

WAAS CH 60935 W18A	APP CRS 177°	Rwy Idg 3998 TDZE 415 Apt Elev 415
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RNAV (GPS) RWY 18

FOX STEPHENS FLD/GILMER MUNI (JXI)

RNP APCH - GPS.

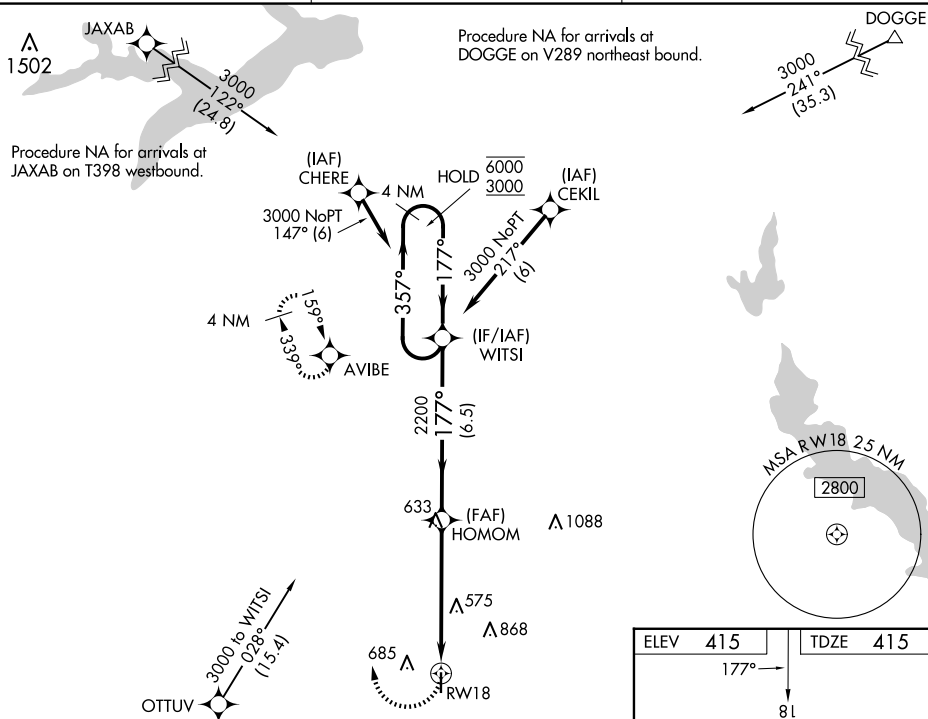
T Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Longview altimeter setting and increase all MDA 60 feet and increase LP, LNAV, and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH:
Climbing right turn to 3000
direct AVIBE and hold.

AWOS-3PT
120.250

LONGVIEW APP CON★
124.275 257.975

CTAF
122.9



3000	AVIBE
	

VGSI and descent angles not coincident (VGSI Angle 3.75/TCH 32).

Figure 10: Example of a holding pattern. The diagram illustrates a flight path starting from RW18, proceeding to a point 5.5 NM away, then to HOMOM, then to WTSI, and finally to a holding pattern. The holding pattern is a 4 NM holding pattern with a 357° heading and a 177° heading. The distance from RW18 to HOMOM is 5.5 NM, and from HOMOM to WTSI is 6.5 NM. The holding pattern is located 4 NM from WTSI. The diagram also shows a 3.00° TCH 40 and a 2200 altitude.

CATEGORY	A	B	C	D
LP MDA	820-1	405 (500-1)	820-1 $\frac{1}{8}$ 405 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	880-1	465 (500-1)	880-1 $\frac{3}{8}$ 465 (500-1 $\frac{3}{8}$)	NA
 CIRCLING	1000-1 585 (600-1)	1060-1 645 (700-1)	1180-2 $\frac{1}{4}$ 765 (800-2 $\frac{1}{4}$)	NA

ELEV 415

TDZE 415

177°

81

3998 X 60

36

MRL Rwy 18-36