

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 1/25/2024	APWS Task ID: 566AA5D9ACDE4296A8A4101B9E050755	APWS Project ID: 5C0E585418604AF2BD9AA778C6ABB653
Procedure: RNAV (GPS) RWY 36 AMDT 0C		Enroute: NO	Specialist: Marsh, Andre		Agreement Number:
Airport ID: 2M8			Airport City: MILLINGTON		State: TN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: NOTAM TO CANCEL - !FDC 3/5252 2M8 IAP CHARLES W BAKER, MILLINGTON, TN. RNAV (GPS) RWY 36, ORIG-B... LPV DA 619/HAT 373. INCREASE LPV DA/HAT. LOWERED LNAV/VNAV DA/HAT. ADD IAP TO FIX USE FOR FIX OZSOM TABLE TOP IS EXPECTED AFS APPROVAL LETTER FOR USE OF CURRENTLY PUBLISHED GLIDEPATH/DESCENT ANGLE AND TCH 3.5/53 NOT COINCIDENT WITH COMMISSIONED VGSI ANGLE AND TCH 4.00/40. JASON KRETSCHMER: 405-954-4019</div> <div>QUALITY 26 CHECKED</div> <div>QUALITY 33 CHECKED</div>					

[illegible]

CLIMB TO 900 THEN CLIMBING
LEFT TURN TO 3000 DIRECT
OZSOM AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 3000

~~CHARLES W BAKER (2M18)~~

MILLINGTON, TENNESSEE

AL-9016 (FA

WAAS CH 93924 W36A	APP CRS 005°	Rwy Idg 3499 TDZE 246 Apt Elev 247
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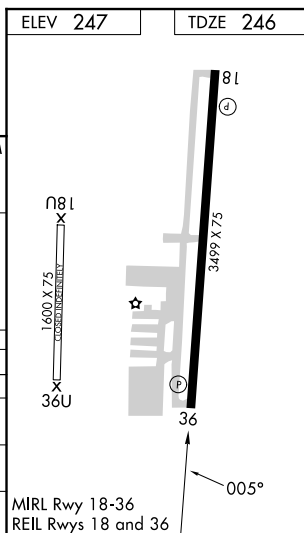
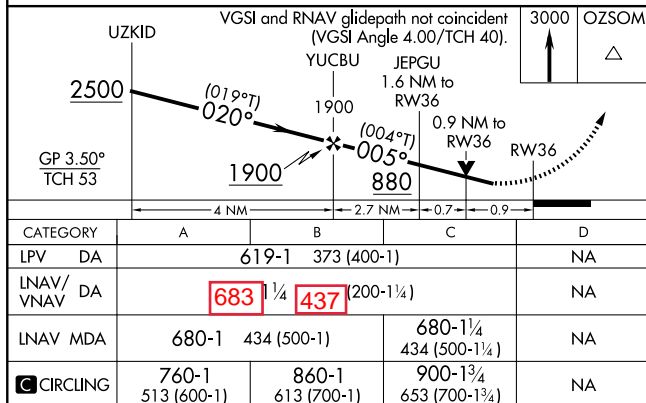
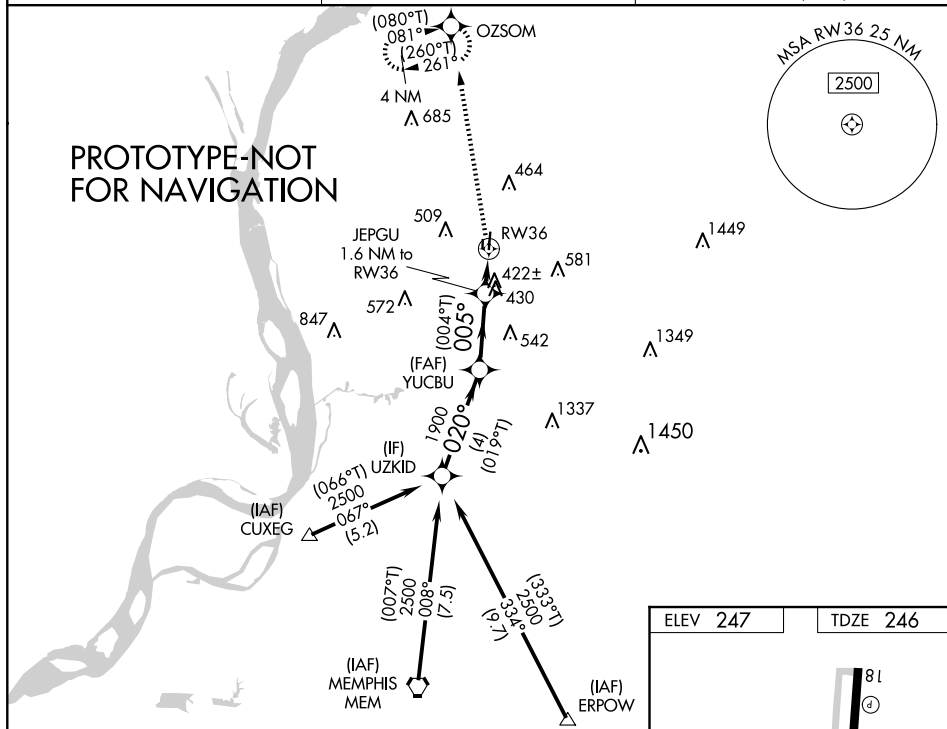
RNP APCH - GPS.

NA Circling Rwy 18 NA at night. Baro-VNAV and VDP NA when using Millington-Memphis altimeter setting. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Millington-Memphis altimeter setting: increase LPV DA to 643 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 707 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 40 feet and LNAV visibility Cat C $\frac{1}{2}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH:
~~Climb to 3000 direct~~
~~OZSOM and hold,~~
~~continue climb-in-hold~~
~~to 3000~~

AWOS-AV 122.8	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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PROTOTYPE-NOT
FOR NAVIGATION



MILLINGTON, TENNESSEE

Orig-C FIG

35°17'N-89°56'W

CHARLES W BAKER (2M8)

RNAV (GPS) RWY 36

WAAS CH 93924 W36A	APP CRS 005°	Rwy Idg 3499 TDZE 246 Apt Elev 247
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OLD

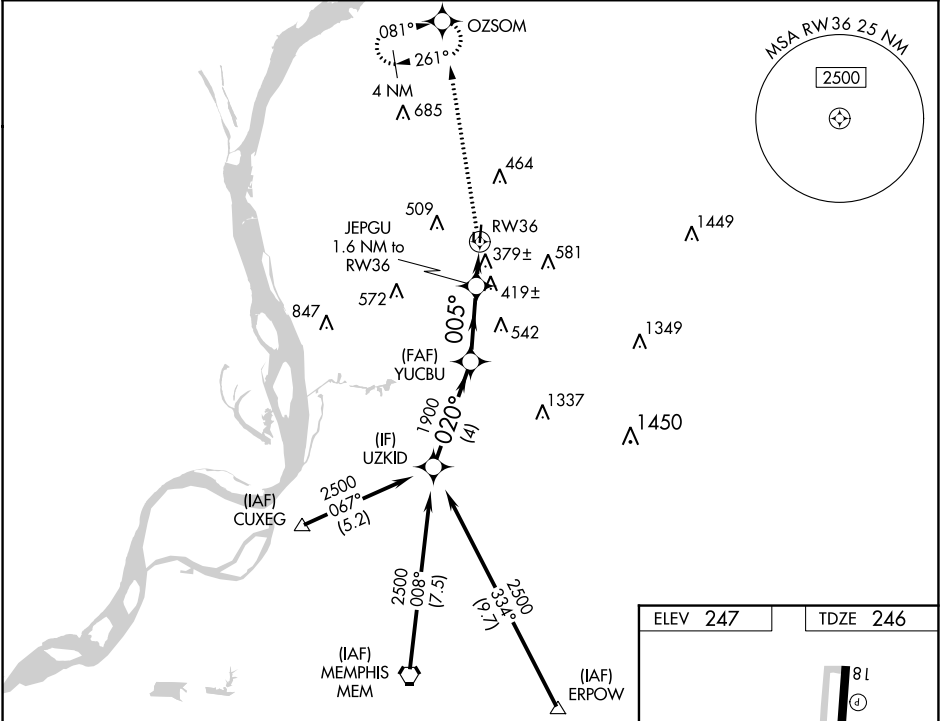
RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

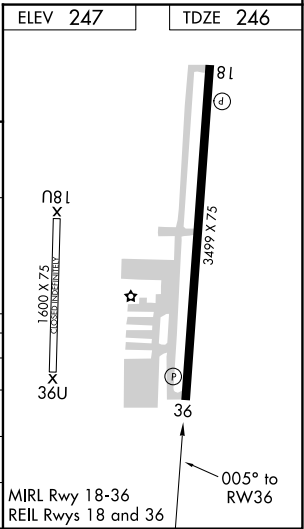
⚠ NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millington-Memphis altimeter setting and increase LPV DA to 610 feet; increase LNAV/VNAV DA to 713 feet; increase all MDAs 40 feet and LNAV Cat C visibility 1/8 SM and Circling Cat C visibility 1/4 SM. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Millington-Memphis altimeter setting. Circling Rwy 18 NA at night.

MISSED APPROACH:
Climb to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-AV 122.8	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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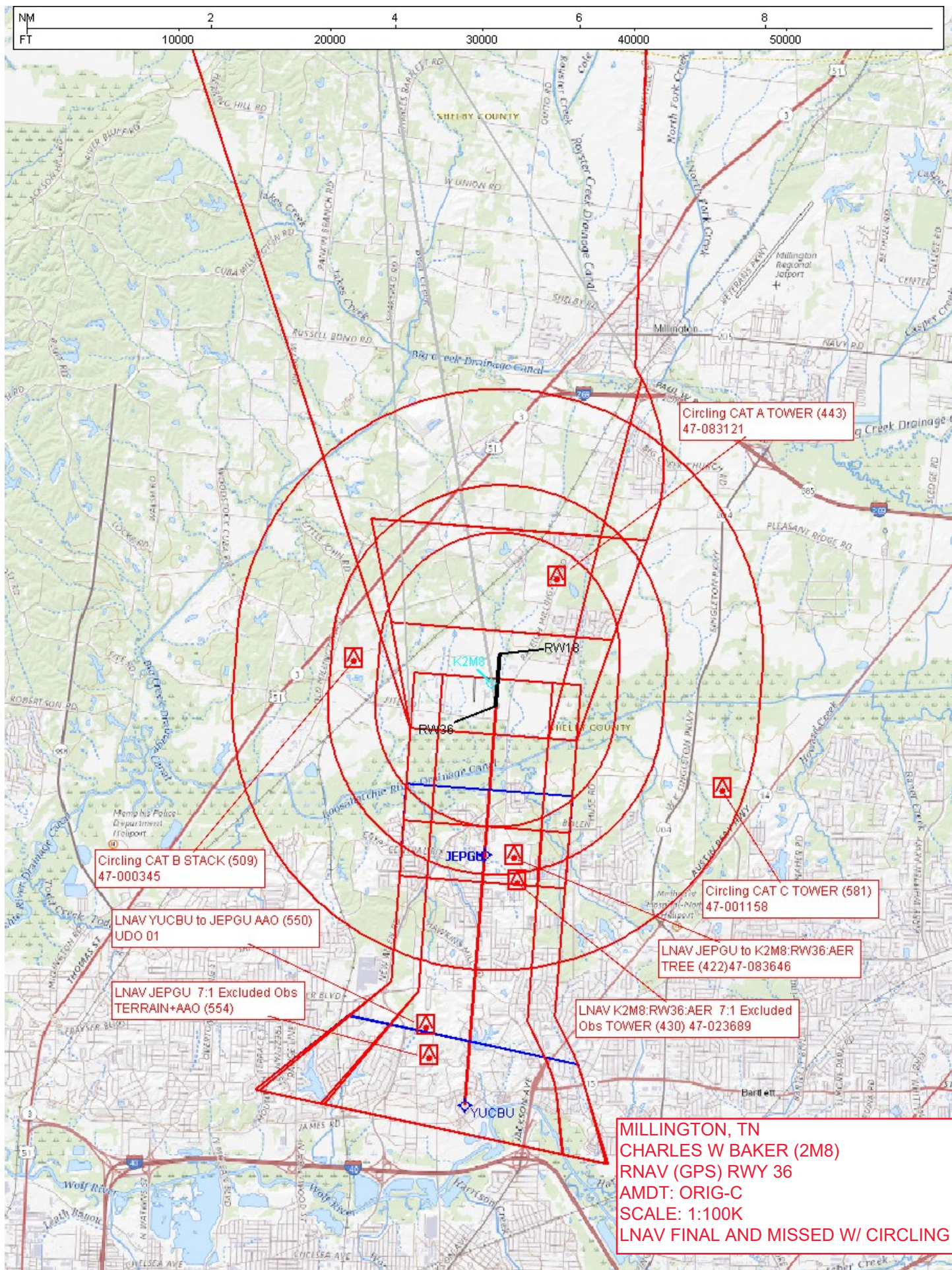


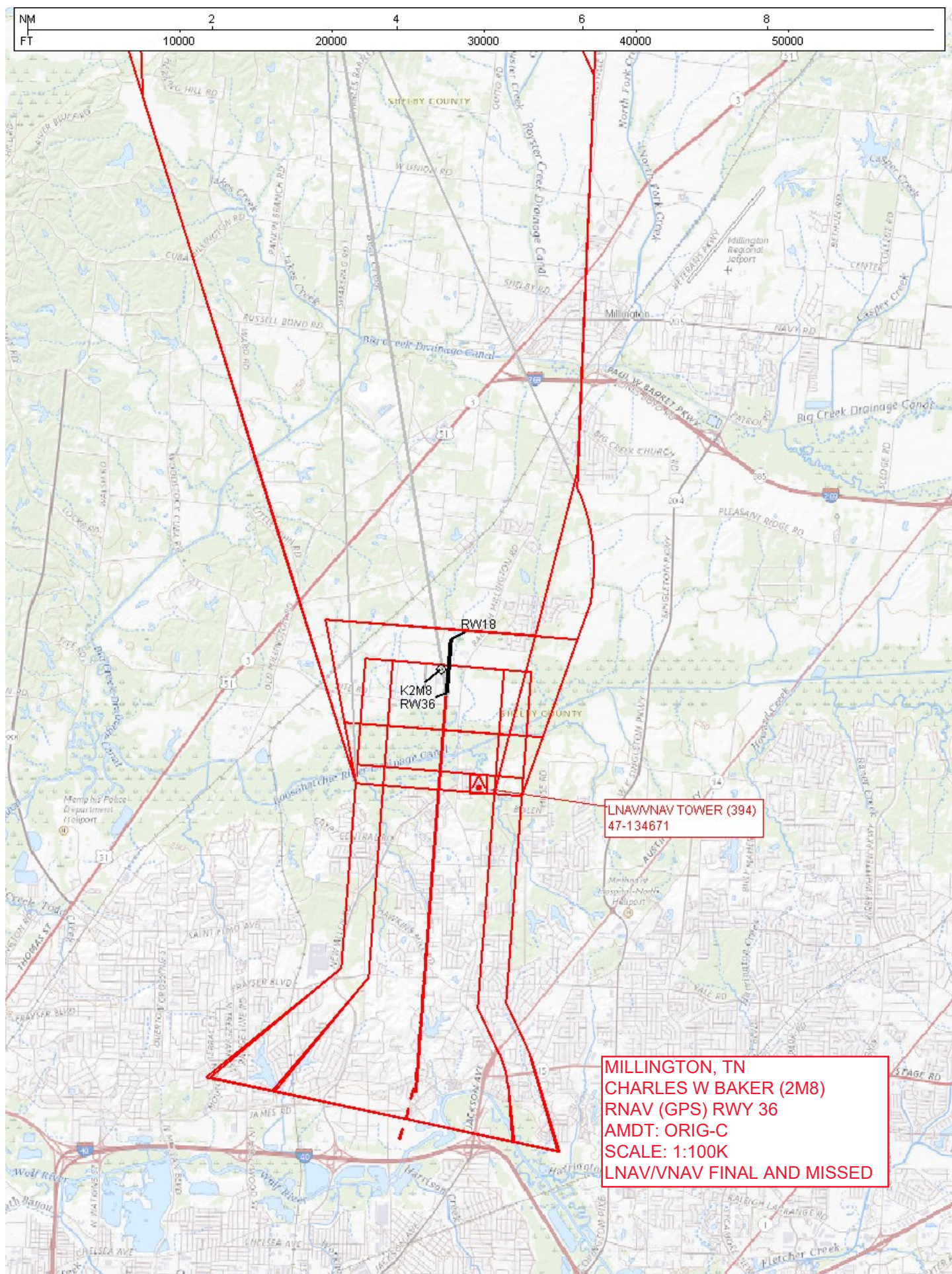
VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).		3000 OZSOM	
YUCBU		*LNAV only.	
JEPGU		*0.9 NM to RW36	
1.6 NM to RW36		RW36	
1900		*880	
020°		005°	
2500		4 NM	
UZKID		2.7 NM	
GP 3.50° TCH 53		0.7 NM	
CATEGORY		D	
LPV DA		NA	
LNAV/VNAV DA		NA	
LNAV MDA		NA	
CIRCLING		NA	

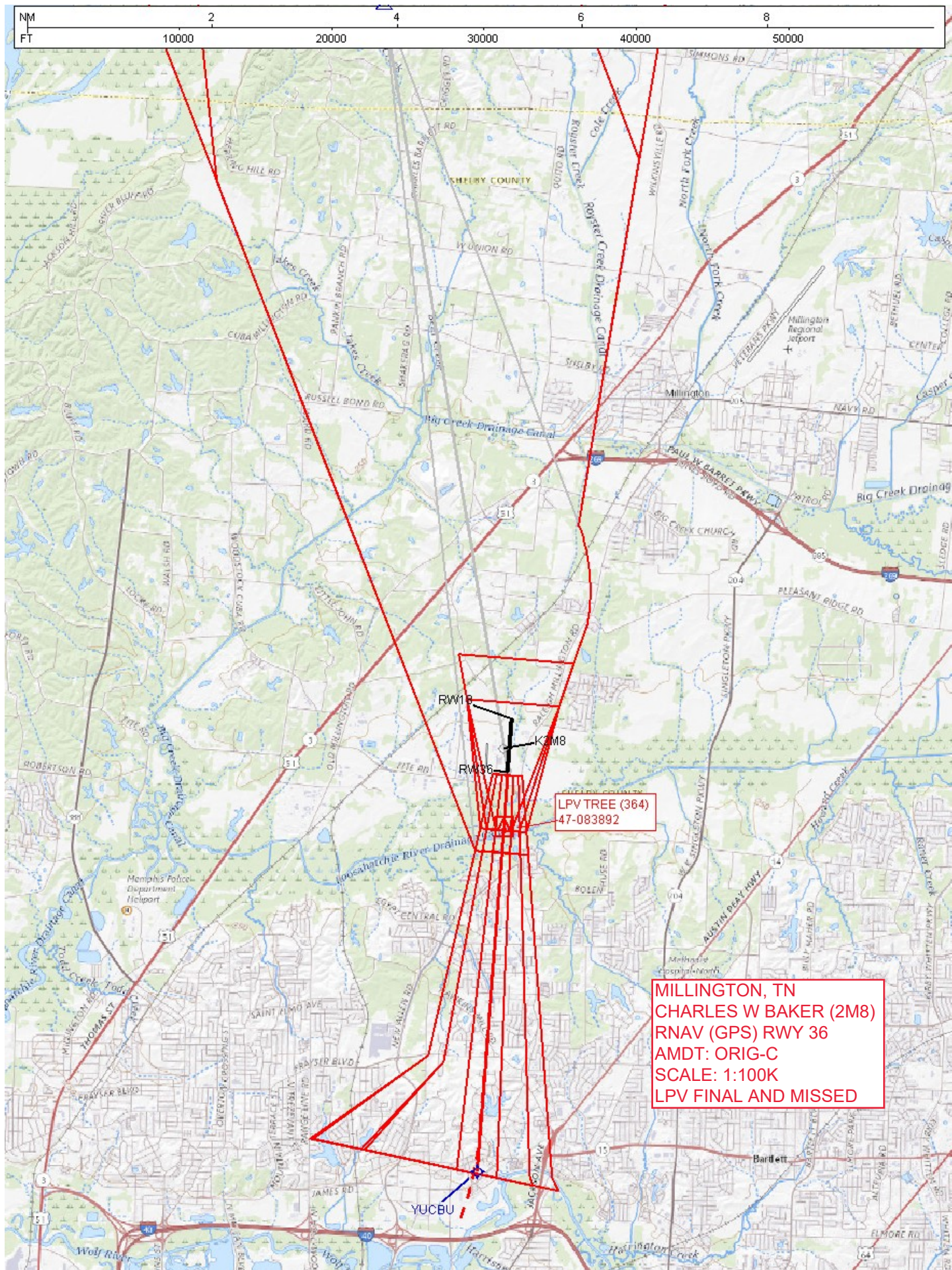
















Federal Aviation Administration

Memorandum

Date:

To: Mark Steinbicker, Manager, Flight Technologies, and Procedures Division
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Marlon Robinson, Manager, IFP Team, AJV-A420

Subject: **ACTION:** Approval Request

Request approval for the VDA angle (3.50) less than the commissioned VGSI angle (4.0), at Charles W Baker, Millington TN (K2M8) RNAV (GPS) RWY 36.

FAAO 8260.3D PARA 2-6-2, **a.** Approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway. **b.** Approval is required to establish a VDA (of a procedure where the FAC is straight-in aligned) that is less than the angle of a VGSI installed to the same runway.

Request Flight Standards approval of the currently published 3.50D VDA with 53 foot TCH, established to mitigate penetrations in the GQS in a previous amendment, this amendment was flight checked 6/25/2011.

The three obstacles originally identified are: 47-020149, K2M8T0002 and K2M8T0004. Only one of the three obstacles can be accounted for today (47-020149) and is now evaluated as a considered obstacle verse a penetrating obstacle. The current VGS evaluation, identifies two new penetrating obstacles for the LPV final 47-029666 and 47-083159 and a single obstacle for the LNAV/VNAV final 47-029666. The results of this VGS evaluation, identifies a maximum penetration of 0.48 feet and a required VDA of 3.5 degrees.

Finally, establishing coincidence with the commissioned runway 36 PAPI-2Ls VGSI angle would eliminate the aircraft category CAT C minimums and is not recommended.