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|--|-----|---------------------------|---------|----------------------------|-------|--|------|--|---------|---|-----|---------|-----|----------------------------------|---------|
| <b>U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION</b><br><b>VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE</b><br><b>FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23</b>   |     |                           |         |                            |       |  |      | 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. |         |   |     |         |     |                                  |         |
| <b>TERMINAL ROUTES</b>   |     |                           |         |                            |       |  |      |  |         | <b>MISSED APPROACH</b>  |     |         |     |                                  |         |
| FROM   |     | TO                        |         | COURSE AND DISTANCE        |       |  |      | ALTITUDE   |         | MAP: MADAZ/IRQ 23.63 DME FIX  |     |         |     |                                  |         |
| IRQ VORTAC (IAF)   |     | JOVIS/IRQ 9.00 DME        |         | 102.11 / 9.00              |       |  |      | 2400   |         | CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 2400 ON IRQ VORTAC R-102 TO BEARS/IRQ 19.00 DME AND HOLD.  |     |         |     |                                  |         |
| JOVIS/IRQ 9.00 DME (IF)  |     | BEARS/IRQ 19.00 DME       |         | 102.11 / 10.00 (IRQ R-102) |       |  |      | 2200   |         |   |     |         |     |                                  |         |
|  |     |                           |         |                            |       |  |      |  |         | <b>ADDITIONAL FLIGHT DATA:</b><br>HOLD W, LT, 102.11 INBOUND.<br>CHART FAS OBST: 739 TREE 333725N/0814527W<br>FAC CROSSES MID POINT OF RWY 7-25 AND 1-19. |     |         |     |                                  |         |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)   |     |                           |         |                            |       |  |      |  |         |   |     |         |     | MAG VAR: 4W      EPOCH YEAR:1990 |         |
| 2. PROFILE STARTS AT JOVIS/IRQ 9.00 DME  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| 3. FAC 102.11 FAF BEARS/IRQ 19.00 DME      DIST FAF TO MAP _____ THLD _____  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| 4. MIN. ALT JOVIS 2400, BEARS 2200   |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| 8. MSA FROM: IRQ VORTAC 3000   |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| <b>MINIMUMS</b>  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT  |     |                           |         |                            |       |  |      | ALTERNATE: N A    X  |         |   |     |         |     |                                  |         |
| CATEGORY =====>  | A   |                           |         | B                          |       |  | C    |  |         | D   |     |         | E   |                                  |         |
|  | MDA | VIS                       | HAT/HAA | MDA                        | VIS   | HAT/HAA                                | MDA  | VIS  | HAT/HAA | MDA   | VIS | HAT/HAA | MDA | VIS                              | HAT/HAA |
| CIRCLING   | 980 | 1                         | 452     | 1000                       | 1 1/4 | 472                                    | 1000 | 1 1/2  | 472     | 1080  | 2   | 552     |     |                                  |         |
|  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
|  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
|  |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| <b>NOTES:</b><br>CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUGUSTA RGNL AT BUSH FIELD ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND INCREASE CAT D VISIBILITY 1/4 MILE.<br>CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT IRQ VORTAC ON AIRWAY RADIALS 062 CW 154. |     |                           |         |                            |       |  |      |  |         |   |     |         |     |                                  |         |
| CITY AND STATE   |     | ELEVATION: 528      TDZE: |         | FACILITY IDENTIFIER:       |       | PROCEDURE NO./AMDT NO./EFFECTIVE DATE: |      |  |         | SUP   |     |         |     |                                  |         |
| AIKEN, SC  |     | AIRPORT NAME:             |         | IRQ                        |       | VOR/DME-A, AMDT 1A                     |      |  |         | AMDT      1   |     |         |     |                                  |         |
|  |     | AIKEN MUNI                |         |                            |       | 15 DEC 2011                            |      |  |         | DATE      08/03/2006  |     |         |     |                                  |         |

