

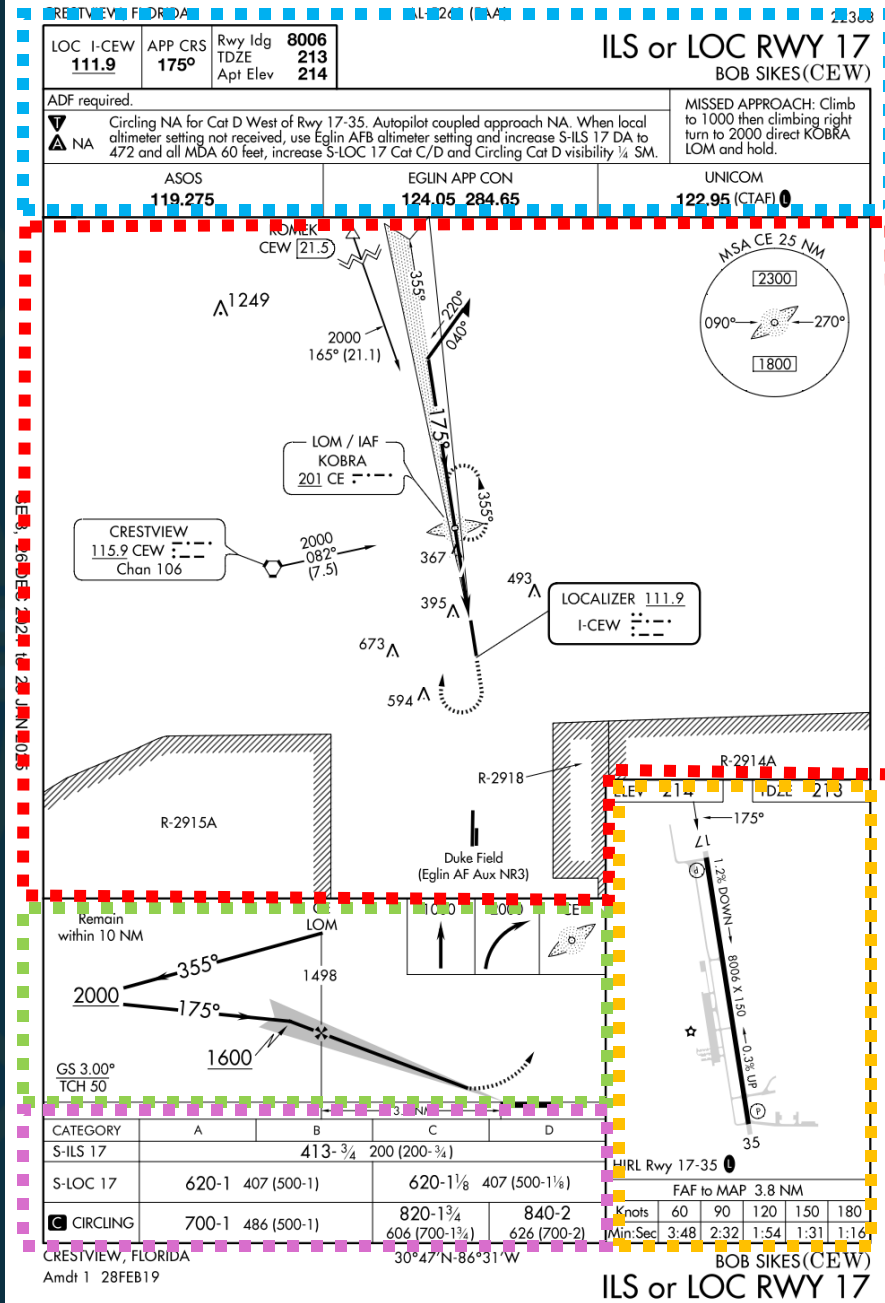
APPROACH PLATES

Tiziano Bernard, CFII

Mission Objectives

- To examine the various parts of an instrument approach chart (plate).
- To examine the various symbology and chart design.
- To understand required equipment and how to fly the approach.
- To learn a possible briefing method.

General Sections



← Header

← Plan View

← Airport Diagram Thumbnail

→ Vertical Profile

→ Lines of Minima

Header

City, State

NAV Freq

NAV Requirements



Final Approach Course

Runway Geometry

Chart ID # (Designer)

Procedure

Note: This plate is for the precision approach (ILS) and the non-precision (LOC)

CRESTVIEW, FLORIDA				AL-5261 (FAA)		22363	
LOC I-CEW 111.9	APP CRS 175°	Rwy Idg TDZE Apt Elev	8006 213 214	ILS or LOC RWY 17			
ADF required.				MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct KOBRA LOM and hold.			
 Circling NA for Cat D West of Rwy 17-35. Autopilot coupled approach NA. When local altimeter setting not received, use Eglin AFB altimeter setting and increase S-ILS 17 DA to 472 and all MDA 60 feet, increase S-LOC 17 Cat C/D and Circling Cat D visibility 1/4 SM.							
ASOS 119.275		EGLIN APP CON 124.05 284.65		UNICOM 122.95 (CTAF) 			

Name (Ident)

Textual Missed Approach

WX

Notes

TRACON

Tower or CTAF

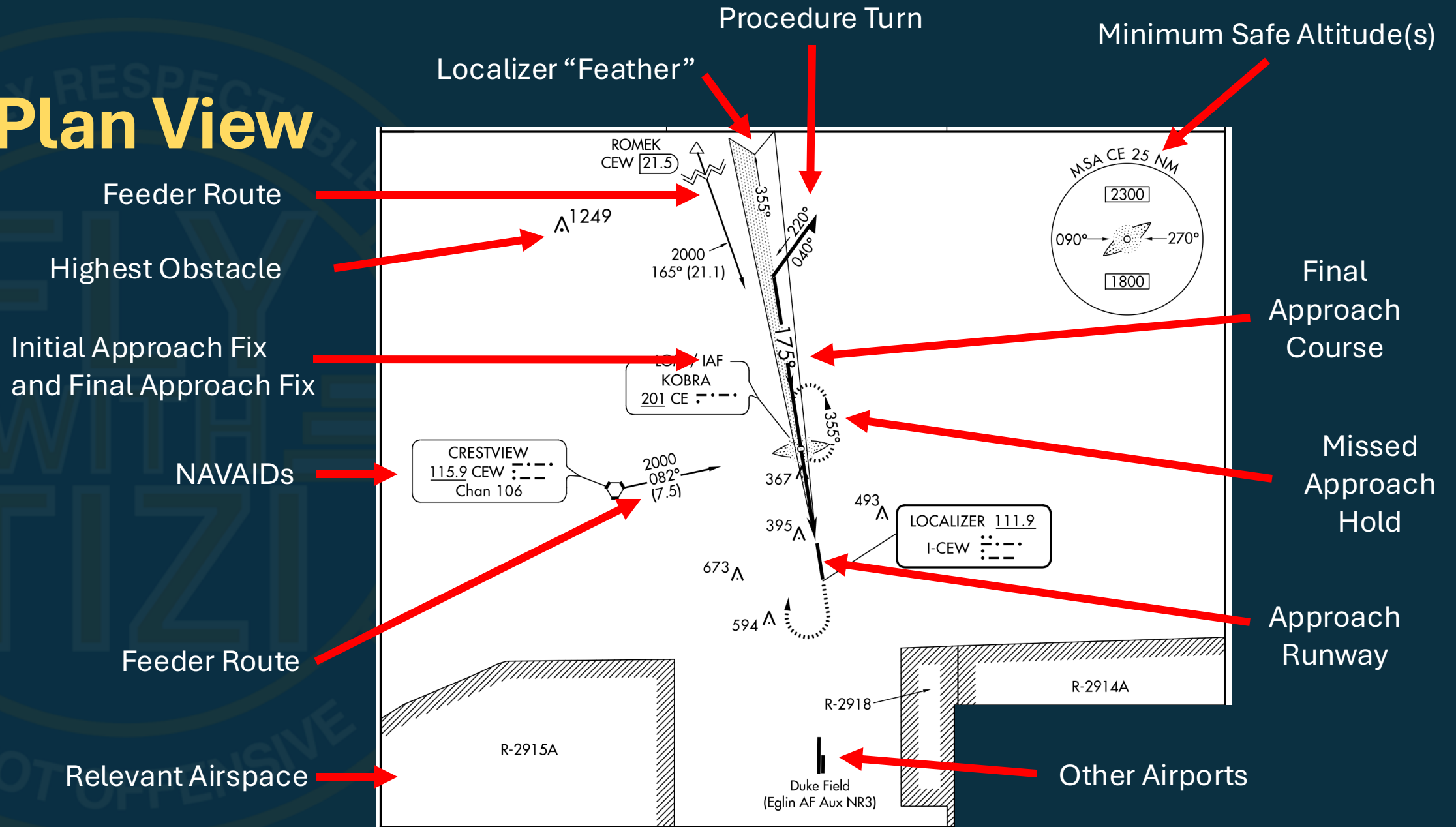


Non-standard takeoff minimums / obstacle departure procedures / diverse vector area / close-in obstacles

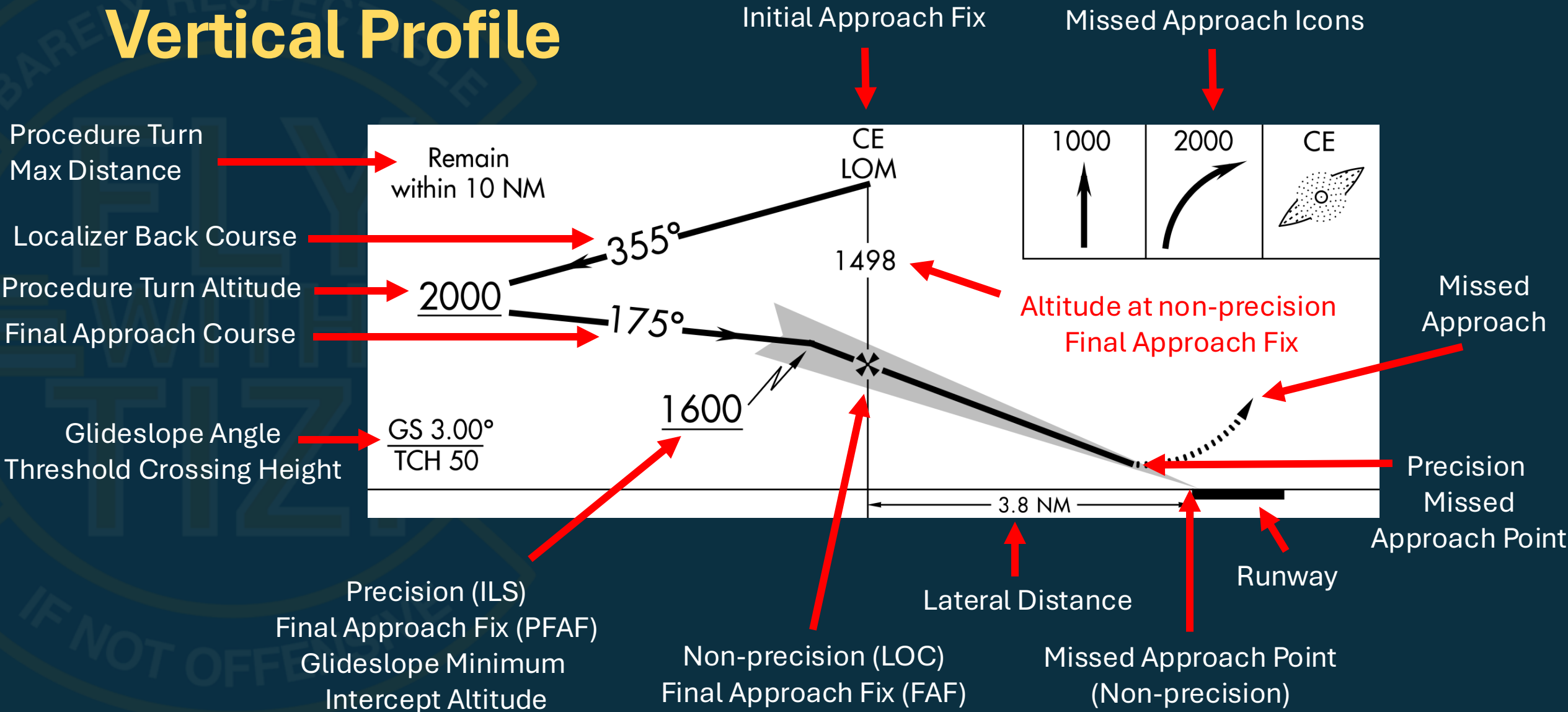
Non-standard Alternate requirements exist

Note: 'NA' = NOT AUTHORIZED; N/A = NOT AVAILABLE

Plan View



Vertical Profile



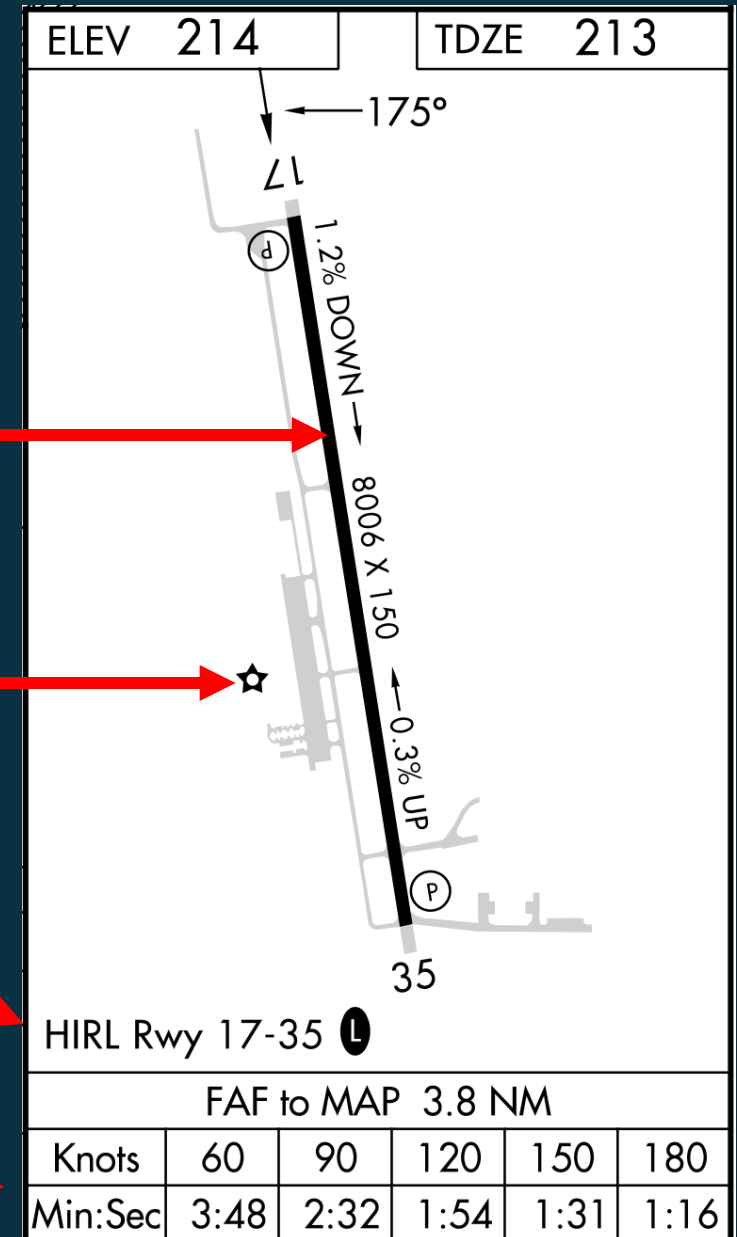
Airport Diagram Thumbnail

Airport Geometries

Beacon

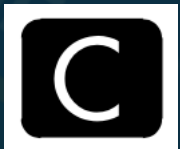
Runway Lighting

Time between Final Approach Fix (FAF) and Missed Approach Fix (MAP) based on various ground speeds.



Lines of Minima

Airplane Categories	Decision Altitude	Required Horizontal Visibility	Decision Height	
CATEGORY	A	B	C	D
Straight-in (S) ILS Precision Minimums	S-ILS 17			
Straight-in (S) LOC Non-Precision Minimums	S-LOC 17			
Circling Minimums	C CIRCLING			
	620-1	407 (500-1)	620-1 $\frac{1}{8}$	407 (500-1 $\frac{1}{8}$)
	700-1	486 (500-1)	820-1 $\frac{3}{4}$ 606 (700-1 $\frac{3}{4}$)	840-2 626 (700-2)
	Minimum Descent Altitude		Minimum Descent Height	Military Minimums (ignore...)




New increased Circling Radii

Margins

Amendment
Last Revision
Date



 CIRCLING	700-1
CRESTVIEW, FLORIDA	
Amdt 1 28FEB19	

Airport
Lat/Long



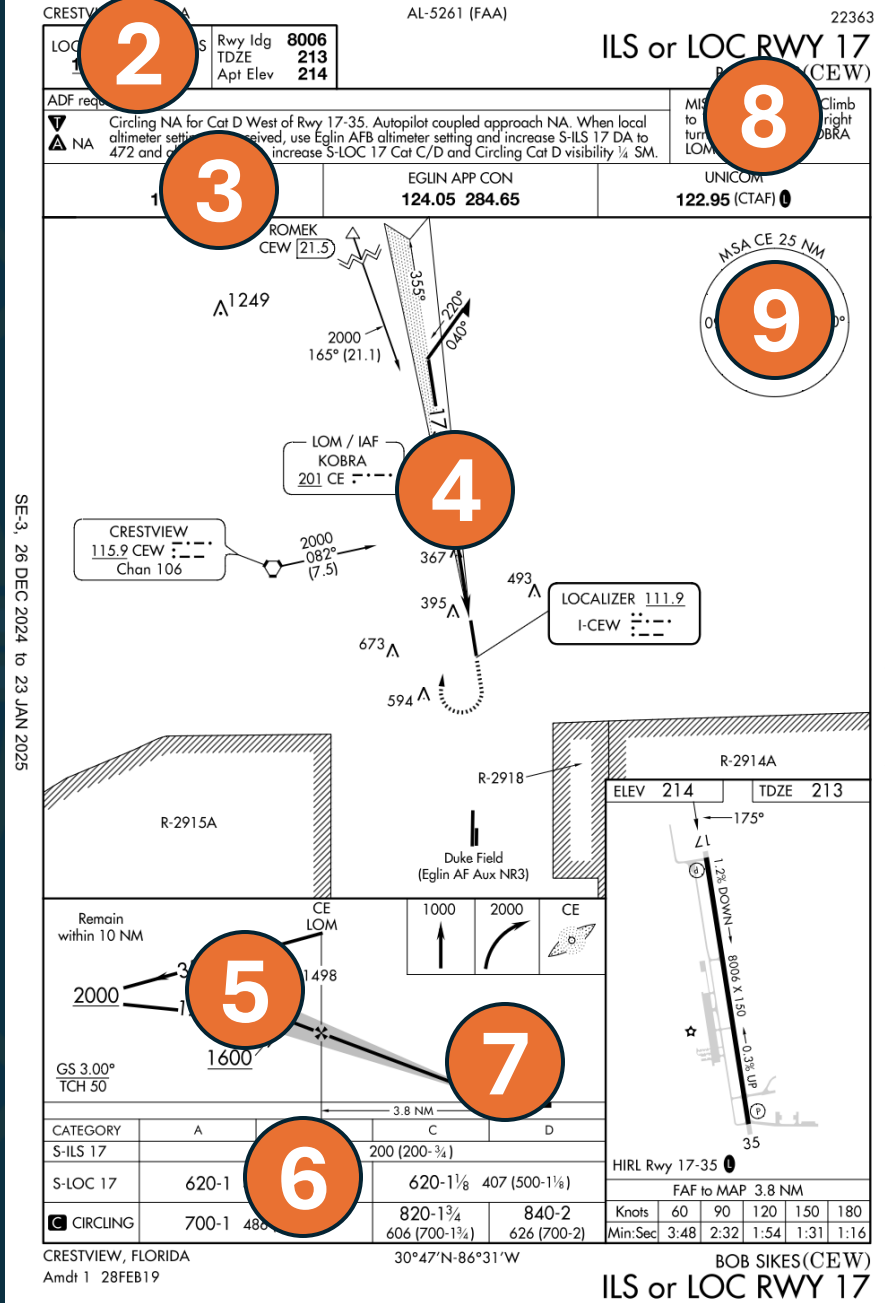
	820-1 ³ / ₄ 606 (700-1 ³ / ₄)	840-2 626 (700
	30°47'N-86°31'W	

Section and Validity Dates



SE-3, 26 DEC 2024 to 23 JAN 2025

Briefing

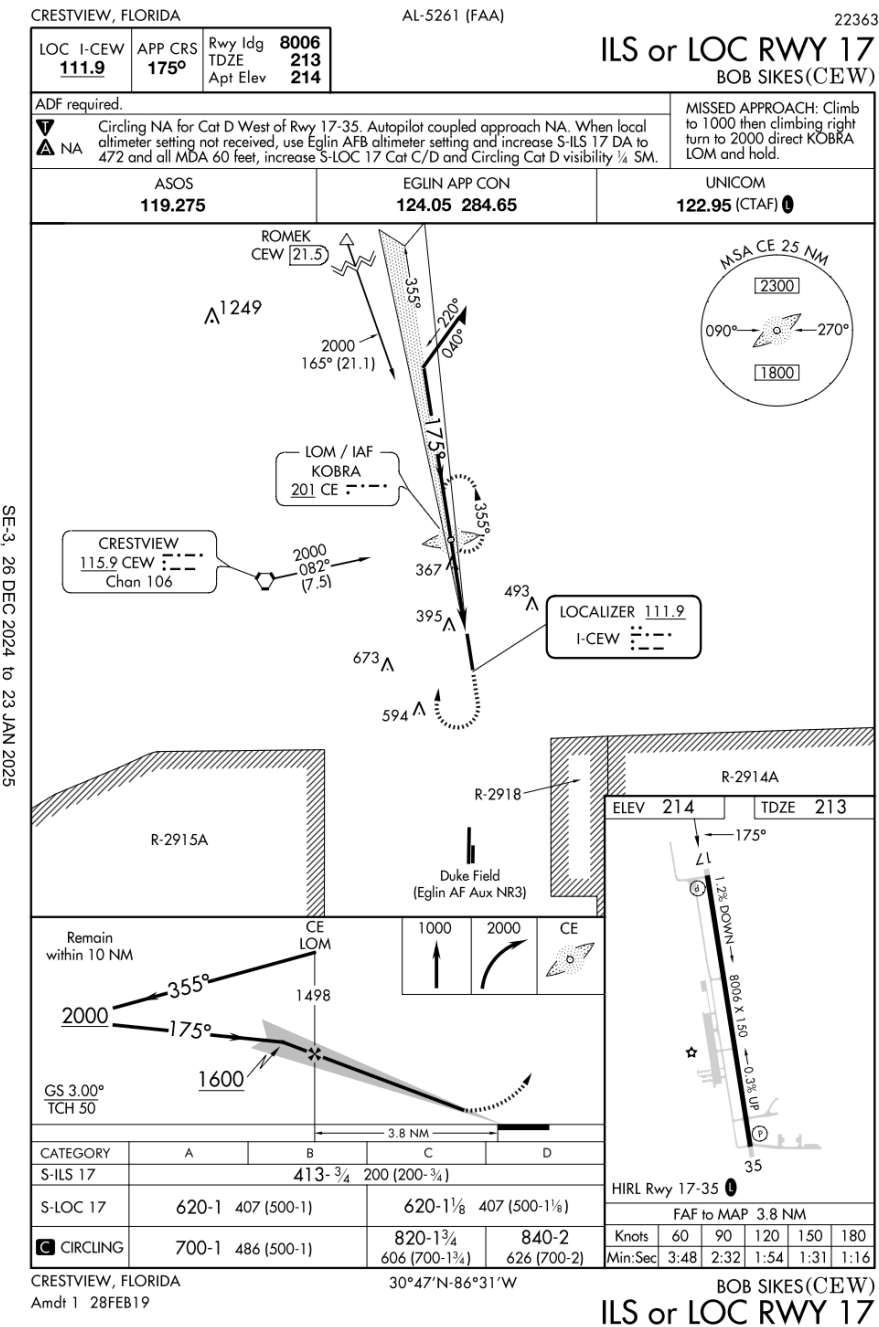


SE-3, 26 DEC 2024 to 23 JAN 2025

SE-3, 26 DEC 2024 to 23 JAN 2025

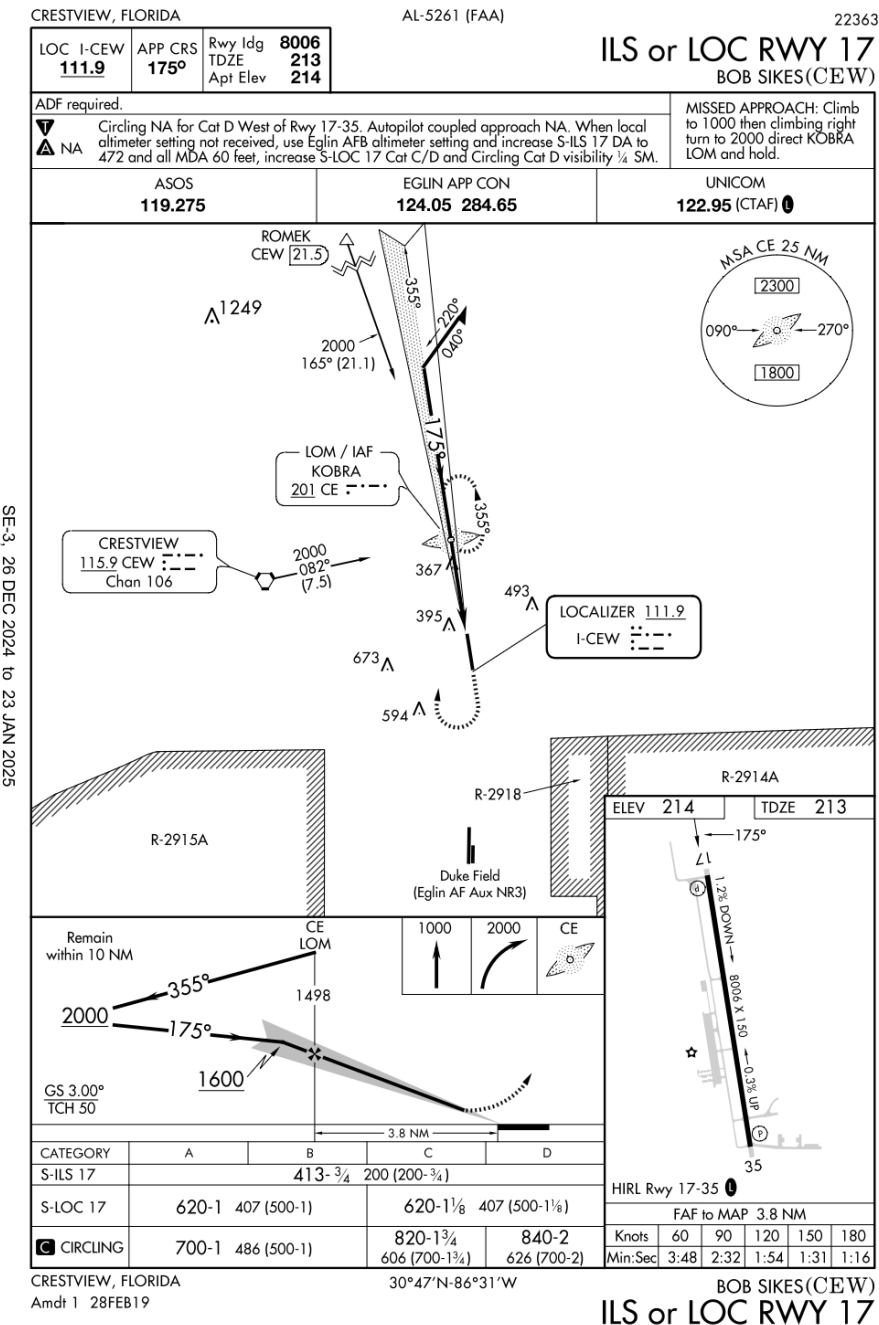
Flight (for ILS)

- Arrive at KOBRA (IAF) either direct or via Feeder route.
- Fly the localizer back (355°) and execute a procedure turn within 10 NM of KOBRA above 2000 ft by turning right heading 040° for one minute and then left 220° until intercepting the final approach course (175°).
- Proceed inbound on the localizer (frequency 111.9) until intercepting the glideslope above 1600 ft. That is the PFAF.
- Descend on the glideslope and verify the altitude is 1498 ft at KOBRA (FAF).
- Proceed to minimums (413 ft) and execute a decision at that altitude (DA).
- If runway environment is not in sight at DA, execute the missed approach.
- If anything happens, your minimum safe altitude (MSA) is 2300 ft.



Flight (for LOC)

- Arrive at KOBRA (IAF) either direct or via Feeder route.
- Fly the localizer back (355°) and execute a procedure turn within 10 NM of KOBRA above 2000 ft by turning right heading 040° for one minute and then left 220° until intercepting the final approach course (175°).
- Proceed inbound on the localizer (frequency 111.9) until KOBRA. This is the FAF.
- Descend to minimum descent altitude (620 ft) and continue to the missed approach point (MAP) which is the runway. You can also determine the MAP by timing the final approach segment (FAF to MAP).
- If runway environment is not in sight at the MAP, execute the missed approach.
- If anything happens, your minimum safe altitude (MSA) is 2300 ft.



SE-3, 26 DEC 2024 to 23 JAN 2025

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APPROACH PLATES

[Read the article on Chart Briefings on FlyWithTizi.com](#)