

VORTAC SZW 117.5 Chan 122	APP CRS 353°	Rwy Ldg 7000 TDZE 62 Apt Elev 83
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VOR or TACAN RWY 36
TALLAHASSEE INTL (TLH)

DME required.



For inop ALS, increase VOR Cat E visibility to RVR 6000.
For inop ALS, increase TACAN Cat E visibility to RVR 6000.

ASR



MISSED APPROACH: Climb to 4000 direct SZW VORTAC and on SZW VORTAC R-288 to QUILL/SZW 11.8 DME and hold, continue climb-in-hold to 4000.

ATIS 119.45 239.25	TALLAHASSEE APP CON ★ 135.8 317.4	TALLAHASSEE TOWER ★ 118.7(CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 123.075
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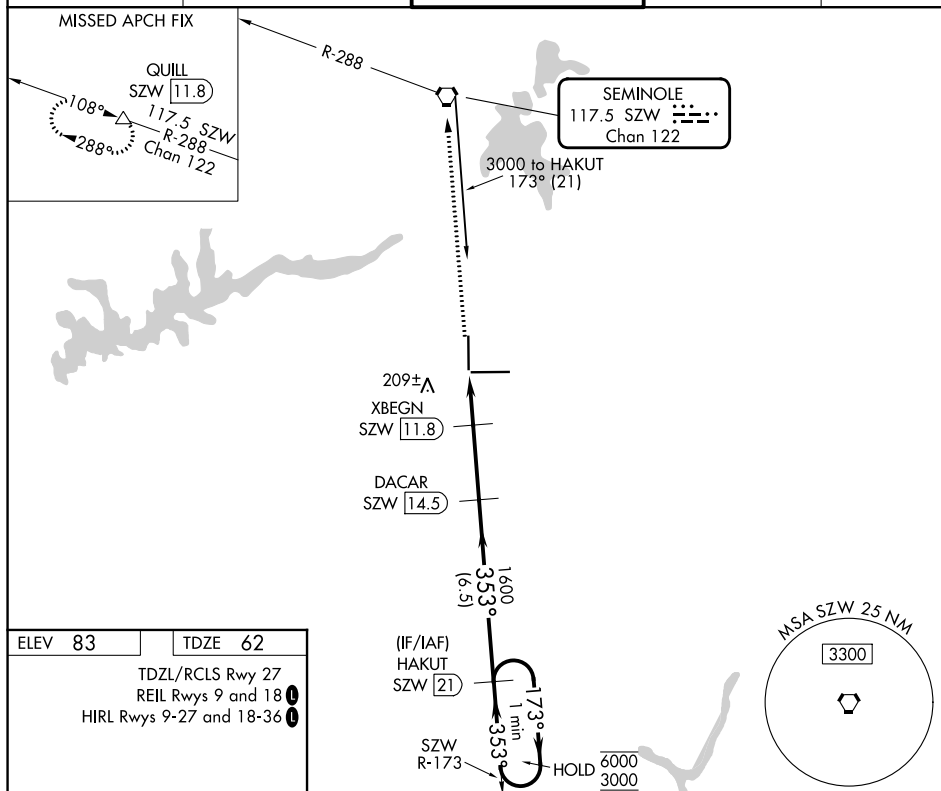


Diagram illustrating the TDZL/RCLS Rwy 27 approach. The diagram shows a vertical segment labeled 8L and a horizontal segment labeled 27. The vertical segment has a 0.4% UP slope and a 7000 elevation marker. The horizontal segment has an 8000 X 150 dimension. Various navigation aids are marked: a star for the TDZL, a circle with A for the RCLS, and a square for the TWR. A bearing of 353° is indicated for the approach to the vertical segment. The diagram is titled ELEV 83 and TDZE 62. Text above the diagram reads TDZL/RCLS Rwy 27, REIL Rwy 9 and 18, and HIRL Rwy 9-27 and 18-36.

4000 ↑	SZW ⬢	SZW R-288	QUILL △	Diagram description: The diagram shows a flight path starting at 4000 feet. It proceeds through several waypoints: SZW (9.8 NM), SZW (10.9 NM), XBEGN (11.8 NM), DACAR (14.5 NM), and HAKUT (21 NM). The path includes a 3.00° turn at XBEGN and a 353° turn at DACAR. The final segment is a 173° turn at HAKUT. The path ends at a 6000/3000 altitude. A 'One Minute Holding Pattern' is indicated at the end of the path.									
CATEGORY				A		B		C		D		E	
S-36				460/24		398 (400-½)		460/35		398 (400-¾)			
CIRCLING				580-1 497 (500-1)		600-1 517 (600-1)		640-1½ 557 (600-1½)		800-2¼ 717 (800-2¼)		1000-3 917 (1000-3)	