

<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>	
<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	01/18/2018	DION LANCIA	QUALITY Digitally signed by		
<b>QA:</b>	01/18/2018	01/23/2018	ANDI LAU	35 JEFFREY ROBINSON		
<b>Liaison:</b>	01/23/2018	01/23/2018	MARY MCDONALD	CHECKED Jan 30, 2018		
<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.  1/26/18: THIS IS AN UPDATED COPY OF THE 8260-5 FORM DEVELOPED ON 01/05/18. 1. TERMINAL ROUTE: ADDED "INT" TO FIX BEATH. 2. TERMINAL ROUTE: CHANGED BEATH FROM (IF/IAF) TO (IF). 3. MISSED APPROACH HOLDING CHANGED FROM 3000 TO 5000, 4. CAT C CIRCLING VISIBILITY CHANGED FROM 1 1/4 TO 1 1/2. 5. REMOVED HOLD IN LIEU AT BEATH; CHANGED LINE 2 TO PROFILE STARTS AT BEATH. 6. REMOVED (NOPT) FROM CVI AND TYI TERMINAL ROUTES.  1/26/18: THIS IS AN UPDATED COPY OF THE BEATH 8260-2 FORM DEVELOPED ON 01/04/18. 1. ADDED CVI AND TYI TO FIX MAKE-UP. 2. ADDED INT TO FIX TYPE. 3. REMOVED PAT 1, AND PAT 1 CONTROLLING OBSTRUCTION DATA. 4. ADDED FAC 2, 3 TO FIX USE. 5. CHANGED FAC 1 (I-EMV) MRA FROM 2000 TO 3400.  1/26/18: THIS IS AN UPDATED COPY OF THE GEPKE 8260-2 FORM DEVELOPED ON 01/18/18. 1. PAT 2 MIN HOLDING ALTITUDE CHANGED FROM 3000 TO 5000; MIN TEMPLATE CHANGED FROM 6 TO 7.						

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> LOC RWY 34 2			<b>AIRPORT NAME:</b> EMPORIA-GREENSVILLE RGNL		<b>AIRPORT ID:</b> KEMV	<b>SPECIAL CONTROL NO:</b> YP-10-309-17
<b>FAC ID:</b> EMV		<b>CITY:</b> EMPORIA			<b>ST:</b> VA	<b>ORIG CHART DATE:</b> 02/01/2018
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b> AC0721	<b>PTS TASK ID:</b> 201411143086431Q003		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; margin-top: 5px;"> <div style="border: 1px solid black; padding: 2px 5px; margin: 0 5px;">YES</div> <div style="border: 1px solid black; padding: 2px 5px; margin: 0 5px;">NO</div> </div>	
					<b>CPV COMPLETE?</b> <div style="display: flex; justify-content: flex-end; margin-top: 5px;"> <div style="border: 1px solid black; padding: 2px 5px; margin: 0 5px;"></div> <div style="border: 1px solid black; padding: 2px 5px; margin: 0 5px;"></div> </div>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 12/07/2017	<b>CREW #:</b> VN137	<b>N #:</b> N70	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> bob s pressler @ 12/07/2017 14:46			<b>PRINTED NAME:</b> PRESSLER, ROBERT STEPHEN			<b>NOTAM INITIATED?</b> <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Commission DME. Unlocks 25° Right of center line. MX elected to keep as is. CVI Feeder, Unsat does not cross EMV LOC at 11.4DME JUSPO fix. Crosses at 9.4DME EMV LOC. Radial OT 9960 MOD. NOTAM issued. Standard Missed Apch Hold instructions incorrect. 8260-5 reads R-219 should be R-215. Also see change page. 8260-2 FIX use supports R-215. Alt Missed Apch Hold instruction incorrect, should be: CLimb to 600 then Climbing Right turn to 3000' Direct CVI VORTAC and hold SE, RT 316.00 Inbound. CVI R-300/ 2000'/ 25.5DME would be better use as Feeder to JUSPO. R-300 not Flt Inspected. Alt Missed Apch Hold R-136/ 3000' 0-6DME -SAT. R-302 0 - 25.3 DME Unsat due to 9960 MOD OT. Feeder radial Unsat, does not cross EMV LOC at 11.4DME JUSPO FIX. Crosses Fix at 9.4 from EMV LOC. NOTAM'S ISSUED FOR CVI, TYI & EMV DME.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

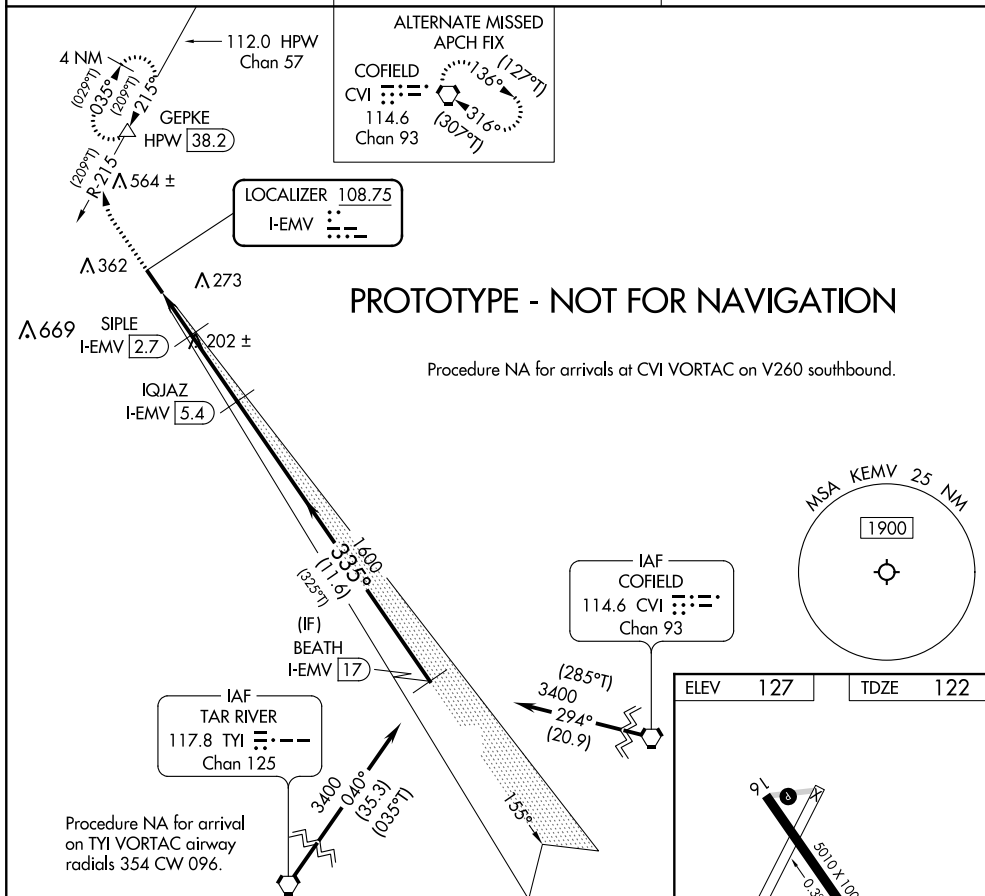
LOC I-EMV <b>108.75</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5010</b> <b>122</b> <b>127</b>
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**LOC RWY 34**

EMPORIA-GREENSVILLE RGNL (EMV)

DME required.	MISSED APPROACH: Climb to 600 then climbing right turn to 5000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 5000.
▼ ▲ NA	

AWOS-3 <b>124.175</b>	WASHINGTON CENTER <b>132.025 269.4</b>	UNICOM <b>123.0 (CTAF) 0</b>
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600	5000	GEPKE HPW R-215	SIPLE I-EMV 2.7	IQIAZ I-EMV 5.4	BEATH I-EMV 17	
I-EMV 0.9	I-EMV 1.8	I-EMV 0.9	I-EMV 1.8	I-EMV 5.4	I-EMV 17	
1 NM	0.8 NM	2.7 NM	11.6 NM			
CATEGORY	A	B	C	D		
S-LOC 34	460-1	338 (400-1)	NA			
CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA		
REIL Rwy 16 and 34 MIRL Rwy 16-34						FAF to MAP 4.6 NM
						Knots 60 90 120 150 180
						Min:Sec 4:36 3:04 2:18 1:50 1:32

**LOC RWY 34**

LOC I-EMV

108.75

APP CRS

335°

Rwy Idg

5010

TDZE

122

Apt Elev

126

OLD

LOC RWY 34

EMPORIA-GREENSVILLE RGNL (EMV)

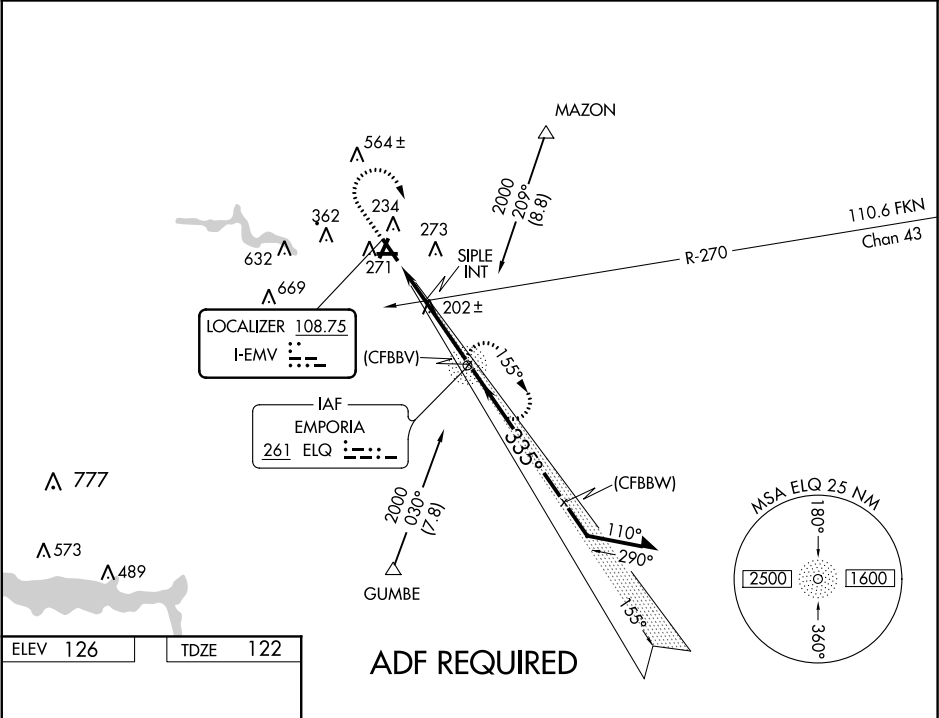
▼

▲ 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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ELEV 126

TDZE 122

600

3000

ELQ

ELQ NDB

155°

1700

335°

720

1600

1.8 NM

2.8 NM

REIL Rwy 16 and 34

MIRL Rwy 16-34

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-34	720-1 598 (600-1)		NA	
CIRCLING	720-1 594 (600-1)		NA	
SIPLE FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-34	460-1 338 (400-1)		NA	
CIRCLING	580-1 454 (500-1)		NA	



NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

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

#9 MISSED LVL SFC  
564 TOWER

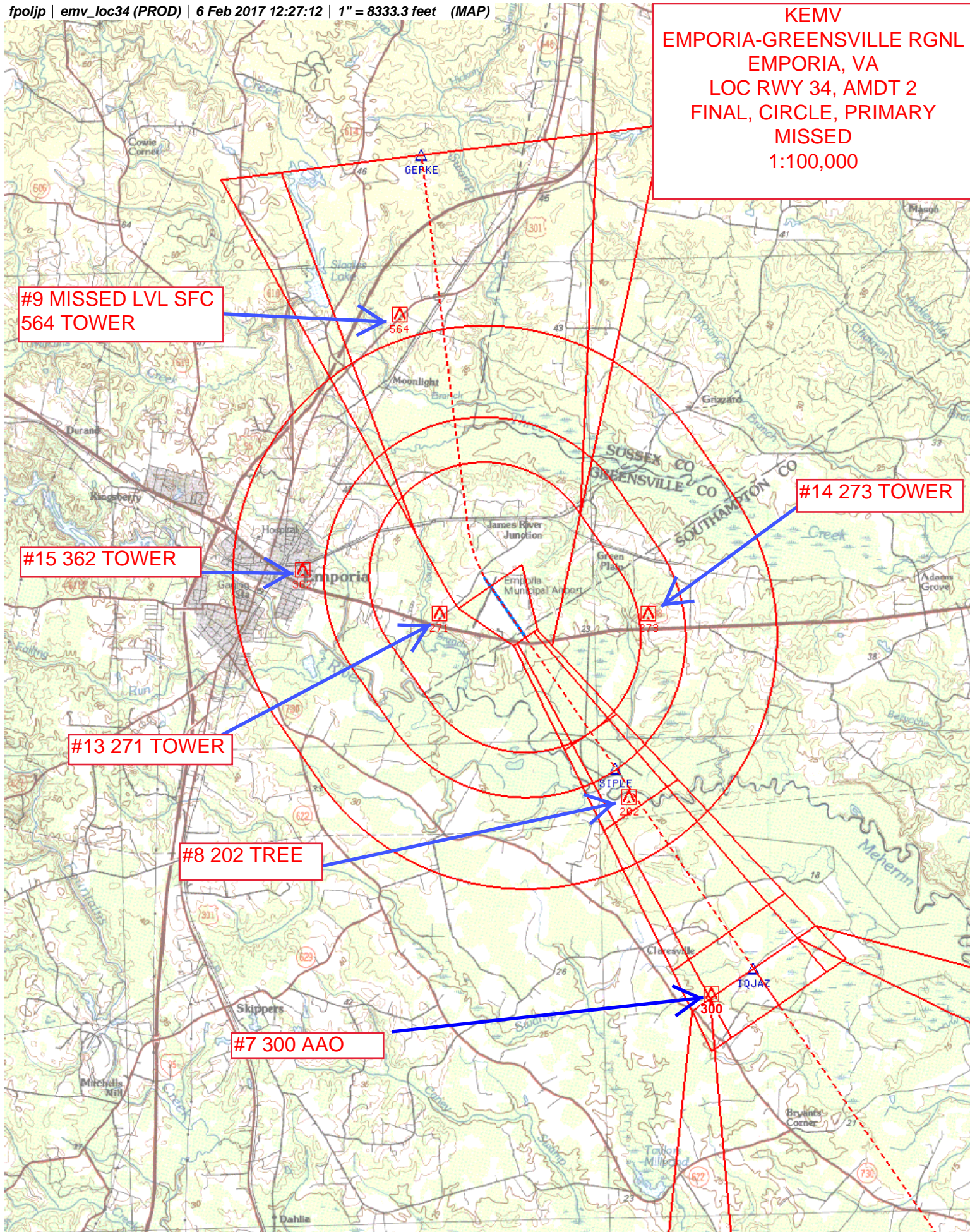
#15 362 TOWER

#13 271 TOWER

#8 202 TREE

#7 300 AAO

#14 273 TOWER





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

fpoljp | emv\_loc34 (PROD) | 26 Jan 2018 08:51:56 | 1" = 41666.7 feet (MAP)

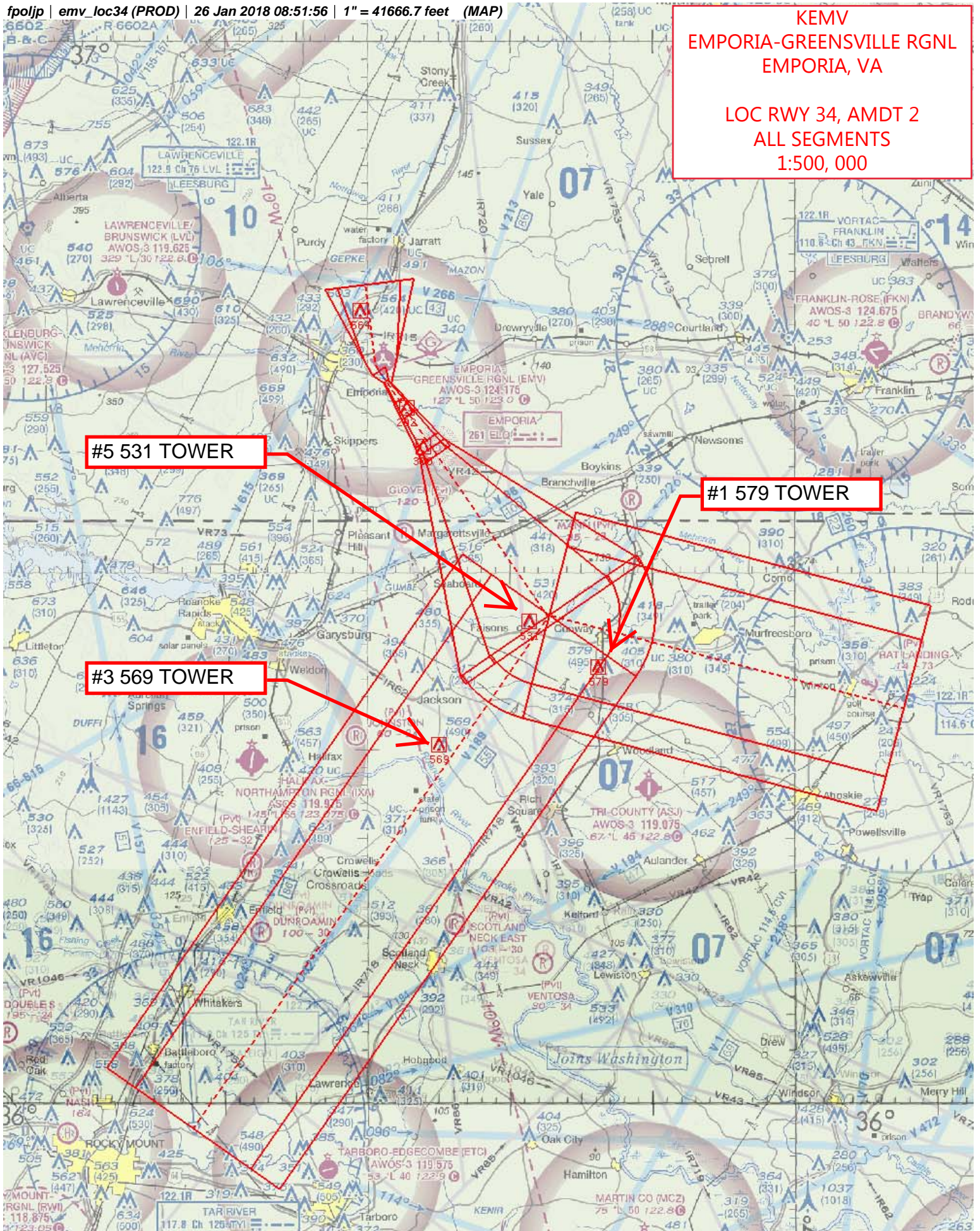
KEMV  
EMPORIA-GREENSVILLE RGNL  
EMPORIA, VA

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

#5 531 TOWER

#1 579 TOWER

#3 569 TOWER





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.

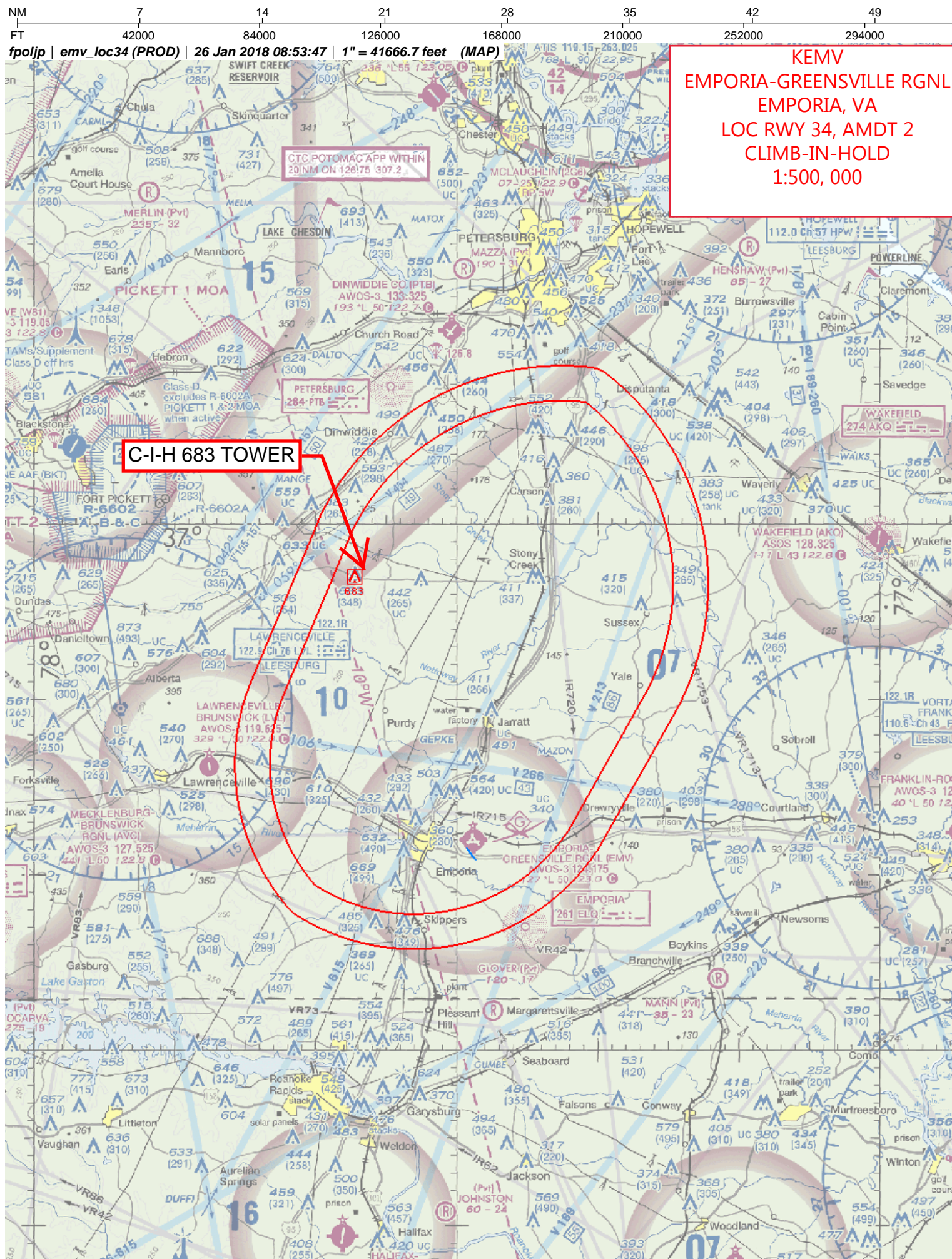
LOC RWY 34, AMDT 2  
ALT MISSED  
1:500,000

ALT MISSED  
434 TOWER  
37-002794

#11 ALT MISSED  
HOLDING  
463 TOWER  
37-003119







**KEMV**  
**EMPORIA-GREENSVILLE RGNL**  
**EMPORIA, VA**  
**LOC RWY 34, AMDT 2**  
**CLIMB-IN-HOLD**  
**1:500, 000**

**C-I-H 683 TOWER**



# 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>   |
| (Enter THLD, FAF, ARP, FACILITY, as appropriate)                           |                                 |                                |               |
| 2. Width of  | <u>FINAL</u>                    | segment at 1000' point         | <u>0.86</u>   |
| (Enter appropriate segment, final, intermediate, etc.)                     |                                 |                                |               |
| 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>   |
| (If 1500' point in PT maneuvering area or holding pattern note in remarks) |                                 |                                |               |
| 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.**