

ILS or LOC/DME RWY 14

LOC I-RVP 108.3	APCH CRS 141°	Rwy ldg 12,001 THRE 5473 Arprt Elev 5550
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AL-3188 [USAF]

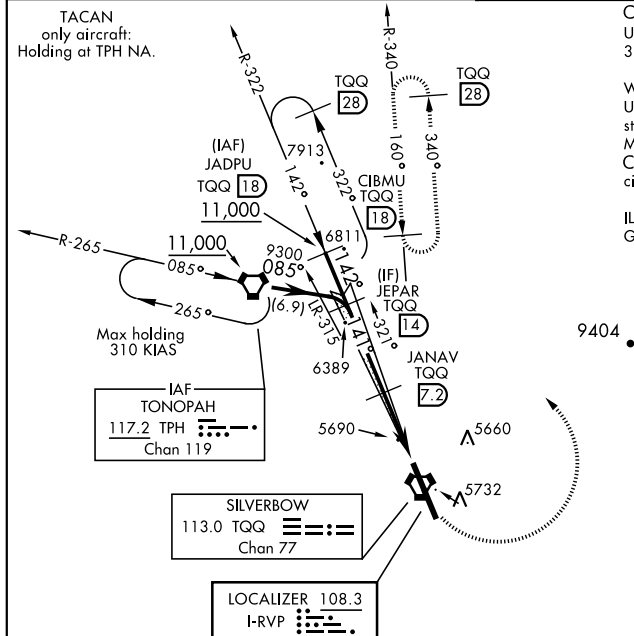
TONOPAH TEST RANGE (KTNX)

- ▼ *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 113.0	NELLIS CONTROL 119.35 254.4	SILVERBOW TOWER 124.75 257.95 0	GND CON 127.25 335.5
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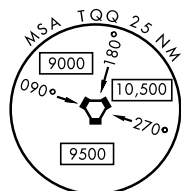


CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline.

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.

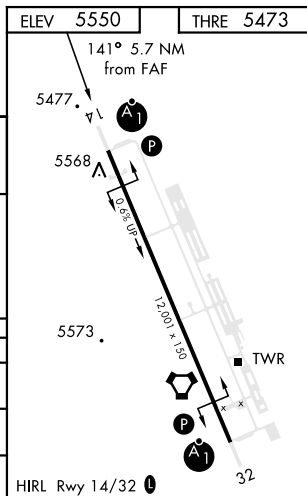
CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

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 VORTAC 5.2 NM, 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)



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