

LOC/DME	I-GVL	Rwy Ldg	5370
110.55	APP CRS	TDZE	1275
Chan 42 (Y)	044°	Apt Elev	1277

ILS or LOC RWY 5

LEE GILMER MEML (GVL)

DME required.
RADAR required for procedure entry.

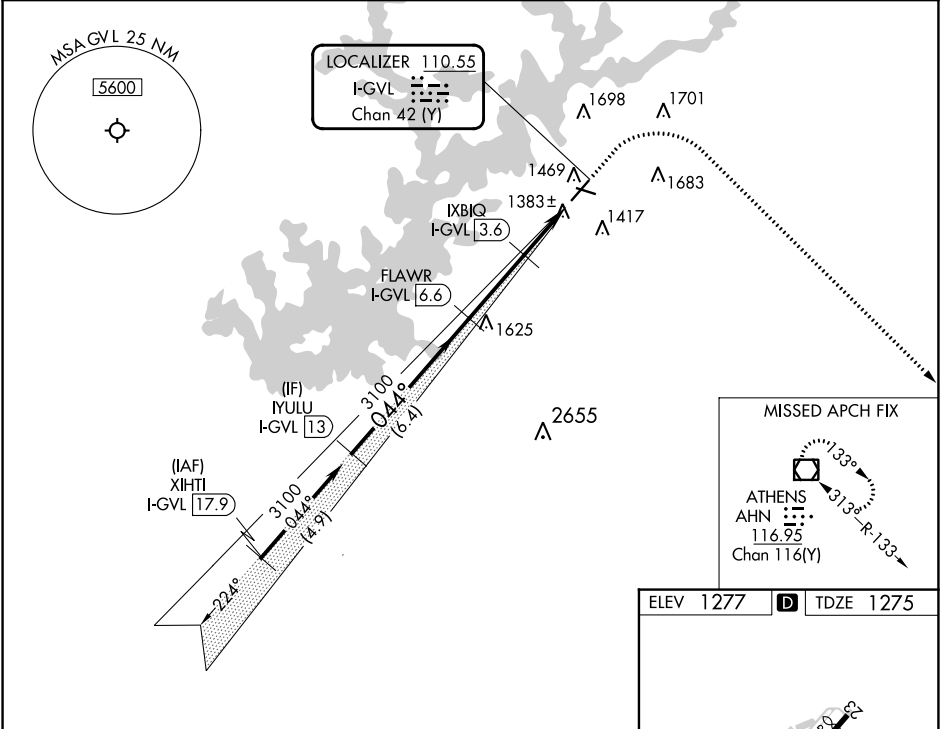
MAJLSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct AHN VOR/DME and hold.

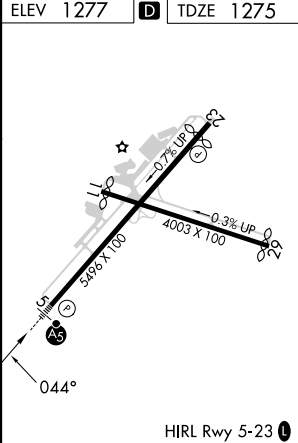
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Circling Rwy 11, 29 NA at night.
For inop ALS increase S-LOC 5 Cats C and D visibility to 1 SM.

ASOS 126.475	ATLANTA APP CON★ 132.475 291.1	UNICOM 123.075 (CTAF) 0
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 31).				
2000 3100 AHN				
3100 044° 3100 2140 6.4 NM 3 NM 1.6 NM 1.1 NM				
CATEGORY	A	B	C	D
S-ILS 5	1475-½ 200 (200-½)			
S-LOC 5	1640-½	365 (400-½)	1640-⅝	365 (400-⅝)
CIRCLING	1780-1 503 (600-1)	2000-1 723 (800-1)	2000-2 723 (800-2)	2020-2½ 743 (800-2½)

ELEV 1277	D	TDZE 1275			
 The diagram illustrates the layout of HIRL Rwy 5-23. It shows a primary runway segment with a width of 5496 x 100 and a secondary segment with a width of 4003 x 100. The runway is oriented at a 0.44 degree angle. Slopes are indicated as 0.3% UP. Various symbols including a star, circles with numbers, and a circle with a cross are present. A scale bar at the bottom indicates distances from FAF to MAP 5.6 NM.					
HIRL Rwy 5-23					
FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52