

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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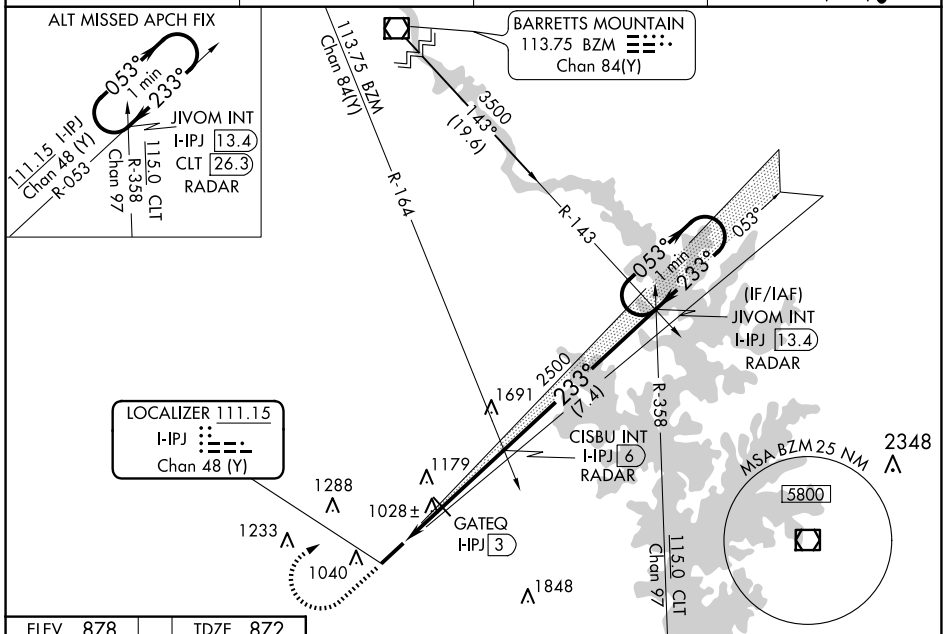
# ILS Z or LOC Z RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

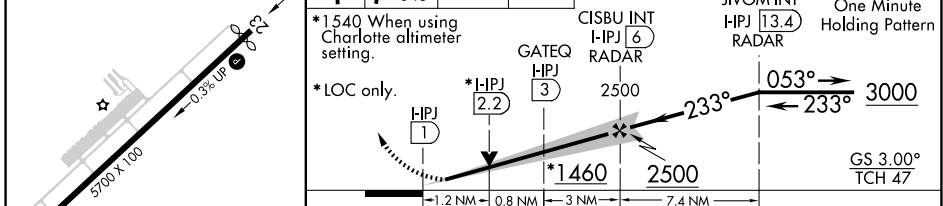
**⚠** When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility  $\frac{1}{8}$  SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D  $\frac{1}{8}$  SM and Circling Cats C/D  $\frac{1}{4}$  SM and GATEQ Fix Minimums Cats C/D  $\frac{1}{4}$  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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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 $\frac{3}{4}$ )	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )
<b>C</b> CIRCLING	1460-1 582 (600-1)	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )	
<b>GATEQ FIX MINIMUMS</b>				
S-LOC 23	1280-1 408 (500-1)	1280-1 $\frac{1}{8}$ 408 (500-1 $\frac{1}{8}$ )		
<b>C</b> CIRCLING	1400-1 522 (600-1)	1440-1 562 (600-1)	1640-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1640-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )