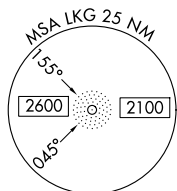


ILS or LOC RWY 23
JIMMY CARTER RGNL (ACJ)

V **NA** Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Columbus altimeter setting and increase S-ILS 23 DA to 889 and all MDA 120 feet, increase S-ILS 23 all Cats visibility and S-LOC 23 Cat C/D visibility $\frac{1}{4}$ SM, increase Circling Cat C visibility $\frac{1}{2}$ SM, and Circling Cat D visibility $\frac{1}{4}$ SM. For inop ALS when using Columbus altimeter setting increase S-LOC 23 Cat C/D visibility to $1\frac{1}{4}$ SM. Circling Rwy 10, 28 NA at night. For inop ALS, increase S-ILS 23 all Cats visibility to $\frac{3}{4}$ SM.



MISSED APPROACH:
Climb to 1100 then
climbing left turn to
2500 direct LKG NDB
and hold.

UNICOM
122.8 (CTAF) 

REIL Rwy 23
HIRL Rwy 5-23

1100 2500 LKG

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 59°).

LKG NDB (OVZES)

One Minute Holding Pattern

2300 050° 230° 2500

2300

GS 3.00° TCH 62

5.1 NM 0.5 NM

CATEGORY	A	B	C	D
S-ILS 23	775- $\frac{3}{4}$		311 (400- $\frac{3}{4}$)	
S-LOC 23	940- $\frac{3}{4}$ 476 (500- $\frac{3}{4}$)		940-1 $\frac{1}{8}$ 476 (500-1 $\frac{1}{8}$)	
CIRCLING	940-1 472 (500-1)		1020-1 $\frac{1}{2}$ 552 (600-1 $\frac{1}{2}$)	1280-2 $\frac{3}{4}$ 812 (900-2 $\frac{3}{4}$)