

**UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE**

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 ID</u> MGM | <u>PROCEDURE NAME</u> HI - ILS Y OR LOC Y RWY 10 | <u>ORIGINAL/AMENDMENT</u> 9E | <u>CITY</u> MONTGOMERY | <u>STATE</u> AL |
| <u>AIRPORT ELEVATION</u> 232 | <u>TDZE</u> 219 | <u>SUPERSEDED</u> HI - ILS Y OR LOC Y RWY 10 | <u>DATED</u> 04/20/2023 | <u>EPOCH YEAR</u> 1990 |
| <u>FACILITY</u> I-MGM | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> |

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> |
|-------------------------|-----------------|---------------------|-----------------|-----------------|--------------|------------|----------------------------|-----------------|-----------------|
| MEI VORTAC | | LOMAX/MXF 35.00 DME | | | | | 067.92 | 116.0 | 16000 |
| CEW VORTAC | | LOMAX/MXF 35.00 DME | | | | | 358.80 | 126.02 | 16000 |
| EUF VORTAC | | LOMAX/MXF 35.00 DME | | | | | 306.55 | 94.94 | 16000 |
| RMG VORTAC | | LOMAX/MXF 35.00 DME | | | | | 224.59 | 104.73 | 16000 |
| LOMAX/MXF 35.00 DME | IAF | FIBAV/MXF 14.00 DME | | | | | 162.41 (MXF R-342) | 21.00 | 4000 |
| FIBAV/MXF 14.00 DME CCW | | HELTU/MXF 14.00 DME | | | | | 14.00 DME ARC (MXF LR-267) | | 2200 |
| HELTU/MXF 14.00 DME | IF | MARRA LOM | | | | | 097.01 (I-MGM) | 6.38 | 2000 |

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.15 NM AFTER MARRA LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT MGM VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.
(TACAN AIRCRAFT CONTINUE CLIMB TO 3500 ON MGM VORTAC R-126 TO SHADY/ MGM 15.00 DME AND HOLD SE, RT, 305.96 INBOUND).

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- PROFILE STARTS AT LOMAX/MXF 35.00 DME
- FAC: 097.01 FAF: MARRA LOM DIST FAF TO MAP: 5.15 DIST FAF TO THLD: 5.15
- MIN ALT: LOMAX/MXF 35.00 DME 16000, FIBAV/MXF 14.00 DME 4000, HELTU/MXF 14.00 DME 2200, MARRA LOM 2000
- DIST TO THLD FROM OM: 5.15 MM: IM: 150 HAT: GS ANT: 1009
- MIN GS INCPT: 2000 GS ALT AT PFAF: OM: 1908 MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 49.9
- MSA FROM: MGM VORTAC 3500, ESA W/IN 100 NM 5000



PBN REQUIREMENTS NOTE:
ADF AND DME REQUIRED FOR LOC ONLY.

EQUIPMENT REQUIREMENTS NOTES:
DME REQUIRED.

NOTES:
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).CHART SPEED ICON IN PLANVIEW AT MGM VORTAC, LOMAX, AND SHADY: MAX 265 KIAS.
CHART NOTE: *FOR INOPERATIVE ALS, INCREASE S-ILS 10 CAT C/D/E VISIBILITY TO RVR 4000.
CHART NOTE: **FOR INOPERATIVE ALS, INCREASE S-LOC 10 CAT C/D/E VISIBILITY TO 1 3/8 SM.
CHART NOTE: CIRCLING NA FOR CAT E N OF RWY 10-28.
CHART PLANVIEW NOTE: EMERG SAFE ALT 100 NM 5000 FROM MGM VORTAC.

ADDITIONAL FLIGHT DATA:
CHART: MXF R-258 AT HELTU
CHART CIRCLING ICON.
CHART ARRIVAL HOLDING AT LOMAX: HOLD N, RT, 162.41 INBOUND, 16000.
HOLD SE,RT, 318.00 INBOUND.
CHART MXF R-342 AT LOMAX.
CHART SHADY/MGM VORTAC 15.00 DME.
HOLD SE, RT, 318.00 INBOUND.
FAS OBST: 409 AAO 321826N/0862830W.
CHART MXF R-342 AT FIBAV.
CHART MANDATORY 4000 AT FIBAV.
CHART MANDATORY 2200 AT HELTU.
CHART MANDATORY 2000 AT MARRA LOM.

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/4, NA WHEN CONTROL TOWER CLOSED.

| 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-ILS 10* | | NA | | | NA | | 419 | 2400 | 200 | 419 | 2400 | 200 | 419 | 2400 | 200 |
| S-LOC 10** | | NA | | | NA | | 460 | 4500 | 241 | 460 | 4500 | 241 | 460 | 4500 | 241 |
| CIRCLING | | NA | | | NA | | 800 | 1 1/2 | 568 | 860 | 2 | 628 | 860 | 2 1/4 | 628 |

- CHANGES - REASONS**
1. INCORPORATED CHANGES FROM AMENDMENTS 9A THROUGH 9D.
2. BASIC INFO: AIRPORT ELEVATION CHANGED FROM "221" TO "232" - UPDATED ELLIPSOID ELEVATION MODEL
3. MINIMUMS: HAA CAT C/D/E CHANGED FROM "579/639/639" TO "568/628/628" - UPDATED ELLIPSOID ELEVATION MODEL
4. ADDITIONAL FLIGHT DATA: REMOVED CHART 7:1 AAO; 449 AAO 321909N/0863021W - UPDATED TO CONFORM WITH 8260.19J; 8-6-11.E.(2)

11/18/24: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/26/24.
1. CHANGED TERMINAL ROUTES FEEDER LEG MEI VORTAC TO LOMAX/MXF 35.00 DME DISTANCE FROM "0.01" TO "116.40". - AUTOMATION ERROR
2. CHANGED TERMINAL ROUTES FEEDER LEG CEW VORTAC TO LOMAX/MXF 35.00 DME DISTANCE FROM "0.01" TO "126.02". - AUTOMATION ERROR
3. CHANGED TERMINAL ROUTES FEEDER LEG RMG VORTAC TO LOMAX/MXF 35.00 DME DISTANCE FROM "0.01" TO "104.73". - AUTOMATION ERROR

Digitally signed by
ERIC N SUSKI
Nov 18, 2024

QUALITY
30
CHECKED

COORDINATED WITH:

A4A

ALPA

AOPA

APA

HAI

NBAA

OTHER: ZTL, MGM APP CON, MGM ATCT, AMGR.

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

Digitally signed by

JOHN BORDY

Oct 30, 2024

DATE

DEVELOPED BY

JOHN BORDY (BRYANT SMITH)

Digitally signed by

JOHN BORDY

Oct 30, 2024

OFFICE

AJV-33

DATE

06/26/2024

RECOMMENDED BY

JOHN BORDY

Digitally signed by

JOHN BORDY

Oct 30, 2024

OFFICE

AJV-33

DATE

10/30/2024

TITLE

MANAGER

APPROVED BY

Digitally signed by

ERIC N SUSKI

Nov 18, 2024

OFFICE

DATE

TITLE



**UNITED STATES AIR FORCE
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

| <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> |
|-------------------|----------------------------|-----------------|-------------|--------------|--------------------------|-----------------|
| MGM | HI - ILS Y OR LOC Y RWY 10 | 9E | MONTGOMERY | AL | 232 | I-MGM |

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM MEI VORTAC **TO** LOMAX/MXF 35.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 0.01 | <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 (01-001605) | 325900.79N/0863959.37W | 1267 | 500 | 125 | 5E | 1000 | | | | AT13733 | 16000 |
| 2. TERRAIN | 325504.10N/0863709.20W | 870 (900) | | | | | | | | AS1500 | 2400 |

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM CEW VORTAC **TO** LOMAX/MXF 35.00 DME

| <u>RNP</u> | <u>DISTANCE</u> 0.01 | <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. TOWER (01-001213) | 320830.00N/0864442.00W | 2049 | 500 | 50 | 5D | 2000 | | | | AT11951 | 16000 |
| 2. TERRAIN | 325504.10N/0863709.20W | 870 (900) | | | | | | | | AS1500 | 2400 |

COMPUTATIONS

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

SEGMENT REMARKS:



FEEDER

FROM

EUF VORTAC

TO

LOMAX/MXF 35.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|----------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| | 94.94 | | | | | | | | | | |
| <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> |
| 4. TOWER (01-001577) | 324752.47N/0863852.42W | 1181 | 500 | 125 | 5E | 2000 | | | | AT12819 | 16000 |
| 5. TERRAIN | 325424.00N/0863551.00W | 798 (800) | | | | | | | | AS1500 | 2300 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM

RMG VORTAC

TO

LOMAX/MXF 35.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|----------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| | 0.01 | | | | | | | | | | |
| <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> |
| 6. TOWER (01-000097) | 332906.45N/0854831.88W | 2978 | 250 | 50 | 4D | 2000 | | | | AT11017 | 16000 |
| 7. TERRAIN | 334137.00N/0854412.90W | 2063 (2100) | | | | | | | | AS1500 | 3600 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

LOMAX/MXF 35.00 DME

TO

FIBAV/MXF 14.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| | 21.00 | | | | | | | | | | |
| <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> |
| 8. TOWER (01-000216) | 323806.00N/0863005.00W | 1150 | 20 | 20 | 1C | 1000 | | | | AT1850 | 4000 |
| 9. TERRAIN | 325503.00N/0863709.00W | 814 (800) | | | | | | | | AS1500 | 2300 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC STEPDOWN

FROM

FIBAV/MXF 14.00 DME CCW

TO

HELTU/MXF 14.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <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> |
| 8. TOWER (01-000216) | 323806.00N/0863005.00W | 1150 | 20 | 20 | 1C | 1000 | | | | | 2200 |
| 10. TERRAIN | 323806.00N/0862942.00W | 745 (700) | | | | | | | | AS1500 | 2200 |

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

HELTU/MXF 14.00 DME

TO

MARRA LOM

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|-----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| | 6.38 | | | | | | | | | | |
| <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> |
| 11. TOWER (01-001588) | 321554.00N/0863712.00W | 864 | 250 | 50 | 4D | 500 | | | | AT636 | 2000 |
| 12. TERRAIN | 321602.00N/0863701.00W | 421 (400) | | | | | | | | AS1500 | 1900 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

GP INTCP

TO

RW10

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> | | | |
|--------------------|--------------------|-----------------|-------------|-------------|-----------|------------|------------|-------------|-------------|--------------------|----------------|
| | 5.44 | | DA | | | | 200 | | | | |
| <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> |
| | | | | | | | ASC | | | | 419 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

MARRA LOM

TO

5.15 NM AFTER MARRA LOM

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | <u>HAT</u> | | | <u>HMAS</u> | | |
|--------------------|------------------------|-----------------|-------------------------|-------------|-----------|-------------------|------------|-----------|-------------|--------------------|----------------|
| | 5.15 | | 5.15 NM AFTER MARRA LOM | | | 441(AB), 241(CDE) | | | | | |
| <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> |
| CAT C: AAO | 321909.00N/0863021.00W | 449 | 50 | 20 | 2C | | | | | | 460 |
| 13. AAO | 321826.19N/0862829.85W | 409 | 50 | 20 | 2C | 250 | | | | | 660 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

MGM VORTAC

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> 254 | | | |
|-----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|-------------|--------------------|----------------|
| <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> |
| | | | | | | | ASC | | | | 3000 |
| 14. TOWER (01-002918) | 321423.74N/0861730.91W | 555 | 50 | 20 | 2C | 1000 | | | | | 1600 |
| 15. TERRAIN | 321427.00N/0861736.00W | 306 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

5.15 NM AFTER MARRA LOM

TO

MGM VORTAC

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> 410 | | | |
|-----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|-------------|--------------------|----------------|
| <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> |
| | | | | | | | ASC | | | | 3000 |
| 14. TOWER (01-002918) | 321423.74N/0861730.91W | 555 | 50 | 20 | 2C | 1000 | | | | | 1600 |
| 15. TERRAIN | 321427.00N/0861736.00W | 306 (300) | | | | | | | | AS1500 | 1800 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TACAN AIRCRAFT: ILS

FROM

DA

TO

SHADY/MGM 15.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | | | <u>HAT</u> | <u>HMAS</u> 254 | | | |
|-----------------------|------------------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|-------------|--------------------|----------------|
| <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> |
| | | | | | | | ASC | | | | 3500 |
| 16. TOWER (01-001692) | 320653.00N/0861151.00W | 780 | 250 | 50 | 4D | 1000 | | | | | 1800 |
| 17. TERRAIN | 320206.00N/0860733.00W | 565 (600) | | | | | | | | AS1500 | 2100 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



TACAN AIRCRAFT: LOC

FROM

5.15 NM AFTER MARRA LOM

TO

SHADY/MGM 15.00 DME

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | | <u>HAT</u> | | <u>HMAS</u> | | | | |
|-----------------------|------------------------|-----------------|-------------|-------------|------------|------------|-------------|-----------|-------------|--------------------|----------------|
| | | | | | | | 410 | | | | |
| <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> |
| | | | | | | | ASC | | | | 3500 |
| 16. TOWER (01-001692) | 320653.00N/0861151.00W | 780 | 250 | 50 | 4D | 1000 | | | | | 1800 |
| 17. TERRAIN | 320206.00N/0860733.00W | 565 (600) | | | | | | | | AS1500 | 2100 |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

| <u>OBSTRUCTION</u> | <u>COORDINATES</u> | <u>RADIUS</u> | <u>HAA</u> | <u>ELEV MSL</u> | <u>HORZ</u> | <u>VERT</u> | <u>AC</u> | <u>ROC</u> | <u>OCS</u> | <u>ADJUSTMENTS</u> | <u>MIN ALT</u> |
|--------------------|------------------------|---------------|------------|-----------------|-------------|-------------|-----------|------------|------------|--------------------|----------------|
| CATEGORY C | | | | | | | | | | | |
| TANK (01-000960) | 321602.00N/0862200.00W | 2.85 | 568 | 447 | 250 | 50 | 4D | 300 | | AC50 | 800 |
| CATEGORY D | | | | | | | | | | | |
| 19. AAO | 322022.30N/0862753.00W | 3.72 | 628 | 549 | 50 | 20 | 2C | 300 | | | 860 |
| CATEGORY E | | | | | | | | | | | |
| 20. AAO | 321439.51N/0861904.00W | 4.65 | 628 | 489 | 50 | 20 | 2C | 300 | | | 860 |

CIRCLING REMARKS:



ESA

CENTER

MGM VORTAC

RADIUS

100

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TOWER (01-000097) | 332906.45N/0854831.88W | 016 | 79.9 | 2978 | 250 | 50 | 4D | 2000 | | | 5000 |

ESA REMARKS:

MSA

CENTER

MGM VORTAC

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | TOWER (01-000630) | 315829.00N/0860944.00W | 149 | 16.9 | 2467 | 500 | 50 | 5D | 1000 | | | 3500 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION ASSUMED TO BE 100 FEET PER FPT.



CAT
1

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HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
PROCEDURE REQUESTED TO SUPPORT USAF/ANG.
ORDER 8260.3, 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 | 2.92 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 0.85 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 096.01 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 200 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 4.55 |
| WIDTH OF | FINAL | SEGMENT AT 1500FT POINT | 1.20 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1500FT POINT | 096.01 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 200 |

| | |
|--------------------------------------------|----------------------------|
| THRESHOLD COORDINATES (IF STR-IN) | 321808.64N/0862435.98W |
| ARP COORDINATES | 321802.30N/0862338.30W |
| RUNWAY APCH END AND DIST FURTHEST FROM ARP | RUNWAY 10 DISTANCE 0.82 NM |
| FAF COORDINATES | 321840.90N/0863038.39W |
| FIX NAME COORDINATES | |

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

| | | | |
|---------------------------|--------|------------|-------------------------------------|
| NAME | OFFICE | DATE | TITLE |
| JOHN BORDY (BRYANT SMITH) | AJV-33 | 06/26/2024 | AERONAUTICAL INFORMATION SPECIALIST |

