

FLYING

We Fly: Cessna Citation C34 Gen2

LEADER OF THE PACK



TRAFFIC! TRAFFIC!

How ADS-B
helps you see



APPROACHABLE AIRCRAFT

Joining the
Maule family

510

490

P0292

00888

ALLEGAN MI 49010-9450

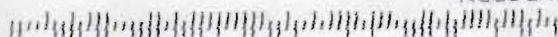
3768 ALLEGAN DAM RD

JASON BLAIR

*****AUTO**SCH 3-DIGIT 490 MIX COMAIL

#FLM0150906048/7# DEC21 AD99 3VOL2 0888

#BXBCBDN





Lake of the Ozarks LOC DME Rwy 22

A popular lake destination or midcontinent fuel stop for pilots

BY JASON BLAIR

Dropping off a passenger to visit the new riverboat casino at the Lake of the Ozarks? Hanging out on one of the biggest lake destinations in the middle of the country for a week? Or just needing a good fuel stop as you pass through—you might find yourself landing at Lee C. Fine Memorial Airport at the Lake of the Ozarks, Missouri.

It's a purpose-built airport meant to handle larger aircraft than the two other airports a little closer to town that have maximum runway lengths of 2,800 feet and 3,200 feet, respectively. Lee C. Fine Memorial Airport boasts a runway length of 6,500 feet and is served by a LOC/DME approach to Runway 22.

● **Jason Blair** is a flight instructor, an FAA DPE, and an active author in the general aviation and training communities.

A Localizer, Not Glideslope

A localizer DME approach, this particular approach does not offer a glideslope. While localizer precision laterally is helpful, the lack of a glideslope means this approach is nonprecision with a minimum descent altitude. A pilot will use the localizer and DME (no time is available on this approach) to descend to the missed approach point at 4.7 DME.

B DME from the VOR

Speaking of DME, unlike many localizers that have DME from the localizer itself, this DME comes from the SHY VOR. Make sure you have selected the proper source for DME when you are flying this approach because DME is required for it.

C DME Arc

Initial approach fixes at ZOPUD and BARTI are listed from which pilots could choose to establish themselves onto the DME arc to feed inbound on this localizer. While many pilots tend to shy away from doing these, a little knocking off of the rust on these procedures can make them effective methods to establish on the approach from the en route environment. Coming from the east or west, respectively, a pilot might choose these points to feed onto the approach when vectors are not provided instead of having to do any course reversals. The good news for many is that most modern GPS navigation systems will do these DME-arc procedures easily when programmed correctly.

D Feeder Routes

While BARTI and ZOPUD are intersections that a

pilot could navigate to from the en route environment, they are not technically fed via feeder routes from the SHY VOR, even though radials are given. These radials are not depicted in the heavy arrow style that is used to depict an actual feeder route as a part of the approach procedure. A little harder to notice, there are two depicted on this chart. A feeder route from the Springfield VOR to the SHY VOR and one from the SHY VOR outbound along the localizer—which would require a course reversal after passing the PICYU waypoint—are both depicted. A pilot could choose either of these and be able to descend to a lower altitude once outbound from the SHY VOR to 2,500 feet. This is lower than on the DME arc and might be something a pilot would choose to do if there were icing or, even better, a chance of getting below a cloud layer and breaking out earlier.

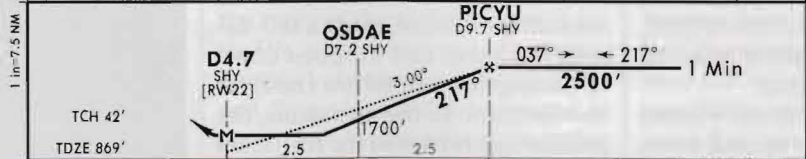
E Simple Missed—but Close

The missed approach on this is pretty straightforward. A pilot would climb straight ahead to the SHY VOR and hold inbound with right turns on the 217-degree radial (037 degrees inbound) at 3,100 feet msl. That being said, it is pretty close. Going missed at a DME point of 4.7 nm from the VOR and flying to the holding point at the VOR is going to happen fast. A climb, and flying straight ahead for just under 5 miles, leaves a pilot needing to stay on top of aircraft configuration before entering the hold with a course reversal.

KAIZ/AIZ FINE MEML

JEPPesen KAISER/LAKE OZARK, MO
6 AUG 21 11-1 CAT A, B & C LOC DME Rwy 22

AWOS-3PT 135.325		MIZZU Approach (R) 124.1		FINE MEML UNICOM CTAF 122.8	
LOC IAIZ 111.5	Final Apch Crs 217°	PICUY 2500'(1631')	MDA(H) (CONDITIONAL) 1260'(391')	Apt Elev 869' TDZE 869'	<div>3100</div> <div>MSA SHY VOR</div>
MISSED APCH: Climb to 3100' direct SHY VOR and hold, continue climb-in-hold to 3100'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME from SHY VOR. Simultaneous reception of I-AIZ LOC and SHY VOR required. 2. Use local altimeter setting; if not received, use Camdenton altimeter setting. 3. Helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.					



TERPS AMEND 28 21 AUG 2014

Gnd speed-Kts		70	90	100	120	140	160	VASI-L		3100'	D➔	SHY 108.4
Descent angle 3.00°		372	478	531	637	743	849					
MAP at D4.7 SHY												
TERPS STRAIGHT-IN LANDING RWY 22												
With Local Altimeter Setting						With Camdenton Altimeter Setting						
MDA(H) 1260' (391')						MDA(H) 1320' (451')						
CIRCLE-TO-LAND												
With Local Altimeter Setting						With Camdenton Altimeter Setting						
MDA(H) 1320' (451')						MDA(H) 1380' (511')						
A	1		1		1320' (451') - 1		1380' (511') - 1		1380' (511') - 1		1380' (511') - 1	
B	1 1/8		1 3/8		1380' (511') - 1		1440' (571') - 1		1440' (571') - 1		1440' (571') - 1	
C	1 1/8		1 3/8		1440' (571') - 1 1/2		1500' (631') - 1 3/4		1500' (631') - 1 3/4		1500' (631') - 1 3/4	
D	NA		NA		NA		NA		NA		NA	

CHANGES: Minimums, topo, chart format.

© JEPPesen, 2000, 2021. ALL RIGHTS RESERVED.

Reproduced with permission of Jeppesen. NOT FOR NAVIGATIONAL USE. © Jeppesen, 2020.