

GENERAL**Operational Hours****ATS Hours:** TWR H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA INDEX C / CAT 7**Fuel:** JET A+, A1+**PCN:** RWY 15/33: 73/R/B/W/T
RWY 03/21: 71/R/B/W/T**Customs:** PPR only**Operation****Traffic Note:** Low Level Windshear Alert System (LLWAS) in operation.**Preferential RWY**

TKOF and LDG: RWY 15.

RWY Restriction

RWY 15/33: 180° turns prohibited; CLSD DLY 1230-1300†.

RWY 03/21: CLSD 2nd THU / month 1330-2200†.

TWY Restriction

B747 taxi with outer ENG at idle.

Wing-tip CLR at TWY D: 49m / 161ft from TWY CL and 35m / 115ft from ramp INT with TWY.

TWY K CLSD.

Noise Abatement Procedure

0200-1100† no circling APCHs.

Avoid Drayton Hall 2NM S/SE of AD by at least 1NM when below 3000ft AGL.

Avoid overflying all downtown Charleston hospital complexes below 2000ft MSL. Intercept ILS RWY 33 glide slope at 2000ft MSL.

Avoid overflying Medway Plantation below 1600ft MSL. When performing the VOR/DME or GPS to RWY 21, delay the descent from 1600ft to 1100ft MSL until established on course inbound and past 8DME.

ACFT Antenna

All ACFT use upper antenna until airborne.

Taxi/Parking

Hot Cargo pad CLSD

Warnings**ILS/LOC RWY 33**

Unusable: Beyond 20° right of course.

MAINT: THU 1300-1500†

CHS VOR/DME unusable: R052-R060 beyond 15NM below 3500ft.

Civil Cargo/Terminal parking APN have stadium lighting poles on edge of parking APN.

MIL jets, high speed low-LVL formation flights, miscellaneous cargo ACFT and air-to-ground OPS.

Frequently parked train cars (25ft AGL) 1000ft from THR 21 and gravel piles (up to 50ft AGL) 1500ft from THR.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern:** MNM 1700ft AMSL / 1660ft AGL.**Land And Hold Short Operation (LAHSO)**

These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY other than RWY or TWY marked with (*).

LDG RWY	Hold Short Point (HSP)	Distance
RWY 03	RWY 15/33	1646m / 5400ft
RWY 15	RWY 03/21	1661m / 5450ft
RWY 33	RWY 03/21	808m / 2650ft

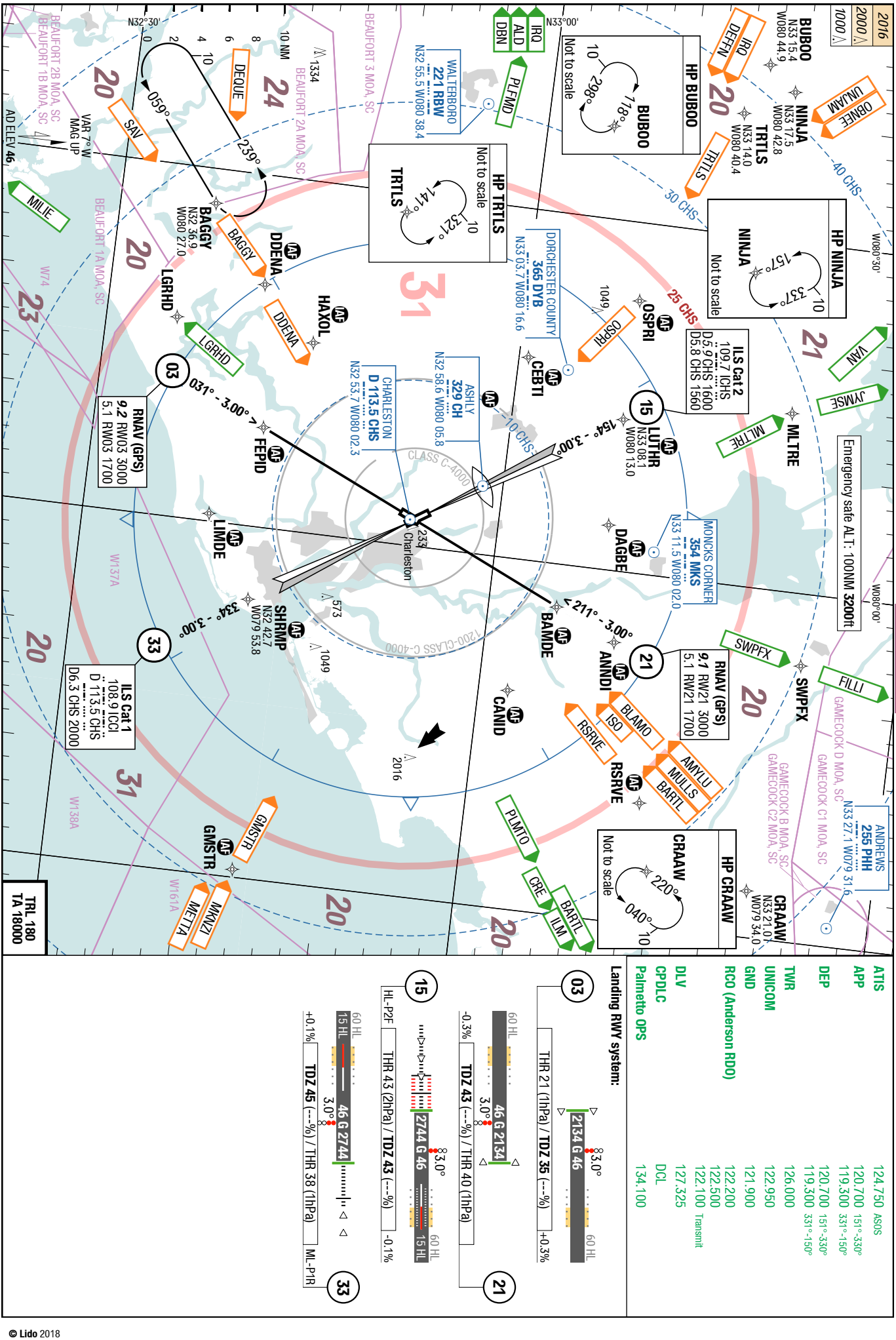
DEPARTURE**Take-off Minima**

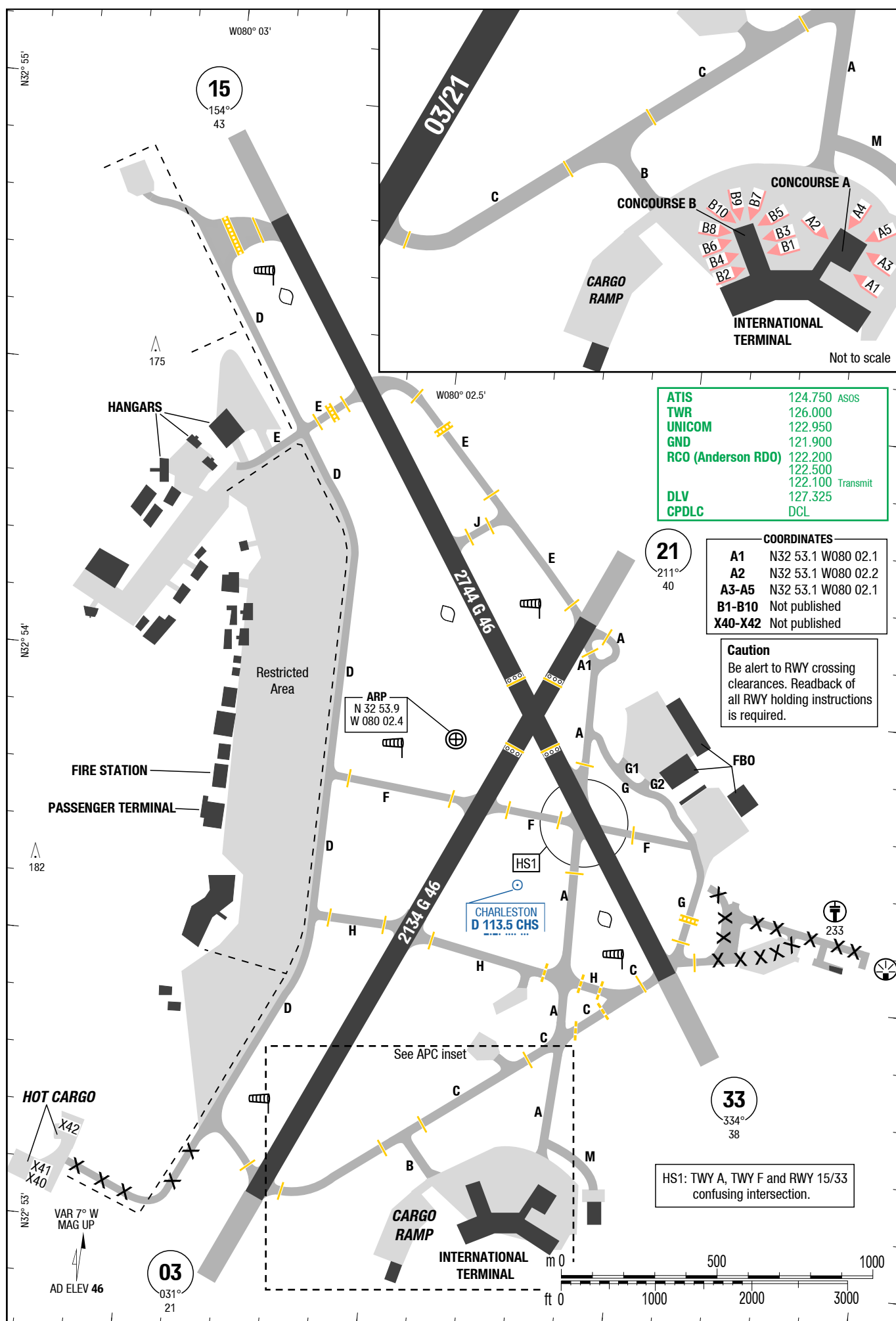
RWY		15/33	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
3+4 ENG		0 - 2400R/0.5V	-
RWY		03/21	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID LGRHD, SID MLTRE, SID PLFMD, SID PLMTO, SID SWPFX:
3+4 ENG		0 - 0.5V	MNM climb gradient 8.3% up to 560

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.

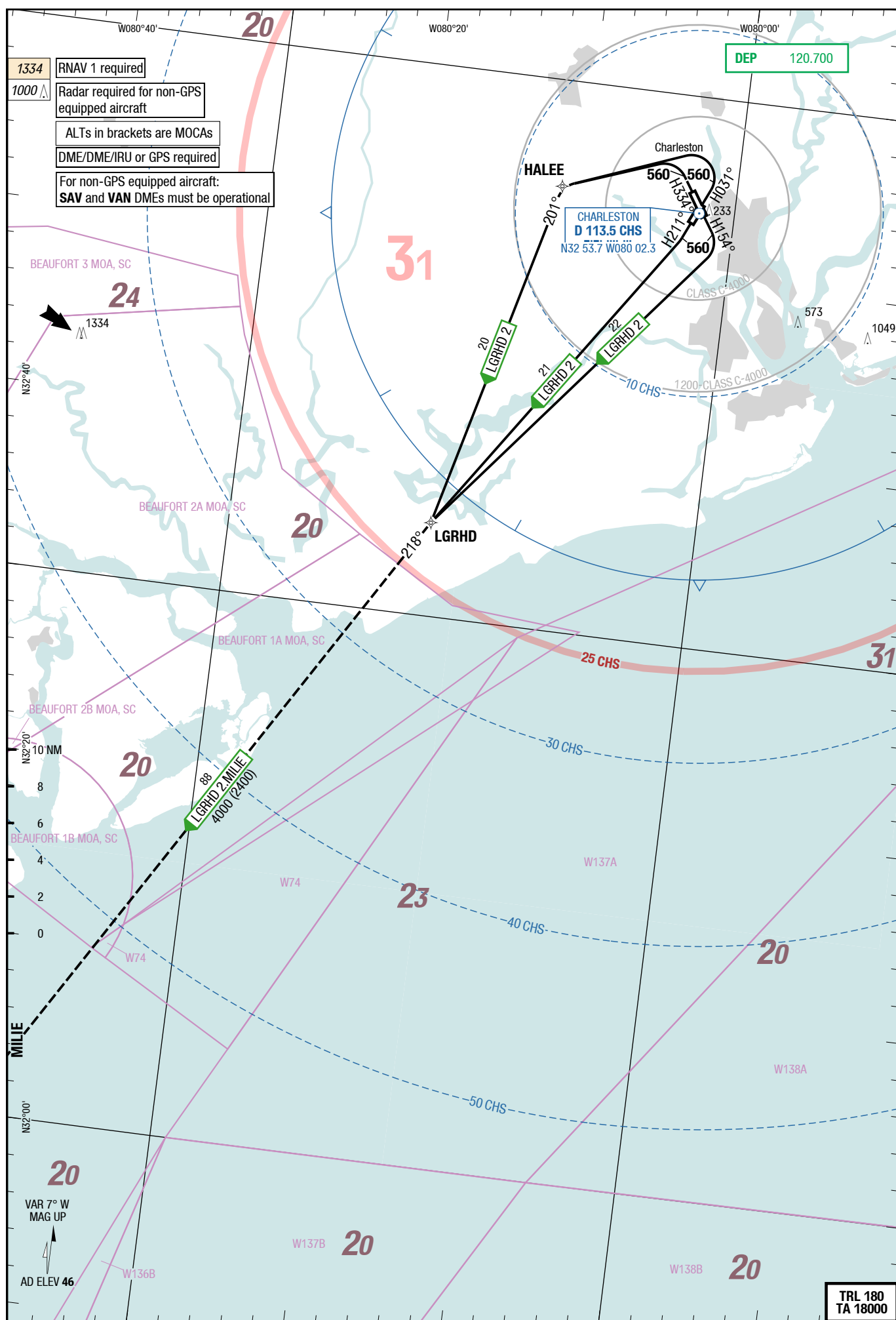


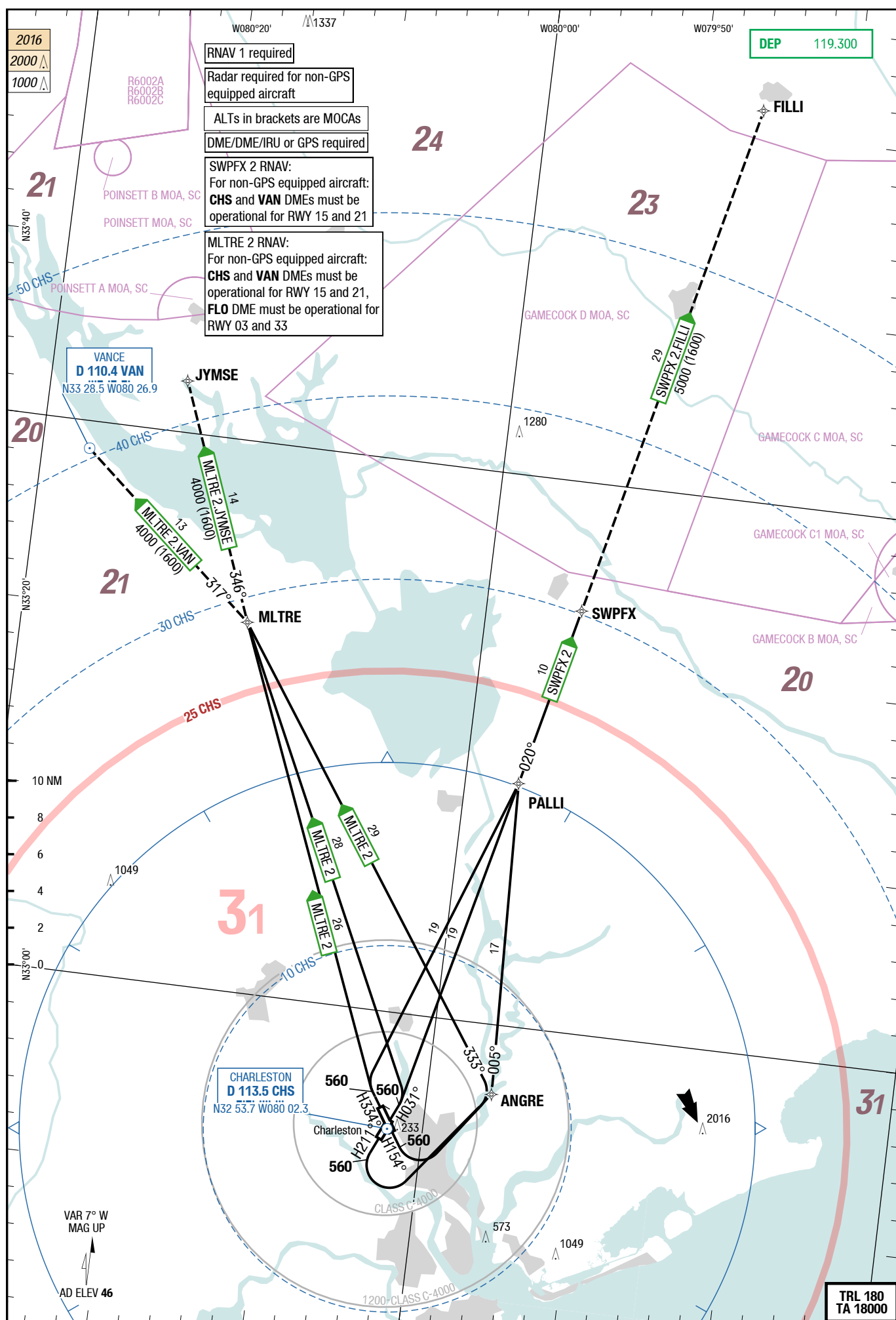


Charleston AFB/Int'l **Charleston** United States

MLTRE 2 RNAV / SWPFX 2 RNAV

LGPHD 2 RNAV





CHS-KCHS

PLMTO 2 RNAV

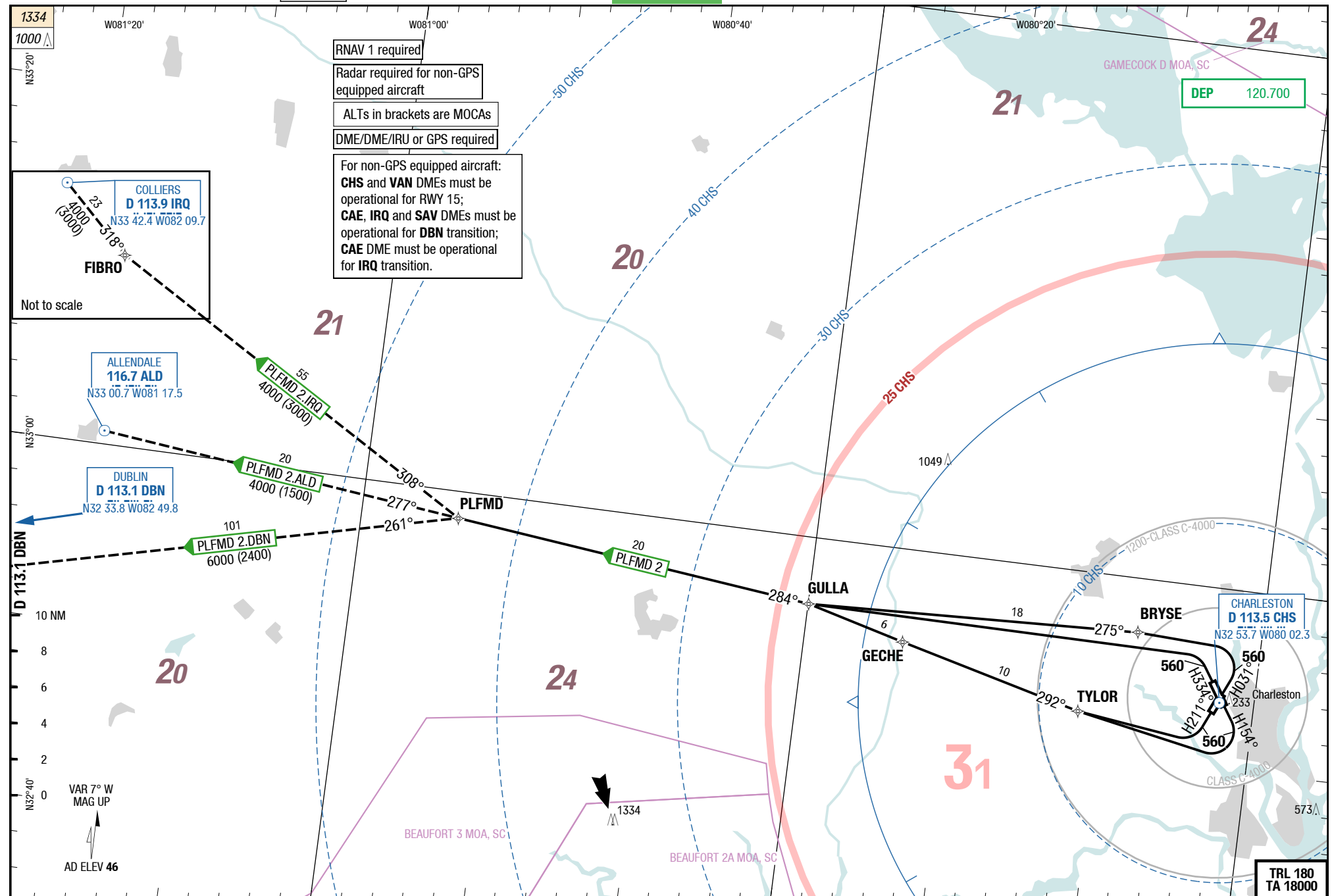
PLFMD 2 RNAV

SID

SID

PLMTO 2 RNAV

PLFMD 2 RNAV



Changes: PROC renumbered, Editorial

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CHS-KCHS

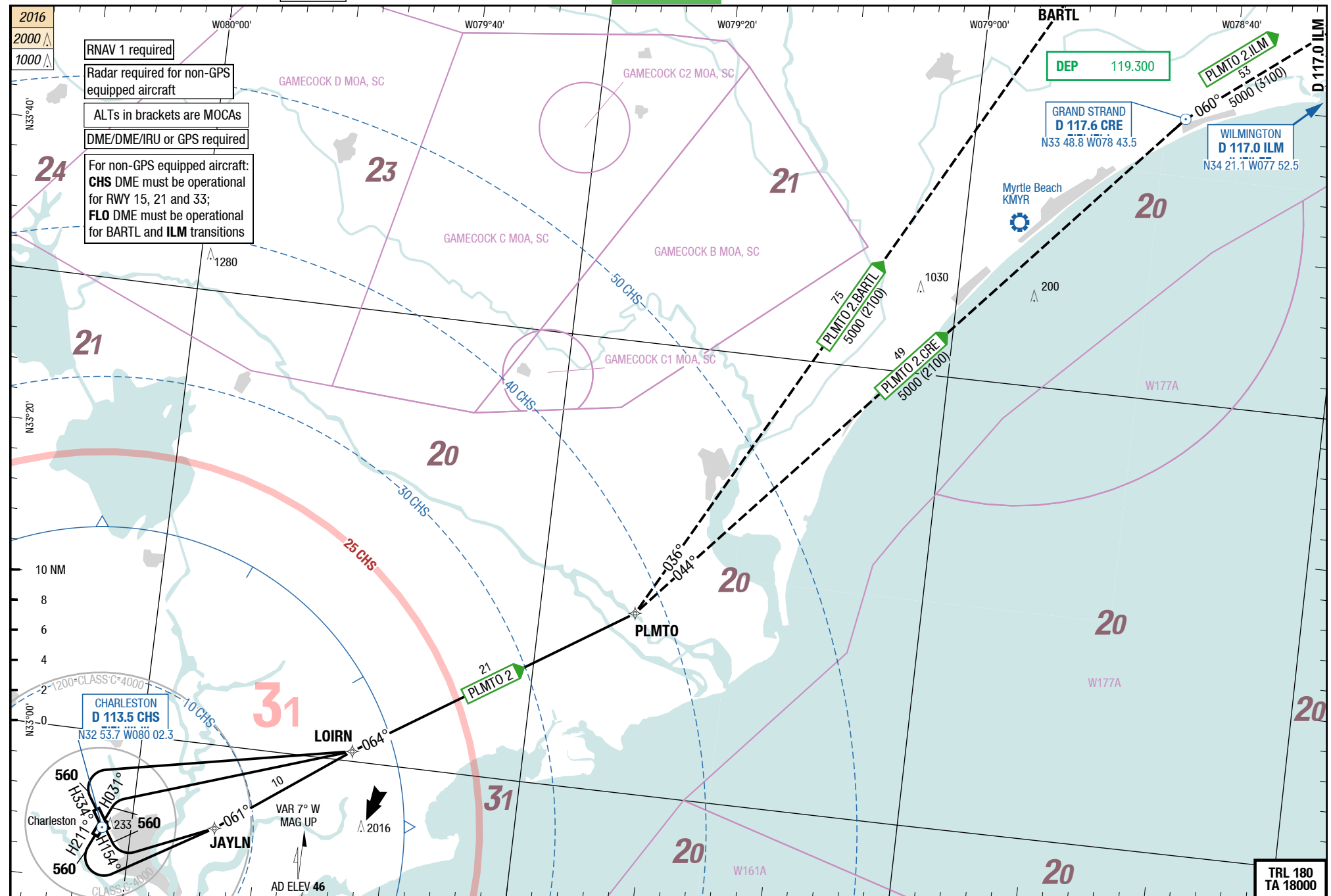
4-40

PLMTO 2 RNAV

SID

SID

PLMTO 2 RNAV



Changes: PROC renumbered

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CHS-KCHS

5-10

LGRHD 2 RNAV**SIDPT****LGRHD 2**

RWYs 03 (031°) / 15 (154°) / 21 (211°) / 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
LGRHD 2 120.700 ①		
		initial climb 4000
RWY 03	HDG 031° to 560 - LT direct HALEE - LGRHD	
RWY 15	HDG 154° to 560 - RT direct LGRHD	
RWY 21	HDG 211° to 560 - direct LGRHD	
RWY 33	HDG 334° to 560 - LT direct HALEE - LGRHD	
	TRANSITION	
	MILIE LGRHD - MILIE	

① Expect clearance to filed altitude/flight level 10 MIN after departure.

CHS-KCHS

5-20

MLTRE 2 RNAV / SWPFX 2 RNAV**MLTRE 2 / SWPFX 2**

RWYs 03 (031°) / 15 (154°) / 21 (211°) / 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
MLTRE 2 119.300 ①		
		initial climb 4000
RWY 03	HDG 031° to 560 - LT direct MLTRE	
RWY 15	HDG 154° to 560 - LT direct ANGRE - MLTRE	
RWY 21	HDG 211° to 560 - LT direct ANGRE - MLTRE	
RWY 33	HDG 334° to 560 - direct MLTRE	
	TRANSITION	
	JYMSE MLTRE - JYMSE	
	VANCE (VAN) MLTRE - VAN	
SWPFX 2 119.300 ①		
		initial climb 4000
RWY 03	HDG 031° to 560 - direct PALLI - SWPFX	
RWY 15	HDG 154° to 560 - LT direct ANGRE - PALLI - SWPFX	
RWY 21	HDG 211° to 560 - LT direct ANGRE - PALLI - SWPFX	
RWY 33	HDG 334° to 560 - RT direct PALLI - SWPFX	
	TRANSITION	
	FILLI SWPFX - FILLI	

① Expect clearance to filed altitude 10 MIN after departure.

CHS-KCHS

5-30

PLFMD 2 RNAV**PLFMD 2**

RWYs 03 (031°) / 15 (154°) / 21 (211°) / 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
PLFMD 2 120.700 ①		initial climb 4000
RWY 03	HDG 031° to 560 - LT direct BRYSE - GULLA - PLFMD	
RWY 15	HDG 154° to 560 - RT direct TYLOR - GECHE - GULLA - PLFMD	
RWY 21	HDG 211° to 560 - RT direct TYLOR - GECHE - GULLA - PLFMD	
RWY 33	HDG 334° to 560 - LT direct GULLA - PLFMD	
	TRANSITION	
	ALLENDALE (ALD) PLFMD - ALD	
	COLLIERS (IRQ) PLFMD - FIBRO - IRQ	
	DUBLIN (DBN) PLFMD - DBN	

① Expect clearance to filed altitude/flight level within 10 MIN after departure.

CHS-KCHS

5-40

PLMTO 2 RNAV**PLMTO 2**

RWYs 03 (031°) / 15 (154°) / 21 (211°) / 33 (334°)

DESIGNATOR	ROUTING	ALTITUDES
PLMTO 2 119.300 ①		
		initial climb 4000
RWY 03	HDG 031° to 560 - RT direct LOIRN - PLMTO	
RWY 15	HDG 154° to 560 - LT direct JAYLN - LOIRN - PLMTO	
RWY 21	HDG 211° to 560 - LT direct JAYLN - LOIRN - PLMTO	
RWY 33	HDG 334° to 560 - RT direct LOIRN - PLMTO	
	TRANSITION	
	BARTL PLMTO - BARTL	
	GRAND STRAND (CRE) PLMTO - CRE	
	WILMINGTON (ILM) PLMTO - CRE - ILM	

① Expect clearance to filed altitude 10 MIN after departure.

Obstacle Departure

RWY	Notes
03	Electrical equipment, towers and trees beginning 98ft from DER, 409ft right of centerline, up to 104ft AGL/136ft MSL. Tree 2653ft from DER, 993ft left of centerline, up to 100ft AGL/139ft MSL.
15	Trees beginning 1297ft from DER, 772ft left of centerline, up to 100ft AGL/119ft MSL.
33	Trees beginning 2190ft from DER, 1002ft right of centerline, up to 100ft AGL/139ft MSL. Trees beginning 3061ft from DER, 1284ft left of centerline, up to 100ft AGL/144ft MSL.

04-FEB-2016

CHS-KCHS

United States **Charleston** Charleston AFB/Intl

BAGGY 2 RNAV / DDENA 1 RNAV

6-10

AMYL 2 RNAV / RSRVE 1 RNAV

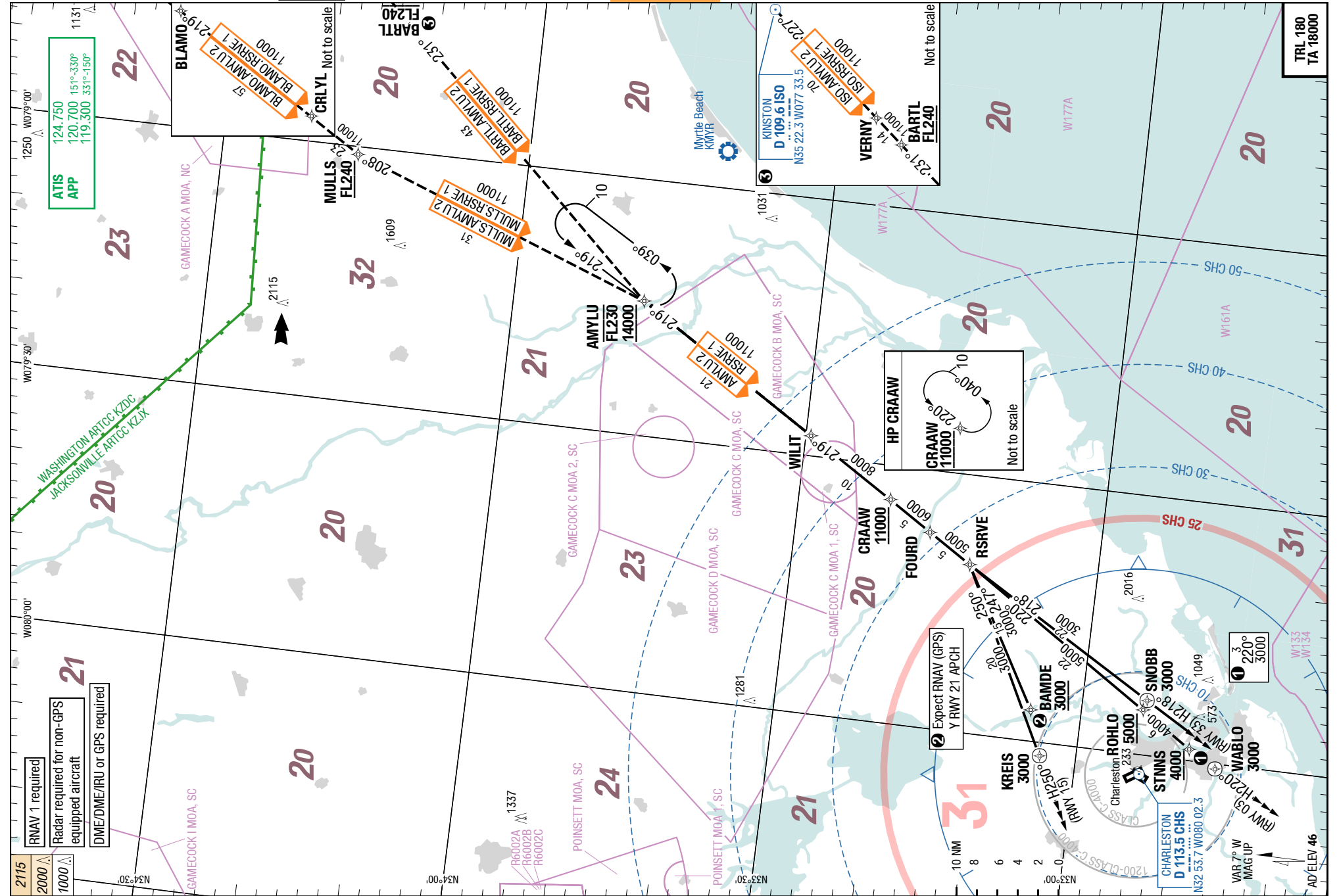
STAR

STAR

Charleston AFB/Intl **Charleston** United States

BAGGY 2 RNAV / DDENA 1 RNAV

AMYL 2 RNAV / RSRVE 1 RNAV



Changes: FREQ

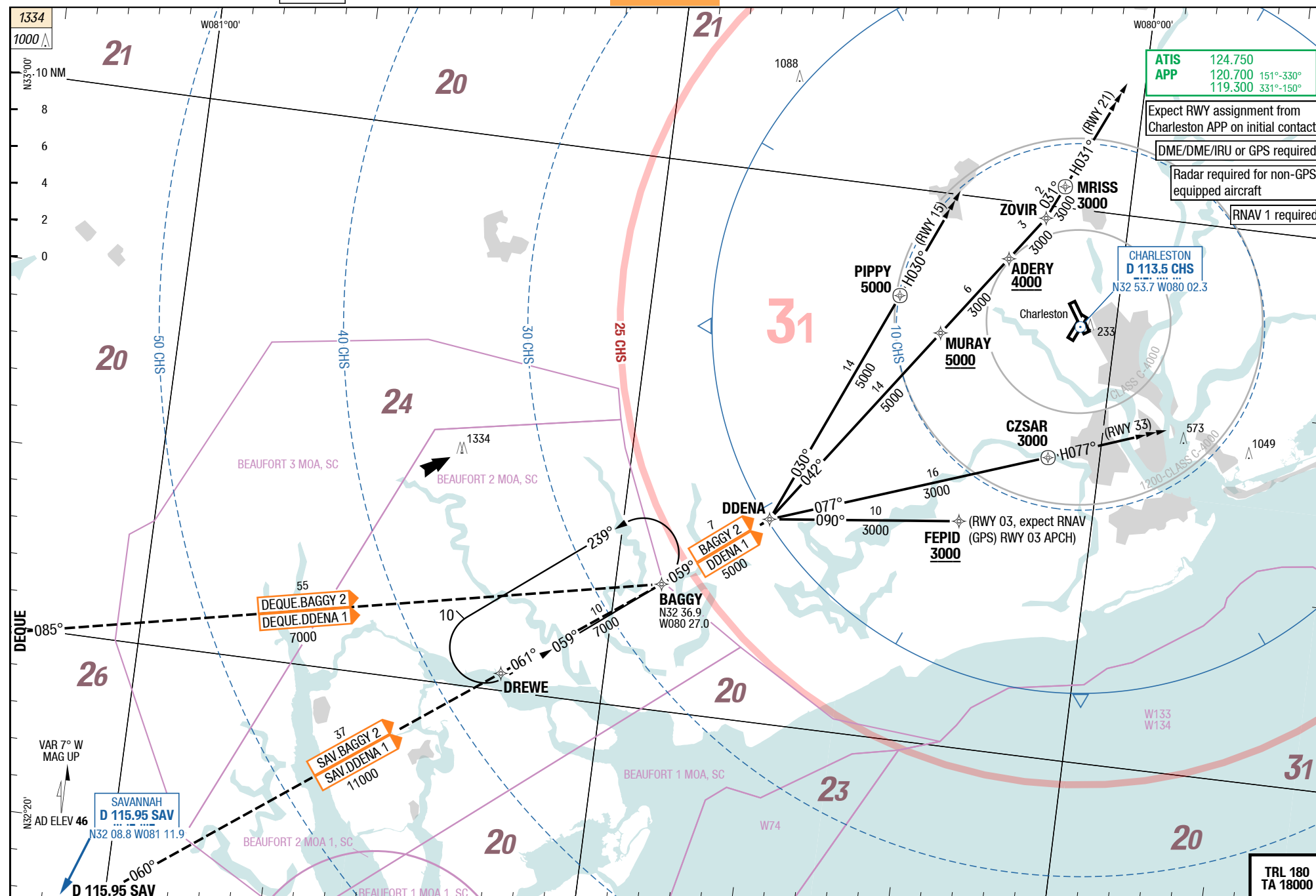
CHS-KCHS

6-20	BAGGY 2 RNAV / DDENA 1 RNAV
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STAR

STAR

BAGGY 2 RNAV / DDENA 1 RNAV



Changes: FREQ

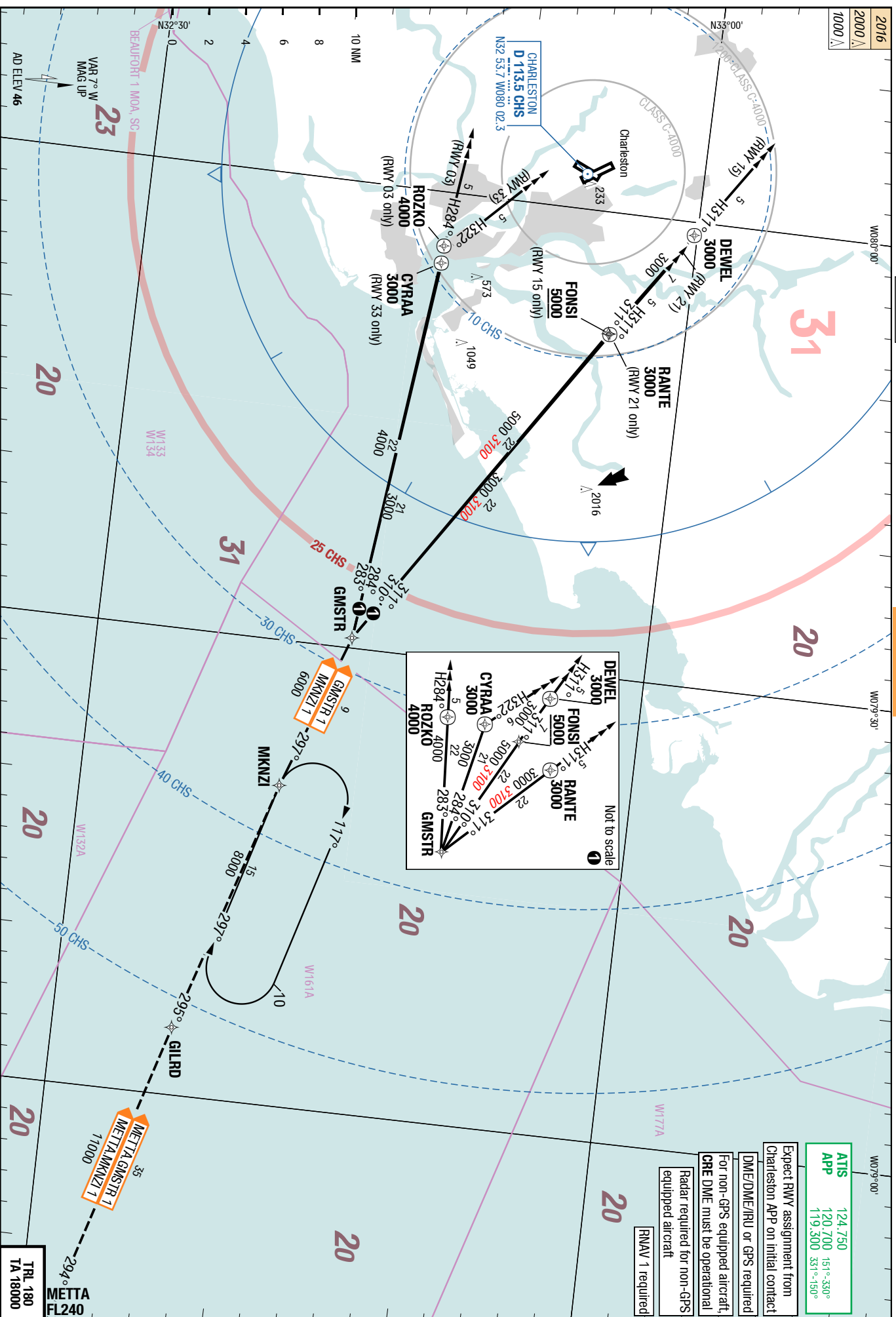
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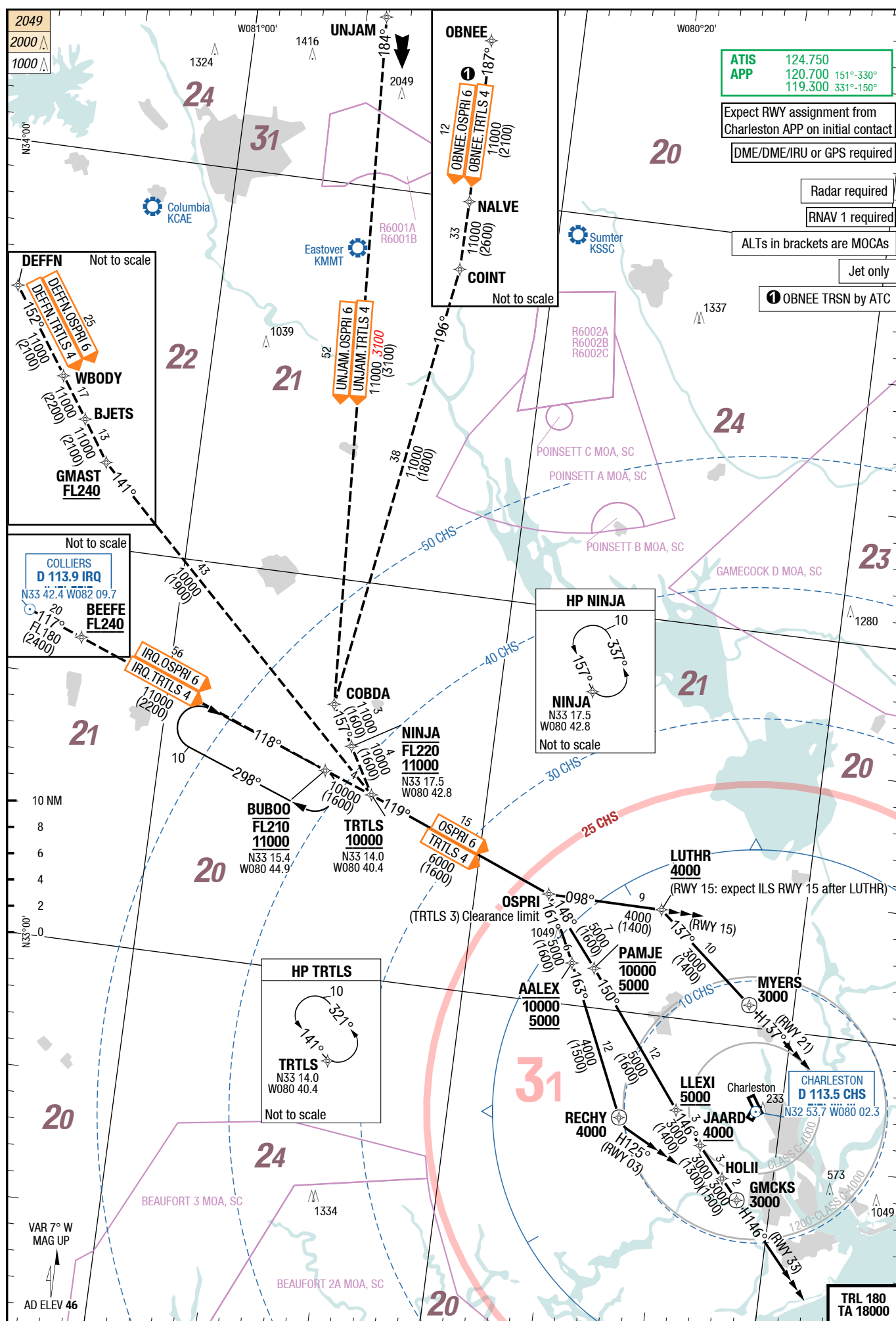
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Charleston AFB/Int **Charleston** United States

OSPB16 BNAV / TBT154 BNAV

GMSTR 1 RNAV / MKNZI 1 RNAV





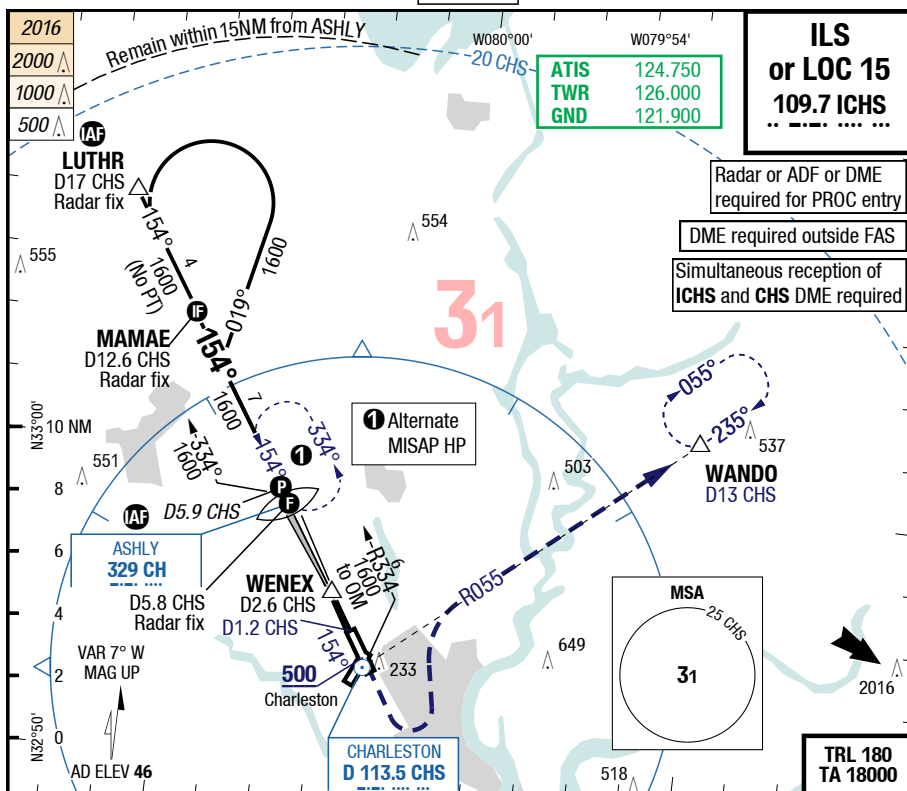
25-JAN-2018

United States **Charleston** Charleston AFB/Intl

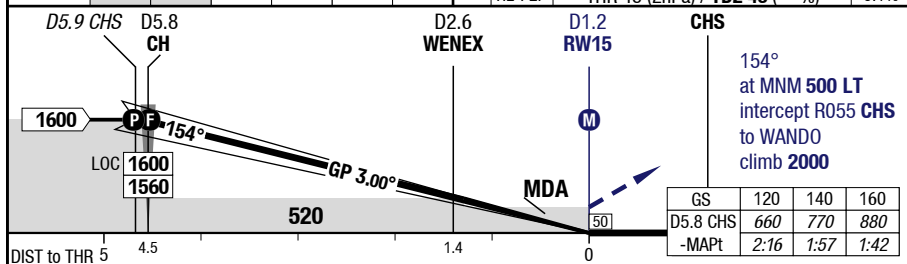
IAC

CHS-KCHS

7-10

ILS or LOC 15

LOC 3.12°	D CHS	5.8	5	4	3	15	83.0°	60 HL	15 HL
		1600	1350	1020	680		2744 G 46		
						HL-P2F	THR 43 (2hPa) / TDZ 43 (---%)		-0.1%



15	Cat 2	Cat 1 L ₁	Cat 1 L ₂	LOC DME CHS	LOC DME CHS APL U/S	Circling TERPS
C	ft - ft/SM ft 100 - 1200R 97 RA	200 - 1400R 250	200 - 1800R/0.5V 250	360 - 3000R/0.63V 400	360 - 5500R/1.0V 400	600 - 1.5V 650
D	ft - ft/SM ft 100 - 1200R 97 RA	200 - 1400R 250	200 - 1800R/0.5V 250	360 - 3000R/0.63V 400	360 - 5500R/1.0V 400	700 - 2.25V 750

1) With EVS RVR 1200ft, wo EVS use STD
 2) With EVS RVR 1200ft/ VIS 0.2SM, wo EVS use STD

Changes: Nil

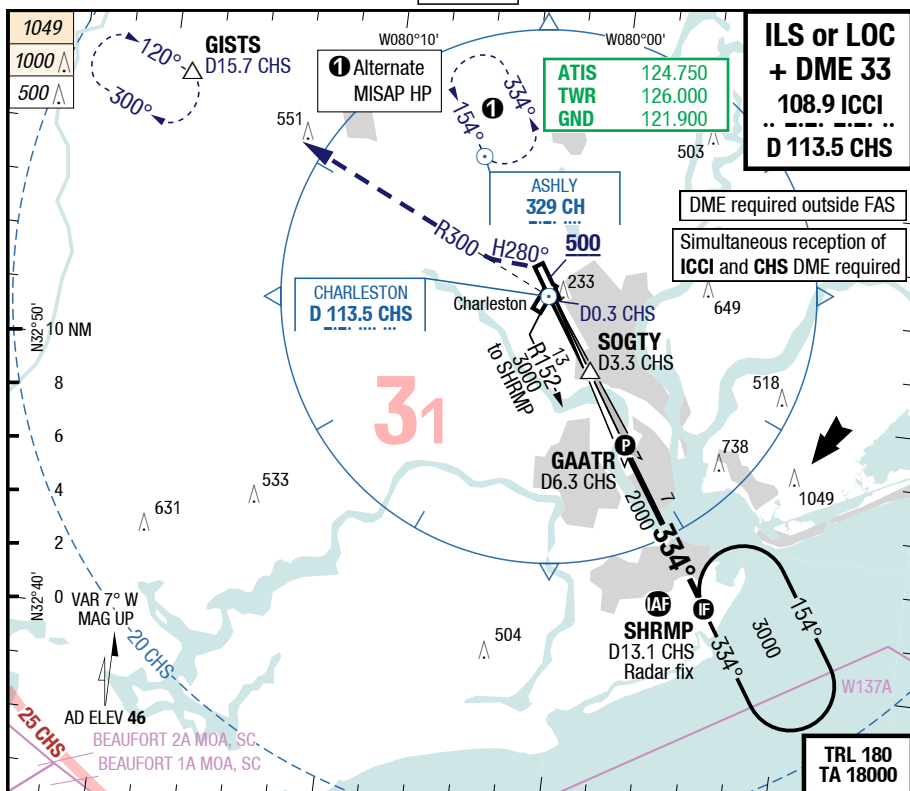
AMDT 24A

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United States **Charleston** Charleston AFB/Intl

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CHS-KCHS**7-20****ILS or LOC + DME 33**

33		Cat 1 DME CHS 1)	LOC DME CHS	Circling TERPS	
C	ft - ft/SM ft	200 - 1800R/0.5V 250	440 - 4500R/0.88V 480	600 - 1.5V 650	
D	ft - ft/SM ft	200 - 1800R/0.5V 250	440 - 4500R/0.88V 480	700 - 2.25V 750	

1) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM

Changes: MIN, AMDT No

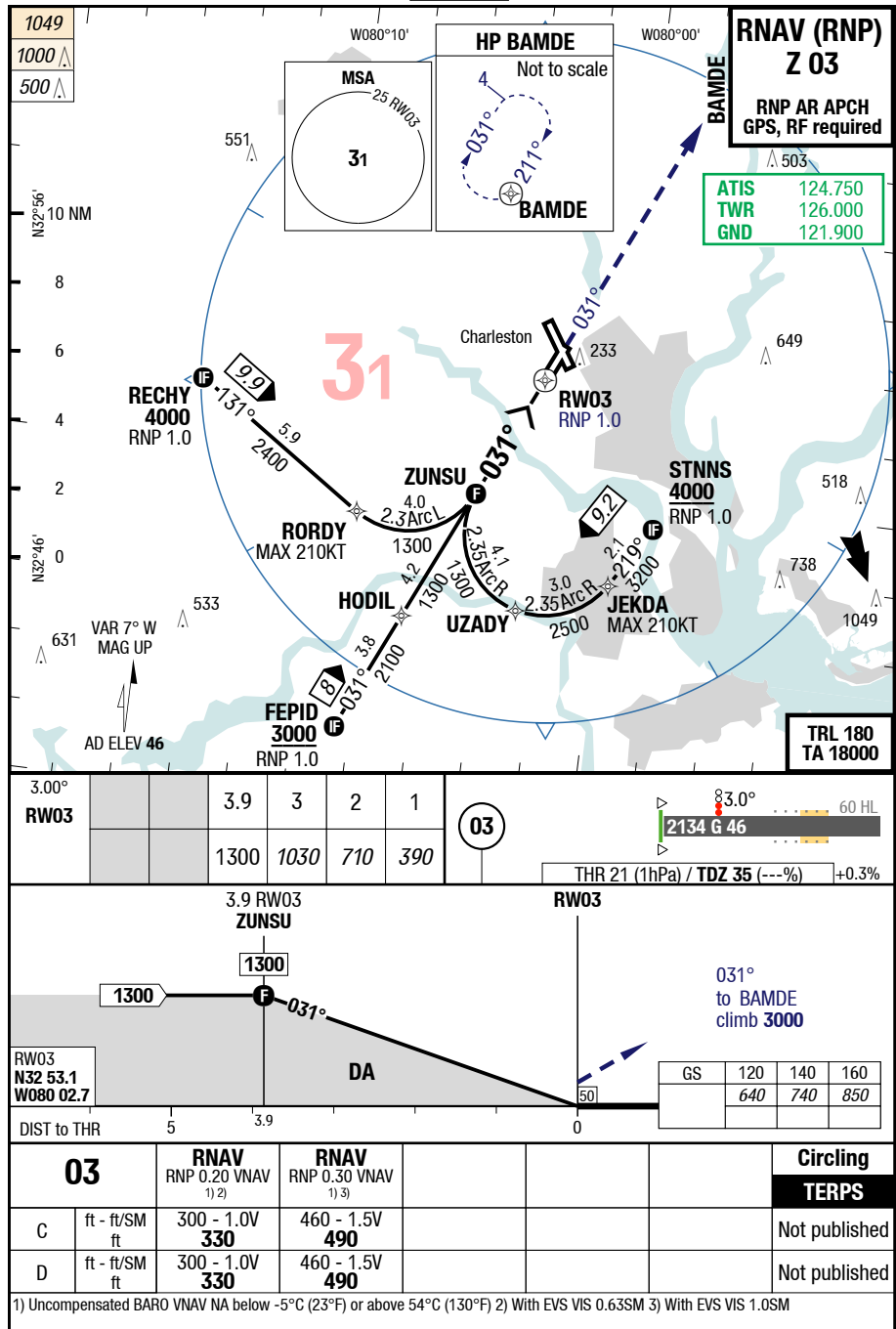
AMDT 8C

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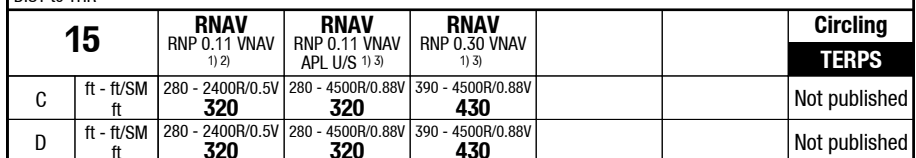
29-DEC-2016

CHS-KCHS**7-30****RNAV (RNP) Z 03**

IAC

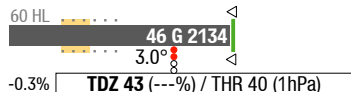
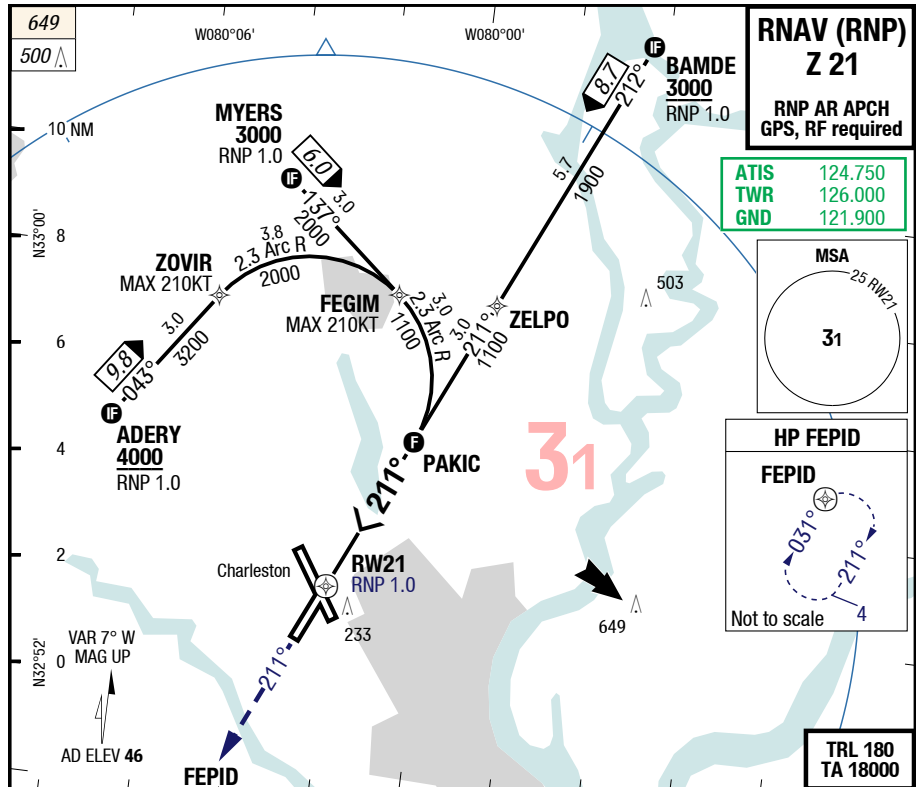


RNAV (RNP) Z 15

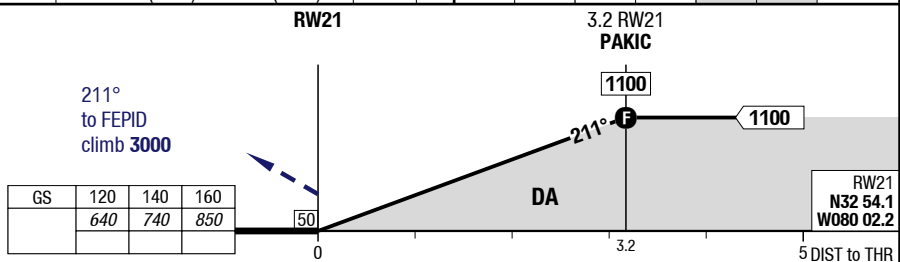


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29-DEC-2016

CHS-KCHS**7-50****RNAV (RNP) Z 21**

1	2	3	3.2			3.00°
410	730	1050	1100			RW21

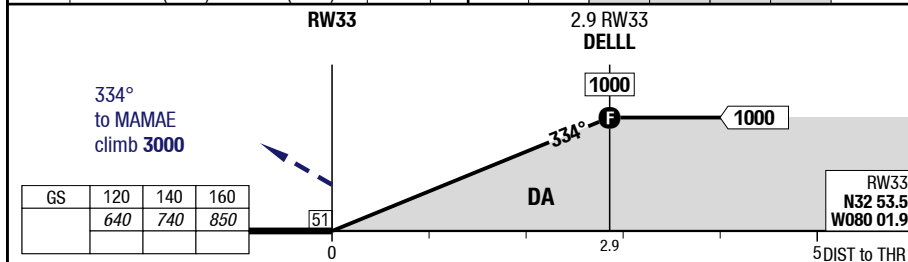
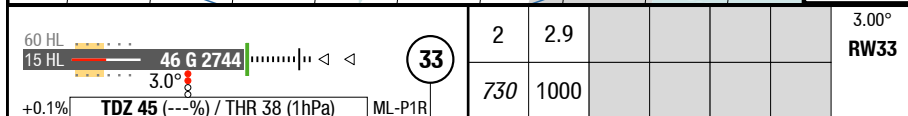
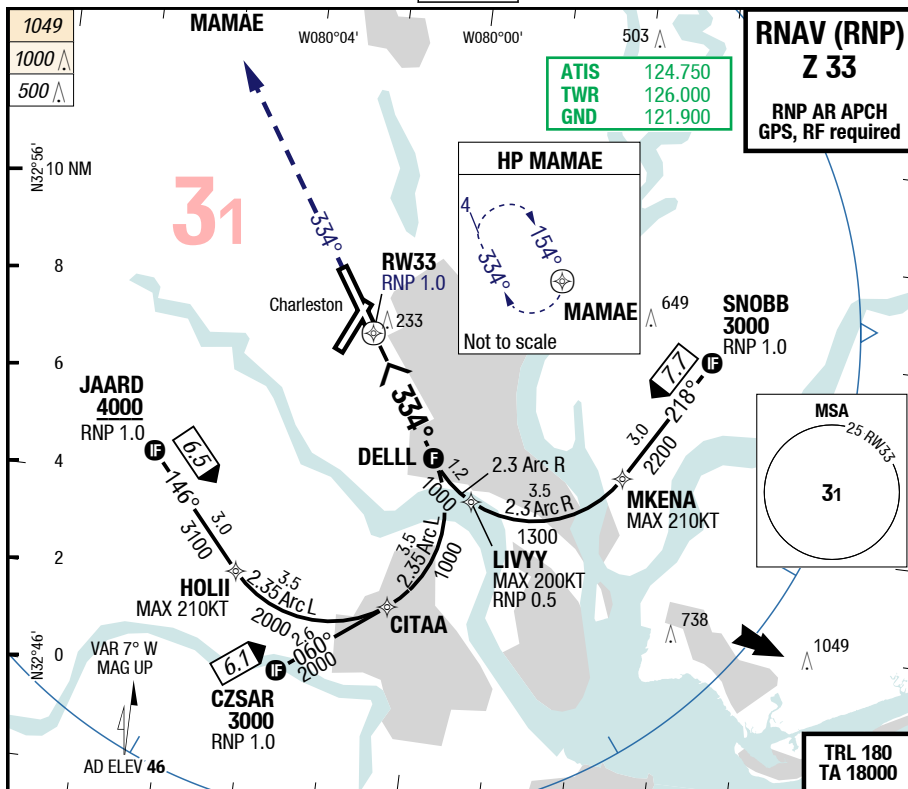


21		RNAV RNP 0.21 VNAV 1) 2)	RNAV RNP 0.30 VNAV 1) 3)				Circling TERPS
C	ft - ft/SM ft	350 - 1.13V 400	420 - 1.38V 460				Not published
D	ft - ft/SM ft	350 - 1.13V 400	420 - 1.38V 460				Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 54°C (130°F) 2) With EVS VIS 0.75SM 3) With EVS VIS 1.0SM

7-60

RNAV (RNP) Z 33



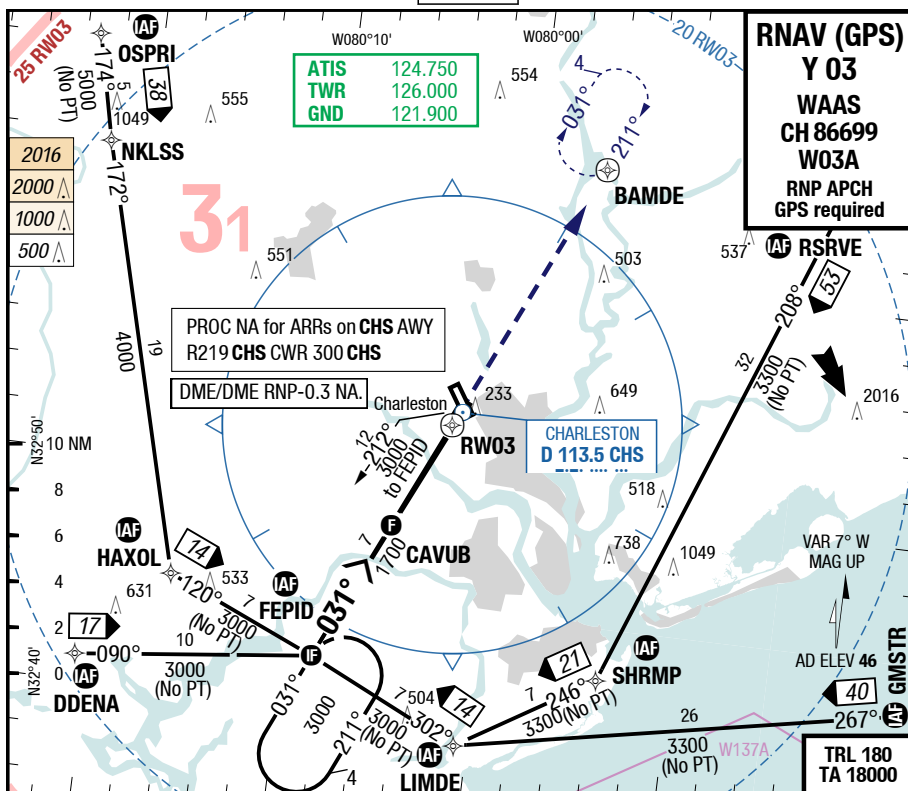
33		RNAV RNP 0.23 VNAV 1) 2)	RNAV RNP 0.23 VNAV APL U/S 1) 3)	RNAV RNP 0.30 VNAV 1) 4)	RNAV RNP 0.30 VNAV APL U/S 1) 5)	Circling TERPS
C	ft - ft/SM ft	400 - 4500R/0.88V 450	400 - 1,38V 450	480 - 6000R/1.25V 520	480 - 1,75V 520	Not published
D	ft - ft/SM ft	400 - 4500R/0.88V 450	400 - 1,38V 450	480 - 6000R/1.25V 520	480 - 1,75V 520	Not published

1) Uncompensated BARO VNAV NA below -5°C (23°F) or above 54°C (130°F) 2) With EVS RVR 3000ft/ VIS 0.63SM 3) With EVS VIS 1.0SM 4) With EVS RVR 4000ft/ VIS 0.75SM 5) With EVS VIS 1.25SM

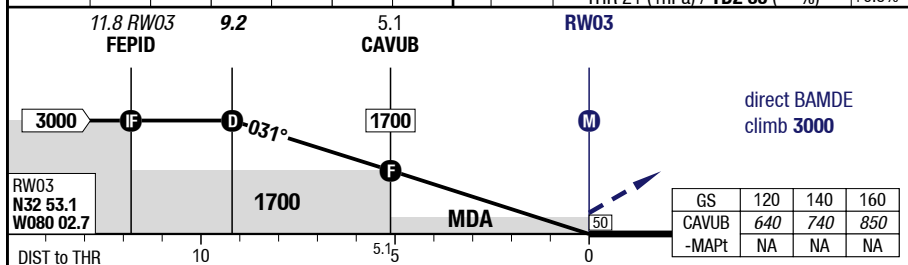
25-JAN-2018

United States **Charleston** Charleston AFB/Intl

IAC

CHS-KCHS**7-70****RNAV (GPS) Y 03**

3.00°	9.2	8	6	4	3	2	03	83.0°	2134 G 46	60 HL	THR 21 (1hPa) / TDZ 35 (---%) +0.3%
RW03	3000	2620	1990	1350	1030	710					



03	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM 210 - 0.75V 240	440 - 1.5V 480	450 - 1.38V 480	600 - 1.5V 650
D	ft - ft/SM 210 - 0.75V 240	440 - 1.5V 480	450 - 1.38V 480	700 - 2.25V 750

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F)

Changes: Nil

AMDT 2B

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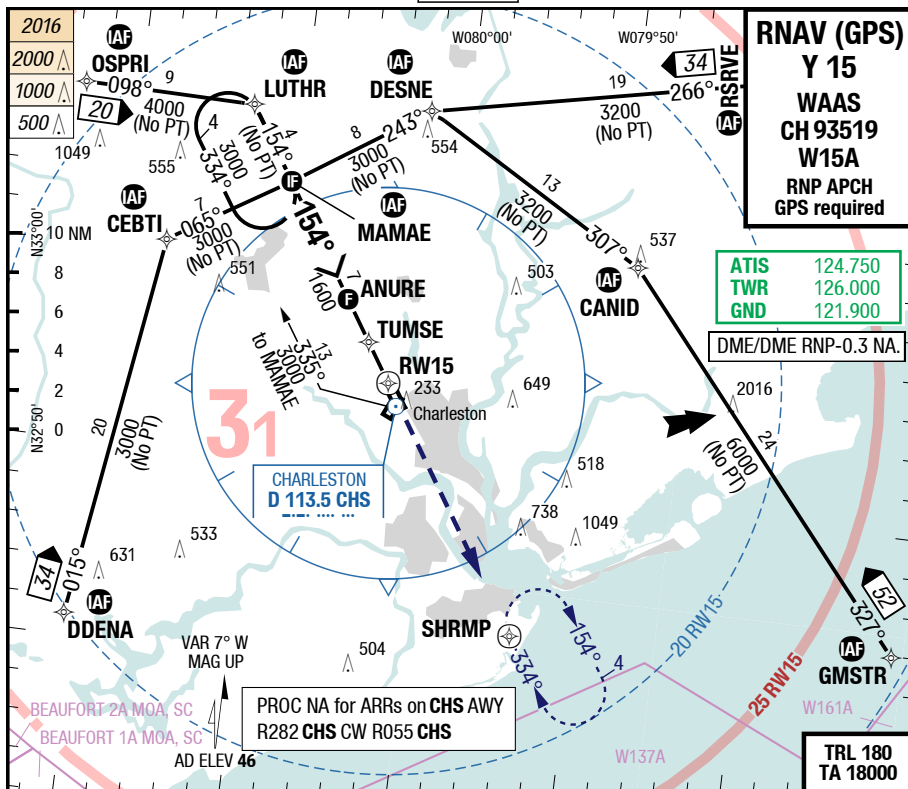
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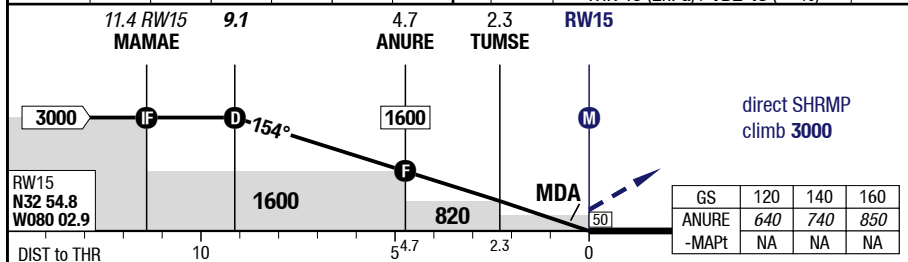
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CHS-KCHS

7-80

RNAV (GPS) Y 15

3.00° RW15	9.1	9	7	5	3	2	<div><div>15</div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div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TERPS	15	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS VNAV APL U/S 1)	RNAV GPS LNAV	Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 250	340 - 3500R/0.63V 380	340 - 1,25V 380	420 - 4000R/0.75V 460	600 - 1.5V 650
D	ft - ft/SM ft	200 - 1800R/0.5V 250	340 - 3500R/0.63V 380	340 - 1,25V 380	420 - 4000R/0.75V 460	700 - 2.25V 750

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F)

Changes: MIN, AMDT No

AMDT 3C

© Lido 2018

25-JAN-2018

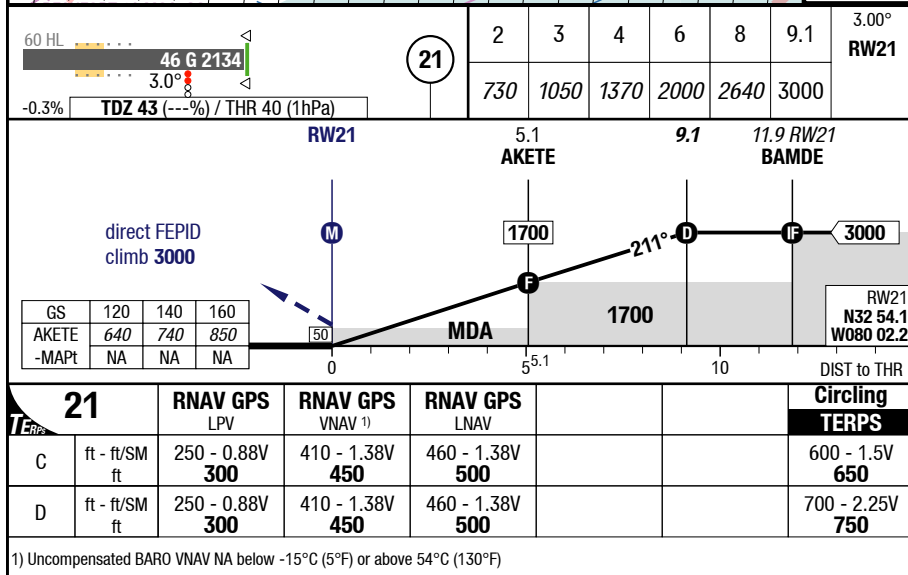
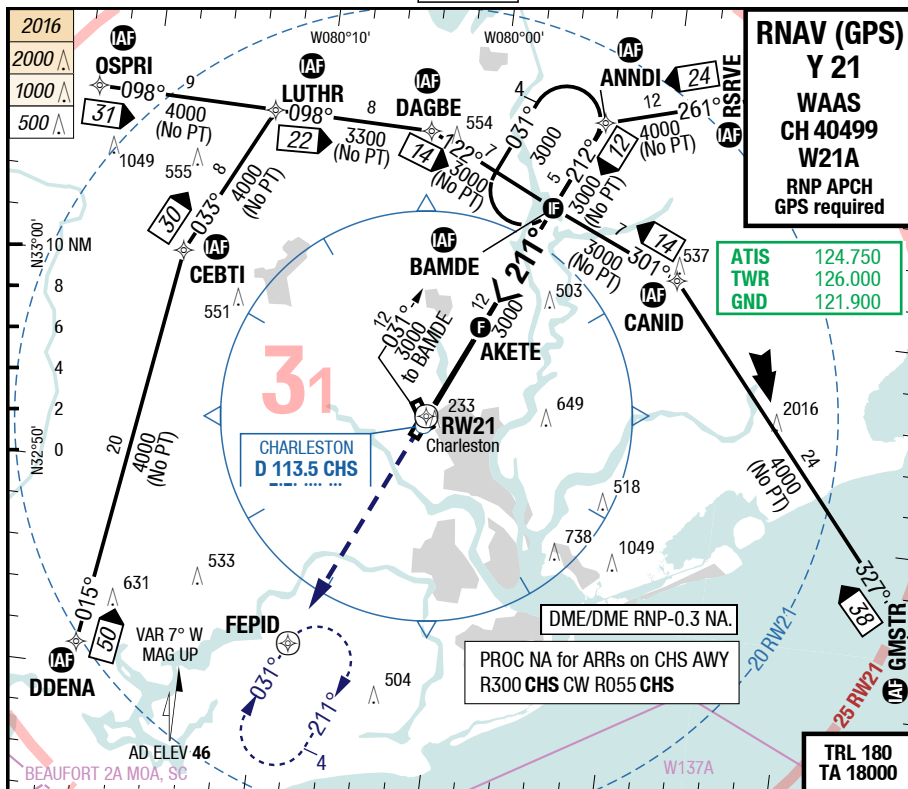
United States **Charleston** Charleston AFB/Intl

IAC

CHS-KCHS

7-90

RNAV (GPS) Y 21

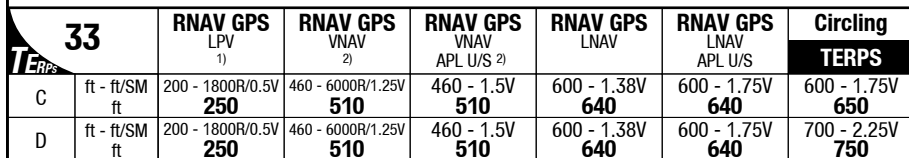


Changes: Nil

AMDT 2B

© Lido 2018

RNAV (GPS) Y 33



© Lido 2018

29-DEC-2016

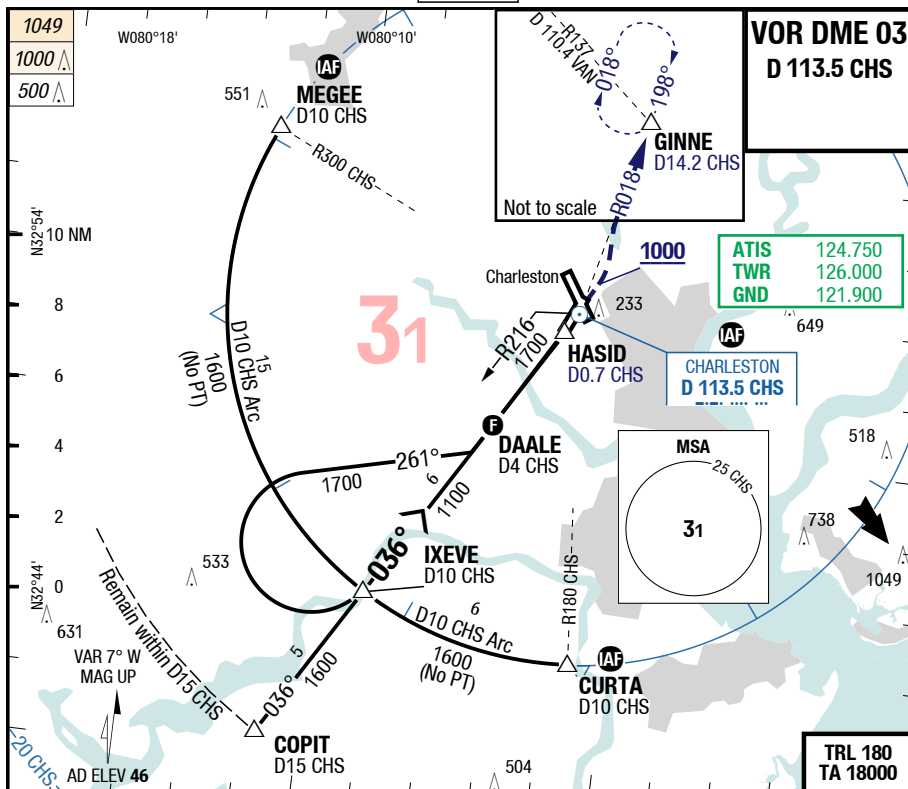
United States **Charleston** Charleston AFB/Intl

IAC

CHS-KCHS

7-110

VOR DME 03



2.92° D CHS 036° RWY 031°			5.6	5	3	2	03	83.0° 2134 G 46 60 HL	
			1600	1420	800	490		THR 21 (1hPa) / TDZ 35 (---%) +0.3%	
D10 CHS IXEVE	D5.6	D4 DAALE	D0.7 CHS HASID	036° at MNN 1000 LT intercept R018 CHS to GINNE climb 2000					
1600	1100	1100	MDA						
DIST to THR	5	3.3	0						
03	VOR DME						Circling		
TERPS							TERPS		
C	ft - ft/SM ft	390 - 1.13V 420					600 - 1.5V 650		
D	ft - ft/SM ft	390 - 1.13V 420					700 - 2.25V 750		

Changes: APL, OBST, ALT, MISAP text, Editorial

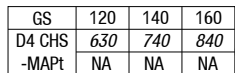
AMDT 14B

© Lido 2016

VOR DME 15

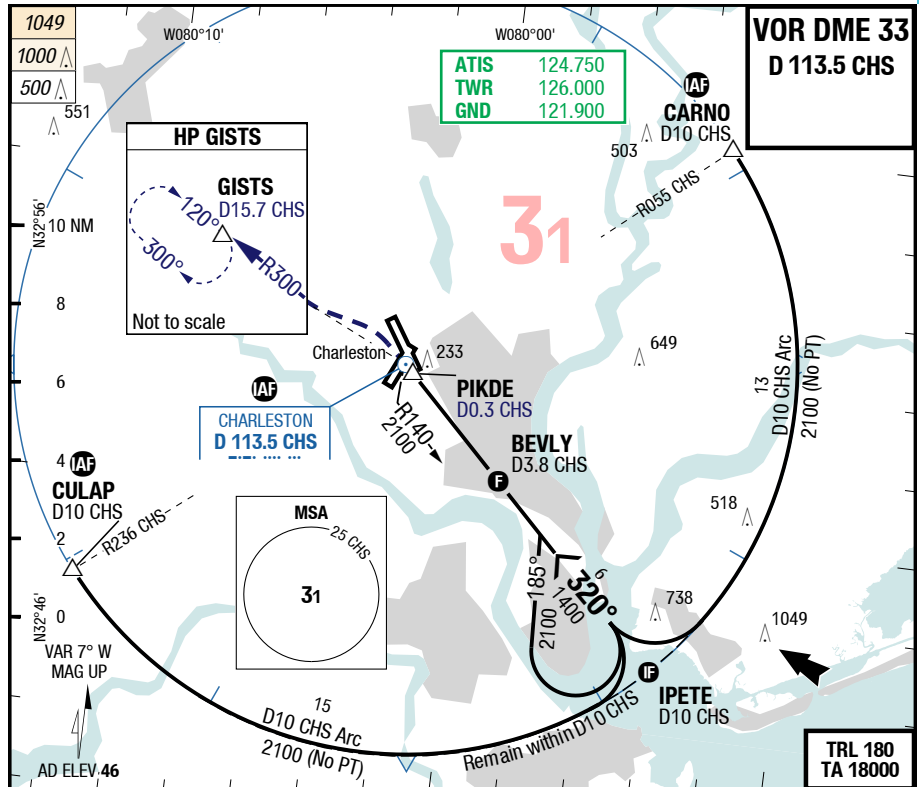


VOR DME 21



Circling TERPS

29-DEC-2016

CHS-KCHS
7-140
VOR DME 33


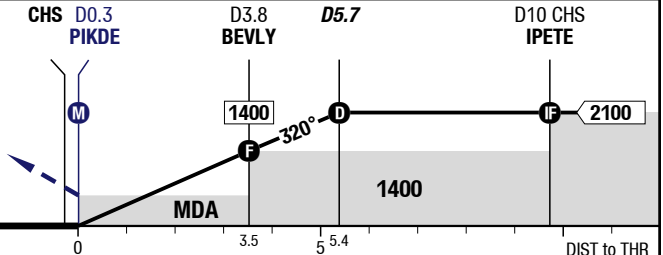
60 HL
15 HL
46 G 2744
3.0°
+0.1% TDZ 45 (---%) / THR 38 (1hPa) ML-P1R

33

2	3	4	5	5.7	3.52° D CHS 320° RWY 334°
740	1110	1480	1860	2100	

LT
Intercept R300 CHS
to GISTS
climb 2100

GS	120	140	160
D3.8 CHS	750	870	1000
-MAPt	NA	NA	NA



33		VOR DME		Circling TERPS	
C	ft - ft/SM ft	460 - 4500R/0.88V 500		600 - 1.5V 650	
D	ft - ft/SM ft	Not authorized		700 - 2.25V 750	

29-DEC-2016

CHS-KCHS

7-150

WxMinima Overflow

15		LOC wo WENEX					
C	ft - ft/SM ft	480 - 5000R/1.0V 520					
D	ft - ft/SM ft	480 - 5000R/1.0V 520					