

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

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.

AIRPORT ID 2M8	PROCEDURE NAME RNAV (GPS) RWY 36	ORIGINAL/AMENDMENT ORIG-C	CITY MILLINGTON	STATE TN
AIRPORT ELEVATION 247	TDZE 246	SUPERSEDED RNAV (GPS) RWY 36	DATED 11/04/2021	MAG VAR 1W
FACILITY RNAV	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE	REQUIRED EFFECTIVE DATE ROUTINE	EPOCH YEAR 2010
			CANCEL/SUSPEND	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
CUXEG	IAF	UZKID		TF	FB	1.00	066.95	5.17	2500
ERPOW	IAF	UZKID		TF	FB	1.00	333.85	9.74	2500
MEM VORTAC	IAF	UZKID		TF	FB	1.00	007.61	7.49	2500
UZKID	IF	YUCBU		TF	FB	1.00	020.40	4.00	1900
YUCBU	FAF	JEPGU/1.60 NM TO RW36		TF	FB	0.30	005.42	2.72	
JEPGU/1.60 NM TO RW36		RW36	MAP	TF	FO	0.30	005.42	1.60	
RW36	MAP	900 MSL		CA			005.42		
900 MSL		OZSOM		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

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

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT UZKID
- FAC:** 005.42 **FAF:** YUCBU **DIST FAF TO MAP:** 4.32 **DIST FAF TO THLD:** 4.32
- MIN ALT:** UZKID 2500, YUCBU 1900, JEPGU/1.60 NM TO RW36 880
- DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **373 HAT:** 0.87 **GS ANT:**
- MIN GP INCPT:** 1900 **GP ALT AT FAF:** YUCBU 1900 **OM:** **MM:** **IM:**
- GP ANGLE:** 3.50 **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:** 53.0
- MSA FROM:** RW36 2500



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING MILLINGTON-MEMPHIS ALTIMETER SETTING.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
 CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT (VGS1 ANGLE {ANGLE}/TCH {FEET}).
 CHART NOTE: CIRCLING RWY 18 NA AT NIGHT.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MILLINGTON-MEMPHIS ALTIMETER SETTING: INCREASE LPV DA TO 643 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 707 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDAS 40 FEET AND LNAV VISIBILITY CAT C 1/8 SM, AND CIRCLING VISIBILITY CAT C 1/4 SM.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 081.00 INBOUND.
 CHART FAS OBST: 422 TREE (47-083646) 351449N/0895540W.
 CHART 430 TOWER 351432N/0895537W.
 554 AAO 351239N/0895648W.
 CHART VDP AT 0.93 NM TO RW36.
 WAAS CHANNEL # 93924
 REFERENCE PATH ID: W36A
 CHART CIRCLING ICON.
 LTP HAE: 46.5 M

MINIMUMS:

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

ALTERNATE: NA

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
LPV DA	619	1	373	619	1	373	619	1	373		NA				
LNAV/VNAV DA	683	1 1/4	437	683	1 1/4	437	683	1 1/4	437		NA				
LNAV MDA	680	1	434	680	1	434	680	1 1/4	434		NA				
CIRCLING	760	1	513	860	1	613	900	1 3/4	653		NA				



CHANGES - REASONS

1. CHANGED LPV DA/HAT FROM 586/340 TO 619/373 - NEW CONTROLLING OBSTACLE AND TO CANCEL T-NOTAM 3/5252.
2. DELETED NOTE DME/DME RNP-0.3 NA – TO APPLY NEW PBN REQUIREMENTS NOTE, 8260.19I, 8-6-8.
3. ADDED PBN REQUIREMENTS NOTE: RNP APCH-GPS – APPLICATION OF NEW PBN NAVSPEC AND SENSOR REQUIREMENT 8260.19I, 8-6-8 (B2).
4. ADDED CHANGES FROM P-NOTAMS FOR AMDT ORIG-A AND ORIG-B WERE INCORPORATED INTO FORM - REQUIRED IAW 8260.19I, 8-3-4C (3).
5. REMOVED "LNAV ONLY" FROM ADDITIONAL FLIGHT DATA - IAW 8260.19I, 8-6-7 (D).
6. CHANGED ALTIMETER NOTE FROM "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." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MILLINGTON - MEMPHIS ALTIMETER SETTING: INCREASE LPV DA TO 643 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 707 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE ALL MDA 40 FEET AND LNAV VISIBILITY CAT C 1/8 SM AND CIRCLING VISIBILITY CAT C 1/4 SM - IAW 8260.19I, 8-6-11 (N).
7. CHANGED FAS OBST: FROM "419 TREE 351446N/0895526W AND 379 TREE 351534N/0895540W" TO "422 TREE (47-083646) 351449N/0895540W" - IAW 8260.19I, 8-6-10 (C).
8. CHANGED NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C. – IAW 8260.19I, 8-6-9 (R).
9. CHANGED CRC REMAINDER FROM "9BAF6FFE" TO "0A22AE0E" – LTP/FTP LAT/LONG CHANGED FROM "351627.2795N/0895554.7445W" TO "351627.2850N/0895554.7430W" AND FPAP LAT/LONG CHANGED FROM "351756.2500N/0895546.3500W" TO "351756.2585N/0895546.3390W".
10. TERMINAL ROUTES MISSED APPROACH CA LEG ADDED - IAW 8260.58B, PARA 3-5-2.
11. ADDED "20:1 IS CLEAR" ON PROFILE LINE 7 - NO PENETRATIONS EXIST, IAW 8260.19I, PARA 8-6-7.G.(3).(A).
12. REMOVED "" FROM SDF MINIMUM ALTITUDE ON PROFILE LINE 4 AND CHART VDP AT 0.94 MILES TO RW36 IN ADDITIONAL FLIGHT DATA - IAW 8260.19I, PARA 1-1-5.F.(12) AND 8-6-10.M.
13. PROFILE LINE 5: ADDED DIST TO THLD FROM 373 HAT: 0.87; REMOVED ADDITIONAL FLIGHT DATA: "DISTANCE TO THLD FROM 340 HATH: 0.77 NM" - NEW CONTROLLING OBSTACLE AND UPDATED FORMS.
14. CHANGED ADDITIONAL FLIGHT DATA: CHART VDP AT 0.94 MILES TO RW36 TO 0.93 NM - NEW TARGETS EVALUATION.
15. ADDED CHART CIRCLING ICON TO ADDITIONAL FLIGHT DATA - IAW 8260.19I, PARA 8-6-10.S.
16. ADDED 554 AAO 351239.00N/0895648.00W AND CHART 430 TOWER 351432N/0895537W - IAW 8260.19I, PARA 8-6-10.E.
17. CHANGED LNAV/VNAV DA/HAT FROM 689/443 TO 683/437 – NEW CONTROLLING OBSTACLE AND FPT APPROVAL.
18. CHANGED LNAV/VNAV VISIBILITY CATS A/B/C FROM 1 3/8 TO 1 1/4 - IAW 8260-3E, TABLE 3-3-1.
19. CHANGED MISSED APPROACH INSTRUCTION FROM "CLIMB TO 3000 DIRECT OZSOM AND HOLD" TO "CLIMB TO 900 THEN CLIMBING LEFT TURN TO 3000 DIRECT OZSOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000." - CA LEG ADDED WITH CLIMB TO ALTITUDE TO MITIGATE MISSED SECTION 2 PENETRATION.

COORDINATED WITH:

A4A
 ALPA
 AOPA
 APA
 HAI
 NBAA
 OTHER:
 ZME ARTCC, MEM APP, K2M8 AMGR

FLIGHT CHECKED BY	<i>Digitally signed by</i>	OFFICE	DATE
JOEL F HAWKLEY	DAVID DANNER	FPO	12/14/2023
	Dec 22, 2023		

DEVELOPED BY	<i>Digitally signed by</i>	OFFICE	DATE
ANDRE MARSH	ANDRE L MARSH	AJV-A421	03/24/2022
	Oct 16, 2023		

APPROVED BY	<i>Digitally signed by</i>	OFFICE	DATE	TITLE
MARLON J. ROBINSON	DAVID DANNER	AJV-A420		MANAGER
	Dec 22, 2023			



AIRPORT ID
2M8

PROCEDURE NAME
RNAV (GPS) RWY 36

ORIGINAL/AMENDMENT
ORIG-C

CITY
MILLINGTON

STATE
TN

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	2M8
RUNWAY	RW36
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W36A
LTP/FTP LATITUDE	351627.2850N
LTP/FTP LONGITUDE	0895554.7430W
LTP/FTP ELLIPSOIDAL HEIGHT	+00465
FPAP LATITUDE	351756.2585N
FPAP LONGITUDE	0895546.3390W
THRESHOLD CROSSING HEIGHT (TCH)	00053.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1680
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER 0A22AE0E

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K7
LTP ORTHOMETRIC HEIGHT	+00739
FPAP ORTHOMETRIC HEIGHT	+00739



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

<u>AIRPORT ID</u> 2M8	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> MILLINGTON	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 247	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM CUXEG **TO** UZKID

RNP 1.00 DISTANCE 5.17 PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
1. BLDG (47-000632)	350851.00N/0900304.00W	740	250	50	4D	1000				AT760	2500
2. TERRAIN	350845.00N/0900258.00W	430 (400)								AS1500	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM ERPOW **TO** UZKID

RNP 1.00 DISTANCE 9.74 PAT MAP HAT HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
3. TOWER (28-001177)	345922.00N/0895145.00W	834	500	50	5D	1000				AT666	2500
4. TERRAIN	345836.00N/0895409.00W	404 (400)								AS1500	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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INITIAL

FROM
MEM VORTAC

TO
UZKID

RNP
1.00

DISTANCE
7.49

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5. TOWER (47-001034)	350655.20N/0895635.40W	601	500	50	5D	1000				AT899	2500
6. TERRAIN	350048.00N/0895715.00W	391 (400)								AS1500	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
UZKID

TO
YUCBU

RNP
1.00

DISTANCE
4.00

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7. TOWER (47-000856)	351040.00N/0895805.00W	765	500	50	5D	500				AT635	1900
8. TERRAIN	350733.00N/0895642.00W	306 (300)								AS1500	1800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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247

FACILITY
RNAV

FINAL: LPV

FROM
YUCBU

TO
RW36

RNP
0.30

DISTANCE
4.32

PAT

MAP
DA

HAT
373

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9. TREE (47-083892)	351549.76N/0895557.64W	364	20	3	1A		29.14:1			MA89	619

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM
YUCBU

TO
RW36

RNP
0.30

DISTANCE
4.32

PAT

MAP
DA

HAT
437

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
10. TOWER (47-134671)	351526.11N/0895528.92W	394	20	3	1A		20.04:1				683

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
YUCBU

TO
JEPGU/1.60 NM TO RW36

RNP
0.30

DISTANCE
2.72

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11. AAO	351259.29N/0895649.77W	550	50	20	2C	250				DG40 RA40	880

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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RNAV

FINAL: LNAV STEPDOWN

FROM
JEPGU/1.60 NM TO RW36

TO
RW36

RNP
0.30

DISTANCE
1.60

PAT

MAP
RW36

HAT
434

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
12. TREE (47-083646)	351449.04N/0895540.29W	422	20	3	1A	250					680

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM
DA

TO
OZSOM

RNP
0.30

DISTANCE

PAT

MAP

HAT

HMAS
363

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13. TREE (47-083892)	351549.76N/0895557.64W	364	20	3	1A		ASC				3000
14. AAO	352621.00N/0895551.00W	634	164	98	4E	1000					1700
15. TERRAIN	352442.00N/0895830.00W	423 (400)								AS1500	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



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RNAV

MISSED APPROACH: LNAV/VNAV

FROM DA **TO** OZSOM

RNP 0.30 **DISTANCE** **PAT** **MAP** **HAT** **HMAS** 533

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
14. AAO	352621.00N/0895551.00W	634	164	98	4E	1000					1700
15. TERRAIN	352442.00N/0895830.00W	423 (400)								AS1500	1900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM RW36 **TO** OZSOM

RNP 0.30-1.00 **DISTANCE** **PAT** **MAP** **HAT** **HMAS** 580

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC		3000		3000
14. AAO	352621.00N/0895551.00W	634	164	98	4E	1000					1700
15. TERRAIN	352442.00N/0895830.00W	423 (400)								AS1500	1900

COMPUTATIONS

ALT **KIAS** **KTAS** **HAA** **VKTW** **TR** **BA** **DTA** **COURSE CHANGE** **DVEB** **VEB OCS** **RF CENTER FIX/DISTANCE**

SEGMENT REMARKS:



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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											
16. TOWER (47-083121)	351750.12N/0895506.17W	1.30	513	443	20	3	1A	300			760
CATEGORY B											
17. STACK (47-000345)	351657.00N/0895747.00W	1.81	613	509	250	50	4D	300		AC50	860
CATEGORY C											
18. TOWER (47-001158)	351532.55N/0895255.07W	2.85	653	581	20	3	1A	300			900

CIRCLING REMARKS:

MSA

CENTER

RW36

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (05-000947)	352802.00N/0901127.00W	313	17.2	1486	500	50	5D	1000			2500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZME ARTCC, MEM APP CON, JKS FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-AV	2M8	24	2M8	0	N	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
AWOS-3	NQA	24	NQA	5.54	Y	24

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K2M8 247, KNQA 315
RA = 23.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MIRL, REIL, PAPI-2L	NPI-F	
RW36 - REIL, MIRL, PAPI-2L	NPI-F	

<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>	<u>TCH</u>
3.50	242.3	53.0			4.00	40.0

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>
-15C	+54C	-15C	+14.51C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 958 HIGH TEMP 1167.



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"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 18
20:1	
305 TREE (47-083376) 351713.60N/0895546.67W (7.1)	362 TREE (47-083700) 351725.13N/0895548.25W (6.49)
319 TREE (47-082603) 351716.86N/0895552.18W (6.43)	310 TREE (47-082970) 351715.17N/0895551.34W (5.68)
310 TREE (47-083563) 351715.35N/0895552.55W (5.16)	355 TREE (47-083854) 351724.19N/0895550.29W (4.88)
350 TREE (47-083650) 351723.00N/0895546.96W (4.81)	321 TREE (47-083829) 351717.80N/0895553.15W (4)
315 TREE (47-082964) 351716.64N/0895552.88W (3.76)	319 TREE (47-083415) 351717.51N/0895551.86W (3.05)
311 TREE (47-083858) 351716.02N/0895552.23W (2.68)	307 TREE (47-083272) 351715.18N/0895549.27W (1.97)
313 TREE (47-083148) 351716.54N/0895551.36W (1.78)	311 TREE (47-083245) 351716.09N/0895550.05W (1.63)
342 TREE (47-083828) 351722.28N/0895548.80W (1.03)	316 TREE (47-082469) 351717.14N/0895548.98W (0.99)
FINAL TYPE	LPV, LNAV/VNAV, LNAV
34:1	



<u>AIRPORT ID</u> 2M8	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> MILLINGTON	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 247	<u>FACILITY</u> RNAV
363 TREE (47-083426) 351558.17N/0895551.99W (40.77)			343 TREE (47-029666) 351603.48N/0895552.58W (36.41)			
339 TREE (47-083159) 351604.96N/0895601.70W (35.08)			354 TREE (47-082831) 351559.12N/0895550.64W (34.84)			
344 TREE (47-029670) 351602.00N/0895551.36W (33.25)			331 TRANSMISSION_LINE (47-020149) 351606.37N/0895555.70W (32.39)			
327 TREE (47-083458) 351607.35N/0895558.10W (30.84)			334 TREE (47-083308) 351604.73N/0895600.79W (29.57)			
355 TREE (47-083369) 351556.38N/0895559.73W (26.01)			324 ELECTRICAL_SYSTEM (47-083238) 351606.59N/0895556.84W (25.83)			
351 TREE (47-083330) 351557.19N/0895554.54W (25.39)			339 TREE (47-029667) 351600.62N/0895554.63W (23.54)			
321 ELECTRICAL_SYSTEM (47-083265) 351606.53N/0895554.29W (23.13)			346 TREE (47-083768) 351558.10N/0895554.82W (23.03)			
354 TREE (47-082621) 351555.35N/0895554.03W (23.03)			318 ELECTRICAL_SYSTEM (47-083455) 351606.49N/0895552.78W (20.29)			
337 TREE (47-083144) 351600.32N/0895557.19W (20.17)			350 TREE (47-082764) 351555.59N/0895555.73W (19.42)			
363 TREE (47-083513) 351551.20N/0895556.85W (19.19)			331 TREE (47-083627) 351601.63N/0895553.26W (18.79)			
334 TREE (47-083512) 351600.62N/0895553.62W (18.73)			353 TREE (47-083038) 351554.18N/0895554.29W (18.51)			
344 TREE (47-082582) 351557.07N/0895552.98W (18.33)			358 TREE (47-082512) 351552.96N/0895603.30W (18.2)			
314 TREE (47-083545) 351607.18N/0895556.37W (17.66)			333 TREE (47-083518) 351600.86N/0895602.60W (16.76)			
315 ELECTRICAL_SYSTEM (47-082778) 351606.63N/0895558.65W (16.61)			360 TREE (47-082728) 351551.03N/0895553.54W (16.31)			
358 TREE (47-083506) 351552.15N/0895600.82W (16.26)			354 TREE (47-083181) 351553.00N/0895554.08W (16.05)			
364 TREE (47-083892) 351549.76N/0895557.64W (15.78)			331 TREE (47-083224) 351601.26N/0895603.88W (15.7)			
317 TREE (47-083826) 351605.16N/0895551.80W (15.53)			328 TREE (47-083154) 351601.30N/0895554.63W (14.56)			
310 TREE (47-082808) 351607.62N/0895559.32W (14.41)			359 TREE (47-082662) 351551.21N/0895602.60W (14.14)			
348 TREE (47-082933) 351554.42N/0895556.30W (13.84)			350 TREE (47-083241) 351553.22N/0895550.70W (13.34)			
338 TREE (47-083872) 351557.21N/0895550.90W (13.13)			346 TREE (47-082698) 351554.59N/0895552.26W (13.11)			
343 TREE (47-082774) 351555.41N/0895550.55W (12.86)			352 TREE (47-083863) 351553.11N/0895602.21W (12.85)			
308 TREE (47-082625) 351607.24N/0895554.11W (12.27)			343 TREE (47-083836) 351555.65N/0895557.53W (12.26)			
331 TREE (47-083674) 351559.52N/0895556.37W (11.95)			326 TREE (47-083282) 351601.31N/0895600.57W (11.47)			
310 ELECTRICAL_SYSTEM (47-082942) 351606.68N/0895600.69W (11.37)			357 TREE (47-083050) 351550.43N/0895554.94W (11.27)			
352 TREE (47-082508) 351552.12N/0895555.16W (11.24)			321 TREE (47-082978) 351602.92N/0895601.32W (11.1)			
312 TREE (47-082519) 351605.28N/0895554.07W (10.46)			275 TREE (47-083014) 351617.55N/0895552.67W (10.11)			
345 TREE (47-082591) 351554.46N/0895601.18W (10.05)			328 TREE (47-083164) 351559.73N/0895555.11W (9.81)			
356 TREE (47-082891) 351550.05N/0895551.48W (9.79)			341 TREE (47-082898) 351555.90N/0895604.19W (9.75)			
275 TREE (47-083436) 351617.74N/0895557.78W (9.71)			331 TREE (47-083479) 351558.88N/0895600.55W (9.27)			
353 TREE (47-082749) 351551.69N/0895604.69W (9.17)			349 TREE (47-082496) 351552.61N/0895558.44W (9.08)			
274 TREE (47-083146) 351617.82N/0895557.45W (9.01)			345 TREE (47-083001) 351554.36N/0895605.52W (8.93)			
274 TREE (47-082756) 351617.69N/0895557.29W (8.65)			305 TREE (47-082466) 351607.51N/0895601.63W (8.65)			
325 TREE (47-083728) 351600.06N/0895551.51W (8.47)			354 TREE (47-082521) 351550.74N/0895558.82W (8.46)			
365 TREE (47-082843) 351547.13N/0895601.46W (8.26)			329 TREE (47-083269) 351559.33N/0895602.98W (8.15)			
358 TREE (47-083615) 351548.91N/0895553.74W (7.99)			304 TREE (47-083080) 351607.33N/0895557.18W (7.96)			



<u>AIRPORT ID</u> 2M8	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> ORIG-C	<u>CITY</u> MILLINGTON	<u>STATE</u> TN	<u>AIRPORT ELEVATION</u> 247	<u>FACILITY</u> RNAV
345 TREE (47-083557) 351553.54N/0895559.77W (7.58)						312 TREE (47-082762) 351604.58N/0895559.23W (7.42)
271 TREE (47-083013) 351617.99N/0895553.66W (7.23)						273 TREE (47-082748) 351617.53N/0895557.63W (7.12)
273 TREE (47-083114) 351617.49N/0895557.39W (7.04)						324 TREE (47-082514) 351600.21N/0895558.76W (6.55)
303 TREE (47-083609) 351607.40N/0895600.44W (6.55)						330 TREE (47-083740) 351558.37N/0895601.75W (6.53)
272 TREE (47-083186) 351617.53N/0895555.75W (6.47)						346 TREE (47-083477) 351552.37N/0895552.89W (6.41)
315 TREE (47-083096) 351602.83N/0895554.21W (6.17)						312 TREE (47-083715) 351603.81N/0895553.91W (6.14)
315 TREE (47-083894) 351603.31N/0895602.77W (5.99)						308 TREE (47-083773) 351605.49N/0895600.16W (5.94)
344 TREE (47-083507) 351553.14N/0895557.07W (5.91)						361 TREE (47-082816) 351547.51N/0895600.09W (5.64)
346 TREE (47-082461) 351552.88N/0895605.84W (5.49)						301 TREE (47-082753) 351607.28N/0895555.19W (5.18)
309 TREE (47-083117) 351604.40N/0895552.90W (5.07)						306 TREE (47-083036) 351605.64N/0895559.08W (4.59)
322 TREE (47-083329) 351559.59N/0895553.11W (3.77)						341 TREE (47-082887) 351553.23N/0895555.83W (3.4)
353 TREE (47-082498) 351549.42N/0895559.94W (3.34)						333 TREE (47-083546) 351556.31N/0895602.44W (3.29)
330 TREE (47-083274) 351557.25N/0895603.14W (2.95)						266 TREE (47-083490) 351618.12N/0895552.94W (2.75)
338 TREE (47-082568) 351554.08N/0895557.79W (2.56)						351 TREE (47-083342) 351550.09N/0895605.61W (2.26)
324 TREE (47-083793) 351558.66N/0895558.17W (2.06)						352 TREE (47-083704) 351549.32N/0895601.45W (1.76)
304 TREE (47-083325) 351604.98N/0895557.10W (1)						352 TREE (47-082493) 351548.45N/0895552.39W (0.88)
309 TREE (47-083133) 351603.42N/0895600.14W (0.81)						350 TREE (47-083386) 351549.77N/0895603.77W (0.65)
308 TREE (47-082897) 351603.39N/0895555.80W (0.53)						353 TREE (47-083772) 351548.42N/0895559.07W (0.53)
307 TREE (47-082677) 351603.74N/0895558.16W (0.13)						

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



AIRPORT ID
2M8

PROCEDURE NAME
RNAV (GPS) RWY 36

AMDT NO.
ORIG-C

CITY
MILLINGTON

STATE
TN

AIRPORT ELEVATION
247

FACILITY
RNAV

PART C: GENERAL REMARKS:

GPA 3.5D AND TCH 53 UTILIZED TO MITIGATE GQS PENETRATIONS APPROVED ON A PREVIOUS AMENDMENT, FLIGHT CHECKED 6/25/2011. THE ORIGINAL OBSTACLES DRIVING THE APPLICATION OF 8260.3D, PARA 2-6-2 ARE NO LONGER APPLICABLE AND HAVE BEEN REPLACED WITH THE CURRENT VGS PENETRATIONS THAT STILL REQUIRE A 3.5 DEGREE GPA TO MITIGATE PENETRATIONS.

LPV VGS AREA PENETRATED:
TREE (47-029666) (0.48) LIGHTED: NO
TREE (47-083159) (0.19) LIGHTED: NO

LNAV/VNAV VGS AREA PENETRATED:
TREE (47-029666) (0.48) LIGHTED: NO

INTERMEDIATE SEGMENT OFFSET 15D TO ACCOMMODATE ENTRY VIA CUXEG.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT: 100 FT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 554 AAO 351239.00N/0895648.00W.

ORDER 8260.3 CHAPTER 2 APPLIED TO 430 TOWER (47-023689) 351432.48N/0895537.48W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	2.97
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	004.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	400
DISTANCE FROM	THLD	TO 1500FT POINT	4.32
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.13
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	004.42
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	400

THRESHOLD COORDINATES (IF STR-IN) 351627.29N/0895554.74W
ARP COORDINATES 351642.53N/0895558.79W
RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 18 DISTANCE 0.34 NM
FAF COORDINATES 351208.54N/0895619.11W
FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ANDRE MARSH	AJV-A421	03/24/2022	AERONAUTICAL INFORMATION SPECIALIST

