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Airport Information For KCHS

Terminal Charts For KCHS

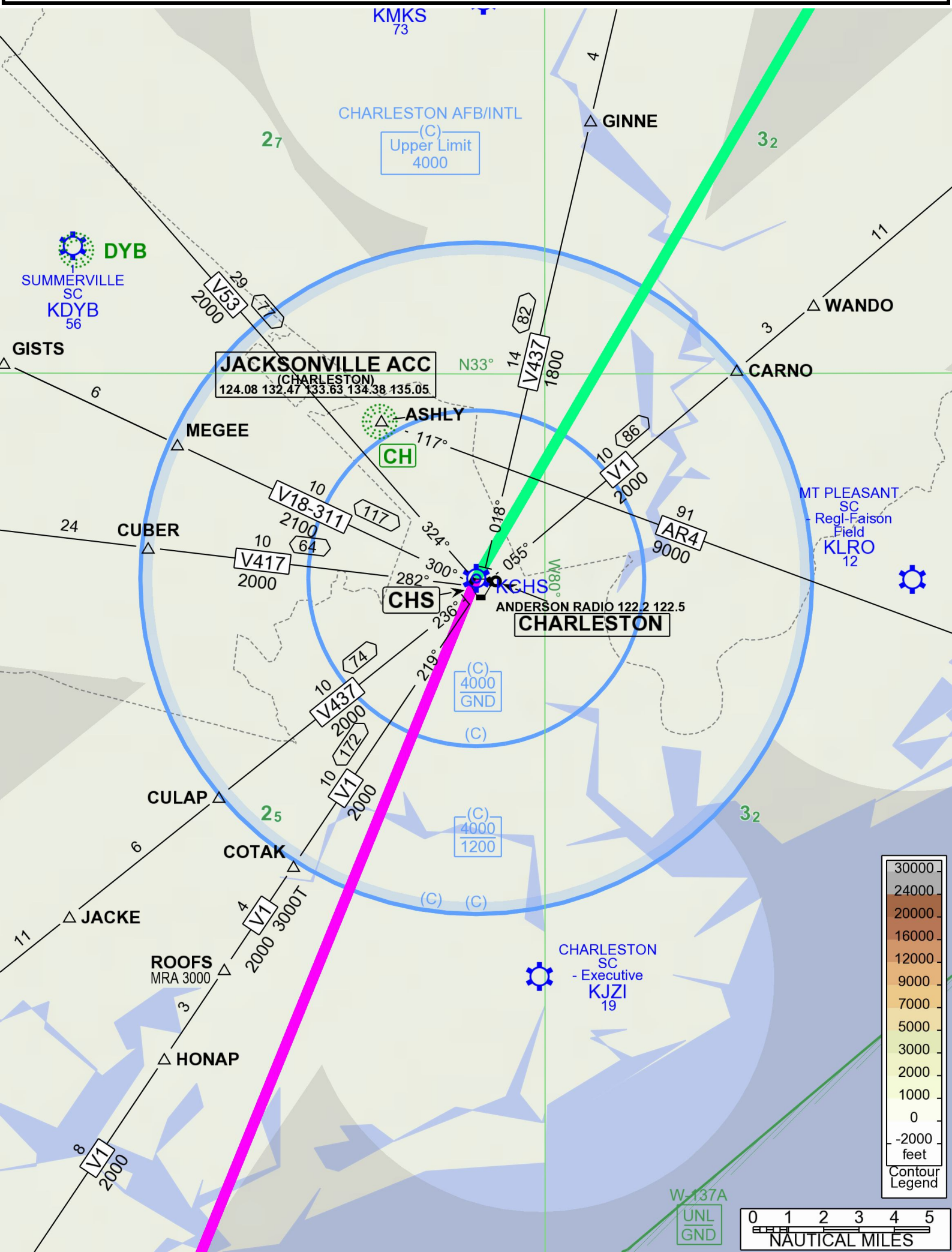
Airport Information For KSRQ

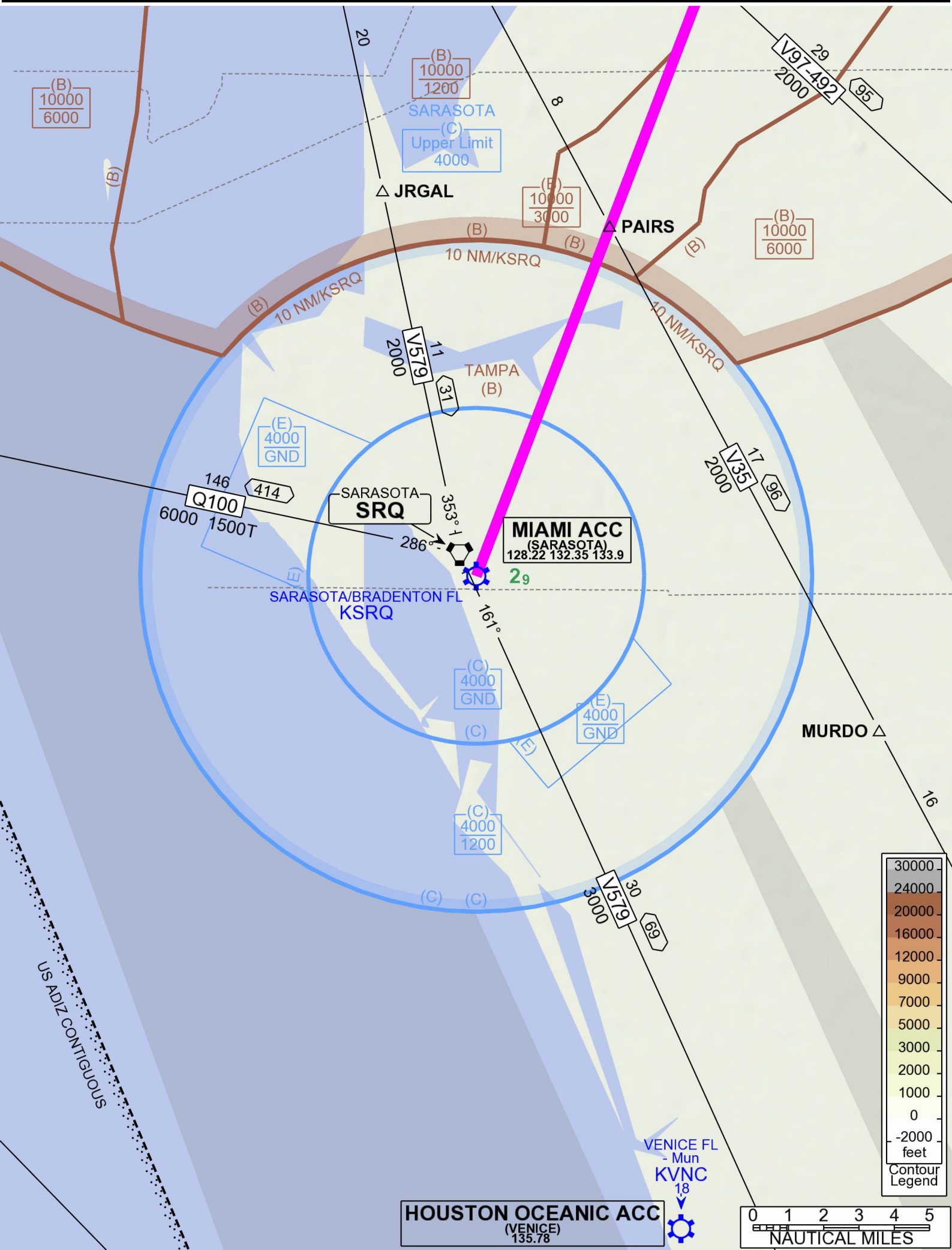
Terminal Charts For KSRQ

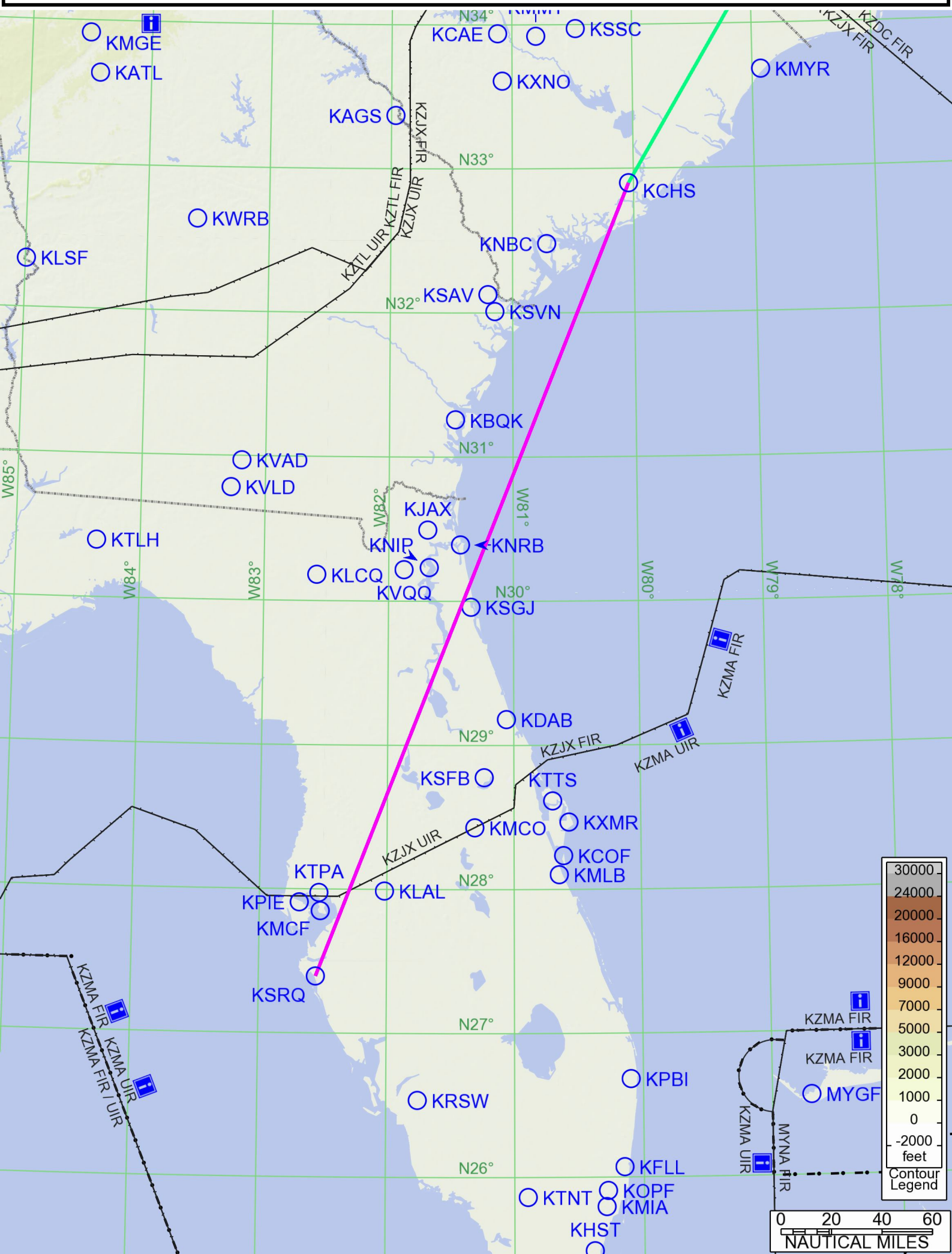
Revision Letter For Cycle 15-2016

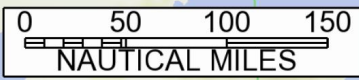
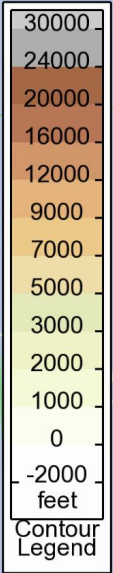
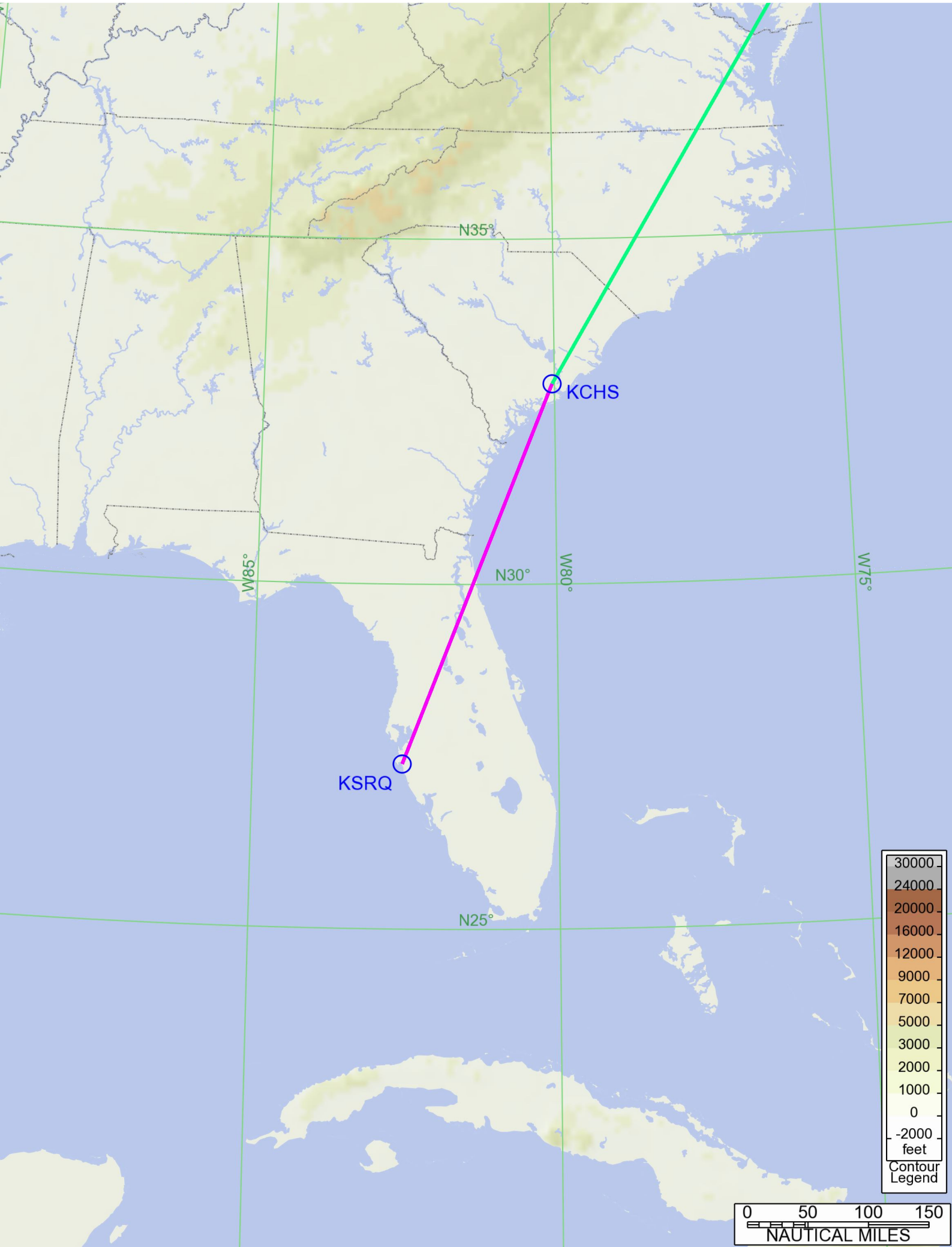
Change Notices

Notebook









General Information

Location: CHARLESTON SC USA
ICAO/IATA: KCHS / CHS
Lat/Long: N32° 53.92', W080° 02.43'
Elevation: 46 ft

Airport Use: Joint-Use
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 7.0° 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: 1114 Z
Sunset: 2306 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 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, ALS, Centerline, TDZ
Stopway: 1000 ft

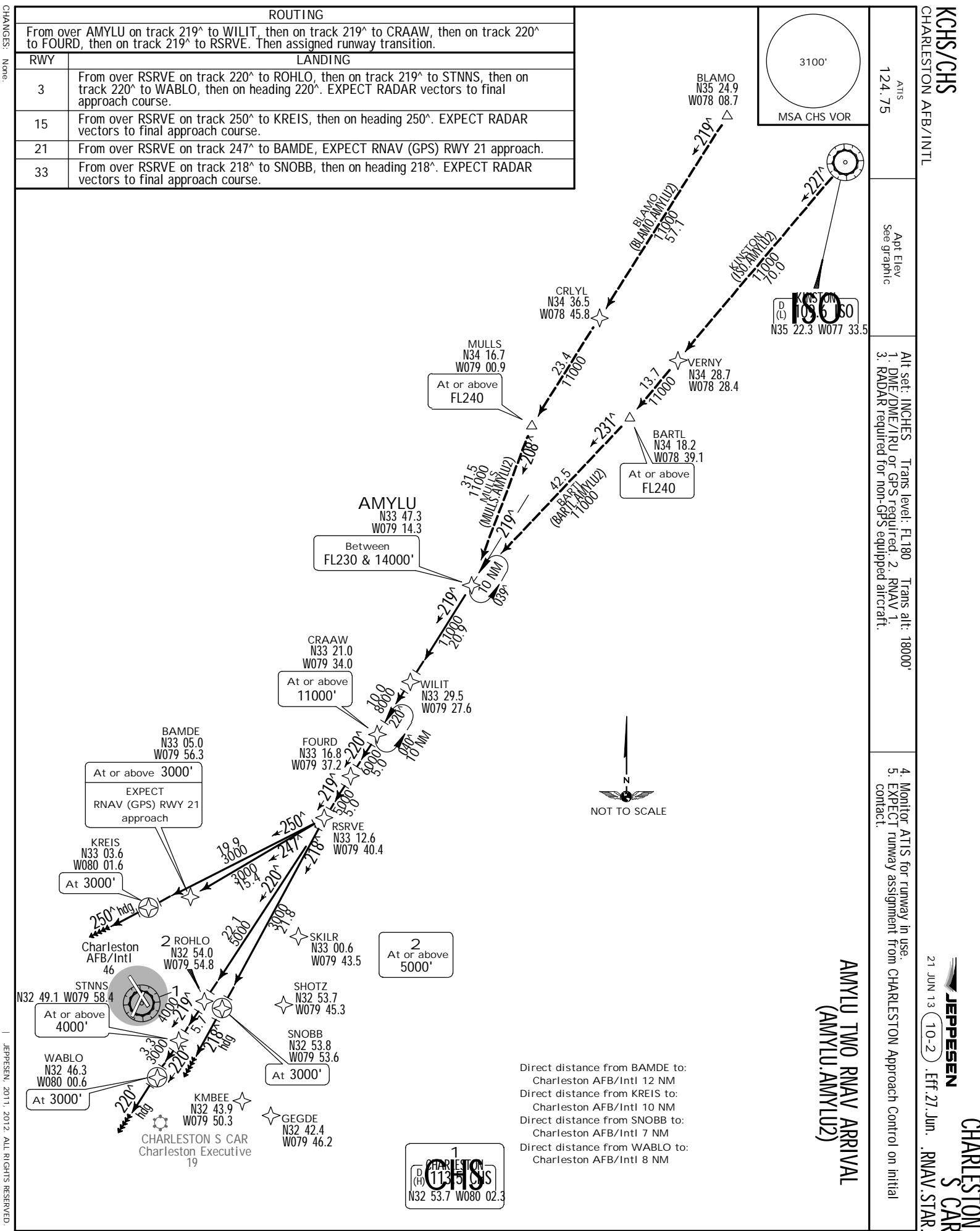
Runway: 21
Length x Width: 7000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 43 ft
Lighting: Edge, REIL

Runway: 33

Length x Width: 9001 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 45 ft
Lighting: Edge, ALS, Centerline
Stopway: 1000 ft

Communication Information

ATIS: 124.750
Charleston Tower: 126.000
Charleston Ground: 121.900
Charleston Clearance Delivery: 127.325
Charleston Approach: 120.700 (151°-330°) Initial Contact
Charleston Approach: 119.300 (331°-150°)
Charleston App Airport Radar Service Area: 120.700 (151°-330°)
Charleston App Airport Radar Service Area: 119.300 (331°-150°)
Charleston Departure: 120.700 (151°-330°)
Charleston Departure: 119.300 (331°-150°)
Charleston Afb/Intl UNICOM: 122.950
Anderson FSS: 122.200 RCO
Anderson FSS: 122.100 RCO
Palmetto Ops Airlift Command Post: 134.100 Military
Anderson FSS: 122.500 RCO



CHANGES:	Procedures renumbered	EQJW unapproved changed to C75AD
EDP/EFEN	2011	2013
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KCHS/CHS

CHARLESTON AFB/INTL



19 AUG 11

(10-2B)

.Eff.25.Aug.

CHARLESTON, S CAR

.RNAV.STAR.

ATIS
124.75

Apt Elev
46'

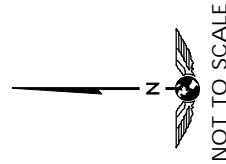
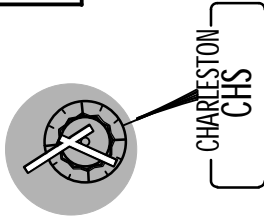
Alt set: INCHES Trans level: FL180 Trans alt: 18000'

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

DDENA ONE RNAV ARRIVAL (BAGGY.DDENA1)



DDENA	EXPECT	approach clearance
-------	--------	--------------------

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

DEQUE
(DEQUE.DDENA1)
7000
55.3

SAVANNAH
(SAV. DENMAY)
77000
37.3

VANNAH-
SAV

ROUTING

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

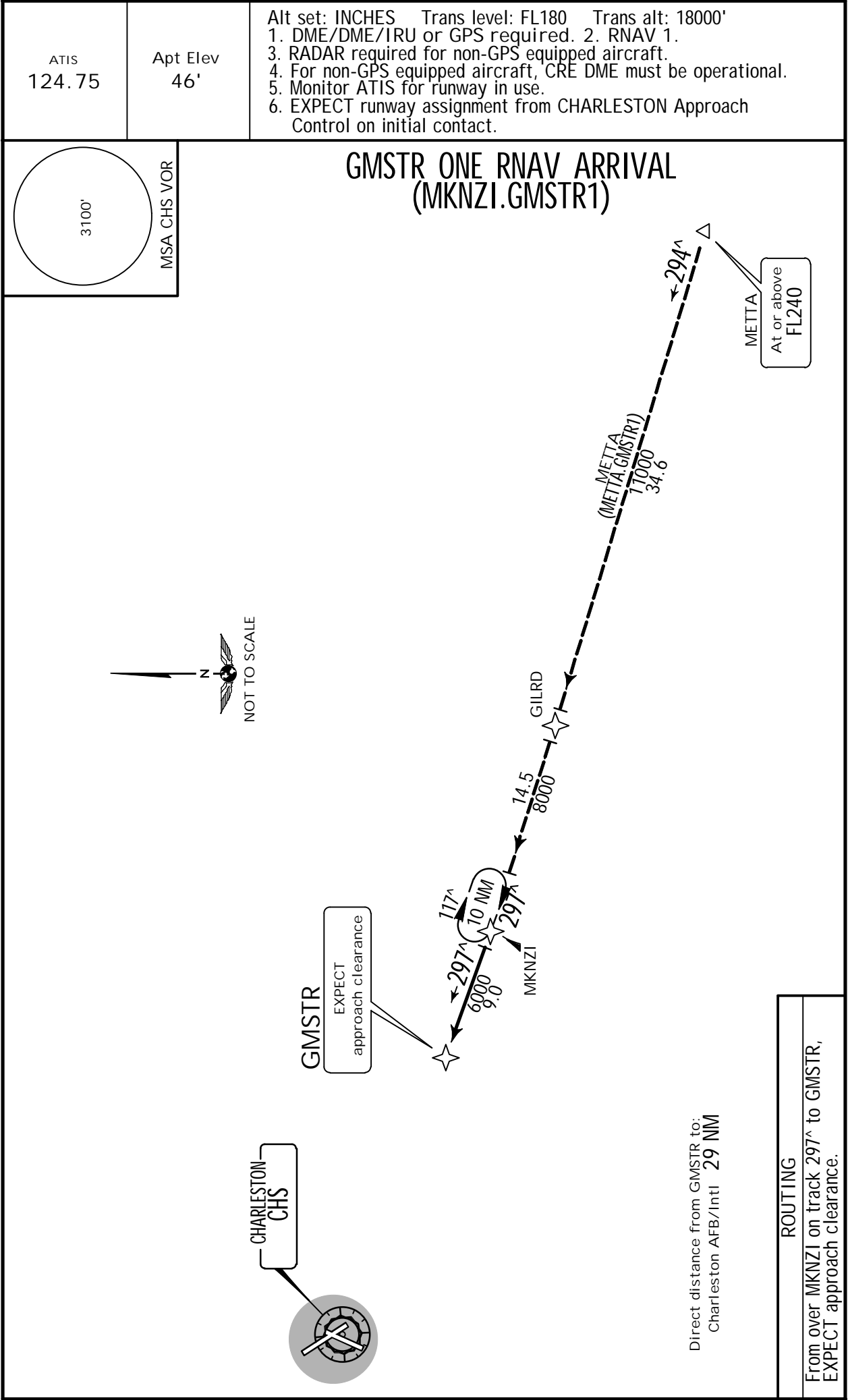
CHANGES: New procedure at this airport.

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KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
19 AUG 11 10-2C .Eff.25.Aug.

CHARLESTON, S CAR
.RNAV.STAR.



KCHS/CHS
CHARLESTON AFB/INTL

ATIS
124.75

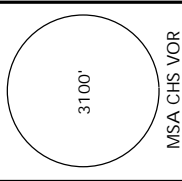
Apt Elev
See graphic

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.

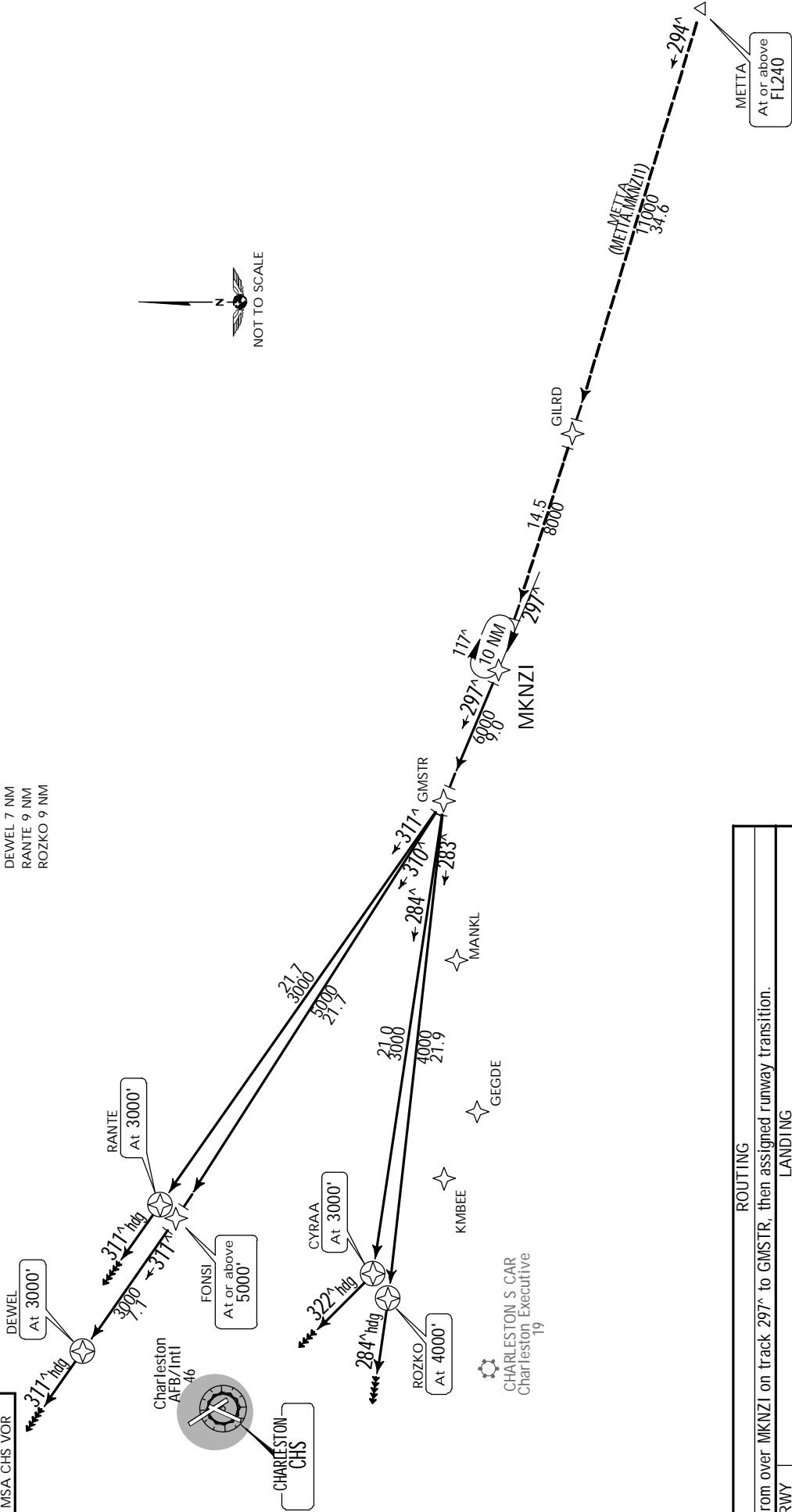
JEPPesen
6 DEC 13 (10-2D) .Eff. 12 Dec. .RNAV.STAR.

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.

MKNZI ONE RNAV ARRIVAL
(MKNZI.MKNZI1)

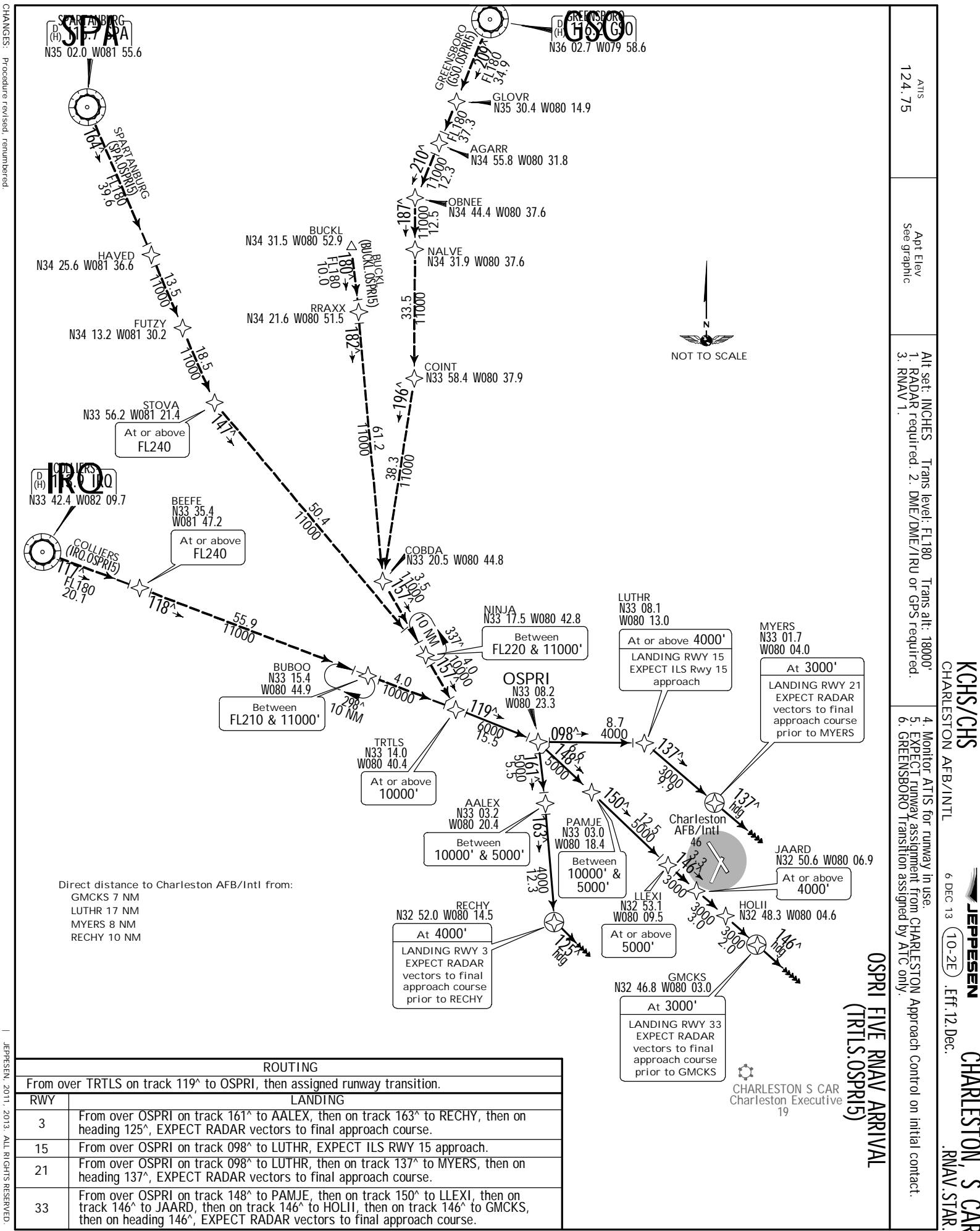


Direct distance to Charleston AFB/Intl from:
CYRAA 10 NM
DEWEL 7 NM
RANTE 9 NM
ROZKO 9 NM



ROUTING	
From over MKNZI on track 297° to GMSTR, then assigned runway transition.	
LANDING	
RWY	
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: None.



KCHS/CHS

CHARLESTON AFB/INTL

JEPPESEN

6 DEC 13

10-2F

.Eff.12.Dec.

CHARLESTON, S CAR

.RNAV.STAR.

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.

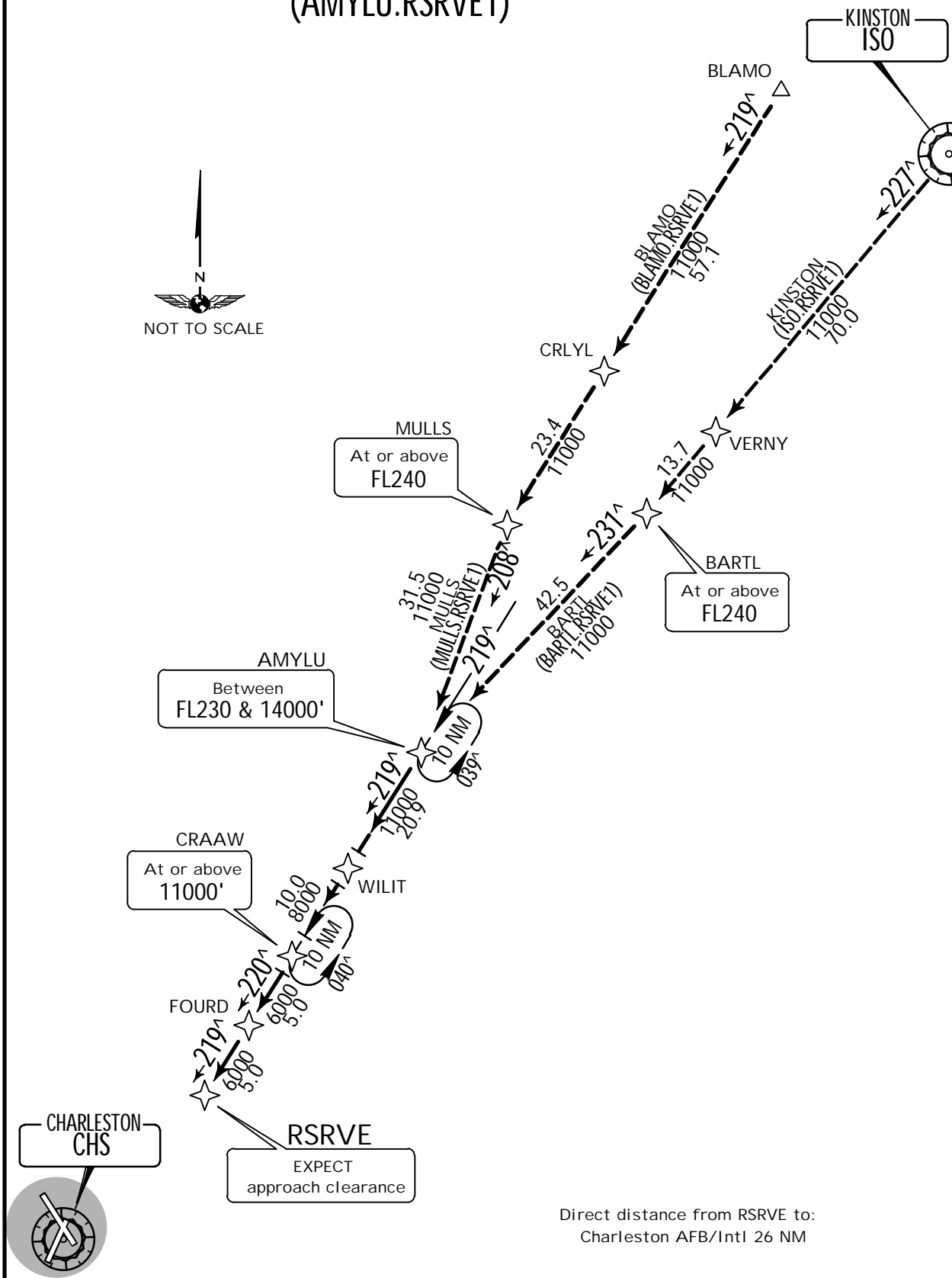
5. EXPECT runway assignment from CHARLESTON

Approach Control on initial contact.

3100'

MSA CHS VOR

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.

KCHS/CHS

CHARLESTON AFB/INTL

JEPPESSEN

6 DEC 13

10-2G

.Eff.12.Dec.

CHARLESTON, S CAR

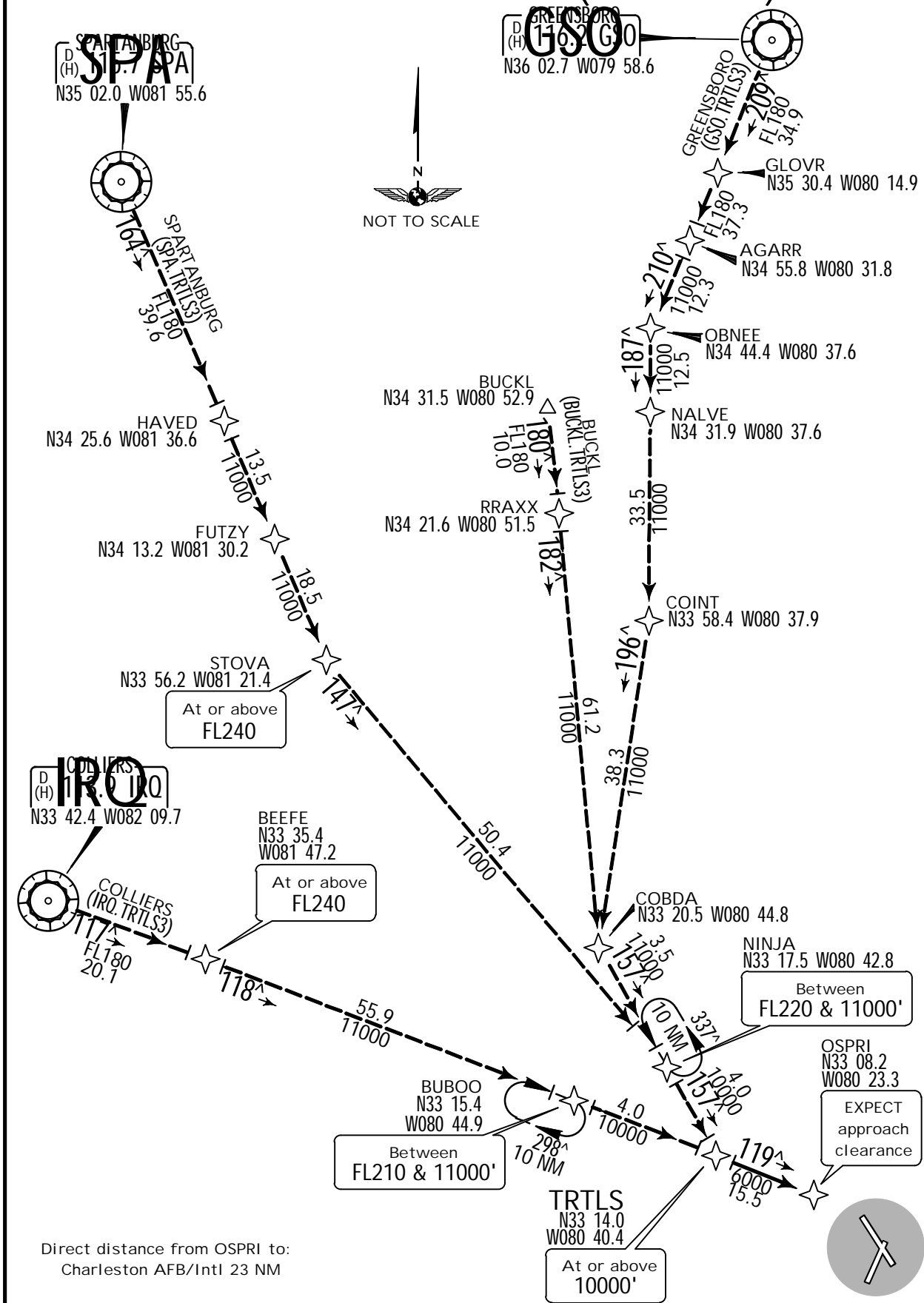
.RNAV.STAR.

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.
6. GREENSBORO Transition assigned by ATC only.

TRTLS THREE RNAV ARRIVAL (TRTLS.TRTLS3)



ROUTING

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

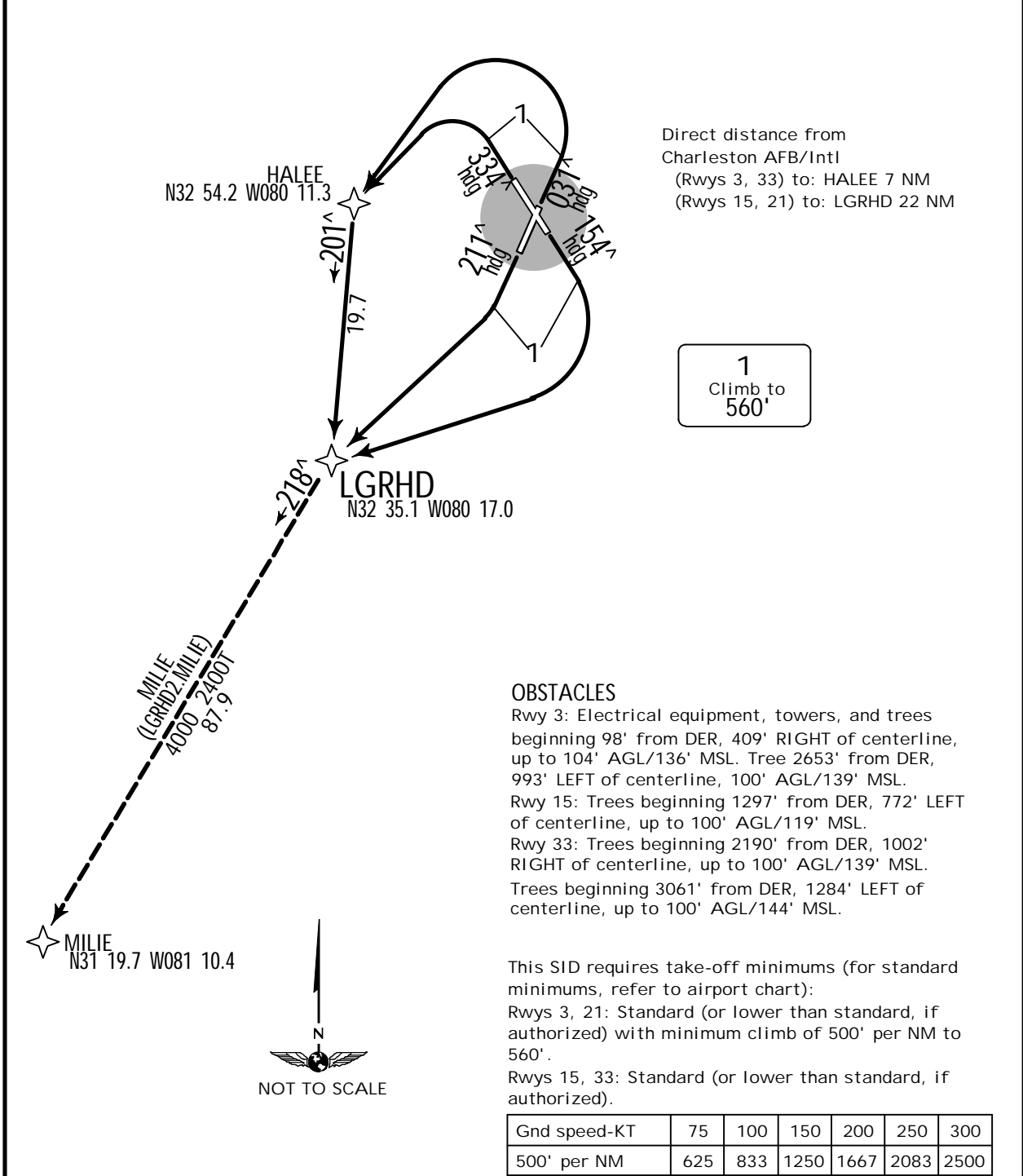
KCHS/CHS
CHARLESTON AFB/INTL

JEPPesen
15 JUL 16 10-3 .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 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.
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LGRHD 2 RNAV DEPARTURE (LGRHD2.LGRHD)



RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then LEFT turn direct HALEE, then on depicted route to LGRHD.	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, MAINTAIN 4000'. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		

KCHS/CHS
CHARLESTON AFB/INTL

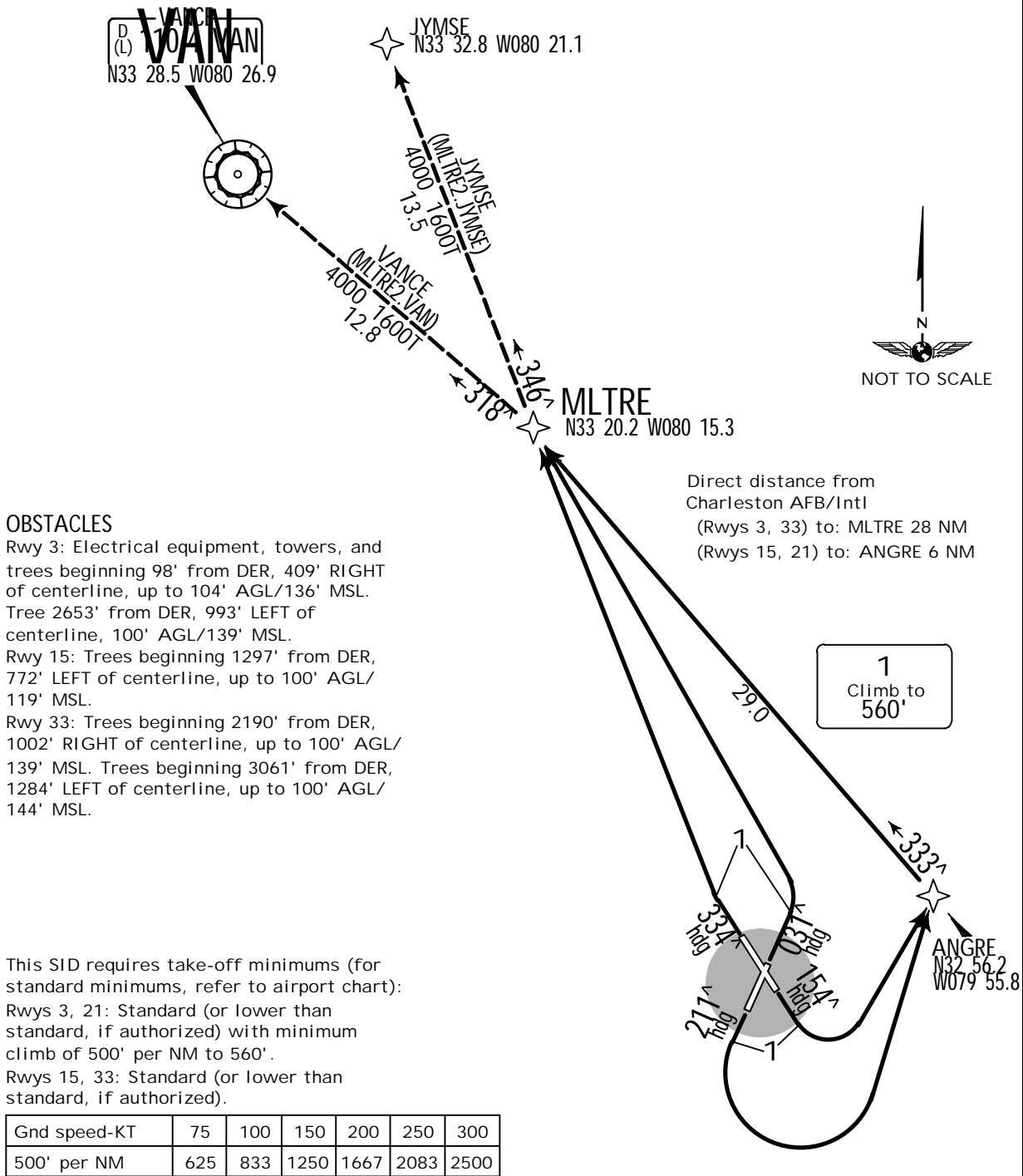


15 JUL 16 (10-3A) .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 119.3	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 DMEs must be operational for take-off Rwy 15, 21; FLO DME must be operational for take-off Rwys 3, 33. 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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MLTRE 2 RNAV DEPARTURE (MLTRE2.MLTRE)

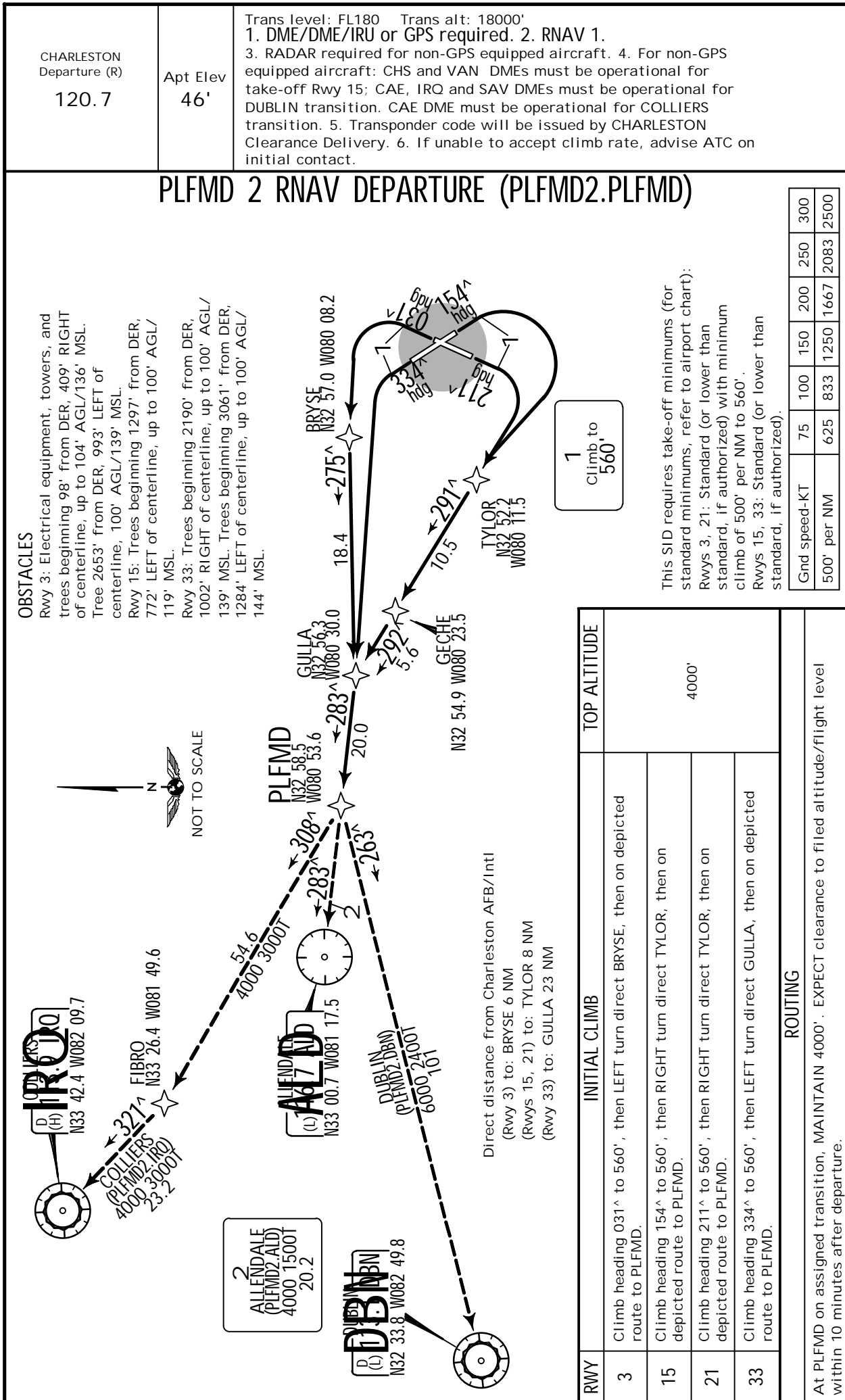


RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then LEFT turn direct MLTRE.	4000'
15	Climb heading 154^ to 560', then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
21	Climb heading 211^ to 560', then LEFT turn direct ANGRE, then on depicted route to MLTRE.	
33	Climb heading 334^ to 560', direct MLTRE.	
ROUTING		
At MLTRE via assigned transition. MAINTAIN 4000'. EXPECT clearance to filed altitude 10 minutes after departure.		

KCHS/CHS
CHARLESTON AFB/INTL

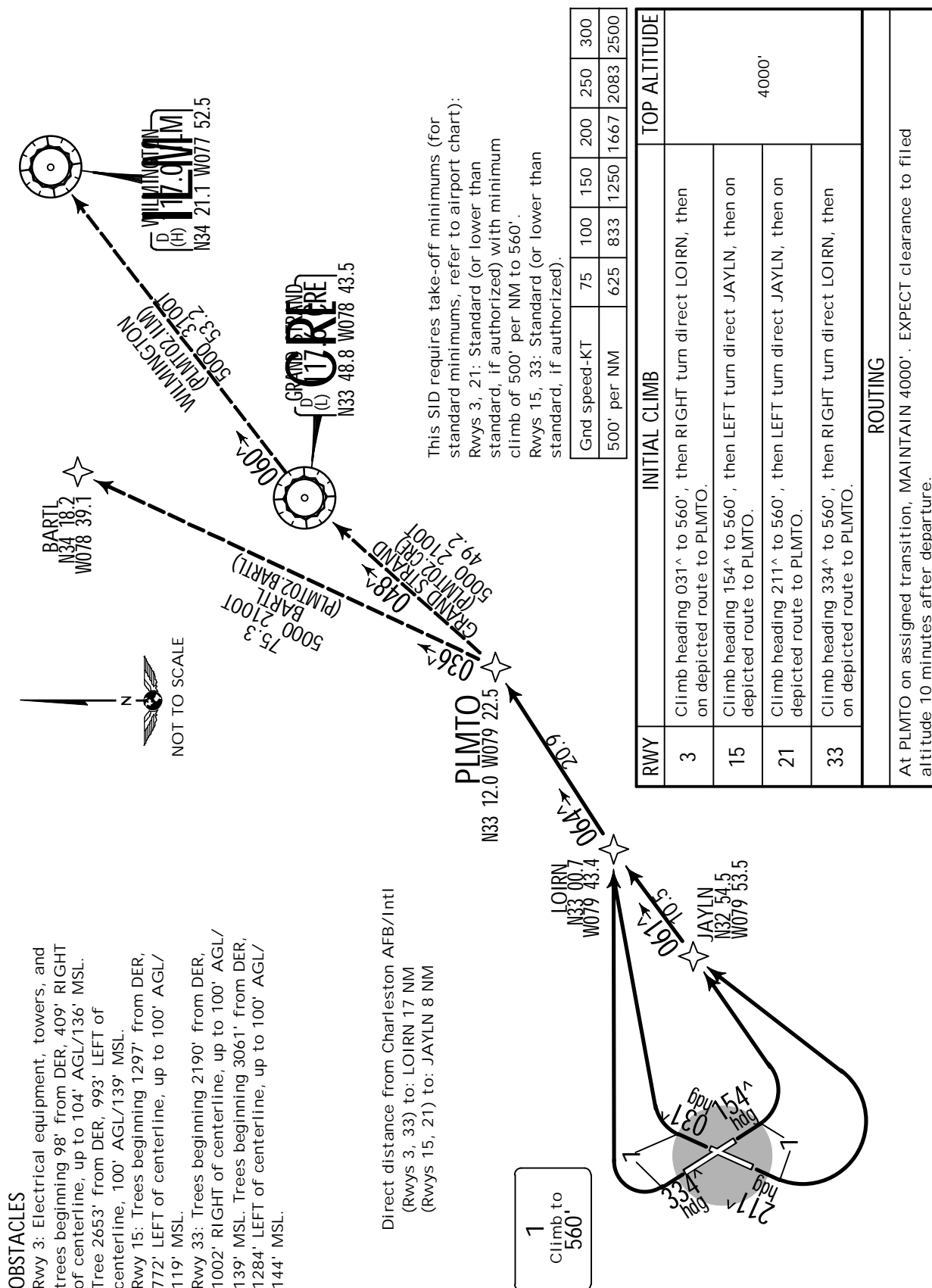
JEPPESSEN
15 JUL 16 (10-3B) .Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.



<p>CHARLESTON Departure (R)</p> <p>119.3</p>	<p>Apt Elev 46'</p>	<p>Trans level: FL180 Trans alt: 18000'</p> <p>1. DME/DME/IRU or GPS required. 2. RNAV 1.</p> <p>3. RADAR required for non-GPS equipped aircraft. 4. For non-GPS equipped aircraft: CHS DME must be operational for take-off Rwy 15, 21, 33; FLO DME must be operational for BARTL and WILMINGTON transitions. 5. Transponder code will be issued by CHARLESTON Clearance Delivery. 6. If unable to accept climb rate, advise ATC on initial contact.</p>
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PLMT0 2 RNAV DEPARTURE (PLMT02.PLMT0)



KCHS/CHS
CHARLESTON AFB/INTL

JEPPesen

15 JUL 16

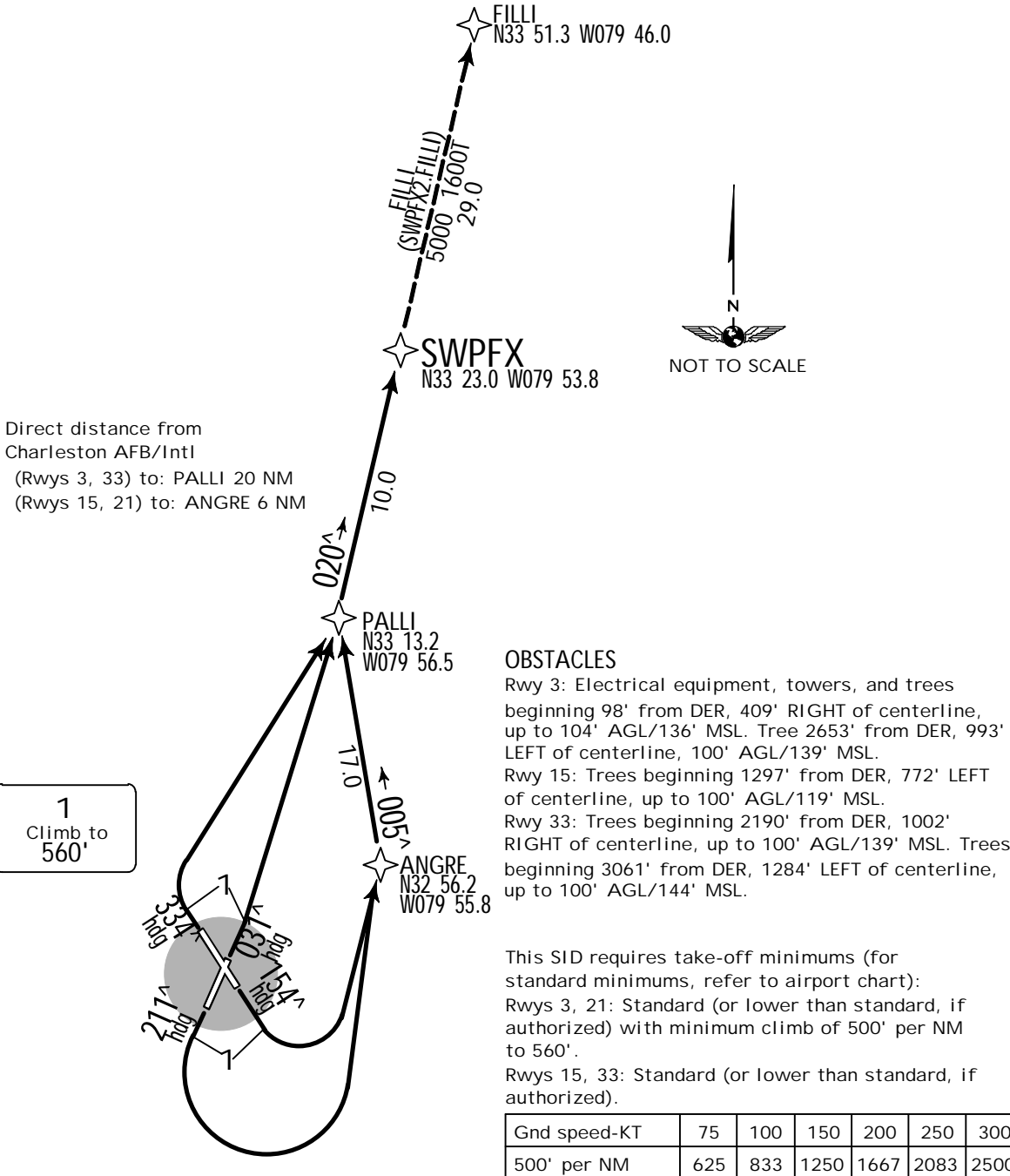
(10-3D)

.Eff.21.Jul.

CHARLESTON, S CAR
.RNAV.SID.

CHARLESTON Departure (R) 119.3	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 DMEs must be operational for take-off Rwys 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 2 RNAV DEPARTURE (SWPFX2.SWPFX)



RWY	INITIAL CLIMB	TOP ALTITUDE
3	Climb heading 031^ to 560', then direct PALLI, then on depicted route to SWPFX.	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 on assigned transition, MAINTAIN 4000'. EXPECT clearance to filed altitude 10 minutes after departure.		

KCHS/CHS

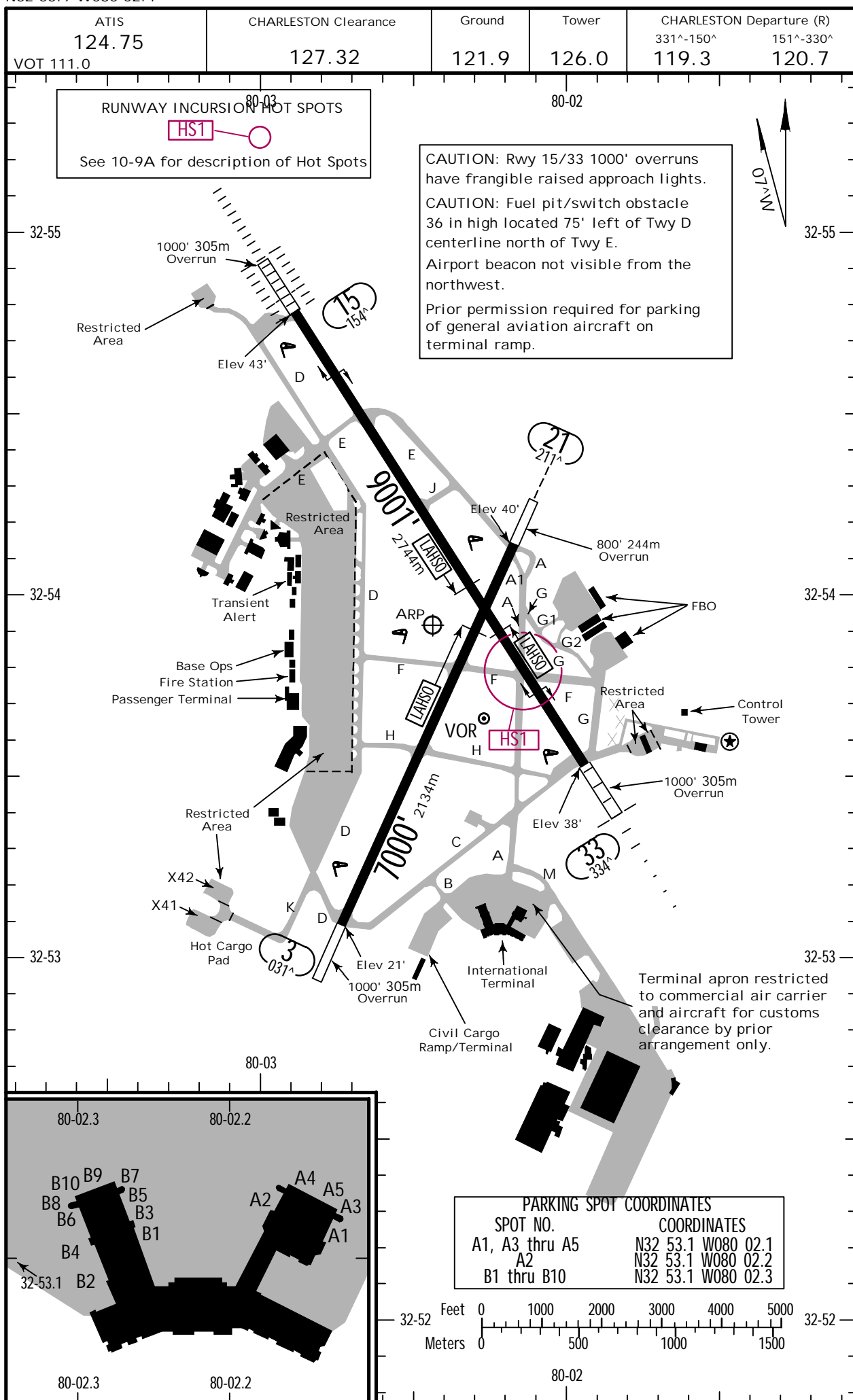
Apt Elev 46'
N32 53.9 W080 02.4

JEPPesen

11 MAR 16 (10-9)

CHARLESTON, S CAR

CHARLESTON AFB/INTL



KCHS/CHS



CHARLESTON, S CAR
CHARLESTON AFB/INTL

GENERAL

Refer to DOD/NGA supplementary publications for additional information.
Intensive heavy military jets and other miscellaneous aircraft executing numerous cargo and personnel drops, high speed low-level formation flights and miscellaneous air-to-ground operations.
Deer in vicinity of airport.
Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING BEYOND		LAHSO Distance	TAKE-OFF	WIDTH
		Threshold	Glide Slope			
3 1 21	HIRL REIL PAPI-L grooved			15/33 5400' 1646m		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 5450' 1661m	150' 46m
	HIRL CL MALSR PAPI-L grooved RVR	8128' 2477m	3/21 2650' 808m	

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

RUNWAY INCURSION HOT SPOTS

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

HS1 Twy A and Twy F and Rwy 15/33 confusing intersection.



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

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

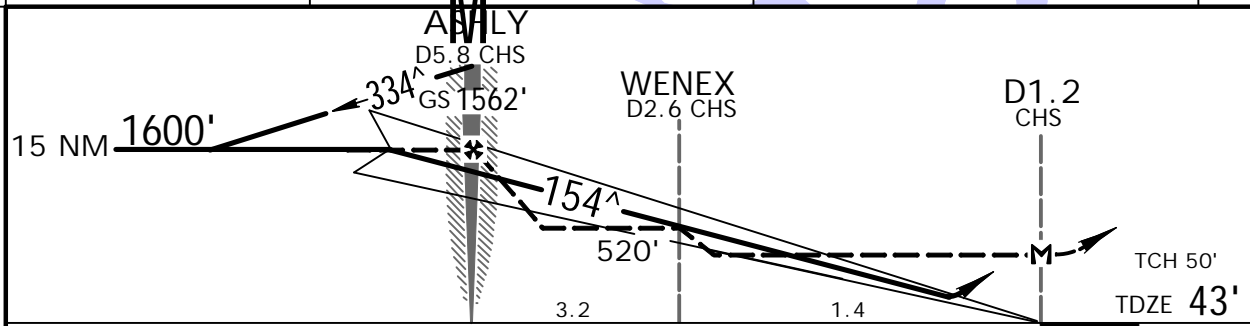
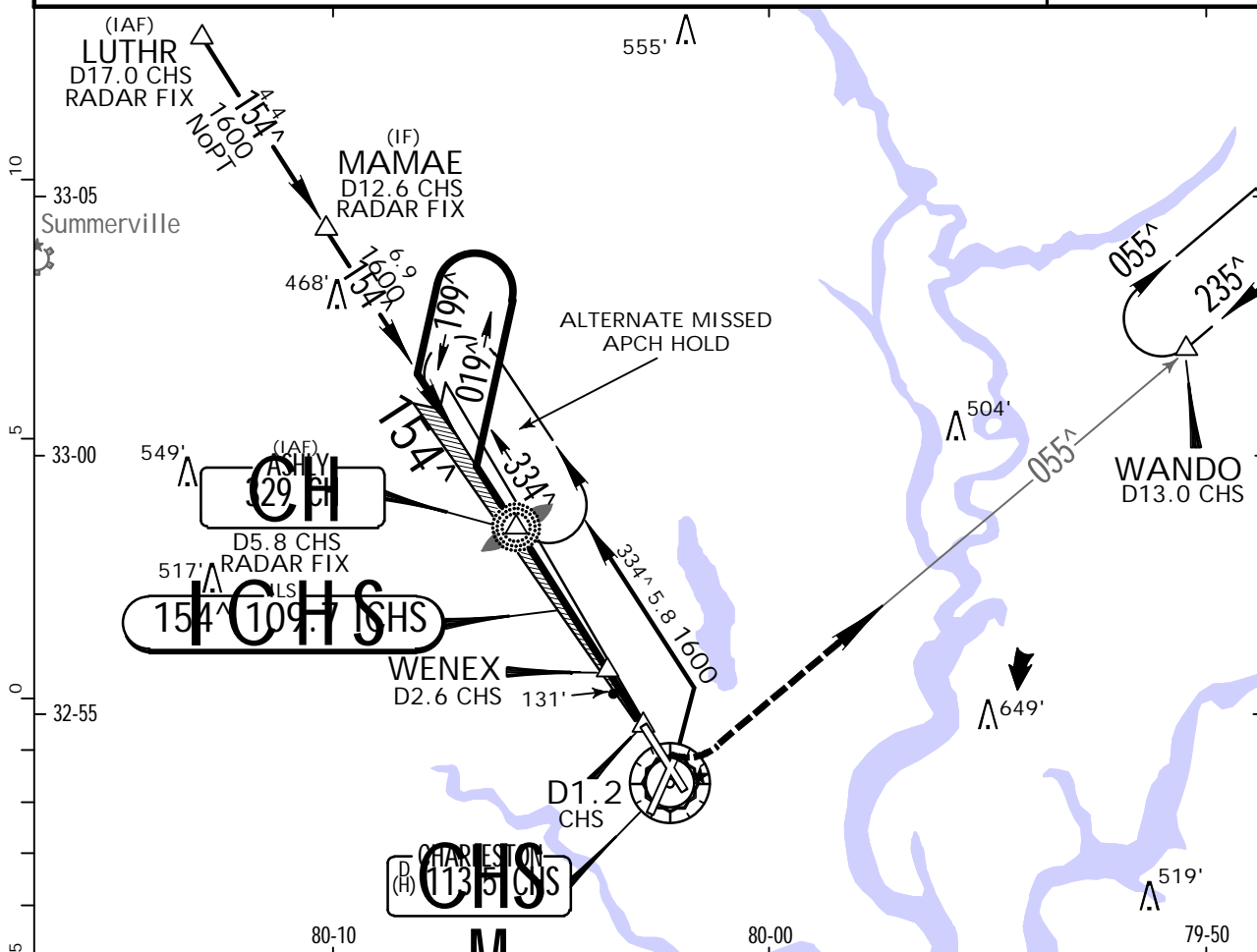
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
5 DEC 14 (11-1)

CHARLESTON, S CAR
ILS or LOC Rwy 15

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 ASHLY 1562'(1519')	ILS DA(H) 243'(200')	Apt Elev 46' TDZE 43'		<div>3100'</div> <div>MSA CHS VOR</div>	
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 1. DME required. 2. Simultaneous reception of ICHS and CHS DME required. 3. DME from CHS VOR.							
		Trans level: FL 180		Trans alt: 18000'			



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 ASHLY to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43					R-055	

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

1 RADAR or ADF or DME required.

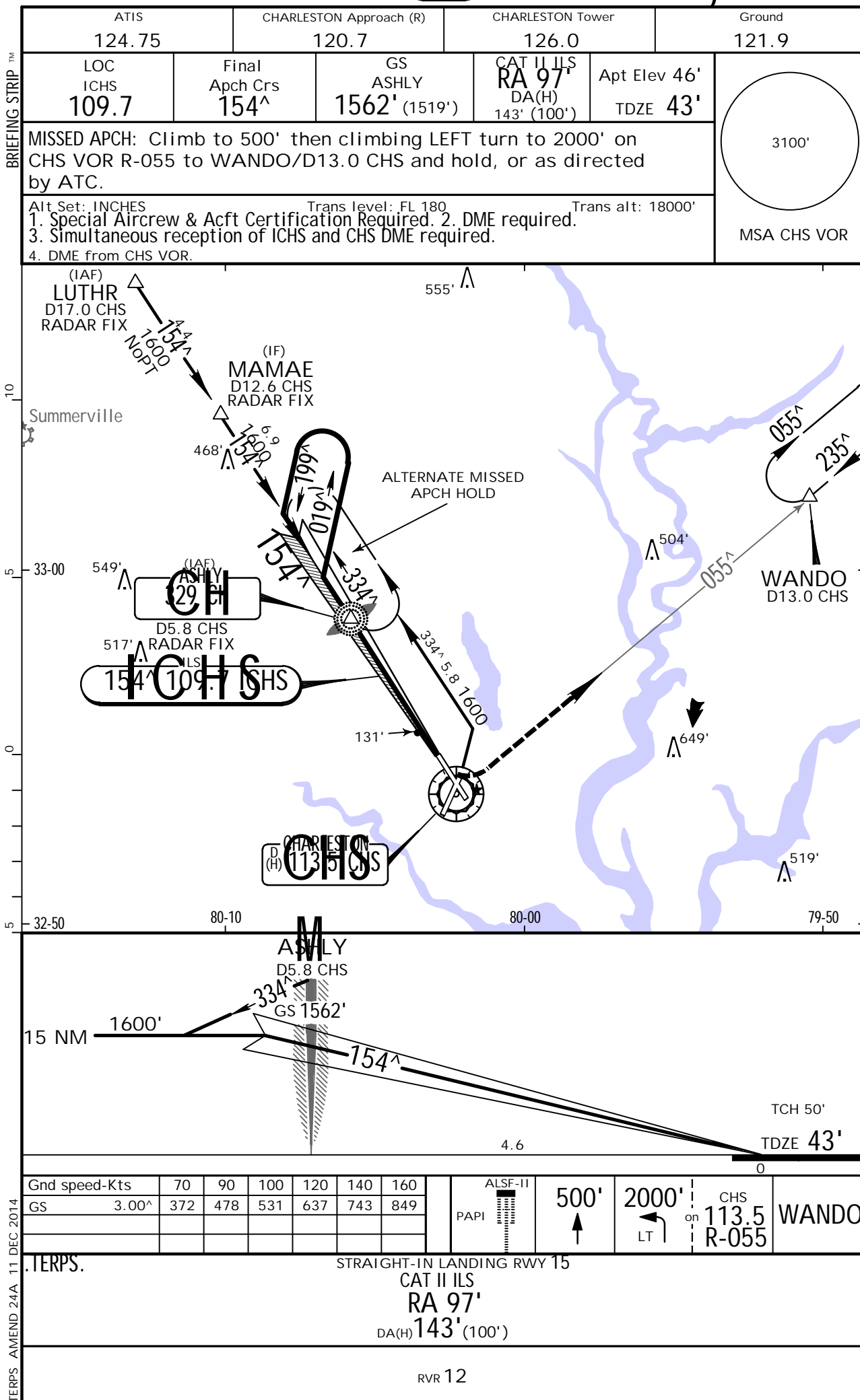
CHANGES: IM decommissioned, TDZE.

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KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
5 DEC 14 11-1A

CHARLESTON, S CAR
ILS Rwy 15 CAT II



KCHS/CHS

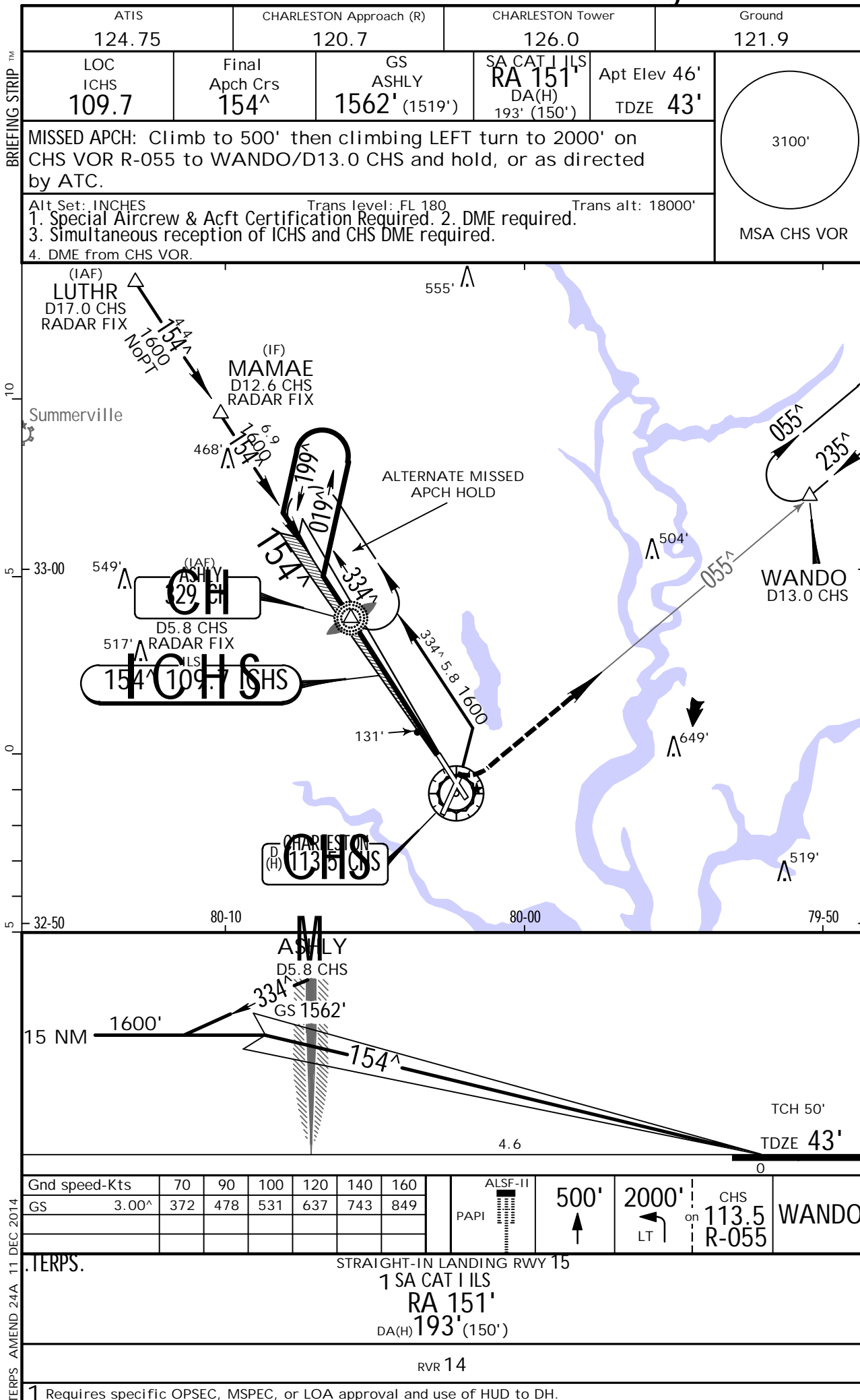
CHARLESTON AFB/INTL

JEPPesen

5 DEC 14

11-1B

CHARLESTON, S CAR
ILS Rwy 15 SA CAT I



TERPS AMEND 24A 11 DEC 2014

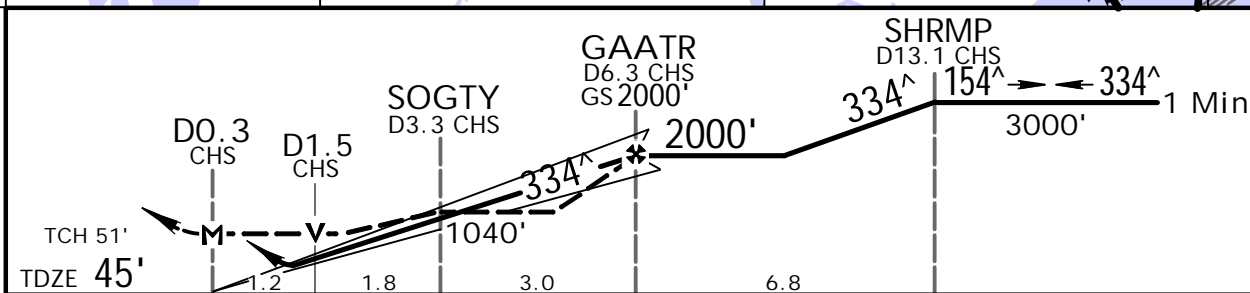
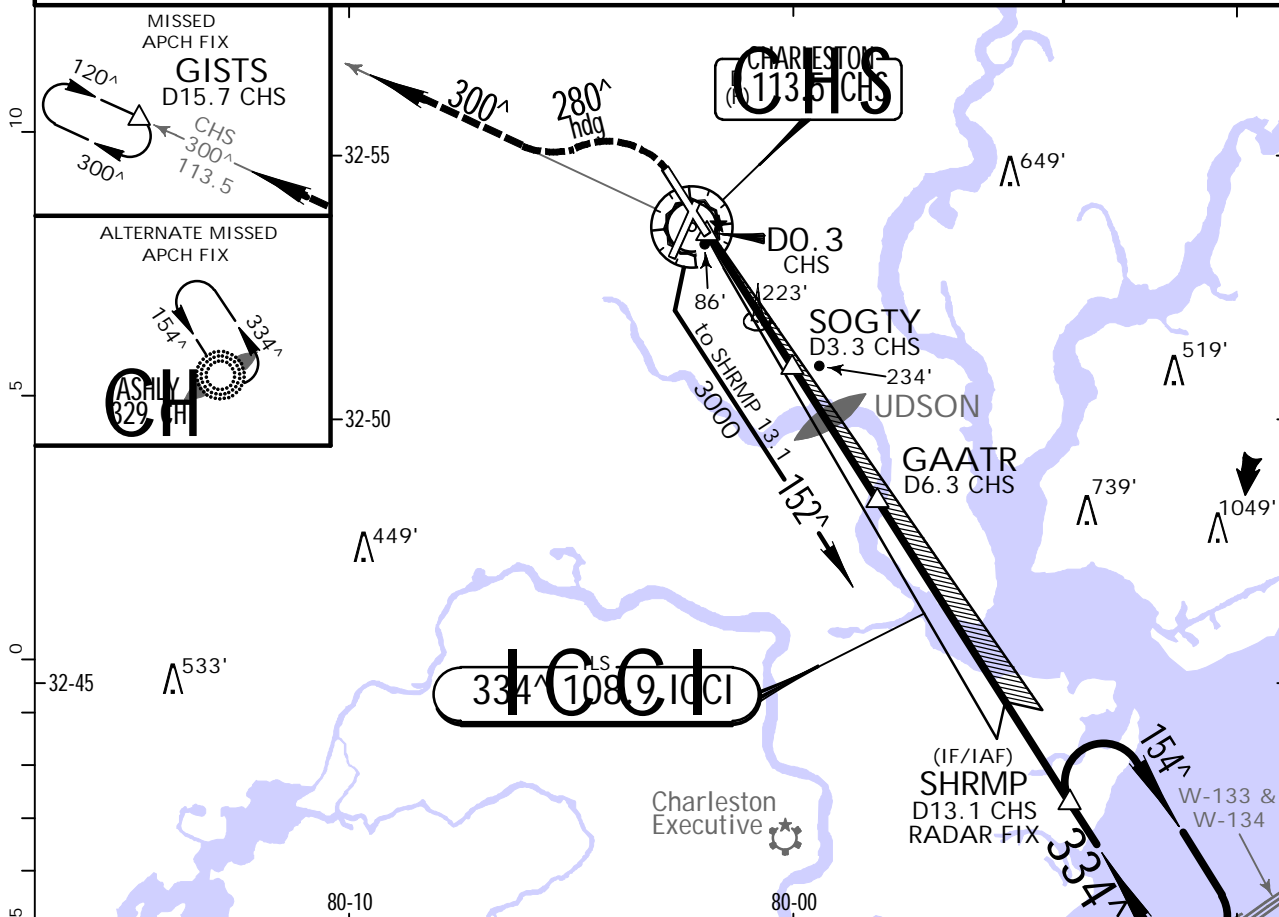
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
5 DEC 14 (11-2)

CHARLESTON, S CAR
ILS or LOC DME Rwy 33

BRIEFING STRIP™

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' (1955')	ILS DA(H) 245' (200')	Apt Elev 46' TDZE 45'		<div>3100'</div> <div>MSA CHS VOR</div>	
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 1. DME required. 2. Simultaneous reception of ICCI and CHS DME required. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00^/TCH 59'). 4. DME from CHS VOR.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		500'	2100'	280 [^]	CHS
GS	3.00 [^]	372	478	531	637	743	PAPI		↑	LT	hdg	113.5
MAP at D0.3 CHS												R-300

TERPS.		STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
		ILS		LOC (GS out)			
		DA(H) 245' (200')		MDA(H) 480' (435')			
		FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A						90	
B				RVR 24 or 1/2	RVR 40 or 3/4	120	540'(494') - 1
C	RVR 24 or 1/2		RVR 40 or 3/4			140	540'(494') - 1 1/2
D				RVR 45 or 7/8	RVR 50 or 1	165	600'(554') - 2

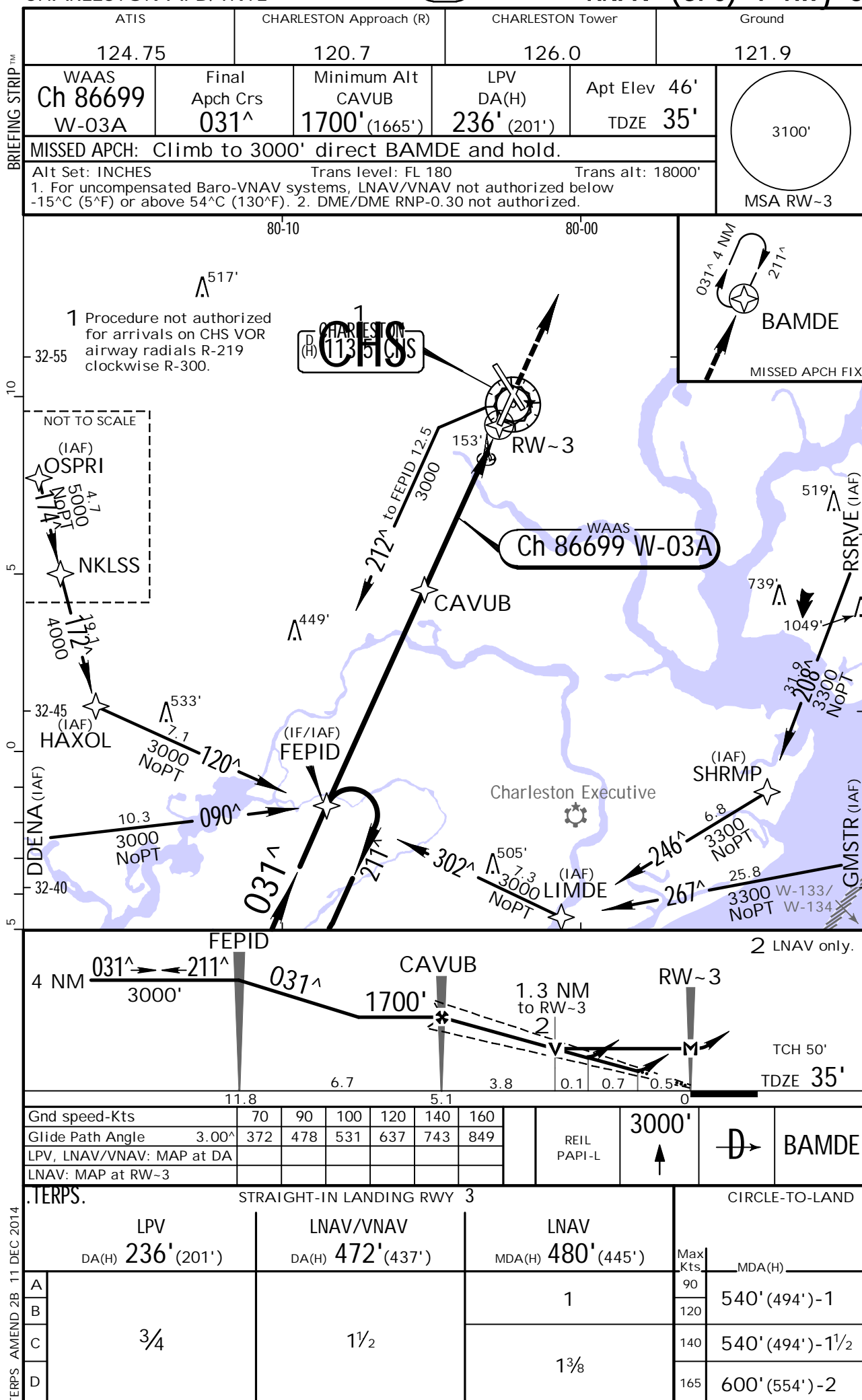
CHANGES: TDZE, minimums.

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KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
5 DEC 14 (12-1)

CHARLESTON, S CAR
RNAV (GPS) Y Rwy 3



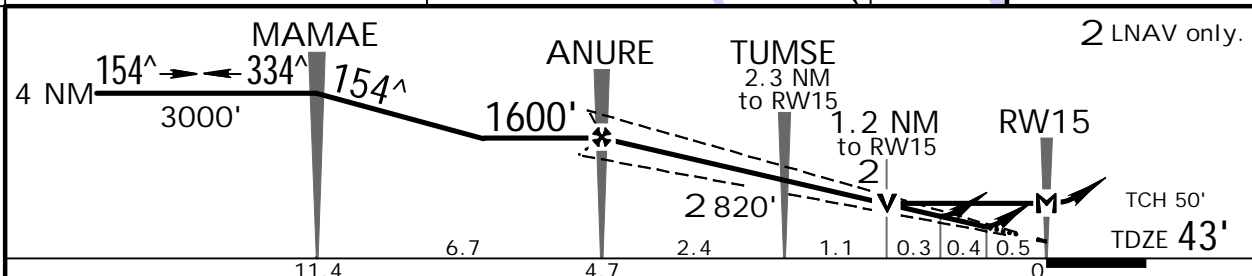
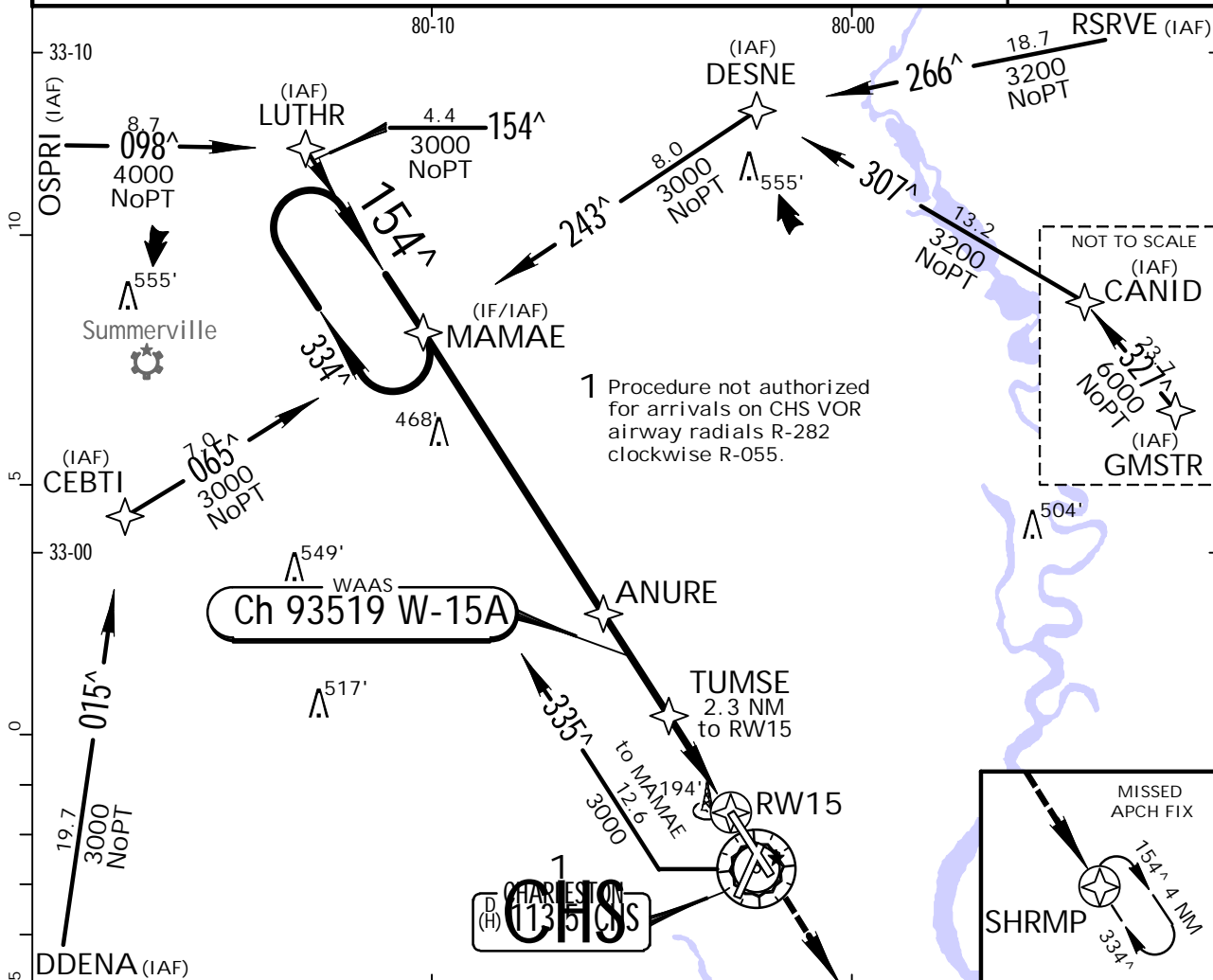
KCHS/CHS
CHARLESTON AFB/INTL

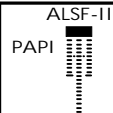

JEPPESSEN
5 DEC 14 (12-2)

CHARLESTON, S CAR
RNAV (GPS) Y RWY 15

BRIEFING STRIP™

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9					
WAAS Ch 93519 W-15A	Final Apch Crs 154 [^]	Minimum Alt ANURE 1600' (1557')	LPV DA(H) 243' (200')	Apt Elev 46' TDZE 43'	<div>3100'</div> <div>MSA RW15</div>						
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 54°C (130°F). 2. DME/DME RNP-0.30 not authorized.											



Gnd speed-Kts	70	90	100	120	140	160		3000'		SHRMP
Glide Path Angle	3.00 [^]	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW15										

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

CHANGES: TDZE.

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KCHS/CHS

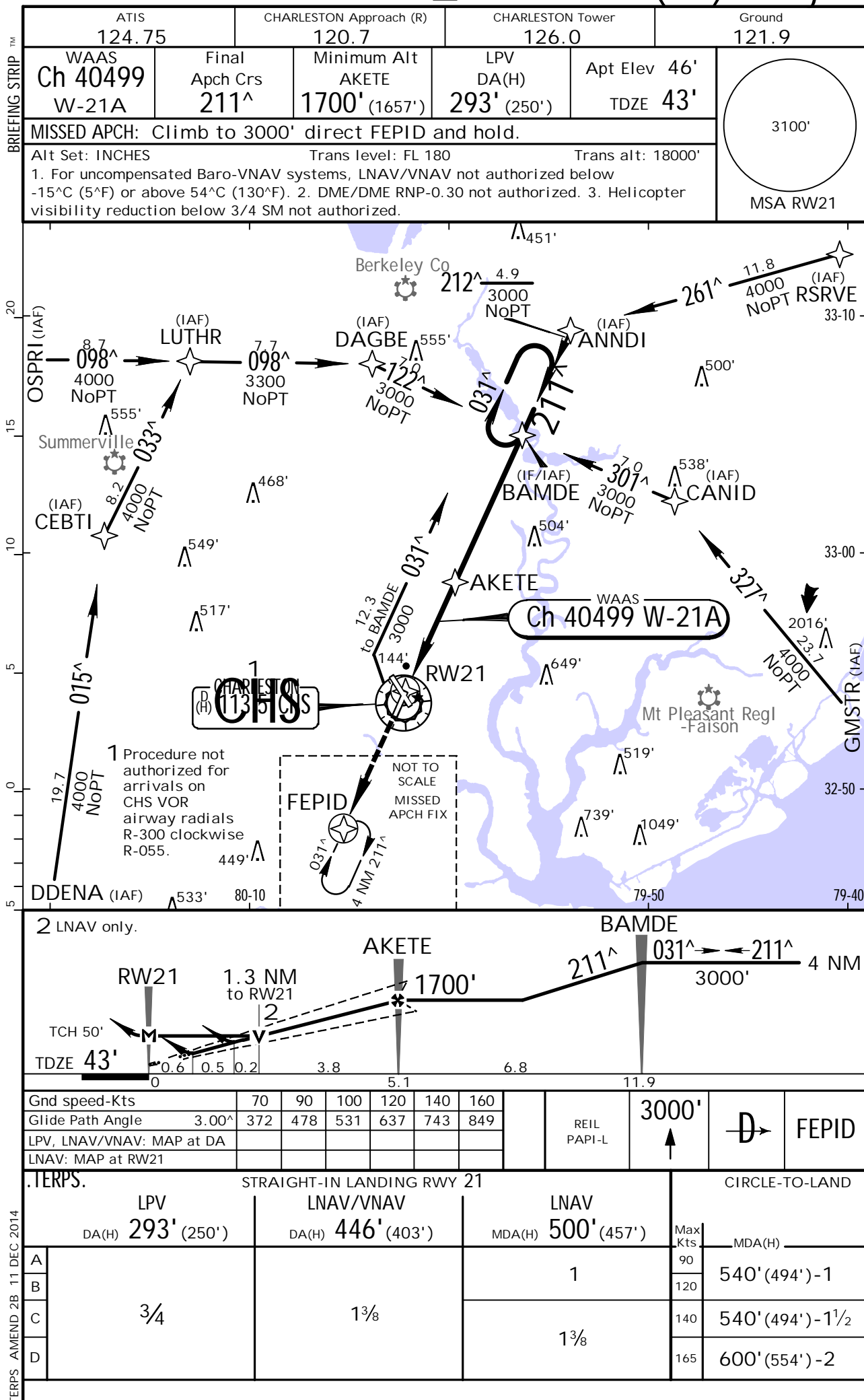
CHARLESTON AFB/INTL

JEPPESSEN


5 DEC 14

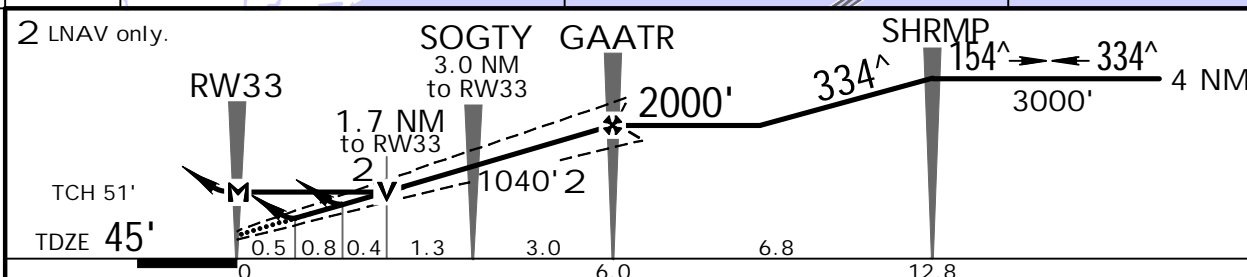
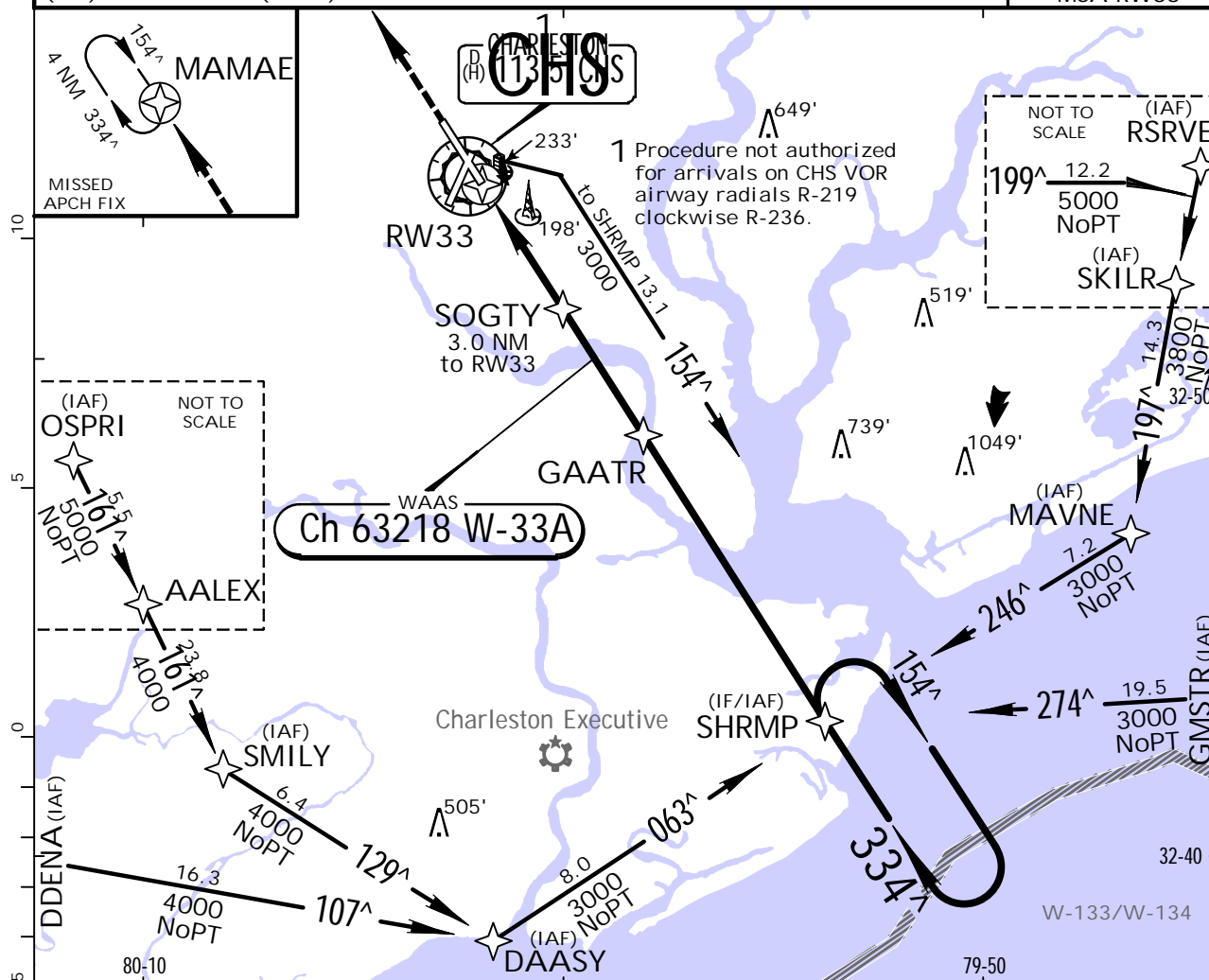
12-3





CHARLESTON, S CAR
RNAV (GPS) Y Rwy 21



CHARLESTON, S CAR
RNAV (GPS) Y Rwy 33

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' (1955')	LPV DA(H) 245' (200')	Apt Elev 46' TDZE 45'			
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 54°C (130°F). 2. DME/DME RNP-0.30 not authorized.							
						MSA RW33	



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00^	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW33										

TERPS.		STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND		
LPV DA(H) 245' (200')		LNAV/VNAV DA(H) 504' (459')		LNAV MDA(H) 640' (595')						
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	640' (594') - 1	
B								120		
C					1 3/8			1 3/4	140	640' (594') - 1 3/4
D										165

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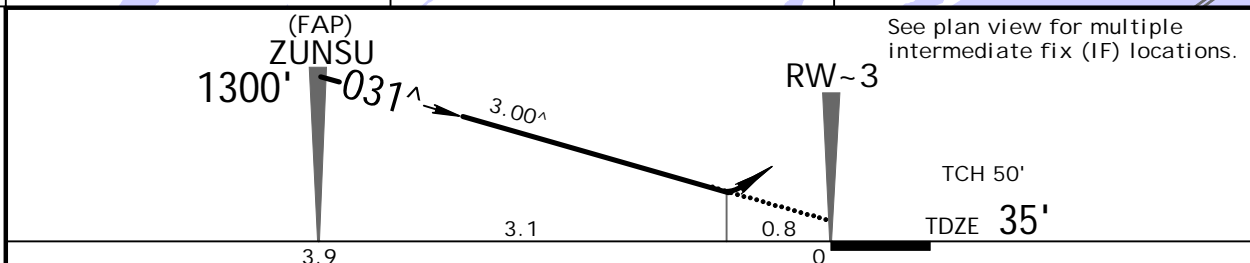
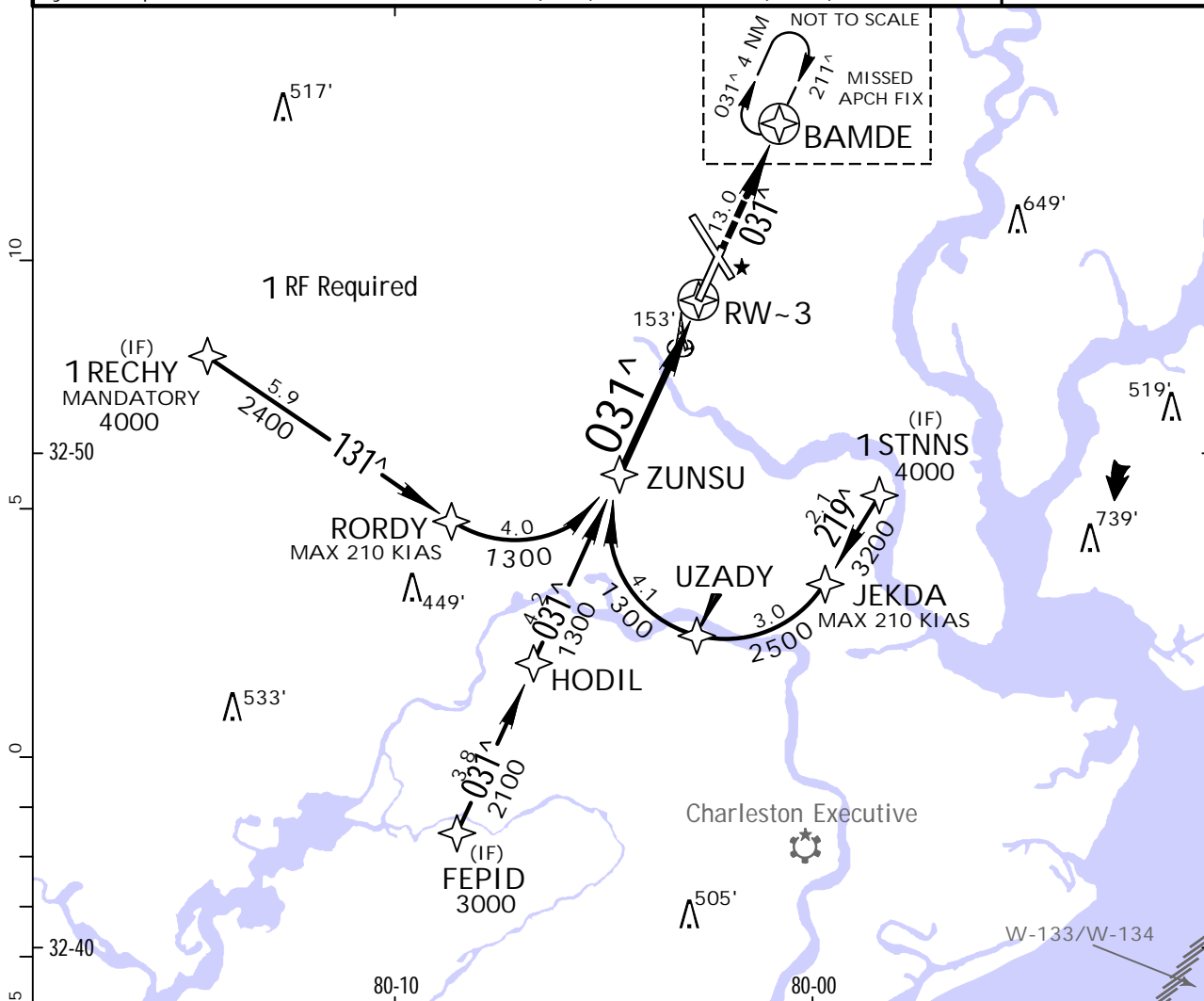
KCHS/CHS
CHARLESTON AFB/INTL

JEPPesen
5 DEC 14 **12-20**

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 3

BRIEFING STRIP™

ATIS		CHARLESTON Approach (R)		CHARLESTON Tower		Ground	
124.75		120.7		126.0		121.9	
RNAV	Final Apch Crs 031^	Minimum Alt ZUNSU 1300' (1265')	RNP 0.20 DA(H) 329' (294')	Apt Elev 46'	TDZE 35'	<div>3100'</div> <div>MSA RW~3</div>	
MISSED APCH: Climb to 3000' on track 031^ to BAMDE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 54°C (130°F).							

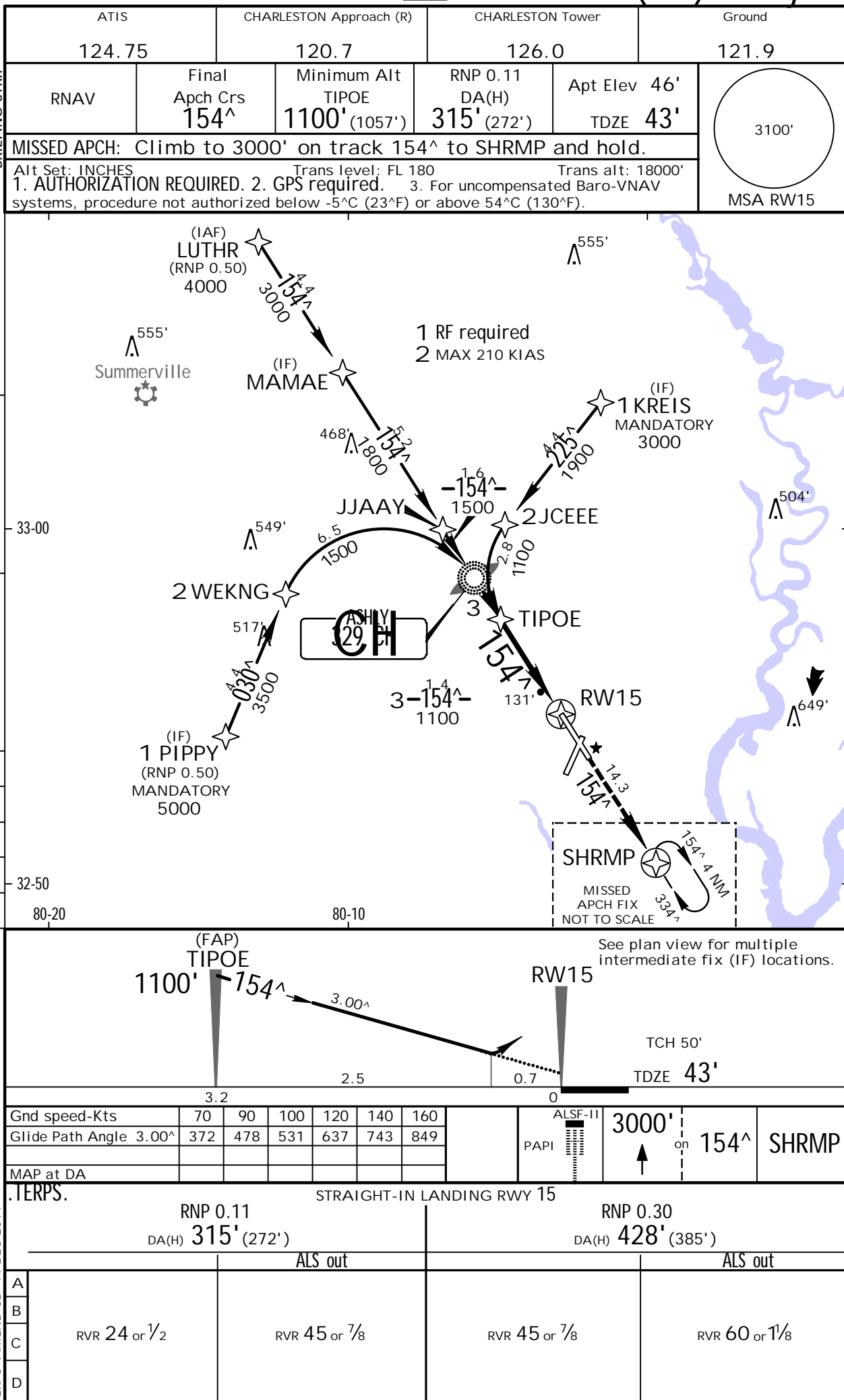


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	on 031°	BAMDE
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at DA										

TERPS.		STRAIGHT-IN LANDING RWY 3	
RNP 0.20		RNP 0.30	
DA(H) 329' (294')		DA(H) 488' (453')	

A	1	1½
B		
C		
D		

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 15

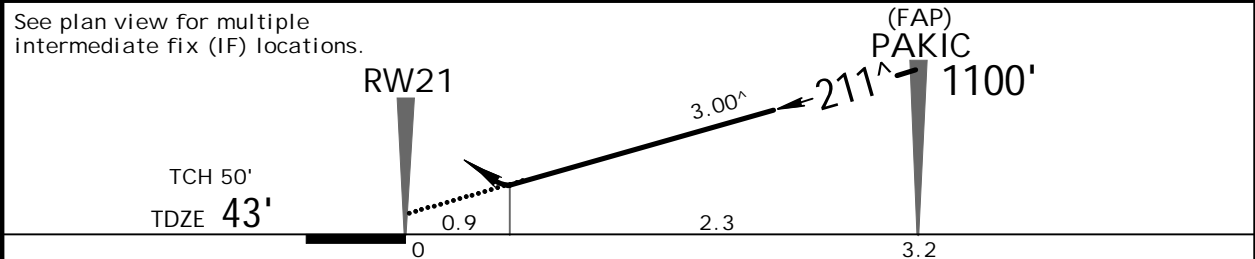
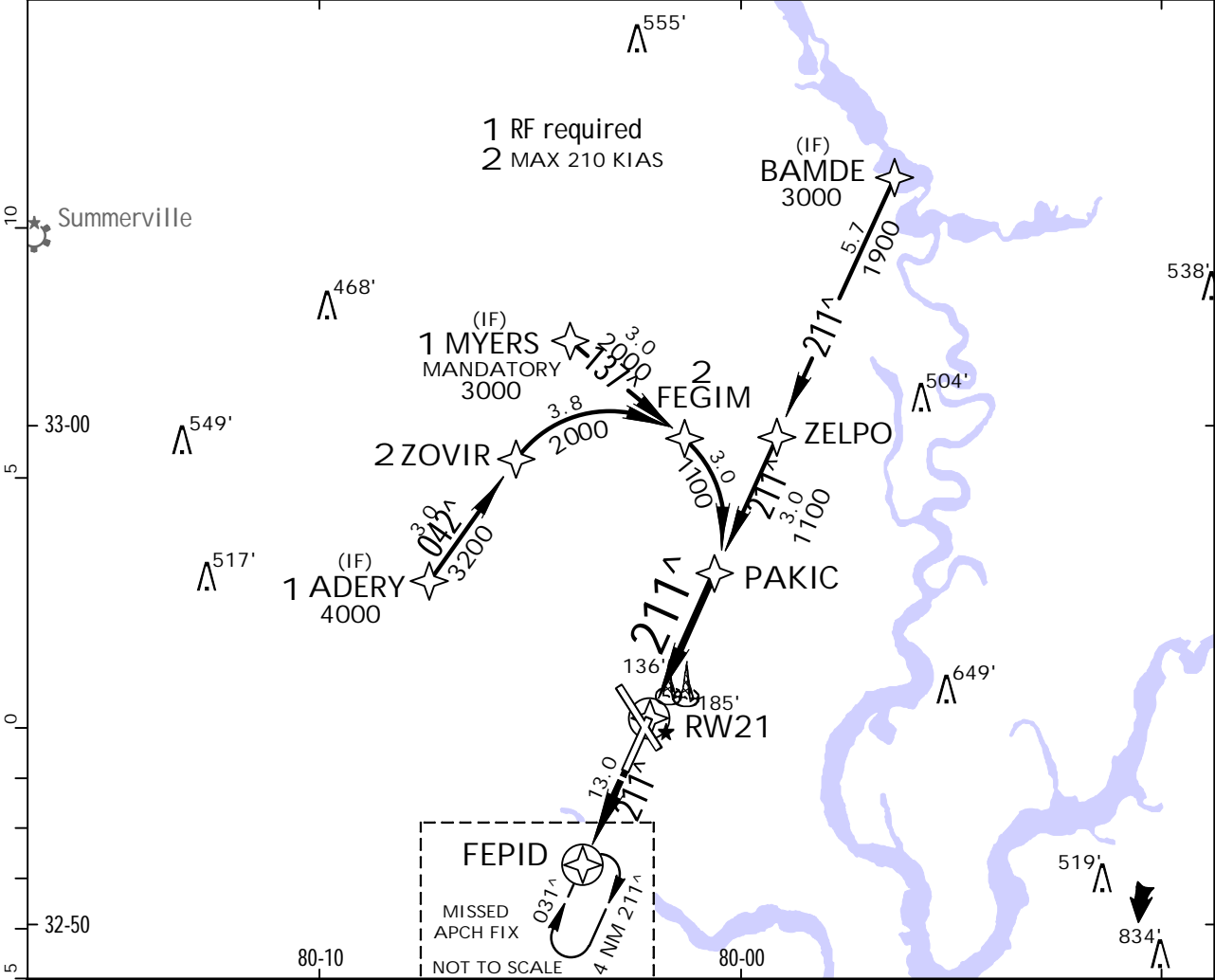


KCHS/CHS
CHARLESTON AFB/INTL

5 DEC 14
12-22

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 21

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
RNAV	Final Apch Crs 211^	Minimum Alt PAKIC 1100'(1057')	RNP 0.21 DA(H) 391'(348')	Apt Elev 46'	TDZE 43'	<div>3100'</div> <div>MSA RW21</div>	
MISSED APCH: Climb to 3000' on track 211^ to FEPID and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C (23°F) or above 54°C (130°F).							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' on 211 [^]	FEPID
Glide Path Angle 3.00 [^]	372	478	531	637	743	849			
MAP at DA									

TERPS.		STRAIGHT-IN LANDING RWY 21	
RNP 0.21 DA(H) 391' (348')		RNP 0.30 DA(H) 455' (412')	

A	1 1/8	1 3/8
B		
C		
D		

KCHS/CHS
CHARLESTON AFB/INTL

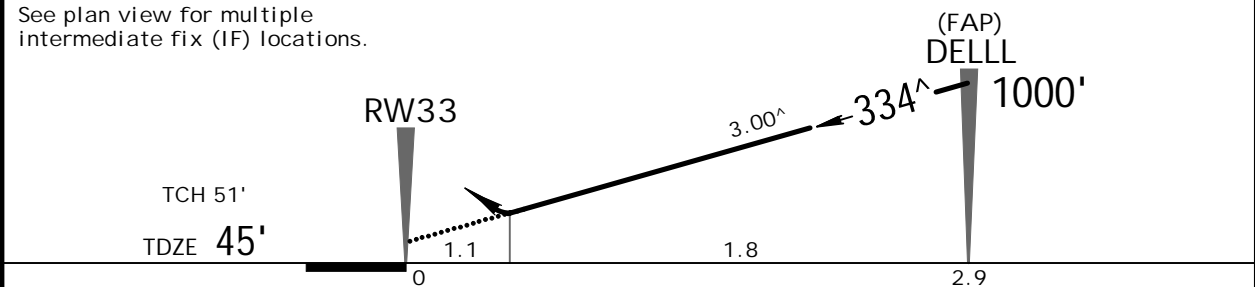
JEPPESEN
5 DEC 14 12-23

CHARLESTON, S CAR
RNAV (RNP) Z Rwy 33

ATIS		CHARLESTON Approach (R)		CHARLESTON Tower		Ground	
124.75		120.7		126.0		121.9	
RNAV	Final Apch Crs 334^	Minimum Alt DELL 1000'(955')	RNP 0.23 DA(H) 442'(397')	Apt Elev 46'	TDZE 45'	<div>3100'</div> <div>MSA RW33</div>	
MISSED APCH: Climb to 3000' on track 334^ to MAMAE and hold.							
Alt Set: INCHES							




See plan view for multiple
intermediate fix (IF) locations.

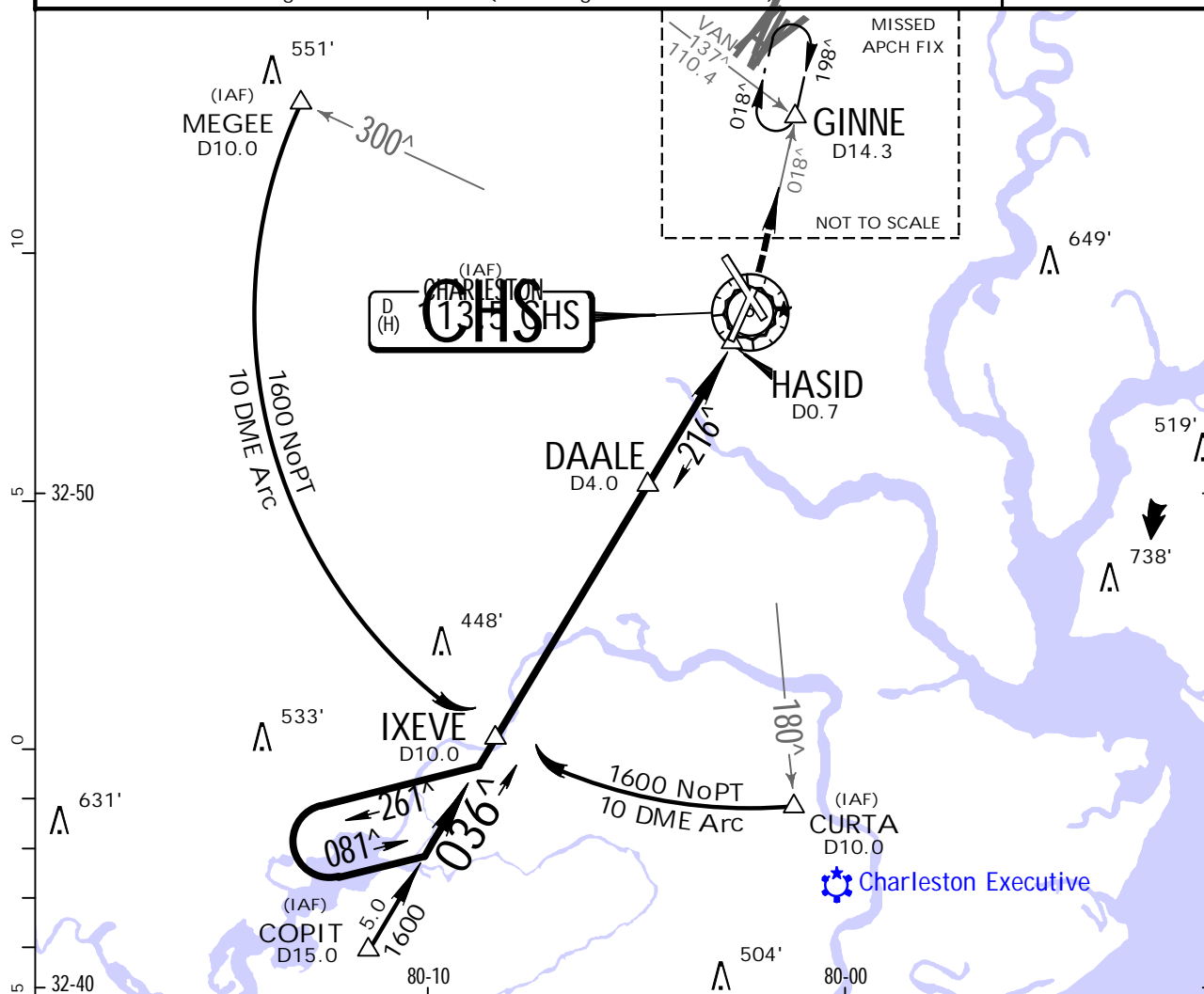


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000'	334 [^]	MAMAE
Glide Path Angle 3.00 [^]	372	478	531	637	743	849		on		
MAP at DA										

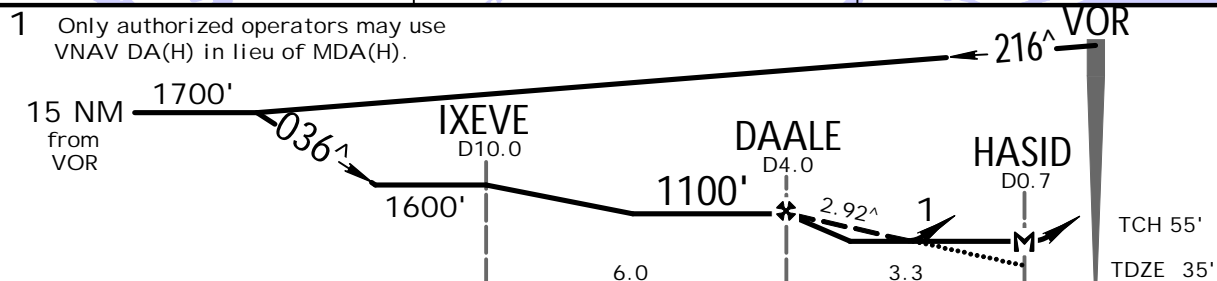
TERPS.		STRAIGHT-IN LANDING RWY 33	
RNP 0.23 DA(H) 442' (397')		RNP 0.30 DA(H) 516' (471')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 45 or 7/8	1 3/8	RVR 60 or 1 1/8
D			


CHARLESTON, S CAR
VOR DME Rwy 3

ATIS 124.75		CHARLESTON Approach (R) 120.7		CHARLESTON Tower 126.0		Ground 121.9	
VOR CHS 113.5	Final Apch Crs 036^	Minimum Alt DAAE 1100' (1065')	MDA(H) 420' (385')	Apt Elev 46' TDZE 35'			
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. VGSI and descent angles not coincident (VGSI angle 3.00^/TCH 50')					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	<div style="display: flex; align-items: center; justify-content: space-around;"> <div style="text-align: center;"> PAPI-L  </div> <div style="text-align: center;"> via CHS 113.5 R-018 </div> <div style="text-align: center;"> GINNE </div> </div>
Descent angle 2.92^	362	465	517	620	723	826	
MAP at HASID							

TERPS.

STRAIGHT-IN LANDING

CIRCLE-TO-LAND

MDA(H) 420' (385')		Max Kts.	MDA(H)
A	1	90	540' (494') - 1
B		120	
C	1 1/8	140	540' (494') - 1 1/2
D		165	600' (554') - 2

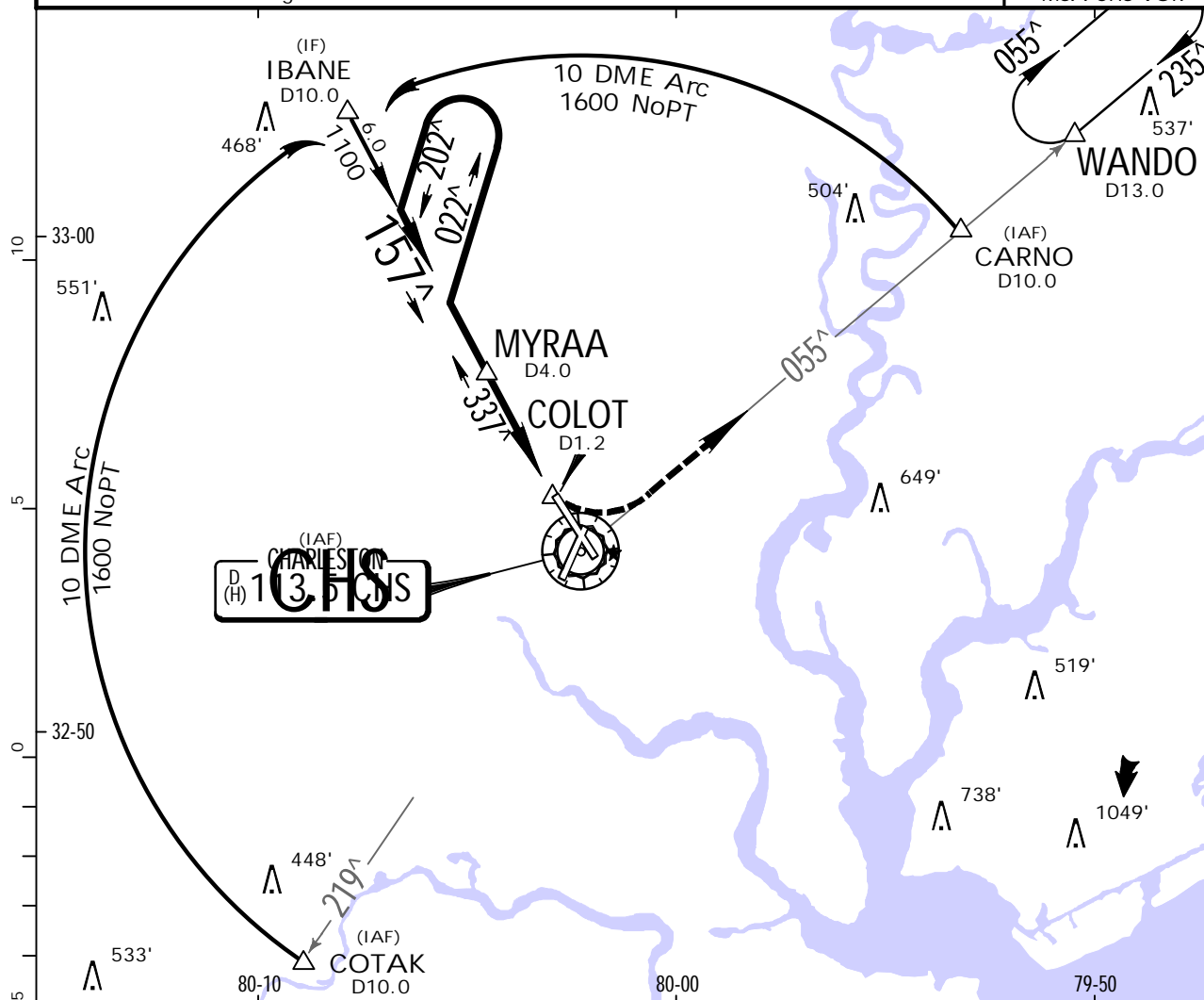
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
15 JUL 16 13-2

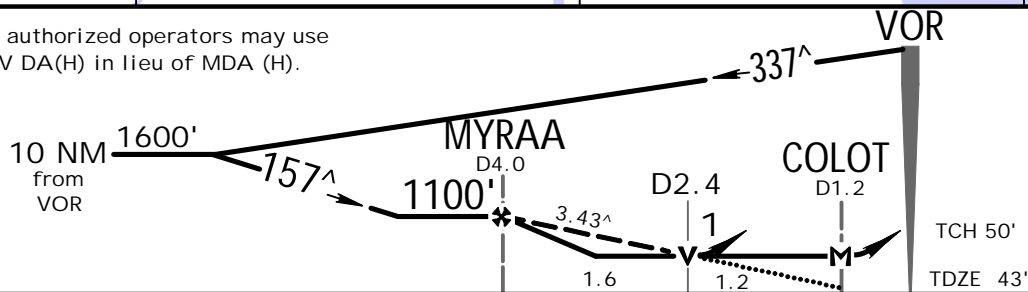
CHARLESTON, S CAR
VOR DME Rwy 15

BRIEFING STRIP™

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'	<div>3100'</div> <div>MSA CHS VOR</div>	
MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' outbound on CHS VOR R-055 to WANDO INT/D13.0 and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. VGSI and descent angle not coincident.						



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



Gnd speed-Kts	70	90	100	120	140	160	<div>ALSIF-II</div> <div>PAPI</div>	500'	2000'	CHS 113.5 R-055	WANDC
Descent angle 3.43^	425	546	607	728	850	971		<div>↑</div>	<div>←</div> <div>LT</div>		
MAP at COLOT											

STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 460' (417')				MDA(H)			
ALS out				Max Kts			
RVR 40 or 3/4				90	540' (494') -1		
				120			
RVR 50 or 1				140	540' (494') -1 1/2		
				165	600' (554') -2		

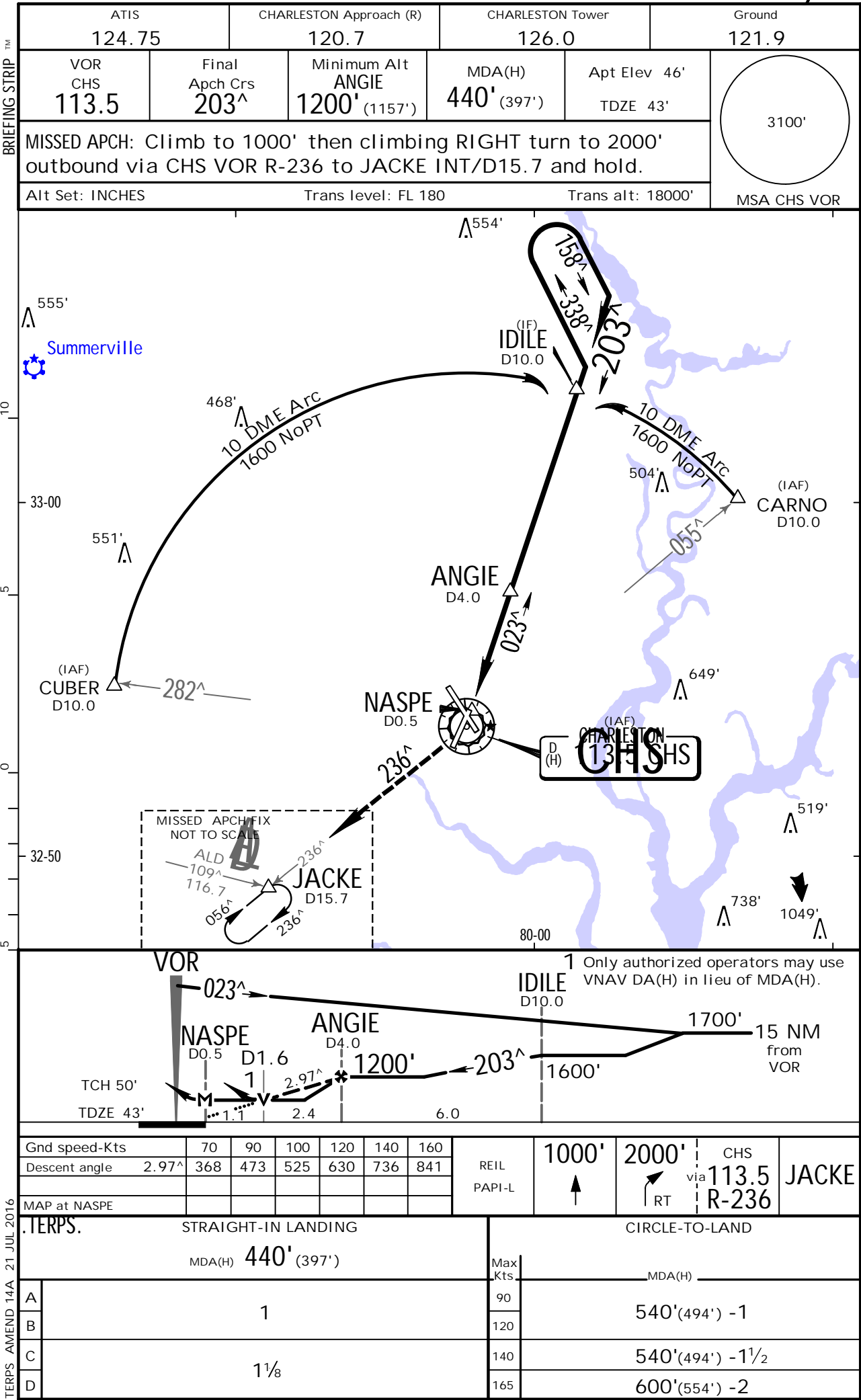
CHANGES: Chart formatting.

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KCHS/CHS
CHARLESTON AFB/INTL

JEPPESSEN
15 JUL 16 13-3

CHARLESTON, S CAR
VOR DME Rwy 21



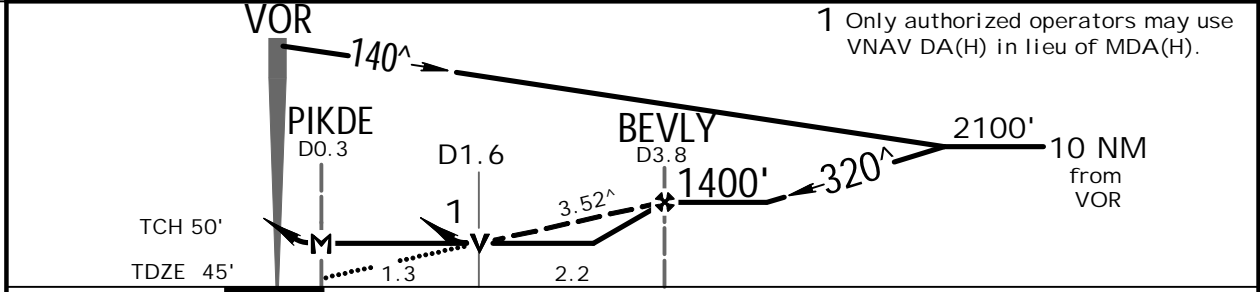
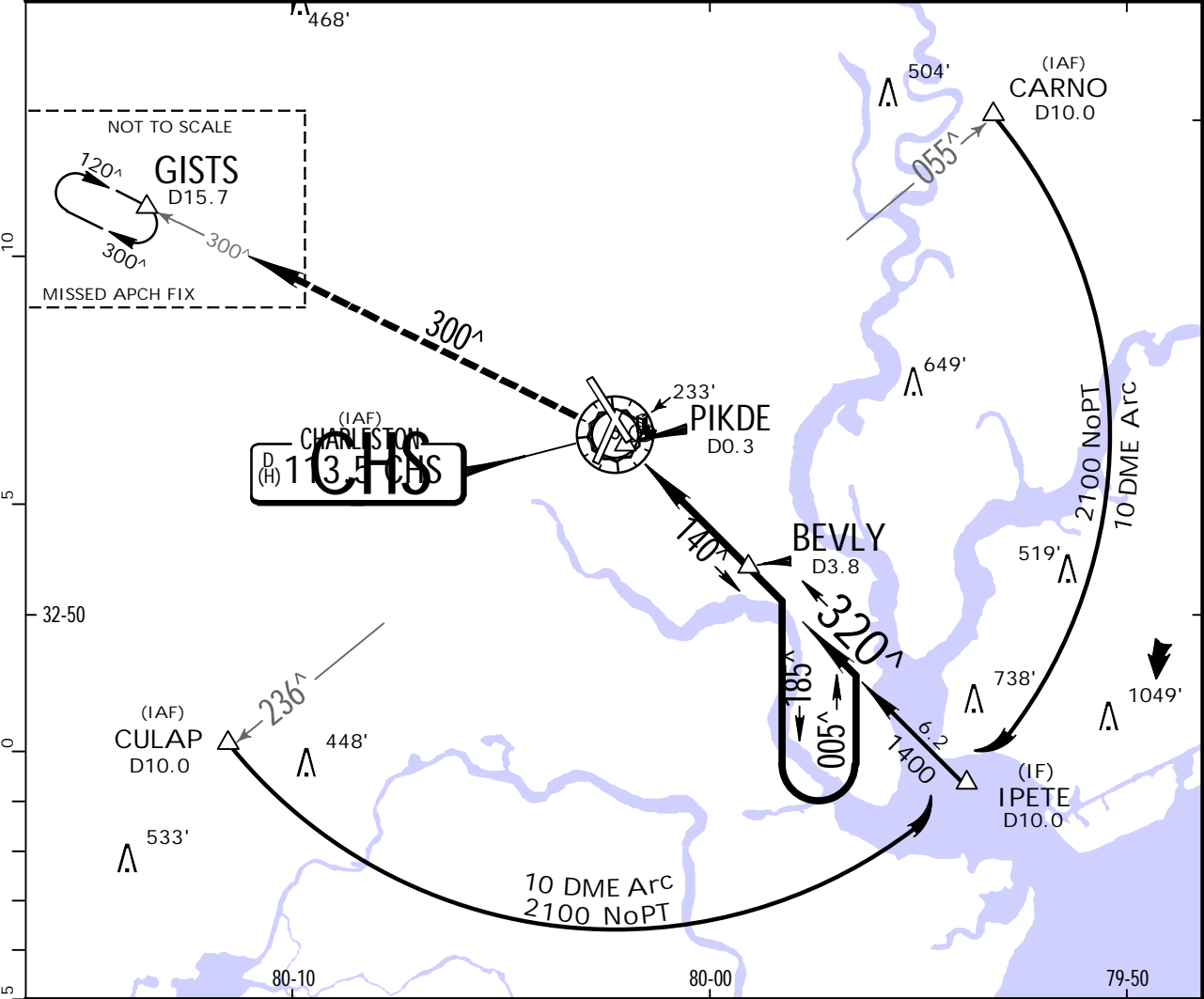
KCHS/CHS
CHARLESTON AFB/INTL

JEPPESEN
15 JUL 16 (13-4)

CHARLESTON, S CAR
VOR DME Rwy 33

BRIEFING STRIP™

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 1400' (1355')	MDA(H) 500' (455')	Apt Elev 46' TDZE 45'		<div>3100'</div> <div>MSA CHS VOR</div>	
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.							



Gnd speed-Kts	70	90	100	120	140	160		<div>MALSR</div> <div>PAPI</div>	<div>2100'</div> <div>on</div> <div>LT</div>	<div>CHS</div> <div>113.5</div> <div>R-300</div>	GISTS															
Descent Angle 3.52^	436	561	623	748	872	997																				
MAP at PIKDE																										
TERPS.							STRAIGHT-IN LANDING					CIRCLE-TO-LAND														
							MDA(H) 500' (455')					Max Kts					MDA(H)									
							RAIL/ALS out					90					540' (494') -1									
A							RVR 24 or 1/2					RVR 50 or 1					120					540' (494') -1 1/2				
B																										
C							RVR 45 or 7/8					1 3/8					140					540' (494') -1 1/2				
D							NA					NA					165					600' (554') -2				

CHANGES: FAF altitude.

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General Information

Location: SARASOTA/BRADENTON FL USA
ICAO/IATA: KSRQ / SRQ
Lat/Long: N27° 23.73', W082° 33.26'
Elevation: 30 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 5.0° W
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes
Traffic Pattern Altitude: 1030 ft (1000 ft AGL)

Sunrise: 1123 Z
Sunset: 2317 Z

Runway Information

Runway: 04
Length x Width: 5009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, Pilot controlled

Runway: 14
Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1350 ft

Runway: 22
Length x Width: 5009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32

Length x Width: 9500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1150 ft

Communication Information

ATIS: 124.375
ASOS: 124.375
Sarasota Tower: 120.100 CTAF PCL
Sarasota Ground: 121.900
Sarasota Clearance Delivery: 118.250
Sarasota Clearance Pre-Taxi: 118.250
Tampa Approach: 119.650 At or below 4000 ft
Tampa Approach: 124.950 At or below 4000 ft Secondary
Tampa App Airport Radar Service Area: 119.650
Tampa Departure: 119.650 At or below 4000 ft
Tampa Departure: 124.950 At or below 4000 ft
Sarasota-Bradenton Intl UNICOM: 122.950
Tampa Radar: 124.950 At or below 4000 ft
St Petersburg FSS: 117.000 RCO
St Petersburg FSS: 122.100 RCO

KSRQ/SRQ
SARASOTA-
BRADENTON INTL

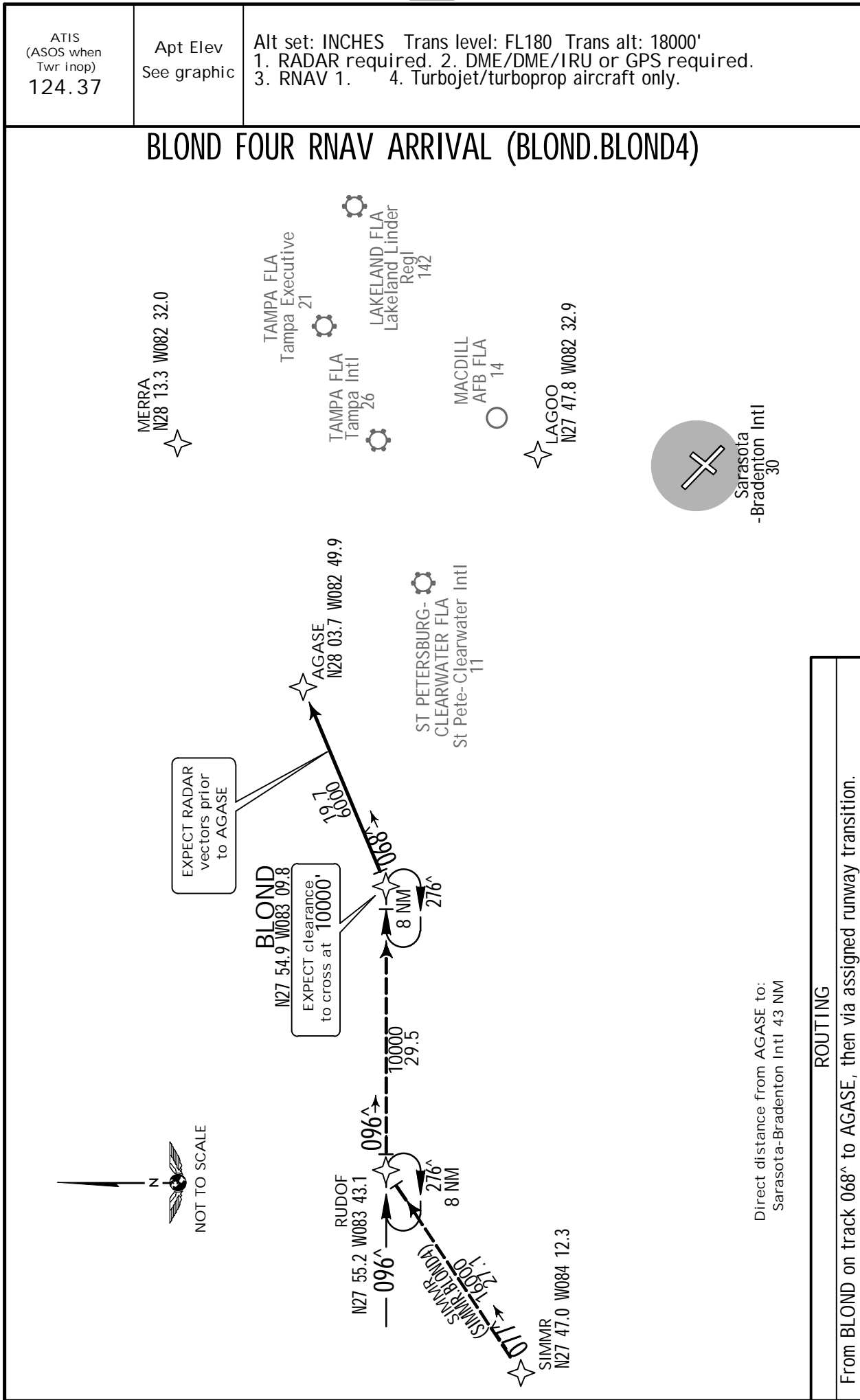


31 JAN 14

10-2

.Eff.6.Feb.

SARASOTA/
BRADENTON, FLA
.RNAV.STAR.

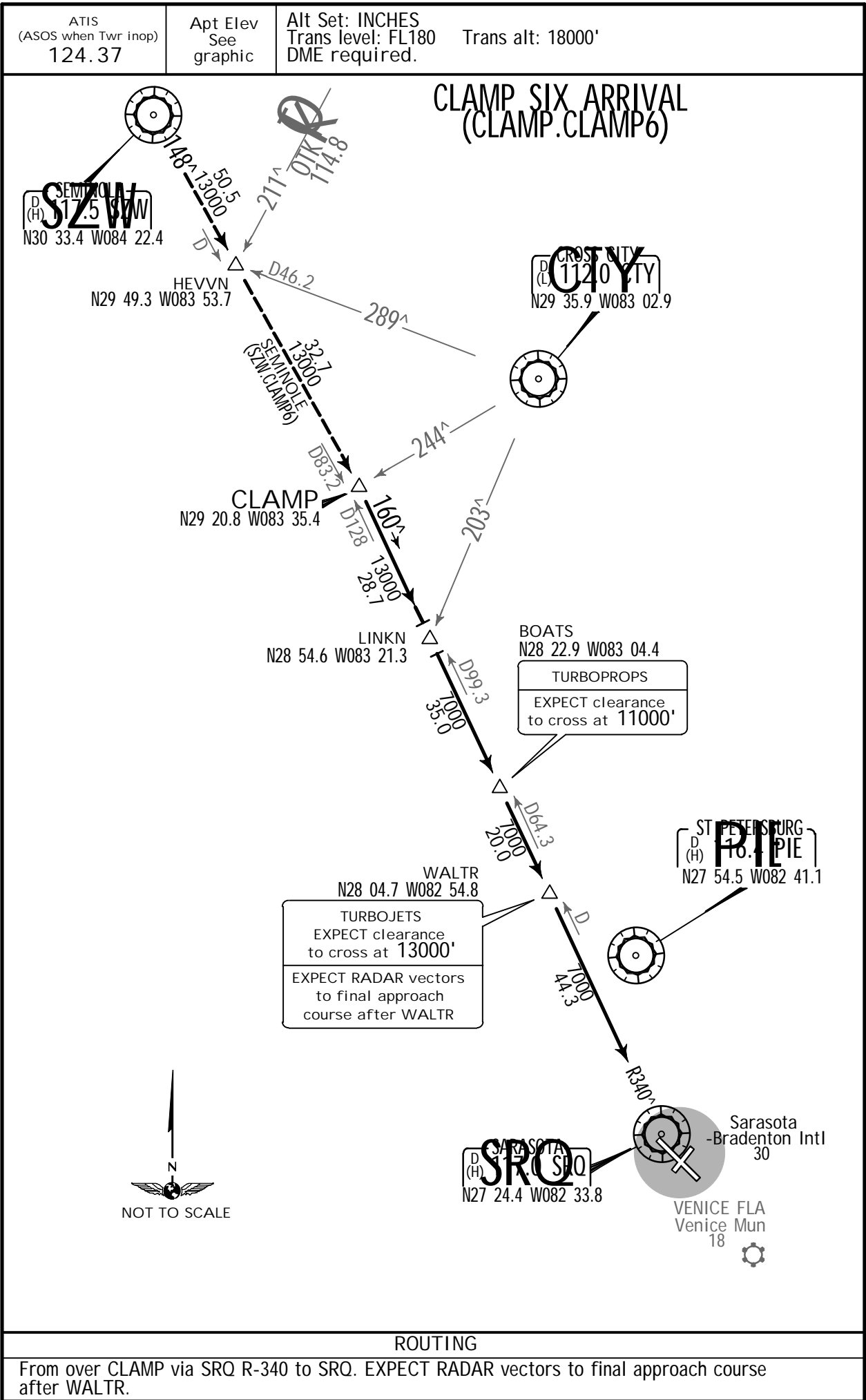


KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

31 JAN 14 (10-2A) .Eff.6.Feb.

SARASOTA/
BRADENTON, FLA
.STAR.

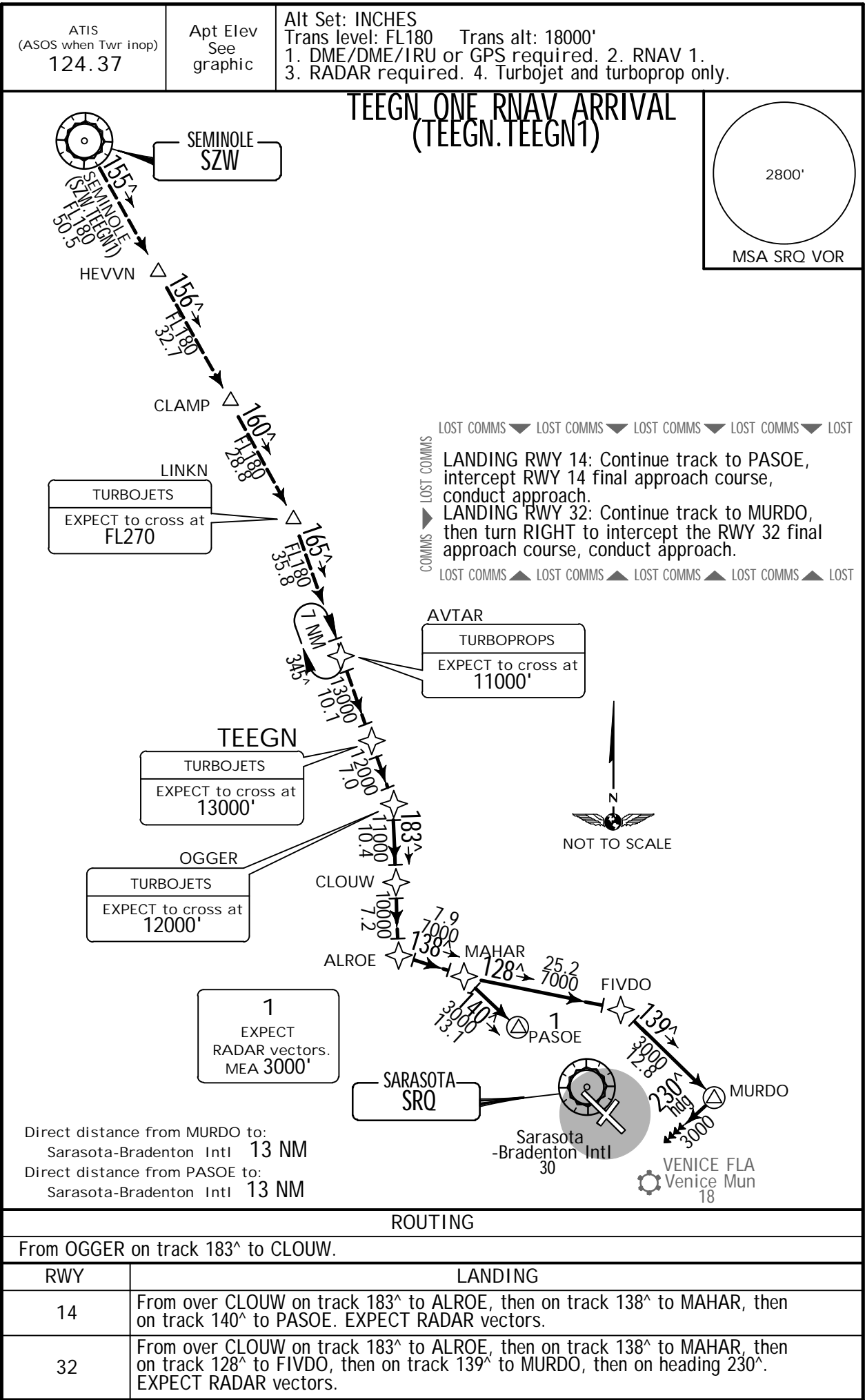


KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

27 APR 12 (10-2B)

SARASOTA/
BRADENTON, FLA
.RNAV.STAR.



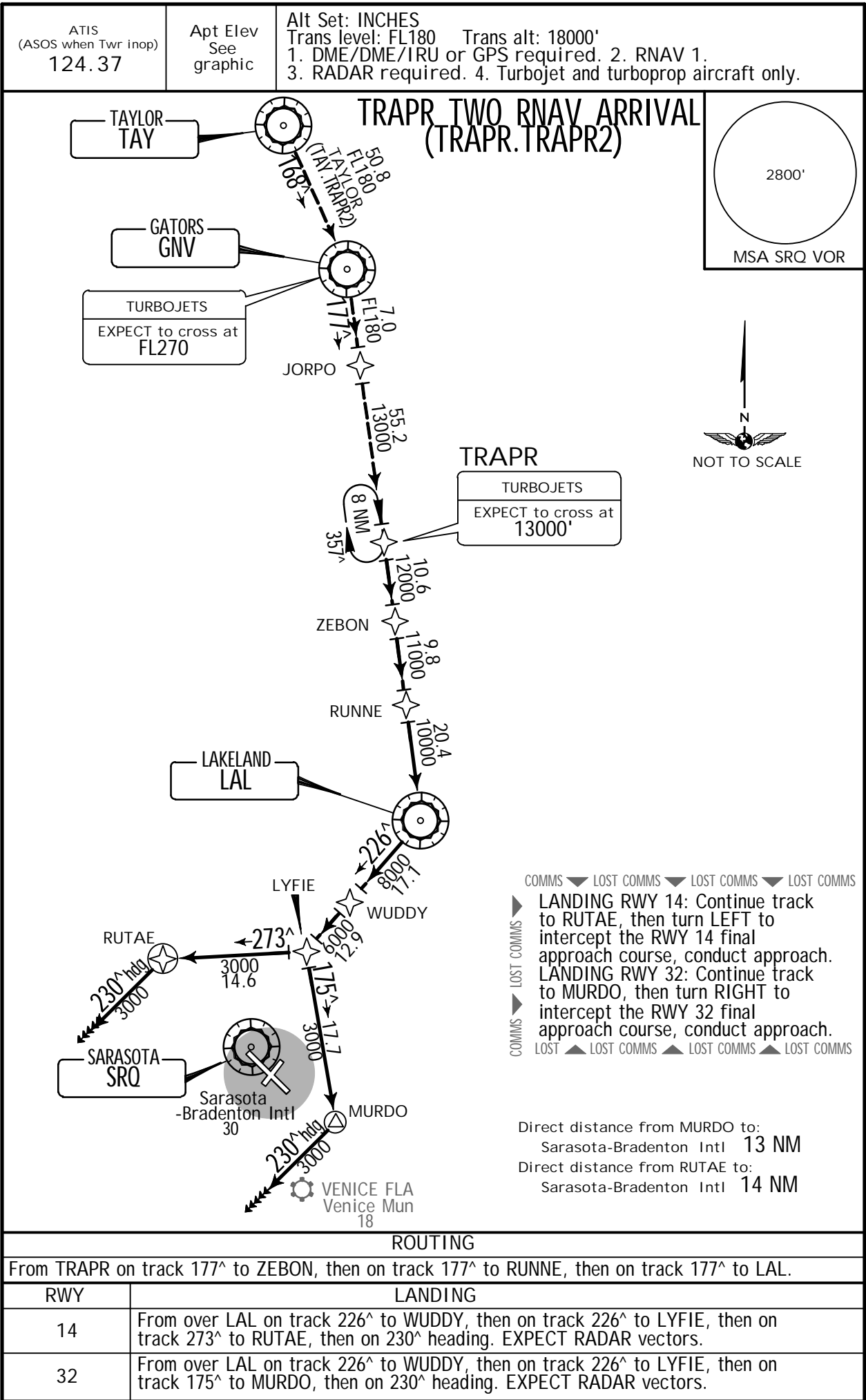
KSRQ/SRQ
SARASOTA-
BRADENTON INTL

JEPPESSEN

27 APR 12

10-2C

**SARASOTA/
BRADENTON, FLA**
.RNAV.STAR.



KSRQ/SRQ
SARASOTA-
BRADENTON INTL

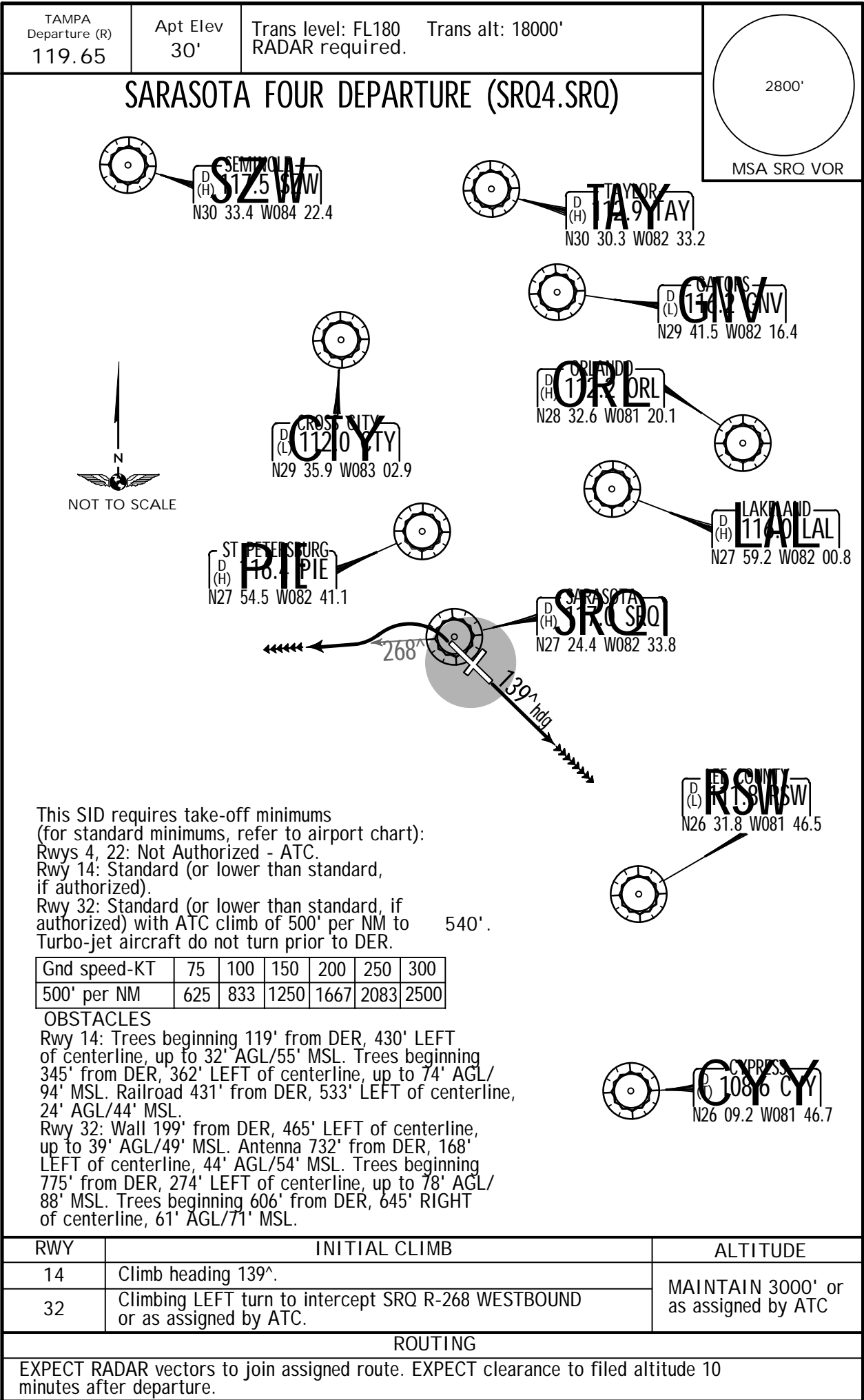


7 JAN 11

10-3

.Eff.13.Jan.

SARASOTA/BRADENTON,
FLA
.SID.



CHANGES: Venice Mun runway number change, new format.

KSRO/SRO
SARASOTA-BRADENTON INTL

TAMP A Departure (R)
119.65
Apt Elev
Graphic

Trans level: FL180
Trans alt: 18000'

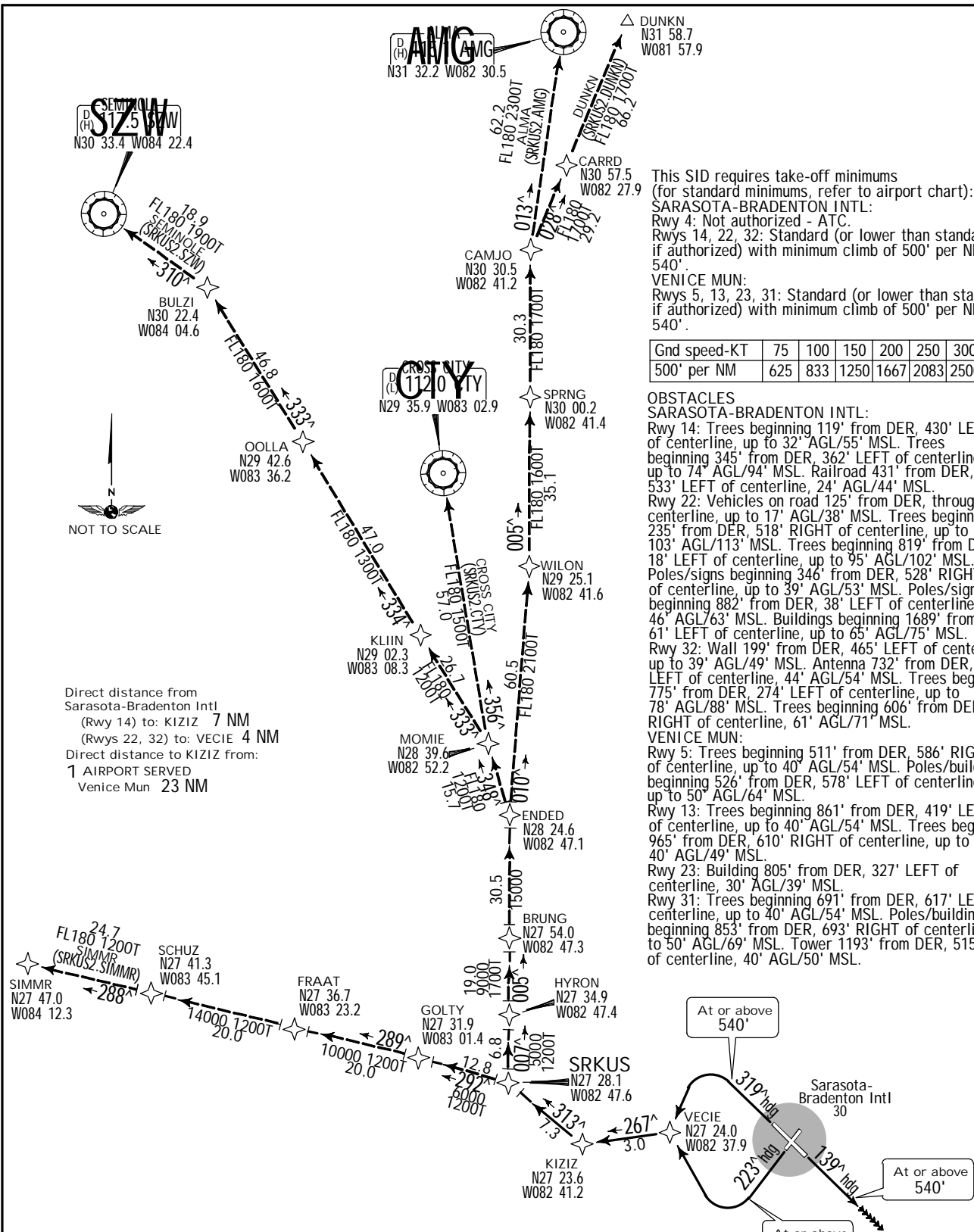
1. DME/DME/IRU or GPS required.
2. RADAR required.
3. Turboprops only.
4. RNAV 1.
5. Sarasota/Bradenton Intl: Take-off Rwy 4 not authorized - ATC. 6. Also serves.

SRKUS TWO RNAV DEPARTURE
(SRKUS2.SRKUS)

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
SARASOTA-BRADENTON INTL:
Rwy 4: Not authorized - ATC.
Rwys 14, 22, 32: Standard (or lower than standard,
if authorized) with minimum climb of 500' per NM to
540'.
VENICE MUN:
Rwys 5, 13, 23, 31: Standard (or lower than standard,
if authorized) with minimum climb of 500' per NM to
540'.

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

OBSTACLES
SARASOTA-BRADENTON INTL:
Rwy 14: Trees beginning 119' from DER, 430' LEFT
of centerline, up to 32' AGL/55' MSL. Trees
beginning 345' from DER, 362' LEFT of centerline,
up to 74' AGL/94' MSL. Railroad 431' from DER,
533' LEFT of centerline, 24' AGL/44' MSL.
Rwy 22: Vehicles on road 125' from DER, through
centerline, up to 17' AGL/38' MSL. Trees beginning
235' from DER, 518' RIGHT of centerline, up to
103' AGL/113' MSL. Trees beginning 819' from DER,
18' LEFT of centerline, up to 95' AGL/102' MSL.
Poles/signs beginning 346' from DER, 528' RIGHT
of centerline, up to 39' AGL/53' MSL. Poles/signs
beginning 882' from DER, 38' LEFT of centerline, up to
46' AGL/63' MSL. Buildings beginning 1689' from DER,
61' LEFT of centerline, up to 65' AGL/75' MSL.
Rwy 32: Wall 199' from DER, 465' LEFT of centerline,
up to 39' AGL/49' MSL. Antenna 732' from DER, 168'
LEFT of centerline, 44' AGL/54' MSL. Trees beginning
775' from DER, 274' LEFT of centerline, up to
78' AGL/88' MSL. Trees beginning 606' from DER, 645'
RIGHT of centerline, 61' AGL/71' MSL.
VENICE MUN:
Rwy 5: Trees beginning 511' from DER, 586' RIGHT
of centerline, up to 40' AGL/54' MSL. Poles/buildings
beginning 526' from DER, 58' LEFT of centerline,
up to 50' AGL/64' MSL.
Rwy 13: Trees beginning 861' from DER, 419' LEFT
of centerline, up to 40' AGL/54' MSL. Trees beginning
965' from DER, 610' RIGHT of centerline, up to
40' AGL/49' MSL.
Rwy 23: Building 805' from DER, 327' LEFT of
centerline, 30' AGL/39' MSL.
Rwy 31: Trees beginning 691' from DER, 617' LEFT of
centerline, up to 40' AGL/54' MSL. Poles/buildings
beginning 853' from DER, 693' RIGHT of centerline, up
to 50' AGL/69' MSL. Tower 1193' from DER, 515' LEFT
of centerline, 40' AGL/50' MSL.



AIRPORT	INITIAL CLIMB	ALTITUDE
SARASOTA-BRADENTON INTL	Rwy 14: Climb heading 139° or as assigned by ATC to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS. Rwy 22: Climb heading 223° to at or above 540', then RIGHT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS. Rwy 32: Climb heading 319° to at or above 540', then LEFT turn direct VECIE, then on track 267° to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 3000' or as assigned by ATC
VENICE MUN	Rwys 5, 13, 23, 31: Climb on assigned heading to at or above 540', EXPECT vectors to KIZIZ, then on track 313° to SRKUS.	MAINTAIN 2000' or as assigned by ATC
ROUTING		
At SRKUS EXPECT clearance to filed altitude/flight level 10 minutes after departure.		

15 FEB 13

(10-3A)

JEPPESSEN BRADENTON, FLA
RNAV SID

KSRQ/SRQ

Apt Elev 30'
N27 23.7 W082 33.3



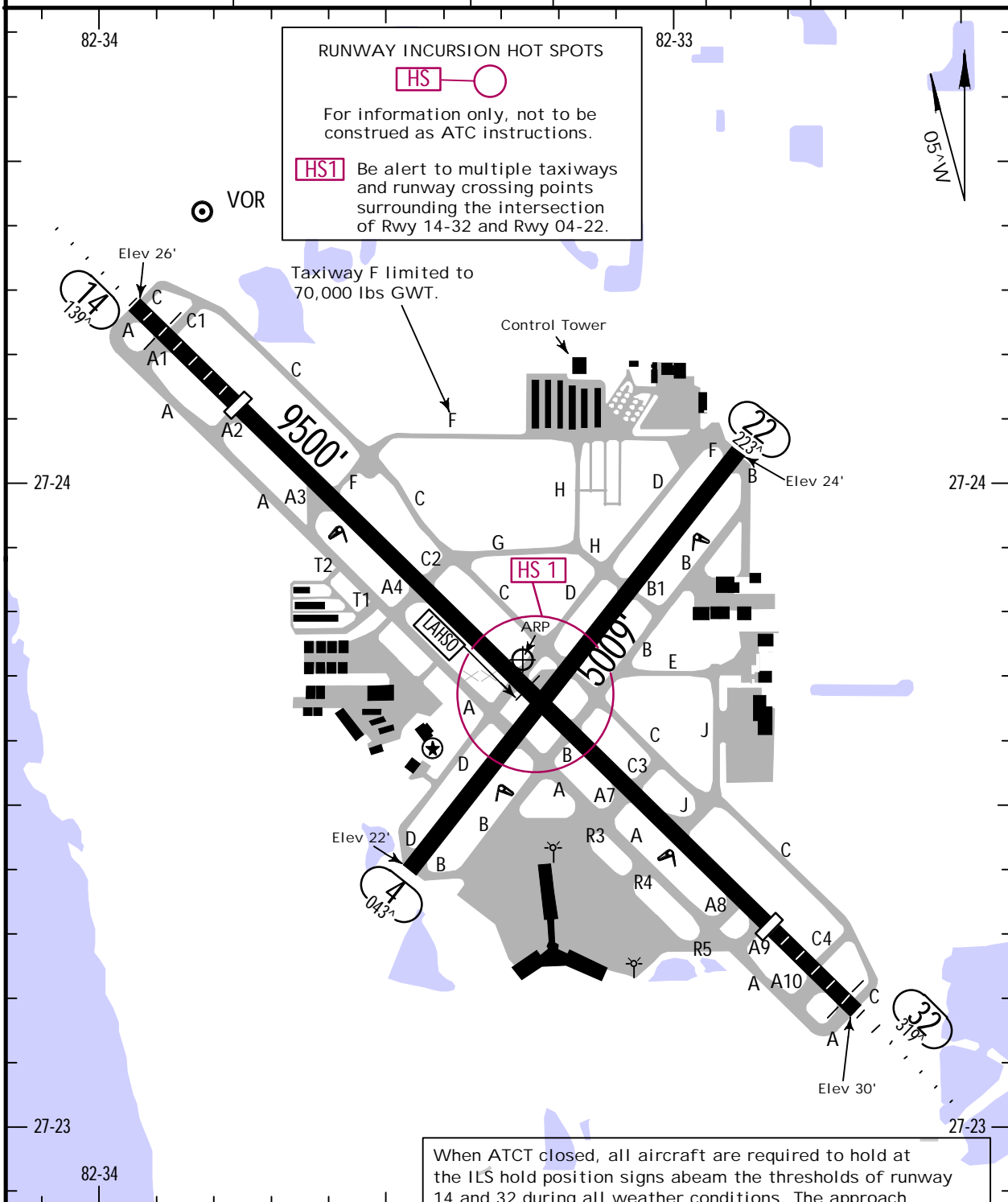
SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL

18 DEC 15

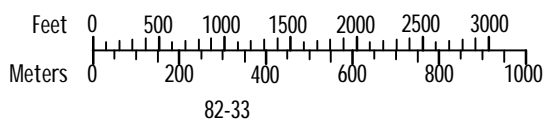
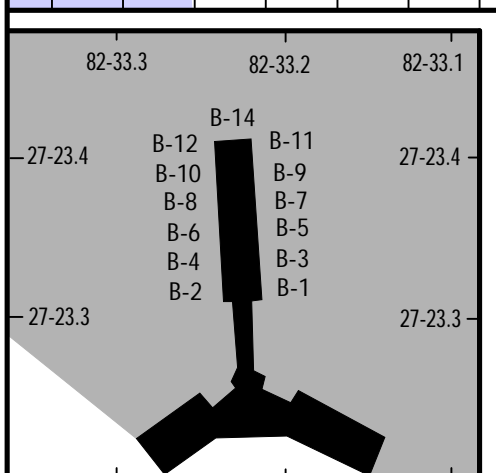
10-9

ATIS (ASOS when Twr inop)	*SARASOTA Clearance (Cpt)	*Ground	*Tower	UNICOM 122.95	TAMPA Departure (R)
124.37	118.25	121.9	CTAF 120.1		119.65



When ATCT closed, all aircraft are required to hold at the ILS hold position signs abeam the thresholds of runway 14 and 32 during all weather conditions. The approach to runway 14 and 32 are considered clear when aircraft are beyond runway 14 and 32 thresholds base upon landing direction.

PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
B-1 thru B-6	N27 23.3 W082 33.2
B-7 thru B-12	N27 23.4 W082 33.2
B-14	N27 23.4 W082 33.2



KSRQ/SRQ

18 DEC 15 10-9A

SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL

GENERAL

Low-level wind shear alert system.
Birds in vicinity of airport.
Airport has strict noise abatement procedures for departing jet aircraft. Follow SARASOTA FOUR or SKRUS TWO and do not turn prior to departure end of runway.
Diverted Air Carrier aircraft advised to use terminal ramp.
NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise ground control when ready to taxi.
PPR for high speed taxi test. Contact Airport Operations.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND		USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
4 1 2 22	3 HIRL	3 PAPI-L (angle 3.0^)				150'
	3 HIRL	3 REIL 3 PAPI-L (angle 3.0^)				

- 1 Maximum GWT 25,000 lbs, except in excessive crosswinds.
2 Grooved.
3 Activate on 120.1 when Twr inop.

14 4 32	5 HIRL 5 MALSR 5 PAPI-L (angle 3.0^)	6 7540'	6506'	4/22 3800'	8350'	150'
		7 7510'	6460'		8150'	

- 4 Grooved.
5 Activate on 120.1 when Twr inop.
6 Last 610' unavailable for landing distance computations.
7 Last 840' unavailable for landing distance computations.

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TAKE-OFF

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

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FOR FILING AS ALTERNATE

		Authorized Only When Twr Operating		RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 32 VOR Rwy 14	
		ILS Rwy 14 ILS Rwy 32	LOC Rwy 14 LOC Rwy 32		
A	600-2	800-2		800-2	
B					
C					
D					

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AMSB 2A

KSRQ/SRQ

JEPPesen

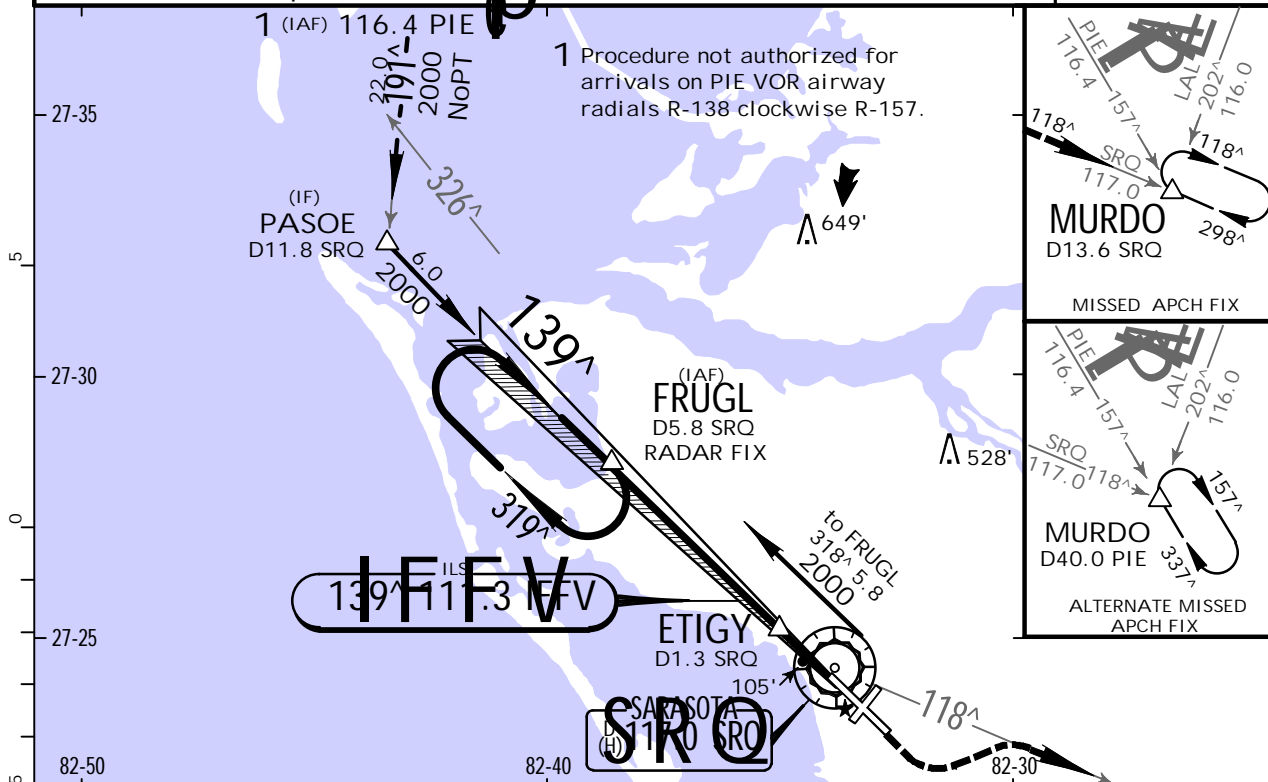
SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL 22 MAY 15 11-1

ILS or LOC Rwy 14

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9							
LOC IFFV 111.3		Final Apch Crs 139^		GS FRUGL 2000' (1977')		ILS DA(H) (CONDITIONAL) 223' (200')		Apt Elev 30' TDZE 23'		<div>2800'</div> <div>MSA SRQ VOR</div>			
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' outbound on SRQ VOR R-118 to MURDO INT/D13.6 SRQ and hold, or as directed by ATC.													
Alt Set: INCHES 1. DME or RADAR required.											Trans level: FL 180 2. Pilot controlled lighting 120.1.		Trans alt: 18000'



KSRO/SRO

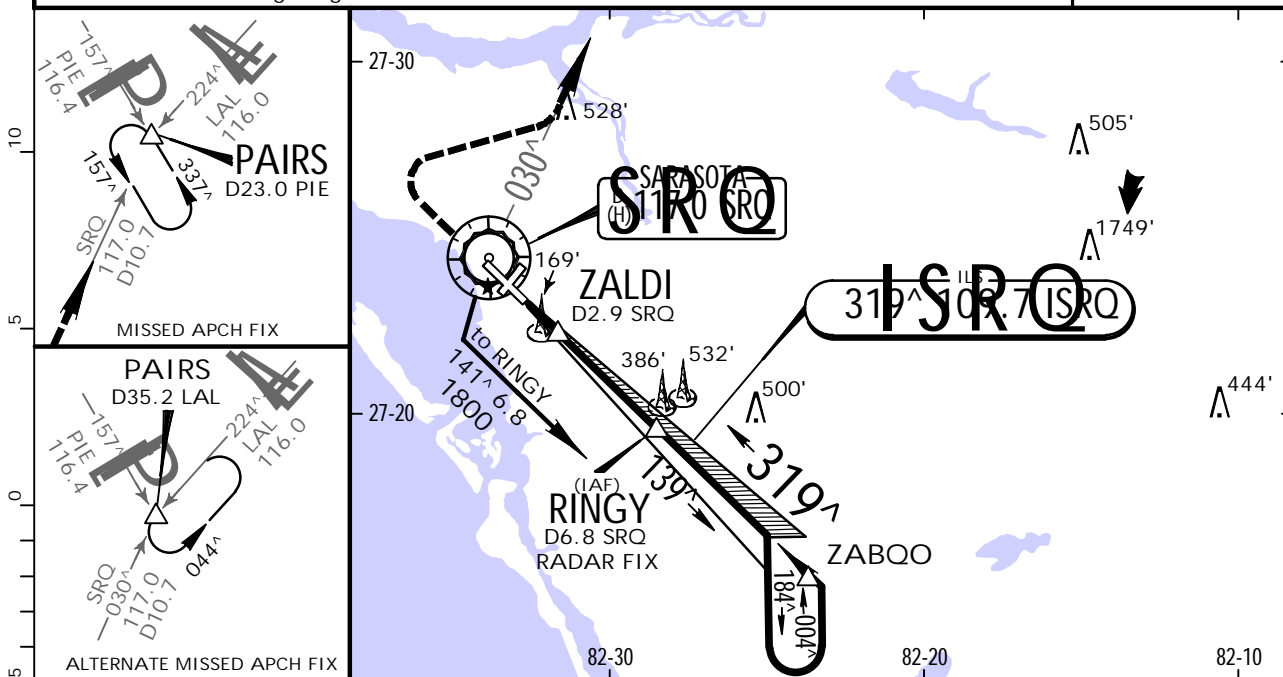
JEPPESSEN

SARASOTA/BRADENTON, FLA
ILS or LOC Rwy 32

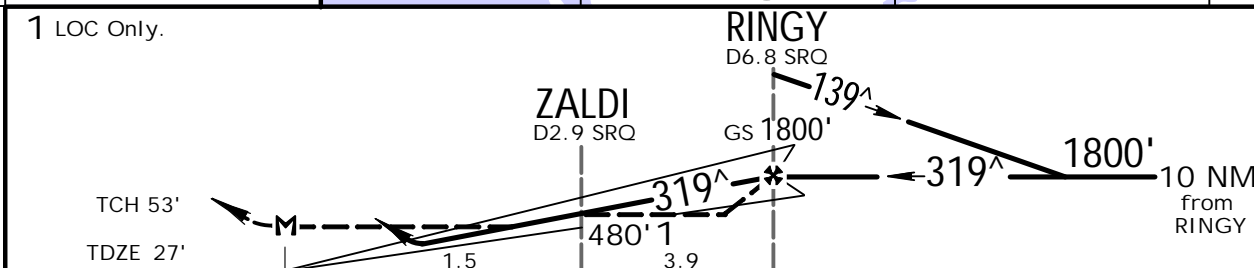
SARASOTA-BRADENTON INTL 22 MAY 15 (11-2)


BRIEFING STRIP™

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
LOC ISRO 109.7	Final Apch Crs 319^	GS RINGY 1800' <small>(1773')</small>	ILS DA(H) (CONDITIONAL) 227' <small>(200')</small>	Apt Elev 30' TDZE 27'		<div>2800'</div> <div>MSA SRQ VOR</div>	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' on heading 065^ and outbound on SRQ VOR R-030 to PAIRS INT/D23.0 PIE and hold, continue climb-in-hold to 3000', or as directed by ATC.							
Alt Set: INCHES 1. DME or RADAR required. 3. Pilot controlled lighting 120.1.							
Trans level: FL 180 2. Autopilot coupled approach not authorized below 840'.						Trans alt: 18000'	



1 LOC Only.



Gnd speed-Kts	70	90	100	120	140	160						1000'	3000'	SRQ on 117.0 R-030	PAIRS
GS 3.00^	377	484	538	646	753	861						↑	↻		
RINGY to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02									

TERPS. STRAIGHT-IN LANDING RWY 32								1 CIRCLE-TO-LAND			
When Twr Operating				When Twr Inop							
ILS		LOC (GS out)		ILS		LOC (GS out)		With ZALDI		Without ZALDI	
DA(H) 227' (200')		MDA(H) 360' (333')		DA(H) 227' (200')		MDA(H) 360' (333')		With ZALDI		Without ZALDI	
FULL		RAIL or ALS out		FULL		RAIL or ALS out		RAIL out		RAIL out	
A		1/2		1/2		1/2		1/2		1/2	
B		3/4		3/4		3/4		3/4		3/4	
C		1		1		1		1		1	
D		5/8		5/8		5/8		5/8		5/8	
Max Kts		90		120		140		165		165	
MDA(H)		500'(470') -1		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2	
A		1		1		1		1		1	
B		1		1		1		1		1	
C		1		1		1		1		1	
D		1		1		1		1		1	
Max Kts		90		120		140		165		165	
MDA(H)		500'(470') -1		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2	
A		1		1		1		1		1	
B		1		1		1		1		1	
C		1		1		1		1		1	
D		1		1		1		1		1	
Max Kts		90		120		140		165		165	
MDA(H)		500'(470') -1		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2	
A		1		1		1		1		1	
B		1		1		1		1		1	
C		1		1		1		1		1	
D		1		1		1		1		1	
Max Kts		90		120		140		165		165	
MDA(H)		500'(470') -1		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2		500'(470') -1 1/2	

1 Night landing: Rwy 4, 22 not authorized.

CHANGES: TDZE, notes.

JEPPESSEN, 2000, 2015. ALL RIGHTS RESERVED.

KSRO/SRO



JEPPesen

SARASOTA/BRADENTON, FLA

SARASOTA-BRADENTON INTL

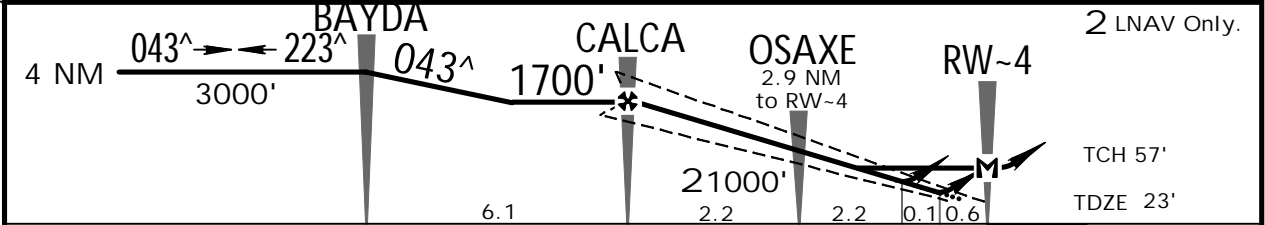
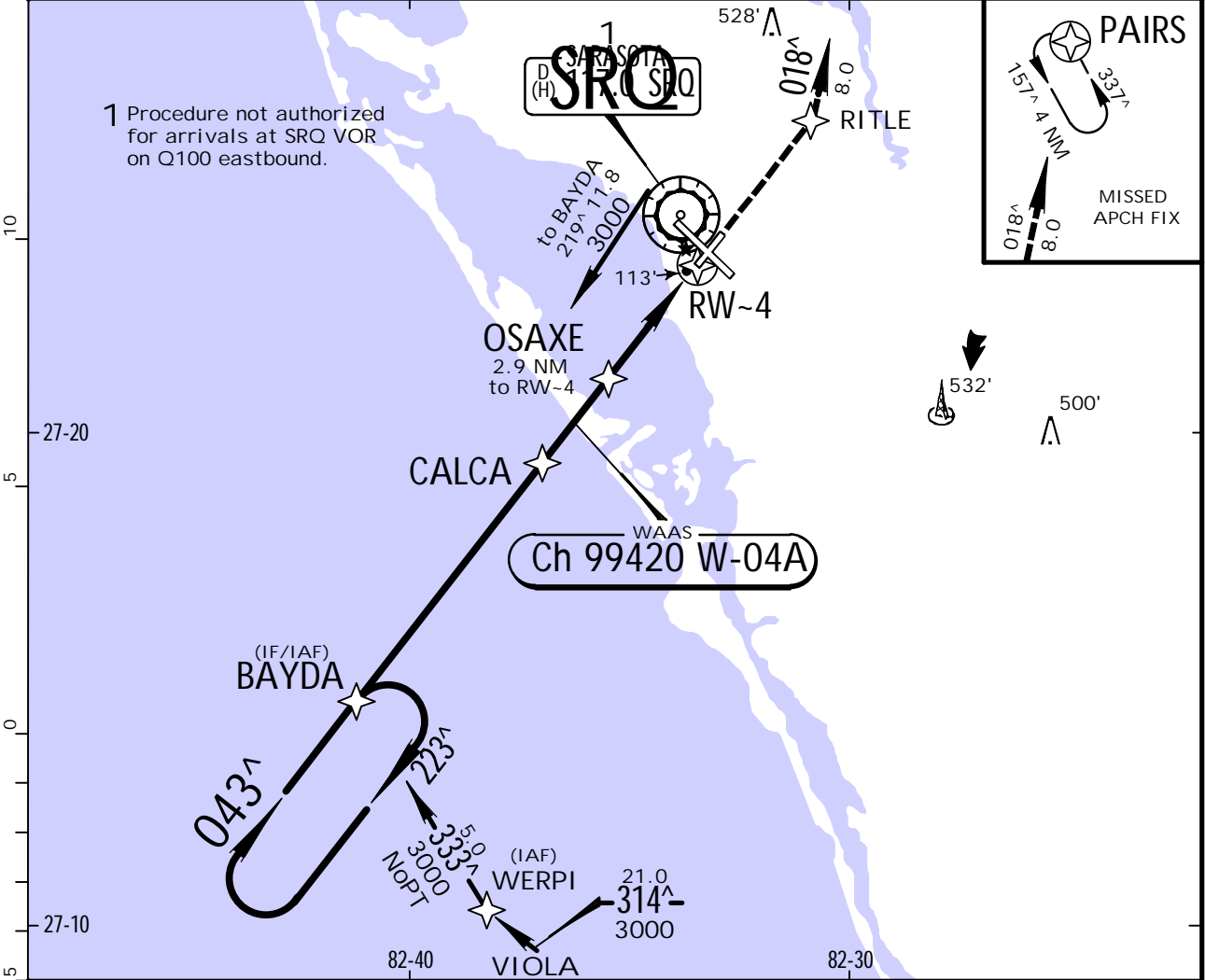
22 MAY 15


12-1

RNAV (GPS) Rwy 4

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 99420 W-04A	Final Apch Crs 043^	Minimum Alt CALCA 1700' (1677')	LPV MDA(H) 273' (250')	Apt Elev 30' TDZE 23'		<div><div></div><div>2800'</div><div>MSA RW-4</div></div>	
MISSED APCH: Climb to 3000' direct RITLE and on 018^ track to PAIRS and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Helicopter visibility reduction below 1 SM not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 120.1.							



	11.2			5.1			0				
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' ↑		RITLE	
Glide Path Angle 3.00^	372	478	531	637	743	849					
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW-4											

TERPS.			1 STRAIGHT-IN LANDING RWY 4			1 CIRCLE-TO-LAND		
LPV DA(H) 273' (250')		LNAV/VNAV DA(H) 295' (272')		LNAV MDA(H) 380' (357')		Max Kts. MDA(H)		
						90		500' (470') -1
						120		500' (470') -1 1/2
						140		500' (470') -1 1/2
						165		580' (550') -2

1 Night landing: Rwy 4, 22 not authorized.

KSRO/SRO

SARASOTA-BRADENTON INTL

22 MAY 15 12-2



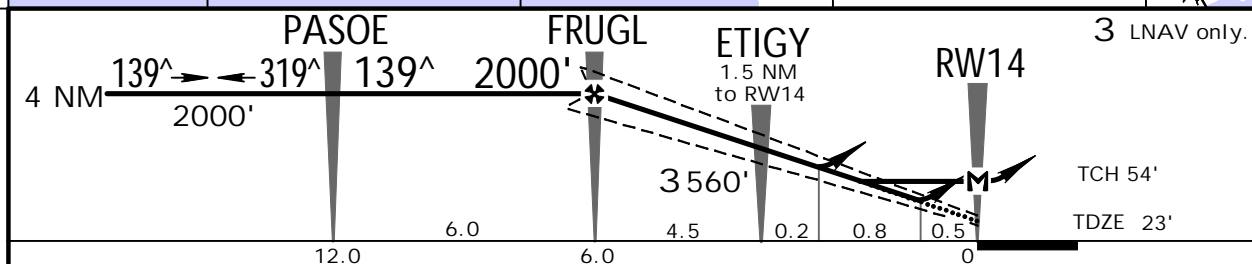
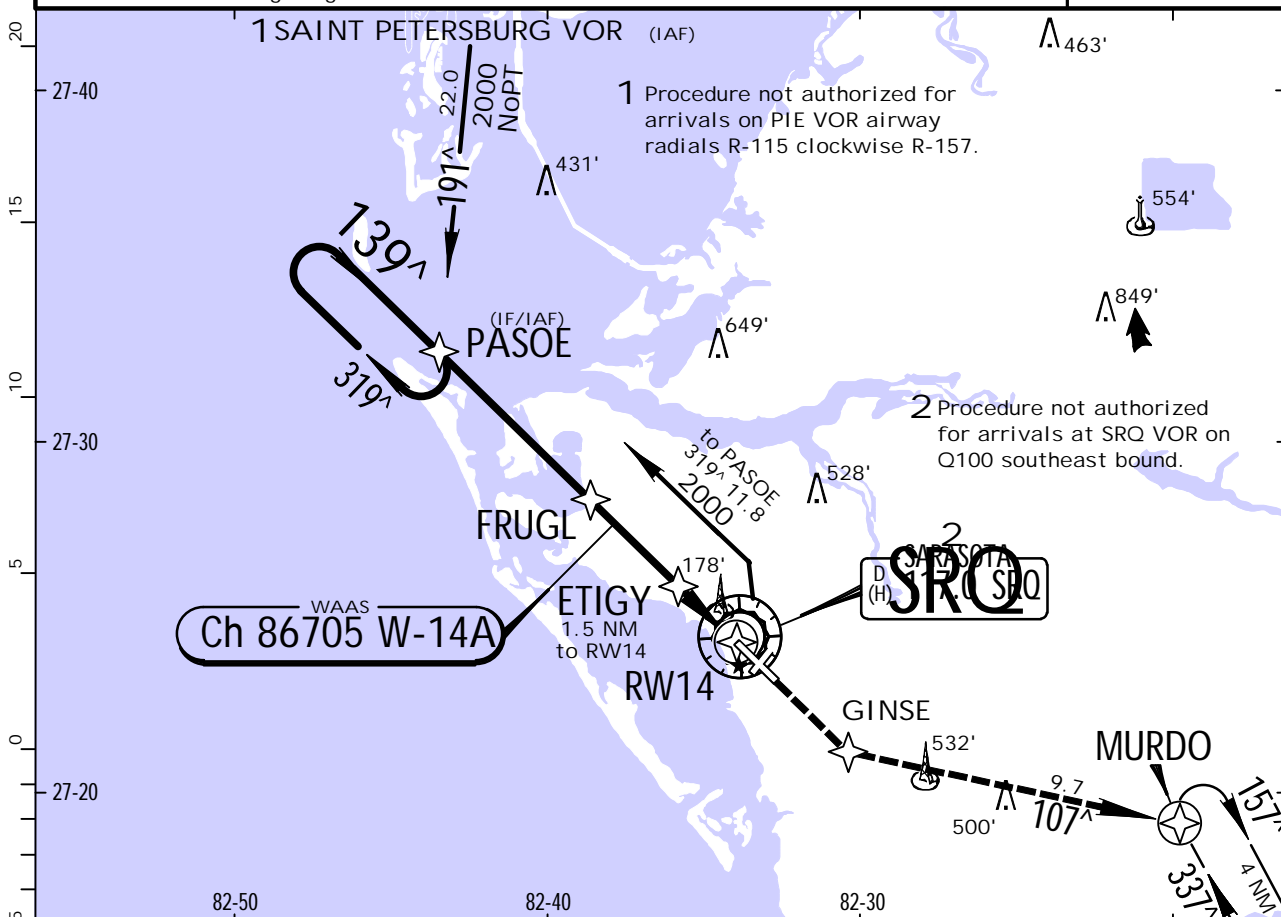
JEPPESSEN

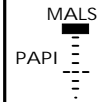

SARASOTA/BRADENTON, FLA

RNAV (GPS) Rwy 14

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground	
124.37		119.65		CTAF 120.1		121.9	
WAAS Ch 86705 W-14A	Final Apch Crs 139^	Minimum Alt FRUGL 2000' (1977')	LPV DA(H) (CONDITIONAL) 223' (200')	Apt Elev 30' TDZE 23'		<div>2800'</div> <div>MSA RW14</div>	
MISSED APCH: Climb to 3000' direct GINSE and on 107^ track to MURDO and hold.							
Alt Set: INCHES 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 3. Pilot controlled lighting 120.1.							
Trans level: FL 180 Trans alt: 18000'							



Gnd speed-Kts	70	90	100	120	140	160		3000'		GINSE
Glide Path Angle	3.00 [^]	372	478	531	637	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW14										

TERPS.				STRAIGHT-IN LANDING RWY 14						2 CIRCLE-TO-LAND				
1 LPV			1 LNAV/VNAV		LNAV									
DA(H) 223' (200')			DA(H) 489' (466')		MDA(H) 440' (417')									
					When Twr Operating			When Twr Inop						
RAIL or ALS out			RAIL or ALS out								Max Kts			
											MDA(H)			
A	1/2	3/4	1/8	1 1/2	1/2	3/4	1	1			90	500'(470') - 1		
B													120	
C													140	500'(470') - 1 1/2
D														165

KSRO/SRO

SARASOTA-BRADENTON INTL

22 MAY 15 12-3

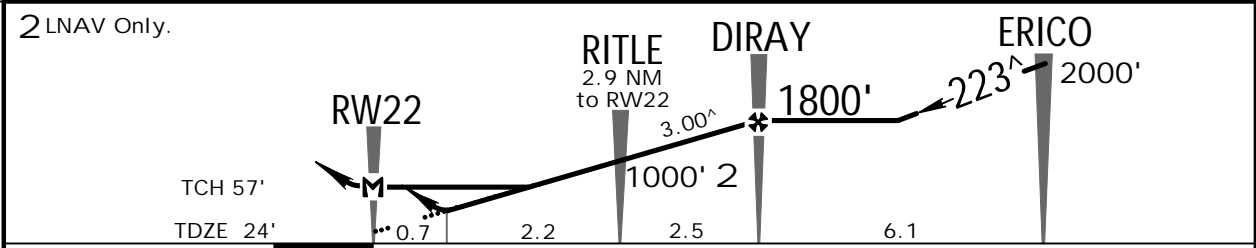
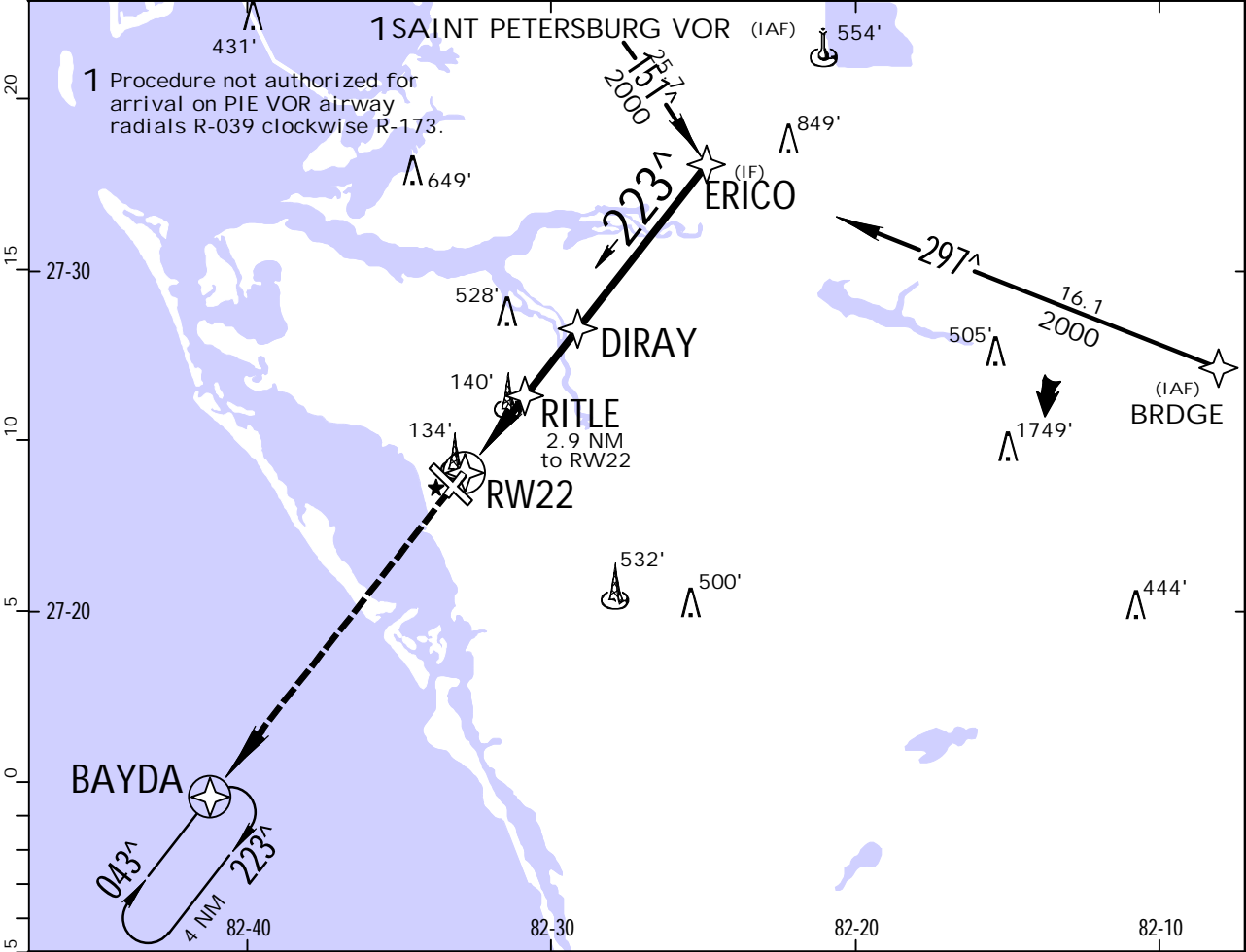


JEPPesen

SARASOTA/BRADENTON, FLA

RNAV (GPS) Rwy 22

ATIS (ASOS when Twr inop) 124.37		TAMPA Approach (R) 119.65		*SARASOTA Tower CTAF 120.1		*Ground 121.9	
RNAV	Final Apch Crs 223^	Minimum Alt DIRAY 1800' (1776')	LNAV/VNAV DA(H) 295' (271')		Apt Elev 30' TDZE 24'		<div>2800'</div> <div>MSA RW22</div>
MISSED APCH: Climb to 2000' direct BAYDA and hold.							
Alt Set: INCHES							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000' ↑		BAYDA
Descent angle	3.00 [^]	372	478	531	637	849				
LNAV/VNAV: MAP at DA										
LNAV: MAP at RW22										

TERPS.		1 STRAIGHT-IN LANDING RWY 22				1 CIRCLE-TO-LAND			
		LNAV/VNAV DA(H) 295' (271')		LNAV MDA(H) 400' (376')					
A						Max Kts			
B						90		500' (470') -1	
C	1			1		120		500' (470') -1½	
D						140		500' (470') -1½	
						165		580' (550') -2	

1 Night landing: Rwy 4, 22 not authorized.

KSRO/SRO

SARASOTA-BRADENTON INTL

22 MAY 15 12-4



JEPPESSEN

SARASOTA/BRADENTON, FLA

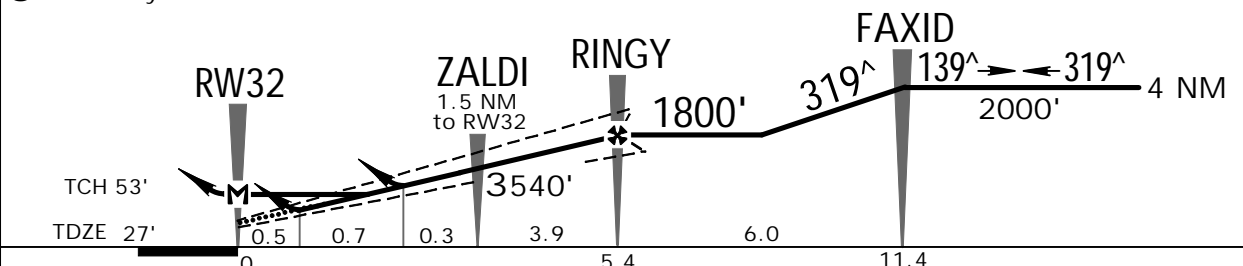
RNAV (GPS) Rwy 32

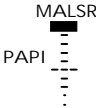
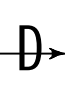
BRIEFING STRIP™

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground	
124.37		119.65		CTAF 120.1		121.9	
WAAS Ch 72605 W-32A	Final Apch Crs 319 [^]	Minimum Alt RINGY 1800' (1773')	LPV DA(H) (CONDITIONAL) 227' (200')	Apt Elev 30' TDZE 27'		<div>2800'</div> <div>MSA RW32</div>	
MISSED APCH: Climb to 3000' direct ACIPU and on 047 [^] track to PAIRS and hold, continue climb-in-hold to 3000'.							
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. Pilot controlled lighting 120.1.							



3 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160		3000'		ACIPU
Glide Path Angle	3.00 [^]	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

TERPS.

STRAIGHT-IN LANDING RWY 32

2 CIRCLE-TO-LAND

1 LPV		1 LNAV/VNAV		LNAV				2 CIRCLE-TO-LAND	
DA(H) 227' (200')		DA(H) 463' (436')		MDA(H) 440' (413')					
RAIL or ALS out		RAIL or ALS out		When Twr Operating		When Twr Inop			
				RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)
A				1/2	3/4	1	1	90	500'(470') -1
B								120	
C	1/2	3/4	1	1/2				140	500'(470') -1 1/2
D								165	580'(550') -2

1 Not authorized when Twr inop.

2 Night landing: Rwy 4, 22 not authorized.

KSRQ/SRQ

JEPPESSEN

SARASOTA/BRADENTON, FLA
VOR Rwy 14

SARASOTA-BRADENTON INTL

4 DEC 15

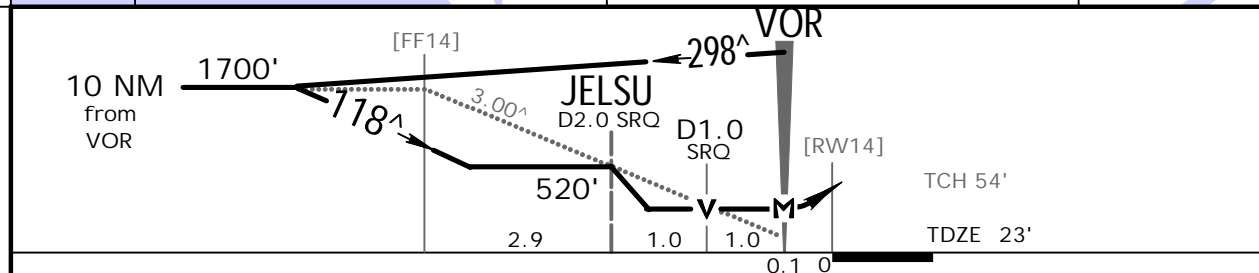
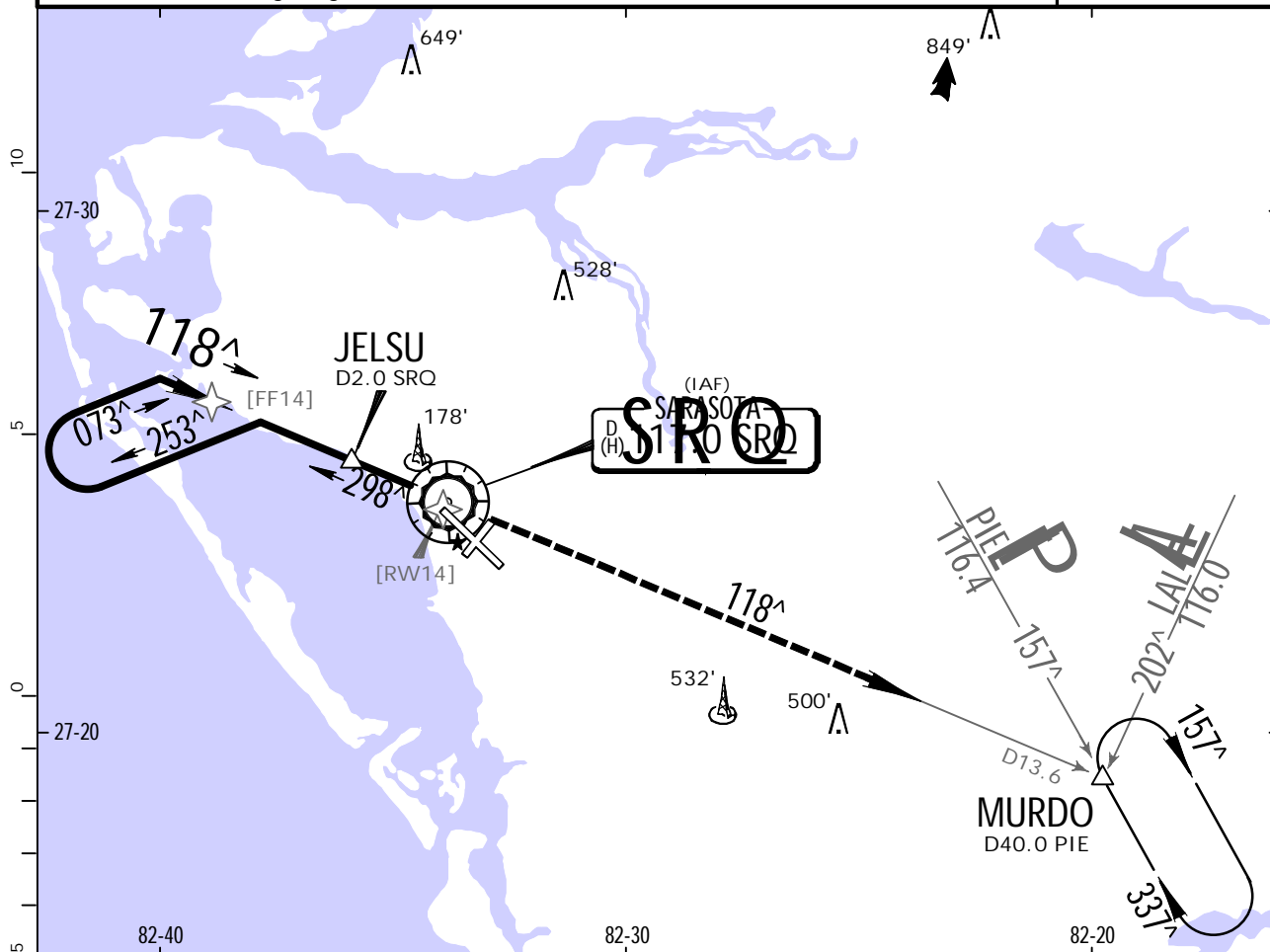
13-1

Eff. 10. Dec.

BRIEFING STRIP

DATE INFO CHG

ATIS (ASOS when Twr inop)		TAMPA Approach (R)		*SARASOTA Tower		*Ground	
124.37		119.65		CTAF 120.1		121.9	
VOR SRQ 117.0	Final Apch Crs 118 [^]	No FAF		MDA(H) (CONDITIONAL) 440' (417')	Apt Elev 30' TDZE 23'	<div>2800'</div> <div>MSA SRQ VOR</div>	
MISSED APCH: Climb to 3000' outbound on SRQ VOR R-118 to MURDO INT/D40.0 PIE and hold.							
Alt Set: INCHES 1. Pilot controlled lighting 120.1.							
Trans level: FL 180			Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3000' on 117.0 R-118	SRQ MURDO
Descent angle [3.00 [^]]	372	478	531	637	743	849			
MAP at VOR									

TERPS.												STRAIGHT-IN LANDING RWY 14												1 CIRCLE-TO-LAND									
With JELSU												Without JELSU												With JELSU				Without JELSU					
MDA(H) 440' (417')												MDA(H) 520' (497')												MDA(H) _____				MDA(H) _____					
When Twr Operating						When Twr Inop						When Twr Operating						When Twr Inop															
		RAIL out		ALS out				RAIL out		ALS out				RAIL out		ALS out				RAIL out		ALS out		Max Kts		_____				_____			
A	1½		¾		1				1				1½		¾		1				1		90		500'(470') -1				520'(490') -1				
B																							120										
C	¾		1		1⅛		1		1⅛		1		1⅛		1¾		1		1⅛		1¾		140		500'(470') -1½				520'(490') -1½				
D																							165		580'(550') -2				580'(550') -2				

Chart changes since cycle 14-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHARLESTON, SC (CHARLESTON AFB/INTL - KCHS)				
DEL	LGRHD 1 RNAV DEP	10-3	15 Jul 2016	21 Jul 2016
ADD	LGRHD 2 RNAV DEP	10-3	15 Jul 2016	21 Jul 2016
DEL	MLTRE 1 RNAV DEP	10-3A	15 Jul 2016	21 Jul 2016
ADD	MLTRE 2 RNAV DEP	10-3A	15 Jul 2016	21 Jul 2016
DEL	PLFMD 1 RNAV DEP	10-3B	15 Jul 2016	21 Jul 2016
ADD	PLFMD 2 RNAV DEP	10-3B	15 Jul 2016	21 Jul 2016
DEL	PLMTO 1 RNAV DEP	10-3C	15 Jul 2016	21 Jul 2016
ADD	PLMTO 2 RNAV DEP	10-3C	15 Jul 2016	21 Jul 2016
DEL	SWPFX 1 RNAV DEP	10-3D	15 Jul 2016	21 Jul 2016
ADD	SWPFX 2 RNAV DEP	10-3D	15 Jul 2016	21 Jul 2016
REV	VOR DME RWY 3	13-1	15 Jul 2016	
REV	VOR DME RWY 15	13-2	15 Jul 2016	
REV	VOR DME RWY 21	13-3	15 Jul 2016	
REV	VOR DME RWY 33	13-4	15 Jul 2016	

SARASOTA/BRADENTON, FL (SARASOTA-BRADENTON INTL - KSRQ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KCHS

No Chart Change Notices for Airport KSRQ

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.