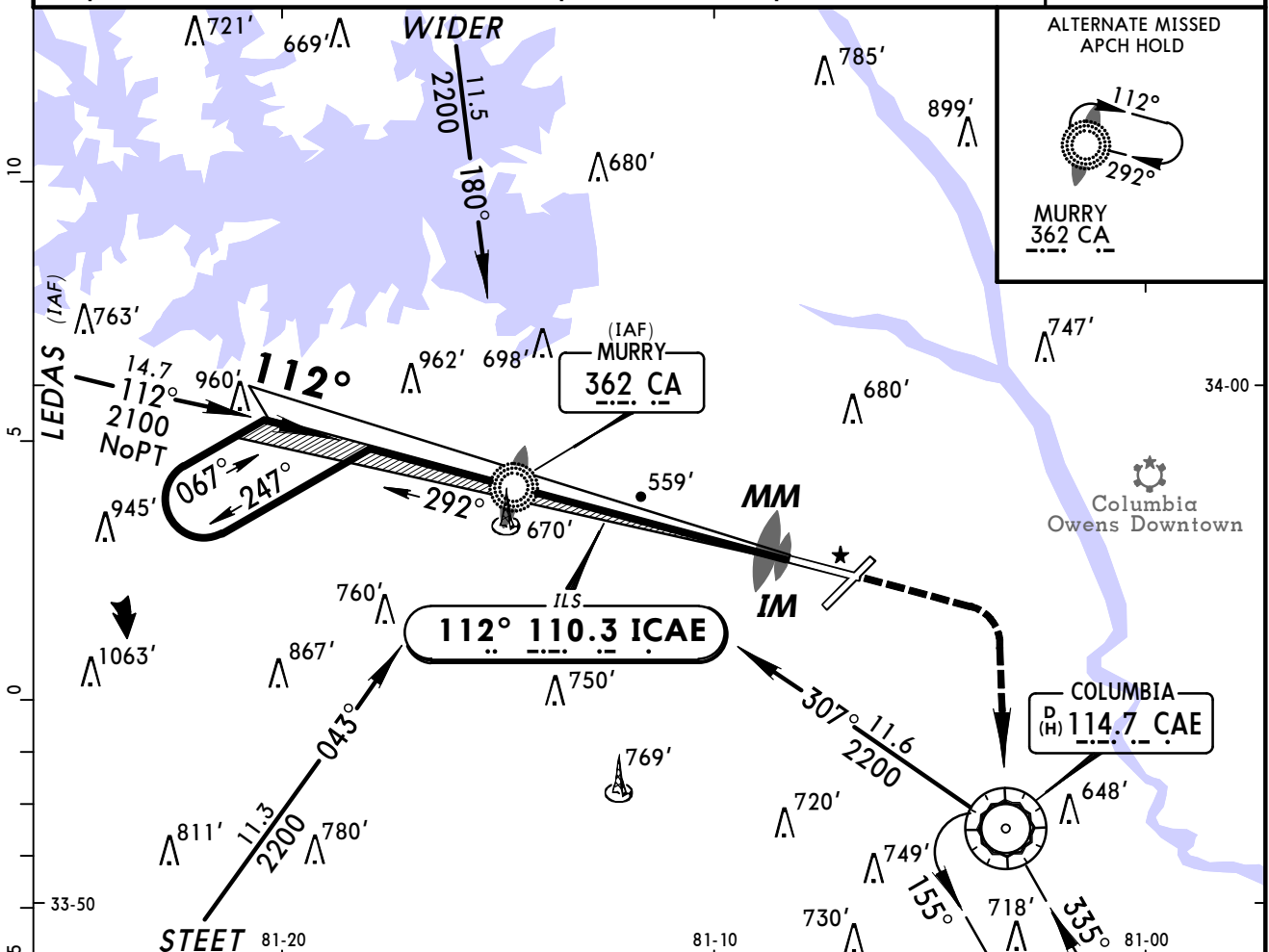


KCAE/CAE COLUMBIA METRO

JEPPESSEN
21 AUG 09
Eff 27 Aug 11-2A

COLUMBIA, S CAR ILS Rwy 11 CAT II & III

BRIEFING STRIP ™	ATIS		COLUMBIA Approach (R)		COLUMBIA Tower			Ground
	120.15		133.4		119.5			121.9
	LOC ICAE 110.3	Final Apch Crs 112°	GS LOM 2068' (1832')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA CAT II ILS RA 128' DA(H) 336' (100')	Apt Elev 236' TDZE 236'	3100' MSA CA LOM
	MISSED APCH: Climb to 1100' then climbing RIGHT turn to 2100' direct CAE VOR and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. Special Aircrew & Acft Certification Required. 2. ADF required.							

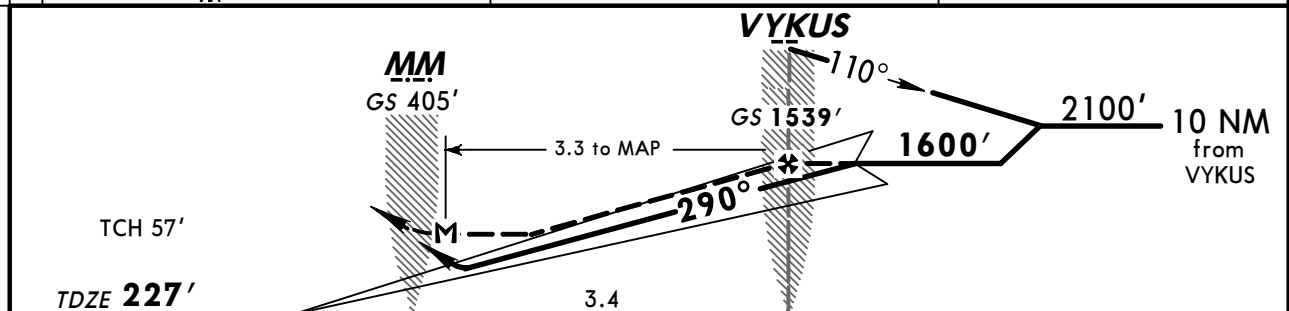
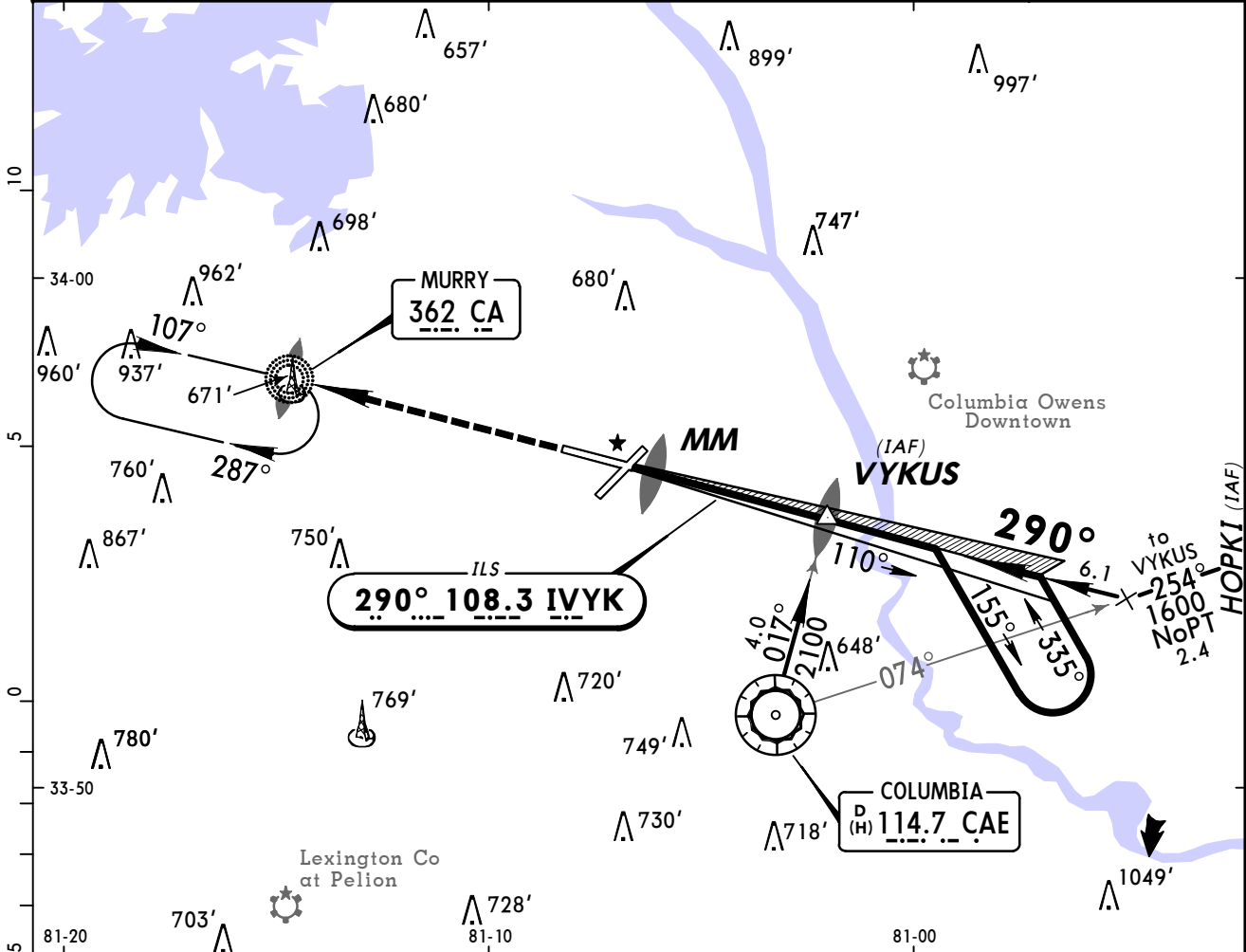


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1100'	2100'	D →	CAE 114.7
GS	3.00°	377	484	538	646	753	PAPI		↑	RT		

STRAIGHT-IN LANDING RWY 11			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 128' DA(H) 336' (100')
NA	RVR 6	RVR 7	RVR 12

BRIEFING STRIP™

ATIS		COLUMBIA Approach (R)		COLUMBIA Tower		Ground
120.15		133.4		119.5		121.9
LOC IVYK 108.3	Final Apch Crs 290°	GS VYKUS 1539' (1312')	ILS DA(H) 427' (200')	Apt Elev 236' TDZE 227'		3100' MSA CAE VOR
MISSED APCH: Climb to 2100' direct CA LOM and hold.						
Alt Set: INCHES 1. ADF required.		Trans level: FL 180		Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160	MALSR	PAPI	2100'	D	CA 362
GS	3.00°	377	484	538	646	753					
VYKUS to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14					

STRAIGHT-IN LANDING RWY 29						CIRCLE-TO-LAND	
ILS DA(H) 427' (200')			LOC (GS out) MDA(H) 700' (473')			Max Kts	MDA(H)
FULL		RAIL or ALS out		RAIL out	ALS out		
A	I RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	760' (524') - 1
B						120	
C			RVR 40 or 3/4	RVR 60 or 1 1/4		140	840' (604') - 1 3/4
D			RVR 50 or 1	1 1/2		165	880' (644') - 2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

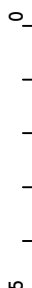
CHANGES: Circling minimums.

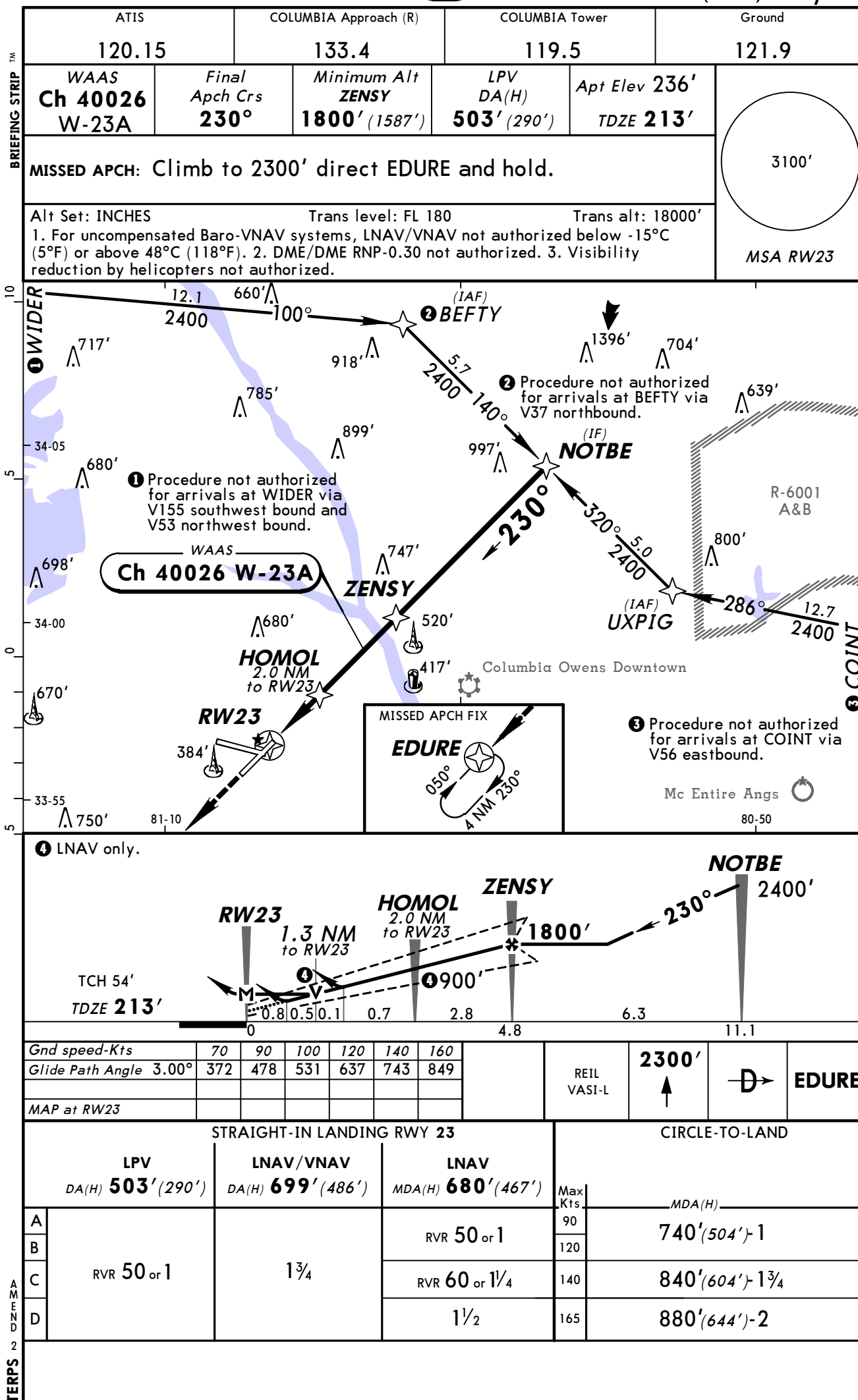
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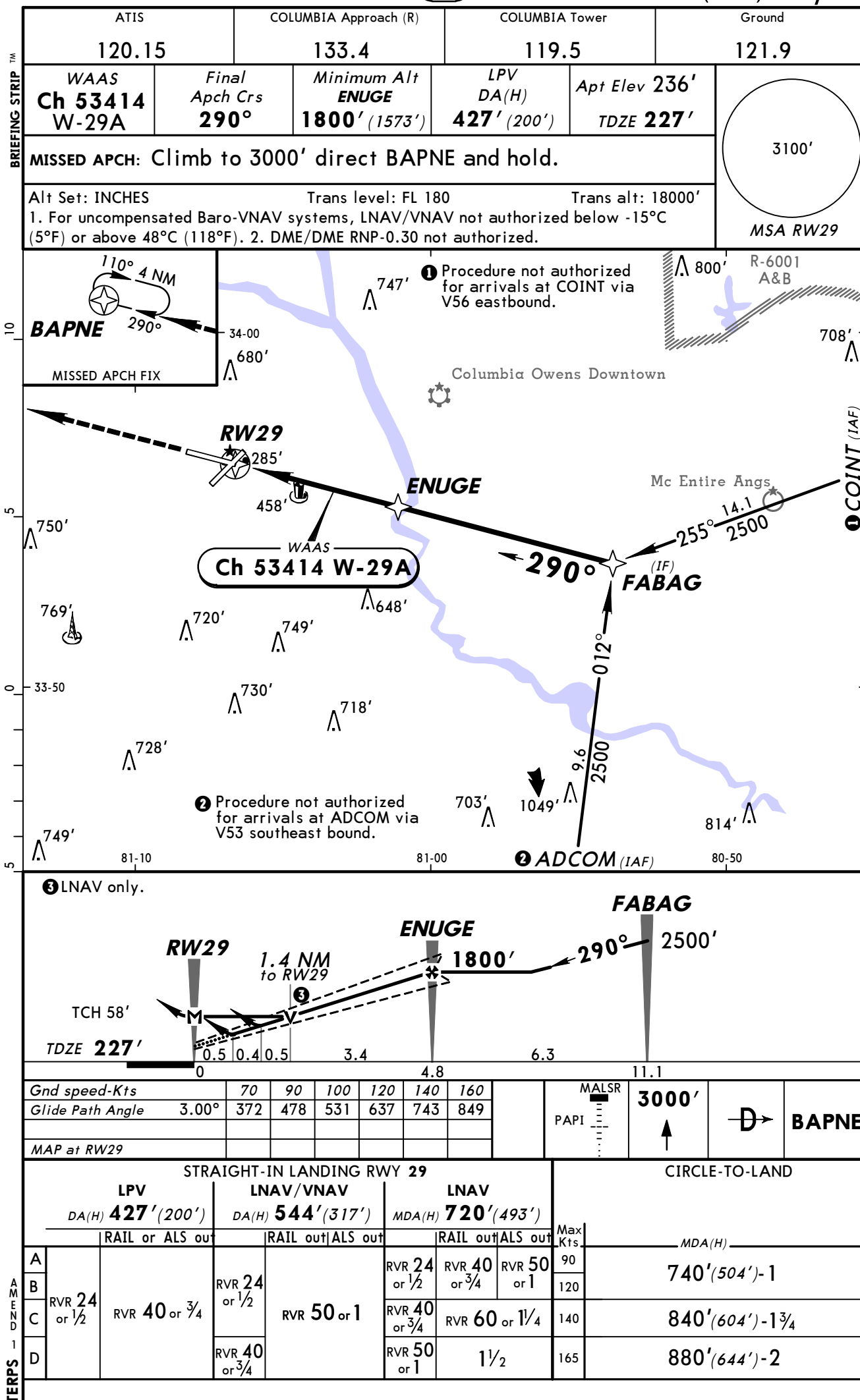
BRIEFING STRIP™

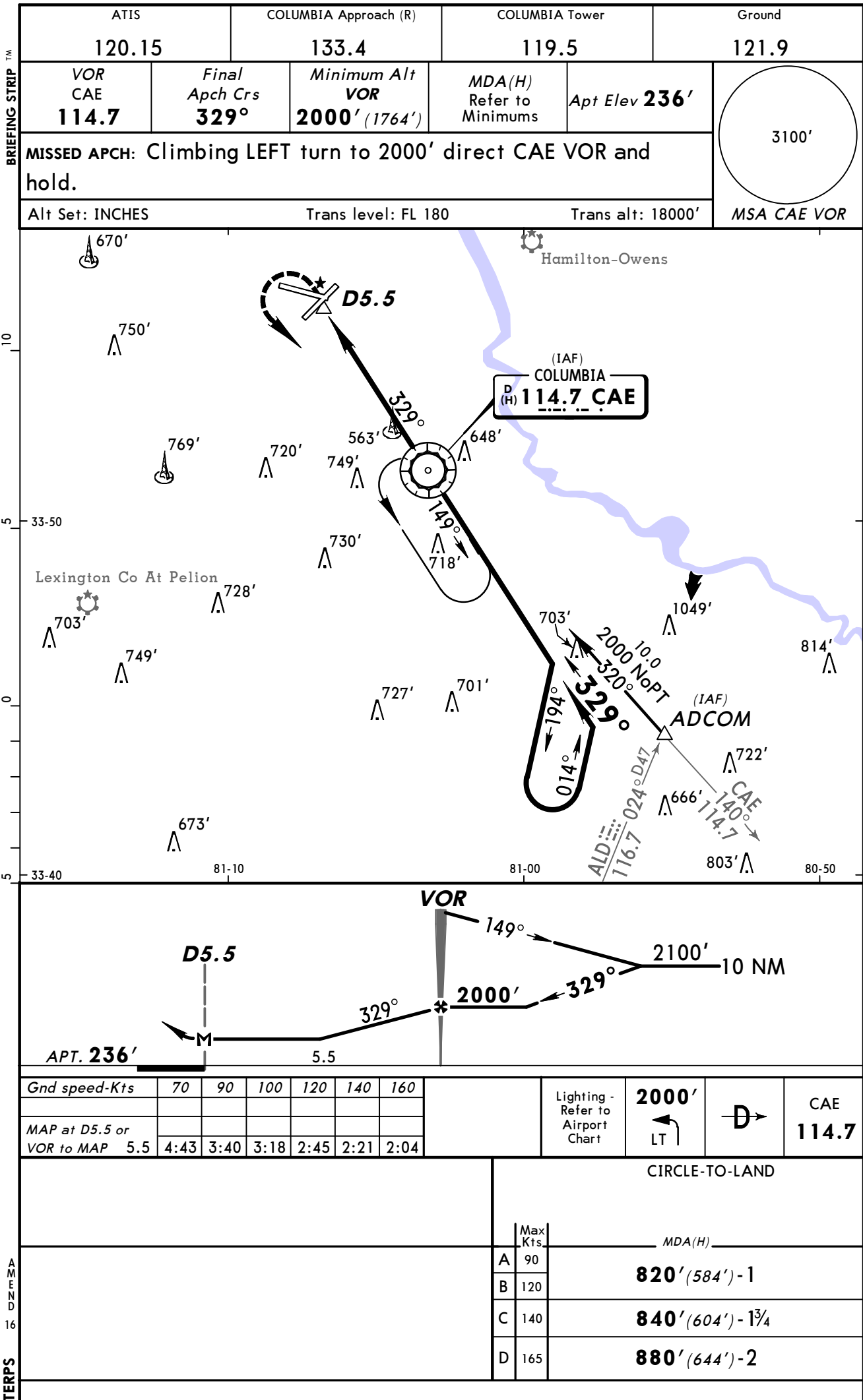
AMEND

BRIEFING STRIP™

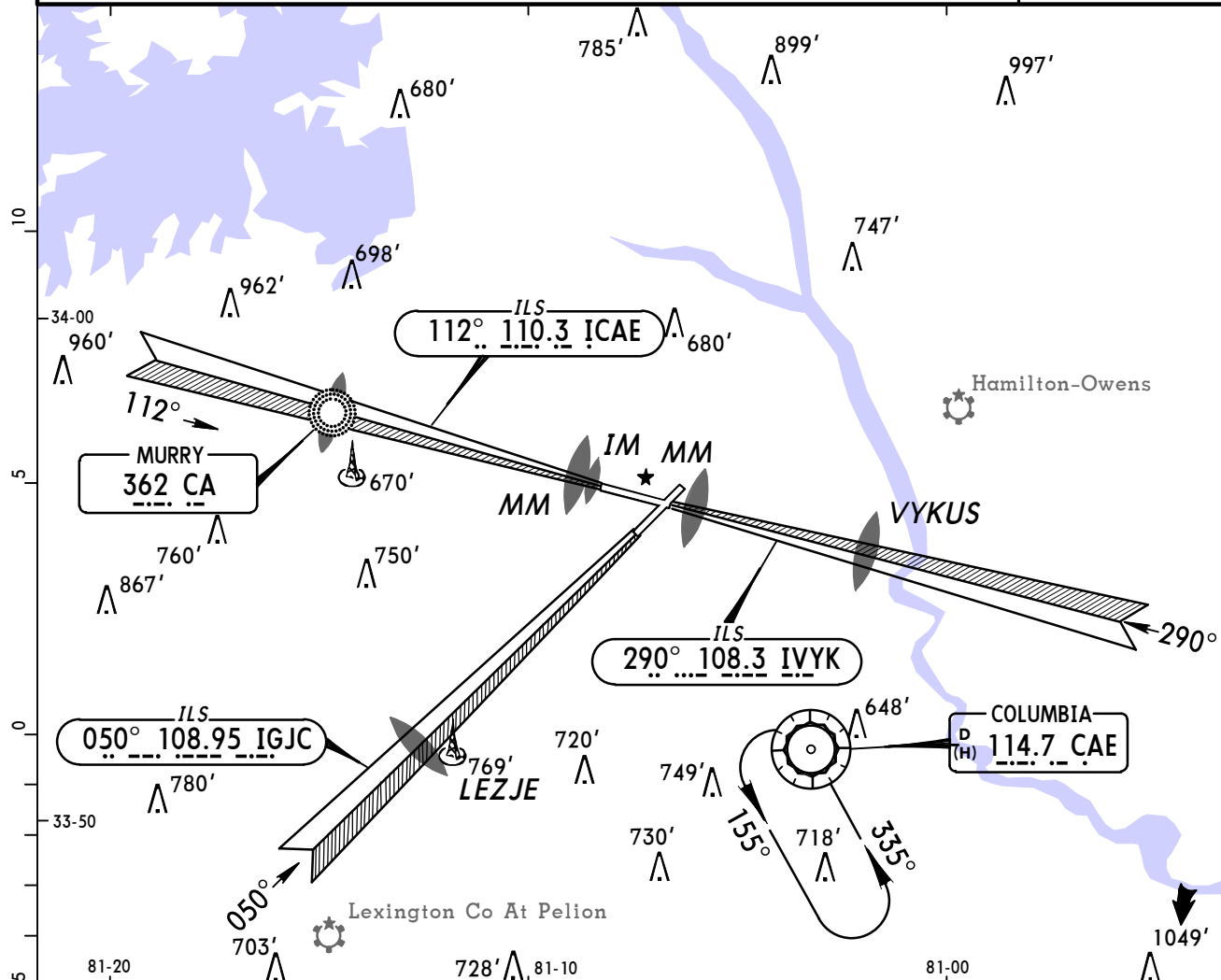
TERPS
AMEND
1TERPS
AMEND
1







BRIEFING STRIP TM	ATIS 120.15		COLUMBIA Approach (R) 133.4		COLUMBIA Tower 119.5		Ground 121.9	
	RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 236' TDZE- See below	No MSA published		
	Missed Approach-See below.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



MISSED APPROACH:

Runway 5: Climb to 800' then climbing RIGHT turn to 2100' direct CAE VOR and hold.

Runway 11: Climbing RIGHT turn to 2100' direct CAE VOR and hold.

Runway 23: Climb to 900' then climbing LEFT turn to 2100' direct CAE VOR and hold.

Runway 29: Climbing LEFT turn to 2100' direct CAE VOR and hold.

RWY 5	RWY 11	RWY 23	RWY 29
TDZE 228'	TDZE 229'	TDZE 207'	TDZE 210'

Lighting -
Refer to
Airport
Chart

ASR Rws 5, 11, 23, 29: MAP at Rwy Thr

STRAIGHT-IN LANDING										CIRCLE-TO-LAND	
ASR 5 MDA(H) 700' (472')			ASR 11 MDA(H) 680' (451')		ASR 23 MDA(H) 680' (473')	ASR 29 MDA(H) 720' (510')				Max Kts	MDA(H)
RAIL out ALS out			ALS out			RAIL out ALS out					
A	RVR 24	RVR 40	RVR 50	RVR 24	RVR 50	RVR 55	RVR 24	RVR 40	RVR 50	90	740' (504') -1
B	or 1/2	or 3/4	or 1	or 1/2	or 1	or 1	or 1/2	or 3/4	or 1	120	
C	RVR 50	RVR 60	or 1 1/4	RVR 45	RVR 60	1 3/8	RVR 55	1 1/2		140	800' (564') -1 1/2
D	or 1	1 1/2		or 7/8	1 1/2		or 1			165	880' (644') -2

CHANGES: Minimums, Rws 11, 23 & 29 TDZE.

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General Information

Location: Charleston SC USA
IATA Code: CHS
Lat/Long: N32° 53.9' W080° 02.4'
Elevation: 46 ft

Airport Use: Joint
Magnetic Variation: 7.5°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1151 Z
Sunset: 2315 Z,

Runway Information

Runway: 03
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 35 ft
Lighting: Edge, REIL
Stopway: 800 ft

Runway: 15
Length x Width: 9001 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, REIL

Runway: 33
Length x Width: 9001 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 45 ft
Lighting: Edge, ALS, Centerline

Stopway: 1000 ft

Communication Information

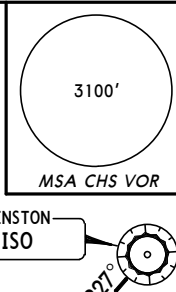
- ATIS 124.75
- Charleston Tower 126.0
- Charleston Ground Control 121.9
- Charleston Clearance Delivery 127.325
- Charleston Approach Control 135.8 (331 °-150 °)
- Charleston Approach Control 120.7 (151 °-330 °) Initial Contact
- Charleston Approach Control 119.3 Secondary
- Charleston App ARSA 135.8 (331 °-150 °)
- Charleston App ARSA 120.7 (151 °-330 °)
- Charleston Departure Control 135.8 (331 °-150 °)
- Charleston Departure Control 120.7 (151 °-330 °)
- Charleston AFB/Intl Unicom 122.95
- Anderson Flight Service Station 122.5 RCO
- Anderson Flight Service Station 122.2 RCO
- Anderson Flight Service Station 122.1 RCO
- Palmetto Ops Airlift Command Post 134.1 Military

ATIS
124.75

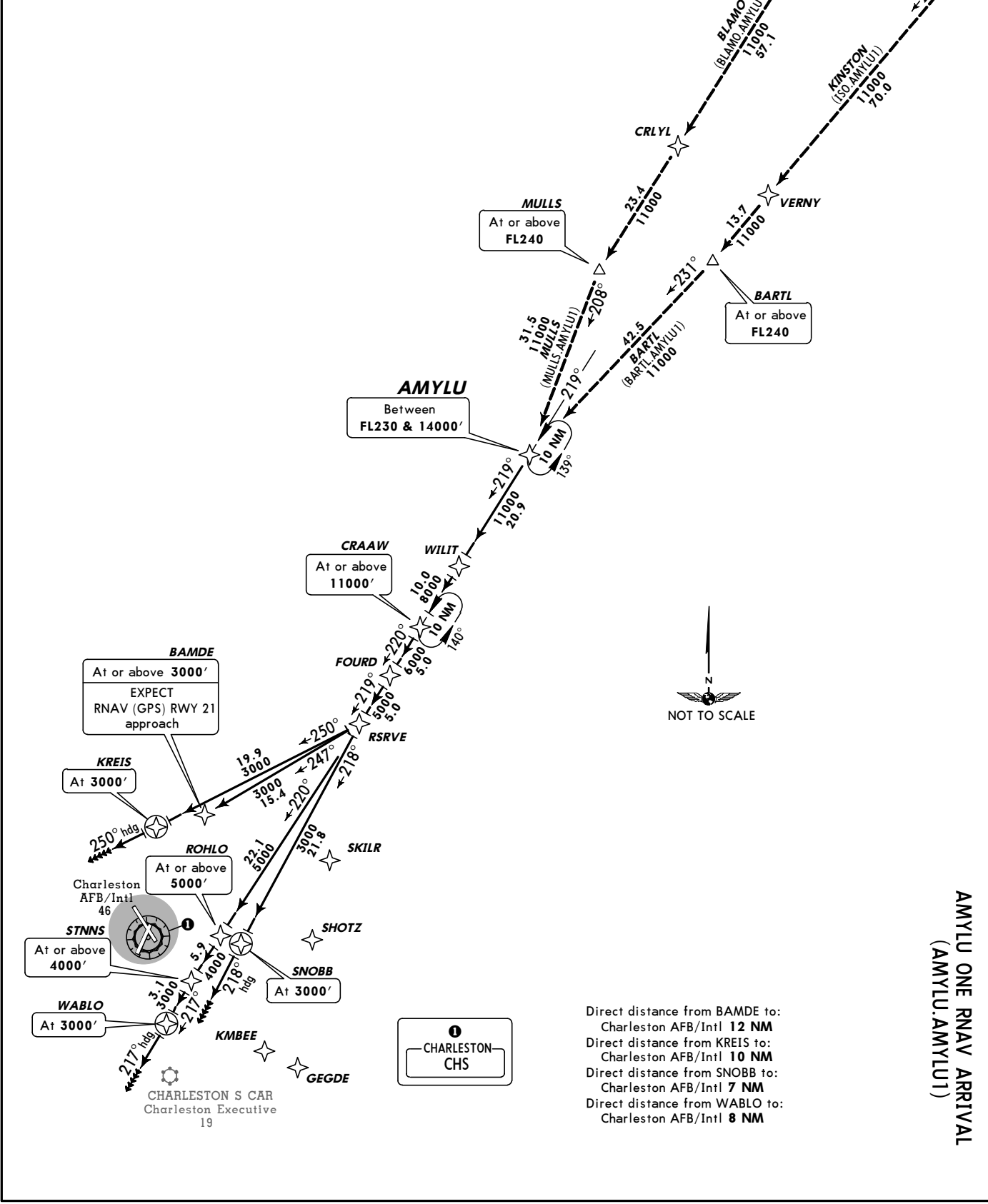
Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.

4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.



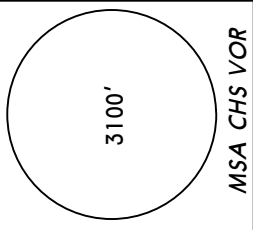
ROUTING	
From over AMYLU on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE. Then assigned runway transition.	
RWY	LANDING
3	From over RSRVE on track 220° to ROHLO, then on track 220° to STNNS, then on track 217° to WABLO, then on heading 217°, EXPECT RADAR vectors to final approach course.
15	From over RSRVE on track 250° to KREIS, then on heading 250°, EXPECT RADAR vectors to final approach course.
21	From over RSRVE on track 247° to BAMDE, EXPECT RNAV (GPS) RWY 21 approach.
33	From over RSRVE on track 218° to SNOBB, then on heading 218°, EXPECT RADAR vectors to final approach course.



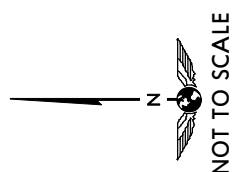
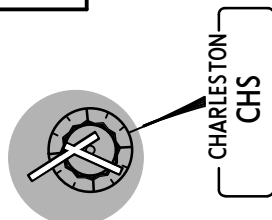
ATIS
124.75

Apt Elev
46'

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required for non-GPS equipped aircraft.
 4. Monitor ATIS for runway in use.
 5. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.



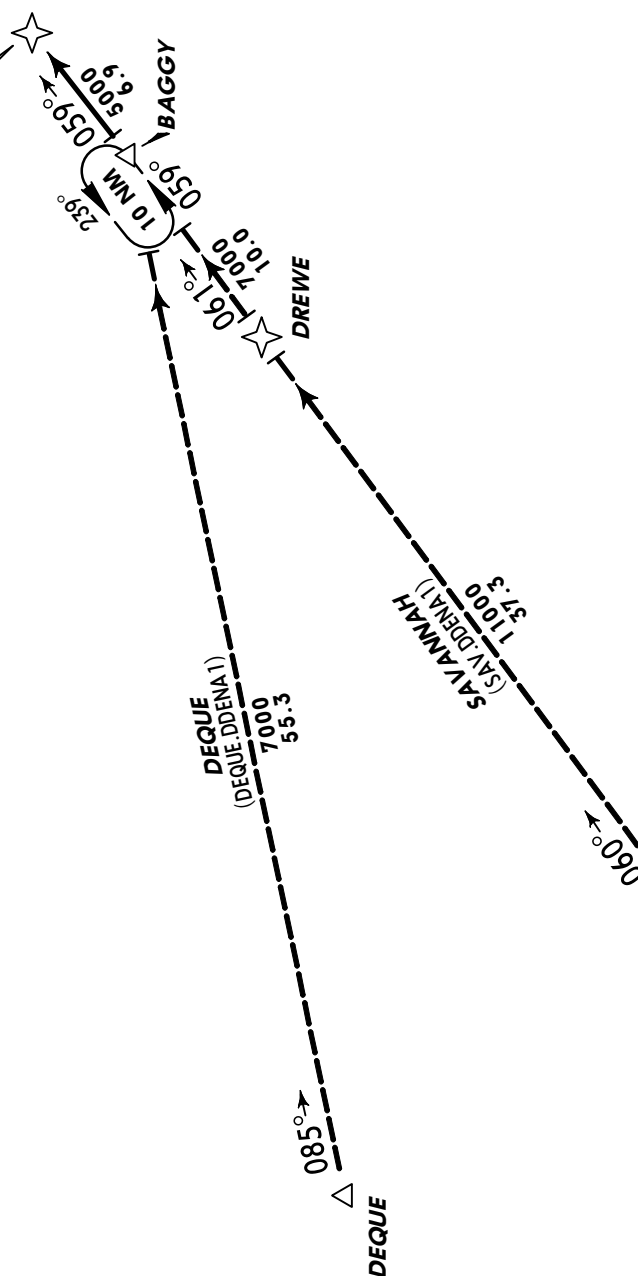
DDENA ONE RNAV ARRIVAL (BAGGY.DDENA1)



DDENA

EXPECT
approach clearance

Direct distance from DDENA to:
Charleston AFB/Intl 20 NM



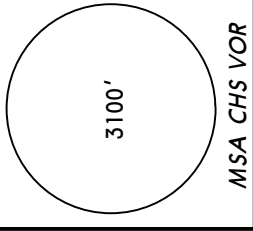
ROUTING

From over BAGGY on track 059° to DDENA,
EXPECT approach clearance.

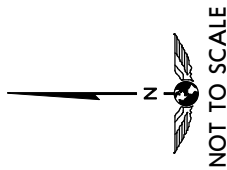
ATIS
124.75

Apt Elev
46'

- Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required for non-GPS equipped aircraft.
 4. For non-GPS equipped aircraft, CRE DME must be operational.
 5. Monitor ATIS for runway in use.
 6. EXPECT runway assignment from CHARLESTON Approach Control on initial contact.



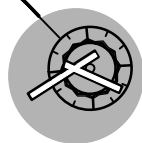
GMSTR ONE RNAV ARRIVAL (MKNZI.GMSTR1)



GMSTR

EXPECT
approach clearance

CHARLESTON
CHS



METTA
(METTA.GMSTR1)

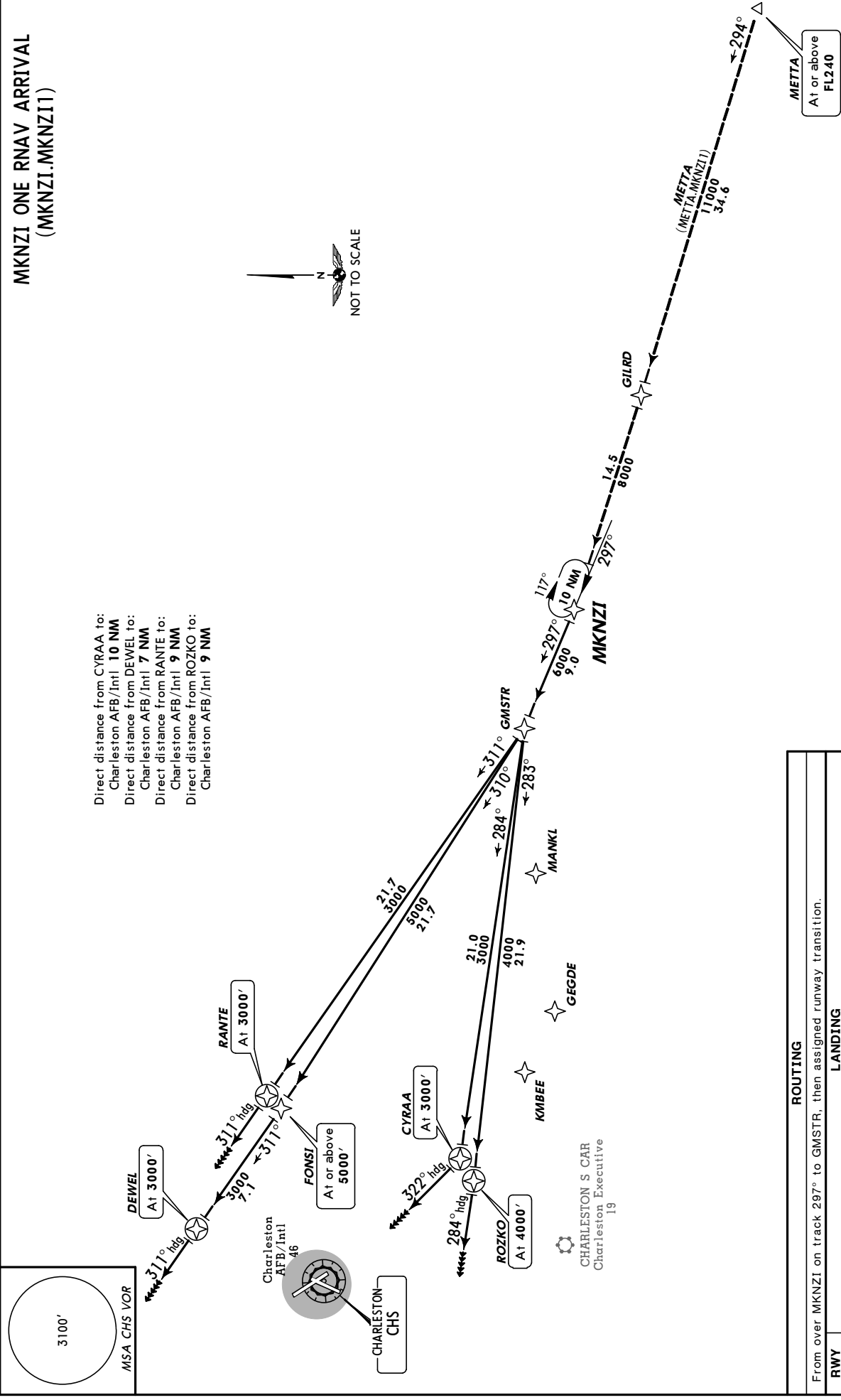
11000
34.6

METTA
At or above
FL240

Direct distance from GMSTR to:
Charleston AFB/Intl 29 NM

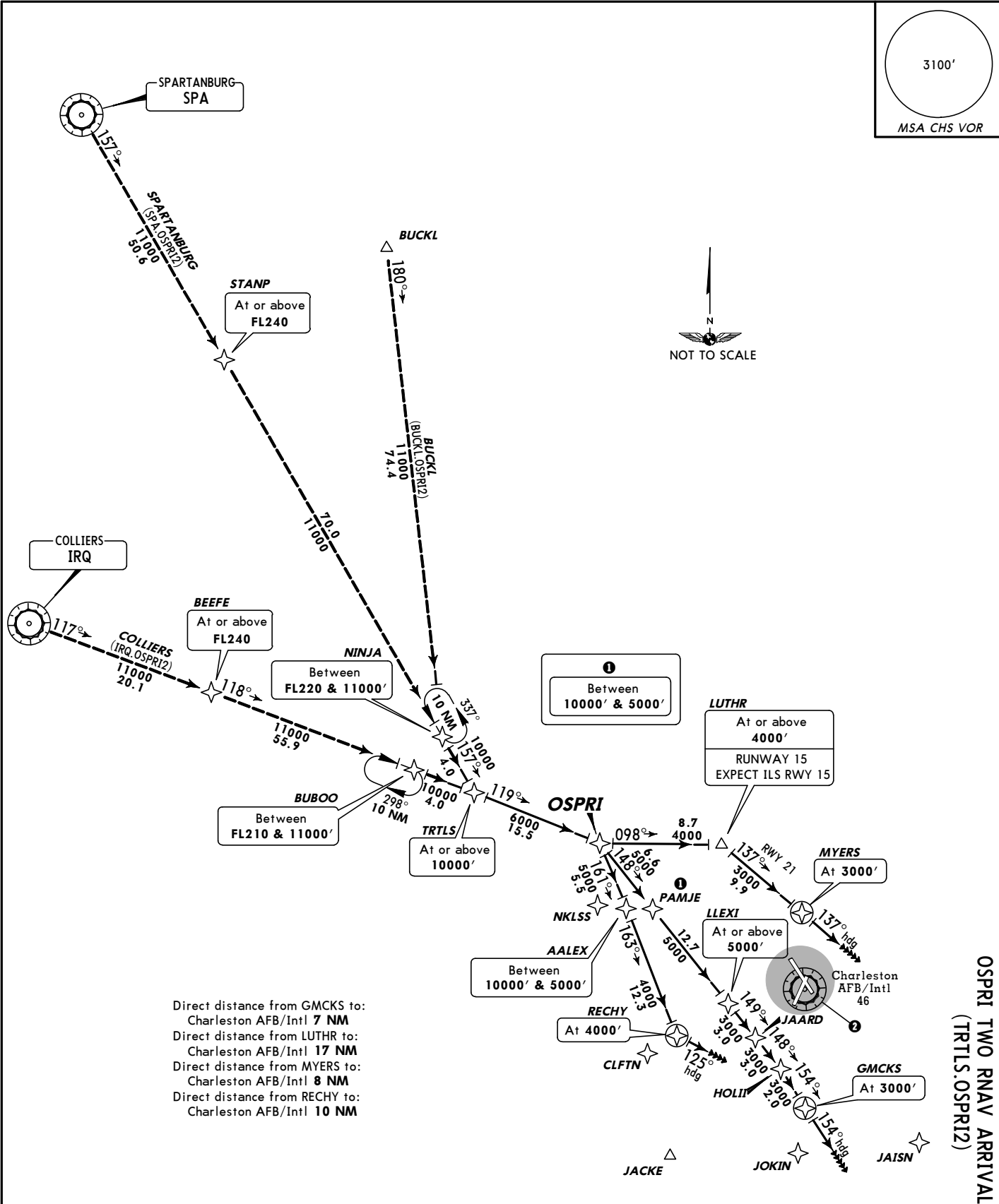
ROUTING

From over MKNZI on track 297° to GMSTR,
EXPECT approach clearance.



ROUTING	
From over MKNZI on track 297° to GMSTR, then assigned runway transition.	
RWY	LANDING
3	From over GMSTR on track 283° to ROZKO, then on heading 284°, EXPECT RADAR vectors to final approach course.
15	From over GMSTR on track 310° to FONSI, then on track 311° to DEWEL, then on heading 311°, EXPECT RADAR vectors to final approach course.
21	From over GMSTR on track 311° to RANTE, then on heading 311°, EXPECT RADAR vectors to final approach course.
33	From over GMSTR on track 284° to CYRAA, then on heading 322°, EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, crossing restrictions at NINJA, BUBOO, AALEX and PAMJE.



Direct distance from GMCKS to:
Charleston AFB/Intl 7 NM
Direct distance from LUTHR to:
Charleston AFB/Intl 17 NM
Direct distance from MYERS to:
Charleston AFB/Intl 8 NM
Direct distance from RECHY to:
Charleston AFB/Intl 10 NM

ROUTING	
From over TRTLS on track 119° to OSPRI, then assigned runway transition.	
RWY	LANDING
3	From over OSPRI on track 161° to AALEX, then on track 163° to RECHY, then on heading 125°, EXPECT RADAR vectors to final approach course.
15	From over OSPRI on track 098° to LUTHR, EXPECT ILS RWY 15.
21	From over OSPRI on track 098° to LUTHR, then on track 137° to MYERS, then on heading 137°, EXPECT RADAR vectors to final approach course.
33	From over OSPRI on track 148° to PAMJE, then on track 148° to LLEXI, then on track 149° to JAARD, then on track 148° to HOLII, then on track 154° to GMCKS, then on heading 154°, EXPECT RADAR vectors to final approach course.

ATIS
124.75

Apt Elev
See graphic

Alt set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.

KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
9 DEC 11 (10-2E) EFF 15 Dec

CHARLESTON, S CAR
RNAV STAR

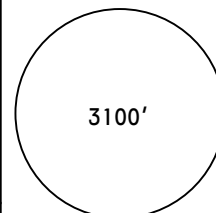
OSPRI TWO RNAV ARRIVAL
(TRTLS.OSPRI2)

CHARLESTON S CAR
Charleston Executive
19

ATIS
124.75

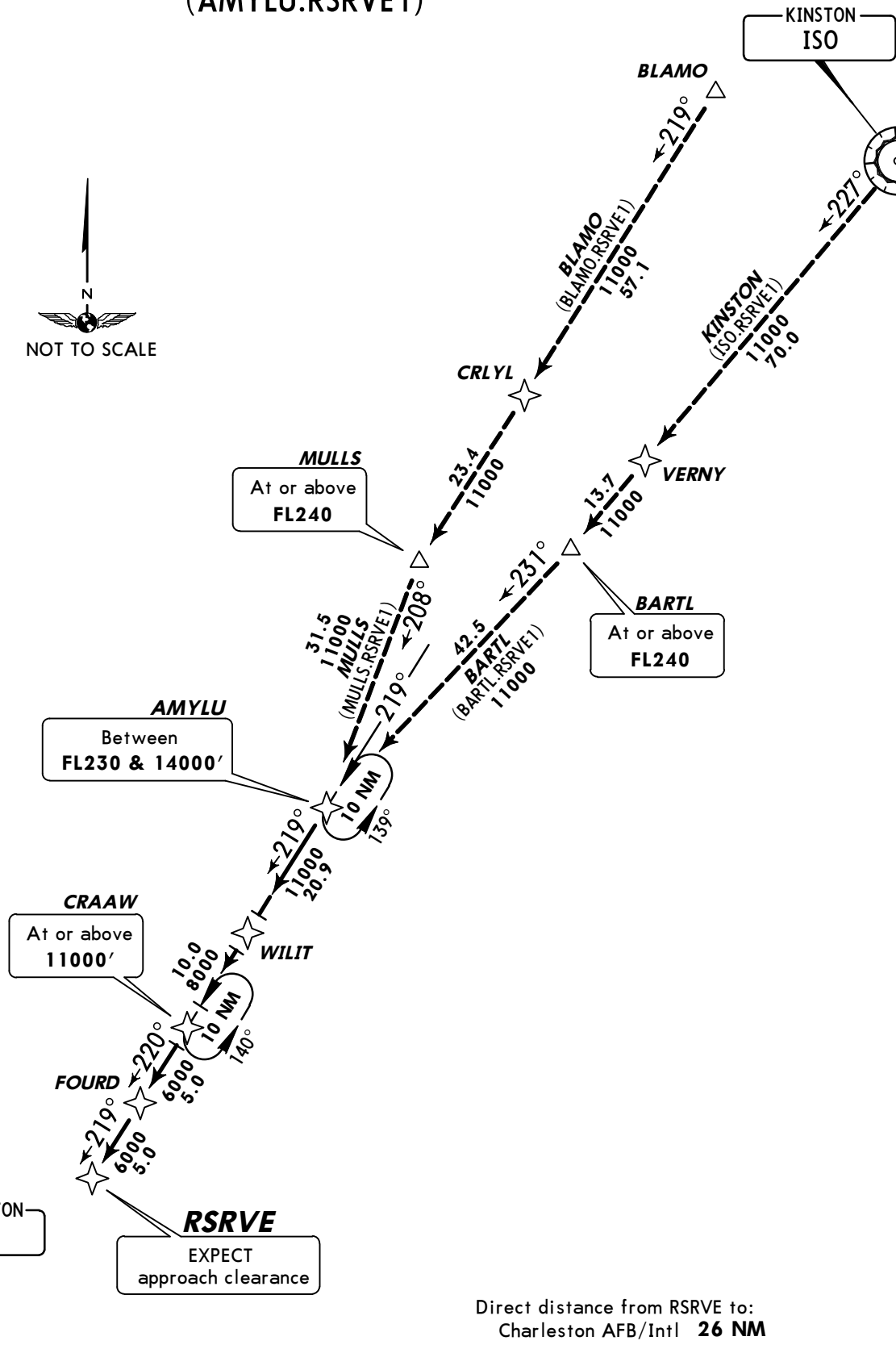
Apt Elev
46'

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON
Approach Control on initial contact.



MSA CHS VOR

RSRVE ONE RNAV ARRIVAL (AMYLURSRVE1)



ROUTING

From over AMYLU on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE, EXPECT approach clearance.

ATIS
124.75

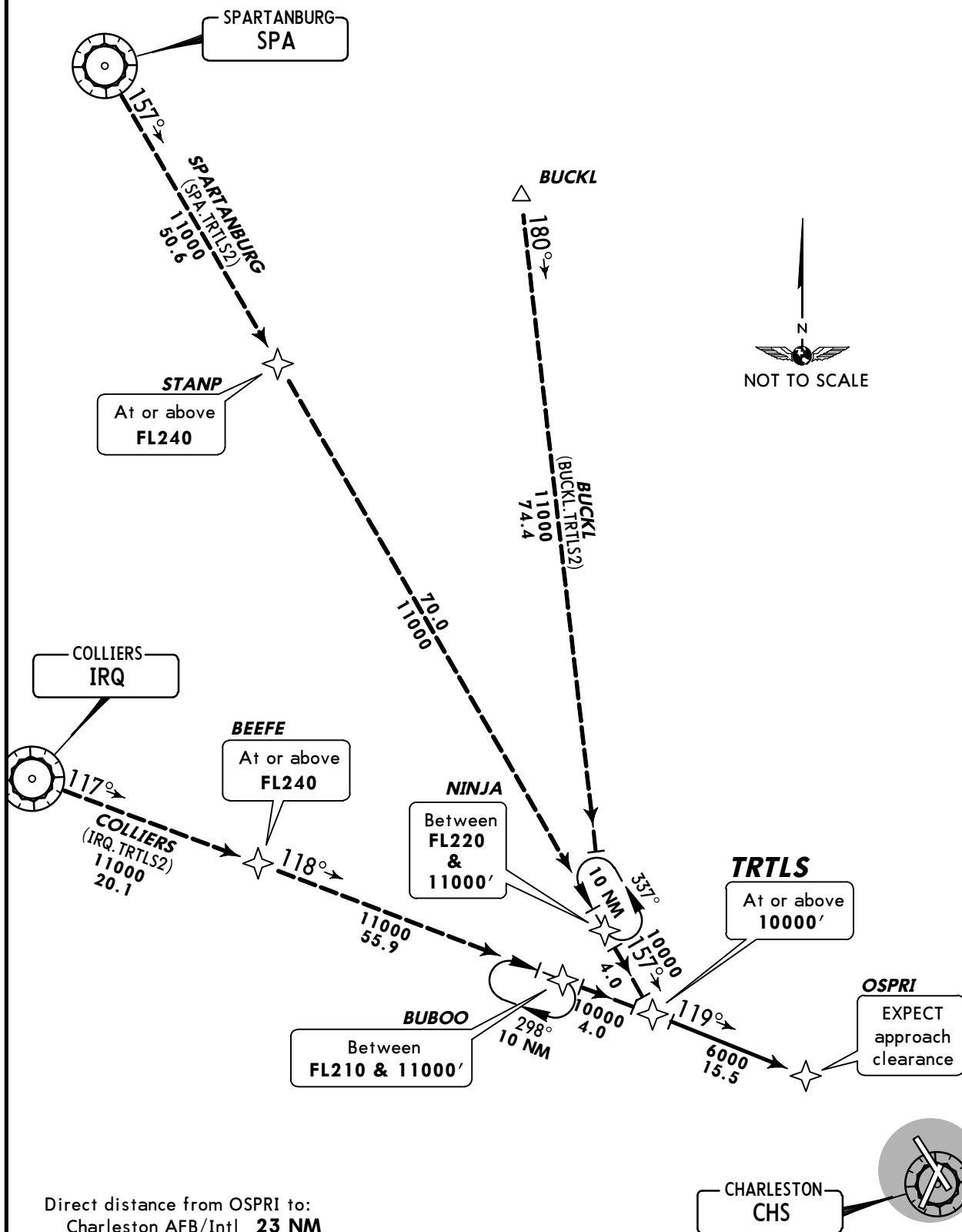
Apt Elev
46'

Alt set: INCHES
Trans level: FL180 Trans alt: 18000'
1. DME/DME/IRU or GPS required. 2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Monitor ATIS for runway in use.
5. EXPECT runway assignment from CHARLESTON
Approach Control on initial contact.

3100'

MSA CHS VOR

TRTLS TWO RNAV ARRIVAL (TRTLS.TRTLS2)

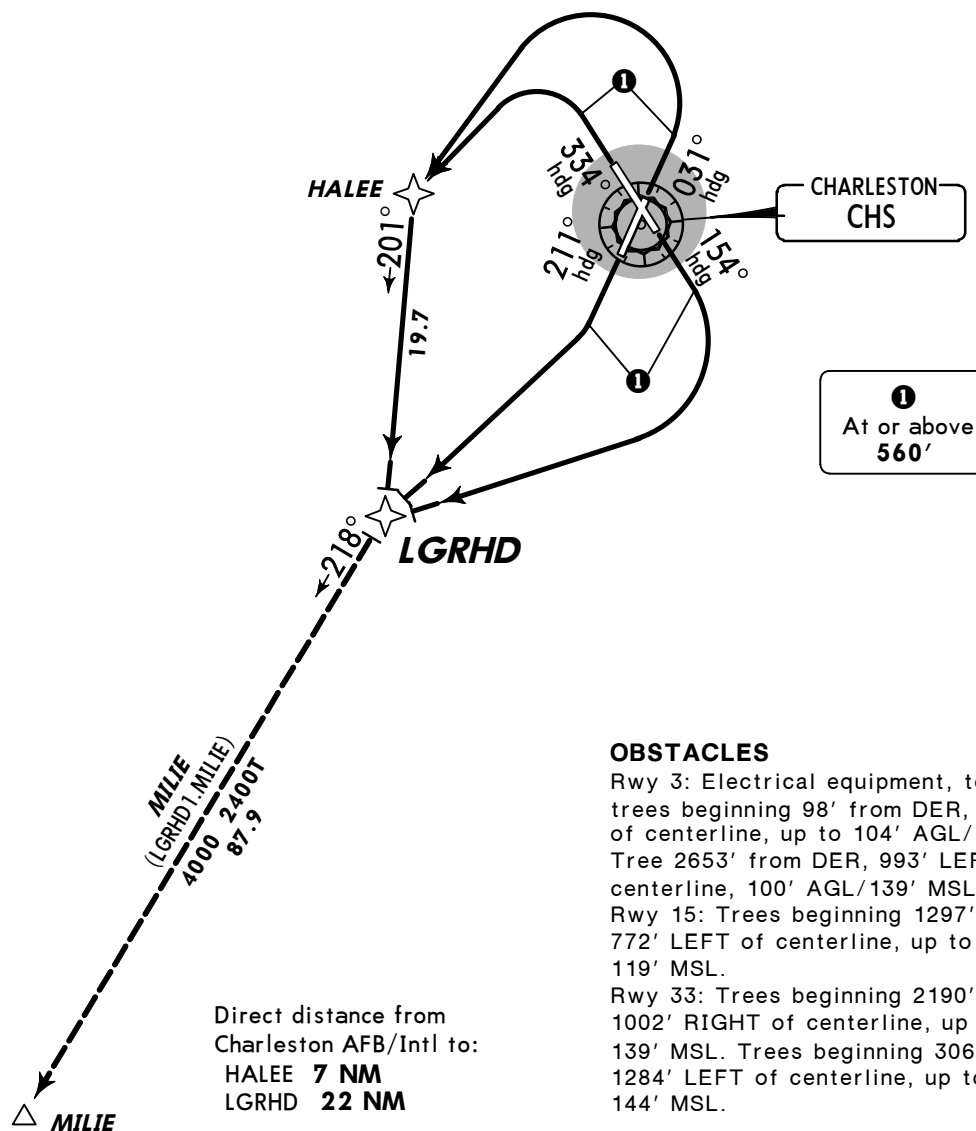
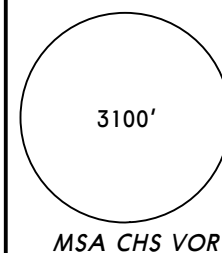


ROUTING

From over TRTLS on track 119° to OSPRI, EXPECT approach clearance.

CHARLESTON Departure (R) 331°-150° 151°-330° 135.8 120.7	Apt Elev 46'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: SAV and VAN DMEs must be operational. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.
---	-----------------	---

LGRHD ONE RNAV DEPARTURE (LGRHD1.LGRHD)



OBSTACLES

Rwy 3: Electrical equipment, towers, and trees beginning 98' from DER, 409' RIGHT of centerline, up to 104' AGL/136' MSL.

Tree 2653' from DER, 993' LEFT of centerline, 100' AGL/139' MSL.

Rwy 15: Trees beginning 1297' from DER, 772' LEFT of centerline, up to 100' AGL/119' MSL.

Rwy 33: Trees beginning 2190' from DER, 1002' RIGHT of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' LEFT of centerline, up to 100' AGL/144' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 3, 21: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **560'**.

Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500



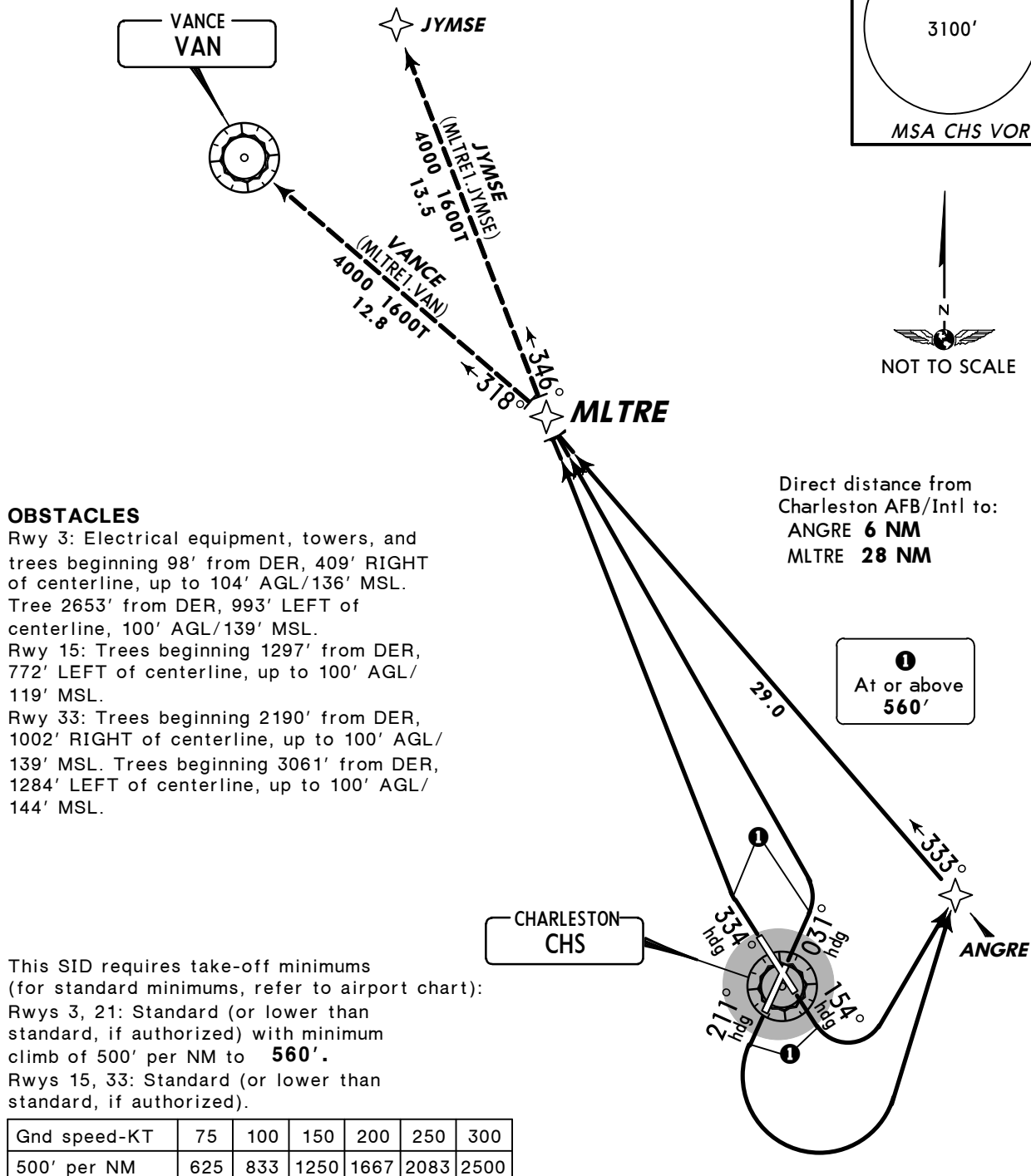
RWY	INITIAL CLIMB	ALTITUDE
3	Climb heading 031° to 560' , then LEFT turn direct HALEE, then on depicted route to LGRHD.	MAINTAIN 4000'
15	Climb heading 154° to 560' , then RIGHT turn direct LGRHD.	
21	Climb heading 211° to 560' , then direct LGRHD.	
33	Climb heading 334° to 560' , then LEFT turn direct HALEE, then on depicted route to LGRHD.	

ROUTING

At LGRHD via assigned transition/route. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

CHARLESTON Departure (R)	Apt Elev 46'	Trans level: FL180 Trans alt: 18000'
331°-150° 151°-330° 135.8 120.7		1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for take-off Rwy 15, 21; FLO DME must be operational for take-off Rwy 3, 33. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.

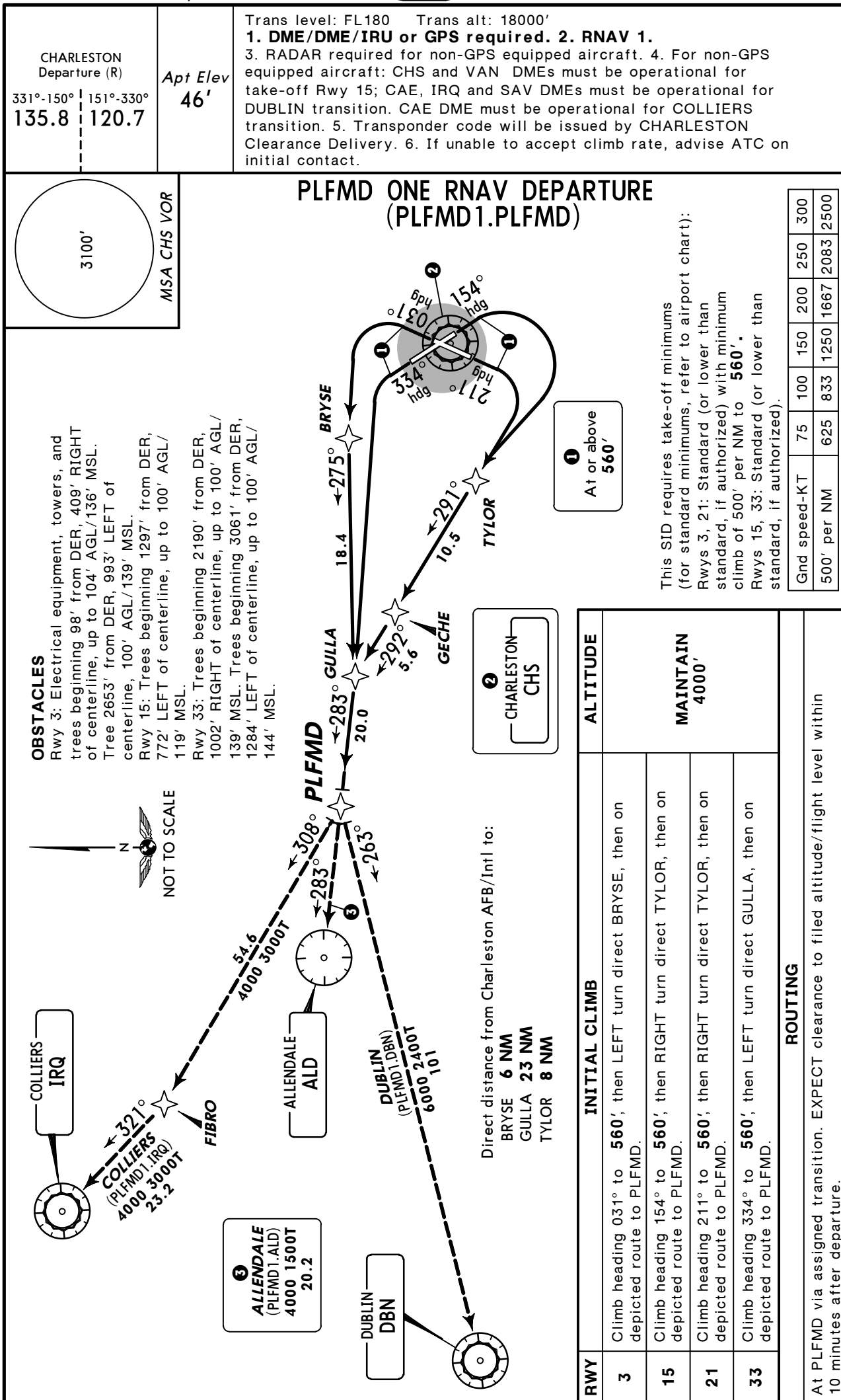
MLTRE ONE RNAV DEPARTURE (MLTRE1.MELTRE)



RWY	INITIAL CLIMB	ALTITUDE
3	Climb heading 031° to 560' , then LEFT turn direct MLTRE.	MAINTAIN 4000'
15	Climb heading 154° to 560' , then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
21	Climb heading 211° to 560' , then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
33	Climb heading 334° to 560' direct MLTRE.	

ROUTING

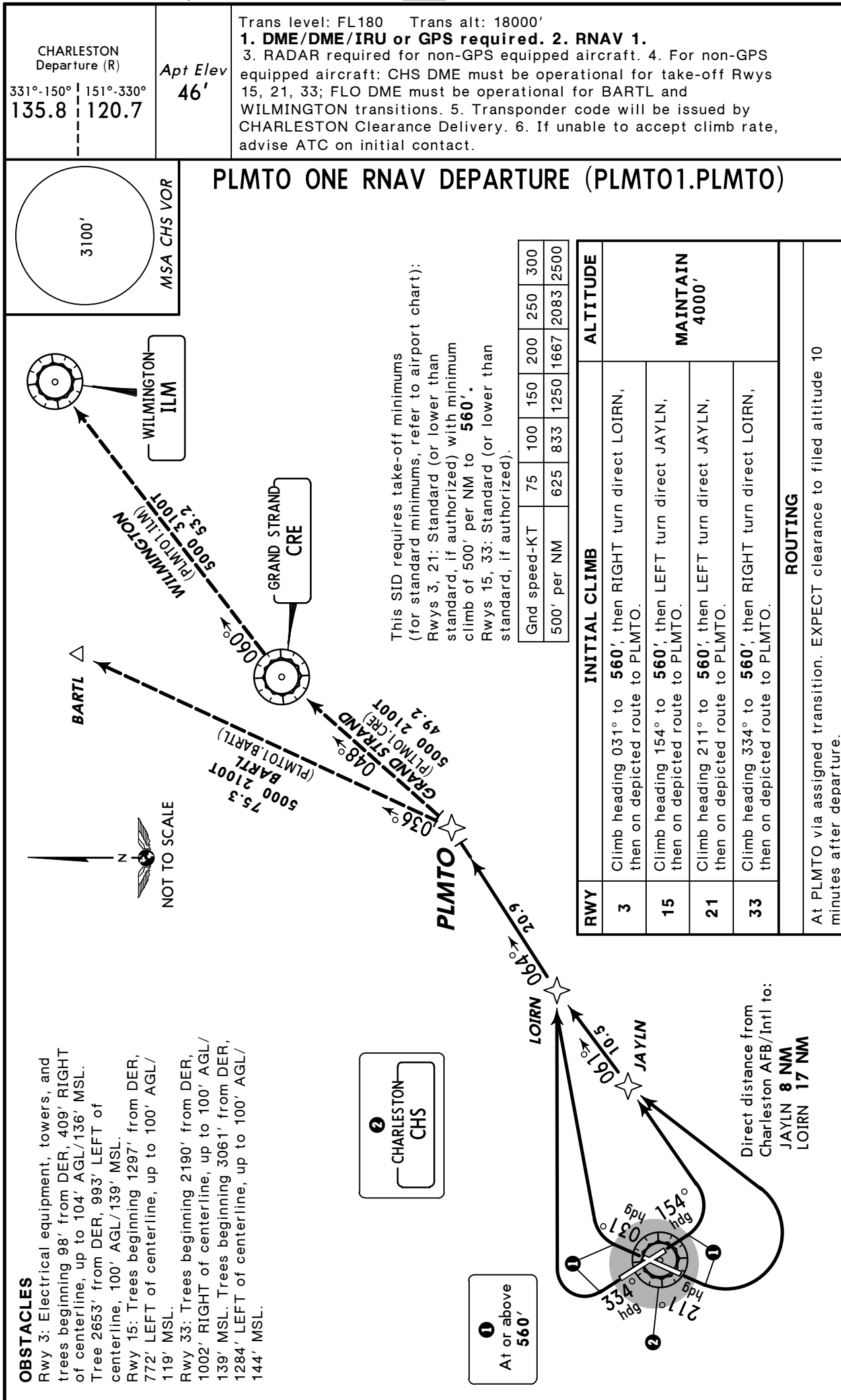
At MLTRE via assigned transition. EXPECT clearance to filed altitude 10 minutes after departure.



RWY	INITIAL CLIMB	ALTITUDE
3	Climb heading 031° to 560'; then LEFT turn direct BRYSE, then on depicted route to PLFMD.	MAINTAIN 4000'
15	Climb heading 154° to 560'; then RIGHT turn direct TYLOR, then on depicted route to PLFMD.	
21	Climb heading 211° to 560'; then RIGHT turn direct TYLOR, then on depicted route to PLFMD.	
33	Climb heading 334° to 560'; then LEFT turn direct GULLA, then on depicted route to PLFMD.	

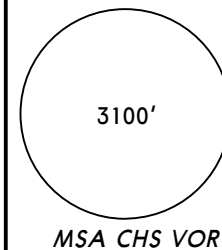
ROUTING

At PLFMD via assigned transition. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

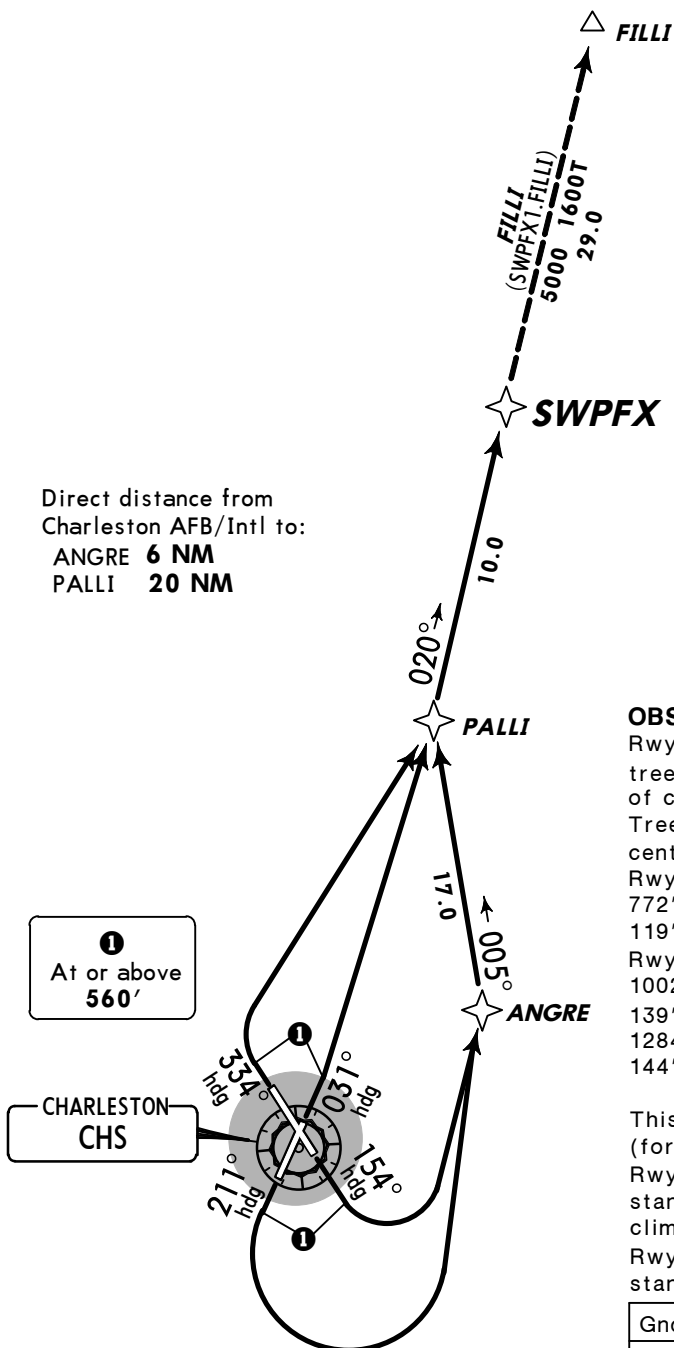


CHARLESTON Departure (R) 331°-150° 151°-330° 135.8 120.7	Apt Elev 46'	Trans level: FL180 Trans alt: 18000' 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS and VAN must be operational for take-off Rwy 15, 21. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.
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SWPFX ONE RNAV DEPARTURE (SWPFX1.SWPFX)



Direct distance from
Charleston AFB/Intl to:
ANGRE 6 NM
PALLI 20 NM



OBSTACLES

Rwy 3: Electrical equipment, towers, and trees beginning 98' from DER, 409' RIGHT of centerline, up to 104' AGL/136' MSL. Tree 2653' from DER, 993' LEFT of centerline, 100' AGL/139' MSL.

Rwy 15: Trees beginning 1297' from DER, 772' LEFT of centerline, up to 100' AGL/119' MSL.

Rwy 33: Trees beginning 2190' from DER, 1002' RIGHT of centerline, up to 100' AGL/139' MSL. Trees beginning 3061' from DER, 1284' LEFT of centerline, up to 100' AGL/144' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwys 3, 21: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **560'**.

Rwys 15, 33: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
3	Climb heading 031° to 560' , then direct PALLI, then on depicted route to SWPFX.	MAINTAIN 4000'
15	Climb heading 154° to 560' , then LEFT turn direct ANGRE, then on depicted route to SWPFX.	
21	Climb heading 211° to 560' , then LEFT turn direct ANGRE, then on depicted route to SWPFX.	
33	Climb heading 334° to 560' , then RIGHT turn direct PALLI, then on depicted route to SWPFX.	

ROUTING

At SWPFX via assigned transition. EXPECT clearance to filed altitude 10 minutes after departure.

KCHS/CHS

Apt Elev **46'**
N32 53.9 W080 02.4

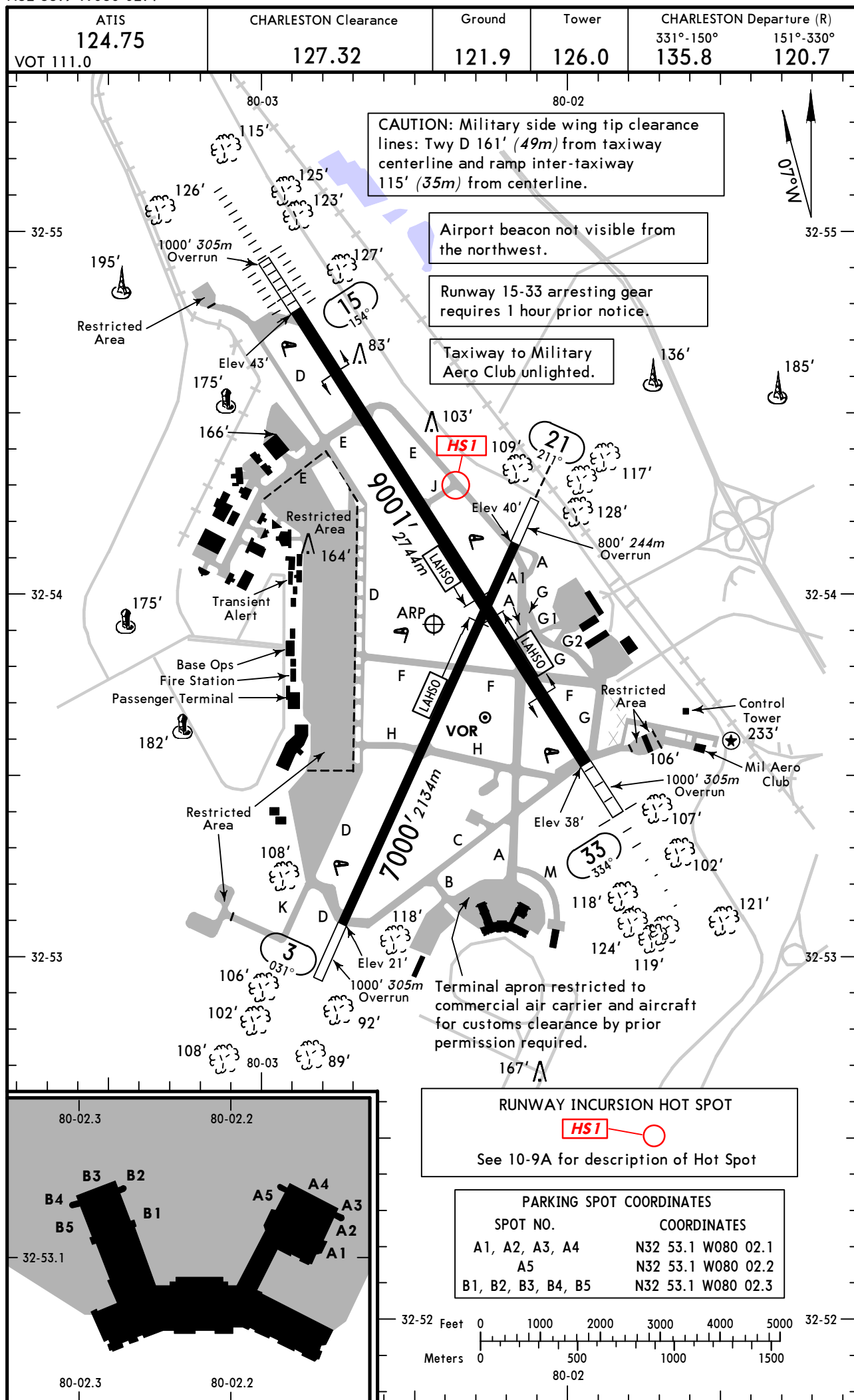
19 AUG 11

10-9

Eff 25 Aug

CHARLESTON, S CAR

CHARLESTON AFB/INTL



GENERAL

CAUTION: Military Ramp aircraft contact CHS GRND Control for engine start and taxi.

CAUTION: Migratory Bird Season Phase II 1-15 April and 1 Aug - 30 Nov.

CAUTION: Runway 15/33 no runway end lights. Runway 15/33 1' raised threshold lights.

CAUTION: Runway 15/33: raised approach lights for Runway 15 approaches in the Runway 33 overrun.

CAUTION: Runway 21: frequently parked train cars (25' AGL), construction/utility storage yard (20' AGL) 1000' from threshold and gravel piles (50' AGL) 1500' from threshold.

Low level wind shear alert system.

Restricted: Non Air Mobility Command Aircrews requiring Remain Overnight Service contact command post Defense Switching Network, Commercial Circuit prior to arrival.

Military aircraft for FBO parking and service require prior permission.

Airfield weather surface observation taken in accordance with FAA criteria, not Air Force criteria.

Runway Condition Report not available.

Deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		LAHSO Distance	TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope			
3 ① 21	HIRL REIL PAPI-L grooved			15/33 5543' 1690m		150' 46m

① Closed second Thursday of each month 1330-2200 Z.

15 ② 33	HIRL CL ALSF-II TDZ PAPI-L grooved RVR		7910' 2411m	3/21 5700' 1737m		200' 61m
	HIRL CL MALSR PAPI-L grooved RVR		8128' 2477m	3/21 2900' 884m		

② Closed last Thursday of each month 1330-2200 Z.

RUNWAY INCURSION HOT SPOT


For information only, not to be construed as ATC instructions.

HS1 Rwy 21 hold line on Twy E is 1000' (305m) from Rwy.

TAKE-OFF**Rwys 15, 33**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

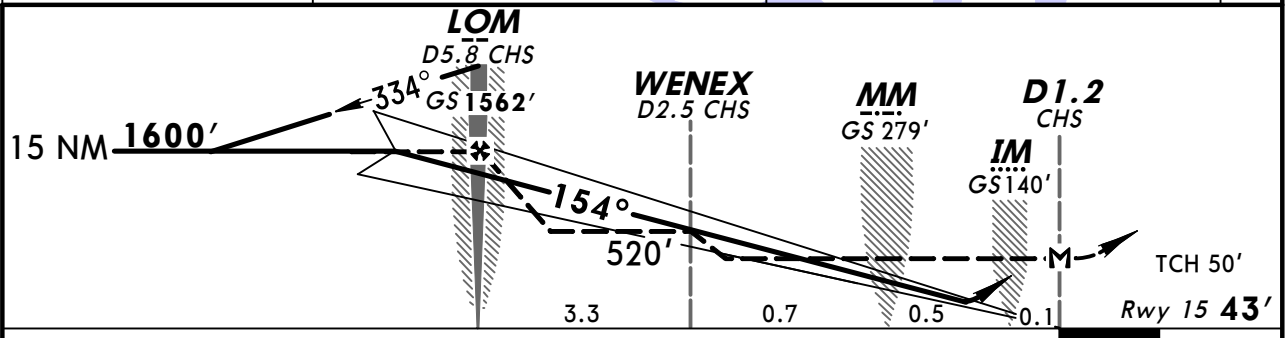
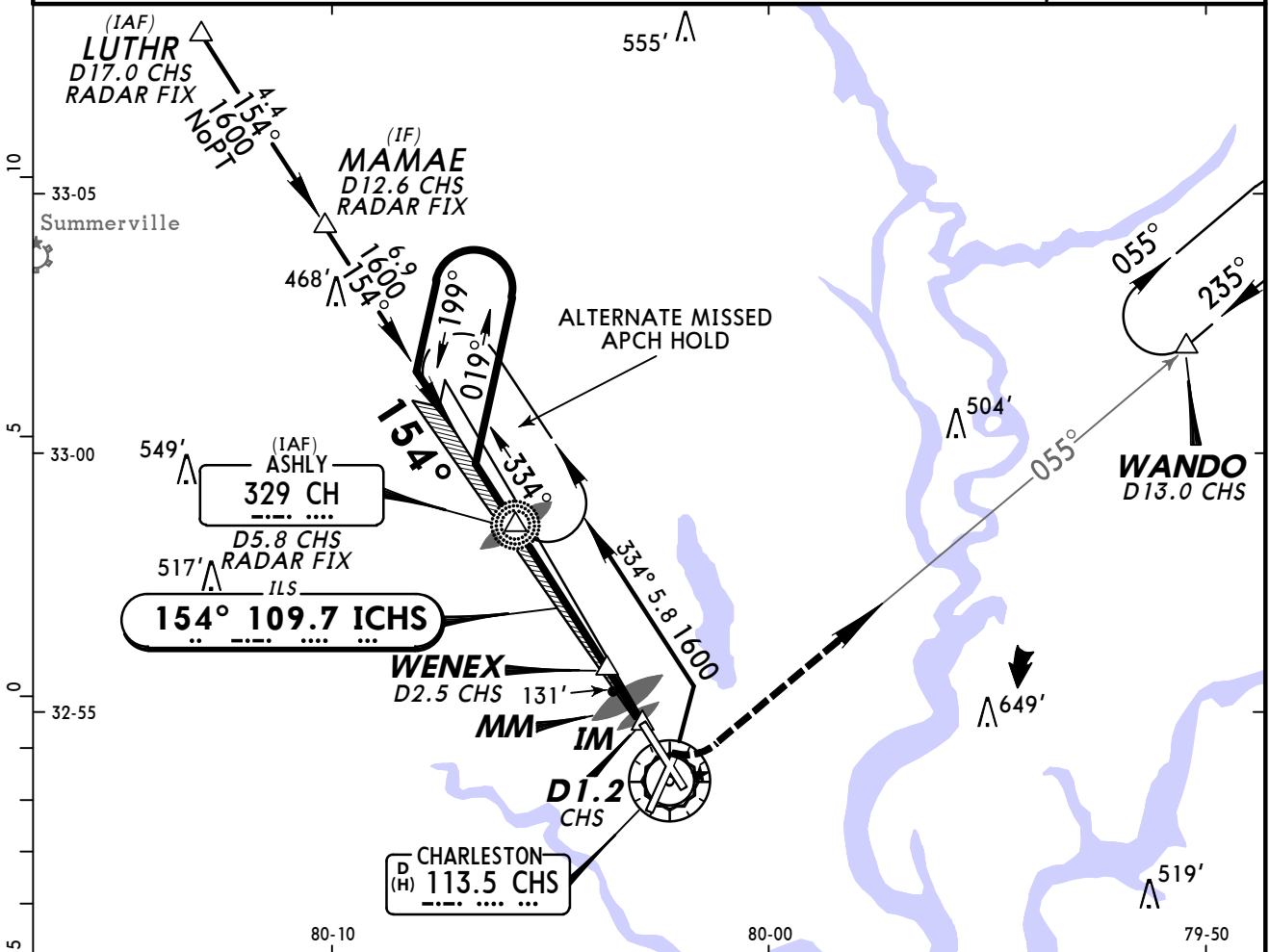
Rwys 3, 21

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

FOR FILING AS ALTERNATE

		VOR DME Rwy 3	RNAV (GPS) Y Rwy 3
		VOR DME Rwy 15	RNAV (GPS) Y Rwy 15
		VOR DME Rwy 21	RNAV (GPS) Y Rwy 21
		VOR DME Rwy 33	RNAV (GPS) Y Rwy 33
A B C D	ILS Rwy 15 ILS Rwy 33	LOC Rwy 15 LOC DME Rwy 33	
	600-2	800-2	

BRIEFING STRIP™	ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
	LOC ICHS 109.7	Final Apch Crs 154°	GS LOM 1562'(1519')	ILS DA(H) 243'(200')	Apt Elev 46' Rwy 15 43'		3100' MSA CHS VOR	
	MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' on CHS VOR R-055 to WANDO/D13.0 CHS and hold, or as directed by ATC.							
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Simultaneous reception of I-CHS and CHS DME required. 3. DME from CHS VOR.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		500'	2000'	CHS	WANDO
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	on 113.5	
MAP at D1.2 CHS or LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58					R-055	

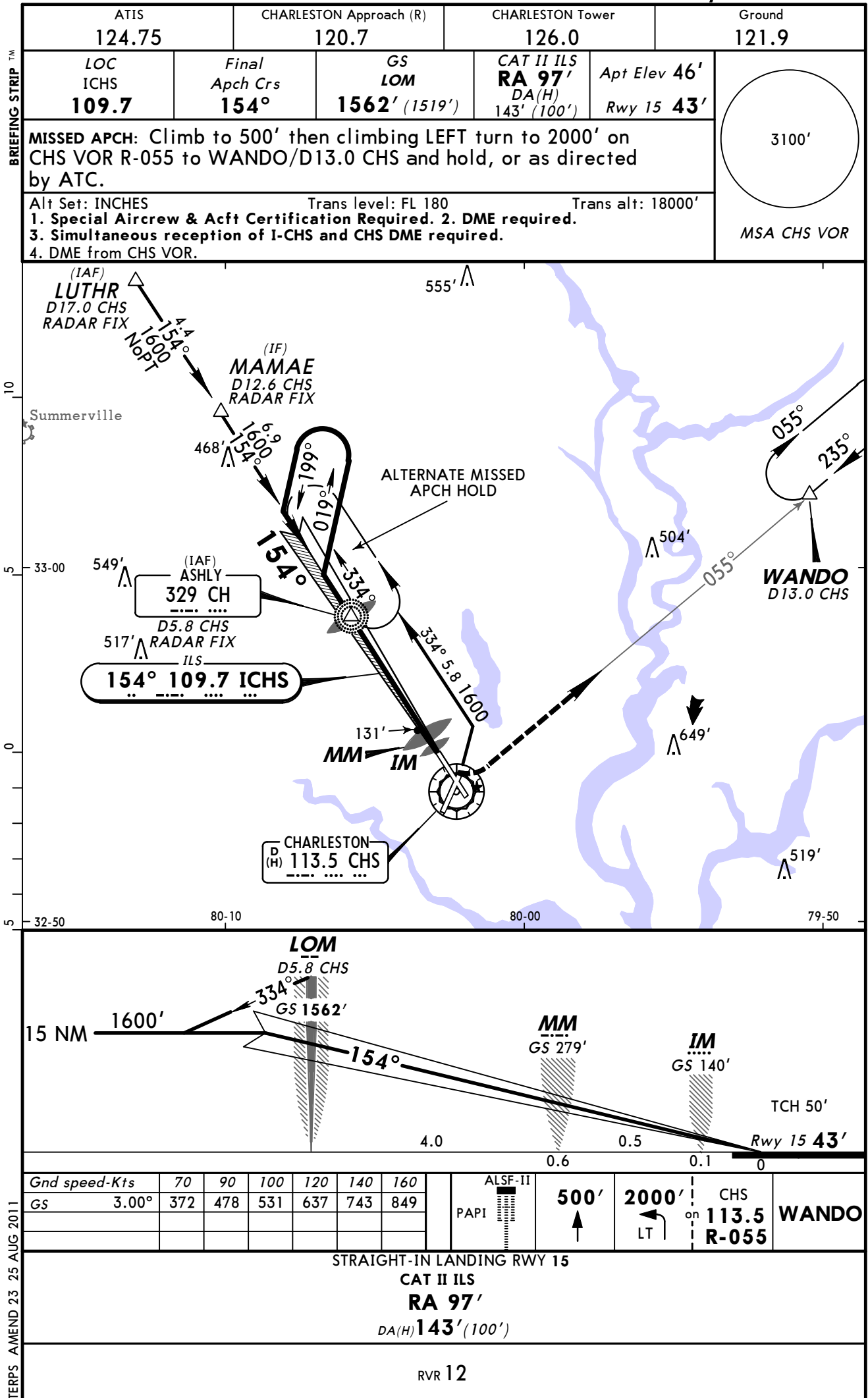
STRAIGHT-IN LANDING RWY15								CIRCLE-TO-LAND	
ILS				LOC (GS out)					
DA(H) 243' (200')				With WENEX MDA(H) 400' (357')					
				Without WENEX MDA(H) 520' (477')					
FULL	TDZ or CL out	ALS out		ALS out		ALS out		Max Kts	MDA(H)
A								90	540'(494')-1
B	RVR 18	RVR 24	RVR 40	RVR 24 or 1/2	RVR 55	RVR 24 or 1/2	RVR 55 or 1	120	540'(494')-1 1/2
C	or 3/8	or 1/2	or 3/4	RVR 30 or 5/8	or 1	RVR 50 or 1	1 3/8	140	600'(554')-2
D								165	

1 RADAR or ADF or DME required.

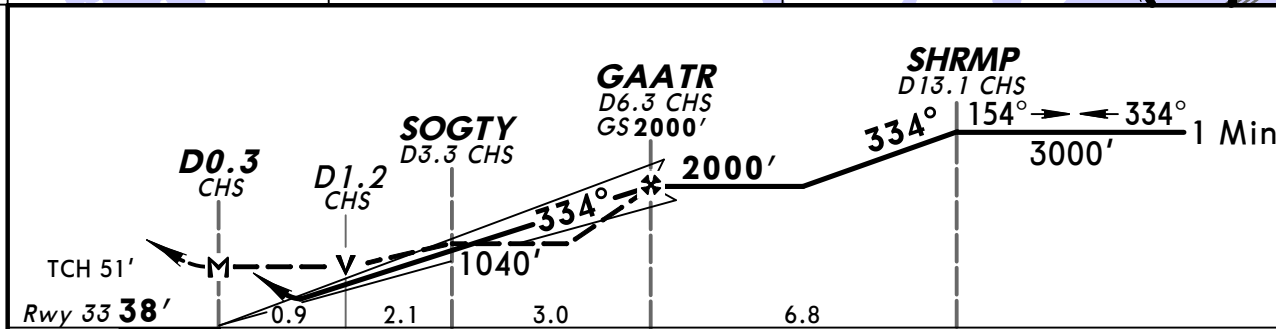
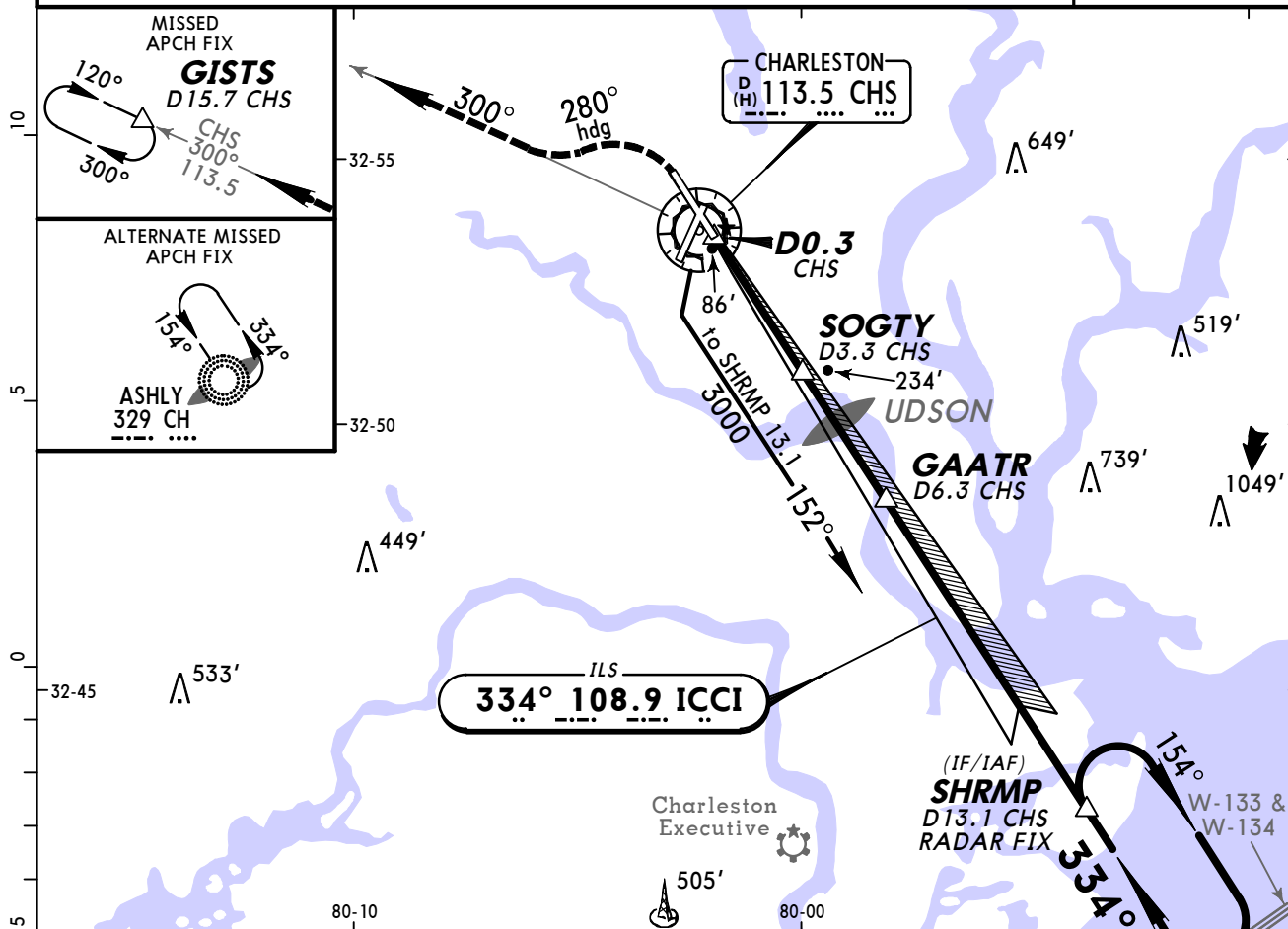
CHANGES: Procedure.

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TERPS AMEND 23 25 AUG 2011



ATIS 124.75	CHARLESTON Approach (R) 120.7	CHARLESTON Tower 126.0	Ground 121.9
LOC ICCI 108.9	Final Apch Crs 334°	GS GAATR 2000' (1962')	ILS DA(H) 238' (200')
Apt Elev 46' Rwy 33 38'			
MISSED APCH: Climb to 500' then climbing LEFT turn to 2100' on heading 280° and on CHS VOR R-300 to GISTS/D15.7 CHS and hold, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Simultaneous reception of ICCI and CHS DME required. 3. DME from CHS VOR.			
3100' MSA CHS VOR			

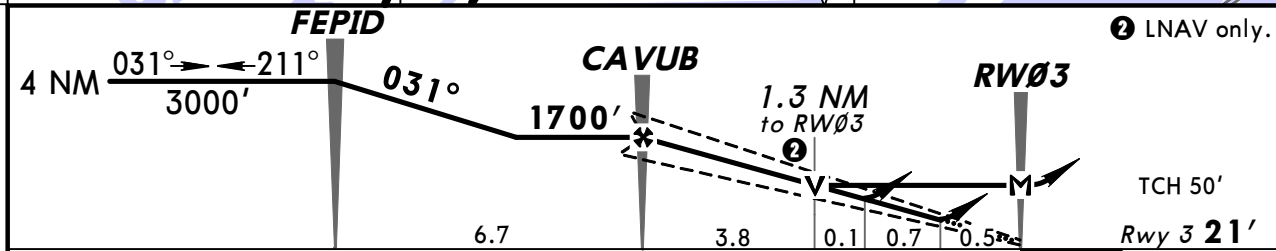
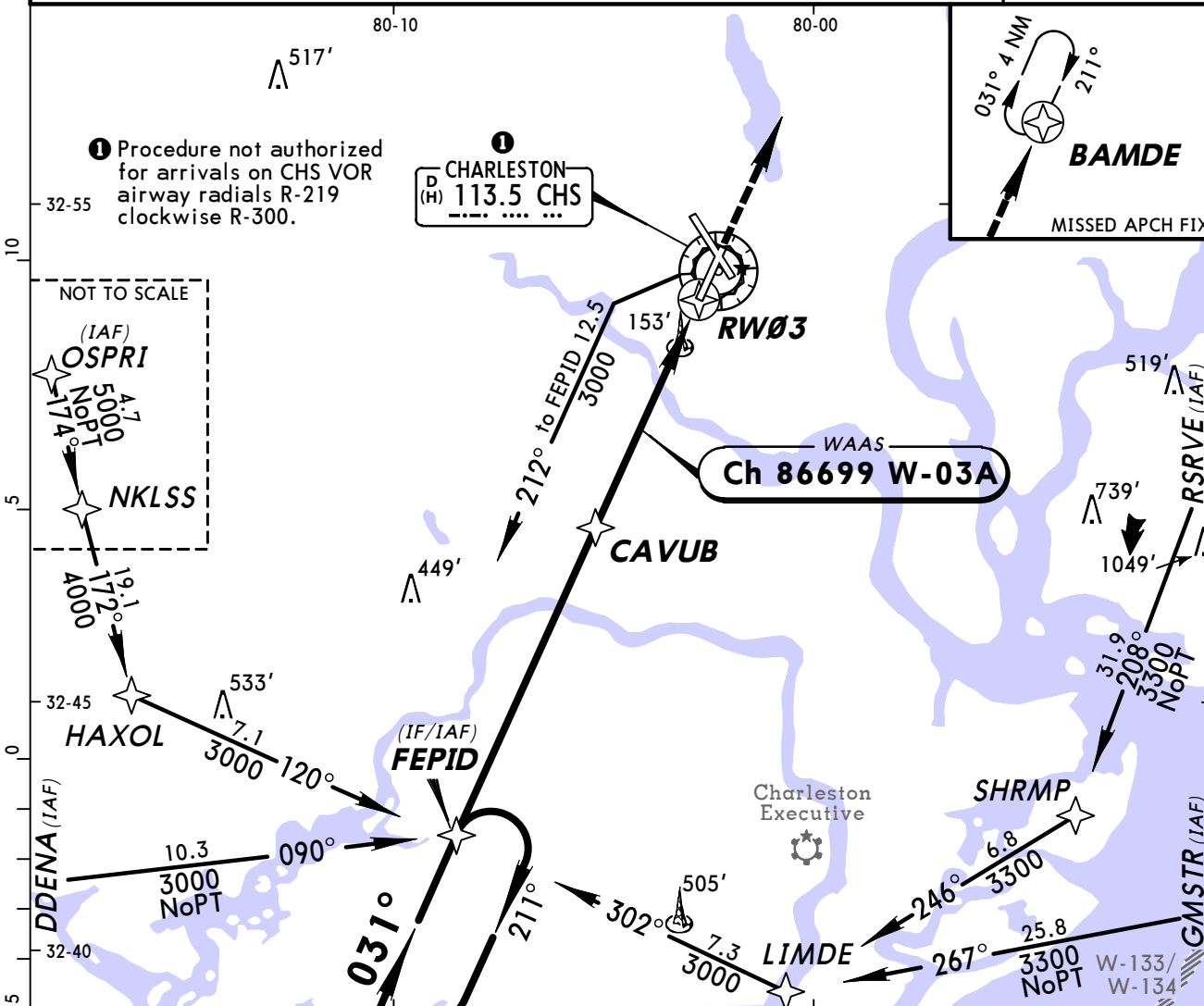


Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.3 CHS						

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 238' (200')		MDA(H) 380' (342')			
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A				90	540' (494') - 1
B		RVR 24 or 1/2		120	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	140	540' (494') - 1 1/2
D		RVR 30 or 5/8		165	600' (554') - 2

BRIEFING STRIP™

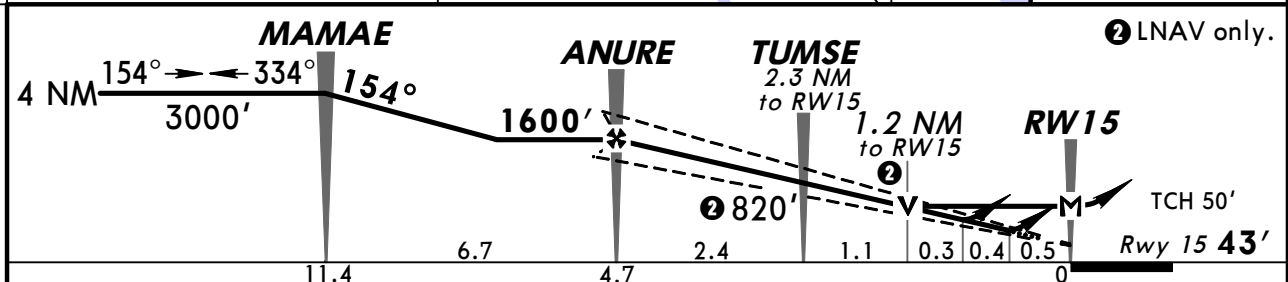
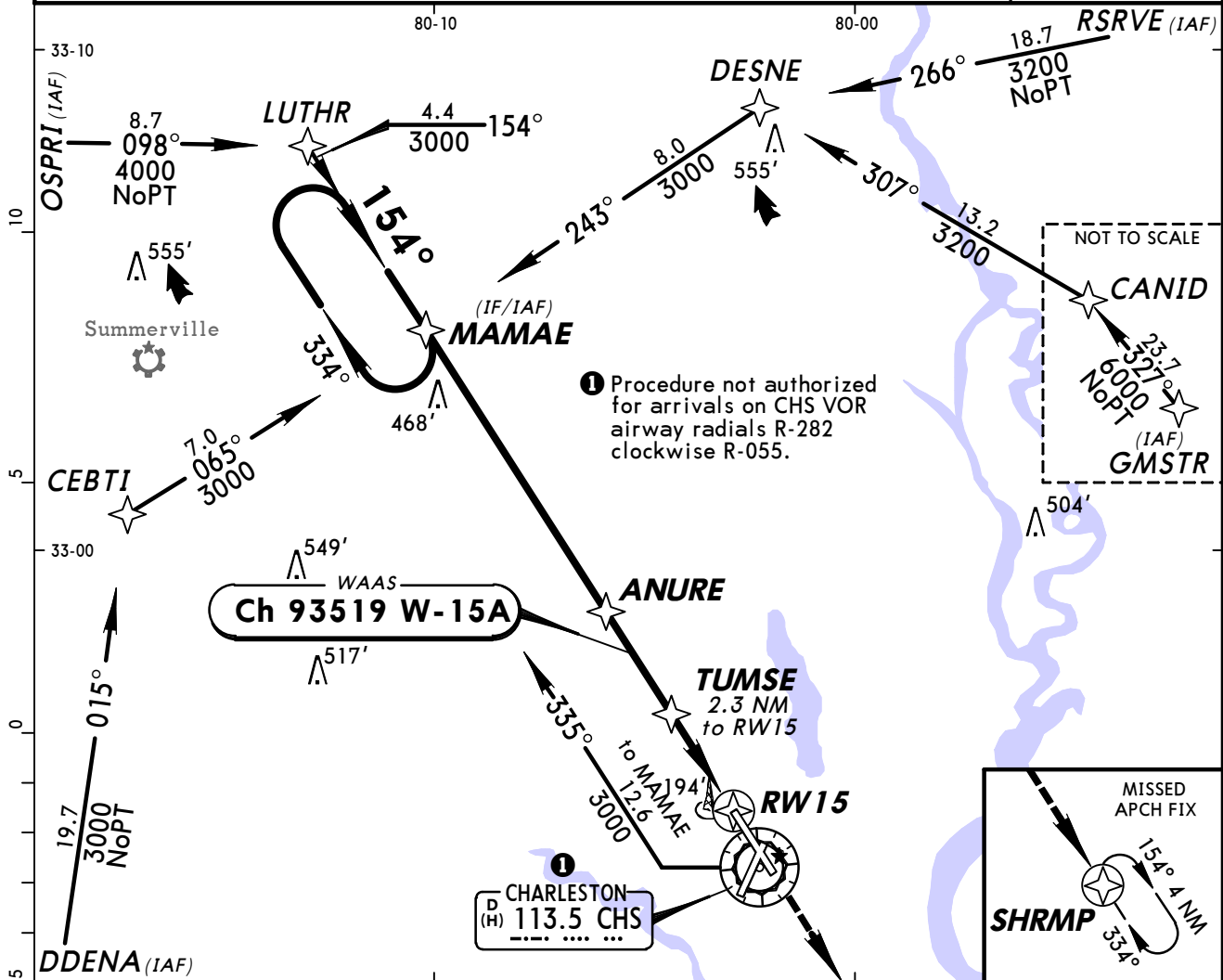
ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9				
WAAS Ch 86699 W-03A		Final Apch Crs 031°		Minimum Alt CAVUB 1700' (1679')		LPV DA(H) 222' (201')		Apt Elev 46' Rwy 3 21'		3100' MSA RW03
MISSED APCH: Climb to 3000' direct BAMDE and hold.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D →	BAMDE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW03										

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND	
LPV DA(H) 222' (201')	LNAV/VNAV DA(H) 458' (437')	LNAV MDA(H) 480' (459')		Max Kts	MDA(H)
A B C D	3/4	1 1/2	1 1 3/8	90	540' (494') - 1
				120	
				140	540' (494') - 1 1/2
				165	600' (554') - 2

ATIS 124.75	CHARLESTON Approach (R) 120.7	CHARLESTON Tower 126.0	Ground 121.9
WAAS Ch 93519 W-15A	Final Aptch Crs 154°	Minimum Alt ANURE 1600' (1557')	LPV DA(H) 243' (200')
Apt Elev 46' Rwy 15 43'			
MISSED APCH: Climb to 3000' direct SHRMP and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.			
3100'			
MSA RW15			

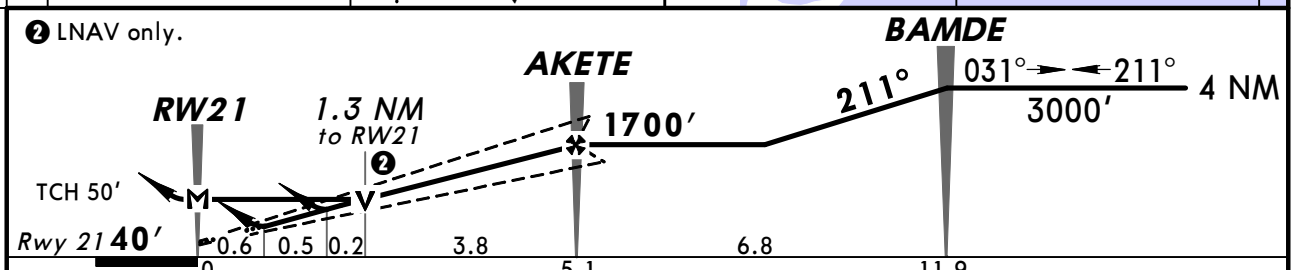
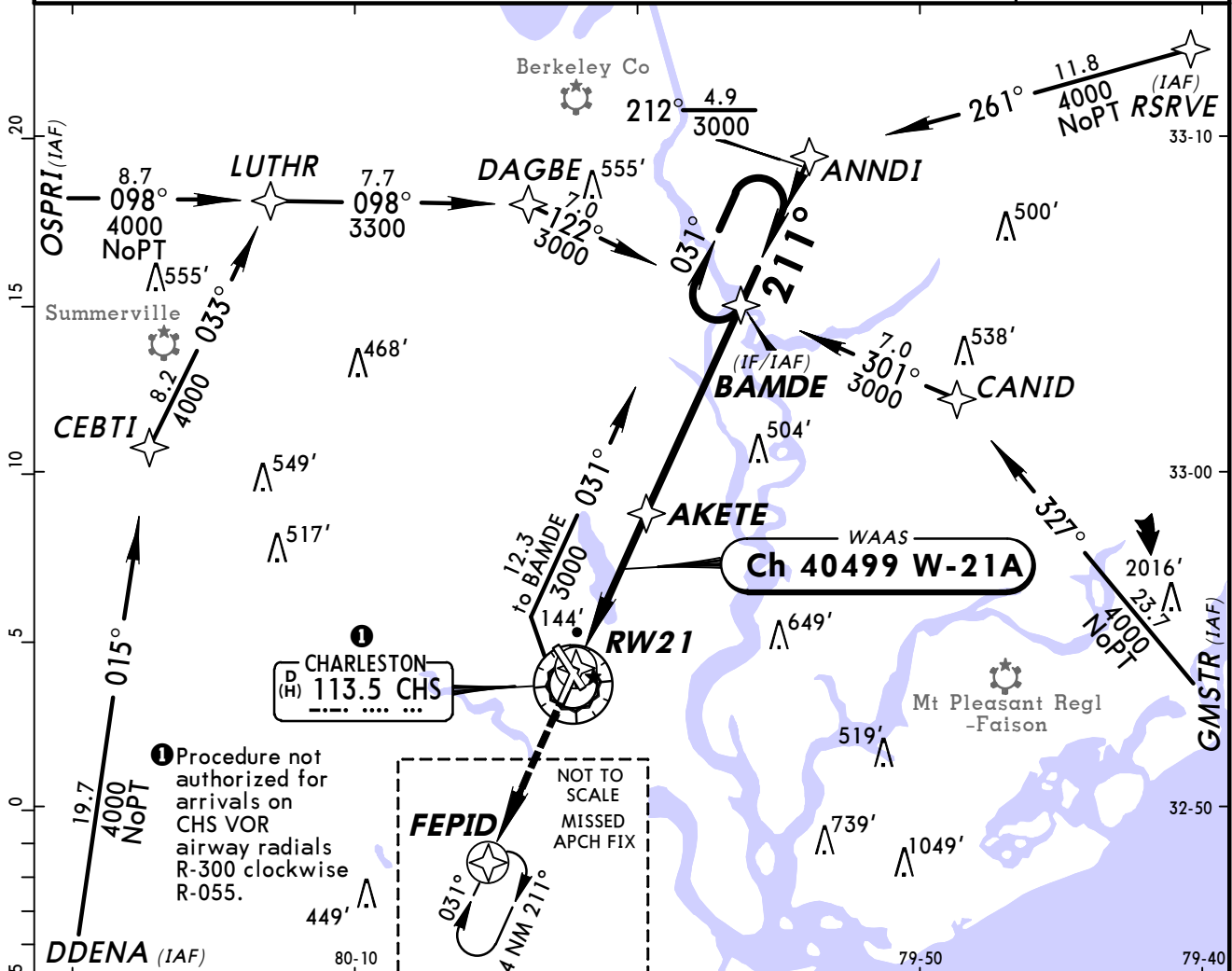


Gnd speed-Kts	70	90	100	120	140	160	ALSFI-II	3000'	SHRMP
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW15									

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LPV DA(H) 243' (200')		LNAV/VNAV DA(H) 375' (332')		LNAV MDA(H) 460' (417')	
ALS out		ALS out		ALS out	
A				RVR 24 or 1/2	RVR 55 or 1
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 32 or 5/8	1 1/4	
D				RVR 40 or 3/4	RVR 60 or 1 1/8
				Max Kts	MDA(H)
				90	540' (494')-1
				120	
				140	540' (494')-1 1/2
				165	600' (554')-2

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9
WAAS Ch 40499 W-21A	<i>Final</i> <i>Apch Crs</i> 211°	<i>Minimum Alt</i> AKETE 1700' (1660')	<i>LPV</i> <i>DA(H)</i> 290' (250')	<i>Apt Elev</i> 46' <i>Rwy 21</i> 40'		3100' MSA RW21
MISSED APCH: Climb to 3000' direct FEPID and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.						

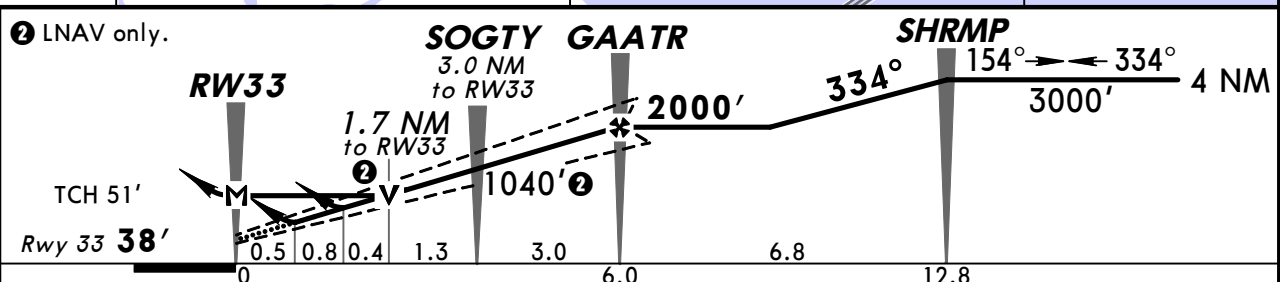
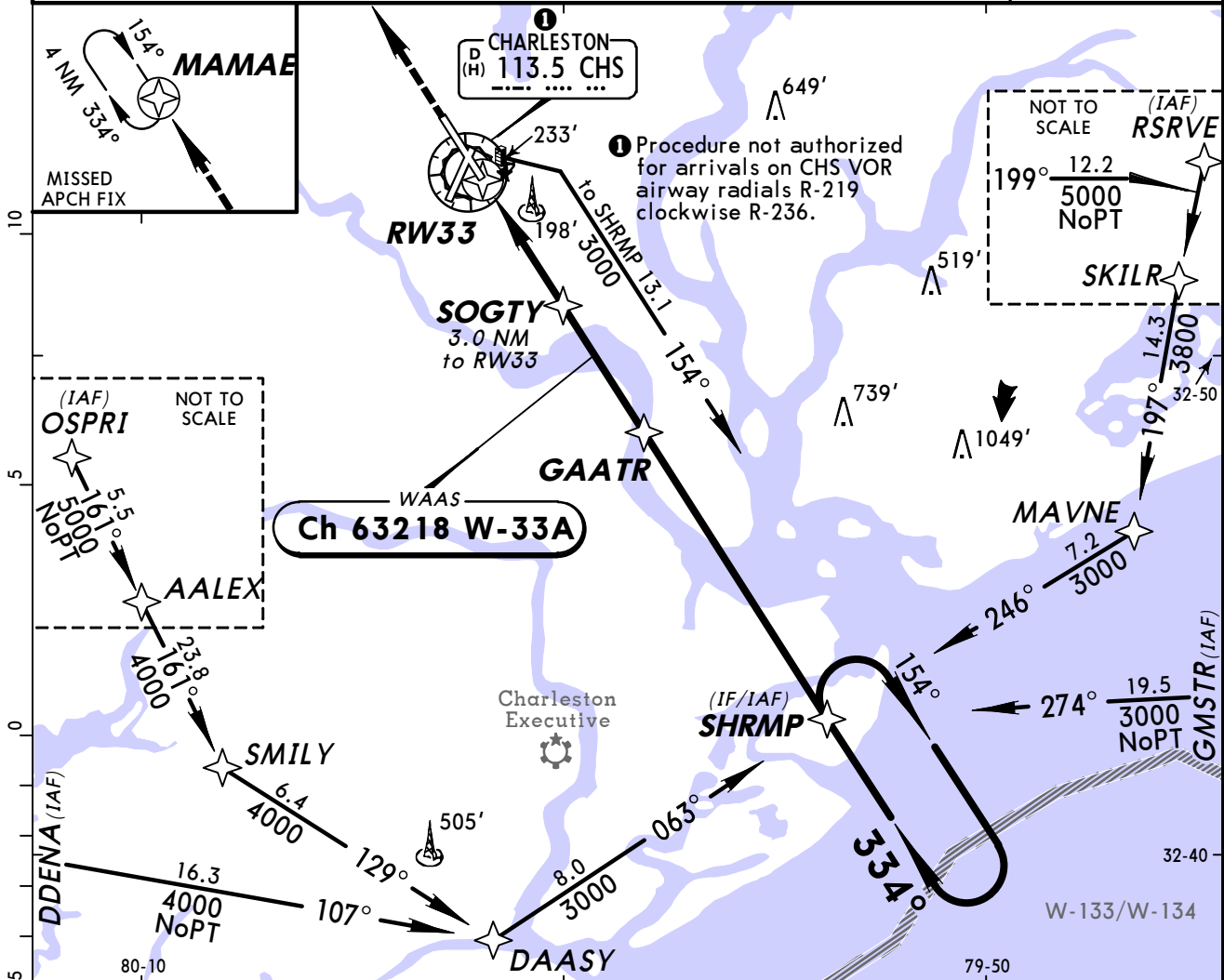


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D➔	FEPID
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW21										

STRAIGHT-IN LANDING RWY 21					CIRCLE-TO-LAND		
LPV <i>DA(H)</i> 290' (250')		LNAV/VNAV <i>DA(H)</i> 443' (403')		LNAV <i>MDA(H)</i> 500' (460')		Max Kts	<i>MDA(H)</i>
A	3/4	1 3/8	1	90	540' (494') - 1		
B				120			
C			1 3/8	140	540' (494') - 1 1/2		
D				165	600' (554') - 2		

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9				
WAAS Ch 63218 W-33A		Final Apch Crs 334°		Minimum Alt GAATR 2000' (1962')		LPV DA(H) 238' (200')		Apt Elev 46' Rwy 33 38'		3100' MSA RW33
MISSED APCH: Climb to 3000' direct MAMAE and hold.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 2. DME/DME RNP-0.30 not authorized.										

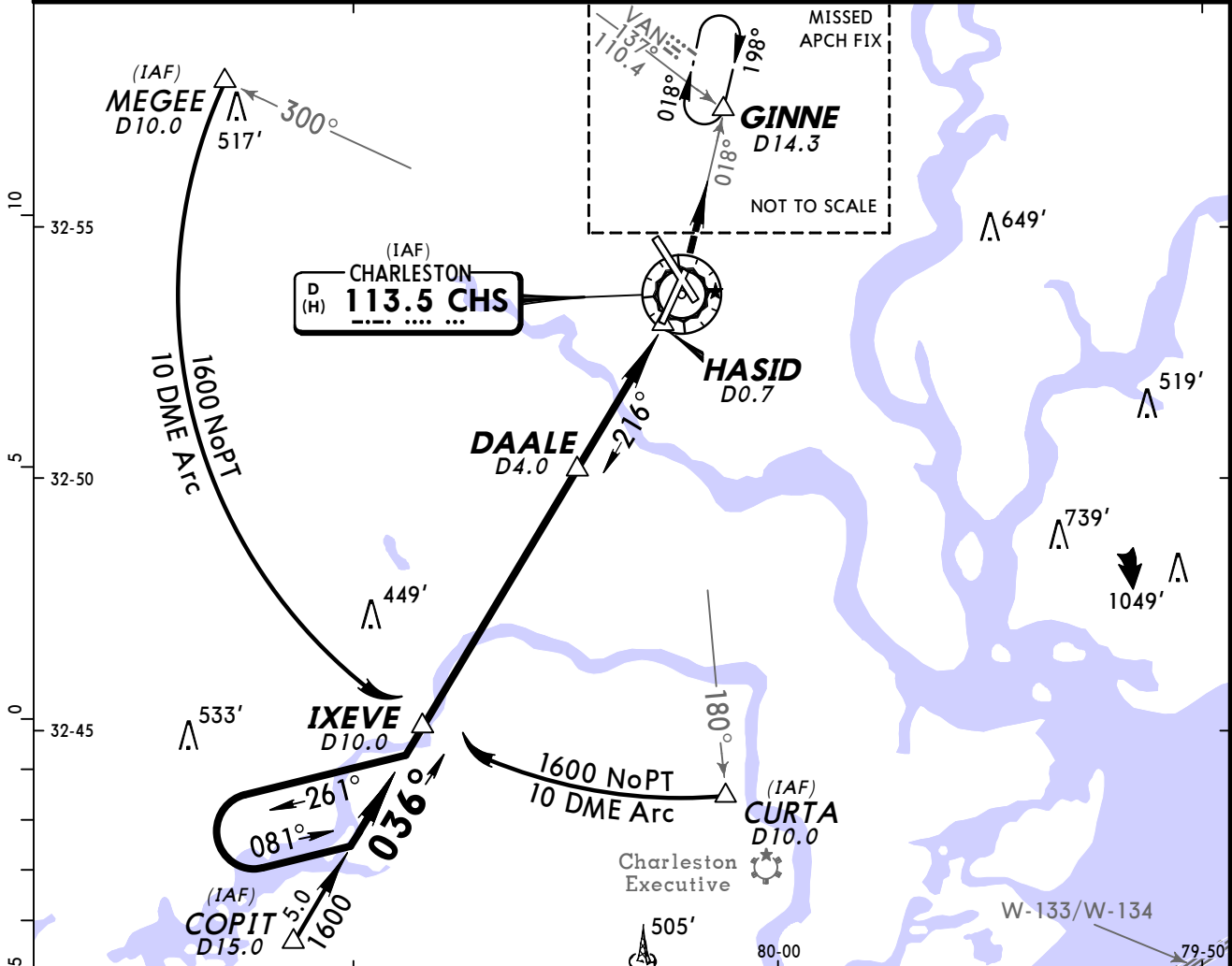


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑	→ MAMAE
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW33								

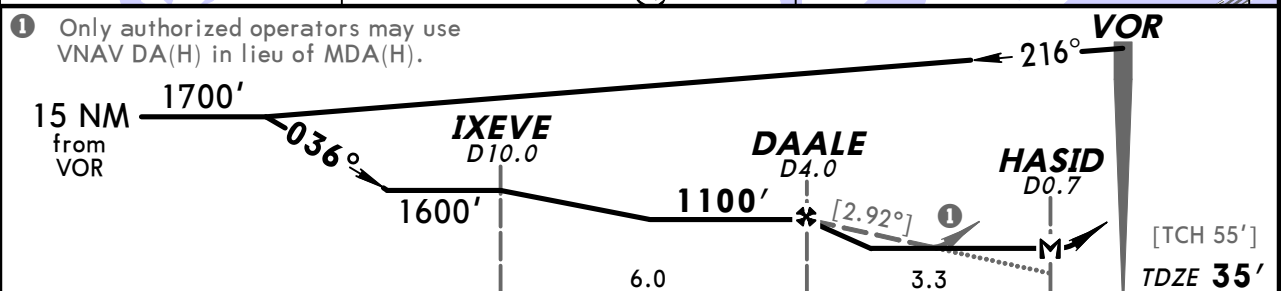
STRAIGHT-IN LANDING RWY 33							CIRCLE-TO-LAND		
LPV DA(H) 238' (200')		LNAV/VNAV DA(H) 497' (459')		LNAV MDA(H) 640' (602')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	640' (594') - 1	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/8		1 1/2	120	640' (594') - 1 3/4	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/8		1 3/8	140	640' (594') - 1 3/4	
RVR 24 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/8		1 1/2	165	640' (594') - 2	

BRIEFING STRIP™

ATIS		CHARLESTON Approach (R)		CHARLESTON Tower		Ground	
124.75		120.7		126.0		121.9	
VOR CHS 113.5	Final Apch Crs 036°	Minimum Alt DAALE 1100'(1065')	MDA(H) 420'(385')	Apt Elev 46' TDZE 35'		3100' MSA CHS VOR	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' via CHS VOR R-018 to GINNE INT/D14.3 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			



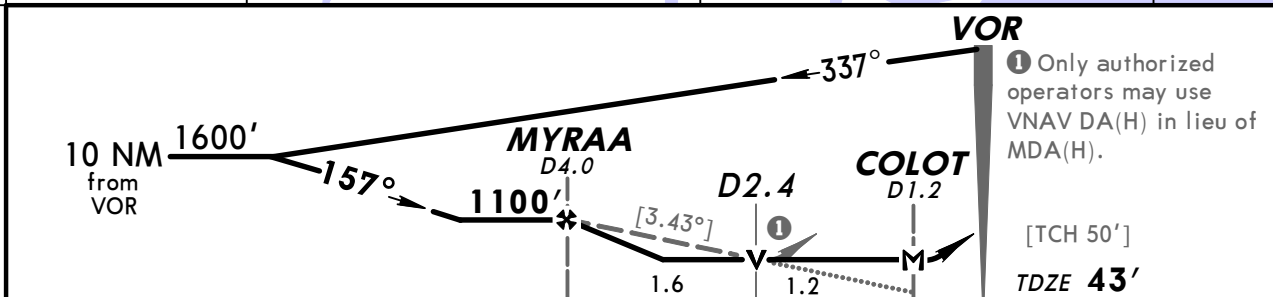
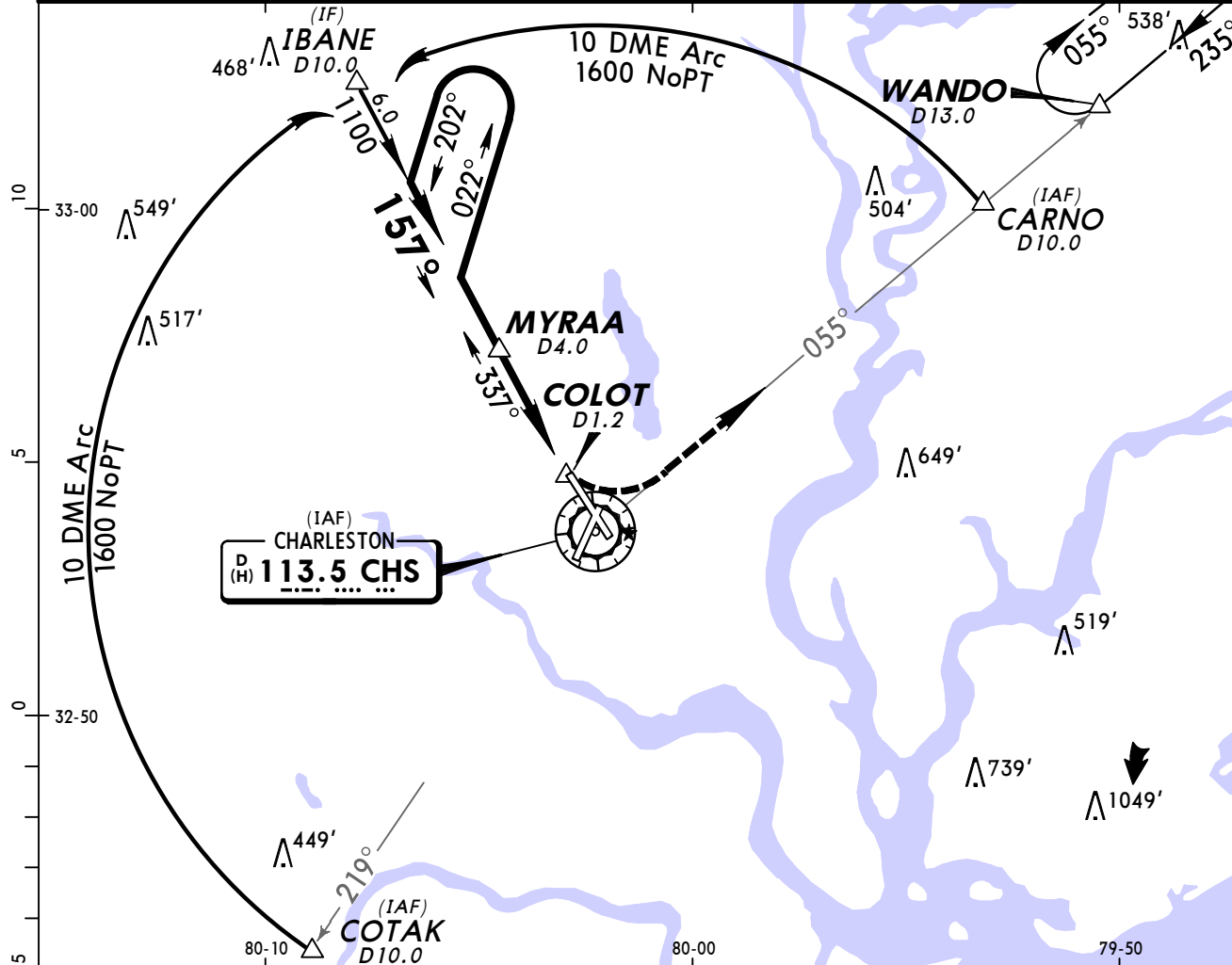
① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		1000'	2000'	CHS via 113.5 R-018	GINNE
Descent angle [2.92°]	362	465	517	620	723	826			↑	LT		
MAP at HASID												

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND			
MDA(H) 420' (385')				Max Kts	MDA(H)		
A				90	540'(494')-1		
B	1			120			
C				140	540'(494')-1 1/2		
D	1 1/4			165	600'(554')-2		

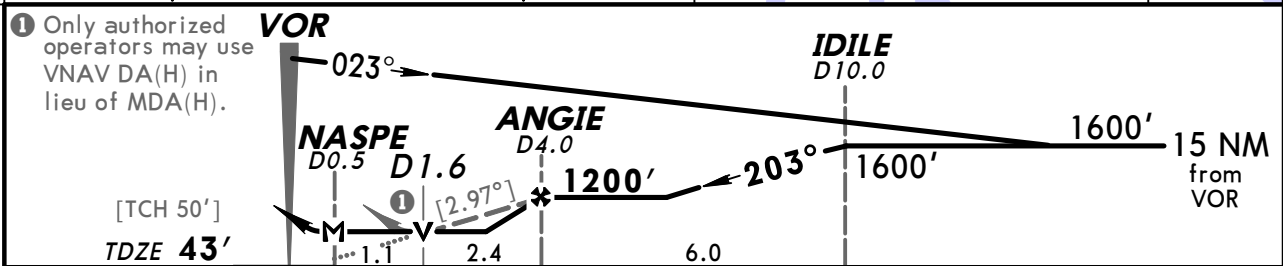
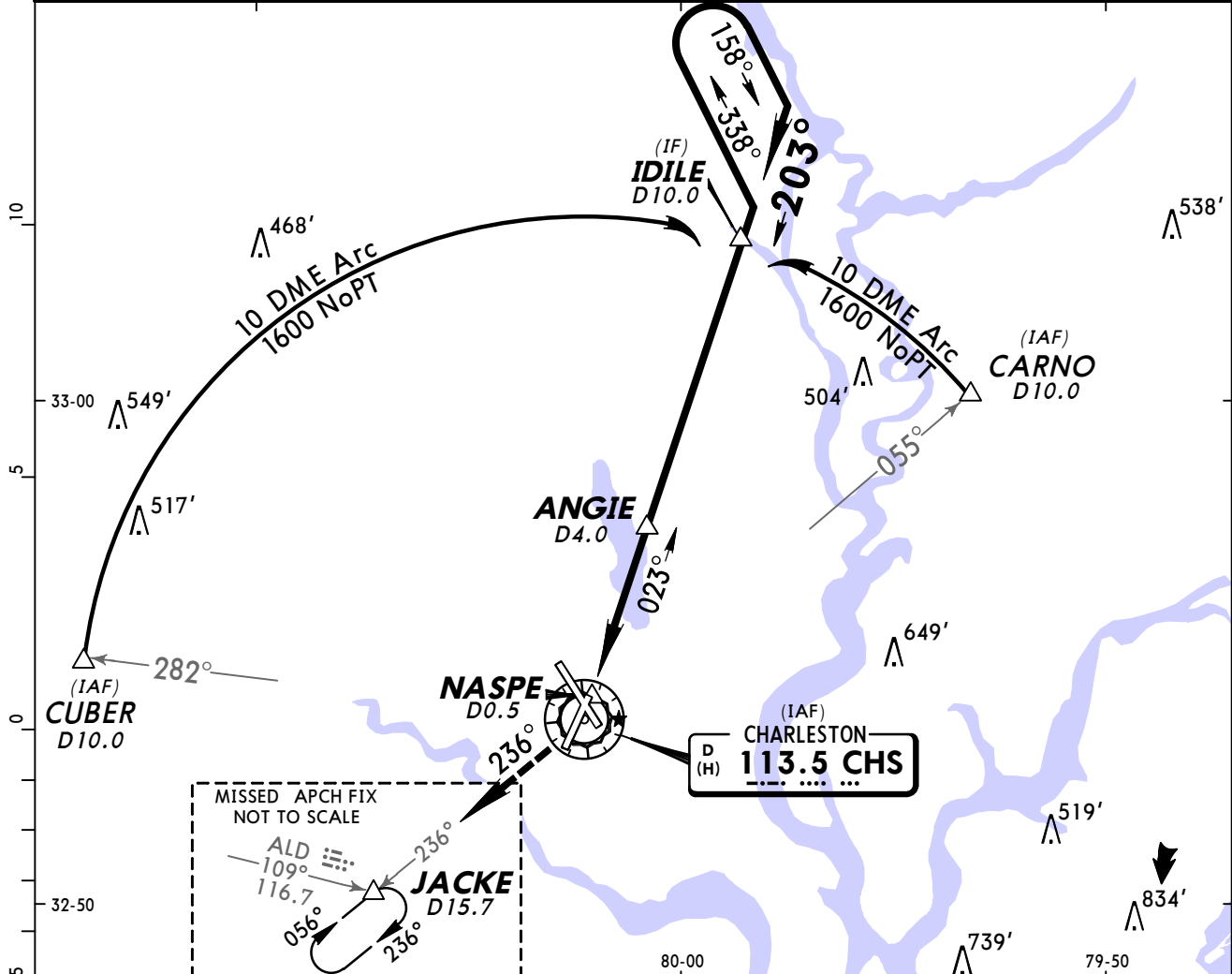
ATIS 124.75	CHARLESTON Approach (R) 120.7	CHARLESTON Tower 126.0	Ground 121.9
VOR CHS 113.5	Final Apch Crs 157°	Minimum Alt MYRAA 1100' (1057')	MDA(H) 460' (417')
Apt Elev 46'			TDZE 43'
MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' outbound on CHS VOR R-055 to WANDO INT/D13.0 and hold.			3100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			MSA CHS VOR
1. VGSI and descent angle not coincident.			



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	500'	2000'	CHS	WANDO
Descent angle [3.43°]	425	546	607	728	850	971	PAPI	↑	LT	on 113.5	
MAP at COLOT										R-055	

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
MDA(H) 460'(417')				MDA(H) _____	
		ALS out	Max Kts		
A	RVR 40 or ¾	RVR 50 or 1	90	540'(494') - 1	
B			120		
C		RVR 60 or 1¼	140	540'(494') - 1 ½	
D	RVR 50 or 1		165	600'(554') - 2	

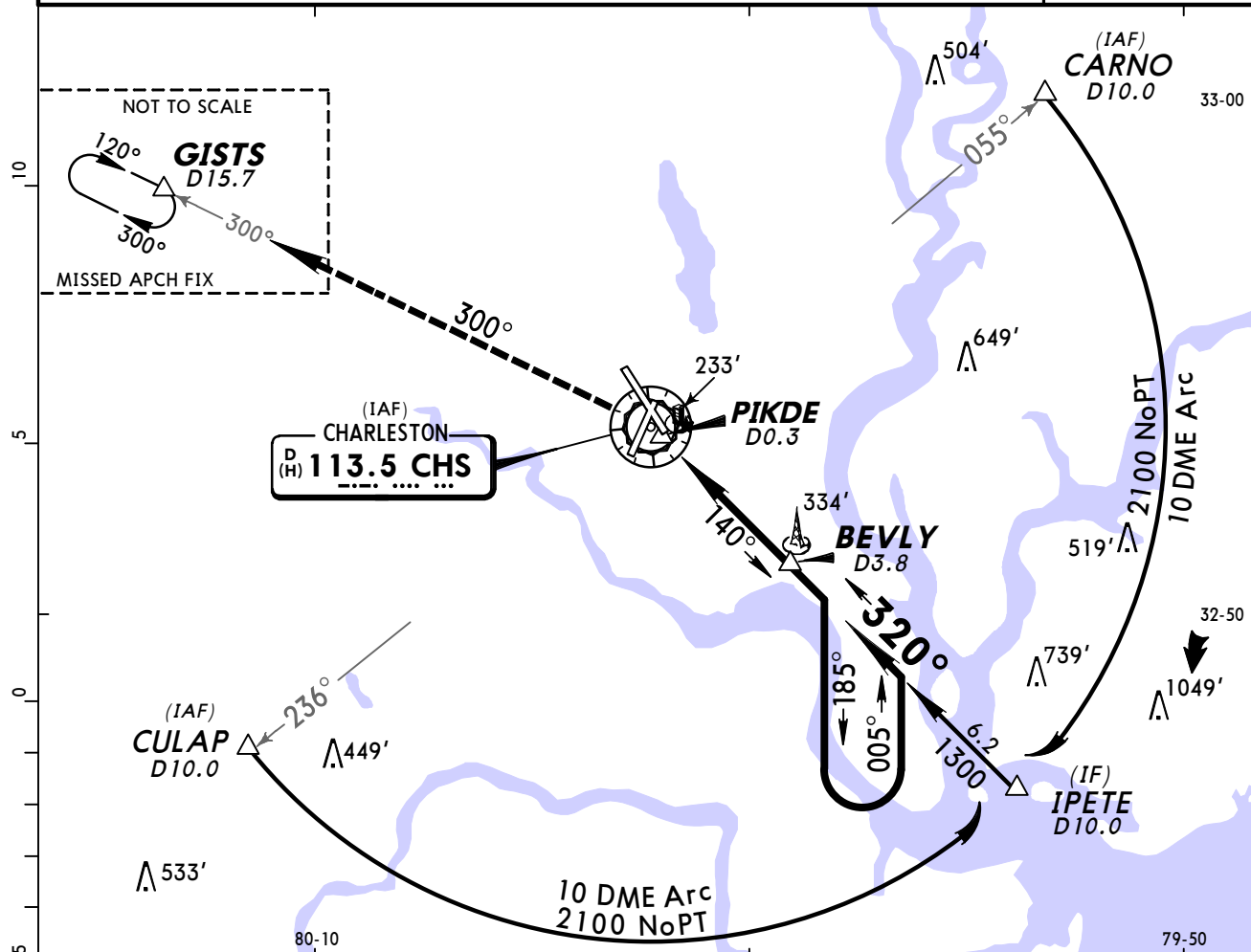
ATIS 124.75	CHARLESTON Approach (R) 120.7	CHARLESTON Tower 126.0	Ground 121.9
VOR CHS 113.5	Final Aptch Crs 203°	Minimum Alt ANGIE 1200' (1157')	MDA(H) 440' (397')
Apt Elev 46'			TDZE 43'
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' outbound via CHS VOR R-236 to JACKIE INT/D15.7 and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. VGSI and descent angle not coincident.			MSA CHS VOR



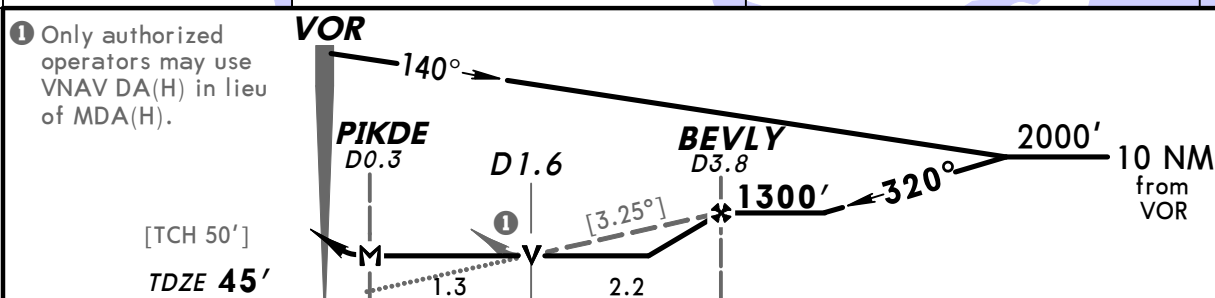
Gnd speed-Kts	70	90	100	120	140	160	REIL	1000'	2000'	CHS	JACKIE
Descent angle [2.97°]	368	473	525	630	736	841	PAPI-L	↑	↖	via 113.5 R-236	
MAP at NASPE											

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND		
MDA(H) 440' (397')			MDA(H)		
A	1		Max Kts		
B			90	540' (494') - 1	
C			120	540' (494') - 1½	
D			140	540' (494') - 1½	
	1¼		165	600' (554') - 2	

ATIS 124.75	CHARLESTON Approach (R) 120.7	CHARLESTON Tower 126.0	Ground 121.9
VOR CHS 113.5	Final Apch Crs 320°	Minimum Alt BEVLY 1300' (1255')	MDA(H) 500' (455')
Apt Elev 46'			
TDZE 45'			
MISSED APCH: Climbing LEFT turn to 2100' outbound on CHS VOR R-300 to GISTS/D15.7 and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. VGSI and descent angle not coincident.			MSA CHS VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.25°]	403	518	575	690	805	920
MAP at PIKDE						

MALSR	2100'	CHS
PAPI	on 113.5	GISTS
LT	R-300	

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
MDA(H) 500' (455')				MDA(H)	
	RAIL out	ALS out	Max Kts		
A	RVR 24 or 1/2	RVR 40 or 3/4	90	540' (494') - 1	
B	RVR 40 or 3/4	RVR 50 or 1	120	540' (494') - 1 1/2	
C	RVR 60 or 1 1/4		140	540' (494') - 1 1/2	
D	RVR 50 or 1	1 1/2	165	600' (554') - 2	

General Information

Location: Florence SC USA
IATA Code: FLO
Lat/Long: N34° 11.1' W079° 43.4'
Elevation: 147 ft

Airport Use: Public
Magnetic Variation: 8.0°W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1151 Z
Sunset: 2313 Z,

Runway Information

Runway: 01
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 134 ft
Lighting: Edge, REIL

Runway: 09
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 147 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 19
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 144 ft
Lighting: Edge, REIL

Runway: 27
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 139 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 123.625

Florence Tower 125.1 CTAF PCL

Florence Ground Control 121.9

Florence Delivery Clearance Delivery 121.9

Florence Approach Control 135.25 (75°-255°)

Florence Approach Control 118.6 (256°-74°)

Florence Departure Control 135.25 (75°-255°)

Florence Departure Control 118.6 (256°-74°)

Florence Regl Unicom 122.95

Florence Radar 135.25

Florence Radar 118.6

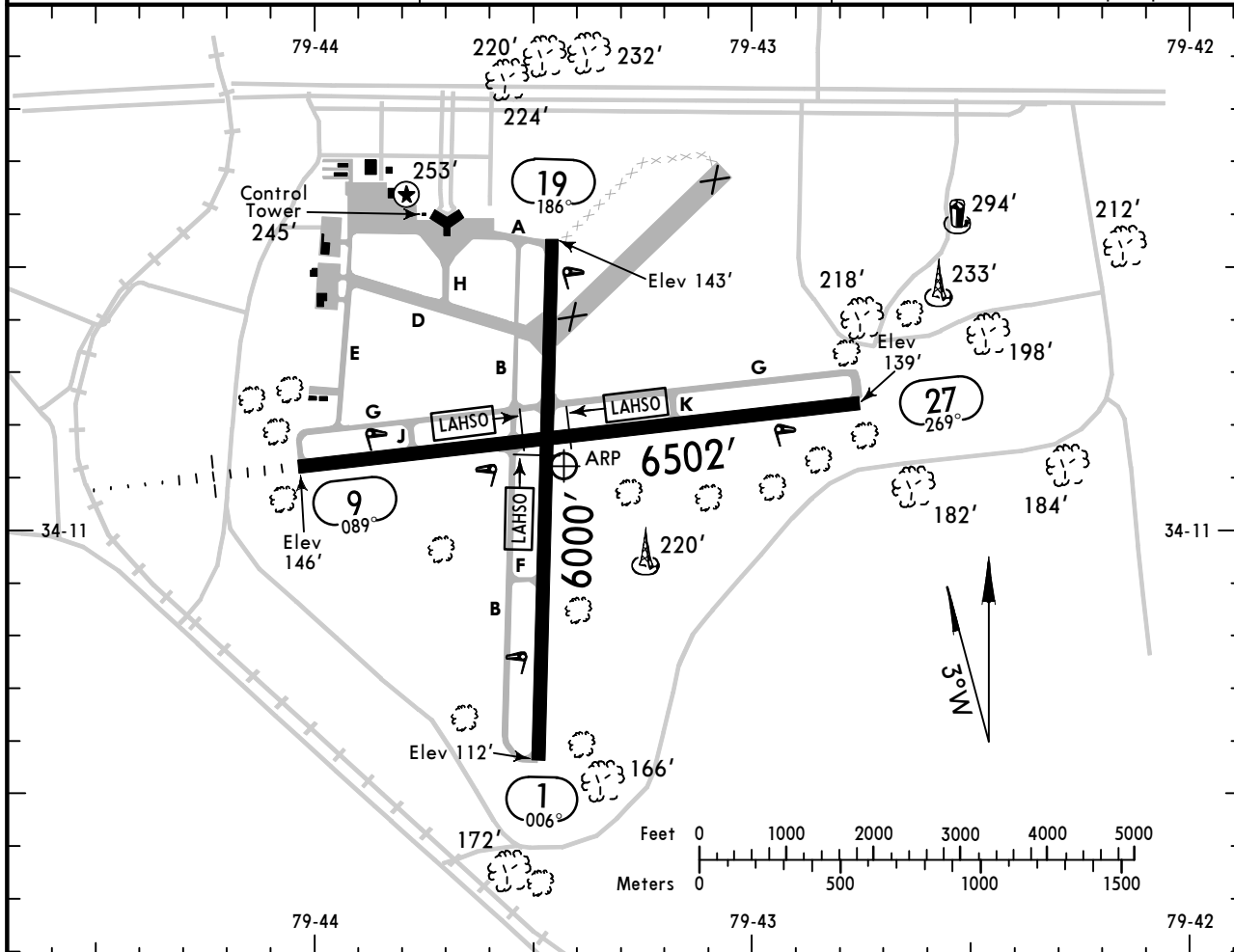
Anderson Flight Service Station 122.6 RCO

Anderson Flight Service Station 122.1 RCO

Anderson Flight Service Station 115.2 RCO

Jacksonville Center 133.45 Remote Communications Air-Ground

ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Clearance 121.9	*Ground 121.9	*Tower CTAF 125.1
*FLORENCE Departure (R) 256°-074° 118.6	075°-255° 135.25	UNICOM 122.95	JAX Center 133.45 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		LANDING BEYOND Threshold	GLIDE Slope	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
1	MIRL ① PAPI-L(angle 3.0°)			9/27 3500'			147'
9	① HIRL ① MALSR ① PAPI-L(angle 3.0°) grooved		5302'	1/19 2600'			148'
27	① HIRL ① PAPI-L(angle 3.0°) grooved			1/19 3350'			

① Activate on 125.1 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 1, 9, 19, 27		
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
Authorized Only When
Local Weather Available.

① ILS Rwy 9		RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 27 VOR-A	① LOC Rwy 9
A	700-2	800-2	800-2
B			
C			
D	700-2 1/4		800-2 1/4

OBSTACLE DP: Rwy 1: Climb on heading 021° to 1200' prior to turning left.

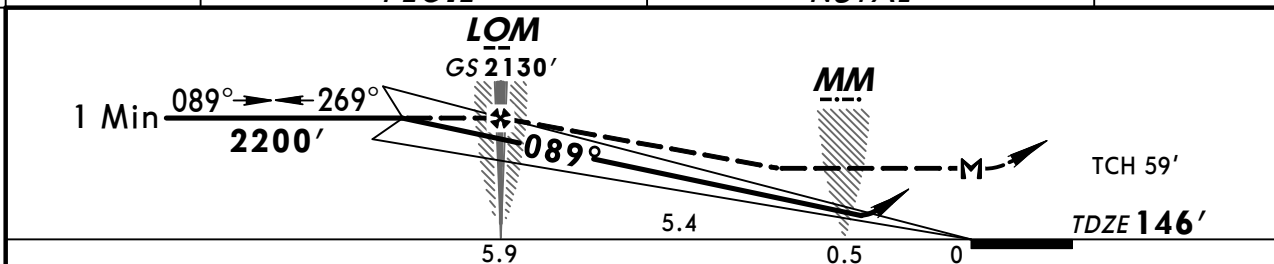
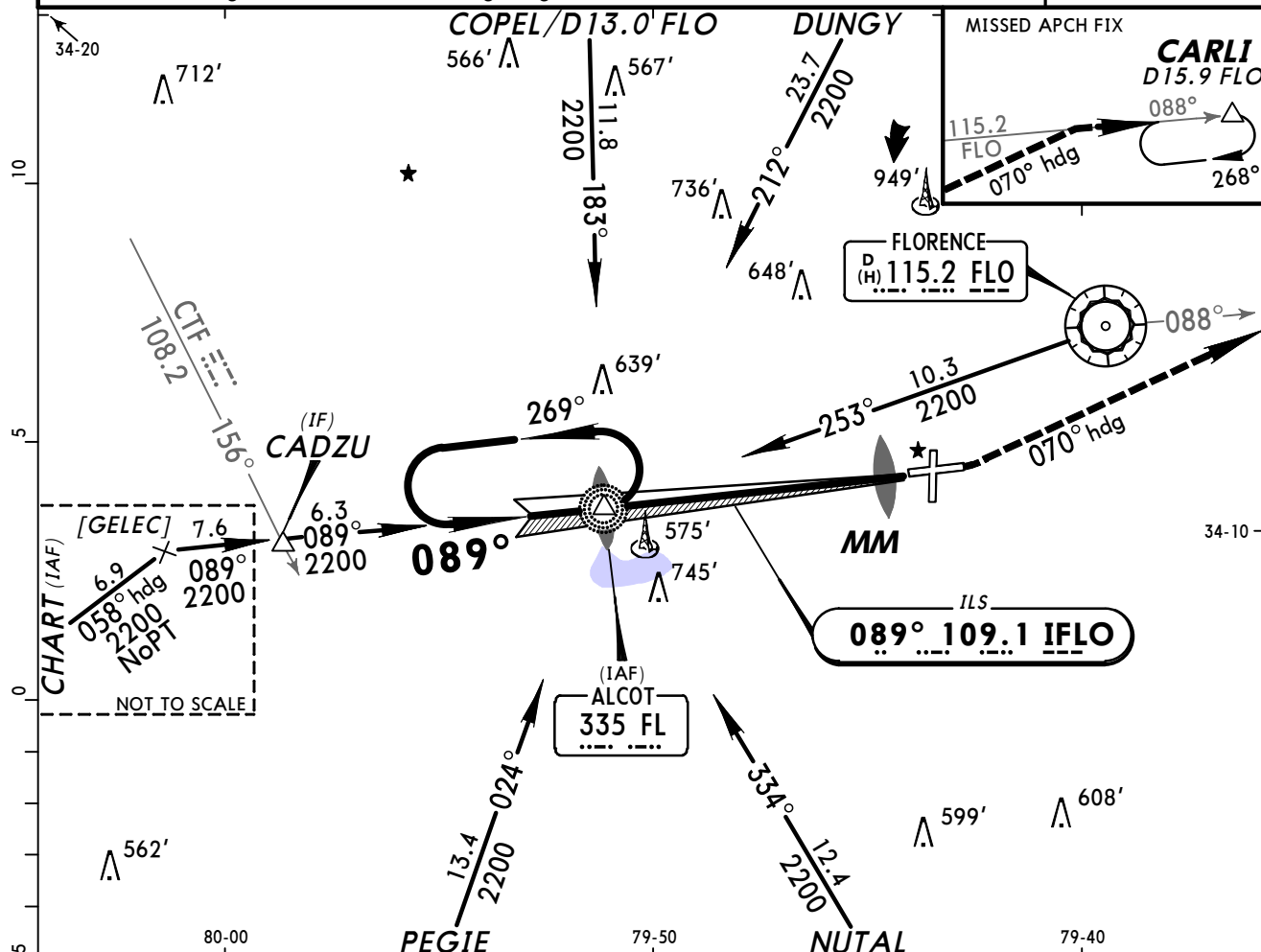
① Authorized only when tower operating.

KFLO/FLO FLORENCE REGL

JEPPesen
1 MAY 09 11-1 Eff 7 May

FLORENCE, S CAR
ILS or LOC Rwy 9

ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25	JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
LOC IFLO 109.1	Final Apch Crs 089°	GS LOM 2130' (1984')	ILS DA(H) (CONDITIONAL) 346' (200')	Apt Elev 146' TDZE 146'
MISSED APCH: Climb to 600' then climbing LEFT turn to 2000' via 070° heading and via FLO VOR R-088 to CARLI/D15.9 FLO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Darlington altimeter setting. 3. Pilot controlled lighting 125.1.				
				MSA FL LOM



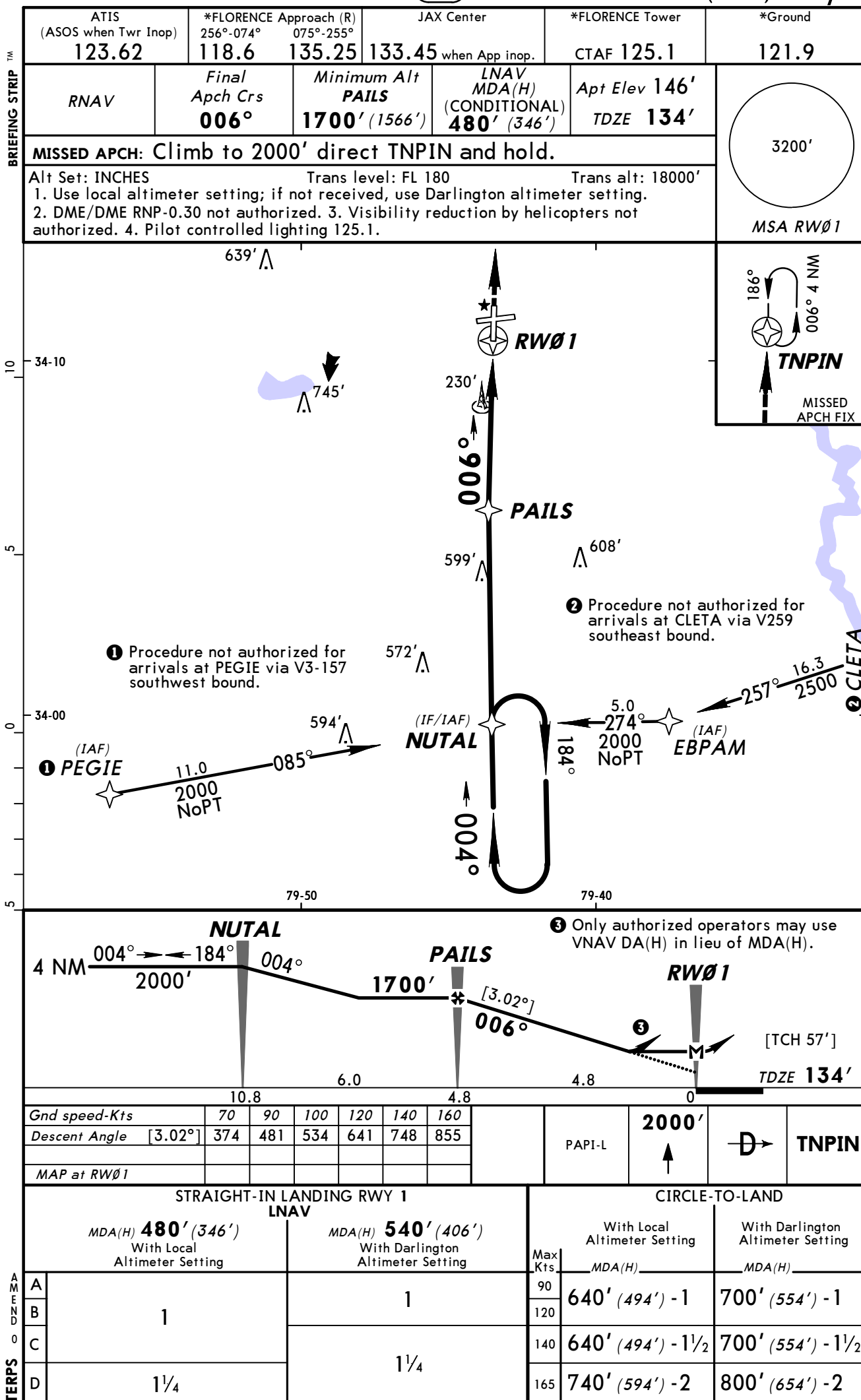
Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	377	484	538	646	753	861		
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13		

STRAIGHT-IN LANDING RWY9										CIRCLE-TO-LAND			
1 ILS			LOC (GS out)						With Local Altimeter Setting		With Darlington Altimeter Setting		
DA(H) 346' (200')			MDA(H) 840' (694')			MDA(H) 900' (754')							
			With Local Altimeter Setting			With Darlington Altimeter Setting							
FULL RAILor ALSout			RAIL out ALS out			RAIL out ALS out			Max Kts	MDA(H)		MDA(H)	
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	840'(694')-1	900'(754')-1		
B						3/4	1 1/4		120		900'(754')-1 1/4		
C						1 1/2	2		140		900'(754')-2 1/4		
D						1 3/4	2 1/4		165		900'(754')-2 1/2		

KFLO/FLO FLORENCE REGL

JEPPesen
16 SEP 11 (12-1) Eff 22 Sep

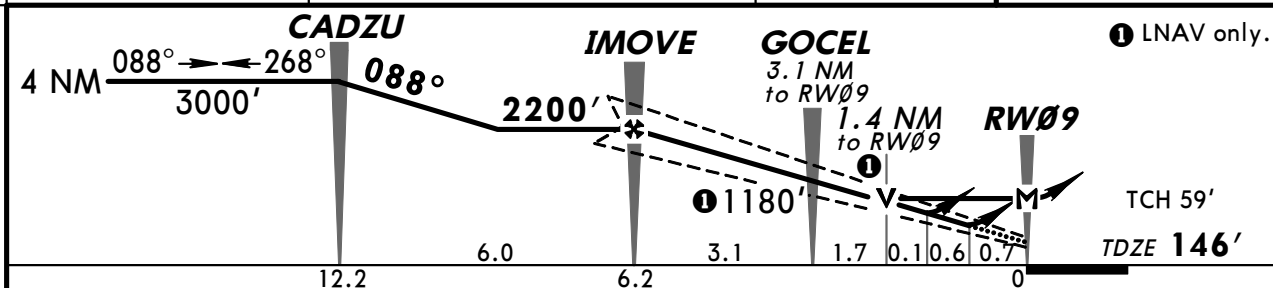
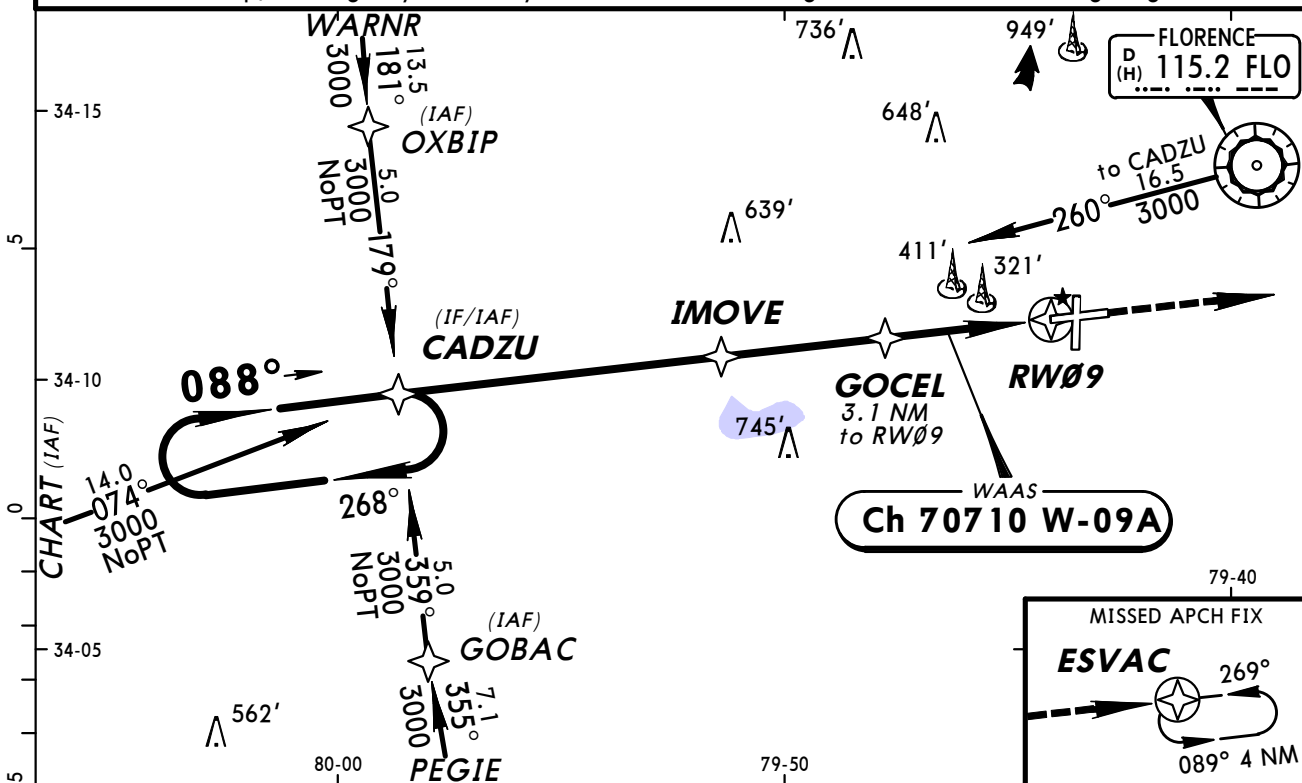
FLORENCE, S CAR RNAV (GPS) Rwy 1



BRIEFING STRIP

ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25	JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
WAAS Ch 70710 W-09A	Final Aptch Crs 088°	Minimum Alt IMOVE 2200' (2054')	LPV DA(H) (CONDITIONAL) 441' (295')	Apt Elev 146' TDZE 146'
MISSED APCH: Climb to 2000' direct ESVAC and hold.				MSA RW09

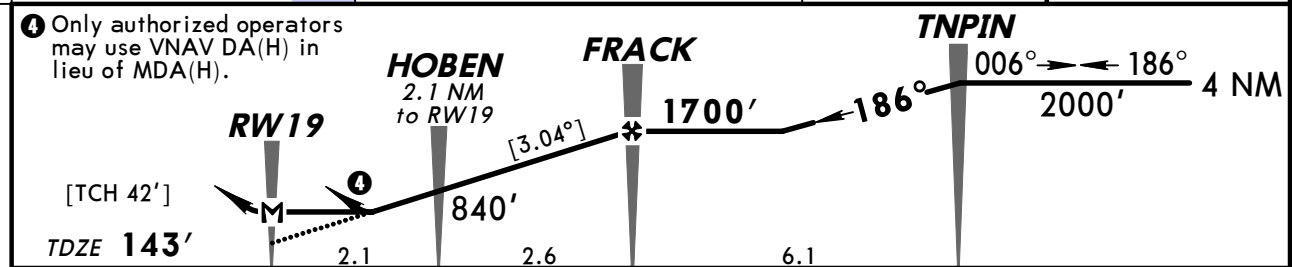
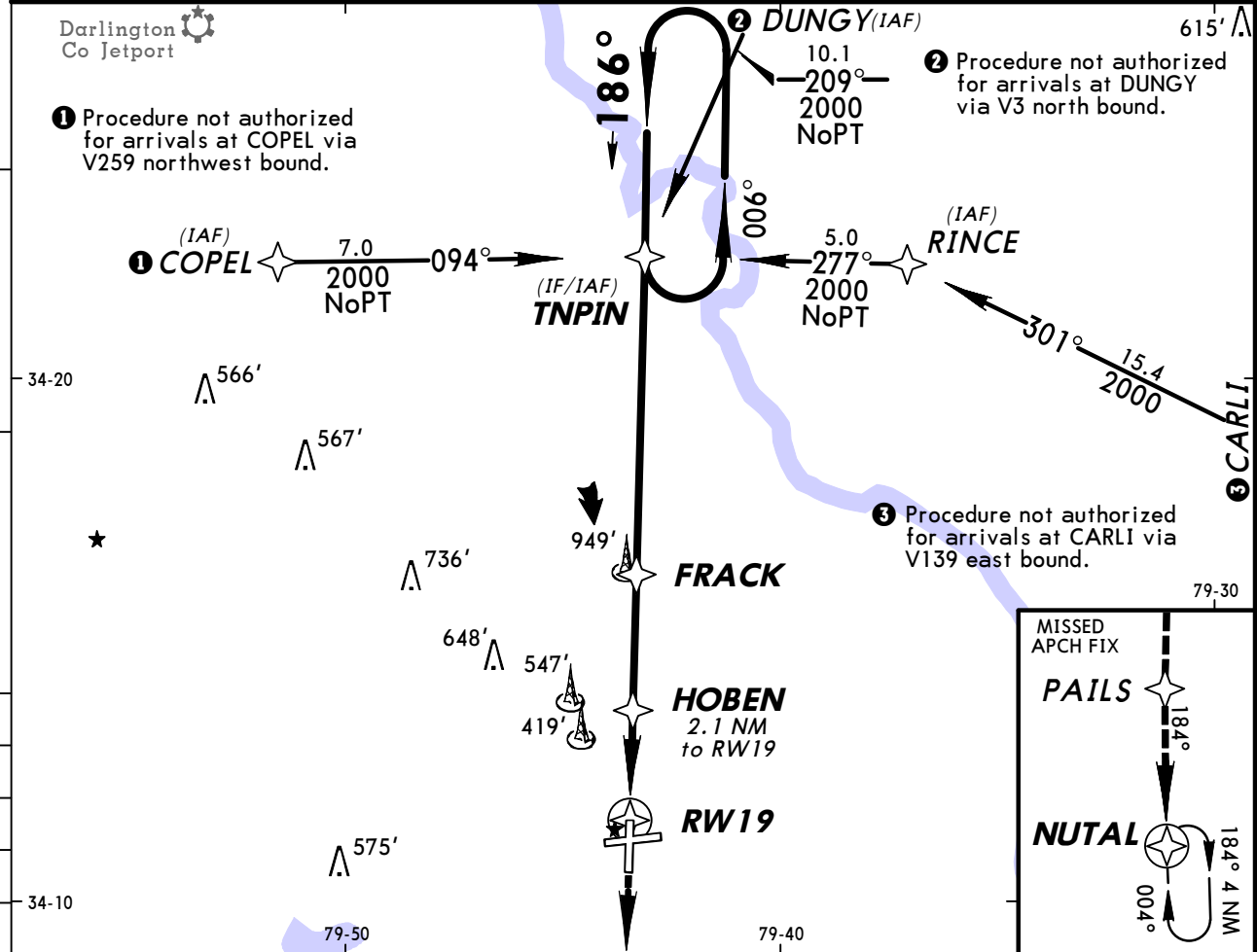
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Darlington altimeter setting. 2. Baro-VNAV and VDP not authorized when using Darlington altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. DME/DME RNP-0.30 not authorized. 5. When VGSI inop, circling Rwy 1 and Rwy 19 not authorized at night. 6. Pilot controlled lighting 125.1.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	2000'	ESVAC
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW09									

STRAIGHT-IN LANDING RWY 9 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 441' (295')		LNAV/VNAV DA(H) 623' (477')		LNAV MDA(H) 660' (514')		Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	660' (514') - 1	
A				1/2	3/4	1		
B	1/2	3/4	1 1/4	1 3/4				
C					1	1 1/2	140 660' (514') - 1 1/2	
D					1 1/4	1 3/4	165 740' (594') - 2	
With Darlington Altimeter Setting							With Darlington Altimeter Setting	
DA(H) 489' (343')		DA(H) 695' (549')		MDA(H) 720' (574')		Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	720' (574') - 1	
A				1/2	3/4	1		
B	1/4	1 1/4	1 3/4					
C					1 1/2	1 3/4	140 720' (574') - 1 1/2	
D							165 800' (654') - 2	

ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25	JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
RNAV	Final Apch Crs 186°	Minimum Alt FRACK 1700' (1557')	LNAV MDA(H) (CONDITIONAL) 580' (437')	Apt Elev 146' TDZE 143'
MISSED APCH: Climb to 2000' direct PAILS and via 184° track to NUTAL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Darlington altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 125.1.				
				3200' MSA RW19



Gnd speed-Kts	70	90	100	120	140	160			PAPI-L	2000'	→	PAILS
Descent angle [3.04°]	376	484	538	645	753	861				↑		
MAP at RW19												

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND			
LNAV				With Local Altimeter Setting		With Darlington Altimeter Setting	
MDA(H) 580' (437') With Local Altimeter Setting		MDA(H) 640' (497') With Darlington Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A		1		90	640' (494') - 1	700' (554') - 1	
B		1		120	640' (494') - 1	700' (554') - 1	
C		1 1/4		140	640' (494') - 1 1/2	700' (554') - 1 1/2	
D		1 1/2		165	740' (594') - 2	800' (654') - 2	

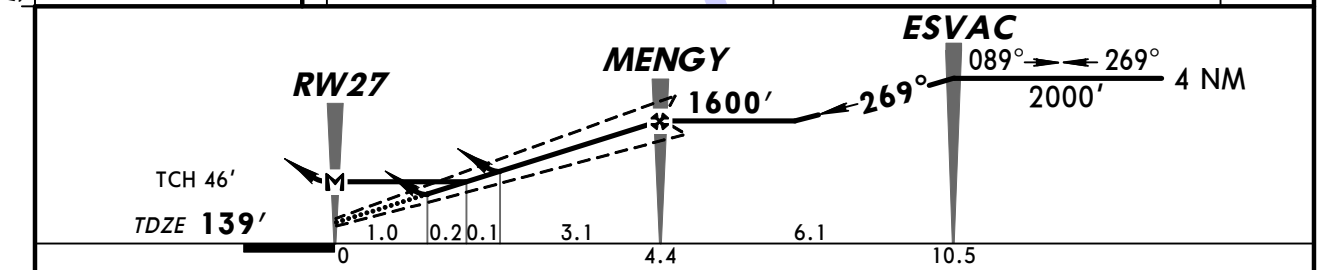
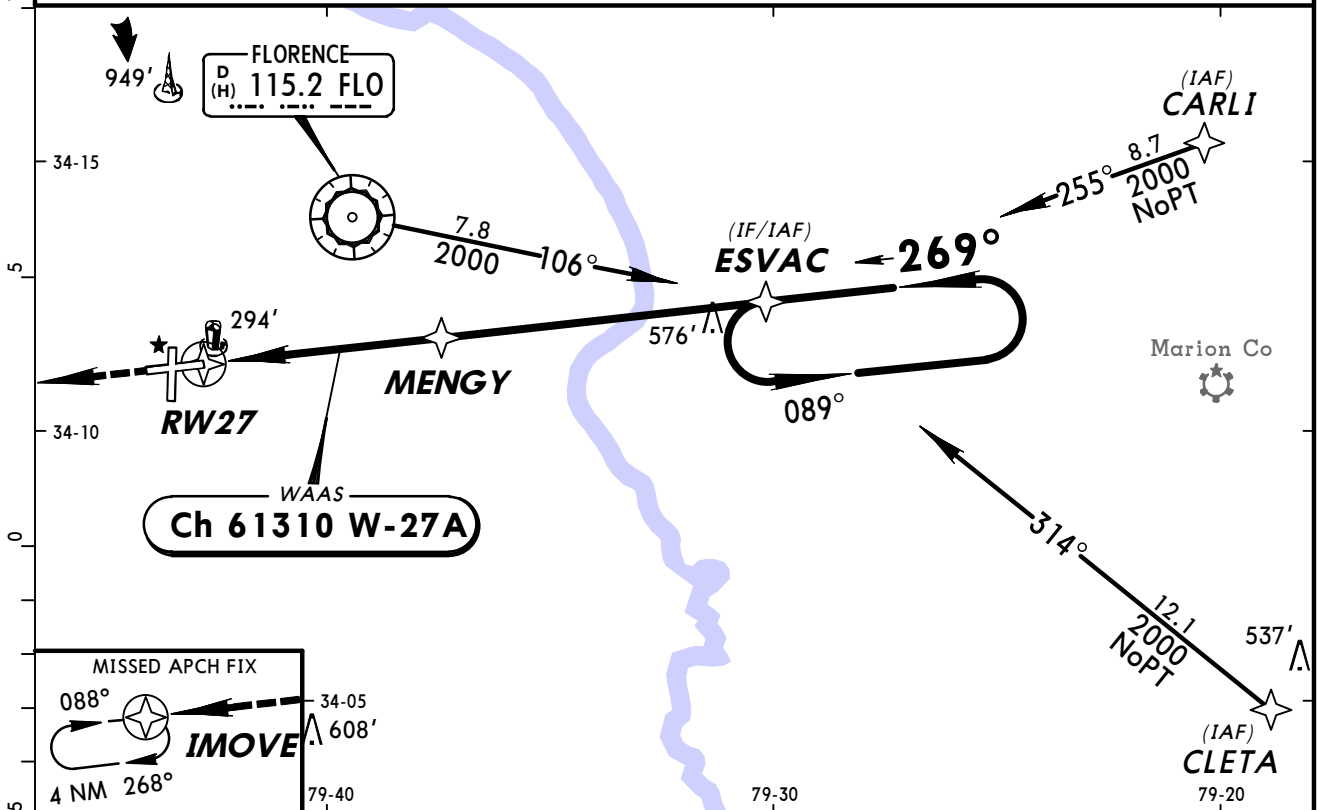
KFLO/FLO FLORENCE REGL

1 MAY 09 **(12-4)** Eff 7 May

FLORENCE, S CAR
RNAV (GPS) Rwy 27

ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25	JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
WAAS Ch 61310 W-27A	Final Apch Crs 269°	Minimum Alt MENGY 1600' (1461')	LPV DA(H) (CONDITIONAL) 474' (335')	Apt Elev 146' TDZE 139'
MISSED APCH: Climb to 2000' direct IMOVE and hold.				3200' MSA RW27

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Darlington altimeter setting. 2. Baro-VNAV not authorized when using Darlington altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 125.1.



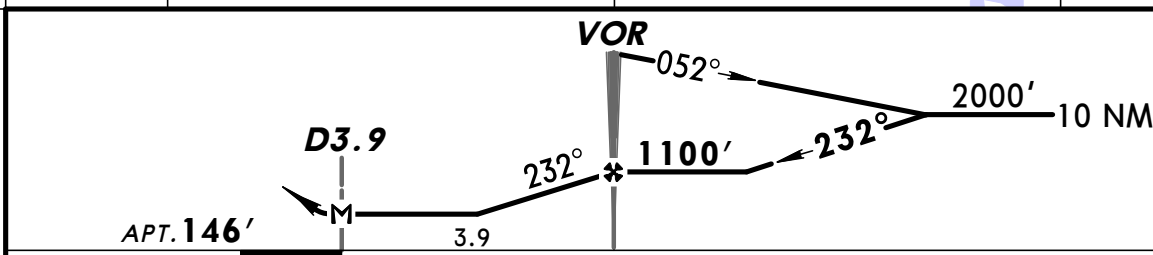
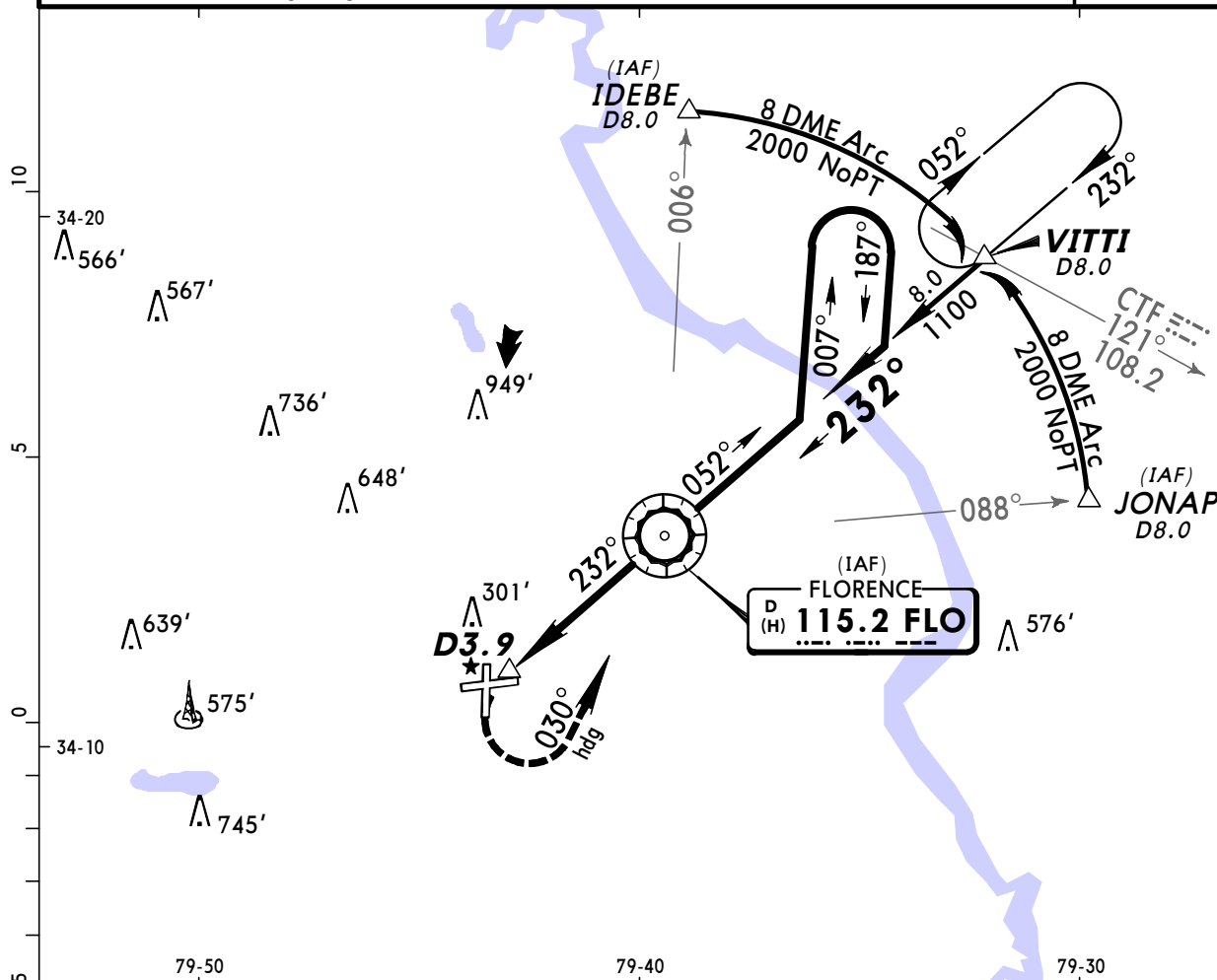
Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW27											

TERPS

RECOMMENDED

STRAIGHT-IN LANDING RWY 27						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 474' (335')		DA(H) 595' (456')		MDA(H) 560' (421')		90	640' (494') - 1
A	1 1/4		1 3/4		1		120
140							
B					165		
C					1 1/4		640' (494') - 1 1/2
D	740' (594') - 2						
With Darlington Altimeter Setting						With Darlington Altimeter Setting	
DA(H) 534' (395')		DA(H) 655' (516')		MDA(H) 620' (481')		Max Kts	MDA(H)
A	1 1/2		2		1		90
120							
B					140		
C					1 1/4		700' (554') - 1 1/2
D	800' (654') - 2						

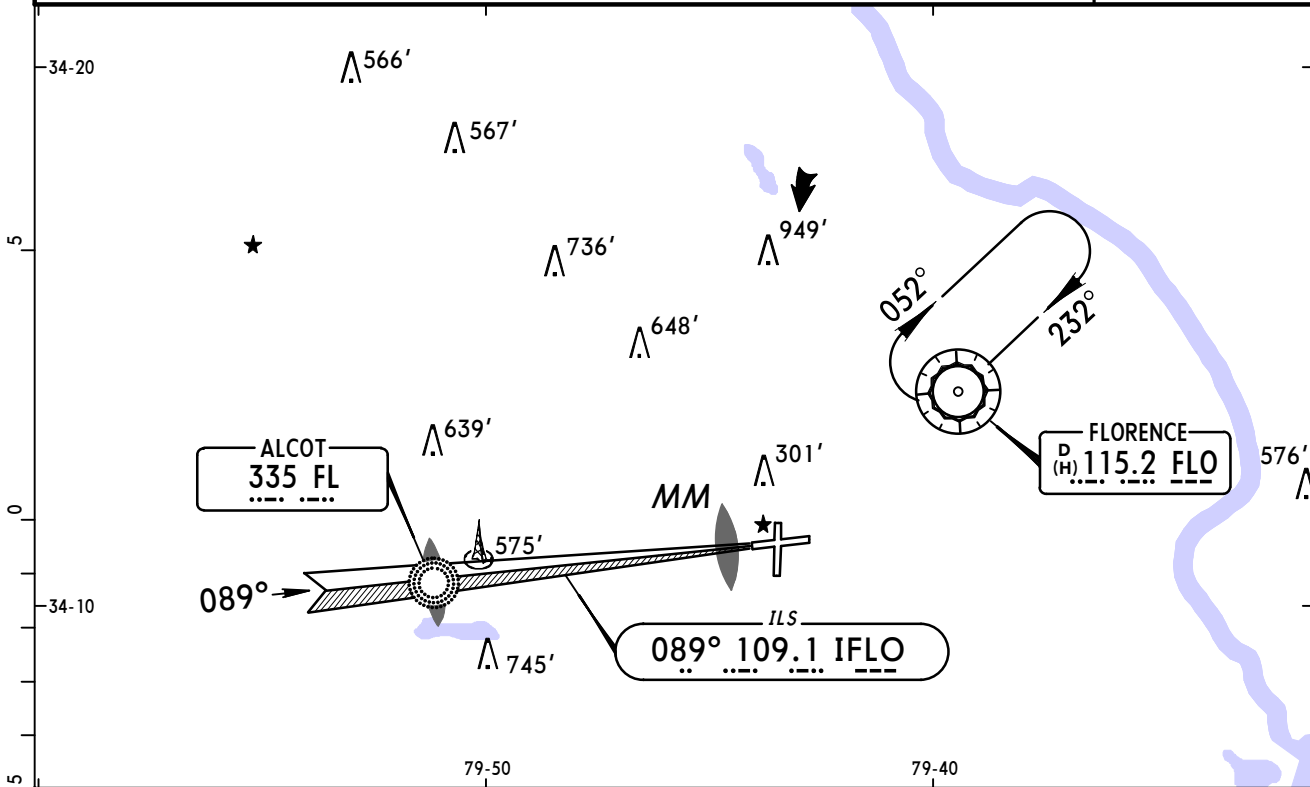
ATIS (ASOS when Twr Inop) 123.62	*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25	JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
VOR FLO 115.2	Final Apch Crs 232°	Minimum Alt VOR 1100' (954')	MDA(H) Refer to Minimums	Apt Elev 146'
MISSED APCH: Climbing LEFT turn to 2000' via heading 030° and FLO VOR R-052 to VITTI INT/D8.0 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, used Darlington altimeter setting. 2. Pilot controlled lighting 125.1.				
				3200' MSA FLO VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2000'	030° via LT	FLO and 115.2 R-052	VITTI
MAP at D3.9 or VOR to MAP 3.9	3:21	2:36	2:20	1:57	1:40	1:28					

		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Darlington Altimeter Setting
		Max Kts.	<i>MDA(H)</i>
	A	90	640' (494') - 1
	B	120	700' (554') - 1
	C	140	640' (494') - 1½
	D	165	740' (594') - 2
			800' (654') - 2

BRIEFING STRIP TM	ATIS (ASOS when Twr Inop) 123.62		*FLORENCE Approach (R) 256°-074° 075°-255° 118.6 135.25		JAX Center 133.45 when App inop.	*FLORENCE Tower CTAF 125.1	*Ground 121.9
	RADAR	<i>Final Apch Crs By ATC</i>	No FAF	<i>MDA(H) Refer to Minimums</i>	<i>Apt Elev 146' TDZE-See below</i>	No MSA published	
	MISSED APCH: See Below.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When approach control closed, ASR not authorized. 2. Pilot controlled lighting 125.1.						



MISSED APPROACH:			
Runways 1: Climb to 600' then climbing RIGHT turn to 2000' direct FLO VOR and hold.			
Runways 9, 19: Climbing LEFT turn to 2000' direct FLO VOR and hold.			
Runways 27: Climb to 800' then climbing RIGHT turn to FLO VOR and hold.			
RWY 1 TDZE 134'	RWY 9 TDZE 146'	RWY 19 TDZE 143'	RWY 27 TDZE 139'

ASR Rwys 1, 9, 19, 27: MAP at Rwy Thr	Lighting - Refer to Airport Chart
---------------------------------------	--

STRAIGHT-IN LANDING					
ASR 1 MDA(H) 480' (346')		ASR 9 MDA(H) 680' (534')		ASR 19 MDA(H) 860' (717')	ASR 27 MDA(H) 560' (421')
		RAIL out	ALS out		
A	1	1/2	3/4	1	1
B		1 1/2		2	1 1/4
C		1 3/4		2 1/4	
D	1 1/4	1 1/4	1 3/4	2 1/4	

CIRCLE-TO-LAND					
ASR 1, 27		ASR 9		ASR 19	
Max Kts	MDA(H)	Max Kts	MDA(H)	Max Kts	MDA(H)
A 90	640'(494')-1	90	680'(534')-1	90	860'(714')-1
B 120	640'(494')-1 1/2	120	680'(534')-1 1/2	120	860'(714')-2
C 140	740'(594')-2	140	740'(594')-2	140	860'(714')-2 1/4
D 165		165		165	

General Information

Location: Greenville SC USA
IATA Code: GDC
Lat/Long: N34° 45.5' W082° 22.6'
Elevation: 956 ft

Airport Use: Public
Magnetic Variation: 6.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1202 Z
Sunset: 2323 Z,

Runway Information

Runway: 05
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 956 ft
Lighting: Edge, ALS, Pilot controlled

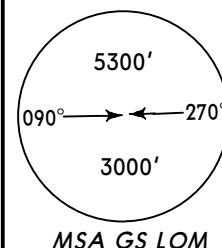
Runway: 23
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 938 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 127.325
Donaldson Tower Tower 133.325 CTAF PCL
Greenville-Spartanburg Ground Control 121.4
Greer Clearance Delivery 125.95
Greenville-Spartanburg Clearance Delivery 121.4
Greer Approach Control 118.8
Greer Departure Control 118.8
Donaldson Center Unicom 122.7
Atlanta Center 135.35 Remote Communications Air-Ground

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

- 1. RNAV 1.**
- 2. DME/DME/IRU or GPS required.**
- 3. RADAR required.**
- 4. Turbojet/Turboprop aircraft only.**
5. For non-GPS equipped aircraft,
HOLSTON MOUNTAIN Transition: VXV DME
must be operational.
LONDON Transition: LOZ, SOT, SPA, SUG
and VXV DMEs must be operational.
6. Also Serves **1**



GREENVILLE S CAR
Greenville Downtown
1048

PICKENS S CAR
Pickens Co
1013

GREENVILLE S CAR
Donaldson Center
955

Greenville-Spartanburg
Intl-Milliken
964

GREER
GS

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Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'

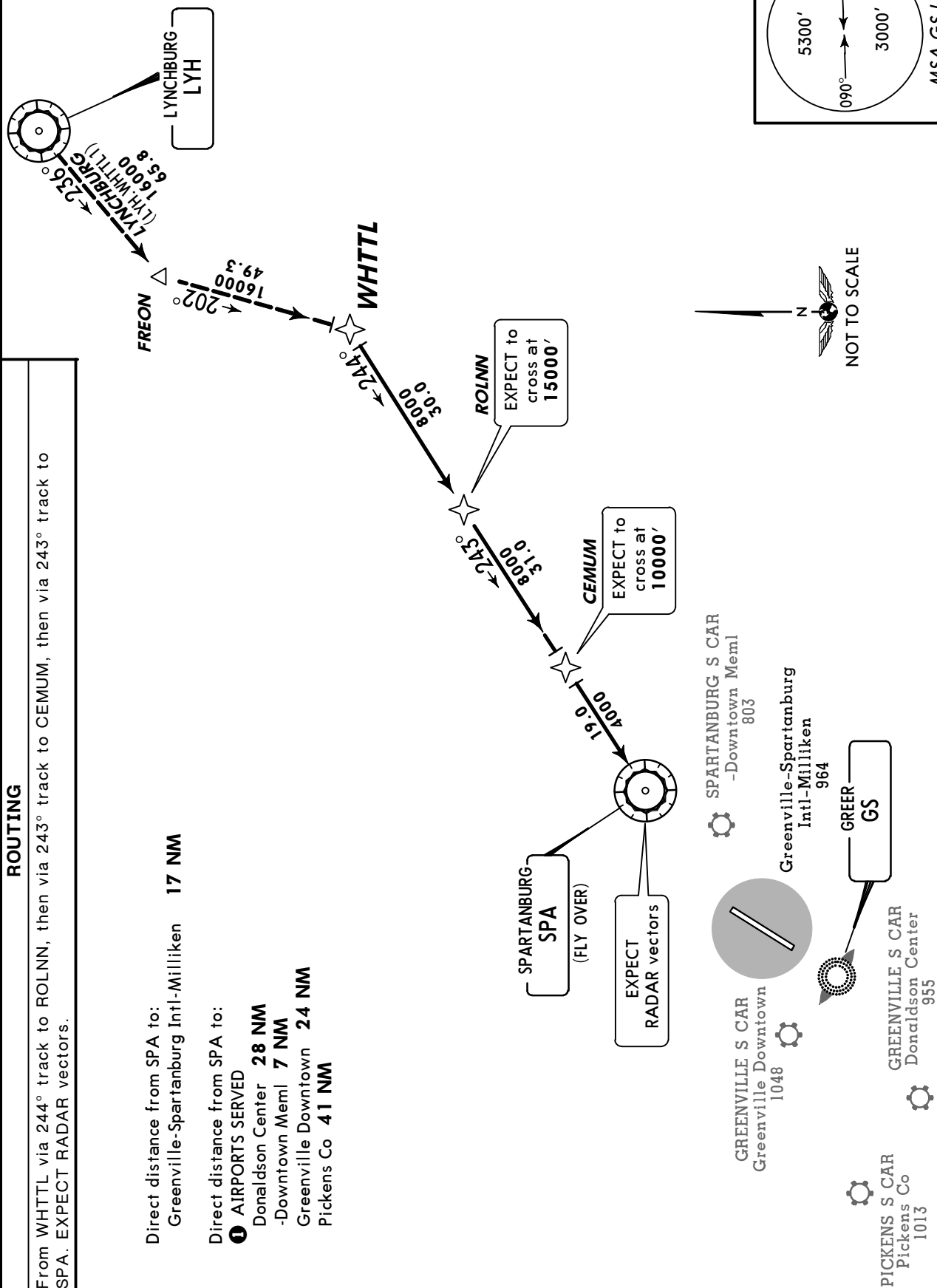
- 1. RNAV 1.**
- 2. DME/DME/IRU or GPS required.**
- 3. RADAR required.**
- 4. Turbojet/Turboprop aircraft only.**
5. For non-GPS equipped aircraft, BZM, CLT, GSO, RDU and SPA DMEs must be operational.
6. Also Serves 

From WHTTL via 244° track to ROLNN, then via 243° track to CEMUM, then via 243° track to SPA. EXPECT RADAR vectors.

Direct distance from SPA to:
Greenville-Spartanburg Intl-Milliken **17 NM**

Direct distance from SPA to:

1 AIRPORTS SERVED	
Donaldson Center	28 NM
-Downtown Meml	7 NM
Greenville Downtown	24 NM
Pickens Co	41 NM

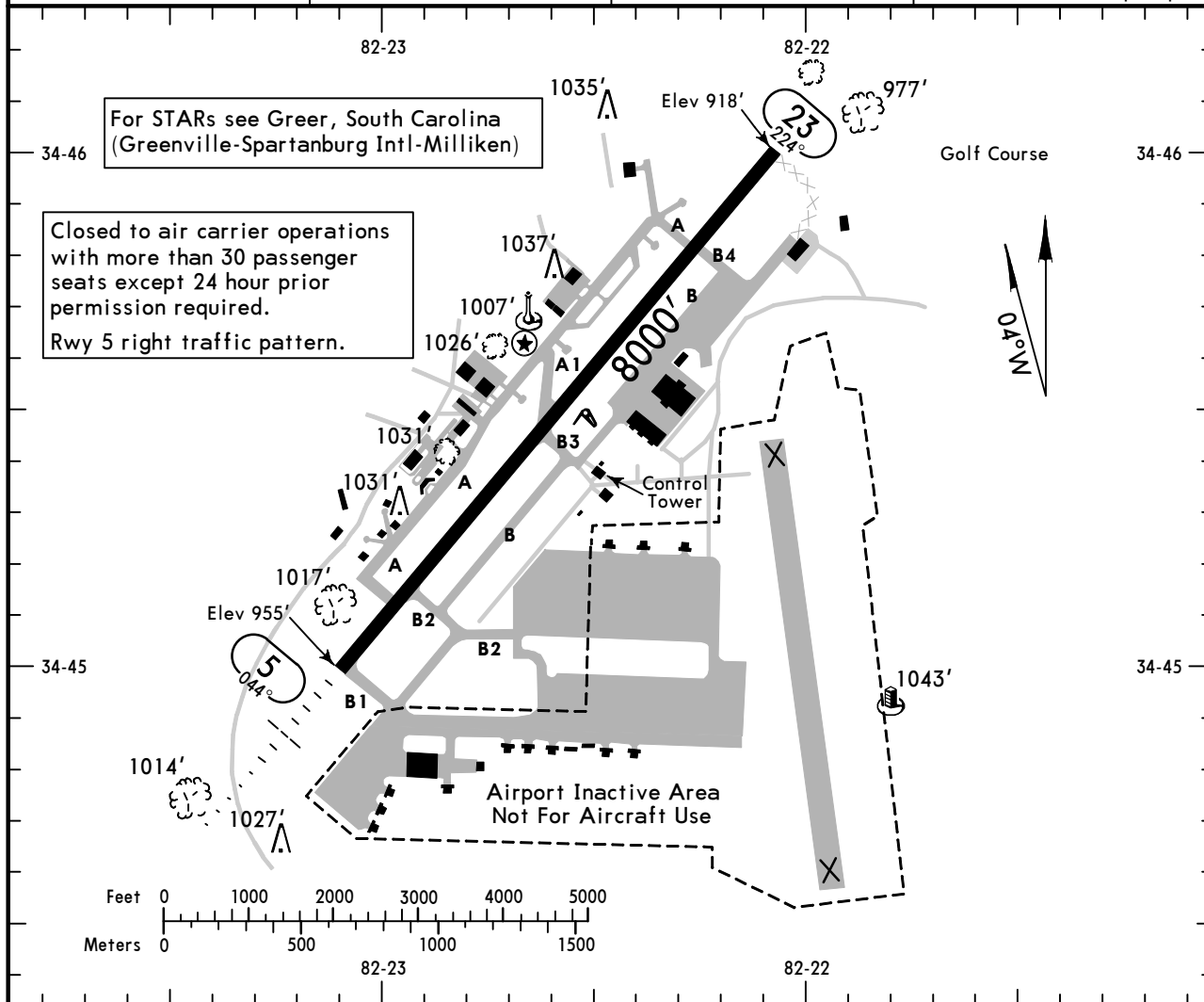


KGYH/GDC
Apt Elev 955'
N34 45.5 W082 22.6

JEPPESEN
6 AUG 10 (21-1)

GREENVILLE, S CAR
DONALDSON CENTER

AWOS-3 127.32	*DONALDSON Clearance 121.4	GREER Clearance 125.95 when Twr inop.	*Ground 121.4
*Tower CTAF 133.32	UNICOM 122.7	*GREER Departure (R) 118.8	ATLANTA Center (R) 135.35 when Dep inop.



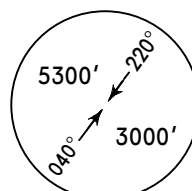
ADDITIONAL RUNWAY INFORMATION

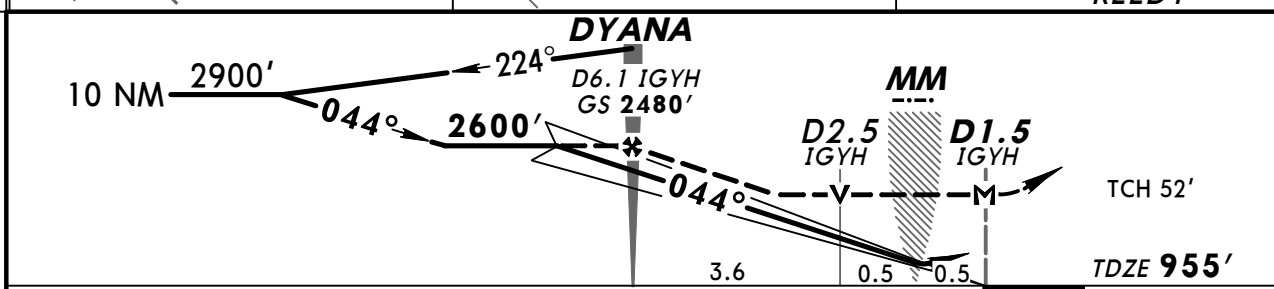
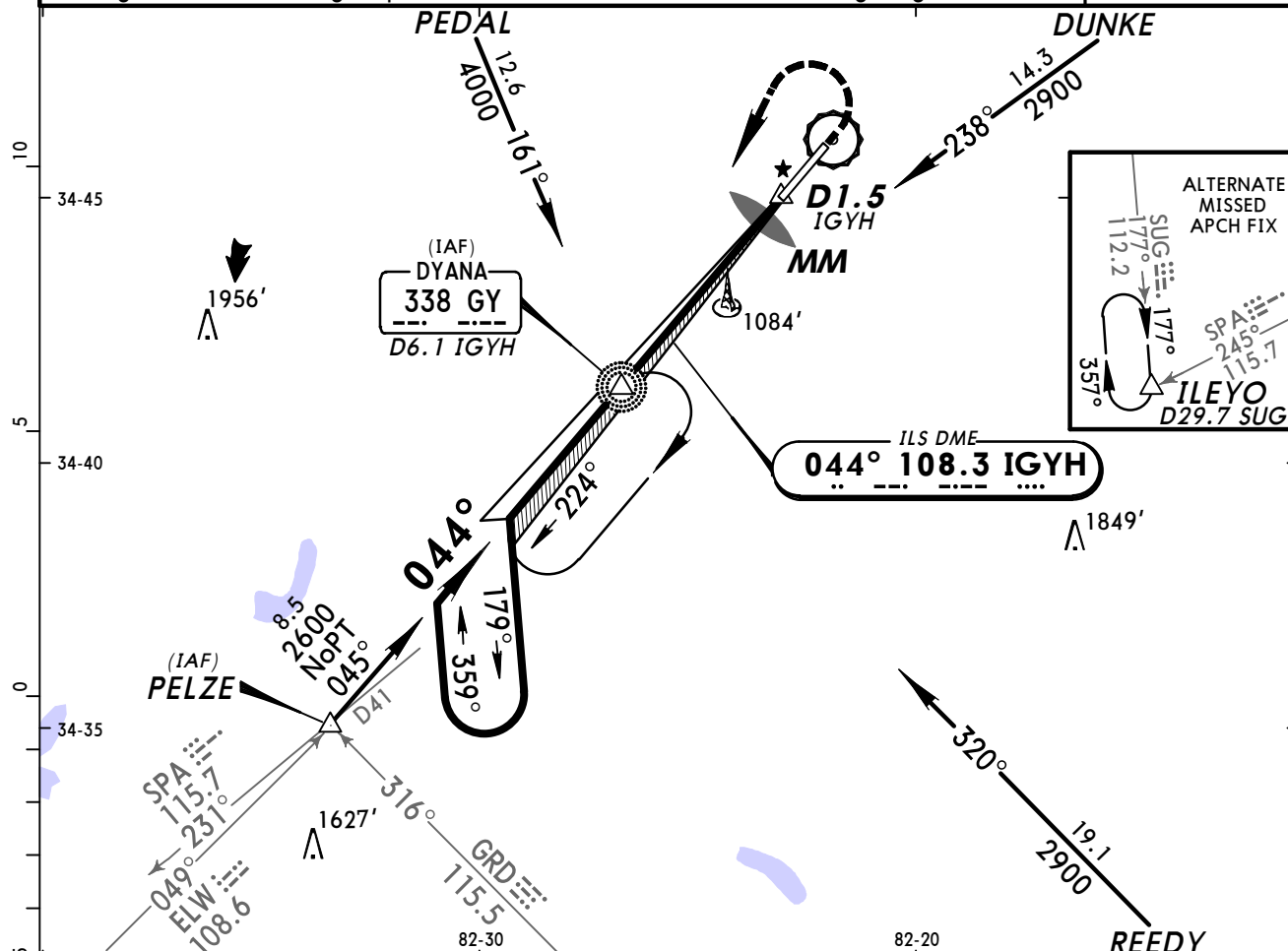
RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
5	① HIRL ① MALSR ① PAPI-L (angle 3.22°) grooved		6989'		150'
23	① HIRL ① PAPI-L (angle 4.14°) grooved				

① Activate on 133.32.

TAKE-OFF						FOR FILING AS ALTERNATE	
	Rwy 23		Rwy 5			Authorized Only When Local Weather Available and Tower Operating	
	Adequate Vis Ref	STD	① With Min climb of 220'/NM to 1300'	Adequate Vis Ref	Other		
1 & 2 Eng	1/4	1	1/4	1	300-1 3/4	ILS Rwy 5	LOC Rwy 5
3 & 4 Eng		1/2		1/2		A B C D	
						600-2	800-2

① Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

AWOS-3 127.32	*GREER Approach (R) 118.8	ATLANTA Center (R) 135.35 when App inop.	*DONALDSON Tower CTAF 133.32	*Ground 121.4
LOC IGYH 108.3	Final Apch Crs 044°	GS DYANA 2480' (1525')	ILS DA(H) (CONDITIONAL) 1155' (200')	Apt Elev 955' TDZE 955'
MISSED APCH: Climb to 1600', then climbing LEFT turn to 2900' direct GY NDB and hold, continue climb-in-hold to 2900'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Greer altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 133.32.				 MSA GY NDB



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600'	2900'	GY	338
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	→	
MAP at D1.5 IGYH or DYANA to MAP	4.6	3:57	3:04	2:46	2:18	1:58					

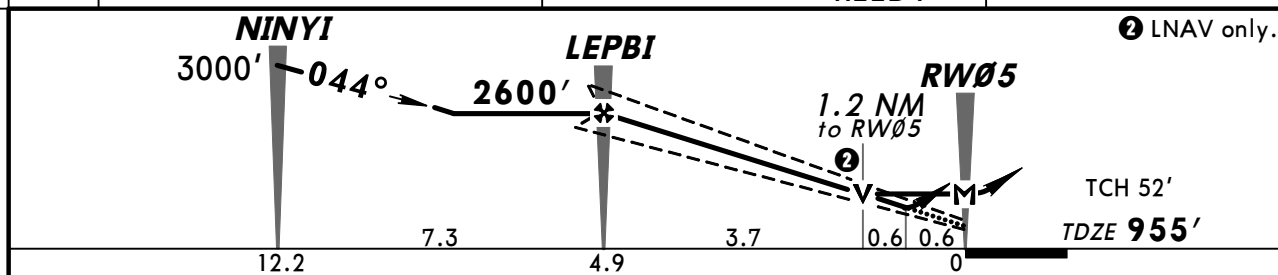
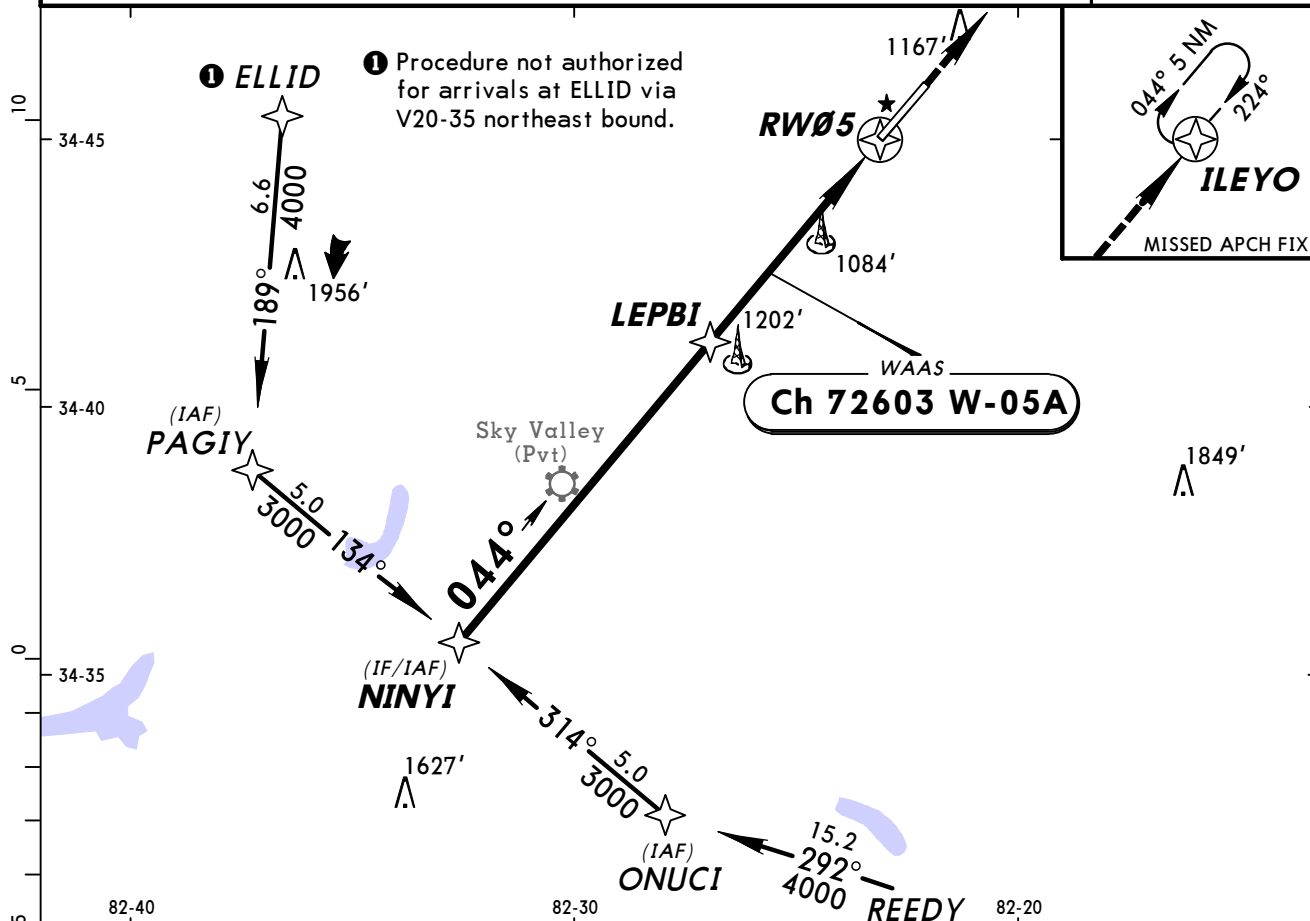
ILS			STRAIGHT-IN LANDING RWY5			LOC (GS out)			CIRCLE-TO-LAND		
DA(H) 1155' (200')			MDA(H) 1340' (385')			MDA(H) 1380' (425')			With Local Altimeter Setting		
FULL			With Local Altimeter Setting			With Greer Altimeter Setting			With Greer Altimeter Setting		
			RAIL out	ALS out		RAIL out	ALS out		Max Kts	MDA(H)	MDA(H)
A									90	1420' (465')-1	1460' (505')-1
B			1/2	3/4	1	1/2	3/4	1	120	1480' (525')-1 1/2	1520' (565')-1 1/2
C	1/2	3/4				3/4	1 1/4		140	1520' (565')-2	1560' (605')-2
D			3/4	1 1/4					165		

1 DA(H) 1195' (240') with Greer altimeter setting.

CHANGES: Timing added.

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AWOS-3 127.32	*GREER Approach (R) 118.8	ATLANTA Center (R) 135.35 when App inop.	*DONALDSON Tower CTAF 133.32	*Ground 121.4
WAAS Ch 72603 W-05A	Final Apch Crs 044°	Minimum Alt LEPBI 2600' (1645')	LPV DA(H) (CONDITIONAL) 1208' (253')	Apt Elev 955' TDZE 955'
MISSED APCH: Climb to 3000' direct ILEYO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Greer altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Greer altimeter setting. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 133.32.				
				5300'
				MSA RW05

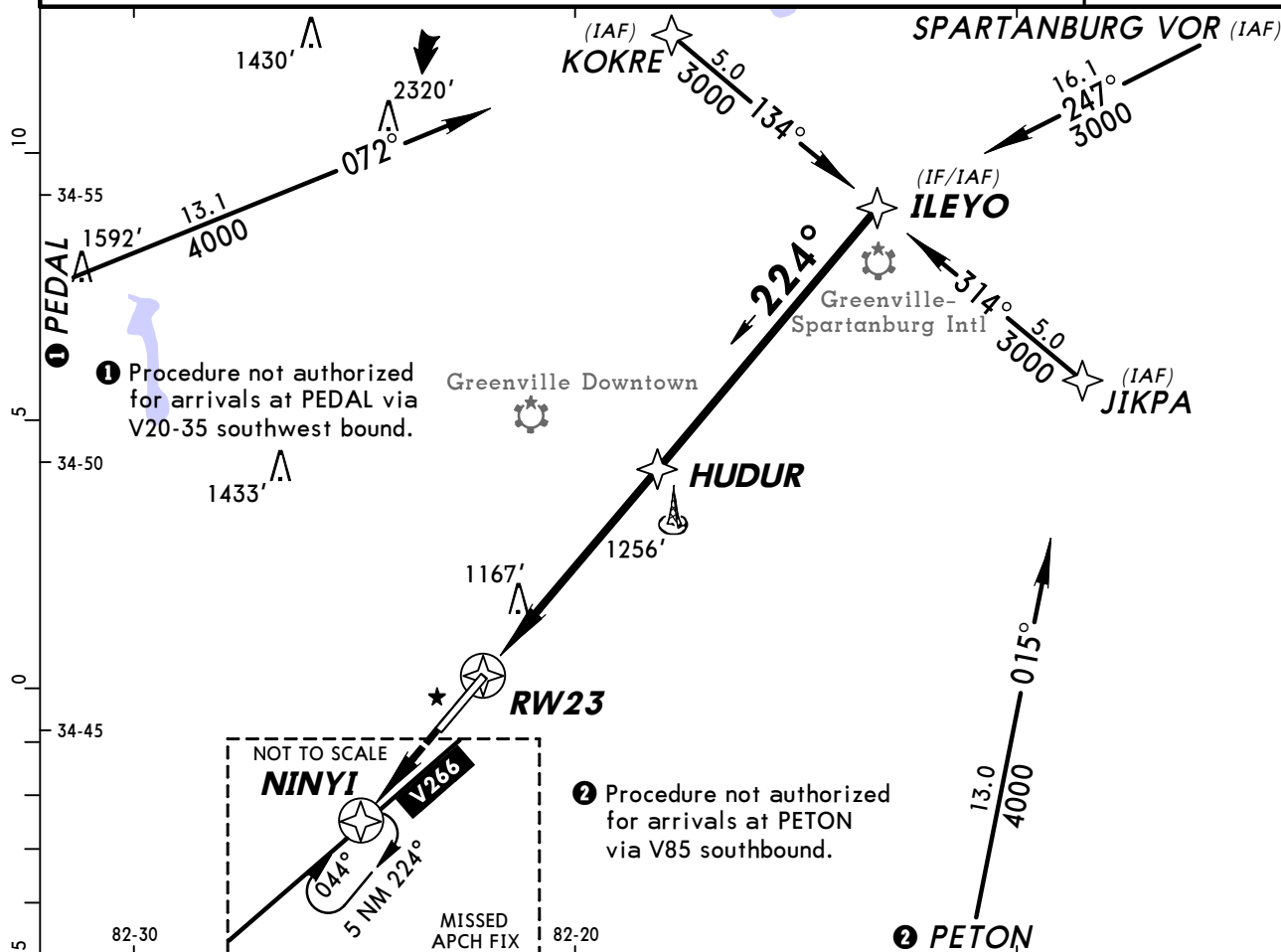


Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW05						

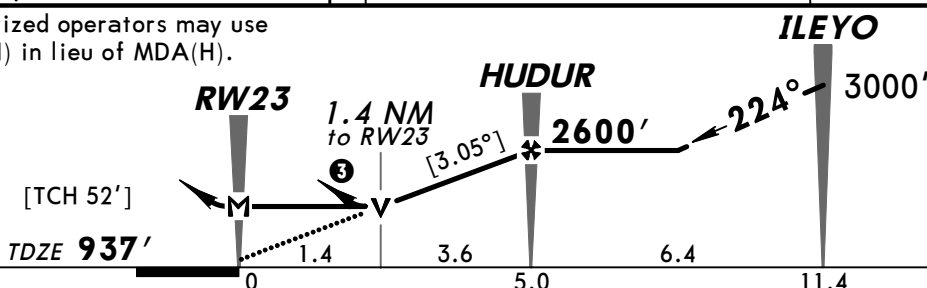
STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND			
1 LPV DA(H) 1208' (253') With Local Altimeter Setting			2 LNAV MDA(H) 1400' (445') With Local Altimeter Setting			With Local Altimeter Setting		With Greer Altimeter Setting	
		RAIL or ALS out			RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	1/2	3/4	1/2	3/4	1	90	1420'(465')-1	1460'(505')-1	
B						120			
C						140	1480'(525')-1 1/2	1520'(565')-1 1/2	
D						165	1520'(565')-2	1560'(605')-2	

1 DA(H) 1236' (281') with Greer altimeter setting.
2 MDA(H) 1440' (485') with Greer altimeter setting.

AWOS-3 127.32	*GREER Approach (R) 118.8	ATLANTA Center (R) 135.35 when App inop.	*DONALDSON Tower CTAF 133.32	*Ground 121.4
RNAV	Final Aptch Crs 224°	Minimum Alt HUDUR 2600' (1663')	RNAV MDA(H) (CONDITIONAL) 1420' (483')	Apt Elev 955' TDZE 937'
MISSED APCH: Climb to 3000' direct NINYI and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Greer altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Greer altimeter setting. 4. VGSI and descent angles not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 133.32.				
5300'				
MSA RW23				



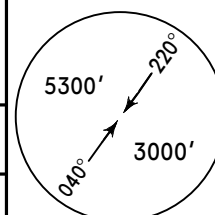
③ Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



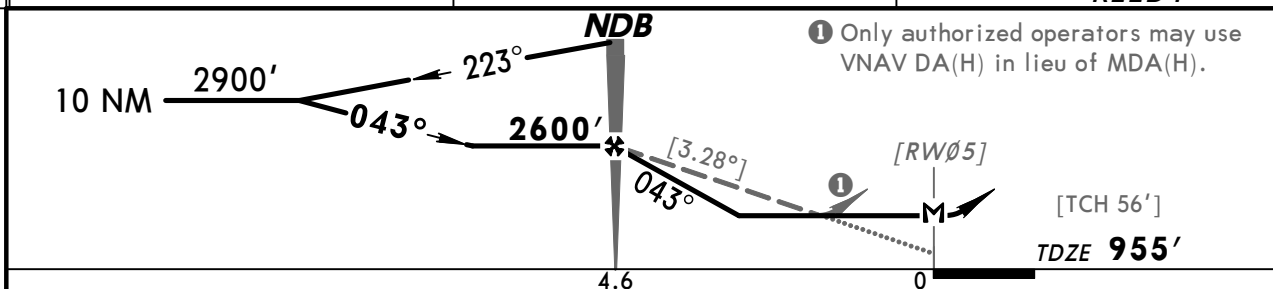
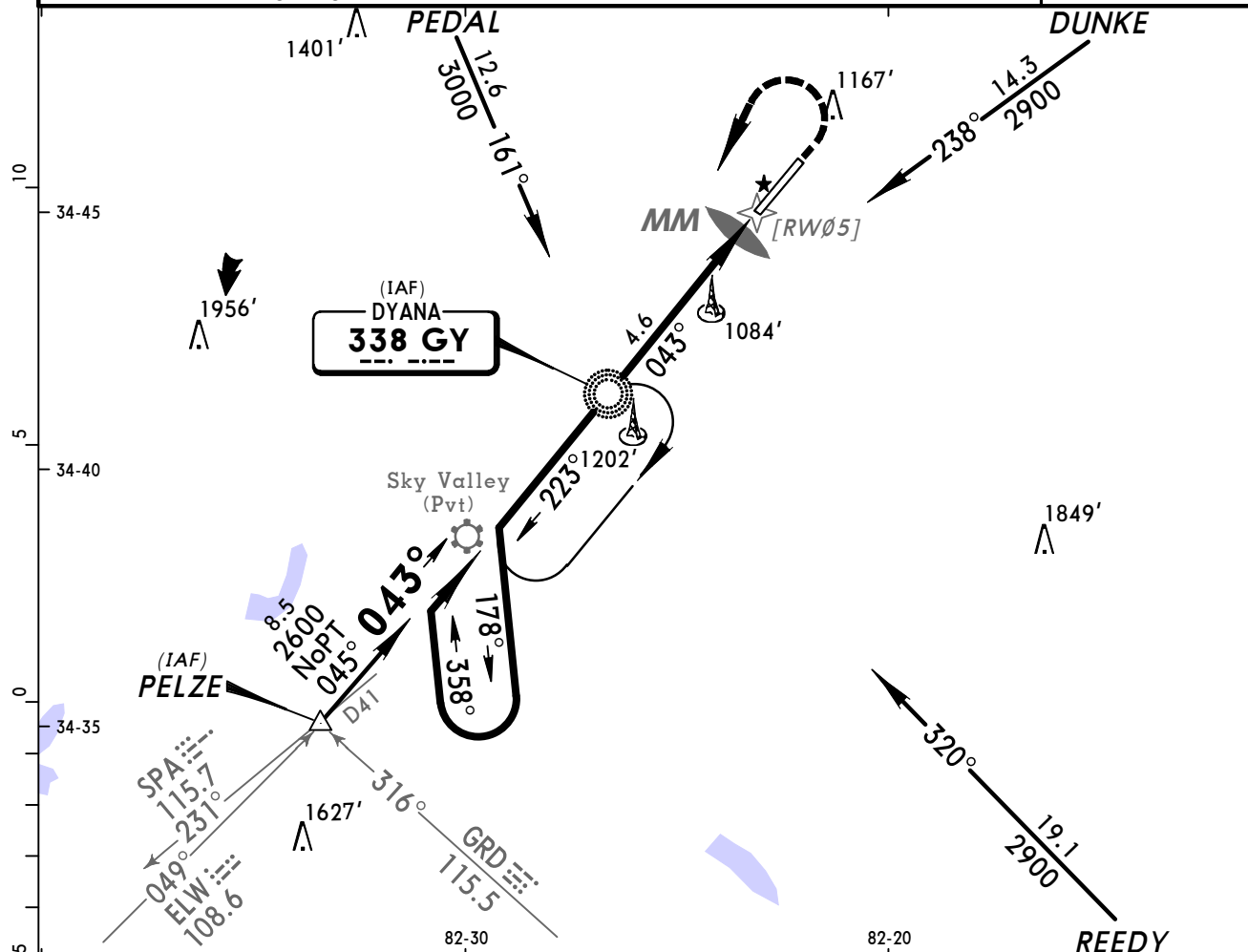
Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW23										

STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
LNAV							
MDA(H) 1420' (483')		MDA(H) 1460' (523')		With Local Altimeter Setting		With Greer Altimeter Setting	
With Local Altimeter Setting		With Greer Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
1		1		90	1420'(465')-1	1460'(505')-1	
1 1/4		1 1/4		120	1480'(525')-1 1/2	1520'(565')-1 1/2	
1 1/2		1 1/2		140	1520'(565')-2	1560'(605')-2	

AWOS-3 127.32	*GREER Approach (R) 118.8	ATLANTA Center (R) 135.35 when App inop.	*DONALDSON Tower CTAF 133.32	*Ground 121.4
NDB GY 338	Final Apch Crs 043°	Minimum Alt NDB 2600' (1645')	MDA(H) (CONDITIONAL) 1440' (485')	Apt Elev 955' TDZE 955'
MISSED APCH: Climb to 1600' then climbing LEFT turn to 2900' direct GY NDB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Greer altimeter setting. 2. Pilot controlled lighting 133.32.				



MSA GY NDB



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160	MALSR	1600'	2900'	→	GY 338
Descent angle [3.28°]	406	522	580	696	813	929	PAPI	↑	LT		
NDB to MAP	4.6	3:57	3:04	2:46	2:18	1:58					

STRAIGHT-IN LANDING RWY 5						CIRCLE-TO-LAND			
MDA(H) 1440' (485')			MDA(H) 1480' (525')			With Local Altimeter Setting		With Greer Altimeter Setting	
With Local Altimeter Setting			With Greer Altimeter Setting			Max Kts	MDA(H)	MDA(H)	
RAIL out			RAIL out			90			
A	3/4	3/4	1	3/4	3/4	1	1440' (485') - 1	1480' (525') - 1	
B	3/4	1 1/4	1 1/4	3/4	1 1/4	120	1480' (525') - 1 1/2	1520' (565') - 1 1/2	
C	1 1/4	1 1/2	1 1/2	1 1/4	1 1/2	140	1520' (565') - 2	1560' (605') - 2	
D	1 1/4	1 1/2	1 1/2	1 1/4	1 1/2	165			

General Information

Location: Greer SC USA
IATA Code: GSP
Lat/Long: N34° 53.7' W082° 13.1'
Elevation: 964 ft

Airport Use: Public
Magnetic Variation: 6.4 °W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1201 Z
Sunset: 2322 Z,

Runway Information

Runway: 04
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 947 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 22
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 964 ft
Lighting: Edge, ALS, Centerline, Pilot controlled

Communication Information

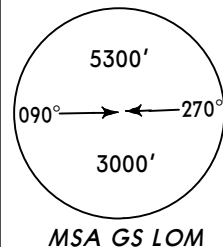
ATIS 134.25
Greer Tower 120.1 CTAF PCL
Greer Ground Control 121.9
Greer Approach Control 120.6 Secondary
Greer Approach Control 119.4
Greer Approach Control 118.8 Initial Contact
Greer App ARSA 118.8 (181°-360°)
Greer App ARSA 119.4 (1°-180°)
Greer Departure Control 120.6 Secondary
Greer Departure Control 119.4

Greer Departure Control 118.8
Greenville-Spartanburg IN Unicom 122.95
Anderson Flight Service Station 122.65 RCO
Anderson Flight Service Station 122.2 RCO
Atlanta Center 135.35 Remote Communications Air-Ground

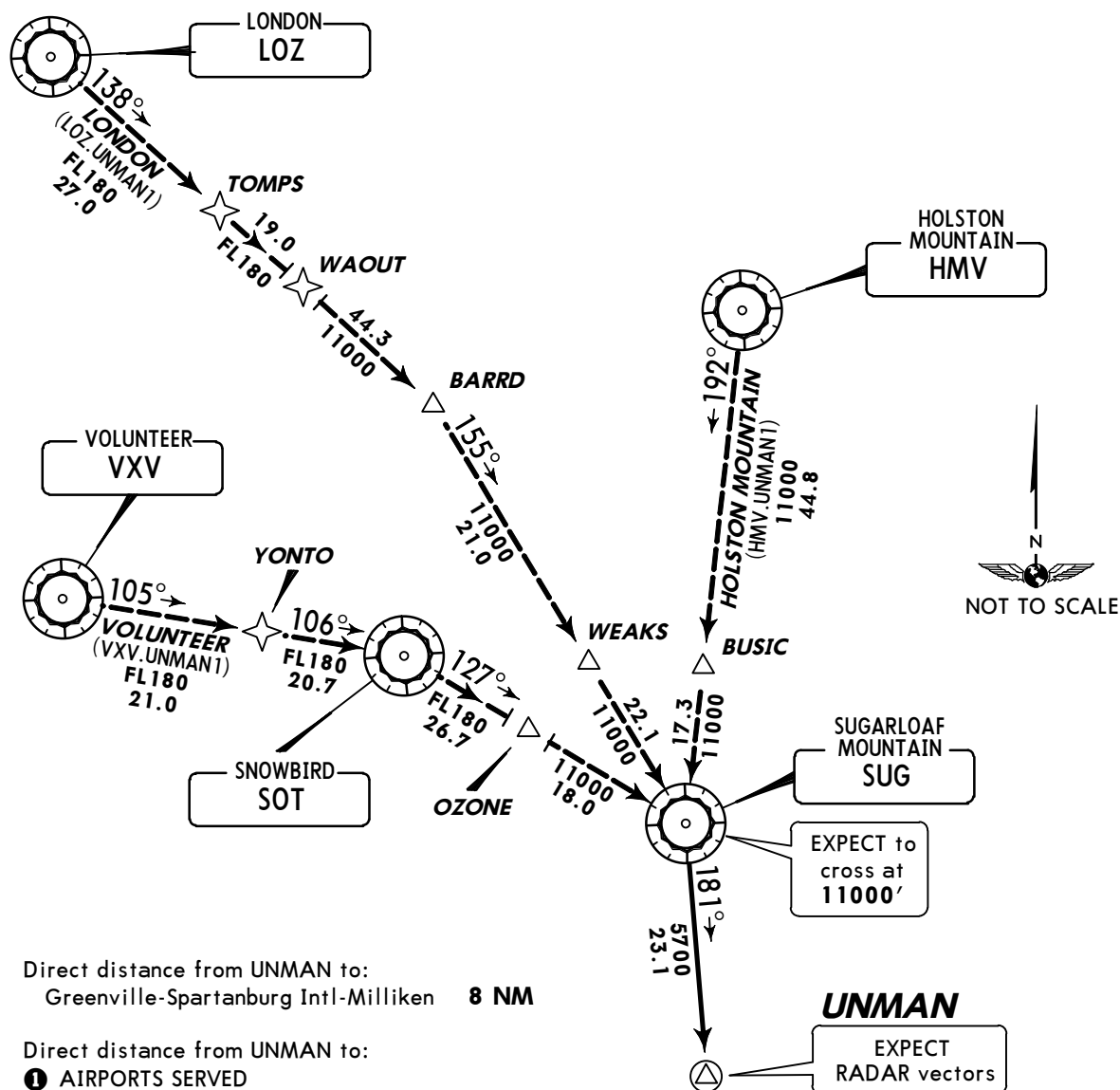
*GREENVILLE-
 SPARTANBURG INTL-
 MILLIKEN
 ATIS
134.25

Apt Elev
See Graphic

Alt Set: INCHES
 Trans level: FL180 Trans alt: 18000'
1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. Turbojet/Turboprop aircraft only.
 5. For non-GPS equipped aircraft,
 HOLSTON MOUNTAIN Transition: VXV DME
 must be operational.
 LONDON Transition: LOZ, SOT, SPA, SUG
 and VXV DMEs must be operational.
 6. Also Serves **①**

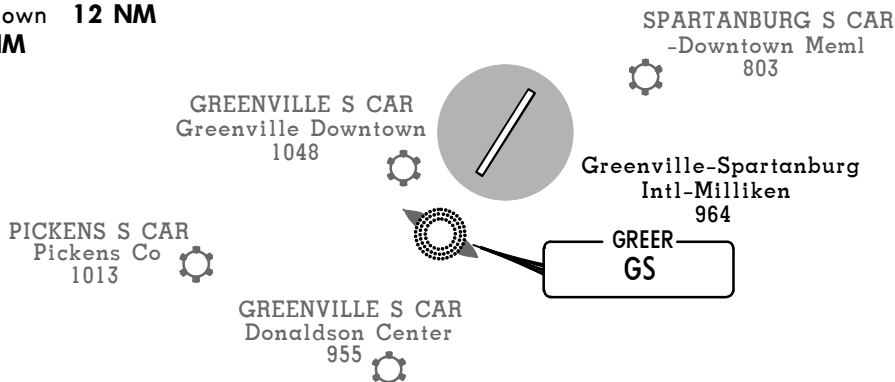


UNMAN ONE RNAV ARRIVAL (UNMAN.UNMAN1)



Direct distance from UNMAN to:
 Greenville-Spartanburg Intl-Milliken **8 NM**

Direct distance from UNMAN to:
① AIRPORTS SERVED
 Donaldson Center **17 NM**
 -Downtown Meml **15 NM**
 Greenville Downtown **12 NM**
 Pickens Co **27 NM**

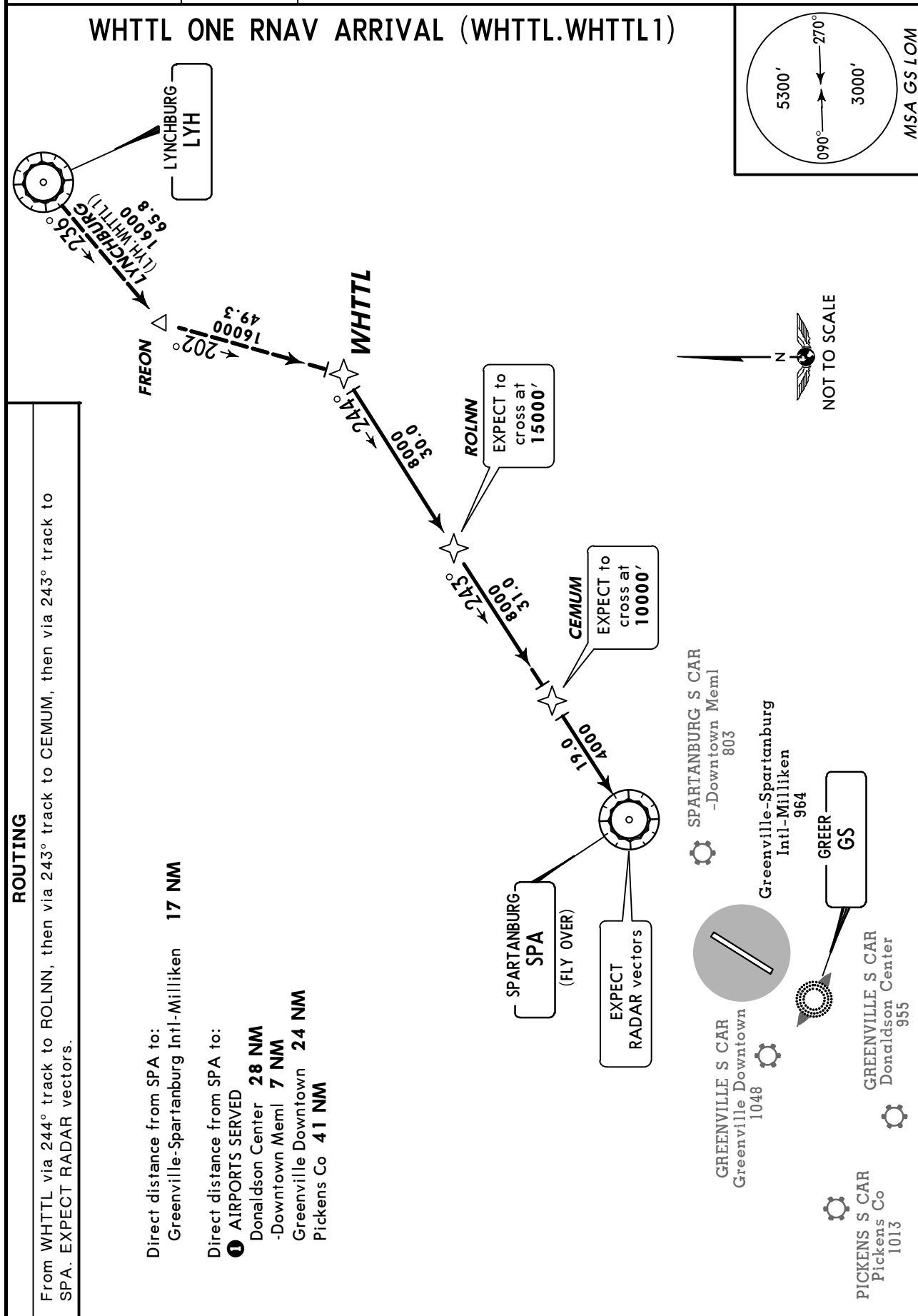


ROUTING

From SUG via 181° track to UNMAN. EXPECT RADAR vectors.

*GREENVILLE-SPARTANBURG INTL-MILLIKEN ATIS 134.25	<i>Apt Elev</i> <i>See Graphic</i>	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. RNAV 1. 2. DME/DME/IRU or GPS required. 3. RADAR required. 4. Turbojet/Turboprop aircraft only. 5. For non-GPS equipped aircraft, BZM, CLT, GSO, RDU and SPA DMEs must be operational. 6. Also Serves 1
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WHTTL ONE RNAV ARRIVAL (WHTTL.WHTTL1)

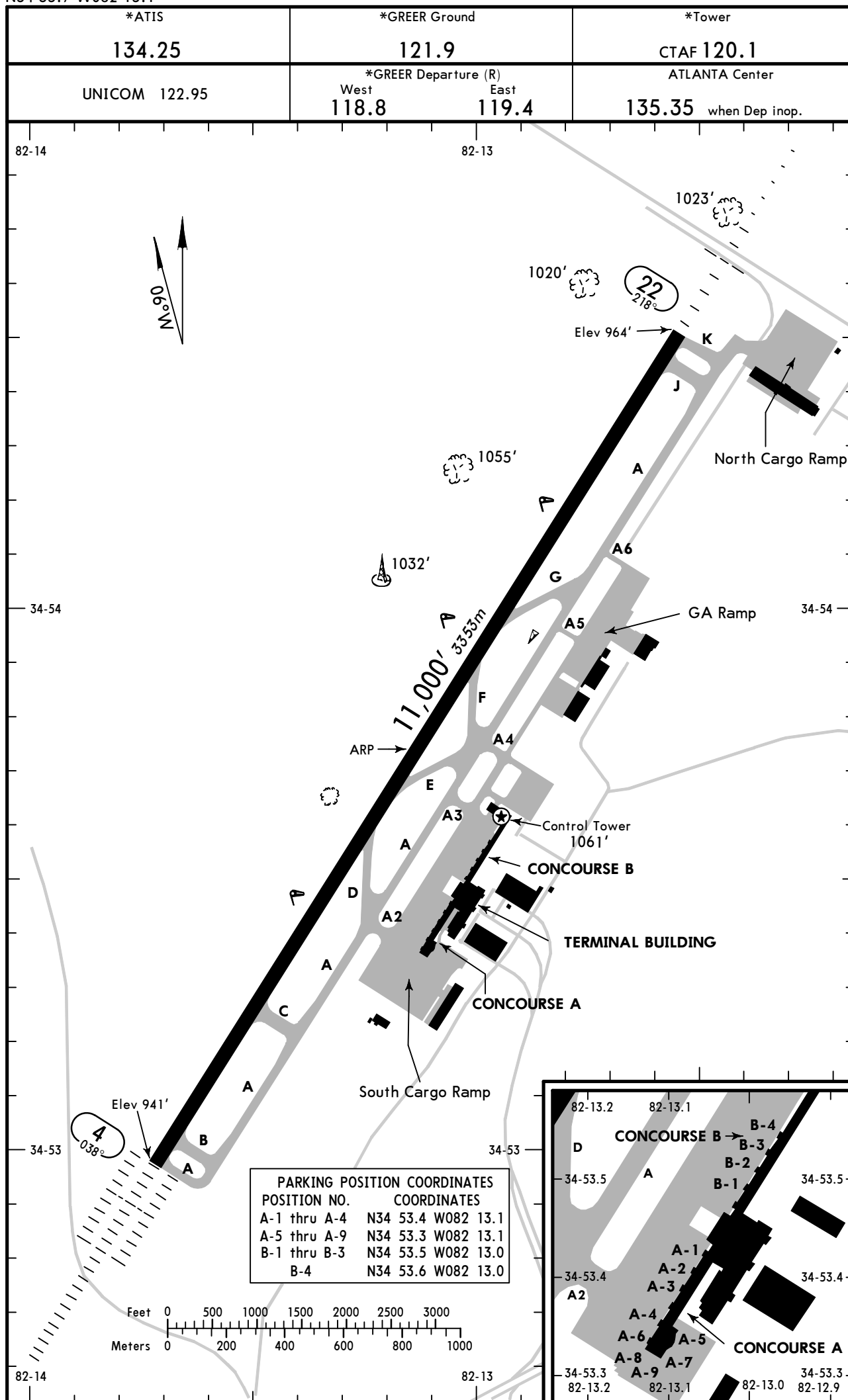


KGSP/GSP
Apt Elev **964'**
 N34 53.7 W082 13.1

5 AUG 11

(10-9)

JEPPesen **GREER, S CAR**
GREENVILLE-SPARTANBURG INTL



CHANGES: None.

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GENERAL					
Rwy 4 right traffic pattern.					
ADDITIONAL RUNWAY INFORMATION					
RWY	USABLE LENGTHS LANDING BEYOND			TAKE-OFF	WIDTH
		Threshold	Glide Slope		
4	②HIRL ②CL ③ALSF-II ②TDZ PAPI-L (angle 3.0°)	RVR	9990' 3045m		150'
①22	②HIRL ②CL ②MALSR ②VASI-R	RVR	9790' 2984m		46m
① grooved					
② Activate on 120.1 when tower inoperative.					
③ ALSF-II step 3 only available 2345-0600.					
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					
All Rwys					
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD		
CL & HIRL	CL, or RCLM and HIRL		3 & 4 Eng	1 & 2 Eng	
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	
Mid RVR 5	Mid RVR 10				
Rollout RVR 5	Rollout RVR 10				
OBSTACLE DP					
Rwy 4, climb via heading 038° to 2500' before turning left.					
FOR FILING AS ALTERNATE					
Authorized Only When Local Weather Available					
Authorized Only When Control Tower Operating					
ILS Rwy 4 ILS Rwy 22		LOC DME Rwy 4 LOC Rwy 22		RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 RADAR-1	
A	600-2	800-2	800-2		
B					
C					
D					

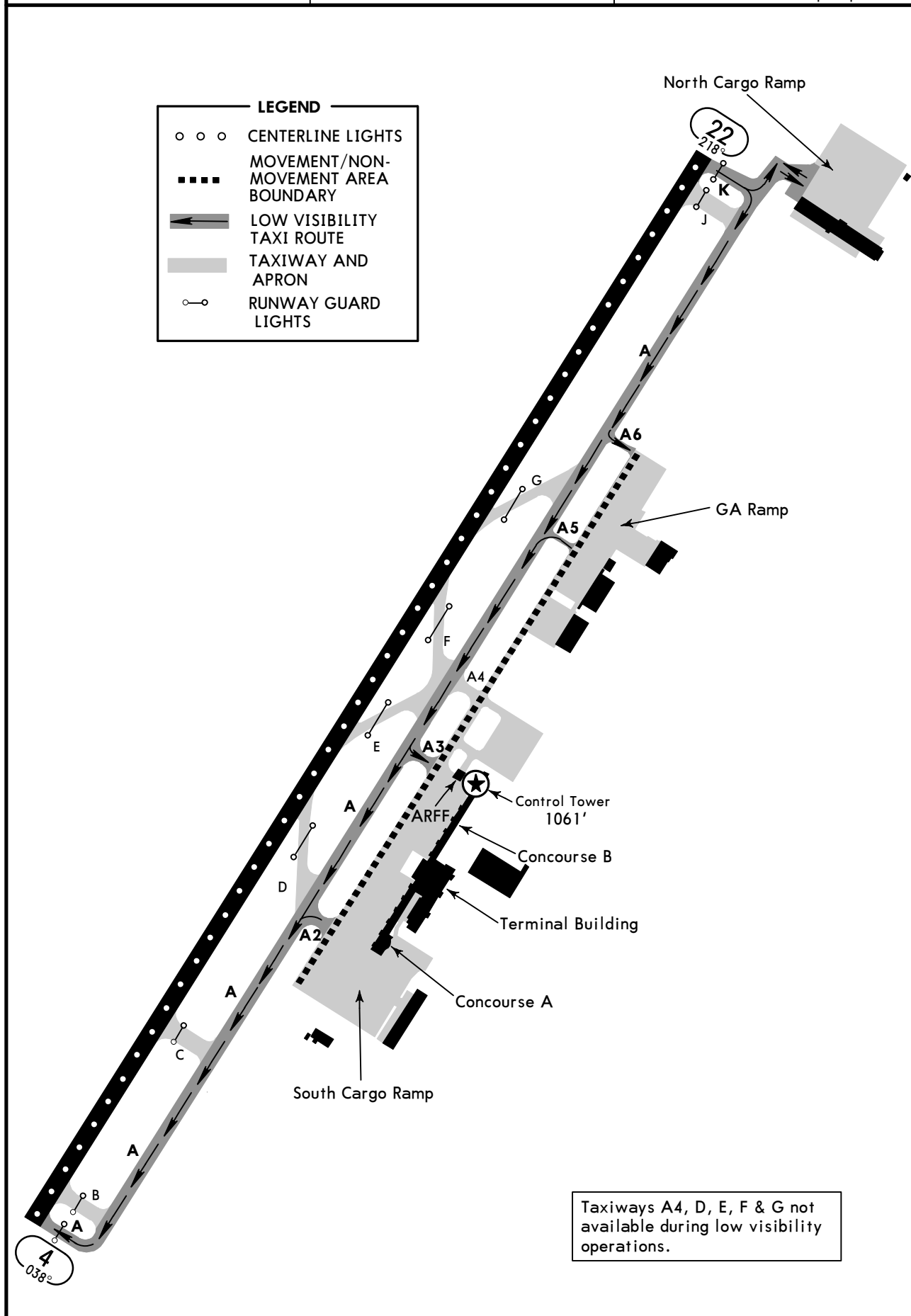
KGSP/GSP
GREENVILLE-SPARTENBURG INTL-MILLIKEN
LESS THAN RVR 1200 to 600

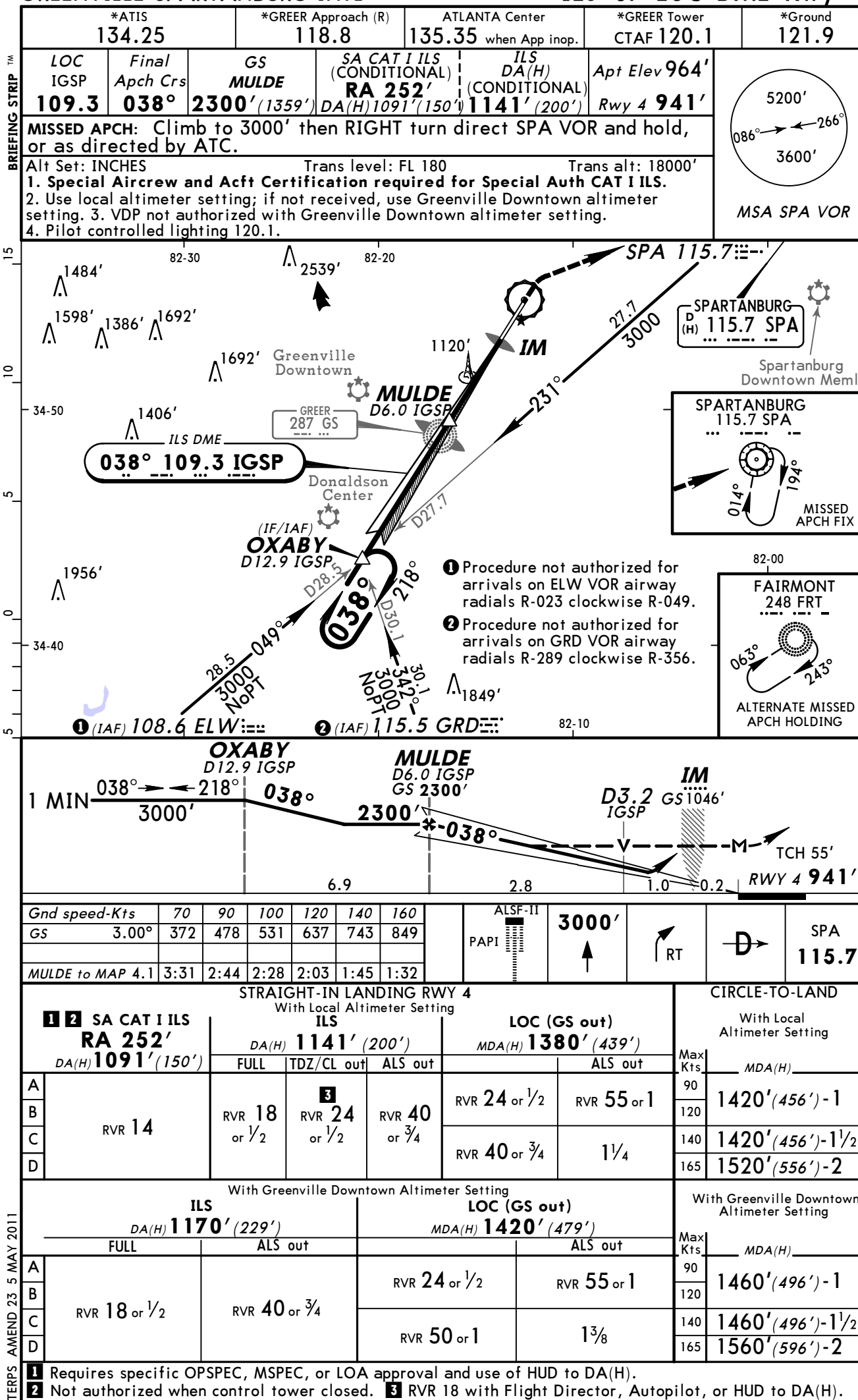
18 FEB 11

10-9B

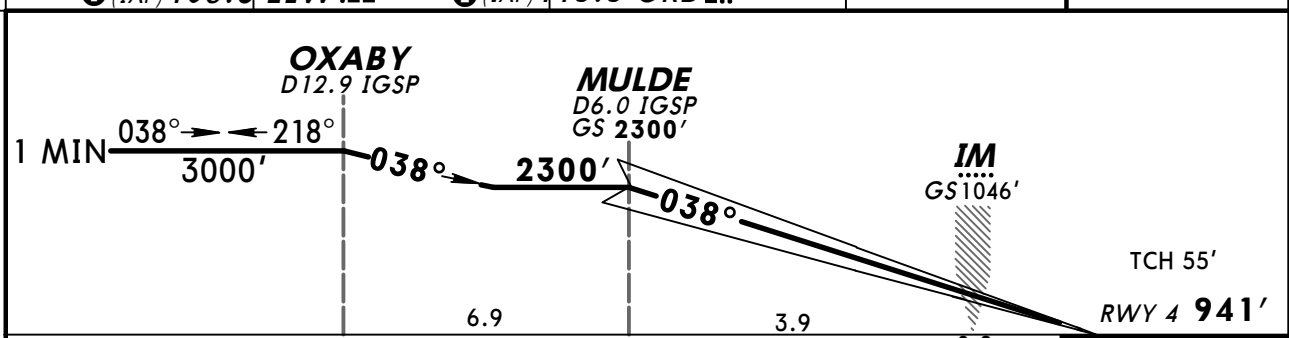
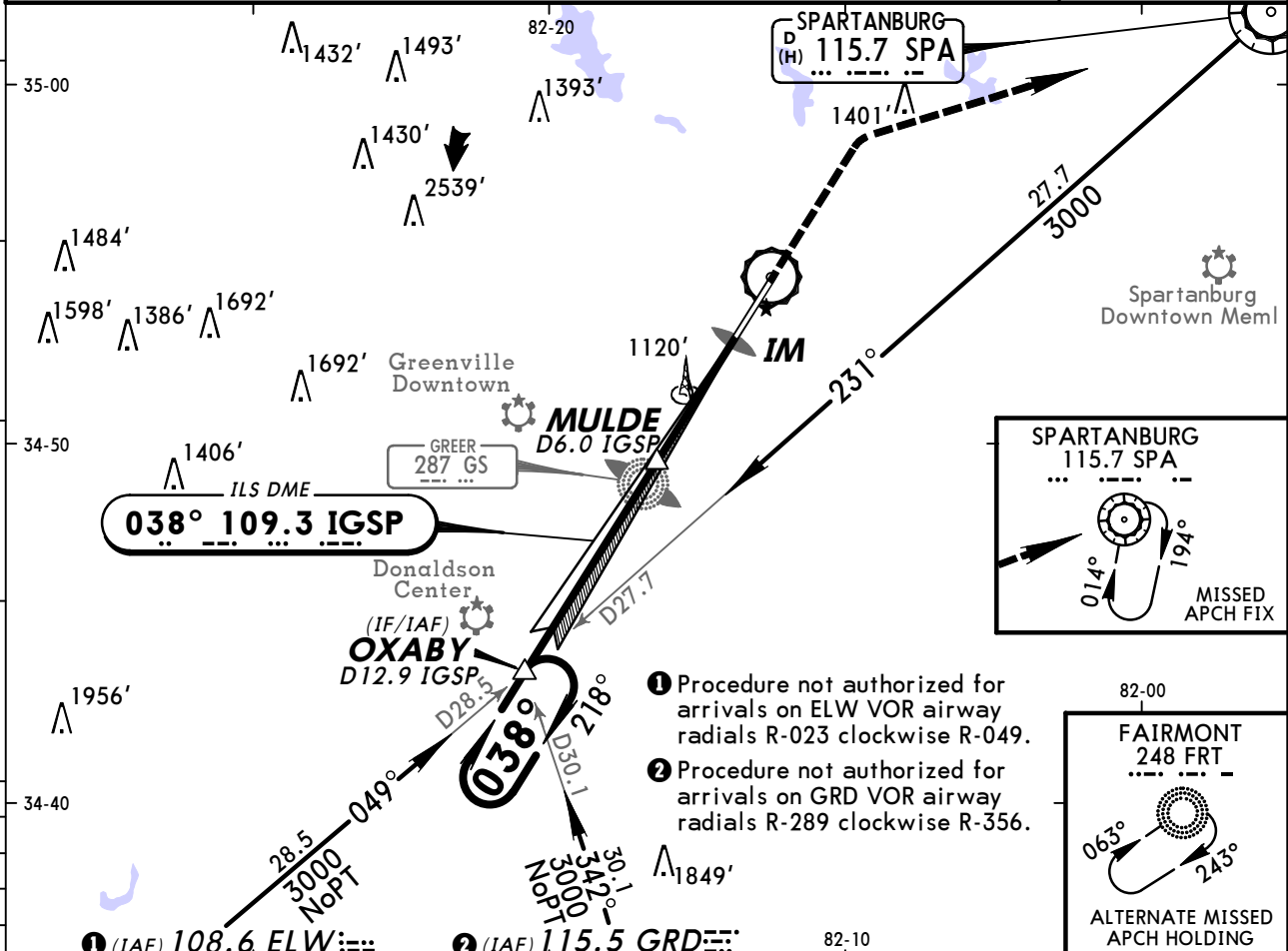
GREER, S CAR
LOW VISIBILITY TAXI ROUTES

*ATIS 134.25	*GREER Ground 121.9	*Tower CTAF 120.1
UNICOM 122.95	*GREER Departure (R) West East 118.8 119.4	ATLANTA Center 135.35 when Dep inop.





Month	Number of Visitors
January	10
February	12
March	15
April	18
May	20
June	18
July	15
August	12
September	10
October	8
November	6
December	4



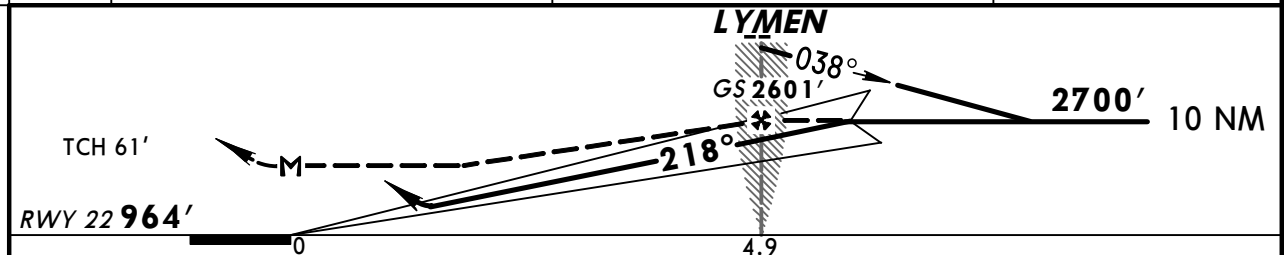
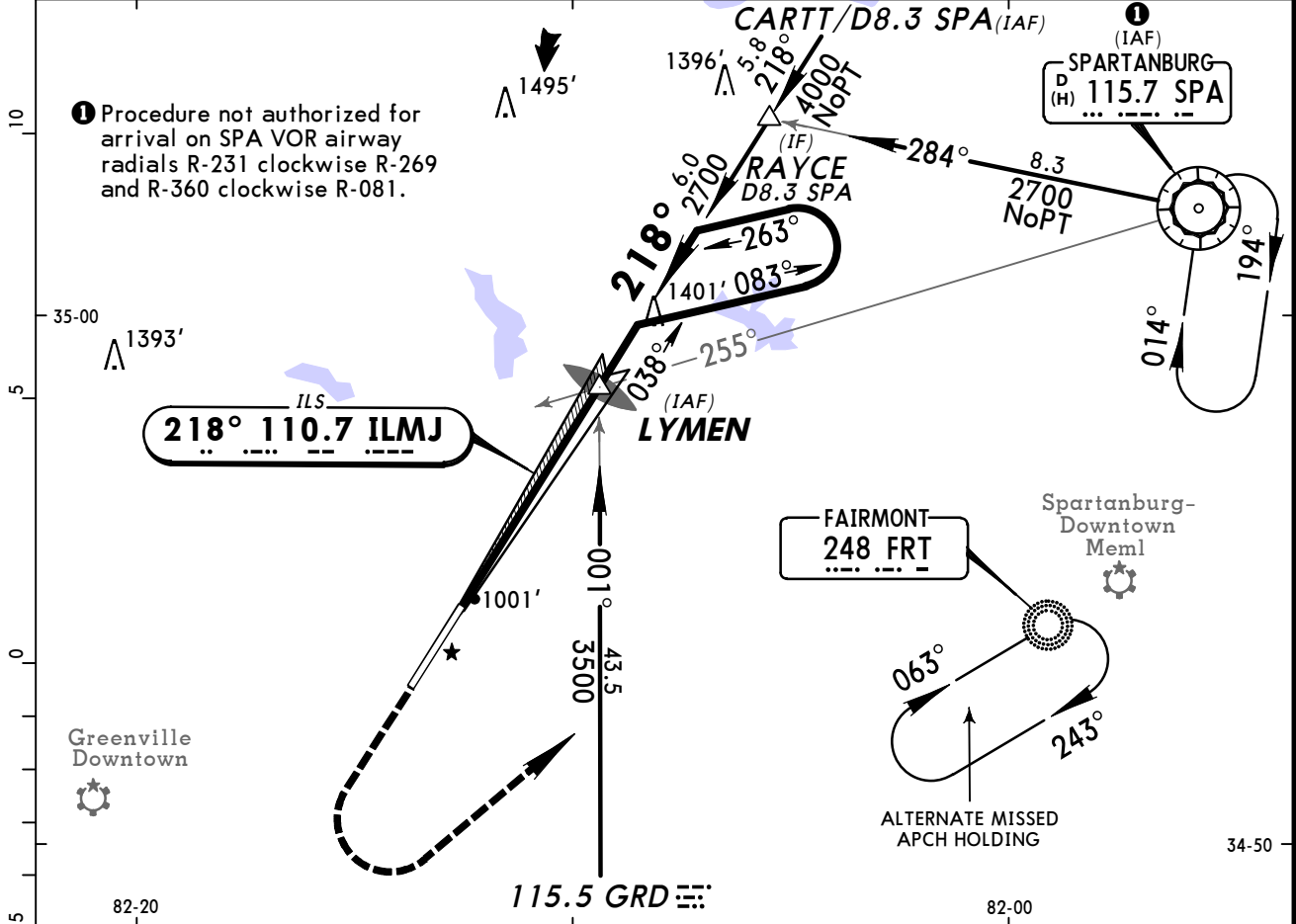
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSF-II	3000' ↑	0.2	→ D SPA	115.7
<i>Gs</i> 3.00°	372	478	531	637	743	849					

1 STRAIGHT-IN LANDING RWY 4

1 STRAIGHT-IN LANDING RWY 4			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 136' <i>DA(H) 1041' (100')</i>
NA	RVR 6	RVR 7	2 RVR 12

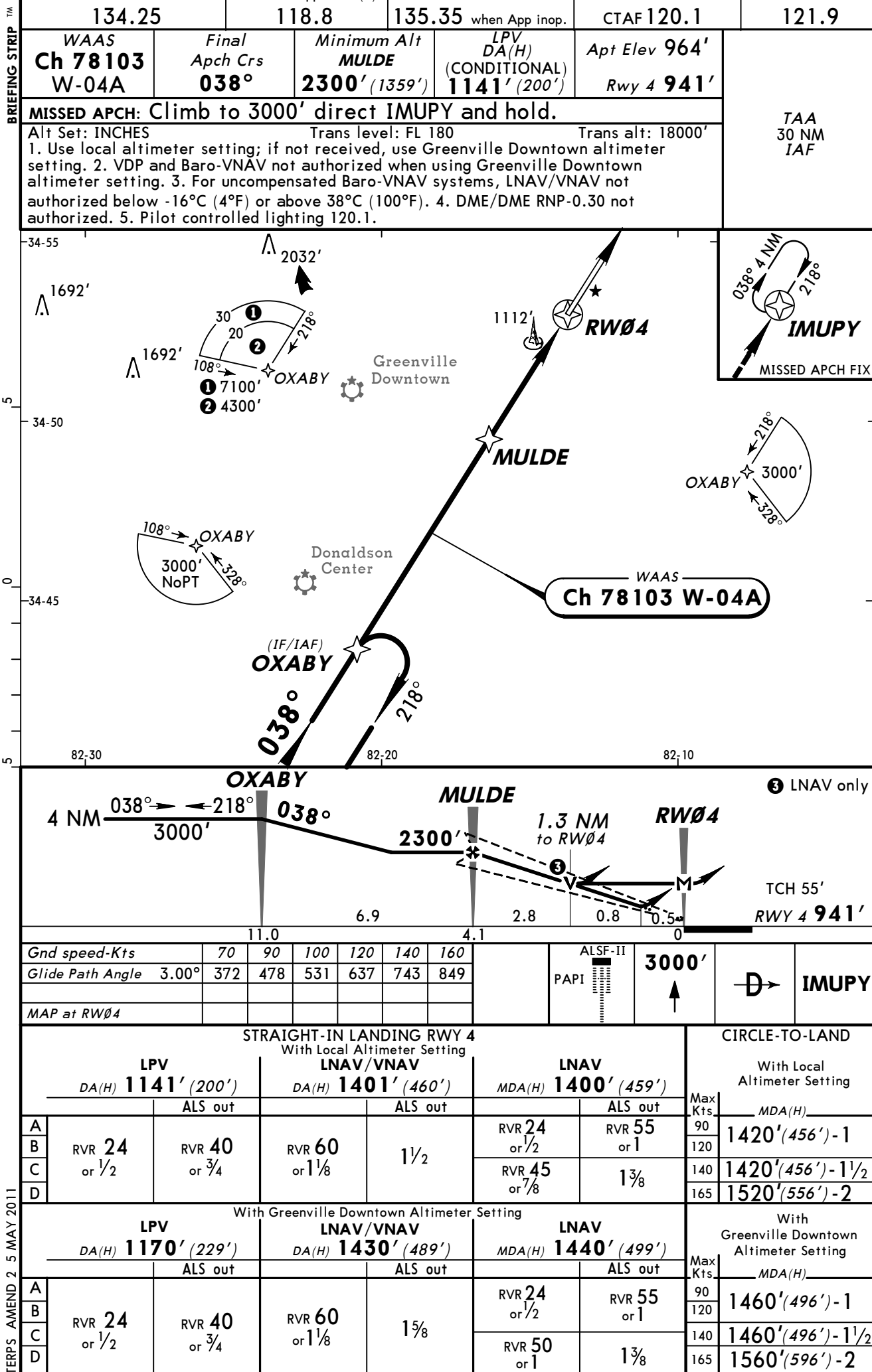
- | | |
|---|---|
| 1 | Not authorized when control tower closed. |
| 2 | RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. |

*ATIS 134.25	*GREER Approach (R) 118.8	ATLANTA Center 135.35 when App inop.	*GREER Tower CTAF 120.1	*Ground 121.9
LOC ILMJ 110.7	Final Apch Crs 218°	GS LYMEN 2601' (1637')	ILS DA(H) (CONDITIONAL) 1164' (200')	Apt Elev 964' Rwy 22 964'
MISSED APCH: Climb to 2000' then climbing LEFT turn to 2700' direct SPA VOR and hold, or as directed by ATC. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Greenville Downtown altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 120.1.				
				MSA SPA VOR



Gnd speed-Kts	70	90	100	120	140	160						
GS	3.00°	372	478	531	637	743	849					
LYMEN to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50						

STRAIGHT-IN LANDING RWY 22							CIRCLE-TO-LAND		
With Local Altimeter Setting							With Local Altimeter Setting		
ILS				LOC (GS out)			Max Kts	MDA(H)	
DA(H) 1164'(200')				MDA(H) 1280'(316')					
FULL		RAIL out	ALS out		RAIL out	ALS out	90	1420'(456') - 1	
A							120		1420'(456') - 1 1/2
B	RVR 24	RVR 26	RVR 40	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	140		
C	or 1/2	or 1/2	or 3/4		RVR 35 or 5/8	RVR 45 or 7/8	165		
D									
With Greenville Downtown Altimeter Setting							With Greenville Downtown Altimeter Setting		
ILS				LOC (GS out)			Max Kts	MDA(H)	
DA(H) 1193'(229')				MDA(H) 1320'(356')					
FULL		RAIL out	ALS out		RAIL out	ALS out	90	1460'(496') - 1	
A							120		1460'(496') - 1 1/2
B	RVR 24	RVR 26	RVR 40	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	140		
C	or 1/2	or 1/2	or 3/4				165		
D				RVR 30 or 5/8					



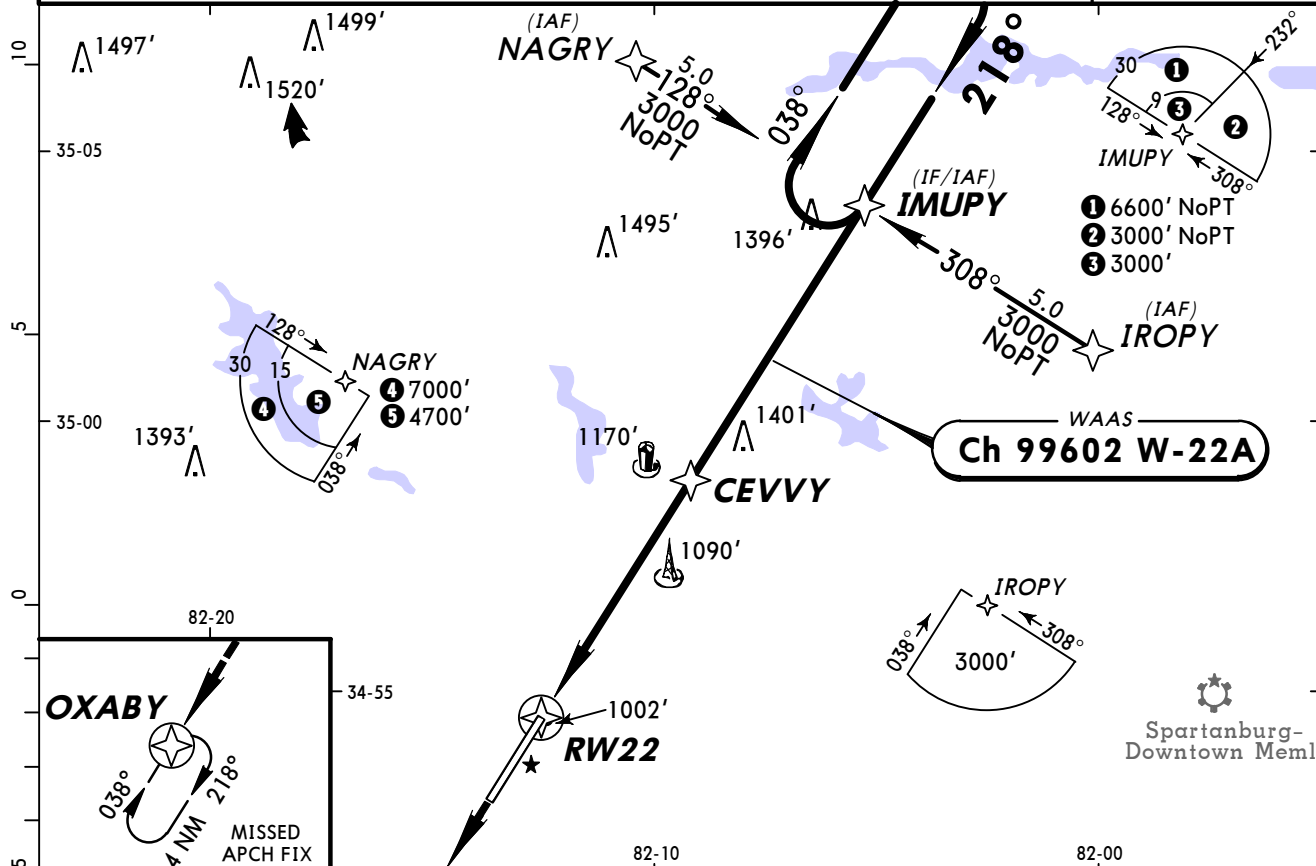
KGSP/GSP
GREENVILLE-
SPARTANBURG INTL

5 AUG 11 **(12-2)**

GREER, S CAR
RNAV (GPS) Rwy 22

BRIEFING STRIP™	*ATIS 134.25	*GREER Approach (R) 118.8	ATLANTA Center 135.35 when App inop.	*GREER Tower CTAF 120.1	*Ground 121.9
	WAAS Ch 99602 W-22A	Final Apch Crs 218°	Minimum Alt CEVVY 2700' (1736')	LPV DA(H) (CONDITIONAL) 1164' (200')	Apt Elev 964' TDZE 964'
	MISSED APCH: Climb to 3000' direct OXABY and hold.				TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Greenville Downtown altimeter setting. 2. VDP and Baro-VNAV not authorized when using Greenville Downtown altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 120.1.



6 LNAV only		RW22		CEVVY		IMUPY	
TCH 61'		1.1 NM to RW22		2700'		218° 038° 218°	
TDZE 964'		0.4 0.7		4.1		6.0	
MAP at RW22		0		5.2		11.2	
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.00°	372	478	531	637	743	849
MALSR		VASI		3000'		OXABY	

STRAIGHT-IN LANDING RWY 22						CIRCLE-TO-LAND			
1 LPV		2 LNAV/VNAV		3 LNAV		With Local Altimeter Setting		With Greenville Downtown Altimeter Setting	
DA(H) 1164' (200')		DA(H) 1367' (403')		MDA(H) 1360' (396')		MDA(H)		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts			
A						90		1420' (456') - 1	
B						120		1420' (456') - 1 1/2	
C						140		1420' (456') - 1 1/2	
D						165		1520' (556') - 2	

- 1 DA(H) 1204' (240') with Greenville Downtown altimeter setting.
- 2 DA(H) 1407' (443') with Greenville Downtown altimeter setting.
- 3 MDA(H) 1400' (436') with Greenville Downtown altimeter setting.

CHANGES: None.

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KGSP/GSP

GREENVILLE-SPARTANBURG INTL

29 APR 11

(18-1)

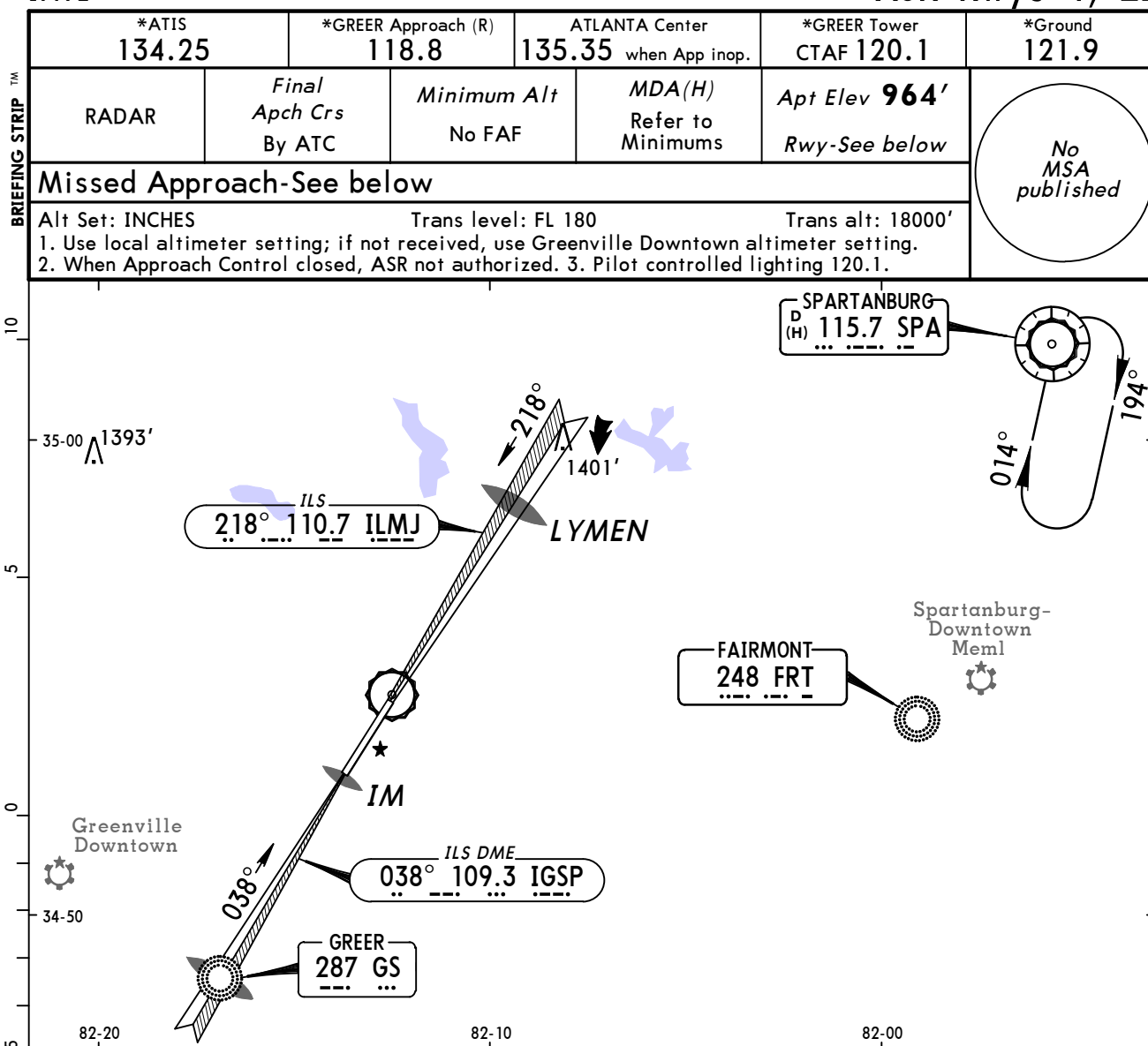
Eff 5 May

JEPPESEN

GREER, S CAR

RADAR-1

*ASR Rwy 4, 22



MISSED APCH:

Runway 4: Climb to 3000' then RIGHT turn direct SPA VOR and hold.

Runway 22: Climb to 2000' then climbing LEFT turn to 3000' direct SPA VOR and hold.

RWY 4

941'

RWY 22

964'

ASR Rwy 4, 22: MAP at Rwy Thr.

Lighting -
Refer to
Airport
Chart

STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
ASR 4			ASR 22			With Local Altimeter Setting	
With Local Altimeter Setting			With Local Altimeter Setting			MDA(H)	
MDA(H) 1420' (479')			MDA(H) 1380' (416')				
	ALS out		RAIL out	ALS out	Max Kts		
A	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	90	1420' (456')-1	
B					120		
C	RVR 50 or 1	1 3/8	RVR 40 or 3/4	RVR 50 or 1	140	1420' (456')-1 1/2	
D					165	1520' (556')-2	
With Greenville Downtown Altimeter Setting						With Greenville Downtown Altimeter Setting	
MDA(H) 1460' (519')			MDA(H) 1420' (456')			MDA(H)	
	ALS out		RAIL out	ALS out	Max Kts		
A	RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	90	1460' (496')-1	
B					120		
C	RVR 55 or 1	1 3/8	RVR 45 or 7/8	RVR 55 or 1	140	1460' (496')-1 1/2	
D					165	1560' (596')-2	

CHANGES: Airport name, MAP, minimums.

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TERPS AMEND 7 5 MAY 2011

General Information

Location: Beaufort SC USA

IATA Code:

Lat/Long: N32° 28.6' W080° 43.4'

Elevation: 37 ft

Airport Use: Military

Magnetic Variation: 7.0°W

Sectional Chart: Charlotte

Fuel Types: Jet 4, Jet 5

Repair Types: Minor Airframe, Minor Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1153 Z

Sunset: 2318 Z,

Runway Information

Runway: 05

Length x Width: 12202 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 37 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 14

Length x Width: 7999 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 32 ft

Lighting: Edge

Stopway: 1000 ft

Runway: 23

Length x Width: 12202 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 16 ft

Lighting: Edge, ALS

Stopway: 1000 ft

Runway: 32

Length x Width: 7999 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 22 ft

Lighting: Edge

Stopway: 1000 ft

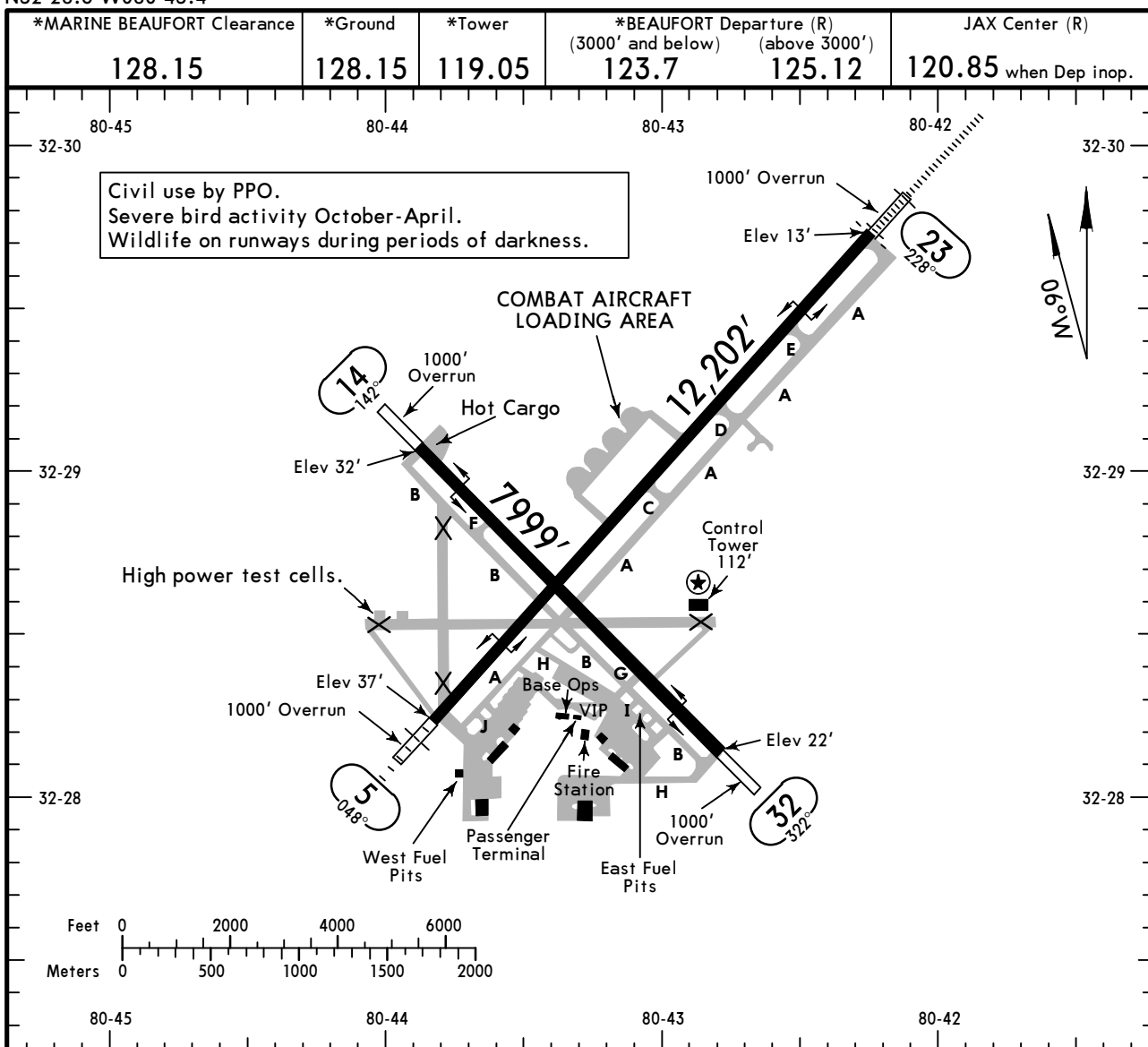
Communication Information

- Beaufort Tower 119.05
- Beaufort Ground Control 128.15
- Beaufort Clearance Delivery 128.15
- Beaufort Approach Control 123.7 At or below 3000 ft
- Beaufort Approach Control 125.125
- Beaufort Departure Control 123.7 At or below 3000 ft
- Beaufort Departure Control 125.125
- Beaufort Radar 123.7 At or below 3000 ft

KNBC
Apt Elev 37'
N32 28.6 W080 43.4

JEPPSEN
17 SEP 10 (30-9) Eff 23 Sep

BEAUFORT MCAS
BEAUFORT, S CAR



ADDITIONAL RUNWAY INFORMATION

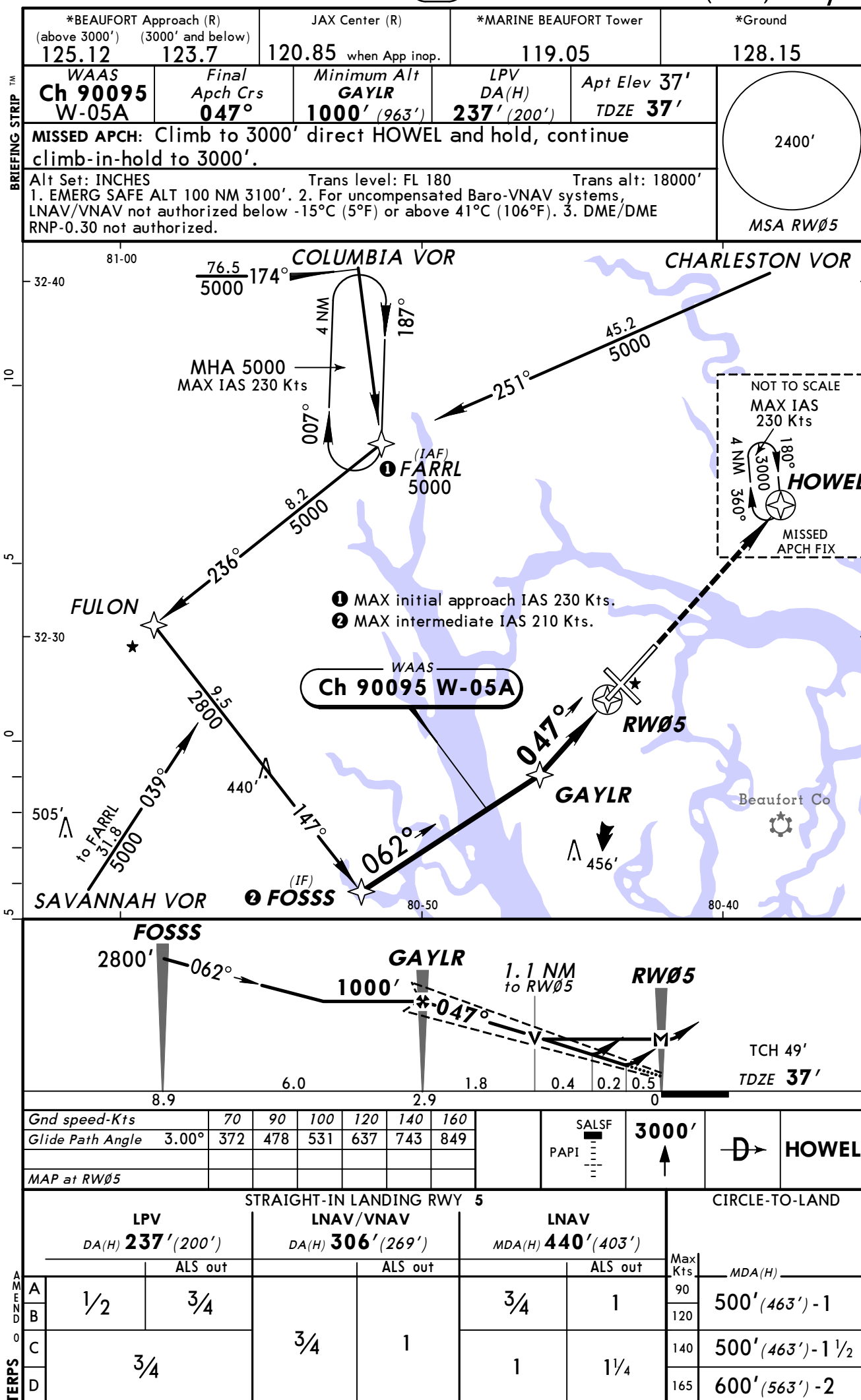
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
5	HIRL	SALSF	PAPI-L (angle 3.00°)				200'
23	HIRL	ALSF-I	PAPI-L (angle 3.00°)				
14	HIRL	PAPI-R (angle 3.00°)					200'
32							

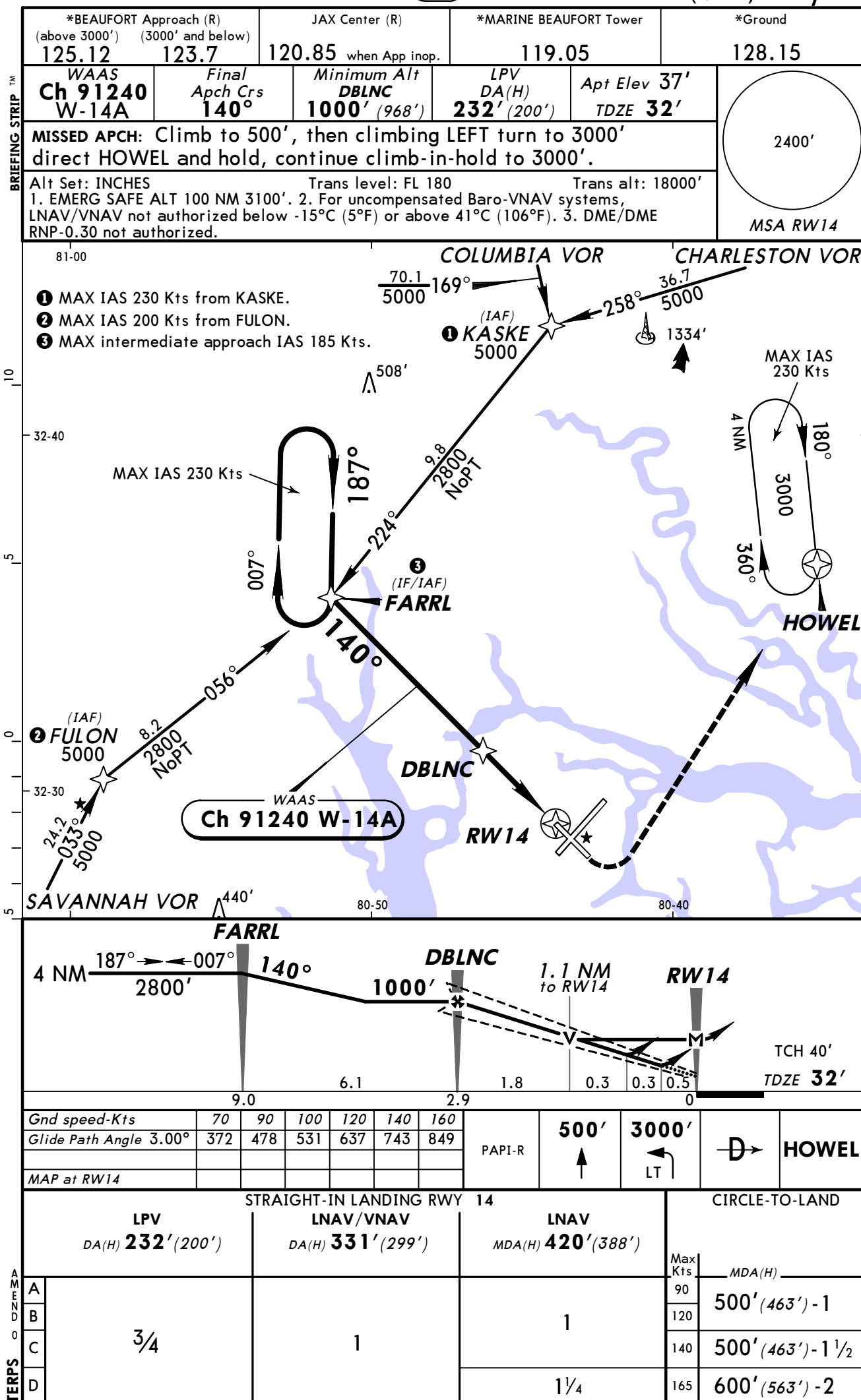
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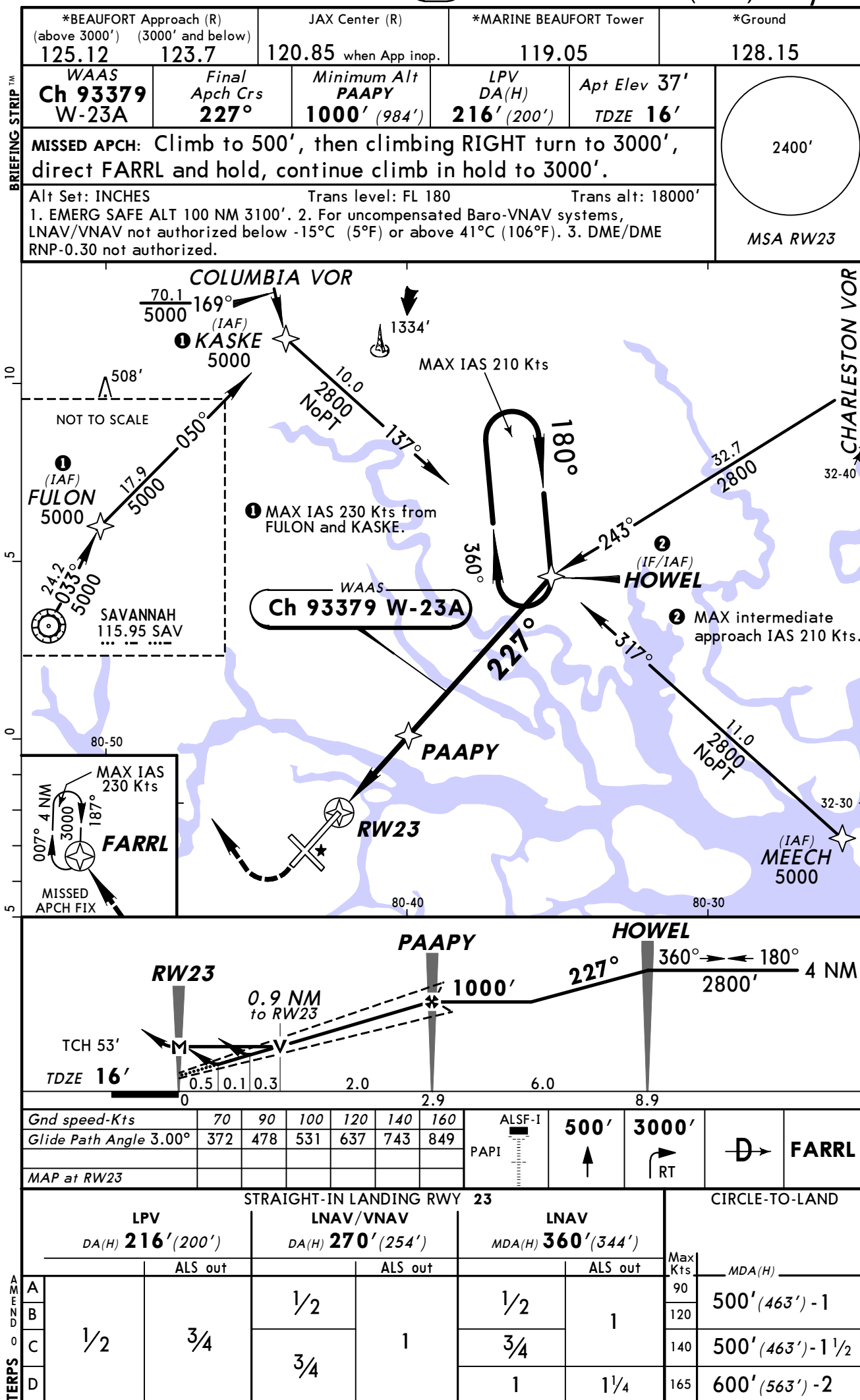
	All Rwys		
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	
3 & 4 Eng		1/2	

CHANGES: Departure frequency, lighting, usable lengths.

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BRIEFING STRIP TM	*BEAUFORT Approach (R) (above 3000') (3000' and below) 125.12 123.7		JAX Center (R) 120.85 when App inop.		*BEAUFORT Radar 123.7X		*MARINE BEAUFORT Tower 119.05		*Ground 128.15	
	RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums		Apt Elev 37' TDZE - See below		No MSA published		
	MISSED APCH: As directed by RADAR CONTROLLER.									
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
RWY 5 PAR TCH 38' TDZE 37'		RWY 14 PAR TCH 40' TDZE 32'		RWY 23 PAR TCH 44' TDZE 16'		RWY 32 PAR TCH 40' TDZE 25'				
Gnd speed-Kts		70	90	100	120	140	160	Lighting - Refer to Airport Chart		
All Rwys PAR GS 3.00°		377	484	538	646	753	861			
STRAIGHT-IN LANDING										
1 PAR 5 DA(H) 137' (100')		PAR 14 DA(H) 282' (250')		1 PAR 23 DA(H) 116' (100')		PAR 32 DA(H) 275' (250')				
ALS out				ALS out						
A										
B	1/4	1/2	1	1/4	1/2	1				
C										
D										
STRAIGHT-IN LANDING										
2 PAR 5 (w/o GS) MDA(H) 360' (323')		3 PAR 14 (w/o GS) MDA(H) 380' (348')		3 PAR 23 (w/o GS) MDA(H) 360' (344')		4 PAR 32 (w/o GS) MDA(H) 380' (355')		3 ASR 5 MDA(H) 460' (423')		3 ASR 14 MDA(H) 420' (388')
ALS out				ALS out				ALS out		
A	1	1 1/4	1 1/4	3/4	1 1/4	1 1/4	3/4	1	1	
B										
C										
D							1	1 1/4	1 1/4	
STRAIGHT-IN LANDING										
3 ASR 23 MDA(H) 360' (344')		3 ASR 32 MDA(H) 520' (495')								
ALS out										
A	1/2	1	1	Max Kts						
B				90		500' (463') - 1 1/4		520' (483') - 1 1/4		
C				120						
D	3/4	1 1/4	1 1/2	140		500' (463') - 1 1/2		520' (483') - 1 1/2		
				165		600' (563') - 2		600' (563') - 2		
CIRCLE-TO-LAND										

General Information

Location: Eastover SC USA
IATA Code: MMT
Lat/Long: N33° 55.2' W080° 48.1'
Elevation: 254 ft

Airport Use: Military
Magnetic Variation: 7.2°W
Sectional Chart: Charlotte

Fuel Types: Jet 4
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1155 Z
Sunset: 2317 Z,

Runway Information

Runway: 05
Length x Width: 2033 ft x 90 ft
Surface Type: asphalt
TDZ-Elev: 254 ft
Lighting: Edge, Part time

Runway: 14
Length x Width: 9009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 251 ft
Lighting: Edge
Stopway: 150 ft

Runway: 23
Length x Width: 2033 ft x 90 ft
Surface Type: asphalt
TDZ-Elev: 254 ft
Lighting: Edge, Part time

Runway: 32
Length x Width: 9009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 243 ft
Lighting: Edge, ALS
Stopway: 1000 ft

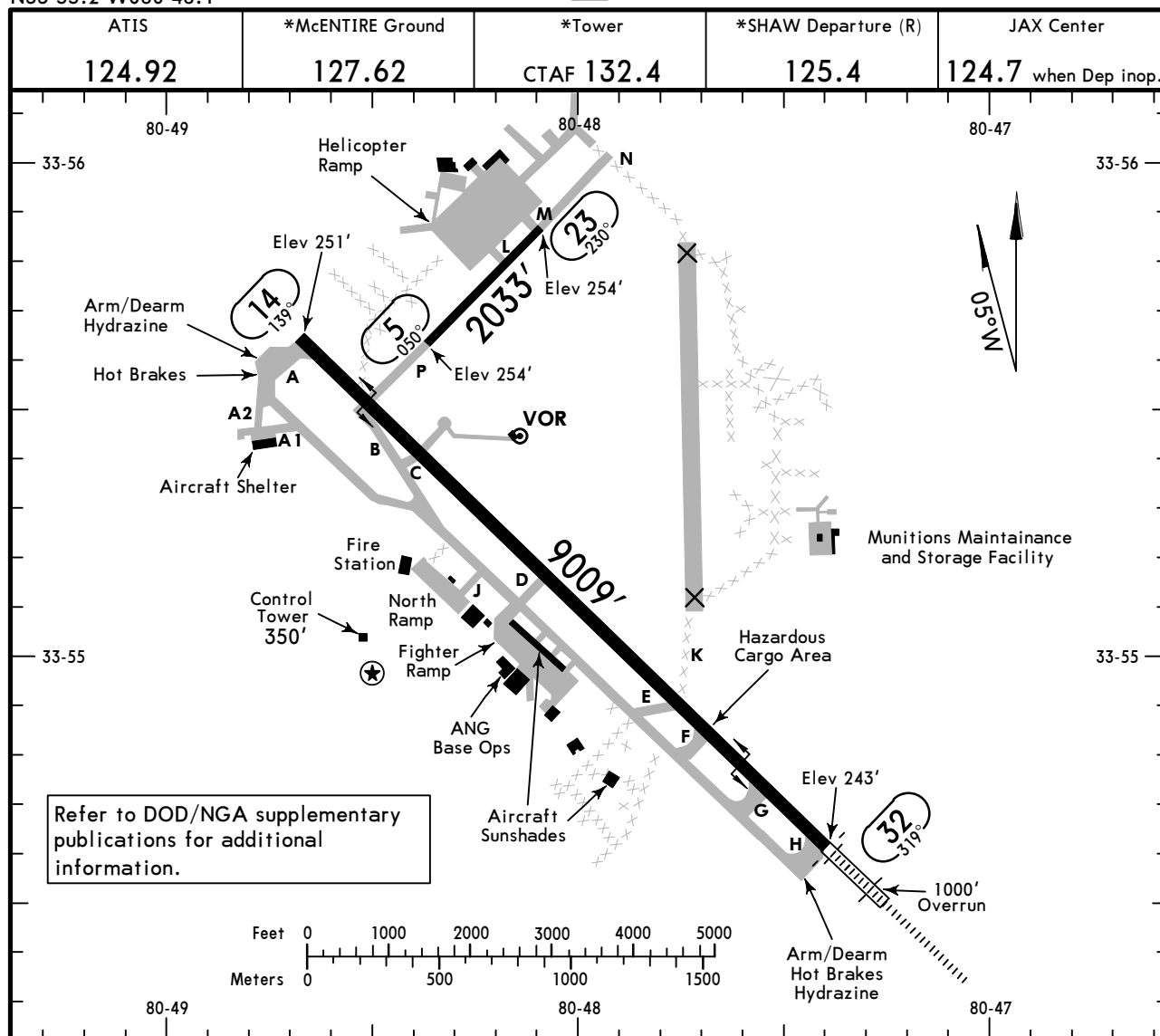
Communication Information

ATIS 124.925
MC Entire Tower 132.4 CTAF
MC Entire Ground Control 127.625
MC Entire Radar 138.4 Military
Jacksonville Center 124.7 Remote Communications Air-Ground

KMMT/MMT
Apt Elev **254'**
N33 55.2 W080 48.1

JEPPESEN
3 FEB 12 **(31-1)** Eff 9 Feb

McENTIRE JNGB
EASTOVER, S CAR



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
5 ① 23	MIRL				90'
14 32	HIRL PAPI-R HIRL ALSF-I PAPI-R				150'
	RVR				

① Helicopter use only.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TAKE OFF & OBSTACLE DEPARTURE PROCEDURE									
Rwy 14			1 Rwy 23				Rwy 32		
Adequate Vis Ref		STD	With Mim climb of 210'/NM to 1100'		2 For Climb in Visual Conditions	With Mim climb of 230'/NM to 2700'		3 For Climb in Visual Conditions	
			Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	1300-1 1/2	RVR 16 or 1/4	RVR 50 or 1	1600-2 1/2	
3 & 4 Eng		1/2		1/2			RVR 24 or 1/2		
	1 Rwy 5					FOR FILING AS ALTERNATE			
	With Mim climb of 310'/NM to 2700'			4 For Climb in Visual Conditions	Precision			Non-Precision	
	Adequate Vis Ref		STD						
1 & 2 Eng	1/4	1	1/2	1400-2	A B C D	600-2	800-2		
3 & 4 Eng		1/2							

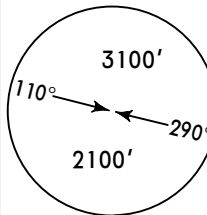
① Helicopter only.

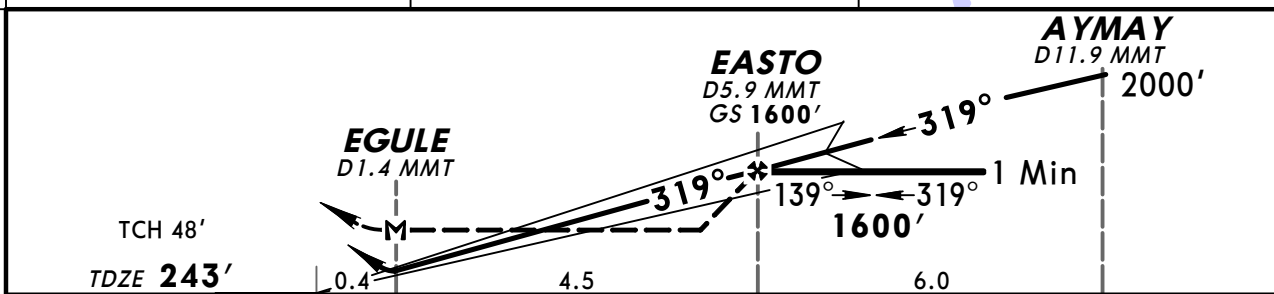
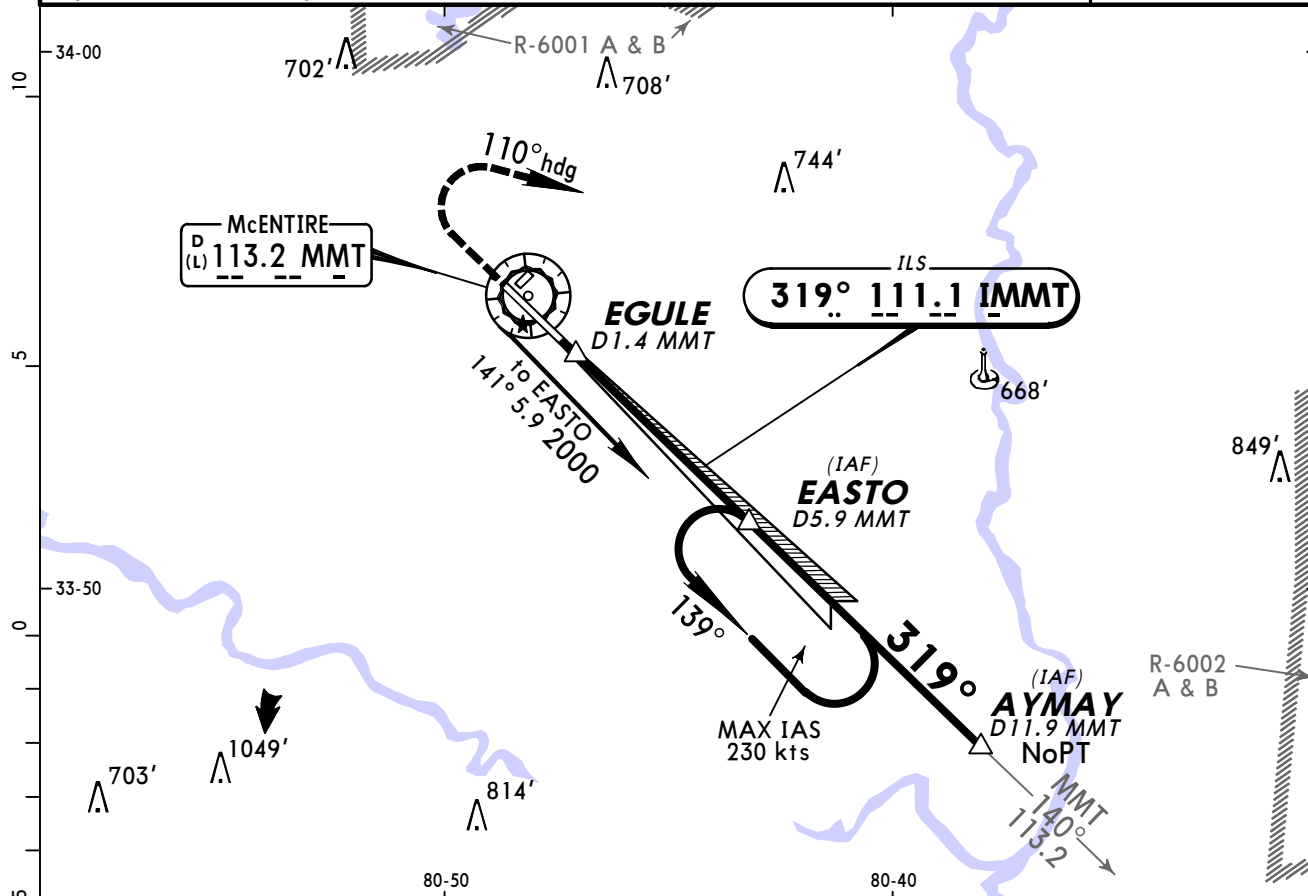
OBSTACLE DP: Rwy 32, departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi.

② Remain within 4.2 NM of KMMT, cross KMMT at or above 1400' before proceeding on course. Max airspeed 180 kts.

③ Remain within 5.5 NM of KMMT, cross KMMT at or above 1700' before proceeding on course. Max airspeed 250 kts.

④ Remain within 4.8 NM of KMMT, cross KMMT at or above 1500' before proceeding on course. Max airspeed 180 kts.

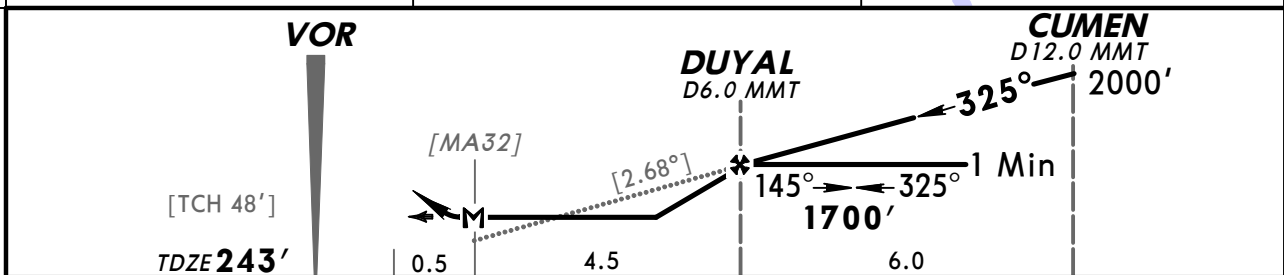
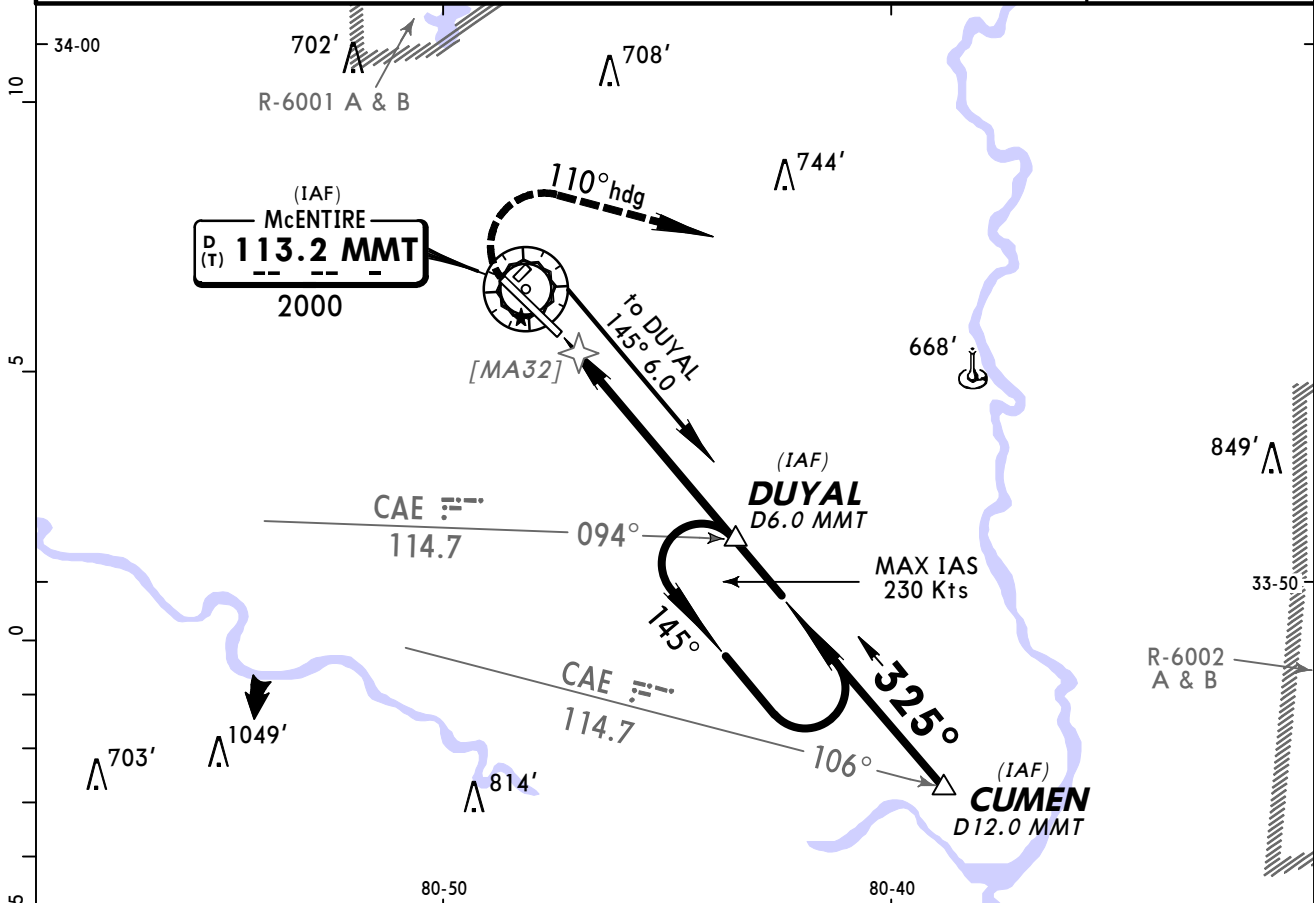
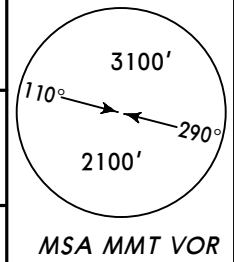
ATIS 124.92	*SHAW Approach (R) 125.4	JAX Center 124.7 when App inop.	*McENTIRE Tower CTAF 132.4	*Ground 127.62
LOC IMMT 111.1	Final Apch Crs 319°	GS EASTO 1600' (1357')	ILS DA(H) (CONDITIONAL) 443' (200')	Apt Elev 254' TDZE 243'
MISSED APCH: Climb to 1100', then immediate climbing RIGHT turn to 2000' via 110° heading, then as directed by ATC. Missed approach requires ATC Radar monitoring.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100NM 3900'. 2. Use local altimeter setting; if not received, use Columbia altimeter setting. 3. Remain within 4 NM of MMT to avoid R-6001, if unable expect 10 minute delay for deactivation.				
				 MSA MMT VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	1100'	2000'	110°
GS	2.50°	310	398	442	531	619	PAPI	↑	RT	hdg
MAP at EGULE or EASTO to MAP	4.5	3:51	3:00	2:42	2:15	1:56				

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
ILS		LOC (GS out)				With Local Altimeter Setting		With Columbia Altimeter Setting	
With Local Altimeter Setting DA(H)		With Columbia Altimeter Setting DA(H)		With Local Altimeter Setting MDA(H)		With Columbia Altimeter Setting MDA(H)			
443' (200')		482' (239')		620' (377')		660' (417')			
FULL	ALS out	FULL	ALS out	FULL	ALS out	FULL	ALS out	Max Kts	MDA(H)
A				RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 50 or 1	90	840' (586') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1		RVR 40 or 3/4	RVR 60 or 1 1/4	120	860' (606') - 1
C								140	880' (626') - 1 3/4
D								165	880' (626') - 2

ATIS 124.92	*SHAW Approach (R) 125.4	JAX Center 124.7 when App inop.	*McENTIRE Tower CTAF 132.4	*Ground 127.62
VOR MMT 113.2	Final Apch Crs 325°	Minimum Alt DUYAL 1700' (1457')	MDA(H) (CONDITIONAL) 640' (397')	Apt Elev 254' TDZE 243'
MISSED APCH: Climb to 1000' then immediate climbing RIGHT turn to 2000' via heading 110° then as directed by ATC. Missed Approach requires ATC RADAR monitoring.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. EMERG SAFE ALT 100 NM 3900'. 2. Use local altimeter setting; if not received, use Columbia altimeter setting. 3. Remain within 4 NM of MMT VOR to avoid R-6001, if unable expect 10 minute delay for deactivation.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	1000'	2000'	110° hdg
Descent angle [2.68°]	332	427	474	569	664	758	PAPI	↑	RT	
DUYAL to MAP	4.5	3:51	3:00	2:42	2:15	1:56				

Military STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND			
MDA(H) 640' (397')		MDA(H) 680' (437')			With Local Altimeter Setting	With Columbia Altimeter Setting		
With Local Altimeter Setting		With Columbia Altimeter Setting		Max Kts	MDA(H)	MDA(H)		
ALS out		ALS out						
A	RVR 24 or 1/2	RVR 24 or 1/2	RVR 50 or 1	90	840' (586') - 1	880' (626') - 1		
B		RVR 50 or 1		120	860' (606') - 1	900' (646') - 1		
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	140	880' (626') - 1 3/4	920' (666') - 1 3/4		
D		RVR 60 or 1 1/4	RVR 50 or 1	165	880' (626') - 2	920' (666') - 2		

General Information

Location: Myrtle Beach SC USA
IATA Code: MYR
Lat/Long: N33° 40.8' W078° 55.7'
Elevation: 25 ft

Airport Use: Public
Magnetic Variation: 8.4 °W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Engine, Major Airframe
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1147 Z
Sunset: 2310 Z,

Runway Information

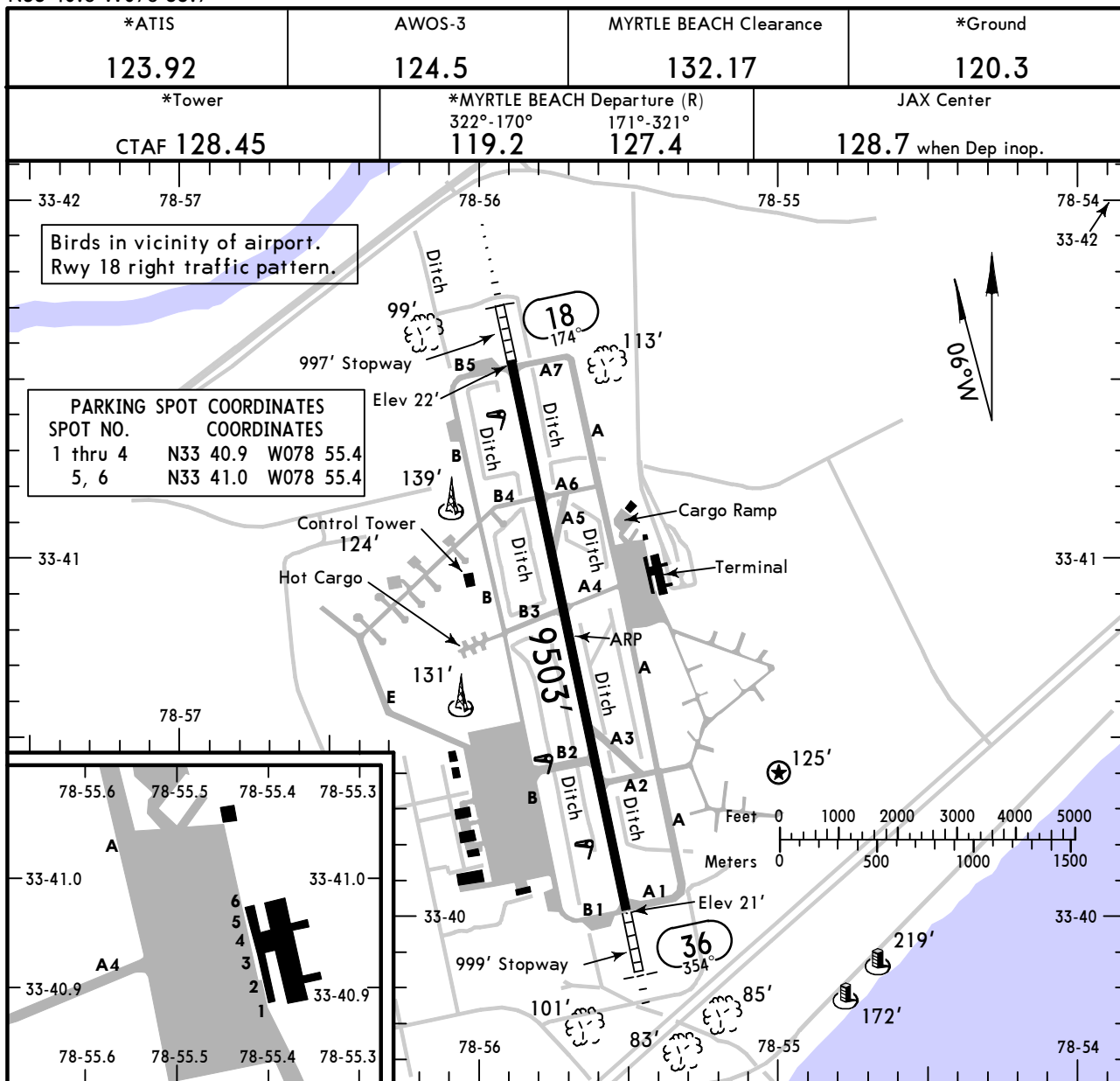
Runway: 18
Length x Width: 9503 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 999 ft

Runway: 36
Length x Width: 9503 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 997 ft

Communication Information

ATIS 123.925
AWOS 124.5
Myrtle Beach Tower 128.45 CTAF PCL
Myrtle Beach Ground Control 120.3
Myrtle Beach Clearance Delivery 132.175
Myrtle Beach Approach Control 127.4 (171°-321°) Initial Contact
Myrtle Beach Approach Control 119.2 (322°-170°)
Myrtle Beach App ARSA 127.4 (171°-321°)
Myrtle Beach App ARSA 119.2 (322°-170°)

Myrtle Beach Departure Control 127.4 (171°-321°)
Myrtle Beach Departure Control 119.2 (322°-170°)
Myrtle Beach Intl Unicom 122.95
Jacksonville Center 128.7 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						Threshold	Glide Slope		
18	①	HIRL	MALSR	PAPI-L	grooved	RVR	8570'		150'
36	①	HIRL	MALSF	PAPI-L	grooved	RVR	8440'		

① Activate on 128.45 when Twr inop.

TAKE-OFF

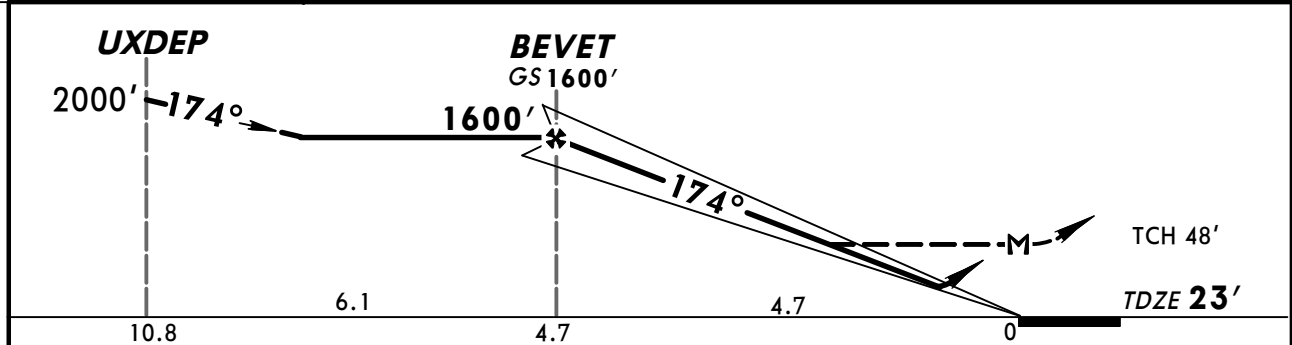
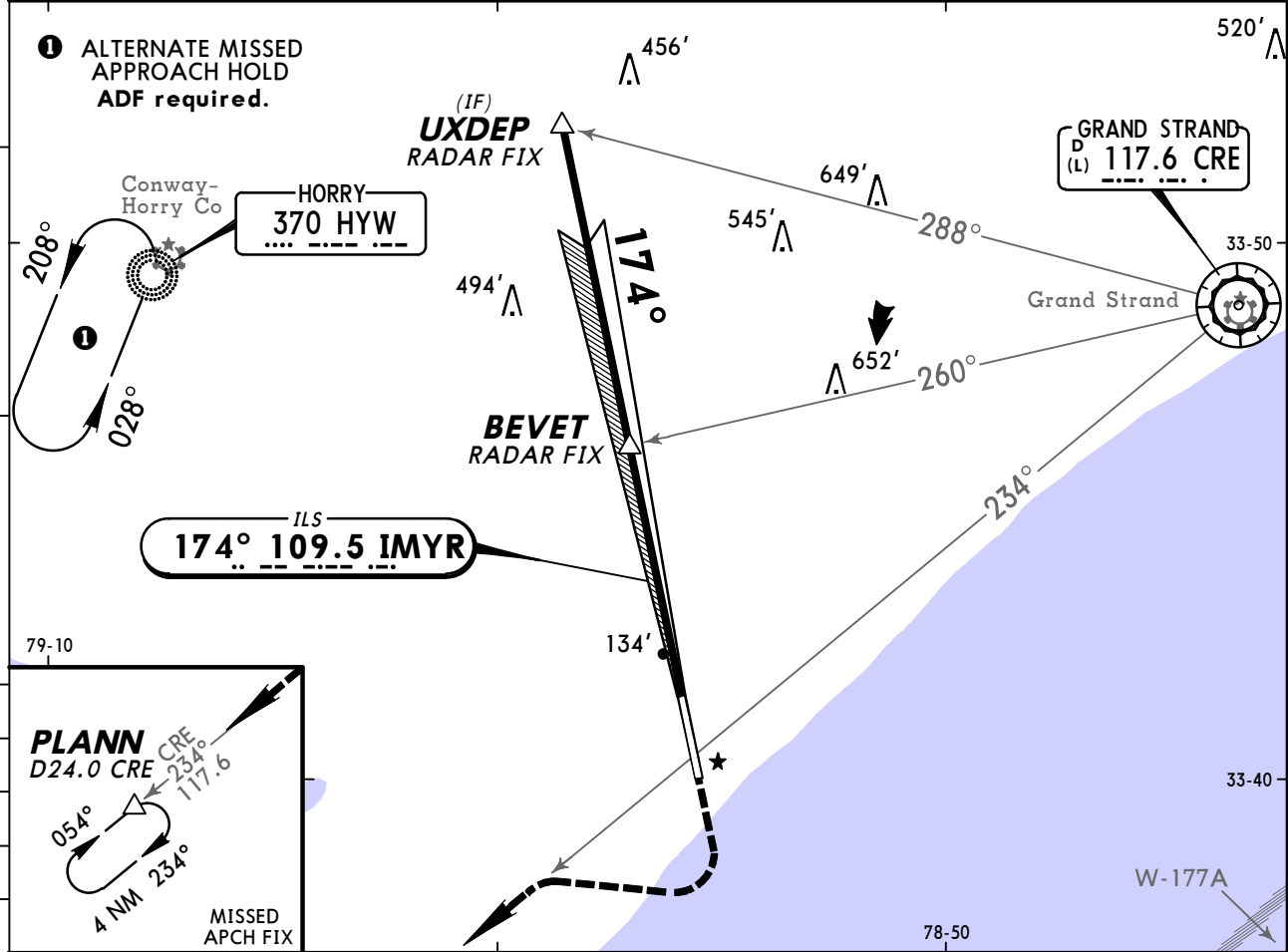
All Rwys

Both RVRs are required and controlling	Adequate Vis Ref	STD	
		3 & 4 Eng	1 & 2 Eng
RCLM & HIRL			
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

FOR FILING AS ALTERNATE

ILS Rwy 18 ILS Rwy 36		LOC Rwy 18 LOC Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 VOR DME-A
600-2		800-2

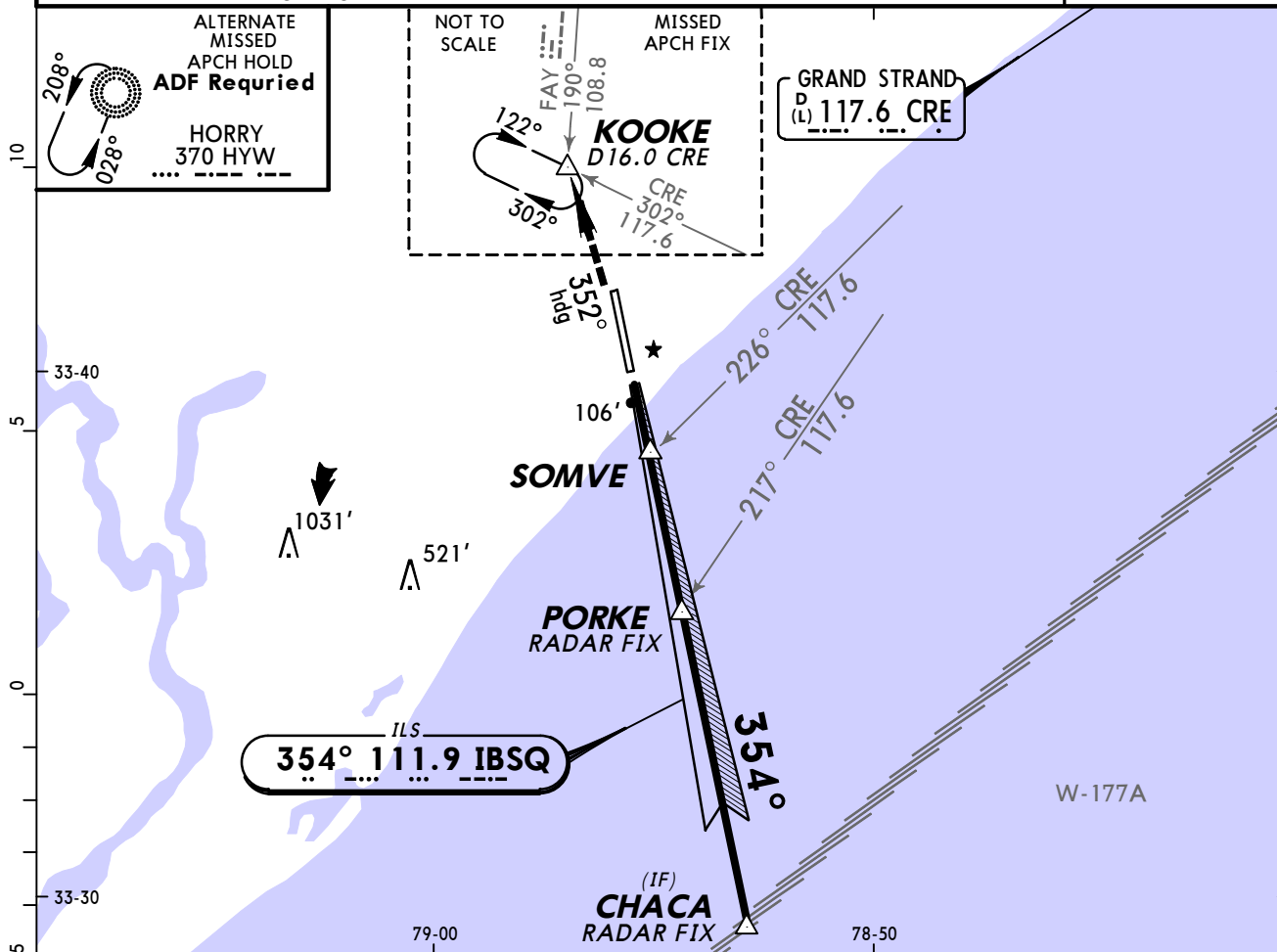
*ATIS	AWOS-3	*MYRTLE BEACH Approach (R)	JAX Center	*MYRTLE BEACH Tower	*Ground
123.92	124.5	127.4	128.7 when App inop.	CTAF 128.45	120.3
LOC IMYR 109.5	Final Apch Crs 174°	GS BEVET 1600' (1577')	ILS DA(H) 223' (200')	Apt Elev 25' TDZE 23'	2100' MSA CRE VOR
MISSED APCH: Climb to 800' then climbing RIGHT turn to 3000' outbound via CRE VOR R-234 to PLANN/D24.0 CRE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. DME and Radar required. 2. Pilot controlled lighting 128.45.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR		800'	3000'	CRE	via 117.6 PLANN R-234
GS	3.00°	377	484	538	646	753	PAPI		↑	RT		
BEVET to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46					

STRAIGHT-IN LANDING RWY18						CIRCLE-TO-LAND		
ILS			LOC (GS out)			Not Authorized East of Rwy 18-36		
DA(H) 223' (200')			MDA(H) 400' (377')			MDA(H)		
FULL		RAIL or ALS out	RAIL out		ALS out	Max Kts		
A						90	480' (455')-1	
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120		
C	RVR 24 or 1/2	RVR 40 or 3/4				140	580' (555')-1 1/2	
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	580' (555')-2	

*ATIS 123.92	AWOS-3 124.5	*MYRTLE BEACH Approach (R) 127.4	JAX Center 128.7 when App inop.	*MYRTLE BEACH Tower CTAF 128.45	*Ground 120.3
LOC IBSQ 111.9	Final Apch Crs 354°	GS PORKE 1600' (1575')	ILS DA(H) 225' (200')	Apt Elev 25' TDZE 25'	2100' MSA CRE VOR
MISSED APCH: Climb to 3000' via heading 352° to KOOKE INT D16.0 CRE and hold.					
Alt Set: INCHES 1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 128.45.					
Trans level: FL 180			Trans alt: 18000'		



PORKE GS 1600'		CHACA	
SOMVE		1600'	
354°		354°	
460'		1600'	
TDZE 25'		3000'	
352°		352°	
KOOKE		KOOKE	
3000'		3000'	
352°		352°	
KOOKE		KOOKE	

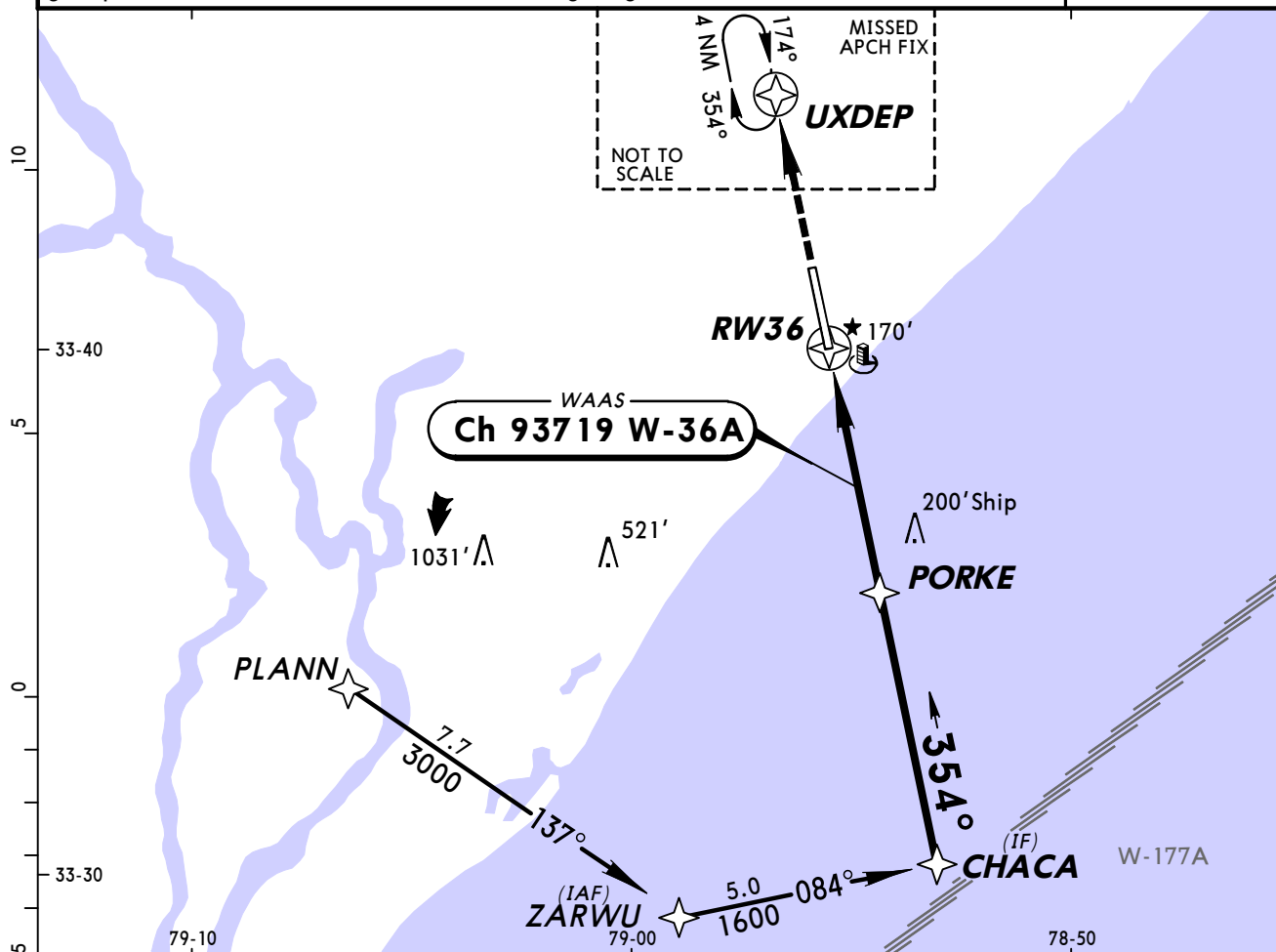
ILS		STRAIGHT-IN LANDING RWY 36 LOC (GS out)		CIRCLE-TO-LAND	
With SOMVE		Without SOMVE		Not Authorized East of Rwy 18-36	
DA(H) 225' (200')		MDA(H) 360' (335')		MDA(H)	
FULL	ALS out	ALS out	ALS out	Max Kts	
RVR 40 or $\frac{3}{4}$		RVR 40 or $\frac{3}{4}$	RVR 50 or 1	90	480' (455')-1
		RVR 60 or $\frac{1}{4}$		120	580' (555')-1½
		RVR 50 or 1		140	580' (555')-2
				165	580' (555')-2

BRIEFING STRIP™

NOGMY

-ERPS AMEND 2 23 SEP 2010

BRIEFING STRIP™



① LNAV only.

RW36

TCH 52'

TDZE 25'

1.4 NM to RW36

①

PORKE

1600'

354°

1600'

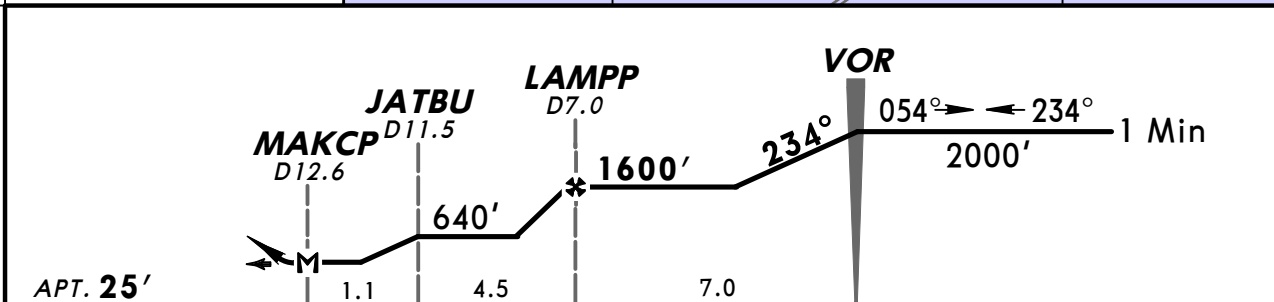
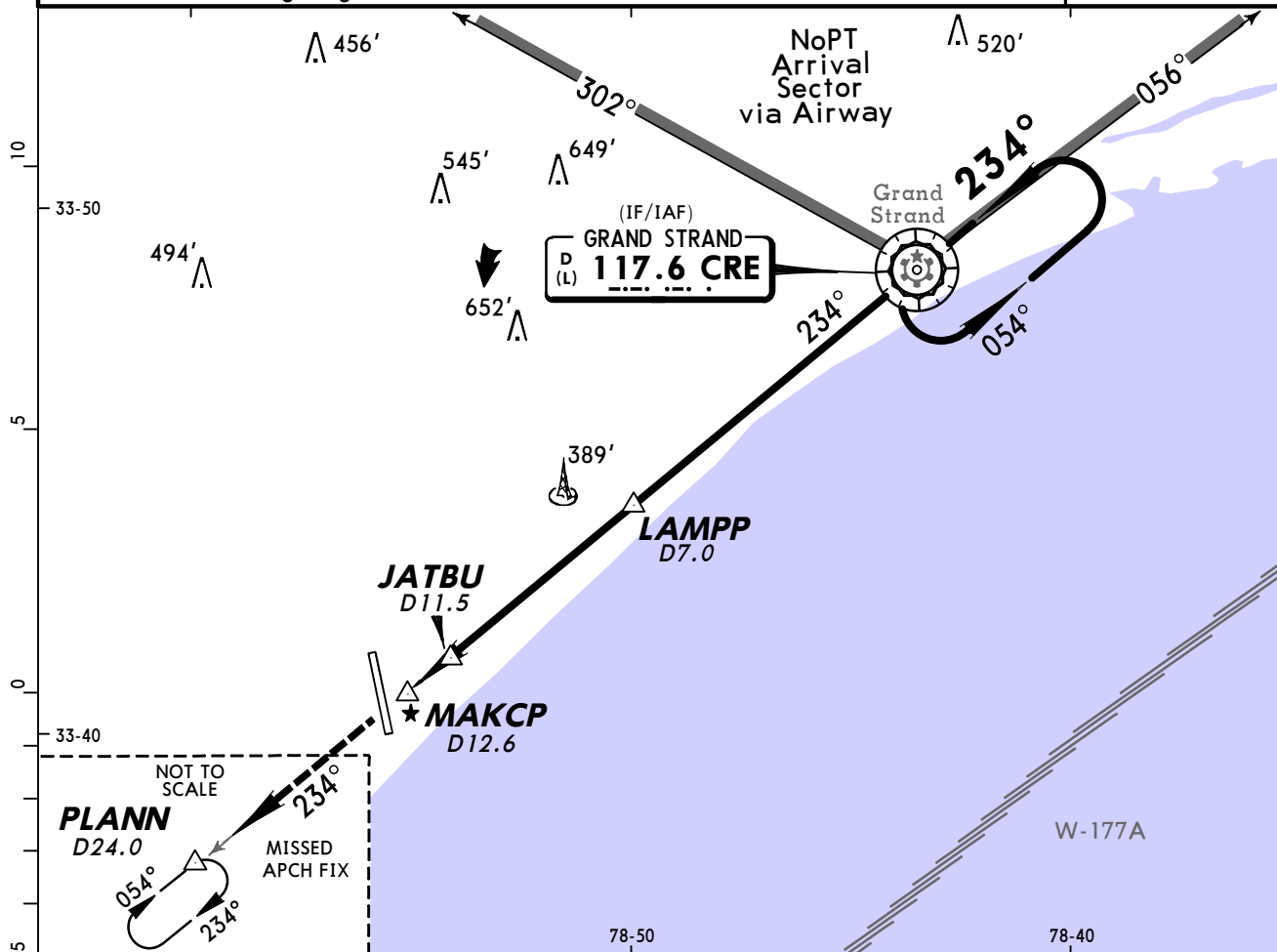
CHACA

0 0.5 0.6 0.3 3.3 4.7 6.1 10.8

STRAIGHT-IN LANDING RWY 36							CIRCLE-TO-LAND	
LPV <i>DA(H)</i> 225' (200')		LNAV/VNAV <i>DA(H)</i> 431' (406')		LNAV <i>MDA(H)</i> 520' (495')		Not Authorized East of Rwy 18-36		
ALS out		ALS out		ALS out		Max Kts	<i>MDA(H)</i>	
A	RVR 40 or ¾		1½		RVR 40 or ¾	RVR 50 or 1	90	520' (495') - 1
B							120	
C					RVR 60 or 1¼		140	580' (555') - 1½
D					1½		165	580' (555') - 2

BRIEFING STRIP™

*ATIS	AWOS-3	*MYRTLE BEACH Approach (R)	JAX Center	*MYRTLE BEACH Tower	*Ground
123.92	124.5	127.4	128.7 when App inop.	CTAF 128.45	120.3
VOR CRE 117.6	Final Apch Crs 234°	Minimum Alt LAMPP 1600' (1575')	MDA(H) Refer to Minimums	Apt Elev 25'	2100' MSA CRE VOR
MISSED APCH: Climb to 3000' outbound via CRE VOR R-234 to PLANN/D24.0 and hold.					
Alt Set: INCHES 1. Pilot controlled lighting 128.45.		Trans level: FL 180		Trans alt: 18000'	



MAP at MAKCP										Lighting - Refer to Airport Chart	3000'	CRE via 117.6 R-234	PLANN
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		CIRCLE-TO-LAND	
		Not Authorized East of Rwy 18-36	
	Max Kts.	MDA(H)	
	A 90	520' (495') - 1	
	B 120	580' (555') - 1 1/2	
	C 140	580' (555') - 2	

General Information

Location: Sumter SC USA
IATA Code: SSC
Lat/Long: N33° 58.4' W080° 28.2'
Elevation: 241 ft

Airport Use: Military
Magnetic Variation: 7.5°W
Sectional Chart: Charlotte

Fuel Types: Jet 4
Oxygen Types: Low Pressure
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1153 Z
Sunset: 2316 Z,

Runway Information

Runway: 04L
Length x Width: 10014 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 239 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 04R
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 236 ft
Lighting: Edge, ALS
Stopway: 1000 ft

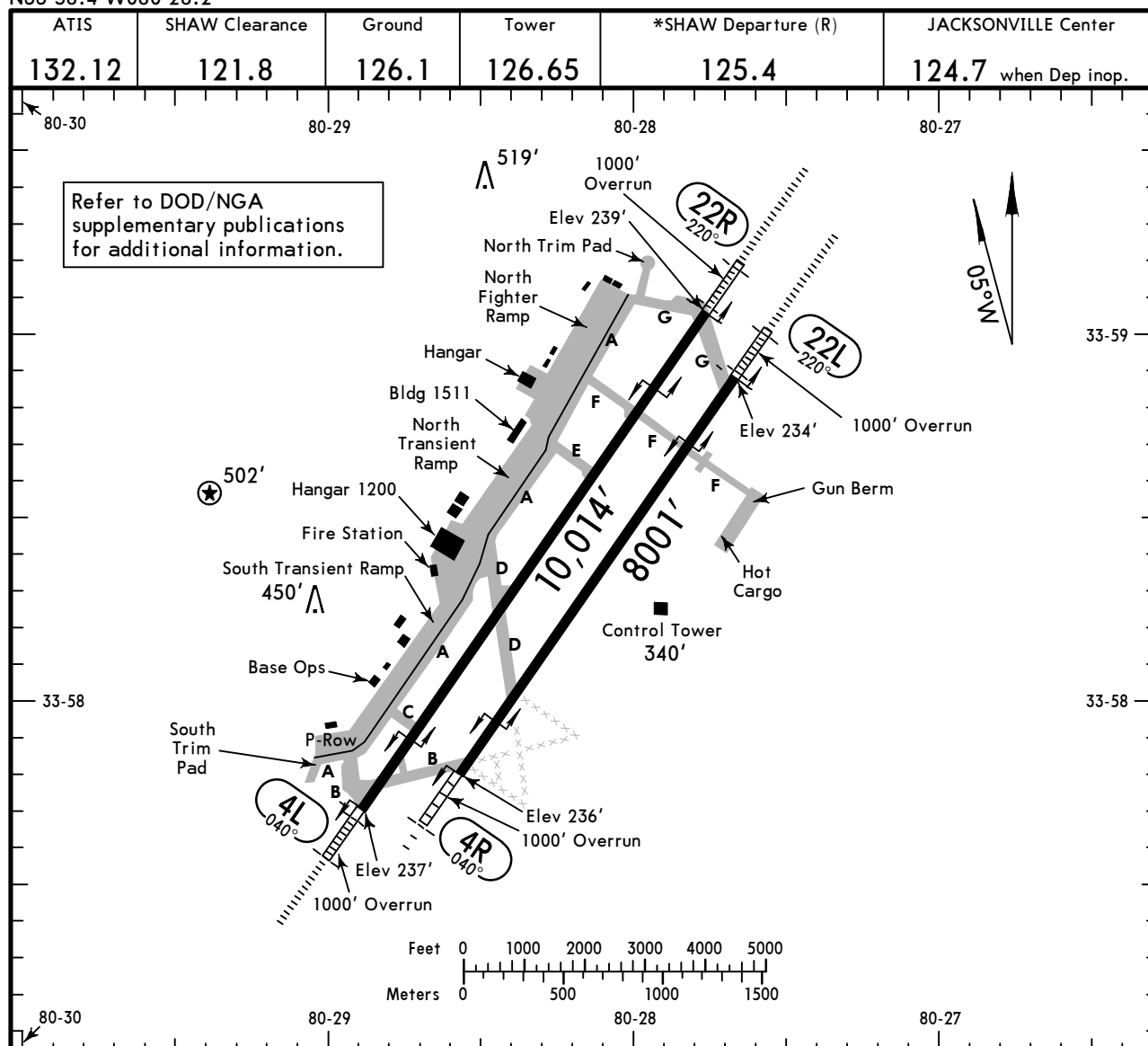
Runway: 22L
Length x Width: 8001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 234 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 22R
Length x Width: 10014 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 240 ft
Lighting: Edge, ALS

Stopway: 1000 ft

Communication Information

- ATIS 132.125
- Shaw Tower 126.65
- Shaw Ground Control 126.1
- Shaw Clearance Delivery 121.8
- Shaw Approach Control 125.4 Initial Contact
- Shaw App ARSA 125.4
- Shaw Departure Control 125.4
- Jacksonville Center 124.7 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
4L	HIRL	① ALSF-I	PAPI-L	RVR	9173'		150'
22R	HIRL	ALSF-I	PAPI-L	RVR	8830'		
4R	HIRL	SALSF	PAPI-L				150'
22L	HIRL	ALSF-I	PAPI-L				

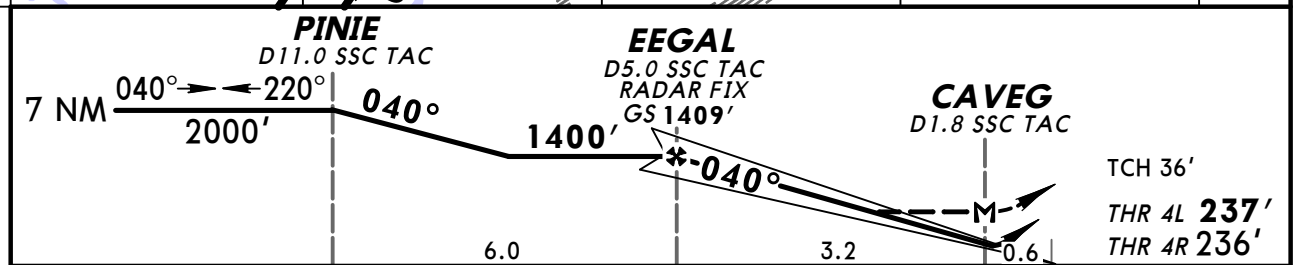
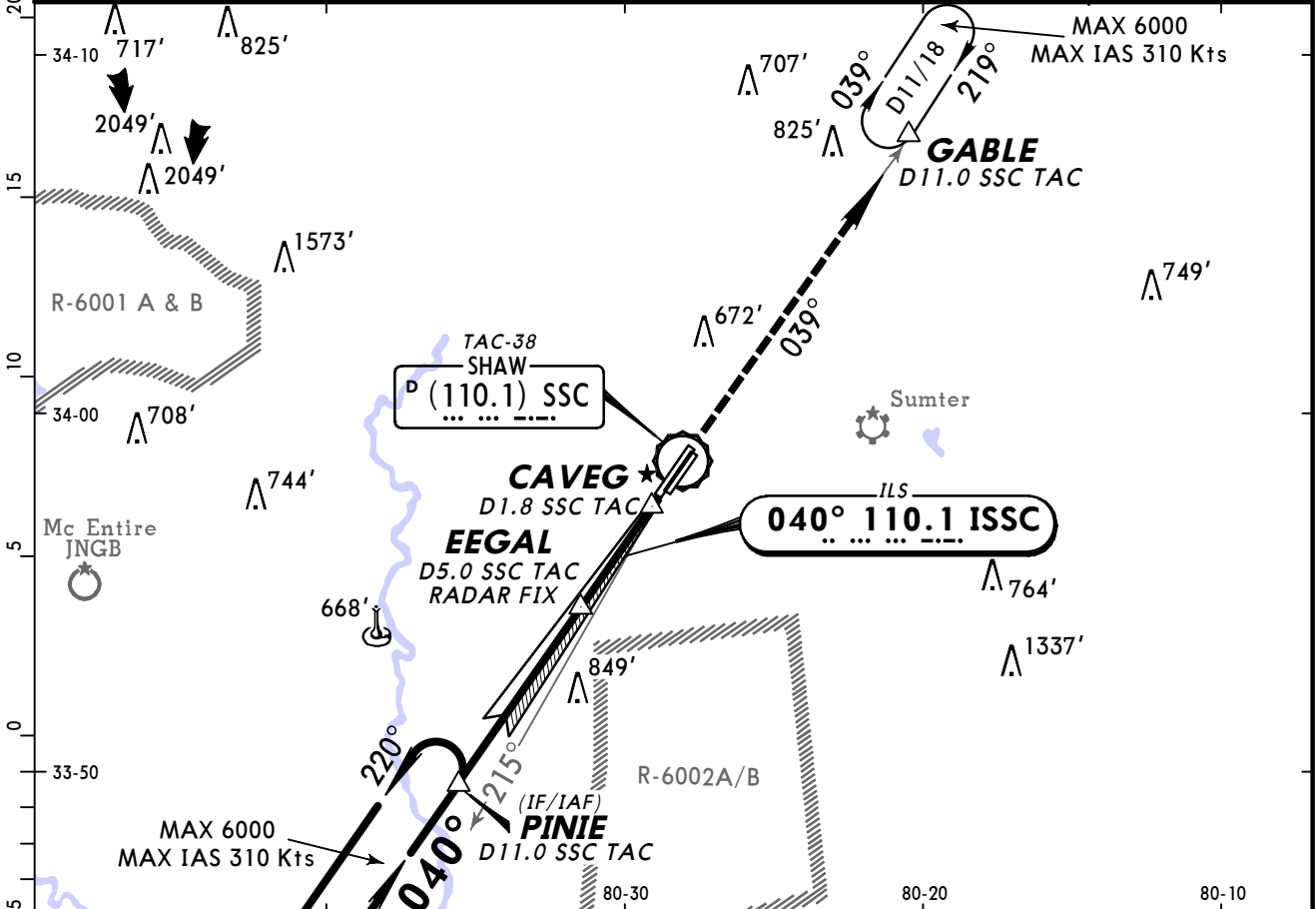
① Non-std 2300' in length.

	TAKE-OFF		FOR FILING AS ALTERNATE	
	All Rwy's		Precision	Non-Precision
	Adequate Vis Ref	STD		
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2		

TAKE-OFF OBSTACLES: Rwy 4R, terrain 500' left of centerline at the threshold, 235' MSL. Rwy 22L, radio tower 5137' from DER, 1701' left of centerline, 140' AGL/370' MSL; glideslope antenna

563' from DER, 500' right of centerline, 40' AGL/293' MSL. Rwy 22R, terrain 253' from DER, 568' right of centerline, 244' MSL.

ATIS 132.12	*SHAW Approach (R) 125.4	JACKSONVILLE Center 124.7 when App inop.	SHAW Tower 126.65	Ground 126.1
LOC ISSC 110.1	Final Aptch Crs 040°	GS EEGAL 1409' (1172')	ILS DA(H) 487' (250')	Apt Elev 241' THR 4L 237'
MISSED APCH: Climbing to 2000', intercept SSC TAC R-039 to GABLE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. Radar required when R-6002 active. 3. EMERG SAFE ALT 100 NM 3900'. 4. CAUTION: When Rwy 22L VGSI inop, circling to Rwy 22L not authorized at night. Terrain 236' MSL, 200' prior to threshold, 105' right of centerline. 5. Terrain 242' MSL, 200' prior to Rwy 4L threshold, 402' left of course. When VGSI inop, procedure not authorized at night. 6. USAF only: When VGSI inop, straight-in Rwy 4L authorized at night with MAJCOM A3 approval. 7. Remain west of SSC TAC R-215. 8. SALS & PAPI-L on Rwy 4R.				
				 MSA SSC TAC



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	2000'	SSC TAC-38 (110.1) R-039	GABLE
GS	2.80°	347	446	495	594	693	PAPI	↑		
MAP at CAVEDG or FAF to MAP	3.2	2:45	2:08	1:55	1:36	1:22				

STRAIGHT-IN LANDING RWY 4L				SIDESTEP LANDING RWY 4R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		DA(H) 487' (250')		MDA(H) 780' (543')		DA(H) 800' (564')		MDA(H)	
FULL	ALS out									Max Kts	
A										90	840'(599')-1
B										120	
C										140	840'(599')-1 5/8
D										165	880'(639')-2

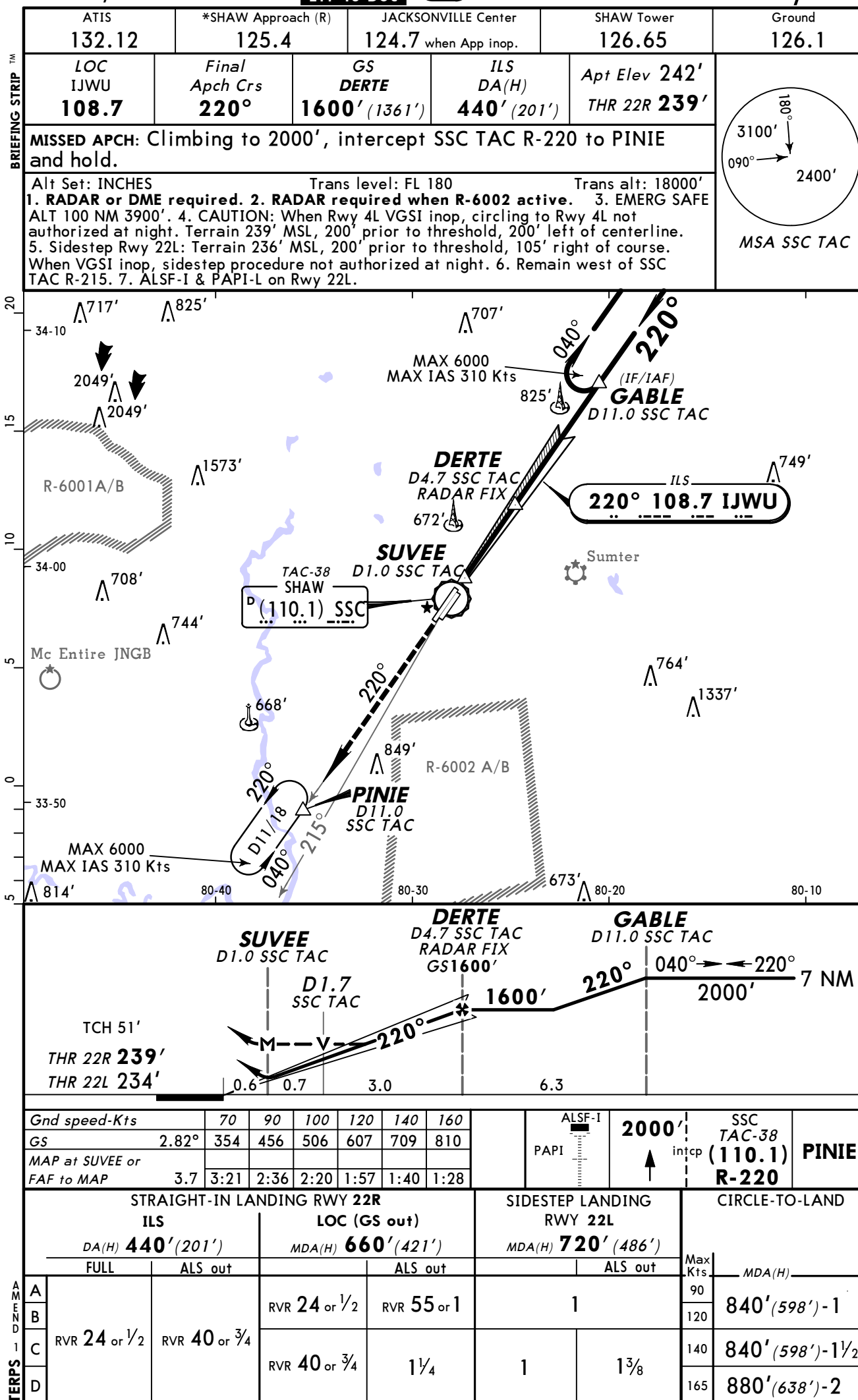


Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
COLUMBIA, SC (COLUMBIA METRO - KCAE)				
CHARLESTON, SC (CHARLESTON AFB/INTL - KCHS)				
FLORENCE, SC (FLORENCE REGL - KFLO)				
GREENVILLE, SC (DONALDSON CENTER - KGYH)				
GREER, SC (GREENVILLE-SPARTANBURG INTL-RO - KGSP)				
BEAUFORT, SC (BEAUFORT MCAS - KNBC)				
EASTOVER, SC (MC ENTIRE JNGB - KMMT)				
REV	VOR RWY 32	33-1	17 Feb 2012	
MYRTLE BEACH, SC (MYRTLE BEACH INTL - KMYR)				
SUMTER, SC (SHAW AFB - KSSC)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KCAE

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-3) ILS or LOC Rwy 29 MM decmsnd.

Chart Change Notices for Airport KCHS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 15 and (11-1A) ILS Rwy 15 CAT II MM decmsnd.

No Chart Change Notices for Airport KFLO

No Chart Change Notices for Airport KGSP

Chart Change Notices for Airport KGYH

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(22-1) RNAV (GPS) Rwy 5 holding pattern leg length at ILEYO 4 NM.

No Chart Change Notices for Airport KMMT

No Chart Change Notices for Airport KMYR

No Chart Change Notices for Airport KNBC

No Chart Change Notices for Airport KSSC