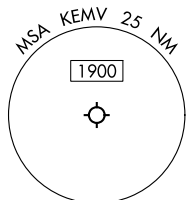
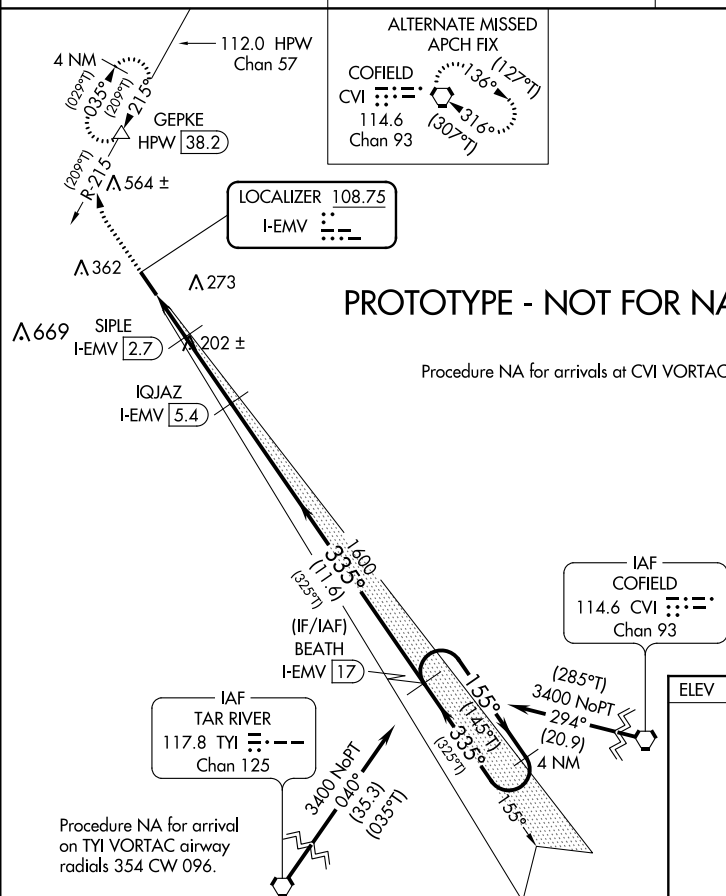


<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/20/2015	<b>Task #:</b> 201411143086431Q003	<b>Request #:</b> 20141114308643
<b>Procedure:</b> LOC RWY 34 AMDT 2			<b>Airport ID:</b> KEMV	<b>Airport:</b> EMPORIA-GREENSVILLE RGNL		<b>Reimbursable #:</b> NO
<b>City:</b> EMPORIA	<b>ST:</b> VA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 05/24/2018		<b>FICO #:</b> 1199051	
<b>Fac ID:</b> EMV		<b>Fac. Type:</b> LOC			<b>Specialist:</b> LEO PALMER	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	12/19/2016	01/08/2018	DION LANCIA	QUALITY		
<b>QA:</b>	01/08/2018	10/31/2017	ANDI LAU	20 B. Bickett 01/22/2018		
<b>Liaison:</b>	10/31/2017	10/31/2017	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b> ENROUTE-NON <b>Remark Type:</b> INFORMATION  PENDING DATA USED FOR EMV LOC/DME  CONTACT: DION LANCIA (405)954-1267.  01/05/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/31/17. 1. MOVED IF/IAF FROM JUSPO TO BEATH. 2. CHANGED HPW RADIAL IN MISSED APPROACH FROM R-219 TO R-215. 3. REMOVED "ON CVI R-215" FROM ALTERNATE MISSED APPROACH. 4. INITIAL ALTITUDE FROM CVI AND TYI VORTAC, FROM 2000 TO 3400. 5. CHANGED NOTE FROM "CHART NOTE: DME REQUIRED" TO "EQUIPMENT REQUIREMENT NOTE: DME REQUIRED". 6. ADDED CHANGE 18.						

EMPORIA-GREENSVILLE RGNL (EMV)

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 3000.

**T**  
**A** NA

UNICOM  
123.0 (CTAF) **L**

ELEV	127	TDZE	122
------	-----	------	-----

5010 x 100  
0.3% UP

335° 4.6 NM  
from FAF

REIL Rwy 16 and 34 ①  
MIRL Rwy 16-34 ②

	FAF to MAP 4.6 NM				
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

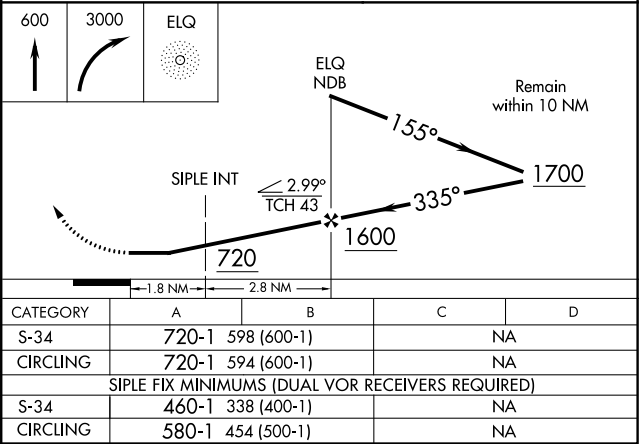
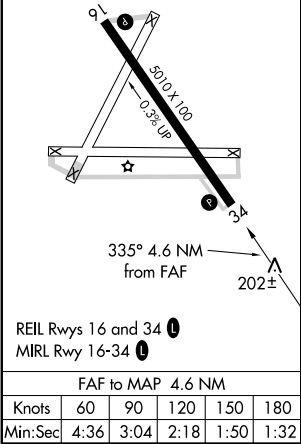
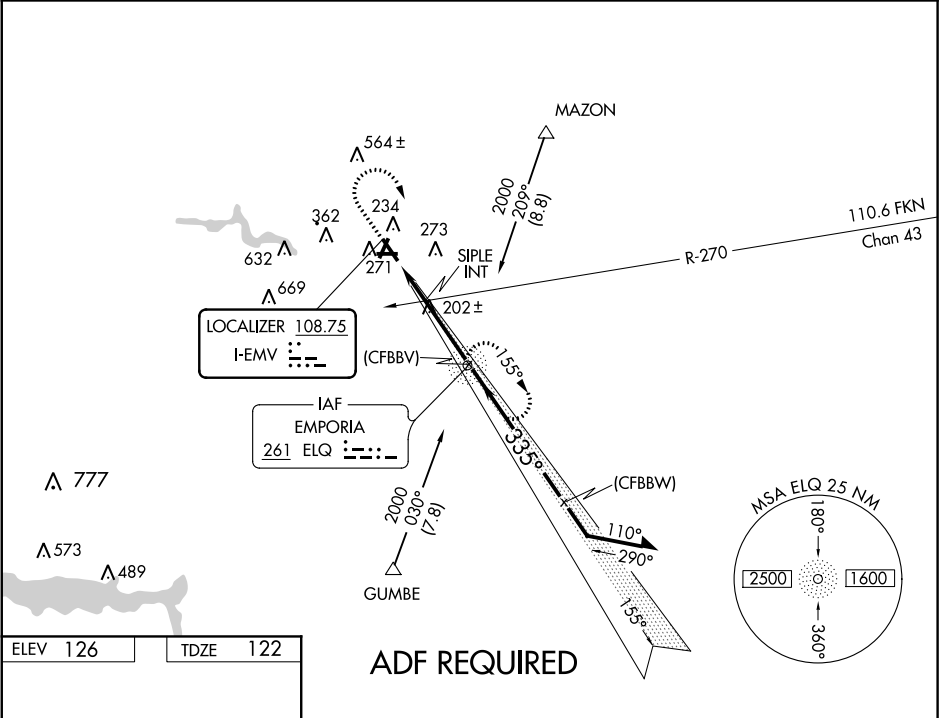
▼

▲ NA

When local alimeter setting not received, use Ahoskie alimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ELQ NDB and hold, continue climb-in-hold to 3000.

AWOS-3 124.175	WASHINGTON CENTER 132.025 269.4	UNICOM 123.0 (CTAF) 0
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***fpoljp | emv\_loc34 (PROD) | 6 Feb 2017 12:27:12 | 1" = 8333.3 feet (MAP)***

KEMV  
EMPORIA-GREENSVILLE RGNL  
EMPORIA, VA  
LOC RWY 34, AMDT 2  
FINAL, CIRCLE, PRIMARY  
MISSED  
1:100, 000

**MISSED HOLD  
564 TOWER**

CIRC C  
362 TOWER

CIRC B  
273 TOWER

CIRC A  
271 TOWER

FINAL SDF  
202 TREE

FINAL  
300 AAO



*fpoljp* | *emv\_loc34 (PROD)* | 5 Jan 2018 06:56:45 | 1" = 41750.1 feet (MAP)

LOC RWY 34, AMDT 2  
ALL SEGMENTS  
1:500, 000



NM 7 14 21 28 35 42 49  
FT 42000 84000 126000 168000 210000 252000 294000

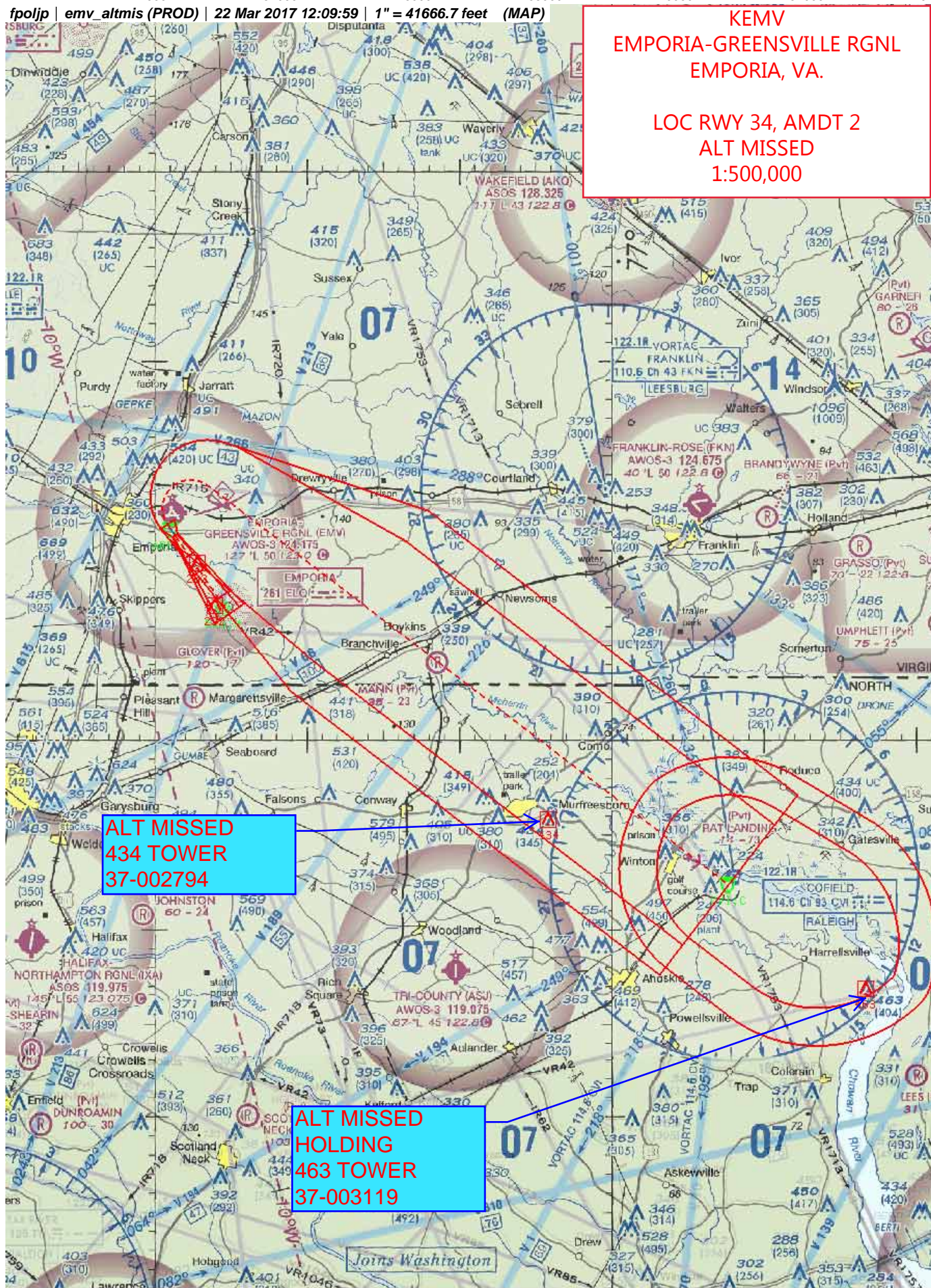
fpoljp | emv altmis (PROD) | 22 Mar 2017 12:09:59 | 1" = 41666.7 feet (MAP)

KEMV  
EMPORIA-GREENSVILLE RGNL  
EMPORIA, VA.

LOC RWY 34, AMDT 2  
ALT MISSED  
1:500,000

ALT MISSED  
434 TOWER  
37-002794

ALT MISSED  
HOLDING  
463 TOWER  
37-003119





ZQBN;AR

KEMV  
EMPORIA-GREENSVILLE  
EMPORIA, VA.

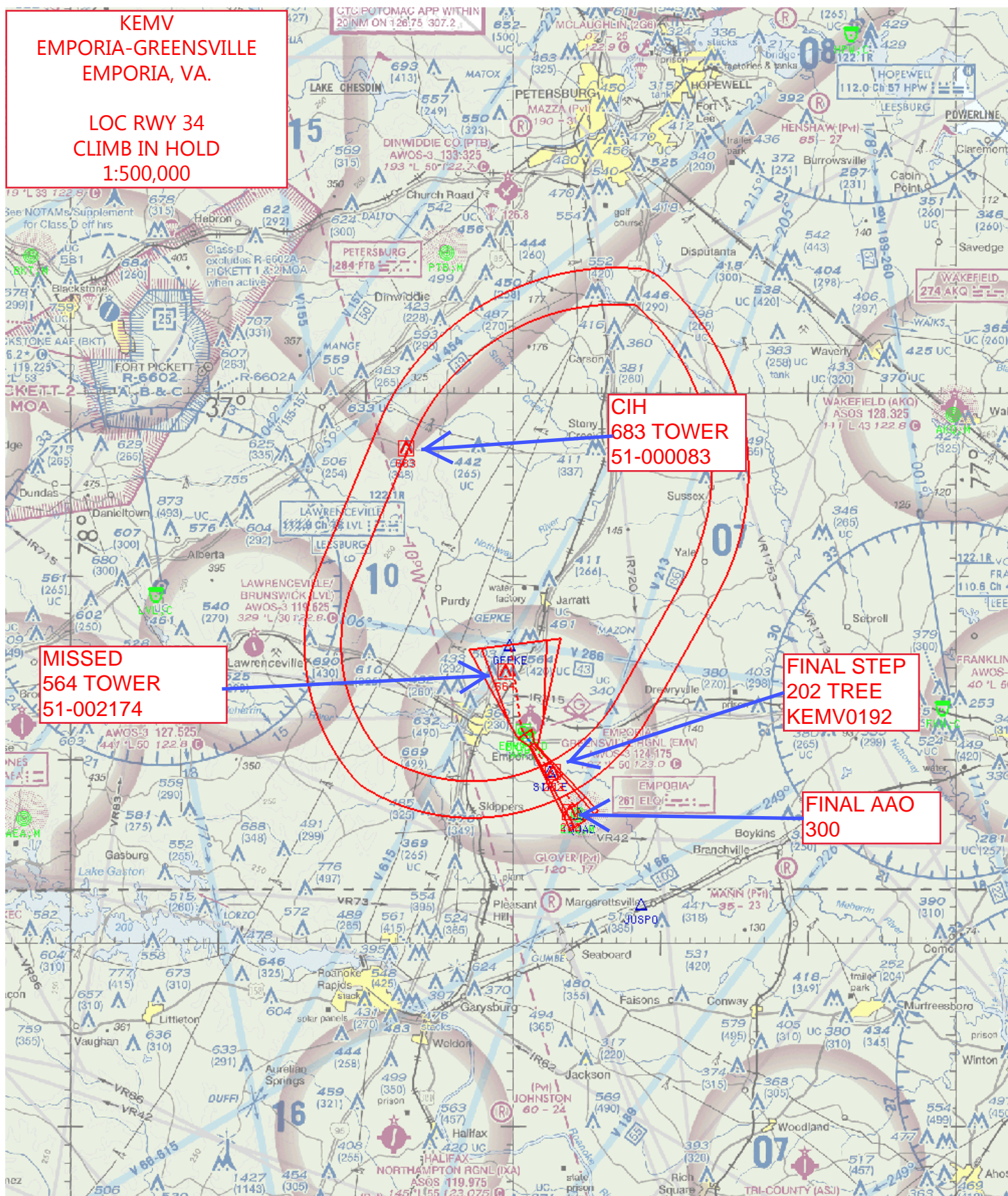
LOC RWY 34  
CLIMB IN HOLD  
1:500,000

CIH  
683 TOWER  
51-000083

MISSED  
564 TOWER  
51-002174

FINAL STEP  
202 TREE  
KEMV0192

FINAL AAO  
300



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **EMPORIA**

STATE: **VA**

AIRPORT NAME: **EMPORIA-GREENSVILLE RGNL**

ID: **KEMV**

PROCEDURE: **LOC RWY 34**

AMDT: **2**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

- |   |                                 |                                |               |
|---|---------------------------------|--------------------------------|---------------|
| 1. Distance from  | <u>THLD</u>                     | to 1000' point                 | <u>2.88</u>   |
| <small>(Enter THLD, FAF, ARP, FACILITY, as appropriate)</small>                           |                                 |                                |               |
| 2. Width of   | <u>FINAL</u>                    | segment at 1000' point         | <u>0.86</u>   |
| <small>(Enter appropriate segment, final, intermediate, etc.)</small>                     |                                 |                                |               |
| 3. True Course of   | <u>FINAL</u>                    | segment containing 1000' point | <u>325.40</u> |
| 4. High Terrain in  | <u>FINAL</u>                    | segment containing 1000' point | <u>115</u>    |
| 5. Distance from  | <u>THLD</u>                     | to 1500' point                 | <u>4.55</u>   |
| <small>(If 1500' point in PT maneuvering area or holding pattern note in remarks)</small> |                                 |                                |               |
| 6. Width of   | <u>FINAL</u>                    | segment at 1500' point         | <u>1.20</u>   |
| 7. True Course of   | <u>FINAL</u>                    | segment containing 1500' point | <u>325.40</u> |
| 8. High Terrain in  | <u>FINAL</u>                    | segment containing 1500' point | <u>115</u>    |
| 9. Threshold Coordinates (if straight-in) ...   | <u>364052.30N / 0772840.43W</u> |                                |               |
| 10. ARP Coordinates .....   | <u>364112.70N / 0772857.90W</u> |                                |               |
| 11. Runway Approach End and distance furthest from ARP .....                              | RWY                             | <u>34</u>                      |               |
|   | Distance                        | <u>0.41</u>                    | NM            |
| 12. FAF Coordinates .....   | <u>363707.46N 07725028.03W</u>  |                                |               |

**REMARKS: Approach/Drawing attached.**