

**FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
ILS STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.29**

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><b>AIRPORT ID</b></u> KMSL	<u><b>PROCEDURE NAME</b></u> ILS Y OR LOC Y RWY 30	<u><b>ORIGINAL/AMENDMENT</b></u> 1	<u><b>CITY</b></u> MUSCLE SHOALS	<u><b>STATE</b></u> AL		
<u><b>AIRPORT ELEVATION</b></u> 551	<u><b>TDZE</b></u> 551	<u><b>SUPERSEDED</b></u> ILS Y OR LOC Y RWY 30	<u><b>ORIGINAL/AMENDMENT</b></u> ORIG-B	<u><b>DATED</b></u> 08/15/2019	<u><b>MAG VAR</b></u> 3W	<u><b>EPOCH YEAR</b></u> 2015
<u><b>FACILITY</b></u> I-MSL	<u><b>COORDINATES OF FACILITIES</b></u>	<u><b>ACTUAL EFFECTIVE DATE</b></u>	<u><b>REQUIRED EFFECTIVE DATE</b></u> ROUTINE	<u><b>CANCEL/SUSPEND</b></u>		

**TAA**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>ALTITUDE</b>
1. 207/30 CW 027/30	NOPT	207/15 CW 027/15		3200
2. 207/15 CW 027/15		HUPOK	IF/IAF	2700
3. 027/30 CW 207/30		027/15 CW 207/15		3200
4. 027/15 CW 207/15		HUPOK	IAF	2700

**TERMINAL ROUTES**

<b>FROM</b>	<b>FIX TYPE</b>	<b>TO</b>	<b>FIX TYPE</b>	<b>LEG TYPE</b>	<b>FO/FB</b>	<b>RNP</b>	<b>COURSE</b>	<b>DISTANCE</b>	<b>ALTITUDE</b>
HUPOK/MSL 7.00 DME	IF/IAF	TICVU/MSL 0.40 DME					297.11	7.28 (I-MSL)	2300

**MISSED APPROACH**

**MAP:**

ILS: DA

LOC: MSL 5.60 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 DIRECT JOBUM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD SE HUPOK, RT, 297.11 INBOUND, 2700 FT. IN LIEU OF PT (IAF), MAX 5000.

3. FAC: 297.11FAF: TICVU/MSL 0.40 DMEDIST FAF TO MAP: 5.31DIST FAF TO THLD: 5.31

4. MIN ALT: HUPOK/MSL 7.00 DME 2700, TICVU/MSL 0.40 DME 2300, DIXLI/MSL 3.10 DME 1400

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT: 1123

6. MIN GS INCPT: 2300GS ALT AT PFAF : TICVU/MSL 0.40 DME 2300OM:MM:IM:

7. GP ANGLE: 3.0034:1:20:1:TCH: 59.1

8. MSA FROM:

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

PBN REQUIREMENTS NOTES:

RNAV 1 - GPS.

NOTES:

CHART NOTE: DME FROM MSL DME. SIMULTANEOUS RECEPTION OF I-MSL AND MSL DME REQUIRED.  
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-LOC 30 CATS C/D VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART COLUMBUS 2/4 MOA.  
CHART CIRCLING ICON  
CHART IN PLANVIEW: MSL DME.  
HOLD W, RT, 088.00 INBOUND.  
CHART FAS OBST: 658 TRANSMISSION\_LINE (01-021644) 344419N/0873444W.  
CHART VDP AT 4.63 DME  
DISTANCE VDP TO THLD 0.97 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, 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-ILS 30	751	1/2	200	751	1/2	200	751	1/2	200	751	1/2	200			
S-LOC 30	920	1/2	369	920	1/2	369	920	5/8	369	920	5/8	369			
CIRCLING	1040	1	489	1040	1	489	1280	2	729	1280	2 1/4	729			



**CHANGES - REASONS**

1. MOVED TICVU 5725 FT (.94 NM) SOUTHEAST WHICH CHANGED THE DISTANCE BETWEEN HUPOK FROM 8.22 NM TO 7.28 NM; INCREASED PFAF ALTITUDE FROM 2000 TO 2300 AND ADDED RADAR PER ATC/FPT REQUEST TO MAINTAIN 3.00 DEGREE GLIDESLOPE ANGLE.
2. MISSED APPROACH INSTRUCTIONS CHANGED FROM " CLIMB TO 3000 ON MSL VORTAC R-292 TO JOBTA/MSL VORTAC 19.04 DME AND HOLD" TO "CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 DIRECT JOBUM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000." - MSL VOR PORTION OF THE VORTAC SCHEDULED FOR DECOMMISSIONING.
3. ADDED/CHANGED/REMOVED FROM PROFILE SECTION: LINE #3 CHANGED FAF FROM: TICVU/MSL VORTAC 1.25 DME TO TICVU/MSL 0.40 DME/RADAR; LINE #3 ADDED DIST FAF TO MAP: 5.31; LINE #3 CHANGED DIST FAF TO THLD FROM: 4.37 TO 5.31; LINE #5 REMOVED ASTERISK - ASTERISK NO LONGER REQUIRED AND UPDATED DATA.
4. DELETED EQUIPMENT REQUIREMENTS NOTES: RADAR REQUIRED FOR PROCEDURE ENTRY AND DME REQUIRED - PER ATC/FPT REQUEST DUE TO RNAV 1-GPS REQUIREMENTS.
5. REMOVED \*LOC ONLY FROM NOTES - IAW 8260.19Hl.
6. UPDATED CHART NOTE FROM: DME FROM MSL VORTAC. SIMULTANEOUS RECEPTION OF I-MSL AND MSL DME REQUIRED TO DME FROM MSL DME. SIMULTANEOUS RECEPTION OF I-MSL AND MSL DME REQUIRED - MSL VOR PORTION OF THE VORTAC SCHEDULED FOR DECOMMISSIONING.
7. REMOVED ALS INOP NOTE TO BACK OF 8260-9: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING: INCREASE DA TO 834 FEET AND ALL MDA 100 FEET; INCREASE S-LOC 30 CAT C,D VISIBILITY 3/8 SM AND CIRCLING CAT C,D VISIBILITY 1/2 SM; NOTE: VDP NA WHEN USING DECATUR ALTIMETER SETTING; NOTE: FOR INOPERATIVE ALS WHEN USING DECATUR ALTIMETER SETTING, INCREASE S-ILS 30 ALL CATS VISIBILITY TO 7/8 SM, AND INCREASE S-LOC 30 CATS C/D TO 1 3/8 SM.- PER 8260.19I.
8. ADDITIONAL FLIGHT DATA: ADDED CHART VDP AT 4.63 DME AND DISTANCE VDP TO THLD 0.97 NM - PER 8260.19I.

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZME, AMGR.

**FLIGHT CHECKED BY**

MICHAEL W PENDERGRASS

**OFFICE**

FPO

**DATE**

09/20/2022

*Digitally signed by***DONALD E SMITH**

Sep 26, 2022

**DEVELOPED BY**

SYLVAN DRAKES

*Digitally signed by***SYLVAN DRAKES**

Mar 11, 2022

**OFFICE**

AJV-A411

**DATE**

01/20/2022

**APPROVED BY**

JULIE MORGAN

**OFFICE**

AJV-A410

**DATE****TITLE**

MANAGER

*Digitally signed by***DONALD E SMITH**

Sep 26, 2022



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

AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
KMSL	ILS Y OR LOC Y RWY 30	1	MUSCLE SHOALS	AL	551	I-MSL

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM  
207/30 CW 027/30

TO  
207/15 CW 027/15

<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>
TOWER (47-001832)	350009.00N/0870809.00W		2187	500	125	5E	1000					3200
TERRAIN	342351.00N/0865048.00W		1161 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM  
207/15 CW 027/15

TO  
HUPOK

<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>
AAO	342702.25N/0873246.40W		1360	50	20	2C	1000					2400
TERRAIN	342702.25N/0873246.40W		1160 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



STRAIGHT-IN AREA

FROM  
027/30 CW 207/30

TO  
027/15 CW 207/15

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (47-001832)	350009.00N/0870809.00W		2187	500	125	5E	1000					3200
TERRAIN	342702.25N/0873746.40W		1160 (1200)								AS1500	2700

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

STRAIGHT-IN AREA

FROM  
027/15 CW 207/15

TO  
HUPOK

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (01-002228)	345417.00N/0872402.00W		1480	500	125	5E	1000					2500
TERRAIN	342702.25N/0873746.40W		1160 (1200)								AS1500	2700

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

INTERMEDIATE

FROM  
HUPOK/MSL 7.00 DME (IF/IAF)

TO  
TICVU/MSL 0.40 DME

RNP	DISTANCE 7.28	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (01-054633)	343754.27N/0872450.20W		1025	50	20	2C	500					1600
TERRAIN	343821.00N/0872348.00W		846 (800)								AS1500	2300

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

FINAL: ILS

FROM  
TICVU/MSL 0.40 DME

TO  
DA

RNP	DISTANCE 5.31	PAT	MAP DA	HAT 200			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				751

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



FINAL: LOC

FROM  
TICVU/MSL 0.40 DME

TO  
DIXLI/MSL 3.10 DME

<u>RNP</u>	<u>DISTANCE</u> 2.81	<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>
AAO	344219.48N/0873108.65W		810	50	20	2C	250				RA83 DG257	1400

COMPUTATIONS

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

FINAL: LOC STEPDOWN

FROM  
DIXLI/MSL 3.10 DME

TO  
MSL 5.60 DME

<u>RNP</u>	<u>DISTANCE</u> 2.50	<u>PAT</u>	<u>MAP</u> MSL 5.60 DME	<u>HAT</u> 369			<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>
TRANSMISSION_LINE (01-021644)	344418.63N/0873443.89W		658	20	3	1A	250					920

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM  
HUPOK

TO  
P-4

RNP	DISTANCE	PAT P-4	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (01-002152)	343716.01N/0871547.84W		1137	20	3	1A	1000				AT563	2700
TERRAIN	343527.00N/0871045.00W		866 (900)								AS1500	2400

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  
JOBUM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 581					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (01-020213)	344528.30N/0873006.10W		1048	500	50	5D	1000					2100
TERRAIN	345106.00N/0873000.00W		718 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





MISSED APPROACH : LOC

FROM  
MSL 5.60 DME

TO  
JOBUM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 670					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
TOWER (01-020213)	344528.30N/0873006.10W		1048	500	50	5D	1000					2100
TERRAIN	345106.00N/0873000.00W		718 (700)								AS1500	2200

COMPUTATIONS

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

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											
TRANSMISSION_LINE (01-001011)	344535.00N/0873525.00W	1.30	489	721	20	10	1B	300			1040
CATEGORY B											
TRANSMISSION_LINE (01-001011)	344535.00N/0873525.00W	1.82	489	721	20	10	1B	300			1040
CATEGORY C											
TOWER (01-000007)	344738.00N/0873729.00W	2.87	729	925	250	50	4D	300		AC50	1280
CATEGORY D											
TOWER (01-000007)	344738.00N/0873729.00W	3.75	729	925	250	50	4D	300		AC50	1280

CIRCLING REMARKS:



<u>CENTER</u>	<u>RADIUS</u>
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REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

VEGETATION HEIGHT 100 FEET PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZME ARTCC, ANNISTON FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KMSL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KMSL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KDCU	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDCU	<u>DISTANCE</u> 33.27	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 83

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KMSL 550.5, KDCU 592.0  
RA = 82.5.

<u>PRIMARY NAVAID</u> I-MSL	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW12 - HIRL (PCL), REIL (PCL), PAPI-4R (PCL)		NPI-F	
RW18 - MIRL (PCL), PAPI-4L (PCL)		NPI-G	
RW36 - MIRL (PCL), PAPI-4L (PCL)		NPI-G	
RW30 - MALSR (PCL), HIRL (PCL)		PIR-F	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 550.2	<u>TCH</u> 59.1	<u>ELEV GS ANTENNA</u> 547.5	<u>DISTANCE FROM RWY</u> 1123	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

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

<b><u>PENETRATIONS REMARKS:</u></b>

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ILS PROCEDURE SPLIT INTO Y AND Z PROCEDURES, WITH Z BEING THE CONVENTIONAL ILS AND Y AS THE ILS WITH TAA.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING: INCREASE DA TO 834 FEET AND ALL MDA 100 FEET; INCREASE S-LOC 30 CAT C/D VISIBILITY 3/8 SM AND CIRCLING CAT C/D VISIBILITY 1/2 SM; VDP NA WHEN USING DECATUR ALTIMETER SETTING.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING DECATUR ALTIMETER SETTING, INCREASE S-ILS 30 ALL CATS VISIBILITY TO 7/8 SM, AND INCREASE S-LOC 30 CATS C/D TO 1 3/8 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KMSL	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 30	<u>AMDT NO.</u> 1	<u>CITY</u> MUSCLE SHOALS	<u>STATE</u> AL	<u>AIRPORT ELEVATION</u> 551	<u>FACILITY</u> I-MSL
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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	3.11
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.89
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	294.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	4.91
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	294.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD  
COORDINATES  
(IF STR-IN)

344429.39N/0873548.02W

ARP COORDINATES

344443.10N/0873636.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 30 DISTANCE 0.71 NM

FAF  
COORDINATES

344218.91N/0872955.36W

FIX NAME  
COORDINATES

IF/IAF HUPOK: 343919.51N/0872152.22W

REMARKS

IF/IAF HUPOK 343919.51N/0872152.22W 30 NM RADIUS.

QUALITY  
24  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> SYLVAN DRAKES	<u>OFFICE</u> AJV-A411	<u>DATE</u> 01/20/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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