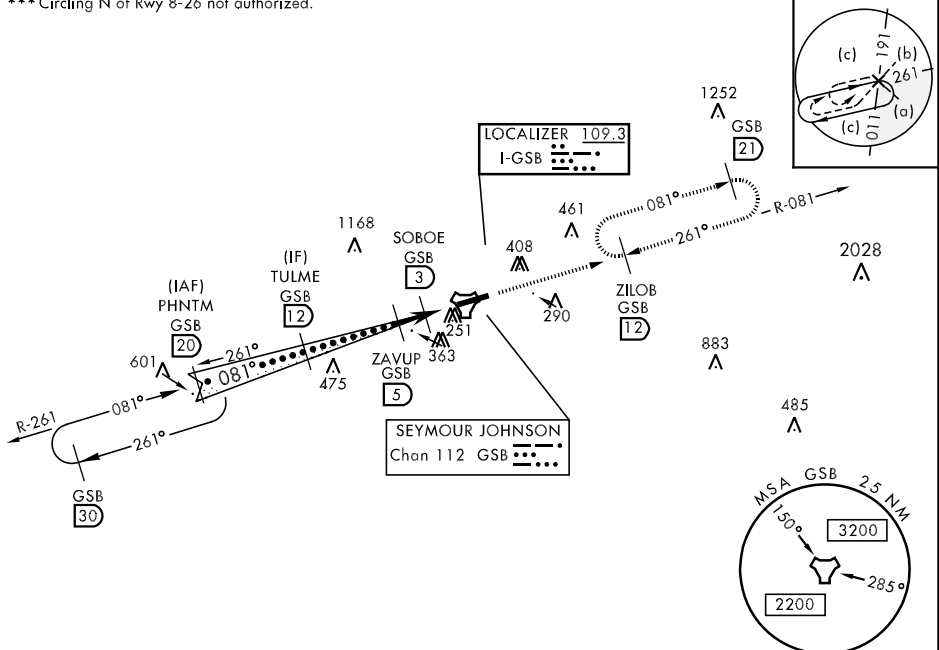


## HI-ILS or LOC/DME RWY 8

LOC I-GSB <b>109.3</b>	APCH CRS <b>081°</b>	Rwy Idg THRE <b>11,760</b> Arpt Elev <b>109</b>	JAL-169 [USAF]	SEYMOUR JOHNSON AFB (KGSB)
<b>V</b> * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase vis to $1\frac{3}{8}$ miles.			ALSF-1 	MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★ <b>317.625</b>	SEYMOUR JOHNSON APP CON 258°-110° <b>123.7 290.9</b> 111°-257° <b>119.7 273.6</b>	SEYMOUR JOHNSON TOWER ★ <b>126.25 370.875</b>	GND CON <b>138.1 275.8</b>	CLNC DEL <b>128.025 270.8</b>
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\*\*\* Circling N of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 3700

PHNTM R-261 6000 4000 081° 2500 1600 GS 3.00° TCH 47			VGS and descent angles not coincident. 2300 GSB R-081 † LOC ONLY ZILOB R-081 170 215 160 126 081° 4.6 NM from FAF 11760 x 300 0.3% UP		
TULME 2500 1600 960 2 NM 2.1 NM 5			ZAVUP 5 SOBOE 3 JAVIX 1.7 1.9 TACAN		
CATEGORY	C	D	E		
S-ILS 8*	273/24	200	(200-1/2)		
S-LOC 8**	560/50	487	(500-1)		
CIRCLING***	680-1 1/2 571 (600-1/2)	700-2 591 (600-2)	760-2 1/4 651 (700-2/4)		

## HI-ILS or LOC/DME RWY 8

## HI-ILS or LOC/DME RWY 26

LOC I-DDX <b>109.9</b>	APCH CRS <b>261°</b>	Rwy ldg THRE <b>11,760</b> Arpt Elev <b>109</b>
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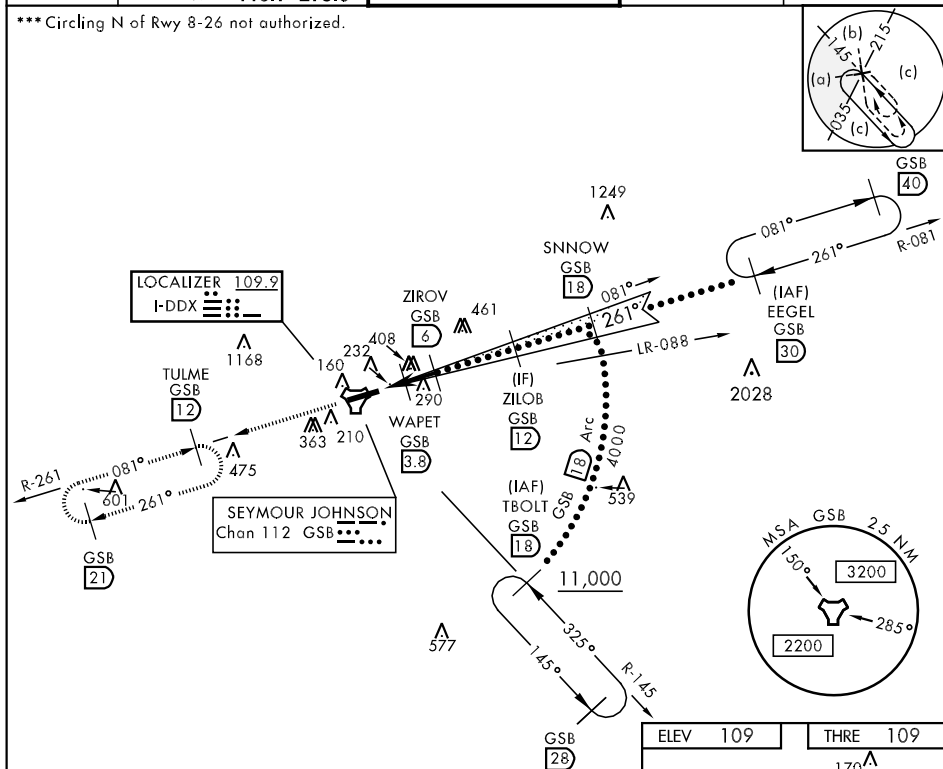
JAL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

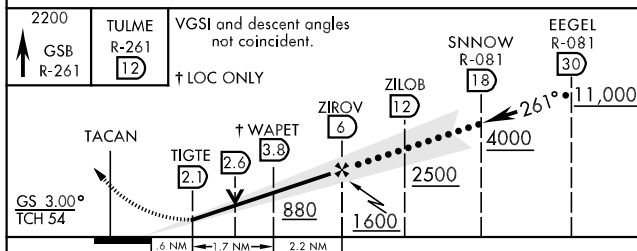
<p>▼ * When ALS inop, increase RVR to 40 and vis to <math>\frac{3}{4}</math> mile.</p> <p>** When ALS inop, increase RVR to 60 and vis to <math>1\frac{1}{2}</math> miles.</p>	<p>ALSF-1</p>	<p>MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.</p>
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<p>ATIS ★</p> <p><b>317.625</b></p>	<p>SEYMOUR JOHNSON APP CON</p> <p>258°-110° <b>123.7 290.9</b></p> <p>111°-257° <b>119.7 273.6</b></p>	<p>SEYMOUR JOHNSON TOWER ★</p> <p><b>126.25 370.875</b></p>	<p>GND CON</p> <p><b>138.1 275.8</b></p>	<p>CLNC DEL</p> <p><b>128.025 270.8</b></p>
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\*\*\* Circling N of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-ILS 26*	309/24	200	(200- $\frac{1}{2}$ )
S-LOC 26**	500/35	391	(400- $\frac{1}{2}$ )
CIRCLING***	680-1 $\frac{1}{2}$ 571 (600- $\frac{1}{2}$ )	700-2 591 (600-2)	760-2 $\frac{1}{4}$ 651 (700-2 $\frac{1}{4}$ )

ELEV 109	THRE 109
170°	
HIRL Rwy 8-26	
FAF to MAP 3.9 NM	
Knots	120 140 160 180 200
Min:Sec	1:57 1:40 1:28 1:18 1:10

## HI-ILS or LOC/DME RWY 26

GOLDSBORO, NORTH CAROLINA

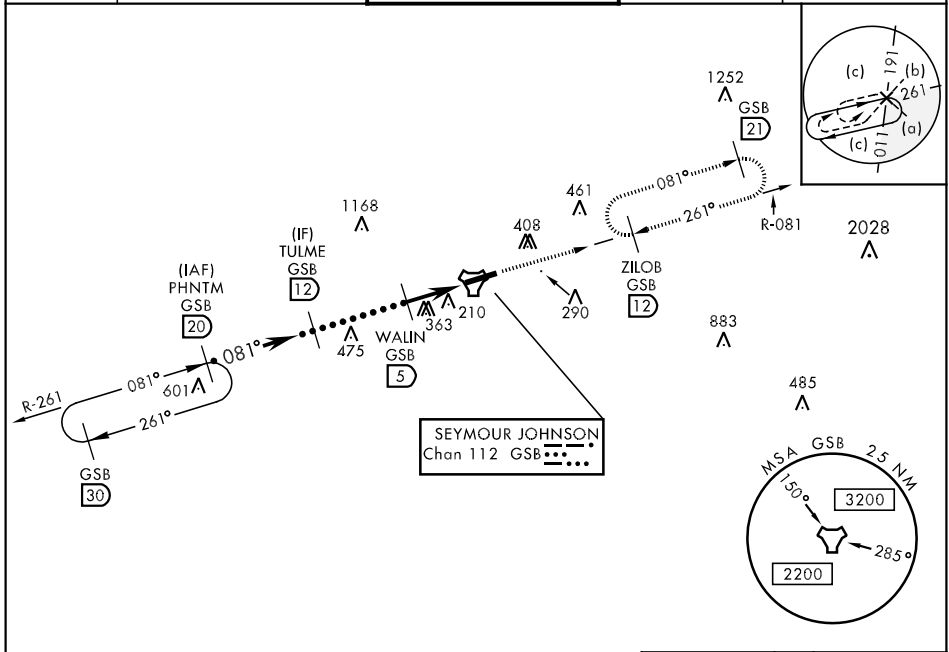
TACAN GSB Chan <b>112</b>	APCH CRS <b>081°</b>	Rwy Idg THRE <b>72</b> Arpt Elev <b>109</b>
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JAL-169 [USAF]

HI-TACAN RWY 8  
SEYMOUR JOHNSON AFB (KGSB)

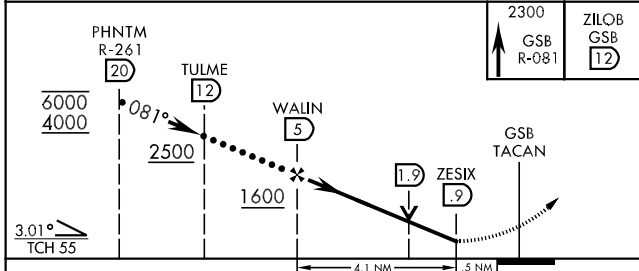
<b>V</b> * When ALS inop, increase vis to 1½ miles. ** Circling N of Rwy 8-26 not authorized.	ALSF-1 	MISSED APPROACH: Climb to 2300 via GSB TACAN R-081 to ZILOB and hold.
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ATIS ★ <b>317.625</b>	SEYMOUR JOHNSON APP CON 258°-110° <b>123.7 290.9</b> 111°-257° <b>119.7 273.6</b>	SEYMOUR JOHNSON TOWER ★ <b>126.25 370.875</b>	GND CON <b>138.1 275.8</b>	CLNC DEL <b>128.025 270.8</b>
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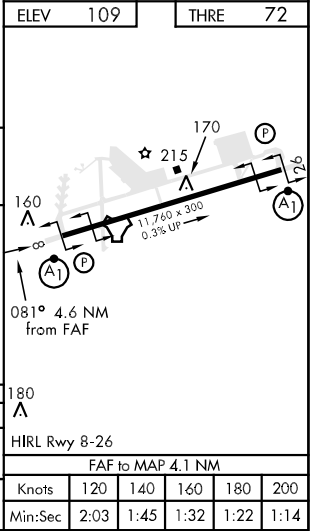


ELEV 109	THRE 72
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EMERG SAFE ALT 100 NM 3700



CATEGORY	C	D	E
S-8 *	600/55	527	(500-1)
CIRCLING **	680-1½ 571 (600-1½)	700-2 591 (600-2)	760-2½ 651 (700-2½)



GOLDSBORO, NORTH CAROLINA

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 4 02MAY13

HI-TACAN RWY 8

SE-2, 02 MAY 2013 to 30 MAY 2013

SE-2, 02 MAY 2013 to 30 MAY 2013

## HI-TACAN RWY 26

SEYMOUR JOHNSON AFB (KGSB)


**MISSED APPROACH:** Climb to 2200 via GSB R-261 to TULME and hold.

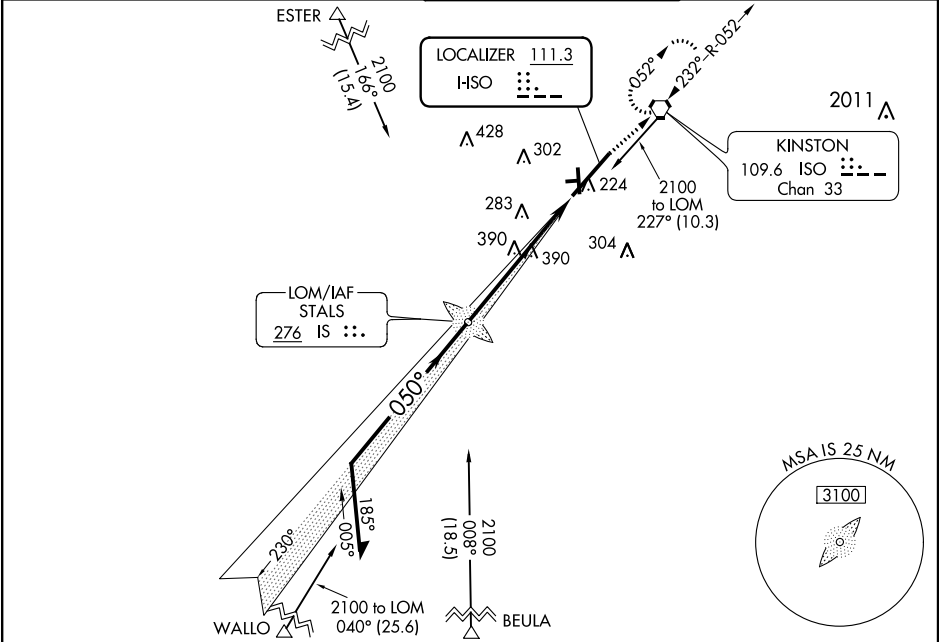
Profile view of the runway showing elevation, stationing, and sight lines. The profile includes the following data points and features:

- Stationing and Elevation:**
  - Station 0+00: Elevation 2200 (GSB R-261)
  - Station 0+12: Elevation 12 (TULME R-261)
  - Station 0+21: Elevation 2.1 (COMOZ)
  - Station 0+28: Elevation 2.8 (ZIDIS)
  - Station 0+38: Elevation 3.8 (BULBS)
  - Station 0+60: Elevation 6 (ZILOB)
  - Station 0+18: Elevation 18 (SNNOW)
  - Station 0+30: Elevation 30 (EEGEL)
- Vertical Curve Data:**
  - Vertical Curve Length: 1.6 NM
  - Vertical Curve Offset: 0.6 NM
  - Vertical Curve Grade: 3.03°
  - Vertical Curve Type: TCH 55
- Sight Lines:**
  - Profile Grade Line: Solid line with elevation markers (880, 1600, 2500, 4000, 11,000).
  - Sight Line: Dashed line with elevation markers (1600, 2500, 4000, 11,000).
  - Grade Line: Solid line with elevation markers (1600, 2500, 4000, 11,000).

Diagram of HIRL Rwy 8-26 showing a 0.3% DOWN slope, a 261° 4.5 NM from FAF, and a 11760 x 300 area.

## HI-TACAN RWY 26

<div><div>T</div><div>A</div></div>	When control tower closed, use Seymour Johnson AFB altimeter setting. ADF REQUIRED	<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 3000 direct ISO VORTAC and hold.		
AWOS-3 132.75	SEYMOUR JOHNSON APP CON ★ 127.3 273.6	KINSTON TOWER ★ 120.6 (CTAF) 0 335.55		GND CON 121.9	UNICOM 122.95



Remain within 10 NM		3000 ISO		ELEV 94	TDZE 94
CATEGORY	A	B	C	D	
S-ILS 5	294-1/2		200 (200-1/2)		
S-LOC 5	640-1/2	546 (600-1/2)	640-1 546 (600-1)	640-1 1/4 546 (600-1 1/4)	
CIRCLING	640-1	546 (600-1)	640-1 1/2 546 (600-1 1/2)	660-2 566 (600-2)	
SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS					
S-ILS 5	336-1/2		242 (300-1/2)		
S-LOC 5	700-1/2	606 (700-1/2)	700-1 1/4 606 (700-1 1/4)	700-1 1/2 606 (700-1 1/2)	
CIRCLING	700-1	606 (700-1)	700-1 3/4 606 (700-1 3/4)	700-2 606 (700-2)	
FAF to MAP 6 NM					
Knots		60	90	120	150 180
Min:Sec		6:00	4:00	3:00	2:24 2:00

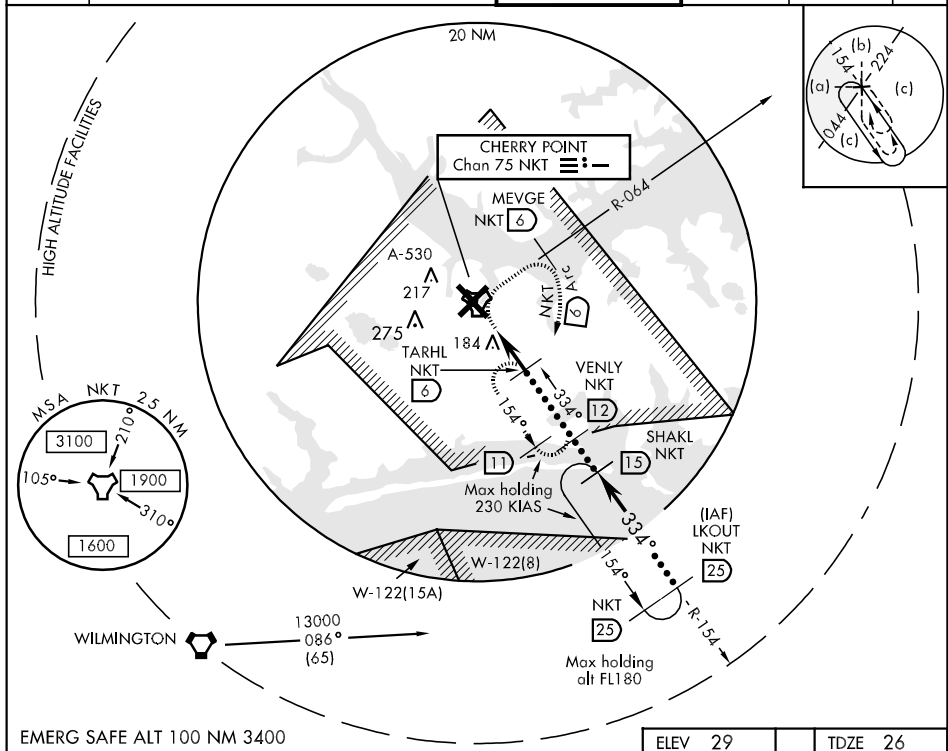
CHERRY POINT, NORTH CAROLINA

HI-TACAN Y RWY 32L

TACAN NKT Chan <b>75</b>	APCH CRS <b>334°</b>	Rwy Idg TDZE <b>26</b> Arpt Elev <b>29</b>	JAL-471 [USN]	CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)
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<b>V</b> * When ALS inop, increase vis CAT CD to 1½ miles, CAT E to 1½ miles.	ALSF-1 	MISSED APPROACH: Climbing right turn to 1600 via R-064 to MEVGE, arc E of NKT TACAN via 6 mile arc to TARHL and hold.
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ATIS <b>127.475</b> <b>244.875</b>	CHERRY POINT APP CON <b>(E) 124.1 268.7</b> (abv 2600') <b>(E) 132.575 299.6</b> (at/blw 2600') <b>(W) 119.35 377.175 (N) 119.75 360.775</b>	CHERRY POINT TOWER <b>121.3 340.2</b>	GND CON <b>128.625 239.025</b>	CLNC DEL <b>125.95 316.125</b>	ASR/ PAR
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1600  
  
NKT R-064

MEVGE  
NKT  

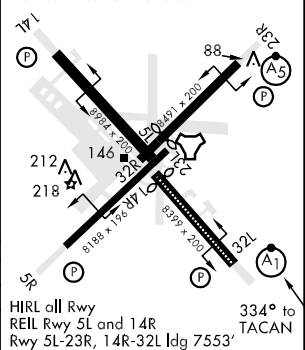
6

CATEGORY	C	D	E
S-32L*	440-¾ 414 (500-¾)	414 (500-¾)	440-1 414 (500-1)
CIRCLING	540-1½ 511 (600-1½)	580-2	551 (600-2)

Rwy 32R, 23L, 14R, 5L  
marked in center mat area.

ELEV 29 TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.



CHERRY POINT, NORTH CAROLINA

34° 54'N-76° 53'W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

12152

HI-TACAN Y RWY 32L

SE-2, 02 MAY 2013 to 30 MAY 2013

SE-2, 02 MAY 2013 to 30 MAY 2013