

CHARLESTON (CHS/KCHS)

Elevation 46ft

CATEGORY A

AV brief – not required

GENERAL

- Charlston is primarily an Airforce base, with the small international terminal located to the south of the airfield.

Threats

Ground Collision

- Be aware that LAHSO may be used. BA aircraft should not be offered (or accept) a landing or departure clearance with other traffic operating LAHSO on an intersecting runway.
- Wingtip clearance an issue to the right of Stand B2, which is located on the edge of terminal, but expect marshalling to be provided with wingmen.
- Vacating Rwy 15, Twy A and Twy F (southbound) share the same initial exit. Ensure the correct Twy is taken.
- Arrester cables are installed on Rwy 15/33 – Refer to Lido AGC for positions.

ARRIVAL

Diversion Airports

Raleigh-Durham	RDU/KRDU	190 nm/019°T	CAT A
ATLANTA	ATL/KATL	225 nm/281°T	CAT A
NASHVILLE	BNA/KBNA	382 nm/300°T	CAT A
WASHINGTON	IAD/KIAD	385 nm/019°T	CAT B
BALTIMORE	BWI/KBWI	412 nm/023°T	CAT B
PHILADELPHIA	PHL/KPHL	480 nm/028°T	CAT A

- Expect Initial clearance on the RNAV arrival but with ATC assigned level/altitude. Clearance to be at CRAAW at 11000' as opposed to "11000' or above" as per the procedure, will require flying below profile with the potential to be too low at the previous waypoint (AMYLK between FL230 and 13000').
- Before the end of the STAR, expect radar vectors to join the ILS approach Rwy 15 toward MAMAE at 3000ft. The approach has a low platform altitude (1600ft) so note the potential for track shortening.

BAV Crew Report

- Rwy 15 has arrester cables which were no factor, the runways all also have lights for LAHSO operations. These ops did not seem to be in force at our arrival time but both (crossing) runways were active and crew were aware of approaches taking place on Rwy 21.*

OPERATIONAL INFORMATION

Handling Agent	Flight Service Systems (FSS)
Handling Agent VHF	TBA
Potable Water	Not Assessed