

MARTHA'S VINEYARD ILS OR LOC RWY 24

A beautiful island to visit, and an interesting approach

BY JASON BLAIR

A ACK VOR TO TRANSITION

Coming from the south or east, a pilot could expect to be asked to transition over the Nantucket (ACK) VOR onto the approach. A thicker line on the 323 radial outbound from the ACK VOR denotes that this is a feeder route from an initial approach fix (IAF) onto the approach. A NoPT denotation also indicates that if a pilot transitions onto the approach from this point, they would not be expected to complete a procedure turn to establish onto the inbound ILS/LOC course of 236 degrees when reaching the CHOPY intersection. This is a pretty sharply angled turn, though, so a pilot should be ready for it if they choose to use this method of establishing themselves to the inbound course.

B DME FROM THE LOC

When transitioning across DME points on

ITS DOWNTOWN AREA is known for shopping and dining—but that isn't all Martha's Vineyard has to offer. Many visitors and residents alike know the island for its outdoor features, which include cliffs, gardens, wildlife sanctuaries, beautiful northeastern beaches, and ongoing natural beauty. Oh, and the fresh seafood can't hurt either. Can you imagine a better way to first scope out the area than arriving by air? I can't. But sometimes you might find yourself arriving in weather that requires an instrument flight plan. And one of the most reliable approaches to the Martha's Vineyard airport is the ILS.

this approach, a note highlights that the DME source is IMVY. This is an indication when the DME is sourced from the localizer frequency, not from the VOR that happens to have the same identifying letters "MVY," just without the "I" in front of it. This can be confusing, so if you are referencing a DME source when flying this approach, make sure you are tuned to the correct navigation source for that data.

C TWO MISSED OPTIONS

This approach has a standard missed approach fix at the CLAMY intersection, and a second missed approach fix (the Alternate Missed Apch Fix), also at the

CLAMY intersection. This can be confusing, but the reason relates to what navigation sources are available. The primary missed approach procedure at CLAMY has a pilot establish in a hold with an inbound course of 090 degrees with left turns while using the 270 radial from the ACK VOR. If that VOR was out of service, the alternate missed approach could be used. The alternate at the same intersection has a pilot reference the PVD VOR on a 143 radial and fly inbound legs on that radial with left turns. Which of these you might fly could depend on NOTAMs that you might check ahead of flight that

could indicate if the ACK VOR was out of service or if you had an IFR GPS to substitute for navigation and establishment into the hold if needed.

D DME NOT REQUIRED

While DME is listed on this approach to help identify points, a pilot could actually fly it without DME. The IAF at ACK is able to be navigated without it, and a pilot could identify the CHOPY and BEPAY intersections using cross radials.

A missed approach point when flying the approach as an ILS would be a decision height, and in absence of DME a pilot could use timing to make a decision if conducting a localizer-only approach. There aren't many approaches like this left that allow a pilot to fly the approach without DME or a substitutable GPS system, and they are handy to identify in the event of an emergency.

**KMVY/MVY
MARTHA'S VINEYARD**

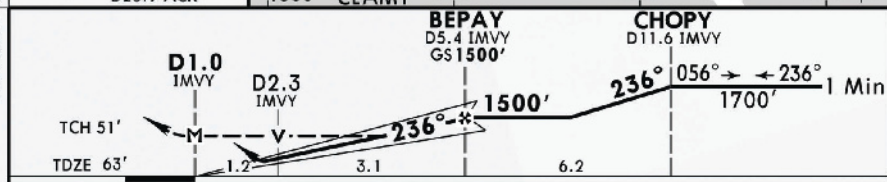
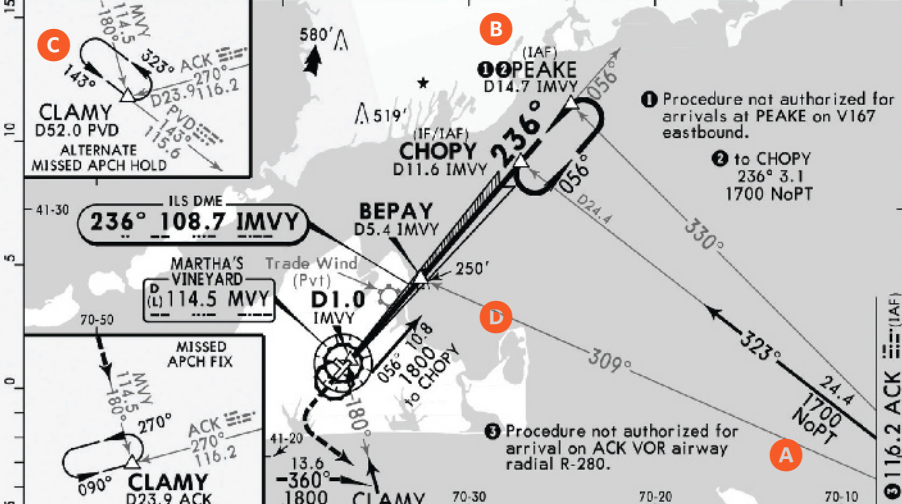
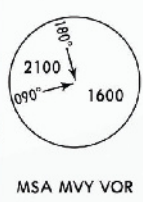
**JEPPESEN VINEYARD HAVEN, MASS
8 JUL 22 (11-1) Eff 14 Jul ILS or LOC Rwy 24**

ATIS (ASOS when Twr inop) 126.25		BOSTON Approach (R) 133.75		BOSTON Center 128.75		*VINEYARD Tower CTAF 121.4		*Ground 124.35	
LOC IMVY 108.7	Final Apch Crs 236°	BEPAY 1500' (1437')		ILS DA(H) (CONDITIONAL) 263' (200')		Apt Elev 67' TDZE 63'			

MISSED APCH: Climb to 800', then climbing LEFT turn to 2500' outbound on MVY VOR R-180 to CLAMY INT/D23.9 ACK and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Circling Rwy 15 not authorized at night. 2. Use local altimeter setting; if not received, use Hyannis altimeter setting. 3. VDP not authorized with Hyannis altimeter setting. 4. Use IMVY DME when on the localizer course. 5. Pilot controlled lighting 121.4.



Gnd speed-Kts	70	90	100	120	140	160	MALS R	800'	2500'	MVY	114.5	CLAMY
GS	3.00°	372	478	531	637	743	PAPI	LT	on	R-180		
MAP at D1.0 IMVY or BEPAY to MAP	4.4	3:46	2:56	2:38	2:12	1:53						

TERPS STRAIGHT-IN LANDING RWY 24 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 263' (200')		LOC (GS out) MDA(H) 500' (437')		Max Kts	MDA(H)
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A				90	500'(433')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	540'(473')-1
C			RVR 40 or 3/4	140	700'(633')-1 3/4
D			RVR 60 or 1 1/4	165	780'(713')-2 1/4
With Hyannis Altimeter Setting				With Hyannis Altimeter Setting	
ILS DA(H) 317' (254')		LOC (GS out) MDA(H) 560' (497')		Max Kts	MDA(H)
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A				90	560'(493')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	600'(533')-1
C			RVR 50 or 1	140	760'(693')-2
D			1 3/8	165	840'(773')-2 1/2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
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