

LOC/DME I-IPJ <b>111.15</b> Chan 48 (Y)	APP CRS <b>233°</b>	Rwy Idg TDZE Apt Elev	<b>5501</b> <b>872</b> <b>878</b>
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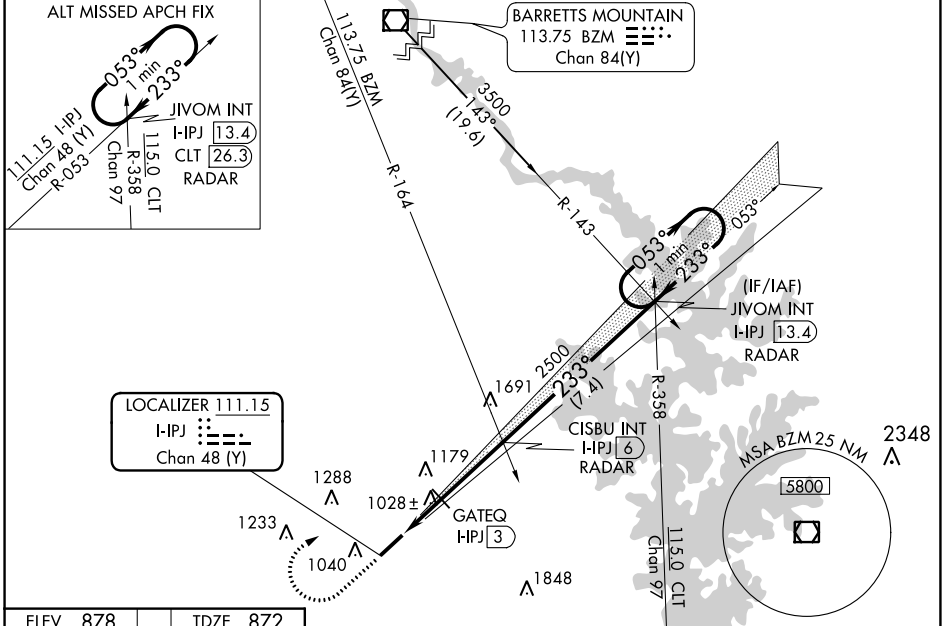
# ILS Z or LOC Z RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

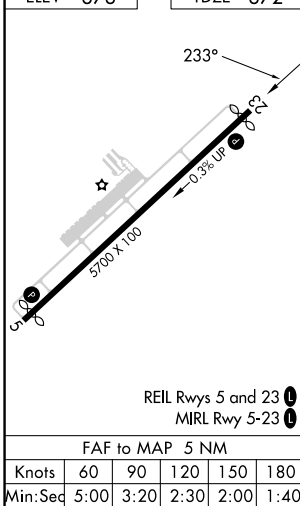
⚠ When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D  $\frac{1}{8}$  SM and Circling Cats C/D  $\frac{1}{4}$  SM and GATEQ Fix Minimums Cats C/D  $\frac{1}{4}$  SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-IPJ 13.4 DME/RADAR and hold.

AWOS-3 <b>119.675</b>	CHARLOTTE APP CON <b>134.75 257.2</b>	CLNC DEL (GCO) <b>124.9</b>	UNICOM <b>123.05 (CTAF) 0</b>
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ELEV 878	TDZE 872
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1600	3100	BZM R-143	JIVOM INT		
*1540 When using Charlotte altimeter setting.			CISBU INT I-IPJ [6] RADAR	JIVOM INT HPJ [13.4] RADAR	One Minute Holding Pattern
*LOC only.		*HPJ [1]	*I-IPJ [2.2]	[3]	2500
					233°
					3000
					GS 3.00° TCH 47
CATEGORY	A	B	C	D	
S-ILS 23	1149- $\frac{7}{8}$ 277 (300- $\frac{7}{8}$ )				
S-LOC 23	1460-1	588 (600-1)	1460-1 $\frac{3}{4}$	588 (600-1 $\frac{3}{4}$ )	
<input checked="" type="checkbox"/> CIRCLING	1460-1	582 (600-1)	1640-2 $\frac{1}{4}$	1640-2 $\frac{1}{2}$	
			762 (600-2 $\frac{1}{4}$ )	762 (800-2 $\frac{1}{2}$ )	
GATEQ FIX MINIMUMS					
S-LOC 23	1280-1	408 (500-1)	1280-1 $\frac{1}{8}$	408 (500-1 $\frac{1}{8}$ )	
<input checked="" type="checkbox"/> CIRCLING	1400-1	522 (600-1)	1440-1	1640-2 $\frac{1}{4}$	1640-2 $\frac{1}{2}$
	522 (600-1)	562 (600-1)	762 (800-2 $\frac{1}{4}$ )	762 (800-2 $\frac{1}{2}$ )	

SE-2, 03 OCT 2024 to 31 OCT 2024

SE-2, 03 OCT 2024 to 31 OCT 2024