ATIS ★ 273.5
VALDOSTA APP CON
126.6 285.6
MOODY TOWER ★
128.45 257.625
GND CON
120.625 275.8

ALL SYSTEM COMPONENTS MUST BE OPERATIONAL

M-SWA 15
619
183°
003°
Max holding 265 KIAS
(IAF)
HUMRU
M-SWA 10
1177
MLS -40° (R)
MLS +40° (L)
Warning MMLS signal unmonitored. Notify Valdosta Approach Control in the event of signal loss.
Azimuth antenna offset 250 feet left of runway.
183°
348
JARES
M-SWA 4.8
R-028
MICROWAVE
Chan 556
M-SWA
Glidepath 3.00
DME Chan 25 (Y)
N30° 58.78′ W83° 11.40′
CAUTION: Remain west of VAD R-028 and VAD R-161 when R 3008 is active.
R-3008
360
411
MOODY
113.3 VAD
Chan 80
COMPUTED APPROACH FOR USE BY AIRCRAFT CAPABLE OF COMPUTING OFFSET FROM RUNWAY CENTERLINE ONLY
FLYING OTHER THAN PUBLISHED AZIMUTH AND/OR GS ANGLE RENDERS THE PROCEDURE UNUSABLE
R-173
R-161
10 NM
Max holding 265 KIAS
CARLO
VAD 15
173°
353°
VAD 20
MSA VAD 25 NM
2200
EMERG SAFE ALT 100 NM 16,000

MISSED APPROACH
Climb to 3000 out VAD
R-173 to CARLO (15 DME)
and hold.

M-SWA
JARES
4.8
HUMRU
M-SWA 10
183°
2200
003°
183°
1781
M-SWA
1.1
VORTAC
M-SWA
MLS .6
1800
Glidepath 3.00°
TCH 41
.5
4.2 NM

ELEV 233
183° 4.7 NM from FAF
18R
18L
TDZE 233
411
150
8000
9300
36L
36R
HIRL all Rwy

CATEGORY	A	B	C	D	E
S-MMLS 18L *	433/24 200 (200-½)				
S-AZ 18L **	560/24 327 (400-½)		560/40 327 (400-¾)		
CIRCLING	720-1 487 (500-1)		720-1½ 487 (500-1½)	800-2 567 (600-2)	

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT ABCD RVR to 50 and vis to 1mile, CAT E RVR to 60 and vis to 1¼ mile.