

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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> KCRX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> CORINTH	<u>STATE</u> MS		
<u>AIRPORT ELEVATION</u> 425	<u>TDZE</u> 414	<u>SUPERSEDED</u> ILS OR LOC RWY 18	<u>ORIGINAL/AMENDMENT</u> 3A	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-UUR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
KERMI		SEYER LOM		TF	FO	1.00	308.80	28.47	2400

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.52 NM AFTER SEYER LOM

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2400 DIRECT UU LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2400.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD N SEYER LOM, RT, 175.55 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAF: 175.55 FAF: SEYER LOM DIST FAF TO MAP: 5.52 DIST FAF TO THLD: 5.52
- MIN ALT: SEYER LOM 2400
- DIST TO THLD FROM OM: 5.52 MM: IM: 150 HAT: GS ANT: 836
- MIN GS INCPT: 2400 GS ALT AT PFAF : OM: 2207 MM: IM:
- GP ANGLE: 3.00 34:1: 20:1: TCH: 46.0
- MSA FROM: UU LOM 2300

EQUIPMENT REQUIREMENTS NOTES:

ADF REQUIRED.
RNAV 1-GPS



NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KERMI ON T398 EASTBOUND.

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1040.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 18 CATS C AND D VISIBILITY TO 1 3/4 SM.

ADDITIONAL FLIGHT DATA:

CHART MEMPHIS CENTER FREQUENCY.

(CFFSP) AT 350454.26N/0883735.10W (DO NOT CHART).

FAS OBST: 760 AAO 345931N/0883631W.

CHART COLUMBUS 4 MOA.

CHART CIRCLING ICON.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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-ILS 18	614	1/2	200	614	1/2	200	614	1/2	200	614	1/2	200			
S-LOC 18	1020	1/2	606	1020	1/2	606	1020	1 3/8	606	1020	1 3/8	606			
CIRCLING	1020	1	595	1020	1	595	1100	2	675	1160	2 1/4	735			

CHANGES - REASONS

1. DELETED ALT MISSED APPROACH. - VORMON MSL VORTAC AND ATC, FPT DIRECTED NO REPLACEMENT.
2. CHANGED KERMI/MSL VORTAC 32.83 DME TO WP FIX, ADDED ASSOCIATED GPS EQUIPMENT REQUIREMENT NOTE AND CHANGED SEGMENT TYPE FROM NDB TO RNAV. - VORMON MSL VORTAC.
3. ADDED CLIMB IN HOLD TO PRIMARY MISSED APPROACH INSTRUCTIONS. - UPDATED EVALUATION.
4. CHANGED MSA ALT FROM 2400 TO 2300. - UPDATED EVALUATION.
5. CHANGED LINE 6 ILS GS OM ALT FROM 2235 TO 2207. - UPDATED EVALUATION WITH DESIGN TCH OF 46.0.
6. REMOVED DME REQUIRED NOTE. - VORMON MSL VORTAC AND NO OTHER DME USED IN PROCEDURE.
7. CHANGED CIRCLING MDA/HAA FROM CAT C 1080/655 TO 1100/675. - UPDATED EVALUATION.
8. CHANGED CIRCLING CAT C VIS FROM 1 3/4 TO 2 SM. - UPDATED EVALUATION WITH NEW MDA/HAA.
9. MOVED BACK UP ALTIMETER NOTES TO -9. - NOTE ADDED FOR CONTINGENCY PURPOSES.
10. ADDITIONAL FLIGHT DATA ENTRY CHANGED FROM CHART (CFFSP) AT 350454.33N/0883735.11W TO (CFFSP) AT 350454.26N/0883735.10W (DO NOT CHART) - IAW 8260.19I PARA 8-6-10.P. AND AJV E-MAIL GUIDANCE.
11. ADDED INOP ALS NOTE. - UPDATED EVALUATION.
12. FEEDER SEGMENT CHANGED FROM CONVENTIONAL TO RNAV SEGMENT, ADDED TF, FO, RNP OF 1.00, AND UPDATED COURSE/DISTANCE FROM 308.65/28.42 TO 308.80/28.47. - VORMON MSL VORTAC.
13. ADDED CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT KERMI ON T398 EASTBOUND. - NEW T-ROUTE ESTABLISHED.
14. ADDED CHART MEMPHIS CENTER FREQUENCY TO ADDITIONAL FLIGHT DATA. - IAW 8260.19I PARA 8-2-4.B(1).
15. CHANGED FAS OBS COORDINATES FROM 345932N/0883631W TO 345931N/0883631W. - UPDATED MAP DATA.
16. DELETED ADDITIONAL FLIGHT DATA ENTRY CHAT IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W KERMI/MSL VORTAC 32.43 DME, RT, 091.76 INBOUND - REMOVED ALTERNATE MISSED APPROACH.



COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZME, AMGR

FLIGHT CHECKED BY

ROBERT E WILLIAMS

Digitally signed by
DONALD E SMITH
May 03, 2022

OFFICE

FPO

DATE

05/02/2022

DEVELOPED BY

STEVEN WINNER

Digitally signed by
STEVEN E WINNER
Mar 31, 2022

OFFICE

AJV-A411

DATE

01/13/2022

APPROVED BY

JULIE MORGAN

Digitally signed by
DONALD E SMITH
May 03, 2022

OFFICE

AJV-A410

DATE

TITLE
MANAGER

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

<u>AIRPORT ID</u> KCRX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 18	<u>AMDT NO.</u> 4	<u>CITY</u> CORINTH	<u>STATE</u> MS	<u>AIRPORT ELEVATION</u> 425	<u>FACILITY</u> I-UUR
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
KERMI

TO
SEYER LOM

<u>RNP</u>	<u>DISTANCE</u> 28.47	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>	
TOWER (28-020504)	345552.63N/0882514.35W	1183	20	3	1A	1000				AT217	2400	
TERRAIN	344715.00N/0881430.00W	808 (800)								AS1500	2300	

<u>COMPUTATIONS</u>	<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:

FINAL: ILS

FROM
GP INTCP

TO
RW18

<u>RNP</u>	<u>DISTANCE</u> 6.13	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>	
							ASC				614	

<u>COMPUTATIONS</u>	<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:



FINAL: LOC

FROM
SEYER LOM

TO
5.52 NM AFTER SEYER LOM

<u>RNP</u>	<u>DISTANCE</u> 5.52	<u>PAT</u>	<u>MAP</u> 5.52 NM AFTER SEYER LOM		<u>HAT</u> 606	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	345931.04N/0883630.50W		760	50	20	2C	250					1020

COMPUTATIONS

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

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
SEYER LOM

TO
P-4

RNP	DISTANCE	PAT P-4	MAP	HAT			HMAS				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (47-002367)	350420.92N/0884356.48W	996	20	10	1B	1000				AT404	2400
TERRAIN	350506.00N/0884248.00W	646 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:



MISSED APPROACH : ILS

FROM
DA

TO
SEYER LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 444					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (28-002378)	345525.17N/0884325.04W		910	20	3	1A	1000					2000
TERRAIN	345133.00N/0884227.00W		695 (700)								AS1500	2200

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

MISSED APPROACH : LOC

FROM
5.52 NM AFTER SEYER LOM

TO
SEYER LOM

RNP	DISTANCE	PAT	MAP	HAT			HMAS 770					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (28-002378)	345525.17N/0884325.04W		910	20	3	1A	1000					2000
TERRAIN	345133.00N/0884227.00W		695 (700)								AS1500	2200

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



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											
TREE	345408.57N/0883708.35W	1.30	595	619	50	20	2C	300		SI	1020
CATEGORY B											
TREE	345408.57N/0883708.35W	1.82	595	619	50	20	2C	300		SI	1020
CATEGORY C											
TOWER (28-056631)	345217.73N/0883806.85W	2.86	675	783	20	3	1A	300			1100
CATEGORY D											
TOWER (28-002390)	345352.08N/0883957.05W	3.73	735	851	50	20	2C	300			1160

CIRCLING REMARKS:

MSA

CENTER
UU LOM

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (28-000524)	344000.00N/0884505.00W	200	21.9	1296	250	50	4D	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZME ARTCC, GWO FSS

<u>WX SERVICE</u> AWOS-3PT	<u>LOCATION</u> KCRX	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCRX	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> KSZY	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSZY	<u>DISTANCE</u> 17.62	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 68

WX REMARKS:
RASS PRESSURE PATTERNS ARE THE SAME
KCRX: 425 MSL
KSZY: 610 MSL
RA = 67.4

<u>PRIMARY NAVAID</u> I-UUR	<u>MONITOR POINT</u> FBO TERMINAL	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - MALSR (PCL), MIRL (PCL), PAPI-2L	PIR-G	
RW36 - MIRL (PCL), PAPI-2L	PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 402.9	<u>TCH</u> 46.0	<u>ELEV GS ANTENNA</u> 404.2	<u>DISTANCE FROM RWY</u> 836	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 46.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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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:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

FOR CONTINGENCY PURPOSES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SELMER ALTIMETER SETTING: INCREASE S-ILS 18 DA TO 682 FEET; INCREASE ALL MDAS 80 FEET AND VISIBILITY S-LOC 18 CAT C/D 1/8 SM, AND CIRCLING CAT C/D 1/2 SM. FOR INOPERATIVE ALS WHEN USING SELMER ALTIMETER SETTING, INCREASE S-ILS 18 ALL CAT VISIBILITY TO 7/8 SM.

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	3.61
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.00
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	173.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	5.19
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.34
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	173.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD
COORDINATES
(IF STR-IN) 345525.83N/0883616.93W

ARP COORDINATES 345453.88N/0883612.54W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP RUNWAY 18 DISTANCE 0.53 NM

FAF
COORDINATES 350055.40N/0883702.22W

FIX NAME
COORDINATES

REMARKS
NO ADDITIONAL AIRSPACE REQUIRED



PART E: PREPARED BY

<u>NAME</u> STEVEN WINNER	<u>OFFICE</u> AJV-A411	<u>DATE</u> 01/13/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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