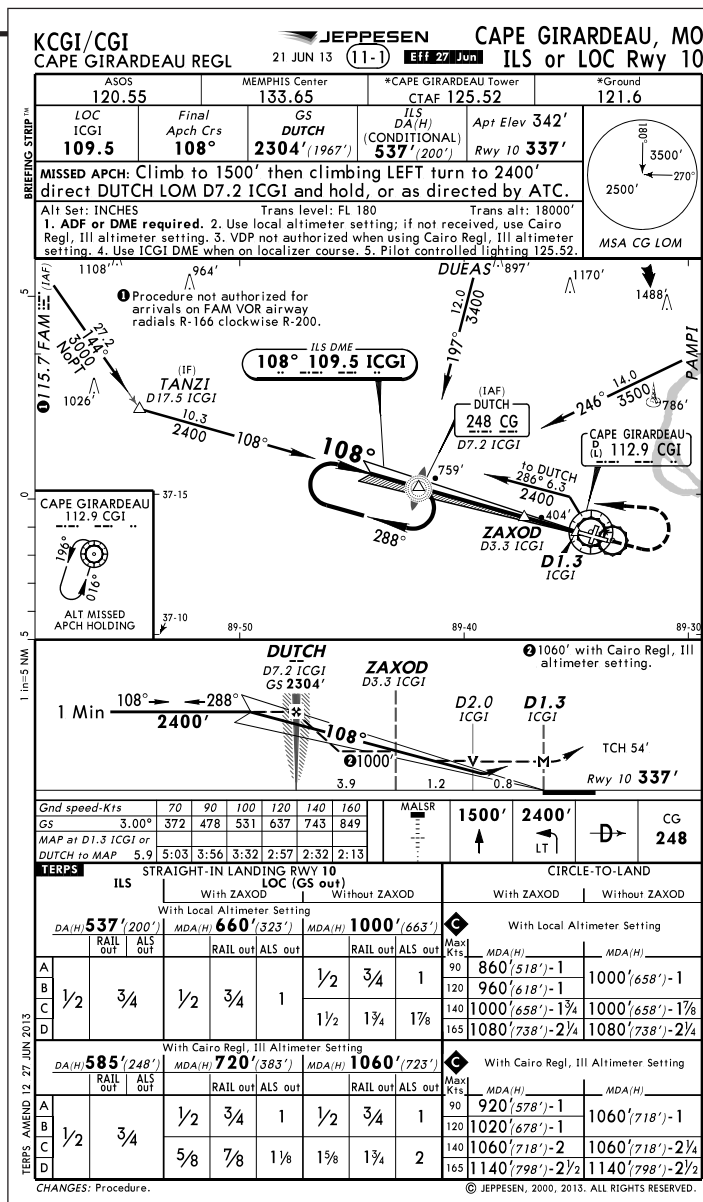


Terminal Checklist 6/14

Answers on page 31

Refer to the 11-1 ILS or LOC Rwy 10 for KCGI (Cape Girardeau MO) when necessary to answer the following questions.

- Select the items required for this approach.
 - ILS DME
 - ILS or LOC
 - GPS
 - RF
 - ADF or DME
- Receipt of a current altimeter with a weather report at or above minimums using the ASOS authorizes this approach for private and commercial operators 24/7.
 - True
 - False
- The holding pattern course reversal is required for transitions from _____.
 - DUEAS to DUTCH.
 - PAMPI to DUTCH.
 - Cape Girardeau VOR to DUTCH.
 - FAM VOR to TANZI.
- If the DME for the ICGI ILS is out of service during a transition from CGI, the approach is _____.
 - unaffected.
 - not authorized.
 - authorized with ADF.
 - authorized but with higher minimums.
- If a pilot or flightcrew used the DME from Cape Girardeau VOR instead of the DME from ICGI while inbound on the localizer, the likely result(s) would be _____.
 - premature initiation of descent.
 - conflicting indications when on glideslope.
 - premature arrival at the MAP.
 - confusion regarding positions during approach.
 - all of the above.
- Loss of the outer marker on this approach has no effect on minimums.
 - True
 - False
- If the ALS is out, what effect, if any, will it have on approach minimums for Category B aircraft?
 - No effect on straight-in landing minimums.
 - Full ILS straight-in landing minimums increase by 1/4 sm visibility.
 - LOC (GS out) straight-in landing minimums increase by 1/2 sm visibility.
 - Choices b and c.
- If the ICGI glideslope and ALS are out of service when using the local altimeter, the approach _____.
 - is not authorized.
 - minimums increase to 3/4 sm visibility.
 - minimums increase to 1 sm visibility and MDA 660 ft MSL with ZAXOD.
 - may be continued only if the runway alignment indicator lights (RAIL) are functioning.
- Using the Cairo Regional IL altimeter setting, the Category C circling MDA(H) and visibility without ZAXOD are _____.
 - 1000' (658')-1 3/4 sm.



Not to be used for navigational purposes

- 1060' (718') - 2 sm.
 - 1060' (718') - 2 1/4 sm.
 - 1080' (738') - 2 1/4 sm.
- The diamond symbol with the reversed out "C" shown above the aircraft approach category speeds in the circle-to-land minimums indicates _____.
 - circling minimums in this section are based solely on aircraft approach category.
 - a reminder to pilots and flightcrews that minimums in this section are only for circle-to-land maneuvers.
 - the published circle-to-land minimums are based on TERPS 8260.3B Change 21 or later version.
 - All of the above.

LOC/DME I-CGI	APP CRS	Rwy Idg	6500
109.5	108°	THRE	337
Chan 32		Apt Elev	342

ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

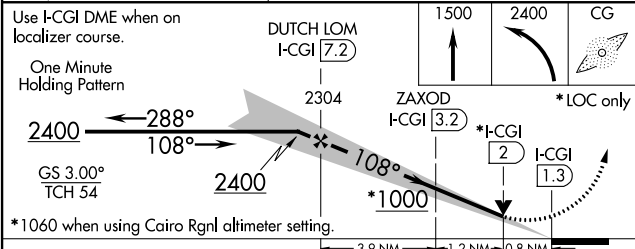
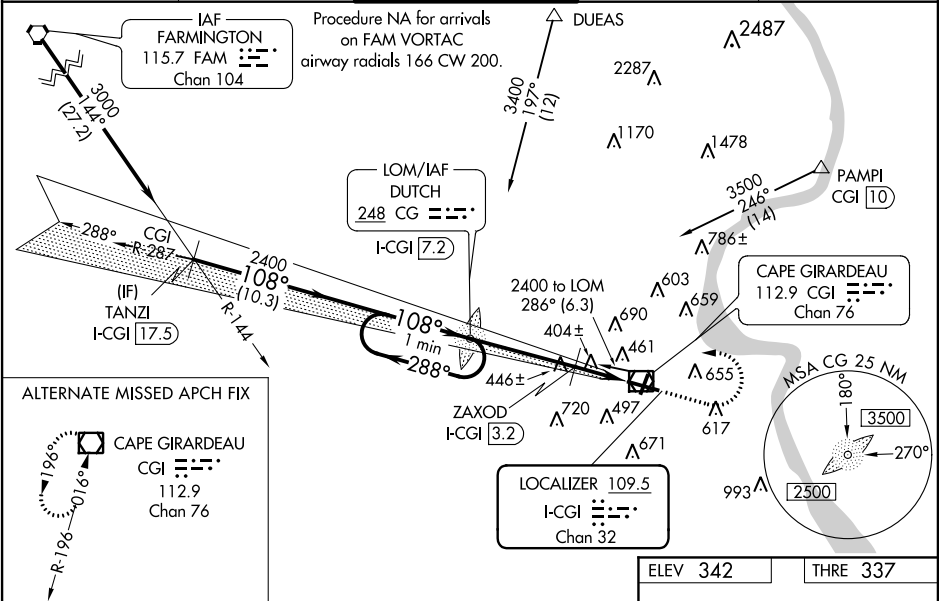
⚠

When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase S-LOC 10 Cat C and D visibility and Circling Cat C visibility $\frac{1}{8}$ mile and Circling Cat D visibility $\frac{1}{4}$ mile; increase ZAXOD fix minimums S-LOC Cat C/D visibility $\frac{1}{8}$ mile and Circling Cats C and D visibility $\frac{1}{4}$ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF or DME Required. For inop MALS, increase S-LOC 10 Cat C and D visibility $\frac{3}{8}$ mile. For inop MALS, when using Cairo Rgnl altimeter setting, increase S-LOC 10 Cat C and D visibility $\frac{3}{8}$ mile.

MALS

MISSED APPROACH:
Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) 0	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 10		537- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 10	1000- $\frac{1}{2}$	663 (700- $\frac{1}{2}$)	1000-1 $\frac{1}{2}$	663 (700-1 $\frac{1}{2}$)
CIRCLING	1000-1	658 (700-1)	1000-1 $\frac{7}{8}$ 658 (700-1 $\frac{7}{8}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)
ZAXOD FIX MINIMUMS				
S-LOC 10		660- $\frac{1}{2}$	323 (400- $\frac{1}{2}$)	
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	1000-1 $\frac{3}{4}$ 658 (700-1 $\frac{3}{4}$)	1080-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)

ELEV 342

THRE 337

108° 5.9 NM from FAF

MIRL Rwy 2-20 0

HIRL Rwy 10-28 0

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58