

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: 5.13 NM AFTER LKG NDB							
VNA VORTAC		LKG NDB		264.87 / 31.19				2500		CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2500 DIRECT LKG NDB AND HOLD.							
PZD VOR/DME		LKG NDB		018.85 / 32.49				2500									
WILMS INT		LKG NDB		135.14 / 15.79				2500									
FRAUD INT (IAF)		LIDBE INT (NOPT)		284.85 / 3.31 (HDG) & 229.85 / 1.92 (I-ACJ)				2500									
LIDBE INT (IF)		LKG NDB		229.85 / 8.00 (I-ACJ)				2300		ADDITIONAL FLIGHT DATA: CHART FAS OBST: 679 AAO 320857N/0840748W FAS OBST: 719 AAO 321045.00N/0840606.00W CHART (OSOXE) AT INTERSECTION OF FRAUD DR LEG AND INTERMEDIATE COURSE.							
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																	
2. HOLD NE LKG NDB, RT, 229.85 INBOUND, 2500 FT. IN LIEU OF PT (IAF)																	
3. FAC: 229.85 FAF: LKG NDB DIST FAF TO MAP: 5.13 THLD: 5.13																	
4. MIN. ALT: LKG NDB 2300																	
5. DIST TO THLD FROM OM: 5.59 MM: - IM: - 150 HAT: - 100 HAT: - GS ANT: 1120																	
6. MIN GS INCPT: 2300 GS ALT AT: (OVZES) 2300 OM: - MM: - IM: -																	
7. GS ANGLE: 3.00 TCH: 62.4																	
8. MSA FROM: LKG NDB 225-335 2600, 335-225 2100										MAG VAR: 4W EPOCH YEAR: 2010							
MINIMUMS																	
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A X							
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 23	775	3/4	311	775	3/4	311	775	3/4	311	775	3/4	311					
S-LOC 23	940	3/4	476	940	3/4	476	940	1 1/8	476	940	1 1/8	476					
CIRCLING	940	1	472	940	1	472	940	1 1/2	472	1020	2	552					
NOTES: CHART NOTE: NIGHT LANDING: RWY 5 NA. CHART NOTE: ADF REQUIRED. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). (CONTINUED ON PAGE 2)																	
CITY AND STATE AMERICUS, GA		ELEVATION: 468 TDZE: 464 AIRPORT NAME: JIMMY CARTER RGNL				FACILITY IDENTIFIER: I-ACJ		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 23, AMDT 1B 15 SEPTEMBER 2016				SUP: AMDT: 1A DATED 06/25/2015					

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 COLUMBUS ALTIMETER SETTING AND INCREASE ALL DA 114 FEET AND ALL MDA 120 FEET; INCREASE ILS ALL CATS VISIBILITY 3/8 MILE, INCREASE LOC CATS C AND D VISIBILITY 3/8 MILE, AND INCREASE CIRCLING CATS C AND D VISIBILITY 1/4 MILE.  
CHART NOTE: FOR INOPERATIVE MALSF, WHEN USING COLUMBUS ALTIMETER SETTING, INCREASE ILS ALL CATS VISIBILITY TO 1 3/8 MILE, INCREASE LOC CAT D VISIBILITY TO 1 3/8 MILE, AND INCREASE CIRCLING CAT D VISIBILITY TO 2 1/4 MILE.

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					AMDT:		1A
					DATED:		06/25/2015