Federal Aviation Administration

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U.S. Terminal Procedures Publication Change Notice (CN)

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08 DEC 2016

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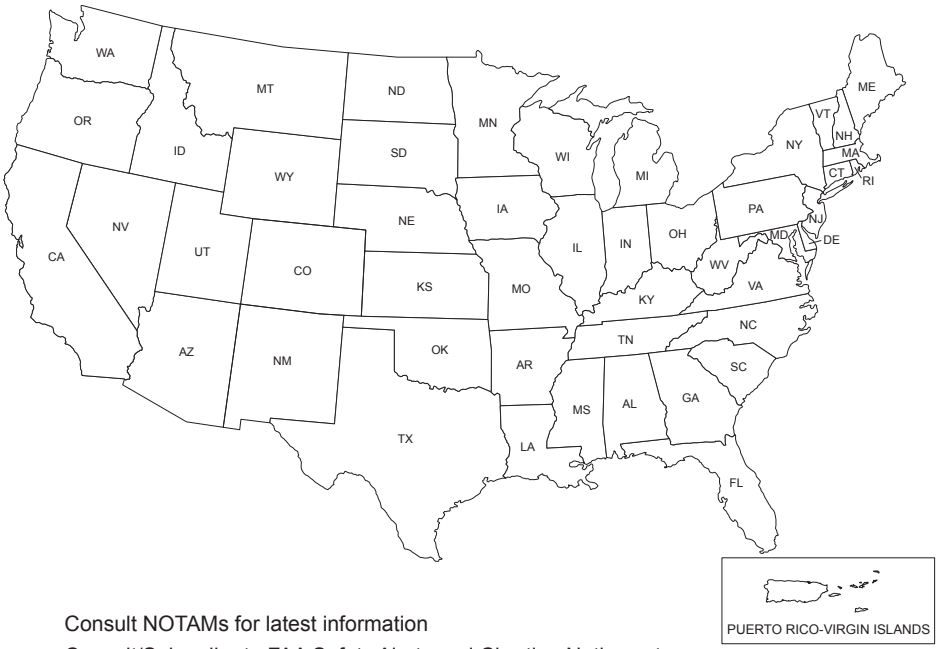
05 JAN 2017



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GENERAL INFORMATION/INSTRUCTIONS

CHANGE NOTICE (CN) FOR UNITED STATES GOVERNMENT

TERMINAL PROCEDURES PUBLICATION

GENERAL : The United States Terminal Procedures are published in 25 Bound Volumes on a 56-day cycle. This CN is published at the mid 28-day point and contains revisions, additions and deletions to the last complete issue of the 24 volumes covering the conterminous U.S. There is no CN published for airports in the states of Alaska, Hawaii, or Pacific Islands.

OPERATIONAL USE OF THE CHANGE NOTICE : During flight planning or in the case of an in-flight diversion, it is imperative that the pilot first consult this CN before making any decision as to which procedures are current at the airport of intended landing. If the airport of intended landing is not listed in the supplementary information or Index of Charts then the airport information in the basic 24 volumes has not changed.

INDEX OF TERMINAL PROCEDURES : All civil airports which have revised, added or deleted procedures are listed alphabetically by city in the Index. In addition to the airport name, the Index includes the CN page number, the current procedure designation, the affected page and volume number in the last issue of the 24 conterminous US volumes and an indicaton whether the procedure is new, has been deleted, or replaces an existing procedure.

EFFECTIVE DATES: All procedures in this CN are effective on the dates shown on the front cover unless indicated otherwise in the Index, i.e., if the procedure revision is effective on a date other than the CN publication date, this will be noted in the Index instructions by "Effective (date)". This will also be shown on the planview of the affected Chart(s)

CONSULT CURRENT NOTAMS.

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IFR ALTERNATE MINIMUMS C1
RADAR MINIMUMS D1
STARS E1
AREA OF COVERAGE ..... BACK COVER

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	ACTION
ALBERT J. ELLIS			
---SEE JACKSONVILLE, NC			
BEALE AFB			
MARYSVILLE, CA			
IAPS	ILS OR LOC Y RWY 15	1	REPLACE PG. 19 VOL SW-2
IAPS	ILS OR LOC Y RWY 33	2	REPLACE PG. 20 VOL SW-2
IAPS	TACAN Y RWY 15	3	REPLACE PG. 23 VOL SW-2
IAPS	TACAN Y RWY 33	4	REPLACE PG. 24 VOL SW-2
BROOKHAVEN			
---SEE SHIRLEY, NY			
BROWNSVILLE, TX			
BROWNSVILLE/SOUTH PADRE ISLAND INTL			
IAPS	ILS OR LOC RWY 13	5	REPLACE PG. 70 VOL SC-3
IAPS	RNAV (GPS) RWY 13	6	REPLACE PG. 71 VOL SC-3
IAPS	LOC BC RWY 31	7	REPLACE PG. 73 VOL SC-3
IAPS	VOR OR TACAN A	8	REPLACE PG. 74 VOL SC-3
CAMP SPRINGS, MD			
---SEE JOINT BASE ANDREWS			
CHEYENNE COUNTY MUNI			
---SEE ST FRANCIS, KS			
CHICAGO, IL			
CHICAGO-O'HARE INTL			
IAPS	ILS OR LOC RWY 22R	9	REPLACE PG. 171 VOL EC-3
CUMBERLAND, MD			
GREATER CUMBERLAND RGNL			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NE-3
IAPS	RNAV (GPS) RWY 23	10	REPLACE PG. 88 VOL NE-3

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NAME	PROC	SECT PG	ACTION

DENVER, CO

DENVER INTL

IAPS	ILS OR LOC RWY 07	11	REPLACE PG. 172 VOL SW-1
IAPS	ILS OR LOC RWY 08	12	REPLACE PG. 173 VOL SW-1
IAPS	ILS OR LOC RWY 17L	13	REPLACE PG. 176 VOL SW-1
IAPS	ILS OR LOC RWY 17R	14	REPLACE PG. 177 VOL SW-1
IAPS	ILS OR LOC RWY 25	15	REPLACE PG. 178 VOL SW-1
IAPS	ILS OR LOC RWY 26	16	REPLACE PG. 179 VOL SW-1
IAPS	ILS OR LOC RWY 35L	17	REPLACE PG. 182 VOL SW-1
IAPS	ILS OR LOC RWY 35R	18	REPLACE PG. 183 VOL SW-1
IAPS	ILS RWY 35L (SA CAT I)	19	REPLACE PG. 186 VOL SW-1
IAPS	ILS RWY 35R (SA CAT I)	20	REPLACE PG. 187 VOL SW-1
IAPS	ILS RWY 35L (CAT II - III)	21	REPLACE PG. 190 VOL SW-1
IAPS	ILS RWY 35R (CAT II - III)	22	REPLACE PG. 191 VOL SW-1
IAPS	RNAV (RNP) Z RWY 07	23	REPLACE PG. 192 VOL SW-1
IAPS	RNAV (RNP) Z RWY 08	24	REPLACE PG. 193 VOL SW-1
IAPS	RNAV (RNP) Z RWY 17L	25	REPLACE PG. 196 VOL SW-1
IAPS	RNAV (RNP) Z RWY 17R	26	REPLACE PG. 197 VOL SW-1
IAPS	RNAV (RNP) Z RWY 25	27	REPLACE PG. 198 VOL SW-1
IAPS	RNAV (RNP) Z RWY 26	28	REPLACE PG. 199 VOL SW-1
IAPS	RNAV (RNP) Z RWY 35L	29	REPLACE PG. 202 VOL SW-1
IAPS	RNAV (RNP) Z RWY 35R	30	REPLACE PG. 203 VOL SW-1
IAPS	RNAV (GPS) Y RWY 07	31	REPLACE PG. 204 VOL SW-1
IAPS	RNAV (GPS) Y RWY 08	32	REPLACE PG. 205 VOL SW-1
IAPS	RNAV (GPS) Y RWY 17L	33	REPLACE PG. 208 VOL SW-1
IAPS	RNAV (GPS) Y RWY 17R	34	REPLACE PG. 209 VOL SW-1
IAPS	RNAV (GPS) Y RWY 25	35	REPLACE PG. 210 VOL SW-1
IAPS	RNAV (GPS) Y RWY 26	36	REPLACE PG. 211 VOL SW-1
IAPS	RNAV (GPS) Y RWY 35L	37	REPLACE PG. 214 VOL SW-1
IAPS	RNAV (GPS) Y RWY 35R	38	REPLACE PG. 215 VOL SW-1

ROCKY MOUNTAIN METROPOLITAN

IAPS	ILS OR LOC RWY 30R	39	REPLACE PG. 291 VOL SW-1
IAPS	RNAV (GPS) RWY 30L	40	REPLACE PG. 292 VOL SW-1
IAPS	RNAV (GPS) RWY 30R	41	REPLACE PG. 293 VOL SW-1

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NAME	PROC	SECT PG	ACTION
DETROIT, MI			
DETROIT METROPOLITAN WAYNE COUNTY			
IAPS	ILS OR LOC RWY 03R	42	REPLACE PG. 111 VOL EC-1
IAPS	ILS OR LOC RWY 04R	43	REPLACE PG. 112 VOL EC-1
IAPS	ILS OR LOC RWY 21L	44	REPLACE PG. 113 VOL EC-1
IAPS	ILS OR LOC RWY 22L	45	REPLACE PG. 114 VOL EC-1
IAPS	ILS OR LOC RWY 27L	46	REPLACE PG. 115 VOL EC-1
IAPS	ILS OR LOC RWY 27R	47	REPLACE PG. 116 VOL EC-1
IAPS	ILS Z OR LOC RWY 04L	48	REPLACE PG. 117 VOL EC-1
IAPS	ILS Z OR LOC RWY 22R	49	REPLACE PG. 118 VOL EC-1
IAPS	ILS Y RWY 04L	50	REPLACE PG. 119 VOL EC-1
IAPS	ILS Y RWY 22R	51	REPLACE PG. 120 VOL EC-1
IAPS	ILS RWY 03R (SA CAT I)	52	REPLACE PG. 121 VOL EC-1
IAPS	ILS RWY 04R (SA CAT I)	53	REPLACE PG. 122 VOL EC-1
IAPS	ILS RWY 21L (SA CAT I - II)	54	REPLACE PG. 123 VOL EC-1
IAPS	ILS RWY 22L (SA CAT I)	55	REPLACE PG. 124 VOL EC-1
IAPS	ILS RWY 27L (SA CAT I - II)	56	REPLACE PG. 125 VOL EC-1
IAPS	ILS Z RWY 22R (SA CAT I - II)	57	REPLACE PG. 126 VOL EC-1
IAPS	ILS RWY 03R (CAT II - III)	58	REPLACE PG. 127 VOL EC-1
IAPS	ILS RWY 04R (CAT II - III)	59	REPLACE PG. 128 VOL EC-1
IAPS	ILS Z RWY 04L (CAT II - III)	60	REPLACE PG. 129 VOL EC-1
IAPS	RNAV (GPS) RWY 03R	61	REPLACE PG. 130 VOL EC-1
IAPS	RNAV (GPS) RWY 04R	62	REPLACE PG. 131 VOL EC-1
IAPS	RNAV (GPS) RWY 21L	63	REPLACE PG. 132 VOL EC-1
IAPS	RNAV (GPS) RWY 22L	64	REPLACE PG. 133 VOL EC-1
IAPS	RNAV (GPS) RWY 27L	65	REPLACE PG. 134 VOL EC-1
IAPS	RNAV (GPS) RWY 27R	66	REPLACE PG. 135 VOL EC-1
IAPS	RNAV (GPS) Y RWY 04L	67	REPLACE PG. 136 VOL EC-1
IAPS	RNAV (GPS) Y RWY 22R	68	REPLACE PG. 137 VOL EC-1
IAPS	ILS PRM RWY 04R	69	REPLACE PG. 140 VOL EC-1
IAPS	ILS PRM RWY 22L	70	REPLACE PG. 141 VOL EC-1
IAPS	ILS PRM Y RWY 04L	71	REPLACE PG. 142 VOL EC-1
IAPS	ILS PRM Y RWY 22R	72	REPLACE PG. 143 VOL EC-1
IAPS	ILS PRM RWY 04R (SA CAT I)	73	REPLACE PG. 144 VOL EC-1
IAPS	ILS PRM RWY 04R (CAT II - III)	74	REPLACE PG. 145 VOL EC-1
IAPS	RNAV (GPS) PRM RWY 04R	75	REPLACE PG. 146 VOL EC-1
IAPS	RNAV (GPS) PRM RWY 22L	76	REPLACE PG. 147 VOL EC-1
IAPS	RNAV (GPS) PRM Y RWY 04L	77	REPLACE PG. 148 VOL EC-1
IAPS	RNAV (GPS) PRM Y RWY 22R	78	REPLACE PG. 149 VOL EC-1
FORT HUACHUCA-SIERRA VISTA, AZ			
SIERRA VISTA MUNI-LIBBY AAF			
TAKEOFF MINIMUMS		B	REVISE SECT. L VOL SW-4
FORT INDIANTOWN GAP, PA			
---SEE MUIR AAF			
GEORGE BUSH INTERCONTINENTAL/HOUSTON			
---SEE HOUSTON, TX			
GOODLAND, KS			
RENNER FIELD/GOODLAND MUNI			
IAPS	ILS OR LOC RWY 30	79	REPLACE PG. 166 VOL NC-2
GRASS VALLEY, CA			
NEVADA COUNTY AIR PARK			
IAPS	GPS RWY 07	80	ADD TO VOL SW-2
GREATER CUMBERLAND RGNL			
---SEE CUMBERLAND, MD			

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GRISSOM ARB			
PERU, IN			
IAPS	RNAV (GPS) RWY 05	81	REPLACE PG. 305 VOL EC-2
IAPS	RNAV (GPS) RWY 23	82	REPLACE PG. 306 VOL EC-2
HARLAN, KY			
TUCKER-GUTHRIE MEMORIAL			
IAPS	RNAV (GPS)-A	83	REPLACE PG. 175 VOL SE-1
HASTINGS, NE			
HASTINGS MUNI			
IAPS	RNAV (GPS) RWY 14	84	REPLACE PG. 206 VOL NC-2
HEADLAND, AL			
HEADLAND MUNI			
IAPS	RNAV (GPS) RWY 09	85	REPLACE PG. 483 VOL SE-4
IAPS	RNAV (GPS) RWY 27	86	REPLACE PG. 484 VOL SE-4
HOUSTON, TX			
GEORGE BUSH INTERCONTINENTAL/HOUSTON			
IAPS	RNAV (RNP) Y RWY 26R	87	REPLACE PG. 347 VOL SC-5
JACKSONVILLE, NC			
ALBERT J. ELLIS			
IAPS	NDB RWY 05	88	REPLACE PG. 411 VOL SE-2
JOINT BASE ANDREWS			
CAMP SPRINGS, MD			
IAPS	TACAN-A	89	REPLACE PG. 203 VOL NE-3
KEOKUK, IA			
KEOKUK MUNI			
IAPS	RNAV (GPS) RWY 14	90	REPLACE PG. 344 VOL NC-3
LAS CRUCES, NM			
LAS CRUCES INTL			
IAPS	ILS OR LOC RWY 30	91	REPLACE PG. 444 VOL SW-1
LAS VEGAS, NV			
---SEE NELLIS AFB			
LOS ANGELES, CA			
LOS ANGELES INTL			
DIVERSE VECTOR AREA		B	REVISE SECT. L VOL SW-3
MARYSVILLE, CA			
---SEE BEALE AFB			
MCCHORD FIELD			
TACOMA, WA			
IAPS	ILS RWY 34 (CAT II)	92	REPLACE PG. 439 VOL NW-1
MEADVILLE, PA			
PORT MEADVILLE			
IAPS	LOC RWY 25	93	REPLACE PG. 217 VOL NE-4
METROPOLITAN OAKLAND INTL			
---SEE OAKLAND, CA			

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NAME	PROC	SECT PG	ACTION
MUIR AAF			
FORT INDIANTOWN GAP, PA			
IAPS	RNAV (GPS)-B	94	REPLACE PG. 240 VOL NE-4
NELLIS AFB			
LAS VEGAS, NV			
IAPS	SIN CITY VISUAL RWY 03L/R	95	REPLACE PG. 244 VOL SW-4
NEVADA COUNTY AIR PARK			
---SEE GRASS VALLEY, CA			
NEWARK, NJ			
NEWARK LIBERTY INTL			
IAPS	GLS RWY 22L	96	REPLACE PG. 360 VOL NE-2
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE			
---SEE PRESQUE ISLE, ME			
OAKLAND, CA			
METROPOLITAN OAKLAND INTL			
IAPS	RNAV (RNP) Z RWY 30	97	REPLACE PG. 210 VOL SW-2
IAPS	RNAV (GPS) Y RWY 30	98	REPLACE PG. 216 VOL SW-2
PERU, IN			
---SEE GRISSOM ARB			
PHILADELPHIA, PA			
PHILADELPHIA INTL			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NE-4
IAPS	ILS OR LOC RWY 27L	99	REPLACE PG. 277 VOL NE-4
IAPS	ILS Z OR LOC Z RWY 09R	100	REPLACE PG. 279 VOL NE-4
IAPS	ILS Z RWY 09R (SA CAT I)	101	ADD TO VOL NE-4
IAPS	ILS Z RWY 09R (CAT II - III)	102	REPLACE PG. 282 VOL NE-4
IAPS	ILS V RWY 09R (CONVERGING)	103	REPLACE PG. 283 VOL NE-4
IAPS	RNAV (GPS) RWY 27L	104	REPLACE PG. 289 VOL NE-4
IAPS	RNAV (GPS) Y RWY 09R	105	REPLACE PG. 293 VOL NE-4
PLYMOUTH, MA			
PLYMOUTH MUNI			
IAPS	RNAV (GPS) RWY 15	106	REPLACE PG. 341 VOL NE-1
PORT MEADVILLE			
---SEE MEADVILLE, PA			
PRESQUE ISLE, ME			
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE			
IAPS	VOR RWY 19	107	REPLACE PG. 369 VOL NE-1
RENNER FIELD/GOODLAND MUNI			
---SEE GOODLAND, KS			
ROCKY MOUNTAIN METROPOLITAN			
---SEE DENVER, CO			
ST FRANCIS, KS			
CHEYENNE COUNTY MUNI			
IAPS	RNAV (GPS) RWY 32	108	REPLACE PG. 484 VOL NC-2

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NAME	PROC	SECT PG	ACTION
SAN ANTONIO, TX			
SAN ANTONIO INTL			
IAPS	ILS OR LOC RWY 12R	109	REPLACE PG. 397 VOL SC-3
IAPS	ILS OR LOC RWY 30L	110	REPLACE PG. 398 VOL SC-3
IAPS	ILS RWY 12R (CAT II)	111	REPLACE PG. 399 VOL SC-3
SANTA BARBARA, CA			
SANTA BARBARA MUNI			
TAKEOFF MINIMUMS		B	REVISE SECT. L VOL SW-3
SHIRLEY, NY			
BROOKHAVEN			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NE-2
IAPS	RNAV (GPS) Y RWY 24		DELETE PG. 489 VOL NE-2
IAPS	RNAV (GPS) Z RWY 24		DELETE PG. 490 VOL NE-2
IAPS	RNAV (GPS)-A	112	ADD TO VOL NE-2
SIERRA VISTA MUNI-LIBBY AAF			
---SEE FORT HUACHUCA-SIERRA VISTA, AZ			
SPRING HILL			
---SEE STERLING, PA			
STATE COLLEGE, PA			
UNIVERSITY PARK			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NE-4
IAPS	VOR-B	113	REPLACE PG. 386 VOL NE-4
STERLING, PA			
SPRING HILL			
IAPS	VOR/DME-B	114	REPLACE PG. 389 VOL NE-4
TACOMA, WA			
---SEE MCCHORD FIELD			
TROY, AL			
TROY MUNI AIRPORT AT N KENNETH CAMPBELL FIELD			
IAPS	ILS OR LOC RWY 07	115	REPLACE PG. 752 VOL SE-4
IAPS	RNAV (GPS) RWY 07	116	REPLACE PG. 753 VOL SE-4
TUCKER-GUTHRIE MEMORIAL			
---SEE HARLAN, KY			
UNIVERSITY PARK			
---SEE STATE COLLEGE, PA			
VALDOSTA, GA			
VALDOSTA RGNL			
DIVERSE VECTOR AREA		B	REVISE SECT. L VOL SE-4
WASHINGTON, DC			
WASHINGTON DULLES INTL			
IAPS	ILS OR LOC RWY 19L	117	REPLACE PG. 500 VOL NE-3
IAPS	ILS RWY 19L (SA CAT II)	118	REPLACE PG. 511 VOL NE-3
WILKES-BARRE/SCRANTON, PA			
WILKES-BARRE/SCRANTON INTL			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NE-4
IAPS	ILS OR LOC RWY 04	119	REPLACE PG. 418 VOL NE-4

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TAKEOFF MINIMUMS (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

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NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS

SOUTH EAST VOL 4

VALDOSTA, GA

VALDOSTA RGNL (VLD)
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 16343 (FAA)

Rwys 4, 13, 17, 22, 35, heading as assigned by ATC.
Rwy 31, heading as assigned by ATC; requires minimum climb of 230' per NM to 700.

SOUTH WEST VOL 3

LOS ANGELES, CA

LOS ANGELES INTL (LAX)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 5 16343 (FAA)

Rwys 6L/R, 7L/R, 24L/R, 25L/R, headings as assigned by ATC.

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SANTA BARBARA, CA

SANTA BARBARA MUNI (SBA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 16343 (FAA)

TAKEOFF MINIMUMS: **Rwy 7,** std. w/min. climb of 260' per NM to 1100, or 2800-3 for climb in visual conditions. **Rwys 33L/R,** NA-ATC.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn heading 170°, thence … **Rwy 25,** climbing left turn heading 155°, thence … **Rwy 15L/R,** climb heading 152°, thence … ... On RZS R-185 to GOLET INT, climb in GOLET INT holding pattern (se, right turns, 307 inbound), to cross GOLET INT at or above MEA/MCA for route of flight, before proceeding on course.

VCOA: **Rwy 7,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Santa Barbara Muni airport southbound at or above 2700 thence… ... On RZS R-185 to GOLET INT, climb in GOLET INT holding pattern (se, right turns, 307 inbound), to cross GOLET INT at or above MEA/MCA for route of flight, before proceeding on course.

NOTE: **Rwy 7,** vehicles on parking lot 88' from DER, 516' right of centerline, 25' MSL. Pole 208' from DER, 243' left of centerline, 25' AGL/36' MSL. Vehicles on parking lot beginning 255' from DER, 518' right of centerline, up to 26' MSL. Poles and a tree beginning 715' from DER, 579' right of centerline, up to 47' MSL. Trees beginning 1099' from DER, 631' left of centerline, up to 45' MSL. Tree, bldg, tank, and a pole beginning 1225' from DER, 566' left of centerline, up to 52' MSL. Poles beginning 1229' from DER, 569' right of centerline, up to 53' MSL. Tree 1474' from DER, 752' right of centerline, 57' MSL. Trees beginning 1606' from DER, 472' left of centerline, up to 57' MSL. Trees beginning 1671' from DER, 365' right of centerline, up to 75' MSL. Trees beginning 1686' from DER, 234' left of centerline, up to 65' MSL. Tree 2628' from DER, 421' right of centerline, 79' MSL. Trees beginning 2829' from DER, 594' left of centerline, up to 103' MSL. Tree 2918' from DER, 152' right of centerline, 78' AGL/91' MSL. Tree 3525' from DER, 838' left of centerline, 111' MSL. Tree 4902' from DER, 1793' left of centerline, 145' MSL. **Rwy 15L,** bushes beginning 19' from DER, 18' right of centerline, up to 6' AGL/17' MSL. Bushes and a sign beginning 26' from DER, 82' left of centerline, up to 17' MSL. Buildings beginning 38' from DER, 446' left of centerline, up to 25' MSL. Trees, vehicles on parking lots, a fence, and vehicle on road beginning 146' from DER, 345' left of centerline, up to 18' AGL/29' MSL. Vehicle on road beginning 905' from DER, 640' left of centerline, up to 44' MSL. Poles and trees beginning 989' from DER, 146' left of centerline, up to 54' MSL. Sign, overpass, pole, trees, and vehicle on road beginning 1280' from DER, 345' right of centerline, up to 94' MSL. **Rwy 15R,** bushes beginning 18' from DER, 33' right of centerline, up to 8' AGL/15' MSL. Bushes and a sign beginning 25' from DER, 240' left of centerline, up to 6' AGL/17' MSL. Bush 993' from DER, 758' right of centerline, 61' MSL. Trees, fence, pole, sign, building, overpass, and vehicle on road beginning 1099' from DER, 26' right of centerline, up to 91' AGL/145' MSL. Trees beginning 1355' from DER, 16' left of centerline, up to 25' AGL/55' MSL. Trees and a bush beginning 1676' from DER, 728' right of centerline, up to 97' AGL/147' MSL. **Rwy 25,** NAVAID 2' from DER, 253' left of centerline, 13' MSL. Tree 13' from DER, 486' left of centerline, 12' AGL/21' MSL. Vehicle on road, 489' from DER, 593' right of centerline, 27' MSL. Trees beginning 1612' from DER, 799' left of centerline, up to 65' MSL. Trees beginning 2299' from DER, 312' left of centerline, up to 61' AGL/88' MSL. Tree and a pole beginning 2487' from DER, 128' right of centerline, up to 100' MSL. Trees beginning 3141' from DER, 183' right of centerline, up to 110' MSL.

SOUTH WEST VOL 4

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-LIBBY AAF (FHU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 16343 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, NA - Terrain. **Rwy 26**, std. w/min. climb of 330' per NM to 7300.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, climbing left turn, thence...

Rwys 26,30, climbing right turn, thence…

… **All aircraft**, intercept FHU VOR/DME R-021 or bearing 018° from DAO NDB to TOMBS INT, continue climb in TOMBS holding pattern (hold N, left turns, 201° inbound to FHU VOR/DME or 198° inbound to DAO NDB) to 9500 before proceeding on course.

NOTE: **Rwy 3**, trees 253' from DER, 130' left of centerline, 10' AGL/4595' MSL. Tree 199' from DER, 271' right of centerline, 10' AGL/4595' MSL. **Rwy 8**, reflector 121' from DER, 174' right of centerline, 4' AGL/4603' MSL. **Rwy 12**, terrain beginning 22' from DER, 93' right of centerline, up to 4639' MSL. **Rwy 26,** reflector and terrain beginning 102' from DER, 173' left of centerline, up to 4' AGL/4747' MSL. Reflector 101' from DER 173' right of centerline, 4' AGL/4723' MSL. **Rwy 30,** multiple bushes beginning 334' from DER, 112' left of centerline, up to 15' AGL/4626' MSL. Bush 132' from DER, 198' right of centerline, 16' AGL/4627' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

NORTHEAST VOL 2

SHIRLEY, NY

BROOKHAVEN (HWV) ..... **RNAV (GPS)-A**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR Rwy 6

NA when local weather not available.

NORTHEAST VOL 3

CUMBERLAND, MD

GREATER CUMBERLAND
RGNL (CBE)..... **LOC/DME Rwy 23[1][4]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[3]

NA when local weather not available.
[1]Category A, 1000-2; Category B, 1400-2; Category C 1500-3, Category D 1600-3.
[2]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3; Category D, 1600-3.
[3]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3.
[4]NA when CBE FBO closed.

NAME ALTERNATE MINIMUMS

NORTHEAST VOL 4

PHILADELPHIA, PA

PHILADELPHIA
INTL (PHL)..... **ILS or LOC Rwy 9L[1]**
ILS Z or LOC Z Rwy 9R[2]
ILS Z or LOC Rwy 17[2]
ILS or LOC Rwy 26[3]
ILS or LOC Rwy 27L[4]
ILS or LOC/DME Rwy 27R[5]
RNAV (GPS) Rwy 27L[6]
RNAV (GPS) Rwy 27R[6]
RNAV (GPS) Rwy 35[6]
RNAV (GPS) Y Rwy 9R[6]

[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]ILS, Categories A, B, C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A, B, C, 700-2.
[4]ILS, Categories, B, C, 700-2; Category D, 700-2¼. LOC, Category, 800-2¼.
[5]ILS, Categories B, C, D, 700-2.
[6]Category D, 800-2¼.

STATE COLLEGE, PA

UNIVERSITY
PARK (UNV) ..... **ILS or LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR-B[1]

NA when local weather not available.
[1]Categories A, B, 1600-2; Categories C, D, 1600-3.

08 DEC 2016 to 05 JAN 2017
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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

NORTHEAST VOL 4

WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON
INTL (AVP).....**ILS or LOC Rwy 4**
ILS or LOC/DME Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
Category A, 900-2; Category B, 1100-2;
Category C, 1100-3; Category D, 1400-3.

THERE ARE NO RADAR MINIMUMS FOR CHANGE NOTICE

08 DEC 2016 to 05 JAN 2017

INTENTIONALLY

LEFT

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08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

MARYSVILLE, CALIFORNIA

ILS or LOC Y RWY 15

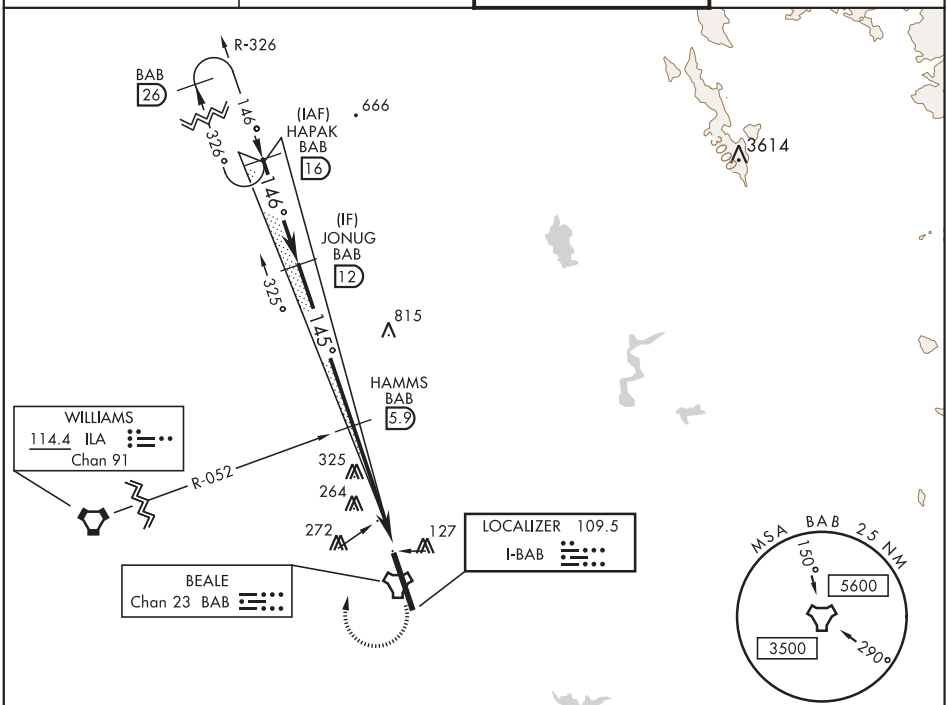
LOC I-BAB	APCH CRS	Rwy ldg 12,001 TDZE 113 Arpt Elev 113	AL-771 [USAF]	BEALE AFB (KBAB)
109.5	145°			

T * When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 4400 direct BAB TACAN. Turn right to intercept BAB R-326 to HAPAK and hold, continue climb in hold to 4400.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
124.55 273.5	125.4 259.1	119.4 284.75	121.6 257.75

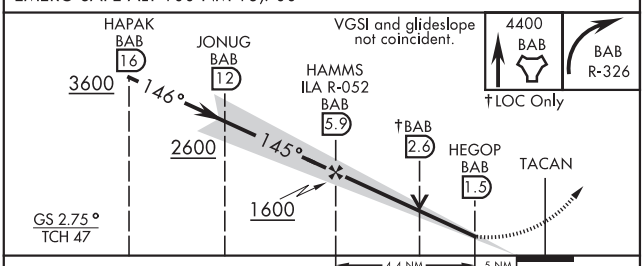


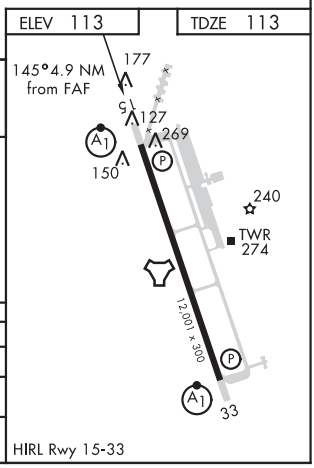
08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 13,700





CATEGORY	A	B	C	D	E
S-ILS 15*	313/24 200 (200-½)				
S-LOC 15**	620/24 507 (600-½)		620/55 507 (600-1)		
C CIRCLING***	620-1 507 (600-1)		620-1½ 507(600-1½)	680-2 567 (600-2)	

MARYSVILLE, CALIFORNIA 39°08′N-121°26′W BEALE AFB (KBAB)

Amdt 5 08DEC16

ILS or LOC Y RWY 15

16343

MARYSVILLE, CALIFORNIA

ILS or LOC Y RWY 33

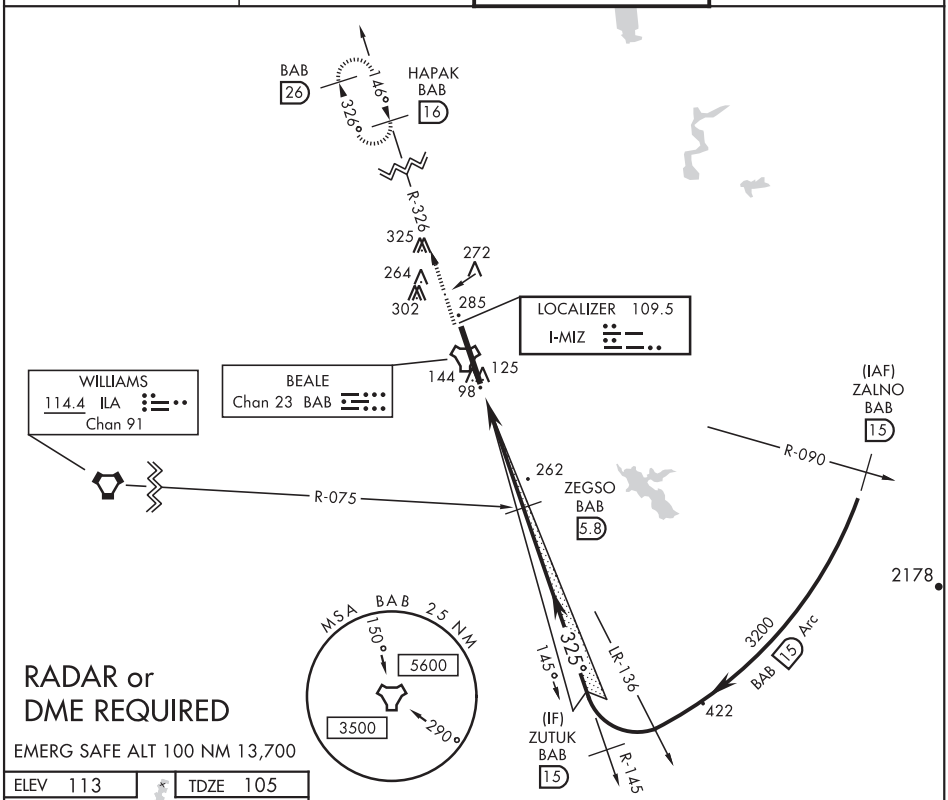
LOC I-MIZ	APCH CRS	Rwy ldg 12,001 TDZE 105 Arpt Elev 113	AL-771 [USAF]	BEALE AFB (KBAB)
109.5	325°			

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
*** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3600 intercept BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
124.55 273.5	125.4 259.1	119.4 284.75	121.6 257.75

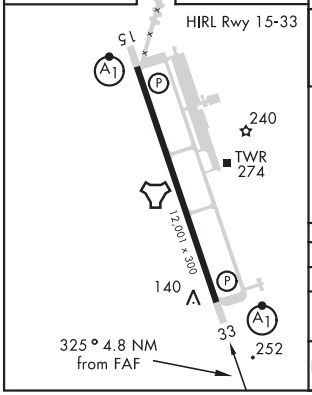


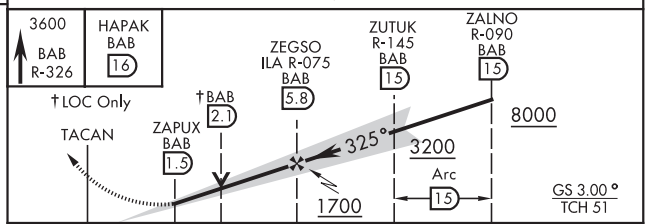
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 13,700

ELEV 113	TDZE 105

HIRL Rwy 15-33





CATEGORY	A	B	C	D	E
S-ILS 33 *	305/24 200 (200-½)				
S-LOC 33**	520/24 415 (500-½)		520/40 415 (500-¾)		
CIRCLING***	600-1 487 (500-1)	600-1 487 (500-1)	600-1½ 487(500-1½)	680-2 567 (600-2)	

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08 DEC 2016 to 05 JAN 2017

MARYSVILLE, CALIFORNIA

TACAN Y RWY 15

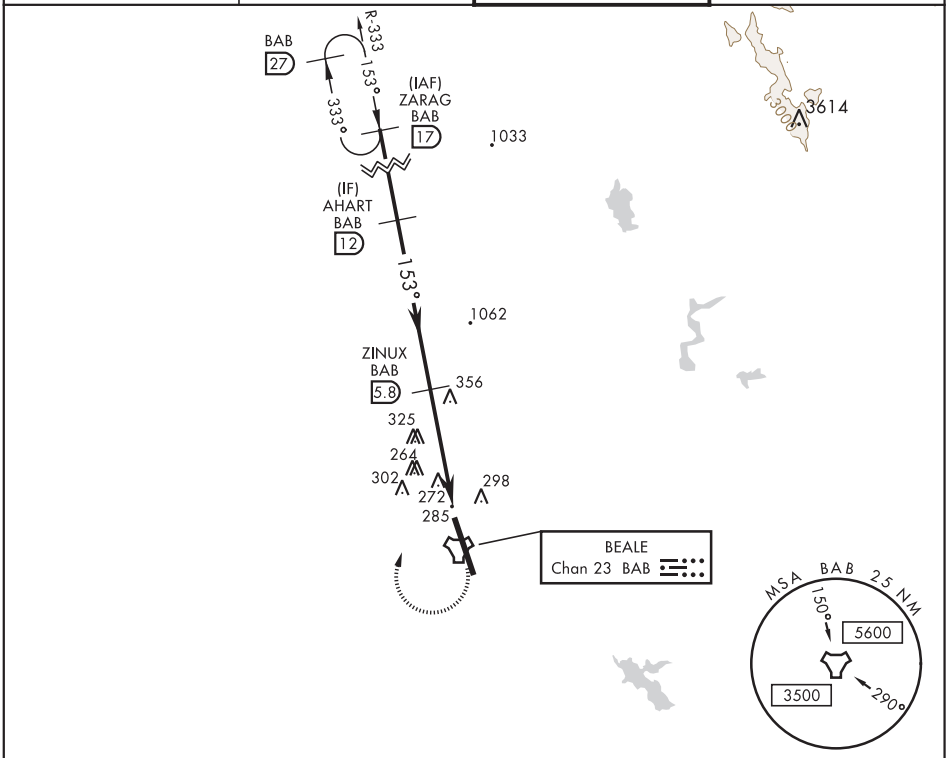
TACAN BAB Chan 23	APCH CRS 153°	Rwy ldg 12,001 TDZE 113 Arpt Elev 113	AL-771 [USAF]	BEALE AFB (KBAB)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

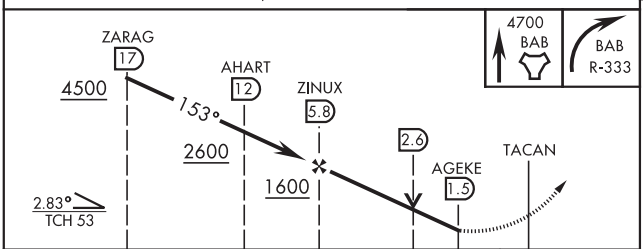
ALSF-1

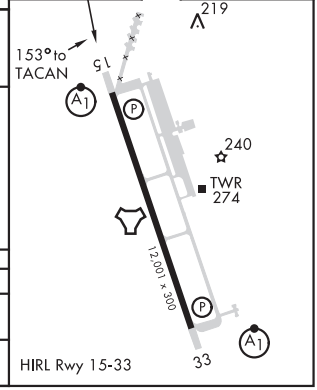
MISSED APPROACH: Climb to 4700 direct to BAB TACAN. Turn right to intercept BAB R-333 to ZARAG and hold, continue climb in hold to 4700.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
124.55 273.5	125.4 259.1	119.4 284.75	121.6 257.75



EMERG SAFE ALT 100 NM 13,700





CATEGORY	A	B	C	D	E
S-15 *	640/24 527 (600-½)		640/55 527 (600-1)		
C CIRCLING **	640-1 527 (600-1)		640-1½ 527 (600-1½)	680-2 567 (600-2)	

MARYSVILLE, CALIFORNIA 39°08′N-121°26′W BEALE AFB (KBAB)

Amdt 5 08DEC16

TACAN Y RWY 15

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

16343

MARYSVILLE, CALIFORNIA

TACAN Y RWY 33

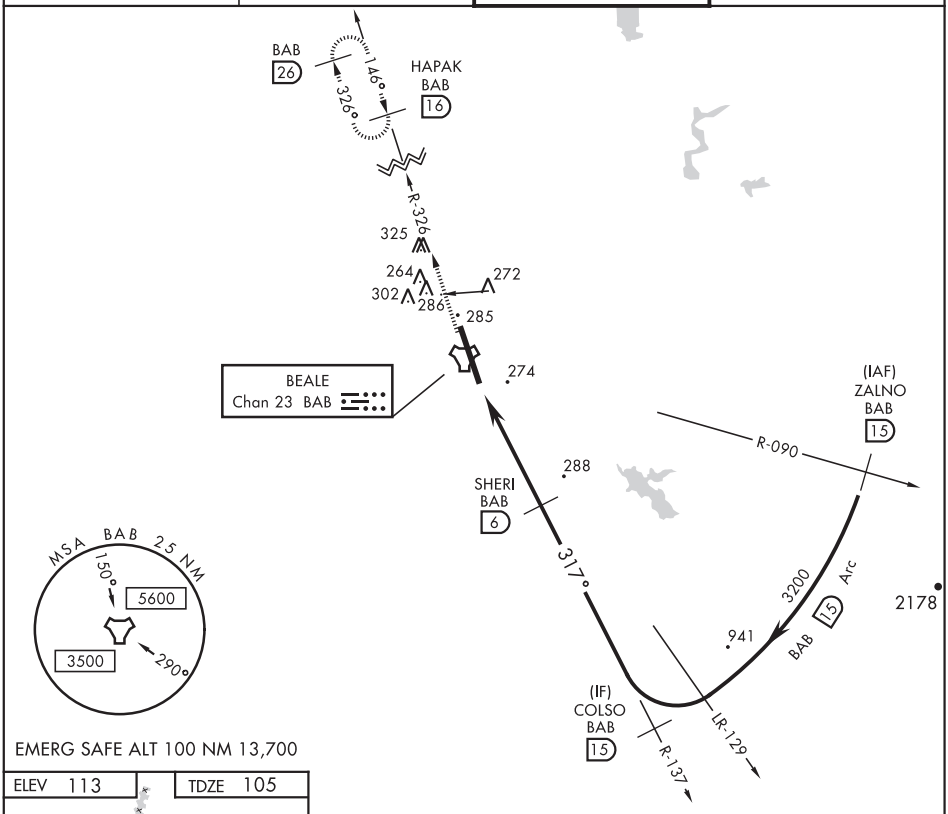
TACAN BAB Chan 23	APCH CRS 317°	Rwy ldg 12,001 TDZE 105 Arpt Elev 113	AL-771 [USAF]	BEALE AFB (KBAB)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

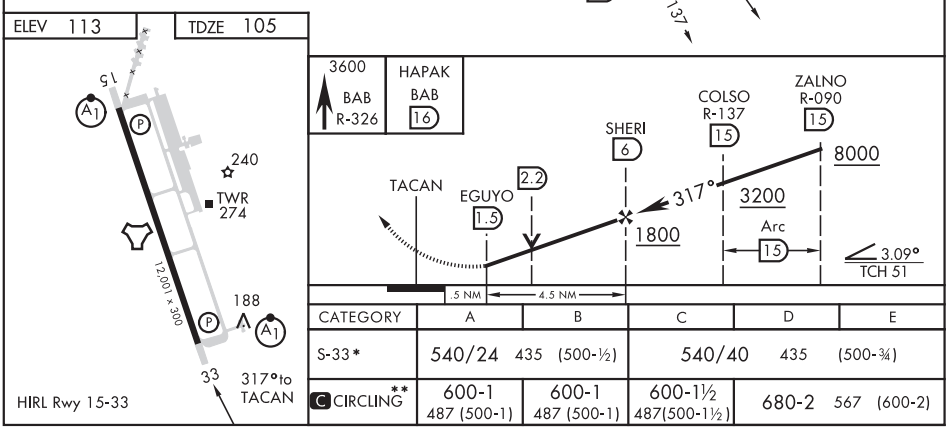
MISSED APROACH: Climb to 3600 intercept BAB TACAN R-326 to HAPAK and hold.

ATIS ★	NORCAL APP CON	BEALE TOWER ★	GND CON
124.55 273.5	125.4 259.1	119.4 284.75	121.6 257.75



08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D	E
S-33*	540/24 435 (500-½)		540/40 435 (500-¾)		
C CIRCLING**	600-1 487 (500-1)	600-1 487 (500-1)	600-1½ 487(500-1½)	680-2 567 (600-2)	

LOC/DME I-BRO	APP CRS	Rwy ldg 7399
110.3	132°	TDZE 19
Chan 40		Apt Elev 22

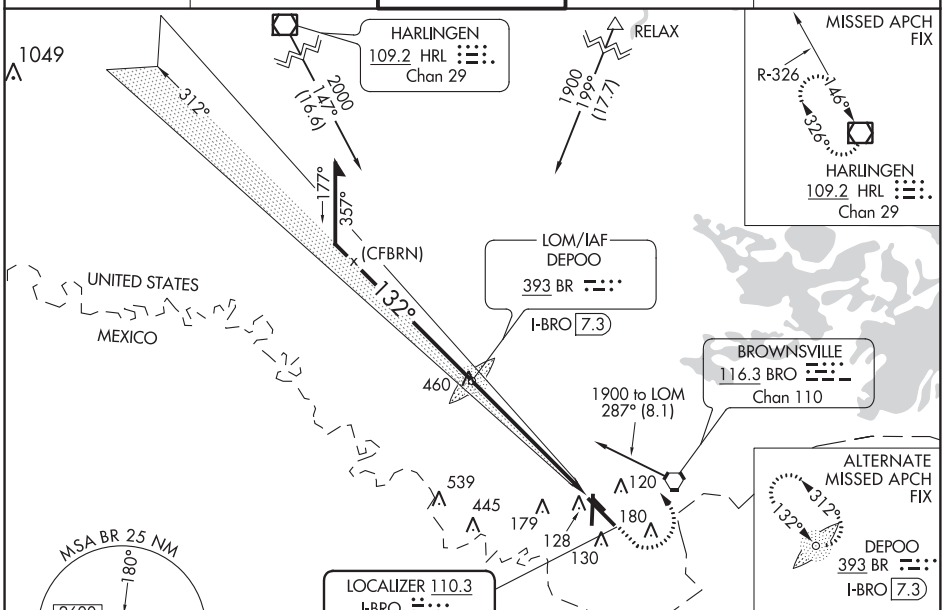
ILS or LOC RWY 13
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

T Circling to Rwy 18 NA at night. When local altimeter setting not received, use Port Isabel altimeter setting and increase DA to 257 feet and all MDA 40 feet and S-LOC 13 Cat C and D visibility to RVR 5500, Circling Cat D visibility to 2¼ miles. For inop MALSR increase S-LOC 13 Cats C and D visibility to 1⅜ miles. VDP NA when using Port Isabel altimeter setting.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

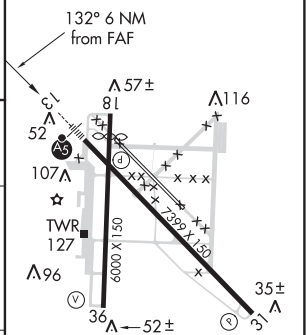
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

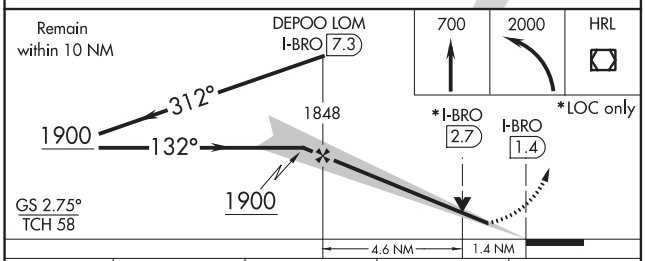
ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95



ADF or RADAR REQUIRED

ELEV 22	D	TDZE 19





CATEGORY	A	B	C	D
S-ILS 13	** 219/24		200 (200-½)	
S-LOC 13	480/24 461 (500-½)		480/50 461 (500-1)	
C CIRCLING	480-1 458 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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WAAS CH 63231 W13A	APP CRS 132°	Rwy ldg 7399 TDZE 19 Apt Elev 22

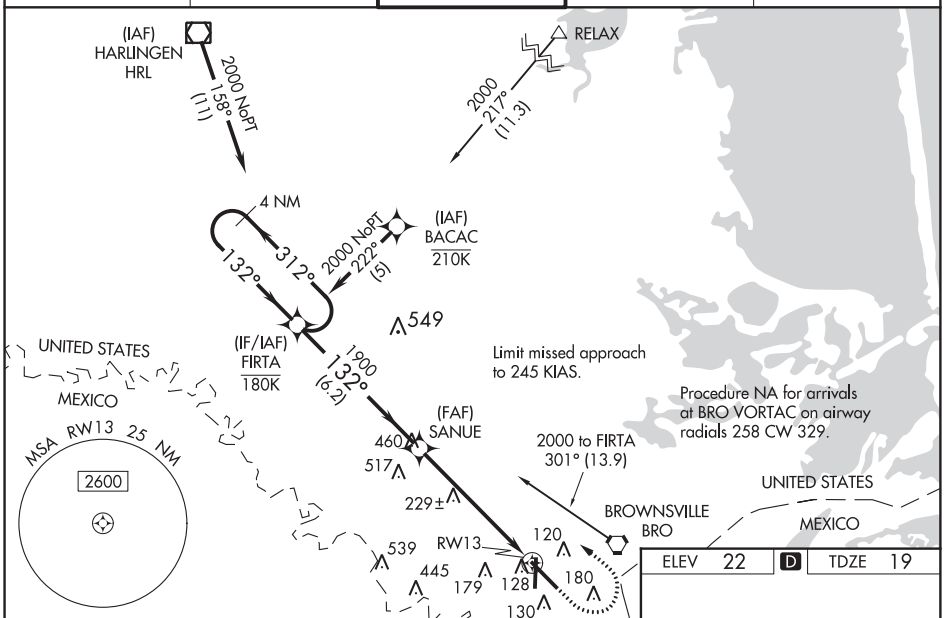
RNAV (GPS) RWY 13
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

T A Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Port Isabel altimeter setting and increase LPV DA to 257 feet and LNAV/VNAV DA to 411 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 4500, LNAV visibility Cat C and D to RVR 5500. VDP and Baro-VNAV NA when using Port Isabel altimeter setting. For inop MALSR, increase LNAV Cat C/D visibility to 1⅜ mile.

MALSR A5

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct FIRTA and hold.

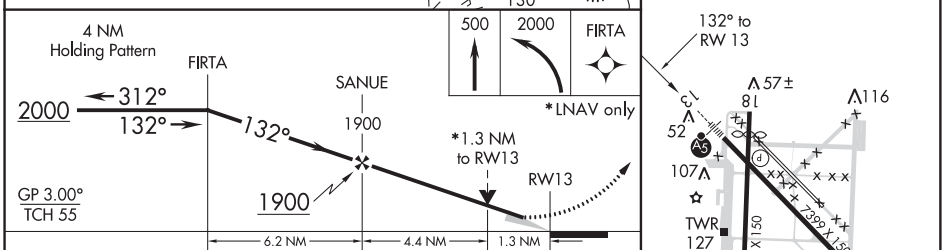
ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95



08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ELEV 22	D	TDZE 19



CATEGORY	A	B	C	D
LPV DA	219/24 200 (200-½)			
LNAV/VNAV DA	373/30 354 (400-⅝)			
LNAV MDA	480/24 461 (500-½)		480/50 461 (500-1)	
C CIRCLING	480-1 458 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

HIRL Rwy 13-31
MIRL Rwy 18-36

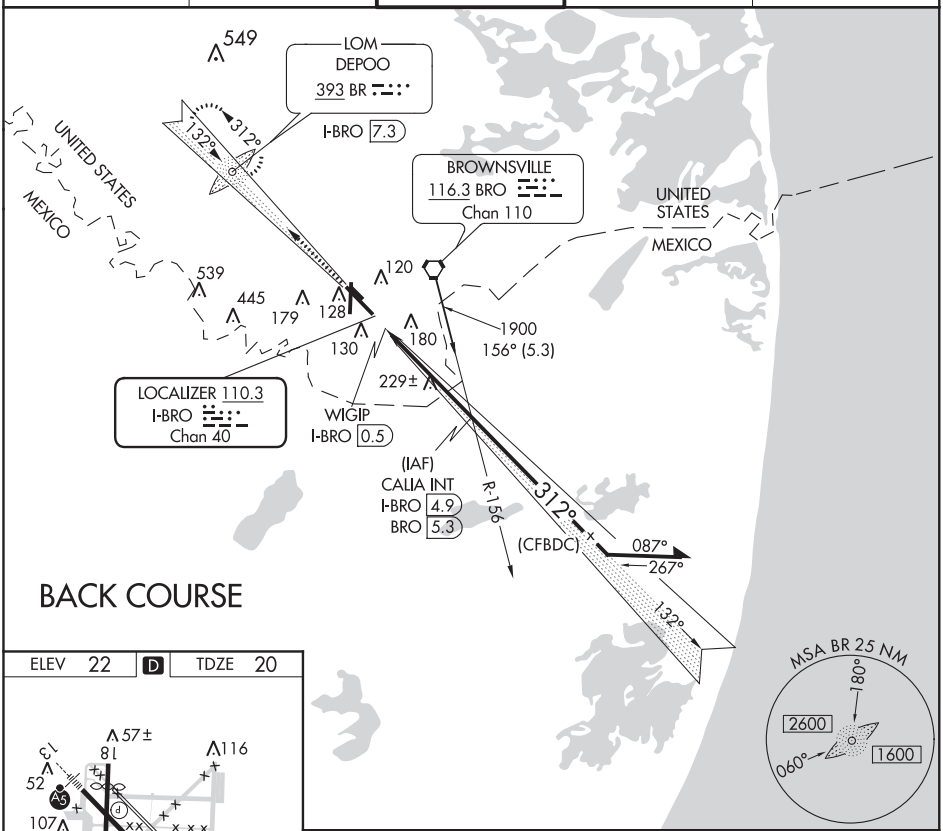
LOC BC RWY 31
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

LOC/DME I-BRO	APP CRS	Rwy ldg 7399
110.3	312°	TDZE 20
Chan 40		Apt Elev 22

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Port Isabel altimeter setting and increase all MDA 40 ft; increase Circling Cat D visibility ¼ mile. Circling to Rwy 18 NA at night. ADF or DME required. VDP NA when using Port Isabel altimeter setting.

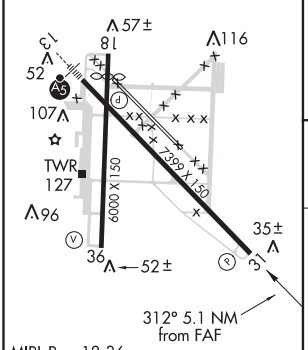
MISSED APPROACH: Climb to 1900 on I-BRO localizer NW course (312°) to DEPOO LOM/ I-BRO 7.3 DME and hold.

ATIS	VALLEY APP CON	BROWNSVILLE TOWER ★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) 239.3	121.9	122.95



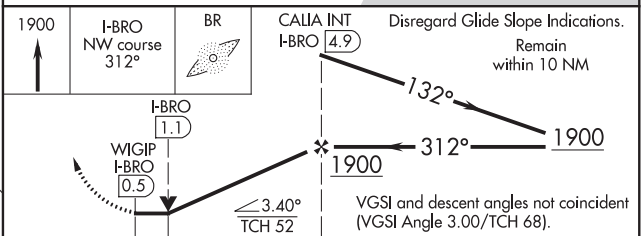
08 DEC 2016 to 05 JAN 2017

ELEV 22 D TDZE 20



MIRL Rwy 18-36
HIRL Rwy 13-31

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-31	480-1 460 (500-1)		480-1⅜	460 (500-1⅜)
C CIRCLING	480-1 458 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

VORTAC BRO 116.3 Chan110	APP CRS 242°	Rwy ldg N/A TDZE N/A Apt Elev 23

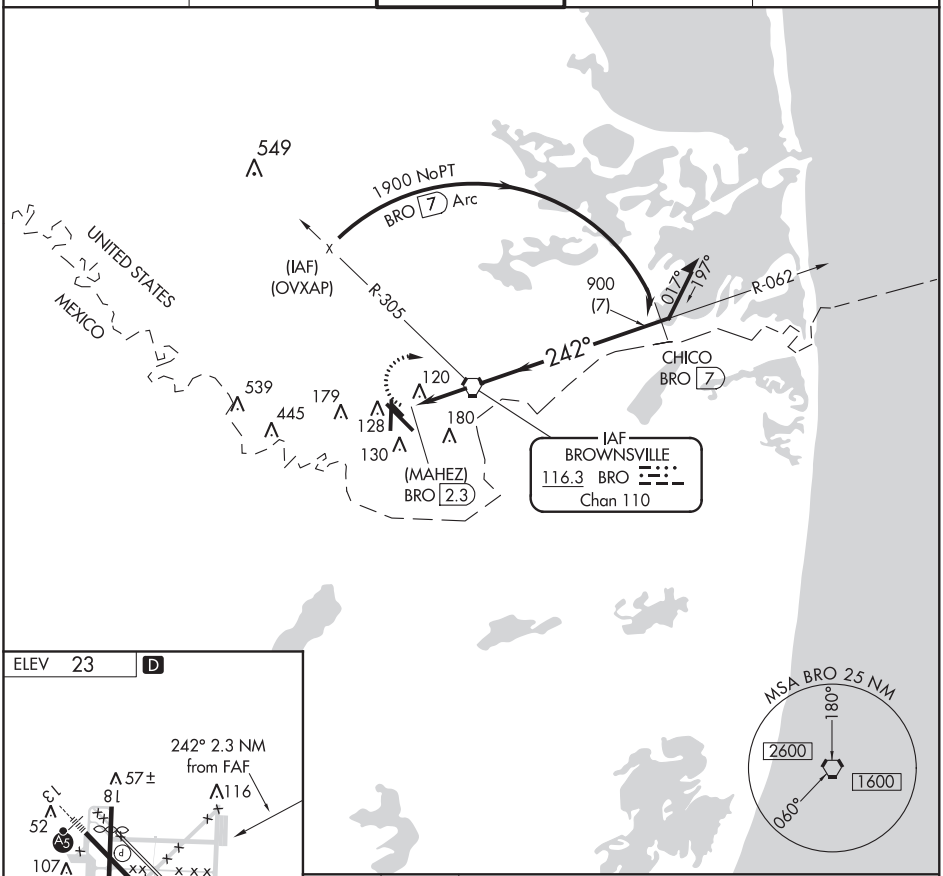
VOR or TACAN-A

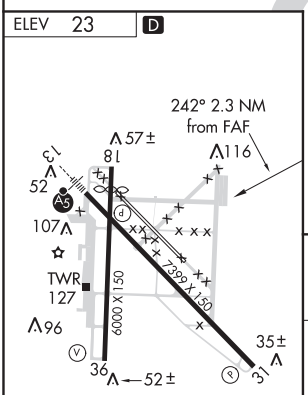
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

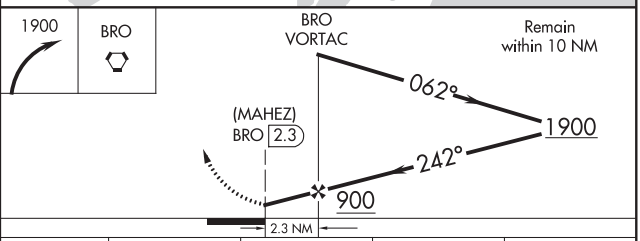
When VGSI inop Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

ATIS	VALLEY APP CON	BROWNSVILLE TOWER★	GND CON	UNICOM
128.55	119.5 257.6	118.9 (CTAF) L 239.3	121.9	122.95







FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D
C CIRCLING	440-1 418 (500-1)	540-1 518 (600-1)	540-1½ 518 (600-1½)	680-2 658 (700-2)

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LOC I-RXZ	APP CRS	Rwy ldg	7500
111.3	223°	TDZE	652
		Apt Elev	672

ILS or LOC RWY 22R
CHICAGO-O'HARE INTL (ORD)

Simultaneous approach authorized with Rwy 22L.
*DME from ORD VOR/DME.

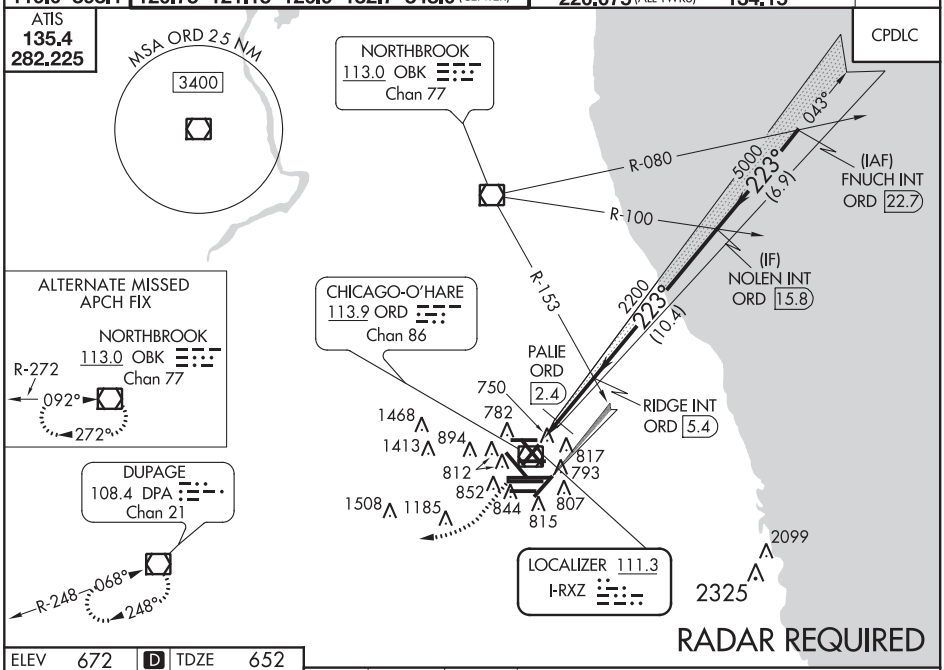
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct DPA VOR/DME and hold.

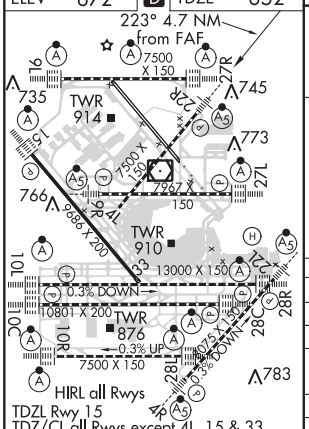
CHICAGO APP CON	O'HARE TOWERS	GND CON	(TWR CENTER)	CLNC DEL
119.0 393.1	128.15 348.0 (Rwy 9L/27R) 133.0 348.0 (10R/28L) 120.75 121.15 126.9 132.7 348.0 (CENTER)	124.125 (TWR NORTH) 118.05 (TWR SOUTH) 226.675 (ALL TWRS)	121.75 (OBND) 121.9 (IBND) 134.15	121.6

ATIS 135.4 282.225

CPDLC



ELEV 672 | D | TDZE 652

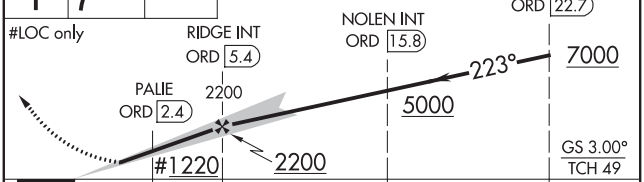


FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

1300 | 4000 | DPA

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).



CATEGORY	A	B	C	D
S-ILS 22R	852/18 200 (200-½)			
S-LOC 22R	1220/24 568 (600-½)		1220-1¼ 568 (600-1¼)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)
*PALIE FIX MINIMUMS				
S-LOC 22R	980/24 328 (400-½)		980/26 328 (400-⅝)	
CIRCLING	1220-1 548 (600-1)		1220-1½ 548 (600-1½)	1240-2 568 (600-2)

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CUMBERLAND, MARYLAND — AL-5263 (FAA) — 16343

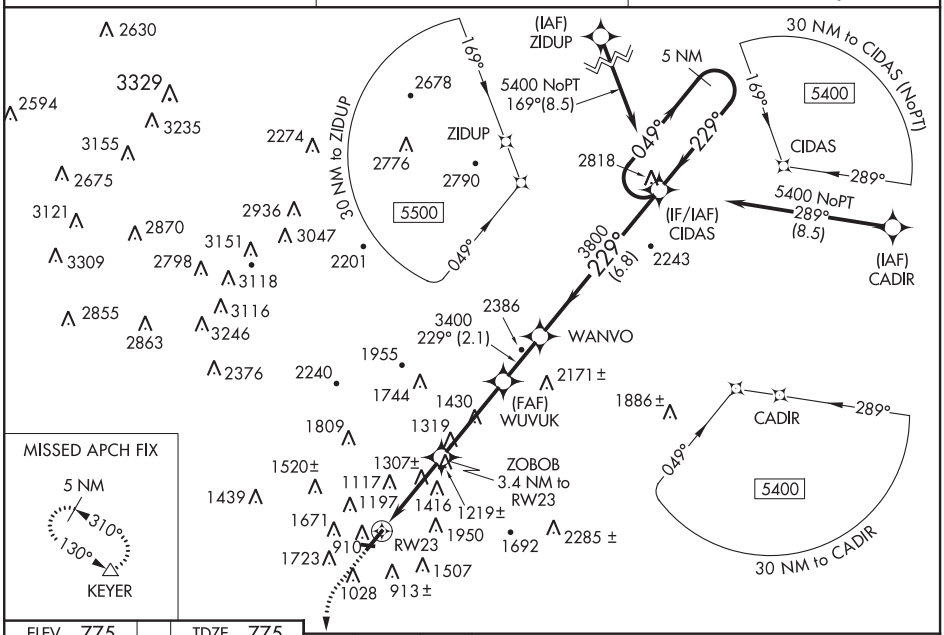
WAAS CH 63021 W23A	APP CRS 229°	Rwy ldg 5048 TDZE 775 Apt Elev 775

RNAV (GPS) RWY 23
GREATER CUMBERLAND RGNL (CBE)

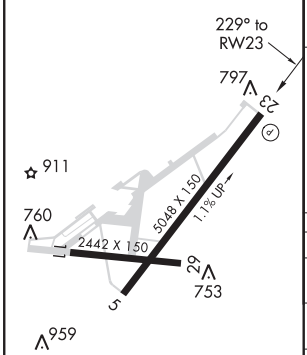
Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimiter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ¼ SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. # Missed approach requires minimum climb of 424 feet per NM to 1950.

MISSED APPROACH: Climb to 1220 then climbing left turn to 5000 direct KEYER and hold, continue climb-in-hold to 5000.

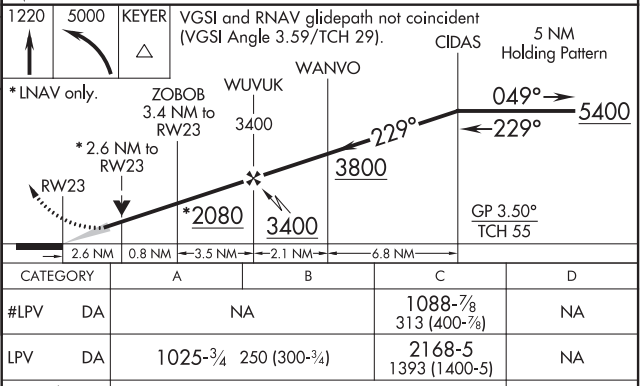
AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775 TDZE 775



REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L



CATEGORY		A	B	C	D
#LPV	DA	NA		1088-⅞ 313 (400-⅞)	NA
LPV	DA	1025-¾ 250 (300-¾)		2168-5 1393 (1400-5)	NA
LNAV/VNAV	DA	1930-4 1155 (1200-4)			NA
LNAV	MDA	1780-1¼ 1005 (1100-1¼)	1780-1½ 1005 (1100-1½)	1780-3 1005 (1100-3)	NA
C CIRCLING		1780-1¼ 1005 (1100-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	NA

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ILS or LOC RWY 7

DENVER INTL (DEN)

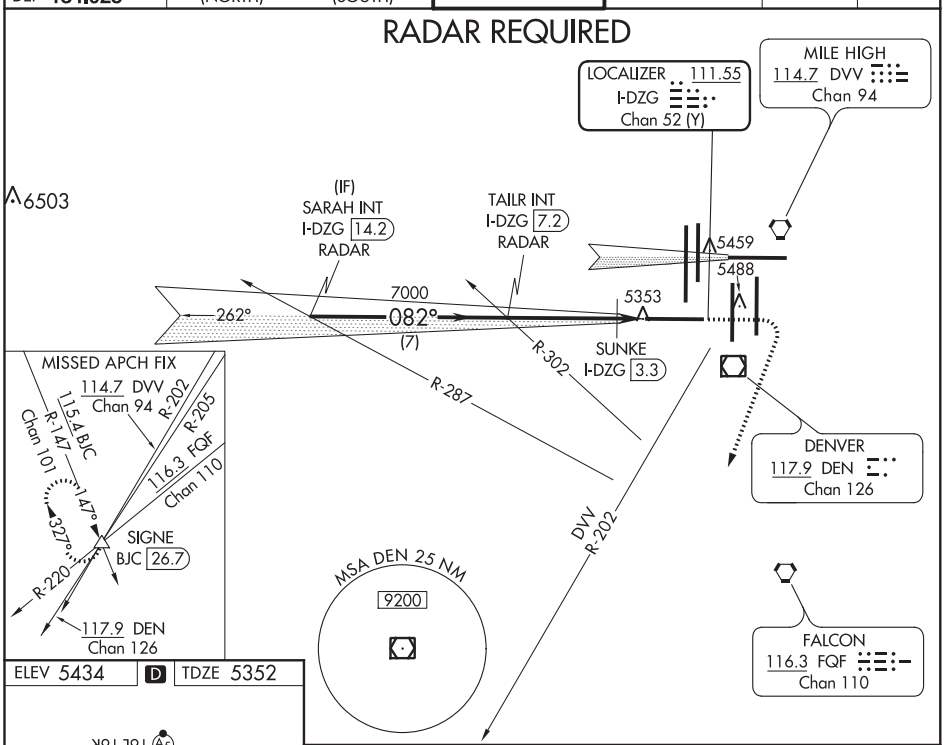
LOC/DME I-DZG	APP CRS	Rwy ldg	12000
111.55	082°	TDZE	5352
Chan 52 (Y)		Apt Elev	5434

Simultaneous approach authorized with Rwy 8.
For inoperative MALSR, increase SUNKE FIX Cat C/D visibility to RVR 4500.

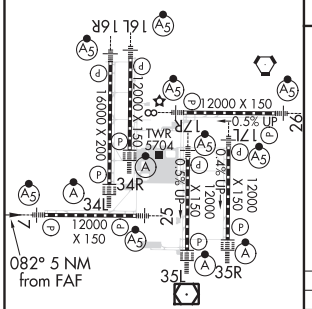
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 11000 on heading 193° and DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

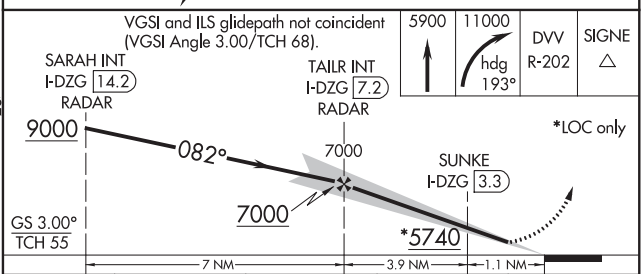


ELEV 5434 | D | TDZE 5352



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 7	5552/18 200 (200-½)			
S-LOC 7	5740/24 388 (400-½)		5740/35 388 (400-¾)	
SUNKE FIX MINIMUMS				
S-LOC 7	5640/24 288 (300-½)			

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ILS or LOC RWY 8

DENVER INTL (DEN)

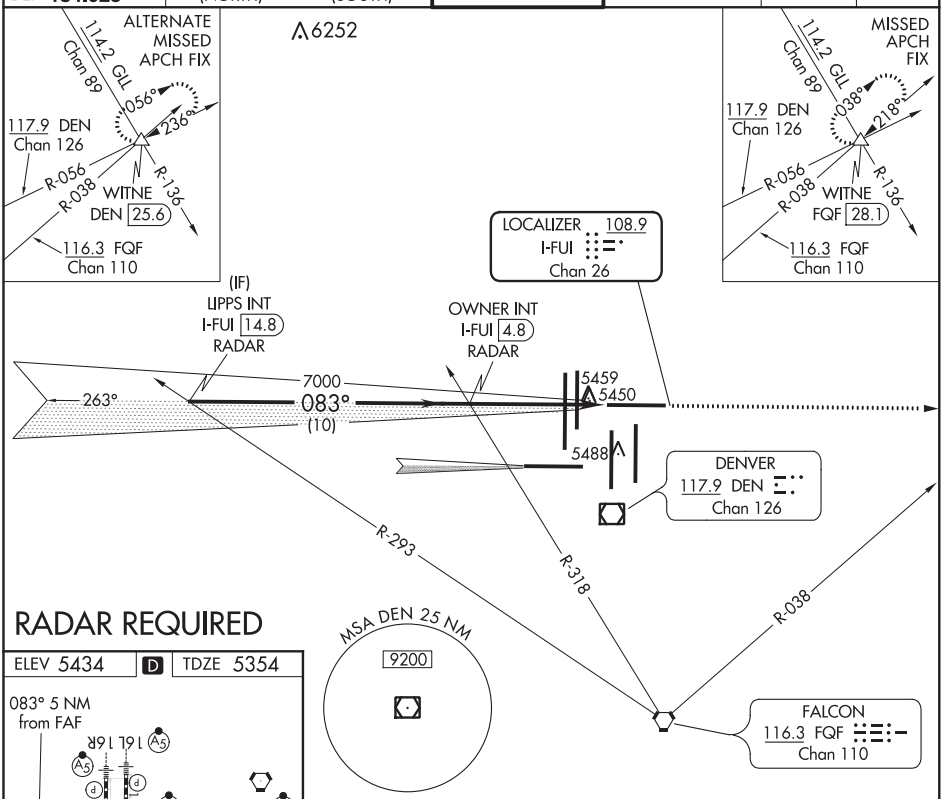
LOC/DME I-FUI	APP CRS	Rwy ldg	12000
108.9	083°	TDZE	5354
Chan 26		Apt Elev	5434

Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 10000 on heading 083° and on FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

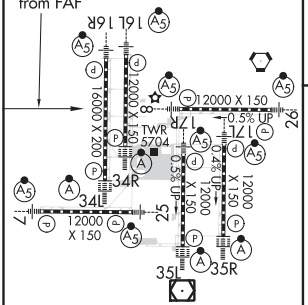
ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	132.35 239.275	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



RADAR REQUIRED

ELEV 5434 D TDZE 5354

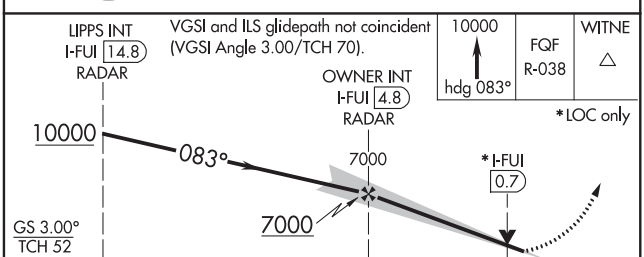
083° 5 NM from FAF



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 8**	5554/24 200 (200-½)			
S-LOC 8	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

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ILS or LOC RWY 17L

DENVER INTL (DEN)

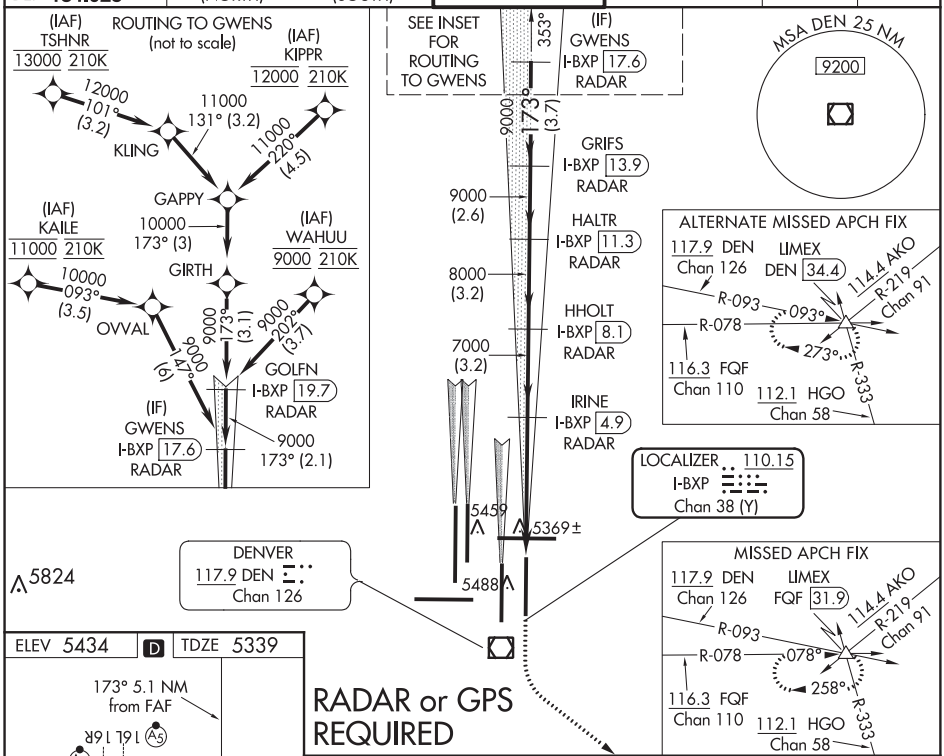
LOC/DME I-BXP	APP CRS	Rwy ldg	12000
110.15	173°	TDZE	5339
Chan 38 (Y)		Apt Elev	5434

For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

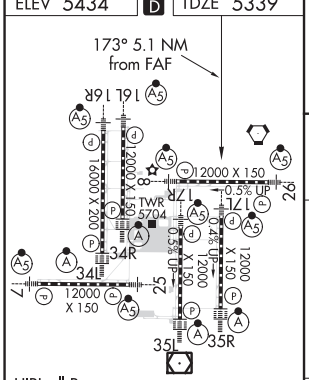
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3	132.35 239.275	121.85 377.1	118.75	
DEP 134.025	(NORTH) (SOUTH)				

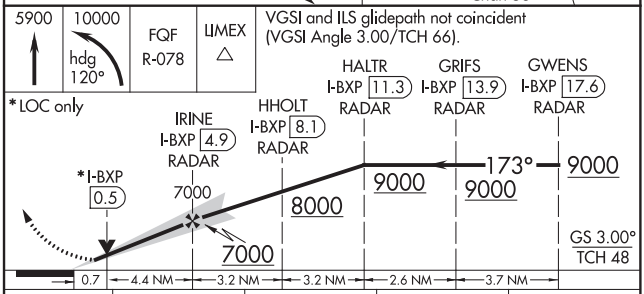


08 DEC 2016 to 05 JAN 2017



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

RADAR or GPS REQUIRED



CATEGORY	A	B	C	D
S-ILS 17L	# 5539/24 200 (200-½)			
S-LOC 17L	5620/24 281 (200-½)			

ILS or LOC RWY 17R

DENVER INTL (DEN)

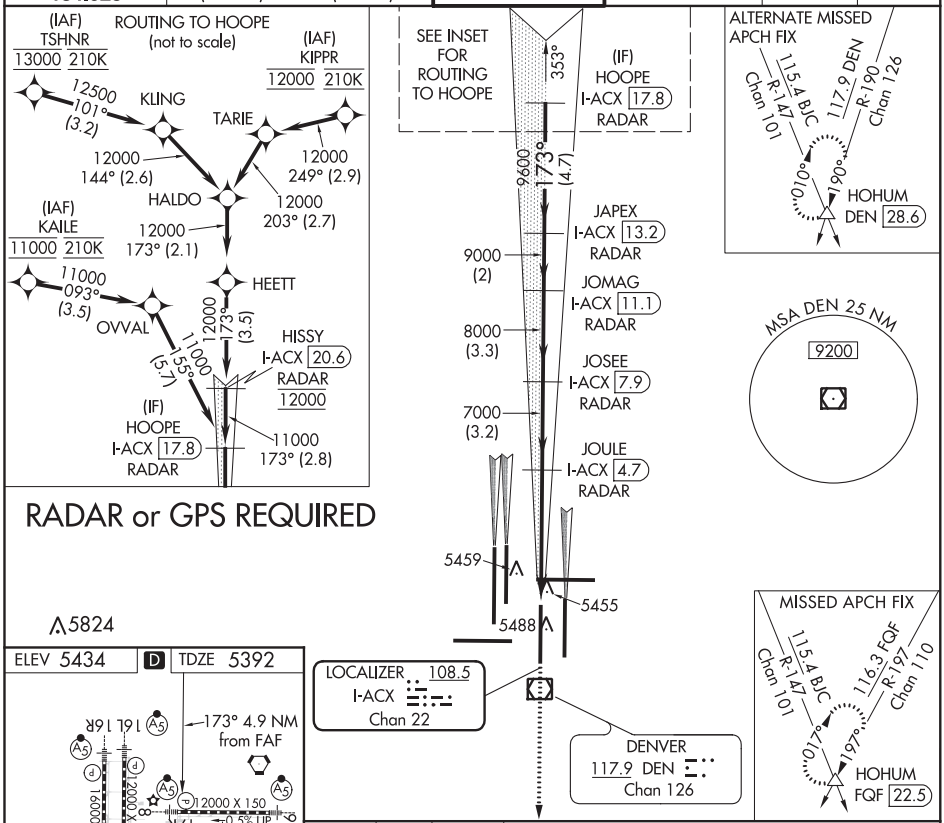
LOC/DME I-ACX	APP CRS	Rwy ldg	12000
108.5	173°	TDZE	5392
Chan 22		Apt Elev	5434

Simultaneous approach authorized with Rwy 16L/R and 17L. S-LOC 17R DME or RADAR required. For inoperative MALSR, increase S-17R LOC Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	133.3 322.45	121.85 377.1	118.75	

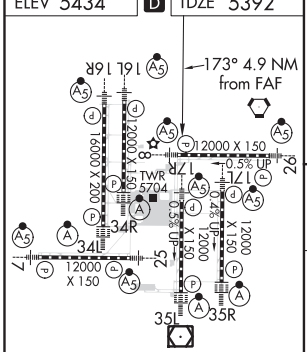


RADAR or GPS REQUIRED

08 DEC 2016 to 05 JAN 2017

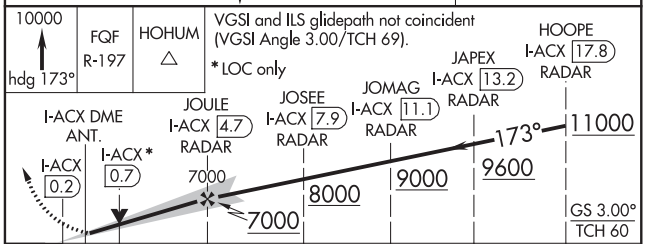
08 DEC 2016 to 05 JAN 2017

ELEV 5434 D TDZE 5392



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17R	5592/18 200 (200-½)			
S-LOC 17R	5720/24 328 (300-½)		5720/30 328 (300-⅝)	

LOC/DME I-ERP	APP CRS	Rwy ldg	12000
111.55	263°	TDZE	5355
Chan 52 (Y)		Apt Elev	5434

ILS or LOC RWY 25

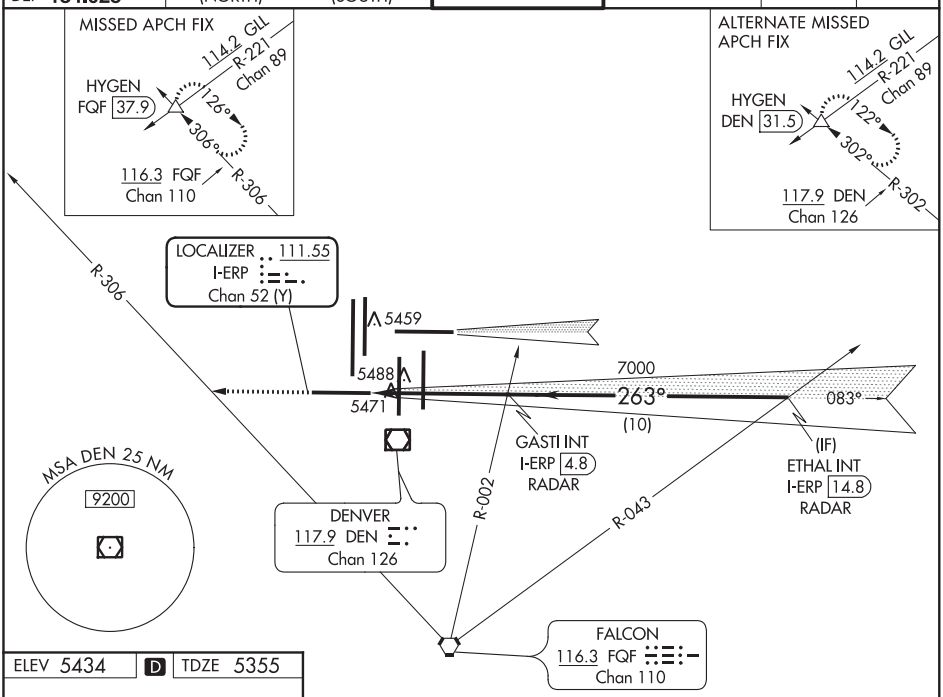
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

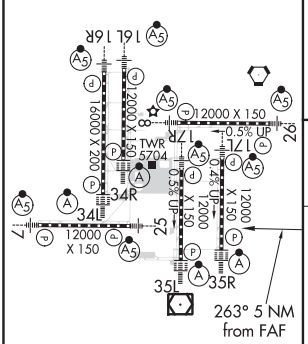
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	



08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ELEV 5434 | D | TDZE 5355



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

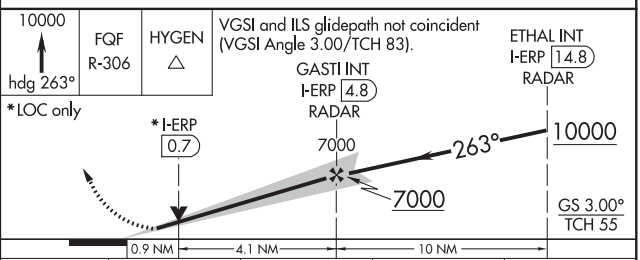
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

6270 ±

RADAR REQUIRED

10000 hdg 263°	FQF R-306	HYGEN △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-½)			
S-LOC 25	5720/24 365 (300-½)		5720/35 365 (300-¾)	

ILS or LOC RWY 26
DENVER INTL (DEN)

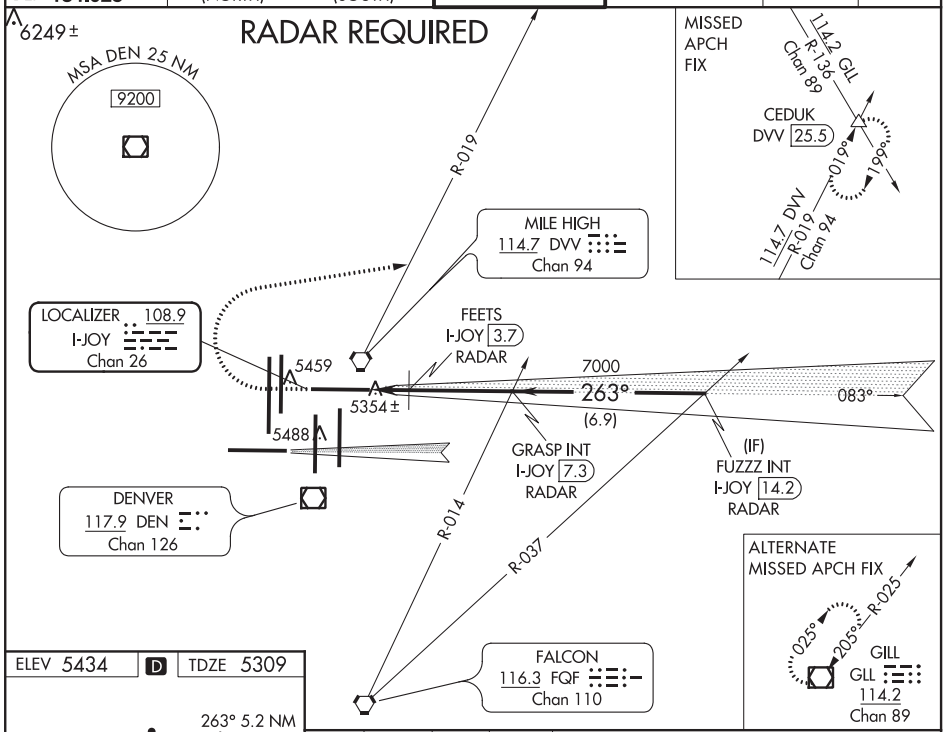
LOC/DME I-JOY 108.9 Chan 26	APP CRS 263°	Rwy ldg 12000 TDZE 5309 Apt Elev 5434

Simultaneous approach authorized with Rwy 25.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 9000 on heading 070° and on DVV VORTAC R-019 to CEDUK INT/DVV 25.5 DME and hold.

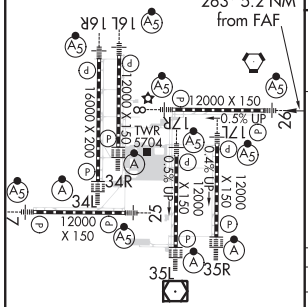
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



08 DEC 2016 to 05 JAN 2017

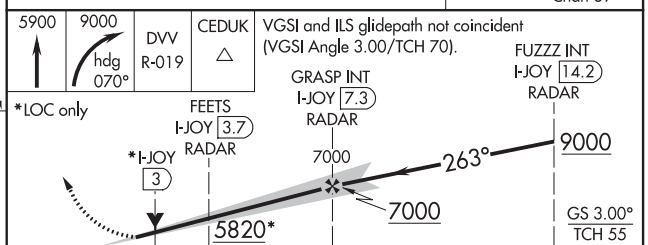
08 DEC 2016 to 05 JAN 2017

ELEV 5434 D TDZE 5309



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 26	5509/18 200 (100-½)			
S-LOC 26	5820/24 511 (400-½)		5820/55 511 (400-1¼)	
FEETS FIX MINIMUMS				
S-LOC 26	5620/24 311 (200-½)		5620/26 311 (200-⅝)	

ILS or LOC RWY 35L

DENVER INTL (DEN)

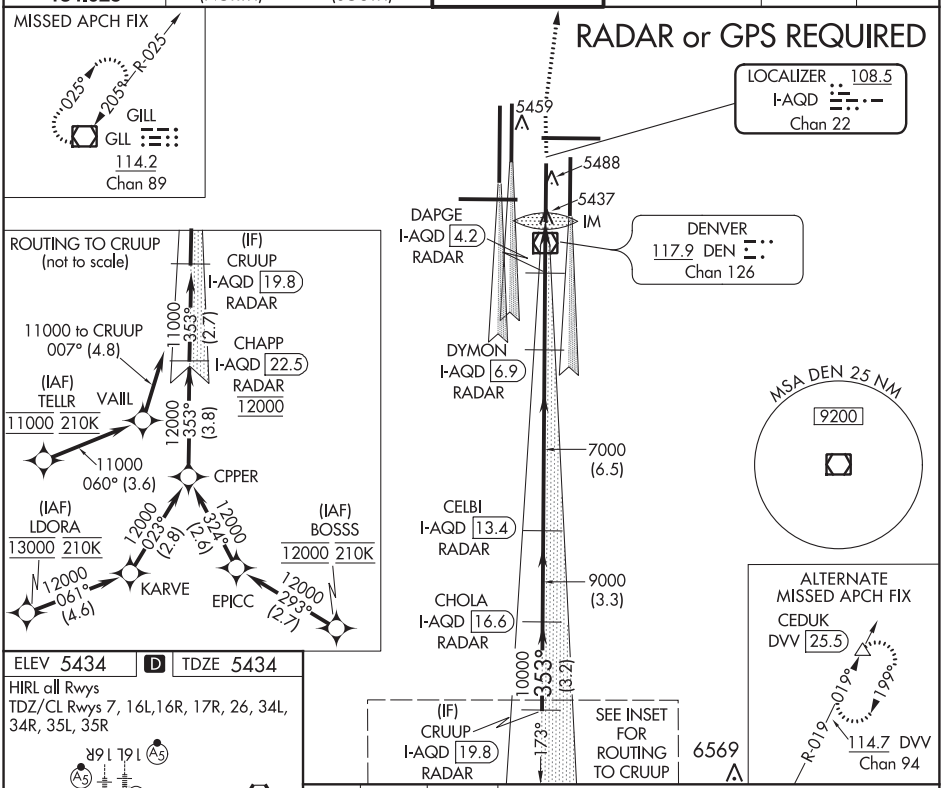
LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

T S-LOC 35L DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R.

ALSF-2 (A)

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

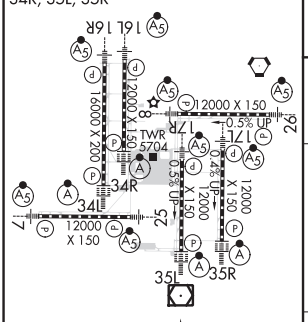
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	



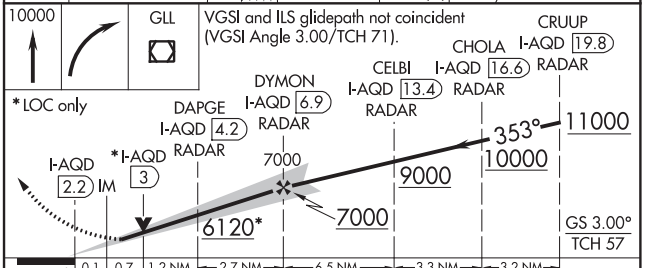
ELEV 5434 D TDZE 5434

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



353° 4.7 NM from FAF



CATEGORY	A	B	C	D
S-ILS 35L	5634/18 200 (200-½)			
S-LOC 35L	5760/24 326 (400-½)		5760/26 326 (400-⅝)	

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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ILS or LOC RWY 35R

DENVER INTL (DEN)

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

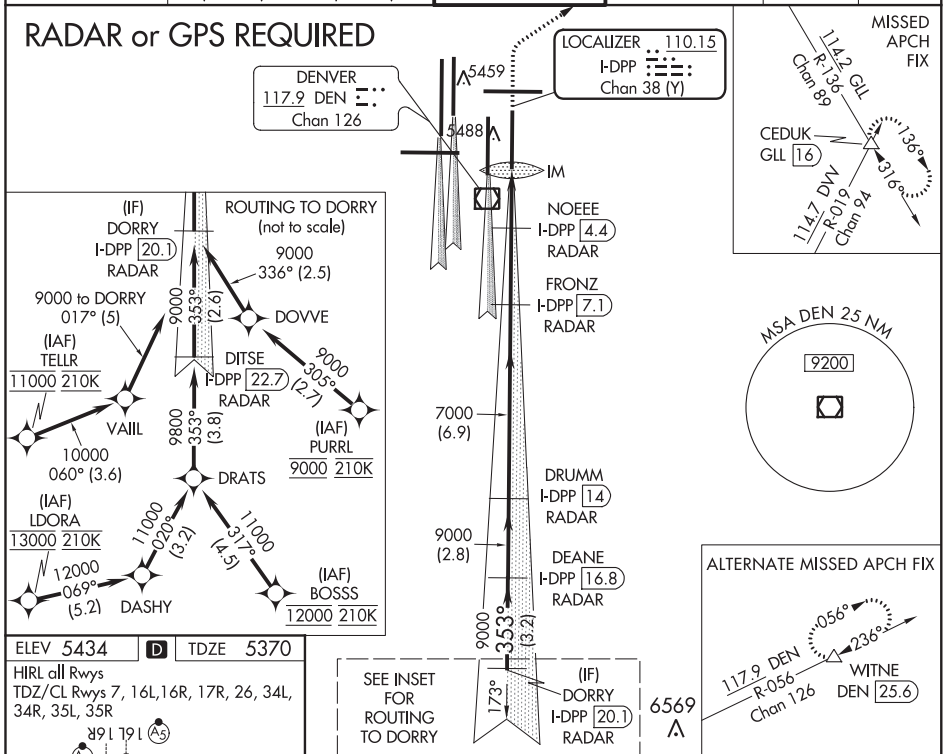
S-LOC 35R DME or RADAR required.
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

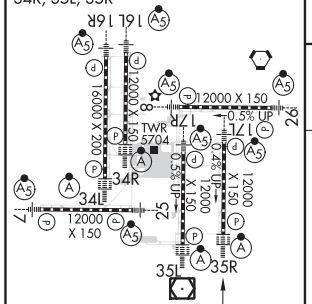
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR or GPS REQUIRED



ELEV 5434 | D | TDZE 5370

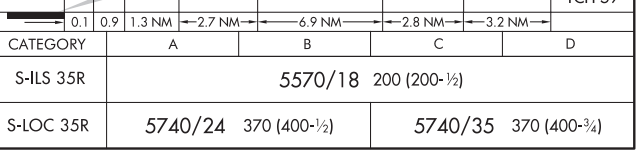
HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

5800	10000 hdg 048°	GLL R-136	CEDUK △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	5570/18 200 (200-½)			
S-LOC 35R	5740/24 370 (400-½)		5740/35 370 (400-¾)	

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LOC/DME I-AQD 108.5 Chan 22	APP CRS 353°	Rwy ldg 12000 TDZE 5434 Apt Elev 5434

ILS RWY 35L (SA CAT I)

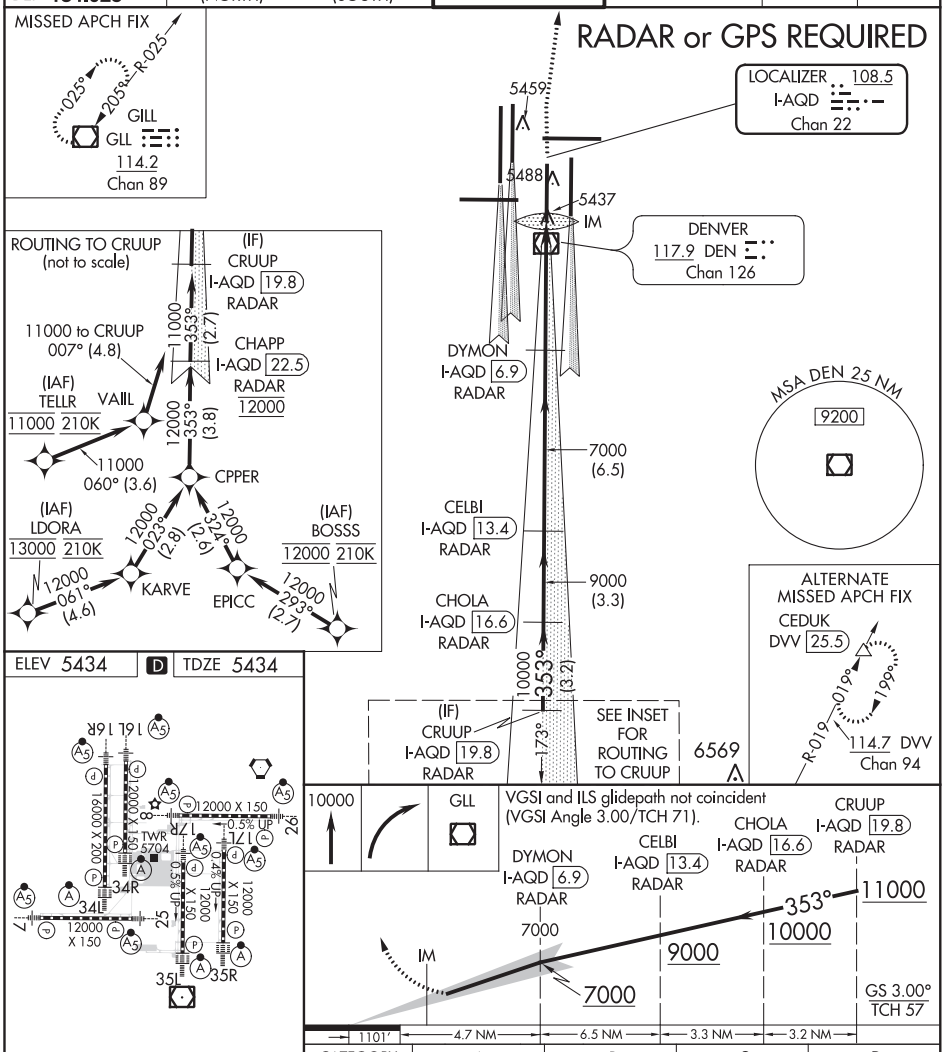
DENVER INTL (DEN)

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	



CATEGORY	A	B	C	D
S-ILS 35L	RA 165/14 150 DA 5584			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	353°	TDZE	5370
Chan 38 (Y)		Apt Elev	5434

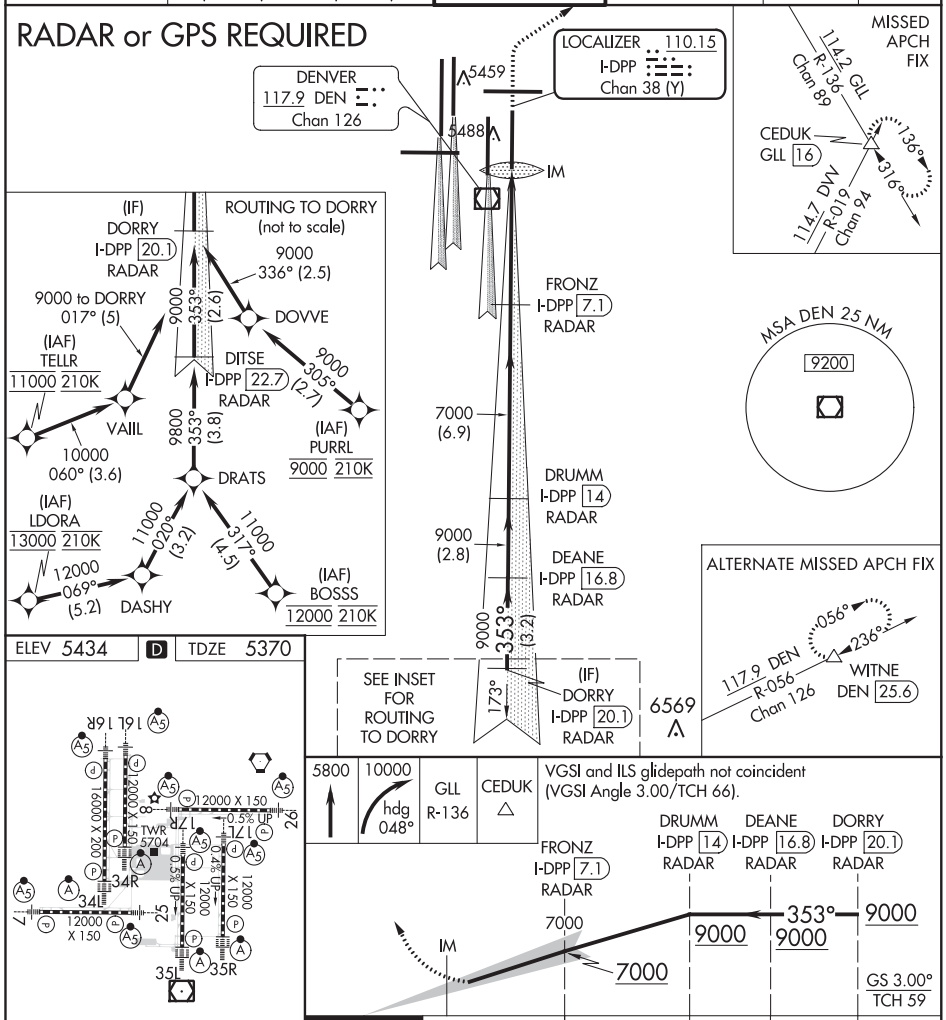
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR or GPS REQUIRED



ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5800	10000 hdg 048°	GLL R-136	CEDUK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

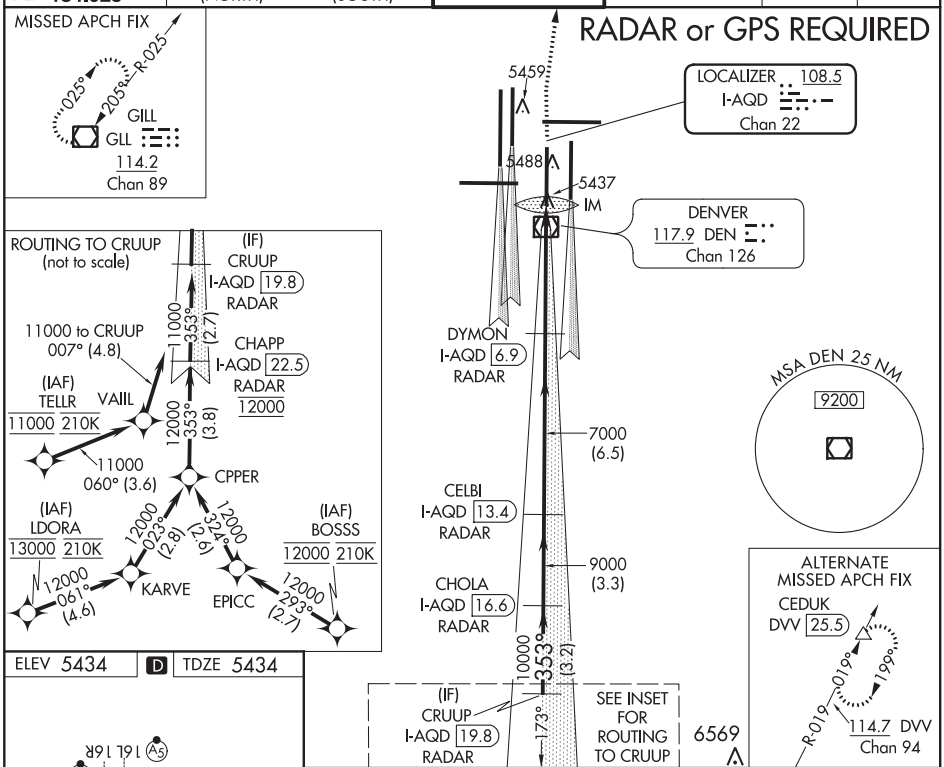
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

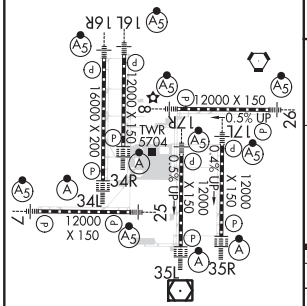
MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	

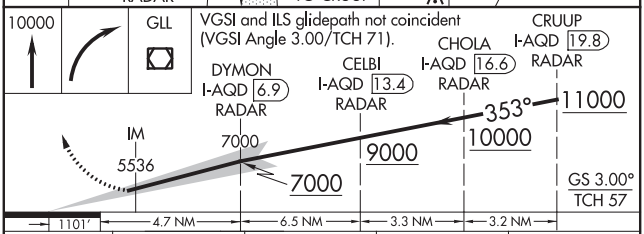
RADAR or GPS REQUIRED



ELEV 5434 D TDZE 5434



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT IIIa RVR 07			
S-ILS 35L	CAT IIIb RVR 03			
S-ILS 35L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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08 DEC 2016 to 05 JAN 2017

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

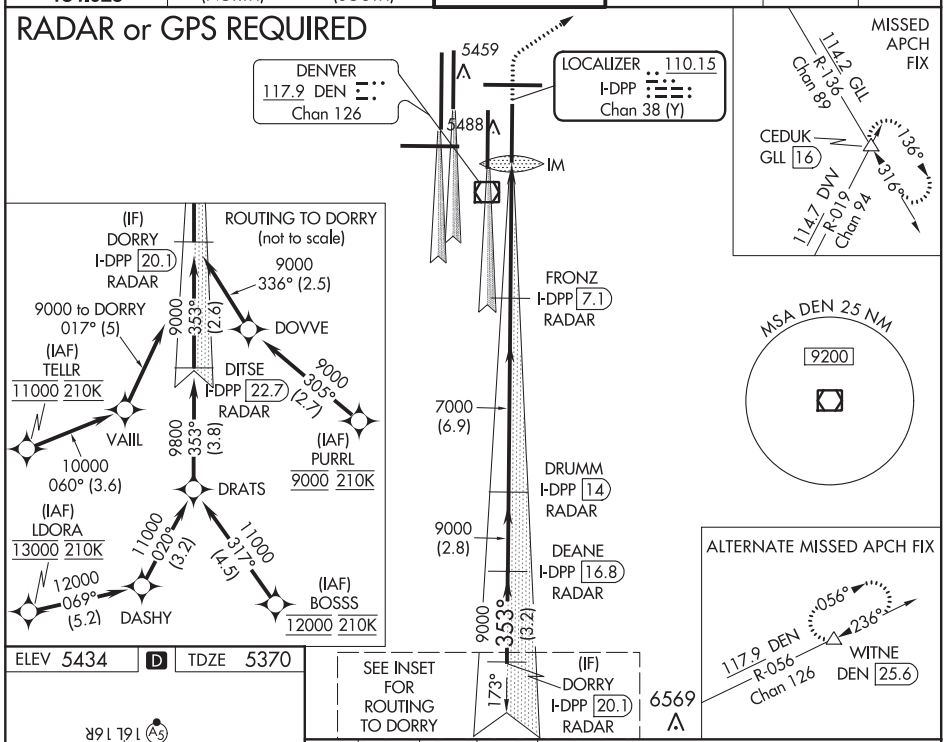
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

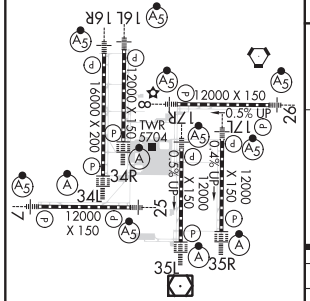
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR or GPS REQUIRED



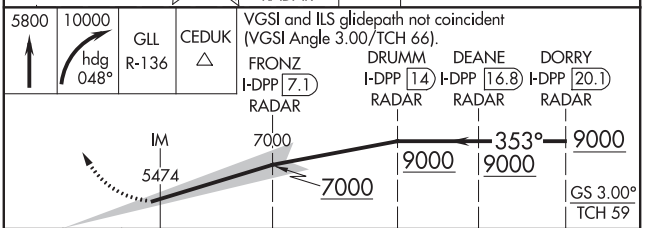
ELEV 5434 D TDZE 5370



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5800	10000 hdg 048°	GLL R-136	CEDUK

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 111/12 100 DA 5470			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 03			
S-ILS 35R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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APP CRS	Rwy ldg	12000
082°	TDZE	5352
	Apt Elev	5434

RNAV (RNP) Z RWY 7

DENVER INTL (DEN)

GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized with Rwy 8, except for arrivals at BBOOK and BERNZ. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (116°F).

MALSR

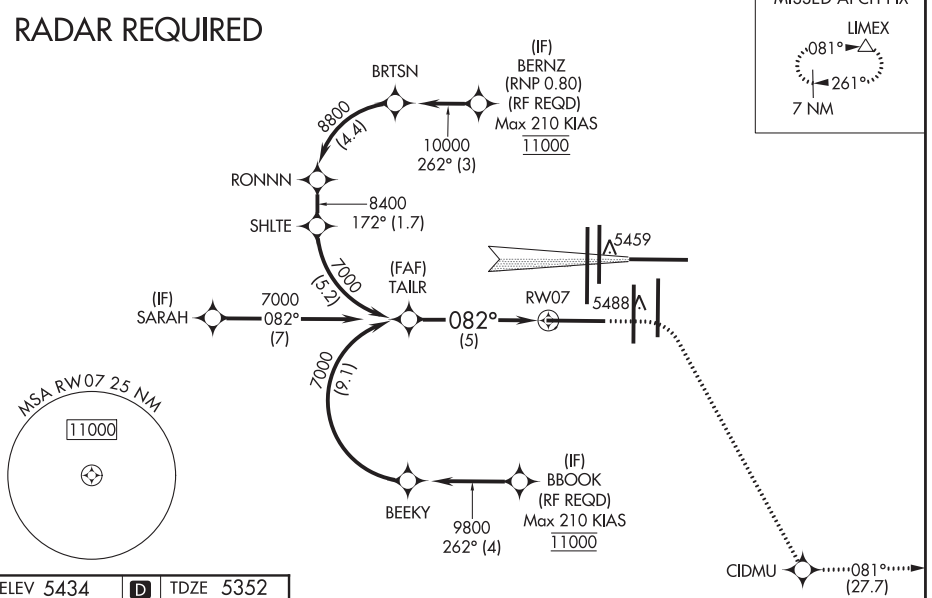
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

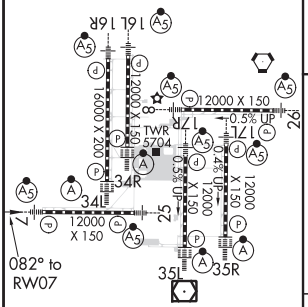
MISSED APCH FIX

LIMEX 081° 261° 7 NM

RADAR REQUIRED

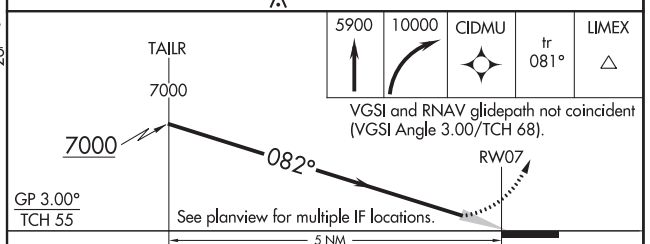


ELEV 5434 D TDZE 5352



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

6270±



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

CATEGORY	A	B	C	D
RNP 0.10 DA	5619/24 267 (200-½)			
RNP 0.30 DA	5678/32 326 (300-⅝)			

AUTHORIZATION REQUIRED

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APP CRS	Rwy ldg	12000
082°	TDZE	5354
	Apt Elev	5434

RNAV (RNP) Z RWY 8

DENVER INTL (DEN)

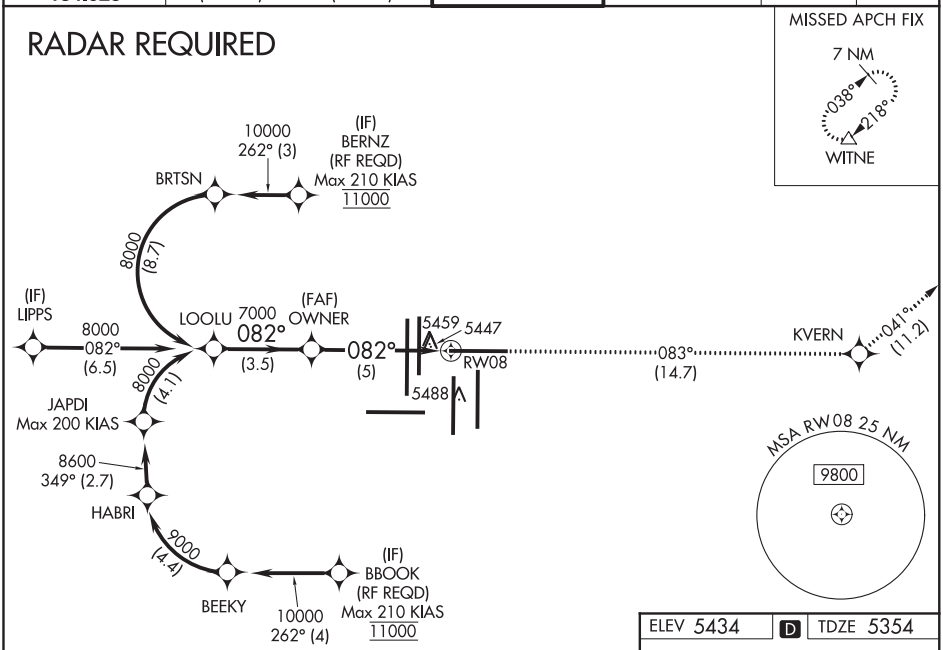
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 7, except for arrivals at BERNZ and BBOOK. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 47°C (117°F).

MALSR A5

MISSED APPROACH: Climb to 10000 on track 083° to KVERN and on track 041° to WITNE and hold.

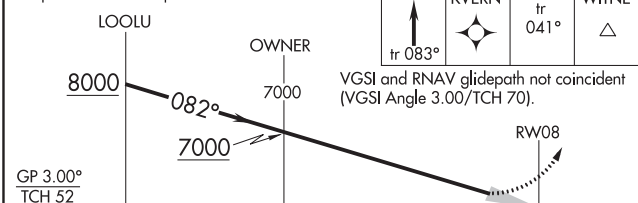
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR REQUIRED

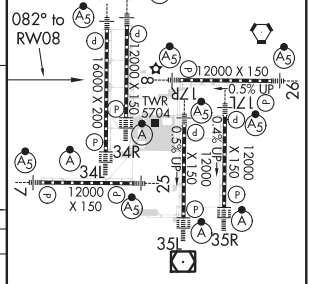


ELEV 5434	D	TDZE 5354

See planview for multiple IF locations.



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

CATEGORY	A	B	C	D
RNP 0.10 DA	5727/40 373 (300-¾)			
RNP 0.30 DA	5777/50 423 (400-1)			

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	12000
173°	TDZE	5339
	Apt Elev	5434

RNAV (RNP) Z RWY 17L

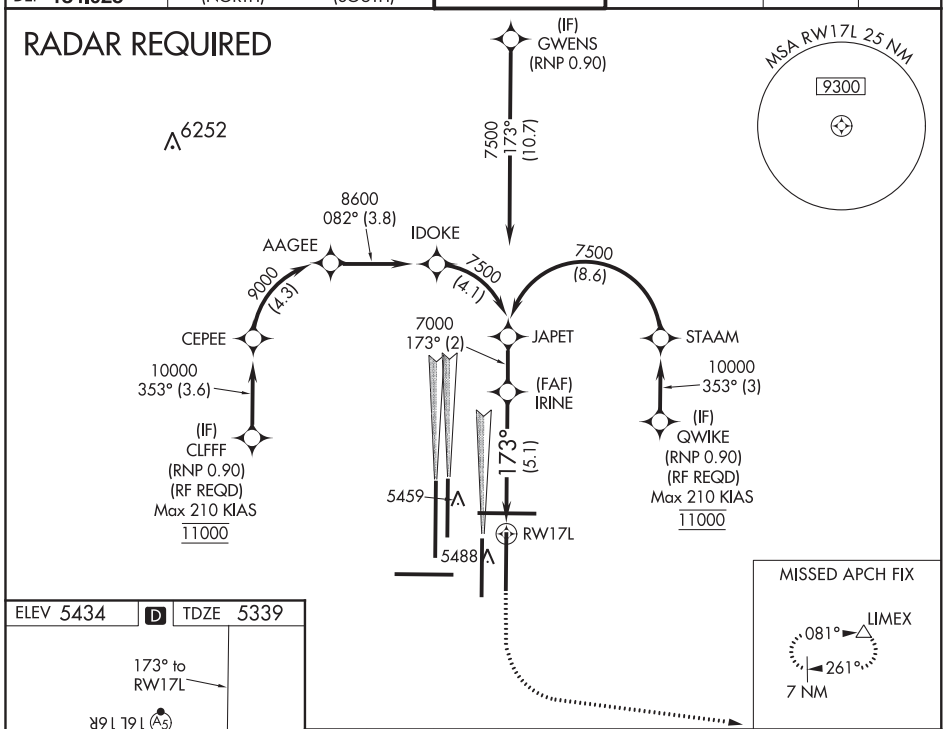
DENVER INTL (DEN)

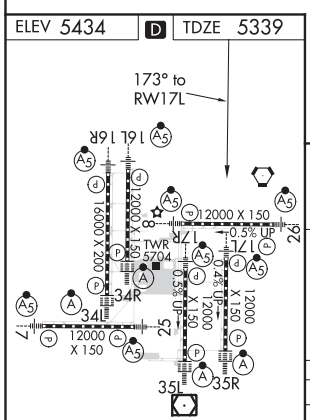
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 16L/R. Simultaneous approach authorized with 17R, except for arrivals at QWIKE and CLFFF. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

MALSR

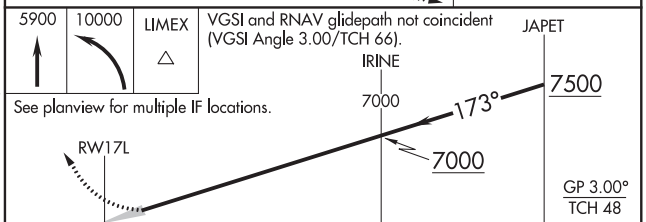
MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	132.35 239.275	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA	5600/24 261 (200-½)			
RNP 0.30 DA	5716/40 377 (300-¾)			

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	12000
173°	TDZE	5392
	Apt Elev	5434

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

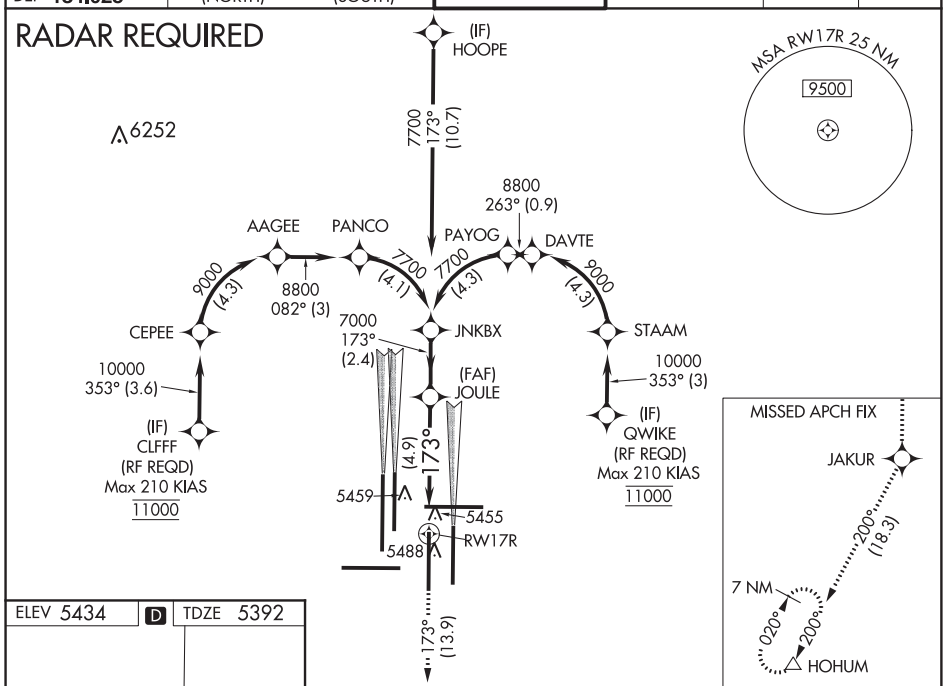
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅝ mile. Simultaneous approach authorized with Rwy 16R. Simultaneous approach authorized with Rwy 16L and Rwy 17L, except for arrivals at QWIKE and CLFFF. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

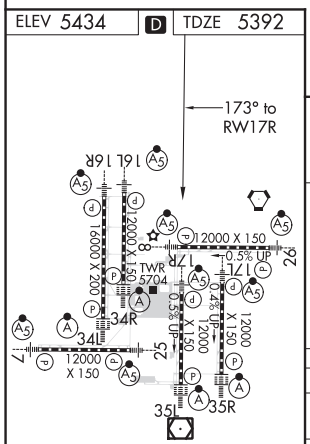
MALSR

MISSED APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				

RADAR REQUIRED



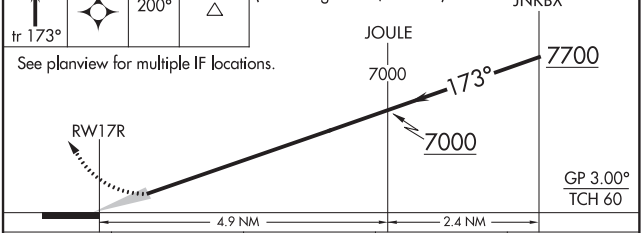


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000	JAKUR	tr 200°	HOHUM
tr 173°			

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300-⅝)			
RNP 0.30 DA	5894/60 502 (500-1¼)			

AUTHORIZATION REQUIRED

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08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	12000
263°	TDZE	5355
	Apt Elev	5434

RNAV (RNP) Z RWY 25

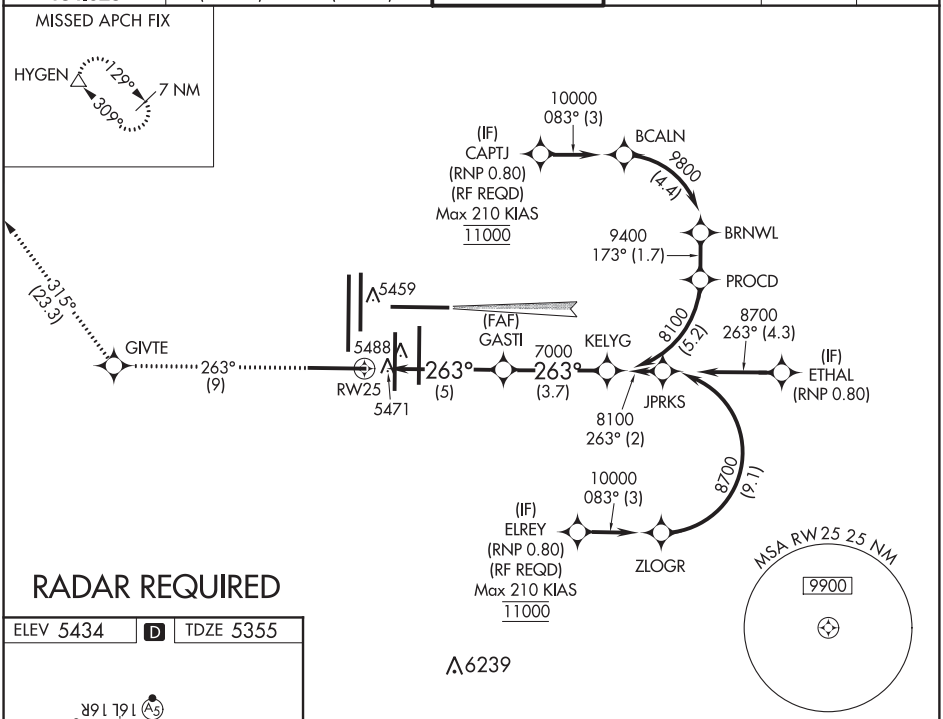
DENVER INTL (DEN)

GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 26, except for arrivals at CAPTJ and ELREY. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25° (-13°F) or above 46°C (116°F).

MALSR

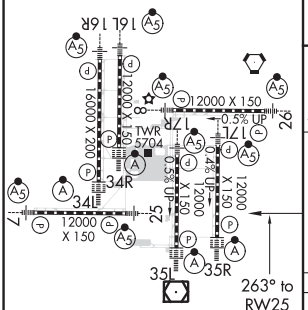
MISSED APPROACH: Climb to 10000 on track 263° to GIVTE and on track 315° to HYGEN and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	



RADAR REQUIRED

ELEV 5434 D TDZE 5355

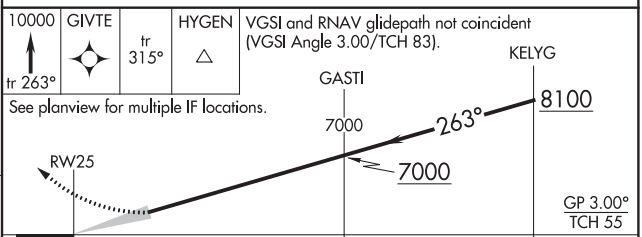


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000	GIVTE	tr 315°	HYGEN
tr 263°			

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	5743/40 388 (400-¾)			
RNP 0.30 DA	5783/50 428 (400-1)			

AUTHORIZATION REQUIRED

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08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	12000
263°	TDZE	5309
	Apt Elev	5434

RNAV (RNP) Z RWY 26

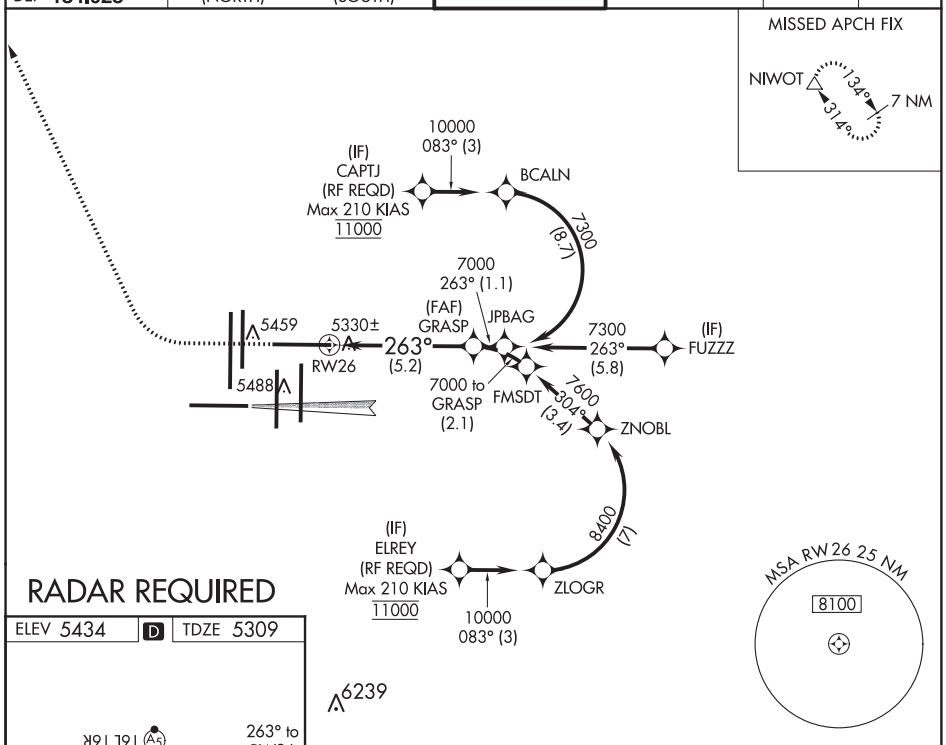
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (116°F). For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized with Rwy 25, except for arrivals at CAPTJ and ELREY. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required.

MALSR

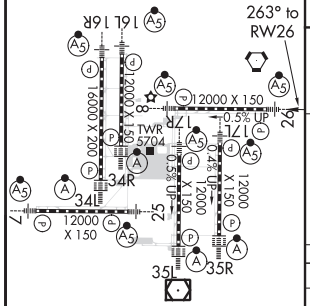
MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

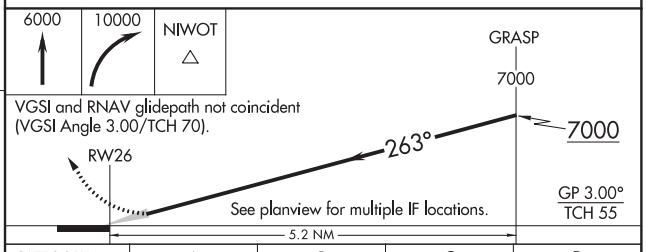


RADAR REQUIRED

ELEV 5434 | D | TDZE 5309



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
RNP 0.10 DA	5570/24 261 (200-½)			
RNP 0.30 DA	5668/40 359 (300-¾)			

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	12000
353°	TDZE	5434
	Apt Elev	5434

RNAV (RNP) Z RWY 35L

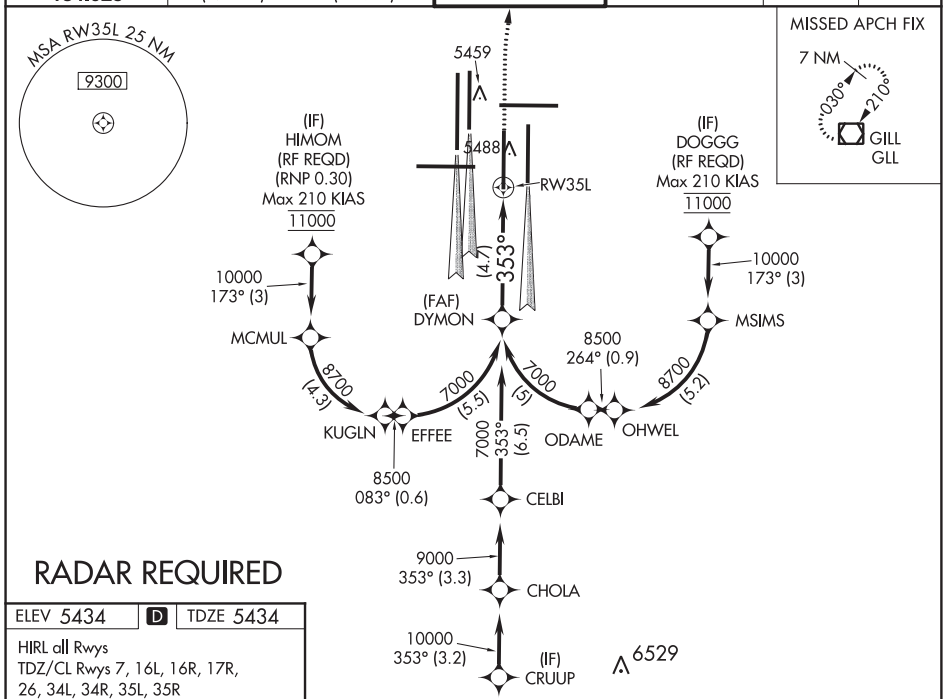
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized with Rwy 34L. Simultaneous approach authorized with Rwy 34R and Rwy 35R, except for arrivals at DOGGG and HIMOM. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

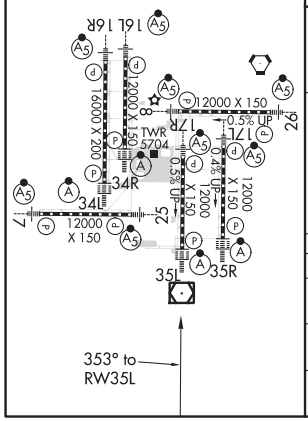
ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



RADAR REQUIRED

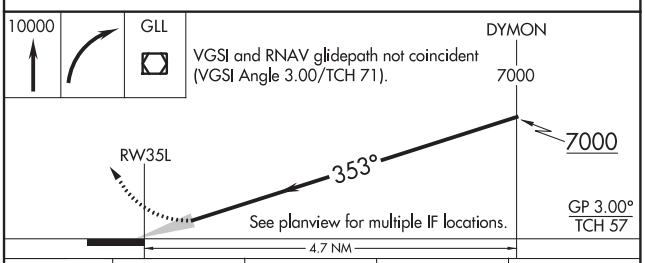
ELEV 5434	D	TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



10000		GLL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.10 DA	5695/24 261 (300-½)			
RNP 0.30 DA	5760/32 326 (400-⅝)			

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

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APP CRS	Rwy ldg	12000
353°	TDZE	5370
	Apt Elev	5434

RNAV (RNP) Z RWY 35R

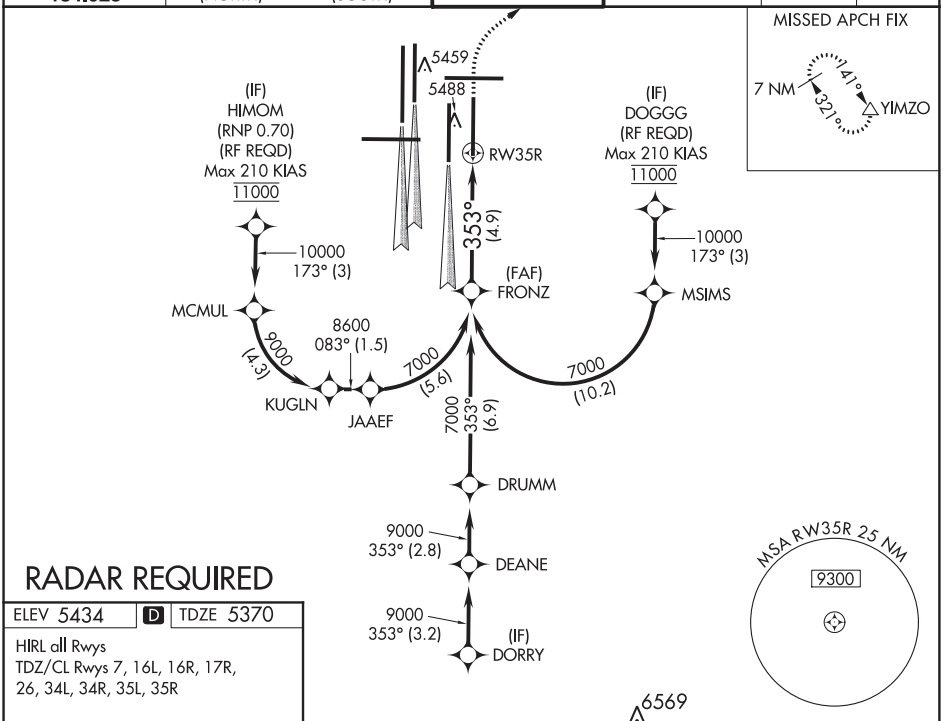
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized with Rwy 34L/R. Simultaneous approach authorized with Rwy 35L, except for arrivals at DOGGG and HIMOM. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

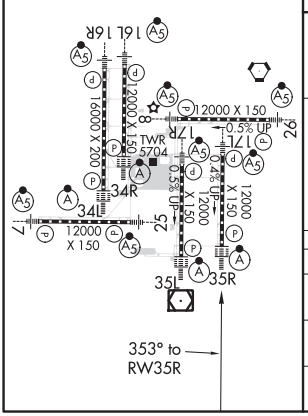
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



RADAR REQUIRED

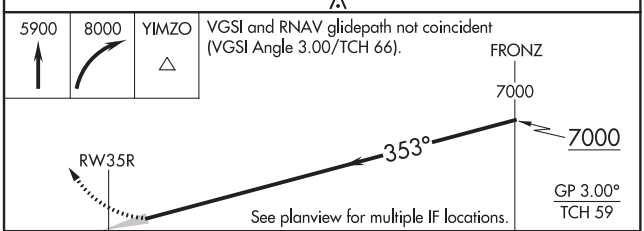
ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



5900	8000	YIMZO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
RNP 0.10 DA	5631/24 261 (200-½)			
RNP 0.30 DA	5702/32 332 (300-⅝)			

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

WAAS CH 87128 W07A	APP CRS 082°	Rwy ldg 12000 TDZE 5352 Apt Elev 5434

RNAV (GPS) Y RWY 7

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 8. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV/VNAV all Cats visibility to RVR 4000, and LNAV Cat C/D visibility to RVR 5000. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

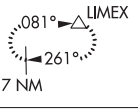
MALSR

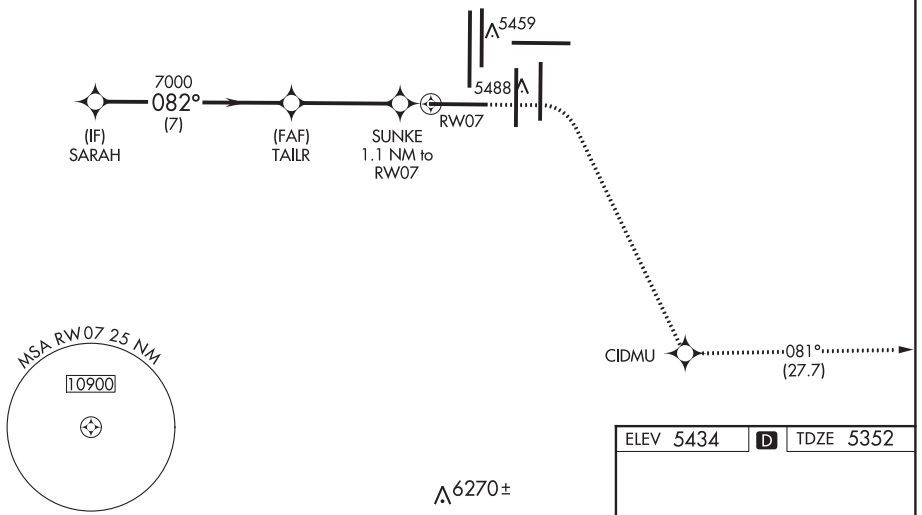
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

RADAR REQUIRED

MISSED APCH FIX



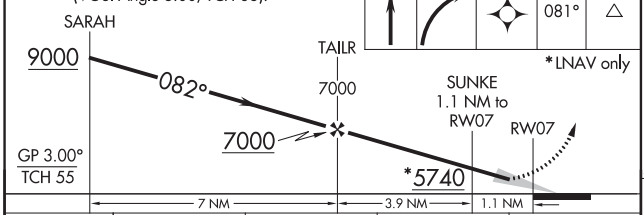


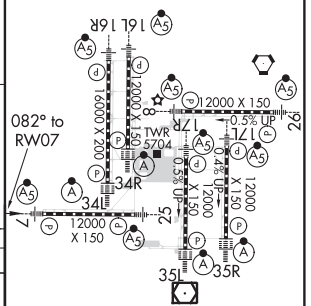
ELEV 5434 D TDZE 5352

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

5900	10000	CIDMU	tr 081°	LIMEX

*LNAV only





CATEGORY	A	B	C	D
LPV DA	5552/24 200 (200-½)			
LNAV/VNAV DA	5602/24 250 (200-½)			
LNAV MDA	5680/24 328 (300-½)		5680/26 328 (300-⅝)	

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

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RNAV (GPS) Y RWY 8

DENVER INTL (DEN)

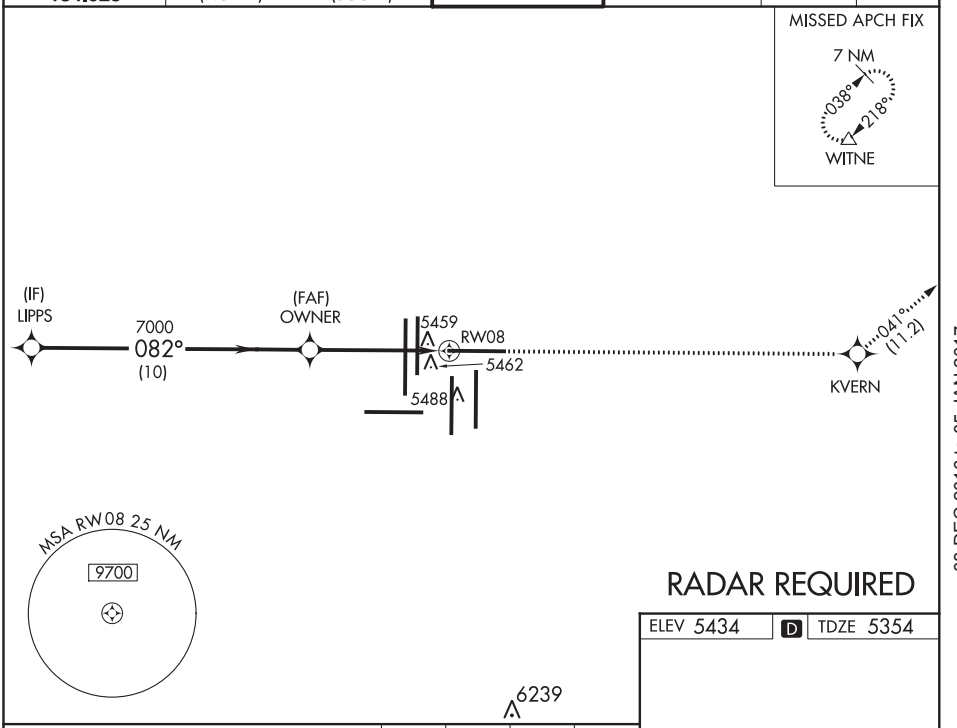
WAAS CH 82228 W08A	APP CRS 082°	Rwy ldg 12000 TDZE 5354 Apt Elev 5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500.

MALSR

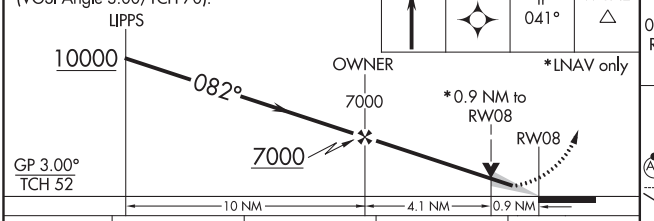
MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



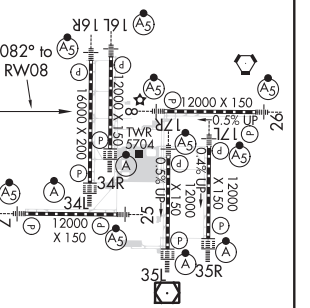
RADAR REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
LPV DA	5554/24 200 (200-½)			
LNAV/VNAV DA	5833/60 479 (400-1¼)			
LNAV MDA	5720/24 366 (300-½)		5720/35 366 (300-¾)	

ELEV 5434 D TDZE 5354



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

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08 DEC 2016 to 05 JAN 2017

WAAS CH 81830 W17A	APP CRS 173°	Rwy ldg 12000 TDZE 5339 Apt Elev 5434

RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

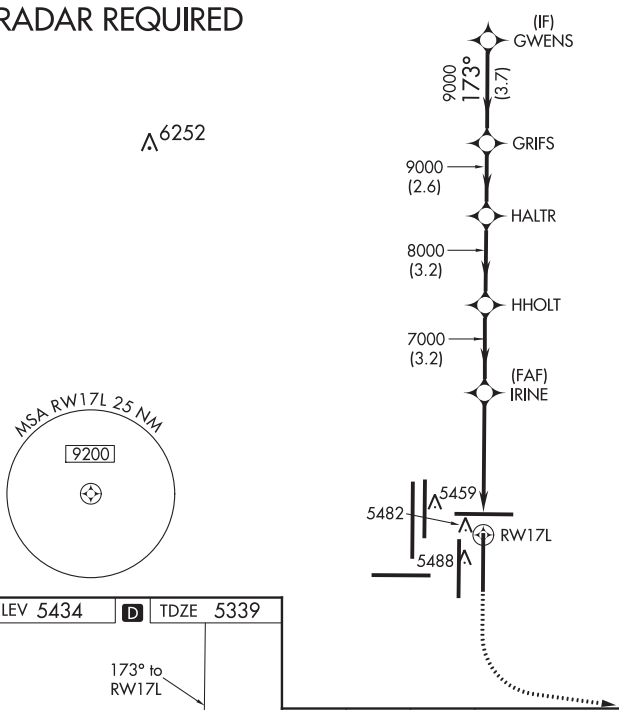
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR REQUIRED



MISSED APCH FIX

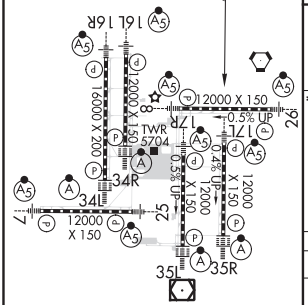
LIMEX

081°

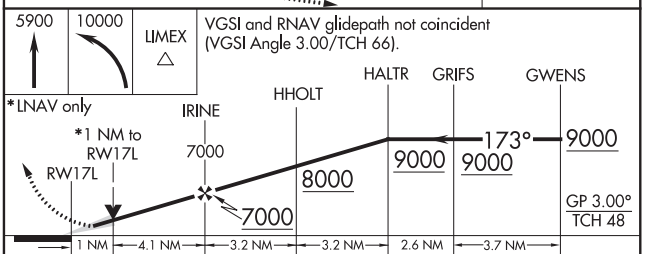
261°

7 NM

ELEV 5434 D TDZE 5339



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA	5539/24 200 (200-½)			
LNAV/VNAV DA	5648/24 309 (300-½)			
LNAV MDA	5700/24 361 (300-½)		5700/35 361 (300-¾)	

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RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

WAAS CH 93529 W17B	APP CRS 173°	Rwy ldg 12000 TDZE 5392 Apt Elev 5434

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1⅝ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	

RADAR REQUIRED

6252

(IF) HOOPE

9600 173° (4.7)

JAPEX

9000 (2)

JOMAG

8000 (3.3)

JOSEE

7000 (3.2)

(FAF) JOULE

5459

RW17R

5488

MSA RW17R 25 NM

9400

MISSED APCH FIX

JAKUR

200° (18.3)

7 NM

020° 200°

HOHUM

ELEV 5434 D TDZE 5392

173° to RW17R

16L 16R

12000 X 150

16000 X 200

8

TWR 5704

17R

0.5% UP

26

34R

34L

7

25

35L 35R

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000 | JAKUR | tr 200° | HOHUM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

*LNAV only

*1.6 NM to RW17R

RW17R JOULE JOSEE JOMAG JAPEX HOOPE

173° 11000 9600 9000 8000 7000

GP 3.00° TCH 60

1.6 | 3.3 NM | 3.2 NM | 3.3 NM | 2 NM | 4.7 NM

CATEGORY	A	B	C	D
LPV DA	5592/24 200 (200-½)			
LNAV/VNAV DA	5857/60 465 (500-1¼)			
LNAV MDA	5940/24 548 (600-½)		5940-1¼ 548 (600-1¼)	

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08 DEC 2016 to 05 JAN 2017

WAAS CH 40428 W25A	APP CRS 263°	Rwy ldg 12000 TDZE 5355 Apt Elev 5434

RNAV (GPS) Y RWY 25

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, incease LNAV/VNAV all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

MISSED APCH FIX

HYGEN 129° 300° 7 NM

RADAR REQUIRED

315° (23.3) GIVTE

5459 5539 5488 RW25

7000 263° (10) (FAF) GASTI

(IF) ETHAL

MSA RW25 25 NM 9800

ELEV 5434 D TDZE 5355

6239

10000	GIVTE	tr 315°	HYGEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

* LNAV only

*1.1 NM to RW25

RW25 GASTI 7000 263° ETHAL 10000 7000

GP 3.00° TCH 55

1.1 NM 3.9 NM 10 NM

CATEGORY	A	B	C	D
LPV DA	5555/24 200 (200-½)			
LNAV/VNAV DA	5700/30 345 (300-⅝)			
LNAV MDA	5800/24 445 (400-½)		5800/45 445 (400-⅞)	

16L 16R 12000 X 150 12000 X 150 0.5% UP 17R 17L 26 8 TWR 5704 34R 34L 7 25 35L 35R 263° to RW25

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

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WAAS CH 58128 W26A	APP CRS 263°	Rwy ldg 12000 TDZE 5309 Apt Elev 5434

RNAV (GPS) Y RWY 26

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-14°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 25. DME/DME RNP- 0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 4500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR REQUIRED

MISSED APCH FIX

NIWOT 134° 314° 7 NM

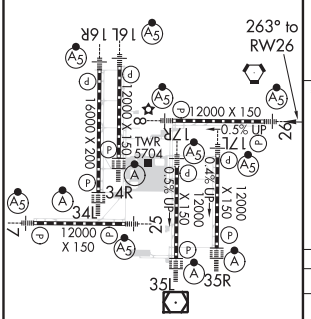
FEETS 1.5 NM to RW26 | (FAF) GRASP | (IF) FUZZZ

5459 5335 RW26 5488 7000 263° (6.9)

MSA RW 26 25 NM 8100

6147

ELEV 5434 D TDZE 5309



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

6000 | 11000 | NIWOT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

* LNAV only

FEETS 1.5 NM to RW26 | GRASP | FUZZZ

*0.7 NM to RW26 | 7000 | 263° | 9000

RW26 | 5820* | 7000

GP 3.00° / TCH 55

0.7 NM | 0.8 NM | 3.7 NM | 6.9 NM

CATEGORY	A	B	C	D
LPV DA	5509/24 200 (100-½)			
LNAV/VNAV DA	5559/24 250 (200-½)			
LNAV MDA	5600/24 291 (200-½)			

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WAAS CH 53419 W35A	APP CRS 353°	Rwy ldg 12000 TDZE 5434 Apt Elev 5434

RNAV (GPS) Y RWY 35L

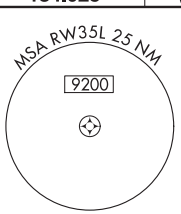
DENVER INTL (DEN)

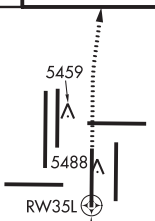
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

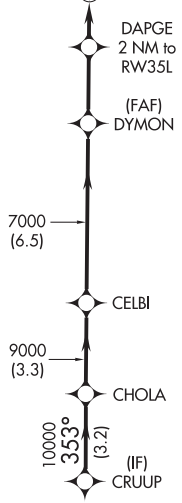
ALSF-2

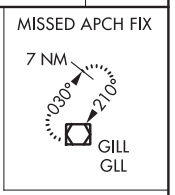
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	





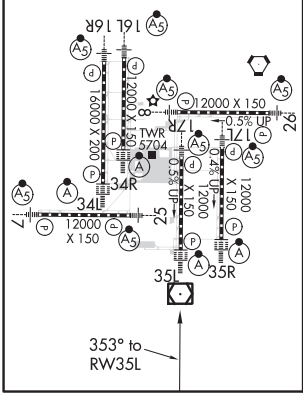


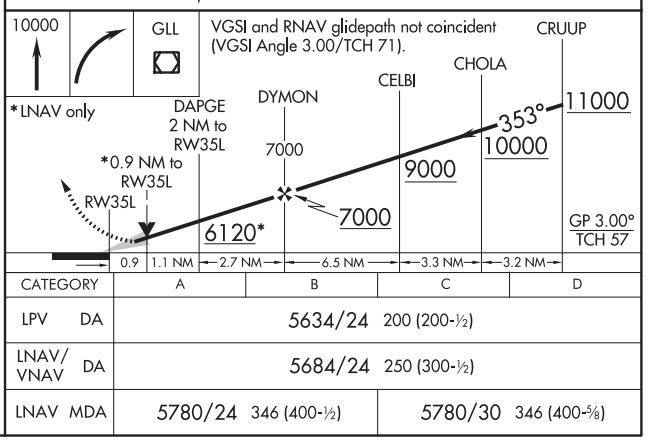


RADAR REQUIRED

ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5634/24 200 (200-½)			
LNAV/VNAV DA	5684/24 250 (300-½)			
LNAV MDA	5780/24 346 (400-½)		5780/30 346 (400-⅝)	

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WAAS CH 45719 W35B	APP CRS 353°	Rwy ldg 12000 TDZE 5370 Apt Elev 5434

RNAV (GPS) Y RWY 35R

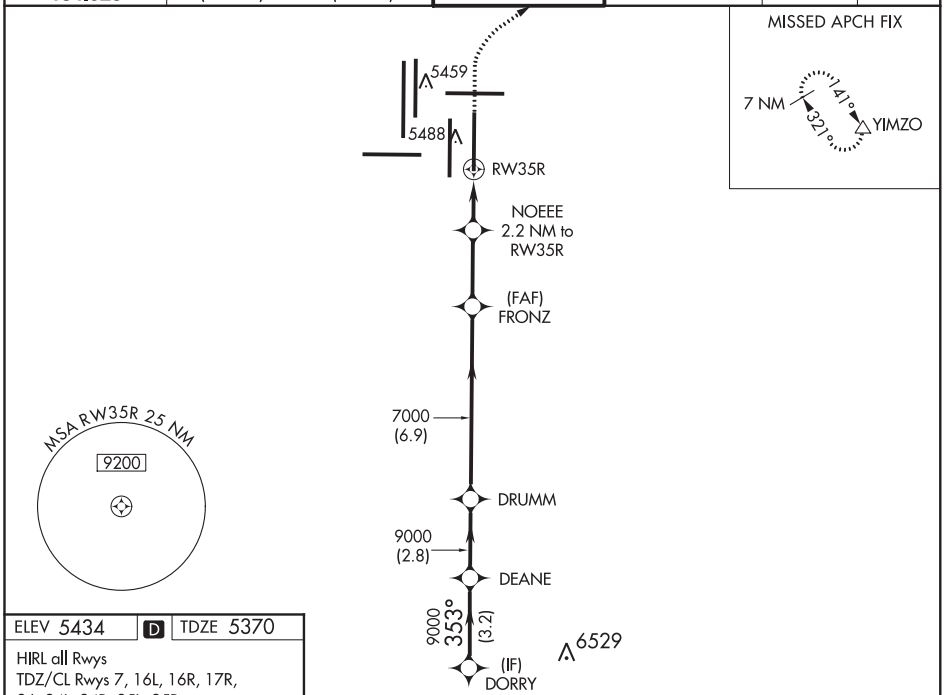
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

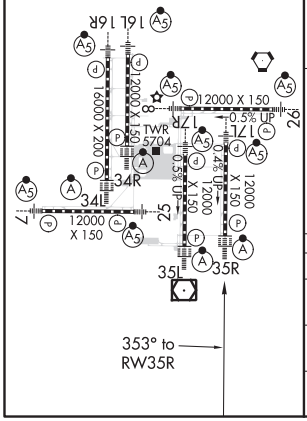
MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

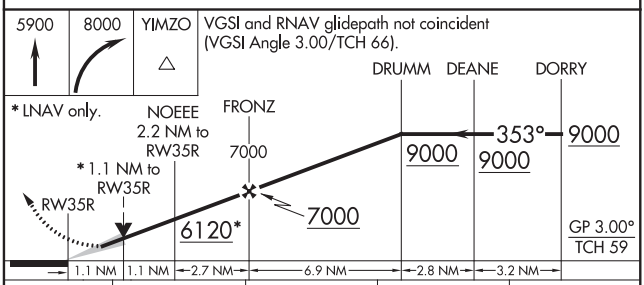
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



ELEV 5434 D TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5570/24 200 (200-½)			
LNAV/VNAV DA	5620/24 250 (200-½)			
LNAV MDA	5800/24 430 (400-½)			5800/40 430 (400-¾)

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16343

ILS or LOC RWY 30R
ROCKY MOUNTAIN METROPOLITAN (BJC)

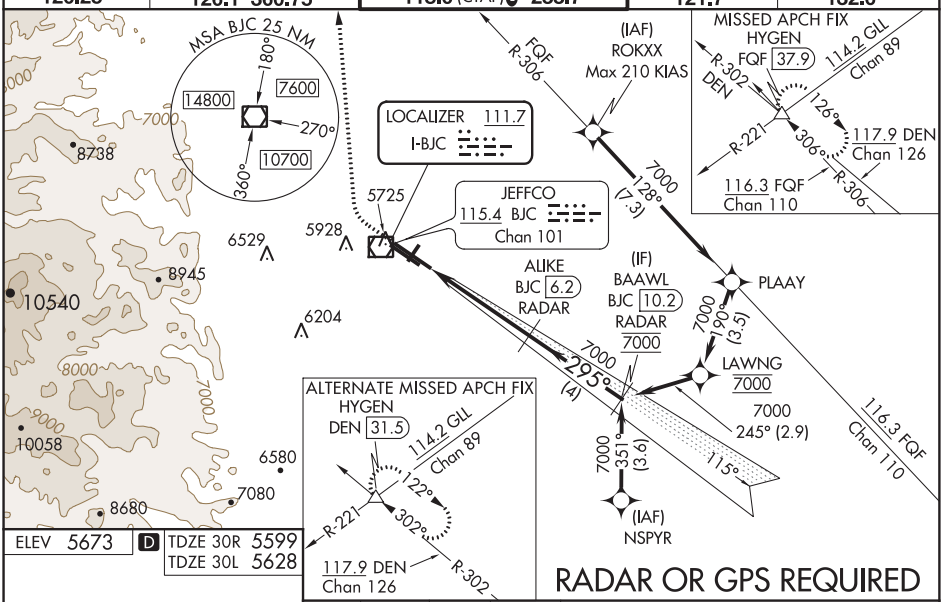
LOC I-BJC	APP CRS		30R	30L
111.7	295°	Rwy ldg	9000	7002
		TDZE	5599	5628
		Apt Elev	5673	5673

T A NA DME from BJC VOR/DME. Simultaneous reception of I-BJC and BJC DME required. DME or RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS 30R all Cats visibility ⅜ mile. Increase S-LOC 30R Cats B/C/D visibility ¼ mile. Increase Sidestep R30L Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-ILS 30R all Cats visibility ½ mile and increase S-LOC 30R Cat C/D visibility ⅜ mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R all Cats visibility to 2¼ miles. Increase S-LOC 30R Cat B visibility to 1¼ mile and Cats C/D visibility to 2½ miles. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R* all Cats visibility to 1 mile.
*Missed approach requires a minimum climb of 240 feet per NM to 9700.

MALSR

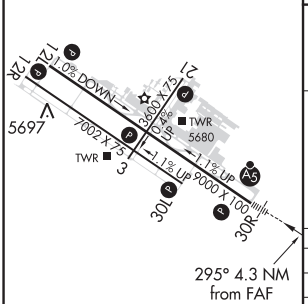
MISSED APPROACH: Climb to 6380 then climbing right turn to 10200 on heading 360° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 10200.

ATIS	DENVER APP CON	METRO TOWER*	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



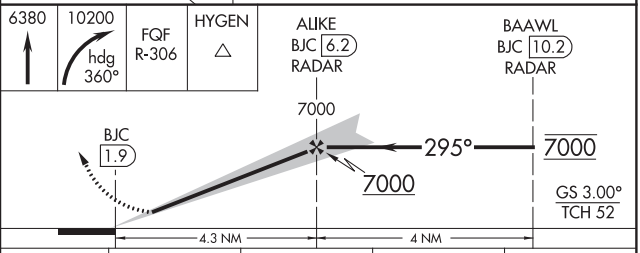
ELEV 5673 D TDZE 30R 5599
TDZE 30L 5628

RADAR OR GPS REQUIRED



HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 30R	*5799-½ 200 (200-½)			
S-ILS 30R	6124-1⅜ 525 (500-1⅜)			
S-LOC 30R	6300-½ 701 (700-½)		6300-1⅝ 701 (700-1⅝)	
SIDESTEP 30L	6340-1 712 (700-1)		6340-2 712 (700-2)	6340-2¼ 712 (700-2¼)
C CIRCLING	6340-1 667 (700-1)		6360-2 687 (700-2)	6860-3 1187 (1200-3)

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DENVER, COLORADO | AL-5612 (FAA) | 16343

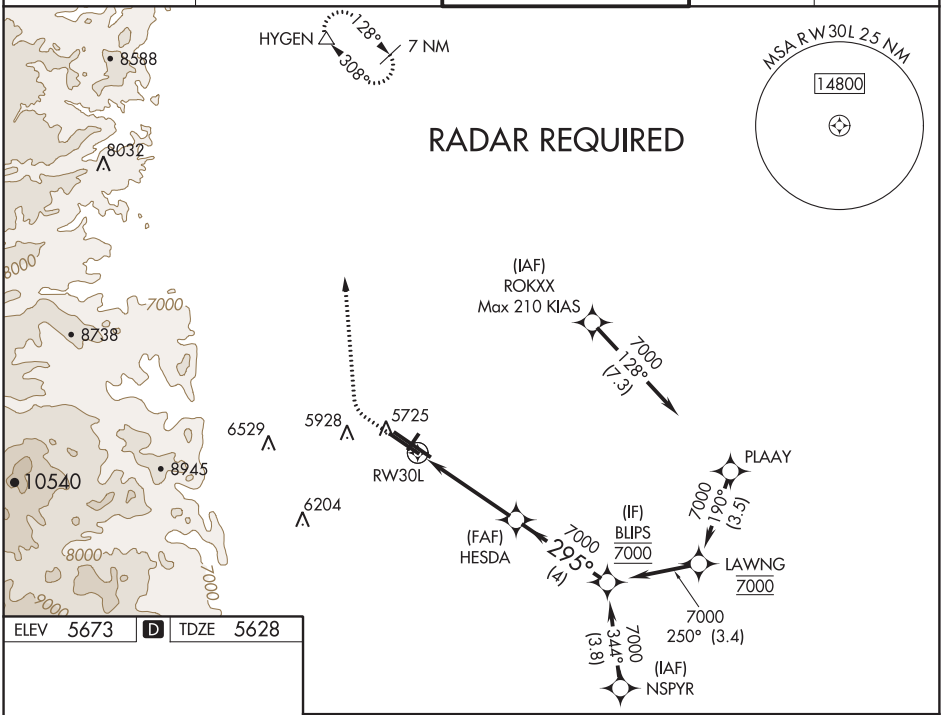
WAAS CH 42508 W30A	APP CRS 295°	Rwy ldg 7002 TDZE 5628 Apt Elev 5673

RNAV (GPS) RWY 30L
ROCKY MOUNTAIN METROPOLITAN (BJC)

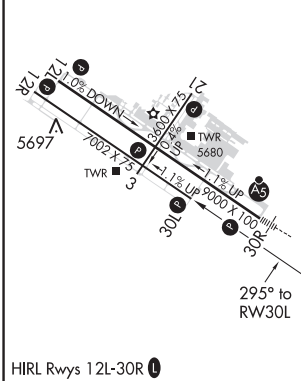
T ANA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

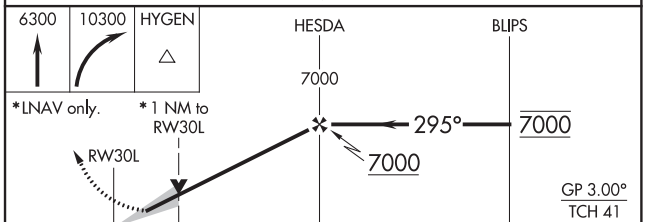
ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 | D | TDZE 5628



HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L



CATEGORY	A	B	C	D
LPV DA	5828-¾ 200 (200-¾)			
LNAV/VNAV DA	5926-1⅛ 298 (300-1⅛)			
LNAV MDA	5960-1 332 (300-1)			
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

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08 DEC 2016 to 05 JAN 2017

WAAS CH 82707 W30B	APP CRS 295°	Rwy ldg 9000 TDZE 5599 Apt Elev 5673

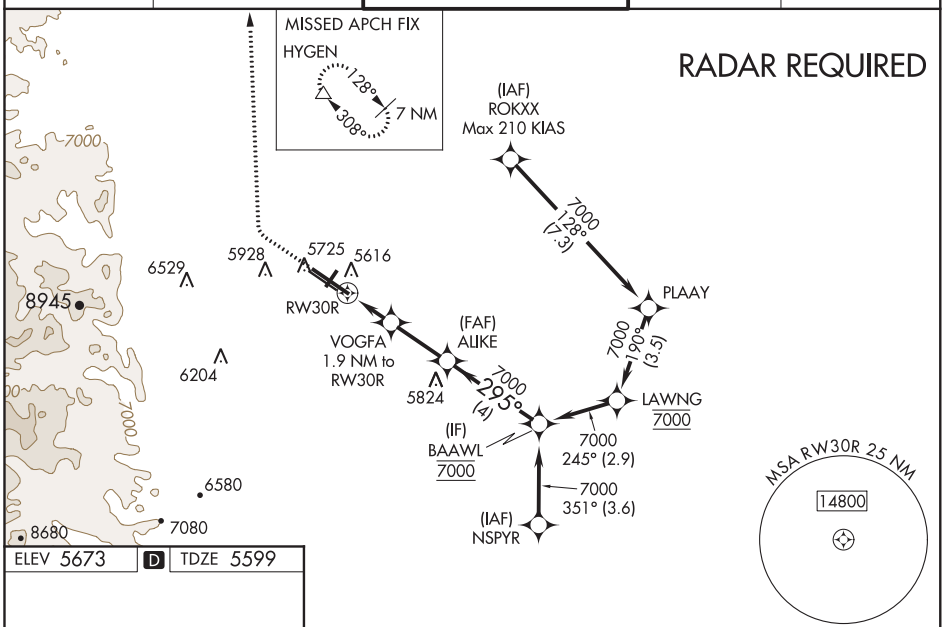
RNAV (GPS) RWY 30R
ROCKY MOUNTAIN METROPOLITAN (BJC)

T A NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1⅜ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile.

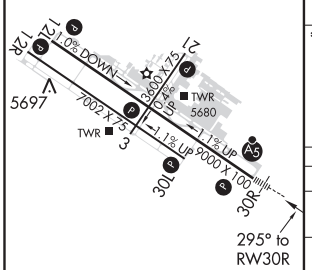
MALSR A5

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

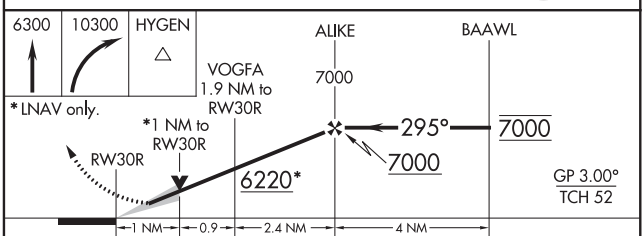
ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 D TDZE 5599



HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L



CATEGORY	A	B	C	D
LPV DA	5799-½ 200 (200-½)			
LNAV/VNAV DA	5900-⅝ 301 (300-⅝)			
LNAV MDA	5940-½ 341 (300-½)		5940-⅝ 341 (300-⅝)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

08 DEC 2016 to 05 JAN 2017
08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN — AL-119 (FAA) — 16343

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy ldg 10001 TDZE 633 Apt Elev 645

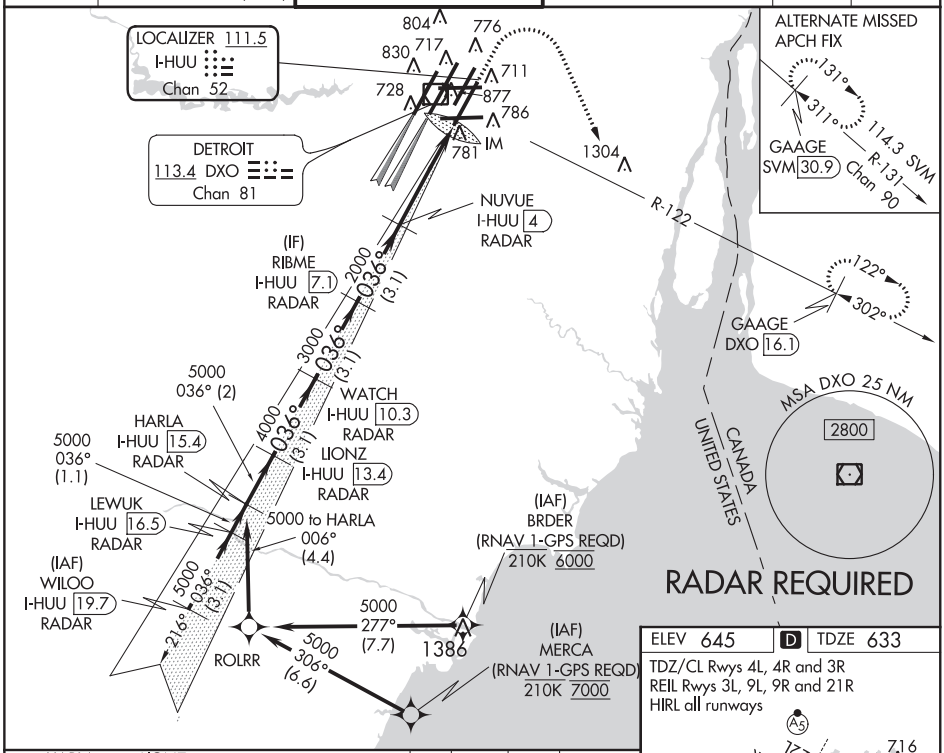
ILS or LOC RWY 3R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



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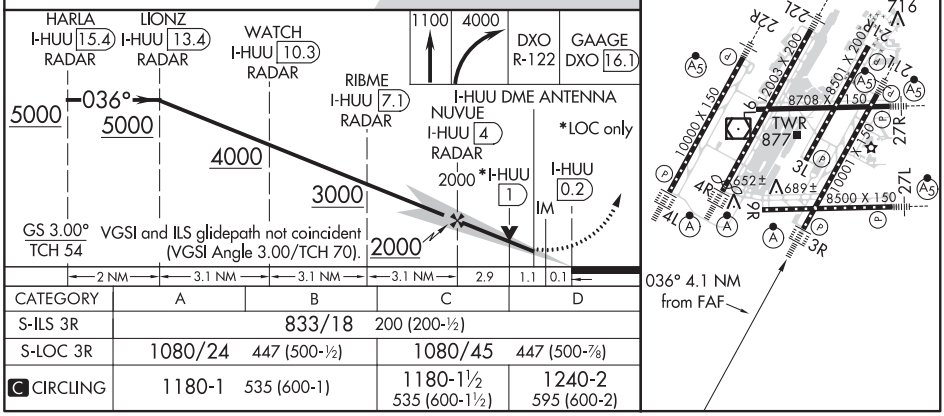
08 DEC 2016 to 05 JAN 2017



ELEV 645 | D | TDZE 633

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 3R	833/18 200 (200-½)			
S-LOC 3R	1080/24 447 (500-½)		1080/45 447 (500-⅞)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy ldg 11494 TDZE 638 Apt Elev 645

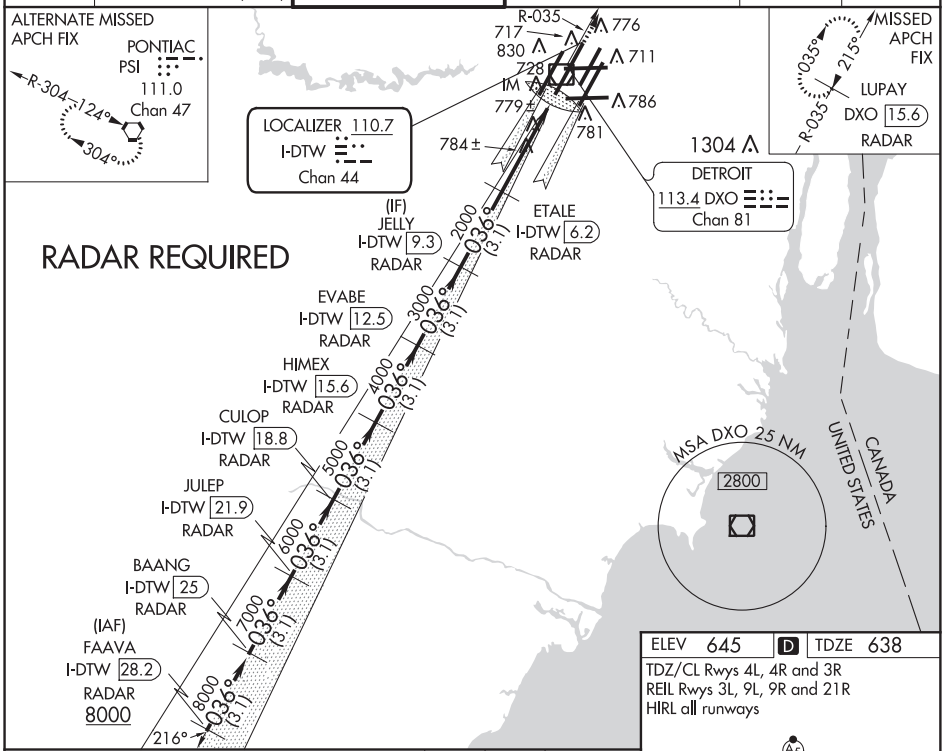
ILS or LOC RWY 4R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. For inoperative ALS, increase S-LOC 4R Cat C/D visibility to RVR 6000.

ALSF-2

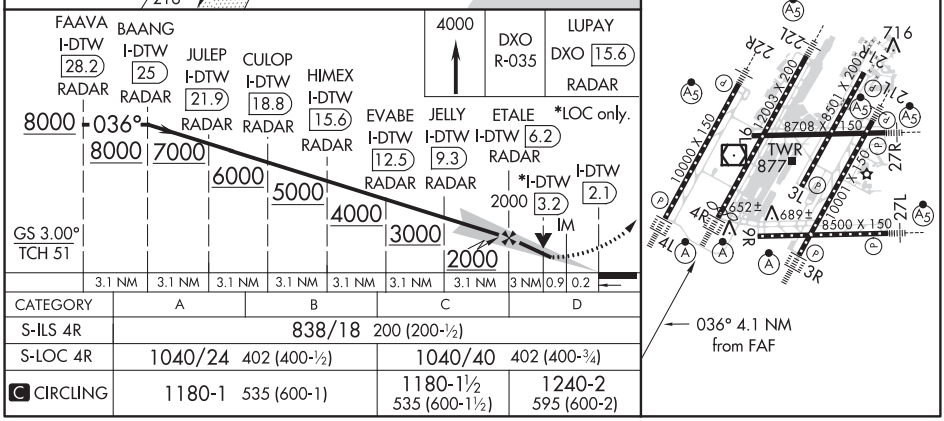
MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			
S-LOC 4R	1040/24 402 (400-½)		1040/40 402 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

DETROIT, MICHIGAN

AL-119 (FAA)

16343

ILS or LOC RWY 21L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

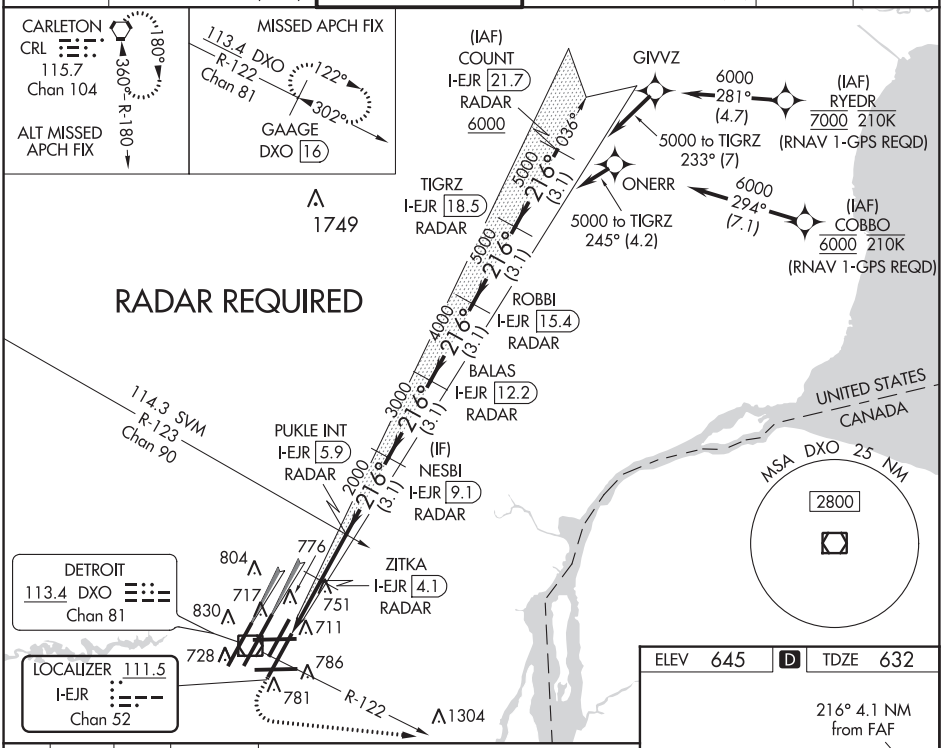
LOC/DME I-EJR	APP CRS	Rwy ldg	10001
111.5	216°	TDZE	632
Chan 52		Apt Elev	645

DME or RADAR required.
Simultaneous approach authorized.
RVR 1800 authorized with use of FD or AP or HUD to DA.

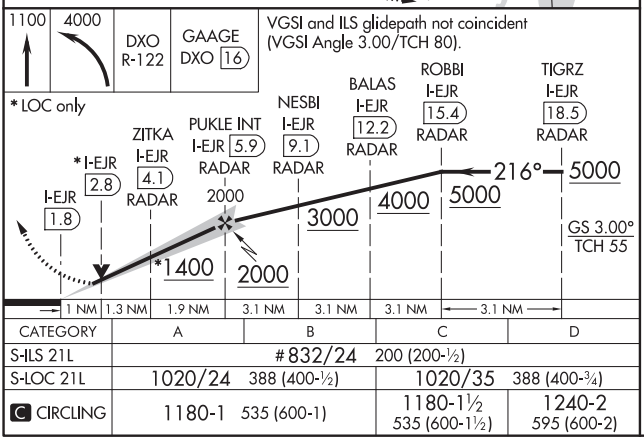
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

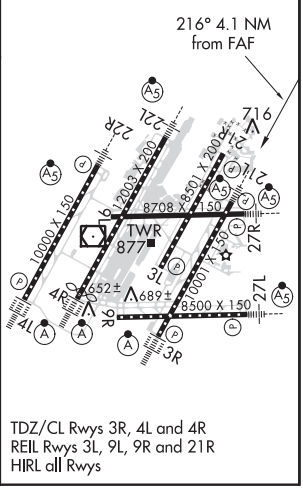


08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 21L	#832/24 200 (200-½)			
S-LOC 21L	1020/24 388 (400-½)		1020/35 388 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

ELEV 645 | D | TDZE 632



TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all Rwys

08 DEC 2016 to 05 JAN 2017

LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy ldg 12003 TDZE 637 Apt Elev 645

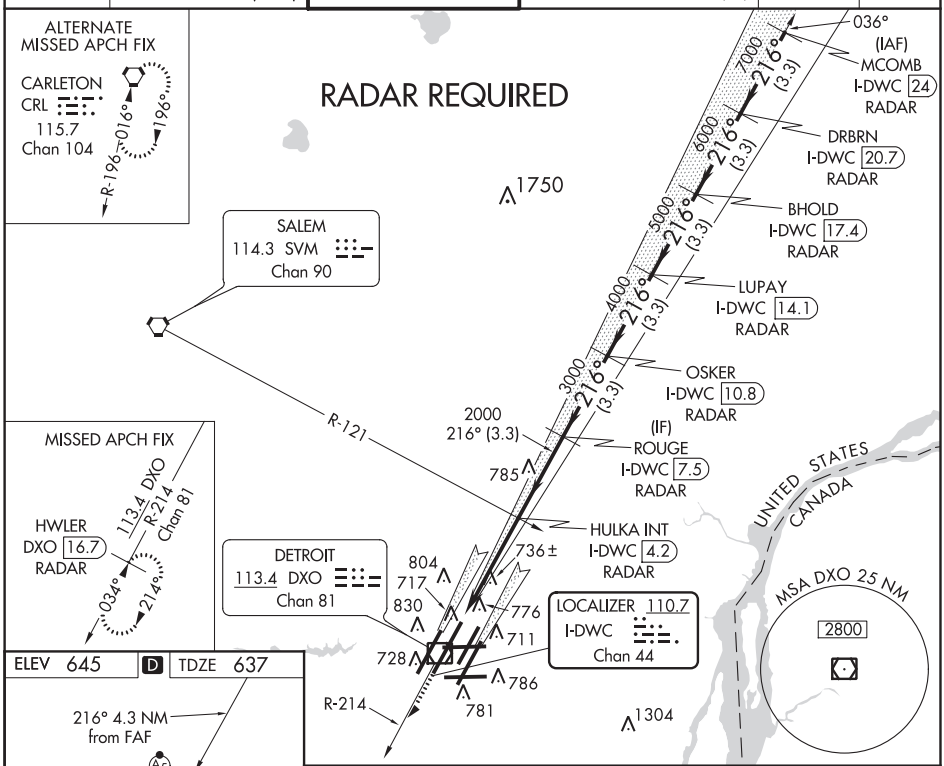
ILS or LOC RWY 22L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

RVR 1800 authorized with use of FD or AP or HUD to DA. DME or RADAR required. Simultaneous approach authorized. For inoperative ALS, increase S-LOC 22L Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 4000 on DXO R-214 to HWLER/DXO VOR/DME 16.7 DME/RADAR and hold.

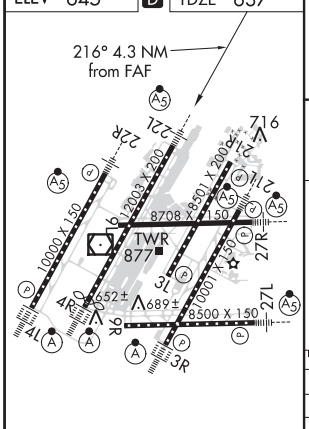
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



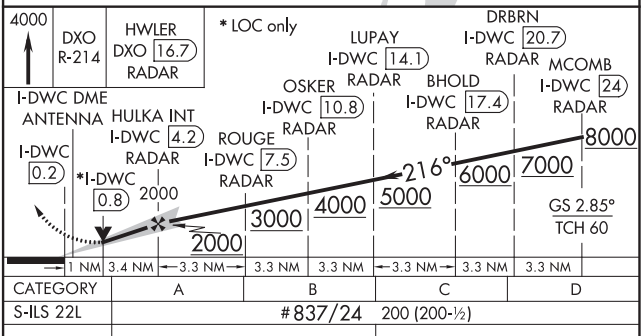
08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ELEV 645 D TDZE 637



TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 22L	#837/24 200 (200-½)			
S-LOC 22L	1000/24 363 (400-½)		1000/35 363 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

DETROIT, MICHIGAN — AL-119 (FAA) — 16343

ILS or LOC RWY 27L

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

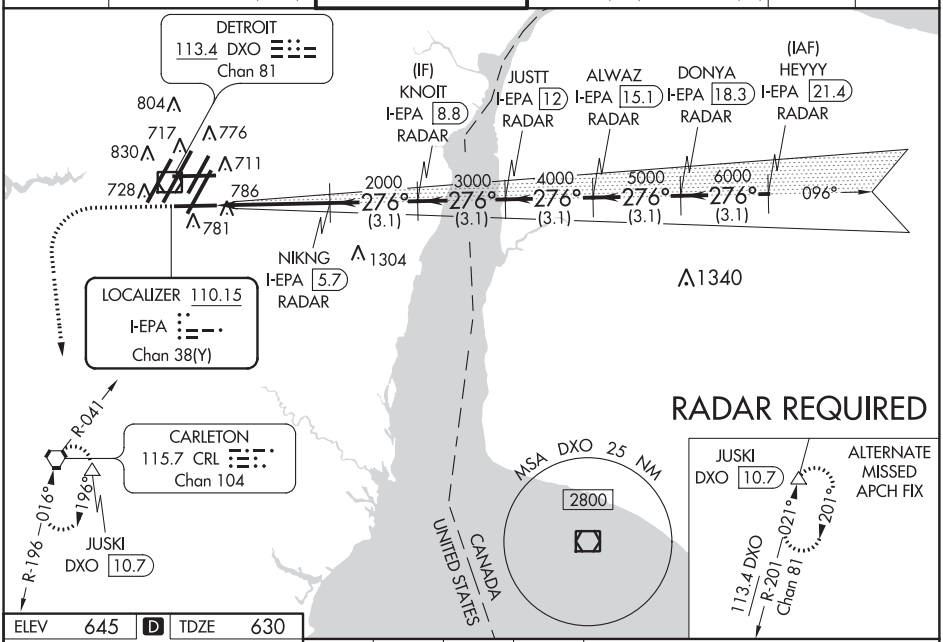
LOC/DME I-EPA	APP CRS	Rwy ldg	8500
110.15	276°	TDZE	630
Chan 38(Y)		Apt Elev	645

DME or RADAR required.
Simultaneous approach authorized.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 180° and CRL VORTAC R-041 to CRL VORTAC and hold, continue climb-in-hold to 4000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.75 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



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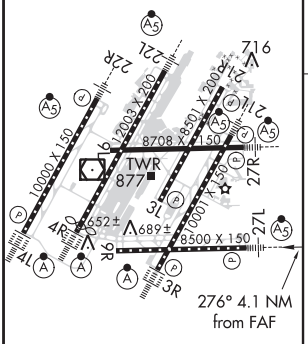
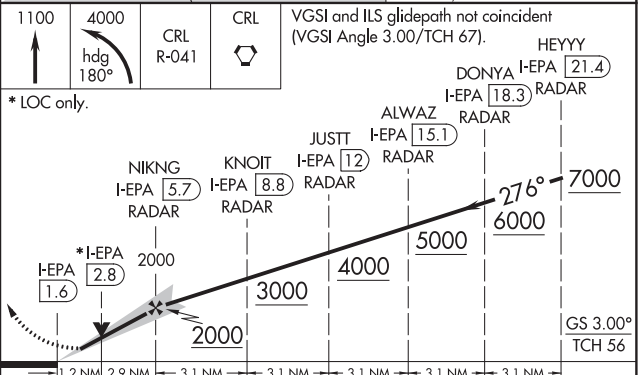
08 DEC 2016 to 05 JAN 2017

ELEV 645 | D | TDZE 630



HIRL all runways
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 27L	** 830/24 200 (200-½)			
S-LOC 27L	1080/24 450 (500-½)		1080/45 450 (500-⅞)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

LOC I-DMI	APP CRS	Rwy ldg	8708
108.5	276°	TDZE	635
		Apt Elev	645

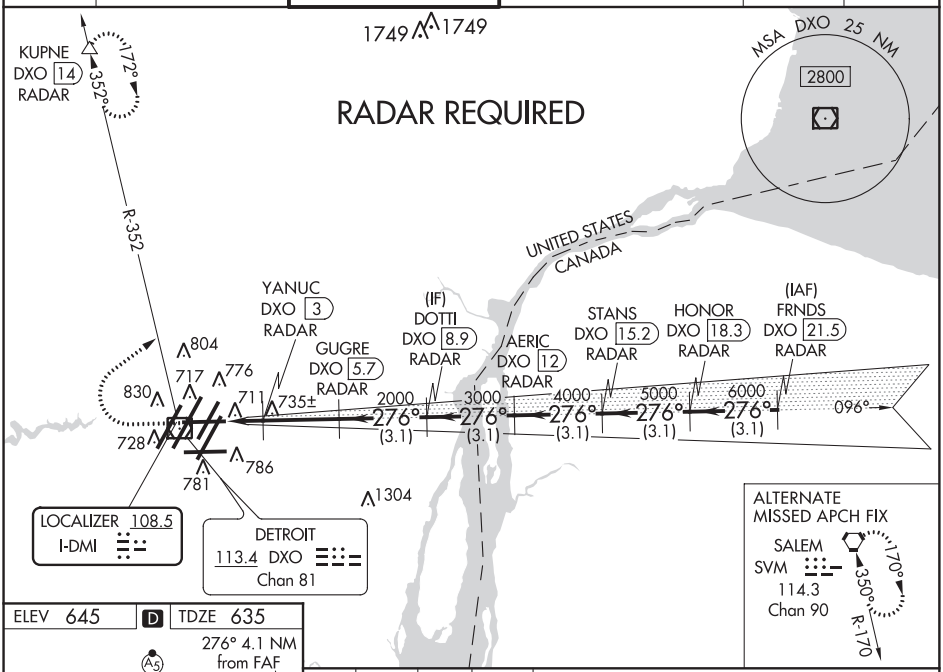
ILS or LOC RWY 27R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. DME from DXO VOR/DME. Simultaneous reception of I-DME and DXO DME required. For inop ALS, increase S-LOC 27R Cats C and D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

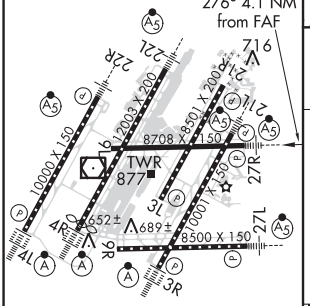
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-352 to KUPNE/DXO 14 DME/RADAR and hold, continue climb-in-hold to 4000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



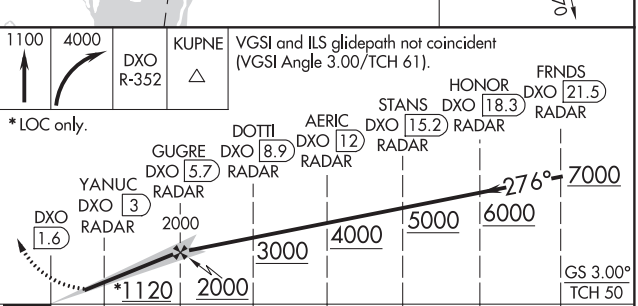
ELEV 645 | D | TDZE 635

276° 4.1 NM from FAF



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 27R	** 835/24 200 (200-½)			
S-LOC 27R	1000/24 365 (400-½)		1000/35 365 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

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08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN — AL-119 (FAA) — 16343

LOC/DME I-HJT	APP CRS	Rwy ldg	10000
111.95	036°	TDZE	645
Chan 56 (Y)		Apt Elev	645

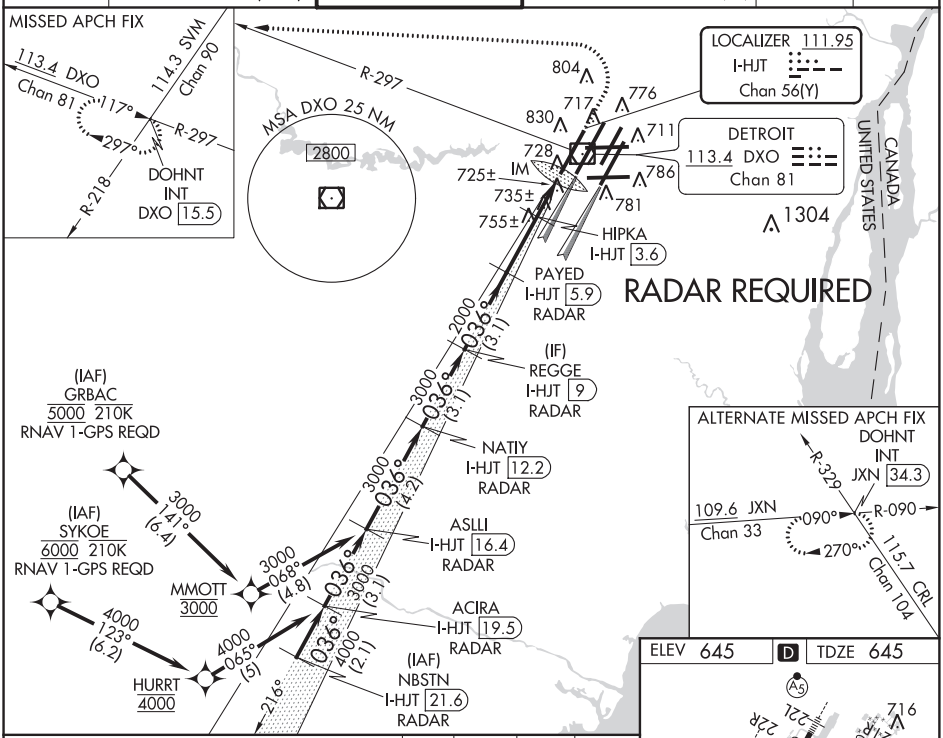
ILS Z or LOC RWY 4L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



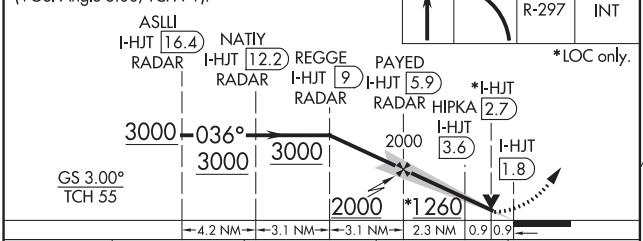
08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

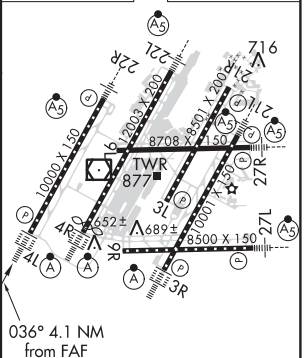
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

1100	4000	DXO R-297	DOHNT INT

*LOC only.



ELEV 645 | D | TDZE 645



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 4L	845/18 200 (200-½)			
S-LOC 4L	1000/24 355 (400-½)			
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

LOC/DME I-JKI	APP CRS	Rwy ldg	10000
111.95	216°	TDZE	642
Chan 56 (Y)		Apt Elev	645

ILS Z or LOC RWY 22R

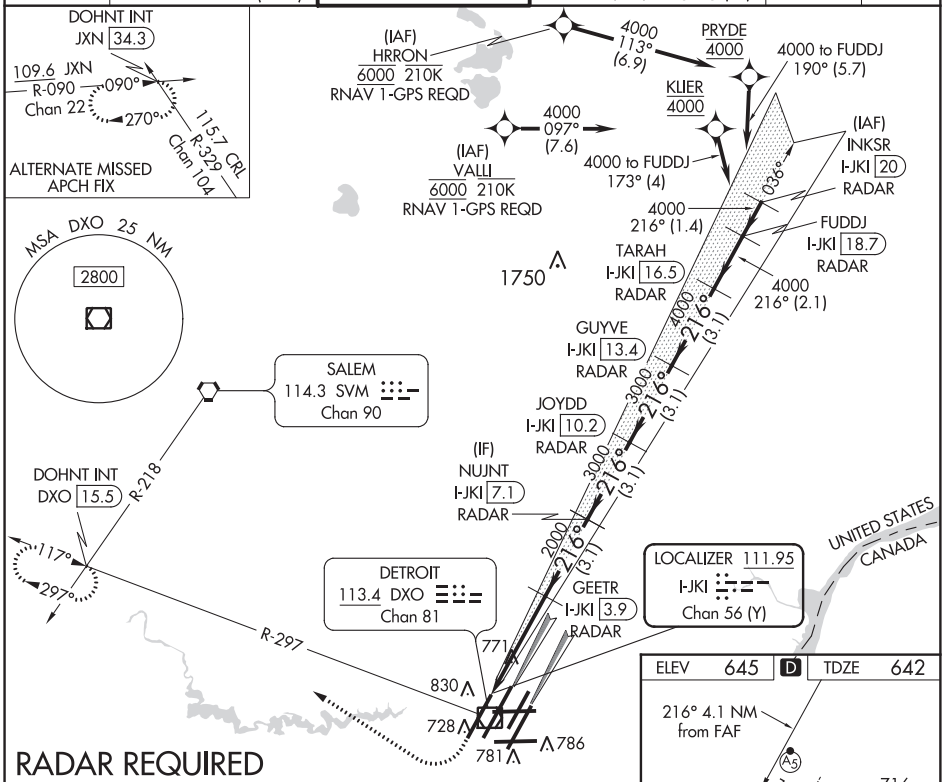
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required.
Simultaneous approach authorized.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

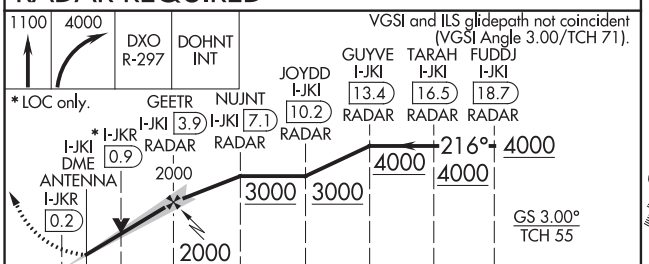
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

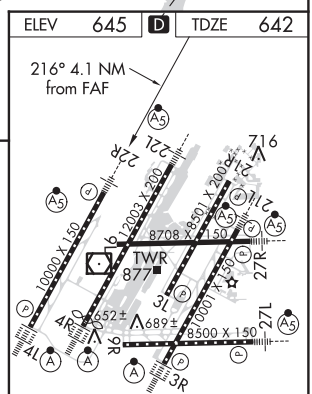
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 22R	**842/24 200 (200-½)			
S-LOC 22R	1060/24 418 (500-½)		1060/40 418 (500-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)



TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all Rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

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DETROIT, MICHIGAN AL-119 (FAA) 16343

LOC/DME I-ALA	APP CRS	Rwy ldg	10000
111.75	038°	TDZE	645
Chan 54 (Y)		Apt Elev	645

ILS Y RWY 4L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

RADAR REQUIRED

LOCALIZER 111.75
I-ALA
Chan 54 (Y)
LOC offset 2.53°

DOHNT INT DXO 15.5
117° 297° R-218 R-297
114.3 SYM Chan 90
804 717 776 830 711 728 786 781 1304
DETROIT 113.4 DXO Chan 81
UNITED STATES CANADA

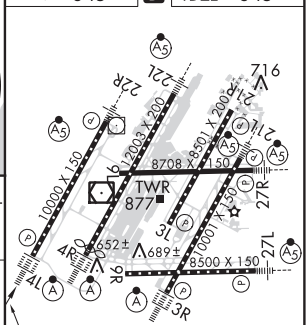
MOTWN I-ALA 3.9 RADAR
(IF) PEVSE I-ALA 7.1 RADAR
JITLI I-ALA 10.2 RADAR
RUCOB I-ALA 14.3 RADAR
COZZY I-ALA 17.5 RADAR
(IAF) SMPTR I-ALA 19.6 RADAR
2000 038° (3.1)
3000 038° (3.1)
3000 038° (4.1)
3000 038° (3.1)
4000 038° (2.1)
218°

(IAF) GRBAC RNAV 1-GPS REQD 5000 210K
3000 141° (6.4)
3000 to RUCOB 060° (4.5)
(IAF) SYKOE RNAV 1-GPS REQD 6000 210K
MMOTT 3000
4000 123° (6.2)
4000 to COZZY 057° (4.7)
HURRT 4000

MSA DXO 25 NM
2800

ALTERNATE MISSED APCH FIX
DOHNT INT JXN 34.3
R-329 R-090 090° 270°
109.6 JXN Chan 33
115.7 CRL Chan 104

ELEV 645 D TDZE 645



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

1100	4000	DXO R-297	DOHNT INT

RUCOB I-ALA 14.3 RADAR
JITLI I-ALA 10.2 RADAR
PEVSE I-ALA 7.1 RADAR
MOTWN I-ALA 3.9 RADAR
I-ALA DME 2000 ANTENNA
3000 3000 3000 2000
GS 3.00°
TCH 55
4.1 NM 3.1 NM 3.1 NM 3.9 NM

CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

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LOC/DME I-BZB	APP CRS	Rwy ldg	10000
111.75	213°	TDZE	642
Chan 54 (Y)		Apt Elev	645

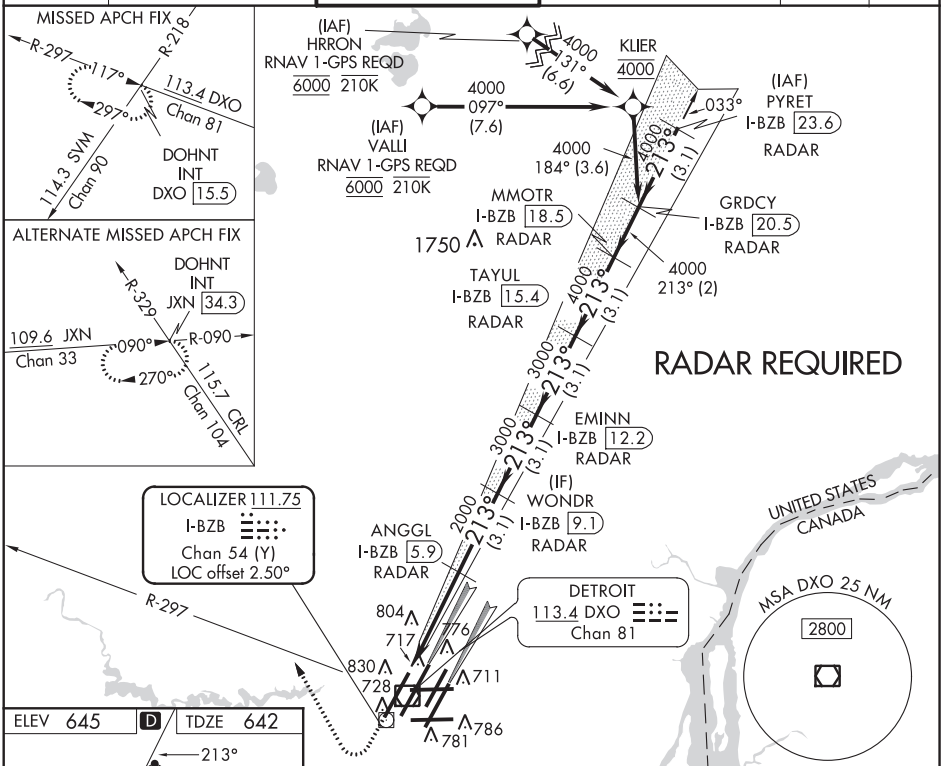
ILS Y RWY 22R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

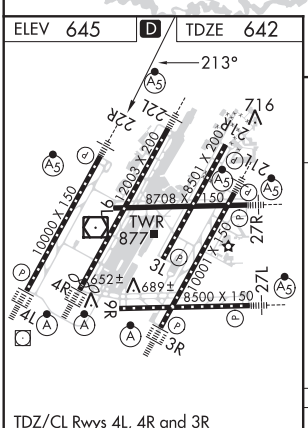
DME or Radar required.
Simultaneous approach authorized.

MALSR

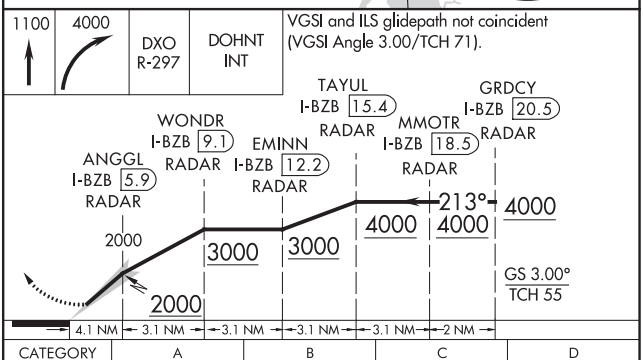
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

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DETROIT, MICHIGAN | AL-119 (FAA) | 16343

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy ldg 10001 TDZE 633 Apt Elev 645

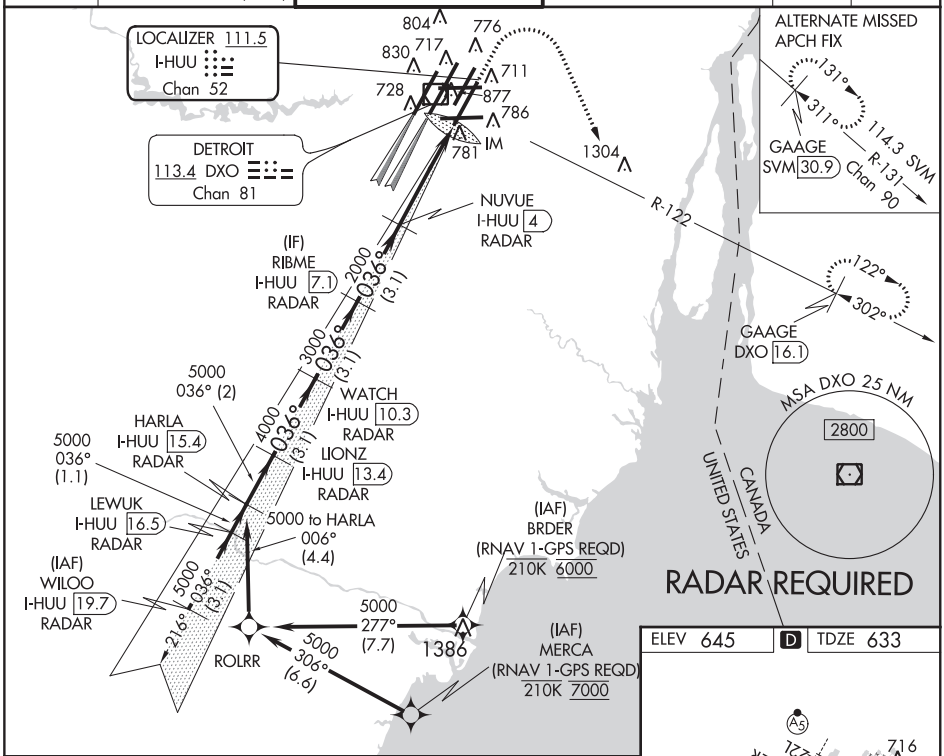
ILS RWY 3R (SA CAT I)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



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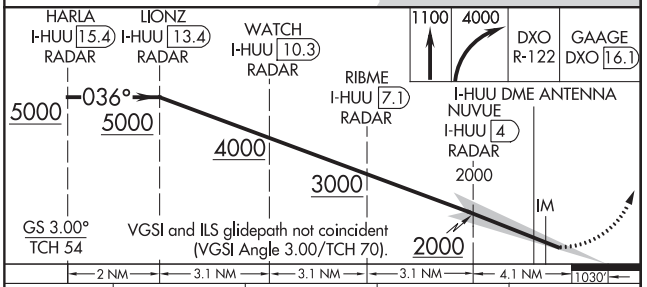
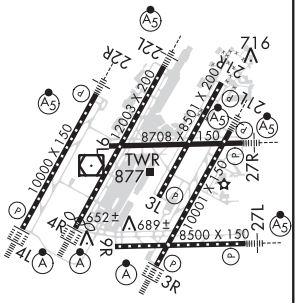
08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 3R	RA 153/14	150 DA 783		

ELEV 645 | D | TDZE 633



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-DTW	APP CRS	Rwy ldg	11494
110.7	036°	TDZE	638
Chan 44		Apt Elev	645

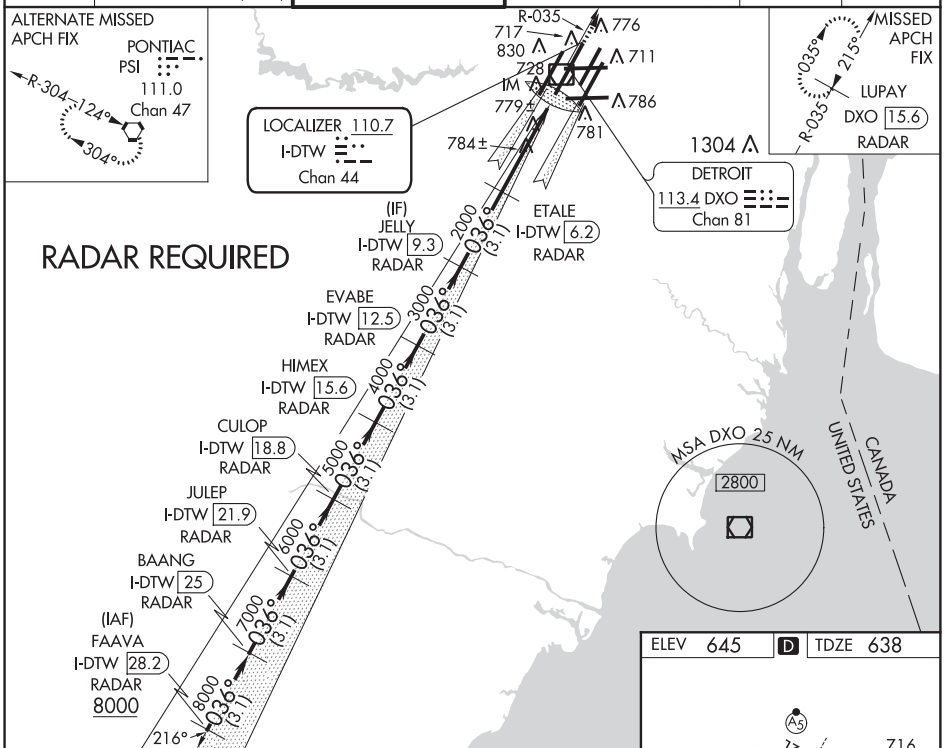
ILS RWY 4R (SA CAT I)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

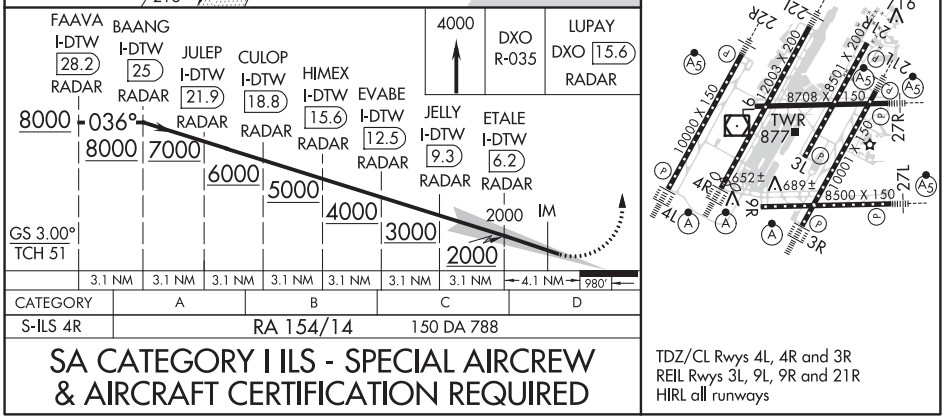
DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	





SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

AL-119 (FAA)

16343

ILS RWY 21L (SA CAT I & II)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

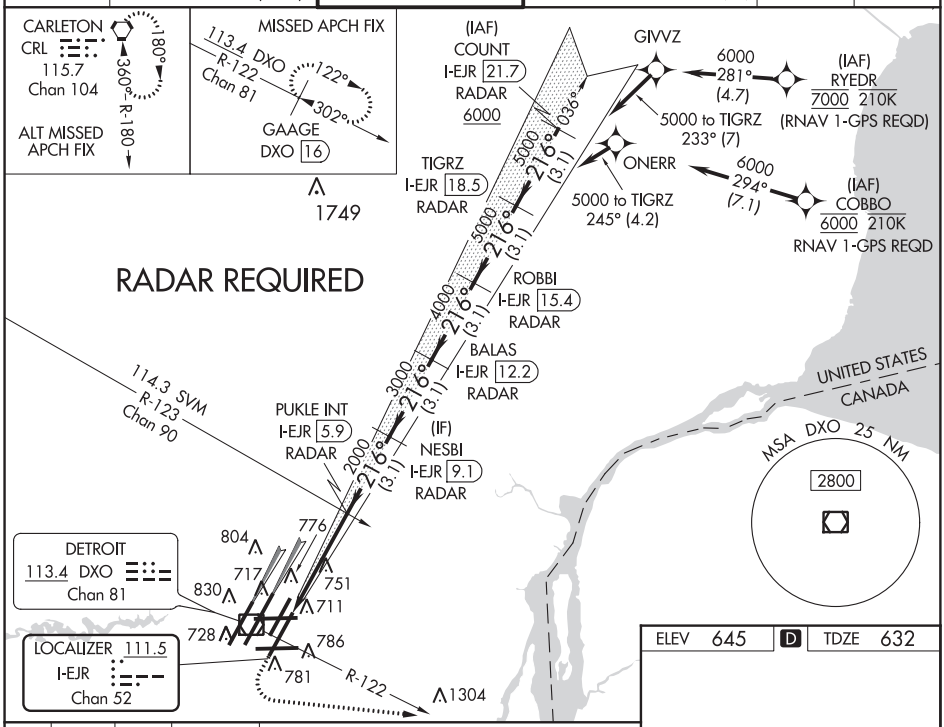
LOC/DME I-EJR	APP CRS	Rwy ldg	10001
111.5	216°	TDZE	632
Chan 52		Apt Elev	645

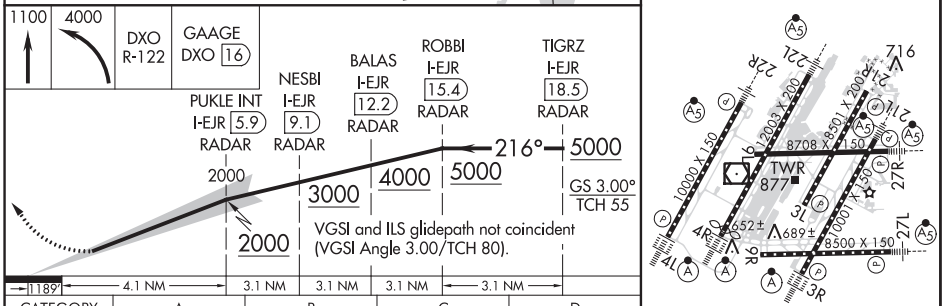
DME or RADAR required. Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO R-122 to GAAGE/DXO 16 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	





CATEGORY	A	B	C	D
S-ILS 21L	SA CAT I RA 148/14 150 DA 782			
S-ILS 21L	SA CAT II RA 98/12 100 DA 732			

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 | D | TDZE 632

TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all Rwys

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

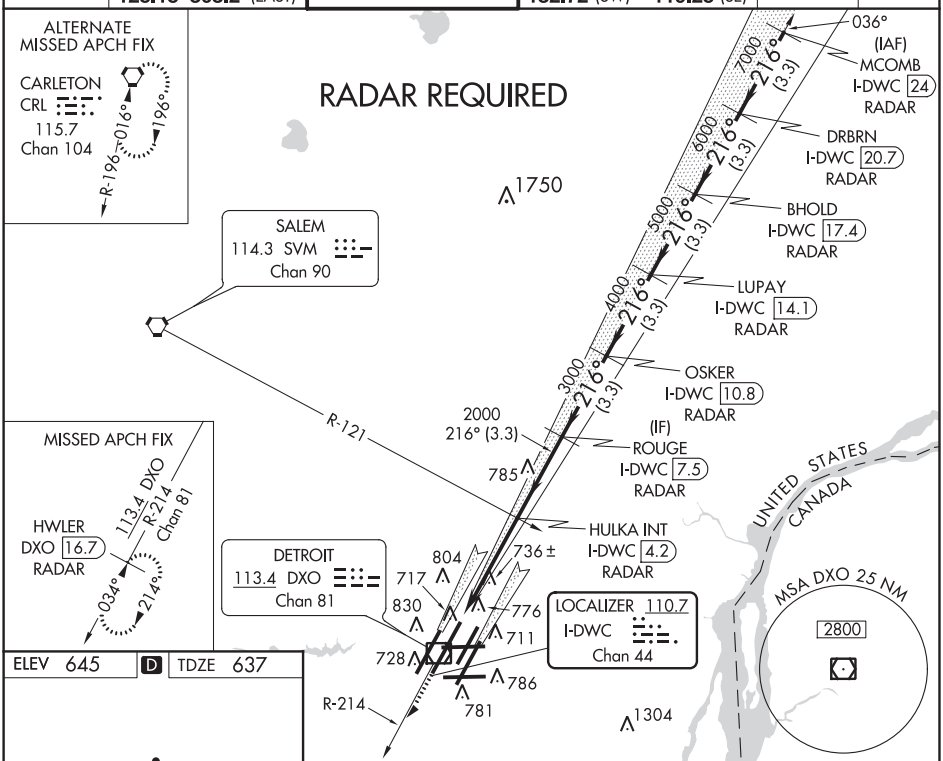
LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy ldg 12003 TDZE 637 Apt Elev 645

ILS RWY 22L (SA CAT I)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

T DME or RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

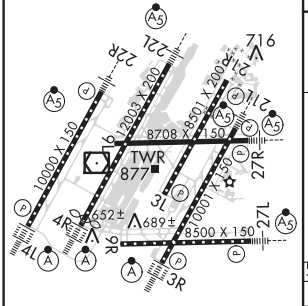
MALSR — MISSED APPROACH: Climb to 4000 on DXO R-214 to HWLER/DXO VOR/DME 16.7 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

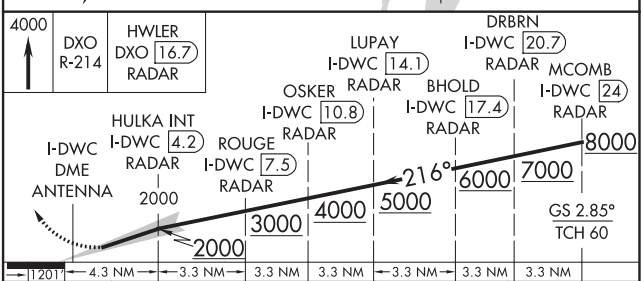


08 DEC 2016 to 05 JAN 2017

ELEV 645 D TDZE 637



TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L , 9L, 9R and 21R
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 22L	SA CAT I	RA 148/14	150 DA 787	

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DETROIT, MICHIGAN — AL-119 (FAA) — 16343

LOC/DME I-EPA	APP CRS	Rwy ldg	8500
110.15	276°	TDZE	630
Chan 38(Y)		Apt Elev	645

ILS RWY 27L (SA CAT I & II)

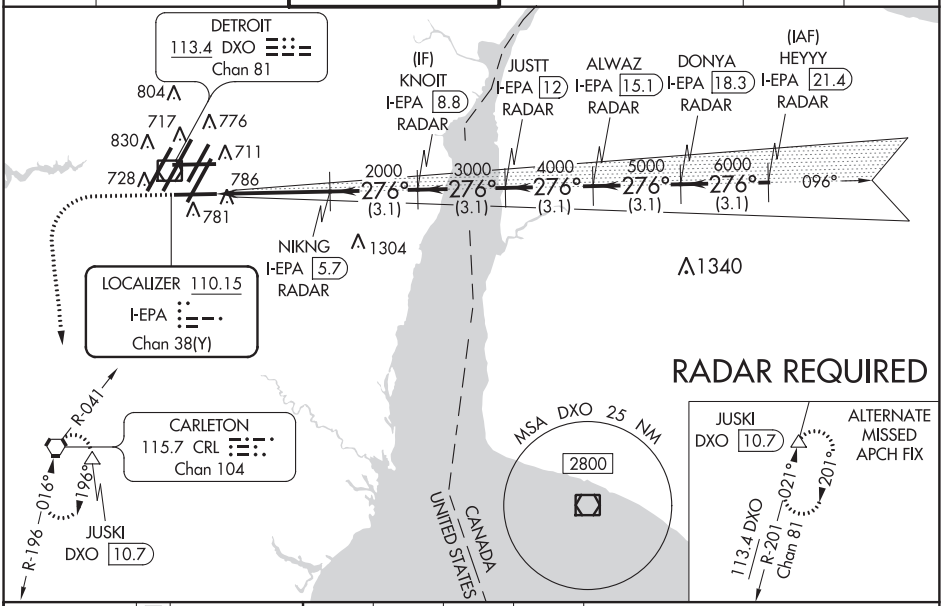
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. SA Cat I: Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on heading 180° and CRL VORTAC R-041 to CRL VORTAC and hold, continute climb-in-hold to 4000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.75 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



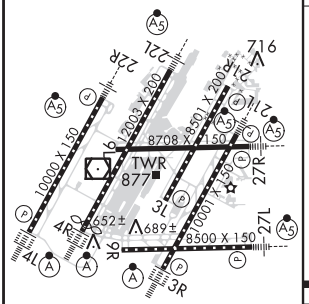
08 DEC 2016 to 05 JAN 2017

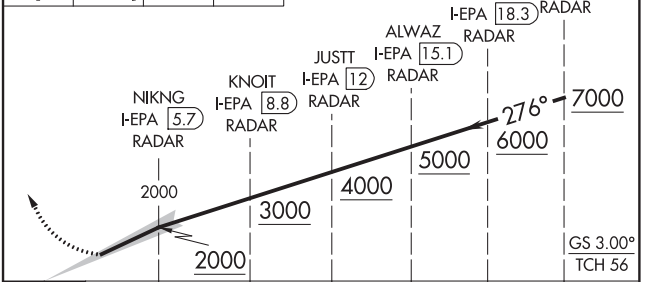
08 DEC 2016 to 05 JAN 2017

ELEV 645 | D | TDZE 630

1100	4000 hdg 180°	CRL R-041	CRL

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).





CATEGORY	A	B	C	D
S-ILS 27L	SA CAT I	RA 146/16	150 DA 780	
S-ILS 27L	SA CAT II	RA 96/16	100 DA 730	

HIRL all runways
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-JKI	APP CRS	Rwy ldg	10000
111.95	216°	TDZE	642
Chan 56 (Y)		Apt Elev	645

ILS Z RWY 22R (SA CAT I & II)

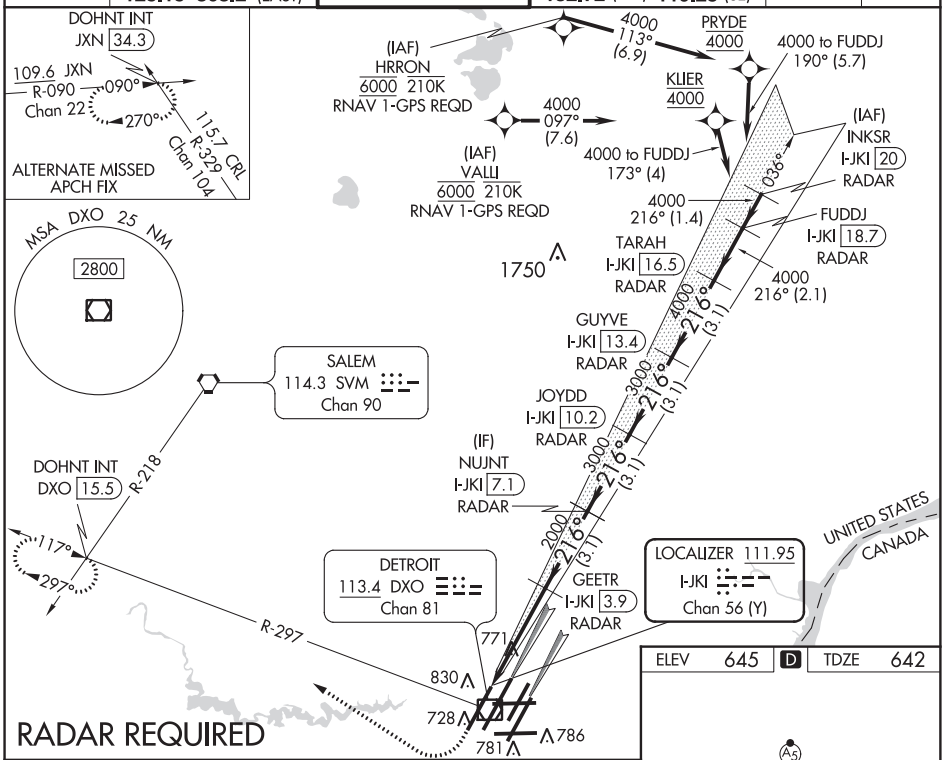
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lightning: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

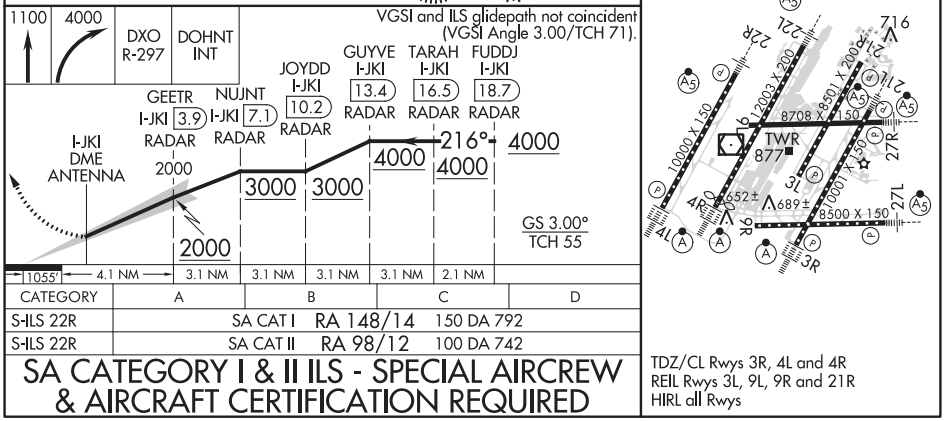
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I	RA 148/14	150 DA 792	
S-ILS 22R	SA CAT II	RA 98/12	100 DA 742	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV	645	D	TDZE	642

TDZ/CL Rwys 3R, 4L and 4R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all Rwys

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN AL-119 (FAA) 16343

LOC/DME I-HUU 111.5 Chan 52	APP CRS 036°	Rwy ldg 10001 TDZE 633 Apt Elev 645

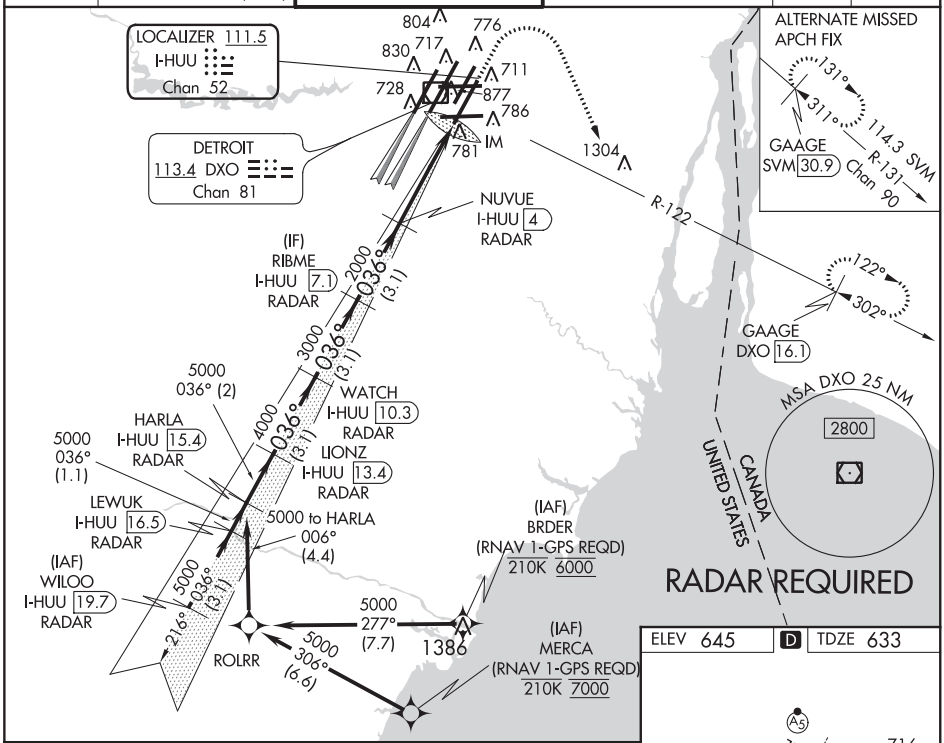
ILS RWY 3R (CAT II & III)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

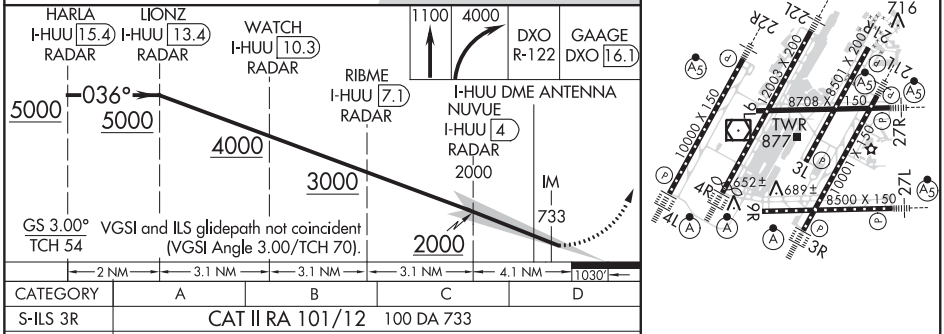
DME or RADAR required. Simultaneous approach authorized. RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-122 to GAAGE/DXO 16.1 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

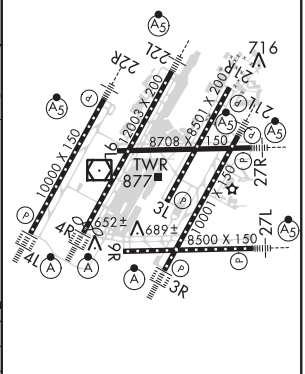




CATEGORY	A	B	C	D
S-ILS 3R	CAT II RA 101/12 100 DA 733			
S-ILS 3R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 645 D TDZE 633



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy ldg 11494 TDZE 638 Apt Elev 645

ILS RWY 4R (CAT II & III)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR Required.
Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

ALTERNATE MISSED APCH FIX
PONTIAC PSI 111.0 Chan 47
R-304 124° 304°

LOCALIZER 110.7 I-DTW Chan 44

MISSED APCH FIX
035° 215° R-035
LUPAY DXO 15.6 RADAR

DETROIT 113.4 DXO Chan 81

RADAR REQUIRED

R-035 717 776 830 711 728 IM 779± 786 781 784± 1304

ETALE I-DTW 6.2 RADAR

(IF) JELLY I-DTW 9.3 RADAR

EVABE I-DTW 12.5 RADAR

HIMEX I-DTW 15.6 RADAR

CULOP I-DTW 18.8 RADAR

JULEP I-DTW 21.9 RADAR

BAANG I-DTW 25 RADAR

(IAF) FAAVA I-DTW 28.2 RADAR 8000

036° (3.1) 2000 3000 4000 5000 6000 7000 8000

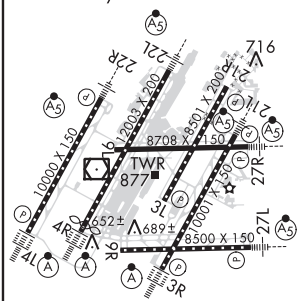
216°

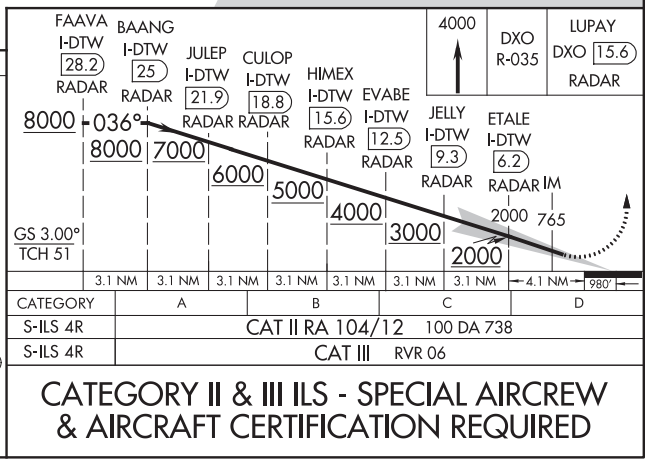
MSA DXO 25 NM 2800

CANADA UNITED STATES

ELEV 645	D	TDZE 638

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways





CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-HJT	APP CRS	Rwy ldg	10000
111.95	036°	TDZE	645
Chan 56 (Y)		Apt Elev	645

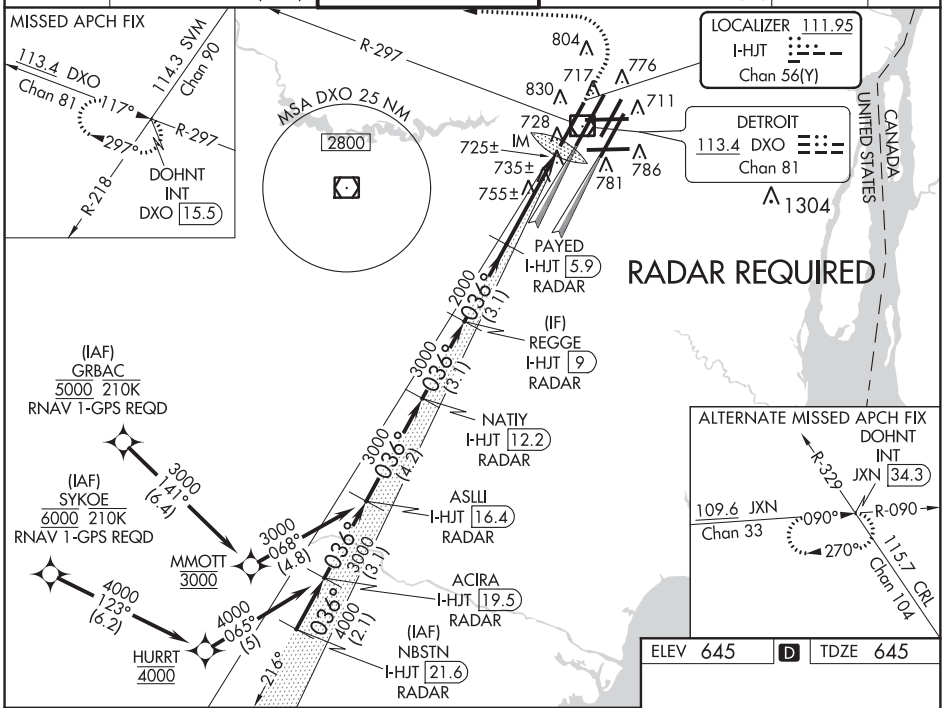
ILS Z RWY 4L (CAT II & III)
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



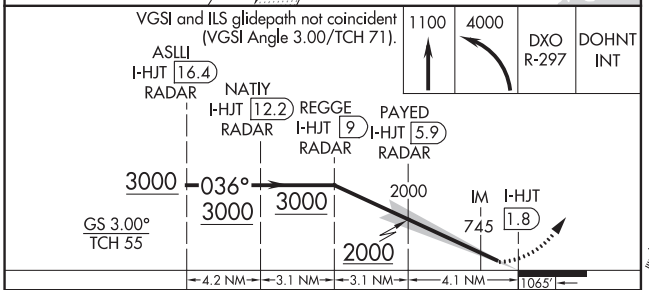
08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

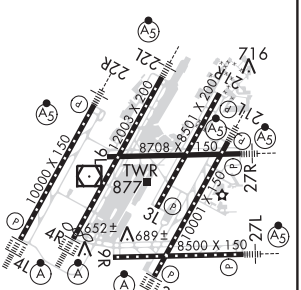
ELEV 645	D	TDZE 645

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

1100	4000	DXO R-297	DOHNT INT



CATEGORY	A	B	C	D
S-ILS 4L	CAT II RA 101/12 100 DA 745			
S-ILS 4L	CAT III RVR 06			



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH 61304 W03A	APP CRS 036°	Rwy ldg 10001 TDZE 633 Apt Elev 645

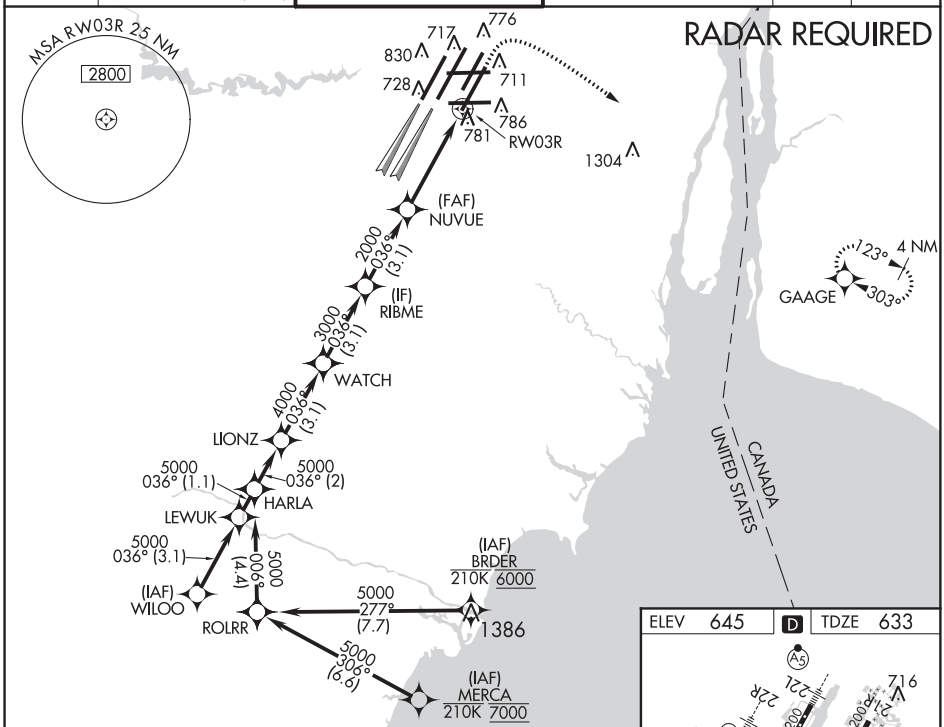
RNAV (GPS) RWY 3R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

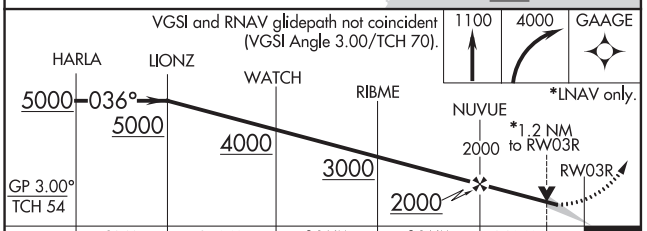
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

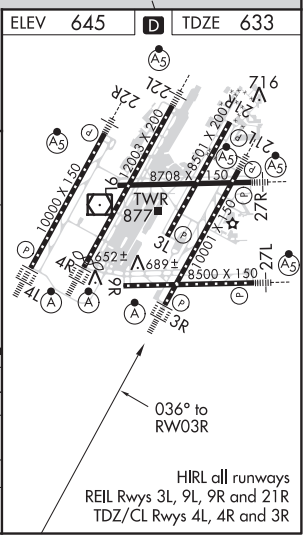
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct GAAGE and hold, continue climb-in-hold to 4000.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	







CATEGORY	A	B	C	D
LPV DA	833/24 200 (200-½)			
LNAV/VNAV DA	942/24 309 (300-½)			
LNAV MDA	1080/24 447 (500-½)		1080/45 447 (500-⅞)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN — AL-119 (FAA) — 16343

WAAS CH 63004 W04B	APP CRS 036°	Rwy ldg 11494 TDZE 638 Apt Elev 645

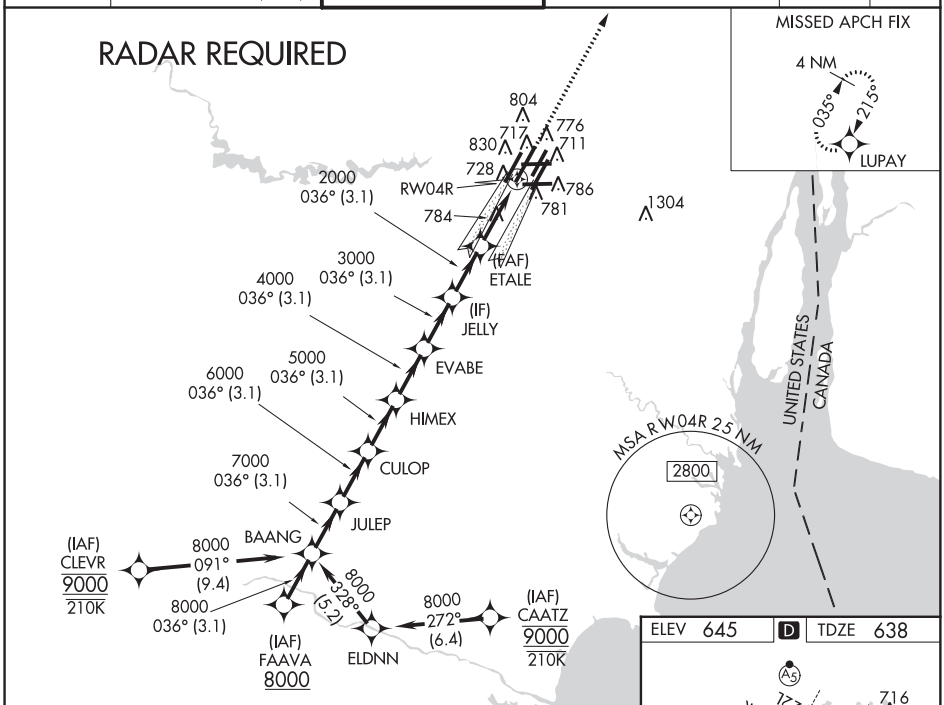
RNAV (GPS) RWY 4R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 6000.

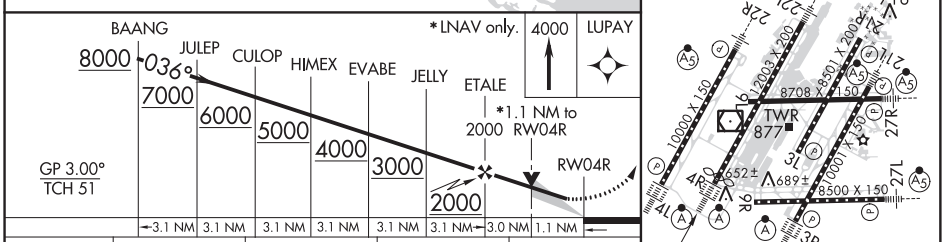
ALSF-2

MISSED APPROACH: Climb to 4000 direct LUPAY and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

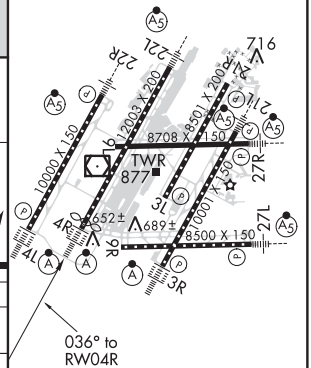


08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	838/24 200 (200-½)			
LNAV/VNAV DA	920/24 282 (300-½)			
LNAV MDA	1040/24 402 (400-½)		1040/40 402 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

ELEV 645 — D — TDZE 638



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN
Amdt 3 10NOV16

42°13′N-83°21′W

DETROIT METROPOLITAN WAYNE COUNTY (DTW)
RNAV (GPS) RWY 4R

WAAS CH 81820 W21A	APP CRS 216°	Rwy ldg 10001 TDZE 632 Apt Elev 645

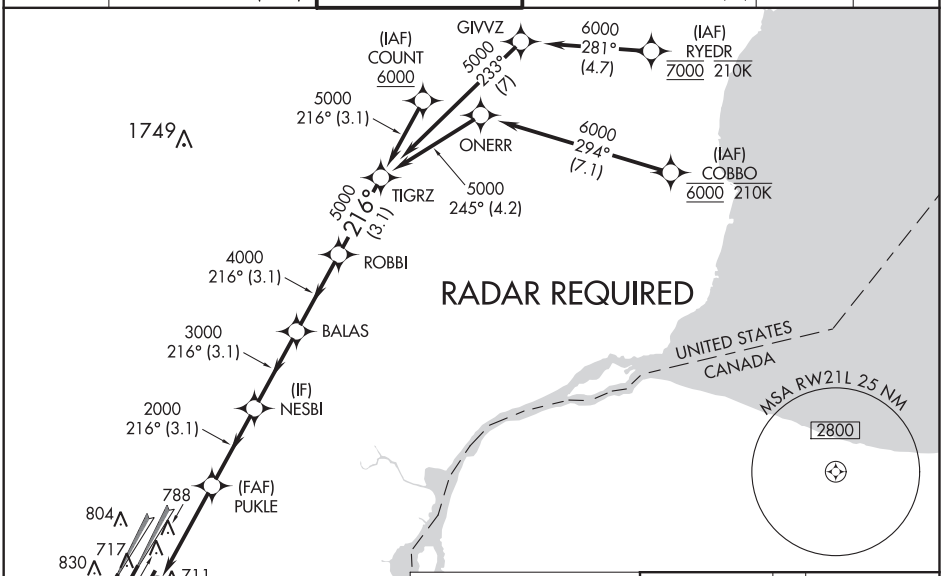
RNAV (GPS) RWY 21L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

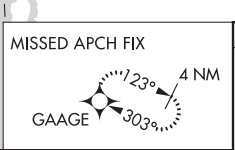
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cats C and D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

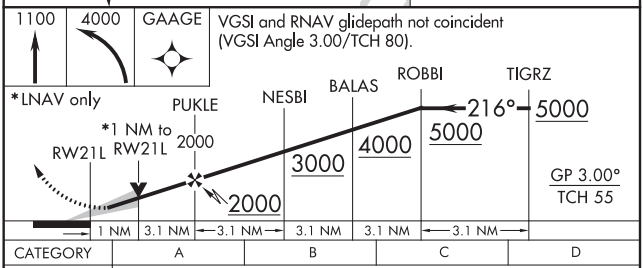
MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GAAGE and hold.

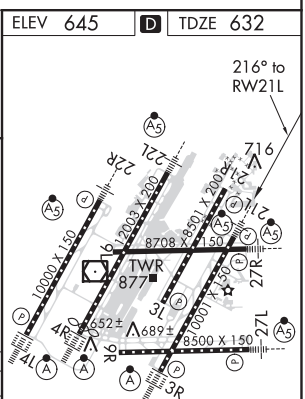
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	





ELEV 645 D TDZE 632





CATEGORY	A	B	C	D
LPV DA	832/24 200 (200-½)			
LNAV/VNAV DA	1062/50 430 (500-1)			
LNAV MDA	1040/24 408 (400-½)		1040/40 408 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

WAAS CH 99601 W22A	APP CRS 216°	Rwy ldg 12003 TDZE 637 Apt Elev 645

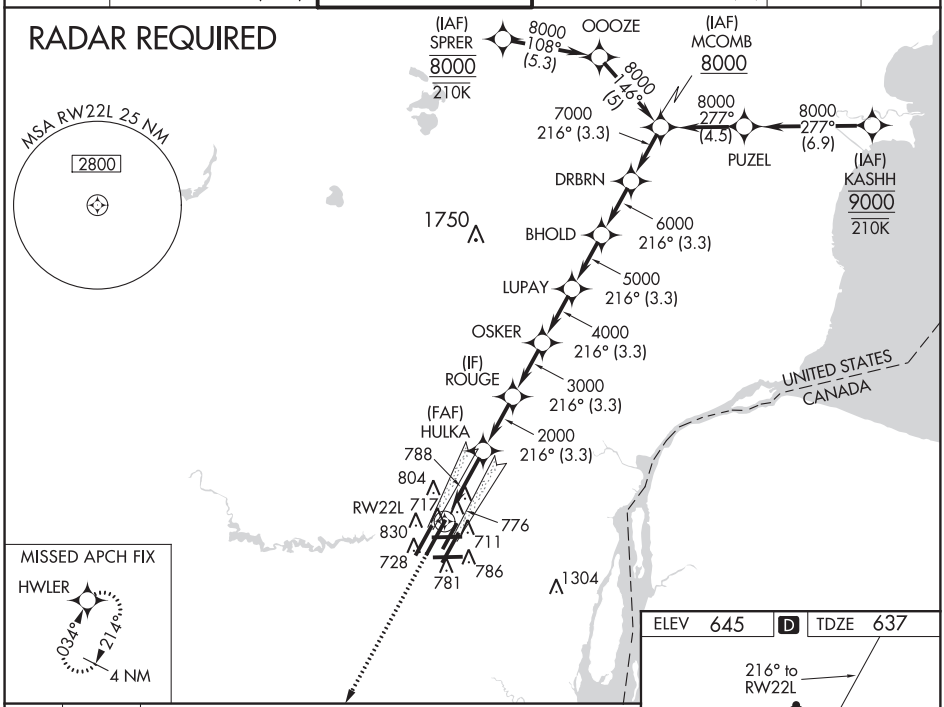
RNAV (GPS) RWY 22L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

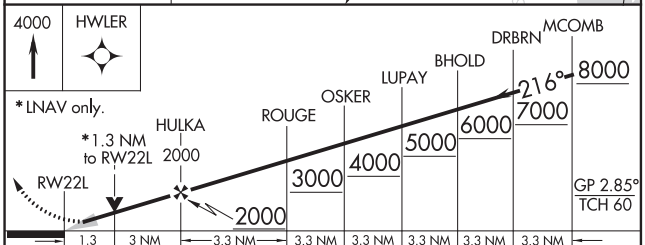
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. For inoperative ALS, increase LNAV Cat C/D visibility to 1 3/8 SM.

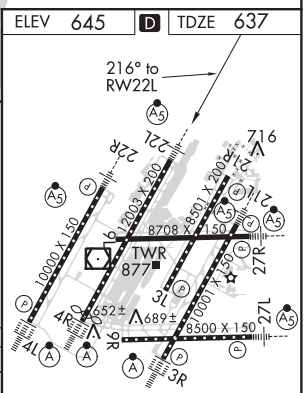
MALSR A5

MISSED APPROACH: Climb to 4000 direct HWLER and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	







TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
LPV DA	837/24 200 (200-½)			
LNAV/VNAV DA	938/24 301 (300-½)			
LNAV MDA	1100/24 463 (500-½)		1100/50 463 (500-1)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

WAAS CH 53300 W27B	APP CRS 276°	Rwy ldg 8500 TDZE 630 Apt Elev 645

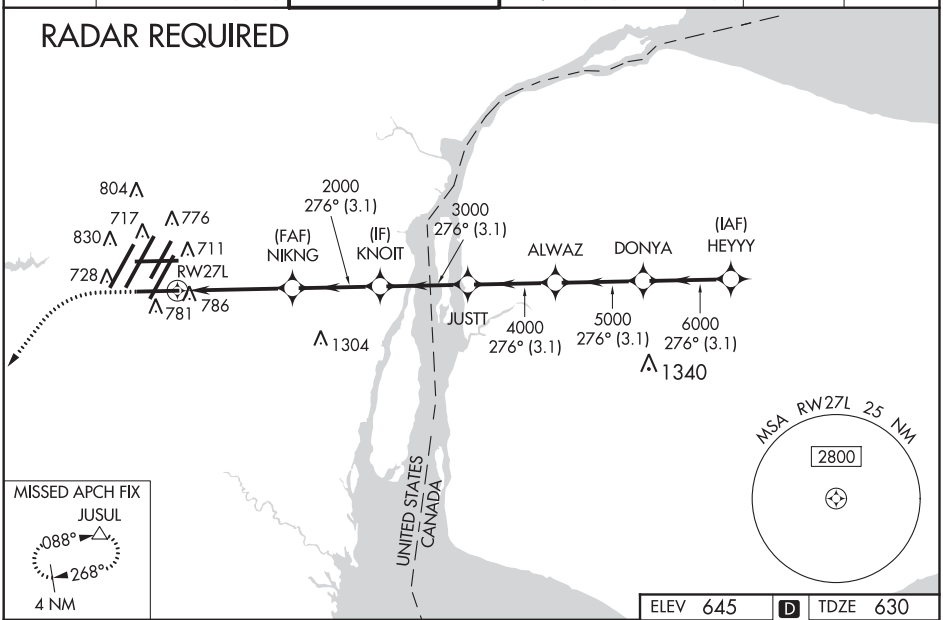
RNAV (GPS) RWY 27L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure during simultaneous operations. Use of FD or AP providing track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct JUSUL and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.75 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

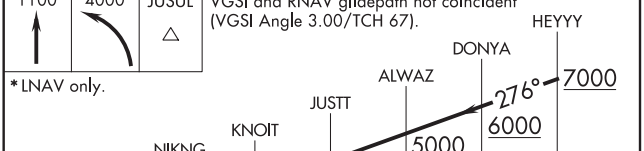


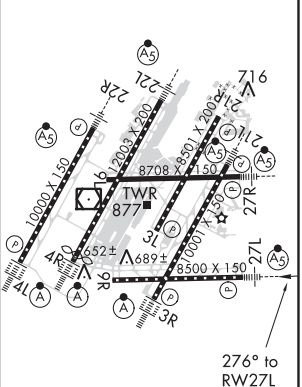
ELEV 645 D TDZE 630

1100 4000 JUSUL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	830/24 200 (200-½)			
LNAV/VNAV DA	958/30 328 (400-⅝)			
LNAV MDA	1080/24 450 (500-½)		1080/45 450 (500-⅞)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

WAAS CH 86220 W27A	APP CRS 276°	Rwy ldg 8708 TDZE 635 Apt Elev 645

RNAV (GPS) RWY 27R
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

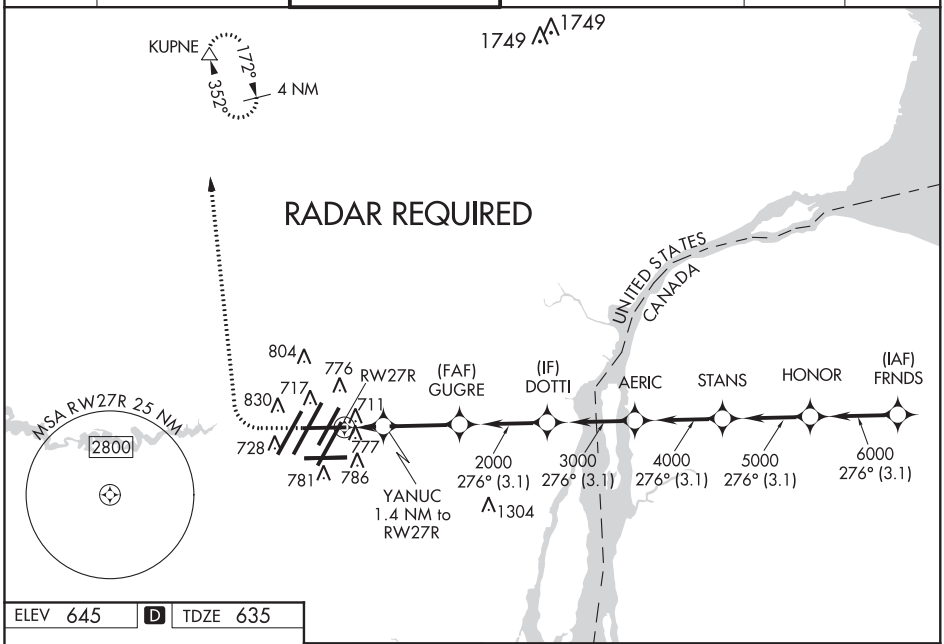
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C and D visibility to RVR 6000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KUPNE and hold, continue climb-in-hold to 4000.

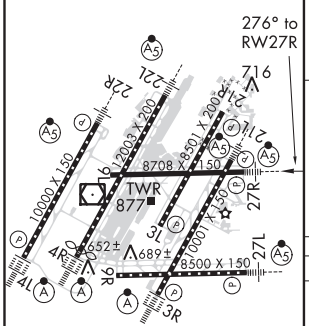
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	118.4 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

08 DEC 2016 to 05 JAN 2017

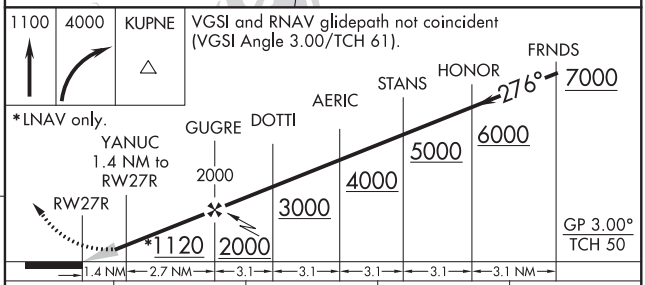


08 DEC 2016 to 05 JAN 2017

ELEV 645 | D | TDZE 635



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways



CATEGORY	A	B	C	D
LPV DA	835/24 200 (200-½)			
LNAV/VNAV DA	938/24 303 (300-½)			
LNAV MDA	1040/24 405 (400-½)		1040/40 405 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

WAAS CH 82439 W04A	APP CRS 038°	Rwy ldg 10000 TDZE 645 Apt Elev 645

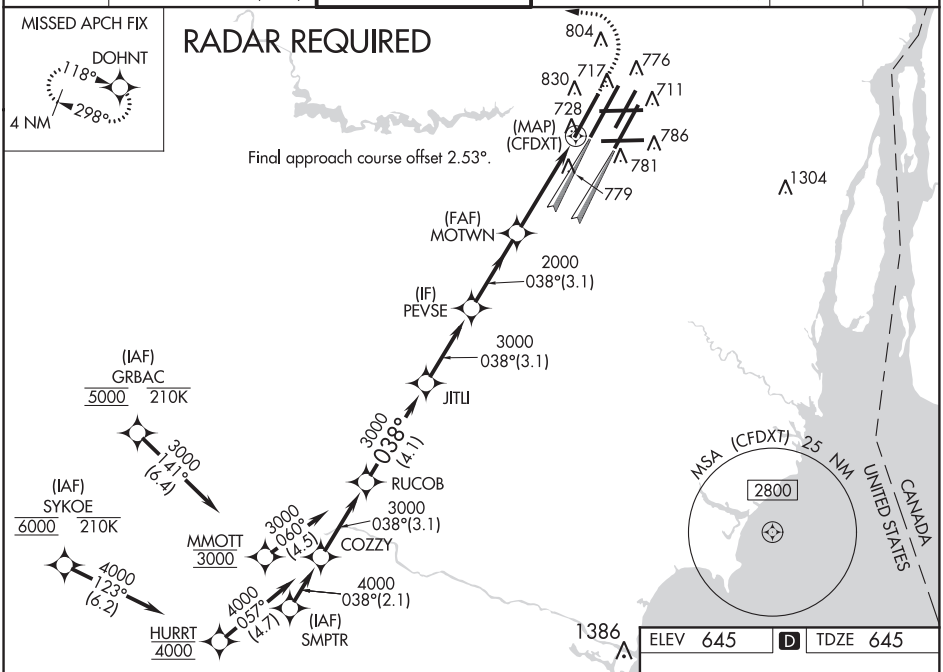
RNAV (GPS) Y RWY 4L
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

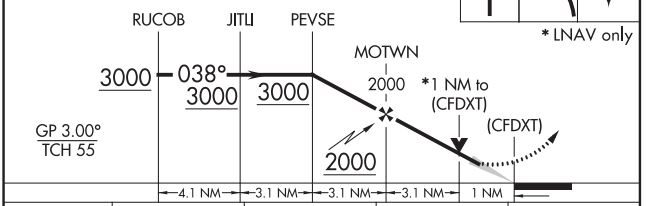


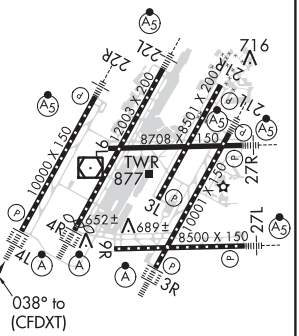
ELEV 645 | D | TDZE 645

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

1100 | 4000 | DOHNT

* LNAV only





CATEGORY	A	B	C	D
LPV DA	895/24 250 (300-½)			
LNAV/VNAV DA	1068/45 423 (500-⅞)			
LNAV MDA	1040/24 395 (400-½)		1040/35 395 (400-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

16343

WAAS CH 42939 W22B	APP CRS 213°	Rwy ldg 10000 TDZE 642 Apt Elev 645

RNAV (GPS) Y RWY 22R

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

RADAR REQUIRED

(IAF) VALLI 6000 210K

4000 to KLIER 097° (7.6)

(IAF) HRRON 6000 210K

4000 131° (6.6)

KLIER 4000

(IAF) PYRET

4000 213° (3.1)

4000 184° (3.6)

GRDCY

1750

MMOTR

4000 213° (2)

4000 213° (3.1)

1749 1749

TAYUL

3000 213° (3.1)

EMINN

3000 213° (3.1)

(IF) WONDR

2000 213° (3.1)

(FAF) ANGGL

(MAP) (CFBJN)

804 791 717 776 830 711 728 781 786

Final approach course offset 2.5°

CANADA UNITED STATES

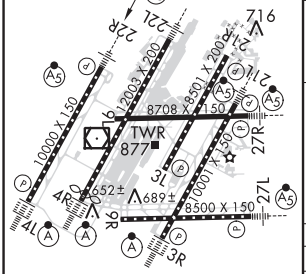
MSA (CFDXT) 25 NM 2800

MISSED APCH FIX

4 NM 298° 118° DOHNT

ELEV 645 D TDZE 642

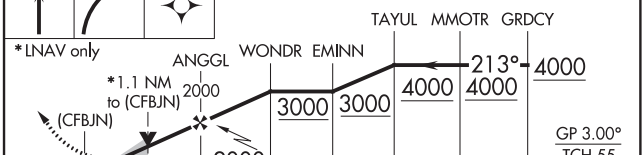
213° to (CFBJN)



HIRL all runways
TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R

1100 | 4000 | DOHNT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA	892/24 250 (300-½)			
LNAV/VNAV DA	1050/45 408 (500-⅞)			
LNAV MDA	1060/24 418 (500-½)		1060/40 418 (500-¾)	
C CIRCLING	1180-1 535 (600-1)		1180-1½ 535 (600-1½)	1240-2 595 (600-2)

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-DTW 110.7 Chan 44	APP CRS 036°	Rwy ldg 11494 TDZE 638 Apt Elev 645

ILS PRM RWY 4R (CLOSE PARALLEL)

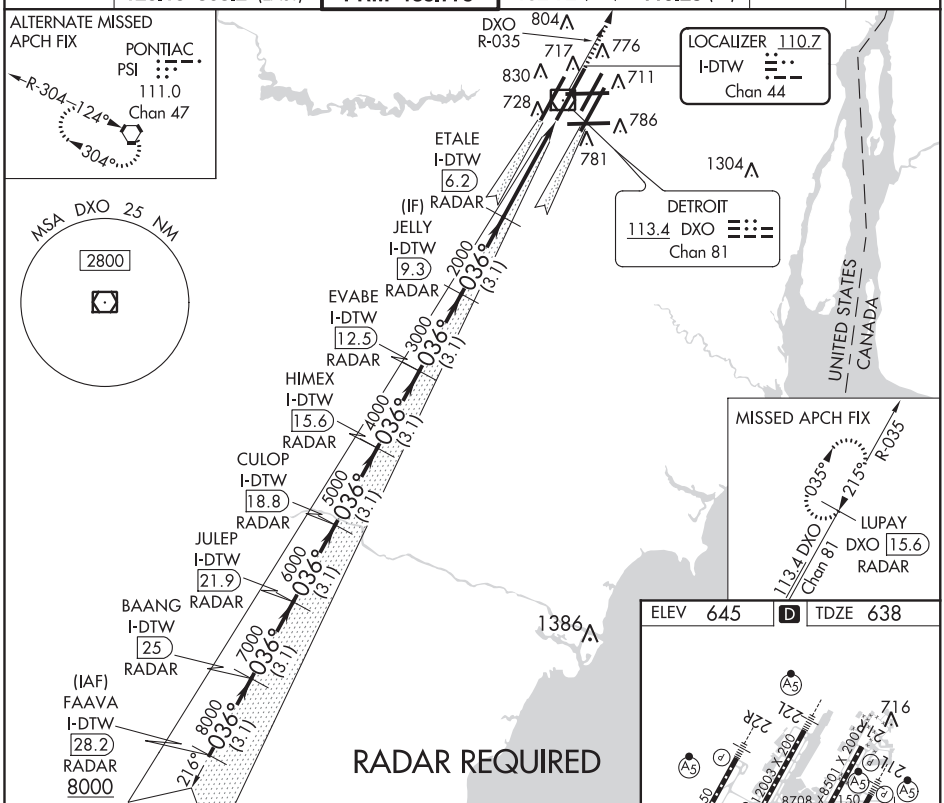
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

DME or RADAR required. Simultaneous approach authorized. Procedure NA when glideslope not available. Dual VHF Comm required. See additional requirements on AAUP.

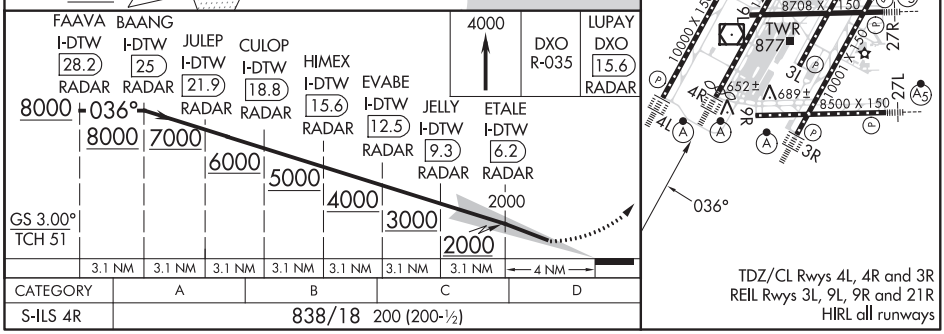
ALSF-2

MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME 15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



ELEV 645 D TDZE 638



CATEGORY	A	B	C	D
S-ILS 4R	838/18 200 (200-½)			

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

16343

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 22L (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

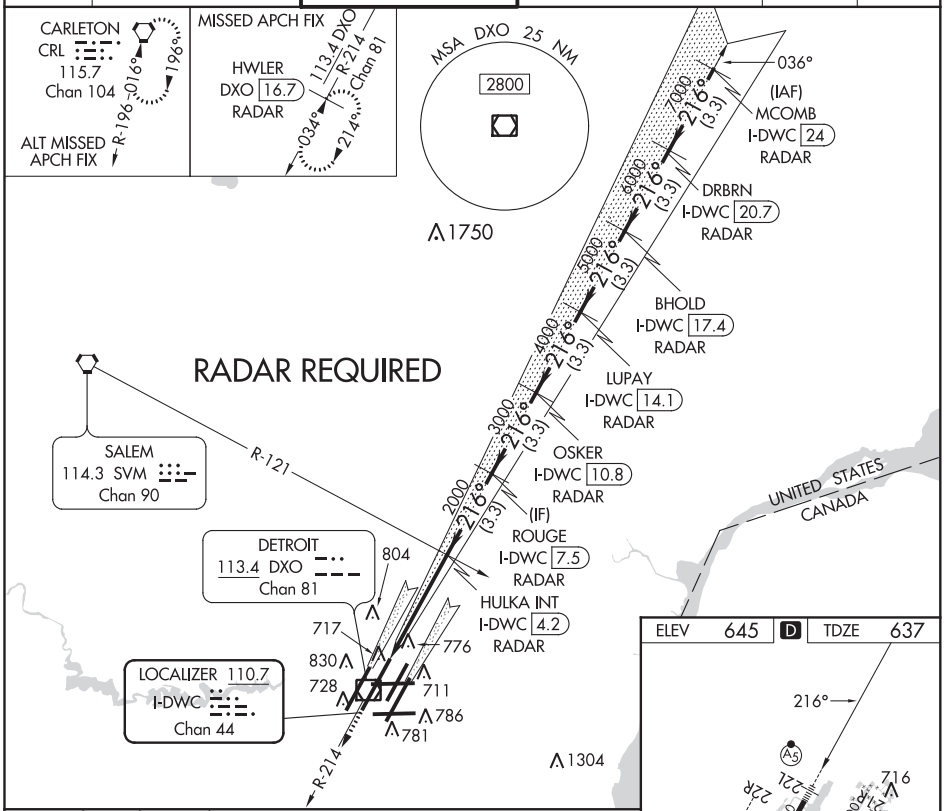
LOC/DME I-DWC 110.7 Chan 44	APP CRS 216°	Rwy ldg 12003 TDZE 637 Apt Elev 645

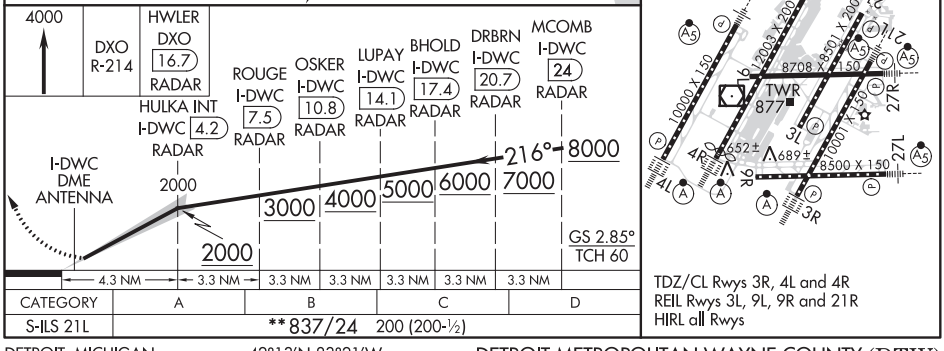
DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF comm required. See additional requirements on AAUP.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 4000 on DXO R-214 to HWLER/DXO VOR/DME 16.7 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	





CATEGORY	A	B	C	D
S-ILS 21L	**837/24 200 (200-½)			

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

42°13′N-83°21′W

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

Amdt 1 10NOV16

ILS PRM RWY 22L (CLOSE PARALLEL)

ILS PRM Y RWY 4L (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

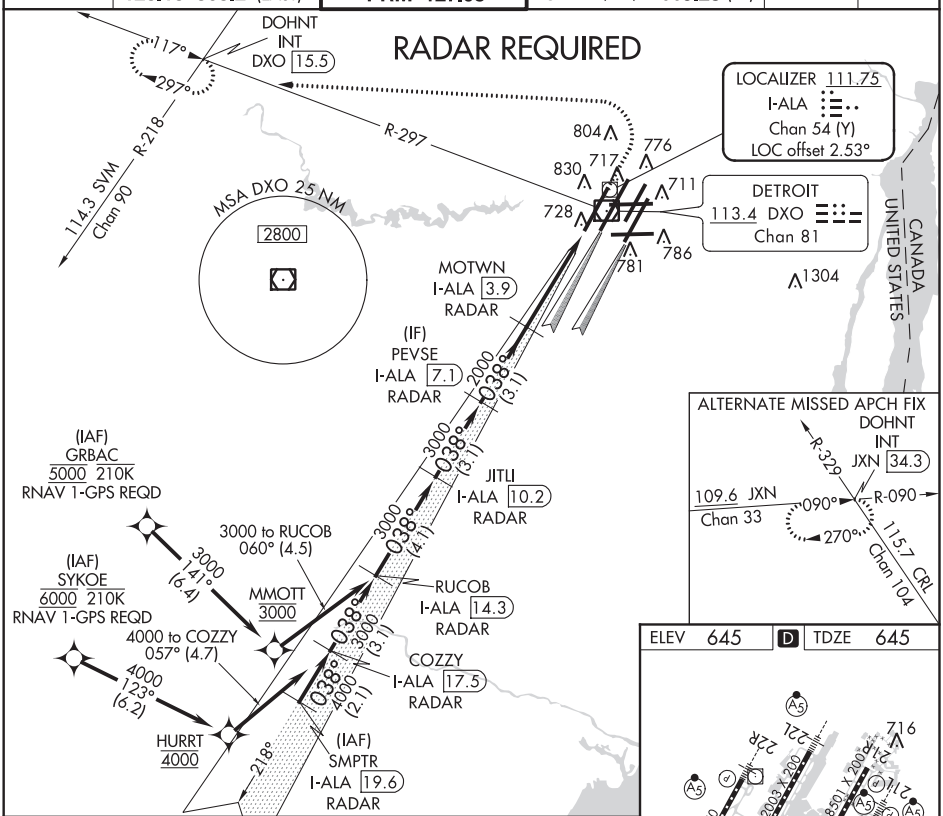
LOC/DME I-ALA	APP CRS	Rwy ldg	10000
111.75	038°	TDZE	645
Chan 54 (Y)		Apt Elev	645

DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF Comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



CATEGORY	A	B	C	D
S-ILS 4L	895/24 250 (300-½)			

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

16343

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM Y RWY 22R (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

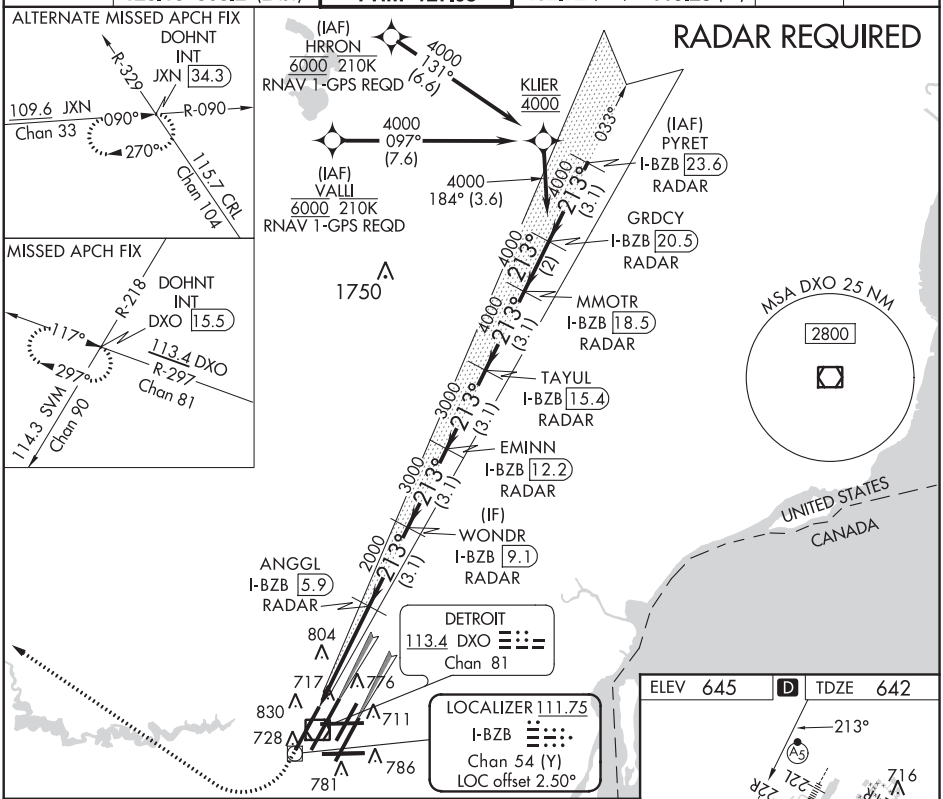
LOC/DME I-BZB	APP CRS	Rwy ldg	10000
111.75	213°	TDZE	642
Chan 54 (Y)		Apt Elev	645

DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF Comm required. See additional requirements on AAUP.

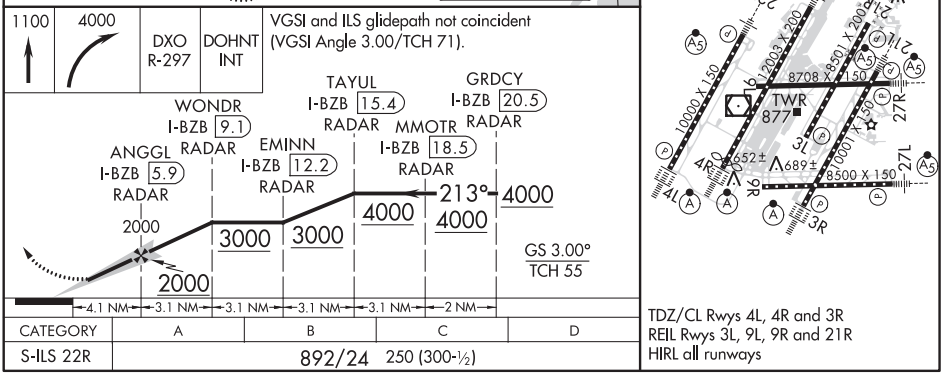
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 on DXO VOR/DME R-297 to DOHNT INT/DXO 15.5 DME and hold.

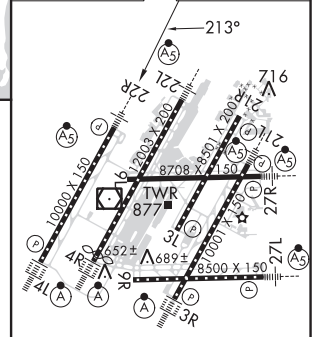
ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



08 DEC 2016 to 05 JAN 2017



ELEV 645 | D | TDZE 642



TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 22R	892/24 250 (300-½)			

DETROIT, MICHIGAN

Amdt 1 10NOV16

42°13'N-83°21'W

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

ILS PRM Y RWY 22R (CLOSE PARALLEL)

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

AL-119 (FAA)

ILS PRM RWY 4R (SA CAT I) (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

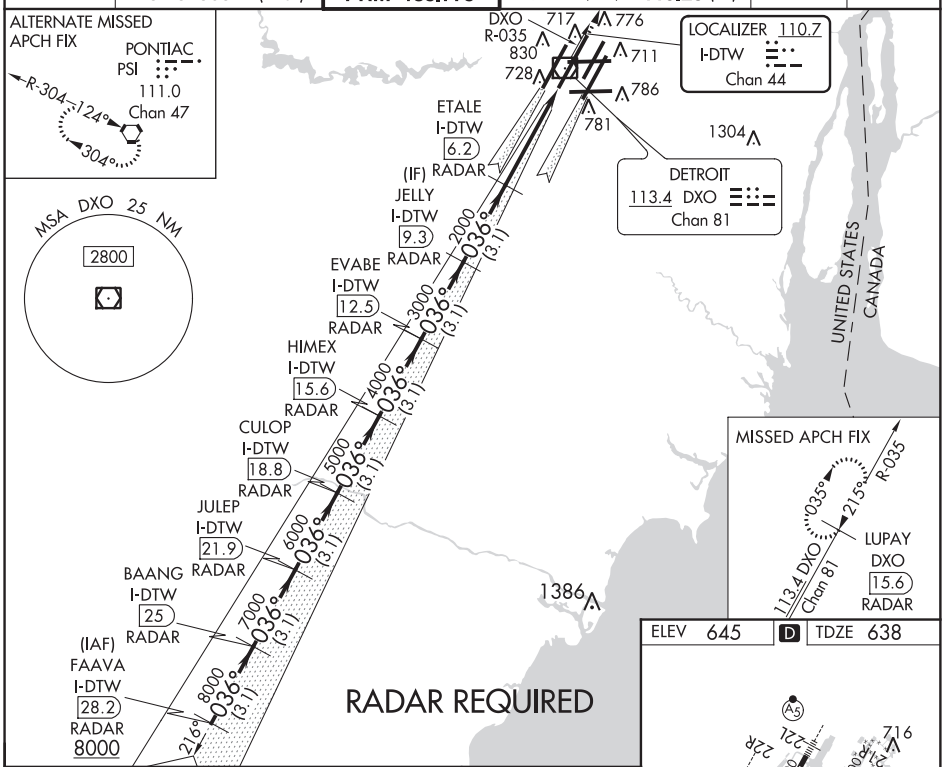
LOC/DME I-DTW	APP CRS	Rwy ldg	11494
110.7	036°	TDZE	638
Chan 44		Apt Elev	645

DME or RADAR required. Simultaneous approach authorized. Procedure NA when glideslope not available. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Dual VHF Comm required. See additional requirements on AAUP.

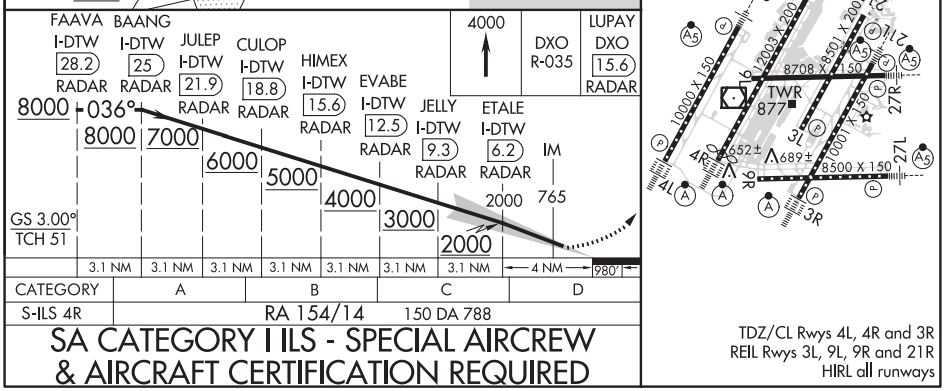
ALSF-2

MISSED APPROACH: Climb to 4000 on heading 034° and on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME 15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



ELEV 645 | D | TDZE 638



SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

AL-119 (FAA)

16343

ILS PRM RWY 4R (CAT II & III) (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

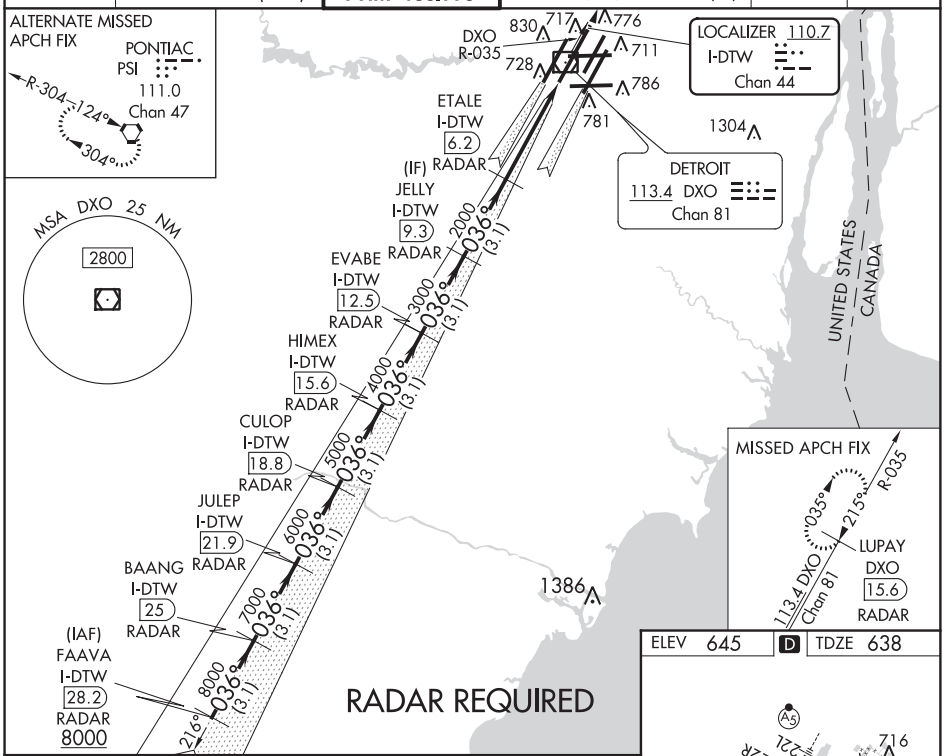
LOC/DME I-DTW	APP CRS	Rwy ldg	11494
110.7	036°	TDZE	638
Chan 44		Apt Elev	645

DME or RADAR required. Simultaneous approach authorized. Procedure NA when glide slope not available. Dual VHF Comm required. See additional requirements on AAUP.

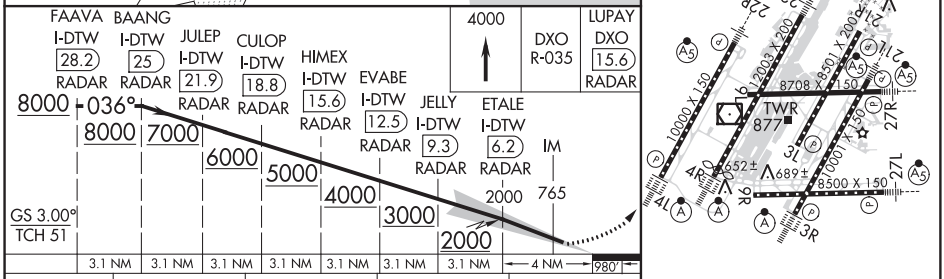
ALSF-2

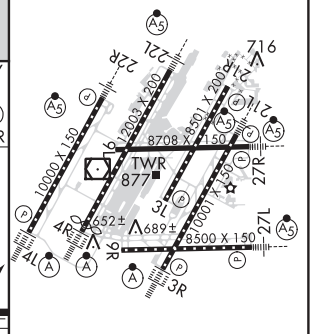
MISSED APPROACH: Climb to 4000 on DXO VOR/DME R-035 to LUPAY/DXO VOR/DME/15.6 DME/RADAR and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



ELEV 645 | D | TDZE 638





TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

CATEGORY	A	B	C	D
S-ILS 4R	CAT II RA 104/12 100 DA 738			
S-ILS 4R	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM RWY 4R (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

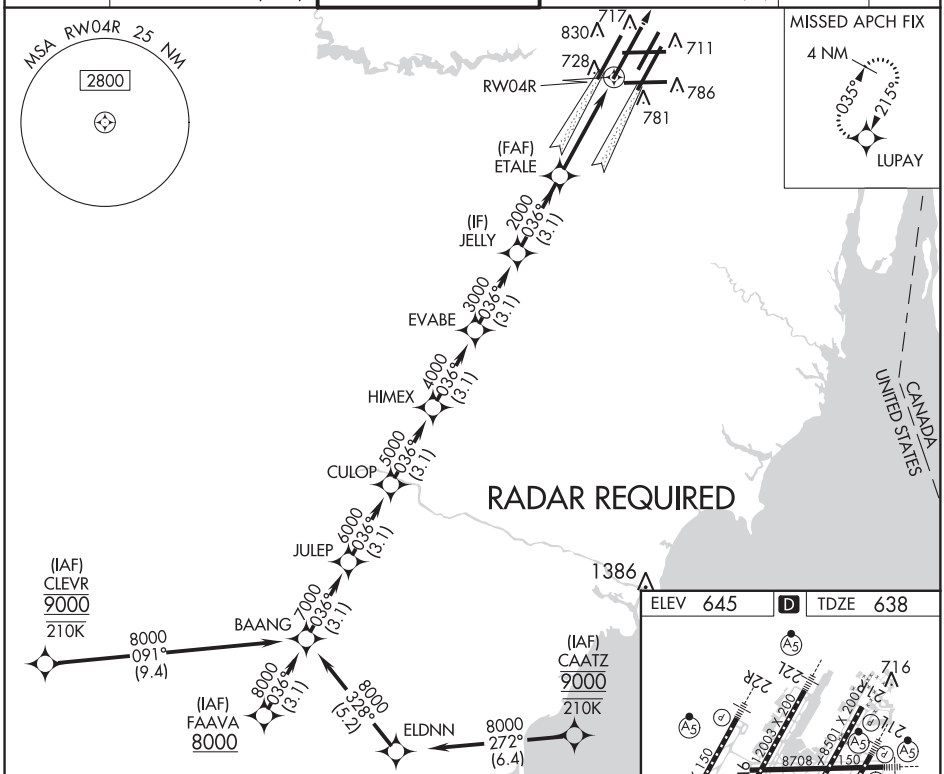
WAAS CH 63004 W04B	APP CRS 036°	Rwy ldg 11494 TDZE 638 Apt Elev 645

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

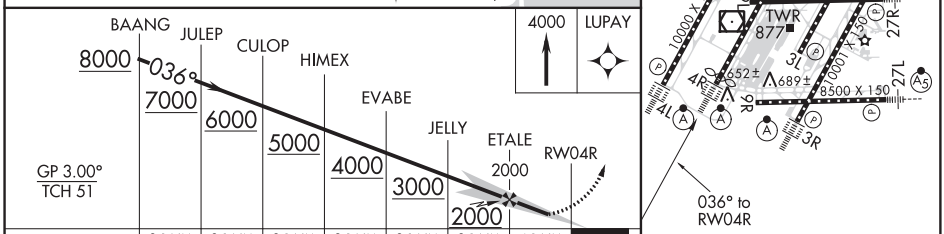
ALSF-2

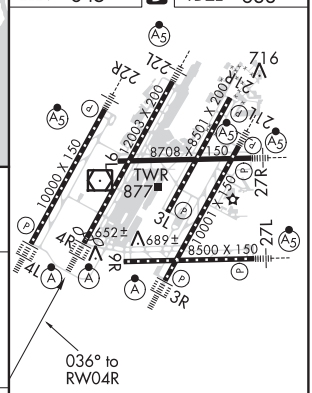
MISSED APPROACH: Climb to 4000 direct LUPAY and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	



ELEV 645 | D | TDZE 638





CATEGORY	A	B	C	D
LPV DA	838/24 200 (200-½)			
LNAV/VNAV DA	920/24 282 (300-½)			

TDZ/CL Rwys 4L, 4R and 3R
REIL Rwys 3L, 9L, 9R and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

16343

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM RWY 22L (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

WAAS	APP CRS	Rwy ldg	12003
CH 99601	216°	TDZE	637
W22A		Apt Elev	645

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 4000 direct HWLER and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	128.125 317.725 PRM 135.775	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

RADAR REQUIRED

MSA RW22L 25 NM 2800

(IAF) SPRER 8000 / 210K — 8000 108° (5.3) — OOOZE — 8000 146° (5) — (IAF) MCOMB 8000 — 8000 277° (4.5) — PUZEL — 8000 277° (6.9) — (IAF) KASHH 9000 / 210K

7000 216° (3.3) — DRBRN — 6000 216° (3.3) — BHOLD — 5000 216° (3.3) — LUPAY — 4000 216° (3.3) — OSKER — 3000 216° (3.3) — (IF) ROUGE — 2000 216° (3.3) — (FAF) HULKA

1750

UNITED STATES / CANADA

MISSED APCH FIX: HWLER, 034°, 214°, 4 NM

804, 776, 717, 830, RW22L, 711, 728, 786, 781

ELEV 645 D TDZE 637

216° to RW22L

716, 22R, 21L, 12003 X 200, 10000 X 150, 8501 X 200, 8708 X 150, TWR 877, 27R, 3L, 4R, 9L, 10001 X 150, 8652±, 689±, 8500 X 150, 27L, 4L, 9R, 3R

4000 HWLER

RW22L — HULKA 2000 — ROUGE 3000 — OSKER 4000 — LUPAY 5000 — BHOLD 6000 — DRBRN 7000 — MCOMB 8000 — 216°

GP 2.85° TCH 60

4.3 NM — 3.3 NM — 3.3 NM — 3.3 NM — 3.3 NM — 3.3 NM — 3.3 NM

CATEGORY		A	B	C	D
LPV	DA	837/24 200 (200-½)			
LNAV/VNAV	DA	938/24 301 (300-½)			

TDZ/CL Rwys 4L, 4R, and 3R
REIL Rwys 3L, 9L, 9R, and 21R
HIRL all runways

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM Y RWY 4L (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

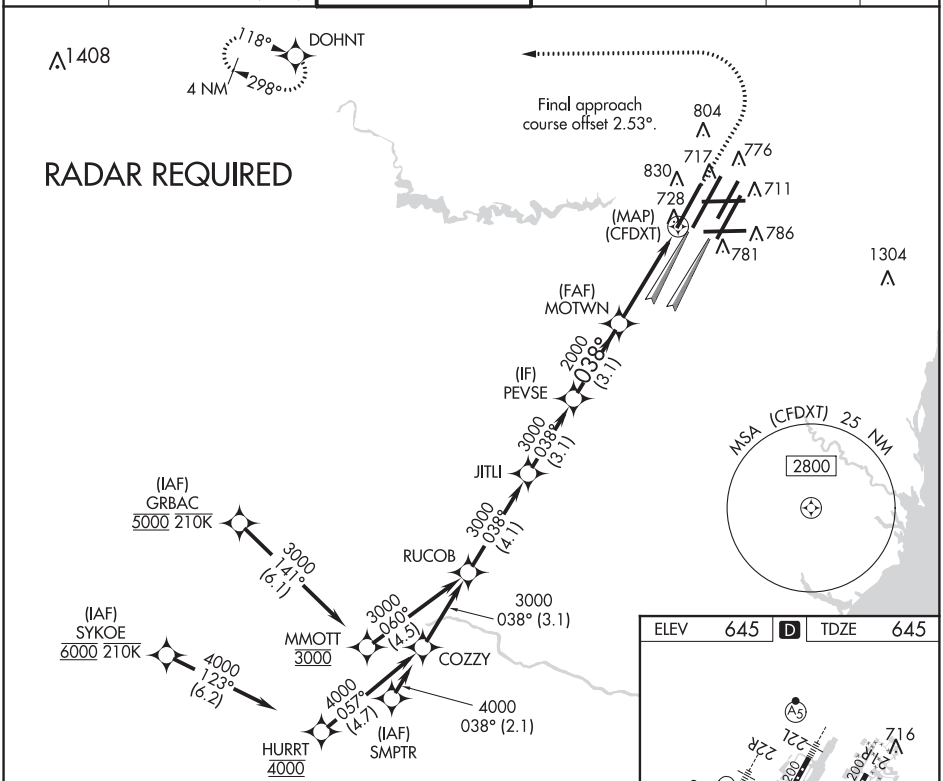
WAAS CH 82439 W04A	APP CRS 038°	Rwy ldg 10000 TDZE 645 Apt Elev 645

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct DOHNT and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

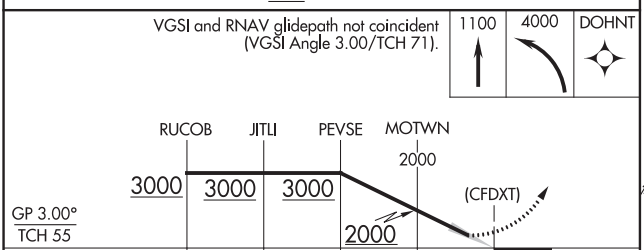


08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

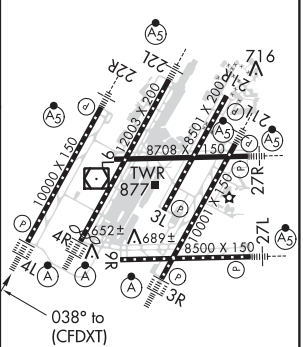
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

1100	4000	DOHNT



CATEGORY		A	B	C	D
LPV	DA	895/24 250 (300-½)			
LNAV/VNAV	DA	1068/45 423 (500-⅞)			

ELEV 645 D TDZE 645



TDZ/CL Rwys 4L, 4R, and 3R
REIL Rwys 3L, 9L, 9R, and 21R
HIRL all runways

DETROIT, MICHIGAN
Orig 10NOV16

42°13′N-83°21′W

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

RNAV (GPS) PRM Y RWY 4L (CLOSE PARALLEL)

16343

DETROIT, MICHIGAN

AL-119 (FAA)

RNAV (GPS) PRM Y RWY 22R (CLOSE PARALLEL)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

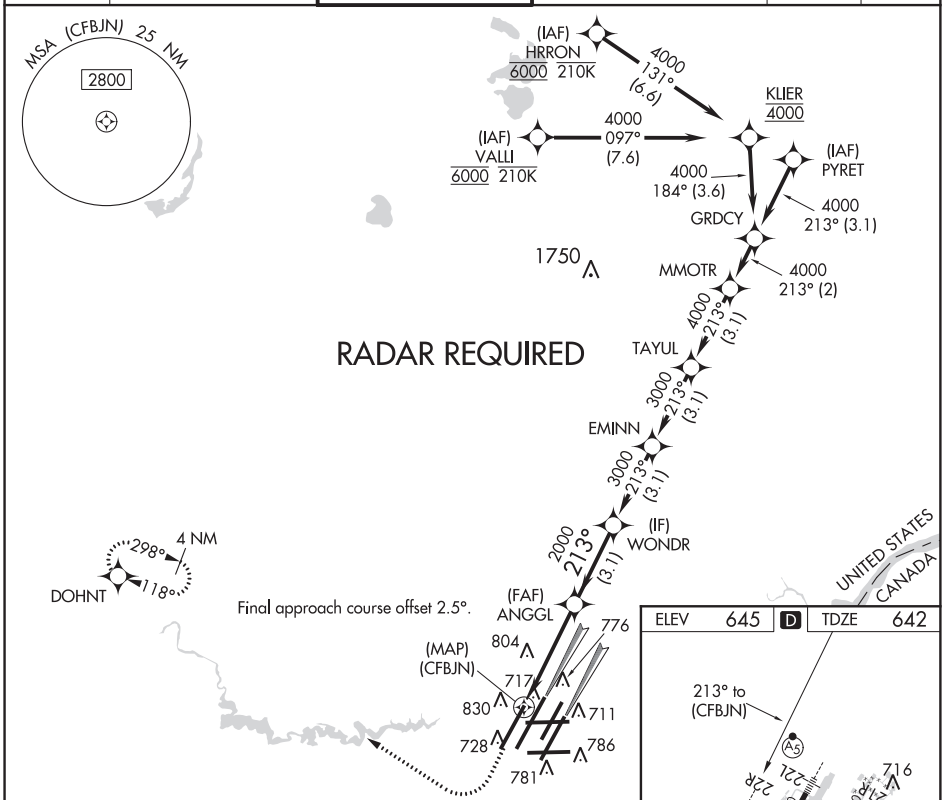
WAAS CH 42939 W22B	APP CRS 213°	Rwy ldg 10000 TDZE 642 Apt Elev 645

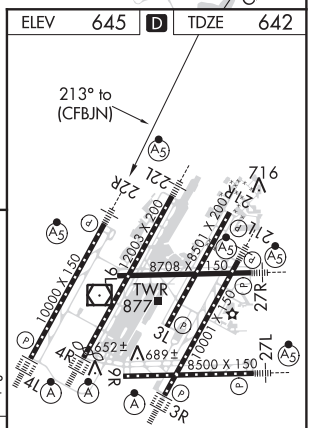
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized. Dual VHF comm required. See additional requirements on AAUP.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct DOHNT and hold.

ATIS	DETROIT APP CON	METRO TOWER	GND CON	CLNC DEL	CPDLC
133.675	124.05 363.2 (WEST) 125.15 363.2 (EAST)	135.0 317.725 PRM 127.05	121.8 (NW) 119.45 (NE) 132.72 (SW) 119.25 (SE)	120.65	

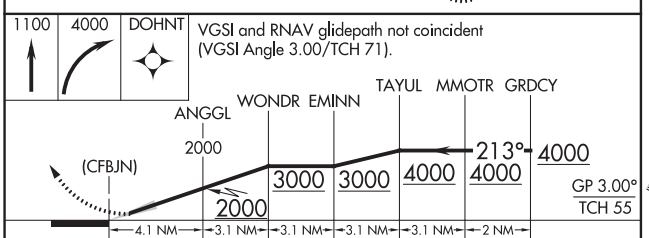




TDZ/CL Rwys 4L, 4R, and 3R
REIL Rwys 3L, 9L, 9R, and 21R
HIRL all runways

1100	4000	DOHNT

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY		A	B	C	D
LPV	DA	892/24 250 (300-½)			
LNAV/VNAV	DA	1050/45 408 (500-⅞)			

LOC/DME I-GLD 108.9 Chan 26	APP CRS 305°	Rwy ldg 5499 TDZE 3654 Apt Elev 3657

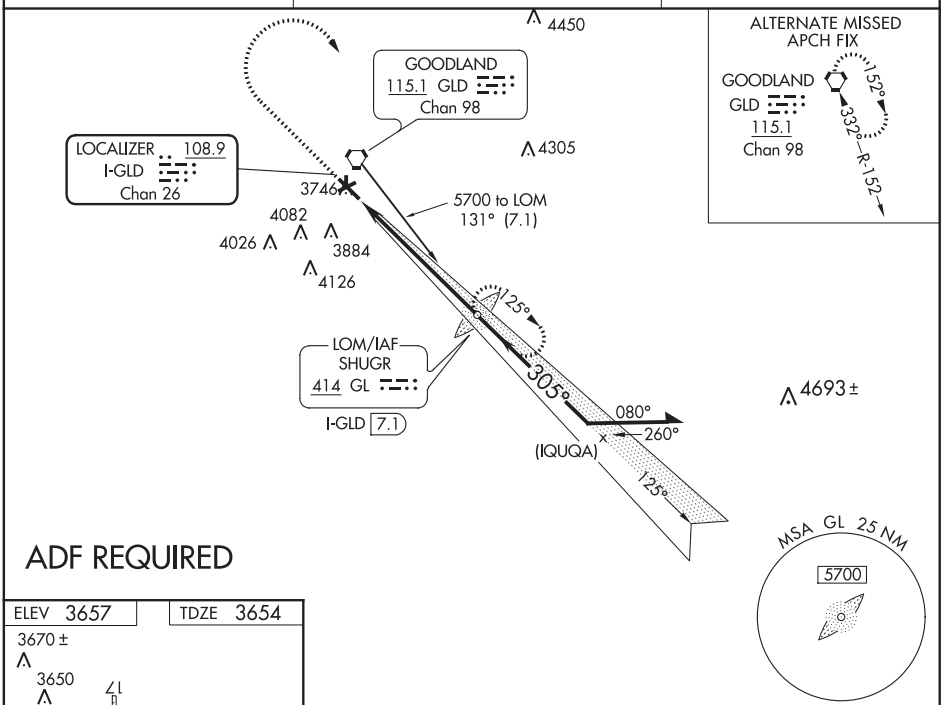
ILS or LOC RWY 30
RENNER FIELD/GOODLAND MUNI (GLD)

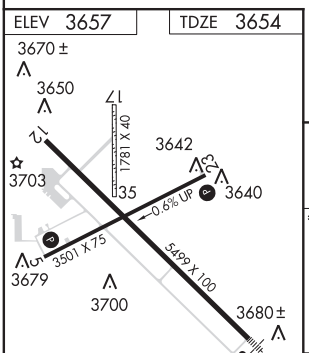
Circling NA south of runways 5-30. ADF required. VDP NA with Burlington, CO altimeter setting. When local altimeter setting not received, use Burlington, CO altimeter setting and increase all DA 144 feet and all MDA 160 feet. Increase S-ILS 30 all Cats visibility to ⅝ mile, S-LOC 30 Cat C/D visibility to 1⅜ mile, Circling Cat C visibility to 1¾ mile, and Cat D to 2¼ mile. Circling NA to Rwys 17 and 35. Circling Rwy 5, 23 NA at night.

MALSR

MISSED APPROACH: Climb to 4500 then climbing right turn to 5700 direct SHUGR LOM/I-GLD 7.1 DME and hold.

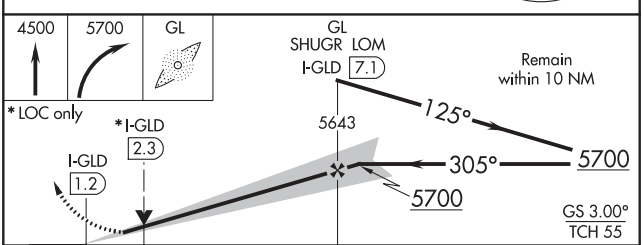
ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 5-23 and 12-30 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS-30	3854-½ 200 (200-½)			
S-LOC-30	4100-½ 446 (500-½)		4100-⅞ 446 (500-⅞)	
CIRCLING	4100-1 443 (500-1)	4120-1 463 (500-1)	4120-1½ 463 (500-1½)	4220-2 563 (600-2)

08 DEC 2016 to 05 JAN 2017
08 DEC 2016 to 05 JAN 2017

GRASS VALLEY, CALIFORNIA | AL-6659 (FAA) | 16343

APP CRS	Rwy ldg	4351
071°	TDZE	3128
	Apt Elev	3152

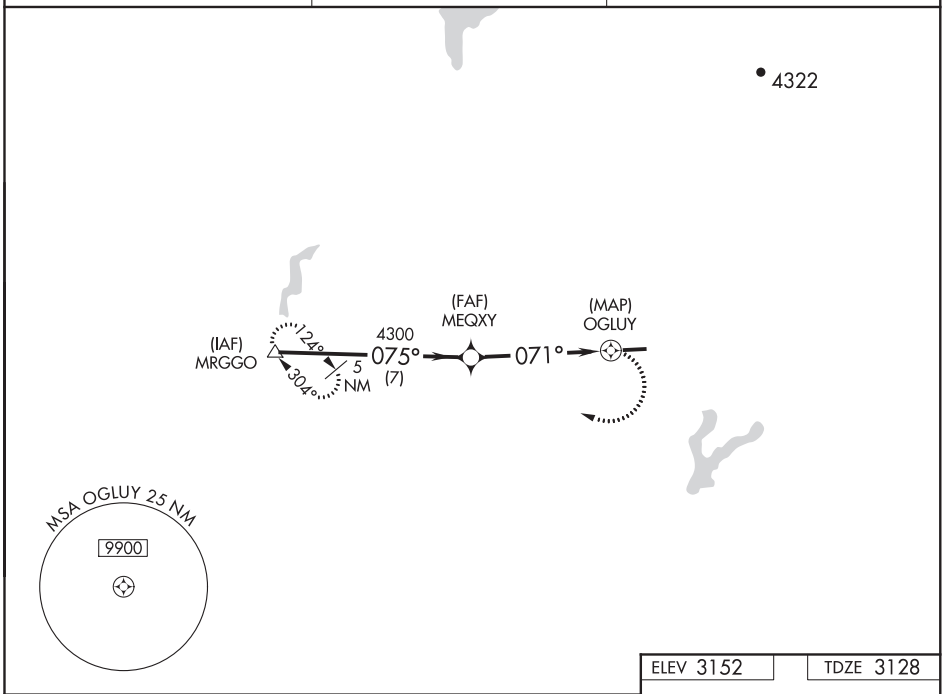
GPS RWY 7
NEVADA COUNTY AIR PARK (GOO)

T
A NA

When local altimeter setting not received, use Emigrant Gap altimeter setting. Circling NA north of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 6000 direct MRGGO WP and hold.

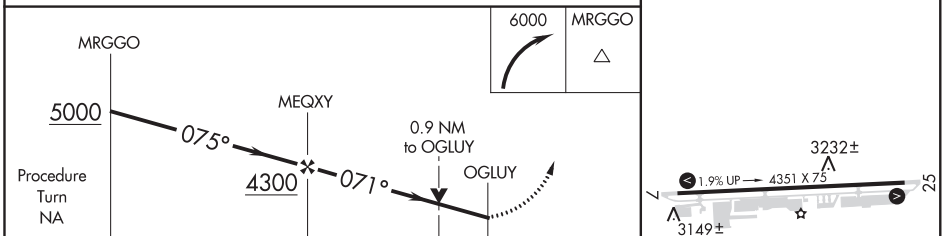
AWOS-3	NORCAL APP CON	UNICOM
121.325	125.4 259.1	122.725 (CTAF) L



08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ELEV 3152 | TDZE 3128



CATEGORY	A	B	C	D
S-7	3540-1	412 (400-1)	3540-1¼ 412 (400-1¼)	NA
CIRCLING	3680-1	528 (600-1)	3680-1½ 528 (600-1½)	NA
EMIGRANT GAP ALTIMETER SETTING MINIMUMS				
S-7	3880-1 752 (800-1)	3880-1¼ 752 (800-1¼)	3880-2¼ 752 (800-2¼)	NA
CIRCLING	4020-1 868 (900-1)	4020-1¼ 868 (900-1¼)	4020-2½ 868 (900-2½)	NA

REIL Rwys 7 and 25
MIRL Rwy 7-25 L

PERU, INDIANA

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	12,501
046°	TDZE	811
	Arpt Elev	811

AL-470 [USAF]

GRISSOM ARB (KGUS)

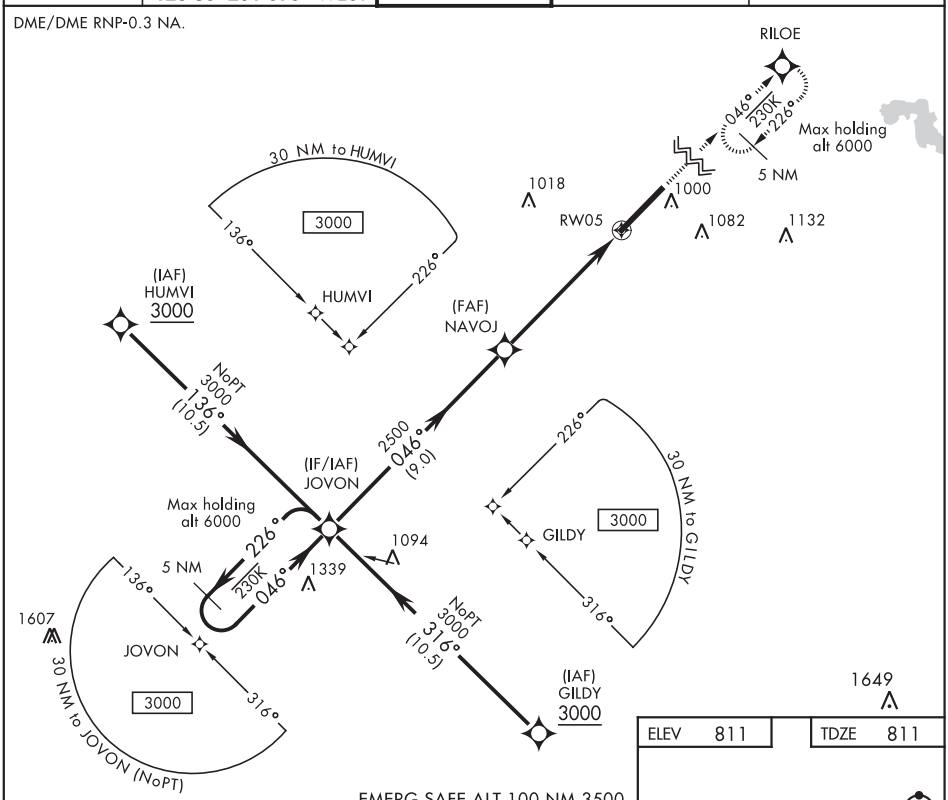
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

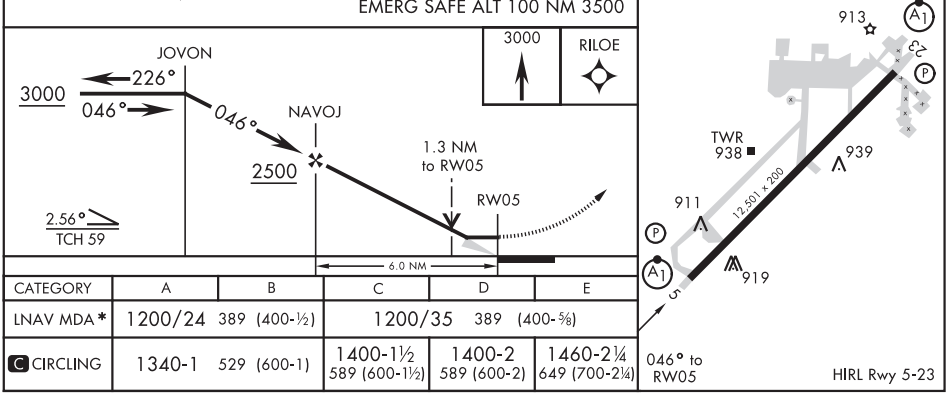
MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL
108.45 270.8	121.05 338.275 EAST 123.85 291.675 WEST	133.7 290.45	128.425 275.8	123.7 318.2

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 389 (400-½)		1200/35 389 (400-⅝)		
C CIRCLING	1340-1 529 (600-1)		1400-1½ 589 (600-1½)	1400-2 589 (600-2)	1460-2¼ 649 (700-2¼)

PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Amdt 5 08DEC16

RNAV (GPS) RWY 5

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

16343

PERU, INDIANA

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	799
	Arpt Elev	811

AL-470 [USAF]

GRISSOM ARB (KGUS)

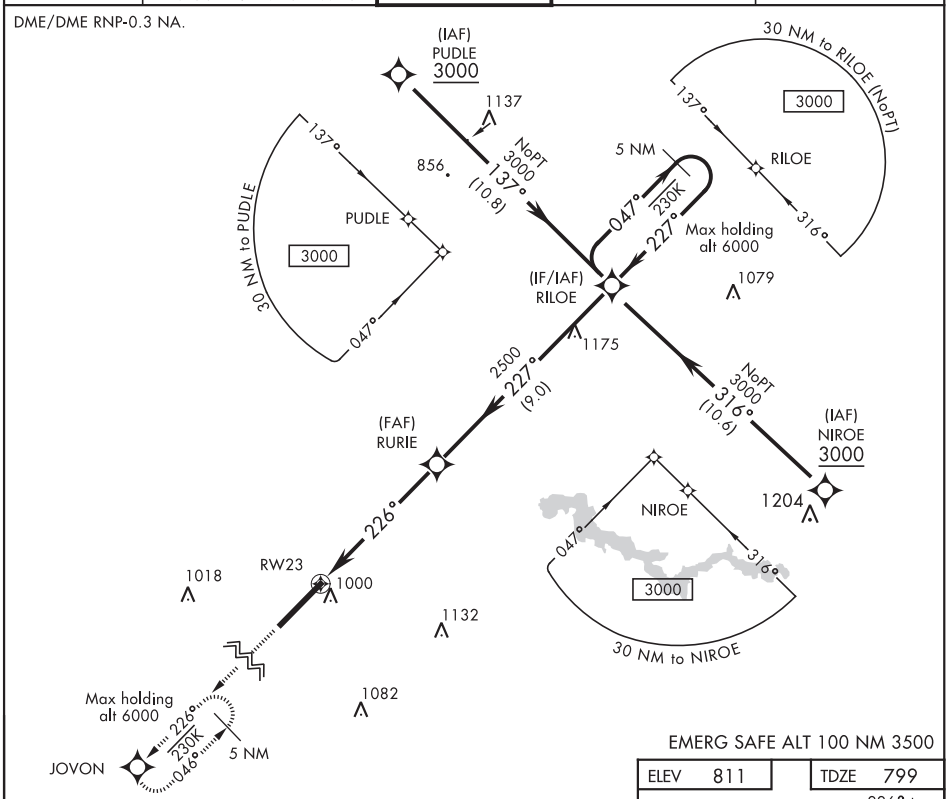
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

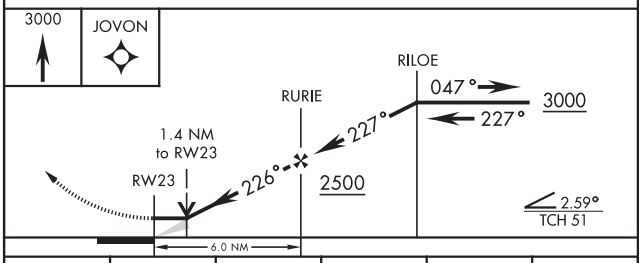
MISSED APPROACH: Climb to 3000 direct JOVON and hold.

ATIS	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL
108.45 270.8	121.05 338.275 EAST 123.85 291.675 WEST	133.7 290.45	128.425 275.8	123.7 318.2

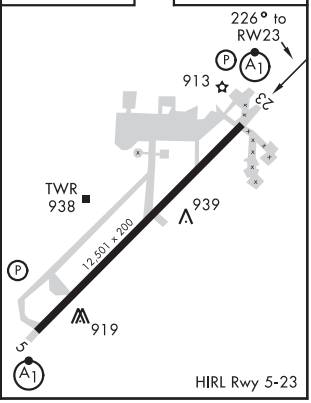
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500



ELEV 811	TDZE 799



CATEGORY	A	B	C	D	E
LNAV MDA*	1220/24 421 (500-½)		1220/40 421 (500-¾)		
C CIRCLING	1340-1 529 (600-1)		1400-1½ 589 (600-1½)	1400-2 589 (600-2)	1460-2¼ 649 (700-2¼)

PERU, INDIANA

40°39′N-86°09′W

GRISSOM ARB (KGUS)

Amdt 4 08DEC16

RNAV (GPS) RWY 23

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	N/A
070°	TDZE	N/A
	Apt Elev	1564

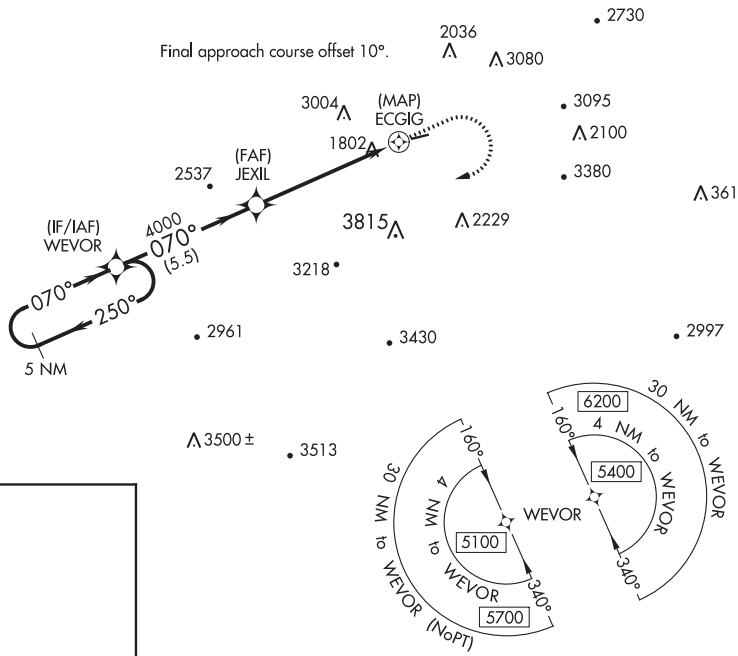
RNAV (GPS)-A

TUCKER-GUTHRIE MEMORIAL (I35)

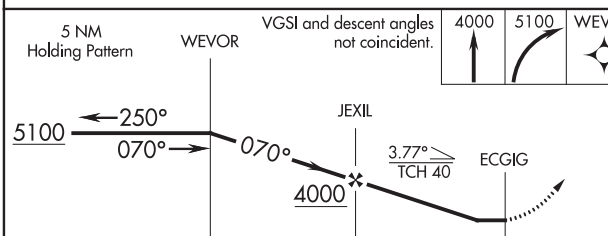
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Middlesboro altimeter setting and increase all MDA 120 feet. Procedure NA at night. Circling NA N of Rwy 8-26.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct WEVOR and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.35	124.625 371.925	122.8 (CTAF) L



ELEV 1564



CATEGORY	A	B	C	D
C CIRCLING	2840-1¼ 1276 (1300-1¼)	NA		

MIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

HASTINGS, NEBRASKA AL-5217 (FAA) 16343

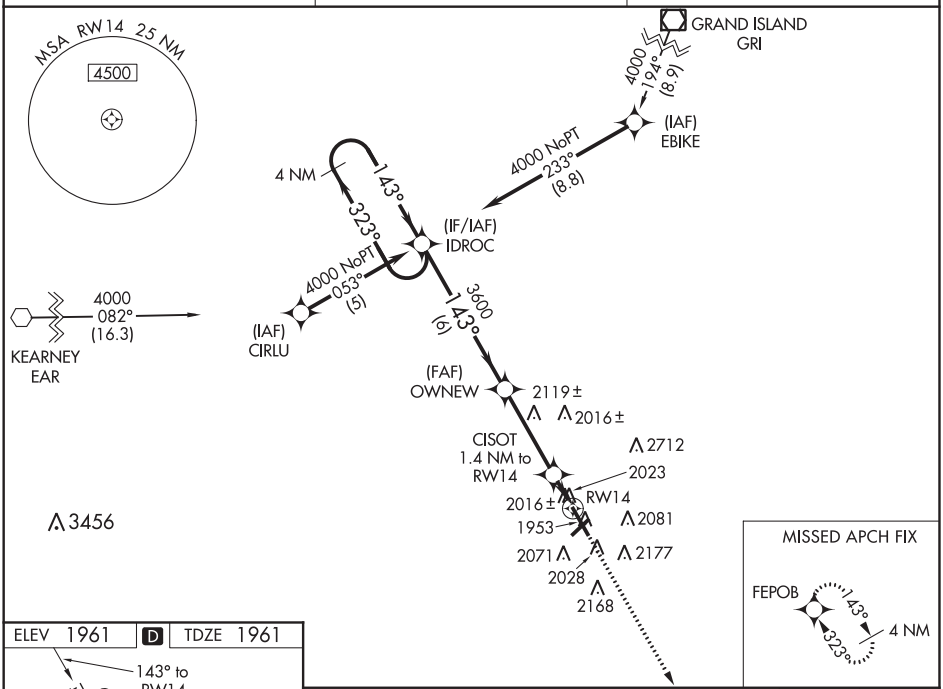
RNAV (GPS) RWY 14
HASTINGS MUNI (HSI)

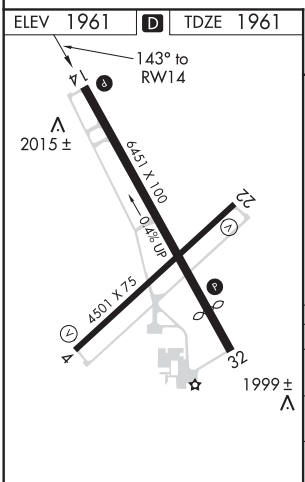
WAAS CH 65612 W14A	APP CRS 143°	Rwy ldg 5500 TDZE 1961 Apt Elev 1961

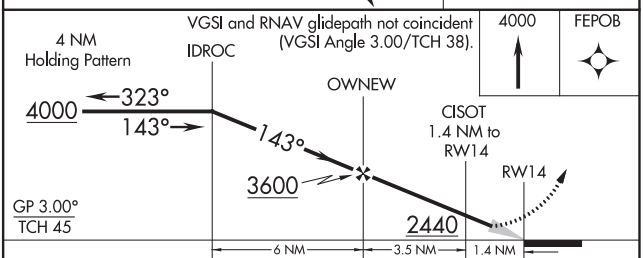
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2220-1 259 (300-1)			
LNAV/VNAV DA	2280-1 319 (400-1)			
LNAV MDA	2280-1 319 (400-1)			
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

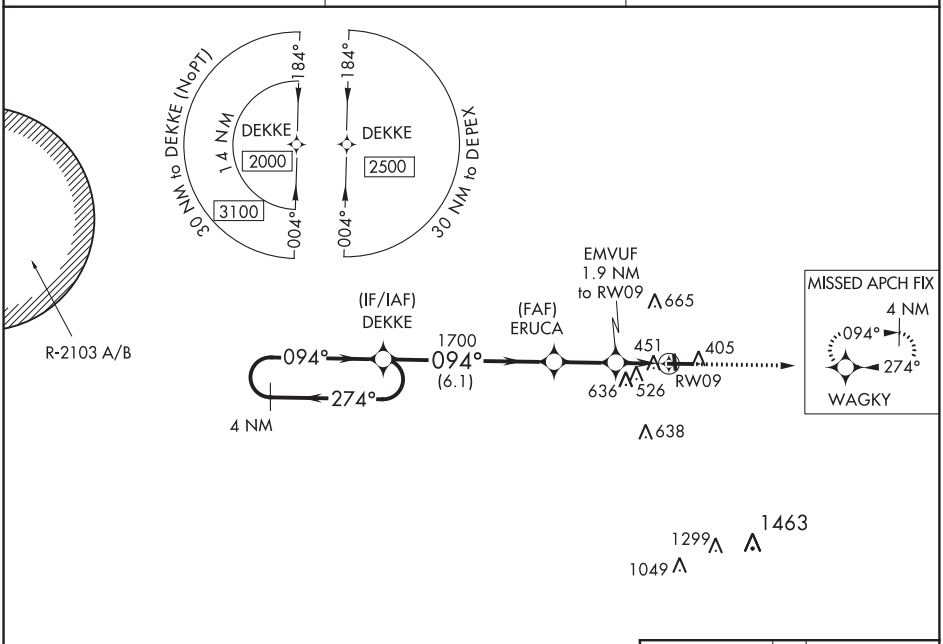
WAAS CH 70528 W09A	APP CRS 094°	Rwy ldg 5002 TDZE 357 Apt Elev 359

RNAV (GPS) RWY 9
HEADLAND MUNI (ØJ6)

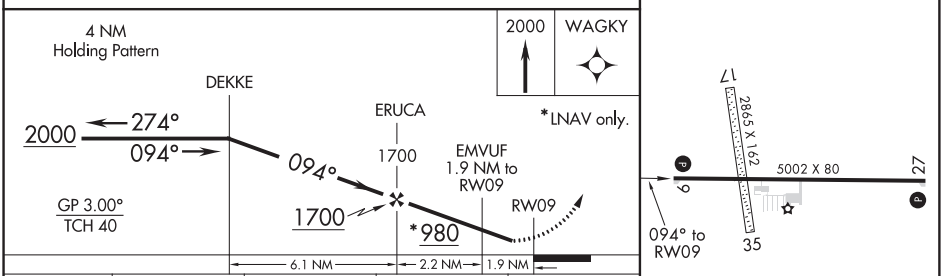
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM not authorized. Use Dothan altimeter setting; when not received use Fort Rucker/Ozark altimeter setting and increase all DA 33 ft, all MDA 40 ft and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 17, 27, and 35 NA. Baro-VNAV NA.

MISSED APPROACH: Climb to 2000 direct WAGKY and hold.

DOTHAN ASOS-3	CAIRNS APP CON ★	CTAF
135.72	125.4	122.9 L



ELEV 359	TDZE 357



CATEGORY	A	B	C	D
LPV DA	631-⅞ 274 (300-⅞)			NA
LNAV/VNAV DA	810-1½ 453 (500-1½)			NA
LNAV MDA	800-1 443 (500-1)		800-1⅜ 443 (500-1⅜)	NA
CIRCLING	860-1 501 (600-1)		880-1½ 521 (600-1½)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

HEADLAND, ALABAMA

AL-10187 (FAA)

16343

RNAV (GPS) RWY 27

HEADLAND MUNI (ØJ6)

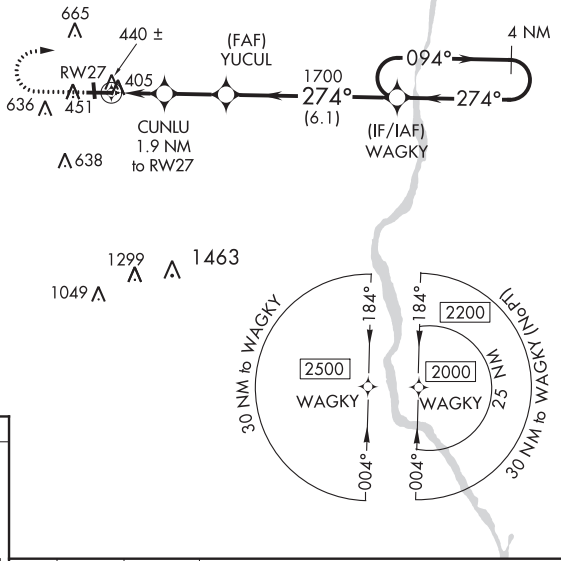
APP CRS	Rwy ldg	5002
274°	TDZE	359
	Apt Elev	359

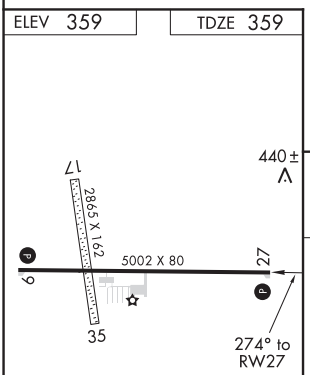
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. Night landing: Rwy 17, 27, and 35 NA. Use Dothan altimeter setting; when not received use Fort Rucker/Ozark altimeter setting and increase all MDA 40 ft and increase LNAV Cat C visibility ⅛ mile.

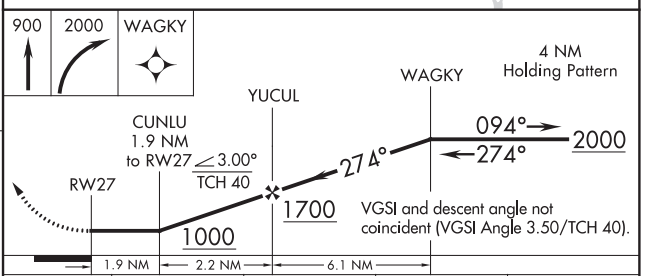
NA

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WAGKY and hold.

DOTHAN ASOS-3	CAIRNS APP CON*	CTAF
135.72	125.4	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	720-1 361 (400-1)			NA
CIRCLING	860-1 501 (600-1)		880-1½ 521 (600-1½)	NA

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	9000
267°	TDZE	96
	Apt Elev	96

RNAV (RNP) Y RWY 26R
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

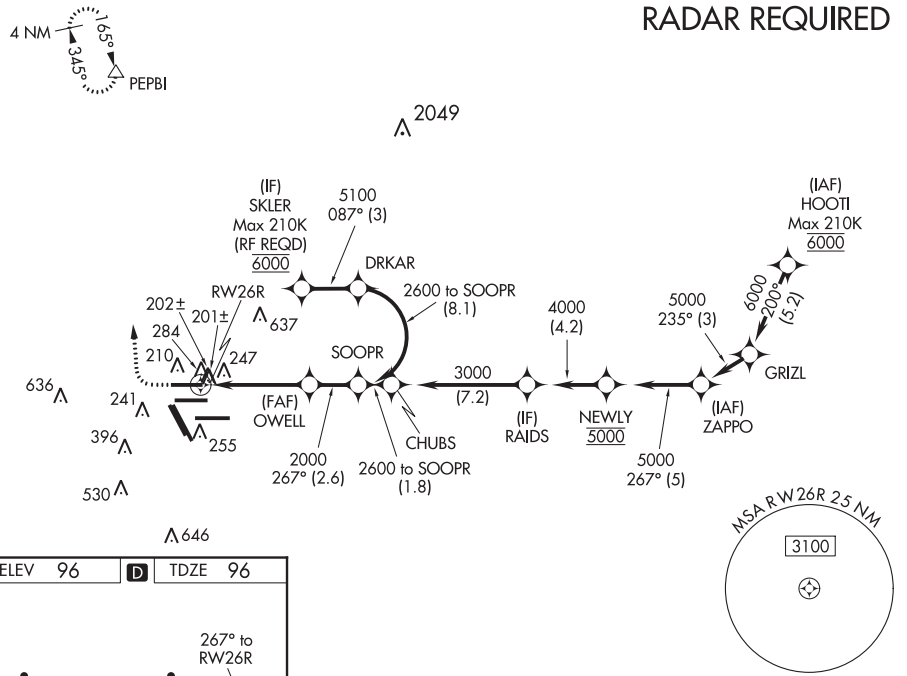
For uncompensated Baro-VNAV systems, procedure NA below -3°C (27°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5000 and increase RNP 0.15 all Cats visibility to 1¼ SM.

ALSF-2

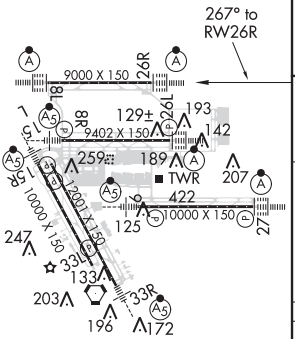
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct PEPBI and hold.

ATIS	HOUSTON APP CON	HOUSTON TOWER	GND CON	CLNC DEL	CPDLC
124.05	120.05 379.1 EAST 124.35 316.15 WEST	120.72 290.2	121.7	128.1	

RADAR REQUIRED

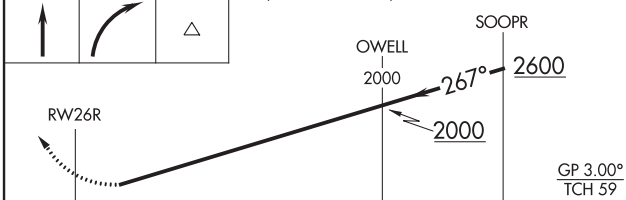


ELEV 96	D	TDZE 96



TDZ/CL Rwys 8R, 8L, 15R, 26R, 26L, 27 and 33L
HIRL all Rwys

600	3000	PEPBI	See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.11 DA		429/40	333 (400-¾)	
RNP 0.15 DA		496/45	400 (400-⅞)	
RNP 0.30 DA		554/50	458 (500-1¼)	

AUTHORIZATION REQUIRED

08 DEC 2016 to 05 JAN 2017

JACKSONVILLE, NORTH CAROLINA

AL-5880 (FAA)

16343

NDB RWY 5

ALBERT J. ELLIS (OAJ)

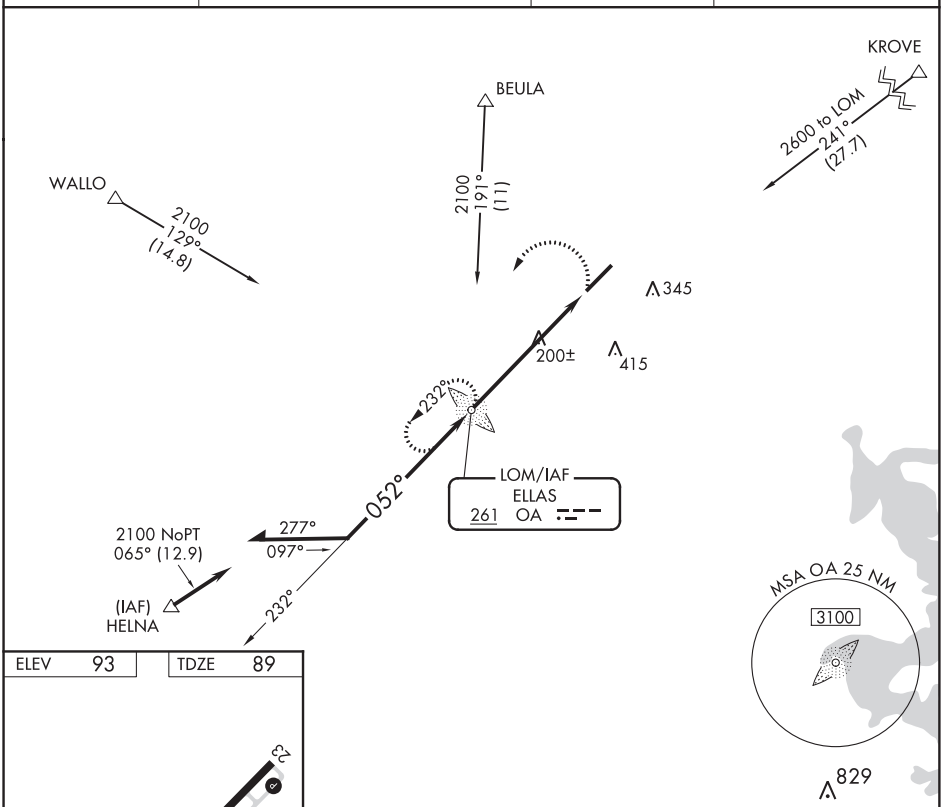
LOM OA	APP CRS	Rwy ldg	7100
261	052°	TDZE	89
		Apt Elev	93

When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 100 feet and S-5 visibility Cats C and D ¼ mile. For inop MALSR, increase S-5 Cat C and D visibility to 1⅜. For inop MALSR, when using Wilmington altimeter setting, increase S-5 Cat D visibility to 1¾.

MALSR

MISSED APPROACH: Climbing left turn to 2100 direct OA LOM and hold.

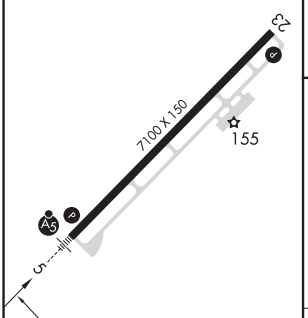
AWOS-3PT	WILMINGTON APP CON★	CLNC DEL	UNICOM
124.475	135.75 317.425 (344°-163°)	121.4 257.6	123.0 (CTAF)

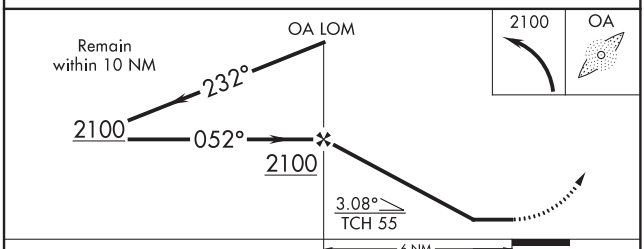


08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ELEV	93	TDZE	89





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-5	580-¾ 491 (500-¾)		580-1 491 (500-1)	
CIRCLING	580-1 487 (500-1)		580-1½ 487 (500-1½)	660-2 567 (600-2)

CAMP SPRINGS, MARYLAND

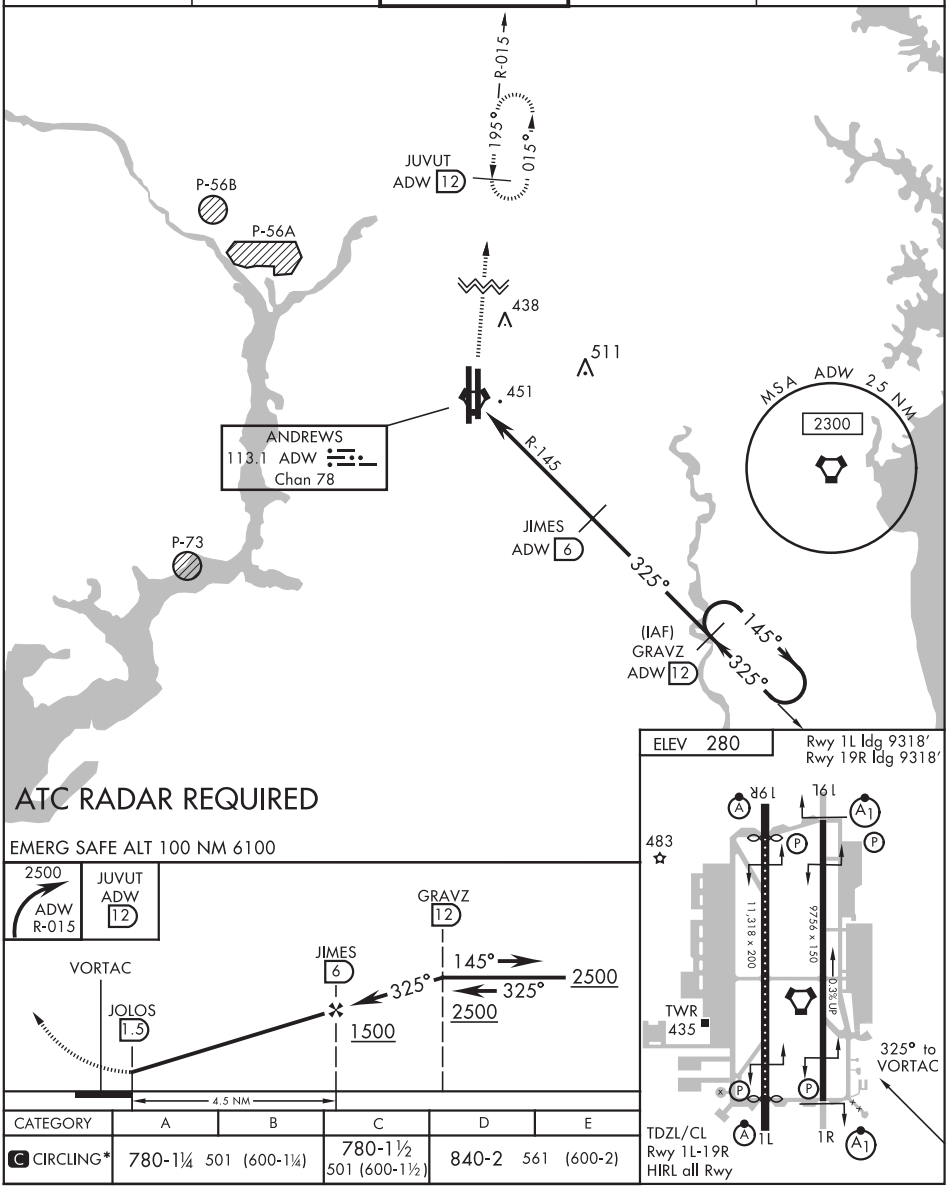
TACAN-A

VORTAC ADW 113.1 Chan 78	APCH CRS 325°	Rwy ldg N/A TDZE N/A Arpt Elev 280	AL-561 [USAF]	JOINT BASE ANDREWS (KADW)

* Circling not authorized W of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 via ADW R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL
132.35 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475



CATEGORY	A	B	C	D	E
C CIRCLING*	780-1¼ 501 (600-1¼)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

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08 DEC 2016 to 05 JAN 2017

KEOKUK, IOWA

AL-970 (FAA)

16343

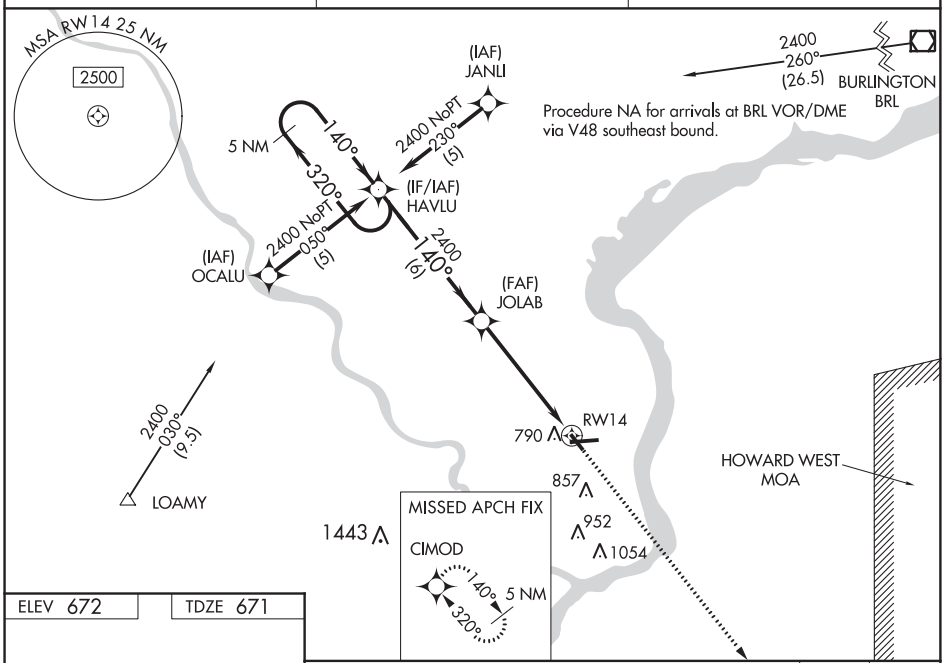
RNAV (GPS) RWY 14
KEOKUK MUNI (EOK)

WAAS CH 90104 W14A	APP CRS 140°	Rwy ldg 3576 TDZE 671 Apt Elev 672

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Burlington altimeter setting and increase all DA 59 feet and all MDA 60 feet, increase LNAV and Circling Cat C visibility ¼ mile. Rwy 14 Straight-in and Circling and Circling to Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	126.225 317.775	122.8 (CTAF) L



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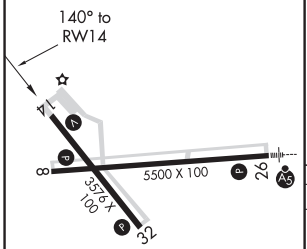
08 DEC 2016 to 05 JAN 2017

ELEV 672 | TDZE 671

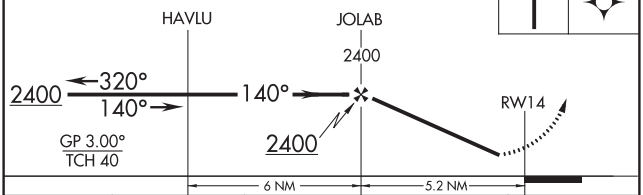


REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 36).

2700 | CIMOD



CATEGORY	A	B	C	D
LPV DA	949-1 278 (300-1)			NA
LNAV/VNAV DA	1040-1¼ 369 (400-1¼)			NA
LNAV MDA	1040-1 369 (400-1)			NA
CIRCLING	1180-1 508 (600-1)		1220-1½ 548 (600-1½)	NA

KEOKUK, IOWA
Orig-C 08DEC16

40°28'N-91°26'W

KEOKUK MUNI (EOK)
RNAV (GPS) RWY 14

LOC/DME I-LRU	APP CRS	Rwy ldg	7499
109.3	307°	TDZE	4444
Chan 30		Apt Elev	4457

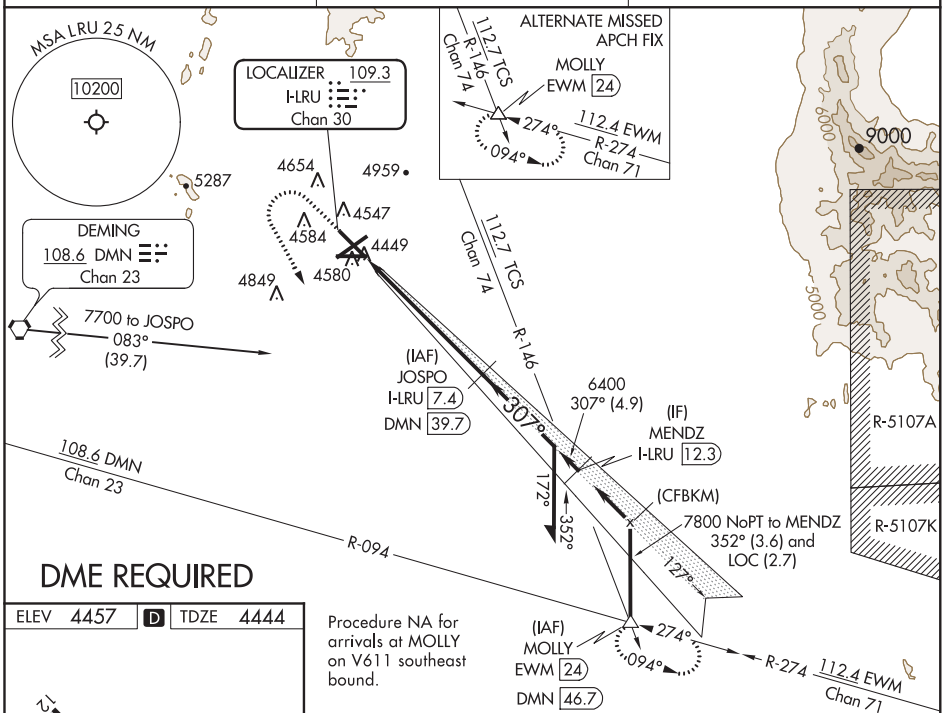
ILS or LOC RWY 30
LAS CRUCES INTL (LRU)

T NA — DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities ⅛ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile. VDP NA when using Deming altimeter setting.

MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 on heading 139° and on DMN VORTAC R-094 to MOLLY INT/DMN 46.7 DME and hold, continue climb-in-hold to 9000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L

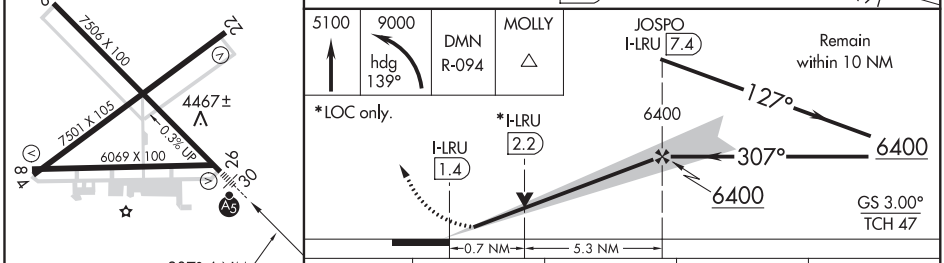


08 DEC 2016 to 05 JAN 2017

DME REQUIRED

Procedure NA for arrivals at MOLLY on V611 southeast bound.

5100	9000 hdg 139°	DMN R-094	MOLLY



ELEV 4457 | D | TDZE 4444

307° 6 NM from FAF

CATEGORY	A	B	C	D
S-ILS 30	4644-½ 200 (200-½)			
S-LOC 30	4720-½ 276 (300-½)			
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L

16343

TACOMA, WASHINGTON

ILS RWY 34 (CAT II)

MC CHORD FIELD (KTCM)

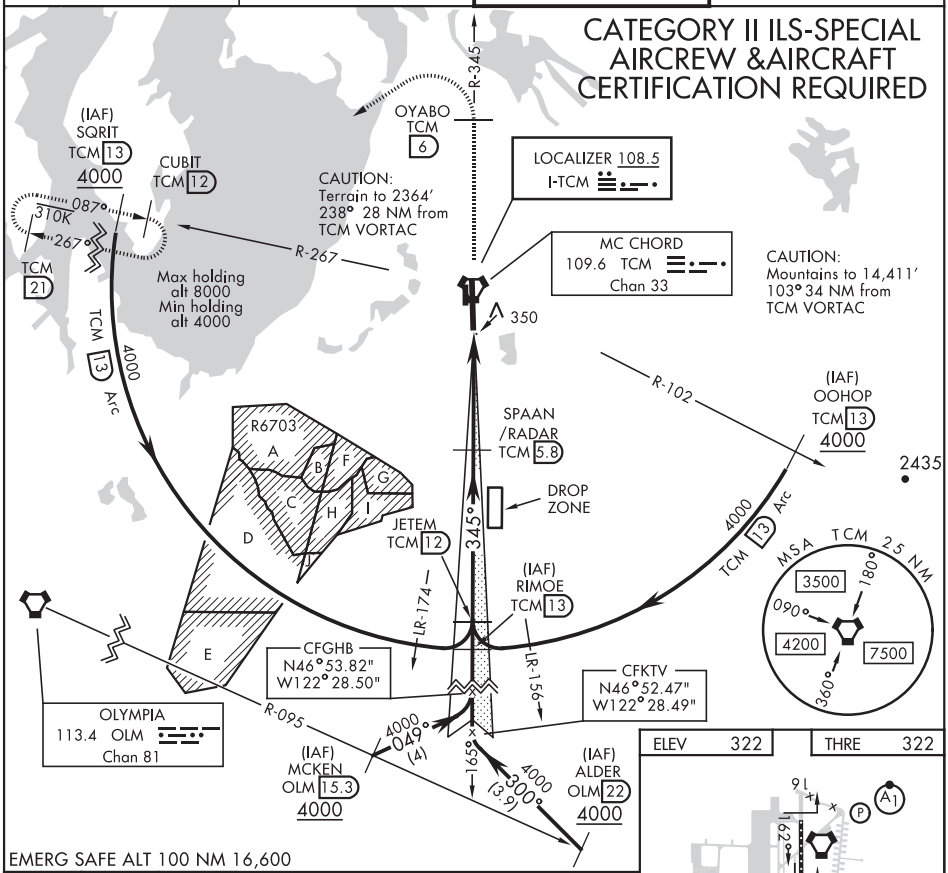
AL-414 [USAF]

LOC I-TCM 108.5	APCH CRS 345°	Rwy ldg 10,108 THRE 322 Arpt Elev 322

ALSF-2

MISSED APPROACH: Climb to 4000 on TCM VORTAC R-345 to OYABO, then turn left via 215° course to intercept TCM R-267 to CUBIT and hold, continue climb in hold to 4000. Cross OYABO at or above 3000.

ATIS	SEATTLE APP CON	MC CHORD TOWER	GND CON
270.1	126.5 377.15	124.8 259.3	118.175 279.65



CATEGORY	A	B	C	D	E
S-ILS 34	RA 139/12		100	DA 421	

TACOMA, WASHINGTON 47°08'N-122°29'W MC CHORD FIELD (KTCM)

Amdt 2 08DEC16

ILS RWY 34 (CAT II)

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC I-GKJ	APP CRS	Rwy ldg	5001
108.5	249°	TDZE	1399
		Apt Elev	1399

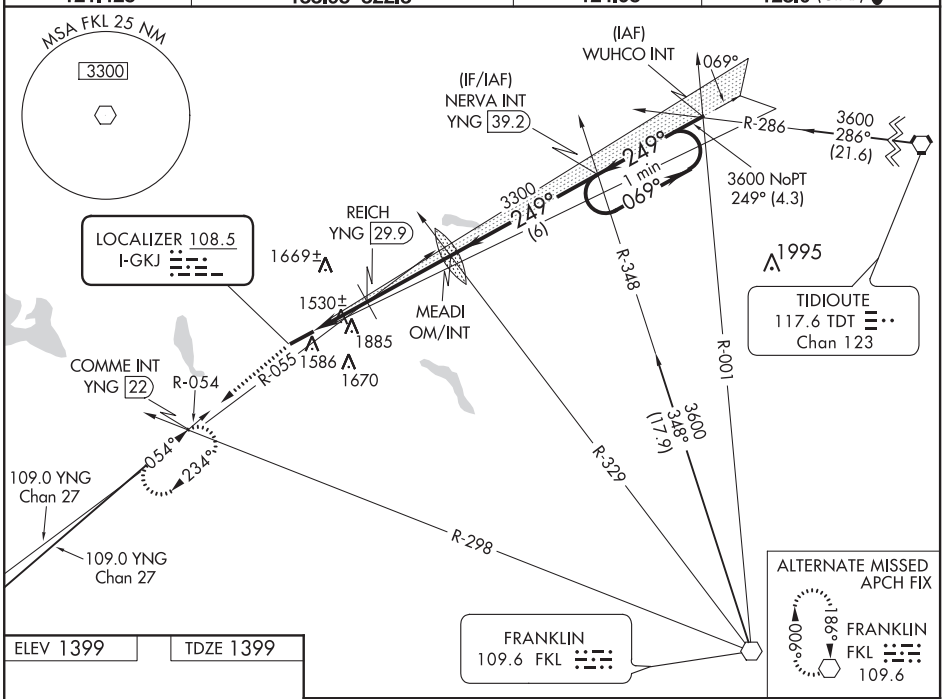
LOC RWY 25
PORT MEADVILLE (GKJ)

When local altimeter setting not received, use Franklin altimeter setting and increase all MDA 80 feet; increase S-25 Cats C and D visibility ⅛ mile and Cicling Cats A, C, and D visibility ¼ mile; increase Reich fix minimums S-25 Cats C and D, and Circling Cats C and D visibility ¼ mile. For inoperative MALS, increase S-25 Cats C and D visibility to 2 miles and Reich fix minimums S-25 Cat D visibility to 1⅛ mile. For inoperative MALs when using Franklin altimeter setting, increase S-25 Cats C and D visibility to 2½ miles and Reich fix minimums S-25 Cat D visibility to 1⅜ mile.

MALS

MISSED APPROACH: Climb to 3000 on heading 235° and YNG VORTAC R-054 to COMME Int/YNG 22 DME and hold.

ASOS	YOUNGSTOWN APP CON★	CLNC DEL	UNICOM
121.425	133.95 322.3	124.95	123.0 (CTAF)



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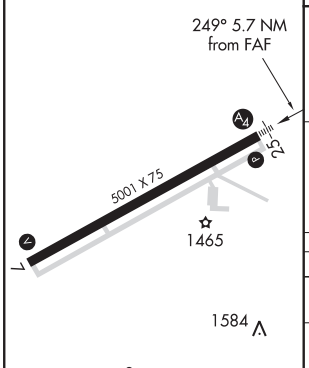
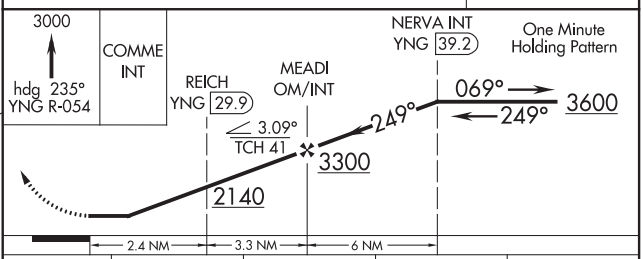
ELEV 1399 | TDZE 1399





CATEGORY	A	B	C	D
S-25	2140-1 741 (800-1)		2140-1⅞ 741 (800-1⅞)	
CIRCLING	2140-1 741 (800-1)	2240-1¼ 841 (900-1¼)	2240-2½ 841 (900-2½)	2240-2¾ 841 (900-2¾)
REICH FIX MINIMUMS (DME REQUIRED)				
S-25	1780-1	381 (400-1)	1780-1⅞	381 (400-1⅞)
CIRCLING	1900-1 501 (600-1)	2240-1¼ 841 (900-1¼)	2240-2½ 841 (900-2½)	2240-2¾ 841 (900-2¾)

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

16343

FORT INDIANTOWN GAP, PENNSYLVANIA

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
054°	TDZE	N/A
	Arpt Elev	488

AL-6422 [USA]

MUIR AAF (KMUI)

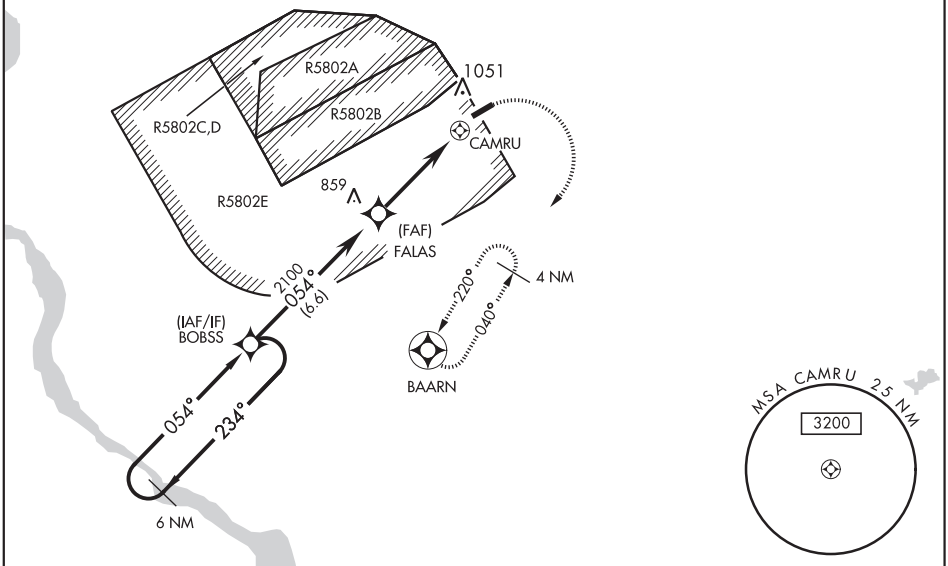
DME/DME RNP-0.3 NA.
Circling N of Rwy 7-25 not authorized.
Helicopter visibility reduction below 1 SM NA

MISSED APPROACH: Climbing right turn to 3100 direct BAARN and hold.

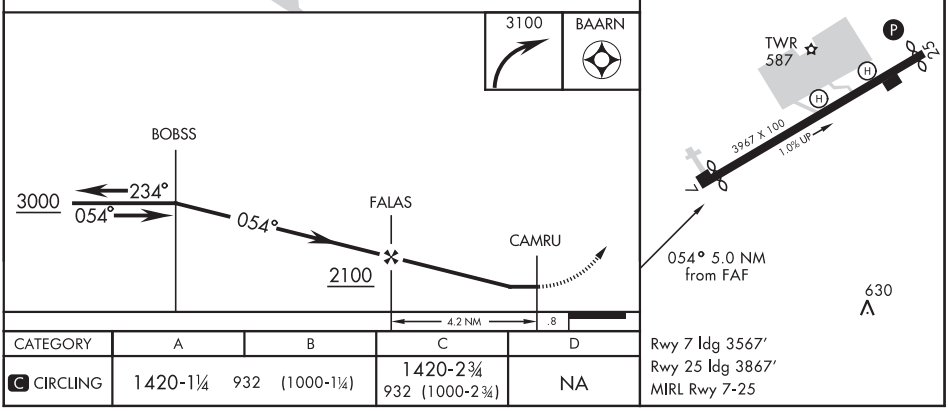
ASOS	HARRISBURG APP CON	MUIR TOWER ★	GND CON
124.175	118.25 269.45	126.2 (CTAF) 290.5	121.625 269.525

When local altimeter setting not received, use Harrisburg Intl altimeter setting: increase all MDA 80 feet and vis CAT B and C ¼SM.

NA When local weather not available



NoPT for arrivals at BOBSS on V12-V162 eastbound.



CATEGORY	A	B	C	D
C CIRCLING	1420-1¼ 932 (1000-1¼)		1420-2¾ 932 (1000-2¾)	NA

Rwy 7 ldg 3567′
Rwy 25 ldg 3867′
MIRL Rwy 7-25

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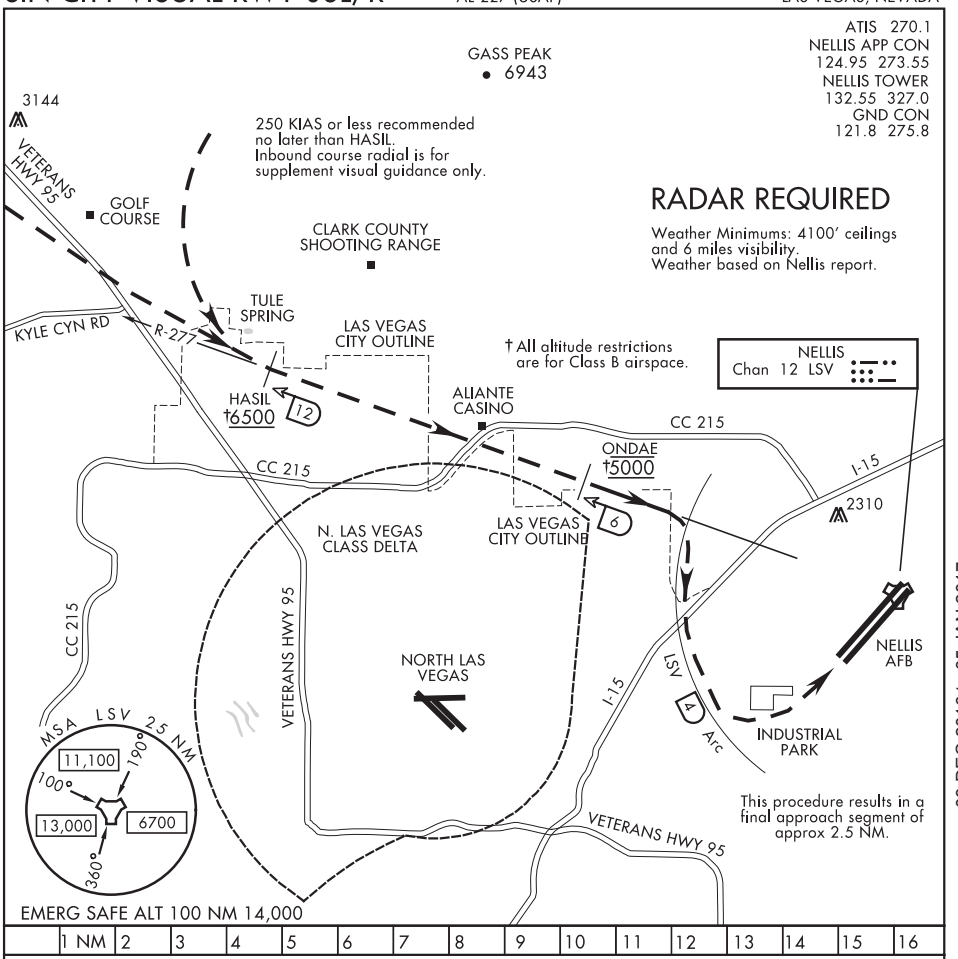
SIN CITY VISUAL RWY 03L/R

AL-227 (USAF)



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08 DEC 2016 to 05 JAN 2017

SIN CITY VISUAL RWY 03L/R

Expect RADAR vectors to HASIL (LSV TACAN R-277/12 DME) and report Northwest Las Vegas city outline in sight (ATC Clearance - "Cleared Sin City Visual Rwy 03 Approach") Cross HASIL at or above 6500, proceed visually via LSV R-277 and descend to cross ONDAE at 5000.

Based on traffic conditions, ATC may assign a different DME ond/or an altitude to maintain until estabilished visually on LSV R-277; pilots shall advise ATC if unable to comply with the revised clearance and any remaining published altitude restrictions. - example:"Cleared Sin City Visual Rwy 03 Approach via 10 DME, maintain (altitude) until estabilished inbound on LSV R-277".

Continue visual descent in right turn to join LSV TACAN 4 DME Arc until extended final Rwy 03. Make base turn to remin within 4 DME to protect against Las Vegas Approach airspace/traffic. Tower will assign either RWY 03 L/R.

NEWARK, NEW JERSEY — AL-285 (FAA) — 16343

GLS RWY 22L

NEWARK LIBERTY INTL (EWR)

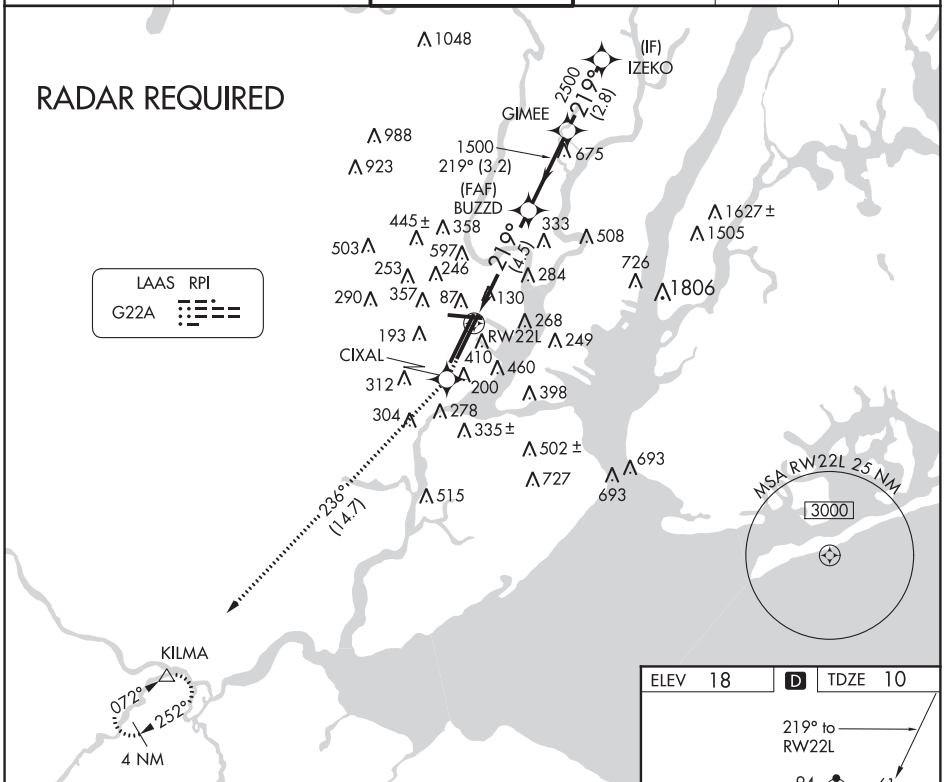
LAAS	APP CRS	Rwy ldg	8207
CH 21494	219°	TDZE	10
G22A		Apt Elev	18

T NA — GPS Required. For inoperative MALSR increase GLS all Cats visibility to RVR 4000. DME/DME RNP-0.3 NA. Autopilot coupled approach NA below 210.

ALSF-2

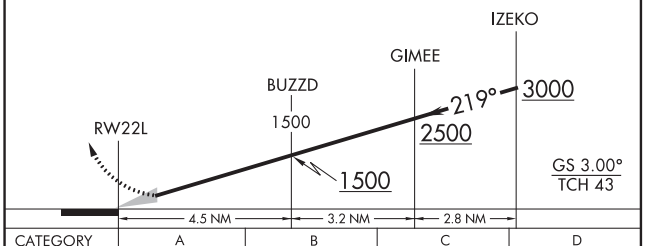
MISSED APPROACH: Climb to 3000 direct CIXAL and on track 236° to KILMA and hold.

NEWARK ATIS	NEW YORK APP CON	NEWARK TOWER	GND CON	CLNC DEL	CPDLC
115.7 134.825	128.55 379.9	118.3 257.6	121.8	118.85	



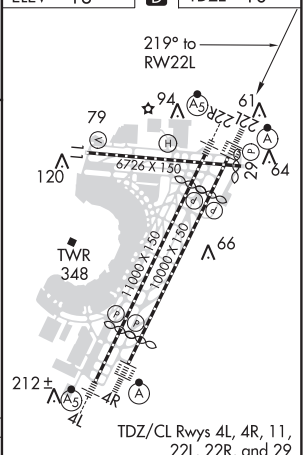
3000	CIXAL	tr 236°	KILMA

VGSI and GLS glidepath not coincident (VGSI Angle 3.00/TCH 60)



CATEGORY	A	B	C	D
GLS DA	210/24 200 (200-½)			

ELEV 18 — D — TDZE 10



TDZ/CL Rwys 4L, 4R, 11, 22L, 22R, and 29
REIL Rwys 11, 22R, and 29
HIRL Rwys 4L-22R, 4R-22L, and 11-29

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

APP CRS	Rwy ldg	10000
296°	TDZE	9
	Apt Elev	9

RNAV (RNP) Z RWY 30
METROPOLITAN OAKLAND INTL (OAK)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 54°C (130°F). For inop ALS increase RNP 0.11 visibility all Cats to RVR 4000.

ALSF-2

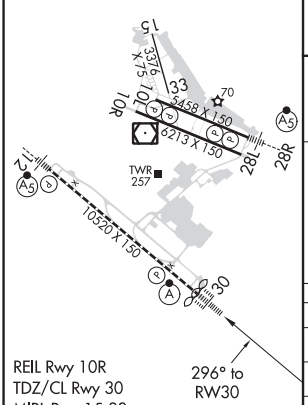
MISSED APPROACH: Climb to 4000 on track 296° to PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	NORCAL APP CON	OAKLAND TOWER	GND CON	CLNC DEL	CPDLC
133.775	125.35 310.8 263.15 354.1	118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)	121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)	121.1	

08 DEC 2016 to 05 JAN 2017

4 NM
037°
217°
SAUSALITO
SAU
282°
(9.8)
881
PLAZA
296°
(7.7)
2025
1798
1974
3902
1630
2212
446
950
(IF)
ALLXX
5000
Max 210 KIAS until MITOE
(RF REQD)
1814
211
97
229
947
2016
950
813
71
52
156
5000
114°
(3.4)
CRSEN
1569
RW30
1123
296°
(6.1)
2000
(3.6)
1374±
3100
(7)
1805
(FAF)
MITOE
HEPMO
2328
1275
2000
296° (2.2)
3100
260°
(4.9)
(IF)
PARBB
4500
(RF REQD)
2700
298°
(5.1)
1425
(IF)
WUVON
1953±
1993
(IAF)
FRNNY
4100
MSA RW30 25 NM
5100
3049
RADAR REQUIRED

ELEV 9 | D | TDZE 9

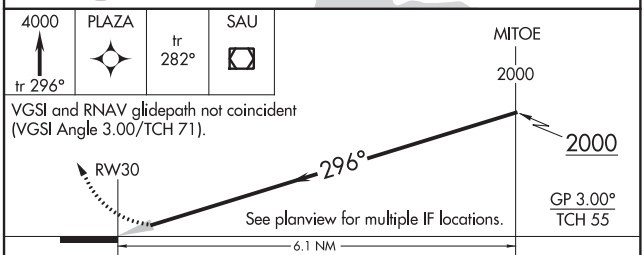


REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R and 10R-28L

296° to RW30

4000	PLAZA	tr 282°	SAU
tr 296°			

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.11 DA	267/24	258 (300-½)		
RNP 0.30 DA	317/24	308 (400-½)		

AUTHORIZATION REQUIRED

OAKLAND, CALIFORNIA | AL-294 (FAA) | 16343

RNAV (GPS) Y RWY 30
METROPOLITAN OAKLAND INTL (OAK)

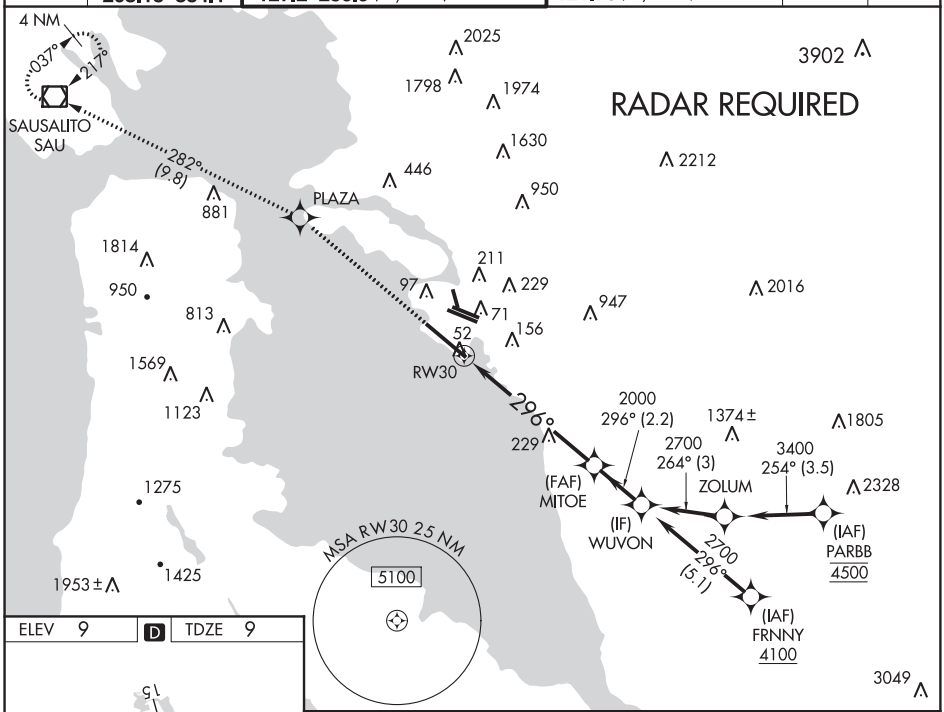
WAAS CH 93535 W30A	APP CRS 296°	Rwy ldg 10000 TDZE 9 Apt Elev 9

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 1°C (34°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to 1⅝ SM.

ALSF-2

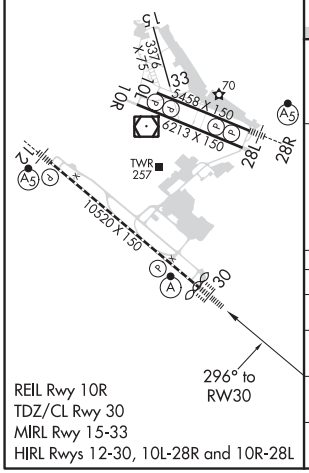
MISSED APPROACH: Climb to 4000 direct PLAZA and on track 282° to SAU VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	NORCAL APP CON	OAKLAND TOWER	GND CON	CLNC DEL	CPDLC
133.775	125.35 310.8 263.15 354.1	118.3 291.65 (Rwys 10L/R-28L/R, 15-33) 127.2 256.9 (Rwy 12-30)	121.9 (Rwys 10L/R-28L/R, 15-33) 121.75 (Rwy 12-30)	121.1	

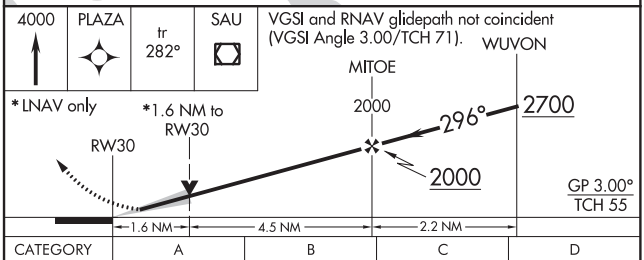


08 DEC 2016 to 05 JAN 2017

ELEV 9 | D | TDZE 9



REIL Rwy 10R
TDZ/CL Rwy 30
MIRL Rwy 15-33
HIRL Rwys 12-30, 10L-28R and 10R-28L



CATEGORY	A	B	C	D
LPV DA	209/24 200 (200-½)			
LNAV/VNAV DA	283/24 274 (300-½)			
LNAV MDA	580/24 571 (600-½)		580-1¼ 571 (600-1¼)	
C CIRCLING	580-1 571 (600-1)		660-1¾ 651 (700-1¾)	1400-3 1391 (1400-3)

ILS or LOC RWY 27L
PHILADELPHIA INTL (PHL)

LOC/DME I-GLC	APP CRS	Rwy ldg	10331
109.3	265°	TDZE	10
Chan 30		Apt Elev	36

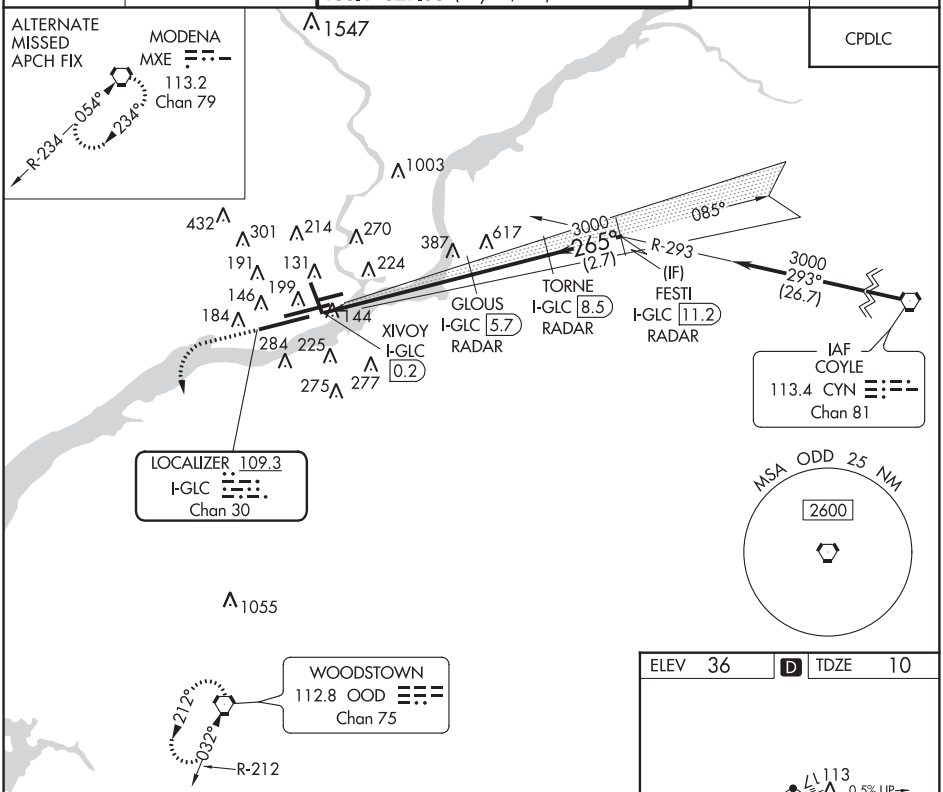
T A DME or RADAR required.

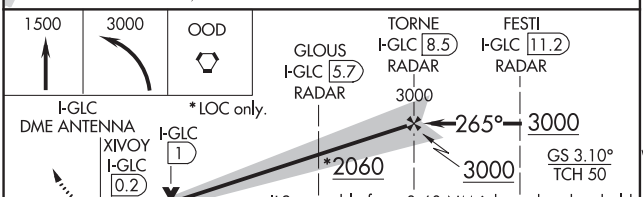
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.

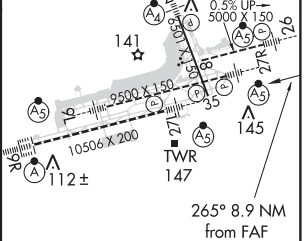
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

CPDLC





ELEV 36	D	TDZE 10



REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 27L	260/24 250 (300-½)			
S-LOC 27L	560/24 550 (600-½)		560/60 550 (600-1¼)	
C CIRCLING	560-1 524 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)

FAF to MAP 8.3 NM					
Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS Z or LOC Z RWY 9R

PHILADELPHIA INTL (PHL)

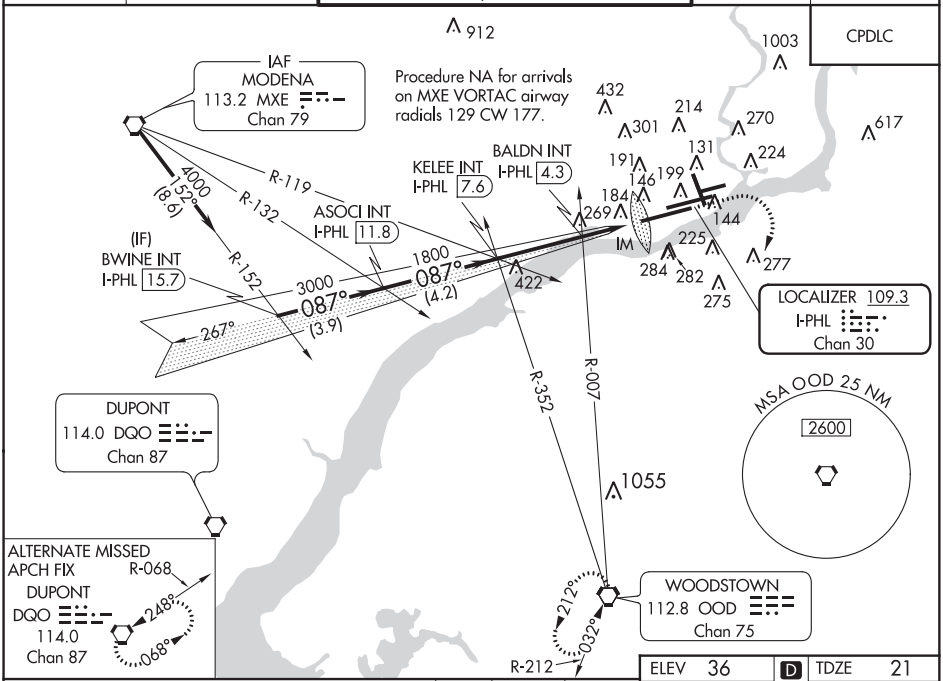
T
A

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

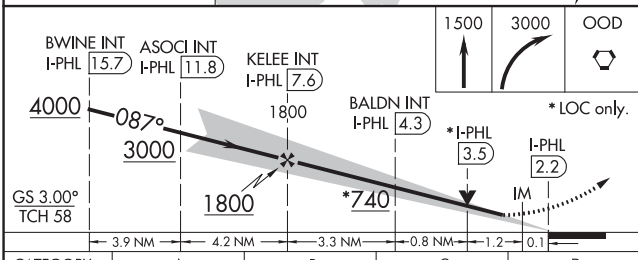
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

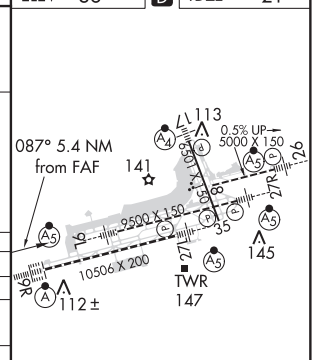
CPDLC



ALTERNATE MISSED APCH FIX
DUPONT
DQO
114.0
Chan 87
R-068
248°
068°

ELEV 36	D	TDZE 21





REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 9R	221/18 200 (200-½)			
S-LOC 9R	740/24 719 (800-½)		740-1⅝ 719 (800-1⅝)	
C CIRCLING	740-1 704 (800-1)		740-2 704 (800-2)	740-2¼ 704 (800-2¼)
BALDN FIX MINIMUMS				
S-LOC 9R	580/24 559 (600-½)		580/60 559 (600-1¼)	
C CIRCLING	580-1 544 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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08 DEC 2016 to 05 JAN 2017

LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

ILS Z RWY 9R (SA CAT I)
PHILADELPHIA INTL (PHL)

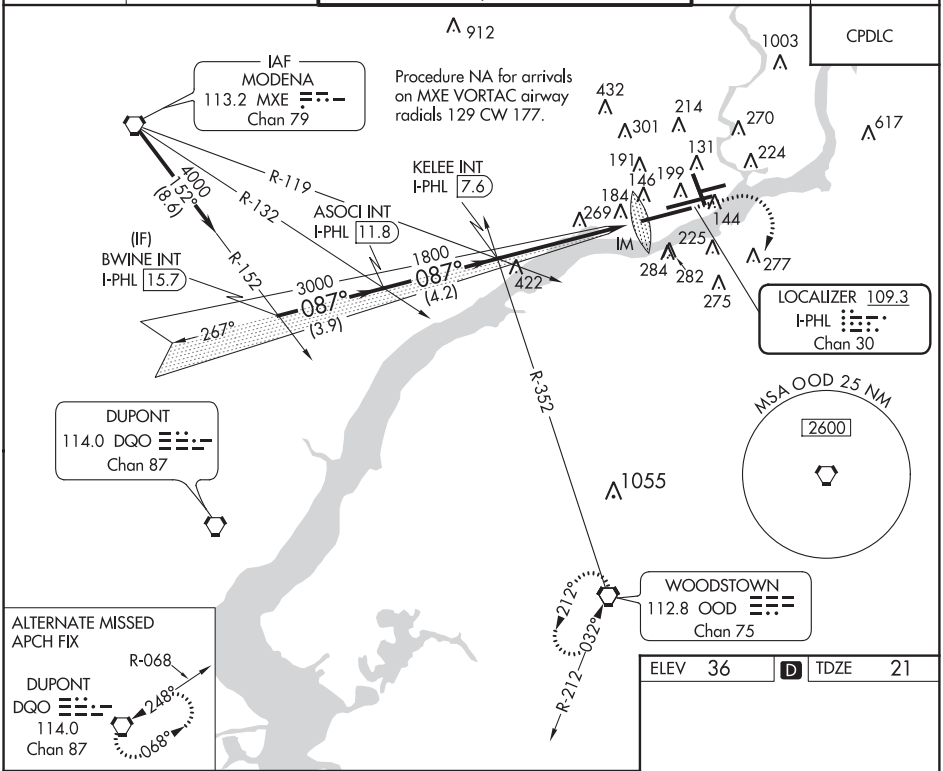
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

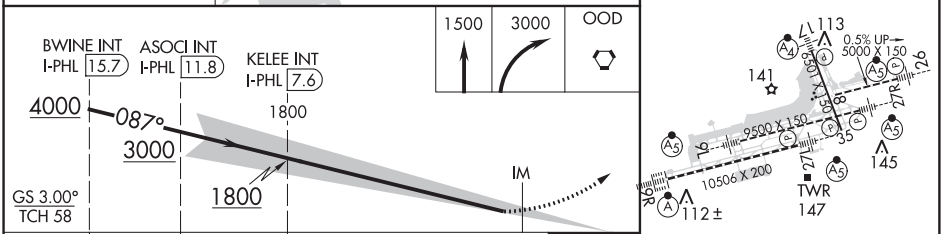
ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

CPDLC



ALTERNATE MISSED APCH FIX

ELEV	36	D	TDZE	21



CATEGORY	A	B	C	D
S-ILS 9R	RA 171/14 150 DA 171			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

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PHILADELPHIA, PENNSYLVANIA AL-320 (FAA) 16343

LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

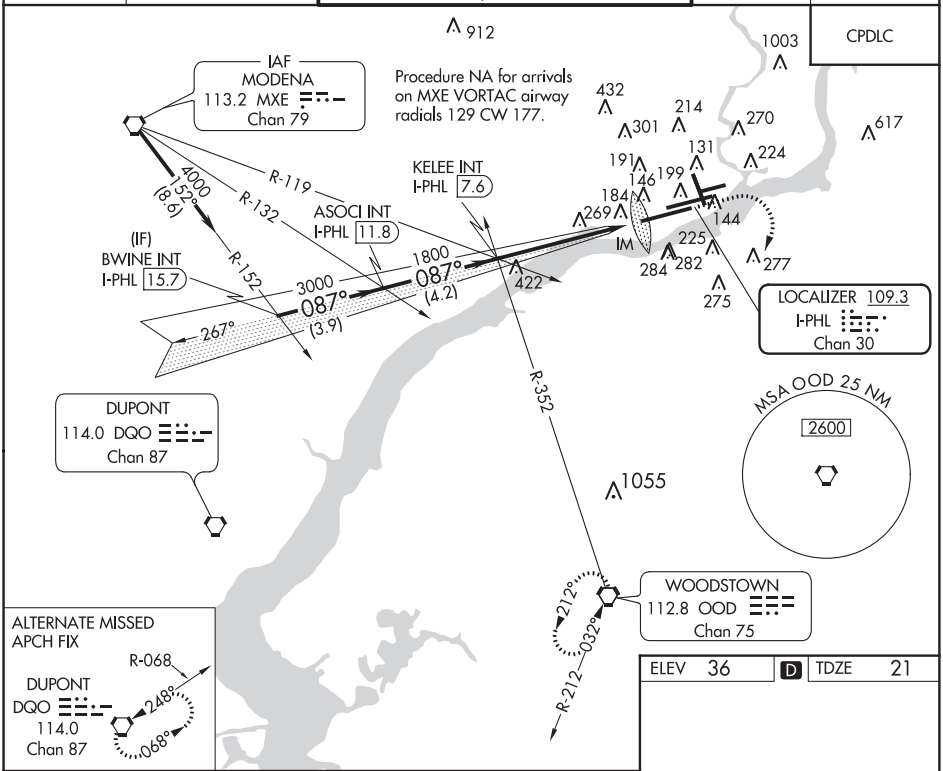
ILS Z RWY 9R (CAT II & III)
PHILADELPHIA INTL (PHL)

ALSF-2

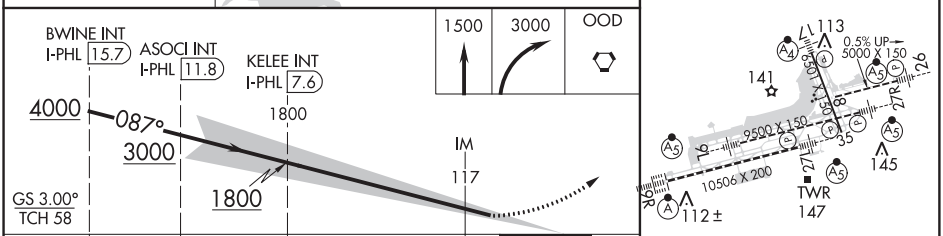
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

CPDLC



ELEV	36	D	TDZE	21



CATEGORY	A	B	C	D
S-ILS 9R	CAT II RA 113/12 100 DA 121			
S-ILS 9R	CAT III RVR06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ILS V RWY 9R (CONVERGING)

PHILADELPHIA INTL (PHL)

LOC/DME I-PHL	APP CRS	Rwy ldg	10506
109.3	087°	TDZE	21
Chan 30		Apt Elev	36

T NA — Simultaneous approach authorized. For inoperative ALS, increase S-ILS 9R all Cats visibility to 2 SM.

ALSF-2

MISSED APROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)	121.9 348.6	118.85 348.6
DEP 135.925		135.1 327.05 (Rwy 9R/27L)		

CPDLC

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

IAF MODENA 113.2 MXE Chan 79

(IF) BWINE INT I-PHL 15.7

KELEE INT I-PHL 7.6

ASOCI INT I-PHL 11.8

LOCALIZER 109.3 I-PHL Chan 30

MSA OOD 25 NM 2600

DUPONT 114.0 DQO Chan 87

WOODSTOWN 112.8 OOD Chan 75

ALTERNATE MISSED APCH FIX

DUPONT DQO 114.0 Chan 87

R-068 248° 068°

R-119 R-132 R-152 R-352 R-212

087° 152° (8.6) 4000 3000 1800 (4.2) (3.9) 267° 305 184 146 199 144 225 277 284 275 432 301 214 270 191 131 224 617 912 1003 1547 1055 212° 032°

ELEV 36 D TDZE 21

087° 113 0.5% UP 5000 X 150 8500 X 150 8800 X 150 9500 X 150 10506 X 200 141 145 112± TWR 147 9L 27R 9R 35 26 17 8 26

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

3000 OOD

BWINE INT I-PHL 15.7 — ASOCI INT I-PHL 11.8 — KELEE INT I-PHL 7.6

4000 087° 3000 1800

GS 3.00° TCH 58

3.9 NM — 4.2 NM — 5.4 NM

CATEGORY	A	B	C	D
S-ILS 9R	620-1⅝ 599 (600-1⅝)			

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08 DEC 2016 to 05 JAN 2017

PHILADELPHIA, PENNSYLVANIA — AL-320 (FAA) — 16343

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

WAAS CH 97322 W27A	APP CRS 266°	Rwy ldg 10331 TDZE 10 Apt Elev 36

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized.

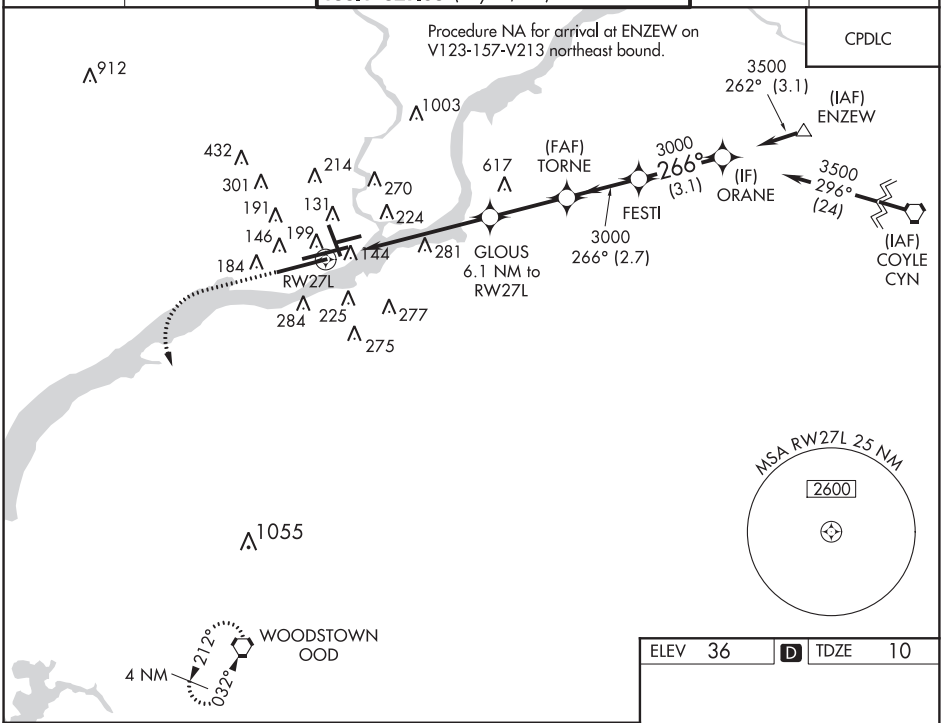
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

CPDLC

Procedure NA for arrival at ENZEW on V123-157-V213 northeast bound.



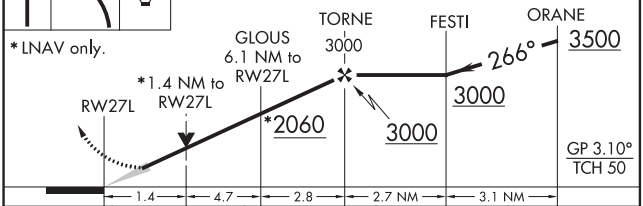
08 DEC 2016 to 05 JAN 2017

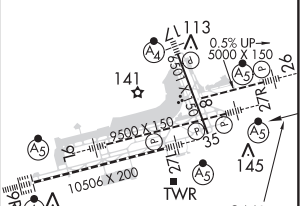
08 DEC 2016 to 05 JAN 2017

ELEV 36	D	TDZE 10

1500 | 3000 | OOD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 71).





CATEGORY	A	B	C	D
LPV DA	210/24 200 (200-½)			
LNAV/VNAV DA	420/45 410 (500-⅞)			
LNAV MDA	540/24 530 (600-½)		540/55 530 (600-1¼)	
C CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)

REIL Rwys 9L and 35
TDZ/CL Rwy 9R
HIRL all Rwys

WAAS	APP CRS	Rwy ldg	10506
CH 40023	085°	TDZE	21
W09A		Apt Elev	36

RNAV (GPS) Y RWY 9R
PHILADELPHIA INTL (PHL)

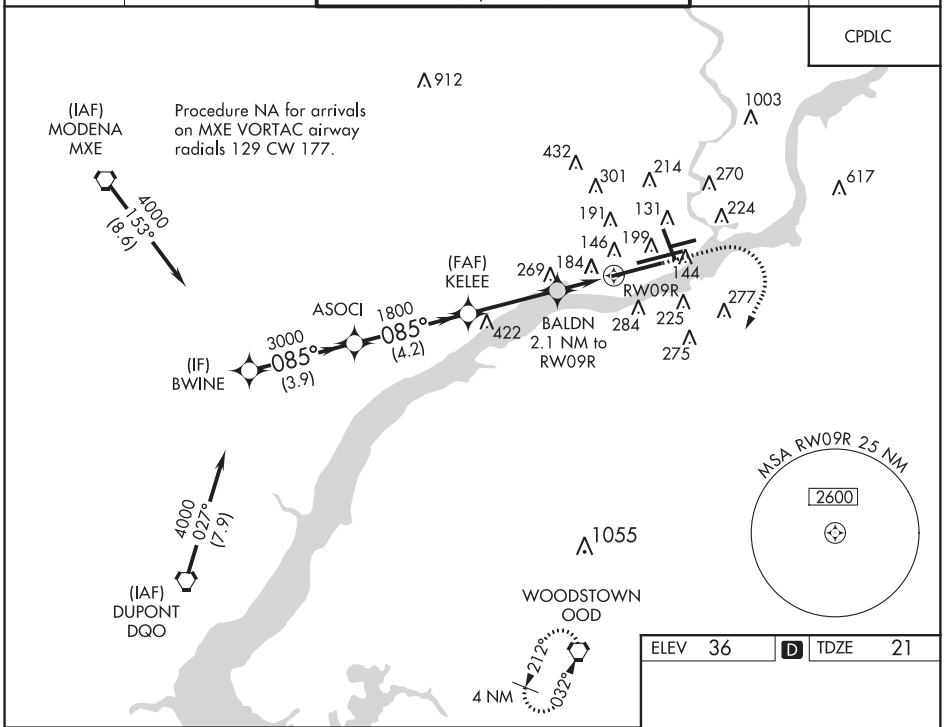
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV visibility all Cats to RVR 5000 and LNAV Cats C/D visibility to RVR 6000.

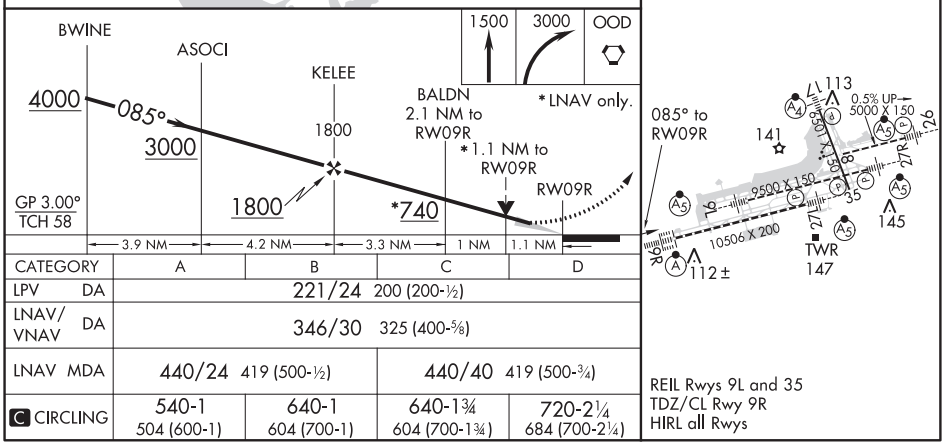
ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	PHILADELPHIA TOWER	GND CON	CLNC DEL
ARR 133.4 DEP 135.925	124.35 319.15	118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35) 135.1 327.05 (Rwy 9R/27L)	121.9 348.6	118.85 348.6

CPDLC





CATEGORY	A	B	C	D
LPV DA	221/24 200 (200-½)			
LNAV/VNAV DA	346/30 325 (400-⅝)			
LNAV MDA	440/24 419 (500-½)		440/40 419 (500-¾)	
C CIRCLING	540-1 504 (600-1)	640-1 604 (700-1)	640-1¾ 604 (700-1¾)	720-2¼ 684 (700-2¼)

08 DEC 2016 to 05 JAN 2017

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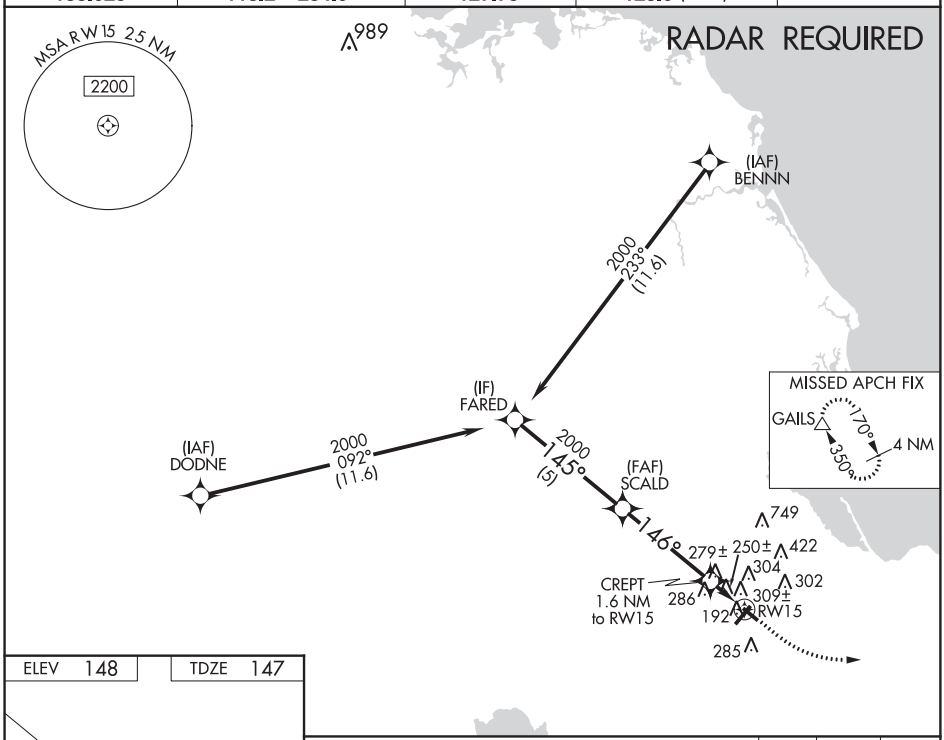
WAAS CH 93639 W15A	APP CRS 146°	Rwy ldg 3351 TDZE 147 Apt Elev 148

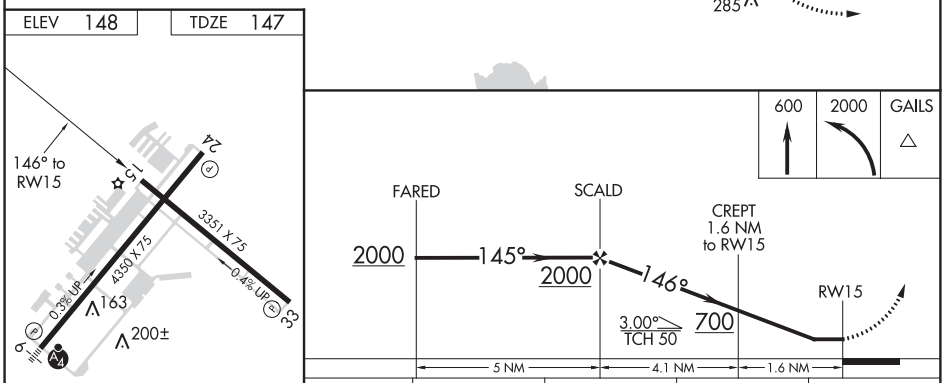
RNAV (GPS) RWY 15
PLYMOUTH MUNI (PYM)

DME/DME RNP-0.3 NA. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tauton altimeter setting: increase all MDA 60 feet and visibility Cat C ¼ SM. Straight-in Rwy 15 NA at night, Circling Rwy 15, 33, NA at night.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

ASOS	CAPE APP CON ★	CLNC DEL	UNICOM	
135.625	118.2 284.6	127.75	123.0 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LP MDA	500-1 353 (400-1)			NA
LNAV MDA	560-1 413 (500-1)		560-1⅛ 413 (500-1⅛)	NA
C CIRCLING	620-1 472 (500-1)	640-1 492 (500-1)	740-1½ 592 (600-1½)	NA

REIL Rwy 24 L
MIRL Rwys 6-24 and 15-33 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

VOR/DME PQI	APP CRS	Rwy ldg	7439
116.4	180°	TDZE	534
Chan 111		Apt Elev	534

VOR RWY 19

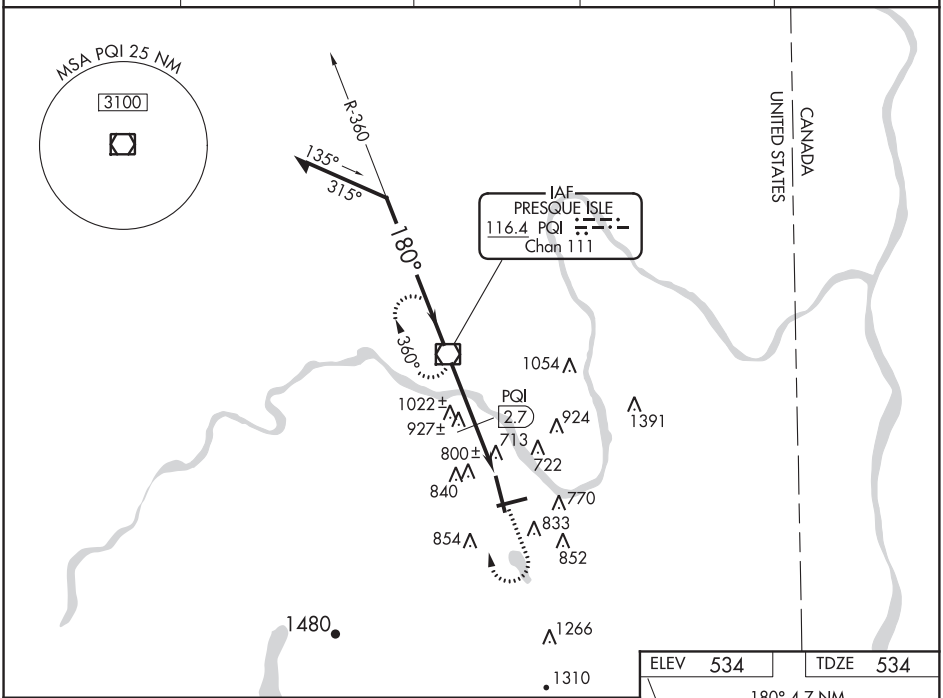
NORTHERN MAINE RGNL ARPT AT PRESQUE ISLE (PQI)

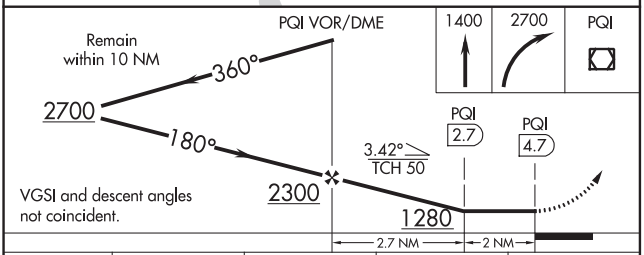
-25°C/13°F

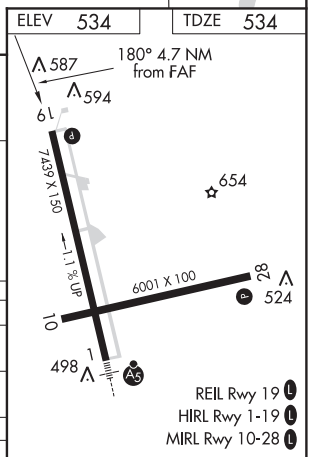
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct PQI VOR/DME and hold.

AWOS-3PT	BOSTON CENTER	CLNC DEL	UNICOM	
118.025	124.75 239.05	121.6	122.8 (CTAF)	122.6 L







CATEGORY	A	B	C	D
S-19	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
CIRCLING	1280-1 746 (800-1)	1280-1¼ 746 (800-1¼)	1280-2¼ 746 (800-2¼)	1280-2½ 746 (800-2½)
DME MINIMUMS				
S-19	1060-1 526 (600-1)		1060-1½ 526 (600-1½)	1060-1¾ 526 (600-1¾)
CIRCLING	1140-1 606 (700-1)	1160-1 626 (700-1)	1160-1¾ 626 (700-1¾)	1180-2 646 (700-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

ST FRANCIS, KANSAS | AL-6795 (FAA) | 16343

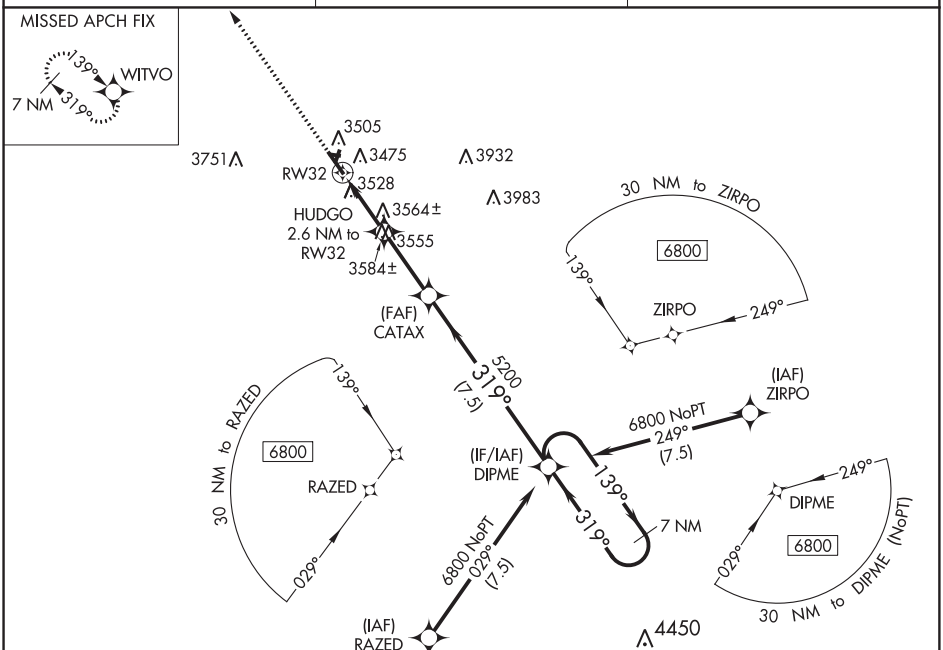
WAAS CH 45839 W32A	APP CRS 319°	Rwy ldg 5200 TDZE 3430 Apt Elev 3430

RNAV (GPS) RWY 32
CHEYENNE COUNTY MUNI (SYF)

T A Circling NA to Rwys 9, 27, 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

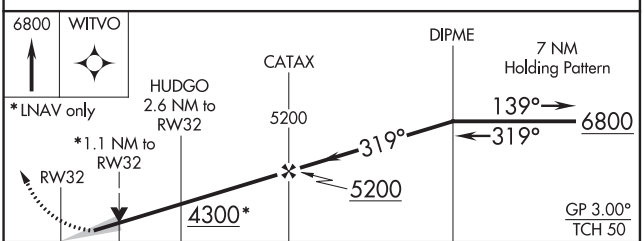
MISSED APPROACH: Climb to 6800 direct WITVO and hold, continue climb-in-hold to 6800.

AWOS-3	DENVER CENTER	UNICOM
118.925	132.5 379.15	122.8 (CTAF) L

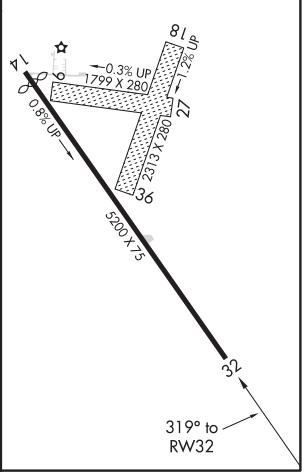


08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017



ELEV 3430 | TDZE 3430



CATEGORY	A	B	C	D
LPV DA	3680-1 250 (300-1)			NA
LNAV/VNAV DA	3680-1 250 (300-1)			NA
LNAV MDA	3820-1 390 (400-1)		3820-1⅛ 390 (400-1⅛)	NA
C CIRCLING	3840-1 410 (500-1)	3880-1 450 (500-1)	3900-1½ 470 (500-1½)	NA

ST FRANCIS, KANSAS
Orig 10NOV16

39°46′N-101°48′W

CHEYENNE COUNTY MUNI (SYF)
RNAV (GPS) RWY 32

LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502	Rwy 12L ldg	5519
110.9	127°	TDZE	809	TDZE	797
Chan 46		Apt Elev	809	Apt Elev	809

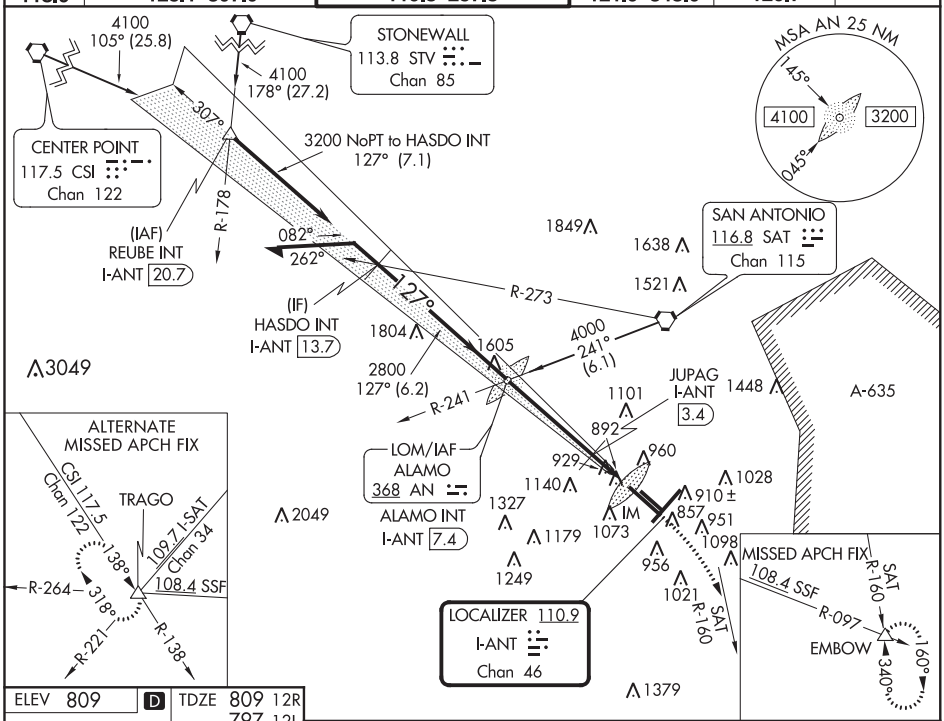
ILS or LOC RWY 12R
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L.

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

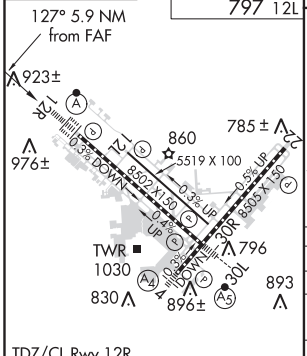
ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	



08 DEC 2016 to 05 JAN 2017

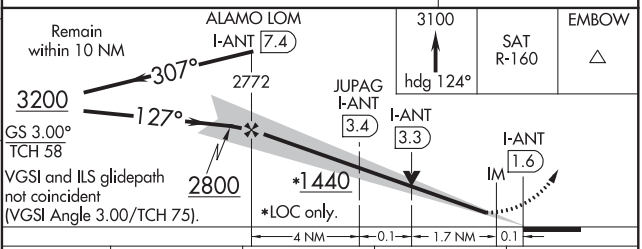
08 DEC 2016 to 05 JAN 2017

ELEV 809 | D | TDZE 809 12R 797 12L



TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	1009/18 200 (200-½)			
S-LOC 12R	1440/24 631 (700-½)		1440/60 631 (700-1¼)	1440-1½ 631 (700-1½)
SIDESTEP 12L	1600-1 803 (800-1)	1600-1¼ 803 (800-1¼)	1600-2¼ 803 (800-2¼)	1600-2½ 803 (800-2½)
CIRCLING	1440-1 631 (700-1)		1440-1¾ 631 (700-1¾)	1440-2 631 (700-2)
JUPAG FIX MINIMUMS				
S-LOC 12R	1240/24 431 (500-½)		1240/40 431 (500-¾)	1240/50 431 (500-1)

LOC/DME I-IZR	APP CRS	Rwy 30L ldg	8502	Rwy 30R ldg	5519
110.9	304°	TDZE	790	TDZE	788
Chan 46		Apt Elev	809	Apt Elev	809

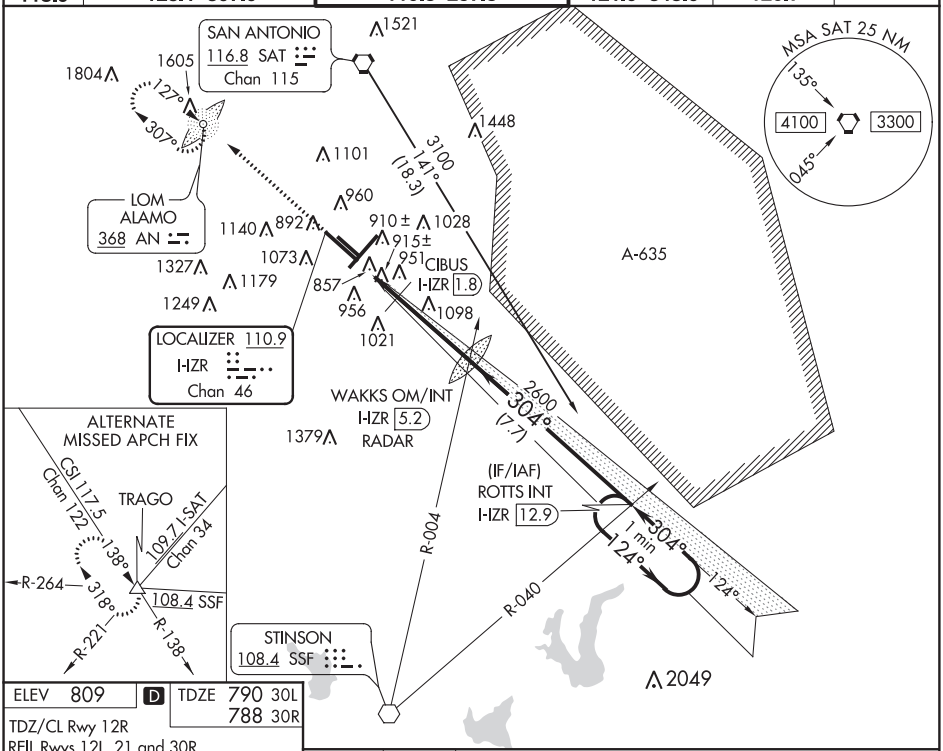
ILS or LOC RWY 30L
SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

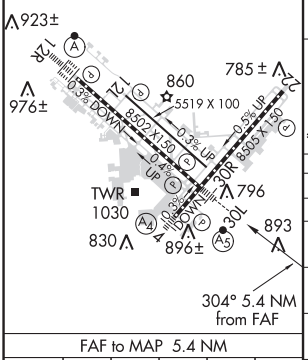
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	

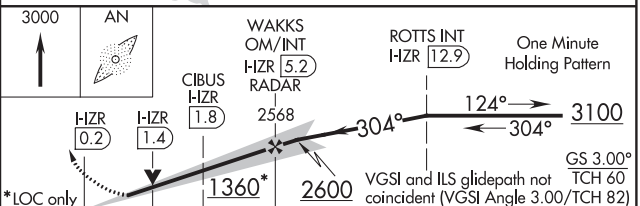


ELEV	809	D	TDZE	790 30L
				788 30R

TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 30L	#990/24 200 (200-½)			
S-LOC 30L	1360/24 570 (600-½)		1360/50 570 (600-1)	1360/60 570 (600-1¼)
SIDESTEP Rwy 30R	1360-1 572 (600-1)		1360-1½ 572 (600-1½)	1360-2 572 (600-2)
CIRCLING	1360-1 551 (600-1)		1360-1½ 551 (600-1½)	1380-2 571 (600-2)
CIBUS FIX MINIMUMS				
S-LOC 30L	1200/24 410 (400-½)		1200/40 410 (400-¾)	

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LOC/DME I-ANT	APP CRS	Rwy 12R ldg	8502
110.9	127°	TDZE	809
Chan 46		Apt Elev	809

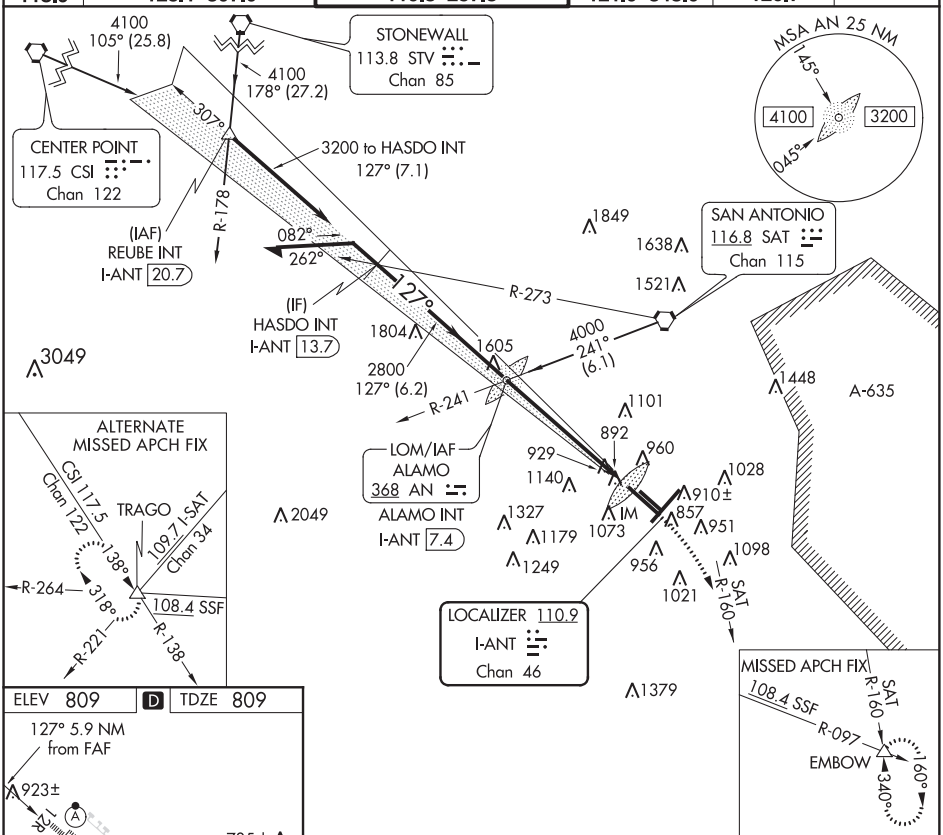
ILS RWY 12R (CAT II)

SAN ANTONIO INTL (SAT)

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

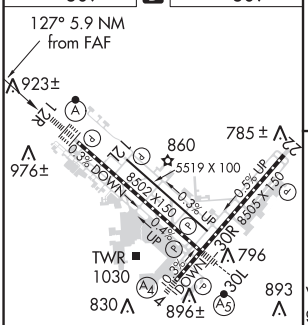
ATIS	SAN ANTONIO APP CON	SAN ANTONIO TOWER	GND CON	CLNC DEL	CPDLC
118.9	125.1 307.0	119.8 257.8	121.9 348.6	126.7	



08 DEC 2016 to 05 JAN 2017

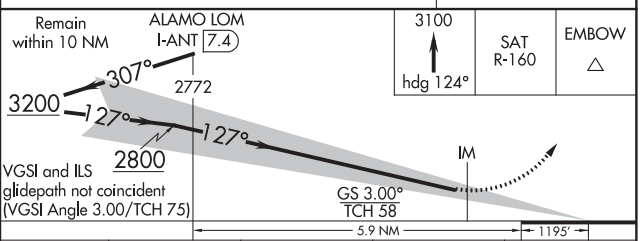
08 DEC 2016 to 05 JAN 2017

ELEV 809 | D | TDZE 809



TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 12R	RA 104/12 100 DA 909			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SHIRLEY, NEW YORK | AL-5603 (FAA) | 16343

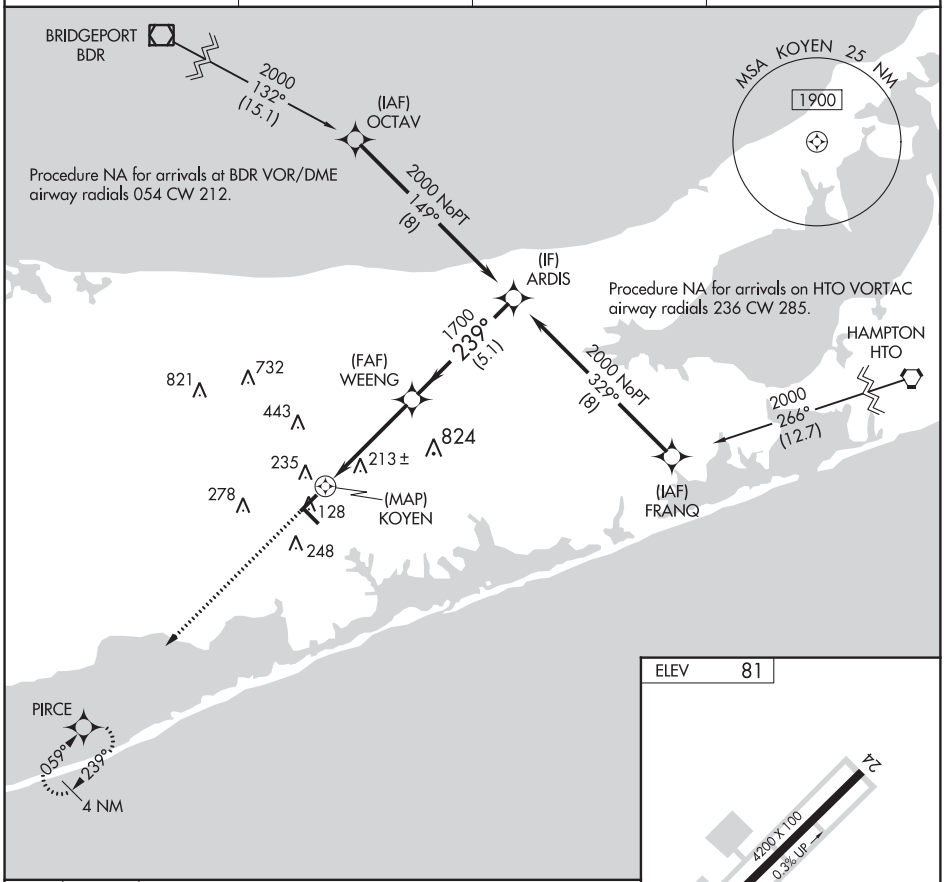
APP CRS	Rwy ldg	N/A
239°	TDZE	N/A
	Apt Elev	81

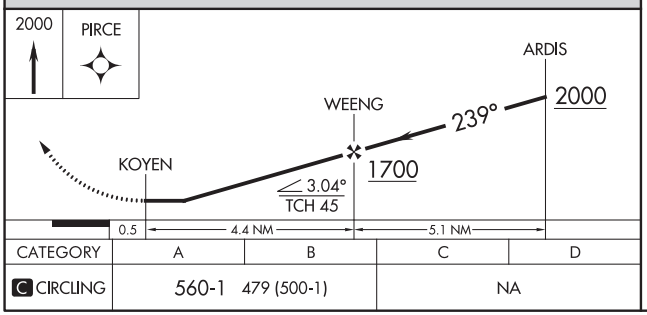
RNAV (GPS)-A
BROOKHAVEN (HWV)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Long Island MacArthur altimeter setting and increase all MDAs 40 feet.
Rwy 24 helicopter visibility below ¾ SM NA.

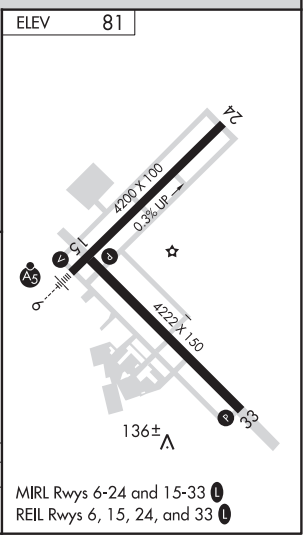
MISSED APPROACH: Climb to 2000 direct PIRCE and hold.

ASOS	NEW YORK APP CON	CLNC DEL	UNICOM
119.625	120.05 343.75	133.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	560-1 479 (500-1)		NA	



MIRL Rwys 6-24 and 15-33 L
REIL Rwys 6, 15, 24, and 33 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

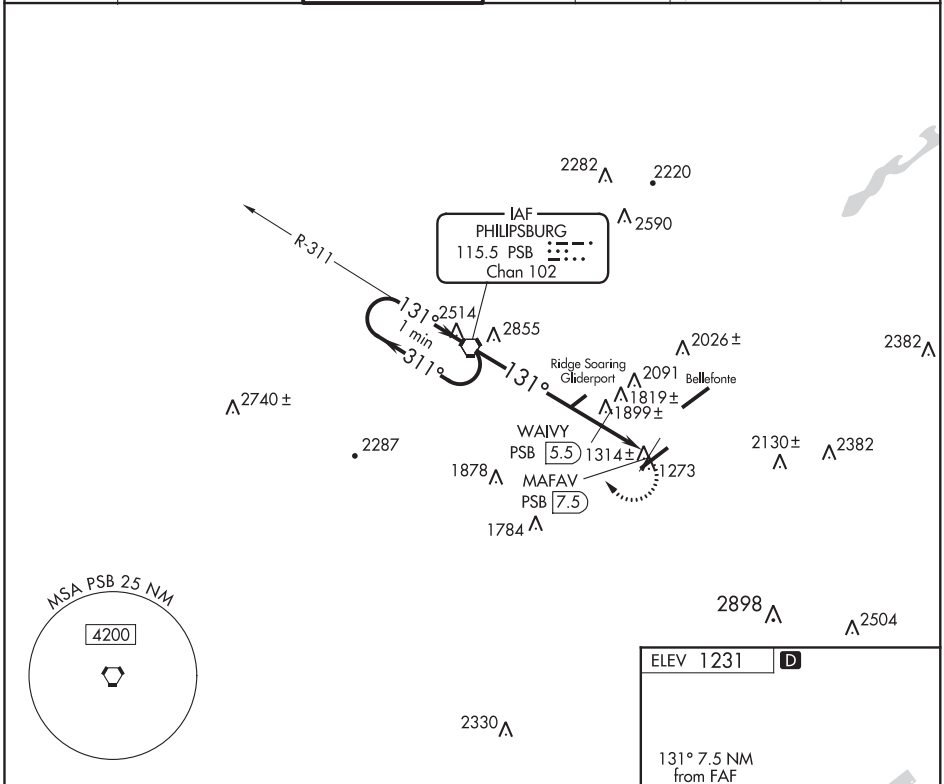
VORTAC PSB 115.5 Chan 102	APP CRS 131°	Rwy ldg N/A TDZE N/A Apt Elev 1231

VOR-B
UNIVERSITY PARK (UNV)

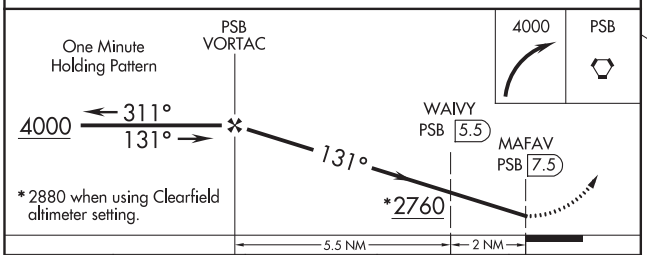
T A Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting: increase all MDAs 120 feet; increase WAIVY fix minimums Cats A/B visibility ¼ SM, Cat C ½ SM.

MISSED APPROACH: Climbing right turn to 4000 direct PSB VORTAC and hold.

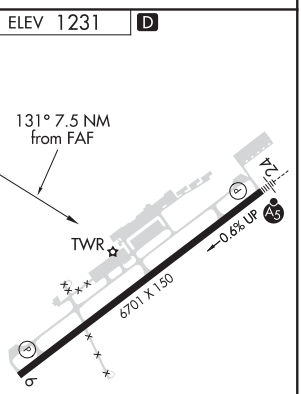
ATIS	NEW YORK CENTER	UNIVERSITY PARK ★	GND CON	CLNC DEL	NEW YORK CLNC DEL	UNICOM
127.65	134.8 338.3	128.475 (CTAF) L	119.625	119.625	118.55 (When tower closed)	122.95



08 DEC 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	2760-1¼ 1529 (1600-1¼)	2760-1½ 1529 (1600-1½)	2760-3 1529 (1600-3)	
WAIVY FIX MINIMUMS				
C CIRCLING	2020-1 789 (800-1)		2020-2¼ 789 (800-2¼)	2020-2½ 789 (800-2½)



FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

STERLING, PENNSYLVANIA

AL-9374 (FAA)

16343

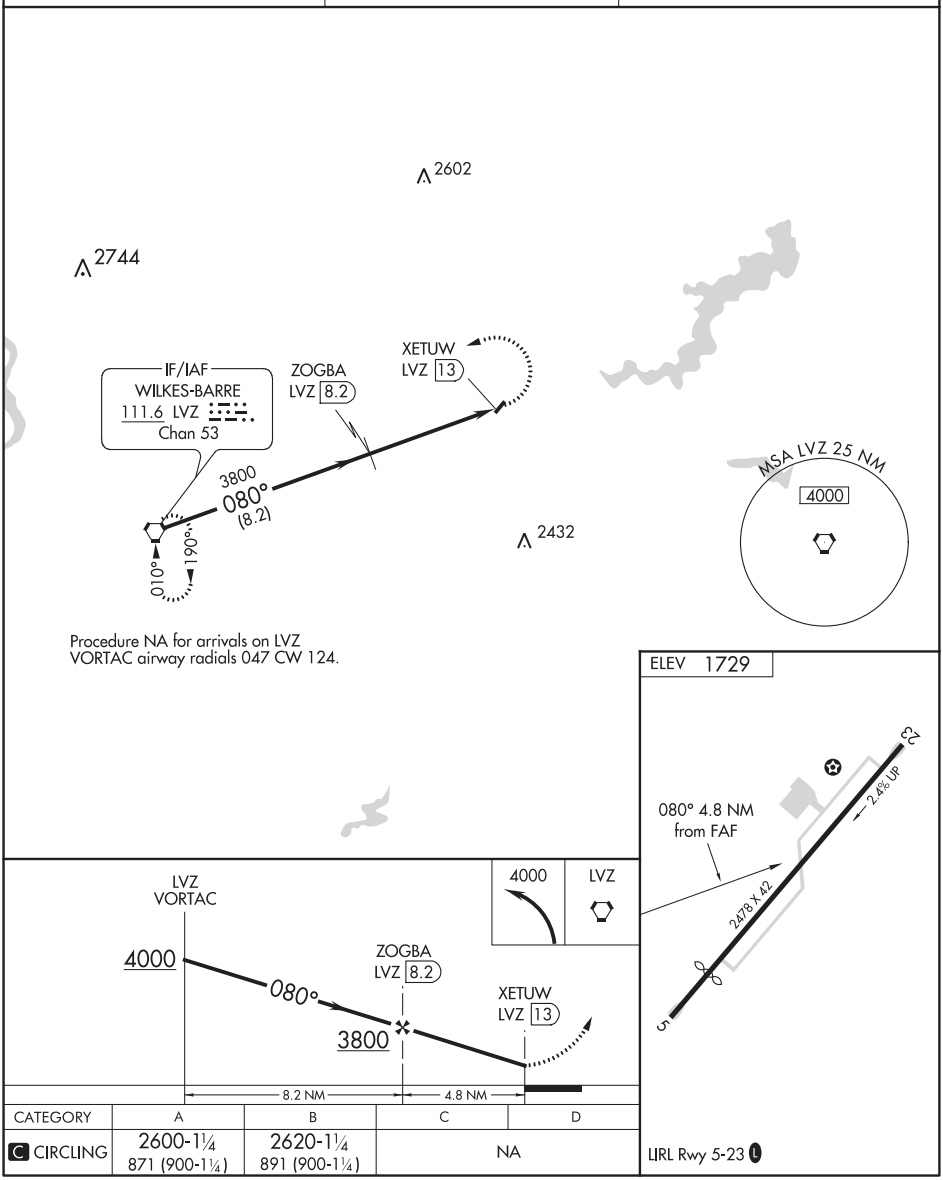
VOR/DME-B
SPRING HILL (7ØN)

VORTAC LVZ 111.6 Chan 53	APP CRS 080°	Rwy ldg N/A TDZE N/A Apt Elev 1729

Procedure NA at night. Use Mount Pocono altimeter setting, when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 100 feet and Cat B Circling visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4000 direct LVZ VORTAC and hold.

MOUNT POCONO ASOS	WILKES-BARRE APP CON	CTAF Ⓛ
120.275	126.3 256.7	122.9



CATEGORY	A	B	C	D
C CIRCLING	2600-1¼ 871 (900-1¼)	2620-1¼ 891 (900-1¼)	NA	

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-TOI	APP CRS	Rwy ldg	6197
108.9	074°	TDZE	389
Chan 26		Apt Elev	397

ILS or LOC RWY 7

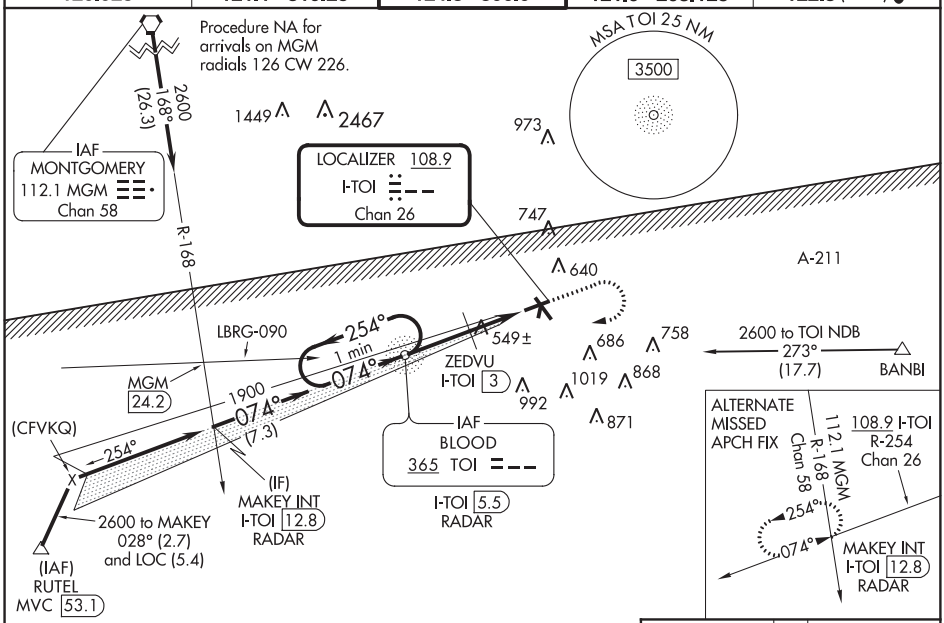
TROY MUNI AIRPORT AT N KENNETH CAMPBELL FIELD (TOI)

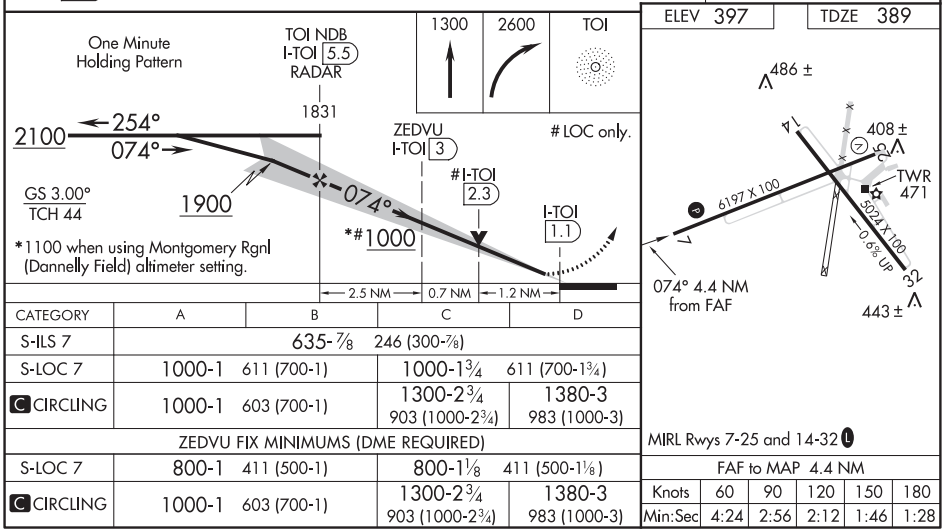
ASR/PAR

ADF Required. VDP NA when using Montgomery Rgnl (Dannelly Field) altimeter setting. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase S-ILS 7 DA to 735 and all visibilities ¼ SM; increase all MDA 100 feet; increase S-LOC 7 Cats C/D and Circling Cat C visibilities ¼ SM; and increase ZEDVU Fix Minimums S-LOC 7 Cats C/D and Circling Cat C visibilities ¼ SM. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2600 direct TOI NDB and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 7	635-⅞ 246 (300-⅞)			
S-LOC 7	1000-1 611 (700-1)		1000-1¾ 611 (700-1¾)	
C CIRCLING	1000-1 603 (700-1)		1300-2¾ 903 (1000-2¾)	1380-3 983 (1000-3)
ZEDVU FIX MINIMUMS (DME REQUIRED)				
S-LOC 7	800-1 411 (500-1)		800-1⅛ 411 (500-1⅛)	
C CIRCLING	1000-1 603 (700-1)		1300-2¾ 903 (1000-2¾)	1380-3 983 (1000-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

TROY, ALABAMA

AL-5720 (FAA)

16343

WAAS CH 82006 W07A	APP CRS 073°	Rwy ldg 6197 TDZE 389 Apt Elev 397

RNAV (GPS) RWY 7

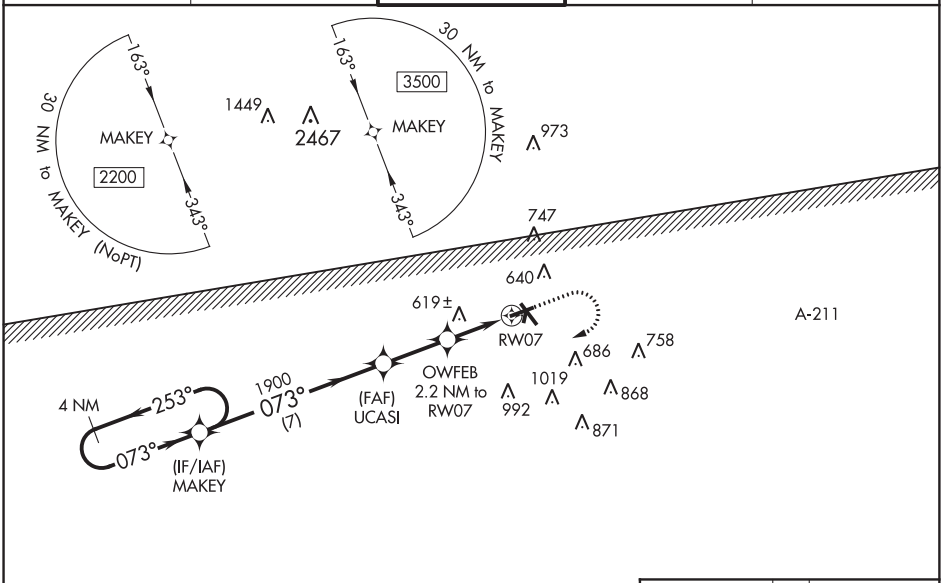
TROY MUNI AIRPORT AT N KENNETH CAMPBELL FIELD (TOI)

ASR/PAR

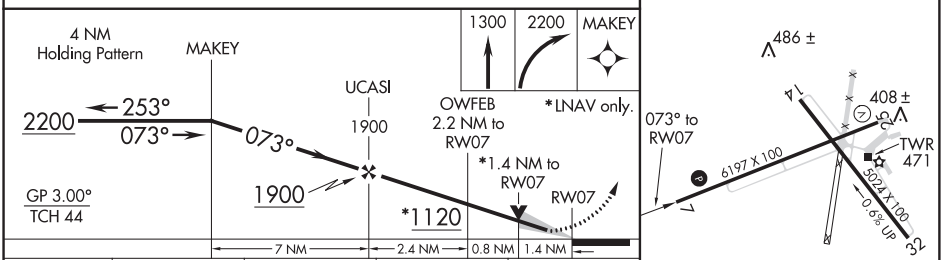
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Montgomery Rgnl (Dannelly Field) altimeter setting. When local altimeter setting not received, use Montgomery Rgnl (Dannelly Field) altimeter setting and increase LPV DA to 737 and all visibilities ⅜ SM, increase LNAV/VNAV DA to 802 and all visibilities ¼ SM, and increase all MDA 100 feet; increase LNAV Cats C/D visibility ⅜ SM; and increase Circling Cat C visibility ¼ SM. Circling Rwy 14, 32 NA at night.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct MAKEY and hold.

ATIS	CAIRNS APP CON ★	TROY TOWER ★	GND CON	UNICOM
120.925	121.1 319.25	124.3 306.9	121.9 263.125	122.8 (CTAF) L



ELEV 397 TDZE 389



CATEGORY	A	B	C	D
LPV DA	637-⅞ 248 (300-⅞)			
LNAV/VNAV DA	702-1⅛ 313 (400-1⅛)			
LNAV MDA	880-1 491 (500-1)		880-1⅜ 491 (500-1⅜)	
C CIRCLING	1000-1 603 (700-1)		1300-2¾ 903 (1000-2¾)	1380-3 983 (1000-3)

MIRL Rwys 7-25 and 14-32 L

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

LOC/DME I-SGC	APP CRS	Rwy ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 313

ILS or LOC RWY 19L
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19R.
**1800 RVR authorized with the use of FD or AP or HUD to DA.

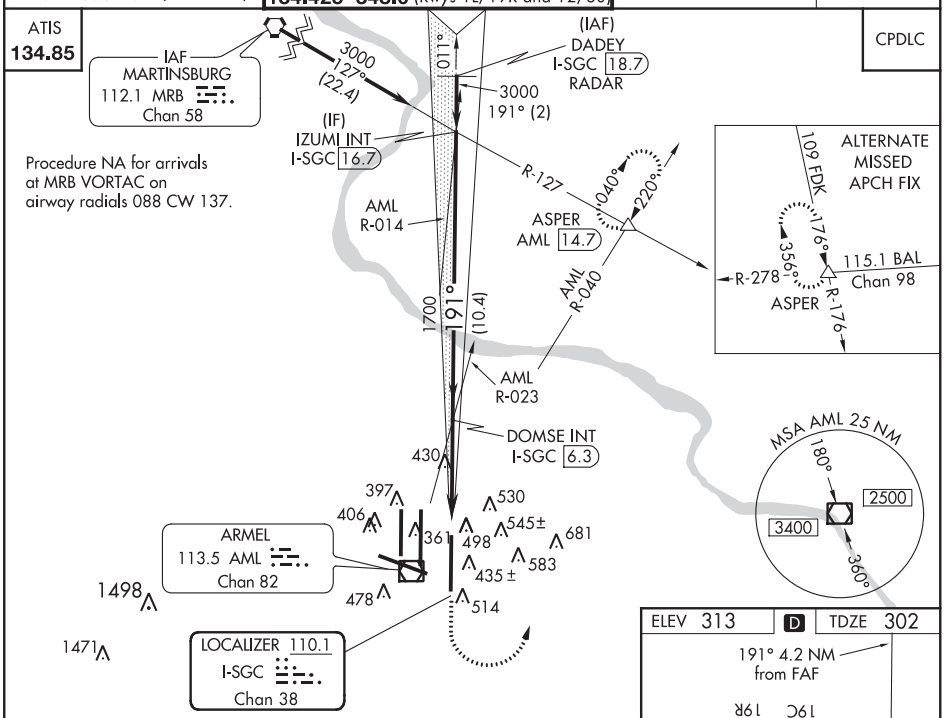
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

ATIS 134.85

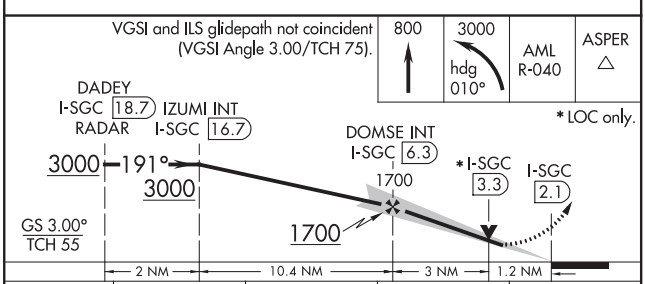
CPDLC

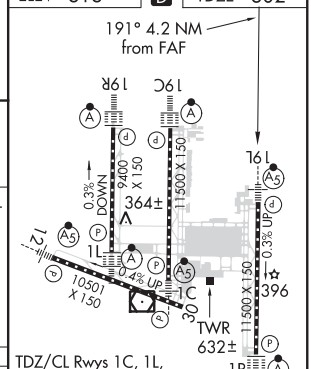


VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

800	3000 hdg 010°	AML R-040	ASPER

* LOC only.





CATEGORY	A	B	C	D
S-ILS 19L	** 502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)		740/40 438 (500-¾)	740/50 438 (500-1)
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	940-2 627 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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LOC/DME I-SGC	APP CRS	Rwy ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 313

ILS RWY 19L (SA CAT II)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19R.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

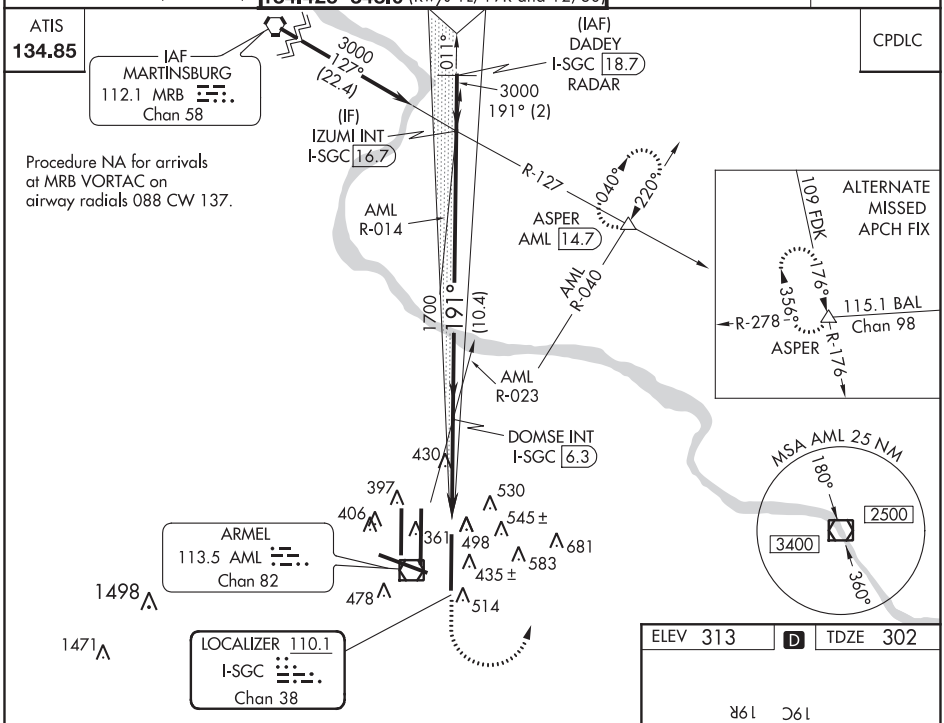
MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

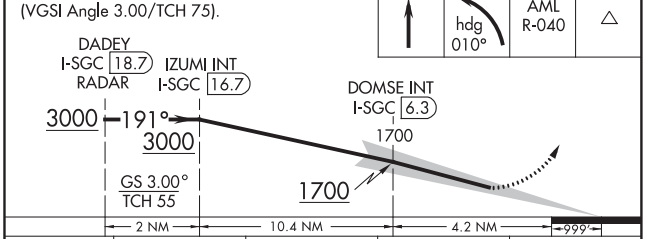
ATIS 134.85

CPDLC



800	3000	AML R-040	ASPER
↑	hdg 010°		△

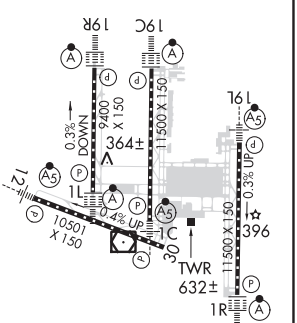
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
S-ILS 19L	RA 102/12	100 DA 402		

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 313 | D | TDZE 302



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

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LOC/DME I-AVP	APP CRS	Rwy ldg	7501
109.9	045°	TDZE	962
Chan 36		Apt Elev	962

ILS or LOC RWY 4

WILKES-BARRE/SCRANTON INTL (AVP)

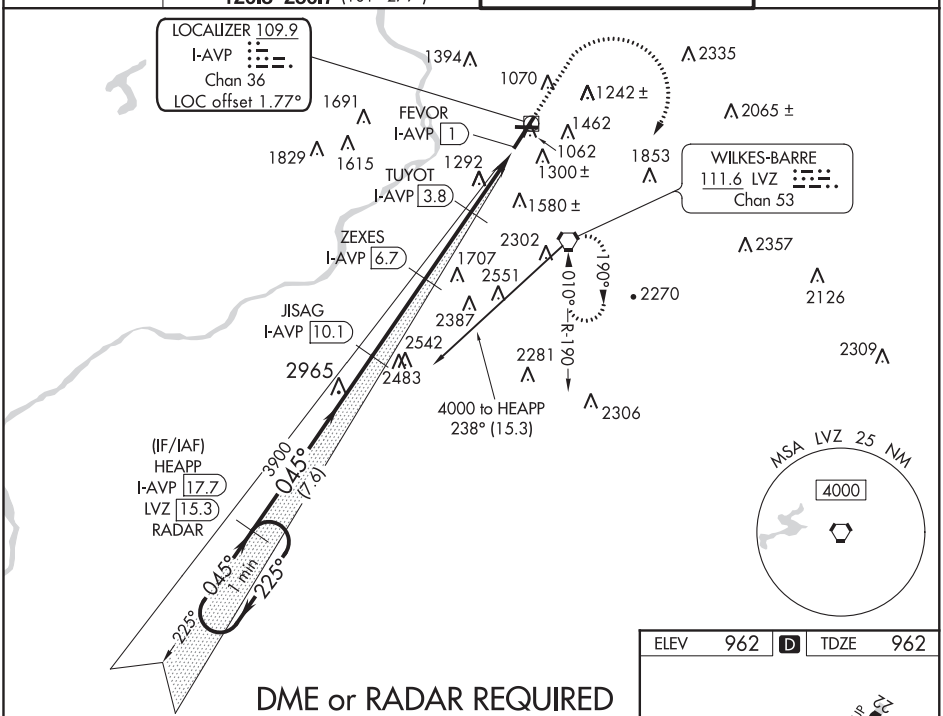
Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1⅝ SM.

-21°C/-6°F

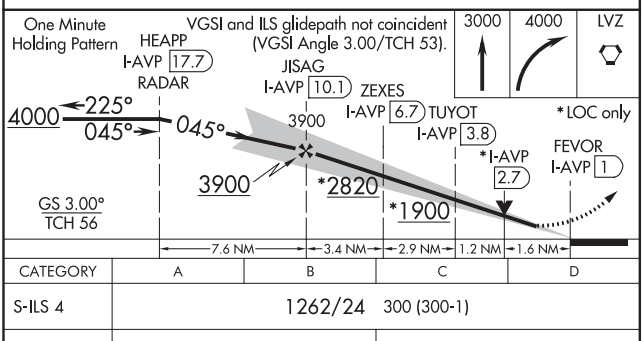
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

ATIS	WILKES-BARRE APP CON	WILKES-BARRE TOWER	GND CON
111.6	120.95 256.7 126.3 256.7 (101°-279°)	120.1 257.8	121.9

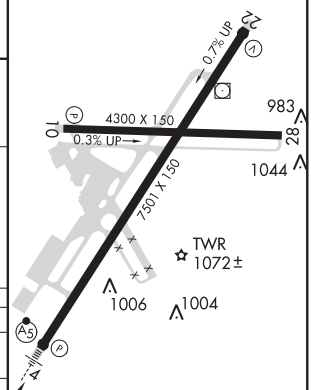


DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 4	1262/24 300 (300-1)			
S-LOC 4	1540/24 578 (600-1)		1540-1¼ 578 (600-1¼)	
C CIRCLING	1840-1¼ 878 (900-1¼)	1980-1½ 1018 (1100-1½)	1980-3 1018 (1100-3)	2280-3 1318 (1400-3)

ELEV 962 D TDZE 962



HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

INTENTIONALLY

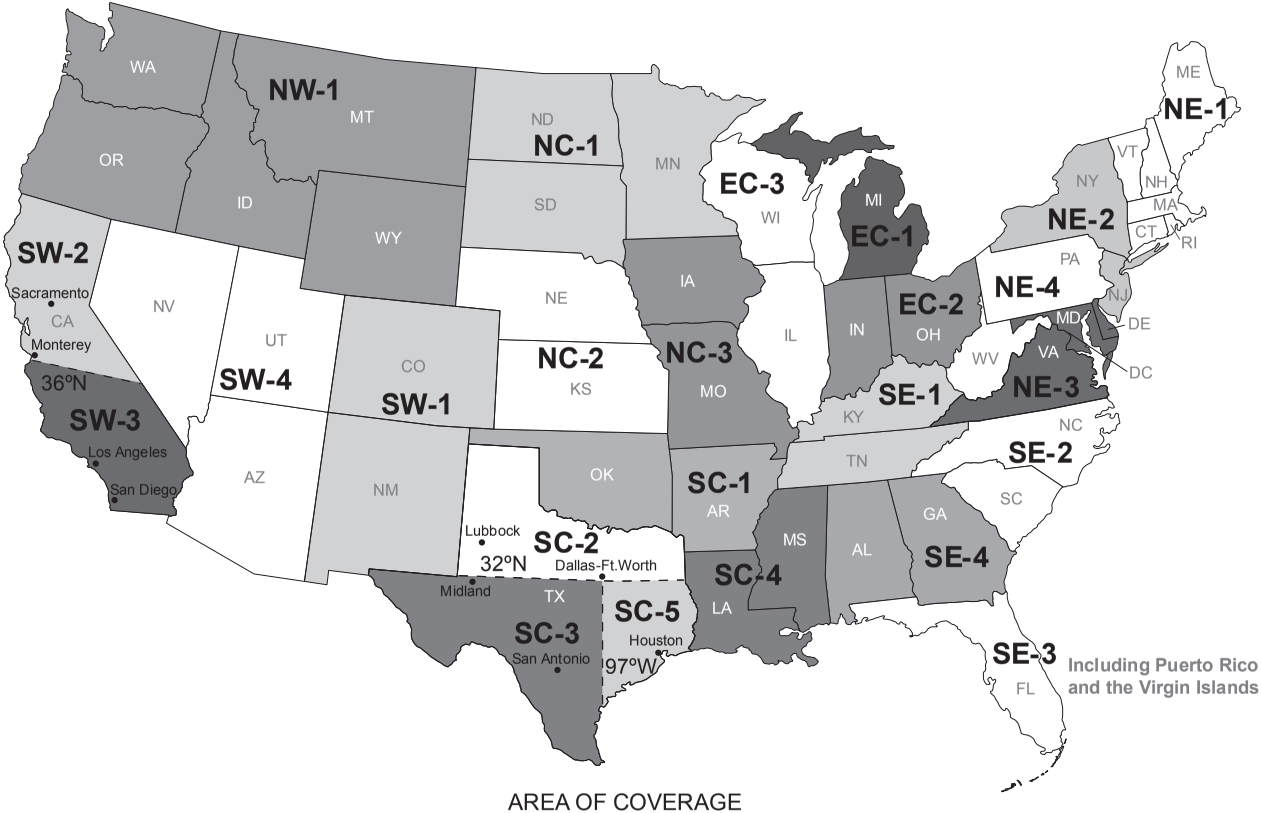
LEFT

BLANK

08 DEC 2016 to 05 JAN 2017

08 DEC 2016 to 05 JAN 2017

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: TPPCN

NSN 7641015059602

NGA REF. NO. TERMXFAABTPPT01

OK-10-2859

EFF. DATE 16343