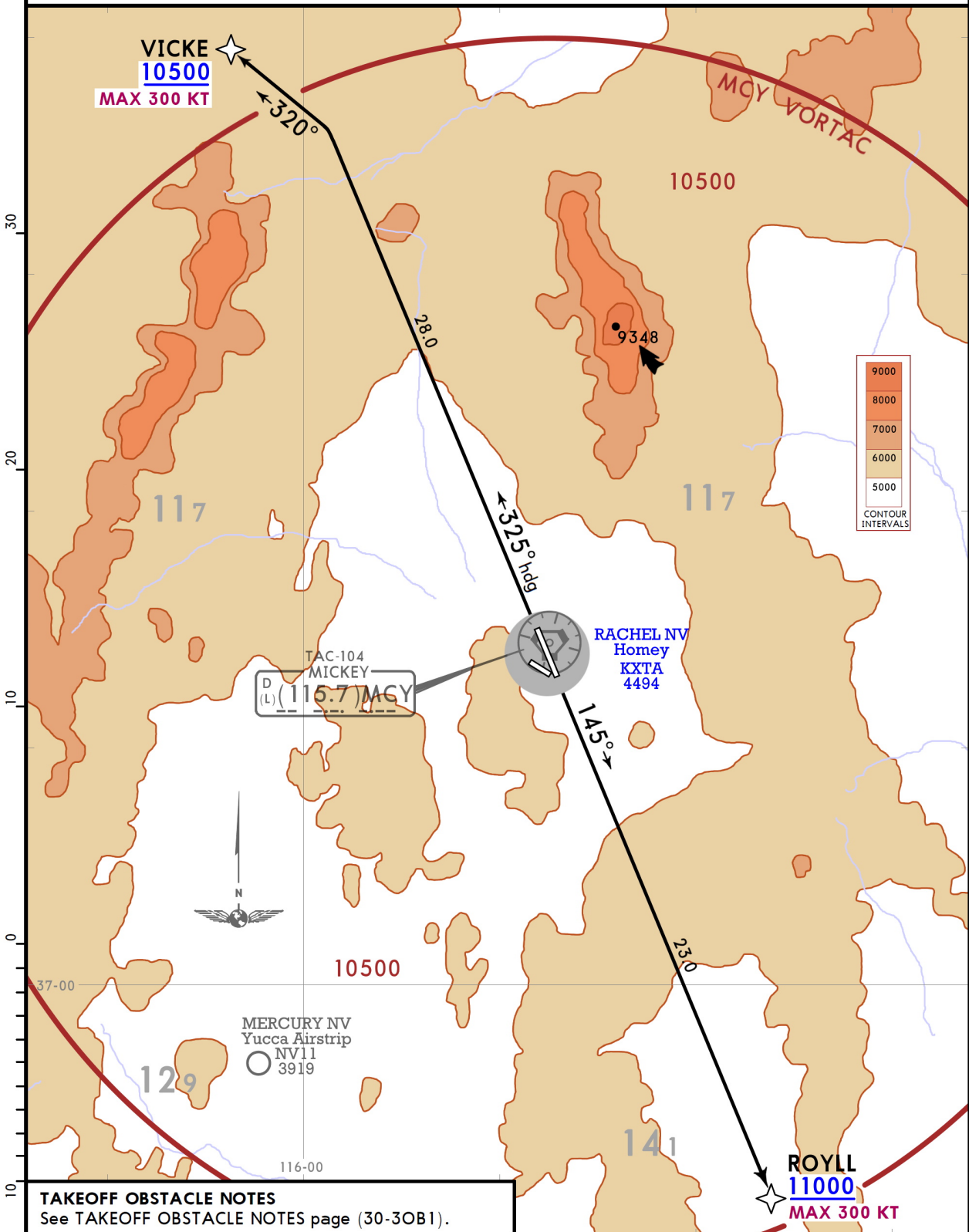


Airport Information

Details for HOMEY	
City	RACHEL
State/Province	NV
Country	USA
Latitude	N 37° 14' 00.00"
Longitude	W 115° 47' 30.00"
Elevation	4494
Longest Runway	12000
Magnetic Variance	E 16.0°
Fuel Type	Unspecified fuel is available
Oxygen	High pressure is available. Low pressure is available.
Repair Facility	Major airframe repairs are available. Major engine repairs are available.
Landing Fee	Unknown.
Jet Start Unit	A starting unit is available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is not available.
Customs Facilities	Availability is Unknown.
Usage Type	Airport/Heliport is military.
Time Zone Conversion	+8:00=UTC
Daylight Savings	Airport observes daylight savings time
Change Notices Available	none

Departure (R) 126.3X	Apt Elev See Graphic	Trans alt: 18000 1. RADAR required. 2. RNAV 1 . 3. DME/DME/IRU or GPS required.
--------------------------------	-------------------------	--

JOBEE 1 RNAV DEPARTURE (JOBEE1.ROYLL) (JOBEE1.VICKE)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (30-30B1).

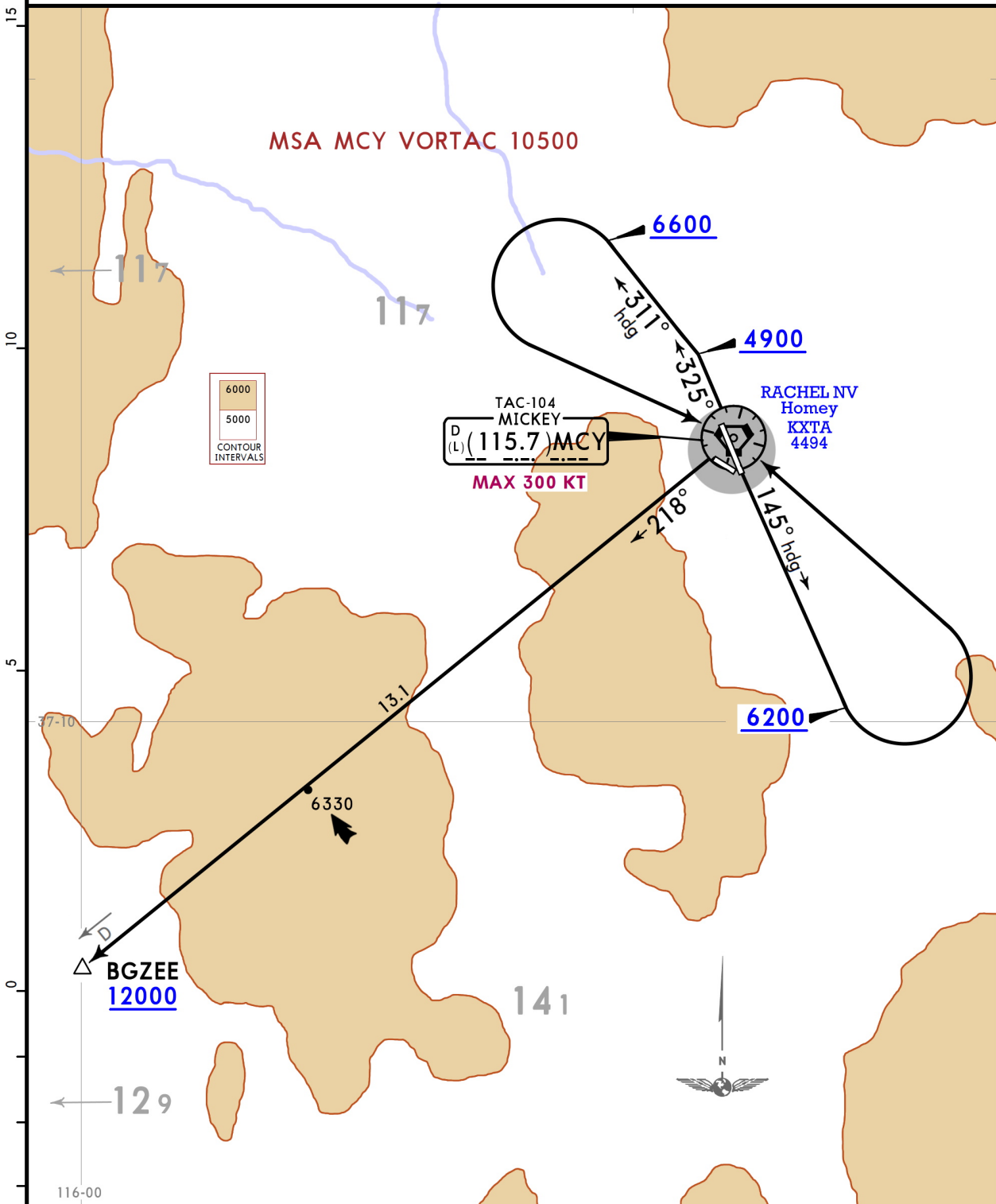
RWY	INITIAL CLIMB	TOP ALTITUDE
14	Climb on track 145° or assigned by ATC to cross ROYLL at or above 11000, MAX IAS 300 Kts.	Assigned by ATC
32	Climb on heading 325° or assigned by ATC to intercept track 320° to VICKE, at or above 10500, MAX IAS 300 Kts.	

ROUTING

From ROYLL or VICKE expect filed route or ATC assigned. MAINTAIN altitude assigned by ATC, EXPECT filed altitude 5 minutes after departure.

Departure (R) 126.3X	Apt Elev See Graphic	Trans alt: 18000 1. If flying the procedure using TACAN reference, TACAN Azimuth Required. 2. Procedure not authorized if other traffic is within ILS Z Rwy 32, VOR DME Y Rwy 14, VOR DME Z Rwy 32, or TACAN Z Rwy 32 approaches.
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TOMBA 1 DEPARTURE (TOMBA1.BGZEE)



TAKEOFF OBSTACLE NOTES
See TAKEOFF OBSTACLE NOTES page (30-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
14	Climb on heading 145° until 6200, then turn LEFT direct MCY VORTAC, depart MCY VORTAC on R-218 to BGZEE, cross BGZEE at or above 12000.	12000
32	Climb on track 325° until 4900, then turn LEFT heading 311° until 6600, turn LEFT direct MCY VORTAC, depart MCY VORTAC on R-218 to BGZEE, cross BGZEE at or above 12000.	

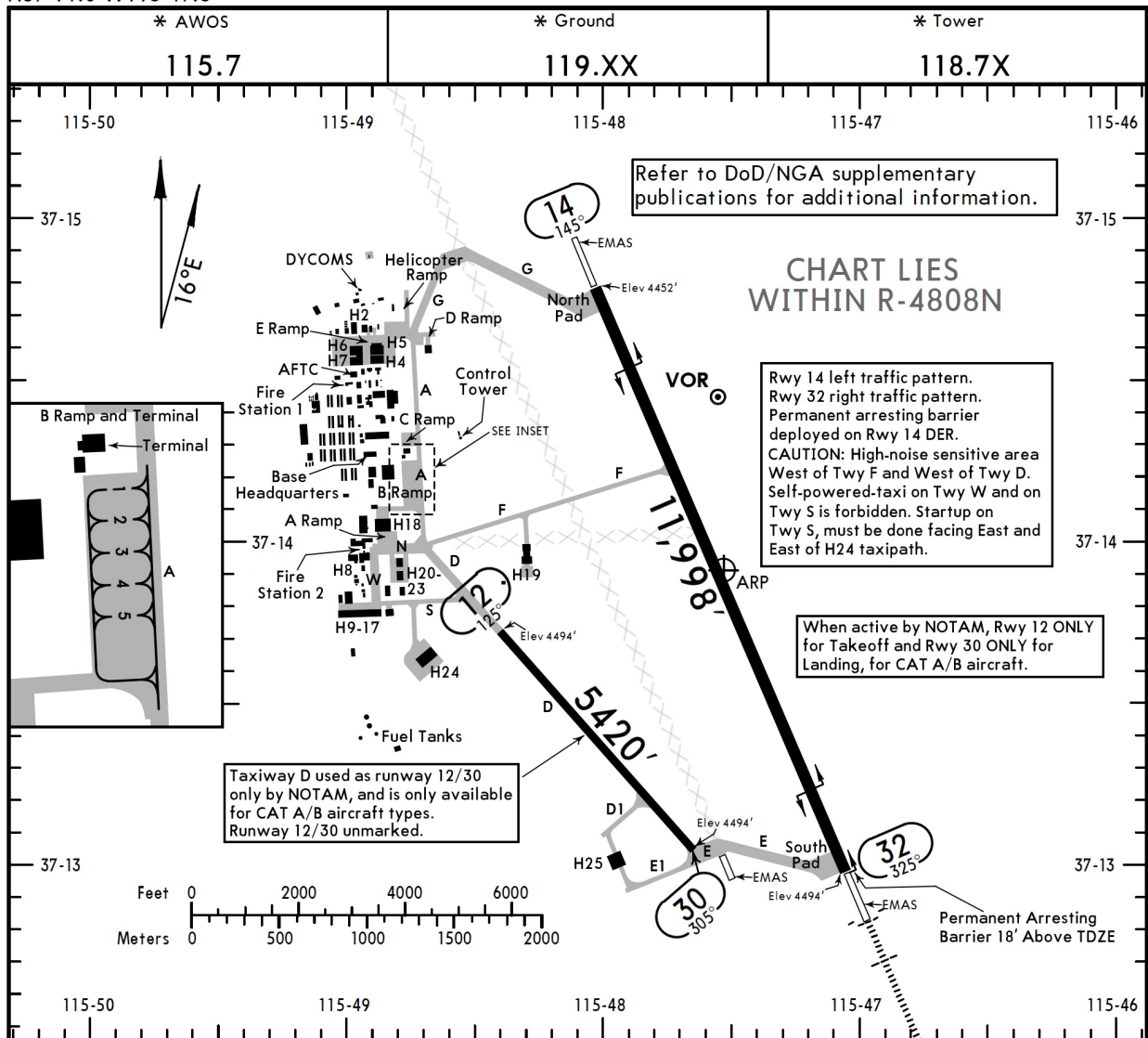
ROUTING

From BGZEE expect filed route or ATC assigned. MAINTAIN altitude assigned by ATC or TOP ALTITUDE instead, EXPECT filed altitude 5 minutes after departure.

TAKEOFF OBSTACLE NOTES - DEPs

- RWY 14:
Arrester barrier 122' from DER on centerline, 4512' MSL. Terrain upsloping along track starting 1094' from DER up to aprox. 4520' MSL.

- RWY 32:
Tree 548' from DER, 426' left of centerline, 4501' MSL. Dish antenna 4435' from DER 4193' left of centerline, 4577' MSL. Dish antenna 6720' from DER 477' left of centerline, 4566' MSL.



RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
14	① HIRL PAPI (angle 3.00°)				150'
32	① HIRL ALSF-I PAPI-R (angle 3.00°)		10,998'		
12 ② 30	LIRL				75'

- ① Activate on 118.7X.
- ② Daylight operations only.

	TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				
	Rwy 32		Rwy 14		Rwy 12
	With Std climb gradient	For Climb in Visual Conditions	With Std climb gradient	For Climb in Visual Conditions	For Climb in Visual Conditions
1 & 2 Eng	1/4	3000-3	1/2	3000-3	3000-5
3 & 4 Eng					

OBSTACLE DP: Rwy 14, climb on a heading between 130° clockwise to 150° for 5 NM from departure end of runway, then turn right heading 230° until climbing above 8400' MSL or Climb in Visual Conditions to cross the airport at or above 8400' MSL before proceeding on course. Rwy 32, climb on a heading between 290° clockwise to 330° from departure end of runway or Climb in Visual Conditions to cross the airport at or above 8400' MSL before proceeding on course. Rwy 12, Climb in Visual Conditions to cross the airport at or above 8400' MSL before proceeding on course.

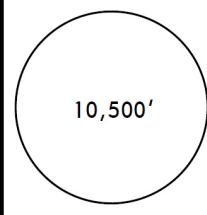
TAKE-OFF OBSTACLES: For Rwy 14 and 32 see chart 30-30B1 for complete details. Rwy 12, hangar 4549' MSL, 1605' behind DER, 1055' right of centerline. Terrain upsloping rapidly up to approx. 4520' MSL, 2505' from DER, 685' left of centerline.

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RACHEL, NEV

JEPPESEN
8 JAN 21 (31-1)

HOMEY
ILS or LOC DME Y Rwy 32

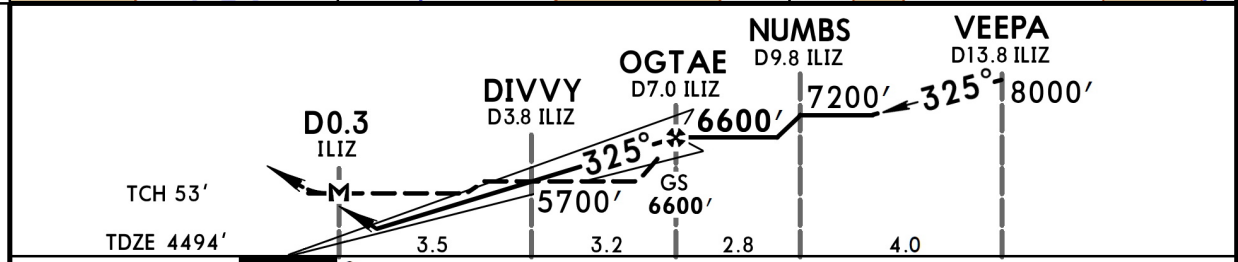
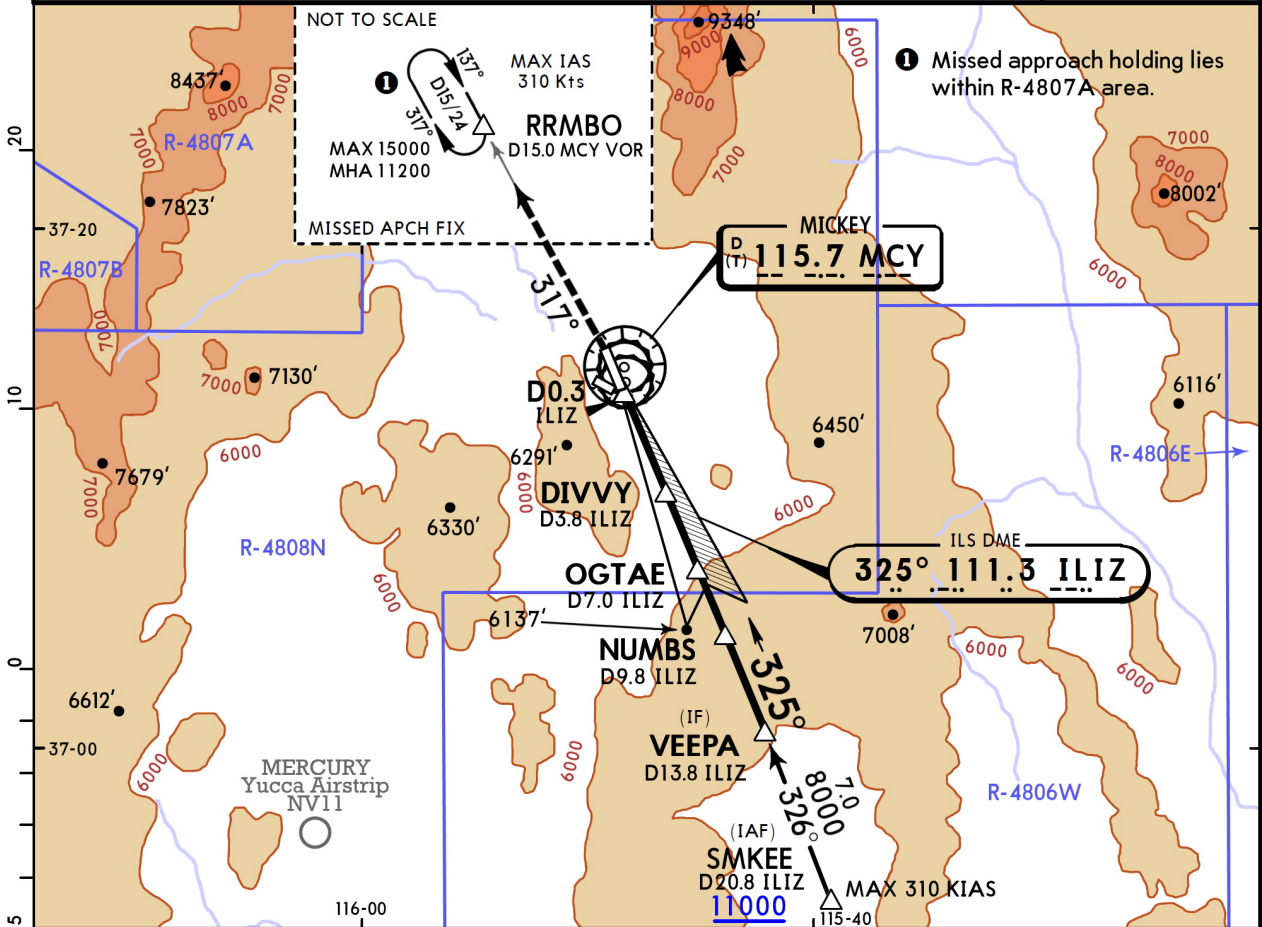
* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
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LOC ILIZ 111.3	Final Apch Crs 325°	OGTAE 6600' (2106')	ILS DA(H) 4700' (206')	Apt Elev 4494' TDZE 4494'	
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MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block GS. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 11200' MCY 115.7 R-317 RRMBO
GS 3.00°	372	478	531	637	743	849	
MAP at D0.3 or OGTAE to MAP	6.7	5:45	4:28	4:02	3:21	2:53	

Military STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Not Authorized Southwest of Rwy 14-32	
ILS DA(H) 4700' (206')		LOC (GS out) MDA(H) 4994' (500')		 Max Kts 90 120 140 165 5050' (556') -2	
FULL	ALS out	FULL	ALS out		
A	1/4	3/4	1 1/4		
B	1/4	3/4	1 3/4		
C	1/2	1	1 1/2		
D	1/2	1	2		

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **31-2**

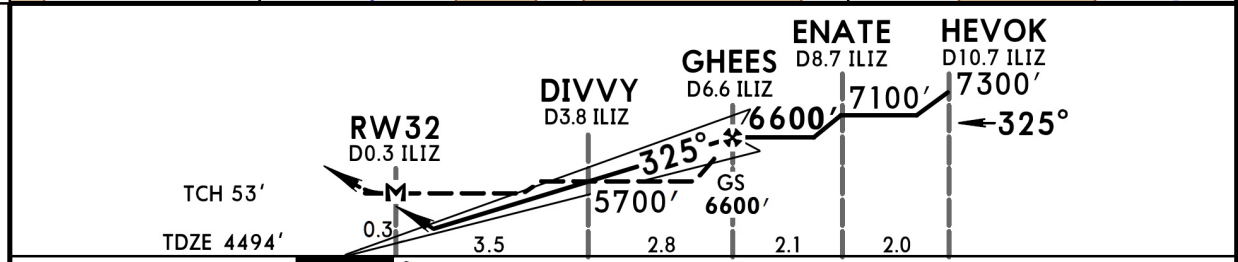
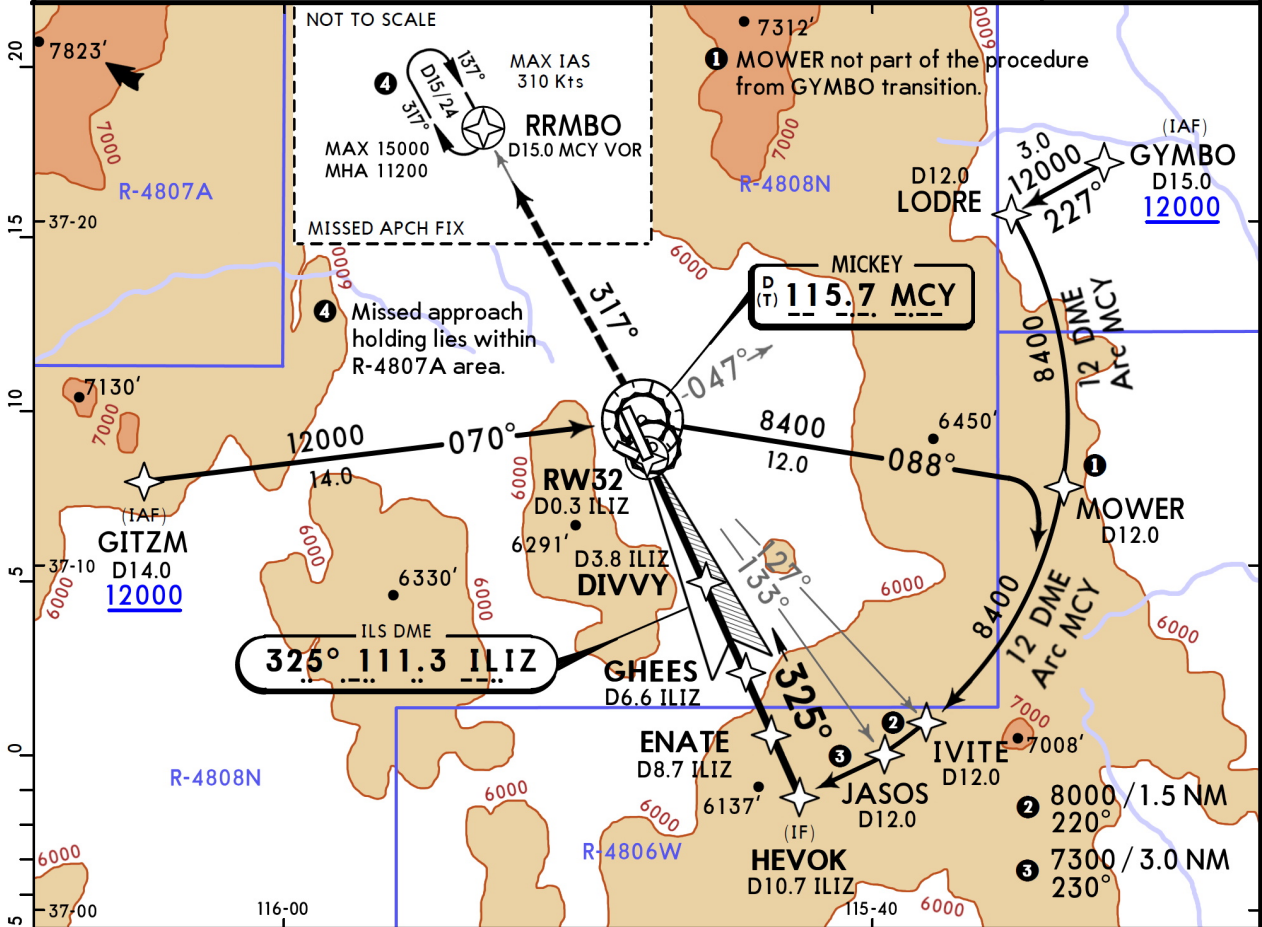
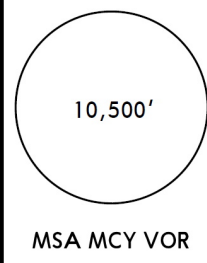
HOMEY
ILS or LOC DME Z Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
LOC ILIZ 111.3	Final Apch Crs 325°	GHEES 6600' (2106')	ILS DA(H) 4700' (206')
Apt Elev 4494'			TDZE 4494'

MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block GS. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



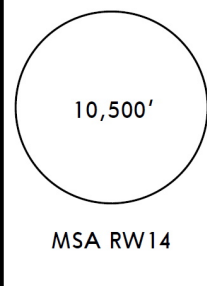
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	11200'	MCY 115.7 R-317	RRMBO
GS 3.00°	372	478	531	637	743	849				
MAP at D0.3 or GHEES to MAP	6.3	5:24	4:12	3:47	3:09	2:42				

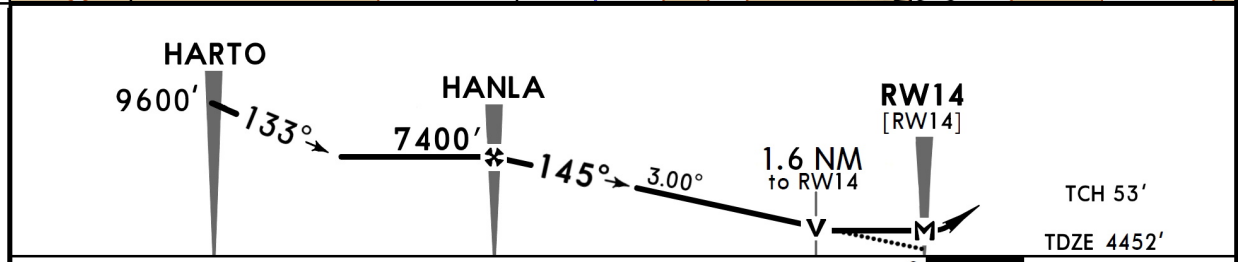
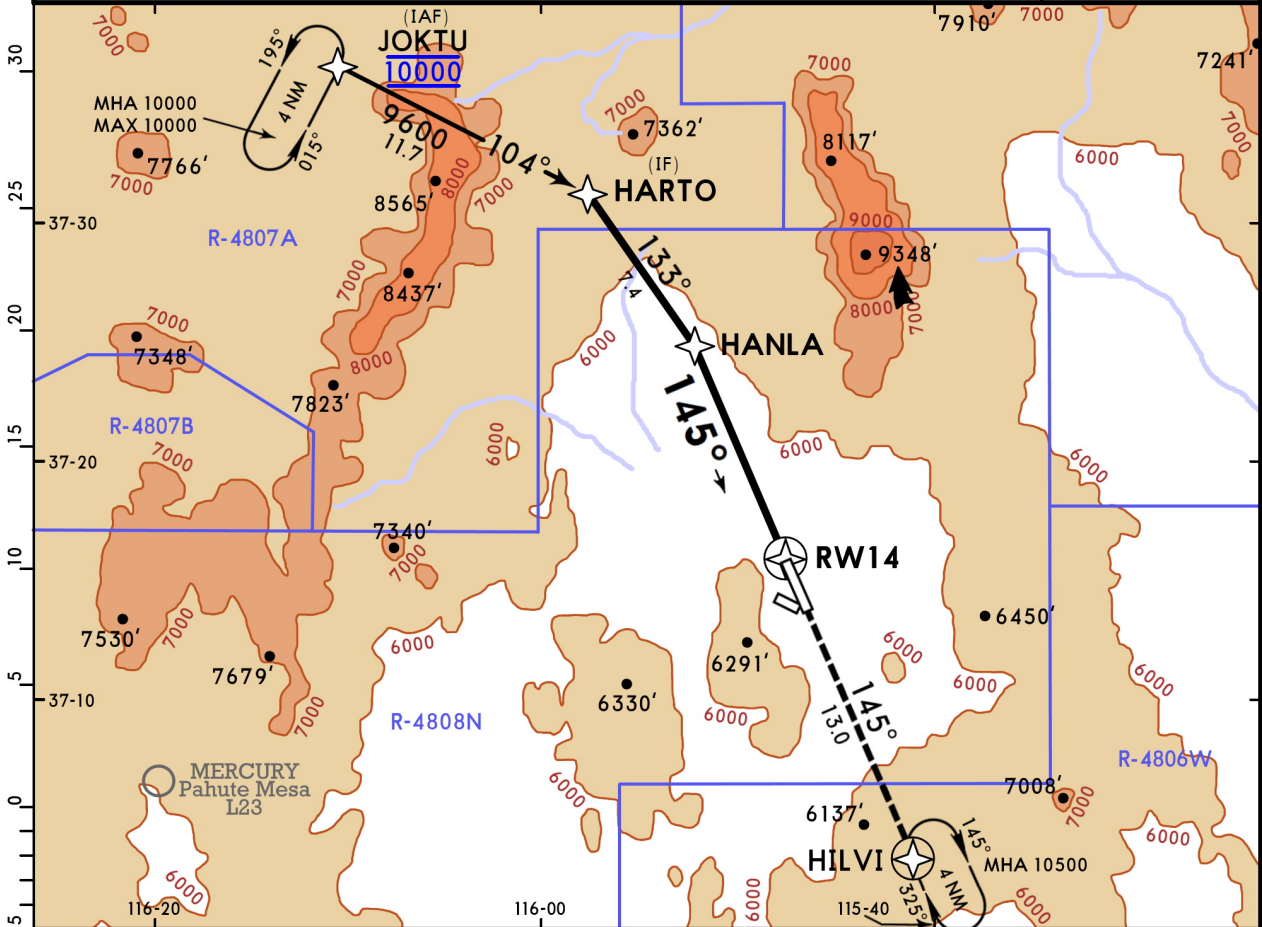
Military STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
ILS DA(H) 4700' (206')		LOC (GS out) MDA(H) 4994' (500')		Not Authorized Southwest of Rwy 14-32	
FULL		ALS out		MDA(H)	
A	1/4	3/4	1 1/4	Max Kts	5050' (556') -2
B	1/4	3/4	1 3/4		
C	1/2	1	1 1/2		
D	1/2	1	2		

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(32-1)**

HOMEY
RNAV (GPS) Y Rwy 14

* AWOS 115.7		Control 126.3X		* Tower 118.7X		* Ground 119.XX	
RNAV	Final Apch Crs 145°	HANLA 7400' (2948')		LNAV MDA(H) 4994' (542')		Apt Elev 4494' TDZE 4452'	
MISSED APCH: Climb on runway track to HILVI and hold at 10500'.							 10,500' MSA RW14
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. PAPI slope reliable within 4 NM TDZ. 5. DME/DME RNP-0.30 not authorized. 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting.							



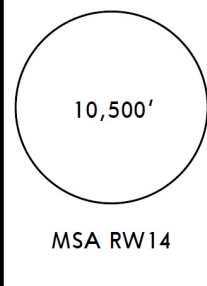
Gnd speed-Kts	70	90	100	120	140	160	PAPI	10500'	D	HILVI	
Gs	3.00°	372	478	531	637	743					849
MAP at RW14											
HANLA to MAP	9.1	7:48	6:04	5:28	4:33	3:54	3:25				

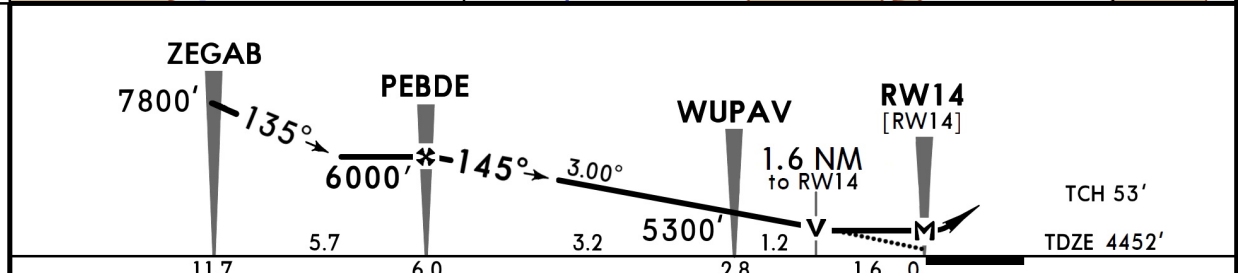
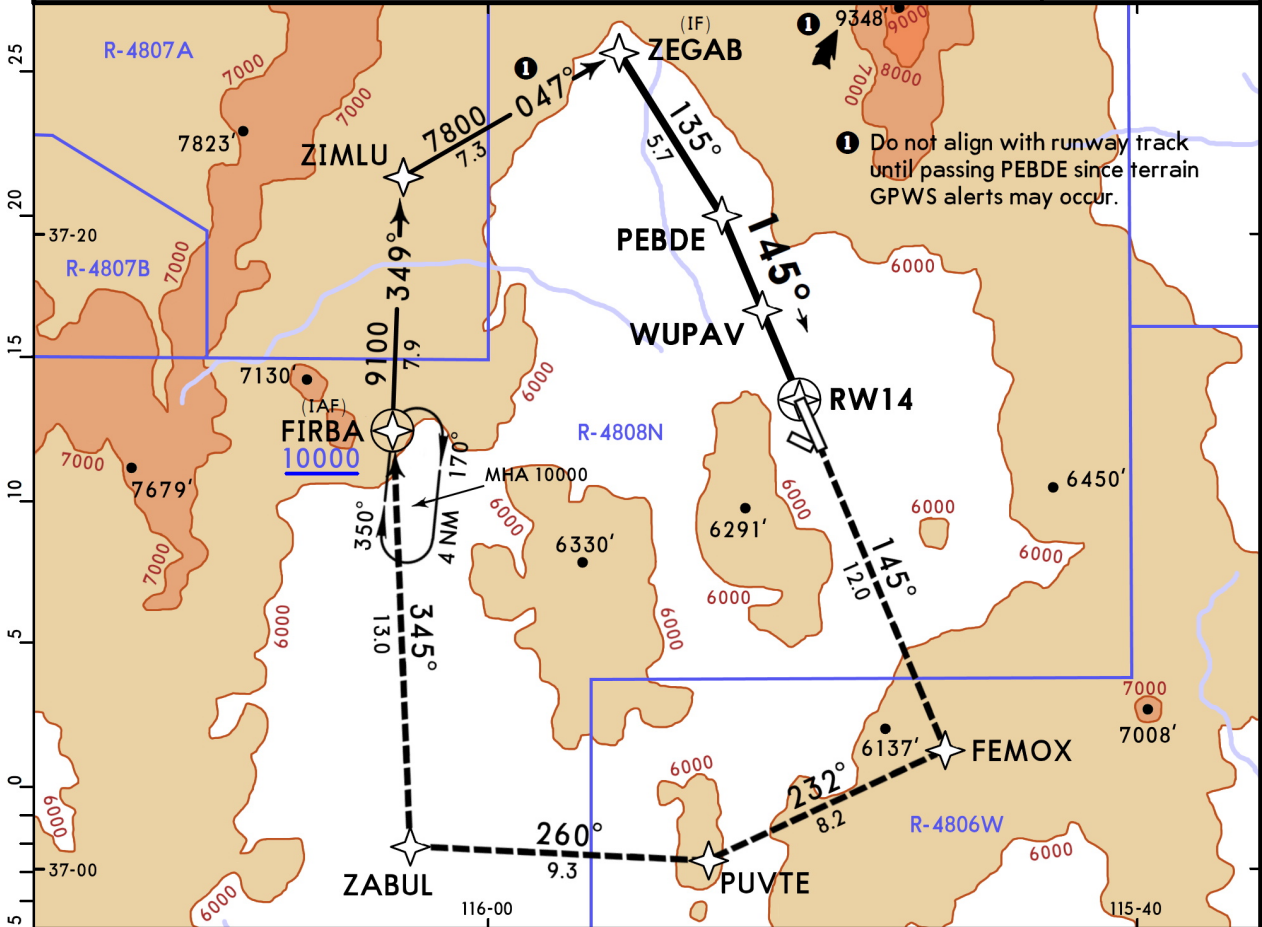
Military				STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND				
MDA(H) 4994' (542')								Not Authorized Southwest of Rwy 14-32				
								MDA(H)				
A					90				5050' (556') -2			
B	1 3/4				120							
C					140							
D	2				165							

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(32-2)**

HOMEY
RNAV (GPS) Z Rwy 14

* AWOS 115.7		Control 126.3X		* Tower 118.7X		* Ground 119.XX	
RNAV	Final Apch Crs 145°	PEBDE 6000' (1548')		LNAV MDA(H) 4994' (542')		Apt Elev 4494' TDZE 4452'	
MISSED APCH: Climb on runway track to FEMOX and proceed on the missed approach to holding pattern at FIRBA at 10000'.							 10,500' MSA RW14
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. PAPI slope reliable within 4 NM TDZ. 5. DME/DME RNP-0.30 not authorized. 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI	10000'	D → FEMOX	
Gs	3.00°	372	478	531	637	743				849
MAP at RW14										
PEBDE to MAP	6.0	5:09	4:00	3:36	3:00	2:35	2:15			

Military				STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND				
MDA(H) 4994' (542')								Not Authorized Southwest of Rwy 14-32				
								MDA(H)				
A									90			
B	1 3/4								120			
C									140			
D	2								165			
								5050' (556') -2				

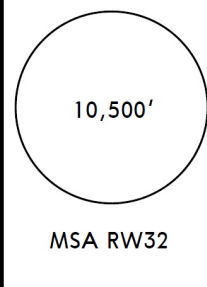
KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(32-3)**

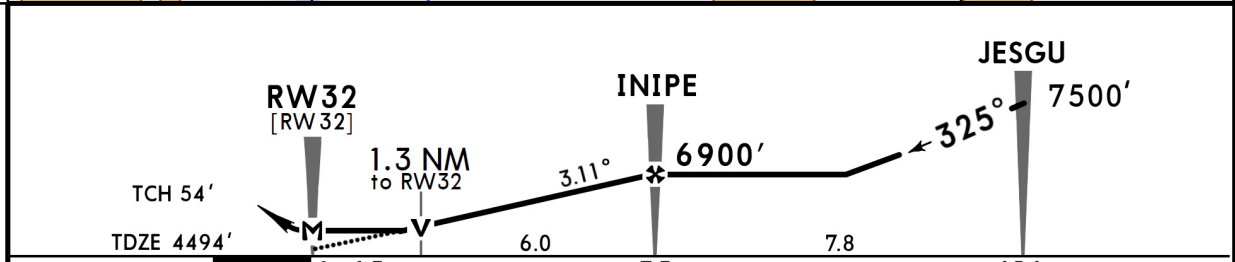
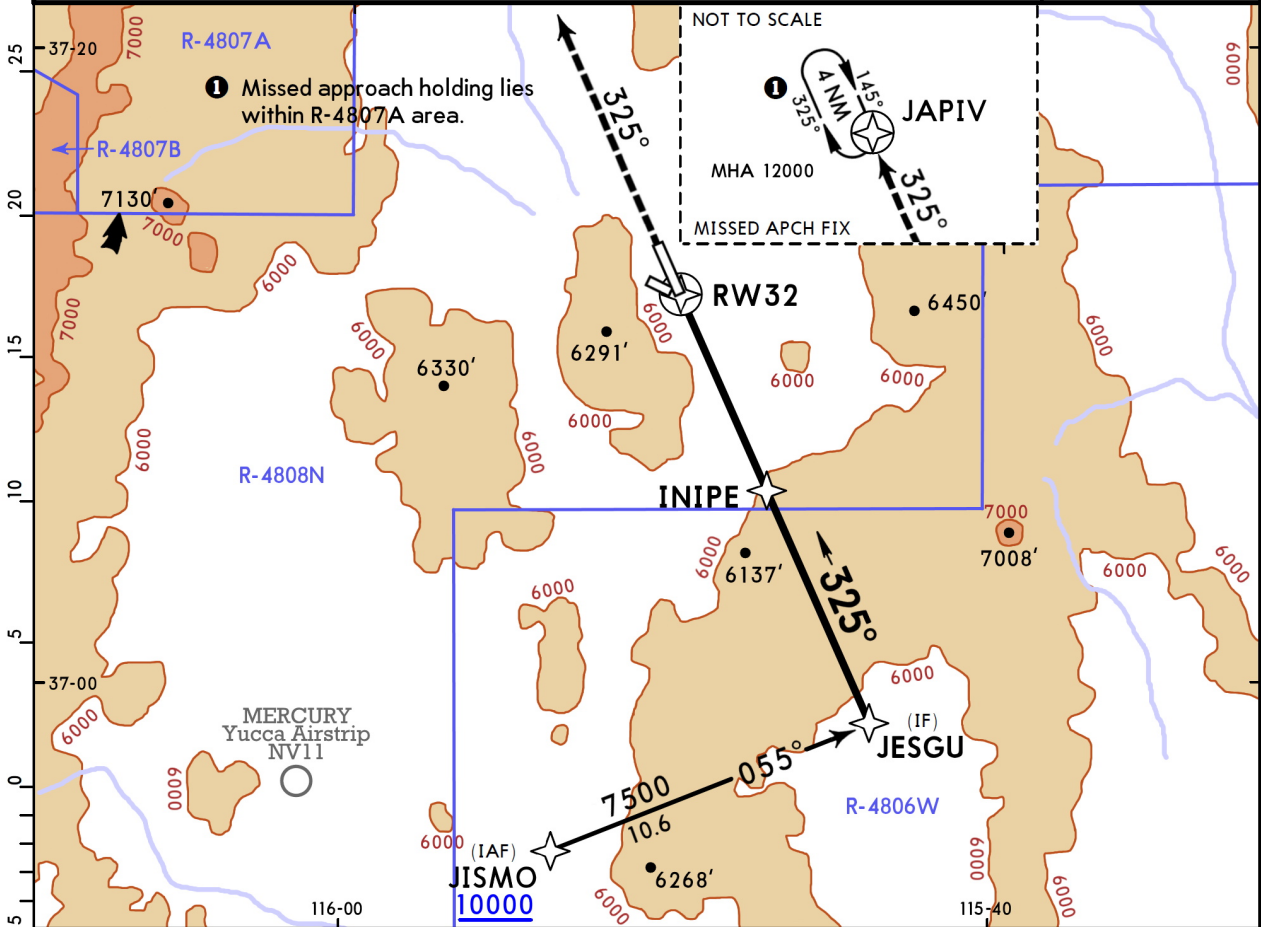
HOMEY
RNAV (GPS) Y Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
RNAV	Final Apch Crs 325°	INIFE 6900' (2406')	LNAV MDA(H) 4994' (500')
			Apt Elev 4494' TDZE 4494'

MISSED APCH: Climb on runway track to JAPIV and hold at 12000'.



Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. DME/DME RNP-0.30 not authorized. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	12000'	D	JUSOX
Gs	3.11°	385	495	550	660	770				
MAP at RW32										
INIFE to MAP	7.3	6:15	4:52	4:23	3:39	3:08	2:45			

Military		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
		MDA(H) 4994' (500')		Not Authorized Southwest of Rwy 14-32	
		FULL		ALS out	
A		1 1/4		1 3/4	
B		1 1/4		1 3/4	
C		1 1/2		2	
D		1 1/2		2	
				Max Kts	
				90	
				120	
				140	
				165	
				5050' (556') -2	

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(32-4)**

HOMEY
RNAV (GPS) Z Rwy 32

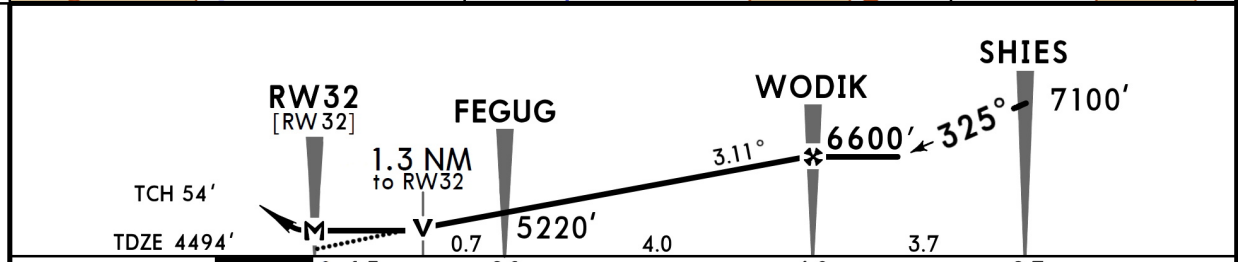
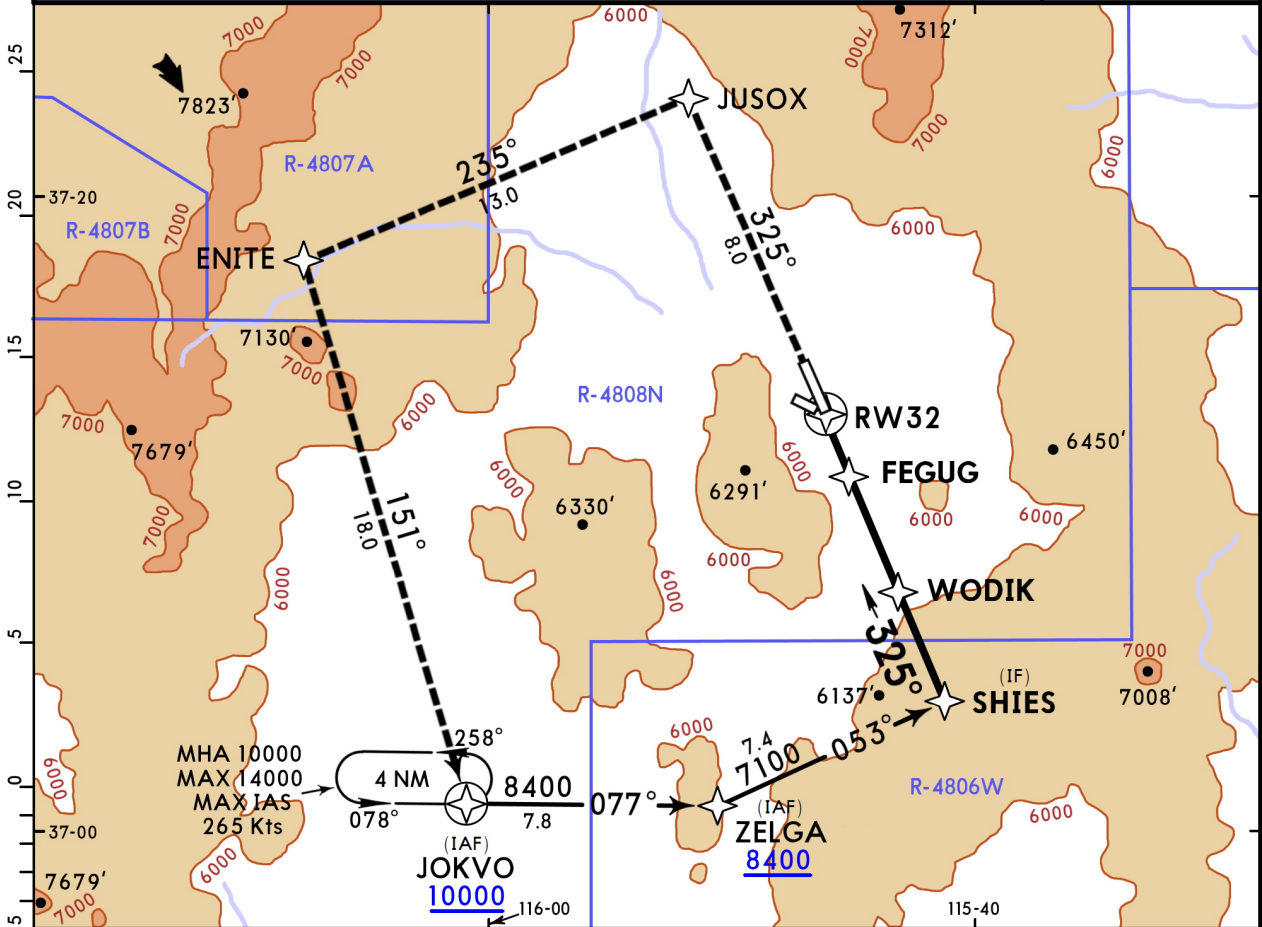
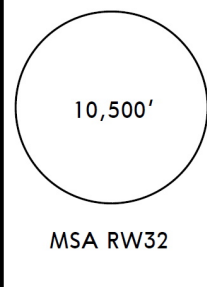
* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
RNAV	Final Apch Crs 325°	WODIK 6600' (2100')	LNAV MDA(H) 4994' (500')
			Apt Elev 4494' TDZE 4494'

BRIEFING STRIP™

MISSED APCH: Climb on runway track to JUSOX and proceed on the missed approach to holding pattern at JOKVO at 10000'.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. DME/DME RNP-0.30 not authorized. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



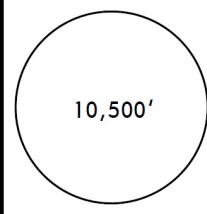
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	10000'	D → JUSOX	
Gs	3.11°	385	495	550	660	770				880
MAP at RW32										
WODIK to MAP	6.0	5:09	4:00	3:36	3:00	2:35	2:15			

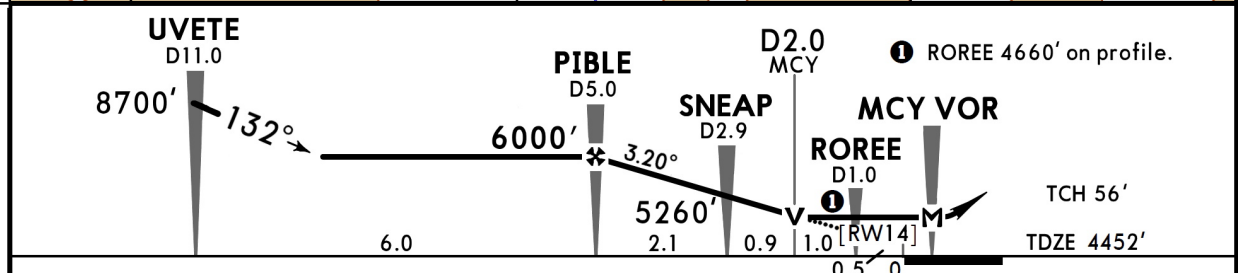
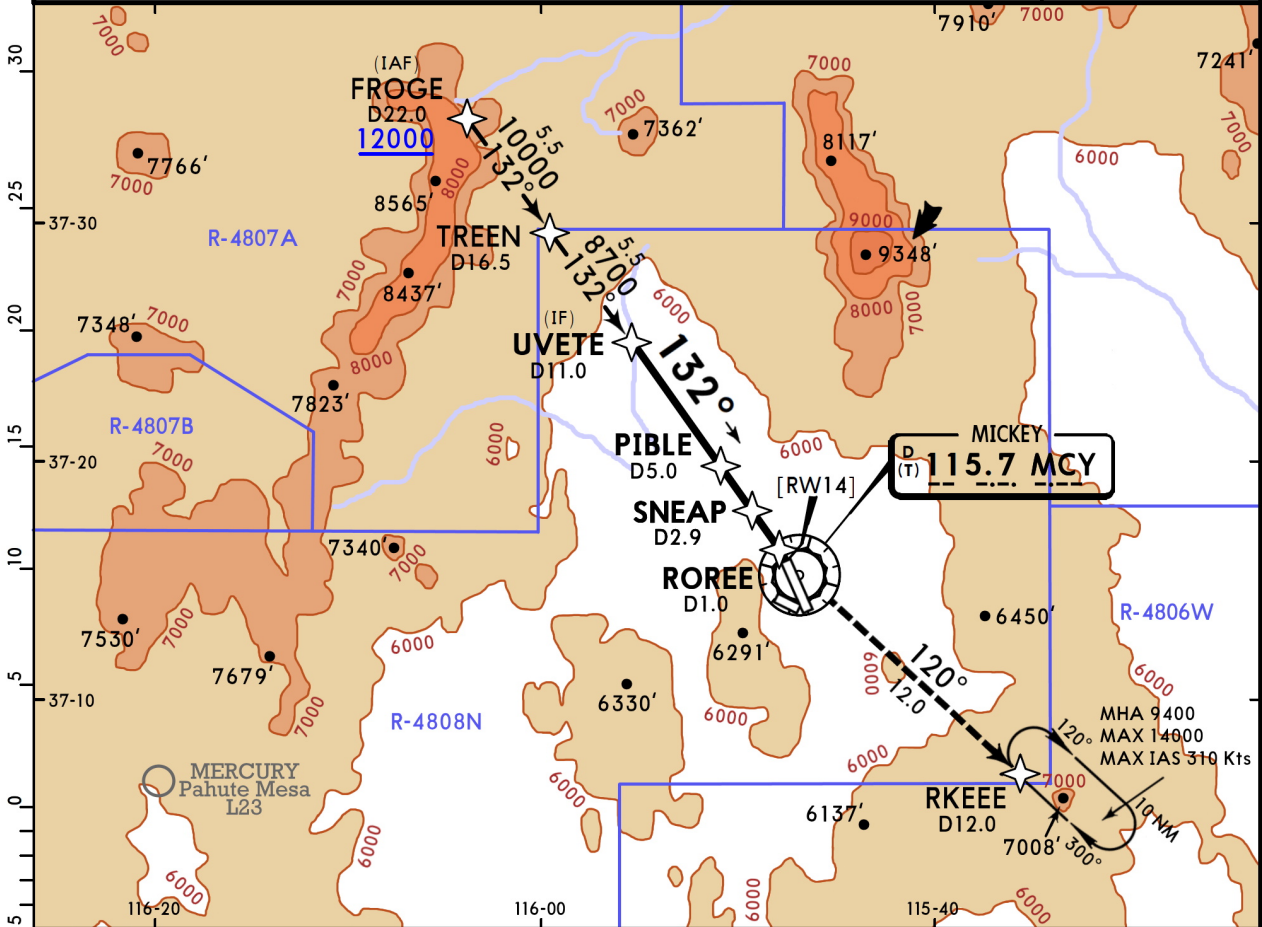
Military		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
		MDA(H) 4994' (500')		Not Authorized Southwest of Rwy 14-32	
		FULL		ALS out	
A		1 1/4		1 3/4	
B		1 1/4		1 3/4	
C		1 1/2		2	
D		1 1/2		2	
				5050' (556') -2	

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(33-1)**

HOMEY
VOR DME Y Rwy 14

* AWOS 115.7		Control 126.3X		* Tower 118.7X		* Ground 119.XX	
RNAV	Final Apch Crs 132°	PIBLE 6000' (1548')		LNAV MDA(H) 4994' (542')		Apt Elev 4494' TDZE 4452'	
MISSED APCH: Climbing to 14000', turn LEFT heading 120° and intercept MCY VOR R-120 to RKEEE and hold.							 10,500' MSA MCY VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. PAPI slope reliable within 4 NM TDZ. 5. Use of RWY 32 B/Crs not authorized. 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting.							



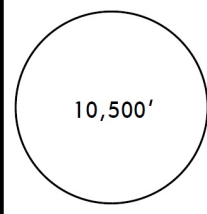
Gnd speed-Kts	70	90	100	120	140	160	PAPI	14000'	MCY 115.7 R-120	RKEEE	
Gs	3.20°	397	510	566	679	793					906
MAP at VOR											
PIBLE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

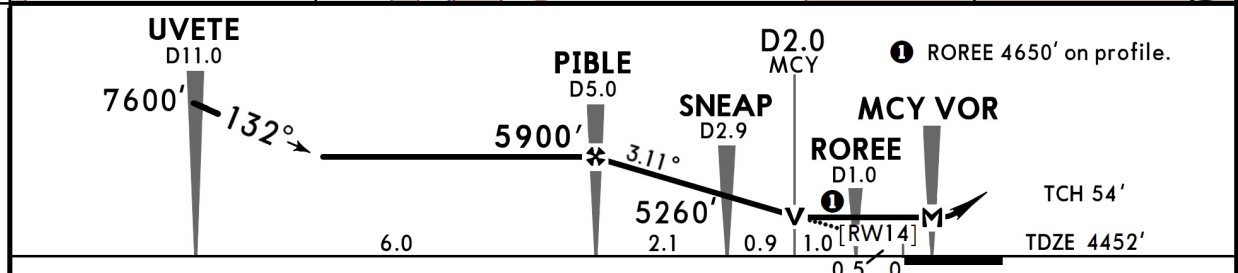
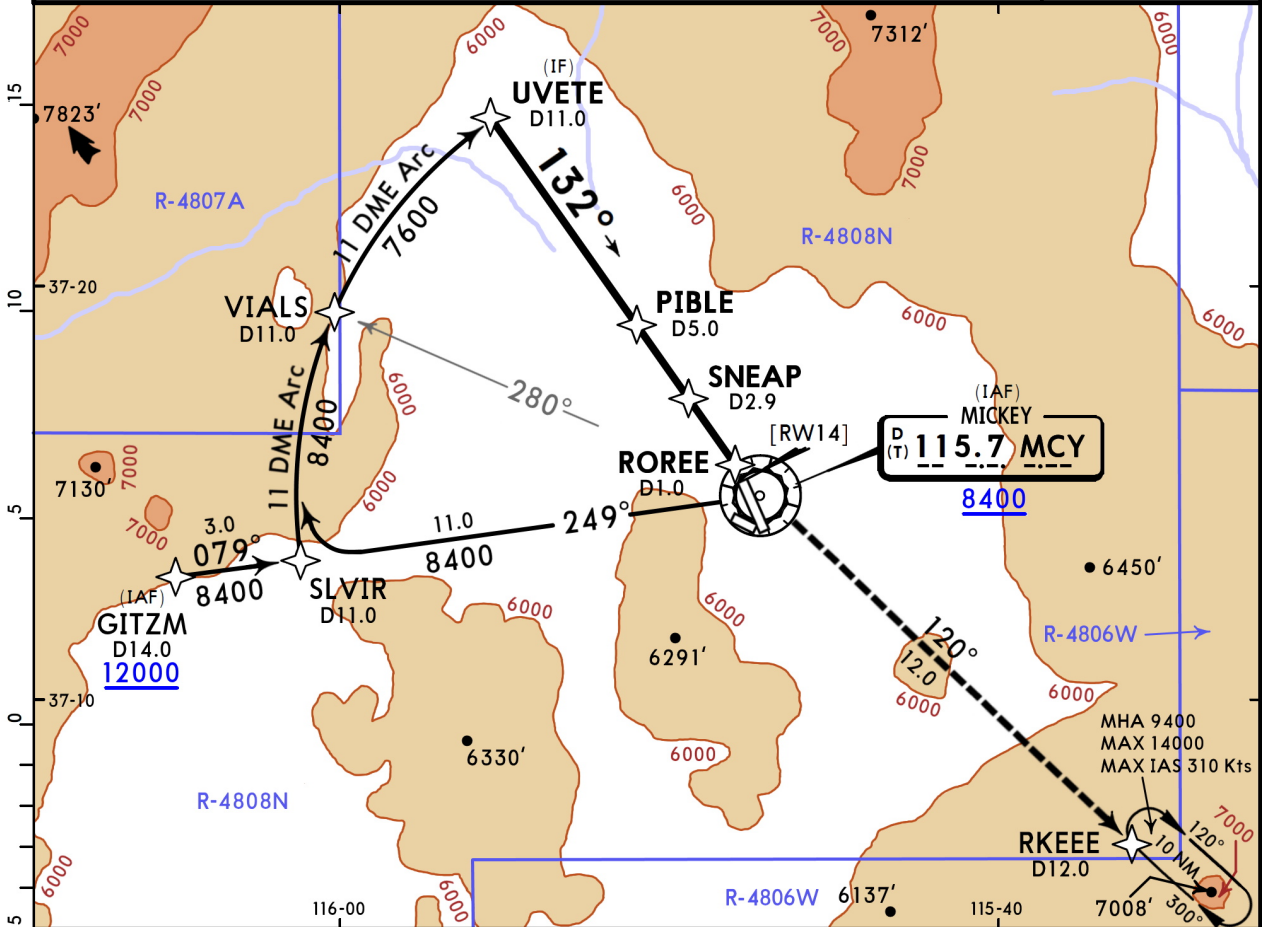
Military				STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND				
MDA(H) 4994' (542')								Not Authorized Southwest of Rwy 14-32				
								MDA(H)				
A	1 3/4				90				5050' (556') -2			
B	2				120							
C					140							
D					165							

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **33-2**

HOMEY
VOR DME Y Rwy 14

* AWOS 115.7		Control 126.3X		* Tower 118.7X		* Ground 119.XX	
RNAV	Final Apch Crs 132°	PIBLE 5900' (1448')		LNAV MDA(H) 4994' (542')		Apt Elev 4494' TDZE 4452'	
MISSED APCH: Climbing to 14000', turn LEFT heading 120° and intercept MCY VOR R-120 to RKEEE and hold.							 10,500' MSA MCY VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. PAPI slope reliable within 4 NM TDZ. 5. Use of RWY 32 B/Crs not authorized. 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI	14000'	MCY 115.7 R-120	RKEEE
Gs	3.11°	385	495	550	660	880				
MAP at VOR										
PIBLE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53	LT TCH 54' TDZE 4452'		

Military						STRAIGHT-IN LANDING RWY 14					CIRCLE-TO-LAND				
						MDA(H) 4994' (542')					Not Authorized Southwest of Rwy 14-32				
											MDA(H)				
A						1 3/4					90				
B											120				
C						2					140				
D											165				
											5050' (556') -2				

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(33-3)**

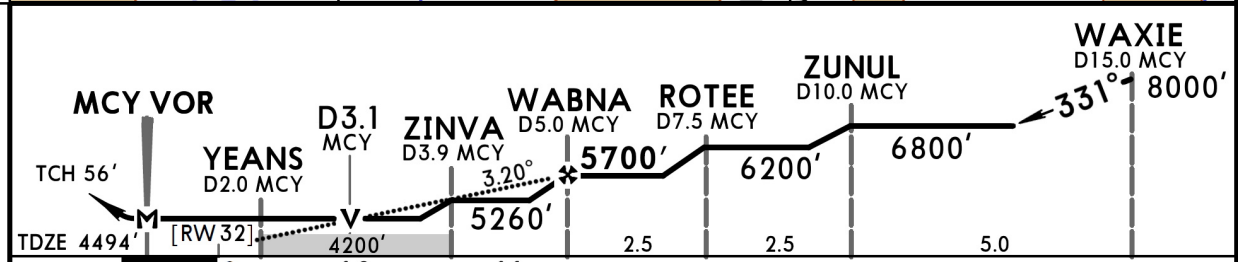
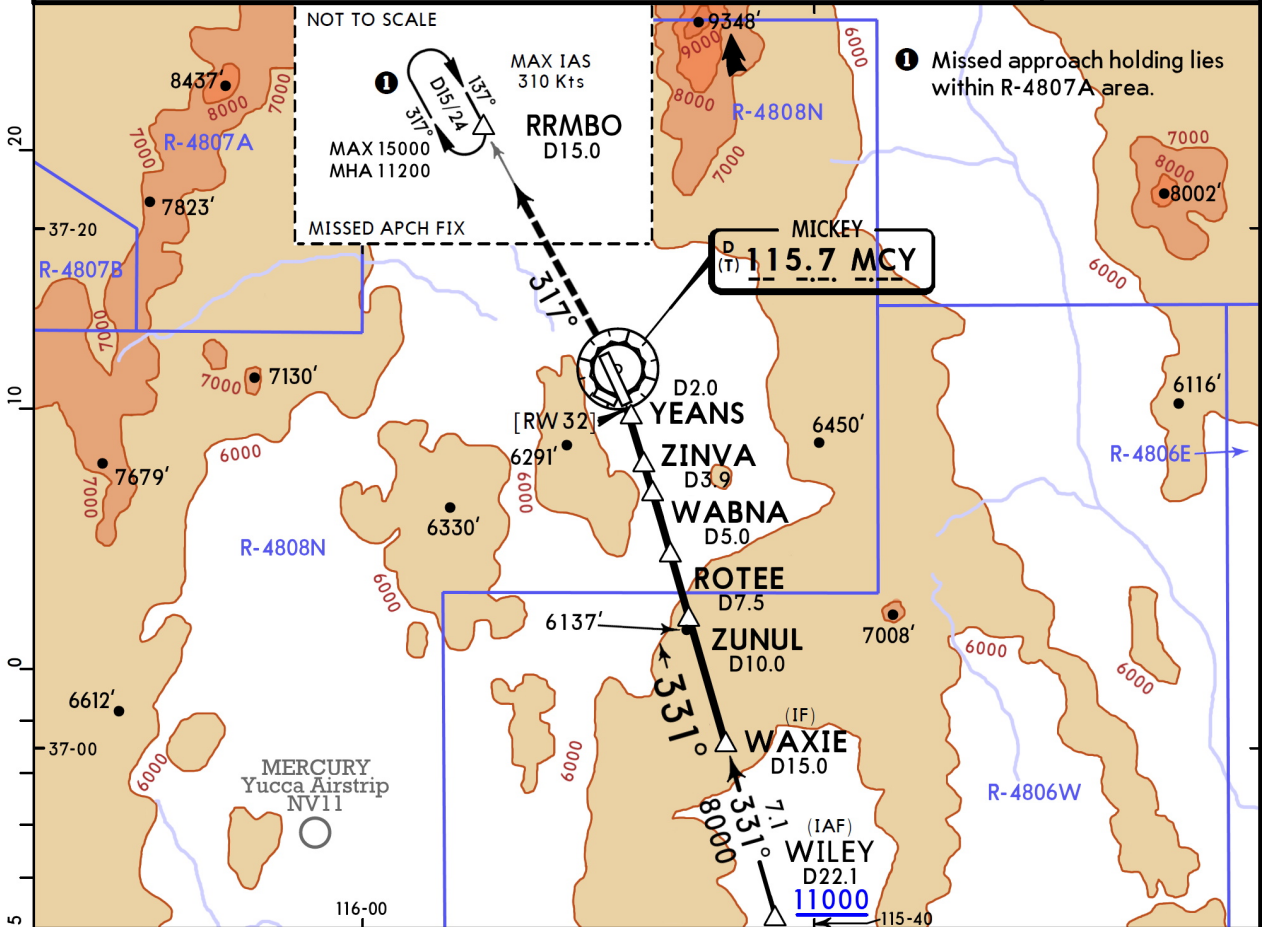
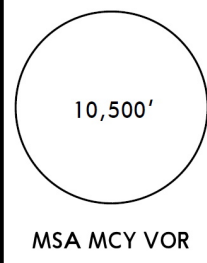
HOMEY
VOR DME Y Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
VOR MCY 115.7	Final Apch Crs 331°	WABNA 5700' (1206')	MDA(H) 4994' (500')
Apt Elev 4494'			TDZE 4494'

MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block VOR. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	11200'	MCY 115.7	RRMBO
Gs	3.20°	397	510	566	679	793				
MAP at VOR										
WABNA to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

Military		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND		
FULL		ALS out		Not Authorized Southwest of Rwy 14-32		
MDA(H) 4994' (500')				MDA(H)		
A				Max Kts	5050' (556') -2	
B	1¼		1¾			90
C						120
D	1½		2			140
				165		

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **33-4**

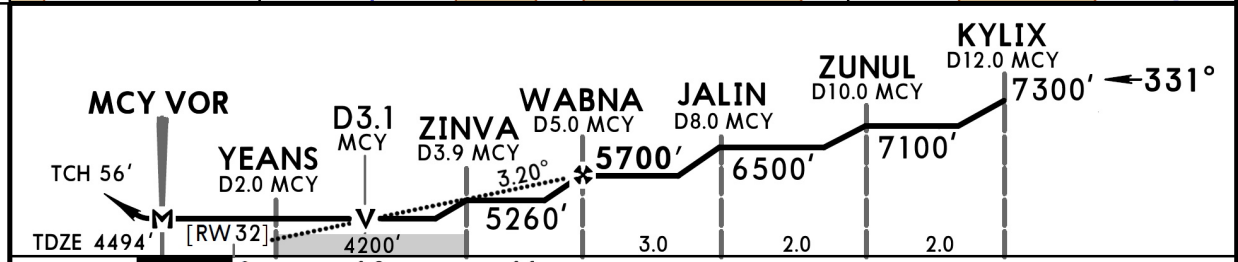
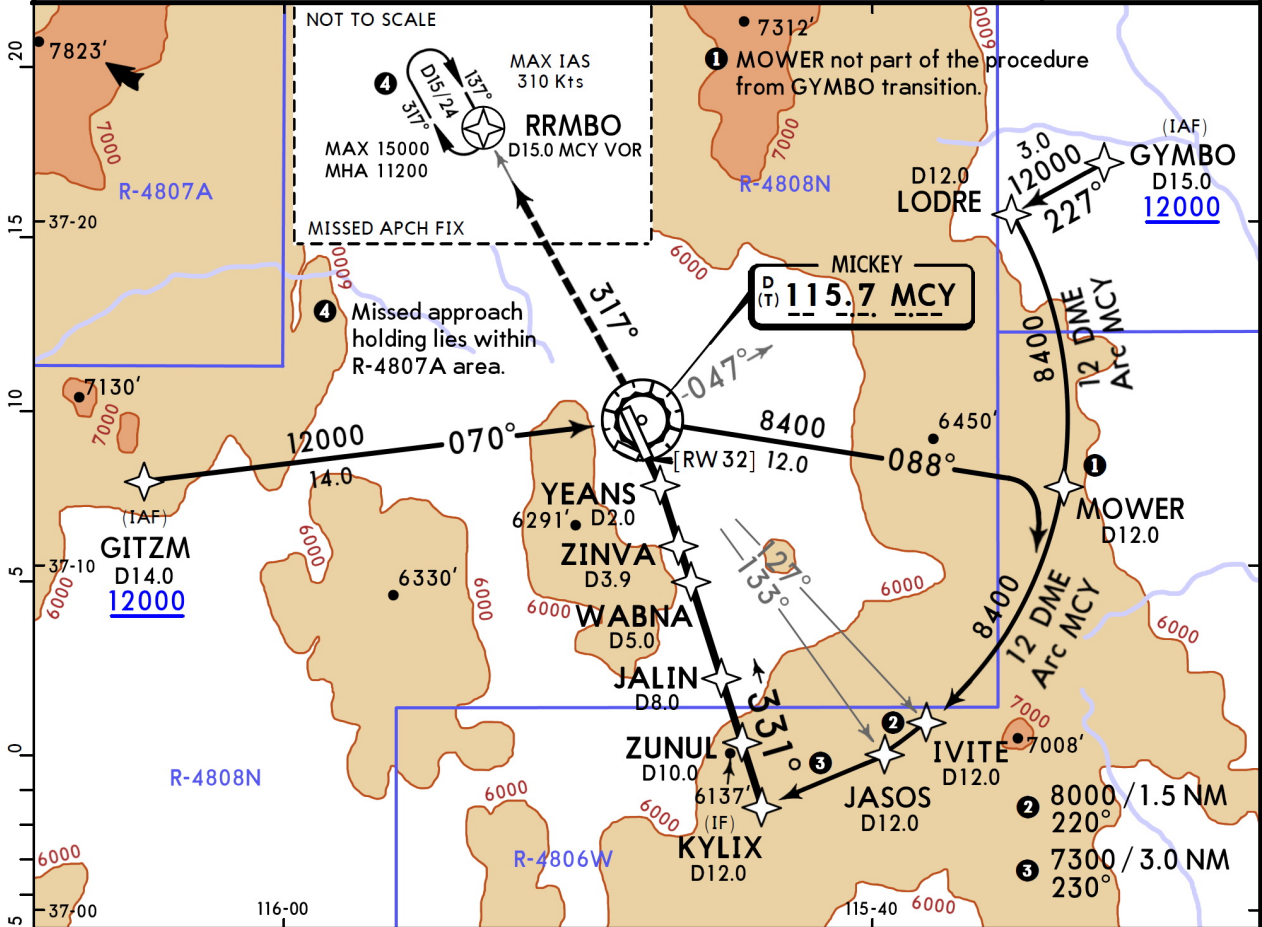
HONEY
VOR DME Z Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
VOR MCY 115.7	Final Apch Crs 331°	WABNA 5700' (1206')	MDA(H) 4994' (500')
Apt Elev 4494' TDZE 4494'			10,500'

MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block VOR. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-1 PAPI	11200'	MCY 115.7	RRMBO R-317
Gs	3.20°	397	510	566	679	793				
MAP at VOR										
WABNA to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

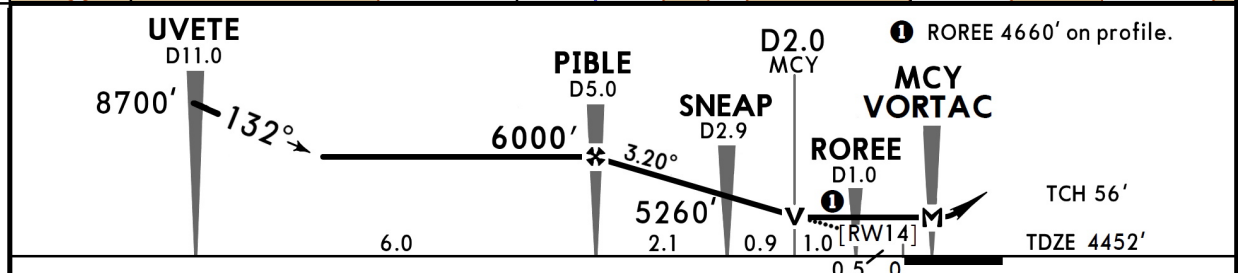
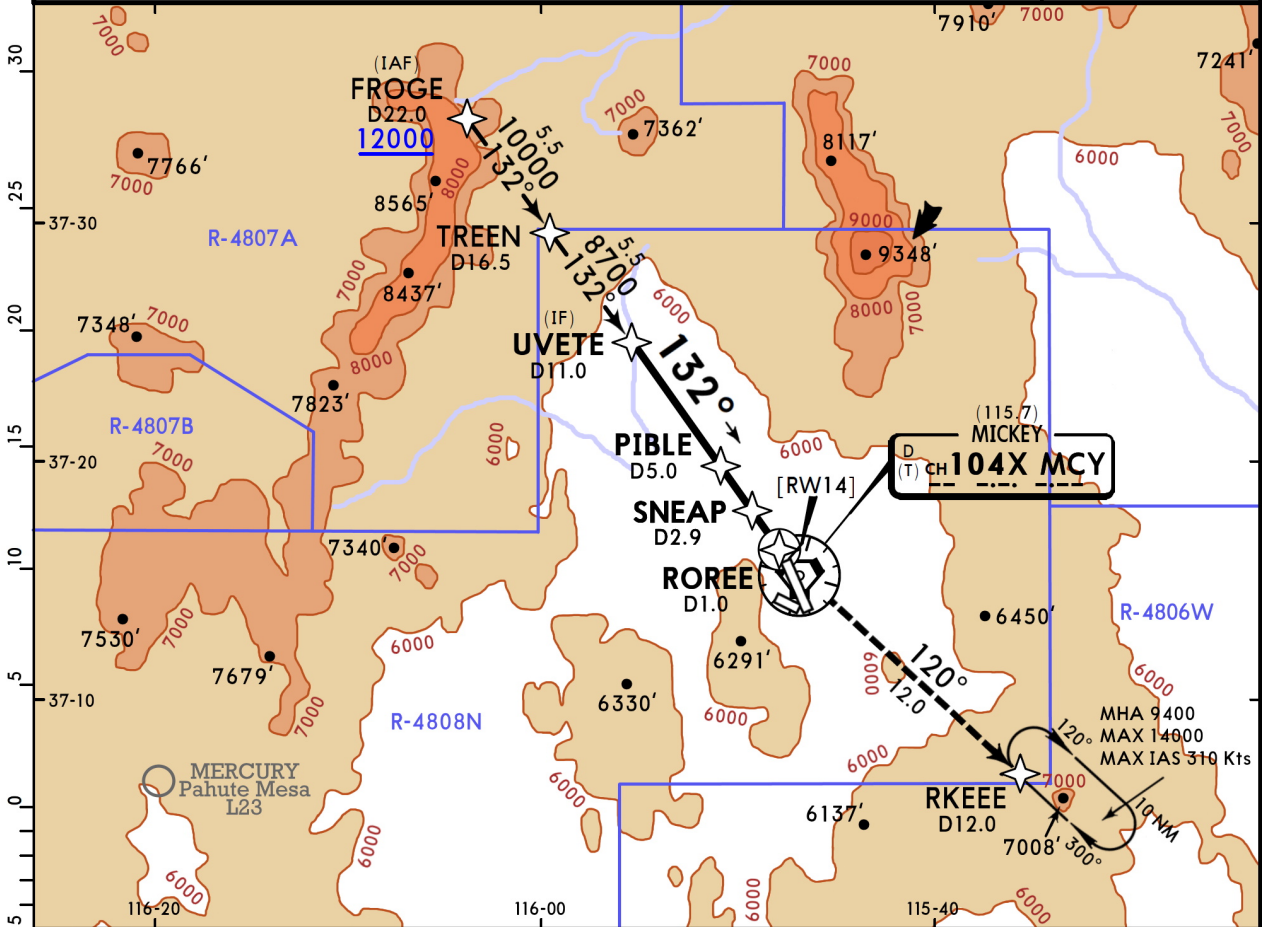
Military		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
MDA(H) 4994' (500')				Not Authorized Southwest of Rwy 14-32	
FULL		ALS out		MDA(H)	
A				Max Kts	5050' (556') -2
B	1 1/4	1 3/4			
C					
D	1 1/2	2			

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **34-1**

HOMIEY
TACAN Y Rwy 14

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
TACAN MCY CH 104X (115.7)	Final Apch Crs 132°	PIBLE 6000' (1548')	MDA(H) 4994' (542')
Apt Elev 4494' TDZE 4452'			10,500' MSA MCY VORTAC
MISSED APCH: Climbing to 14000', turn LEFT heading 120° and intercept MCY VORTAC R-120 to RKEEE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. PAPI slope reliable within 4 NM TDZ. 5. Use of RWY 32 B/Crs not authorized. 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting.			



Gnd speed-Kts	70	90	100	120	140	160	PAPI	14000'	MCY CH 104X R-120	RKEEE	
Gs	3.20°	397	510	566	679	793					LT
MAP at VORTAC											
PIBLE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

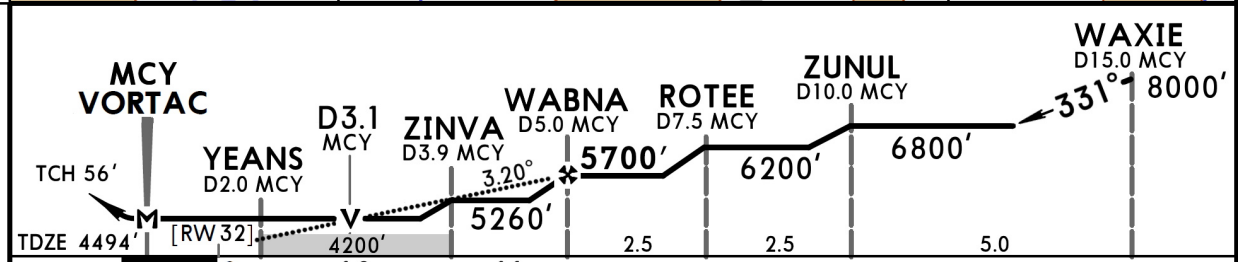
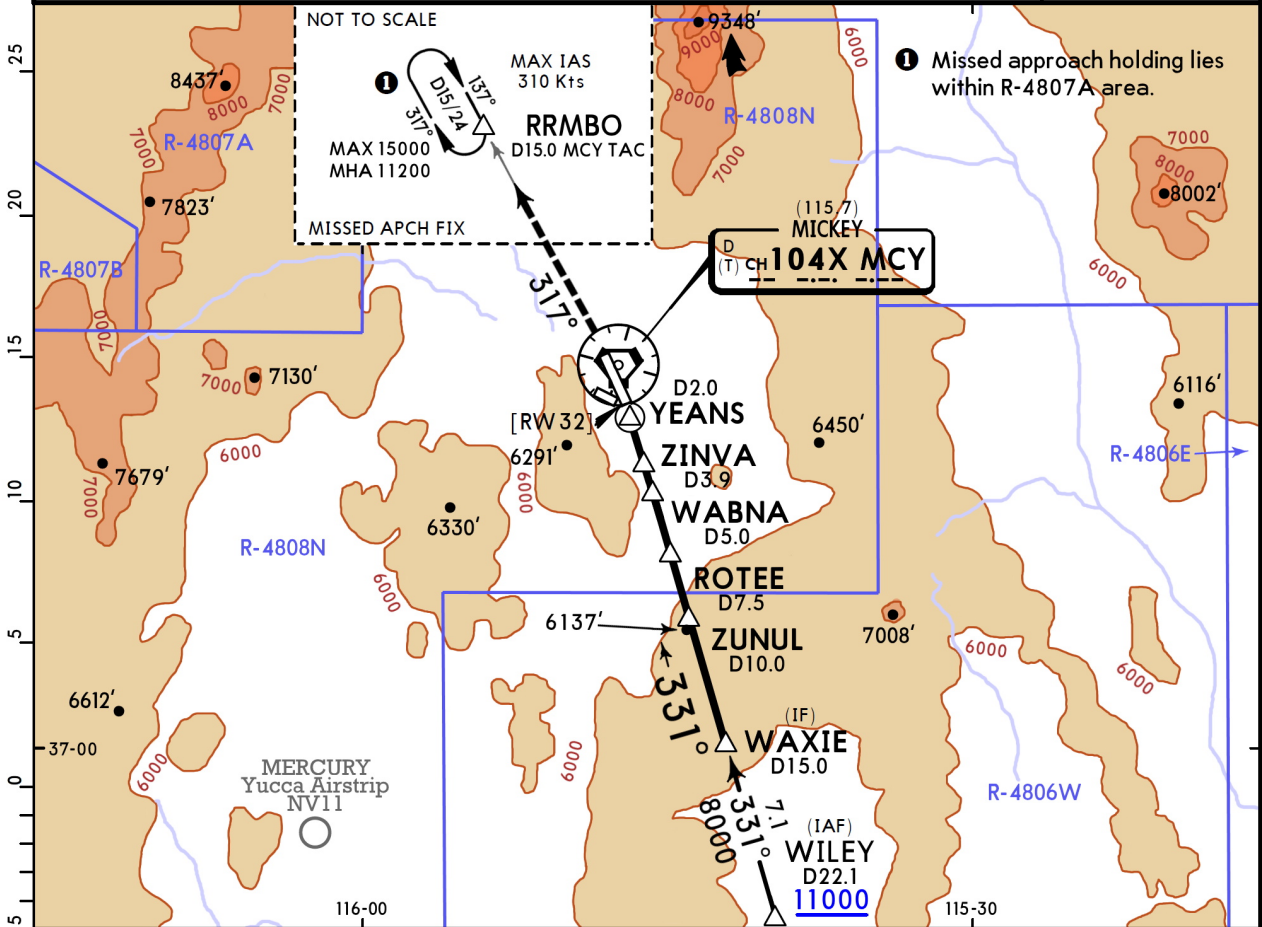
Military STRAIGHT-IN LANDING RWY 14					CIRCLE-TO-LAND					
MDA(H) 4994' (542')					Not Authorized Southwest of Rwy 14-32					
					MDA(H) _____					
A	1 3/4					90				
B	2					120				
C						140				
D						165				
					5050' (556') -2					

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **(34-2)**

HOMEY
TACAN Y Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
TACAN MCY CH 104X (115.7)	Final Apch Crs 331°	WABNA 5700' (1206')	MDA(H) 4994' (500')
Apt Elev 4494' TDZE 4494'			10,500' MSA MCY VORTAC
MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block TAC. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.			



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I PAPI	11200' LT	MCY CH 104X R-317	RRMBO
Gs	3.20°	397	510	566	679	793				
MAP at VORTAC										
WABNA to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

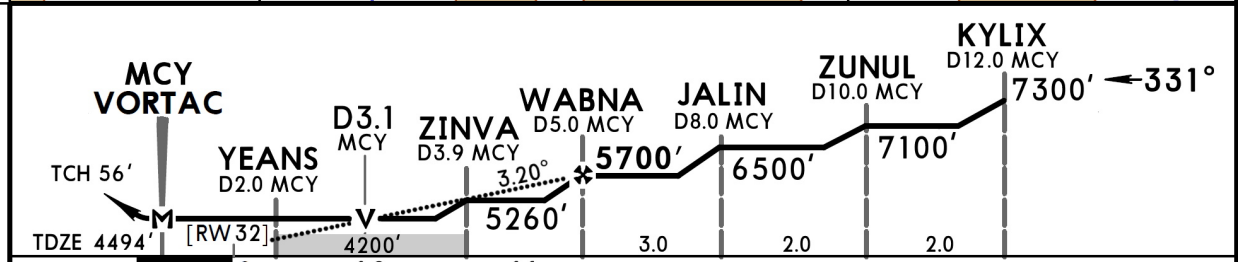
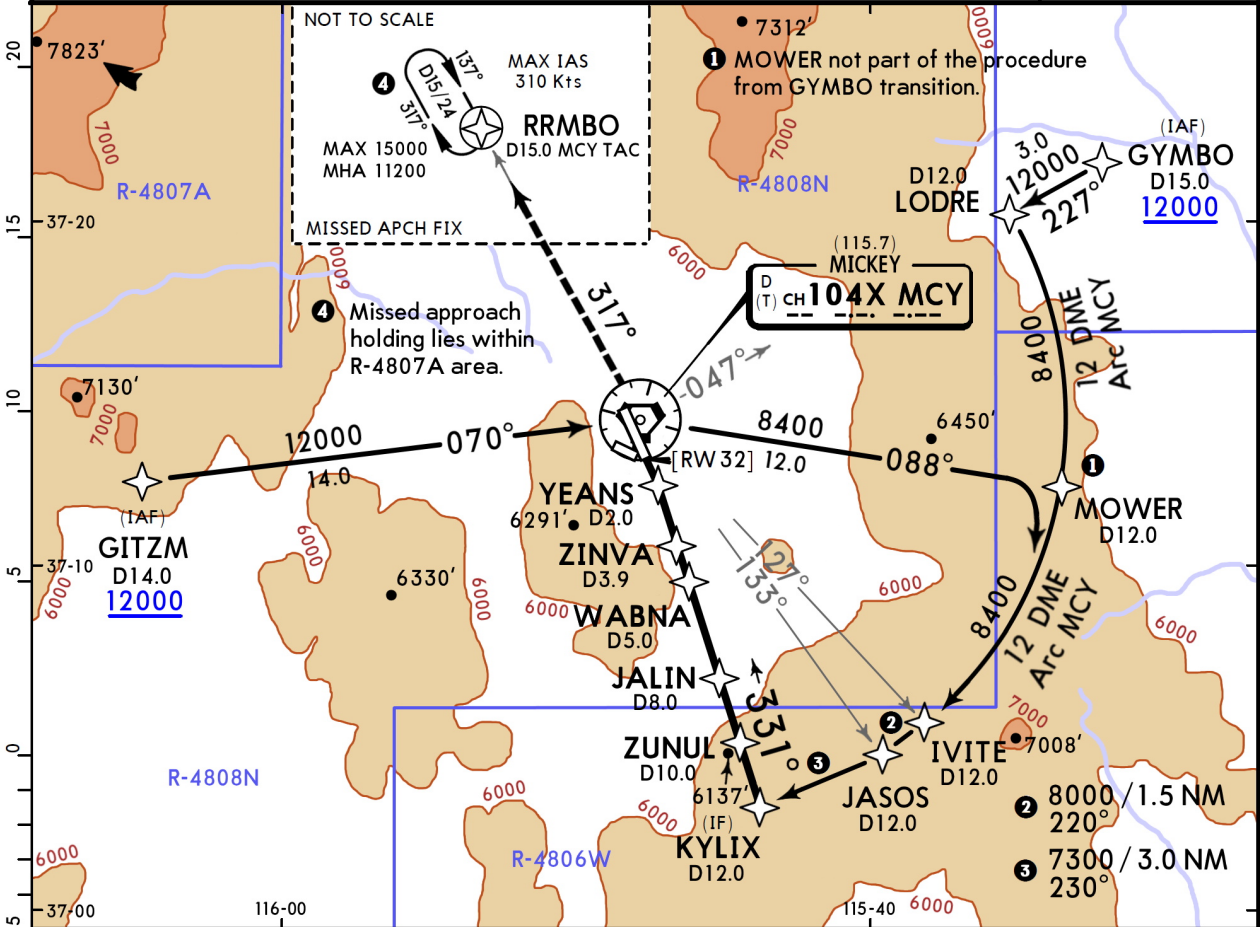
Military		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
FULL		ALS out		Not Authorized Southwest of Rwy 14-32	
MDA(H) 4994' (500')		MDA(H)		5050' (556') -2	
TERPS	A	1 1/4	1 3/4	Max Kts	
	B			90	
	C	1 1/2	2	120	
	D			140	
				165	

KXTA/XTA
RACHEL, NEV

JEPPESEN
8 JAN 21 **34-3**

HOMIEY
TACAN Z Rwy 32

* AWOS 115.7	Control 126.3X	* Tower 118.7X	* Ground 119.XX
TACAN MCY CH 104X (115.7)	Final Apch Crs 331°	WABNA 5700' (1206')	MDA(H) 4994' (500')
Apt Elev 4494' TDZE 4494'			10,500' MSA MCY VORTAC
MISSED APCH: Climbing LEFT turn to 11,200' direct RRMBO and hold, then expect further ATC clearance. Do not exceed 15,000' and 310 KIAS.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. CAUTION: Terrain along final approach track slopes down, do not use radio altimeter as reference. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. Do not use left PAPI as visual guidance. 5. Exercise caution since unexpected radio-magnetic interference may block TAC. 6. USAF only: when Rwy 32 VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 7. When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night. 8. Pilot controlled lighting.			



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-I PAPI 11200' LT MCY CH 104X R-317 RRMBO
Gs	3.20°	397	510	566	679	906	
MAP at VORTAC							
WABNA to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

Military STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
MDA(H) 4994' (500')			Not Authorized Southwest of Rwy 14-32		
FULL		ALS out		MDA(H)	
A				Max Kts	5050' (556') -2
B	1 1/4	1 3/4			
C					
D	1 1/2	2			