

|                                                      |                        |                                                                       |
|------------------------------------------------------|------------------------|-----------------------------------------------------------------------|
| LOC/DME I-PUK<br><b>111.15</b><br>Chan <b>48</b> (Y) | APP CRS<br><b>162°</b> | Rwy Idg<br>TDZE<br>Apt Elev<br><b>10000</b><br><b>69</b><br><b>69</b> |
|------------------------------------------------------|------------------------|-----------------------------------------------------------------------|

# ILS or LOC RWY 16

## NORTHWEST FLORIDA BEACHES INTL (ECP)

DME required for procedure entry. DME required.

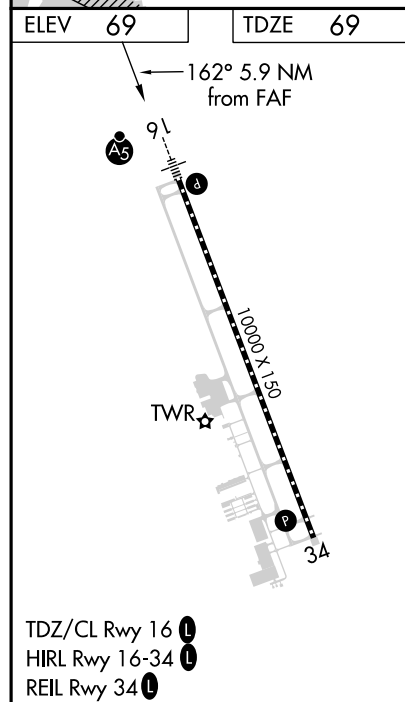
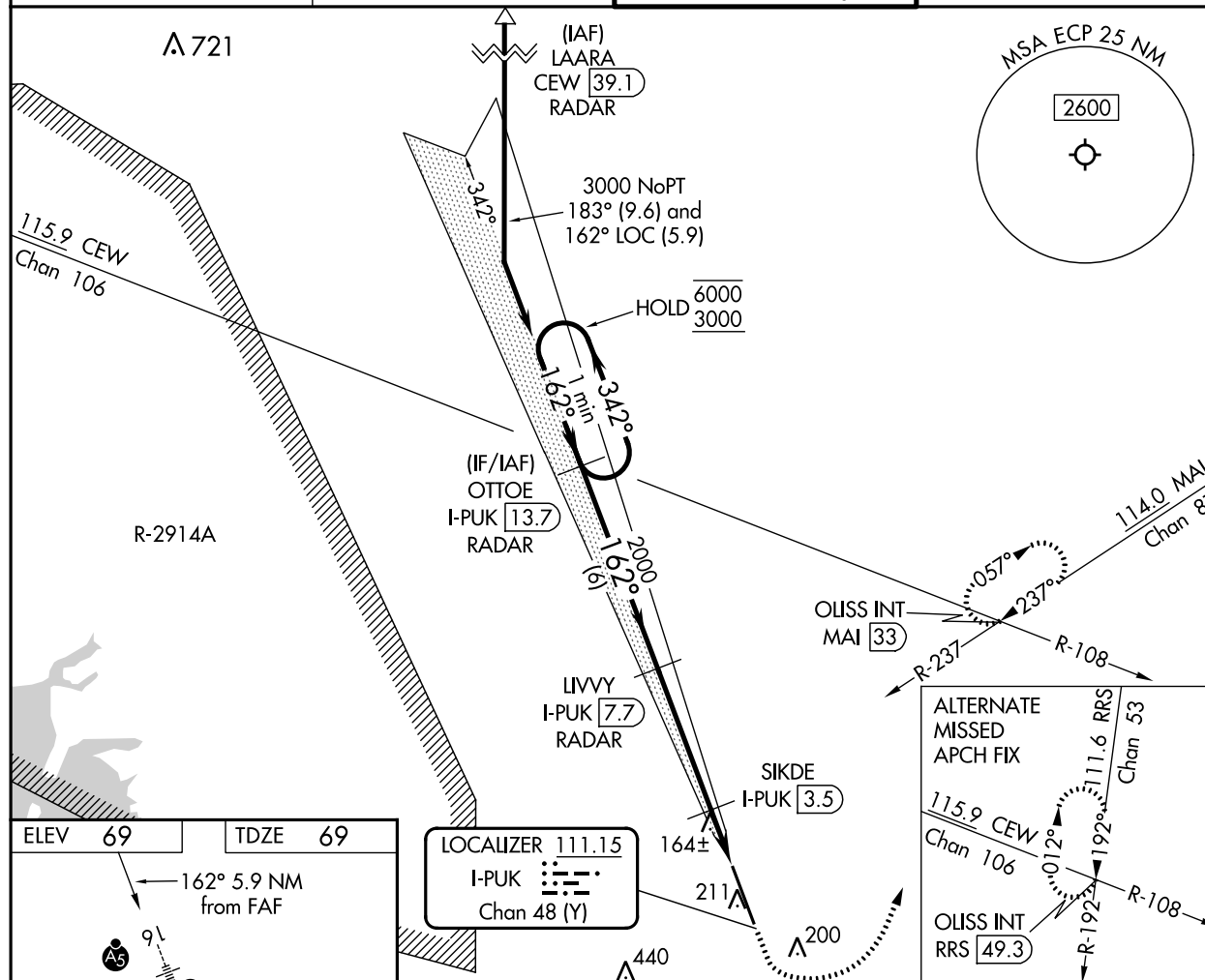
- T** For inop ALS, increase S-LOC 16 Cat C/D visibility to RVR 5500.  
**A** #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on heading 025° and on MAI VORTAC R-237 to OLISS INT/MAI 33 DME and hold, continue climb-in-hold to 4000.

|                        |                                                  |                                                     |                          |
|------------------------|--------------------------------------------------|-----------------------------------------------------|--------------------------|
| ATIS<br><b>119.975</b> | TYNDALL APP CON★<br><b>125.2</b> (N above 5000') | PANAMA CITY TOWER★<br><b>118.95</b> (CTAF) <b>0</b> | GND CON<br><b>121.65</b> |
|------------------------|--------------------------------------------------|-----------------------------------------------------|--------------------------|



|                            |        |                                                                    |                                    |                           |                          |             |              |              |
|----------------------------|--------|--------------------------------------------------------------------|------------------------------------|---------------------------|--------------------------|-------------|--------------|--------------|
| One Minute Holding Pattern |        | OTTOE<br>I-PUK <b>13.7</b><br>RADAR                                | LIVVY<br>I-PUK <b>7.7</b><br>RADAR | SIKDE<br>I-PUK <b>3.5</b> | 600                      | 4000        | MAI<br>R-237 | OLISS<br>INT |
| 6000 ← 342°                |        | 162° →                                                             | 162° →                             | 2000                      | ↑                        | hdg<br>025° |              |              |
| GS 3.00°<br>TCH 55         |        | VGSi and ILS glidepath not coincident<br>(VGSi Angle 3.00/TCH 72). |                                    | *660                      | * LOC only.              |             |              |              |
| 6 NM                       |        | 4.2 NM                                                             | 0.8 NM                             | 0.9 NM                    |                          |             |              |              |
| CATEGORY                   | A      | B                                                                  | C                                  | D                         |                          |             |              |              |
| S-ILS 16 #                 | 269/24 |                                                                    |                                    |                           | 200 (200-½)              |             |              |              |
| S-LOC 16                   | 420/24 |                                                                    |                                    |                           | 351 (400-½)              |             |              |              |
| CIRCLING                   | 520-1  | 451 (500-1)                                                        | 520-1½                             | 620-2                     | 451 (500-1½) 551 (600-2) |             |              |              |