

ILS or LOC RWY 21R

LOC I-YUM 108.3	APCH CRS 211°	Rwy Idg 21L 9239 21R 13,300 TDZE 21L 208 21R 193 Arpt Elev 213
---------------------------	-------------------------	---

[USN] YUMA MCAS/YUMA INTL (KNYL)

VOR, DME required

▼ * When ALS inop, increase vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB vis to 1 mile,
 CAT CD vis to $\frac{1}{2}$ miles.

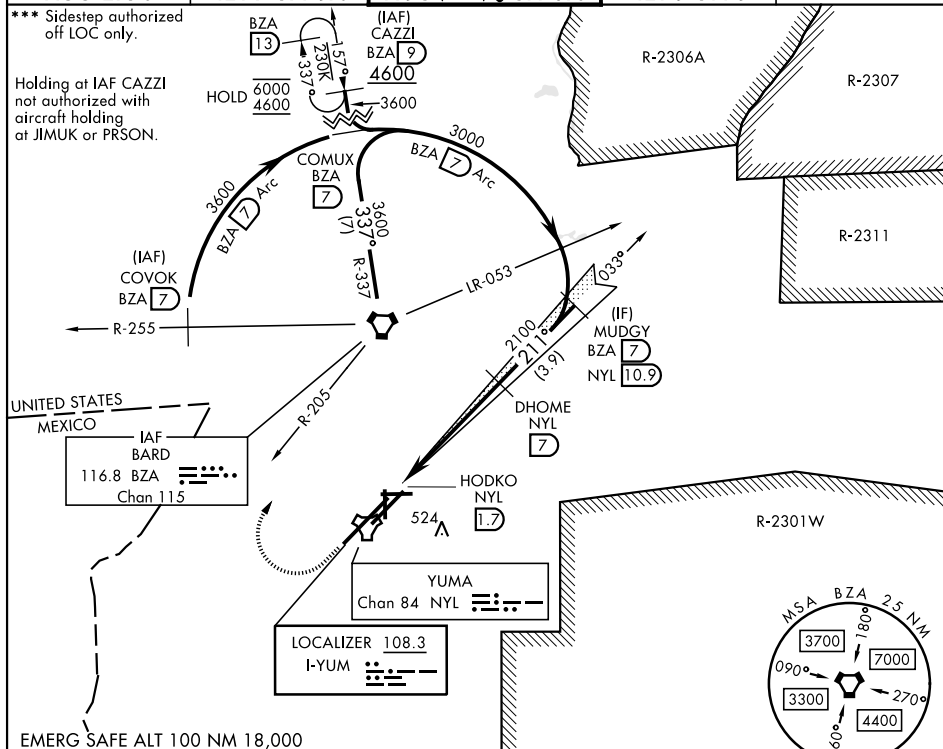


MISSED APPROACH: Climb to 900, then climbing right turn to 4600 heading 355° and intercept BZA VORTAC R-205 direct BZA. Then outbound via BZA R-337 to CAZZI and hold, continue climb-in-hold to 4600.

ATIS	APP CON	TOWER	GND CON	ASR/PAR
118.8 273.5	124.7 371.975	119.3 (CTAF) 0 377.075	121.9 314.0	

*** Sidestep authorized off LOC only.

Holding at IAF CAZZI not authorized with aircraft holding at JIMUK or PRSON.



EMERG SAFE ALT 100 NM 18,000

900

↑

4600

BZA

R-205

BZA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

HODKO NYL 1.7

NYL 2.3

DHOME NYL 7

2100

211°

3000

MUDGY NYL 7

NYL 10.9

GS 3.00°

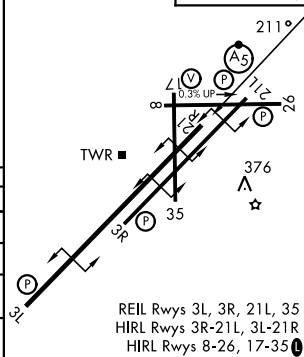
TCH 54

0.5

5.3 NM

CATEGORY	A	B	C	D
S-ILS 21R *	393-½		200	(200-½)
S-LOC 21R **	600-½	407 (400-½)	600-¾	407 (400-¾)
SIDESTEP 21L ***	600-½	392 (400-½)	600-2	392 (400-2)
CIRCLING	680-1	467 (500-1)	860-1¾	647 (700-1¾)
			860-2	647 (700-2)

ELEV 213	TDZE 21L 208
	TDZE 21R 193



ILS or LOC RWY 21R