

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25

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> KOBX	<u>PROCEDURE NAME</u> LOC RWY 32	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> OCEAN CITY	<u>STATE</u> MD		
<u>AIRPORT ELEVATION</u> 16	<u>TDZE</u> 11	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 12W	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-OXB	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 11/30/2023	<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>
ATR VOR/DME		FEMOD/I-OXB 11.37 DME					170.92	39.35	2000
FEMOD/I-OXB 11.37 DME	IF/IAF	ELUCO/I-OXB 5.32 DME					325.13	6.05 (I-OXB)	1500

MISSED APPROACH

MAP:

LOC: I-OXB 0.77 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING RIGHT TURN DIRECT ATR VOR/DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SE FEMOD, RT, 325.13 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 325.13 FAF: ELUCO/I-OXB 5.32 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.55
4. MIN ALT: FEMOD/I-OXB 11.37 DME 2000, ELUCO/I-OXB 5.32 DME 1500, BENDR/I-OXB 2.89 DME 720
8. MSA FROM: SBY VORTAC 2100

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 14, 20 NA AT NIGHT.



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

ADDITIONAL FLIGHT DATA:

ELUCO TO RW32 3.00/40
HOLD NE, RT, 212.98 INBOUND.
CHART FAS OBST: 47 BUILDING (24-020362) 381814N/0750703W.
CHART VDP AT 1.69 DME.
DISTANCE VDP TO THLD 0.92 NM.
CHART CIRCLING ICON.

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

ALTERNATE: NA ☐ LOC: STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN FBO 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-LOC 32	340	1	329	340	1	329	340	1	329	340	1	329			
CIRCLING	480	1	464	660	1	644	660	1 3/4	644	780	2 1/2	764			

CHANGES - REASONS

COORDINATED WITH:

A4A ☐ ALPA ☒ AQPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: MD STATE AV, APT MGR, PXT APP CON, ZDC

FLIGHT CHECKED BY

BOB S PRESSLER

Digitally signed by
DAVID TEFFETELLER
Sep 07, 2023

OFFICE

FPO

DATE

10/10/2023

DEVELOPED BY

GUY COPELAND

Digitally signed by
GUY R COPELAND
Aug 30, 2023

OFFICE

AJV-A433

DATE

08/28/2023

APPROVED BY

JOHNNIE BAKER

Digitally signed by
DAVID TEFFETELLER
Sep 07, 2023

OFFICE

AJV-A430

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> KQXB	<u>PROCEDURE NAME</u> LOC RWY 32	<u>AMDT NO.</u> ORIG	<u>CITY</u> OCEAN CITY	<u>STATE</u> MD	<u>AIRPORT ELEVATION</u> 16	<u>FACILITY</u> I-OXB
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
ATR VOR/DME

TO
FEMOD/I-OXB 11.37 DME

<u>RNP</u>	<u>DISTANCE</u> 39.35	<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 (24-000680)	382519.28N/0750822.12W	509	500	50	5D	1000				AT491	2000
												TERRAIN	384333.00N/0751557.00W	36 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
FEMOD/I-OXB 11.37 DME (IF/IAF)

TO
ELUCO/I-OXB 5.32 DME

<u>RNP</u>	<u>DISTANCE</u> 6.05	<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>
												SHIPS	381311.64N/0745958.95W	20	50	20	2C	500					600
												TERRAIN	381311.64N/0745958.95W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM
ELUCO/I-OXB 5.32 DME

TO
BENDR/I-OXB 2.89 DME

<u>RNP</u>	<u>DISTANCE</u> 2.43	<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>
SHIPS	381558.01N/0750343.94W		20	50	20	2C	250				RA60 DG390	720

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
BENDR/I-OXB 2.89 DME

TO
I-OXB 0.77 DME

<u>RNP</u>	<u>DISTANCE</u> 2.12	<u>PAT</u>	<u>MAP</u> I-OXB 0.77 DME	<u>HAT</u> 329			<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>
BUILDING (24-020362)	381814.04N/0750702.56W		47	20	3	1A	250				SA-10 MA40	340

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
FEMOD

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
SHIPS	381107.66N/0745711.69W		20	50	20	2C	1000				AT980	2000
TERRAIN	381107.69N/0745711.69W		0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LOC

FROM
I-OXB 0.77 DME

TO
ATR VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 90					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	381821.89N/0750722.41W		111	20	3	1A		ASC				2000
TOWER (24-000090)	382312.40N/0751725.70W		683	250	50	4D	1000					1700
TERRAIN	384142.00N/0752306.00W		59 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

KOXB

PROCEDURE NAME

LOC RWY 32

AMDT NO.

ORIG

CITY

OCEAN CITY

STATE

MD

AIRPORT ELEVATION

16

FACILITY

I-OXB

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											
WATER_TOWER (24-033829)	381937.42N/0750702.61W	1.30	464	170	20	3	1A	300			480
CATEGORY B											
ANTENNA (24-035603)	382006.14N/0750902.75W	1.81	644	358	20	3	1A	300			660
CATEGORY C											
ANTENNA (24-035603)	382006.14N/0750902.75W	2.84	644	358	20	3	1A	300			660
CATEGORY D											
TOWER (24-000925)	381939.77N/0751148.16W	3.70	764	412	250	50	4D	300		AC50	780

CIRCLING REMARKS:

MSA

CENTER

SBY VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (10-020645)	383018.00N/0753836.00W	339	11.5	1048	250	50	4D	1000			2100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
PXT APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KOBX	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KOBX	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KSBY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSBY	<u>DISTANCE</u> 18.29	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 47

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KOBX 16 KSBY 47
RA = 46.9

<u>PRIMARY NAVAID</u> I-OXB	<u>MONITOR POINT</u> FBO	<u>HRS OPERATION</u> FBO OPEN FBO CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - MIRL (PCL), REIL (PCL), PAPI-2L	NPI-G	
RW14 - MIRL, REIL (PCL), PAPI-2L	NPI-G	
RW20 - MIRL (PCL), REIL (PCL), PAPI-2L	NPI-G	
RW32 - MIRL, REIL (PCL), PAPI-4L	NPI-G	

<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> 3.00	<u>TCH</u> 35.0
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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

Final Type	CIRCLING KOXB:RW14		
20:1			
105 TREE (24-034196) 381902.6300N/0750750.6300W (19.2889)		92 TREE (24-034279) 381900.5200N/0750749.6100W (16.5508)	
105 TREE (24-034208) 381900.5400N/0750754.5900W (14.996)		83 TREE (24-034183) 381900.9600N/0750746.7000W (14.494)	
92 TREE (24-033729) 381901.9300N/0750749.0600W (13.2758)		94 TREE (24-021251) 381902.5100N/0750750.8400W (8.0929)	
93 TREE (24-021250) 381901.7800N/0750751.3800W (8.0461)		104 TREE (24-033937) 381902.3400N/0750754.7400W (7.3365)	
82 TREE (24-034274) 381859.5300N/0750750.6800W (6.8612)		100 TREE (24-033795) 381902.8900N/0750753.0500W (6.3508)	
75 TREE (24-034081) 381858.2000N/0750750.2400W (5.7393)		72 TREE (24-034074) 381859.3800N/0750747.9300W (5.3789)	
89 TREE (24-033777) 381858.5100N/0750754.9700W (4.9089)		85 TREE (24-021404) 381858.0000N/0750754.5200W (3.9811)	
84 TREE (24-033724) 381859.3600N/0750752.5700W (3.9513)		90 TREE (24-033884) 381901.4700N/0750752.2100W (3.7036)	
Final Type	CIRCLING KOXB:RW20		
20:1			
91 TREE (24-033723) 381907.5700N/0750725.3700W (19.103)		97 TREE (24-033946) 381910.6900N/0750733.9800W (15.6078)	
93 TREE (24-034305) 381909.6100N/0750724.3300W (10.2161)		78 TREE (24-033874) 381908.0100N/0750734.2500W (10.1412)	
93 TREE (24-033899) 381910.7200N/0750726.1800W (5.9871)		92 TREE (24-033844) 381911.4000N/0750731.3200W (5.2069)	
78 TREE (24-033779) 381908.5900N/0750727.3200W (2.3923)		99 TREE (24-035609) 381912.9800N/0750725.7000W (0.3977)	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGUENCY USE ONLY:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SALISBURY ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND S-LOC 32 VISIBILITY CAT C/D 1/8 SM, AND CIRCLING VISIBILITY CAT C/D 1/4 SM.
VDP NA WHEN USING SALISBURY-OCEAN CITY WICOMICO RGNL ALTIMETER SETTING.

20 FT VEGETATION AND SHIP HEIGHT USED PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KOXB</div>	<div>PROCEDURE NAME LOC RWY 32</div>	<div>AMDT NO. ORIG</div>	<div>CITY OCEAN CITY</div>	<div>STATE MD</div>	<div>AIRPORT ELEVATION 16</div>	<div>FACILITY I-OXB</div>
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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	2.90
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	313.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	0
DISTANCE FROM	THLD	TO 1500FT POINT	4.57
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.21
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	313.13
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	0

THRESHOLD
COORDINATES
(IF STR-IN)

381823.11N/0750700.13W

ARP COORDINATES

381837.73N/0750726.49W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 32 DISTANCE 0.42 NM

FAF
COORDINATES

381516.22N/0750247.21W

FIX NAME
COORDINATES

IF/IAF FEMOD: 381107.64N/0745711.71W

REMARKS

QUALITY
34
CHECKED

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

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> GUY COPELAND	<u>OFFICE</u> AJV-A433	<u>DATE</u> 08/28/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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