

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
VOR STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.23

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
BOMAR FIELD-SHELBYVILLE MUNI	KSYI	VOR RWY 36	17	SHELBYVILLE	TN	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
801	801	VOR RWY 36	16	07/31/2008	1W	1985
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
SYI			ROUTINE			

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SYI VOR/DME		BOMAR/SYI 4.85 DME	FAF/IAF				195.51	4.85	3000
RQZ VORTAC	IAF	TURGE/SYI 14.85 DME	NOPT				008.52	31.98	3000
TURGE/SYI 14.85 DME	IF	BOMAR/SYI 4.85 DME					015.51	10.00 (SYI R-196)	2300

**MISSED APPROACH**

**MAP:**

4.22 NM AFTER BOMAR/SYI 4.85 DME OR AT SYI 0.63 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT SYI VOR/DME AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT R SIDE OF COURSE 195.51 OUTBOUND 3000 FT WITHIN 10 MILES OF BOMAR/SYI 4.85 DME (IAF)
- 2.
3. FAC: 015.51 FAF: BOMAR/SYI 4.85 DME DIST FAF TO MAP: 4.22 DIST FAF TO THLD: 4.22
4. MIN ALT: BOMAR/SYI 4.85 DME 2300, WEDID/SYI 3.00 DME 1600
8. MSA FROM: SYI VOR/DME 3300

**EQUIPMENT REQUIREMENTS NOTES:**

EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED.

**NOTES:**

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULLAHOMA ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET, AND S-36 CAT C/D VISIBILITY 1/4 SM.

CHART NOTE: VDP NA WHEN USING TULLAHOMA ALTIMETER SETTING.



ADDITIONAL FLIGHT DATA:

BOMAR TO RW36: 3.26/45  
CHART CIRCLING ICON.  
CHART VDP AT 1.85 DME  
DISTANCE VDP TO THLD 1.22 NM  
CHART FAS OBST: 969 AAO 353048N/0862713W.  
HOLD S, LT, 016.00 INBOUND

MINIMUMS:  
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C, D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-36	1220	1	419	1220	1	419	1220	1 1/8	419	1220	1 1/8	419			
CIRCLING	1260	1	459	1420	1	619	1780	3	979	1780	3	979			

CHANGES - REASONS

- MODIFIED BOMAR AND TURGE INT TO DME ONLY FIXES AND DELETED ALL REFERENCES TO BURWI (ULH) NDB - BURWI (ULH) NDB DECOMMISSIONED.
- DELETED CHART NOTE: ADF OR DME REQUIRED - BURWI (ULH) NDB DECOMMISSIONED.
- ADDED EQUIPMENT REQUIREMENTS NOTE: DME REQUIRED - CRITERIA, DME REQUIRED FOR PROCEDURE.
- LOWERED S-36 CATS C/D VISIBILITIES FROM 1 1/4 TO 1 1/8 - CRITERIA, NEW VISIBILITY TABLE REQUIREMENTS.
- ADDED WEDID STEPDOWN SEGMENT - MAINTAIN CURRENT PUBLISHED MINIMUMS.
- ADDED CHART PLANVIEW NOTE: VGSI AND DESCENT ANGLE NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {45}) - VGSI DESCENT ANGLE/TCH AND DESCENT NOT COINCIDENT.
- IN ADDITIONAL FLIGHT DATA: CHANGED CHARTED VDP DISTANCE FROM 1.90 TO: 1.85 DME AND DISTANCE VDP TO THLD FROM: 1.27, TO:1.22 - VDP RECALCULATED.
- INCREASED CATS C/D CIRCLING MDA/HAA/VISIBILITY FROM: CAT C 1420/619 VIS 1 3/4, CAT D 1440/639 VIS 2, TO: CAT C/D 1780/979 VIS 3 - APPLIED NEW CIRCLING CRITERIA, IDENTIFY NEW CAT C/D CONTROLLING OBSTACLE.
- ADDED CHART CIRCLING ICON IN ADDITIONAL FLIGHT DATA - NEW CIRCLING CRITERIA APPLIED TO PROCEDURE.
- DELETED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULLAHOMA ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET, AND S-36 CAT C/D VISIBILITY 1/4, AND CIRCLING CAT C AND D VISIBILITY 1/4 - NOTE CHANGED, NEW CIRCLING CRITERIA APPLIED.
- ADDED CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULLAHOMA ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET, AND S-36 CAT C/D VISIBILITY 1/4 SM - NOTE CHANGED, NEW CIRCLING AND VISIBILITY CRITERIA APPLIED.
- CHANGED PROFILE LINE 1 SIDE OF COURSE AND TERMINAL ROUTE COURSE FROM: SYI VOR/DME TO: BOMAR/SYI 4.85 DME FROM: 195.50, TO: 195.51; TERMINAL ROUTE FROM: TURGE/SYI 14.85 DME TO: BOMAR/SYI 4.85 DME AND FAC COURSES FROM: 015.50 TO: 015.51 - CORRECT TYPO ERROR FROM PREVIOUS AMENDMENT, PUBLISHED COURSES REMAIN THE SAME.



**COORDINATED WITH:**

A4A ☐    ALPA ☒    AOPA ☒    APA ☐    HAI ☐    NBAA ☒    OTHER: ZME, AIRPORT MANAGER

<u>FLIGHT CHECKED BY</u>	<u>OFFICE</u>	<u>DATE</u>	
 <u>DEVELOPED BY</u> ROBERT W. COOK	 <u>OFFICE</u> AJV-5431	 <u>DATE</u> 10/22/2018	
 <u>APPROVED BY</u> PATRICK MULQUEEN	 <u>OFFICE</u> AJV-5410	 <u>DATE</u>	 <u>TITLE</u> MANAGER

*Digitally signed by*  
**ROBERT W COOK**  
Nov 30, 2018



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BOMAR FIELD-SHELBYVILLE MUNI	KSYI	VOR RWY 36	17	SHELBYVILLE	TN	801	SYI

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
SYI VOR/DME

TO  
BOMAR/SYI 4.85 DME

<u>RNP</u>	<u>DISTANCE</u> 4.85	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.TOWER (47-000357)	353046.00N/0862514.00W	1427	250	50	4D	1000				AT573	3000
2.TERRAIN	353046.00N/0862514.00W	1171 (1200)								AS1500	2700

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

FROM  
RQZ VORTAC

TO  
TURGE/SYI 14.85 DME

<u>RNP</u>	<u>DISTANCE</u> 31.98	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	344859.05N/0863658.54W	1699	50	20	2C	1000					2700
4.TERRAIN	344859.05N/0863658.54W	1499 (1500)								AS1500	3000

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:





SYI

## WEDID/SYI 3.00 DME

**HMAS**

RF CENTER FIX/DISTANCE

## 4.22 NM AFTER BOMAR/SYI 4.85 DME OR AT SYI 0.63 DME

**HMAS**

RF CENTER FIX/DISTANCE

QUALITY  
19  
CHECKED

<b><u>FROM</u></b>	<b><u>TO</u></b>
BOMAR	10 NM

[illegible]

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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## MISSED APPROACH

<u>FROM</u>	<u>TO</u>
4.22 NM AFTER BOMAR/SYI 4.85 DME OR AT SYI 0.63 DME	SYI VOR/DME

[illegible]

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
11.TREE	353251.11N/0862558.14W	1.30	459	959	50	20	2C	300			1260
CATEGORY B											
12.TREE	353418.48N/0862450.85W	1.83	619	1109	50	20	2C	300			1420
CATEGORY C											
1.TOWER (47-000357)	353046.00N/0862514.00W	2.88	979	1427	250	50	4D	300		AC50	1780
CATEGORY D											
9.AAO	353706.87N/0862408.14W	3.77	979	1479	50	20	2C	300			1780

CIRCLING REMARKS:

MSA

CENTER	RADIUS
SYI VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	352409.85N/0855329.13W	110	28.5	2239	50	20	2C	1000			3300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

NON-SURVEYED VEGETATION HEIGHT 100' PER EFPT.





PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
MEM ARTCC, BNA FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KSYI	24	KSYI	0	N	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS	KTHA	24	KTHA	14.37	Y	73

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KSYI 800.6, KTHA 1084.0  
RA = 73.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
SYI VOR/DME	AOCC	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MIRL (PCL), REIL, PAPI-4L	NPI-F	
RW36 - MIRL (PCL), REIL, PAPI-4R	NPI-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
					3.00	29.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	0 FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BOMAR FIELD-SHELBYVILLE MUNI	KSYI	VOR RWY 36	17	SHELBYVILLE	TN	801	SYI

**PART C: GENERAL REMARKS:**

ALL TREE AND AAO OBSTACLE ELEVATIONS REVALIDATED TO A (2C) AC USING OE/AAA PROGRAM AND QUAD MAP STUDY.  
ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.89
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.35
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	014.51
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	869
DISTANCE FROM	THLD	TO 1500FT POINT	13.62
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	7.67
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	014.51
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1239

THRESHOLD  
COORDINATES  
(IF STR-IN)353306.63N/0862632.54W

ARP COORDINATES353333.80N/0862632.90W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP RUNWAY 18 DISTANCE 0.45 NM

FAF  
COORDINATES352901.20N/0862750.13W

FIX NAME  
COORDINATES

REMARKS  
NO ADDITIONAL AIRSPACE REQUIRED.



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BOMAR FIELD-SHELBYVILLE MUNI	KSYI	VOR RWY 36	17	SHELBYVILLE	TN	801	SYI

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ROBERT W. COOK	AJV-5431	10/22/2018	AERONAUTICAL INFORMATION SPECIALIST

