

# HI-TACAN Y RWY 14L

TACAN PAM Chan <b>64</b>	APCH CRS <b>130°</b>	Rwy ldg <b>10,008</b> TDZE <b>14</b> Arpt Elev <b>17</b>
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[USAF]

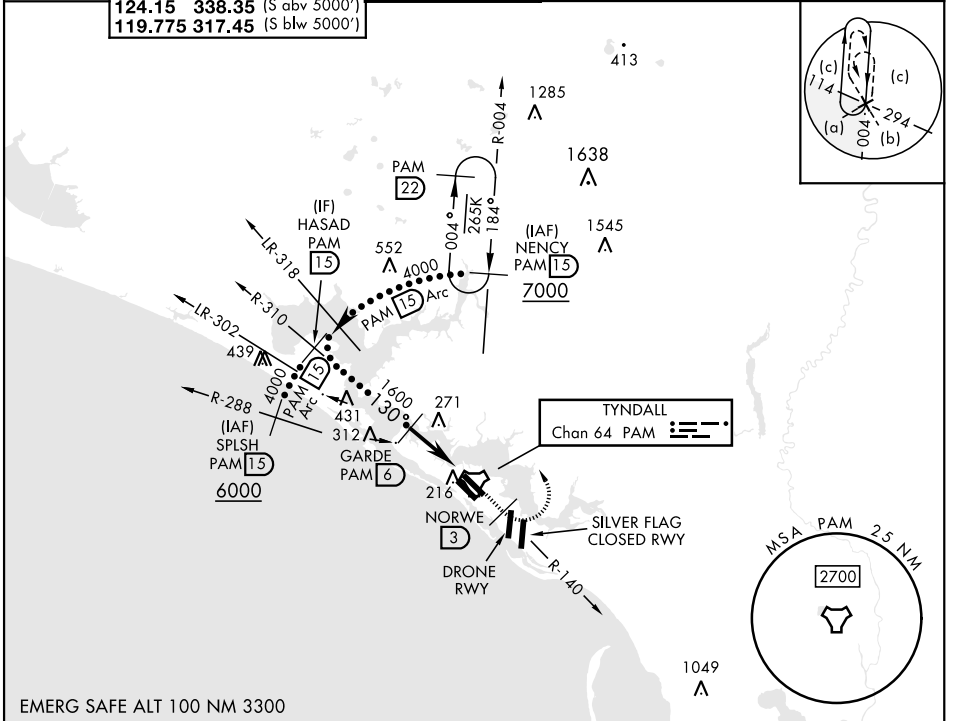
TYNDALL AFB (KPAM)

▼ \* When ALS inop, increase vis to 1½ miles.
 

 ALSF-1  


 MISSED APPROACH: Track outbound PAM TACAN R-140 to 3 DME (NORWE), then turn left to join PAM R-004 to 15 DME (NENCY) and hold. Maintain 3000.

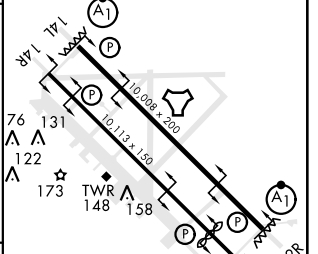
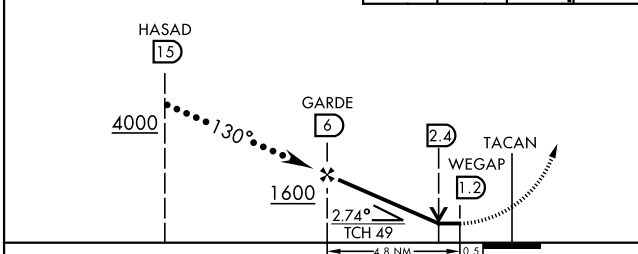
ATIS ★ <b>254.4</b>	APP CON <b>125.2</b> <b>392.1</b> (N abv 5000') <b>120.825</b> <b>379.3</b> (N blw 5000') <b>124.15</b> <b>338.35</b> (S abv 5000') <b>119.775</b> <b>317.45</b> (S blw 5000')	TOWER ★ <b>133.95</b> <b>263.15</b>	GND CON <b>121.9</b> <b>259.3</b>	CLNC DEL <b>118.05</b> <b>348.7</b>	ASR/PAR
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SE-3, 15 MAY 2025 to 12 JUN 2025

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VGSJ and descent angles not coincident (VGSJ Angle 2.50/TCH 49).	3000 PAM R-140 NORWE PAM 3 NENCY PAM 15	ELEV 17 TDZE 14	HIRL all Rwys Rwy 32L ldg 9135'
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CATEGORY	C	D	E
S-14L*	500/50	486	(500-1)
CIRCLING	540-1½ 523 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 14L-32R for apch end engagement of A-Gear.

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