

NDB GTP 245	APP CRS 225°	Rwy Idg 5504
		TDZE 242
		Apt Elev 264

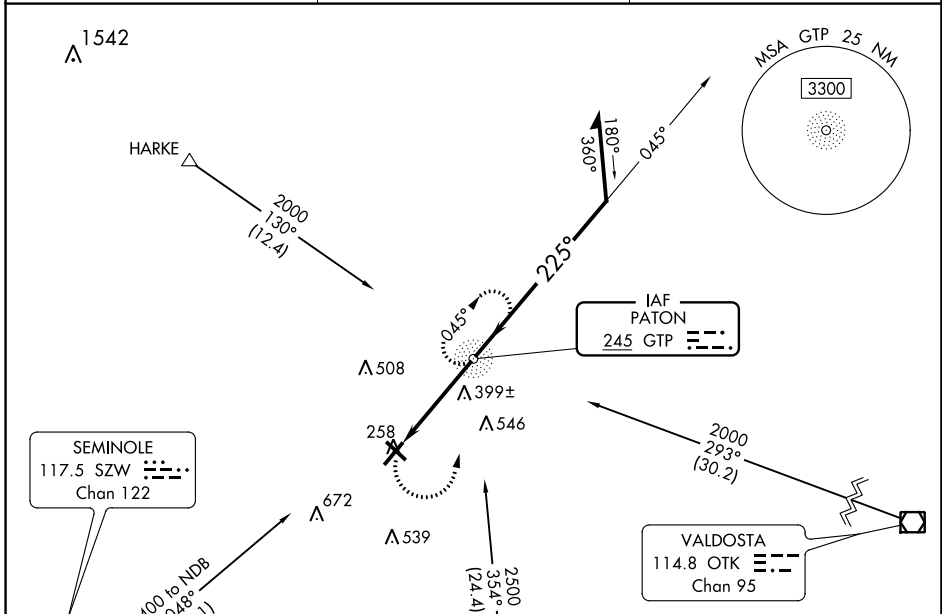
NDB RWY 22

THOMASVILLE RGNL (TVI)

⚠ When local altimeter setting not received, use Valdosta altimeter setting and increase all MDA 100 feet, increase S-22 Cats C/D visibility $\frac{3}{8}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. For inop ALS, increase S-22 Cats C/D visibility to $1\frac{3}{8}$ SM. For inop ALS when using the Valdosta altimeter setting, increase S-22 Cat D visibility to $1\frac{1}{8}$ SM. Circling Rwy 4, 14, 32 NA at night.

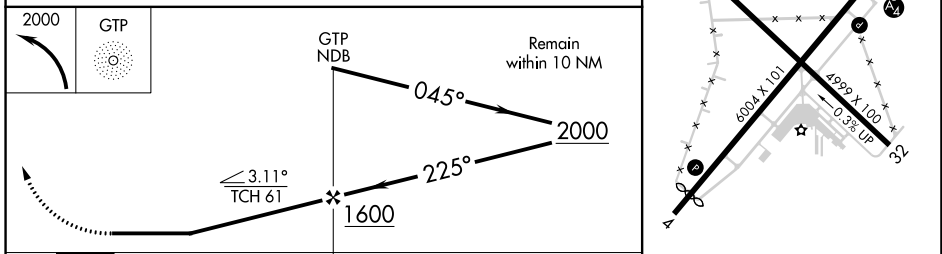
MALSF **MISSED APPROACH:** Climbing left turn to 2000 direct GTP NDB and hold, continue climb-in-hold to 2000.

AWOS-3PT 119.175	VALDOSTA APP CON * 126.6 285.6	UNICOM 123.075 (CTAF)
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ELEV 264	D	TDZE 242
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The inset diagram shows the runway layout at Thomasville RGNL (TVI). It highlights the intersection of Runway 22 and Runway 14. The approach path for Runway 22 is shown with a bearing of 225° and a distance of 4 NM. The diagram also shows the location of the NDB at 245 and the IAF at PATON.



CATEGORY	A	B	C	D
S-22	700- $\frac{3}{4}$	458 (500- $\frac{3}{4}$)	700-1	458 (500-1)
C CIRCLING	700-1 436 (500-1)	800-1 536 (600-1)	900- $1\frac{3}{4}$ 636 (700- $1\frac{3}{4}$)	1040- $2\frac{1}{2}$ 776 (800- $2\frac{1}{2}$)

LIRL Rwy 14-32
HIRL Rwy 4-22

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 31 OCT 2024 to 28 NOV 2024

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