

**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> EMV	<u>PROCEDURE NAME</u> LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> EMPORIA	<u>STATE</u> VA
<u>AIRPORT ELEVATION</u> 127	<u>TDZE</u> 122	<u>SUPERSEDED</u> LOC RWY 34	<u>DATED</u> 05/24/2018	<u>MAG VAR</u> 10W
<u>FACILITY</u> I-EMV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2000
				<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>
TYI VORTAC	IAF	BEATH INT/I-EMV 16.99 DME					039.73	35.25	3400
BEATH INT/I-EMV 16.99 DME	IF	IQJAZ/I-EMV 5.41 DME					335.40 (I-EMV)	11.58	1600

MISSED APPROACH

MAP:

LOC: 4.55 NM AFTER IQJAZ/I-EMV 5.41 DME OR AT I-EMV 0.87 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 160 AND TYI VORTAC R-024 TO GUMBE/TYI 32.94 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. PROFILE STARTS AT BEATH INT/I-EMV 16.99 DME
3. **FAC:** 335.40 **FAF:** IQJAZ/I-EMV 5.41 DME **DIST FAF TO MAP:** 4.55 **DIST FAF TO THLD:** 4.55
4. **MIN ALT:** BEATH INT/I-EMV 16.99 DME 3400, IQJAZ/I-EMV 5.41 DME 1600, SIPLE/I-EMV 2.67 DME 720
8. **MSA FROM:** KEMV 1900

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON TYI VORTAC AIRWAY RADIALS 024 CW 082.

ADDITIONAL FLIGHT DATA:

HOLD SW, RT, 024.13 INBOUND.
CHART FAS OBST: 202 TREE (51-037293) 363859N/0772713W.
CHART VDP AT 1.89 DME.
DISTANCE VDP TO THLD 1.03 NM.
IQJAZ TO RW34: 3.00/42.5.



MINIMUMS:

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

ALTERNATE: NA STANDARD - 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 34	480	1	358	480	1	358		NA			NA				
CIRCLING	580	1	453	580	1	453	680	1 1/2	553		NA				

CHANGES - REASONS

1. MISSED APPROACH: CHANGED FROM "LOC: I-EMV 0.87 DME" TO "LOC: 4.55 NM AFTER IQJAZ OR AT I-EMV 0.87 DME" – IAW 8260.19K, 8-6-6.C(2).
2. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 5000 ON HPW VORTAC R-215 TO GEPKE/HPW 38.17 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000" TO "CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 160 AND TYI VORTAC R-024 TO GUMBE/TYI 32.94 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" – REDESIGNED DUE TO HPW VORTAC RESTRICTIONS AT GEPKE, PER FPT.
3. MISSED APPROACH: DELETED ALTERNATE MA – CVI VOR MON.
4. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT BEATH" TO "PROFILE STARTS AT BEATH INT/I-EMV 16.99 DME" – 8260.19K, 8-6-7.B.(3).
5. PROFILE LINE 4: CHANGED FROM "BEATH 3400, IQJAZ 1600, SIPLE/I-EMV 2.67 DME 720" TO "BEATH INT/I-EMV 16.99 DME 1600, SIPLE/I-EMV 5.41 DME 1600, SIPLE/I-EMV 2.67 DME 720" – IAW 8260.19K, 8-6-7.D(5).
6. ADDITIONAL FLIGHT DATA: DELETED "CHART CIRCLING ICON" - CURRENT DOCUMENTATION STANDARDS.
7. ADDITIONAL FLIGHT DATA: CHANGED "HOLD NE, RT, 215.20 INBOUND" TO "HOLD SW, RT, 024.13 INBOUND" - MISSED APPROACH REDESIGN.
8. ADDITIONAL FLIGHT DATA: DELETED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE CVI VORTAC, RT, 316.00 INBOUND" – ALTERNATE MA REMOVED, CVI VOR MON.
9. ADDITIONAL FLIGHT DATA: DELETED "CHART IN PLANVIEW: CVI VORTAC" – CVI VOR MON.
10. ADDITIONAL FLIGHT DATA: CHANGED "CHART FAS OBST: 202 TREE 363859N/0772713W" TO "CHART FAS OBST: 202 TREE (51-037293) 363859N/0772713W" – IAW 8260.19K, 8-6-11.C.
11. ADDITIONAL FLIGHT DATA: CHANGED "CHART VDP AT 1.83 DME" TO "CHART VDP AT 1.89 DME" – S-LOC MDA/HAT INCREASE.
12. ADDITIONAL FLIGHT DATA: CHANGED "DISTANCE VDP TO THLD 0.96 NM" TO "DISTANCE VDP TO THLD 1.03 NM" – S-LOC MDA/HAT INCREASE.
13. ALTERNATE: CHANGED FROM "NA – X" TO "STANDARD- NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN FBO CLOSED." – IAW 8260.19K, 8-6-12.B(1) AND (4).
14. MINIMUMS: INCREASED S-LOC 34 CAT A AND B MDA/HAT FROM "460/338" TO "480/358" – IDENTIFIED NEW MISSED APPROACH OBSTACLE.

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA

OTHER: ZDC, AIRPORT MANAGER, VA DOT

Digitally signed by

FLIGHT CHECKED BY

JAMES R JONES

BEV L BORDY

Dec 11, 2025

OFFICE

AJF

DATE

12/09/2025

Digitally signed by

DEVELOPED BY

CASIMIR L. TABAKA (RONALD K. STROBACH)

BEV L BORDY

Dec 11, 2025

OFFICE

AJV-A432

DATE

07/14/2025

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

BEV L BORDY

Dec 11, 2025

OFFICE

AJV-A432

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> EMV	<u>PROCEDURE NAME</u> LOC RWY 34	<u>AMDT NO.</u> 3	<u>CITY</u> EMPORIA	<u>STATE</u> VA	<u>AIRPORT ELEVATION</u> 127	<u>FACILITY</u> I-EMV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TYI VORTAC	TO BEATH INT/I-EMV 16.99 DME
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<u>RNP</u>	<u>DISTANCE</u> 35.25	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (37-020049)	361953.22N/0772454.47W	559	20	3	1A	1000				AT1841	3400
TERRAIN	362603.00N/0772439.00W	137 (100)								AS1500	1600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE

FROM BEATH INT/I-EMV 16.99 DME	TO IQJAZ/I-EMV 5.41 DME
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<u>RNP</u>	<u>DISTANCE</u> 11.58	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (37-001715)	362654.00N/0771834.00W	531	50	20	2C	500					1100
TERRAIN	362948.00N/0772400.00W	141 (100)								AS1500	1600

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



AIRPORT ID
EMV

PROCEDURE NAME
LOC RWY 34

AMDT NO.
3

CITY
EMPORIA

STATE
VA

AIRPORT ELEVATION
127

FACILITY
I-EMV

COMMUNICATIONS WITH

ZDC ARTCC, LEESBURG FSS

WX SERVICE
AWOS-3

LOCATION
EMV

HRS OPERATION
24

ALTIMETER SOURCE
EMV

DISTANCE

WMSCR
Y

ADJUSTMENTS
0

BACK-UP WX SERVICE
AWOS-3

LOCATION
ASJ

HRS OPERATION
24

ALTIMETER SOURCE
ASJ

DISTANCE
27.78

WMSCR
Y

ADJUSTMENTS
73

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
EMV 127, ASJ 65
RA = 72.9.

PRIMARY NAVAID
I-EMV

MONITOR POINT
EMV FBO

HRS OPERATION
FBO OPEN
FBO CLOSED

CAT
1
3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW16 - REIL (PCL), MIRL (PCL), PAPI-2L	NPI-G	
RW34 - REIL (PCL), MIRL (PCL), PAPI-2L	NPI-G	

GLIDESLOPE ANGLE

ELEV RWY THRESHOLD

TCH

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE
3.00

TCH
42.5

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

FT FROM THRESHOLD

DISPLACED THRESHOLD DISTANCE

ON CENTERLINE

FT FROM CENTERLINE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

QUALITY
37
CHECKER

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT WORST CASE VEGETATION USED.

FOR CONTINGENCY PURPOSES:

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ASJ ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET AND CIRCLING CAT C VISIBILITY 1/4 SM. VDP NA WHEN USING ASJ ALTIMETER SETTING.

PROCEDURE DESIGNED FOR CAT A-B STRAIGHT-IN AND CAT A-C CIRCLING PER AIRPORT AND RAPT REQUEST. CAT C AND D STRAIGHT-IN AND CAT D CIRCLING MINIMUMS NOT PUBLISHED DUE TO CAT C AND D AIRCRAFT EXCEEDING OPERATIONAL CAPABILITY OF AC 150/5300-13A APPROACH REFERENCE CODES. AIRPORT DESIGNED FOR CAT B/GROUP II AIRCRAFT ONLY. RAPT APPROVAL ALLOWS PROCEDURE DESIGNED FOR CAT A AND B STRAIGHT-IN AND CAT C CIRCLING MINIMUMS. 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	2.88
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.84
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	325.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.55
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	325.40
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)	364052.30N/0772840.43W
ARP COORDINATES	364112.69N/0772857.90W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 16 DISTANCE 0.41 NM
FAF COORDINATES	363707.46N/0772528.03W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (RONALD K. STROBACH)	AJV-A432	07/14/2025	AERONAUTICAL INFORMATION SPECIALIST

