

**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>AIRPORT</u> MILLINGTON-MEMPHIS	<u>AIRPORT ID</u> KNQA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 5	<u>CITY</u> MILLINGTON	<u>STATE</u> TN	
<u>AIRPORT ELEVATION</u> 319	<u>TDZE</u> 319	<u>SUPERSEDED</u> ILS OR LOC RWY 22	<u>ORIGINAL/AMENDMENT</u> 4A	<u>DATED</u> 11/13/2014	<u>MAG VAR</u> 0E	<u>EPOCH YEAR</u> 2000
<u>FACILITY</u> I-NQA	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 13 SEPTEMBER 2018	<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>
GQE VOR/DME		RYBRN/I-NQA 12.58 DME/RADAR					071.13	38.44	2500
DYR VORTAC	IAF	RYBRN/I-NQA 12.58 DME/RADAR					209.88	36.28	2500
RYBRN/I-NQA 12.58 DME/RADAR	IF/IAF	PIRGE/I-NQA 6.59 DME/RADAR					218.90	6.00 (I-NQA)	2000

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 5.10 NM AFTER PIRGE/I-NQA 6.59 DME/RADAR OR AT I-NQA 1.48 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON MEM VORTAC R-002 TO OZSOM INT/MEM 23.82 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):**

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT GQE VOR/DME AND HOLD.

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
2. HOLD NE RYBRN, RT, 218.90 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 4700.
3. **FAC:** 218.90      **FAF:** PIRGE/I-NQA 6.59 DME/RADAR      **DIST FAF TO MAP:** 5.10      **DIST FAF TO THLD:** 5.10
4. **MIN ALT:** RYBRN/I-NQA 12.58 DME/RADAR 2500, PIRGE/I-NQA 6.59 DME/RADAR 2000, NEUME/I-NQA 3.59 DME 1040\*
5. **DIST TO THLD FROM OM:**      **MM:**      **IM:**      **150 HAT:**      **200 HAT:** 0.45      **GS ANT:** 1082
6. **MIN GS INCPT:** 2000      **GS ALT AT FAF:** PIRGE/I-NQA 6.59 DME/RADAR 2000      **OM:**      **MM:**      **IM:**
7. **GP ANGLE:** 3.00      **34:1:**      **20:1:**      **TCH:** 55.3
8. **MSA FROM:** MEM VORTAC 2500

**EQUIPMENT REQUIREMENTS NOTES:**

DME OR RADAR REQUIRED FOR PROCEDURE ENTRY.  
DME OR RADAR REQUIRED FOR LOC ONLY.



NOTES:

CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DYR VORTAC ON V11 NORTHBOUND.  
CHART NOTE: S-ILS 22 PROCEDURE NA WHEN CONTROL TOWER CLOSED IF CEILING/VISIBILITY LOWER THAN 800/2.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ILS. FOR INOPERATIVE ALS, INCREASE LOC CAT A/B VISIBILITY TO 1 SM AND CAT C/D/E VISIBILITY TO 2 SM. INCREASE NEUME FIX MINIMUMS CAT A/B VISIBILITY TO 1 SM AND CAT C/D/E TO 1 3/8 SM.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GQE VOR/DME AIRWAY RADIALS 017 CW 121.

ADDITIONAL FLIGHT DATA:

CHART ALTERNATE MA HOLDING, HOLD NW GQE VOR/DME, RT, 122.00 INBOUND.  
CHART IN PLANVIEW: GQE 38.44 DME AT RYBRN.  
CHART IN PLANVIEW: DYR 36.28 DME AT RYBRN.  
640 AAO 352639N/0894805W.  
CHART CIRCLING ICON.  
CHART IN PLANVIEW: GQE VOR/DME  
CHART VDP AT 2.70 DME\*  
DISTANCE VDP TO THLD 1.21 NM  
\* LOC ONLY  
CHART FAS OBST: 529 TREE 352335N/0895032W.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW GQE VOR/DME, RT, 122.00 INBOUND.  
HOLD S, RT, 001.83 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, 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 22	519	3/4	200	519	3/4	200	519	3/4	200	519	3/4	200	519	3/4	200
S-LOC 22	1040	3/4	721	1040	3/4	721	1040	1 5/8	721	1040	1 5/8	721	1040	1 5/8	721
CIRCLING	1040	1	721	1040	1	721	1040	2	721	1040	2 1/4	721	1040	2 1/2	721
NEUME FIX MINIMUMS															
S-LOC 22	780	3/4	461	780	3/4	461	780	1	461	780	1	461	780	1	461
CIRCLING	800	1	481	820	1	501	920	1 3/4	601	960	2	641	960	2 1/4	641



**CHANGES - REASONS**

1. CHANGED AIRPORT NAME FROM MILLINGTON RGNL JETPORT TO MILLINGTON-MEMPHIS - APPLIED CURRENT AIRNAV DATA.
2. CHANGED AIRPORT ELEVATION AND RWY 22 TDZE FROM 320 TO 319 - APPLIED CURRENT AIRNAV DATA.
3. CHANGED DISTANCE FROM RYBRN TO PIRGE FROM 6.07 NM TO 6.00 NM - PIRGE FIX MOVED 462 FT NORTHEAST TO MEET RNAV FINAL SEGMENT CRITERIA FOR RNAV (GPS) RWY 22 (ALLOWS FOR 3.00 GPA ON FINAL).
4. CHANGED DME DISTANCE FROM PIRGE TO I-NQA FROM 6.51 TO 6.59 - PIRGE FIX MOVED 462 FT NORTHEAST TO MEET RNAV FINAL SEGMENT CRITERIA FOR RNAV (GPS) RWY 22 (ALLOWS FOR 3.00 GPA ON FINAL).
5. ADDED CLIMB-IN-HOLD MISSED APPROACH INSTRUCTIONS TO PRIMARY MISSED APPROACH PROCEDURE - CLIMB-IN-HOLD REQUIREMENT IDENTIFIED, APPLIED 8260.3C, TABLE 17-7-1.
6. CHANGED DISTANCE FROM PIRGE TO MAP/THLD FROM 5.03 TO 5.10 - PIRGE FIX MOVED 462 FT NORTHEAST TO MEET RNAV FINAL SEGMENT CRITERIA FOR RNAV (GPS) RWY 22 (ALLOWS FOR 3.00 GPA ON FINAL).
7. CHANGED DISTANCE VDP TO THLD FROM 1.22 TO 1.21 NM - PIRGE FIX MOVED 462 FT NORTHEAST TO MEET RNAV FINAL SEGMENT CRITERIA FOR RNAV (GPS) RWY 22 (ALLOWS FOR 3.00 GPA ON FINAL).
8. CHANGED TCH FROM 55.2 TO 55.3 - UPDATED AIRPORT AIRNAV SURVEY DATA.
9. ADDED EQUIPMENT REQUIREMENTS NOTES: DME OR RADAR REQUIRED FOR PROCEDURE ENTRY, DME OR RADAR REQUIRED FOR LOC ONLY - EQUIPEMENTS REQUIREMENTS NOTES ADDED PER 8260.19H, PARA. 8-6-8.A(2)(A)-(C).
10. ADDED CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED - 34:1 VISUAL SURFACE AREA PENETRATION IDENTIFIED.
11. CHANGED CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS CAT E VISIBILITY TO 3/4 AND S-LOC CAT E VISIBILITY TO 1 1/2 TO CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ILS. FOR INOPERATIVE ALS, INCREASE LOC CAT A/B VISIBILITY TO 1 SM AND CAT C/D/E VISIBILITY TO 2 SM. INCREASE NEUME FIX MINIMUMS CAT A/B VISIBILITY TO 1 SM AND CAT C/D/E TO 1 3/8 SM. - APPLIED 8260.3C, TABLES 3-3-1, 3-3-6, 3-3-7.
12. REMOVED BACKUP ALTIMETER CHART NOTES - PRIMARY ALTIMETER TRANSMITS ON WMSCR, PER 8260.19H PARA. 8-6-9.F(3); MOVED BACKUP ALTIMETER NOTES TO 8260-9 FOR CONTINGENCY.
13. ADDED 640 AAO 352639N/0894805W - ORDER 8260.3 CHAPTER 2 APPLICATION FOR 7:1 AREA AT FAF.
14. CHANGED S-ILS 22 DA FROM 520 TO 519, VISIBILITY FROM 1/2 TO 3/4 - UPDATED TDZE AND 34:1 VISUAL PENETRATION, APPLIED 8260.3C, TABLE 3-3-6.
15. CHANGED S-LOC 22 MDA/HAT ALL CATS FROM 780/460 TO 1040/721, VISIBILITY CAT A/B FROM 1/2 TO 3/4, CAT C FROM 3/4 TO 1 5/8, CAT D/E FROM 1 TO 1 5/8 - HAT CHANGE FOR UPDATED TDZE, MDA CHANGE BASED ON FINAL APPROACH FOR AIRCRAFT UNABLE TO IDENTIFY NEUME FIX; APPLIED 8260.3C, TABLE 3-3-6 FOR VIS CHANGES.
16. CHANGED CIRCLING CMDA/HAA CAT A/B/C FROM 820/500, CAT D FROM 880/560, CAT E FROM 1020/700 TO 1040/721 ALL CATS, VISIBILITY CAT C FROM 1 1/2 TO 2, CAT D FROM 2 TO 2 1/4 - HAA CHANGE FOR UPDATED AIRPORT ELEVATION, MDA CHANGE BASED ON FINAL APPROACH FOR AIRCRAFT UNABLE TO IDENTIFY NEUME FIX (SI MINS); APPLIED 8260.3C, TABLE 3-3-6 FOR VIS CHANGES.
17. ADDED NUEME FIX MINIMUMS FOR S-LOC 22 AND CIRCLING - NUEME STEPDOWN FIX ADDED TO PROVIDE LOWER MINIMUMS FOR OPERATIONAL ADVANTAGE.
18. ADDED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GQE VOR/DME AIRWAY RADIALS 017 CW 121" - TURNS EXCEED 120 DEGREES.



COORDINATED WITH:

A4A

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ALPA

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AOPA

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APA

☐

HAI

☐

NBAA

☒

OTHER:

ZME, MEM ATCT, AMGR, NQA ATCT

FLIGHT CHECKED BY

MARC J HINCK

DEVELOPED BY

LONNIE EVERHART (ROBERT LYMAN)

APPROVED BY

LONNIE EVERHART

Digitally signed by

BEV L BORDY

Jun 25, 2018

Digitally signed by

BEV L BORDY

Jun 25, 2018

Digitally signed by

BEV L BORDY

Jun 25, 2018

OFFICE

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AJV-5400

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AJV-5400

DATE

6/21/18

DATE

12/12/2017

DATE

TITLE

MANAGER

