

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
TACAN STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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 R

<u>AIRPORT</u> MILLINGTON-MEMPHIS	<u>AIRPORT ID</u> KNQA	<u>PROCEDURE NAME</u> VOR OR TACAN RWY 22	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> MILLINGTON	<u>STATE</u> TN
<u>AIRPORT ELEVATION</u> 319	<u>TDZE</u> 319	<u>SUPERSEDED</u> VOR/DME OR TACAN RWY 22	<u>ORIGINAL/AMENDMENT</u> 2A	<u>DATED</u> 10/25/2007	<u>MAG VAR</u> 1E
<u>FACILITY</u> MEM	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 13 SEPTEMBER 2018	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>	<u>EPOCH YEAR</u> 2000

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>
MEM VORTAC		MNFRD/27.00 DME					014.83	27.00	2400

MISSED APPROACH

MAP:

MEM 21.80 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 900, THEN CLIMBING RIGHT TURN TO 2000 ON MEM VORTAC R-015 TO MNFRD/27.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L **SIDE OF COURSE** 014.83 **OUTBOUND** 2000 **FT WITHIN** 15 **MILES OF** MNFRD (IAF)
- 2.
3. **FAC:** 194.83 **FAF:** MNFRD/27.00 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.20
4. **MIN ALT:** MNFRD/27.00 DME 2000, SHENT/23.83 DME 1020
8. **MSA FROM:** MEM VORTAC 2500

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:



SHENT TO RWY 22: 3.00/55
CHART CIRCLING ICON.
CHART FAS OBST: 604 TOWER 352403N/0895322W.
CHART 660 TOWER 352458N/0895243W.
HOLD N, RT, 194.83 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT E 800-2 1/4

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-22	860	1	541	860	1	541	860	1 5/8	541	860	1 5/8	541	860	1 5/8	541
CIRCLING	860	1	541	860	1	541	920	1 3/4	601	960	2	641	960	2 1/4	641

CHANGES - REASONS

1. CHANGED AIRPORT NAME FROM MILLINGTON REGIONAL JETPORT TO MILLINGTON-MEMPHIS - UPDATED TO MATCH CURRENT AIRNAV AIRPORT DATA.
2. ADDED STEPDOWN SEGMENT (STEPDOWN FIX SHENT, ALTITUDE 1020) TO FINAL LEG - MAKES VDA COINCIDENTAL WITH VGSI ANGLE.
3. CHANGED S-22 MDA FROM 960 TO 860, ALL CATS - NEW CONTROLLING OBSTACLES IDENTIFIED IN FINAL, NEW STEPDOWN FIX ADDED TO ALLOW FOR LOWEST POSSIBLE MDA.
4. CHANGED S-22 CAT B VISIBILITY FROM 1 1/4 TO 1, AND CAT C VISIBILITY FROM 1 3/4, CAT D VISIBILITY FROM 2, AND CAT E VISIBILITY FROM 2 1/4 TO 1 5/8 - APPLIED 8260.3C CHAPTER 3; BASED ON NO LIGHT CREDIT DUE TO PROCEDURE BEING OUTSIDE LATERAL LIGHT COVERAGE.
5. CHANGED CIRCLING MDA: CAT A/B FROM 960 TO 860, CAT C FROM 960 TO 920, AND CAT E FROM 1020 TO 960 - NEW CONTROLLING OBSTACLES IDENTIFIED IN FINAL AND CIRCLING SEGMENTS; CAT A/B LOWERED DUE TO SI MINS LOWERED.
6. CHANGED CIRCLING VISIBILITY: CAT B FROM 1 1/4 TO 1 AND CAT E FROM 2 1/2 TO 2 1/4 - APPLIED 8260.3C CHAPTER 3.
7. ADDED "CHART CIRCLING ICON" - APPLIED 8260.3C, CHAPTER 2 AND 8260.19H SECTION 8-6-10.
8. CHANGED AIRPORT ELEVATION AND TDZE FROM 320 TO 319 - APPLIED UPDATED AIRPORT ELEV AND TDZE FROM AIRNAV DATA.
9. CHANGED S-22, ALL CATS, AND CIRCLING CATS A/B HAT/HAA FROM 640 TO 541, CIRCLING CAT C HAA FROM 640 TO 601, CIRCLING CAT D HAA FROM 640 TO 641, AND CIRCLING CAT E HAA FROM 700 TO 641 - APPLIED UPDATED AIRPORT ELEV AND TDZE FROM AIRNAV DATA AND CHANGES DUE TO NEW MDAS.
10. ADDED CHART NOTE: "RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - 34:1 VISUAL SURFACE AREA PENETRATIONS IDENTIFIED.
11. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING RIGHT TURN TO 2000 VIA MEM VORTAC R-015 TO MNFRD/MEM 27.00 DME AND HOLD" TO "CLIMB TO 900, THEN CLIMBING RIGHT TURN TO 2000 ON MEM R-015 TO MNFRD/27.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000." - WORDING CHANGED TO MEET 8260.19H SECTION 8-6-6 CRITERIA; CLIMB-IN-HOLD REQUIREMENT IDENTIFIED.
12. CHANGED ADDITIONAL FLIGHT DATA OBSTACLES TO BE CHARTED: REMOVED CHART FAS OBST 710 TOWER 352653N/0895100W AND CHART 730 TOWER 352652N/0894811W; ADDED CHART FAS OBST: 604 TOWER 352403N/0895322W, AND CHART 660 TOWER 352458N/0895243W - APPLIED 8260.19H SECTION 8-6-10.
13. CHANGED PROCEDURE NAME FROM VOR/DME OR TACAN RWY 22 TO VOR OR TACAN RWY 22 - APPLIED 8260.19H SECTION 4-1-5.
14. CHANGED MISSED APPROACH MAP DESCRIPTION FROM "RW22 OR AT MEM 21.80 DME FIX" TO "MEM 21.80 DME". - APPLIED 8260.19H SECTION 8-6-6, PARAGRAPH C.(2).
15. REMOVED "CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET". - APPLIED 8260.19H SECTION 8-6-9, PARAGRAPH F.(3).; APPLICABLE CONTINGENCY NOTES MOVED TO 8260-9
16. REMOVED NOTE: "@ NA WHEN LOCAL WEATHER NOT AVAILABLE." - NOTE NOT APPLICABLE TO PROCEDURE; KNQA AWOS TRANSMITS TO WMSCR (REF. 8260.19H SECTION 8-6-9).
17. CHANGED NOTE: "CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT." TO "VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})." - APPLIED 8260.19H SECTION 8-6-9, PARAGRAPH M.(2).
18. CHANGED ADDITIONAL FLIGHT DATA: "MNFRD TO RWY 22: 2.94/55" TO "SHENT TO RWY 22: 3.00/55" - UPDATED VERTICAL DESCENT ANGLE DATA DUE TO STEPDOWN FIX ADDITION.

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ 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

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Jun 25, 2018

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DATE

6/21/18

DATE

12/13/2017

DATE

TITLE
MANAGER



