

LOC/DME I-JQX 108.9 Chan 26	APP CRS 178°	Rwy Idg 6499 TDZE 965 Apt Elev 978
---	------------------------	---

ILS or LOC RWY 18
JOPLIN RGNL (JLN)

DME required for LOC only. ADF required. RADAR required for procedure entry.

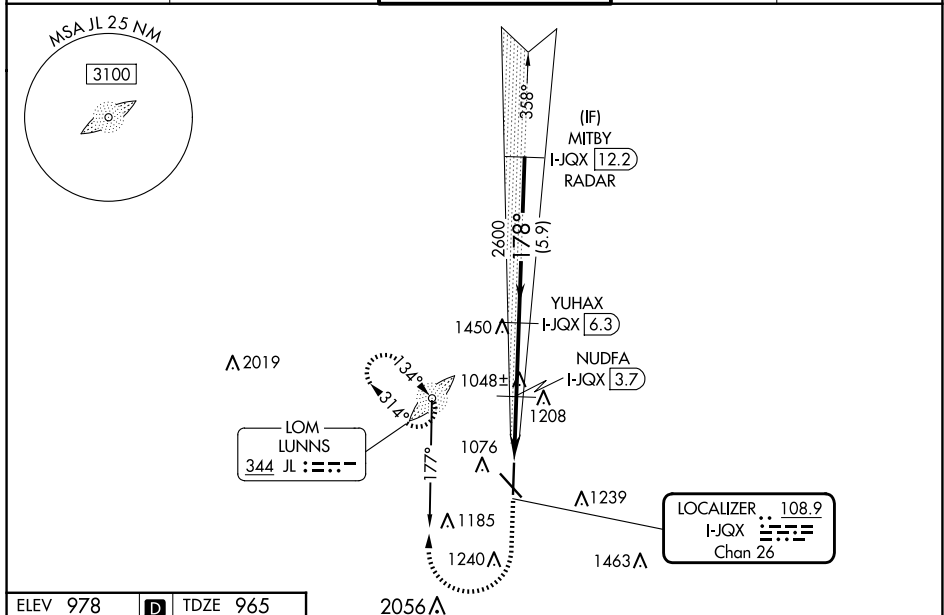
T Autopilot coupled approach NA below 1147.
A For inop ALS, increase S-ILS 18 all Cats visibility to RVR 4500 and S-LOC 18 Cat C/D visibility to RVR 5500.

MALS®



MISSED APPROACH: Climb to 1460 then climbing right turn to 3100 on LUNNS LOM bearing 177° to LUNNS LOM and hold, continue climb-in-hold to 3100. S-ILS 18* missed approach requires minimum climb of 204 feet per NM to 2240. (If unable to meet climb gradient use S-ILS 18 minimums).

ATIS 120.85	KANSAS CITY CENTER 128.6 282.325	JOPLIN TOWER★ 119.8 (CTAF) 0	GND CON 121.6	UNICOM 122.95
-----------------------	--	--	-------------------------	-------------------------



ELEV 978

D

TDZE 965

178°

8'

A_S

d

6502 X 100

-0.3% UP

TWR 1055

6501 X 130

-0.5% UP

36

HIRL Rwy 13-31

HIRL Rwy 18-36

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

Figure 1-1: Example of a 4th Step Procedure Chart

The chart illustrates a flight path starting from a runway, passing through various waypoints (JL, I-JQX, NUDFA, YUHAX, MITBY), and ending at a final altitude of 3100 feet. Key altitudes include 1460, 3100, 1760, 2600, and 3100. Distances between waypoints are marked: 1.1 NM, 1.3 NM, 2.6 NM, and 5.9 NM. The chart also includes a table with categories (S-ILS 18*, S-ILS 18, S-LOC 18, CIRCLING) and their corresponding altitudes and distances.

CATEGORY	A	B	C	D
S-ILS 18*	1165/24	200 (200-½)		
S-ILS 18	1240/24	275 (300-½)		
S-LOC 18	1340/24	375 (400-½)	1340/35	375 (400-¾)
CIRCLING	1420-1 442 (500-1)	1480-1 502 (600-1)	1540-1¾ 562 (600-1¾)	1600-2 622 (700-2)