

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29		Bearings, headings, courses, 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 in feet RVR.											
TERMINAL ROUTES				MISSED APPROACH											
FROM	TO	COURSE AND DISTANCE	ALTITUDE	ILS: DA LOC: 5.08 MILES AFTER MEATA INT/I-EKY 6.24 DME OR AT I-EKY 1.16 DME FIX CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3000 DIRECT OKW VORTAC AND HOLD; OR AS DIRECTED BY ATC. ALTERNATE MA: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 005 AND VUZ VORTAC R-180 TO VUZ VORTAC AND HOLD SW, RT, 050.00 INBOUND. ADDITIONAL FLIGHT DATA: HOLD W, RT, 094.66 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW VUZ VORTAC, RT, 050.00 INBOUND. CHART IN PLANVIEW ONLY: OKW 7.91 DME AT KHANN. CHART FAS OBST: 792 TRMSN TWR 331746N/0865647W FAS OBST: 939 AAO 331629N/0865922W CHART IN PLANVIEW: VUZ VORTAC. CHART VDP AT 2.21 DME*: *LOC ONLY DISTANCE VDP TO THLD 1.06 MILES.											
OKW VORTAC (IAF)	KHANN INT/I-EKY 12.62 DME	115.00 / 7.91	2500												
KHANN INT/I-EKY 12.62 DME (IF)	MEATA INT/I-EKY 6.24 DME	052.81 / 6.38	2400												
This is a corrected copy to the procedure published in TL 10-19.															
1. PT <u>NA</u> SIDE OF COURSE <u>OUTBOUND</u> <u> </u> FT WITHIN <u> </u> MILES OF <u> </u> (IAF) 2. PROFILE STARTS AT KHANN INT/I-EKY 12.62 DME 3. FAC: <u>052.81</u> FAF: <u>MEATA INT/I-EKY 6.24 DME</u> DIST FAF TO MAP: <u>5.08</u> THLD: <u>5.08</u> 4. MIN. ALT: <u>KHANN 2500, MEATA 2400, JURAM/I-EKY 2.76 DME 1200*</u> 5. DIST TO THLD FROM OM: <u> </u> MM: <u> </u> IM: <u> </u> 150 HAT: <u> </u> 100 HAT: <u> </u> GS ANT: <u>1135</u> 6. MIN GS INCPT: <u>2400</u> GS ALT AT: <u>MEATA INT/I-EKY 6.24 DME 2400</u> OM: <u> </u> MM: <u> </u> IM: <u> </u> 7. GS ANGLE: <u>3.00</u> TCH: <u>59.6</u> 8. MSA FROM: <u>OKW VORTAC 3700</u>															
				MAG VAR: <u>3W</u> EPOCH YEAR: <u>2010</u>											
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: <u>NA</u> <input checked="" type="checkbox"/> <u>X</u>											
CATEGORY =====>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 5	900	3/4	200	900	3/4	200	900	3/4	200	900	3/4	200			
S-LOC 5	1200	1	500	1200	1	500	1200	1 1/4	500	1200	1 1/2	500			
CIRCLING	1200	1	500	1200	1	500	1220	1 1/2	520	1260	2	560			
JURAM FIX MINIMUMS															
S-LOC 5	1100	1	400	1100	1	400	1100	1	400	1100	1 1/4	400			
CIRCLING	1200	1	500	1200	1	500	1220	1 1/2	520	1260	2	560			
NOTES: CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT OKW VORTAC VIA V66 WESTBOUND. CHART PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT. *LOC ONLY *1260 WHEN USING ALABASTER ALTIMETER SETTING. (SEE FORM 8260-10)															
CITY AND STATE		ELEVATION: 700 TDZE: 700		FACILITY IDENTIFIER: I-EKY		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
BESSEMER, AL		AIRPORT NAME: BESSEMER				ILS OR LOC RWY 5, AMDT 2				AMDT: 1A					
						23 SEP 2010				DATED 10/23/2008					

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ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE ALL DA 41 FEET, INCREASE ALL MDA 60 FEET AND INCREASE S-LOC 5 CAT C AND D VISIBILITY 1/4 MILE. INCREASE JURAM FIX S-LOC 5 CAT C AND D VISIBILITY 1/4 MILE.



CITY AND STATE BESSEMER, AL	ELEVATION: 700 AIRPORT NAME: BESSEMER	TDZE: 700	FACILITY IDENTIFIER: I-EKY	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 5, AMDT 2 23 SEP 2010	SUP:
					AMDT: 1A
					DATED: 10/23/2008