

## ILS or LOC/DME RWY 14

LOC I-RVP <b>108.3</b>	APCH CRS <b>141°</b>	Rwy ldg <b>12,001</b> THRE <b>5473</b> Arpt Elev <b>5550</b>
---------------------------	-------------------------	--

AL-3188 [USAF]

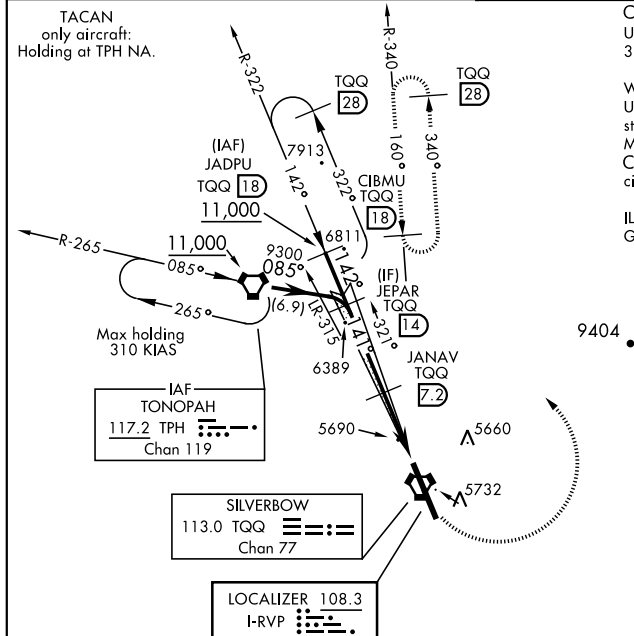
TONOPAH TEST RANGE (KTNX)

- ▼ \*When ALS inop, increase CAT ABCDE vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to  $1\frac{1}{2}$  miles.  
 \*\*\*Circling not authorized West of Rwy 14/32.



MISSED APPROACH: Turn left climbing to 11,000 via TQQ R-340 to CIBMU and hold, continue climb-in-hold to 11,000.

AWOS <b>113.0</b>	NELLIS CONTROL <b>119.35 254.4</b>	SILVERBOW TOWER <b>124.75 257.95 0</b>	GND CON <b>127.25 335.5</b>
----------------------	---------------------------------------	---	--------------------------------

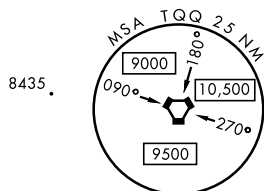


CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline.

When VGSI inop, procedure NA at night. USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

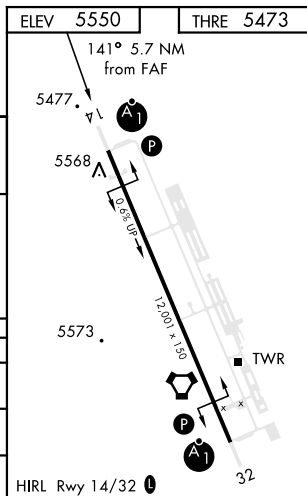
CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

ILS Rwy 14; ILS procedure NA for Height Group 4 aircraft due to low TCH.



EMERG SAFE ALT 100 NM 16,600

VGSIs and descent angles not coincident. JEPAR 14 9300 GS 2.75° TCH 42 JANAV 7.2 7200 OSRIE 2 5.2 NM VORTAC 0.5 NM					
CATEGORY	A	B	C	D	E
S-ILS 14 *	5673 - $\frac{1}{2}$		200	(200 - $\frac{1}{2}$ )	
S-LOC 14 **	5960 - $\frac{1}{2}$ 487 (500 - $\frac{1}{2}$ )		5960-1	487	(500-1)
CIRCLING ***	6040-1 490 (500-1)		6040-1 $\frac{1}{2}$ 490 (500-1 $\frac{1}{2}$ )	6100-2 550	(600-2)



## ILS or LOC/DME RWY 14