Federal Aviation Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 1 of 5

Effective: 0901Z

05 JAN 2017

to: 0901Z

02 MAR 2017

Consult the Change Notice (CN) effective 02 FEB 2017 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:

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Frequently asked questions (FAQ) are answered on our website at http://www.faa.gov/go/ais. See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

15008

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

*1800 RVR authorized with the use of FD or AP or HUD to DA.

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS,MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

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INOP COMPONENTS

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TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT/HATh

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All **weather** minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A ❄-12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

TERMS/LANDING MINIMA DATA

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TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of ½ mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	¼	4500	⅞
2400	½	5000	1
3200	⅝	6000	1¼
4000	¾		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560-**1¼	463	(500-1¼)	CDE	**560-**1½	463	(500-1½)
	28		AB	**600-**1¼	503	(600-1¼)	CDE	**600-**1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

(E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Takeoff Minimums not standard and/or Departure Procedures are published. Refer to tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contains information on civil operations at military airports.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

RNAV DP and STAR. Effective March 15,2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1
NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.
A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★
To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date
FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.
For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

ABBREVIATIONS

AAUP....Attention All Users Page
ADF....Automatic Direction Finder
ADIZ....Air Defense Identification Zone
AFIS....Automatic Flight Information Service
ALS....Approach Light System
ALSF....Approach Light System with Sequenced Flashing Lights
AP....Autopilot System
APCH....Approach
APP CON....Approach Control
ARR....Arrival
ASOS....Automated Surface Observing System
ASR/PAR....Published Radar Minimums at this Airport
ASSC....Airport Surface Surveillance Systems
ATIS....Automatic Terminal Information Service
AUNICOM....Automated UNICOM
AWOS....Automated Weather Observing System
AZ....Azimuth
BC....Back Course
BND....Bound
C....Circling
CAT....Category
CCW....Counter Clockwise
CDI....Course Deviation Indicator
Chan....Channel
CIFP....Coded Instrument Flight Procedures
CIR....Circling
CLNC DEL....Clearance Delivery
CNF....Computer Navigation Fix
CTAF....Common Traffic Advisory Frequency
CW....Clockwise
DA....Decision Altitude
DER....Departure End of Runway
DH....Decision Height
DME....Distance Measuring Equipment
DTHR....Displaced Threshold
DVA....Diverse Vector Area
ELEV....Elevation
EMAS....Engineered Material Arresting System
FAF....Final Approach Fix
FD....Flight Director System
FM....Fan Marker
FMS....Flight Management System
GBAS....Ground Based Augmentation System
GCO....Ground Communications Outlet
GLS....Ground Based Augmentation System Landing System
GP....Glidepath
GPI....Ground Point of Interception
GPS....Global Positioning System
GS....Glide Slope
HAA....Height above Airport
HAL....Height above Landing
HAT....Height above Touchdown
HATh....Height Above Threshold
HGS....Head-up Guidance System
HIRL....High Intensity Runway Lights
HUD....Head-up Display
IAF....Initial Approach Fix
ICAO....International Civil Aviation Organization
IF....Intermediate Fix
IM....Inner Marker
INOP....Inoperative
INT....Intersection
K....Knots
KIAS....Knots Indicated Airspeed
LAAS....Local Area Augmentation System
LDA....Localizer Type Directional Aid
Ldg....Landing
LIRL....Low Intensity Runway Lights
LNAV....Lateral Navigation
LOC....Localizer
LP....Localizer Performance
LPV....Localizer Performance with Vertical Guidance
LR....Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA....Maximum Authorized Altitude
MALS....Medium Intensity Approach Light System
MALSR....Medium Intensity Approach Light System with RAIL
MAP....Missed Approach Point
MDA....Minimum Descent Altitude
MIRL....Medium Intensity Runway Lights
MM....Middle Marker
MRA....Minimum Reception Altitude
N/A....Not Applicable
NA....Not Authorized
NDB....Non-directional Radio Beacon
NFD....National Flight Database
NM....Nautical Mile
NoPT....No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
ODALS....Omnidirectional Approach Light System
ODP....Obstacle Departure Procedure
OM....Outer Marker
PRM....Precision Runway Monitor

ABBREVIATIONS

R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SSALR..... Simplified Short Approach Light System with RAIL
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
THRE..... Threshold Elevation
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)

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LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Altitude
2000
155°
Feeder Route
(15.1)
Mileage

HOLDING PATTERNS

Missed Approach
360°
180°

In lieu of Procedure Turn
270°
(IAS)
090°

HOLD 8000
Arrival
360°
180°

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance
From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 — Radial line and value

LR-198 — Lead Radial

LB-198 — Lead Bearing

ALTITUDES

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:
VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

Non-Compulsory:
VOR, VORTAC, DME, NDB/DME, VOR/DME, TACAN, NDB

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Waypoint Data
Coordinates
PRAYS
N38° 58.30′ W89° 51.50′
Waypoint Name
Frequency
112.7 CAP 187.1°-56.2
590
Identifier
Reference Facility Elevation
Radial-Distance (Facility to Waypoint)

Primary Navaid with Coordinate Values
LIMA
114.5 LIM
Chan 92
S12° 00.80′
W77° 07.00′

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

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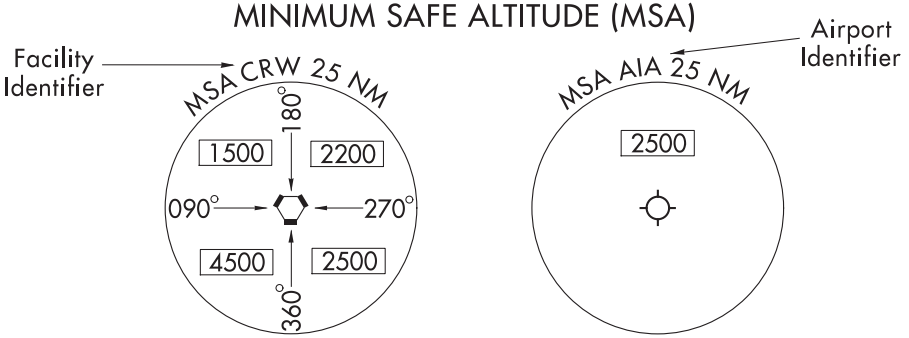
INSTRUMENT APPROACH PROCEDURES (CHARTS)

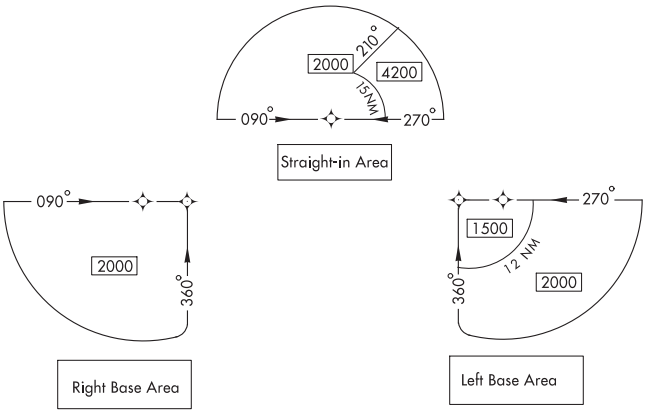
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

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LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

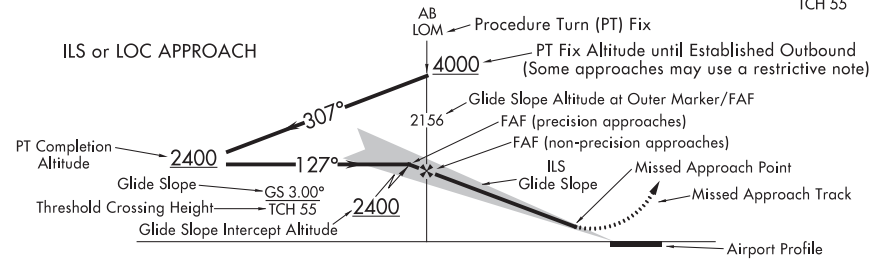
PROFILE VIEW

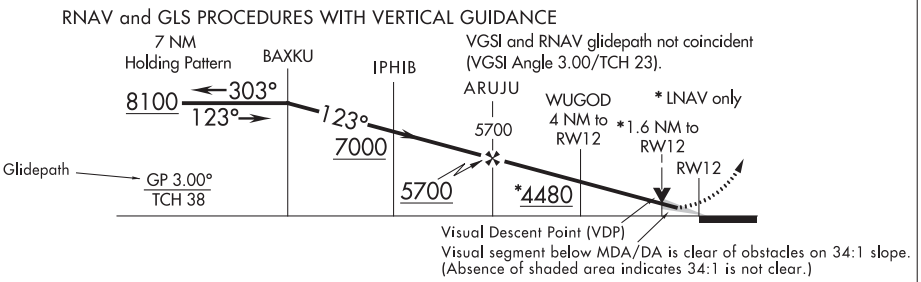
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

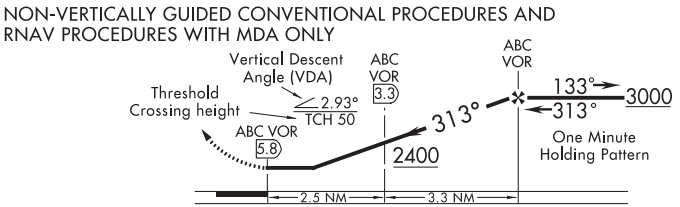
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° / TCH 55.

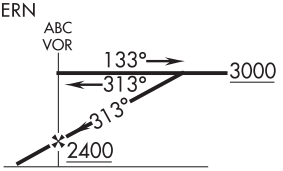
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° / TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00° / TCH 55.









ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

- 2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

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LEGEND

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS
DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LMM, LOM (Compass locator)

Marker Beacon

LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

Identifier

(Y) TACAN must be placed in "Y" mode to receive distance information

Frequency

ORLANDO
112.25 (T) ORL
Chan 59 (Y)
N28°32.56′ - W81°20.10′

Geographic Position

L-19, H-5

DME or TACAN Channel

Underline indicates no voice transmitted on this frequency

Enroute Chart Reference

Coordinates

Waypoint Name

PRAYS
N38°58.30′ W89°51.50′
112.7 CAP 187.1°-56.2
590

Frequency

Identifier

Reference Facility Elevation

Radial-Distance (Facility to Waypoint)

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00′
W00°00.00′

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF)
N00°00.00′
W00°00.00′

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

DP Holding Pattern

STAR Holding Pattern

(IAS)

(IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000′ to and including 14000′

SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
MOA-Military Operations Area
W-Warning
A-Alert

ALTITUDES

5500	2300	4800
Mandatory Altitude (Cross at)	Minimum Altitude (Cross at or above)	Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K	120K	250K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed

AIRPORTS

(DP)

Civil, Military, Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil, Military, Joint Civil-Military

MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

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LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #.....TWR

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP (shown when runway slope is greater than or equal to 0.3%)
0.3% DOWN

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

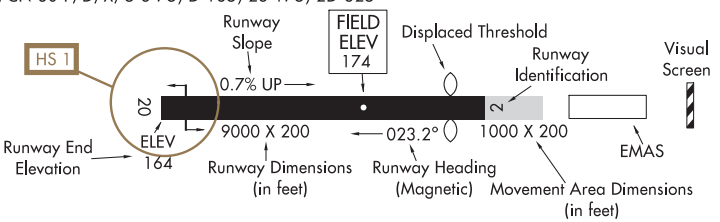
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

15344

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

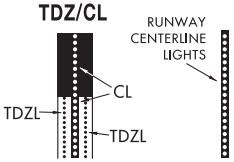
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL

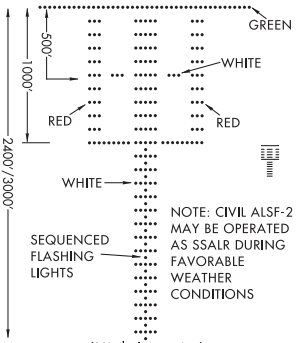


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

(A)

ALSF-2



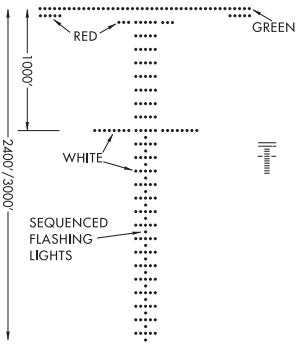
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

APPROACH LIGHTING SYSTEM

(A1)

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

(A2)

SALS/SALSF

(High Intensity)

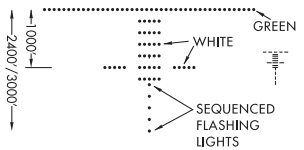
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

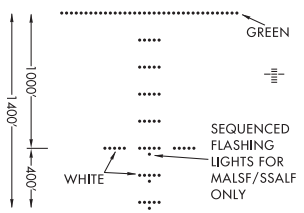
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

(A4)



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

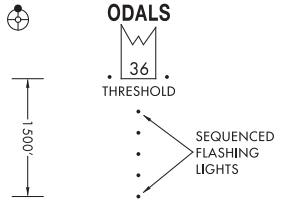
(A5)

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



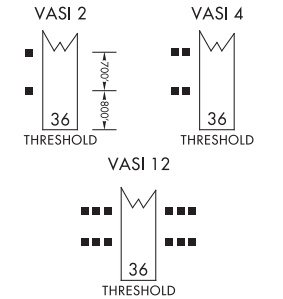
LENGTH 1500 FEET

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

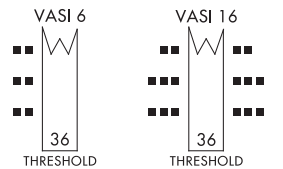
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



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04330
LEGEND

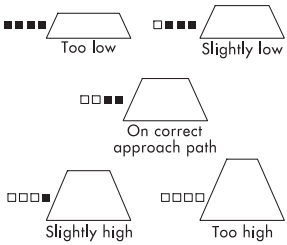
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

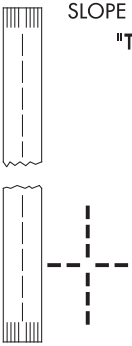
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

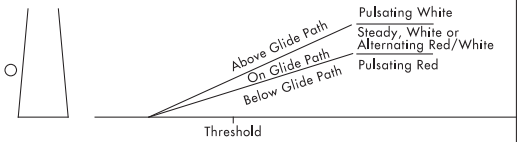
"T"-VASI



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE-ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

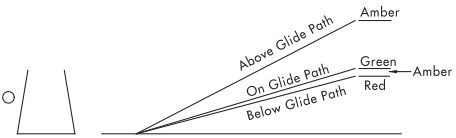
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

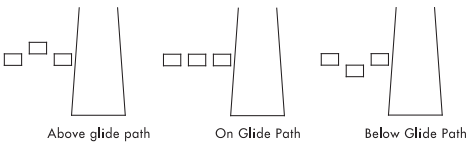
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night.
To use the system the pilot positions the aircraft so the elements are in alignment.

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FREQ PAIRING

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

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FREQ PAIRING

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ADA, OK
ADA MUNI(ADH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 1
RNAV (GPS) RWY 35 2
VOR/DME RWY 17 3

ALMYRA, AR
ALMYRA MUNI(M73)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 36 4

ALTUS, OK
ALTUS/QUARTZ MOUNTAIN RGNL(AXS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 5
RNAV (GPS) RWY 35 6
VOR-A 7

ALTUS AFB(KLTS)
ALTUS, OK
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 17L 8
ILS OR LOC RWY 17R 9
ILS OR LOC RWY 35L 10
ILS OR LOC RWY 35R 11
RNAV (GPS) RWY 17L 12
RNAV (GPS) RWY 17R 13
RNAV (GPS) RWY 35L 14
RNAV (GPS) RWY 35R 15
RNAV (GPS)-A 16
RNAV (GPS)-B 17
VOR OR TACAN RWY 17L 18
VOR OR TACAN RWY 17R 19
VOR OR TACAN RWY 35L 20
VOR OR TACAN RWY 35R 21
VOR OR TACAN-C 22
VOR OR TACAN-D 23
AIRPORT DIAGRAM 24
DPS ..... HOBART SIX 25
ODILL NINE 26
OKKIE ONE (RNAV) 27
ROCKN ONE (RNAV) 28

ALTUS/QUARTZ MOUNTAIN RGNL
---SEE ALTUS, OK

ALVA, OK
ALVA RGNL(AVK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 29
RNAV (GPS) RWY 36 30

ANTLERS, OK
ANTLERS MUNI(80F)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 35 31

ARDMORE, OK
ARDMORE DOWNTOWN EXECUTIVE(1F0)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 32
RNAV (GPS) RWY 35 33
ARDMORE MUNI(ADM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 31 34
RNAV (GPS) RWY 13 35
RNAV (GPS) RWY 31 36
VOR-B 37
AIRPORT DIAGRAM 38

ARKADELPHIA, AR
DEXTER B FLORENCE MEMORIAL FIELD(ADF)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 39
RNAV (GPS) RWY 22 40

ARKANSAS INTL
---SEE BLYTHEVILLE, AR

ASH FLAT, AR
SHARP COUNTY RGNL(CVK)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 41
RNAV (GPS) RWY 22 42

BARTLESVILLE, OK
BARTLESVILLE MUNI(BVO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 43
RNAV (GPS) RWY 35 44
LOC RWY 17 45
VOR/DME RWY 35 46

BATESVILLE, AR
BATESVILLE RGNL(BVX)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 08 47
RNAV (GPS) RWY 26 48
LOC RWY 08 49

BAXTER COUNTY
---SEE MOUNTAIN HOME, AR

BENTON, AR
SALINE COUNTY RGNL(SUZ)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC/DME RWY 02 50
RNAV (GPS) RWY 02 51
RNAV (GPS) RWY 20 52

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

BENTONVILLE, AR
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 53
RNAV (GPS) RWY 36 54
VOR-A 55
DPS ..... BENTON FOUR 56

BERRYVILLE, AR
CARROLL COUNTY(4M1)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 07 57
RNAV (GPS) RWY 25 58

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD
---SEE LITTLE ROCK, AR

BILLY FREE MUNI
---SEE DUMAS, AR

BLACKWELL, OK
BLACKWELL-TONKAWA MUNI(BKN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 59
RNAV (GPS) RWY 35 60
VOR-A 61

BLYTHEVILLE, AR
ARKANSAS INTL(BYH)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC/DME RWY 18 62
RNAV (GPS) RWY 18 63
RNAV (GPS) RWY 36 64
BLYTHEVILLE MUNI(HKA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 65
RNAV (GPS) RWY 36 66

BOISE CITY, OK
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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.

NAME	TAKEOFF MINIMUMS

ADA, OK

ADA MUNI (ADH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 09127 (FAA)

TAKEOFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME	TAKEOFF MINIMUMS

ALMYRA, AR

ALMYRA MUNI (M73)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11293 (FAA)

NOTE: **Rwy 10,** trees beginning 735 ' from DER, 561' left of centerline, up to 50' AGL/248' MSL. Trees beginning 645' from DER, 208' right of centerline, up to 50' AGL/255' MSL. **Rwy 18,** trees beginning 1234' from DER, 294' right of centerline, up to 50' AGL/255' MSL. **Rwy 28,** vehicle on road 142' from DER, 527' right of centerline, 15' AGL/220' MSL. **Rwy 36,** vehicle on road 453' from DER, 41' left of centerline, 15' AGL/220' MSL. Tree 144' from DER, 487' right of centerline, 50' AGL/259' MSL.

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)
ALTUS, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG, 14177
TAKE-OFF OBSTACLES: 175° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL. Aircraft taxiing between 1039' and 2317' from DER, 717' left of centerline, 65' AGL/1424' MSL.

ALVA, OK
ALVA RGNL (AVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15232 (FAA)
NOTE: **Rwy 18:** sign 24' from DER, 252' left of centerline, 3' AGL/1471' MSL. **Rwy 36:** building 2523' from DER, 327' left of centerline, 74' AGL/1549' MSL.

ANTLERS, OK
ANTLERS MUNI (80F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12208 (FAA)
NOTE: **Rwy 17,** trees left and right of centerline starting 53' from DER, up to 54' AGL/624' MSL. **Rwy 35**, trees left and right of centerline starting 4' from DER, up to 82' AGL/659' MSL.

ARDMORE, OK
ARDMORE DOWNTOWN EXECUTIVE (1F0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11069 (FAA)
TAKEOFF MINIMUMS: **Rwy 35**, 300-1¼ or std. w/ min. climb of 344' per NM to 1200.
NOTE: **Rwy 17,** ground abeam DER, 110' right of centerline, up to 858' MSL. Vehicles 535' from DER, 288' right of centerline, up to 15' AGL/863' MSL. Pole 467' from DER, 366' right of centerline, 29' AGL/886' MSL. Trees beginning 239' from DER, 180' right of centerline, up to 40' AGL/880' MSL. Trees beginning 25' from DER, 449' left of centerline, up to 40' AGL/880' MSL. Vehicles 658' from DER, 311' left of centerline, up to 15' AGL/862' MSL. **Rwy 35,** trees beginning 256' from DER, 358' right of centerline, up to 52' AGL/938' MSL. Pole 671' from DER, 261' right of centerline, 28' AGL/862' MSL. Trees beginning 82' from DER, 318' left of centerline, up to 78' AGL/942' MSL. Pole 332' from DER, 198' left of centerline, 11' AGL/855' MSL. Antenna 496' from DER, 243' left of centerline, 44' AGL/894' MSL. Hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL.

ARDMORE, OK (CON'T)
ARDMORE MUNI (ADM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11293(FAA)
TAKEOFF MINIMUMS: **Rwy 13,** 300-1 or std. w/min. climb of 330' per NM to 1000. **Rwy 31,** std. w/min. climb of 330' per NM to 1200. **Rwy 35,** 400-2½ or std. w/min. climb of 250' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before proceeding on course.
NOTE: **Rwy 13,** vehicles on road beginning 570' from DER, 626' right of centerline, up to 15' AGL/744' MSL. Trees beginning 764' from DER, 611' right of centerline, up to 75' AGL/786' MSL. Trees beginning 810' from DER, 566' left of centerline, up to 66' AGL/776' MSL. Trees beginning 3342' from DER, 876' left of centerline, up to 100' AGL/899' MSL. **Rwy 17,** tree 536' from DER, 359' right of centerline, 28' AGL/748' MSL. Trees beginning 1701' from DER, left and right of centerline, up to 100' AGL/819' MSL. **Rwy 31,** tree 292' from DER, 192' right of centerline, 72' AGL/862' MSL. Vehicles on road beginning 1281' from DER, left and right of centerline, up to 15' AGL/842' MSL. Trees beginning 1662' from DER, left and right of centerline. up to 67' AGL/890' MSL. Trees beginning 1.07 NM from DER, 612' right of centerline, up to 42' AGL/1028' MSL. Rising terrain beginning 3.22 NM from DER, left and right of centerline, up to 1199' MSL. **Rwy 35,** tree 336' from DER, 523' right of centerline, 32' AGL/782' MSL. Trees beginning 1554' from DER, left and right of centerline, up to 70' AGL/838' MSL. Trees beginning 1.72 NM from DER, 242' right of centerline, up to 38' AGL/1118' MSL.

ARKADELPHIA, AR
DEXTER B. FLORENCE MEMORIAL FIELD (ADF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 14317 (FAA)
TAKEOFF MINIMUMS: **Rwy 4,** 300-1¼ or std. w/min. climb of 237' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.
NOTE: **Rwy 4,** trees abeam DER, 471' left of centerline, up to 42' AGL/241' MSL. Buildings, fences, and vehicles in parking lots 8' from DER, 273' left of centerline, up to 19' AGL/201' MSL. Trees beginning 14' from DER, 257' right of centerline, up to 68' AGL/269' MSL. Sign and lights beginning 23' from DER, left and right of centerline, up to 3' AGL/183' MSL. Trees 1001' from DER, 10' left of centerline, up to 69' AGL/268' MSL. Trees beginning 1032' from DER, 3' right of centerline, up to 64' AGL/263' MSL. Trees 2018' from DER, 8' left of centerline, up to 68' AGL/267' MSL. Trees beginning 2018' from DER, 93' right of centerline, up to 74' AGL/293' MSL. Building 5532' from DER, 1298' left of centerline, 104' AGL/346' MSL. **Rwy 22,** lights beginning 38' from DER, 110' right of centerline, up to 2' AGL/182' MSL. Railroad beginning 401' from DER, 578' right of centerline, up to 23' AGL/210' MSL. Trees beginning 1810' from DER, 368' right of centerline, up to 74' AGL/275' MSL.

ASH FLAT, AR

SHARP COUNTY RGNL (CVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07186 (FAA)

NOTE: **Rwy 4,** numerous trees beginning 1151' from DER, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from DER, 83' left of centerline, up to 100' AGL/759' MSL.

BARTLESVILLE, OK

BARTLESVILLE MUNI (BVO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to DER. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

NOTE: **Rwy 17,** multiple trees beginning 916' from DER, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from DER, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and power line pylons beginning 1.1 NM from DER, 180' right of centerline, up to 100' AGL/1059' MSL.

BATESVILLE, AR

BATESVILLE RGNL (BVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10322 (FAA)

TAKEOFF MINIMUMS: **Rwy 8,** 300-1¾ or std. with a min. climb of 215' per NM to 800., or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 26,** std. with a min. climb of 272' per NM to 2000, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 182° to 1300 before turning right. **Rwy 26,** for climb in visual conditions: cross Batesville RGNL at or above 1400, before proceeding on course.

NOTE: **Rwy 18,** WSK 204' from DER, 516' left of centerline, 24' AGL/483' MSL. Trees beginning 1412' from DER, 25' left of centerline, up to 100' AGL/679' MSL. Poles 1092' from DER, 393' left of centerline, up to 18' AGL/497' MSL. Tower 1024' from DER, 658' right of centerline, 45' AGL/524' MSL. Trees beginning 1234' from DER, 22' right of centerline, up to 88' AGL/547' MSL. **Rwy 18,** vehicle on road beginning 544' from DER, on centerline, 15' AGL/476' MSL. Hangars beginning 605' from DER, 12' right of centerline, up to 21' AGL/484' MSL. Tree 1244' from DER, 175' left of centerline, 48' AGL/521' MSL. Tree 1439' from DER, 409' right of centerline, 45' AGL/524' MSL. **Rwy 26,** trees beginning 494' from DER, 335' left of centerline, up to 33' AGL/472' MSL. **Rwy 36,** trees beginning 256' from DER, 107' left of centerline, up to 100' AGL/539' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 16175 (FAA)

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading 019° to 900 before proceeding on course.

NOTE: **Rwy 2,** ground 69' from DER, 450' right of centerline, 394' MSL. Tree 319' from DER, 441' right of centerline, 399' MSL. Tree 443' from DER, 437' right of centerline, 401' MSL. Tree 566' from DER, 485' right of centerline, 406' MSL. Tree 948' from DER, 375' right of centerline, 430' MSL. Trees beginning 1035' from DER, 246' right of centerline, up to 435' MSL. Trees beginning 1180' from DER, 408' right of centerline, up to 444' MSL. Trees beginning 1274' from DER, 284' right of centerline, up to 450' MSL. Trees beginning 1472' from DER, 417' right of centerline, up to 454' MSL. Terrain 185' from DER, 336' left of centerline, 394' MSL. Tree, terrain beginning 199' from DER, 330' left of centerline, up to 439' MSL. Tree 420' from DER, 354' left of centerline, 440' MSL. Trees beginning 445' from DER, 395' left of centerline, up to 460' MSL. Tree 640' from DER, 641' left of centerline, 463' MSL. Trees beginning 726' from DER, 444' left of centerline, up to 469' MSL. Trees beginning 930' from DER, 474' left of centerline, up to 472' MSL. Trees beginning 995' from DER, 732' left of centerline, up to 474' MSL. **Rwy 20,** tree 1314' from DER, 145' right of centerline, 431' MSL. Tree 1383' from DER, 279' right of centerline, 432' MSL. Pole 1397' from DER, 9' right of centerline, 71' AGL/436' MSL. Tree 1467' from DER, 293' right of centerline, 438' MSL. Tree 1561' from DER, 96' right of centerline, 439' MSL. Tree 1563' from DER, 245' right of centerline, 443' MSL. Tree 1795' from DER, 71' right of centerline, 445' MSL. Tree 1220' from DER, 45' left of centerline, 428' MSL. Trees beginning 1297' from DER, 15' left of centerline, up to 430' MSL. Tree 1556' from DER, 33' left of centerline, 431' MSL.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 13122 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-2¼ or std. w/ min. climb of 311' per NM to 1700.

NOTE: **Rwy 18**, buildings beginning 108' from DER, 458' left of centerline, up to 15' AGL/1305' MSL. Poles and buildings beginning 588' from DER, left and right of centerline, up to 52' AGL/1342' MSL. **Rwy 36**, trees and vehicles on road beginning 162' from DER, left and right of centerline, up to 83' AGL/1354' MSL. Transmission line towers beginning 2040' from DER, right and left of centerline, up to 90' AGL/1360' MSL. Tower 4040' from DER, 968' left of centerline, 144' AGL/1446' MSL. Building 4251' from DER, 934' right of centerline, 35' AGL/1415' MSL. Tower 1.9 NM from DER, 1603' left of centerline, 345' AGL/1595' MSL.

BERRYVILLE, AR
CARROLL COUNTY (4M1)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11013 (FAA)
TAKEOFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 355' per NM to 2700 , or 1100-2½ for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 365' per NM to 2500, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 7, 25,** For climb in visual conditions: cross Carroll County airport at or above 2200 before proceeding on course.
NOTE: **Rwy 7,** terrain and trees beginning 8' from DER, 118' right of centerline, up to 100' AGL/1379' MSL, hangars beginning 141' from DER, 238' left of centerline, up to 17' AGL/1218' MSL. Terrain and trees beginning 268' from DER, 77' left of centerline, up to 100' AGL/1379' MSL. **Rwy 25,** trees beginning 93' from DER, 212' right of centerline, up to 100' AGL/1419' MSL. Tree 104' from DER, 186' left of centerline, 51' AGL/1204' MSL.

BLACKWELL, OK
BLACKWELL-TONKAWA MUNI (BKN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10266 (FAA)
NOTE: **Rwy 35,** trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL. Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR
ARKANSAS INTL (BYH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 14345 (FAA)
NOTE: **Rwy 36,** tree 3301' from DER, 1187' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08157 (FAA)
NOTE: **Rwy 18,** tree 487' from DER, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from DER, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from DER, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK
BOISE CITY (17K)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09295 (FAA)
NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRINKLEY, AR
FRANK FEDERER MEMORIAL (M36)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11293 (FAA)
DEPARTURE PROCEDURE: **Rwy 20,** climb heading 204° to 700 before proceeding on course.
NOTE: **Rwy 2,** trees beginning 425' from DER, 138' right of centerline, up to 100' AGL/299' MSL. Trees beginning 680' from DER, 262' left of centerline, up to 100' AGL/299' MSL. **Rwy 20,** trees and terrain beginning 27' from DER, 125' right of centerline, up to 100' AGL/319' MSL. Trees and terrain beginning 82' from DER, 100' left of centerline, up to 100' AGL/319' MSL.

BRISTOW, OK
JONES MEMORIAL (3F7)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4A 10098 (FAA)
NOTE: **Rwy 18,** T-L tower 3133' from DER, 686' right of centerline, 70' AGL/960' MSL.

BUFFALO, OK
BUFFALO MUNI (BFK)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)
NOTE: **Rwy 17,** vehicles on roadway, at DER, 458' right of centerline, up to 17' AGL/1816' MSL. Trees beginning 907' from DER, left and right of centerline, up to 40' AGL/1829' MSL. **Rwy 35,** vehicles on roadway, 30' from DER, 467' left of centerline, up to 17' AGL/1846' MSL. Vehicles on roadway, 776' from DER, left and right of centerline, up to 17' AGL/1846' MSL.

CAMDEN, AR
HARRELL FIELD (CDH)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 12152 (FAA)
NOTE: **Rwy 1,** trees beginning 27' from DER, 6' right of centerline, up to 84' AGL/224' MSL. Trees beginning 163' from DER, 159' left of centerline, up to 85' AGL/255' MSL. Vehicle on road 327' from DER, 273' left of centerline, 15' AGL/146' MSL. **Rwy 19,** trees beginning 38' from DER, 88' left of centerline, up to 83' AGL/222' MSL. Trees beginning 797' from DER, 305' right of centerline, up to 84' AGL/213' MSL.

CARLISLE, AR
CARLISLE MUNI (4M3)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from DER, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from DER, 331' left of centerline, 20' AGL/264' MSL. Building 781' from DER, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from DER, across centerline, up to 100' AGL/344' MSL. Road 674' from DER, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from DER, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from DER, across centerline, 15' AGL/259' MSL.

CHANDLER, OK

CHANDLER RGNL (CQB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03023 (FAA)

NOTE: **Rwy 35,** tree 1000' from DER, on centerline, 67' AGL/1029' MSL.

CHICKASHA, OK

CHICKASHA MUNI (CHK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11181 (FAA)

NOTE: **Rwy 18,** trees beginning 272' from DER, 103' right of centerline, up to 94' AGL/1183' MSL. Trees beginning 708' from DER, 507' left of centerline, up to 40' AGL/1169' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09239 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.

NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI (H35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 78152 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 400-2

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08325 (FAA)

NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from DER, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from DER, up to 100' AGL/1359' MSL.

CLINTON, AR (CON'T)

CLINTON MUNI (CCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 31,** NA-Obstacles. **Rwy 13,** std. w/min. climb of 320' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 132° to 1400 before turning.

VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Clinton Muni at or above 2200 before proceeding on course.

NOTE: **Rwy 13,** bldg, fence, tree, vehicle on rd, beginning 14' from DER, 168' right of centerline, up to 19' AGL/517' MSL. Tower, ant ltd, vehicle on rd, tree, fence, pole, beginning 101' from DER, 2' right of centerline, up to 36' AGL/534' MSL. Tree 348' from DER, 114' right of centerline, 51' AGL/537' MSL. Trees, beginning 404' from DER, 47' right of centerline, up to 54' AGL/546' MSL. Trees, beginning 452' from DER, 24' left of centerline, up to 65' AGL/552' MSL. Trees, beginning 539' from DER, 259' right of centerline, up to 65' AGL/556' MSL. trees, beginning 600' from DER, 227' right of centerline, up to 78' AGL/565' MSL. Trees, beginning 614' from DER, 256' right of centerline, up to 572' MSL. Trees, beginning 749' from DER, 213' right of centerline, up to 84' AGL/573' MSL. Trees, beginning 1280' from DER, 1' right of centerline, up to 91' AGL/582' MSL. Trees, beginning 1810' from DER, 328' left of centerline, up to 75' AGL/593' MSL. Trees, beginning 1834' from DER, 95' left of centerline, up to 82' AGL/602' MSL. Tree 1880' from DER, 965' left of centerline, 55' AGL/604' MSL. Trees, beginning 1883' from DER, 61' left of centerline, up to 72' AGL/608' MSL. Trees, beginning 1902' from DER, 53' right of centerline, up to 104' AGL/619' MSL. Tree 1984' from DER, 194' left of centerline, 73' AGL/625' MSL. Trees, beginning 1987' from DER, 253' left of centerline, up to 80' AGL/636' MSL. Tree, lt pole, beginning 1997' from DER, 9' right of centerline, up to 79' AGL/642' MSL. Trees, beginning 2007' from DER, 208' right of centerline, up to 643' MSL. Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019' from DER, 0' from centerline, up to 649' MSL. Tree 5104' from DER, 1513' right of centerline, 71' AGL/650' MSL. Trees, beginning 5109' from DER, 594' right of centerline, up to 73' AGL/649' MSL. Tree 5151' from DER, 396' right of centerline, 77' AGL/658' MSL. Trees, beginning 5197' from DER, 30' right of centerline, up to 78' AGL/666' MSL. Trees, beginning 5316' from DER, 130' left of centerline, up to 75' AGL/675' MSL. Trees, beginning 5384' from DER, 82' left of centerline, up to 76' AGL/683' MSL. Trees, beginning 5391' from DER, 33' left of centerline, up to 75' AGL/684' MSL. Tree, pole, beginning 5541' from DER, 23' left of centerline, up to 73' AGL/693' MSL. Trees, beginning 5705' from DER, 267' left of centerline, up to 80' AGL/703' MSL. Tree, bldg, terrain, beginning 5791' from DER, 50' right of centerline, up to 83' AGL/709' MSL. Tree, bldg, beginning 5856' from DER, 38' left of centerline, up to 86' AGL/720' MSL. Tree, bldg, pole, beginning 5912' from DER, 373' left of centerline, up to 95' AGL/728' MSL. Trees, beginning 5955' from DER, 212' right of centerline, up to 100' AGL/729' MSL. Tree, vehicle on rd, bldg, pole, terrain, lt pole, beginning 5963' from DER, 12' left of centerline, up to 104' AGL/736' MSL. Tree 1.8 NM from DER, 1680' left of centerline, 41' AGL/791' MSL. Trees, beginning 1.8 NM from DER, 1659' left of centerline, up to 41' AGL/806' MSL. Trees, beginning 1.9 NM from DER, 1656' left of centerline, up to 45' AGL/808' MSL. Tree 1.9 NM from DER, 1786' left of centerline, 49' AGL/801' MSL.

CLINTON, OK

CLINTON RGNL (CLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14149 (FAA)

TAKEOFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 17,** lights 6' from DER, left and right of centerline, 2' AGL/1596' MSL. **Rwy 35,** tree 614' from DER, 576' right of centerline, 25' AGL/1626' MSL.

CLINTON-SHERMAN (CSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08325 (FAA)

NOTE: **Rwy 17L,** tree 655' from DER, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from DER, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from DER, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from DER, 289' right of centerline, 76' AGL/1995' MSL.

COLT, AR

DELTA RGNL (DRP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14149 (FAA)

NOTE: **Rwy** 18, trees beginning 3044' from DER, 196' left of centerline, up to 83' AGL/312' MSL. **Rwy 36,** trees beginning 2219' from DER, 991' right of centerline, up to 78' AGL/319' MSL.

CONWAY, AR

CANTRELL FIELD (CXW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14317 (FAA)

TAKEOFF MINIMUMS: **Rwy 22,** std. w/min. climb of 250' per NM to 680.

DEPARTURE PROCEDURE: climbing right turn heading 260° to 1300 before proceeding on course.

CORNING, AR

CORNING MUNI (4M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11125 (FAA)

NOTE: **Rwy 18,** power lines beginning 499' from DER, left and right of centerline, up to 30' AGL/319' MSL. Vehicles on roadway beginning 534' from DER, left and right of centerline, up to 15' AGL/309' MSL. Trees beginning 1067' from DER, 292' right of centerline, up to 100' AGL/379' MSL. **Rwy 36,** hangar 149' from DER, 399' left of centerline, 25' AGL/317' MSL. Vehicles on roadway beginning 535' from DER, left and right of centerline, up to 15' AGL/309' MSL. Power lines 552' from DER, left and right of centerline, up to 30' AGL/324' MSL. Trees beginning 1148' from DER, 793' right of centerline, up to 100' AGL/394' MSL. Trees beginning 2570' from DER, 1167' left of centerline, up to 100' AGL/394' MSL.

CROSSETT, AR

Z M JACK STELL FIELD (CRT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11209 (FAA)

NOTE: **Rwy 5,** trees beginning 1382' from DER, left and right of centerline, up to 75' AGL/259' MSL. Vehicle on road beginning 298' from DER, left and right of centerline, up to 15' AGL/199' MSL. Terrain 69' from DER, 288' left of centerline, 187' MSL.

Rwy 23, trees beginning abeam DER, right and left of centerline, up to 75' AGL/253' MSL. Hangar, fuel tanks and shed beginning 147' from DER, 434' left of centerline, up to 17' AGL/195' MSL. Vehicle on road beginning 453' from DER, left and right of centerline, up to 15' AGL/193' MSL.

CUSHING, OK

CUSHING MUNI (CUH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15232 (FAA)

TAKEOFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.

NOTE: **Rwy 18,** trees beginning 43' from DER, 459' left of centerline, up to 50' AGL/921' MSL. Pole 341' from DER, 335' left of centerline, 36' AGL/907' MSL. NAVAID 2' from DER, 30' left of centerline, 4' AGL/879' MSL. **Rwy 36,** terrain 72' from DER, 116' right of centerline, 918' MSL. Trees beginning 83' from DER, 5' right of centerline, up to 50' AGL/965' MSL. Trees beginning 1114' from DER, 29' left of centerline, up to 50' AGL/1013' MSL. Vehicles on roadway 1050' from DER, 96' left of centerline, up to 15' AGL/951' MSL. Poles beginning 1117' from DER, 138' right of centerline, up to 22' AGL/1071' MSL. Tower 2.16 NM from DER, 5370' left of centerline, 250' AGL/1263' MSL.

DANVILLE, AR

DANVILLE MUNI (32A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 16315 (FAA)

TAKEOFF MINIMUMS: **Rwy 11,** std. w/min. climb of 300' per NM to 1900 or 1700-2 ½ for VCOA. **Rwy 29,** std. w/min. climb of 340' per NM to 4100 or 1700-2 ½ for VCOA.

DEPARTURE PROCEDURE: **Rwy 11,** climb on heading 105° to 1400 before proceeding on course.

VCOA: **Rwy 11,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course. **Rwy 35,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course.

NOTE: Rwy 11, grd 1' from DER, 245' right of centerline, 394' MSL. Fence 1' from DER, 131' right of centerline, 5' AGL/395' MSL. Ground 1' from DER, 454' right of centerline, 404' MSL. Tree, fence, grd, beginning 3' from DER, 131' right of centerline, up to 56' AGL/464' MSL. Trees, beginning 548' from DER, 564' right of centerline, up to 64' AGL/484' MSL. Trees, beginning 774' from DER, 67' left of centerline, up to 63' AGL/435' MSL. Tree, grd, pole, fence, vehicles on road, beginning 779' from DER, 8' right of centerline, up to 66' AGL/486' MSL. Tree 1203' from DER, 698' left of centerline, 71' AGL/443' MSL. Tree 2054' from DER, 803' left of centerline, 80' AGL/452' MSL. Tree 2412' from DER, 1017' left of centerline, 77' AGL/460' MSL. Tree 2542' from DER, 986' left of centerline, 83' AGL/464' MSL. **Rwy 29**, tree, vehicles on road, beginning 3' from DER, 302' left of centerline, up to 27' AGL/395' MSL. Ground, beginning 7' from DER, 466' right of centerline, up to 372' MSL. Tree, grd, beginning 24' from DER, 144' right of centerline, up to 16' AGL/386' MSL. Tree, pole, beginning 76' from DER, 267' left of centerline, up to 65' AGL/431' MSL. Tree, vehicles on road, pole, beginning 87' from DER, 184' left of centerline, up to 95' AGL/461' MSL. Pole, tree, beginning 225' from DER, 490' right of centerline, up to 25' AGL/401' MSL. Tree, vehicles on road, pole, grd, beginning 499' from DER, 394' right of centerline, up to 52' AGL/424' MSL. Tree, vehicles on road, beginning 984' from DER, 653' right of centerline, up to 30' AGL/426' MSL. Tree, fence, beginning 1013' from DER, 537' right of centerline, up to 51' AGL/431' MSL. Tree, pole, vehicles on road, ant, beginning 1035' from DER, 457' right of centerline, up to 45' AGL/432' MSL. Tree, pole, vehicles on road, beginning 1321' from DER, 341' right of centerline, up to 62' AGL/444' MSL. Tree, vehicles on road, beginning 1886' from DER, 106' right of centerline, up to 51' AGL/445' MSL. Tree 1996' from DER, 742' right of centerline, 77' AGL/454' MSL. Tree, vehicles on road, beginning 2009' from DER, 482' right of centerline, up to 50' AGL/454' MSL. Trees, beginning 2013' from DER, 290' right of centerline, up to 80' AGL/461' MSL. Trees, beginning 2054' from DER, 115' right of centerline, up to 75' AGL/468' MSL. Trees, beginning 2236' from DER, 164' right of centerline, up to 79' AGL/469' MSL.

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY (DEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, 400-2 or std. w/min. climb of 378' per NM to 900.

NOTE: **Rwy 8,** tower 1.36 NM from DER, 1350' right of centerline, 198' AGL/598' MSL. **Rwy 26,** multiple trees and poles beginning 126' from DER, 64' left of centerline, up to 92' AGL/432' MSL. Multiple trees and pole beginning 241' from DER, 98' right of centerline, up to 96 ' AGL/436' MSL.

DECATUR, AR

CRYSTAL LAKE (5M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15288 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, NA-obstacles.

NOTE: **Rwy 31,** trees beginning 107' from DER, 64' left of centerline, up to 88' AGL/1239' MSL. Pole 235' from DER, 353' left of centerline, 32' AGL/1161' MSL. Pole 241' from DER, 465' left of centerline, 31' AGL/1162' MSL. Building 1246' from DER, 519' left of centerline, 12' AGL/1187' MSL. Train 470' from DER, 322' left of centerline, 23' AGL/1202' MSL. Trees beginning 1216' from DER, 10' left of centerline, up to 103' AGL/1263' MSL. Trees beginning 2252' from DER, 7' left of centerline, up to 100' AGL/1265' MSL. Pole 199' from DER, 375' right of centerline, 44' AGL/1162' MSL. Trees beginning 104' from DER, 89' right of centerline, up to 98' AGL/1221' MSL. Pole 819' from DER, 633' right of centerline, 36' AGL/1181' MSL. Trees beginning 1279' from DER, 7' right of centerline, up to 103' AGL/1242' MSL. Trees beginning 2208' from DER, 59' right of centerline, up to 92' AGL/1267' MSL.

DUMAS, AR

BILLY FREE MUNI (0M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 85157 (FAA)

TAKEOFF MINIMUMS: **Rwy 36**, 300-1.

DUNCAN, OK

HALLIBURTON FIELD (DUC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10266 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** 500-2¼, or std. with a min. climb of 280' per NM to 1700.

NOTE: **Rwy 17,** multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL. Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL. Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL. **Rwy 35,** multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL. Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL. Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

DURANT, OK

DURANT RGNL - EAKER FIELD (DUA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10210 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** 500-3 or std. w/ min. climb of 203' per NM to 1200, or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.

NOTE: **Rwy 17,** tree 305' from DER, 553' left of centerline, 100' AGL/799' MSL. **Rwy 35,** tree 346' from DER, 568' right of centerline, 100' AGL/809' MSL. Tree 535' from DER, 585' left of centerline, 100' AGL/809' MSL. Tower 2.4 NM from DER, 420' left of centerline, 420' AGL/1073' MSL.

EL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11293 (FAA)

NOTE: **Rwy 4,** trees beginning 3602' from DER, 685' left of centerline, up to 74' AGL/353' MSL. Trees beginning 1335' from DER, 620' right of centerline, up to 74' AGL/304' MSL. **Rwy 13,** trees beginning 83' from DER, 240' left of centerline, up to 79' AGL/309' MSL. Trees beginning 408' from DER, 261' right of centerline, up to 105' AGL/345' MSL. **Rwy 17,** trees beginning 1068' from DER, 103' left of centerline, up to 100' AGL/337' MSL. Trees beginning 45' from DER, 169' right of centerline, up to 111' AGL/344' MSL. **Rwy 22,** trees beginning 1206' from DER, 249' left of centerline, up to 109' AGL/339' MSL. Trees beginning 269' from DER, 159' right of centerline, up to 106' AGL/339' MSL. **Rwy 31,** trees beginning 217' from DER, 25' left of centerline, up to 87' AGL/353' MSL. Trees beginning 78' from DER, 248' right of centerline, up to 104' AGL/406' MSL. **Rwy 35,** trees beginning 38' from DER, across centerline, up to 87' AGL/386' MSL.

EL RENO, OK

EL RENO RGNL (RQO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08101 (FAA)

TAKEOFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from DER, on centerline, 17' AGL/1436' MSL. **Rwy 35,** power lines, 1800' from DER, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK

ELK CITY RGNL BUSINESS (ELK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07018 (FAA)

NOTE: **Rwy 35,** multiple trees beginning 43' from DER, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from DER, 22' right of centerline, up to 100' AGL/2119' MSL.

ENID, OK

ENID WOODRING RGNL (WDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15344 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 840' from DER, 248' left of centerline, up to 100' AGL/1289' MSL. **Rwy 31,** vehicle on road 21' from DER, 415' right of centerline, 15' AGL/1171' MSL. Vehicle on road 417' from DER, 85' left of centerline, 15' AGL/1174' MSL. **Rwy 35,** fence 205' from DER, 489' right of centerline, 7' AGL/1175' MSL. Vehicle on road beginning 293' from DER, 209' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL. Trees beginning 336' from DER, 95' right of centerline, 24' AGL/1191' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI (6K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11321 (FAA)

TAKEOFF MINIMUMS: **Rwy 17,** 300-1 or std. w/min. climb of 435' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1800 before turning left.

NOTE: **Rwy 17,** building 214' from DER, 288' right of centerline, up to 20' AGL/1299' MSL. Trees beginning 115' from DER, 298' left of centerline, up to 60' AGL/1339' MSL. Trees beginning 521' from DER, 220' right of centerline, up to 60' AGL/1339' MSL. Vehicle on road 137' from DER, 306' left of centerline, up to 15' AGL/1294' MSL. Vehicle on road 729' from DER, left and right of centerline, up to 15' AGL/1294' MSL. Power lines 705' from DER, left and right of centerline, up to 60' AGL/1339' MSL. Multiple houses beginning 565' from DER, left and right of centerline, up to 20' AGL/ 1299' MSL. **Rwy 35,** trees beginning 1479' from DER, 486' left of centerline, up to 60' AGL/1309' MSL.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 514' per NM to 1800 or 400-1½ w/ min. climb of 364' per NM to 2500 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 677' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 167° to 2700 before turning right, climb heading 167° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2700 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 34,** climb heading 347° to 2700 before proceeding on course.

NOTE: **Rwy 16,** pole 6473' from DER, 1269' left of centerline, 49' AGL/1508' MSL. Antenna 6099' from DER, 1389' left of centerline, 105' AGL/1565' MSL. Pole 7190' from DER, 23' left of centerline 70' AGL/1429' MSL. Mobile home 6362' from DER, 1202' left of centerline, 11' AGL/1477' MSL. Road and vehicle 6768' from DER, 1300' left of centerline, 15' AGL/1490' MSL. Trees beginning 74' from DER, 49' left of centerline, up to 114' AGL/1699' MSL. Trees beginning 2088' from DER, 12' right of centerline, up to 105' AGL/1335' MSL. **Rwy 34,** road 6' from DER, 341' left of centerline, 0' AGL/1269' MSL. Fence 1' from DER, 300' left of centerline, 3' AGL/1256' MSL. Pole 607' from DER, 198' left of centerline, 16' AGL/1266' MSL. Trees beginning 2460' from DER, 280' left of centerline, up to 71' AGL/1323' MSL. Poles beginning 2708' from DER, 875' right of centerline, up to 34' AGL/1349' MSL. Trees beginning 659' from DER, 320' right of centerline, up to 54' AGL/1540' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS RGNL (XNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 17005 (FAA)

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 1800 before turning left.

FLIPPIN, AR

MARION COUNTY RGNL (FLP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 82091 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**,climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

FORT SMITH, AR

FORT SMITH RGNL (FSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 11153 (FAA)

TAKEOFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 431' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from DER, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from DER, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from DER, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from DER, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from DER, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from DER, 924' right of centerline, up to 100' AGL/679' MSL. Tower 4318' from DER, 1358' left of centerline, 96' AGL/621' MSL. **Rwy 7,** terrain 835' from DER, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from DER, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from DER, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from DER, 1572' right of centerline, 41' AGL/640' MSL. **Rwy 19,** vehicle and road 200' from DER, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from DER, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from DER, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from DER, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from DER, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from DER, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from DER, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from DER, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from DER, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from DER, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from DER, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from DER, 208' left of centerline, 101' AGL/610' MSL.

FREDERICK, OK

FREDERICK RGNL (FDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10266 (FAA)

NOTE: **Rwy 3,** vehicles on road 425' from DER, 231' right of centerline, 15' AGL/1269' MSL. **Rwy 12,** vehicles on road 404' from DER, 229' left of centerline, 15' AGL/1254' MSL.

GOLDSBY, OK

DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07298 (FAA)

NOTE: **Rwy 13,** trees beginning 751' from DER, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from DER, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from DER, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from DER, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from DER, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from DER, 18' left of centerline, 15' AGL/1194' MSL.

GROVE, OK
GROVE MUNI (GMJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08269 (FAA)
TAKEOFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.
NOTE: **Rwy 18,** building 308' from DER, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from DER, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from DER, 325' right of centerline, 22' AGL/851' MSL. Light 165' from DER, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from DER, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from DER, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from DER, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from DER, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from DER, 277' left of centerline, up to 826' MSL. Pole 316' from DER, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from DER, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from DER, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK
GUTHRIE-EDMOND RGNL (GOK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09351 (FAA)
NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK
GUYMON MUNI (GUY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11321 (FAA)
TAKEOFF MINIMUMS: **Rwy 18,** 600-1¾ or std. w/min. climb of 387' per NM to 3800.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 177° to 3800 before turning left.
NOTE: **Rwy 18,** antenna 532' from DER, 484' right of centerline, 56' AGL/3157' MSL. Vent on building 406' from DER, 463' right of centerline, 30' AGL/3131' MSL. Pole 155' from DER, 446' left of centerline, 36' AGL/3124' MSL. Tree 589' from DER, 428' right of centerline, 28' AGL/3129' MSL. **Rwy 36,** fence 24' from DER, 400' right of centerline, 6' AGL/3110' MSL.

HARRISON, AR
BOONE COUNTY (HRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.
DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

HEBER SPRINGS, AR
HEBER SPRINGS MUNI (HBZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)
DEPARTURE PROCEDURE: **Rwy 23,** climb heading 237° to 1200 before proceeding on course.
NOTE: **Rwy 5,** trees abeam DER, left and right of centerline, up to 100' AGL/739' MSL. Vehicles 445' from DER, 51' left of centerline, 15' AGL/655' MSL. Tower 2837' from DER, 1044' left of centerline, 185' AGL/715' MSL. **Rwy 23,** trees abeam DER, left and right of centerline, up to 100' AGL/699' MSL. Vehicles 338' from DER, on centerline, 15' AGL/634' MSL.

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS (HEE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01305 (FAA)
TAKEOFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

HENRY POST AAF (KFSI)
FORT SILL, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
10098
Rwy 17, Standard
Rwy 35, Standard
Rwy 35, Climb heading 008° to 2200 before proceeding on course.
TAKEOFF OBSTACLES: **Rwy 17:** Street light 30' AGL/1226' MSL, 1589' from DER, 862' right of centerline. Street light 30' AGL/1210' MSL, 1139' from DER, 786' right of centerline. Trees 50' AGL/1198' MSL, 951' from DER, 671' right of centerline. Trees 50' AGL/1221' MSL, 2151' from DER, 35' left of centerline. Trees 50' AGL/1229' MSL, 2488' from DER, 296' right of centerline.

HENRYETTA, OK
HENRYETTA MUNI (F10)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10210 (FAA)
TAKEOFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 312' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1300 before proceeding on course.
NOTE: **Rwy 18,** numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL. Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL. **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HINTON, OK
HINTON MUNI (2O8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11013 (FAA)
NOTE: **Rwy 17,** vehicle on roadway at DER, 240' left of centerline, up to 15' AGL/1604' MSL. Trees beginning 731' from DER, 516' left of centerline, up to 50' AGL/1639' MSL. **Rwy 35,** vehicle on roadway at DER, 252' right of centerline, up to 15' AGL/1594' MSL.

HOBART, OK
HOBART RGNL (HBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08073 (FAA)
TAKEOFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.
NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

HOLDENVILLE, OK
HOLDENVILLE MUNI (F99)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1400 before turning right.
NOTE: **Rwy 17,** tree 122 ' from DER, 370' right of centerline,17' AGL/871' MSL. Silo 910' from DER, 715' right of centerline, 60' AGL/903' MSL. **Rwy 35,** tree 596' from DER, 520' right of centerline, 48' AGL/898' MSL. Tree 1213' from DER, 753' left of centerline, 59' AGL/909' MSL.

HOPE, AR
HOPE MUNI (M18)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14317 (FAA)
NOTE: **Rwy 4,** trees beginning 1776' from DER, 422' left of centerline, up to 100' AGL/469' MSL; trees and poles beginning 1930' from DER, 99' right of centerline, up to 100' AGL/469' MSL. Pole 2256' from DER, 24' right of centerline, 65' AGL/434' MSL. Trees and poles beginning 2345' from DER, 152' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** trees beginning abeam DER, 500' right of centerline, up to 100' AGL/439' MSL. Tree 117' from DER, 211' right of centerline, 100' AGL/429' MSL. Trees beginning 164' from DER, 10' right of centerline, up to 100' AGL/429' MSL. Trees beginning 51' from DER, 211' left of centerline, up to 100' AGL/429' MSL. Trees beginning 325' from DER, 45' left of centerline, up to 100' AGL/429' MSL. **Rwy 16,** trees beginning 1066' from DER, 722' right of centerline, up to 100' AGL/439' MSL. Trees beginning 1427' from DER, 843' left of centerline, up to 100' AGL/439' MSL. **Rwy 34,** bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Tree 565' from DER, 609' left of centerline, 100' AGL/479' MSL. Trees beginning 897' from DER, 708' left of centerline, up to 100' AGL/479' MSL. Tree 1002' from DER, 748' right of centerline, 100' AGL/479' MSL. Trees beginning 1023' from DER, 513' right of centerline, up to 100' AGL/479' MSL.

HORSEHOE BEND, AR
HORSEHOE BEND (6M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17005 (FAA)
TAKEOFF MINIMUMS: **Rwy 13,** 300-1¼. **Rwy 31,** 300-1.
NOTE: **Rwy 13,** trees beginning 12' from DER, 264' right of centerline, up to 125' AGL/884' MSL. Trees beginning 15' from DER, 73' left of centerline, up to 125' AGL/944' MSL. **Rwy 31,** trees beginning 10' from DER, 213' left of centerline, up to 125' AGL/924' MSL. Vehicles on road beginning 17' from DER, 277' left of centerline crossing extended runway centerline, up to 15' AGL/894' MSL. Trees beginning 331' from DER, 193' left of centerline, up to 125' AGL/944' MSL. Trees beginning 447' from DER, 291' right of centerline, up to 125' AGL/944' MSL. Trees beginning 644' from DER, 141' left of centerline, up to 125' AGL/964' MSL. Trees beginning 699' from DER, 310' right of centerline, up to 125' AGL/964' MSL. Trees beginning 802' from DER, 607' right of centerline, up to 125' AGL/984' MSL. Trees beginning 969' from DER, 51' right of centerline, up to 125' AGL/1004' MSL. Trees beginning 1001' from DER, 188' left of centerline, up to 125' AGL/984' MSL. Trees beginning 1359' from DER, 437' right of centerline, up to 125' AGL/1024' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD (HOT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 12068 (FAA)

TAKEOFF MINIMUMS: **Rwy 5,** std. w/min. climb of 430' per NM to 2100, or 1600-2½ for climb in visual conditions. **Rwy 13,** 300-2 ¼ or std. w/min. climb of 208' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER. **Rwy 31,** 600-1½ or std. w/min. climb of 582' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 050° to 2000 before turning westbound, for climb in visual conditions cross Memorial Field at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 13,** climb heading 130° to 1700 before proceeding on course. **Rwy 23,** climb heading 230° to 1500 before proceeding on course. **Rwy 31,** climb heading 310° to 1800 before turning right.

NOTE: **Rwy 5,** rising terrain beginning 135' from DER, 530' left of centerline, from 548' MSL up to 975' MSL. Terrain 263' from DER, 528' right of centerline, up to 548' MSL. Trees beginning abeam DER, 462' right of centerline, up to 79' AGL/654' MSL. Trees beginning 1522' from DER, 256' left of centerline, up to 100' AGL/1139' MSL. Obstruction light on building 1610' from DER, 300' left of centerline, 29' AGL/588' MSL. Pole 2023' from DER, 256' left of centerline, 60' AGL/618' MSL. Spire 3720' from DER, 67' left of centerline, 63' AGL/643' MSL. Tower 3783' from DER, 849' right of centerline, 80' AGL/640' MSL. Steeple 3800' from DER, 109' left of centerline, 55' AGL/643' MSL. **Rwy 13,** trees beginning 227' from DER, left and right of centerline, up to 111' AGL/584' MSL. Poles beginning 3228' from DER, 279' left of centerline, up to 88' AGL/631' MSL. Tower 1.9 NM from DER, 2016' left of centerline, 355' AGL/802' MSL. **Rwy 23,** trees beginning 175' from DER, 471' left of centerline, up to 57' AGL/506' MSL. Trees beginning 606' from DER, 636' right of centerline, up to 57' AGL/546' MSL. **Rwy 31,** trees beginning 491' from DER, left and right of centerline, up to 100' AGL/582' MSL. Pole 904' from DER, 161' left of centerline, 51' AGL/560' MSL. Trees beginning 4398' from DER, 1298' right of centerline, up to 100' AGL/1059' MSL.

HUGO, OK

STAN STAMPER MUNI (HHW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)

NOTE: **Rwy 17,** trees beginning 686' from DER, 32' right of centerline, up to 100' AGL/660' MSL. **Rwy 35,** trees beginning 411' from DER, 264' left of centerline, up to 100' AGL/665' MSL. Trees beginning 1507' from DER, 61' right of centerline, up to 100' AGL/662' MSL.

HUNTSVILLE, AR

HUNTSVILLE MUNI (H34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13178 (FAA)

NOTE: **Rwy 12,** pole 46' from DER, 408' left of centerline, 45' AGL/1759' MSL. Pole 175' from DER, 504' left of centerline, 47' AGL/1756' MSL. Tree 2685' from DER, 841' right of centerline, 80' AGL/1822' MSL. Tree 3201' from DER, 726' right of centerline, 100' AGL/1866' MSL. **Rwy 30,** tree 20' from DER, 362' right of centerline, 61' AGL/1764' MSL.

IDABEL, OK

MC CURTAIN COUNTY RGNL(4O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03023 (FAA)

NOTE: **Rwy 2,** trees 1.92 NM from DER, on centerline, 100' AGL/629' MSL.

JONESBORO, AR

JONESBORO MUNI (JBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13066 (FAA)

TAKEOFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 13,** trees beginning 356' from DER, 188' right of centerline, up to 75' AGL/304' MSL. Pole 1214' from DER, 341' right of centerline, 40' AGL/291' MSL. Railroad, trees, and pole beginning 600' from DER,10' left of centerline, up to 75' AGL/302' MSL. **Rwy 23,** trees beginning 2600' from DER, 457' right centerline, up to 75' AGL/343' MSL. Trees beginning 1588' from DER, 721' left of centerline, up to 75' AGL/339' MSL. **Rwy 5,** trees beginning 873' from DER, 458' right of centerline, up to 75' AGL/304' MSL. Trees beginning 1226' from DER, 558' left of centerline, up to 75' AGL/315' MSL.

SC-1, 05 JAN 2017 to 02 MAR 2017

KETCHUM, OK

SOUTH GRAND LAKE RGNL (1K8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/min. climb of 453' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 18,** climb on heading 178° to 1400 before turning left. **Rwy 36,** climb on heading 358° to 1400 before turning left.

NOTE: **Rwy 18,** tree, bush beginning 58' from DER, 42' right of centerline, up to 789' MSL. Vehicles on road beginning 274' from DER, 199' right of centerline, up to 796' MSL. Vehicles on road beginning 275' from DER, 13' right of centerline, up to 797' MSL. Pole 294' from DER, 125' right of centerline, 21' AGL/803' MSL. Pole 300' from DER, 442' right of centerline, 813' MSL. Tree, pole beginning 410' from DER, 22' right of centerline, up to 820' MSL. Tree 1416' from DER, 717' right of centerline, 823' MSL. Tree 1429' from DER, 541' right of centerline, 827' MSL. Trees beginning 1477' from DER, 8' right of centerline, up to 60' AGL/829' MSL. Trees beginning 1710' from DER, 15' right of centerline, up to 60' AGL/830' MSL. Tree 2972' from DER, 839' right of centerline, 859' MSL. Tree, vehicles on road, pole, post beginning 75' from DER, 10' left of centerline, up to 44' AGL/824' MSL. Trees beginning 792' from DER, 544' left of centerline, up to 828' MSL. Tree 1052' from DER, 634' left of centerline, 835' MSL. Trees beginning 1089' from DER, 137' left of centerline, up to 840' MSL. Trees beginning 1405' from DER, 54' left of centerline, up to 842' MSL. Trees beginning 1500' from DER, 62' left of centerline, up to 844' MSL. Trees beginning 1600' from DER, 16' left of centerline, up to 846' MSL. Trees beginning 1734' from DER, 87' left of centerline, up to 853' MSL. Tree 2282' from DER, 981' left of centerline, 855' MSL. Tree 2309' from DER, 1108' left of centerline, 858' MSL. **Rwy 36,** tree, terrain beginning 4728' from DER, on centerline, up to 39' AGL/985' MSL. Bush 28' from DER, 82' right of centerline, 8' AGL/787' MSL. Tree 55' from DER, 290' right of centerline, 795' MSL. Tree, vehicles on road beginning 185' from DER, 27' right of centerline, up to 798' MSL. Tree 292' from DER, 297' right of centerline, 816' MSL. Trees beginning 293' from DER, 33' right of centerline, up to 818' MSL. Trees beginning 629' from DER, 31' right of centerline, up to 36' AGL/820' MSL. Tree 741' from DER, 145' right of centerline, 41' AGL/827' MSL. Trees beginning 785' from DER, 2' right of centerline, up to 43' AGL/829' MSL. Tree 1413' from DER, 525' right of centerline, 836' MSL. Trees beginning 1529' from DER, 425' right of centerline, up to 845' MSL. Tree 2457' from DER, 1093' right of centerline, 856' MSL. Trees beginning 2612' from DER, 8' right of centerline, up to 861' MSL. Trees beginning 2897' from DER, 60' right of centerline, up to 862' MSL. Tree 2990' from DER, 387' right of centerline, 55' AGL/872' MSL. Tree 3031' from DER, 260' right of centerline, 57' AGL/879' MSL. Trees beginning 3127' from DER, 113' right of centerline, up to 71' AGL/892' MSL. Trees beginning 3427' from DER, 9' right of centerline, up to 64' AGL/897' MSL. Tree 3843' from DER, 170' right of centerline, 40' AGL/899' MSL. Trees beginning 3846' from DER, 56' right of centerline, up to 59' AGL/912' MSL. Trees beginning 3932' from DER, 18' right of centerline, up to 50' AGL/913' MSL. Trees beginning 4065' from DER, 144' right of centerline, up to 49' AGL/918' MSL. Trees beginning 4072' from DER, 26' right of centerline, up to 47' AGL/920' MSL. Trees beginning 4144' from DER, 19' right of centerline, up to 62' AGL/929' MSL.

KETCHUM, OK (CON'T)

Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL. Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL. Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL. Tree 4709' from DER, 344' right of centerline, 58' AGL/977' MSL. Trees beginning 4833' from DER, 99' right of centerline, up to 44' AGL/998' MSL. Trees beginning 4902' from DER, 229' right of centerline, up to 63' AGL/1009' MSL. Tree, terrain beginning 4933' from DER, 26' right of centerline, up to 57' AGL/1013' MSL. Trees beginning 4982' from DER, 97' right of centerline, up to 39' AGL/1019' MSL. Tree, bush, terrain beginning 5020' from DER, 64' right of centerline, up to 40' AGL/1020' MSL. Tree, terrain, bush beginning 5223' from DER, 4' right of centerline, up to 51' AGL/1026' MSL. Tree 1 NM from DER, 1132' right of centerline, 947' MSL. Tree, bush beginning 2' from DER, 122' left of centerline, up to 800' MSL. Tree, terrain, bush, fence, vehicles on road beginning 109' from DER, 3' left of centerline, up to 36' AGL/833' MSL. Tree, terrain, driveway beginning 388' from DER, 2' left of centerline, up to 845 ' MSL. Trees beginning 1490' from DER, 41' left of centerline, up to 48' AGL/846' MSL. Trees beginning 1582' from DER, 13' left of centerline, up to 47' AGL/848' MSL. Tree 1640' from DER, 65' left of centerline, 48' AGL/849' MSL. Tree 1699' from DER, 131' left of centerline, 47' AGL/851' MSL. Tree, terrain beginning 1704' from DER, 25' left of centerline, up to 45' AGL/857' MSL. tree, pole, terrain beginning 1881' from DER, 83' left of centerline, up to 44' AGL/859' MSL. Tree, terrain beginning 1986' from DER, 103' left of centerline, up to 56' AGL/866' MSL. Trees beginning 2210' from DER, 175' left of centerline, up to 56' AGL/868' MSL. Trees beginning 2379' from DER, 220' left of centerline, up to 53' AGL/870' MSL. Tree, pole beginning 2477' from DER, 304' left of centerline, up to 876' MSL. Trees beginning 2641' from DER, 366' left of centerline, up to 58' AGL/884' MSL. Tree, pole beginning 2709' from DER, 112' left of centerline, up to 891' MSL. Trees beginning 2931' from DER, 35' left of centerline, up to 928' MSL. Trees beginning 3043' from DER, 163' left of centerline, up to 929' MSL. Trees beginning 3213' from DER, 286' left of centerline, up to 942' MSL. Tree, pole beginning 3329' from DER, 168' left of centerline, up to 958' MSL. Tree 3426' from DER, 1210' left of centerline, 965' MSL. Trees beginning 3427' from DER, 154' left of centerline, up to 969' MSL. Trees beginning 3533' from DER, 66' left of centerline, up to 988' MSL. Trees beginning 3680' from DER, 12' left of centerline, up to 997' MSL. Tree, bush beginning 4265' from DER, 47' left of centerline, up to 998' MSL. Tree, bush beginning 4325' from DER, 267' left of centerline, up to 1008' MSL. Tree, bush beginning 4351' from DER, 95' left of centerline, up to 1013' MSL. Tree, bush beginning 4393' from DER, 30' left of centerline, up to 1017' MSL. Trees beginning 4466' from DER, 376' left of centerline, up to 1024' MSL. Tree, terrain, bush beginning 4485' from DER, 50' left of centerline, up to 1022' MSL. Tree, bush, terrain beginning 4602' from DER, 11' left of centerline, up to 1025' MSL. Tree, terrain beginning 4682' from DER, 84' left of centerline, up to 1030' MSL. Tree, terrain beginning 4797' from DER, 143' left of centerline, up to 1032' MSL. Tree, terrain, bush, trmsn towers beginning 4880' from DER, 4' left of centerline, up to 1033' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10042 (FAA)

NOTE: **Rwy 1,** trees beginning 1184' from DER, left and right of centerline, up to 100' AGL/229' MSL. **Rwy 19,** trees beginning 654' from DER, left and right of centerline, up to 100' AGL/229' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10042 (FAA)

NOTE: **Rwy 17,** tree 1709' from DER, 870' left of centerline, 60' AGL/1119' MSL. Tree 918' from DER, 733' right of centerline, 31' AGL/1098' MSL. **Rwy 35,** tree 2377' from DER, 802' left of centerline, 60' AGL/1179' MSL.

LITTLE ROCK, AR

BILL AND HILLARY CLINTON NATIONAL/ ADAMS FIELD (LIT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from DER, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from DER, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from DER, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from DER, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from DER, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from DER, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from DER, 371' right of centerline, 88' AGL/399' MSL. Train 60' from DER, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from DER, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from DER, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from DER, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from DER, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from DER, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from DER, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from DER, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from DER, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from DER, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from DER, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from DER, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from DER, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from DER, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from DER, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from DER, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from DER, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from DER, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from DER, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from DER, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from DER, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from DER, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from DER, 25' right of centerline, 42' AGL/301' MSL.

LITTLE ROCK AFB (KLRF)
JACKSONVILLE, AR
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
08045
DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from DER, 2248' left of centerline.
TAKEOFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 7** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK
MADILL MUNI (1F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11293 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 190° to 3100 before turning left. **Rwy 36,** climb heading 360° to 1600 before proceeding on course.
NOTE: **Rwy 18,** trees across centerline beginning 713' from DER, up to 50' AGL/920' MSL. **Rwy 36,** trees beginning 432' from DER, 139' left of centerline, up to 50' AGL/890' MSL. Trees beginning 817' from DER, 110' right of centerline, up to 50' AGL/890' MSL.

MAGNOLIA, AR
MAGNOLIA MUNI (AGO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15344 (FAA)
NOTE: **Rwy 18,** grd, bushes, trees beginning 27' from DER, 150' right of centerline, up to 336' MSL. Ol pole 340' from DER, 180' left of centerline, 333' MSL. Brine well 334' from DER, 188' left of centerline, 322' AGL/328' MSL. Trees beginning 1189' from DER, 247' right of centerline, up to 409' MSL. Trees beginning 1337' from DER, 837' left of centerline, up to 386' MSL. Trees beginning 2596' from DER, left and right of centerline, up to 455' MSL. Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL. **Rwy 36,** trees beginning 632' from DER, 364' left of centerline, up to 385' MSL. Trees beginning 277' from DER, 351' right of centerline, up to 354' MSL. Trees beginning 1751' from DER, left and right of centerline, up to 383' MSL.

MALVERN, AR
MALVERN MUNI (M78)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07130 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 456' from DER, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from DER, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and power lines beginning 241' from DER, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and power lines beginning 241' from DER, 1' right of centerline, up to 75' AGL/ 604' MSL.

MANGUM, OK
SCOTT FIELD (2K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11069 (FAA)
NOTE: **Rwy 17,** vehicle on road 1240' from DER, left to right of centerline, 15' AGL/1694' MSL. Multiple trees 977' from DER, 33' right of centerline, 100' AGL/1779' MSL. **Rwy 35,** vehicle on road 632' from DER, left to right of centerline, 15' AGL/1644' MSL.

MANILA, AR
MANILA MUNI (MXA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13262 (FAA)
NOTE: **Rwy 18,** pole 140' from DER, 440' right of centerline, 26' AGL/266' MSL. Pole 529' from DER, 449' right of centerline, 39' AGL/279' MSL. Tank 211' from DER, 190' left of centerline, 13' AGL/253' MSL. Trees beginning 1807' from DER, left and right of centerline, up to 95' AGL/334' MSL. **Rwy 36,** pole 584' from DER, 554' left of centerline, 33' AGL/270' MSL. Pole 585' from DER, 530' right of centerline, 28' AGL/268' MSL. Vehicle on road 569' from DER, 4' left of centerline, 24' AGL/265' MSL. Trees beginning 811' from DER, left and right of centerline, up to 116' AGL/351' MSL.

MARIANNA, AR
MARIANNA/LEE COUNTY - STEVE EDWARDS FIELD (6M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13234(FAA)
NOTE: **Rwy 18,** tank 27' from DER, 353' right of centerline, 10' AGL/225' MSL. Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL. Vehicles on road beginning 109' from DER, 445' right of centerline, up to 17' AGL/234' MSL. Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL. **Rwy 36,** vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL. Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL. Multiple trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARSHALL, AR

SEARCY COUNTY (4A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 16035 (FAA)

TAKEOFF MINIMUMS: **Rwy 5,** std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions. **Rwy 23,** std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 051° to 2100 before proceeding on course. **Rwy 23,** climb heading 231° to 2600 before proceeding on course.

VCOA: **Rwy 5,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course. **Rwy 23,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.

NOTE: **Rwy 5,** rising terrrain beginning 3' from DER, 300' left and 138' right of centerline, up to 978' MSL. Rising terrrain beginning 67' from DER, 389' right of centerline, up to 990' MSL. Trees and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL. Sign 26' from DER, 197' left of centerline, 3' AGL/966' MSL. Trees beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL. Trees, poles and t-l towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL. Trees, poles and t-l towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL. Tree 3006' from DER, 688' left of centerline, 97' AGL/1050' MSL. Trees, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL. Trees beginning 4776' from DER, 1514' right of centerline, up to 92' AGL/1107' MSL. **Rwy 23,** rising terrain beginning 4' from DER, 144' left and 180' right of centerline, up to 945' MSL. Trees beginning 7' from DER, 401' left of centerline, up to 79' AGL/995' MSL. Trees beginning 43' from DER, 274' right of centerline, up to 29' AGL/967' MSL. Trees beginning 70' from DER, 491' right of centerline, up to 62' AGL/1003' MSL. Trees beginning 395' from DER, 269' right of centerline, up to 88' AGL/965' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 09183 (FAA)

TAKEOFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

MC GEHEE, AR

MC GEHEE MUNI (7M1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11349 (FAA)

NOTE: **Rwy 18,** trees beginning 2594' from DER, left and right of centerline, up to 100' AGL/234' MSL. **Rwy 36,** trees beginning 456' from DER, 365' left of centerline, up to 100' AGL/244' MSL. Trees beginning 2143' from DER, 1048' right of centerline, up to 100' AGL/244' MSL. Trees beginning 2404' from DER, 899' left of centerline, up to 100' AGL/244' MSL.

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD (42A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05076 (FAA)

TAKEOFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from DER, 49' left of centerline, 105' AGL/939' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI (MEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05188 (FAA)

TAKEOFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300 -2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from DER, on centerline, 100' AGL/1759' MSL.

MIAMI, OK

MIAMI RGNL (MIO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16147 (FAA)

NOTE: **Rwy 17,** buildings, trees, and power lines beginning 772' from DER, 339' left of centerline, up to 100' AGL/899' MSL. Building 3539' from DER, 738' right of centerline, 100' AGL/899' MSL. **Rwy 35,** building, trees, and power lines beginning 1398' from DER, 449' right of centerline, up to 100' AGL/919' MSL.

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16175 (FAA)

TAKEOFF MINIMUMS: **Rwy 21,** 300-1½ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** Tree 278' from DER, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from DER, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** Tree 3687' from DER, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from DER, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from DER, 607' right of centerline, up to 100' AGL/399' MSL. Power line 5621' from DER, 994' right of centerline, 79' AGL/458' MSL. Power line 4504' from DER, 1652' right of centerline, 79' AGL/388' MSL. Trees beginning 6722' from DER, 963' right of centerline, up to 110' AGL/470' MSL.

MOORELAND, OK

MOORELAND MUNI (MDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)

NOTE: **Rwy 17,** trees beginning 191' from DER, 182' right of centerline, up to 50' AGL/2003' MSL. Trees beginning 421' from DER, 337' left of centerline, up to 50' AGL/2006' MSL. Power pole 498' from DER, 176' right of centerline, 35' AGL/1992' MSL. **Rwy 35,** power pole 1225' from DER, 43' left of centerline, 35' AGL/2004' MSL.

MORRILTON, AR

MORRILTON MUNI (BDQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08129 (FAA)

TAKEOFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from DER, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from DER, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from DER, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from DER, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK (MPJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT1 02108 (FAA)

TAKEOFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

MOUNTAIN HOME, AR

BAXTER COUNTY (BPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 92009 (FAA)

TAKEOFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD(7M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03023 (FAA)

TAKEOFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

MULDROW AHP (KHMY)

LEXINGTON, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG, 08213

TAKEOFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

MUSKOGEE, OK

DAVIS FIELD (MKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08213 (FAA)

TAKEOFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 22,** tree 3637' from DER, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from DER, 851' left of centerline, 100' AGL/819' MSL.

NASHVILLE, AR

HOWARD COUNTY (M77)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12040 (FAA)

NOTE: **Rwy 1,** fence and trees beginning 16' from DER, 259' left of centerline, up to 70' AGL/613' MSL. Trees beginning 49' from DER, 344' right of centerline, up to 76' AGL/601' MSL. **Rwy 19,** trees, buildings, poles, antenna, catenary, and road beginning 12' from DER, 200' left of centerline, up to 97' AGL/592' MSL. Trees and catenary beginning 85' from DER, 241' right of centerline, up to 92' AGL/591' MSL.

NEWPORT, AR

NEWPORT MUNI (M19)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from DER, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from DER, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16147 (FAA)

NOTE: **Rwy 3,** tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL. **Rwy 18,** tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL. **Rwy 21,** tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL. Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL. Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL. Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL. **Rwy 36,** poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI (ORK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

NOTE: **Rwy 5,** 80' AGL tree 360' from DER, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from DER, 300' left of centerline; 85' AGL tree 700' from DER, 600' right of centerline.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI (RCE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 06271 (FAA)

NOTE: **Rwy 17R,** multiple trees beginning 43' from DER, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from DER, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from DER, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE (HSD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16175 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 171° to 1700 before proceeding on course.

NOTE: **Rwy 17,** multiple trees 134' from DER, 237' left of centerline, up to 45' AGL/1238' MSL. Building 442' from DER, 472' left of centerline, 22' AGL/1215' MSL. Tower 4132' from DER, 561' left of centerline, 109' AGL/1334' MSL. Tower 4808' from DER, 109' right of centerline, 109' AGL/1341' MSL. **Rwy 35,** multiple trees 131' from DER, 330' left of centerline, up to 34' AGL/1187' MSL.

WILEY POST (PWA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 14261 (FAA)

TAKEOFF MINIMUMS: **Rwy 17L,** 300-1¼ or std. w/min. climb of 307' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading130° to 2300 before turning left. **Rwys 35L, 35R,** climb heading 355° to 1900 before turning right.

NOTE: **Rwy 13,** hangar 467' from DER, 466' left of centerline, 19' AGL/1316' MSL. Hangar 1349' from DER, 602' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** trees beginning 1292' from DER, 371' right of centerline, up to 67' AGL/1348' MSL. Tank 4592' from DER, 1222' left of centerline, 148' AGL/1478' MSL. Tank 1 NM from DER, 1387' left of centerline, 144' AGL/1467' MSL. **Rwy 17R**, pole 344' from DER, 422' left of centerline, 20' AGL/1305' MSL. **Rwy 35L,** trees beginning 143' from DER, 516' left of centerline, up to 50' AGL/1321' MSL. Spire 2441' from DER, 901' left of centerline, 86' AGL/1366' MSL.

WILL ROGERS WORLD (OKC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 14205 (FAA)

NOTE: **Rwy 35L,** post 48' from DER, 495' left of centerline, 8' AGL/1287' MSL**. Rwy 36,** obstruction light on windsock 674' from DER, 152' left of centerline, 25' AGL/1295' MSL.

OKMULGEE, OK
OKMULGEE RGNL (OKM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.
NOTE: **Rwy 18,** multiple trees beginning 1303' from DER, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from DER, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR
OSCEOLA MUNI (7M4)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 98309 (FAA)
TAKEOFF MINIMUMS: **Rwy 1,** 300-1.
NOTE: **Rwy 1,** 180' AGL antenna 3003' from DER, 20' right of centerline.

OZARK, AR
OZARK-FRANKLIN COUNTY (7M5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 2 10154 (FAA)
TAKEOFF MINIMUMS: **Rwy 4,** 400-1½ or std. w/ min. climb of 492' per NM to 1200. **Rwy 22,** std. w/ min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.
NOTE: **Rwy 4,** tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL. Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL. Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL. Tower 57' from DER, 404'right of centerline, 34' AGL/687' MSL. **Rwy 22,** multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL. Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR
KIRK FIELD (PGR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 04050 (FAA)
TAKEOFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.
NOTE: **Rwy 4,** tank 5070' from DER, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from DER, on centerline, 289' MSL. Sign 1506' from DER, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from DER, 285' right of centerline, 30' AGL/325' MSL. Road 300' from DER, on centerline, 295' MSL.

PAULS VALLEY, OK
PAULS VALLEY MUNI (PVJ)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10154 (FAA)
TAKEOFF MINIMUMS: **Rwy 12,** 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.
NOTE: **Rwy 12,** tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL. **Rwy 35,** tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PERRY, OK
PERRY MUNI (F22)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 10322 (FAA)
NOTE: **Rwy 17,** vehicle on road 735' from DER, 680' right of centerline, up to 15' AGL/1023' MSL. Vehicle on road 721' from DER, 4' left of centerline, up to 15' AGL/1023' MSL. Trees beginning 243' from DER, 180' right of centerline, up to 100' AGL/1149' MSL. Trees beginning 786' from DER, 201' left of centerline, up to 100' AGL/1149' MSL. **Rwy 35,** trees beginning 101' from DER, 297' left of centerline, up to 26' AGL/996' MSL.

PINE BLUFF, AR
GRIDER FIELD (PBF)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11125 (FAA)
NOTE: **Rwy 18,** trees beginning 145' from DER, 259' left of centerline, up to 27' AGL/224' MSL. Trees beginning 223' from DER, 503' right of centerline, up to 92' AGL/289' MSL. **Rwy 36,** trees beginning 2187' from DER, 323' left of centerline, up to 92' AGL/289' MSL. Tree 2333' from DER, 252' right of centerline, 66' AGL/263' MSL.

POCAHONTAS, AR
POCAHONTAS MUNI (M70)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 12348 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 357° to 1000 before turning left.
NOTE: **Rwy 18,** vehicle on roads beginning 5' from DER, 273' left of centerline, up to 17' AGL/296' MSL. Trees beginning 77' from DER, 307' left of centerline, up to 55' AGL/321' MSL. Buildings beginning 107' from DER, 480' left of centerline, up to 55' AGL/321' MSL. Poles beginning 265' from DER, 415' left of centerline, up to 36' AGL/303' MSL. Trees beginning 1322' from DER, 610' left of centerline, up to 64' AGL/329' MSL. Poles beginning 438' from DER, 313' right of centerline, up to 31' AGL/301' MSL. Vehicle on road 465' from DER, 433' right of centerline, 17' AGL/286' MSL. Trees beginning 1082' from DER, 323' right of centerline, up to 58' AGL/327' MSL. **Rwy 36,** vehicle on roads beginning 2' from DER, 433' left of centerline, up to 17' AGL/286' MSL. Poles beginning 157' from DER, 497' left of centerline, up to 31' AGL/301' MSL. Trees beginning 265' from DER, 295' left of centerline, up to 58' AGL/319' MSL. Trees beginning 1065' from DER, 749' left of centerline, up to 85' AGL/342' MSL. Vehicle on roads beginning 28' from DER, 436' right of centerline, up to 17' AGL/294' MSL. Poles beginning 203' from DER, 515' right of centerline, up to 23' AGL/298' MSL. Trees beginning 2007' from DER, 41' right of centerline, up to 101' AGL/360' MSL.

PONCA CITY, OK
PONCA CITY RGNL (PNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07354 (FAA)
NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from DER, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from DER, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from DER, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from DER, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK
ROBERT S. KERR (RKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 02276 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.
NOTE: **Rwy 36,** cross DER at or above 16' AGL/461' MSL.

PRAGUE, OK
PRAGUE MUNI (O47)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14149 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 177° to 1500 before turning left.
NOTE: **Rwy 17,** vehicles on road beginning 129' from DER, 198' left of course, 15' AGL/1016' MSL. Tree 2028' from DER, 411' left of centerline, up to 84' AGL/1063' MSL. Vehicles on road beginning 124' from DER, 383' right of centerline, up to 15' AGL/1014' MSL. Tree 212' from DER, 415' right of centerline, 50' AGL/1048' MSL. Trees beginning 360' from DER, 104' right of centerline, up to 66' AGL/1055' MSL. **Rwy 35,** trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL. Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL. Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL. Trees, poles, and vehicles on road, beginning 381' from DER, left and right of centerline, up to 30' AGL/1074' MSL. Trees, poles, buildings, and vehicles on road, beginning 780' from DER, left and right of centerline, up to 59' AGL/1095' MSL.

PRYOR , OK
MID-AMERICA INDUSTRIAL (H71)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 95173 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

ROGERS, AR
ROGERS EXECUTIVE-CARTER FIELD (ROG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 16203 (FAA)
NOTE: **Rwy 2,** tree 33' from DER, 396' right of centerline, 62' AGL/1382' MSL. Multiple trees beginning 99' from DER, 430' left of centerline, up to 85' AGL/1385' MSL. **Rwy 20**, multiple towers and trees beginning 393' from DER, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from DER, 81' left of centerline, up to 108' AGL/1469' MSL.

RUSSELLVILLE, AR
RUSSELLVILLE REGIONAL (RUE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 16287 (FAA)
TAKEOFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.
NOTE: **Rwy 7**, bldg. 3192' from DER, 204' left of centerline, 50' AGL/520' MSL.

SALLISAW, OK
SALLISAW MUNI (JSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11069 (FAA)
TAKEOFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/min. climb of 229' per NM to 1100. **Rwy 35,** 700-2¼ or std. w/ min. climb of 450' per NM to 1400.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 1100 before turning left.
NOTE: **Rwy 17,** multiple trees beginning 197' from DER, 300' left of centerline, up to 89' AGL/598' MSL. Multiple trees beginning 508' from DER. 178' right of centerline, 65' AGL/574' MSL. Tree 2214' from DER,180' right of centerline, 63' AGL/ 573' MSL. **Rwy 35,** tower 2874' from DER, 719' left of centerline, 90' AGL/647' MSL. Tower 3278' from DER, 1051' left of centerline, 80' AGL/649' MSL. Tower 1.9 NM from DER, 331' right of centerline, 495' AGL/1161' MSL.

SAND SPRINGS, OK
WILLIAM R POGUE MUNI (OWP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11069 (FAA)
TAKEOFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 253' per NM to 1300.
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 1900 before turning left. **Rwy 35,** climb heading 349° to 2300 before turning right.
NOTE: **Rwy 17,** trees beginning 76' from DER, 235' left of centerline, up to 59' AGL/969' MSL. Trees beginning 231' from DER, 346' right of centerline, up to 59' AGL/939' MSL.

SEARCY, AR
SEARCY MUNI (SRC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293(FAA)
NOTE: **Rwy 1,** trees beginning 984' from DER, 327' left of centerline, up to 62' AGL/322' MSL. Trees beginning 1202' from DER, 576' right of centerline, up to 53' AGL/303' MSL. **Rwy 19,** trees beginning 1521' from DER, 629' left of centerline, up to 56' AGL/283' MSL. Trees beginning 2638' from DER, 816' right of centerline, up to 98' AGL/331' MSL.

SEMINOLE, OK
SEMINOLE MUNI (SRE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07074 (FAA)
NOTE: **Rwy 16,** power line 419' from DER, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK
SHAWNEE RGNL (SNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10210 (FAA)
NOTE: **Rwy 17,** multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL. Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL. Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL. **Rwy 35,** tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SHERIDAN, AR
SHERIDAN MUNI (9M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15344 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** Climb heading 012° to 2400 before turning east. **Rwy 19,** Climb heading 192° to 800 before turning north.
NOTE: **Rwy 1,** trees left and right of centerline beginning 9' from DER, up to 112' AGL/354' MSL. Vehicle on road crossing right to left beginning 113' from DER, 15' AGL/251 MSL. **Rwy 19,** trees left and right of centerline beginning 2' from DER, 5' right of centerline, up to 109' AGL/332' MSL. Ground beginning 42' from DER, 248' left of centerline, up to 232' MSL. Building 126' from DER, 424' left of centerline, 18' AGL/250' MSL. Poles beginning 261' from DER, 218' left of centerline, up to 35' AGL/266' MSL. Tower 695' from DER, 375' left of centerline, 21' AGL/251' MSL. Transmission lines beginning 1318' from DER, 182' left of centerline, up to 32' AGL/264' MSL.

SILOAM SPRINGS, AR
SMITH FIELD (SLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07298 (FAA)
NOTE: **Rwy 18,** light pole 1320' from DER, 358' right of centerline, 31' AGL/ 1209' MSL. Trees 795' from DER, 354' left of centerline, up to 25' AGL/ 1197' MSL. Trees 1272' from DER, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from DER, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from DER, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from DER, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR
SPRINGDALE MUNI (ASG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10322 (FAA)
TAKEOFF MINIMUMS: **Rwy 36**, 400-2½ or std. w /min. climb of 332' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 003° to 2000 before turning.
NOTE: **Rwy 18,** trees and poles beginning 166' from DER, 242' left of centerline, up to 56' AGL/1395' MSL. Trees beginning 42' from DER, 374' right of centerline, up to 69' AGL/1408' MSL. **Rwy 36,** trees, tower, fence, and road beginning 296' from DER, 191' left of centerline, up to 44' AGL/1404' MSL. Poles, trees, and building beginning 354' from DER, 324' right of centerline, up to 59' AGL/1418' MSL.

STIGLER, OK
STIGLER RGNL (GZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14205 (FAA)
TAKEOFF MINIMUMS: **Rwy 17,** 400-2½ or std. w/min. climb of 210' per NM to 1100. **Rwy 35,** NA - Obstacles.
NOTE: **Rwy 17,** trees beginning 189' from DER, 229' right of centerline, up to 52' AGL/651' MSL. Tower 2 NM from centerline, 2399' right of centerline, 296' AGL/913' MSL.

STILLWATER, OK
STILLWATER RGNL (SWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before turning right. **Rwy 22,** climb heading 220° to 2500 before turning right.
NOTE: **Rwy 4,** fence 191' from DER, 271' left of centerline, 11' AGL/991' MSL. Tree 857' from DER, 545' left of centerline, 30' AGL/1 020' MSL. Tree 498' from DER, 331' right of centerline, 26' AGL/1 006' MSL. **Rwy 17,** building and trees beginning1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL. **Rwy 22,** trees beginning 1158' from DER, 770' left of centerline, up to 60' AGL/1029' MSL. **Rwy 35,** trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL. Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL. Plant 1688' from DER, 729' right of centerline, 79' AGL/1059' MSL.

STUTTGART, AR
STUTTGART MUNI (SGT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07130 (FAA)
NOTE: **Rwy 18,** tree 108' from DER, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from DER, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK
TAHLEQUAH MUNI (TQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08157 (FAA)
TAKEOFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.
NOTE: **Rwy 17,** trees beginning 80' from DER, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from DER, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from DER, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from DER, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from DER, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from DER, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR
TEXARKANA RGNL-WEBB FIELD (TXK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07354 (FAA)
NOTE: **Rwy 4,** multiple trees 881' from DER, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from DER, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from DER, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from DER, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from DER, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from DER, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from DER, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from DER, on centerline, 15' AGL/391' MSL. Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL. Multiple trees beginning 454' from DER, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from DER, 195' left of centerline, 60' AGL/429' MSL.

THOMAS, OK
THOMAS MUNI (1O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15120 (FAA)
TAKEOFF MINIMUMS: **Rwy 35,** 400-1¾ or std. w/min. climb of 335' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 355° to 2300 before turning left.
NOTE: **Rwy 17,** vehicles on roadway beginning 12' from DER, 470' right of centerline, up to 15' AGL/1757' MSL. Trees, poles, and buildings beginning 65' from DER, 460' right of centerline, up to 35' AGL/1778' MSL. Fence beginning 192' from DER, 195' left of centerline, up to 9' AGL/1739' MSL. **Rwy 35,** vehicles on roadway beginning 28' from DER, 458' left of centerline, up to 15' AGL/1747' MSL. Building, pole, and signs beginning 15' from DER, 404 left of centerline, up to 34' AGL/1765' MSL. Vehicles on roadway beginning 337' from DER, left and right of centerline, up to 15' AGL/1750' MSL. Tree 2044' from DER, 950' left of centerline, 62' AGL/1794' MSL.

TINKER AFB (KTIK),
OKLAHOMA CITY, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
14233
DEPARTURE PROCEDURE: **Rwy 31,** 1600-3, or standard with a minimum climb of 240 ft/NM to 4000', then standard climb rate. Climb on track 306° to 4000' MSL prior to executing a right turn, left turns may be initiated at 3300' MSL. **Rwy 36,** 1600-3, or standard with a minimum climb of 220 ft/NM to 4000', then standard climb rate. Intercept TIK R-354 climbing to 4000' MSL prior to executing left turn.
TAKE-OFF OBSTACLES: **Rwy 31,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 11069 (FAA)

TAKEOFF MINIMUMS: **Rwy 31,** 400-2¼ or 300-1 w/min. climb of 315' per NM to 1100 or std. w/min. climb of 610' per NM to 900.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1500 before proceeding on course. **Rwy 13,** climb heading 127° to 1500 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1500 before proceeding on course. **Rwy 31,** climb heading 292° to 2400 before proceeding on course.

NOTE: **Rwy 1L,** railroad 397' from DER, 594' right of centerline, 23' AGL/652' MSL. Tree 1492' from DER, 626' right of centerline, 80' AGL/700' MSL. **Rwy 1R,** railroad 162' from DER, 105' right of centerline, 23' AGL/652' MSL. Multiple trees and poles beginning 250' from DER, left and right of centerline, up to 80' AGL/700' MSL. Vehicle on road 521' from DER, 159' right of centerline, 15' AGL/644' MSL. **Rwy 13,** building 716' from DER, 513' right of centerline, 25' AGL/641' MSL. Railroad 902' from DER, 725' left of centerline, 23' AGL/642' MSL. Trees beginning 1960' from DER, left and right of centerline, up to 100' AGL/709' MSL. **Rwy 19L,** vehicles on road beginning 516' from DER, 282' left of centerline, up to 15' AGL/644' MSL. Trees beginning 790' from DER, 310' left of centerline, up to 73' AGL/683' MSL. **Rwy 19R,** vehicles on road 333' from DER, 563' left of centerline, up to 15' AGL/634' MSL. Tree 2247' from DER, 1019' left of centerline, 65' AGL/685' MSL. **Rwy 31,** hangar 506' from DER, 344' right of centerline, 20' AGL/640' MSL. Trees beginning 1372' from DER, left and right of centerline, up to 100' AGL/799' MSL. Transmission towers beginning 2731' from DER, left and right of centerline, up to 117' AGL/853' MSL. Multiple tanks, towers and trees beginning 1.2 NM from DER, left and right of centerline, up to 100' AGL/939' MSL.

TULSA INTL (TUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 26,** climb on a heading between 292 °CW to 086° from DER, or minimum climb of 222' per NM to 2900 for headings 087° through 291°.

NOTE: **Rwy 18L,** tree 1880' from DER, 905' left of centerline, 74' AGL/693' MSL. **Rwy 18R,** vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL. Ant on building. 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL. Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL. Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL. **Rwy 26,** antenna and buildings beginning 1031' from DER, 745' left of centerline, up to 51' AGL/707' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL. **Rwy 36L,** trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL. **Rwy 36R,** lights and NAVAID 2' from DER, on centerline, 1' AGL/627' MSL. Trees beginning 1630' from DER, 470' left of centerline, up to 84' AGL/674' MSL.

VANCE AFB (KEND)

ENID, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12208

TAKEOFF OBSTACLES:

Rwy 17C: Barrier (when raised) 24' AGL/1321' MSL, 146' into overrun, on centerline.

Rwy 17L: Terrain, 1293' MSL, 239' from DER, 56' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 575' left of centerline. Trees, 70' AGL/ 1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R: Barrier (when raised), 24' AGL/1336' MSL, 145' into overrun, on centerline.

Rwy 35C: Barrier (when raised), 24' AGL/1301' MSL, 140' into overrun, on centerline.

Rwy 35L: Barrier (when raised), 24' AGL/1303' MSL, 142' into overrun, on centerline. Vehicle on road, 10' AGL/1273' MSL, 735' from DER, 603' right of centerline.

Rwy 35R: Wind sensor, 33' AGL/1299' MSL, 1885' from DER, 576' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 145' from DER, 291' left of centerline. T-1 aircraft on taxiway, 14' AGL/ 1280' MSL, 212' from DER, 575' right of centerline.

WAGONER, OK

HEFNER-EASLEY (H68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from DER, 544' right of centerline, up to 100' AGL/709' MSL.

WALNUT RIDGE, AR

WALNUT RIDGE RGNL (ARG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11293 (FAA)

NOTE: **Rwy 4,** tree 2675' from DER, 756' left of centerline, 78' AGL/349' MSL. **Rwy 18,** vehicles on roadway 66' from DER, 487' left of centerline, up to 15' AGL/284' MSL. **Rwy 31,** vehicles on roadway beginning 56' from DER, left and right of centerline, up to 15' AGL/291' MSL. **Rwy 36,** trees beginning 123' from DER, left and right of centerline, up to 87' AGL/319' MSL. Pole 192' from DER, 410' right of centerline, 50' AGL/321' MSL. Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WARREN, AR
WARREN MUNI (3M9)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 11265 (FAA)
NOTE: **Rwy 3,** trees beginning at DER, 190' left and right of centerline, up to 100' AGL/335' MSL. Vehicle on road, building, and hangar beginning 2' from DER, 192' right of centerline, up to 22' AGL/257' MSL. **Rwy 21,** trees beginning at DER, 172' left and right of centerline, up to 100' AGL/297' MSL. Terrain rising 115' from DER, 13' left and right of centerline, up to 210' MSL.

WATONGA, OK
WATONGA RGNL (JWG)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07298 (FAA)
TAKEOFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.
NOTE: **Rwy 17,** vehicle on road 165' from DER, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from DER, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from DER, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from DER, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK
THOMAS P. STAFFORD (OJA)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.
NOTE: **Rwy 17,** truck on road 682' from DER, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from DER, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35,** tree 1421' from DER, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR
WEST MEMPHIS MUNI (AWM)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1 00139 (FAA)
TAKEOFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from DER, 196' right of centerline.

WOODWARD, OK
WEST WOODWARD (WWR)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 1A 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

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

ADA, OK

ADA MUNI (ADH)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ALTUS, OK

ALTUS/QUARTZ MOUNTAIN
RGNL (AXS)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A[1]
NA when local weather not available.
[1]NA when Altus tower closed.

ALVA, OK

ALVA RGNL (AVK)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category C, 800-2¼.

ARDMORE, OK

ARDMORE DOWNTOWN
EXECUTIVE (1F0)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2½

ARDMORE
MUNI (ADM)..... **ILS or LOC Rwy 31**[14]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 31[5]
VOR-B[3]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.
[3]Category D, 800-2½.
[4]NA when control tower closed.
[5]NA when local weather not available.

NAME ALTERNATE MINIMUMS

BARTLESVILLE, OK

BARTLESVILLE
MUNI (BVO).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35[1]
NA when local weather not available.
[1]Category D, 800-2¼.

BATESVILLE, AR

BATESVILLE
RGNL (BVX) .....**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M
THADEN FIELD (VBT).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

BLACKWELL, OK

BLACKWELL-TONKAWA
MUNI (BKN).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
NA when local weather not available.

BLYTHEVILLE, AR

BLYTHEVILLE
MUNI (HKA).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CAMDEN, AR

HARRELL FIELD (CDH) .....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME Rwy 1
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHANDLER, OK
CHANDLER
RGNL (CQB) ..... **RNAV (GPS) Rwy 17**
NA when local weather not available

CHICKASHA, OK
CHICKASHA
MUNI (CHK) ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLAREMORE, OK
CLAREMORE
RGNL (GCM)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CLINTON, OK
CLINTON
RGNL (CLK)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

CLINTON-
SHERMAN (CSM) .....**ILS or LOC Rwy 17R**[12]
RNAV (GPS) Rwy 17R[34]
RNAV (GPS) Rwy 35L[34]
VOR Rwy 35L[15]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[3]Category E, 800-2½.
[4]NA when local weather not available.
[5]Category E, 800-2¾.

CUSHING, OK
CUSHING MUNI (CUH)..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

DEQUEEN, AR
J. LYNN HELMS SEVIER
COUNTY (DEQ)..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

DUNCAN, OK
HALLIBURTON
FIELD (DUC)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DURANT, OK
DURANT RGNL-
EAKER FIELD (DUA).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

EL RENO, OK
EL RENO
RGNL (RQO) .....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 35
NA when local weather not available.

ENID, OK
ENID WOODRING
RGNL (WDG)..... **ILS or LOC Rwy 35**[13]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35[2]
VOR Rwy 17
VOR Rwy 35[2]
NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]ILS, Category C, 700-2; Category D, 800-2¼.
LOC, Category D, 800-2¼.

FAYETTEVILLE, AR
DRAKE FIELD (FYV) .....**LDA/DME Rwy 34**[134]
LOC-C[234]
RNAV (GPS) Rwy 16[24]
RNAV (GPS) Rwy 34[45]
VOR/DME-B[2]
[1]Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

FAYETTEVILLE/SPRINGDALE/
ROGERS, AR
NORTHWEST ARKANSAS
RGNL (XNA) ..... **ILS or LOC Rwy 16**[12]
ILS or LOC Rwy 34[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 800-2¼ ; Category D, 800- 2½; Category E, 800-2¾.
[3]Category C, 800-2¼ ; Category D, 800- 2½; Category E, 800-2¾.

NAME ALTERNATE MINIMUMS

FLIPPIN, AR
MARION COUNTY
RGNL (FLP) ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22
VOR-A
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FORT SMITH, AR
FORT SMITH
RGNL (FSM) ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[1]
NDB Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
VOR/DME or TACAN Rwy 7[3]
VOR or TACAN Rwy 25[3]
NA when control tower closed.
[1]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.

FREDERICK, OK
FREDERICK
RGNL (FDR)..... **RNAV (GPS) Rwy 35**
NA when local weather not available.

GUTHRIE, OK
GUTHRIE-EDMOND
RGNL (GOK)..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

GUYMON, OK
GUYMON
MUNI (GUY)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

HARRISON, AR
BOONE
COUNTY (HRO)..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

HOBART, OK
HOBART
RGNL (HBR) ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

HOT SPRINGS, AR
MEMORIAL FIELD (HOT).....**VOR Z Rwy 5**
NA when local weather not available.

HUGO, OK
STAN STAMPER
MUNI (HHW).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½;

JONESBORO, AR
JONESBORO
MUNI (JBR).....**ILS or LOC Rwy 23**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 31
VOR Rwy 23
NA when local weather not available.

LAWTON, OK
LAWTON-FORT SILL
RGNL (LAW) .....**ILS or LOC Rwy 35**
VOR Rwy 35
NA when control tower closed.

LITTLE ROCK, AR
BILL AND HILLARY CLINTON NATIONAL/
ADAMS FIELD (LIT).....**ILS or LOC Rwy 4L[5]**
ILS or LOC Rwy 4R[2]
ILS or LOC Rwy 22R[46]
ILS or LOC Rwy 22L[14]
RADAR-1[3]
RNAV (GPS) Rwy 4L[34]
RNAV (GPS) Rwy 4R[34]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 22L[34]
RNAV (GPS) Rwy 22R[34]
RNAV (GPS) Rwy 36[34]
VOR-A[3]
[1]ILS, Category C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.
[5]ILS, Category A, 700-2; Category B, 800-2; Category C, 1000-2¾; Category D, 1000-3; LOC, Category C, 1000-2¾; Category D, 1000-3.
[6]ILS, Category B, 800-2; Category C, 1000-2¾; Category D, 1000-3; LOC, Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

MC ALESTER, OK
MC ALESTER
RGNL (MLC) ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

MONTICELLO, AR
MONTICELLO MUNI/
ELLIS FIELD (LLQ) ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR-A
NA when local weather not available.

MOUNTAIN HOME, AR
BAXTER
COUNTY (BPK).....**ILS or LOC/DME Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR-A
NA when local weather not available.

MUSKOGEE, OK
DAVIS FIELD (MKO)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31[1]
NA when local weather not available.
[1]Category E, 1000-3.

NEWPORT, AR
NEWPORT
MUNI (M19)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 18[1]
NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

NORMAN, OK
UNIVERSITY OF OKLAHOMA
WESTHEIMER (OUN)..... **ILS or LOC Rwy 18**[12]
LOC Rwy 3[13]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 36[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2¼; Category D, 800-2½; LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

OKLAHOMA CITY, OK
CLARENCE E.
PAGE MUNI (RCE)..... **RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B
NA when local weather not available.

OKLAHOMA CITY, OK (CON'T)
WILEY POST (PWA).....**ILS or LOC Rwy 17L**[1]
ILS or LOC Rwy 35R[1]
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 35L
RNAV (GPS) Rwy 35R
NA when local weather not available.
[1]NA when control tower closed.

WILL ROGERS
WORLD (OKC) .....**ILS or LOC Rwy 17L**[3]
ILS or LOC Rwy 17R[3]
ILS or LOC/DME Rwy 35R[3]
ILS or LOC/DME Rwy 35L[3]
RADAR-1[1]
RNAV (GPS) Rwy 13[4]
RNAV (GPS) Rwy 31[4]
RNAV (GPS) Y Rwy 17L[5]
RNAV (GPS) Y Rwy 17R[5]
RNAV (GPS) Y Rwy 35L[5]
VOR Rwy 17L[2]
[1]Category E, 1000-3.
[2]Categories A, B, 1100-2; Categories C, D, E, 1100-3.
[3]ILS, Category C, 700-2; Category D, 800-2¼; Category E, 1000-3; LOC, Category D, 800-2¼; Category E 1000-3.
[4]Category D, 800-2¼.
[5]Category D, 800-2¼; Category E, 1000-3.

OKMULGEE, OK
OKMULGEE
RGNL (OKM) .....**RNAV (GPS) Rwy 18**
NA when local weather not available.

PAULS VALLEY, OK
PAULS VALLEY
MUNI (PVJ).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]
NA when local weather not available.
[1]Category D, 800-2½.

PINE BLUFF, AR
GRIDER FIELD (PBF).....**RNAV (GPS) Rwy 18**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PONCA CITY, OK
PONCA CITY
RGNL (PNC) ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

ROGERS, AR
ROGERS EXECUTIVE-CARTER
FIELD (ROG)..... **RNAV (GPS) Rwy 20[1]**
VOR Rwy 2[2]
[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

RUSSELLVILLE, AR
RUSSELLVILLE
RGNL (RUE) ..... **RNAV (GPS) Rwy 7**
Category D, 900-2¾.

SEARCY, AR
SEARCY MUNI (SRC)..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

SEMINOLE, OK
SEMINOLE
MUNI (SRE) ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

SHAWNEE, OK
SHAWNEE
RGNL (SNL)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

SILOAM SPRINGS, AR
SMITH FIELD (SLG)..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

SPRINGDALE, AR
SPRINGDALE
MUNI (ASG) ..... **RNAV (GPS) Rwy 36**
Category D, 900-2¾.
NA when local weather not available.

STIGLER, OK
STIGLER RGNL (GZL)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

STILLWATER, OK
STILLWATER
RGNL (SWO).....**ILS or LOC Rwy 17[1]**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17
VOR/DME Rwy 35
Category D, 800-2¼.
NA when local weather not available.
[1]NA when control tower closed.

STUTTGART, AR
STUTTGART
MUNI (SGT).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

TAHLEQUAH, OK
TAHLEQUAH
MUNI (TQH).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

TEXARKANA, AR
TEXARKANA RGNL/
WEBB FIELD (TXK)..... **ILS or LOC Rwy 22[12]**
LOC BC Rwy 4[1]
RNAV (GPS Rwy 4
RNAV (GPS Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

TULSA, OK
RICHARD LLOYD
JONES, JR (RVS)..... **ILS or LOC Rwy 1L[1]**
RNAV (GPS) Rwy 1L
RNAV (GPS) Rwy 19R[2]
VOR/DME-A
NA when local weather not available.
[1]ILS, 700-2. ILS, LOC, NA when control tower closed.
[2]Category D, 800-2½.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

TULSA, OK (CON'T)

TULSA INTL (TUL)..... **ILS or LOC Rwy 18L[3]**
ILS or LOC Rwy 18R[1]
ILS or LOC Rwy 36R[4]
RNAV (GPS) Rwy 8[3]
RNAV (GPS) Rwy 18L[3]
RNAV (GPS) Rwy 18R[3]
RNAV (GPS) Rwy 36L[1]
RNAV (GPS) Rwy 36R[3]
VOR/DME Rwy 8[3]
VOR or TACAN Rwy 26[3]
RADAR-1[2]

[1]Category C, 900-2½; Category D, 900-2¾.
[2] Category E, 800-2¼.
[3]Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[4]ILS, Categories A, B, 700-2; Category C, 900-2½; Category D, 900-2¾; LOC, Category C, 900-2½; Category D, 900-2¾.

WALNUT RIDGE, AR

WALNUT RIDGE
RGNL (ARG)..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 36
NA when local weather not available.

WEATHERFORD, OK

THOMAS P
STAFFORD (OJA)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 800-2¼.

WEST MEMPHIS, AR

WEST MEMPHIS
MUNI (AWM)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

WOODWARD, OK

WEST
WOODWARD (WWR)..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.
Category D, 800-2¼.

FAYETTEVILLE, AR
Orig-A, 21APR97 (97111) (FAA) ELEV **1251**

DRAKE FIELD (FYV)

RADAR-1 121.0 244.57

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	16	A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
		C	**2060**-2¼	809	(900-2¼)	D	**2060**-2½	809	(900-2½)
CIRCLING	ALL RWY	A	**2060**-1	809	(900-1)	B	**2060**-1¼	809	(900-1¼)
		C	**2060**-2¼	809	(900-2¼)	D	**2300**-3	1049	(1100-3)

Circling NA East of runway 16-34.
Inop table does not apply.

FORT SMITH, AR
Amdt 8C, 15NOV12 (12319) (FAA) ELEV **469**

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	AB	**1040**/24	594	(600-½)	C	**1040**/50	594	(600-1)
		D	**1040**/60	594	(600-1¼)	E	**1040**-1½	594	(600-1½)
	1	AB	**1140**-1	692	(700-1)	C	**1140**-2	692	(700-2)
		D	**1140**-2¼	692	(700-2¼)	E	**1140**-2½	692	(700-2½)
	7	AB	**1200**-½	731	(800-½)	C	**1200**-1½	731	(800-1½)
		D	**1200**-1¾	731	(800-1¾)	E	**1200**-2	731	(800-2)
CIRCLING	ALL RWY	AB	**1200**-1	731	(800-1)	C	**1200**-2	731	(800-2)
		D	**1200**-2¼	731	(800-2¼)	E	**1200**-2½	731	(800-2½)

When control tower closed ASR not authorized.
Circling to Rwy 1 NA at night.
Circling CAT E NA when R-2401B active.
Circling NA northwest of Rwy 7 and 19 for CAT E.
For inoperative MALSR, increase S-7 CAT E visibility to 2½ miles, and S-25 CAT E visibility to 2 miles.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 15120 USA) ELEV **1187**

RADAR - (E) 120.55 322.4 NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1540**/40	352	(400-¾)
			DE	**1540**/50	352	(400-1)
	17		AB	**1660**-1	472	(500-1)
			C	**1660**-1¼	472	(500-1¼)
			D	**1660**-1½	472	(500-1½)
			E	**1660**-1¾	472	(500-1¾)
CIR[1]	17-35		AB	**1680**-1	492	(500-1)
			C	**1680**-1½	492	(500-1½)
			D	**1740**-2	552	(600-2)
			E	**1780**-2	592	(600-2)

[1]CAT E cir not auth W of Rwy 17-35.

LAWTON, OK Amdt 4A, 10JAN00 (00010) (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL (LAW)

RADAR-1 - 120.55 322.4

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35		ABC	**1560**-¾	471	(500-¾)	D	**1560**-1	471	(500-1)
CIRCLING	ALL RWY		AB	**1600**-1	490	(500-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LAWTON, OK Amdt 1B, 08AUG02 (02220) (FAA) ELEV **1110**

LAWTON-FORT SILL RGNL (LAW)

RADAR-2 - 120.55 322.4

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17		AB	**1620**-1	510	(600-1)	CD	**1620**-1½	510	(600-1½)
CIRCLING	ALL RWY		AB	**1620**-1	510	(600-1)	C	**1620**-1½	510	(600-1½)
			D	**1680**-2	570	(600-2)				

LITTLE ROCK, AR

Amdt 17A, 03OCT11 (12319) (FAA) ELEV **262**

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

RADAR-1 135.4 291.775 353.6

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22R	AB	**740**/24	478	(500-½)	C	**740**/40	478	(500-¾)
		D	**740**/50	478	(500-1)				
	4R	ABC	**720**/40	460	(500-¾)	D	**720**/50	460	(500-1)
	22L	AB	**740**/40	480	(500-¾)	C	**740**/60	480	(500-1¼)
		D	**740**-1½	480	(500-1½)				
	4L	AB	**780**/40	522	(500-¾)	C	**780**/50	522	(600-1)
		D	**780**/60	522	(600-1¼)				
	18	AB	**720**-1	462	(500-1)	C	**720**-1¼	462	(500-1¼)
		D	**720**-1½	462	(500-1½)				
	36	AB	**780**-1	523	(600-1)	C	**780**-1½	523	(600-1½)
		D	**780**-1¾	523	(600-1¾)				
CIRCLING	ALL RWY	AB	**800**-1	534	(600-1)	C	**940**-2	674	(700-2)
		D	**1180**-3	914	(1000-3)				

For inoperative MALSR increase S-4R and S-4L CATs A/B visibility to RVR 5000.
Inoperative table does not apply to S-22L CAT C.
Visibility reductions for helicopters NA.

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OK

Amdt 2A, 07APR11 (11153) (FAA) ELEV **1299**

WILEY POST (PWA)

RADAR-1 124.6 266.8

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	35R	AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
		D	**1840**-1¾	541	(600-1¾)				
CIRCLING	ALL RWY	AB	**1840**-1	541	(600-1)	C	**1840**-1½	541	(600-1½)
		D	**1880**-2	581	(600-2)				

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OK Amdt 21A, 13OCT16 (16287) (FAA) ELEV **1296**

WILL ROGERS WORLD (OKC)

RADAR-1 124.6 266.8 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	17L		ABCDE	**1680**/40	393	(400-¾)
	35R		ABCDE	**1680**/40	386	(400-¾)
	17R		ABCDE	**1680**/40	398	(400-¾)
	35L		ABCDE	**1680**/40	404	(500-¾)
CIRCLING	ALL RWY		A	**1740**-1¼	444	(500-1¼)
			B	**1760**-1¼	464	(500-1¼)
			C	**1960**-1¾	664	(700-1¾)
			D	**2000**-2¼	704	(800-2¼)
			E	**2240**-3	944	(1000-3)

For inoperative MALSR, increase S-17L, S-17R, and S-35L CAT E visibility to 1¼.
For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

TINKER AFB (KTIK), (Oklahoma City) OK (12320 USAF) ELEV **1291**

RADAR - Ctc OKLAHOMA CITY APP CON **(E)** 118.95 118.3 323.1 273.525 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36[1]		A	**1940**/24	649	(700-½)
			B	**1940**/40	649	(700-¾)
			C	**1940**/60	649	(700-1¼)
			D	**1940**-1½	649	(700-1½)
			E	**1940**-1¾	649	(700-1¾)
	18[2]		A	**2000**/40	733	(800-¾)
			B	**2000**/50	733	(800-1)
			C	**2000**-1¾	733	(800-1¾)
			D	**2000**-2	733	(800-2)
			E	**2000**-2¼	733	(800-2¼)
CIR[3]	36		A	**1940**-1	649	(700-1)
			B	**1940**-1¼	649	(700-1¼)
			C	**1940**-1¾	649	(700-1¾)
			D	**1980**-2¼	689	(700-2¼)
			E	**2040**-2¾	749	(800-2¾)
	18		A	**2000**-1	709	(800-1)
			B	**2000**-1¼	709	(800-1¼)
			C	**2000**-2	709	(800-2)
			D	**2000**-2¼	709	(800-2¼)
			E	**2040**-2¾	749	(800-2¾)

[1]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
[2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.
[3]CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

TULSA, OK

Amdt 18, 13JAN11 (15008) (FAA) ELEV **677**

TULSA INTL (TUL)

RADAR-1 124.0 338.3

	RWY GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	26	AB	**1060**-1	409	(400-1)	CD	**1060**-1¼	409	(400-1¼)
		E	**1060**-1½	409	(400-1½)				
	18L	AB	**1080**/24	439	(500-½)	C	**1080**/40	439	(500-¾)
		DE	**1080**/50	439	(500-1)				
	36R	AB	**1140**/24	490	(500-½)	C	**1140**/40	490	(500-¾)
		D	**1140**/50	490	(500-1)	E	**1140**/60	490	(500-1¼)
	18R	AB	**1080**-1	413	(500-1)	CD	**1080**-1¼	413	(500-1¼)
		E	**NA**						
	8	AB	**1120**-1	449	(500-1)	C	**1120**-1¼	449	(500-1¼)
		DE	**1120**-1½	449	(500-1½)				
	36L	AB	**1180**-1	503	(600-1)	CD	**1180**-1½	503	(600-1½)
		E	**NA**						
CIRCLING	ALL RWY	AB	**1180**-1	503	(600-1)	C	**1180**-1½	503	(600-1½)
		D	**1300**-2	623	(700-2)	E	**1300**-2¼	623	(700-2¼)

Circling NA for CAT E South of runway 8-26.

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ARKANSAS OR OKLAHOMA

SC-1, 05 JAN 2017 to 02 MAR 2017

14261

16147

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
LITTLE ROCK, AR		
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)	HS 1	Rwy 36 and Rwy 04L single hold lines at Twy A and Twy F.
NORMAN, OK		
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)	HS 1	Twy D east of Rwy 03-21.
	HS 2	Twy E east of Rwy 03-21.
	HS 3	Twy D west of Rwy 03-21.
	HS 4	Twy B and Twy C int and Rwy 36.
TULSA, OK		
TULSA INTL (TUL)	HS 1	Twy C, Twy J, Twy K close to Rwy 08-26 and the Terminal Ramp.

*See appropriate Chart Supplement HOT SPOT table for additional information.

16147

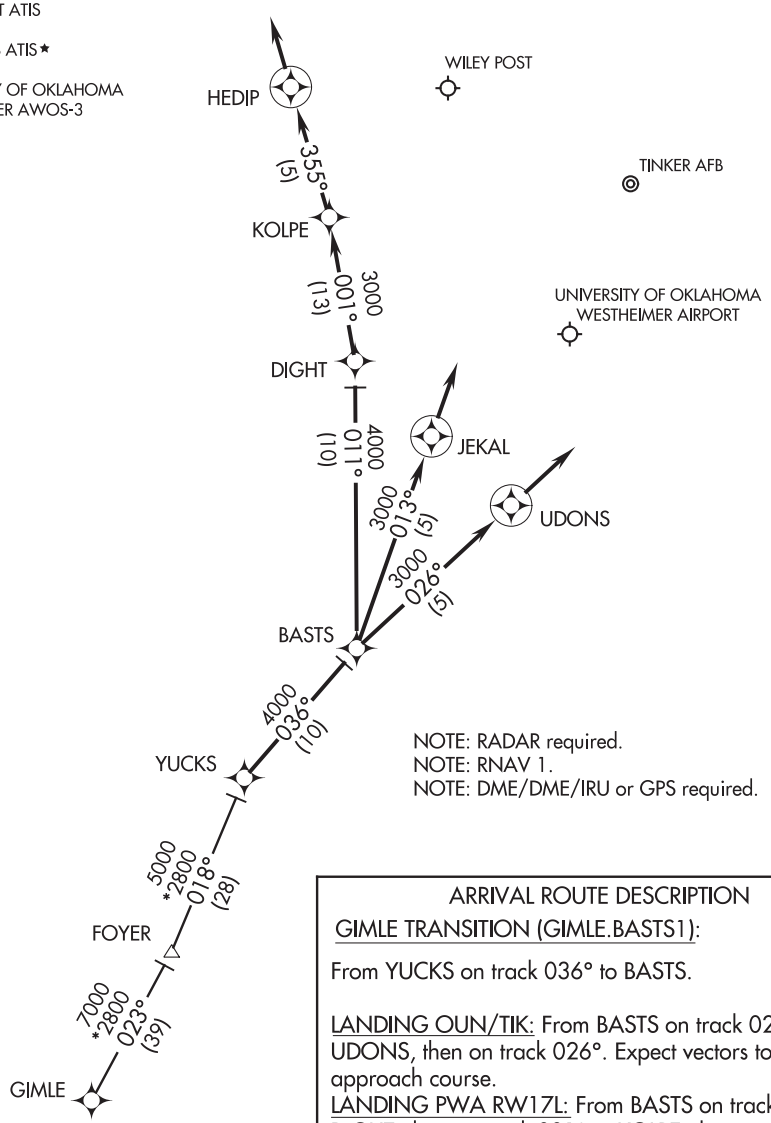
SC-1, 05 JAN 2017 to 02 MAR 2017

(YUCKS.BASTS1) 14205

BASTS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

OKE CITY APP CON
124.6 266.8
WILEY POST ATIS
128.725
TINKER AFB ATIS★
270.1
UNIVERSITY OF OKLAHOMA
WESTHEIMER AWOS-3
119.55



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.BASTS1):

From YUCKS on track 036° to BASTS.

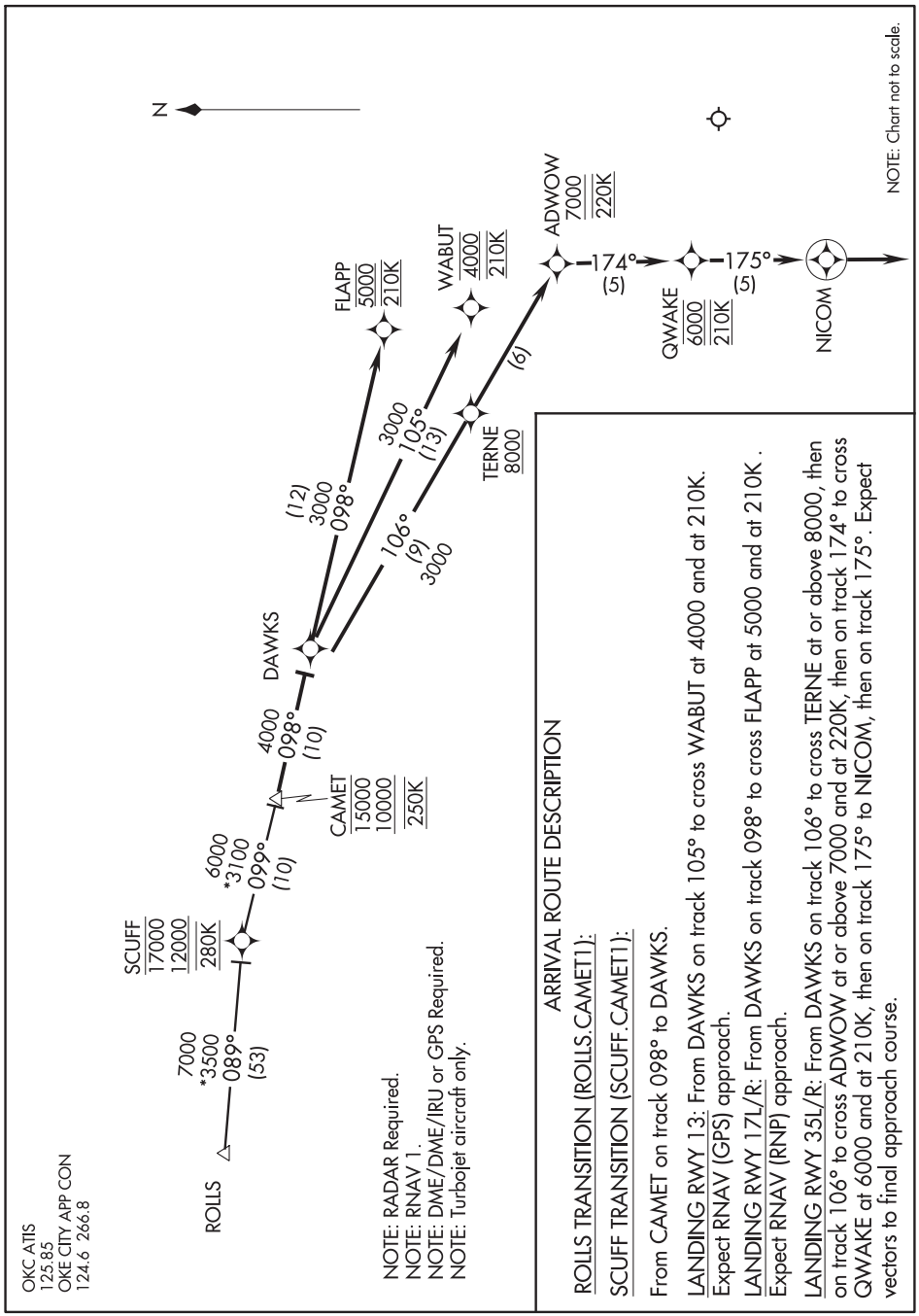
LANDING OUN/TIK: From BASTS on track 026° to UDONS, then on track 026°. Expect vectors to final approach course.
LANDING PWA RW17L: From BASTS on track 011° DIGHT, then on track 001° to KOLPE, then on track 355° to HEDIP, then on track 355°. Expect vectors to final approach course.
LANDING PWA RW35R: From BASTS on track 013° to JEKAL, then on track 013°. Expect vectors to final approach course.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

BASTS ONE ARRIVAL (RNAV)
(YUCKS.BASTS1) 14205
OKLAHOMA CITY, OKLAHOMA

CAMET ONE ARRIVAL (RNAV)



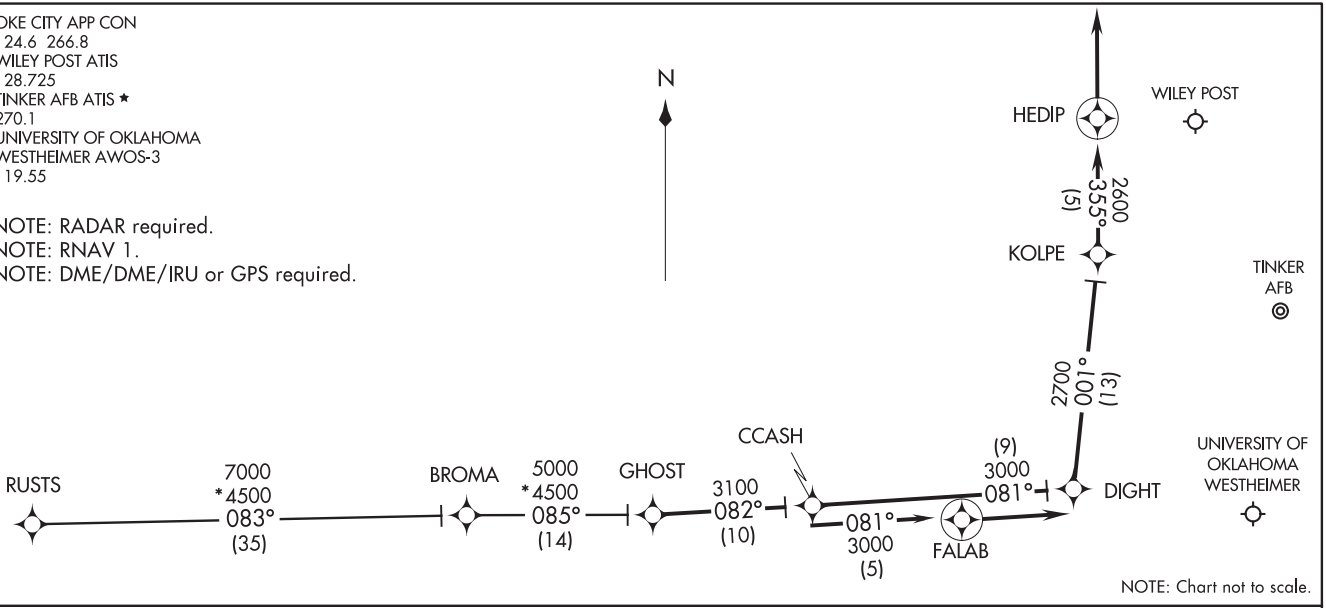
CCASH ONE ARRIVAL (RNAV)

(GHOST.CCASH1) 14205

OKLAHOMA CITY, OKLAHOMA

OKE CITY APP CON
124.6 266.8
WILEY POST ATIS
128.725
TINKER AFB ATIS ★
270.1
UNIVERSITY OF OKLAHOMA
WESTHEIMER AWOS-3
119.55

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.CCASH1):
RUSTS TRANSITION (RUSTS.CCASH1):

From GHOST on track 082° to CCASH.

LANDING OUN/TIK: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

LANDING PWA RW17L: From CCASH on track 081° to DIGHT, then on track 001° to KOLPE, then on track 355° to HEDIP, then on track 355°. Expect radar vectors to final approach course.

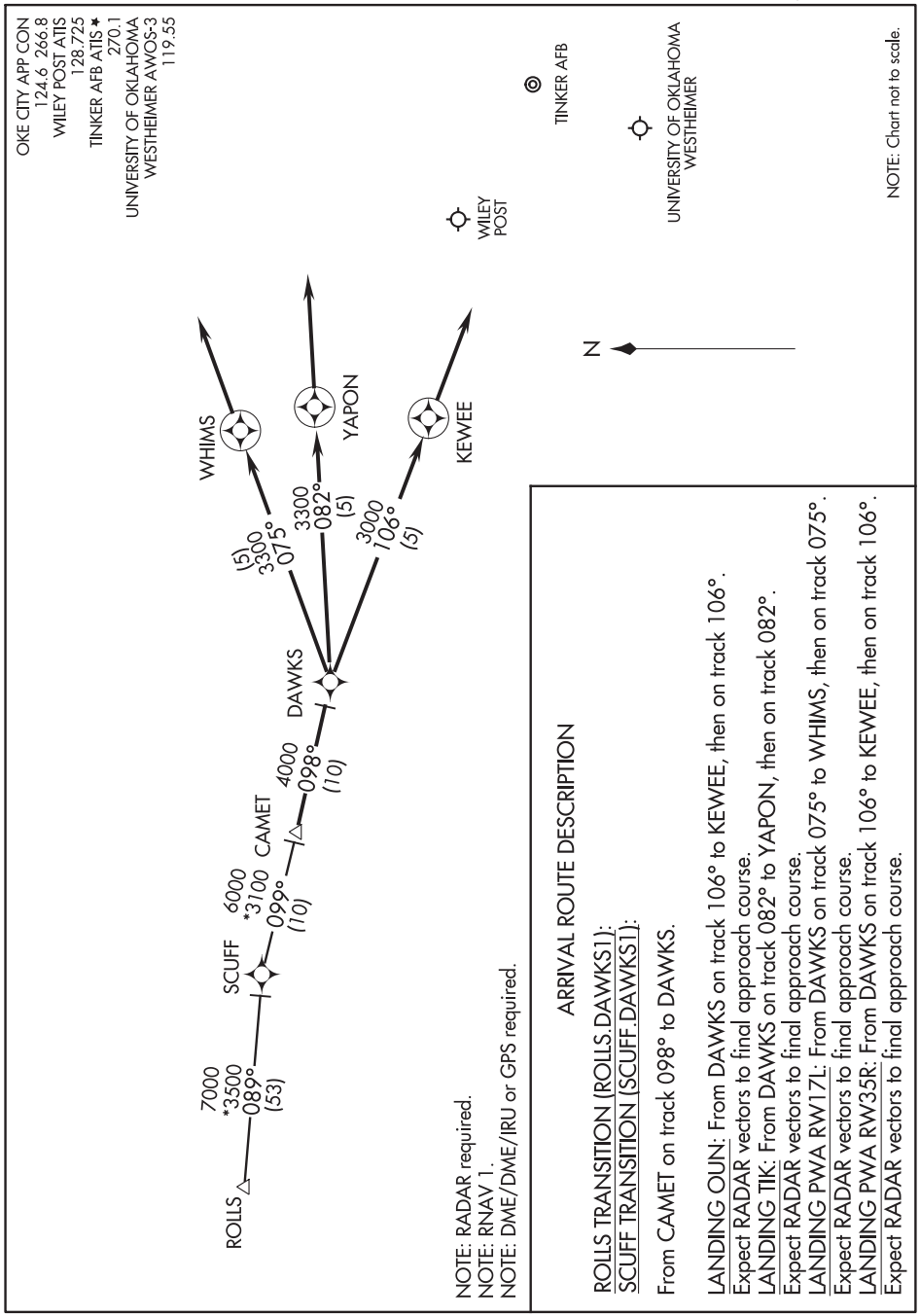
LANDING PWA RW35R: From CCASH on track 081° to FALAB, then on track 081°. Expect radar vectors to final approach course.

CCASH ONE ARRIVAL (RNAV)
(GHOST.CCASH1) 14205
OKLAHOMA CITY, OKLAHOMA

SC-1, 05 JAN 2017 to 02 MAR 2017

DAWKS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

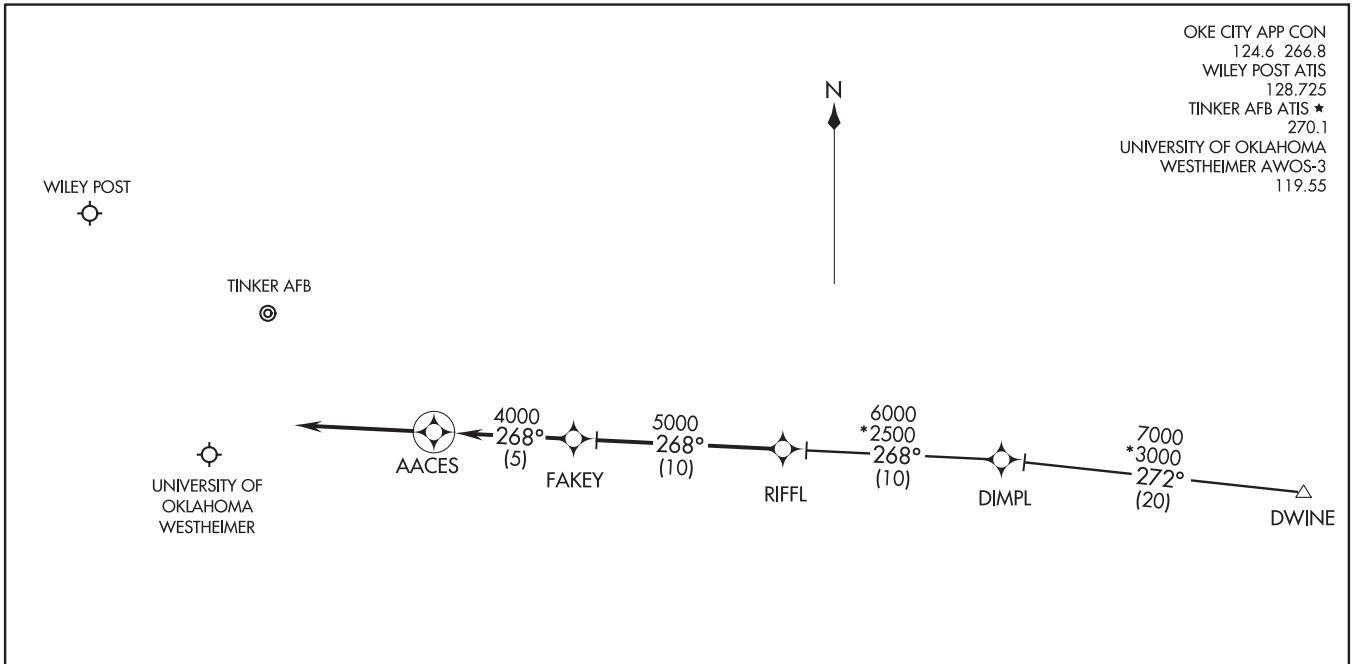
SC-1, 05 JAN 2017 to 02 MAR 2017

DAWKS ONE ARRIVAL (RNAV)
OKLAHOMA CITY, OKLAHOMA
(CAMET.DAWKS1) 14205

FAKEY ONE ARRIVAL (RNAV)

(RIFFL.FAKEY1) 14205

OKLAHOMA CITY, OKLAHOMA



NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

ARRIVAL ROUTE DESCRIPTION

DIMPL TRANSITION (DIMPL.FAKEY1):
DWINE TRANSITION (DWINE.FAKEY1):

From RIFFL on track 268° to FAKEY .

LANDING OUN/TIK/PWA: From FAKEY on track 268° to AACES, then on track 268°. Expect radar vectors to final approach course.

FAKEY ONE ARRIVAL (RNAV)
(RIFFL.FAKEY1) 14205
OKLAHOMA CITY, OKLAHOMA

Z5

ST-739 (FAA)

GHOST ONE ARRIVAL (RNAV)

OKC ATIS
125.85
OKE CITY APP CON
124.6 266.8

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

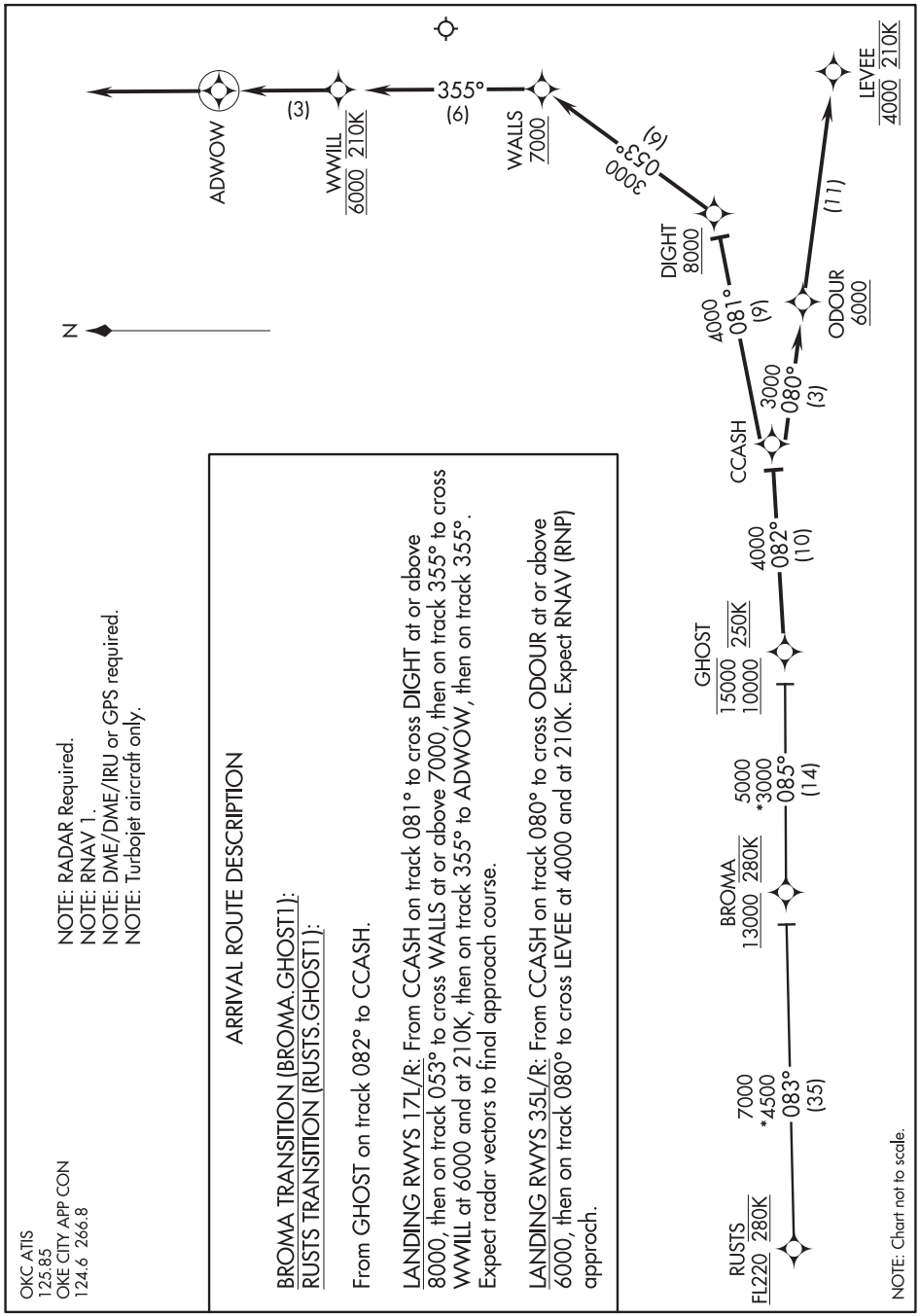
ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.GHOST1):
RUSTS TRANSITION (RUSTS.GHOST1):

From GHOST on track 082° to CCASH.

LANDING RWYS 17L/R: From CCASH on track 081° to cross DIGHT at or above 8000, then on track 053° to cross WALLS at or above 7000, then on track 355° to cross WWILL at 6000 and at 210K, then on track 355° to ADWOW, then on track 355°. Expect radar vectors to final approach course.

LANDING RWYS 35L/R: From CCASH on track 080° to cross ODOUR at or above 6000, then on track 080° to cross LEVEE at 4000 and at 210K. Expect RNAV (RNP) approach.

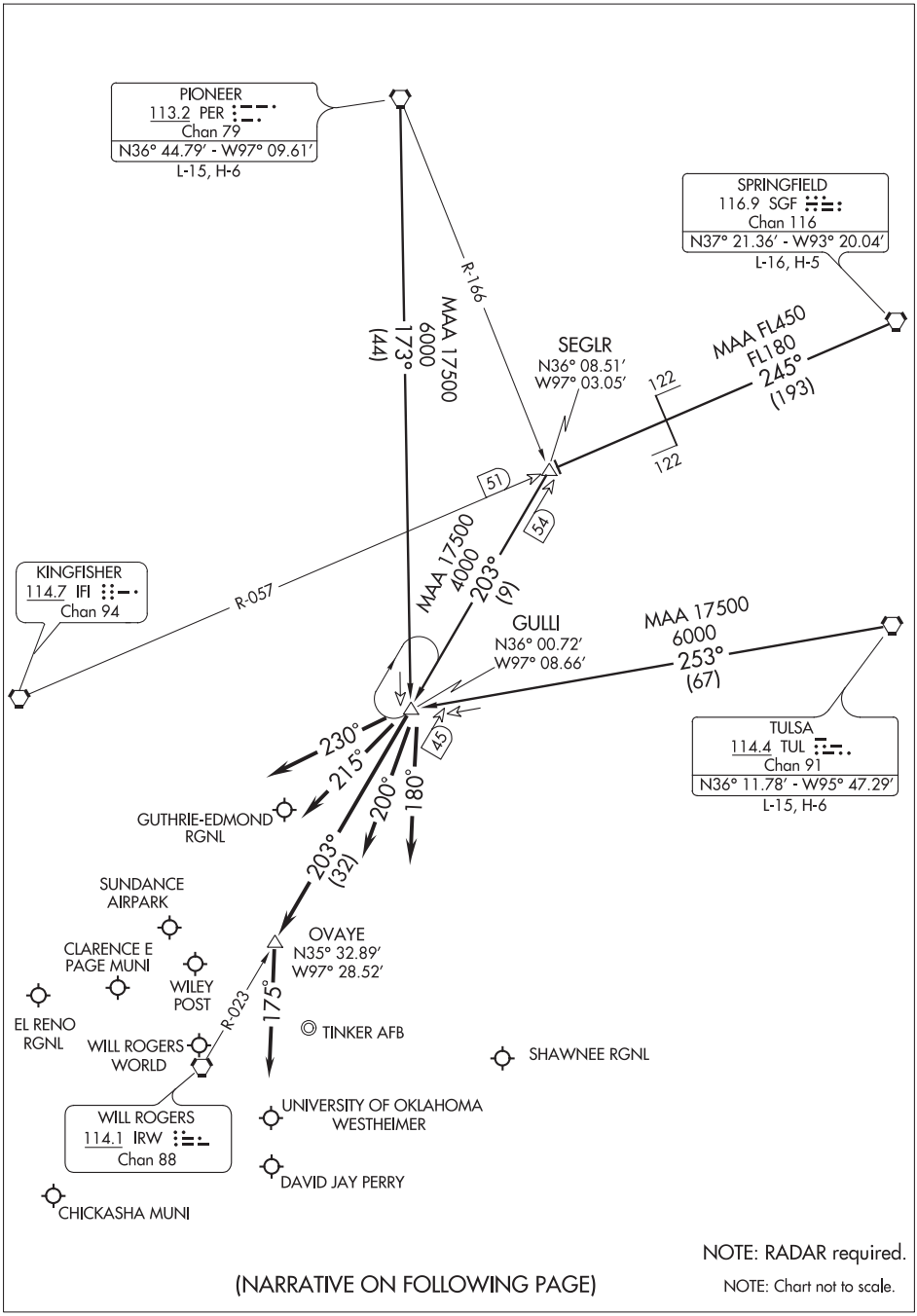


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-1, 05 JAN 2017 to 02 MAR 2017

GULLI ONE ARRIVAL (GULLI.GULLI1)
OKLAHOMA CITY, OKLAHOMA
08213

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:
. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

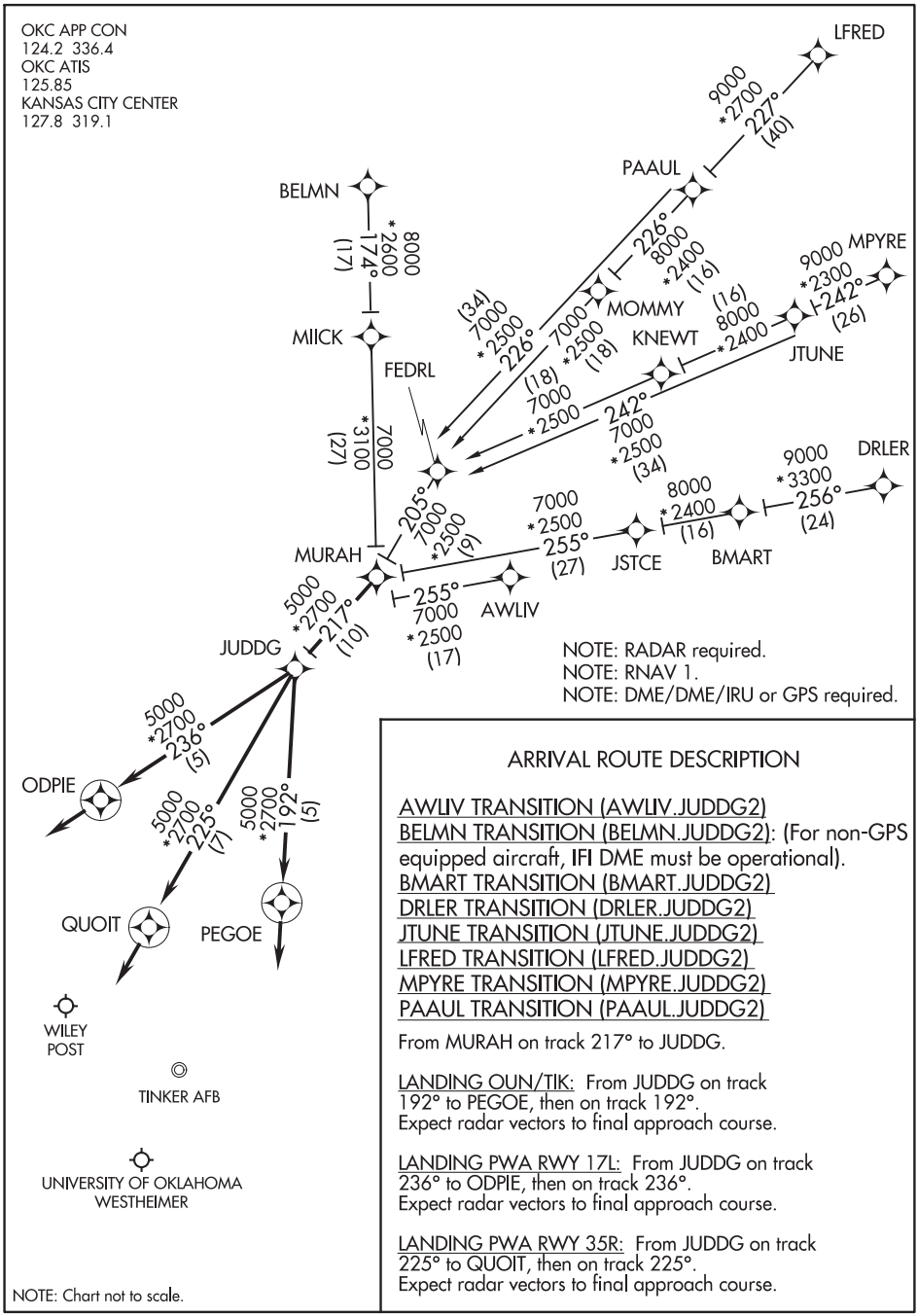
ALL AIRCRAFT LANDING SOUTH:
. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 05 JAN 2017 to 02 MAR 2017

(MURAH.JUDDG2) 17005 ST-739 (FAA)

JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

AWLIV TRANSITION (AWLIV.JUDDG2)
BELMN TRANSITION (BELMN.JUDDG2): (For non-GPS equipped aircraft, IFI DME must be operational).
BMART TRANSITION (BMART.JUDDG2)
DRLER TRANSITION (DRLER.JUDDG2)
JTUNE TRANSITION (JTUNE.JUDDG2)
LFRED TRANSITION (LFRED.JUDDG2)
MPYRE TRANSITION (MPYRE.JUDDG2)
PAAUL TRANSITION (PAAUL.JUDDG2)

From MURAH on track 217° to JUDDG.

LANDING OUN/TIK: From JUDDG on track 192° to PEGOE, then on track 192°. Expect radar vectors to final approach course.

LANDING PWA RWY 17L: From JUDDG on track 236° to ODPIE, then on track 236°. Expect radar vectors to final approach course.

LANDING PWA RWY 35R: From JUDDG on track 225° to QUOIT, then on track 225°. Expect radar vectors to final approach course.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

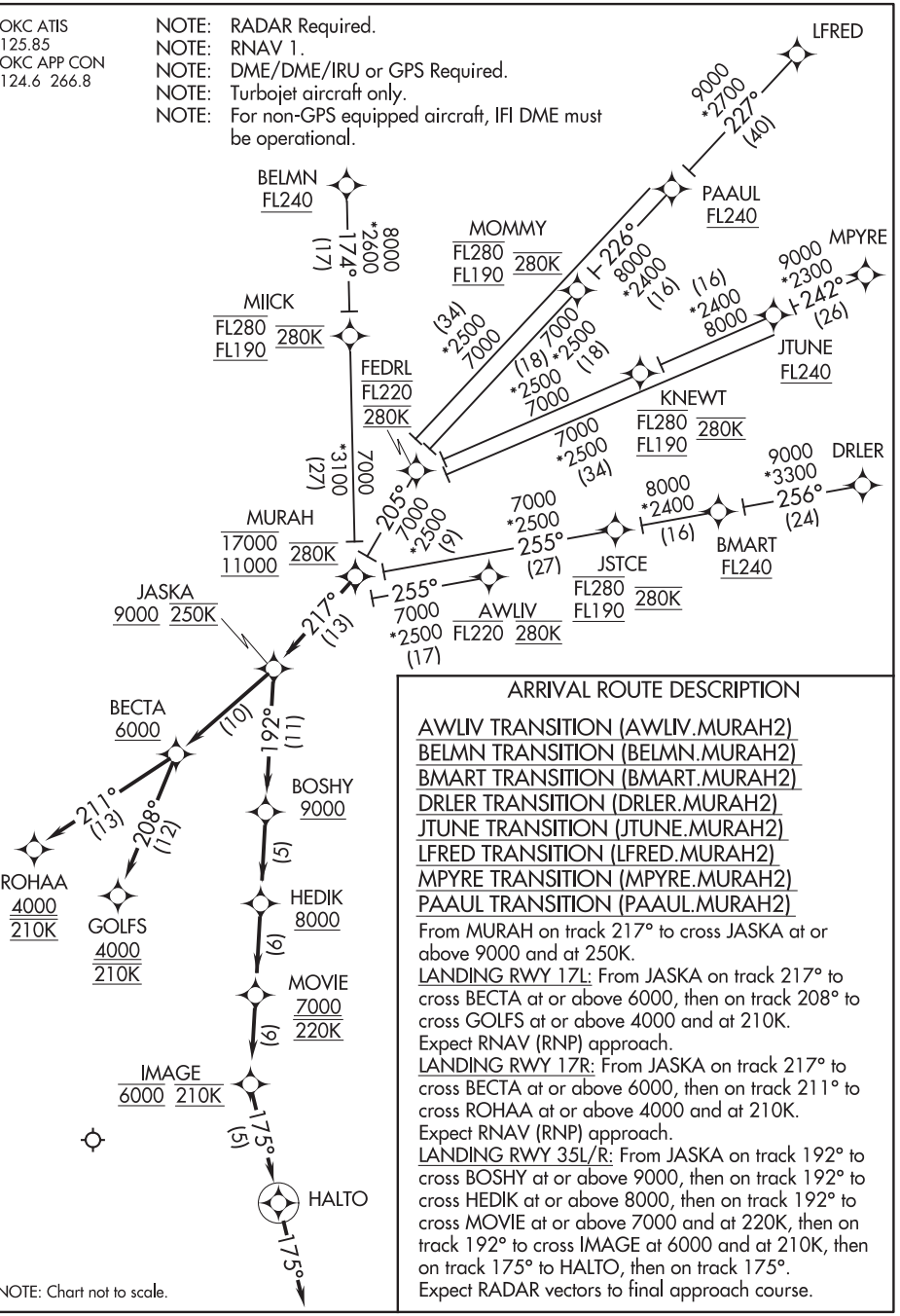
JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

MURAH TWO ARRIVAL (RNAV)

OKC ATIS
125.85
OKC APP CON
124.6 266.8

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, IFI DME must be operational.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AWLIV TRANSITION (AWLIV.MURAH2)
BELMN TRANSITION (BELMN.MURAH2)
BMART TRANSITION (BMART.MURAH2)
DRLER TRANSITION (DRLER.MURAH2)
JTUNE TRANSITION (JTUNE.MURAH2)
LFRED TRANSITION (LFRED.MURAH2)
MPYRE TRANSITION (MPYRE.MURAH2)
PAAUL TRANSITION (PAAUL.MURAH2)

From MURAH on track 217° to cross JASKA at or above 9000 and at 250K.

LANDING RWY 17L: From JASKA on track 217° to cross BECTA at or above 6000, then on track 208° to cross GOLFS at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 17R: From JASKA on track 217° to cross BECTA at or above 6000, then on track 211° to cross ROHAA at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35L/R: From JASKA on track 192° to cross BOSHY at or above 9000, then on track 192° to cross HEDIK at or above 8000, then on track 192° to cross MOVIE at or above 7000 and at 220K, then on track 192° to cross IMAGE at 6000 and at 210K, then on track 175° to HALTO, then on track 175°. Expect RADAR vectors to final approach course.

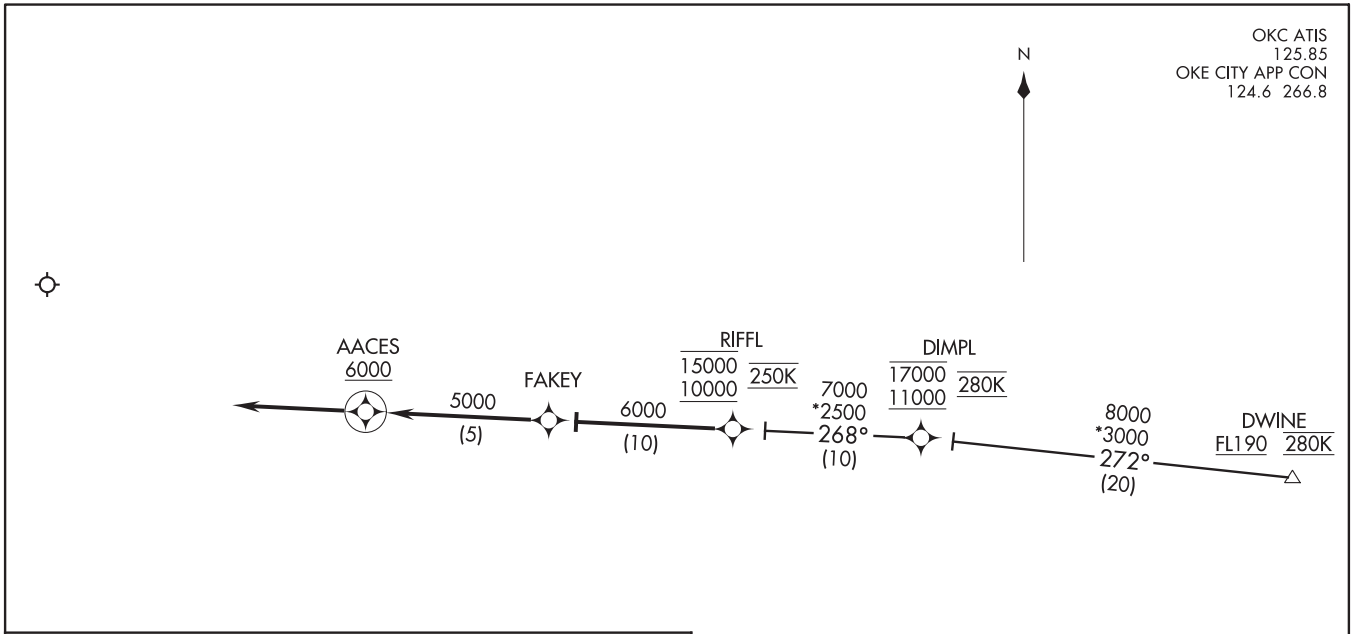
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RIFFL ONE ARRIVAL (RNAV)

(RIFFL.RIFFL1) 14205

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)



ARRIVAL ROUTE DESCRIPTION

DWINE TRANSITION (DWINE.RIFFL1):
DIMPL TRANSITION (DIMPL.RIFFL1):

From RIFFL on track 268° to FAKEY.

LANDING RWY 17L/R, 35L/R: From FAKEY on track 268° to cross AACES at or above 6000, then on track 268°. Expect radar vectors to final approach course.

NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

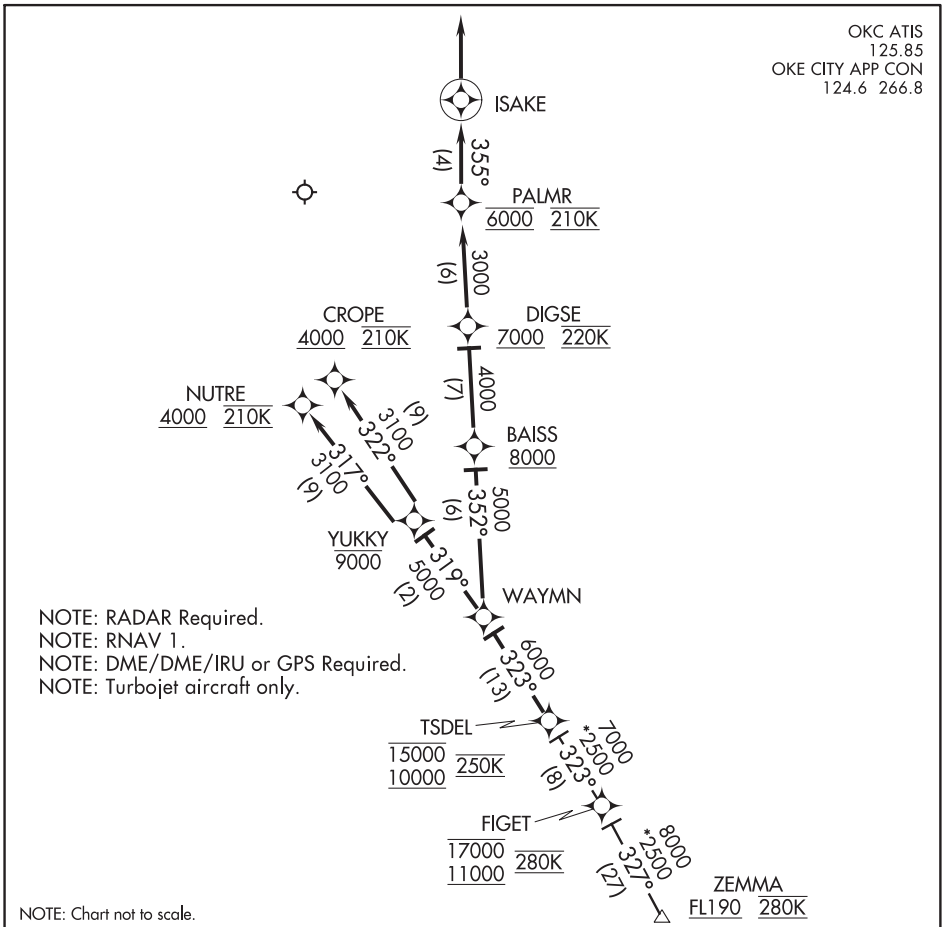
(RIFFL.RIFFL1) 14205
RIFFL ONE ARRIVAL (RNAV)

ST-134 (FAA)

Z11

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

TSDEL ONE ARRIVAL (RNAV)



NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.TSDEL1):
ZEMMA TRANSITION (ZEMMA.TSDEL1):

From TSDEL on track 323° to WAYMN.

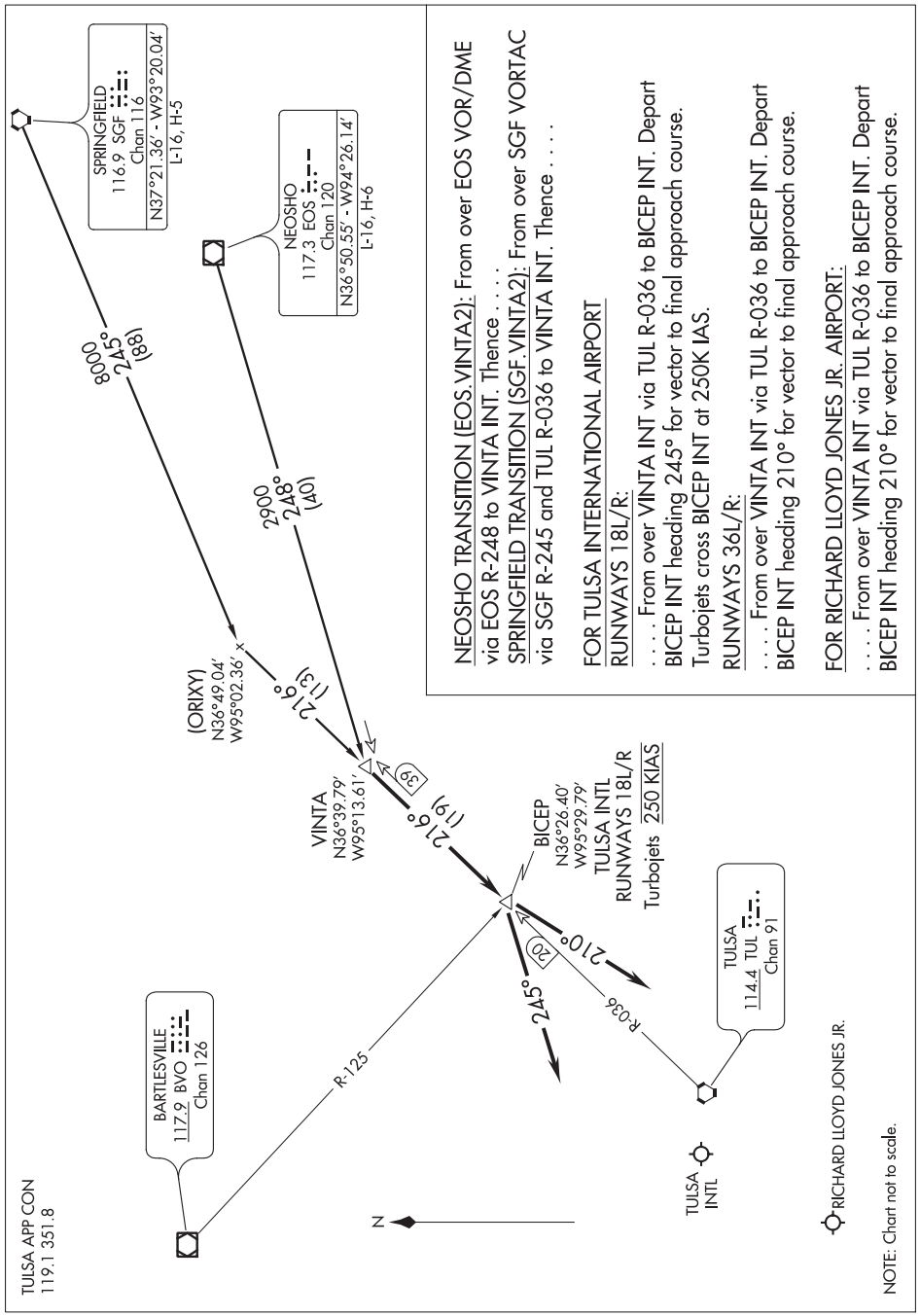
LANDING RWY 17L/R: From WAYMN on track 352° to cross BAISS at or above 8000, then on track 352° to cross DIGSE at or above 7000 and at 220K, then on track 352° to cross PALMR at 6000 and at 210K, then on track 355° to ISAKE, then on track 355°. Expect radar vectors to final approach course.

LANDING RWY 35L: From WAYMN on track 319° to cross YUKKY at or below 9000, then on track 317° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From WAYMN on track 319° to cross YUKKY at or below 9000, then on track 322° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA



NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

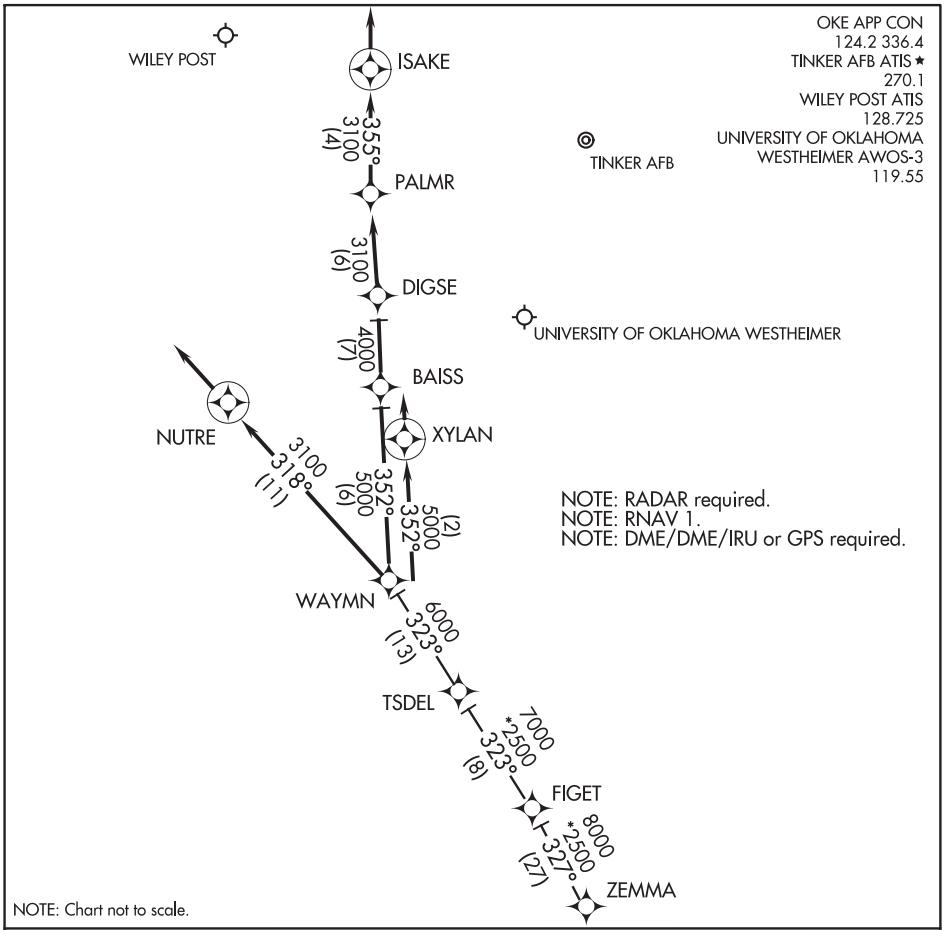
SC-1, 05 JAN 2017 to 02 MAR 2017

VINTA TWO ARRIVAL (VINTA.VINTA2)

TULSA, OKLAHOMA

WAYMN ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.WAYMN1):
ZEMMA TRANSITION (ZEMMA.WAYMN1):

From TSDEL on track 323° to WAYMN.

LANDING OUN: From WAYMN on track 352° to XYLAN, then on track 352°. Expect radar vectors to final approach course.

LANDING TIK: From WAYMN on track 352° to BAISS, then on track 352°. Expect radar vectors to final approach course.

LANDING PWA RWY17L: From WAYMN on track 352° to BAISS, then on track 352° to DIGSE, then on track 352° to PALMR, then on track 355° to ISAKE, then on track 355°. Expect radar vectors to final approach course.

LANDING PWA RW35R: From WAYMN on track 318° to NUTRE, then on track 318°. Expect radar vectors to final approach course.

WAYMN ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

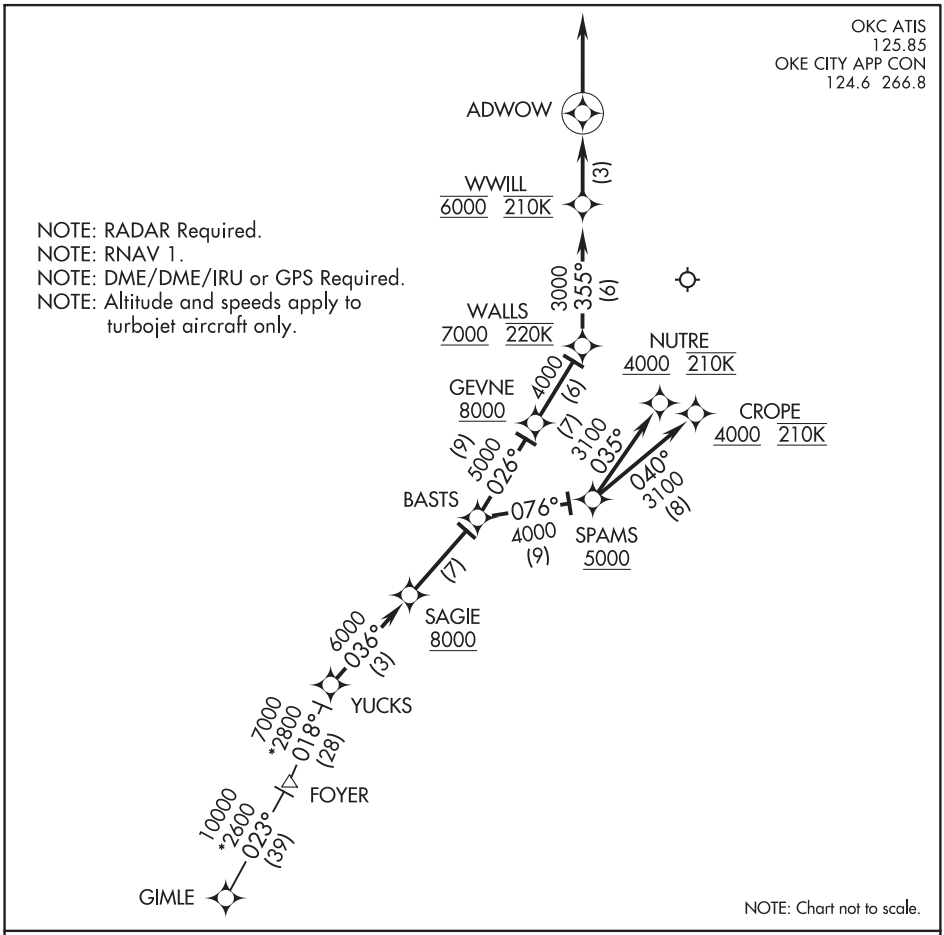
(TSDEL.WAYMN1) 14205

(YUCKS.YUCKS2) 15064

ST-301 (FAA)

YUCKS TWO ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.YUCKS2):

From YUCKS on track 036° to cross SAGIE at or above 8000, then on track 036° to BASTS.

LANDING RWY 17L/R: From BASTS on track 026° to cross GEVNE at or above 8000, then on track 026° to cross WALLS at or above 7000 and at 220K, then on track 355° to cross WWILL at 6000 and at 210K, then on track 355° to ADWOW, then on track 355°. Expect radar vectors to final approach course.

LANDING RWY 35L: From BASTS on track 076° to cross SPAMS at or above 5000, then on track 035° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From BASTS on track 076° to cross SPAMS at or above 5000, then on track 040° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

YUCKS TWO ARRIVAL (RNAV)
(YUCKS.YUCKS2) 15064
OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

RNAV (GPS) RWY 17
ADA MUNI (ADH)

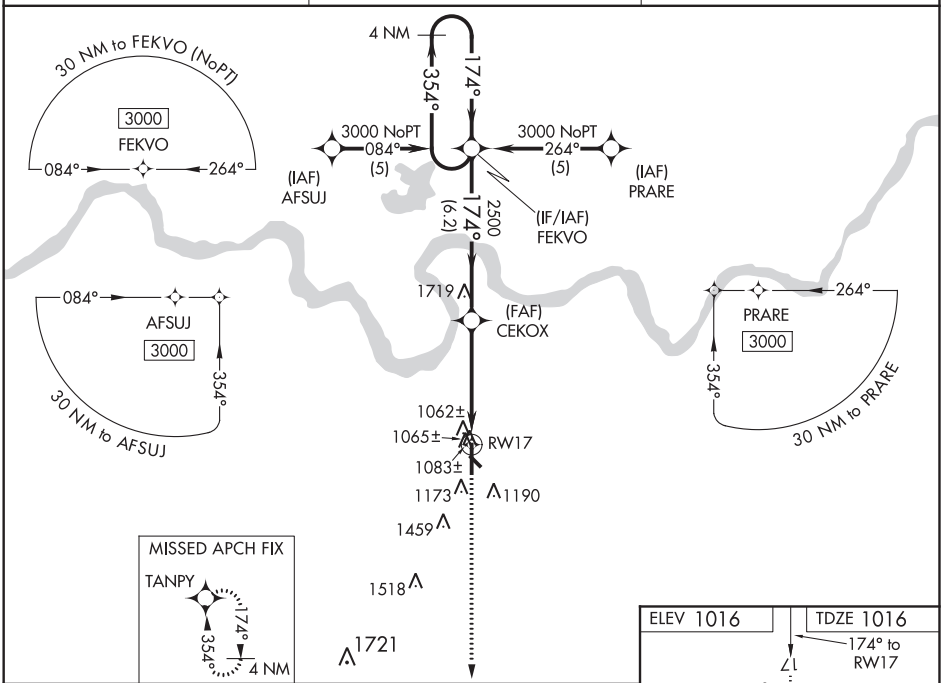
WAAS CH 61012 W17A	APP CRS 174°	Rwy ldg 6203 TDZE 1016 Apt Elev 1016

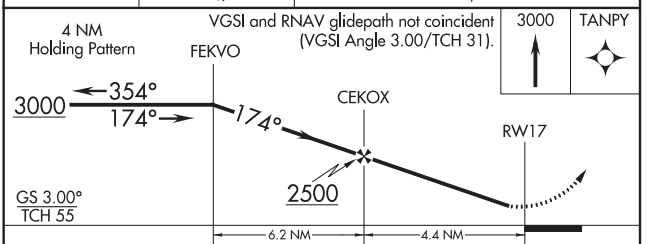
T A Inoperative table does not apply. For uncompensated Baro-VNAV systems,LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

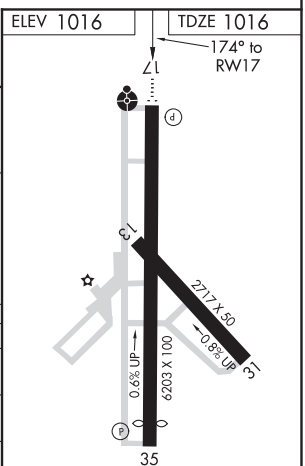
MISSED APPROACH: Climb to 3000 direct TANPY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	132.2 338.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1304-1 288 (300-1)			NA
LNAV/VNAV DA	1335-1 319 (400-1)			NA
LNAV MDA	1380-1 364 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA



MIRL Rwy 17-35 L
REIL Rwy 35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ADA, OKLAHOMA | AL-5149 (FAA) | 13066

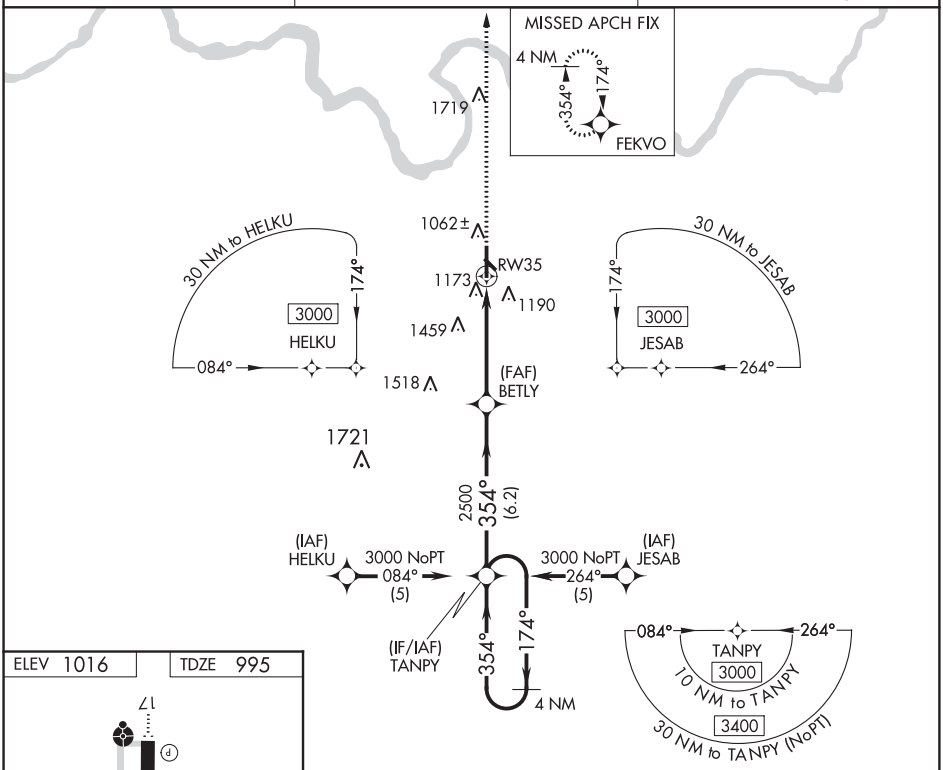
RNAV (GPS) RWY 35
ADA MUNI (ADH)

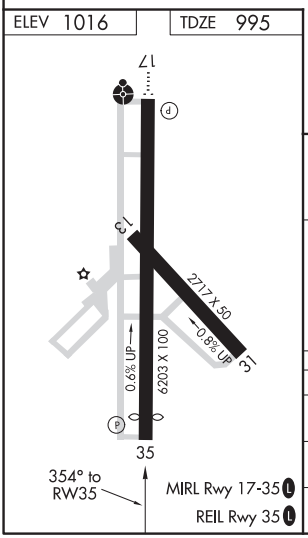
WAAS CH 70412 W35A	APP CRS 354°	Rwy ldg 6106 TDZE 995 Apt Elev 1016

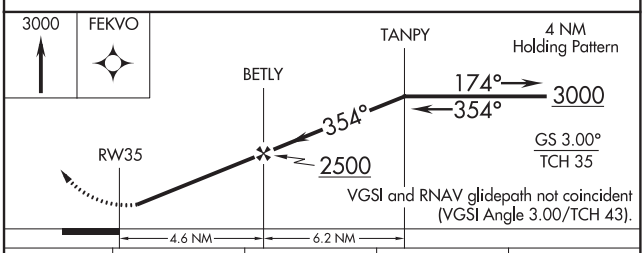
Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	132.2 338.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1263-1 268 (300-1)			NA
LNAV MDA	1700-1 705 (700-1)		1700-2 705 (700-2)	NA
CIRCLING	1700-1 684 (700-1)		1700-2 684 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME RWY 17
ADA MUNI (ADH)

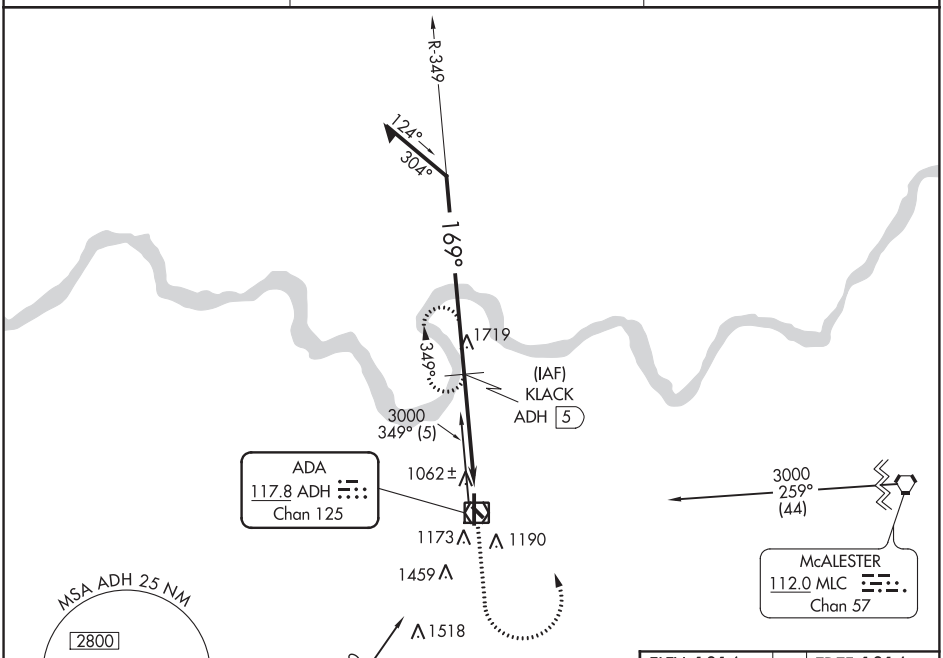
VOR/DME ADH	APP CRS	Rwy ldg	6203
117.8	169°	TDZE	1016
Chan 125		Apt Elev	1016

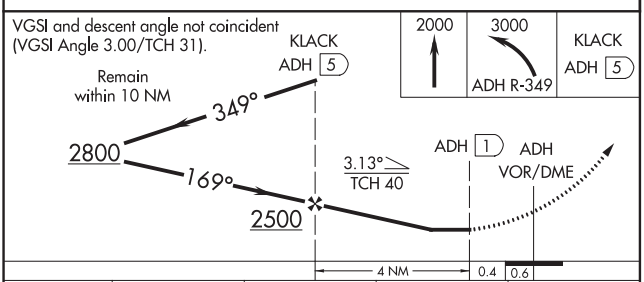
T NA — Circling to Rwy 31 not authorized at night.

ODALS

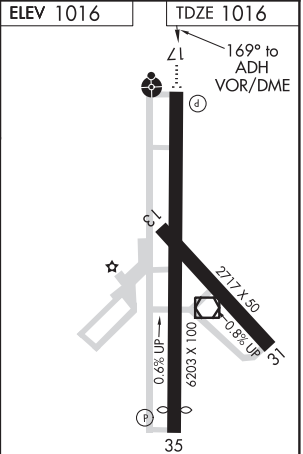
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.725	132.2 338.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1400-1 384 (400-1)			NA
CIRCLING	1520-1 504 (600-1)		1520-1½ 504 (600-1½)	NA



REIL Rwy 35 L
MIRL Rwy 17-35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALMYRA, ARKANSAS

AL-5922 (FAA)

16315

RNAV (GPS) RWY 36

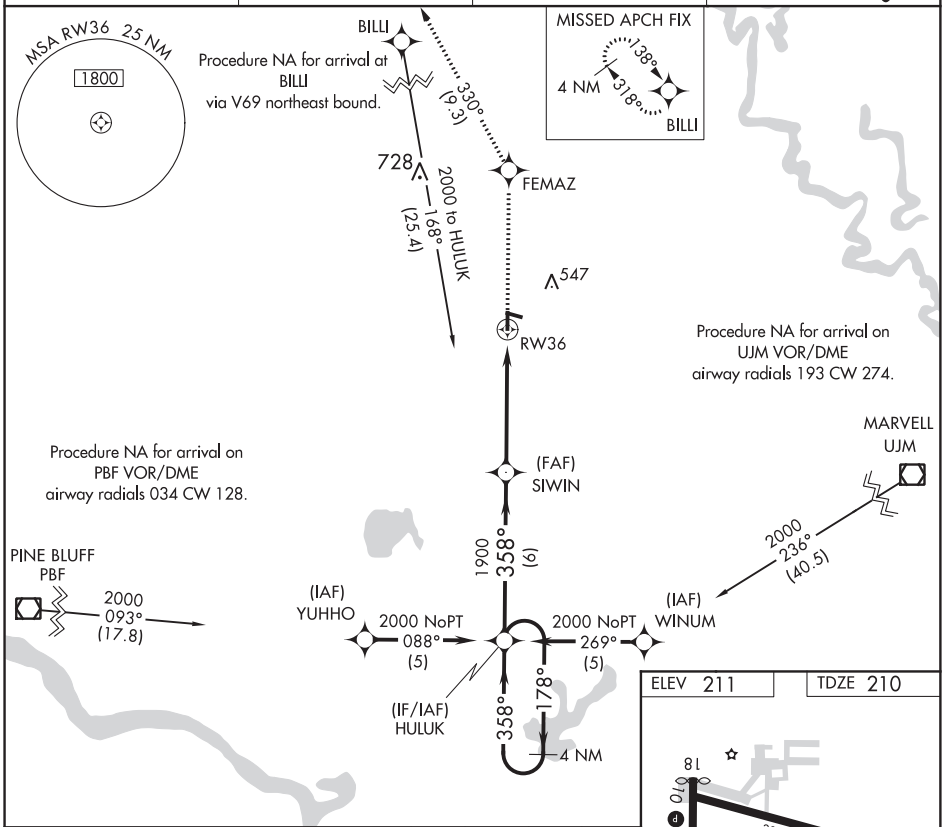
ALMYRA MUNI (M73)

APP CRS	Rwy ldg	3496
358°	TDZE	210
	Apt Elev	211

Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

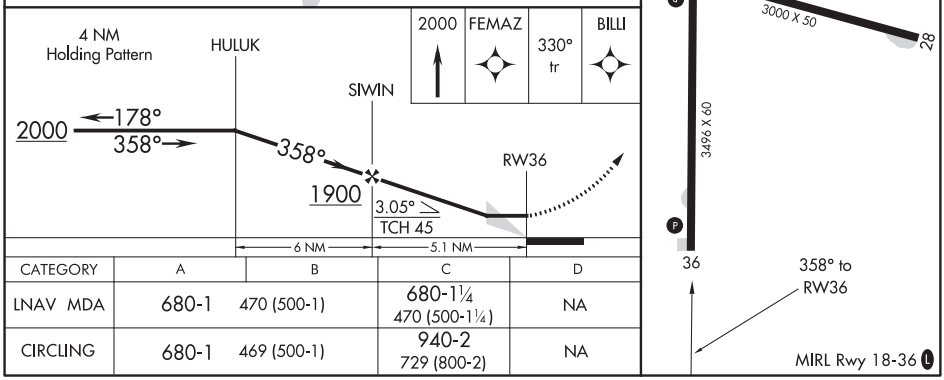
MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	119.85 353.6	119.85	123.0 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LNAV MDA	680-1	470 (500-1)	680-1¼ 470 (500-1¼)	NA
CIRCLING	680-1	469 (500-1)	940-2 729 (800-2)	NA

ALMYRA, ARKANSAS

Amdt 1 25NOV04

34°25′N-91°28′W

ALMYRA MUNI (M73)

RNAV (GPS) RWY 36

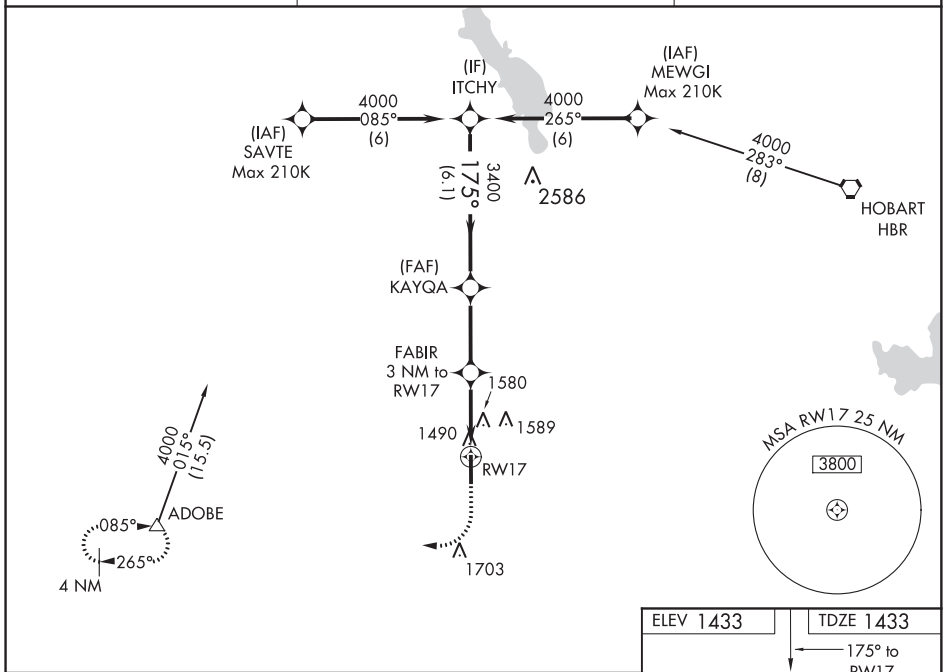
WAAS CH 86216 W17A	APP CRS 175°	Rwy ldg 5501 TDZE 1433 Apt Elev 1433

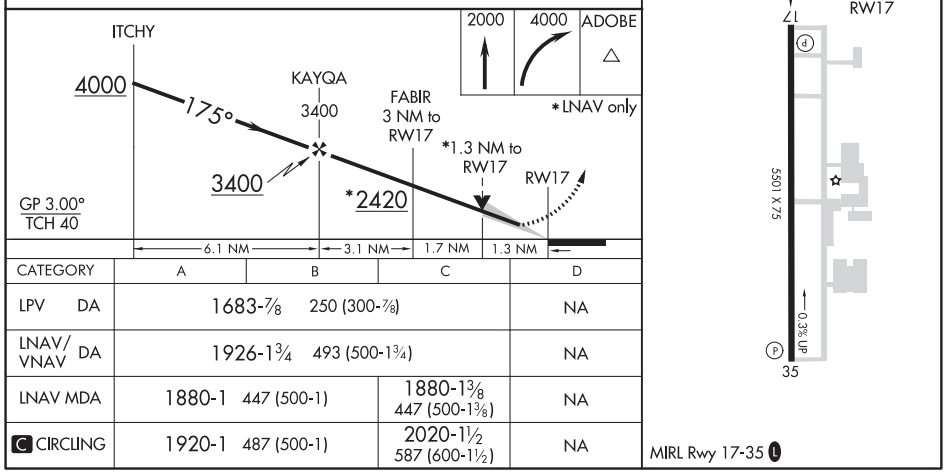
RNAV (GPS) RWY 17
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Hobart Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase LPV DA to 1754 feet and LNAV/VNAV DA to 1997 feet and increase all MDA 80 feet. Increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile, increase LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct ADOBE and hold.

AWOS-3PT	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1683-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1926-1¾ 493 (500-1¾)			NA
LNAV MDA	1880-1 447 (500-1)		1880-1⅜ 447 (500-1⅜)	NA
C CIRCLING	1920-1 487 (500-1)		2020-1½ 587 (600-1½)	NA

ALTUS, OKLAHOMA

AL-5659 (FAA)

16203

RNAV (GPS) RWY 35

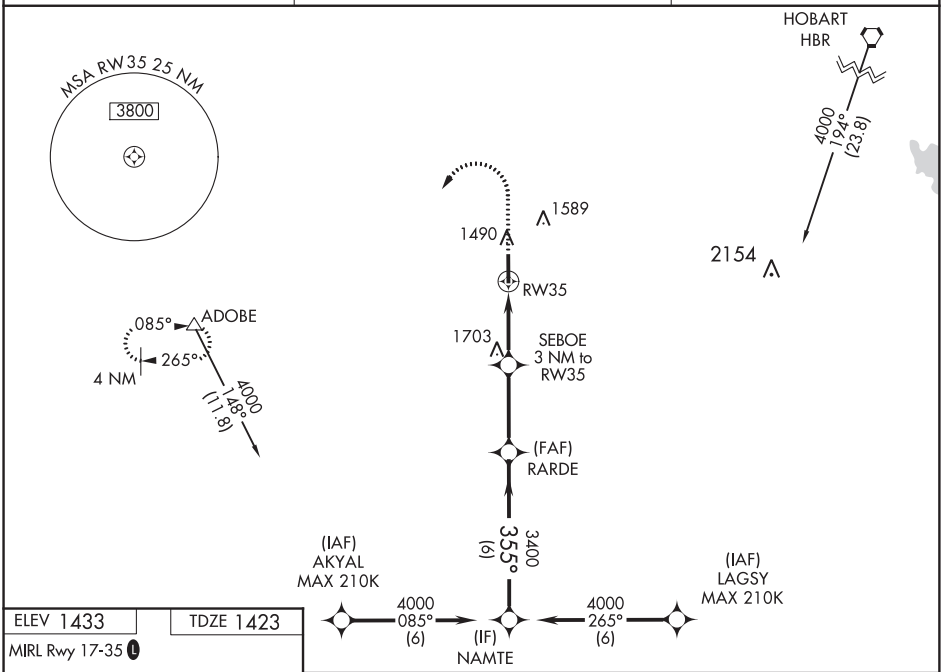
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

WAAS CH 93914 W35A	APP CRS 355°	Rwy ldg 5501 TDZE 1423 Apt Elev 1433

T A Baro-VNAV and VDP NA when using Hobart Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.

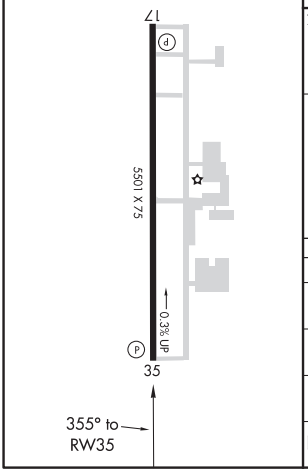
AWOS-3PT	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L

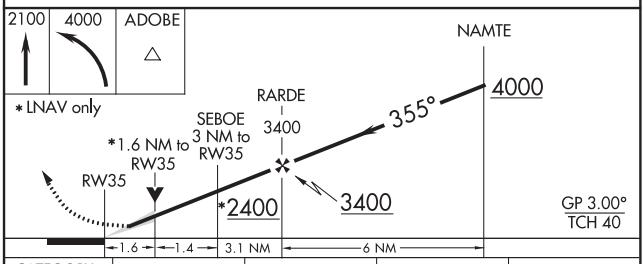


SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1433 | TDZE 1423

MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LPV DA	1673-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1673-⅞ 250 (300-⅞)			NA
LNAV MDA	1960-1 537 (600-1)		1960-1½ 537 (600-1½)	NA
C CIRCLING	1960-1 527 (600-1)		2020-1½ 587 (600-1½)	NA

VOR-A

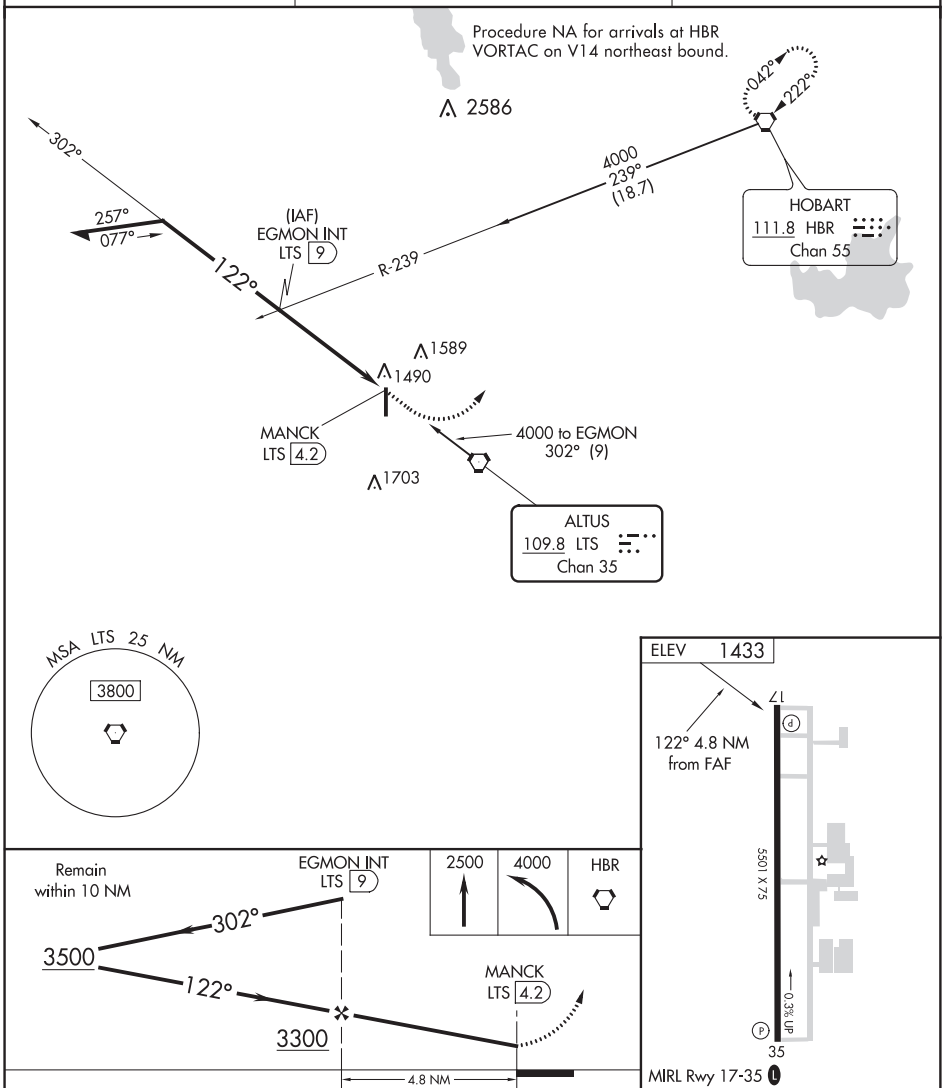
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

VORTAC LTS	APP CRS	Rwy ldg	N/A
109.8	122°	TDZE	N/A
Chan 35		Apt Elev	1433

When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDA 80 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

AWOS-3PT	ALTUS APP CON*	UNICOM
118.825	125.1 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1920-1 487 (500-1)		2020-1½ 587 (600-1½)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

ILS or LOC RWY 17L

LOC I-RUK	APCH CRS	Rwy ldg	9001
110.55	175°	TDZE	1382
		Arpt Elev	1382

AL-482 [USAF]

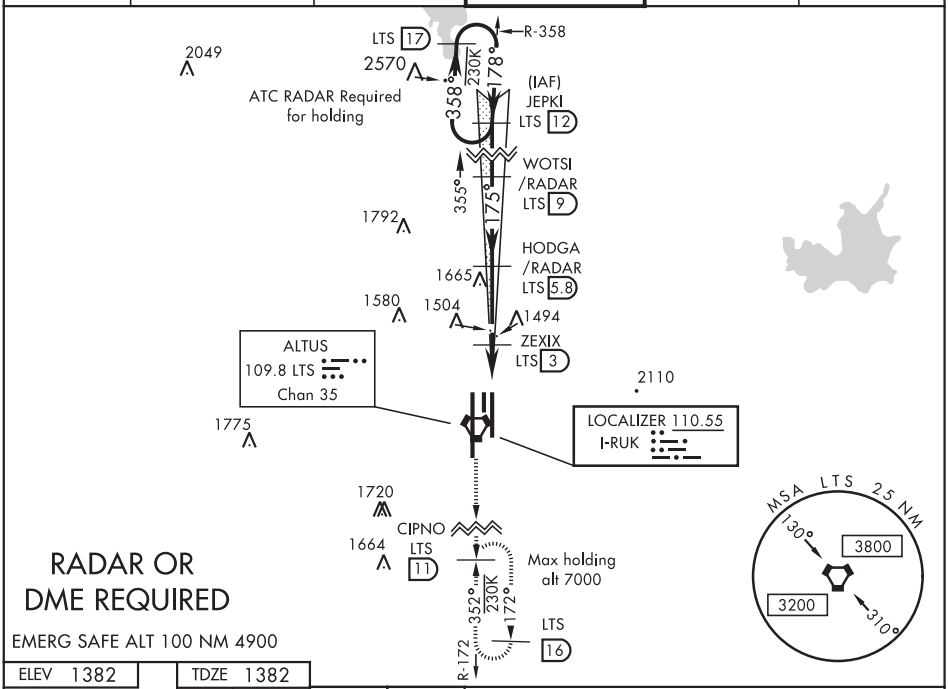
ALTUS AFB (KLTS)

T * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling not authorized W of Rwy 17R-35L.

SALSF A2

MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-172 to CIPNO and hold.

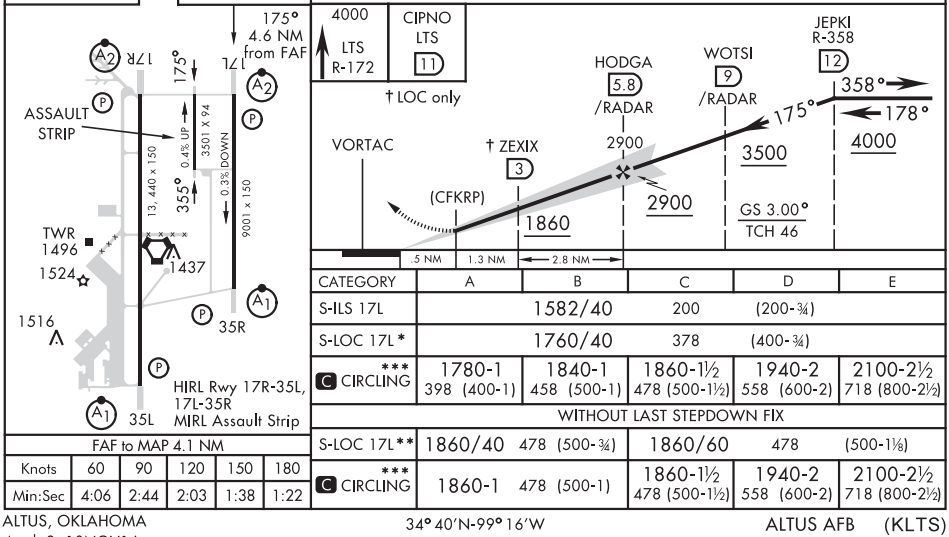
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



RADAR OR DME REQUIRED

EMERG SAFE ALT 100 NM 4900

ELEV 1382	TDZE 1382



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	E
S-ILS 17L	1582/40		200	(200-¾)	
S-LOC 17L*	1760/40		378	(400-¾)	
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)
WITHOUT LAST STEPDOWN FIX					
S-LOC 17L**	1860/40 478 (500-¾)		1860/60 478 (500-1⅛)		
*** C CIRCLING	1860-1 478 (500-1)		1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

ILS or LOC RWY 17R

ALTUS AFB (KLTS)

LOC I-ALT	APCH CRS	Rwy ldg 13,440 TDZE 1379 Arpt Elev 1382
111.3	175°	

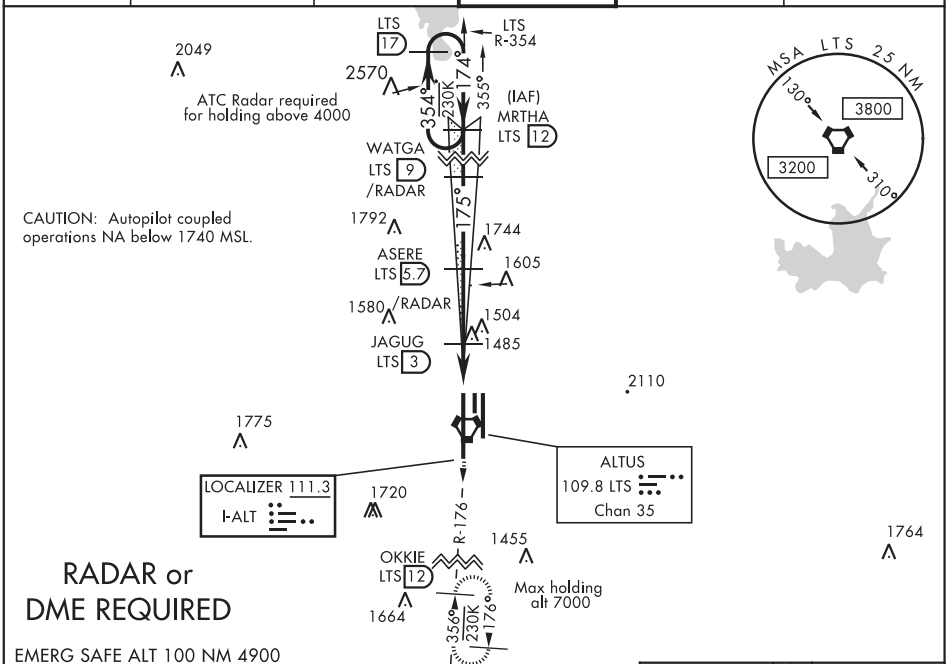
AL-482 [USAF]

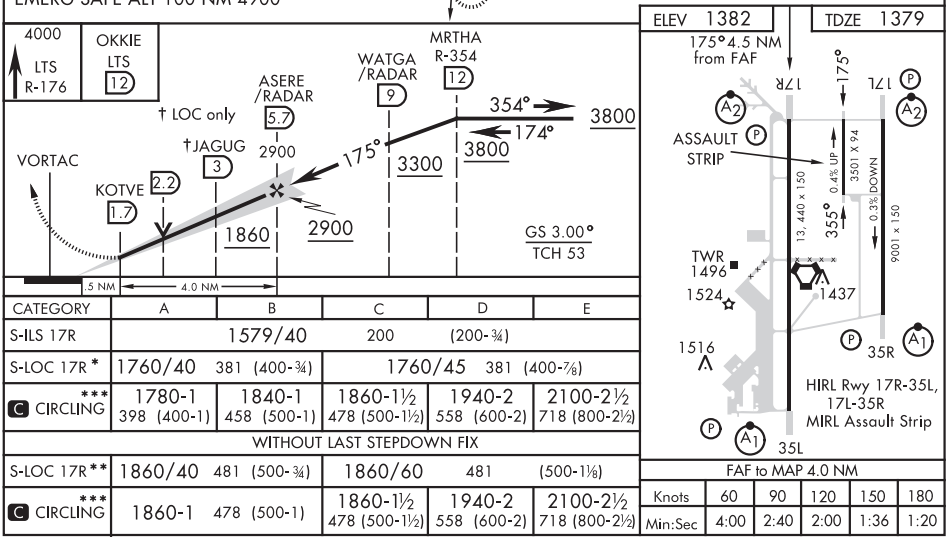
T * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** Circling not authorized W of Rwy 17R-35L.

SALSF

MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-176 to OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7





CATEGORY	A	B	C	D	E
S-ILS 17R	1579/40 200 (200-¾)				
S-LOC 17R*	1760/40 381 (400-¾)		1760/45 381 (400-⅞)		
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)
WITHOUT LAST STEPDOWN FIX					
S-LOC 17R**	1860/40 481 (500-¾)		1860/60 481 (500-1⅛)		
*** C CIRCLING	1860-1 478 (500-1)		1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

FAF to MAP 4.0 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

ILS or LOC RWY 35L

LOC I-LTS	APCH CRS	Rwy ldg 13,440 TDZE 1354 Arpt Elev 1382
110.3	355°	

AL-482 [USAF]

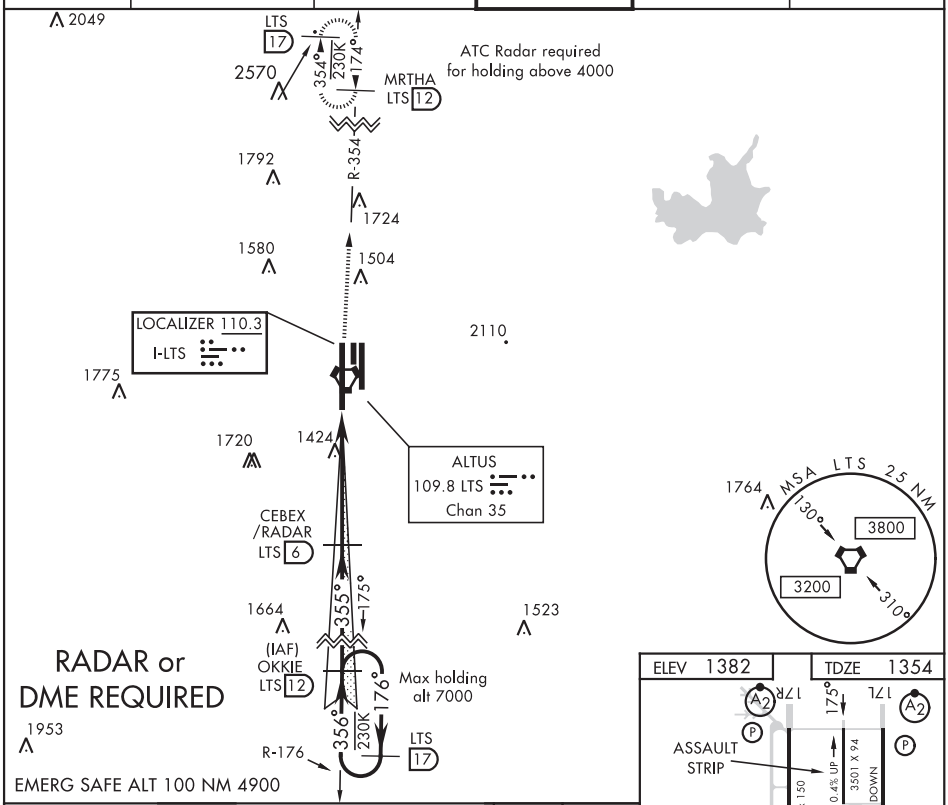
ALTUS AFB (KLTS)

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
*** Circling not authorized W of Rwy 17R-35L.

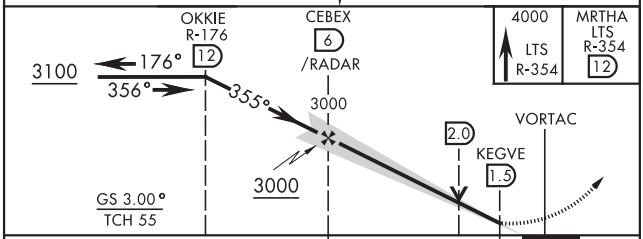
ALSF-1

MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-354 to MRTHA and hold.

ATIS *	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



RADAR or DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 35L *	1554/24		200	(200-½)	
S-LOC 35L **	1700/24	346 (400-½)	1700/30	346	(400-⅝)
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ALTUS, OKLAHOMA 34°40′N-99°16′W ALTUS AFB (KLTS)

Amdt 2 10NOV16

ILS or LOC RWY 35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

ILS or LOC RWY 35R

LOC I-FNM	APCH CRS	Rwy ldg 9001 TDZE 1362 Arpt Elev 1382
110.55	355°	

AL-482 [USAF]

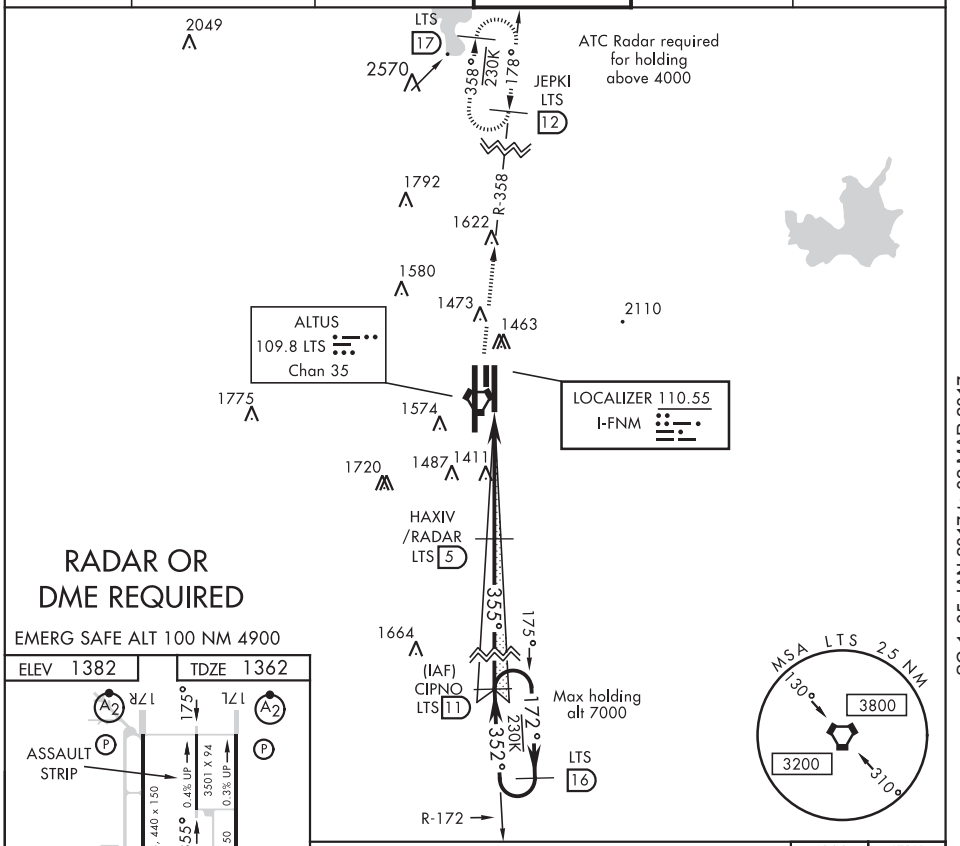
ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
*** Circling not authorized W of Rwy 17R-35L.

ALSF-1

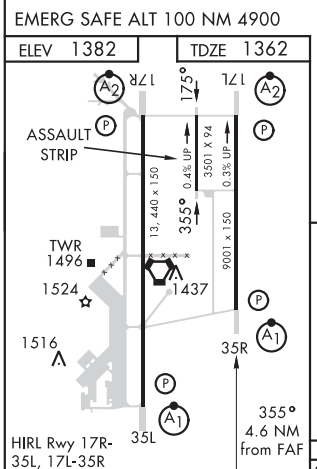
MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-358 to 12 DME (JEPKI) and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



RADAR OR DME REQUIRED

EMERG SAFE ALT 100 NM 4900



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	E
S-ILS 35R *	1562/24		200	(200-½)	
S-LOC 35R**	1700/24	338 (400-½)	1700/26	338	(400-½)
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

RNAV (GPS) RWY 17L

WAAS Chan 41166 W17A	APCH CRS 175°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

T * LNAV: When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

SALSF A2

MISSED APPROACH: Climb to 4000 direct CIPNO and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 52°C (127°F).

(IAF) JONAA 4000

(IAF) JUDOE 4000

5 NM Max holding alt 9000

ATC RADAR required for holding.

NoPT 4000 111° (7.8)

355° 230K 175°

NoPT 4000 235° (7.1)

(IF/IAF) MEERS

2585

3400 175° (4.4)

HOGRU

2900 175° (3)

1657

(FAF) HODGA

1592

1444

1473

JIDGU

2180

RW17L

1407

CIPNO

ATC RADAR required for holding above 4000.

Max holding alt 7000

355° 230K 175°

5 NM

MSA RW17L 25 NM

3800

EMERG SAFE ALT FROM RW17L 100 NM 4900

4000

CIPNO

† LNAV only.

MEERS

HOGRU

355°

4000

175°

175°

HODGA

3400

†1 NM to RW17L

JIDGU

2900

RW17L

2000

GP 3.04°
TCH 46

1.8 NM

2.8 NM

ELEV 1382

TDZE 1382

175° to RW17L

A2

17R

175°

17L

A2

ASSAULT STRIP

P

0.4% UP

3501 X 94

0.3% DOWN

P

13,440 x 150

355°

9001 x 150

TWR 1496

1524

1437

P

A1

35R

1516

P

HIRL Rwy 17R-35L, 17L-35R

A1

MIRL Assault Strip

35L

CATEGORY	A	B	C	D	E
LPV DA	1582/40 200 (200-¾)				
LNAV/VNAV DA	1632/40 250 (300-¾)				
LNAV MDA *	1760/40 378 (400-¾)				
C CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA

34°40′N-99°16′W

ALTUS AFB (KLTS)

Amdt 1 26MAY16

RNAV (GPS) RWY 17L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

RNAV (GPS) RWY 17R

WAAS Chan 41167 W17B	APCH CRS 175°	Rwy ldg 13,440 TDZE 1379 Arpt Elev 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

T * When ALS inop, increase CAT ABCDE RVR to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile.
CAT CDE RVR to 60 and vis to 1 1/8 mile.

SALSF A2

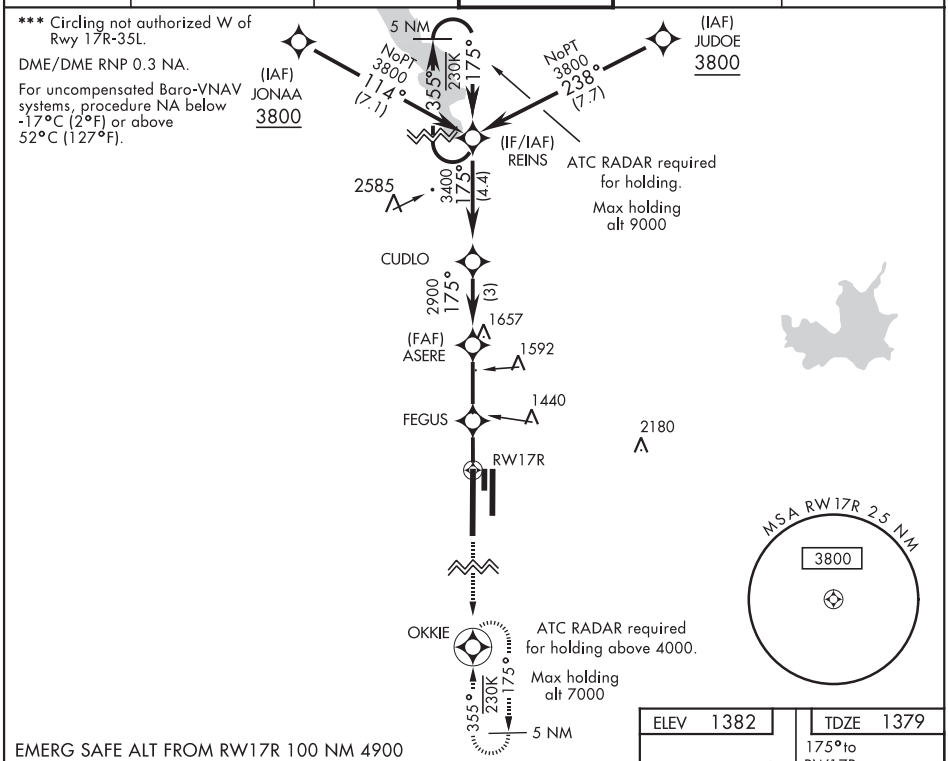
MISSED APPROACH: Climb to 4000 direct OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

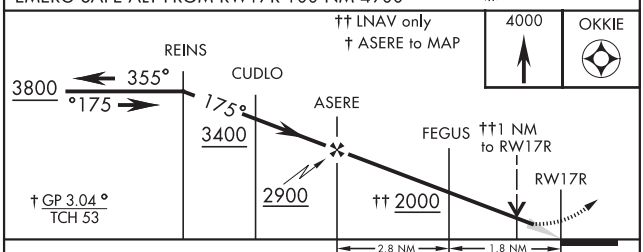
*** Circling not authorized W of Rwy 17R-35L.

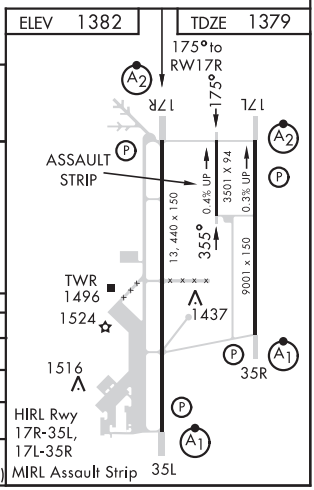
DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 52°C (127°F).



EMERG SAFE ALT FROM RW17R 100 NM 4900





CATEGORY	A	B	C	D	E
LPV DA *	1579/40		200	(200-¾)	
LNAV/VNAV DA *	1660/40		281	(300-¾)	
LNAV MDA**	1760/40	381 (400-¾)	1760/45	381 (400-⅞)	
C CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA 34°40′N-99°16′W ALTUS AFB (KLTS)

Amdt 1 26MAY16

RNAV (GPS) RWY 17R

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

RNAV (GPS) RWY 35L

WAAS Chan 41168 W35A	APCH CRS 355°	Rwy ldg 13,440 TDZE 1354 Arpt Elev 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

*LPV: When ALS inop increase Cat ABCDE RVR to 40, vis to ¾ mile.
**LNAV/VNAV: When ALS inop increase Cat AB RVR to 40, vis to ¾ mile; Cat CD RVR to 45, vis to ⅞ mile; Cat E RVR to 55, vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 4000 direct MRTHA and hold.

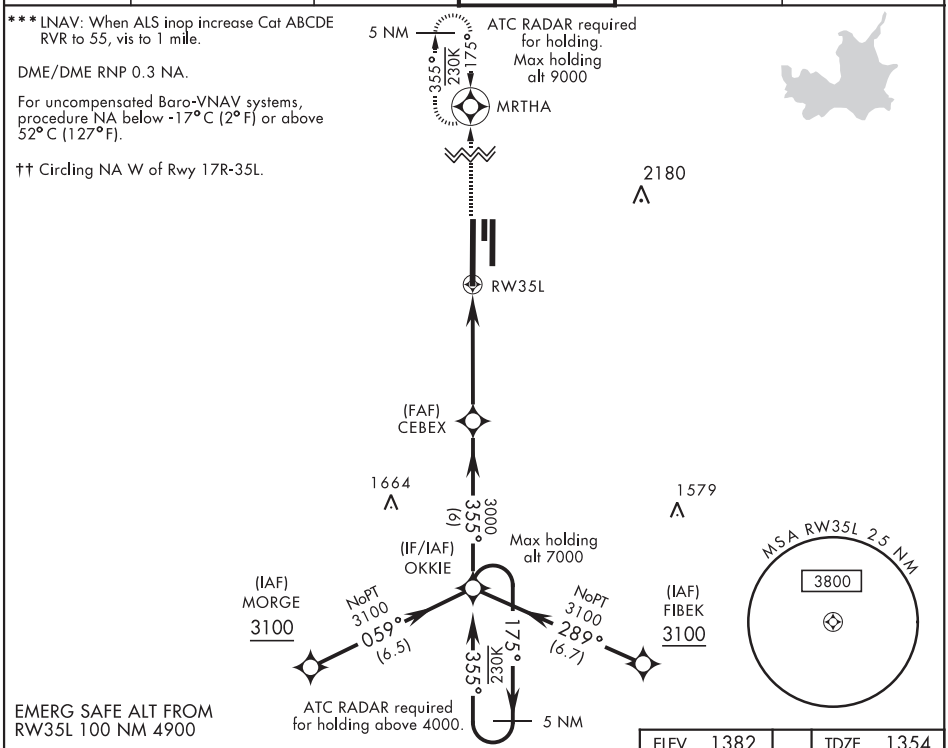
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

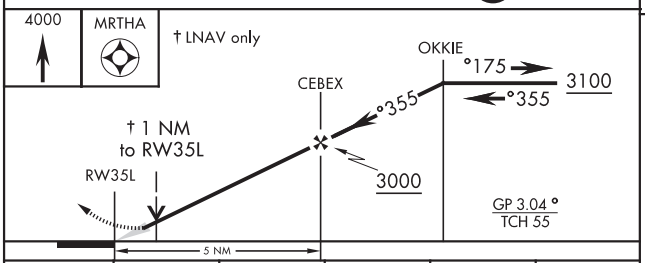
*** LNAV: When ALS inop increase Cat ABCDE RVR to 55, vis to 1 mile.

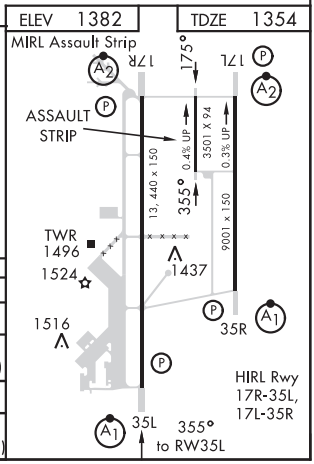
DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 52°C (127°F).

†† Circling NA W of Rwy 17R-35L.







CATEGORY	A	B	C	D	E
LPV DA *	1554/24 200 (200-½)				
LNAV/VNAV DA **	1604/24 250 (300-½)	1606/24 252 (300-½)	1617/24 263 (300-½)	1636/24 282 (300-½)	1680/30 326 (300-⅝)
LNAV MDA ***	1720/24 366 (400-½)		1720/35 366 (400-⅝)		
†† C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

RNAV (GPS) RWY 35R

WAAS Chan 41169 W35B	APCH CRS 355°	Rwy ldg 9001 TDZE 1362 Arpt Elev 1382

AL-482 [USAF]

ALTUS AFB (KLTS)

T * LPV: When ALS inop increase Cat ABCDE RVR to 40, vis to ¾ mile.
** LNAV/VNAV: When ALS inop increase Cat ABCDE RVR to 40, vis to ¾ mile.
*** LNAV: When ALS inop increase Cat AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.

ALSF-1 A1

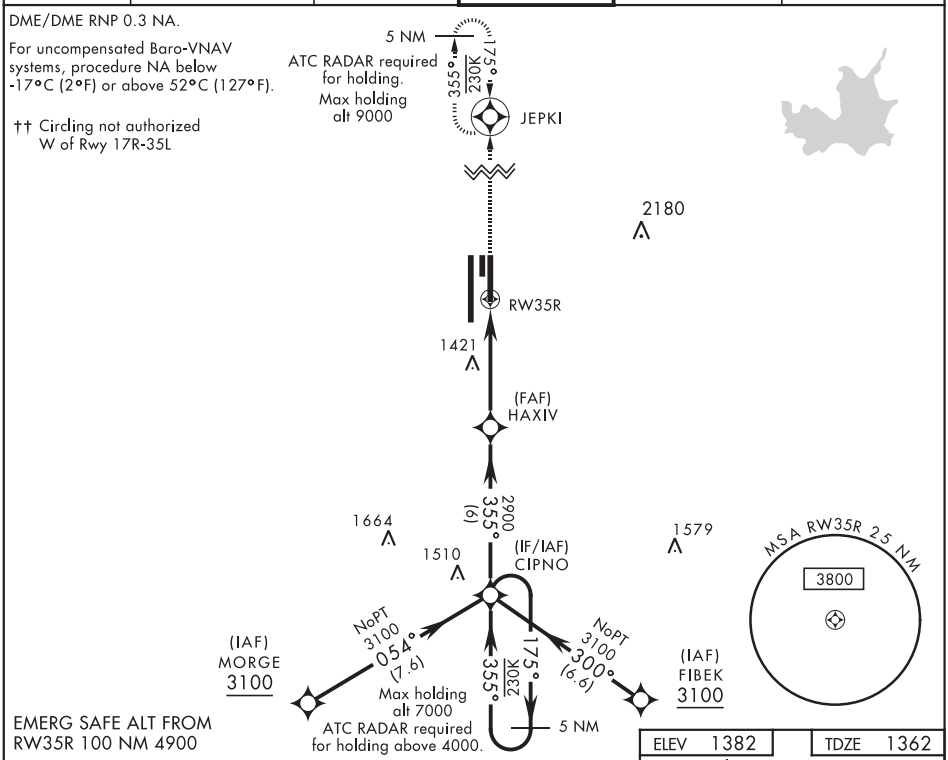
MISSED APPROACH: Climb to 4000 direct JEPKI and hold.

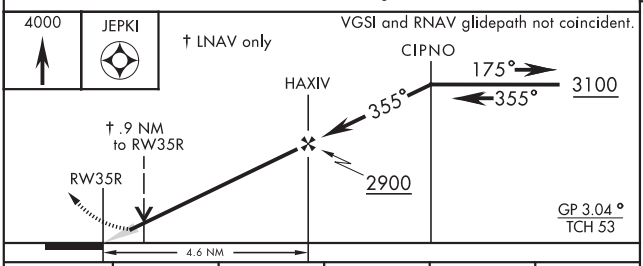
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

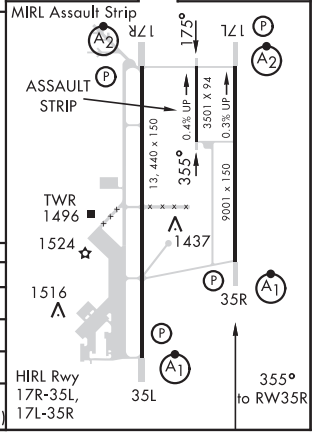
DME/DME RNP 0.3 NA.

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 52°C (127°F).

†† Circling not authorized W of Rwy 17R-35L







CATEGORY	A	B	C	D	E
LPV DA *	1562/24 200 (200-½)				
LNAV/VNAV DA **	1612/24 250 (300-½)				
LNAV MDA ***	1700/24 338 (400-½)		1700/26 338 (400-½)		
C CIRCLING ††	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA 34°40′N-99°16′W ALTUS AFB (KLTS)

Amdt 1 21JUL16

RNAV (GPS) RWY 35R

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

RNAV (GPS)-A

APCH CRS	Rwy ldg	N/A
215°	TDZE	N/A
	Arpt Elev	1382

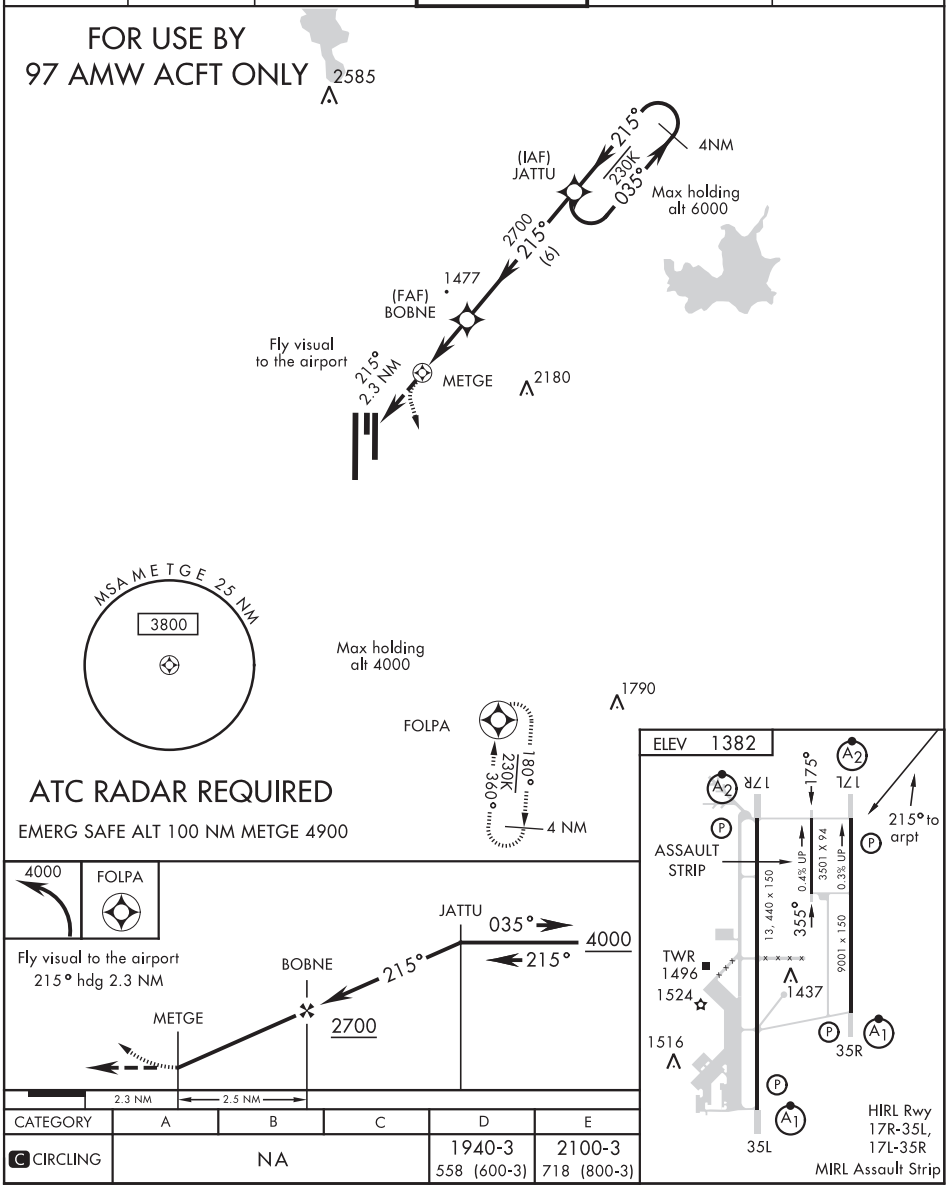
AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct FOLPA, do not exceed 250 KIAS until turn completion and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



CATEGORY	A	B	C	D	E
C CIRCLING	NA			1940-3 558 (600-3)	2100-3 718 (800-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
293°	TDZE	N/A
	Arpt Elev	1382

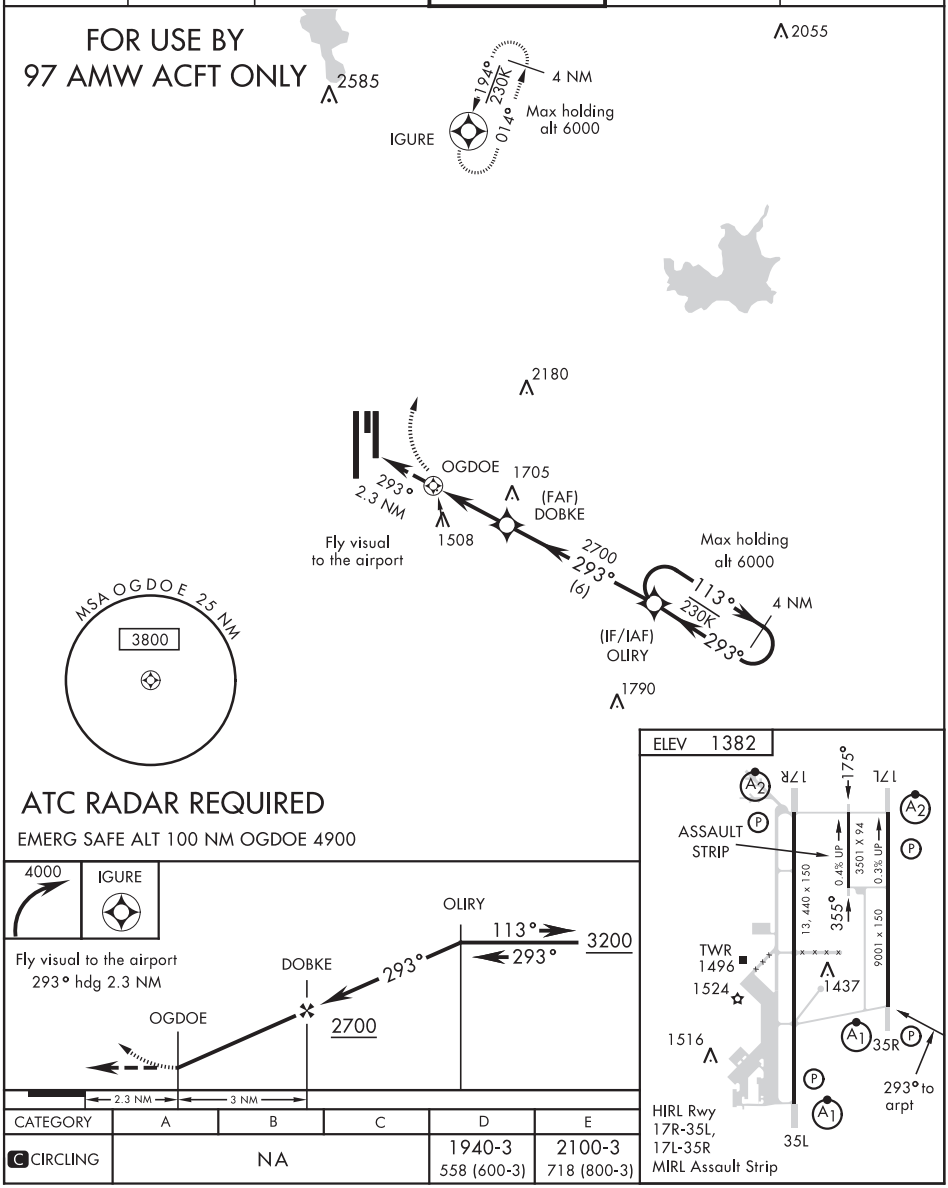
AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct IGURE, do not exceed 250 KIAS until turn completion and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



CATEGORY	A	B	C	D	E
C CIRCLING	NA			1940-3 558 (600-3)	2100-3 718 (800-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

VOR or TACAN RWY 17L

VORTAC LTS 109.8 Chan 35	APCH CRS 194°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382

AL-482 [USAF]

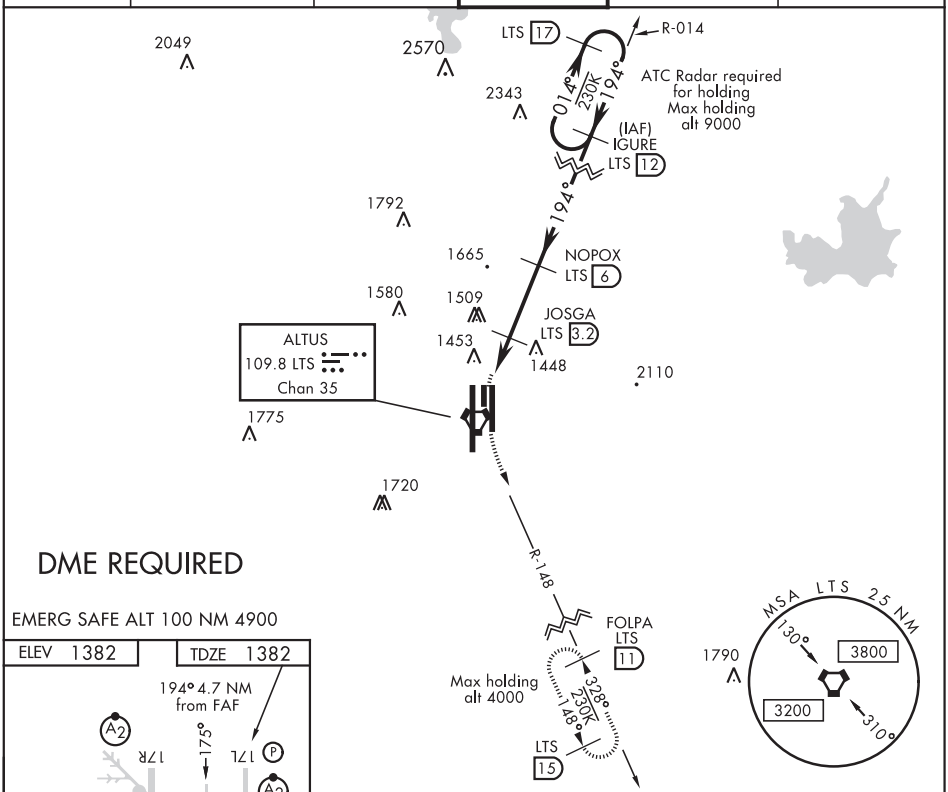
ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

SALSF A2

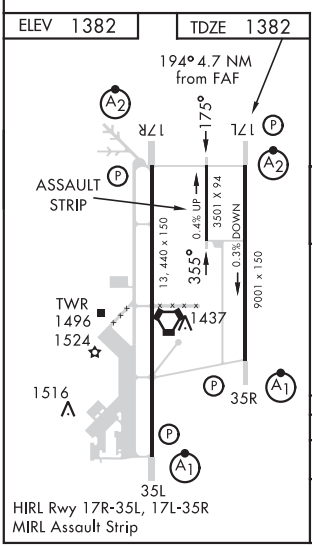
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

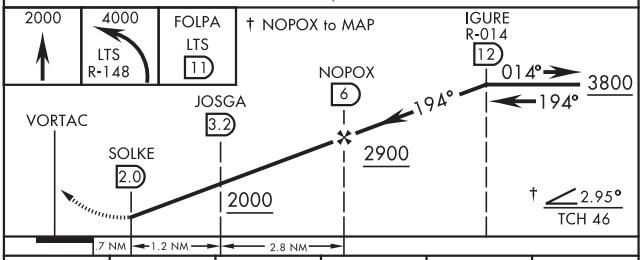


DME REQUIRED

EMERG SAFE ALT 100 NM 4900



HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip



CATEGORY	A	B	C	D	E
S-17L *	1760/40		378	(400-¾)	
C CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 17R

VORTAC LTS 109.8 Chan 35	APCH CRS 171°	Rwy ldg 13,440 TDZE 1379 Arpt Elev 1382

AL-482 [USAF]

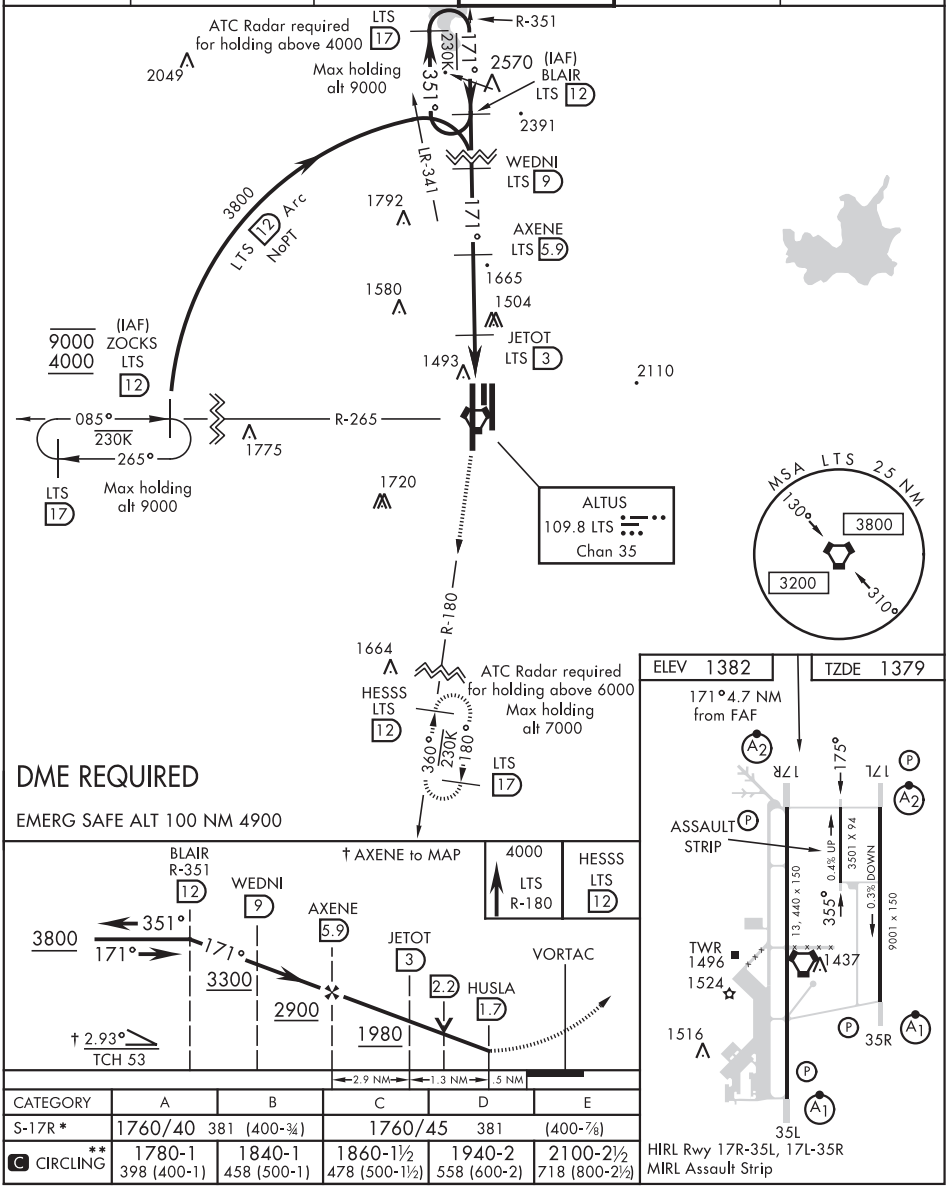
ALTUS AFB (KLTS)

T * 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 W of Rwy 17R-35L.

SALSF

MISSED APPROACH: Climb to 4000 on LTS VORTAC R-180 to HESSS and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



CATEGORY	A	B	C	D	E
S-17R *	1760/40 381 (400-¾)		1760/45 381 (400-⅞)		
C CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

17005

ALTUS, OKLAHOMA

VOR or TACAN RWY 35L

VORTAC LTS 109.8 Chan 35	APCH CRS 360°	Rwy ldg 13,440 TDZE 1354 Arpt Elev 1382

AL-482 [USAF]

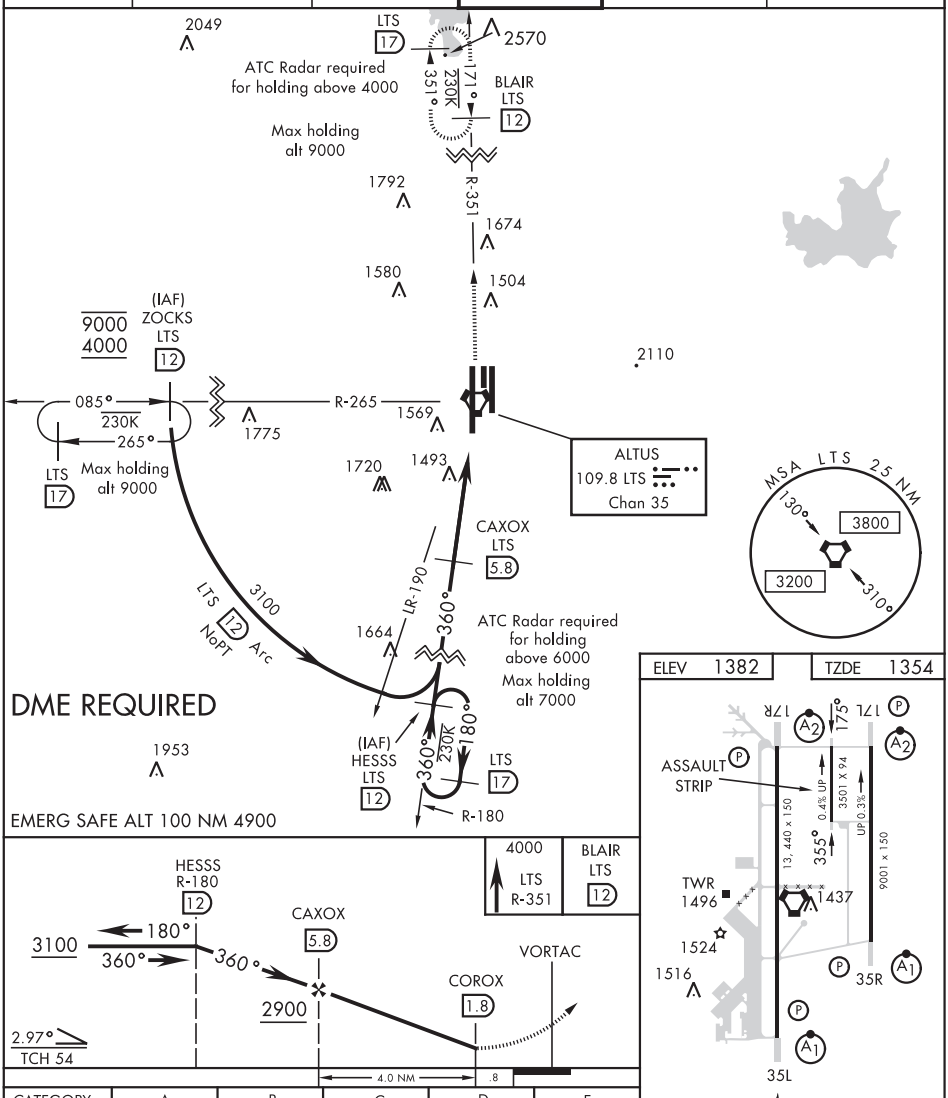
ALTUS AFB (KLTS)

* 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 W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 on LTS VORTAC R-351 to BLAIR and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



CATEGORY	A	B	C	D	E
S-35L*	1760/24 406 (400-½)		1760/40 406 (400-¾)		
C CIRCLING**	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

VOR or TACAN RWY 35R

VORTAC LTS 109.8 Chan 35	APCH CRS 328°	Rwy ldg 9001 TDZE 1362 Arpt Elev 1382

AL-482 [USAF]

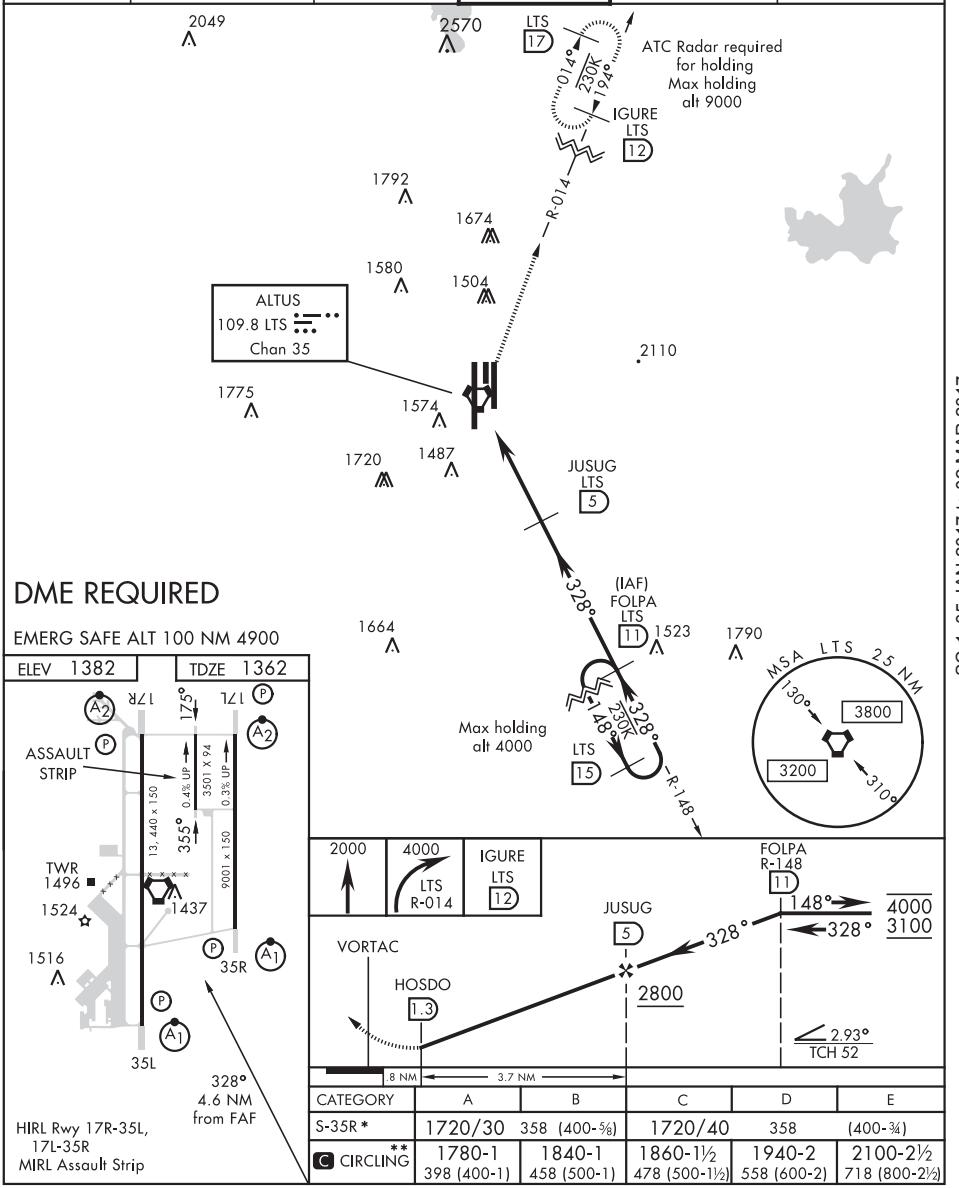
ALTUS AFB (KLTS)

T * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1 A1

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000, intercept LTS VORTAC R-014 to IGURE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



CATEGORY	A	B	C	D	E
S-35R *	1720/30	358 (400-⅝)	1720/40	358	(400-¾)
C CIRCLING **	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

Amdt 1 10NOV16

34°40′N-99°16′W

ALTUS AFB (KLTS)

VOR or TACAN RWY 35R

ALTUS, OKLAHOMA

VOR or TACAN-C

VORTAC LTS	APCH CRS	Rwy ldg	N/A
109.8	215°	TDZE	N/A
Chan 35		Arpt Elev	1382

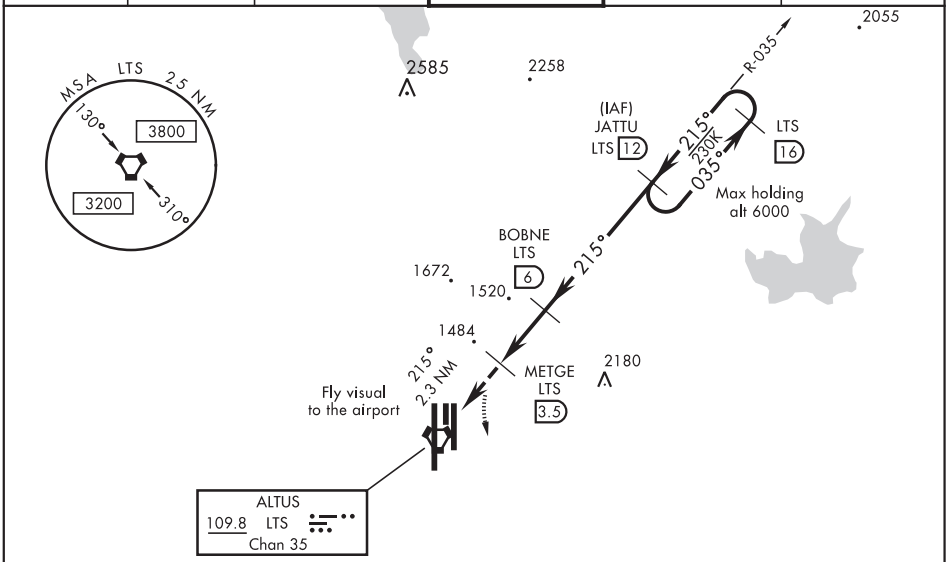
AL-482 [USAF]

ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.

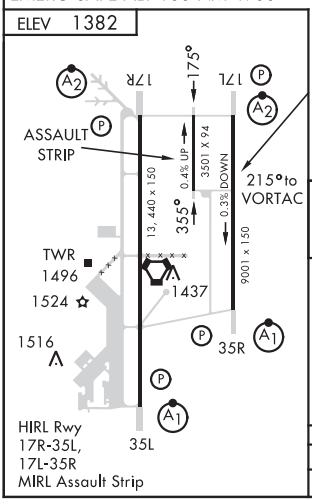
MISSED APPROACH: Climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

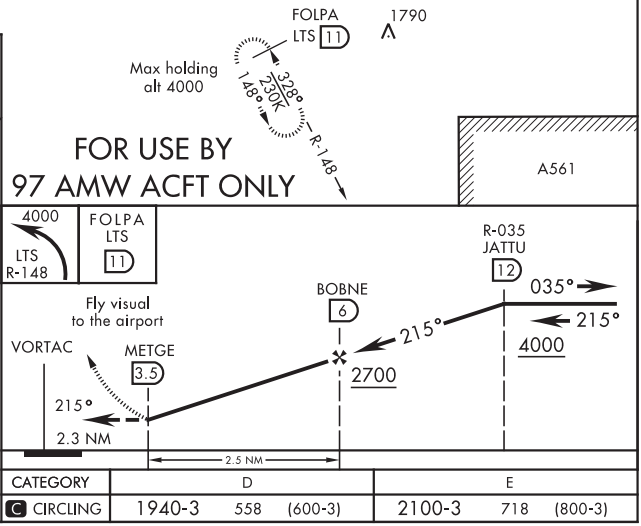
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7



ATC RADAR REQUIRED
DME REQUIRED

EMERG SAFE ALT 100 NM 4900





CATEGORY	D		E	
C CIRCLING	1940-3	558 (600-3)	2100-3	718 (800-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

ALTUS, OKLAHOMA

VOR or TACAN-D

VORTAC LTS	APCH CRS	Rwy ldg N/A
109.8 Chan 35	293°	TDZE N/A Arpt Elev 1382

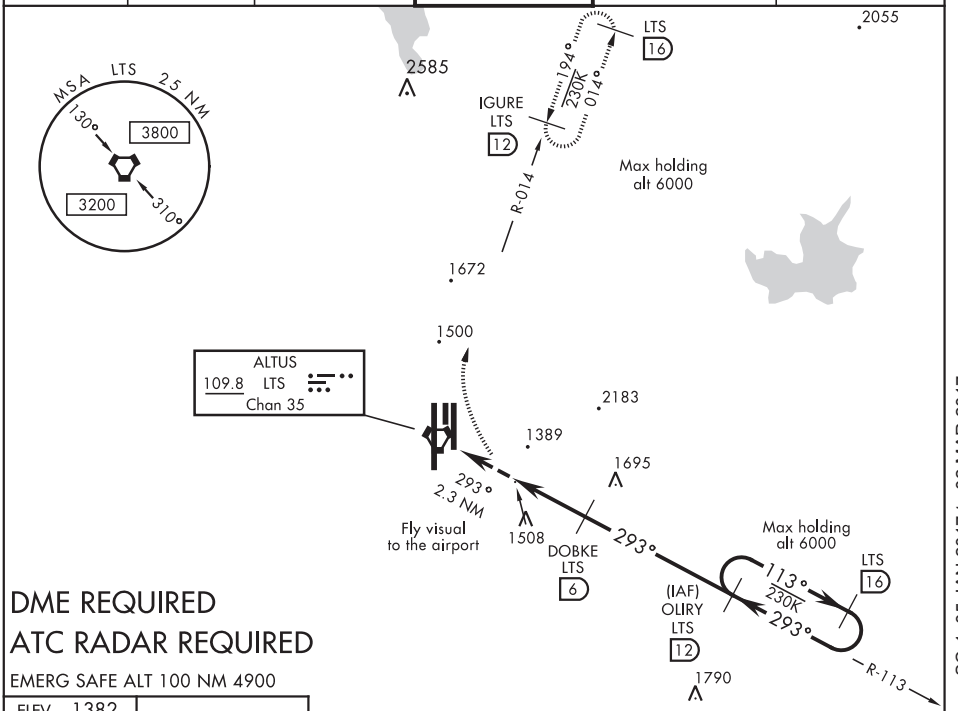
AL-482 [USAF]

ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 4000, intercept LTS VORTAC R-014 to IGURE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 257.725	119.65 254.4	121.85 275.8	120.65 284.7

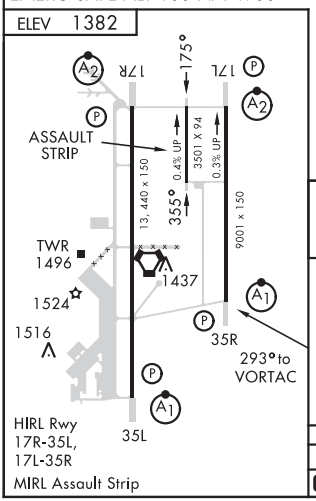


SC-1, 05 JAN 2017 to 02 MAR 2017

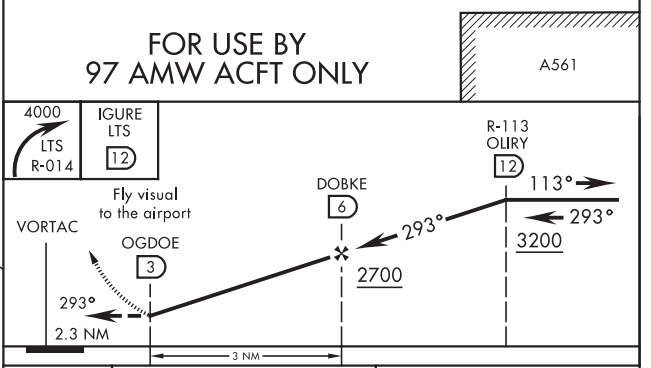
DME REQUIRED

ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 4900



FOR USE BY 97 AMW ACFT ONLY



CATEGORY	D			E		
C CIRCLING	1940-3	558	(600-3)	2100-3	718	(800-3)

ALTUS, OKLAHOMA

Amdt 1 10NOV16

34°40′N-99°16′W

ALTUS AFB (KLTS)

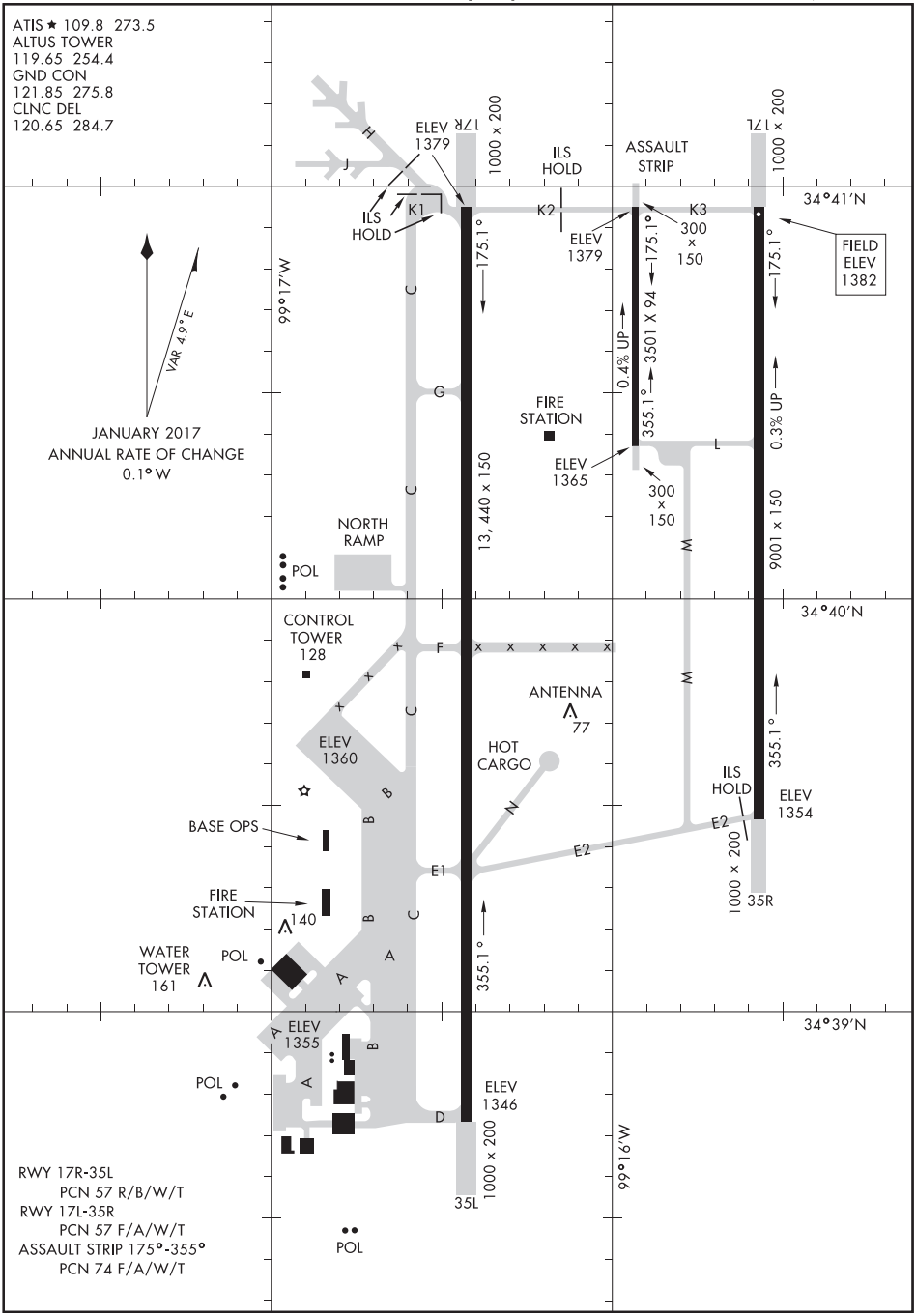
VOR or TACAN-D

17005

AIRPORT DIAGRAM

AFD-482 [USAF]

ALTUS AFB (KLTS)
ALTUS, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

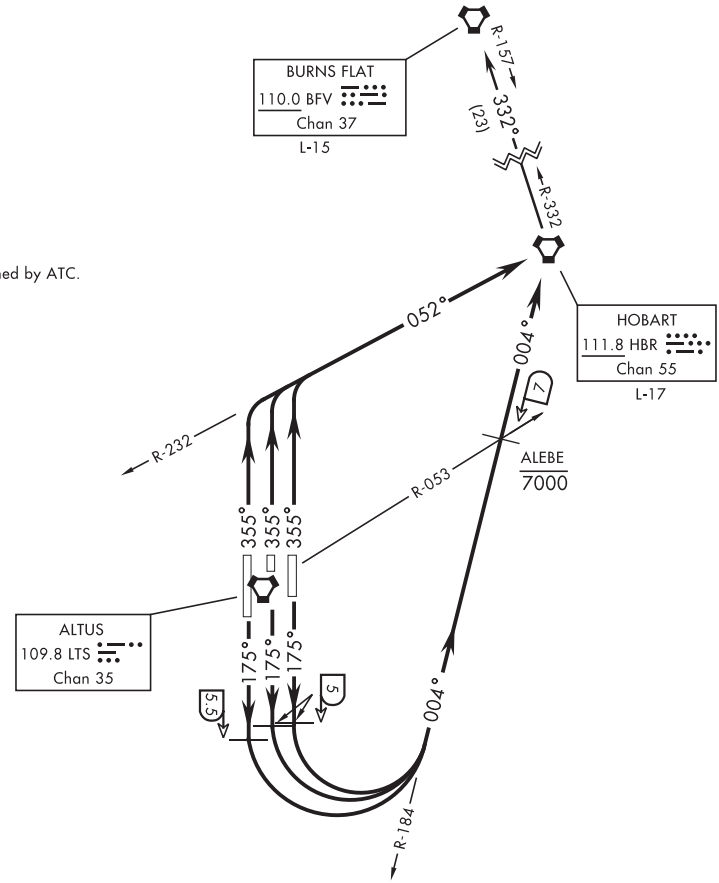
AIRPORT DIAGRAM

ALTUS, OKLAHOMA
ALTUS AFB (KLTS)

HOBART SIX DEPARTURE (HBR6•HBR) SHL-482 [USAF]

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725

Top Altitude: Assigned by ATC.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/175° Assault Strip: Climb on a track of 175°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 175°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/355° Assault Strip: Climb on a track of 355° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR6 • BFV): HBR VORTAC R-332/BFV VORTAC R-157 to BFV.

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

ODILL NINE DEPARTURE (ODILL9 • ODILL)

SHL-482 [USAF]

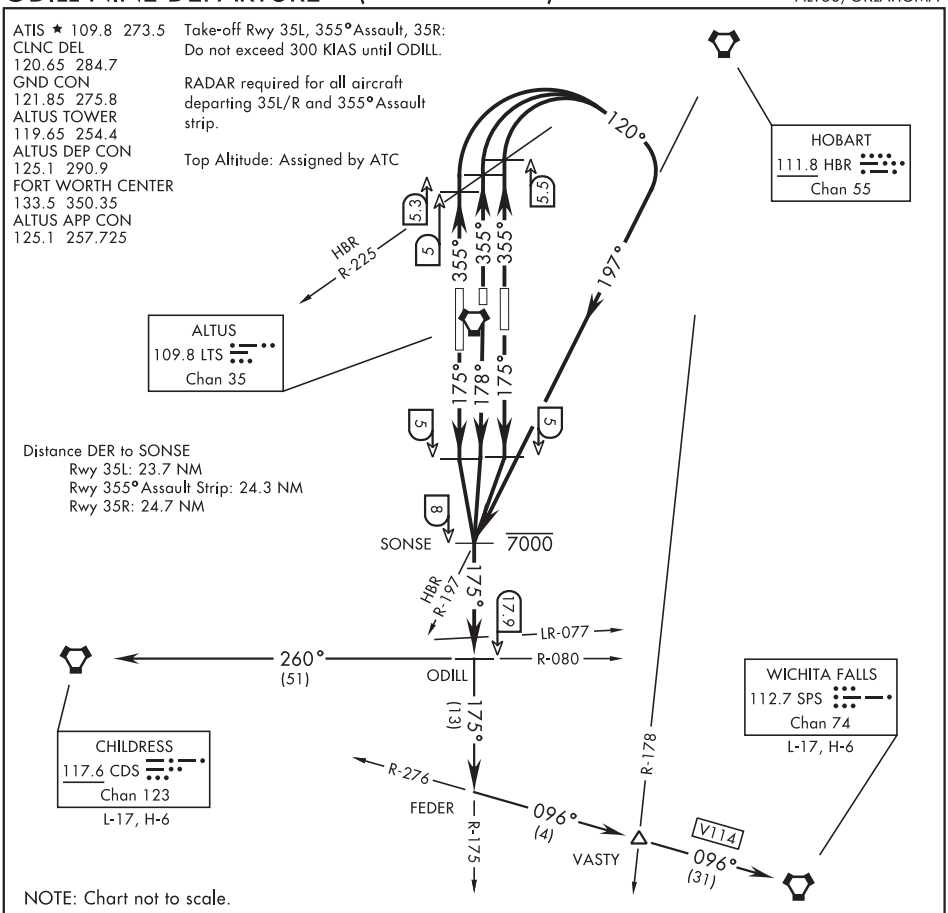
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725

Take-off Rwy 35L, 355° Assault, 35R: Do not exceed 300 KIAS until ODILL.

RADAR required for all aircraft departing 35L/R and 355° Assault strip.

Top Altitude: Assigned by ATC



Distance DER to SONSE
Rwy 35L: 23.7 NM
Rwy 355° Assault Strip: 24.3 NM
Rwy 35R: 24.7 NM

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 175°. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-175 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.
TAKE-OFF RWY 175° Assault Strip: Climb on a track of 178° to intercept LTS VORTAC R-175 to SONSE then via LTS R-175 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.
TAKE-OFF RWY 17R: Climb on a track of 175°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-175 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.
TAKE-OFF RWY 35L: Climb on a track of 355°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.
TAKE-OFF RWY 355° Assault Strip: Climb on a track of 355°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.
TAKE-OFF RWY 35R: Climb on a track of 355°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-175 to ODILL. Then via transition or assigned route.
CHILDRESS TRANSITION (ODILL9 • CDS): CDS VORTAC R-080 to CDS.
WICHITA FALLS TRANSITION (ODILL9 • SPS): LTS R-175 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

SC-1, 05 JAN 2017 to 02 MAR 2017

OKKIE ONE DEPARTURE (RNAV) (OKKIE1•OKKIE)

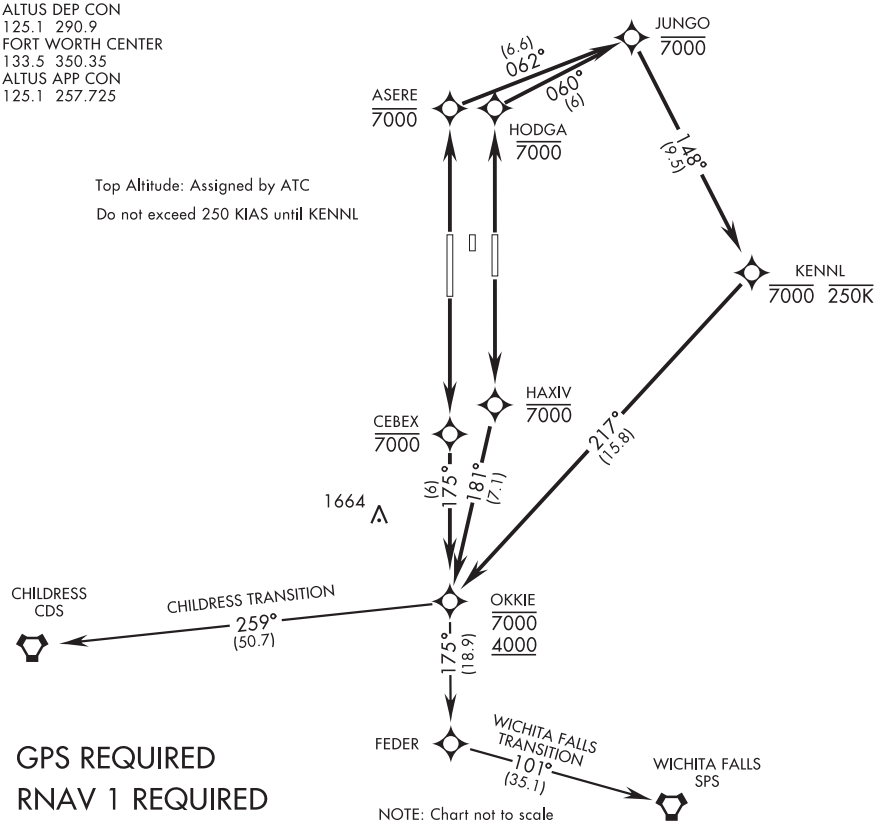
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725

SHL-482 [USAF]

Rwy	Knots	60	120	180	240	300	360
17L	V/V(fpm)	227	454	681	908	1135	1362
17R	V/V(fpm)	244	488	732	976	1220	1464

ATC Climb Rate to 4000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct HAXIV, then on track 181° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 17R: Climb direct CEBEX, then on track 175° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 35L: Climb direct ASERE, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

TAKE-OFF RWY 35R: Climb direct HODGA, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route.

CHILDRESS TRANSITION (OKKIE1•CDS): Track 259° to CDS.

WICHITA FALLS TRANSITION (OKKIE1•SPS): Track 175° to FEDER, then via 101° track to SPS.

OKKIE ONE DEPARTURE (RNAV) (OKKIE1•OKKIE)

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

SC-1, 05 JAN 2017 to 02 MAR 2017

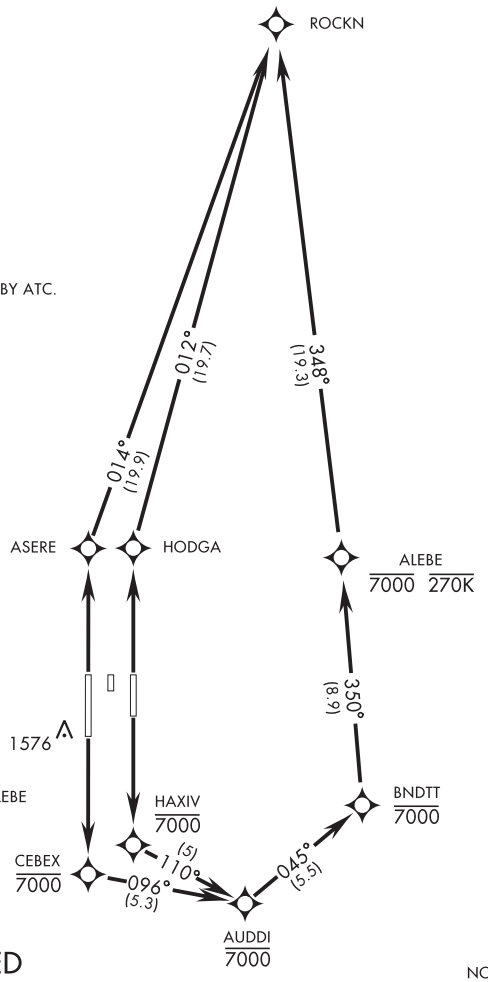
SC-1, 05 JAN 2017 to 02 MAR 2017

ROCKN ONE DEPARTURE (RNAV) (ROCKN1• ROCKN)

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725

SHL-482 [USAF]

TOP ALTITUDE: ASSIGNED BY ATC.



Do not exceed 270 KIAS until ALEBE

GPS REQUIRED
RNAV 1 REQUIRED

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct HAXIV, then on depicted route to ROCKN. Cross ALEBE at or below 7000, then via assigned route.

TAKE-OFF RWY 17R: Climb direct CEBEX, then on depicted route to ROCKN. Cross ALEBE at or below 7000, then via assigned route.

TAKE-OFF RWY 35L: Climb direct ASERE, then on track 014° to ROCKN. Then via assigned route.

TAKE-OFF RWY 35R: Climb direct HODGA, then on track 012° to ROCKN. Then via assigned route.

SC-1, 05 JAN 2017 to 02 MAR 2017
ROCKN ONE DEPARTURE (RNAV) (ROCKN1• ROCKN)
ALTUS, OKLAHOMA
ALTUS AFB (KLTS)

RNAV (GPS) RWY 18

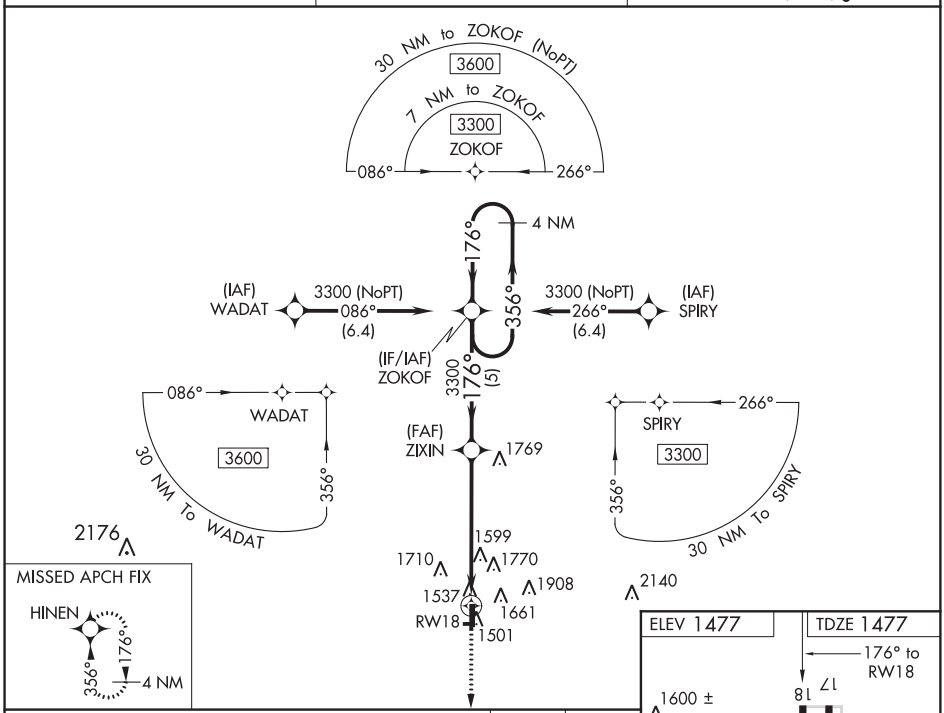
ALVA RGNL (AVK)

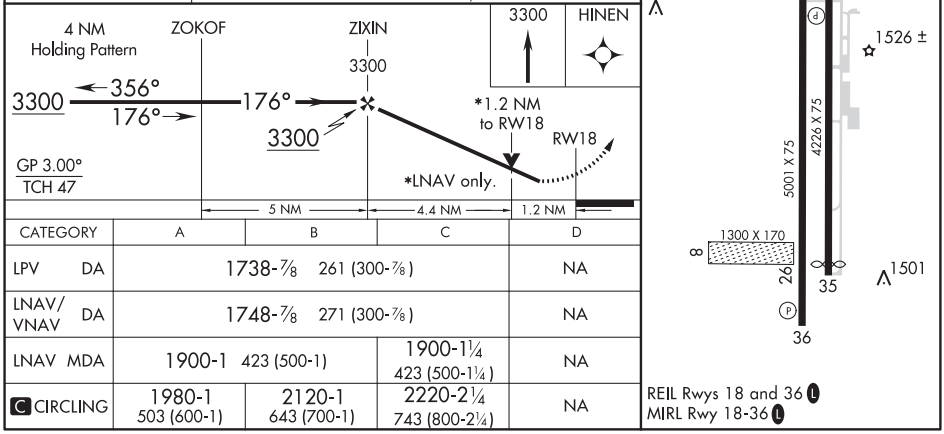
WAAS CH 82237 W18A	APP CRS 176°	Rwy ldg 5001 TDZE 1477 Apt Elev 1477

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ⅜ mile, LNAV/VNAV all Cats and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3300 direct HINEN and hold.

AWOS-3	VANCE APP CON ★	UNICOM
121.125	126.75 346.325	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1738-⅞ 261 (300-⅞)			NA
LNAV/VNAV DA	1748-⅞ 271 (300-⅞)			NA
LNAV MDA	1900-1 423 (500-1)		1900-1¼ 423 (500-1¼)	NA
C CIRCLING	1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2¼ 743 (800-2¼)	NA

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ALVA, OKLAHOMA | AL-5511 (FAA) | 16203

RNAV (GPS) RWY 36

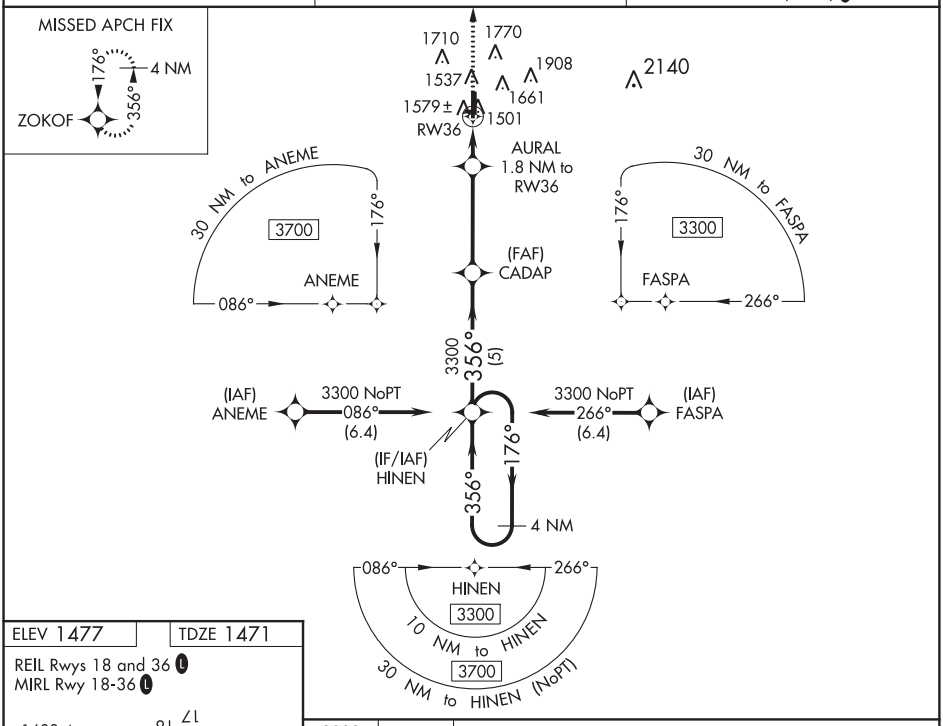
ALVA RGNL (AVK)

WAAS CH 61337 W36A	APP CRS 356°	Rwy ldg 5001 TDZE 1471 Apt Elev 1477

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting.

MISSED APPROACH: Climb to 3300 direct ZOKOF and hold.

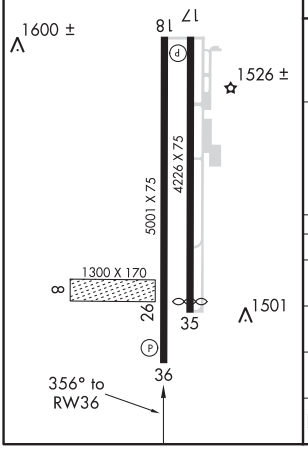
AWOS-3	VANCE APP CON *	UNICOM
121.125	126.75 346.325	122.8 (CTAF) L

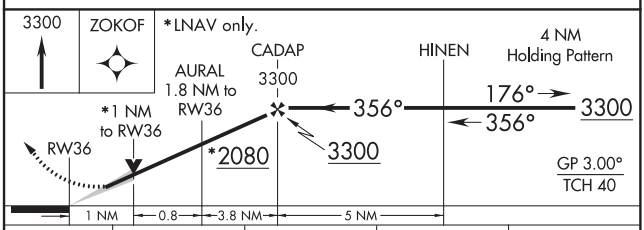


SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1477 | TDZE 1471

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L





CATEGORY		A	B	C	D
LPV	DA	1721-⅞ 250 (300-⅞)			NA
LNAV/VNAV	DA	1751-1 280 (300-1)			NA
LNAV	MDA	1840-1 369 (400-1)			NA
C CIRCLING		1980-1 503 (600-1)	2120-1 643 (700-1)	2220-2¼ 743 (800-2¼)	NA

ALVA, OKLAHOMA
Orig 20AUG15

36°46'N-98°40'W

ALVA RGNL (AVK)

RNAV (GPS) RWY 36

SC-1, 05 JAN 2017 to 02 MAR 2017

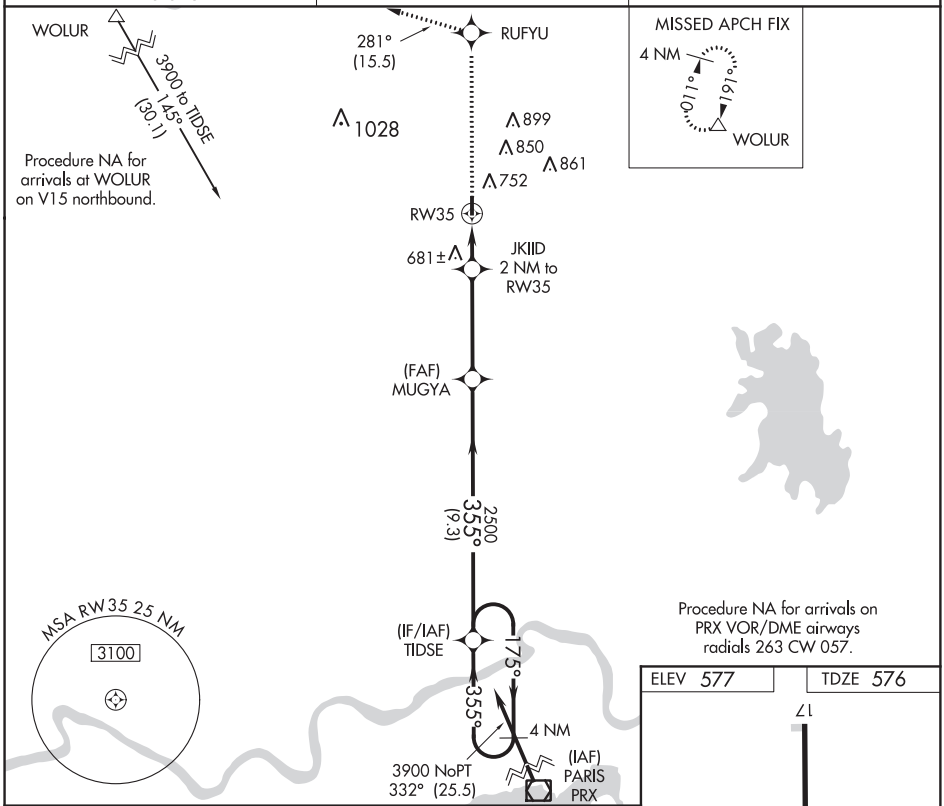
RNAV (GPS) RWY 35
ANTLERS MUNI (8ØF)

WAAS CH 70428 W35A	APP CRS 355°	Rwy ldg 3298 TDZE 576 Apt Elev 577

NA Circling to Rwy 17 NA at night. Baro-VNAV NA. Use Paris altimeter setting; when not received, use Durant altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3900 direct RUFYU and on track 281° to WOLUR and hold.

PARIS AWOS-3	FORT WORTH CENTER	CTAF
119.675	124.875 307.2	122.9 L



CATEGORY	A	B	C	D
LPV DA	910-1⅛ 334 (400-1⅛)		NA	
LNAV/VNAV DA	910-1⅛ 334 (400-1⅛)		NA	
LNAV MDA	1020-1 444 (500-1)		NA	
CIRCLING	1140-1 563 (600-1)		NA	

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SC-1, 05 JAN 2017 to 02 MAR 2017

ARDMORE, OKLAHOMA

AL-5399 (FAA)

15288

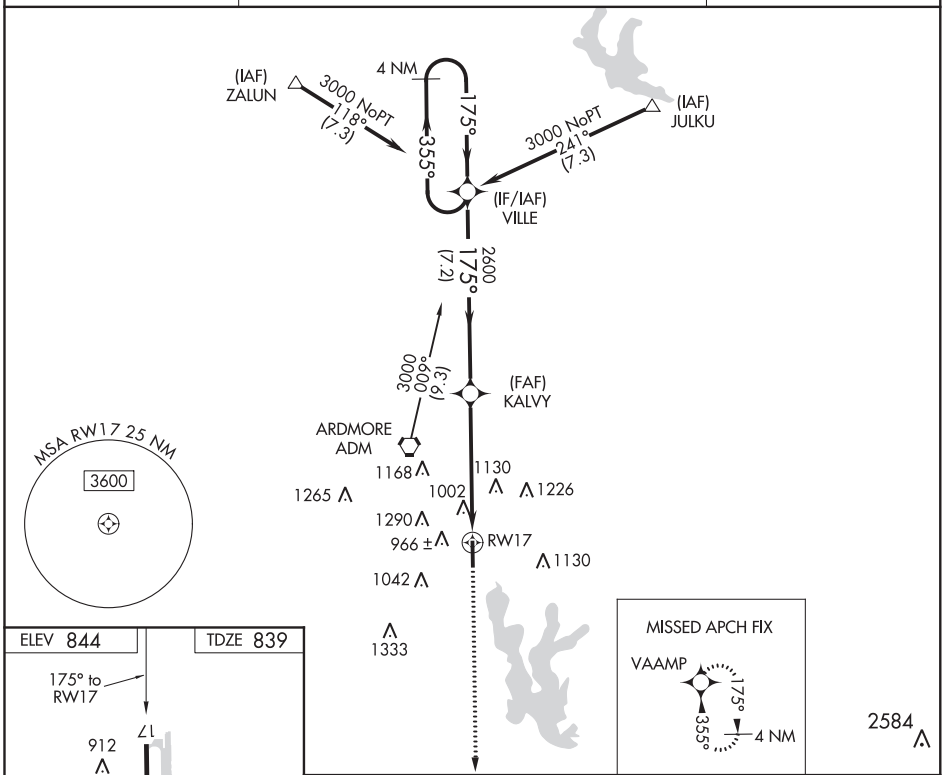
RNAV (GPS) RWY 17
ARDMORE DOWNTOWN EXECUTIVE (1F0)

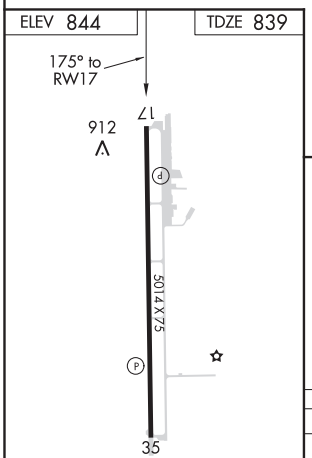
WAAS CH 48921 W17A	APP CRS 175°	Rwy ldg 5014 TDZE 839 Apt Elev 844

When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 40 feet and visibility Cat C and D ⅛ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

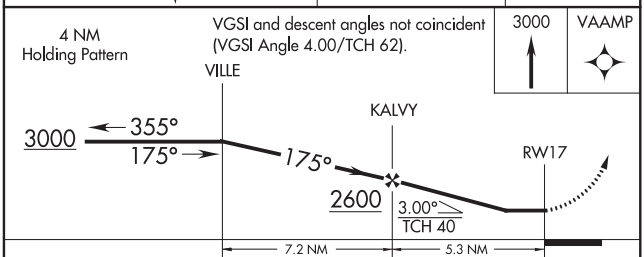
MISSED APPROACH: Climb to 3000 direct VAAMP and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.15	124.75 323.0	122.7 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L



CATEGORY	A	B	C	D
LP MDA	1360-1	521 (600-1)	1360-1½	521 (600-1½)
LNAV MDA	1360-1	521 (600-1)	1360-1½	521 (600-1½)
CIRCLING	1400-1	556 (600-1)	1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

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SC-1, 05 JAN 2017 to 02 MAR 2017

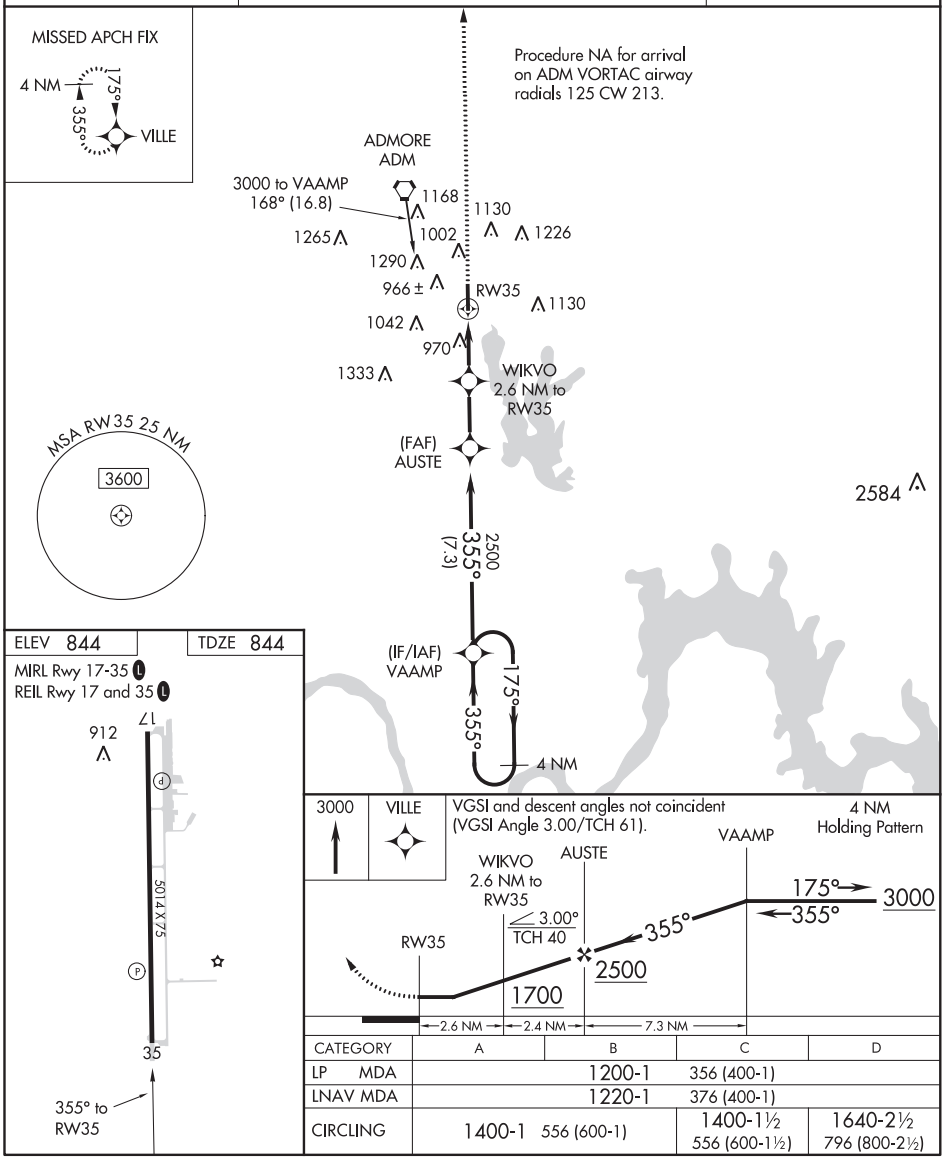
WAAS CH 62921 W35A	APP CRS 355°	Rwy ldg 5014 TDZE 844 Apt Elev 844

RNAV (GPS) RWY 35
ARDMORE DOWNTOWN EXECUTIVE (1F0)

When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 40 feet and visibility Cat C and D ⅛ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct VILLE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.15	124.75 323.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1200-1 356 (400-1)			
LNAV MDA	1220-1 376 (400-1)			
CIRCLING	1400-1 556 (600-1)		1400-1½ 556 (600-1½)	1640-2½ 796 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARDMORE, OKLAHOMA — AL-22 (FAA) — 15232

ILS or LOC RWY 31
ARDMORE MUNI (ADM)

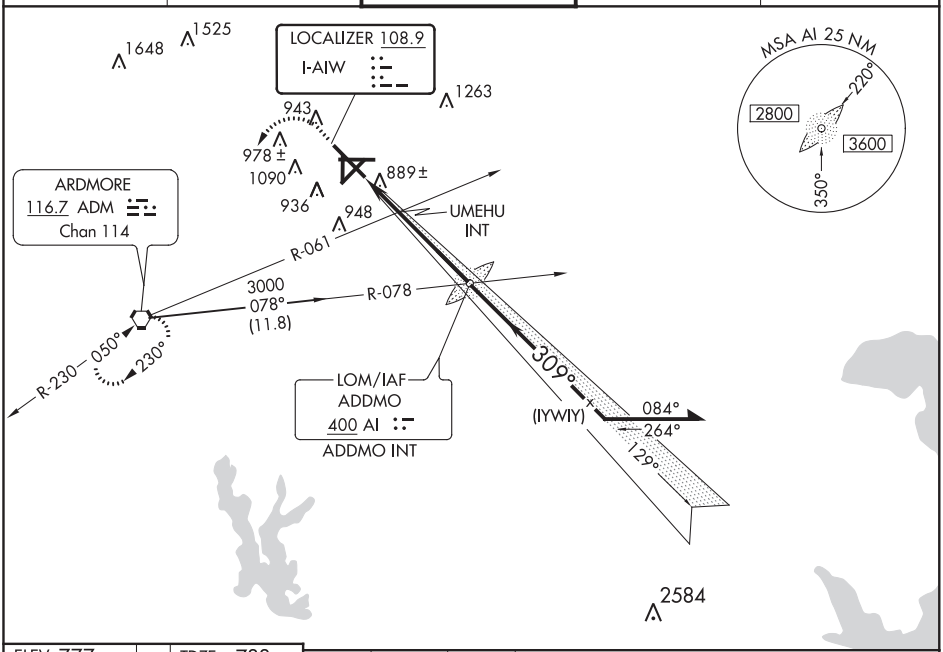
LOC I-AIW	APP CRS	Rwy ldg	9002
108.9	309°	TDZE	733
		Apt Elev	777

Autopilot coupled approach NA below 1360.
When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase all S-LOC Cats C and D visibility ⅛ mile and all Circling Cat D visibilities ¼ mile. UMEHU Fix minimums, for inop MALSR increase S-LOC Cats C and D visibility to 1⅛ miles. Night Landing: Rwy 13, 35 NA.

MALSR

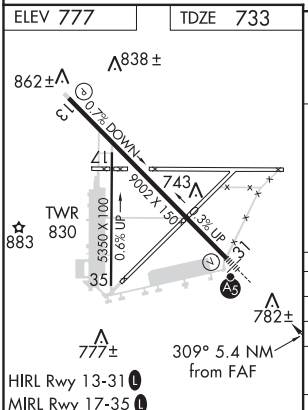
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	124.75 323.0	118.5 (CTAF) L 257.7	121.8	122.95



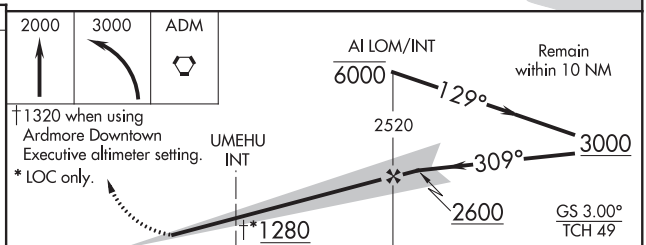
SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 777 — TDZE 733



HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

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 31	949-½ 216 (200-½)			
S-LOC 31	1280-½ 547 (600-½)		1280-1⅛ 547 (600-1⅛)	
CIRCLING	1380-1 603 (700-1)		1380-1¾ 603 (700-1¾)	1440-2 663 (700-2)
UMEHU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 31	1140-½ 407 (400-½)		1140-¾ 407 (400-¾)	
CIRCLING	1380-1 603 (700-1)		1380-1¾ 603 (700-1¾)	1440-2 663 (700-2)

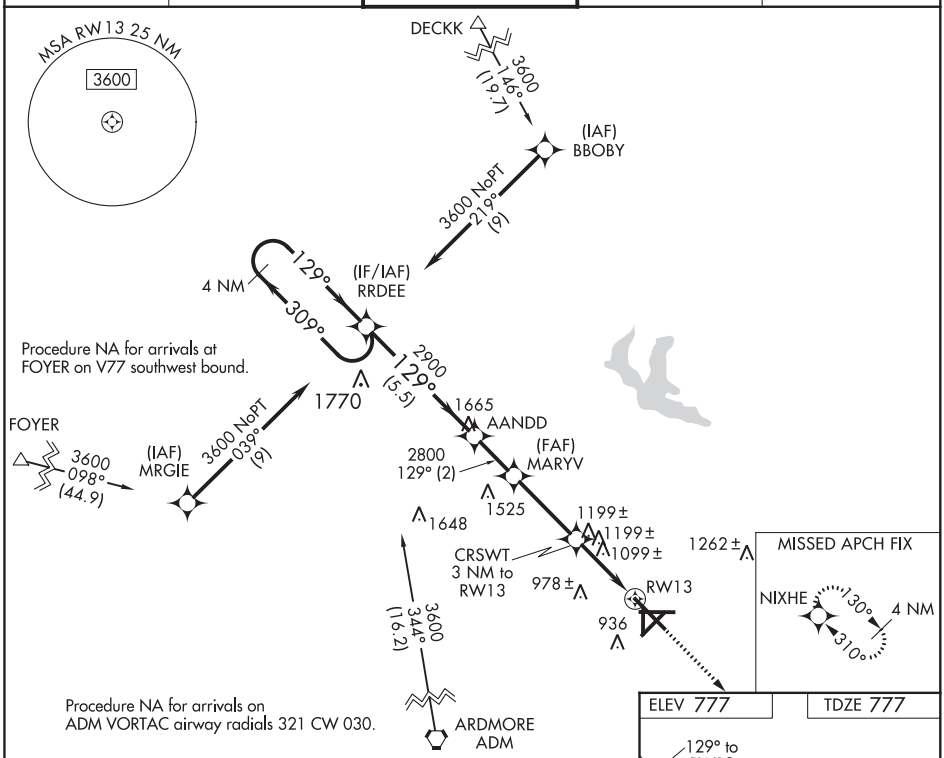
RNAV (GPS) RWY 13
ARDMORE MUNI (ADM)

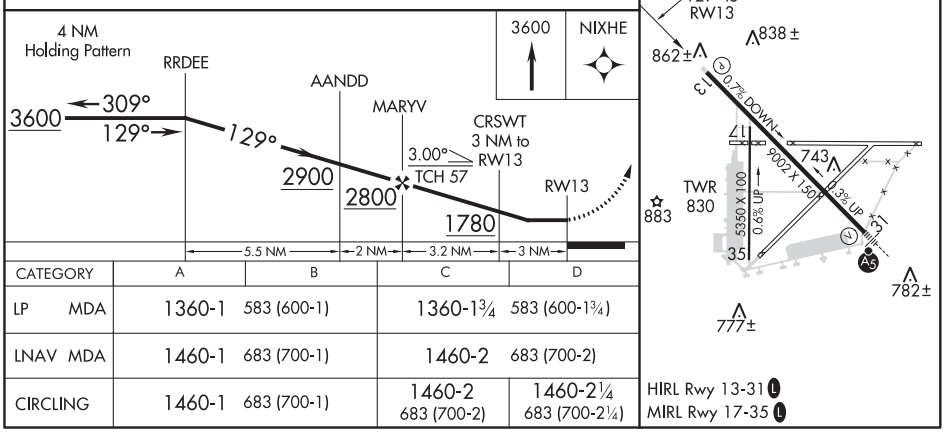
WAAS CH 53725 W13A	APP CRS 129°	Rwy ldg 9002 TDZE 777 Apt Elev 777

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Ardmore Downtown Excutive altimeter setting and increase all MDA 40 feet. Night Landing: Rwy 13, 35 NA.

MISSED APPROACH: Climb to 3600 direct NIXHE and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	124.75 323.0	118.5 (CTAF) L 257.7	121.8	122.95





CATEGORY	A	B	C	D
LP MDA	1360-1 583 (600-1)		1360-1¾ 583 (600-1¾)	
LNAV MDA	1460-1 683 (700-1)		1460-2 683 (700-2)	
CIRCLING	1460-1 683 (700-1)		1460-2 683 (700-2)	1460-2¼ 683 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARDMORE, OKLAHOMA

AL-22 (FAA)

15232

RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

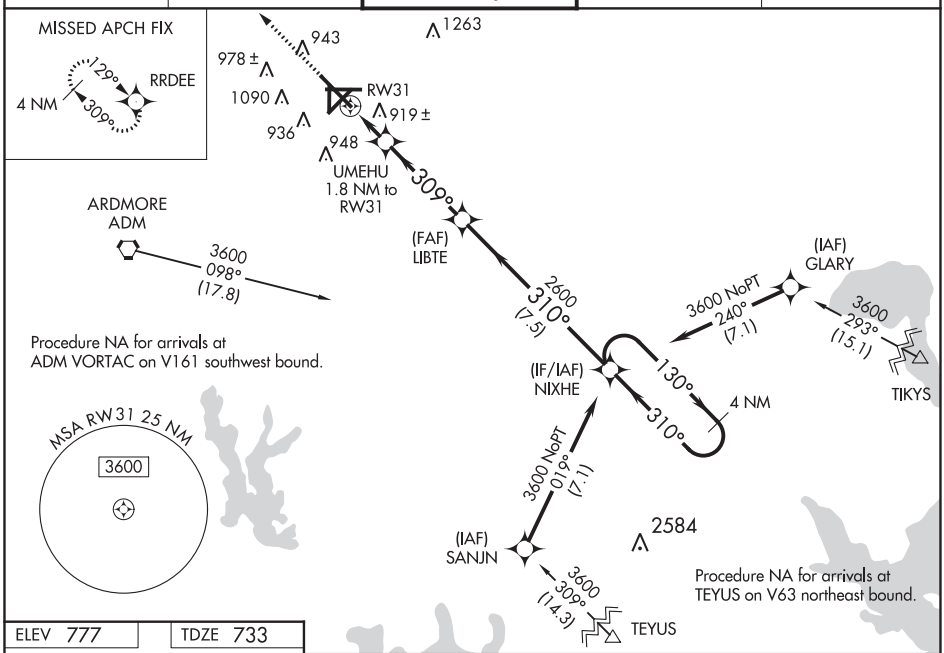
WAAS CH 69625 W31A	APP CRS 309°	Rwy ldg 9002 TDZE 733 Apt Elev 777

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile, and Circling Cat D visibility ¼ mile. For inop MALSR when using Ardmore Downtown Executive altimeter setting, increase LNAV Cats C and D visibility to 1⅜ miles.
Night Landing: Rwy 13, 35 NA.

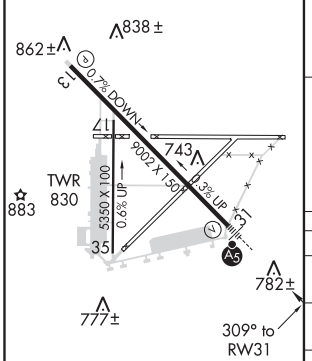
MALSR

MISSED APPROACH: Climb to 3600 direct RRDEE and hold.

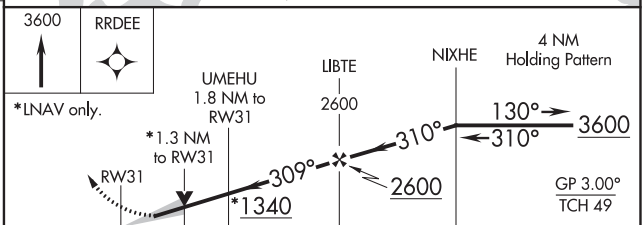
ATIS	FORT WORTH CENTER	ARDMORE TOWER*	GND CON	UNICOM
125.6	124.75 323.0	118.5 (CTAF) L 257.7	121.8	122.95



ELEV 777 | TDZE 733



HIRL Rwy 13-31 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	933-½ 200 (200-½)			
LNAV/VNAV DA	1241-1¼ 508 (500-1¼)			
LNAV MDA	1180-½ 447 (500-½)		1180-⅞ 447 (500-⅞)	
CIRCLING	1380-1 603 (700-1)		1380-1¾ 603 (700-1¾)	1440-2 663 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

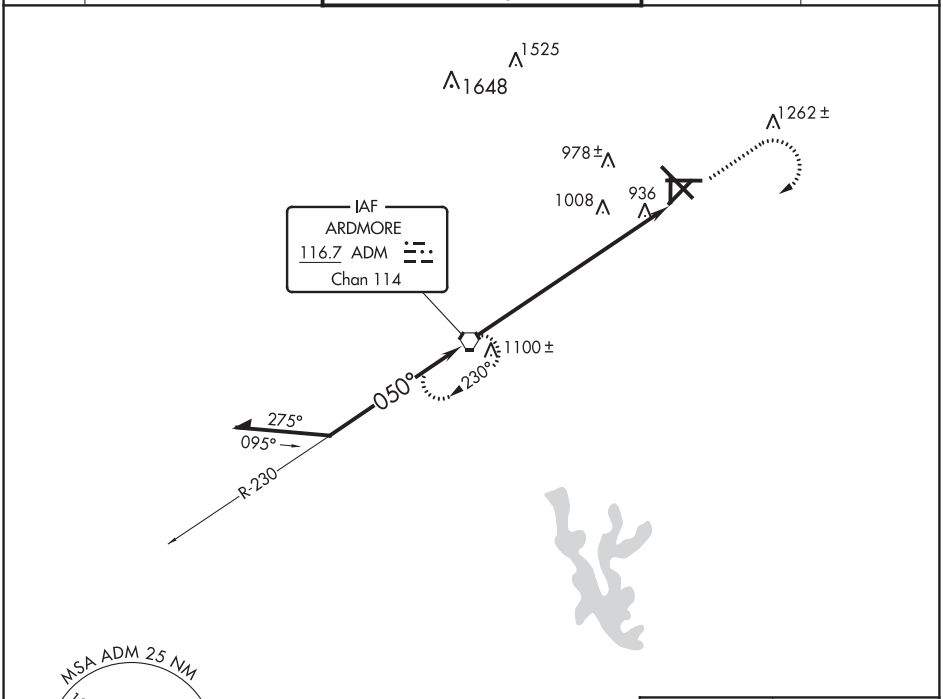
VOR-B
ARDMORE MUNI (ADM)

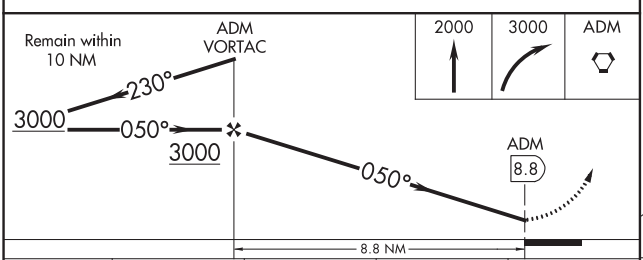
VORTAC ADM	APP CRS	Rwy ldg	N/A
116.7	050°	TDZE	N/A
Chan 114		Apt Elev	777

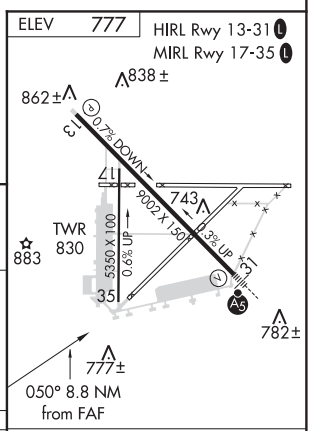
When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 13, 35 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

ATIS	FORT WORTH CENTER	ARDMORE TOWER ★	GND CON	UNICOM
125.6	124.75 323.0	118.5 (CTAF) L 257.7	121.8	122.95







CATEGORY	A	B	C	D
CIRCLING	1520-1	743 (800-1)	1520-2¼ 743 (800-2¼)	1540-2½ 778 (800-2½)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 05 JAN 2017 to 02 MAR 2017

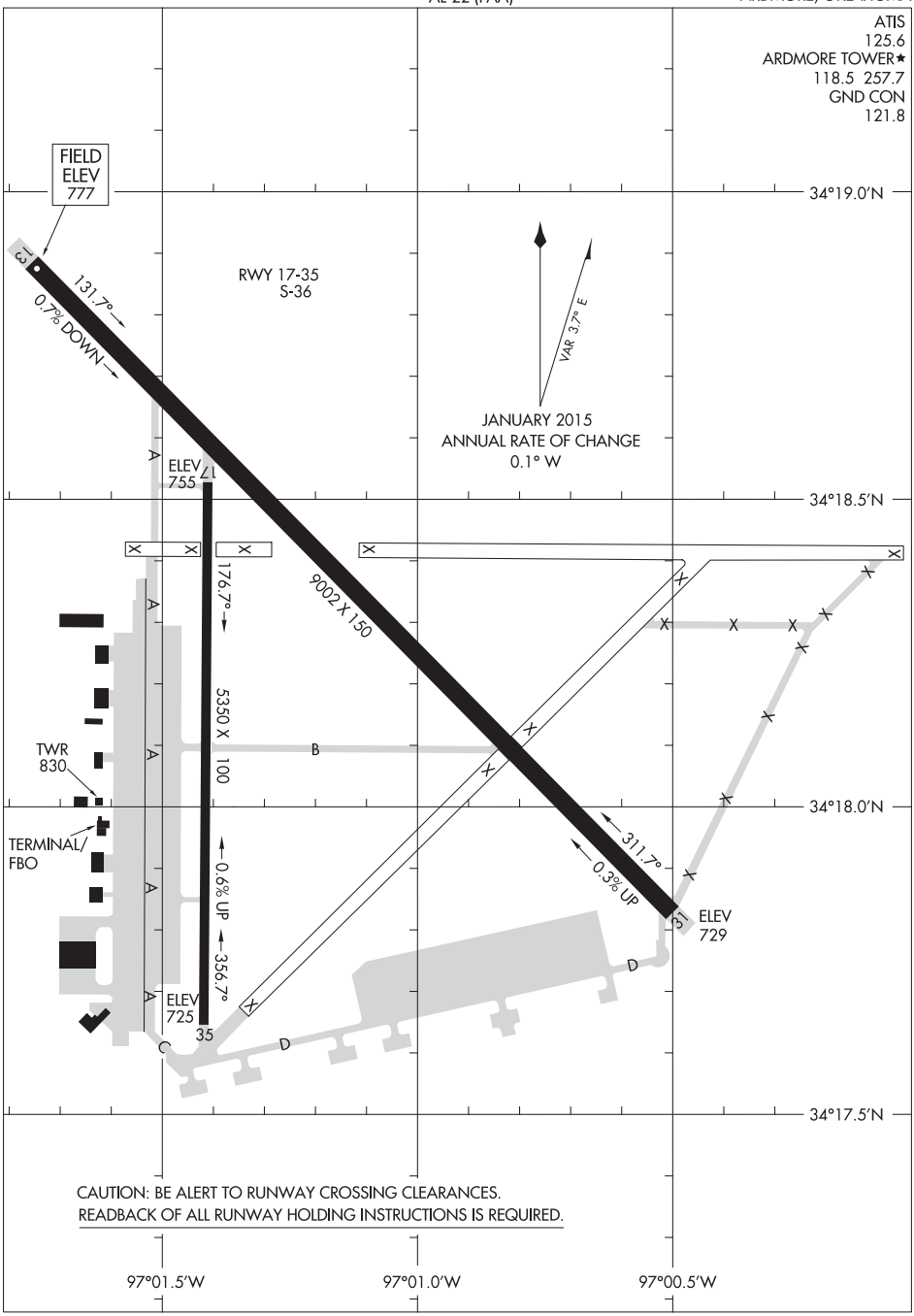
SC-1, 05 JAN 2017 to 02 MAR 2017

15064

AIRPORT DIAGRAM

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA

AL-22 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15064
ARDMORE, OKLAHOMA
ARDMORE MUNI (ADM)

WAAS CH 49135 W04A	APP CRS 040°	Rwy ldg 5002 TDZE 181 Apt Elev 182

RNAV (GPS) RWY 4

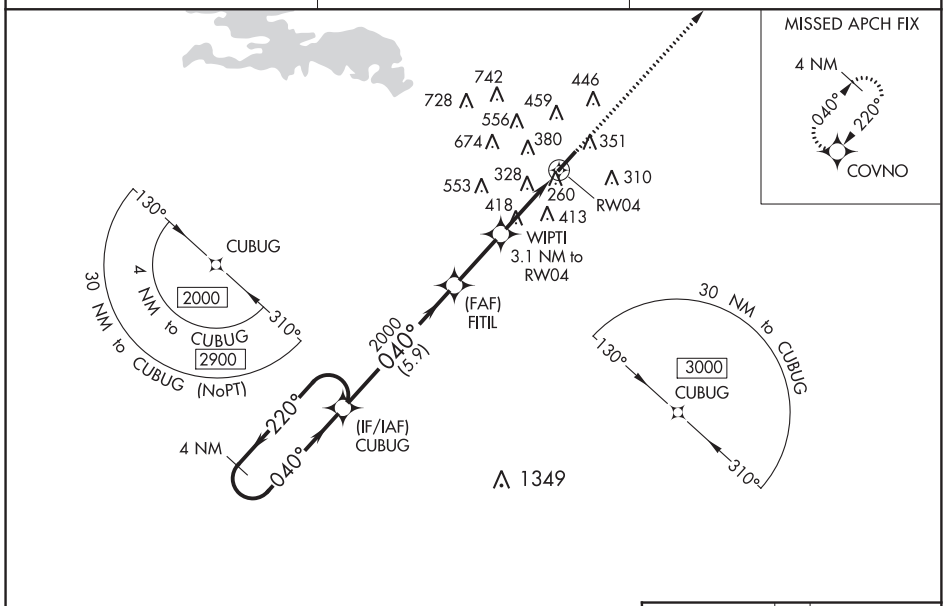
DEXTER B. FLORENCE MEMORIAL FIELD (ADF)

T A NA

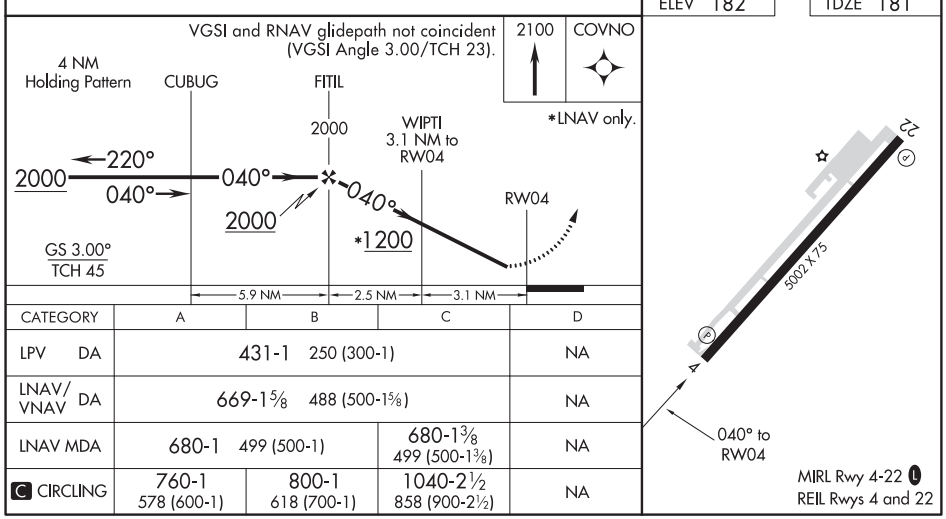
DME/DME RNP-0.3 NA. When local altimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Hot Springs altimeter setting. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 22 NA.

MISSED APPROACH: Climb to 2100 direct COVNO and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF)



ELEV 182	TDZE 181



CATEGORY	A	B	C	D
LPV DA	431-1 250 (300-1)			NA
LNAV/VNAV DA	669-1⅝ 488 (500-1⅝)			NA
LNAV MDA	680-1 499 (500-1)		680-1⅜ 499 (500-1⅜)	NA
C CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2½ 858 (900-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ARKADELPHIA, ARKANSAS | AL-5756 (FAA) | 16259

RNAV (GPS) RWY 22

DEXTER B. FLORENCE MEMORIAL FIELD (ADF)

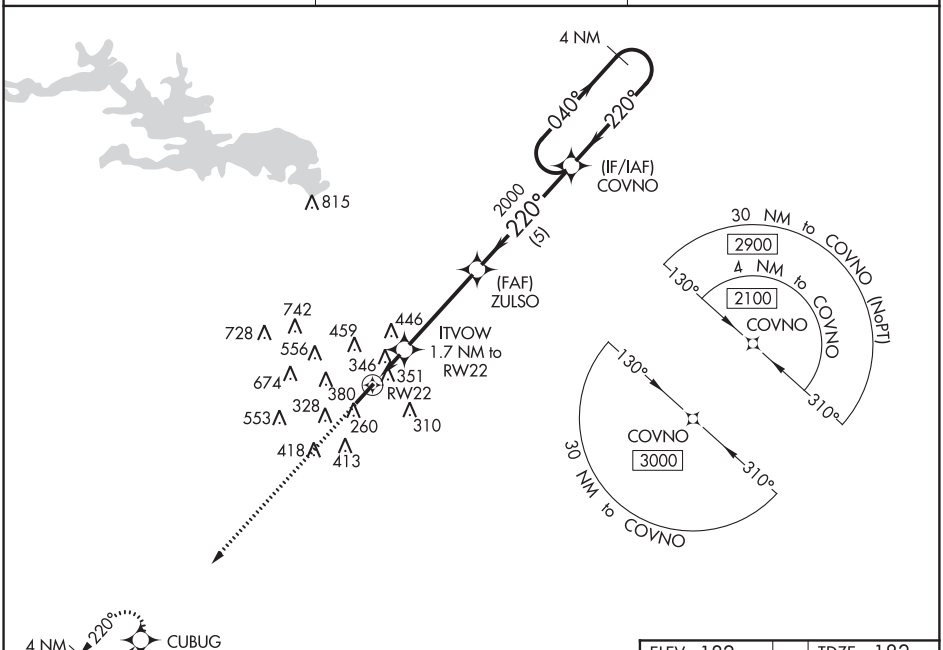
WAAS CH 93835 W22A	APP CRS 220°	Rwy ldg 5002 TDZE 182 Apt Elev 182

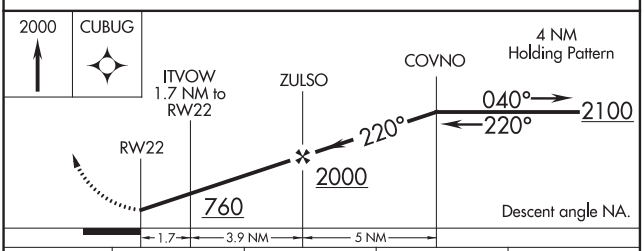
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hot Springs altimeter setting and increase all MDAs 120 feet, and increase LP and LNAV Cat C visibility 3/8 SM and Circling Cat C visibility 1/2 mile. Night landing: Rwy 22 NA. Helicopter visibility reduction below 1 SM NA.

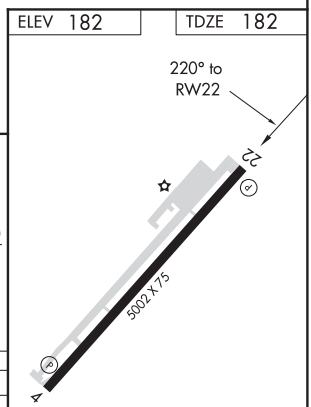
NA

MISSED APPROACH: Climb to 2000 direct CUBUG and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.175	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	600-1 418 (500-1)		600-1 3/8 418 (500-1 3/8)	NA
LNAV MDA	680-1 498 (500-1)		680-1 3/8 498 (500-1 3/8)	NA
C CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2 1/2 858 (900-2 1/2)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22

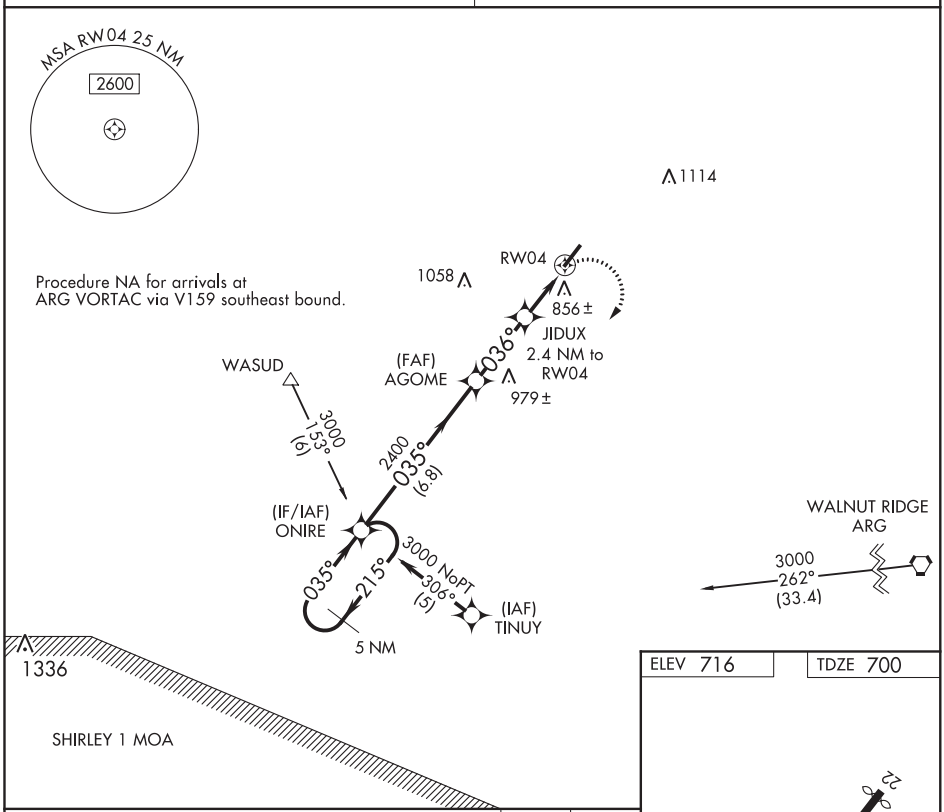
SC-1, 05 JAN 2017 to 02 MAR 2017

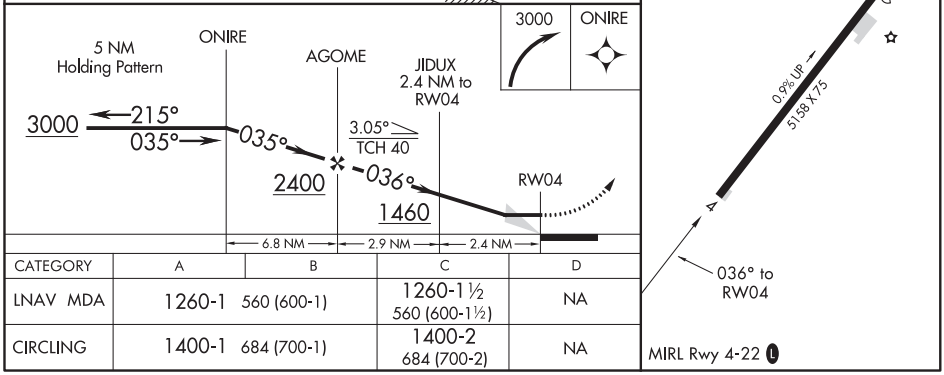
SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	5158
036°	TDZE	700
	Apt Elev	716

RNAV (GPS) RWY 4
SHARP COUNTY RGNL (CVK)

DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.
MEMPHIS CENTER **120.075 289.4**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 560 (600-1)		1260-1½ 560 (600-1½)	NA
CIRCLING	1400-1 684 (700-1)		1400-2 684 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ASH FLAT, ARKANSAS

AL-5758 (FAA)

16315

RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

APP CRS	Rwy ldg	5004
216°	TDZE	716
	Apt Elev	716

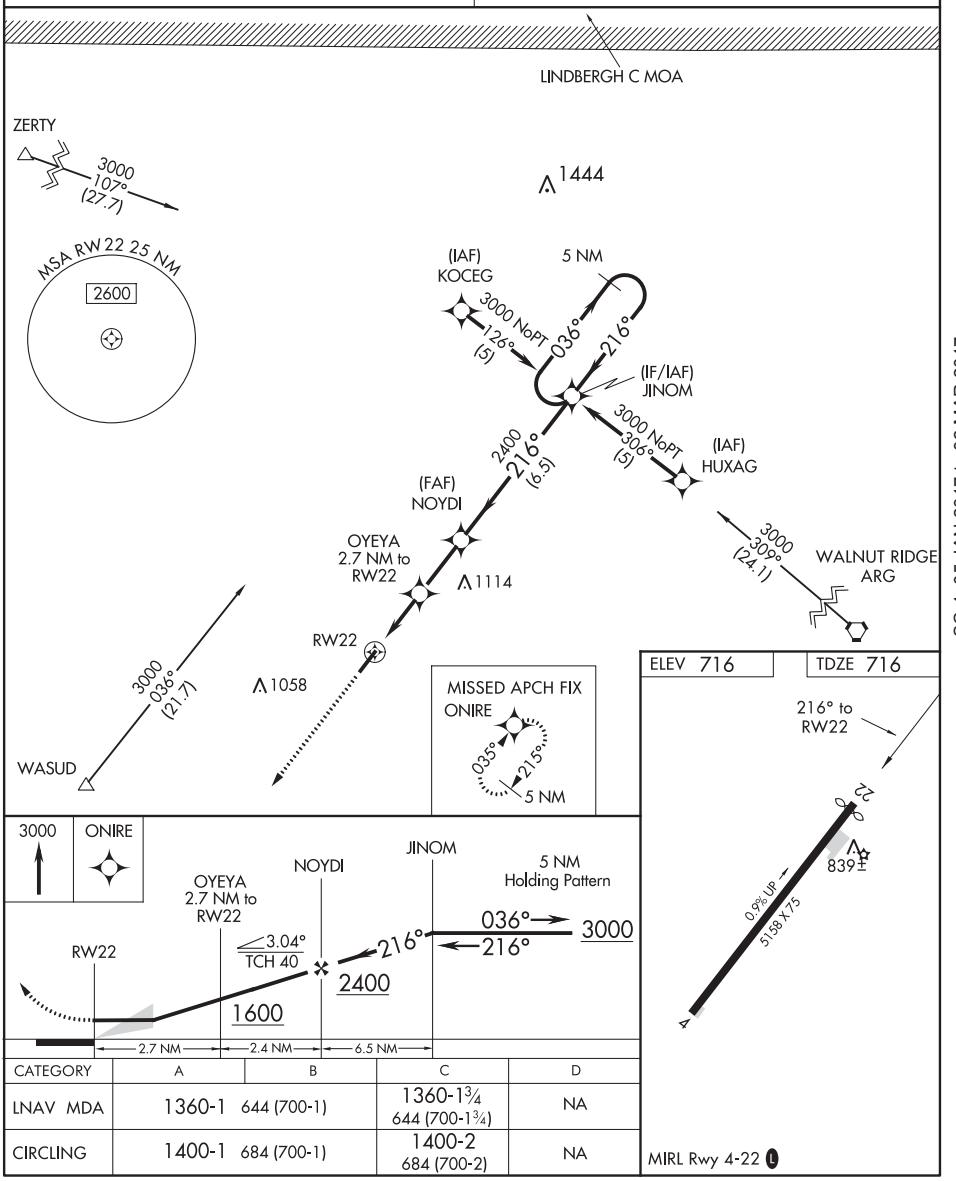
DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1 644 (700-1)		1360-1¾ 644 (700-1¾)	NA
CIRCLING	1400-1 684 (700-1)		1400-2 684 (700-2)	NA

MIRL Rwy 4-22 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ASH FLAT, ARKANSAS
Orig 05JUL07

36°16'N - 91°34'W

SHARP COUNTY RGNL (CVK)
RNAV (GPS) RWY 22

RNAV (GPS) RWY 17
BARTLESVILLE MUNI (BVO)

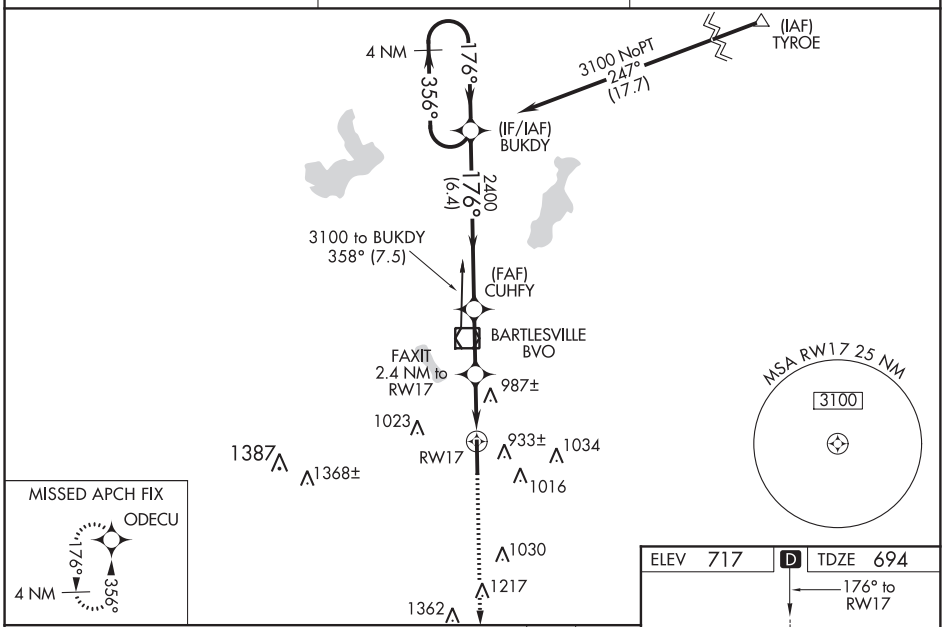
WAAS CH 58201 W17A	APP CRS 176°	Rwy ldg 6201 TDZE 694 Apt Elev 717

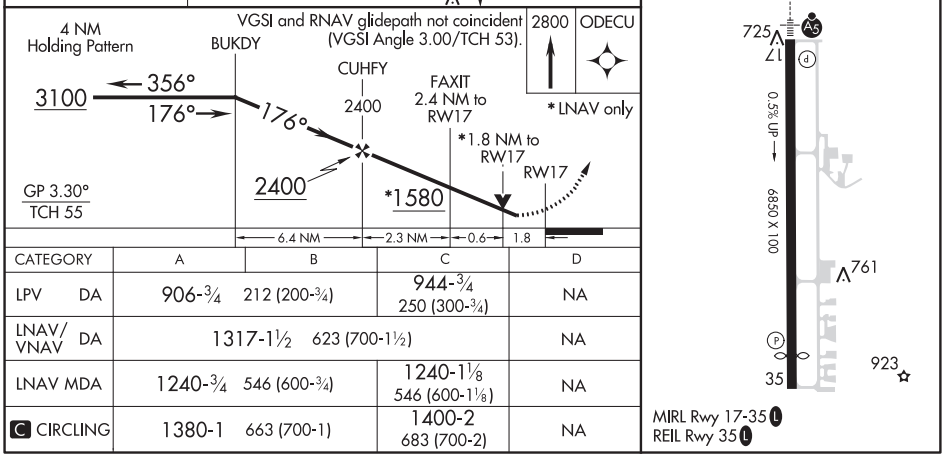
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ¼ mile. Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. For inop MALSR when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

AWOS	KANSAS CITY CENTER	CTAF
132.675	128.8 354.1	122.825 L





CATEGORY	A	B	C	D
LPV DA	906-¾ 212 (200-¾)		944-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1317-1½ 623 (700-1½)			NA
LNAV MDA	1240-¾ 546 (600-¾)		1240-1⅛ 546 (600-1⅛)	NA
C CIRCLING	1380-1 663 (700-1)		1400-2 683 (700-2)	NA

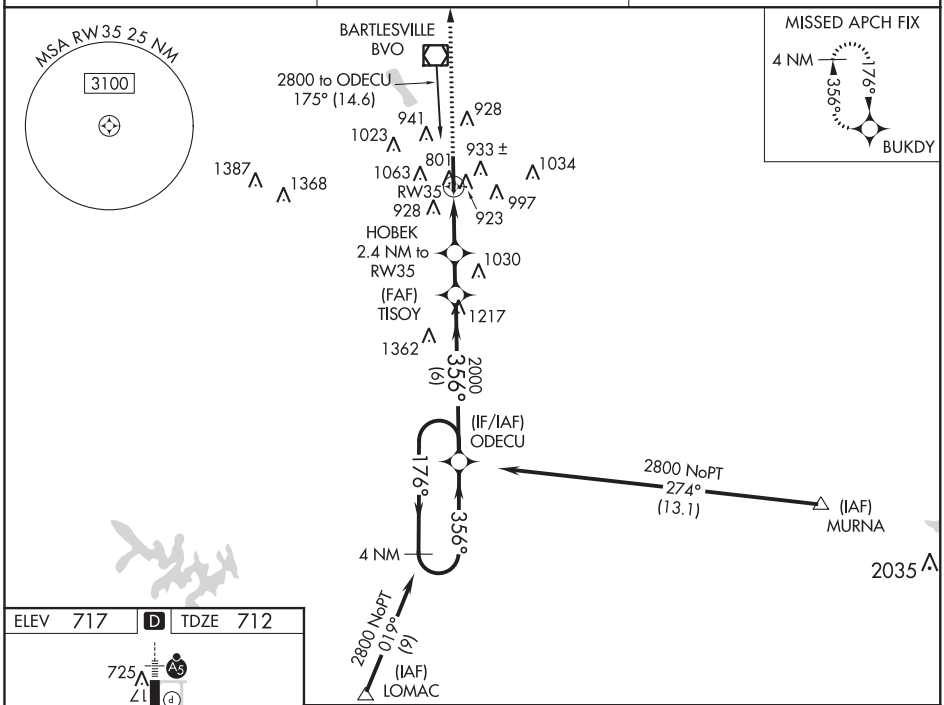
WAAS CH 61305 W35A	APP CRS 356°	Rwy ldg 6201 TDZE 712 Apt Elev 717

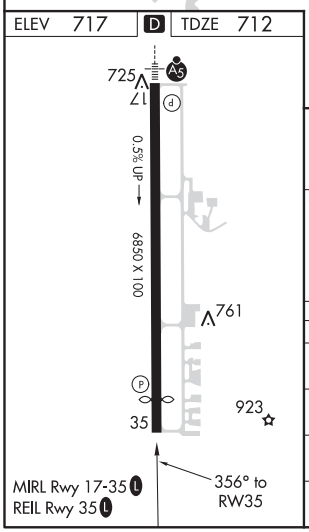
RNAV (GPS) RWY 35
BARTLESVILLE MUNI (BVO)

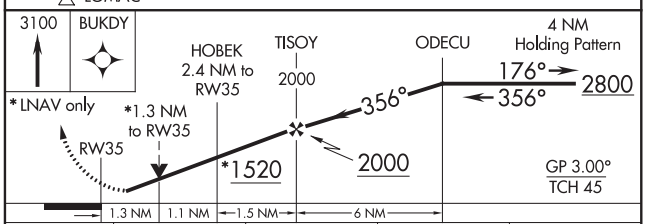
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV and Circling Cat C visibility ¼ mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	122.825 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	968-⅞ 256 (300-⅞)			NA
LNAV/VNAV DA	1161-1½ 449 (500-1½)			NA
LNAV MDA	1180-1 468 (500-1)		1180-1⅜ 468 (500-1⅜)	NA
C CIRCLING	1380-1 663 (700-1)		1400-2 683 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC RWY 17
BARTLESVILLE MUNI (BVO)

LOC I-BVO	APP CRS	Rwy ldg	6201
111.3	176°	TDZE	694
		Apt Elev	717

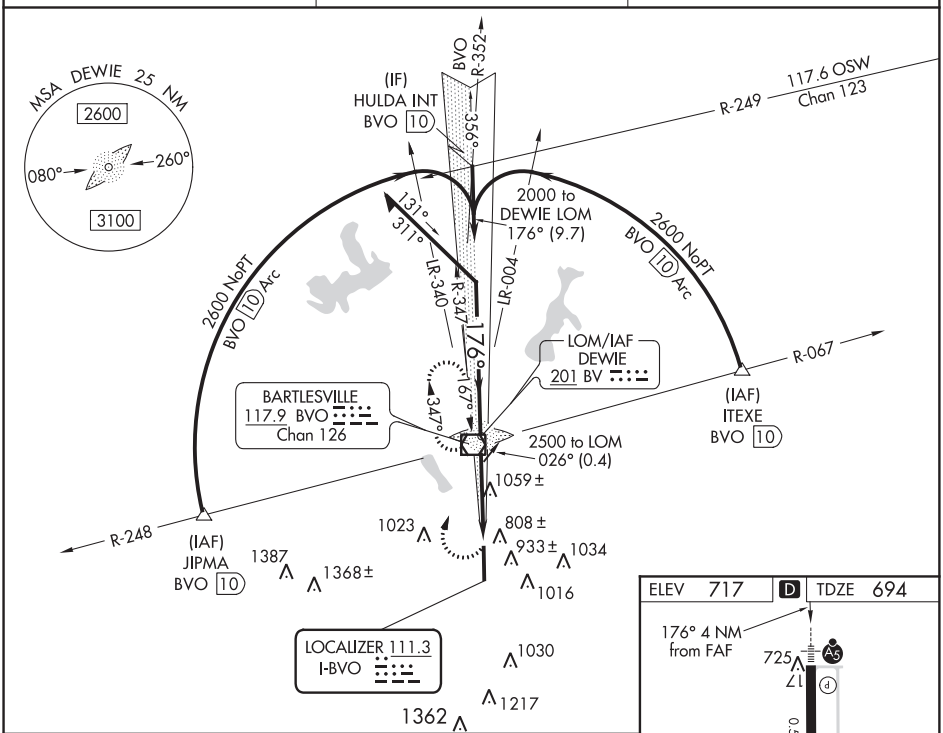
T
A NA

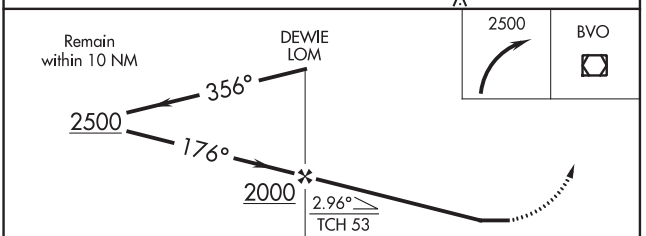
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 100 feet, increase S-17 and Circling Cat C visibility ¼ mile. For inop MALSR, increase S-17 Cat A/B visibility to 1 mile and Cat C to 1¾ mile. For inop MALSR when using Tulsa Intl altimeter setting, increase S-17 Cat A/B visibility to 1 mile and Cat C to 2 mile. Circling NA east of Rwy 17-35. Helicopter visibility reduction below ¾ SM NA.

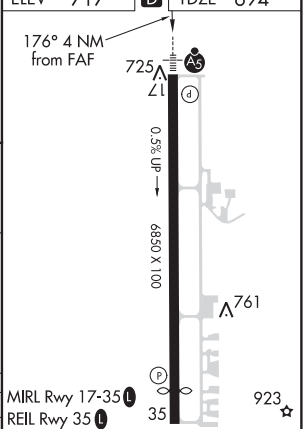
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	122.825 (CTAF) L







CATEGORY	A	B	C	D
S-17	1320-¾ 626 (700-¾)		1320-1⅜ 626 (700-1⅜)	NA
C CIRCLING	1380-1 663 (700-1)		1400-2 683 (700-2)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

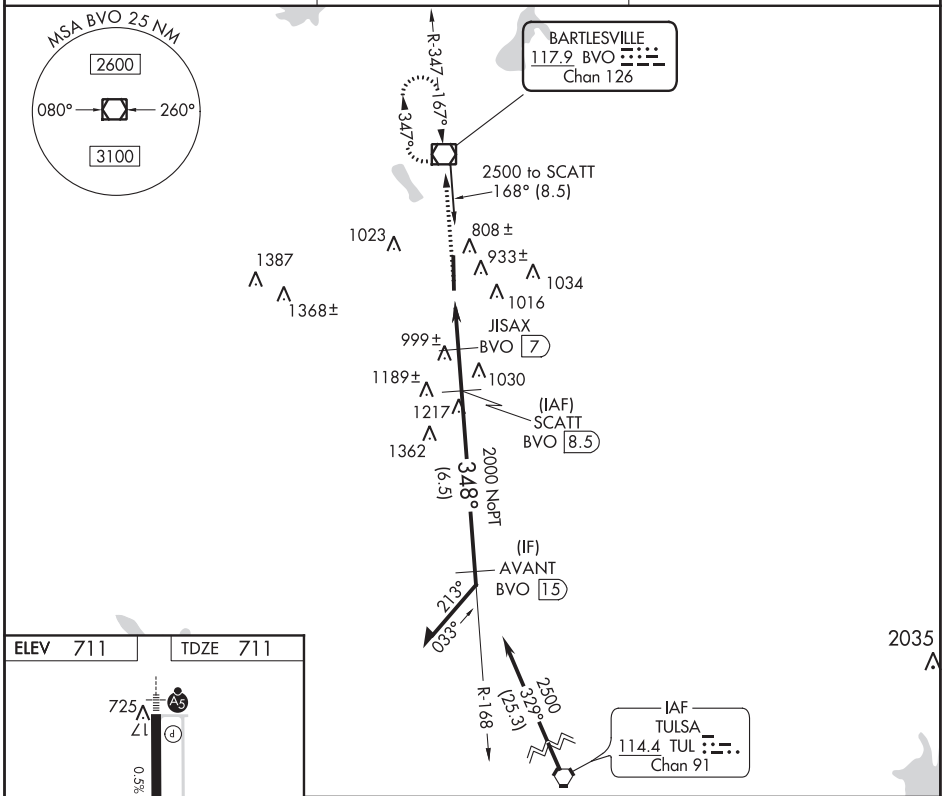
VOR/DME BVO 117.9 Chan 126	APP CRS 348°	Rwy ldg 6201 TDZE 711 Apt Elev 711

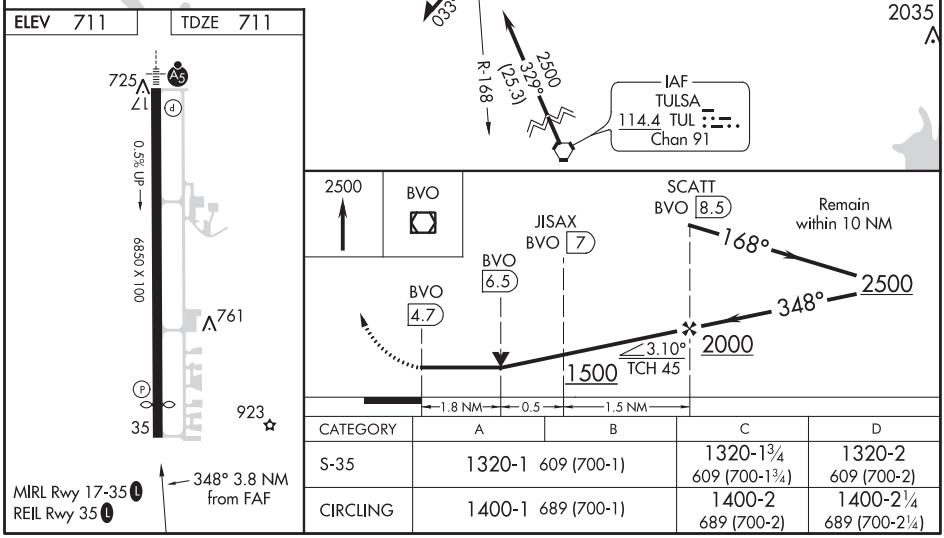
VOR/DME RWY 35
BARTLESVILLE MUNI (BVO)

Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

AWOS	KANSAS CITY CENTER	UNICOM
132.675	128.8 354.1	122.825 (CTAF) L





CATEGORY	A	B	C	D
S-35	1320-1 609 (700-1)		1320-1¾ 609 (700-1¾)	1320-2 609 (700-2)
CIRCLING	1400-1 689 (700-1)		1400-2 689 (700-2)	1400-2¼ 689 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 97717 W08A	APP CRS 079°	Rwy ldg 6002 TDZE 463 Apt Elev 465

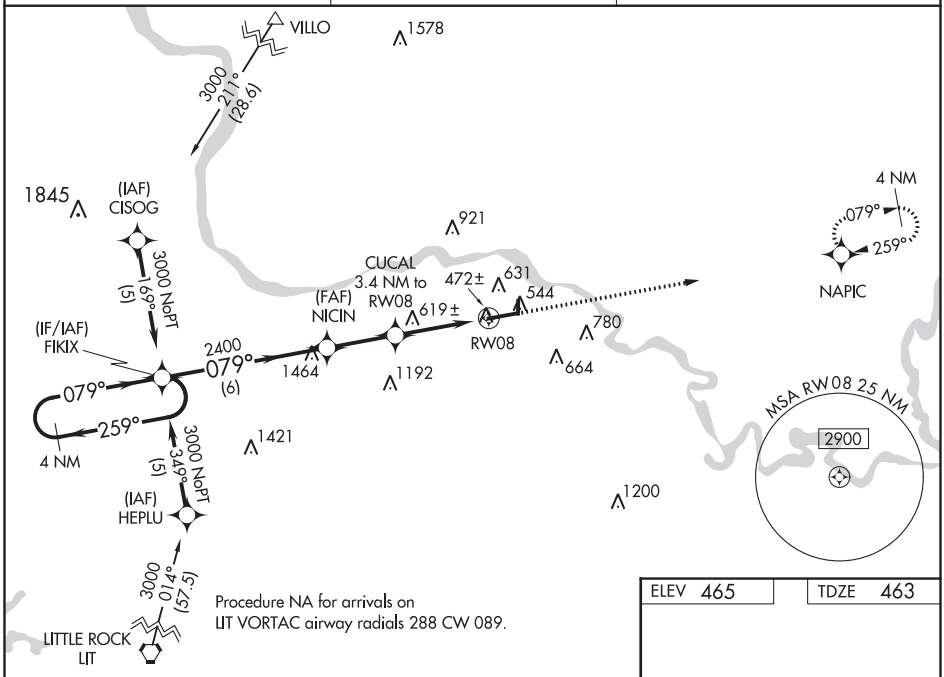
RNAV (GPS) RWY 8

BATESVILLE RGNL (BVX)

Night Landing Rwy 18, 26, 36 NA. Baro-VNAV NA when using Searcy Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA with Searcy altimeter setting. Circling NA NW of Rwys 8-26. When local altimeter setting not received, use Searcy Muni altimeter setting and increase all DA/MDA 100 feet, increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NAPIC and hold

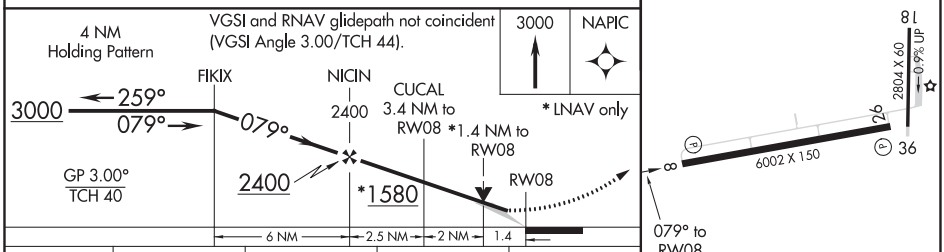
AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L



Procedure NA for arrivals on LIT VORTAC airway radials 288 CW 089.

ELEV 465	TDZE 463

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).



CATEGORY	A	B	C	D
LPV DA	713-1 250 (300-1)			
LNAV/VNAV DA	802-1¼ 339 (400-1¼)			
LNAV MDA	940-1 477 (500-1)		940-1¼ 477 (500-1¼)	940-1½ 477 (500-1½)
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

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

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

BATESVILLE, ARKANSAS | AL-5442 (FAA) | 15316

RNAV (GPS) RWY 26

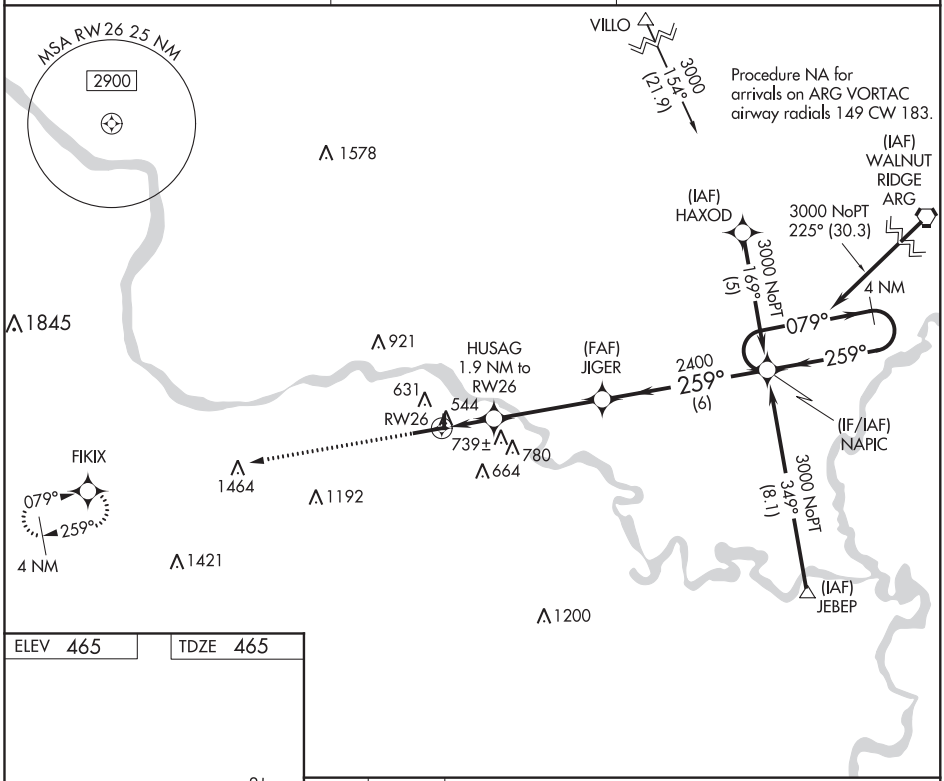
BATESVILLE RGNL (BVX)

APP CRS	Rwy ldg	6002
259°	TDZE	465
	Apt Elev	465

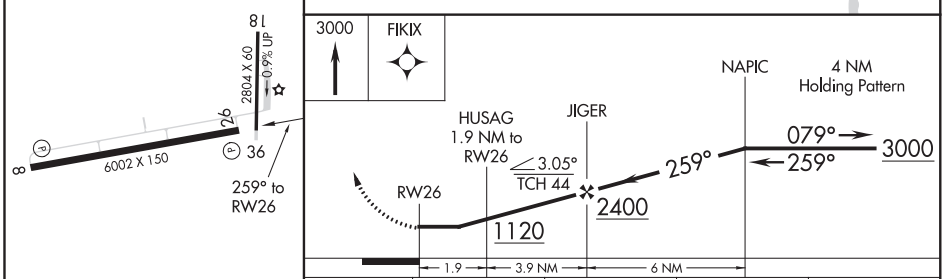
Night Landing Rwy 18, 26, 36 NA. Circling NA NW of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Searcy altimeter setting and increase all MDA 100 feet. Increase LNAV and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L



ELEV 465 | TDZE 465



CATEGORY	A	B	C	D
LNAV MDA	940-1 475 (500-1)		940-1¼ 475 (500-1¼)	940-1½ 475 (500-1½)
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC RWY 8
BATESVILLE RGNL (BVX)

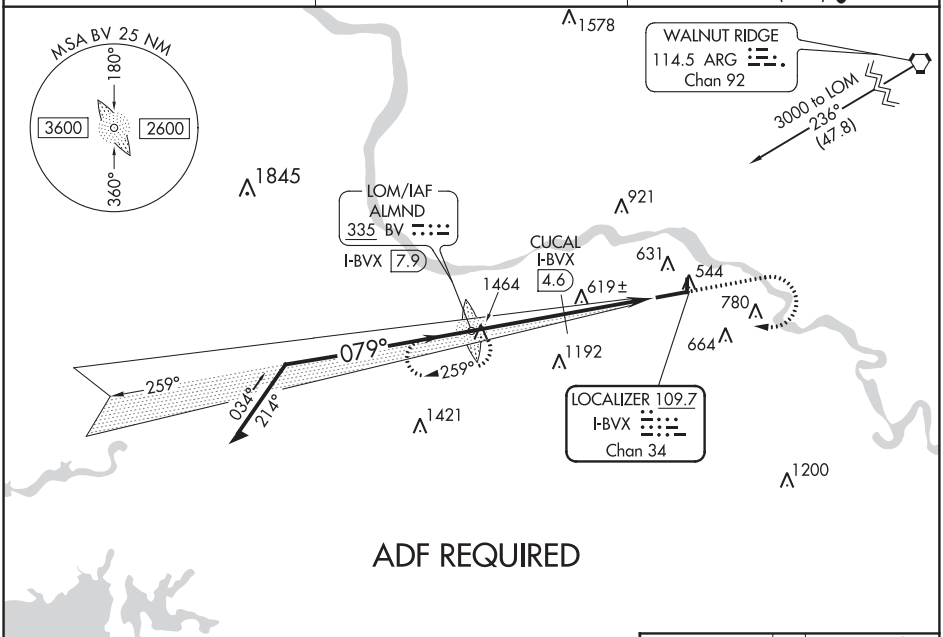
LOC/DME I-BVX	APP CRS	Rwy ldg	6002
109.7	079°	TDZE	463
Chan 34		Apt Elev	465

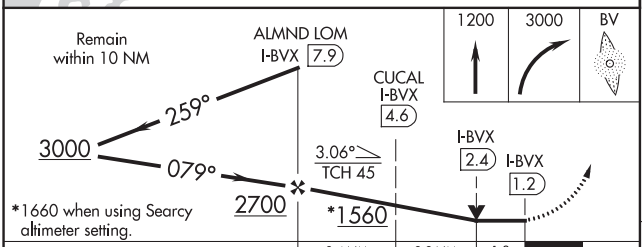
T A NA

Night Landing Rwy 18, 26, 36 NA. Circling NA NW of Rwy 8 and 26. ADF Required. VDP NA with Searcy altimeter setting. When local altimeter setting not received, use Searcy altimeter setting and increase all MDA 100 feet. Increase CUCAL FIX minimums S-8 Cat C visibility ¼ mile, Cat D ½ mile and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ALMND LOM/7.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L

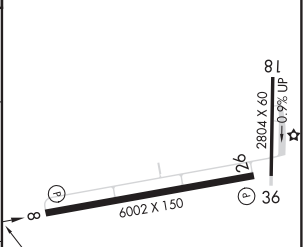




CATEGORY	A	B	C	D
S-8	1560-1¼ 1097 (1100-1¼)	1560-1½ 1097 (1100-1½)	1560-3 1097 (1100-3)	
CIRCLING	1560-1¼ 1095 (1100-1¼)	1560-1½ 1095 (1100-1½)	1560-3 1095 (1100-3)	

CUCAL FIX MINIMUMS				
S-8	880-1 417 (500-1)		880-1¼ 417 (500-1¼)	
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

ELEV 465 TDZE 463



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

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BENTON, ARKANSAS AL-10336 (FAA) 14093

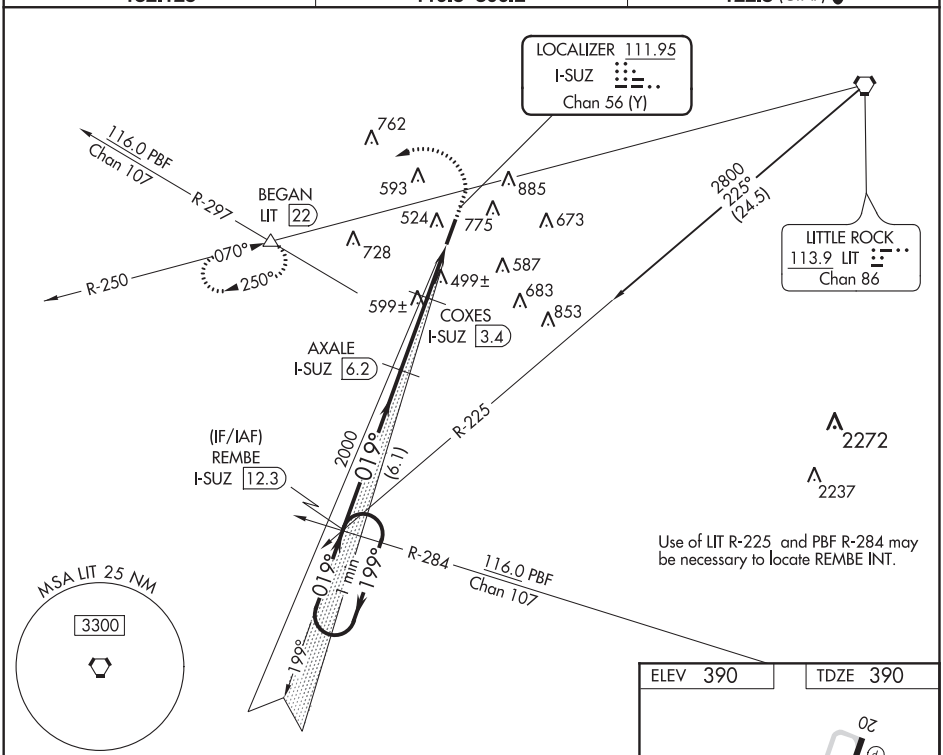
ILS or LOC/DME RWY 2
SALINE COUNTY RGNL (SUZ)

LOC/DME I-SUZ	APP CRS	Rwy ldg	5001
111.95	019°	TDZE	390
Chan 56 (Y)		Apt Elev	390

T A NA Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase S-ILS 2 all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

AWOS-2	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L

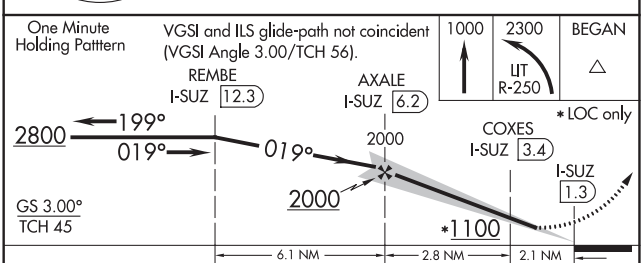


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

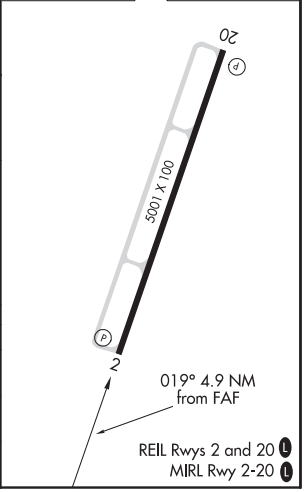
One Minute Holding Pattern

VGSI and ILS glide-path not coincident (VGSI Angle 3.00/TCH 56).



CATEGORY	A	B	C	D
S-ILS 2	693-1 303 (400-1)			
S-LOC 2	820-1 430 (500-1)		820-1¼ 430 (500-1¼)	820-1½ 430 (500-1½)
CIRCLING	1040-1 650 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

ELEV 390 TDZE 390



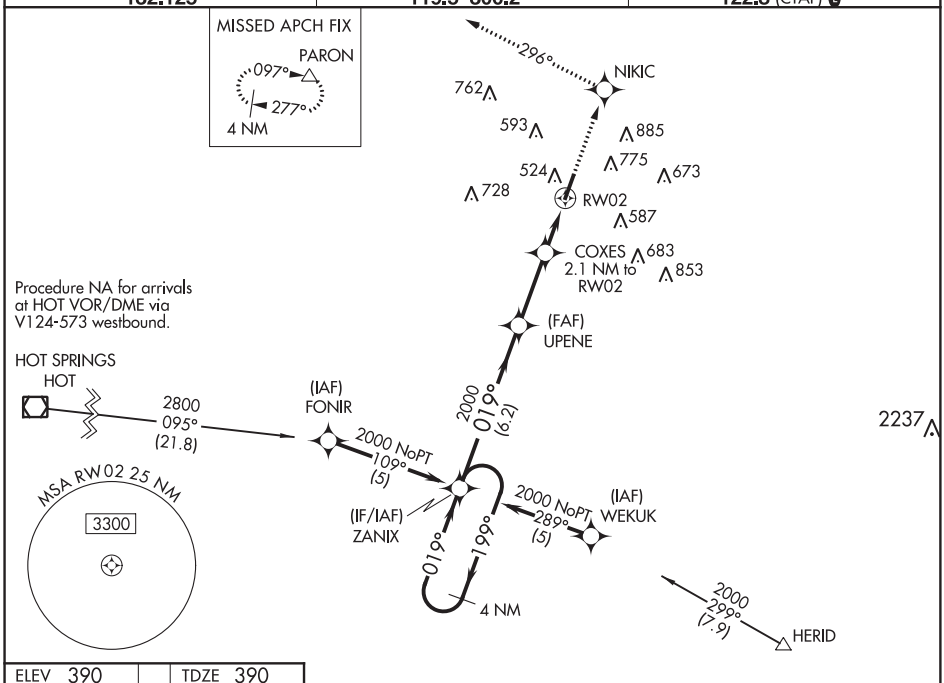
WAAS CH 58209 W02A	APP CRS 019°	Rwy ldg 5001 TDZE 390 Apt Elev 390

RNAV (GPS) RWY 2
SALINE COUNTY RGNL (SUZ)

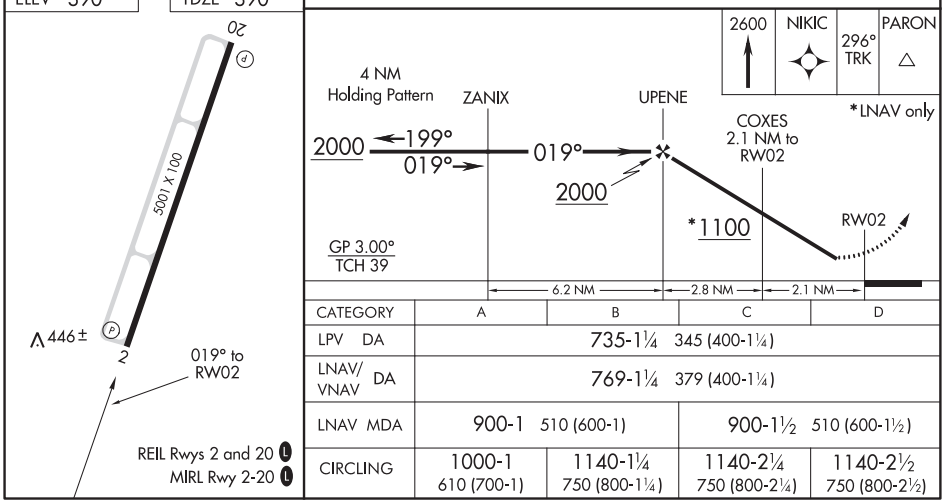
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

AWOS-2	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L



ELEV 390	TDZE 390



CATEGORY	A	B	C	D
LPV DA	735-1¼ 345 (400-1¼)			
LNAV/VNAV DA	769-1¼ 379 (400-1¼)			
LNAV MDA	900-1 510 (600-1)		900-1½ 510 (600-1½)	
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

BENTON, ARKANSAS

AL-10336 (FAA)

16315

RNAV (GPS) RWY 20
SALINE COUNTY RGNL (SUZ)

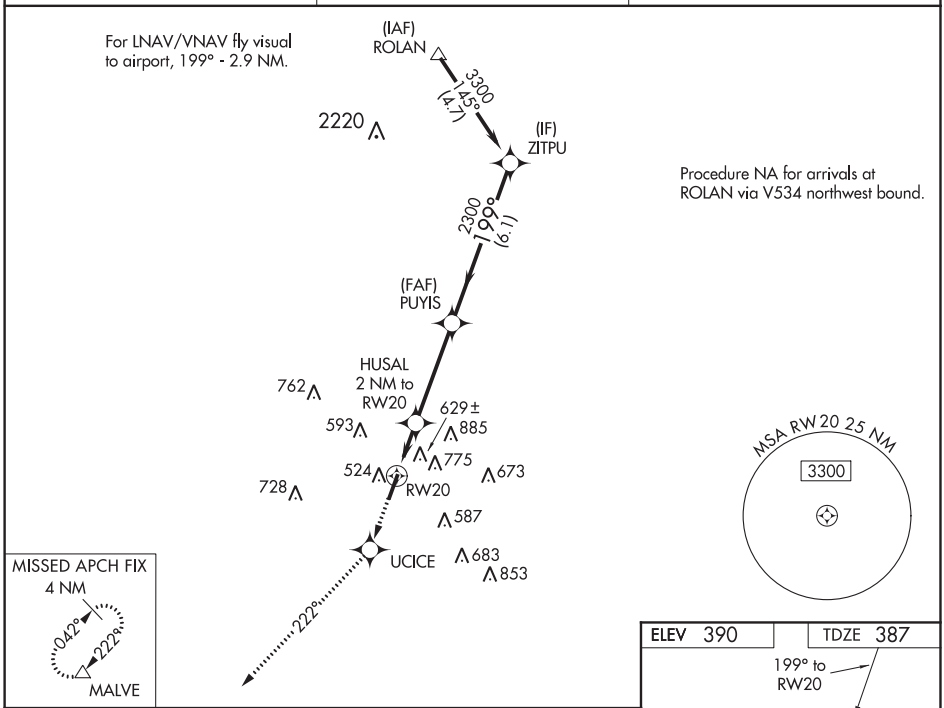
WAAS CH 40309 W20A	APP CRS 199°	Rwy ldg 5001 TDZE 387 Apt Elev 390

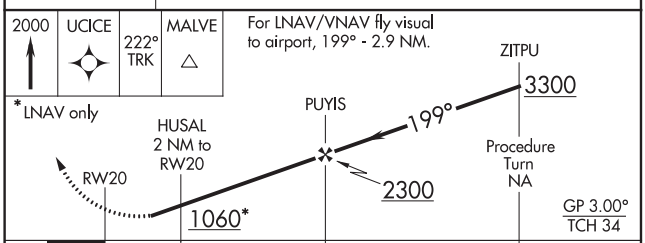
T NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

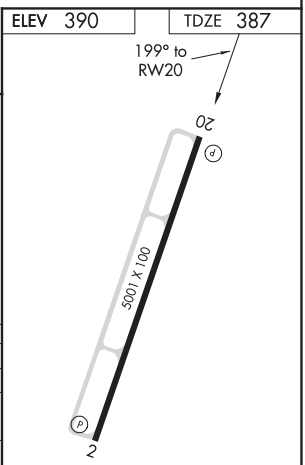
MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

AWOS-2	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	827-1½ 440 (500-1½)			
LNAV/VNAV DA	1330-2 943 (1000-2)		1330-2¾ 943 (1000-2¾)	1330-3 943 (1000-3)
LNAV MDA	960-1 573 (600-1)		960-1½ 573 (600-1½)	960-1¾ 573 (600-1¾)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)



REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 77803 W18A	APP CRS 176°	Rwy ldg 4196 TDZE 1298 Apt Elev 1298

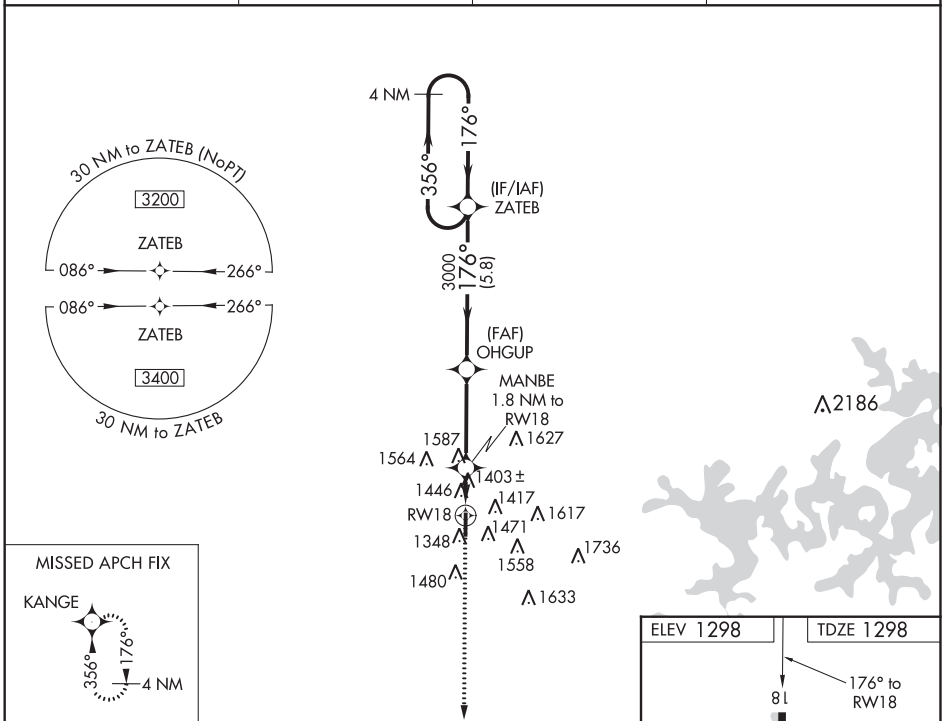
RNAV (GPS) RWY 18

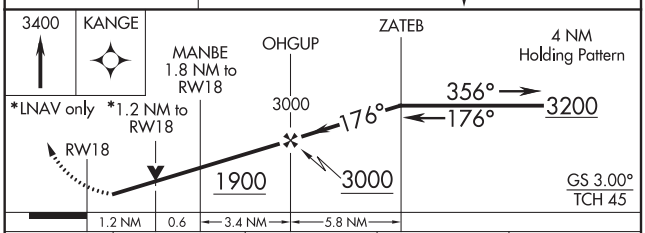
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

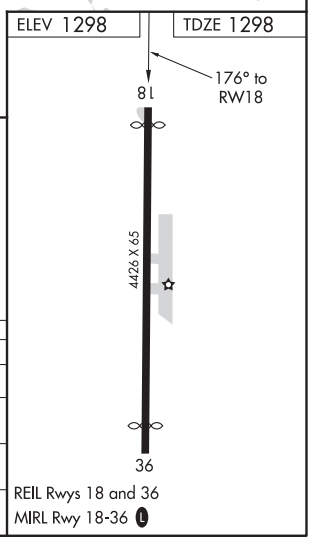
Circling to Rwy 36 NA at night. Baro-VNAV NA when using Fayetteville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Fayetteville altimeter setting and increase all DA 15 feet and all MDA 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3400 direct KANGE and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			NA
LNAV/VNAV DA	1688-1¼ 390 (400-1¼)			NA
LNAV MDA	1700-1 402 (500-1)		1700-1⅛ 402 (500-1⅛)	NA
CIRCLING	1780-1 482 (500-1)		1780-1½ 482 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BENTONVILLE, ARKANSAS | AL-6126 (FAA) | 14205

WAAS CH 53729 W36A	APP CRS 356°	Rwy ldg 4081 TDZE 1298 Apt Elev 1298

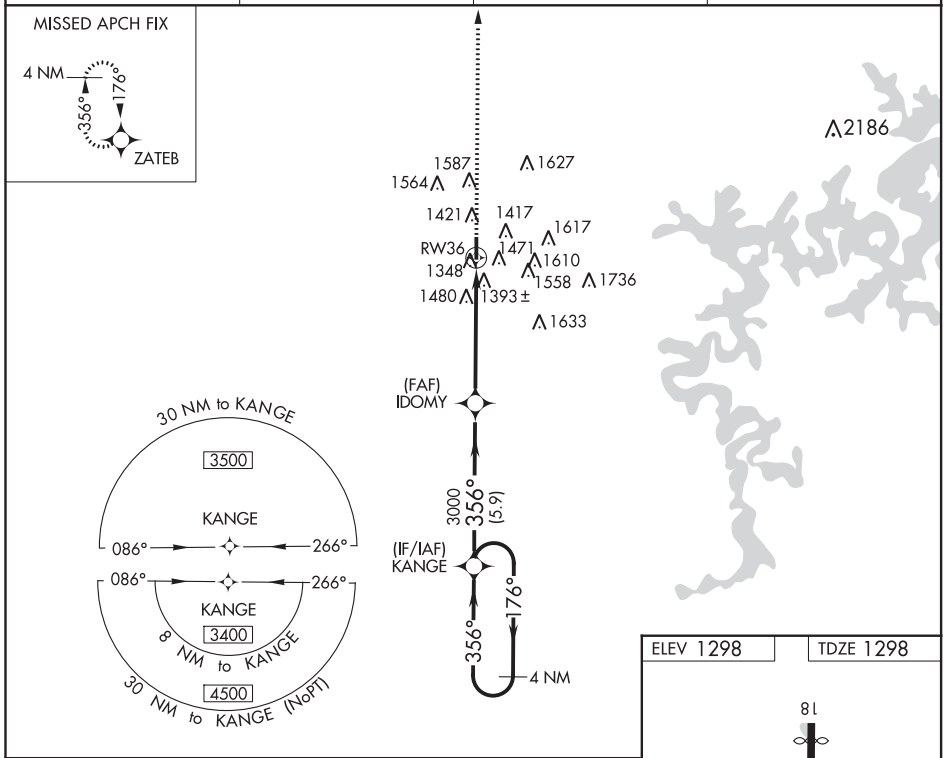
RNAV (GPS) RWY 36

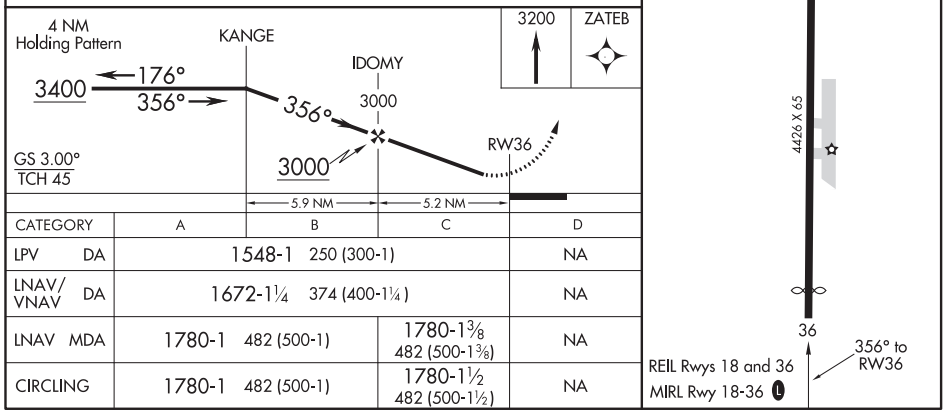
BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

Baro-VNAV NA when using Fayetteville/Springdale altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Fayetteville/Springdale altimeter setting and increase all DA 15 feet and all MDA 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct ZATEB and hold.

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			NA
LNAV/VNAV DA	1672-1¼ 374 (400-1¼)			NA
LNAV MDA	1780-1 482 (500-1)		1780-1⅜ 482 (500-1⅜)	NA
CIRCLING	1780-1 482 (500-1)		1780-1½ 482 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VORTAC RZC 116.4 Chan 111	APP CRS 317°	Rwy ldg N/A TDZE N/A Apt Elev 1298

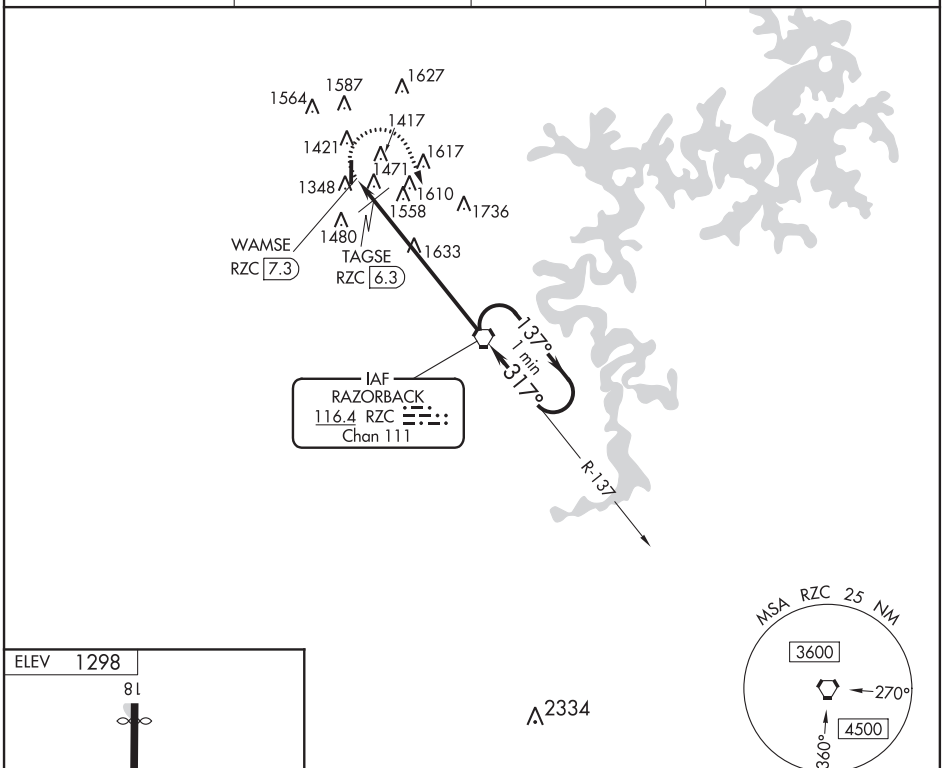
VOR-A

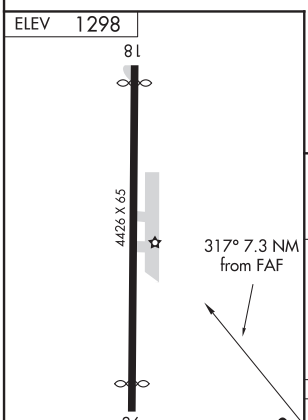
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

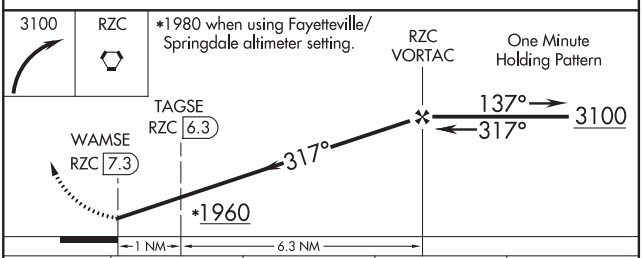
When local altimeter setting not received, use Fayetteville/Springdale altimeter setting and increase all MDA 20 feet, increase Cat C visibility ¼ mile.

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

AWOS-3	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.57	121.05 263.12	122.8 (CTAF) L







FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
CIRCLING	1960-1 662 (700-1)		1960-1¾ 662 (700-1¾)	NA
TAGSE FIX MINIMUMS				
CIRCLING	1780-1 482 (500-1)		1780-1½ 482 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

(BENTN4.BENTN) 16203 BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

BENTON FOUR DEPARTURE

SL-6126 (FAA) BENTONVILLE, ARKANSAS

TOP ALTITUDE: 3000

CLNC DEL 121.05 263.12
RAZORBACK DEP CON ★
121.0 (WEST) 244.57
CTAF 122.8

TAKEOFF MINIMUMS
Rwy 18: Standard.
Rwy 36: 300-2¼ or standard with a minimum climb of 311 feet per NM to 1700.

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

DOGWOOD
109.4 DGD
Chan 31
N37°01.41′ -W92°52.62′
L-16

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.11′
L-15, H-6

NEOSHO
117.3 EOS
Chan 120
N36°50.55′-W94°26.14′
L-16, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ -W95°47.29′
L-15, H-6

356°
176°

NOTE: RADAR Required.

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

HARRISON
112.5 HRO
Chan 72
N36°19.10′-W93°12.80′
L-16

OKMULGEE
114.9 OKM
Chan 96
N35°41.58′-W95°51.96′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.31′-W94°16.29′
L-16, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97′-W95°46.94′
L-17, H-6

HOT SPRINGS
110.0 HOT
Chan 37
N34°28.72′-W93°05.44′
L-17

TAKEOFF OBSTACLE NOTES:
Rwy 18: Buildings beginning 108′ from DER, 458′ left of centerline, up to 15′ AGL/1305′ MSL. Poles and buildings beginning 588′ from DER, left and right of centerline, up to 52′ AGL/1342′ MSL.
Rwy 36: Trees and vehicles on road beginning 162′ from DER, left and right of centerline, up to 83′ AGL/1354′ MSL. Transmission line towers beginning 2040′ from DER, right and left of centerline, up to 90′ AGL/1360′ MSL. Tower 4040′ from DER, 968′ left of centerline, 144′ AGL/1446′ MSL. Building 4251′ from DER, 934′ right of centerline, 35′ AGL/1415′ MSL. Tower 1.9 NM from DER, 1603′ left of centerline, 345′ AGL/1595′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18: Climb heading 176° thence . . .
TAKEOFF RWY 36: Climb heading 356° thence . . .

. . . Climb to 3000, expect RADAR vectors to filed/assigned route and filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within two minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	3554
071°	TDZE	1202
	Apt Elev	1205

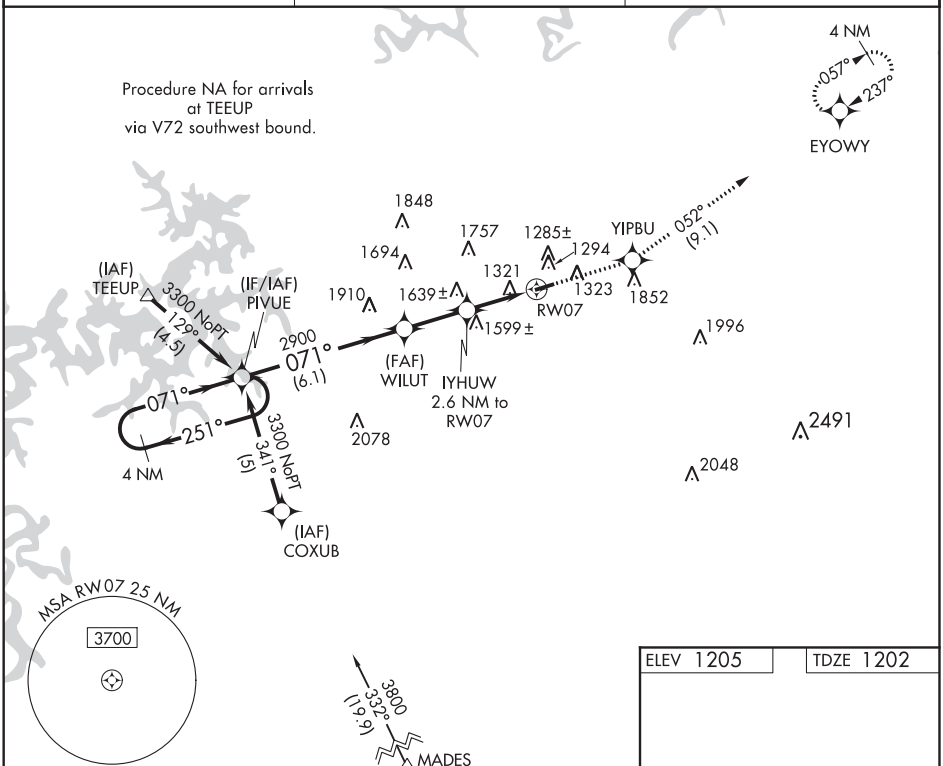
RNAV (GPS) RWY 7
CARROLL COUNTY (4M1)

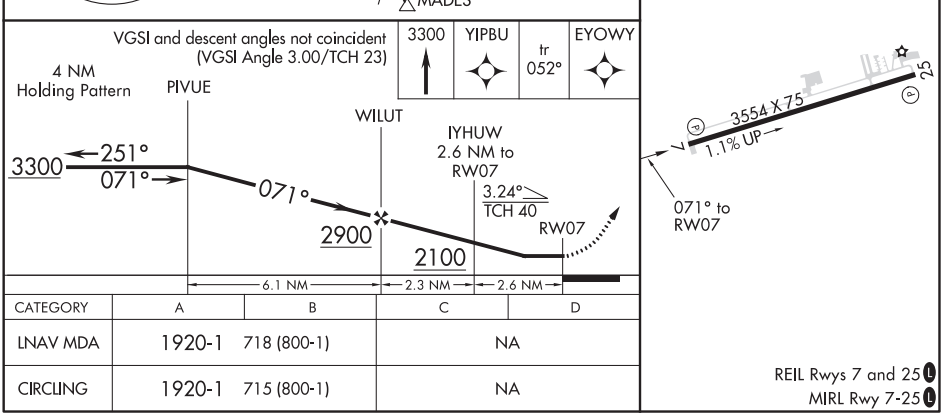
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct YIPBU and on track 052° to EYOWY and hold.

BRANSON AWOS-3	RAZORBACK APPROACH ★	CTAF
124.625	126.6 305.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1920-1	718 (800-1)	NA	
CIRCLING	1920-1	715 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BERRYVILLE, ARKANSAS

AL-10189 (FAA)

16315

RNAV (GPS) RWY 25

CARROLL COUNTY (4M1)

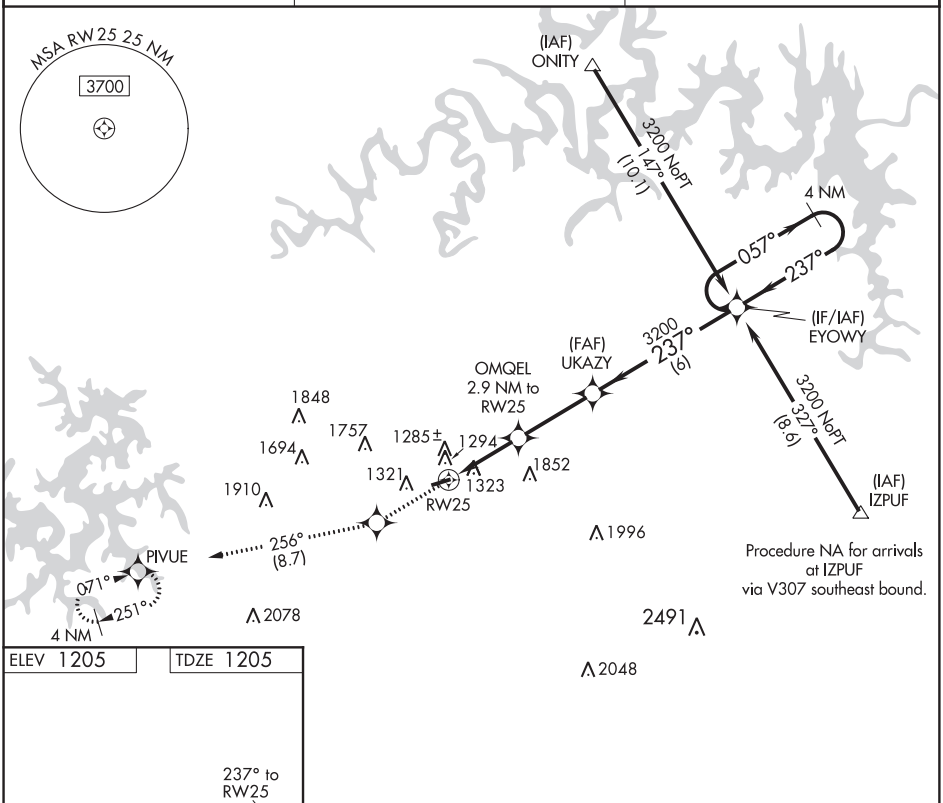
APP CRS	Rwy ldg	3554
237°	TDZE	1205
	Apt Elev	1205

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet

NA

MISSED APPROACH: Climb to 3300 direct IMURE and on track 256° to PIVUE and hold.

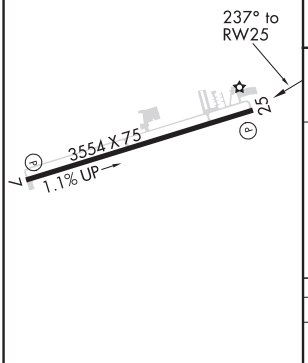
BRANSON AWOS-3	RAZORBACK APPROACH★	CTAF
124.625	126.6 305.2	122.9 L

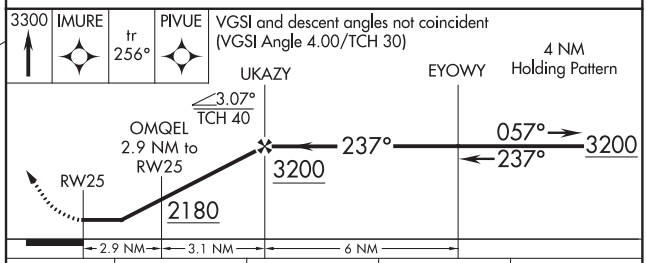


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1205 | TDZE 1205





CATEGORY	A	B	C	D
LNAV MDA	1980-1 775 (800-1)	1980-1¼ 775 (800-1¼)	NA	
CIRCLING	1980-1 775 (800-1)	1980-1¼ 775 (800-1¼)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

BERRYVILLE, ARKANSAS
Orig 13JAN11

36°23′N-93°37′W

CARROLL COUNTY (4M1)

RNAV (GPS) RWY 25

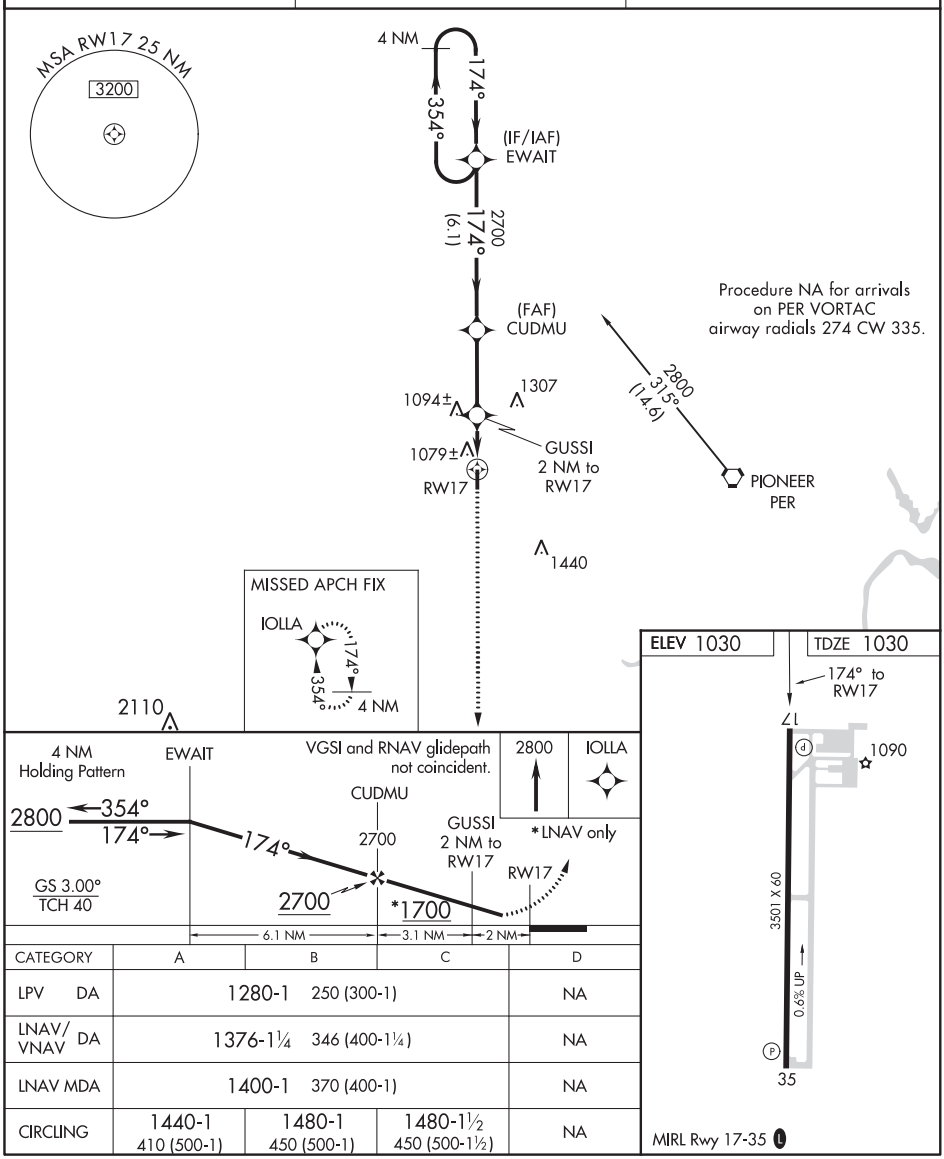
WAAS CH 97519 W17A	APP CRS 174°	Rwy ldg 3501 TDZE 1030 Apt Elev 1030

RNAV (GPS) RWY 17
BLACKWELL-TONKAWA MUNI (BKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1280-1 250 (300-1)			NA
LNAV/VNAV DA	1376-1¼ 346 (400-1¼)			NA
LNAV MDA	1400-1 370 (400-1)			NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BLACKWELL, OKLAHOMA

AL-6496 (FAA)

12320

RNAV (GPS) RWY 35

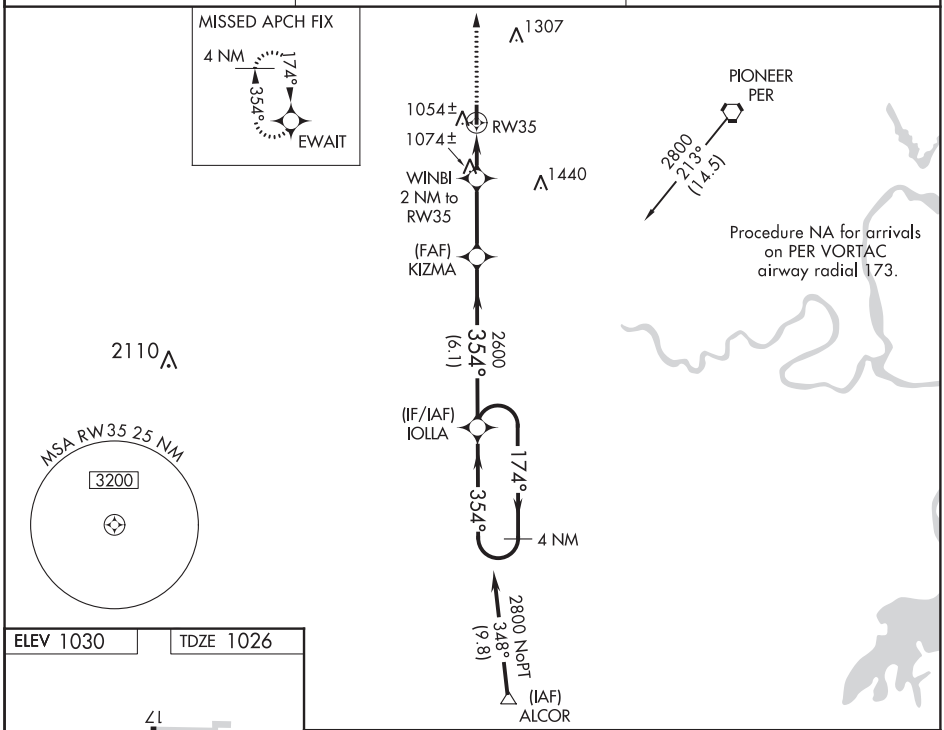
BLACKWELL-TONKAWA MUNI (BKN)

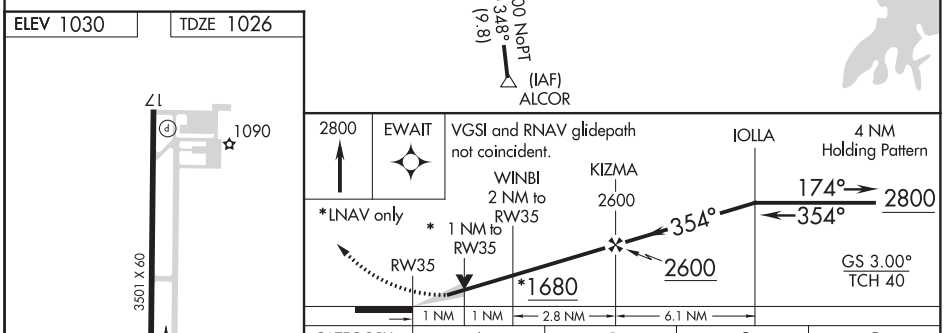
WAAS CH 61119 W35A	APP CRS 354°	Rwy ldg 3501 TDZE 1026 Apt Elev 1030

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1276-1 250 (300-1)			NA
LNAV/VNAV DA	1324-1 298 (300-1)			NA
LNAV MDA	1340-1 314 (400-1)			NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

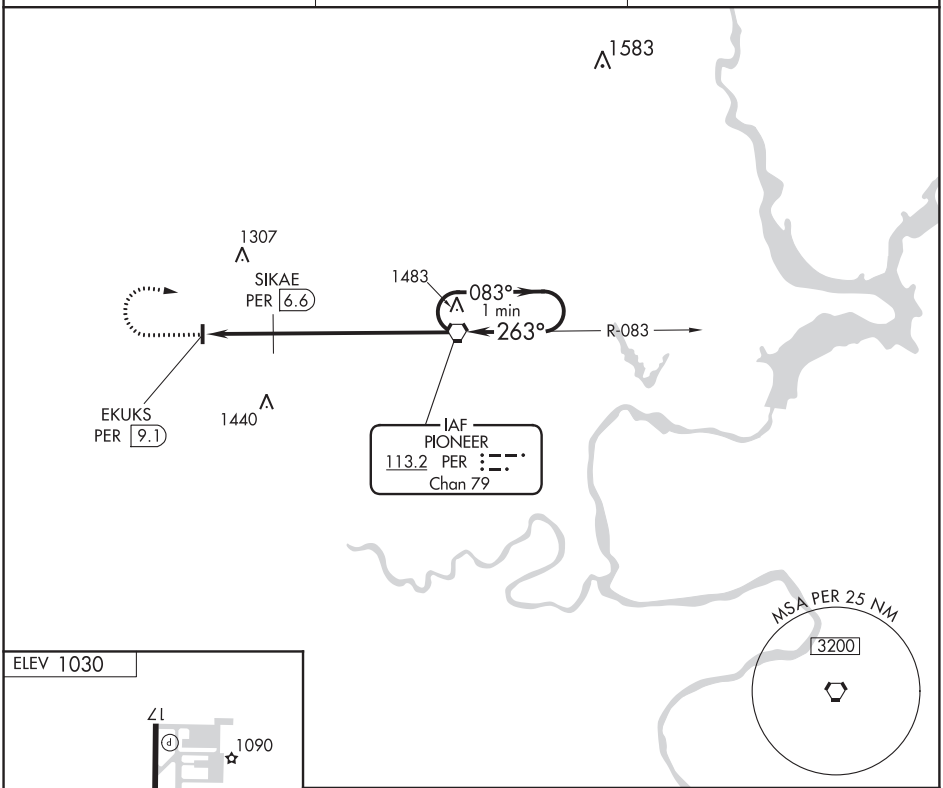
VORTAC PER 113.2 Chan 79	APP CRS 263°	Rwy ldg N/A TDZE N/A Apt Elev 1030

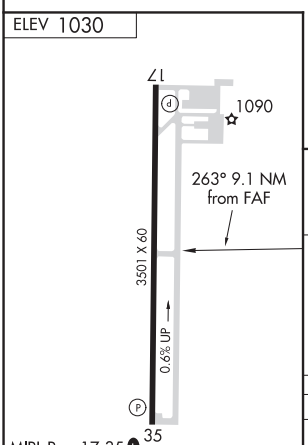
VOR-A
BLACKWELL-TONKAWA MUNI (BKN)

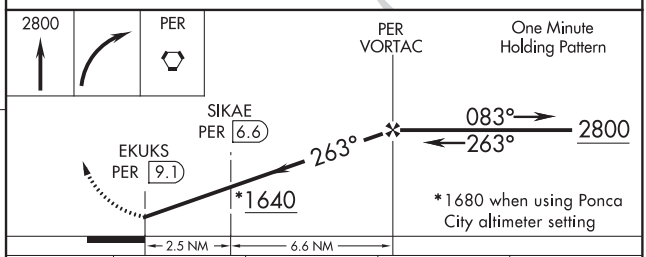
When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L







FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

SIKAE FIX MINIMUMS				
CATEGORY	A	B	C	D
CIRCLING	1640-1 610 (700-1)		1640-1¾ 610 (700-1¾)	NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

16091

ILS or LOC/DME RWY 18

ARKANSAS INTL (BYH)

LOC/DME I-BYH	APP CRS	Rwy ldg 11602
110.3	181°	TDZE 250
Chan 40		Apt Elev 254

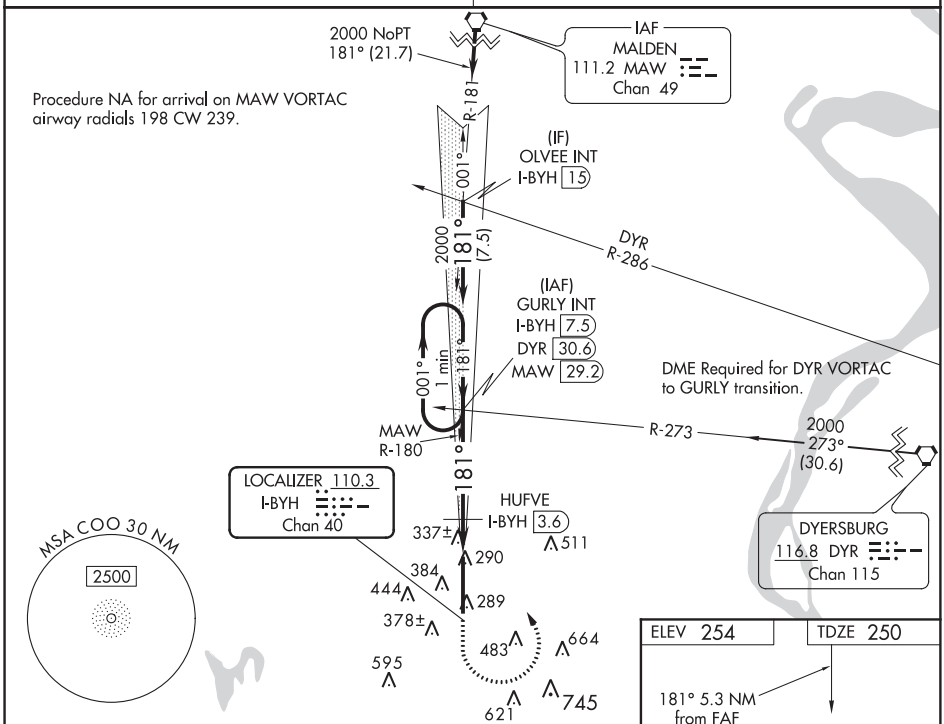
NA

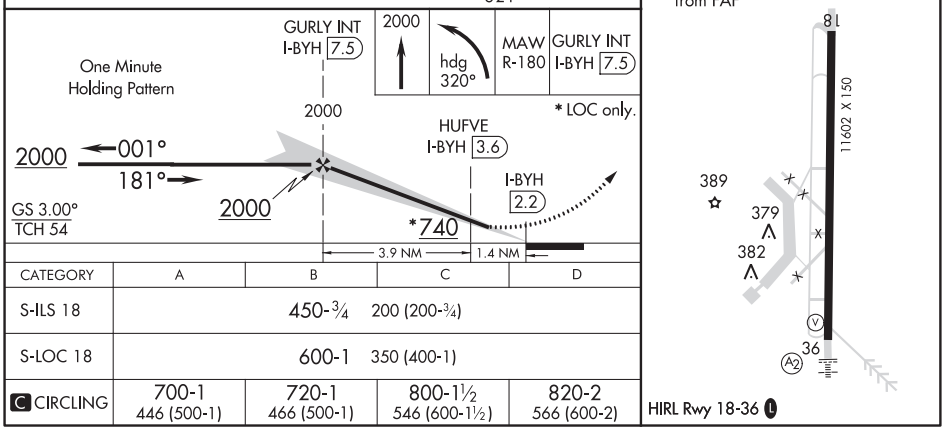
Inop table does not apply. Circling NA east of Rwy 18 and 36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet.

ALSF-1

MISSED APPROACH: Climb to 2000, then left turn on heading 320° to intercept MAW VORTAC R-180 to GURLY INT and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 18	450-¾ 200 (200-¾)			
S-LOC 18	600-1 350 (400-1)			
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

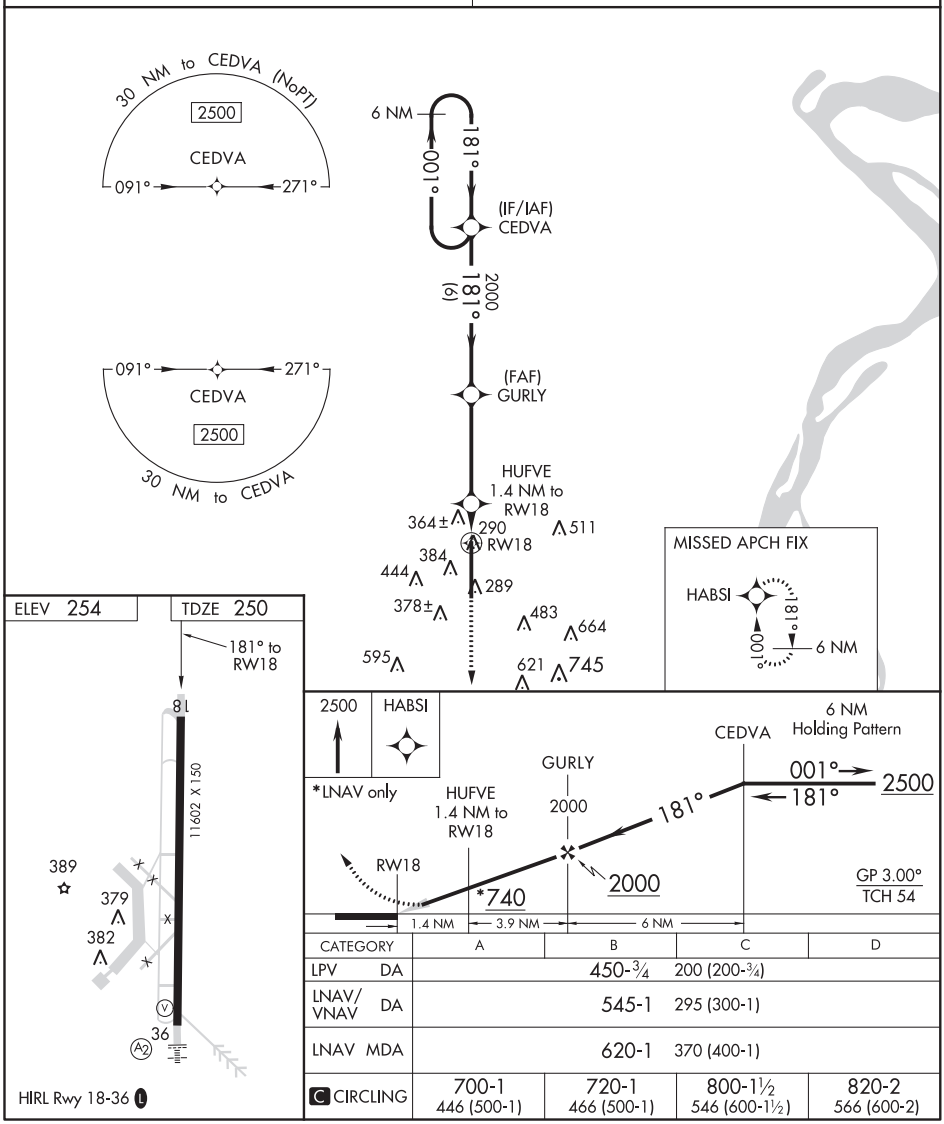
SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 58306 W18A	APP CRS 181°	Rwy ldg 11602 TDZE 250 Apt Elev 254

RNAV (GPS) RWY 18
ARKANSAS INTL (BYH)

NA Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile.	ALSF-1 (A1)	MISSED APPROACH: Climb to 2500 direct HABSI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-¾	200 (200-¾)		
LNAV/VNAV DA	545-1	295 (300-1)		
LNAV MDA	620-1	370 (400-1)		
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

16091

RNAV (GPS) RWY 36

ARKANSAS INTL (BYH)

WAAS CH 78318 W36A	APP CRS 001°	Rwy ldg 11602 TDZE 254 Apt Elev 254

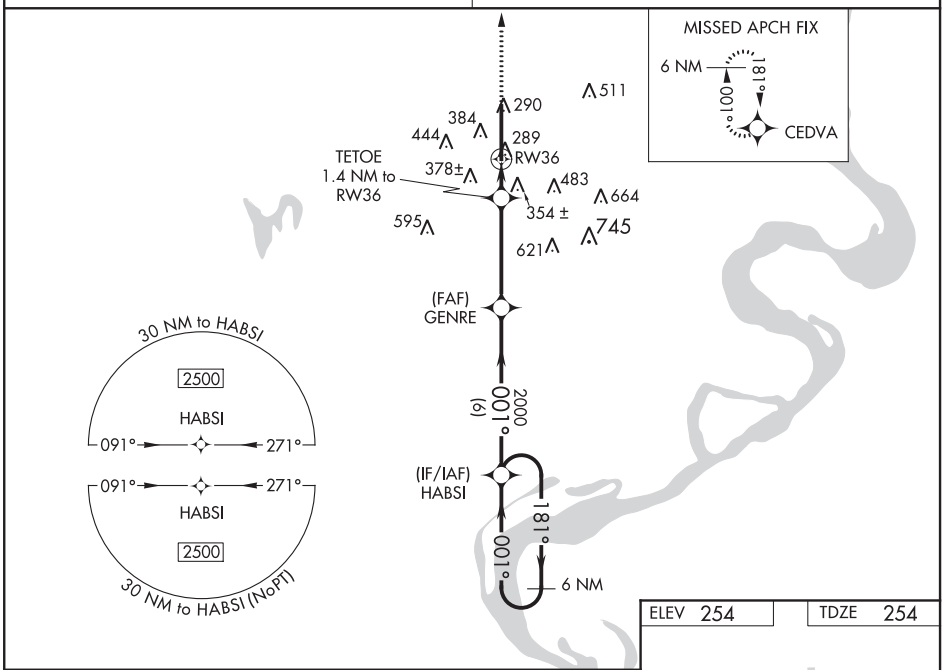
T NA

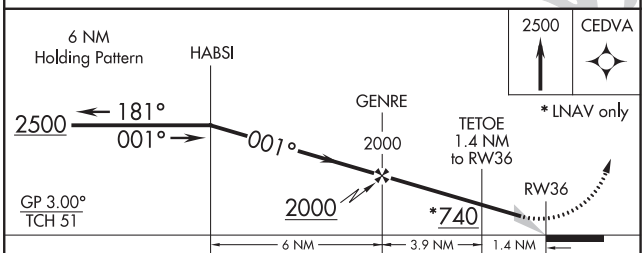
Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ mile.

SALS A2

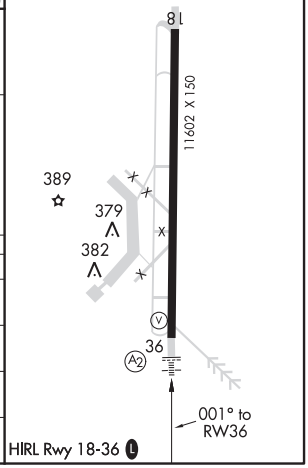
MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	454-¾ 200 (200-¾)			
LNAV/VNAV DA	537-1 283 (300-1)			
LNAV MDA	620-1 366 (400-1)			
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

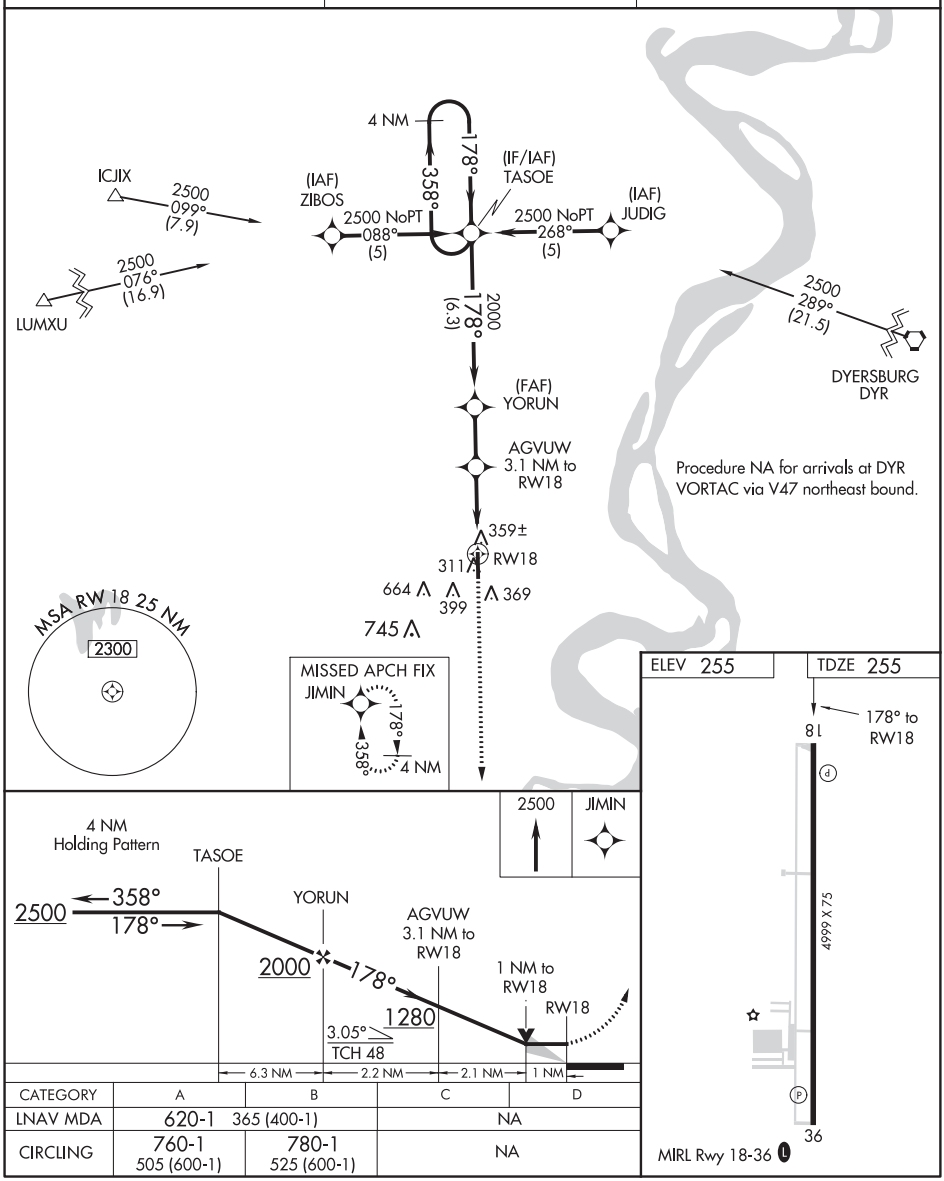
APP CRS	Rwy ldg	4999
178°	TDZE	255
	Apt Elev	255

RNAV (GPS) RWY 18
BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BLYTHEVILLE, ARKANSAS | AL-5732 (FAA) | 16035

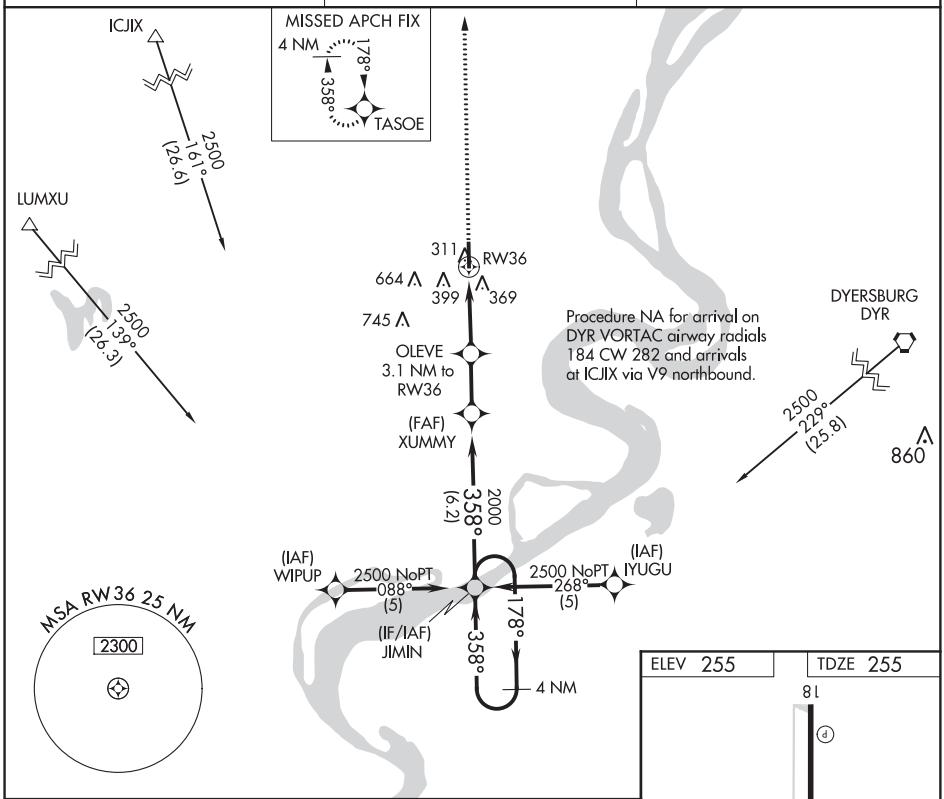
RNAV (GPS) RWY 36
BLYTHEVILLE MUNI (HKA)

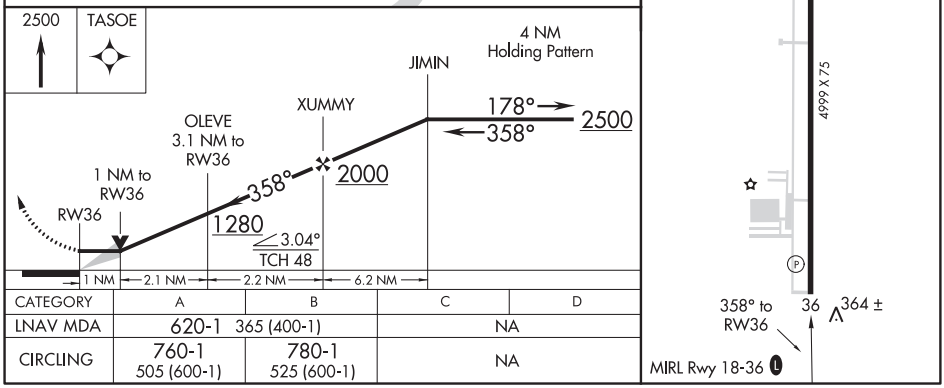
APP CRS	Rwy ldg	4999
358°	TDZE	255
	Apt Elev	255

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 4
BOISE CITY (17K)

APP CRS	Rwy ldg	4211
040°	TDZE	4178
	Apt Elev	4178

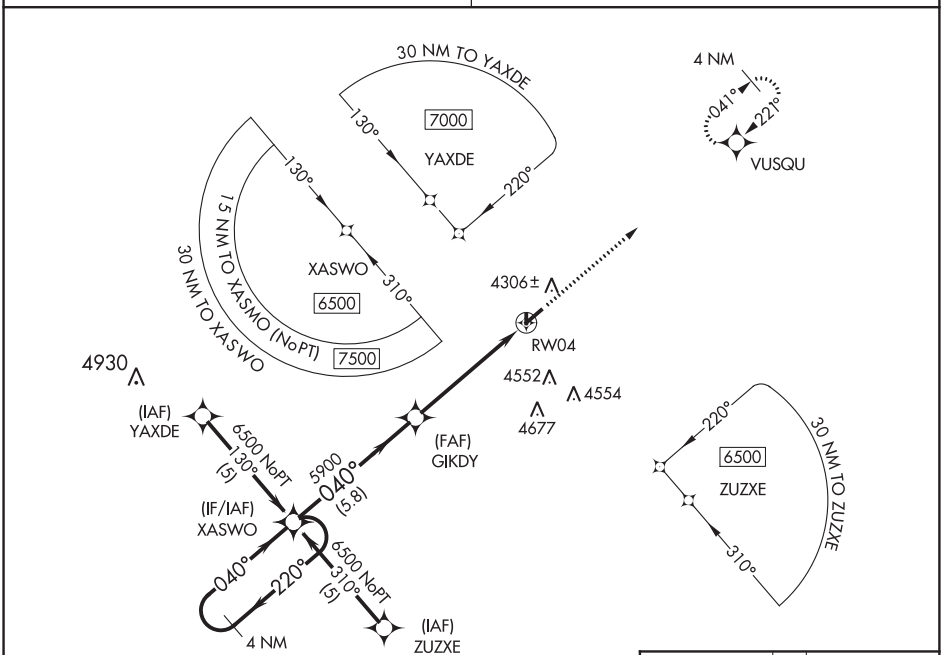
Use Dalhart, TX altimeter setting; when not received, procedure not authorized. GPS or RNP-0.3 required. DME/DME RNP-O.3 NA.

NA

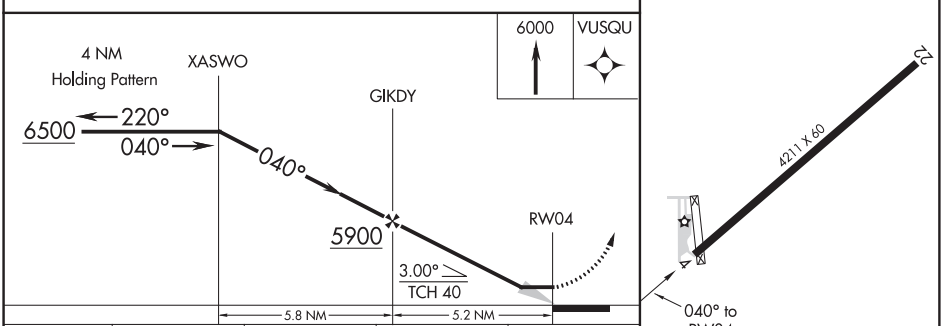
MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

ALBUQUERQUE CENTER
127.85 285.475

CTAF
122.9 L



ELEV 4178	TDZE 4178



CATEGORY	A	B	C	D
LNAV MDA	4740-1 562 (600-1)		4740-1½ 562 (600-1½)	NA
CIRCLING	4740-1 562 (600-1)		4740-1½ 562 (600-1½)	NA

MIRL Rwy 4-22 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BRINKLEY, ARKANSAS

AL-6334 (FAA)

15176

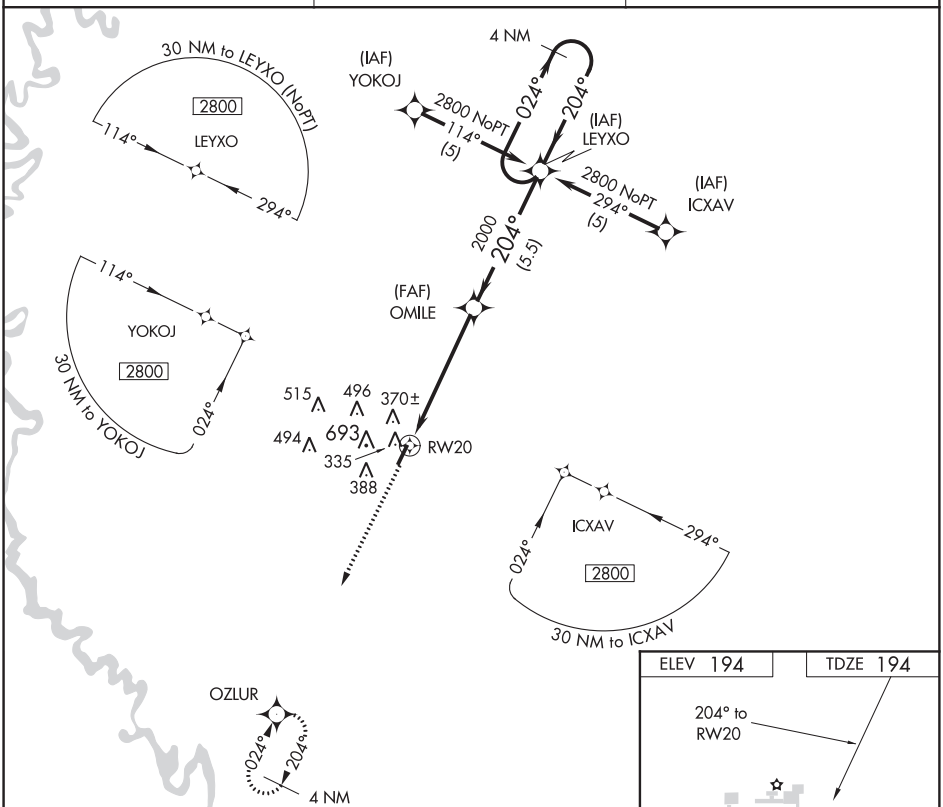
RNAV (GPS) RWY 20
FRANK FEDERER MEMORIAL (M36)

APP CRS	Rwy ldg	3852
204°	TDZE	194
	Apt Elev	194

Use Stuttgart Muni altimeter setting.
NA DME/DME RNP 0.3 NA.

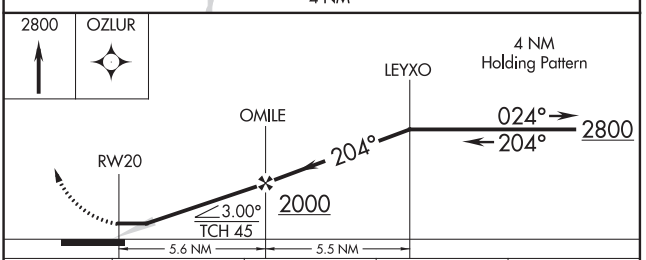
MISSED APPROACH: Climb to 2800 direct OZLUR and hold.

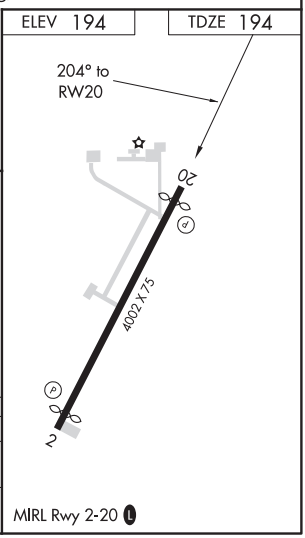
STUTTGART AWOS-3	MEMPHIS CENTER	UNICOM
119.025	135.3 335.8	122.8 L (CTAF)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017





CATEGORY	A	B	C	D
LNAV MDA	1020-1 826 (900-1)	1020-1¼ 826 (900-1¼)	1020-2½ 826 (900-2½)	NA
CIRCLING	1120-1¼ 926 (1000-1¼)		1120-2¾ 926 (1000-2¾)	NA

RNAV (GPS) RWY 18
JONES MEMORIAL (3F7)

APP CRS	Rwy ldg	3379
175°	TDZE	849
	Apt Elev	852

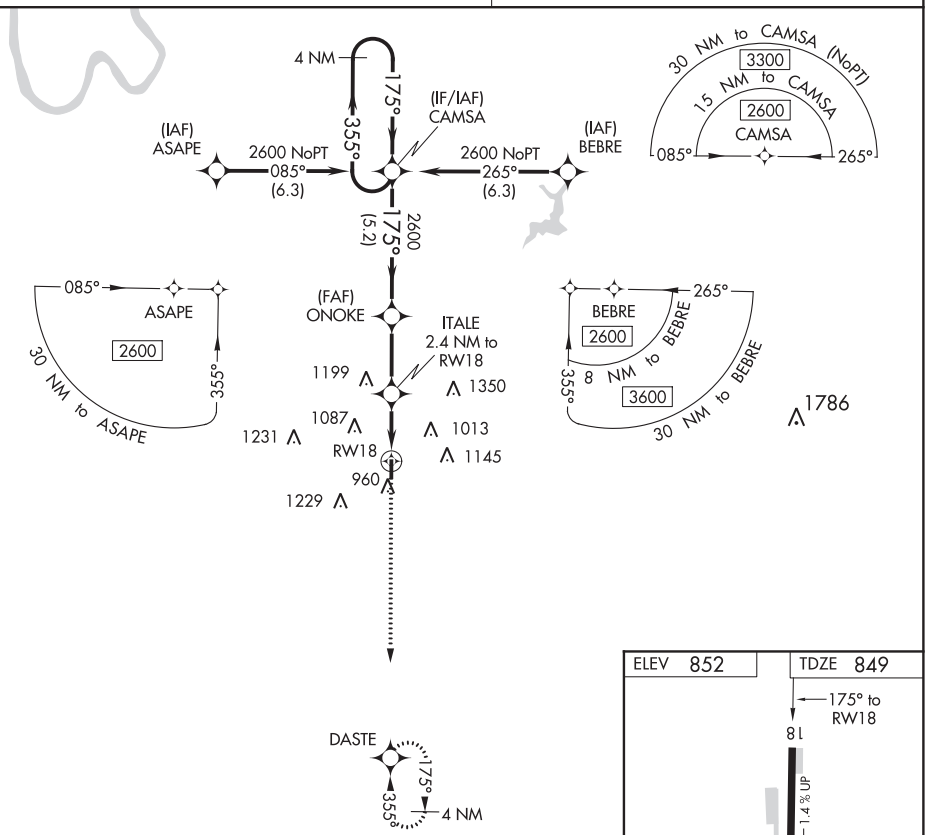
T
A NA

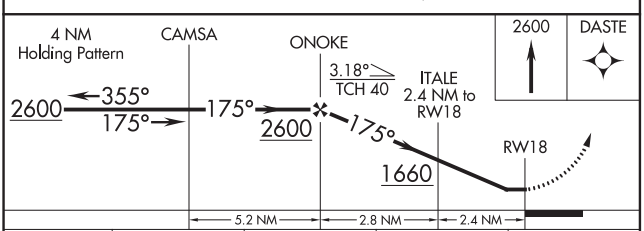
DME/DME RNP-0.3 NA.
Use Tulsa International altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct DASTE and hold.

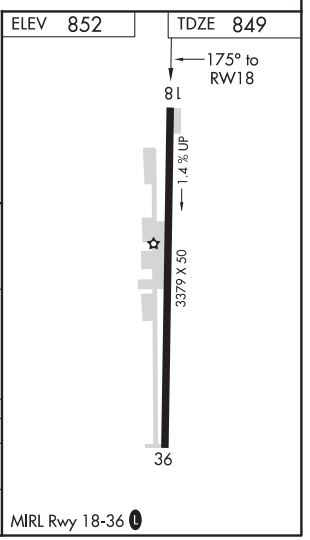
KANSAS CITY CENTER
127.8 319.1

CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 551 (600-1)		1400-1⅝ 551 (600-1⅝)	NA
C CIRCLING	1440-1 588 (600-1)	1560-1 708 (800-1)	1700-2½ 848 (900-2½)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BRISTOW, OKLAHOMA | AL-6871 (FAA) | 17005

RNAV (GPS) RWY 36
JONES MEMORIAL (3F7)

APP CRS	Rwy ldg	3379
355°	TDZE	852
	Apt Elev	852

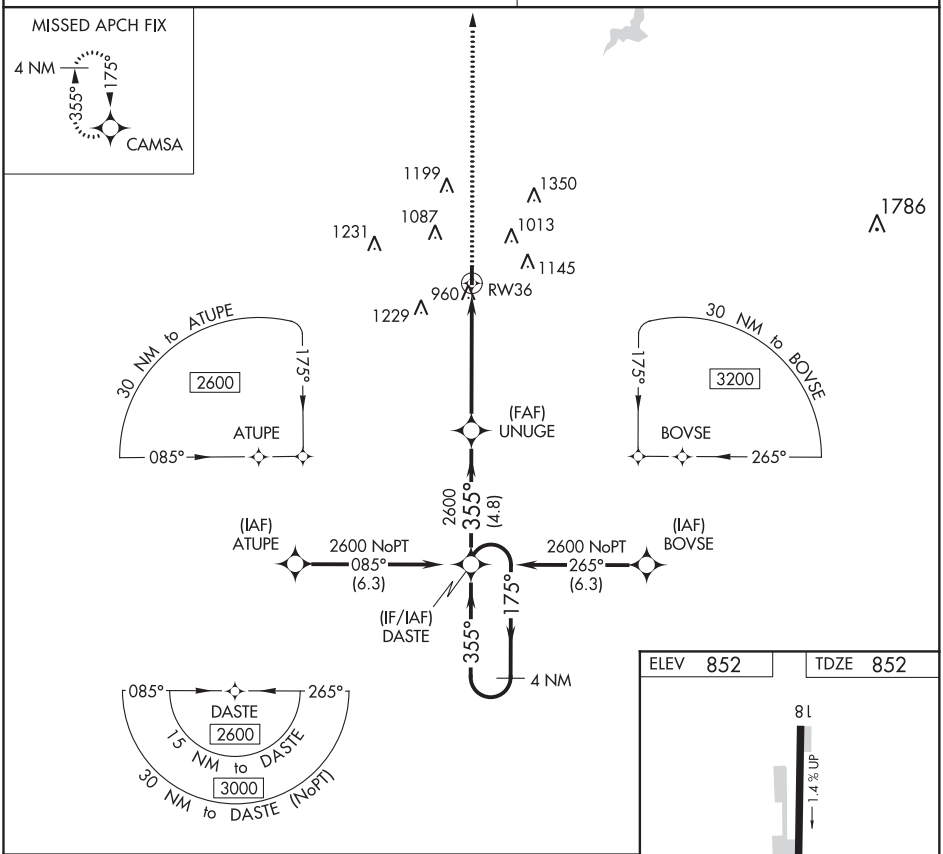
T
A NA

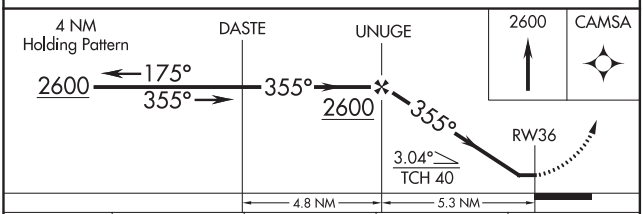
DME/DME RNP-0.3 NA.
Use Tulsa International altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct CAMSA and hold.

KANSAS CITY CENTER
127.8 319.1

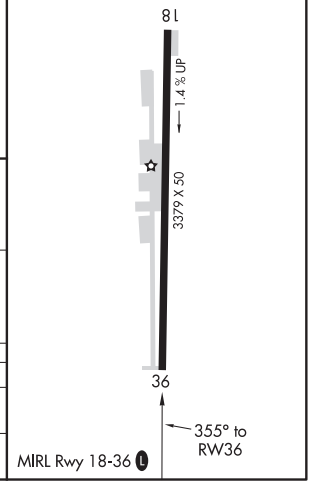
CTAF
122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1500-1 648 (700-1)		1500-1⅞ 648 (700-1⅞)	NA
C CIRCLING	1500-1 648 (700-1)	1560-1 708 (800-1)	1700-2½ 848 (900-2½)	NA

ELEV 852 | TDZE 852



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 17
BUFFALO MUNI (BFK)

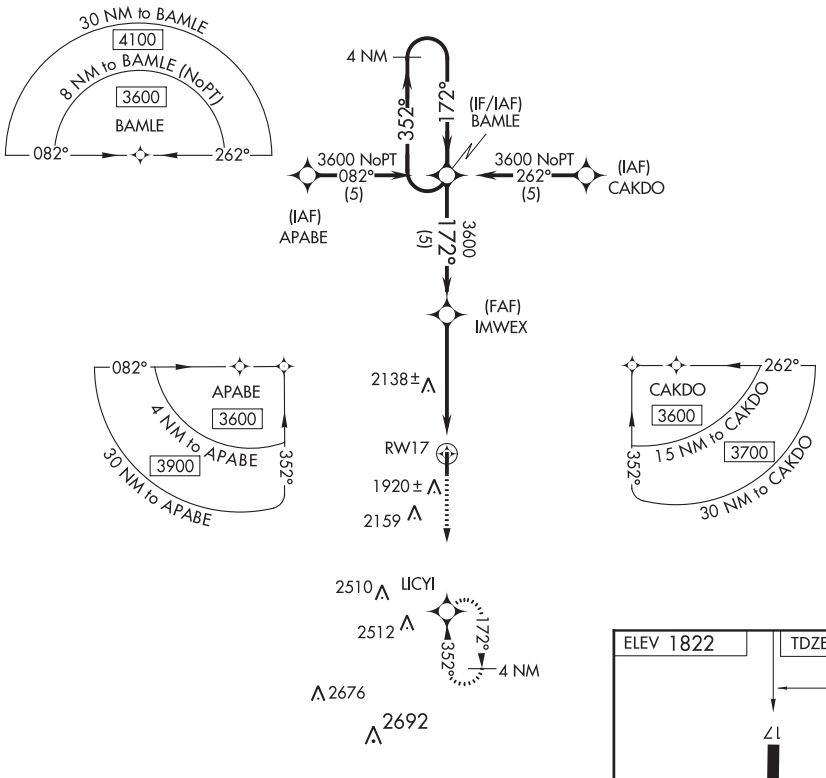
APP CRS	Rwy ldg	4000
172°	TDZE	1822
	Apt Elev	1822

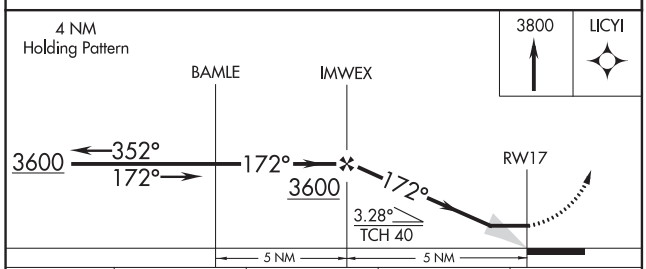
T NA

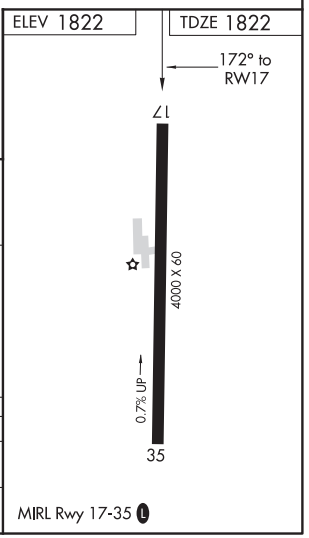
DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2500-1 678 (700-1)		2500-2 678 (700-2)	NA
CIRCLING	2500-1 678 (700-1)		2500-2 678 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

BUFFALO, OKLAHOMA AL-6384 (FAA) 16035

NDB-A
BUFFALO MUNI (BFK)

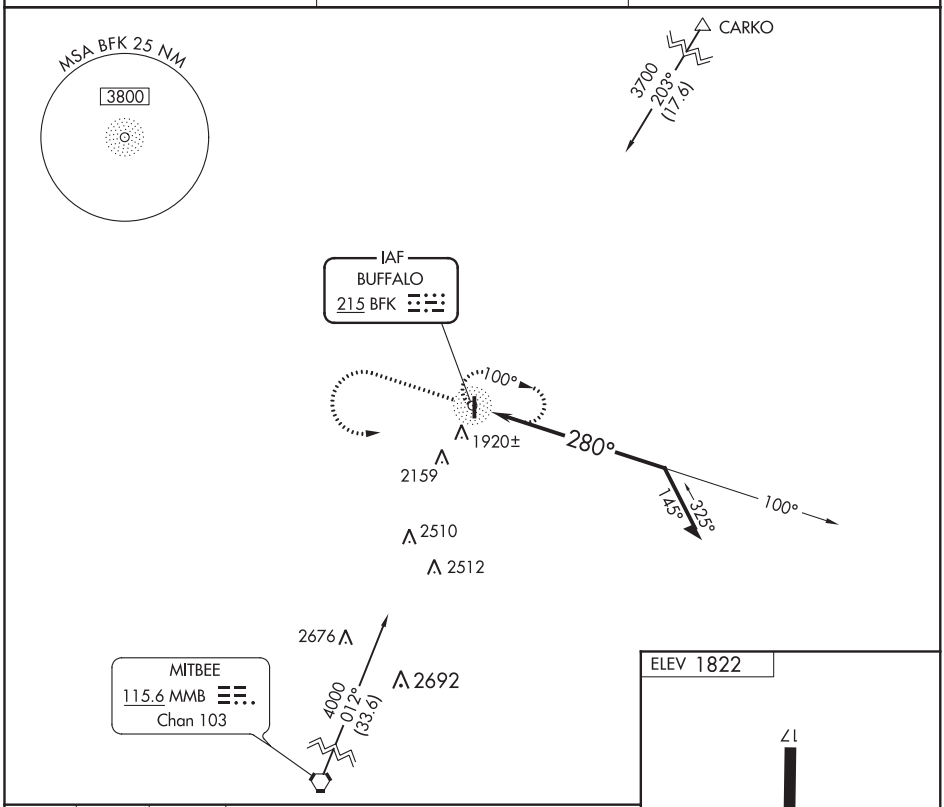
NDB BFK	APP CRS	Rwy ldg	N/A
215	280°	TDZE	N/A
		Apt Elev	1822

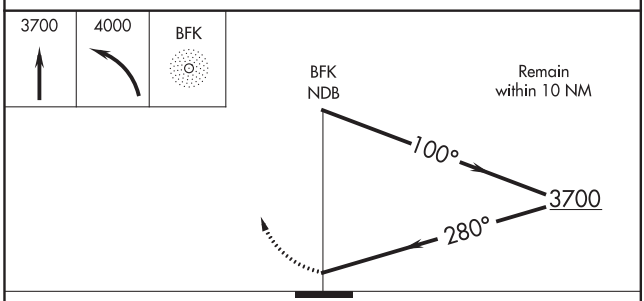
NA

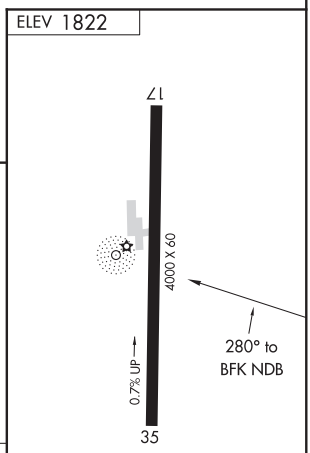
Visibility reduction by helicopters NA.
Use Woodward/West Woodward altimeter setting; when not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3700 then climbing left turn to 4000 direct BFK NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L







CATEGORY	A	B	C	D
CIRCLING	2580-1 758 (800-1)	2580-1¼ 758 (800-1¼)	2580-2¼ 758 (800-2¼)	NA

MIRL Rwy 17-35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

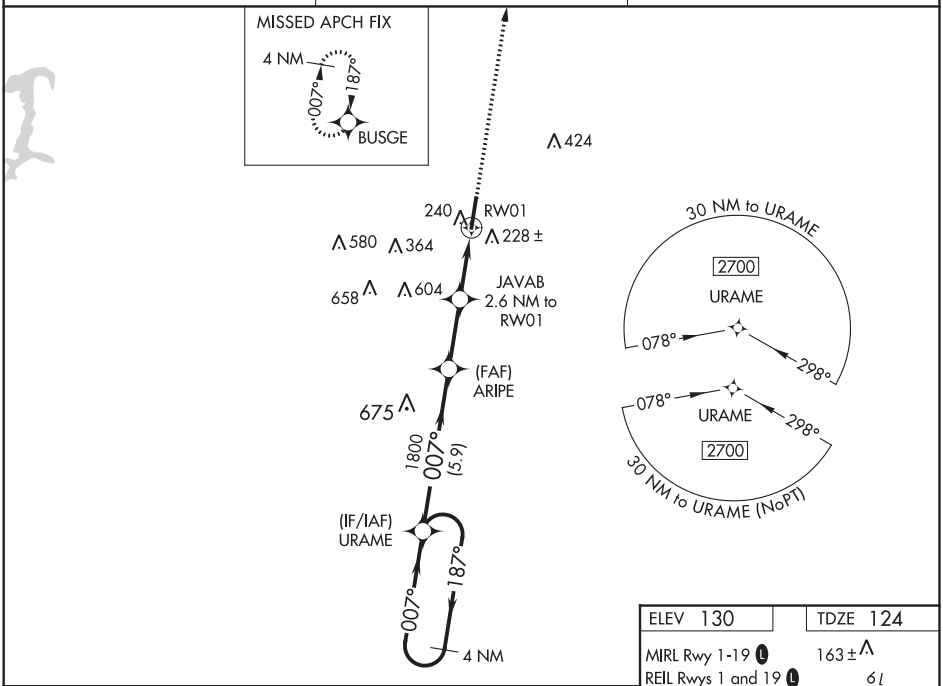
WAAS CH 78227 W01A	APP CRS 007°	Rwy ldg 6502 TDZE 124 Apt Elev 130

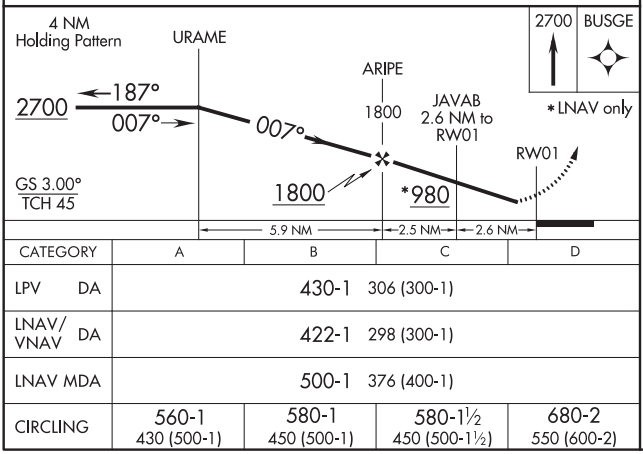
RNAV (GPS) RWY 1
HARRELL FIELD (CDH)

Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D visibility ⅜ mile. When VGSI inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSI inop, Circling Rwy 19 NA at night.

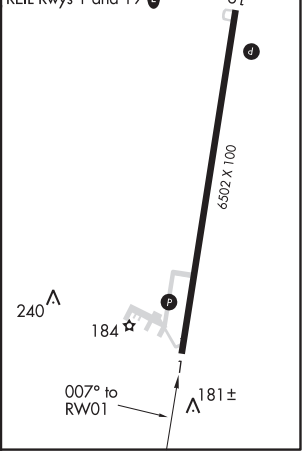
MISSED APPROACH: Climb to 2700 direct BUSGE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	430-1 306 (300-1)			
LNAV/VNAV DA	422-1 298 (300-1)			
LNAV MDA	500-1 376 (400-1)			
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

CAMDEN, ARKANSAS AL-5572 (FAA) 14345

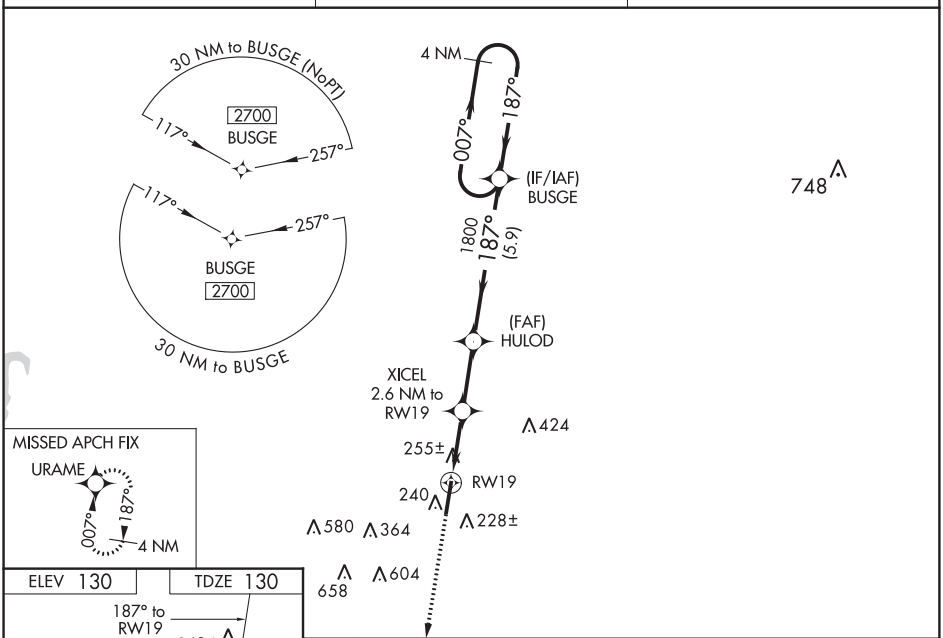
WAAS CH 56627 W19A	APP CRS 187°	Rwy ldg 6502 TDZE 130 Apt Elev 130

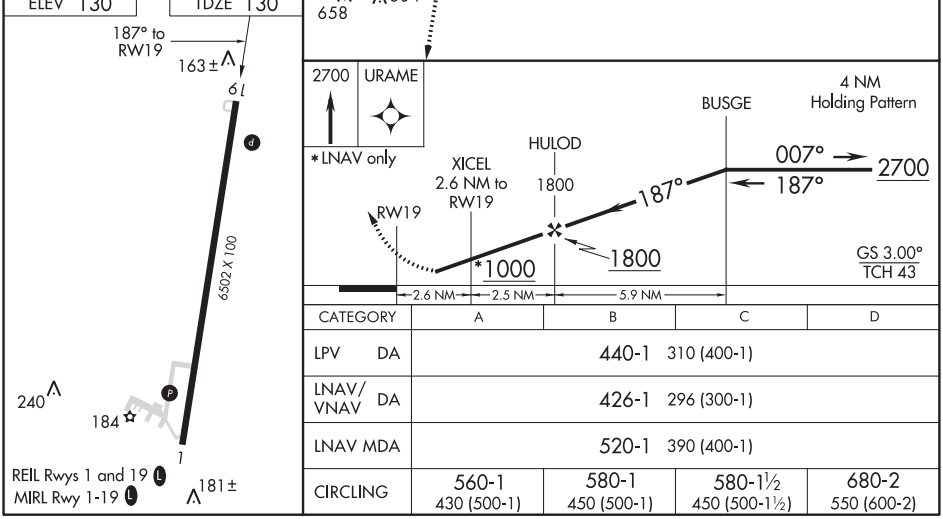
RNAV (GPS) RWY 19
HARRELL FIELD (CDH)

When VGSI inop, Circling Rwy 01 NA at night. Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 19 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For inop ODALS, increase LNAV Cats C and D visibility ⅛ mile. For inop ODALS, when using El Dorado altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile. When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct URAME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	440-1 310 (400-1)			
LNAV/VNAV DA	426-1 296 (300-1)			
LNAV MDA	520-1 390 (400-1)			
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

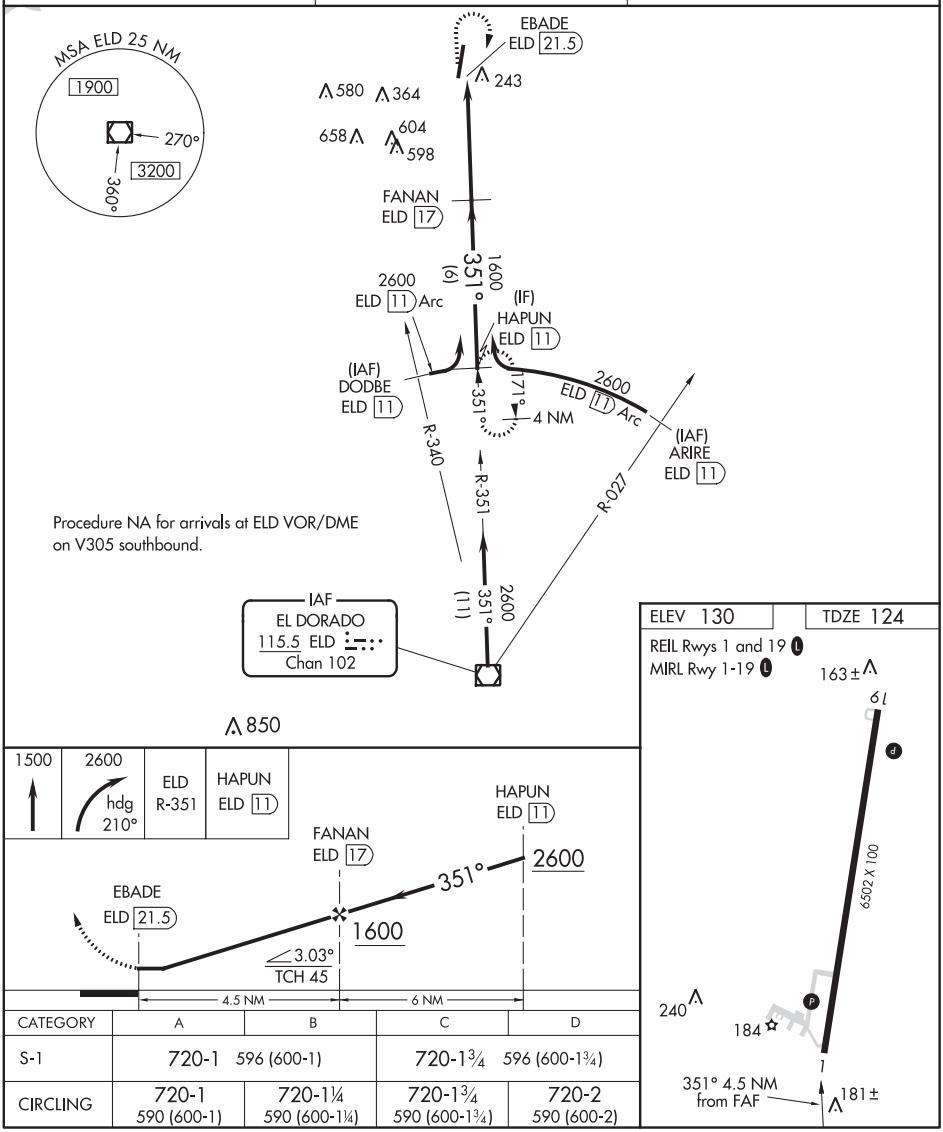
VOR/DME ELD 115.5 Chan 102	APP CRS 351°	Rwy ldg 6502 TDZE 124 Apt Elev 130

VOR/DME RWY 1
HARRELL FIELD (CDH)

When VGSI inop, Circling Rwy 19 NA at night. When VGSI inop, Straight-In/Circling Rwy 1 procedure NA at night. When local altimeter setting not received, use El Dorado altimeter setting and increase all MDA 80 feet, increase S-1 Cats C and D and Circling Cat C visibility ⅜ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 heading 210° and ELD VOR/DME R-351 to HAPUN/11.00 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-1	720-1 596 (600-1)		720-1¾ 596 (600-1¾)	
CIRCLING	720-1 590 (600-1)	720-1¼ 590 (600-1¼)	720-1¾ 590 (600-1¾)	720-2 590 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CARLISLE, ARKANSAS AL-6799 (FAA) 15288

RNAV (GPS) RWY 9
CARLISLE MUNI (4M3)

WAAS CH 93918 W09A	APP CRS 088°	Rwy ldg 4501 TDZE 240 Apt Elev 241

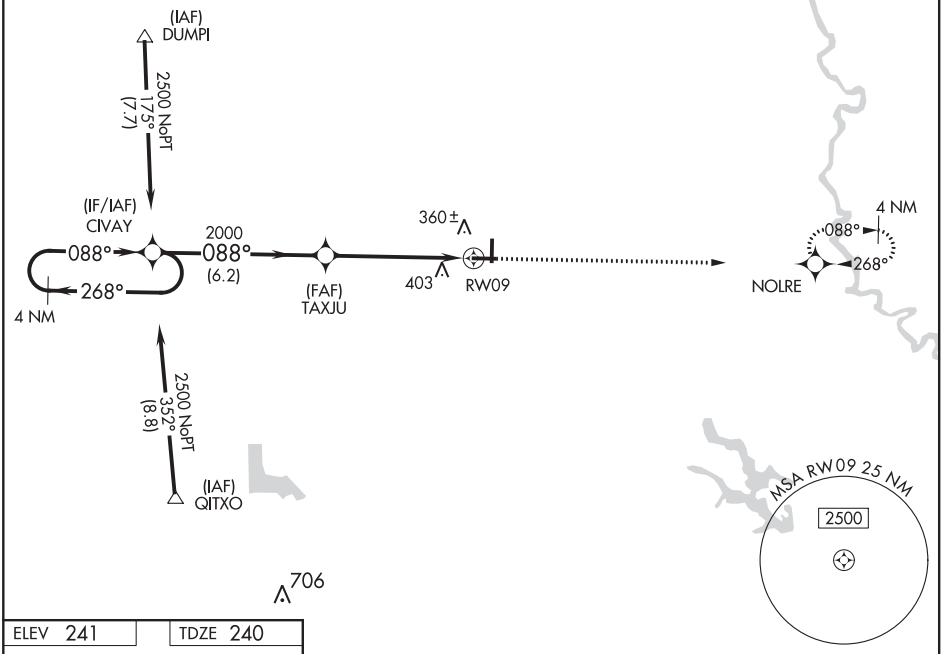
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Stuttgart altimeter setting; when not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA 27 feet and all MDA 40 feet.

NA

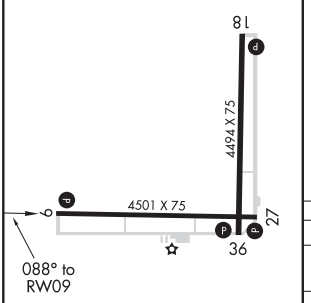
MISSED APPROACH: Climb to 2500 direct NOLRE and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L

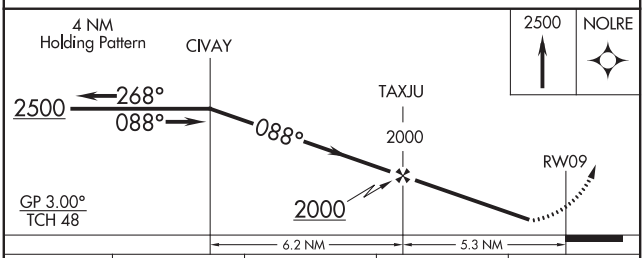
Procedure NA for arrivals at DUMPI on V305 northeast bound.



ELEV 241 TDZE 240



MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	526-1 286 (300-1)		NA	
LNAV/VNAV DA	788-2 548 (600-2)		NA	
LNAV MDA	780-1 540 (600-1)		NA	
CIRCLING	840-1 599 (600-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	4501
268°	TDZE	240
	Apt Elev	240

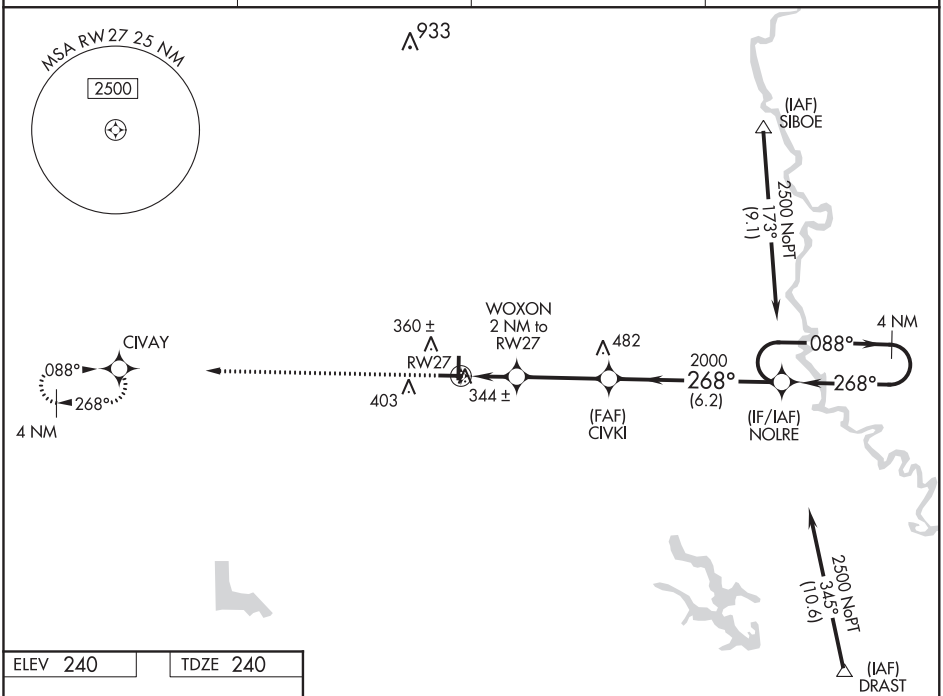
RNAV (GPS) RWY 27
CARLISLE MUNI (4M3)

Use Stuttgart altimeter setting when not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

NA

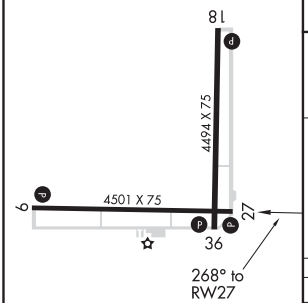
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L

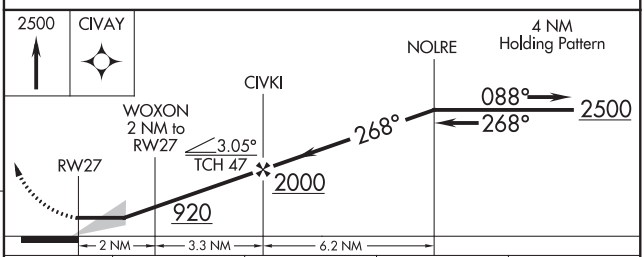


Procedure NA for arrivals at DRAST via V47 southwest bound.

ELEV 240 TDZE 240



MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	640-1 400 (400-1)		NA	
CIRCLING	800-1 560 (600-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

CARLISLE, ARKANSAS | AL-6799 (FAA) | 15288

VORTAC LIT	APP CRS	Rwy ldg	4501
113.9	066°	TDZE	240
Chan 86		Apt Elev	240

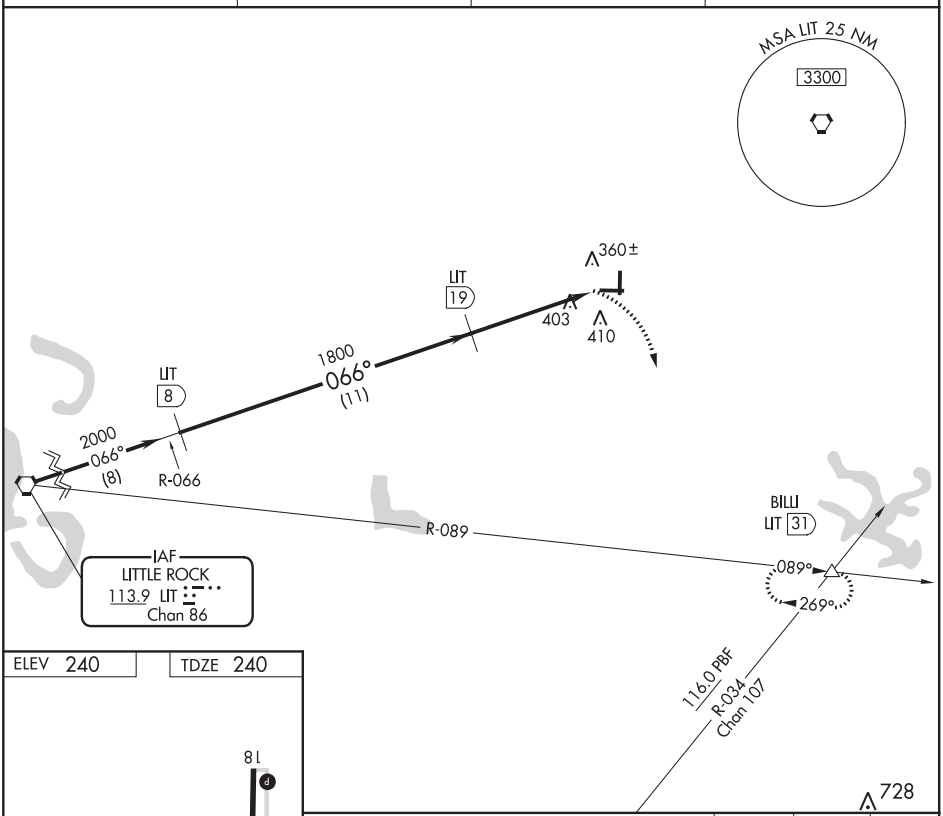
VOR/DME RWY 9
CARLISLE MUNI (4M3)

Use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting.

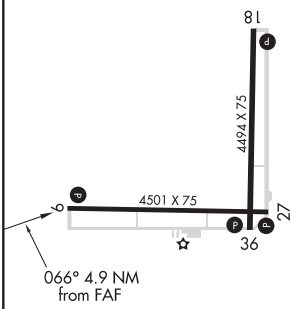
NA

MISSED APPROACH: Climbing right turn to 4000 via heading 140° and LIT R-089 to BILLI Int and hold.

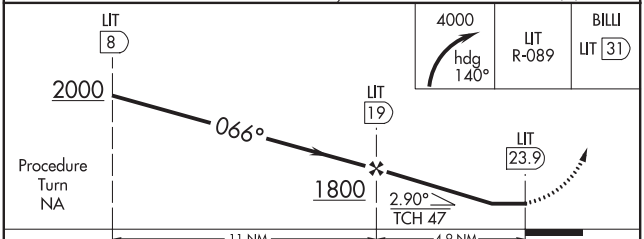
STUTTGART AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	135.4	122.8 (CTAF) L



ELEV 240 | TDZE 240



MIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	
CIRCLING	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

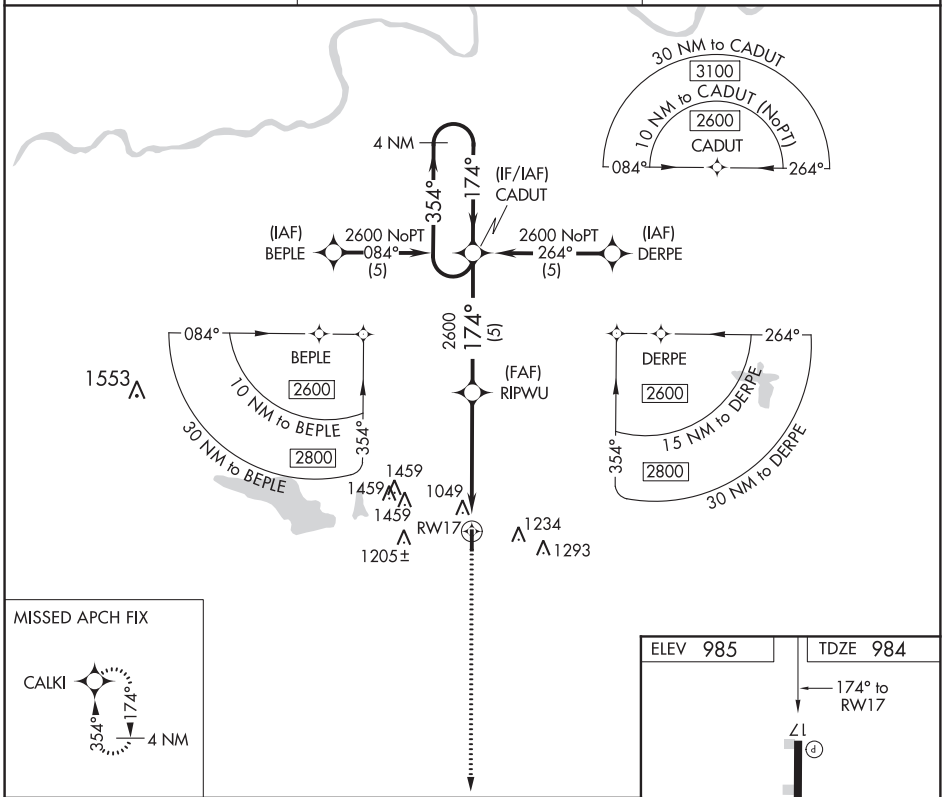
APP CRS	Rwy ldg	4000
174°	TDZE	984
	Apt Elev	985

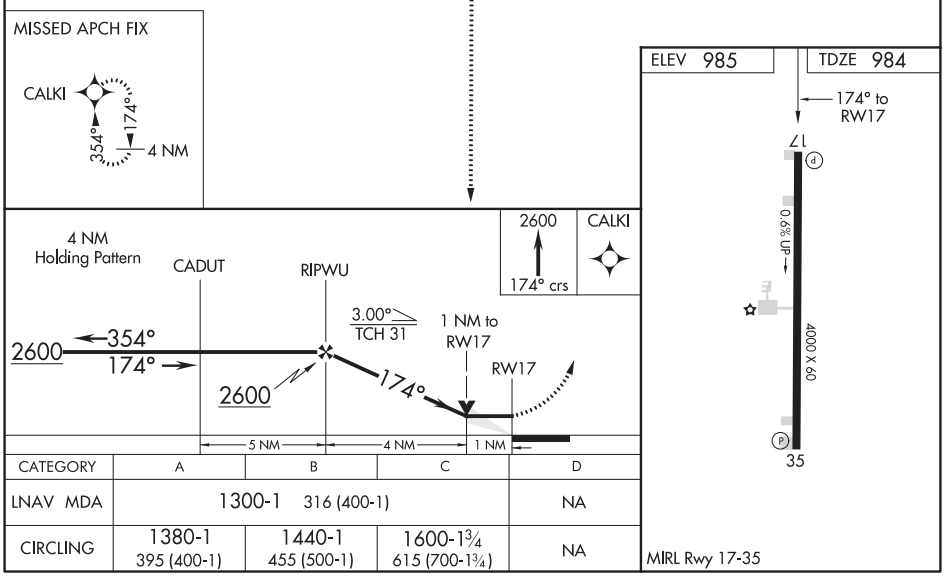
RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	127.8 319.8	122.9





CATEGORY	A	B	C	D
LNAV MDA	1300-1 316 (400-1)			NA
CIRCLING	1380-1 395 (400-1)	1440-1 455 (500-1)	1600-1¾ 615 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CHANDLER, OKLAHOMA

AL-6657 (FAA)

17005

RNAV (GPS) RWY 35
CHANDLER RGNL (CQB)

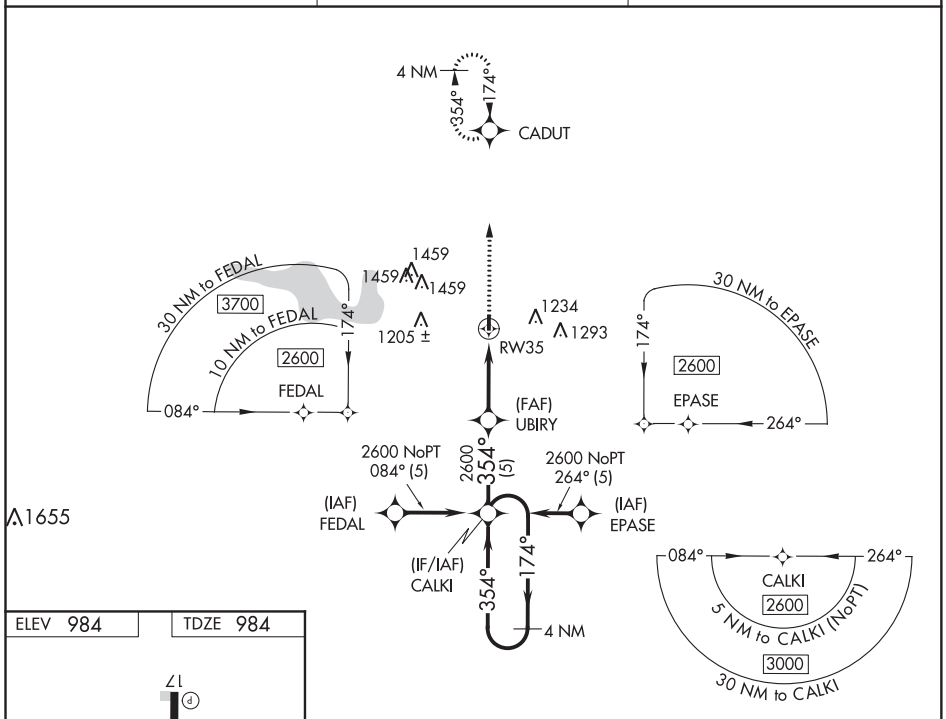
APP CRS	Rwy ldg	3998
354°	TDZE	984
	Apt Elev	984

T NA

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA Baro-VNAV NA below -16°C (4°F). Baro VNAV and VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

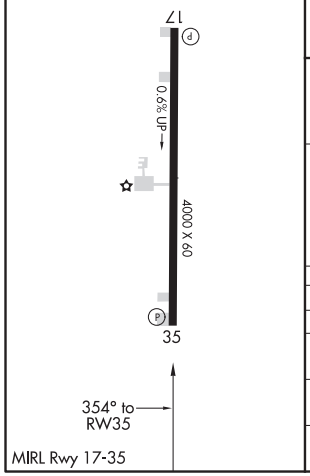
AWOS-3	KANSAS CITY CENTER	CTAF
119.275	127.8 319.1	122.9



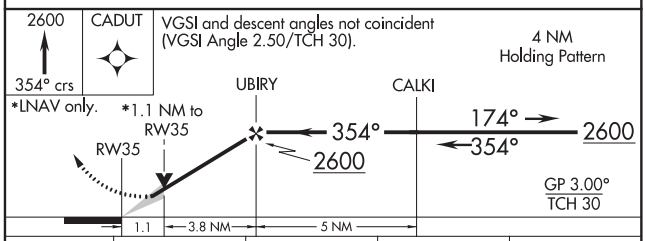
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 984 | TDZE 984



MIRL Rwy 17-35



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¼ 316 (400-1¼)			NA
LNAV MDA	1300-1 316 (400-1)			NA
CIRCLING	1380-1¼ 396 (400-1¼)	1440-1¼ 456 (500-1¼)	1540-1½ 556 (600-1½)	NA

NDB RWY 35
CHANDLER RGNL (CQB)

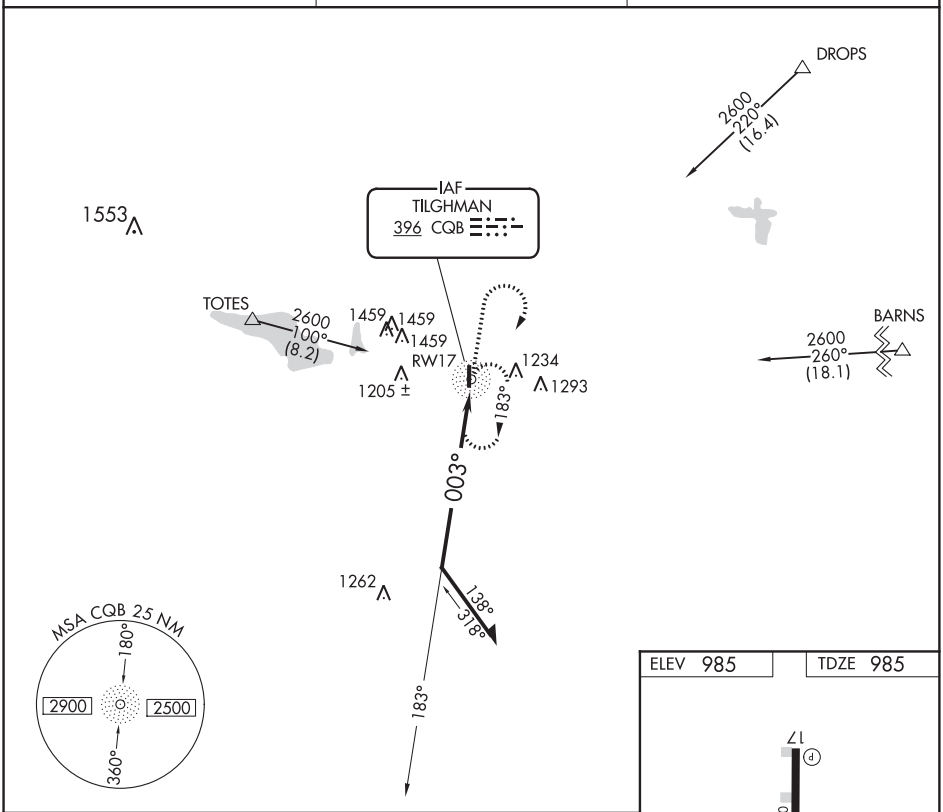
NDB CQB	APP CRS	Rwy ldg	4000
396	003°	TDZE	985
		Apt Elev	985

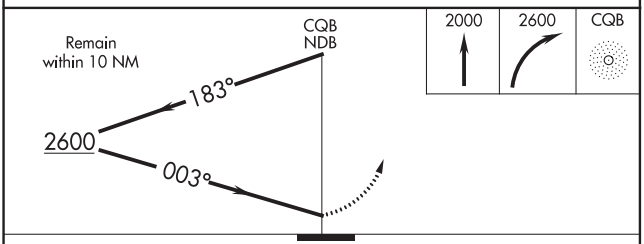
When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDA 80 feet; increase S-35 Cat C and Circling Cat C visibility ¼ mile.

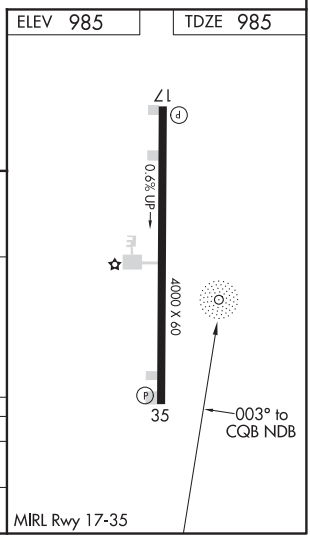
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	127.8 319.1	122.9







CATEGORY	A	B	C	D
S-35	1620-1	635 (700-1)	1620-1¾ 635 (700-1¾)	NA
CIRCLING	1620-1	635 (700-1)	1620-1¾ 635 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

16035

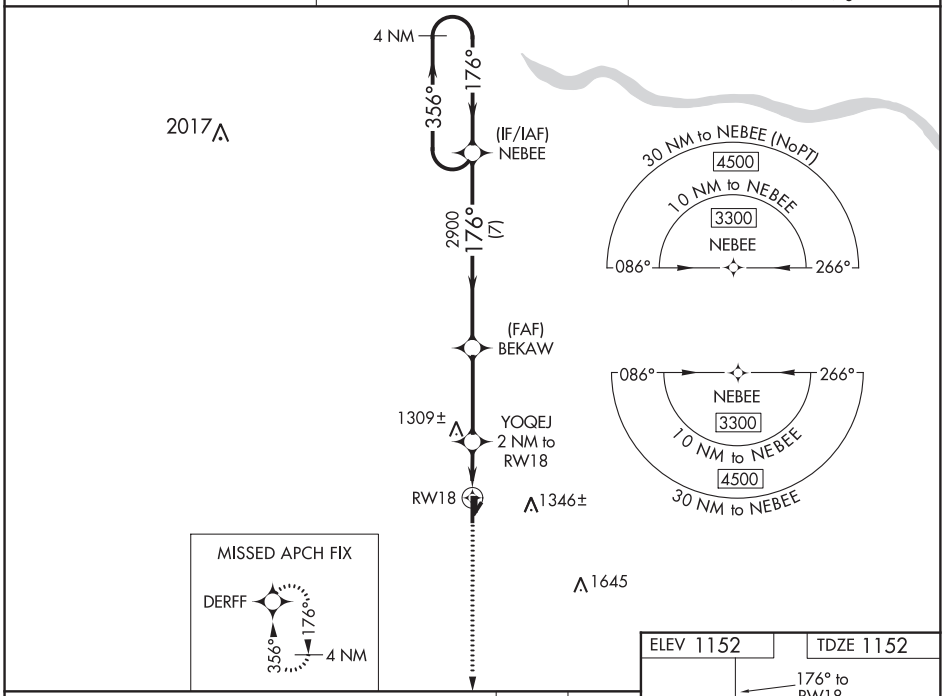
RNAV (GPS) RWY 18
CHICKASHA MUNI (CHK)

WAAS CH 70430 W18A	APP CRS 176°	Rwy ldg 5101 TDZE 1152 Apt Elev 1152

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1431 and all visibilities ⅛ mile; increase LNAV/VNAV DA to 1561 and all visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 3300 direct DERFF and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1352-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1482-1⅛ 330 (400-1⅛)			NA
LNAV MDA	1560-1 408 (500-1)		1560-1⅛ 408 (500-1⅛)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

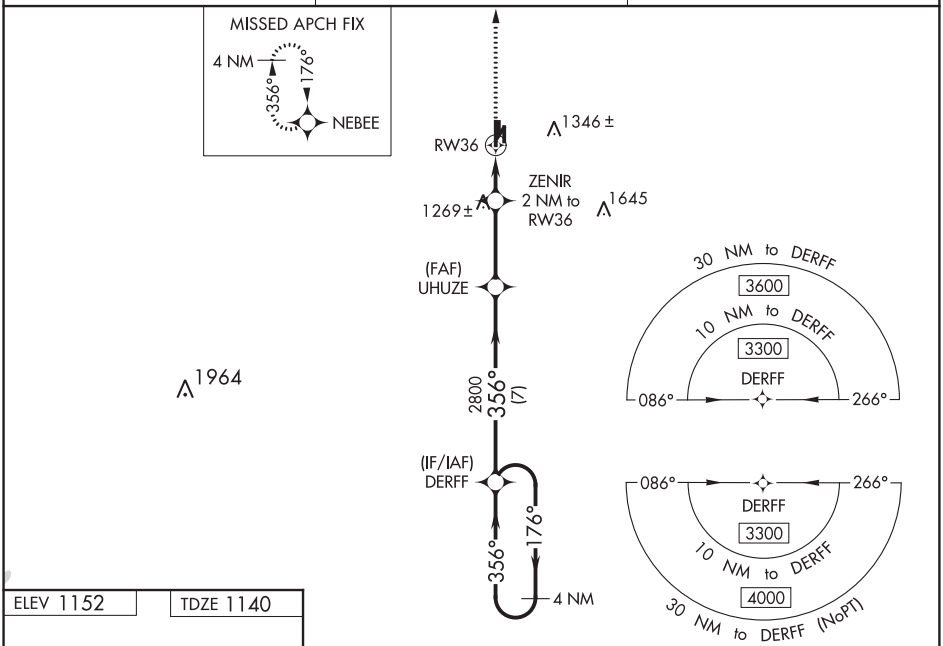
WAAS CH 48930 W36A	APP CRS 356°	Rwy ldg 5101 TDZE 1140 Apt Elev 1152

RNAV (GPS) RWY 36
CHICKASHA MUNI (CHK)

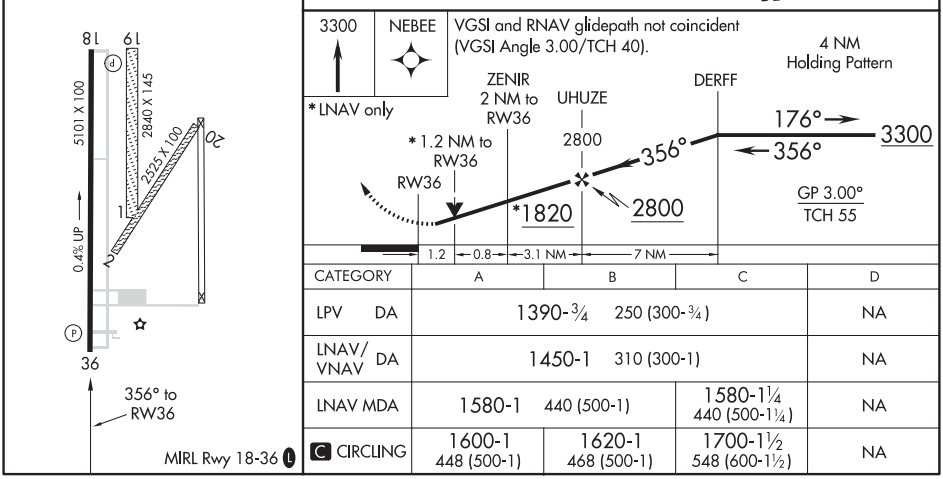
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1469 and all visibilities ⅜ mile, increase LNAV/VNAV DA to 1529 and all visibilities ¼ mile, and all MDA 80 feet; increase LNAV Cat C visibility ⅛ mile, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 3300 direct NEBEE and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



ELEV 1152 TDZE 1140



MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
LPV DA	1390-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1450-1 310 (300-1)			NA
LNAV MDA	1580-1 440 (500-1)		1580-1¼ 440 (500-1¼)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

16315

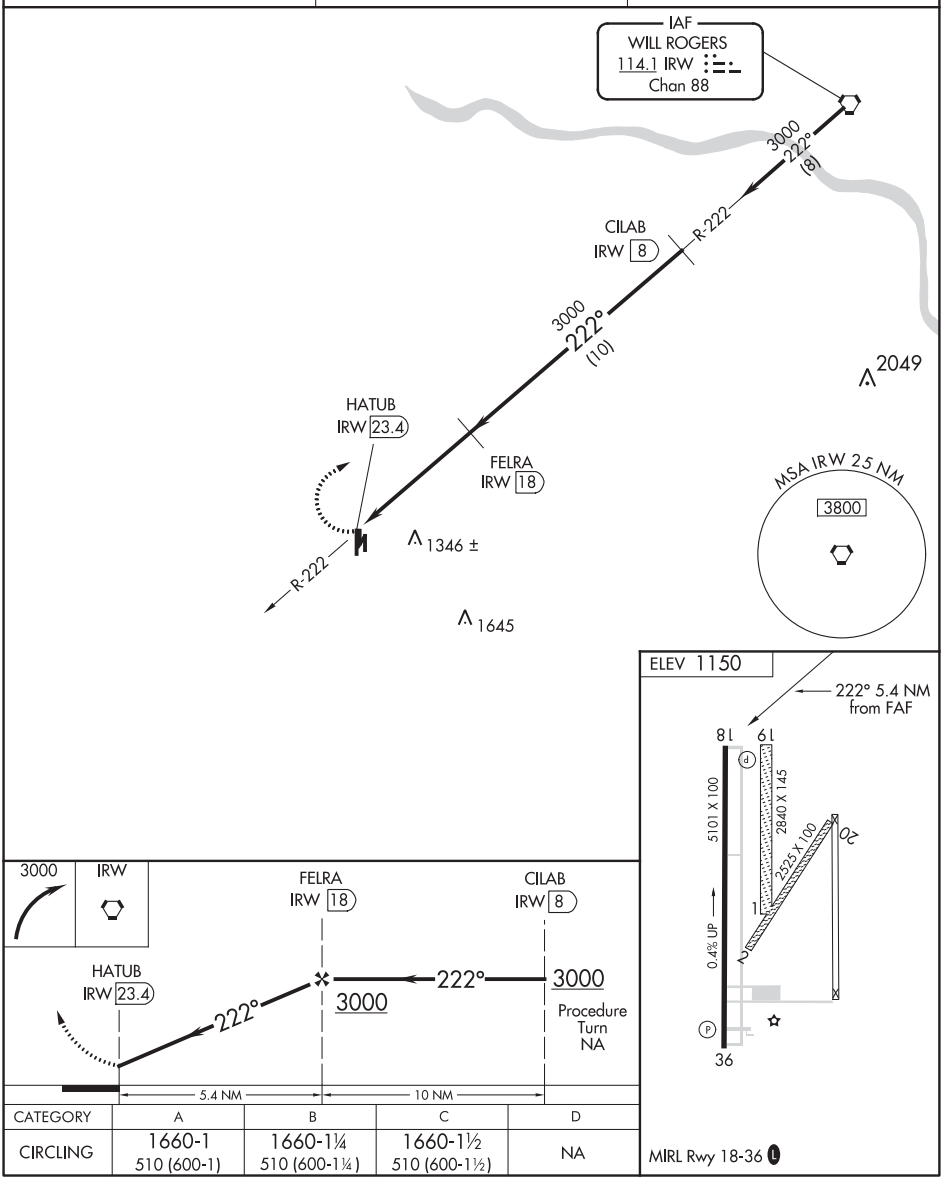
VOR/DME-A
CHICKASHA MUNI (CHK)

VORTAC IRW	APP CRS	Rwy ldg	N/A
114.1	222°	TDZE	N/A
Chan 88		Apt Elev	1150

If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet. Night landing: Rwy 1, 2, 19, 20 NA.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1660-1 510 (600-1)	1660-1¼ 510 (600-1¼)	1660-1½ 510 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

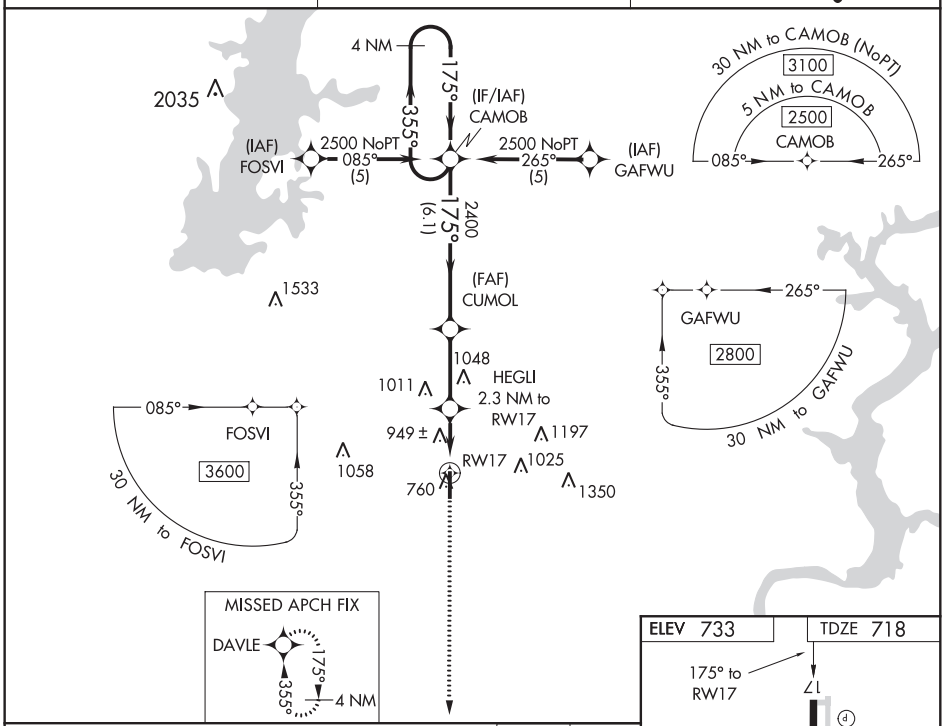
WAAS CH 63214 W17A	APP CRS 175°	Rwy ldg 5200 TDZE 718 Apt Elev 733

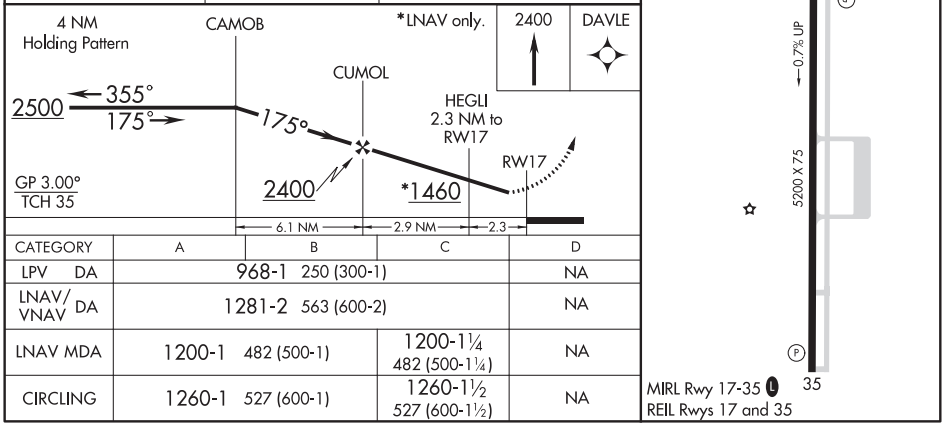
RNAV (GPS) RWY 17
CLAREMORE RGNL (GCM)

Baro-VNAV NA when using Tulsa Intl 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	968-1 250 (300-1)			NA
LNAV/VNAV DA	1281-2 563 (600-2)			NA
LNAV MDA	1200-1 482 (500-1)		1200-1¼ 482 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLAREMORE, OKLAHOMA

AL-9113 (FAA)

16315

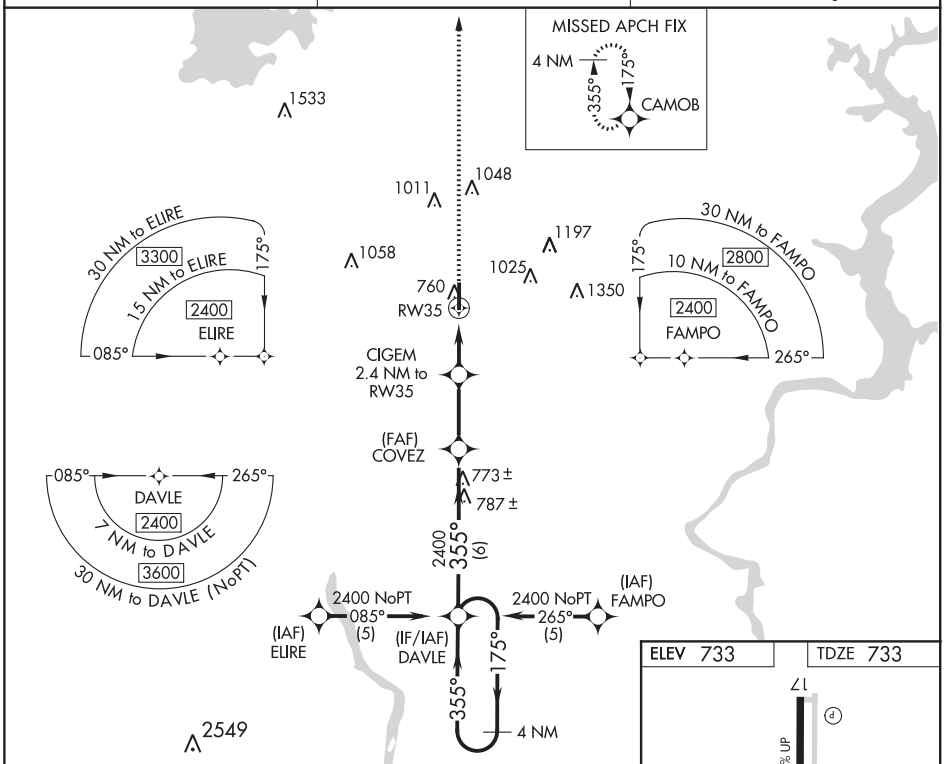
RNAV (GPS) RWY 35
CLAREMORE RGNL (GCM)

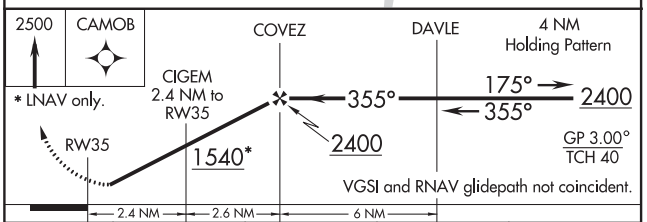
WAAS CH 99714 W35A	APP CRS 355°	Rwy ldg 5200 TDZE 733 Apt Elev 733

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. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

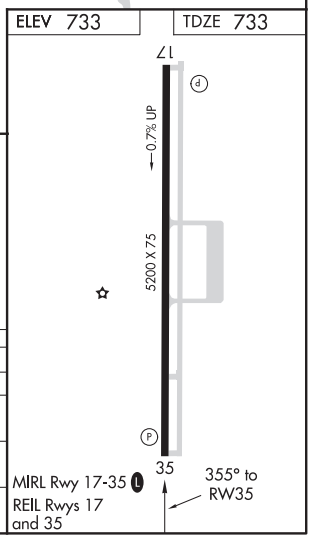
MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	983-1 250 (300-1)			NA
LNAV/VNAV DA	1052-1¼ 319 (400-1¼)			NA
LNAV MDA	1200-1 467 (500-1)		1200-1¼ 467 (500-1¼)	NA
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

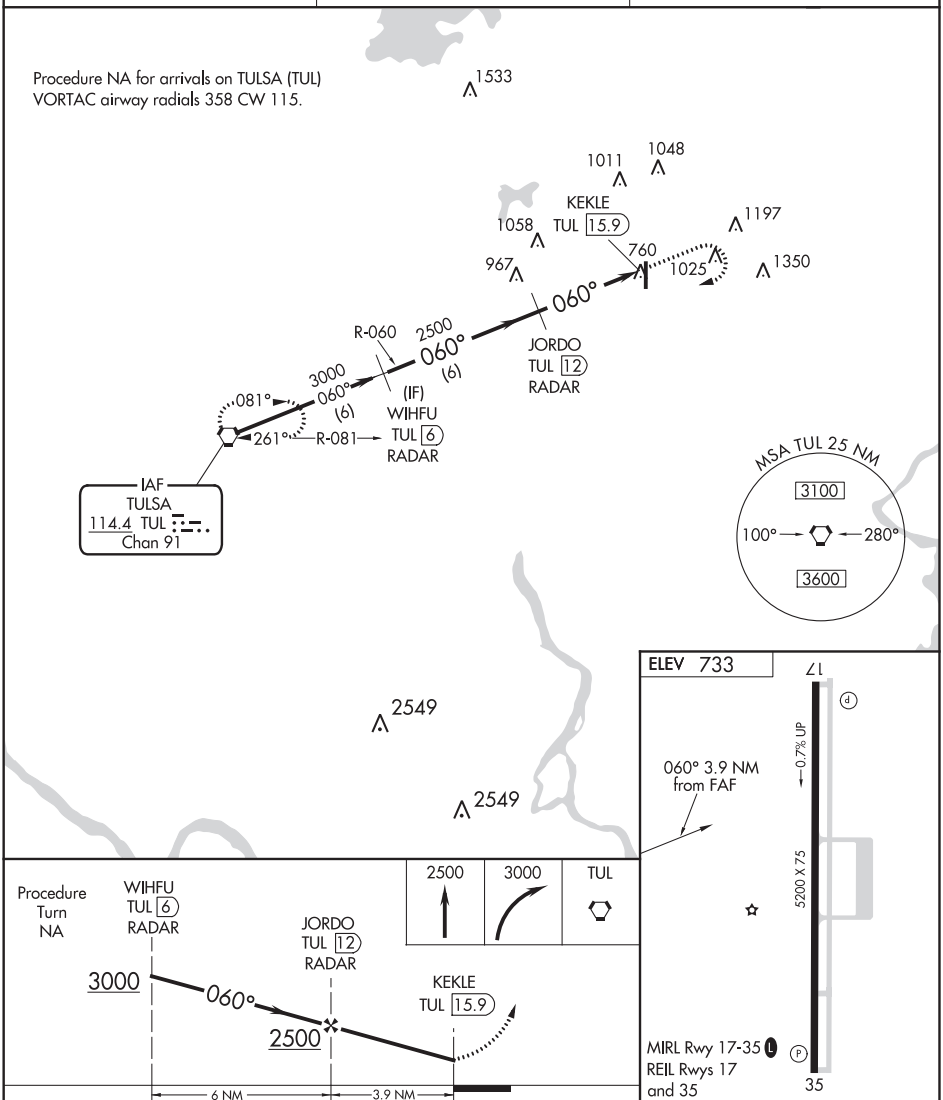
VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy ldg N/A TDZE N/A Apt Elev 733

VOR/DME-B
CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1260-1 527 (600-1)		1260-1½ 527 (600-1½)	NA

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

16035

RNAV (GPS) RWY 9
CLARKSVILLE MUNI (H35)

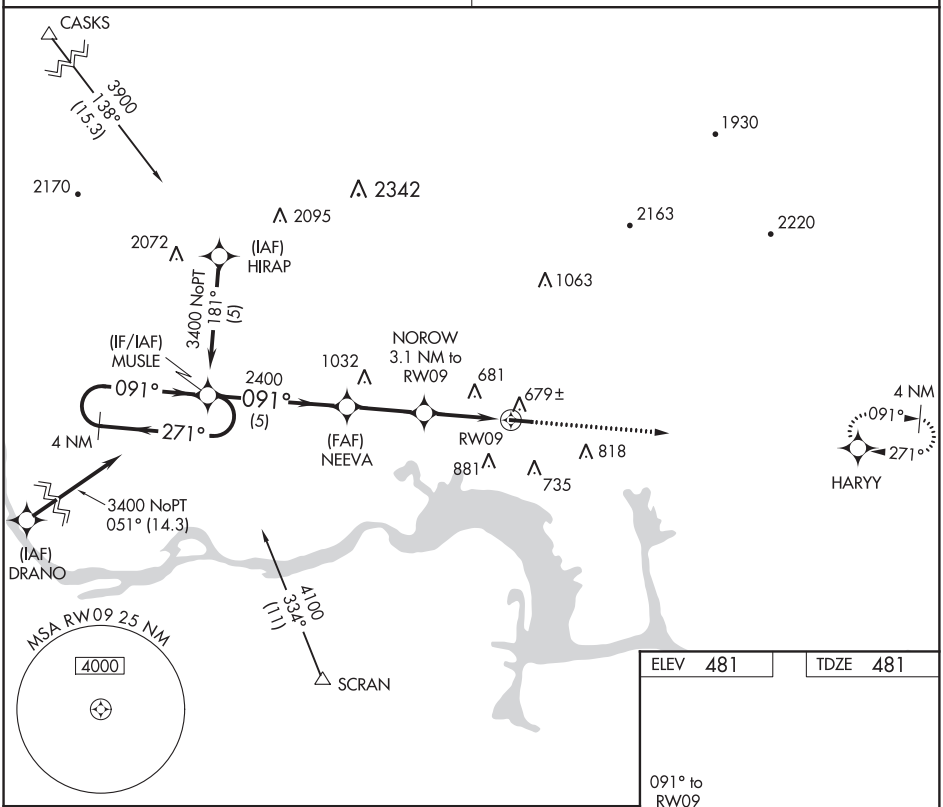
APP CRS	Rwy ldg	4508
091°	TDZE	481
	Apt Elev	481

Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60′. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure NA at night.

NA

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

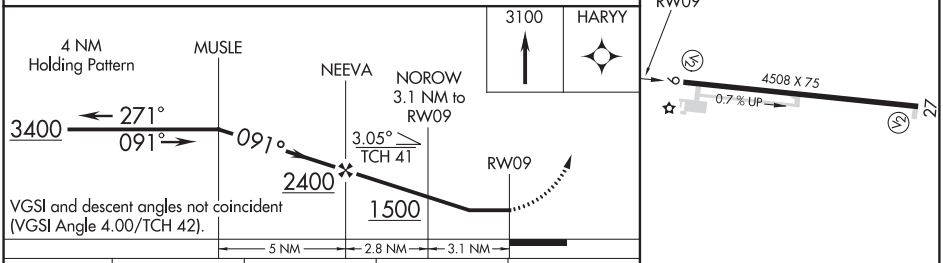
MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 481 | TDZE 481



CATEGORY	A	B	C	D
LNAV MDA	1060-1 579 (600-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

MIRL Rwy 9-27

CLARKSVILLE, ARKANSAS

Orig-A 20JAN05

35°28′N-93°26′W

CLARKSVILLE MUNI (H35)
RNAV (GPS) RWY 9

APP CRS	Rwy ldg	4508
271°	TDZE	481
	Apt Elev	481

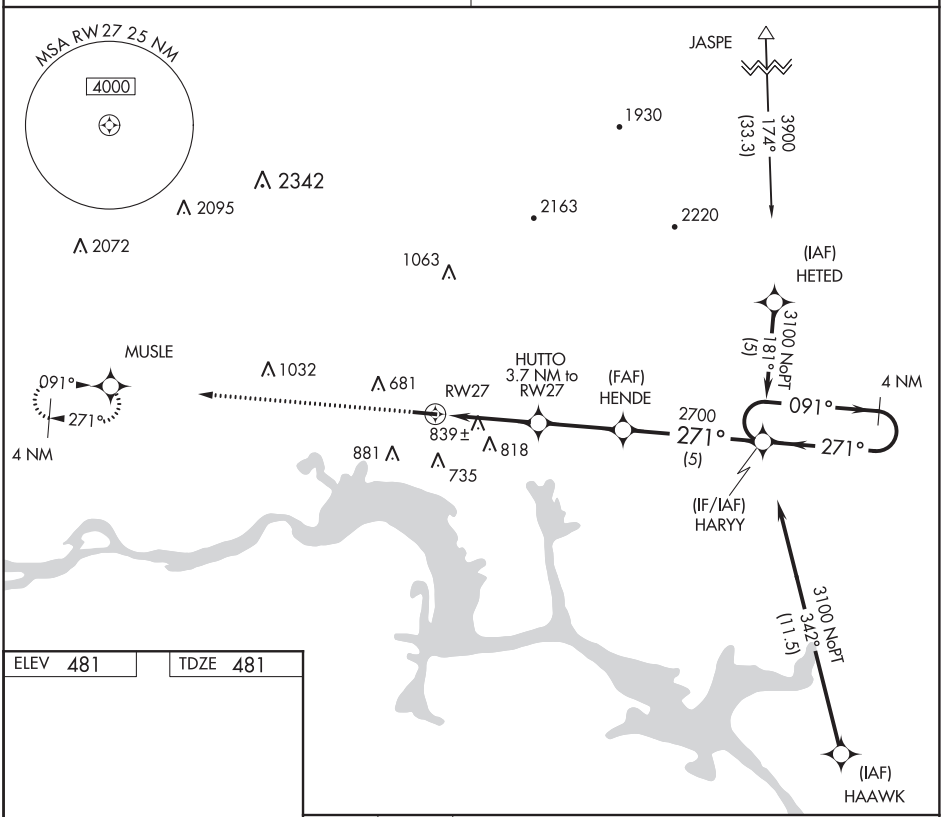
RNAV (GPS) RWY 27
CLARKSVILLE MUNI (H35)

Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

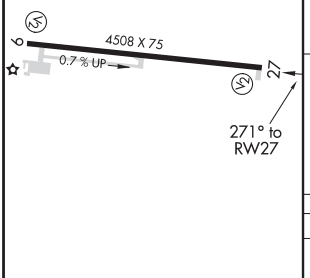
NA

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

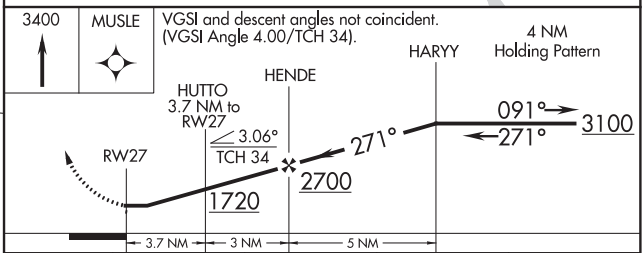
MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF)



ELEV 481	TDZE 481



MIRL Rwy 9-27



CATEGORY	A	B	C	D
LNAV MDA	1160-1 679 (700-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, ARKANSAS

AL-10389 (FAA)

16203

RNAV (GPS) RWY 31
CLINTON MUNI (CCA)

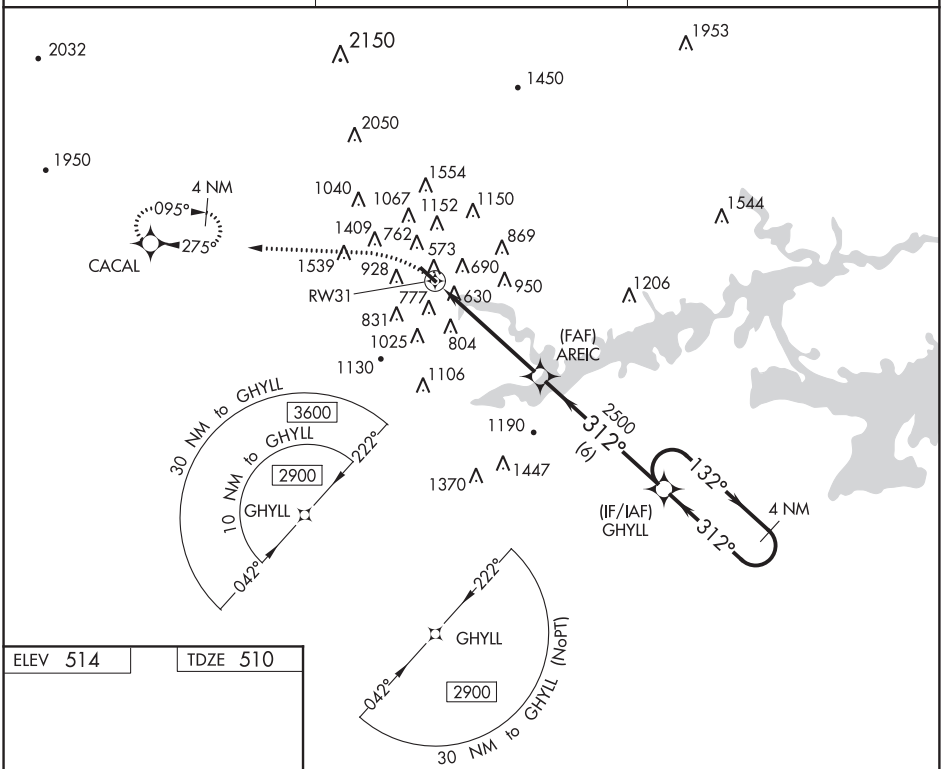
APP CRS	Rwy ldg	4007
312°	TDZE	510
	Apt Elev	514

When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

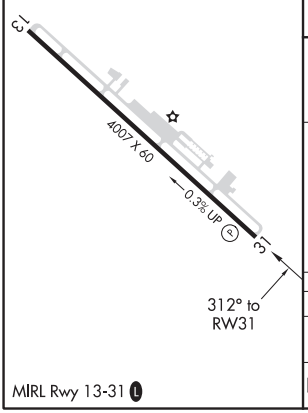
MISSED APPROACH: Climbing left turn to 3700 direct CACAL and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.725	126.85 281.55	122.7 (CTAF) L

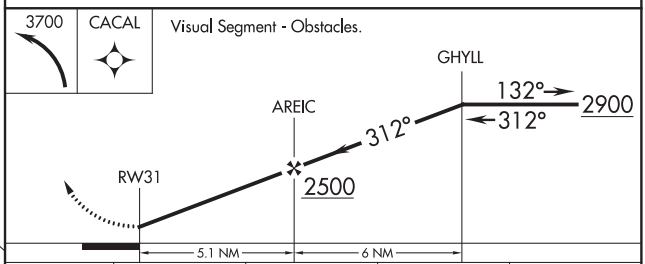


SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 514 TDZE 510



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	1460-1¼ 950 (1000-1¼)		1460-2½ 950 (1000-2½)	NA
C CIRCLING	1460-1¼ 946 (1000-1¼)	1620-1½ 1106 (1200-1½)	1880-3 1366 (1400-3)	NA

APP CRS	Rwy ldg	4397
055°	TDZE	1268
	Apt Elev	1268

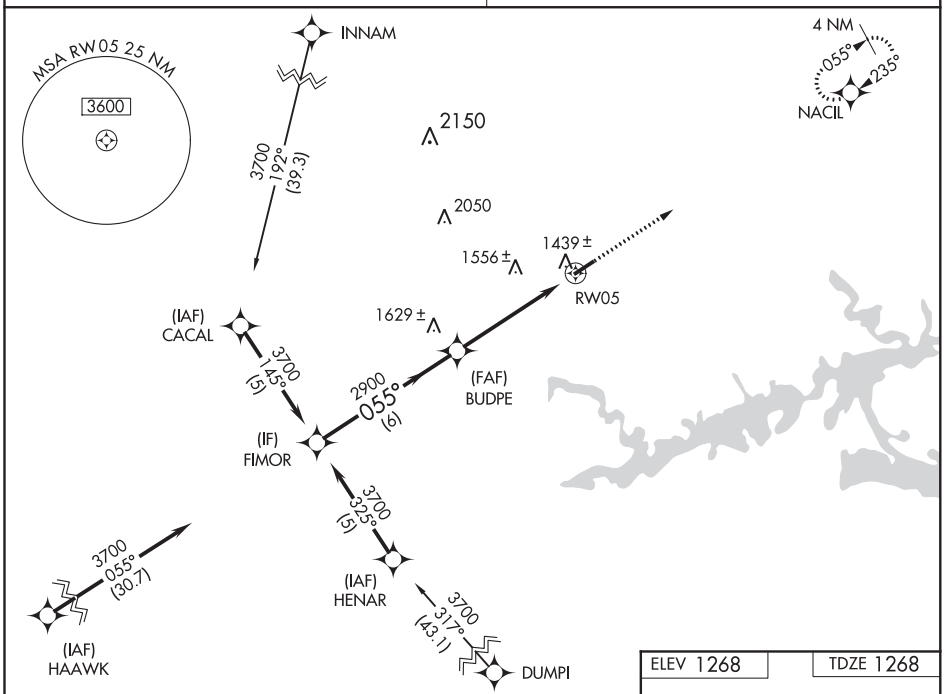
RNAV (GPS) RWY 5
HOLLEY MOUNTAIN AIRPARK (2A2)

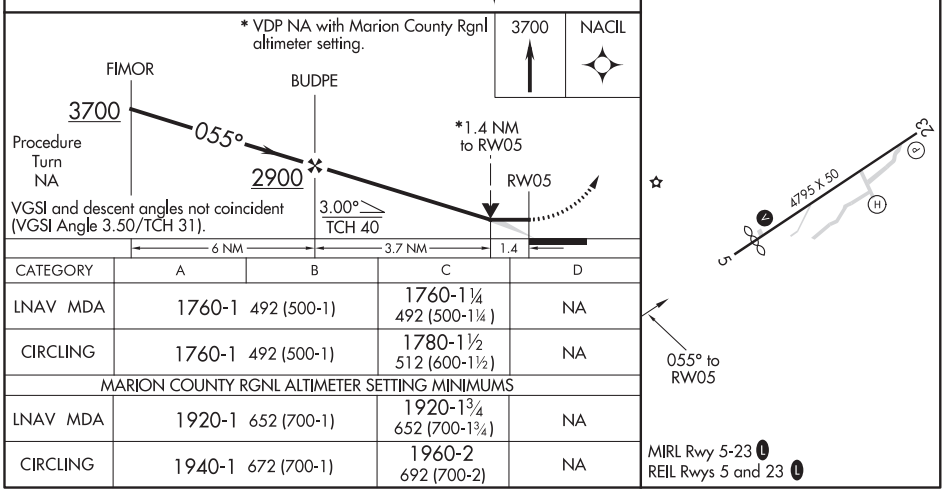
Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3700 direct NACIL and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1760-1 492 (500-1)		1760-1¼ 492 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1780-1½ 512 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 652 (700-1)		1920-1¾ 652 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 692 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, ARKANSAS | AL-9841 (FAA) | 15064

APP CRS	Rwy ldg	4795
235°	TDZE	1268
	Apt Elev	1268

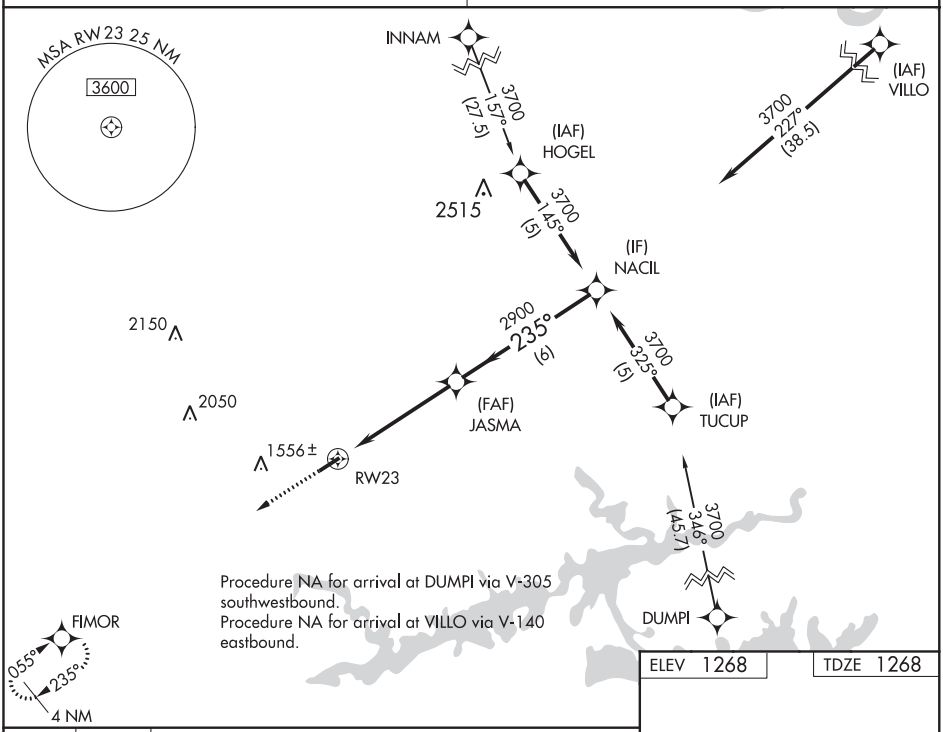
RNAV (GPS) RWY 23
HOLLEY MOUNTAIN AIRPARK (2A2)

Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

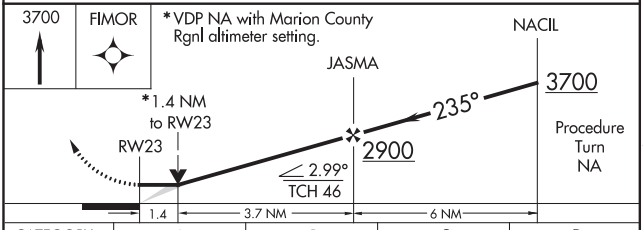
NA

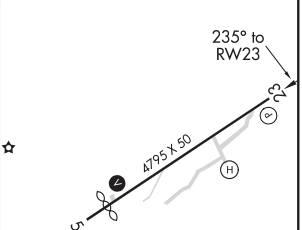
MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



ELEV 1268 | TDZE 1268





CATEGORY	A	B	C	D
LNAV MDA	1740-1 472 (500-1)		1740-1¼ 472 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1800-1½ 532 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1900-1 632 (700-1)		1900-1¾ 632 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 712 (800-2)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, ARKANSAS
Amdt 1A 09FEB12

35°39′N-92°24′W

HOLLEY MOUNTAIN AIRPARK (2A2)
RNAV (GPS) RWY 23

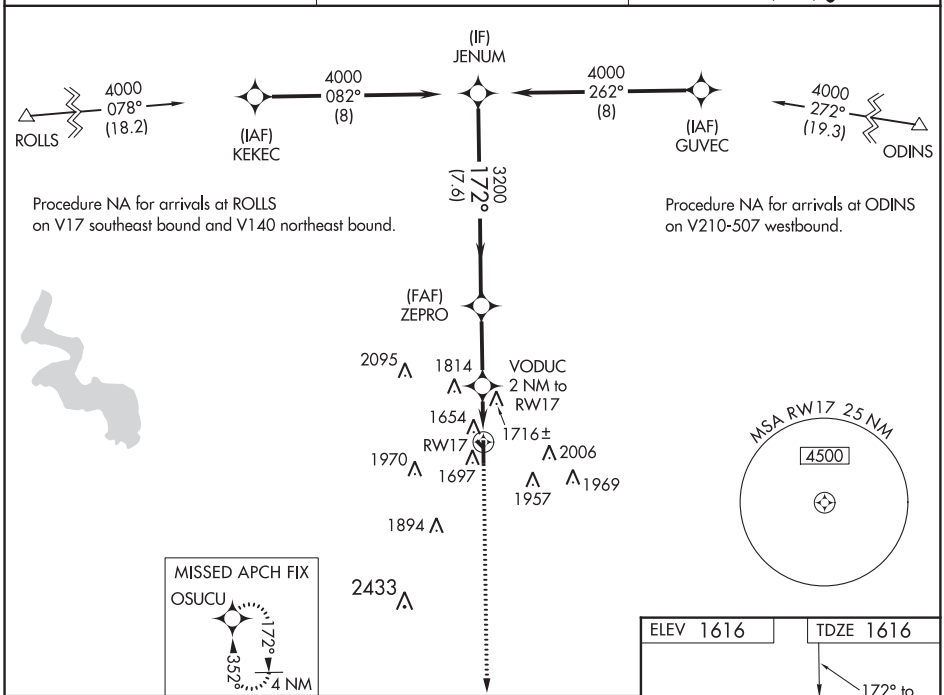
WAAS CH 93922 W17A	APP CRS 172°	Rwy ldg 4305 TDZE 1616 Apt Elev 1616

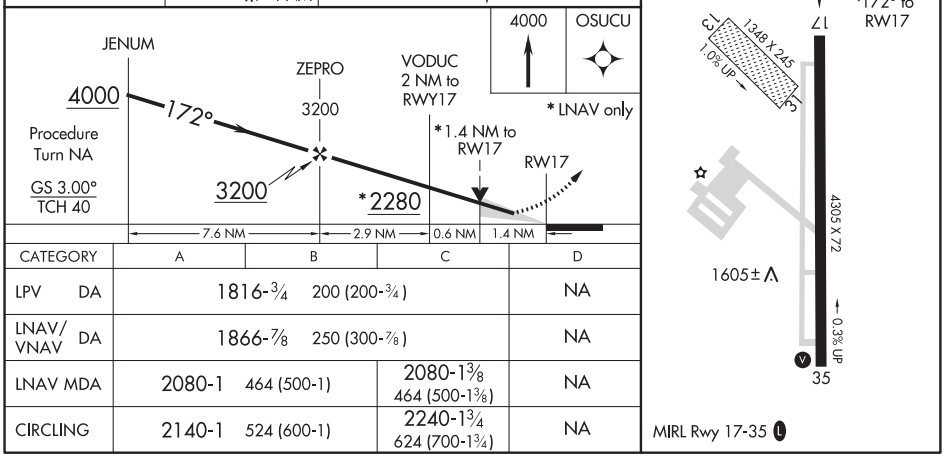
RNAV (GPS) RWY 17
CLINTON RGNL (CLK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting. Circling to Rwy 13-31 NA.

MISSED APPROACH: Climb to 4000 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1816-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1866-⅞ 250 (300-⅞)			NA
LNAV MDA	2080-1 464 (500-1)		2080-1⅜ 464 (500-1⅜)	NA
CIRCLING	2140-1 524 (600-1)		2240-1¾ 624 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, OKLAHOMA | AL-5833 (FAA) | 15092

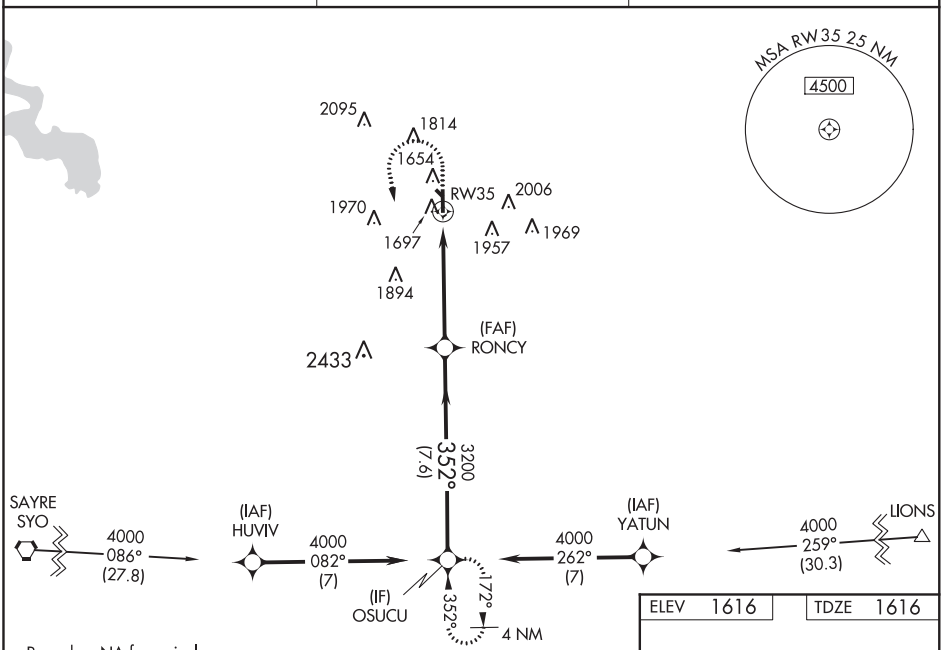
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

WAAS CH 70423 W35A	APP CRS 352°	Rwy ldg 4305 TDZE 1616 Apt Elev 1616

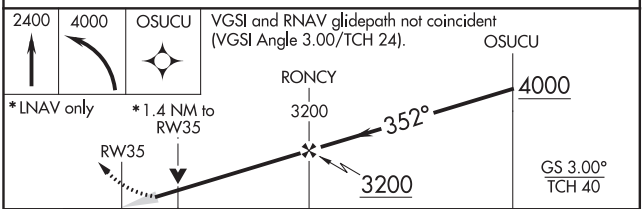
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting. Circling to Rwy 13-31 NA.

MISSED APPROACH: Climb to 2400 then climbing left turn to 4000 direct OSUCU and hold.

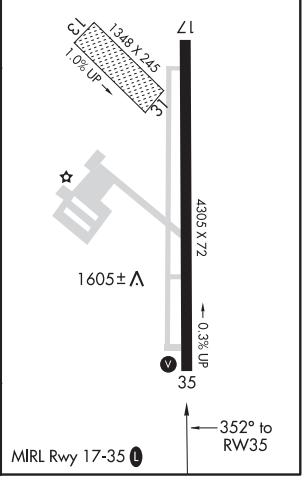
AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



Procedure NA for arrivals on SYO VORTAC airway radials 060 CW 094.



CATEGORY	A	B	C	D
LPV DA	1816-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1887-⅞ 271 (300-⅞)			NA
LNAV MDA	2060-1 444 (500-1)		2060-1⅜ 444 (500-1⅜)	NA
CIRCLING	2140-1 524 (600-1)		2240-1¾ 624 (700-1¾)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

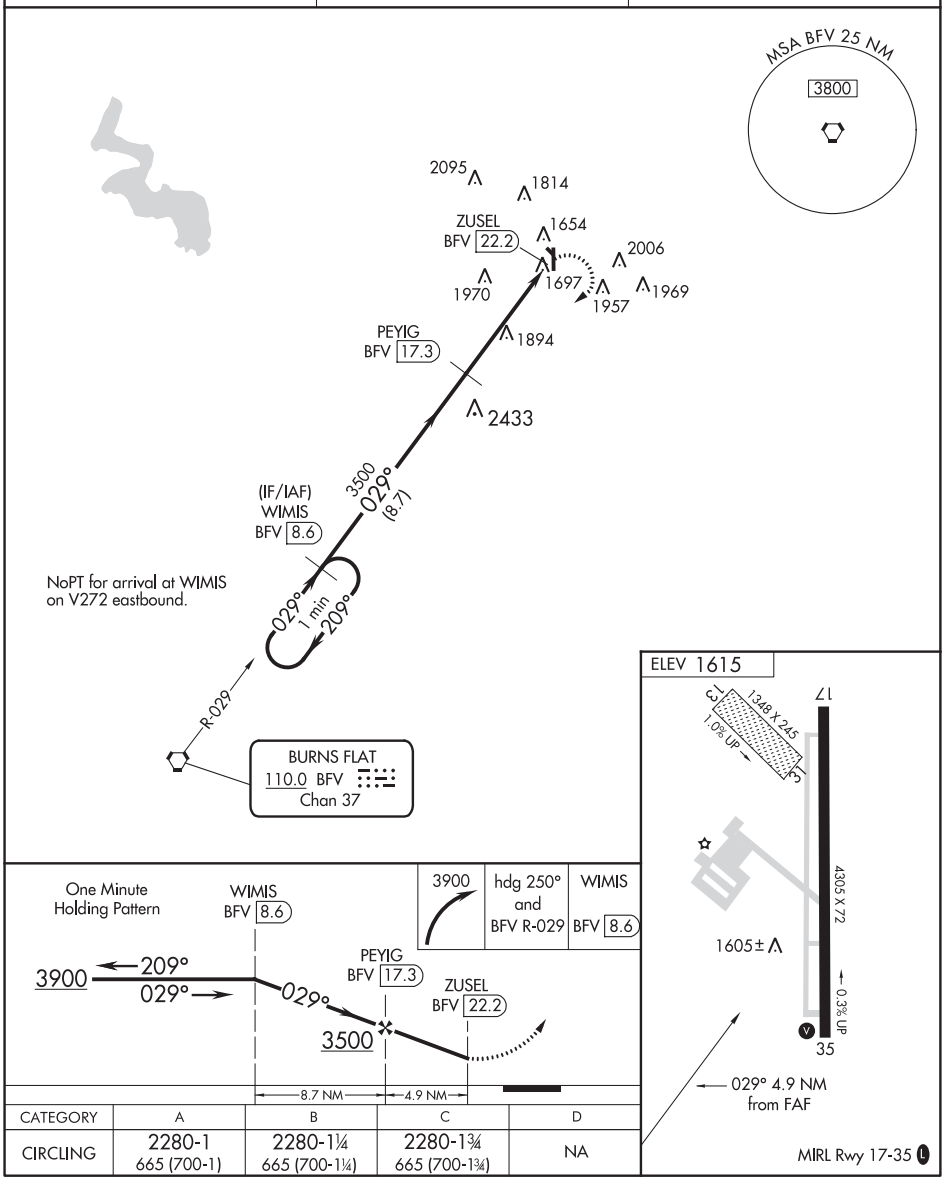
VOR/DME-A
CLINTON RGNL (CLK)

VORTAC BFV	APP CRS	Rwy ldg	N/A
110.0	029°	TDZE	N/A
Chan 37		Apt Elev	1615

If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.375	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2280-1 665 (700-1)	2280-1¼ 665 (700-1¼)	2280-1¾ 665 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, OKLAHOMA

AL-778 (FAA)

16315

ILS or LOC RWY 17R

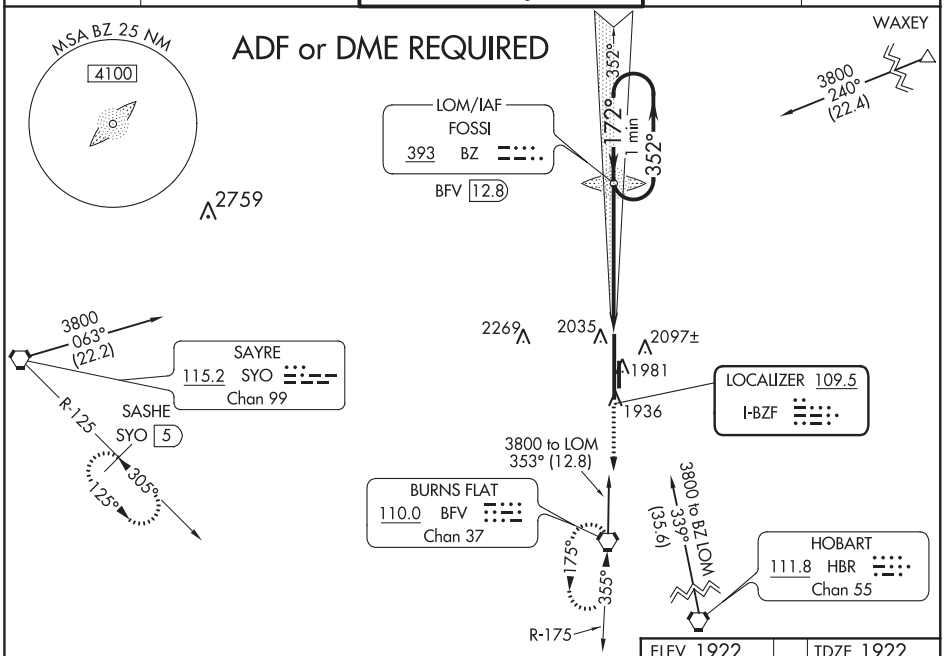
CLINTON-SHERMAN (CSM)

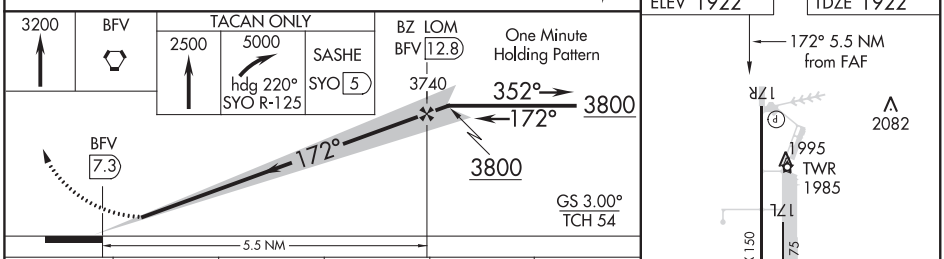
LOC I-BZF	APP CRS	Rwy ldg	13503
109.5	172°	TDZE	1922
		Apt Elev	1922

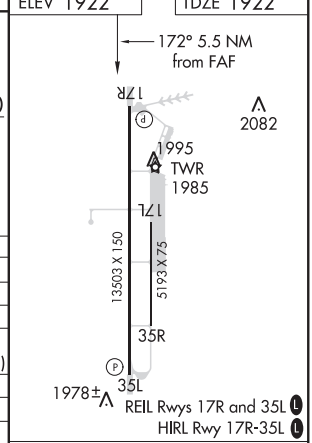
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-ILS 17R	2122-¾ 200 (200-¾)				
S-LOC 17R	2260-1 338 (400-1)				
CIRCLING	2400-1 478 (500-1)		2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)
HOBART ALTIMETER SETTING MINIMUMS					
S-ILS 17R	2223-¾ 301(400-¾)				
S-LOC 17R	2360-1 438 (500-1)		2360-1¼ 438 (500-1¼)		2360-1¼ 438 (500-1¼)
CIRCLING	2500-1 578 (600-1)		2500-1½ 578 (600-1½)	2500-2 578 (600-2)	2740-3 818 (900-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

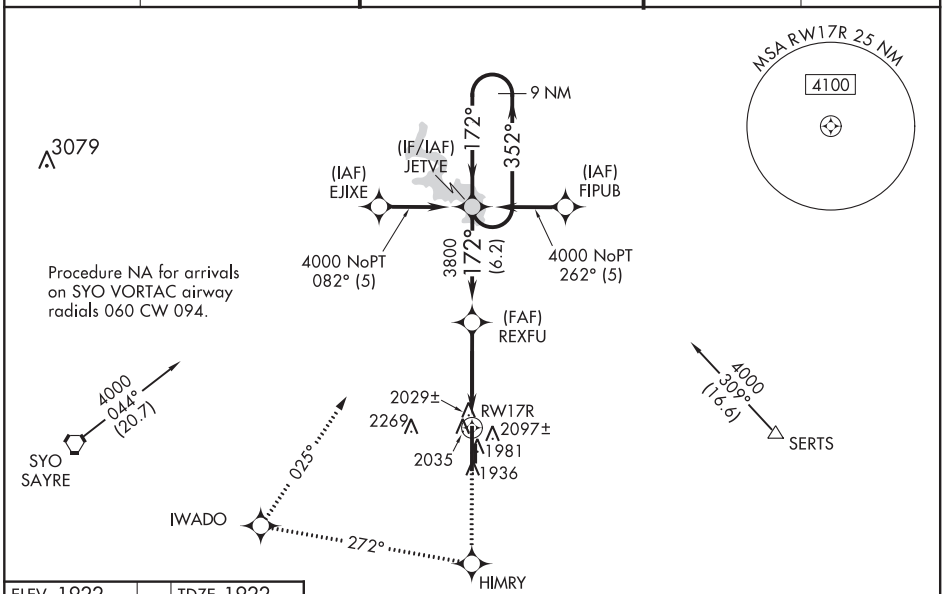
RNAV (GPS) RWY 17R
CLINTON-SHERMAN (CSM)

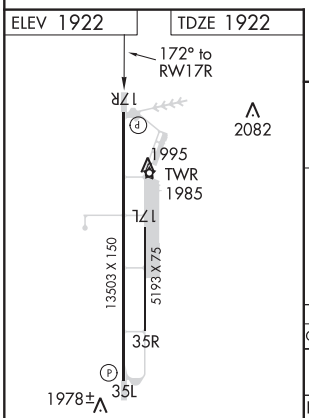
WAAS CH 86717 W17A	APP CRS 172°	Rwy ldg 13503 TDZE 1922 Apt Elev 1922

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). Circling NA east of Rwys 17R and 35L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all DA 102 feet and MDA 120 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Increase LNAV Cat D and E and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

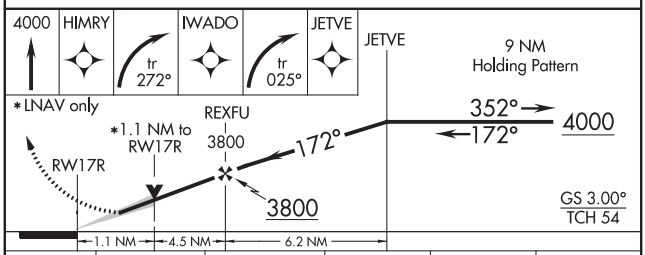
MISSED APPROACH: Climb to 4000 direct HIMRY and right turn on track 272° to IWADO and right turn on track 025° to JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95





HIRL Rwy 17R-35L L
REIL Rwys 17R and 35L L



CATEGORY	A	B	C	D	E
LPV DA	2122-¾ 200 (200-¾)				
LNAV/VNAV DA	2328-1½ 406 (500-1½)				
LNAV MDA	2340-1 418 (500-1)		2340-1¼ 418 (500-1¼)		2340-1½ 418 (500-1½)
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CLINTON, OKLAHOMA — AL-778 (FAA) — 16259

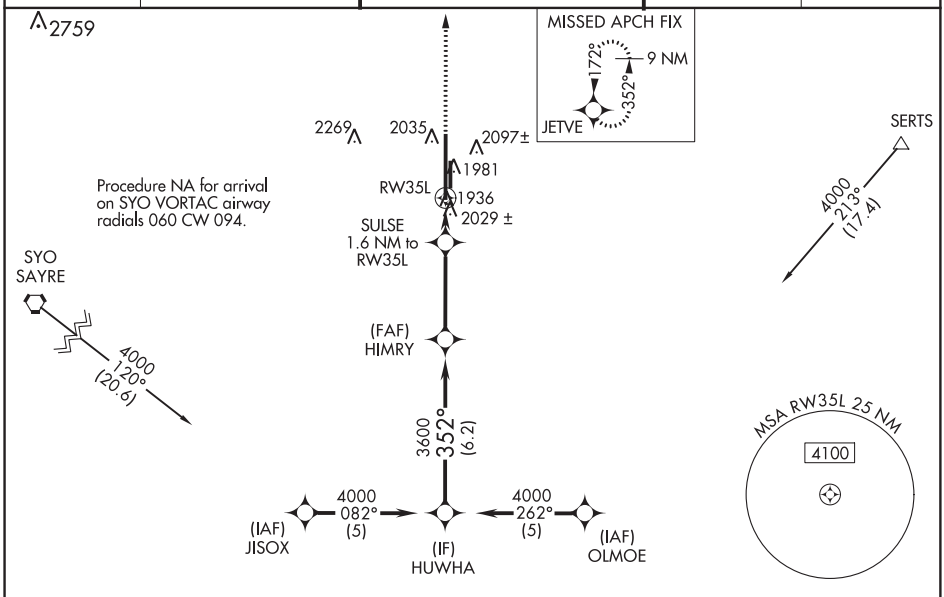
RNAV (GPS) RWY 35L
CLINTON-SHERMAN (CSM)

WAAS CH 40217 W35A	APP CRS 352°	Rwy ldg 13503 TDZE 1913 Apt Elev 1922

Circling NA east of Rwy 35L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Hobart Rgnl altimeter setting and increase all DA 102 feet and all MDA 120 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat D visibility ¼ mile. Increase LNAV and Circling Cat E visibility ½ mile. Baro-VNAV NA when using Hobart Rgnl altimeter setting. VDP NA with Hobart Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER *	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95



SC-1, 05 JAN 2017 to 02 MAR 2017

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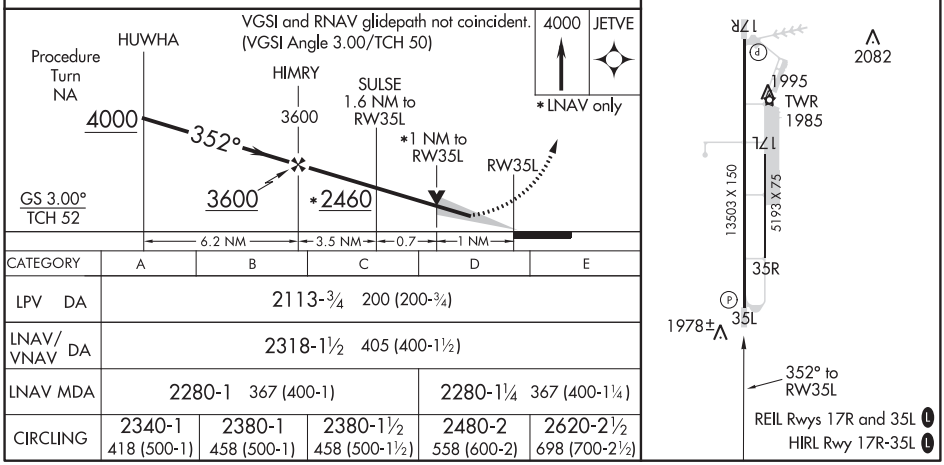
ELEV 1922 | TDZE 1913



CATEGORY	A	B	C	D	E
LPV DA	2113-¾ 200 (200-¾)				
LNAV/VNAV DA	2318-1½ 405 (400-1½)				
LNAV MDA	2280-1 367 (400-1)			2280-1¼ 367 (400-1¼)	
CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

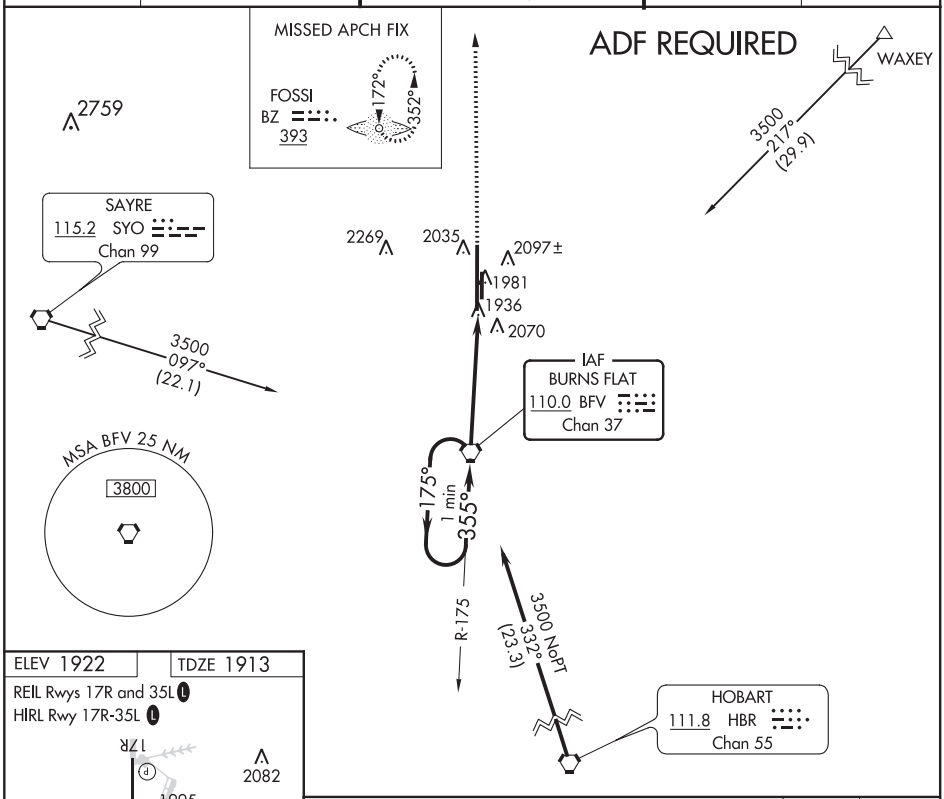
VOR RWY 35L
CLINTON-SHERMAN (CSM)

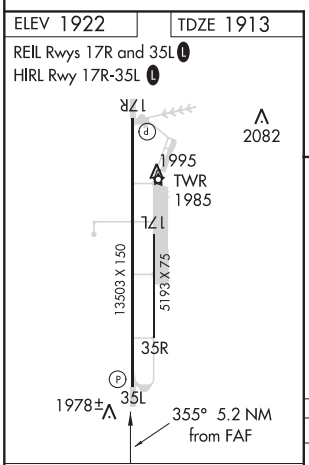
VORTAC BFV	APP CRS	Rwy ldg	13503
110.0	355°	TDZE	1913
Chan 37		Apt Elev	1922

Circling not authorized east of runway 17R-35L.

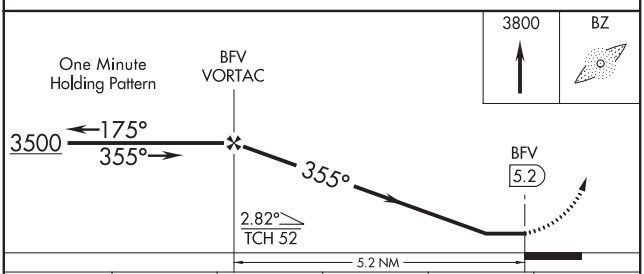
MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER★	GND CON	UNICOM
135.225	128.4 269.375	119.6 (CTAF) L 256.9	121.7 239.0	122.95





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	E
S-35L	2320-1 407 (400-1)		2320-1¼ 407 (400-1¼)		2320-1½ 407 (400-1½)
CIRCLING	2400-1 478 (500-1)		2400-1½ 478 (500-1½)	2480-2 558 (600-2)	2620-2½ 698 (700-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

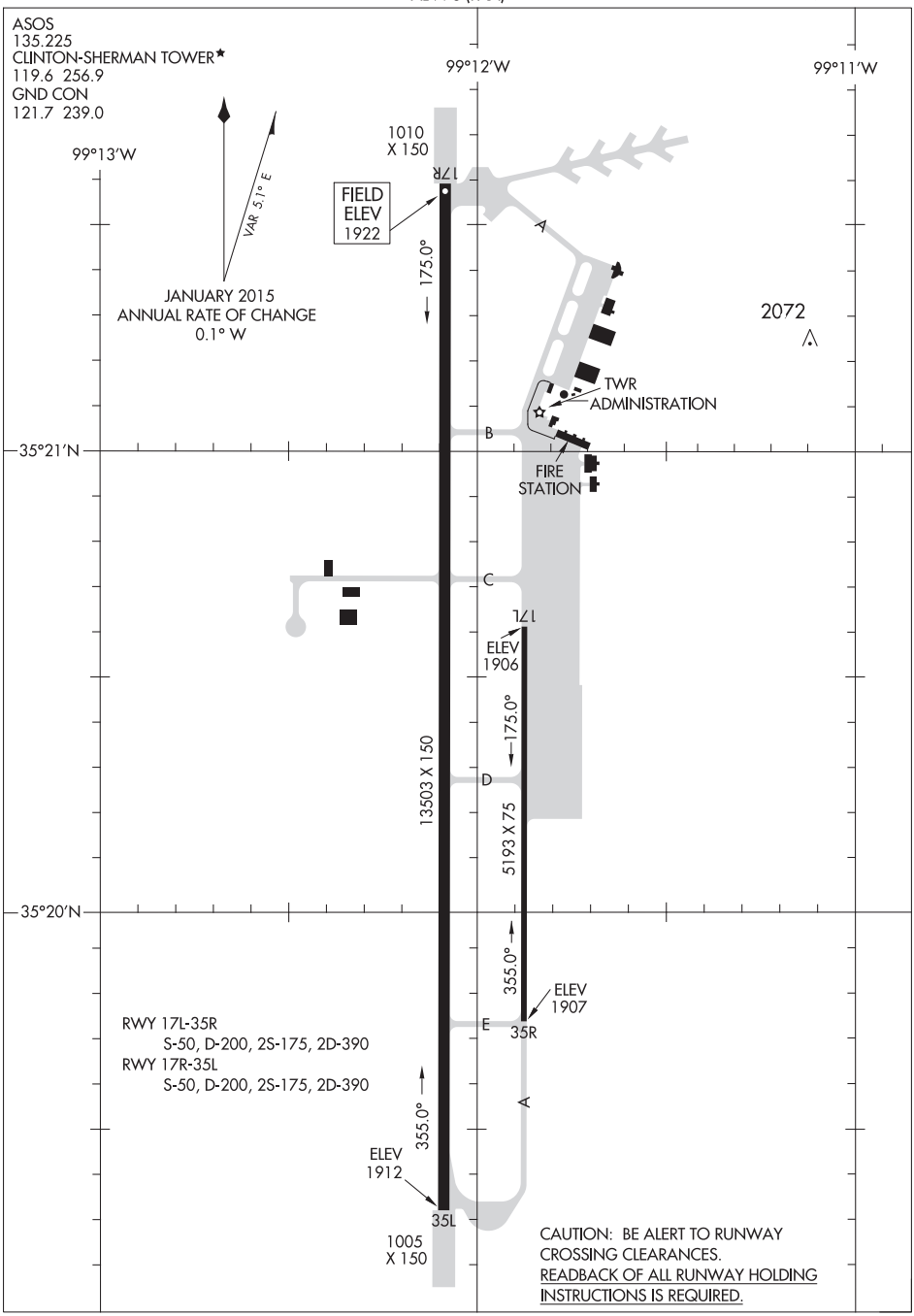
SC-1, 05 JAN 2017 to 02 MAR 2017

15064

AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

AL-778 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15064
CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

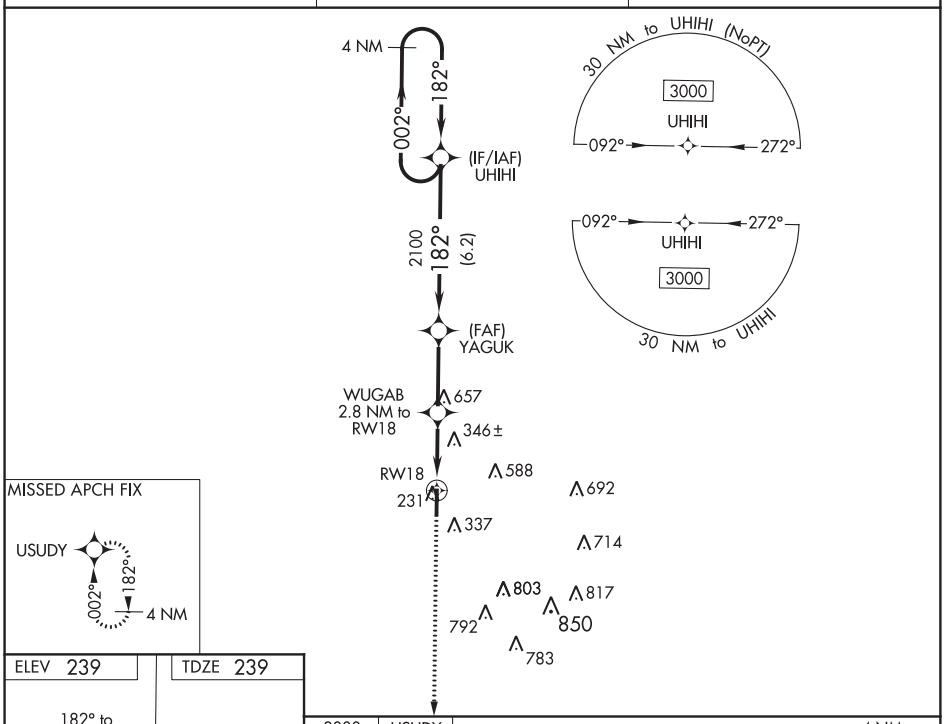
RNAV (GPS) RWY 18
DELTA RGNL (DRP)

WAAS CH 65832 W18A	APP CRS 182°	Rwy ldg 5003 TDZE 239 Apt Elev 239

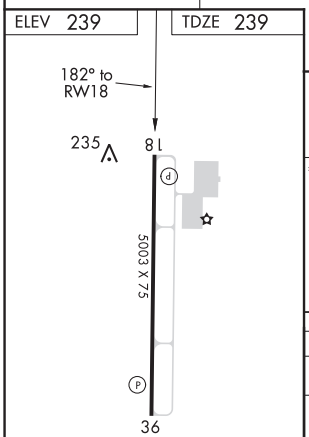
Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct USUDY and hold.

WEST MEMPHIS ASOS	MEMPHIS CENTER	UNICOM
118.175	135.3 335.8	123.0 L



ELEV 239 | TDZE 239



CATEGORY		A	B	C	D
LPV	DA	560-1⅛	321 (400-1⅛)	NA	
LNAV/VNAV	DA	560-1⅛	321 (400-1⅛)	NA	
LNAV	MDA	680-1	441 (500-1)	NA	
C CIRCLING		840-1	601 (700-1)	NA	

HIRL Rwy 18-36 L
REIL Rwys 18 & 36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

COLT, ARKANSAS

AL-10682 (FAA)

16175

RNAV (GPS) RWY 36

DELTA RGNL (DRP)

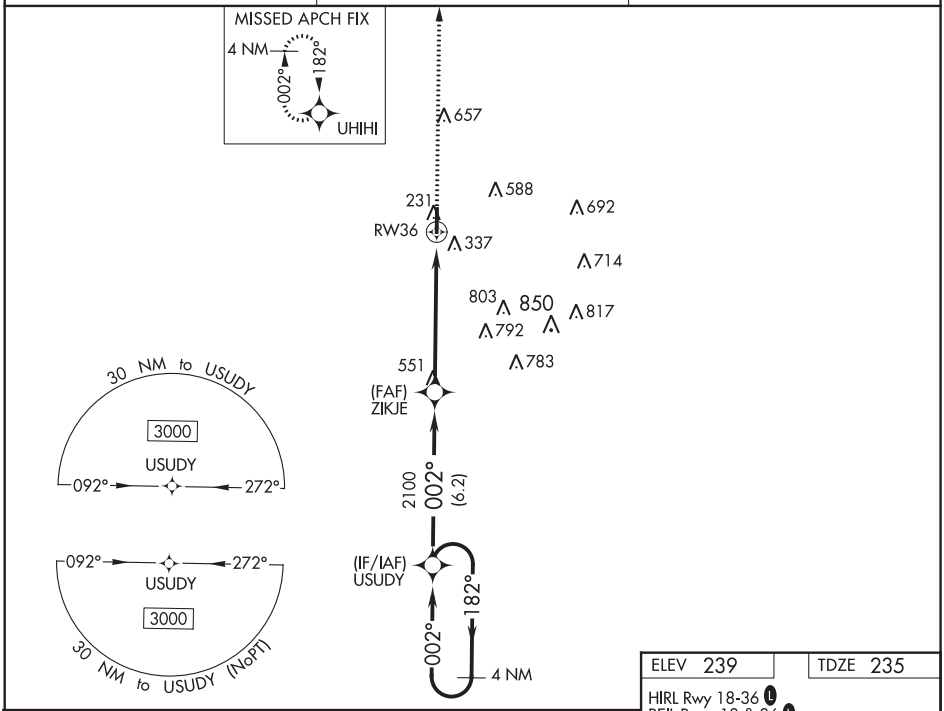
WAAS CH 53532 W36A	APP CRS 002°	Rwy ldg 5003 TDZE 235 Apt Elev 239

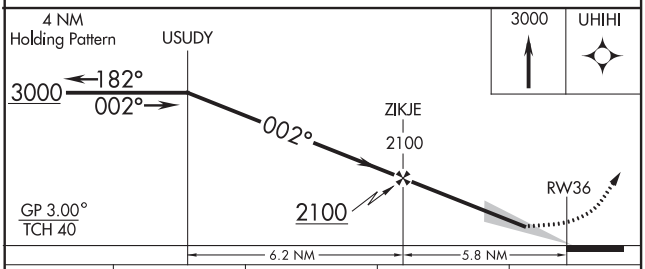
Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV visibility to 1⅞ all Cats. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 3000 direct UHIHI and hold.

WEST MEMPHIS ASOS	MEMPHIS CENTER	UNICOM
118.175	135.3 335.8	123.0 L

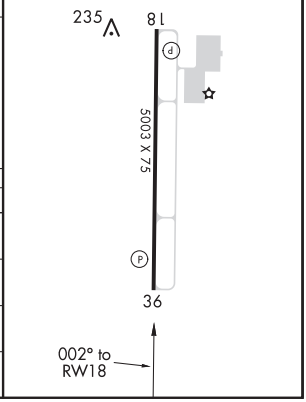




CATEGORY	A	B	C	D
LPV DA	556-1⅛	321 (400-1⅛)	NA	
LNAV/VNAV DA	748-1¾	513 (600-1¾)	NA	
LNAV MDA	780-1	545 (600-1)	NA	
C CIRCLING	840-1	601 (700-1)	NA	

ELEV 239 TDZE 235

HIRL Rwy 18-36 L
REIL Rwys 18 & 36 L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

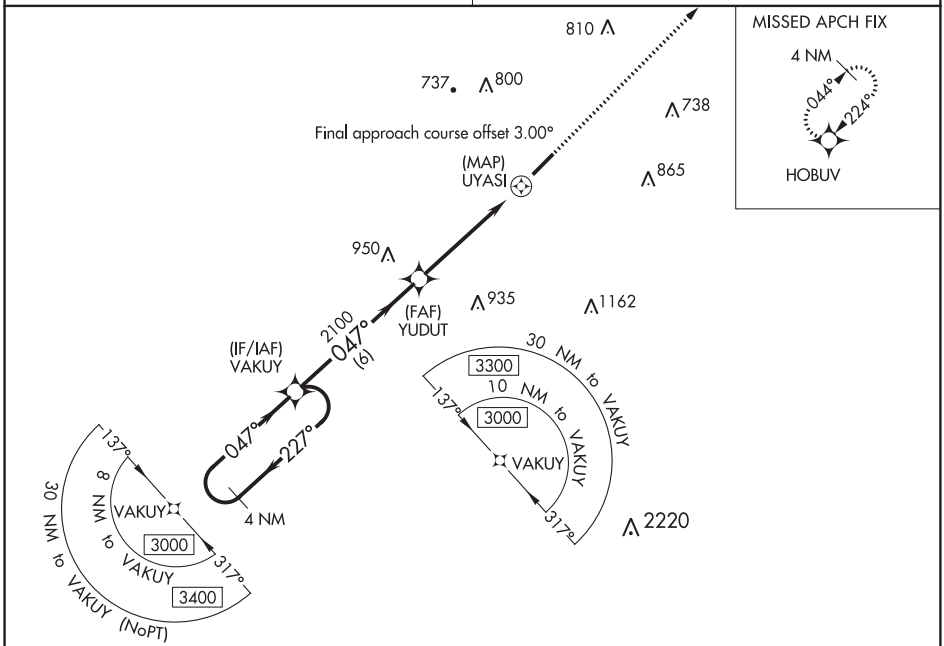
WAAS CH 97338 W04A	APP CRS 047°	Rwy ldg 5500 TDZE 276 Apt Elev 276

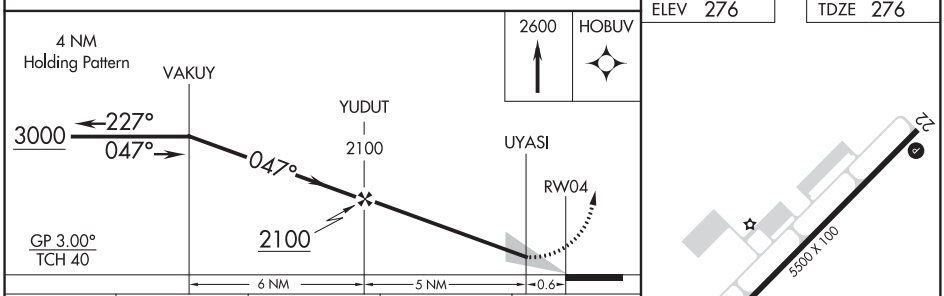
RNAV (GPS) RWY 4
CANTRELL FIELD (CXW)

Baro-VNAV NA.
Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
DME/DME RNP-0.3 NA.

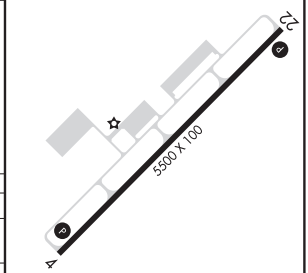
MISSED APPROACH:
Climb to 2600 direct HOBUV and hold.

AWOS-2	UNICOM
118.775	123.05 (CTAF) L





ELEV 276 TDZE 276



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
LPV DA	583-1 307 (400-1)			
LNAV/VNAV DA	658-1¼ 382 (400-1¼)			
LNAV MDA	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3 1064 (1100-3)	
C CIRCLING	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3 1064 (1100-3)	1380-3 1104 (1200-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CONWAY, ARKANSAS

AL-10999 (FAA)

16147

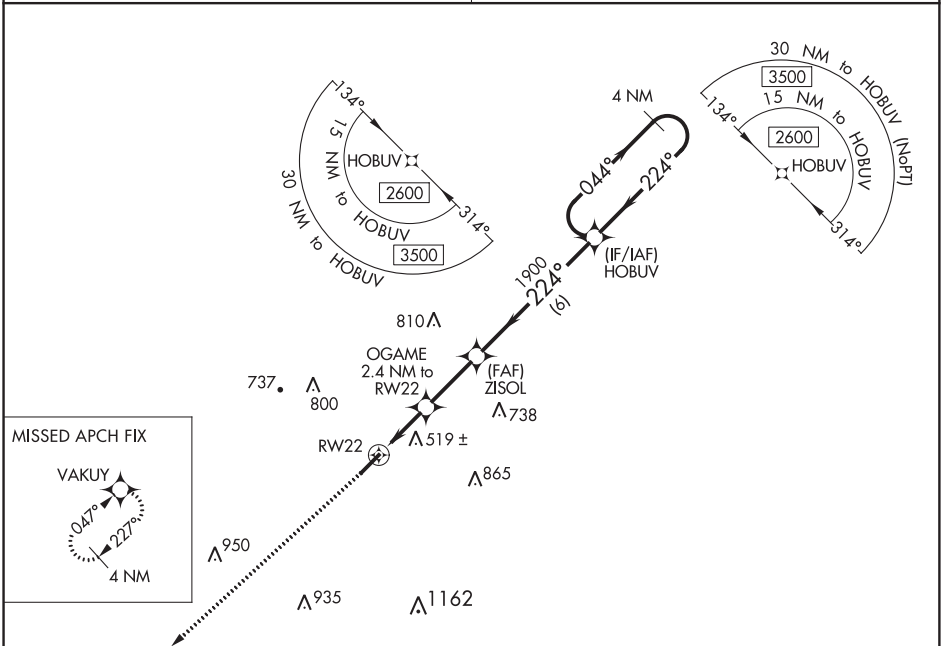
RNAV (GPS) RWY 22
CANTRELL FIELD (CXW)

WAAS CH 77538 W22A	APP CRS 224°	Rwy ldg 5500 TDZE 276 Apt Elev 276

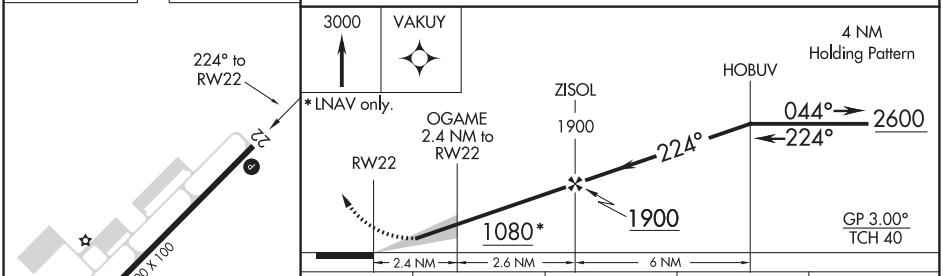
Baro-VNAV NA.
NA Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VAKUY and hold.

AWOS-2	UNICOM
118.775	123.05 (CTAF) L



ELEV 276 | TDZE 276



CATEGORY	A	B	C	D
LPV DA	533-⅞ 257 (300-⅞)			
LNAV/VNAV DA	853-2 577 (600-2)			
LNAV MDA	780-1 504 (600-1)		780-1⅜ 504 (600-1⅜)	
C CIRCLING	1000-1 724 (800-1)		1000-2 724 (800-2)	1380-3 1104 (1200-3)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

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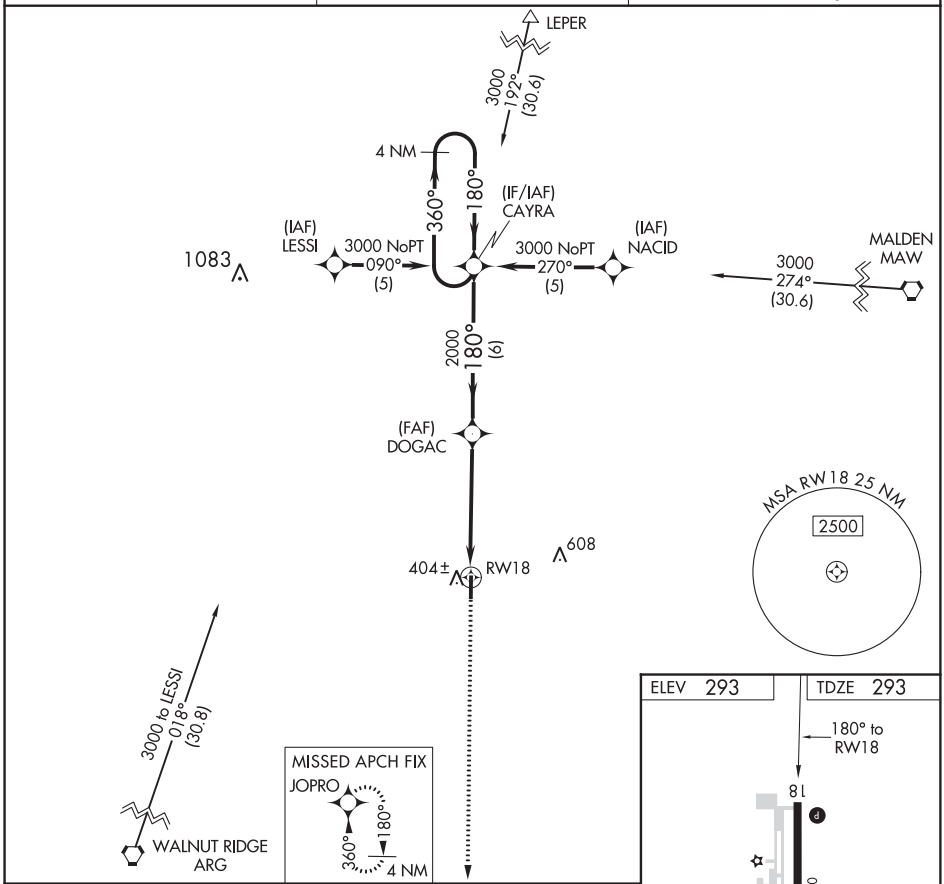
RNAV (GPS) RWY 18
CORNING MUNI (4M9)

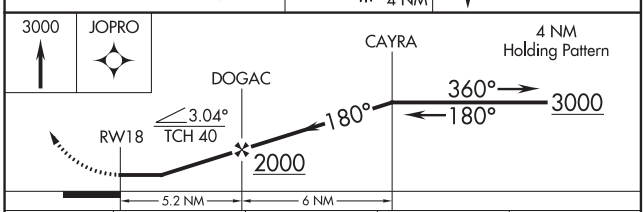
APP CRS	Rwy ldg	4299
180°	TDZE	293
	Apt Elev	293

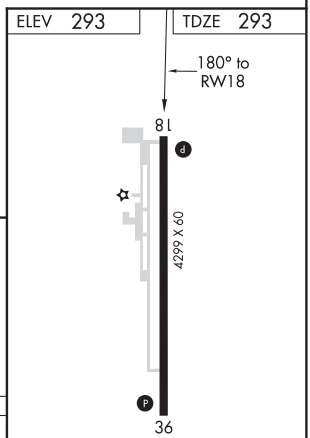
T A NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct JOPRO WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	720-1	427 (500-1)	720-1¼ 427 (500-1¼)	NA
CIRCLING	760-1	467 (500-1)	760-1½ 467 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

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CORNING, ARKANSAS

AL-6573 (FAA)

15092

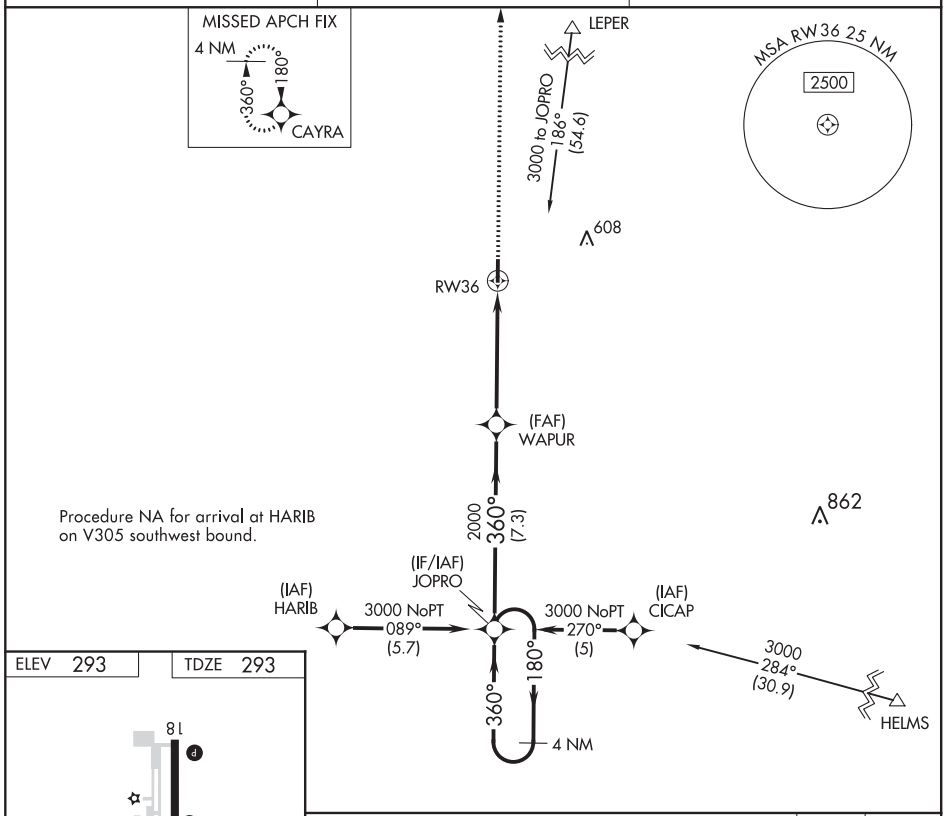
RNAV (GPS) RWY 36
CORNING MUNI (4M9)

APP CRS	Rwy ldg	4299
360°	TDZE	293
	Apt Elev	293

T NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

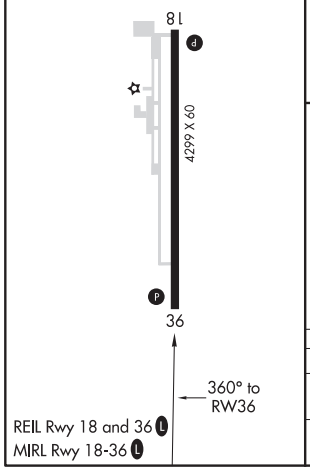
AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L



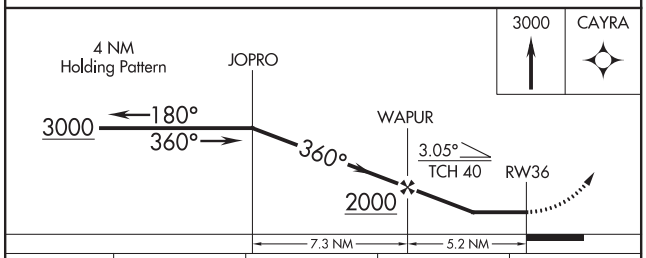
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 293 TDZE 293



REIL Rwy 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	700-1 407 (500-1)		700-1¼ 407 (500-1¼)	NA
CIRCLING	760-1 467 (500-1)		760-1½ 467 (500-1½)	NA

CORNING, ARKANSAS
Orig-A 02APR15

36°24′N - 90°39′W

CORNING MUNI (4M9)
RNAV (GPS) RWY 36

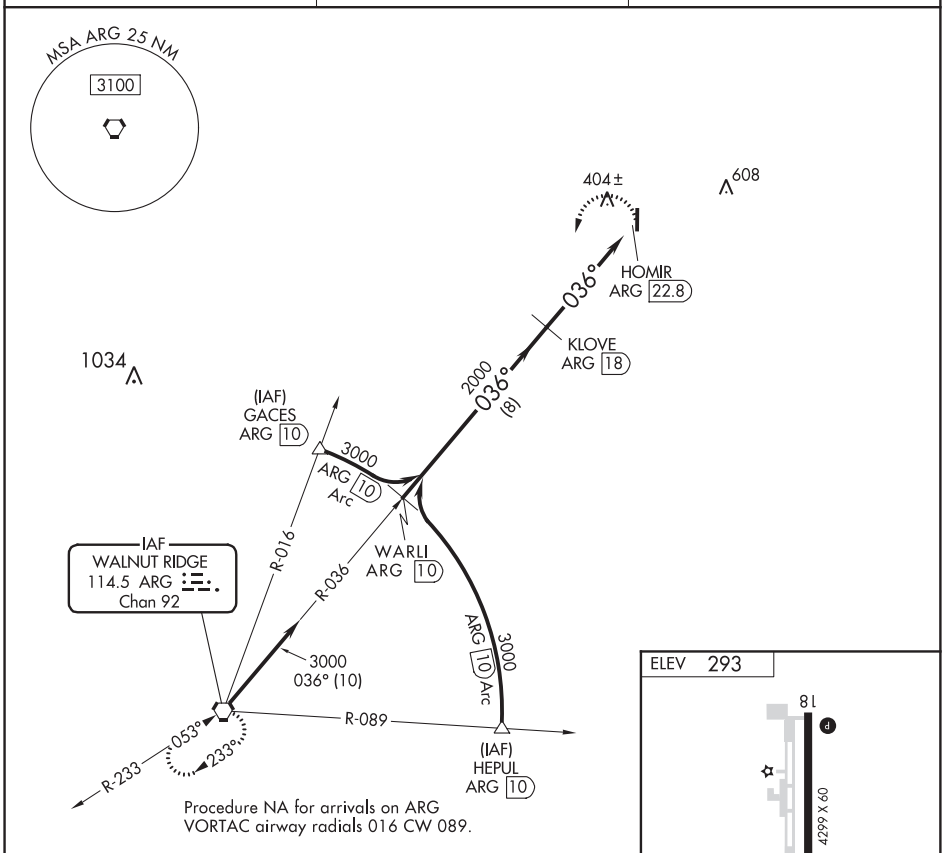
VOR/DME-A
CORNING MUNI (4M9)

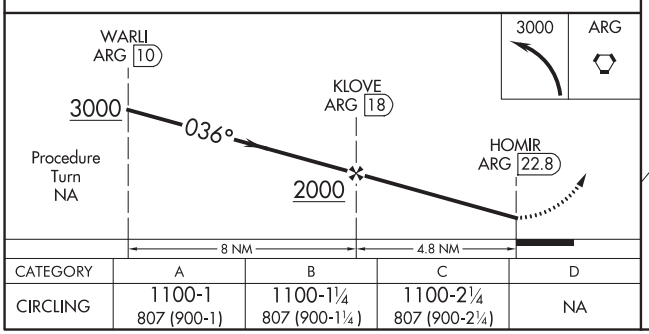
VORTAC ARG	APP CRS	Rwy ldg	N/A
114.5	036°	TDZE	N/A
Chan 92		Apt Elev	293

When local altimeter setting not received, use Walnut Ridge altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

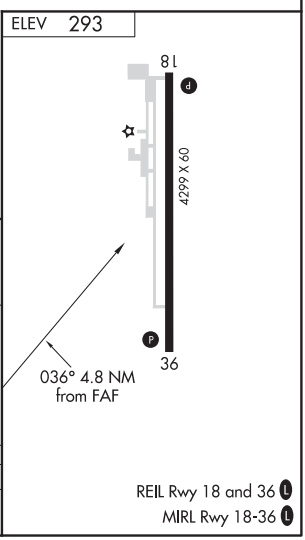
MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	1100-1 807 (900-1)	1100-1¼ 807 (900-1¼)	1100-2¼ 807 (900-2¼)	NA



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SC-1, 05 JAN 2017 to 02 MAR 2017

CROSSETT, ARKANSAS AL-5527 (FAA) 16035

RNAV (GPS) RWY 23
Z M JACK STELL FIELD (CRT)

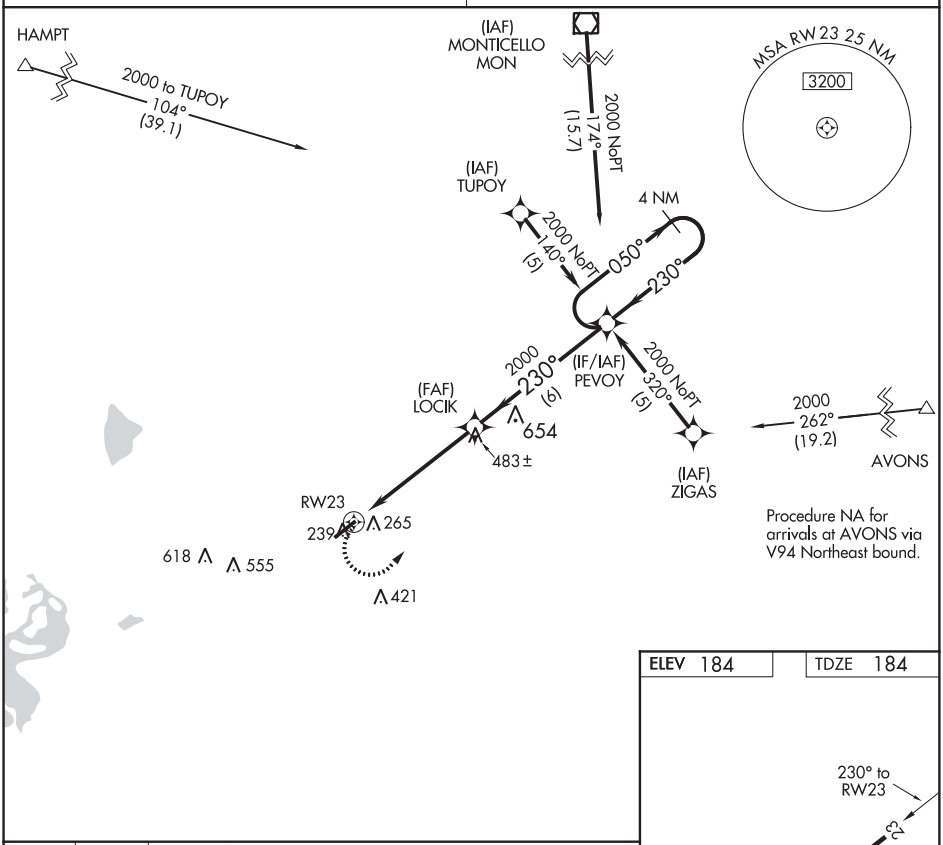
APP CRS	Rwy ldg	5010
230°	TDZE	184
	Apt Elev	184

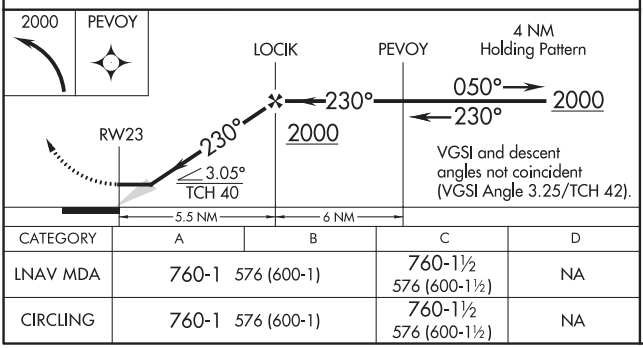
T A NA — DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.

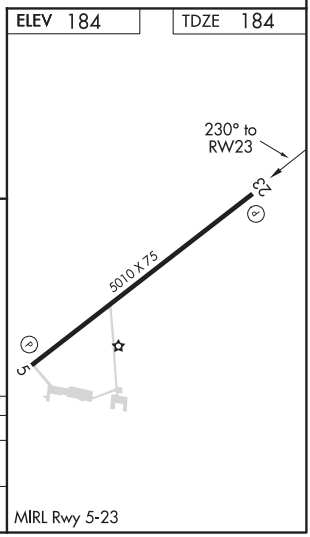
MEMPHIS CENTER **135.875 269.35**

UNICOM **122.8** (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	760-1 576 (600-1)		760-1½ 576 (600-1½)	NA
CIRCLING	760-1 576 (600-1)		760-1½ 576 (600-1½)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

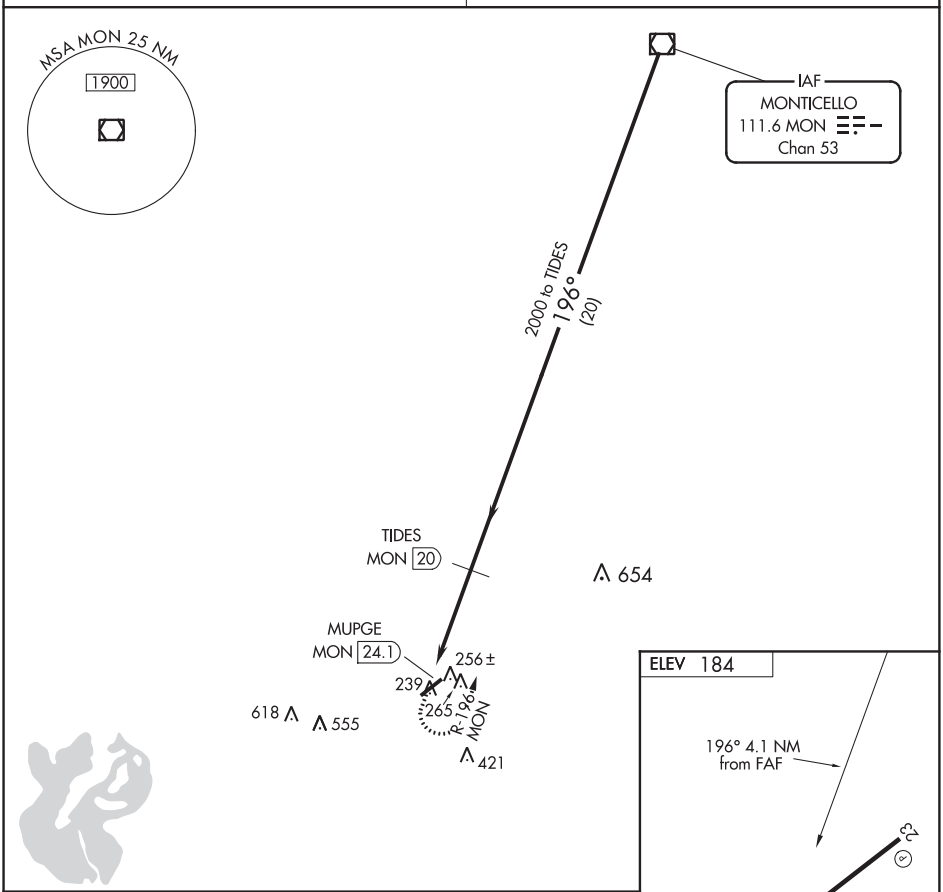
VOR/DME-A
Z M JACK STELL FIELD (CRT)

VOR/DME MON 111.6 Chan 53	APP CRS 196°	Rwy ldg N/A TDZE N/A Apt Elev 184

Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MEMPHIS CENTER	UNICOM
135.875 269.35	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

MIRL Rwy 5-23

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

CUSHING, OKLAHOMA | AL-5840 (FAA) | 17005

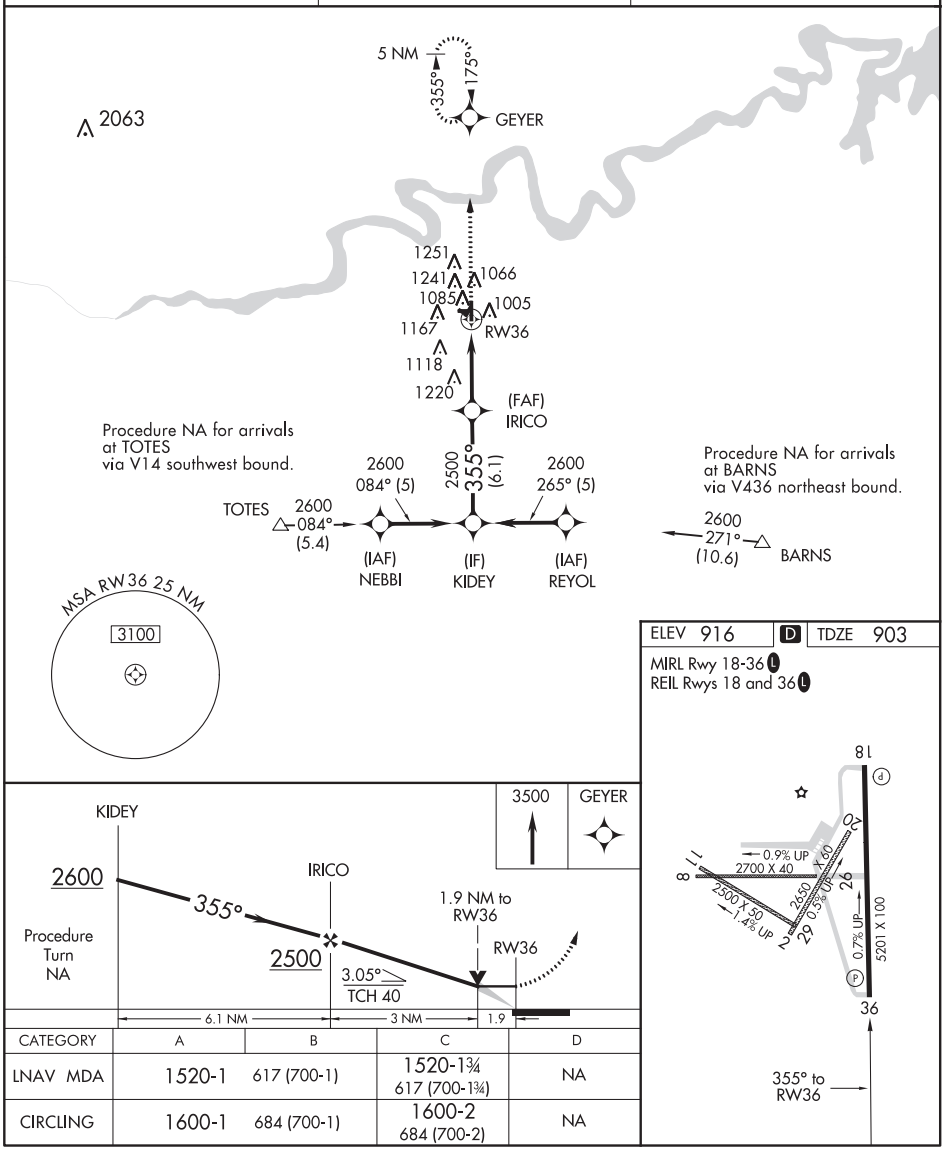
RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

APP CRS	Rwy ldg	4986
355°	TDZE	903
	Apt Elev	916

When local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ⅛ mile and Circling Cat C ¼ mile. Helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 2, 20, 8, 26, 11, 29. DME/DME RNP-0.3 NA. VDP NA with Chandler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3500 direct GEYER and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	127.8 319.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1	617 (700-1)	1520-1¾ 617 (700-1¾)	NA
CIRCLING	1600-1	684 (700-1)	1600-2 684 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	5324
105°	TDZE	380
	Apt Elev	393

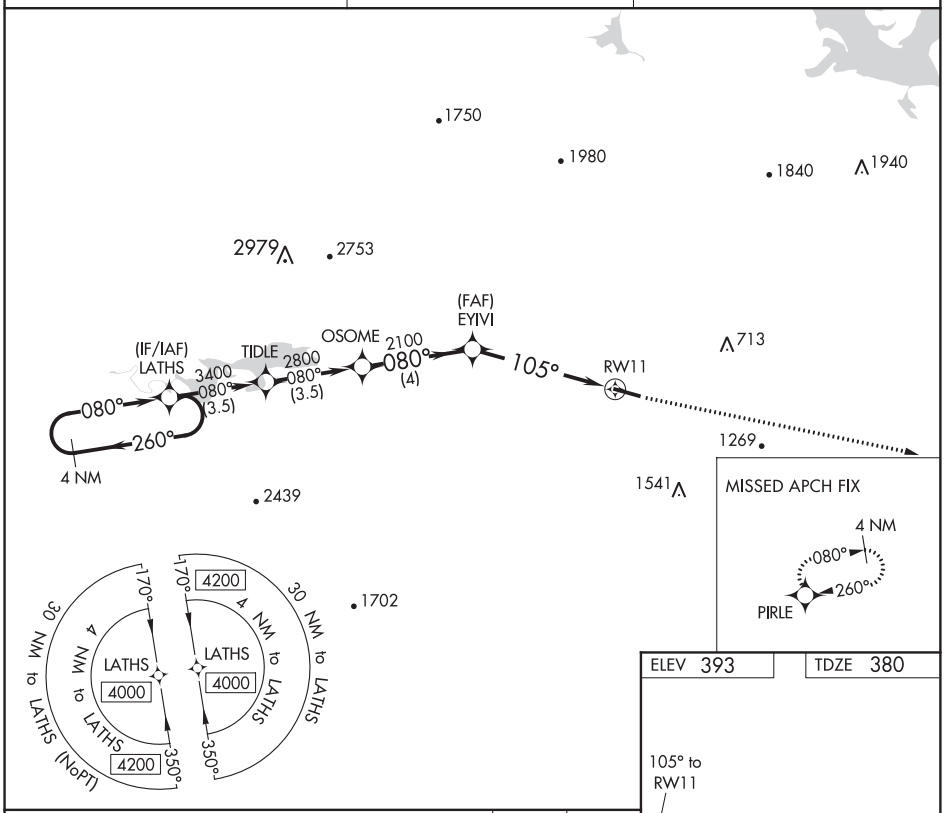
RNAV (GPS) RWY 11
DANVILLE MUNI (32A)

T A NA

Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville Rgnl altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 3600 direct PIRLE and hold.

RUSSELLVILLE RGNL ASOS	MEMPHIS CENTER	CTAF
132.475	128.475 377.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	940-1 560 (600-1)		940-1⅝ 560 (600-1⅝)	
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1¾ 667 (700-1¾)	1480-3 1087 (1100-3)

MIRL Rwy 11-29 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DANVILLE, ARKANSAS

AL-10188 (FAA)

17005

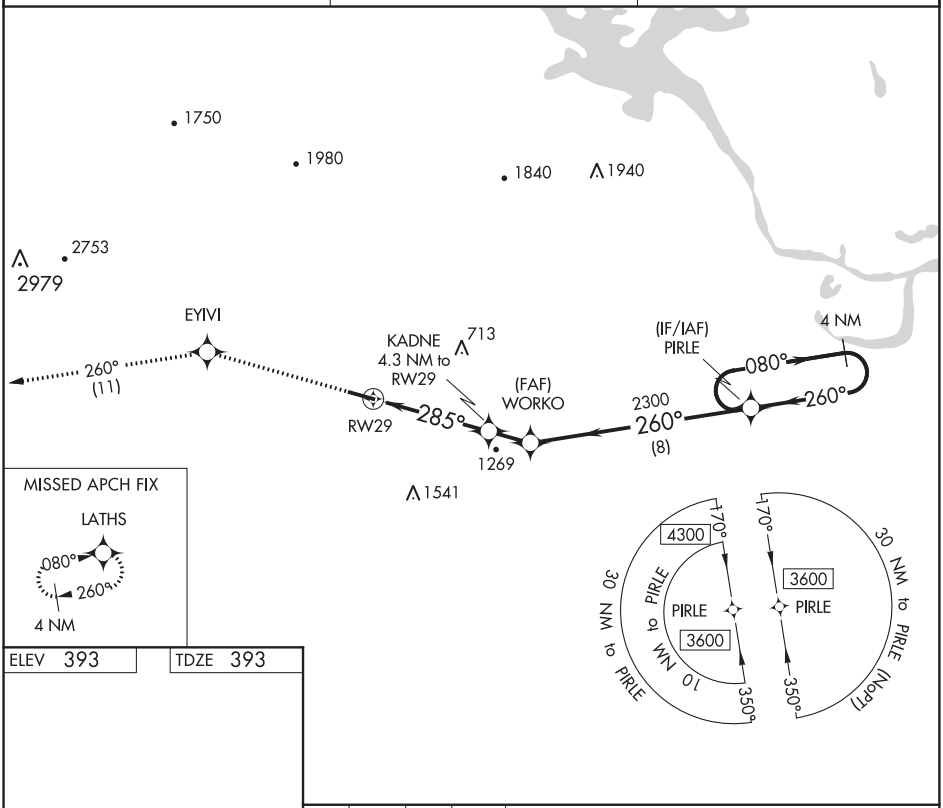
RNAV (GPS) RWY 29
DANVILLE MUNI (32A)

APP CRS	Rwy ldg	5324
285°	TDZE	393
	Apt Elev	393

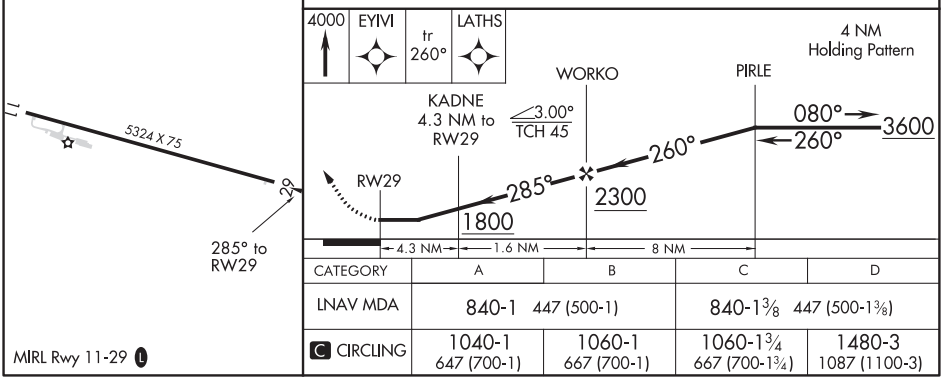
Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville altimeter setting, when not recived procedure NA.

MISSED APPROACH: Climb to 4000 direct EYIVI and on track 260° to LATHS and hold.

RUSSELLVILLE RGNL ASOS	MEMPHIS CENTER	CTAF
132.475	128.475 377.15	122.9 L



ELEV 393 | TDZE 393



CATEGORY	A	B	C	D
LNAV MDA	840-1 447 (500-1)		840-1⅜ 447 (500-1⅜)	
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1¾ 667 (700-1¾)	1480-3 1087 (1100-3)

MIRL Rwy 11-29 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

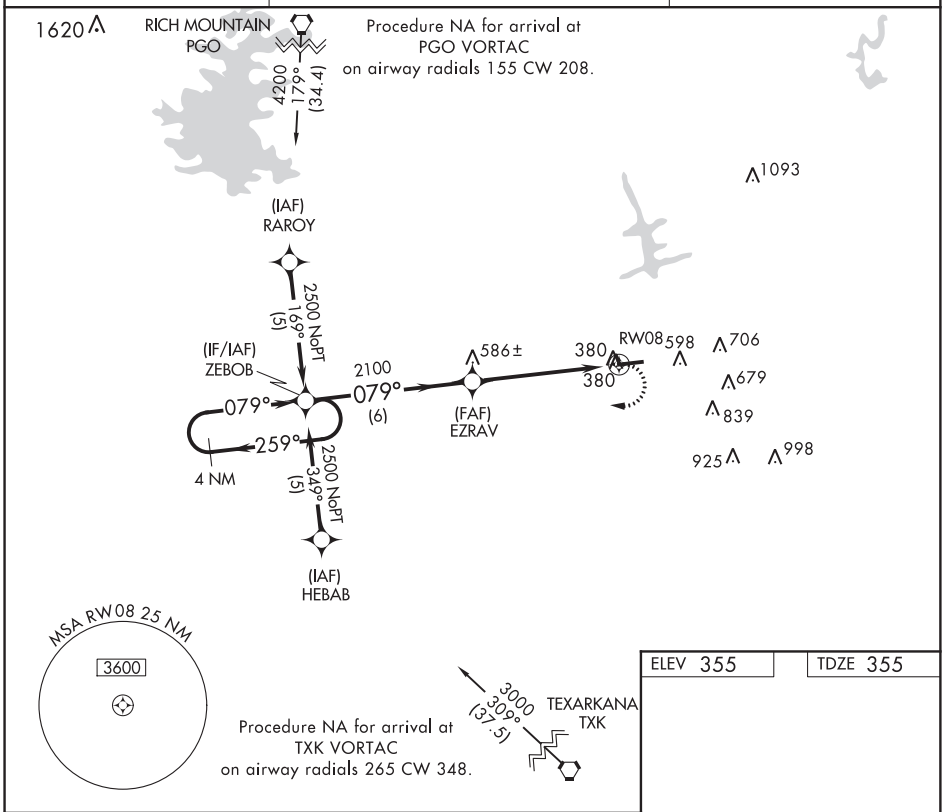
APP CRS	Rwy ldg	5001
079°	TDZE	355
	Apt Elev	355

RNAV (GPS) RWY 8
J. LYNN HELMS SEVIER COUNTY (DEQ)

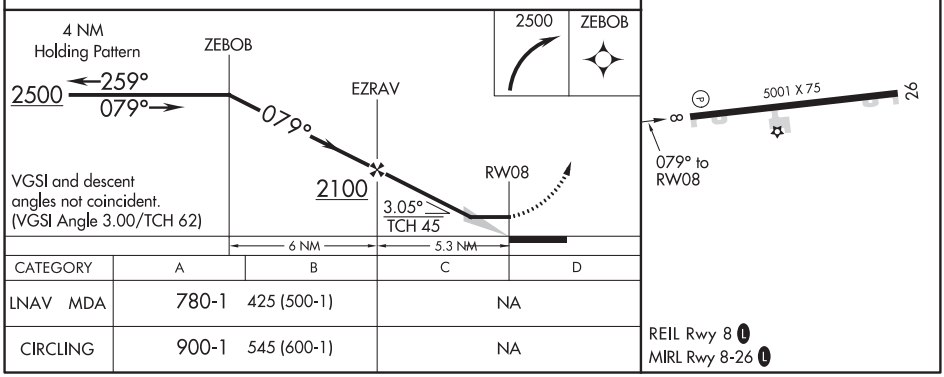
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet. Visibility reduction be helicopters NA. When VGSI Inop, procedure NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L



ELEV 355	TDZE 355



CATEGORY	A	B	C	D
LNAV MDA	780-1 425 (500-1)		NA	
CIRCLING	900-1 545 (600-1)		NA	

REIL Rwy 8 L
MIRL Rwy 8-26 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DECATUR, ARKANSAS

AL-5513 (FAA)

16315

RNAV (GPS) RWY 13

CRYSTAL LAKE (5M5)

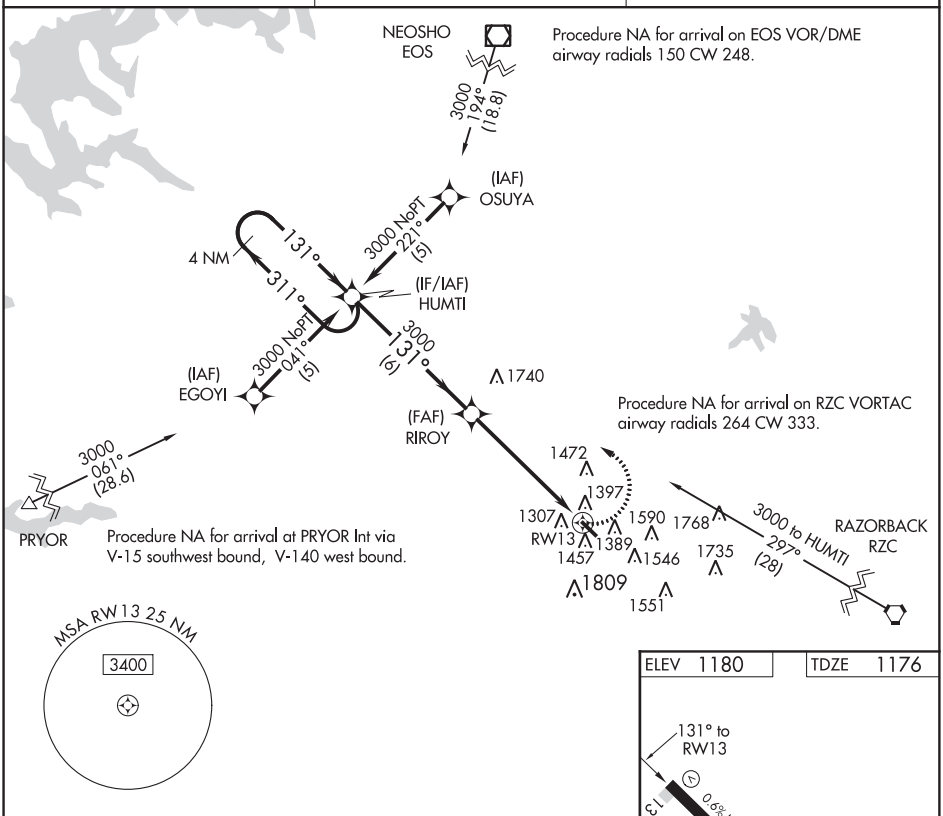
APP CRS	Rwy ldg	3863
131°	TDZE	1176
	Apt Elev	1180

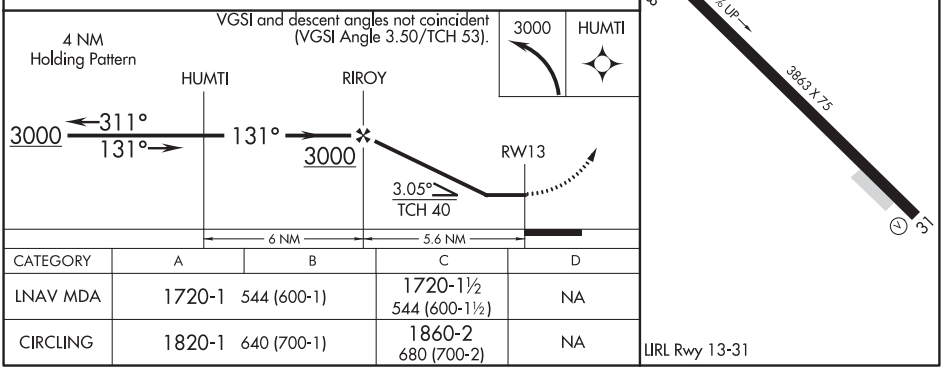
DME/DME RNP-0.3 NA
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

NA

MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1720-1 544 (600-1)		1720-1½ 544 (600-1½)	NA
CIRCLING	1820-1 640 (700-1)		1860-2 680 (700-2)	NA

LIRL Rwy 13-31

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VORTAC RZC	APP CRS	Rwy ldg	3863
116.4	107°	TDZE	1176
Chan 111		Apt Elev	1180

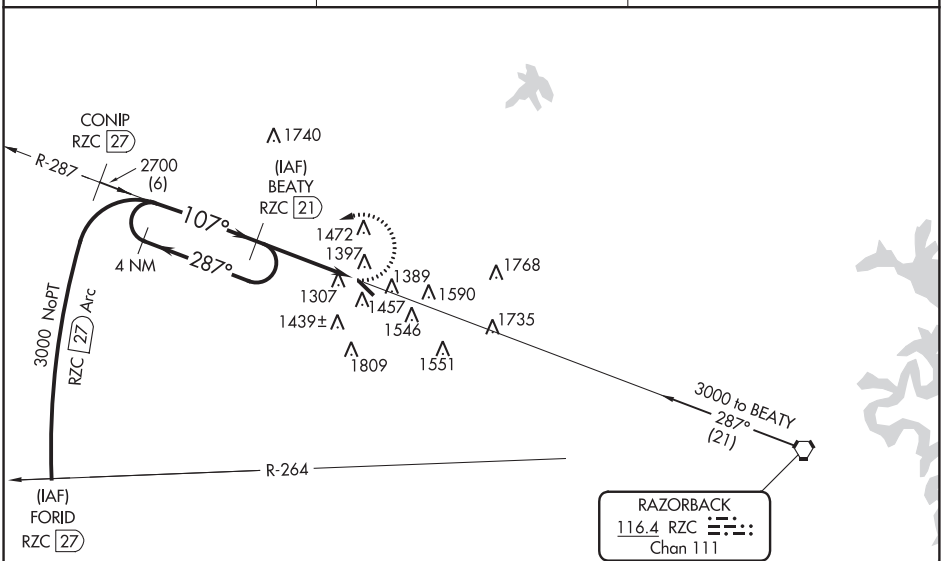
VOR/DME RWY 13
CRYSTAL LAKE (5M5)

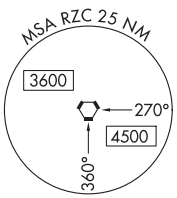
V
A NA

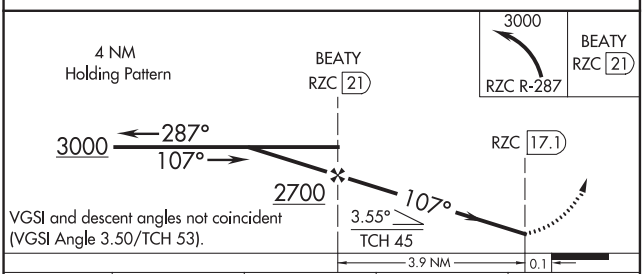
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.57	121.725	122.8 (CTAF)

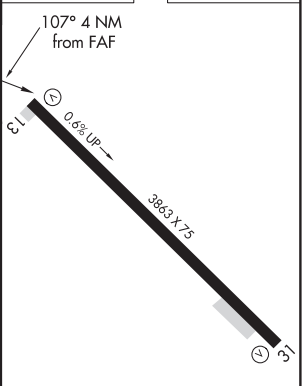






VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 53).

ELEV 1180	TDZE 1176



LIRL Rwy 13-31

CATEGORY	A	B	C	D
S-13	1780-1 604 (600-1)		1780-1¾ 604 (600-1¾)	NA
CIRCLING	1820-1 640 (700-1)		1860-2 680 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DUMAS, ARKANSAS | AL-6824 (FAA) | 14149

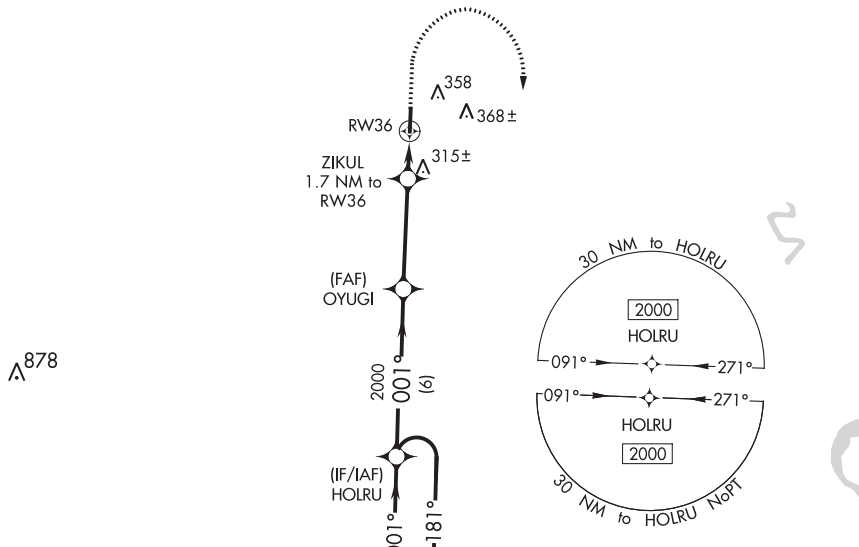
WAAS CH 49133 W36A	APP CRS 001°	Rwy ldg 5003 TDZE 164 Apt Elev 164

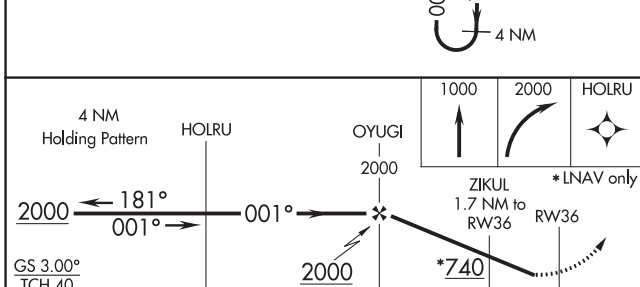
RNAV (GPS) RWY 36
BILLY FREE MUNI (ØMØ)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greenville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct HOLRU and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L

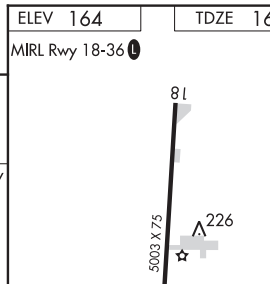




CATEGORY	A	B	C	D
LPV DA	481-1 317 (400-1)			NA
LNAV/VNAV DA	492-1⅛ 328 (400-1⅛)			NA
LNAV MDA	640-1 476 (500-1)		640-1⅜ 476 (500-1⅜)	NA
C CIRCLING	780-1 616 (700-1)		800-1¾ 636 (700-1¾)	NA

ELEV 164 | TDZE 164

MIRL Rwy 18-36 L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME RWY 36

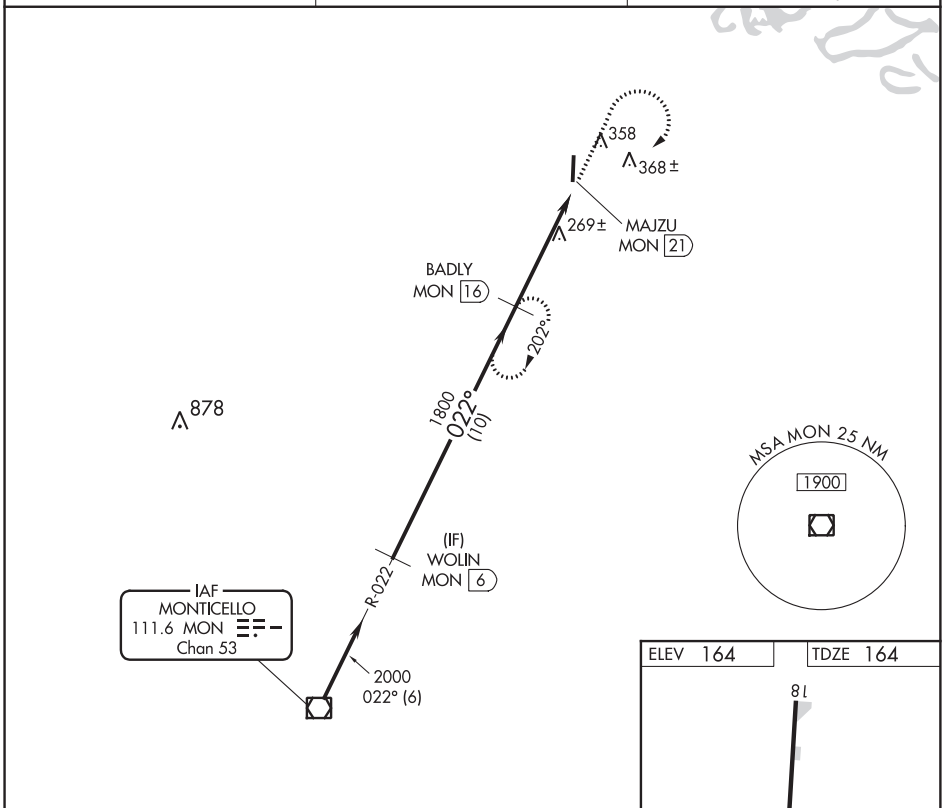
BILLY FREE MUNI (ØMØ)

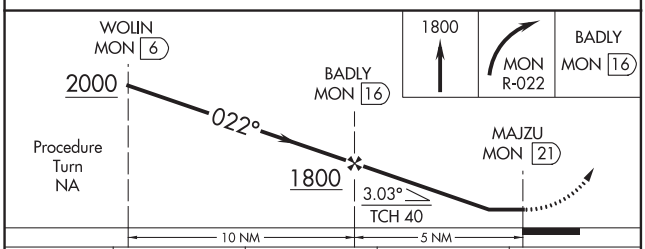
VOR/DME MON	APP CRS	Rwy ldg	5003
111.6	022°	TDZE	164
Chan 53		Apt Elev	164

T A NA — Use Pine Bluff altimeter setting; when not received, use Greenville, MS altimeter setting and increase all MDA 40 feet and increase S-36 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

PINE BLUFF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	660-1 496 (500-1)	660-1¼ 496 (500-1¼)	660-1⅜ 496 (500-1⅜)	NA
C CIRCLING	780-1 616 (700-1)	780-1¼ 616 (700-1¼)	800-1¾ 636 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DUNCAN, OKLAHOMA

AL-5140 (FAA)

16315

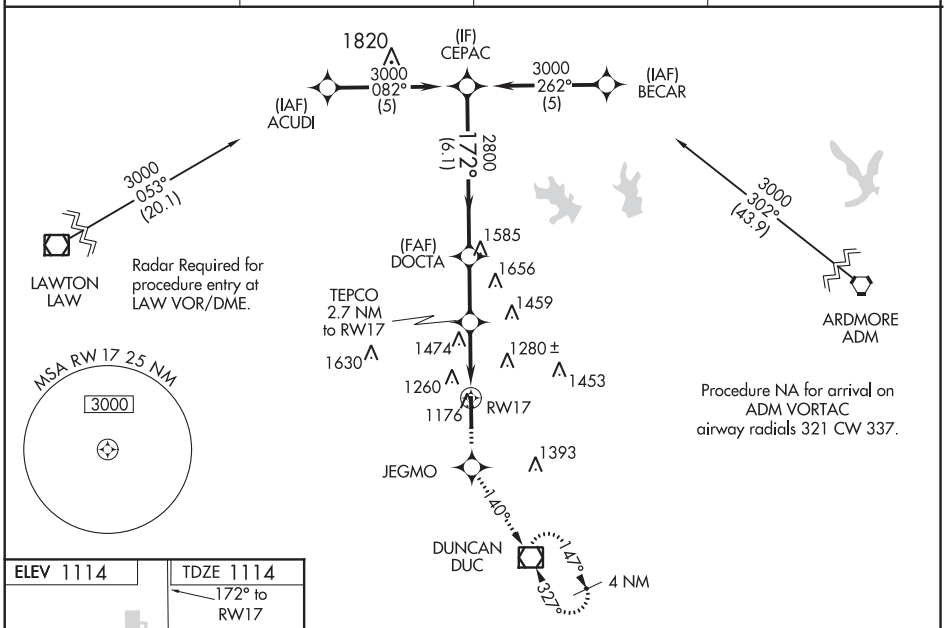
RNAV (GPS) RWY 17
HALLIBURTON FIELD (DUC)

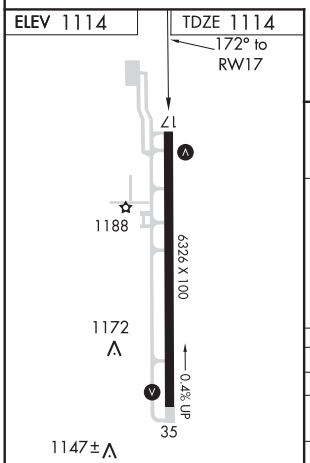
WAAS CH 93619 W17A	APP CRS 172°	Rwy ldg 6326 TDZE 1114 Apt Elev 1114

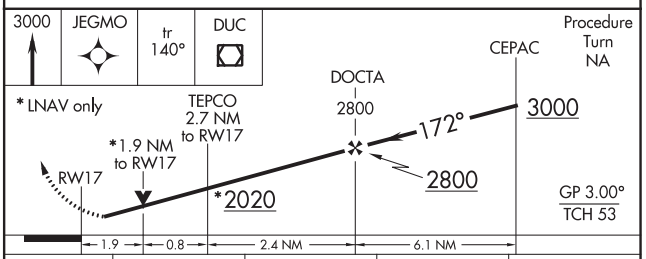
Baro-VNAV NA when using Henry Post AAF, (Fort Sill) altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF, (Fort Sill) altimeter setting and increase all DA 67 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat B visibility ¼ mile, Cat C and D visibility ½ mile, increase Circling Cat B and D visibility ¼ mile and Cat C visibility ½ mile. VDP NA with Henry Post AAF, (Fort Sill) altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGMO and on track 140° to DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1390-1 276 (300-1)			
LNAV/VNAV DA	1903-2¾ 789 (800-2¾)			
LNAV MDA	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1780-2 666 (700-2)
CIRCLING	1780-1 666 (700-1)		1780-1¾ 666 (700-1¾)	1840-2¼ 726 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

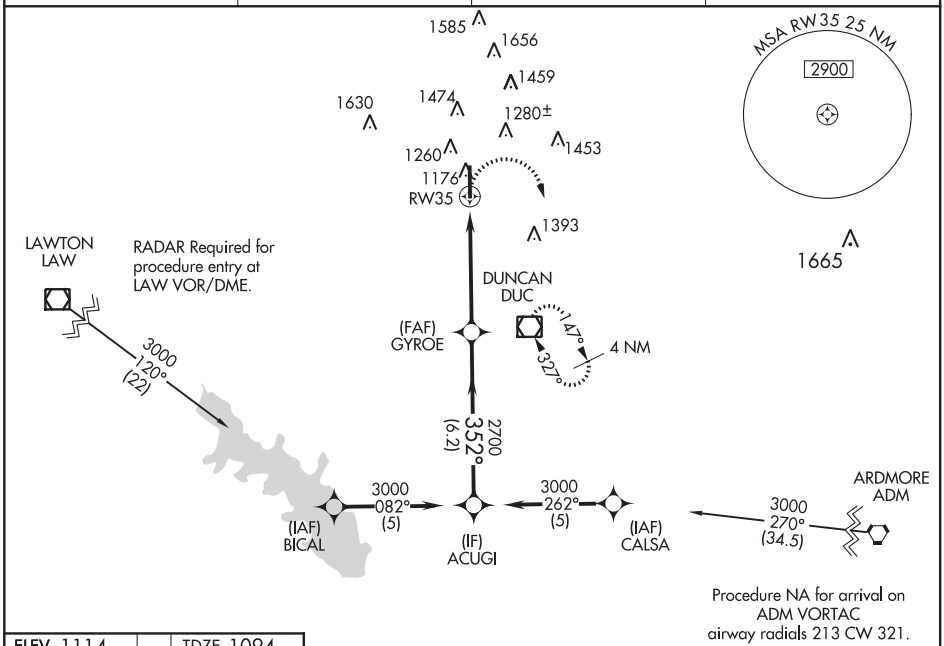
RNAV (GPS) RWY 35
HALLIBURTON FIELD (DUC)

APP CRS	Rwy ldg	6326
352°	TDZE	1094
	Apt Elev	1114

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile, and Circling Cat D visibility ¼ mile. VDP NA with Henry Post AAF (Fort Sill) altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct DUC VOR/DME and hold.

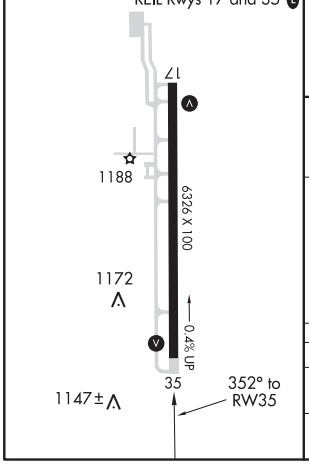
AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L

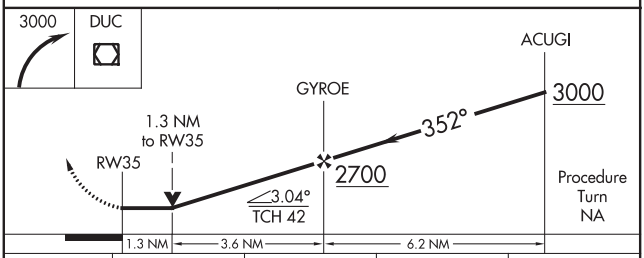


ELEV 1114 TDZE 1094

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LNAV MDA	1540-1 446 (500-1)		1540-1¼ 446 (500-1¼)	1540-1½ 446 (500-1½)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

DUNCAN, OKLAHOMA

AL-5140 (FAA)

16315

LOC RWY 35
HALLIBURTON FIELD (DUC)

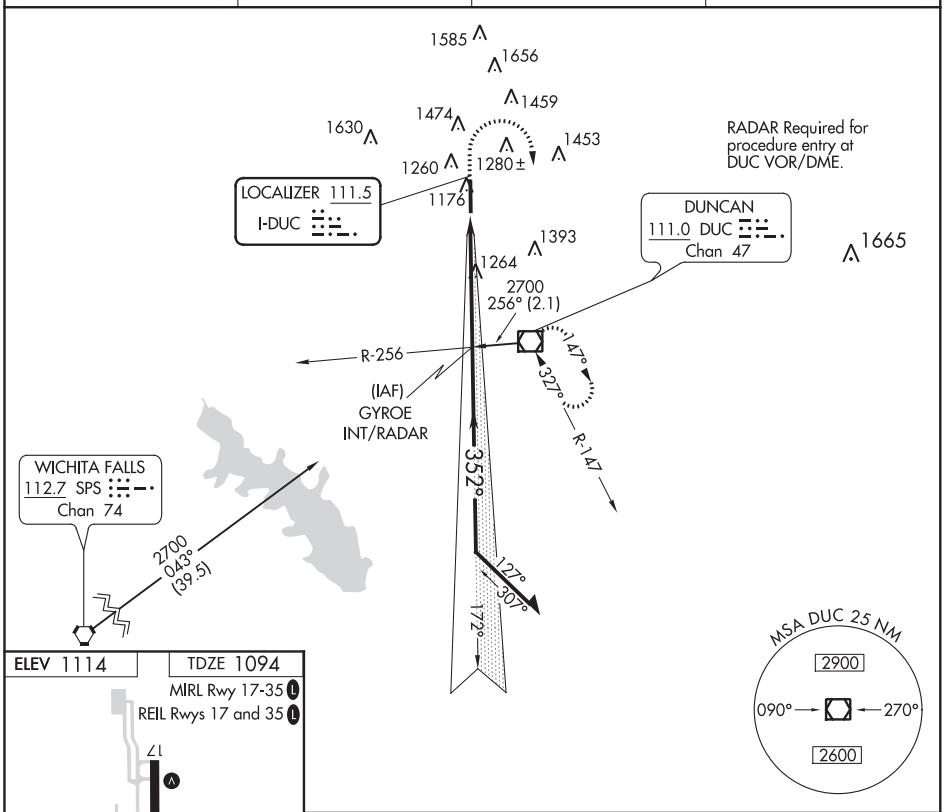
LOC I-DUC	APP CRS	Rwy ldg / TDZE / Apt Elev
111.5	352°	6326 / 1094 / 1114

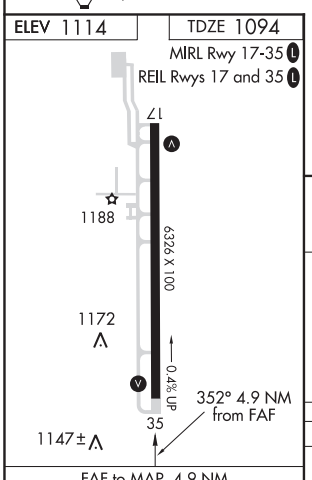
Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D ¼ mile and Circling Cat D ¼ mile.

NA

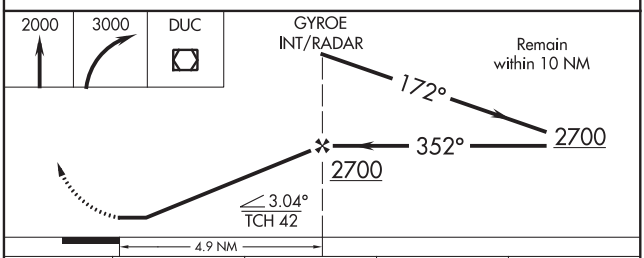
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





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-35	1520-1 426 (500-1)		1520-1¼ 426 (500-1¼)	
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

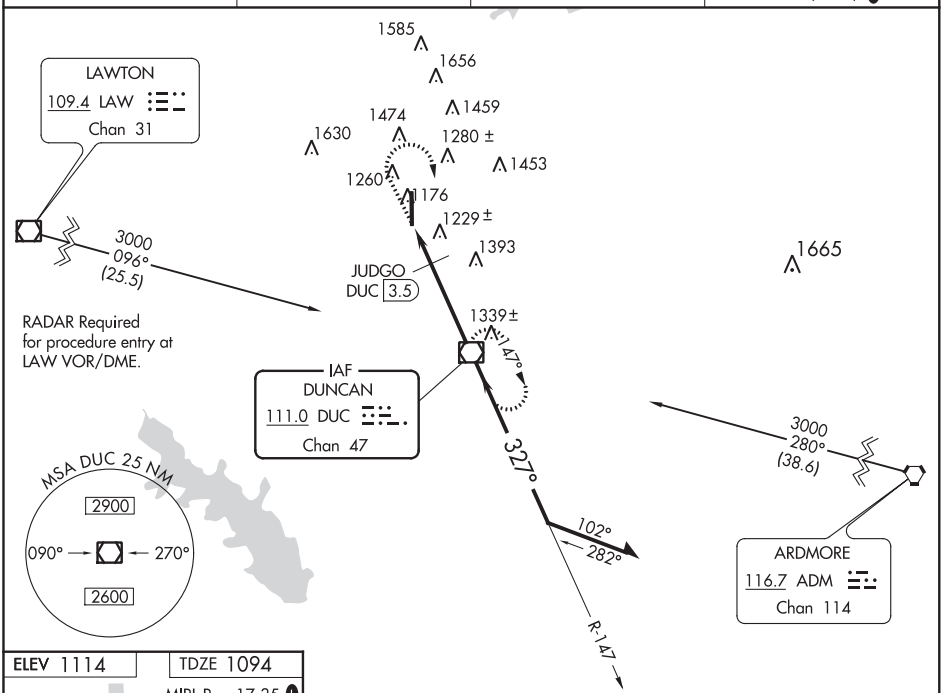
VOR RWY 35
HALLIBURTON FIELD (DUC)

VOR/DME DUC	APP CRS	Rwy ldg	6326
111.0	327°	TDZE	1094
Chan 47		Apt Elev	1114

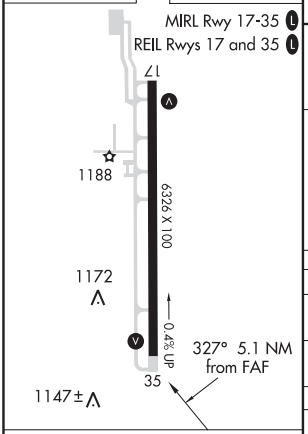
Visibility reduction by helicopters NA. When local altimeter setting not received, use Henry Post AAF (Fort Sill) altimeter setting and increase all MDA 80 feet and visibility S-35 Cat C/D and Circling Cat D ¼ mile, JUDGO Fix minimums: increase S-35 Cat C/D and Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

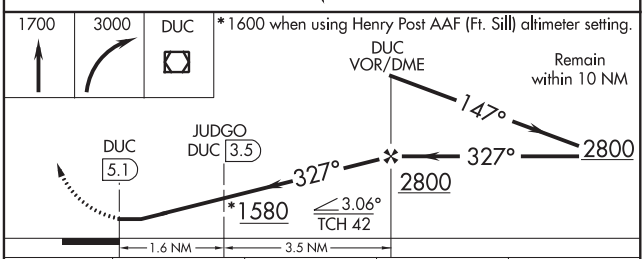
AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 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



CATEGORY	A	B	C	D
S-35	1580-1 486 (500-1)		1580-1¼ 486 (500-1¼)	1580-1½ 486 (500-1½)
CIRCLING	1580-1 466 (500-1)		1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)
JUDGO FIX MINIMUMS				
S-35	1480-1 386 (400-1)			1480-1¼ 386 (400-1¼)
CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1580-1½ 466 (500-1½)	1840-2¼ 726 (800-2¼)

DURANT, OKLAHOMA

AL-6172 (FAA)

16091

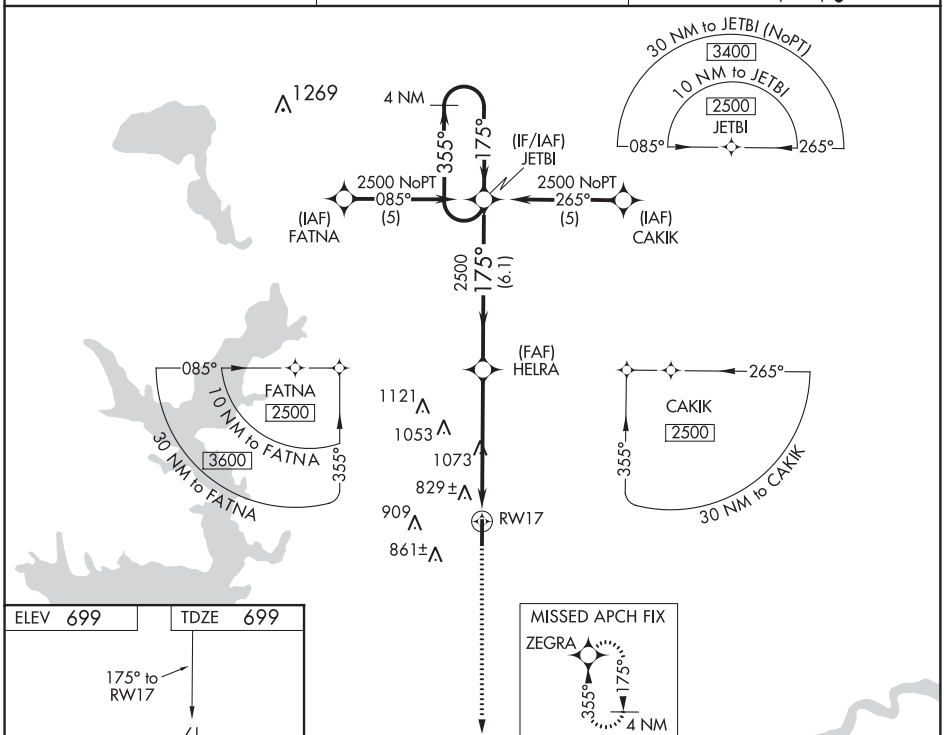
RNAV (GPS) RWY 17
DURANT RGNL - EAKER FIELD (DUA)

WAAS CH 99518 W17A	APP CRS 175°	Rwy ldg 5001 TDZE 699 Apt Elev 699

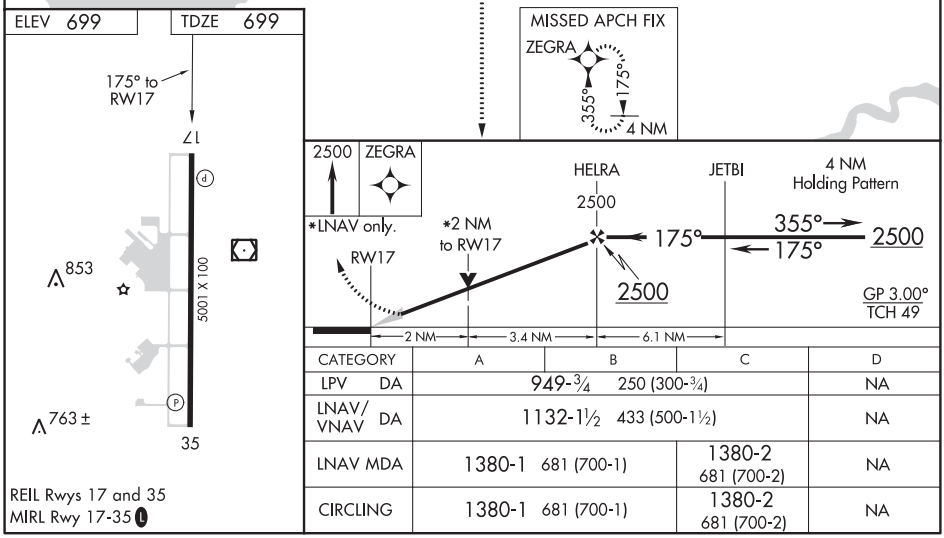
Baro-VNAV NA when using Ardmore Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, LNAV/VNAV Cats A, B, C and LNAV and Circling Cats B, C visibility ¼ mile. VDP NA with Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZEGRA and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 323.0	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LPV DA	949-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1132-1½ 433 (500-1½)			NA
LNAV MDA	1380-1 681 (700-1)		1380-2 681 (700-2)	NA
CIRCLING	1380-1 681 (700-1)		1380-2 681 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

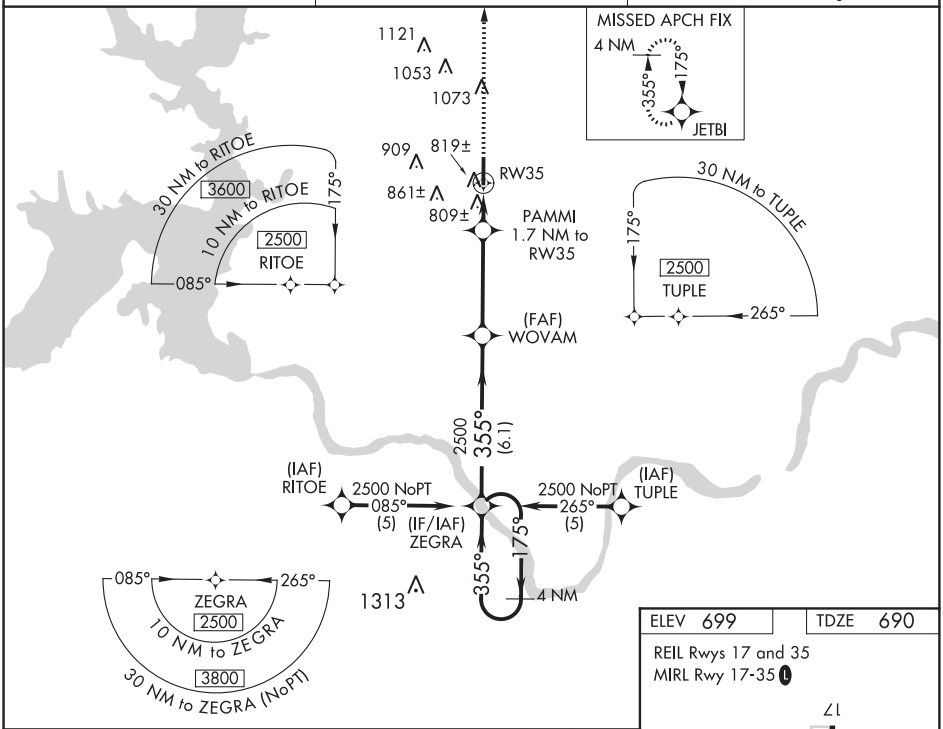
WAAS CH 48918 W35A	APP CRS 355°	Rwy ldg 5001 TDZE 690 Apt Elev 699

RNAV (GPS) RWY 35
DURANT RGNL - EAKER FIELD (DUA)

Baro-VNAV NA when using Ardmore Muni 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. When local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DA 96 feet, all MDA 100 feet; increase LPV Cats A, B, C visibility ½ mile, increase LNAV/VNAV Cats A, B, C and LNAV and Circling Cat C visibility ¼ mile. VDP NA with Ardmore Muni alitmeter setting.

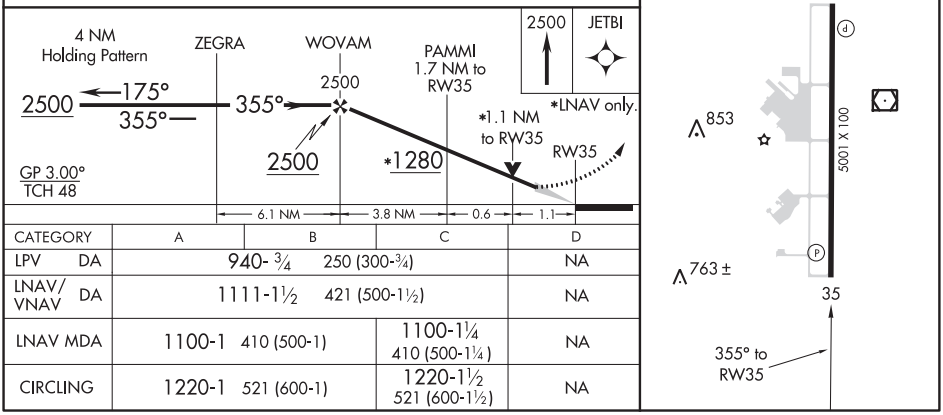
MISSED APPROACH: Climb to 2500 direct JETBI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 323.0	122.8 (CTAF) L



ELEV 699	TDZE 690

REIL Rwys 17 and 35
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	940- ¾ 250 (300-¾)			NA
LNAV/VNAV DA	1111-1½ 421 (500-1½)			NA
LNAV MDA	1100-1 410 (500-1)		1100-1¼ 410 (500-1¼)	NA
CIRCLING	1220-1 521 (600-1)		1220-1½ 521 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DURANT, OKLAHOMA

AL-6172 (FAA)

16091

VOR/DME RWY 35

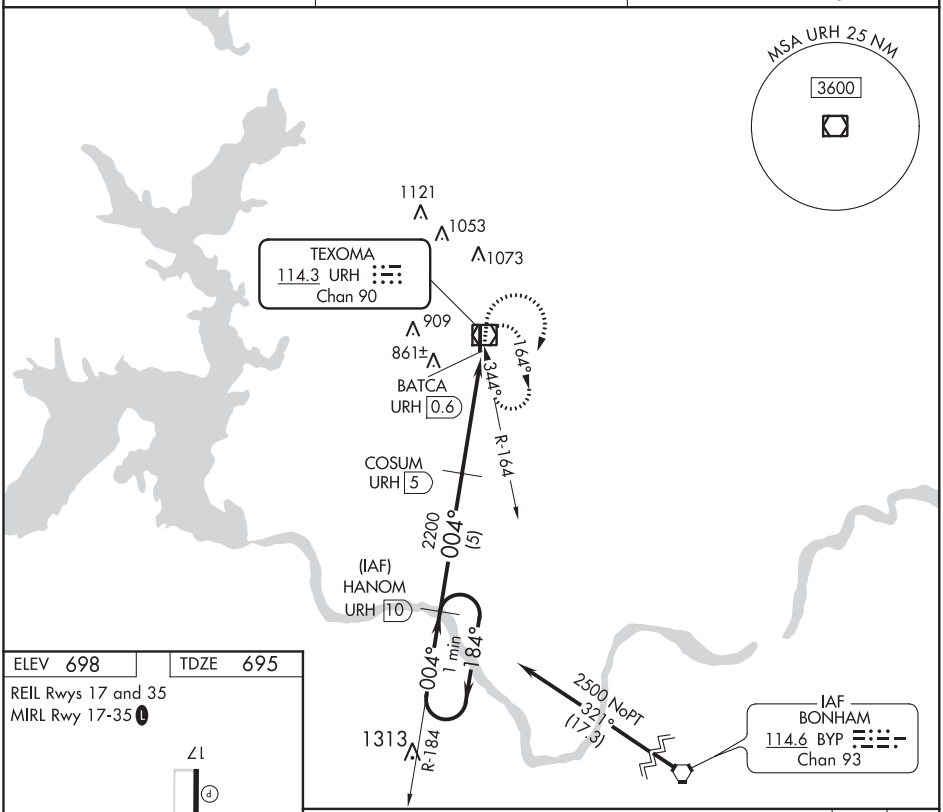
DURANT RGNL - EAKER FIELD (DUA)

VOR/DME URH	APP CRS	Rwy ldg	5001
114.3	004°	TDZE	695
Chan 90		Apt Elev	698

NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

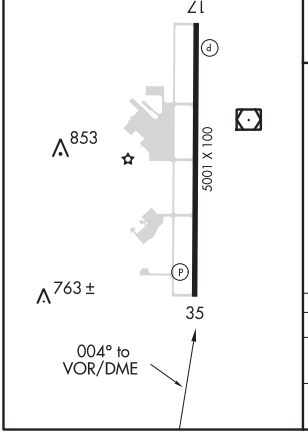
MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

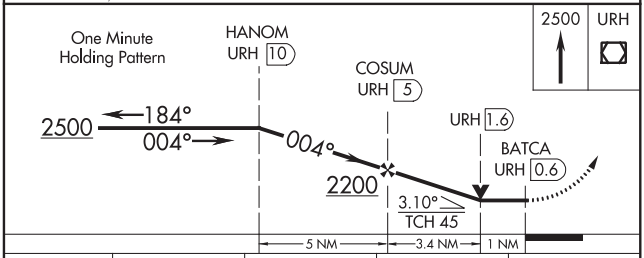
AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 323.0	122.8 (CTAF) L



ELEV 698	TDZE 695

REIL Rwys 17 and 35
MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
S-35	1060-1 365 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1 ½ 462 (500-1 ½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME I-ELD	APP CRS	Rwy ldg 6601
111.1	223°	TDZE 259
Chan 48		Apt Elev 277

ILS or LOC RWY 22

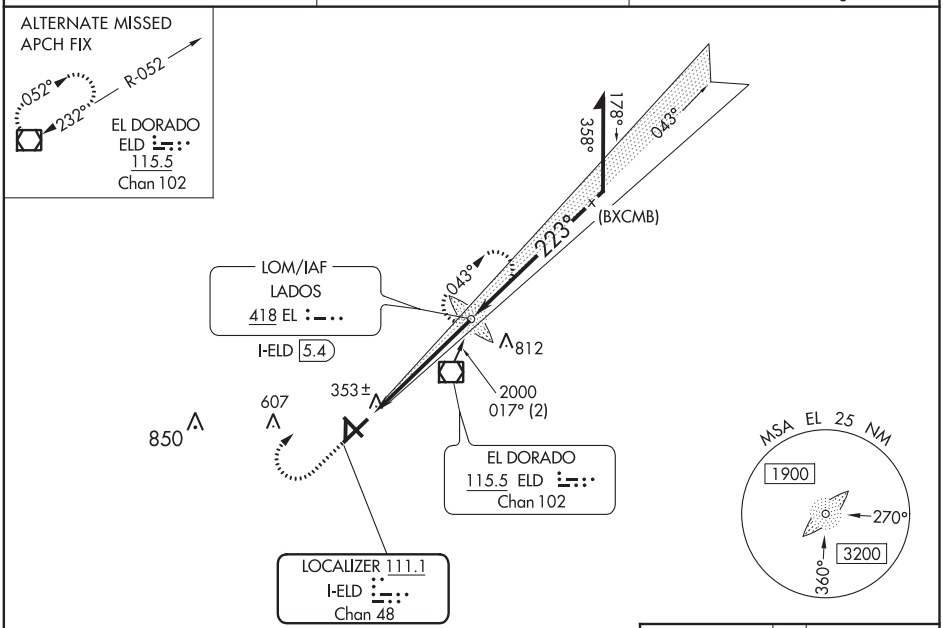
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

T A NA — ADF required. When local altimeter setting not received, use Camden altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase S-LOC 22 Cat C and D visibility ¼ mile. VDP NA when using Camden altimeter setting. For inoperative MALSR when using Camden altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. Night landing: Rwy 4, 13, 17, 31, 35 NA.

MALSR A5

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.

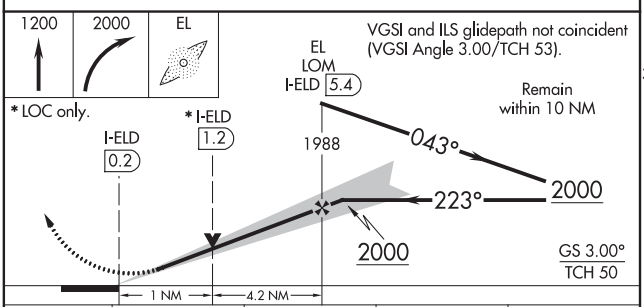
ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L



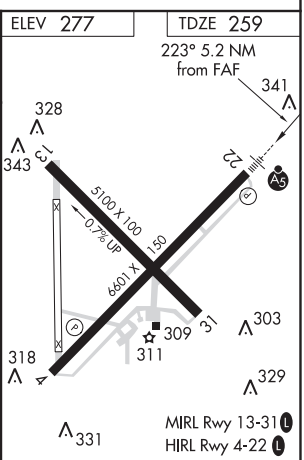
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 22	459-½ 200 (200-½)			
S-LOC 22	620-½ 361 (400-½)			620-¾ 361 (400-¾)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)



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

EL DORADO, ARKANSAS

AL-637 (FAA)

16315

RNAV (GPS) RWY 4

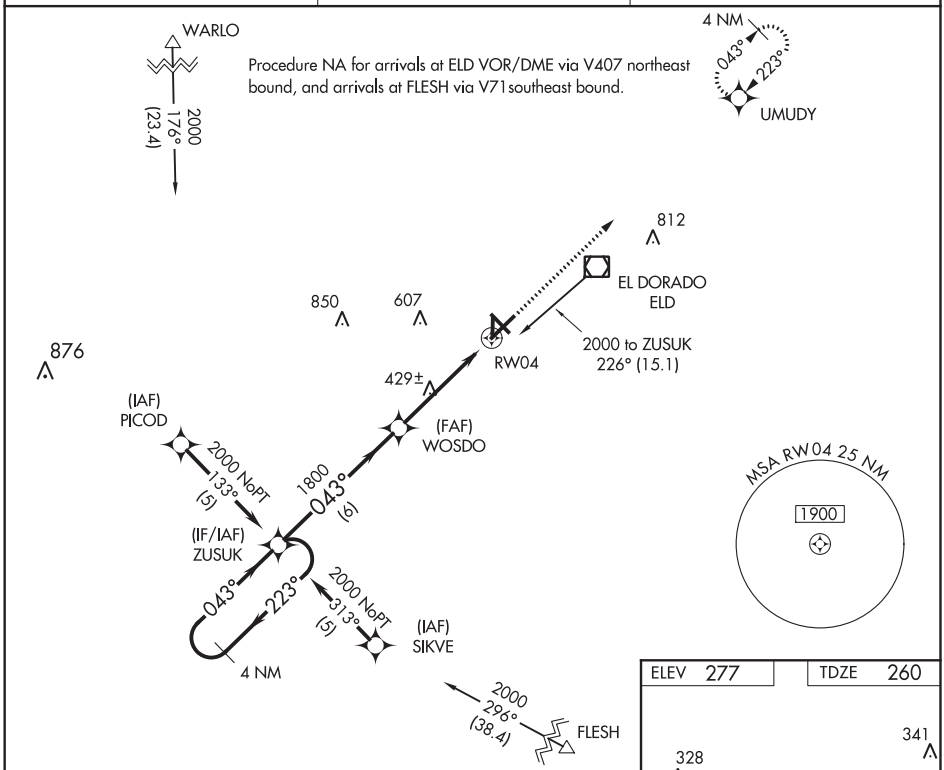
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

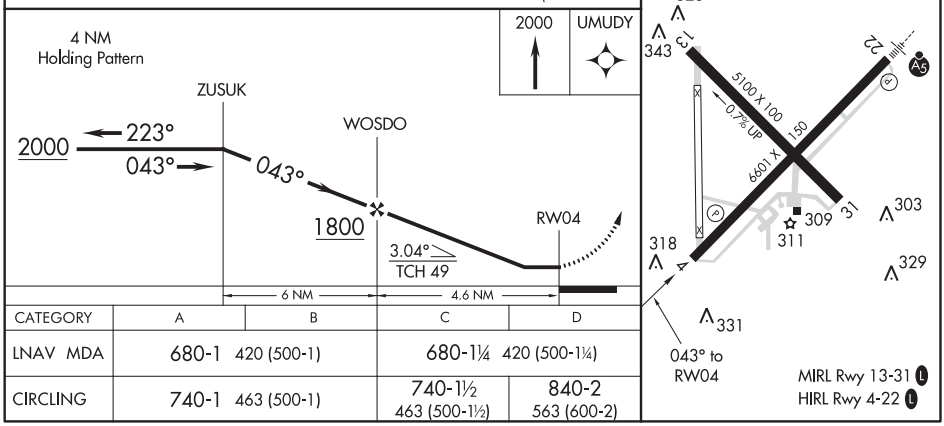
APP CRS	Rwy ldg	6601
043°	TDZE	260
	Apt Elev	277

DME/DME RNP-0.3 NA.
Night landing: Rwy 4, 13, 17, 31, 35 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct UMUDY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 420 (500-1)		680-1¼ 420 (500-1¼)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS Ch **77521** **W22A**	APP CRS **223°**	Rwy ldg **6601** TDZE **259** Apt Elev **277**

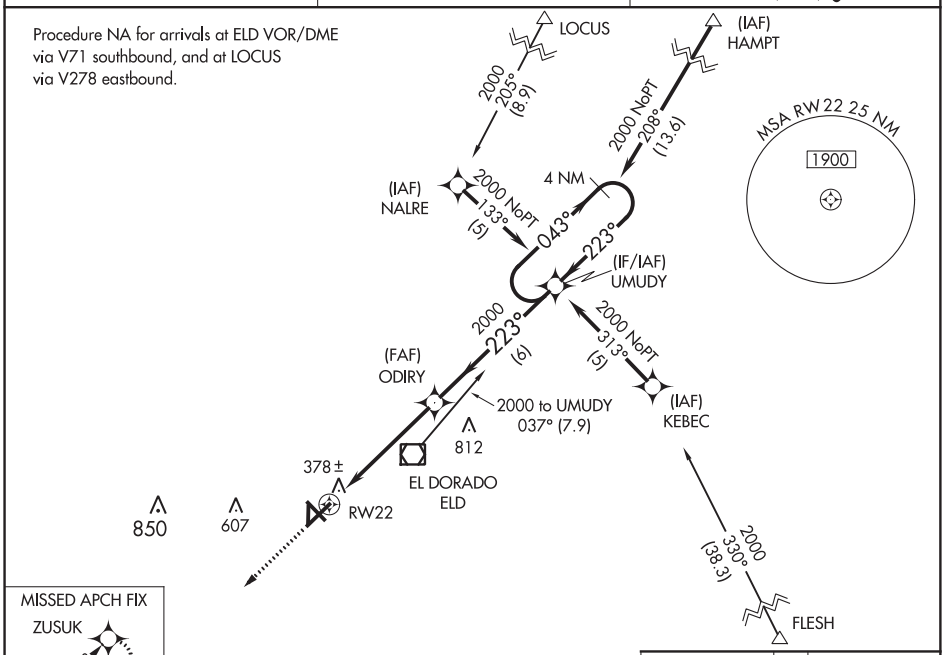
RNAV (GPS) RWY 22
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ALS, increase LPV all Cats visibility to 1⅛ SM, increase LNAV/VNAV all Cats visibility to 1¼ SM. Night landing: Rwy 4, 13, 17, 31, 35 NA.

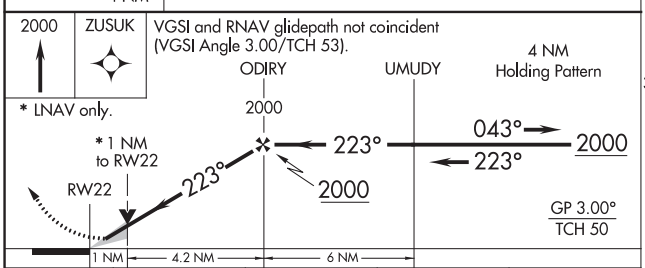
MALSR A5

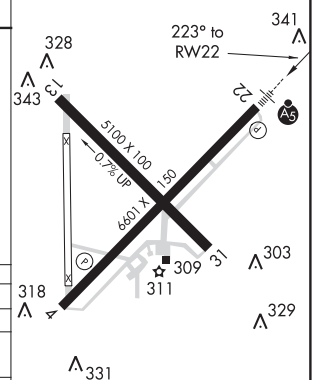
MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	**128.2 269.1**	**123.0** (CTAF) L



ELEV 277	TDZE 259





CATEGORY	A	B	C	D
LPV DA	602-⅝ 343 (400-⅝)			
LNAV/VNAV DA	650-⅞ 391 (400-⅞)			
LNAV MDA	640-½ 381 (400-½)		640-⅝ 381 (400-⅝)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

EL DORADO, ARKANSAS

AL-637 (FAA)

16315

VOR/DME RWY 4

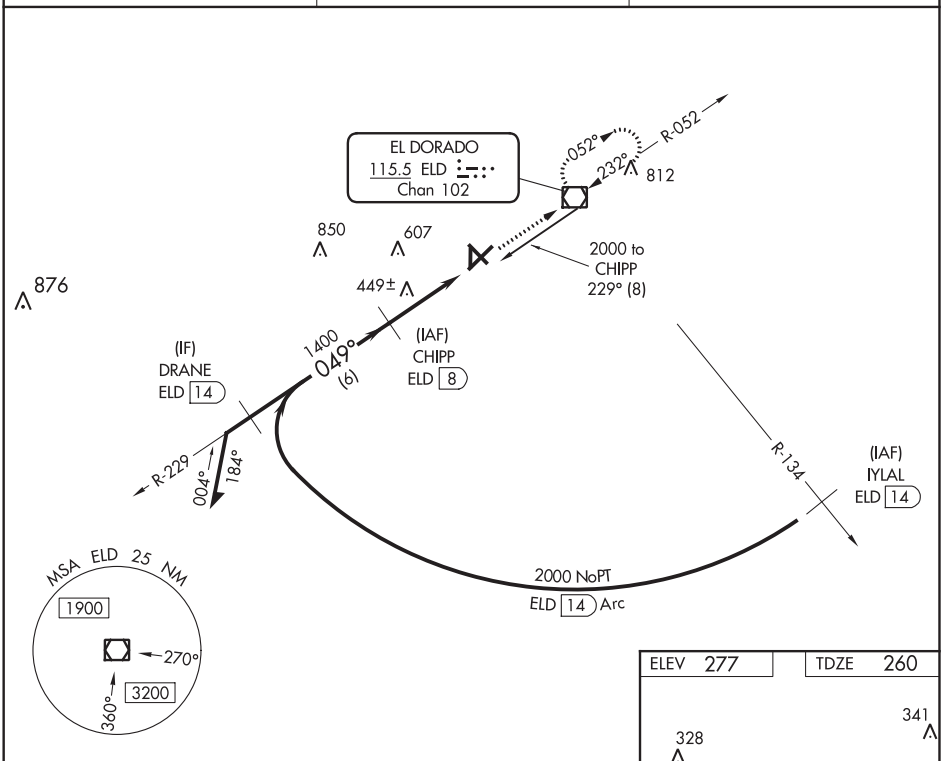
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

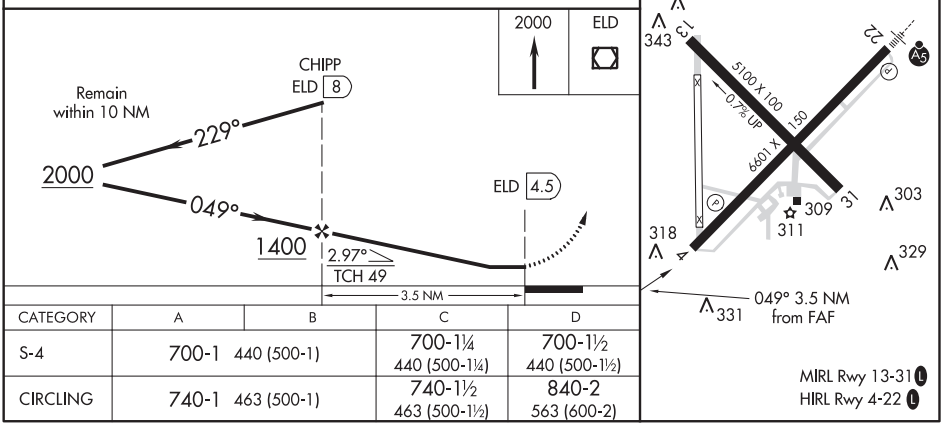
VOR/DME ELD	APP CRS	Rwy ldg 6601
115.5	049°	TDZE 260
Chan 102		Apt Elev 277

Night landing: Rwy 4, 13, 17, 31, 35 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	700-1 440 (500-1)		700-1¼ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 17

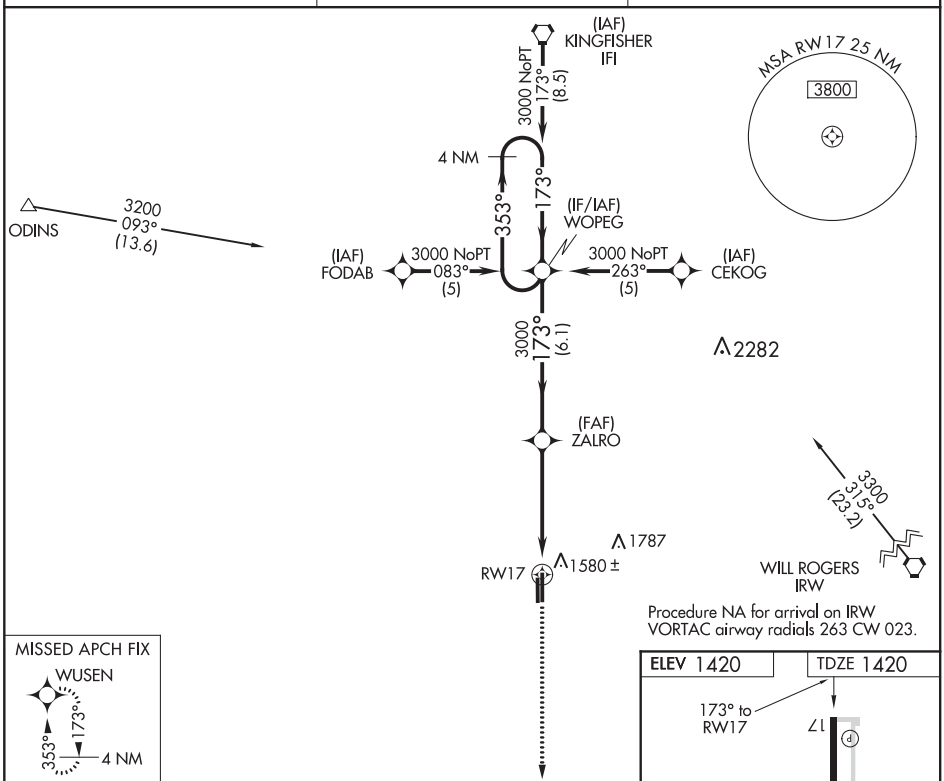
EL RENO RGNL (RQO)

APP CRS	Rwy ldg	5600
173°	TDZE	1420
	Apt Elev	1420

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1880-1 460 (500-1)		1880-1¼ 460 (500-1¼)	NA
CIRCLING	1940-1 520 (600-1)		1940-1½ 520 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

EL RENO, OKLAHOMA | AL-6801 (FAA) | 16091

RNAV (GPS) RWY 35

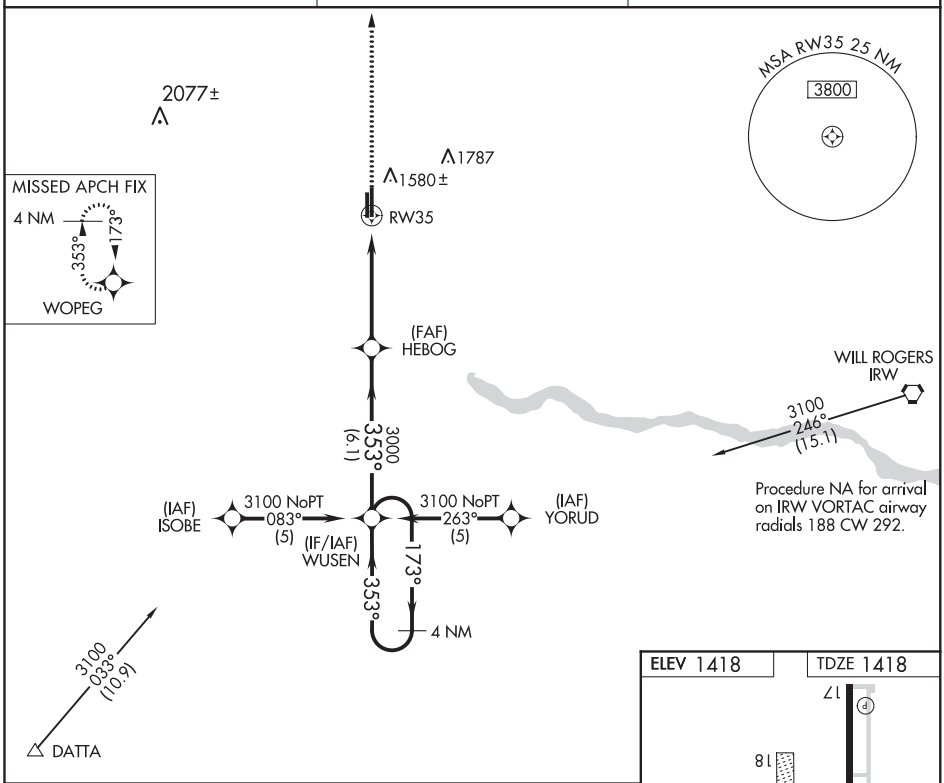
EL RENO RGNL (RQO)

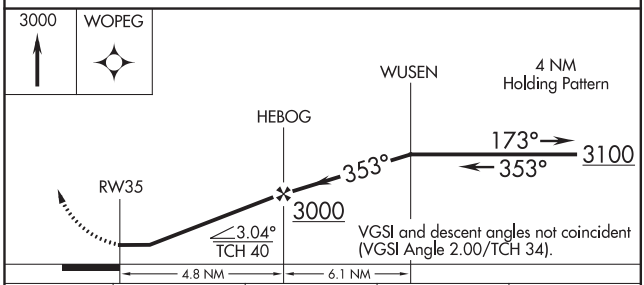
APP CRS	Rwy ldg	5600
353°	TDZE	1418
	Apt Elev	1418

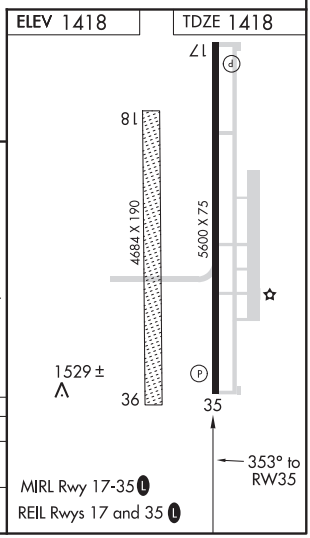
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1820-1	402 (500-1)	1820-1¼ 402 (500-1¼)	NA
CIRCLING	1940-1	522 (600-1)	1940-1½ 522 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

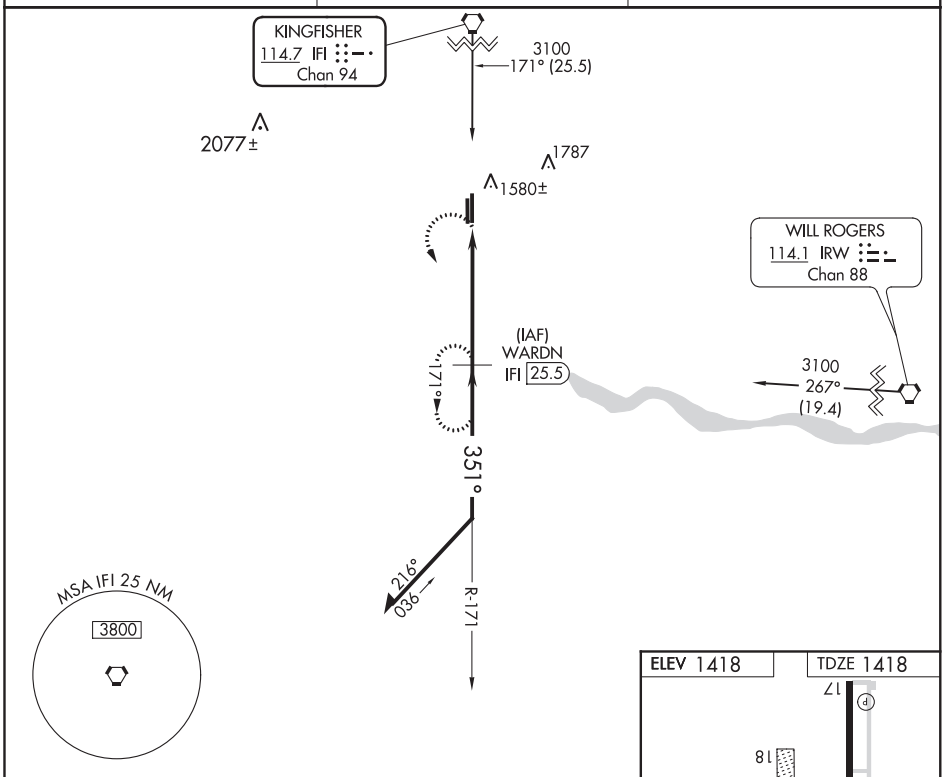
VOR/DME RWY 35
EL RENO RGNL (RQO)

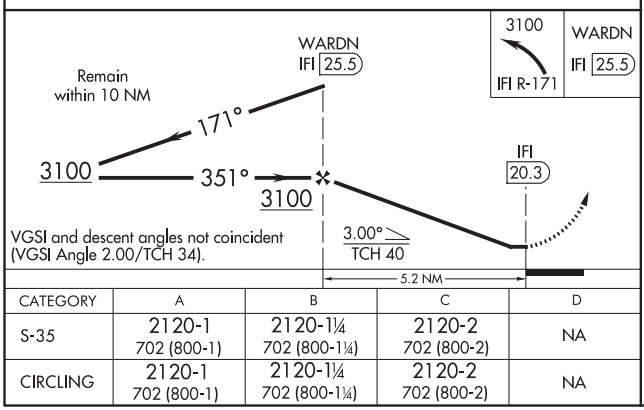
VORTAC IFI	APP CRS	Rwy ldg	5600
114.7	351°	TDZE	1418
Chan 94		Apt Elev	1418

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

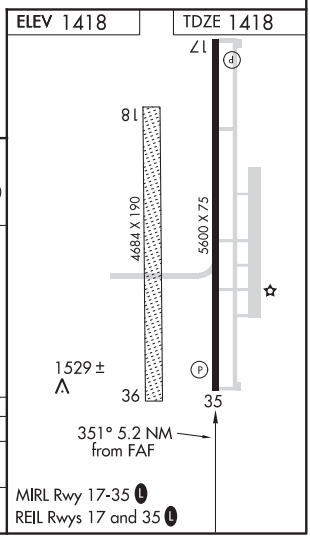
MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA
CIRCLING	2120-1 702 (800-1)	2120-1¼ 702 (800-1¼)	2120-2 702 (800-2)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELK CITY, OKLAHOMA AL-6098 (FAA) 16091

WAAS CH 82408 W17A	APP CRS 174°	Rwy ldg 5399 TDZE 2013 Apt Elev 2013

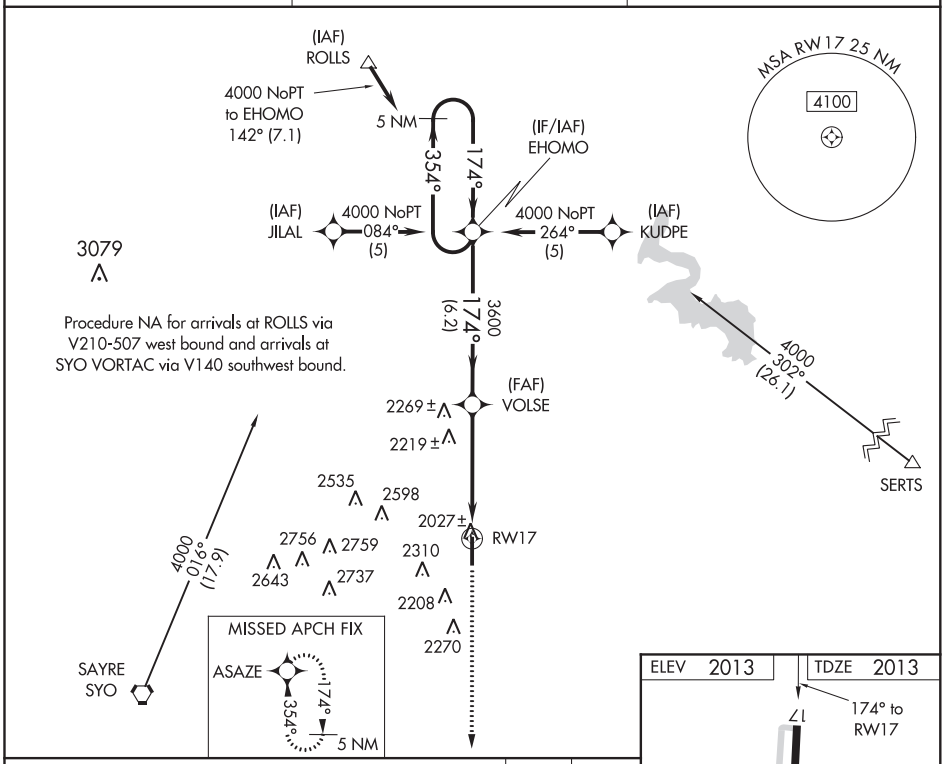
RNAV (GPS) RWY 17
ELK CITY RGNL BUSINESS (ELK)

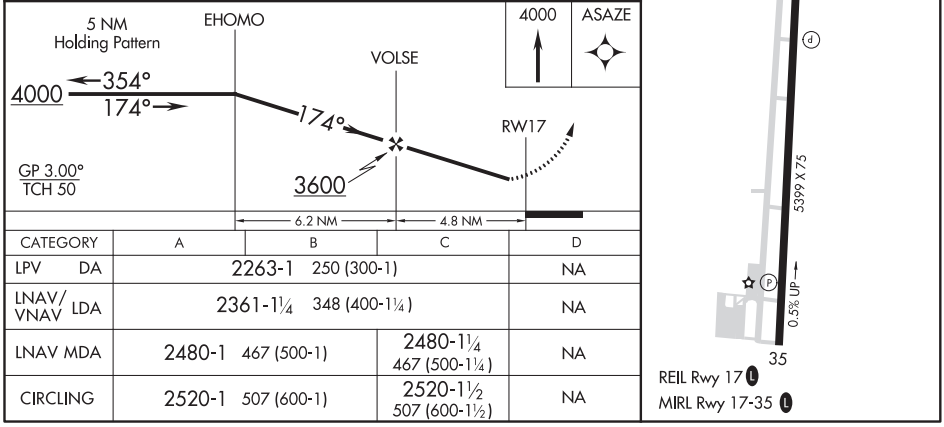
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2263-1 250 (300-1)			NA
LNAV/VNAV LDA	2361-1¼ 348 (400-1¼)			NA
LNAV MDA	2480-1 467 (500-1)		2480-1¼ 467 (500-1¼)	NA
CIRCLING	2520-1 507 (600-1)		2520-1½ 507 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 53508 W35A	APP CRS 354°	Rwy ldg 5399 TDZE 1984 Apt Elev 2013

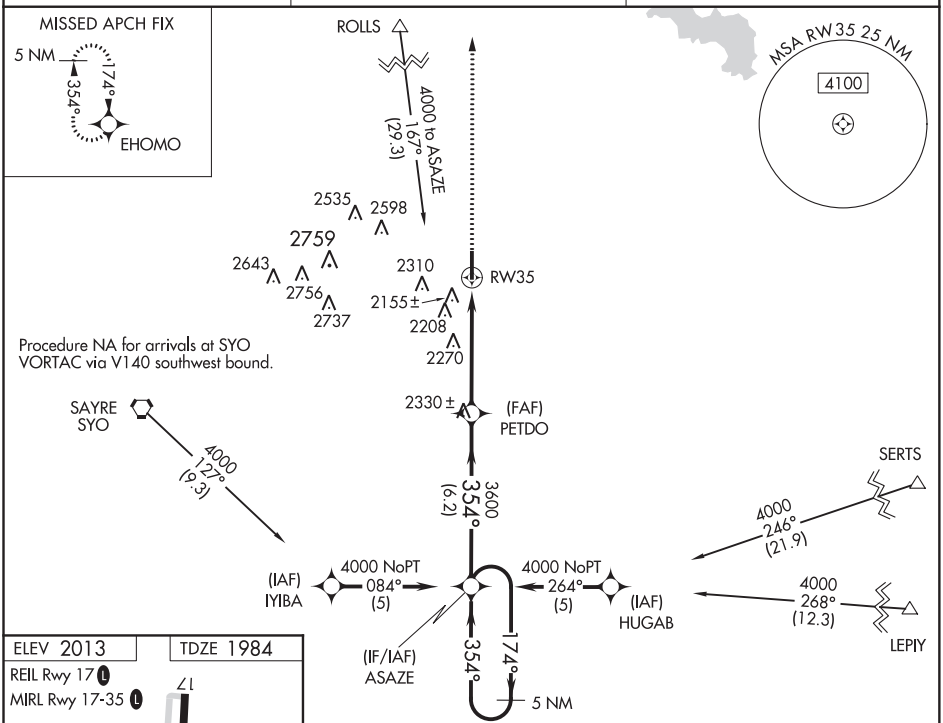
RNAV (GPS) RWY 35
ELK CITY RGNL BUSINESS (ELK)

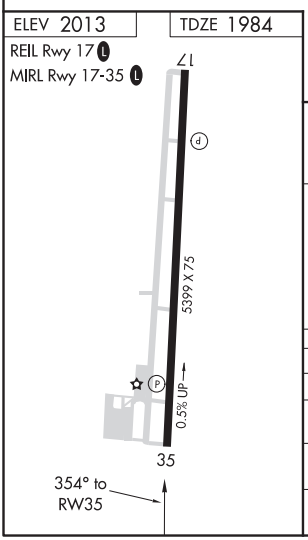
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

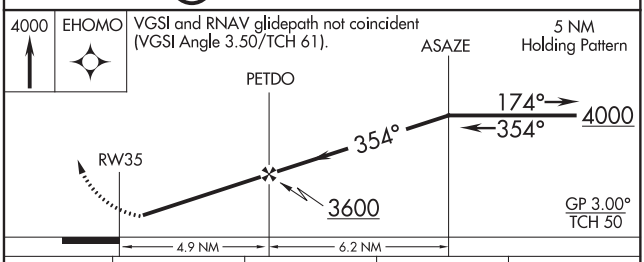
NA

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.375	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2234-1 250 (300-1)			NA
LNAV/VNAV DA	2510-2 526 (500-2)			NA
LNAV MDA	2580-1 596 (600-1)		2580-1½ 596 (600-1½)	NA
CIRCLING	2580-1 567 (600-1)		2580-1½ 567 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

AL-136 (FAA)

16315

ILS or LOC RWY 35
ENID WOODRING RGNL (WDG)

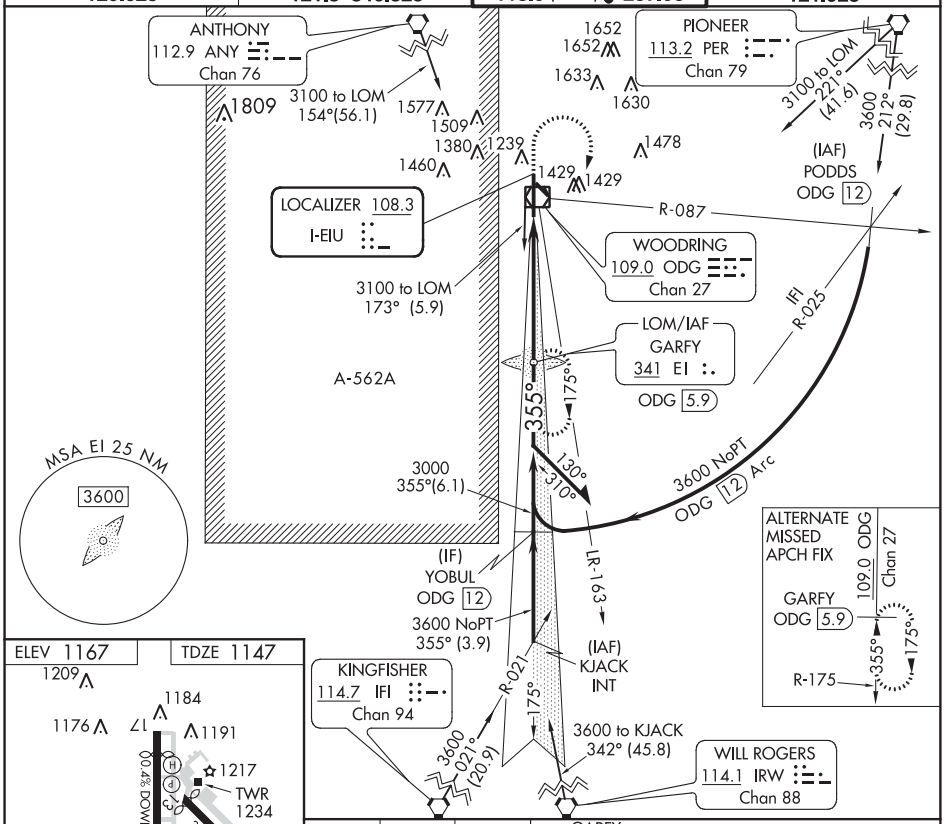
LOC I-EIU	APP CRS	Rwy ldg	8613
108.3	355°	TDZE	1147
		Apt Elev	1167

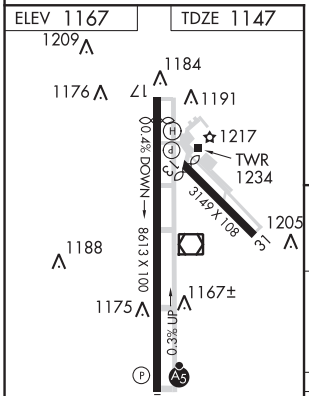
ADF required. DME from ODG VOR/DME. Simultaneous reception of I-EIU and ODG VOR/DME required. When local altimeter setting not received, use Guthrie altimeter setting: increase DA to 1445 feet; increase all MDA 100 feet, and S-LOC visibility Cat C and D ¼ mile and Circling Cat C and D visibility ½ mile. For inop MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cats visibility to 1 mile.

MALSR

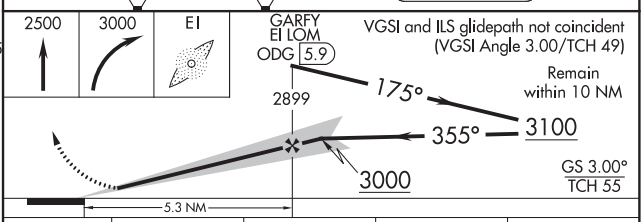
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct GARFY LOM and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 35	1347-½ 200 (200-½)			
S-LOC 35	1580-½ 433 (500-½)		1580-¾ 433 (500-¾)	
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

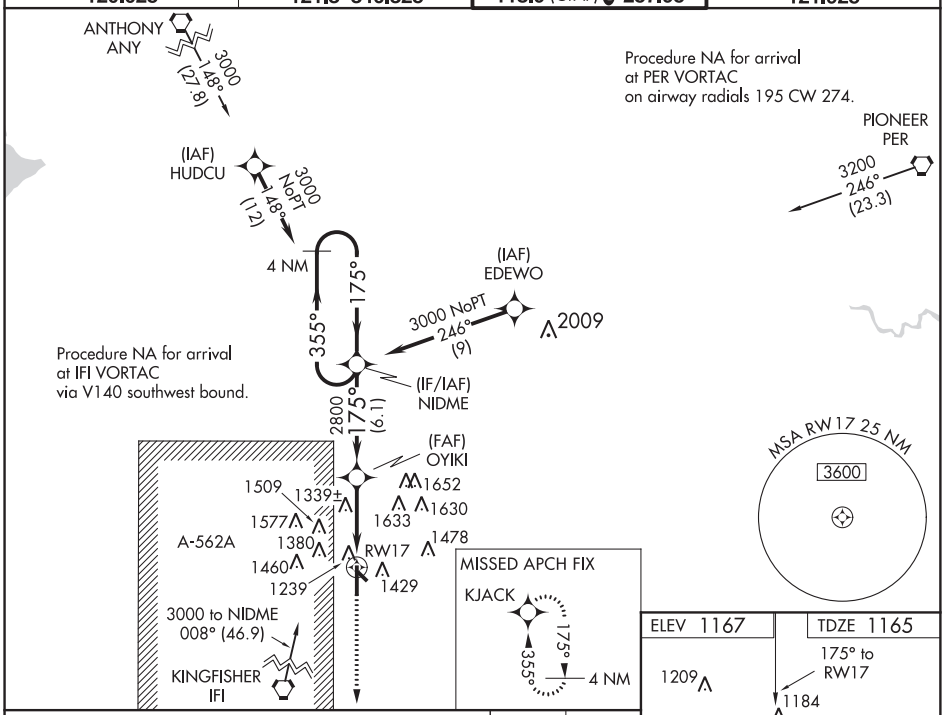
WAAS CH 50213 W17A	APP CRS 175°	Rwy ldg 8002 TDZE 1165 Apt Elev 1167

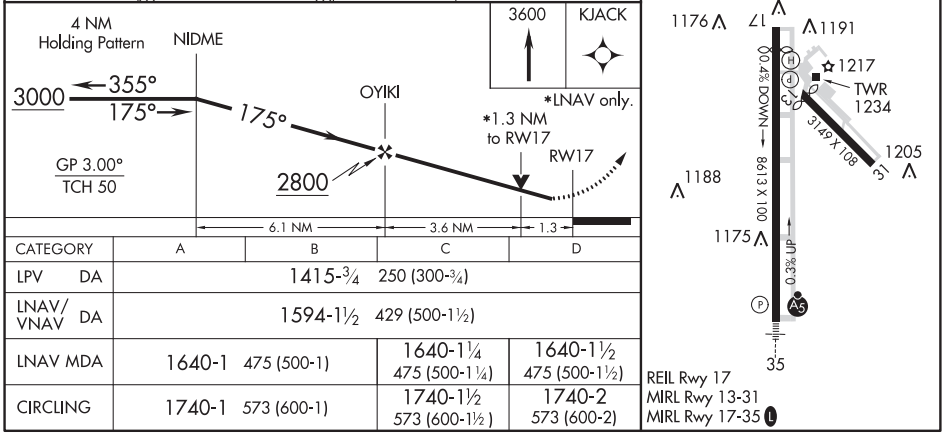
RNAV (GPS) RWY 17
ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles, Circling Cat C visibility to 2 miles and Circling Cat D visibility to 2 ¼ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925





CATEGORY	A	B	C	D
LPV DA	1415-¾ 250 (300-¾)			
LNAV/VNAV DA	1594-1½ 429 (500-1½)			
LNAV MDA	1640-1 475 (500-1)		1640-1¼ 475 (500-1¼)	1640-1½ 475 (500-1½)
CIRCLING	1740-1 573 (600-1)		1740-1½ 573 (600-1½)	1740-2 573 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 97413 W35A	APP CRS 355°	Rwy ldg 8613 TDZE 1147 Apt Elev 1167

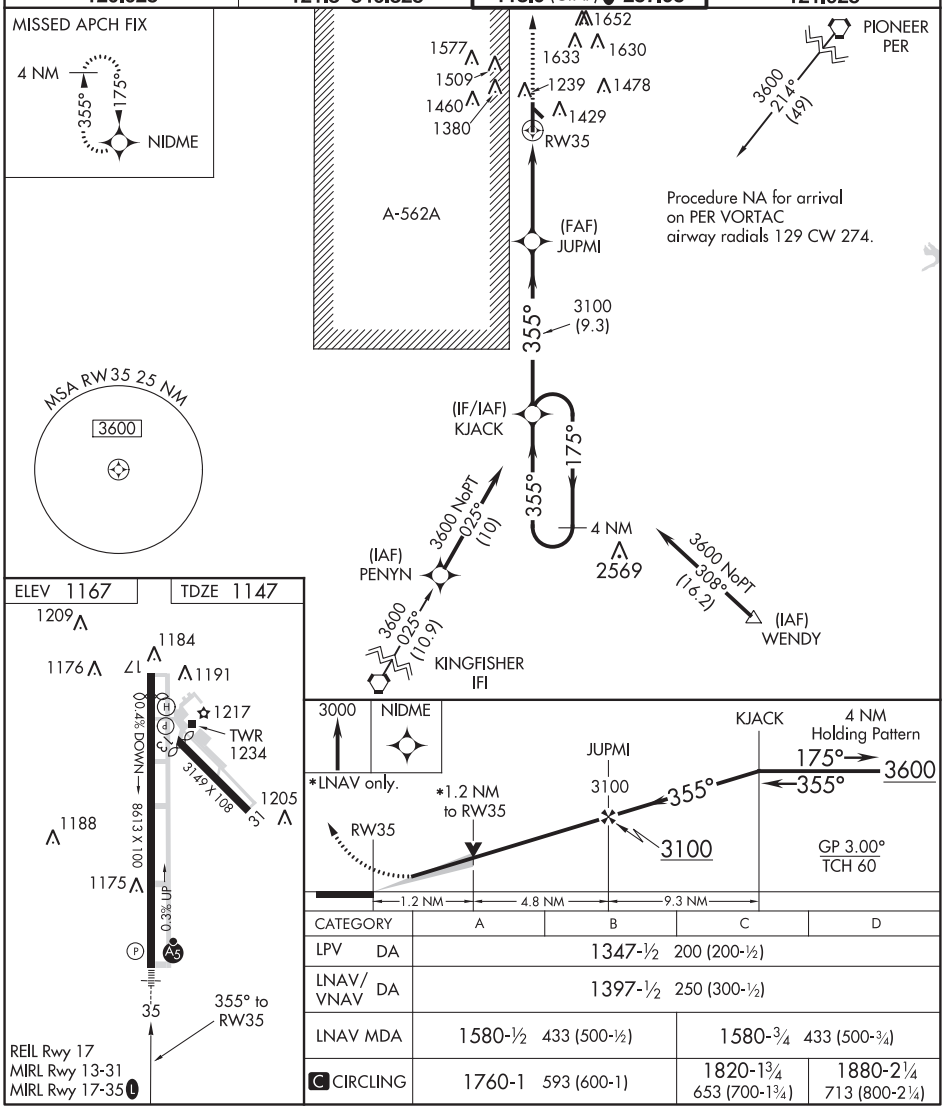
RNAV (GPS) RWY 35
ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase LPV DA 1445 feet, LNAV/VNAV DA to 1495 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. For inop MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV and VDP NA when using Guthrie altimeter setting. Night landing: Rwy 13 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct NIDME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



CATEGORY	A	B	C	D
LPV DA	1347-½ 200 (200-½)			
LNAV/VNAV DA	1397-½ 250 (300-½)			
LNAV MDA	1580-½ 433 (500-½)		1580-¾ 433 (500-¾)	
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

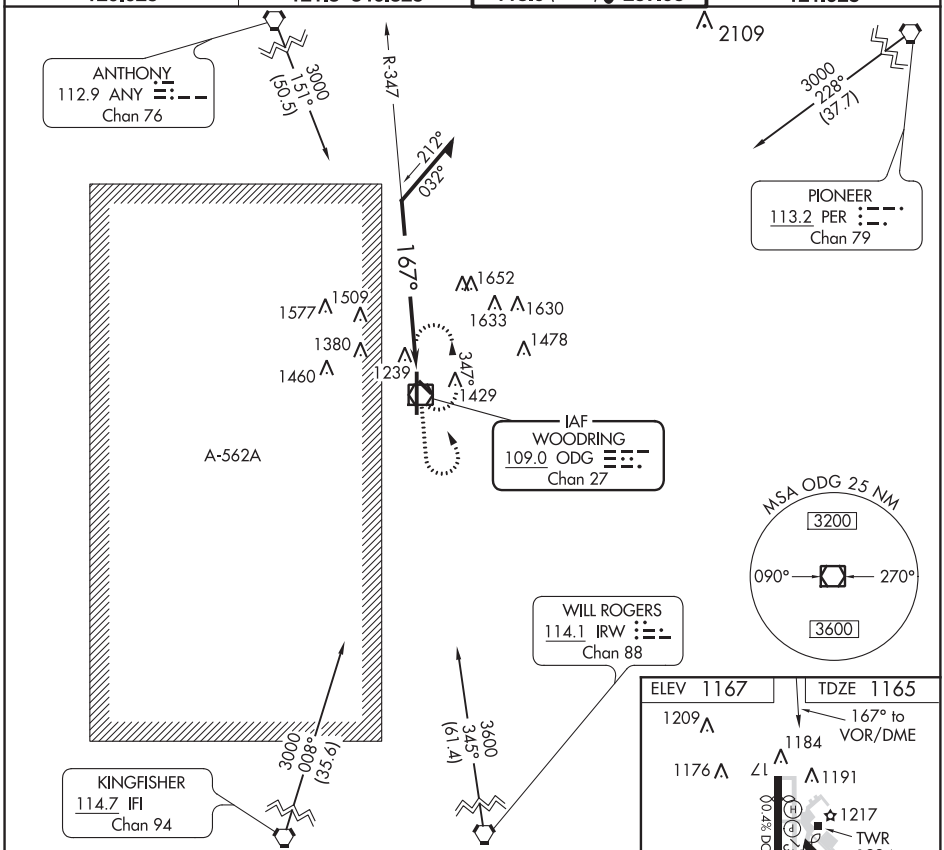
VOR RWY 17
ENID WOODRING RGNL (WDG)

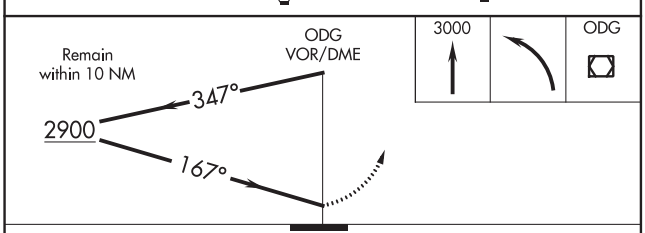
VOR/DME ODG	APP CRS	Rwy ldg	8002
109.0	167°	TDZE	1165
Chan 27		Apt Elev	1167

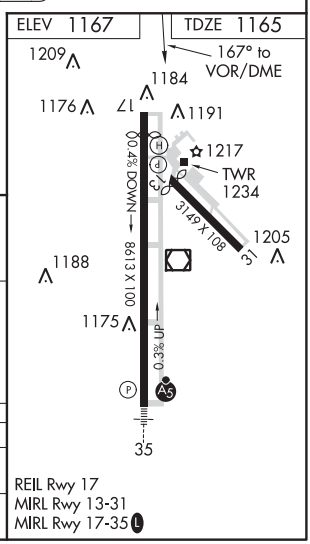
When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925







REIL Rwy 17
MIRL Rwy 13-31
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	1800-1 635 (700-1)		1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
CIRCLING	1800-1 633 (700-1)		1800-1¾ 633 (700-1¾)	1800-2 633 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

AL-136 (FAA)

16315

VOR RWY 35

ENID WOODRING RGNL (WDG)

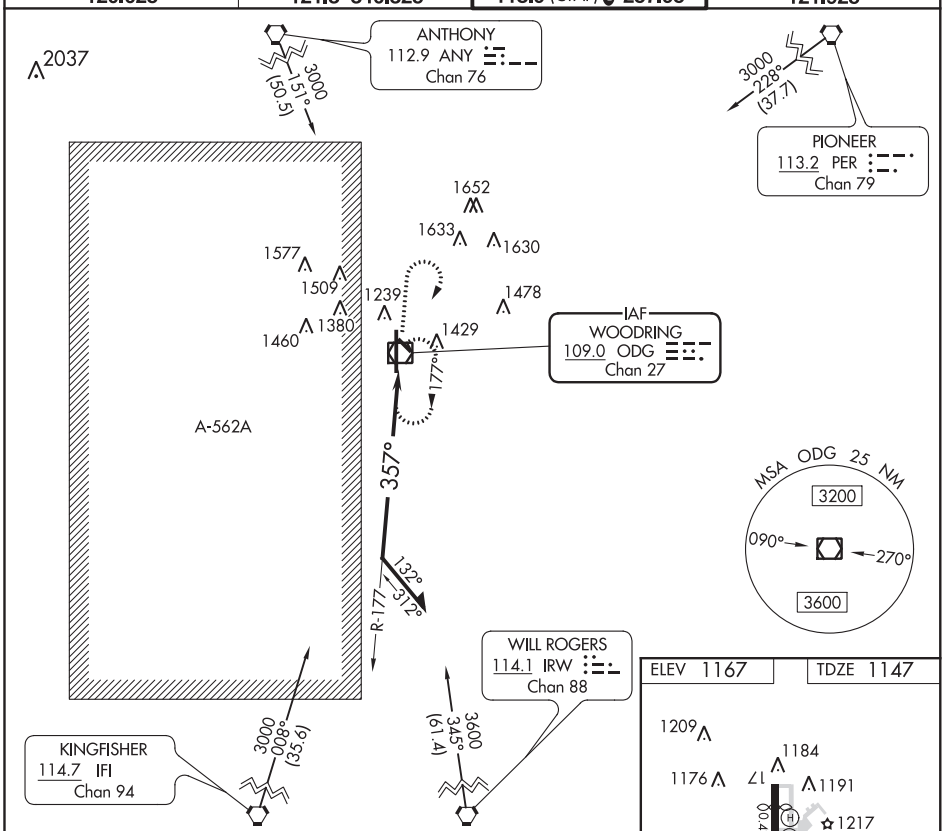
VOR/DME ODG	APP CRS	Rwy ldg	8613
109.0	357°	TDZE	1147
Chan 27		Apt Elev	1167

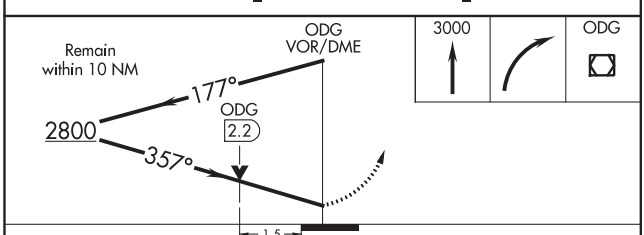
When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, increase S-35 Cat C/D visibility ⅜ mile, and Circling Cat C/D visibility ½ mile. VDP NA when using Guthrie altimeter setting. Night Landing: Rwy 13 NA. For inop MALSR when using Guthrie altimeter setting increase S-35 Cat C/D visibility to 1¾ miles.

MALSR

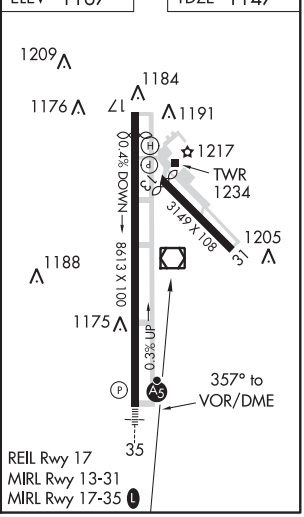
MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



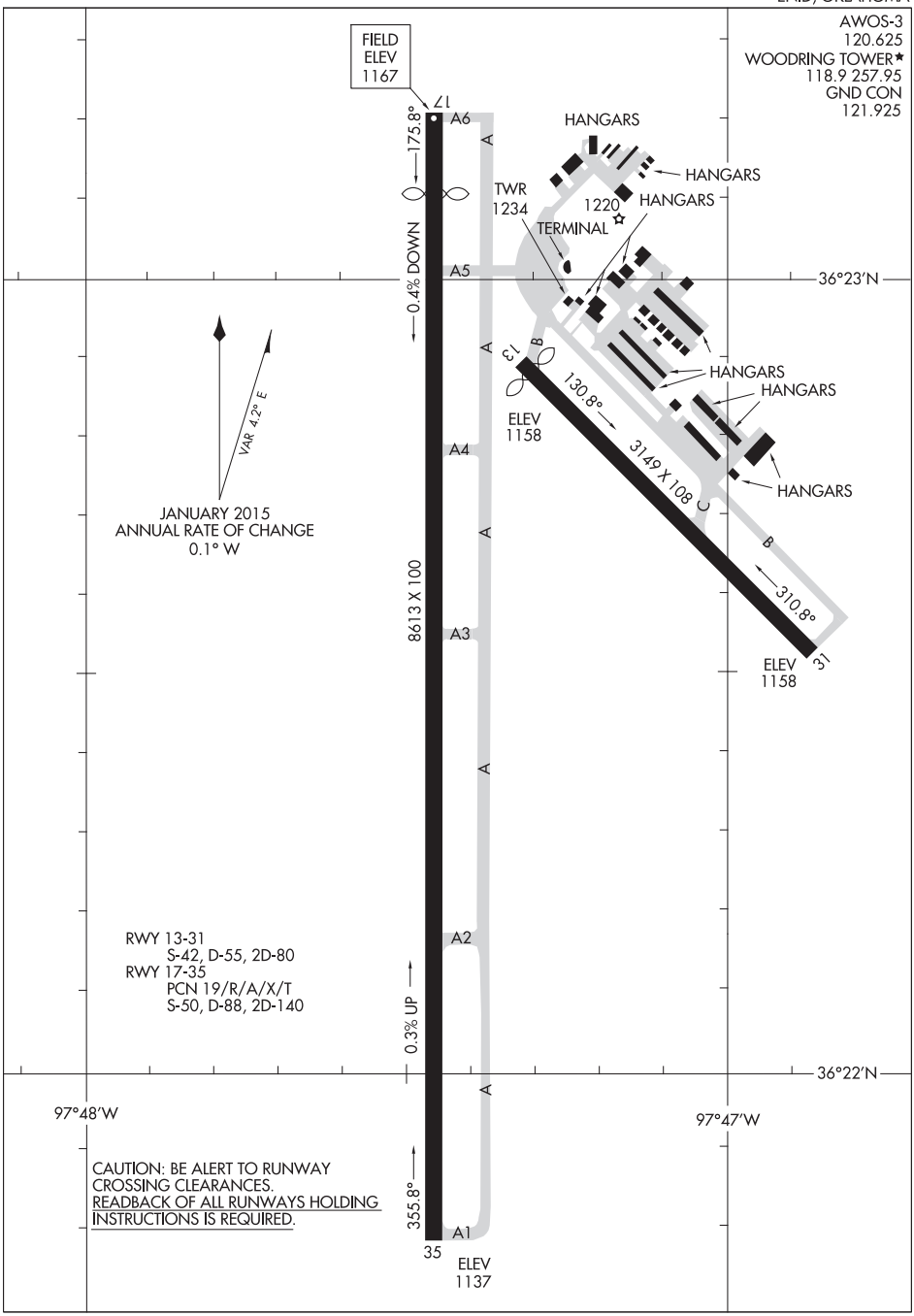


CATEGORY	A	B	C	D
S-35	1680-½ 533 (600-½)		1680-1 533 (600-1)	
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FAIRVIEW, OKLAHOMA AL-6110 (FAA) 16315

RNAV (GPS) RWY 17
FAIRVIEW MUNI (6K4)

APP CRS	Rwy ldg	3620
174°	TDZE	1272
	Apt Elev	1272

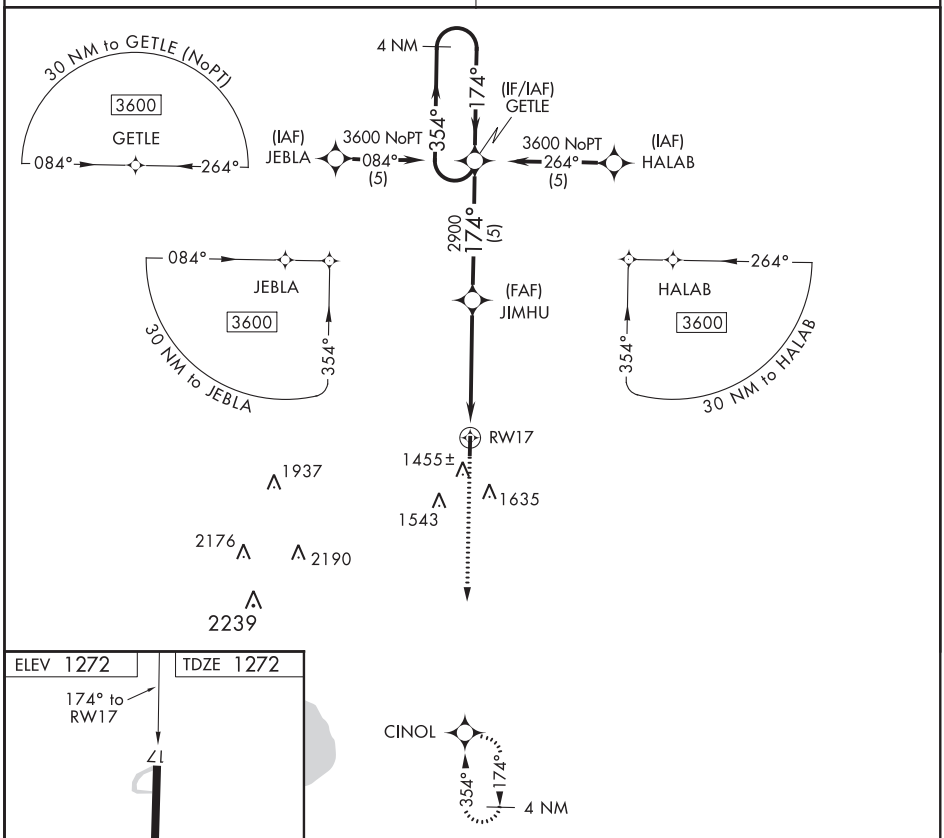
Use Vance AFB altimeter setting.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

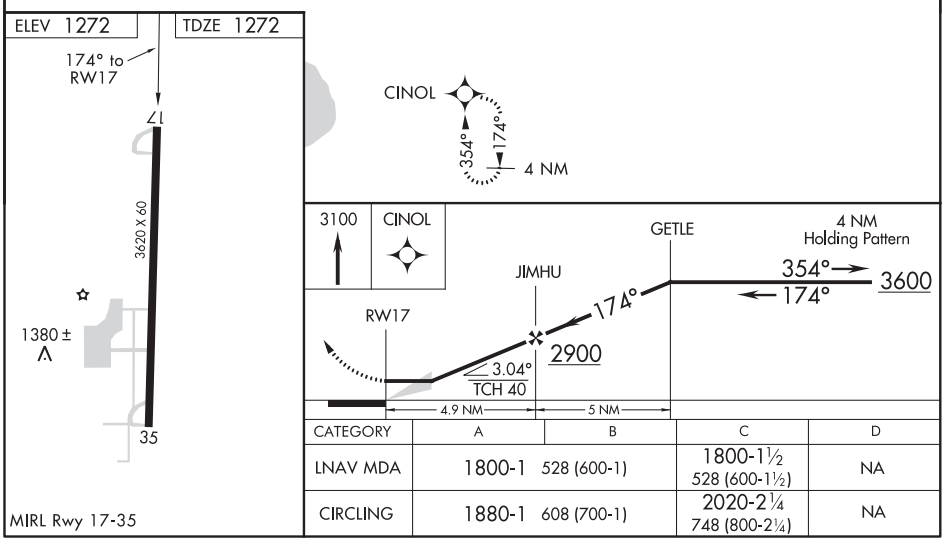
NA

MISSED APPROACH: Climb to 3100 direct CINOL WP and hold.

VANCE APP CON ★
126.75 346.325

UNICOM
122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1800-1 528 (600-1)		1800-1½ 528 (600-1½)	NA
CIRCLING	1880-1 608 (700-1)		2020-2¼ 748 (800-2¼)	NA

MIRL Rwy 17-35

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 42630 W16A	APP CRS 167°	Rwy ldg 6005 TDZE 1252 Apt Elev 1252

RNAV (GPS) RWY 16
DRAKE FIELD (FYV)

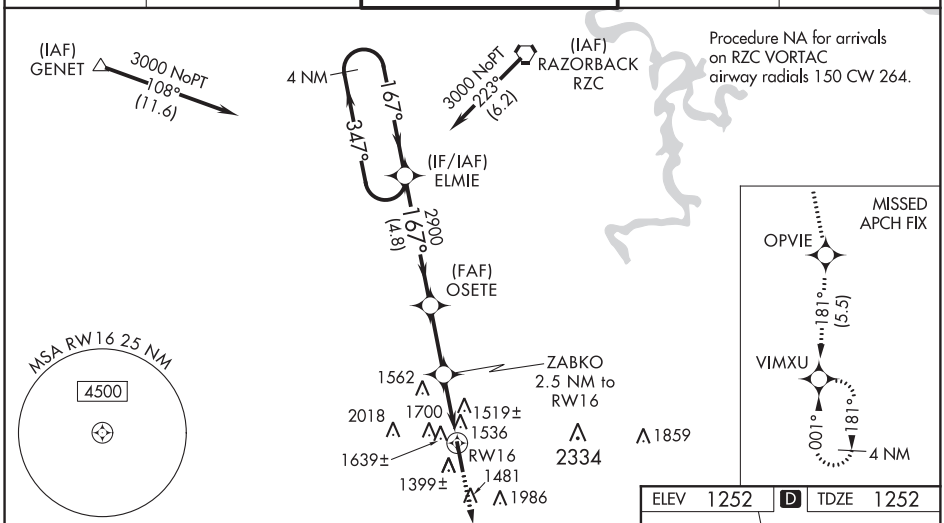
ASR

Baro-VNAV NA when using Springdale altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA and MDA 40 feet. Increase LPV all Cats visibility and LNAV Cats C and D visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile. For inop ODALS, increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile and LNAV Cats C and D visibility ¼ mile. For inop ODALS, when using Springdale altimeter setting, increase LPV all Cats visibility to 1⅝ miles and LNAV Cats C and D visibility to 2 miles. Inop table does not apply when using Springdale altimeter setting to LNAV/VNAV all Cats and LNAV Cats A and B.

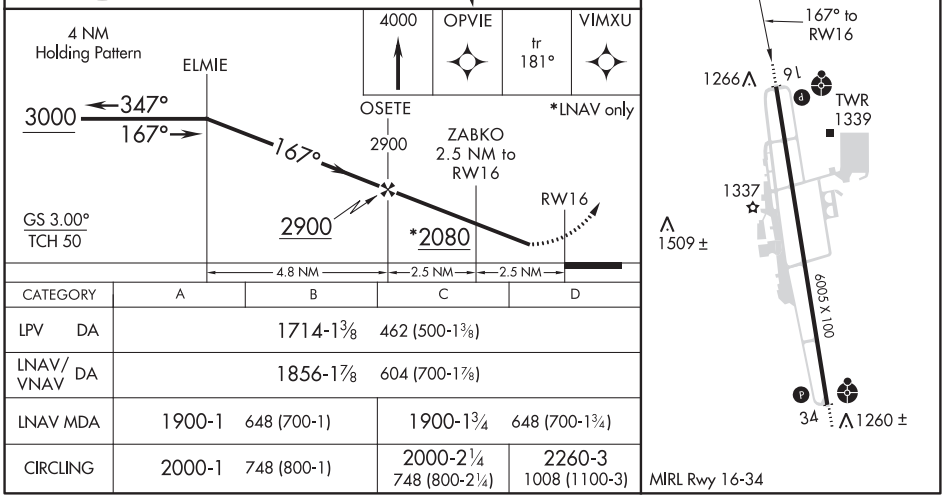
ODALS

MISSED APPROACH: Climb to 4000 direct OPVIE and on track 181° to VIMXU and hold.

ATIS	RAZORBACK APP CON*	DRAKE TOWER*	GND CON	UNICOM
119.575	121.0 244.57	128.0 (CTAF) 371.9	121.8	122.95



ELEV 1252 D TDZE 1252



CATEGORY	A	B	C	D
LPV DA	1714-1⅜ 462 (500-1⅜)			
LNAV/VNAV DA	1856-1⅞ 604 (700-1⅞)			
LNAV MDA	1900-1 648 (700-1)		1900-1¾ 648 (700-1¾)	
CIRCLING	2000-1 748 (800-1)		2000-2¼ 748 (800-2¼)	2260-3 1008 (1100-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FAYETTEVILLE, ARKANSAS — AL-728 (FAA) — 15120

WAAS CH 50330 W34A	APP CRS 347°	Rwy ldg 6005 TDZE 1241 Apt Elev 1252

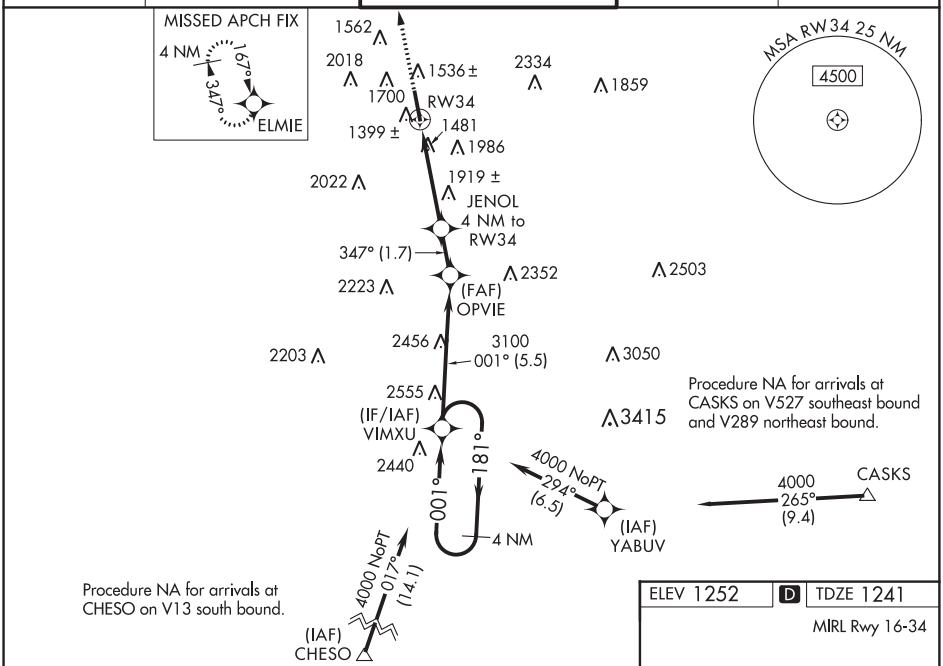
RNAV (GPS) RWY 34
DRAKE FIELD (FYV)

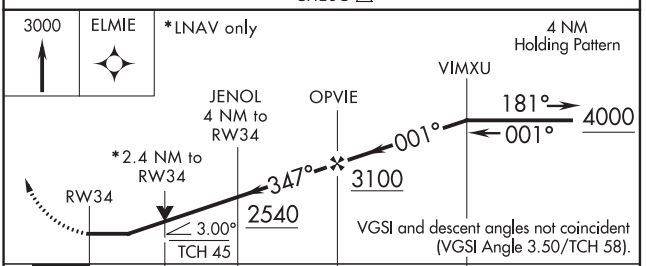
ASR: Inop table does not apply to LP Cat A and and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility ¼ mile.

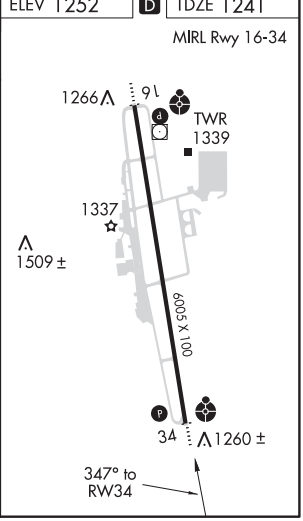
ODALS

MISSED APPROACH: Climb to 3000 direct ELMIE and hold.

ATIS	RAZORBACK APP CON*	DRAKE TOWER*	GND CON	UNICOM
119.575	121.0 244.57	128.0 (CTAF) (L) 371.9	121.8	122.95







CATEGORY	A	B	C	D
LP MDA	2120-1	879 (900-1)	2120-2½	879 (900-2½)
LNAV MDA	2180-1	939 (1000-1)	2180-2½	939 (1000-2½)
CIRCLING	2180-1¼	928 (1000-1¼)	2180-2¾ 928 (1000-2¾)	2260-3 1008 (1100-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

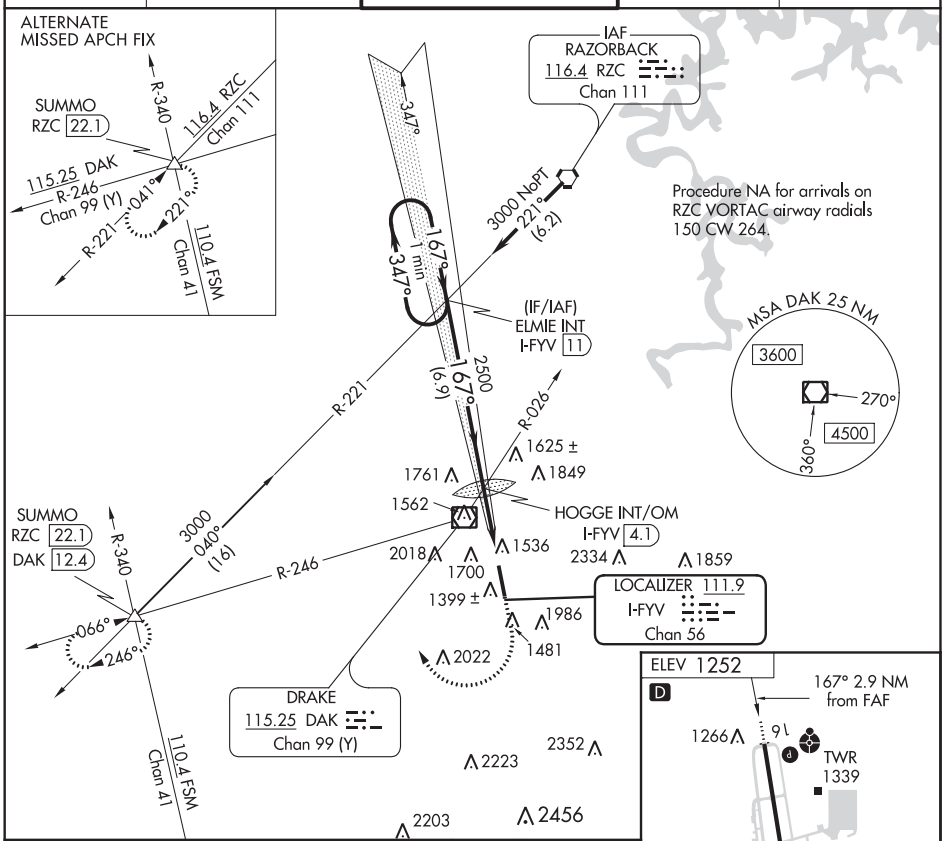
LOC-C
DRAKE FIELD (FYV)

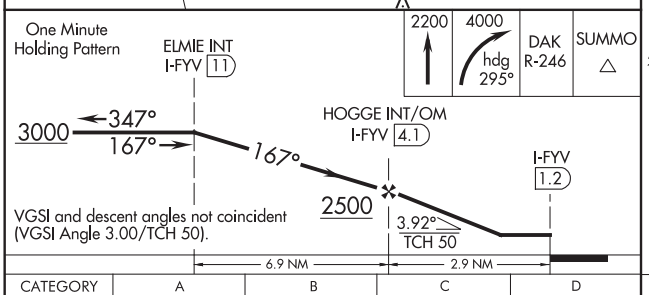
LOC/DME I-FYV	APP CRS	Rwy ldg	N/A
111.9	167°	TDZE	N/A
Chan 56		Apt Elev	1252

ASR: When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Circling NA east of Rwy 16-34. Visibility reduction by helicopters NA.

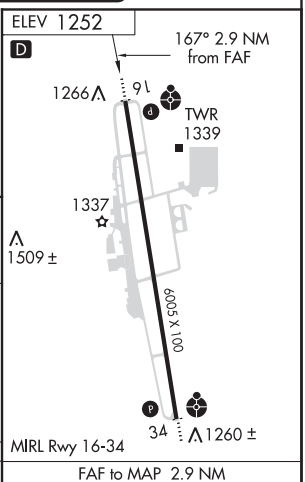
MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 heading 295° and DAK VOR/DME R-246 to SUMMO INT/DAK 12.4 DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON	UNICOM
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8	122.95





VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
CIRCLING	2000-1	748 (800-1)	2000-2¼ 748 (800-2¼)	2260-3 1008 (1100-3)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FAYETTEVILLE, ARKANSAS — AL-728 (FAA) — 15120

LDA/DME RWY 34
DRAKE FIELD (FYV)

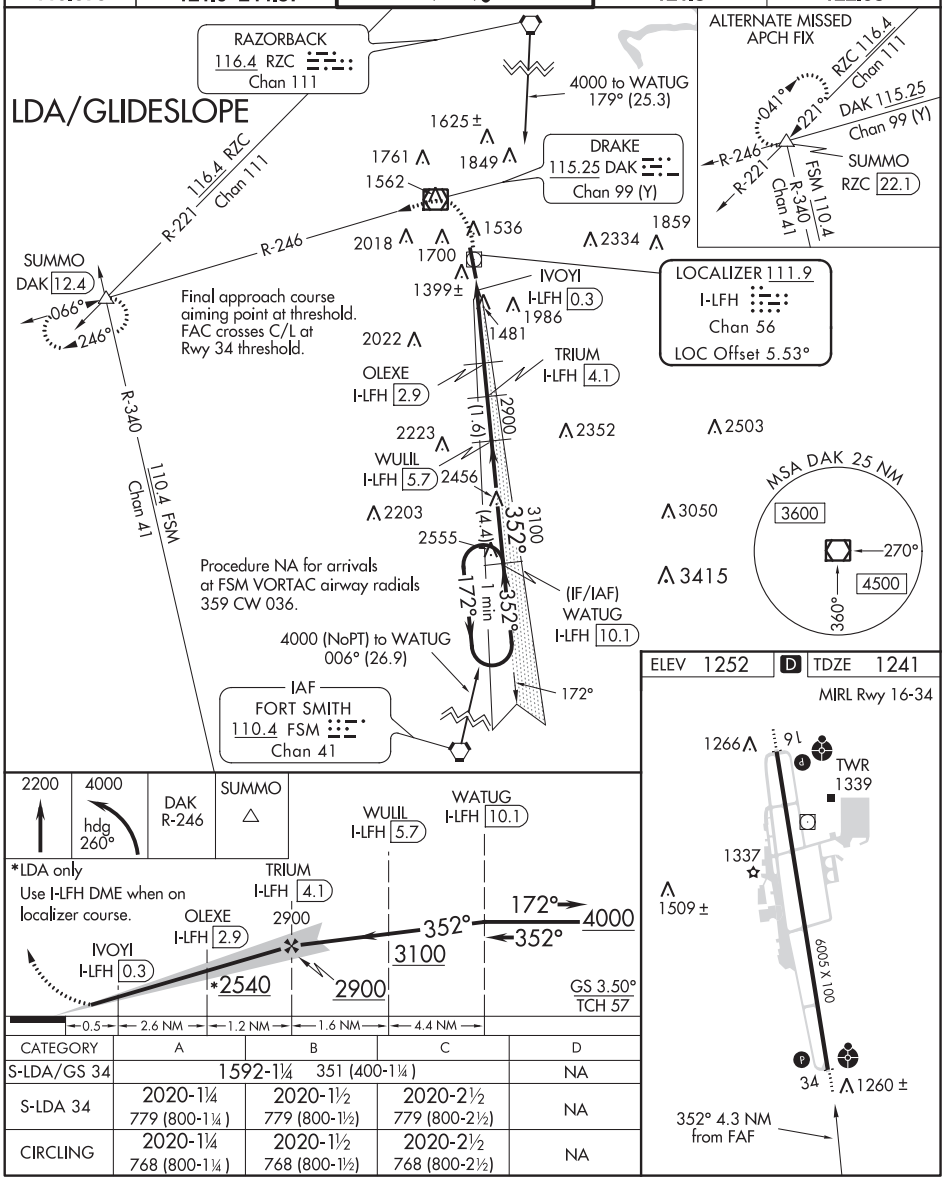
LOC/DME I-LFH	APP CRS	Rwy ldg	6005
111.9	352°	TDZE	1241
Chan 56		Apt Elev	1252

ASR: Inoperative table does not apply. Circling NA E of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet. Helicopter visibility below ¾ SM not authorized.

ODALS

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 heading 260° and DAK VOR/DME R-246 to SUMMO INT/DAK 12.4 DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON	UNICOM
119.575	121.0 244.57	128.0 (CTAF) L 371.9	121.8	122.95



CATEGORY	A	B	C	D
S-LDA/GS 34	1592-1¼ 351 (400-1¼)			NA
S-LDA 34	2020-1¼ 779 (800-1¼)	2020-1½ 779 (800-1½)	2020-2½ 779 (800-2½)	NA
CIRCLING	2020-1¼ 768 (800-1¼)	2020-1½ 768 (800-1½)	2020-2½ 768 (800-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME-B
DRAKE FIELD (FYV)

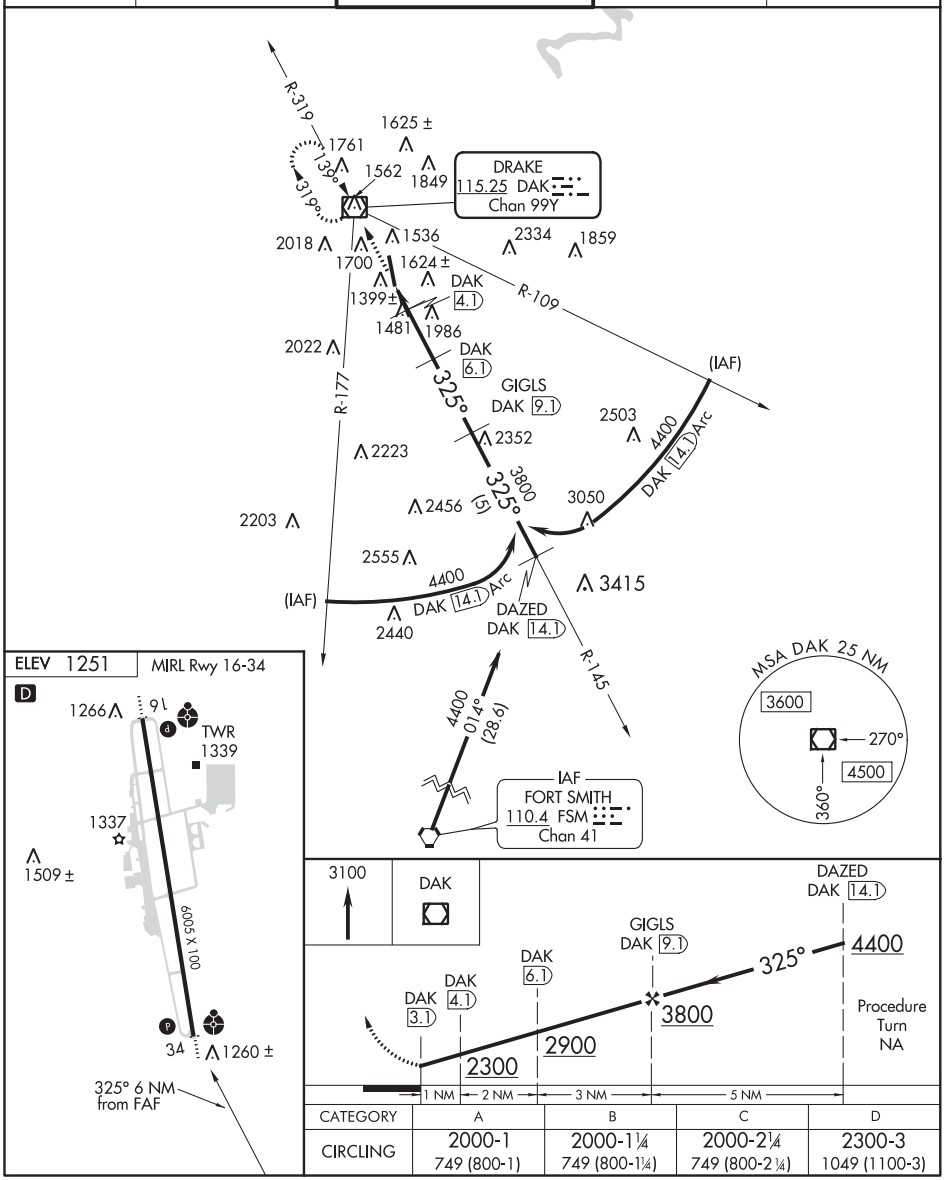
VOR/DME DAK	APP CRS	Rwy ldg	N/A
115.25 Chan 99Y	325°	TDZE	N/A
		Apt Elev	1251

T A ASR

Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 3100 direct DAK VOR/DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER ★	GND CON	UNICOM
119.575	121.0 244.57	128.0 (CTAF) 371.9	121.8	122.95



CATEGORY	A	B	C	D
CIRCLING	2000-1 749 (800-1)	2000-1¼ 749 (800-1¼)	2000-2¼ 749 (800-2¼)	2300-3 1049 (1100-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

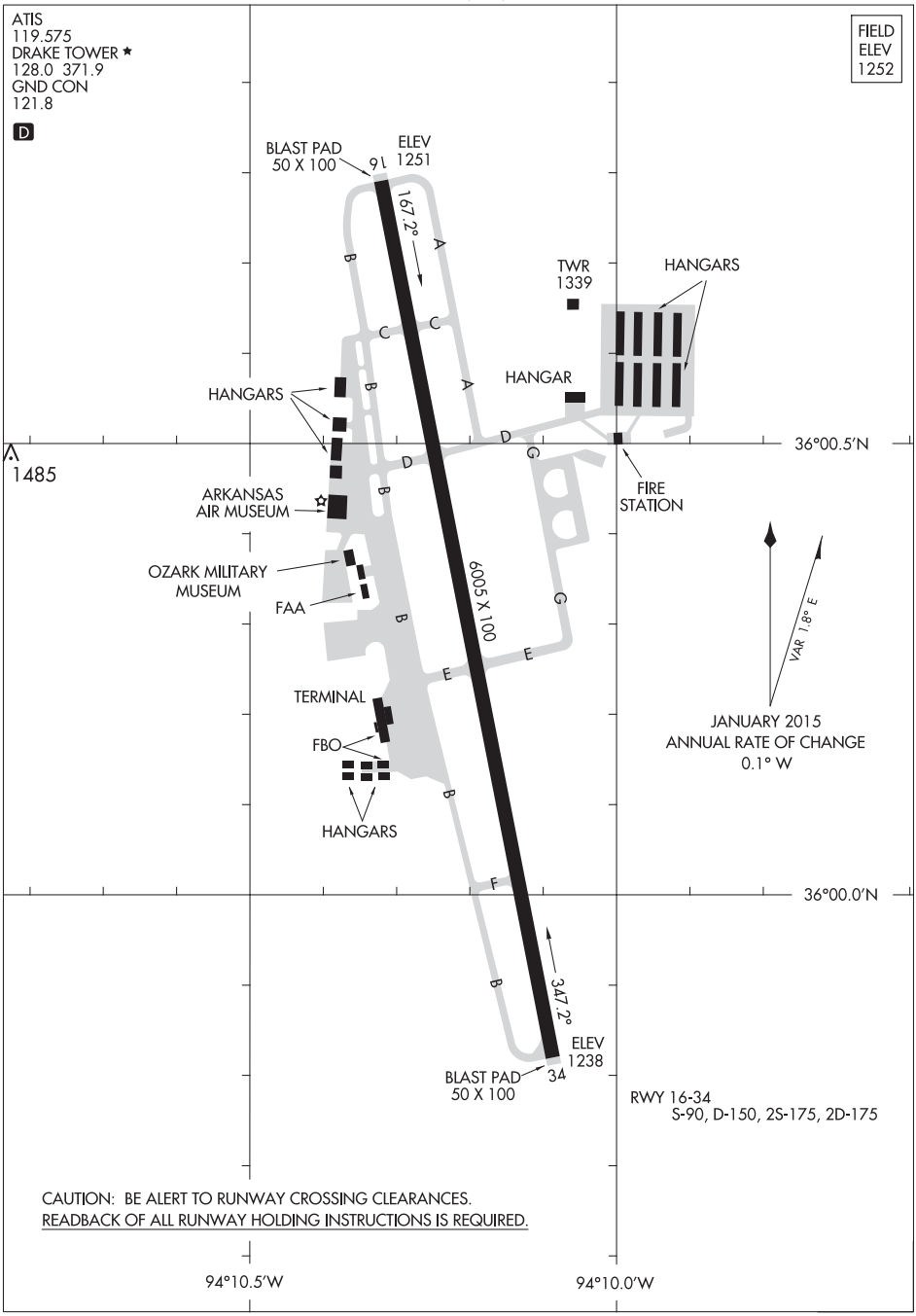
SC-1, 05 JAN 2017 to 02 MAR 2017

15176

AIRPORT DIAGRAM

AL-728 (FAA)

DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS



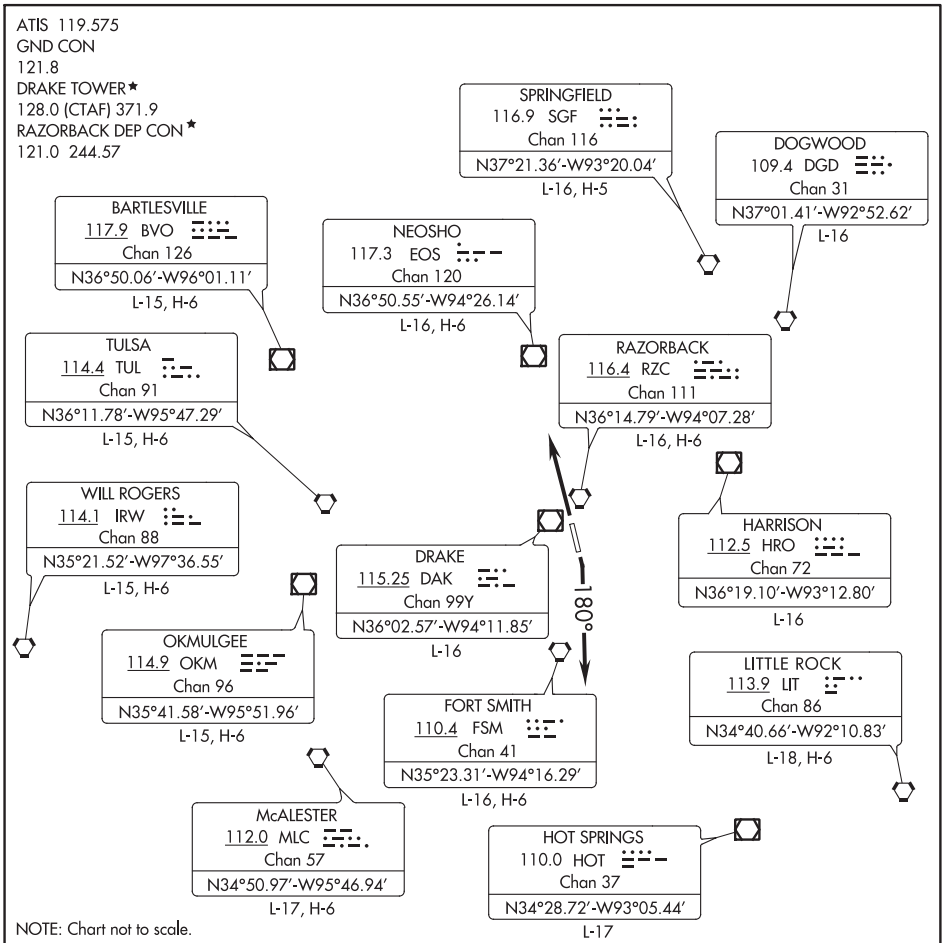
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15176
FAYETTEVILLE, ARKANSAS
DRAKE FIELD (FYV)

RAZORBACK ONE DEPARTURE

SL-728 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence . . . .

TAKE-OFF RUNWAY 34: Fly runway heading. Thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS AL-9274 (FAA) 17005

ILS or LOC RWY 16
NORTHWEST ARKANSAS RGNL (XNA)

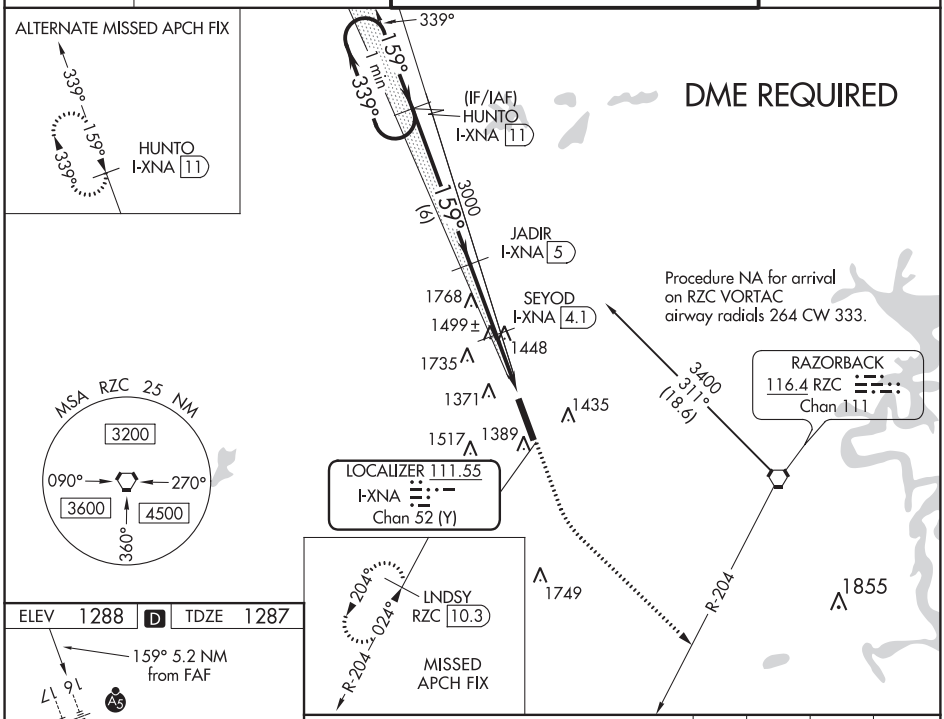
LOC/DME I-XNA	APP CRS	Rwy ldg	8800
111.55	159°	TDZE	1287
Chan 52 (Y)		Apt Elev	1288

DME Required. For inop ALS increase visibility S-ILS 16 Cat E to RVR 4000 and S-LOC 16 Cat C/D/E to RVR 6000.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

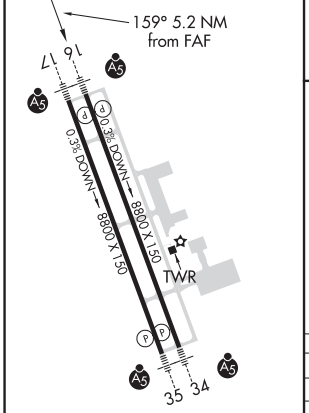
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

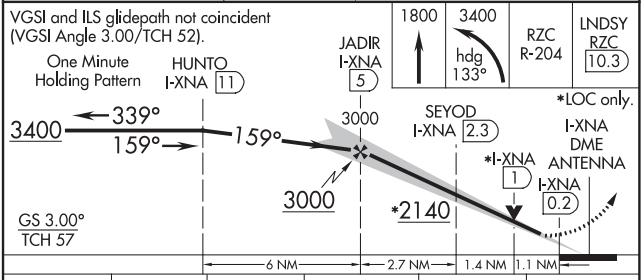
ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9



ELEV 1288 D TDZE 1287



HIRL Rwy 16-34 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
S-ILS 16	**1487/24 200 (200-½)				
S-LOC 16	1700/24 413 (500-½)		1700/40 413 (500-¾)		
C CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

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ILS or LOC RWY 34
NORTHWEST ARKANSAS RGNL (XNA)

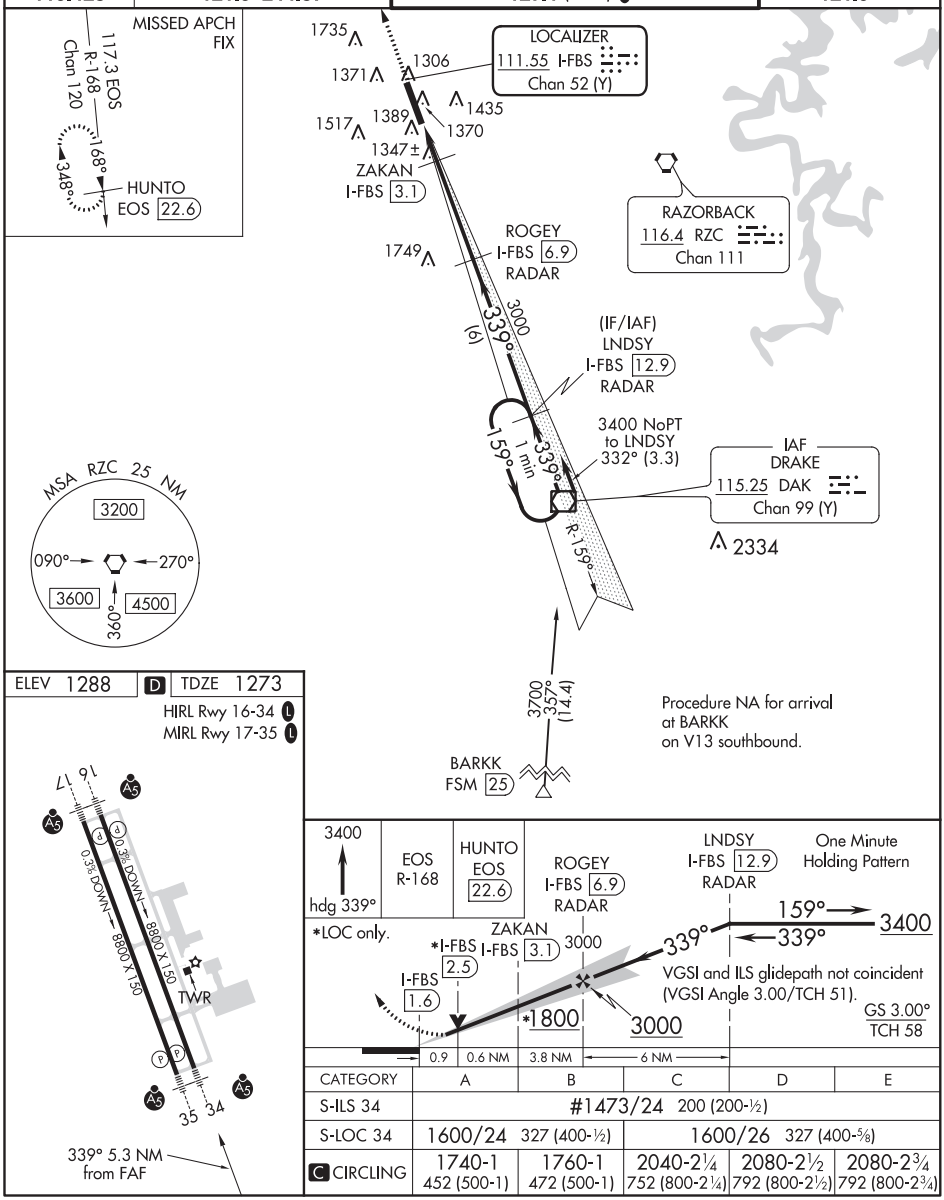
LOC/DME I-FBS	APP CRS	Rwy ldg	8800
111.55	339°	TDZE	1273
Chan 52 (Y)		Apt Elev	1288

DME required. For inop ALS, increase visibility S-ILS 34 Cat E to RVR 4000 and S-LOC 34 Cat C/D/E to RVR 5000.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3400 on heading 339° and EOS VOR/DME R-168 to HUNTO/ EOS VOR/DME 22.6 DME and hold.

ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9



CATEGORY	A	B	C	D	E
S-ILS 34	#1473/24 200 (200-½)				
S-LOC 34	1600/24 327 (400-½)		1600/26 327 (400-⅝)		
C CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

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FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS AL-9274 (FAA) 17005

RNAV (GPS) RWY 16
NORTHWEST ARKANSAS RGNL (XNA)

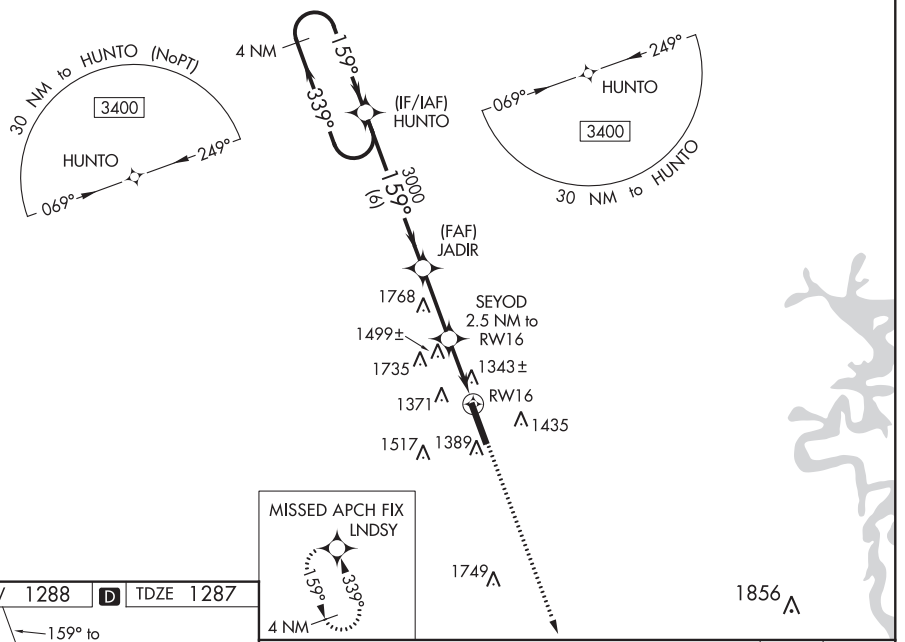
WAAS CH 72899 W16A	APP CRS 159°	Rwy ldg 8800 TDZE 1287 Apt Elev 1288

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats and LNAV Cat C/D/E visibility to 1⅜ mile.

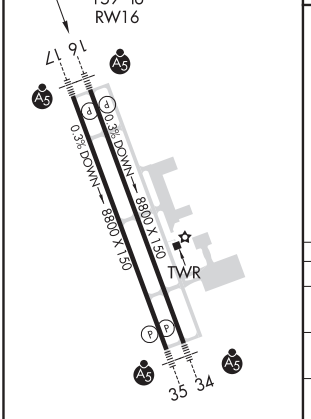
MALSR

MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

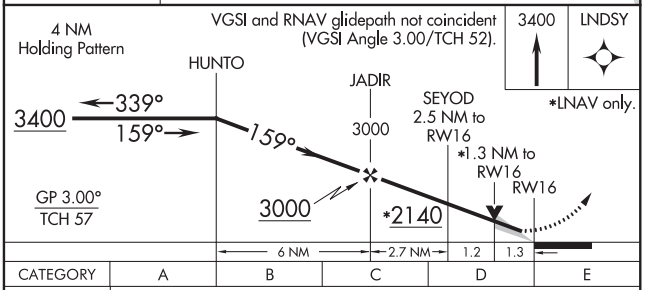
ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9



ELEV 1288 D TDZE 1287



HIRL Rwy 16-34 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D	E
LPV DA	1487/24 200 (200-½)				
LNAV/VNAV DA	1722/50 435 (500-1)				
LNAV MDA	1760/24 473 (500-½)	1760/50 473 (500-1)			
C CIRCLING	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)	

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RNAV (GPS) RWY 34
NORTHWEST ARKANSAS RGNL (XNA)

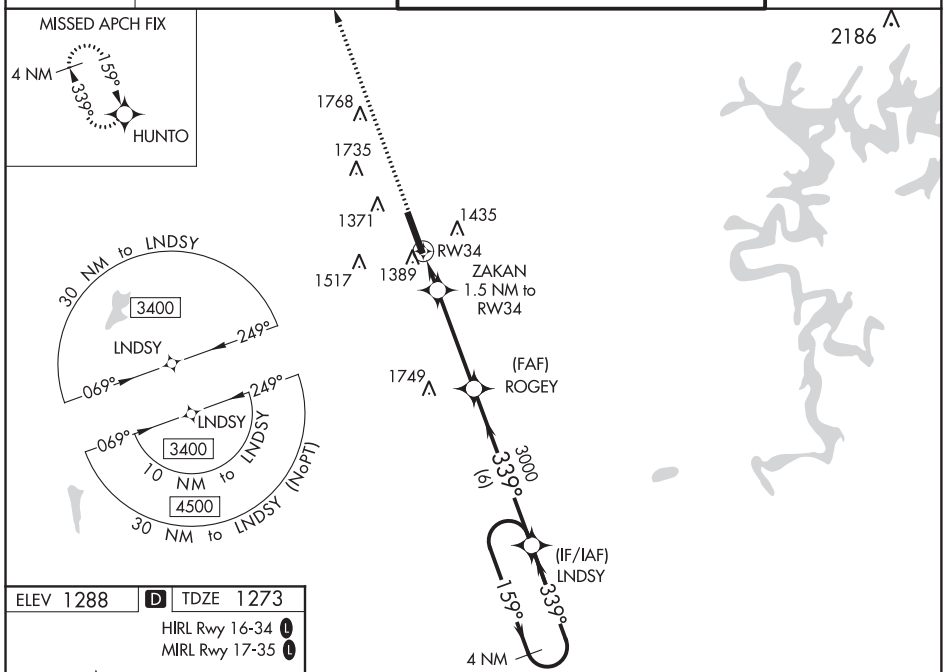
WAAS CH 78299 W34A	APP CRS 339°	Rwy ldg 8800 TDZE 1273 Apt Elev 1288

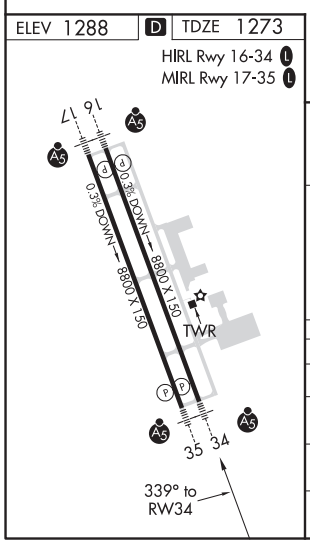
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.

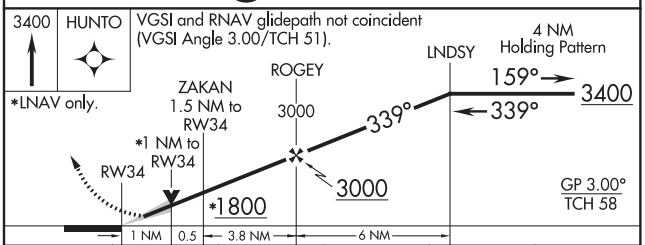
MALSR

MISSED APPROACH: Climb to 3400 direct HUNTO and hold

ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS RGNL TOWER ★	GND CON
119.425	121.0 244.57	127.1 (CTAF) L	121.9







CATEGORY		A	B	C	D	E
LPV	DA	1473/24 200 (200-½)				
LNAV/VNAV	DA	1550/24 277 (300-½)				
LNAV MDA		1640/24 367 (400-½)		1640/35 367 (400-¾)		
C CIRCLING		1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

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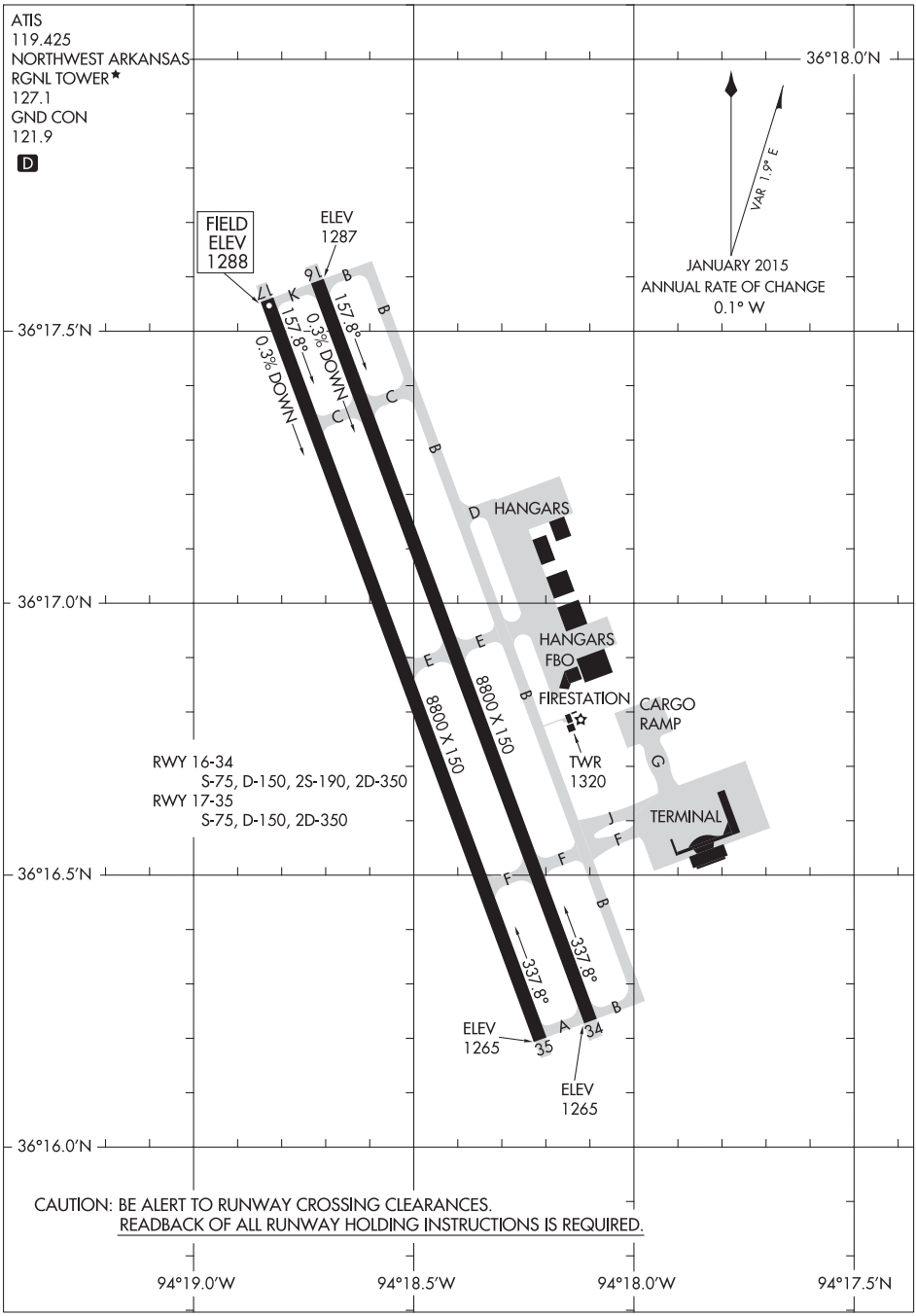
15232

AIRPORT DIAGRAM

AL-9274 (FAA)

NORTHWEST ARKANSAS RGNL (XNA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

NORTHWEST ARKANSAS RGNL(XNA)

15232

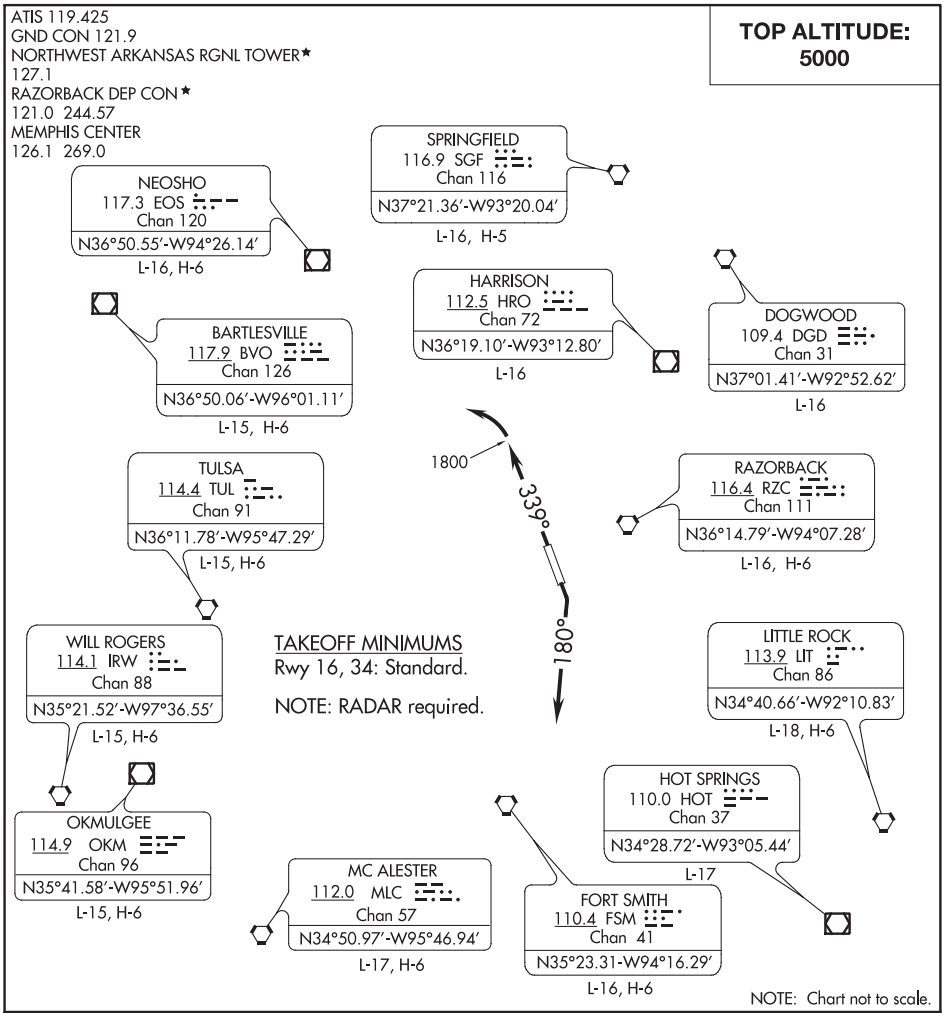
HIGHFILL SIX DEPARTURE

SL-9274 (FAA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

TOP ALTITUDE: 5000

ATIS 119.425
GND CON 121.9
NORTHWEST ARKANSAS RGNL TOWER★
127.1
RAZORBACK DEP CON★
121.0 244.57
MEMPHIS CENTER
126.1 269.0



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 180°. Thence . . . .

TAKEOFF RWY 34: Climb heading 339° to 1800 before turning left, thence . . . .

. . . . expect RADAR vectors to filed/assigned route. Climb and maintain 5000 or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

FLIPPIN, ARKANSAS

AL-5003 (FAA)

16035

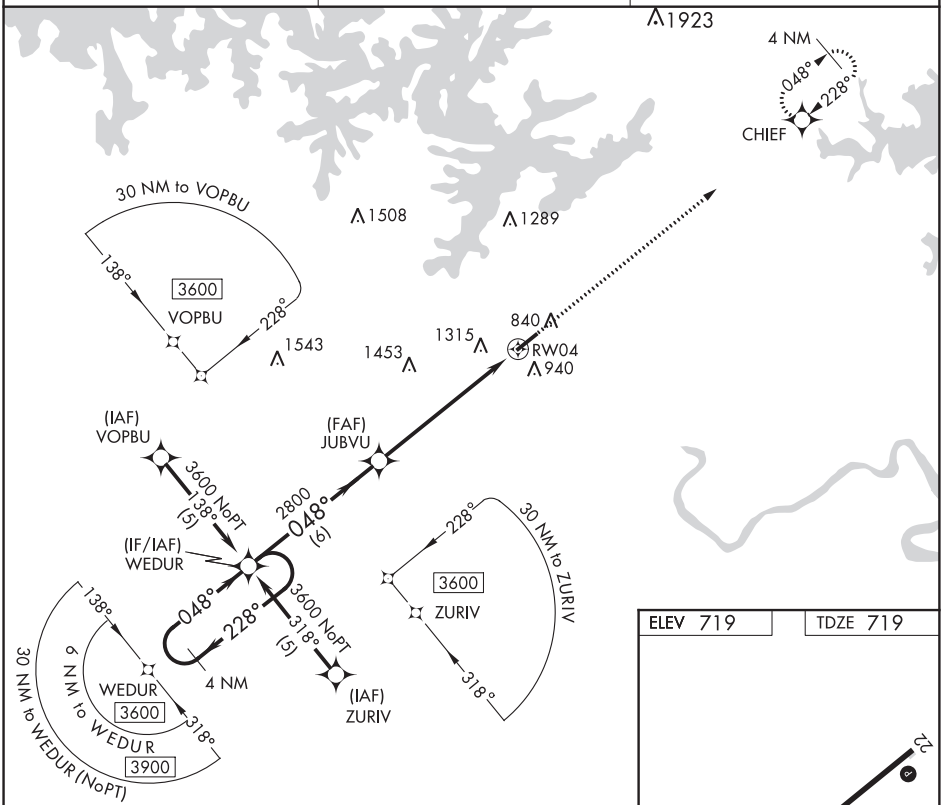
RNAV (GPS) RWY 4
MARION COUNTY RGNL (FLP)

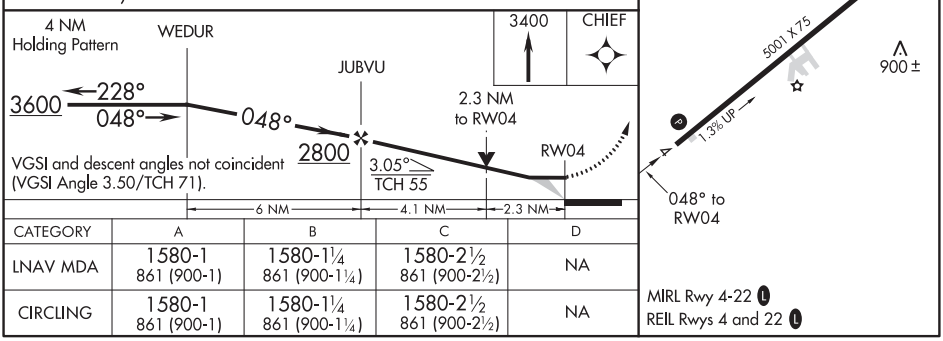
APP CRS	Rwy ldg	5001
048°	TDZE	719
	Apt Elev	719

Circling NA north of Rwy 04-22. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cats A and C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA
CIRCLING	1580-1 861 (900-1)	1580-1¼ 861 (900-1¼)	1580-2½ 861 (900-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

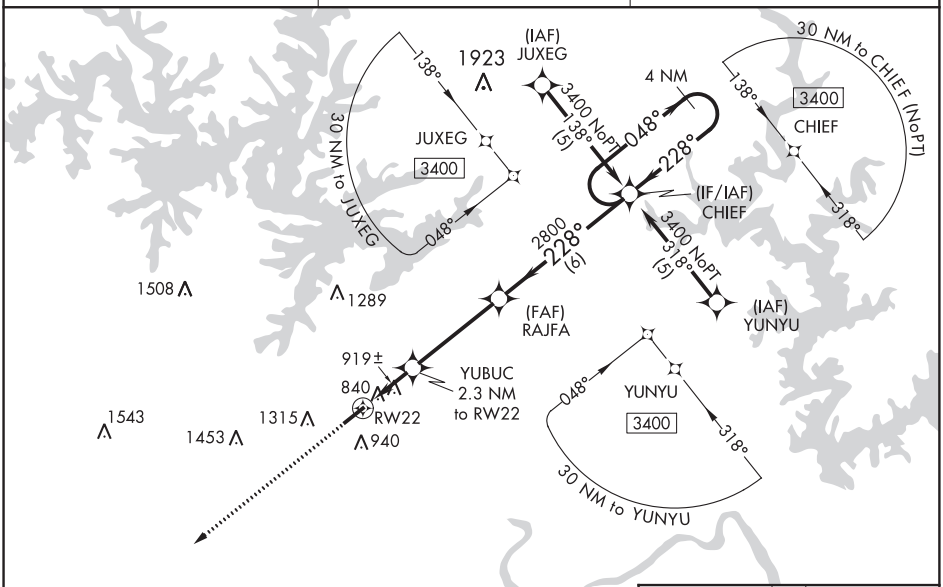
APP CRS	Rwy ldg	5001
228°	TDZE	719
	Apt Elev	719

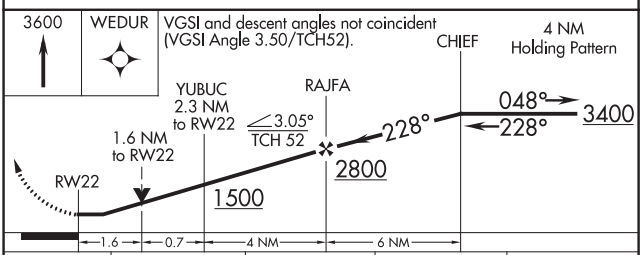
RNAV (GPS) RWY 22
MARION COUNTY RGNL (FLP)

DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APROACH: Climb to 3600 direct WEDUR and hold.

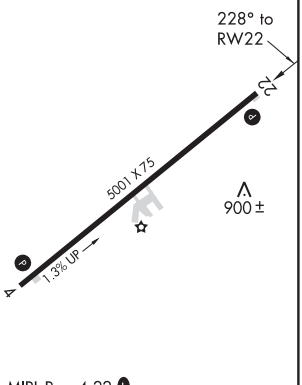
AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1380-1 661 (700-1)		1380-1¾ 661 (700-1¾)	NA
CIRCLING	1380-1 661 (700-1)		1380-1¾ 661 (700-1¾)	NA

ELEV 719 TDZE 719



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

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SC-1, 05 JAN 2017 to 02 MAR 2017

FLIPPIN, ARKANSAS

AL-5003 (FAA)

16035

VOR-A

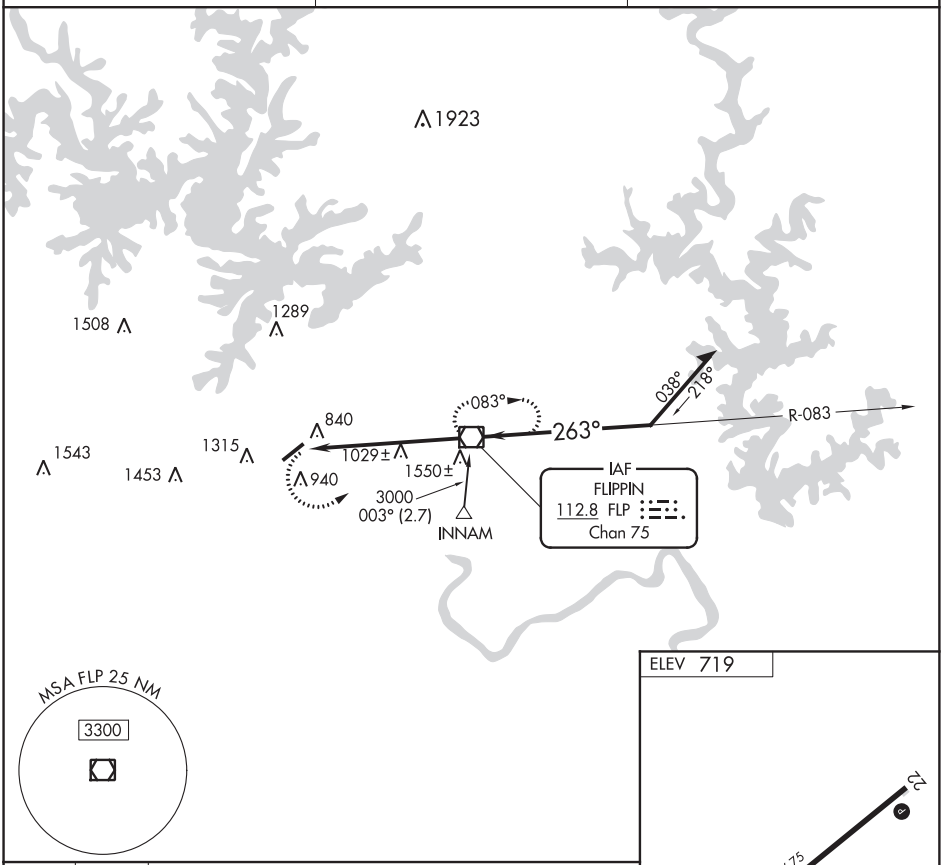
MARION COUNTY RGNL (FLP)

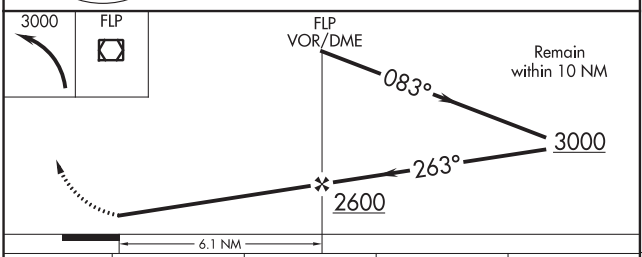
VOR/DME FLP	APP CRS	Rwy Idg	N/A
112.8	263°	TDZE	N/A
Chan 75		Apt Elev	719

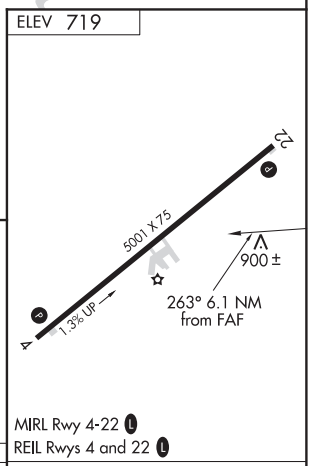
Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L







MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D
CIRCLING	1300-1	581 (600-1)	1300-1½ 581(600-1½)	NA

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

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ILS or LOC RWY 7
FORT SMITH RGNL (FSM)

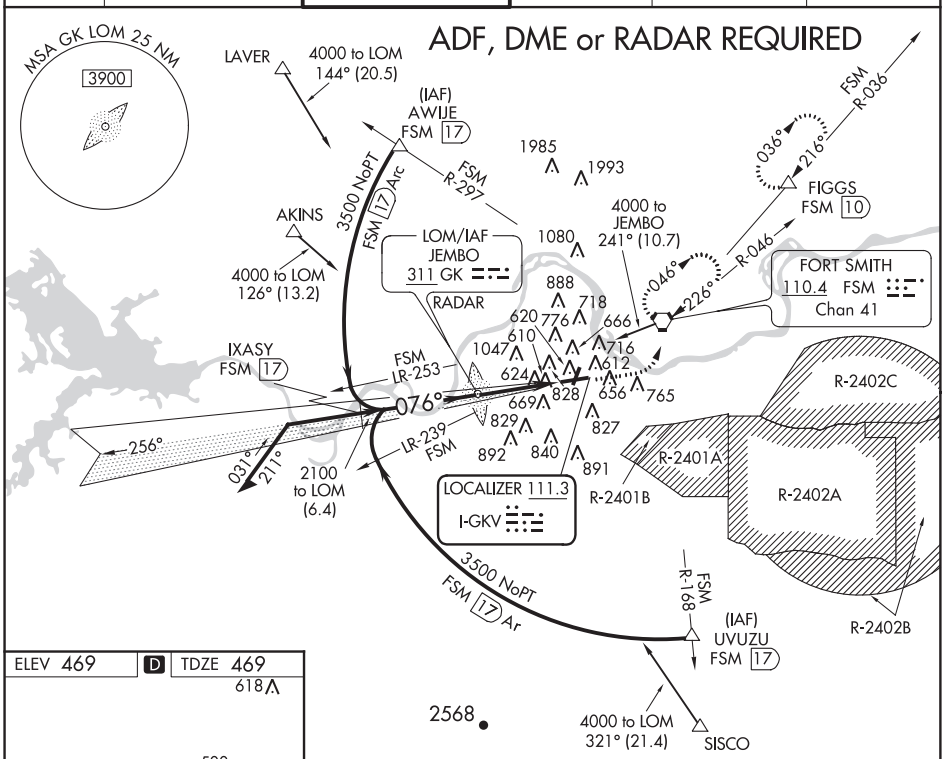
LOC I-GKV	APP CRS	Rwy ldg	8000
111.3	076°	TDZE	469
		Apt Elev	469

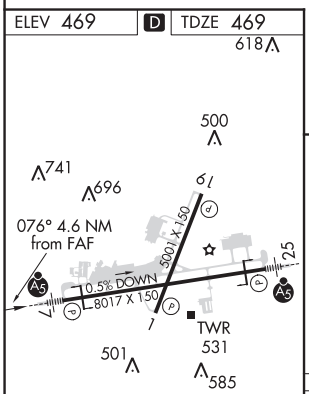
Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active. (ASR)

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct FSM VORTAC and hold.(TACAN aircraft continue climb to 4000 via R-036 to FIGGS 10 DME and hold, NE, RT, 216° inbound.)

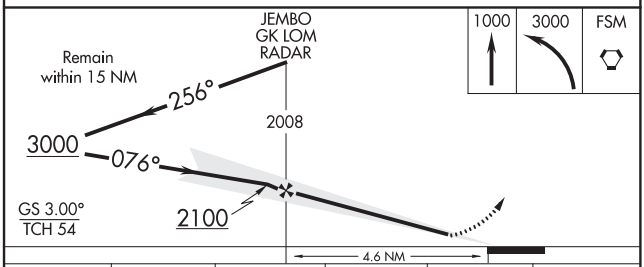
ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3(CTAF)(L) 323.175	121.9 275.8	133.85 278.3	122.95





HIRL Rwy 7-25 (L)
MIRL Rwy 1-19 (L)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 7	669-½ 200 (200-½)				
S-LOC 7	880-½ 411 (500-½)		880-¾ 411 (500-¾)		880-1 411 (500-1)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731(800-2½)

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FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

ILS or LOC RWY 25
FORT SMITH RGNL (FSM)

LOC I-FSM	APP CRS	Rwy ldg	8000
111.3	256°	TDZE	446
		Apt Elev	469

ASR: Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. # Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. Circling Cat E NA when R-2401B active.

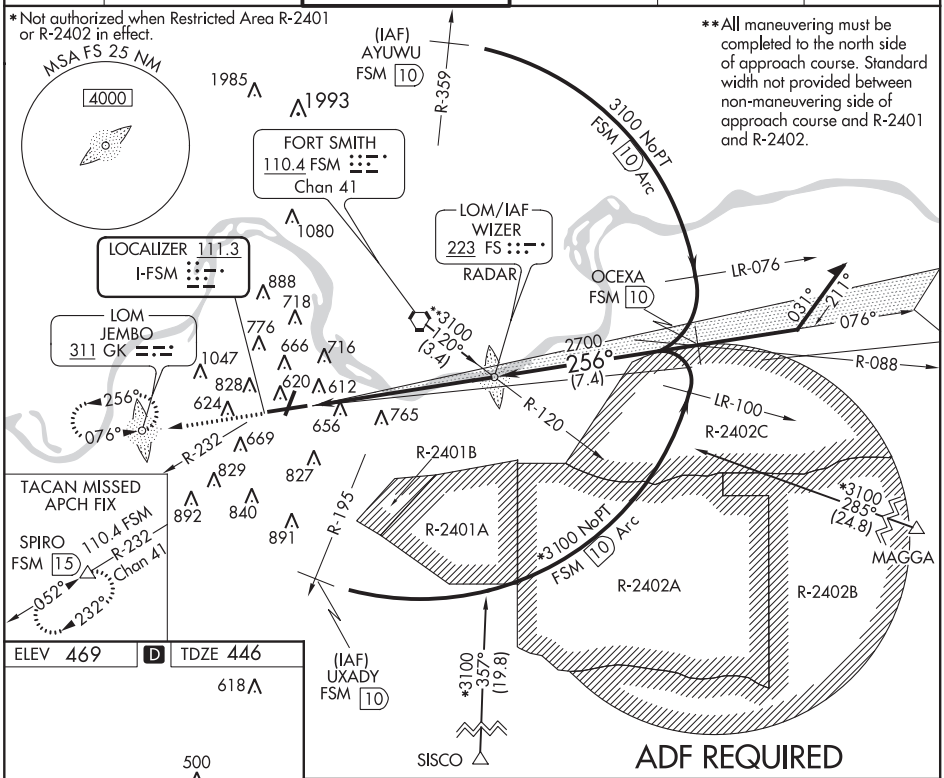
MALSR

MISSED APPROACH: Climb to 2500 direct JEMBO LOM and hold. (TACAN aircraft climb to 1200 then climbing left, then to 4000 via FSM R-232 to SPIRO Int/15 DME and hold southwest, right turn, 052° inbound.)

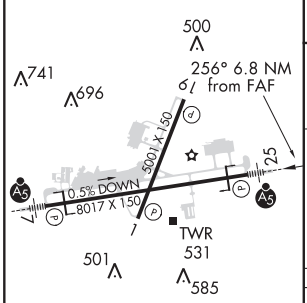
ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95

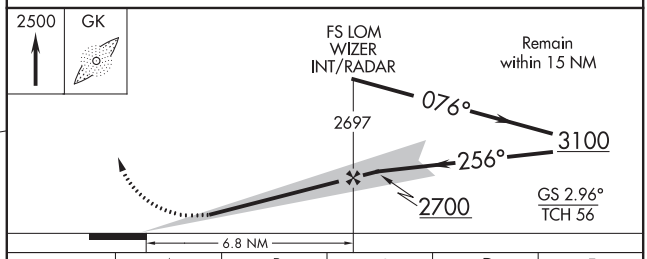
*Not authorized when Restricted Area R-2401 or R-2402 in effect.

**All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.



ELEV 469 | D | TDZE 446





FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D	E
S-ILS 25	# 646/ 24 200 (200-½)				
S-LOC 25	960/24 514 (500-½)		960/50 514 (500- 1)	960/60 514 (500-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

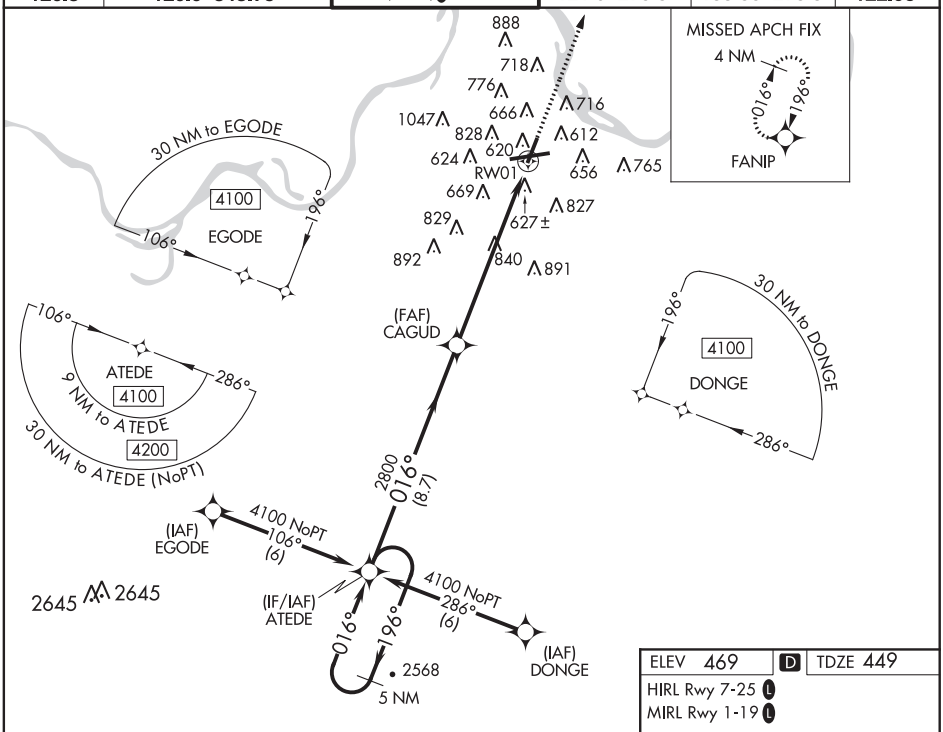
RNAV (GPS) RWY 1
FORT SMITH RGNL (FSM)

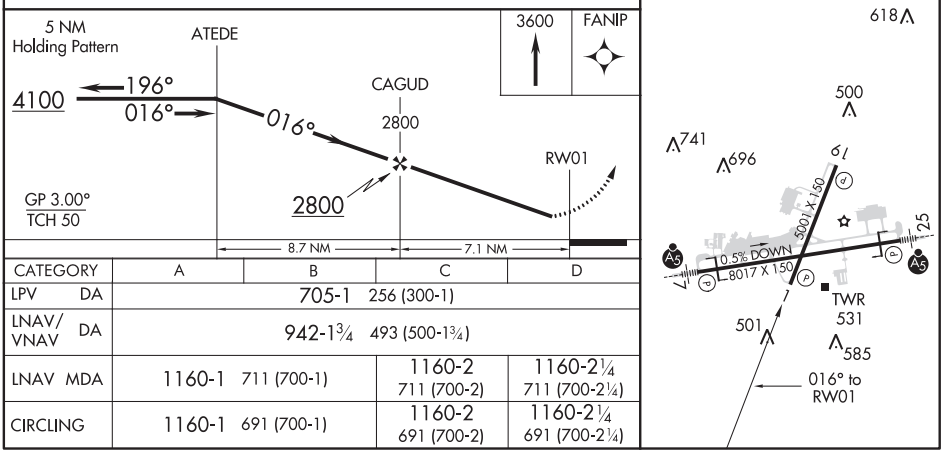
WAAS CH 58217 W01A	APP CRS 016°	Rwy ldg 5001 TDZE 449 Apt Elev 469

T A ASR — Straight-in minimums NA at night. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95





CATEGORY	A	B	C	D
LPV DA	705-1 256 (300-1)			
LNAV/VNAV DA	942-1¾ 493 (500-1¾)			
LNAV MDA	1160-1 711 (700-1)		1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)
CIRCLING	1160-1 691 (700-1)		1160-2 691 (700-2)	1160-2¼ 691 (700-2¼)

FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

RNAV (GPS) RWY 7
FORT SMITH RGNL (FSM)

WAAS CH 77917 W07A	APP CRS 076°	Rwy ldg 8000 TDZE 469 Apt Elev 469

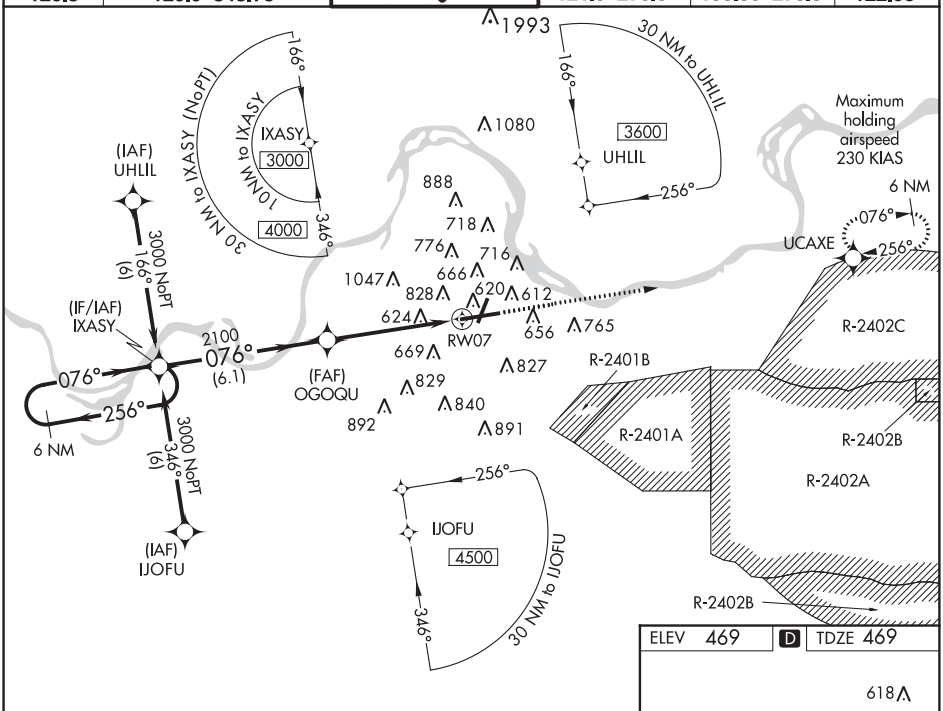
Circling to Rwy 1 NA at night. For inoperative MALSR, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E visibility to 2¼ and LNAV Cat E visibilty to 2½. Circling NA for Cat E NW of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Circling Cat E NA when R-2401B active.

ASR

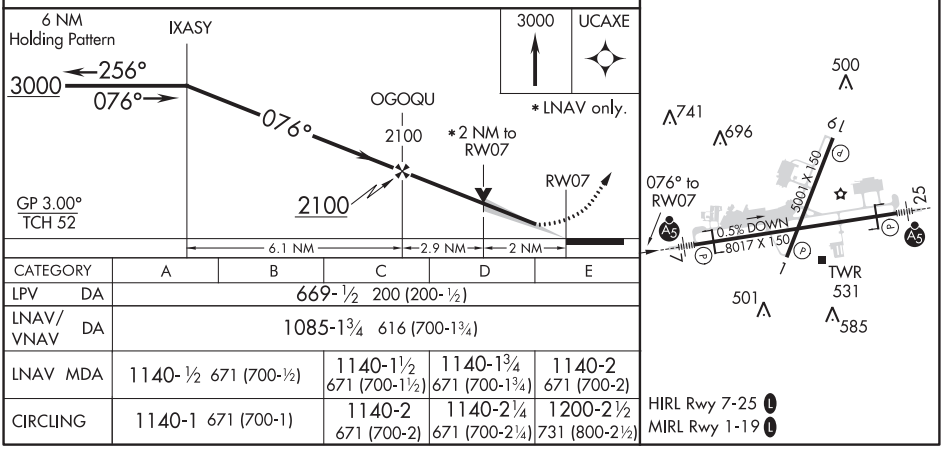
MALSR

MISSED APPROACH: Climb to 3000 direct UCAXE and hold.

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D	E
LPV DA	669-½ 200 (200-½)				
LNAV/VNAV DA	1085-1¾ 616 (700-1¾)				
LNAV MDA	1140-½ 671 (700-½)		1140-1½ 671 (700-1½)	1140-1¾ 671 (700-1¾)	1140-2 671 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

RNAV (GPS) RWY 25
FORT SMITH RGNL (FSM)

WAAS CH 87117 W25A	APP CRS 256°	Rwy ldg 8000	TDZE 453	Apt Elev 469

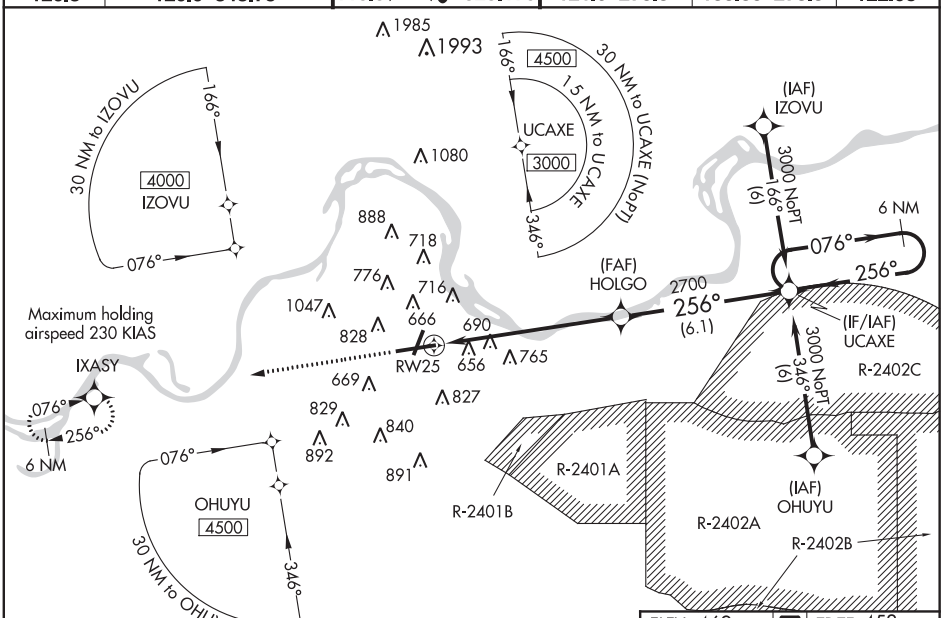
Circling to Rwy 1 NA at night. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1¾. Circling NA for Cat E NW of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling Cat E NA when R-2401B active.

ASR

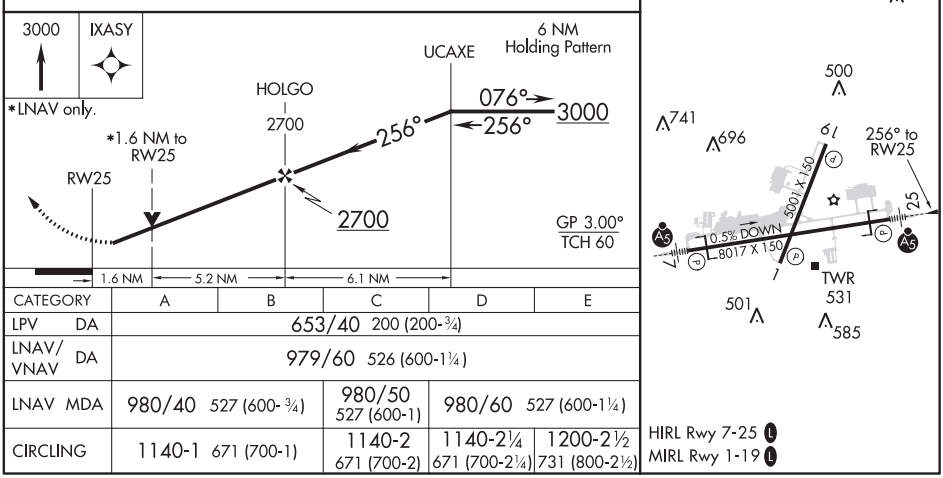
MALSR

MISSED APPROACH: Climb to 3000 direct IXASY and hold.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



ELEV 469 D TDZE 453



CATEGORY	A	B	C	D	E
LPV DA	653/40 200 (200-¾)				
LNAV/VNAV DA	979/60 526 (600-1¼)				
LNAV MDA	980/40 527 (600-¾)		980/50 527 (600-1)	980/60 527 (600-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FORT SMITH, ARKANSAS — AL-631 (FAA) — 16091

VOR/DME or TACAN RWY 7

FORT SMITH RGNL (FSM)

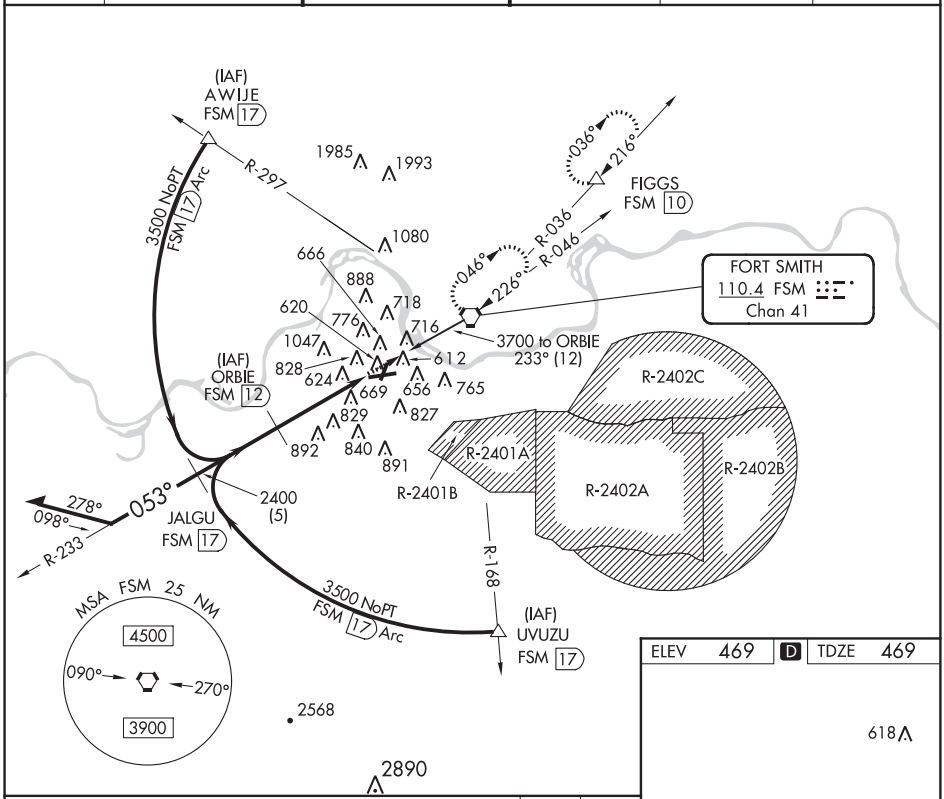
VORTAC FSM	APP CRS	Rwy ldg	8000
110.4	053°	TDZE	469
Chan 41		Apt Elev	469

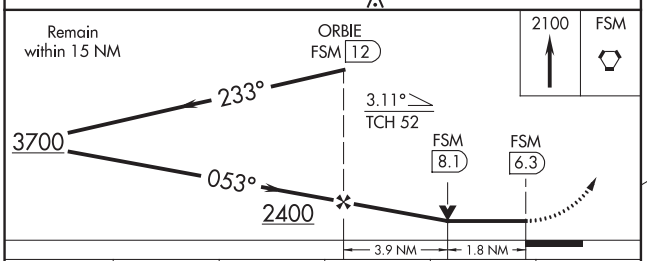
T A ASR — Inoperative table does not apply. Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

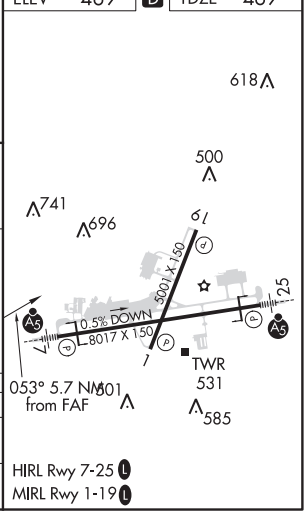
MALSR A5

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3(CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







CATEGORY	A	B	C	D	E
S-7	1080-1 611 (700-1)		1080-1¾ 611 (700-1¾)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

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SC-1, 05 JAN 2017 to 02 MAR 2017

VOR or TACAN RWY 25

FORT SMITH RGNL (FSM)

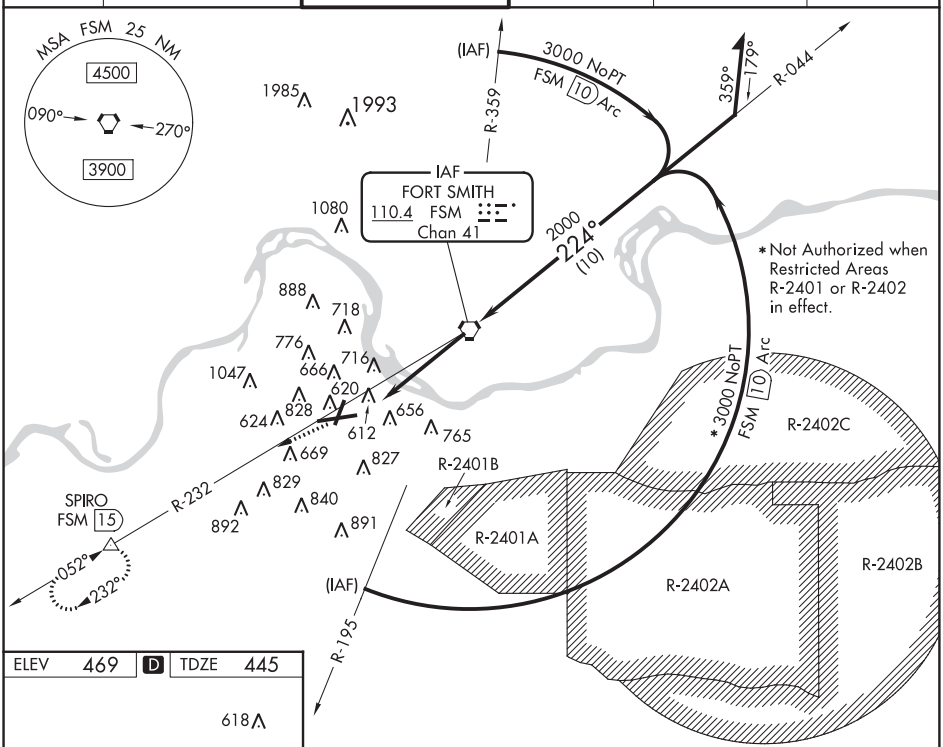
VORTAC FSM	APP CRS	Rwy ldg	8000
110.4	224°	TDZE	445
Chan 41		Apt Elev	469

T A ASR Inoperative table does not apply. Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

MALSR A5

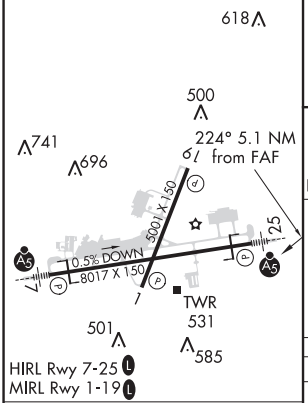
MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

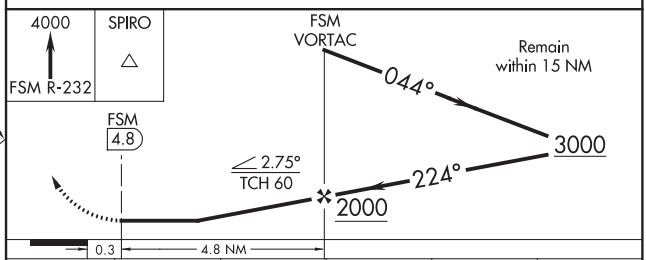
ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



DME REQUIRED

ELEV 469 D TDZE 445





CATEGORY	A	B	C	D	E
S-25	980-1 535 (600-1)		980-1½ 535 (600-1½)	980-1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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SC-1, 05 JAN 2017 to 02 MAR 2017

FORT SMITH, ARKANSAS

AL-631 (FAA)

16091

NDB RWY 25
FORT SMITH RGNL (FSM)

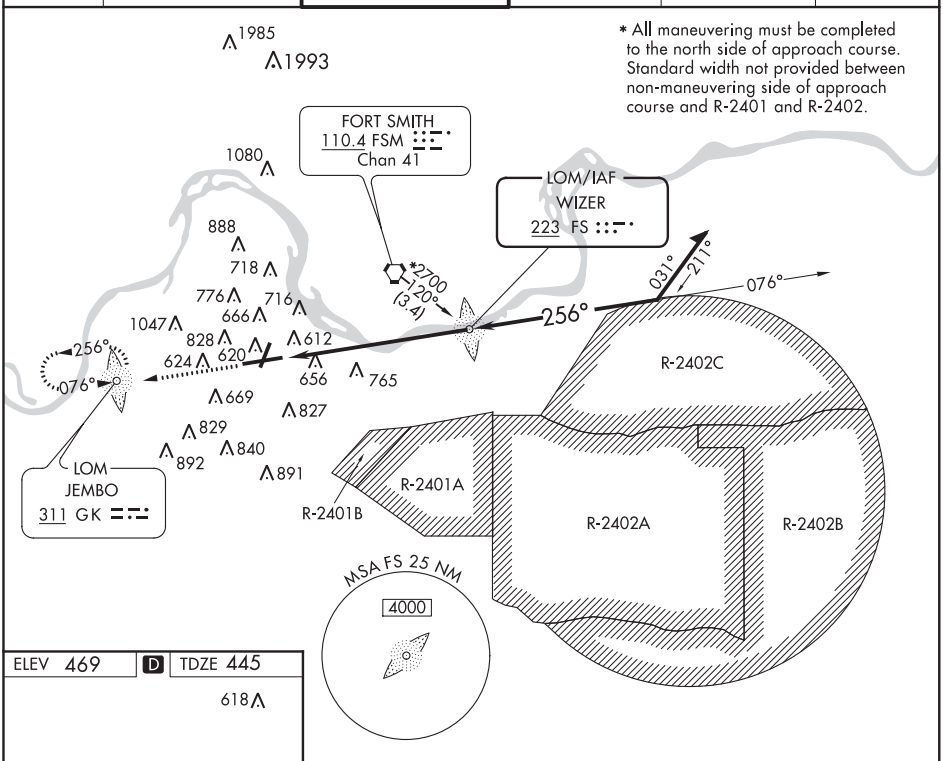
LOM FS	APP CRS	Rwy ldg / TDZE / Apt Elev
223	256°	8000 / 445 / 469

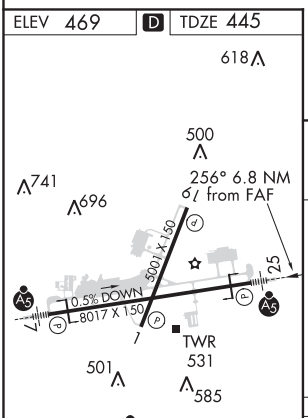
ASR — Circling to Rwy 1 NA at night.

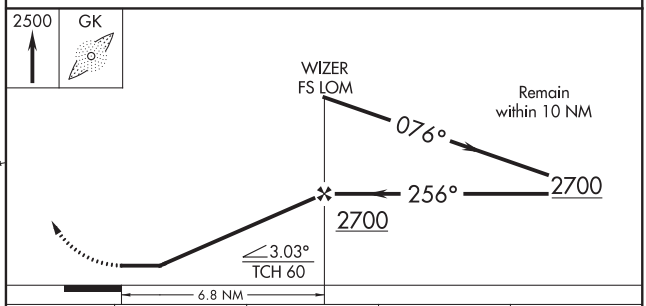
MALSR

MISSED APPROACH: Climb to 2500 direct GK LOM and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95







HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-25	1180/40	734 (800-¾)	1180-1½ 734 (800-1½)	1180-2 734 (800-2)
CIRCLING	1180-1	711 (800-1)	1180-2 711 (800-2)	1180-2¼ 711 (800-2¼)

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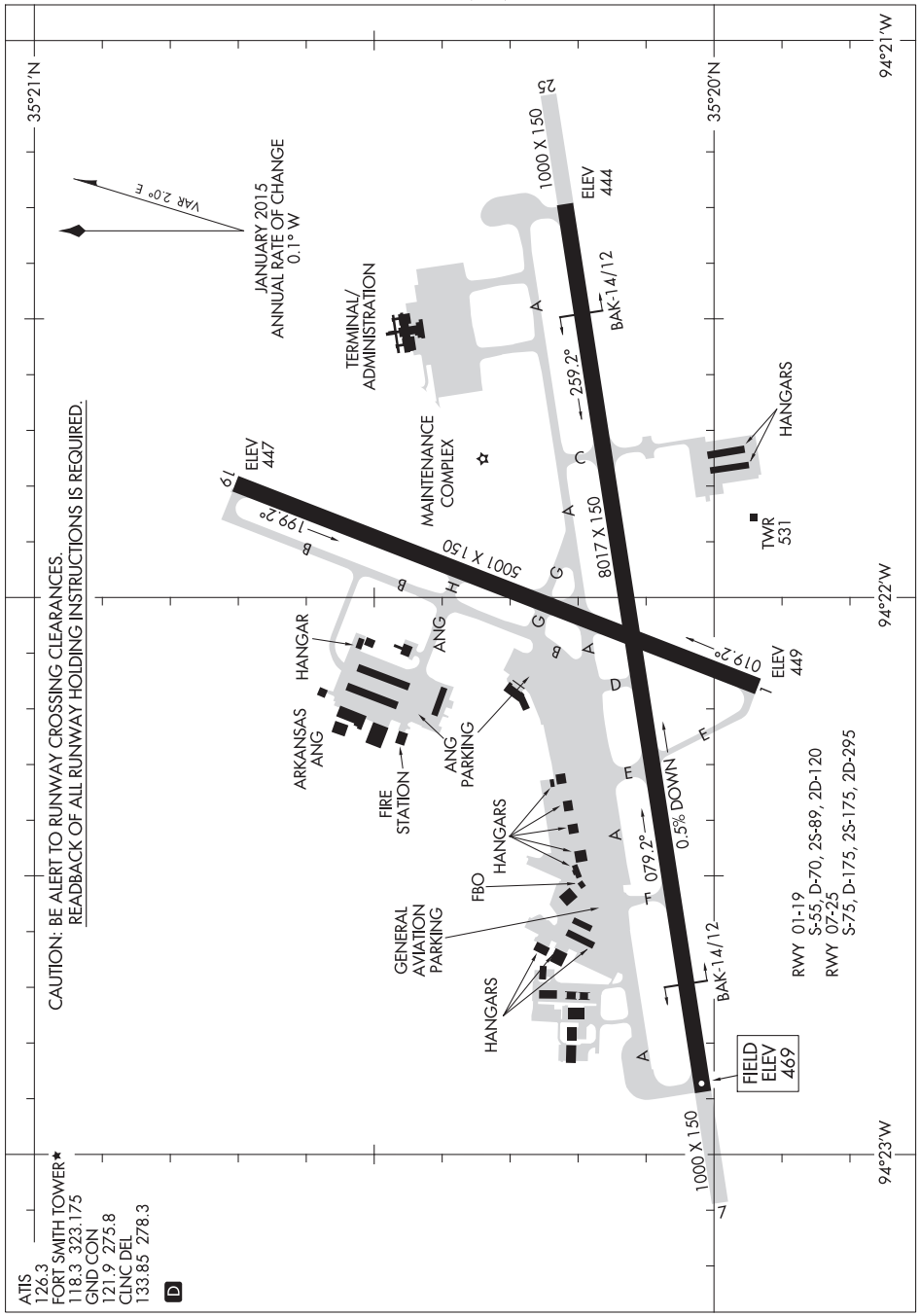
SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FREDERICK, OKLAHOMA | AL-56 (FAA) | 16035

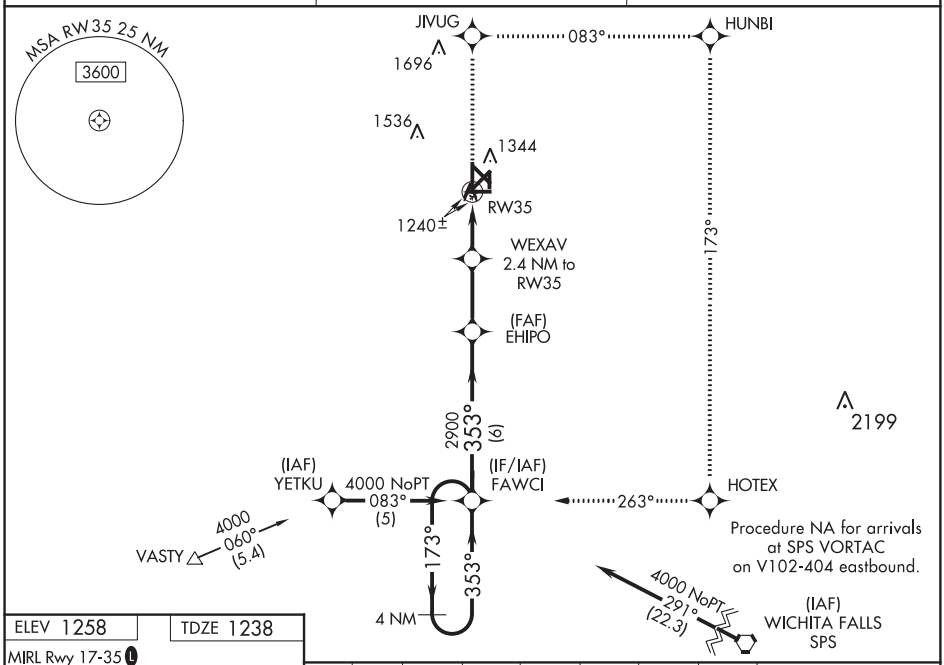
RNAV (GPS) RWY 35
FREDERICK RGNL (FDR)

WAAS CH 56419 W35A	APP CRS 353°	Rwy ldg 6099 TDZE 1238 Apt Elev 1258

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile. Night landing: Rwy 3, 12, 17, 21, 30, NA.

MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

ASOS	ALTUS APP CON *	UNICOM
132.675	125.1 257.725	123.05 (CTAF) L

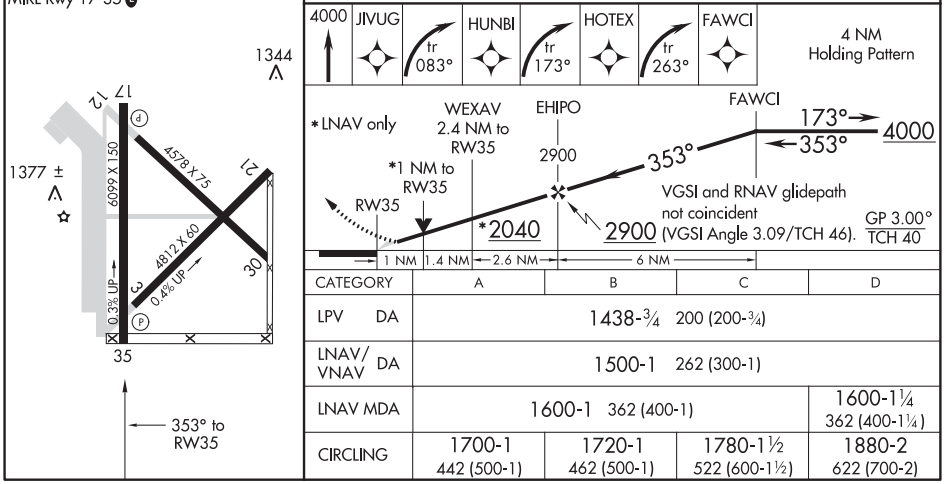


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1258 | TDZE 1238

MIRL Rwy 17-35 L

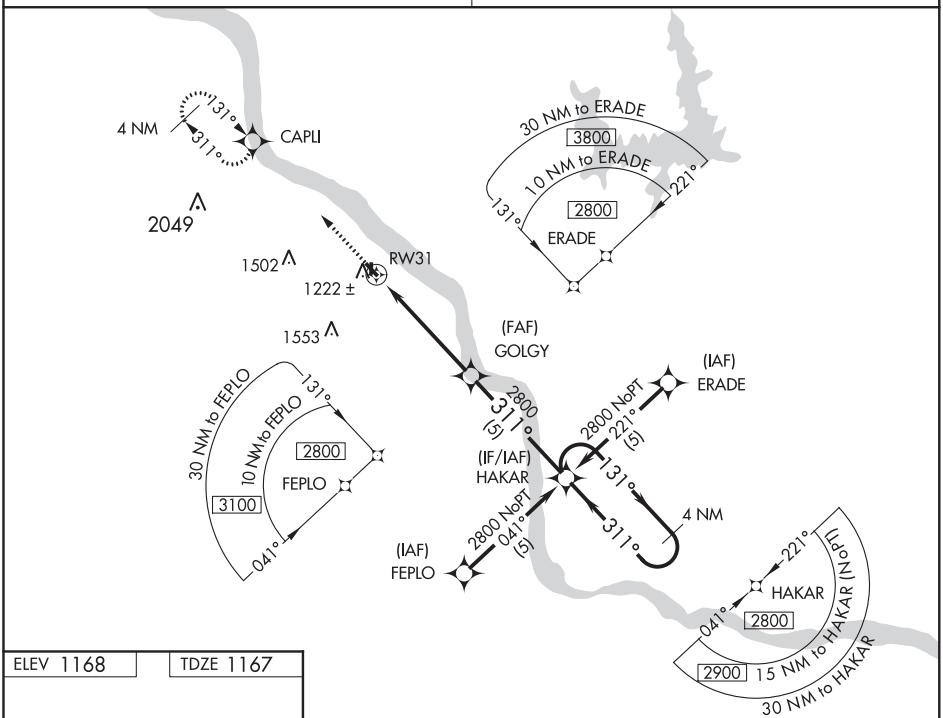


CATEGORY	A	B	C	D
LPV DA	1438-¾ 200 (200-¾)			
LNAV/VNAV DA	1500-1 262 (300-1)			
LNAV MDA	1600-1 362 (400-1)			1600-1¼ 362 (400-1¼)
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)

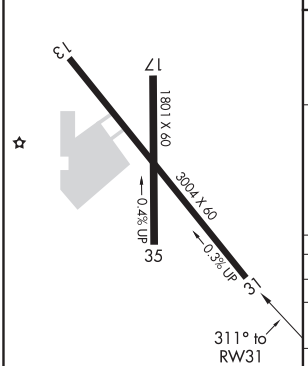
APP CRS	Rwy ldg	3004
311°	TDZE	1167
	Apt Elev	1168

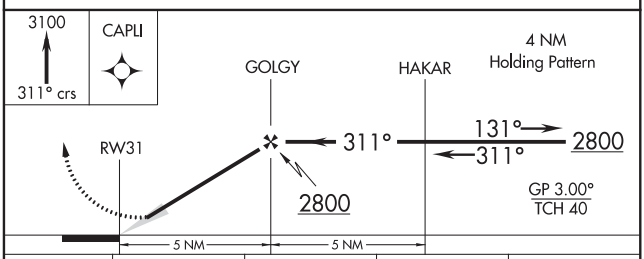
RNAV (GPS) RWY 31
DAVID JAY PERRY (1K4)

T A NA	Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA.
	MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.
OKE CITY APP CON **120.45 288.325**	UNICOM **122.7** (CTAF) L



ELEV 1168 TDZE 1167





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1540-1 373 (400-1)			NA
CIRCLING	1660-1¼ 492 (500-1¼)	1700-1¼ 532 (600-1¼)	1700-1½ 532 (600-1½)	NA

MIRL Rwy 13-31 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GOLDSBY, OKLAHOMA AL-6391 (FAA) 15176

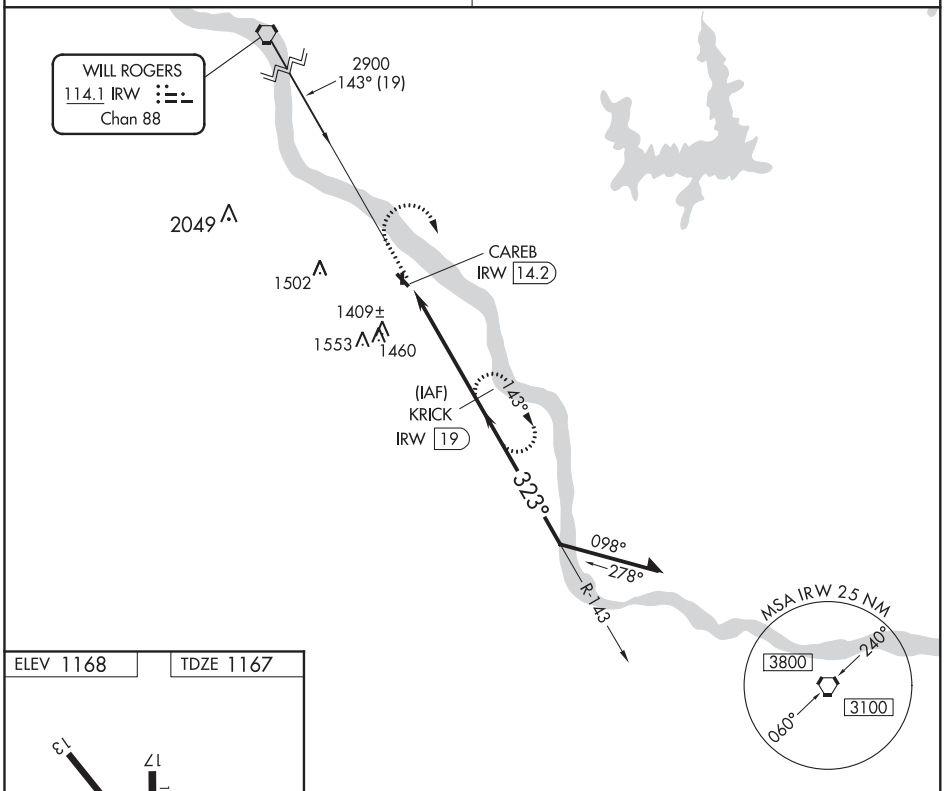
VOR/DME RWY 31
DAVID JAY PERRY (1K4)

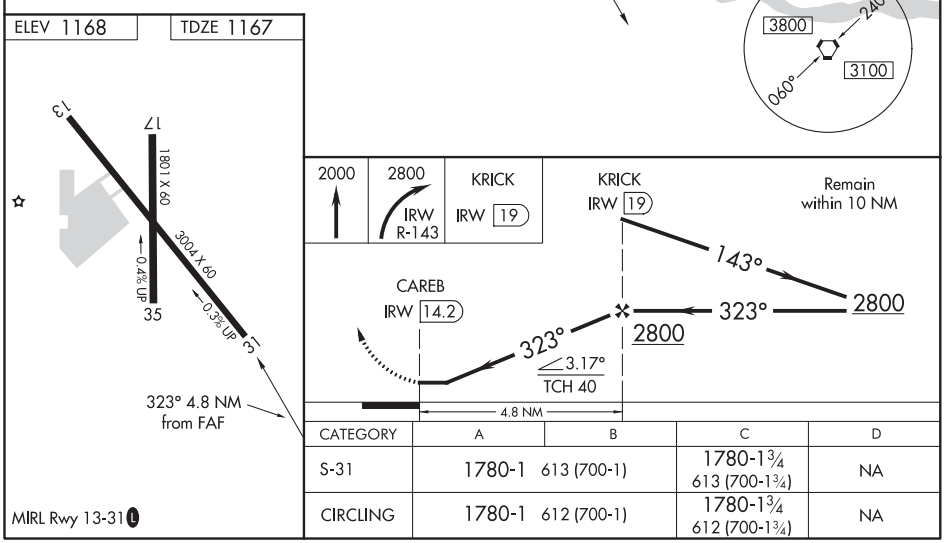
VORTAC IRW 114.1 Chan 88	APP CRS 323°	Rwy ldg 3004 TDZE 1167 Apt Elev 1168

Use Will Rogers World altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-31	1780-1	613 (700-1)	1780-1¾ 613 (700-1¾)	NA
CIRCLING	1780-1	612 (700-1)	1780-1¾ 612 (700-1¾)	NA

MIRL Rwy 13-31 L

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SC-1, 05 JAN 2017 to 02 MAR 2017

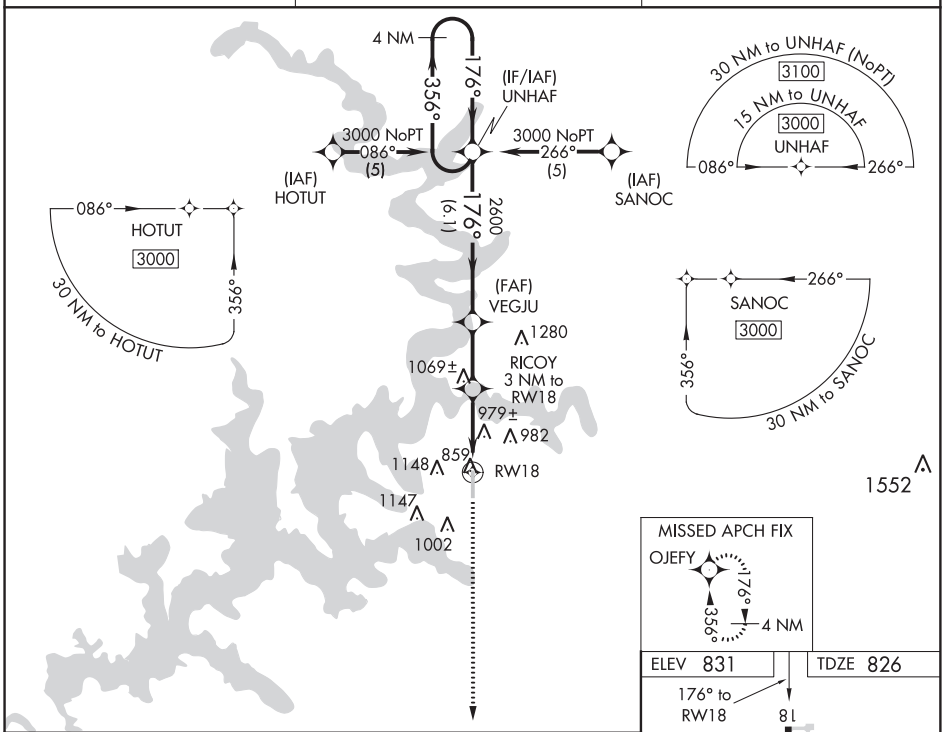
WAAS CH 58308 W18A	APP CRS 176°	Rwy ldg 5200 TDZE 826 Apt Elev 831

RNAV (GPS) RWY 18
GROVE MUNI (GMJ)

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. Visibility reduction by helicopters NA.

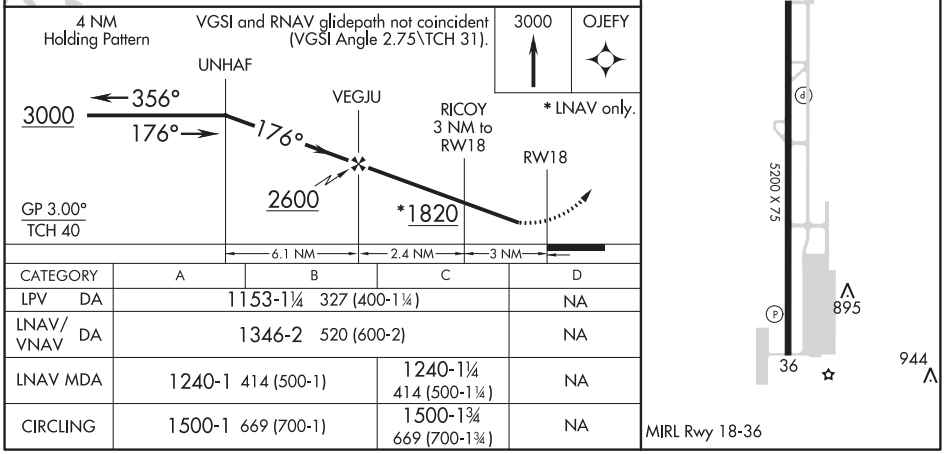
MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)



ELEV 831 TDZE 826

176° to RW18



CATEGORY	A	B	C	D
LPV DA	1153-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1346-2 520 (600-2)			NA
LNAV MDA	1240-1 414 (500-1)		1240-1¼ 414 (500-1¼)	NA
CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA

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SC-1, 05 JAN 2017 to 02 MAR 2017

GROVE, OKLAHOMA

AL-6721 (FAA)

16035

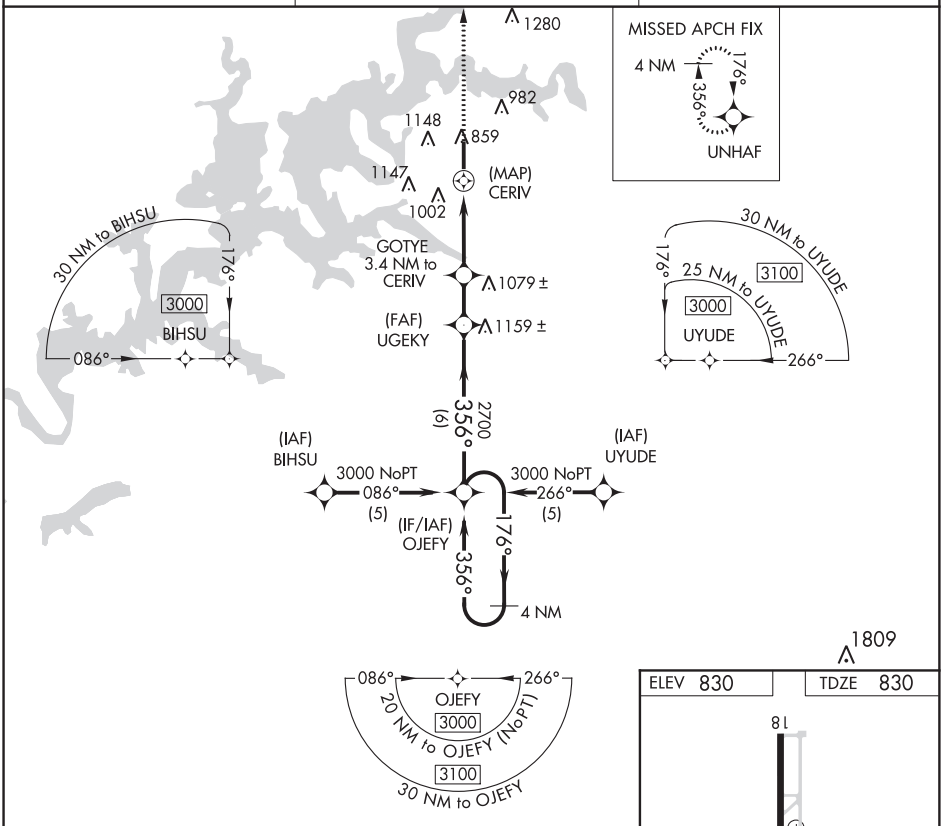
RNAV (GPS) RWY 36
GROVE MUNI (GMJ)

APP CRS	Rwy ldg	5200
356°	TDZE	830
	Apt Elev	830

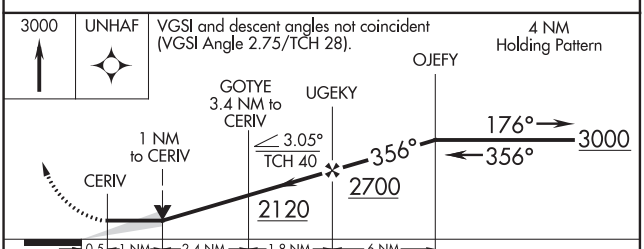
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

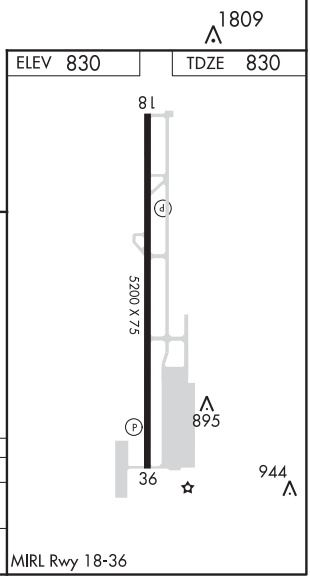
AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LNAV MDA	1280-1 450 (500-1)		1280-1¼ 450 (500-1¼)	NA
CIRCLING	1500-1 670 (700-1)		1500-1¾ 670 (700-1¾)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

GROVE, OKLAHOMA
Orig 12MAY05

36°36′N-94°44′W

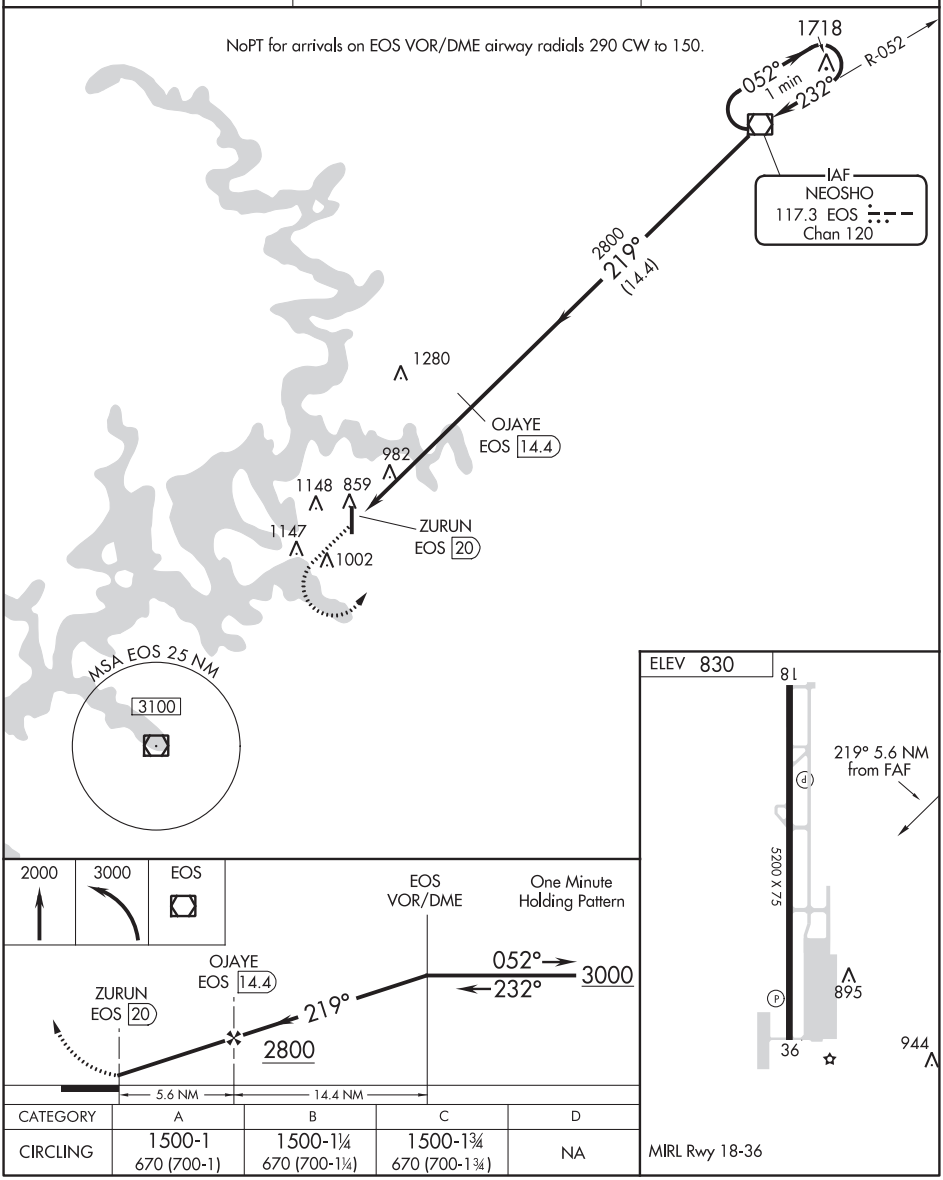
GROVE MUNI (GMJ)
RNAV (GPS) RWY 36

VOR/DME-A
GROVE MUNI (GMJ)

VOR/DME EOS	APP CRS	Rwy ldg	N/A
117.3	219°	TDZE	N/A
Chan 120		Apt Elev	830

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1500-1 670 (700-1)	1500-1¼ 670 (700-1¼)	1500-1¾ 670 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GUTHRIE, OKLAHOMA

AL-5950 (FAA)

16259

WAAS CH 56308 W16A	APP CRS 158°	Rwy ldg 5001 TDZE 1069 Apt Elev 1069

RNAV (GPS) RWY 16

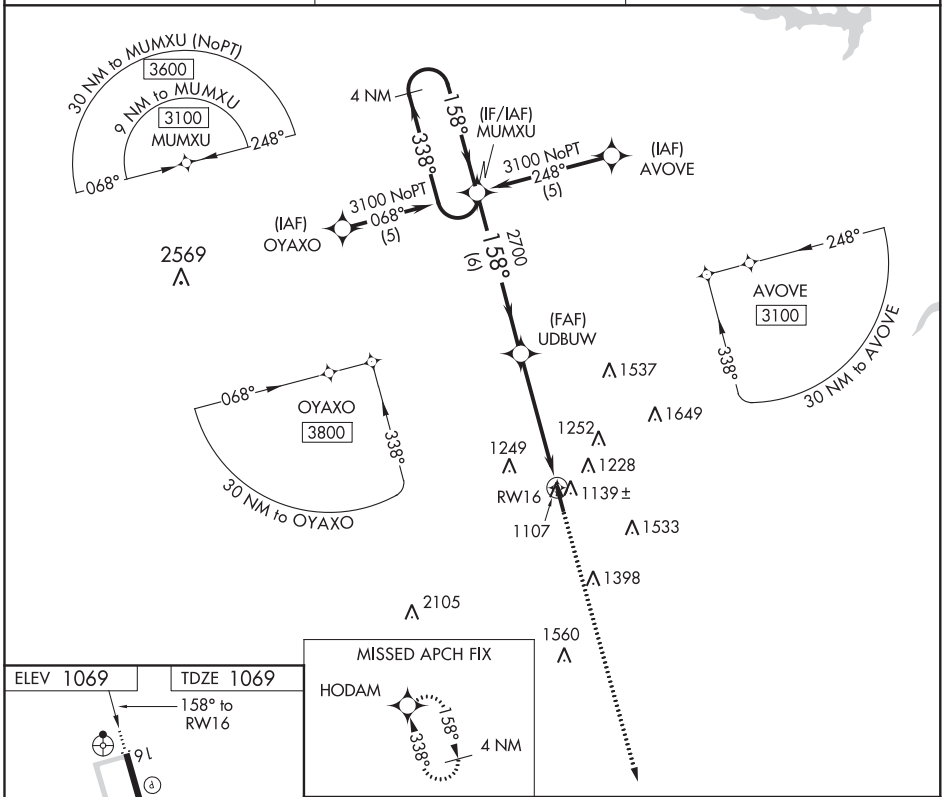
GUTHRIE-EDMOND RGNL (GOK)

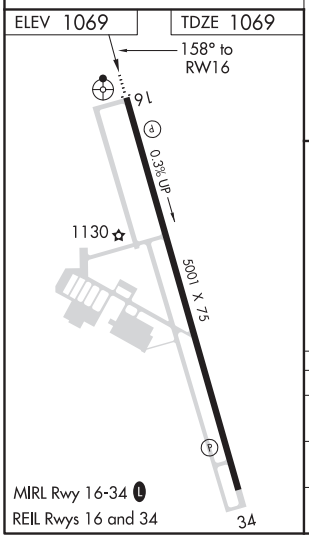
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 3100direct HODAM and hold.

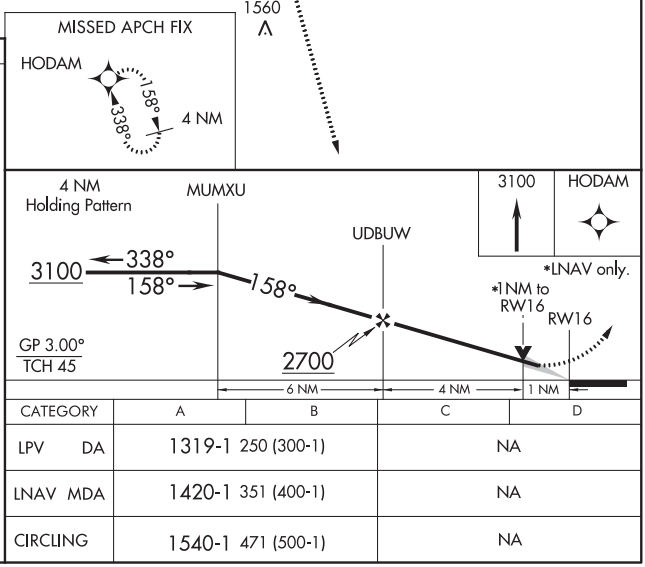
ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF)





MIRL Rwy 16-34

REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

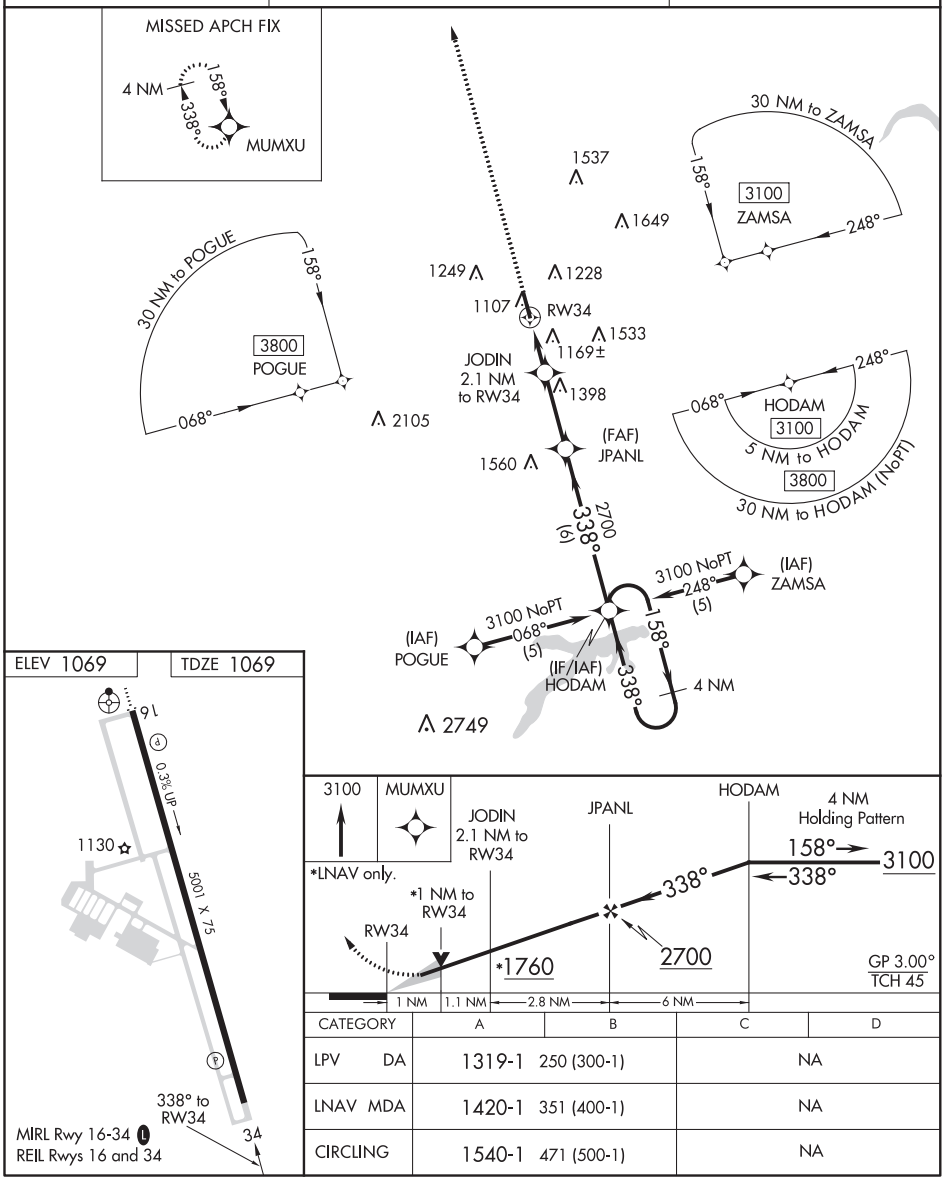
WAAS CH 56607 W34A	APP CRS 338°	Rwy ldg 5001 TDZE 1069 Apt Elev 1069

RNAV (GPS) RWY 34
GUTHRIE-EDMOND RGNL (GOK)

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GUYMON, OKLAHOMA | AL-5150 (FAA) | 16147

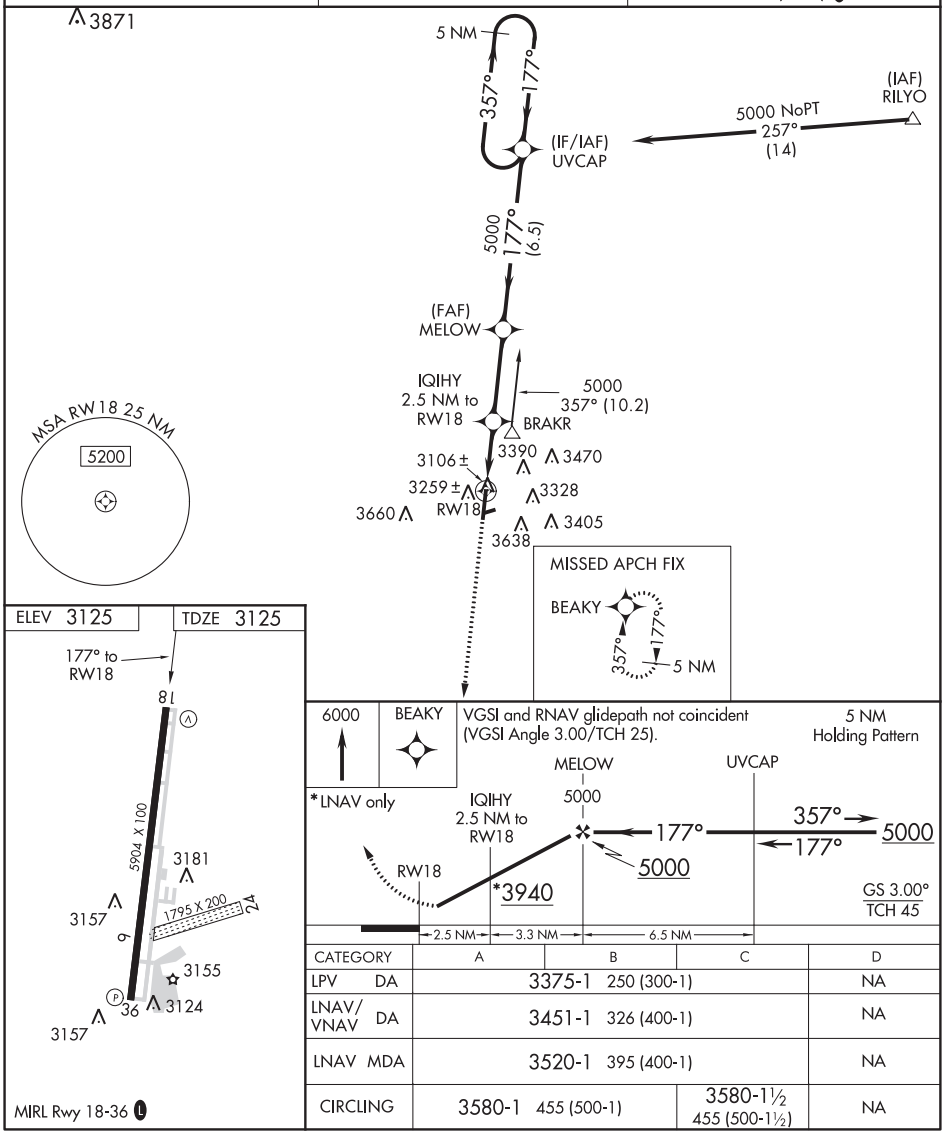
RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

WAAS CH 82625 W18A	APP CRS 177°	Rwy ldg 5904 TDZE 3125 Apt Elev 3125

Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile. Circling NA to Rwys 6 and 24.

MISSED APPROACH: Climb to 6000 direct BEAKY and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3375-1 250 (300-1)			NA
LNAV/VNAV DA	3451-1 326 (400-1)			NA
LNAV MDA	3520-1 395 (400-1)			NA
CIRCLING	3580-1 455 (500-1)		3580-1½ 455 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

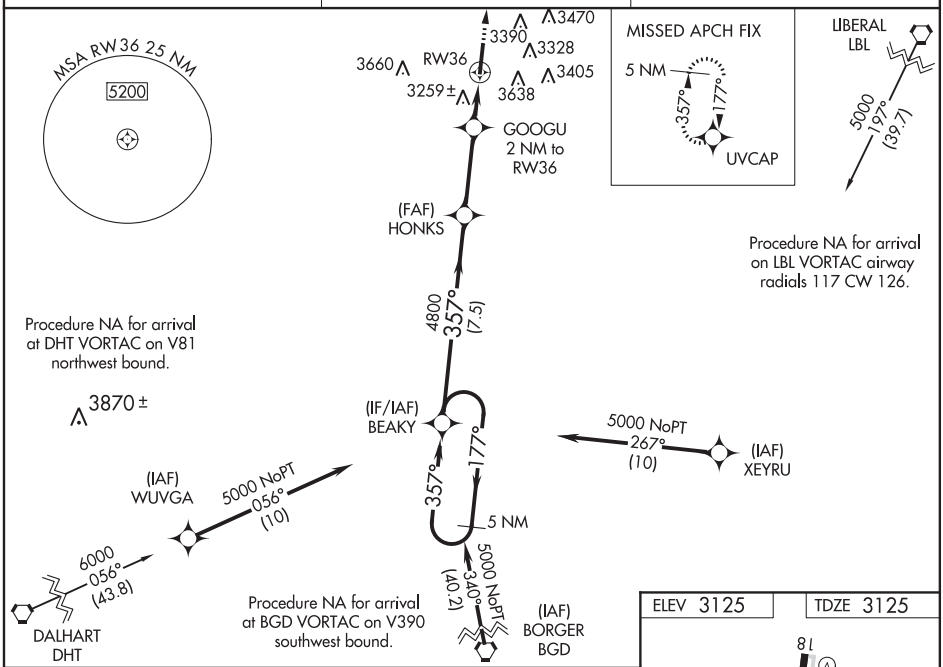
WAAS CH 50525 W36A	APP CRS 357°	Rwy ldg 5904 TDZE 3125 Apt Elev 3125

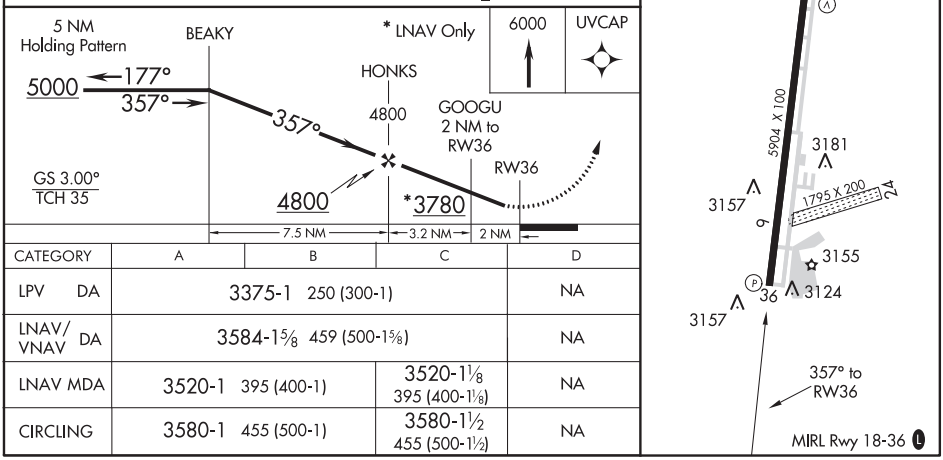
RNAV (GPS) RWY 36
GUYMON MUNI (GUY)

Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile. Circling NA to Rwys 6 and 24.

MISSED APPROACH: Climb to 6000 direct UVCAP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3375-1 250 (300-1)			NA
LNAV/VNAV DA	3584-1⅝ 459 (500-1⅝)			NA
LNAV MDA	3520-1 395 (400-1)		3520-1⅛ 395 (400-1⅛)	NA
CIRCLING	3580-1 455 (500-1)		3580-1½ 455 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GUYMON, OKLAHOMA

AL-5150 (FAA)

16147

NDB RWY 18
GUYMON MUNI (GUY)

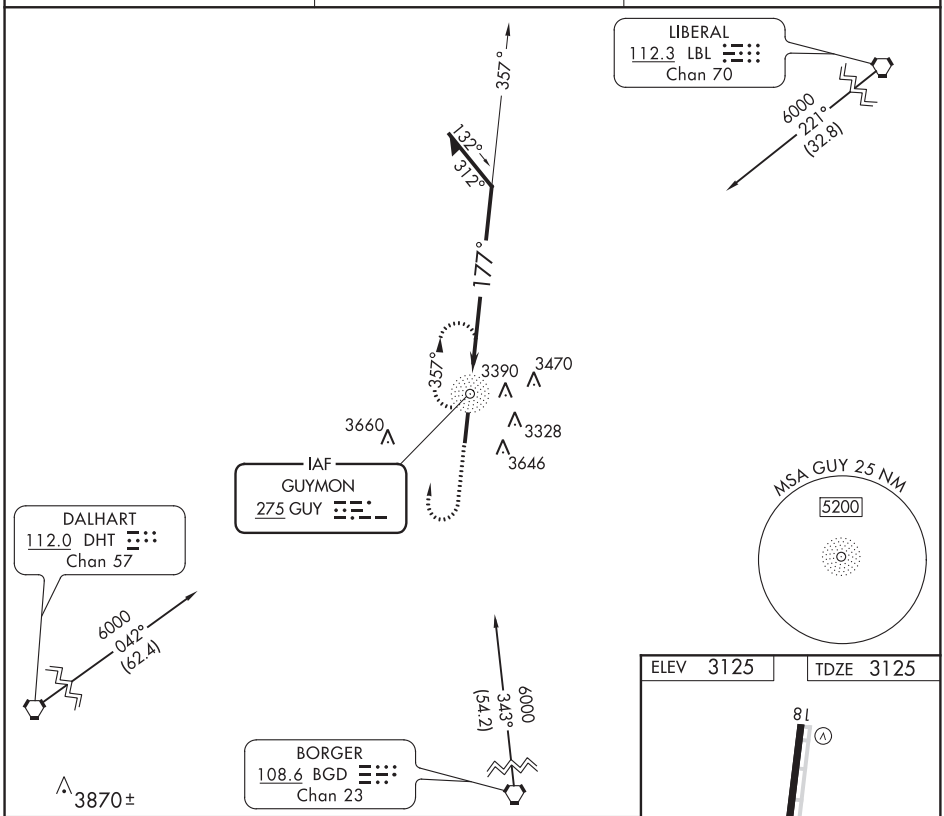
NDB GUY	APP CRS	Rwy ldg	5904
275	177°	TDZE	3125
		Apt Elev	3125

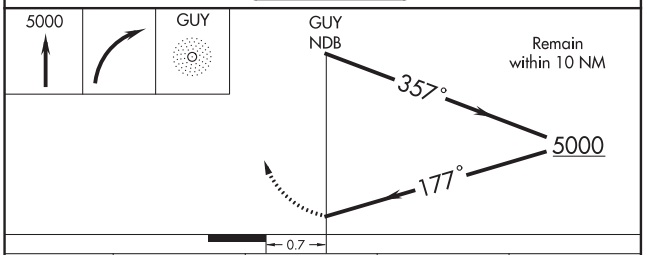
T
A NA

Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

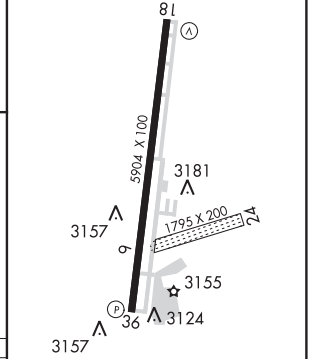
ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2¼ 775 (800-2¼)	NA
CIRCLING	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2¼ 775 (800-2¼)	NA

ELEV 3125 | TDZE 3125



MIRL Rwy 18-36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS RWY 36
BOONE COUNTY (HRO)

LOC/DME I-HRO	APP CRS	Rwy ldg	6161
111.7	359°	TDZE	1351
Chan 54		Apt Elev	1365

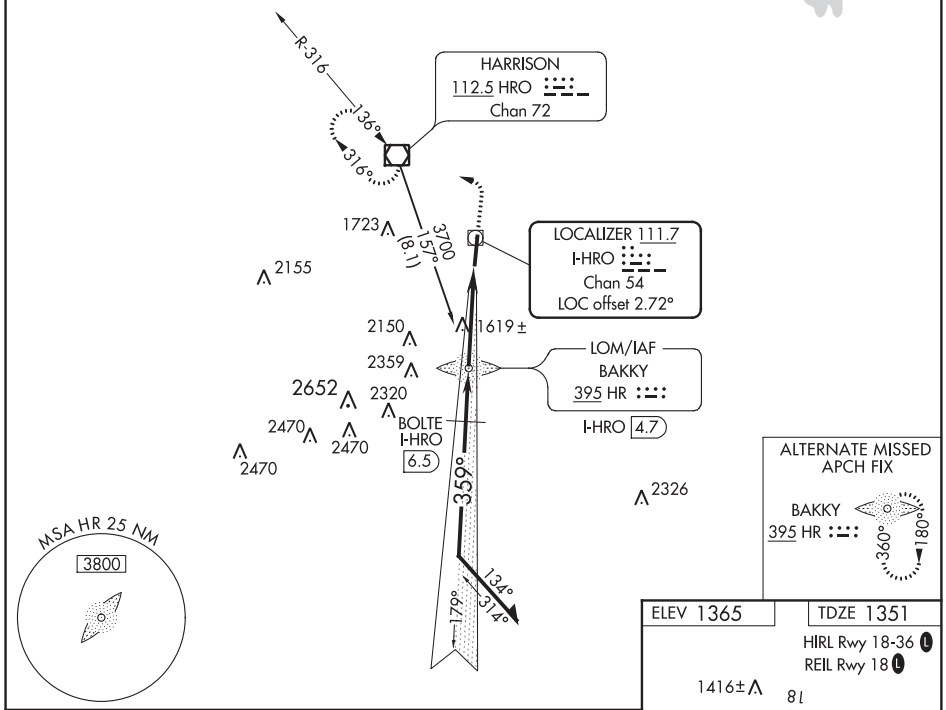
T
NA

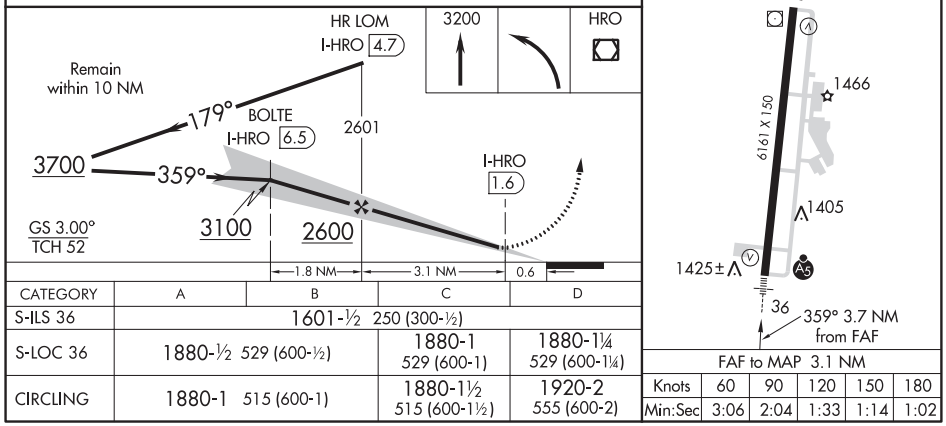
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L

ADF or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 36	1601-½ 250 (300-½)			
S-LOC 36	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HARRISON, ARKANSAS

AL-5135 (FAA)

16035

RNAV (GPS) RWY 18
BOONE COUNTY (HRO)

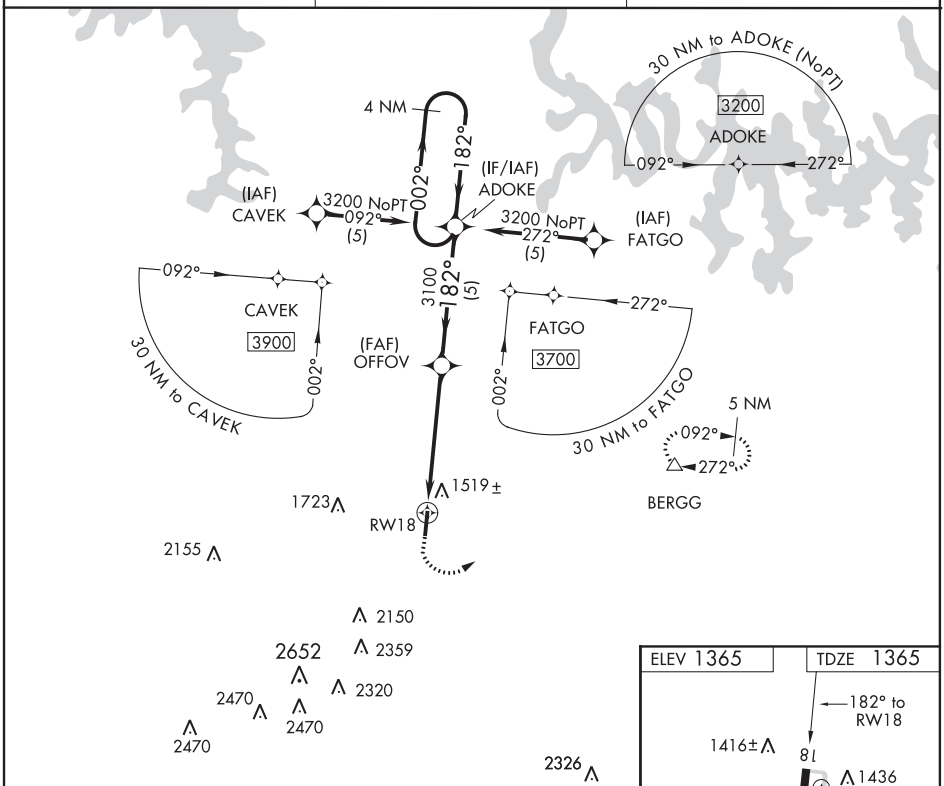
APP CRS	Rwy ldg	6161
182°	TDZE	1365
	Apt Elev	1365

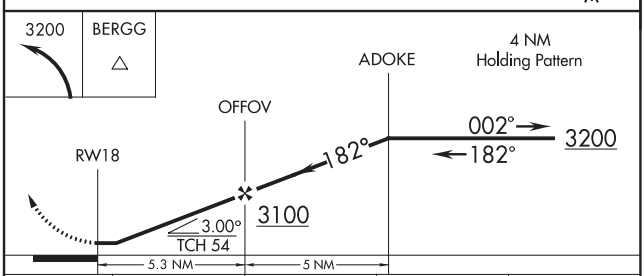
GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

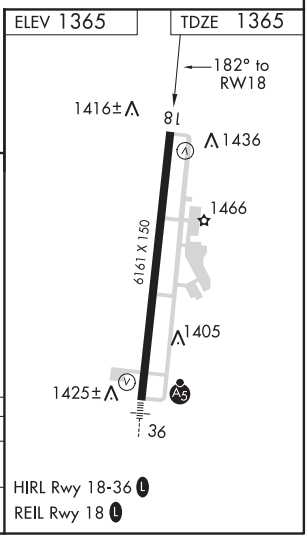
NA

MISSED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







HIRL Rwy 18-36 L

REIL Rwy 18 L

CATEGORY	A	B	C	D
LNAV MDA	1720-1 355 (400-1)			1720-1¼ 355 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HARRISON, ARKANSAS

Orig 20MAR03

36°16′N-93°09′W

BOONE COUNTY (HRO)
RNAV (GPS) RWY 18

RNAV (GPS) RWY 36
BOONE COUNTY (HRO)

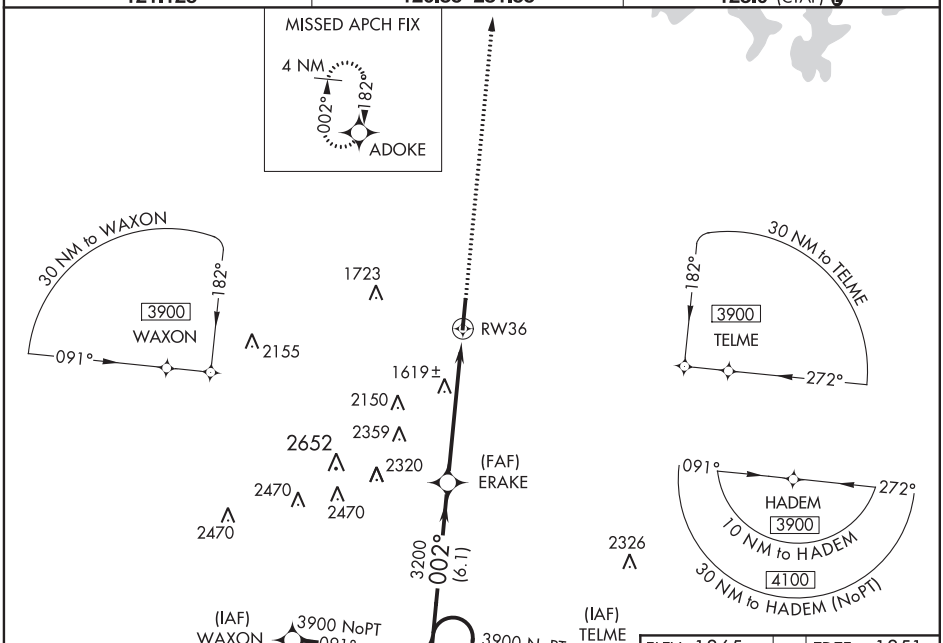
WAAS CH 93711 W36A	APP CRS 002°	Rwy ldg 6161 TDZE 1351 Apt Elev 1365

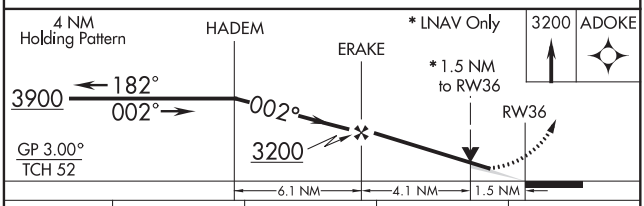
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L

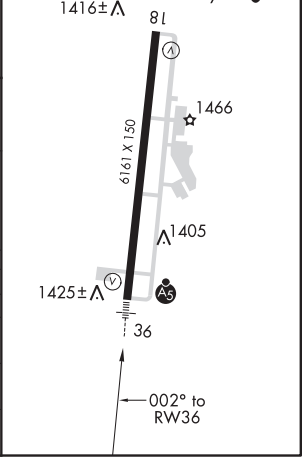




CATEGORY	A	B	C	D
LPV DA	1601-½ 250 (300-½)			
LNAV/VNAV DA	1815-1 464 (500-1)			
LNAV MDA	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
CIRCLING	1880-1 515 (600-1)		1880-1½ 515 (600-1½)	1920-2 555 (600-2)

ELEV 1365 | TDZE 1351

HIRL Rwy 18-36 L
REIL Rwy 18 L



SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

HARRISON, ARKANSAS

AL-5135 (FAA)

16035

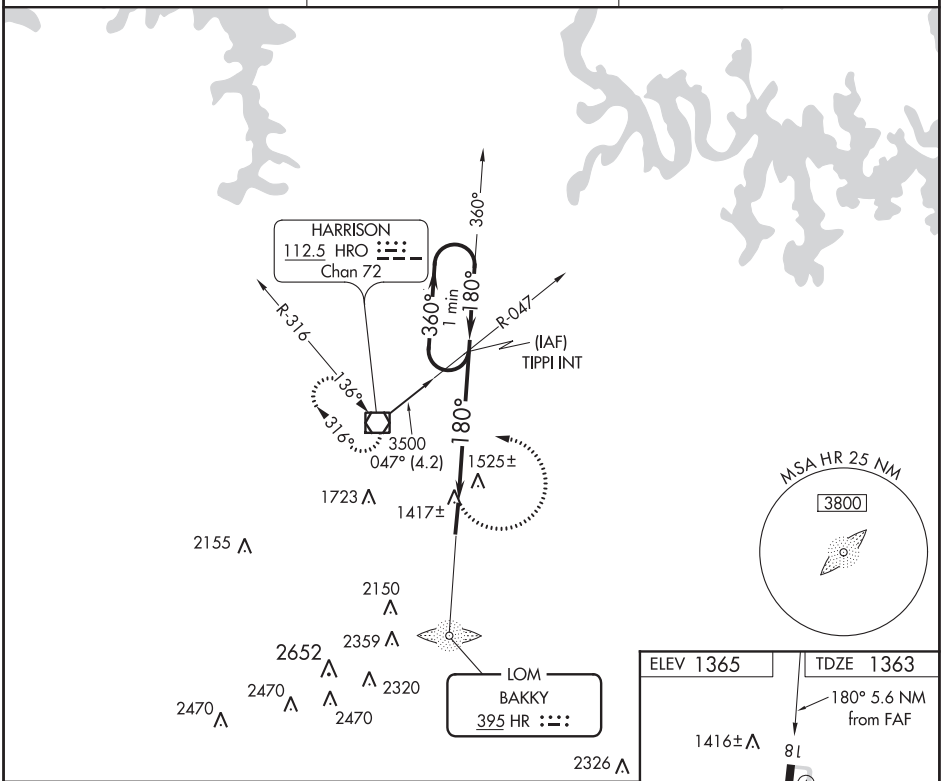
NDB RWY 18
BOONE COUNTY (HRO)

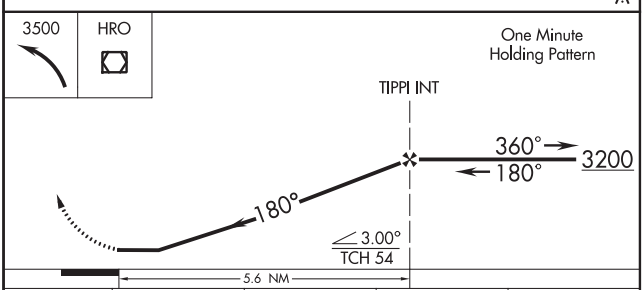
LOM HR	APP CRS	Rwy ldg / TDZE / Apt Elev
395	180°	6161 / 1363 / 1365

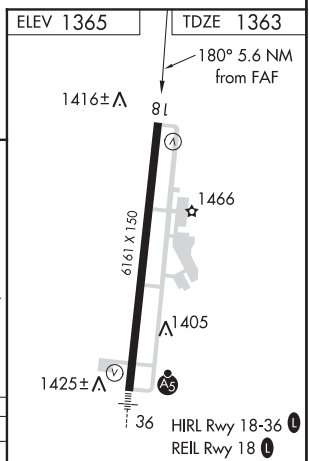
NA

MISSED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1740-1 375 (400-1)			1740-1¼ 375 (400-1¼)
CIRCLING	1780-1 415 (500-1)	1820-1 455 (500-1)	1820-1½ 455 (500-1½)	1920-2 555 (600-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HARRISON, ARKANSAS
Amdt 6 20MAR03

36°16′N-93°09′W

BOONE COUNTY (HRO)
NDB RWY 18

APP CRS	Rwy ldg	4002
057°	TDZE	631
	Apt Elev	632

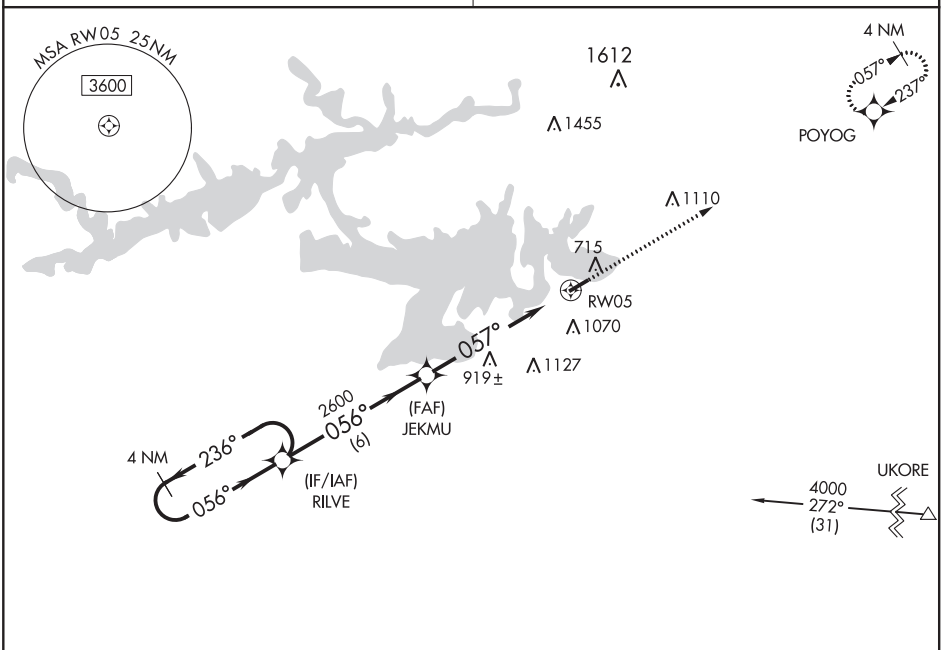
RNAV (GPS) RWY 5
HEBER SPRINGS MUNI (HBZ)

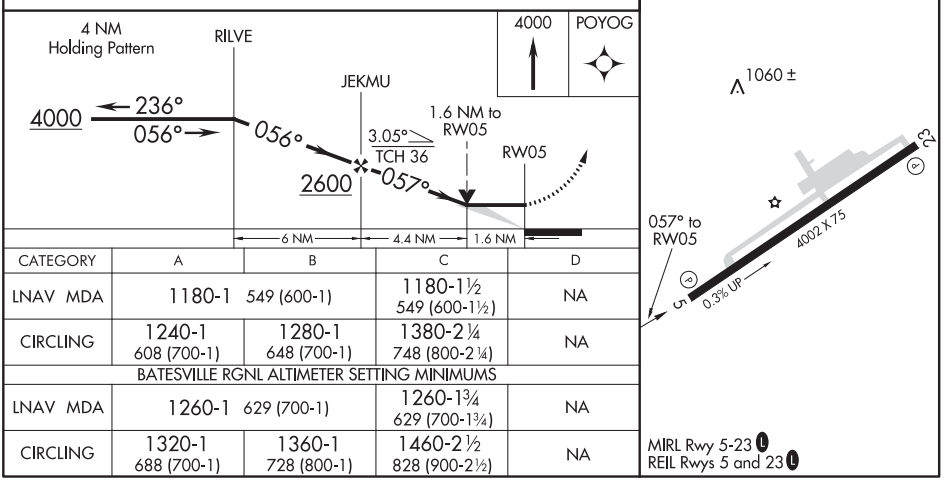
NA

DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct POYOG and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1180-1 549 (600-1)		1180-1½ 549 (600-1½)	NA
CIRCLING	1240-1 608 (700-1)	1280-1 648 (700-1)	1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1260-1 629 (700-1)		1260-1¾ 629 (700-1¾)	NA
CIRCLING	1320-1 688 (700-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HEBER SPRINGS, ARKANSAS

AL-5906 (FAA)

14261

RNAV (GPS) RWY 23
HEBER SPRINGS MUNI (HBZ)

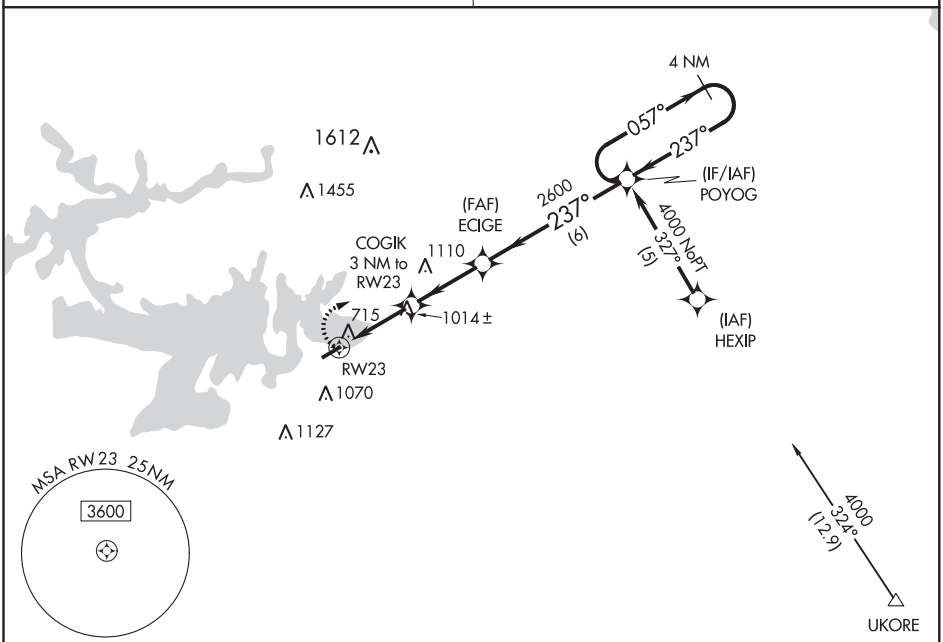
APP CRS	Rwy ldg	4002
237°	TDZE	632
	Apt Elev	632

T
A NA

DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold.

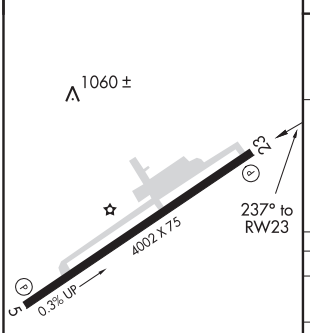
MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L

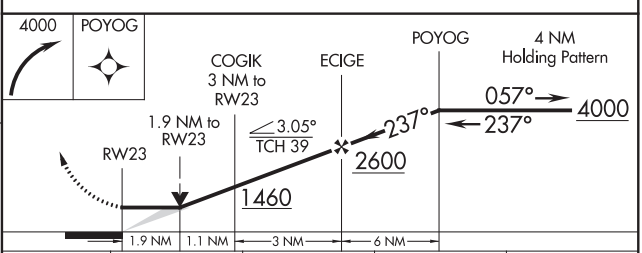


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 632 | TDZE 632





CATEGORY	A	B	C	D
LNAV MDA	1280-1 648 (700-1)		1280-1¾ 648 (700-1¾)	NA
CIRCLING	1280-1 648 (700-1)		1380-2¼ 748 (800-2¼)	NA
BATESVILLE RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1340-1 708 (800-1)		1340-2 708 (800-1)	NA
CIRCLING	1340-1 708 (800-1)	1360-1 728 (800-1)	1460-2½ 828 (900-2½)	NA

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

RNAV (GPS) RWY 17
THOMPSON-ROBBINS (HEE)

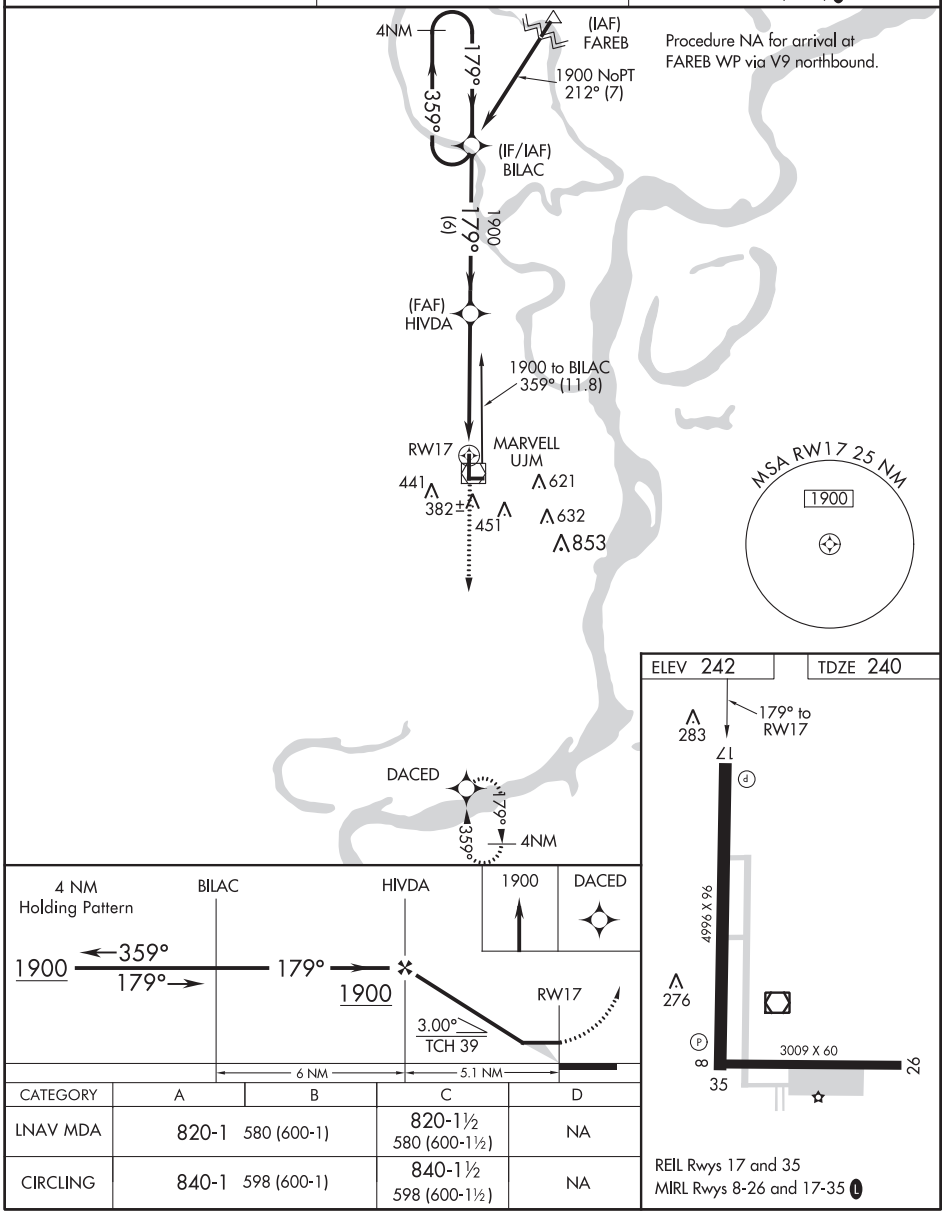
APP CRS	Rwy ldg	4996
179°	TDZE	240
	Apt Elev	242

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

NA

MISSED APPROACH: Climb to 1900 direct DACED WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	820-1 580 (600-1)		820-1½ 580 (600-1½)	NA
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HELENA/WEST HELENA, ARKANSAS AL-984 (FAA) 16091

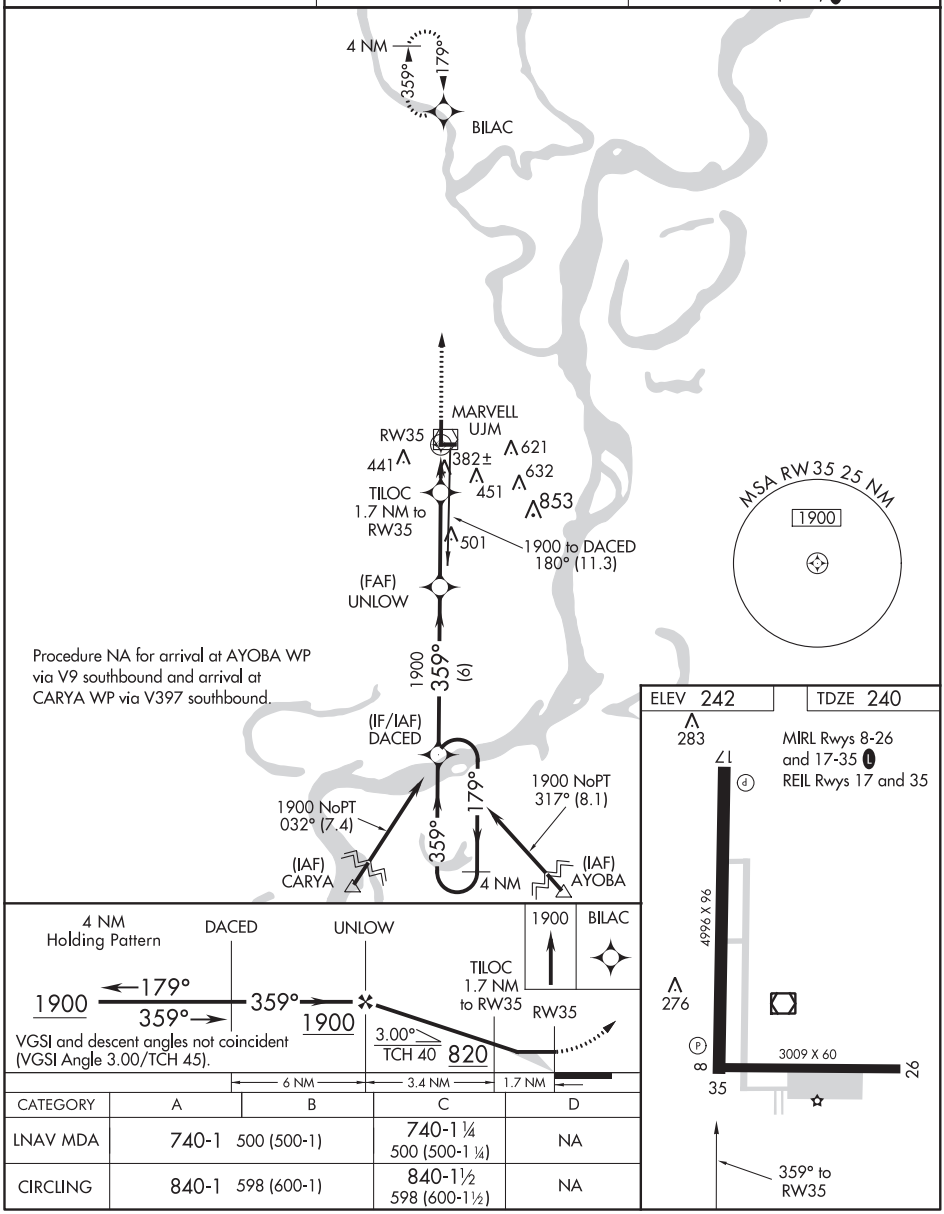
RNAV (GPS) RWY 35
THOMPSON-ROBBINS (HEE)

APP CRS	Rwy ldg	4996
359°	TDZE	240
	Apt Elev	242

T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

MISSED APPROACH: Climb to 1900 direct BILAC WP and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	740-1 500 (500-1)		740-1 ¼ 500 (500-1 ¼)	NA
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR RWY 35
THOMPSON-ROBBINS (HEE)

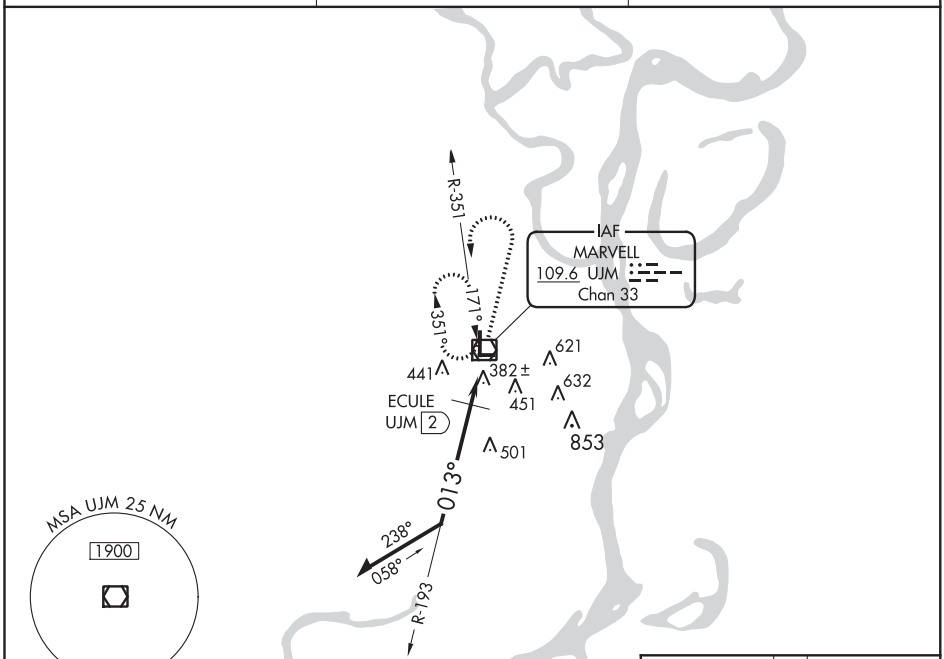
VOR/DME UJM	APP CRS	Rwy ldg 4996
109.6	013°	TDZE 240
Chan 33		Apt Elev 242

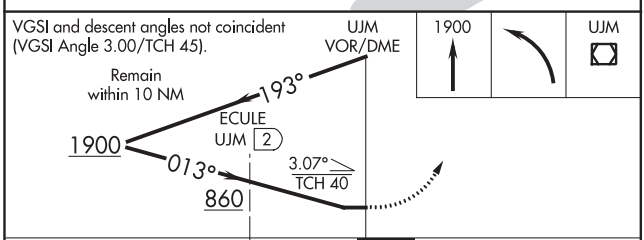
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

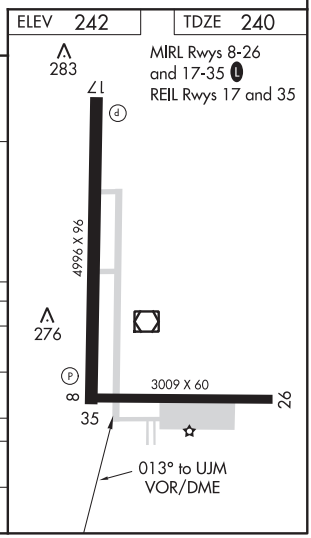
NA

MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

CLARKSDALE, MS AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	860-1 620 (700-1)		860-1¾ 620 (700-1¾)	NA
CIRCLING	860-1 618 (700-1)		860-1¾ 618 (700-1¾)	NA
ECULE FIX MINIMUMS				
S-35	700-1 460 (500-1)		700-1¼ 460 (500-1¼)	NA
CIRCLING	840-1 598 (600-1)		840-1½ 598 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FORT SILL, OKLAHOMA

RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	5001
172°	TDZE	1189
	Arpt Elev	1189

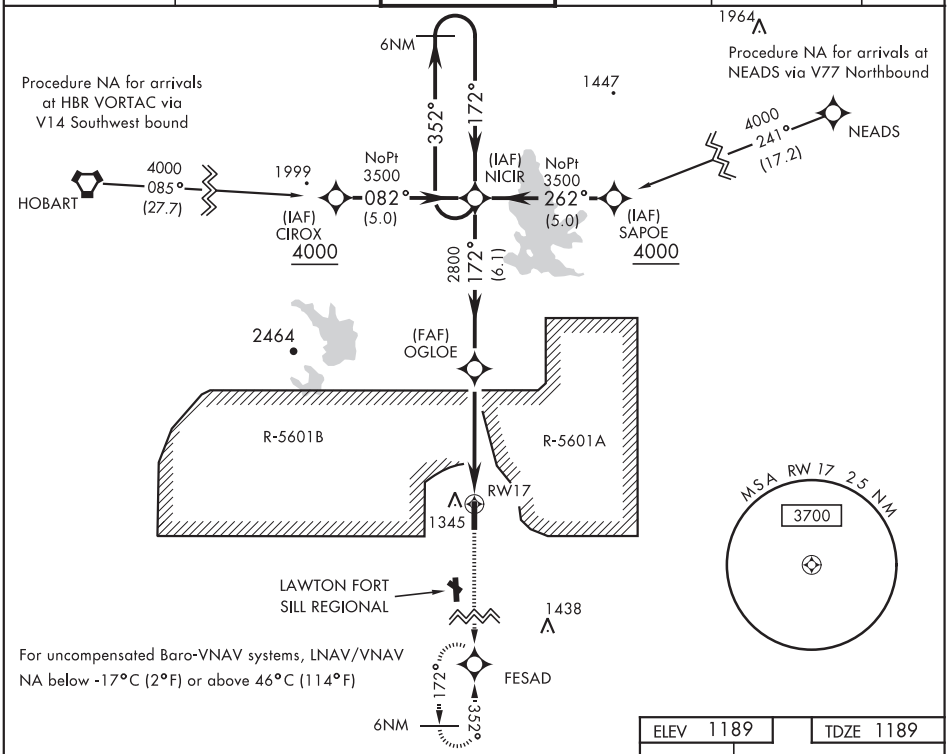
AL-230 [USA]

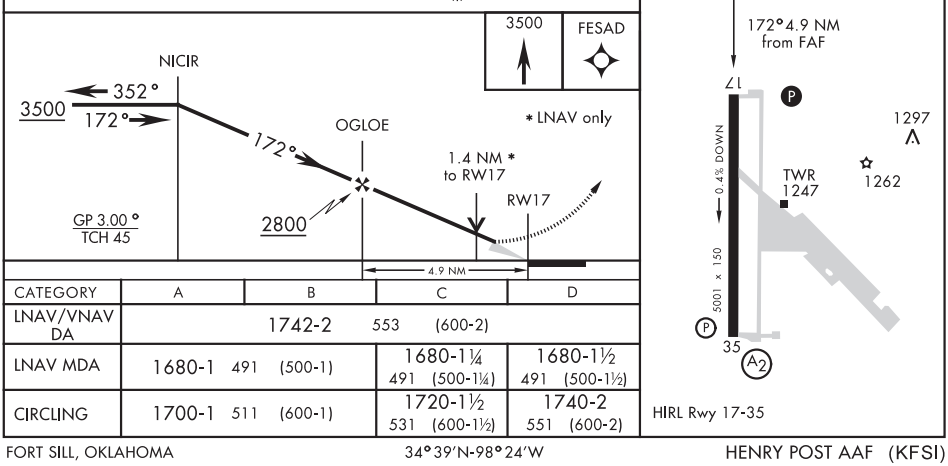
HENRY POST AAF (KFSI)

When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 (L) 229.4	121.7 279.575	121.7 279.575	





CATEGORY	A	B	C	D
LNAV/VNAV DA	1742-2 553 (600-2)			
LNAV MDA	1680-1 491 (500-1)		1680-1¼ 491 (500-1¼)	1680-1½ 491 (500-1½)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FORT SILL, OKLAHOMA

34°39′N-98°24′W

HENRY POST AAF (KFSI)

Orig 17005

RNAV (GPS) RWY 17

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	5001
352°	TDZE	1187
	Arpt Elev	1189

AL-230 [USA]

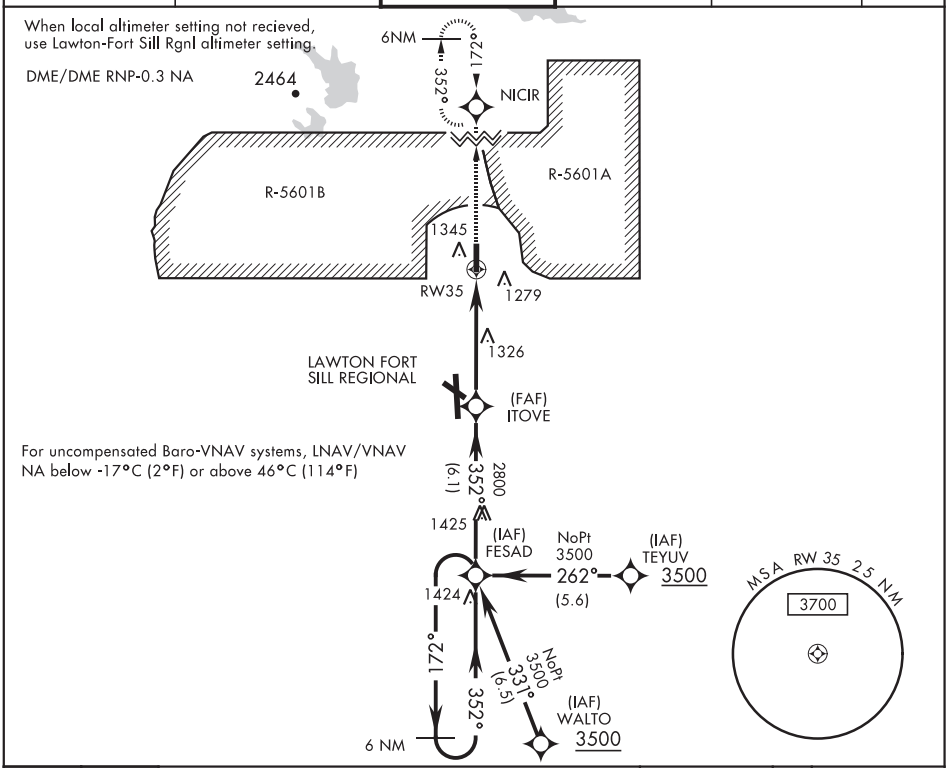
HENRY POST AAF (KFSI)

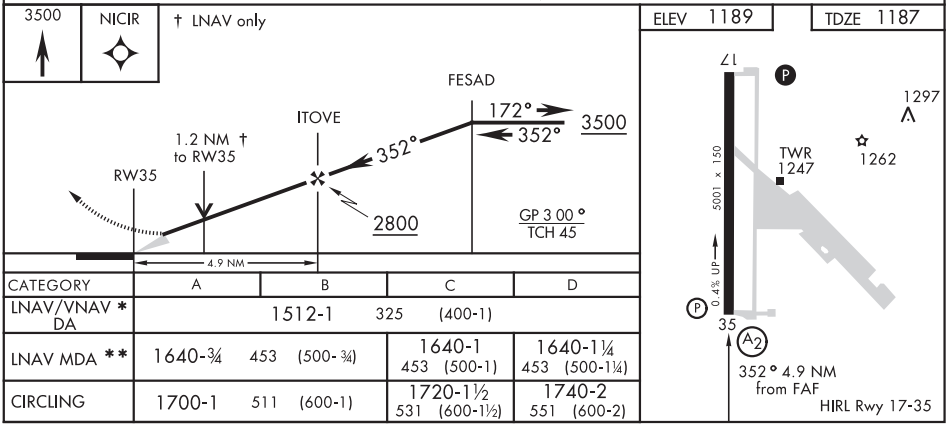
* When ALS inop, increase CAT ABCD vis to 1¼ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.

SALS A2

MISSED APPROACH: Climb to 3500 direct NICIR and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 L 229.4	121.7 279.575	121.7 279.575	





CATEGORY	A	B	C	D
LNAV/VNAV * DA	1512-1 325 (400-1)			
LNAV MDA **	1640-¾ 453 (500-¾)		1640-1 453 (500-1)	1640-1¼ 453 (500-1¼)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FORT SILL, OKLAHOMA

VOR/DME RWY 17

VOR/DME LAW	APCH CRS	Rwy ldg 5001
109.4 Chan 31	174°	TDZE 1189 Arpt Elev 1189

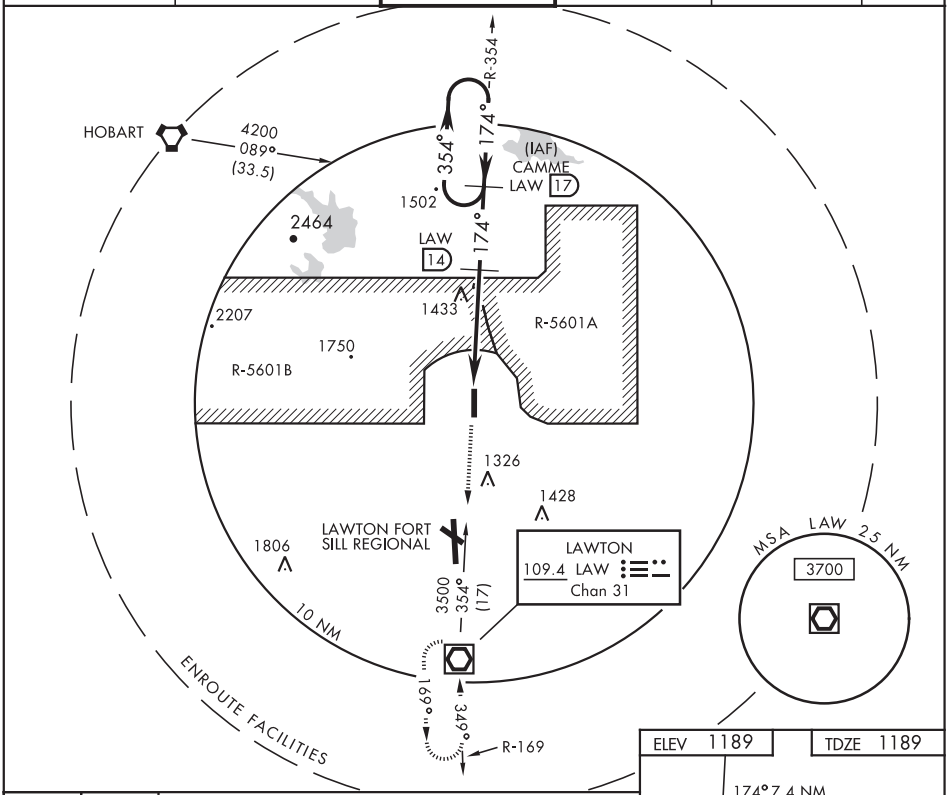
AL-230 [USA]

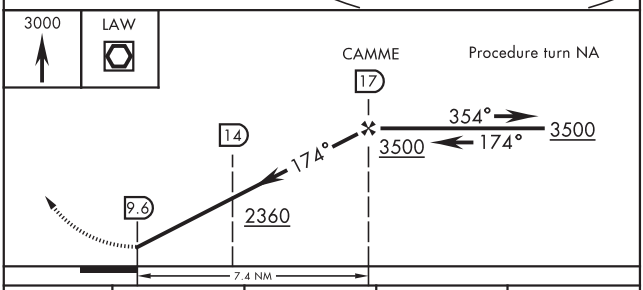
HENRY POST AAF (KFSI)

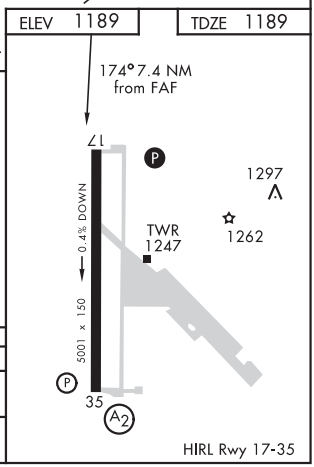
Radar required for holding above 6000', or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 229.4	121.7 279.575	121.7 279.575	







CATEGORY	A	B	C	D
S-17	1700-1 511 (600-1)		1700-1½ 511 (600-1½)	1700-1¾ 511 (600-1¾)
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FORT SILL, OKLAHOMA

Orig-A 17005

34° 39′N-98° 24′W

HENRY POST AAF (KFSI)

VOR/DME RWY 17

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR RWY 35

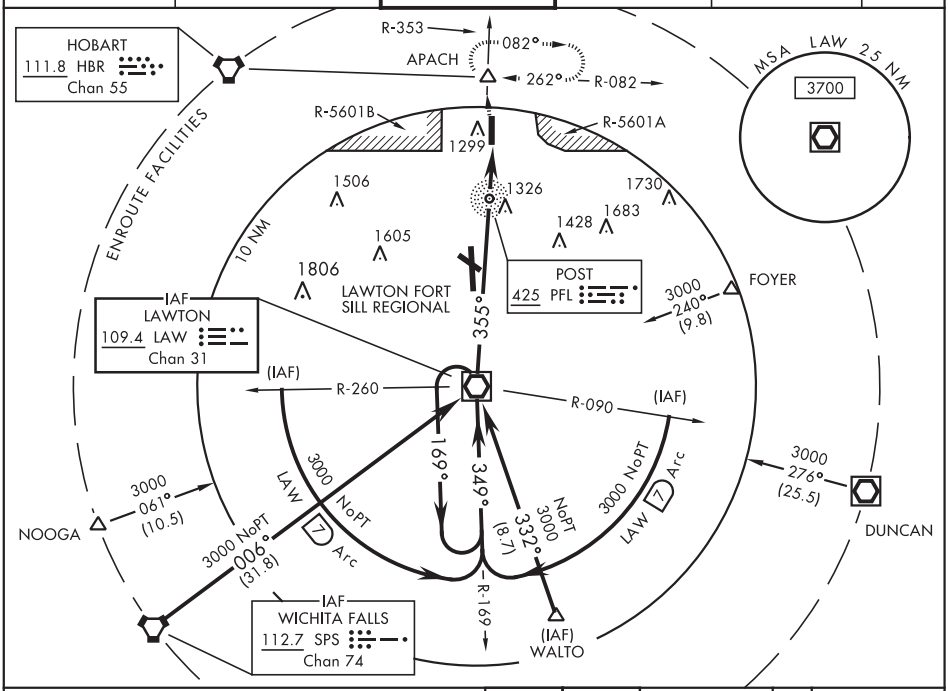
HENRY POST AAF (KFSI)

VOR/DME LAW 109.4 Chan 31	APCH CRS 355°	Rwy ldg 5001 TDZE 1187 Arpt Elev 1189	AL-230 [USA]

SALS A2

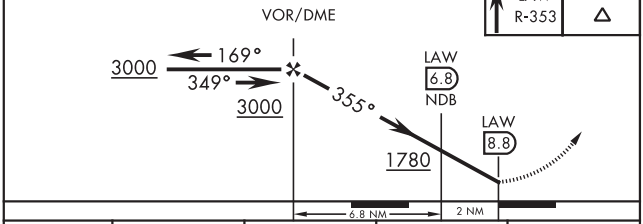
MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 229.4	121.7 279.575	121.7 279.575	

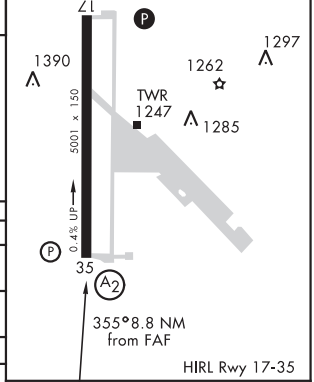


Procedure turn NA

4200 LAW R-353 APACH



ELEV 1189 TDZE 1187



CATEGORY	A	B	C	D
S-35	1780/40 593 (600-¾)		1780/60 593 (600-1¼)	1780-1½ 593 (600-1½)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)
DME/PFL NDB MINIMUMS				
S-35	1640/40 453 (500-¾)		1640/50 453 (500-1)	1640/60 453 (500-1¼)
CIRCLING	1680-1 491 (500-1)		1680-1½ 491 (500-1½)	1740-2 551 (600-2)

FAF to MAP 8.8 NM					
Knots	60	90	120	150	180
Min:Sec	8:48	5:52	4:24	3:31	2:56

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

FORT SILL, OKLAHOMA

NDB RWY 17

NDB OFZ	APCH CRS	Rwy ldg / TDZE / Arpt Elev
388	171°	5001 / 1189 / 1189

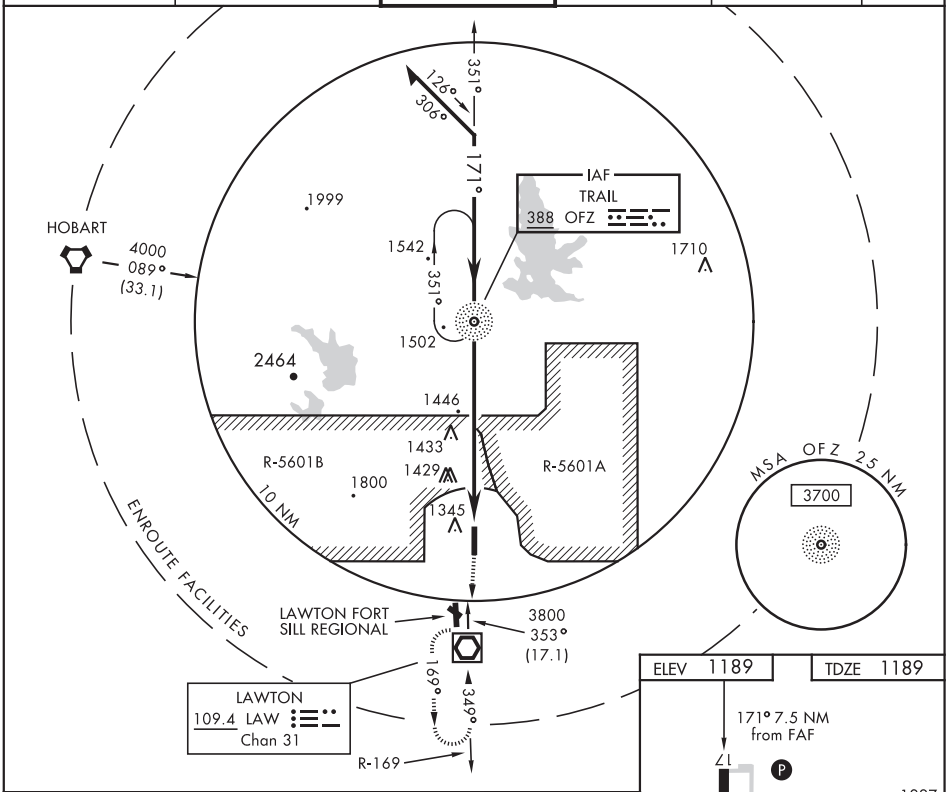
AL-230 [USA]

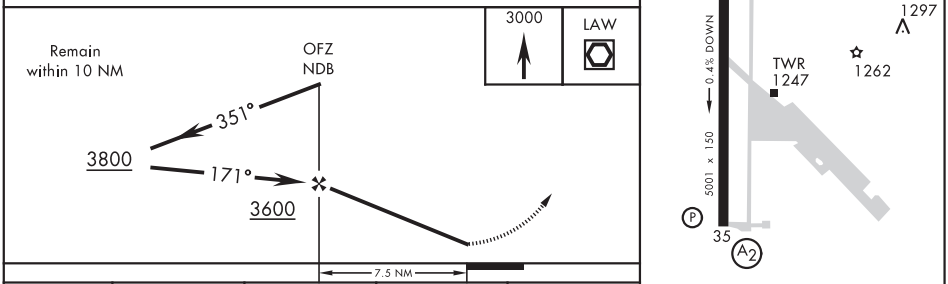
HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 229.4	121.7 279.575	121.7 279.575	





CATEGORY	A	B	C	D
S-17	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-1¾ 591 (600-1¾)
CIRCLING	1780-1 591 (600-1)		1780-1½ 591 (600-1½)	1780-2 591 (600-2)

HIRL Rwy 17-35

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30

FORT SILL, OKLAHOMA

Amdt 9 17005

34° 39′N-98° 24′W

HENRY POST AAF (KFSI)

NDB RWY 17

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NDB PFL	APCH CRS	Rwy ldg / TDZE / Arpt Elev
425	354°	5001 / N/A / 1189

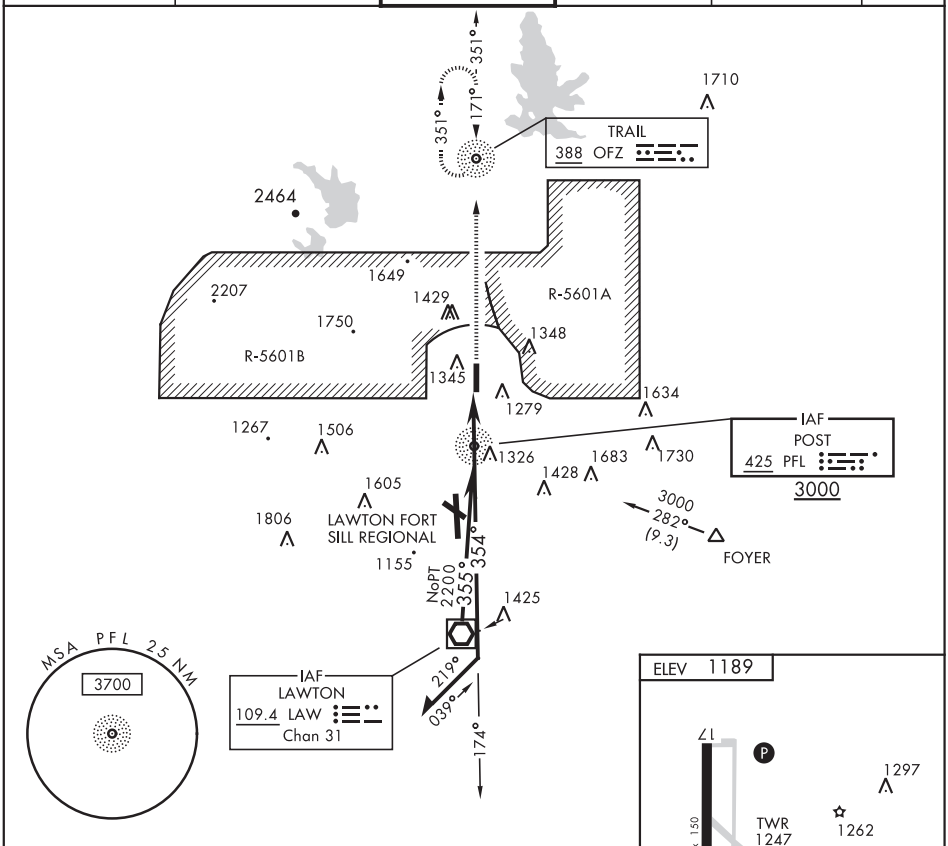
AL-230 [USA]

HENRY POST AAF (KFSI)

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

ATIS	FORT SILL APP CON	POST TOWER ★	GND CON	CLNC DEL	ASR/PAR
135.425 354.025	120.55 322.4	124.95 229.4	121.7 279.575	121.7 279.575	



CATEGORY	A	B	C	D
CIRCLING	1700-1 511 (600-1)		1720-1½ 531 (600-1½)	1740-2 551 (600-2)

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

SC-1, 05 JAN 2017 to 02 MAR 2017

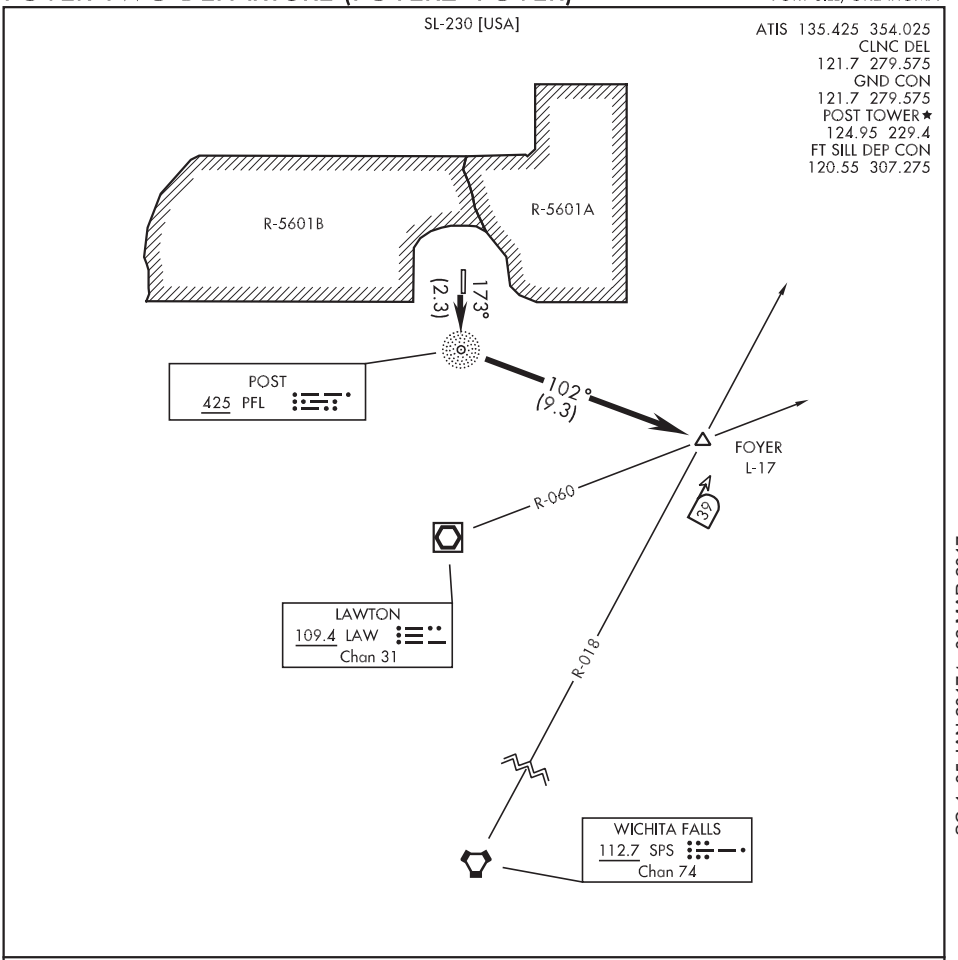
SC-1, 05 JAN 2017 to 02 MAR 2017

10238

HENRY POST AAF (KFSI)

FOYER-TWO DEPARTURE (FOYER2•FOYER)

FORT SILL, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

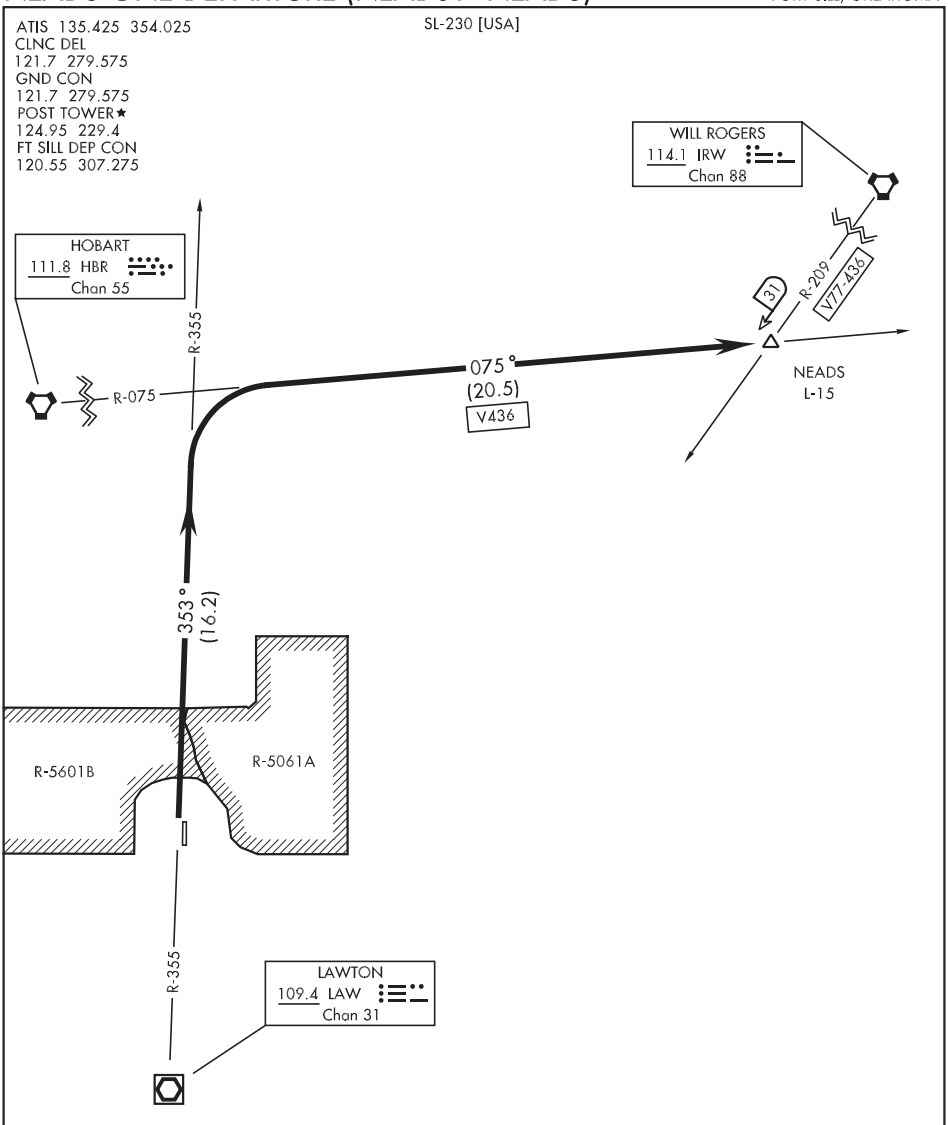
Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

FOYER-TWO DEPARTURE (FOYER2•FOYER)

FORT SILL, OKLAHOMA

HENRY POST AAF (KFSI)

NEADS-ONE DEPARTURE (NEADS1 • NEADS)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).

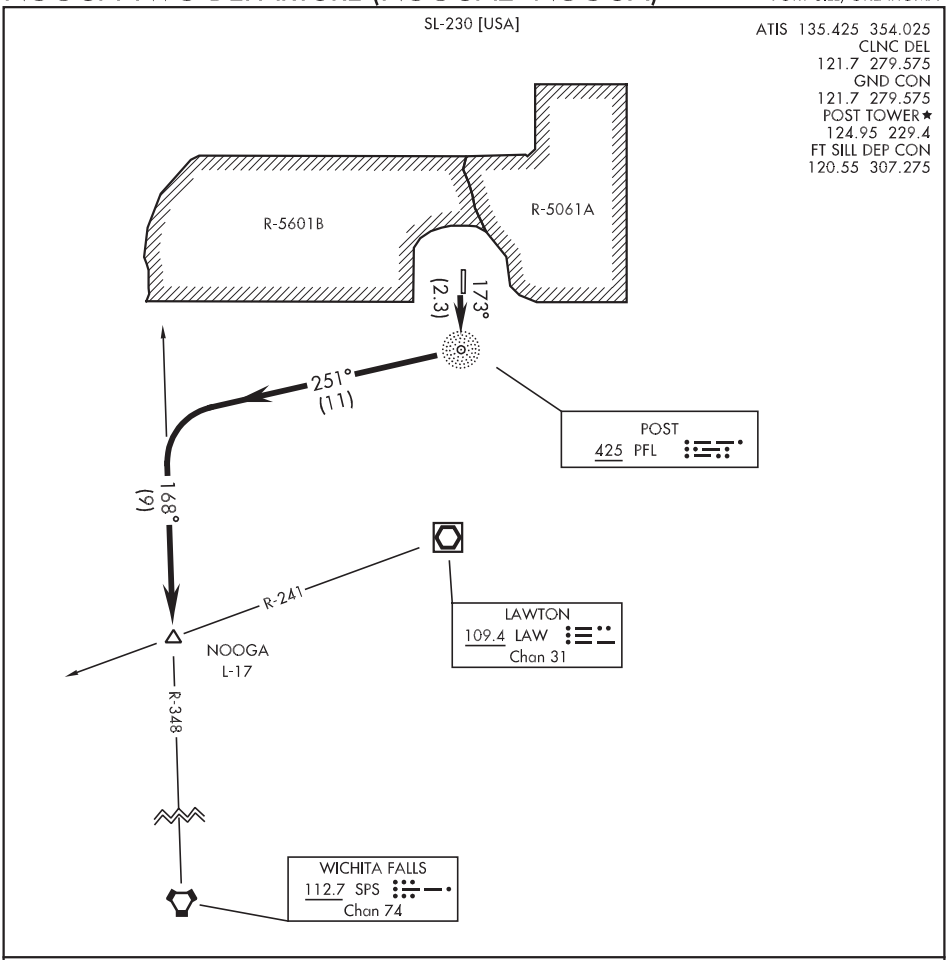
NEADS-ONE DEPARTURE (NEADS1 • NEADS)
FORT SILL, OKLAHOMA
HENRY POST AAF (KFSI)

08213

HENRY POST AAF (KFSI)

NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA



DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

SC-1, 05 JAN 2017 to 02 MAR 2017

NOOGA-TWO DEPARTURE (NOOGA2•NOOGA)

FORT SILL, OKLAHOMA

HENRY POST AAF (KFSI)

RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)

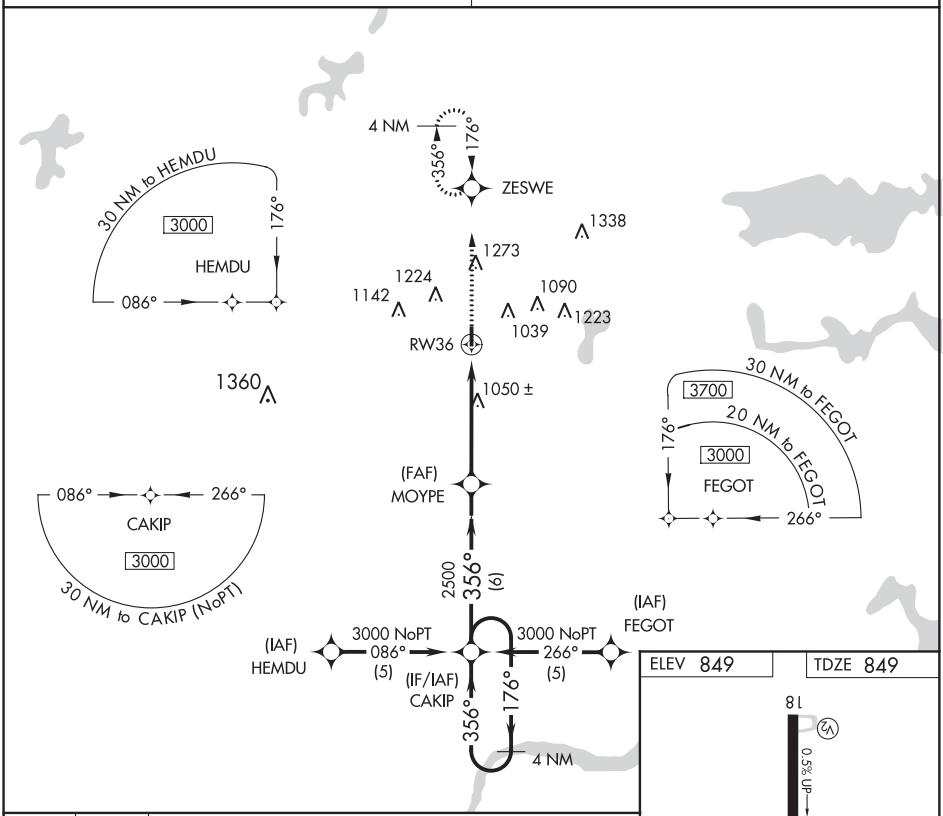
APP CRS	Rwy ldg	3501
356°	TDZE	849
	Apt Elev	849

Use McAlester Rgnl altimeter setting.
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

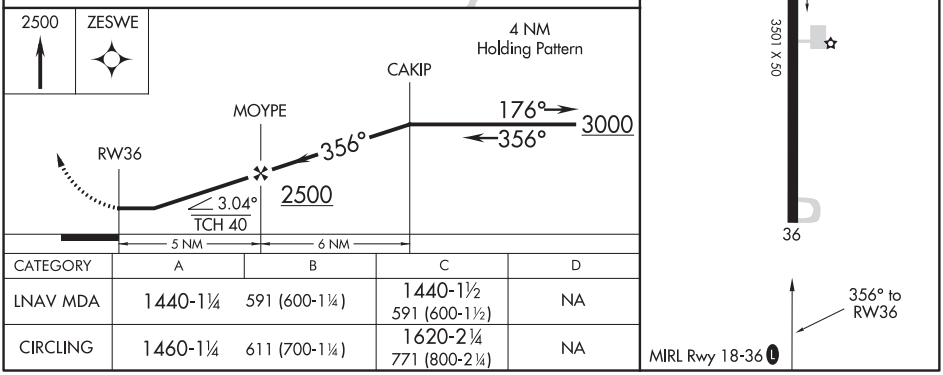
MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF)



ELEV 849 TDZE 849



CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1½ 591 (600-1½)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1620-2¼ 771 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HENRYETTA, OKLAHOMA AL-6082 (FAA) 16035

NDB RWY 36
HENRYETTA MUNI (F10)

NDB HET	APP CRS	Rwy ldg	3501
267	005°	TDZE	849
		Apt Elev	849

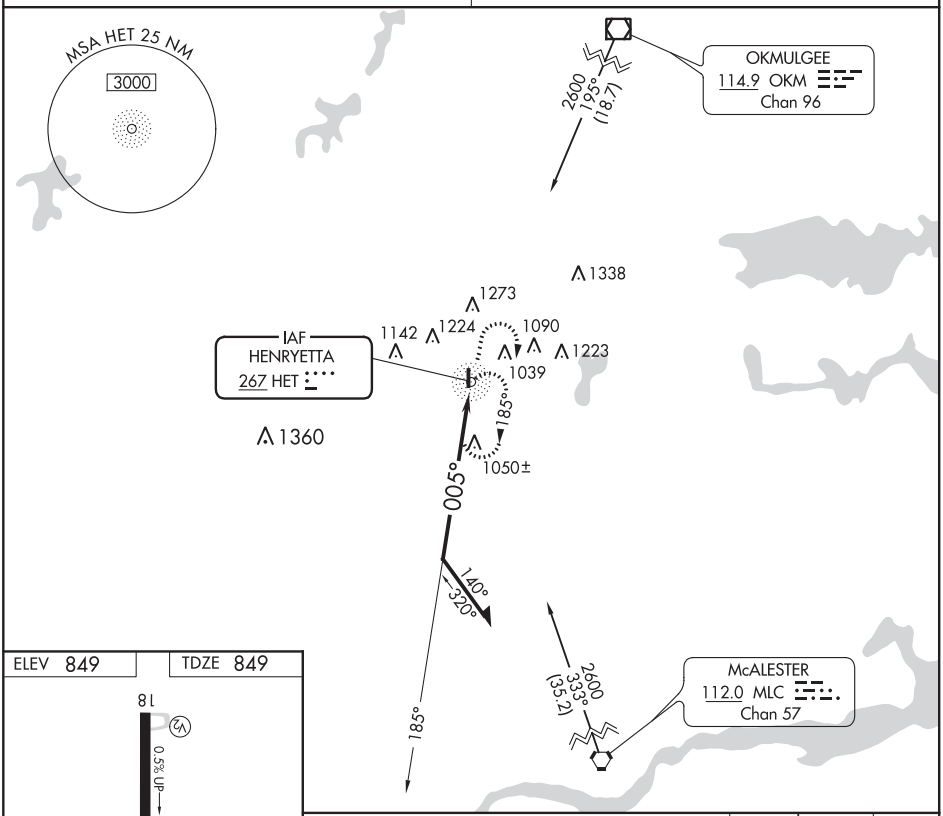
Use McAlester Rgnl altimeter setting.

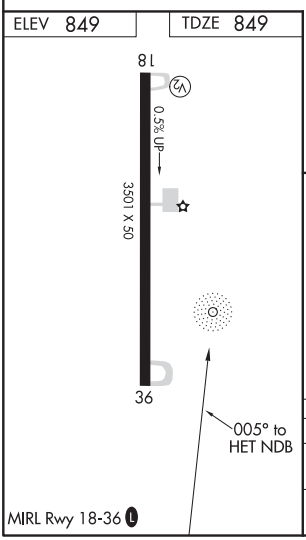
NA

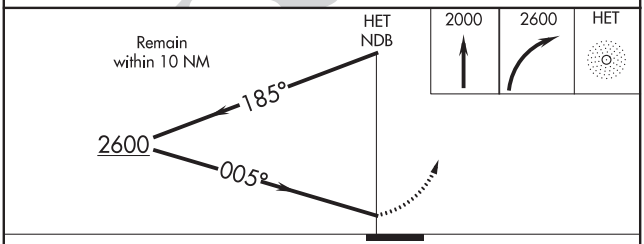
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1540-1¼ 691 (700-1¼)		1540-2 691 (700-2)	NA
CIRCLING	1540-1¼ 691 (700-1¼)		1620-2¼ 771 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

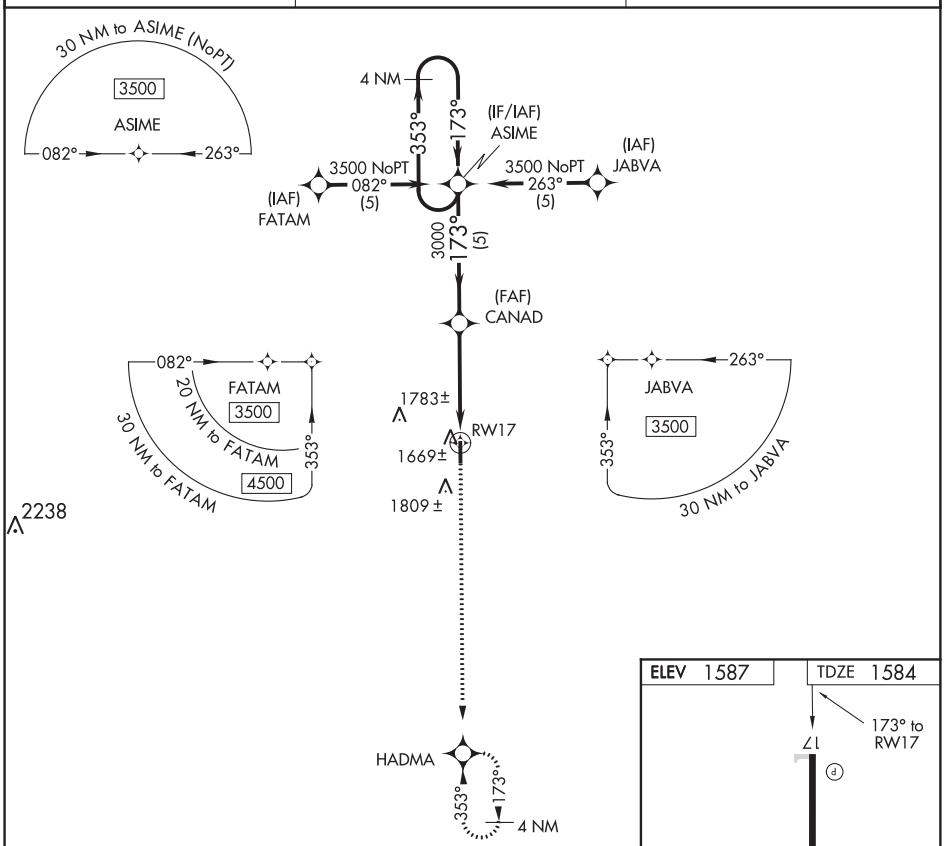
APP CRS	Rwy ldg	4001
173°	TDZE	1584
	Apt Elev	1587

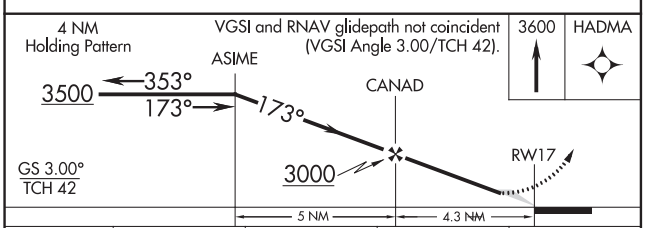
RNAV (GPS) RWY 17
HINTON MUNI (208)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Weatherford altimeter setting; when not received procedure NA.

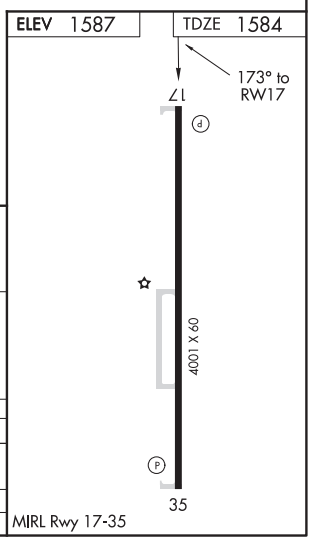
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2000-1½ 416 (500-1½)		NA	
LNAV MDA	2000-1 416 (500-1)		NA	
CIRCLING	2160-1 573 (600-1)		NA	



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HINTON, OKLAHOMA AL-9415 (FAA) 13066

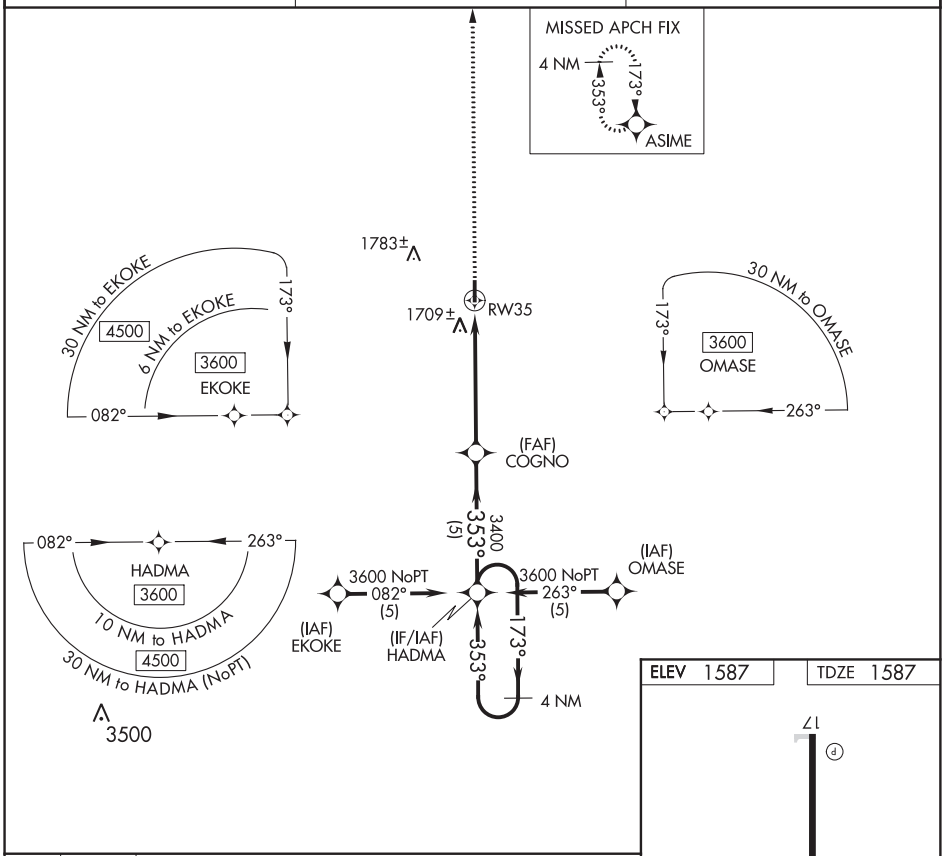
APP CRS	Rwy ldg	4001
353°	TDZE	1587
	Apt Elev	1587

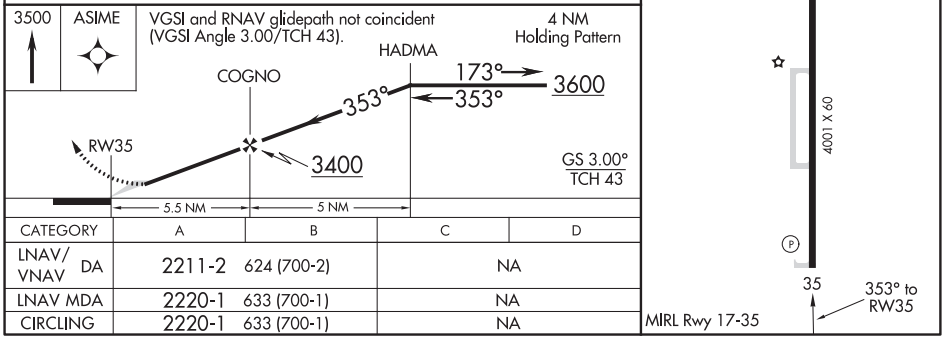
RNAV (GPS) RWY 35
HINTON MUNI (208)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Weatherford altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 3500 direct ASIME and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	123.05 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	2211-2	624 (700-2)	NA	
LNAV MDA	2220-1	633 (700-1)	NA	
CIRCLING	2220-1	633 (700-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

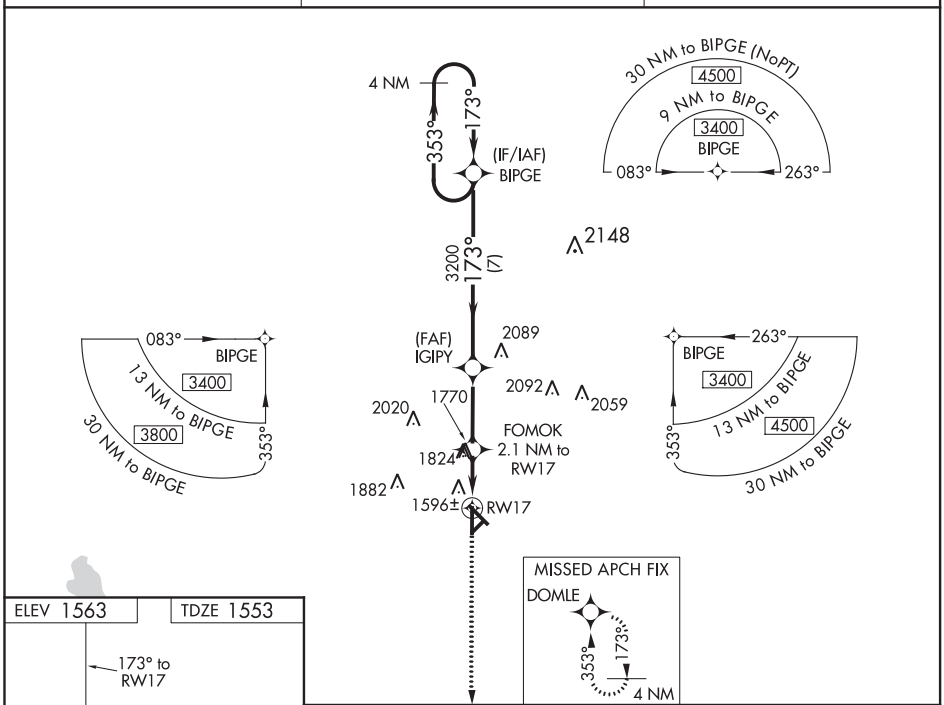
RNAV (GPS) RWY 17
HOBART RGNL (HBR)

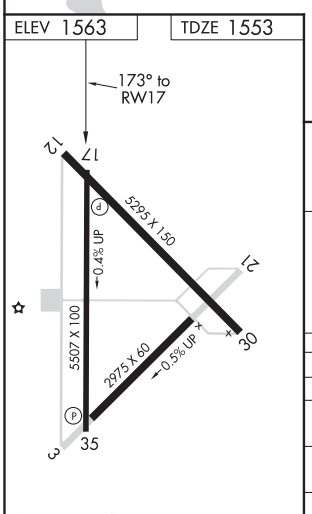
WAAS CH 99417 W17A	APP CRS 173°	Rwy ldg 5507 TDZE 1553 Apt Elev 1563

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

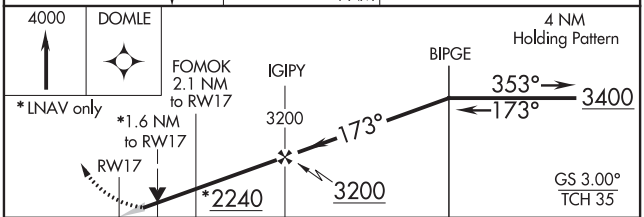
MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF)





MIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	1803-1 250 (300-1)			
LNAV/VNAV DA	1900-1¼ 347 (400-1¼)			
LNAV MDA	2080-1 527 (600-1)		2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1 517 (600-1)		2080-1½ 517 (600-1½)	2120-2 557 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOBART, OKLAHOMA

AL-912 (FAA)

15008

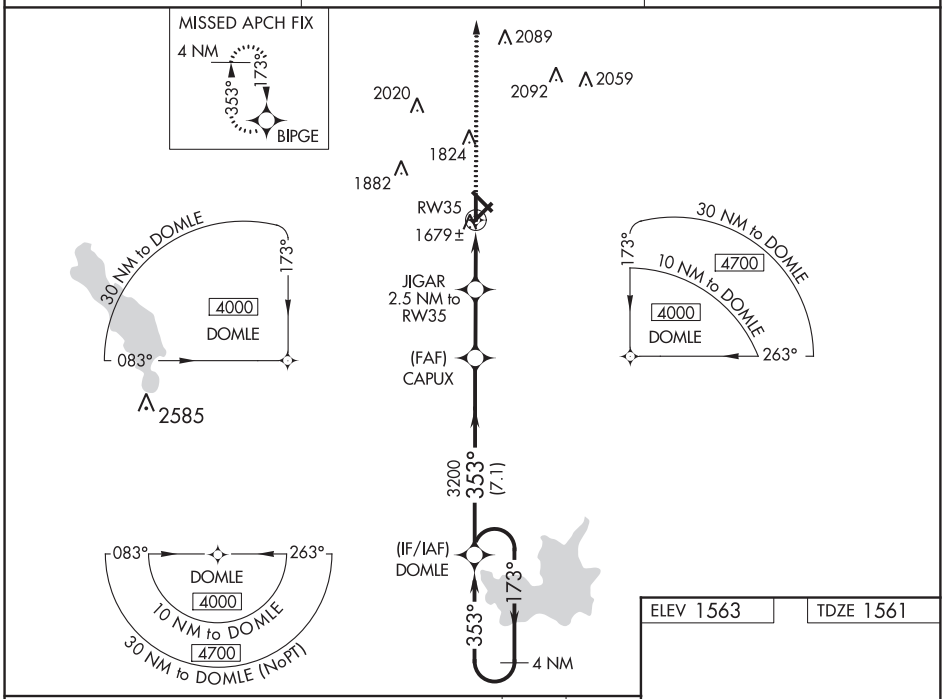
RNAV (GPS) RWY 35
HOBART RGNL (HBR)

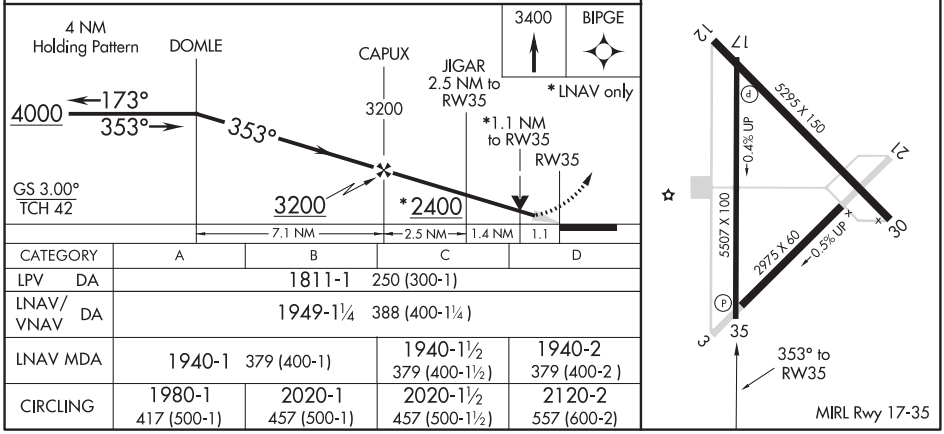
WAAS CH 53417 W35A	APP CRS 353°	Rwy ldg 5507 TDZE 1561 Apt Elev 1563

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 257.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1811-1 250 (300-1)			
LNAV/VNAV DA	1949-1¼ 388 (400-1¼)			
LNAV MDA	1940-1 379 (400-1)		1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)

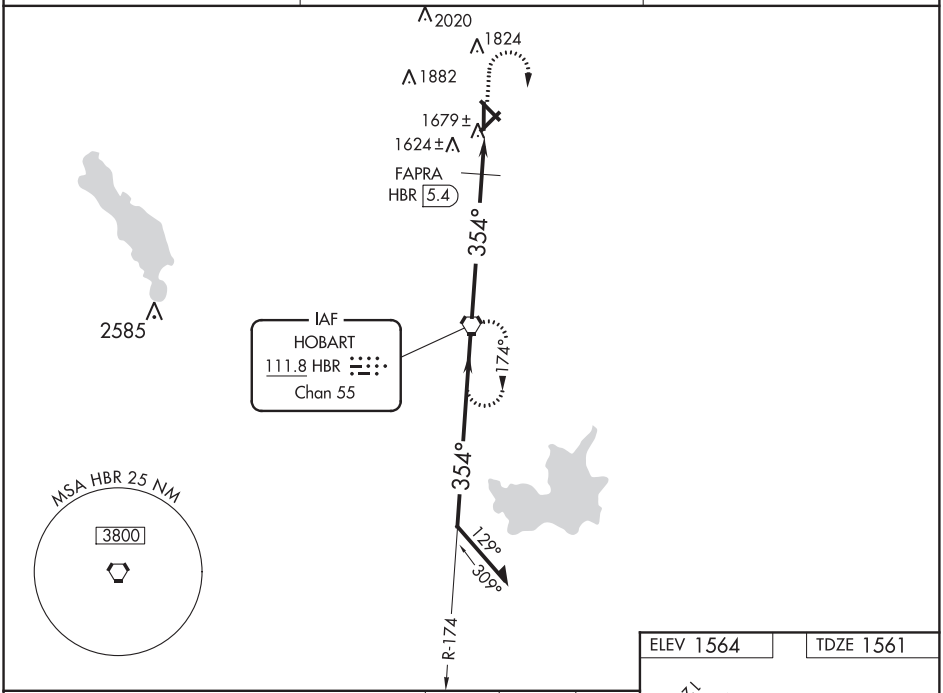
VOR RWY 35
HOBART RGNL (HBR)

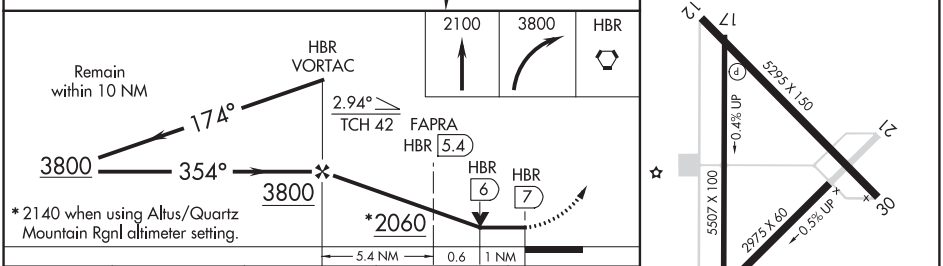
VORTAC HBR	APP CRS	Rwy ldg	5507
111.8	354°	TDZE	1561
Chan 55		Apt Elev	1564

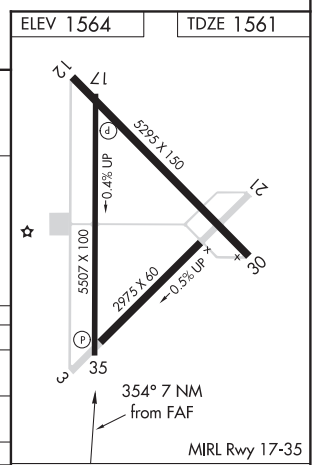
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS	ALTUS APP CON *	UNICOM
133.325	125.1 257.725	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	2060-1 499 (500-1)		2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1 496 (500-1)		2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1 419 (500-1)		1980-1¼ 419 (500-1¼)	
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOLDENVILLE, OKLAHOMA AL-900 (FAA) 16147

RNAV (GPS) RWY 17
HOLDENVILLE MUNI (F99)

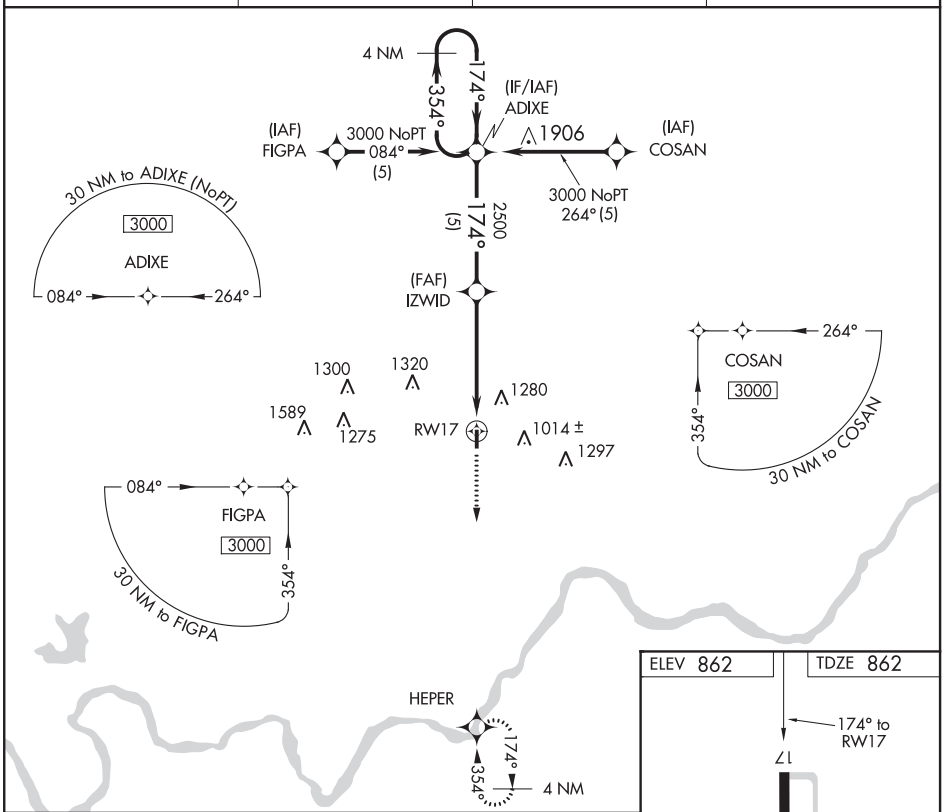
APP CRS	Rwy ldg	3251
174°	TDZE	862
	Apt Elev	862

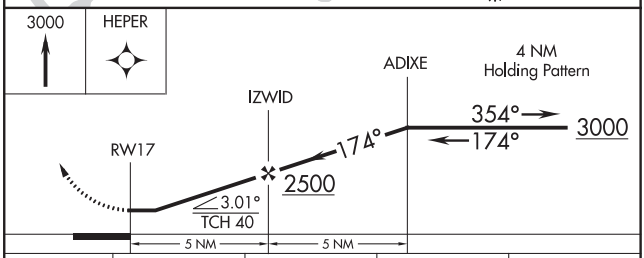
NA

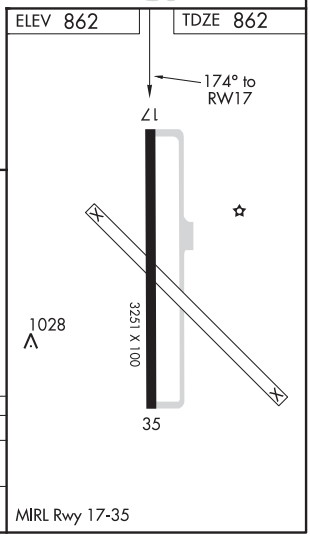
Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8







CATEGORY	A	B	C	D
LNAV MDA	1520-1 658 (700-1)		1520-1¾ 658 (700-1¾)	NA
CIRCLING	1520-1 658 (700-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

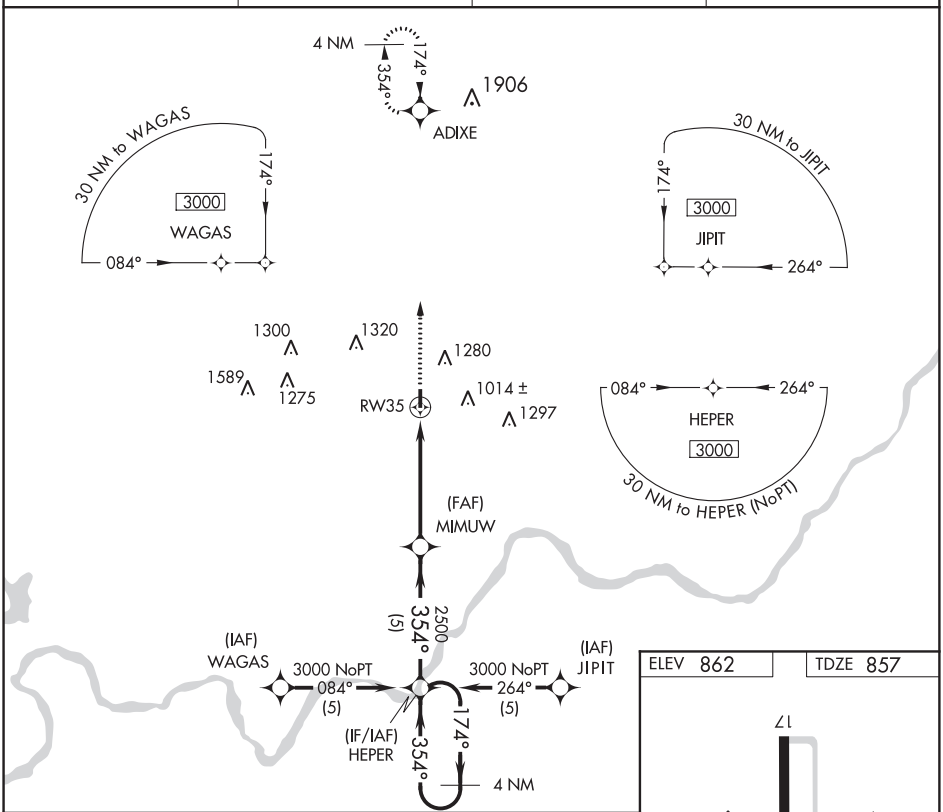
APP CRS	Rwy ldg	3251
354°	TDZE	857
	Apt Elev	862

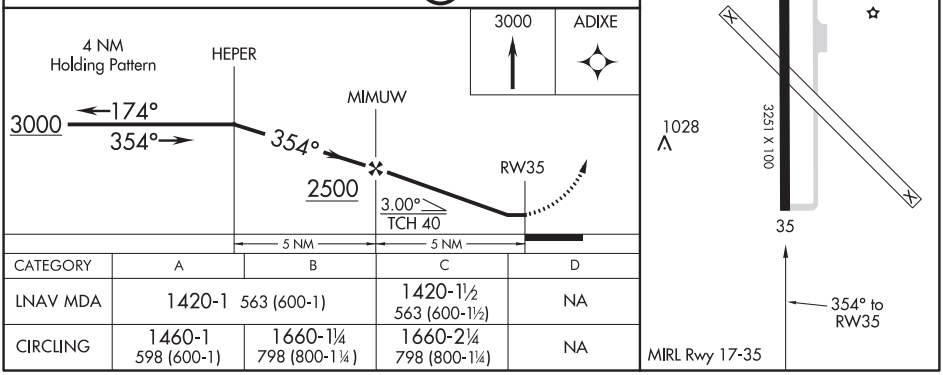
RNAV (GPS) RWY 35
HOLDENVILLE MUNI (F99)

NA Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8





CATEGORY	A	B	C	D
LNAV MDA	1420-1 563 (600-1)		1420-1½ 563 (600-1½)	NA
CIRCLING	1460-1 598 (600-1)	1660-1¼ 798 (800-1¼)	1660-2¼ 798 (800-1¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOLDENVILLE, OKLAHOMA | AL-900 (FAA) | 16147

NDB RWY 17
HOLDENVILLE MUNI (F99)

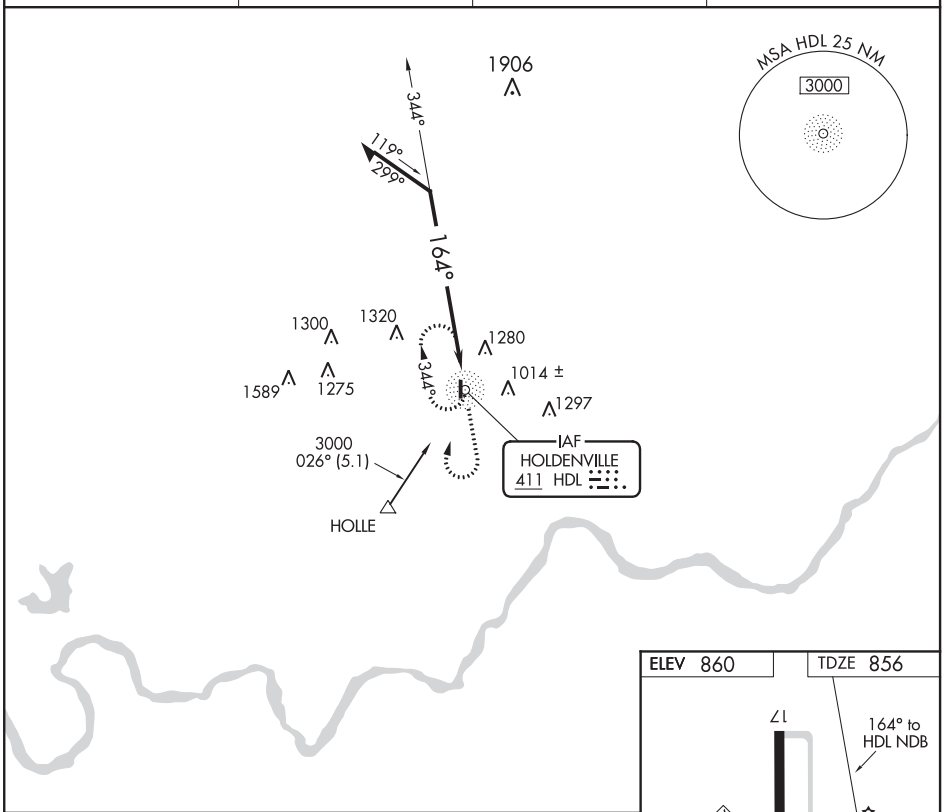
NDB HDL	APP CRS	Rwy ldg / TDZE / Apt Elev
411	164°	3251 / 856 / 860

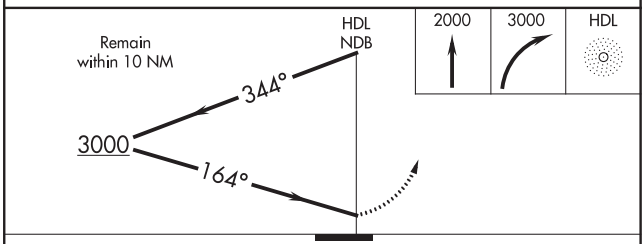
NA

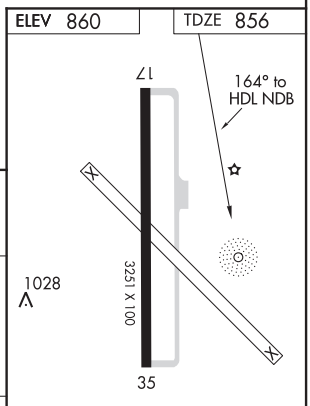
Use McAlester altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.

ADA MUNI AWOS-3	McALESTER REGIONAL ASOS	FORT WORTH CENTER	UNICOM
118.725	135.125	132.2 338.35	122.8







MIRL Rwy 17-35

CATEGORY	A	B	C	D
S-17	1780-1¼	918 (1000-1¼)	1780-2¾ 918 (1000-2¾)	NA
CIRCLING	1780-1¼	920 (1000-1¼)	1780-2¾ 920 (1000-2¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

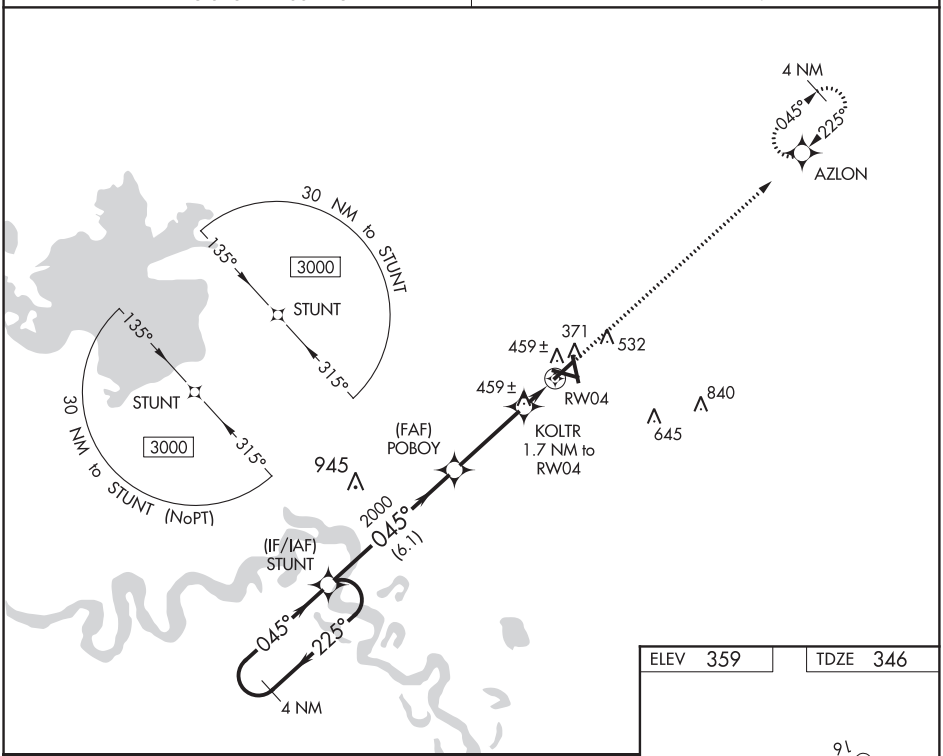
RNAV (GPS) RWY 4
HOPE MUNI (M18)

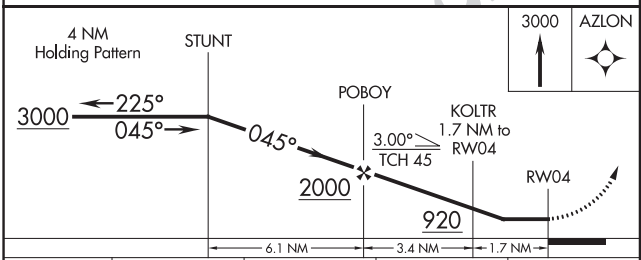
WAAS CH 72637 W04A	APP CRS 045°	Rwy ldg 4111 TDZE 346 Apt Elev 359

T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct AZLON and hold.

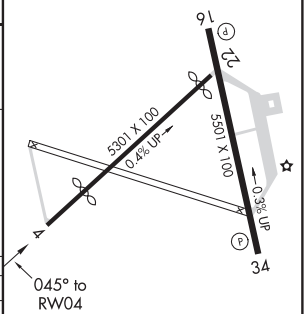
FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	760-1 414 (500-1)		760-1⅛ 414 (500-1⅛)	
LNAV MDA	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	
C CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1060-2¼ 701 (800-2¼)

ELEV 359	TDZE 346



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

HOPE, ARKANSAS

AL-5530 (FAA)

16259

RNAV (GPS) RWY 16

HOPE MUNI (M18)

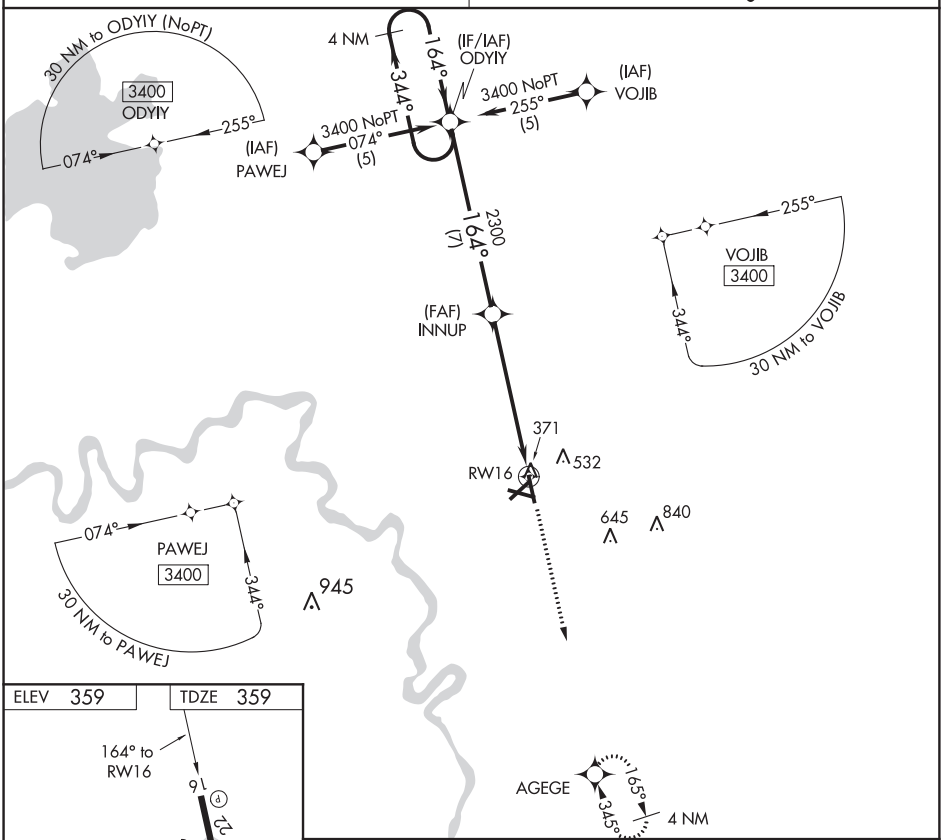
APP CRS	Rwy ldg	5501
164°	TDZE	359
	Apt Elev	359

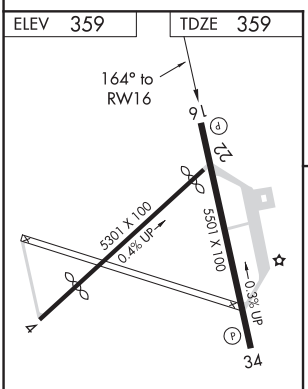
Use Texarkana altimeter setting. Helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA.

NA

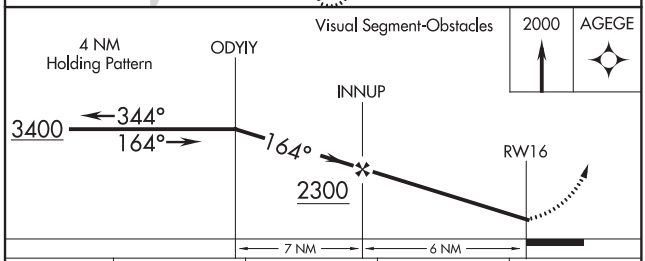
MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L





MIRL Rwy 16-34 L
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LNAV MDA	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)
CIRCLING	920-1	561 (600-1)	920-1½ 561 (600-1½)	920-2 561 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

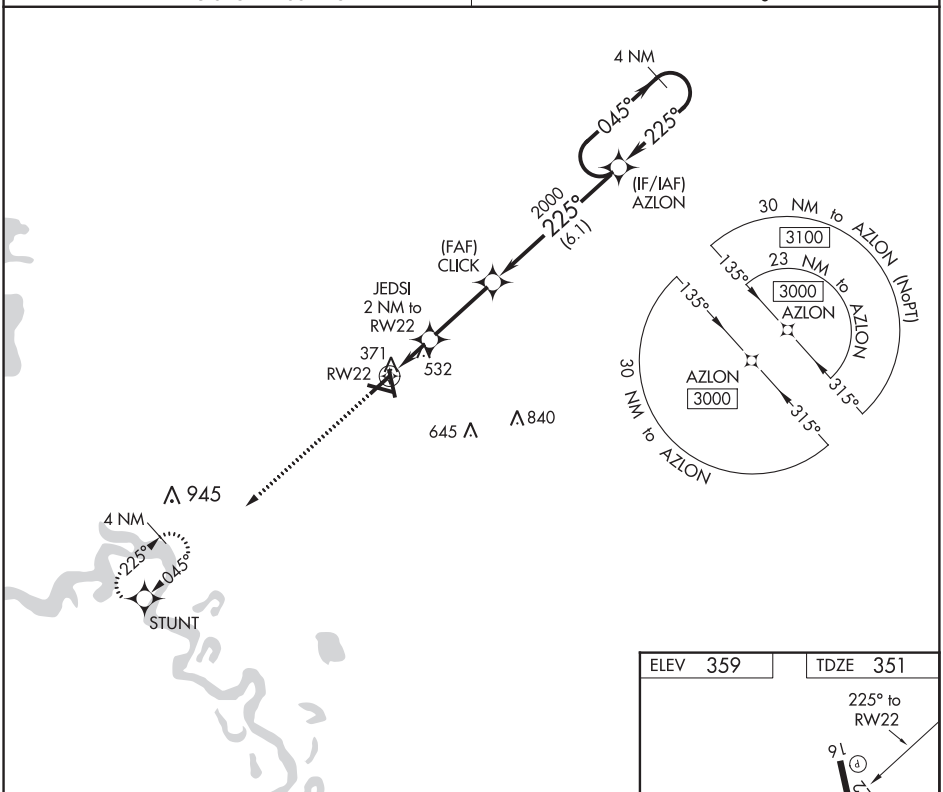
WAAS CH 69237 W22A	APP CRS 225°	Rwy ldg 4957 TDZE 351 Apt Elev 359

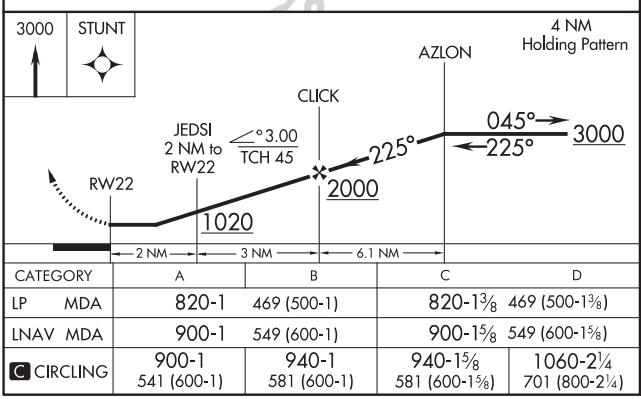
RNAV (GPS) RWY 22
HOPE MUNI (M18)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

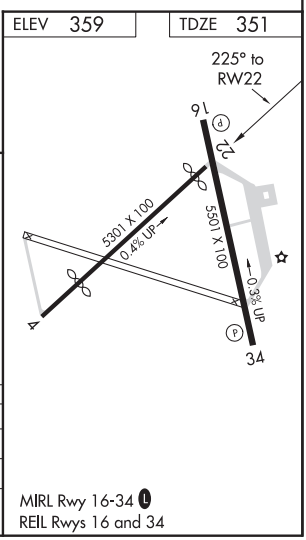
MISSED APPROACH: Climb to 3000 direct STUNT and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	820-1	469 (500-1)	820-1⅜	469 (500-1⅜)
LNAV MDA	900-1	549 (600-1)	900-1⅝	549 (600-1⅝)
C CIRCLING	900-1 541 (600-1)	940-1 581 (600-1)	940-1⅝ 581 (600-1⅝)	1060-2¼ 701 (800-2¼)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

HOPE, ARKANSAS

AL-5530 (FAA)

16035

VOR/DME RWY 4

HOPE MUNI (M18)

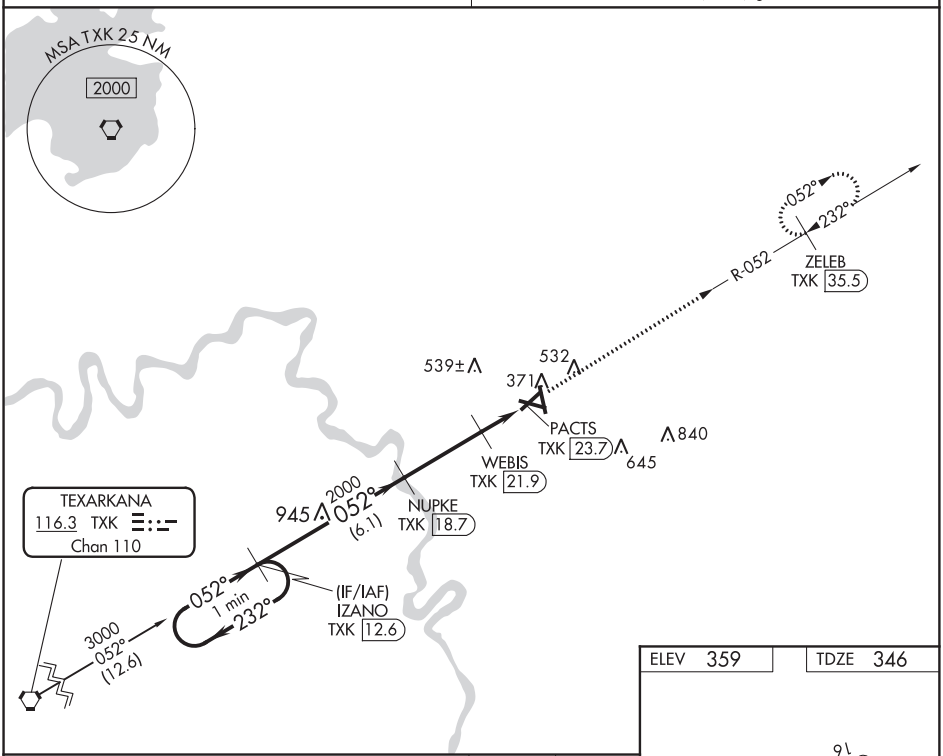
VORTAC TXK	APP CRS	Rwy ldg	4111
116.3	052°	TDZE	346
Chan 110		Apt Elev	359

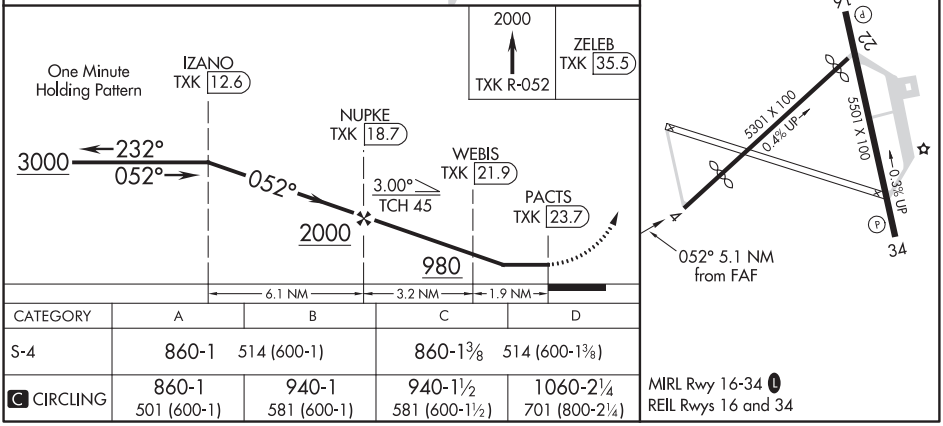
NA

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 on TXK VORTAC R-052 to ZELEB/TXK 35.5 DME and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	860-1 514 (600-1)		860-1⅜ 514 (600-1⅜)	
C CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1060-2¼ 701 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME RWY 22

HOPE MUNI (M18)

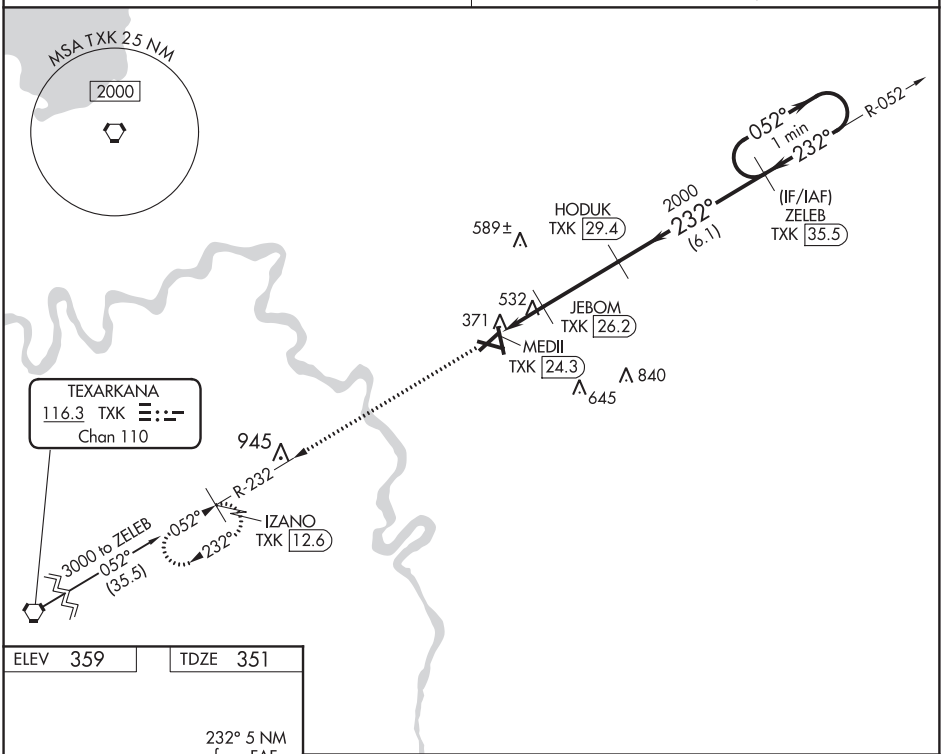
VORTAC TXK	APP CRS	Rwy ldg	4957
116.3	232°	TDZE	351
Chan 110		Apt Elev	359

NA

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 on TXK VORTAC R-052 to IZANO/TXK 12.6 DME and hold.

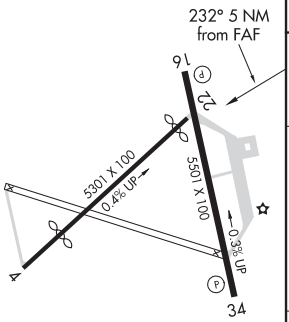
FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L



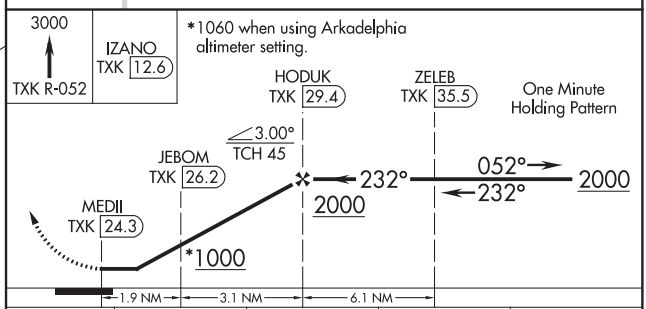
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 359 | TDZE 351



MIRL Rwy 16-34 L
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
S-22	900-1 549 (600-1)		900-1⅝ 549 (600-1⅝)	
C CIRCLING	900-1 541 (600-1)	940-1 581 (600-1)	940-1⅝ 581 (600-1⅝)	1060-2¼ 701 (800-2¼)

HOPE, ARKANSAS

AL-5530 (FAA)

16035

NDB RWY 16

HOPE MUNI (M18)

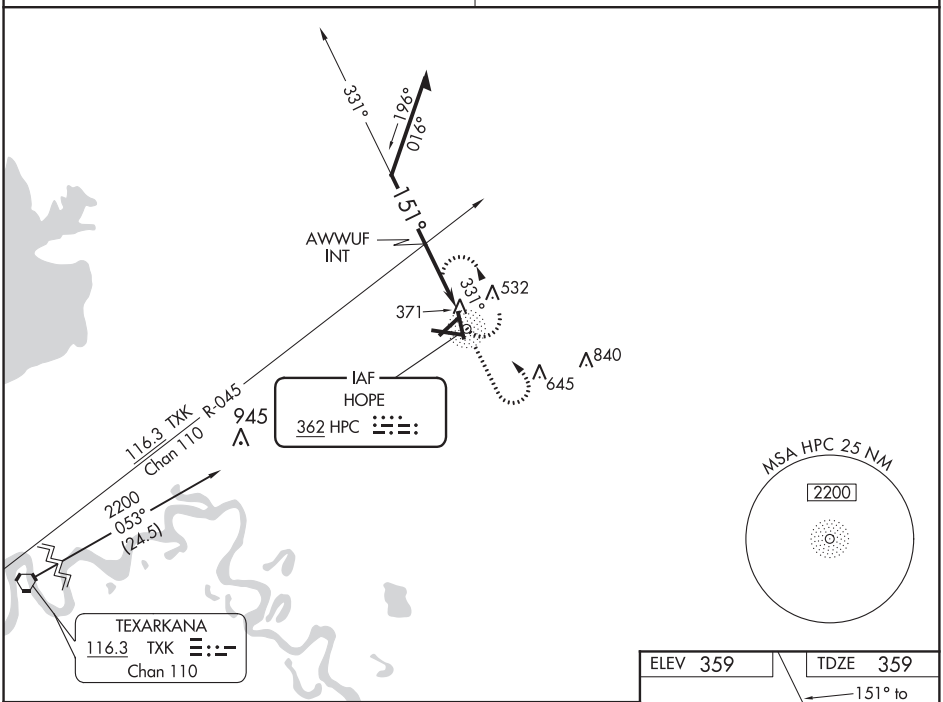
NDB HPC	APP CRS	Rwy ldg	5501
362	151°	TDZE	359
		Apt Elev	359

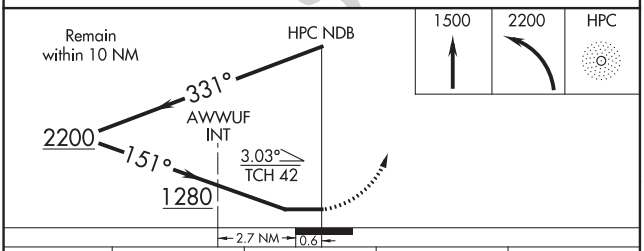
When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night. Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

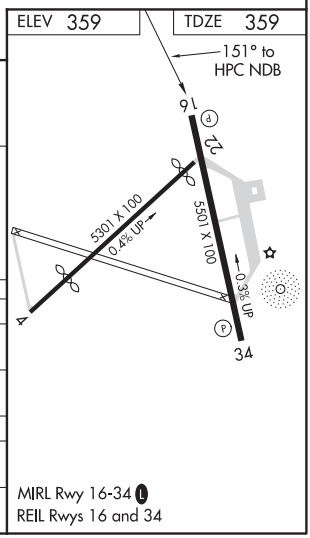
NA

MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

FORT WORTH CENTER	UNICOM
123.925 269.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
CIRCLING	1280-1¼ 921 (1000-1¼)		1280-2¾ 921 (1000-2¾)	1280-3 921 (1000-3)
AWWUF FIX MINIMUMS				
S-16	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)
CIRCLING	1020-1 661 (700-1)		1020-1¾ 661 (700-1¾)	1020-2 661 (700-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

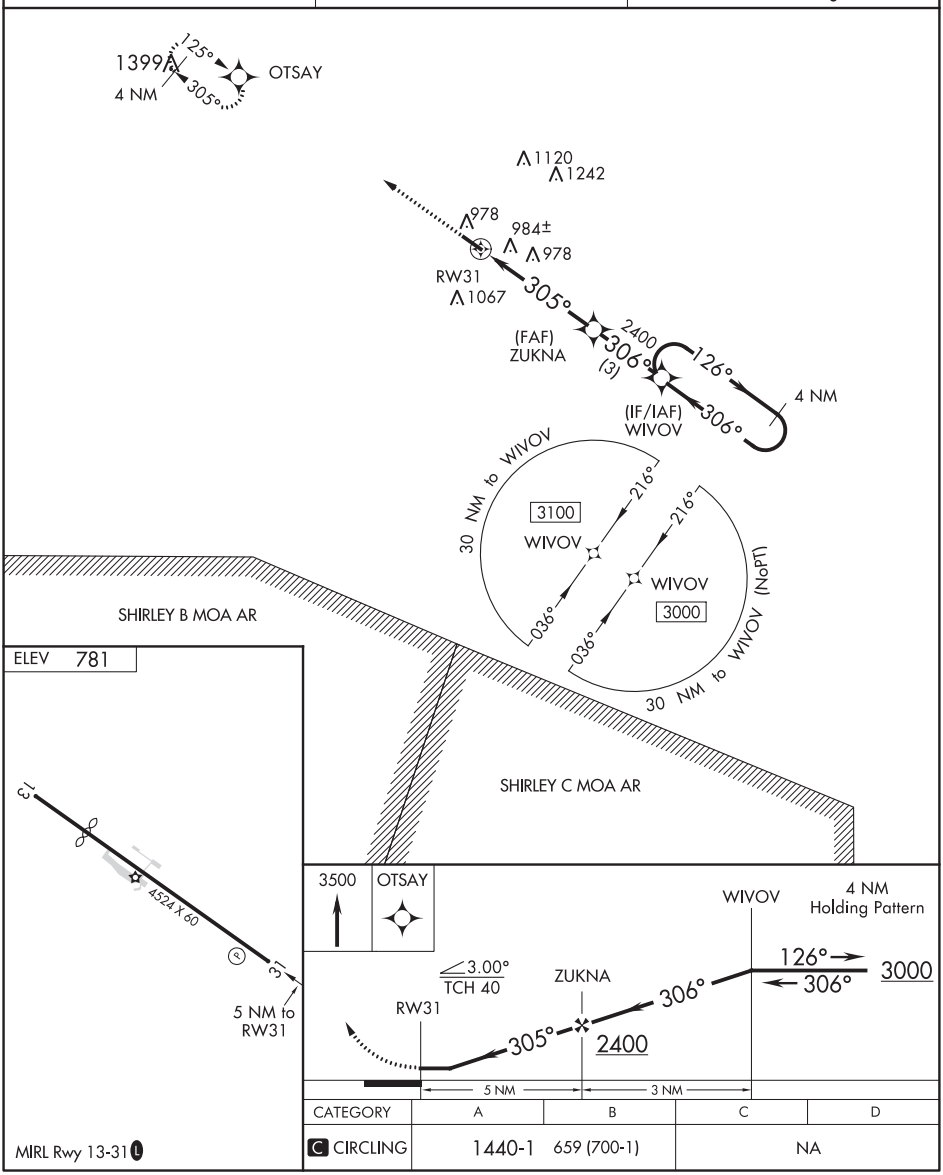
APP CRS	Rwy ldg	N/A
305°	TDZE	N/A
	Apt Elev	781

RNAV (GPS)-A
HORSESHOE BEND (6M2)

Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Mountain Home altimeter setting; when not received, use Batesville alitmeter setting.

MISSED APPROACH: Climb to 3500 direct OTSAY and hold.

BAXTER COUNTY ASOS	MEMPHIS CENTER	UNICOM
133.975	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1440-1	659 (700-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOT SPRINGS, ARKANSAS

AL-902 (FAA)

16315

ILS or LOC RWY 5
MEMORIAL FIELD (HOT)

LOC I-HOT	APP CRS	Rwy ldg	6595
111.5	050°	TDZE	516
Chan 52		Apt Elev	540

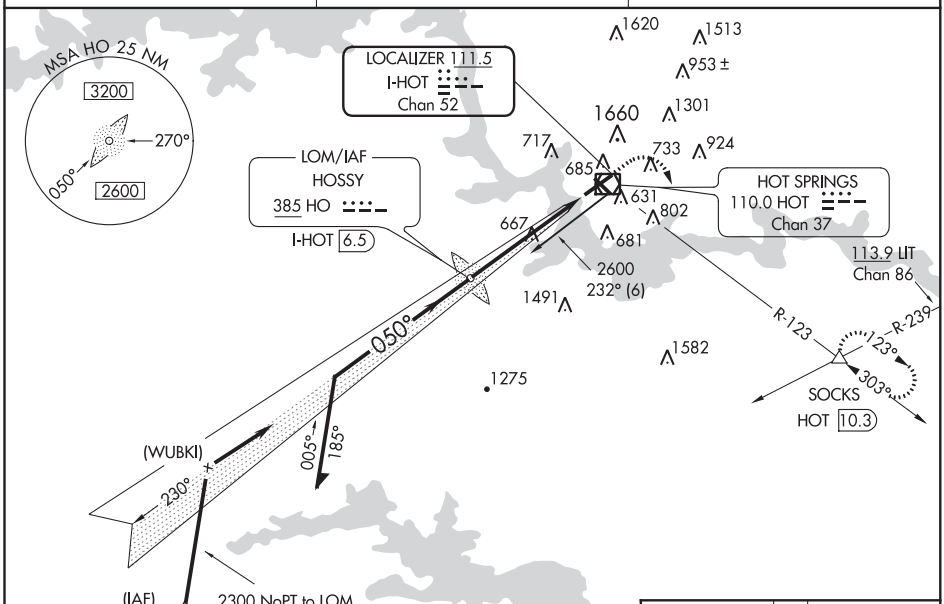
Circling not authorized northwest of Rwy 5-23. Use I-HOT DME when on localizer course. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase DA 144 feet and all MDA 160 feet, increase S-ILS 5 all Cats visibility ¼ mile, S-LOC Cat C/D ¼ mile, and Circling Cat B ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

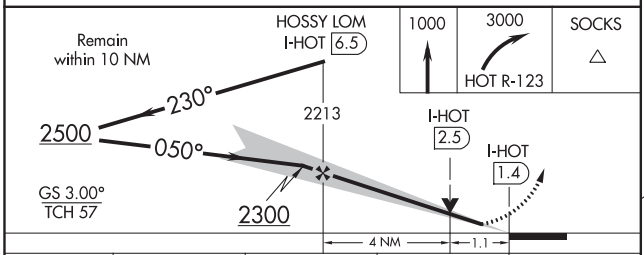
NA

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

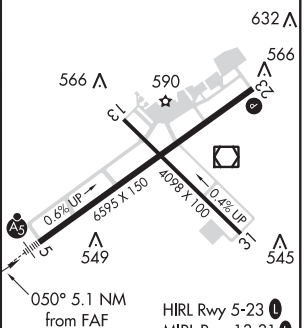
ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	716-½ 200 (200-½)			
S-LOC 5	940-½ 424 (400-½)		940-¾ 424 (400-¾)	
CIRCLING	1060-1 520 (600-1)	1140-1 600 (600-1)	1140-1½ 600 (600-1½)	1140-2 600 (600-2)

ELEV 540 D TDZE 516



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOT SPRINGS, ARKANSAS
Amdt 15A 07APR11

34°29′N-93°06′W

MEMORIAL FIELD (HOT)
ILS or LOC RWY 5

APP CRS	Rwy ldg	6595
050°	TDZE	516
	Apt Elev	540

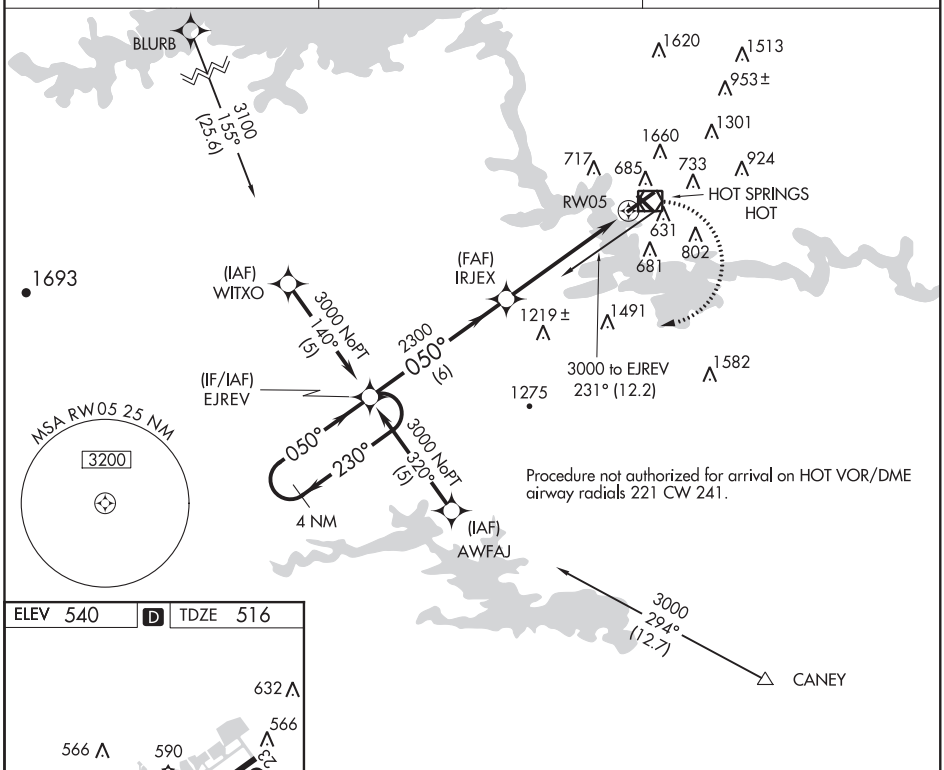
RNAV (GPS) RWY 5
MEMORIAL FIELD (HOT)

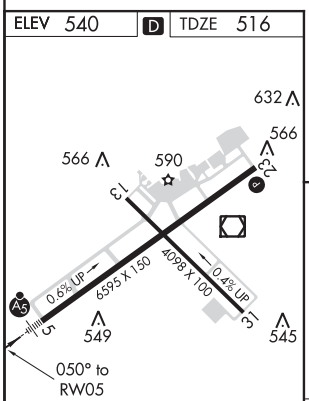
DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D Visibility ¼ mile and Circling Cat B visibility ¼ mile, Cat C ¾ mile and Cat D ½ mile. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

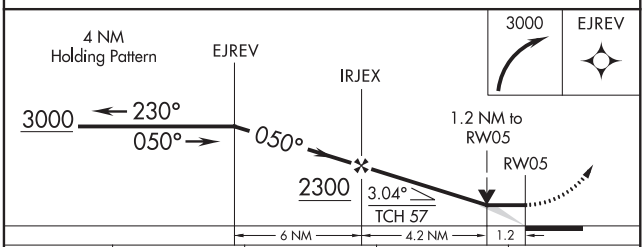
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct EJREV and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-½ 424 (400-½)		940-¾ 424 (400-¾)	940-1 424 (400-1)
CIRCLING	1060-1 520 (600-1)	1140-1 600 (600-1)	1140-1½ 600 (600-1½)	1140-2 600 (600-2)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HOT SPRINGS, ARKANSAS

AL-902 (FAA)

16315

VOR Z RWY 5
MEMORIAL FIELD (HOT)

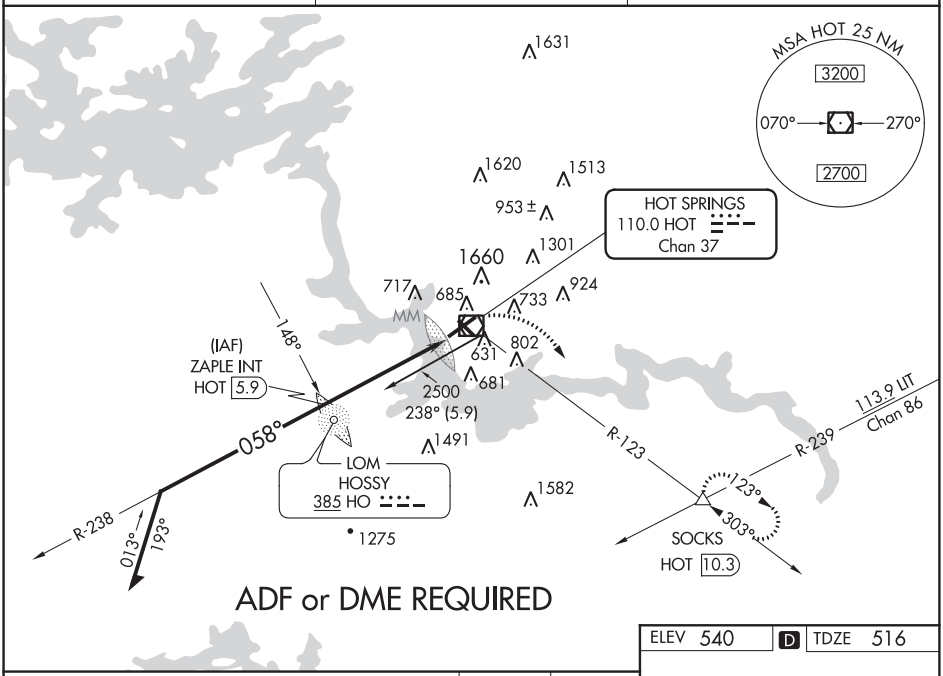
VOR/DME HOT	APP CRS	Rwy ldg	6595
110.0	058°	TDZE	516
Chan 37		Apt Elev	540

Circling not authorized northwest of Rwy 5-23. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting. Memorial Field altimeter setting minimums: For inoperative MALSR, increase Cat D visibility to 1¼ . VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Circling to Rwy 31 NA at night.

MALSR

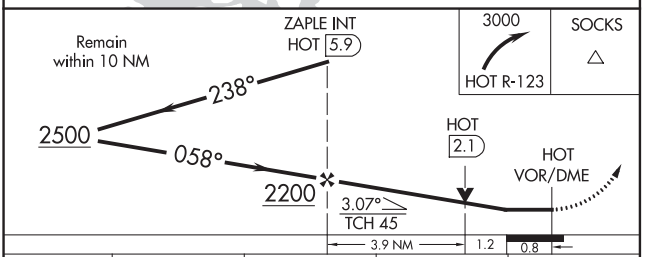
MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS INT/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L



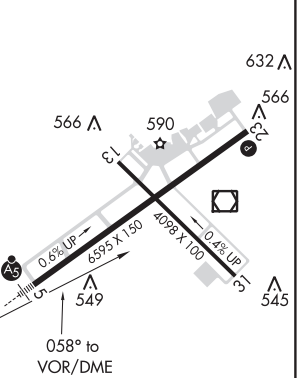
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
S-5	940-½ 424 (400-½)		940-¾ 424 (400-¾)	940-1 424 (400-1)
CIRCLING	1060-1 520 (600-1)	1140-1 600 (600-1)	1140-1½ 600 (600-1½)	1140-2 600 (600-2)
ADAMS FIELD ALTIMETER SETTING MINIMUMS				
S-5	1100-½ 584 (600-½)		1100-1 584 (600-1)	1100-1¼ 584 (600-1¼)
CIRCLING	1220-1 680 (700-1)	1300-1¼ 760 (800-1¼)	1300-2¼ 760 (800-2¼)	1300-2½ 760 (800-2½)

ELEV 540 D TDZE 516



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

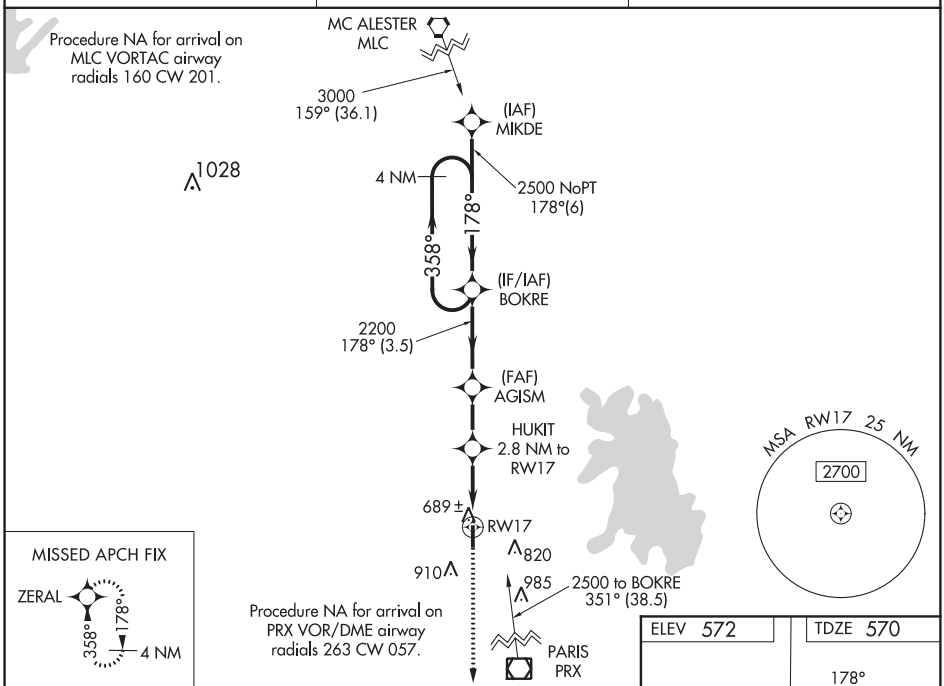
RNAV (GPS) RWY 17
STAN STAMPER MUNI (HHW)

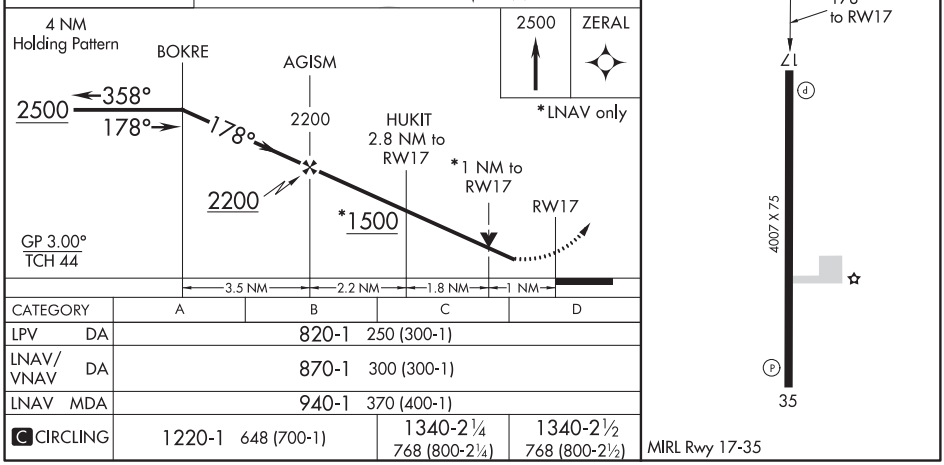
WAAS CH 50437 W17A	APP CRS 178°	Rwy ldg 4007 TDZE 570 Apt Elev 572

Circling to Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Paris altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Paris altimeter setting: increase LPV DA to 880 feet; increase LNAV/VNAV DA to 930 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2500 direct ZERAL and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.025	124.875 307.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	820-1 250 (300-1)			
LNAV/VNAV DA	870-1 300 (300-1)			
LNAV MDA	940-1 370 (400-1)			
C CIRCLING	1220-1 648 (700-1)		1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

HUGO, OKLAHOMA | AL-6979 (FAA) | 16315

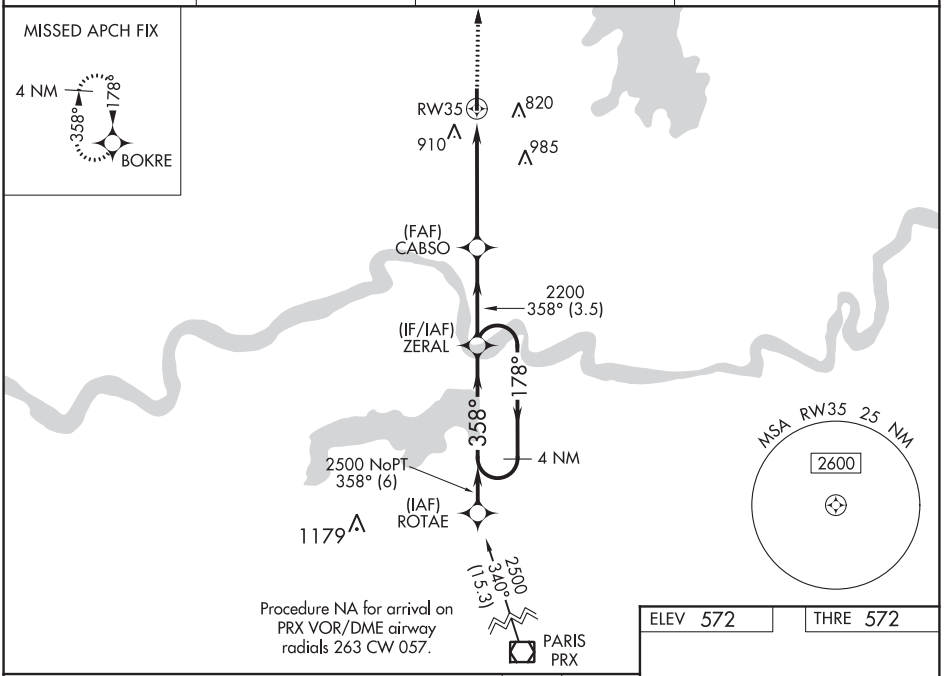
RNAV (GPS) RWY 35
STAN STAMPER MUNI (HHW)

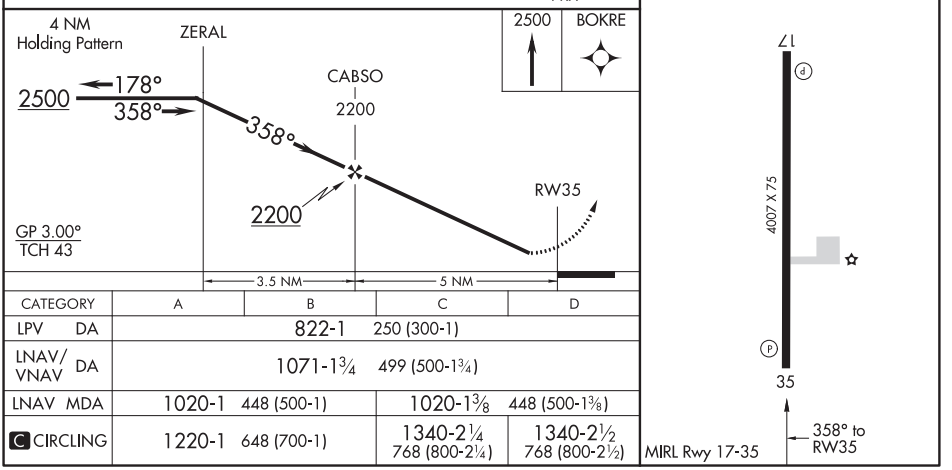
WAAS CH 86639 W35A	APP CRS 358°	Rwy ldg 4007 THRE 572 Apt Elev 572

T A Baro-VNAV NA when using Paris 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. Straight-in Rwy 35 and Circling Rwy 35 NA at night. When local altimeter setting not received, use Paris altimeter setting: increase LPV DA to 882 feet; increase LNAV/VNAV DA to 1131 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and Circling visibility Cat D ¼ SM.

MISSED APPROACH: Climb to 2500 direct BOKRE and hold.

AWOS-3	PARIS AWOS-3	FORT WORTH CENTER	UNICOM
119.025	119.675	124.875 307.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	822-1 250 (300-1)			
LNAV/VNAV DA	1071-1¾ 499 (500-1¾)			
LNAV MDA	1020-1 448 (500-1)		1020-1⅜ 448 (500-1⅜)	
C CIRCLING	1220-1 648 (700-1)		1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 69331 W12A	APP CRS 124°	Rwy ldg 3601 TDZE 1748 Apt Elev 1748

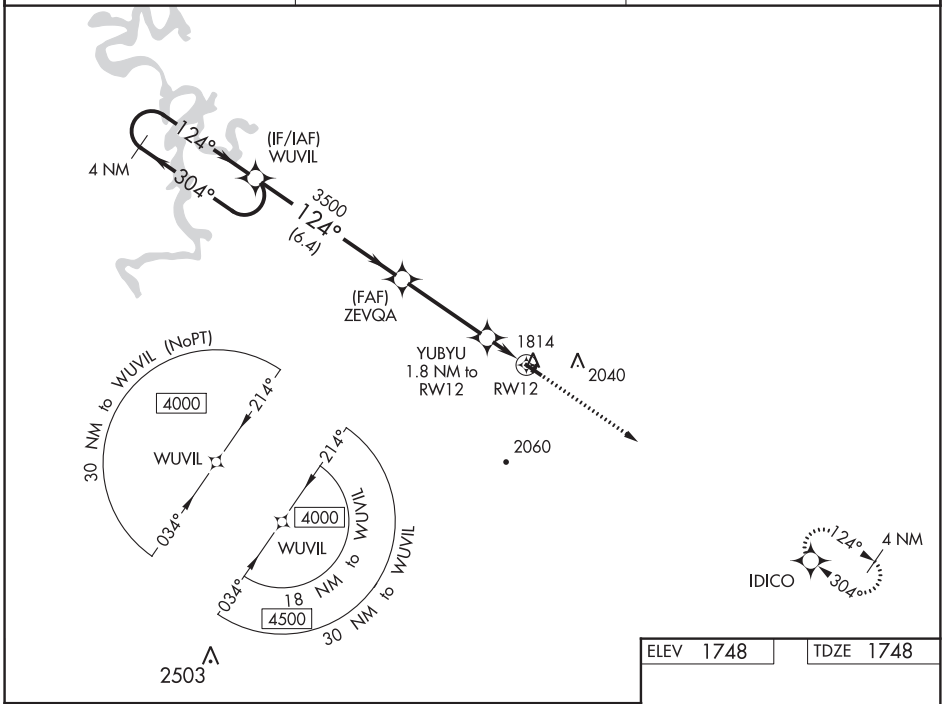
RNAV (GPS) RWY 12
HUNTSVILLE MUNI (H34)

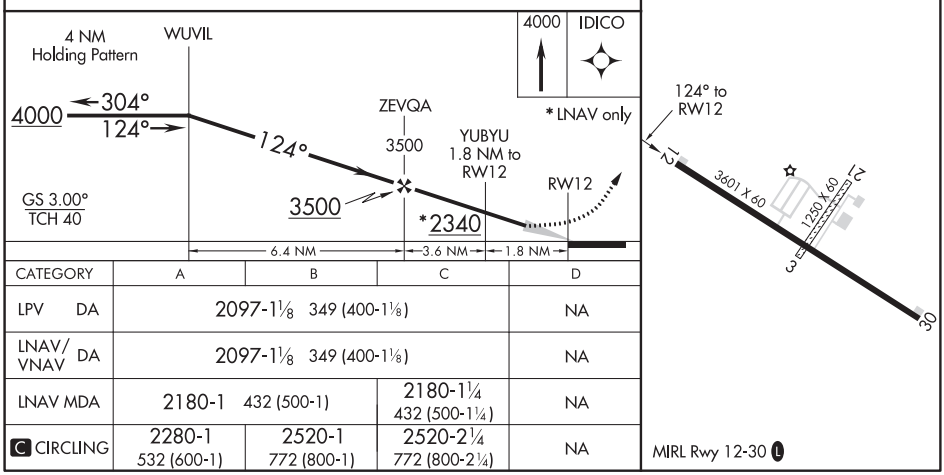
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Field altimeter setting and increse all DA 18 feet and all MDA 20 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ⅛ mile.

MISSED APPROACH: Climb to 4000 direct IDICO and hold.

SPRINGDALE AWOS-3	RAZORBACK APP CON ★	UNICOM
124.675	126.6 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2097-1⅛ 349 (400-1⅛)			NA
LNAV/VNAV DA	2097-1⅛ 349 (400-1⅛)			NA
LNAV MDA	2180-1 432 (500-1)		2180-1¼ 432 (500-1¼)	NA
C CIRCLING	2280-1 532 (600-1)	2520-1 772 (800-1)	2520-2¼ 772 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

HUNTSVILLE, ARKANSAS | AL-6945 (FAA) | 14149

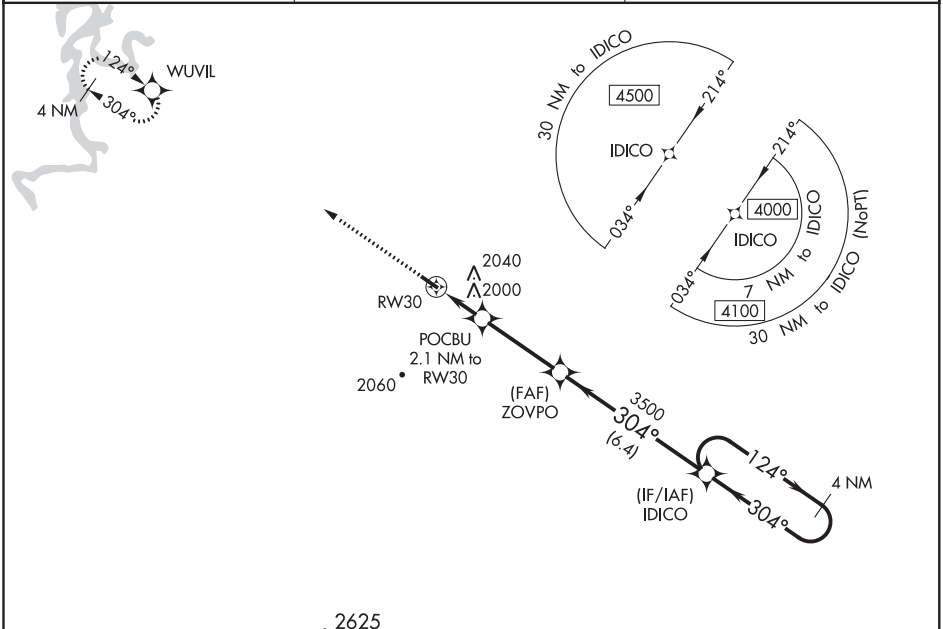
WAAS CH 40231 W30A	APP CRS 304°	Rwy ldg 3601 TDZE 1748 Apt Elev 1748

RNAV (GPS) RWY 30
HUNTSVILLE MUNI (H34)

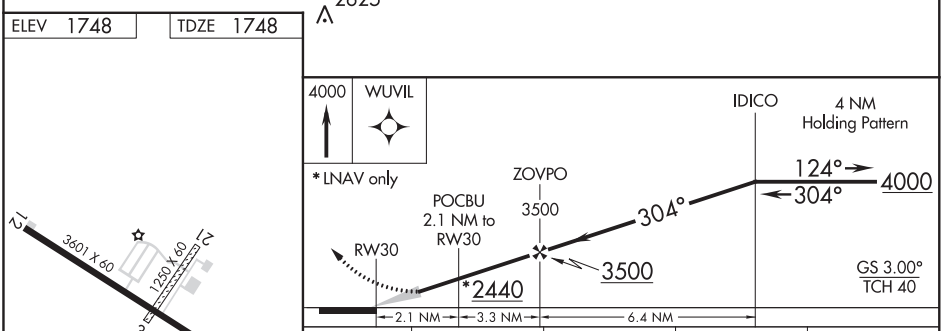
T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Field altimeter setting and increse all DA 18 feet and all MDA 20 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WUVIL and hold.

SPRINGDALE AWOS-3	RAZORBACK APP CON ★	UNICOM
124.675	126.6 305.2	122.8 (CTAF) L



ELEV 1748 | TDZE 1748



CATEGORY	A	B	C	D
LPV DA	2047-1 299 (300-1)			NA
LNAV/VNAV DA	2410-2¼ 662 (700-2¼)			NA
LNAV MDA	2360-1 612 (700-1)		2360-1¾ 612 (700-1¾)	NA
C CIRCLING	2360-1 612 (700-1)	2520-1 772 (800-1)	2520-2¼ 772 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VORTAC RZC	APP CRS	Rwy ldg	3601
116.4	115°	TDZE	1748
Chan 111		Apt Elev	1748

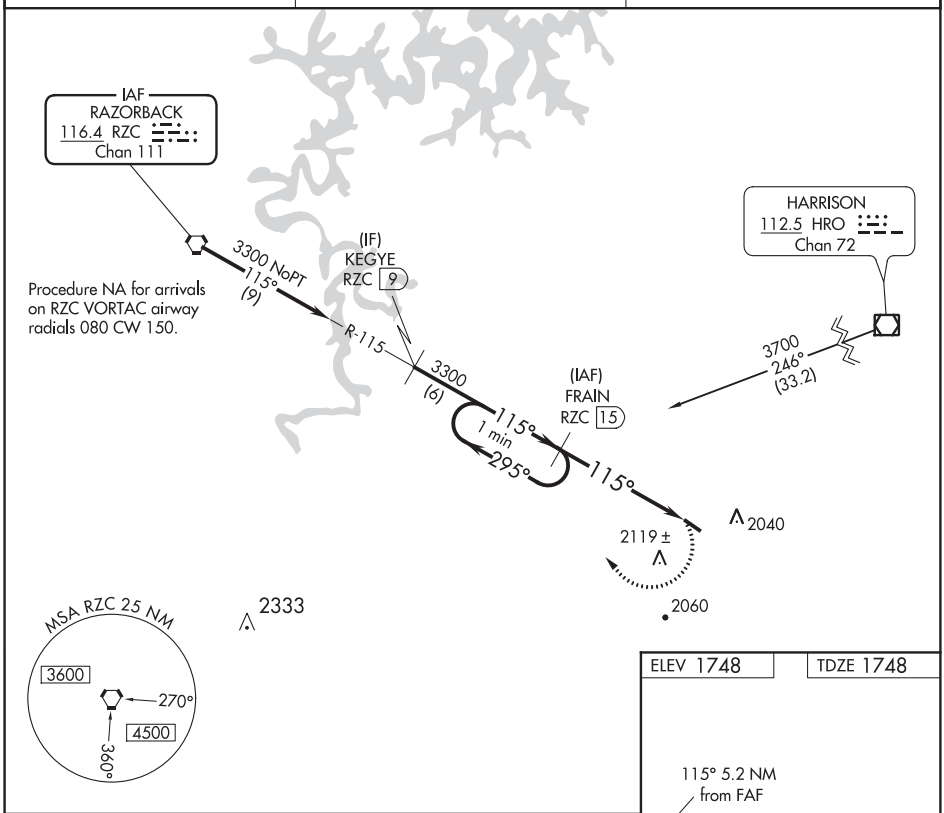
VOR/DME RWY 12
HUNTSVILLE MUNI (H34)

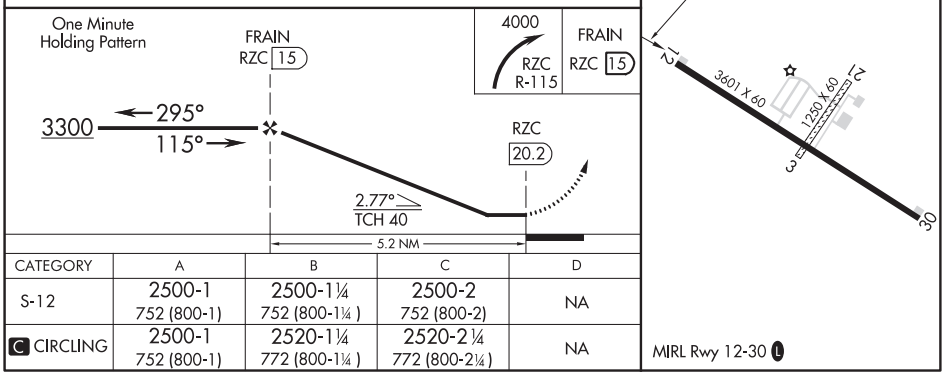
Use Springdale altimeter setting; when not received use Drake Field altimeter setting and increase all MDA 20 feet and increase S-12 Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 4000 on RZC VORTAC R-115 to FRAIN/RZC 15 DME and hold.

SPRINGDALE AWOS-3	RAZORBACK APP CON ★	UNICOM
124.675	126.6 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	2500-1 752 (800-1)	2500-1¼ 752 (800-1¼)	2500-2 752 (800-2)	NA
C CIRCLING	2500-1 752 (800-1)	2520-1¼ 772 (800-1¼)	2520-2¼ 772 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

IDABEL, OKLAHOMA AL-9416 (FAA) 16287

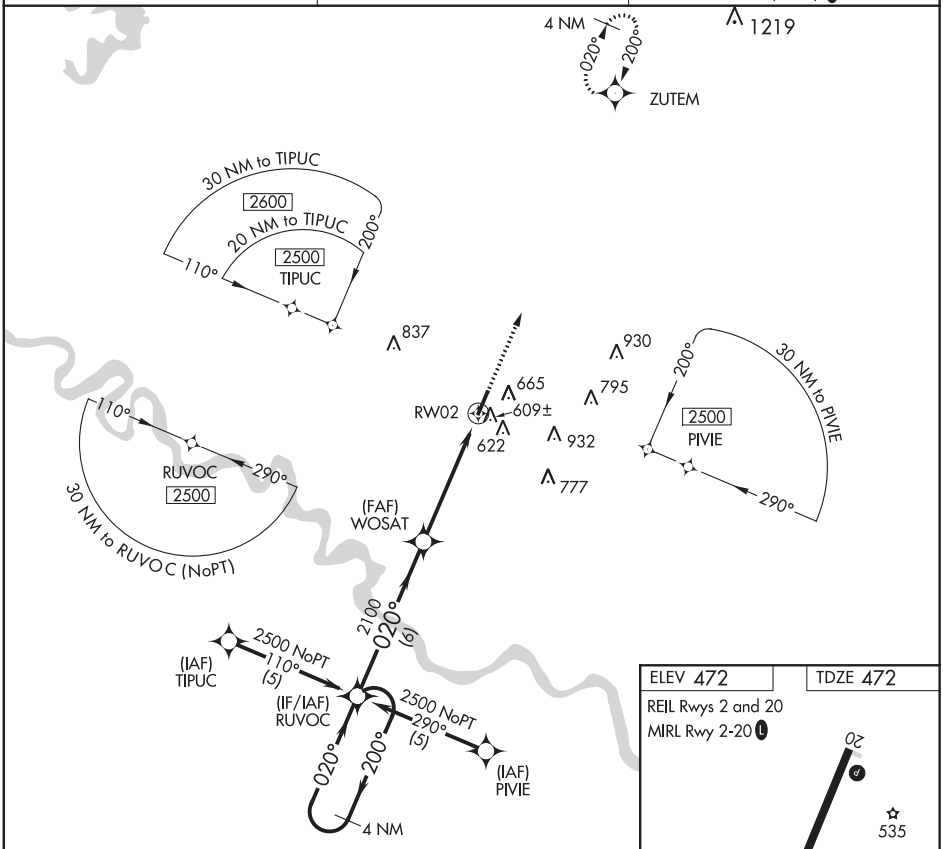
RNAV (GPS) RWY 2
MC CURTAIN COUNTY RGNL (404)

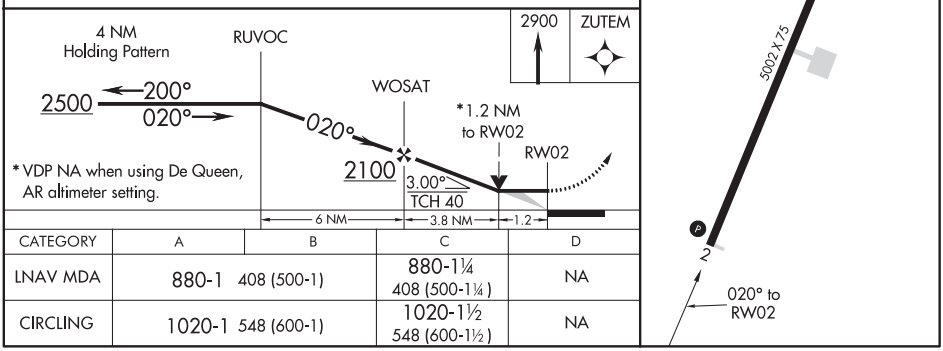
APP CRS	Rwy ldg	5002
020°	TDZE	472
	Apt Elev	472

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	880-1 408 (500-1)		880-1¼ 408 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 20
MC CURTAIN COUNTY RGNL (404)

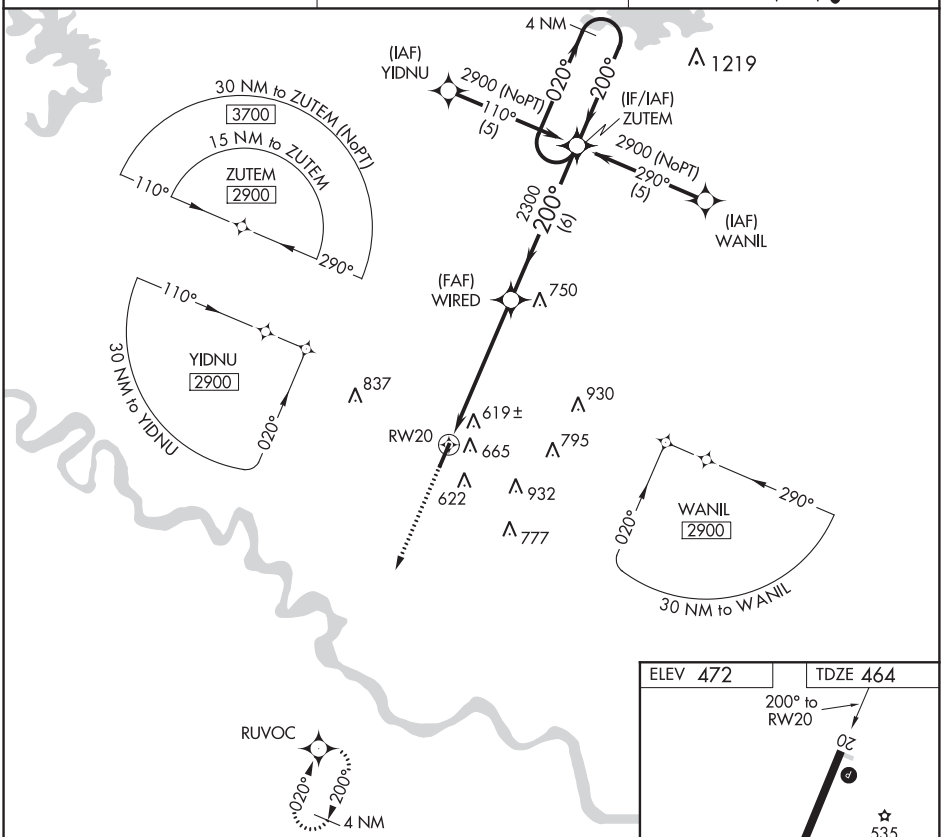
APP CRS	Rwy ldg	5002
200°	TDZE	464
	Apt Elev	472

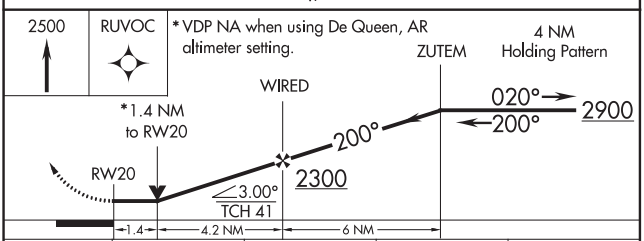
NA

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

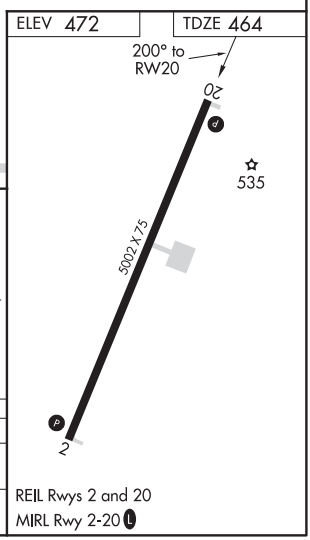
MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 496 (500-1)		960-1¼ 496 (500-1¼)	NA
CIRCLING	1020-1 548 (600-1)		1020-1½ 548 (600-1½)	NA



REIL Rwys 2 and 20
MIRL Rwy 2-20 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

JONESBORO, ARKANSAS

AL-5265 (FAA)

16259

ILS or LOC RWY 23
JONESBORO MUNI (JBR)

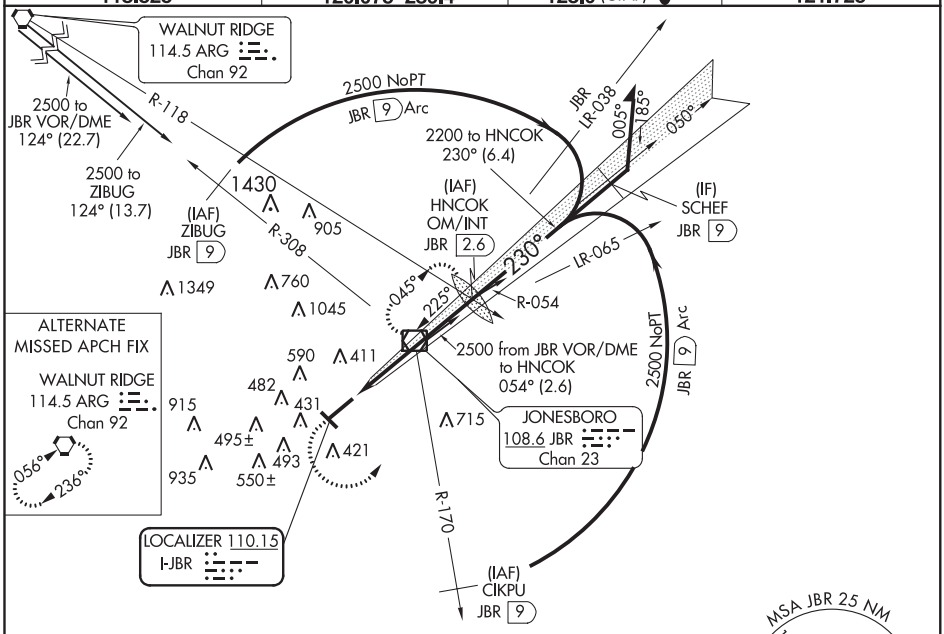
LOC I-JBR	APP CRS	Rwy ldg	6200
110.15	230°	TDZE	262
		Apt Elev	262

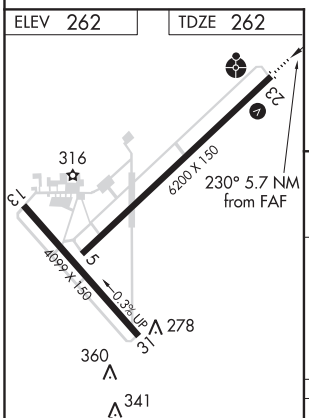
Circling NA northwest of Rwy 5-23. Helicopter visibility below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase DA 54 feet; increase all MDA 60 feet and increase S-LOC 23 Cat C/D visibility to 1⅜ mile. For inop ODALS, increase S-LOC 23 Cat D visibility to 1⅜ mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase S-LOC 23 Cat A/B visibility to 1 mile and Cat D visibility 1½ mile. Circling to Rwy 13-31 NA at night.

ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

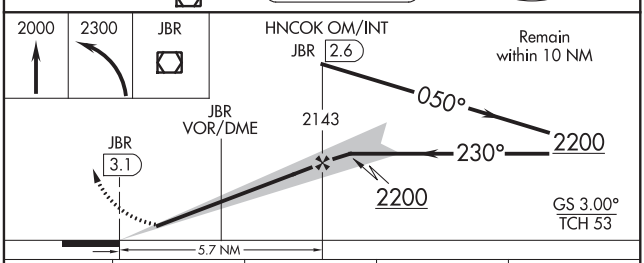
ASOS	MEMPHIS CENTER	UNICOM	GCO
118.525	120.075 289.4	123.0 (CTAF) L	121.725





REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

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



CATEGORY	A	B	C	D
S-ILS 23	462-¾ 200 (200-¾)			
S-LOC 23	720-¾ 458 (500-¾)		720-1¼ 458 (500-1¼)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

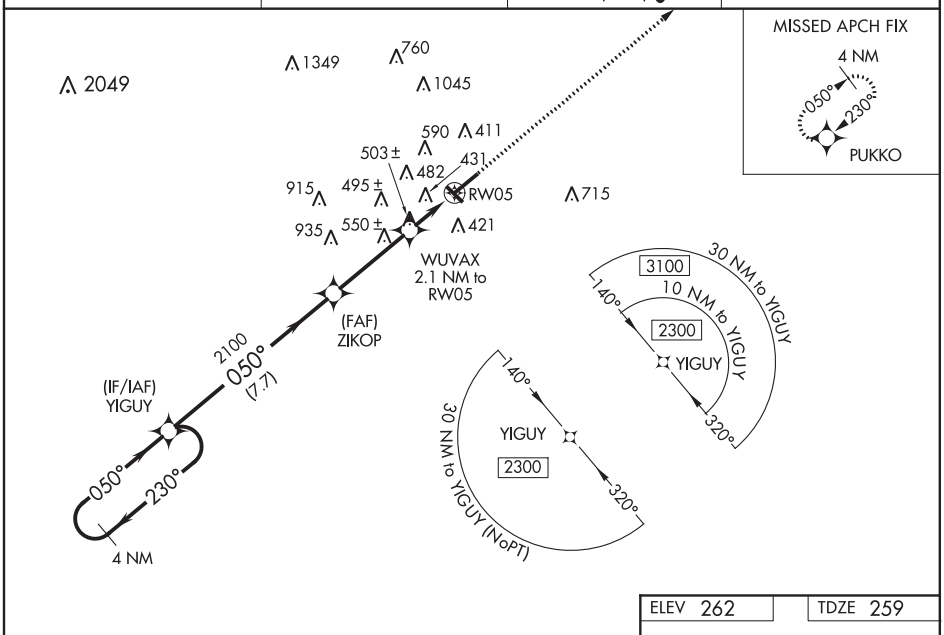
WAAS CH 77820 W05A	APP CRS 050°	Rwy ldg 6200 TDZE 259 Apt Elev 262

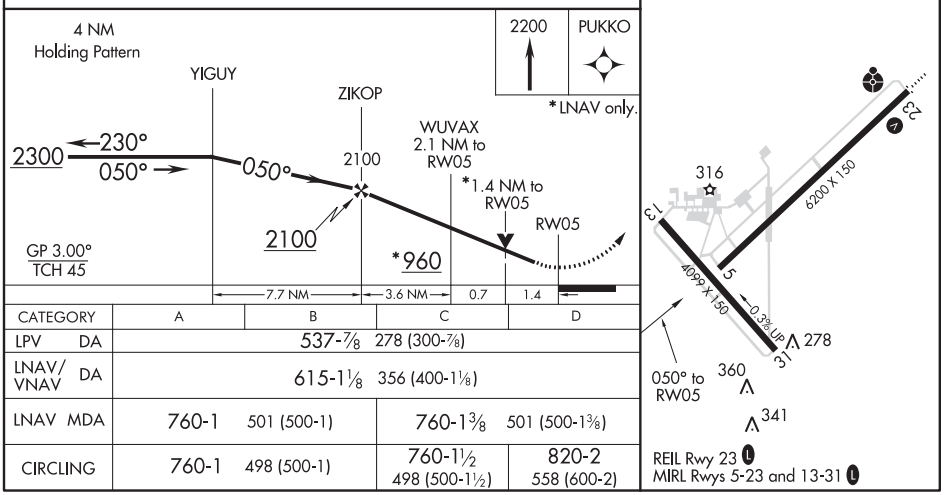
RNAV (GPS) RWY 5
JONESBORO MUNI (JBR)

Circling to Rwy 13-31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all DA 54 feet and all MDA 60 feet. Increase LPV all Cats visibility to 1⅛, LNAV/VNAV all Cats visibility to 1⅜ mile, LNAV Cats C/D and Circling Cat C visibility to 1⅝ mile.

MISSED APPROACH: Climb to 2200 direct PUKKO and hold.

ASOS	MEMPHIS CENTER	UNICOM	GCO
118.525	120.075 289.4	123.0 (CTAF) L	121.725





CATEGORY	A	B	C	D
LPV DA	537-⅞ 278 (300-⅞)			
LNAV/VNAV DA	615-1⅛ 356 (400-1⅛)			
LNAV MDA	760-1 501 (500-1)		760-1⅜ 501 (500-1⅜)	
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

JONESBORO, ARKANSAS

AL-5265 (FAA)

16203

RNAV (GPS) RWY 23

JONESBORO MUNI (JBR)

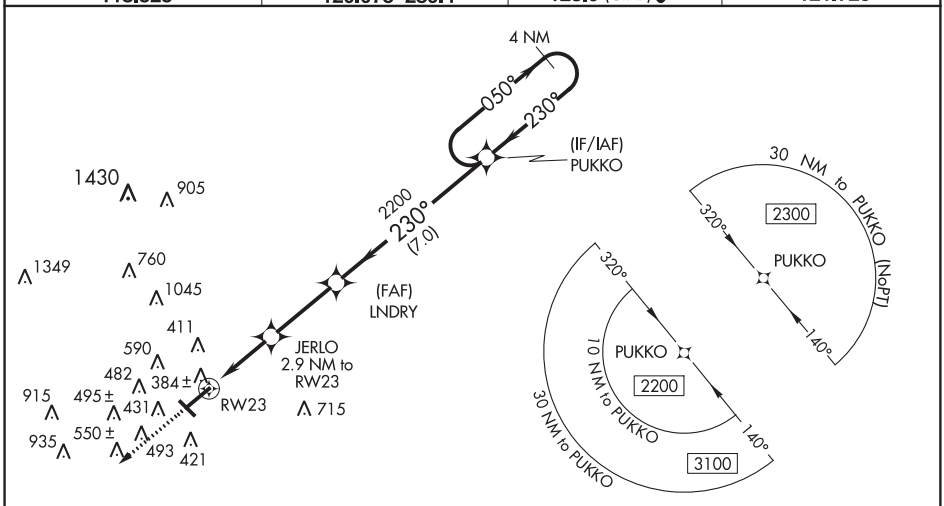
WAAS CH 65806 W23A	APP CRS 230°	Rwy ldg 6200 TDZE 262 Apt Elev 262

Circling to Rwy 13-31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all DA 54 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cats C/D visibility to 1⅜ mile.

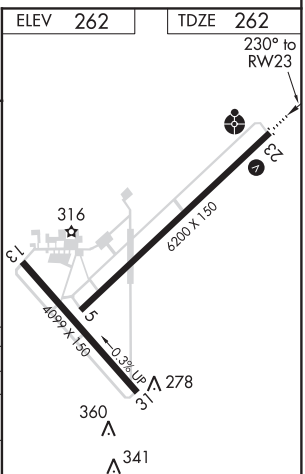
ODALS

MISSED APPROACH: Climb to 2300 direct YIGUY and hold.

ASOS	MEMPHIS CENTER	UNICOM	GCO
118.525	120.075 289.4	123.0 (CTAF) L	121.725



CATEGORY	A	B	C	D
LPV DA	462-¾ 200 (200-¾)			
LNAV/VNAV DA	568-⅞ 306 (400-⅞)			
LNAV MDA	640-¾ 378 (400-¾)		640-1 378 (400-1)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)



REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

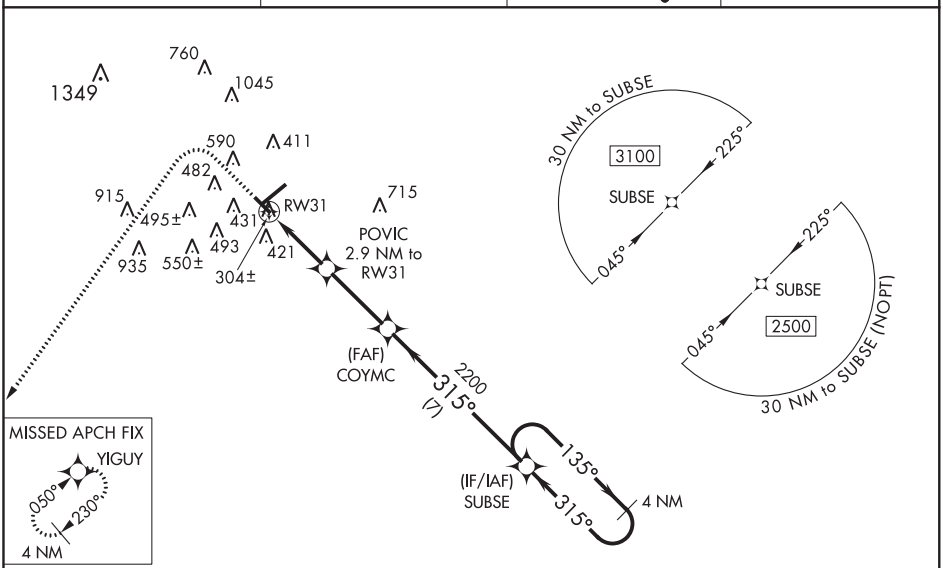
RNAV (GPS) RWY 31
JONESBORO MUNI (JBR)

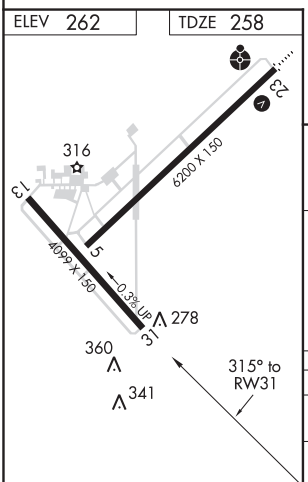
WAAS CH 50531 W31A	APP CRS 315°	Rwy ldg 4099 TDZE 258 Apt Elev 262

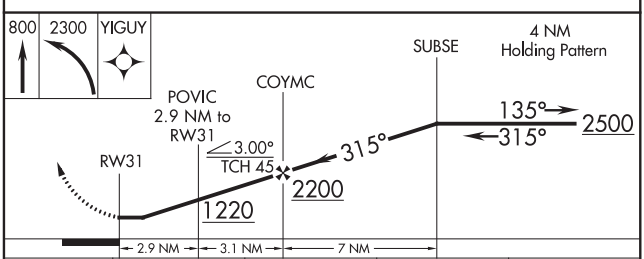
Rwy 31 Straight-in and Circling and Circling to Rwy 13 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling NA northwest of Rwy 5-23. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase LNAV Cats C/D visibility 1⅜ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

ASOS	MEMPHIS CENTER	UNICOM	GCO
118.525	120.075 289.4	123.0 (CTAF) L	121.725







CATEGORY	A	B	C	D
LP MDA	560-1 302 (300-1)			
LNAV MDA	640-1 382 (400-1)		640-1⅛ 382 (400-1⅛)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

JONESBORO, ARKANSAS | AL-5265 (FAA) | 16203

VOR RWY 23
JONESBORO MUNI (JBR)

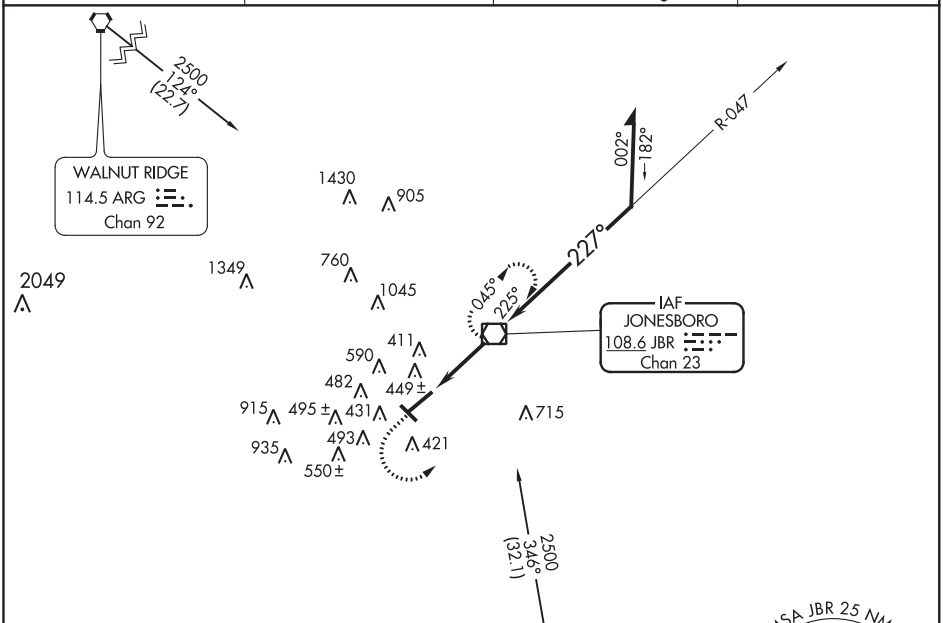
VOR/DME JBR	APP CRS	Rwy ldg	6200
108.6	227°	TDZE	262
Chan 23		Apt Elev	262

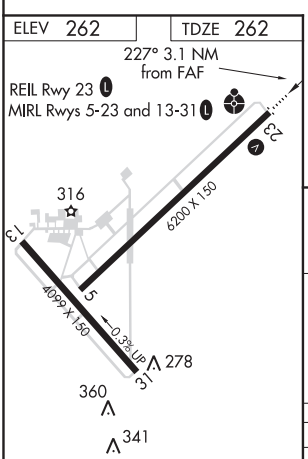
Circling to Rwy 13-31 NA at night. Circling NA northwest of Rwy 5-23. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase S-23 Cats C/D visibility to 1⅜mile. For inop ODALS, increase S-23 Cats C/D visibility to 1⅜ mile. For inop ODALS, when using Walnut Ridge altimeter setting, increase S-23 Cats C/D visibility to 1⅜ mile.

ODALS

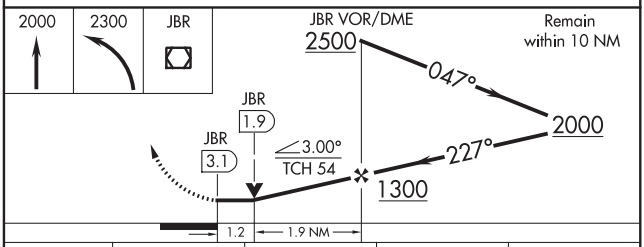
MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM	GCO
118.525	120.075 289.4	123.0 (CTAF) L	121.725





FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D
S-23	700-¾ 438 (500-¾)		700-1⅛ 438 (500-1⅛)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

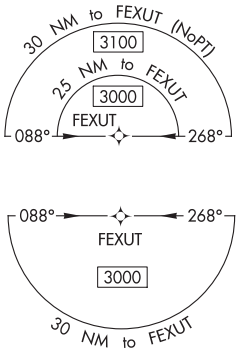
WAAS CH 81840 W18A	APP CRS 178°	Rwy ldg 4730 TDZE 779 Apt Elev 783

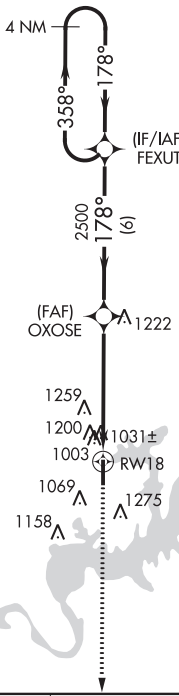
RNAV (GPS) RWY 18
SOUTH GRAND LAKE RGNL (1K8)

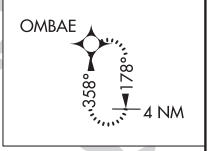
NA DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Grove altimeter setting; when not received, use Claremore altimeter setting: increase all MDA 40 feet, LP Cat C visibility ⅛ mile, LNAV Cat B visibility ¼ mile and Cat C ½ mile.

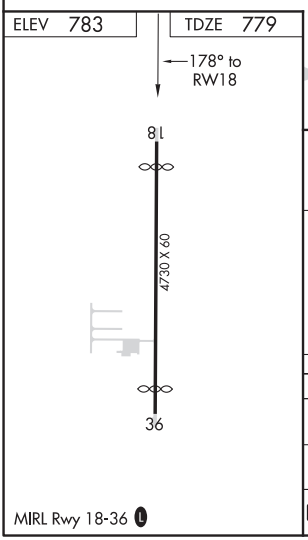
MISSED APPROACH: Climb to 3000 direct OMBAE and hold.

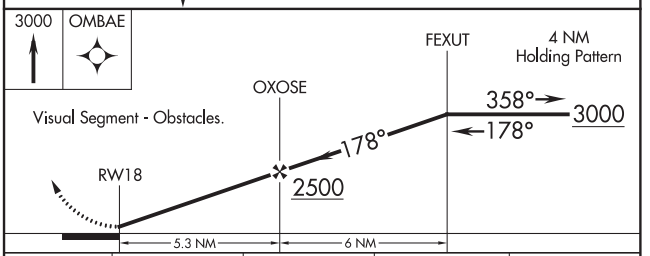
GROVE MUNI AWOS-3	KANSAS CITY CENTER	(CTAF)
119.025	128.6 282.325	122.9 L











CATEGORY	A	B	C	D
LP MDA	1320-1	541 (600-1)	1320-1⅝ 541 (600-1⅝)	NA
LNAV MDA	1500-1	721 (800-1)	1500-2 721 (800-2)	NA
C CIRCLING	1540-1 757 (800-1)	1620-1¼ 837 (900-1¼)	1620-2½ 837 (900-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

KETCHUM, OKLAHOMA

AL-10762 (FAA)

16259

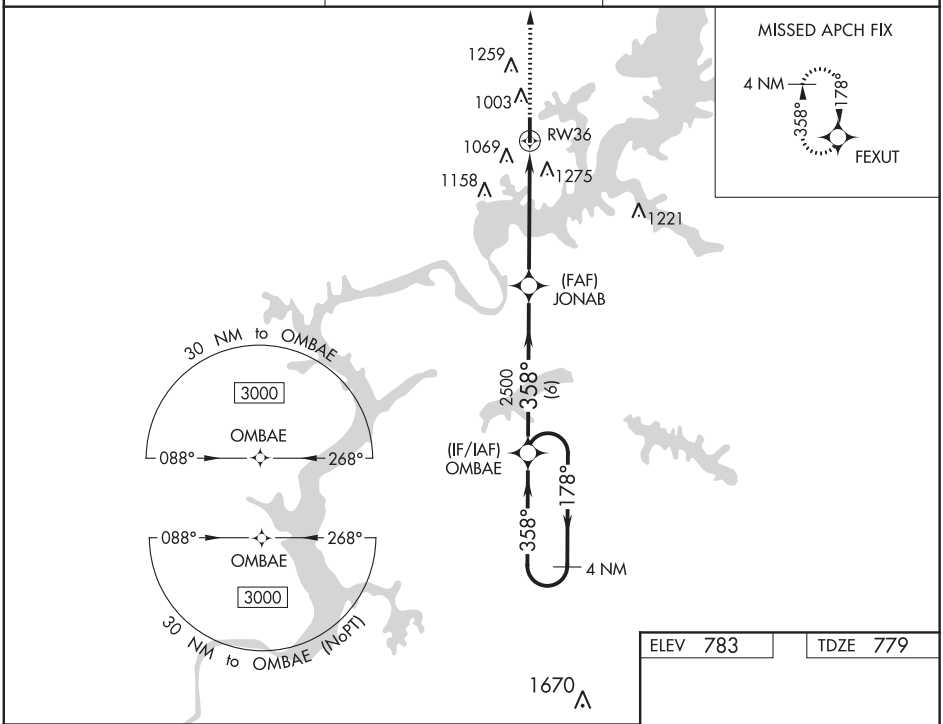
WAAS CH 69239 W36A	APP CRS 358°	Rwy ldg 4730 TDZE 779 Apt Elev 783

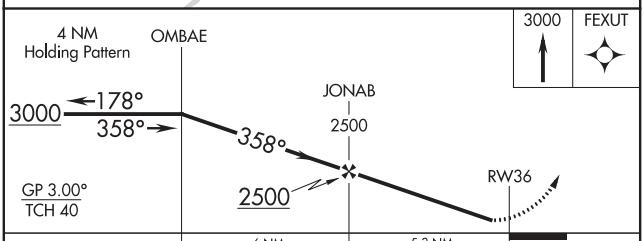
RNAV (GPS) RWY 36
SOUTH GRAND LAKE RGNL (1K8)

A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Circling Rwy 18 NA at night. Use Grove altimeter setting; when not received, use Claremore altimeter setting: increase LPV DA to 1099 feet and all visibilities ⅛ mile, LNAV/VNAV DA to 1666 feet and all visibilities 1 mile; increase all MDA 40 feet.

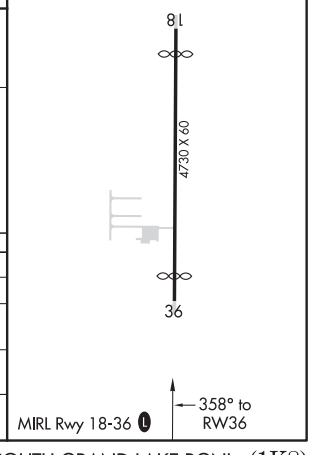
MISSED APPROACH: Climb to 3000 direct FEXUT and hold.

GROVE MUNI AWOS-3	KANSAS CITY CENTER	(CTAF)
119.025	128.6 282.325	122.9 L





ELEV 783 TDZE 779



CATEGORY	A	B	C	D
LPV DA	1068-1 289 (300-1)			NA
LNAV/VNAV DA	1635-3 856 (900-3)			NA
LNAV MDA	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2½ 761 (800-2½)	NA
C CIRCLING	1540-1 757 (800-1)	1620-1¼ 837 (900-1¼)	1620-2½ 837 (900-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	4400
012°	TDZE	125
	Apt Elev	125

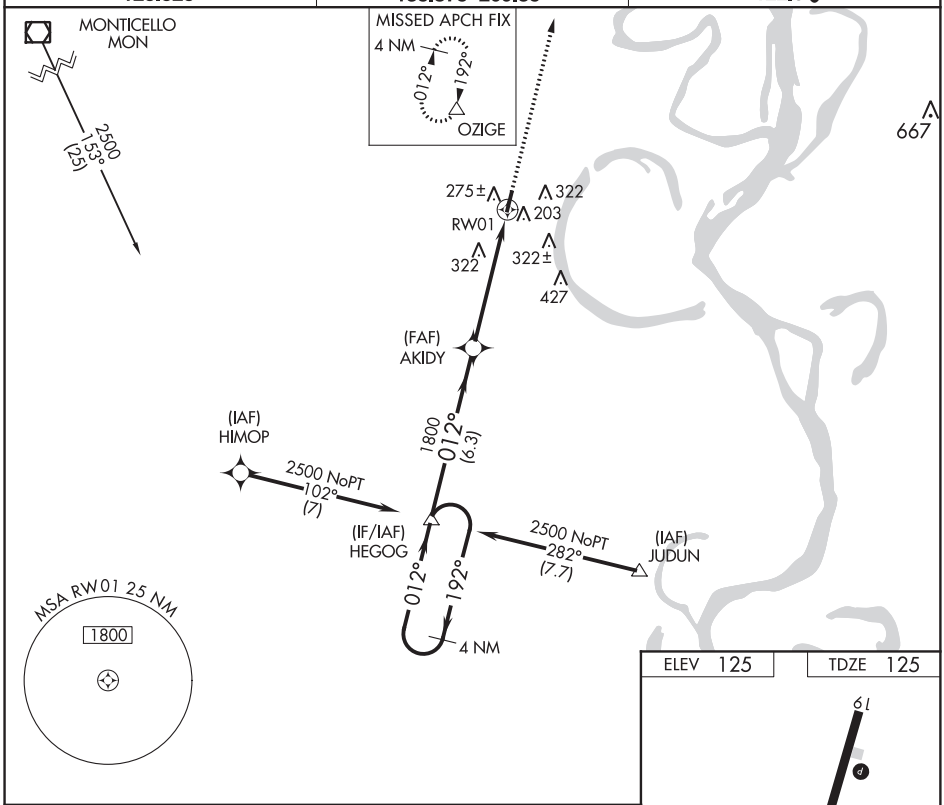
RNAV (GPS) RWY 1
LAKE VILLAGE MUNI (M32)

NA

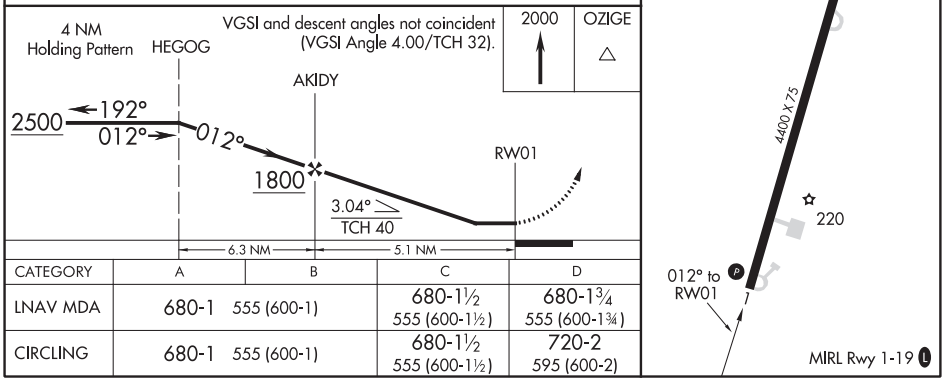
Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

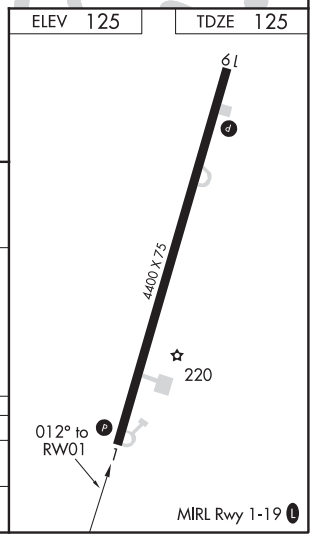
GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LNAV MDA	680-1 555 (600-1)		680-1½ 555 (600-1½)	680-1¾ 555 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

LAKE VILLAGE, ARKANSAS | AL-6062 (FAA) | 16315

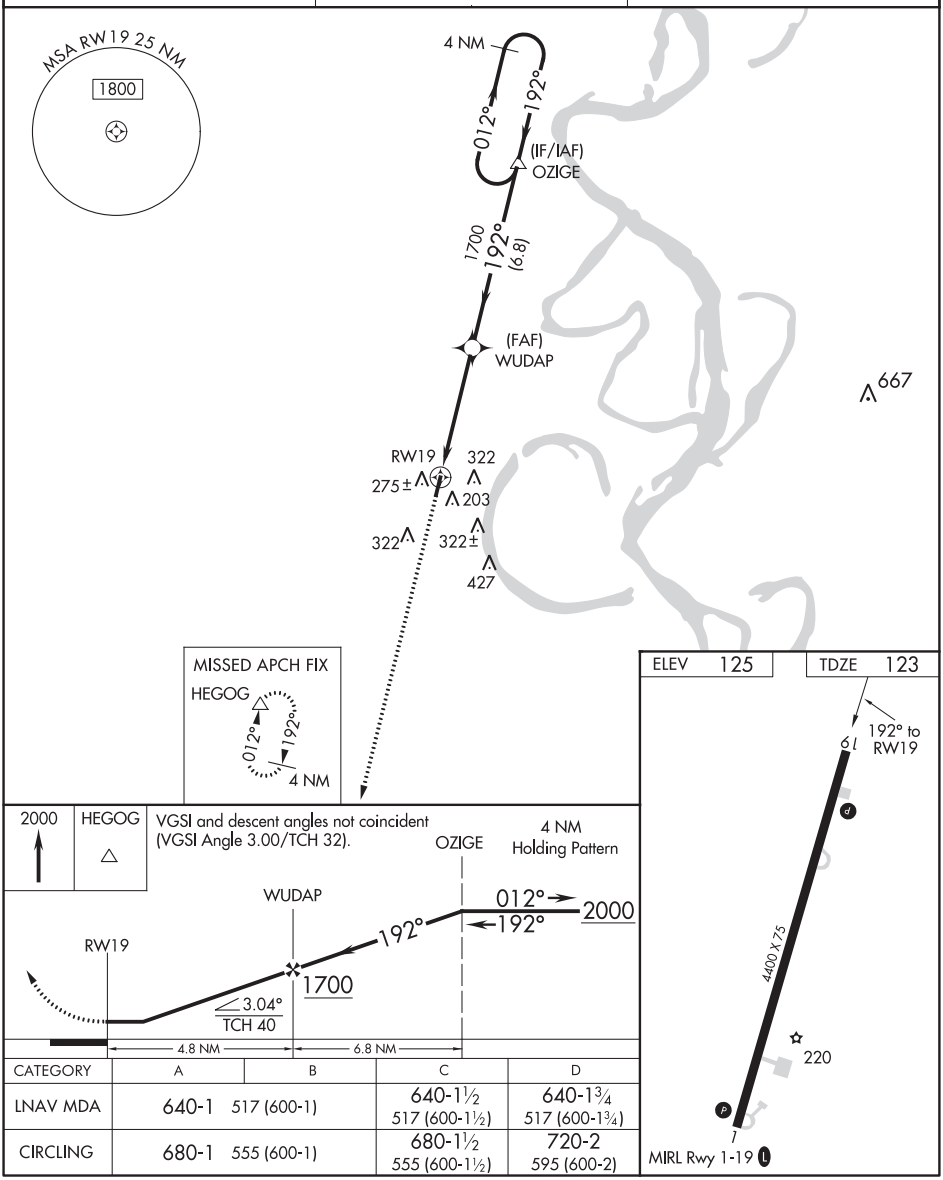
RNAV (GPS) RWY 19
LAKE VILLAGE MUNI (M32)

APP CRS	Rwy ldg	4400
192°	TDZE	123
	Apt Elev	125

Circling NA east of Rwy 1/19. DME/DME RNP-0.3 NA. Use Greenville altimeter setting; when not received, use Monticello altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	640-1 517 (600-1)		640-1½ 517 (600-1½)	640-1¾ 517 (600-1¾)
CIRCLING	680-1 555 (600-1)		680-1½ 555 (600-1½)	720-2 595 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

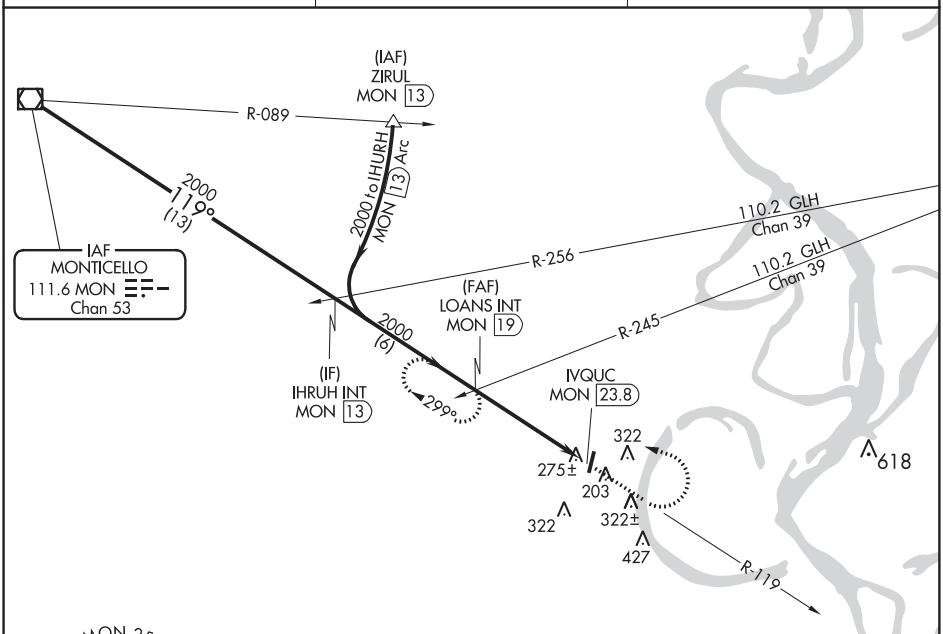
VOR/DME MON 111.6 Chan 53	APP CRS 119°	Rwy ldg N/A TDZE N/A Apt Elev 125

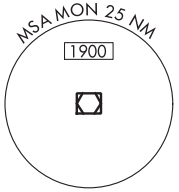
VOR-A
LAKE VILLAGE MUNI (M32)

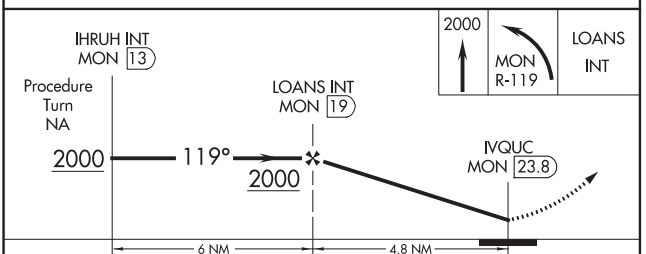
T NA Circling NA east of runway 1-19. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 60 feet. Increase Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

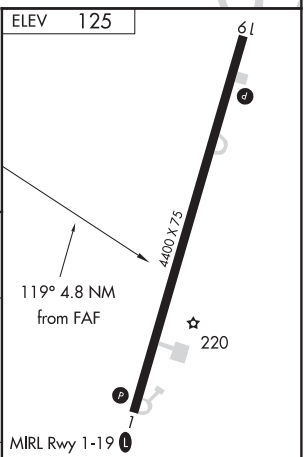
MISSED APPROACH: Climb to 2000 then left turn on MON VOR/DME R-119 to LOANS INT/19 DME and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L









CATEGORY	A	B	C	D
CIRCLING	680-1 555 (600-1)	680-1¼ 555 (600-1¼)	680-1½ 555 (600-1½)	720-2 595 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LAWTON, OKLAHOMA

AL-924 (FAA)

16315

ILS or LOC RWY 35
LAWTON-FORT SILL RGNL (LAW)

LOC I-LAW	APP CRS	Rwy ldg	8599
109.1	351°	TDZE	1089
		Apt Elev	1110

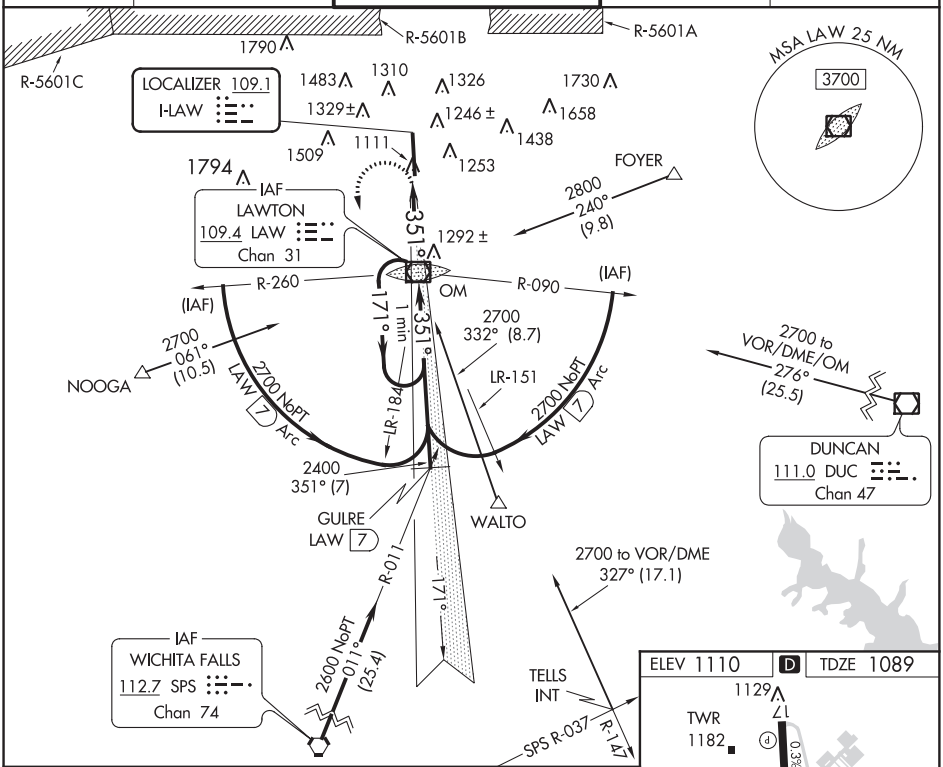
ASR

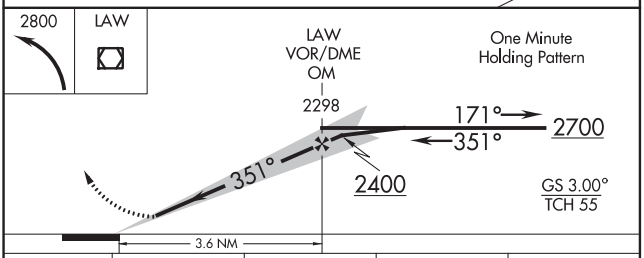
Autopilot coupled approach NA below 2000.

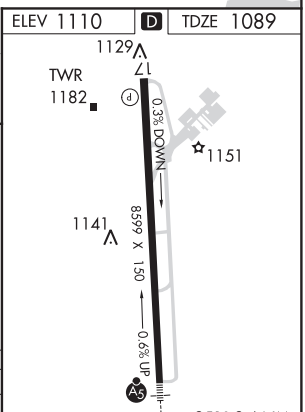
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER *	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1289-½ 200 (200-½)			
S-LOC 35	1580-½ 491 (500-½)		1580-¾ 491 (500-¾)	1580-1 491 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

GPS RWY 35
LAWTON-FORT SILL RGNL (LAW)

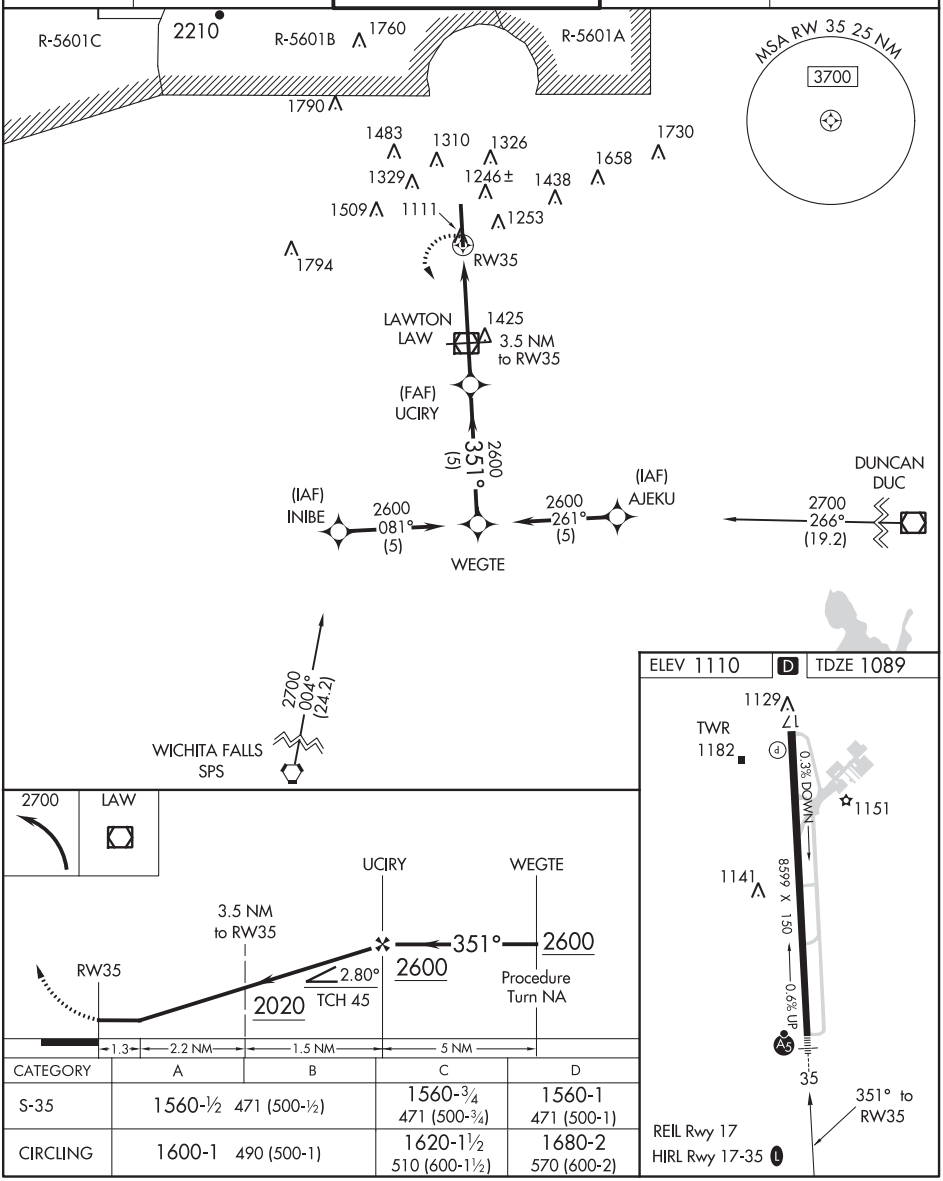
APP CRS	Rwy ldg	8599
351°	TDZE	1089
	Apt Elev	1110

T
A NA
ASR

MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-35	1560-½ 471 (500-½)		1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1 490 (500-1)		1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LAWTON, OKLAHOMA

AL-924 (FAA)

16315

VOR RWY 35

LAWTON-FORT SILL RGNL (LAW)

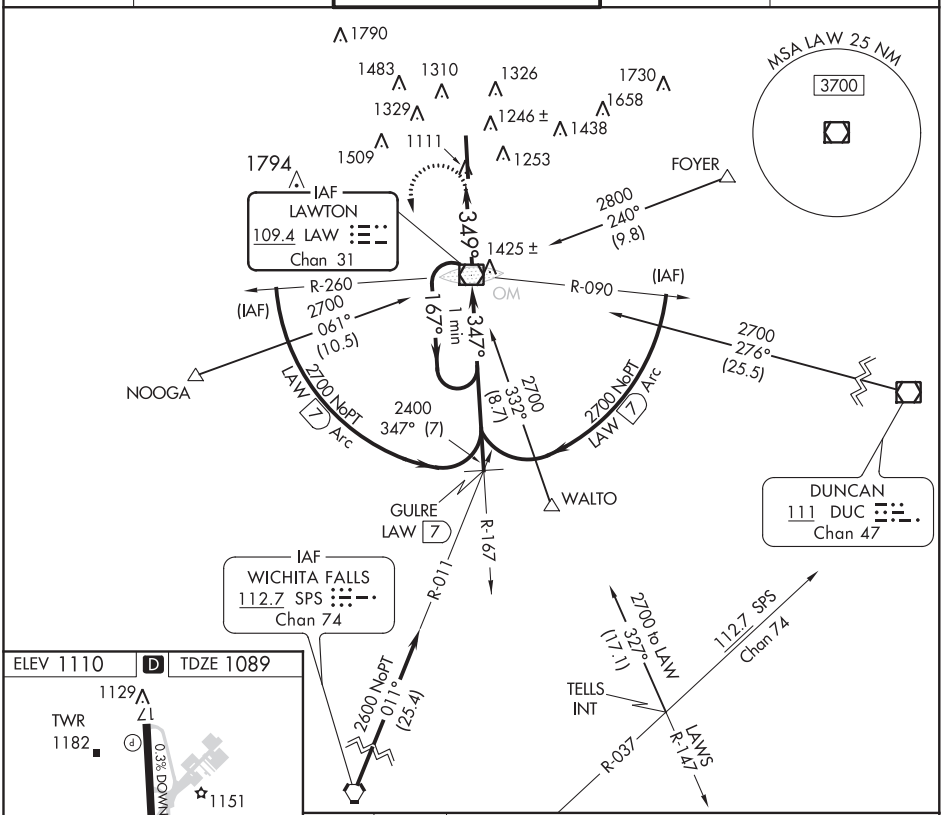
VOR/DME LAW 109.4 Chan 31	APP CRS 349°	Rwy ldg 8599 TDZE 1089 Apt Elev 1110

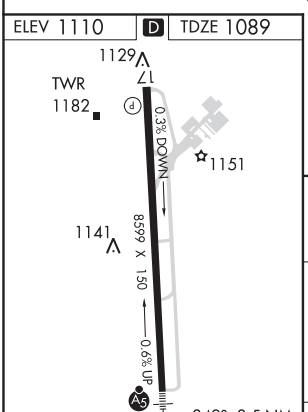
T ASR

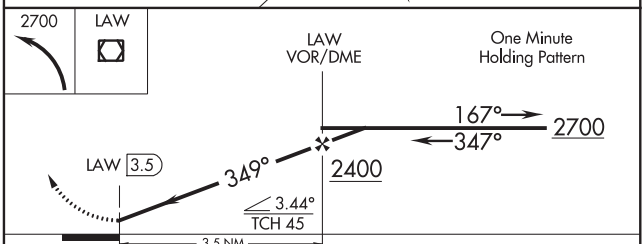
MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9(CTAF) L 257.8	121.9	122.95







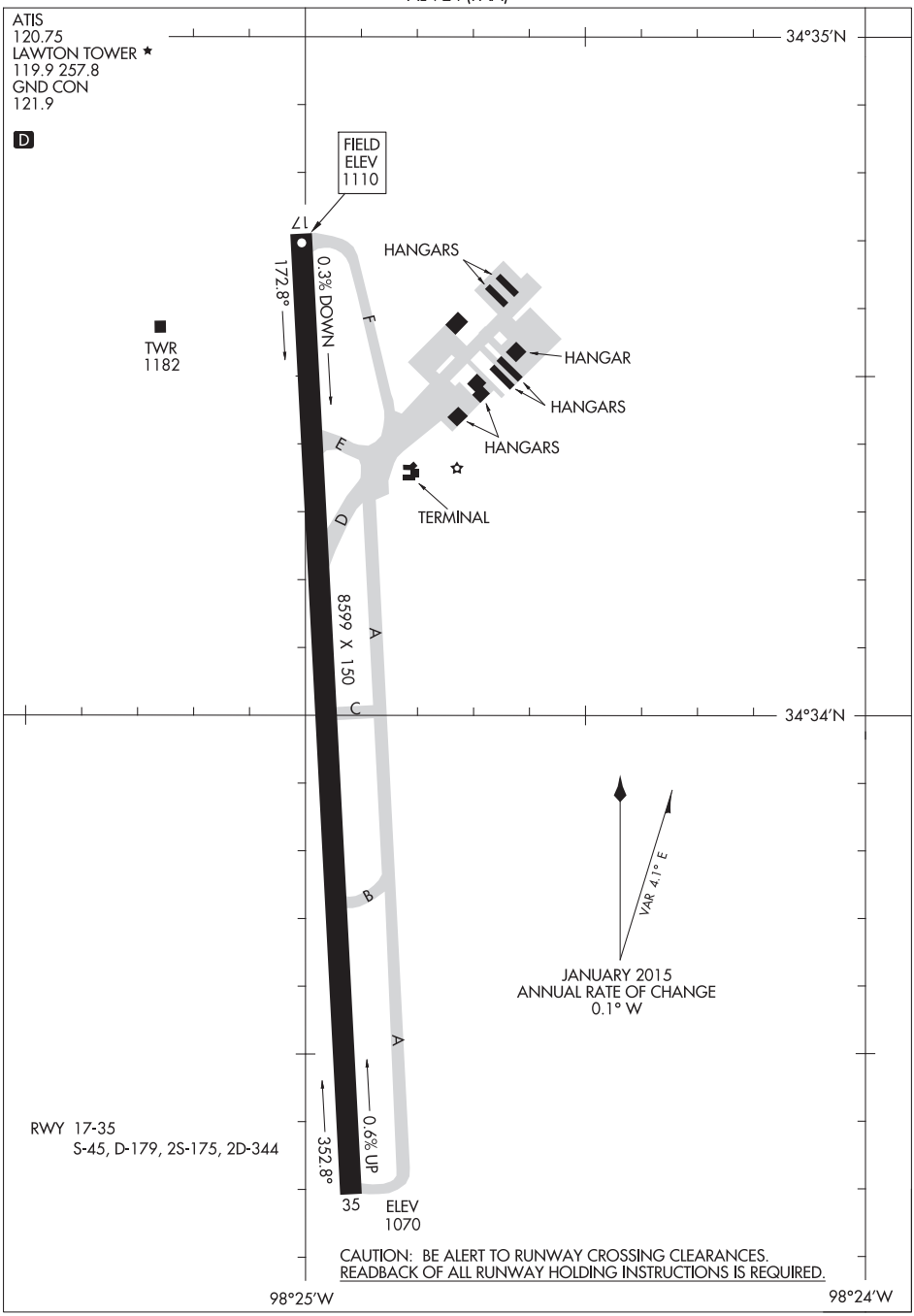
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-35	1560-½	471 (500-½)	1560-¾ 471 (500-¾)	1560-1 471 (500-1)
CIRCLING	1600-1	490 (500-1)	1620-1½ 510 (600-1½)	1680-2 570 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AL-924 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

17005

ILS or LOC RWY 4L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-LIT	APP CRS	Rwy ldg	7976
110.3	045°	TDZE	258
Chan 40		Apt Elev	266

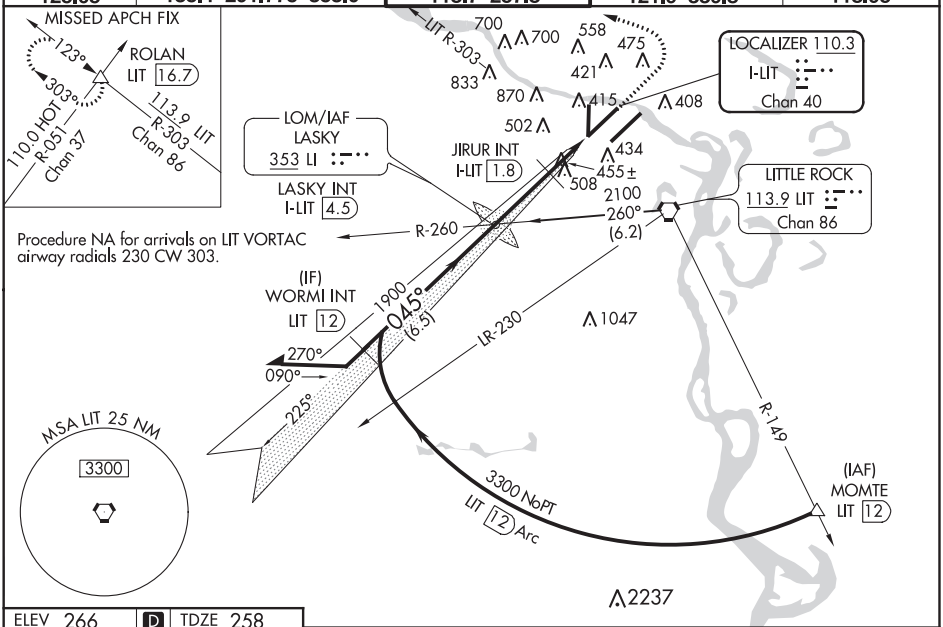
ASR

Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach authorized with Rwy 4R. Helicopter visibility reduction below RVR 4000 NA. LOC minimums: For inop MALSR,increase S-LOC 4L Cats A/B visibility to 1 mile and Cats C/D visibility to 2 miles. JIRUR fix minimums: For inop MALSR, increase S-LOC 4L Cats A/B visibility to 1 mile and Cats C/D visibility to 1⅜ mile.

MALSR

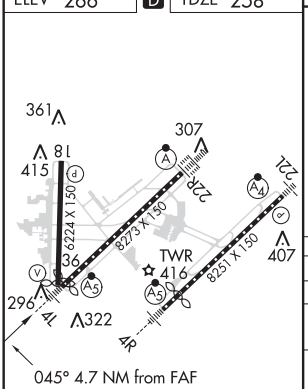
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



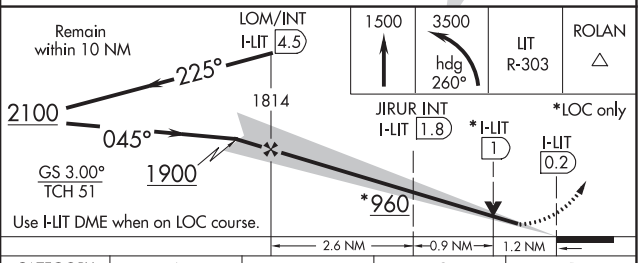
SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 266 | D | TDZE 258



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

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



CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-¾)			
S-LOC 4L	960/40 702 (700-¾)		960-1⅝ 702 (700-1⅝)	
C CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720/40 462 (500-¾)		720/50 462 (500-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

ILS or LOC RWY 4R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-CNL	APP CRS	Rwy ldg	7200
111.3	045°	TDZE	260
Chan 50		Apt Elev	266

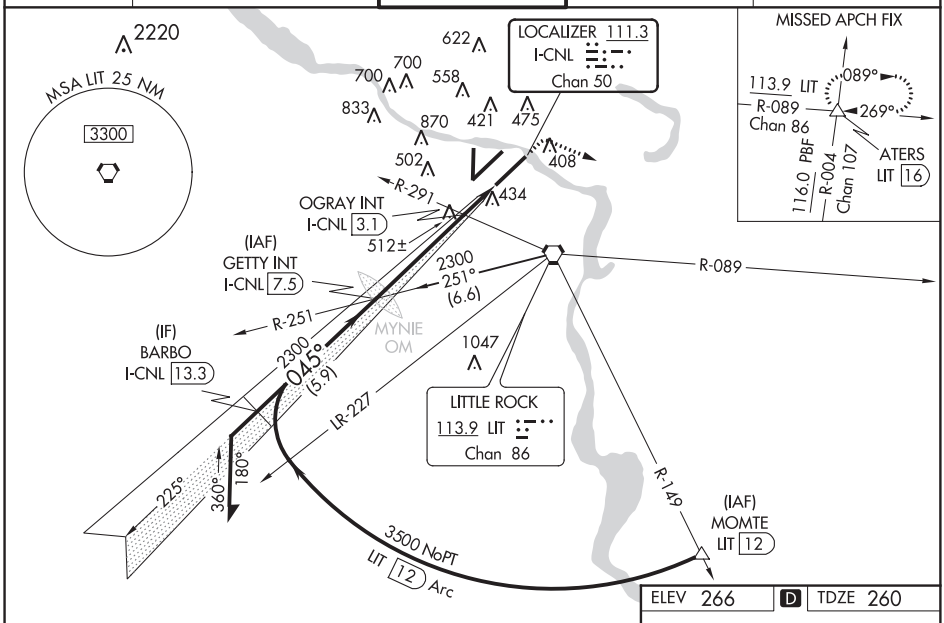
T Helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 4R. For inop MALSR, increase S-LOC 4R Cat A/B visibility to RVR 5000. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase S-LOC Cat C and D visibility to 1⅝ miles, and Circling Cat C visibility to 2¼ miles. OGRAY FIX MINIMUMS: Increase S-LOC Cat C and D visibility to 1⅜ miles, and Circling Cat C visibility to 2¼ miles. Simultaneous approach authorized with Rwy 4L.

A ASR

MALSR A5

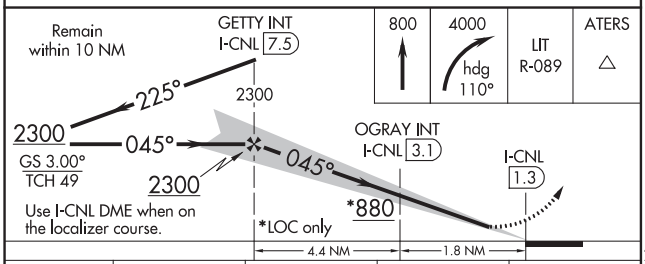
MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 110° and LIT R-089 to ATERS INT/LIT 16 DME and hold.

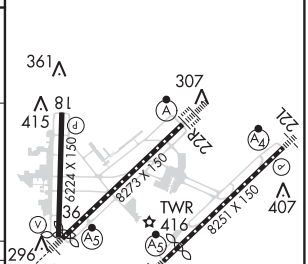
ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 266 D TDZE 260





CATEGORY	A	B	C	D
S-ILS 4R	510/40 250 (300-¾)			
S-LOC 4R	880/40 620 (700-¾)		880-1⅜ 620 (700-1⅜)	
CIRCLING	880-1 614 (700-1)		940-2 674 (700-2)	1180-3 914 (1000-3)
OGRAY FIX MINIMUMS				
S-LOC 4R	780/40 520 (600-¾)		780/55 520 (600-1¼)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

LOC/DME I-BWY	APP CRS	Rwy ldg	7200
110.7	226°	TDZE	259
Chan 44		Apt Elev	266

ILS or LOC RWY 22L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

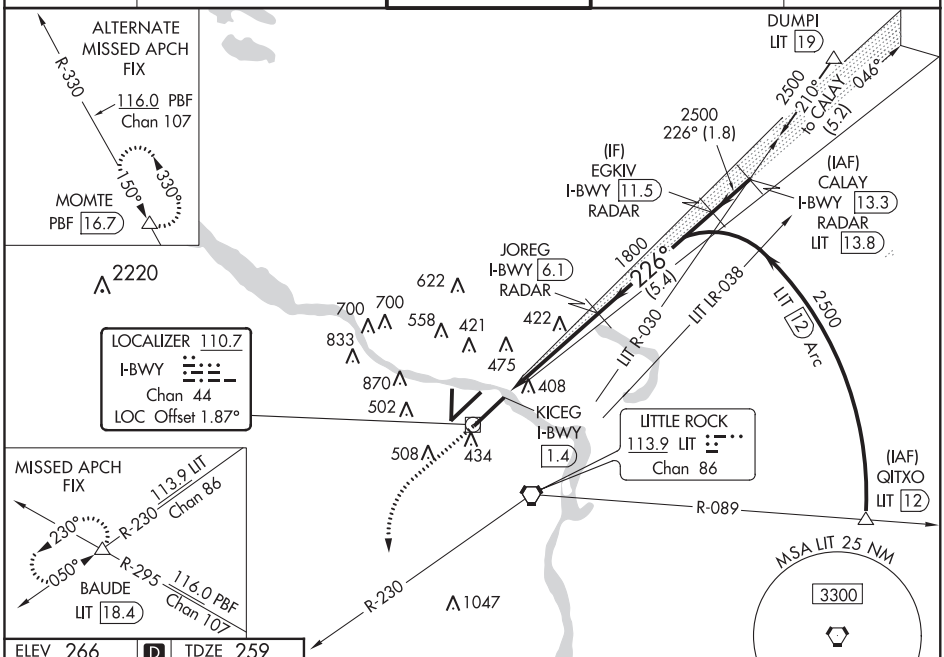
DME or radar required. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, and all MDA 100 feet. Increase S-ILS all Cats visibility to RVR 5000, S-LOC Cat C and D visibility to 1⅜ miles, and Circling Cat C to 2¼ miles. Simultaneous approach authorized with ILS or LOC Rwy 22R, ILS Rwy 22R (Cat II), ILS Rwy 22R (Cat III).

ASR

MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 170° and LIT VORTAC R-230 to BAUDE Int/LIT 18.4 DME and hold.

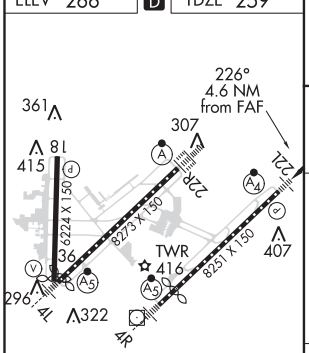
ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

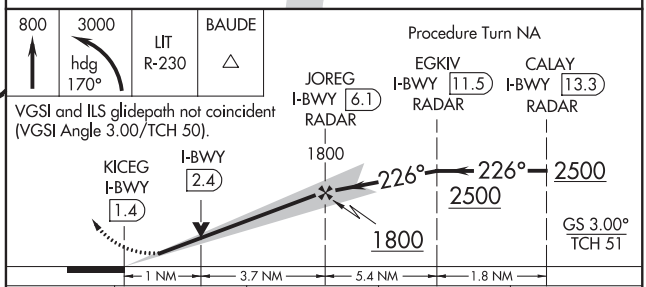
ELEV 266 | D | TDZE 259



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

DME or RADAR REQUIRED



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).

CATEGORY	A	B	C	D
S-ILS 22L	509/40		250 (300-¾)	
S-LOC 22L	640/40		381 (400-¾)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

ILS or LOC RWY 22R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-AAY	APP CRS	Rwy ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

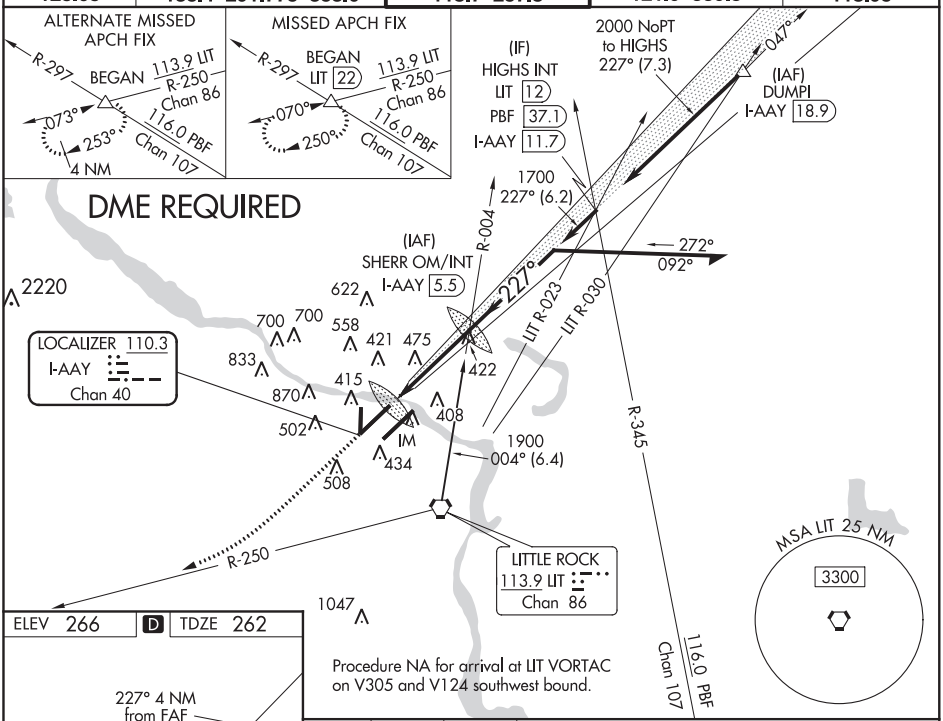
ASR

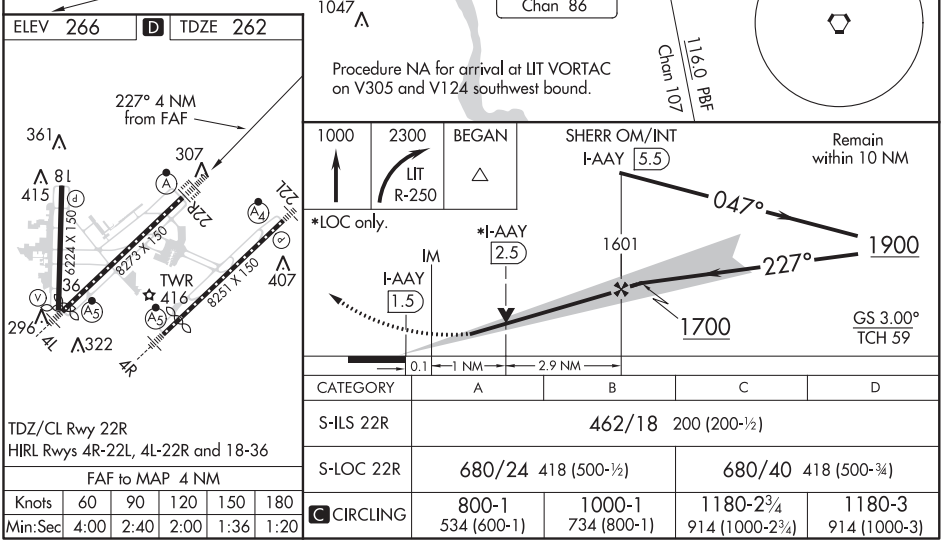
Simultaneous approach authorized with Rwy 22L. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA to 544 and, increase S-ILS all Cats visibility to RVR 2200, all MDA 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1¼ mile, Cat C visibility to 3 miles. For inop ALSF-2, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALSF-2 when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1⅜ mile.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 22R	462/18 200 (200-½)			
S-LOC 22R	680/24 418 (500-½)		680/40 418 (500-¾)	
C CIRCLING	800-1 534 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

17005

ILS RWY 22R (SA CAT I)
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-AAY	APP CRS	Rwy ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

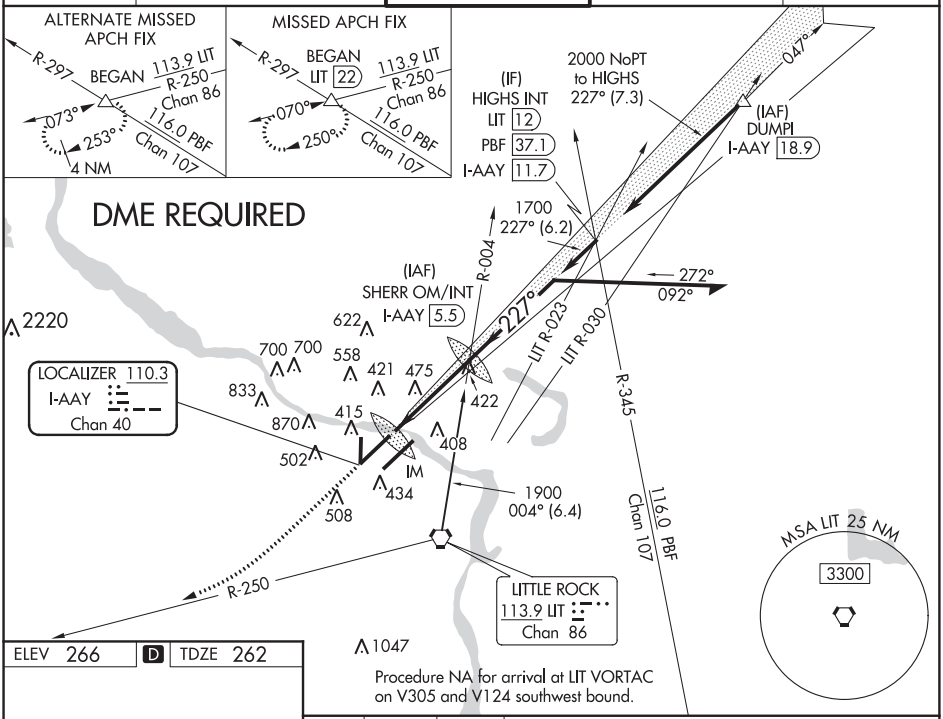
ASR

Simultaneous approach authorized with Rwy 22L. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DA.

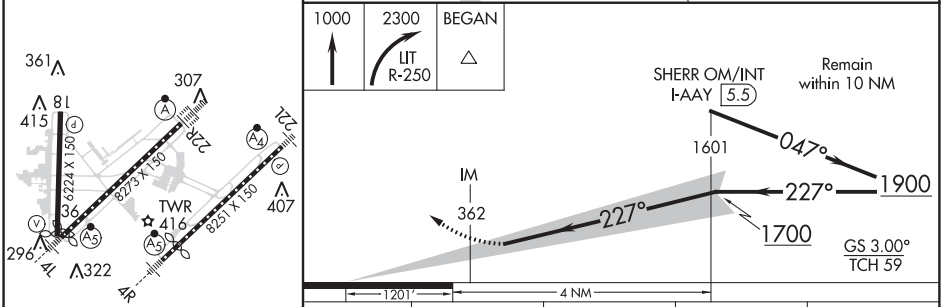
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266	D	TDZE 262



CATEGORY	A	B	C	D
S-ILS-22R	RA 182/14 150 DA 412			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME I-AAY 110.3 Chan 40	APP CRS 227°	Rwy ldg 8273 TDZE 262 Apt Elev 266

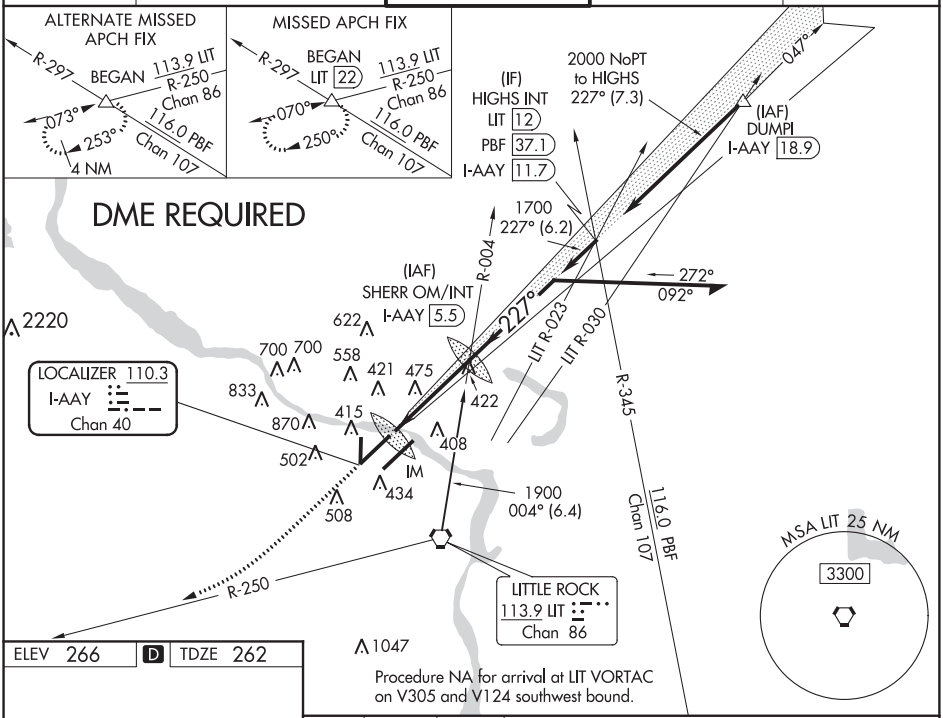
ILS RWY 22R (CAT II & III)
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

ASR — Simultaneous approach authorized with Rwy 22L.

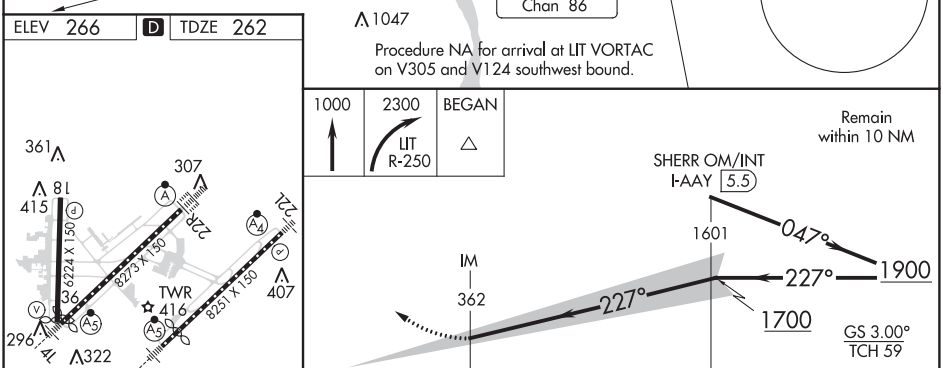
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.



CATEGORY	A	B	C	D
S-ILS-22R	CAT II RA 128/12 100 DA 362			
S-ILS-22R	CAT III RVR 06			

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

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LITTLE ROCK, ARKANSAS — AL-233 (FAA) — 17005

RNAV (GPS) RWY 4L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

WAAS CH 90411 W04A	APP CRS 044°	Rwy ldg 7976 / TDZE 258 / Apt Elev 266

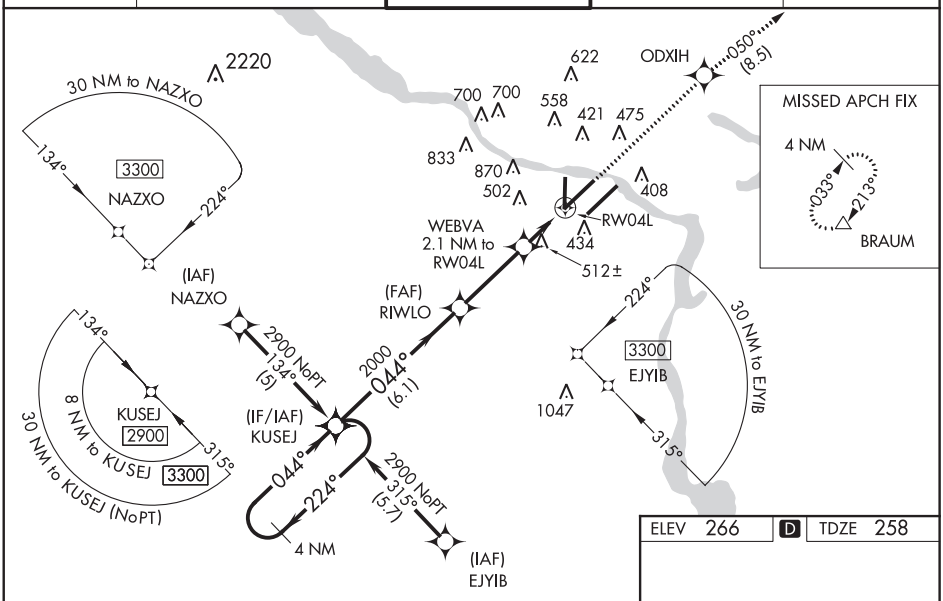
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inop MALSR increase LNAV Cat A and B visibility to RVR 5000. For inop MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized with ILS or LOC Rwy 4R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

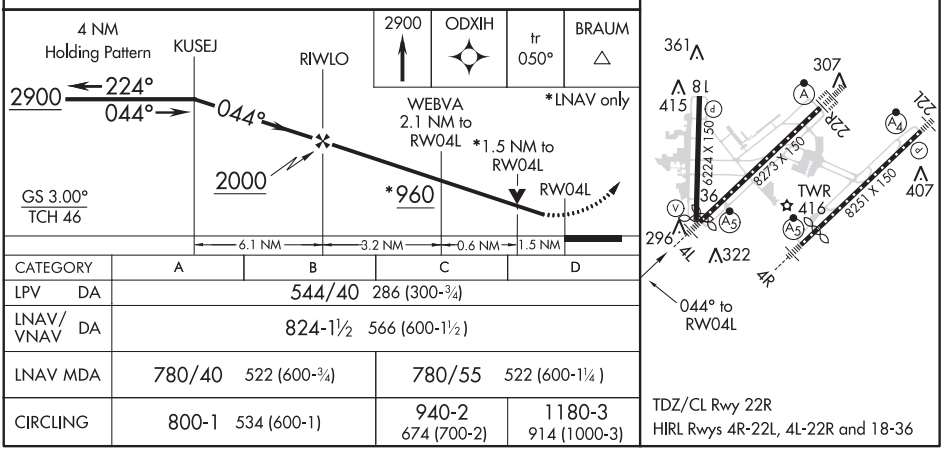
ASR

MALSR

MISSED APPROACH: Climb to 2900 direct ODXIH and on track 050° to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	544/40 286 (300-¾)			
LNAV/VNAV DA	824-1½ 566 (600-1½)			
LNAV MDA	780/40 522 (600-¾)		780/55 522 (600-1¼)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 70611 W04B	APP CRS 044°	Rwy ldg 7200 TDZE 260 Apt Elev 266

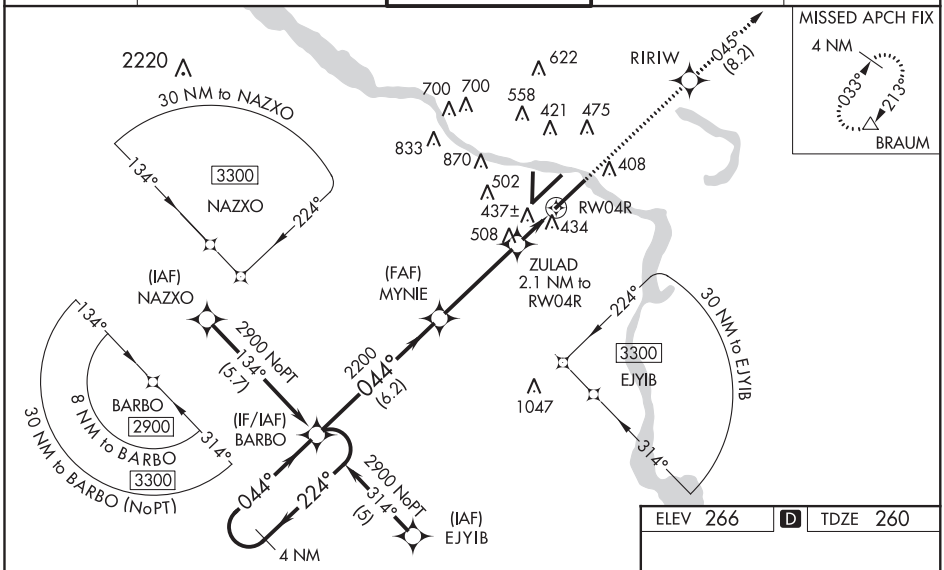
RNAV (GPS) RWY 4R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

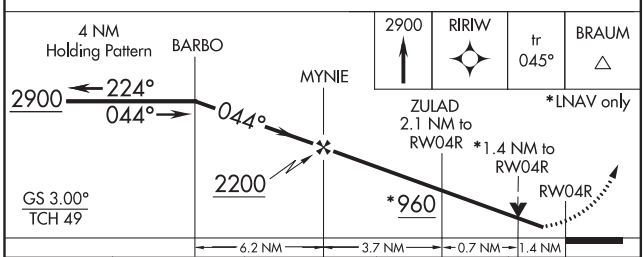
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA ASR 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inop MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inop MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to 1½ miles, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized with ILS or LOC Rwy 4L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

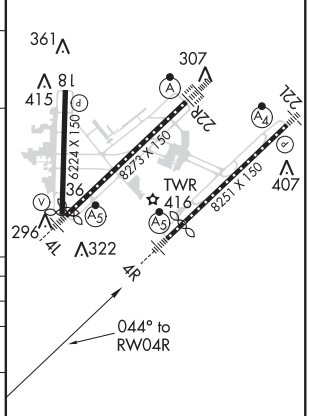
MISSED APPROACH: Climb to 2900 direct RIRIW and on track 045° to BRAUM and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	574/40 314 (400-¾)			
LNAV/VNAV DA	728/60 468 (500-1¼)			
LNAV MDA	760/40 500 (500-¾)		760/50 500 (500-1)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R, and 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 45624 W18A	APP CRS 180°	Rwy ldg 6224 TDZE 259 Apt Elev 266

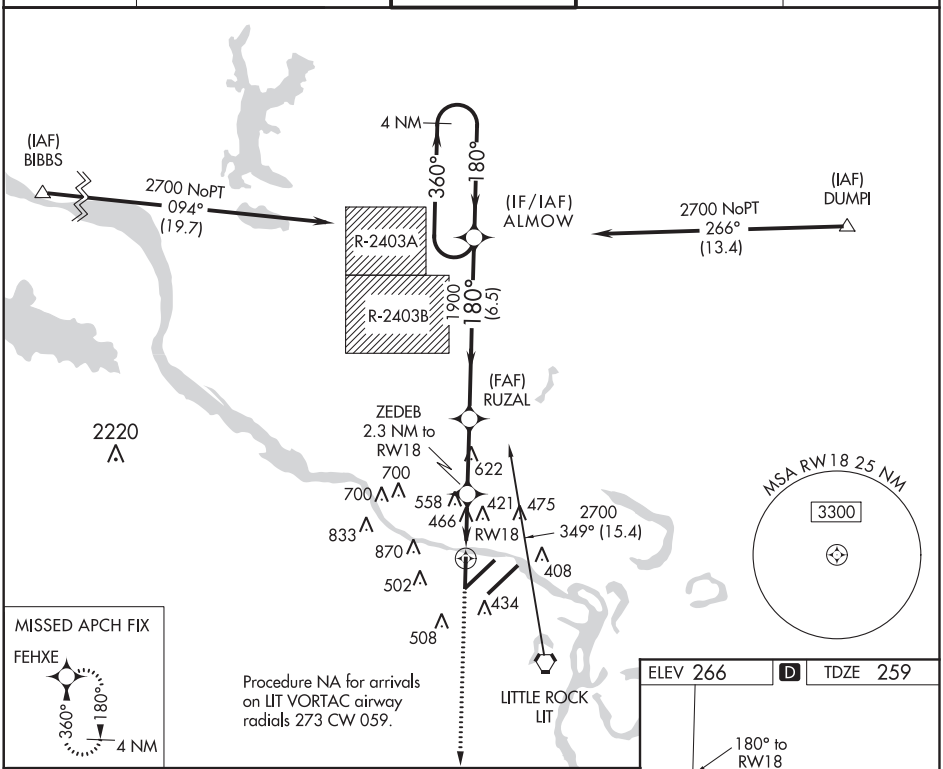
RNAV (GPS) RWY 18
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

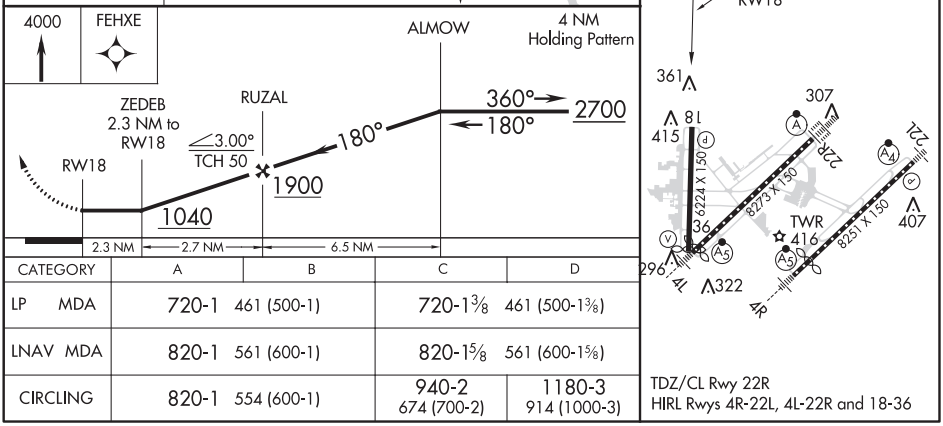
T A ASR

DME/DME RNP -0.3 NA. Procedure NA when restricted areas R-2403 A/B in effect. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct FEHXE and hold, continue climb-in-hold to 4000.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LP MDA	720-1 461 (500-1)		720-1⅜ 461 (500-1⅜)	
LNAV MDA	820-1 561 (600-1)		820-1⅝ 561 (600-1⅝)	
CIRCLING	820-1 554 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 42811 W22A	APP CRS 225°	Rwy ldg 7200 TDZE 259 Apt Elev 266

RNAV (GPS) RWY 22L

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

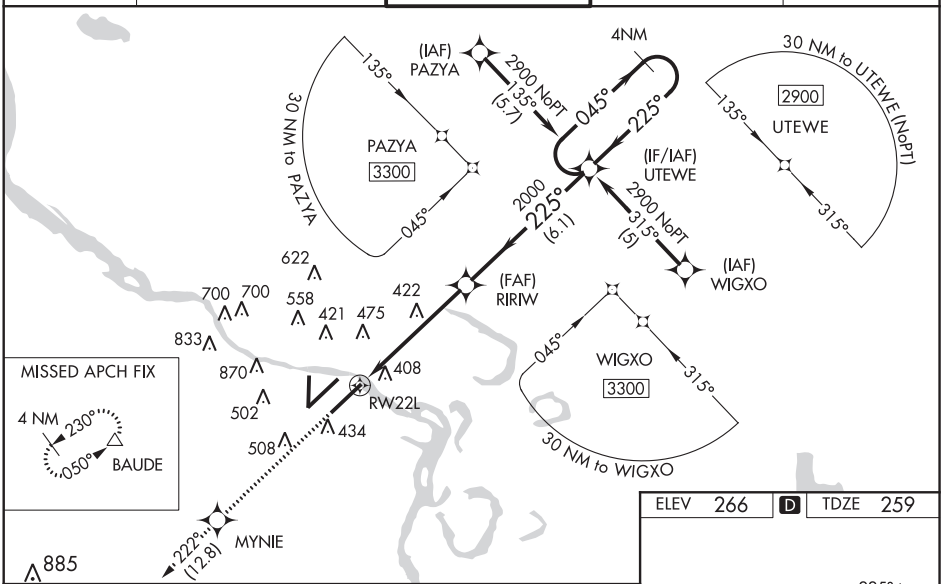
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized with ILS or LOC Rwy 22R, ILS Rwy 22R (Cat II), ILS Rwy 22R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ASR

MALSF

MISSED APPROACH: Climb to 2900 direct MYNIE and on track 222° to BAUDE and hold.

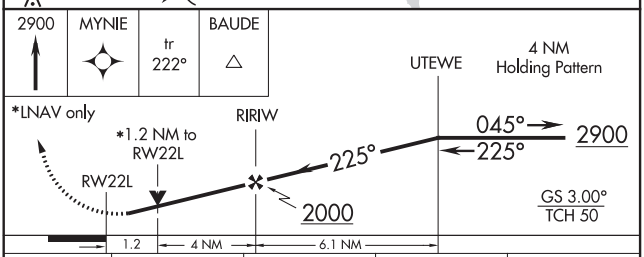
ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



SC-1, 05 JAN 2017 to 02 MAR 2017

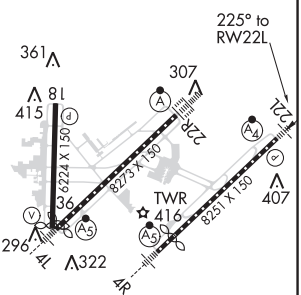
SC-1, 05 JAN 2017 to 02 MAR 2017

2900	MYNIE	tr 222°	BAUDE



CATEGORY	A	B	C	D
LPV DA	542/50 283 (300-1)			
LNAV/VNAV DA	773-1¾ 514 (600-1¾)			
LNAV MDA	680/40 421 (500-¾)		680/60 421 (500-1¼)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

ELEV 266 D TDZE 259



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

17005

WAAS CH 93811 W22B	APP CRS 225°	Rwy ldg 8273 TDZE 262 Apt Elev 266

RNAV (GPS) RWY 22R

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

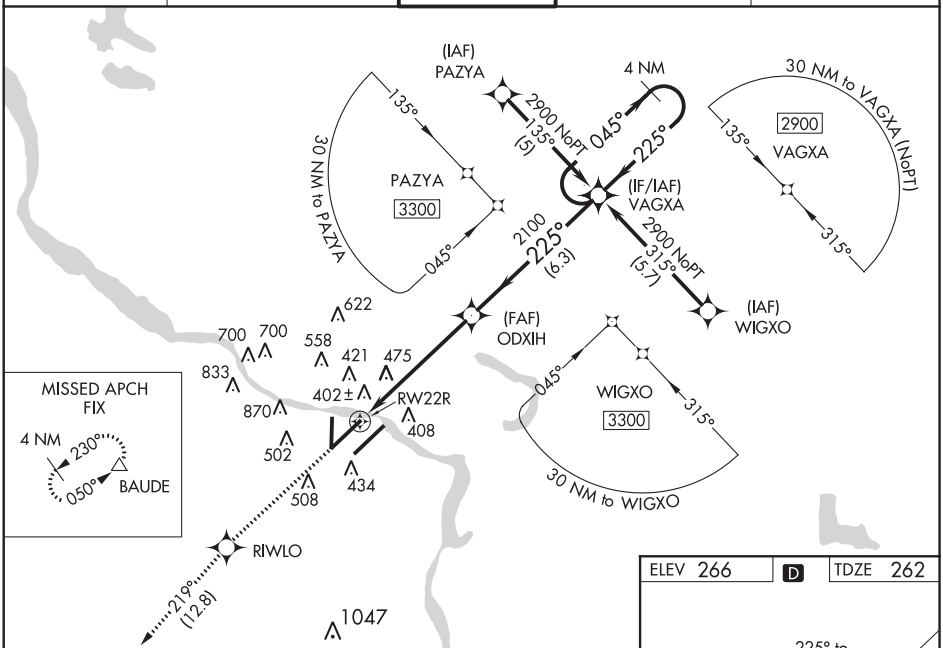
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative ALSF-2, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 5000.

ASR

ALSF

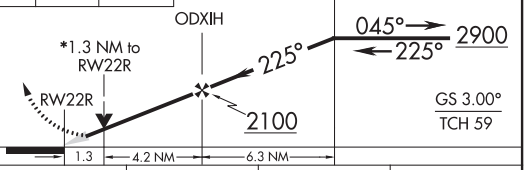
MISSED APPROACH: Climb to 2900 direct RIWLO and on track 219° to BAUDE and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95



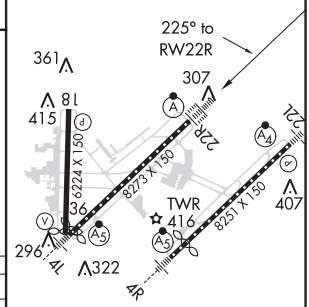
2900	RIWLO	tr 219°	BAUDE

*LNAV only



CATEGORY	A	B	C	D
LPV DA	462/24 200 (200-½)			
LNAV/VNAV DA	727/50 465 (500-1)			
LNAV MDA	740/24 478 (500-½)		740/50 478 (500-1)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-2)	1180-3 914 (1000-3)

ELEV 266 D TDZE 262



TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	6124
360°	TDZE	257
	Apt Elev	266

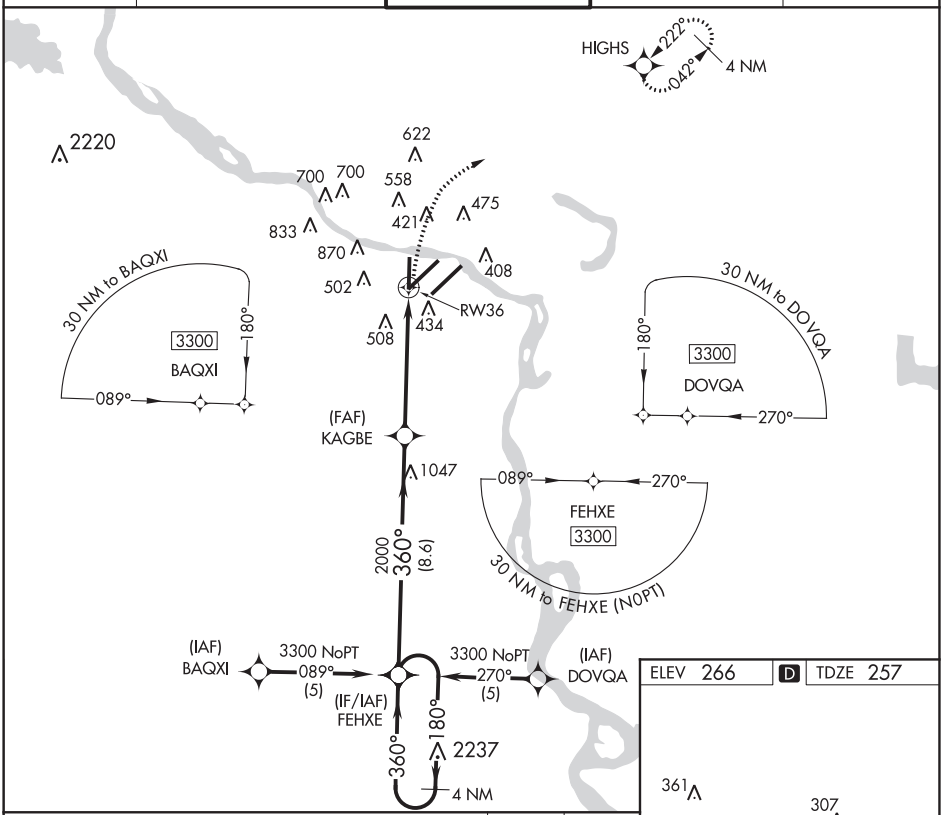
RNAV (GPS) RWY 36

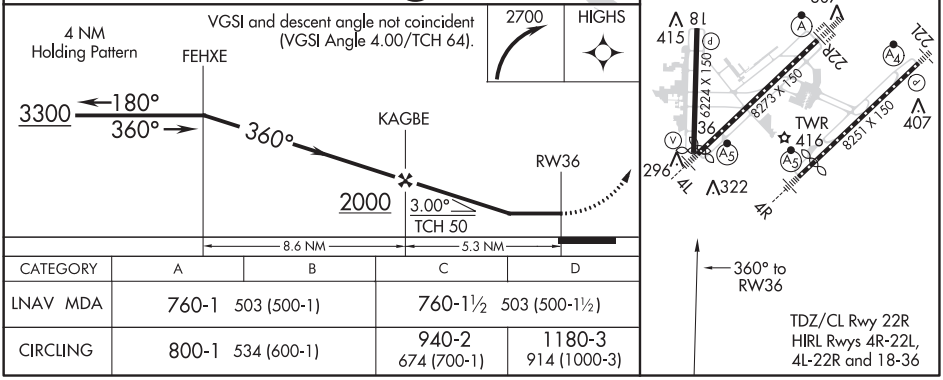
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

T A ASR — DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeters setting and increase all MDA 100 feet. Increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (500-1)		760-1½ 503 (500-1½)	
CIRCLING	800-1 534 (600-1)		940-2 674 (700-1)	1180-3 914 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

17005

VOR-A

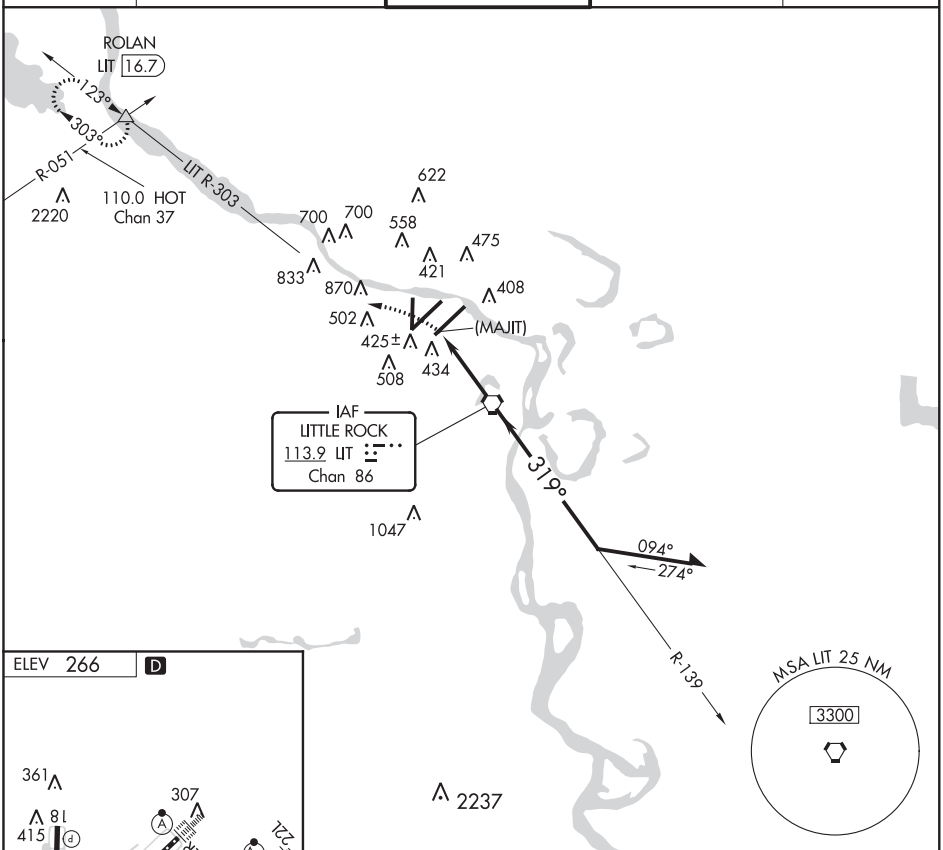
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

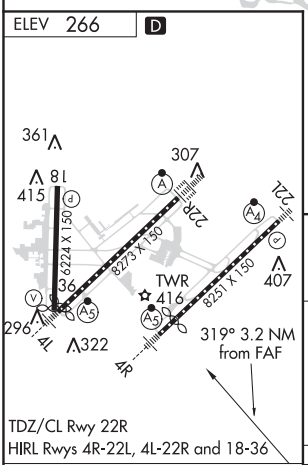
VORTAC LIT	APP CRS	Rwy ldg	N/A
113.9	319°	TDZE	N/A
Chan 86		Apt Elev	266

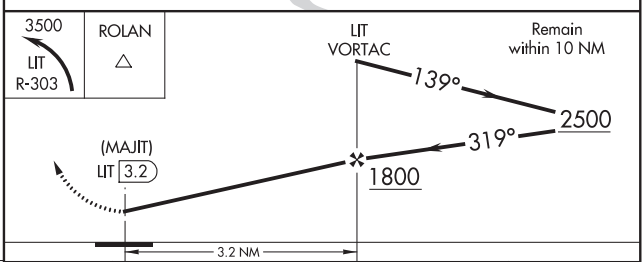
ASR: When local altimeter setting not received, use Stuttgart altimeter setting and increase all MDA 100 feet. Increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 291.775 353.6	118.7 257.8	121.9 339.8	118.95





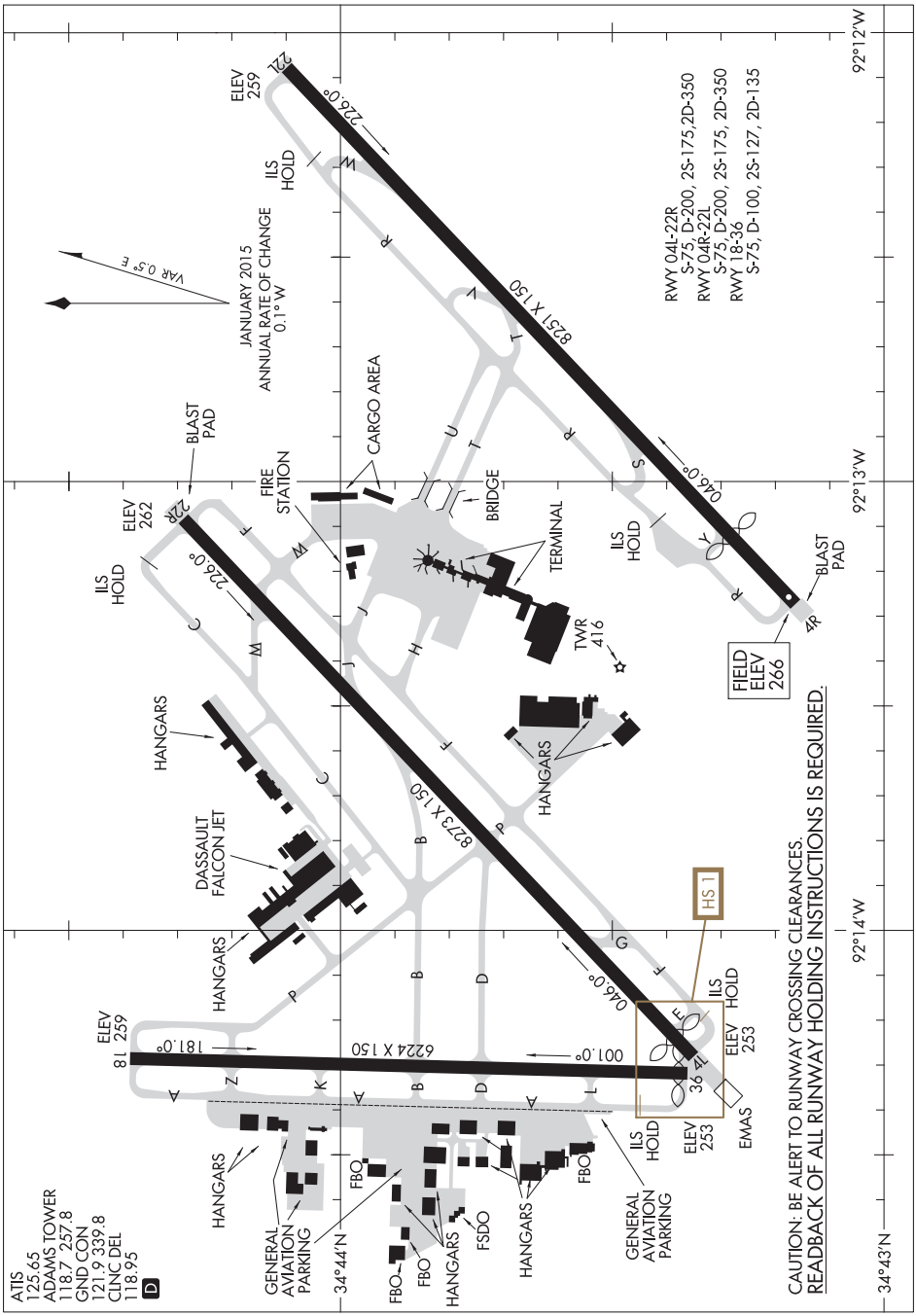


FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
CIRCLING	800-1	534 (600-1)	940-2 674 (700-2)	1180-3 914 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16147

JACKSONVILLE, ARKANSAS

ILS or LOC RWY 25

LITTLE ROCK AFB (KLRF)

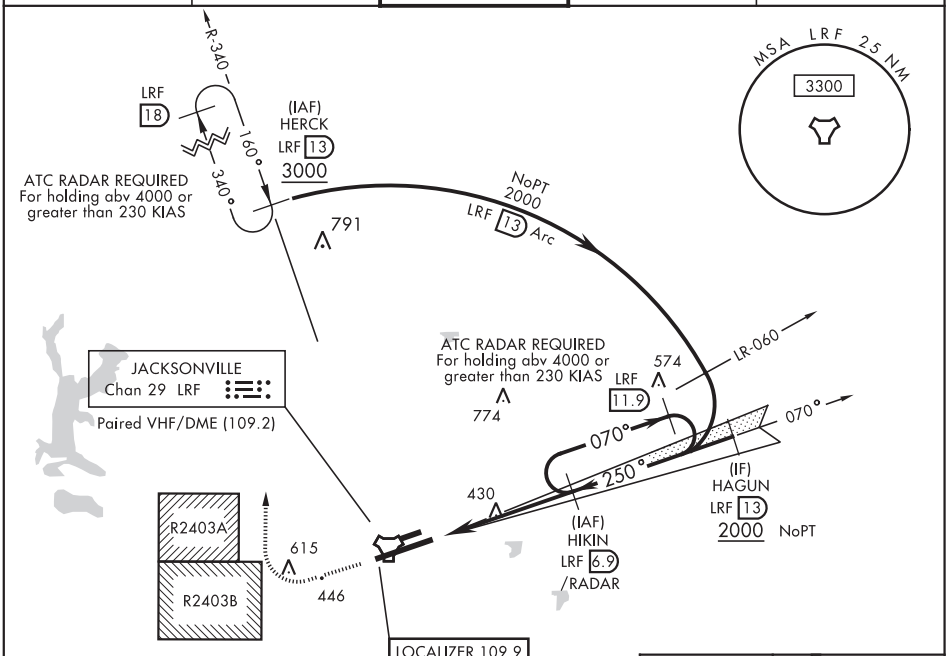
LOC I-TYV	APCH CRS	Rwy ldg 12,000 THRE 288 Arpt Elev 310	AL-738 [USAF]
109.9	250°		

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
*** Circling not authorized south of airfield.

ALSF-1

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

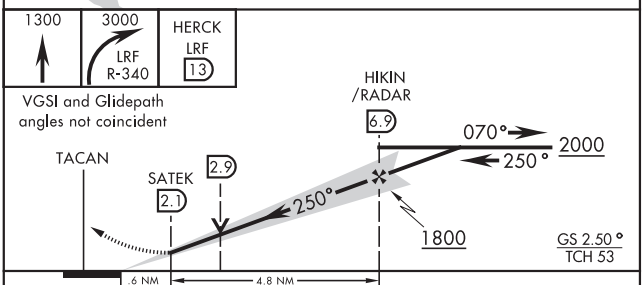
ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

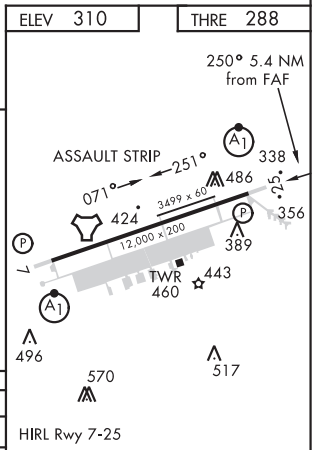


RADAR or DME REQUIRED

(RADAR required when R-2403A/R-2403B active)

EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-ILS 25 *	488/24 200 (200-½)				
S-LOC 25 **	720/24 432 (500-½)		720/40 432 (500-¾)		
*** C CIRCLING	780-1 470 (500-1)	860-1 550 (600-1)	880-1½ 570 (600-1½)	1040-2¼ 730 (800-2¼)	1040-2½ 730 (800-2½)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

JACKSONVILLE, ARKANSAS

TACAN RWY 7

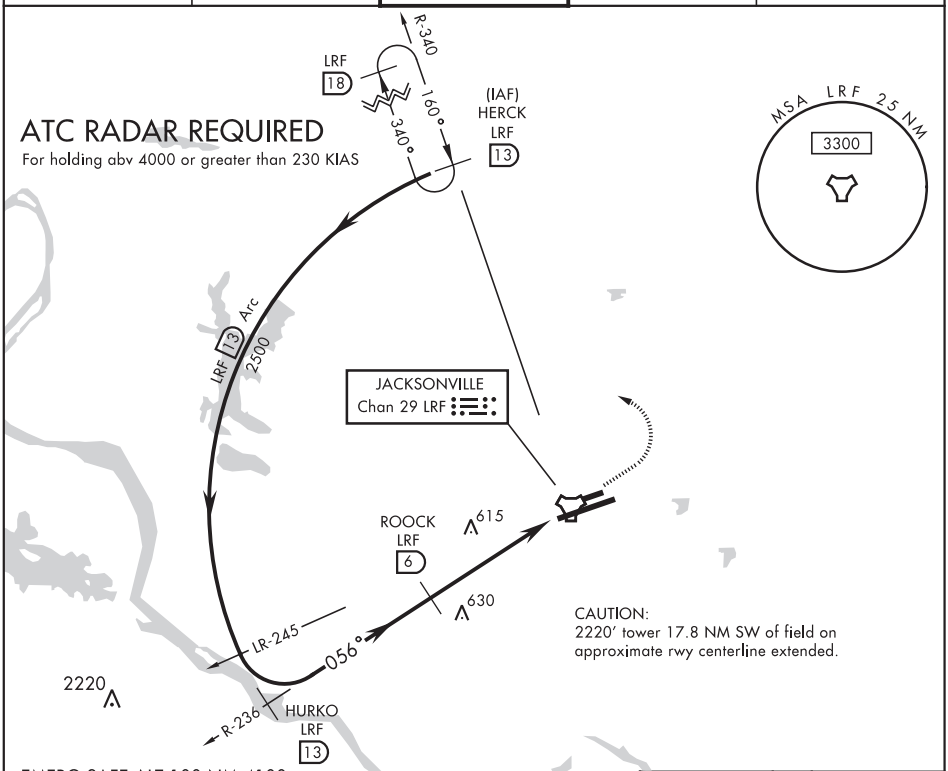
TACAN LRF Chan 29	APCH CRS 056°	Rwy ldg 12,000 THRE 285 Arpt Elev 310	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

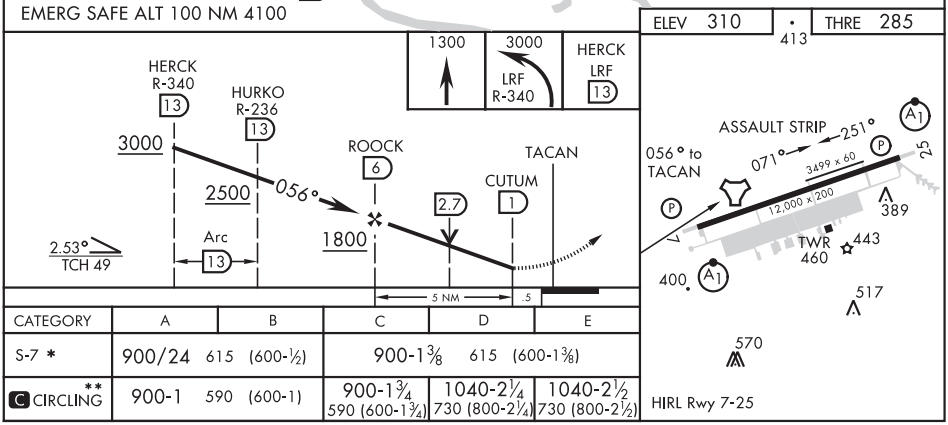
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized south of airfield.

ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5





CATEGORY	A	B	C	D	E
S-7 *	900/24 615 (600-½)		900-1⅜ 615 (600-1⅜)		
C CIRCLING **	900-1 590 (600-1)		900-1¾ 590 (600-1¾)	1040-2¼ 730 (800-2¼)	1040-2½ 730 (800-2½)

JACKSONVILLE, ARKANSAS 34°55'N-92°09'W LITTLE ROCK AFB (KLRF)

Amdt 3 18SEP14

TACAN RWY 7

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16147

JACKSONVILLE, ARKANSAS

TACAN RWY 25

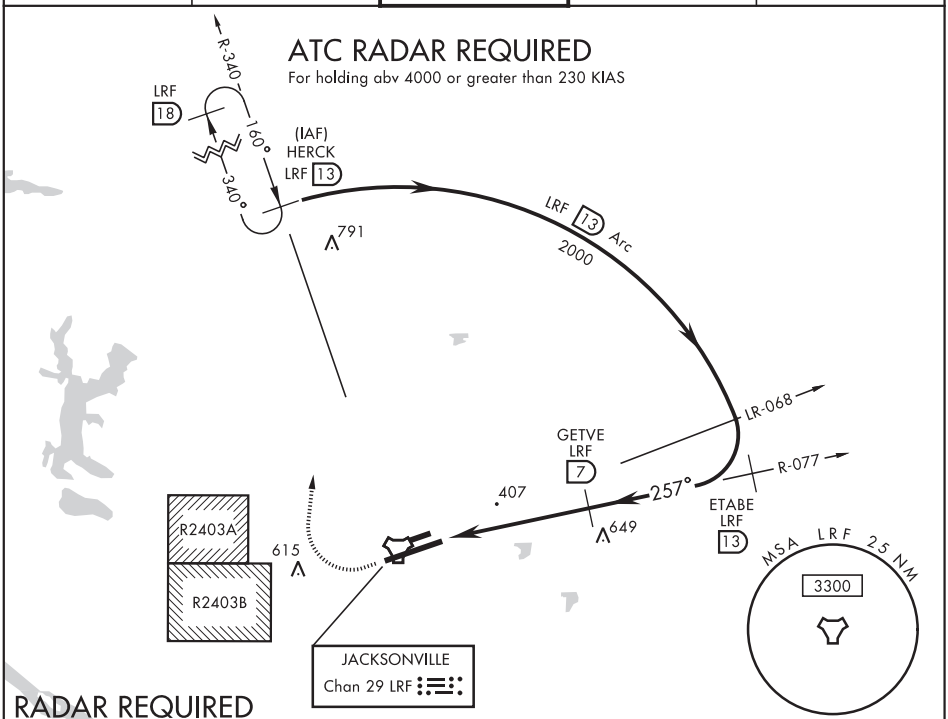
TACAN LRF Chan 29	APCH CRS 257°	Rwy ldg 12,000 THRE 288 Arpt Elev 310	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized south of airfield.

ALSF-1

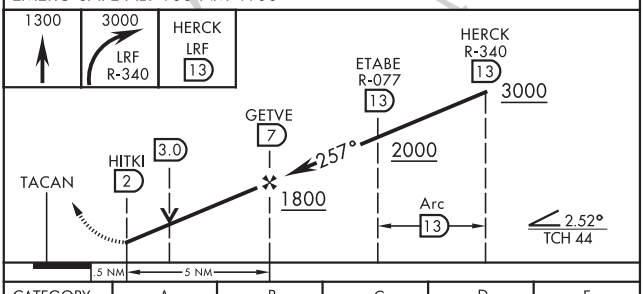
MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

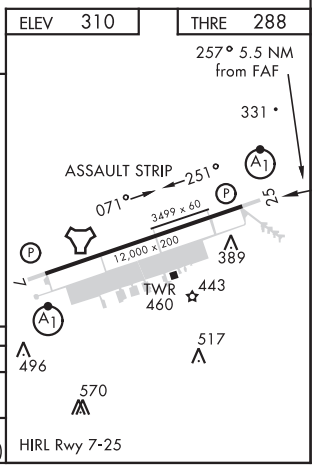
ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5



RADAR REQUIRED WHEN R-2403A / R2403B ACTIVE

EMERG SAFE ALT 100 NM 4100





CATEGORY	A	B	C	D	E
S-25 *	740/24 452 (500-½)		740/45 452 (500-⅞)	740/45 452 (500-⅞)	
C ** CIRCLING	780-1 470 (500-1)	860-1 550 (600-1)	880-1½ 570(600-1½)	1040-2¼ 730(800-2¼)	1040-2½ 730 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

JACKSONVILLE, ARKANSAS

NDB RWY 25

LITTLE ROCK AFB (KLRF)

NDB TYV 290	APCH CRS 250°	Rwy ldg 12,000 THRE 288 Arpt Elev 310	AL-738 [USAF]

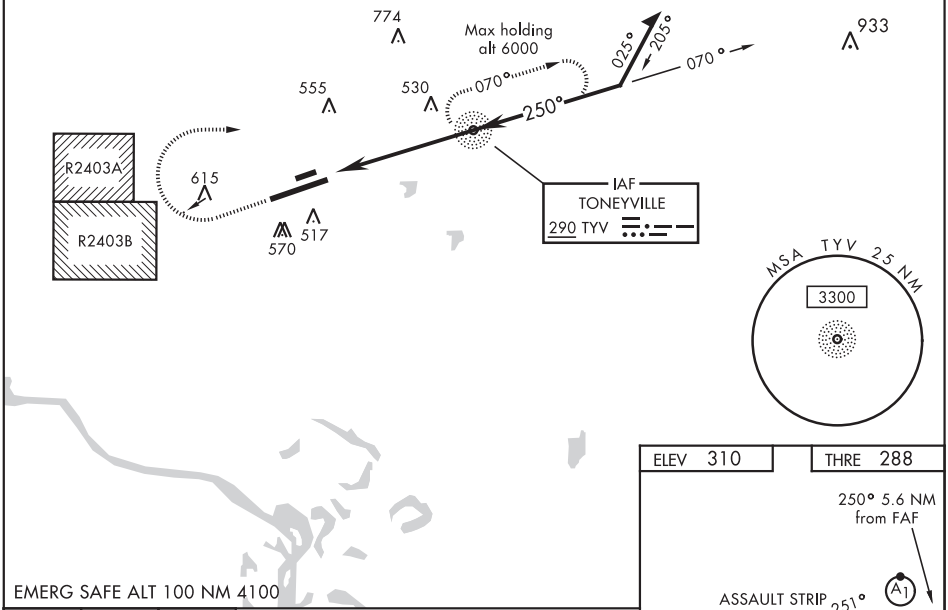
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized south of airfield.

ALSF-1

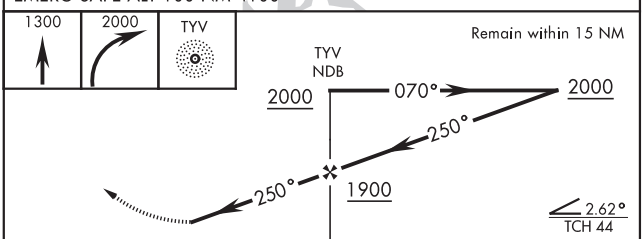
MISSED APPROACH: Climb to 1300, then climbing right turn to 2000 direct TYV NDB and hold.

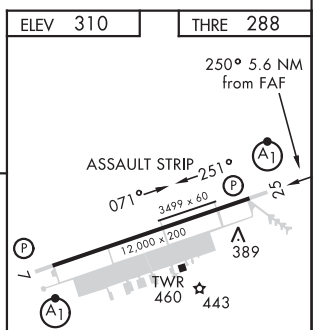
ATIS ★	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RADAR REQUIRED WHEN R2403A / R2403B ACTIVE



EMERG SAFE ALT 100 NM 4100





HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-NDB 25 *	880/40 592 (600-¾)		880-1¼ 592 (600-1¼)		
C CIRCLING **	880-1 570 (600-1)		880-1¾ 570 (600-1¾)	1040-2¼ 730 (800-2¼)	1040-2½ 730 (800-2½)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:08	3:25	2:34	2:03	1:43

JACKSONVILLE, ARKANSAS — 34° 55′N-92° 09′W — LITTLE ROCK AFB (KLRF)

Amdt 3 18SEP14

NDB RWY 25

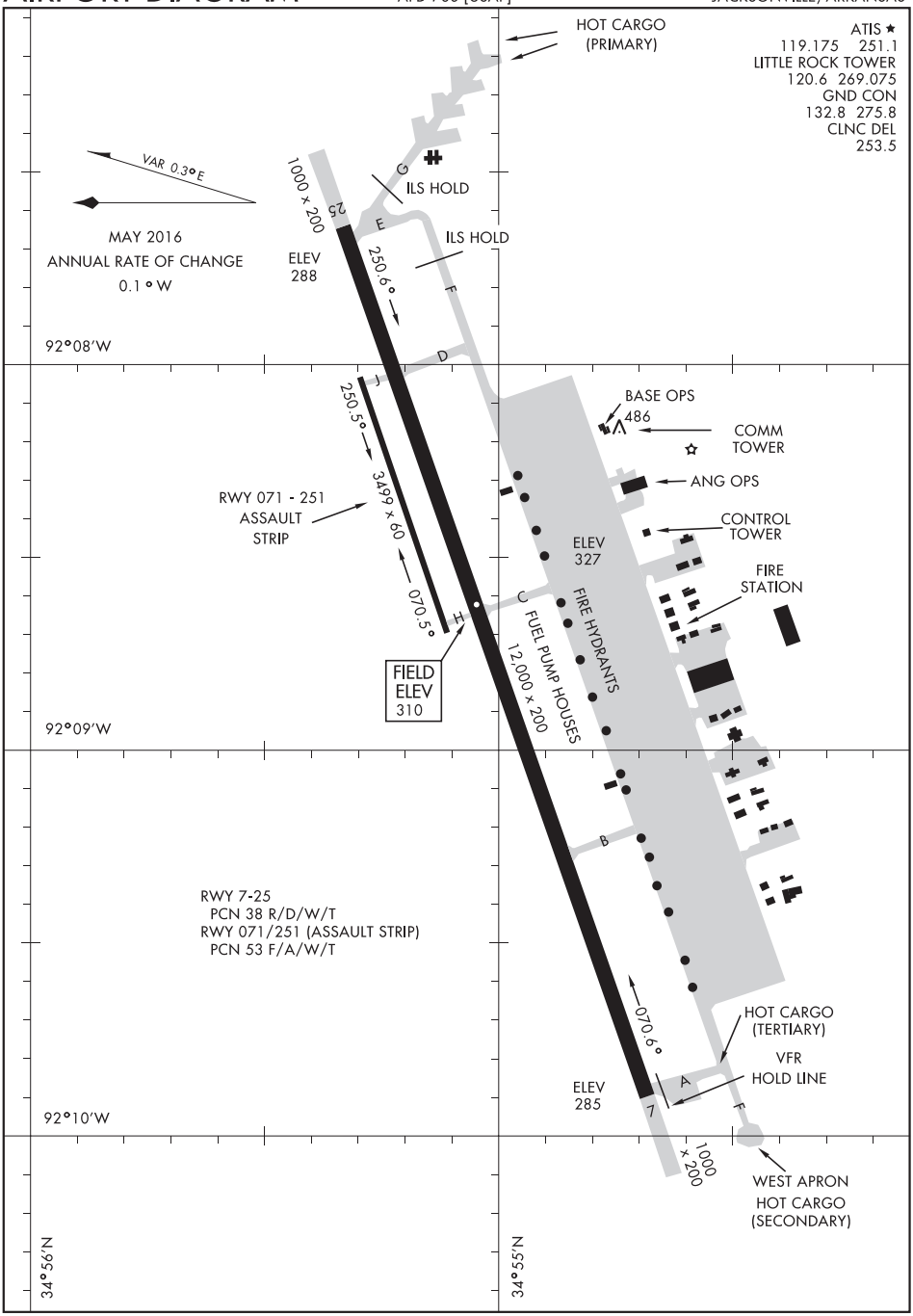
SC-1, 05 JAN 2017 to 02 MAR 2017

16147

AIRPORT DIAGRAM

AFD-738 [USAF]

LITTLE ROCK AFB (KLRF)
JACKSONVILLE, ARKANSAS



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS
LITTLE ROCK AFB (KLRF)

APP CRS	Rwy ldg	3005
180°	TDZE	890
	Apt Elev	890

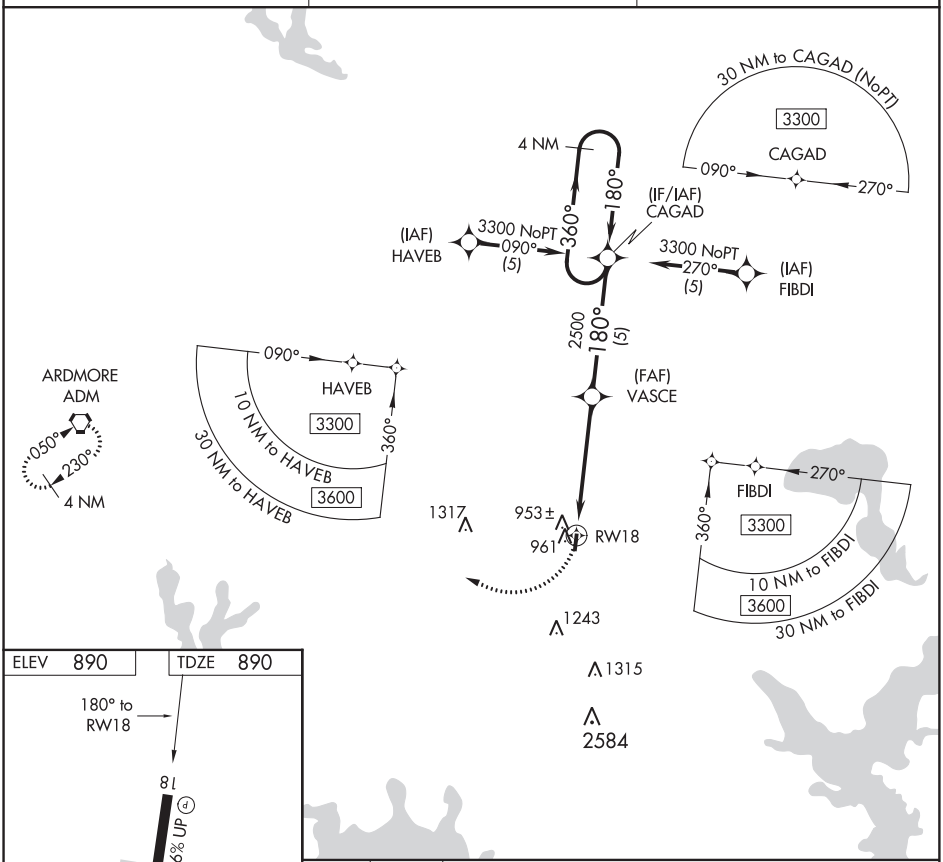
RNAV (GPS) RWY 18
MADILL MUNI (1F4)

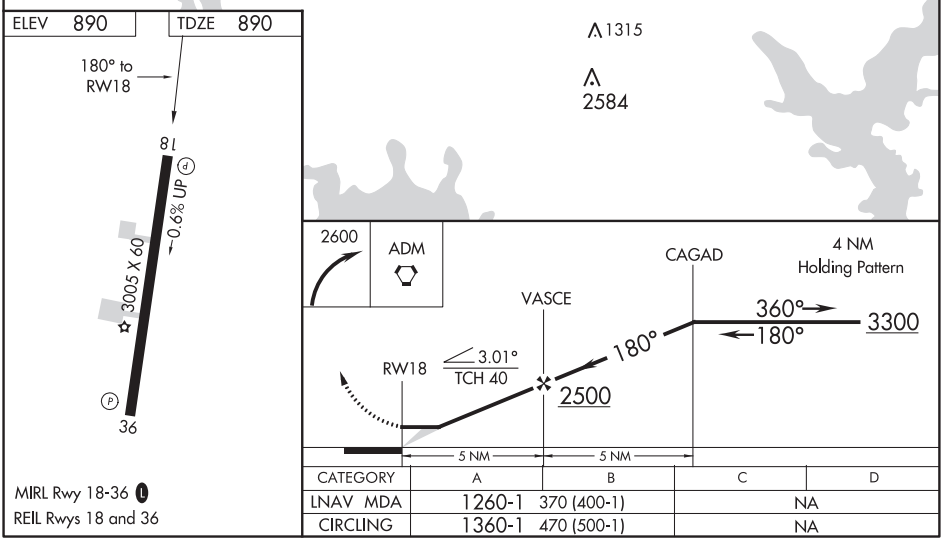
Use Ardmore Downtown Executive altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	CTAF 122.9





CATEGORY	A	B	C	D
LNAV MDA	1260-1	370 (400-1)	NA	
CIRCLING	1360-1	470 (500-1)	NA	

MIRL Rwy 18-36

REIL Rwys 18 and 36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MADILL, OKLAHOMA AL-6462 (FAA) 16315

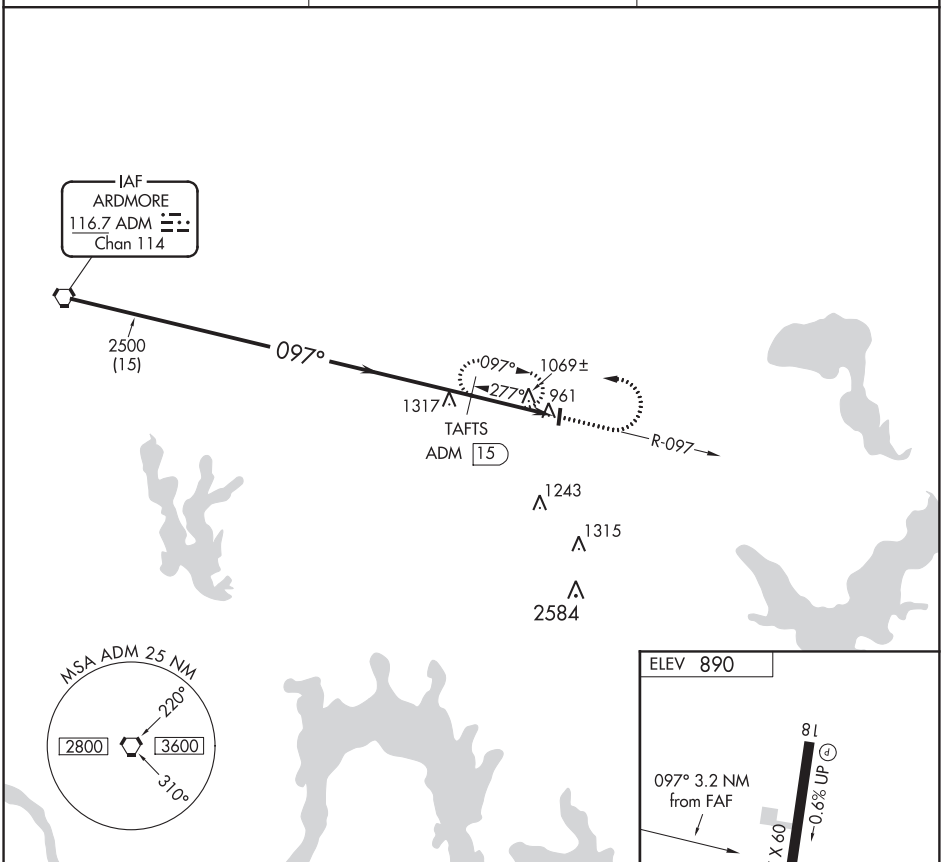
VOR/DME-A
MADILL MUNI (1F4)

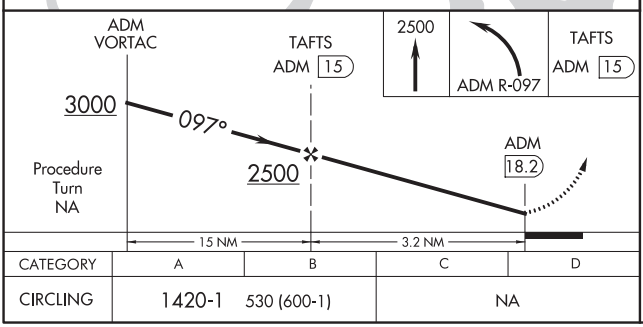
VORTAC ADM	APP CRS	Rwy ldg	N/A
116.7	097°	TDZE	N/A
Chan 114		Apt Elev	890

Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

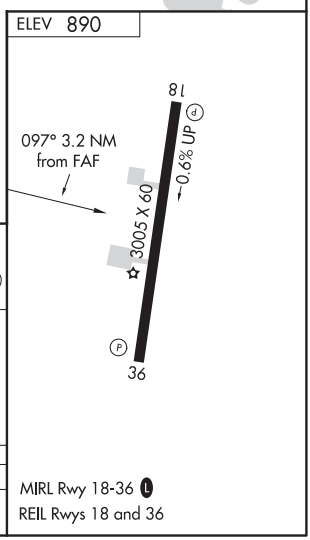
MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

ARDMORE DOWNTOWN AWOS-3 118.15	FORT WORTH CENTER 124.75 323.0	CTAF 122.9 L





CATEGORY	A	B	C	D
CIRCLING	1420-1 530 (600-1)		NA	



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	5007
178°	TDZE	314
	Apt Elev	317

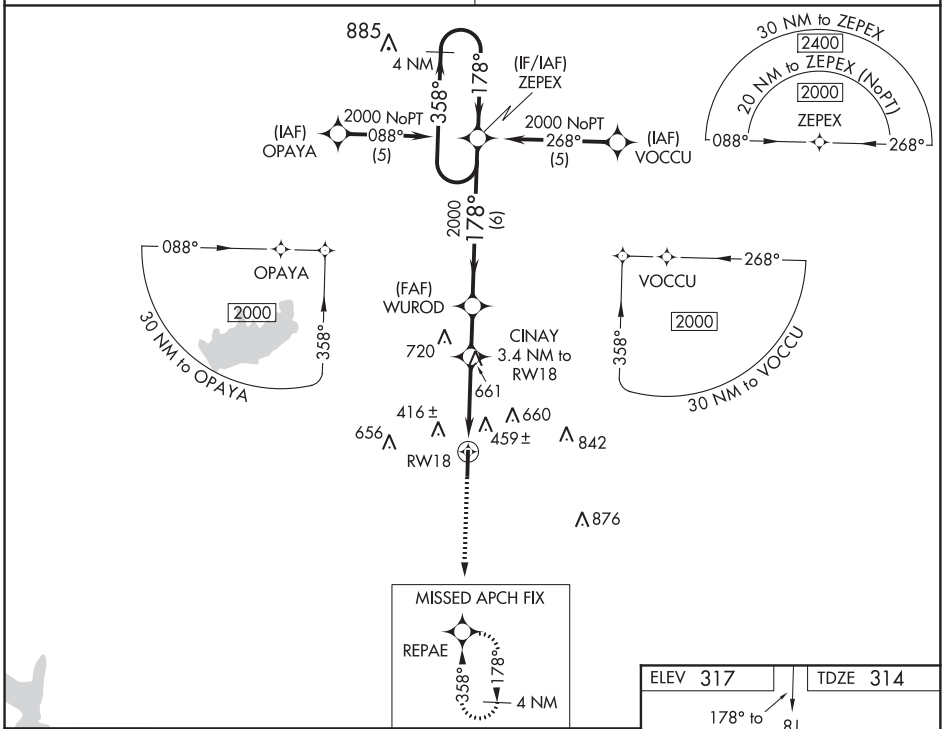
RNAV (GPS) RWY 18
MAGNOLIA MUNI (AGO)

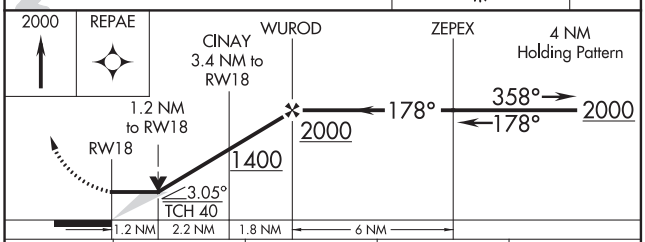
Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA with El Dorado altimeter setting.

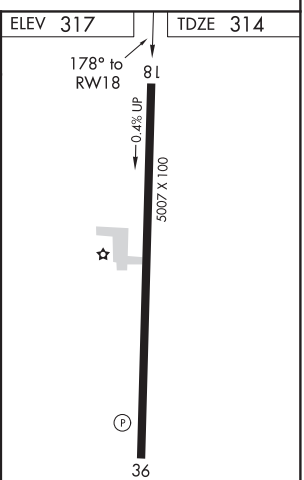
NA

MISSED APPROACH: Climb to 2000 direct REPAE WP and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)







MIRL Rwy 18-36
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
LNAV MDA	720-1 406 (500-1)		720-1¼ 406 (500-1¼)	NA
CIRCLING	760-1 443 (500-1)	780-1 463 (500-1)	780-1½ 463 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 466 (500-1)		780-1¼ 466 (500-1¼)	NA
CIRCLING	820-1 503 (600-1)		820-1½ 503 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MAGNOLIA, ARKANSAS AL-6279 (FAA) 15232

APP CRS	Rwy ldg	5007
358°	TDZE	319
	Apt Elev	319

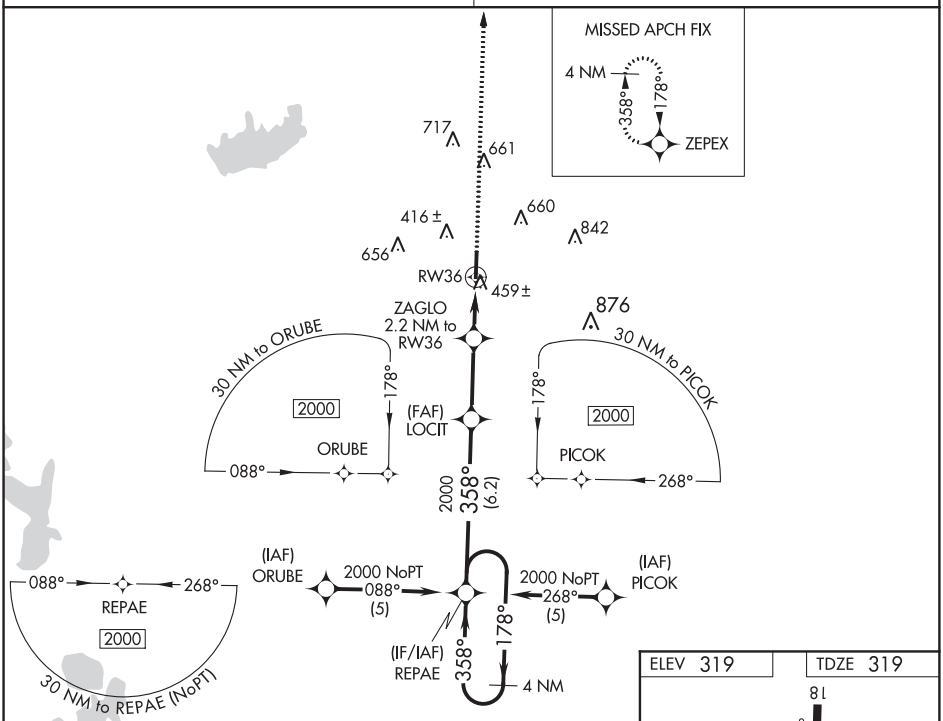
RNAV (GPS) RWY 36
MAGNOLIA MUNI (AGO)

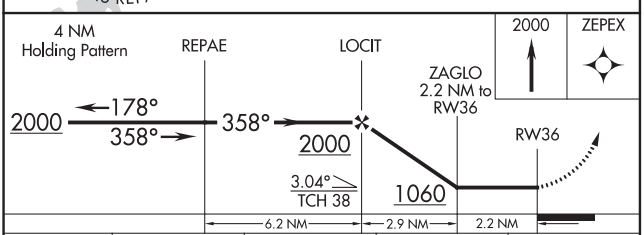
Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

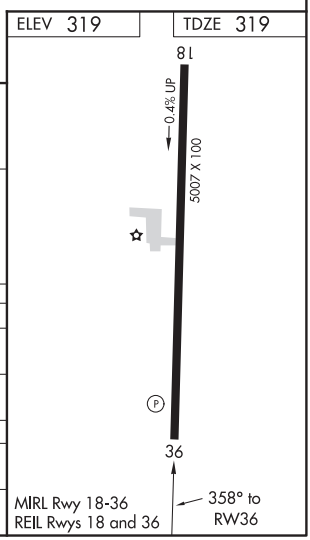
NA

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

FORT WORTH CENTER	UNICOM
128.2 269.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	720-1 401 (500-1)		720-1¼ 401 (500-1¼)	NA
CIRCLING	760-1 441 (500-1)	780-1 461 (500-1)	780-1½ 461 (500-1½)	NA
EL DORADO ALTIMETER SETTING MINIMUMS				
LNAV MDA	780-1 461 (500-1)		780-1¼ 461 (500-1¼)	NA
CIRCLING	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	2812
214°	TDZE	538
	Apt Elev	538

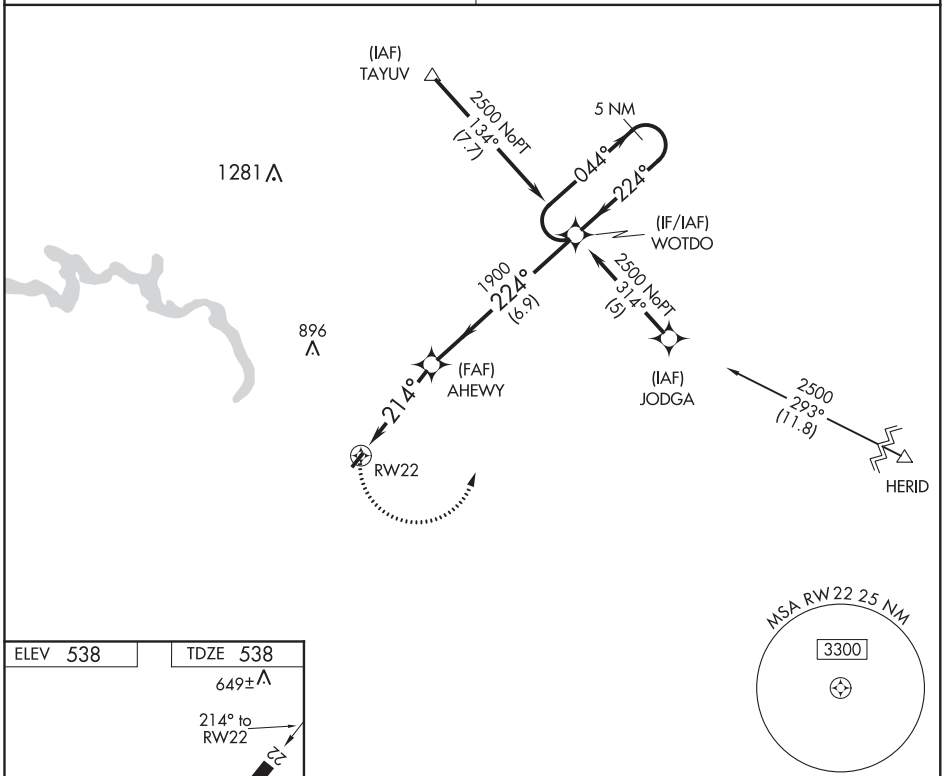
RNAV (GPS) RWY 22
MALVERN MUNI (M78)

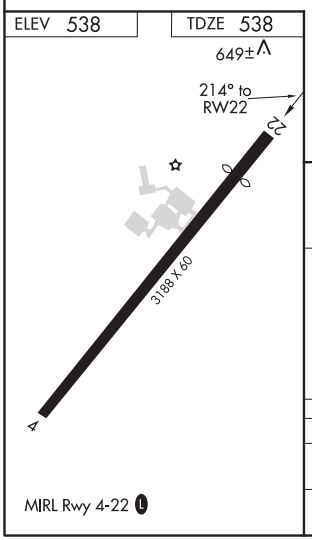
DME/DME RNP-0.3 NA. Use Hot Springs altimeter setting; when not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

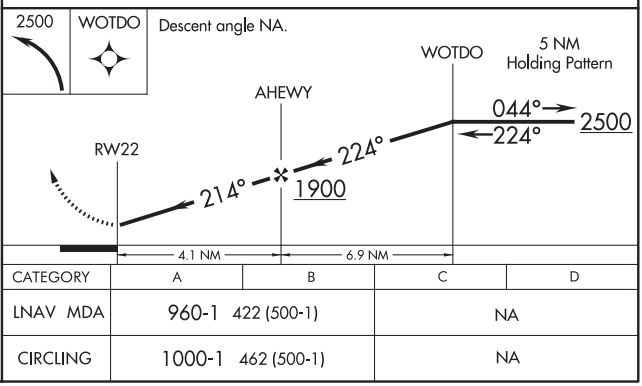
NA

MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	960-1 422 (500-1)		NA	
CIRCLING	1000-1 462 (500-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MANGUM, OKLAHOMA

AL-9731 (FAA)

17005

RNAV (GPS) RWY 17

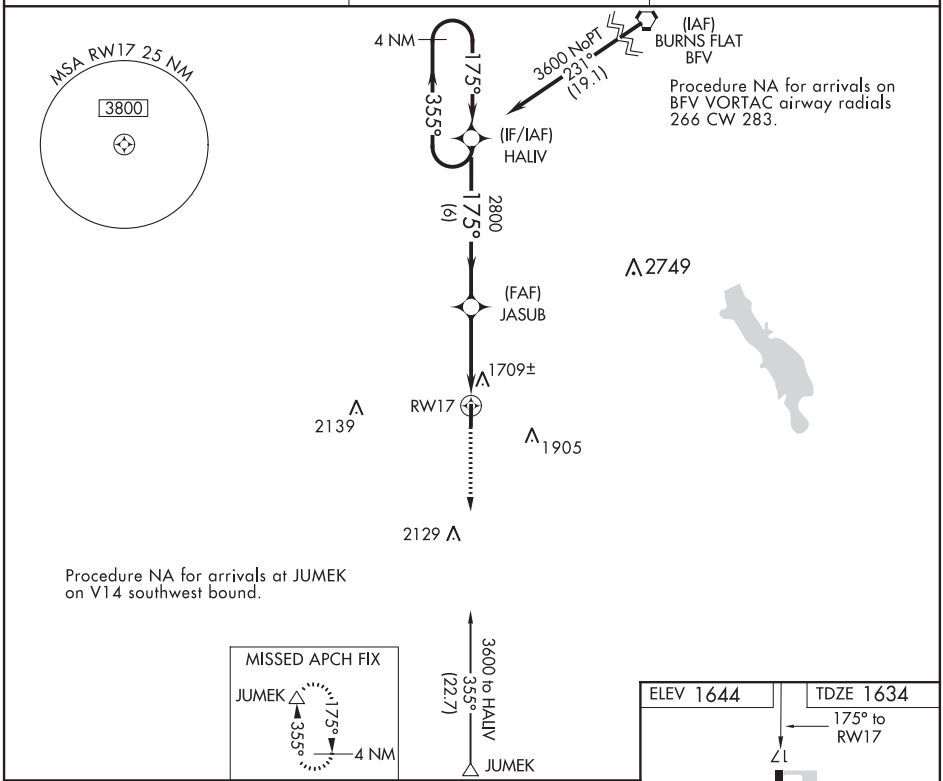
SCOTT FIELD (2K4)

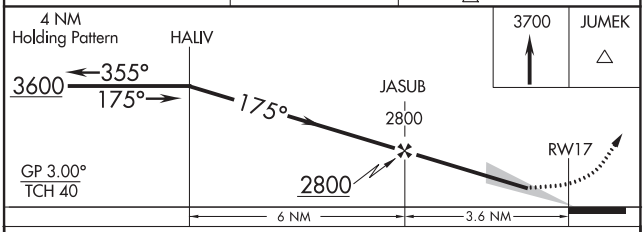
WAAS CH 61139 W17A	APP CRS 175°	Rwy ldg 4199 TDZE 1634 Apt Elev 1644

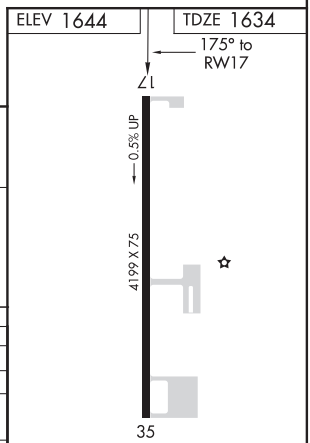
T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

ALTUS/QUARTZ MOUNTAIN RGNL AWOS-3PT	ALTUS APP CON★	CTAF
118.825	125.1 257.725	122.9







MIRL Rwy 17-35

CATEGORY	A	B	C	D
LPV DA	1952-1⅛ 318 (400-1⅛)			NA
LNAV/VNAV DA	1960-1⅛ 326 (400-1⅛)			NA
LNAV MDA	2040-1 406 (400-1)		2040-1⅛ 406 (400-1⅛)	NA
C CIRCLING	2220-1 576 (600-1)		2340-2 696 (700-2)	NA

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RNAV (GPS) RWY 35
SCOTT FIELD (2K4)

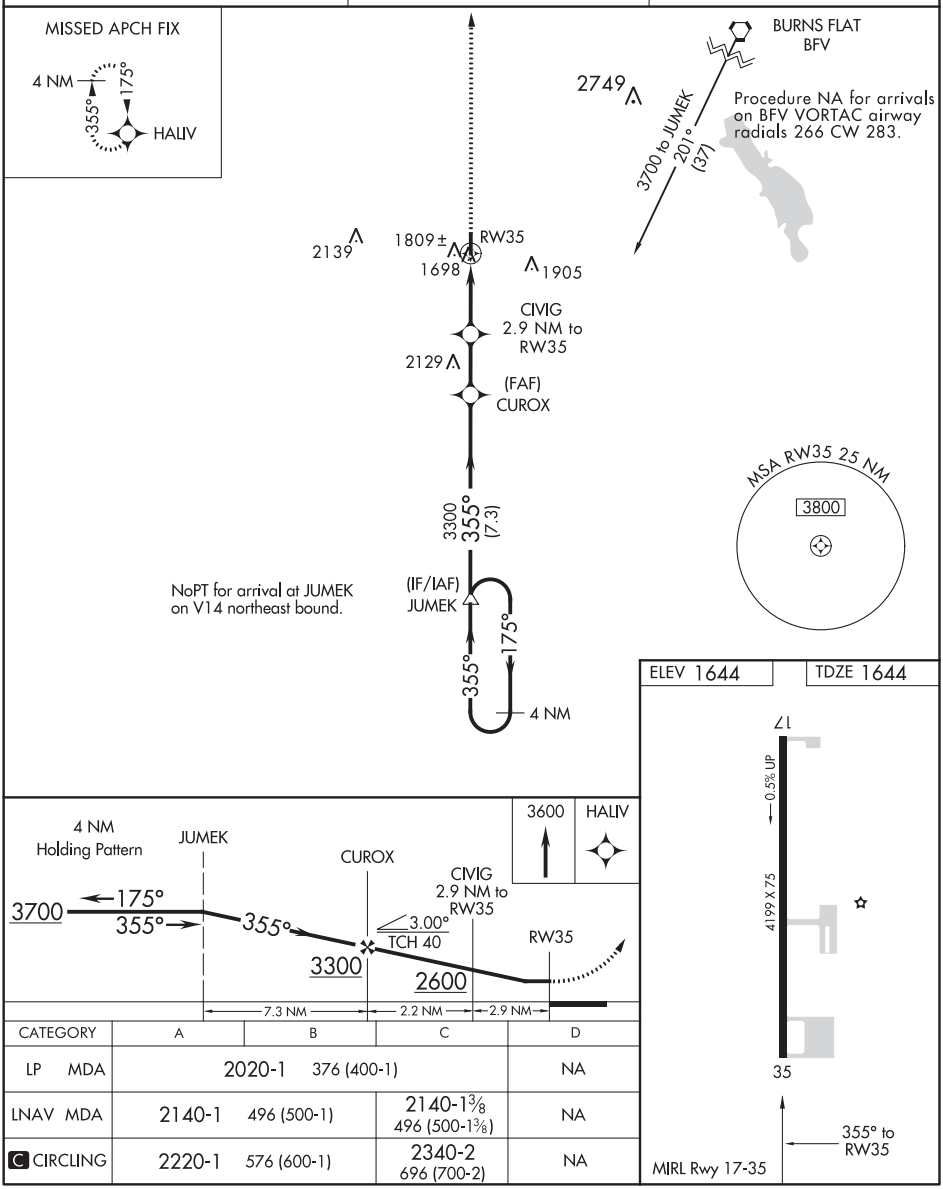
WAAS CH 77739 W35A	APP CRS 355°	Rwy ldg 4199 TDZE 1644 Apt Elev 1644

T A NA

DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below ¾ SM NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

ALTUS/QUARTZ MOUNTAIN RGNL AWOS-3PT	ALTUS APP CON★	CTAF
118.825	125.1 257.725	122.9



CATEGORY	A	B	C	D
LP MDA	2020-1 376 (400-1)			NA
LNAV MDA	2140-1 496 (500-1)		2140-1⅜ 496 (500-1⅜)	NA
C CIRCLING	2220-1 576 (600-1)		2340-2 696 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MANILA, ARKANSAS | AL-5456 (FAA) | 15120

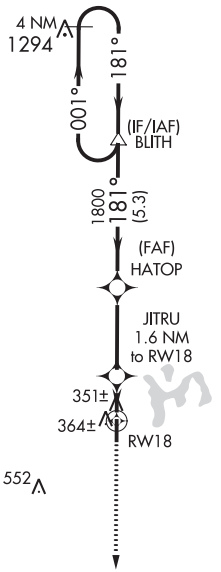
WAAS CH 78333 W18A	APP CRS 181°	Rwy ldg 4200 TDZE 242 Apt Elev 243

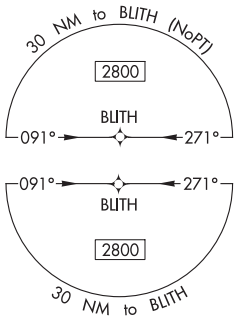
RNAV (GPS) RWY 18
MANILA MUNI (MXA)

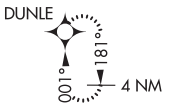
T A NA DME/DME RNP-0.3 NA. Rwy 18 Straight-in and Circling and Circling to Rwy 36 NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all MDA 20 feet.

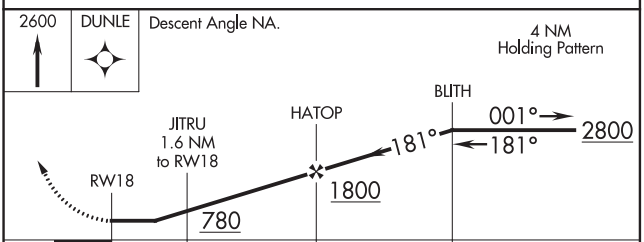
MISSED APPROACH: Climb to 2600 direct DUNLE and hold.

BLYTHEVILLE MUNI ASOS	MEMPHIS CENTER	UNICOM
135.025	120.075 289.4	122.8 (CTAF) L

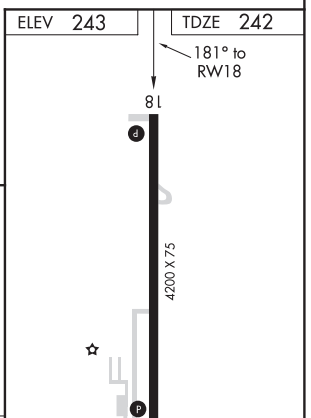








CATEGORY	A	B	C	D
LP MDA	640-1	398 (400-1)	NA	
LNAV MDA	660-1	418 (500-1)	NA	
C CIRCLING	740-1	497 (500-1)	NA	



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

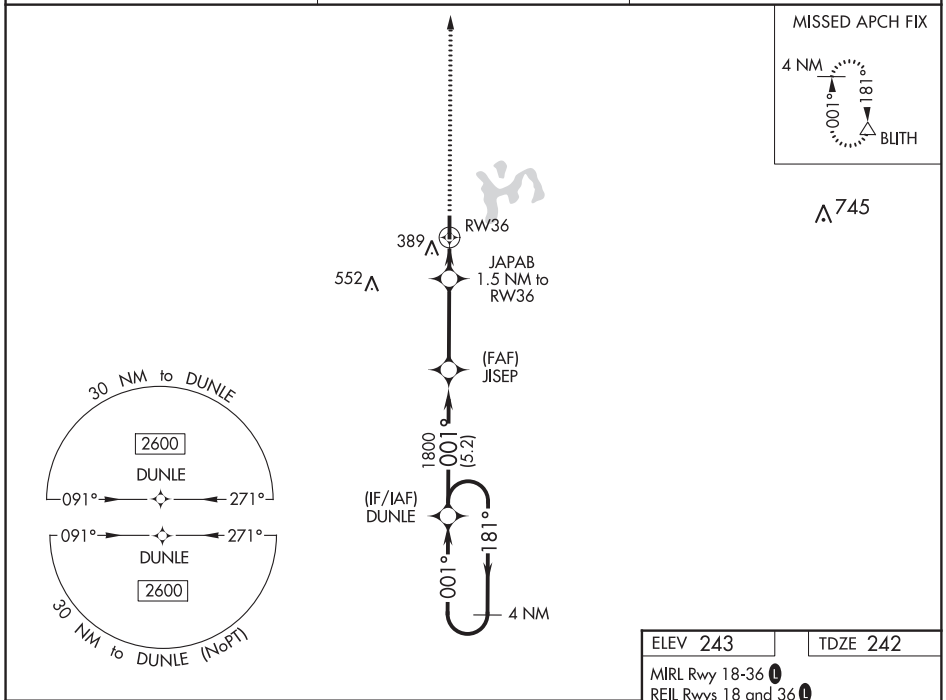
RNAV (GPS) RWY 36
MANILA MUNI (MXA)

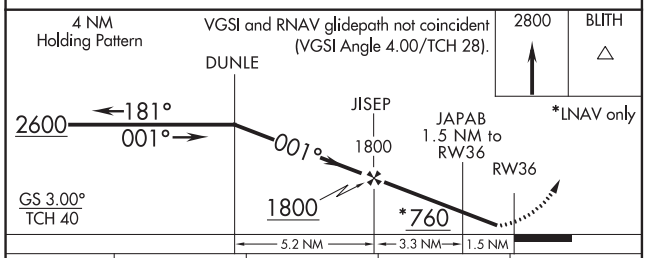
WAAS CH 90533 W36A	APP CRS 001°	Rwy ldg 4140 TDZE 242 Apt Elev 243

T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting, when not received, use Jonesboro altimeter setting and increase all DA and MDA 20 feet, and LNAV/VNAV visibility all Cats ⅛ mile.

MISSED APPROACH: Climb to 2800 direct BLITH and hold.

BLYTHEVILLE MUNI ASOS	MEMPHIS CENTER	UNICOM
135.025	120.075 289.4	122.8 (CTAF) L

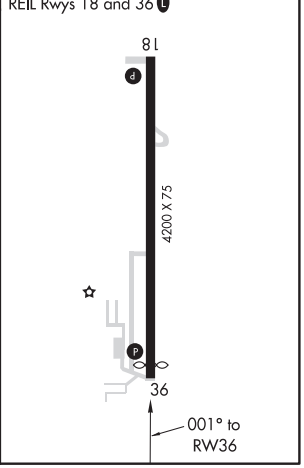




CATEGORY	A	B	C	D
LPV DA	531-1	289 (300-1)	NA	
LNAV/VNAV DA	552-1	310 (400-1)	NA	
LNAV MDA	660-1	418 (500-1)	NA	
C CIRCLING	740-1	497 (500-1)	NA	

ELEV 243 TDZE 242

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



SC-1, 05 JAN 2017 to 02 MAR 2017

MARIANNA, ARKANSAS | AL-10199 (FAA) | 16007

WAAS CH 42733 W18A	APP CRS 181°	Rwy ldg 4021 TDZE 219 Apt Elev 219

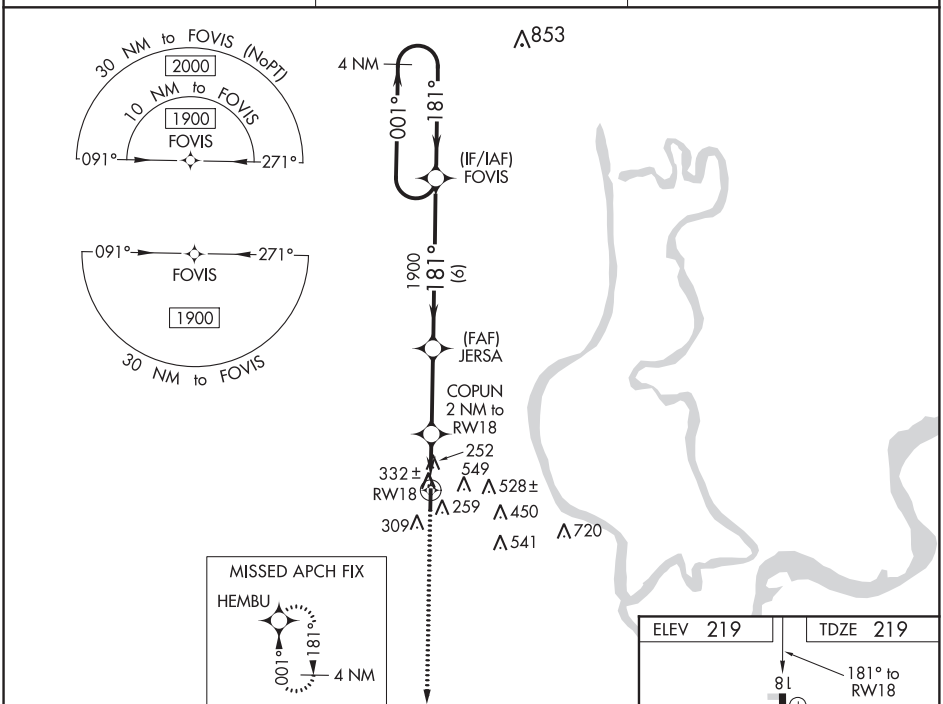
RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

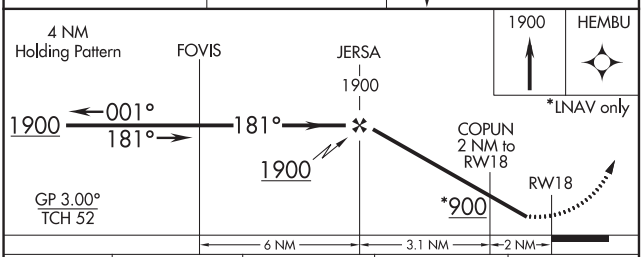
T A NA

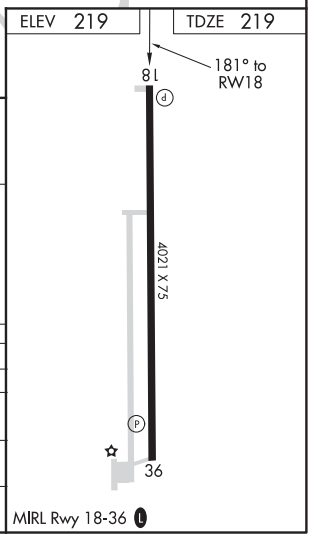
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling minimums NA at night. Use Tunica altimeter setting, when not available use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct HEMBU and hold.

TUNICA AWOS-3	APP CON	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	538-1	319 (400-1)		NA
LNAV/VNAV DA	531-1	312 (400-1)		NA
LNAV MDA	660-1	441 (500-1)	660-1⅜ 441 (500-1⅜)	NA
C CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 69433 W36A	APP CRS 001°	Rwy ldg 4021 TDZE 219 Apt Elev 219

RNAV (GPS) RWY 36

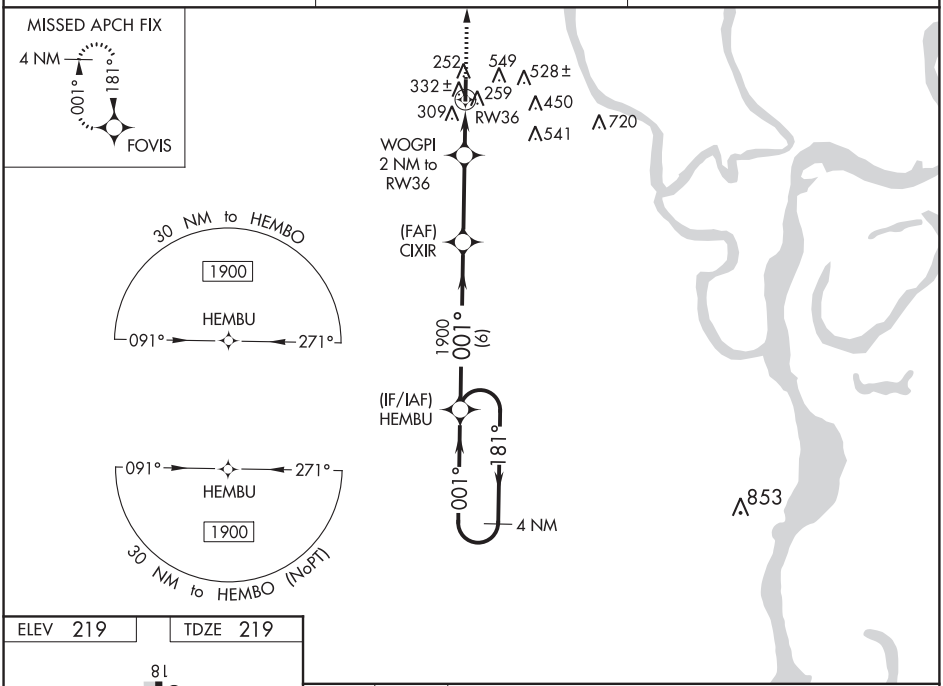
MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

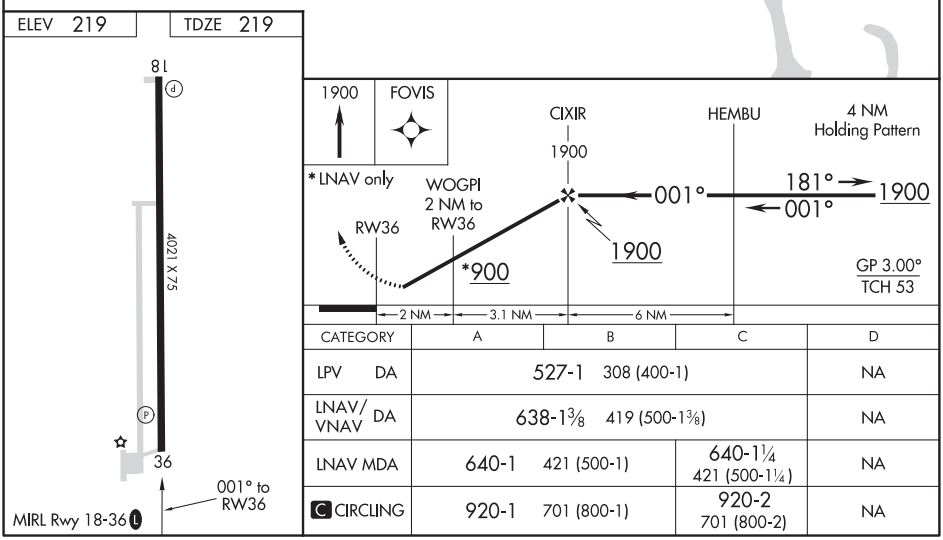
T NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Helicopter visibility reduction below 1 SM NA. Use Tunica altimeter setting, when not received use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C visibility ⅛ mile and Circling Cat B/C visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct FOVIS and hold.

TUNICA AWOS-3	APP CON	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	527-1 308 (400-1)			NA
LNAV/VNAV DA	638-1⅜ 419 (500-1⅜)			NA
LNAV MDA	640-1 421 (500-1)		640-1¼ 421 (500-1¼)	NA
C CIRCLING	920-1 701 (800-1)		920-2 701 (800-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MARSHALL, ARKANSAS

AL-10191 (FAA)

16035

RNAV (GPS) RWY 5

SEARCY COUNTY (4A5)

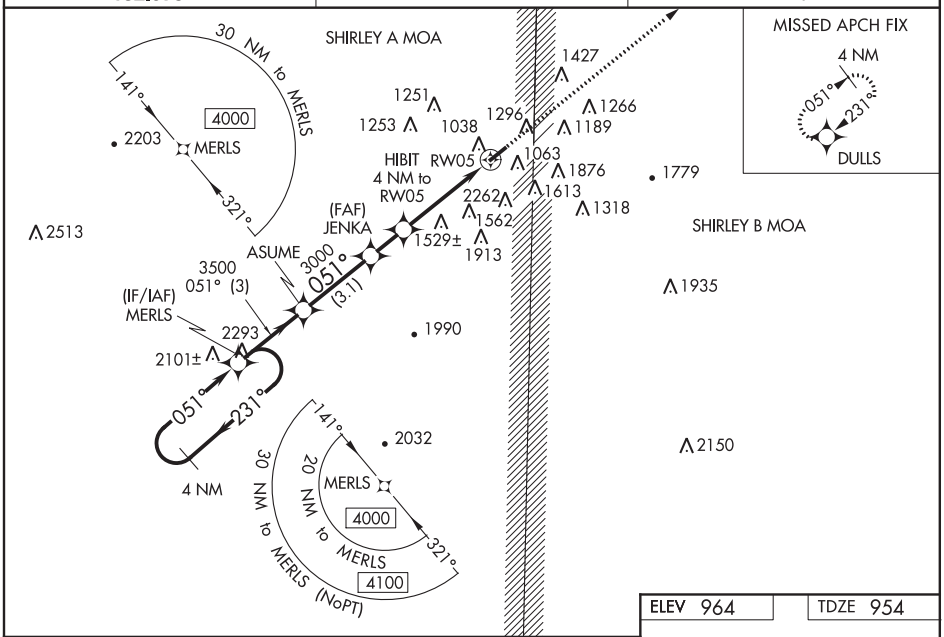
WAAS CH 62838 W05A	APP CRS 051°	Rwy ldg 4003 TDZE 954 Apt Elev 964

NA

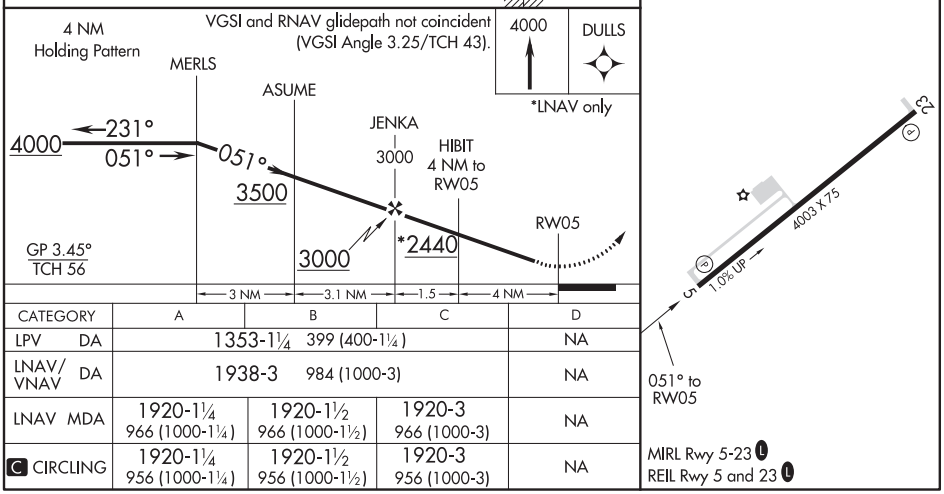
DME/DME RNP-0.3 NA. Circling NA SE of Rwy 5-23. Night Landing: Rwy 23 NA. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1396 and visibility ⅛ mile, LNAV/VNAV all Cats DA to 1981, and all MDA 60 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct DULLS and hold.

FLIPPIN AWOS-3	MEMPHIS CENTER	CTAF
132.075	126.85 281.55	122.9 L



ELEV 964	TDZE 954



CATEGORY	A	B	C	D
LPV DA	1353-1¼ 399 (400-1¼)			NA
LNAV/VNAV DA	1938-3 984 (1000-3)			NA
LNAV MDA	1920-1¼ 966 (1000-1¼)	1920-1½ 966 (1000-1½)	1920-3 966 (1000-3)	NA
C CIRCLING	1920-1¼ 956 (1000-1¼)	1920-1½ 956 (1000-1½)	1920-3 956 (1000-3)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 69238 W23A	APP CRS 231°	Rwy ldg 4003 TDZE 964 Apt Elev 964

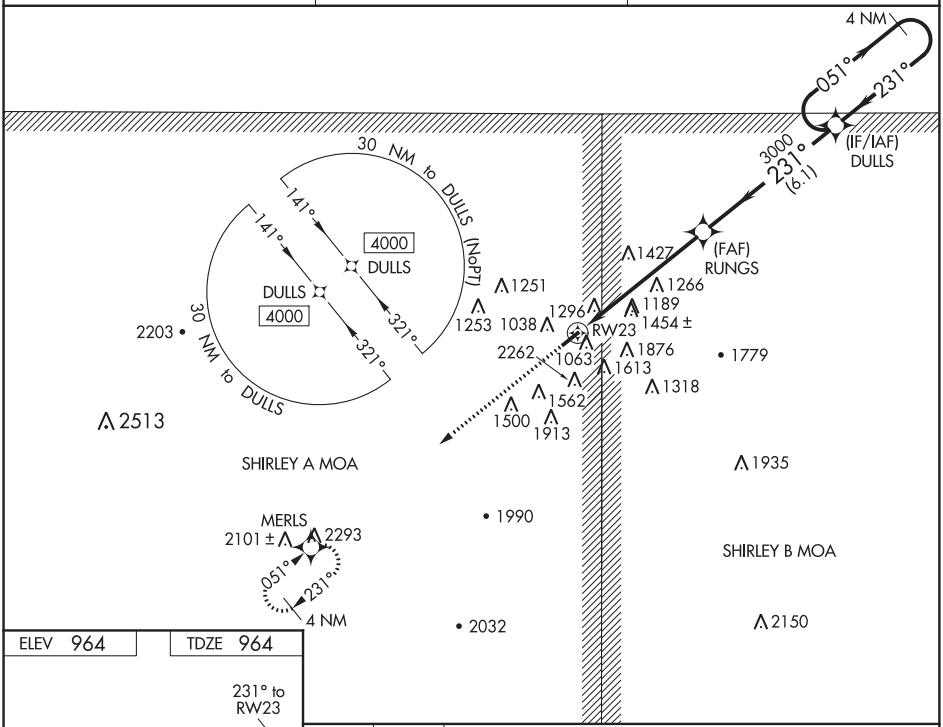
RNAV (GPS) RWY 23
SEARCY COUNTY (4A5)

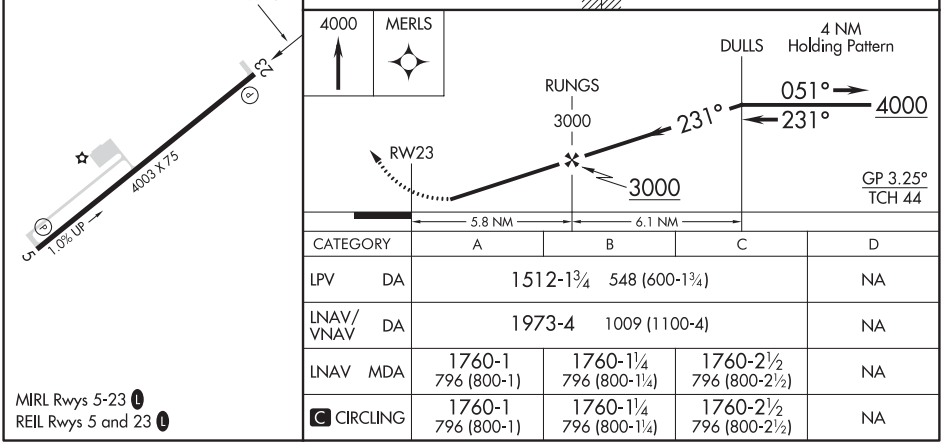
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA SE of Rwy 5-23. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1555 and visibility ⅛ mile, LNAV/VNAV all Cats DA to 2016, and all MDA 60 feet, LNAV Cat B/C and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct MERLS and hold.

FLIPPIN AWOS-3	MEMPHIS CENTER	CTAF
132.075	126.85 281.55	122.9 L





CATEGORY	A	B	C	D
LPV DA	1512-1¾ 548 (600-1¾)			NA
LNAV/VNAV DA	1973-4 1009 (1100-4)			NA
LNAV MDA	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA
C CIRCLING	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA

MIRL Rwys 5-23 L
REIL Rwys 5 and 23 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MC ALESTER, OKLAHOMA

AL-978 (FAA)

16035

RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)

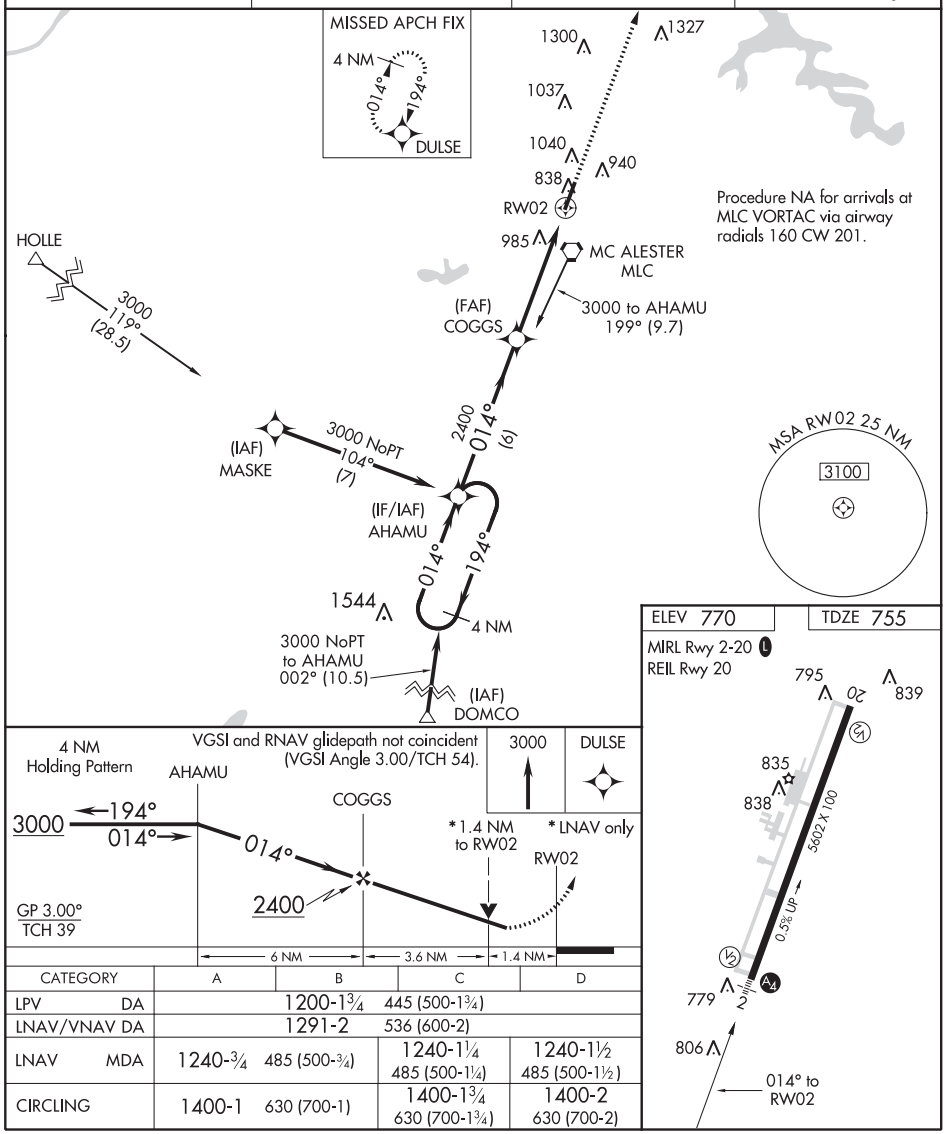
WAAS CH 50201 W02A	APP CRS 014°	Rwy ldg 5602 TDZE 755 Apt Elev 770

Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

MALS

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1200-1¾ 445 (500-1¾)			
LNAV/VNAV DA	1291-2 536 (600-2)			
LNAV MDA	1240-¾ 485 (500-¾)		1240-1¼ 485 (500-1¼)	1240-1½ 485 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

MC ALESTER, OKLAHOMA

Orig-A 24SEP09

34°53'N-95°47'W

MC ALESTER RGNL (MLC)

RNAV (GPS) RWY 2

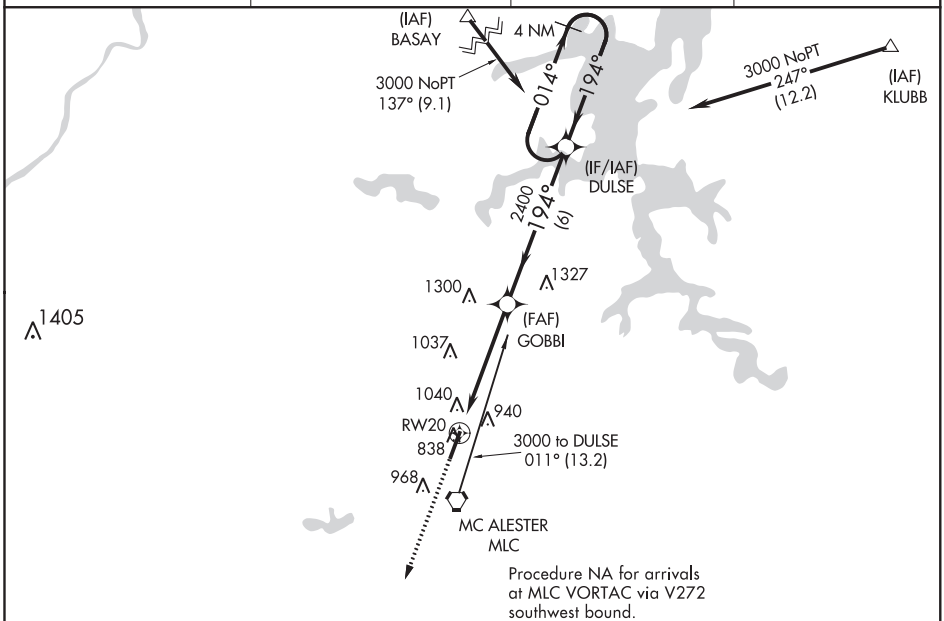
APP CRS	Rwy ldg	5602
194°	TDZE	770
	Apt Elev	770

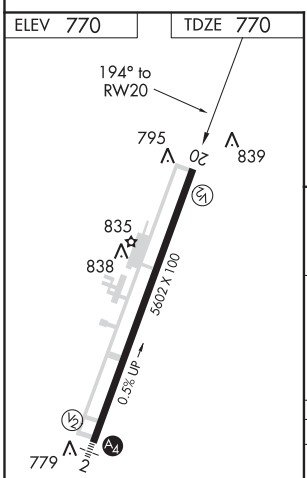
RNAV (GPS) RWY 20
MC ALESTER RGNL (MLC)

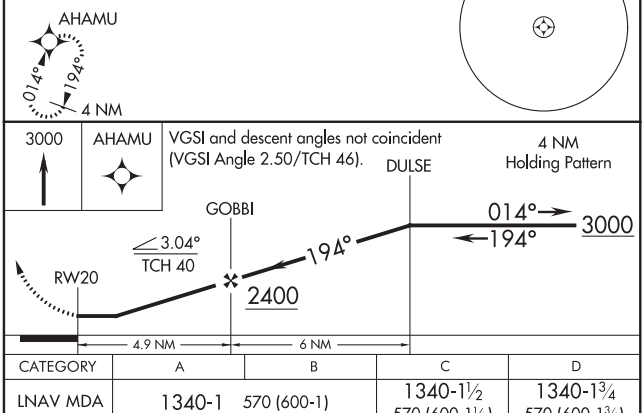
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	570 (600-1)	1340-1½ 570 (600-1½)	1340-1¾ 570 (600-1¾)
CIRCLING	1400-1	630 (700-1)	1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MC ALESTER, OKLAHOMA | AL-978 (FAA) | 16315

LOC RWY 2

MC ALESTER RGNL (MLC)

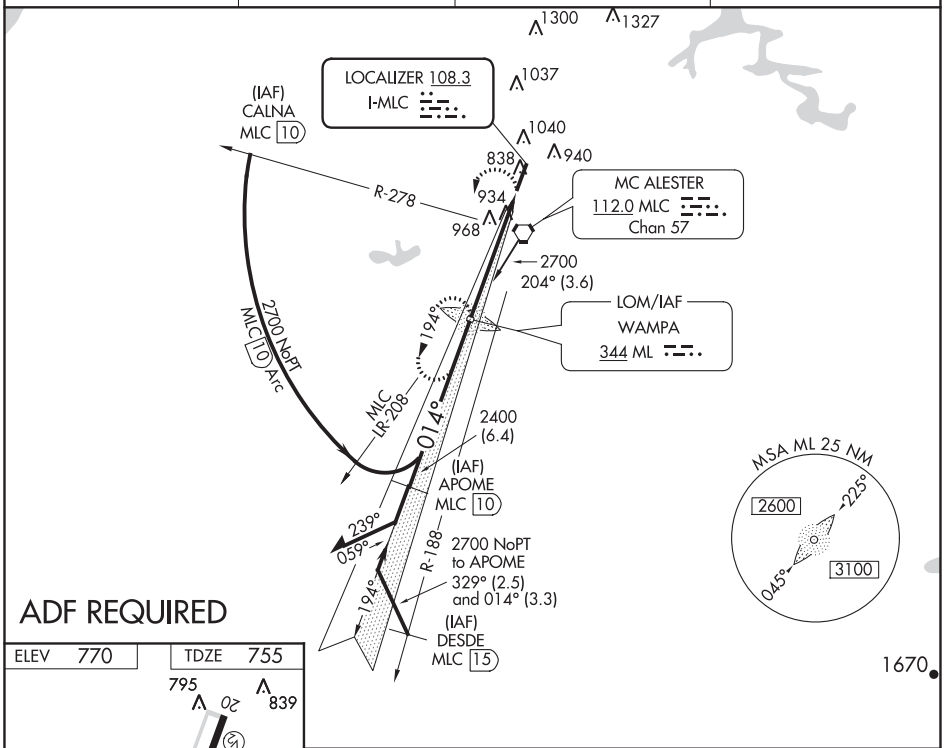
LOC I-MLC	APP CRS	Rwy ldg	5602
108.3	014°	TDZE	755
		Apt Elev	770

Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

MALS A2

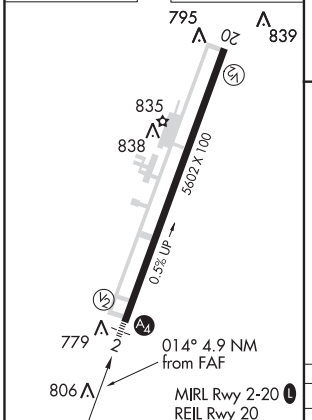
MISSED APPROACH: Climbing left turn to 2700 direct ML LOM and hold.

ASOS	FORT WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L



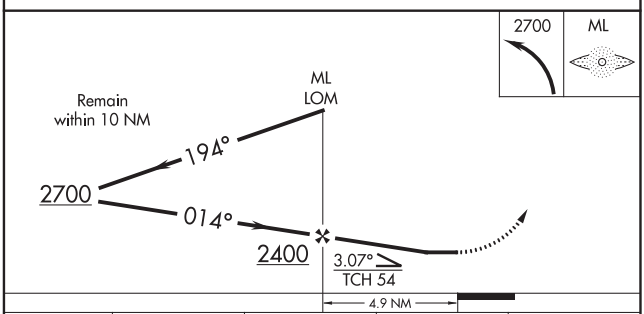
ADF REQUIRED

ELEV 770	TDZE 755



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-2	1200-¾ 445 (500-¾)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING	1400-1 630 (700-1)		1400-1¾ 630 (700-1¾)	1400-2 630 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

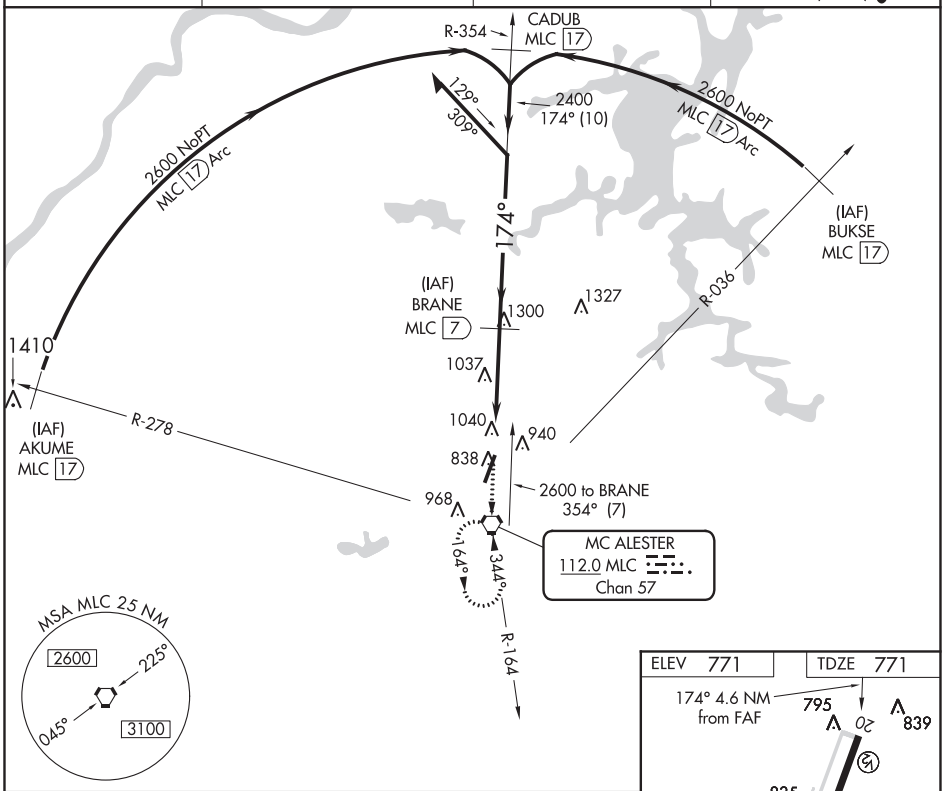
VORTAC MLC 112.0 Chan 57	APP CRS 174°	Rwy ldg 5602 TDZE 771 Apt Elev 771

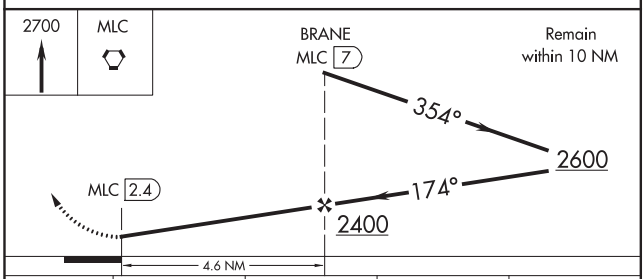
VOR/DME RWY 20
MC ALESTER RGNL (MLC)

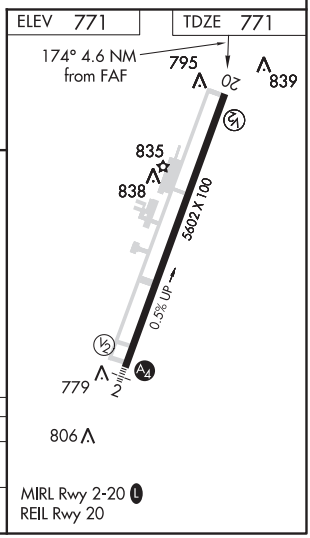
When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile. Night Landing: Rwy 20 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

ASOS	FORTH WORTH CENTER	MC ALESTER RADIO	UNICOM
135.125	132.2 338.35	122.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
S-20	1340-1 569 (600-1)		1340-1½ 569 (600-1½)	1340-1¾ 569 (600-1¾)
CIRCLING	1400-1 629 (700-1)		1400-1¾ 629 (700-1¾)	1400-2 629 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MC GEHEE, ARKANSAS AL-6378 (FAA) 14149

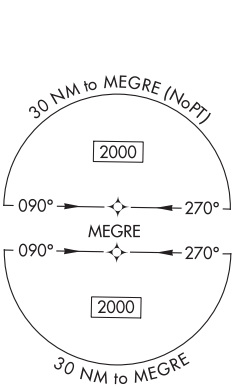
RNAV (GPS) RWY 18
MC GEHEE MUNI (7M1)

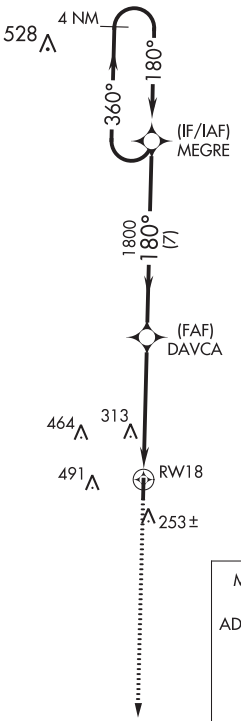
WAAS CH 86425 W18A	APP CRS 180°	Rwy ldg 4007 TDZE 141 Apt Elev 141

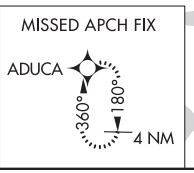
Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

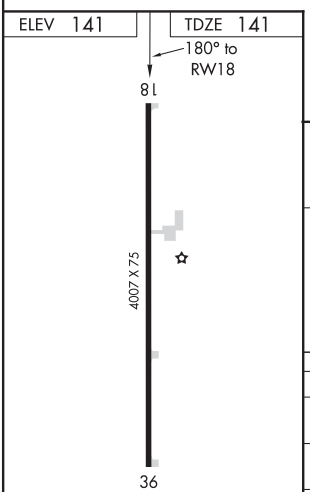
MISSED APPROACH: Climb to 2000 direct ADUCA and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9

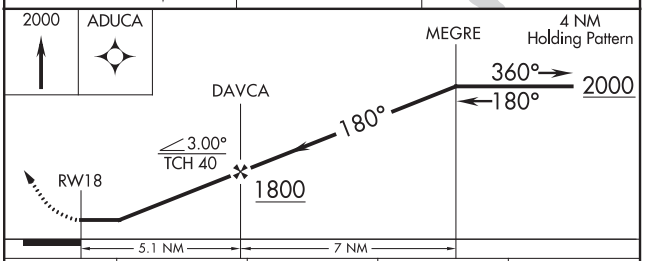








MIRL Rwy 18-36



CATEGORY	A	B	C	D
LP MDA	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA
LNAV MDA	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA
CIRCLING	680-1	539 (600-1)	680-1½ 539 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

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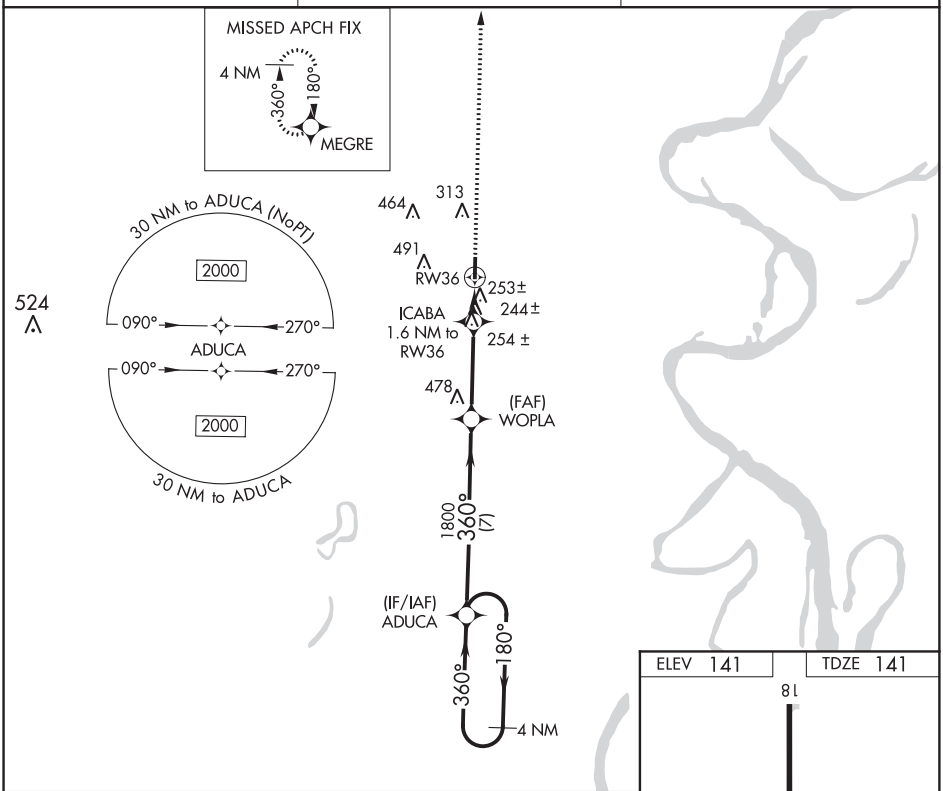
RNAV (GPS) RWY 36
MC GEHEE MUNI (7M1)

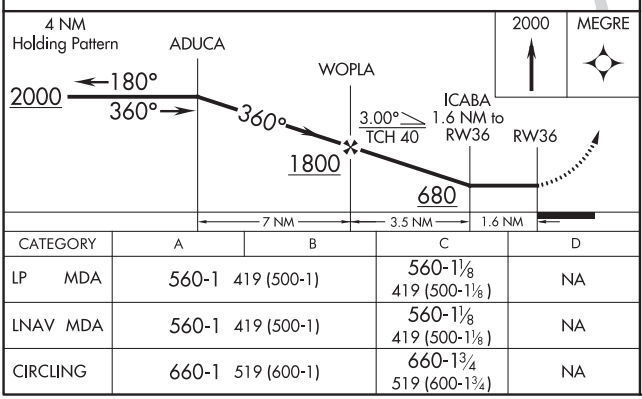
WAAS CH 61025 W36A	APP CRS 360°	Rwy ldg 4007 TDZE 141 Apt Elev 141

Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

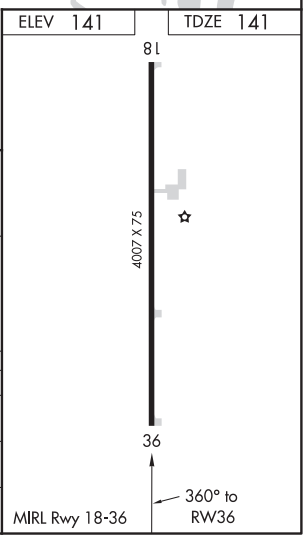
MISSED APPROACH: Climb to 2000 direct MEGRE and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9





CATEGORY	A	B	C	D
LP MDA	560-1 419 (500-1)		560-1⅛ 419 (500-1⅛)	NA
LNAV MDA	560-1 419 (500-1)		560-1⅛ 419 (500-1⅛)	NA
CIRCLING	660-1 519 (600-1)		660-1¾ 519 (600-1¾)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MC GEHEE, ARKANSAS | AL-6378 (FAA) | 11349

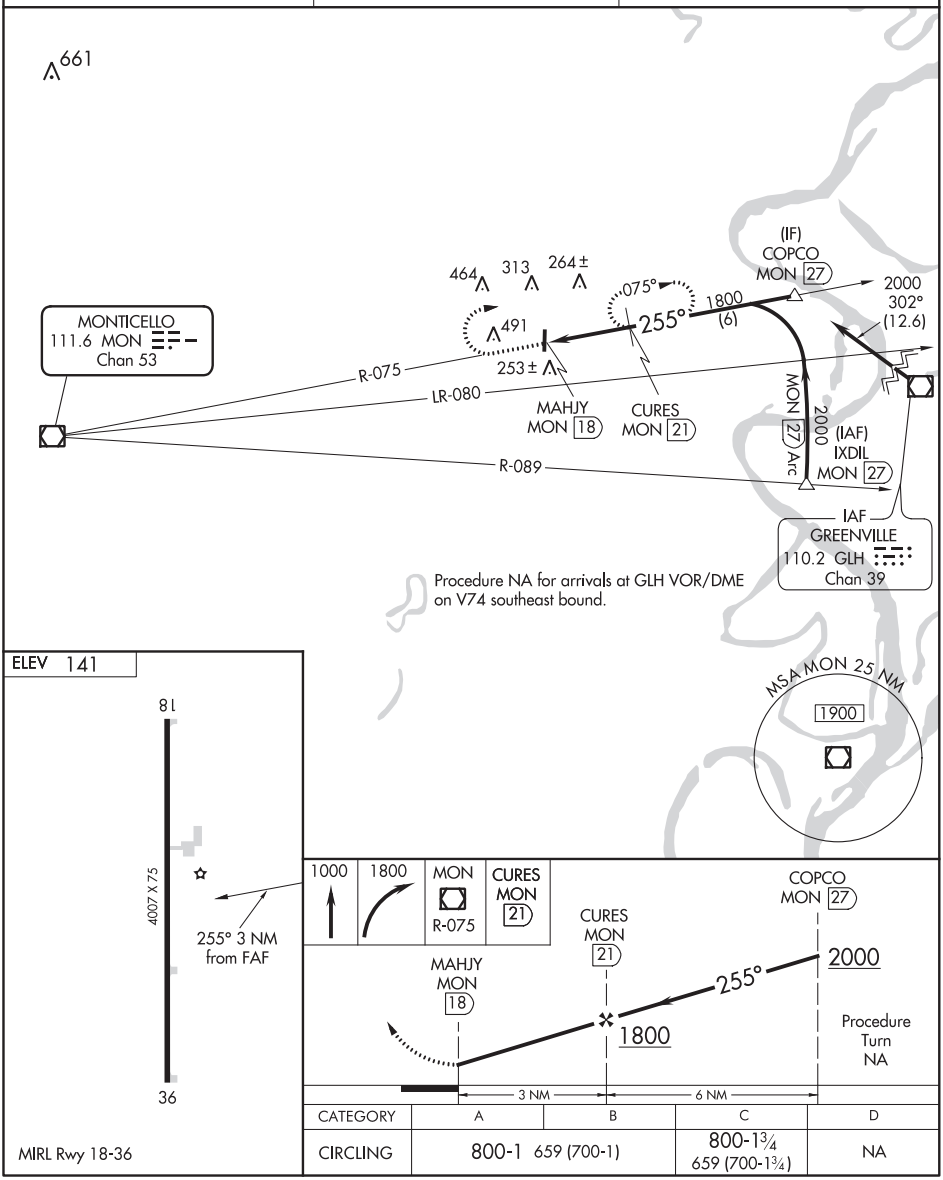
VOR/DME-A
MC GEHEE MUNI (7M1)

VOR/DME MON 111.6 Chan 53	APP CRS 255°	Rwy ldg N/A TDZE N/A Apt Elev 141

Circling NA West of Rwy 18-36. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 20 feet and increase Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 on MON VOR/DME R-075 to CURES/MON 21 DME and hold.

GREENVILLE ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9



CATEGORY	A	B	C	D
CIRCLING	800-1 659 (700-1)		800-1¾ 659 (700-1¾)	NA

MIRL Rwy 18-36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

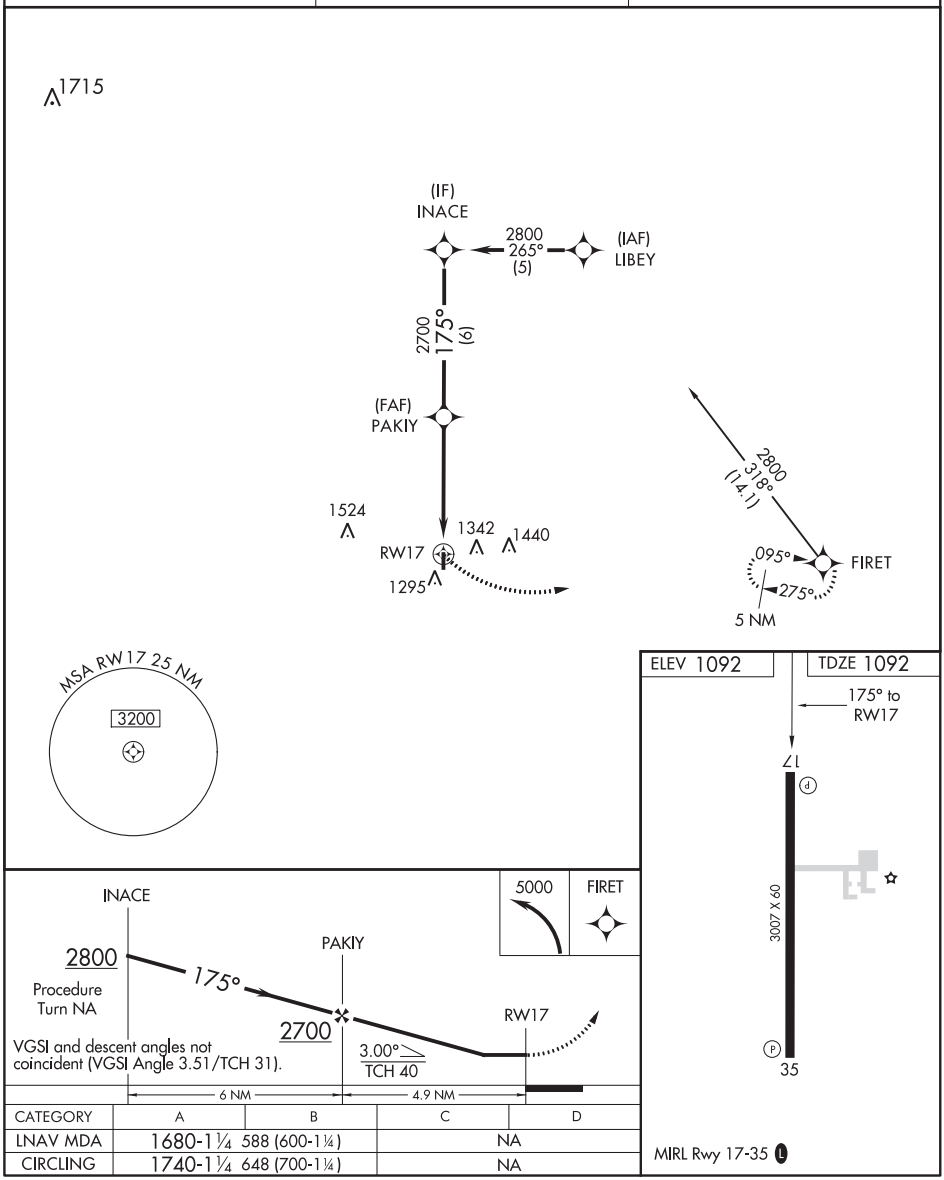
APP CRS	Rwy ldg	3007
175°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 17
MEDFORD MUNI (O53)

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PONCA CITY ASOS	VANCE APP CON*	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 588 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MEDFORD, OKLAHOMA

AL-6731 (FAA)

13066

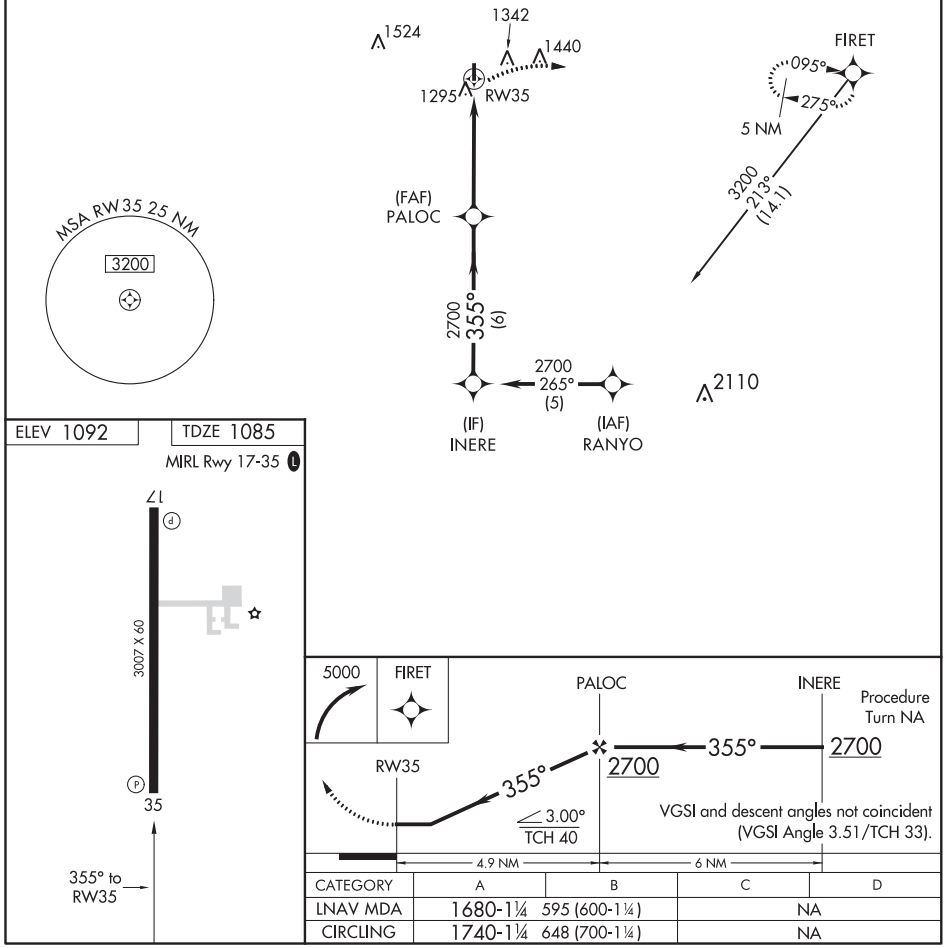
RNAV (GPS) RWY 35
MEDFORD MUNI (O53)

APP CRS	Rwy ldg	3007
355°	TDZE	1085
	Apt Elev	1092

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

PONCA CITY ASOS	VANCE APP CON*	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 595 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

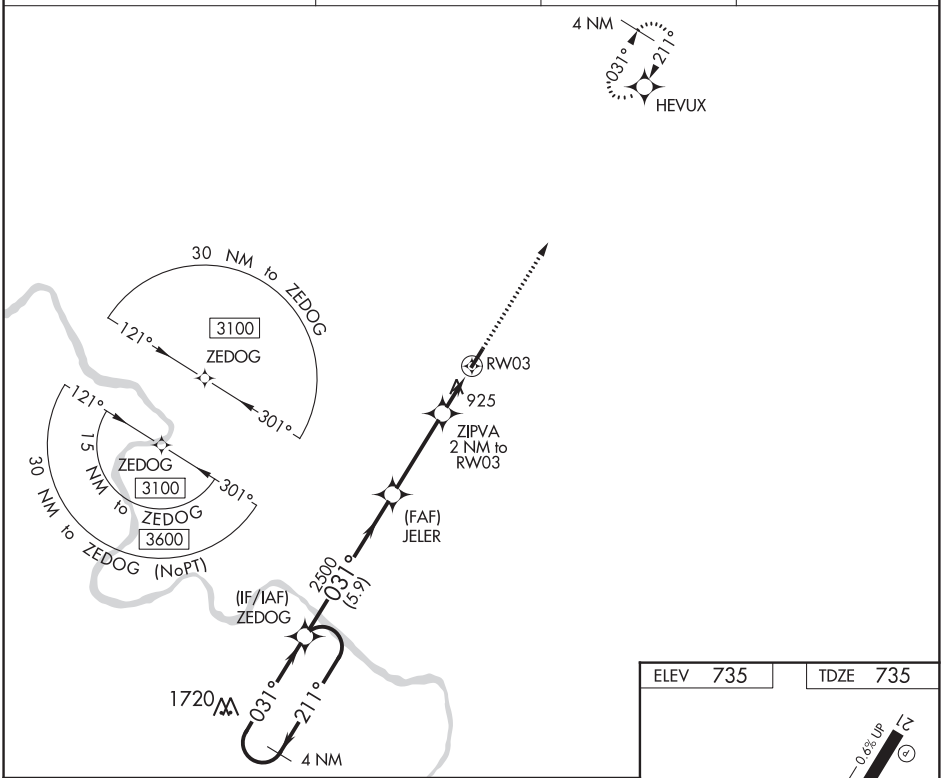
WAAS CH 86434 W03A	APP CRS 031°	Rwy ldg 4003 TDZE 735 Apt Elev 735

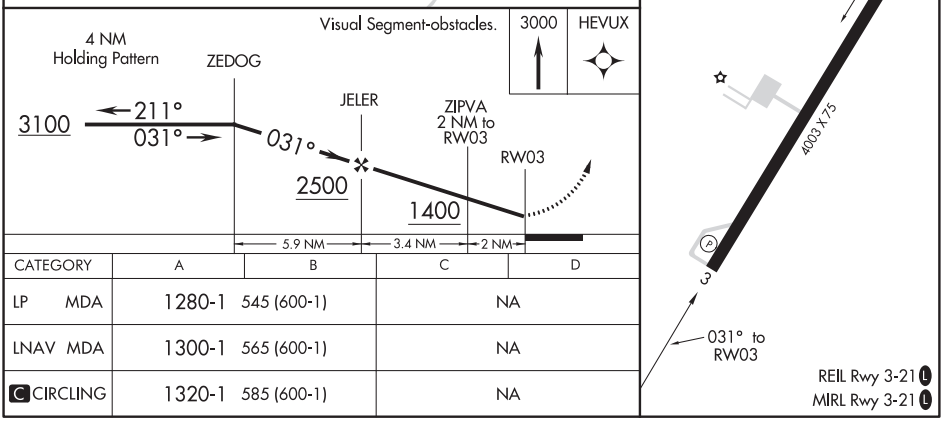
RNAV (GPS) RWY 3
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

T A NA — DME/DME RNP-0.3 NA. Use Batesville altimeter setting, when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HEVUX and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	
126.375	126.85 281.55	122.9	122.95 L





CATEGORY	A	B	C	D
LP MDA	1280-1 545 (600-1)		NA	
LNAV MDA	1300-1 565 (600-1)		NA	
C CIRCLING	1320-1 585 (600-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MELBOURNE, ARKANSAS | AL-10190 (FAA) | 16287

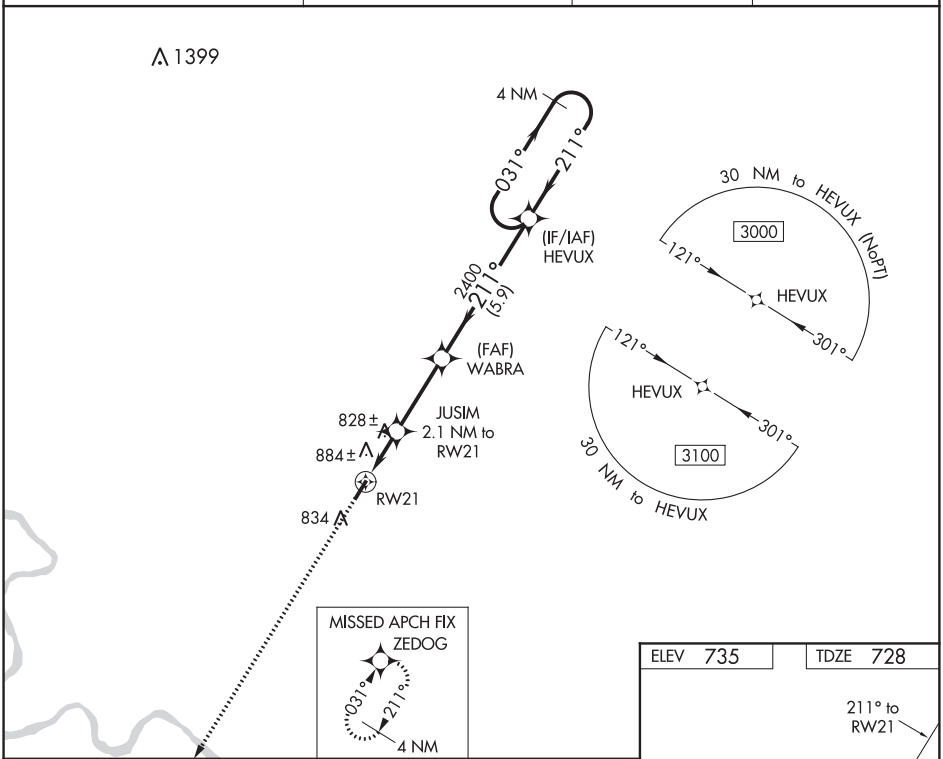
WAAS CH 82131 W21A	APP CRS 211°	Rwy ldg 4003 TDZE 728 Apt Elev 735

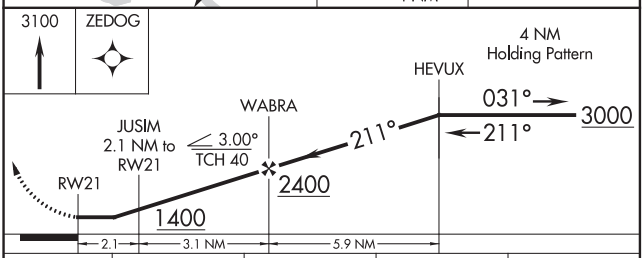
RNAV (GPS) RWY 21
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

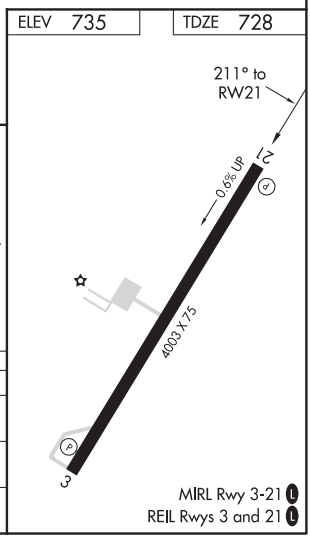
T A NA — DME/DME RNP-0.3 NA. Use Batesville altimeter setting; when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

BATESVILLE REGIONAL AWOS-3	MEMPHIS CENTER	CTAF	
126.375	126.85 281.55	122.9	122.95 L







CATEGORY	A	B	C	D
LP MDA	1180-1	452 (500-1)	NA	
LNAV MDA	1240-1	512 (600-1)	NA	
C CIRCLING	1320-1	585 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME I-VMU	APP CRS	Rwy ldg	6001
108.7	269°	TDZE	1058
Chan 24		Apt Elev	1079

ILS or LOC RWY 27

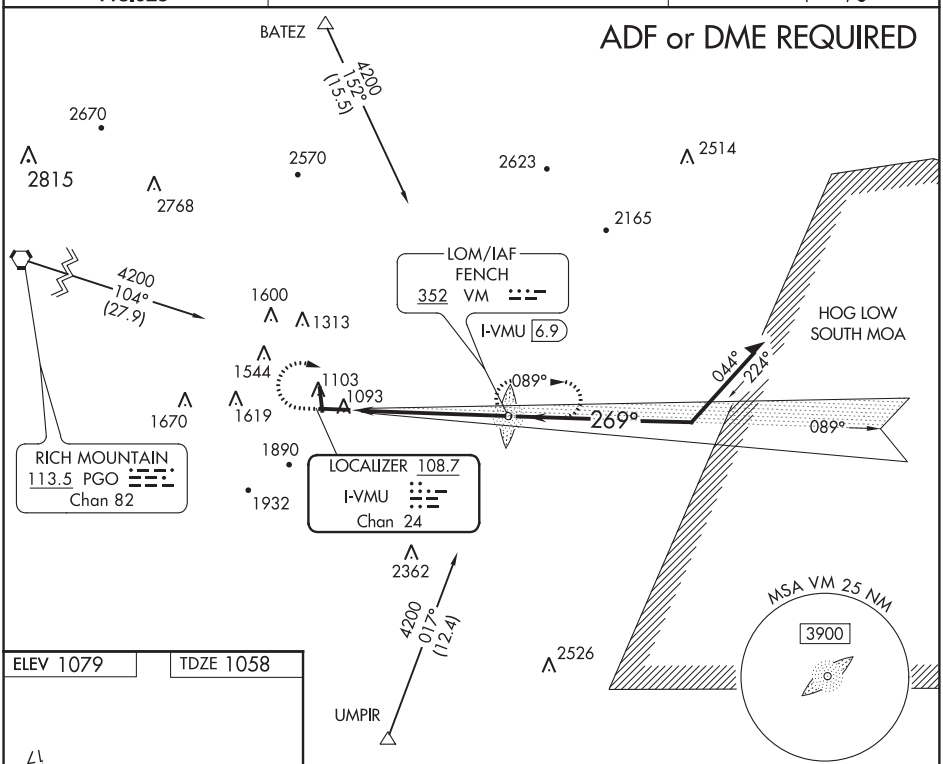
MENA INTERMOUNTAIN MUNI (MEZ)

T
NA

ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities ½ mile, S-LOC 27 Cat B visibility ¼ mile Cat C visibility ½ mile and Circling Cat A/B ¼ mile. VDP NA when using Fort Smith Rgnl altimeter setting.

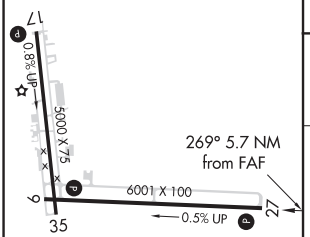
MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/ I-VMU 6.9 DME and hold.

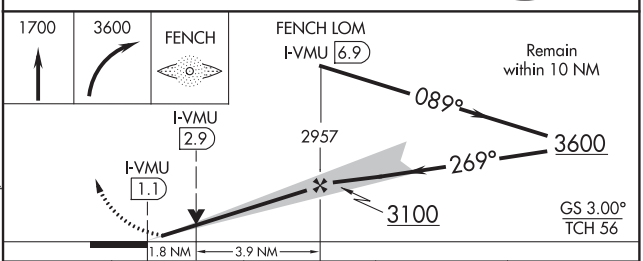
AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1079 | TDZE 1058





MIRL Rwy 9-27 and 17-35 L
REIL Rwys 9, 27 and 35 L

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

CATEGORY	A	B	C	D
S-ILS 27	1458-1½ 400 (400-1½)			NA
S-LOC 27	1660-1 602 (600-1)		1660-1¾ 602 (600-1¾)	NA
CIRCLING	1880-1 801 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA

MENA, ARKANSAS

AL-6002 (FAA)

16035

RNAV (GPS) RWY 17

MENA INTERMOUNTAIN MUNI (MEZ)

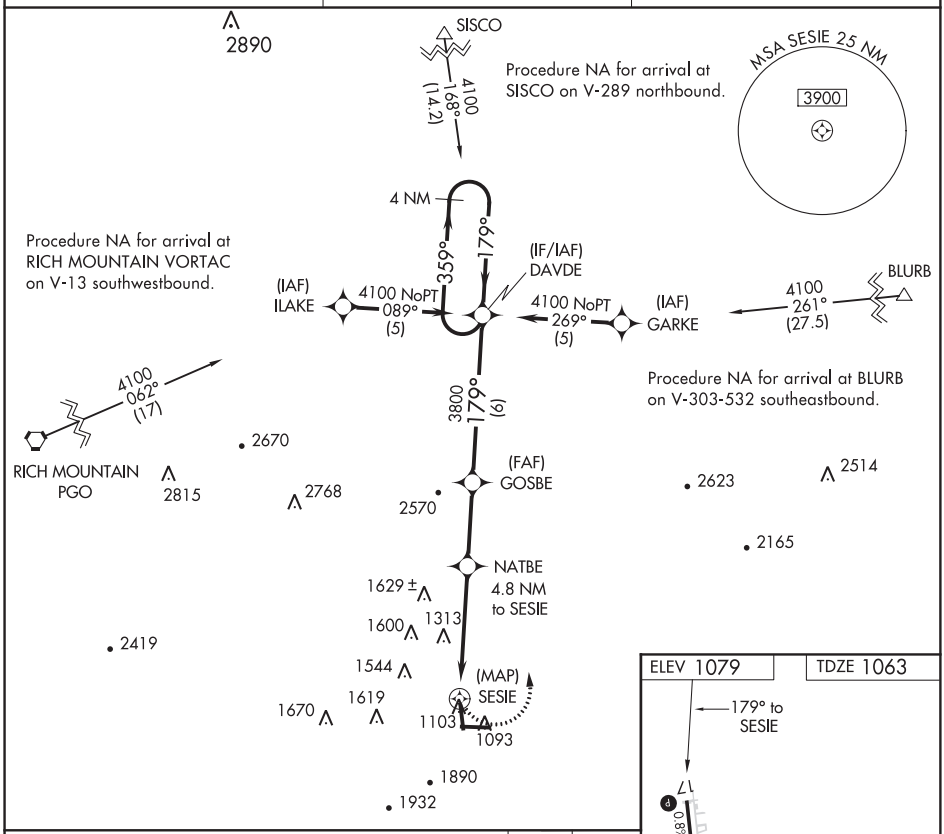
APP CRS	Rwy ldg	5000
179°	TDZE	1063
	Apt Elev	1079

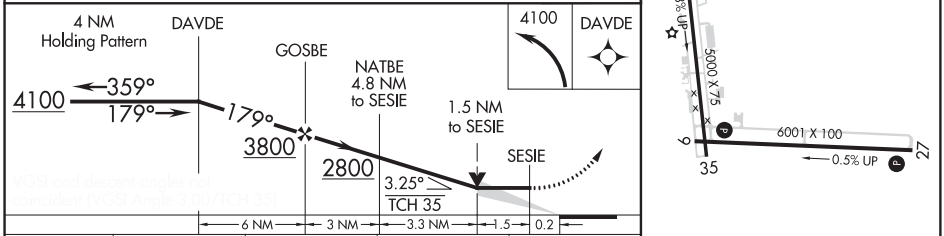
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-1 577 (600-1)		1640-1½ 577 (600-1½)	NA
CIRCLING	1840-1 761 (800-1)	1880-1¼ 801 (900-1¼)	2000-2¾ 921 (1000-2¾)	NA

MIRL Rwys 9-27 and 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VORTAC PGO 113.5 Chan 82	APP CRS 108°	Rwy ldg N/A TDZE N/A Apt Elev 1079

VOR/DME-A

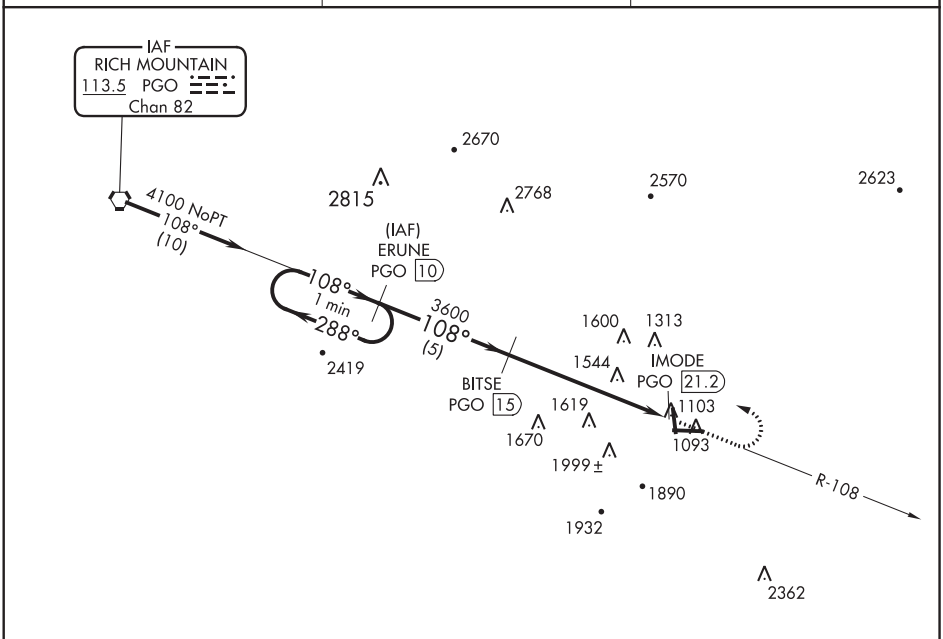
MENA INTERMOUNTAIN MUNI (MEZ)

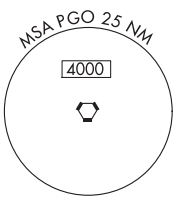
If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.

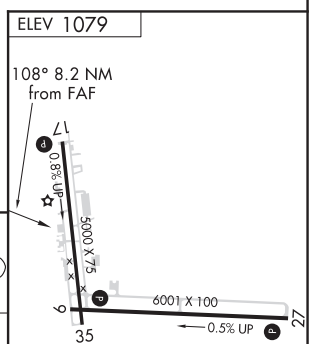
NA

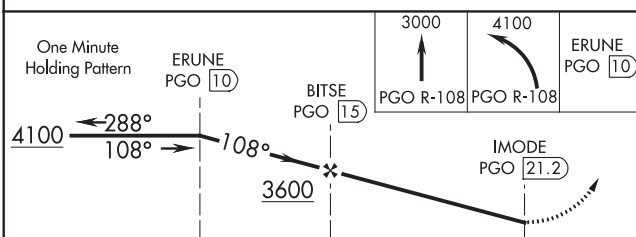
MISSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	2260-1¼ 1181 (1200-1¼)	2260-1½ 1181 (1200-1½)	2260-3 1181 (1200-3)	NA

MIRL Rwys 9-27 and 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MENA, ARKANSAS

AL-6002 (FAA)

16035

NDB RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

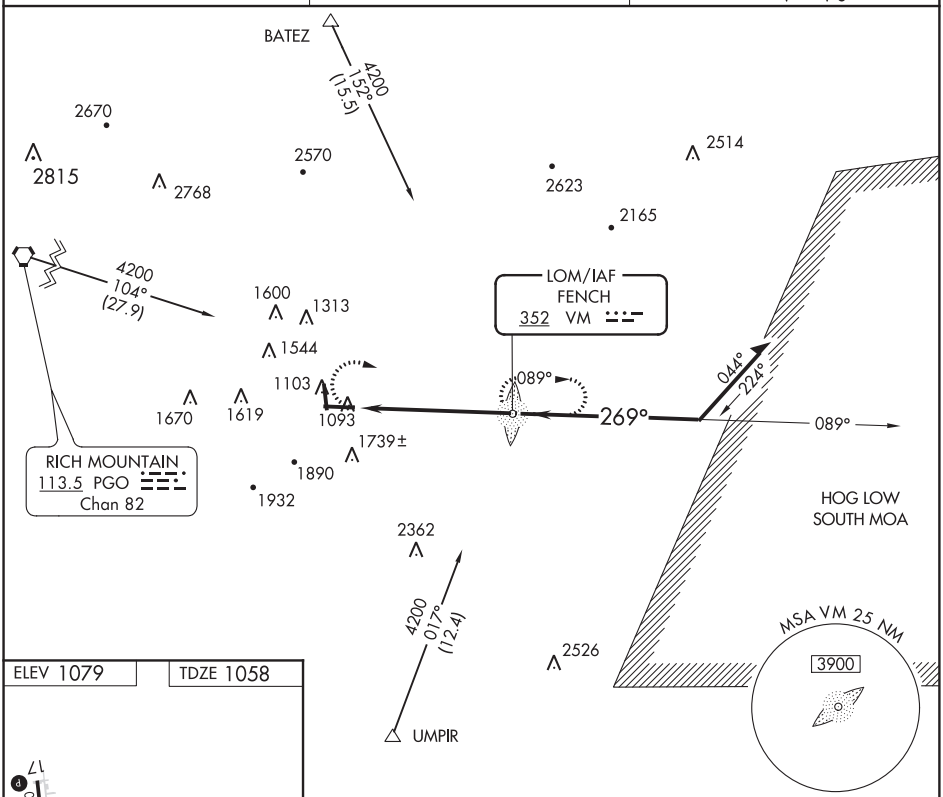
LOM VM	APP CRS	Rwy ldg / TDZE / Apt Elev
352	269°	6001 / 1058 / 1079

When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities ¼ mile, S-27 Cat C visibility ½ mile, and Circling Cat A/B ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.

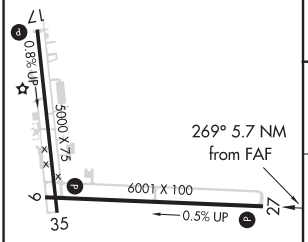
AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

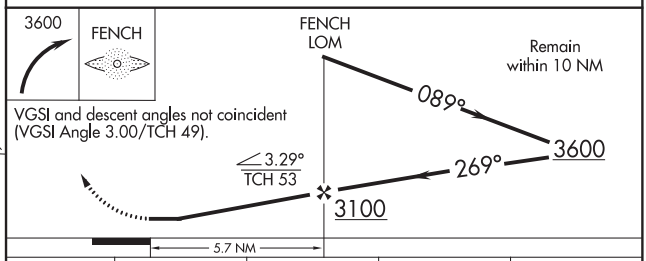
SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1079 | TDZE 1058



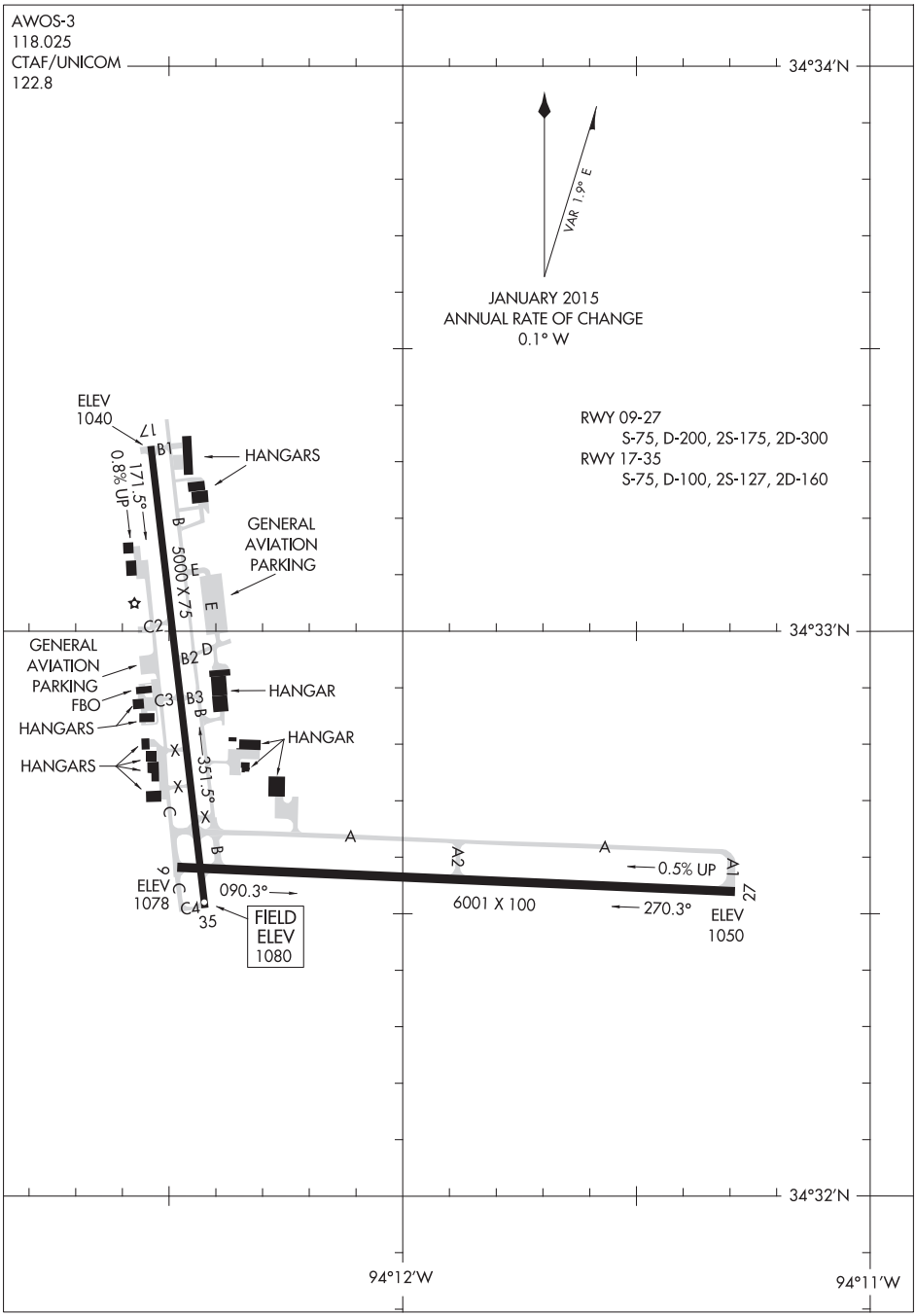
MIRL Rwys 9-27 and 17-35 L
REIL Rwys 9, 27 and 35 L

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



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).

CATEGORY	A	B	C	D
S-27	1920-1 862 (900-1)	1920-1¼ 862 (900-1¼)	1920-2½ 862 (900-2½)	NA
CIRCLING	1920-1 841 (900-1)	1940-1¼ 861 (900-1¼)	2060-3 981 (1000-3)	NA


AWOS-3
118.025
CTAF/UNICOM
122.8
34°34′N
VAR 1.9° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W
RWY 09-27
S-75, D-200, 2S-175, 2D-300
RWY 17-35
S-75, D-100, 2S-127, 2D-160
ELEV
1040
17
B1
HANGARS
171.5°
0.8% UP
B
5000 X 75
E
GENERAL
AVIATION
PARKING
C2
34°33′N
GENERAL
AVIATION
PARKING
FBO
C3
B2
D
B3
HANGAR
HANGARS
HANGAR
HANGARS
X
351.5°
C
A
A2
A
0.5% UP
A1
27
ELEV
1078
C
C4
35
090.3°
FIELD
ELEV
1080
6001 X 100
270.3°
ELEV
1050
34°32′N
94°12′W
94°11′W

MIAMI, OKLAHOMA

AL-6012 (FAA)

16203

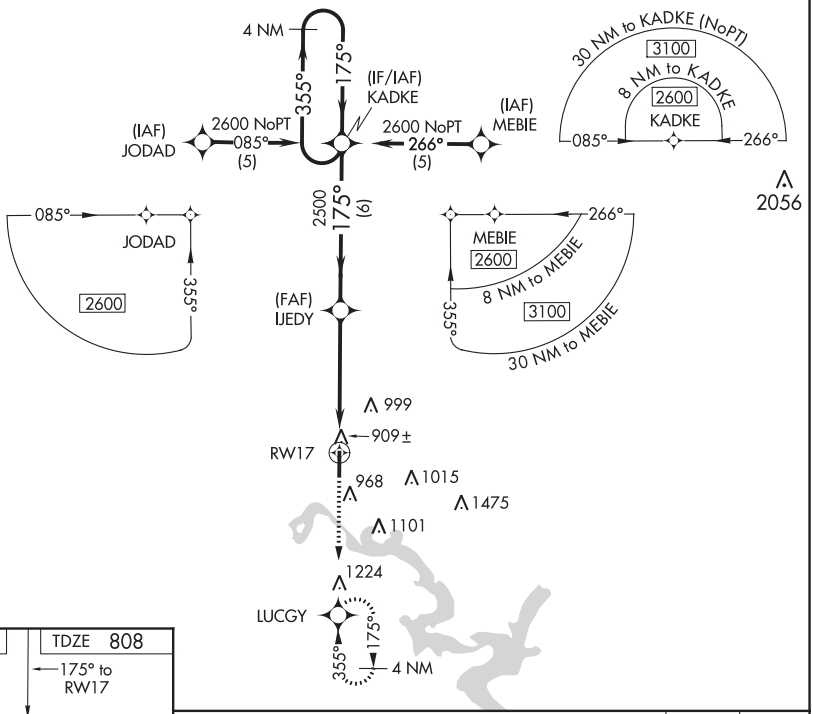
RNAV (GPS) RWY 17
MIAMI RGNL (MIO)

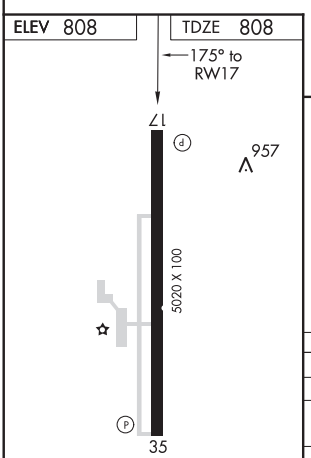
APP CRS	Rwy ldg	5020
175°	TDZE	808
	Apt Elev	808

Use Joplin Regional altimeter setting.
Baro VNAV NA. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

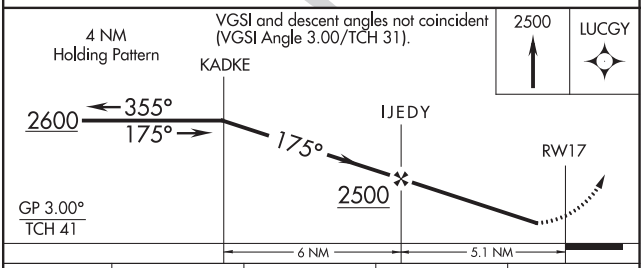
MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF)





MIRL Rwy 17-35



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1240-1½ 432 (500-1½)			NA
LNAV MDA	1300-1 492 (500-1)		1300-1¼ 492 (500-1¼)	NA
CIRCLING	1360-1 522 (600-1)		1360-1½ 522 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME-A
MIAMI RGNL (MIO)

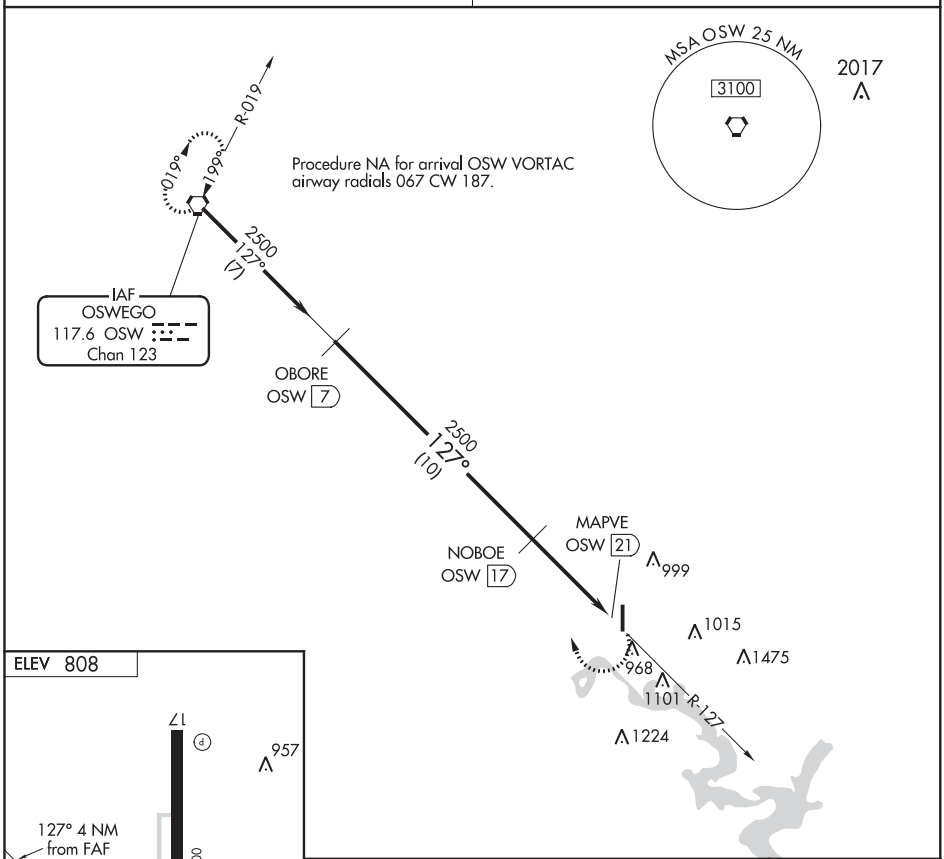
VORTAC OSW 117.6 Chan 123	APP CRS 127°	Rwy ldg N/A TDZE N/A Apt Elev 808

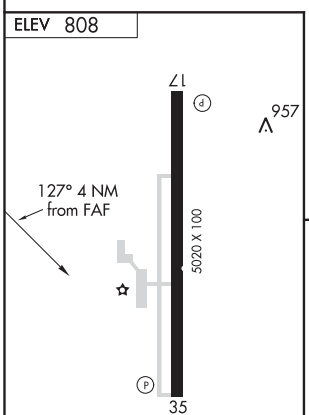
T A NA

Use Joplin Regional altimeter setting.
Helicopter visibilty reduction below ¾ SM NA.

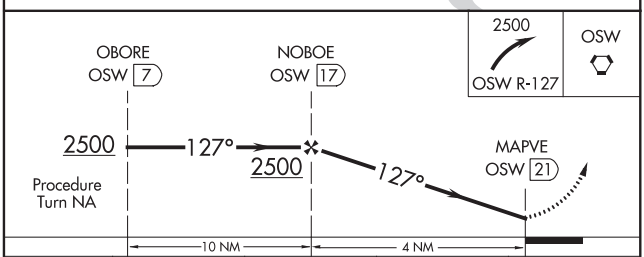
MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L





MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
CIRCLING	1360-1 552 (600-1)	1360-1¼ 552 (600-1¼)	1360-1½ 552 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MONTICELLO, ARKANSAS

AL-5695 (FAA)

14149

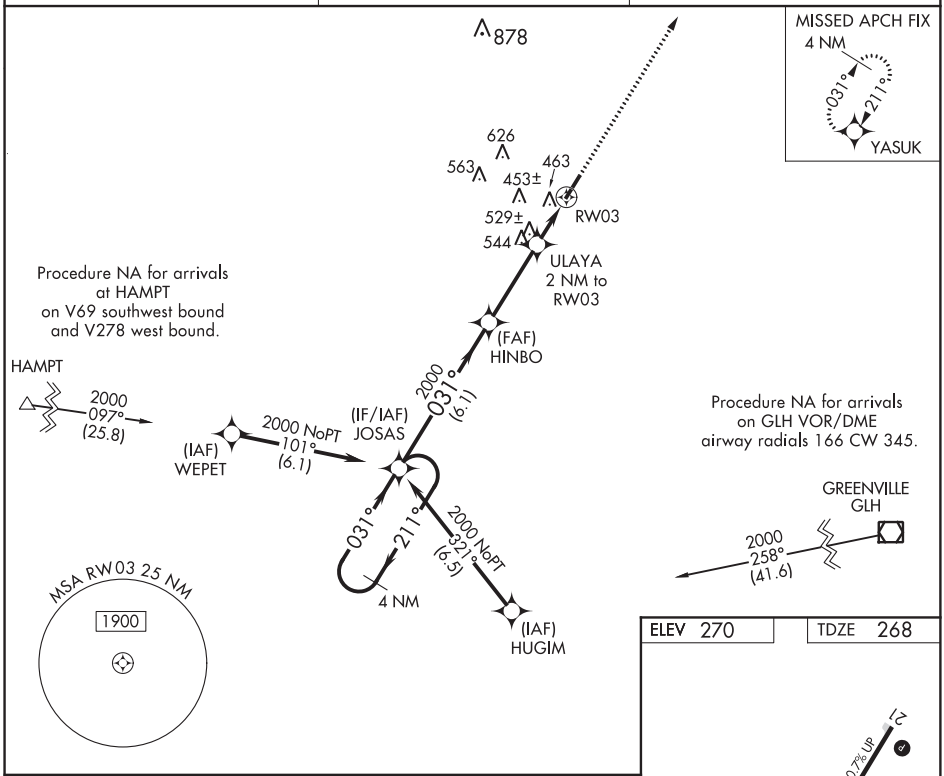
RNAV (GPS) RWY 3
MONTICELLO MUNI/ELLIS FIELD (LLQ)

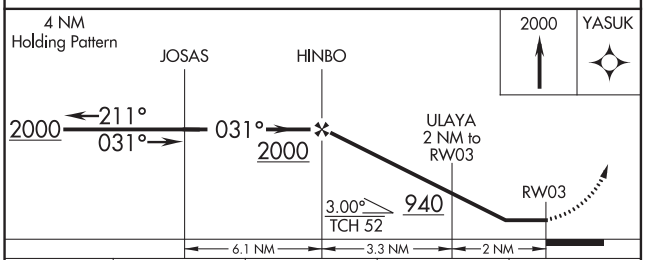
APP CRS	Rwy ldg	5020
031°	TDZE	268
	Apt Elev	270

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and visibility, LNAV Cat C ⅜ mile, and Circling Cat C ¼ mile. When VGSI inop, Straight-in/Circling Rwy 3 procedure NA at night. When VGSI inop, Circling Rwy 21 NA at night.

MISSED APPROACH: Climb to 2000 direct YASUK and hold.

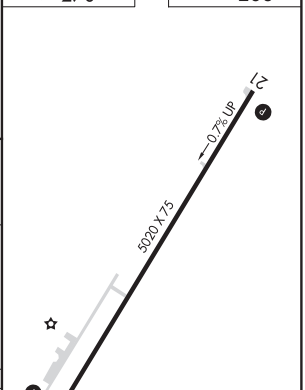
ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1 552 (600-1)		820-1⅝ 552 (600-1⅝)	NA
CIRCLING	820-1 550 (600-1)		820-1⅝ 550 (600-1⅝)	NA

ELEV 270 | TDZE 268



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

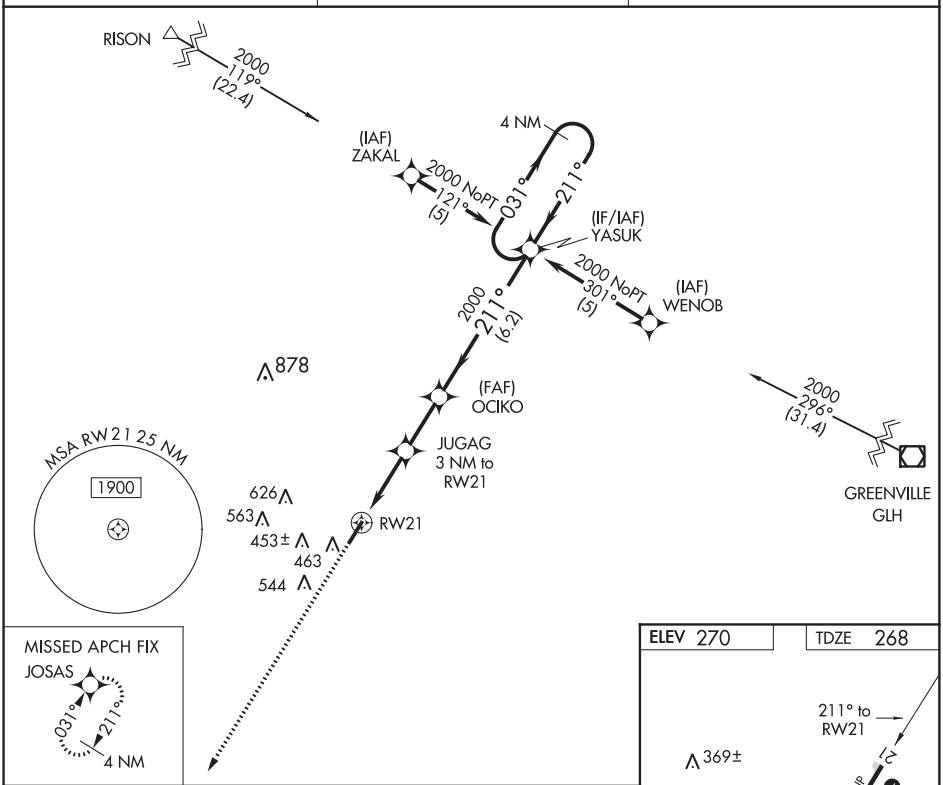
APP CRS	Rwy ldg	5020
211°	TDZE	268
	Apt Elev	270

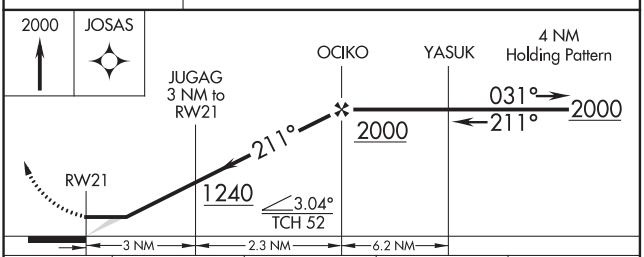
RNAV (GPS) RWY 21
MONTICELLO MUNI/ELLIS FIELD (LLQ)

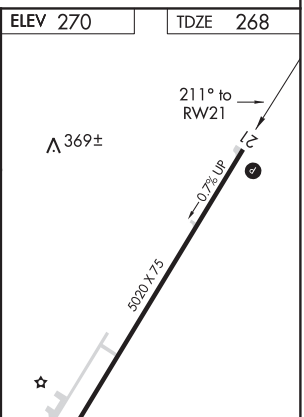
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff alitmeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When VGSI inop, Circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LNAV MDA	620-1 352 (400-1)			NA
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MONTICELLO, ARKANSAS AL-5695 (FAA) 12208

VOR-A

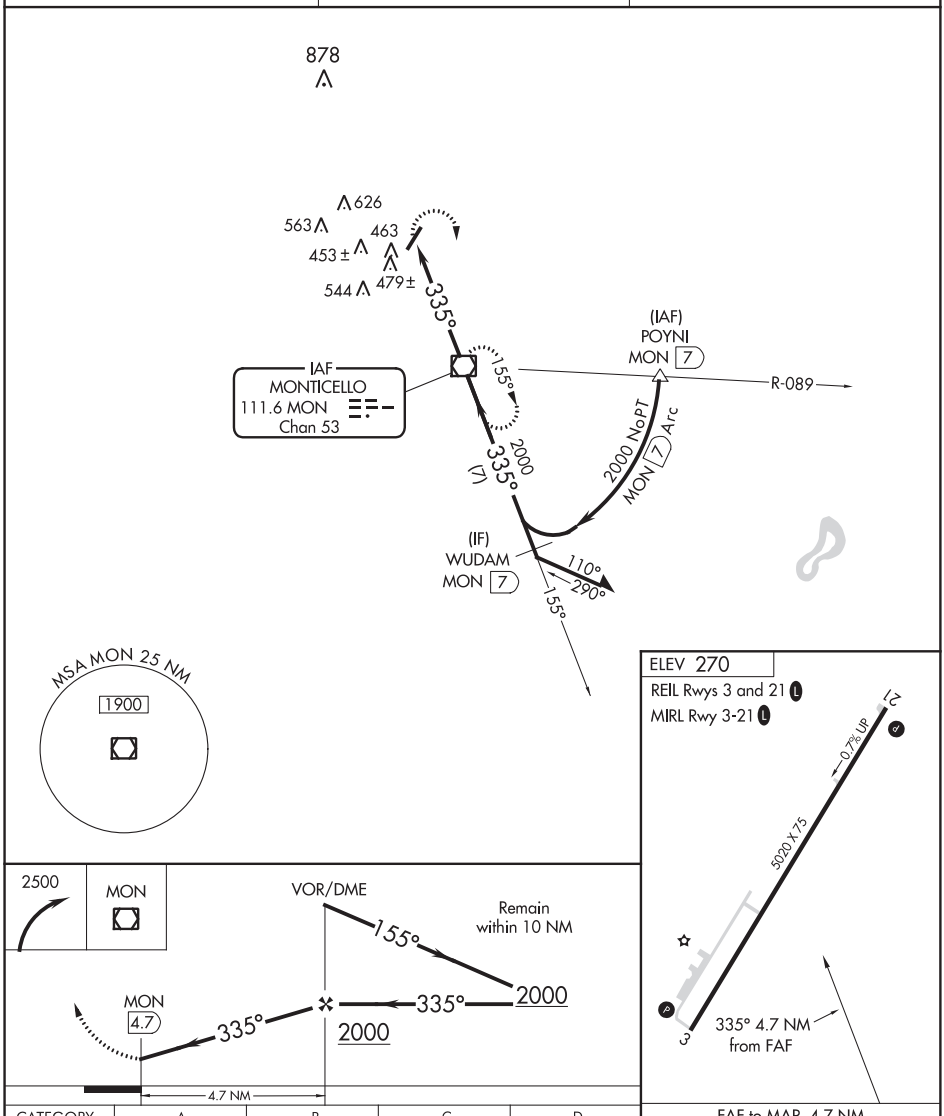
MONTICELLO MUNI/ELLIS FIELD (LLQ)

VOR/DME MON	APP CRS	Rwy ldg	N/A
111.6	335°	TDZE	N/A
Chan 53		Apt Elev	270

When local altimeter setting not received, use Pine Bluff alimeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile. When VGSI inop, Circling Rwy 3/21 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	800-1 530 (600-1)		800-1½ 530 (600-1½)	NA

FAF to MAP 4.7 NM

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	3500
172°	TDZE	1970
	Apt Elev	1970

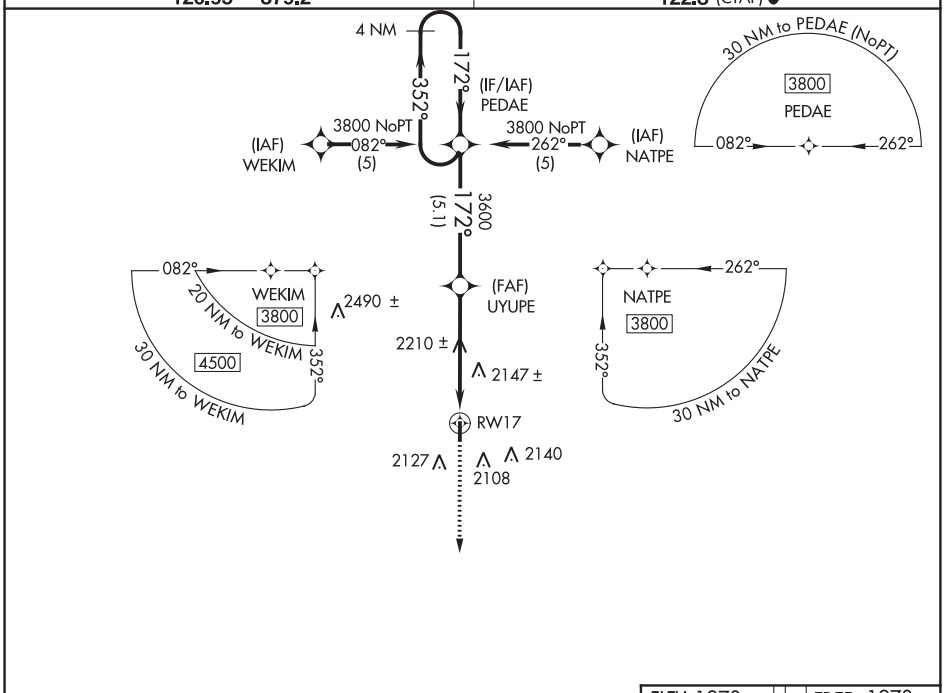
RNAV (GPS) RWY 17
MOORELAND MUNI (MDF)

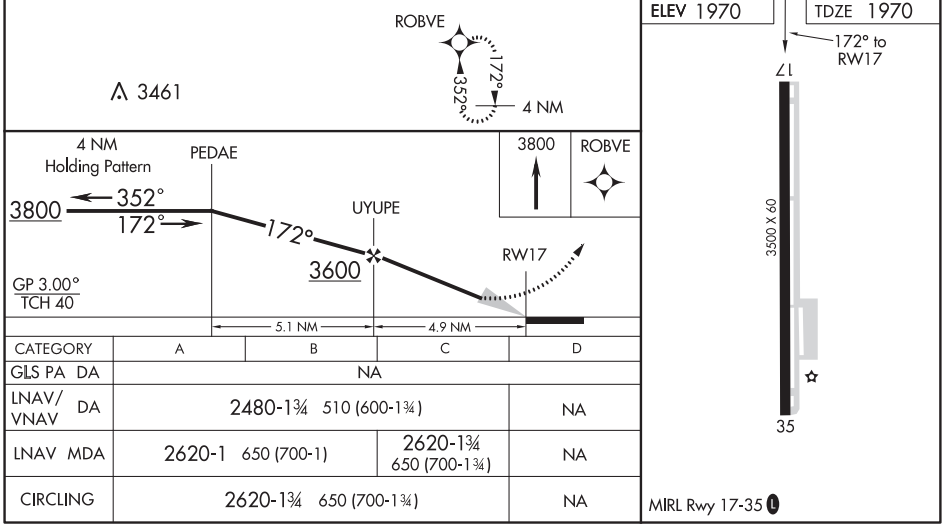
Use Gage altimeter setting, if not received procedure NA.
NA Baro-VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold.

KANSAS CITY CENTER
126.95 379.2

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	2480-1¾ 510 (600-1¾)			NA
LNAV MDA	2620-1 650 (700-1)		2620-1¾ 650 (700-1¾)	NA
CIRCLING	2620-1¾ 650 (700-1¾)			NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MORRILTON, ARKANSAS

AL-6933 (FAA)

16091

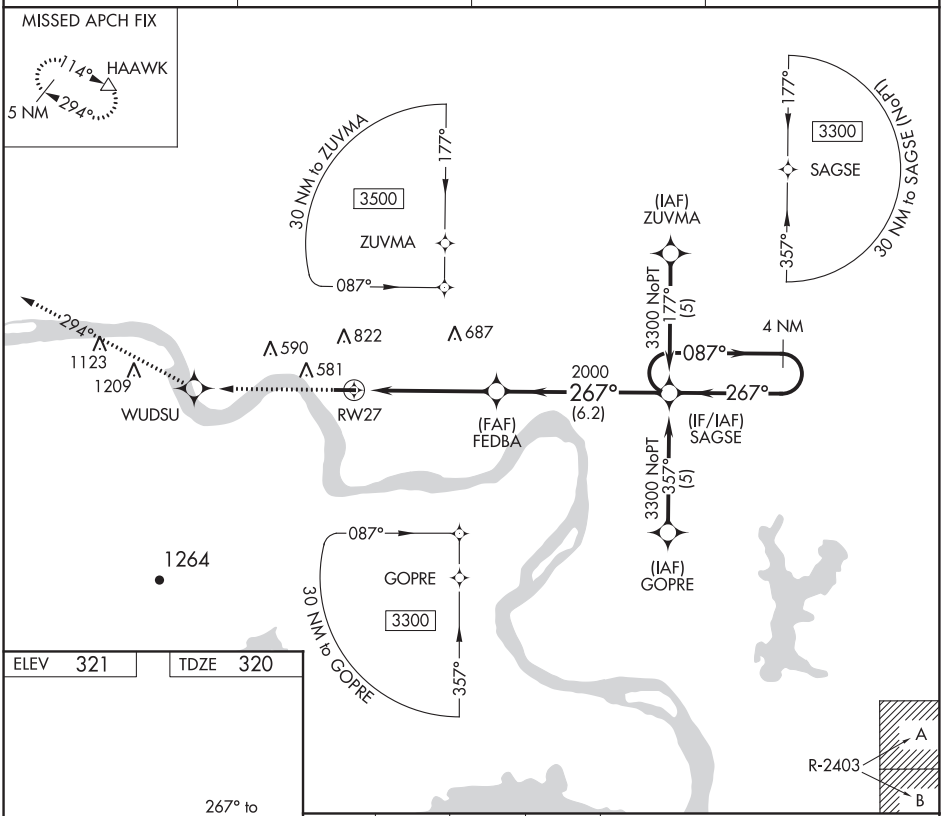
RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)

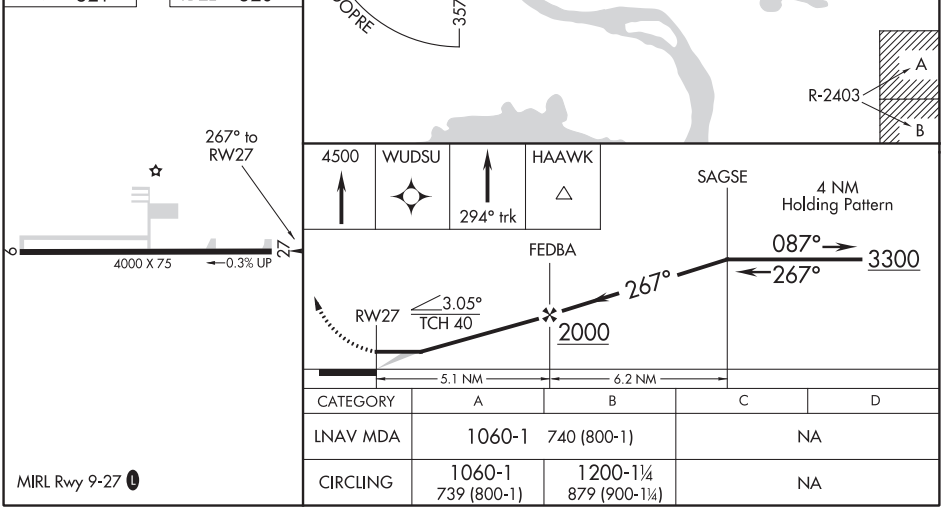
APP CRS	Rwy ldg	4000
267°	TDZE	320
	Apt Elev	321

DME/DME RNP-0.3 NA. Use Russellville altimeter setting, when not received, use Little Rock altimeter setting.

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

RUSSELLVILLE AWOS	MEMPHIS CENTER	UNICOM	
132.475	128.475 377.15	122.8 (CTAF)	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1060-1 740 (800-1)		NA	
CIRCLING	1060-1 739 (800-1)	1200-1¼ 879 (900-1¼)	NA	

MIRL Rwy 9-27 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

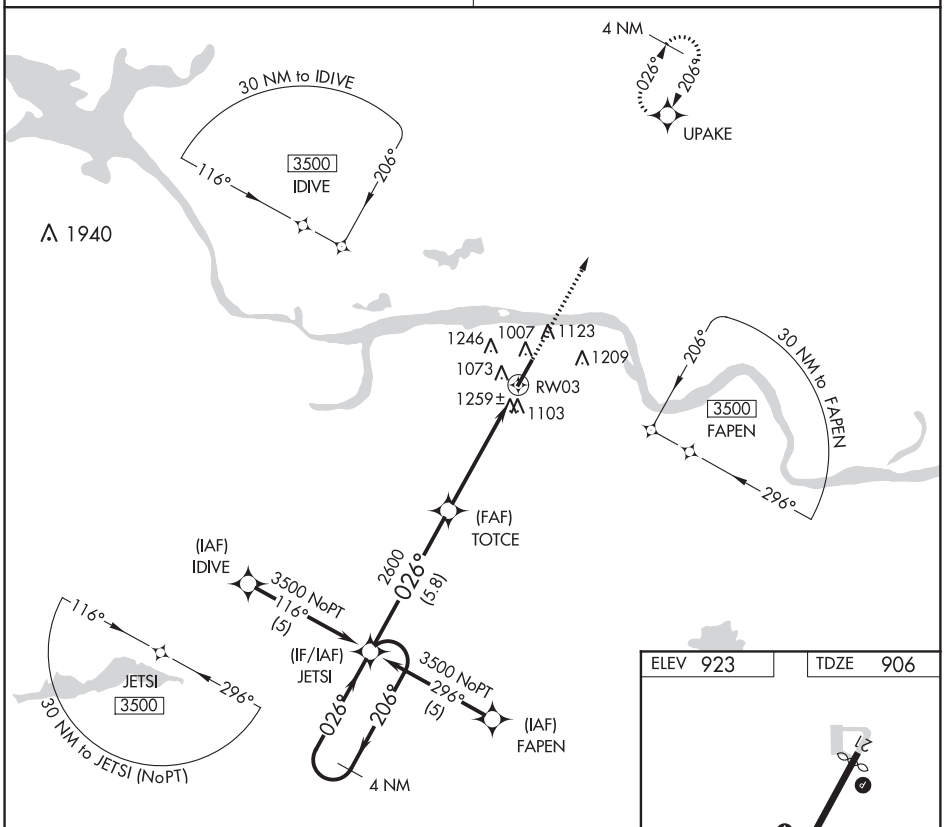
APP CRS	Rwy ldg	5414
026°	TDZE	906
	Apt Elev	923

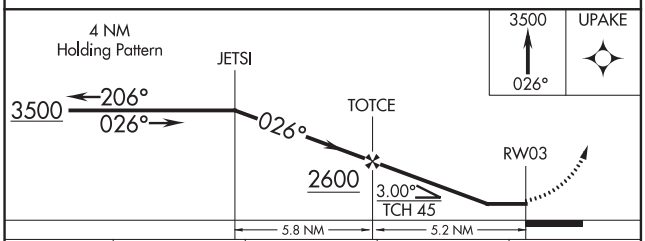
RNAV (GPS) RWY 3
MORRILTON/PETIT JEAN PARK (MPJ)

Use Russellville altimeter setting.
NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

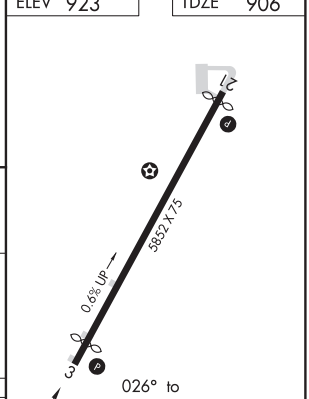
MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER	CTAF
128.475 377.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1620-1 714 (800-1)		1620-2 714 (800-2)	NA
CIRCLING	1660-1 737 (800-1)	1720-1¼ 797 (800-1¼)	1720-2¼ 797 (800-2¼)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MOUNTAIN HOME, ARKANSAS

AL-5406 (FAA)

16175

ILS or LOC/DME RWY 5

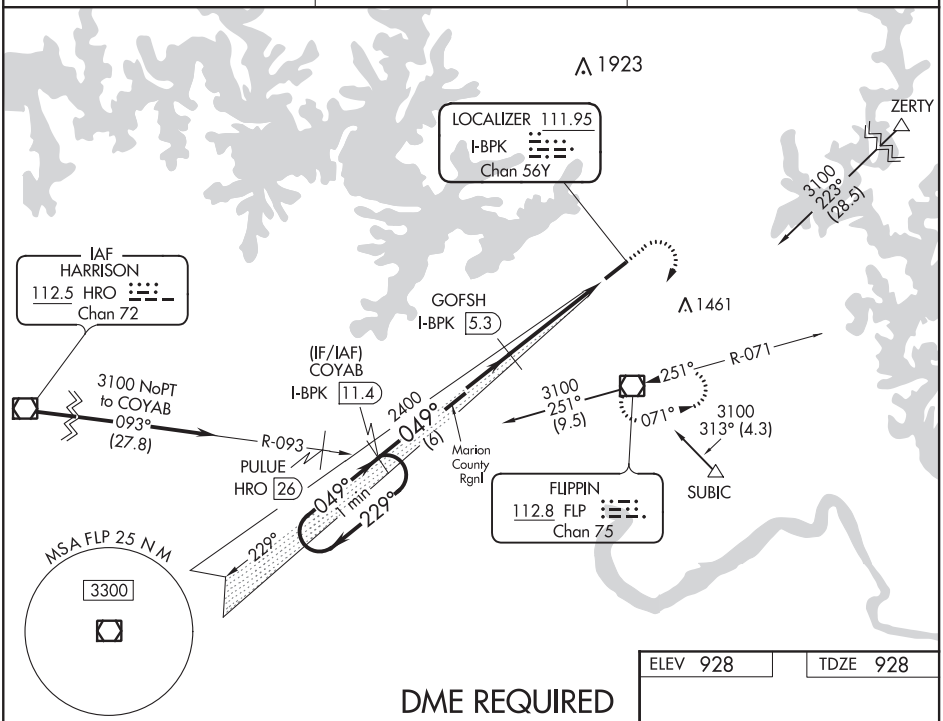
BAXTER COUNTY (BPK)

LOC/DME I-BPK	APP CRS	Rwy ldg	5001
111.95	049°	TDZE	928
Chan 56 (Y)		Apt Elev	928

If local altimeter setting not received, use Flippin altimeter setting and increase DA to 1225 feet and all MDAs 60 feet. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 23 NA.

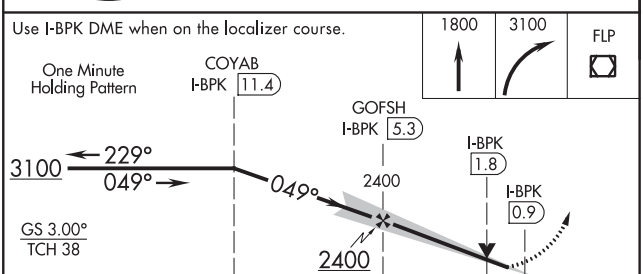
MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct FLP VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L



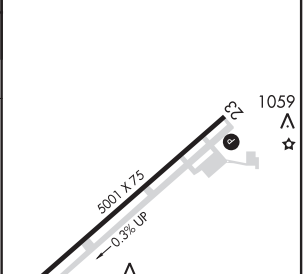
DME REQUIRED

Use I-BPK DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 5	1178-¾ 250 (300-¾)			NA
S-LOC 5	1260-1 332 (400-1)			NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

ELEV 928	TDZE 928



REIL Rwy 5 L
MIRL Rwy 5-23 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

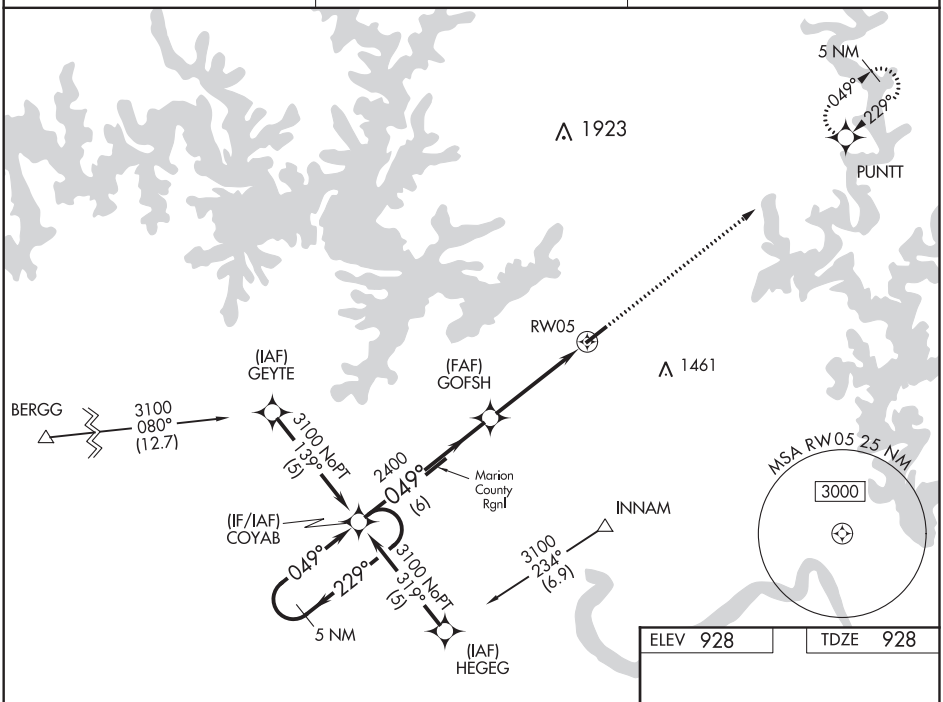
WAAS CH 69300 W05A	APP CRS 049°	Rwy ldg 5001 TDZE 928 Apt Elev 928

RNAV (GPS) RWY 5
BAXTER COUNTY (BPK)

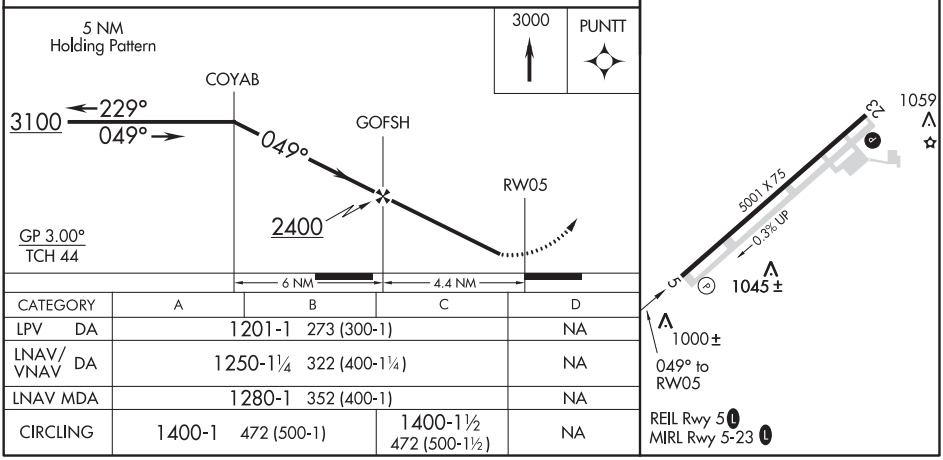
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C(130°F). If local altimeter setting not received, use Flippin altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Flippin altimeter setting. Helicopter visibility reduction below ¾SM NA. Night Landing: Rwy 23 NA.

MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L



ELEV 928	TDZE 928



CATEGORY	A	B	C	D
LPV DA	1201-1 273 (300-1)			NA
LNAV/VNAV DA	1250-1¼ 322 (400-1¼)			NA
LNAV MDA	1280-1 352 (400-1)			NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

MOUNTAIN HOME, ARKANSAS AL-5406 (FAA) 16175

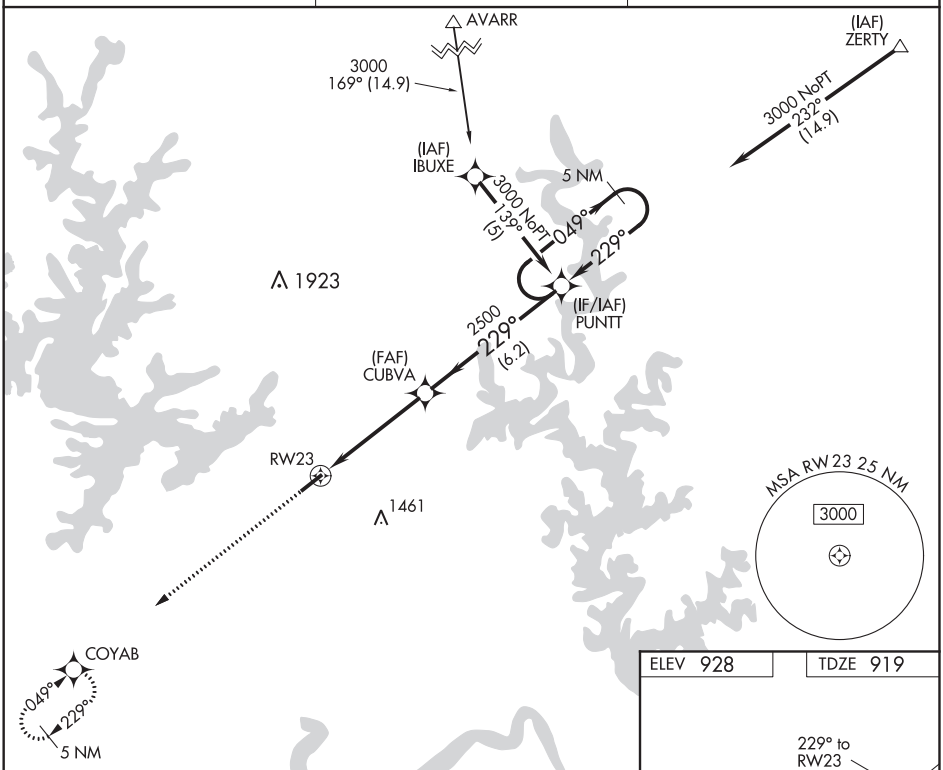
RNAV (GPS) RWY 23
BAXTER COUNTY (BPK)

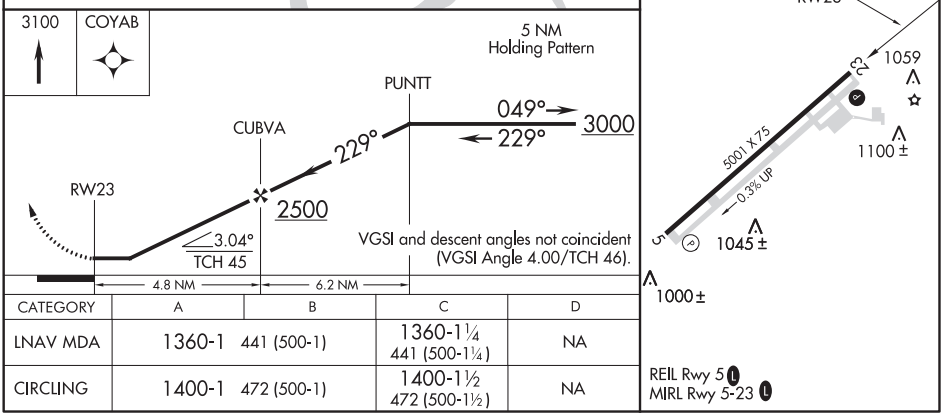
APP CRS	Rwy ldg	5001
229°	TDZE	919
	Apt Elev	928

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	NA
CIRCLING	1400-1 472 (500-1)		1400-1½ 472 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

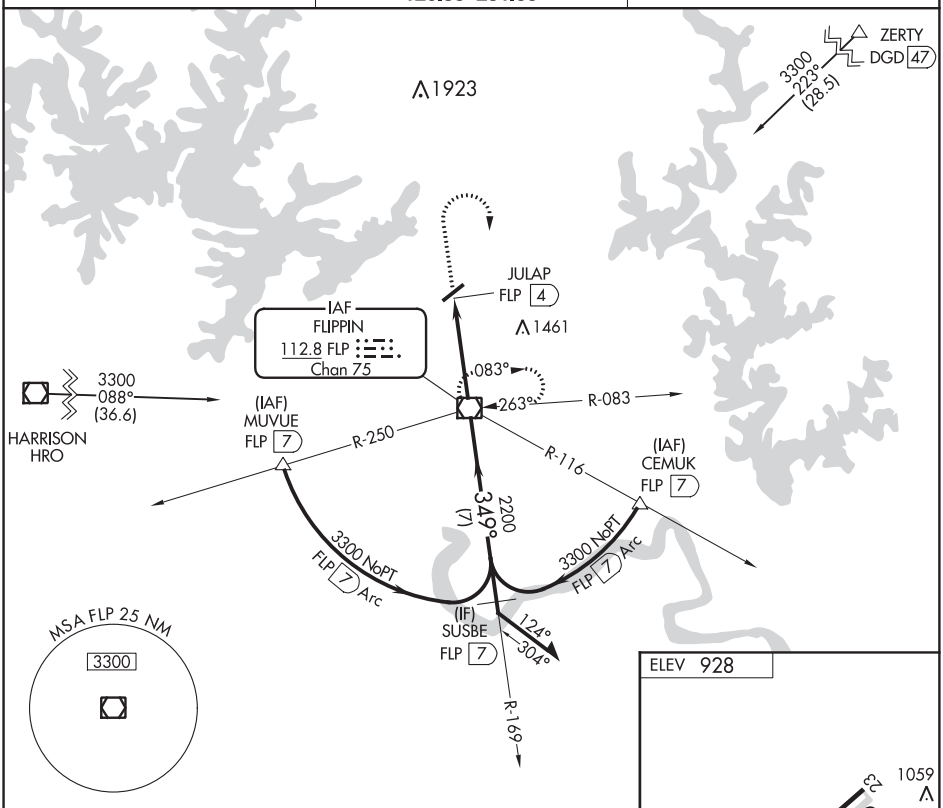
VOR/DME FLP	APP CRS	Rwy ldg	N/A
112.8	349°	TDZE	N/A
Chan 75		Apt Elev	928

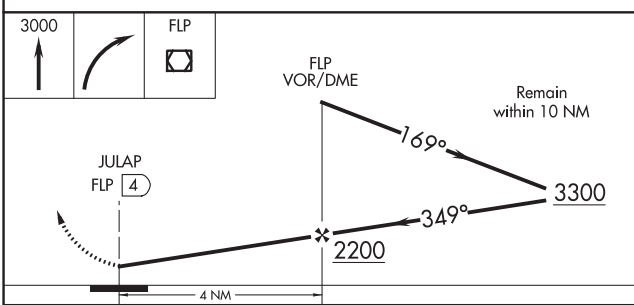
VOR-A
BAXTER COUNTY (BPK)

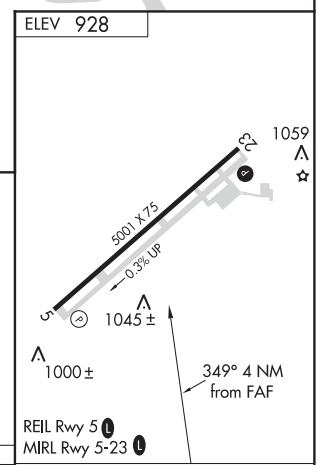
When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility ½ mile. Night Landing: Rwy 23 NA. Helicopter visbility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.975	126.85 281.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1460-1 532 (600-1)		1460-1½ 532 (600-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MOUNTAIN VIEW, ARKANSAS

AL-6849 (FAA)

APP CRS	Rwy ldg	4502
272°	TDZE	796
	Apt Elev	805

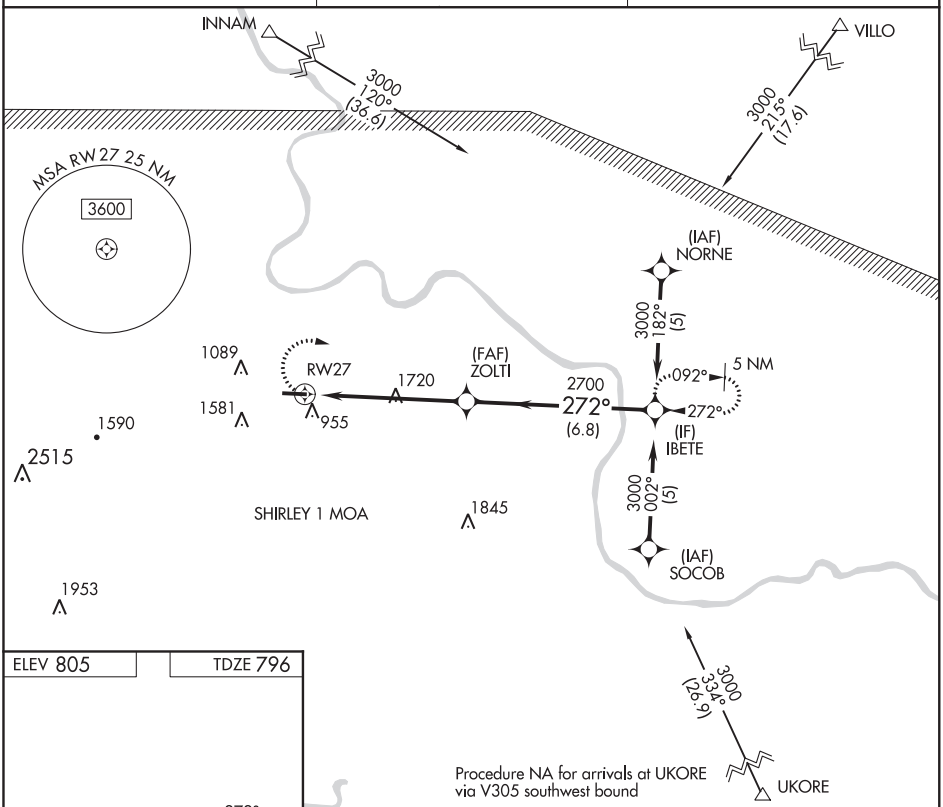
RNAV (GPS) RWY 27

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

T A NA Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

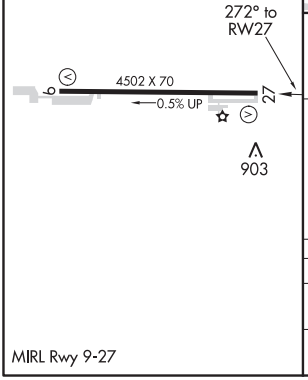
MARION COUNTY AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	122.7 (CTAF)

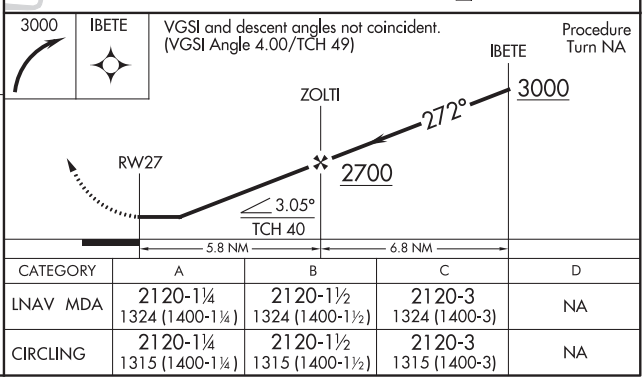


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 805 | TDZE 796





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1324 (1400-1¼)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1¼ 1315 (1400-1¼)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

MIRL Rwy 9-27

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	2005
175°	TDZE	1091
	Arpt Elev	1091

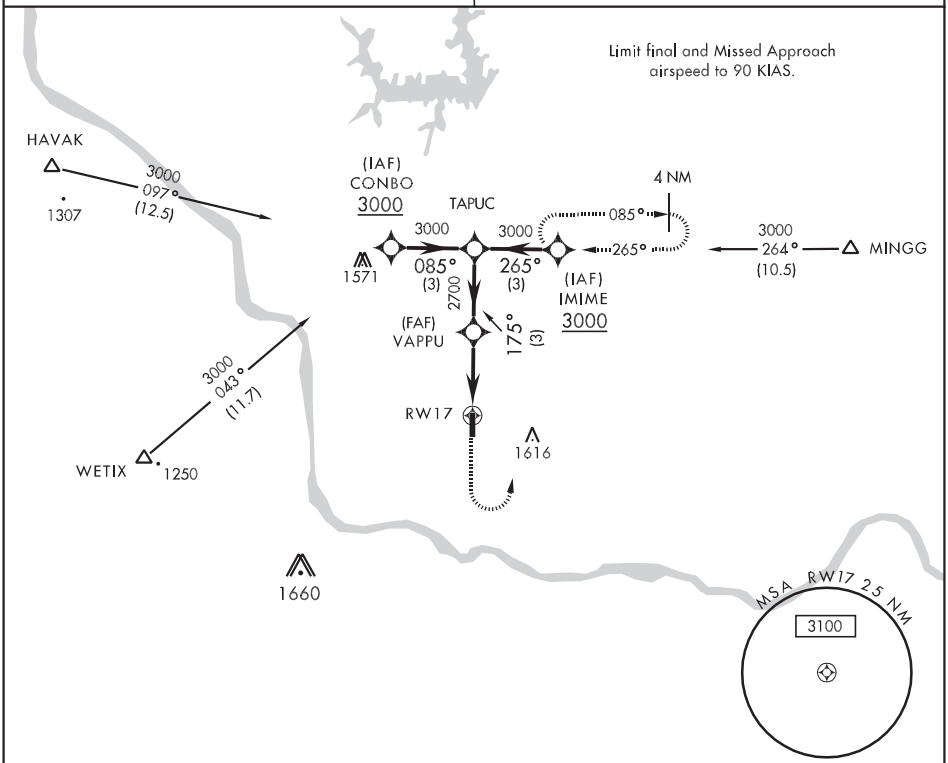
AL-2497 [USA]

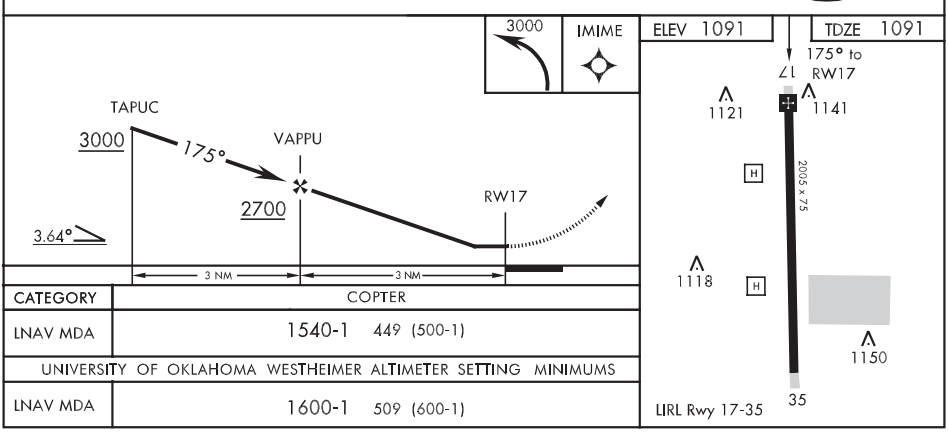
MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	46.9 139.425 227.2 (CTAF)





CATEGORY	COPTER
LNAV MDA	1540-1 449 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1600-1 509 (600-1)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	2005
355°	TDZE	1091
	Arpt Elev	1091

AL-2497 [USA]

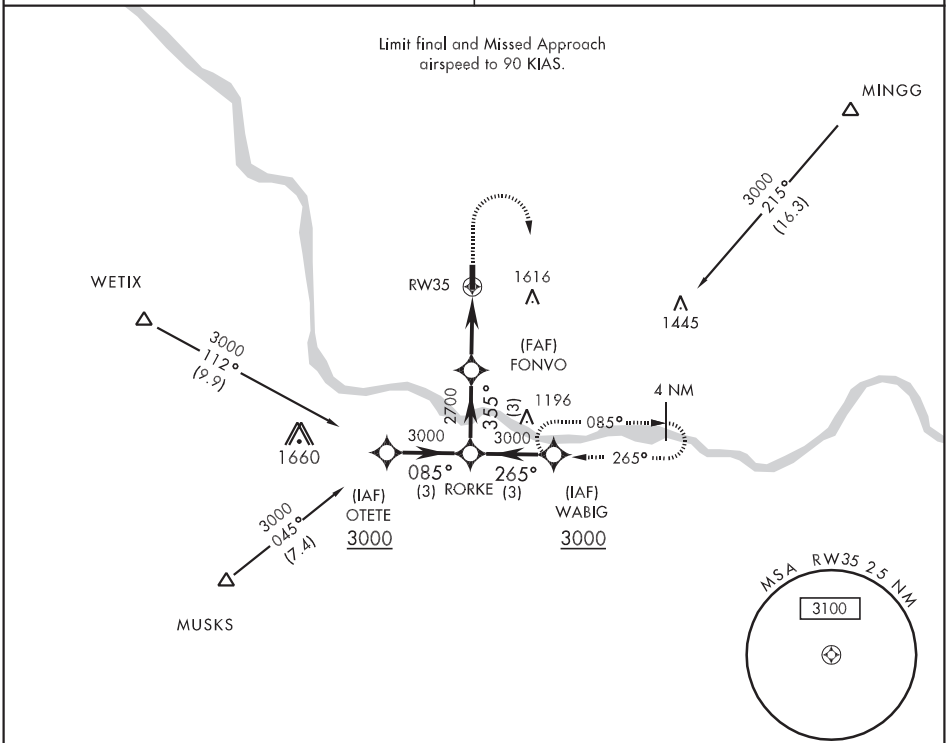
MULDROW AHP (KHMY)

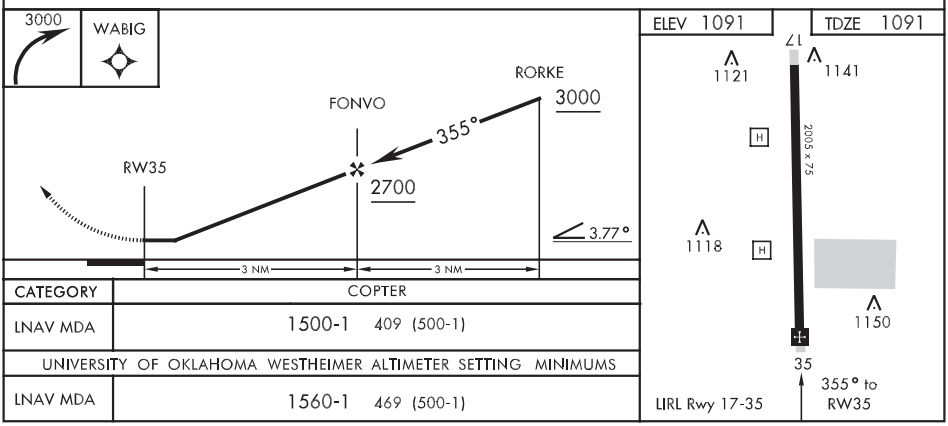
NA

Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	46.9 139.425 227.2 (CTAF)





CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

LEXINGTON, OKLAHOMA 35°02′N-97°14′W MULDROW AHP (KHMY)

Orig 11349

COPTER RNAV (GPS) RWY 35

SC-1, 05 JAN 2017 to 02 MAR 2017

LEXINGTON, OKLAHOMA

COPTER NDB RWY 17

NDB HMY	APCH CRS	Rwy ldg	2005
512	169°	TDZE	1091
		Arpt Elev	1091

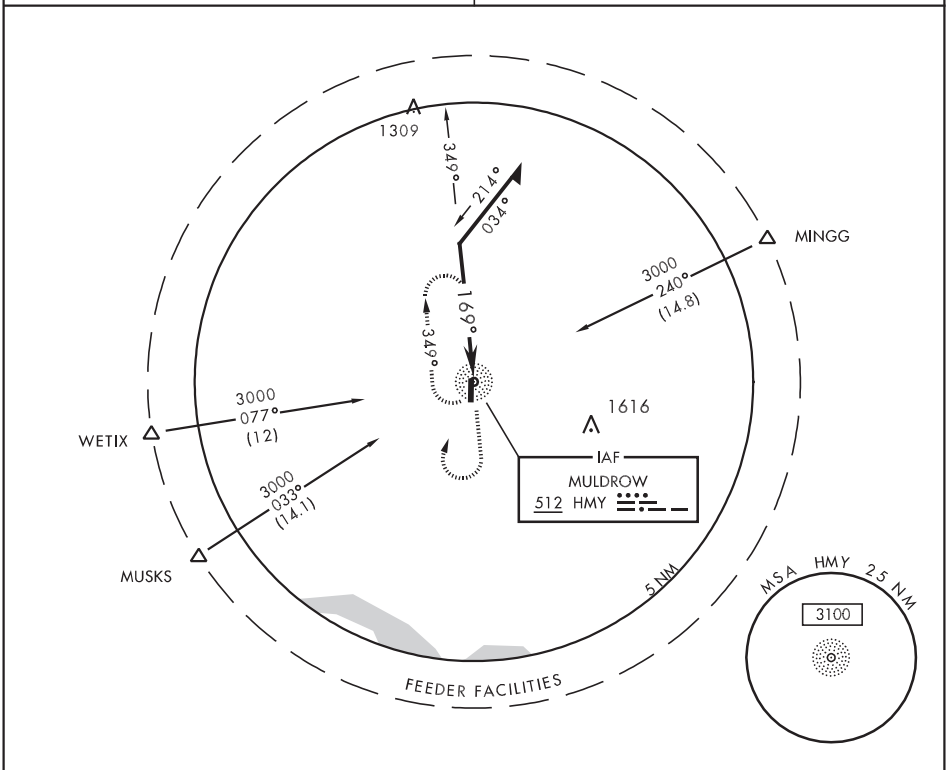
AL-2497 [USA]

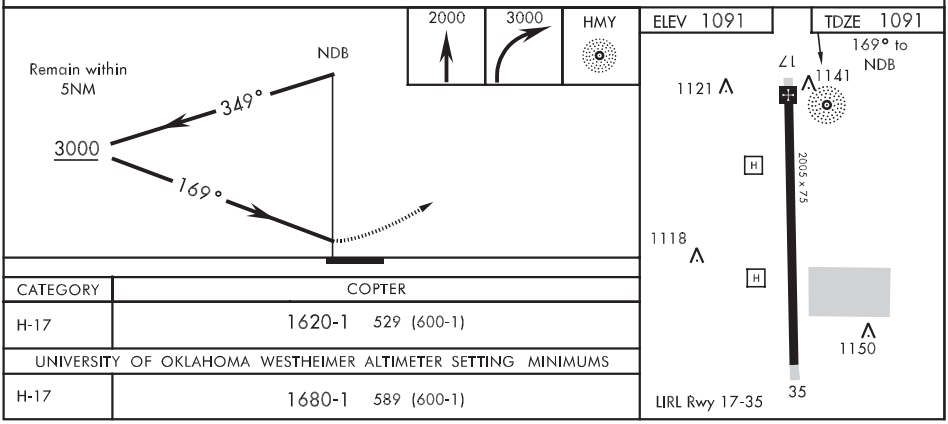
MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	46.9 139.425 227.2 (CTAF)





CATEGORY	COPTER
H-17	1620-1 529 (600-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-17	1680-1 589 (600-1)

LEXINGTON, OKLAHOMA 35°02′N-97°14′W MULDROW AHP (KHMY)

Orig 11349

COPTER NDB RWY 17

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LEXINGTON, OKLAHOMA

COPTER NDB RWY 35

NDB HMY	APCH CRS	Rwy ldg	2005
512	359°	TDZE	1091
		Arpt Elev	1091

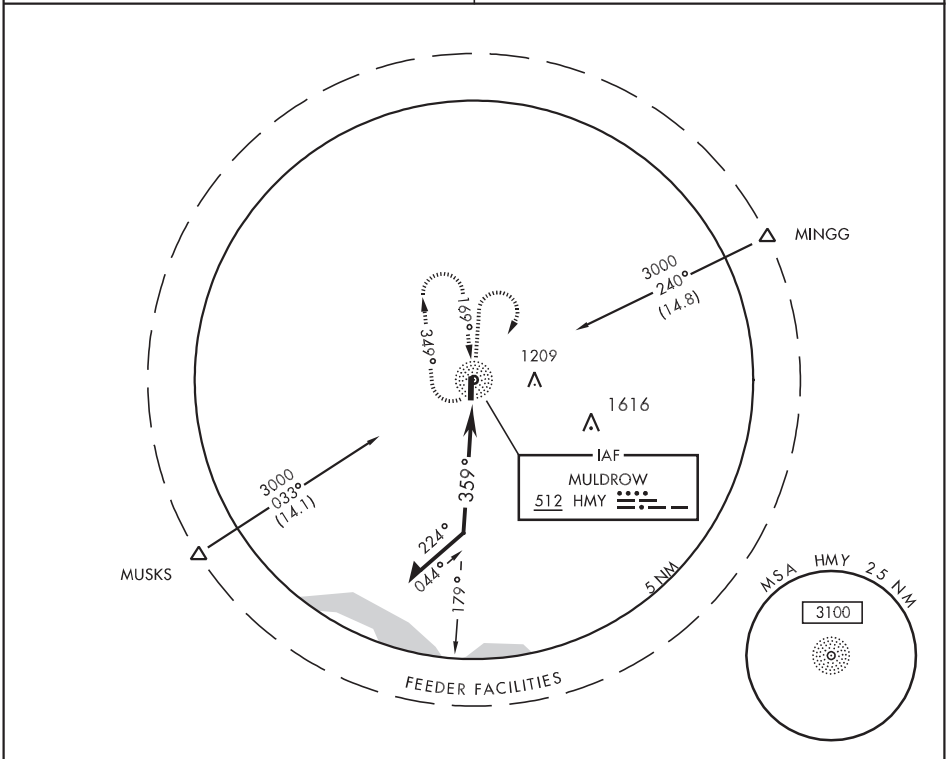
AL-2497 [USA]

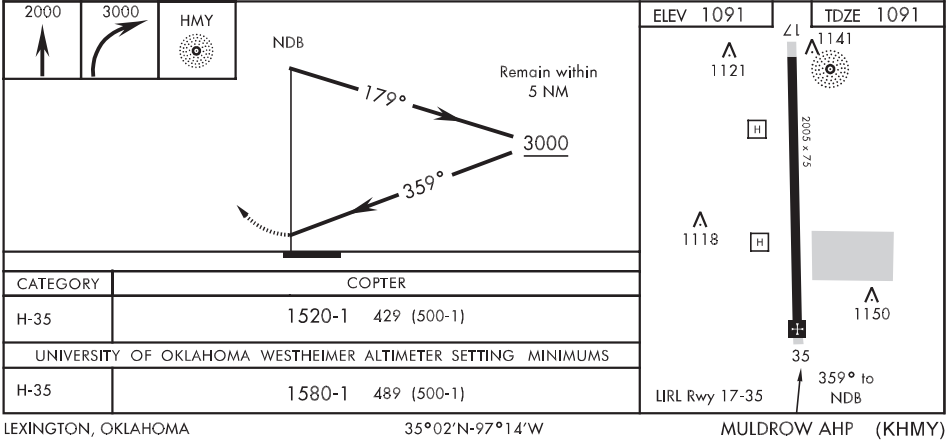
MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	46.9 139.425 227.2 (CTAF)





CATEGORY	COPTER
H-35	1520-1 429 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
H-35	1580-1 489 (500-1)

LEXINGTON, OKLAHOMA 35°02′N-97°14′W MULDROW AHP (KHMY)

Orig 11349

COPTER NDB RWY 35

SC-1, 05 JAN 2017 to 02 MAR 2017

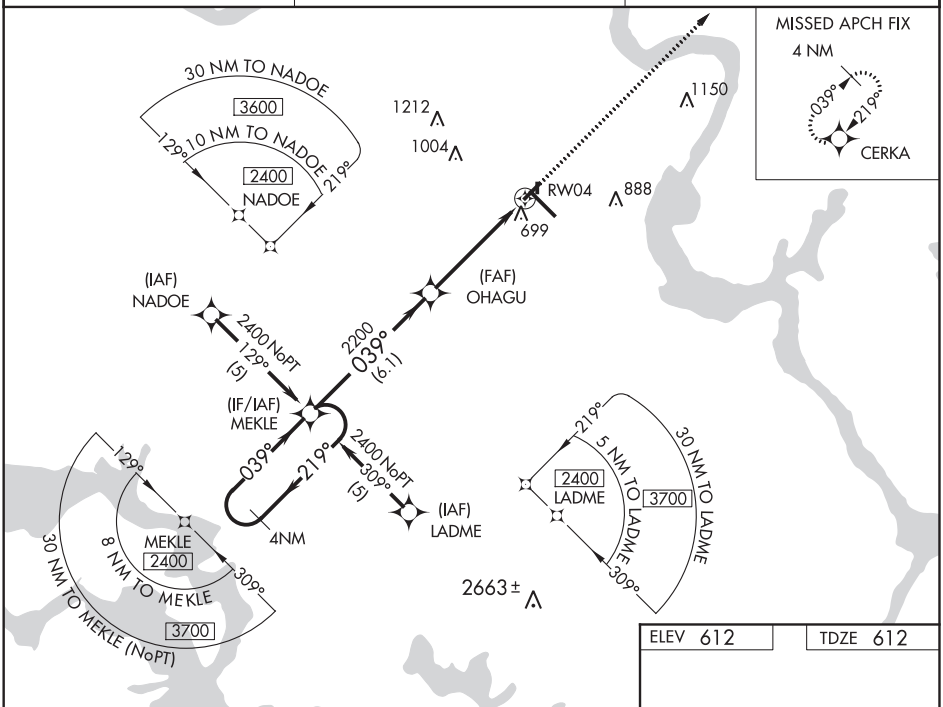
APP CRS	Rwy ldg	4498
039°	TDZE	612
	Apt Elev	612

RNAV (GPS) RWY 4
DAVIS FIELD (MKO)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile. Night landing: Rwy 18, 36 NA.

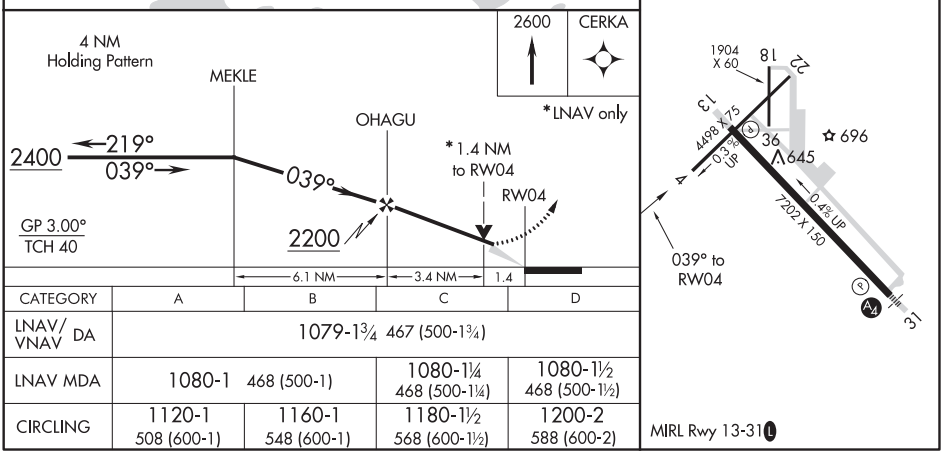
MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LNAV/VNAV DA	1079-1¾ 467 (500-1¾)			
LNAV MDA	1080-1 468 (500-1)		1080-1¼ 468 (500-1¼)	1080-1½ 468 (500-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

15232

RNAV (GPS) RWY 13

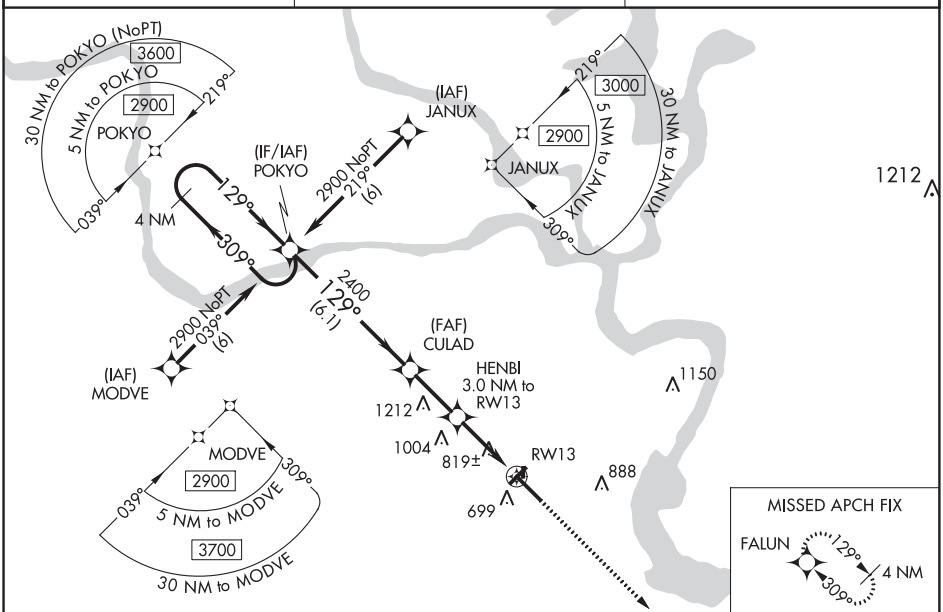
DAVIS FIELD (MKO)

WAAS CH 70607 W13A	APP CRS 129°	Rwy ldg 7202 TDZE 607 Apt Elev 612

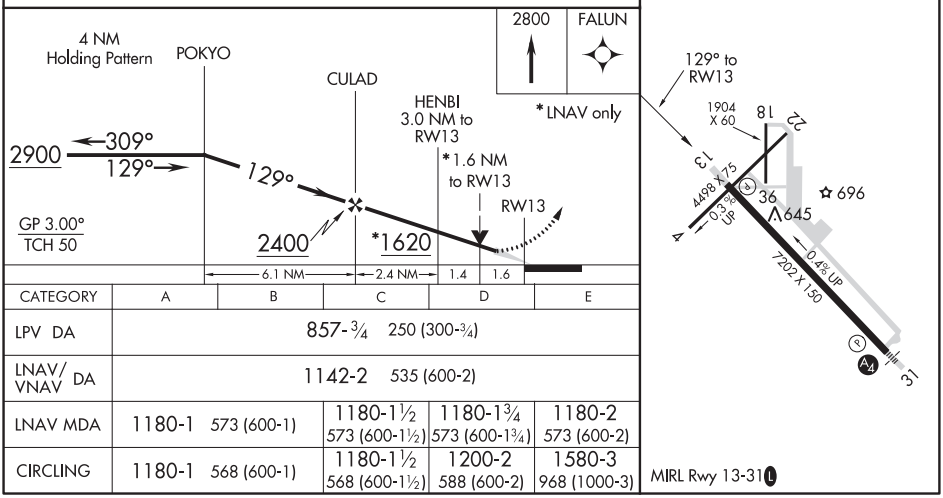
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile. Night landing: Rwy 18, 36 NA.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF)



ELEV 612	TDZE 607



CATEGORY	A	B	C	D	E
LPV DA	857-¾ 250 (300-¾)				
LNAV/VNAV DA	1142-2 535 (600-2)				
LNAV MDA	1180-1 573 (600-1)		1180-1½ 573 (600-1½)	1180-1¾ 573 (600-1¾)	1180-2 573 (600-2)
CIRCLING	1180-1 568 (600-1)		1180-1½ 568 (600-1½)	1200-2 588 (600-2)	1580-3 968 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

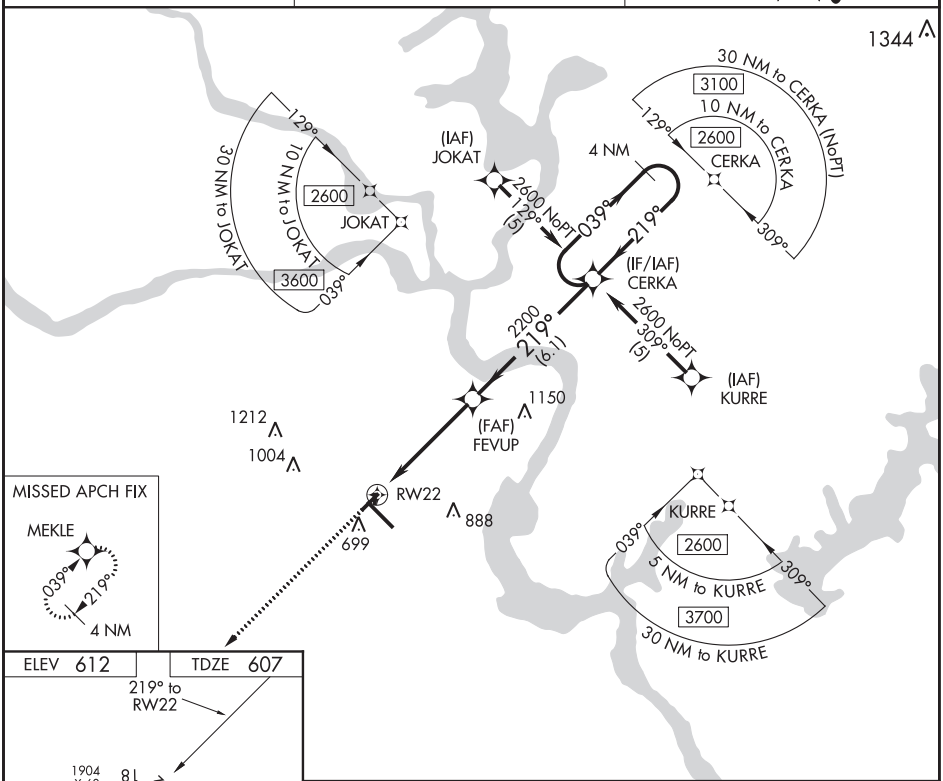
APP CRS	Rwy ldg	4498
219°	TDZE	607
	Apt Elev	612

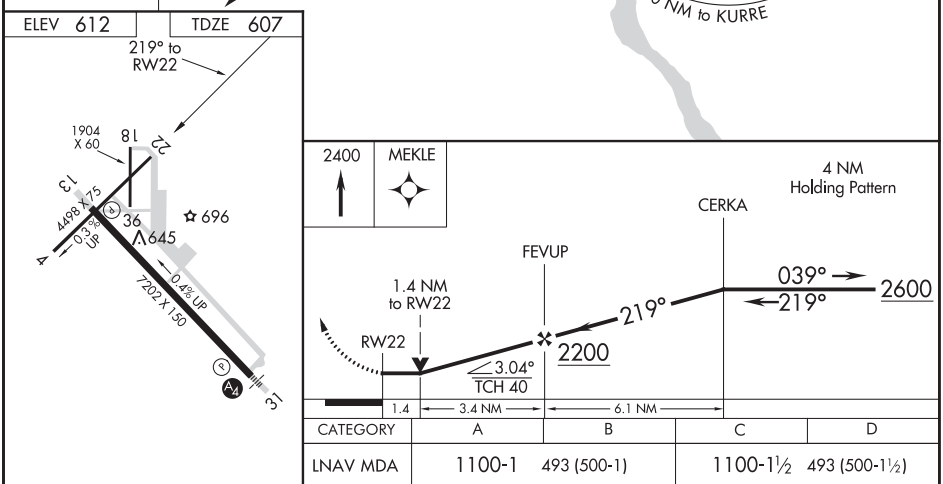
RNAV (GPS) RWY 22
DAVIS FIELD (MKO)

Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase Circling Cat C visibility ¼ mile. VDP NA when using Tahlequah Muni altimeter setting. Visibility reduction by helicopters NA. Night landing: Rwy 18, 36 NA.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1100-1 493 (500-1)		1100-1½ 493 (500-1½)	
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

MIRL Rwy 13-31 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

MUSKOGEE, OKLAHOMA AL-623 (FAA) 15176

RNAV (GPS) RWY 31
DAVIS FIELD (MKO)

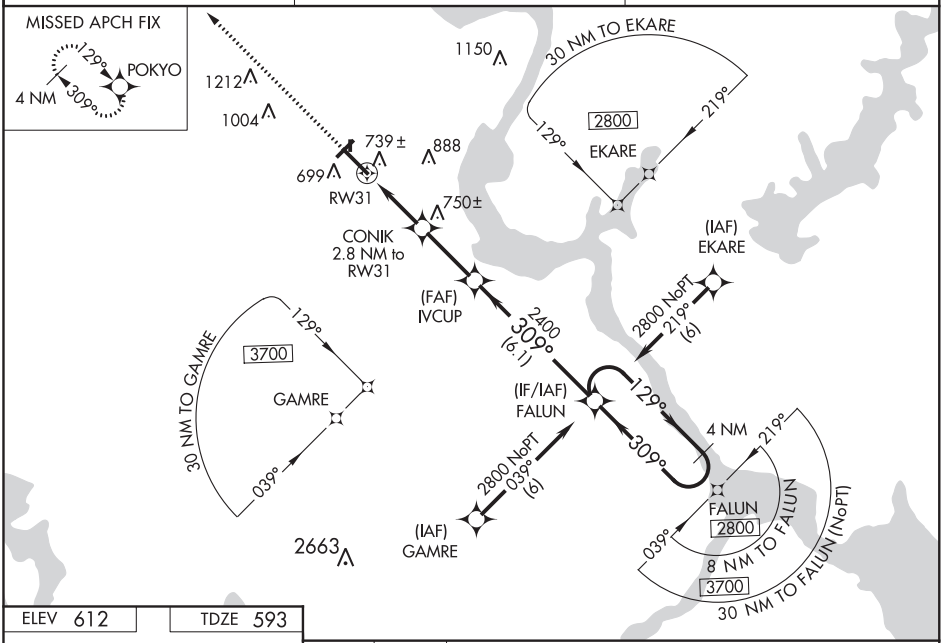
WAAS CH 42807 W31B	APP CRS 309°	Rwy ldg 7202 TDZE 593 Apt Elev 612

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. Night landing: Rwy 18, 36 NA.

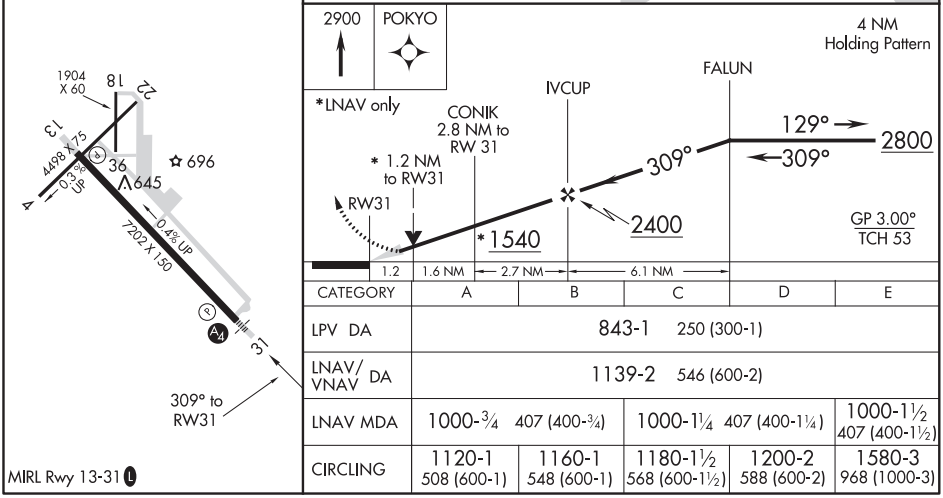
MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



ELEV 612 TDZE 593



MIRL Rwy 13-31 L

CATEGORY	A	B	C	D	E
LPV DA	843-1 250 (300-1)				
LNAV/VNAV DA	1139-2 546 (600-2)				
LNAV MDA	1000-¾ 407 (400-¾)		1000-1¼ 407 (400-1¼)		1000-1½ 407 (400-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)	1580-3 968 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 78425 W01A	APP CRS 010°	Rwy ldg 3994 TDZE 550 Apt Elev 553

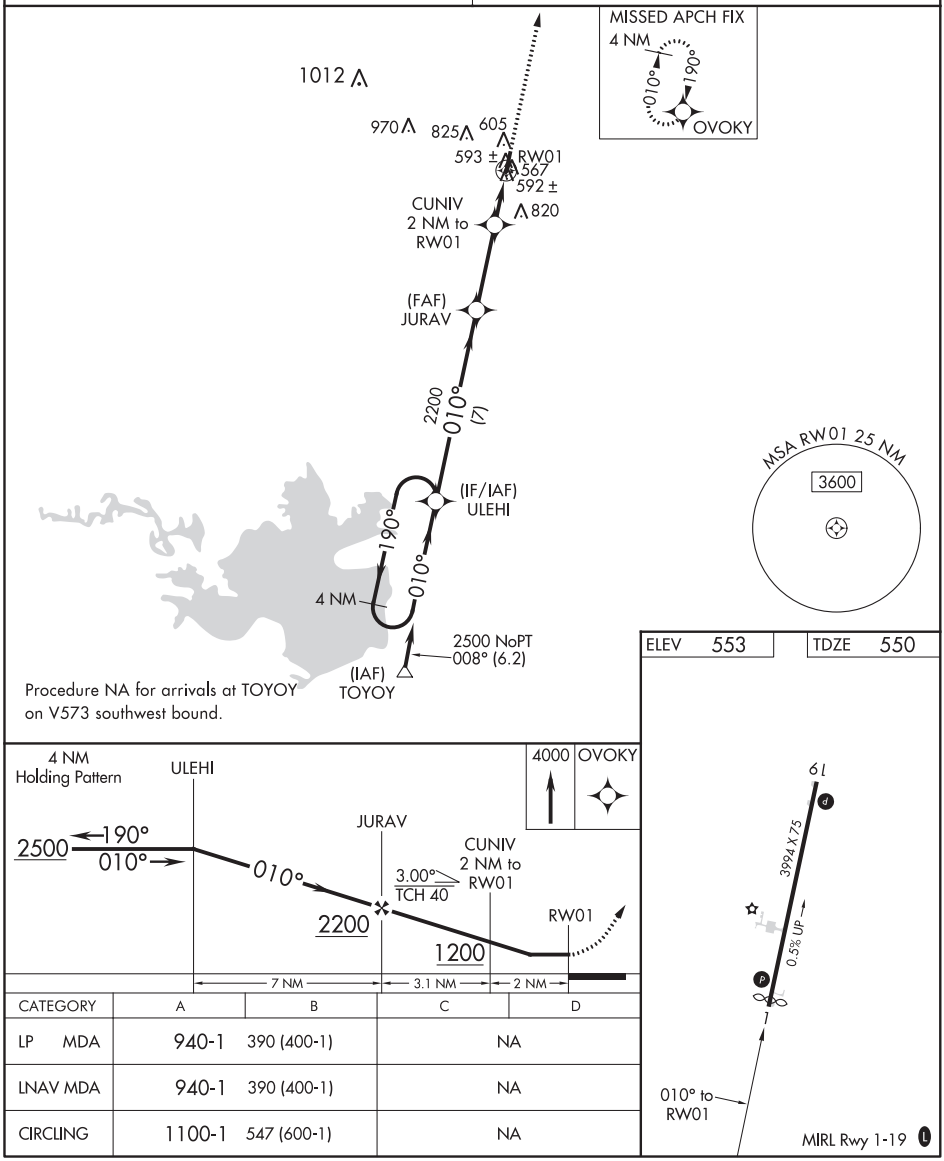
RNAV (GPS) RWY 1
NASHVILLE/ HOWARD COUNTY (M77)

When VGSI inop, Circling Rwy 19 NA at night. When VGSI inop, Straight-in/Circling Rwy 1procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use De Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9 L



CATEGORY	A	B	C	D
LP MDA	940-1	390 (400-1)	NA	
LNAV MDA	940-1	390 (400-1)	NA	
CIRCLING	1100-1	547 (600-1)	NA	

NASHVILLE, ARKANSAS

AL-10200 (FAA)

17005

RNAV (GPS) RWY 19

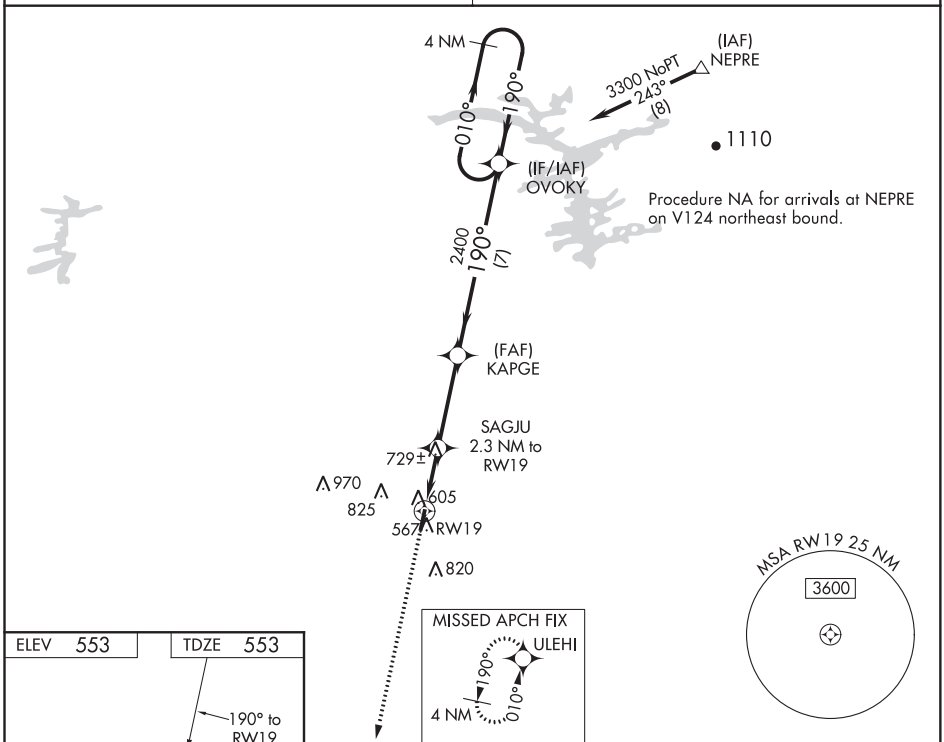
HOWARD COUNTY (M77)

WAAS CH 65921 W19A	APP CRS 190°	Rwy ldg 3994 TDZE 553 Apt Elev 553

When VGSI inop, Circling Rwy 1 NA at night. When VGSI inop, Straight-In/Circling Rwy 19 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use DE Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3500 direct ULEHI and hold.

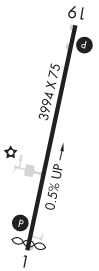
FORT WORTH CENTER	CTAF
123.925 269.475	122.9 L



SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 553 | TDZE 553

190° to RW19



MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
LP MDA	1080-1 527 (600-1)		NA	
LNAV MDA	1080-1 527 (600-1)		NA	
CIRCLING	1100-1 547 (600-1)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

NASHVILLE, ARKANSAS

Orig-A 29MAY14

34°00′N-093°50′W

HOWARD COUNTY (M77)

RNAV (GPS) RWY 19

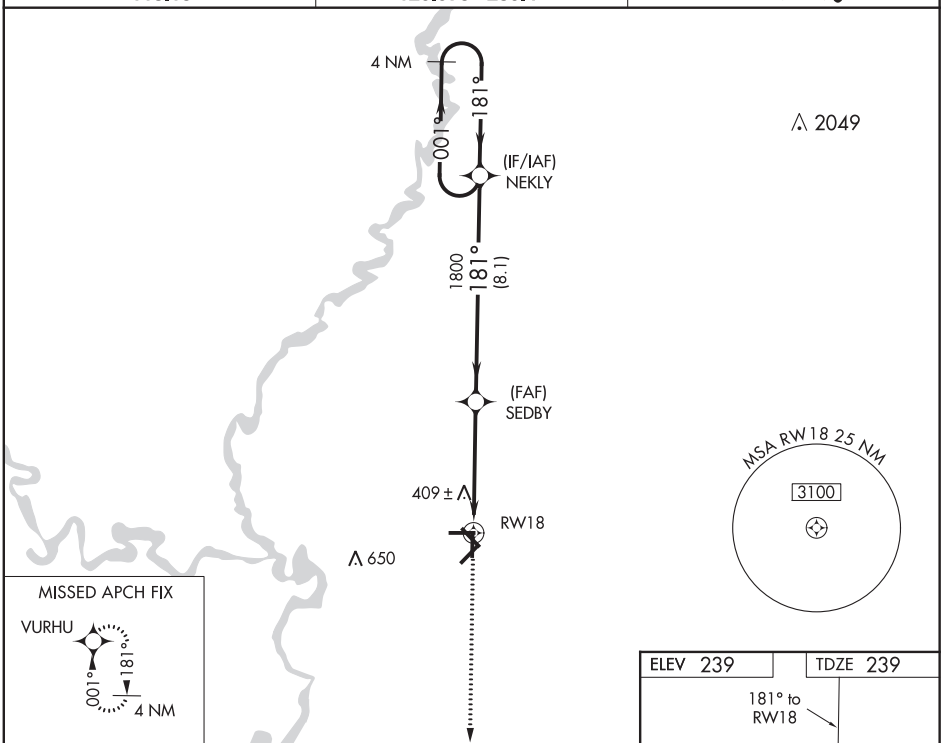
WAAS CH 66008 W18A	APP CRS 181°	Rwy ldg 5002 TDZE 239 Apt Elev 239

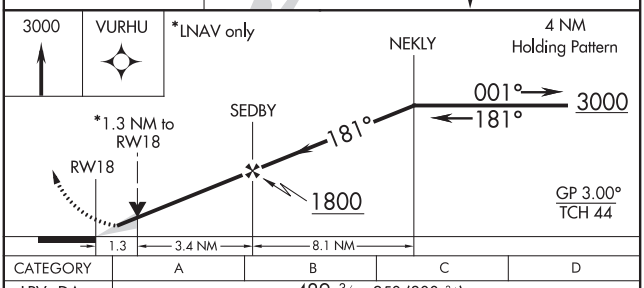
RNAV (GPS) RWY 18
NEWPORT MUNI (M19)

When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

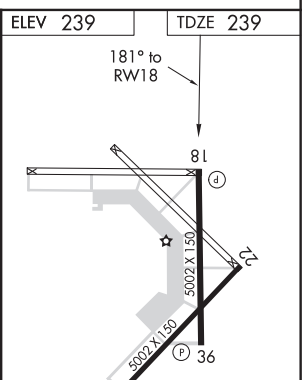
MISSED APPROACH: Climb to 3000 direct VURHU and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	759-1¾ 520 (600-1¾)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NEWPORT, ARKANSAS

AL-5843 (FAA)

16315

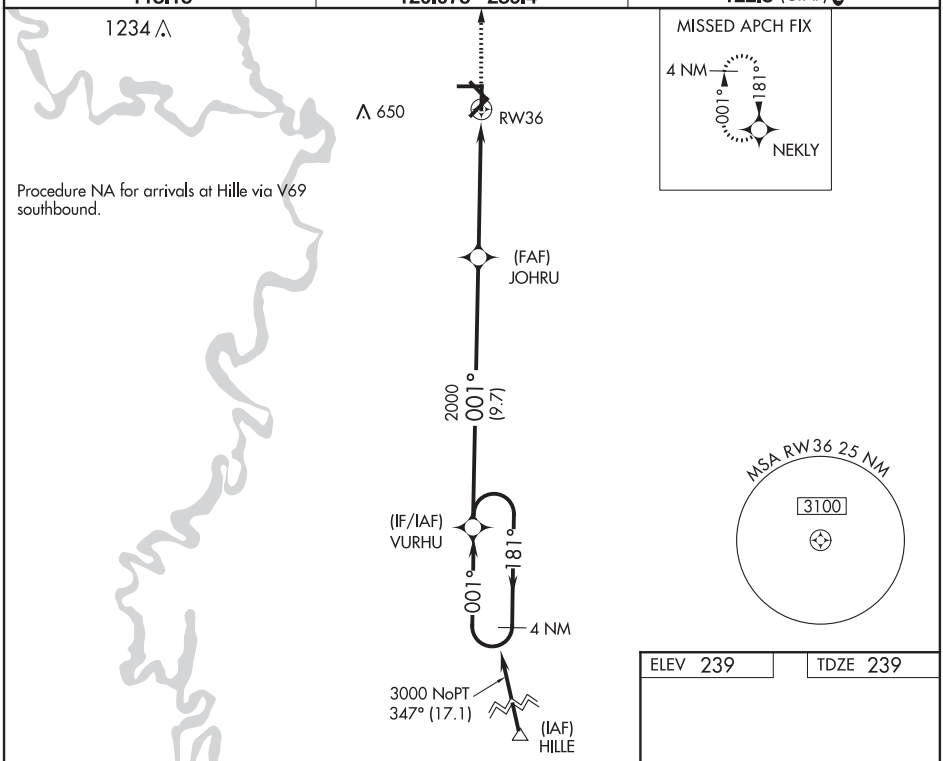
RNAV (GPS) RWY 36
NEWPORT MUNI (M19)

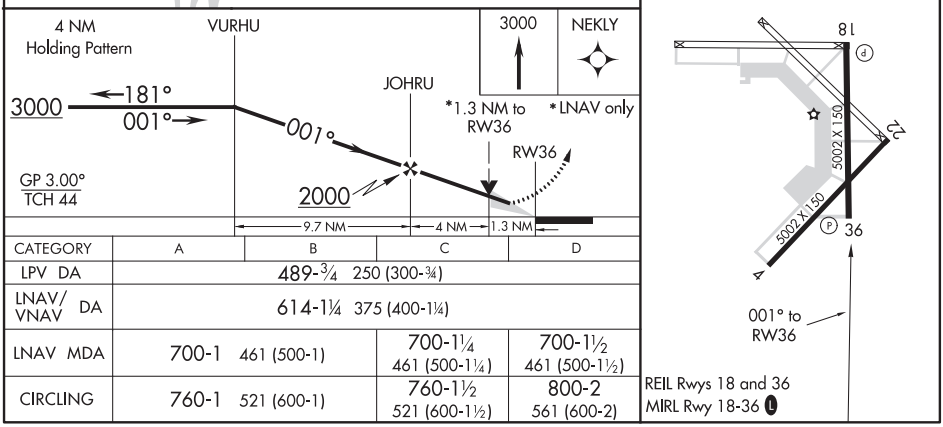
WAAS CH 70708 W36A	APP CRS 001°	Rwy ldg 5002 TDZE 239 Apt Elev 239

Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	614-1¼ 375 (400-1¼)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

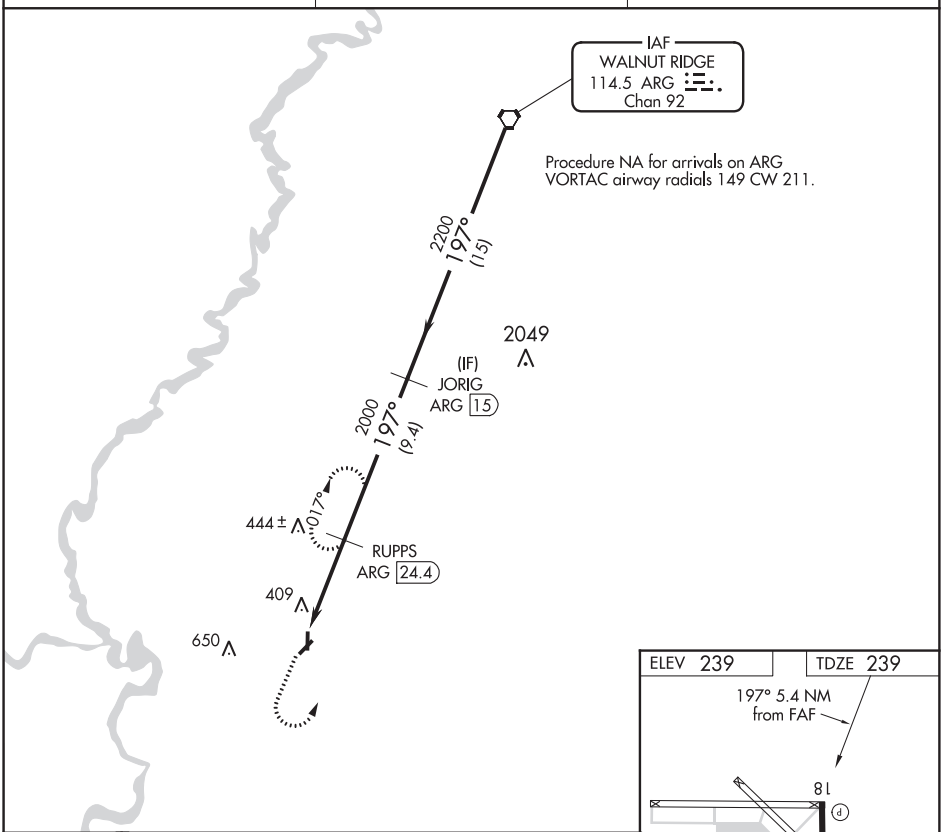
VOR/DME RWY 18
NEWPORT MUNI (M19)

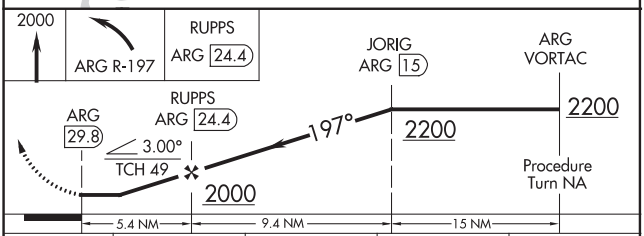
VORTAC ARG	APP CRS	Rwy ldg	5002
114.5	197°	TDZE	239
Chan 92		Apt Elev	239

When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NORMAN, OKLAHOMA

AL-5672 (FAA)

16203

ILS or LOC RWY 18

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

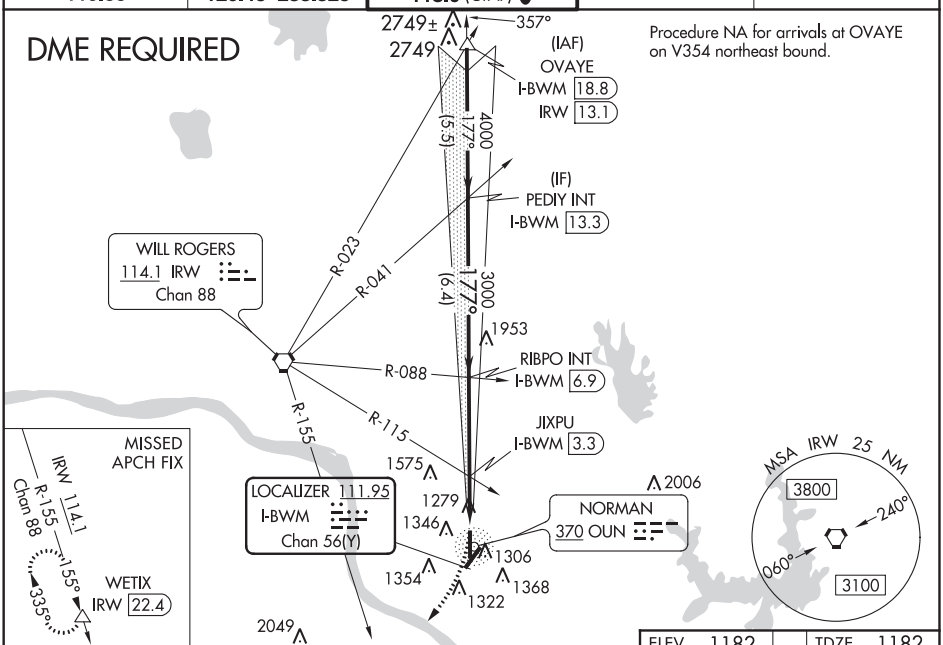
LOC/DME I-BWM	APP CRS	Rwy ldg	5199
111.95	177°	TDZE	1182
Chan 56 (Y)		Apt Elev	1182

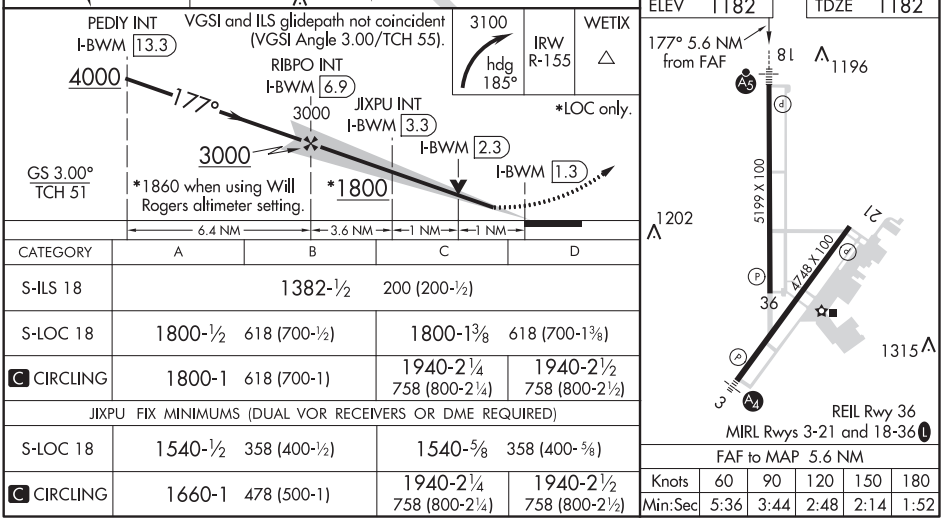
T A Circling NA southeast of Rwy 3-21. DME Required. VDP NA with Will Rogers altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 41 feet; increase all MDA 60 feet. Increase visibility S-LOC 18 and JIXPU Fix Minimums Cats C/D ⅛ mile, increase Circling Cats C/D ¼ mile.

MALSR A5

MISSED APPROACH: Climbing right turn to 3100 on heading 185° and IRW VORTAC R-155 to WETIX/IRW VORTAC 22.4 DME and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-ILS 18	1382-½ 200 (200-½)			
S-LOC 18	1800-½ 618 (700-½)		1800-1⅜ 618 (700-1⅜)	
C CIRCLING	1800-1 618 (700-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)
JIXPU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	1540-½ 358 (400-½)		1540-⅝ 358 (400-⅝)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 77531 W03A	APP CRS 033°	Rwy ldg 4748 TDZE 1177 Apt Elev 1182

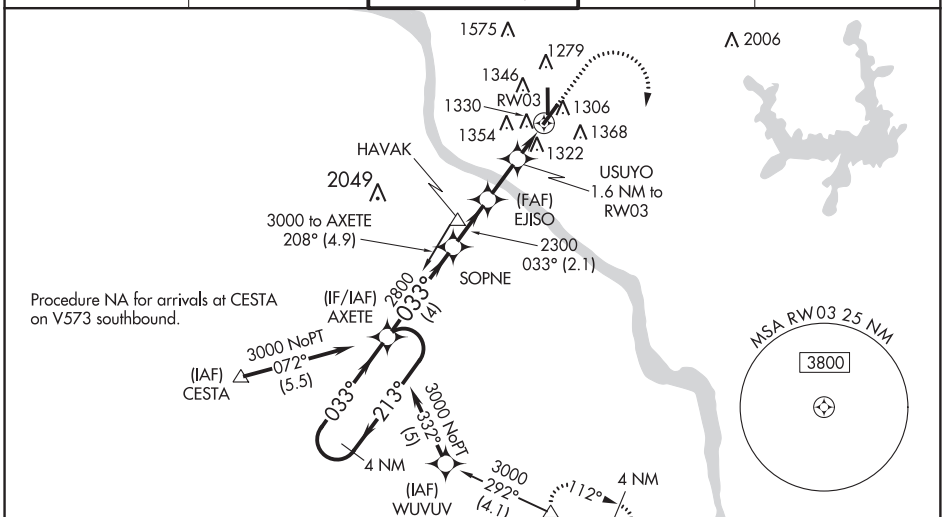
RNAV (GPS) RWY 3
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1501 feet, LNAV/VNAV DA to 1544 feet; increase all MDA 60 feet, increase LPV visibility to ⅞ mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to 1⅛ mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1⅛ mile, LNAV Cat C/D visibility to 1⅛ mile. For inop MALS when using Will Rogers World altimeter setting, increase LPV all Cats visibility to 1⅛ mile, LNAV/VNAV Cat D visibility to 1¼ mile, LNAV Cat D visibility to 1⅜ mile. Circling NA southeast of Rwys 3 and 21.

MALS A4

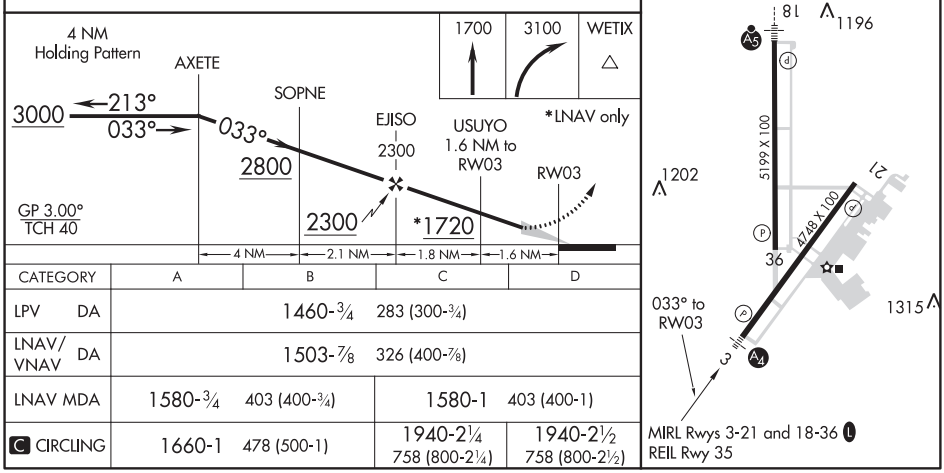
MISSED APPROACH: Climb to1700 then climbing right turn to 3100 direct WETIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER*	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1182 TDZE 1177



CATEGORY	A	B	C	D
LPV DA	1460-¾ 283 (300-¾)			
LNAV/VNAV DA	1503-⅞ 326 (400-⅞)			
LNAV MDA	1580-¾ 403 (400-¾)		1580-1 403 (400-1)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

NORMAN, OKLAHOMA

AL-5672 (FAA)

16147

RNAV (GPS) RWY 18
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

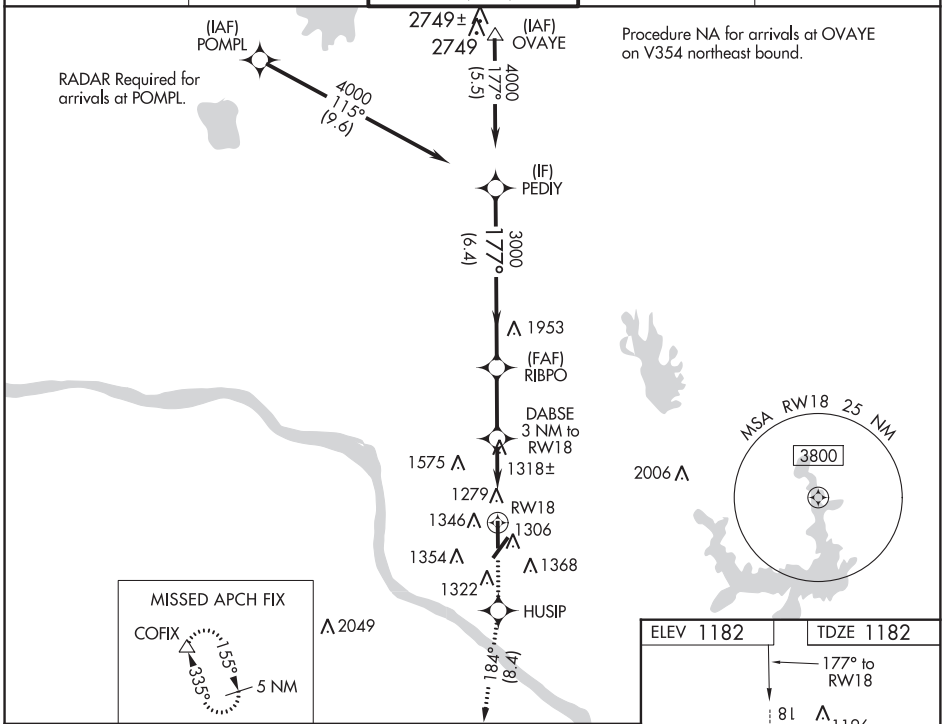
WAAS CH 58302 W18A	APP CRS 177°	Rwy ldg 5199 TDZE 1182 Apt Elev 1182

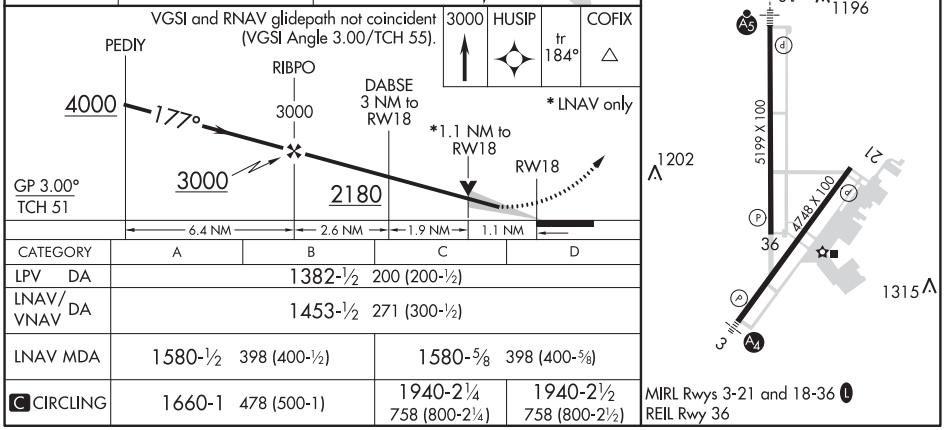
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1423 feet, LNAV/VNAV DA to 1494 feet; increase all MDA 60 feet; increase LNAV Cat C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile; increase LNAV Cat C/D visibility to 1⅛ mile. Circling NA southeast of Rwys 3 and 21.

MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and on track 184° to COFIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LPV DA	1382-½ 200 (200-½)			
LNAV/VNAV DA	1453-½ 271 (300-½)			
LNAV MDA	1580-½ 398 (400-½)		1580-⅝ 398 (400-⅝)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

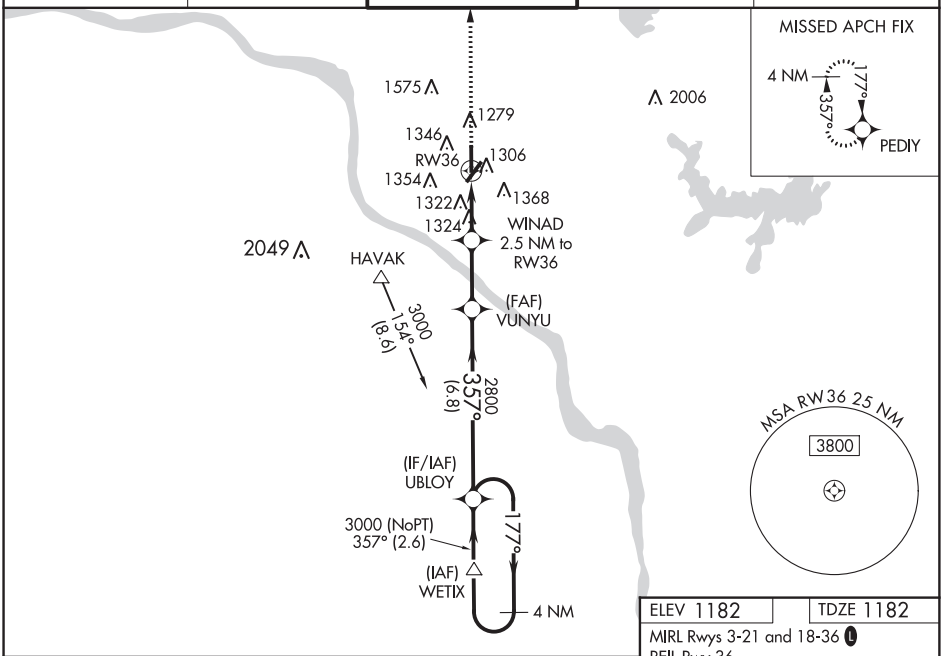
WAAS CH 82729 W36A	APP CRS 357°	Rwy ldg 5199 TDZE 1182 Apt Elev 1182

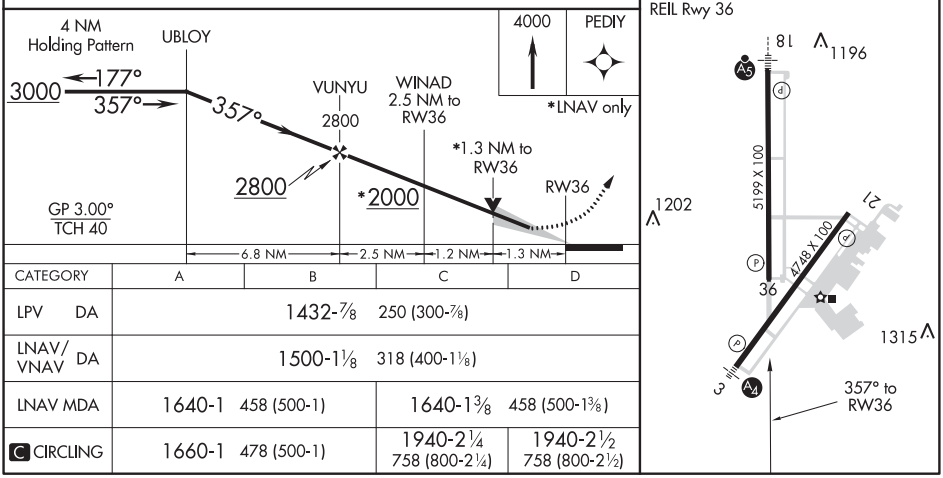
RNAV (GPS) RWY 36
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1473 feet, LNAV/VNAV DA to 1541 feet; increase all MDA 60 feet, increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1¼ mile, and increase Circling Cat C/D visibility ¼ mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climb to 4000 direct PEDIY and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER *	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LPV DA	1432-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1500-1⅛ 318 (400-1⅛)			
LNAV MDA	1640-1 458 (500-1)		1640-1⅜ 458 (500-1⅜)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NORMAN, OKLAHOMA | AL-5672 (FAA) | 16147

LOC RWY 3

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

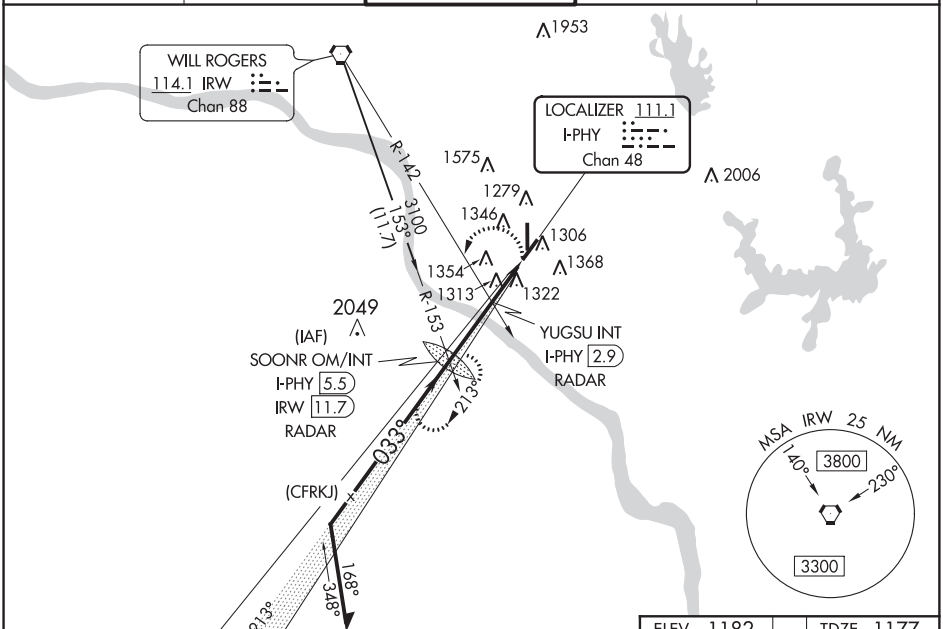
LOC/DME I-PHY	APP CRS	Rwy ldg	4748
111.1	033°	TDZE	1177
Chan 48		Apt Elev	1182

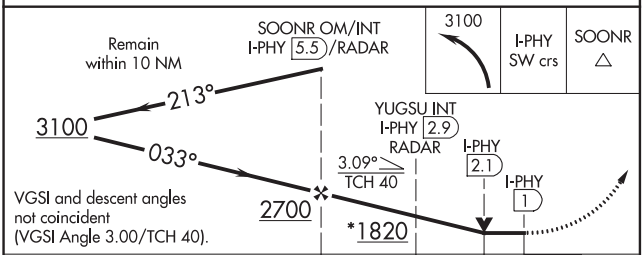
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility ¼ mile, Circling Cat C/D ¼ mile. For inop MALS increase S-3 Cat C/D visibility to 1⅜ mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1⅜ mile. Circling NA southeast of Rwy 3 and 21.

MALS

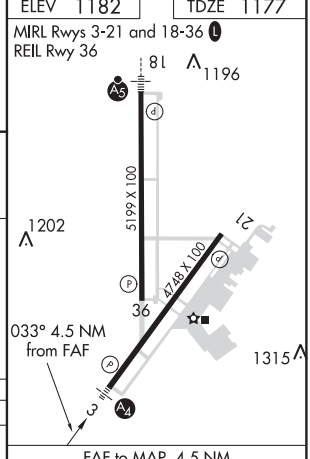
MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER*	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





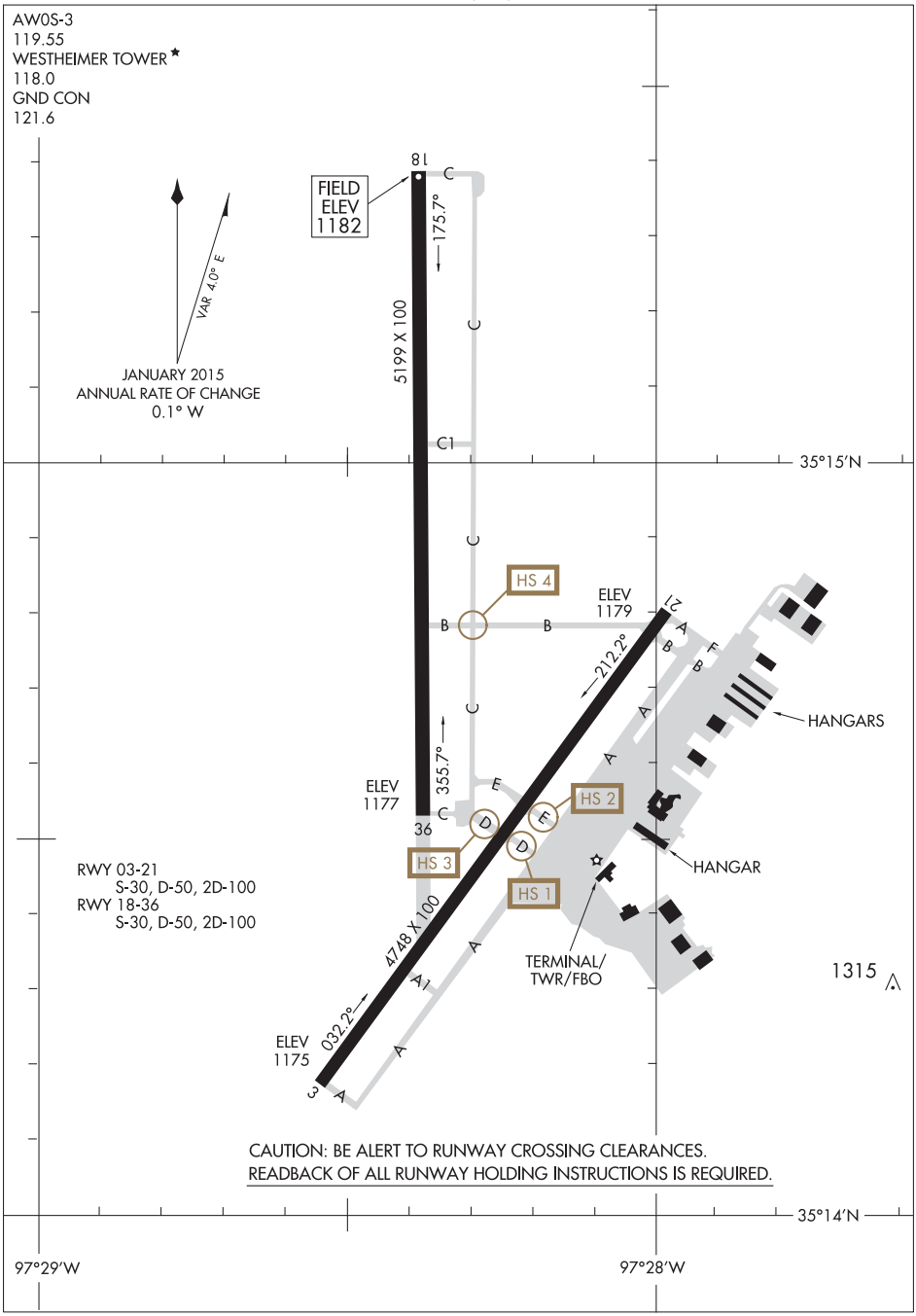
CATEGORY	A	B	C	D
S-3	1580-¾ 403 (400-¾)		1580-1 403 (400-1)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TOP ALTITUDE: Assigned by ATC

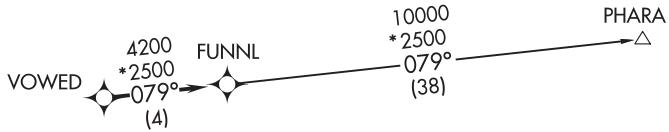
AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

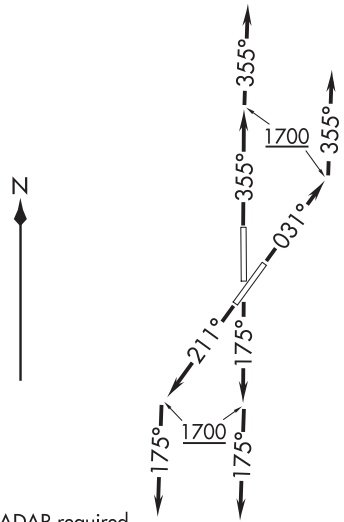
TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL.
Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL.
Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL.
Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.





NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

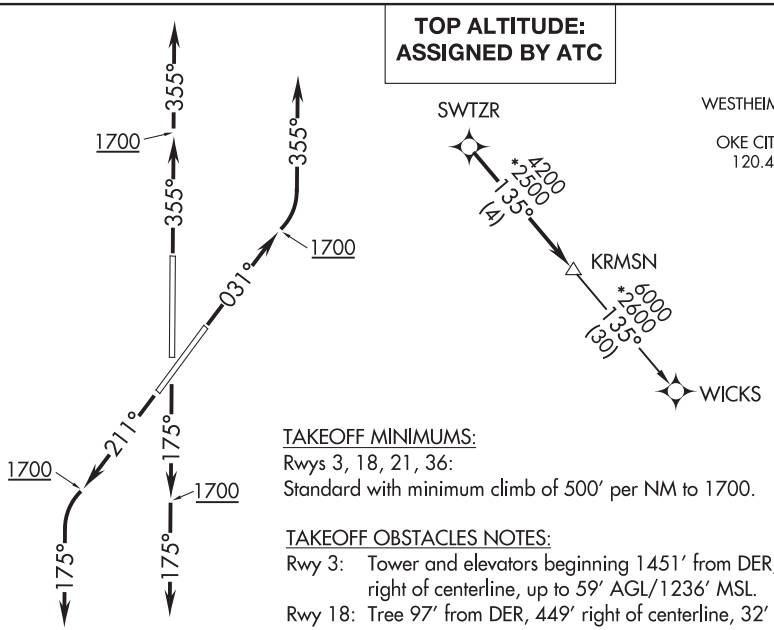
TAKEOFF RWY 3: Climb heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 18: Climb heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 21: Climb heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 36: Climb heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .

. . . . on track 079° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL2.PHARA)

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325



TAKEOFF MINIMUMS:
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLES NOTES:
Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .

. . . . on track 135° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN2.WICKS)

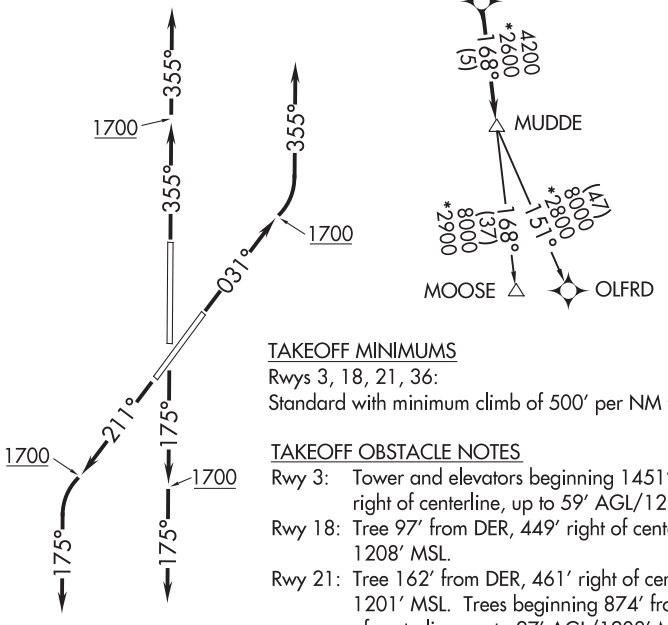
(MUDDE2.MUDDE) 16147

MUDDE TWO DEPARTURE (RNAV) SL-5672 (FAA)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER★
118.0
OKE CITY DEP CON
120.45 288.325



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.

Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.

Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.

Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 168° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE2.MOOSE):
OLFRD TRANSITION (MUDDE2.OLFRD):

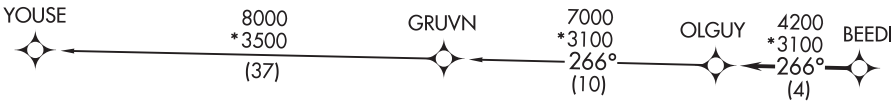
AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

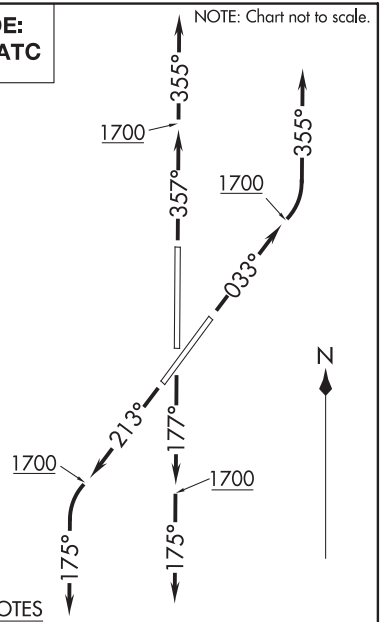
TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Chart not to scale.





DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 033° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 18: Climb on heading 177° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 21: Climb on heading 213° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 36: Climb on heading 357° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 266° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY2.GRUVN)
YOUSE TRANSITION (OLGUY2.YOUSE)

TAKEOFF OBSTACLE NOTES
Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

(RDHWK2.RDHWK) 16147

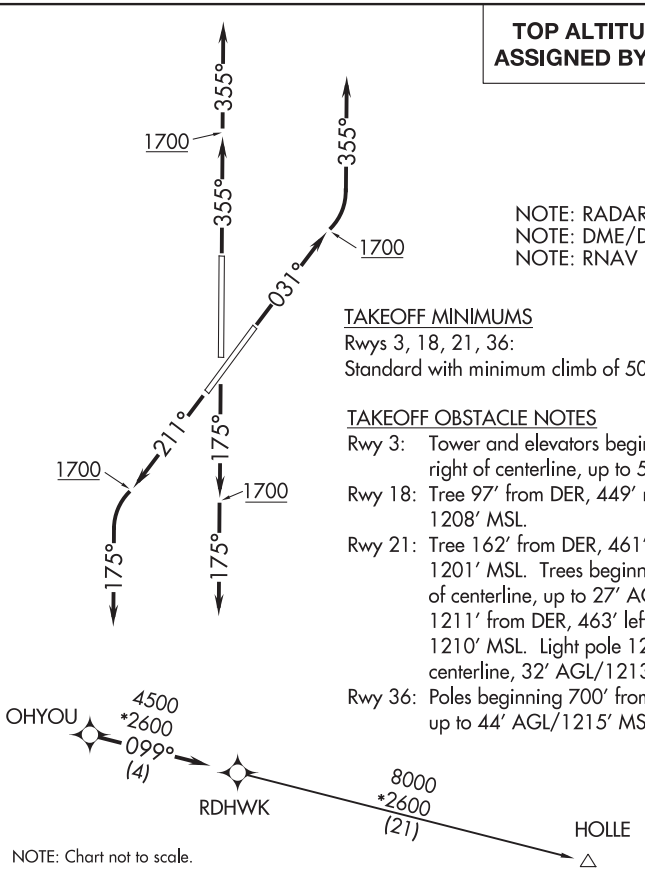
RDHWK TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.

Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.

Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.

Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

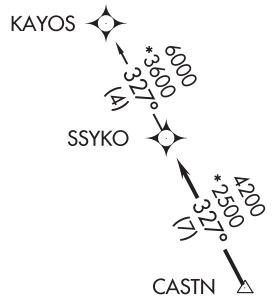
. . . . on track 099° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK2.HOLLE)

SSYKO TWO DEPARTURE (RNAV) SL-5672 (FAA)

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC



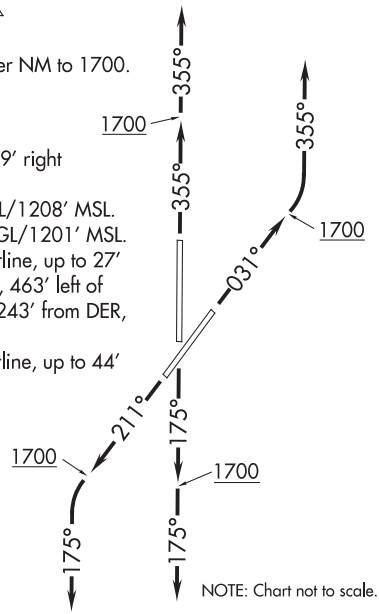
TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 327° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS)

(STPHN2.STPHN) 16147

STPHN TWO DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
SL-5672 (FAA)
NORMAN, OKLAHOMA

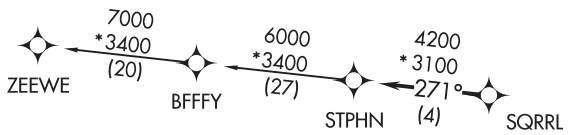
AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

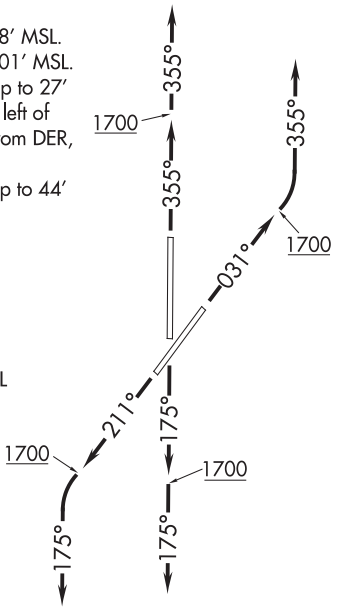
TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.





NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

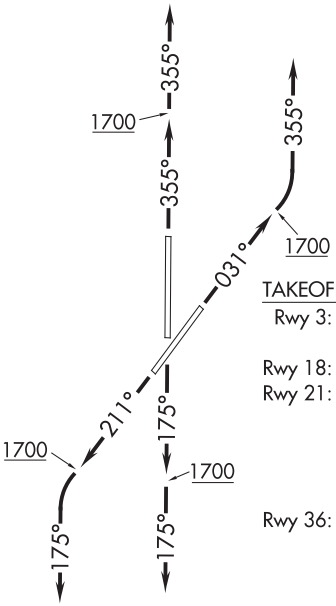
TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

. . . . on track 271° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN2.BFFFY)
ZEEWE TRANSITION (STPHN2.ZEEWE)

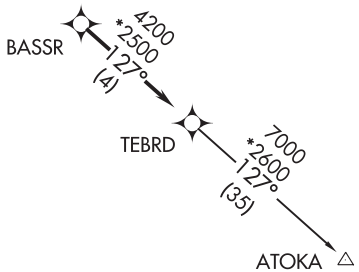
TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325



TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES
Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.
Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.
Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL. Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL. Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL. Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.
Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 127° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA)

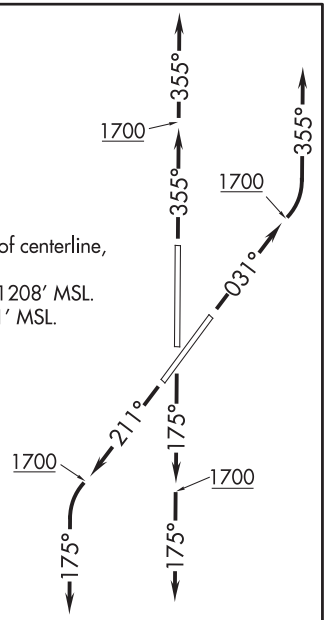
(THRPE2.THRPE) 16147

THRPE TWO DEPARTURE (RNAV) SL-5672 (FAA)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC



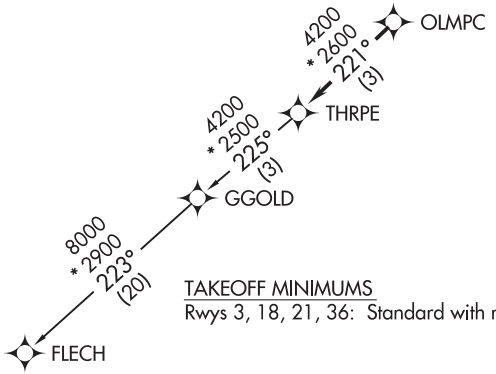
TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.

Rwy 18: Tree 97′ from DER, 449′ right of centerline, up to 32′ AGL/1208′ MSL.

Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL.
Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL.
Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL.
Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.

Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 18: Climb on heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

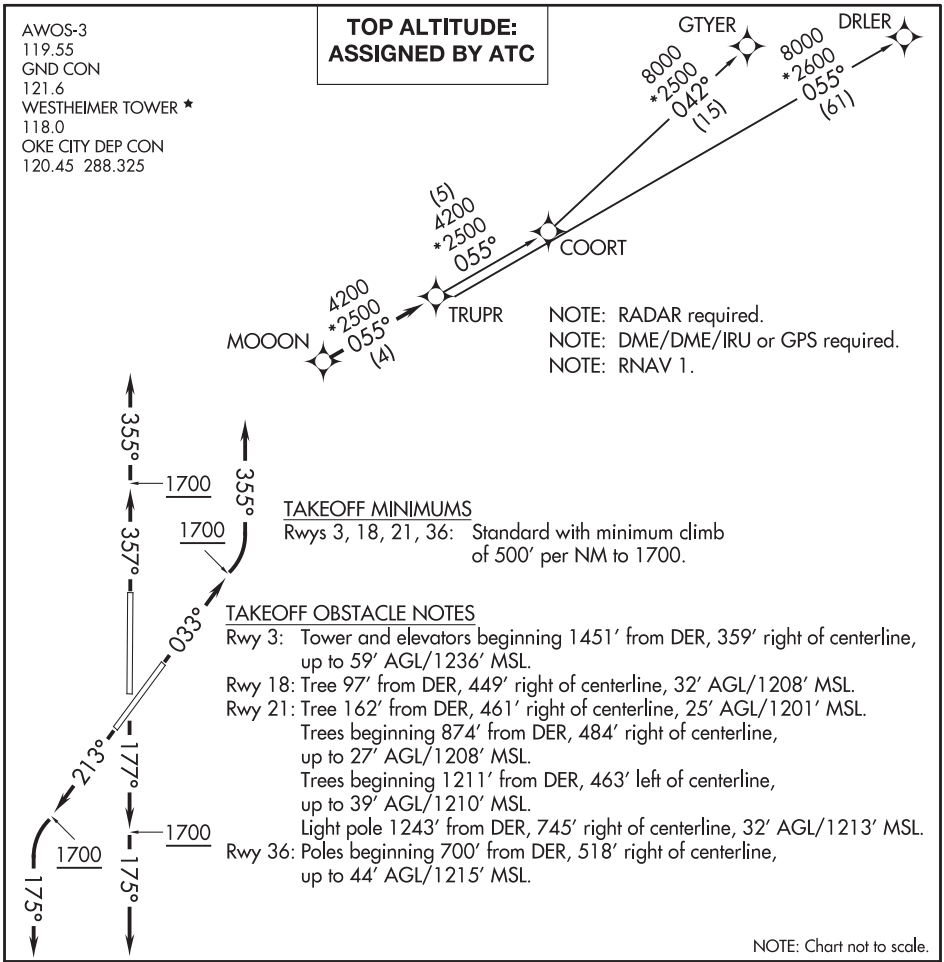
TAKEOFF RWY 21: Climb on heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 36: Climb on heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 221° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE2.FLECH)

GGOLD TRANSITION (THRPE2.GGOLD)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 033° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 18: Climb on heading 177° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 21: Climb on heading 213° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 36: Climb on heading 357° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 055° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR2.COORT)

DRLER TRANSITION (TRUPR2.DRLER)

GTYER TRANSITION (TRUPR2.GTYER)

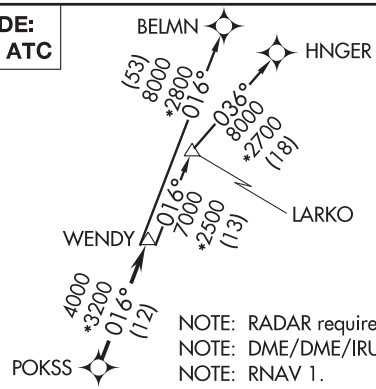
(WENDY2.WENDY) 16147

WENDY TWO DEPARTURE (RNAV)

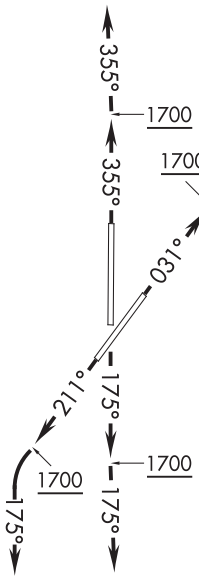
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
SL-5672 (FAA)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TAKEOFF OBSTACLE NOTES

Rwy 3: Tower and elevators beginning 1451′ from DER, 359′ right of centerline, up to 59′ AGL/1236′ MSL.

Rwy 18: Tree 97′ from DER, 449′ right of centerline, 32′ AGL/1208′ MSL.

Rwy 21: Tree 162′ from DER, 461′ right of centerline, 25′ AGL/1201′ MSL.
Trees beginning 874′ from DER, 484′ right of centerline, up to 27′ AGL/1208′ MSL.
Trees beginning 1211′ from DER, 463′ left of centerline, up to 39′ AGL/1210′ MSL.
Light pole 1243′ from DER, 745′ right of centerline, 32′ AGL/1213′ MSL.

Rwy 36: Poles beginning 700′ from DER, 518′ right of centerline, up to 44′ AGL/1215′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb heading 031° to 1700, then left turn heading 355° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 18: Climb heading 175° to 1700, then heading 175° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 21: Climb heading 211° to 1700, then left turn heading 175° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 36: Climb heading 355° to 1700, then heading 355° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

. . . . on track 016° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY2.BELMN):

HNGER TRANSITION (WENDY2.HNGER):

LARKO TRANSITION (WENDY2.LARKO):

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 58106 W05A	APP CRS 053°	Rwy ldg 5002 TDZE 541 Apt Elev 545

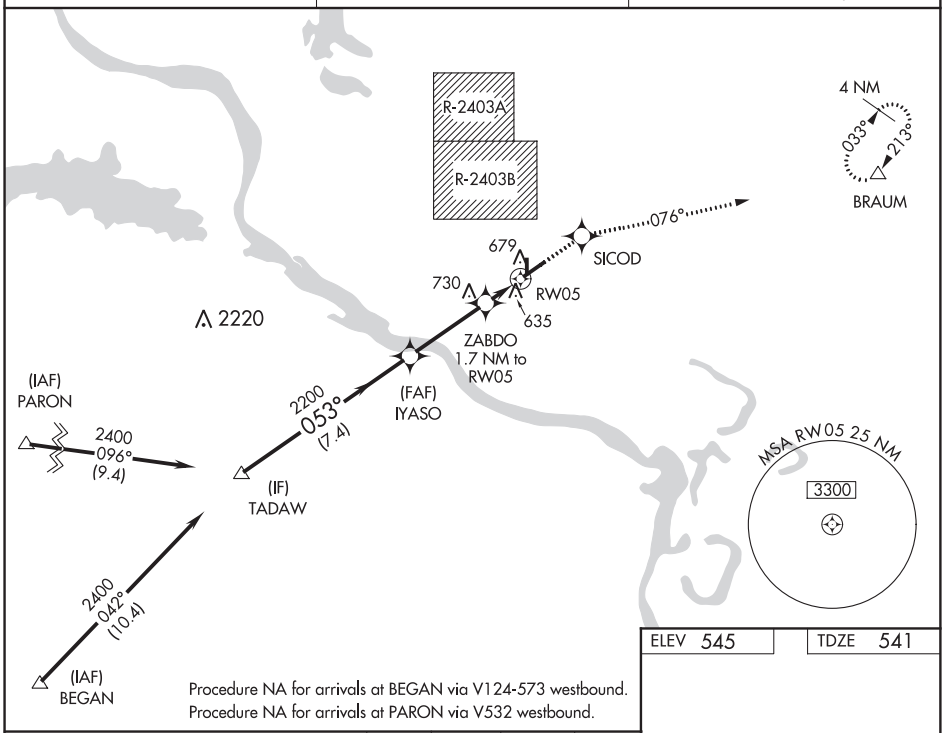
RNAV (GPS) RWY 5
NORTH LITTLE ROCK MUNI (ORK)

NA

DME/DME RNP-0.3 NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.

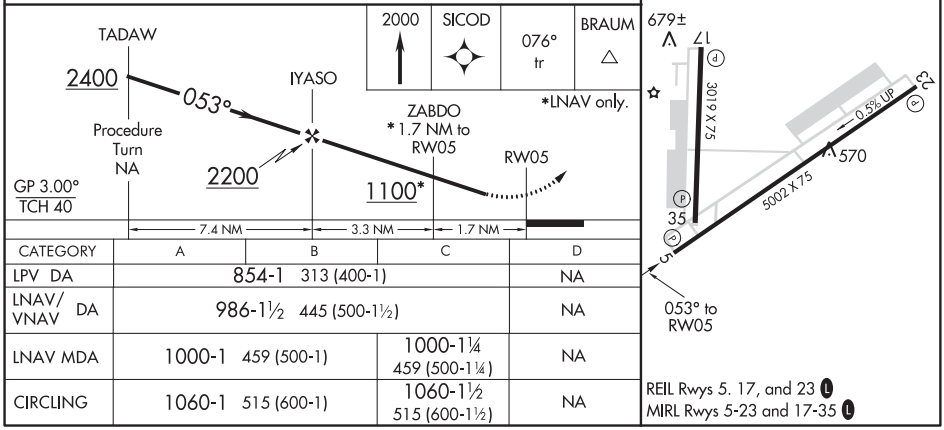
MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	123.075 (CTAF) L



Procedure NA for arrivals at BEGAN via V124-573 westbound.
Procedure NA for arrivals at PARON via V532 westbound.

ELEV 545	TDZE 541



CATEGORY	A	B	C	D
LPV DA	854-1 313 (400-1)			NA
LNAV/VNAV DA	986-1½ 445 (500-1½)			NA
LNAV MDA	1000-1 459 (500-1)		1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1 515 (600-1)		1060-1½ 515 (600-1½)	NA

REIL Rwys 5. 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

16091

RNAV (GPS) RWY 35
NORTH LITTLE ROCK MUNI (ORK)

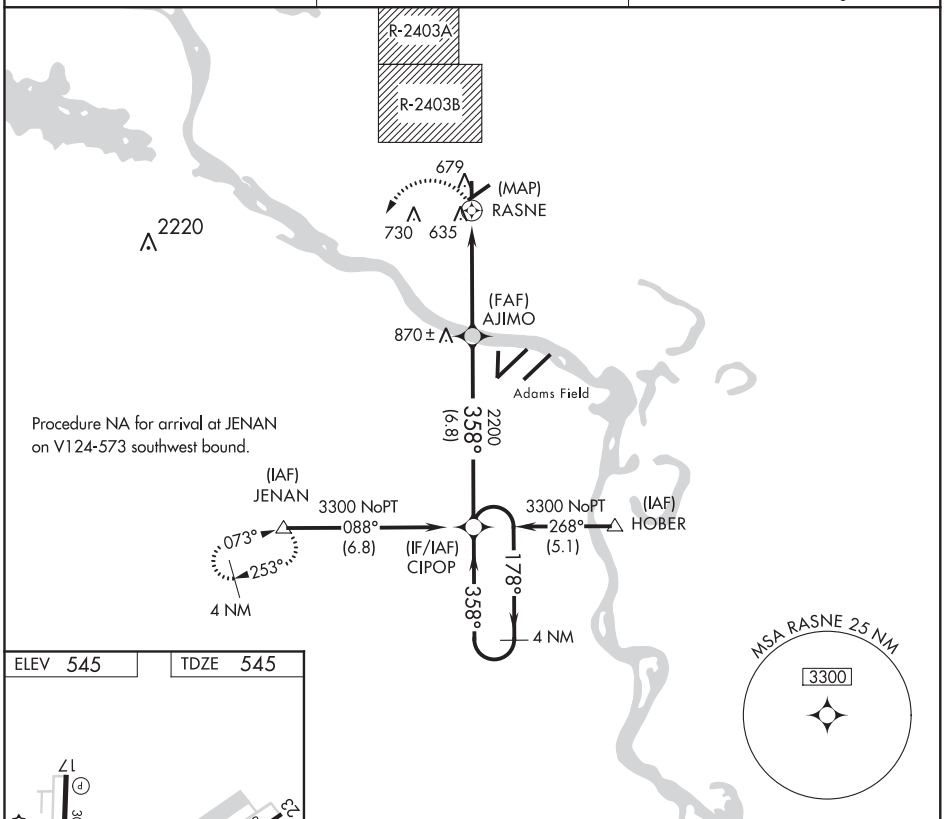
APP CRS	Rwy ldg	3019
358°	TDZE	545
	Apt Elev	545

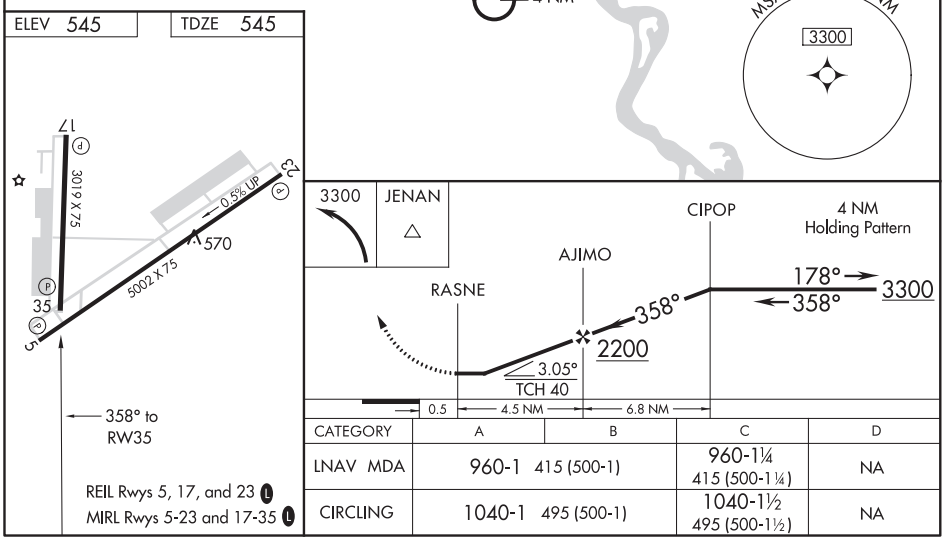
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Circling Rwy 17 NA at night. Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3300 direct JENAN WP and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 415 (500-1)		960-1¼ 415 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME RWY 5
NORTH LITTLE ROCK MUNI (ORK)

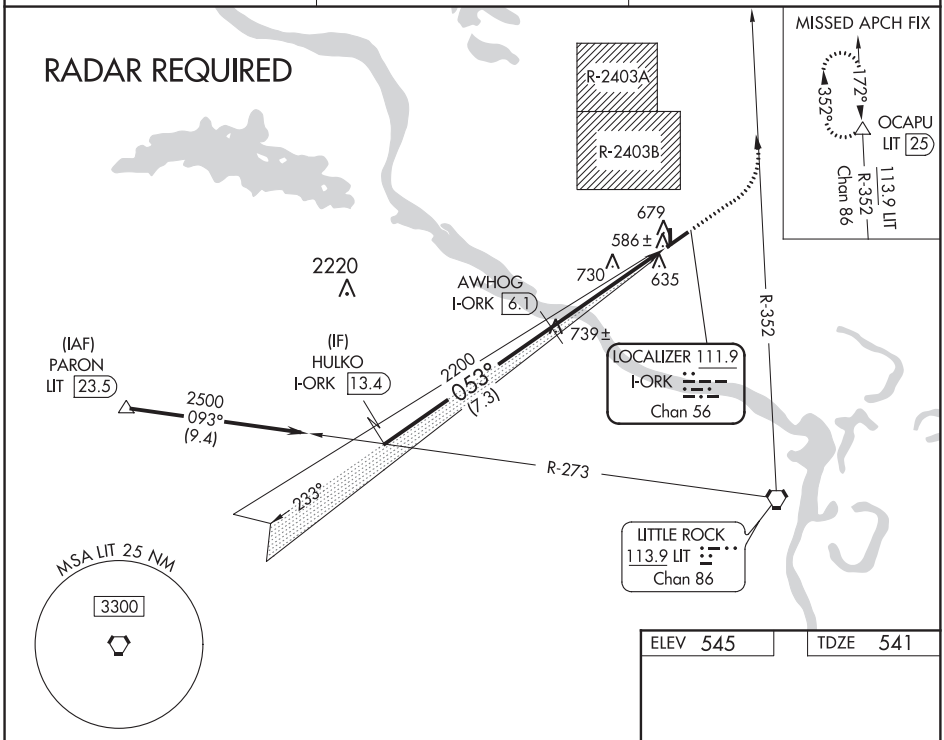
LOC/DME I-ORK	APP CRS	Rwy ldg	5002
111.9	053°	TDZE	541
Chan 56		Apt Elev	545

T NA

Use Bill and Hillary Clinton National/Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

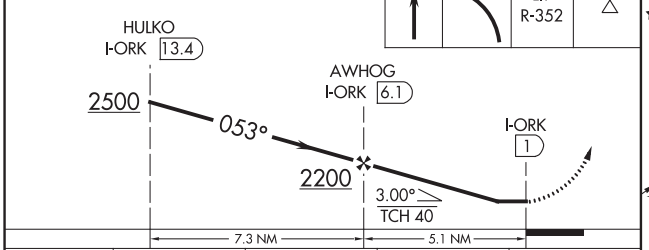
LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	123.075 (CTAF) L

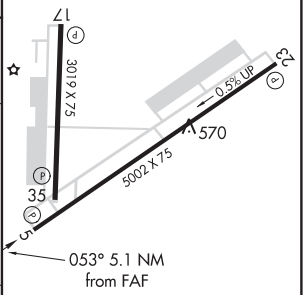


ELEV 545 TDZE 541

Use I-ORK DME when on the localizer course.

1700	4000	LIT R-352	OCAPU





CATEGORY	A	B	C	D
S-LOC 5	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

16091

VOR RWY 35

NORTH LITTLE ROCK MUNI (ORK)

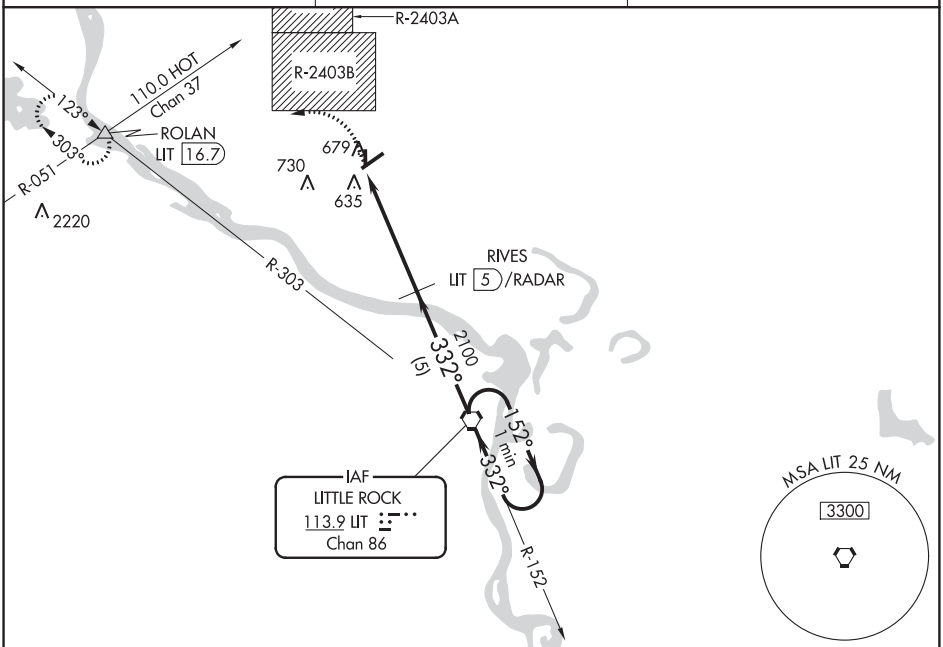
VORTAC LIT	APP CRS	Rwy ldg	3009
113.9	332°	TDZE	545
Chan 86		Apt Elev	545

Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting. Procedure not authorized when restricted area R-2403B in effect.

NA

MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.5 306.2	121.6	123.075 (CTAF) L



NoPT for arrival on LIT VORTAC airway radials R-089 CW R-230.

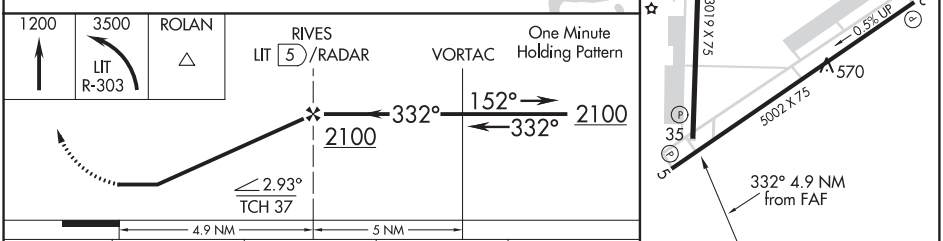
DME or RADAR REQUIRED

2237

ELEV 545	TDZE 545

REIL Rwys 5, 17, and 23 L

MIRL Rwys 5-23 and 17-35 L



CATEGORY	A	B	C	D
S-35	940-1 395 (400-1)			NA
CIRCLING	1040-1 495 (500-1)		1040-1½ 495 (500-1½)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 17R

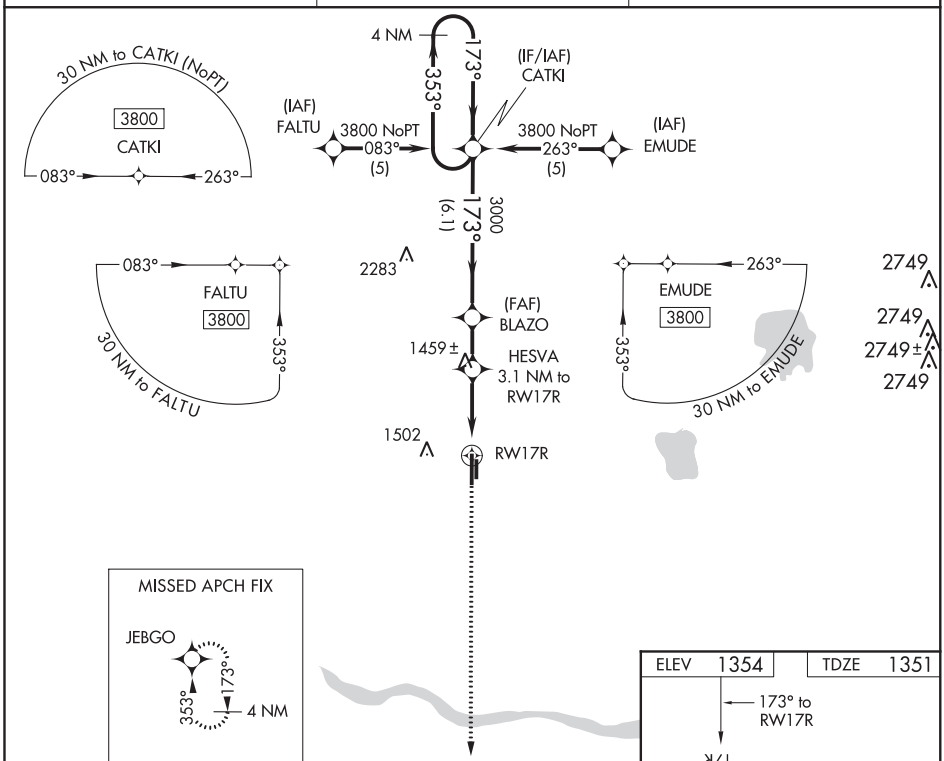
CLARENCE E. PAGE MUNI (RCE)

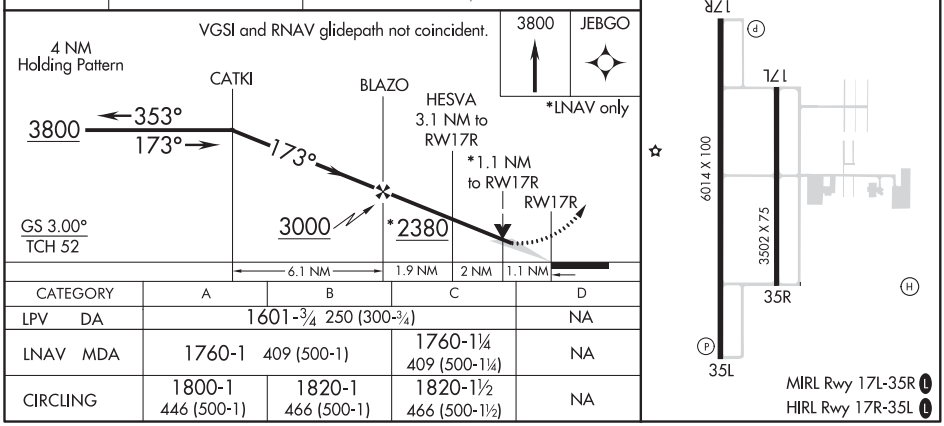
WAAS CH 42701 W17A	APP CRS 173°	Rwy ldg 6014 TDZE 1351 Apt Elev 1354

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1 409 (500-1)		1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)

15008

RNAV (GPS) RWY 35L

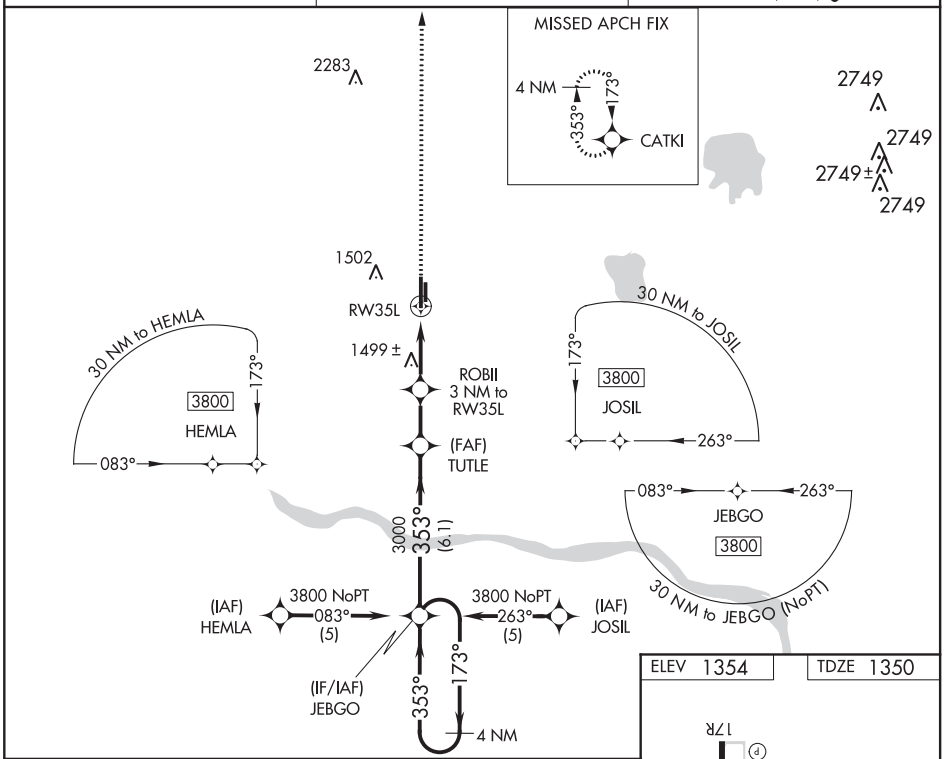
CLARENCE E. PAGE MUNI (RCE)

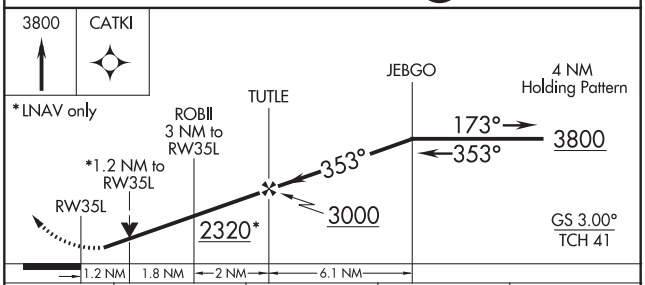
WAAS CH 86901 W35A	APP CRS 353°	Rwy ldg 6014 TDZE 1350 Apt Elev 1354

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

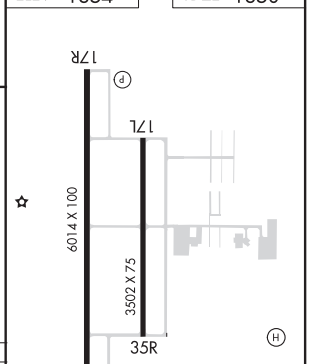
MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
LNAV MDA	1760-1 410 (500-1)		1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

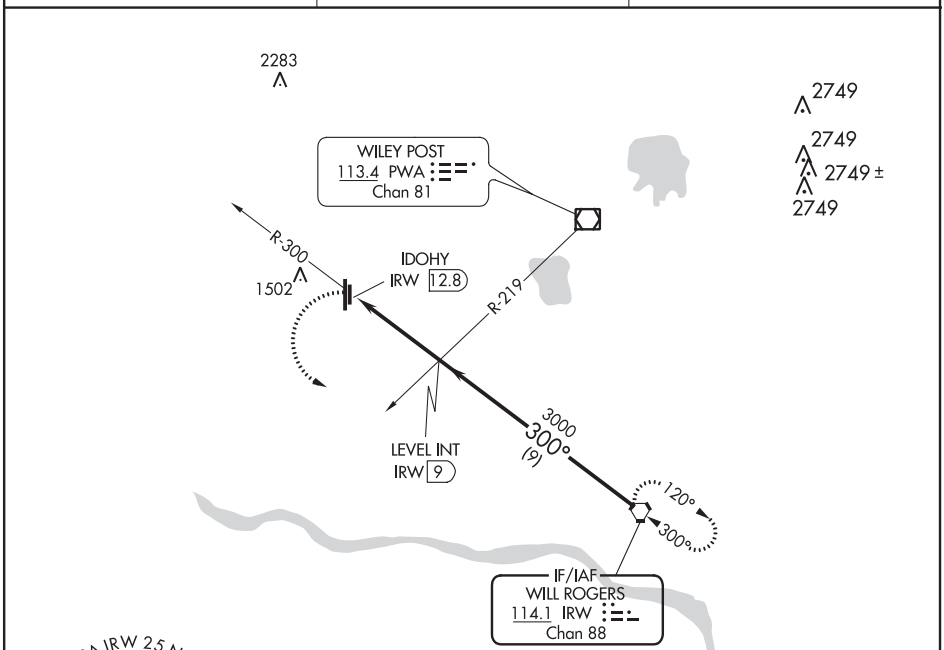
VOR-B
CLARENCE E. PAGE MUNI (RCE)

VORTAC IRW	APP CRS	Rwy ldg	N/A
114.1	300°	TDZE	N/A
Chan 88		Apt Elev	1354

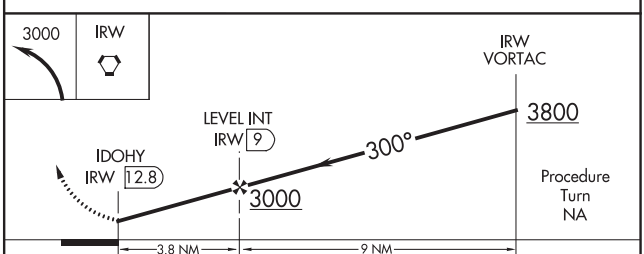
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

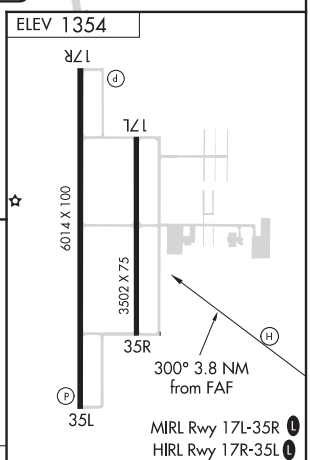
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L



Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.





CATEGORY	A	B	C	D
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 05 JAN 2017 to 02 MAR 2017

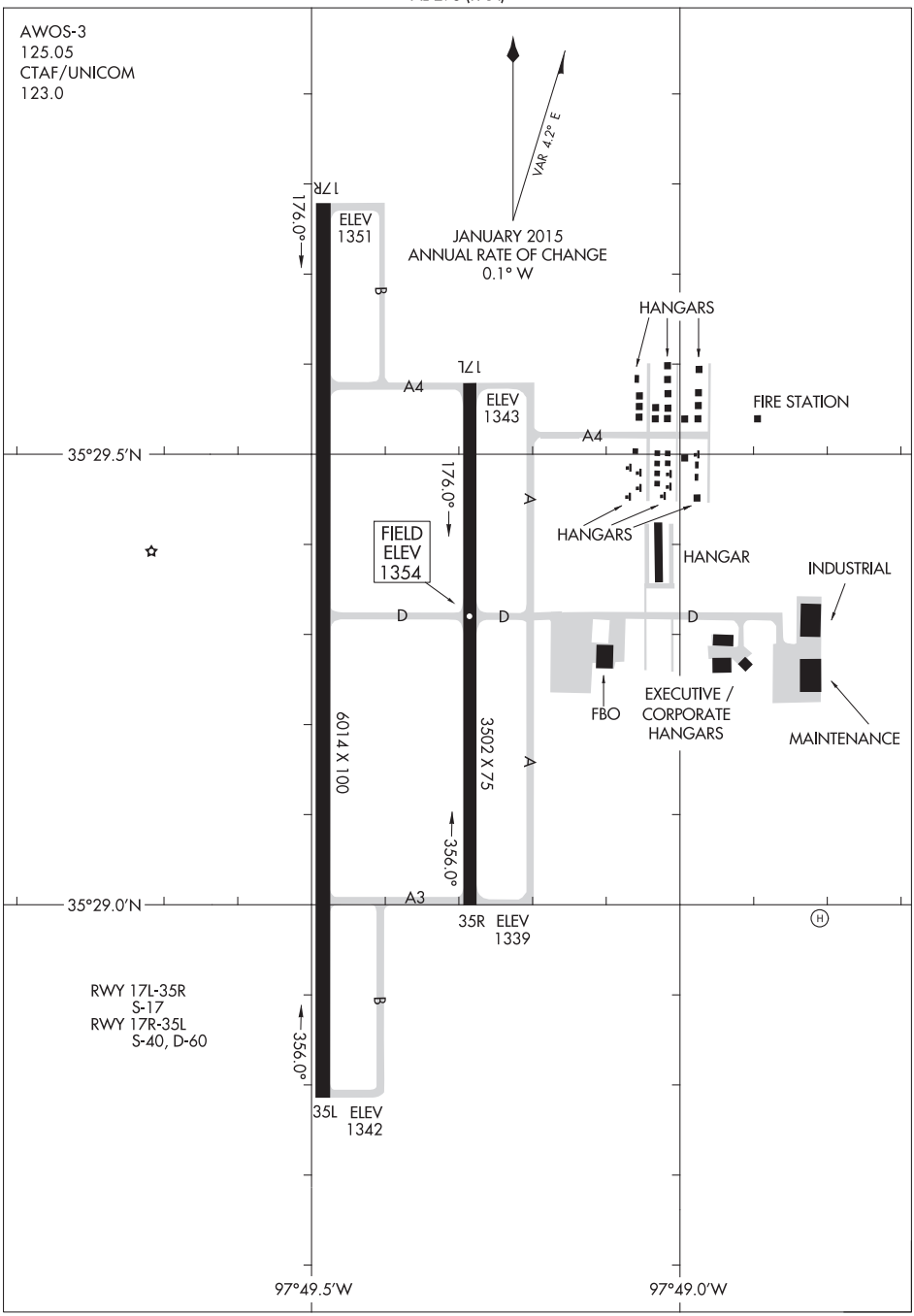
SC-1, 05 JAN 2017 to 02 MAR 2017

15176

AIRPORT DIAGRAM

CLARENCE E PAGE MUNI (RCE)
OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15176
OKLAHOMA CITY, OKLAHOMA
CLARENCE E PAGE MUNI (RCE)

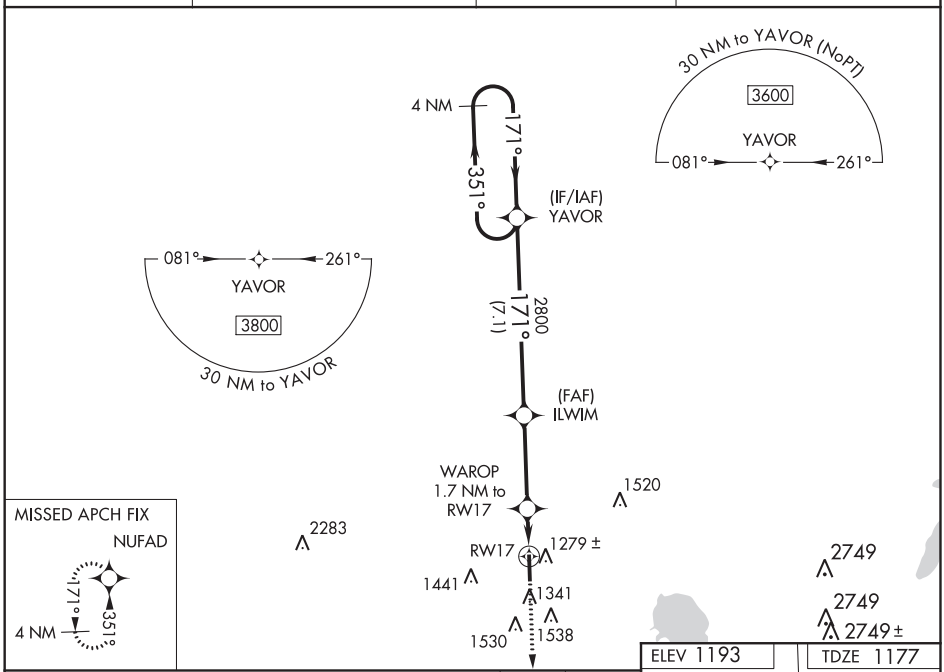
WAAS CH 81923 W17A	APP CRS 171°	Rwy ldg 5001 TDZE 1177 Apt Elev 1193

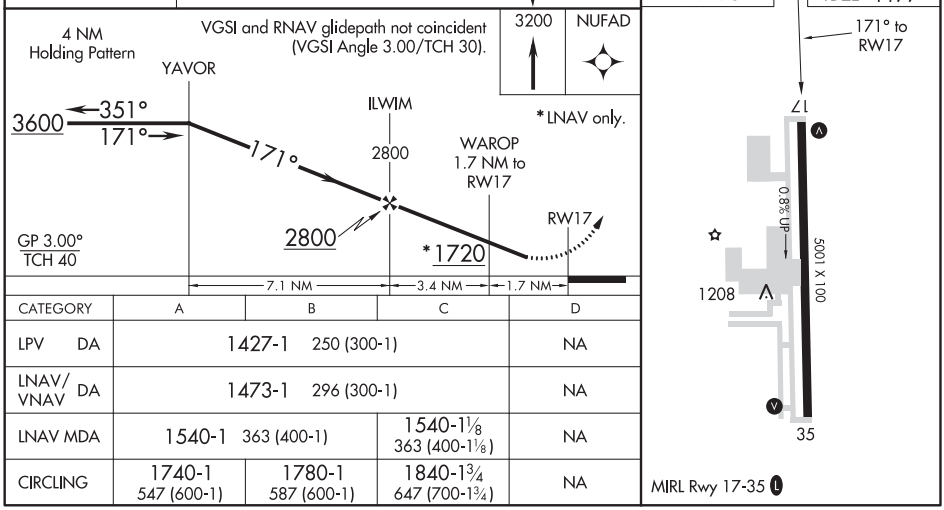
RNAV (GPS) RWY 17
SUNDANCE (HSD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA. Circling Rwy 35 NA at night.

MISSED APPROACH: Climb to 3200 direct NUFAD and hold.

ASOS	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1427-1 250 (300-1)			NA
LNAV/VNAV DA	1473-1 296 (300-1)			NA
LNAV MDA	1540-1 363 (400-1)		1540-1⅛ 363 (400-1⅛)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

AL-6749 (FAA)

16259

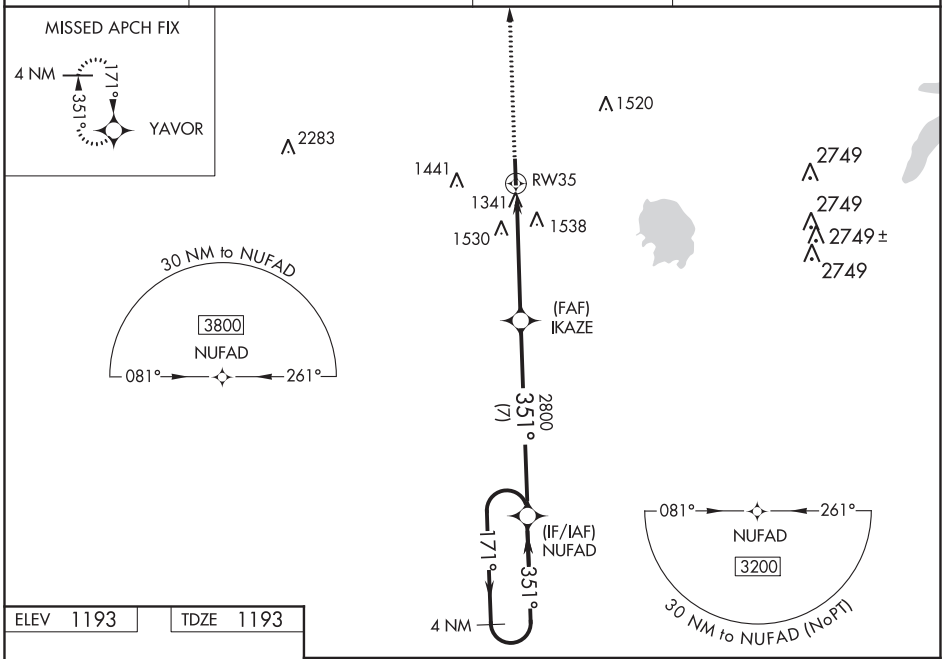
RNAV (GPS) RWY 35
SUNDANCE (HSD)

WAAS CH 77823 W35A	APP CRS 351°	Rwy ldg 5001 TDZE 1193 Apt Elev 1193

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 35 procedure NA at night.

MISSED APPROACH: Climb to 3600 direct YAVOR and hold.

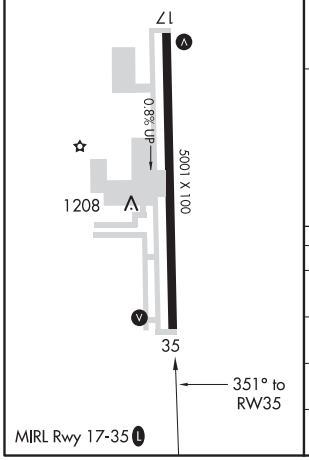
ASOS	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF) L

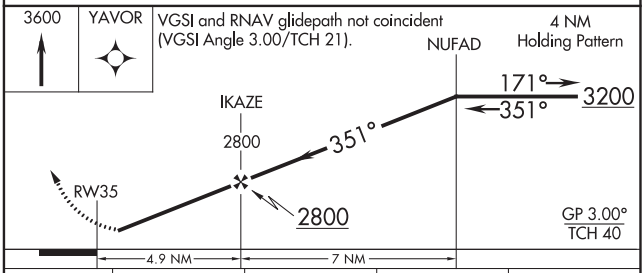


SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 1193 | TDZE 1193





CATEGORY	A	B	C	D
LPV DA	1585-1⅜ 392 (400-1⅜)			NA
LNAV/VNAV DA	1881-2½ 688 (700-2½)			NA
LNAV MDA	1780-1 587 (600-1)		1780-1¾ 587 (600-1¾)	NA
CIRCLING	1780-1 587 (600-1)		1840-1¾ 647 (700-1¾)	NA

OKLAHOMA CITY, OKLAHOMA
Amdt 1B 15SEP16

35°36′N-97°42′W

SUNDANCE (HSD)
RNAV (GPS) RWY 35

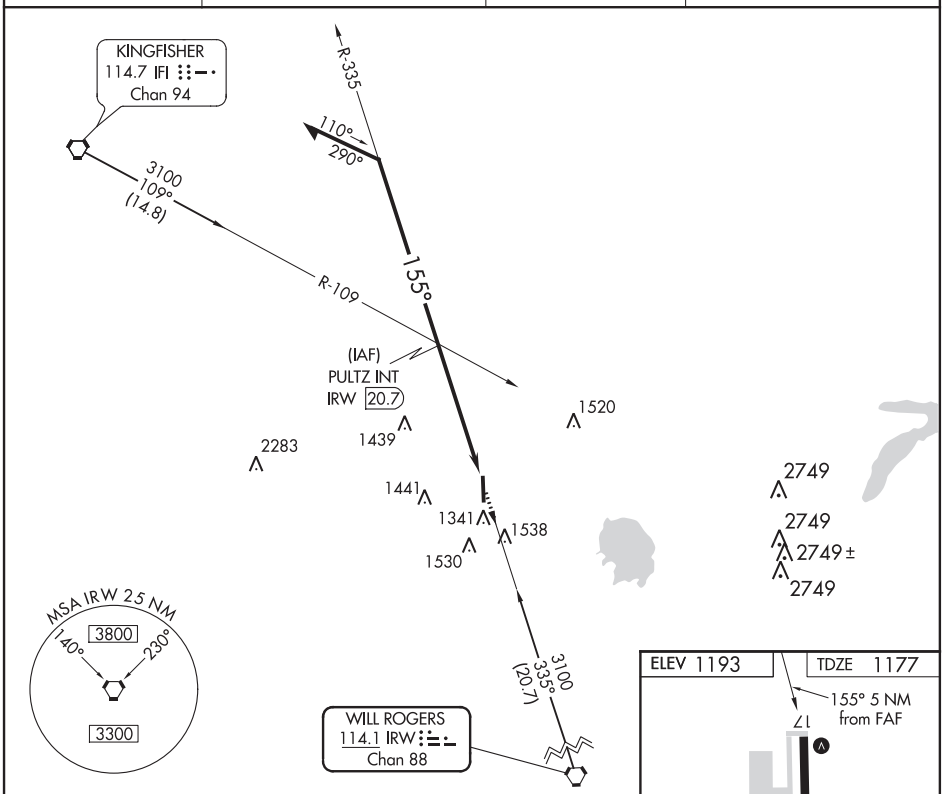
VORTAC IRW	APP CRS	Rwy ldg	5001
114.1	155°	TDZE	1177
Chan 88		Apt Elev	1193

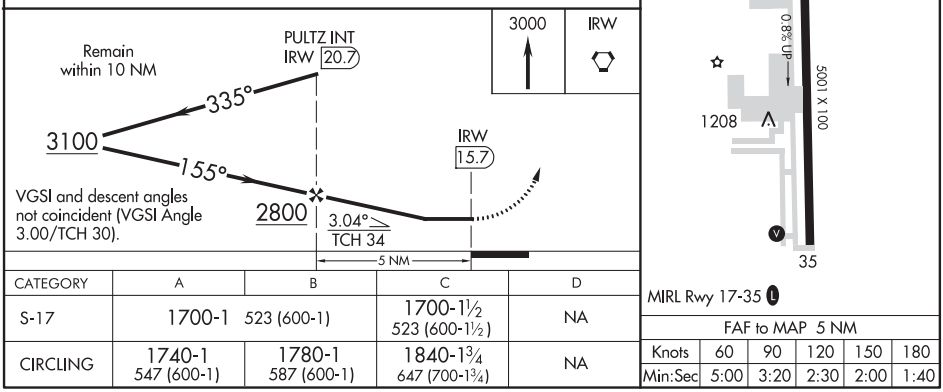
VOR RWY 17
SUNDANCE (HSD)

Circling to Rwy 35 NA at night.
Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ASOS	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF)





CATEGORY	A	B	C	D
S-17	1700-1 523 (600-1)		1700-1½ 523 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA — AL-739 (FAA) — 17005

ILS or LOC RWY 17L
WILEY POST (PWA)

LOC I-PWA	APP CRS	Rwy ldg	6844
110.15	175°	TDZE	1291
		Apt Elev	1300

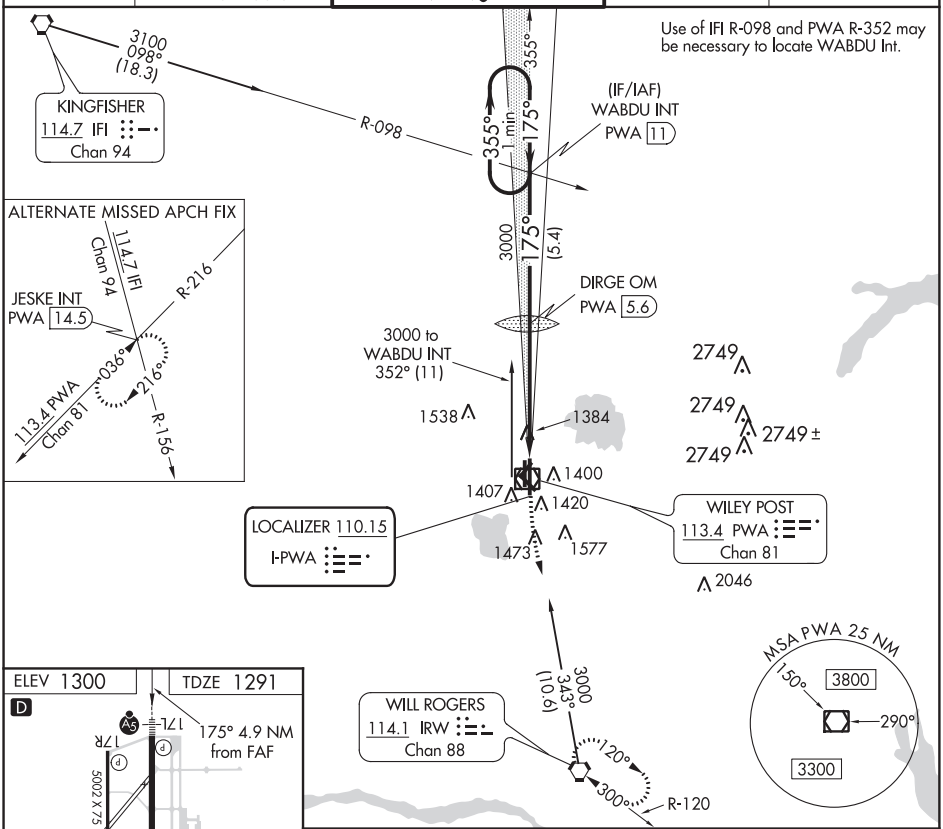
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

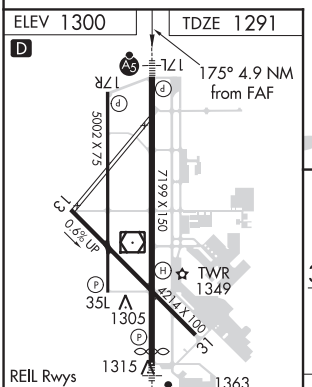
ASR

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

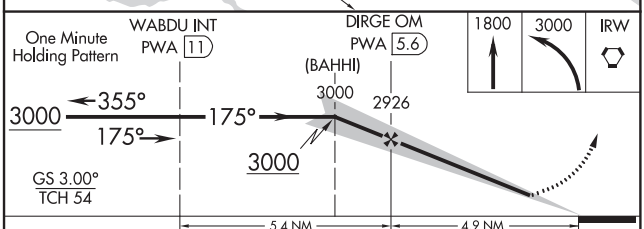
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





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 17L	1491-½ 200 (200-½)			
S-LOC 17L	1660-½ 369 (400-½)			1660-¾ 369 (400-¾)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS or LOC RWY 35R
WILEY POST (PWA)

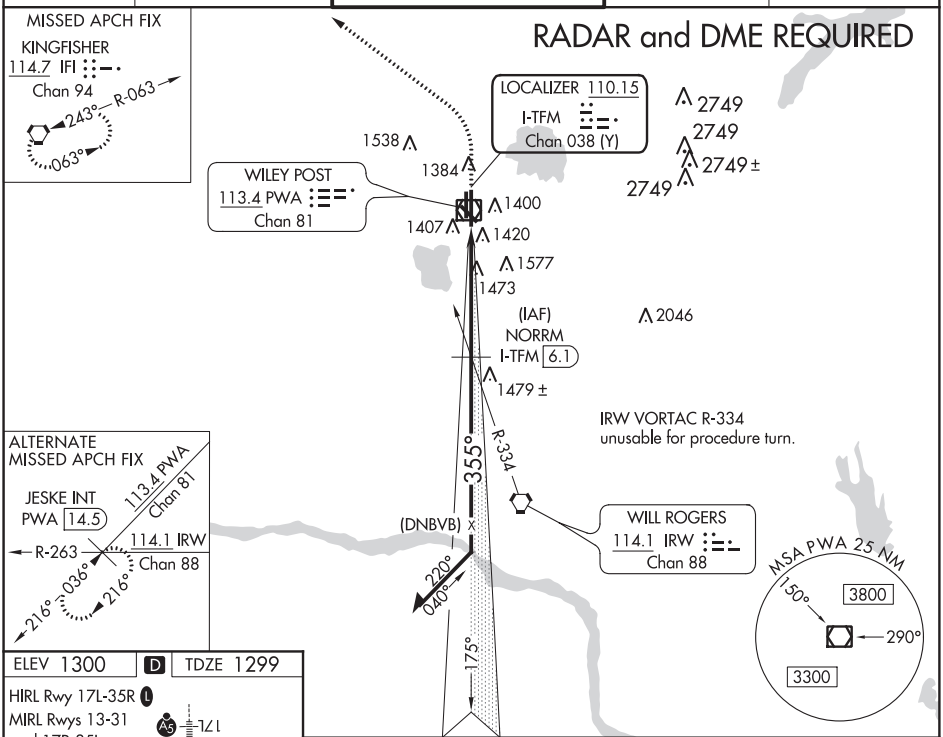
LOC/DME I-TFM	APP CRS	Rwy ldg	6844
110.15	355°	TDZE	1299
Chan 038 (Y)		Apt Elev	1300

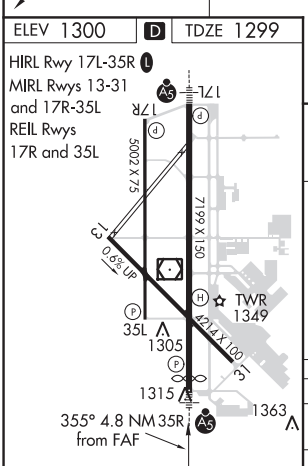
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting. ASR

MALSR

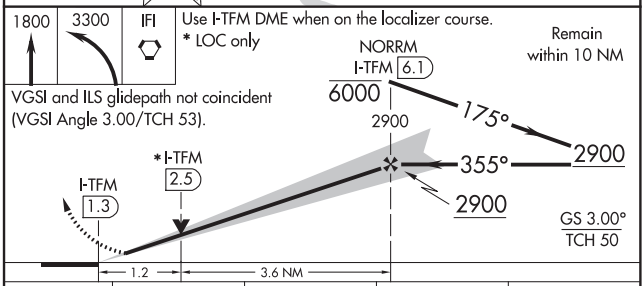
MISSED APPROACH: Climb to 1800 then climbing left turn to 3300 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER *	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 35R	1499-½ 200 (200-½)			
S-LOC 35R	1740-½ 441 (500-½)		1740-¾ 441 (500-¾)	1740-1 441 (500-1)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA AL-739 (FAA) 17005

RNAV (GPS) RWY 17L

WILEY POST (PWA)

WAAS CH 72737 W17A	APP CRS 175°	Rwy ldg 6844 TDZE 1291 Apt Elev 1300

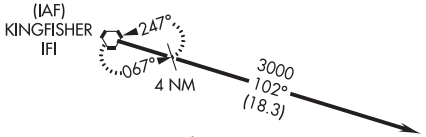
Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). When local altimeter setting not received, use Will Rogers World altimeter setting: Increase all DA 21 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.

ASR

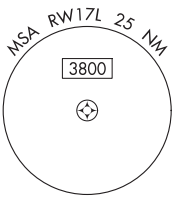
MALSR

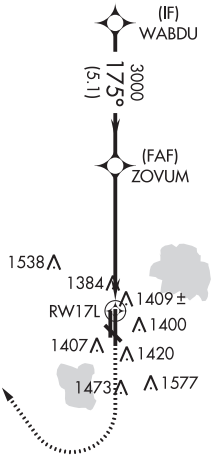
MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

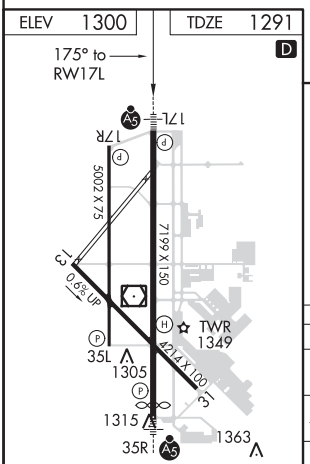
ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

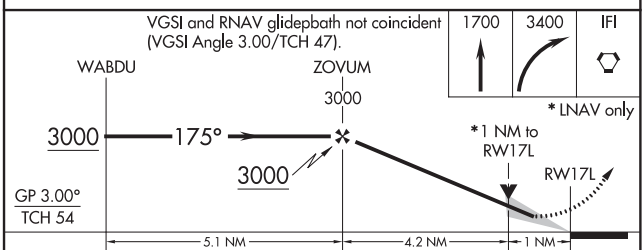


Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.









CATEGORY	A	B	C	D
LPV DA	1491-½ 200 (200-½)			
LNAV/VNAV DA	1590-½ 299 (300-½)			
LNAV MDA	1660-½ 369 (400-½)		1660-⅝ 369 (400-⅝)	
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	5002
175°	TDZE	1283
	Apt Elev	1300

RNAV (GPS) RWY 17R

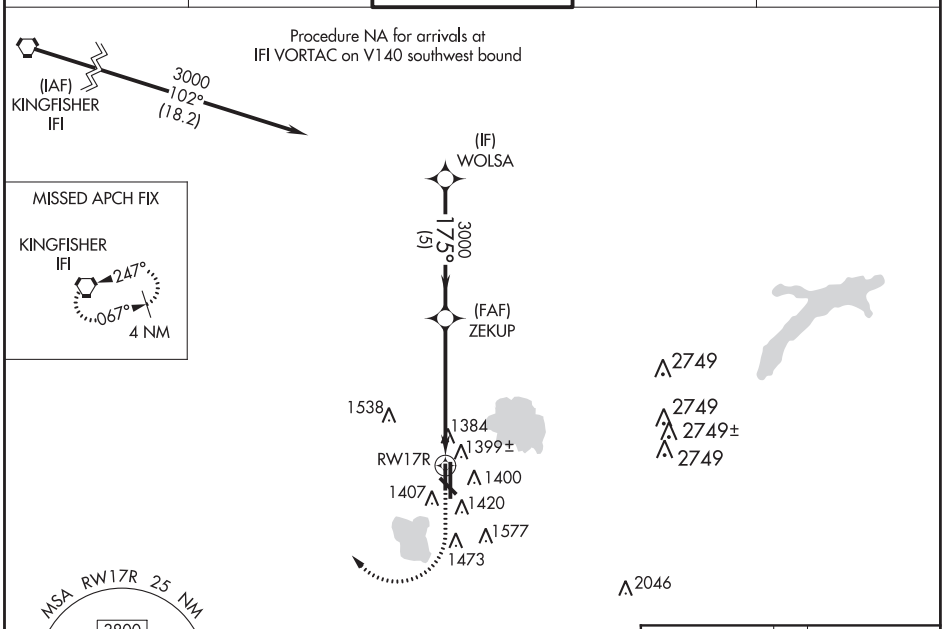
WILEY POST (PWA)

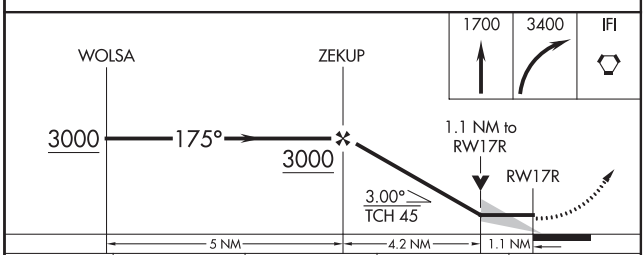
T A ASR

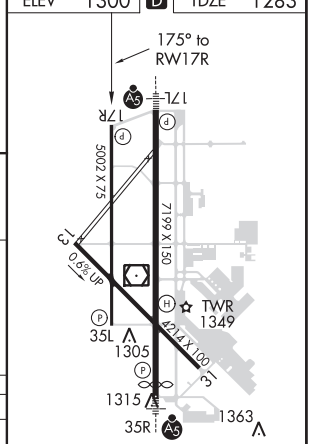
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet: increase LNAV Cat C/D visibility ⅛ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







REIL Rwys 17R and 35L
MIRL Rwys 13-31and 17R-35L
HIRL Rwy 17L-35R L

CATEGORY	A	B	C	D
LNAV MDA	1660-1 377 (400-1)			
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA | AL-739 (FAA) | 17005

RNAV (GPS) RWY 35L
WILEY POST (PWA)

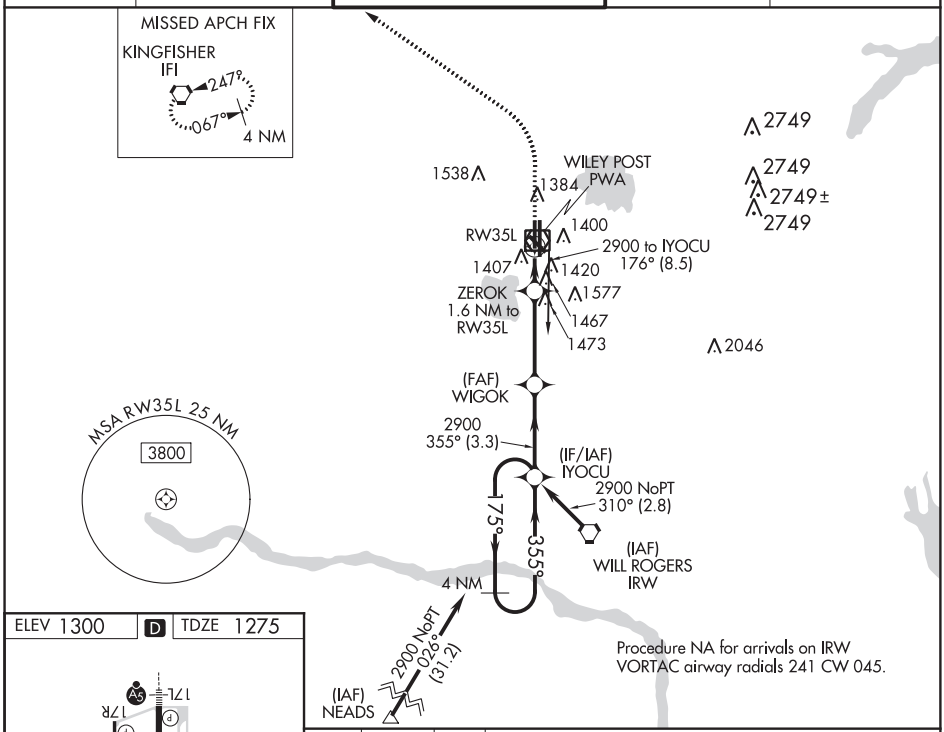
WAAS CH 78437 W35B	APP CRS 355°	Rwy ldg 5001 / TDZE 1275 / Apt Elev 1300

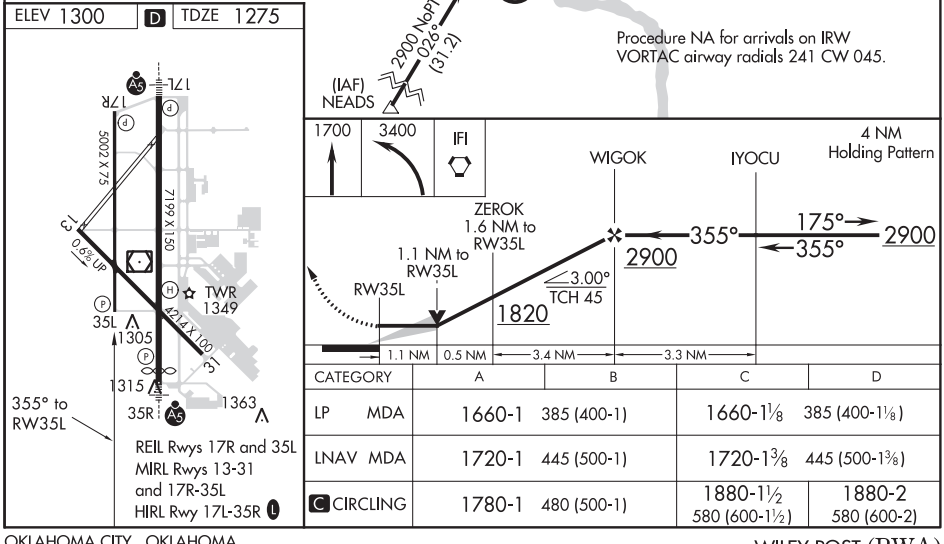
T A ASR

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ⅛ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER *	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





CATEGORY	A	B	C	D
LP MDA	1660-1 385 (400-1)		1660-1⅛ 385 (400-1⅛)	
LNAV MDA	1720-1 445 (500-1)		1720-1⅜ 445 (500-1⅜)	
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 42716 W35A	APP CRS 355°	Rwy ldg 6844 TDZE 1299 Apt Elev 1300

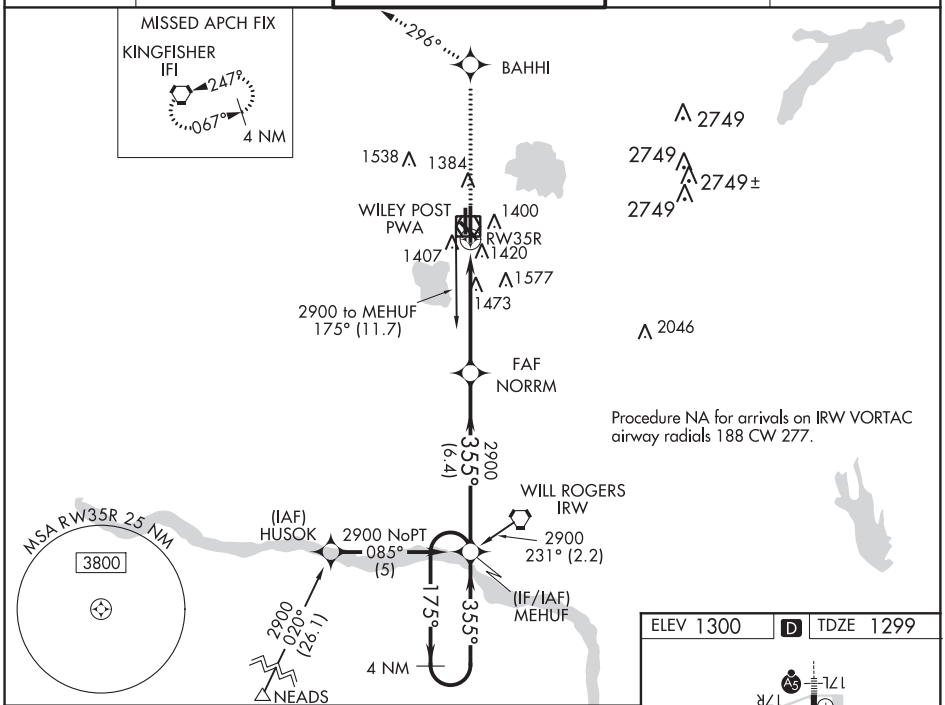
RNAV (GPS) RWY 35R
WILEY POST (PWA)

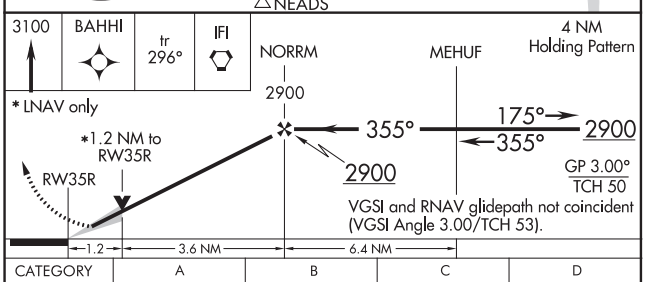
T A ASR — Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

MALSR

MISSED APPROACH: Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

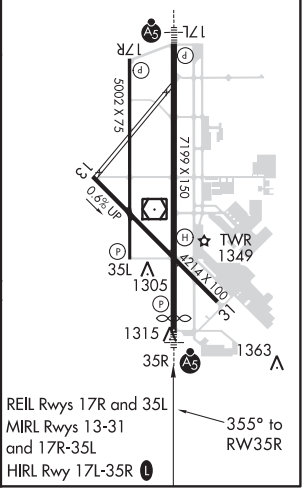
ATIS	OKE CITY APP CON	WILEY POST TOWER *	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	1499-½ 200 (200-½)			
LNAV/VNAV DA	1769-1¼ 470 (500-1¼)			
LNAV MDA	1740-½ 441 (500-½)		1740-¾ 441 (500-¾)	1740-1 441 (500-1)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

ELEV 1300 D TDZE 1299



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

17005

VOR RWY 17L
WILEY POST (PWA)

VOR/DME PWA	APP CRS	Rwy ldg	6844
113.4	176°	TDZE	1291
Chan 81		Apt Elev	1300

*Radar fix in lieu of MCLAN INT will be provided on pilot request. For inop MALSR increase S-17L Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER *	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

KINGFISHER
114.7 IFI
Chan 94

R-112

131° / 311°

R-356

176°

(IAF)
*MCLAN INT
PWA 5.6

OM

2749

2749
2749±

2749

1538

1384

WILEY POST
113.4 PWA
Chan 81

1400

1407

1420

1577

1473

2046

MSA PWA 25 NM

150°

3800

290°

3300

2800 to MCLAN INT
348°
(16.1)

WILL ROGERS
114.1 IRW
Chan 88

ELEV 1300 | TDZE 1291

D

176° to VOR/DME

17L

17R

5002 X 75

7199 X 150

0.8% UP

13

TWR
1349

35L
1305

4214 X 100

31

1315

35R

1363

REIL Rwys 17R and 35L
MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

3000

IRW

*MCLAN INT
PWA 5.6

Remain within 10 NM

356°

2800

176°

2800

PWA VOR/DME

2.81°
TCH 54

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).

0.7

4.9 NM

CATEGORY	A	B	C	D
S17L	1640-½ 349 (400-½)			1640-1 349 (400-1)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA
Amdt 11B 02APR15

35°32′N-97°39′W

WILEY POST (PWA)
VOR RWY 17L

VOR RWY 35R
WILEY POST (PWA)

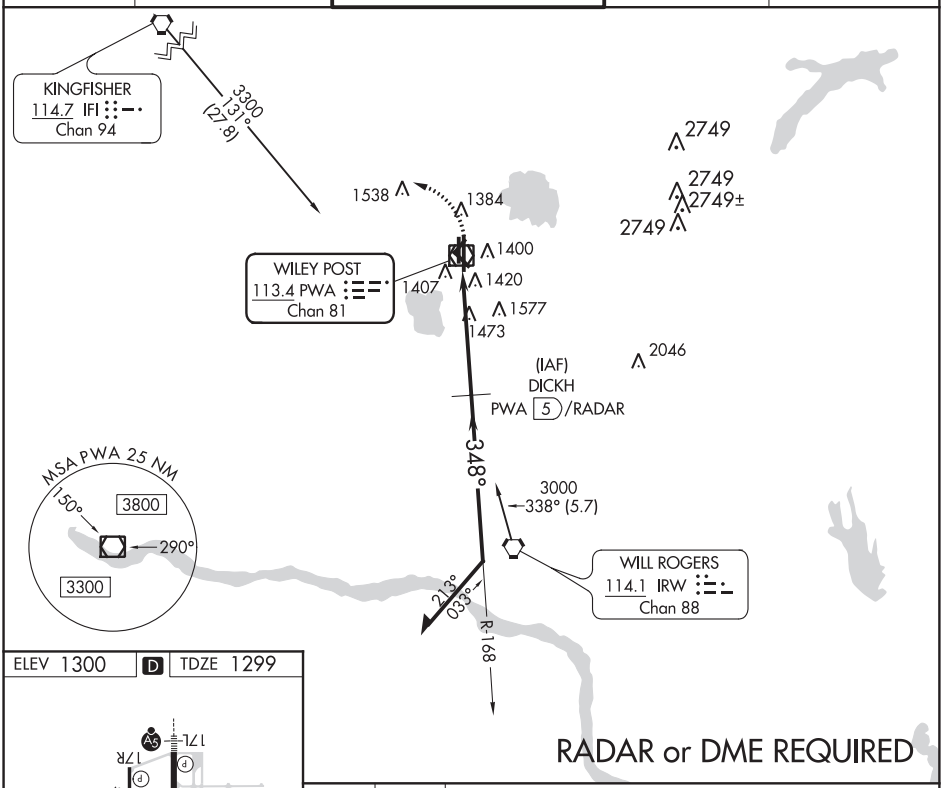
VOR/DME PWA	APP CRS	Rwy ldg	6844
113.4	348°	TDZE	1299
Chan 81		Apt Elev	1300

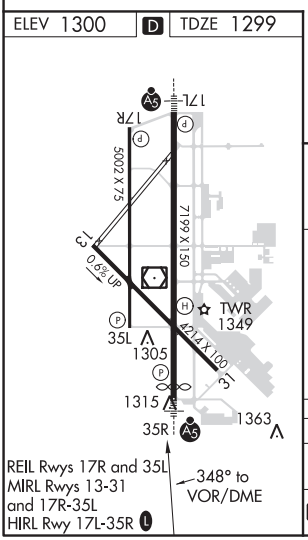
Inop table does not apply.
ASR

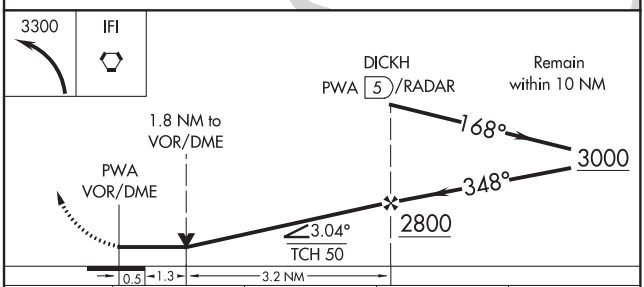
MALSR

MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
S-35R	1740-1	441 (500-1)	1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

17005

VOR-A

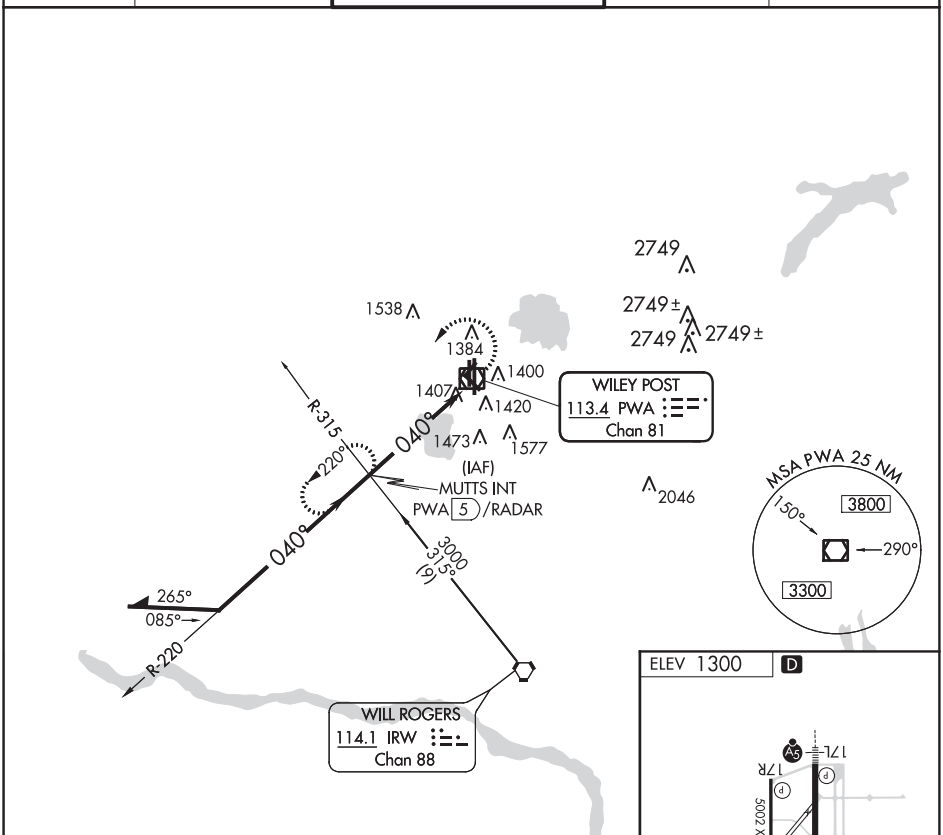
WILEY POST (PWA)

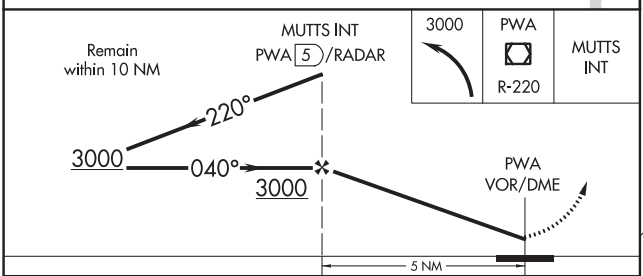
VOR/DME PWA	APP CRS	Rwy ldg	N/A
113.4	040°	TDZE	N/A
Chan 81		Apt Elev	1300

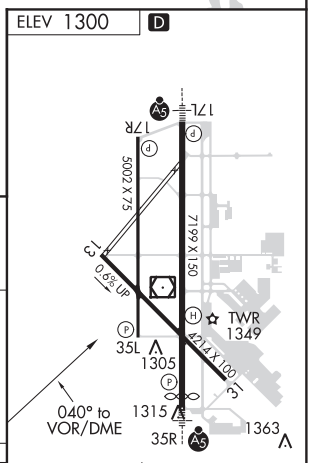
ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







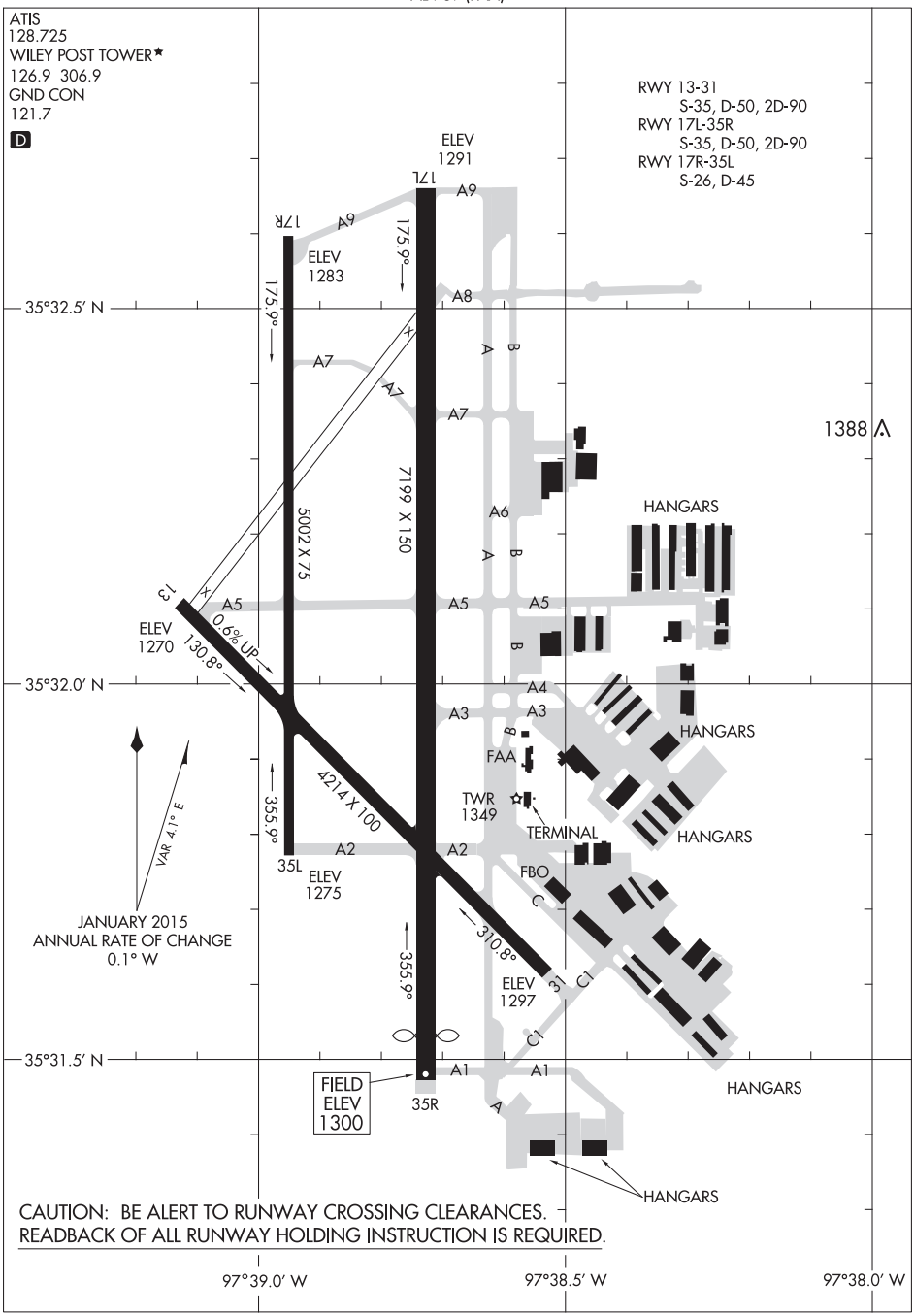
REIL Rwys 17R and 35L
MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

CATEGORY	A	B	C	D
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AL-739 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

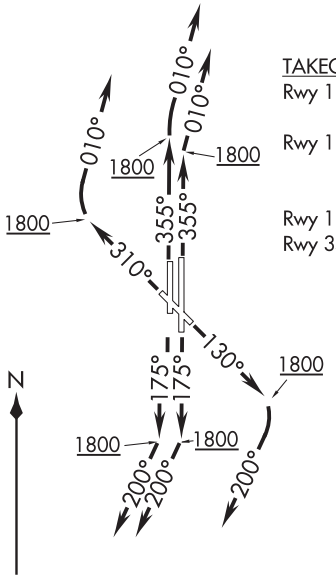
SC-1, 05 JAN 2017 to 02 MAR 2017

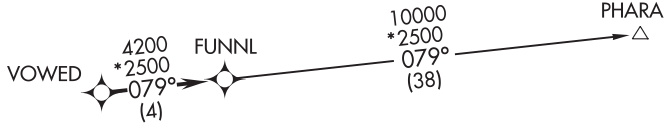
TOP ALTITUDE: Assigned by ATC

ATIS
128.725
GND CON
121.7
WILEY POST TOWER*
126.9 306.9
OKE CITY DEP CON
124.6 266.8 (South)
124.2 336.4 (North)

TAKEOFF OBSTACLE NOTES

Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL.
Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL.
Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL.
Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Windsock 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL.
Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.





DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .
TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .
TAKEOFF RWY 35L: Climb heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .
TAKEOFF RWY 35R: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED. Thence. . . .

. . . . on track 079° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL2.PHARA):

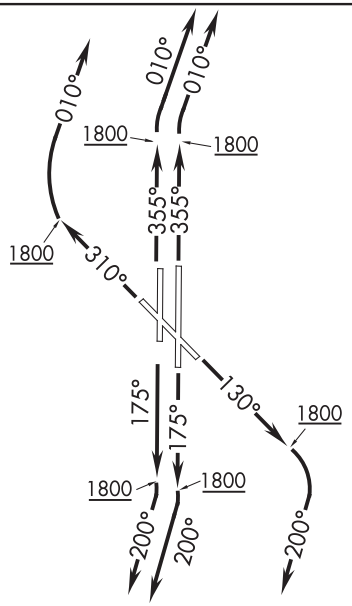
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

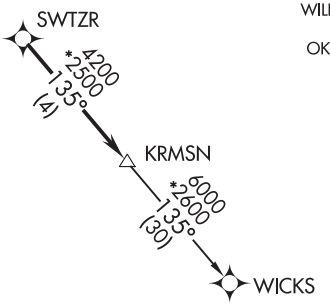
TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8





TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .

. . . . on track 135° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

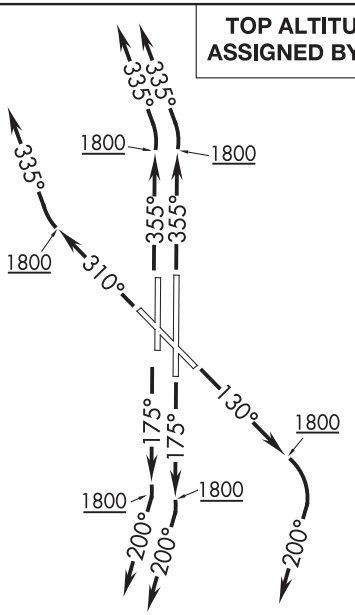
WICKS TRANSITION (KRMSN2.WICKS):

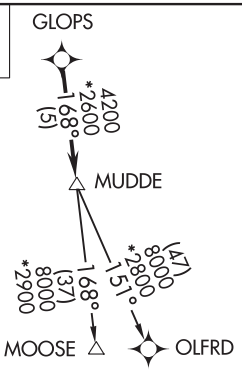
(MUDDE2.MUDDE) 16147

MUDDE TWO DEPARTURE (RNAV) SL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC





ATIS
128.725
GND CON
121.7
WILEY POST TOWER*
126.9 306.9
OKE CITY DEP CON
124.6 266.8

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 35L/R: Climb on heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 168° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE2.MOOSE):
OLFRD TRANSITION (MUDDE2.OLFRD):

OLGUY TWO DEPARTURE (RNAV)

(OLGUY2.OLGUY) 26MAY16

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER *
126.9 306.9
OKE CITY DEP CON
124.6 266.8

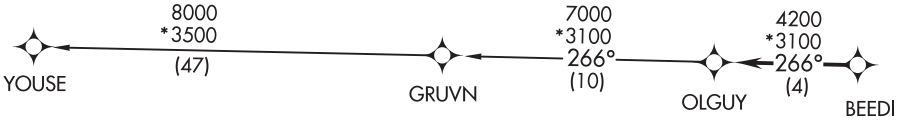
TAKEOFF OBSTACLE NOTES:

Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.

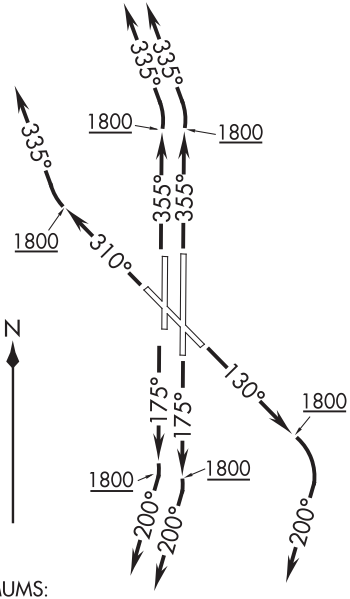
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.

Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.

Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.



TOP ALTITUDE: Assigned by ATC



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWYS 35L/R: Climb on heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 266° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY2.GRUVN):

YOUSE TRANSITION (OLGUY2.YOUSE):

TAKEOFF MINIMUMS:

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

(OLGUY2.OLGUY) 16147
OLGUY TWO DEPARTURE (RNAV)
SL-739 (FAA)
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

(RDHWK2.RDHWK) 16203

RDHWK TWO DEPARTURE (RNAV) SL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

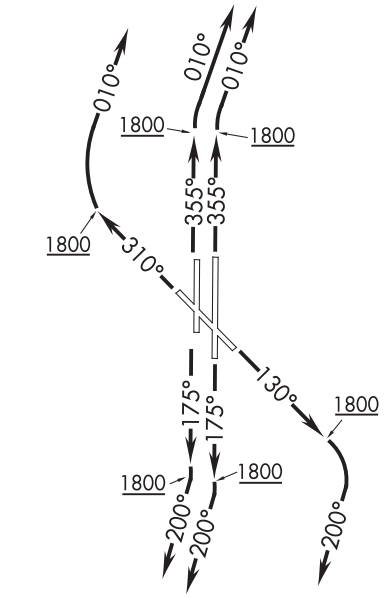
TOP ALTITUDE: ASSIGNED BY ATC

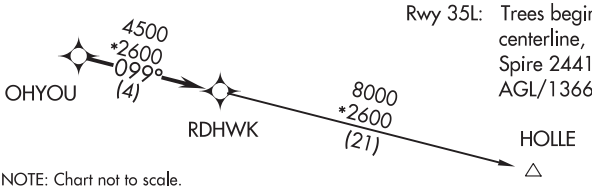
ATIS
128.725
GND CON
121.7
WILEY POST TOWER★
126.9 306.9
OKE CITY DEP CON
124.6 266.8 (South)
124.2 336.4 (North)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

TAKEOFF OBSTACLE NOTES:
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

. . . .on track 099° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

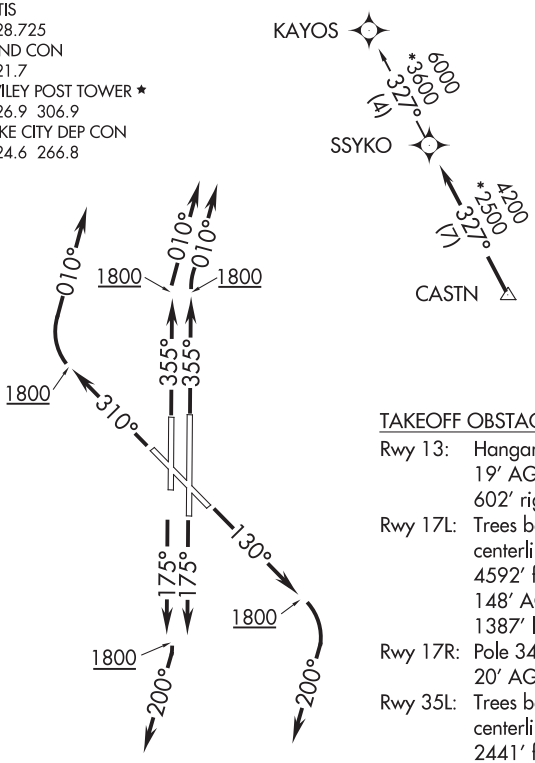
HOLLE TRANSITION (RDHWK2.HOLLE):

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

SSYKO TWO DEPARTURE (RNAV)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

TAKEOFF OBSTACLE NOTES:

Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.

Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.

Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.

Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 327° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS):

(STPHN2.STPHN) 16147 SL-739 (FAA)

STPHN TWO DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

ATIS 128.725
GND CON 121.7
WILEY POST TOWER * 126.9 306.9
OKE CITY DEP CON 124.6 266.8

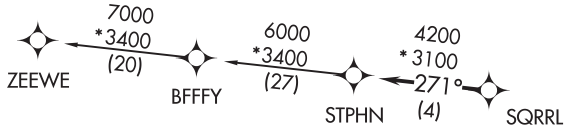
TAKEOFF OBSTACLE NOTES

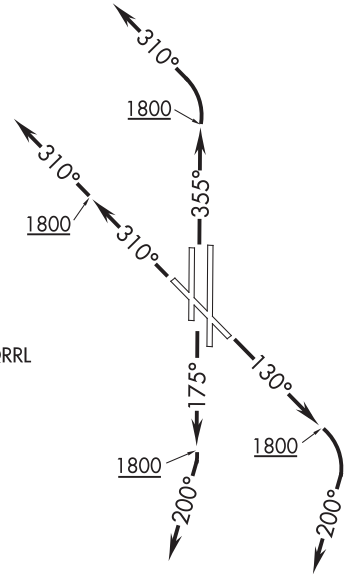
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.

Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.

Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.

Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.





NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWYS 35L/R: Climb on heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

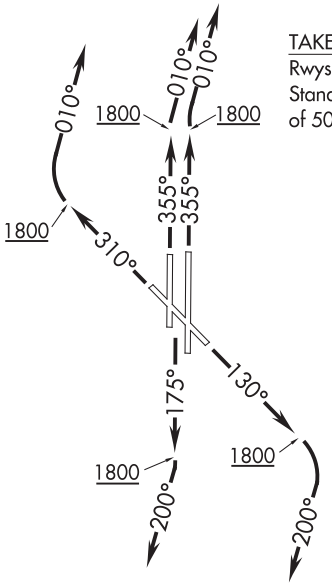
. . . . on track 271° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN2.BFFFY):
ZEEWE TRANSITION (STPHN2.ZEEWE):

TEBRD TWO DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 128.725
GND CON 121.7
WILEY POST TOWER * 126.9 306.9
OKE CITY DEP CON 124.6 266.8



TAKEOFF MINIMUMS
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

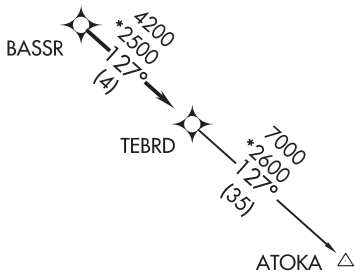
TAKEOFF OBSTACLE NOTES

Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL. Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.

Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL. Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL. Tank 1 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.

Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.

Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL. Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 31: Climb on heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 35L: Climb on heading 355° to 1800, then heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 35R: Climb on heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 127° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA):

(THRPE2.THRPE) 16147 SL-739 (FAA)

THRPE TWO DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC

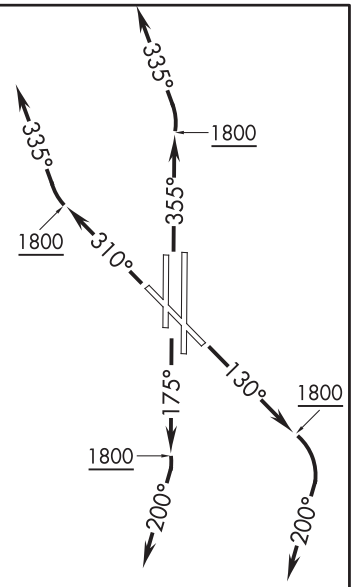
TAKEOFF OBSTACLE NOTES

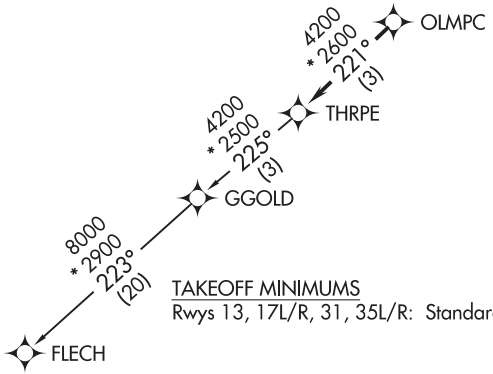
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL.
Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.

Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL.
Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL.
Tank 1.0 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.

Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.

Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL.
Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.





NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 335° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 35L/R: Climb heading 355° to 1800, then left turn heading 335° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 221° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE2.FLECH):

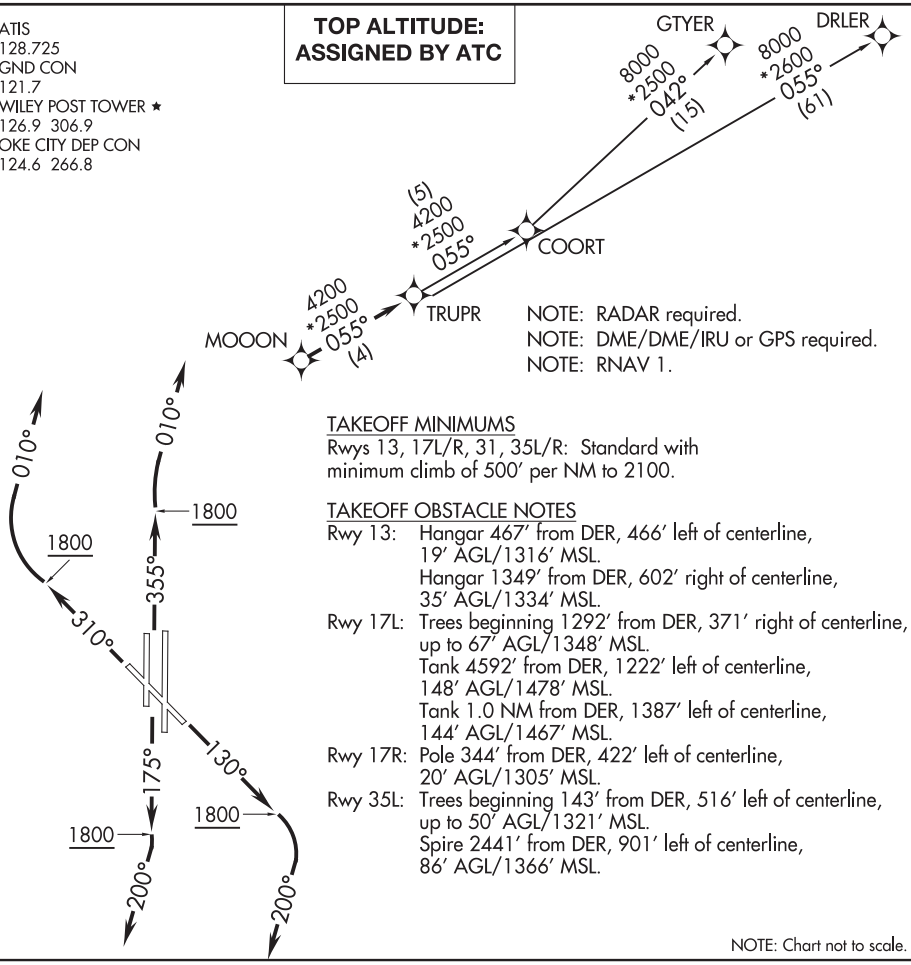
GGOLD TRANSITION (THRPE2.GGOLD):

TRUPR TWO DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

TAKEOFF OBSTACLE NOTES
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL.
Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL.
Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL.
Tank 1.0 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Pole 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL.
Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWYS 35L/R: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
. . . . on track 055° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
COORT TRANSITION (TRUPR2.COORT):
DRLER TRANSITION (TRUPR2.DRLER):
GTYER TRANSITION (TRUPR2.GTYER):

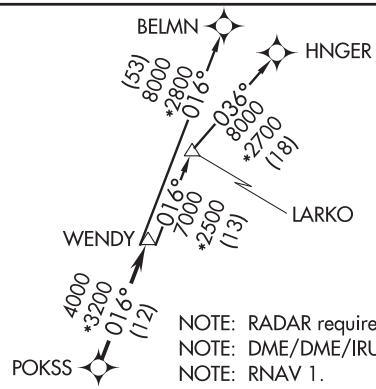
SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

(WENDY2.WENDY) 16147 SL-739 (FAA)

WENDY TWO DEPARTURE (RNAV)

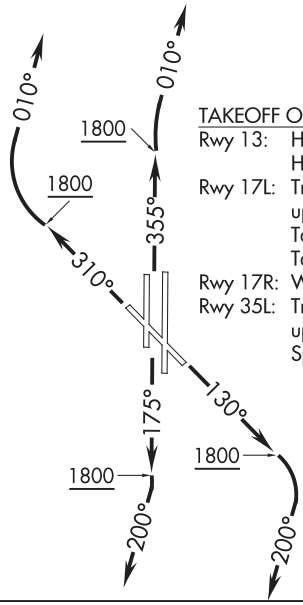
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8



TAKEOFF MINIMUMS
Rwys 13, 17R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



TAKEOFF OBSTACLE NOTES
Rwy 13: Hangar 467′ from DER, 466′ left of centerline, 19′ AGL/1316′ MSL.
Hangar 1349′ from DER, 602′ right of centerline, 35′ AGL/1334′ MSL.
Rwy 17L: Trees beginning 1292′ from DER, 371′ right of centerline, up to 67′ AGL/1348′ MSL.
Tank 4592′ from DER, 1222′ left of centerline, 148′ AGL/1478′ MSL.
Tank 1.0 NM from DER, 1387′ left of centerline, 144′ AGL/1467′ MSL.
Rwy 17R: Windsock 344′ from DER, 422′ left of centerline, 20′ AGL/1305′ MSL.
Rwy 35L: Trees beginning 143′ from DER, 516′ left of centerline, up to 50′ AGL/1321′ MSL.
Spire 2441′ from DER, 901′ left of centerline, 86′ AGL/1366′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 17L/R: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 35L/R: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
. . . . on track 016° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY2.BELMN):
HNGER TRANSITION (WENDY2.HNGER):
LARKO TRANSITION (WENDY2.LARKO):

LOC/DME I-EXR	APP CRS	Rwy ldg	9803
110.9	175°	TDZE	1287
Chan 46		Apt Elev	1296

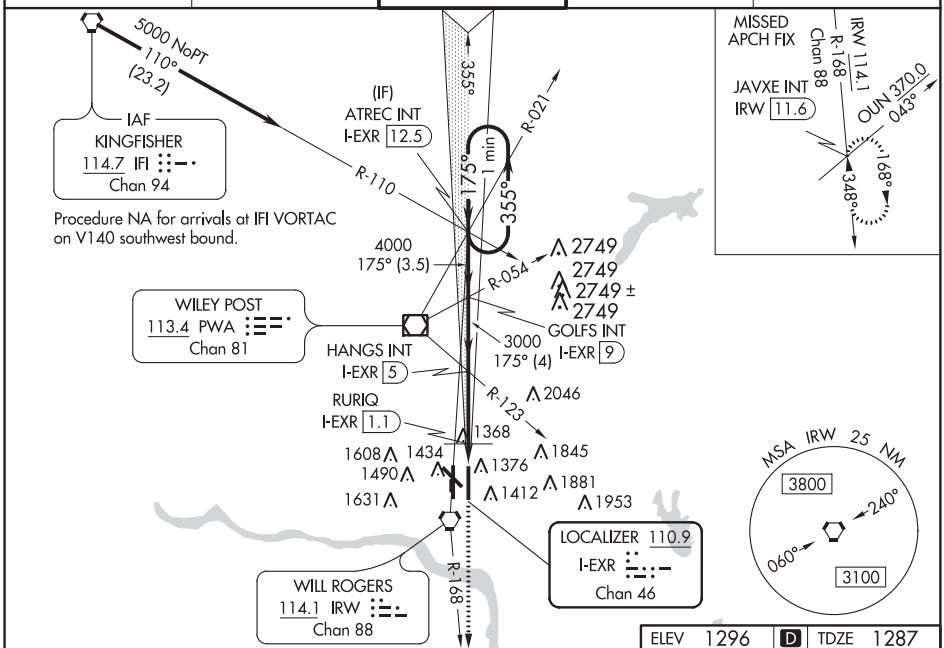
ILS or LOC RWY 17L
WILL ROGERS WORLD (OKC)

For inop MALSR, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1⅜ , and RURIQ fix minimums S-LOC 17L Cat E visibility to RVR 6000.
Simultaneous approach authorized with Rwy 17R. ADF or DME required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 on heading 180° and on IRW VORTAC R-168 to JAVXE INT/IRW 11.6 DME and hold, continue climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

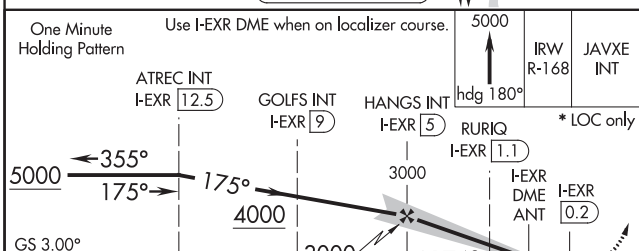


One Minute Holding Pattern

Use I-EXR DME when on localizer course.

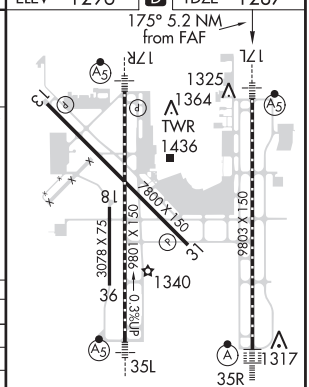
5000	IRW R-168	JAVXE INT
hdg 180°		

* LOC only



CATEGORY	A	B	C	D	E
S-ILS 17L**	1487/24 200 (200-½)				
S-LOC 17L	1740/24 453 (500-½)		1740/45 453 (500-⅞)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (700-2¼)	2240-3 944 (1000-3)
RURIQ FIX MINIMUMS					
S-LOC 17L	1680/24 393 (400-½)		1680/35 393 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (700-2¼)	2240-3 944 (1000-3)

ELEV 1296 D TDZE 1287



MIRL Rwy 13-31
TDZ/CL Rwy 35R
HIRL Rwys 17L-35R and 17R-35L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME I-OKC	APP CRS	Rwy ldg	9801
110.7	175°	TDZE	1282
Chan 44		Apt Elev	1296

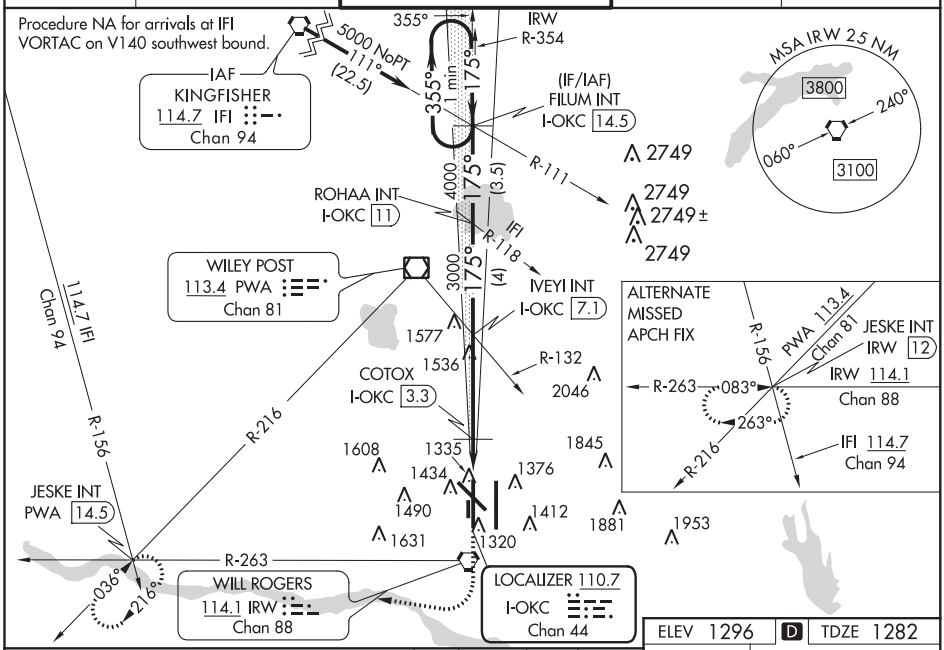
ILS or LOC RWY 17R
WILL ROGERS WORLD (OKC)

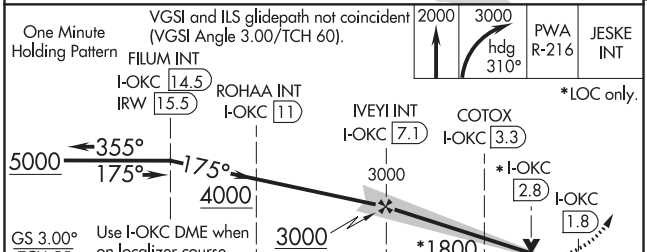
ASR: # RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 17R Cat E visibility to RVR 4000 and S-LOC 17R Cats C/D/E visibilty to 1⅜; increase COTOX Fix Minimums S-LOC 17R all Cats visibility to RVR 5500. Simultaneous Approach authorized with Rwy 17L.

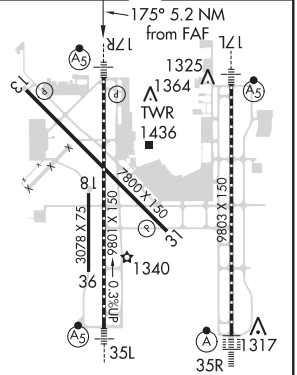
MALSR A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 310° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
S-ILS 17R	#1482/24 200 (200-½)				
S-LOC 17R	1800/24 518 (600-½)		1800/55 518 (600-1¼)		
C CIRCLING	1800-1 504 (600-1)		1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)
COTOX FIX MINIMUMS					
S-LOC 17R	1640/24 358 (400-½)		1640/30 358 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS or LOC/DME RWY 35L
WILL ROGERS WORLD (OKC)

LOC/DME I-LIK	APP CRS	Rwy ldg	9801
110.7	355°	TDZE	1276
Chan 44		Apt Elev	1296

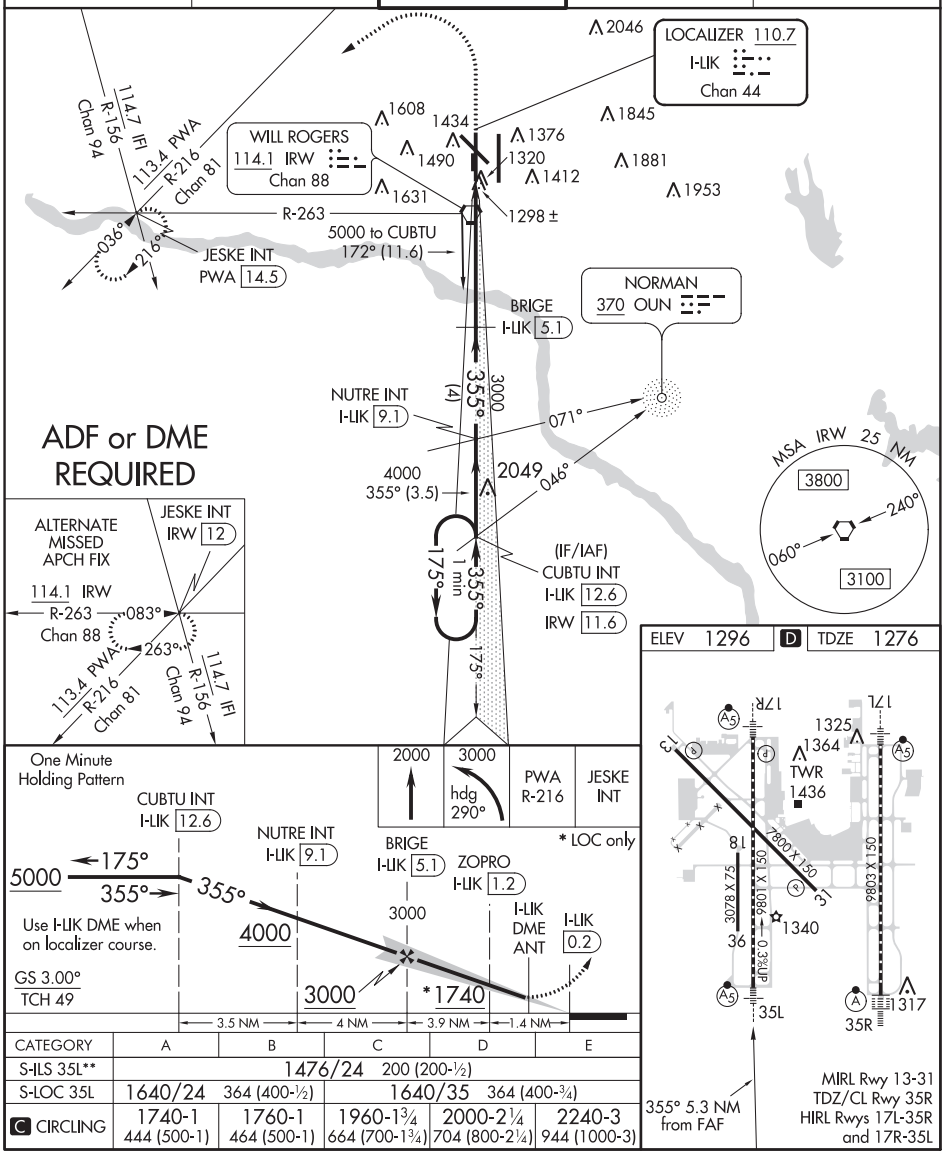
For inop MALSR, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L all Cats visibility to RVR 5500.
Simultaneous approach authorized with Rwy 35R.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 290° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D	E
S-ILS 35L**	1476/24 200 (200-½)				
S-LOC 35L	1640/24 364 (400-½)		1640/35 364 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA | AL-301 (FAA) | 16259

ILS or LOC/DME RWY 35R
WILL ROGERS WORLD (OKC)

LOC/DME I-RGR	APP CRS	Rwy ldg	9803
110.9	355°	TDZE	1294
Chan 46		Apt Elev	1296

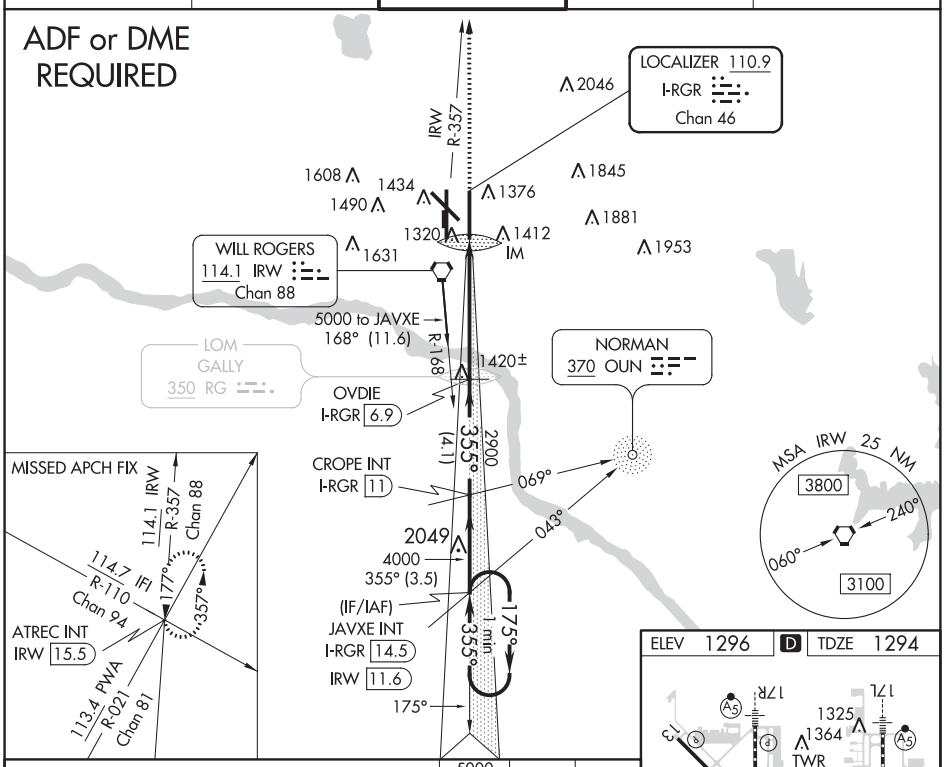
For inop ALSF, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cats C/D/E visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L.

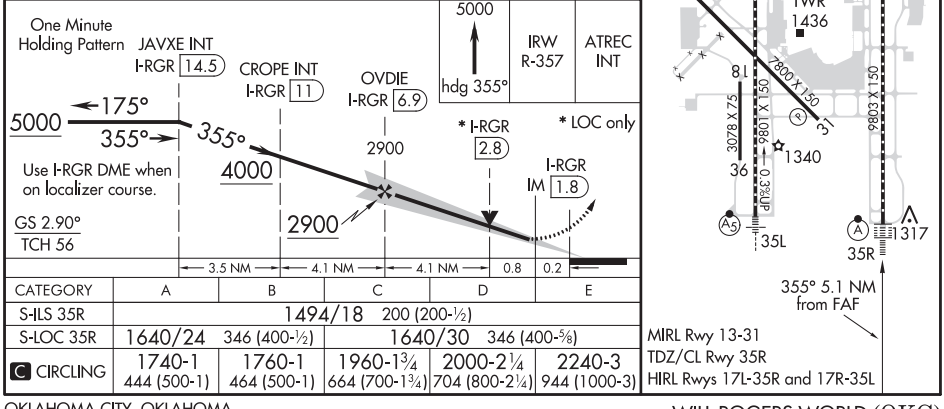
ASR

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 355° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				
S-LOC 35R	1640/24 346 (400-½)		1640/30 346 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC/DME I-RGR	APP CRS	Rwy ldg	9803
110.9	355°	TDZE	1294
Chan 46		Apt Elev	1296

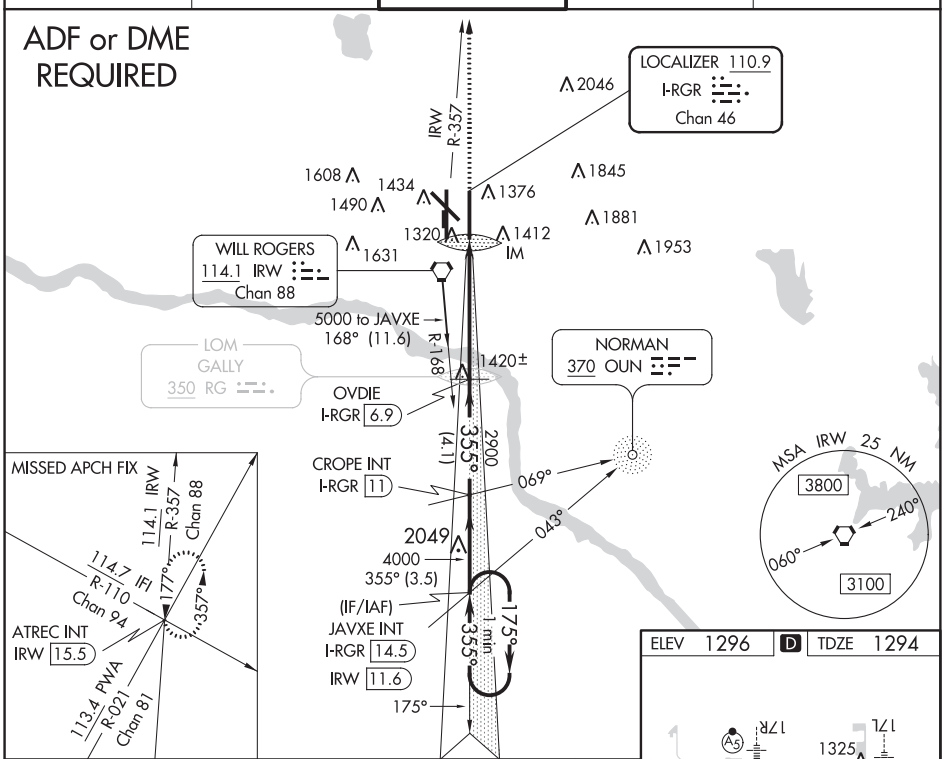
ILS RWY 35R (SA CAT I)
WILL ROGERS WORLD (OKC)

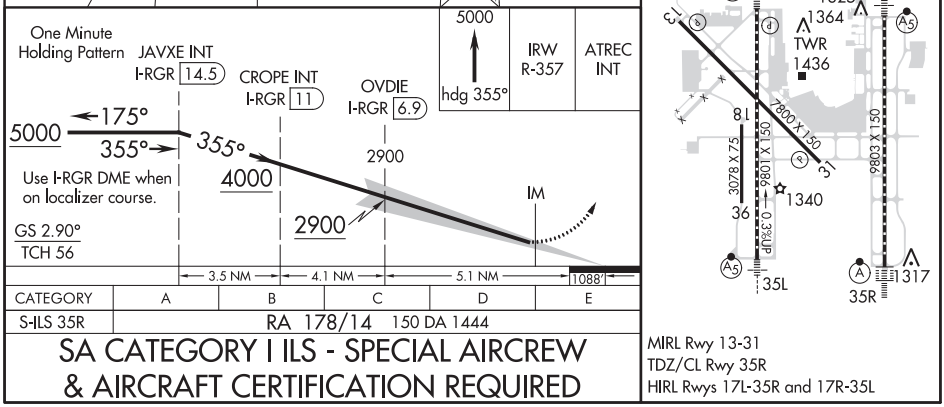
ASR: Simultaneous approach authorized with Rwy 35L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 355° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 35R	RA 178/14 150 DA 1444				

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 13-31
TDZ/CL Rwy 35R
HIRL Rwys 17L-35R and 17R-35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA | AL-301 (FAA) | 16259

ILS RWY 35R (CAT II)
WILL ROGERS WORLD (OKC)

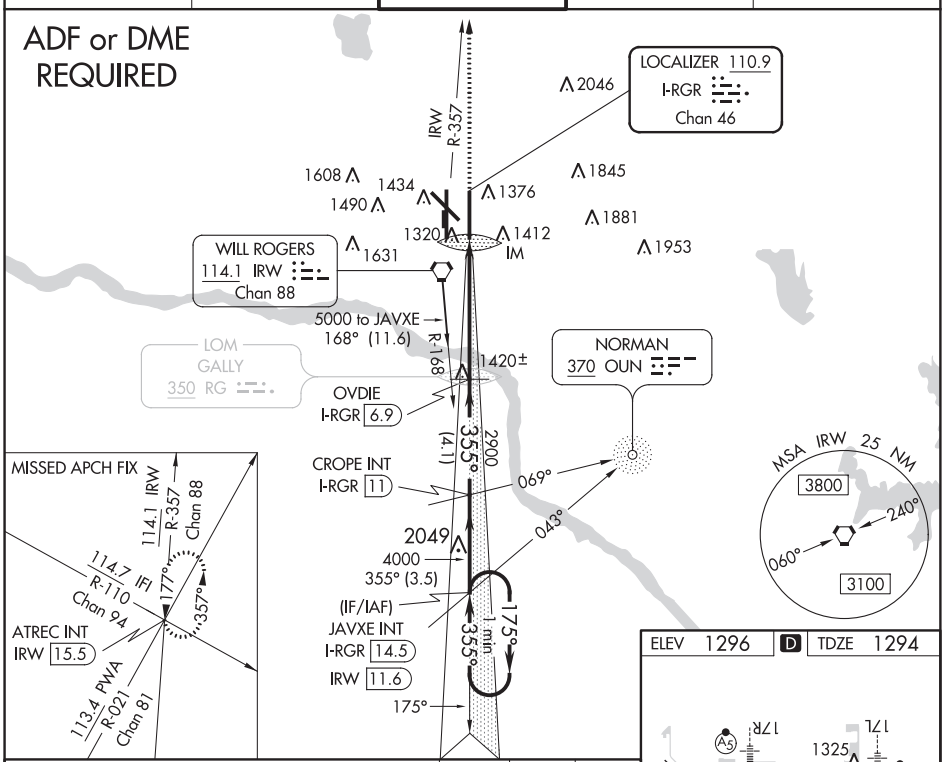
LOC/DME I-RGR	APP CRS	Rwy ldg	9803
110.9	355°	TDZE	1294
Chan 46		Apt Elev	1296

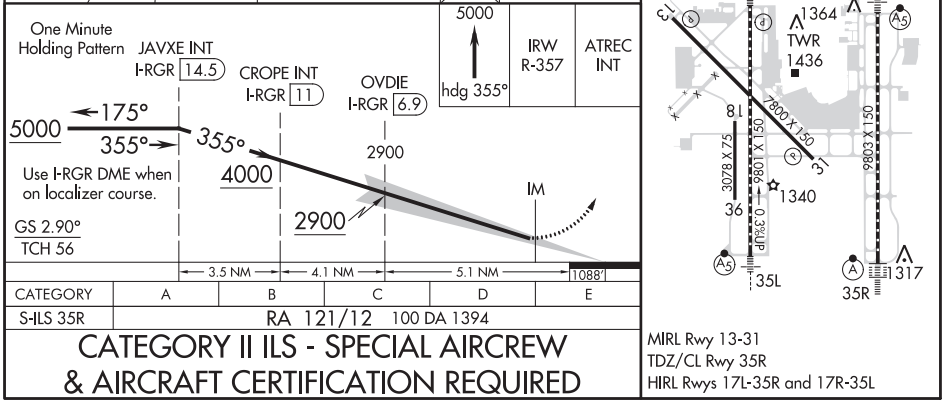
ASR — Simultaneous approach authorized with Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 350° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 35R	RA 121/12 100 DA 1394				

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 13-31
TDZ/CL Rwy 35R
HIRL Rwys 17L-35R and 17R-35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	9803
175°	TDZE	1287
	Apt Elev	1296

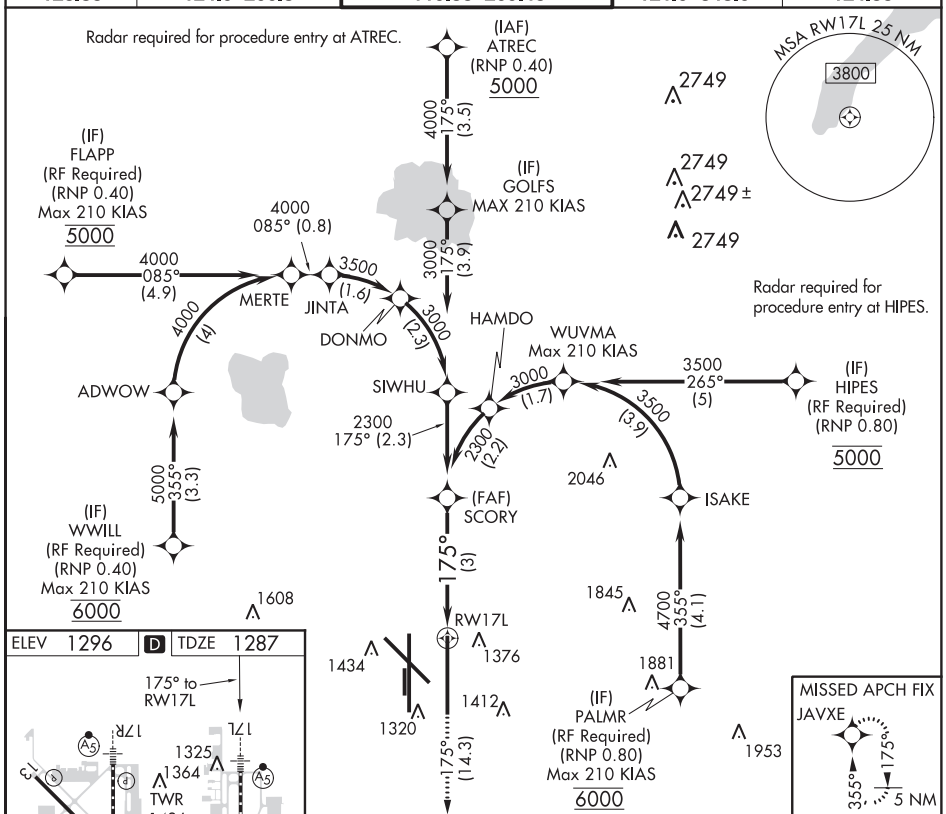
RNAV (RNP) Z RWY 17L
WILL ROGERS WORLD (OKC)

ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 4500, RNP 0.20 all Cats visibility to RVR 5700 and RNP 0.30 all Cats visibility to 1⅜ mile. GPS required. Simultaneous approach authorized with Rwy 17R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

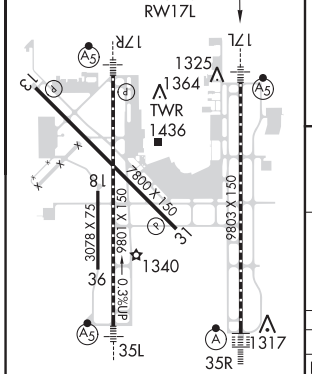
MALSR

MISSED APPROACH: Climb to 5000 on track 175° to JAVXE and hold, continue climb-in-hold to 5000.

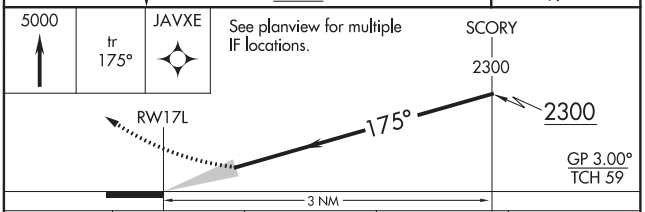
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



ELEV 1296	D	TDZE 1287



TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L



CATEGORY	A	B	C	D
RNP 0.11 DA	1555/24	268 (300-½)		
RNP 0.20 DA	1643/34	356 (400-¾)		
RNP 0.30 DA	1724/49	437 (500-1)		

AUTHORIZATION REQUIRED

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	9801
175°	TDZE	1282
	Apt Elev	1296

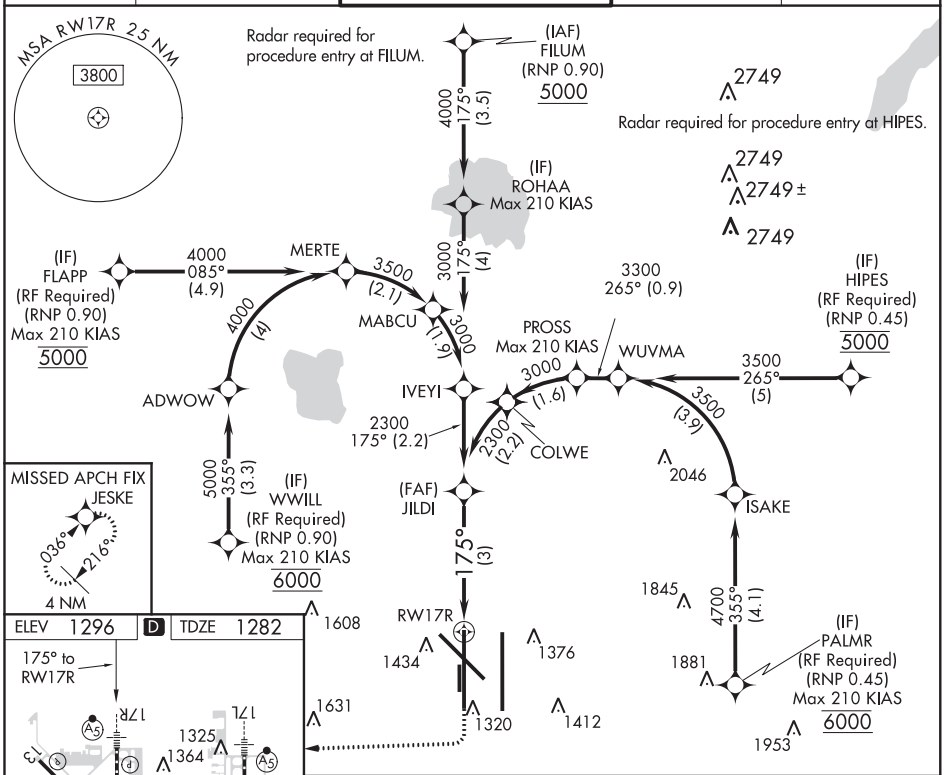
RNAV (RNP) Z RWY 17R
WILL ROGERS WORLD (OKC)

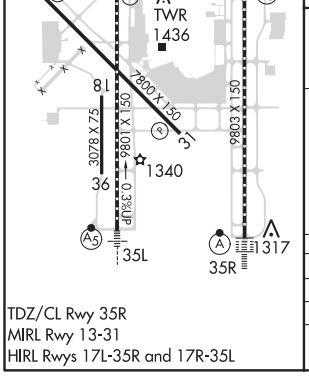
ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1¼ mile. GPS required. Simultaneous approach authorized with Rwy 17L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR (A5)

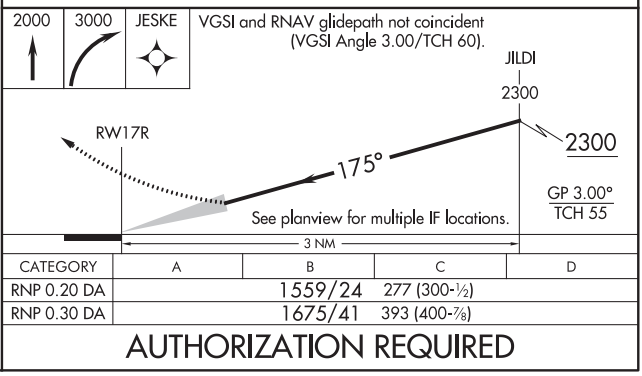
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L



CATEGORY	A	B	C	D
RNP 0.20 DA	1559/24	277 (300-½)		
RNP 0.30 DA	1675/41	393 (400-⅞)		

AUTHORIZATION REQUIRED

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	9801
355°	TDZE	1276
	Apt Elev	1296

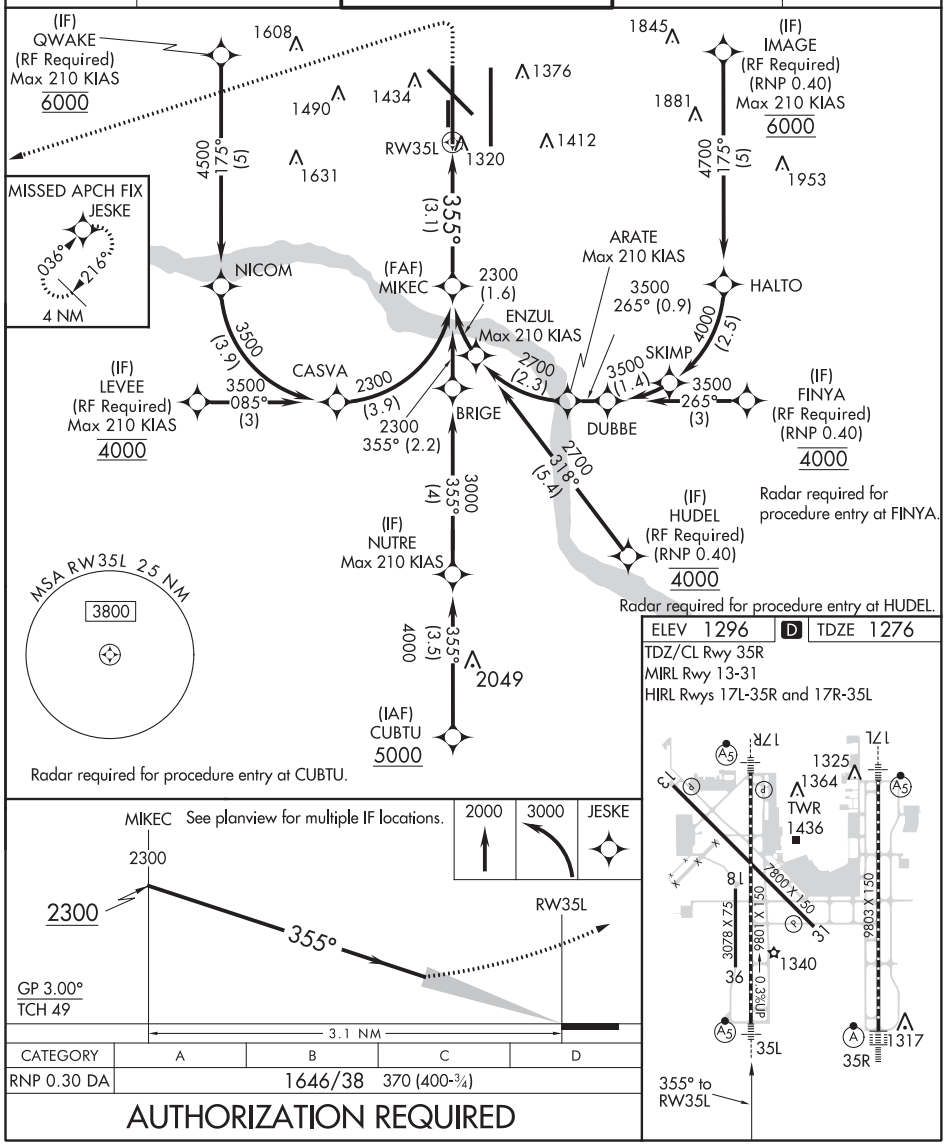
RNAV (RNP) Z RWY 35L
WILL ROGERS WORLD (OKC)

ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.30 all Cats visibility to 1¼ mile. GPS required. Simultaneous approach authorized with Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D
RNP 0.30 DA	1646/38 370 (400-¾)			

AUTHORIZATION REQUIRED

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA | AL-301 (FAA) | 16259

RNAV (RNP) Z RWY 35R
WILL ROGERS WORLD (OKC)

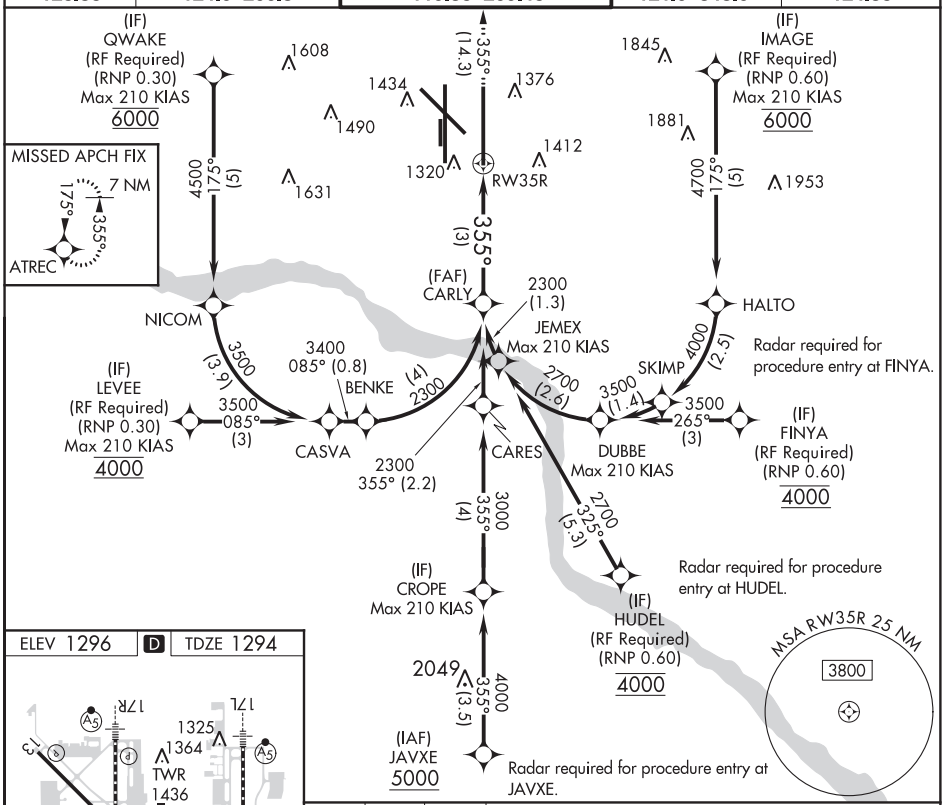
APP CRS	Rwy ldg	9803
355°	TDZE	1294
	Apt Elev	1296

ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop ALSF, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1¼ mile. GPS required. Simultaneous approach authorized with Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 on track 355° to ATREC and hold, continue climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D
RNP 0.16 DA	1570/24 276 (300-½)			
RNP 0.30 DA	1674/39 380 (400-¾)			

AUTHORIZATION REQUIRED

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 45625 W13A	APP CRS 130°	Rwy ldg 7800 TDZE 1279 Apt Elev 1296

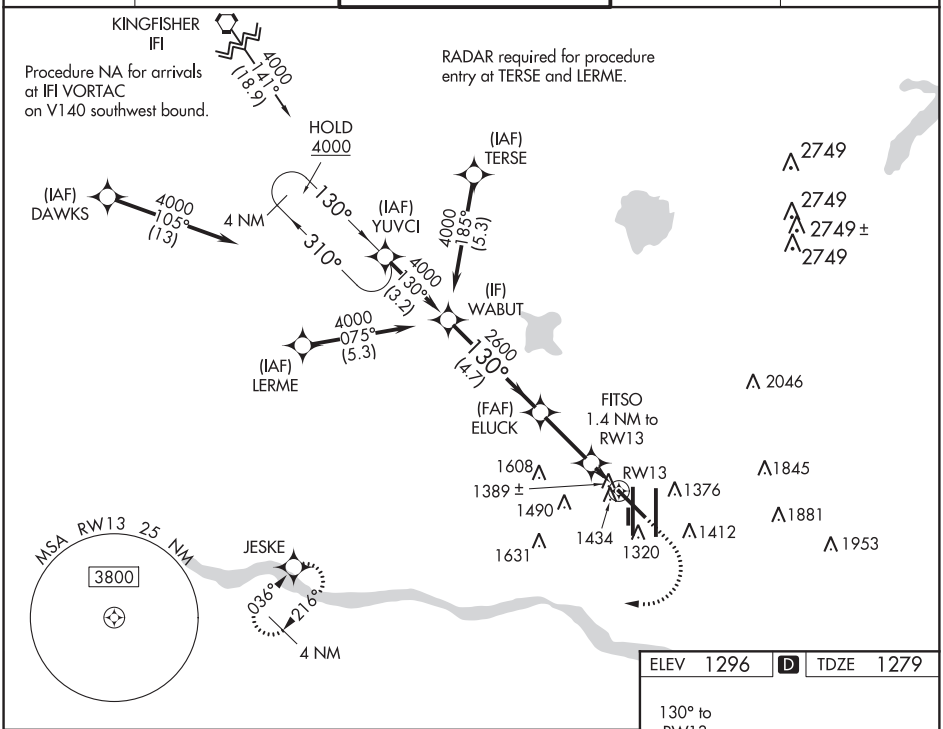
RNAV (GPS) RWY 13
WILL ROGERS WORLD (OKC)

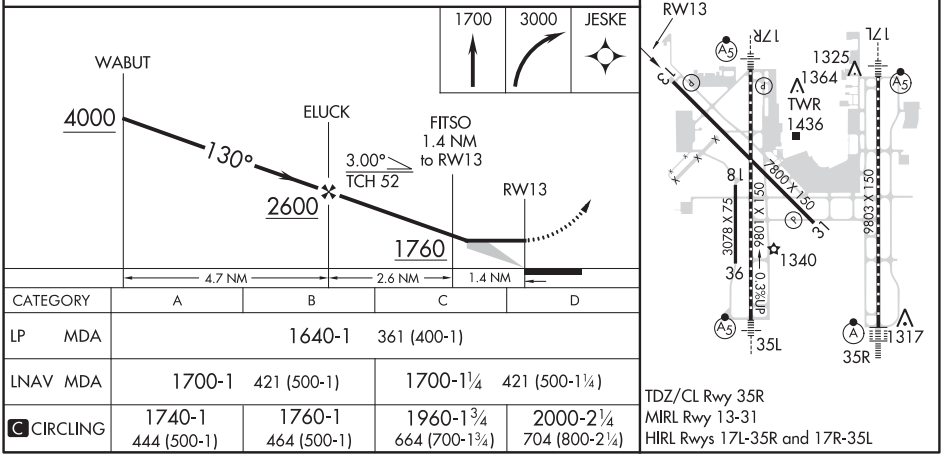
T A ASR

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LP MDA	1640-1 361 (400-1)			
LNAV MDA	1700-1 421 (500-1)		1700-1¼ 421 (500-1¼)	
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA | AL-301 (FAA) | 16287

WAAS CH 50225 W31A	APP CRS 310°	Rwy ldg 7800 TDZE 1286 Apt Elev 1296

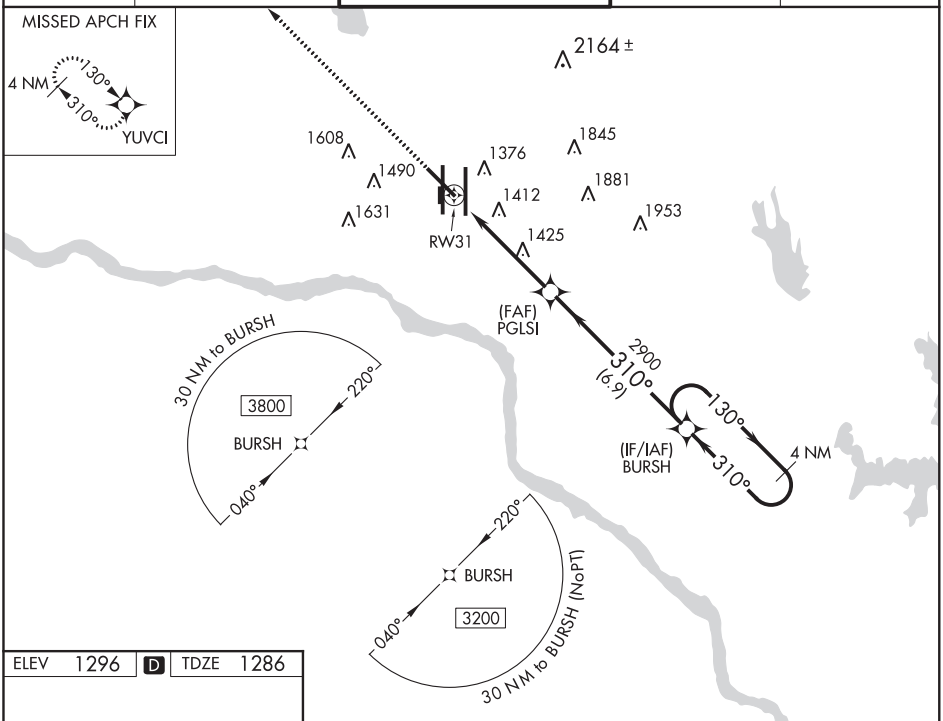
RNAV (GPS) RWY 31
WILL ROGERS WORLD (OKC)

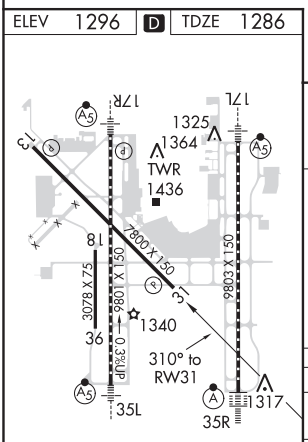
T A ASR

DME/DME RNP-0.3 NA.

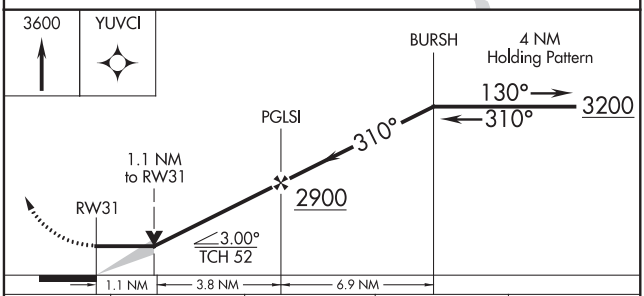
MISSED APPROACH: Climb to 3600 direct YUVCI and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L



CATEGORY	A	B	C	D
LP MDA	1680-1 394 (400-1)		1680-1⅛ 394 (400-1⅛)	
LNAV MDA	1700-1 414 (500-1)		1700-1⅛ 414 (500-1⅛)	
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 56503 W17B	APP CRS 175°	Rwy ldg 9803 TDZE 1287 Apt Elev 1296

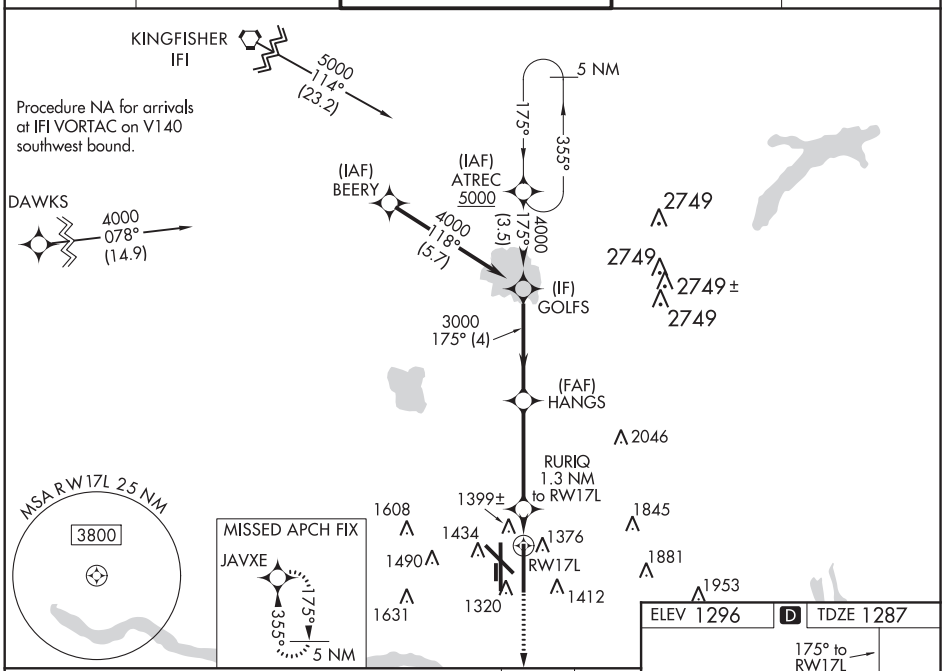
RNAV (GPS) Y RWY 17L
WILL ROGERS WORLD (OKC)

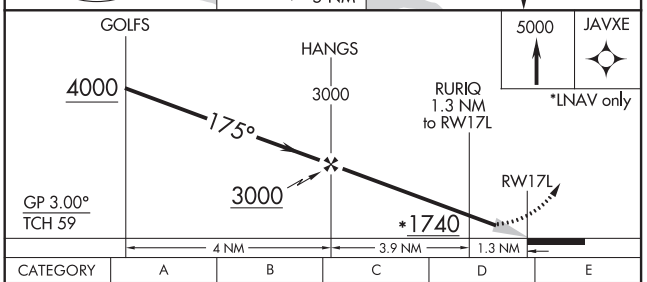
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 direct JAVXE and hold, continue to climb-in-hold to 5000.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
LPV DA	1487/24 200 (200-½)				
LNAV/VNAV DA	1590/24 303 (300-½)				
LNAV MDA	1660/24 373 (400-½)		1660/35 373 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 50102 W17A	APP CRS 175°	Rwy ldg 9801 TDZE 1282 Apt Elev 1296

RNAV (GPS) Y RWY 17R
WILL ROGERS WORLD (OKC)

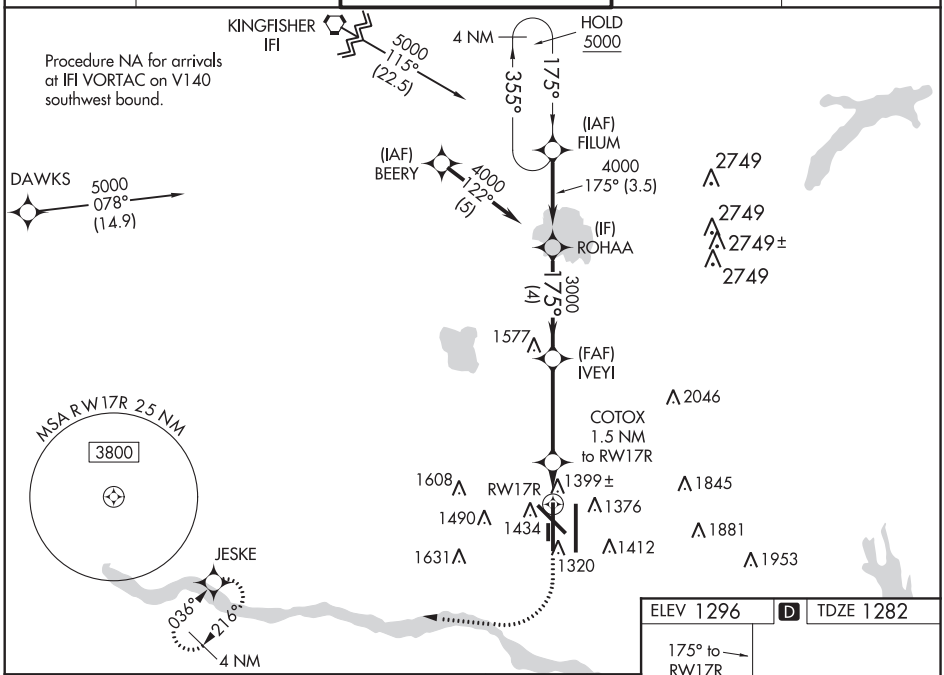
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV Cat E visibility to RVR 4500. Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

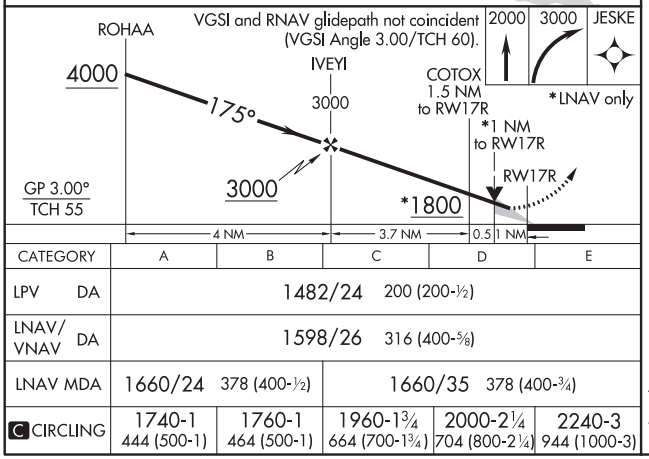
ASR

MALSR

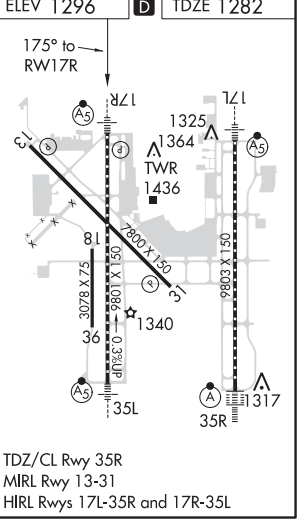
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
LPV DA	1482/24 200 (200-½)				
LNAV/VNAV DA	1598/26 316 (400-⅝)				
LNAV MDA	1660/24 378 (400-½)		1660/35 378 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)



TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 56202 W35A	APP CRS 355°	Rwy ldg 9801 TDZE 1277 Apt Elev 1296

RNAV (GPS) Y RWY 35L

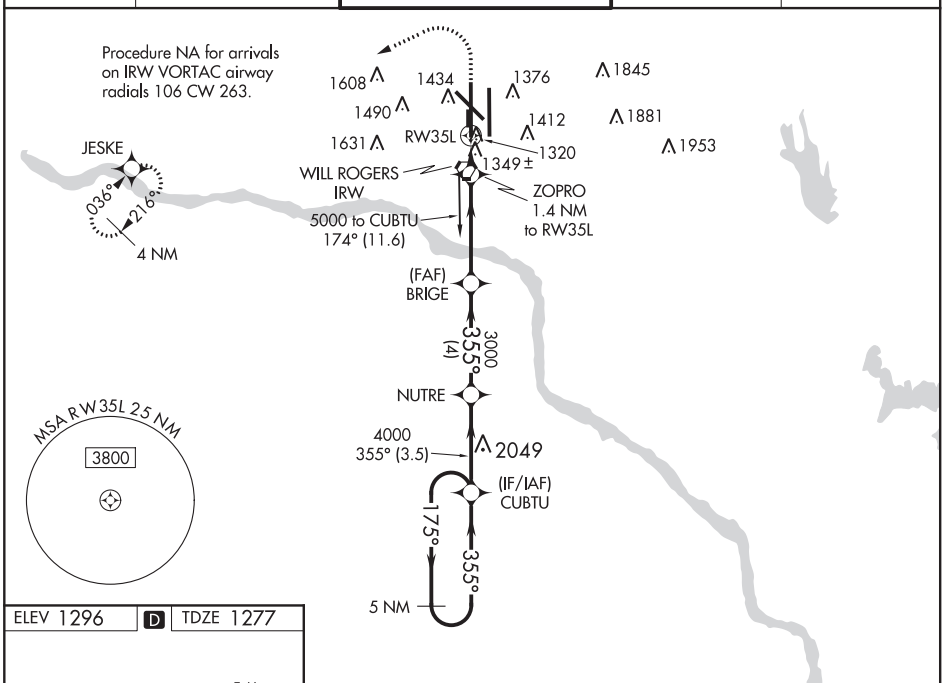
WILL ROGERS WORLD (OKC)

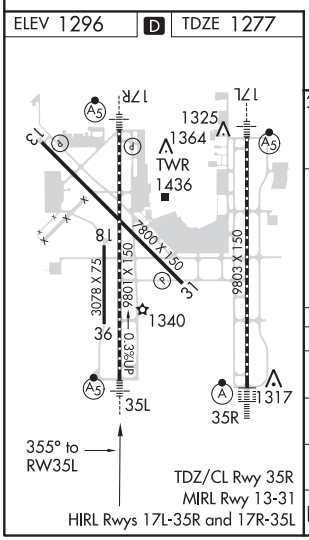
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E to RVR 5000. Simultaneous approach authorized with Rwy 35R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

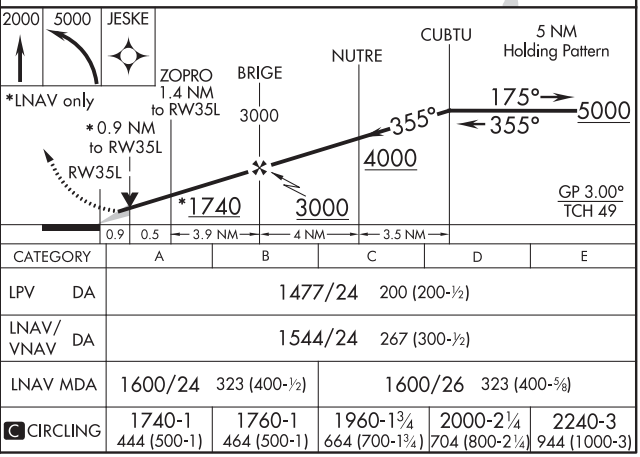
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct JESKE and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
LPV DA	1477/24 200 (200-½)				
LNAV/VNAV DA	1544/24 267 (300-½)				
LNAV MDA	1600/24 323 (400-½)		1600/26 323 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 61218 W35B	APP CRS 355°	Rwy ldg 9803 TDZE 1294 Apt Elev 1296

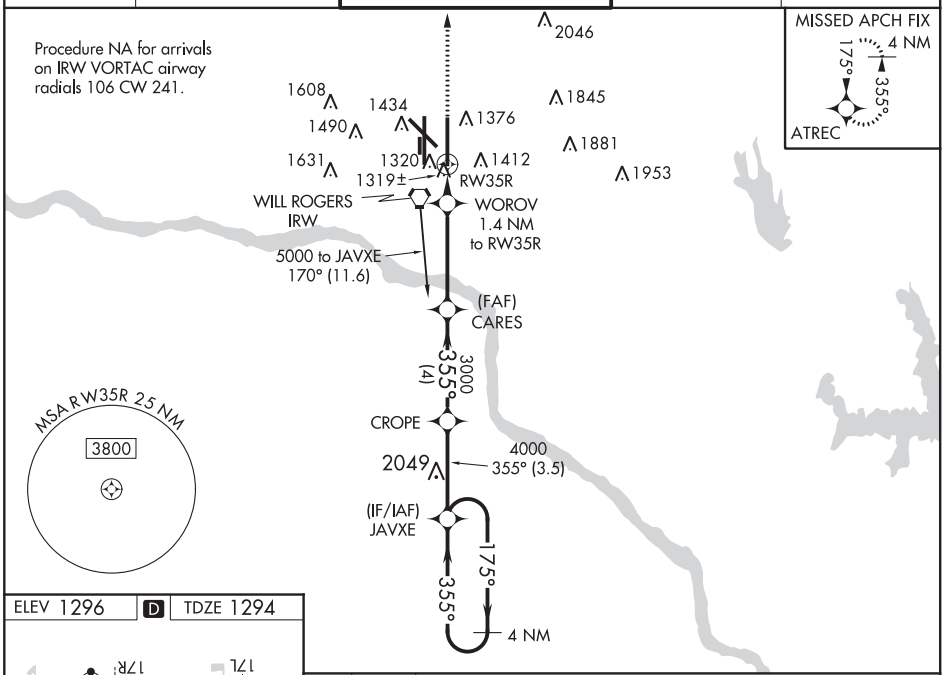
RNAV (GPS) Y RWY 35R
WILL ROGERS WORLD (OKC)

ASR: 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 inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D/E to RVR 4500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

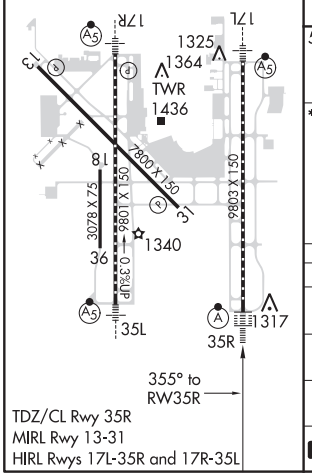
ALSF-2

MISSED APPROACH: Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.

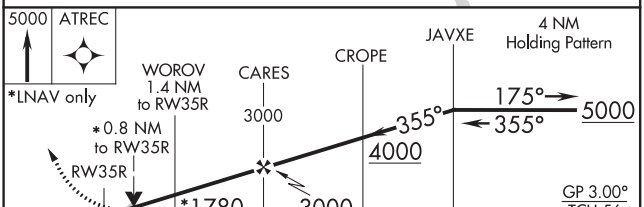
ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



ELEV 1296 | D | TDZE 1294



TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L



CATEGORY	A	B	C	D	E
LPV DA	1494/24 200 (200-½)				
LNAV/VNAV DA	1544/24 250 (300-½)				
LNAV MDA	1580/24 286 (300-½)				
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR RWY 17L
WILL ROGERS WORLD (OKC)

VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy ldg 9803 TDZE 1286 Apt Elev 1295

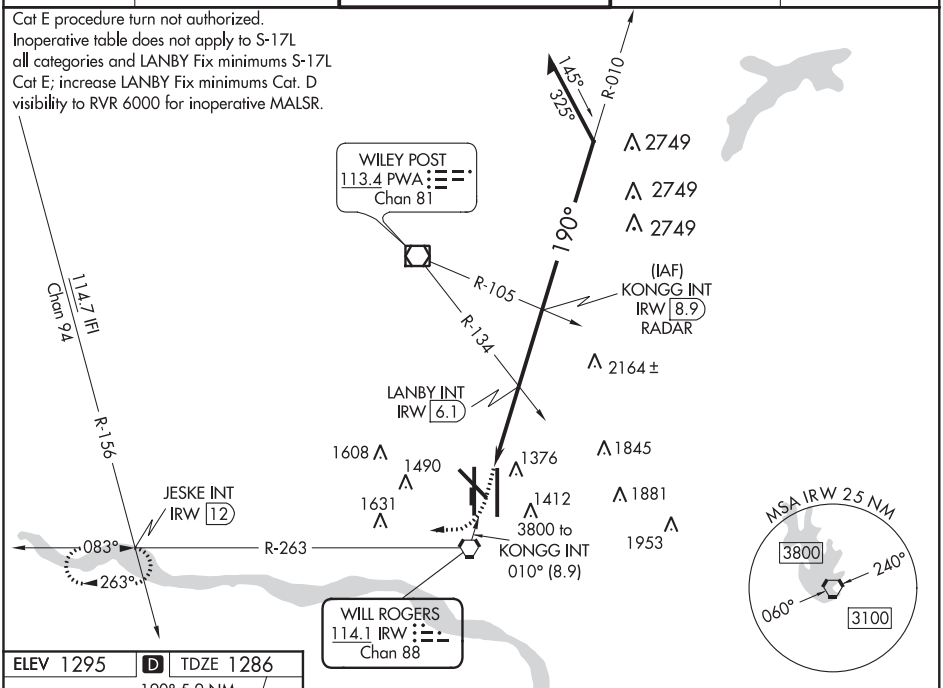
ASR

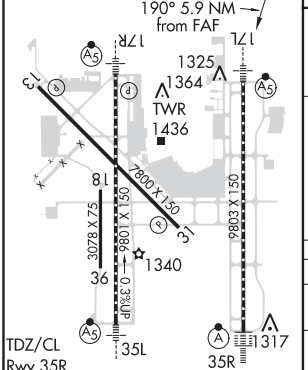
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

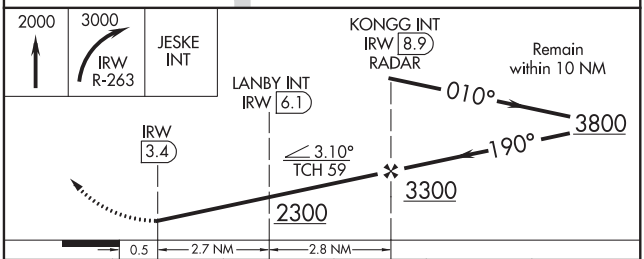
Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALSR.





TDZ/CL
Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D	E
S-17L	2300/60 1014(1100-1¼)	2300-1½ 1014(1100-1½)	2300-3 1014 (1100-3)		
CIRCLING	2300-1¼ 1005(1100-1¼)	2300-1½ 1005(1100-1½)	2300-3 1005 (1100-3)		

LANBY FIX MINIMUMS				
S-17L	1680/24 394 (400-½)		1680/50 394 (400-1)	1680-1½ 394 (400-1½)
CIRCLING	1760-1 465 (500-1)	1760-1½ 465 (500-1½)	1860-2 565 (600-2)	2240-3 945 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

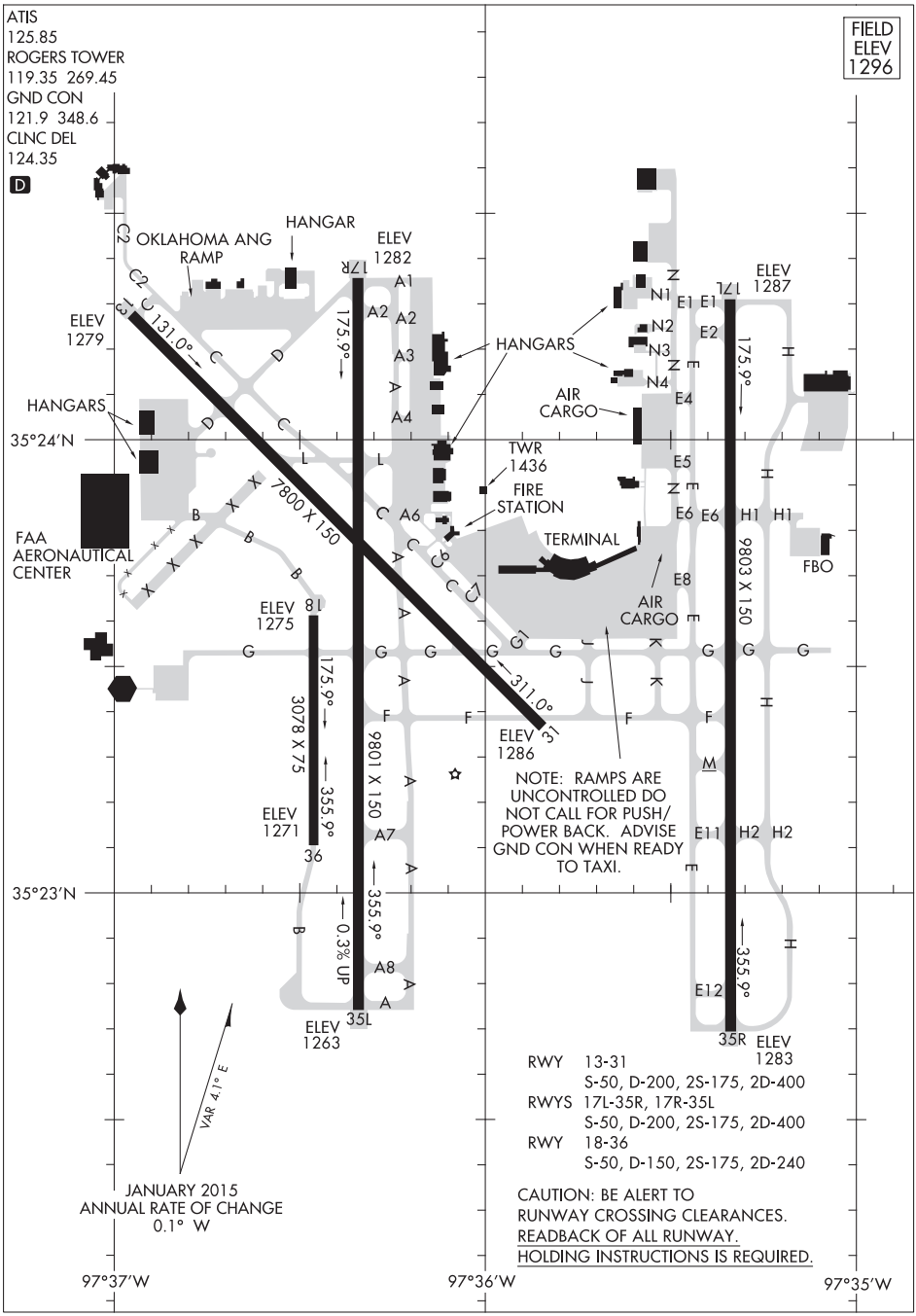
SC-1, 05 JAN 2017 to 02 MAR 2017

16203

AIRPORT DIAGRAM

AL-301 (FAA)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
16203
OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

FUNNL TWO DEPARTURE (RNAV)

ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4

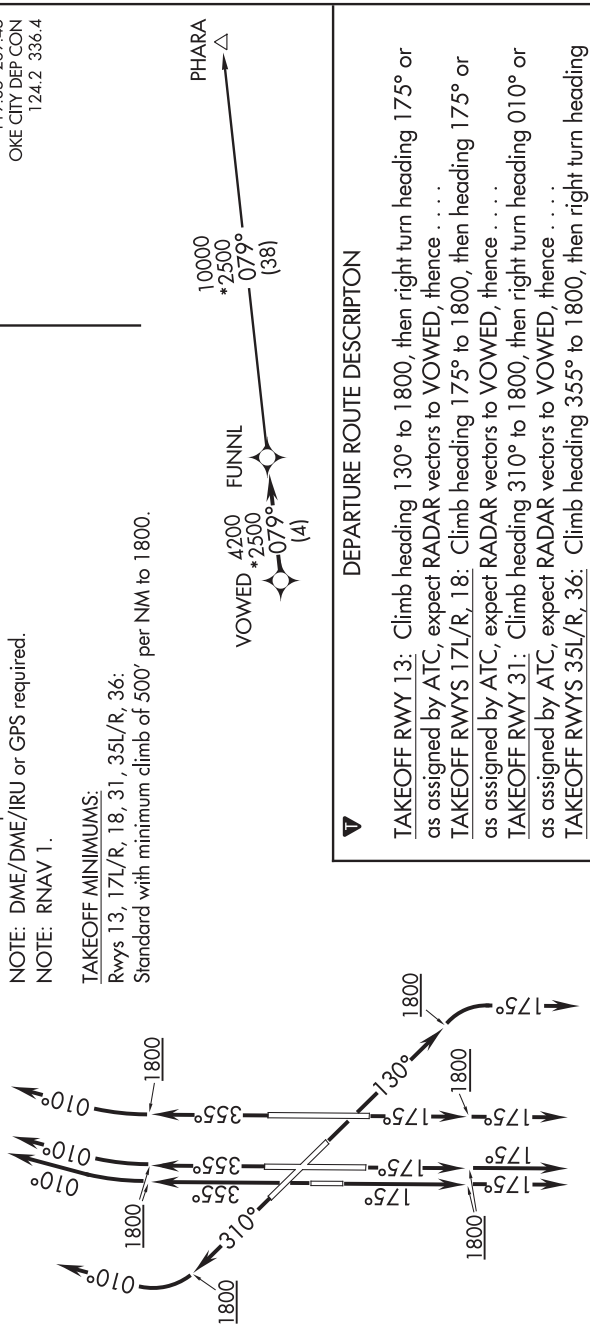
TOP ALTITUDE: Assigned by ATC

N

TAKEOFF OBSTACLE NOTES
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

. . . . on track 079° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL2.PHARA):

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

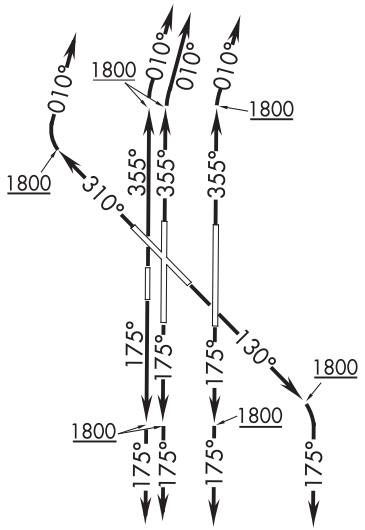
(KRMSN2.KRMSN) 16203

KRMSN TWO DEPARTURE(RNAV) SL-301 (FAA)

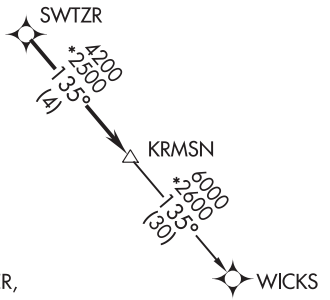
WILL ROGERS WORLD(OKC)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES:
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 31: Climb heading 310° to 1800, then right turn heading 010° or assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

. . . . on track 135° to KRMSN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

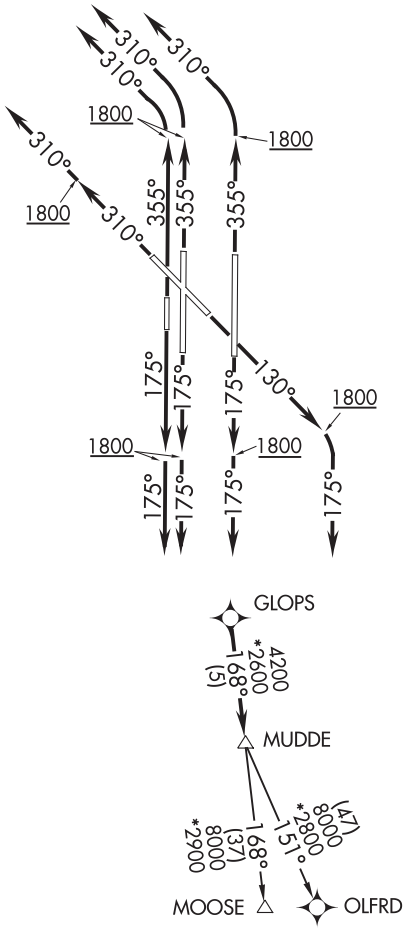
WICKS TRANSITION (KRMSN2.WICKS):

SC-1, 05 JAN 2017 to 02 MAR 2017

MUDDE TWO DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.6 266.8



TAKEOFF OBSTACLE NOTES:
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

. . . .on track 168° to MUDDE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE2.MOOSE):
OLFRD TRANSITION (MUDDE2.OLFRD):

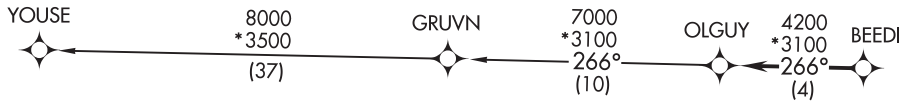
SC-1, 05 JAN 2017 to 02 MAR 2017

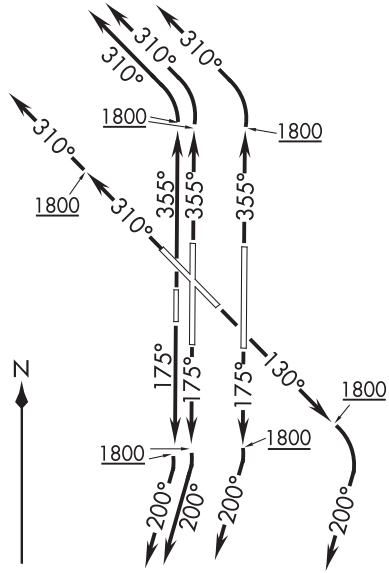
TOP ALTITUDE: Assigned by ATC

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.





DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 266° to OLGUY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY2.GRUVN):
YOUSE TRANSITION (OLGUY2.YOUSE):

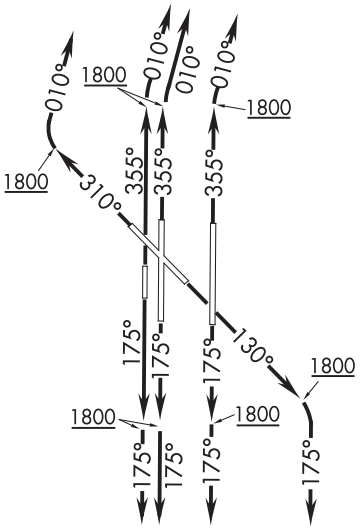
TAKEOFF OBSTACLES NOTES:
Rwy 35L: Post 48′ from DER, 495′ left of centerline 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/ 1295′ MSL.

NOTE: Chart not to scale.

RDHWK TWO DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

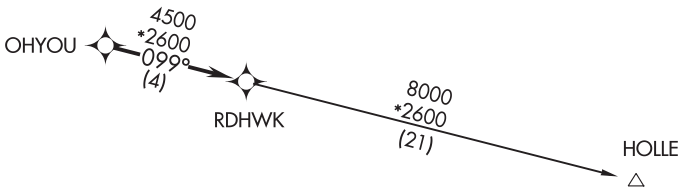
ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF OBSTACLE NOTES:
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

. . . .on track 099° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK2.HOLLE):

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

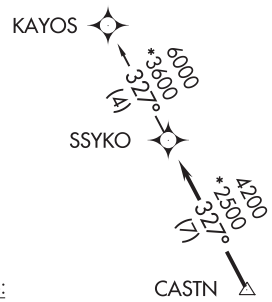
(SSYKO2.SSYKO) 16203 SL-301 (FAA)

SSYKO TWO DEPARTURE (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

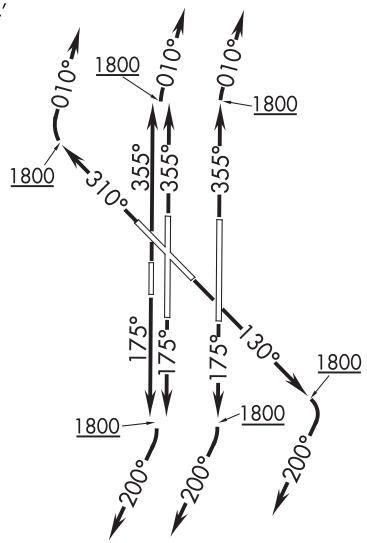
TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES:

Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 327° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO2.KAYOS):

SC-1, 05 JAN 2017 to 02 MAR 2017

STPHN TWO DEPARTURE (RNAV)

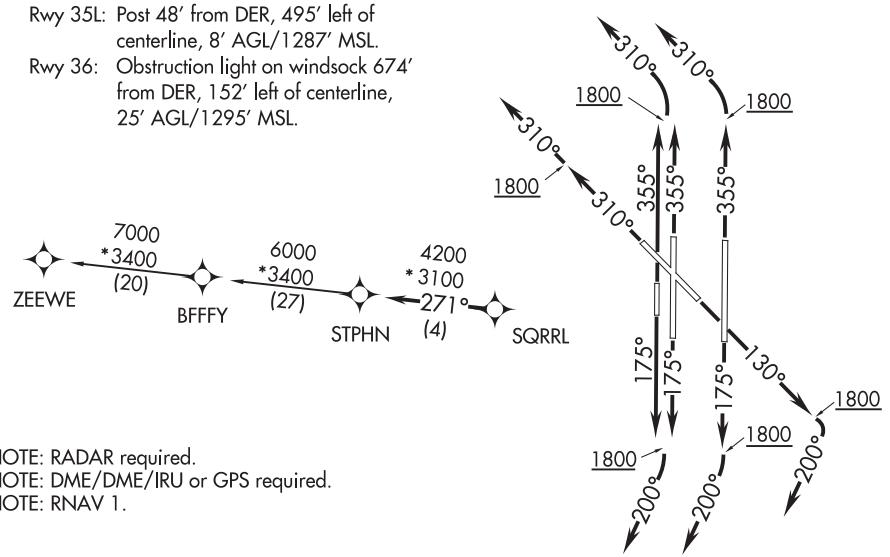
ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES:

Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

. . . . on track 271° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

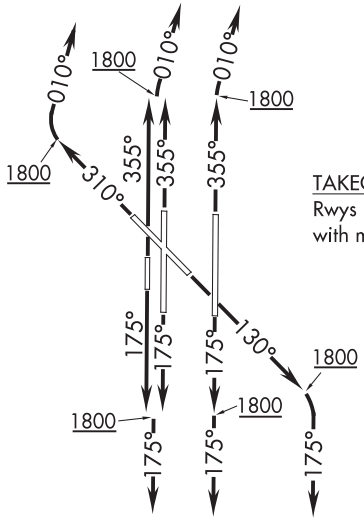
BFFFY TRANSITION (STPHN2.BFFFY):
ZEEWE TRANSITION (STPHN2.ZEEWE):

SC-1, 05 JAN 2017 to 02 MAR 2017

TEBRD TWO DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4

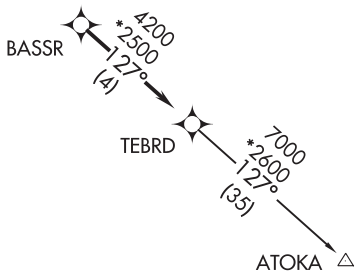


TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES

Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.

Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

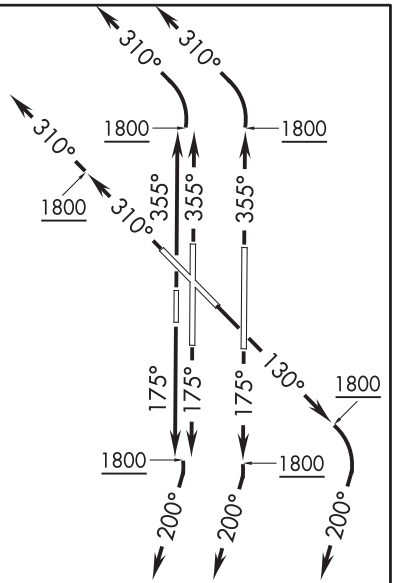
. . . . on track 127° to TEBRD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD2.ATOKA):

THRPE TWO DEPARTURE (RNAV)

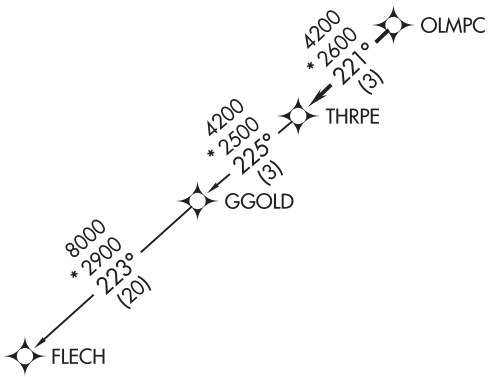
ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

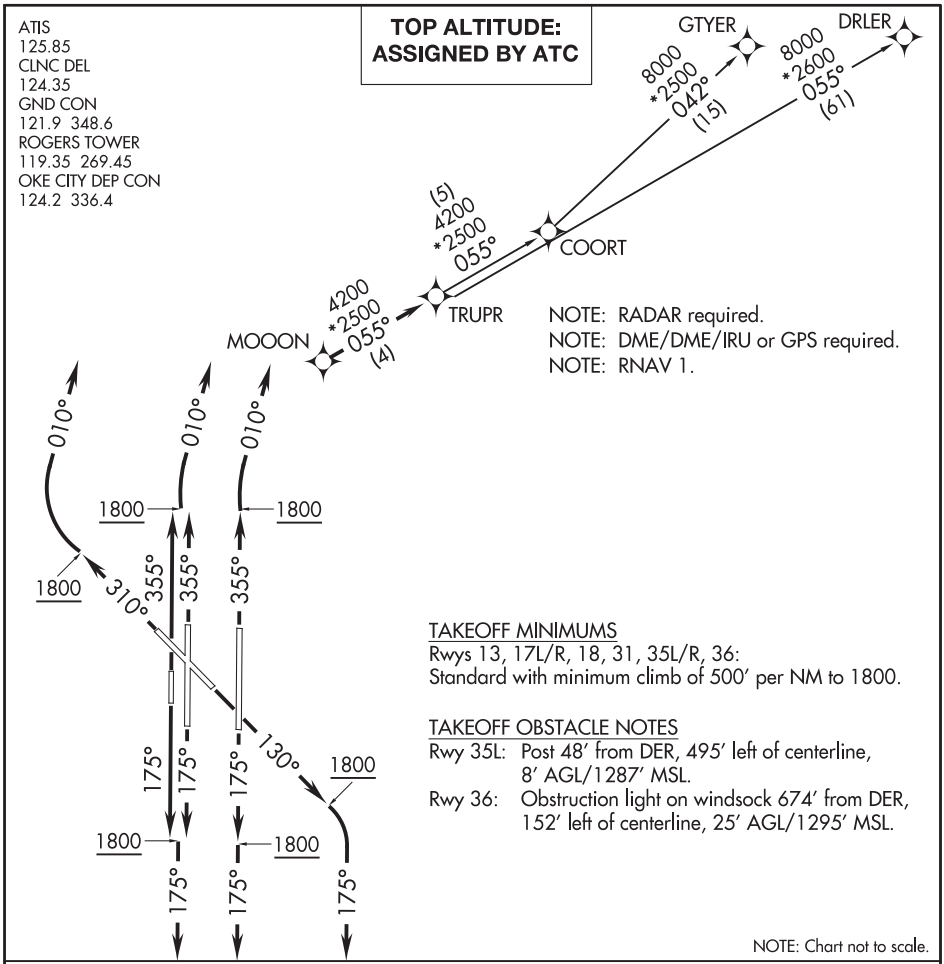
DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then heading 310° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then left turn heading 310° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
. . . . on track 221° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
FLECH TRANSITION (THRPE2.FLECH):
GGOLD TRANSITION (THRPE2.GGOLD):

(TRUPR2.TRUPR) 16203 SL-301 (FAA)

TRUPR TWO DEPARTURE (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then heading 175° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 055° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR2.COORT):

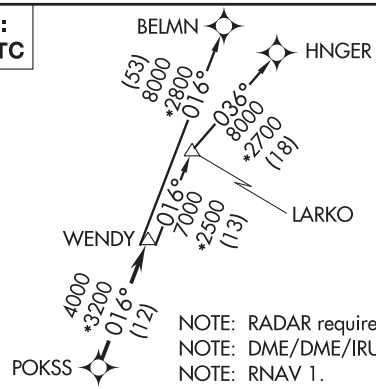
DRLER TRANSITION (TRUPR2.DRLER):

GTYER TRANSITION (TRUPR2.GTYER):

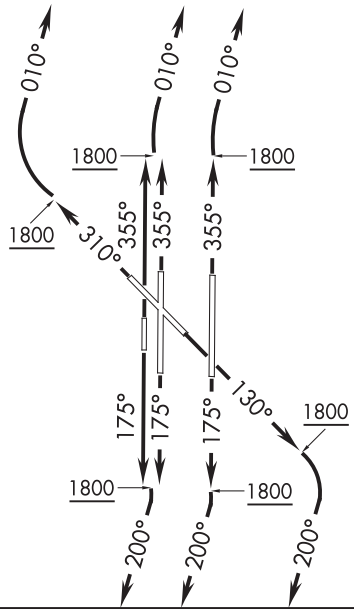
WENDY TWO DEPARTURE (RNAV)

ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

TAKEOFF OBSTACLE NOTES
Rwy 35L: Post 48′ from DER, 495′ left of centerline, 8′ AGL/1287′ MSL.
Rwy 36: Obstruction light on windsock 674′ from DER, 152′ left of centerline, 25′ AGL/1295′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 130° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 175° to 1800, then right turn heading 200° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWY 31: Climb heading 310° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 355° to 1800, then right turn heading 010° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
. . . . on track 016° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY2.BELMN):
HNGER TRANSITION (WENDY2.HNGER):
LARKO TRANSITION (WENDY2.LARKO):

SC-1, 05 JAN 2017 to 02 MAR 2017

OKMULGEE, OKLAHOMA | AL-727 (FAA) | 16035

ILS or LOC RWY 18
OKMULGEE RGNL (OKM)

LOC I-OKM	APP CRS	Rwy ldg	5150
109.1	176°	TDZE	720
		Apt Elev	720

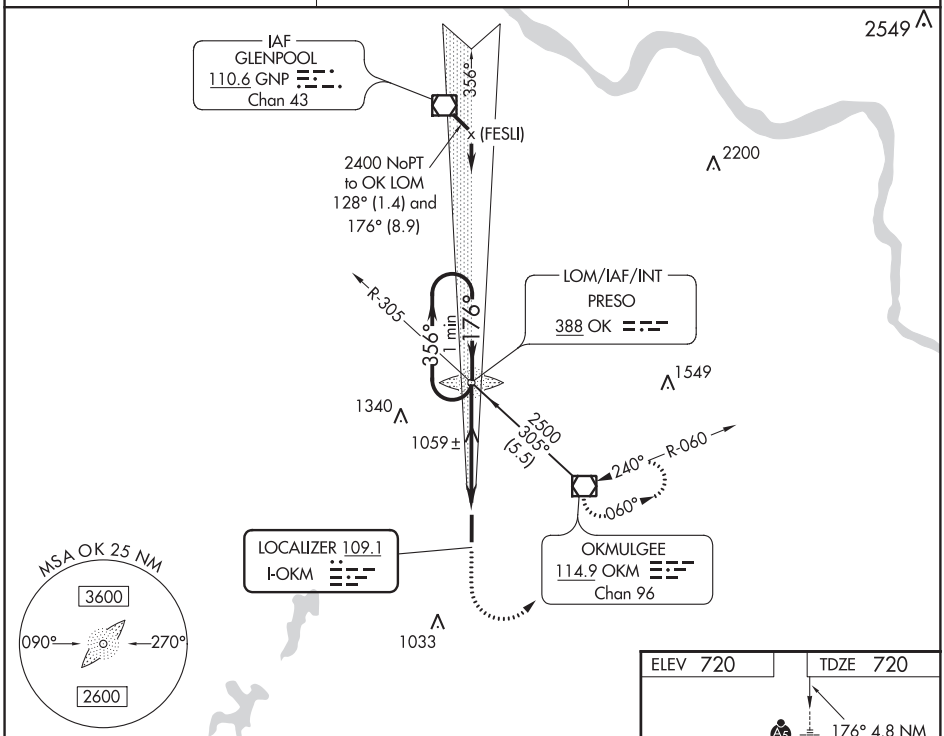
NA

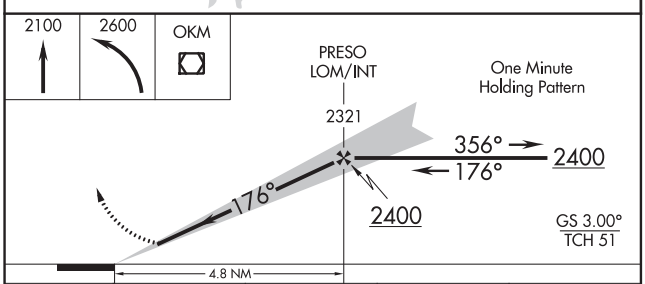
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.

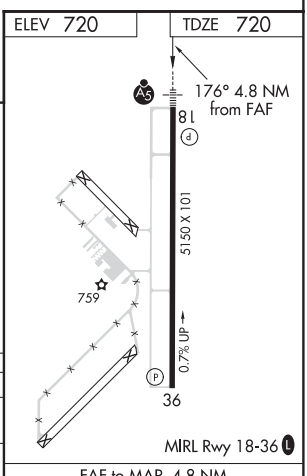
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (600-1)		1320-1½ 600 (600-1½)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 18
OKMULGEE RGNL (OKM)

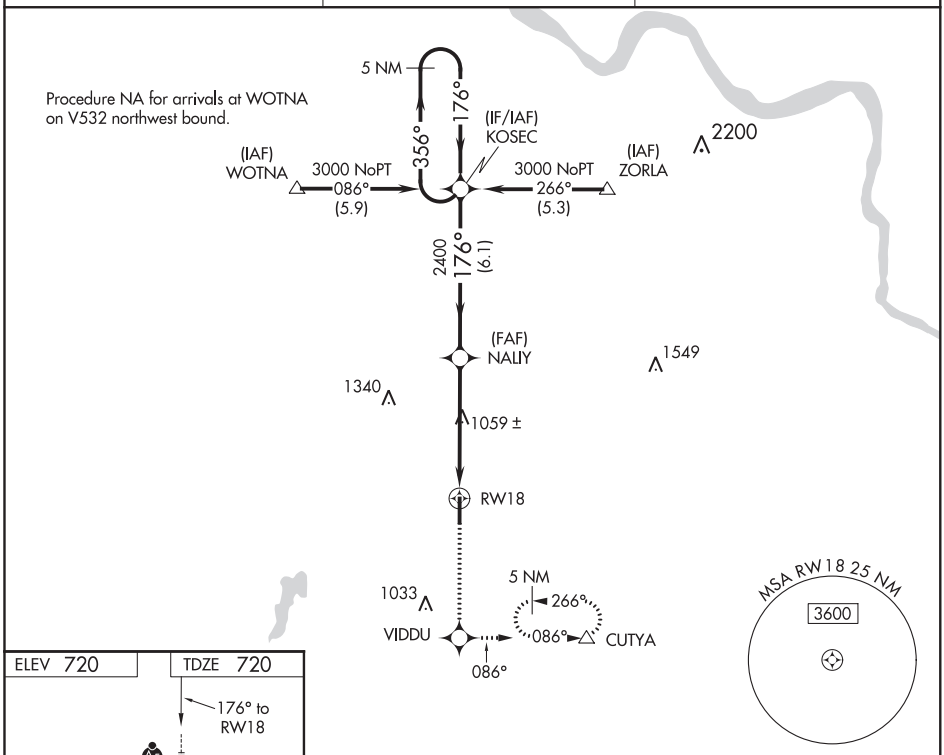
WAAS CH 82105 W18A	APP CRS 176°	Rwy ldg 5150 TDZE 720 Apt Elev 720

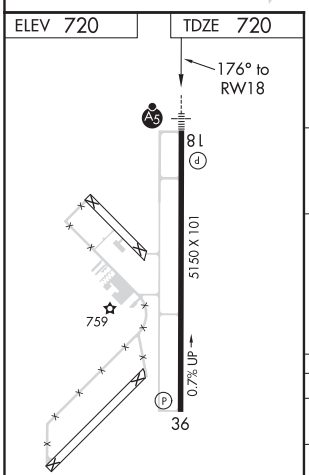
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

MALSR

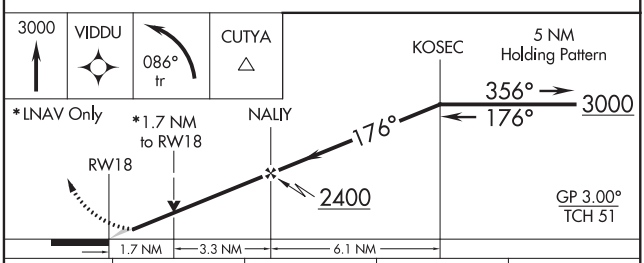
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
CIRCLING	1320-1 600 (700-1)		1320-1½ 600 (700-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKMULGEE, OKLAHOMA | AL-727 (FAA) | 16035

VOR-A
OKMULGEE RGNL (OKM)

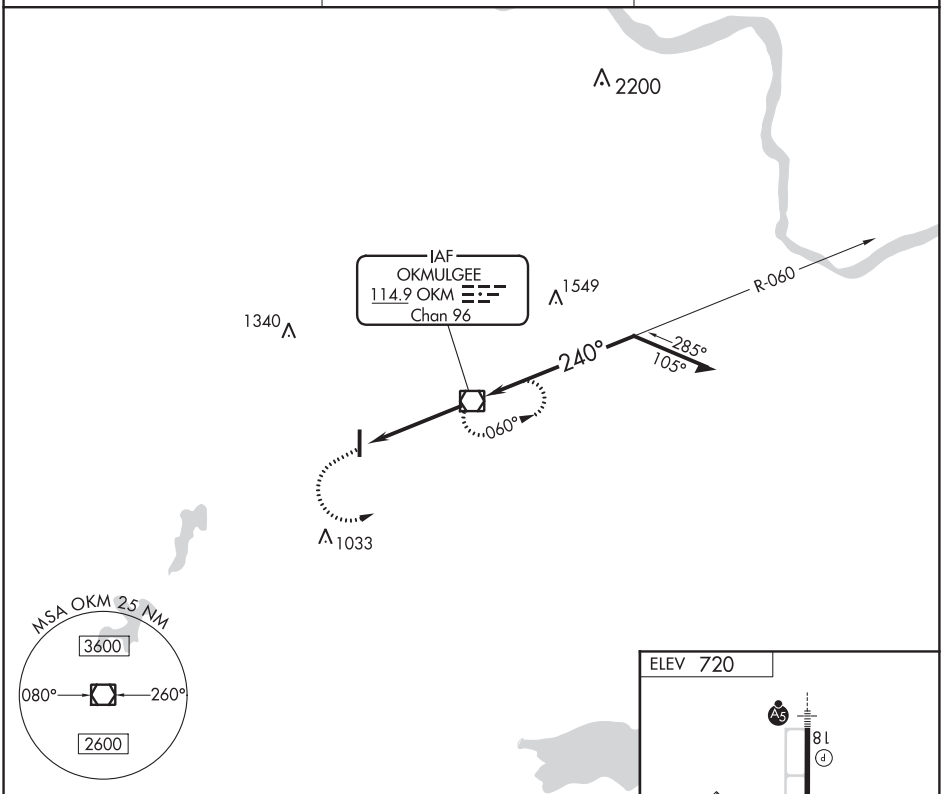
VOR/DME OKM	APP CRS	Rwy ldg	N/A
114.9	240°	TDZE	N/A
Chan 96		Apt Elev	720

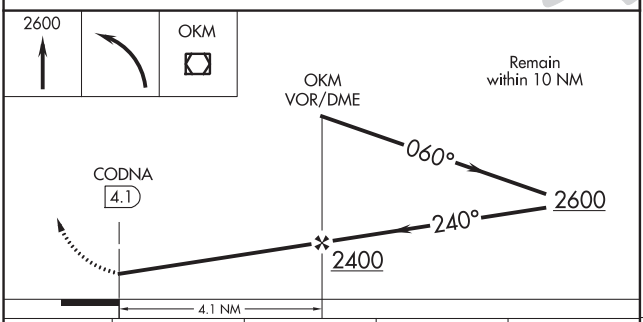
T
A NA

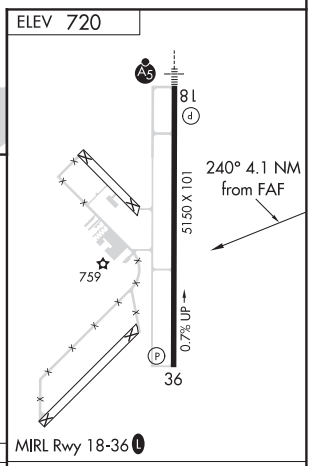
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1140-1 420 (500-1)	1180-1 460 (500-1)	1300-1½ 580 (600-1½)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	3800
187°	TDZE	234
	Apt Elev	234

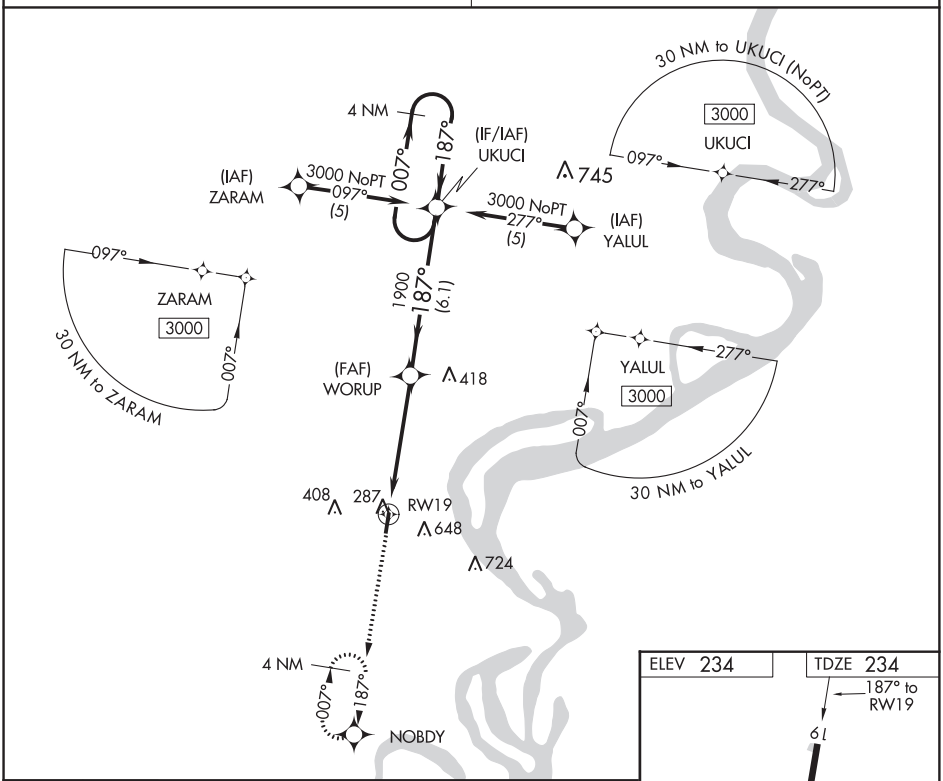
RNAV (GPS) RWY 19
OSCEOLA MUNI (7M4)

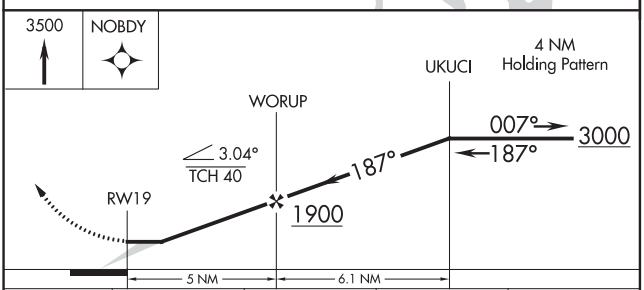
DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

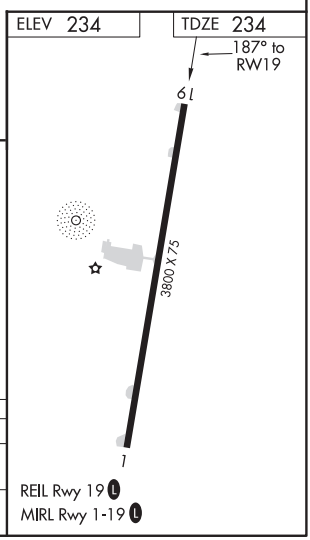
NA

MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

MEMPHIS CENTER	UNICOM
119.1 291.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 386 (400-1)			NA
CIRCLING	700-1 466 (500-1)	1060-1¼ 826 (900-1¼)	1060-2½ 826 (900-2½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OZARK, ARKANSAS

AL-6237 (FAA)

16091

RNAV (GPS) RWY 4
OZARK-FRANKLIN COUNTY (7M5)

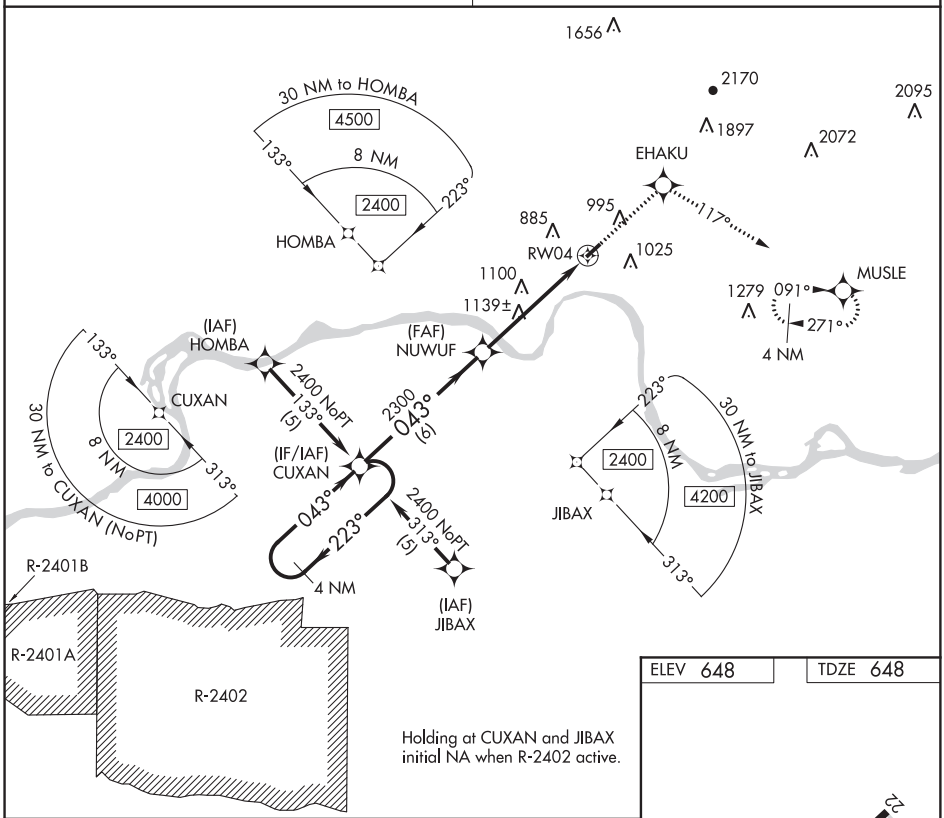
APP CRS		
043°	Rwy ldg	3302
	TDZE	648
	Apt Elev	648

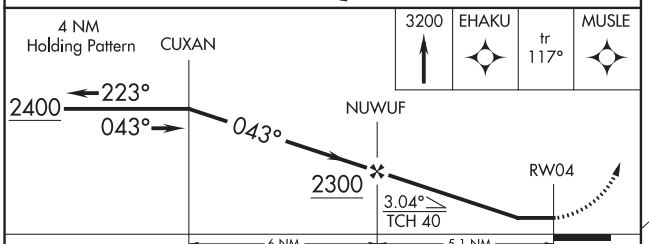
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cats A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct EHAKU and on track 117° to MUSLE and hold.

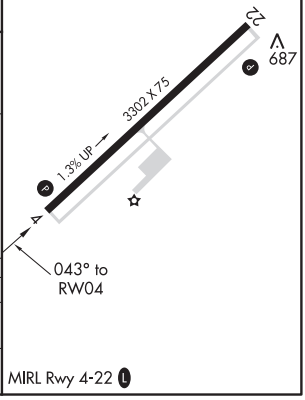
RAZORBACK APP CON ★	UNICOM
120.9 343.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA

ELEV 648 | TDZE 648



MIRL Rwy 4-22 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME-A
OZARK-FRANKLIN COUNTY (7M5)

VORTAC FSM	APP CRS	Rwy ldg	N/A
110.4	064°	TDZE	N/A
Chan 41		Apt Elev	648

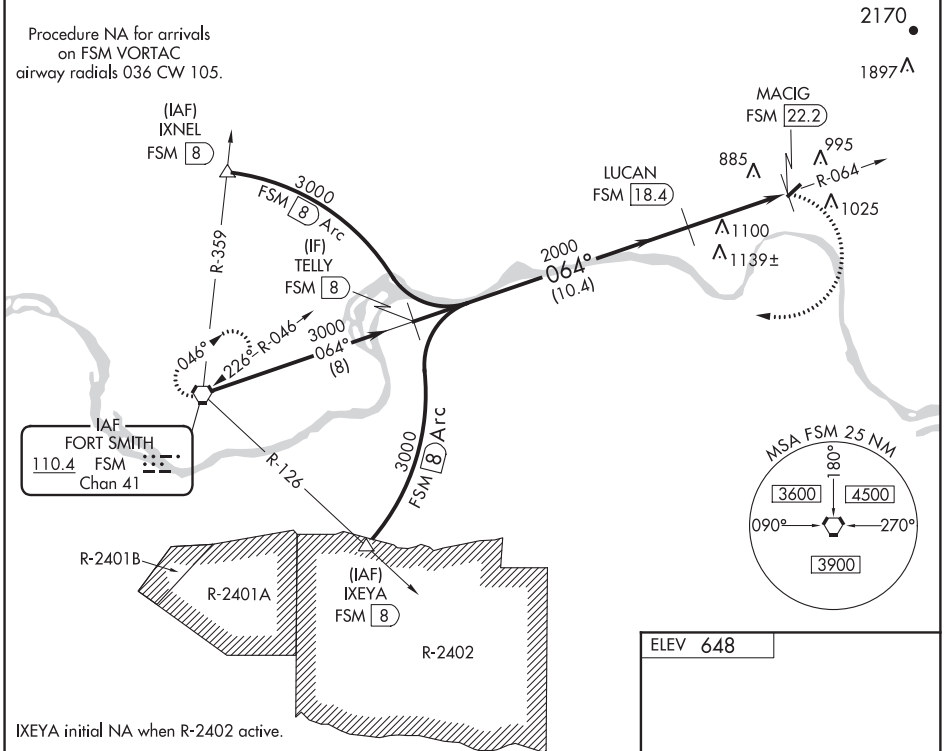
Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet and Cat A and C visibility ¼ mile.

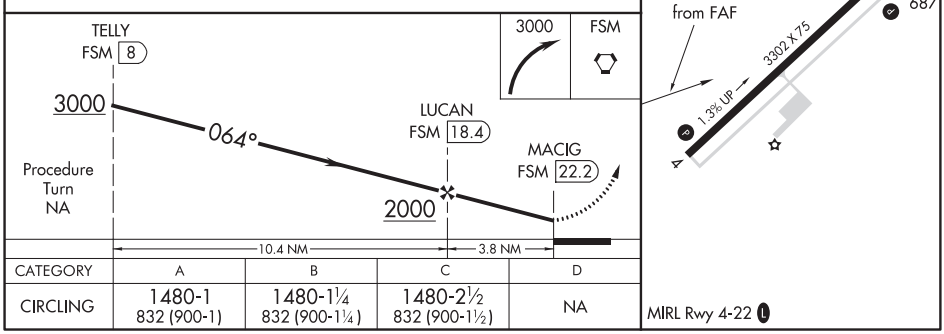
NA

MISSED APPROACH: Climbing right turn to 3000 direct FSM VORTAC and hold.

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) Ⓛ





CATEGORY	A	B	C	D
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PARAGOULD, ARKANSAS AL-5544 (FAA) 15064

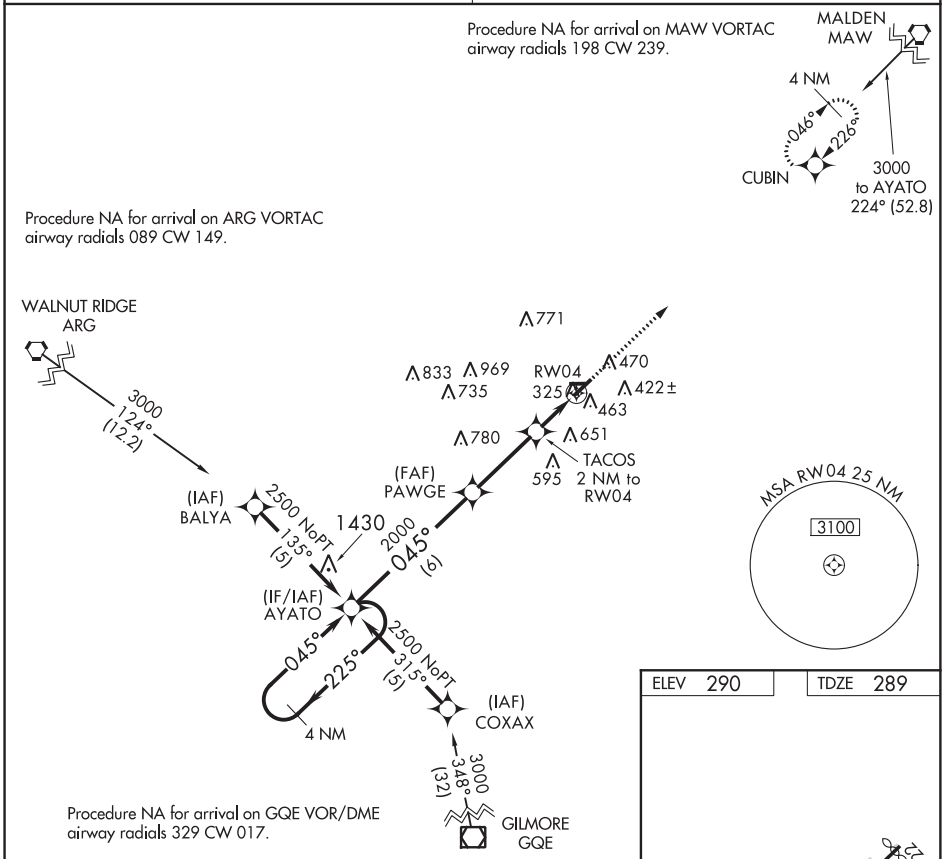
APP CRS	Rwy ldg	4011
045°	TDZE	289
	Apt Elev	290

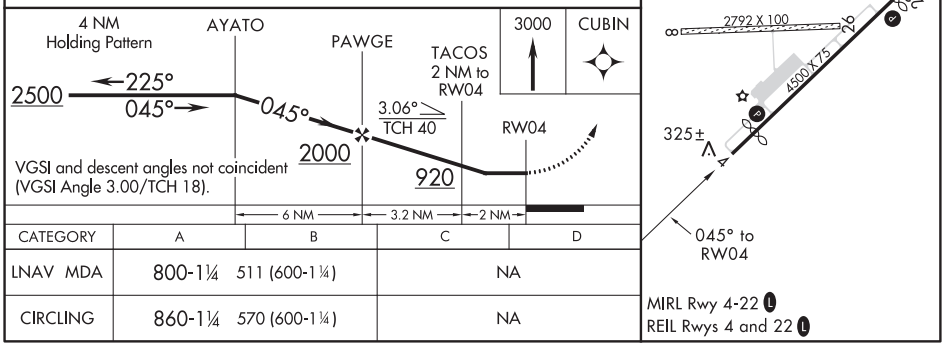
RNAV (GPS) RWY 4
KIRK FIELD (PGR)

Use Jonesboro altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	800-1¼ 511 (600-1¼)		NA	
CIRCLING	860-1¼ 570 (600-1¼)		NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	4352
225°	TDZE	288
	Apt Elev	290

RNAV (GPS) RWY 22
KIRK FIELD (PGR)

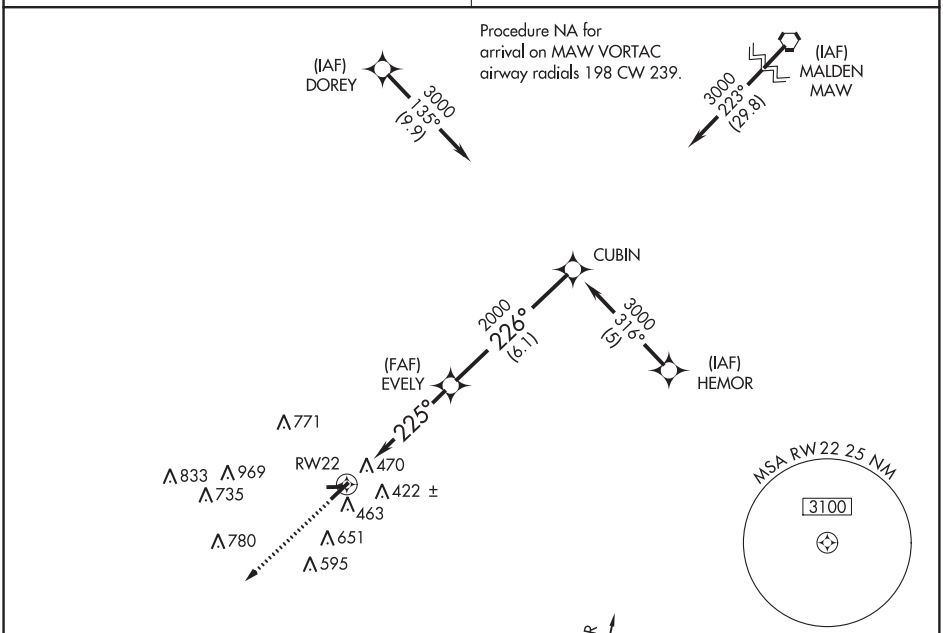
T
A NA

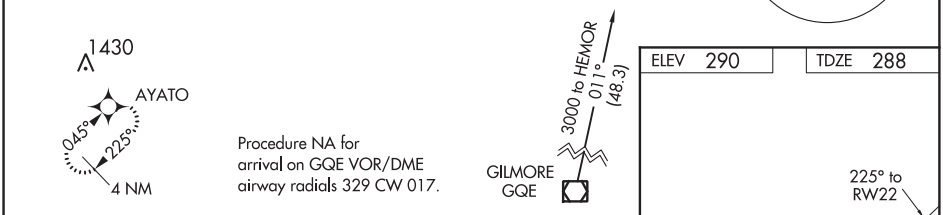
Use Jonesboro altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.

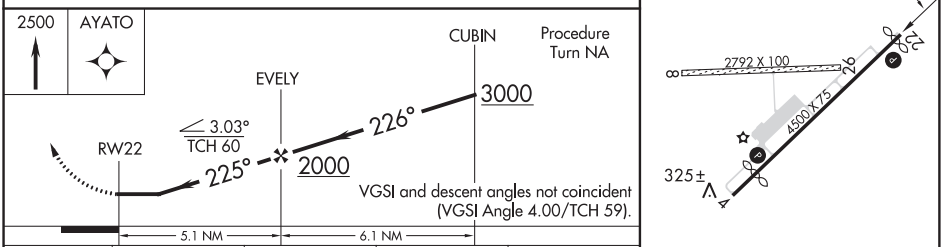
MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L





ELEV	290	TDZE	288



CATEGORY	A	B	C	D
LNAV MDA	820-1¼ 532 (600-1¼)		NA	
CIRCLING	860-1¼ 570 (600-1¼)		NA	

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PARAGOULD, ARKANSAS AL-5544 (FAA) 15064

VOR/DME JBR	APP CRS	Rwy ldg	4011
108.6	019°	TDZE	290
Chan 23		Apt Elev	290

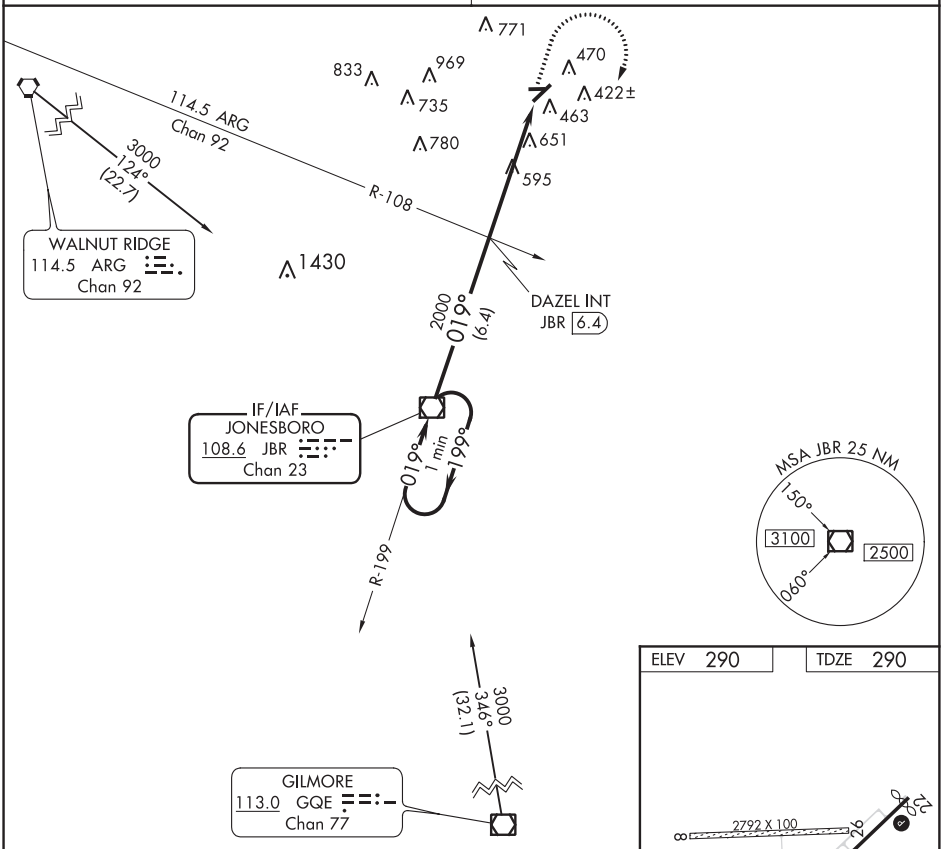
VOR RWY 4
KIRK FIELD (PGR)

T NA

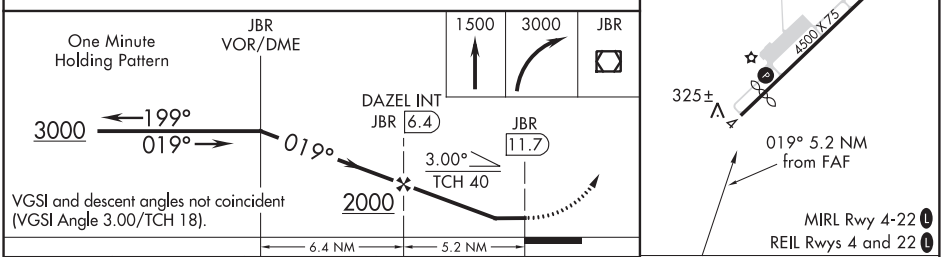
Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L



ELEV 290	TDZE 290



CATEGORY	A	B	C	D
S-4	980-1 690 (700-1)		NA	
CIRCLING	980-1 690 (700-1)		NA	

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

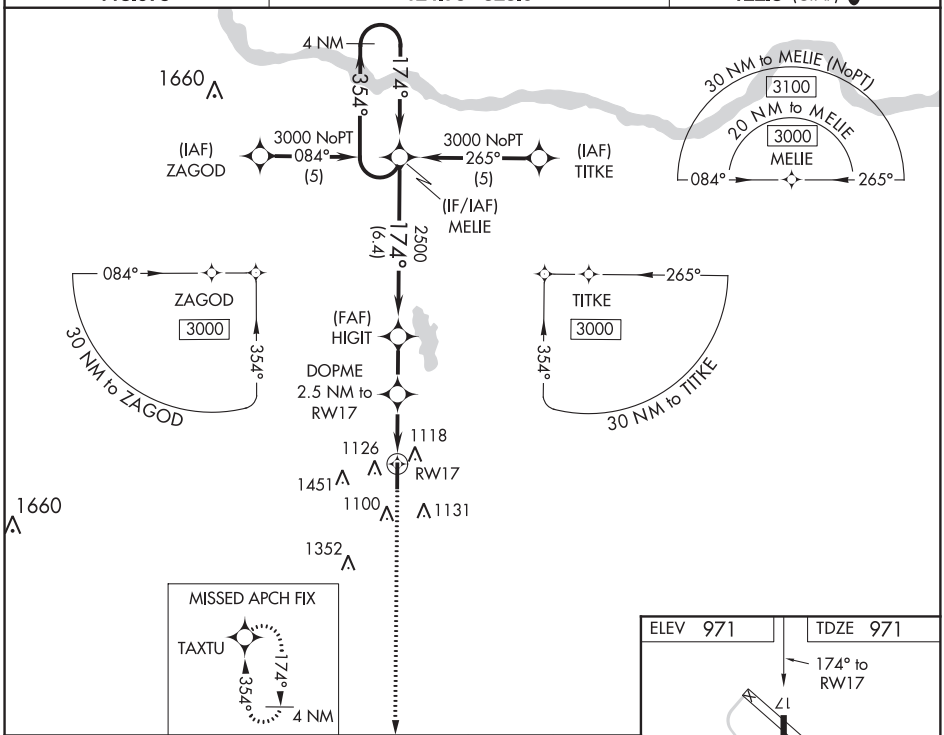
WAAS CH 86718 W17A	APP CRS 174°	Rwy ldg 5001 TDZE 971 Apt Elev 971

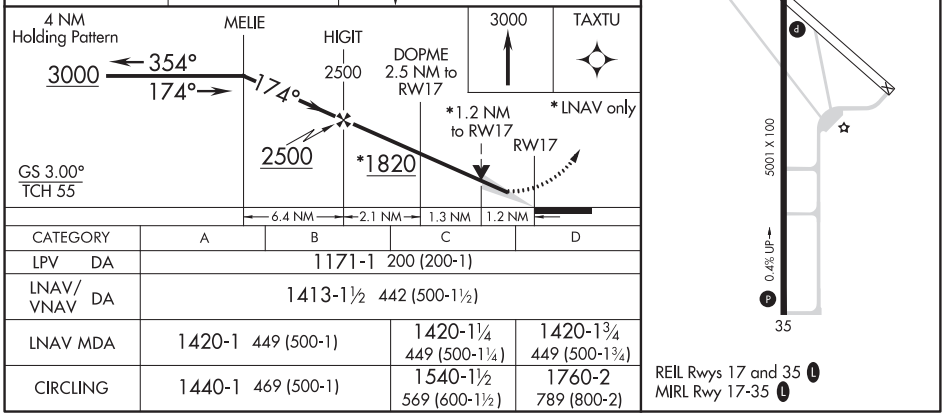
RNAV (GPS) RWY 17
PAULS VALLEY MUNI (PVJ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility ¼ mile and Circling Cat C visibility ¼ mile, and Cat D visibility ½ mile. Baro-VNAV NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). VDP NA when using Ardmore Downtown Executive altimeter setting.

MISSED APPROACH: Climb to 3000 direct TAXTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	124.75 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1171-1 200 (200-1)			
LNAV/VNAV DA	1413-1½ 442 (500-1½)			
LNAV MDA	1420-1 449 (500-1)		1420-1¼ 449 (500-1¼)	1420-1¾ 449 (500-1¾)
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2 789 (800-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PAULS VALLEY, OKLAHOMA

AL-6876 (FAA)

15064

RNAV (GPS) RWY 35

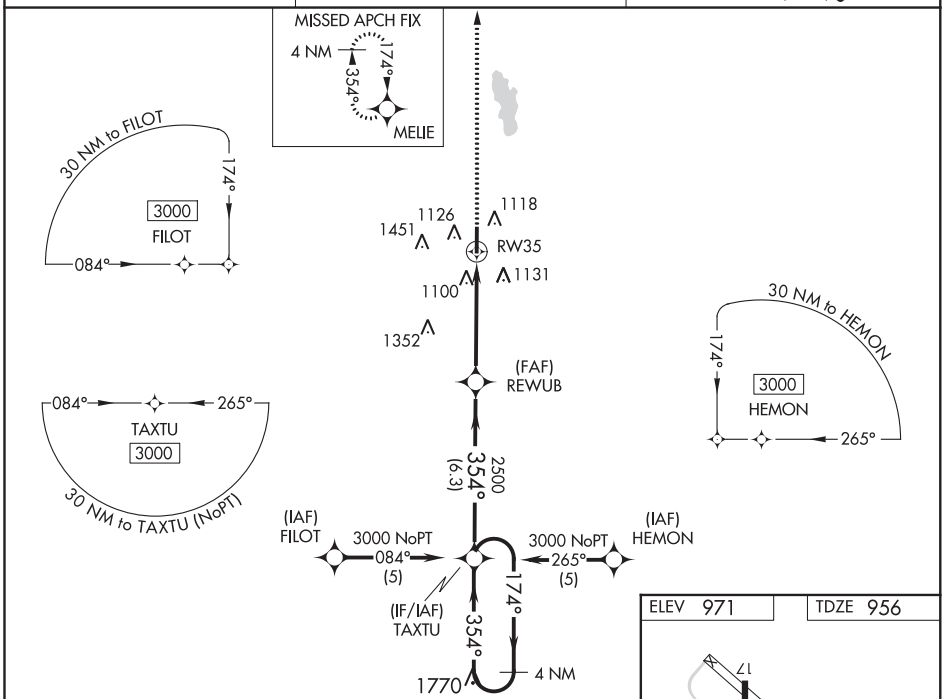
PAULS VALLEY MUNI (PVJ)

WAAS CH 45716 W35A	APP CRS 354°	Rwy ldg 5001 TDZE 956 Apt Elev 971

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C, D visibility and Circling Cat C visibility ¼ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).

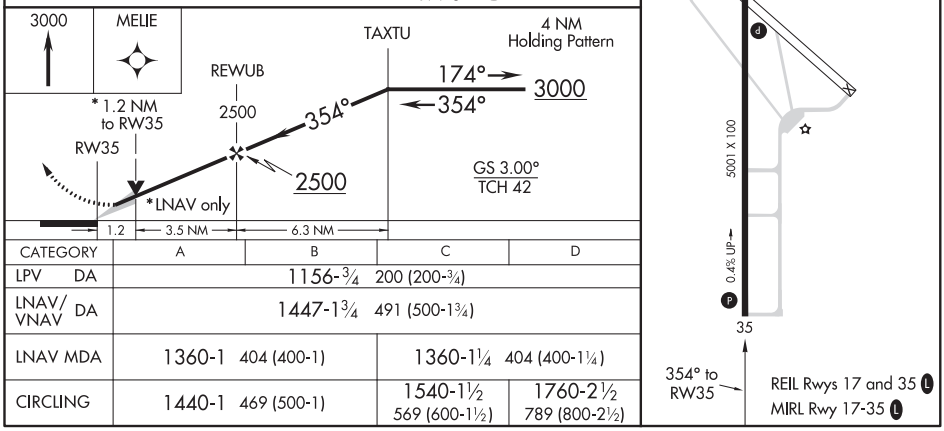
MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	124.75 323.0	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LPV DA	1156-¾ 200 (200-¾)			
LNAV/VNAV DA	1447-1¾ 491 (500-1¾)			
LNAV MDA	1360-1 404 (400-1)		1360-1¼ 404 (400-1¼)	
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2½ 789 (800-2½)

WAAS CH 72921 W17A	APP CRS 174°	Rwy ldg 5103 TDZE 994 Apt Elev 1002

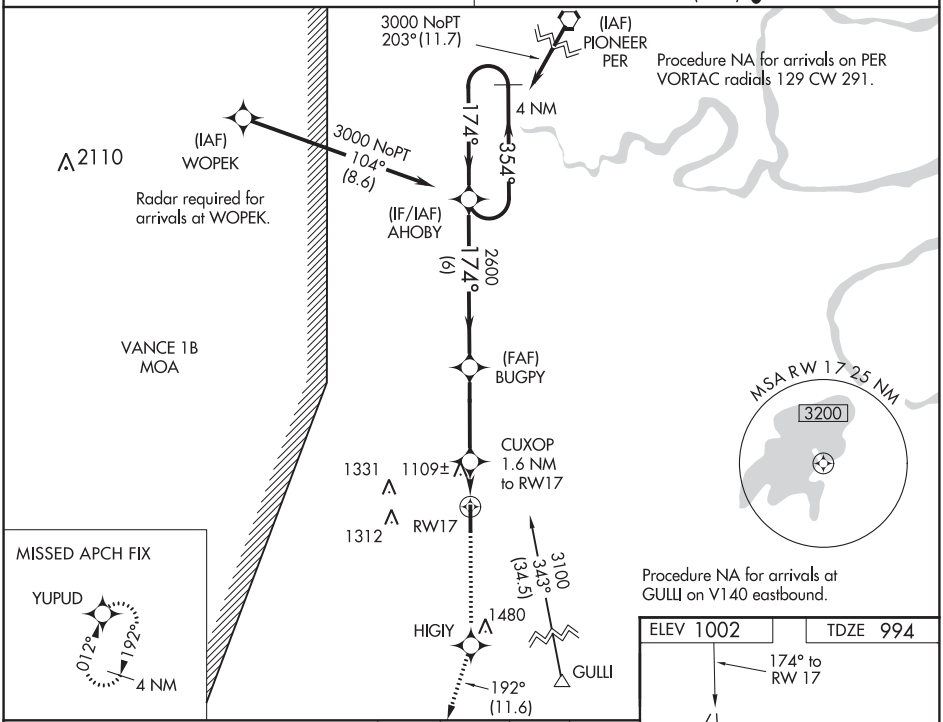
RNAV (GPS) RWY 17
PERRY MUNI (F22)

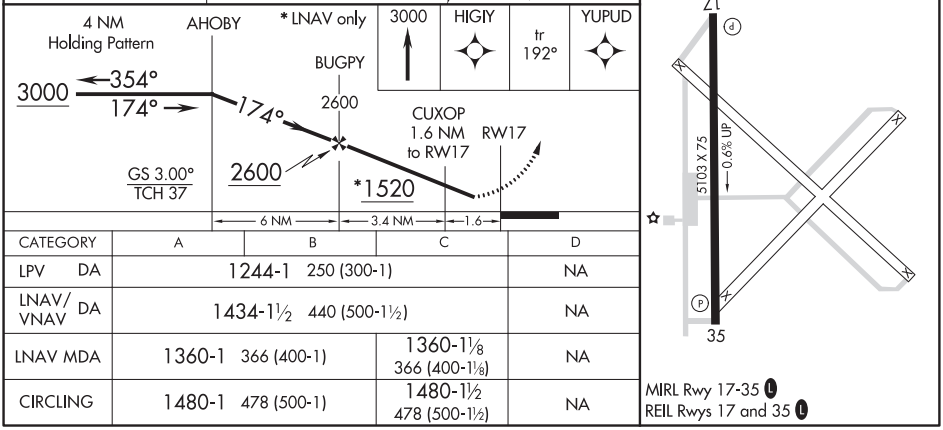
Baro-VNAV NA when using KPNC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 17 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet, all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct HIGIY and on track 192° to YUPUD and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1244-1 250 (300-1)			NA
LNAV/VNAV DA	1434-1½ 440 (500-1½)			NA
LNAV MDA	1360-1 366 (400-1)		1360-1⅛ 366 (400-1⅛)	NA
CIRCLING	1480-1 478 (500-1)		1480-1½ 478 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

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PERRY, OKLAHOMA | AL-6798 (FAA) | 15120

VOR/DME RWY 17

PERRY MUNI (F22)

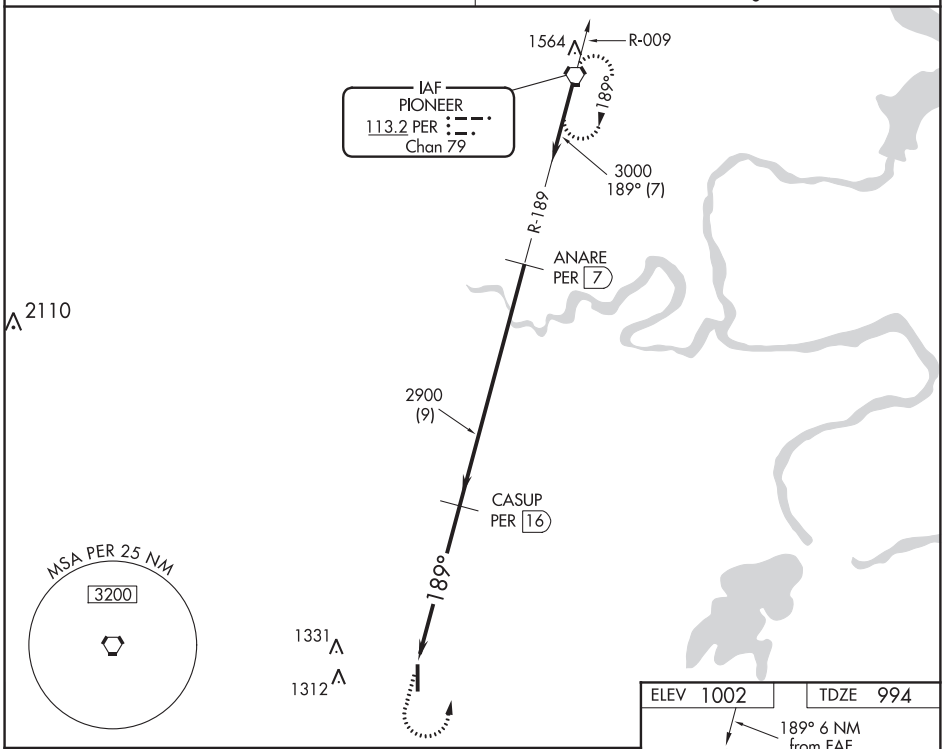
VORTAC PER	APP CRS	Rwy ldg	5103
113.2	189°	TDZE	994
Chan 79		Apt Elev	1002

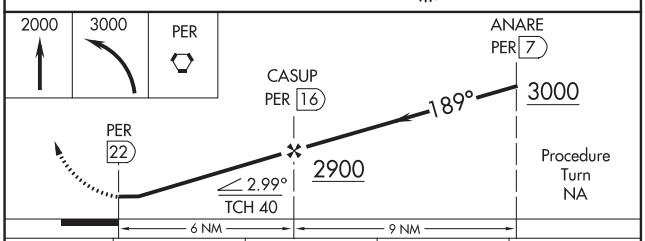
Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.

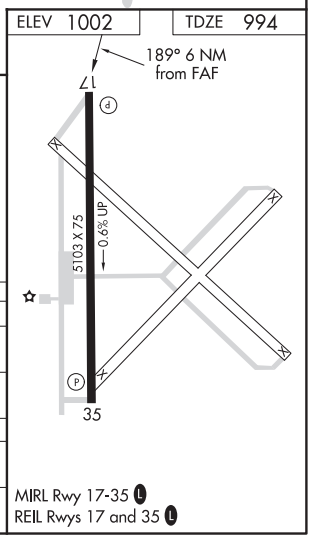
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L







MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

CATEGORY	A	B	C	D
S-17	1420-1 426 (500-1)	1420-1¼ 426 (500-1¼)	1420-1½ 426 (500-1½)	NA
CIRCLING	1480-1 478 (500-1)	1480-1¼ 478 (500-1¼)	1480-1½ 478 (500-1½)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1460-1 466 (500-1)	1460-1¼ 466 (500-1¼)	1460-1½ 466 (500-1½)	NA
CIRCLING	1520-1 518 (600-1)	1520-1¼ 518 (600-1¼)	1520-1½ 518 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

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LOC I-PBF	APP CRS	Rwy ldg	5998
111.7	178°	TDZE	206
		Apt Elev	206

ILS or LOC RWY 18
GRIDER FIELD (PBF)

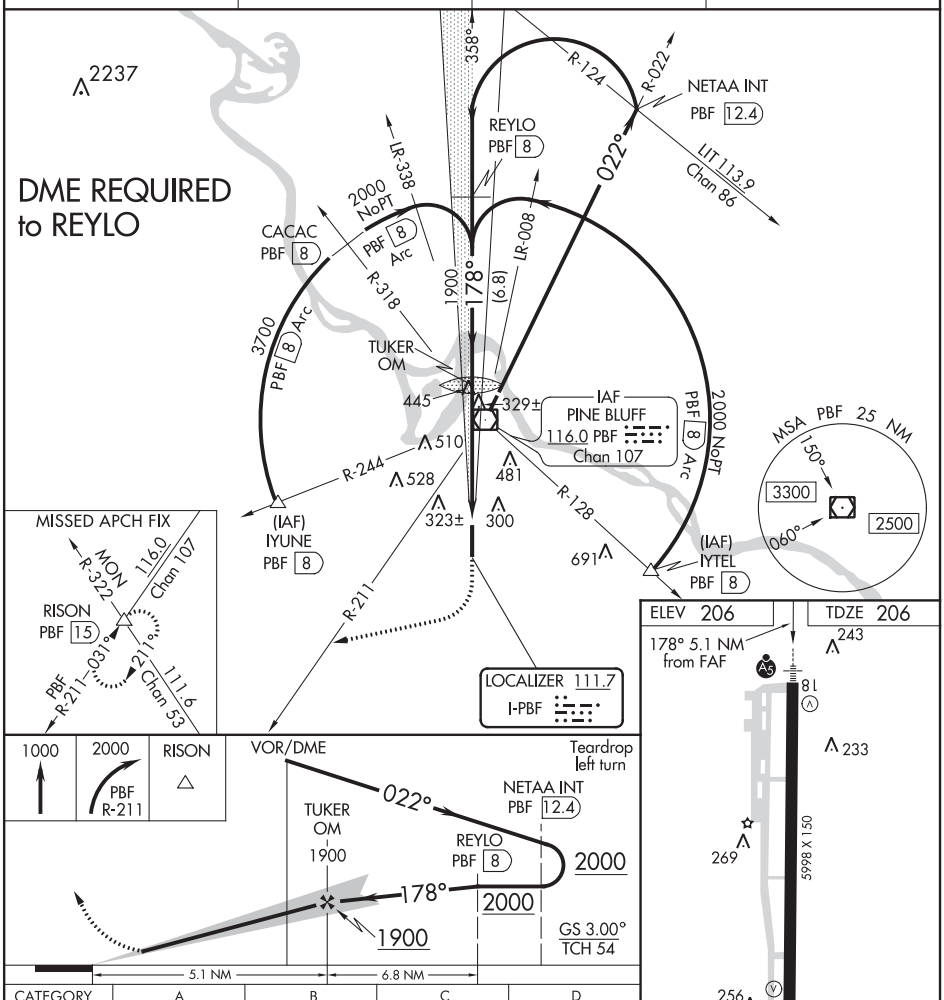
NA

Inop table does not apply to S-ILS 18. For inop MALSR increase S-LOC 18 Cat A/B/C visibility to 1. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet; increase all MDA 80 feet and S-LOC 18 Cat D visibility ¼ miles. For inop MALSR when using Stuttgart altimeter setting increase S-LOC 18 Cat A/B visibility to 1.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBF R-211 to RISON Int and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 18	466-¾ 260 (300-¾)			
S-LOC 18	580-¾ 374 (400-¾)			
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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PINE BLUFF, ARKANSAS | AL-901 (FAA) | 16035

WAAS CH 40420 W18A	APP CRS 178°	Rwy ldg 5998 TDZE 206 Apt Elev 206

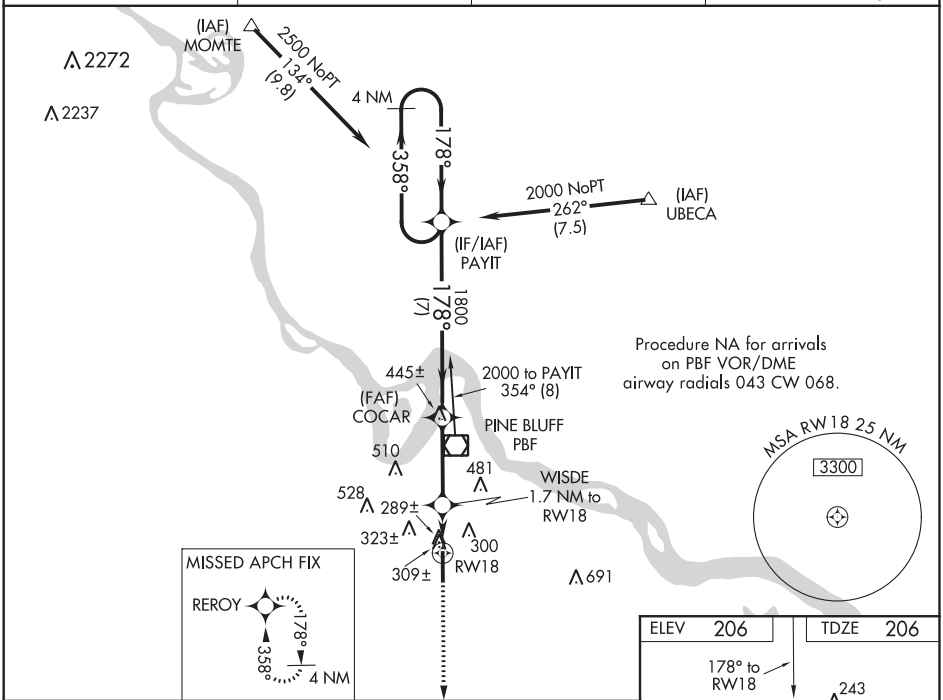
RNAV (GPS) RWY 18
GRIDER FIELD (PBF)

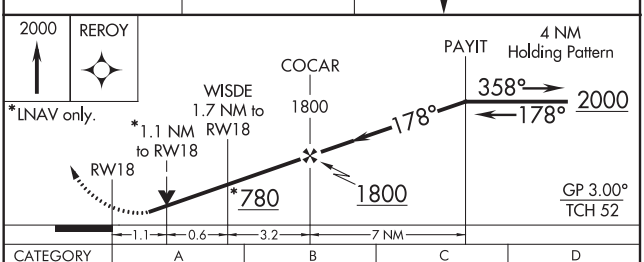
Inoperative table does not apply to LPV. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. For inop MALSR increase LNAV Cats A/B visibility to 1 and Cats C/D visibility to 1⅛. For inop MALSR when using Stuttgart altimeter setting, increase LPV visibility all Cats ¼ mile, increase LNAV visibility Cats A/B ¼ mile and Cats C/D ⅜ mile.

MALSR

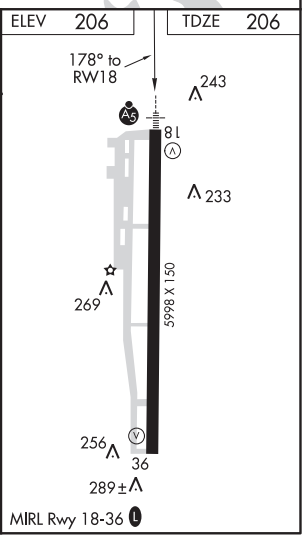
MISSED APPROACH: Climb to 2000 direct REROY and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	459-¾ 253 (300-¾)			
LNAV/VNAV DA	648-1 442 (500-1)			
LNAV MDA	600-¾ 394 (400-¾)			
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1½ 474 (500-1½)	760-2 554 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

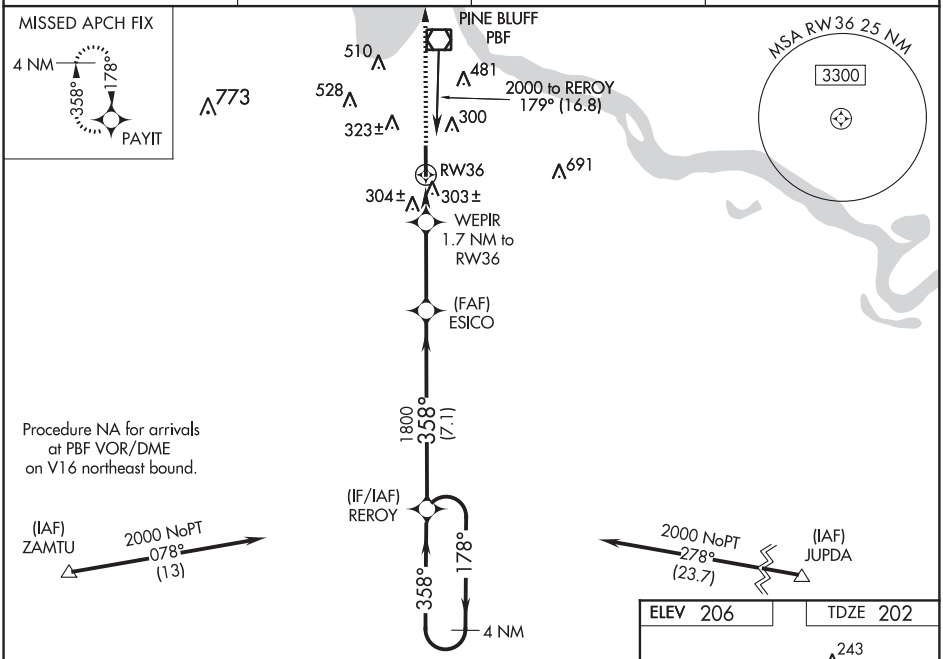
WAAS CH 86620 W36A	APP CRS 358°	Rwy ldg 5998 TDZE 202 Apt Elev 206

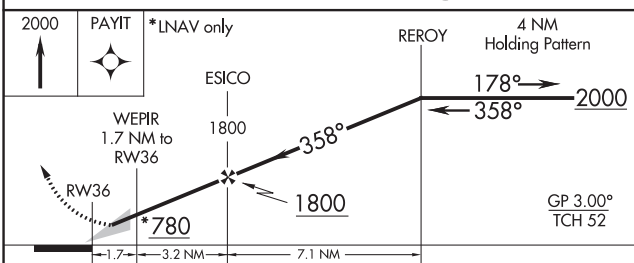
RNAV (GPS) RWY 36
GRIDER FIELD (PBF)

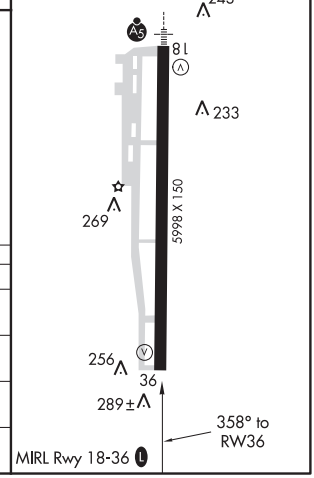
Baro-VNAV NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats ⅛ mile and LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct PAYIT and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	459-1 250 (300-1)			
LNAV/VNAV DA	487-1 285 (300-1)			
LNAV MDA	600-1 398 (400-1)		600-1⅛ 398 (400-1⅛)	
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1½ 474 (500-1½)	760-2 554 (600-2)

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PINE BLUFF, ARKANSAS

AL-901 (FAA)

16035

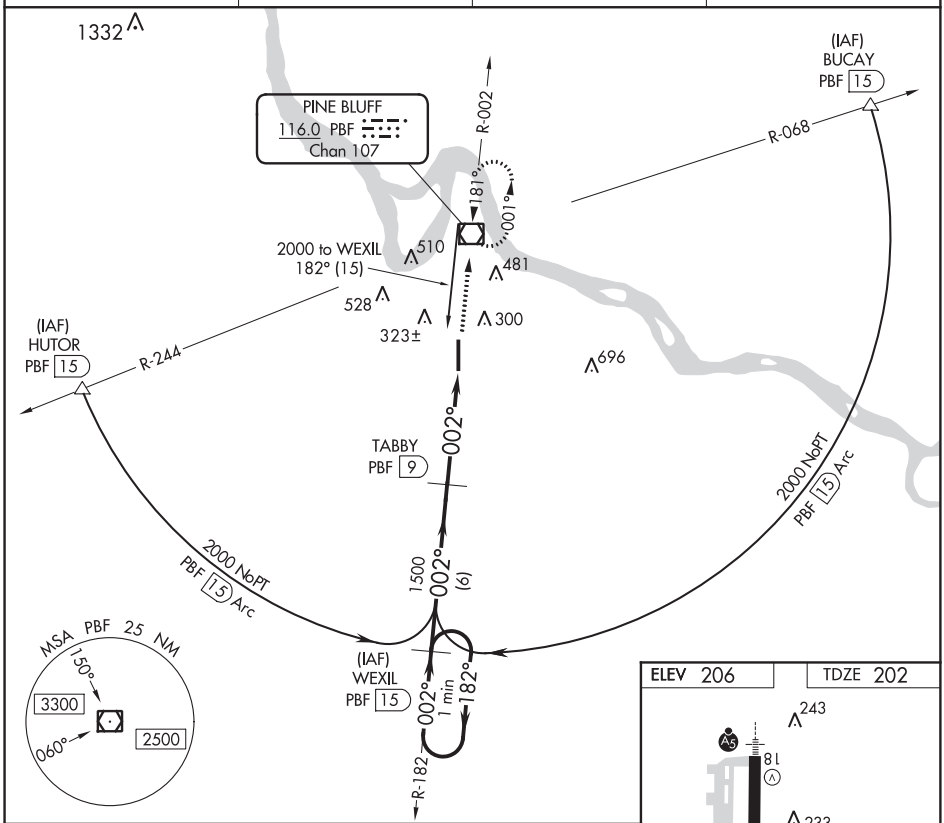
VOR/DME RWY 36

GRIDER FIELD (PBF)

VOR/DME PBF	APP CRS	Rwy ldg	5998
116.0	002°	TDZE	202
Chan 107		Apt Elev	206

MISSED APPROACH: Climb to 2000 direct PBF VOR/DME and hold.

ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
120.775	119.85 353.6	119.85	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-36	600-1 398 (400-1)			600-1¼ 398 (400-1¼)
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

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VORTAC ARG	APP CRS	Rwy ldg	4000
114.5	355°	TDZE	271
Chan 92		Apt Elev	271

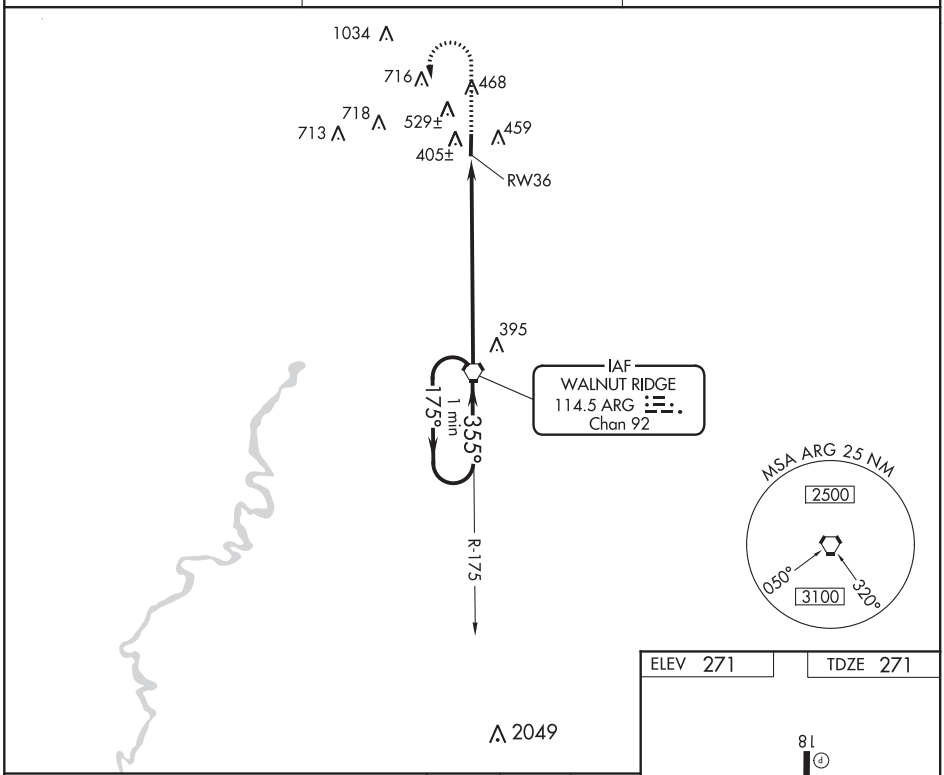
VOR or GPS RWY 36
POCAHONTAS MUNI (M70)

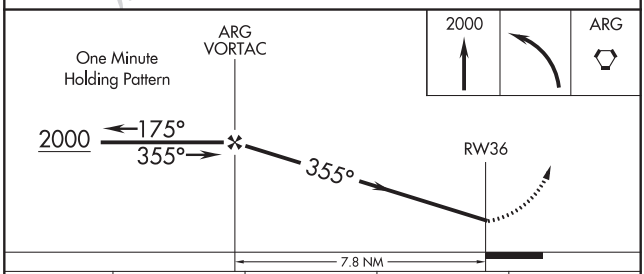
Use Walnut Ridge altimeter setting; if not received use Jonesboro altimeter setting; when neither received, procedure NA.

NA

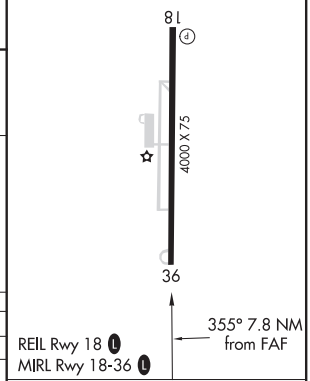
MISSED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.

WALNUT RIDGE AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





ELEV 271	TDZE 271



REIL Rwy 18 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-36	760-1	489 (500-1)	NA	
CIRCLING	840-1	569 (600-1)	NA	
JONESBORO ALTIMETER SETTING MINIMUMS				
S-36	940-1	669 (700-1)	NA	
CIRCLING	960-1	689 (700-1)	NA	

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

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SC-1, 05 JAN 2017 to 02 MAR 2017

PONCA CITY, OKLAHOMA

AL-603 (FAA)

16035

ILS or LOC/DME RWY 17

PONCA CITY RGNL (PNC)

LOC/DME I-PNC	APP CRS	Rwy ldg	7201
111.9	175°	TDZE	1004
Chan 56		Apt Elev	1008

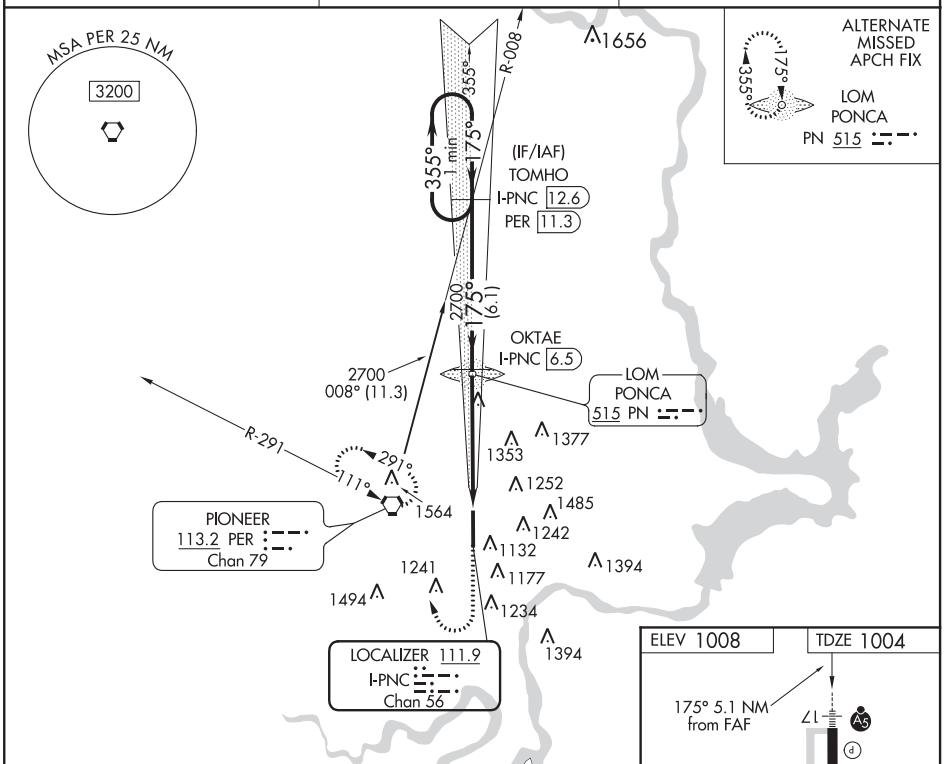
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

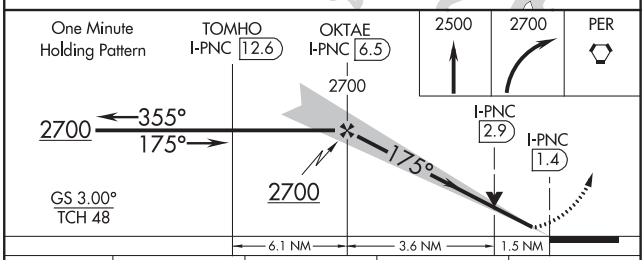
NA

MALSR

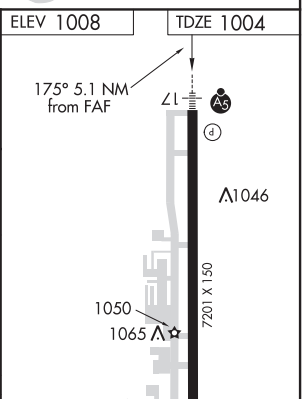
MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)



WAAS CH 50408 W17A	APP CRS 175°	Rwy ldg 7201 TDZE 1004 Apt Elev 1008

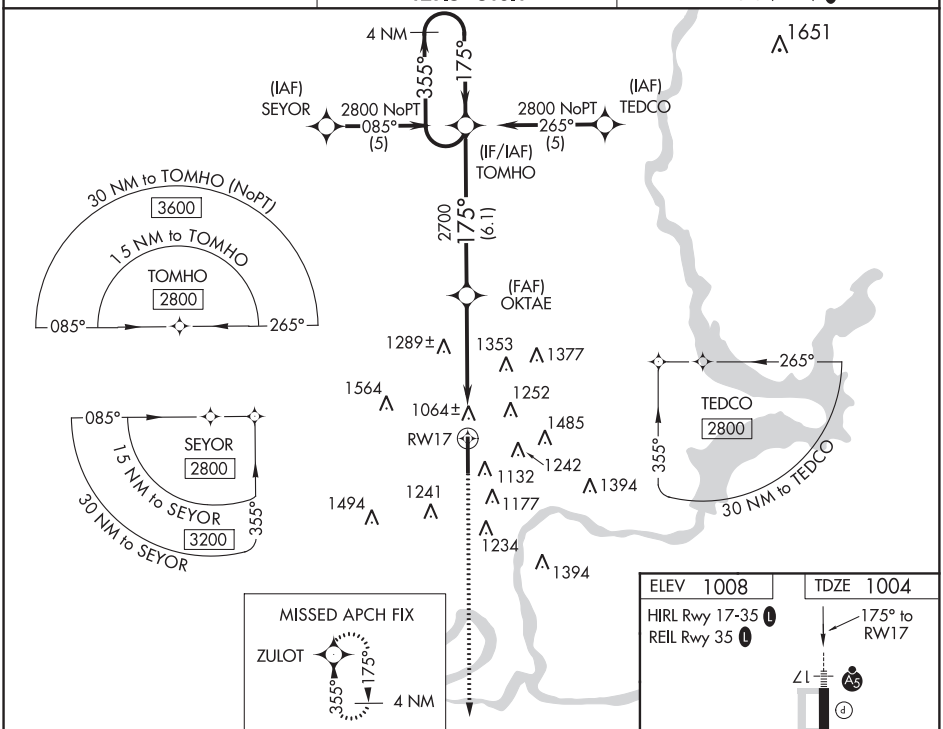
RNAV (GPS) RWY 17
PONCA CITY RGNL (PNC)

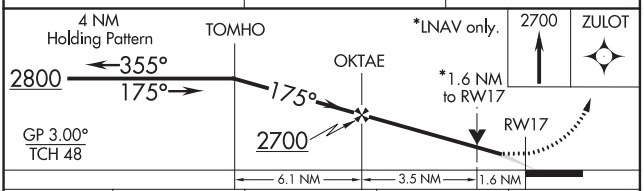
For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR A5

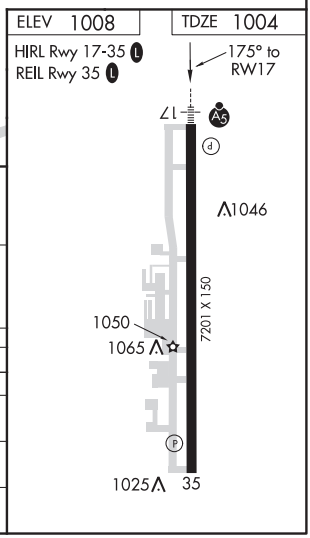
MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1279-½ 275 (300-½)			
LNAV/VNAV DA	1330-¾ 326 (400-¾)			
LNAV MDA	1540-½ 536 (600-½)		1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PONCA CITY, OKLAHOMA

AL-603 (FAA)

16035

WAAS CH 93808 W35A	APP CRS 355°	Rwy ldg 7201 TDZE 1008 Apt Elev 1008

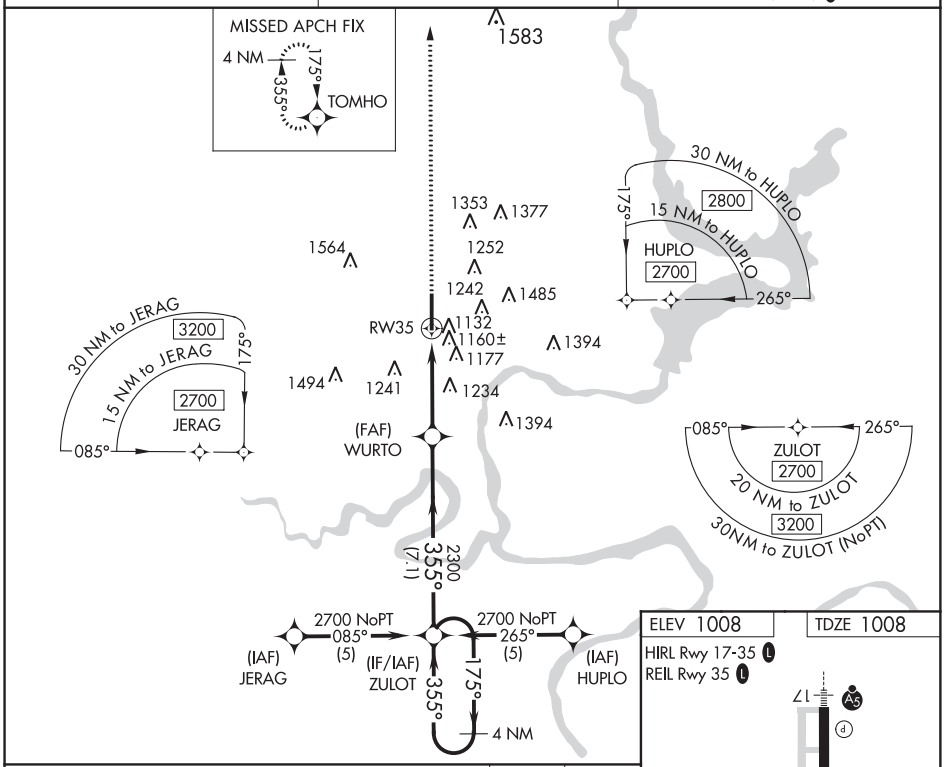
RNAV (GPS) RWY 35

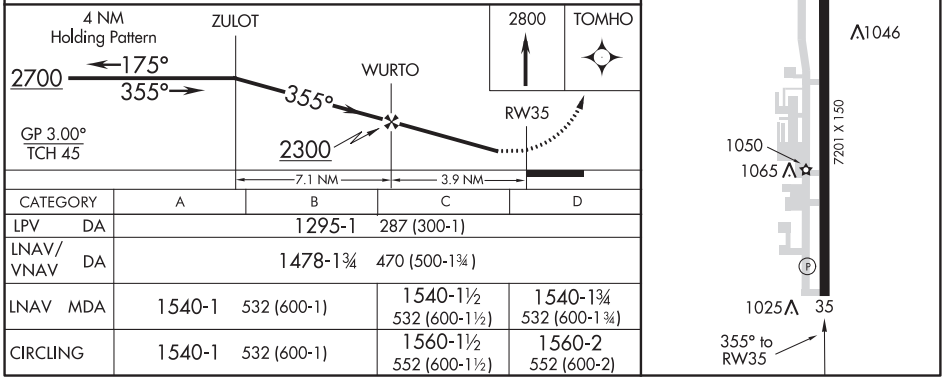
PONCA CITY RGNL (PNC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1295-1 287 (300-1)			
LNAV/VNAV DA	1478-1¾ 470 (500-1¾)			
LNAV MDA	1540-1 532 (600-1)		1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

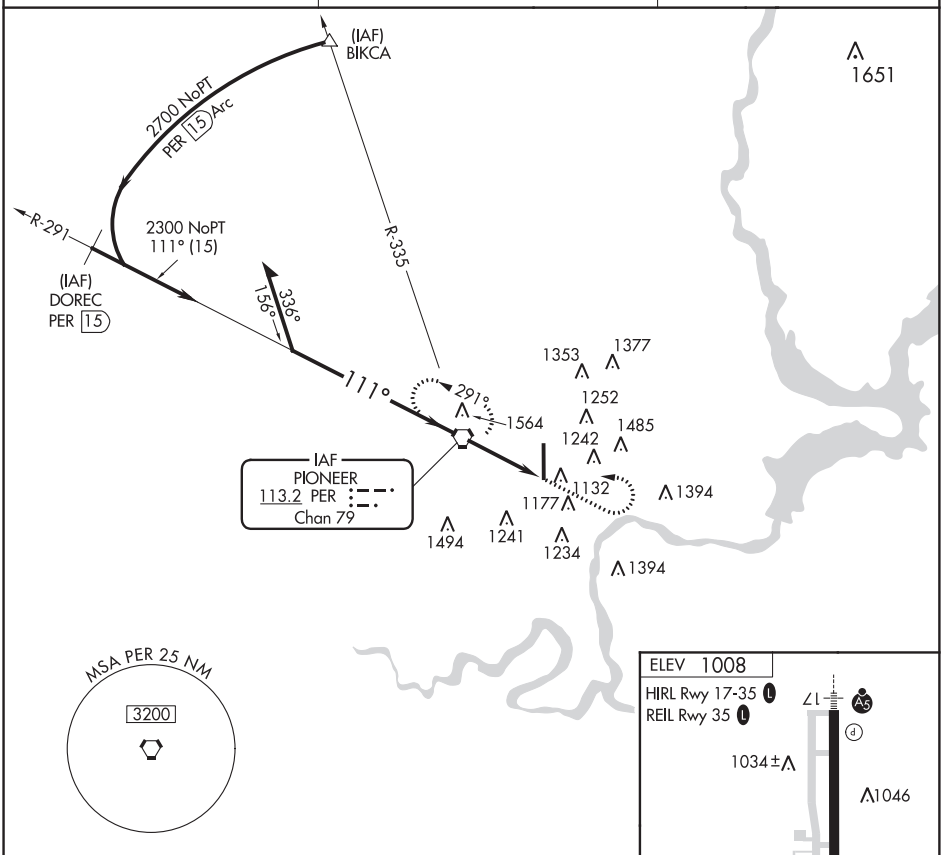
SC-1, 05 JAN 2017 to 02 MAR 2017

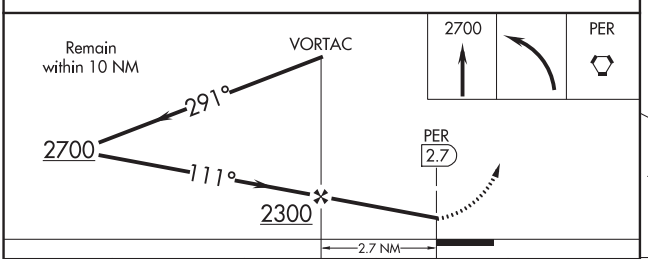
VOR-A
PONCA CITY RGNL (PNC)

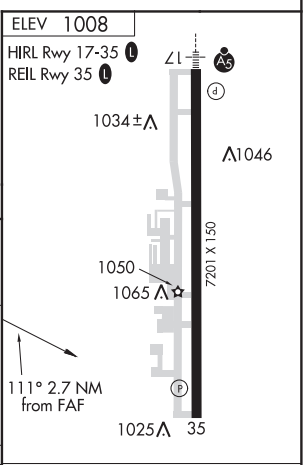
VORTAC PER	APP CRS	Rwy ldg	N/A
113.2 Chan 79	111°	TDZE	N/A
		Apt Elev	1008

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1	512 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

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SC-1, 05 JAN 2017 to 02 MAR 2017

POTEAU, OKLAHOMA AL-6321 (FAA) 16231

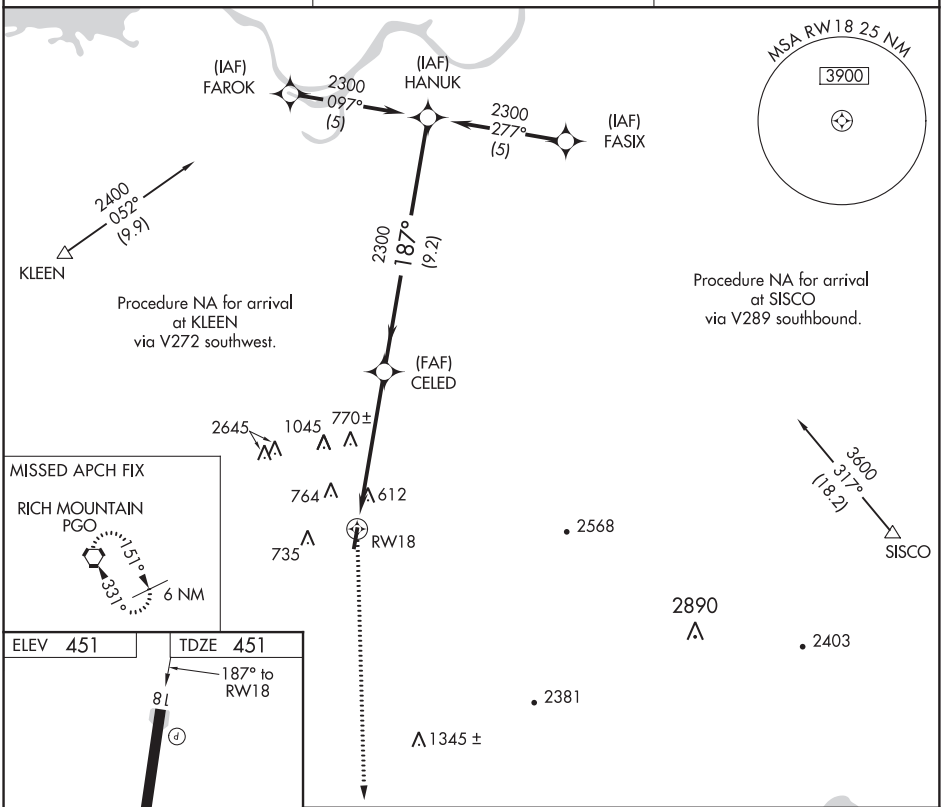
RNAV (GPS) RWY 18
POTEAU/ROBERT S. KERR (RKR)

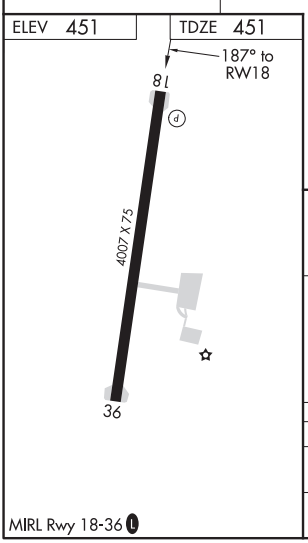
APP CRS	Rwy ldg	4007
187°	TDZE	451
	Apt Elev	451

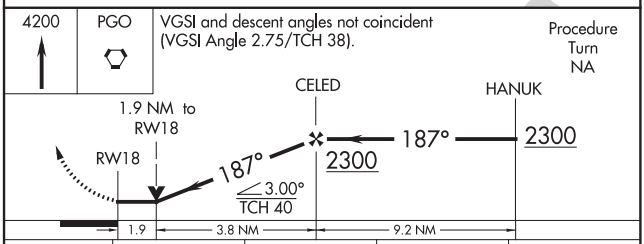
When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1 569 (600-1)		1020-1½ 569 (600-1½)	NA
CIRCLING	1020-1 569 (600-1)	1040-1 589 (600-1)	1080-1¾ 629 (700-1¾)	NA

MIRL Rwy 18-36 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	4007
007°	TDZE	451
	Apt Elev	451

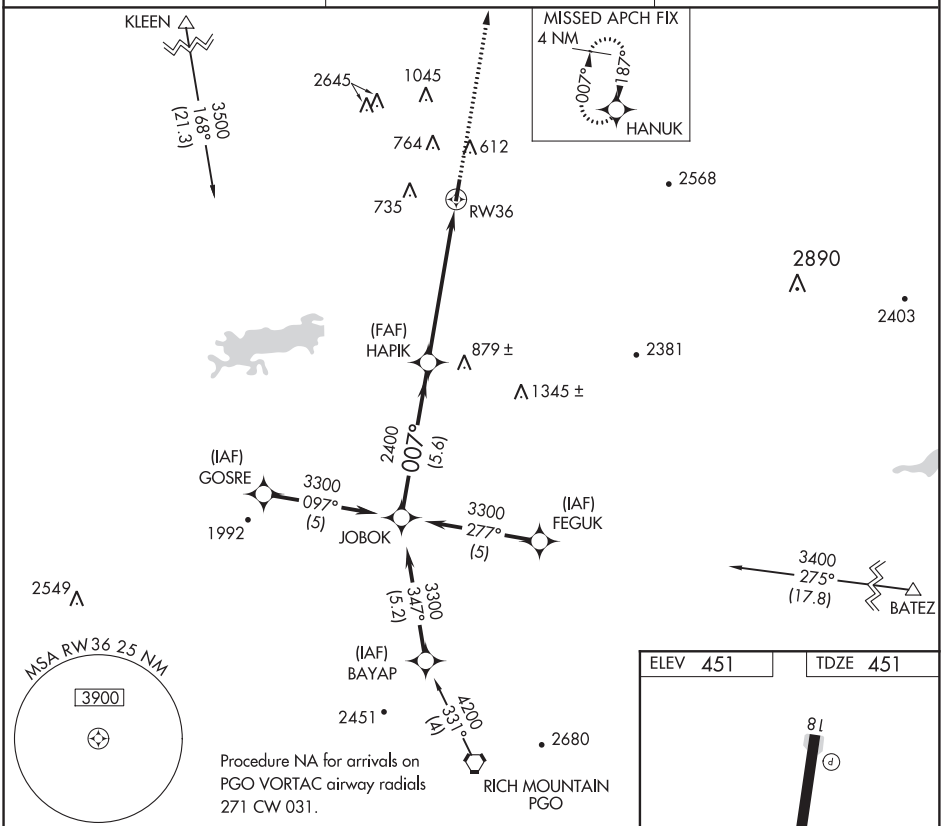
RNAV (GPS) RWY 36
POTEAU/ROBERT S. KERR (RKR)

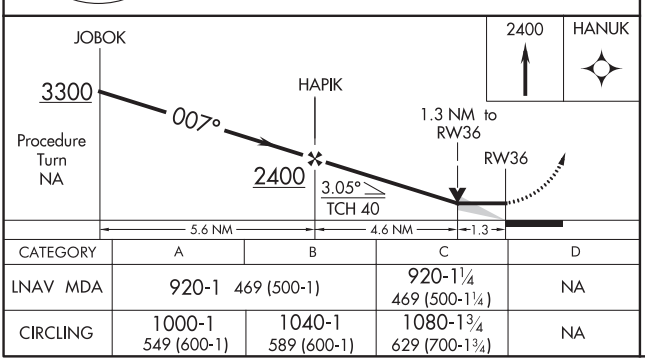
NA

When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾SM NA.

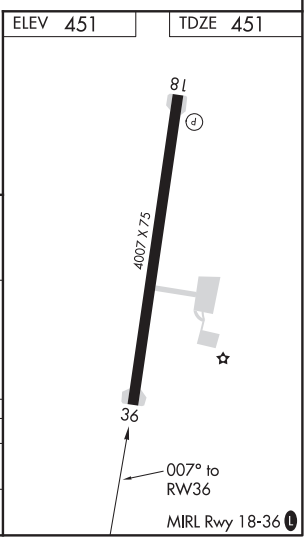
MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	920-1 469 (500-1)		920-1¼ 469 (500-1¼)	NA
CIRCLING	1000-1 549 (600-1)	1040-1 589 (600-1)	1080-1¾ 629 (700-1¾)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

POTEAU, OKLAHOMA AL-6321 (FAA) 13122

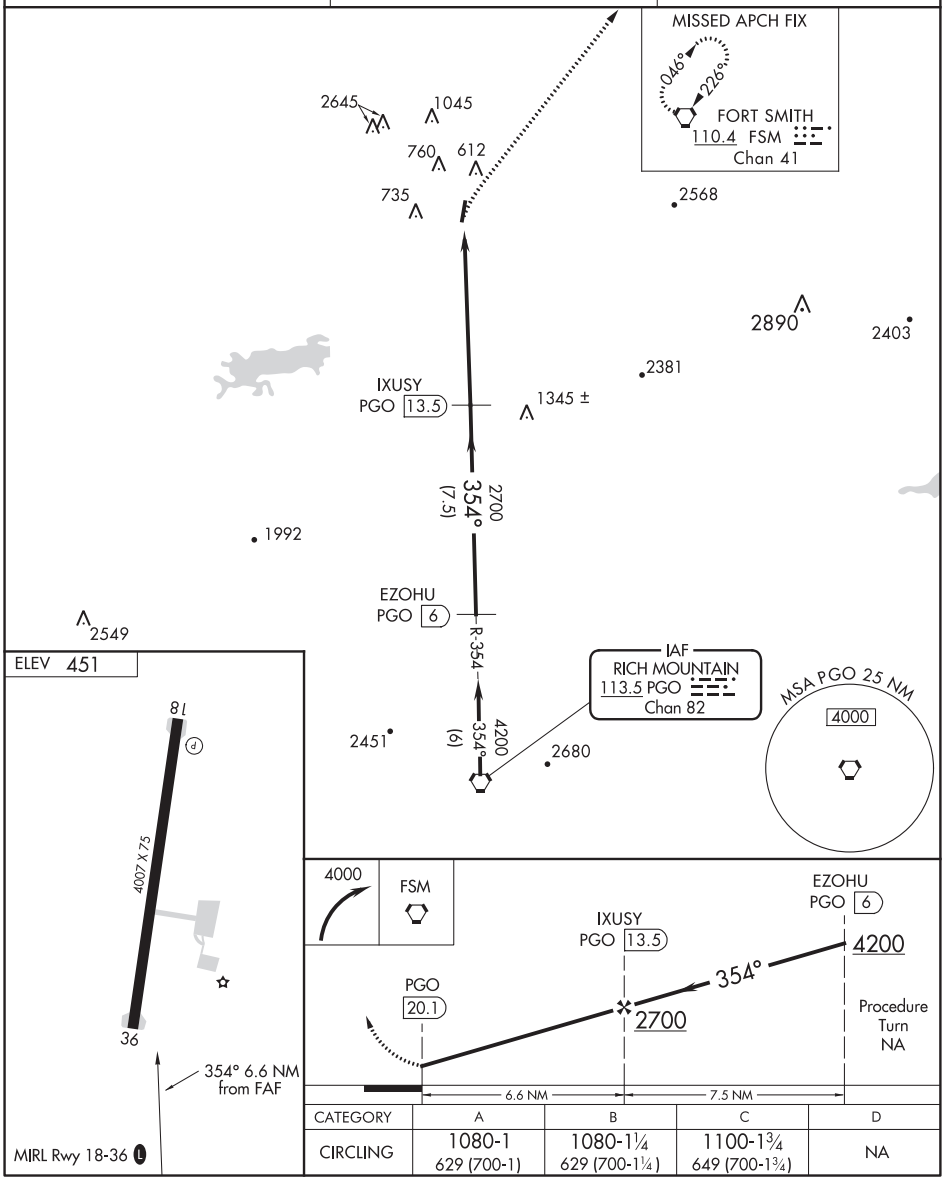
VOR/DME-A
POTEAU/ROBERT S. KERR (RKR)

VORTAC PGO 113.5 Chan 82	APP CRS 354°	Rwy ldg N/A TDZE N/A Apt Elev 451

When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1080-1 629 (700-1)	1080-1¼ 629 (700-1¼)	1100-1¾ 649 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	3490
177°	TDZE	1041
	Apt Elev	1041

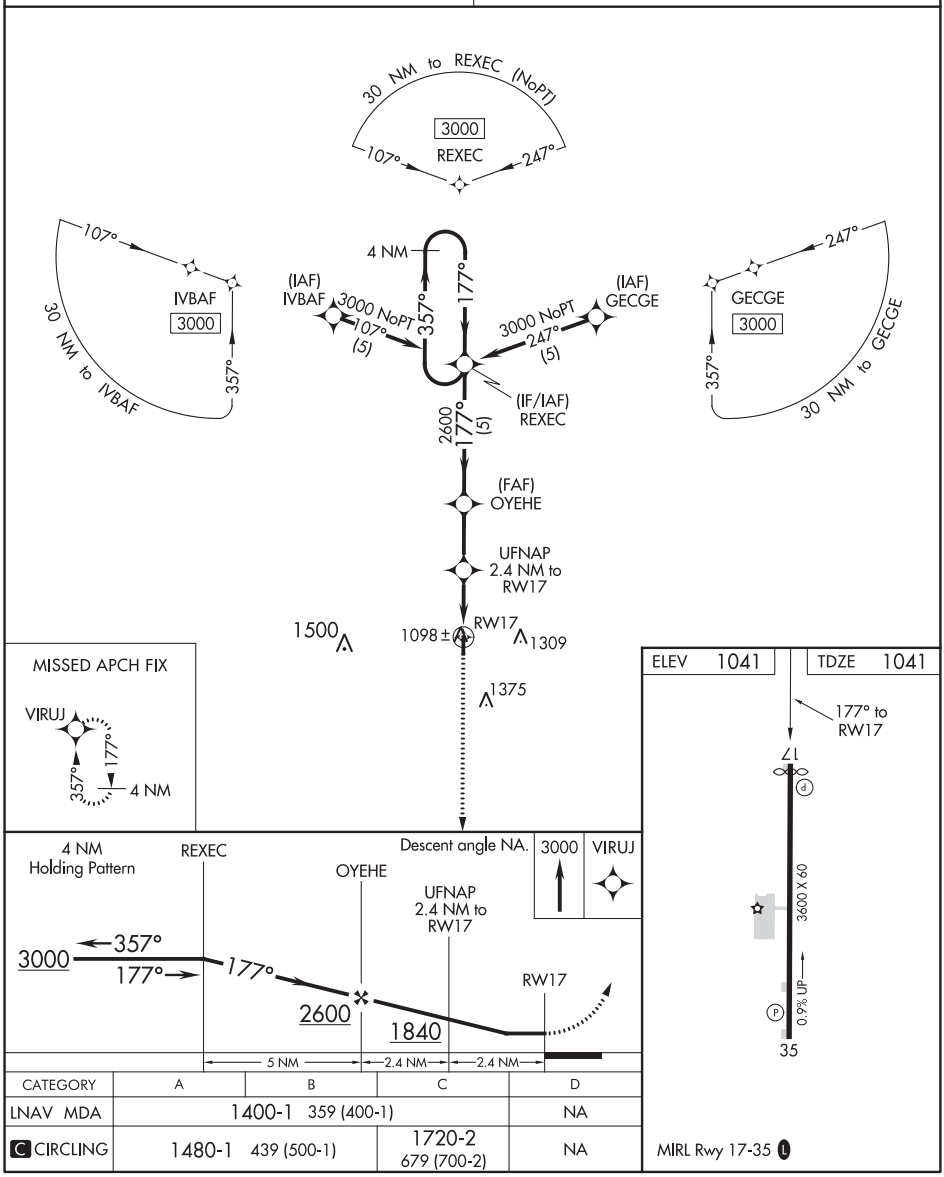
RNAV (GPS) RWY 17
PRAGUE MUNI (O47)

NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

MISSED APPROACH: Climb to 3000 direct VIRUJ and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 359 (400-1)			NA
C CIRCLING	1480-1 439 (500-1)		1720-2 679 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

PRAGUE, OKLAHOMA

AL-6872 (FAA)

14149

RNAV (GPS)-A

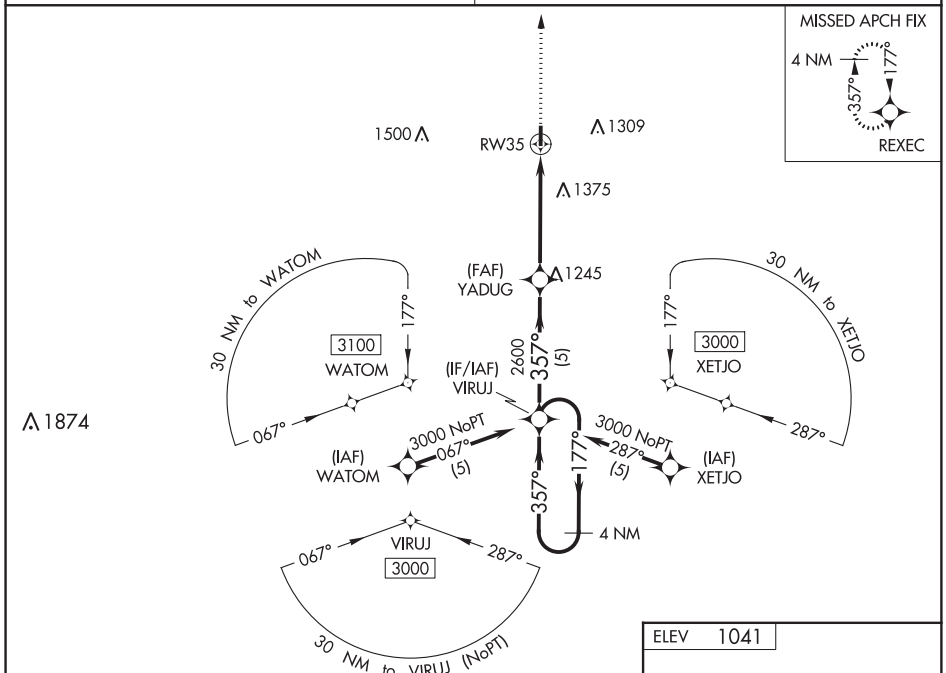
PRAGUE MUNI (047)

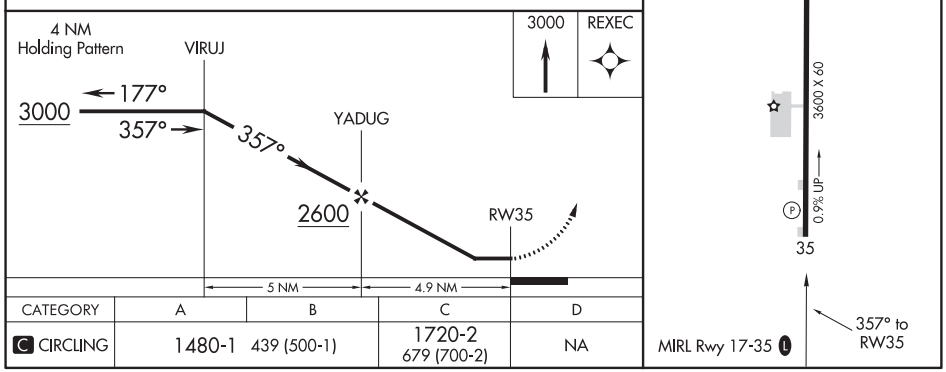
APP CRS	Rwy ldg	3600
357°	TDZE	NA
	Apt Elev	1041

DME/DME RNP-0.3 NA.
NA Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.
Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

MISSED APPROACH:
Climb to 3000 direct REXEC and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L





CATEGORY	A	B	C	D
C CIRCLING	1480-1	439 (500-1)	1720-2 679 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PRAGUE, OKLAHOMA
Orig 29MAY14

35°29′N-96°43′W

PRAGUE MUNI (047)
RNAV (GPS)-A

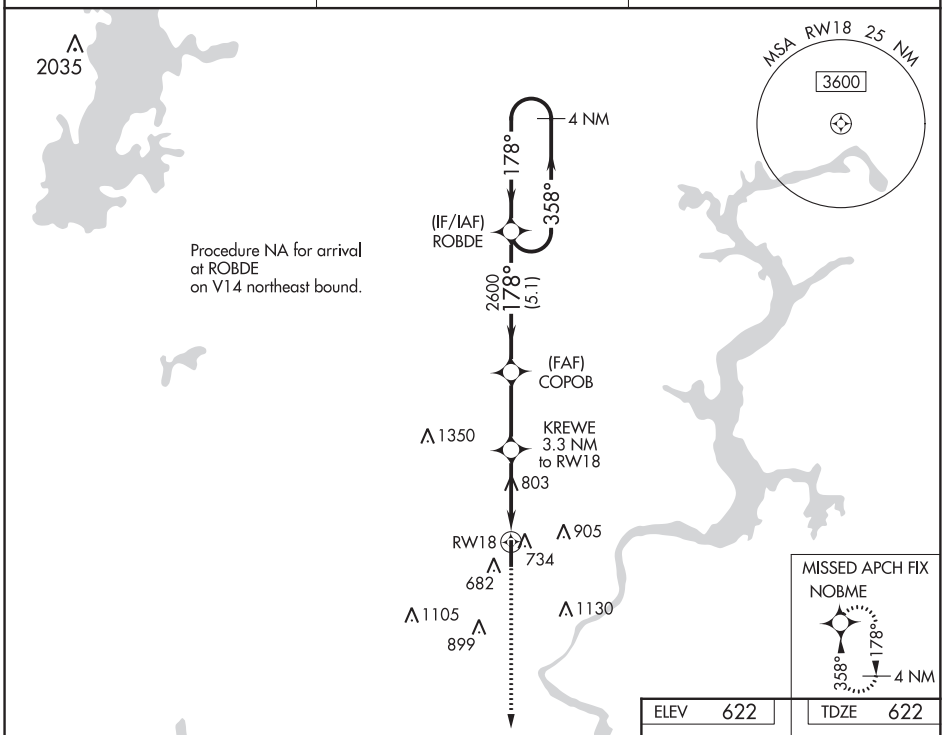
RNAV (GPS) RWY 18
MID-AMERICA INDUSTRIAL (H71)

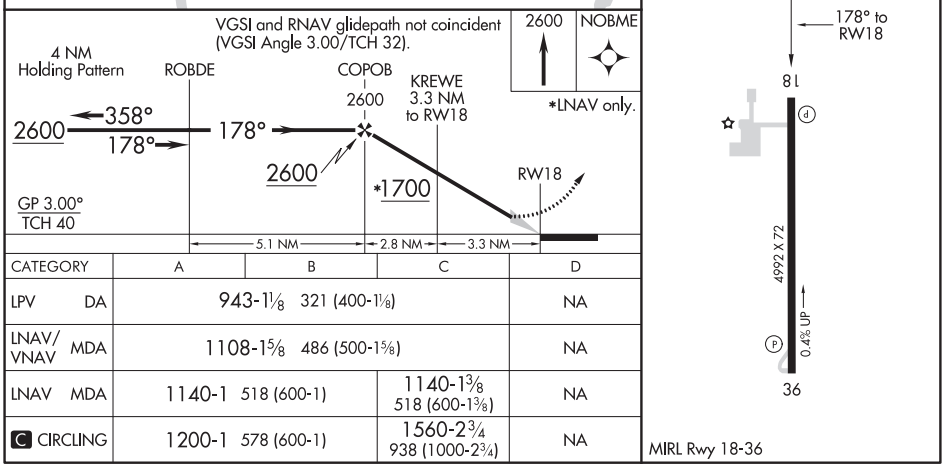
WAAS CH 93938 W18A	APP CRS 178°	Rwy ldg 4992 TDZE 622 Apt Elev 622

Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Night Landing: Rwy 36 NA. Use Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct NOBME and hold.

TULSA INTL ATIS	TULSA APP CON	UNICOM
124.9 377.2	119.1 351.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	943-1⅛ 321 (400-1⅛)			NA
LNAV/VNAV MDA	1108-1⅝ 486 (500-1⅝)			NA
LNAV MDA	1140-1 518 (600-1)		1140-1⅜ 518 (600-1⅜)	NA
C CIRCLING	1200-1 578 (600-1)		1560-2¾ 938 (1000-2¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PRYOR, OKLAHOMA

AL-5550 (FAA)

16175

RNAV (GPS) RWY 36

MID-AMERICA INDUSTRIAL (H71)

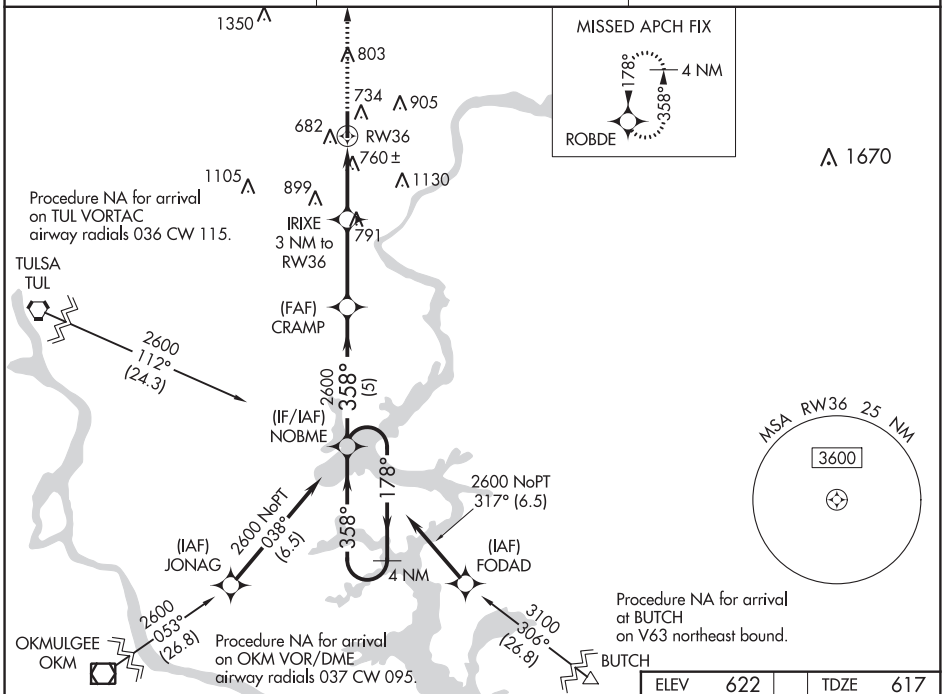
WAAS CH 70340 W36A	APP CRS 358°	Rwy ldg 4992 TDZE 617 Apt Elev 622

NA

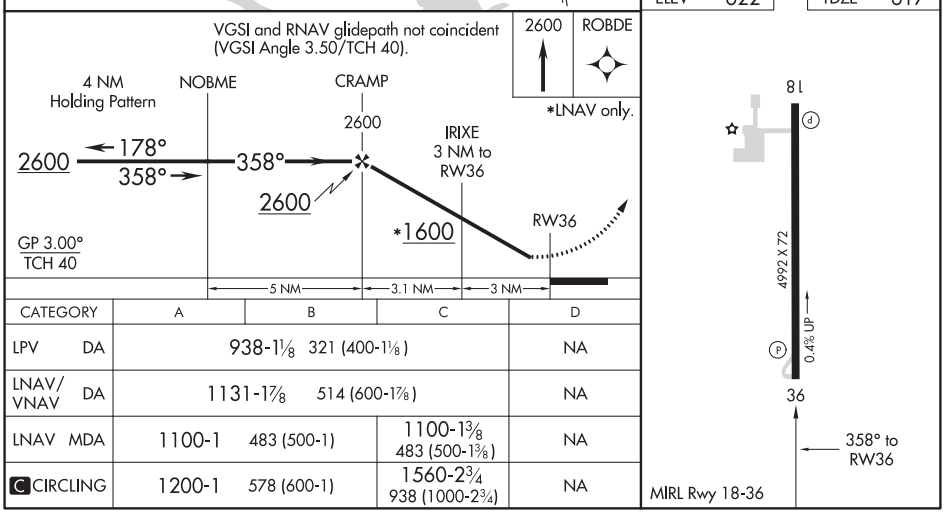
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Tulsa Intl altimeter setting. Night Landing: Rwy 36 NA.

MISSED APPROACH: Climb to 2600 direct ROBDE and hold.

TULSA INTL ATIS	TULSA APP CON	UNICOM
124.9 377.2	119.1 351.8	122.8 (CTAF)



ELEV 622	TDZE 617



CATEGORY	A	B	C	D
LPV DA	938-1⅛ 321 (400-1⅛)			NA
LNAV/VNAV DA	1131-1⅞ 514 (600-1⅞)			NA
LNAV MDA	1100-1 483 (500-1)		1100-1⅜ 483 (500-1⅜)	NA
C CIRCLING	1200-1 578 (600-1)		1560-2¾ 938 (1000-2¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

PRYOR, OKLAHOMA

Orig 23JUN16

36°14′N-95°20′W

MID-AMERICA INDUSTRIAL (H71)

RNAV (GPS) RWY 36

LOC/DME I-ROG	APP CRS	Rwy ldg 6011
111.5	195°	TDZE 1353
Chan 52		Apt Elev 1358

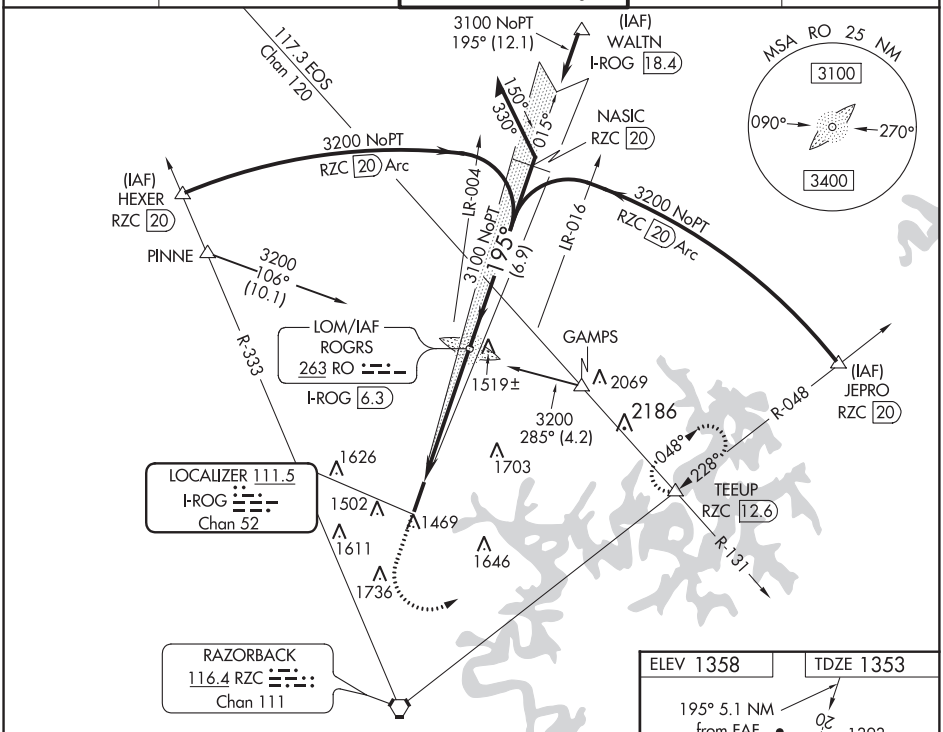
ILS or LOC RWY 20
ROGERS EXECUTIVE-CARTER FIELD (ROG)

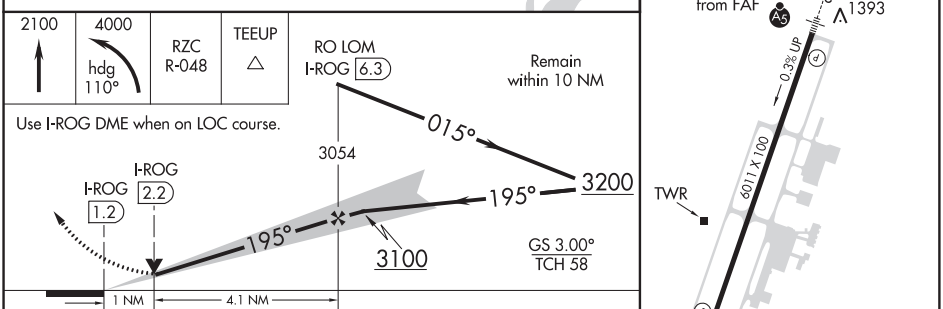
Autopilot coupled approach NA below 1632.

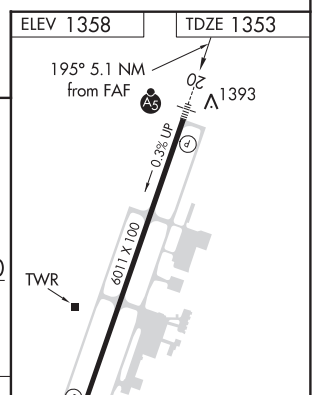
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP INT/ RZC 12.6 DME and hold.

AWOS-3PT	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-ILS 20	1553-½ 200 (200-½)			
S-LOC 20	1740-½ 387 (400-½)			1740-¾ 387 (400-¾)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

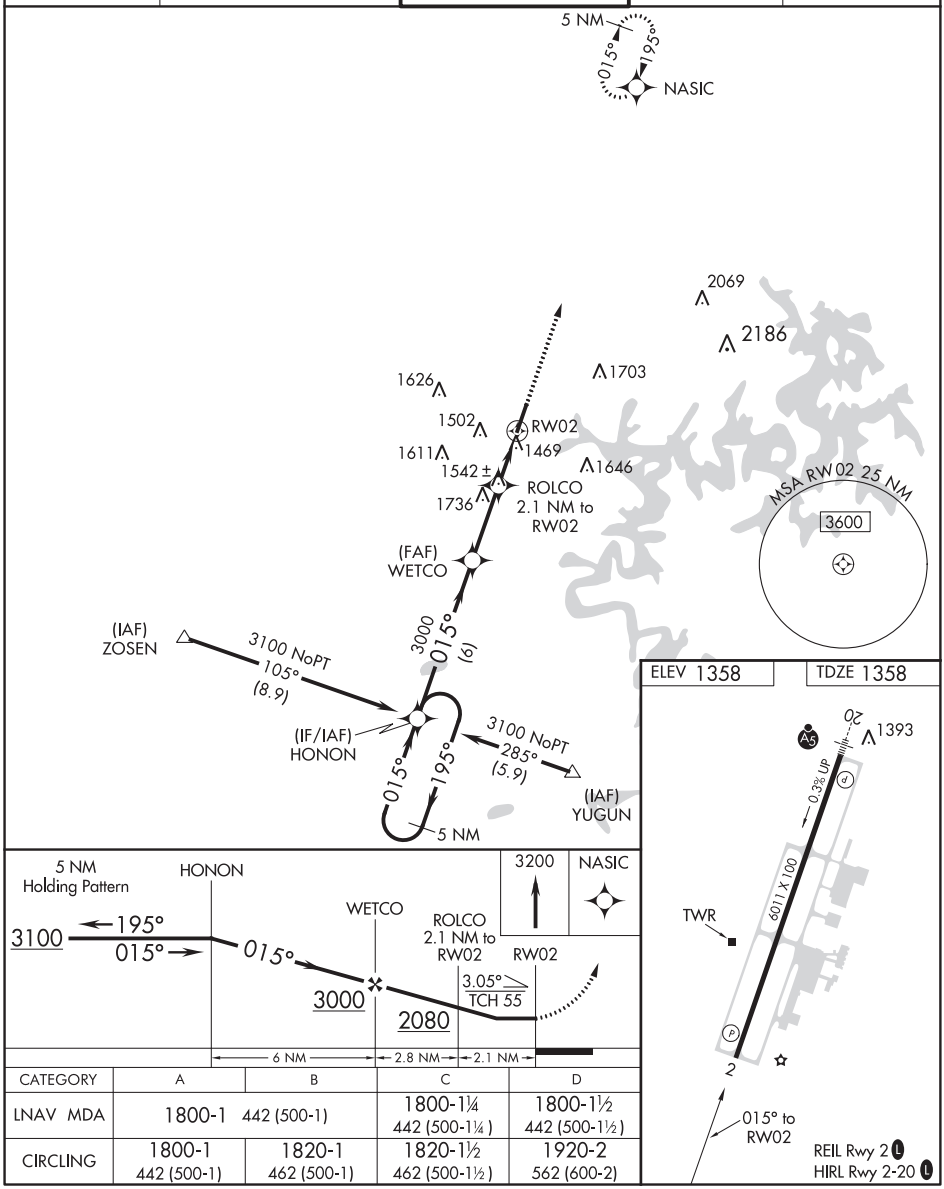
APP CRS	Rwy ldg	6011
015°	TDZE	1358
	Apt Elev	1358

RNAV (GPS) RWY 2
ROGERS EXECUTIVE-CARTER FIELD (ROG)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NASIC and hold.

AWOS-3PT	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75



CATEGORY	A	B	C	D
LNAV MDA	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 40003 W20A	APP CRS 195°	Rwy ldg 6011 TDZE 1353 Apt Elev 1358

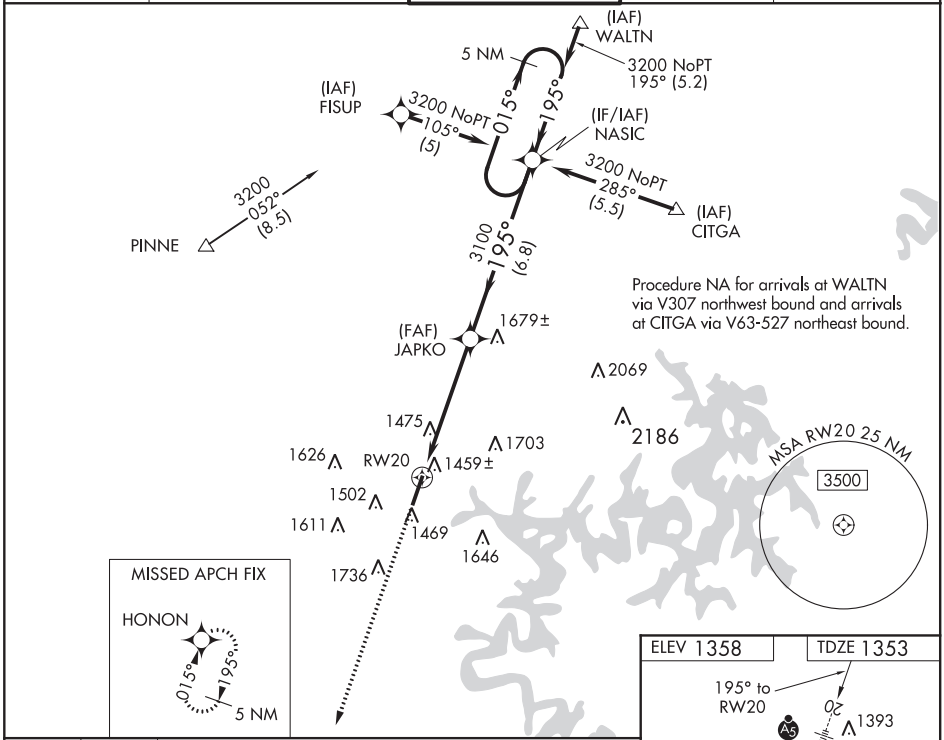
RNAV (GPS) RWY 20
ROGERS EXECUTIVE-CARTER FIELD (ROG)

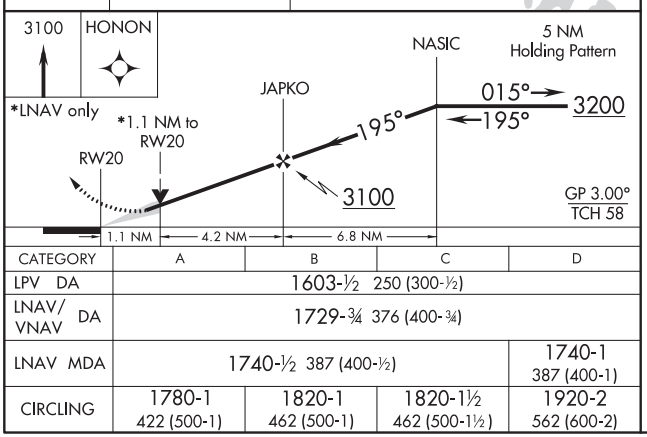
For inop MALSR, increase LNAV Cat D to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. Baro-VNAV and VDP NA when using Bentonville Muni altimeter setting.

MALSR

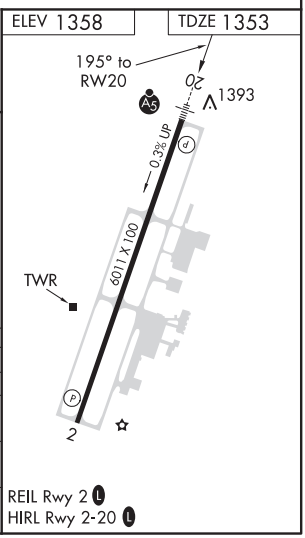
MISSED APPROACH: Climb to 3100 direct HONON and hold.

AWOS-3PT	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





CATEGORY	A	B	C	D
LPV DA	1603-½ 250 (300-½)			
LNAV/VNAV DA	1729-¾ 376 (400-¾)			
LNAV MDA	1740-½ 387 (400-½)			1740-1 387 (400-1)
CIRCLING	1780-1 422 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)



REIL Rwy 2 L
HIRL Rwy 2-20 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ROGERS, ARKANSAS | AL-5002 (FAA) | 16203

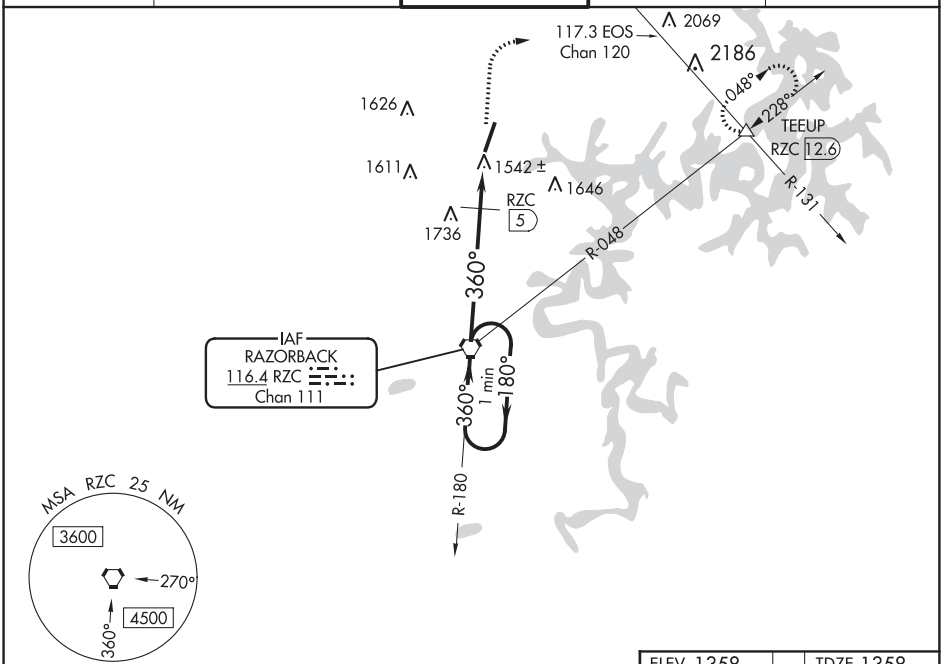
VORTAC RZC	APP CRS	Rwy ldg	6011
116.4	360°	TDZE	1358
Chan 111		Apt Elev	1358

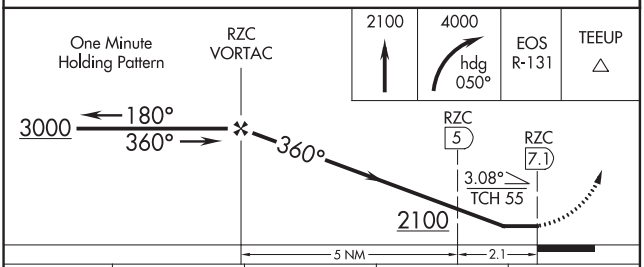
VOR RWY 2

ROGERS EXECUTIVE-CARTER FIELD (ROG)

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP INT and hold.

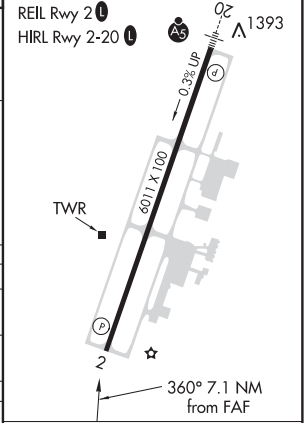
AWOS-3PT	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





CATEGORY	A	B	C	D
S-2	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
CIRCLING	2100-1 742 (800-1)	2100-1¼ 742 (800-1¼)	2100-2¼ 742 (800-2¼)	2100-2½ 742 (800-2½)
DME MINIMUMS				
S-2	1800-1 442 (500-1)		1800-1¼ 442 (500-1¼)	1800-1½ 442 (500-1½)
CIRCLING	1800-1 442 (500-1)	1820-1 462 (500-1)	1820-1½ 462 (500-1½)	1920-2 562 (600-2)

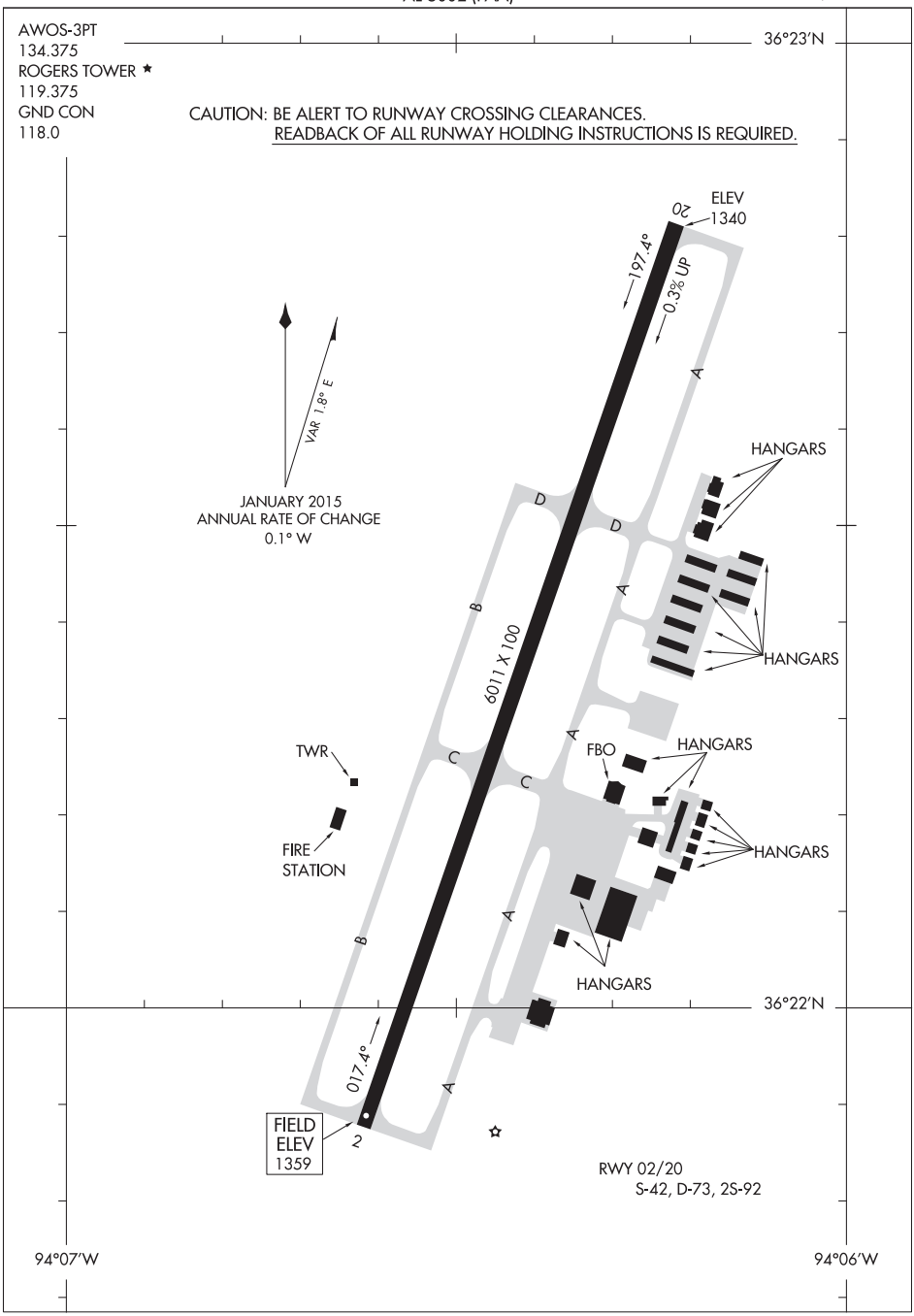
ELEV 1358	TDZE 1358
REIL Rwy 2 L	
HIRL Rwy 2-20 L	



FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017


AWOS-3PT
134.375
ROGERS TOWER ★
119.375
GND CON
118.0
36°23'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV
1340
20
197.4°
0.3% UP
VAR 1.8° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W
HANGARS
HANGARS
6011 X 100
TWR
FIRE
STATION
FBO
HANGARS
HANGARS
HANGARS
36°22'N
017.4°
2
FIELD
ELEV
1359
RWY 02/20
S-42, D-73, 2S-92
94°07'W
94°06'W

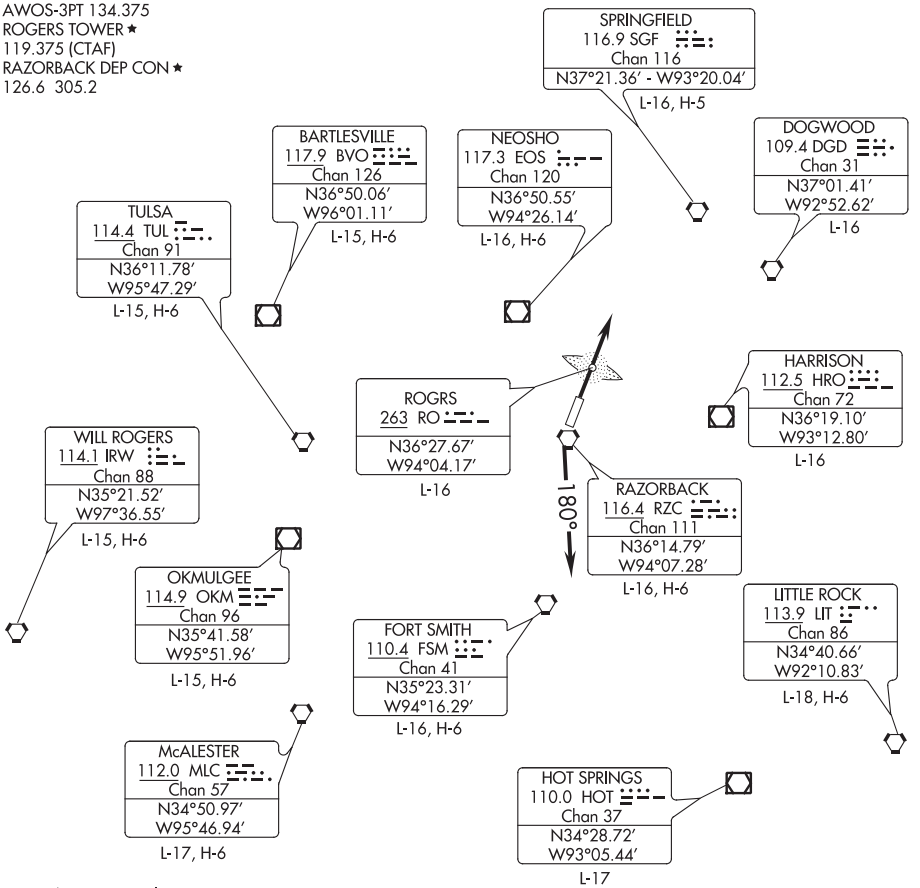
(ROG1.RZC) 16147

ROGERS ONE DEPARTURE

SL-5002 (FAA)

ROGERS EXECUTIVE-CARTER FIELD (ROG)
ROGERS, ARKANSAS

CLNC DEL 121.75
GND CON 118.0
AWOS-3PT 134.375
ROGERS TOWER ★
119.375 (CTAF)
RAZORBACK DEP CON ★
126.6 305.2



Note: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKEOFF RUNWAY 2: Fly runway heading. Thence. . . .
TAKEOFF RUNWAY 20: Turn left heading 180°. Thence. . . .
. . . . Expect RADAR vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

SC-1, 05 JAN 2017 to 02 MAR 2017

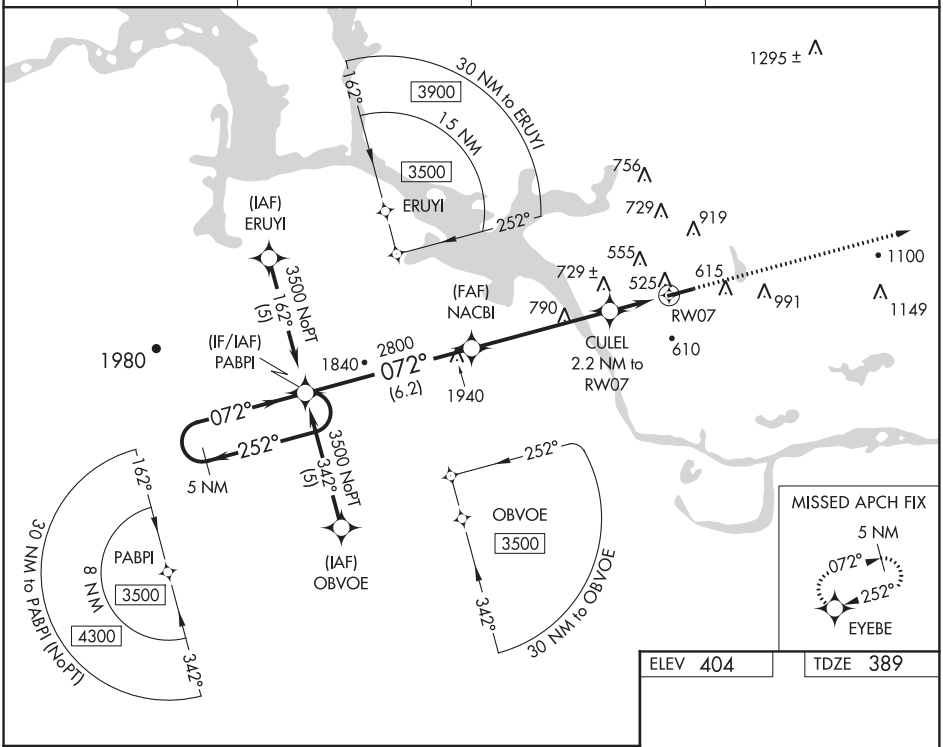
WAAS CH 53601 W07A	APP CRS 072°	Rwy ldg 5094 TDZE 389 Apt Elev 404

RNAV (GPS) RWY 7
RUSSELLVILLE RGNL (RUE)

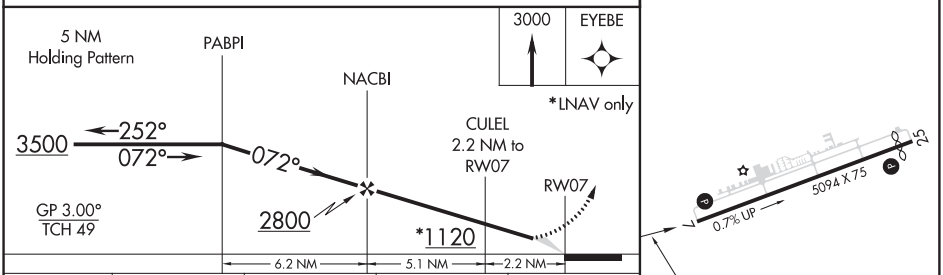
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF)



ELEV 404 TDZE 389



CATEGORY	A	B	C	D
LPV DA	664-1 275 (300-1)			
LNAV MDA	1000-1 611 (600-1)		1000-1¾ 611 (600-1¾)	1000-2 611 (600-2)
CIRCLING	1140-1 737 (800-1)		1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)

MIRL Rwy 7-25

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RUSSELLVILLE, ARKANSAS | AL-6231 (FAA) | 16147

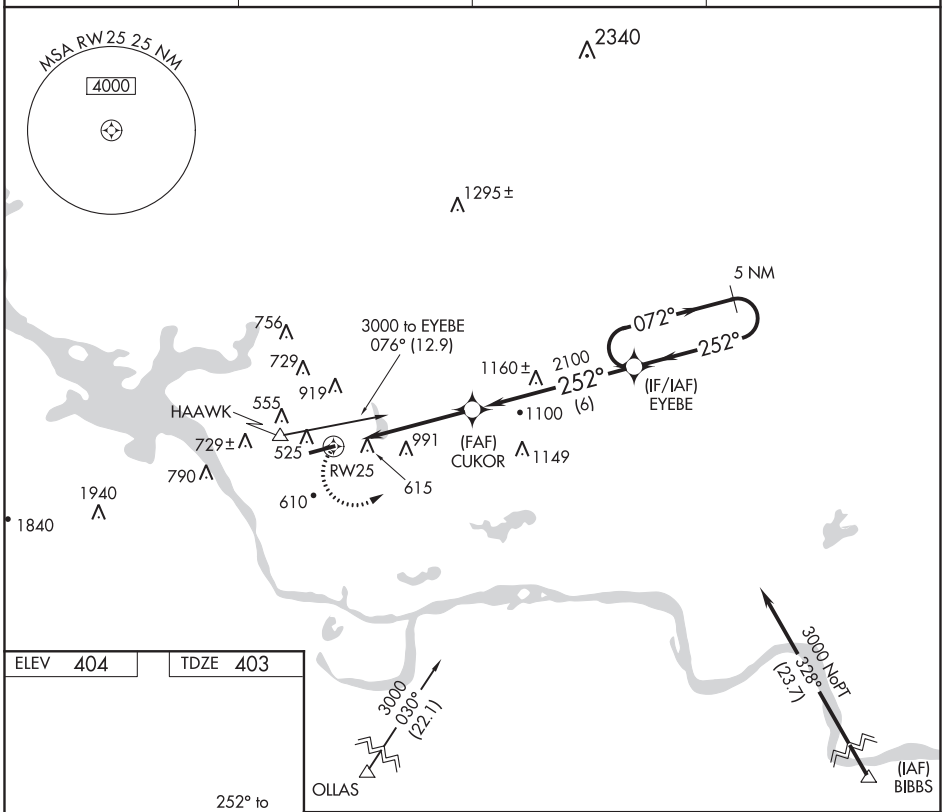
RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)

APP CRS	Rwy ldg	4794
252°	TDZE	403
	Apt Elev	404

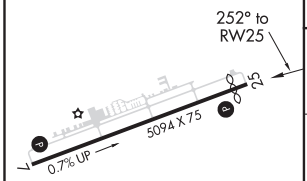
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 25 NA.

MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.

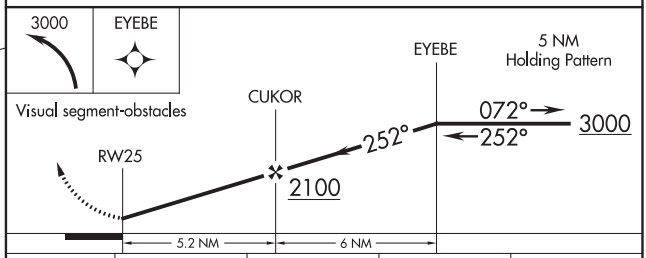
ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF)



ELEV 404 | TDZE 403



MIRL Rwy 7-25



CATEGORY	A	B	C	D
LNAV MDA	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)
CIRCLING	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NDB RUE	APP CRS	Rwy ldg	N/A
379	360°	TDZE	N/A
		Apt Elev	404

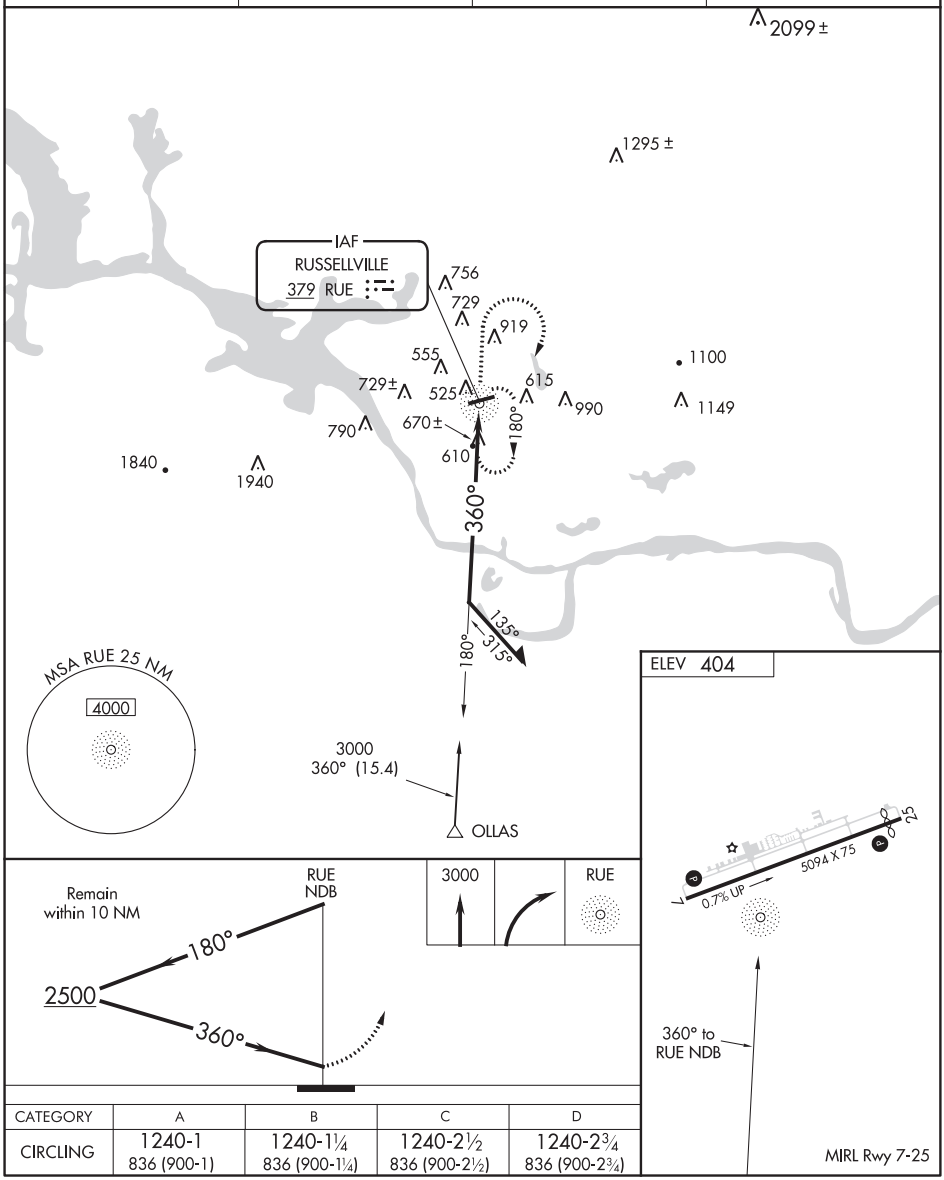
NDB-A

RUSSELLVILLE RGNL (RUE)

NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1240-1 836 (900-1)	1240-1¼ 836 (900-1¼)	1240-2½ 836 (900-2½)	1240-2¾ 836 (900-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SALLISAW, OKLAHOMA | AL-9092 (FAA) | 15288

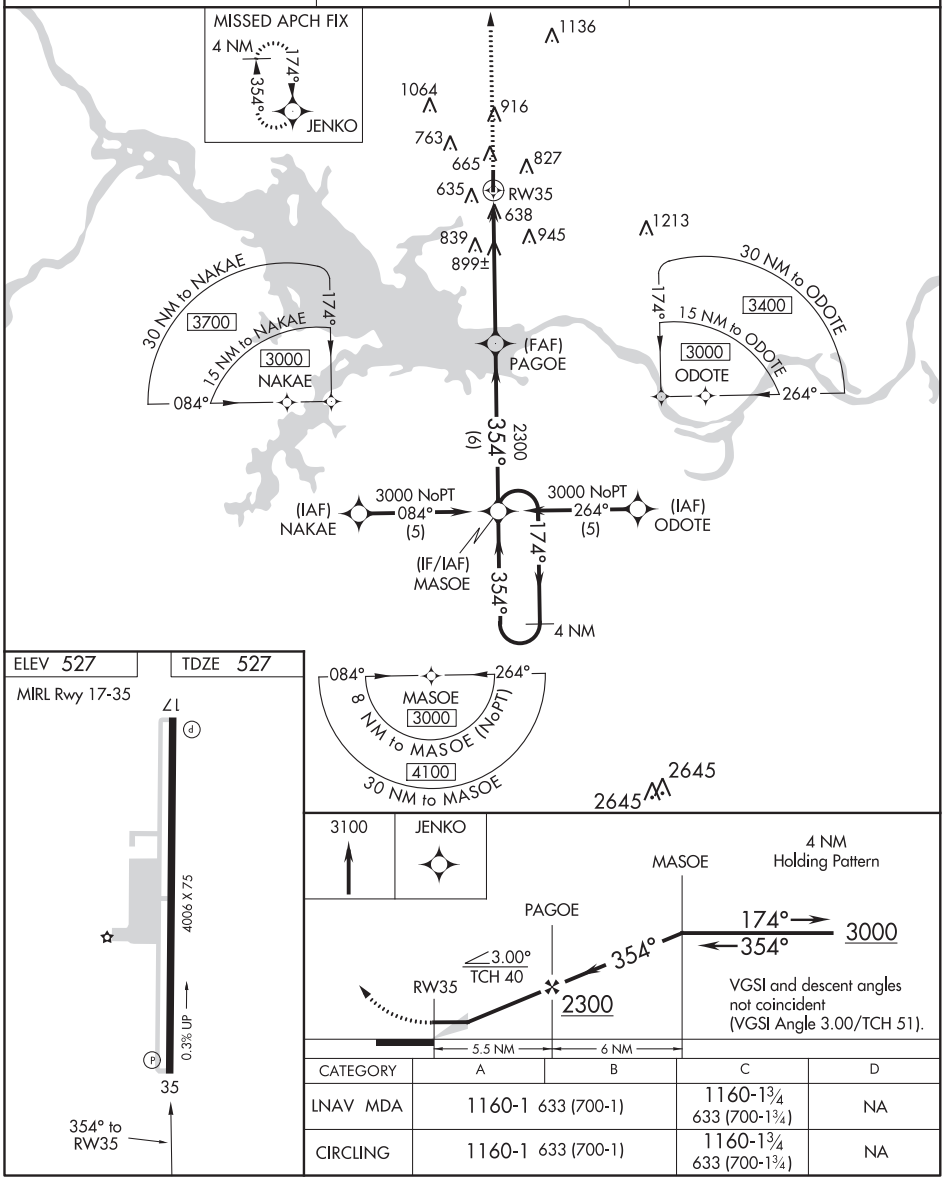
APP CRS	Rwy ldg	4006
354°	TDZE	527
	Apt Elev	527

RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

NA DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	5799
169°	TDZE	889
	Apt Elev	892

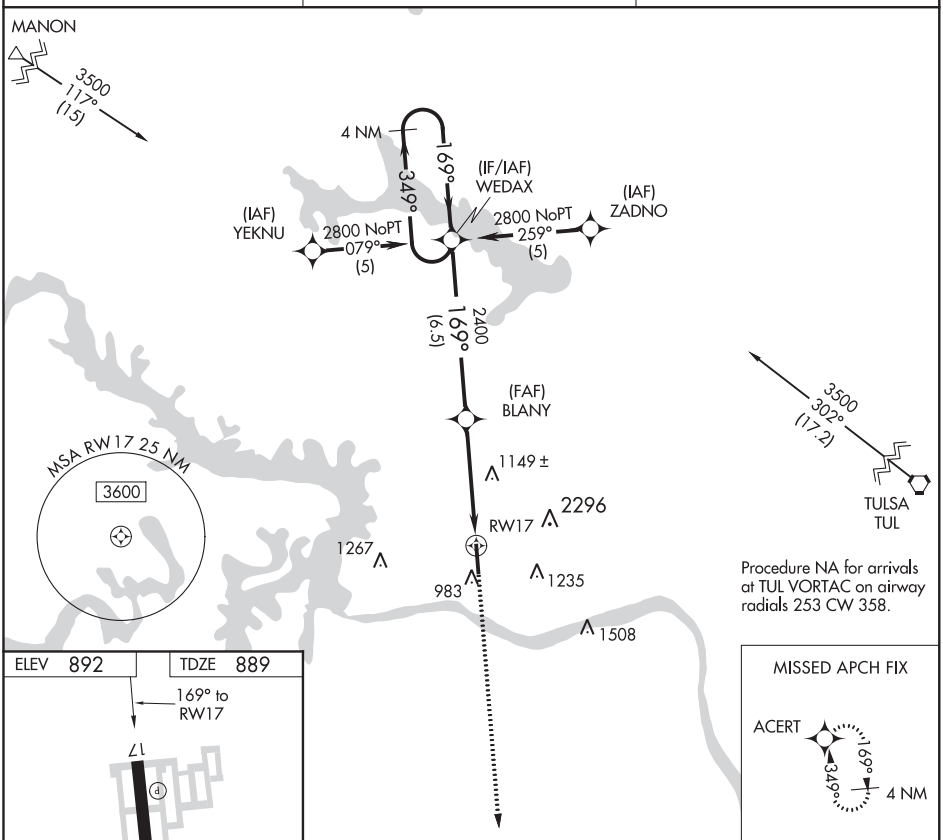
RNAV (GPS) RWY 17
WILLIAM R POGUE MUNI (OWP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

NA

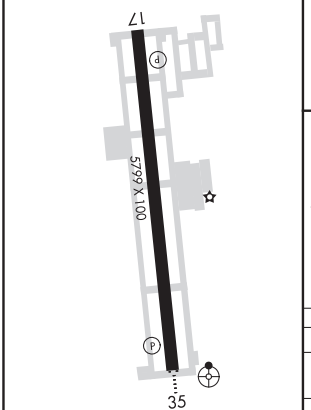
MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)

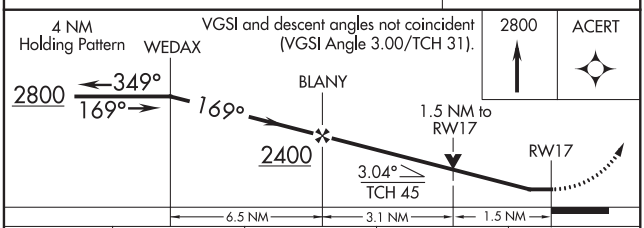


ELEV 892 | TDZE 889

169° to RW17



MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	1400-1 511 (600-1)		1400-1½ 511 (600-1½)	NA
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SAND SPRINGS, OKLAHOMA AL-6472 (FAA) 16203

RNAV (GPS) RWY 35
WILLIAM R POGUE MUNI (OWP)

WAAS CH 57912 W35A	APP CRS 349°	Rwy ldg 5799 TDZE 892 Apt Elev 892

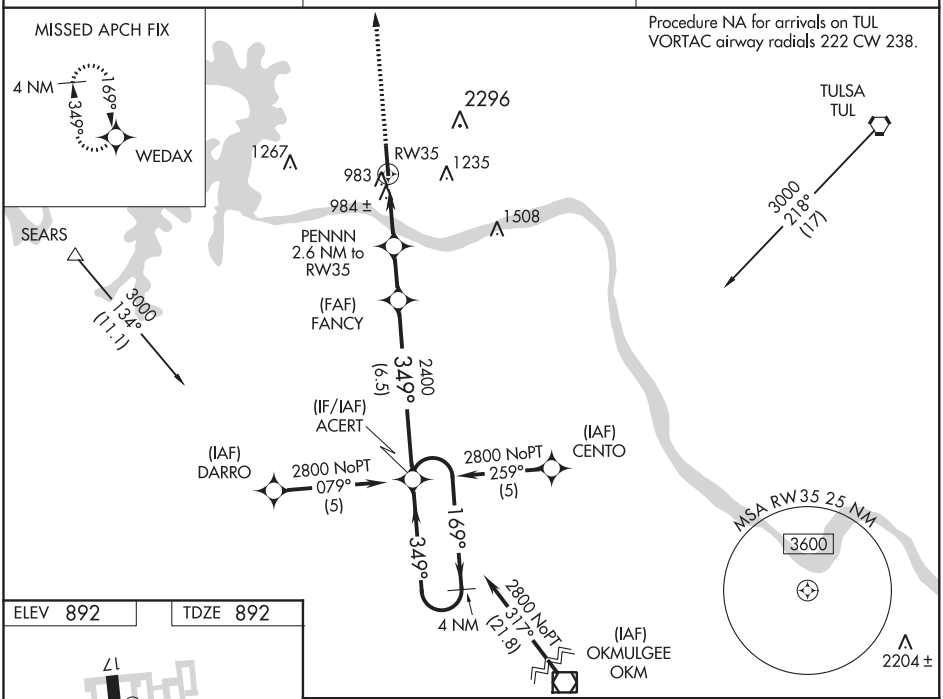
NA

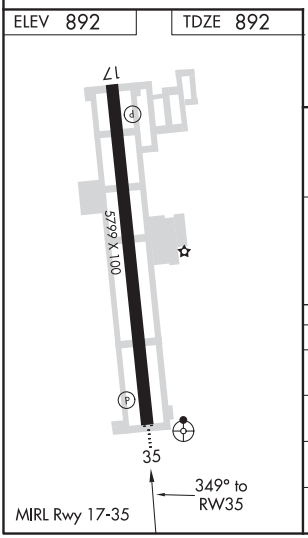
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

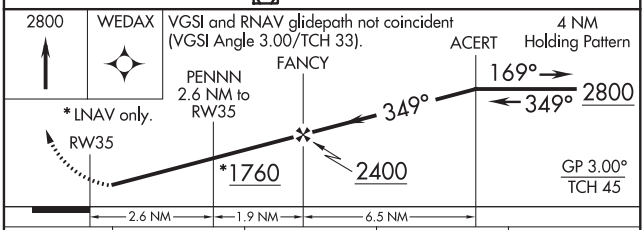
ODALS

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1202-1 310 (400-1)			NA
LNAV/VNAV DA	1317-1½ 425 (500-1½)			NA
LNAV MDA	1240-1 348 (400-1)			NA
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

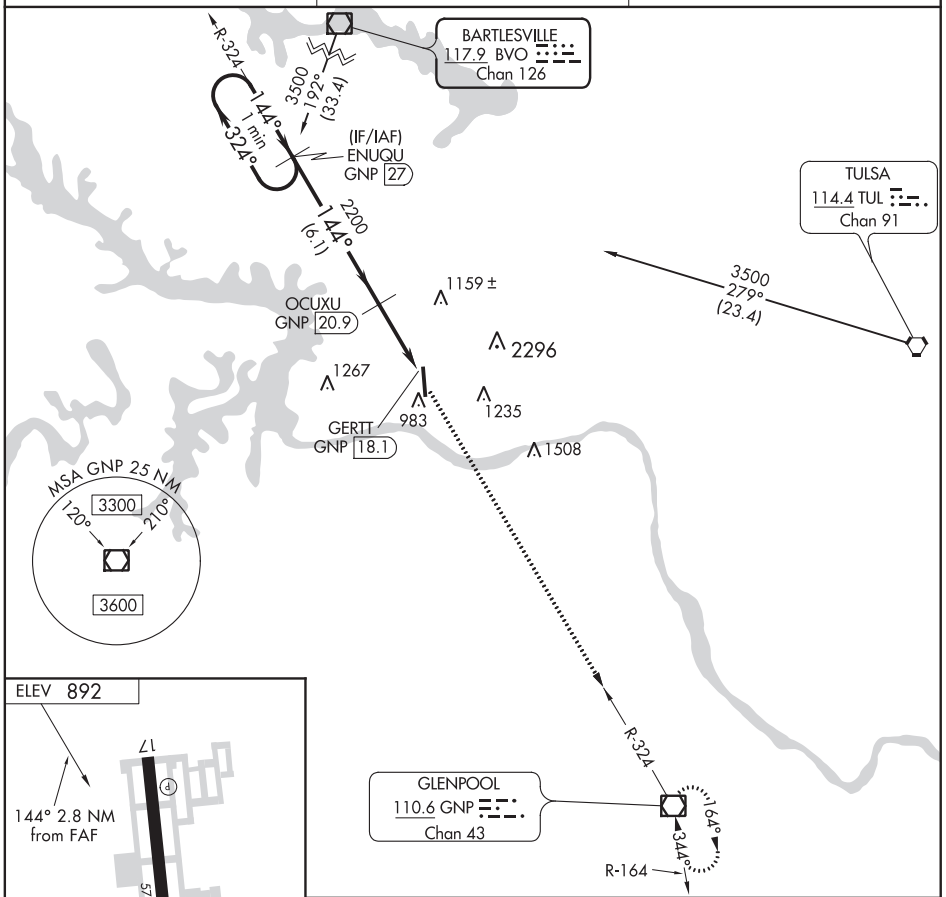
VOR/DME-A
WILLIAM R POGUE MUNI (OWP)

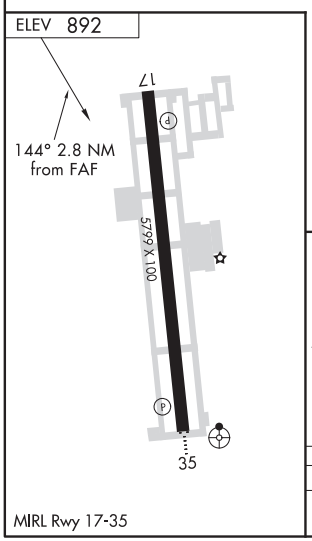
VOR/DME GNP 110.6 Chan 43	APP CRS 144°	Rwy ldg N/A TDZE N/A Apt Elev 892

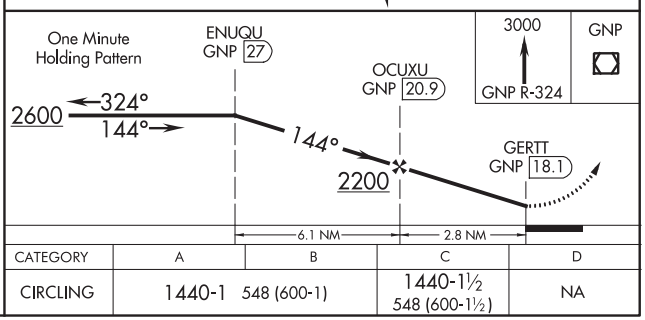
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

16203

NDB RWY 35

WILLIAM R POGUE MUNI (OWP)

NDB OWP	APP CRS	Rwy ldg	5799
362	340°	TDZE	891
		Apt Elev	891

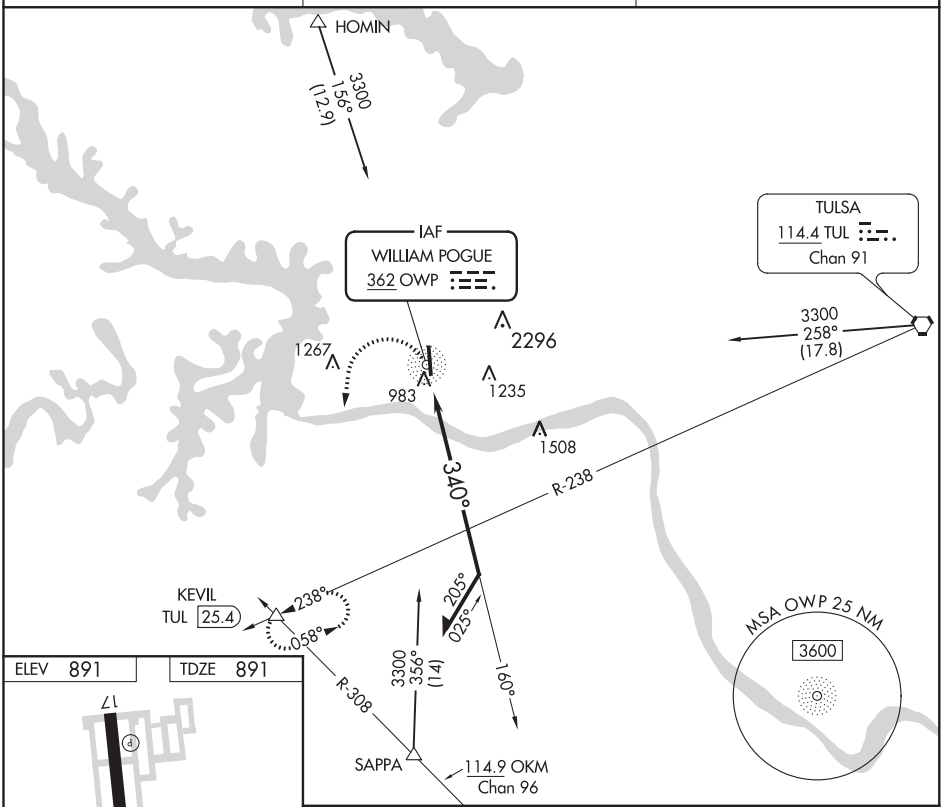
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

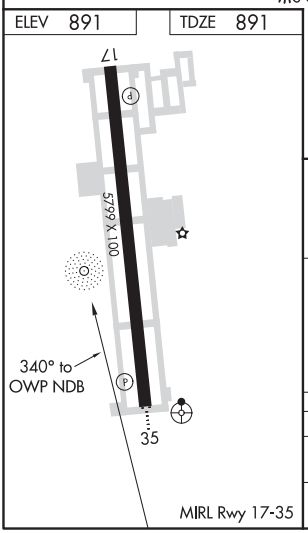
NA

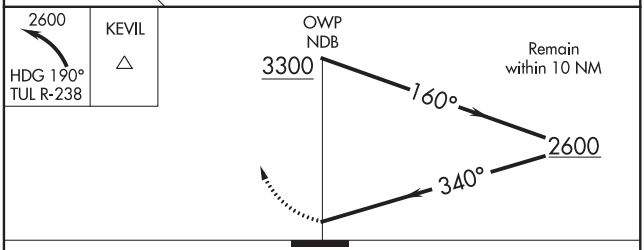
ODALS

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-35	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA
CIRCLING	1520-1	629 (700-1)	1520-1¾ 629 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC I-DSY	APP CRS	Rwy ldg	6008
110.1	011°	TDZE	253
Chan 38		Apt Elev	264

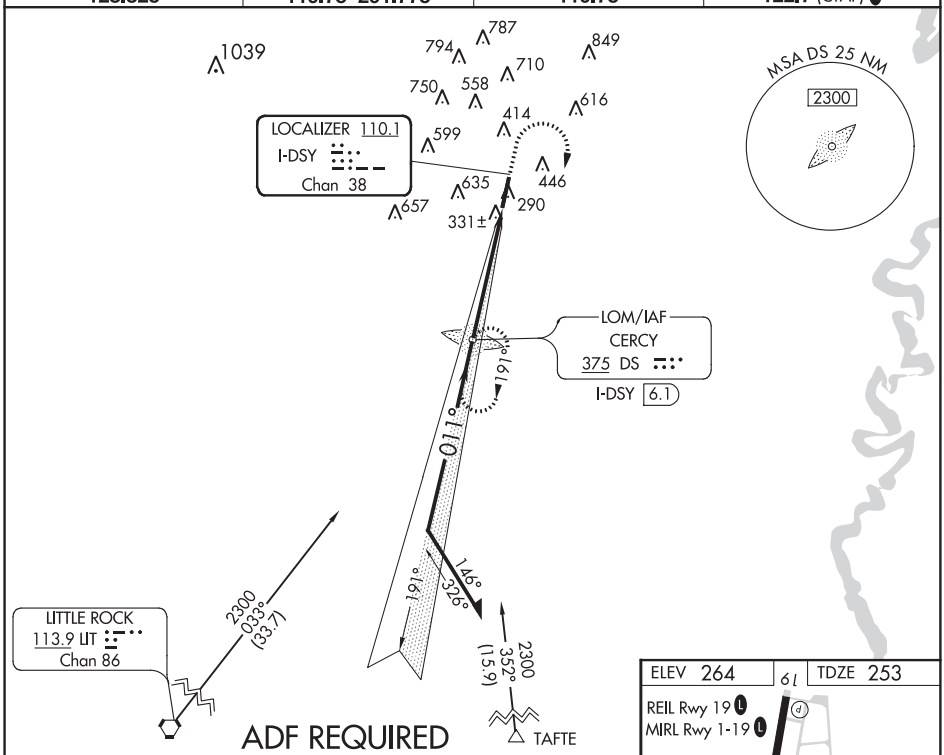
ILS or LOC RWY 1
SEARCY MUNI (SRC)

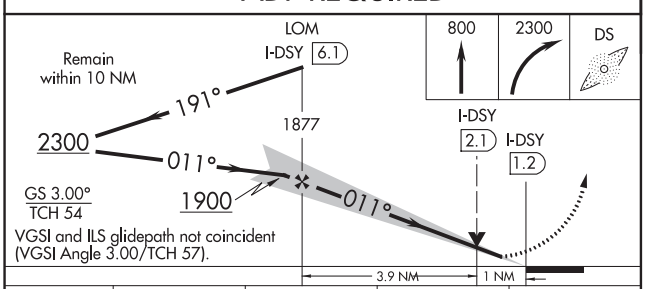
Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. ADF Required.

MALSR

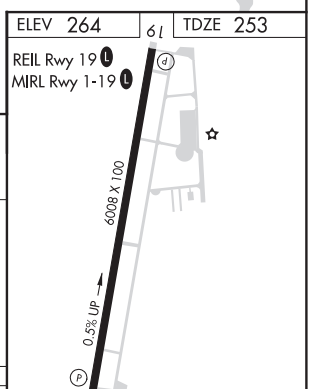
MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 1	453-½ 200 (200-½)			NA
S-LOC 1	600-½ 347 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SEARCY, ARKANSAS | AL-6091 (FAA) | 15288

WAAS CH 81824 W01A	APP CRS 011°	Rwy ldg 6008 TDZE 253 Apt Elev 265

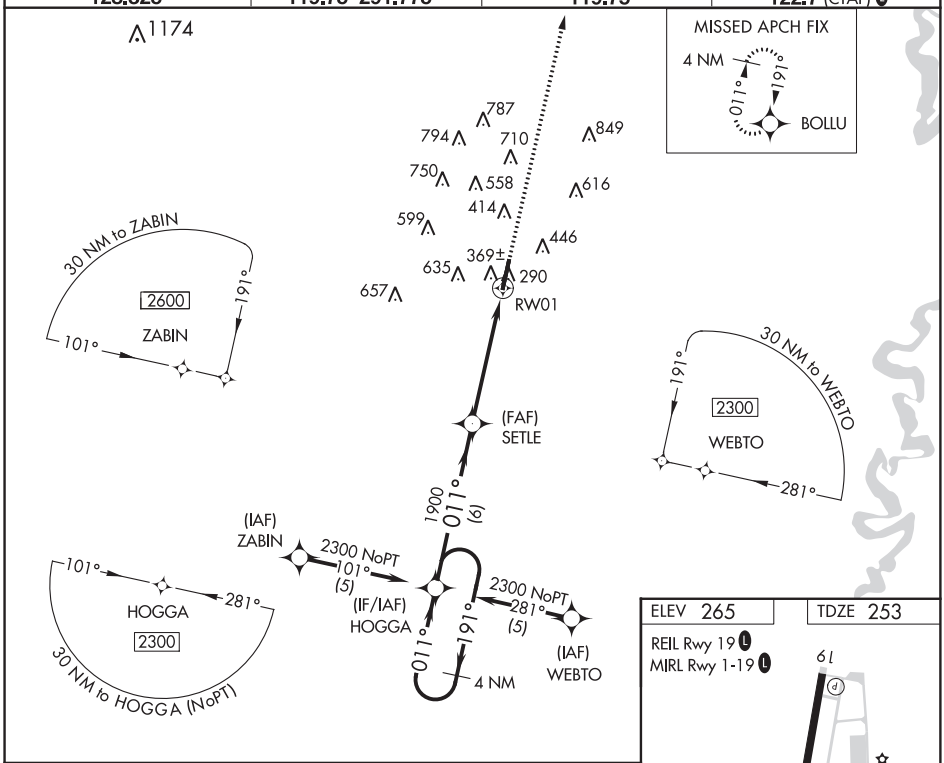
RNAV (GPS) RWY 1
SEARCY MUNI (SRC)

Circling NA for Cat C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. When local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA 87 feet and all MDA 100 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR, when using Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALSR

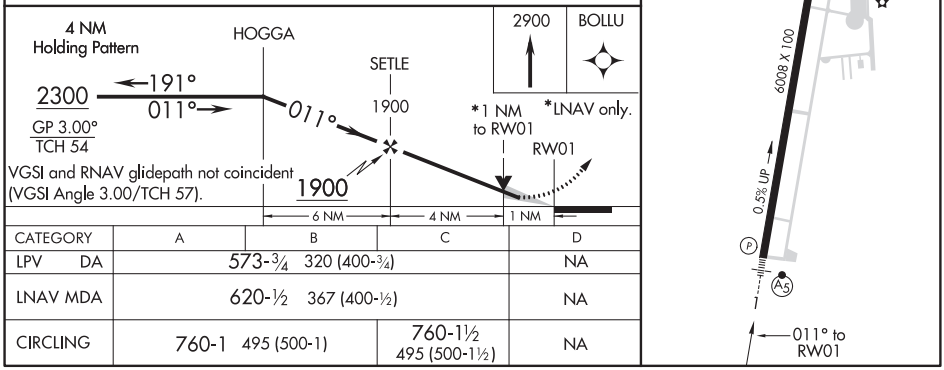
MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

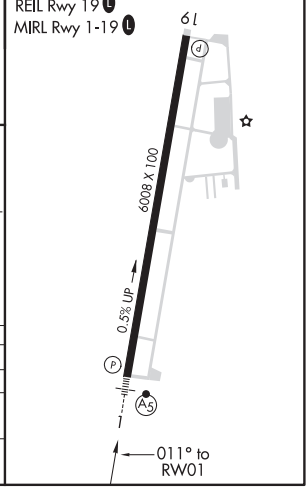
SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LPV DA	573-¾ 320 (400-¾)			NA
LNAV MDA	620-½ 367 (400-½)			NA
CIRCLING	760-1 495 (500-1)		760-1½ 495 (500-1½)	NA

ELEV 265 | TDZE 253

REIL Rwy 19 L
MIRL Rwy 1-19 L



SEARCY, ARKANSAS
Amdt 1A 10FEB11

35°12'N-91°44'W

SEARCY MUNI (SRC)
RNAV (GPS) RWY 1

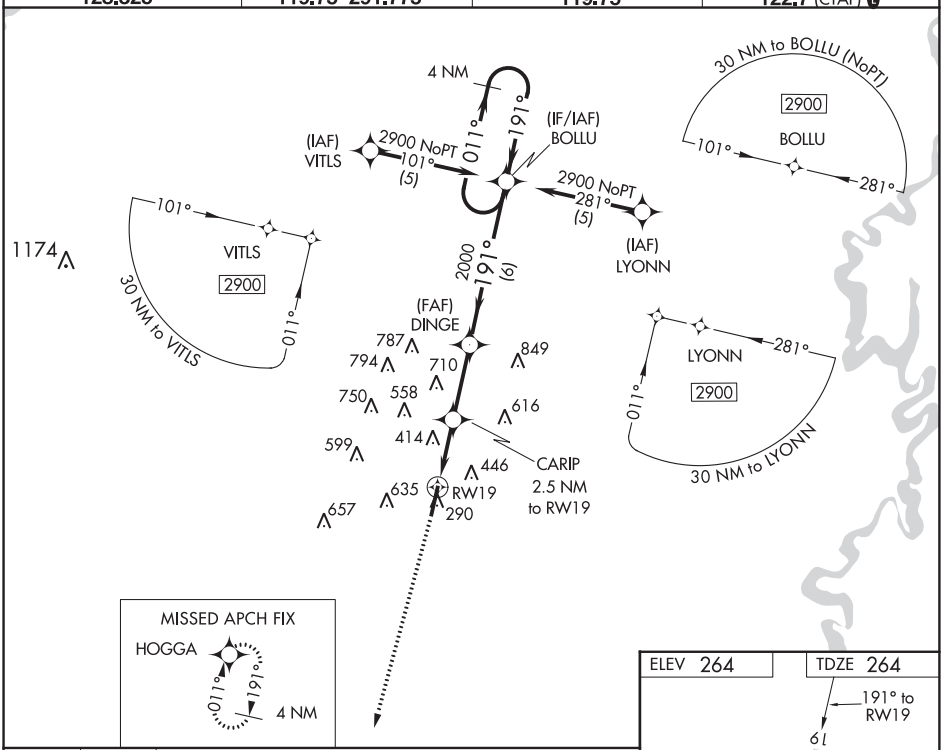
WAAS CH 86224 W19A	APP CRS 191°	Rwy ldg 6008 TDZE 264 Apt Elev 264

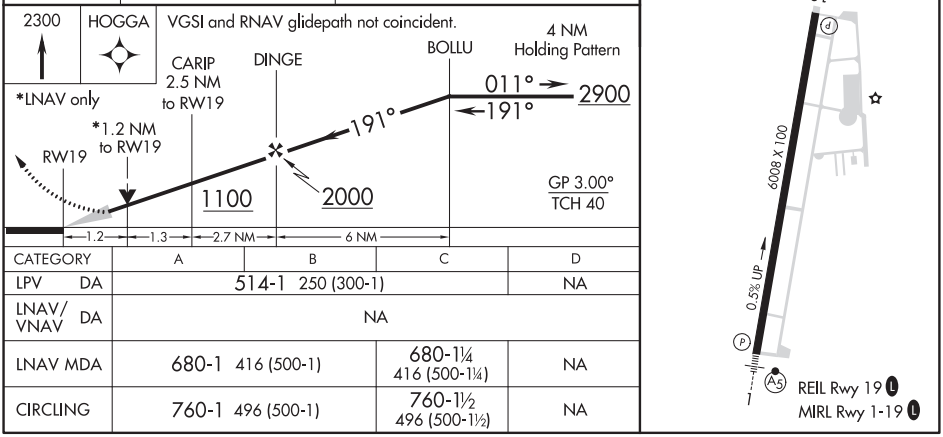
RNAV (GPS) RWY 19
SEARCY MUNI (SRC)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	514-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 416 (500-1)		680-1¼ 416 (500-1¼)	NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SEMINOLE, OKLAHOMA AL-6450 (FAA) 15344

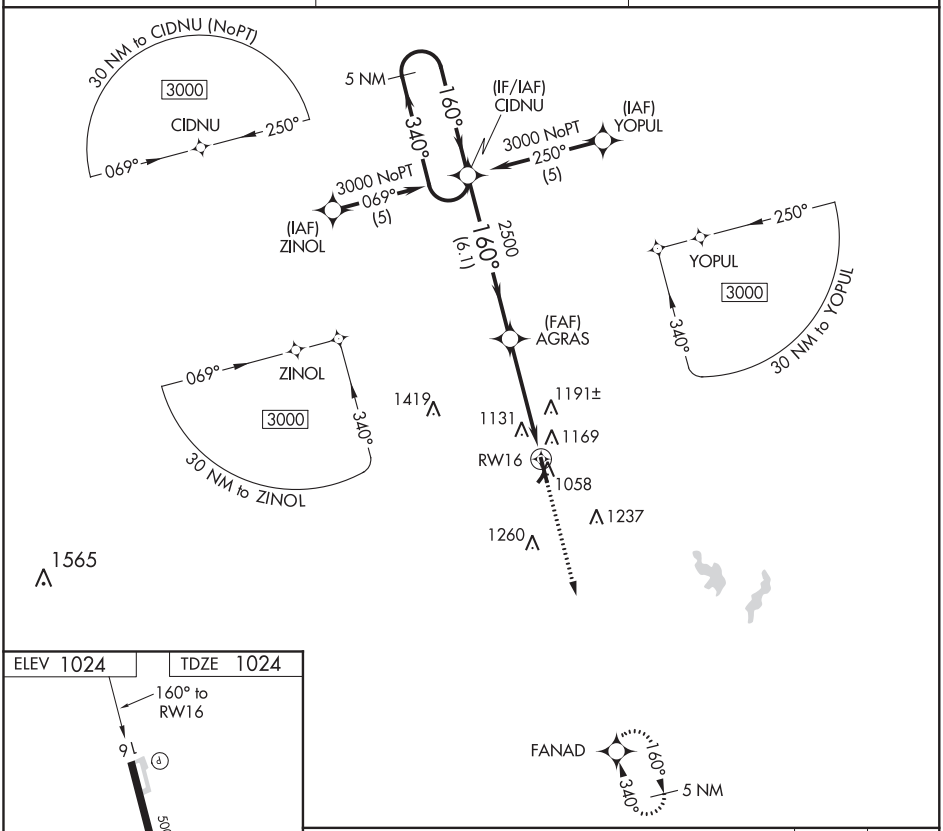
APP CRS	Rwy ldg	5004
160°	TDZE	1024
	Apt Elev	1024

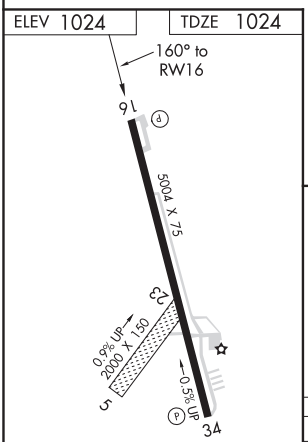
RNAV (GPS) RWY 16
SEMINOLE MUNI (SRE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

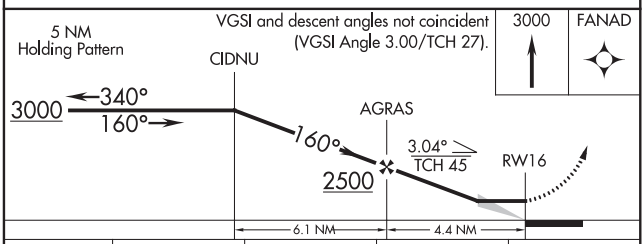
MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8





REIL Rwy 16-34
MIRL Rwy 16-34



CATEGORY	A	B	C	D
LNAV MDA	1500-1 476 (500-1)		1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1 476 (500-1)		1560-1½ 536 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

NDB RWY 16
SEMINOLE MUNI (SRE)

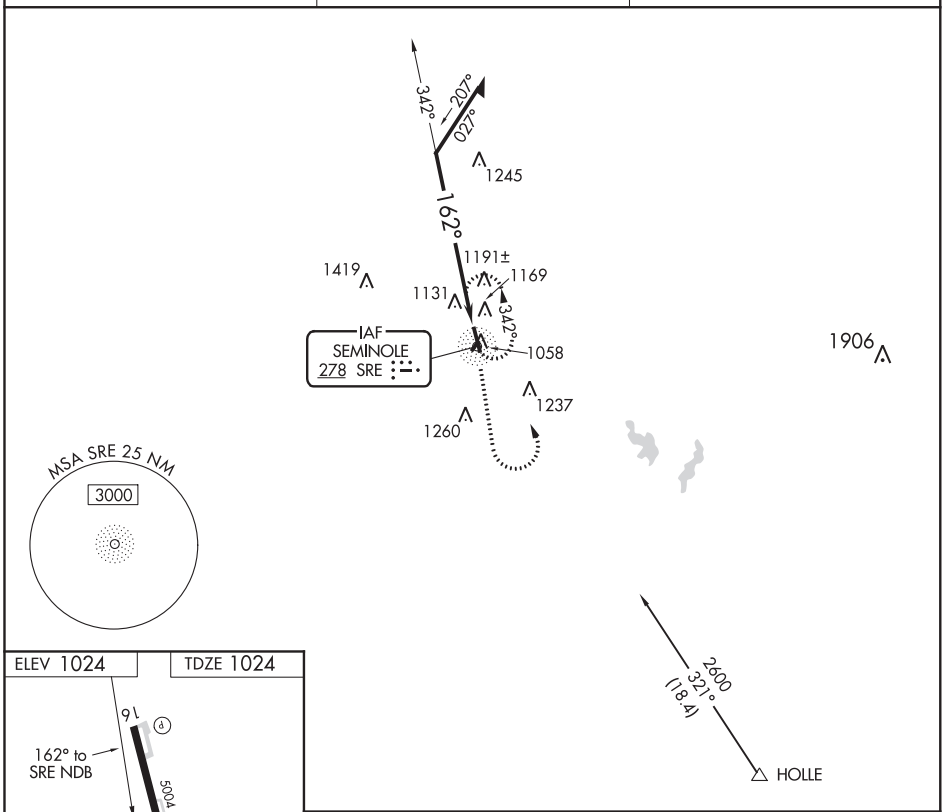
SRE NDB	APP CRS	Rwy ldg	5004
278	162°	TDZE	1024
		Apt Elev	1024

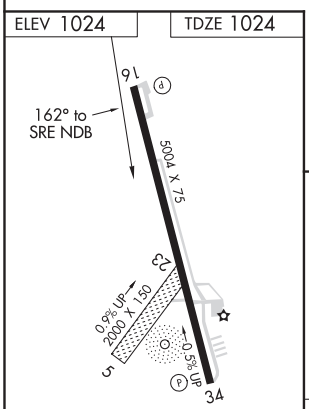
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

NA

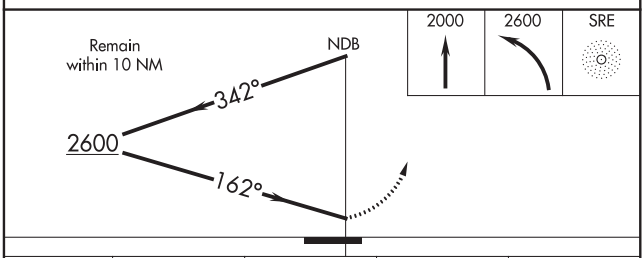
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8





REIL Rwy 16-34
MIRL Rwy 16-34



CATEGORY	A	B	C	D
S-16	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA
CIRCLING	1660-1	636 (700-1)	1660-1¾ 636 (700-1¾)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

SHAWNEE, OKLAHOMA | AL-586 (FAA) | 14205

ILS or LOC RWY 17
SHAWNEE RGNL (SNL)

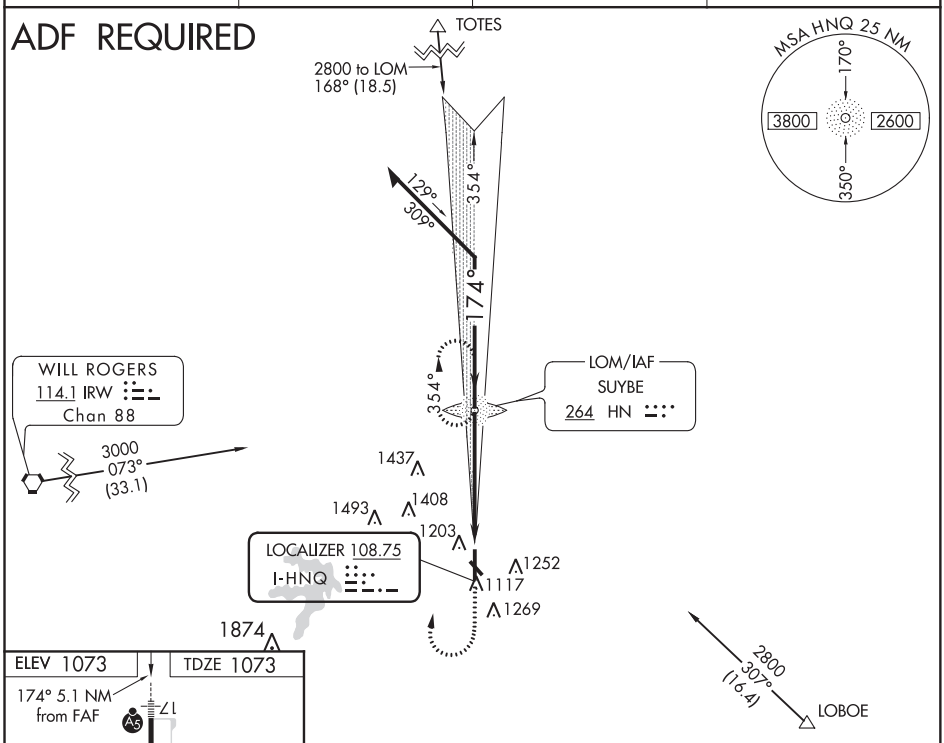
LOC I-HNQ	APP CRS	Rwy ldg	5997
108.75	174°	TDZE	1073
		Apt Elev	1073

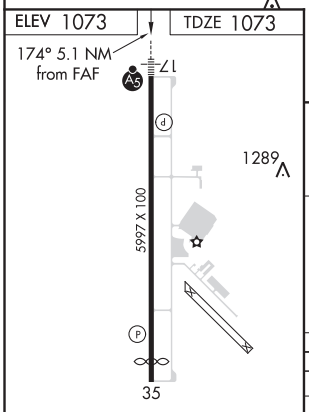
When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet; increase visibility S-LOC 17 Cat C ¼ mile.

MALSR

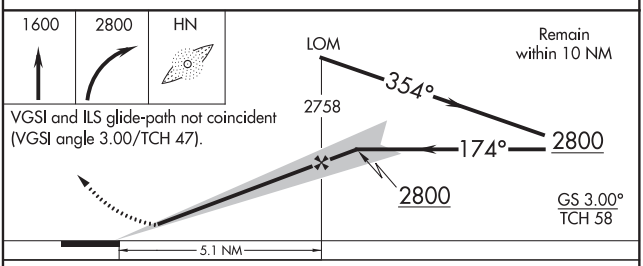
MISSED APPROACH: Climb to 1600 then climbing right turn to 2800 direct SUYBE LOM and hold.

AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF)





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



CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 17
SHAWNEE RGNL (SNL)

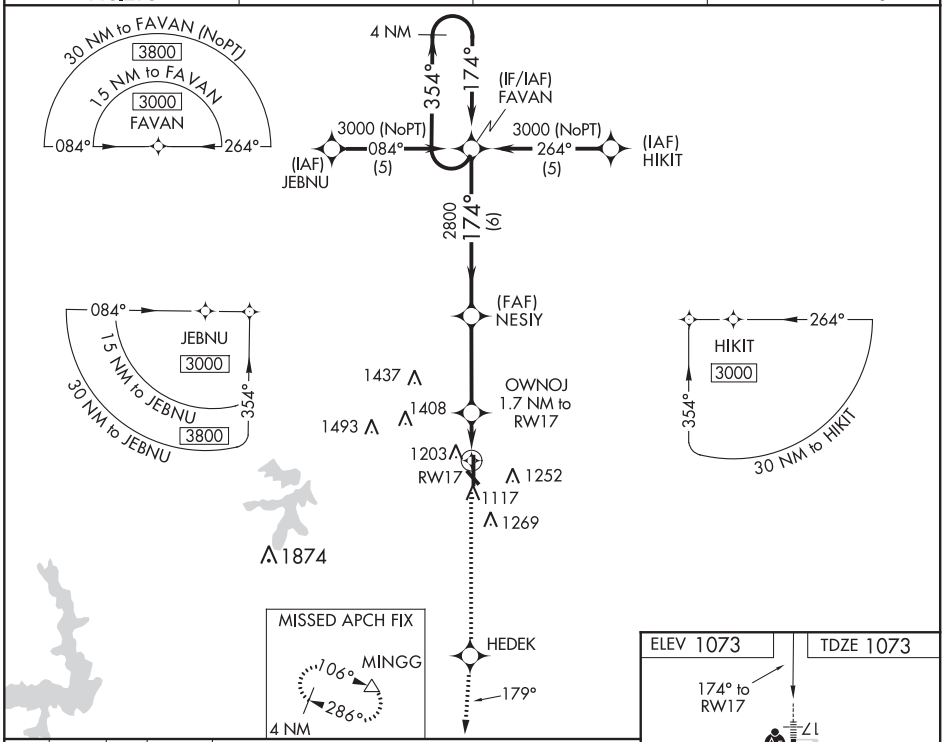
WAAS CH 86919 W17A	APP CRS 174°	Rwy ldg 5997 TDZE 1073 Apt Elev 1073

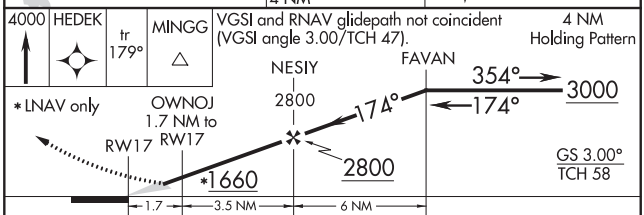
Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSR

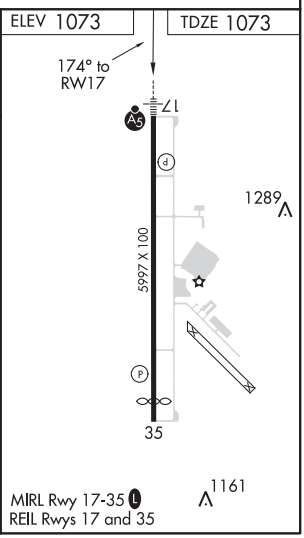
MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1273-½ 200 (200-½)			NA
LNAV/VNAV DA	1447-¾ 374 (400-¾)			NA
LNAV MDA	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SHAWNEE, OKLAHOMA AL-586 (FAA) 14205

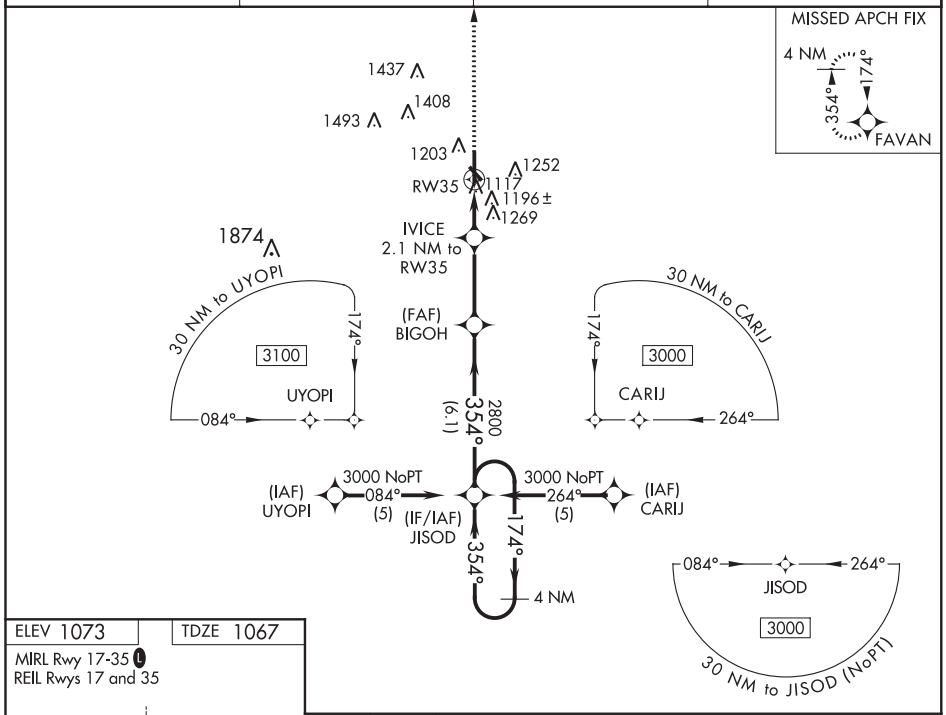
WAAS CH 72818 W35A	APP CRS 354°	Rwy ldg 5593 TDZE 1067 Apt Elev 1073

RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV all Cats visibility ¼ mile.

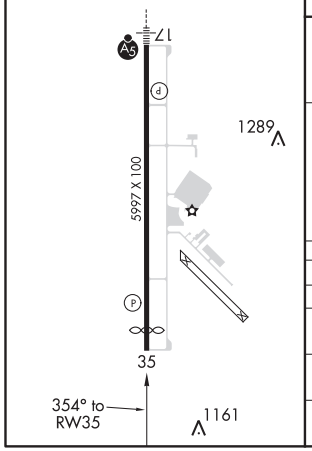
MISSED APPROACH: Climb to 3000 direct FAVAN and hold.

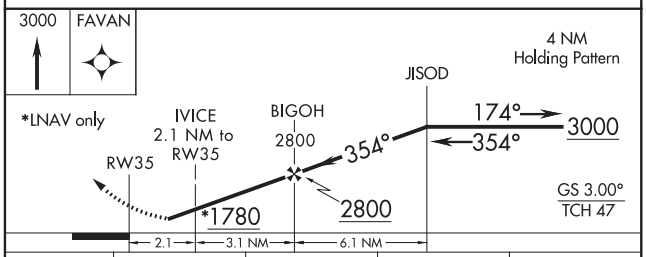
AWOS-3	OKE CITY APP CON	GCO	UNICOM
118.275	120.45 288.325	121.725	122.7 (CTAF) L



ELEV 1073 TDZE 1067

MIRL Rwy 17-35 L
REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LPV DA	1317-1 250 (300-1)			NA
LNAV/VNAV DA	1565-1¾ 498 (500-1¾)			NA
LNAV MDA	1520-1 453 (500-1)		1520-1¼ 453 (500-1¼)	NA
CIRCLING	1600-1 527 (600-1)		1600-1½ 527 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 1

SHERIDAN MUNI (9M8)

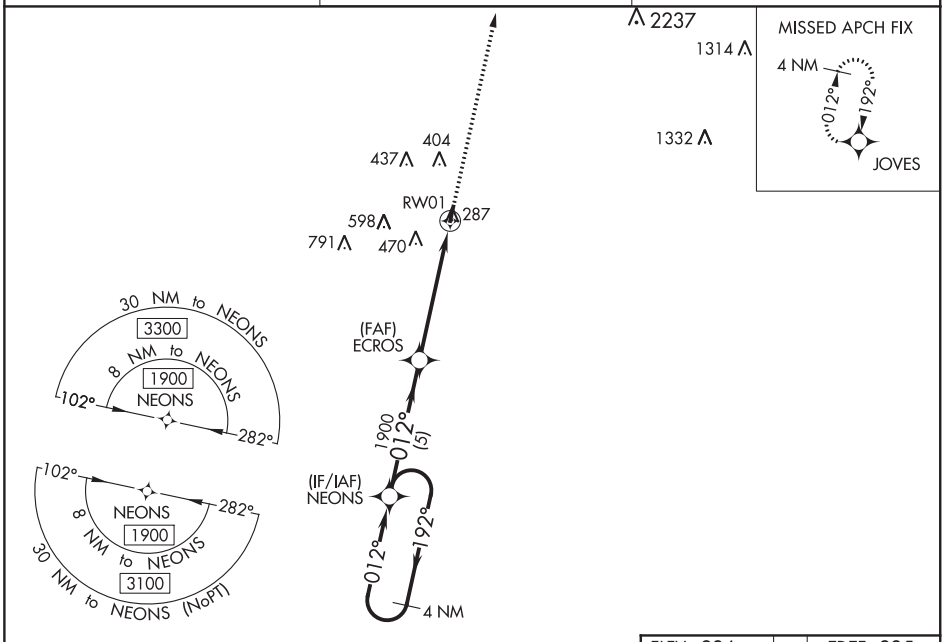
WAAS CH 69637 W01A	APP CRS 012°	Rwy ldg 3202 TDZE 235 Apt Elev 236

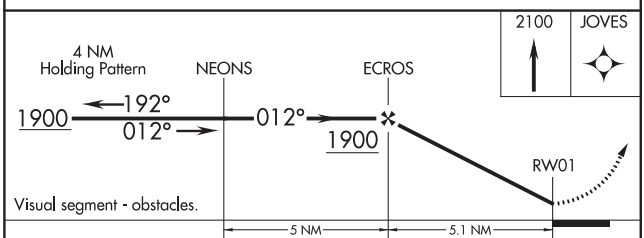
T
A NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all MDA 20 feet: increase LP and LNAV Cat C visibility ⅛ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct JOVES and hold.

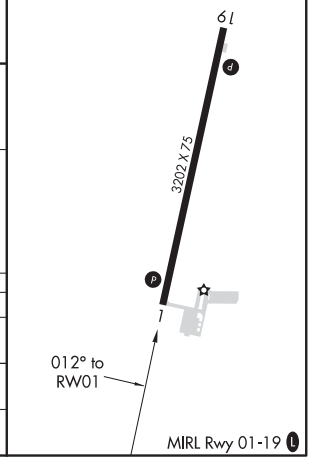
PINE BLUFF ASOS	LITTLE ROCK APP CON	UNICOM
120.775	135.4 353.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	760-1 525 (600-1)		760-1½ 525 (600-1½)	NA
LNAV MDA	800-1 565 (600-1)		800-1⅝ 565 (600-1⅝)	NA
C CIRCLING	800-1 564 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

ELEV 236 | TDZE 235



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SHERIDAN, ARKANSAS AL-10197 (FAA) 15344

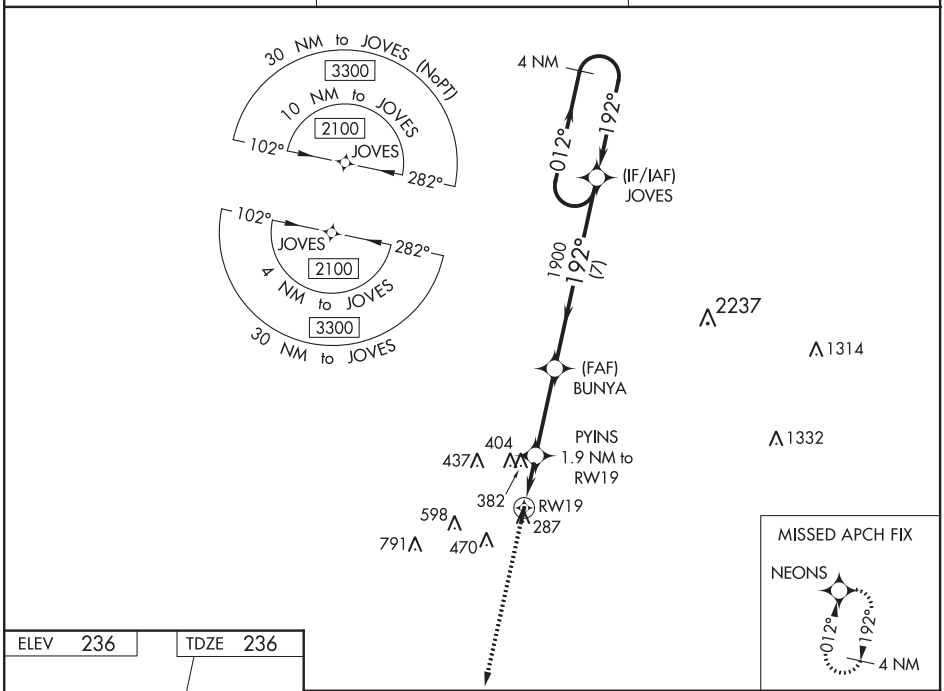
WAAS CH 63237 W19A	APP CRS 192°	Rwy ldg 3202 TDZE 236 Apt Elev 236

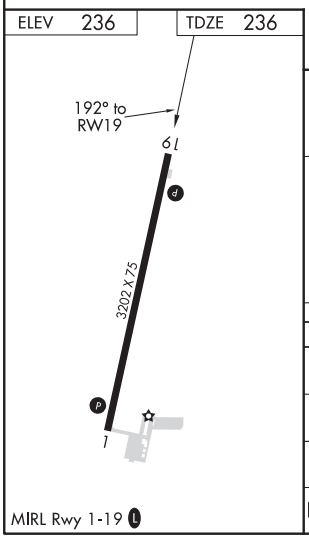
RNAV (GPS) RWY 19
SHERIDAN MUNI (9M8)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all DA 5 feet and all MDA 20 feet: increase Circling Cat C visibility ¼ mile.

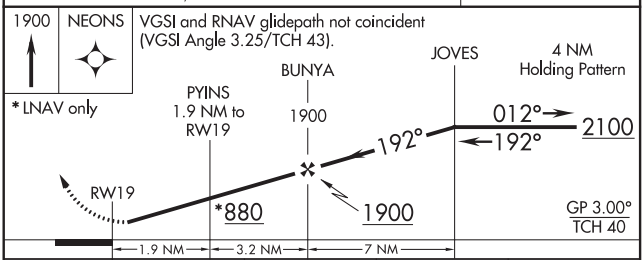
MISSED APPROACH: Climb to 1900 direct NEONS and hold.

PINE BLUFF ASOS	LITTLE ROCK APP CON	UNICOM
120.775	135.4 353.6	122.8 (CTAF) L





MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LPV DA	590-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	682-1½ 446 (500-1½)			NA
LNAV MDA	700-1 464 (500-1)		700-1⅜ 464 (500-1⅜)	NA
C CIRCLING	740-1 504 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

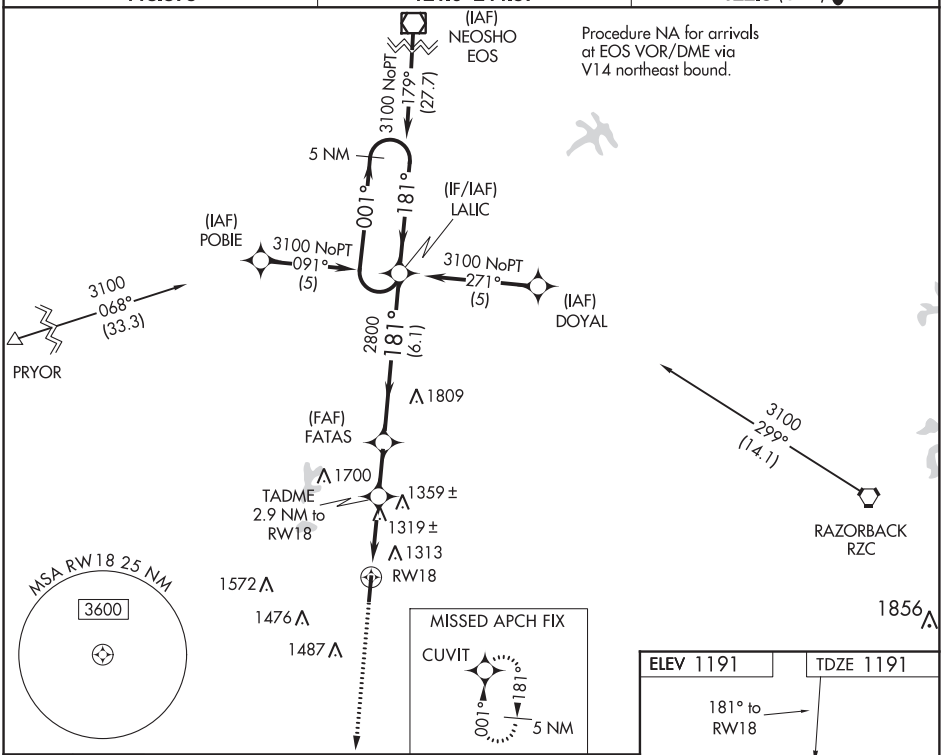
WAAS CH 90208 W18A	APP CRS 181°	Rwy ldg 4997 TDZE 1191 Apt Elev 1191

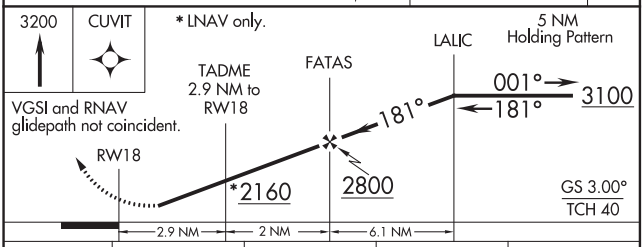
RNAV (GPS) RWY 18
SILOAM SPRINGS/SMITH FIELD (SLG)

BARO-VNAV NA when using Northwest Arkansas Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

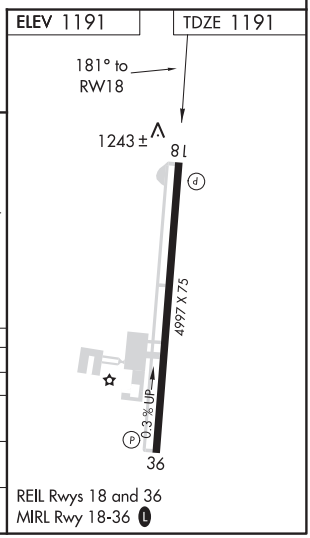
MISSED APPROACH: Climb to 3200 direct CUVIT and hold.

AWOS-3	RAZORBACK APP CON *	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1479-1 288 (300-1)			
LNAV/VNAV DA	1623-1½ 432 (500-1½)			
LNAV MDA	1580-1 389 (400-1)			1580-1¼ 389 (400-1¼)
CIRCLING	1620-1 429 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SILOAM SPRINGS, ARKANSAS

AL-5565 (FAA)

WAAS CH 63105 W36A	APP CRS 001°	Rwy ldg 4997 TDZE 1181 Apt Elev 1191

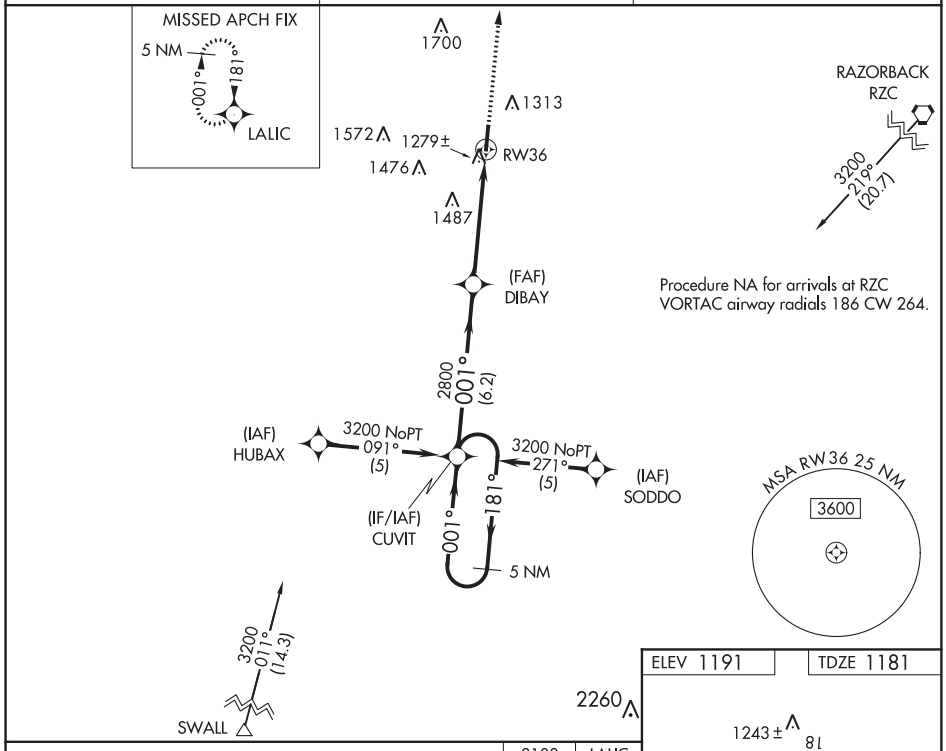
RNAV (GPS) RWY 36

SILOAM SPRINGS/SMITH FIELD (SLG)

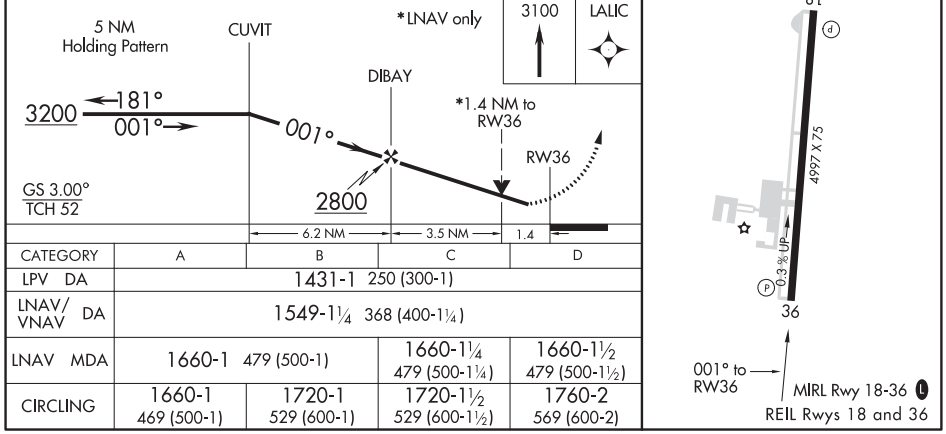
If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3	RAZORBACK APP CON *	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L



ELEV 1191 | TDZE 1181



CATEGORY	A	B	C	D
LPV DA	1431-1 250 (300-1)			
LNAV/VNAV DA	1549-1¼ 368 (400-1¼)			
LNAV MDA	1660-1 479 (500-1)		1660-1¼ 479 (500-1¼)	1660-1½ 479 (500-1½)
CIRCLING	1660-1 469 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VORTAC RZC	APP CRS	Rwy ldg	N/A
116.4	255°	TDZE	N/A
Chan 111		Apt Elev	1191

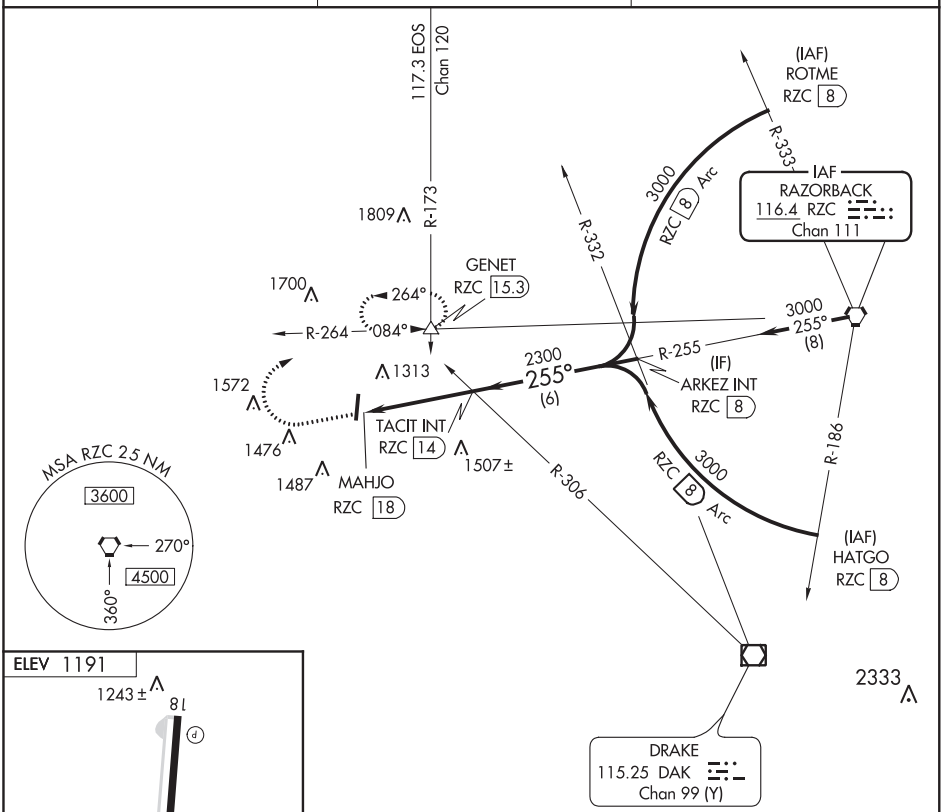
VOR-A

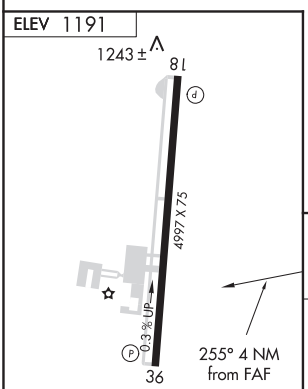
SILOAM SPRINGS/SMITH FIELD (SLG)

If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all MDAs 40 feet.

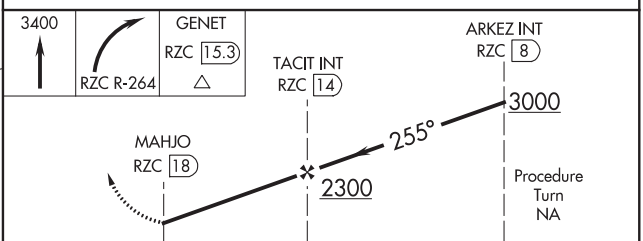
MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.375	121.0 244.57	122.8 (CTAF) L





REIL Rwys 18 and 36
MIRL Rwy 18-36 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	1640-1 449 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

SPRINGDALE, ARKANSAS 17005

LOC I-ASG	APP CRS	Rwy ldg	4939
110.9	183°	TDZE	1351
		Apt Elev	1353

AL-5165 (FAA)

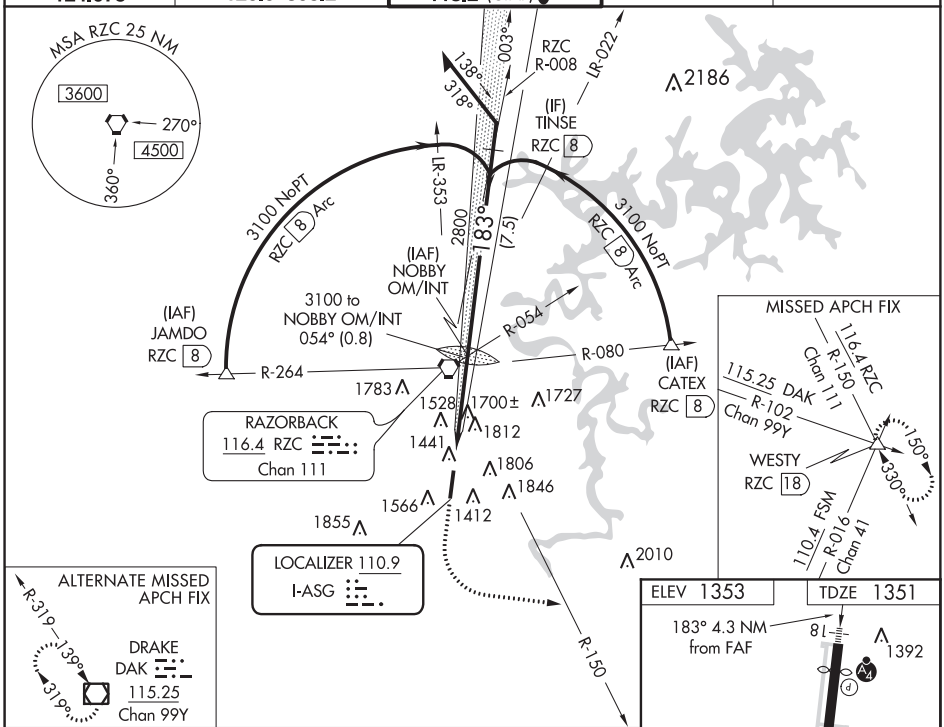
ILS or LOC RWY 18
SPRINGDALE MUNI (ASG)

T NA — Circling NA E of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 18 Cat C/D and Circling Cat C/D visibility ¼ mile. For inoperative MALSF, increase S-ILS 18 all Cats visibility to ⅞ mile, S-LOC Cat D visibility to 1¾ mile. For inoperative MALSF when using Fayetteville/Drake Field altimeter setting, increase S-ILS 18 all Cats visibility to 1 mile, S-LOC 18 Cat C/D visibility to 1⅞ mile. Autopilot coupled approach NA below 1870. Helicopter visibility reduction below ¾ SM NA.

MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC R-150 to Westy Int/RZC 18 DME and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 18	1605-¾ 254 (300-¾)			
S-LOC 18	1960-¾ 609 (700-¾)		1960-1½ 609 (700-1½)	
C CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1¾ 667 (700-1¾)	2220-2¾ 867 (900-2¾)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS Ch 70312 W18A	APP CRS 183°	Rwy ldg 4939 TDZE 1351 Apt Elev 1353

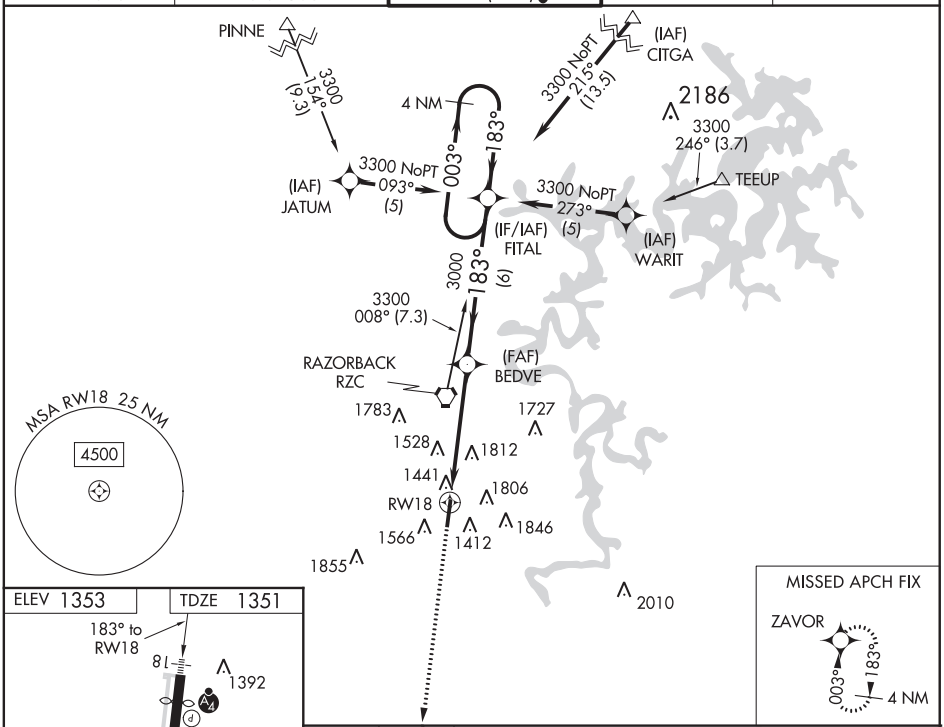
RNAV (GPS) RWY 18
SPRINGDALE MUNI (ASG)

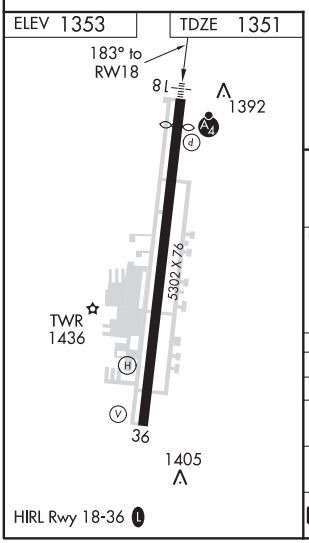
T NA DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅛ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSF, increase LPV all Cats visibility to 1 mile, LNAV Cat C/D visibility to 2 miles. For inoperative MALSF when using Fayetteville/Drake Field altimeter setting, increase LPV all Cats visibility to 1⅛ mile, LNAV Cat C visibility to 2¼ mile. VDP NA when using Fayetteville/Drake Field altimeter setting. Helicopter visibility reduction below ¾ SM NA.

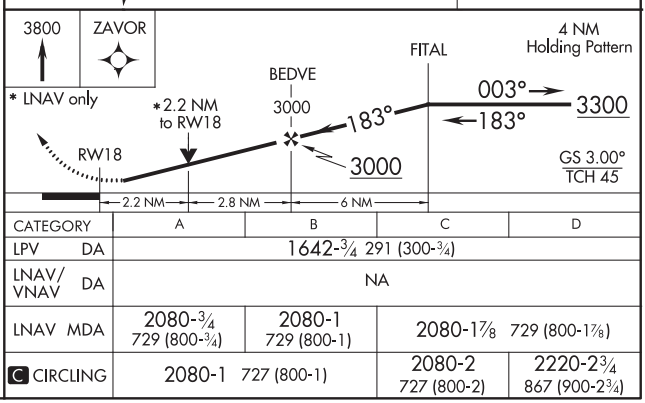
MALSF

MISSED APPROACH: Climb to 3800 direct ZAVOR and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1642-¾ 291 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	2080-¾ 729 (800-¾)	2080-1 729 (800-1)	2080-1⅞ 729 (800-1⅞)	
C CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	2220-2¾ 867 (900-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

14177

RNAV (GPS) RWY 36

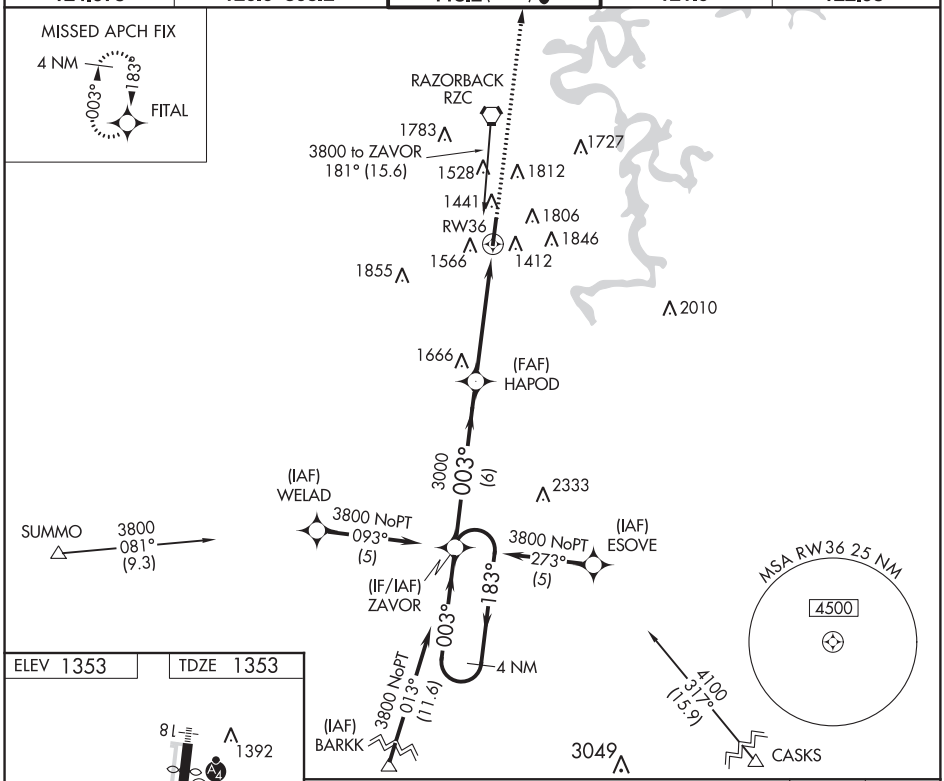
SPRINGDALE MUNI (ASG)

WAAS Ch 77512 W36A	APP CRS 003°	Rwy ldg 5302 TDZE 1353 Apt Elev 1353

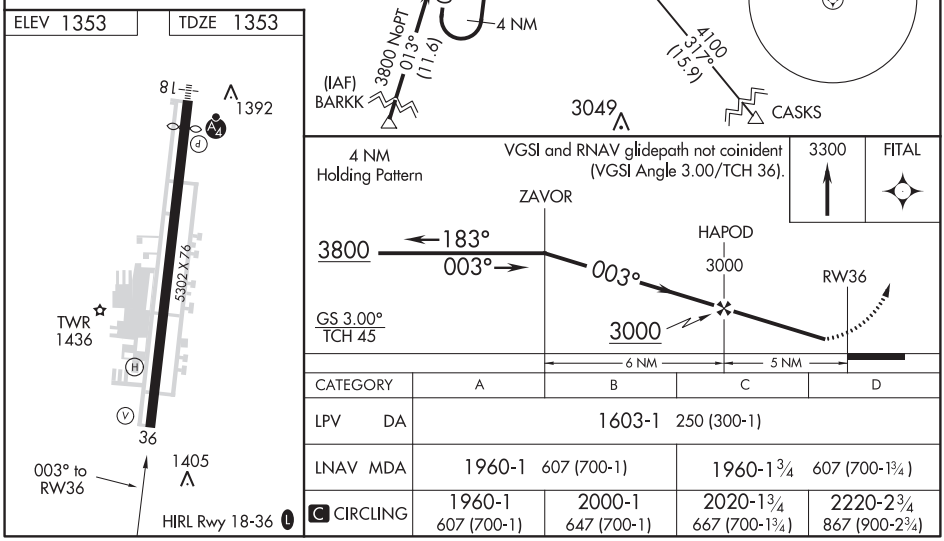
T A DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase visibility LNAV Cat C/D ⅛ mile and Circling Cat C/D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3300 direct FITAL and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.95



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LPV DA	1603-1 250 (300-1)			
LNAV MDA	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	
C CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1¾ 667 (700-1¾)	2220-2¾ 867 (900-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017

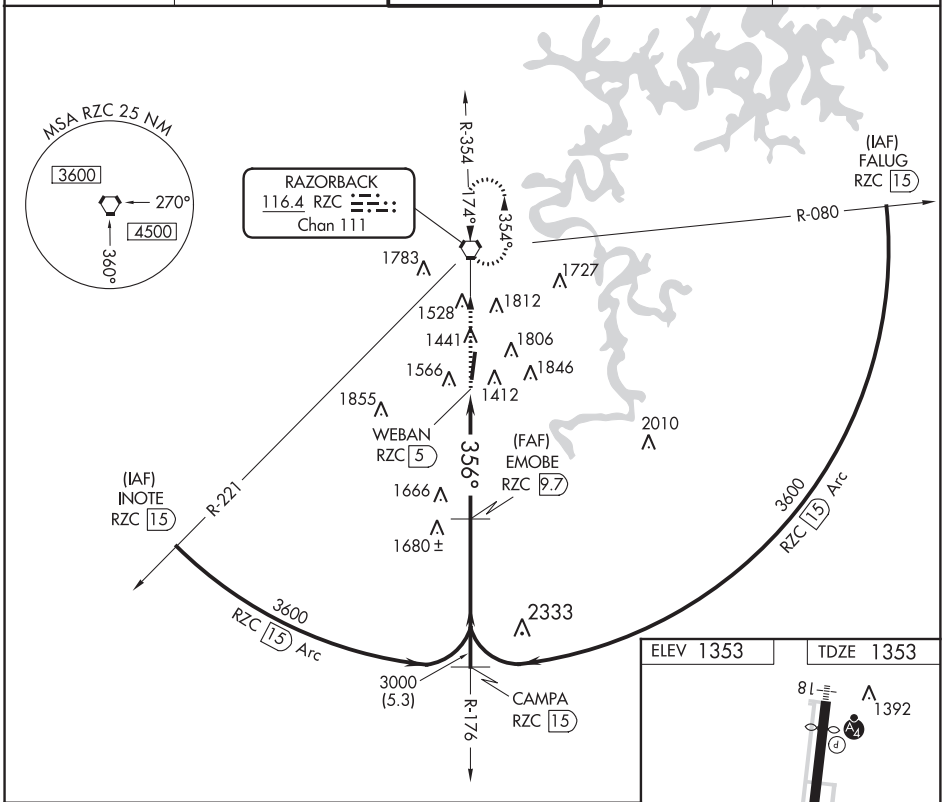
VORTAC RZC 116.4 Chan 111	APP CRS 356°	Rwy ldg 5302 TDZE 1353 Apt Elev 1353

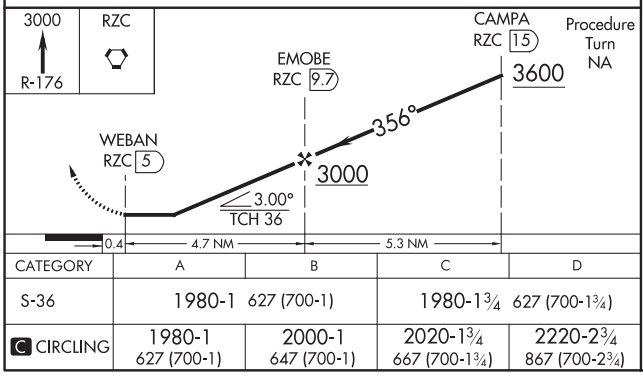
VOR/DME RWY 36
SPRINGDALE MUNI (ASG)

Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all MDA 40 feet; increase visibility S-36 Cat C/D ⅛ mile and Circling Cat C/D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

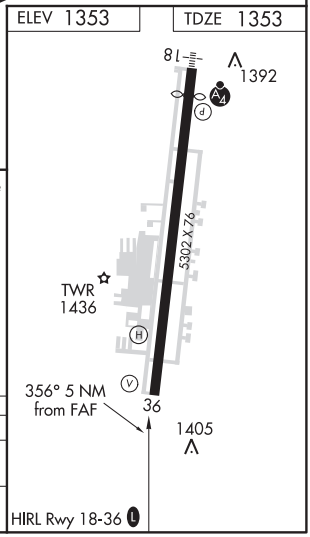
MISSED APPROACH: Climb to 3000 via R-176 to RZC VORTAC and hold.

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	UNICOM
124.675	126.6 305.2	118.2(CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-36	1980-1 627 (700-1)		1980-1¾ 627 (700-1¾)	
C CIRCLING	1980-1 627 (700-1)	2000-1 647 (700-1)	2020-1¾ 667 (700-1¾)	2220-2¾ 867 (700-2¾)



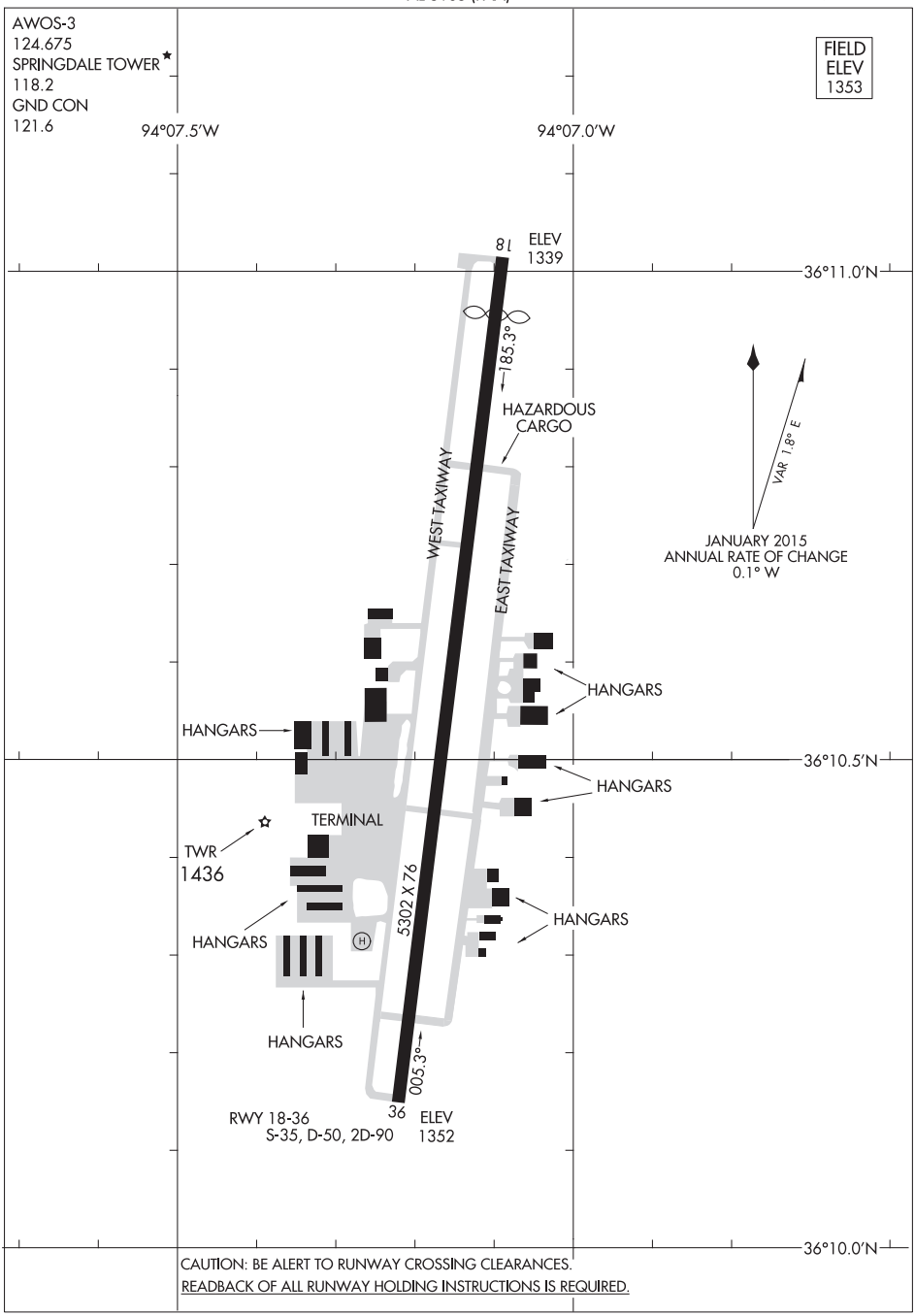
SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

15064

AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15064

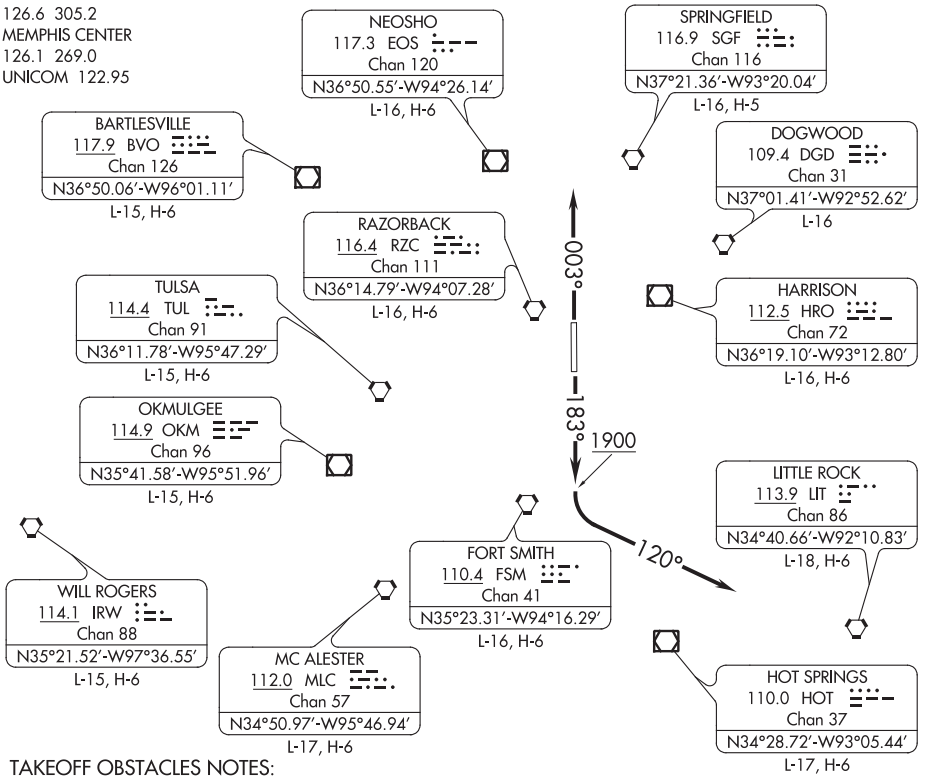
SPRINGDALE, ARKANSAS
SPRINGDALE MUNI (ASG)

GND CON 121.6
SPRINGDALE TOWER ★
118.2 (CTAF)
AWOS-3 124.675
RAZORBACK DEP CON ★
126.6 305.2
MEMPHIS CENTER
126.1 269.0
UNICOM 122.95

TAKEOFF MINIMUMS NOTE: RADAR required.
Rwy 18: Standard.
Rwy 36: 400-2½ or standard with minimum climb of 332′ per NM to 1900.

TOP ALTITUDE: 4000

NOTE: Chart not to scale.



TAKEOFF OBSTACLES NOTES:

Rwy 18: Trees and poles beginning 166′ from DER, 242′ left of centerline, up to 56′ AGL/1395′ MSL. Trees beginning 42′ from DER, 374′ right of centerline, up to 69′ AGL/1408′ MSL.

Rwy 36: Trees, tower, fence, and road beginning 296′ from DER, 191′ left of centerline, up to 44′ AGL/1404′ MSL. Poles, trees, and building beginning 354′ from DER, 324′ right of centerline, up to 59′ AGL/1418′ MSL.

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb heading 183° to 1900, then turn left heading 120°, thence . . . .

TAKEOFF RUNWAY 36: Climb heading 003°, thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 4000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000′ and proceed direct RZC VORTAC, then proceed on course.

STIGLER, OKLAHOMA | AL-9467 (FAA) | 15344

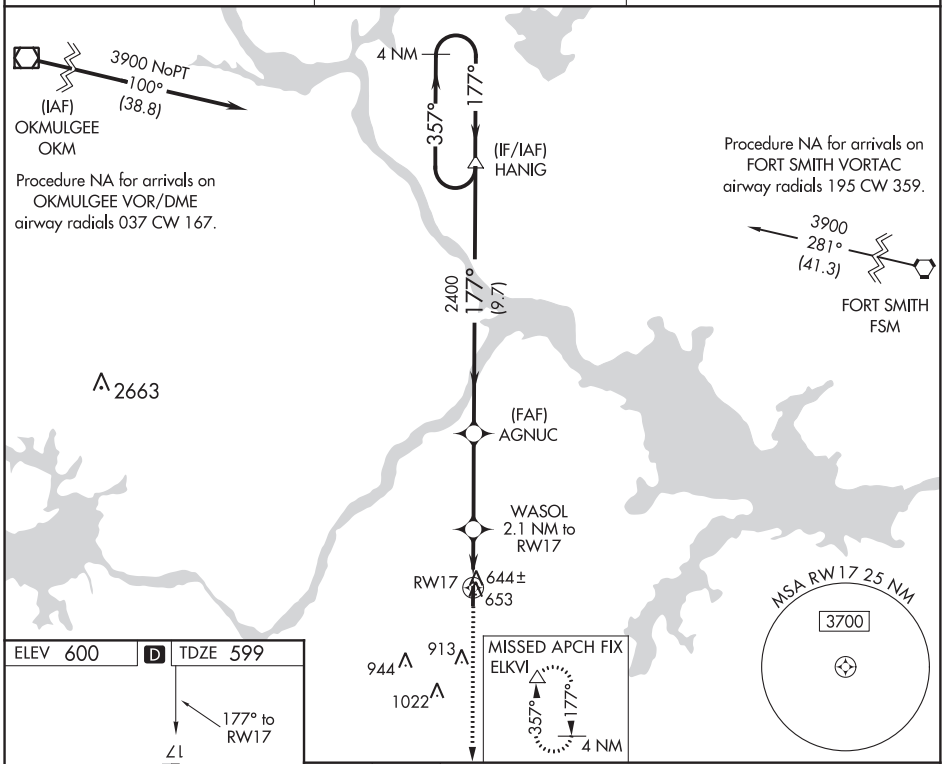
RNAV (GPS) RWY 17
STIGLER RGNL (GZL)

WAAS CH 65822 W17A	APP CRS 177°	Rwy ldg 4200 TDZE 599 Apt Elev 600

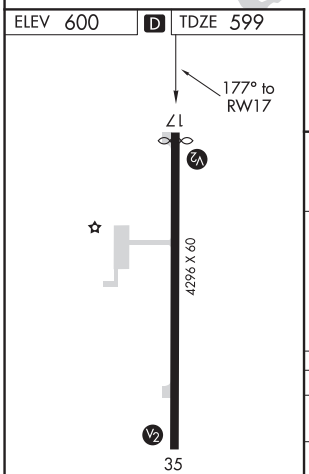
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. VDP NA with Sallisaw altimeter setting. When local altimeter setting not received, use Sallisaw altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3900 direct ELKVI and hold, continue climb-in-hold to 3900.

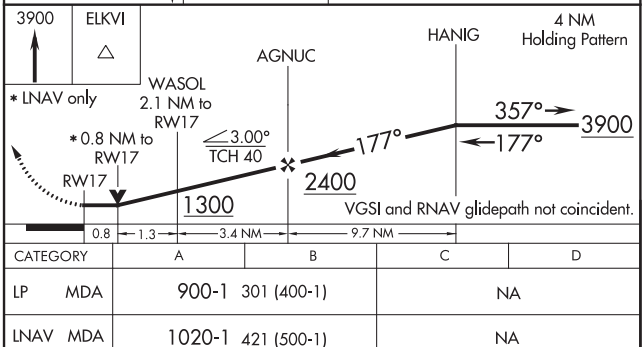
AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L



SC-1, 05 JAN 2017 to 02 MAR 2017



LIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LP MDA	900-1 301 (400-1)		NA	
LNAV MDA	1020-1 421 (500-1)		NA	
CIRCLING	1180-1 580 (600-1)		NA	

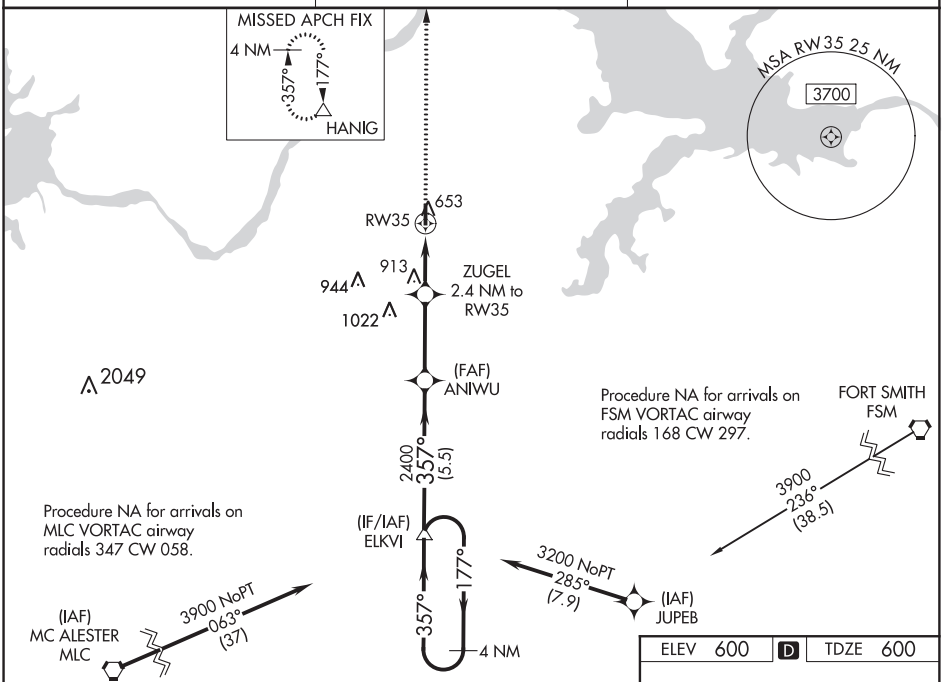
WAAS CH 82522 W35A	APP CRS 357°	Rwy ldg 4296 TDZE 600 Apt Elev 600

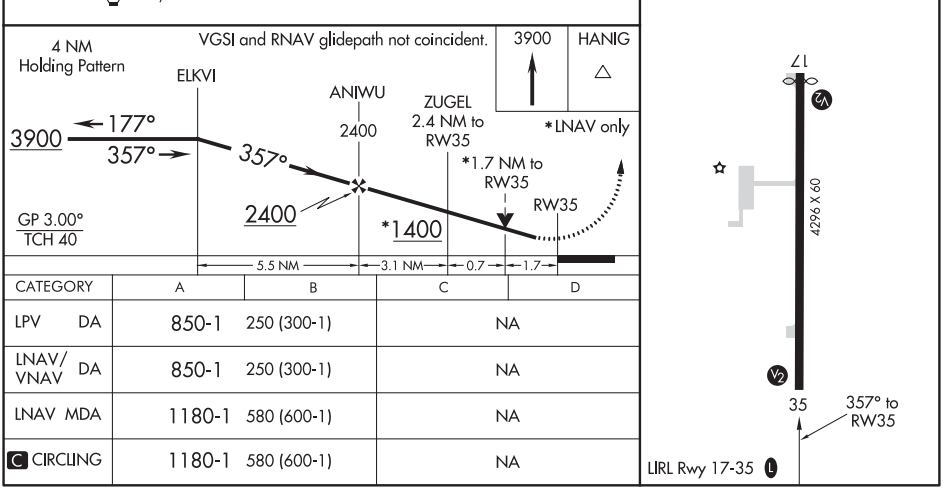
RNAV (GPS) RWY 35
STIGLER RGNL (GZL)

Baro-VNAV NA when using Sallisaw altimeter setting. 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. When local altimeter setting not received, use Sallisaw altimeter setting and increase all DA 49 feet, all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ⅛ mile. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Sallisaw altimeter setting. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3900 direct HANIG and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9 L





CATEGORY	A	B	C	D
LPV DA	850-1	250 (300-1)	NA	
LNAV/VNAV DA	850-1	250 (300-1)	NA	
LNAV MDA	1180-1	580 (600-1)	NA	
C CIRCLING	1180-1	580 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

STILLWATER, OKLAHOMA

AL-5151 (FAA)

17005

ILS or LOC RWY 17

STILLWATER RGNL (SWO)

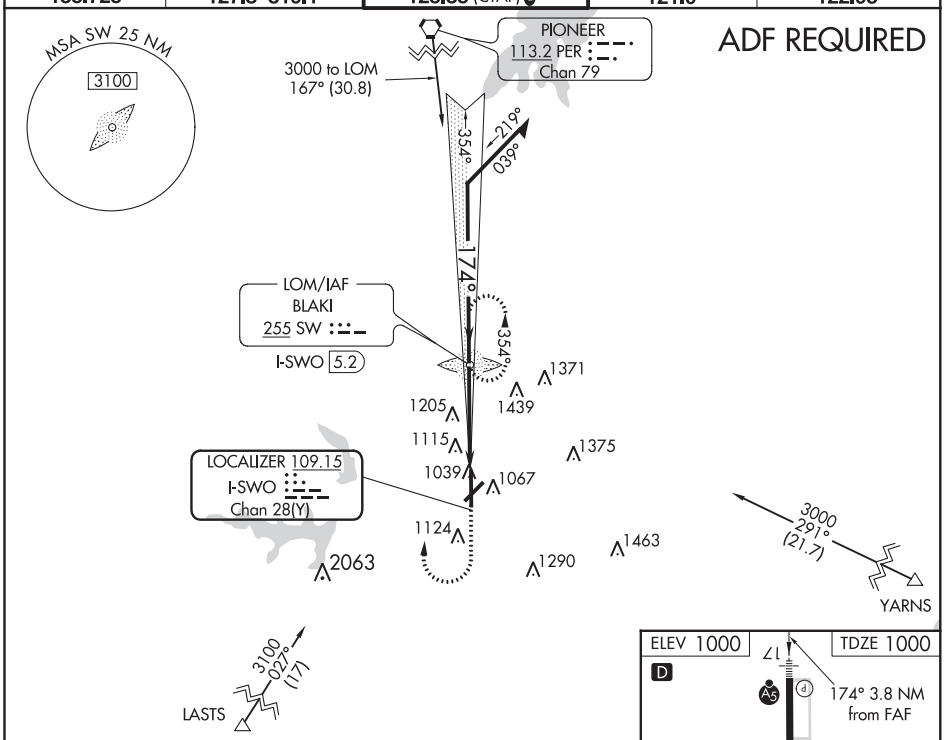
LOC/DME I-SWO	APP CRS	Rwy ldg	7401
109.15	174°	TDZE	1000
Chan 28(Y)		Apt Elev	1000

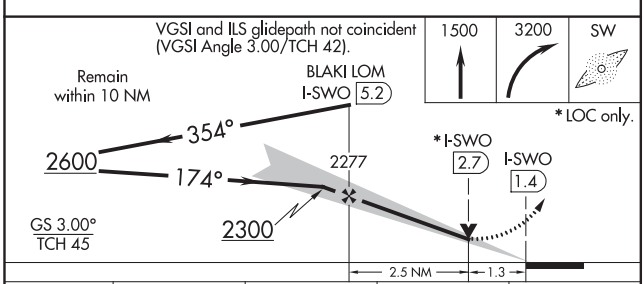
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet; increase S-LOC 17 Cats C/D visibility ¼ mile; increase Circling Cat D visibility ½ mile. For inoperative MALSR when using Ponca City Rgnl altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile. VDP NA with Ponca City Rgnl altimeter setting.

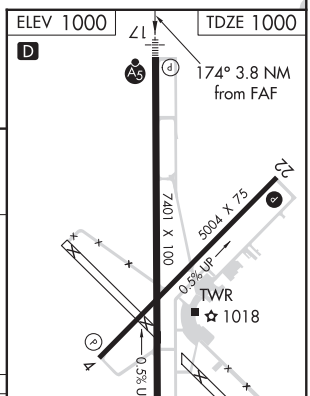
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 17	1200-½ 200 (200-½)			
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
C CIRCLING	1460-1 460 (500-1)		1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 17
STILLWATER RGNL (SWO)

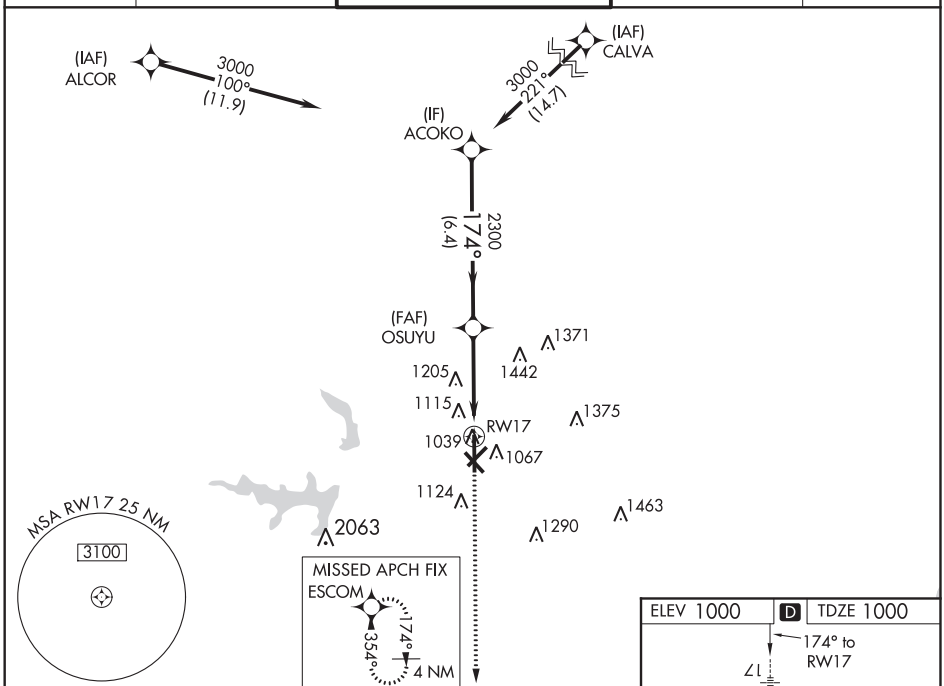
WAAS CH 90108 W17A	APP CRS 174°	Rwy ldg 7401 TDZE 1000 Apt Elev 1000

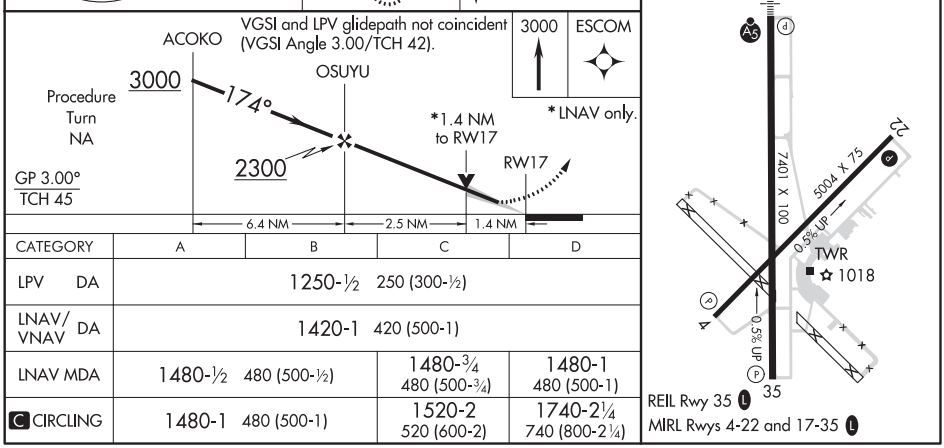
When local altimeter setting not received, use Ponca City Rgnl altimeter setting, increase all DA/MDA 80 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inop MALSR, when using Ponca City Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile; LNAV/VNAV visibility all Cats to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LPV DA	1250-½ 250 (300-½)			
LNAV/VNAV DA	1420-1 420 (500-1)			
LNAV MDA	1480-½ 480 (500-½)		1480-¾ 480 (500-¾)	1480-1 480 (500-1)
C CIRCLING	1480-1 480 (500-1)		1520-2 520 (600-2)	1740-2¼ 740 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

STILLWATER, OKLAHOMA | AL-5151 (FAA) | 17005

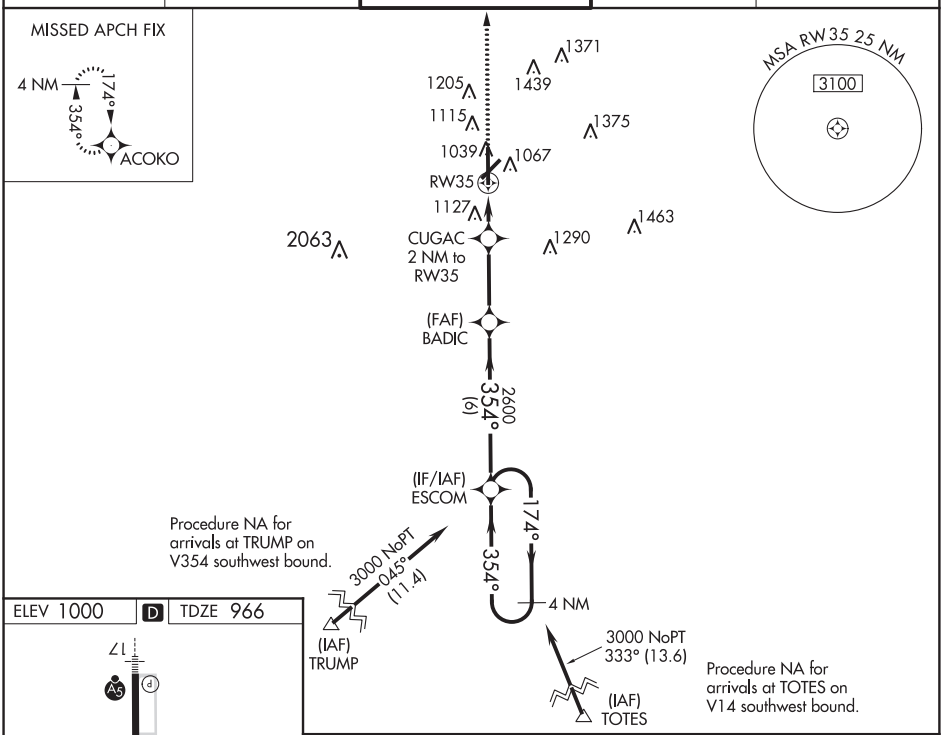
WAAS CH 42633 W35A	APP CRS 354°	Rwy ldg 7401 TDZE 966 Apt Elev 1000

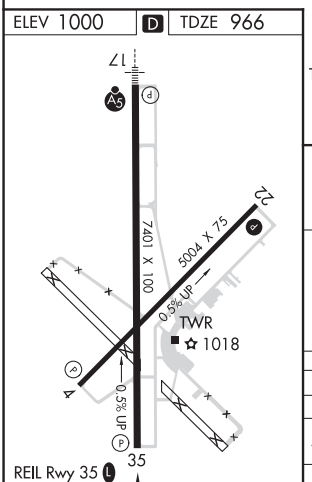
RNAV (GPS) RWY 35
STILLWATER RGNL (SWO)

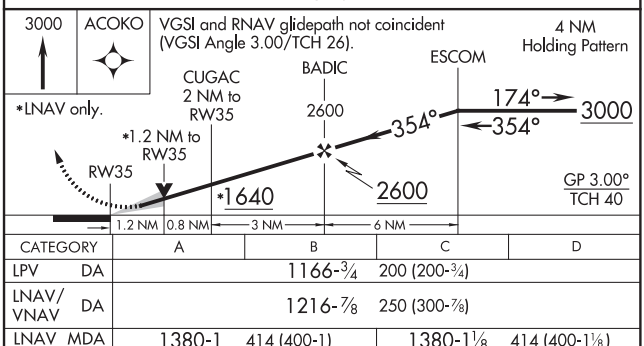
Baro-VNAV NA when using Ponca City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Ponca City Rgnl altimeter setting. When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet and increase LPV all Cats visibility ⅛ mile, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C/D visibility ¼ mile, Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct ACOKO and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1166-¾ 200 (200-¾)			
LNAV/VNAV DA	1216-⅞ 250 (300-⅞)			
LNAV MDA	1380-1 414 (400-1)		1380-1⅛ 414 (400-1⅛)	
C CIRCLING	1420-1 420 (500-1)	1460-1 460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

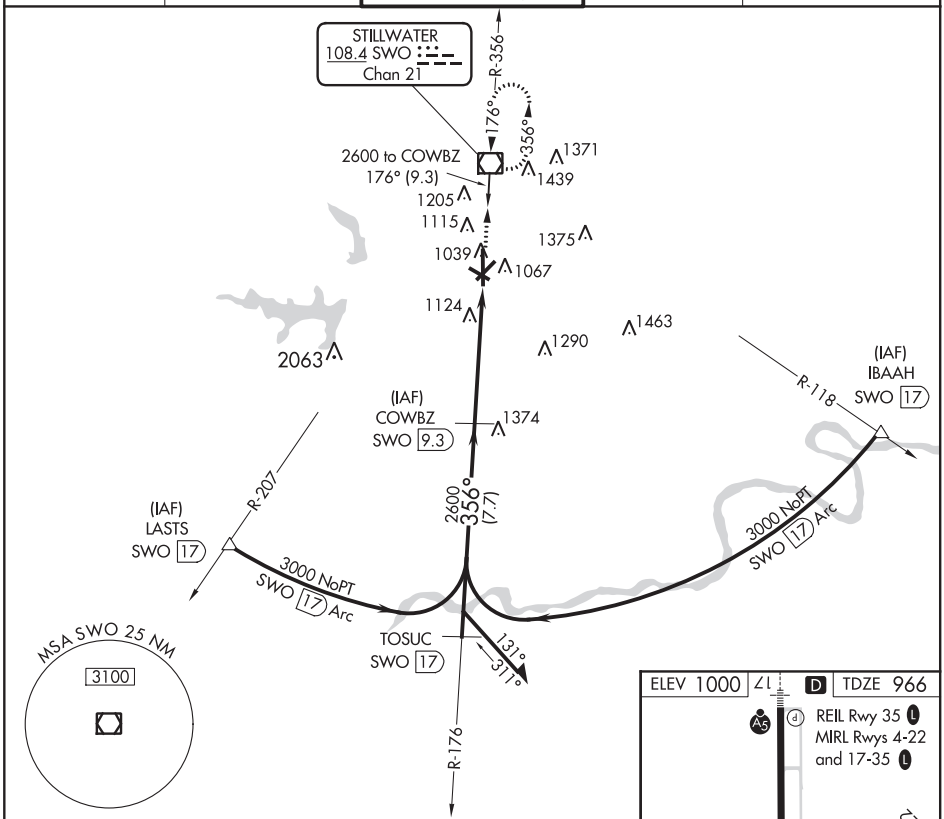
VOR/DME RWY 35
STILLWATER RGNL (SWO)

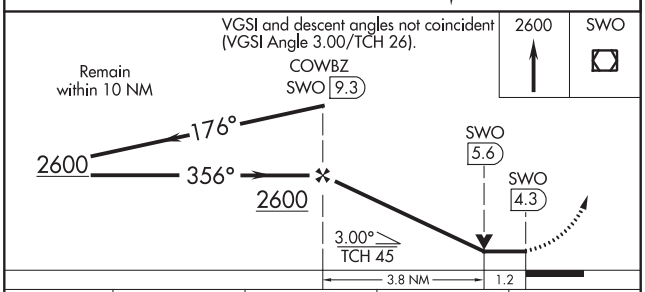
VOR/DME SWO	APP CRS	Rwy ldg 7401
108.4	356°	TDZE 966
Chan 21		Apt Elev 1000

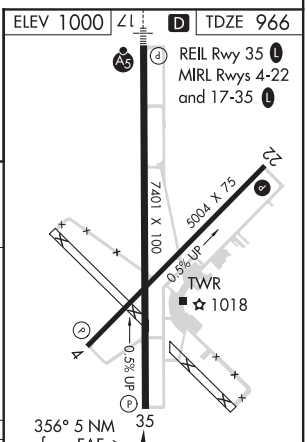
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet; S-35 Cats C/D visibility ¼ mile; Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-35	1380-1 414 (400-1)		1380-1¼ 414 (400-1¼)	
C CIRCLING	1420-1 420 (500-1)	1460-1 460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

STILLWATER, OKLAHOMA

AL-5151 (FAA)

17005

VOR RWY 17
STILLWATER RGNL (SWO)

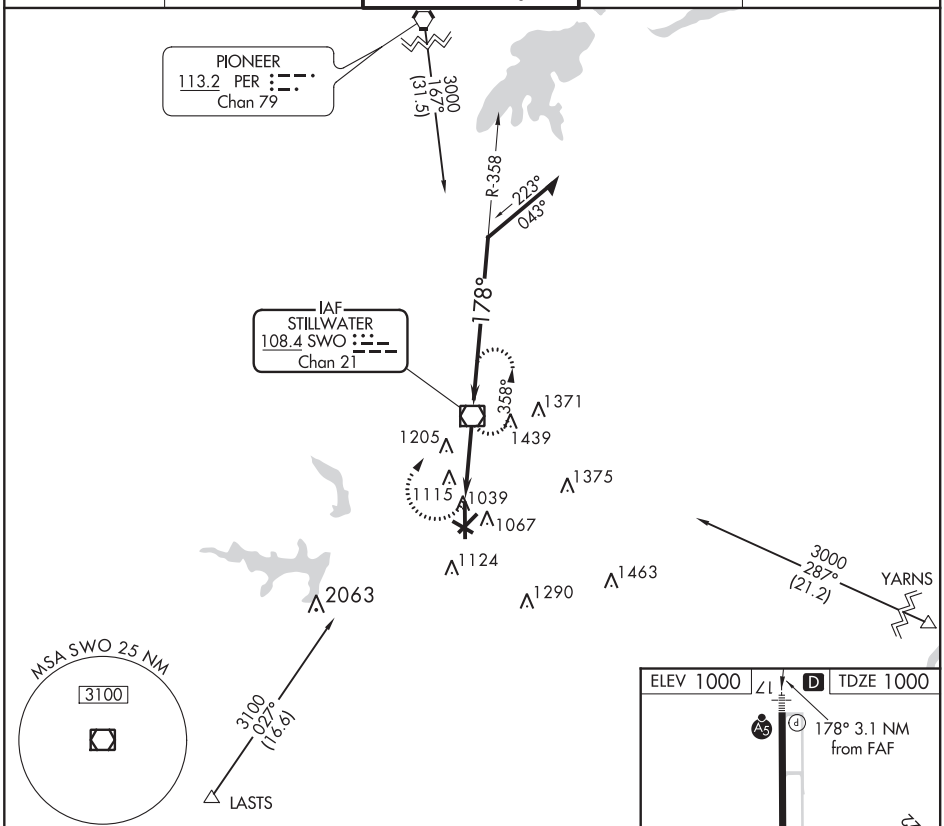
VOR/DME SWO 108.4 Chan 21	APP CRS 178°	Rwy ldg 7401 TDZE 1000 Apt Elev 1000

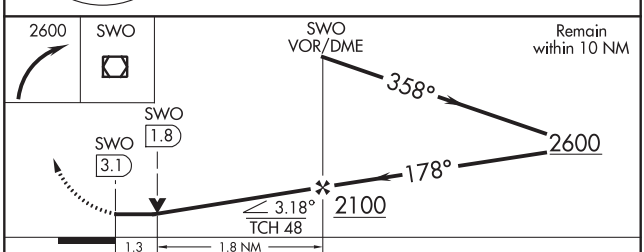
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting. For inop MALSR increase S-17 Cats A/B visibility to 1 mile. Helicopter visibility reduction below ¾ SM NA.

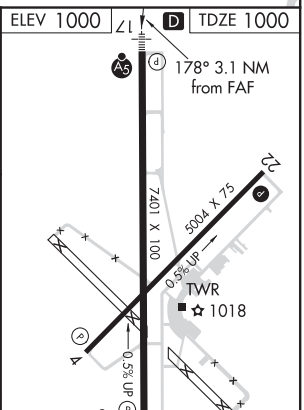
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
C CIRCLING	1460-1 460 (500-1)		1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

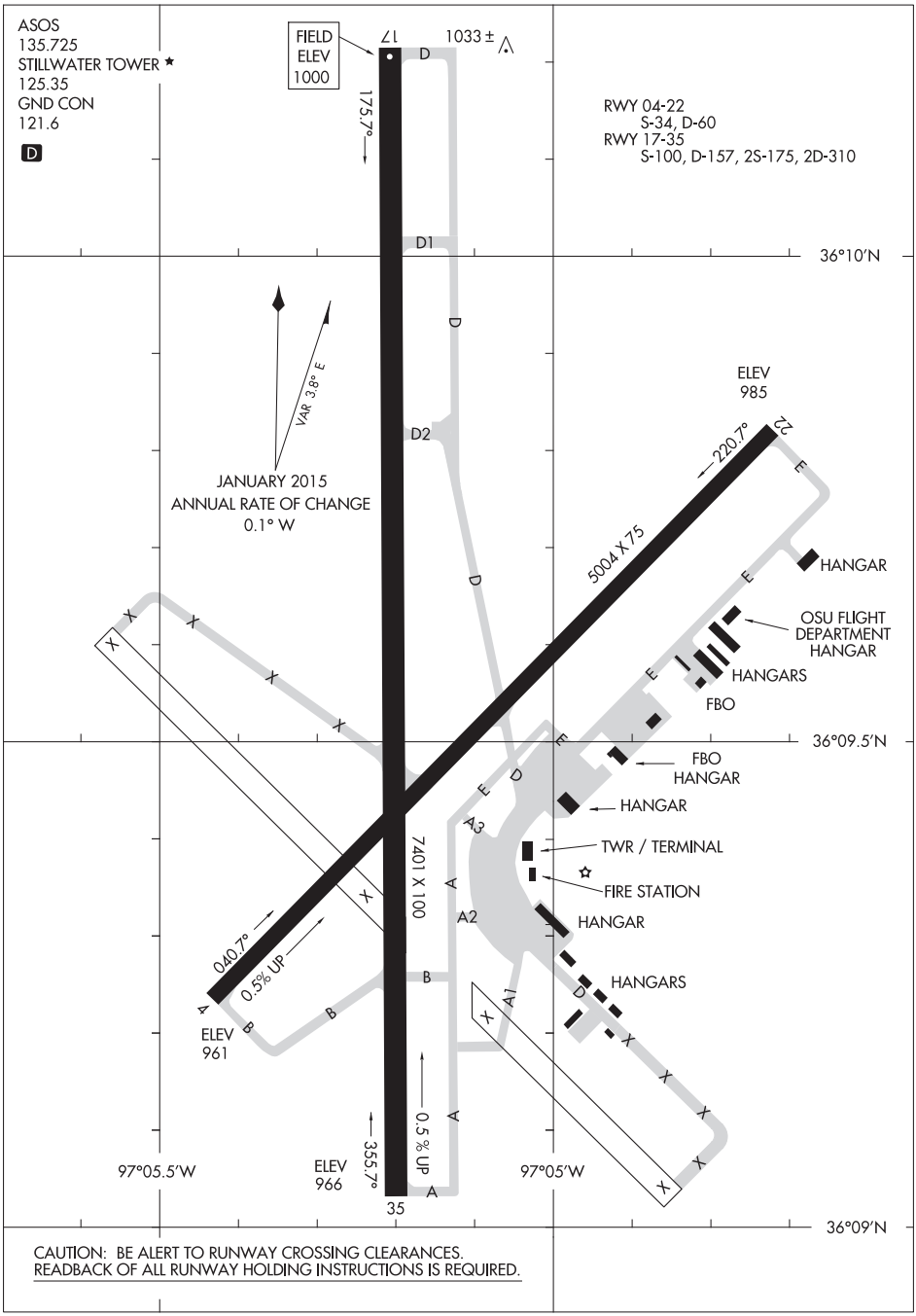
FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AL-5151 (FAA)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

STUTTGART, ARKANSAS

AL-408 (FAA)

16119

ILS or LOC RWY 36

STUTTGART MUNI (SGT)

LOC/DME I-TTL	APP CRS	Rwy ldg	6016
110.55	360°	TDZE	224
Chan 42(Y)		Apt Elev	224

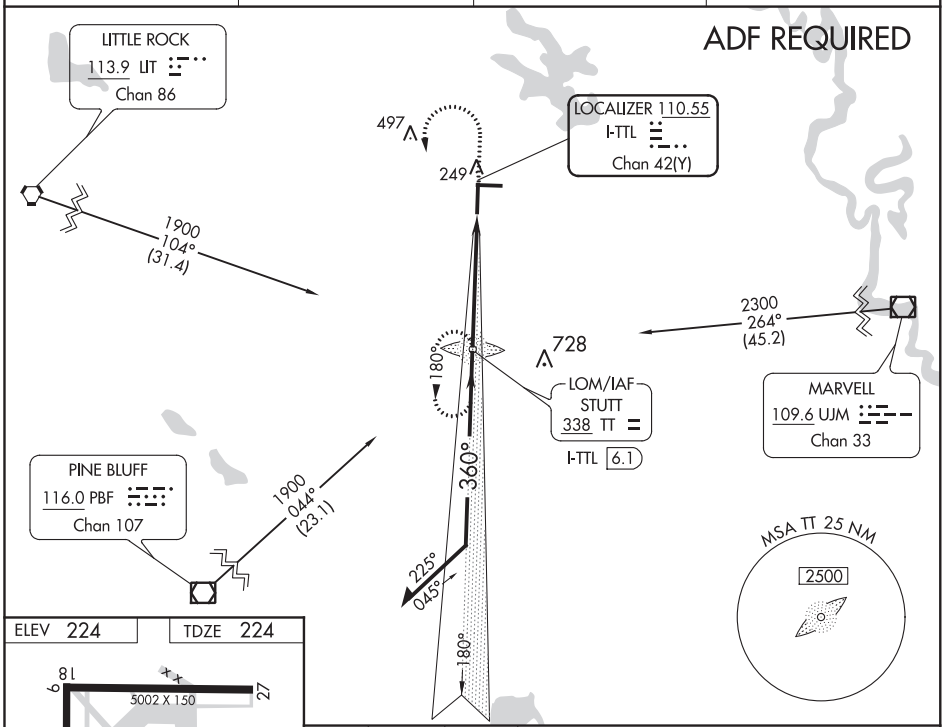
If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase ILS all Cats visibility to 1 mile.

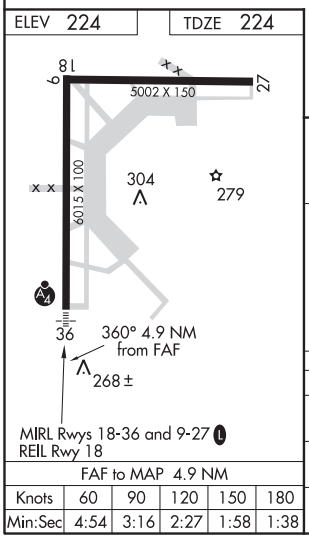
NA

MALSF

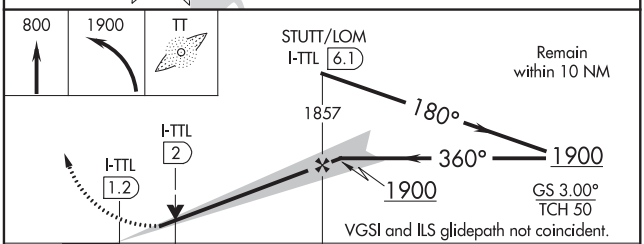
MISSED APPROACH: Climb to 800, then climbing left turn to 1900 direct STUTT LOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





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 36	424-¾ 200 (200-¾)			
S-LOC 36	520-¾ 296 (300-¾)			520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

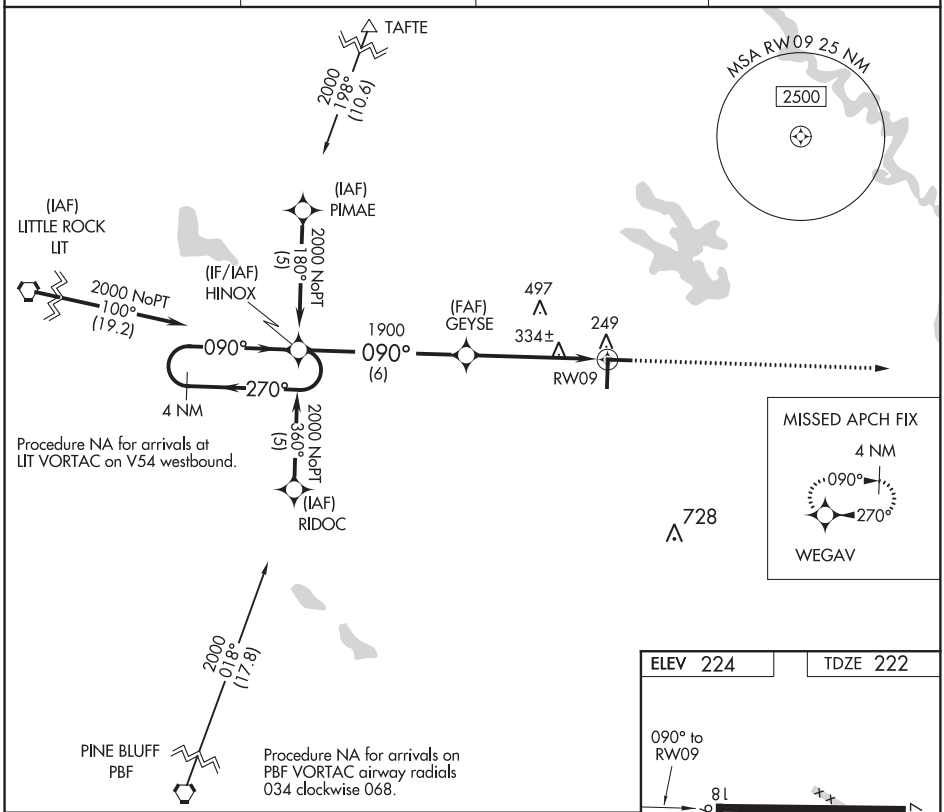
APP CRS	Rwy ldg	5002
090°	TDZE	222
	Apt Elev	224

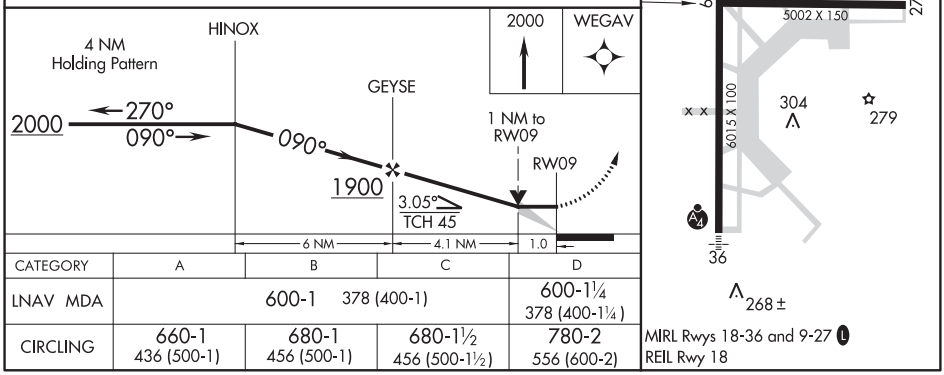
RNAV (GPS) RWY 9
STUTTGART MUNI (SGT)

If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct WEGAV and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 378 (400-1)			600-1¼ 378 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

STUTTGART, ARKANSAS

AL-408 (FAA)

16119

RNAV (GPS) RWY 18

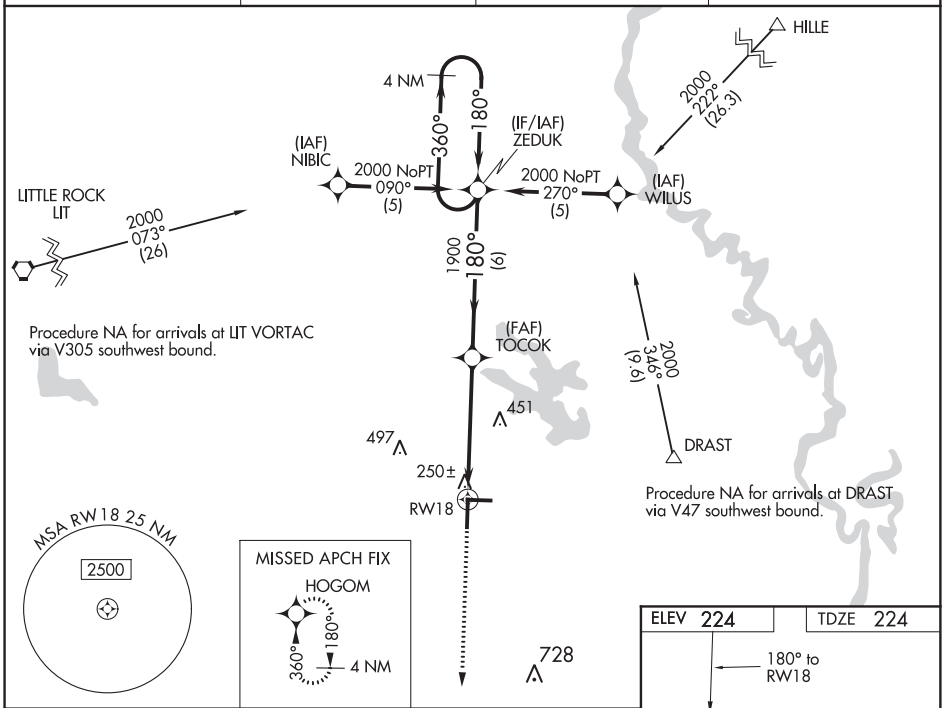
STUTTGART MUNI (SGT)

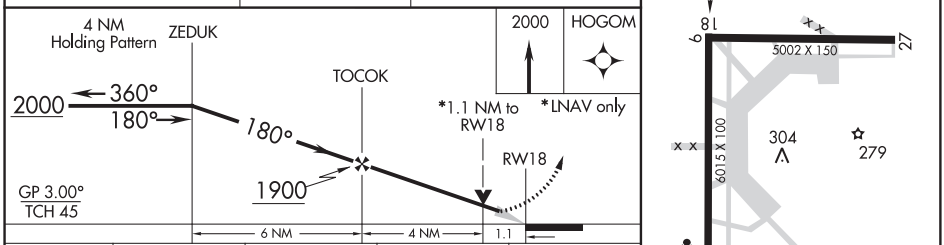
WAAS CH 58303 W18A	APP CRS 180°	Rwy ldg 6015 TDZE 224 Apt Elev 224

If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. Baro-VNAV NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-1 250 (300-1)			
LNAV/VNAV DA	520-¾ 296 (300-¾)			520-1 296 (300-1)
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

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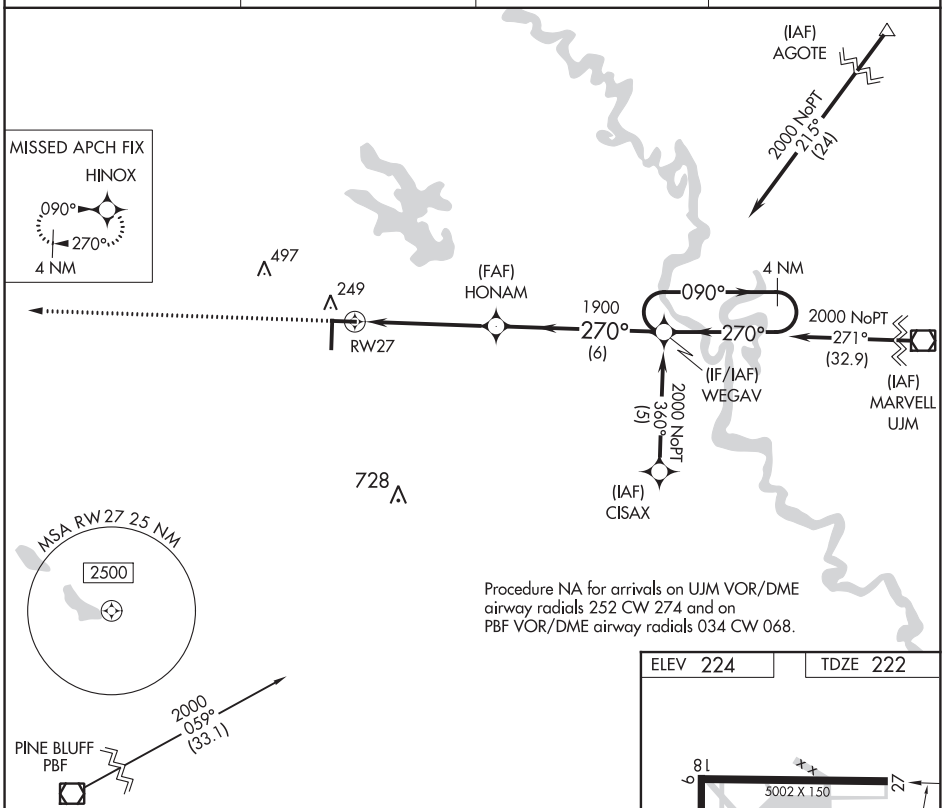
APP CRS	Rwy ldg	5002
270°	TDZE	222
	Apt Elev	224

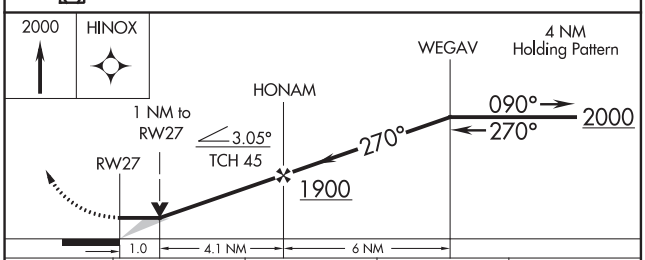
RNAV (GPS) RWY 27
STUTTGART MUNI (SGT)

If local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

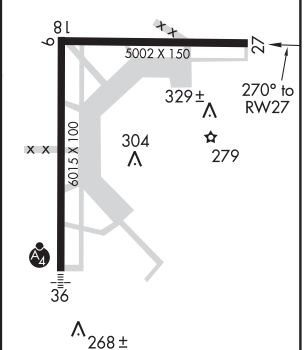
MISSED APPROACH: Climb to 2000 direct HINOX and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





ELEV 224 | TDZE 222



MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

CATEGORY	A	B	C	D
LNAV MDA	580-1 358 (400-1)			580-1¼ 358 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

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STUTTGART, ARKANSAS

AL-408 (FAA)

16119

RNAV (GPS) RWY 36
STUTTGART MUNI (SGT)

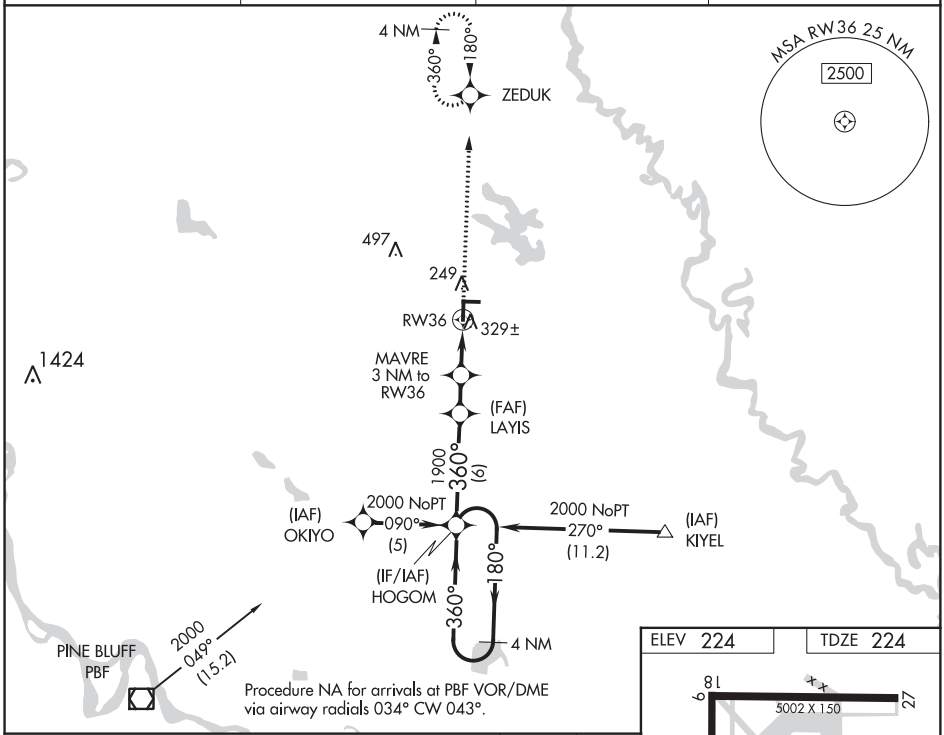
WAAS CH 97311 W36A	APP CRS 360°	Rwy ldg 6015 TDZE 224 Apt Elev 224

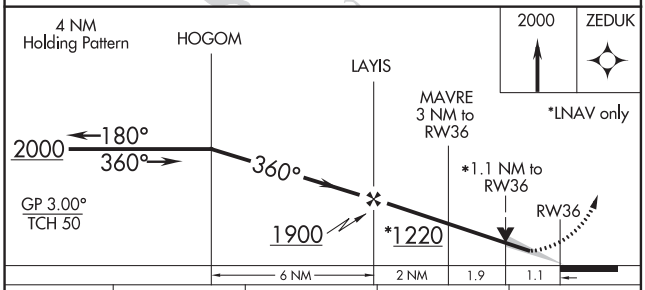
When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase LPV DA to 556 and all visibilities ⅛ mile, increase all MDA 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. DME/DME RNP-0.3 NA. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1⅛ mile.

MALSF

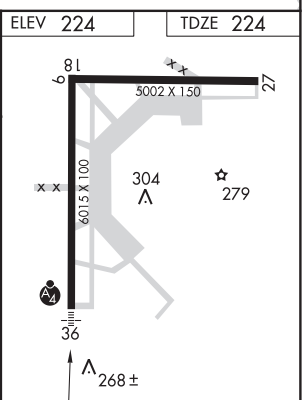
MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

AWOS-3	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-¾ 250 (300-¾)			
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)



STUTTGART, ARKANSAS
Amdt 1B 28APR16

34°36′N-91°34′W

STUTTGART MUNI (SGT)
RNAV (GPS) RWY 36

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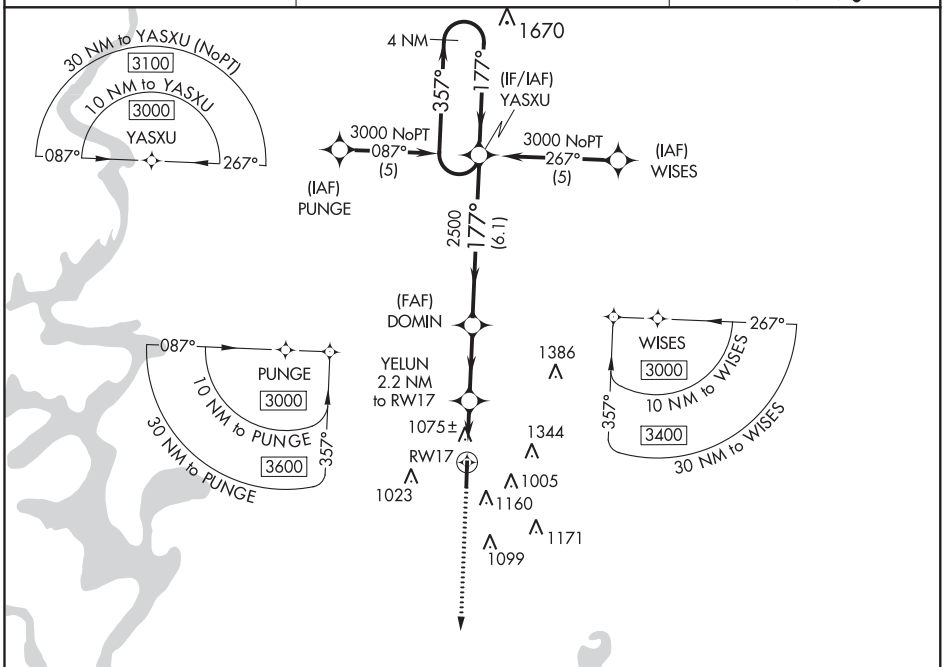
APP CRS	Rwy ldg	5001
177°	TDZE	874
	Apt Elev	874

RNAV (GPS) RWY 17
TAHLEQUAH MUNI (TQH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, Circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L



SC-1, 05 JAN 2017 to 02 MAR 2017

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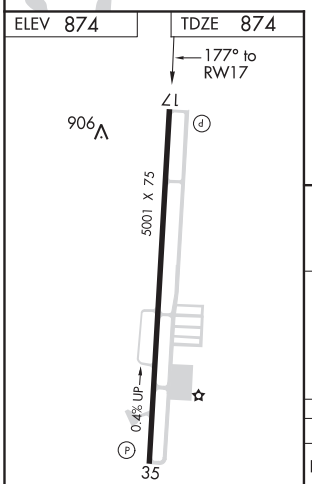
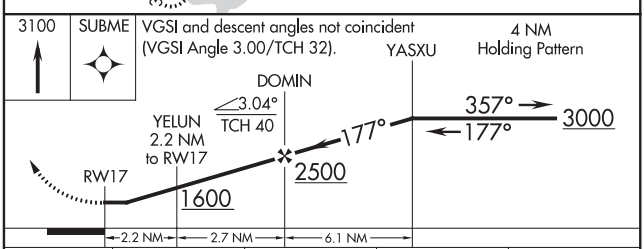
ELEV 874 TDZE 874



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA

TAHLEQUAH, OKLAHOMA AL-6777 (FAA) 15232

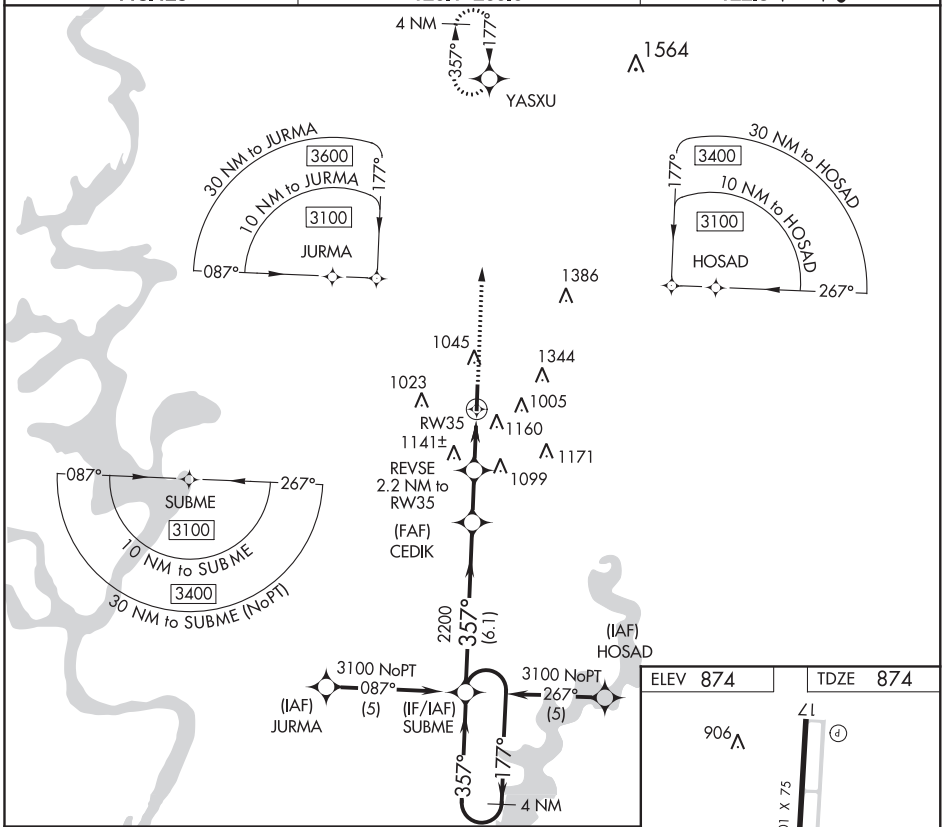
WAAS CH 90207 W35A	APP CRS 357°	Rwy ldg 5001 TDZE 874 Apt Elev 874

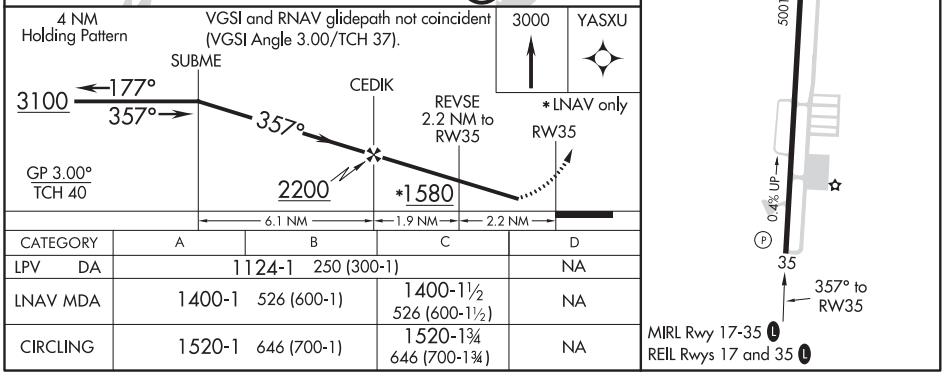
RNAV (GPS) RWY 35
TAHLEQUAH MUNI (TQH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, Circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1124-1 250 (300-1)			NA
LNAV MDA	1400-1 526 (600-1)		1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA

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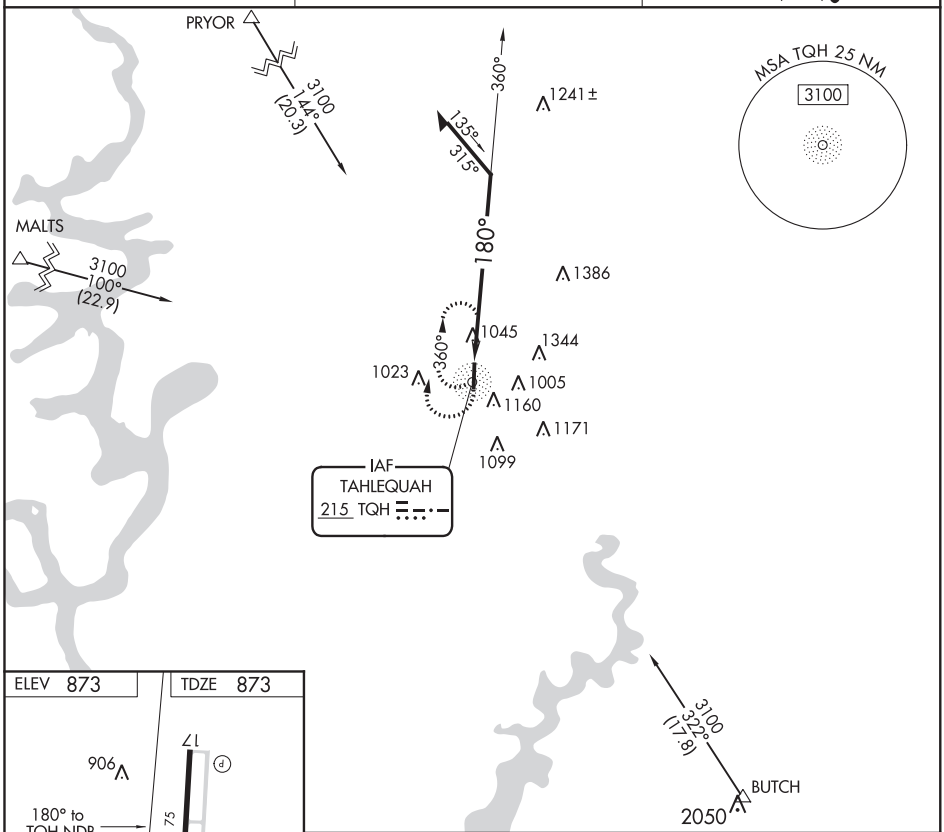
NDB TQH	APP CRS	Rwy ldg	5001
215	180°	TDZE	873
		Apt Elev	873

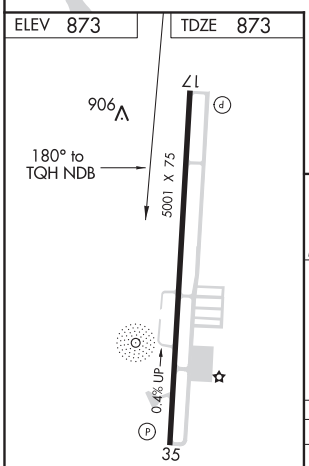
NDB RWY 17
TAHLEQUAH MUNI (TQH)

NA

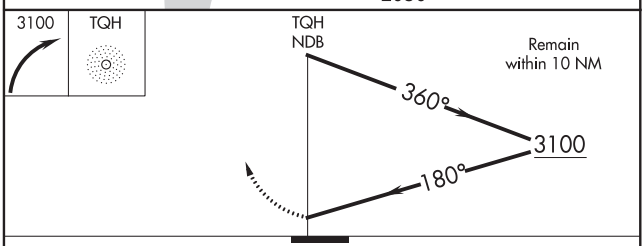
MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L



CATEGORY	A	B	C	D
S-17	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA
CIRCLING	1660-1 787 (800-1)	1660-1¼ 787 (800-1¼)	1660-2¼ 787 (800-1¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TEXARKANA, ARKANSAS | AL-420 (FAA) | 16091

ILS or LOC RWY 22
TEXARKANA RGNL-WEBB FIELD (TXK)

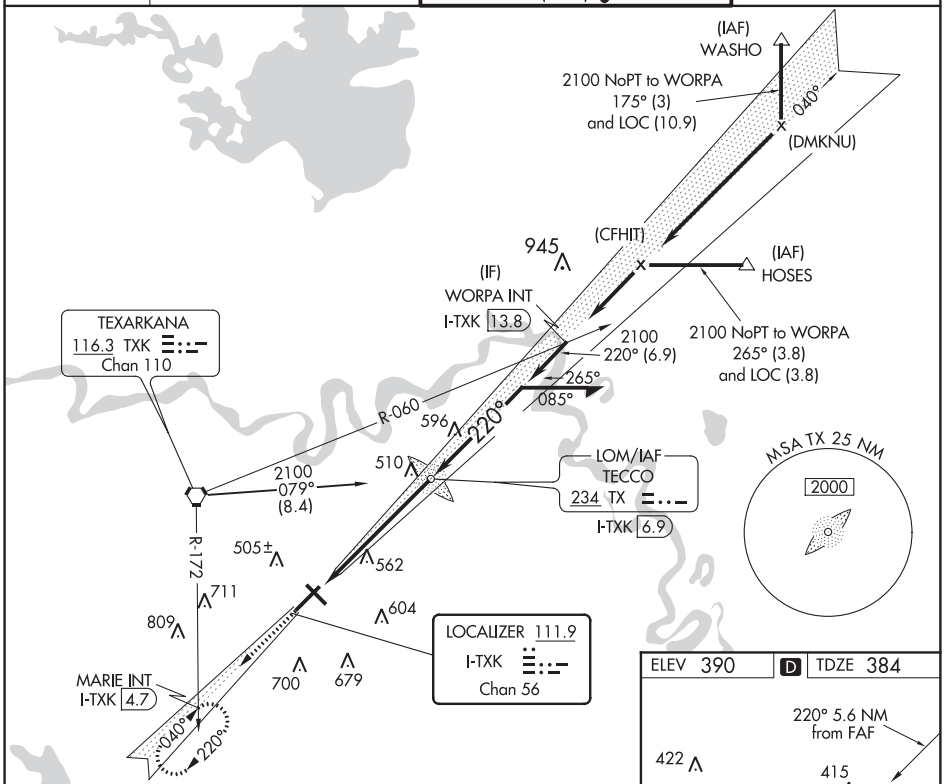
LOC/DME I-TXK	APP CRS	Rwy ldg	6601
111.9	220°	TDZE	384
Chan 56		Apt Elev	390

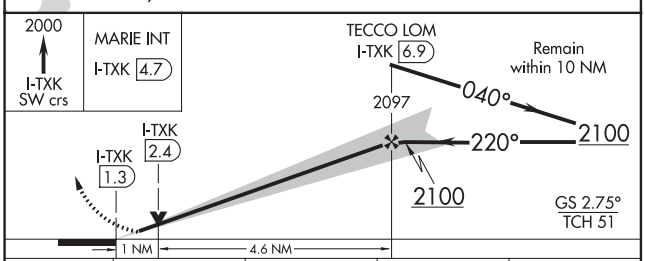
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

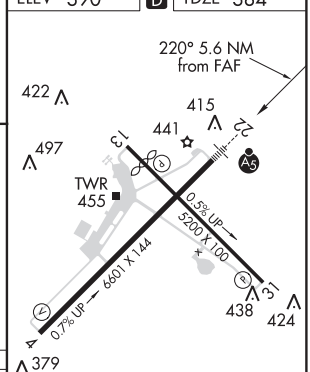
MALSR

MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-ILS 22	584-½ 200 (200-½)			
S-LOC 22	760-½ 376 (400-½)			760-¾ 376 (400-¾)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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WAAS Ch 93899 W04A	APP CRS 040°	Rwy ldg 6601 TDZE 360 Apt Elev 390

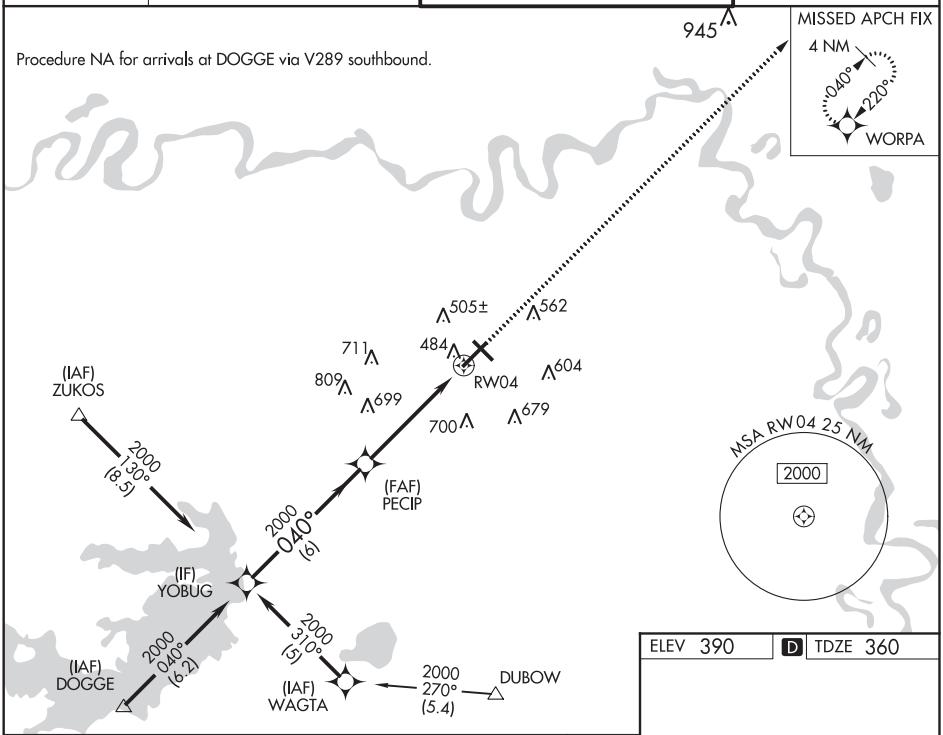
RNAV (GPS) RWY 4
TEXARKANA RGNL-WEBB FIELD (TXK)

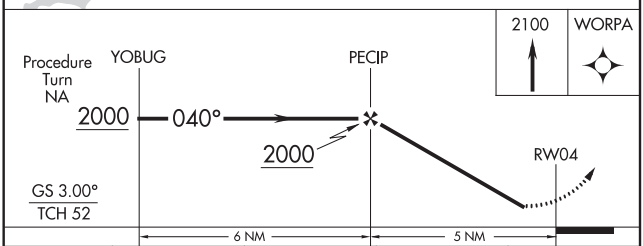
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2100 direct WORPA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225

Procedure NA for arrivals at DOGGE via V289 southbound.





CATEGORY	A	B	C	D
LPV DA	613-1 253 (300-1)			
LNAV/VNAV DA	866-1¾ 506 (500-1¾)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1¾ 510 (600-1)			1000-2 610 (700-2)

ELEV 390 D TDZE 360

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

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TEXARKANA, ARKANSAS

AL-420 (FAA)

16091

RNAV (GPS) RWY 13

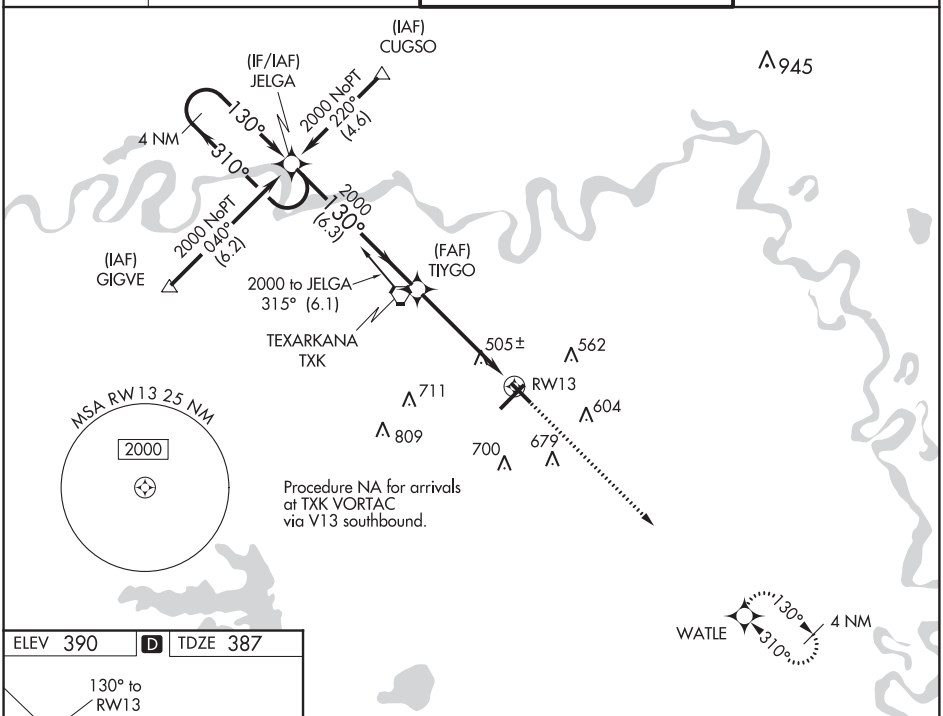
TEXARKANA RGNL-WEBB FIELD (TXK)

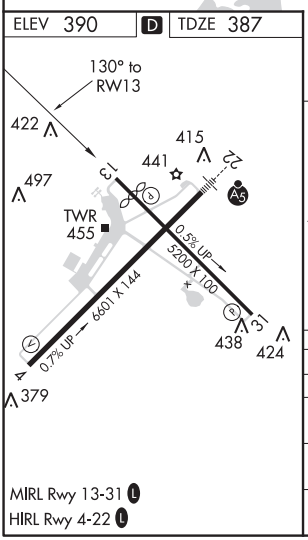
WAAS Ch 87099 W13A	APP CRS 130°	Rwy ldg 4559 TDZE 387 Apt Elev 390

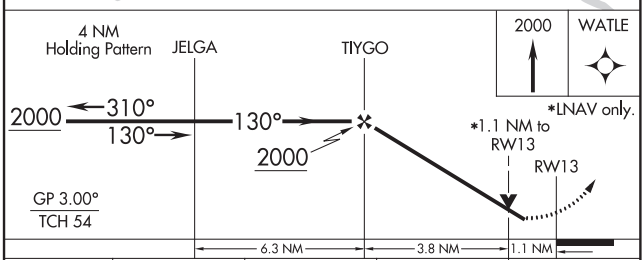
DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2000 direct WATLE and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
LPV DA	647-1 260 (300-1)			
LNAV/VNAV DA	767-1½ 380 (400-1½)			
LNAV MDA	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1½ 430 (500-1½)	860-1½ 470 (500-1½)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

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WAAS Ch 53699 W22A	APP CRS 220°	Rwy ldg 6601 TDZE 384 Apt Elev 390

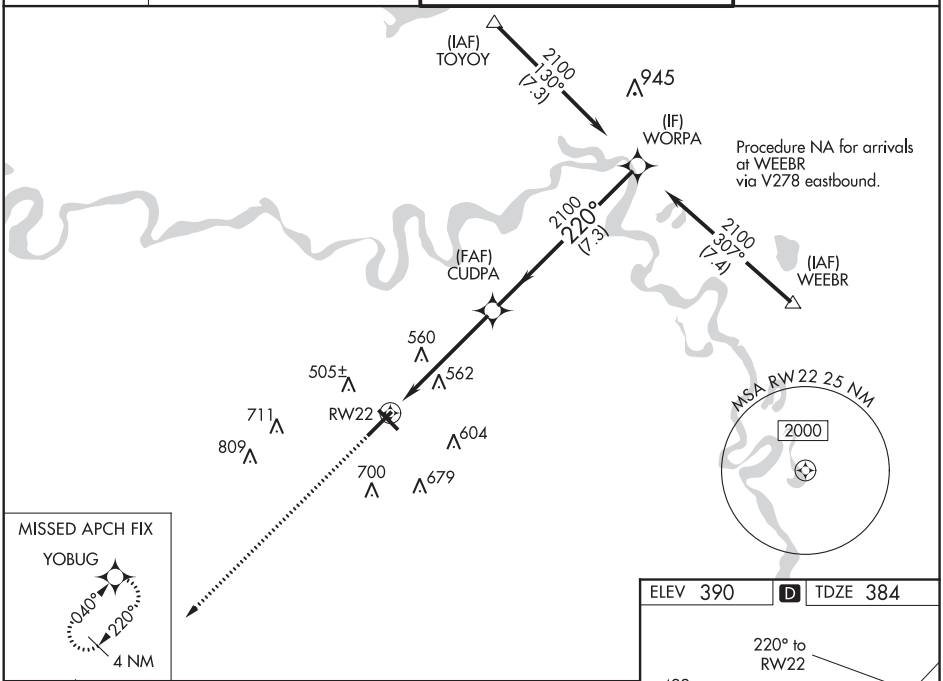
RNAV (GPS) RWY 22
TEXARKANA RGNL-WEBB FIELD (TXK)

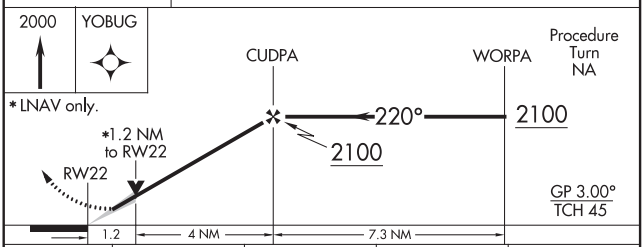
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼ .

MALSR

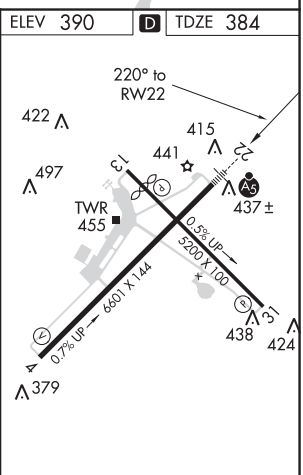
MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER *	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225





CATEGORY	A	B	C	D
LPV DA	634-½ 250 (300-½)			
LNAV/VNAV DA	687-½ 303 (300-½)			687-¾ 303 (300-¾)
LNAV MDA	820-½ 436 (500-½)		820-¾ 436 (500-¾)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)



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TEXARKANA, ARKANSAS

AL-420 (FAA)

16091

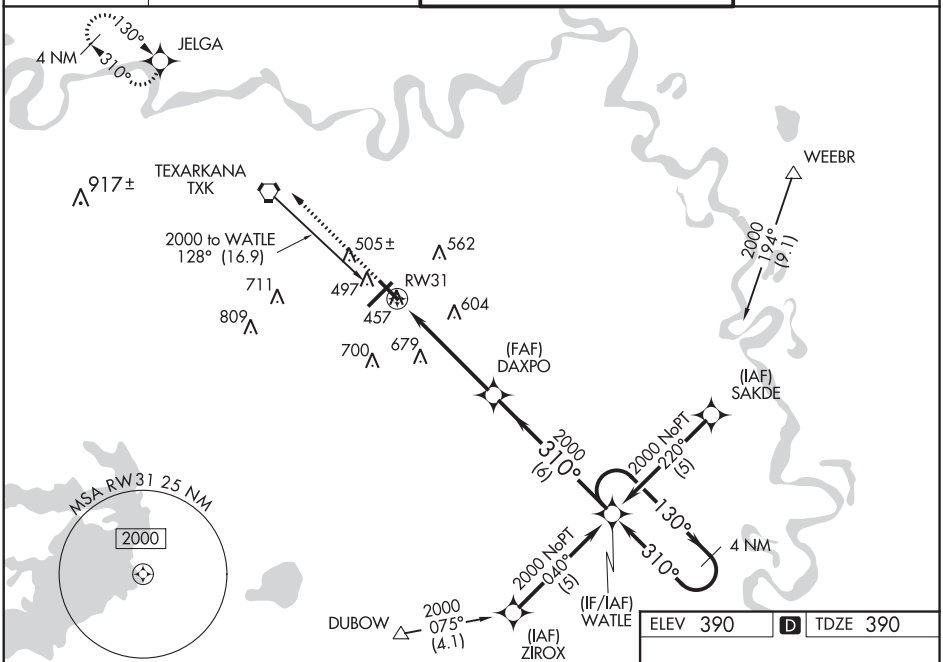
RNAV (GPS) RWY 31
TEXARKANA RGNL-WEBB FIELD (TXK)

WAAS Ch 49199 W31A	APP CRS 310°	Rwy ldg 4559 TDZE 390 Apt Elev 390

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting. When VGSI inoperative, procedure NA at night.

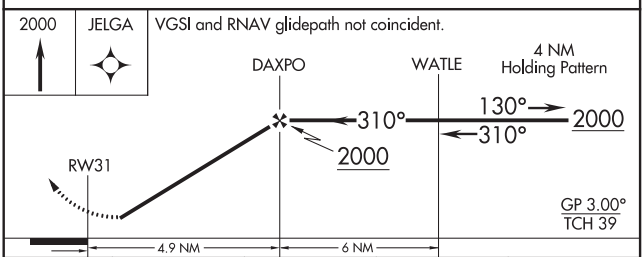
MISSED APPROACH: Climb to 2000 direct JELGA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



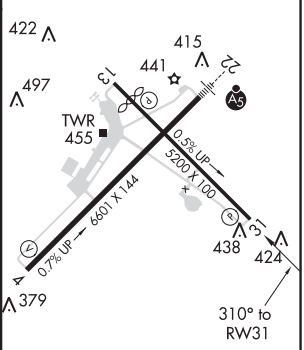
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	920-1¾ 530 (600-1¾)
CIRCLING	920-1 530 (600-1)		920-1½ 530 (600-1½)	1000-2 610 (700-2)

ELEV 390 | D | TDZE 390



MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

TEXARKANA, ARKANSAS
Orig-B 10MAR11

33°27′N-93°59′W

TEXARKANA RGNL-WEBB FIELD (TXK)
RNAV (GPS) RWY 31

LOC/DME I-TXK	APP CRS	Rwy ldg 6601
111.9	040°	TDZE 360
Chan 56		Apt Elev 390

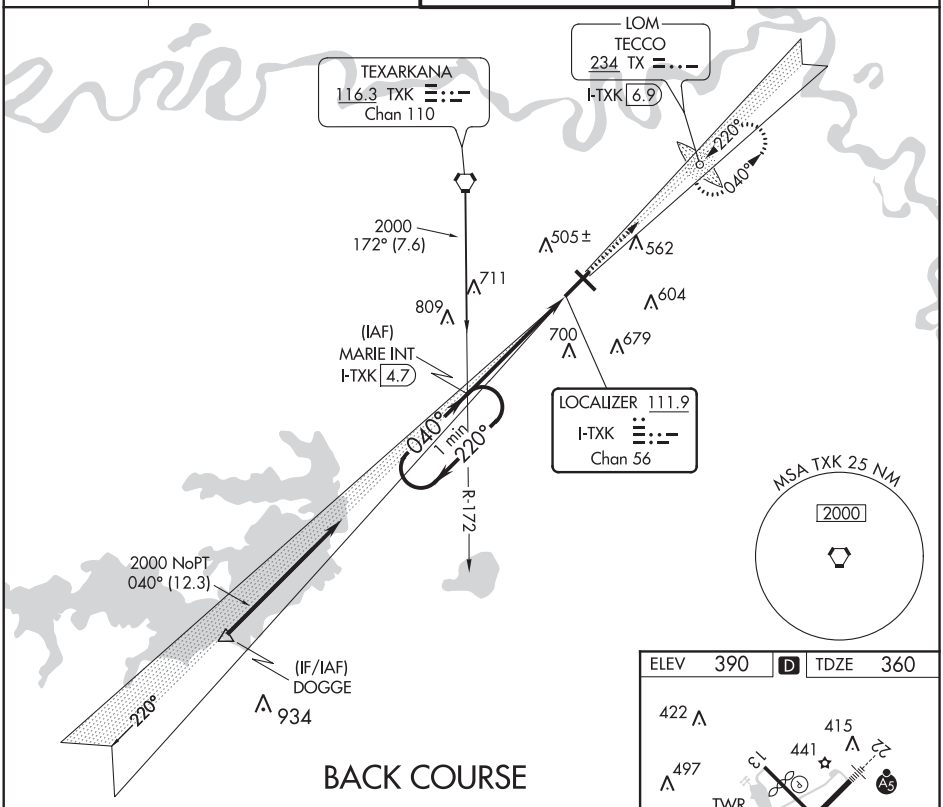
LOC BC RWY 4

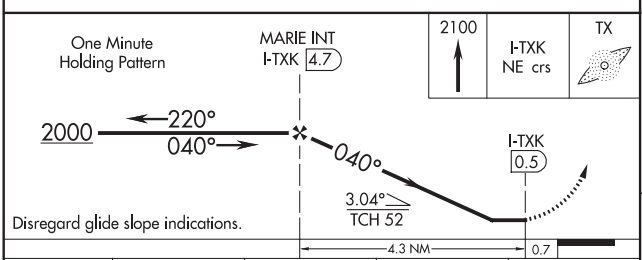
TEXARKANA RGNL-WEBB FIELD (TXK)

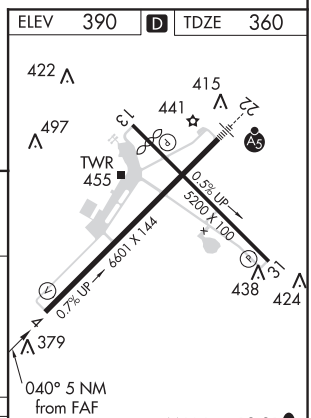
Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	880-1 520 (500-1)		880-1½ 520 (500-1½)	880-1¾ 520 (500-1¾)
CIRCLING	880-1 490 (500-1)		900-1½ 510 (600-1½)	1000-2 610 (700-2)

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TEXARKANA, ARKANSAS

AL-420 (FAA)

16091

VOR RWY 13

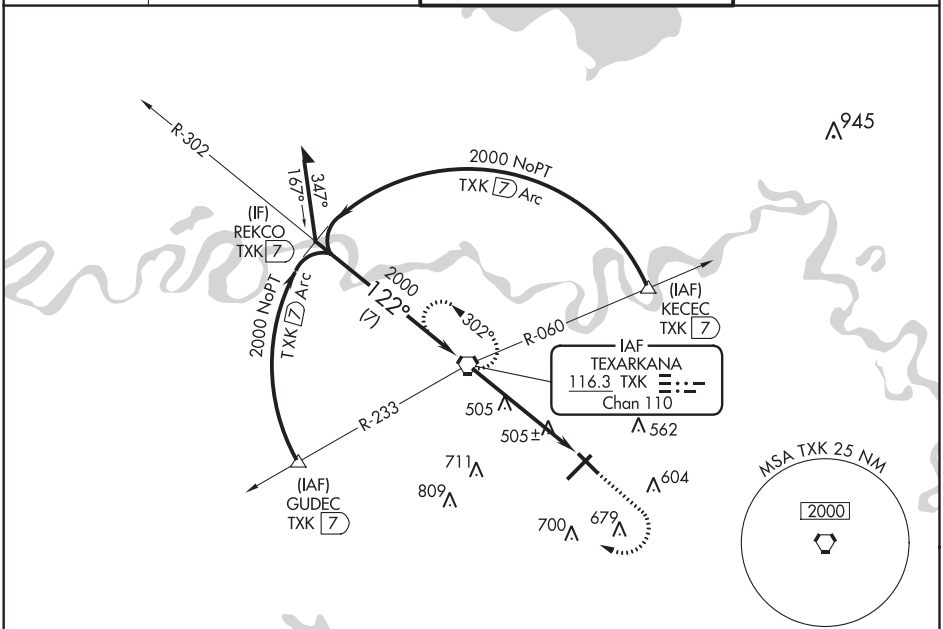
TEXARKANA RGNL-WEBB FIELD (TXK)

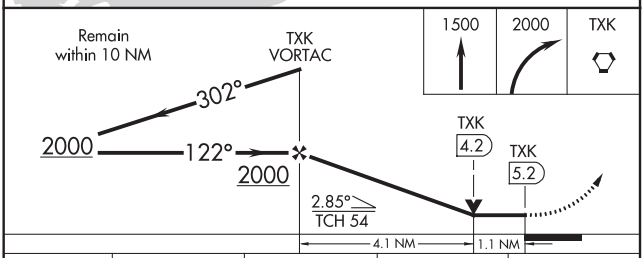
VORTAC TXK	APP CRS	Rwy ldg	4559
116.3	122°	TDZE	387
Chan 110		Apt Elev	390

When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.
VDP NA when using J Lynn Helms Sevier County altimeter setting.

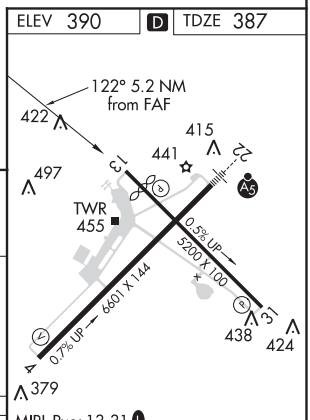
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225





CATEGORY	A	B	C	D
S-13	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)



MIRL Rwy 13-31 L

HIRL Rwy 4-22 L

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

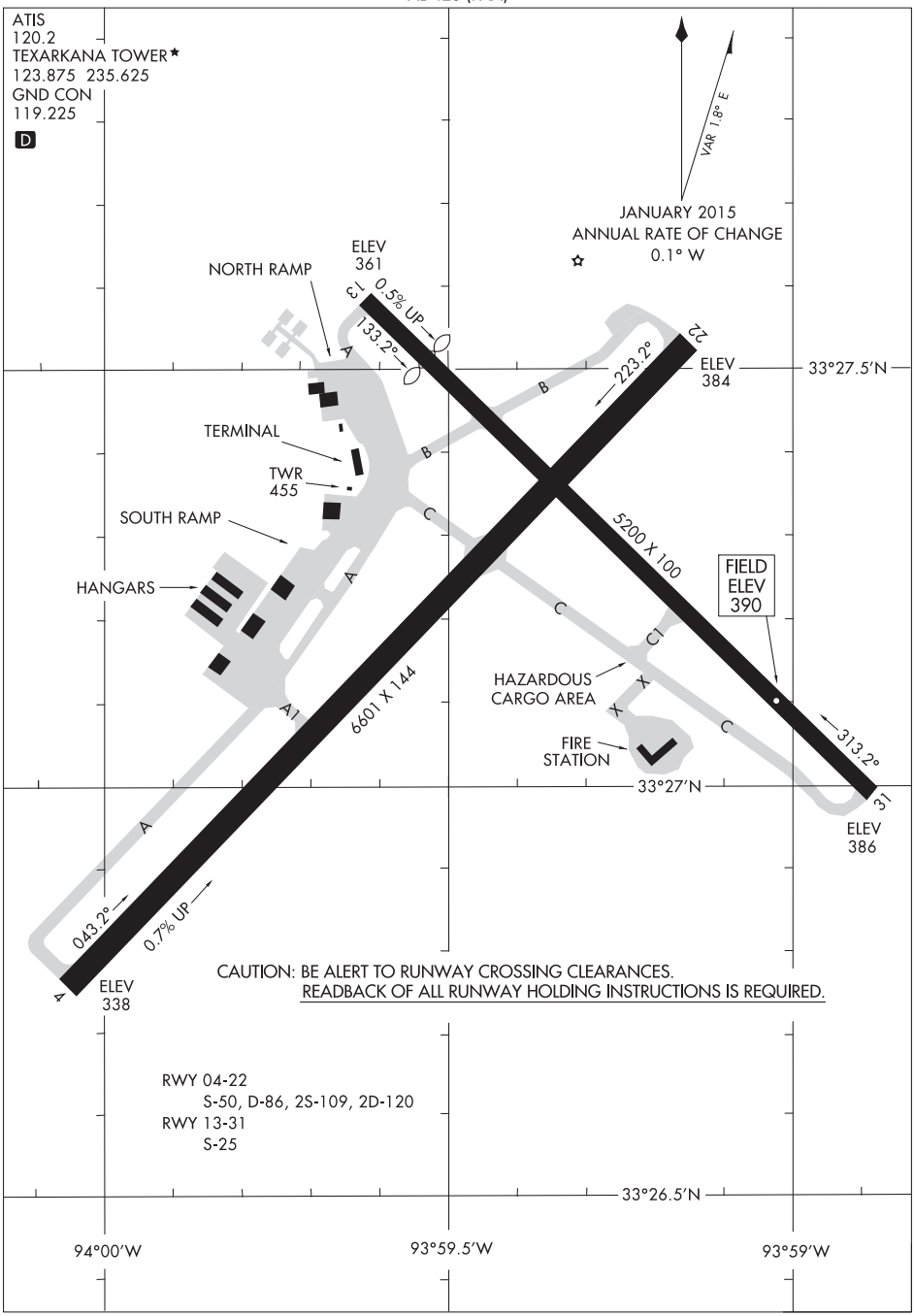
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM

AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
15064
TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

THOMAS, OKLAHOMA

AL-10545 (FAA)

15120

RNAV (GPS) RWY 17

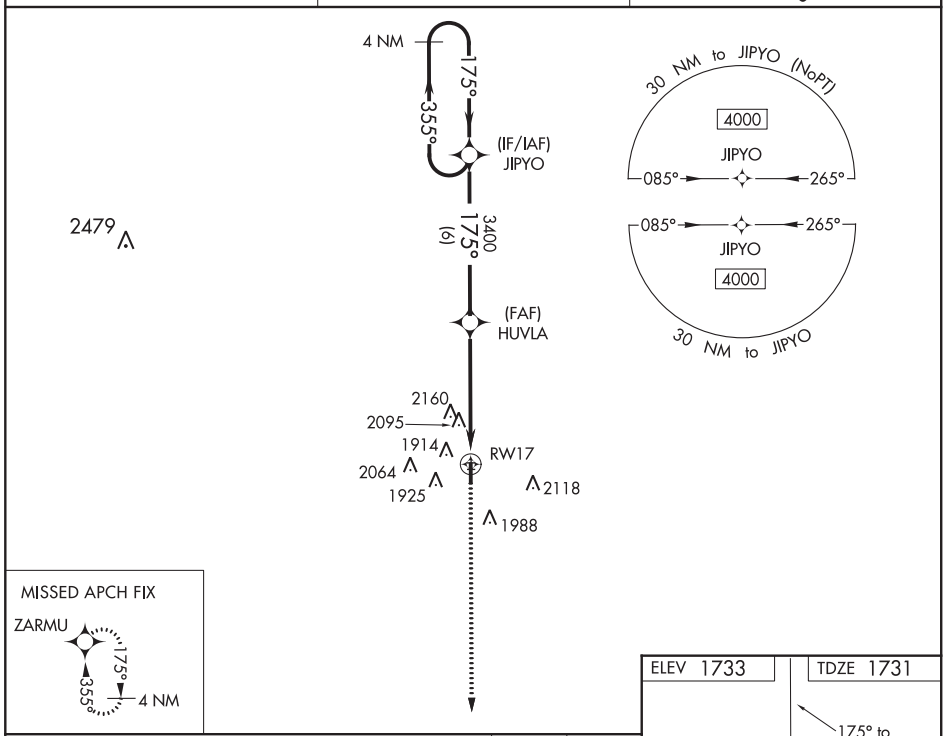
THOMAS MUNI (104)

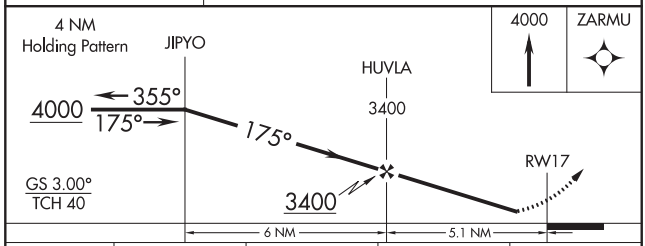
WAAS CH 61036 W17A	APP CRS 175°	Rwy ldg 3559 TDZE 1731 Apt Elev 1733

Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

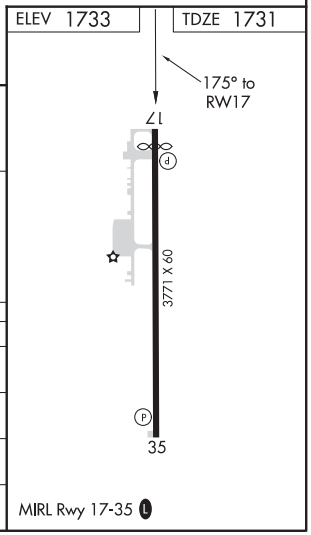
MISSED APPROACH: Climb to 4000 direct ZARMU and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	CTAF
118.575	128.4 269.375	122.9 L





CATEGORY	A	B	C	D
LPV DA	2033-1 302 (300-1)		NA	
LNAV/VNAV DA	2480-3 749 (800-3)		NA	
LNAV MDA	2400-1 669 (700-1)		NA	
C CIRCLING	2400-1 667 (700-1)	2460-1 727 (800-1)	NA	



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 65736 W35A	APP CRS 355°	Rwy ldg 3771 TDZE 1733 Apt Elev 1733

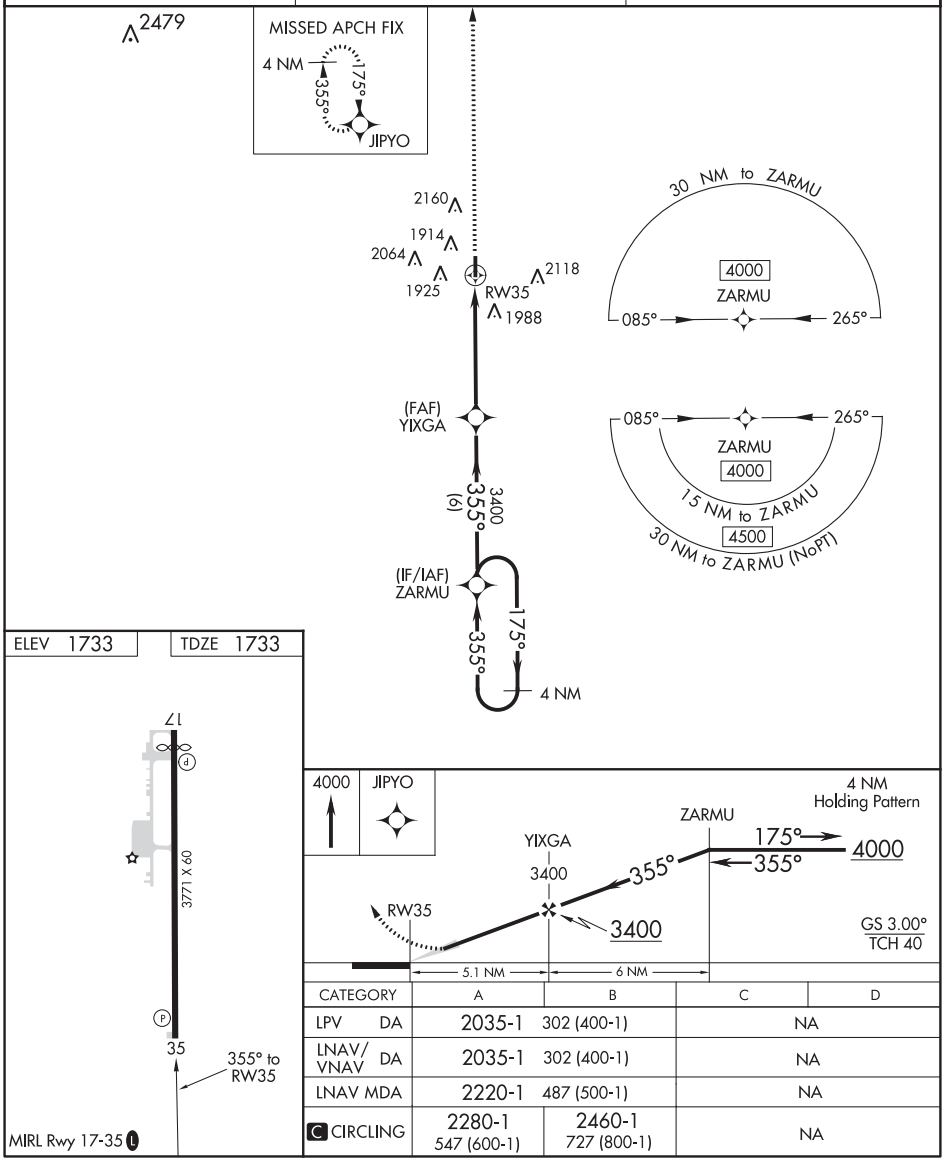
RNAV (GPS) RWY 35
THOMAS MUNI (104)

T A NA

Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct JIPYO and hold.

WEATHERFORD AWOS-3	FORT WORTH CENTER	CTAF
118.575	128.4 269.375	122.9 L



CATEGORY		A	B	C	D
LPV	DA	2035-1	302 (400-1)	NA	
LNAV/VNAV	DA	2035-1	302 (400-1)	NA	
LNAV MDA		2220-1	487 (500-1)	NA	
C CIRCLING		2280-1 547 (600-1)	2460-1 727 (800-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

ILS or LOC/DME Z RWY 18

AL-299 [USAF]

TINKER AFB (KTIK)

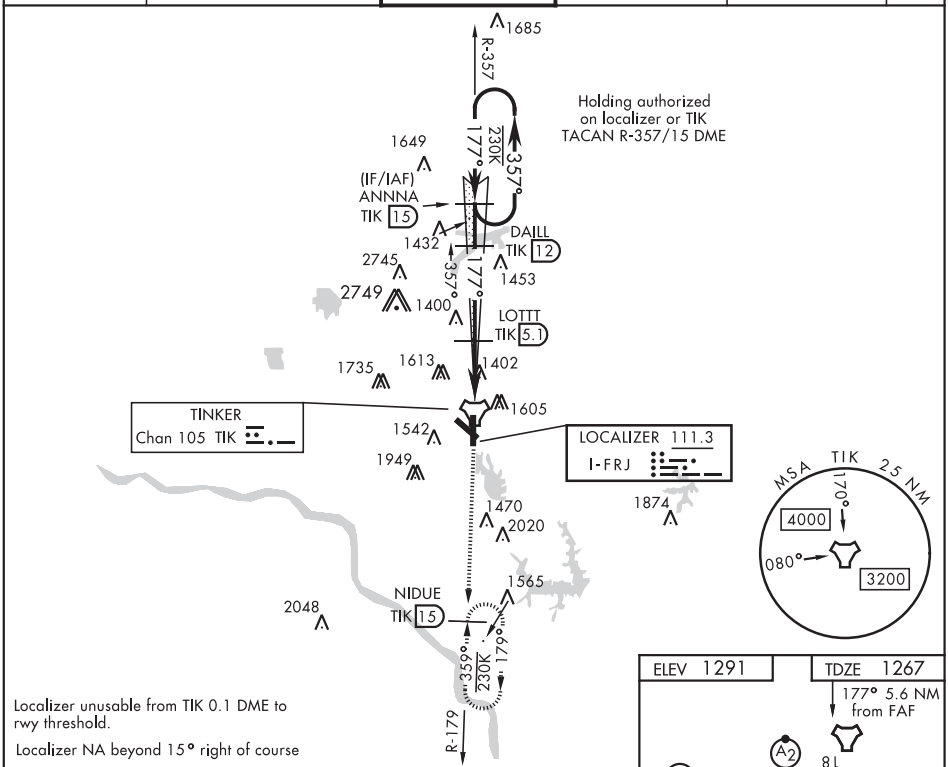
LOC I-FRJ	APCH CRS	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291
111.3	177°	

* When ALS inop, increase all CAT to 55 and vis to 1 mile.
** CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

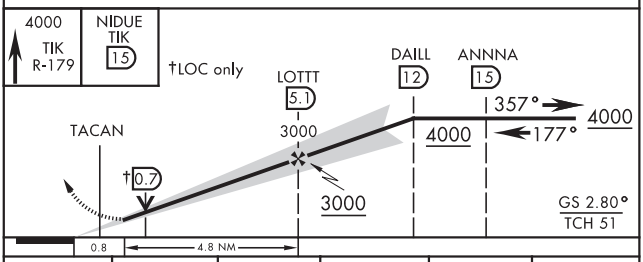
SALS A2

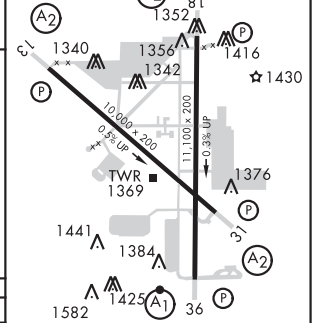
MISSED APPROACH: Climb to 4000 on TIK TACAN R-179 to NIDUE and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	



EMERG SAFE ALT 100 NM 4700 FROM TIK





HIRL Rwy 18-36, 13-31

CATEGORY	A	B	C	D	E
S-ILS 18	1467/40		200	(200-¾)	
S-LOC 18 *	1640/40		373	(400-¾)	
CIRCLING **	1900-1	609 (700-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS or LOC/DME Z RWY 36

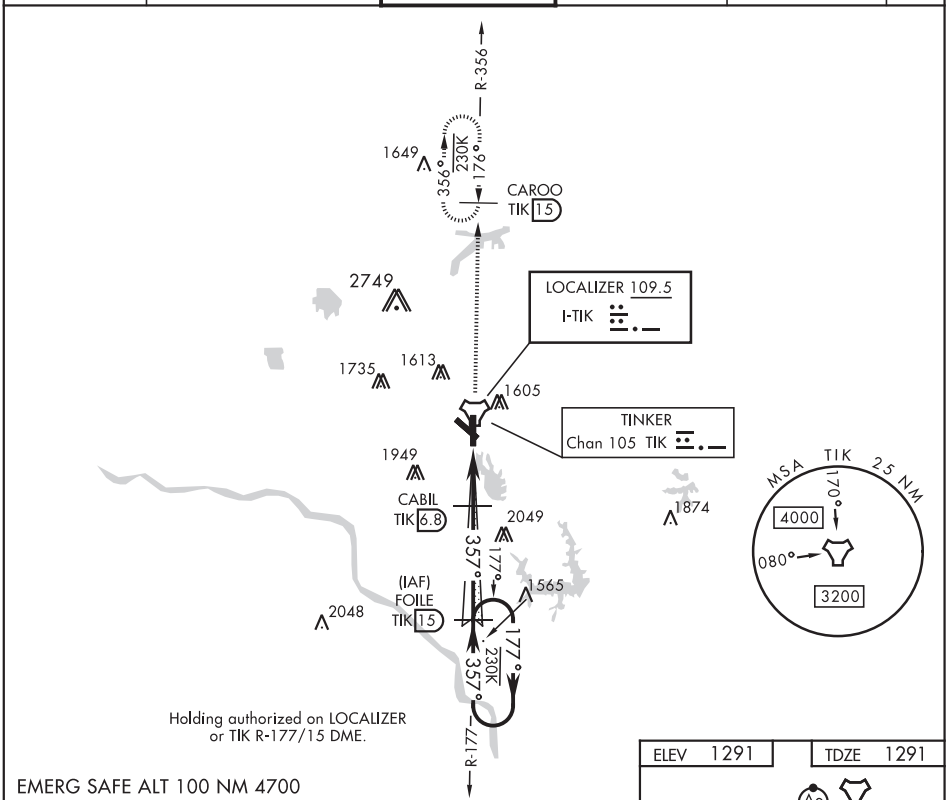
LOC I-TIK 109.5	APCH CRS 357°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

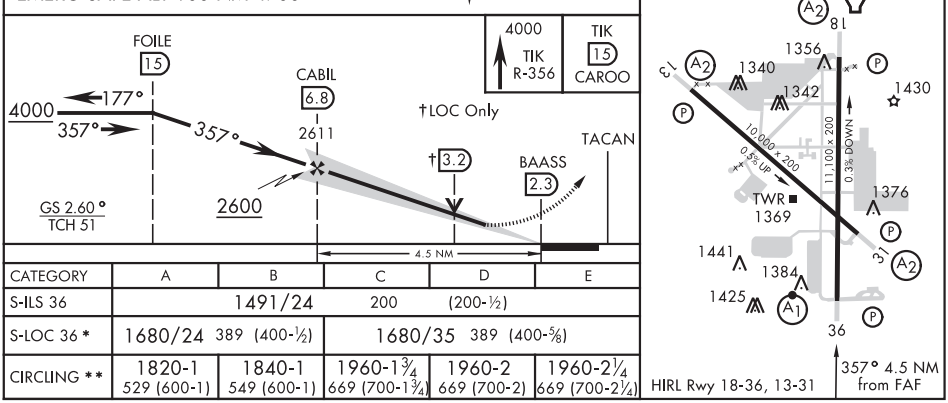
T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.
** CAT E Circling NA to Rwy 18 and in sector S of Rwy 13-31 and W of Rwy 18-36.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	





CATEGORY	A	B	C	D	E
S-ILS 36	1491/24 200 (200-½)				
S-LOC 36 *	1680/24 389 (400-½)		1680/35 389 (400-⅝)		
CIRCLING **	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

13066

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	11,100
176°	THRE	1260
	Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36

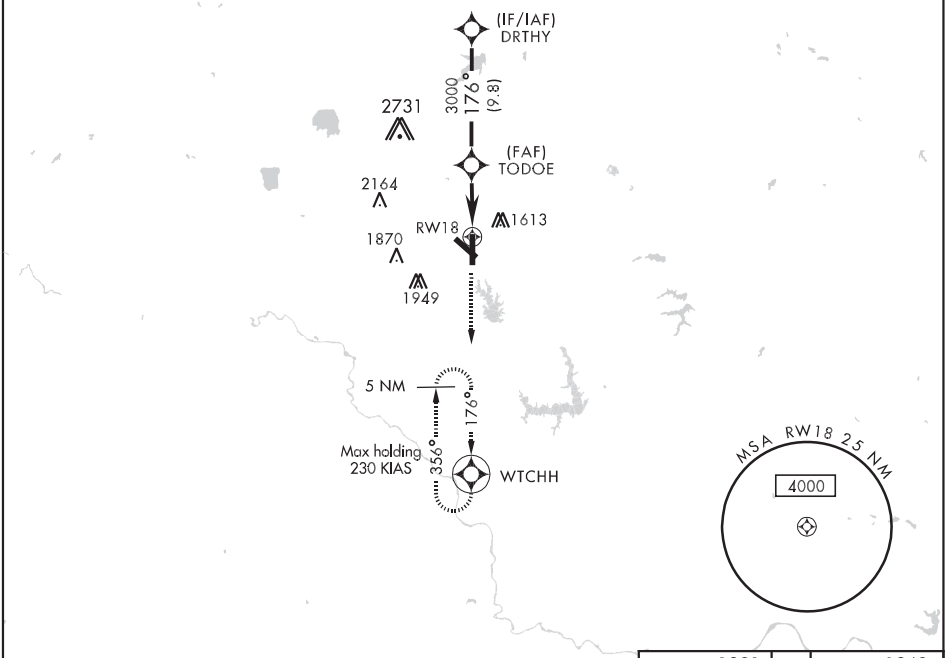
SALSF

MISSED APPROACH: Climb to 4000 direct WTCHH waypoint and hold.

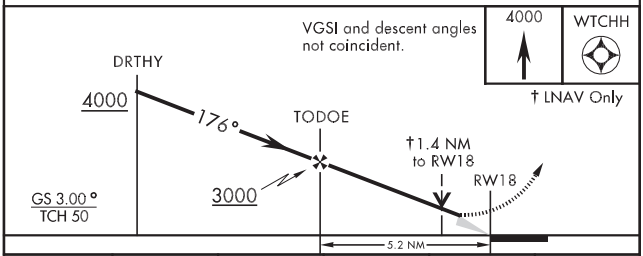
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

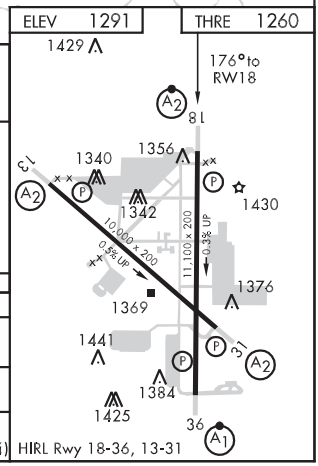
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4700 FROM RW18





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1720-1¼ 460 (500-1¼)				
LNAV MDA	1720/40 460 (500-¾)		1720/55 460 (500-1)		
CIRCLING *	1820-1 529 (600-1)		2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA 35°25'N-97°23'W TINKER AFB (KTIK)

Orig 07MAR13

RNAV (GPS) RWY 18

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	11,100
356°	THRE	1291
	Arpt Elev	1291

AL-299 [USAF]

TINKER AFB (KTIK)

* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

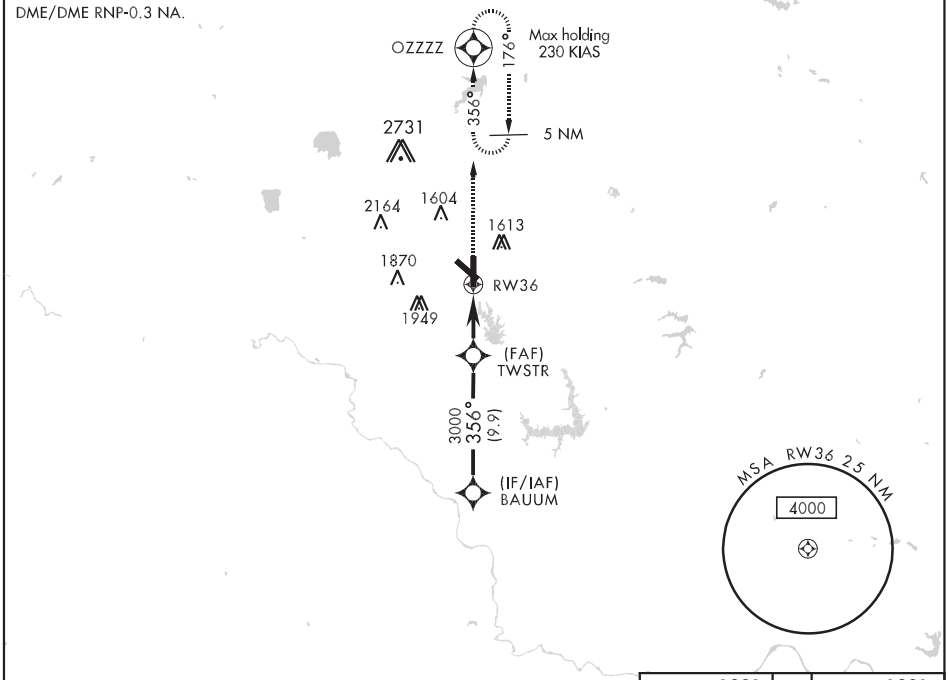
ALSF-1

MISSED APPROACH: Climb to 4000 direct OZZZZ waypoint and hold.

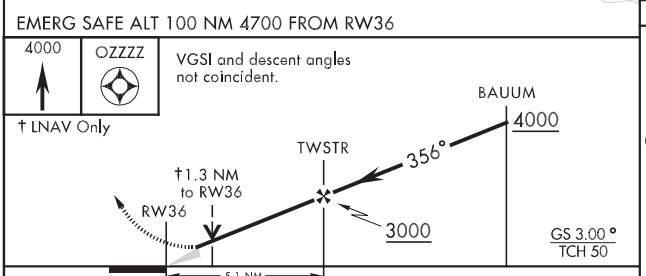
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

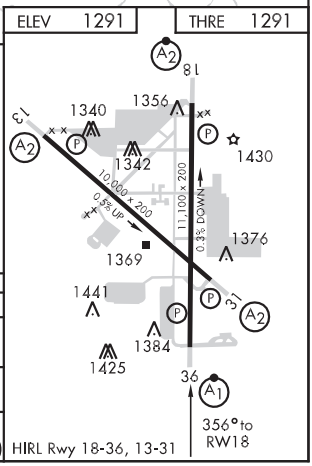
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4700 FROM RW36





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1739/53 448 (500-1)				
LNAV MDA	1740/24 449 (500-½)		1740/45 449 (500-⅞)		
CIRCLING *	1820-1 529 (600-1)		2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017

16287

OKLAHOMA CITY, OKLAHOMA

LOC/DME RWY 31

LOC I-PLH	APCH CRS	Rwy ldg 10,000 TDZE 1276 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	308°			

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

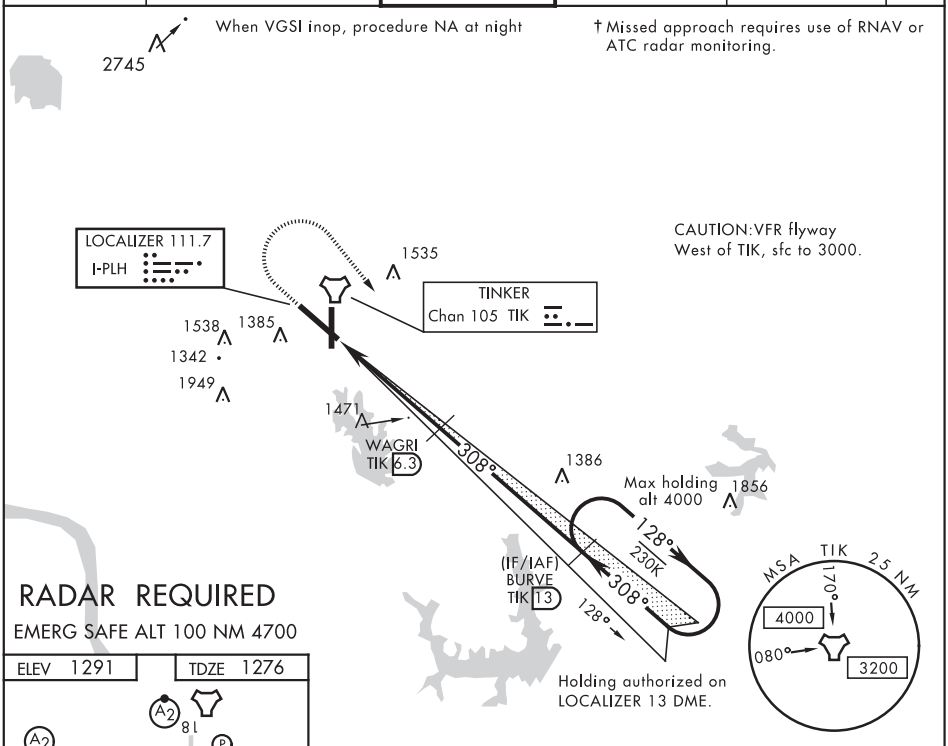
SALS A2

†MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME (BURVE) and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

When VGSI inop, procedure NA at night

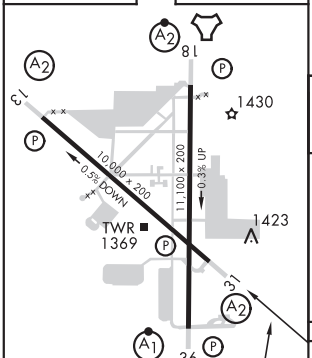
† Missed approach requires use of RNAV or ATC radar monitoring.



RADAR REQUIRED

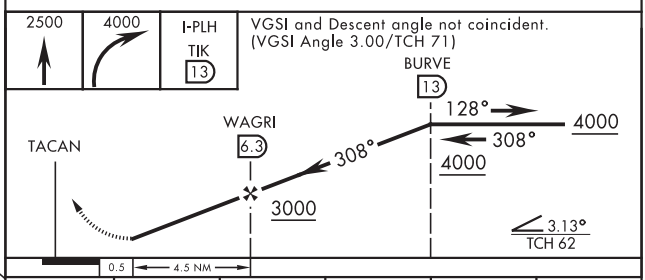
EMERG SAFE ALT 100 NM 4700

ELEV 1291 | TDZE 1276



HIRL Rwy 18-36, 13-31

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-LOC 31*	1740/50 464 (500-1)		1740/60 464 (500-1⅛)		
CIRCLING **	1840-1 549 (600-1)		1960-1¾ 669 (700-1¾)	1980-2¼ 689 (700-2¼)	1960-2¼ 669 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

LOC RWY 13

LOC I-EVG	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	126°	10,000 / 1241 / 1291		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

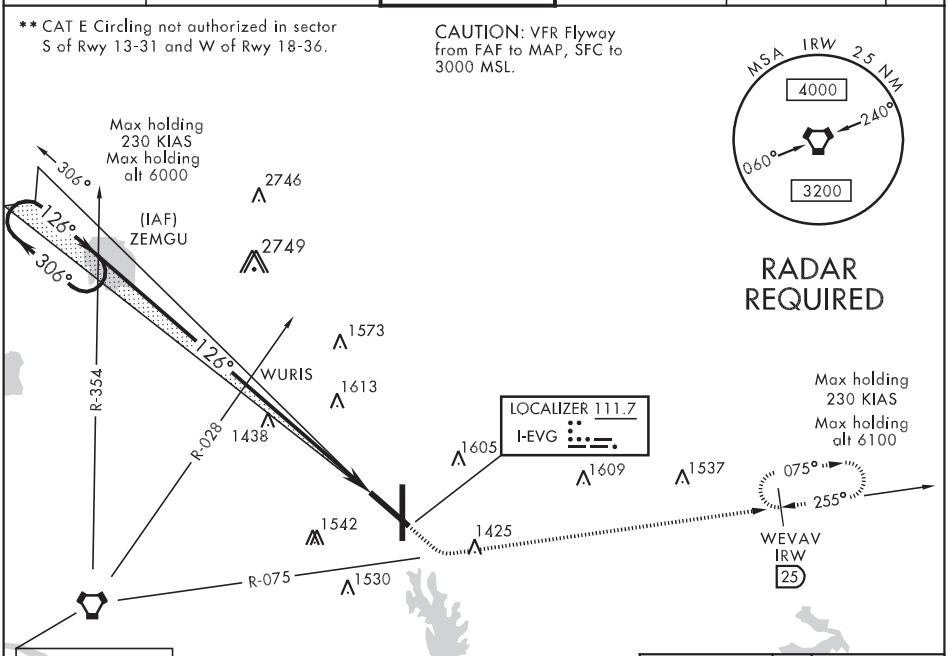
SALS A2

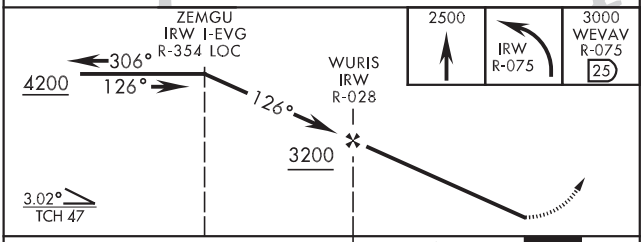
MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME (WEVAV) and hold at 3000.

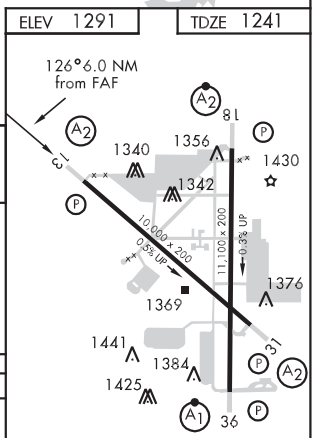
ATIS *	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.







CATEGORY	A	B	C	D	E
S-13 *	1740/40 499 (500-¾)		1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA 35° 25′N-97° 23′W TINKER AFB (KTIK)

Amdt 1 10JAN13

LOC RWY 13

12320

OKLAHOMA CITY, OKLAHOMA

VOR/DME RWY 13

VOR/DME PWA	APCH CRS	Rwy ldg 10,000
113.4 Chan 81	110°	TDZE 1241 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

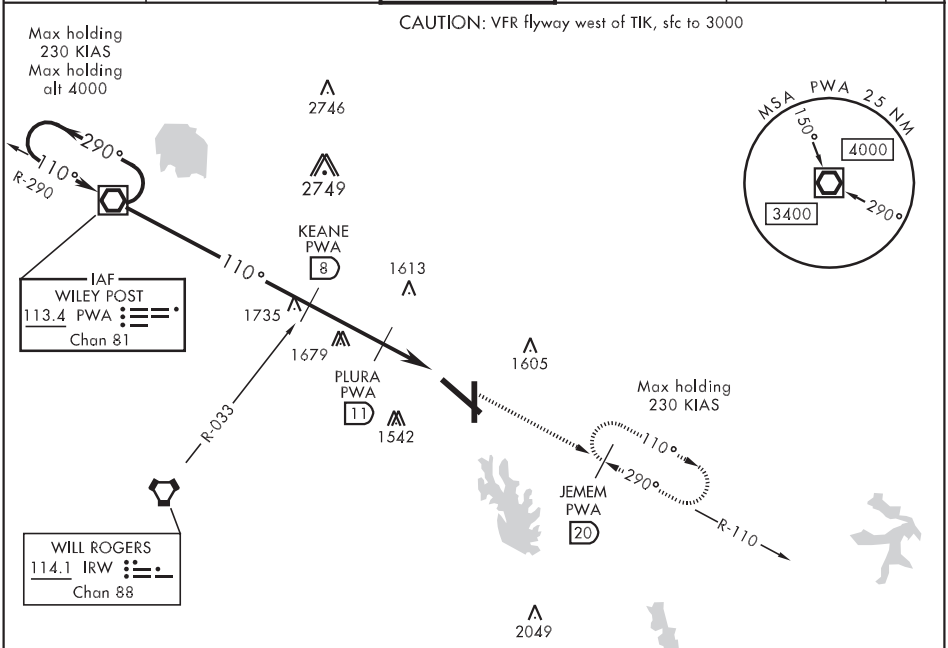
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

SALS A2

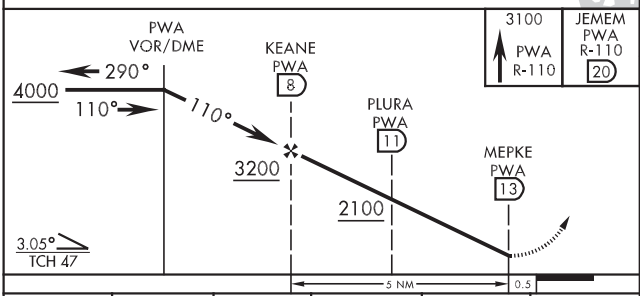
MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME (JEMEM) and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

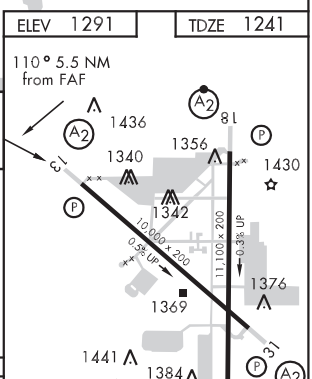
CAUTION: VFR flyway west of TIK, sfc to 3000



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-13 *	1900/40 659 (700-¾)		1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING **	1900-1 609 (700-1)		1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)



HIRL Rwy 18-36, 13-31

OKLAHOMA CITY, OKLAHOMA 35°25'N-97°23'W TINKER AFB (KTIK)

Amdt 1 15NOV12

VOR/DME RWY 13

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 18

TACAN TIK Chan 105	APCH CRS 176°	Rwy ldg 11,100 THRE 1260 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

SALS A2

† MISSED APPROACH: Climb to 4000 on TIK TACAN R-179 to NIDUE and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

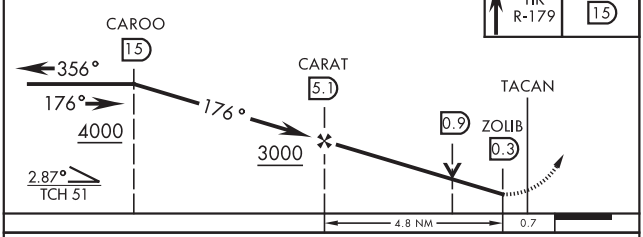
Straight-in minimum visibility increased to no light minimum due to offset final approach course.

† Missed approach requires use of RNAV or ATC monitoring.

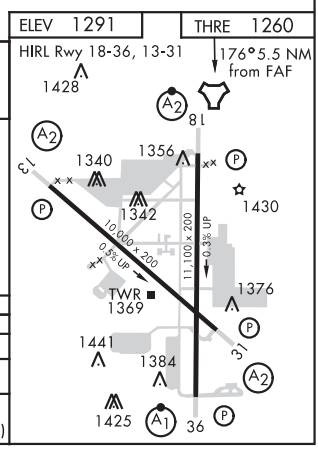
CAUTION: Final approach course offset 710′ left of rwy extended centerline 3000′ from threshold.

TINKER Chan 105 TIK

EMERG SAFE ALT 100 NM 4700 FROM TIK



4000 TIK R-179	NIDUE TIK 15



CATEGORY	A	B	C	D	E
S-18*	1720/40 460 (500-¾)		1720/55 460 (500-1)		
CIRCLING **	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

16147

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 36

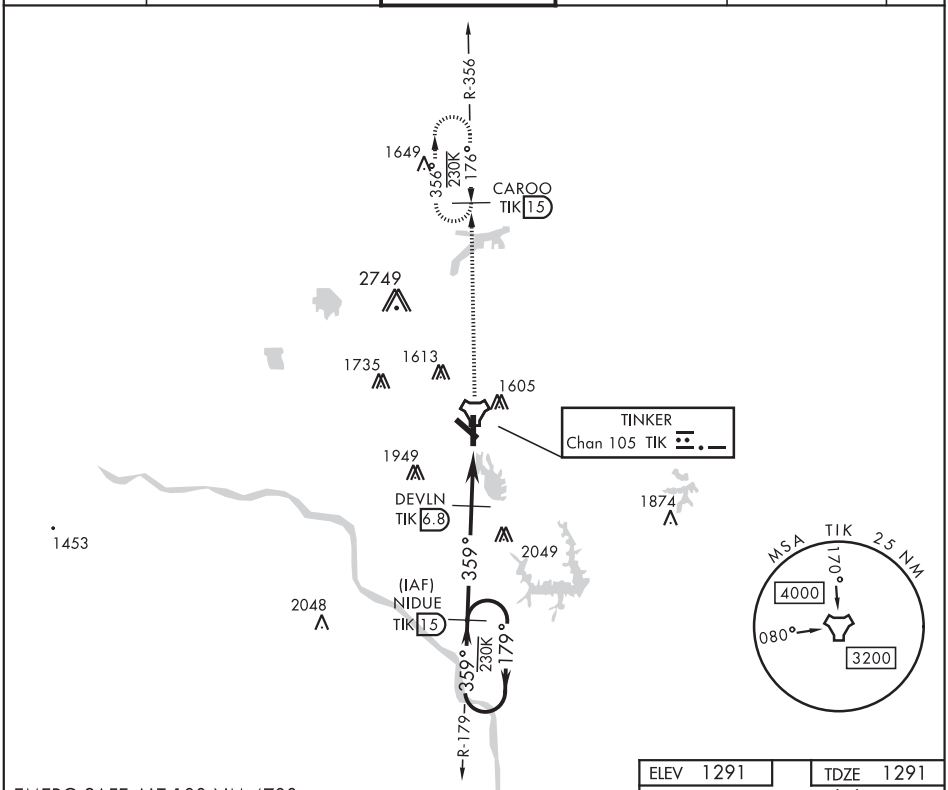
TACAN TIK Chan 105	APCH CRS 359°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

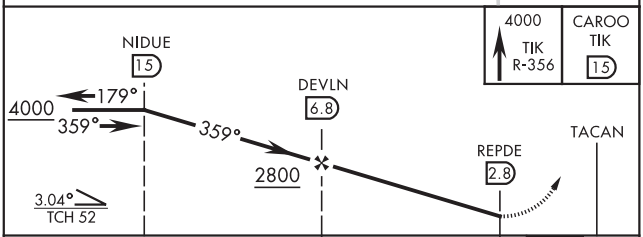
ALSF-1

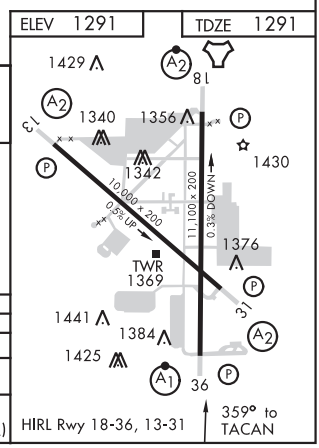
MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	



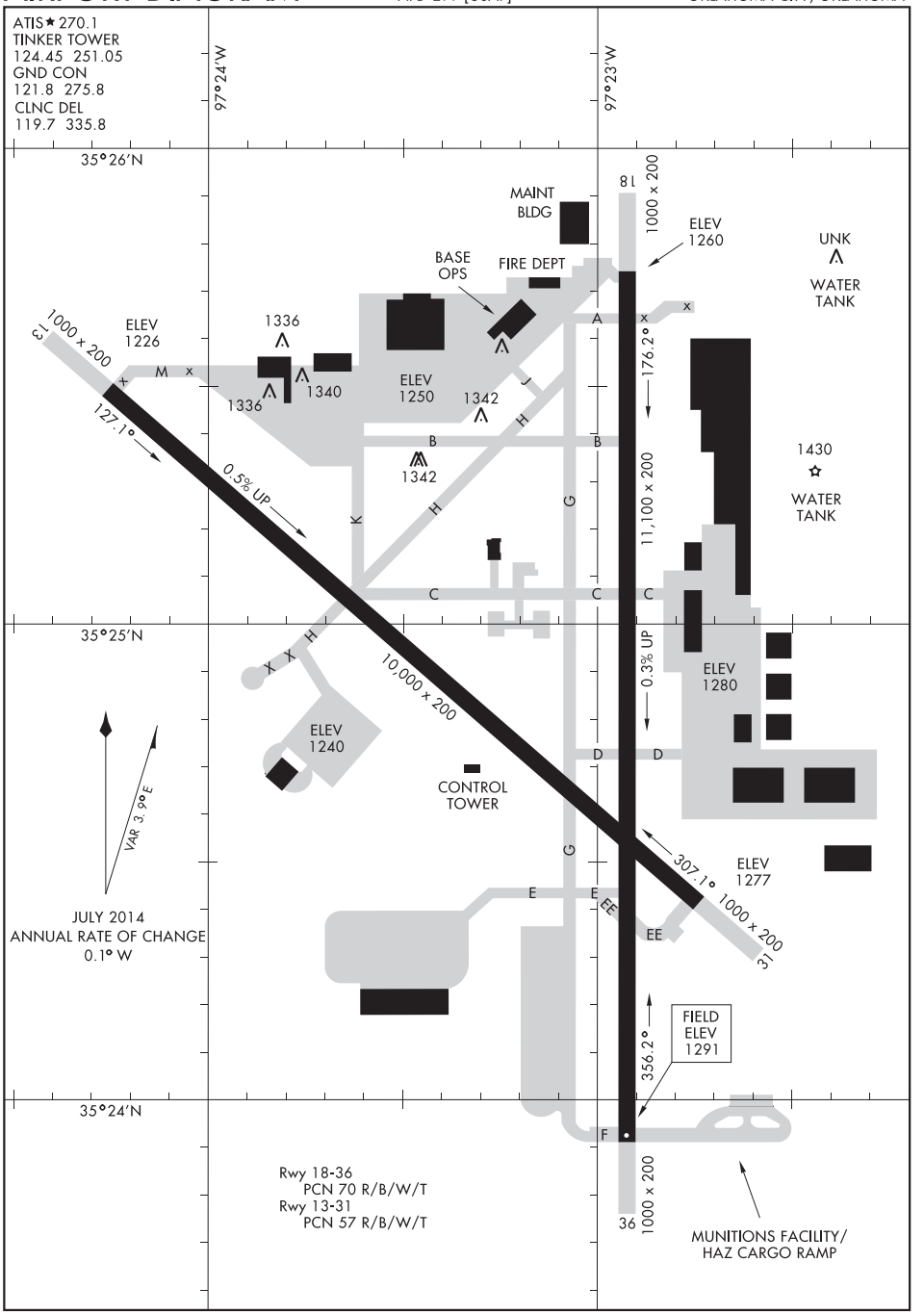
EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-36 *	1720/24 429 (500-½)		1720/40 429 (500-¾)		
CIRCLING **	1820-1 529 (600-1)		1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA, OKLAHOMA AL-5427 (FAA) 16147

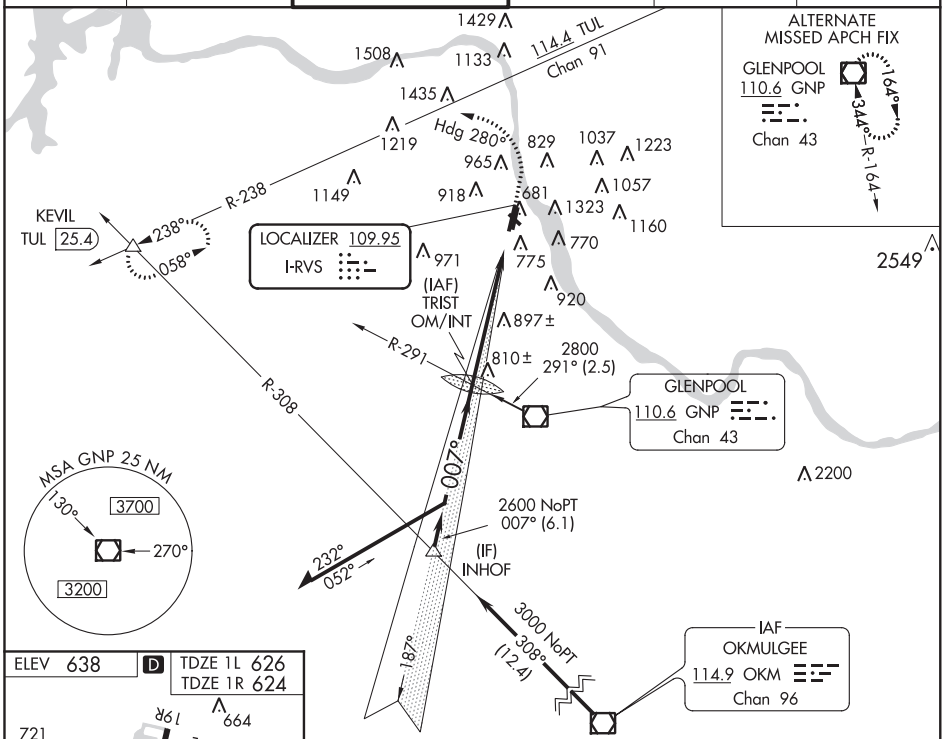
ILS or LOC RWY 1L
RICHARD LLOYD JONES JR. (RVS)

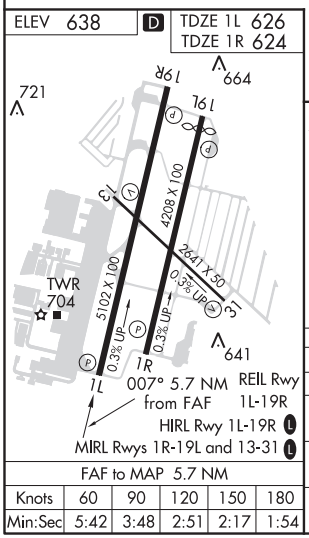
LOC I-RVS	APP CRS	Rwy ldg	1L	1R
109.95	007°	TDZE	626	624
		Apt Elev	638	638

Circling NA northeast of Rwys 31 and 19L. If local altimeter setting not received, use Tulsa intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet. Night landing: Rwy 13 NA.

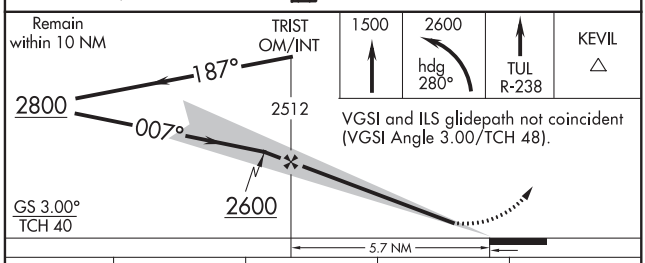
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95





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



CATEGORY	A	B	C	D
S-ILS 1L	826-¾ 200 (200-¾)			
S-LOC 1L	1120-1 494 (500-1)		1120-1¼ 494 (500-1¼)	1120-1½ 494 (500-1½)
SIDESTEP RWY 1R	1200-1 576 (600-1)		1200-1½ 576 (600-1½)	1200-2 576 (600-2)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280 -1¾ 642 (700-1¾)	1280-2 642 (700-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

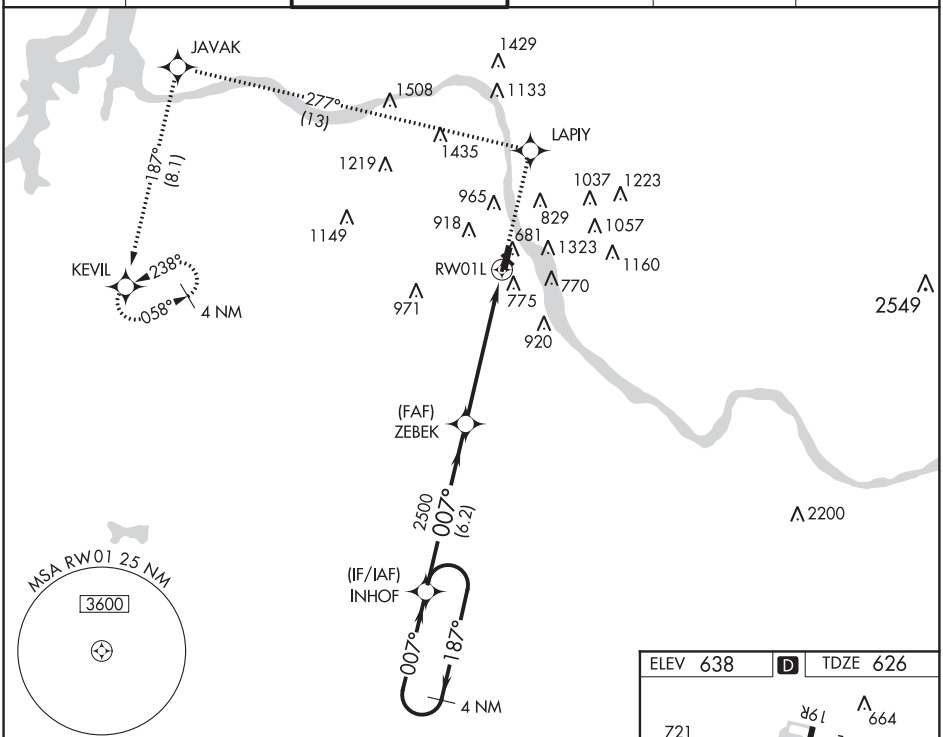
WAAS CH 97321 W01A	APP CRS 007°	Rwy ldg 5102 TDZE 626 Apt Elev 638

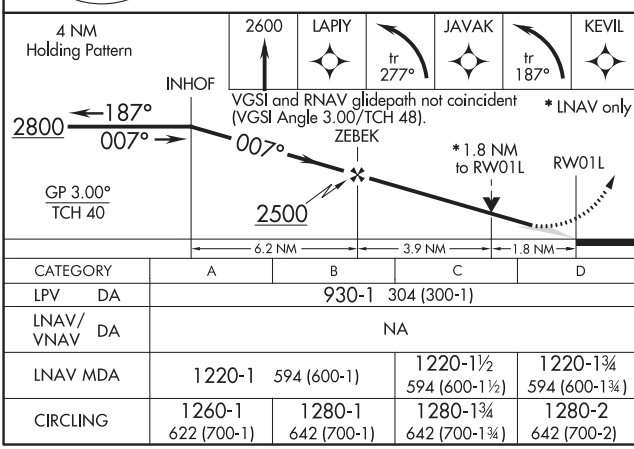
RNAV (GPS) RWY 1L
RICHARD LLOYD JONES JR. (RVS)

DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet.Circling NA northeast of runways 31 and 19L. Circling Rwy 13 NA at night.

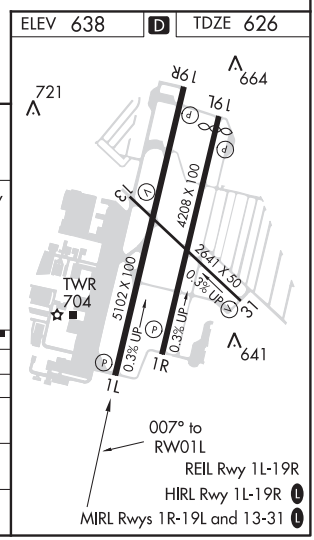
MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95





CATEGORY	A	B	C	D
LPV DA	930-1 304 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 594 (600-1)		1220-1½ 594 (600-1½)	1220-1¾ 594 (600-1¾)
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA, OKLAHOMA | AL-5427 (FAA) | 16203

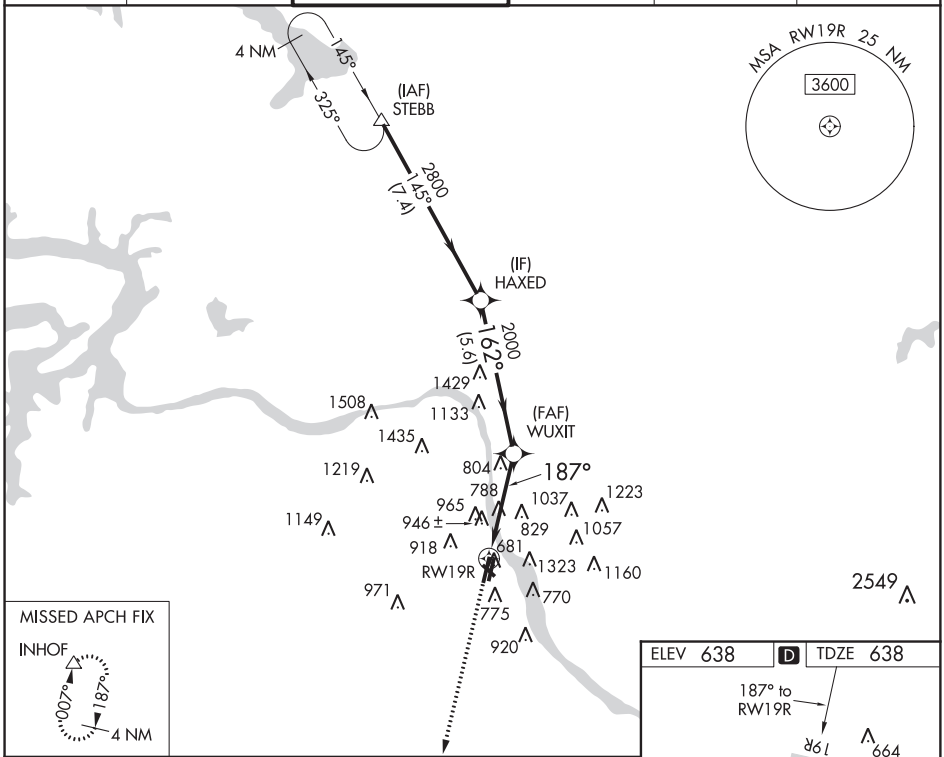
RNAV (GPS) RWY 19R
RICHARD LLOYD JONES JR (RVS)

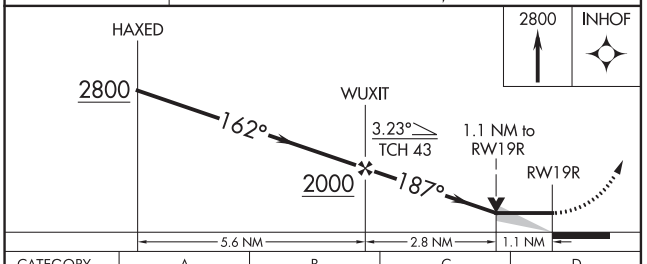
WAAS CH 81939 W19A	APP CRS 187°	Rwy ldg 5102 TDZE 638 Apt Elev 638

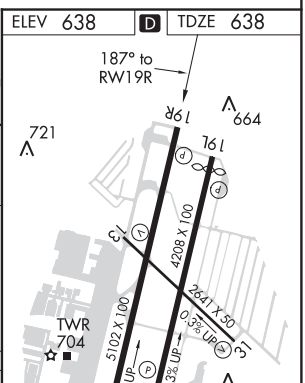
Night landing: Rwy 13 NA. Circling NA NE of Rwys 31 and 19L. DME/DME RNP-0.3 NA. VDP NA when using Tulsa altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 40 feet; increase LNAV Cat C and D visibility ⅛ mile and LP visibility Cat C and D ¼ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct INHOF and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF)	121.7	124.5	122.95







CATEGORY	A	B	C	D
LP MDA	1040-1	402 (500-1)	1040-1⅛	402 (500-1⅛)
LNAV MDA	1200-1	562 (600-1)	1200-1⅝	562 (600-1⅝)
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1380-2½ 742 (800-2½)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

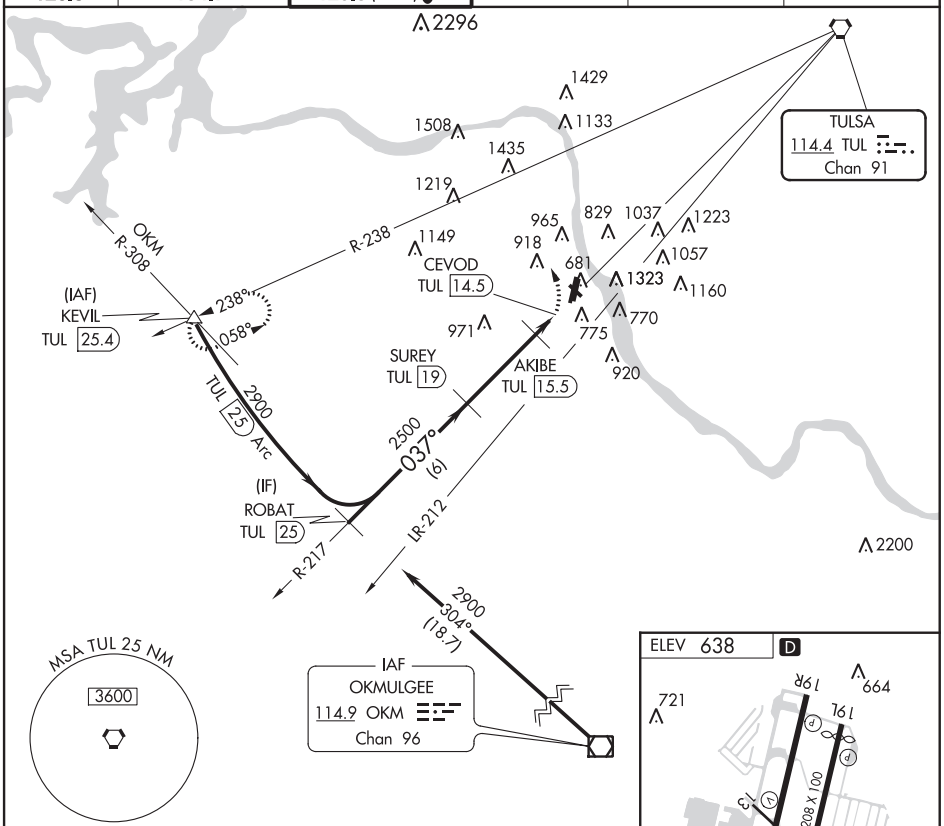
VOR/DME-A
RICHARD LLOYD JONES JR. (RVS)

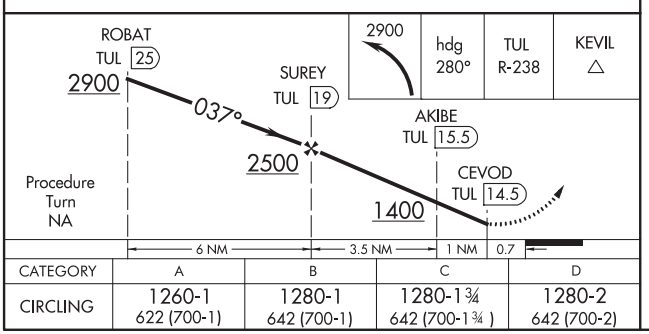
VORTAC TUL	APP CRS	Rwy ldg	N/A
114.4	037°	TDZE	N/A
Chan 91		Apt Elev	638

When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L. Circling Rwy 13 NA at night. Rwy 13 Helicopter visibility reduction below 1 SM NA.

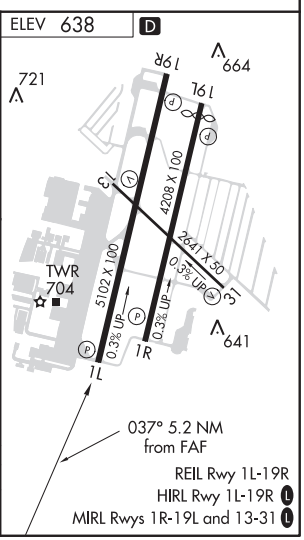
MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95





CATEGORY	A	B	C	D
CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1280-2 642 (700-2)



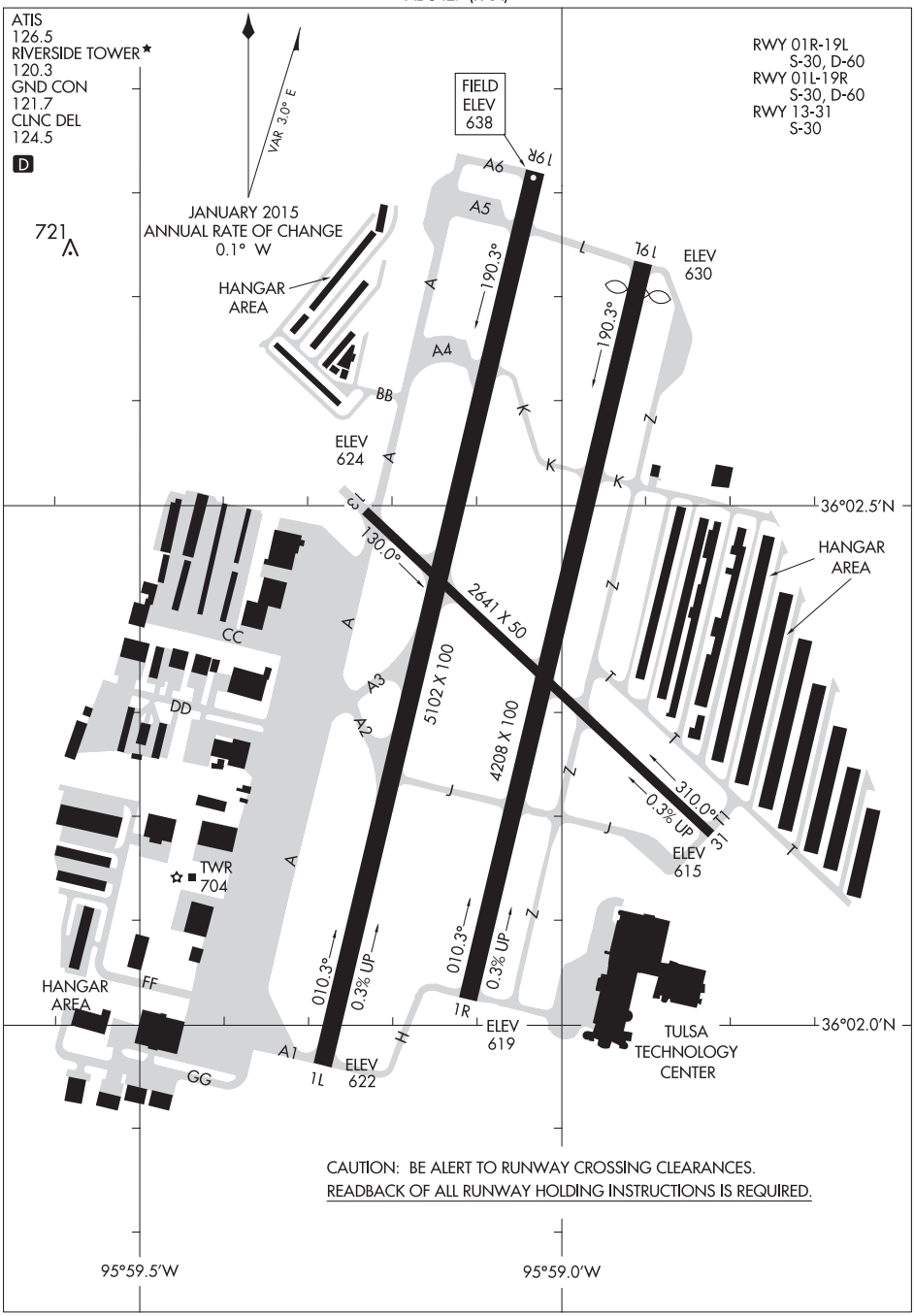
SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

16035

AIRPORT DIAGRAM

RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA

AL-5427 (FAA)



RWY 01R-19L
S-30, D-60
RWY 01L-19R
S-30, D-60
RWY 13-31
S-30

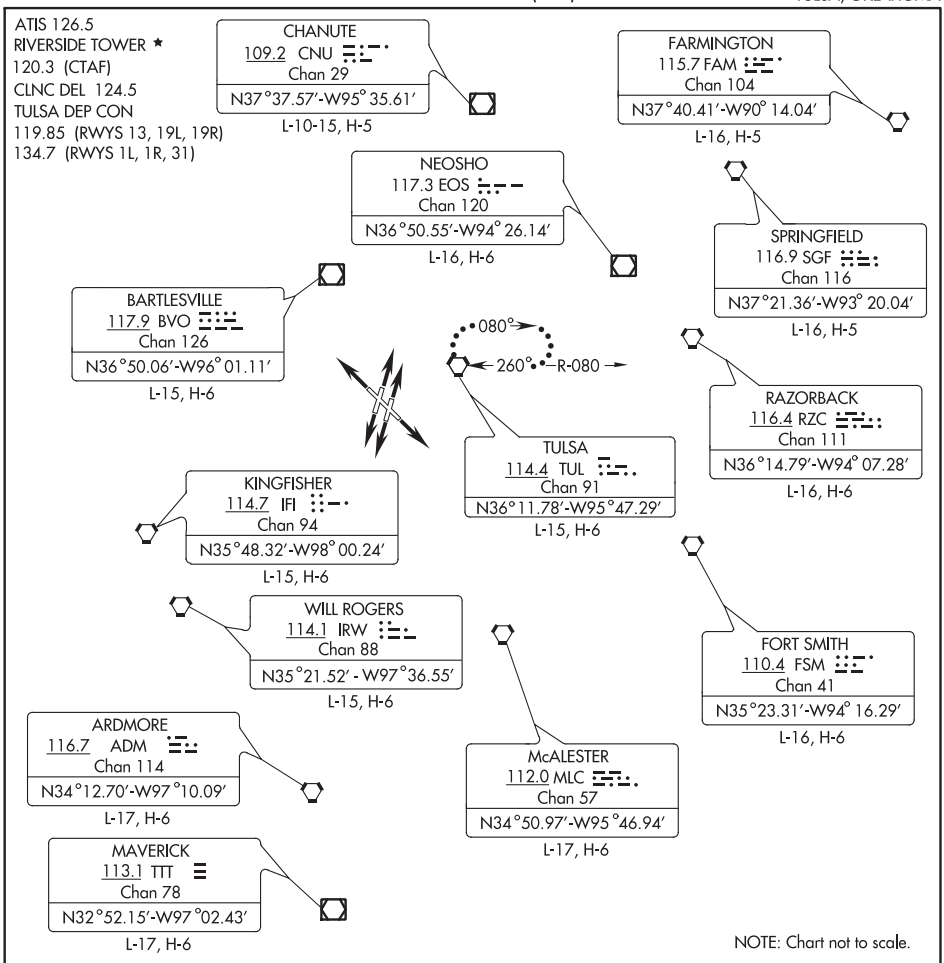
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

AIRPORT DIAGRAM
16035
TULSA, OKLAHOMA
RICHARD LLOYD JONES JR. (RVS)

TULSA FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

TULSA, OKLAHOMA — AL-432 (FAA) — 16147

ILS or LOC RWY 18L
TULSA INTL (TUL)

LOC/DME I-DWE	APP CRS	Rwy ldg	9999
109.7	180°	TDZE	641
Chan 34		Apt Elev	678

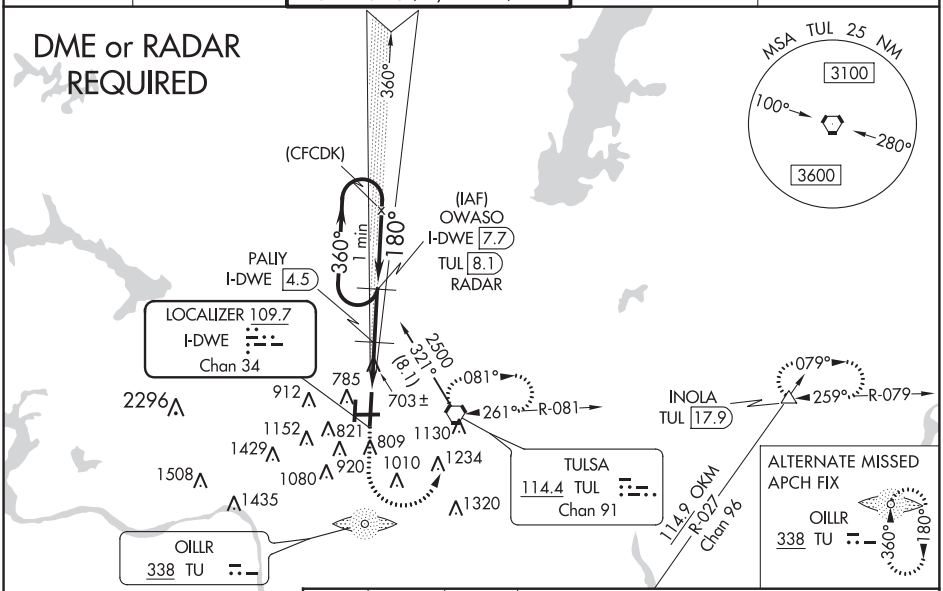
Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. For inop MALSR, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1⅝ mile, and PALIY fix minimums S-LOC 18L Cat C/D/E visibility to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

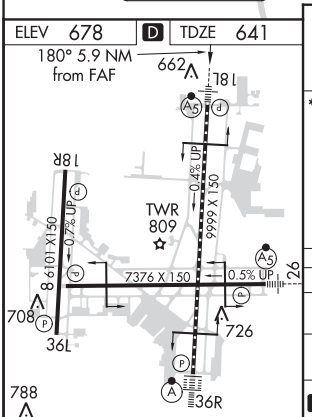
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500 (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

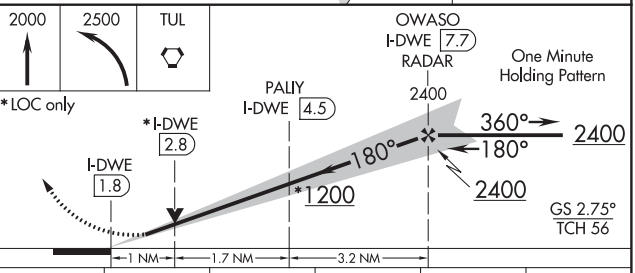
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



SC-1, 05 JAN 2017 to 02 MAR 2017



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	E
#S-ILS 18L	841/24 200 (200-½)				
S-LOC 18L	1200/24 559 (600-½)		1200/60 559 (600-1¼)		
C CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
PALIY FIX MINIMUMS (DME REQUIRED)					
S-LOC 18L	960/24 319 (300-½)		960/40 319 (300-¾)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

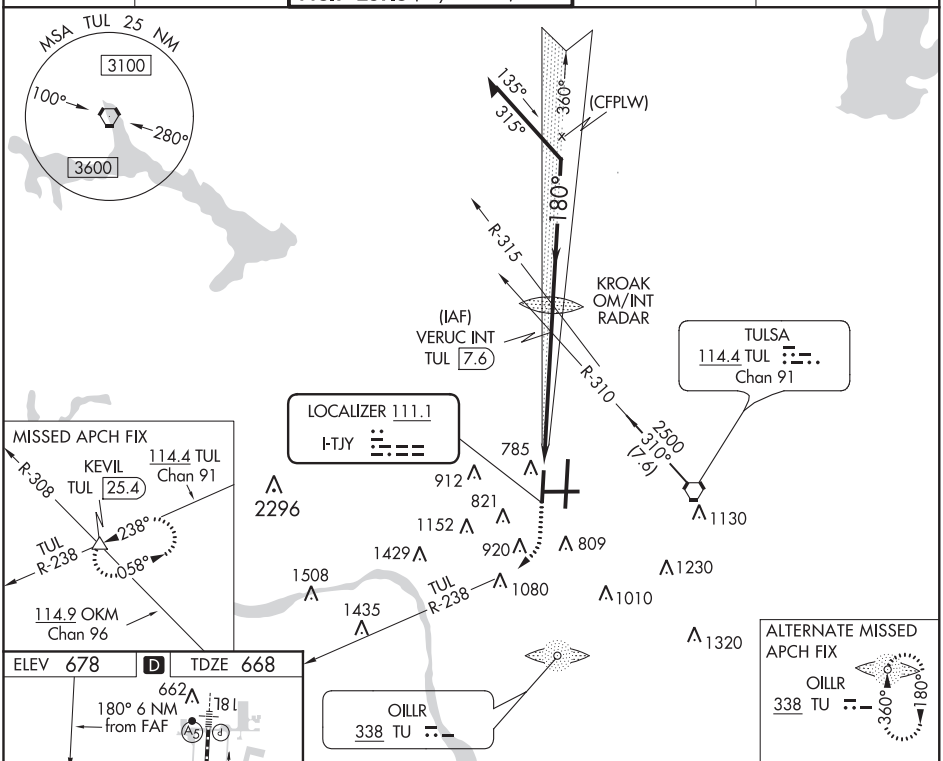
ILS or LOC RWY 18R
TULSA INTL (TUL)

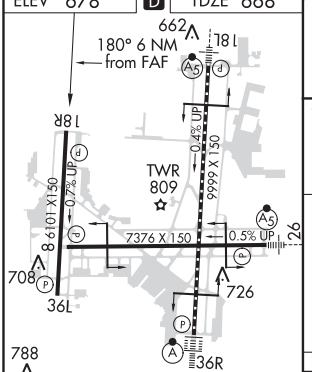
LOC I-TJY	APP CRS	Rwy ldg	6101
111.1	180°	TDZE	668
		Apt Elev	678

T A ASR — Simultaneous approach authorized with Rwy 18L.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

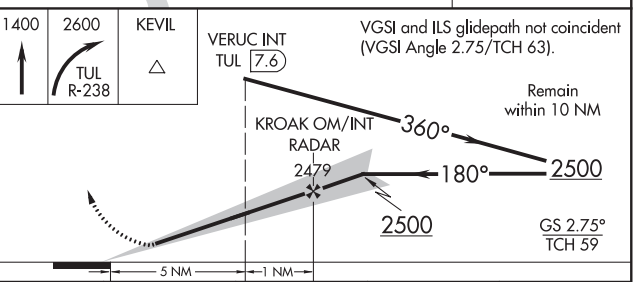
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

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 18R	918-1		250 (300-1)	
S-LOC 18R	1080-1 412 (500-1)		1080-1⅛ 412 (500-1⅛)	
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA, OKLAHOMA

AL-432 (FAA)

16203

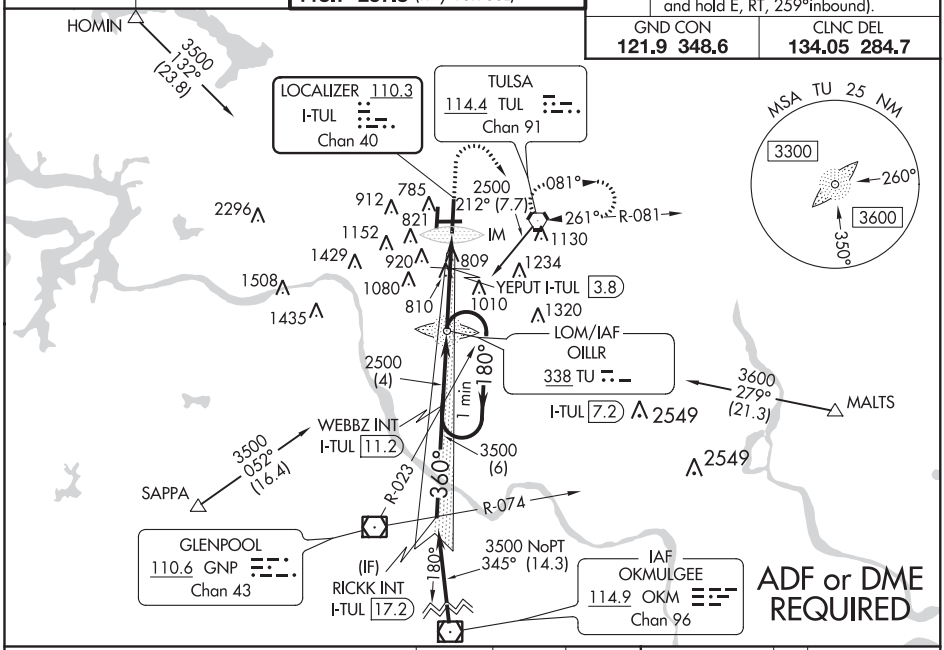
ILS or LOC RWY 36R
TULSA INTL (TUL)

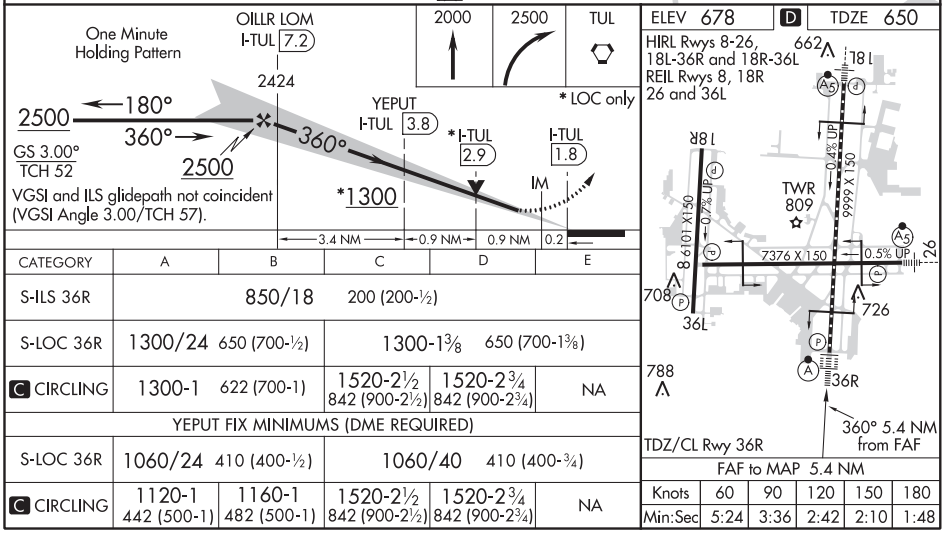
LOC/DME I-TUL	APP CRS	Rwy ldg	9999
110.3	360°	TDZE	650
Chan 40		Apt Elev	678

T A ASR — Simultaneous approach authorized with Rwy 36L. For inop ALSF-2, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALSF-2, increase S-LOC 36R Cat E visibility to 1⅞ mile. YEPUT Fix Minimums: For inop ALSF-2, increase S-LOC 36R Cat C/D/E visibility to 1⅛ mile.

ALSF-2 — MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259°inbound).

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				
S-LOC 36R	1300/24 650 (700-½)		1300-1⅜ 650 (700-1⅜)		
C CIRCLING	1300-1 622 (700-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	NA
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	NA

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

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS RWY 36R (SA CAT I)

TULSA INTL (TUL)

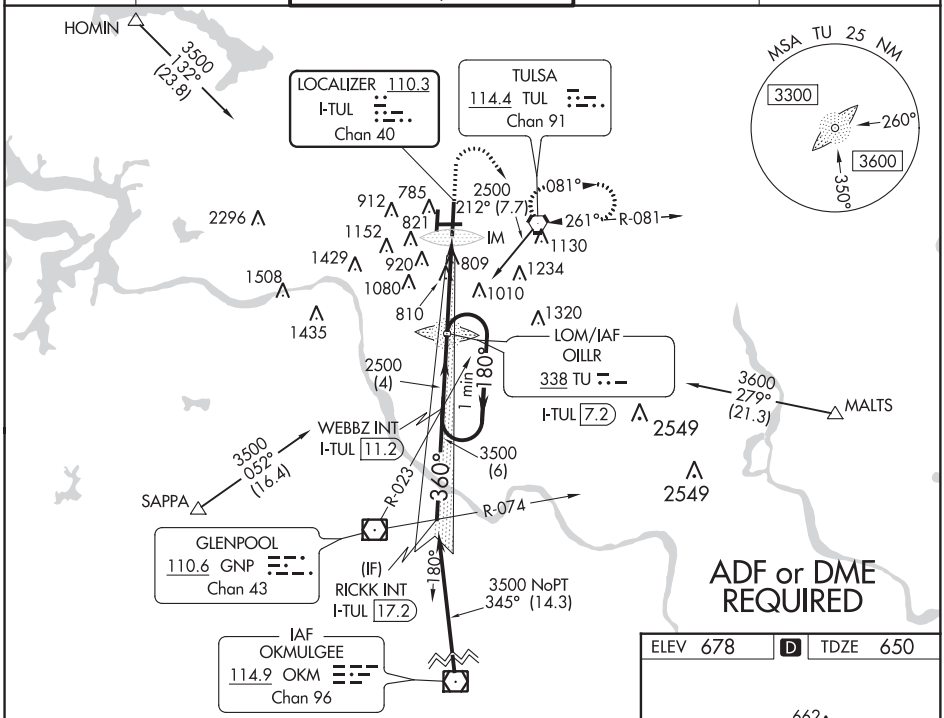
LOC/DME I-TUL	APP CRS	Rwy ldg	9999
110.3	360°	TDZE	650
Chan40		Apt Elev	678

T A ASR — Simultaneous approach authorized with Rwy 36L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

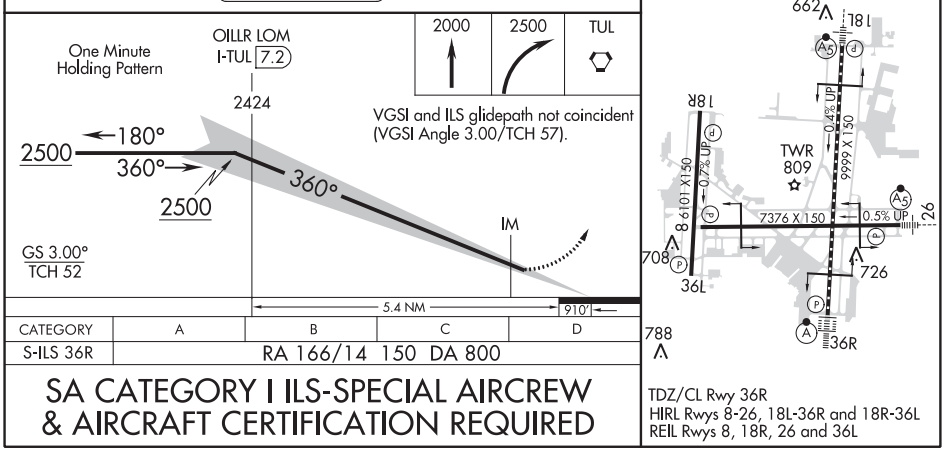
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
S-ILS 36R	RA 166/14 150 DA 800			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

TULSA, OKLAHOMA

AL-432 (FAA)

16203

ILS RWY 36R (CAT II)

TULSA INTL (TUL)

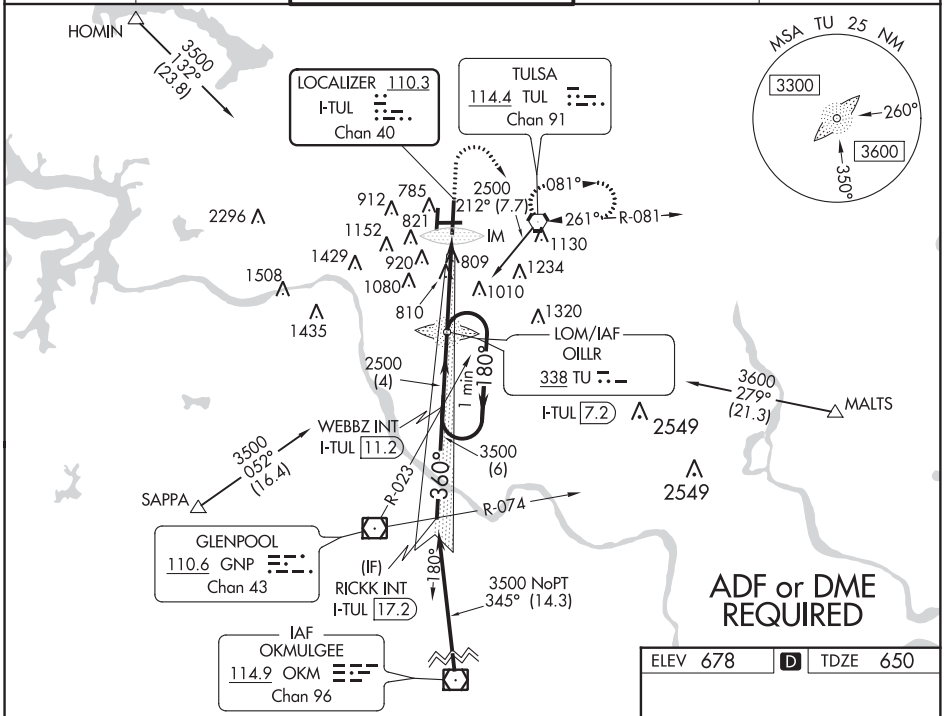
LOC/DME I-TUL	APP CRS	Rwy ldg	9999
110.3	360°	TDZE	650
Chan40		Apt Elev	678

Simultaneous approach authorized with Rwy 36L. ASR

ALSF-2

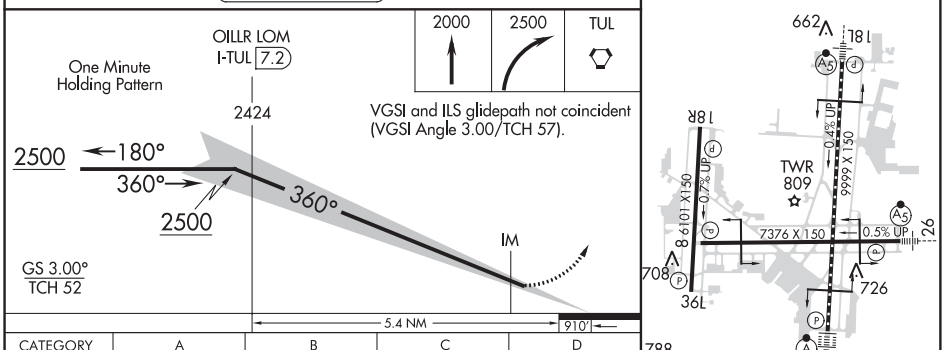
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



ADF or DME REQUIRED

SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 678 | D | TDZE 650

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA, OKLAHOMA
Amdt 29F 21JUL16

36°12'N-95°53'W

TULSA INTL (TUL)

ILS RWY 36R (CAT II)

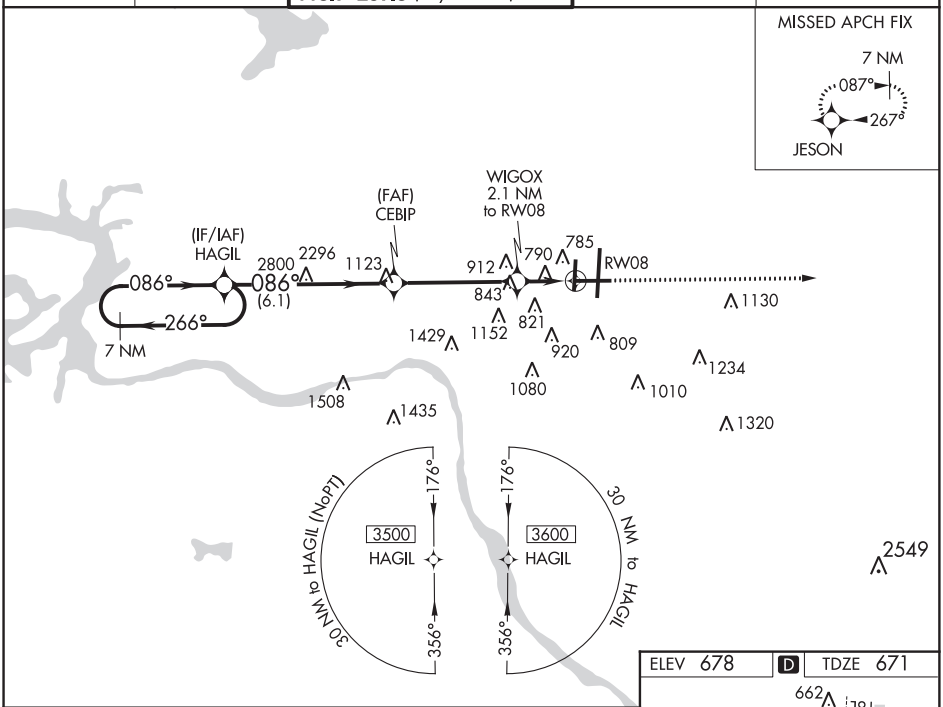
RNAV (GPS) RWY 8
TULSA INTL (TUL)

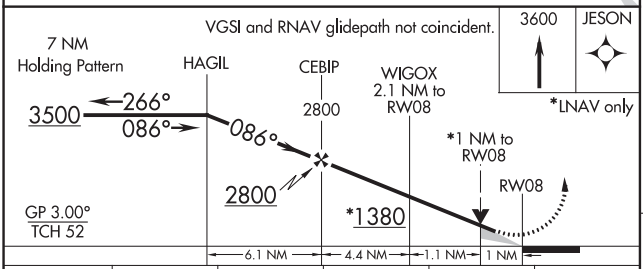
WAAS CH 63131 W08A	APP CRS 086°	Rwy ldg 7376 TDZE 671 Apt Elev 678

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat E south of Rwy 8-26.

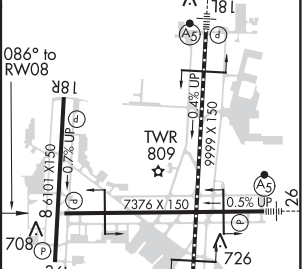
MISSED APPROACH: Climb to 3600 direct JESON and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	921-¾ 250 (300-¾)				
LNAV/VNAV DA	985-1 314 (400-1)				
LNAV MDA	1040-1 369 (400-1)				
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA, OKLAHOMA

AL-432 (FAA)

16091

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

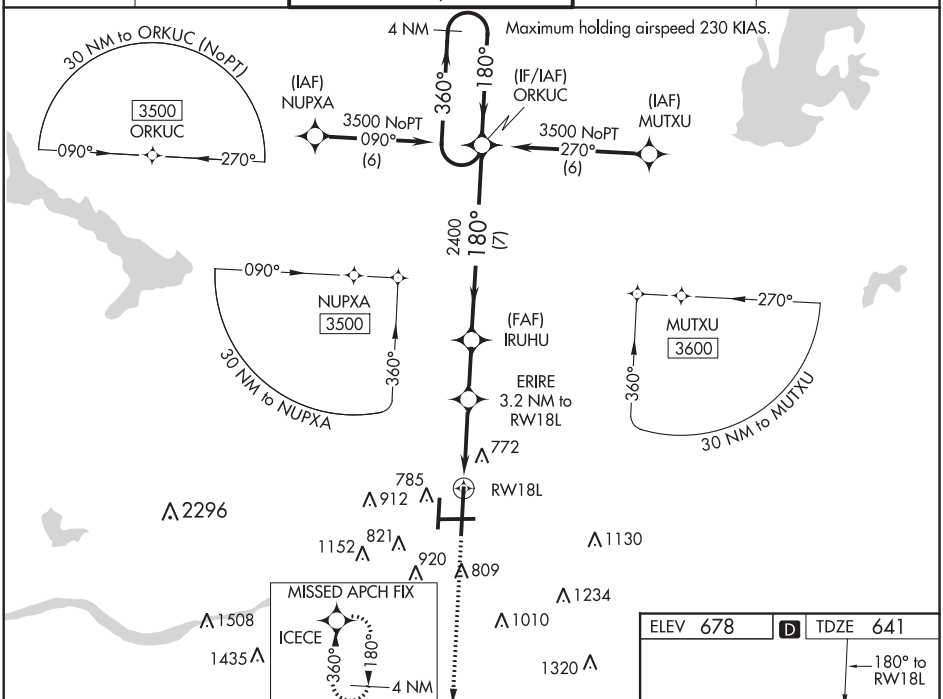
WAAS CH 93504 W18A	APP CRS 180°	Rwy ldg 9999 TDZE 641 Apt Elev 678

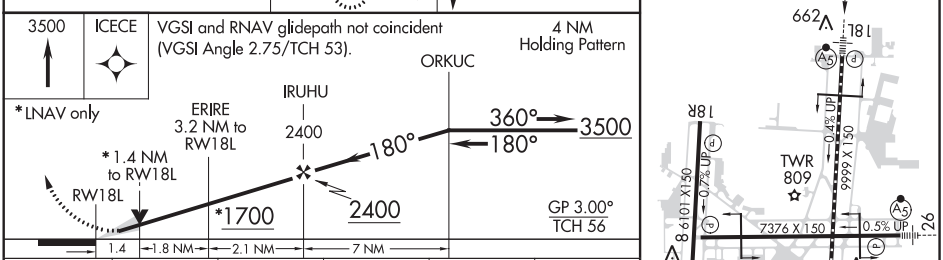
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.
ASR For inop MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1⅝ mile, and LNAV Cat E visibility to 1¼ mile. Simultaneous approach authorized with ILS or LOC Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR A5

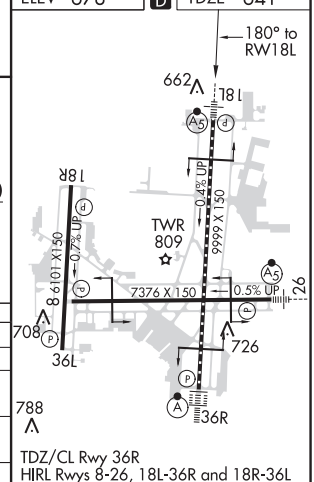
MISSED APPROACH: Climb to 3500 direct ICECE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	908/24 267 (300-½)				
LNAV/VNAV DA	1128-1¼ 487 (500-1¼)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)		
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 18R
TULSA INTL (TUL)

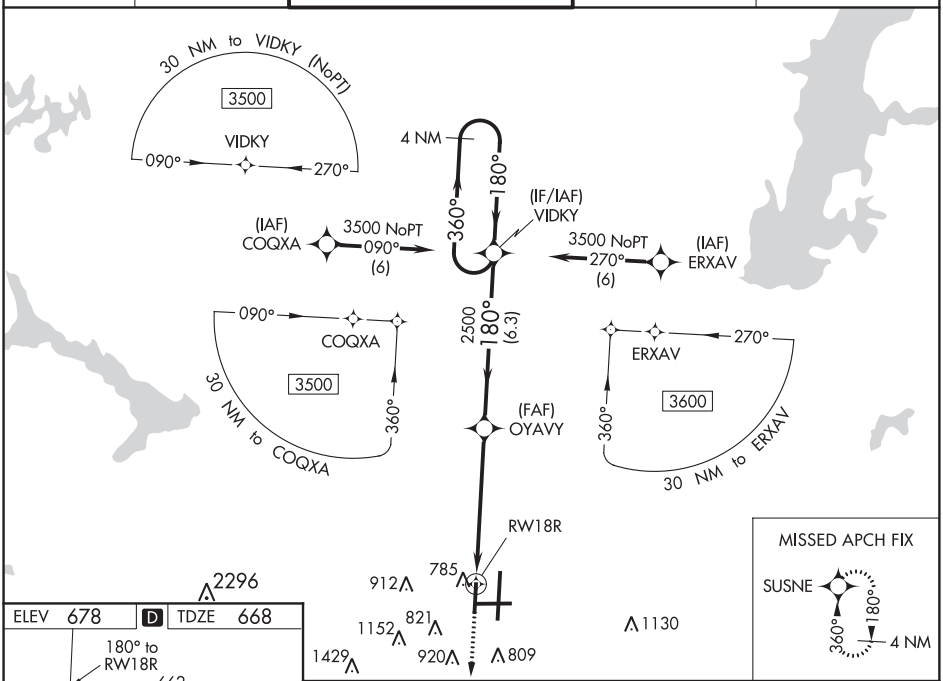
WAAS CH 69614 W18B	APP CRS 180°	Rwy ldg 6101 TDZE 668 Apt Elev 678

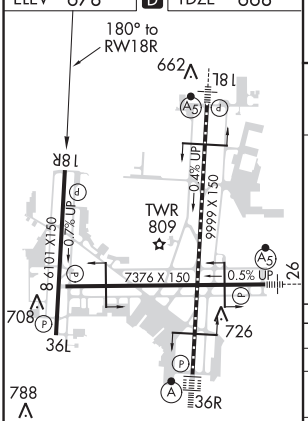
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with ILS or LOC Rwy 18L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ASR

MISSED APPROACH: Climb to 3500 direct SUSNE and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

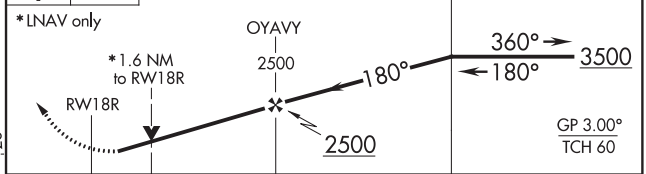




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

3500 | SUSNE

VGSI and RWY glidepath not coincident (VGSI Angle 2.75/TCH 63).



CATEGORY	A	B	C	D	E
LPV DA	918-⅞ 250 (300-⅞)				
LNAV/VNAV DA	979-1⅛ 311 (400-1⅛)				
LNAV MDA	1160-1 492 (500-1)		1160-1⅜ 492 (500-1⅜)		
C CIRCLING	1160-1 482 (500-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

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RNAV (GPS) RWY 26
TULSA INTL (TUL)

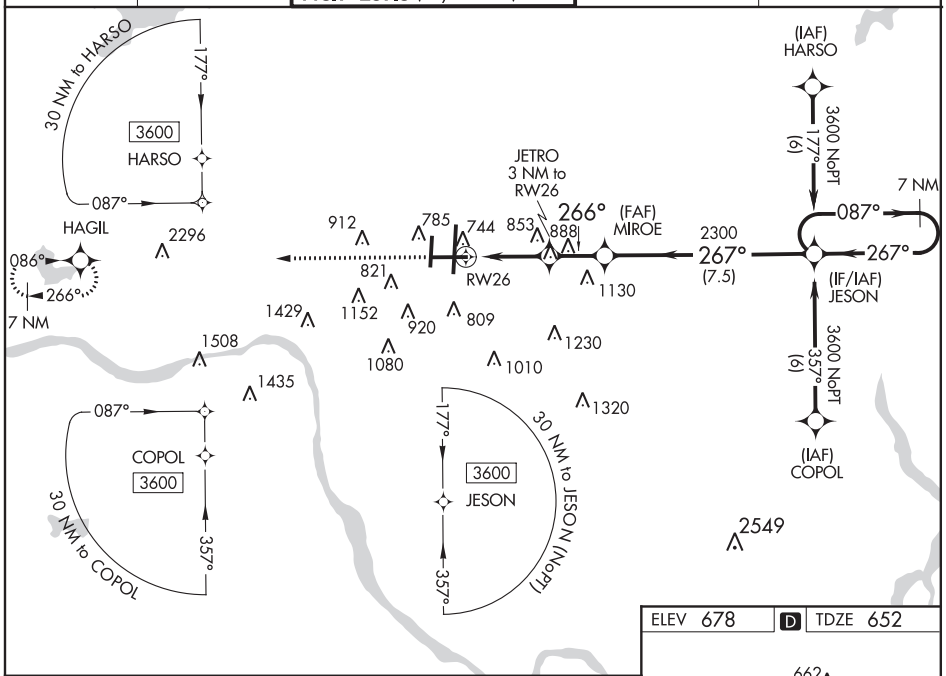
WAAS CH 93814 W26A	APP CRS 266°	Rwy ldg 7376 TDZE 652 Apt Elev 678

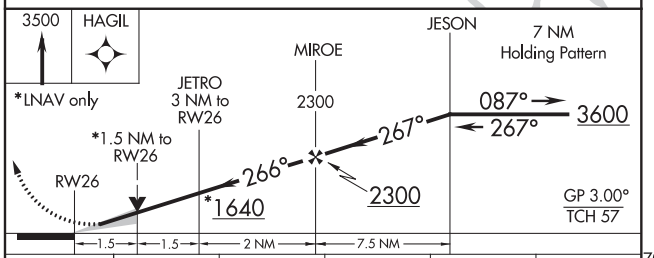
ASR: Inoperative table does not apply to LPV DA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV DA Cat E visibility to 1½ mile, LNAV MDA Cats A/B visibility to 1 mile and Cat E to 1½ mile. Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.

MALSR (A5)

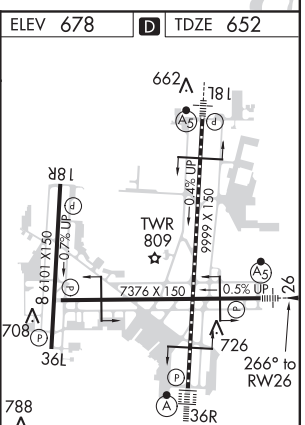
MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	852-¾ 200 (200-¾)				
LNAV/VNAV DA	1089-1 437 (500-1)				
LNAV MDA	1160-¾ 508 (500-¾)		1160-1 508 (500-1)		
C CIRCLING	1160-1 482 (500-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 36L
TULSA INTL (TUL)

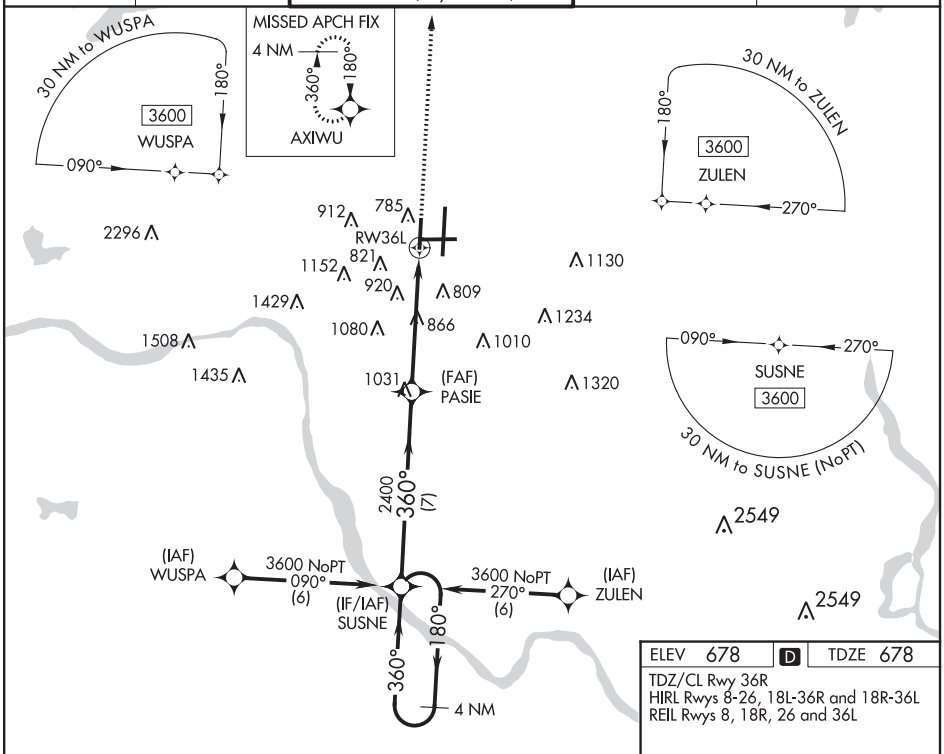
APP CRS	Rwy ldg	6101
360°	TDZE	678
	Apt Elev	678

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 36R and ILS Rwy 36R (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ASR

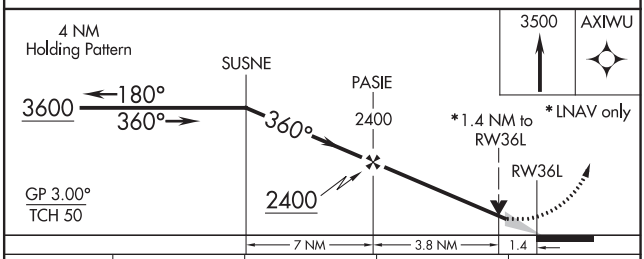
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



SC-1, 05 JAN 2017 to 02 MAR 2017

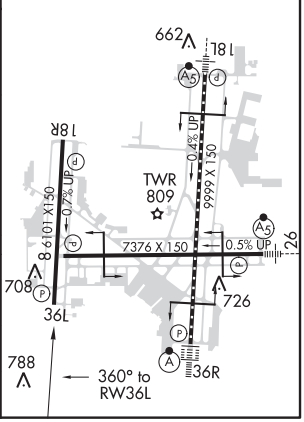
SC-1, 05 JAN 2017 to 02 MAR 2017



CATEGORY	A	B	C	D
LNAV/VNAV DA	1105-1⅜ 427 (500-1⅜)			
LNAV MDA	1180-1 502 (600-1)		1180-1⅜ 502 (600-1⅜)	
C CIRCLING	1180-1 502 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)

ELEV 678 | D | TDZE 678

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L



TULSA, OKLAHOMA

AL-432 (FAA)

16091

RNAV (GPS) RWY 36R

TULSA INTL (TUL)

WAAS CH 82214 W36A	APP CRS 360°	Rwy ldg 9999 TDZE 650 Apt Elev 678

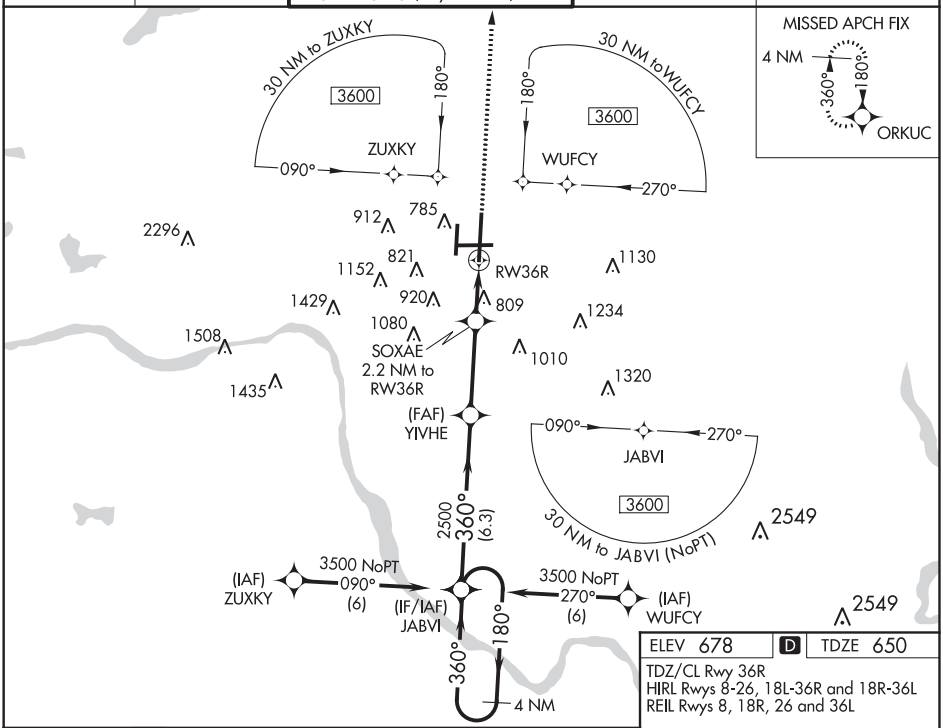
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1⅝ mile, and LNAV Cats C/D/E visibility to 1⅜ mile.

ASR

ALSF-2

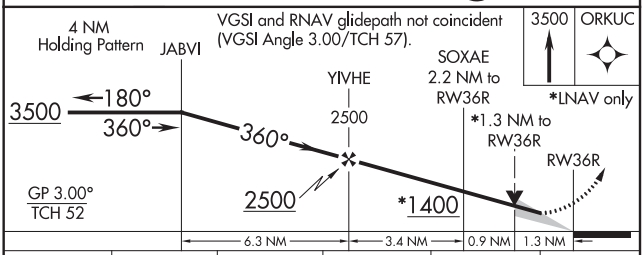
MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

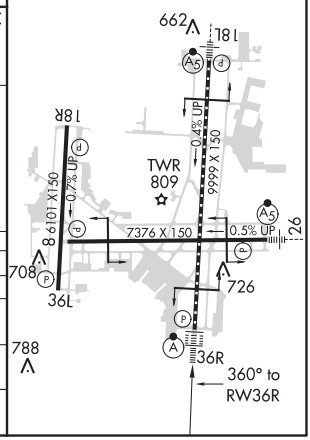
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



ELEV 678	D	TDZE 650

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L





CATEGORY	A	B	C	D	E
LPV DA	850/24 200 (200-½)				
LNAV/VNAV DA	1145-1¼ 495 (500-1¼)				
LNAV MDA	1120/24 470 (500-½)		1120/50 470 (500-1)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR/DME RWY 8
TULSA INTL (TUL)

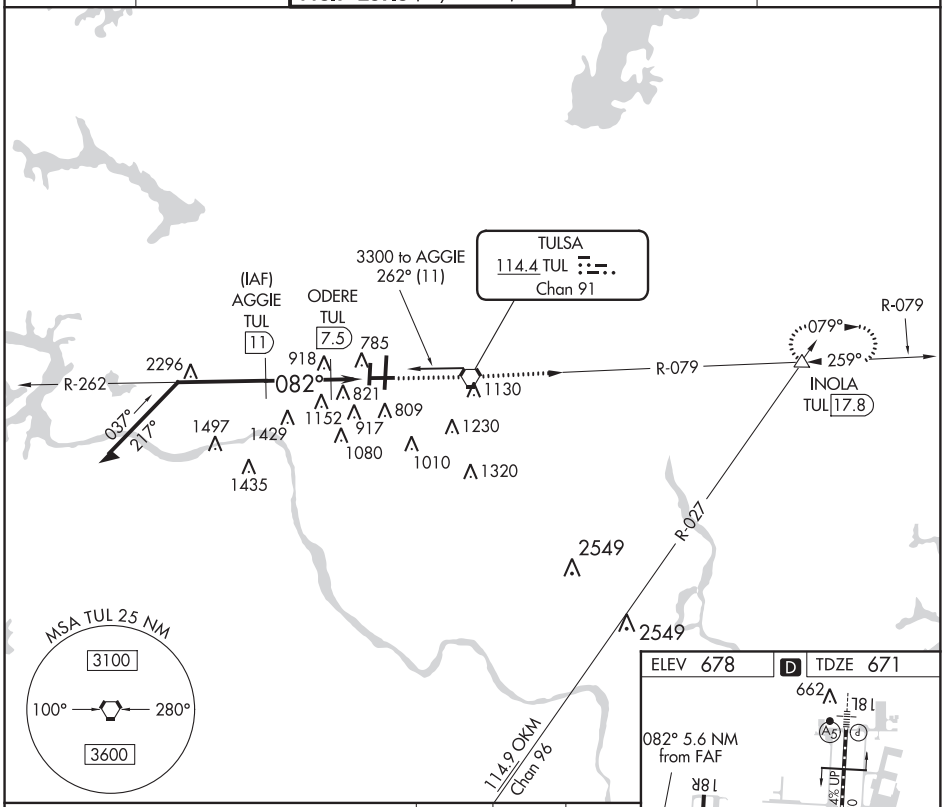
VORTAC TUL	APP CRS	Rwy ldg	7376
114.4	082°	TDZE	671
Chan 91		Apt Elev	678

ASR

Circling NA for Cat E south of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
Autopilot coupled approach NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



CATEGORY	A	B	C	D	E
S-8	1080-1 409 (500-1)		1080-1¼ 409 (500-1¼)		1080-1½ 409 (500-1½)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

VOR or TACAN RWY 26

TULSA INTL (TUL)

VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy ldg 7376 TDZE 652 Apt Elev 678

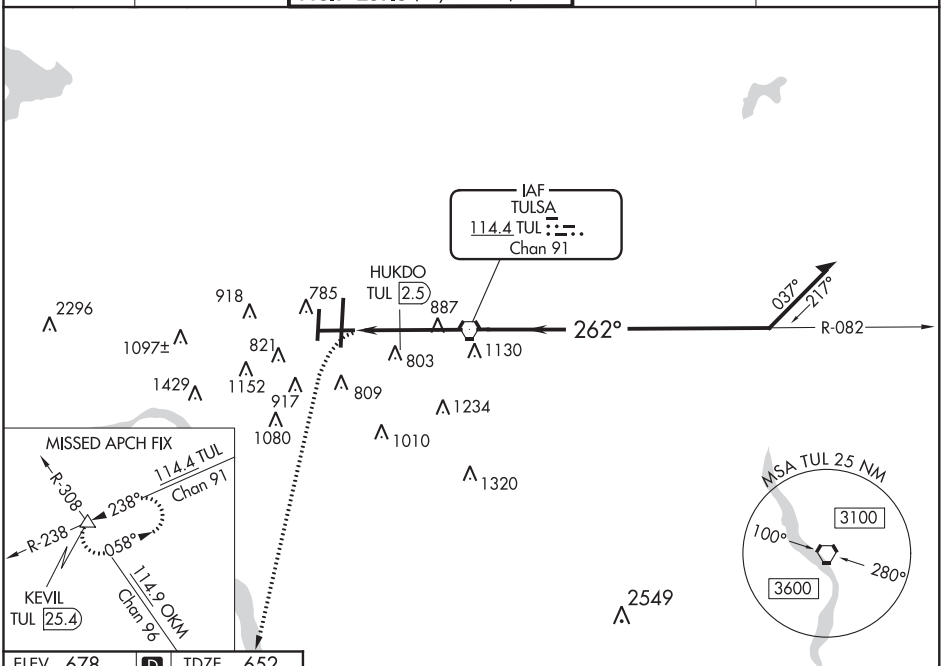
Circling NA for Cat E south of Rwy 8-26. For inoperative MALSR, increase all S-26 Cats A/B visibility ¼ mile and Cat E ½ mile.

ASR

MALSR

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

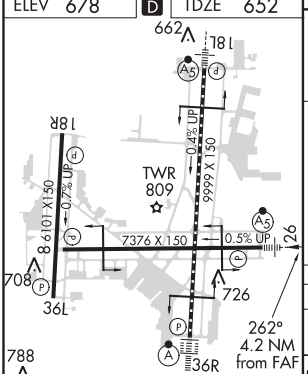
ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



SC-1, 05 JAN 2017 to 02 MAR 2017

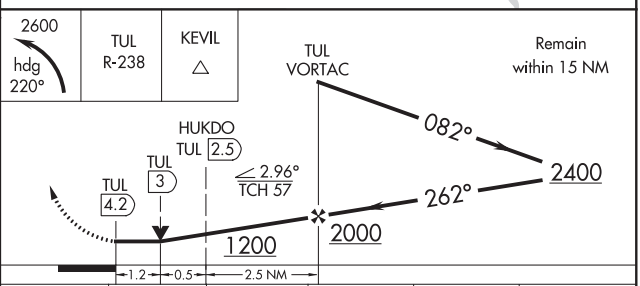
SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 678 | D | TDZE 652

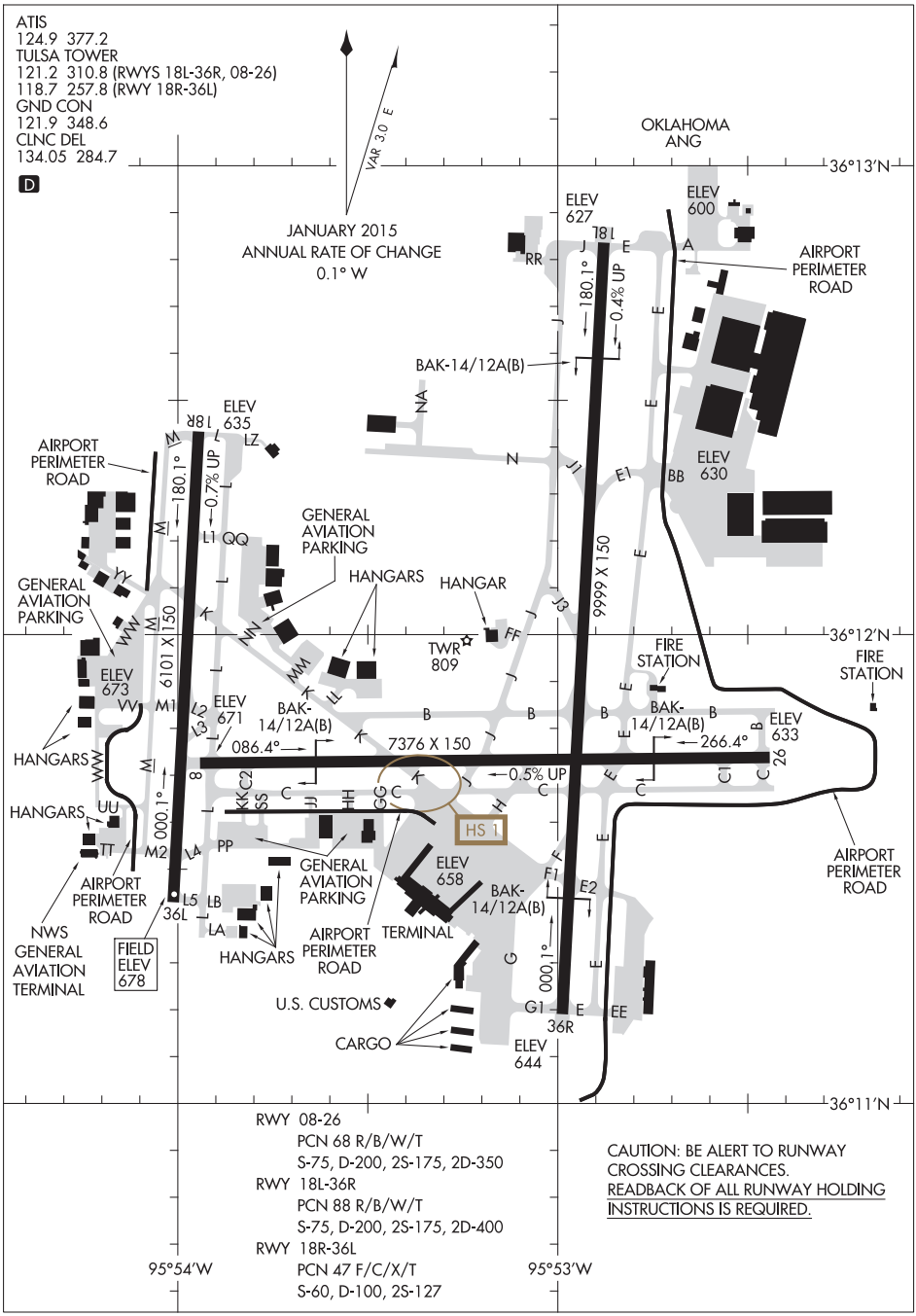


TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-¾ 548 (600-¾)		1200-1¼ 548 (600-1¼)		
C CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1060-¾ 408 (400-¾)		1060-¾ 408 (400-¾)		1060-¾ 408 (400-¾)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



RWY 08-26
PCN 68 R/B/W/T
S-75, D-200, 2S-175, 2D-350
RWY 18L-36R
PCN 88 R/B/W/T
S-75, D-200, 2S-175, 2D-400
RWY 18R-36L
PCN 47 F/C/X/T
S-60, D-100, 2S-127

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 05 JAN 2017 to 02 MAR 2017

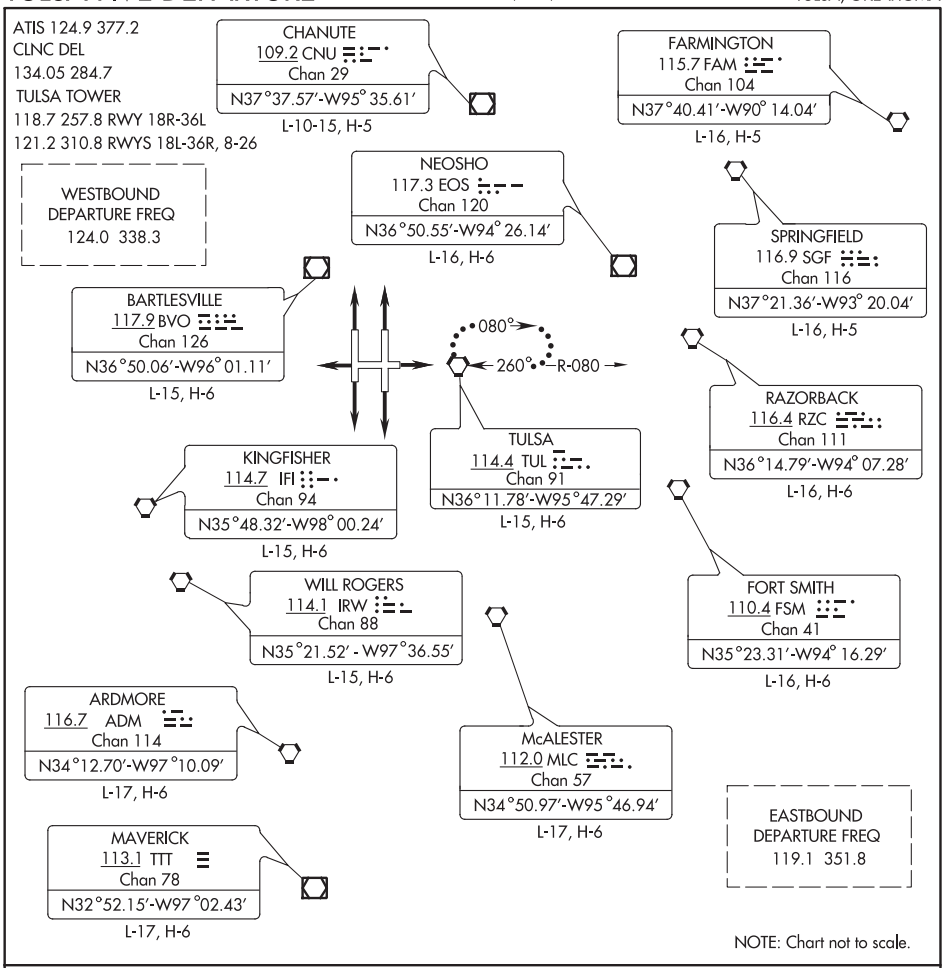
SC-1, 05 JAN 2017 to 02 MAR 2017

(TUL5.TUL) 12208

TULSA FIVE DEPARTURE

SL-432 (FAA)

TULSA, INTL (TUL)
TULSA, OKLAHOMA



DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

SC-1, 05 JAN 2017 to 02 MAR 2017

TULSA FIVE DEPARTURE
(TUL5.TUL) 12208
TULSA, OKLAHOMA
TULSA INTL (TUL)

ENID, OKLAHOMA

ILS or LOC Y RWY 17C

VANCE AFB (KEND)

LOC I-LVC	APCH CRS	Rwy ldg 9217 THRE 1276 Arpt Elev 1307
108.9	175°	

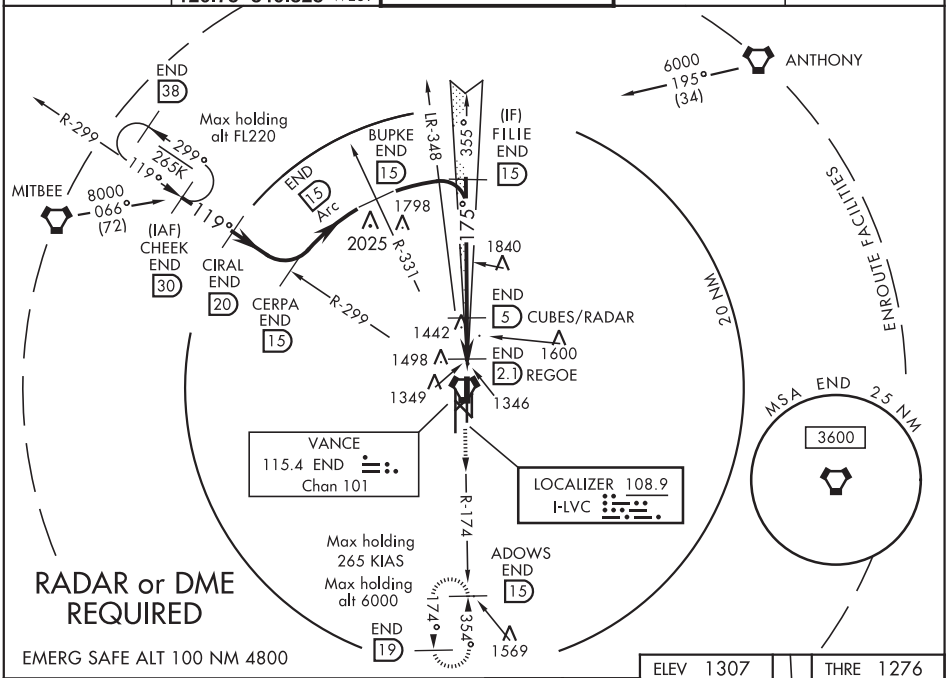
AL-135 [USAF]

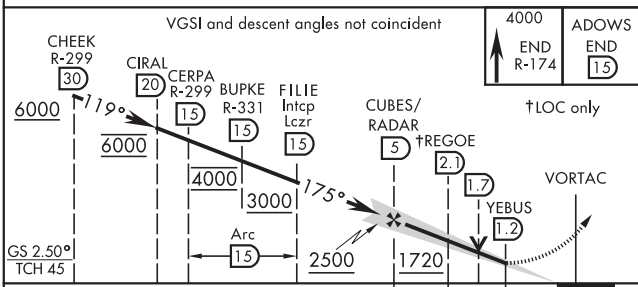
T * When ALS inop, increase all CATs RVR to 55 and vis to 1 mile.
** Circling not authorized at night to Rwy 35R.
*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

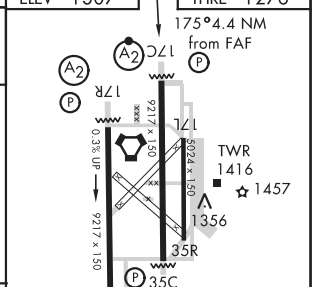
SALSF A2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4







HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
S-ILS 17C	1476/40 200 (200-¾)				
S-LOC 17C*	1620/40 344 (400-¾)				
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT DME MINIMUMS					
S-LOC 17C***	1720/40 444 (500-¾)		1720/55 444 (500-1)		

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

ILS or LOC Y RWY 35C

LOC I-END	APCH CRS	Rwy ldg	9217
110.1	355°	THRE	1293
		Arpt Elev	1307

AL-135 [USAF]

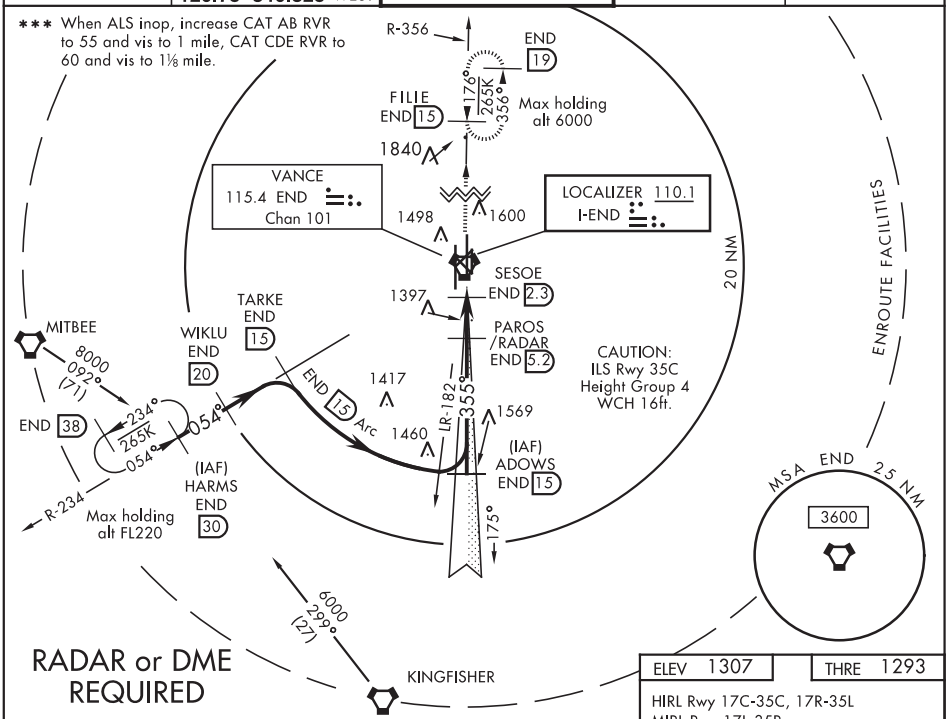
VANCE AFB (KEND)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 50 and vis to 1 mile.
** Circling not authorized at night to Rwy 35R.

SALSF A2

MISSED APPROACH: Climb to 4000 intercept END VORTAC R-356 to FILIE and hold.

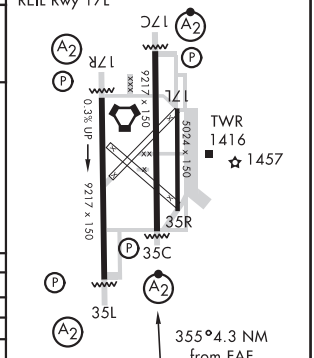
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



CATEGORY	A	B	C	D	E
S-ILS 35C	1493/40 200 (200-¾)				
S-LOC 35C*	1620/40 327 (400-¾)				
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT DME MINIMUMS					
S-LOC 35C***	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		

ELEV 1307 THRE 1293

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 4 29MAY14

ILS or LOC Y RWY 35C

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

ILS or LOC Z RWY 17C

VANCE AFB (KEND)

LOC I-LVC	APCH CRS	Rwy ldg	9217
108.9	175°	THRE	1276
		Arpt Elev	1307

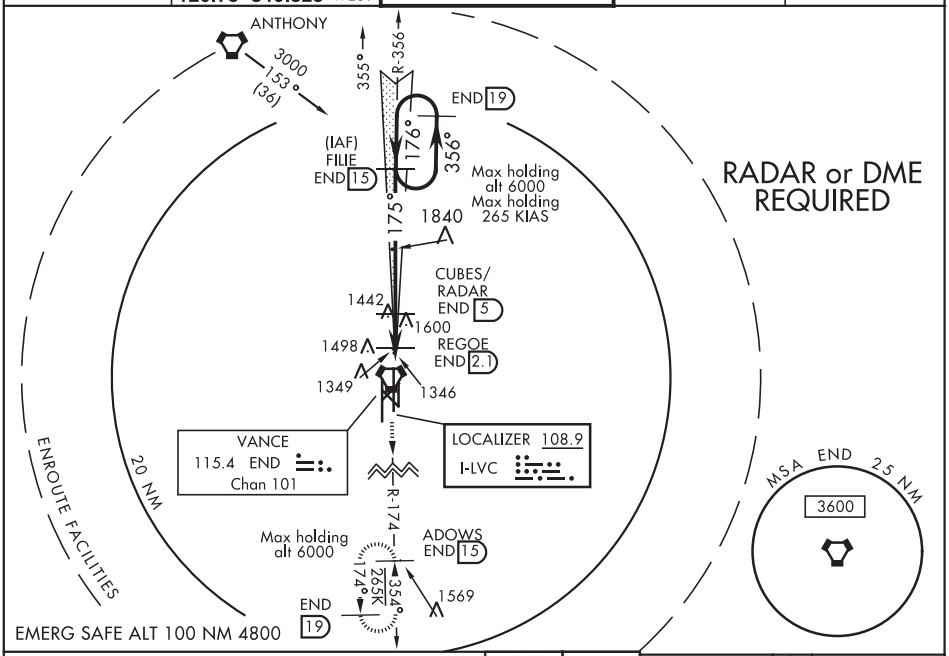
AL-135 [USAF]

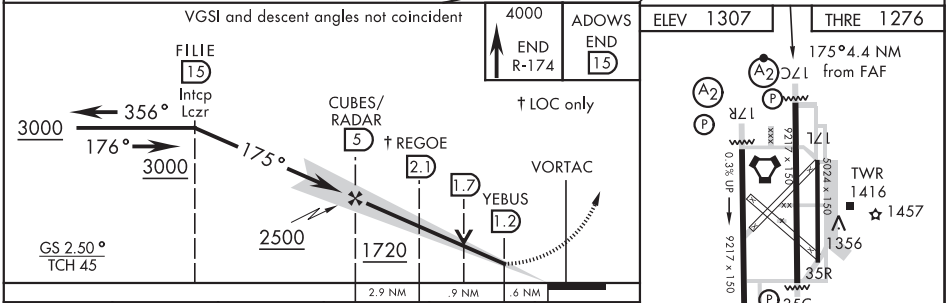
T * When ALS inop, increase all CATs RVR to 55 and vis to 1 mile.
** Circling not authorized at night to Rwy 35R.
*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

SALSF

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
S-ILS 17C	1476/40 200 (200-¾)				
S-LOC 17C*	1620/40 344 (400-¾)				
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT DME MINIMUMS					
S-LOC 17C***	1720/40 444 (500-¾)		1720/55 444 (500-1)		

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

ENID, OKLAHOMA
Amdt 4 29MAY14

36°20′N-97°55′W

VANCE AFB (KEND)

ILS or LOC Z RWY 17C

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

ILS or LOC Z RWY 35C

VANCE AFB (KEND)

LOC I-END	APCH CRS	Rwy ldg / THRE / Arpt Elev
110.1	355°	9217 / 1293 / 1307

AL-135 [USAF]

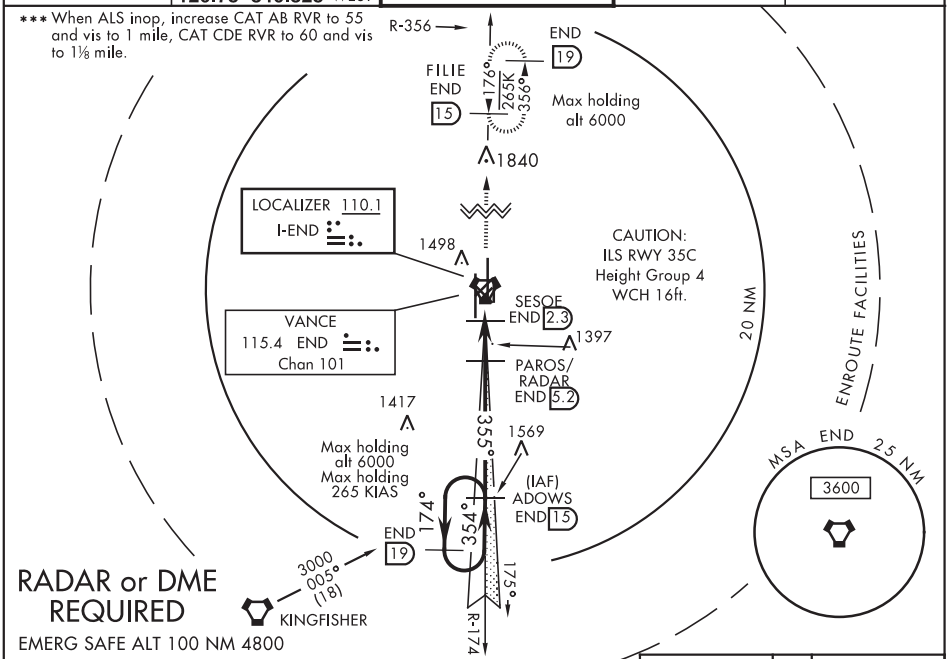
*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 50 and vis to 1 mile.
**Circling not authorized at night to Rwy 35R.

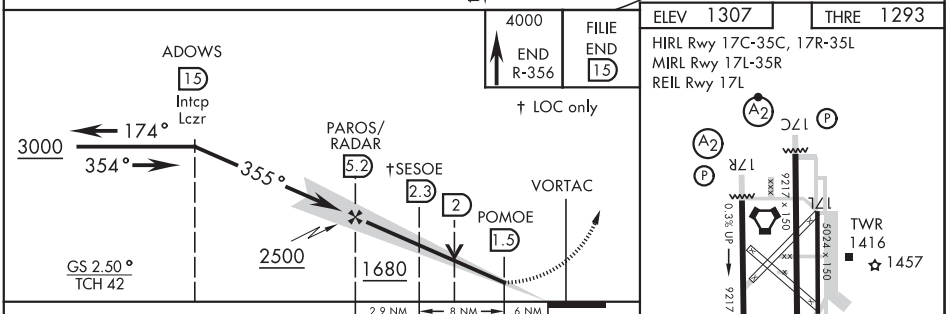
SALSF

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

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





ELEV 1307 THRE 1293

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
S-ILS 35C	1493/40 200 (200-¾)				
S-LOC 35C*	1620/40 327 (400-¾)				
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT DME MINIMUMS					
S-LOC 35C***	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

36°20′N-97°55′W

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 17C

APCH CRS	Rwy ldg	9217
175°	THRE	1276
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

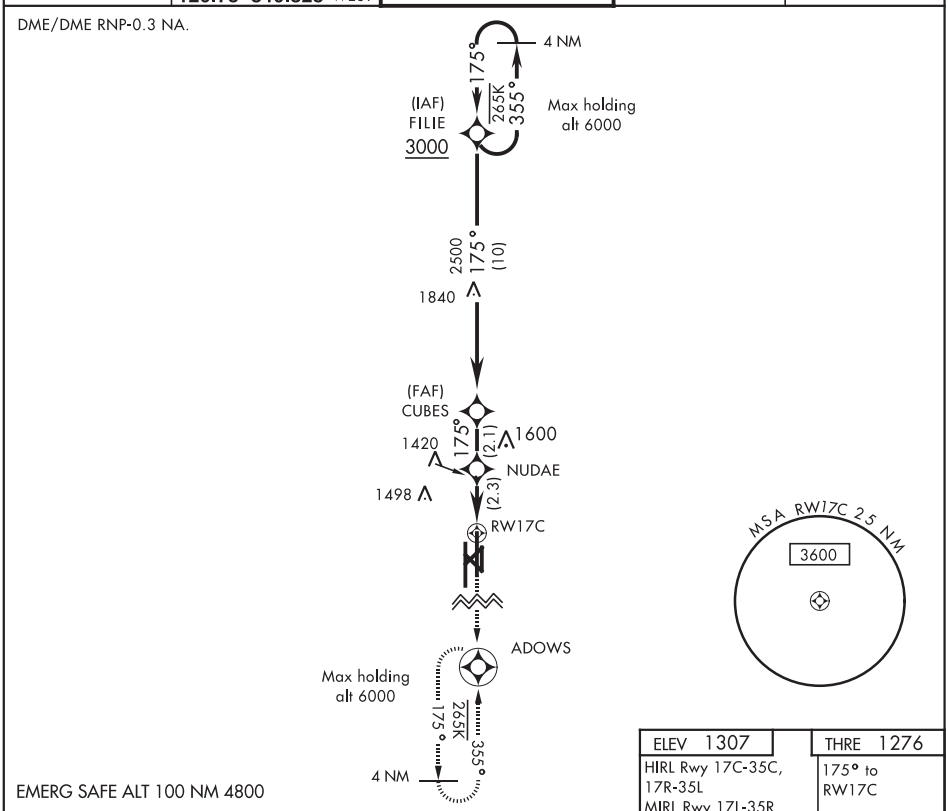
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to RWY 35R.

SALSF

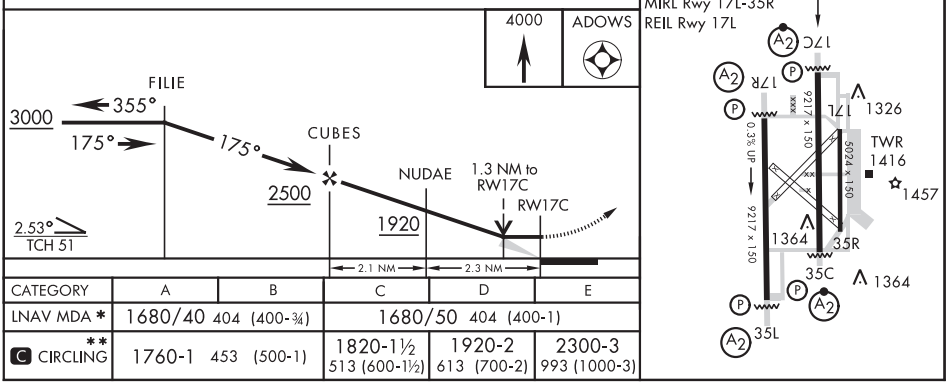
MISSED APPROACH: Climb to 4000 direct ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 404 (400-¾)		1680/50 404 (400-1)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

RNAV (GPS) RWY 17L

APCH CRS	Rwy ldg	5024
175°	THRE	1273
	Arpt Elev	1307

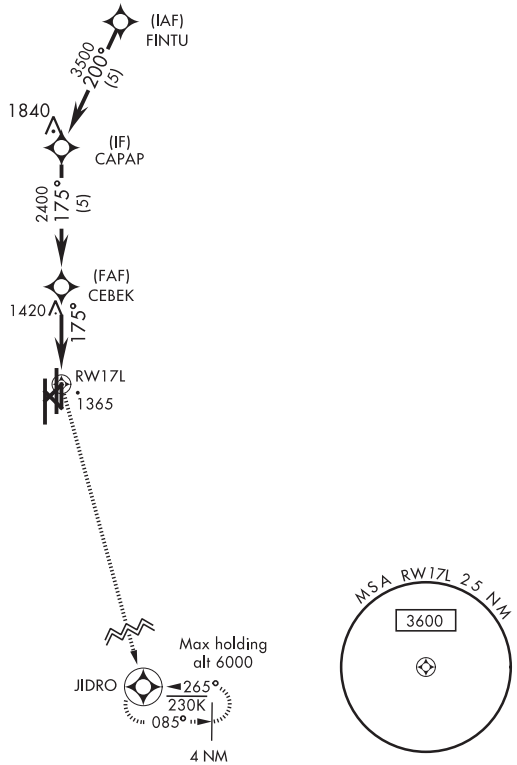
AL-135 [USAF]

VANCE AFB (KEND)

* Circling not authorized at night to RWY 35R.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4300 direct JIDRO and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



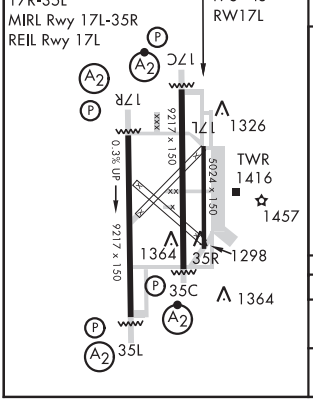
RADAR REQUIRED

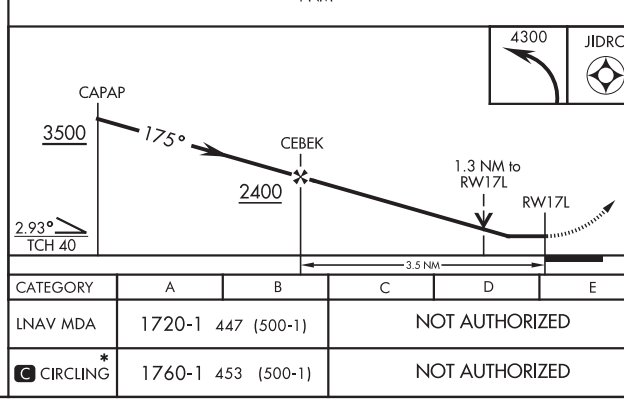
FOR USE BY 71FTW AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 4800

ELEV 1307 | THRE 1273

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L





CATEGORY	A	B	C	D	E
LNAV MDA	1720-1 447 (500-1)		NOT AUTHORIZED		
C CIRCLING *	1760-1 453 (500-1)		NOT AUTHORIZED		

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 3 12DEC13

RNAV (GPS) RWY 17L

ENID, OKLAHOMA

RNAV (GPS) RWY 17R

APCH CRS	Rwy ldg	9217
163°	THRE	1275
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

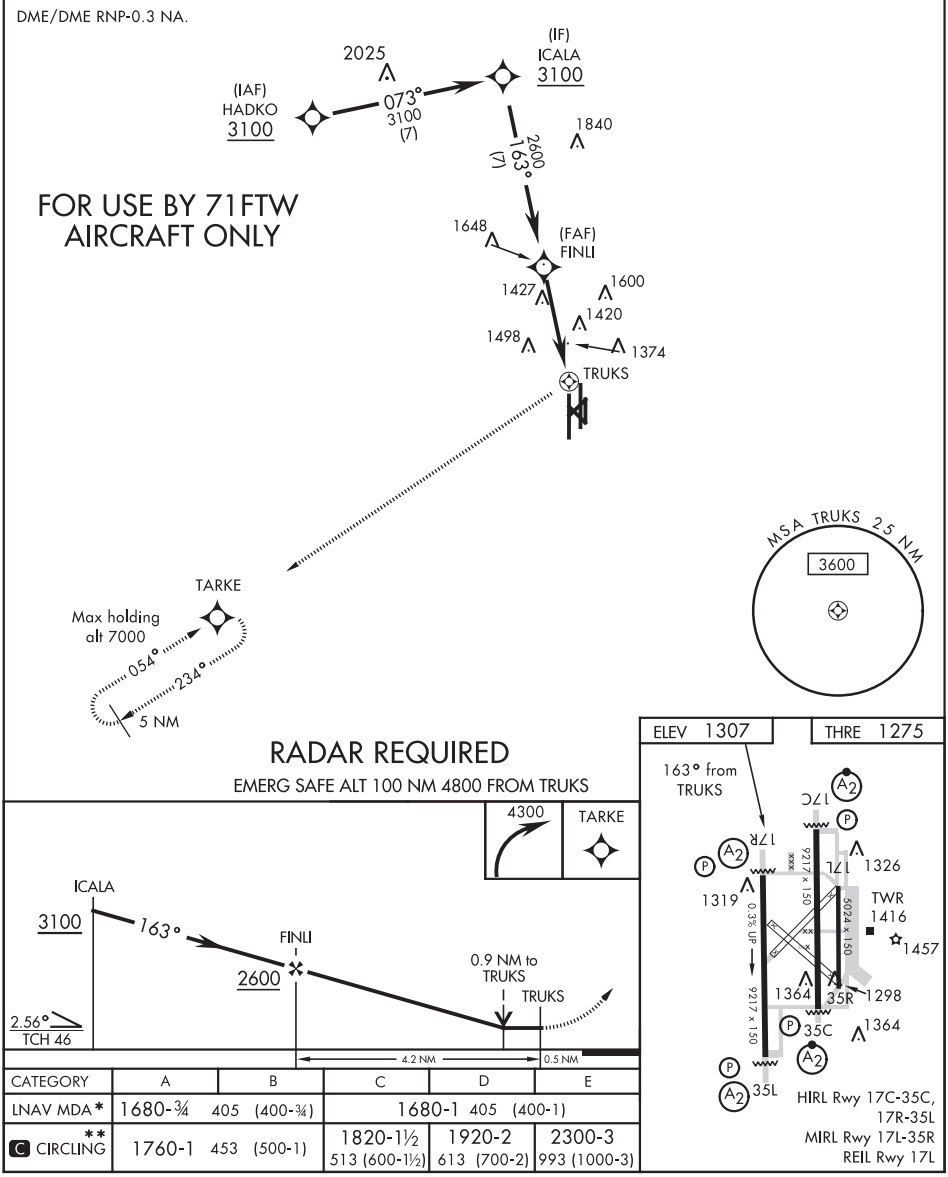
*When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
**Circling not authorized at night to RWY 35R.

SALS A2

MISSED APPROACH: Climbing right turn to 4300 direct TARKE and hold.

ATIS★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



CATEGORY	A	B	C	D	E
LNAV MDA*	1680-¾ 405 (400-¾)		1680-1 405 (400-1)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 4 20AUG15

RNAV (GPS) RWY 17R

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

RNAV (GPS) RWY 35C

APCH CRS	Rwy ldg	9217
355°	THRE	1293
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

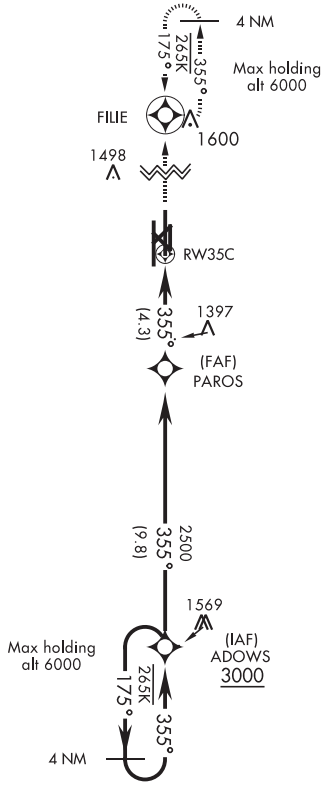
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to RWY 35R.

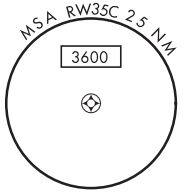
SALSF

MISSED APPROACH: Climb to 4000 direct FILIE and hold.

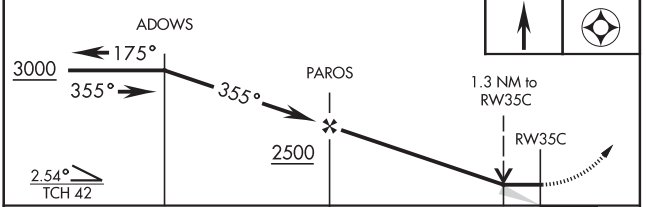
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



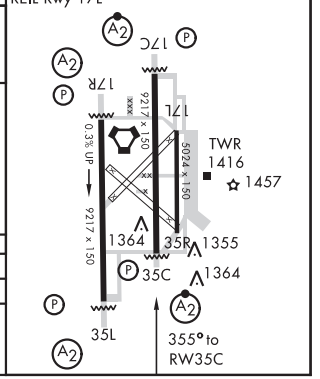


EMERG SAFE ALT 100 NM 4800



ELEV 1307 | THRE 1293

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
LNAV MDA *	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 6 12DEC13

RNAV (GPS) RWY 35C

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	9217
003°	THRE	1307
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

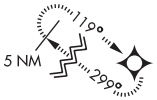
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
** Circling not authorized at night to RWY 35R.

SALS A2

MISSED APPROACH: Climbing left turn to 4300 direct CERPA and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



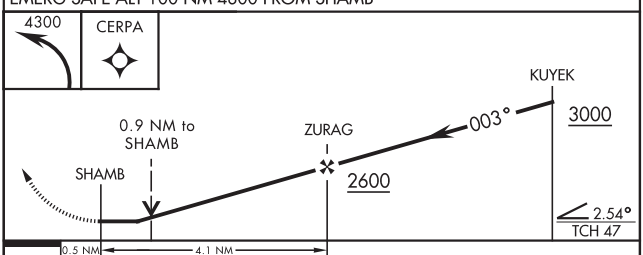
Max holding alt 7000

1648
1427
1600
1498
1363
SHAMB
1397
(FAF)
ZURAG
1538
1417
2600
003°
(7)
(IAF)
JEDOS
3000
3000
093°
(7)
(IF)
KUYEK
3000
1459
1460

MSA SHAMB 25 NM
3600

FOR USE BY 71FTW AIRCRAFT ONLY
RADAR REQUIRED

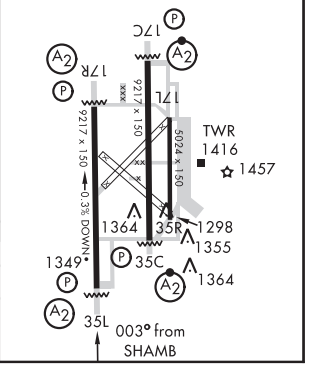
EMERG SAFE ALT 100 NM 4800 FROM SHAMB



CATEGORY	A	B	C	D	E
LNAV MDA *	1720-¾ 413 (500-¾)		1720-1 413 (500-1)		
C CIRCLING **	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ELEV 1307	THRE 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 4 30APR15

RNAV (GPS) RWY 35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

RNAV (GPS) RWY 35R

APCH CRS	Rwy ldg	5024
355°	THRE	1284
	Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

Procedure not authorized at night.

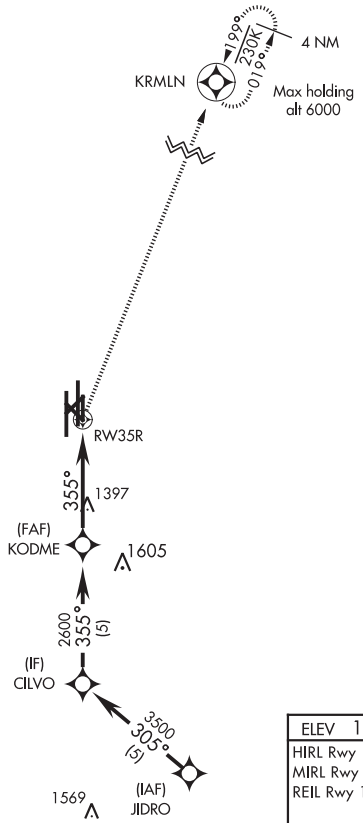
DME/DME RNP-0.3 NA.

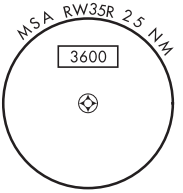
MISSED APPROACH: Climbing right turn to 4300 direct KRMLN and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

USAF Only:
Straight-in Rwy 35R authorized at night with MAJCOM A3 approval.

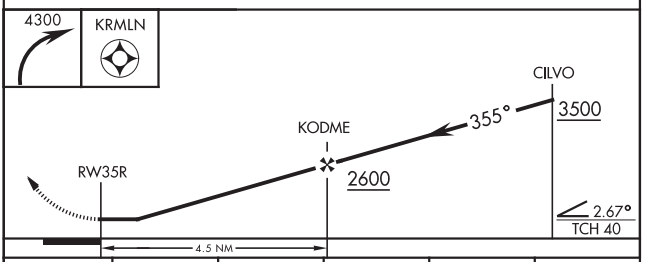
FOR USE BY 71FTW AIRCRAFT ONLY





RADAR REQUIRED

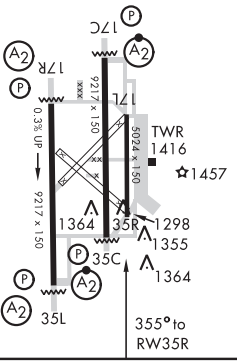
EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
LNAV MDA	1700-1	416 (400-1)	NOT AUTHORIZED		
C CIRCLING	1760-1	453 (500-1)	NOT AUTHORIZED		

ELEV 1307 | THRE 1284

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

RNAV (GPS)-A

APCH CRS	Rwy ldg	N/A
314°	TDZE	N/A
	Arpt Elev	1307

AL-135 [USAF]

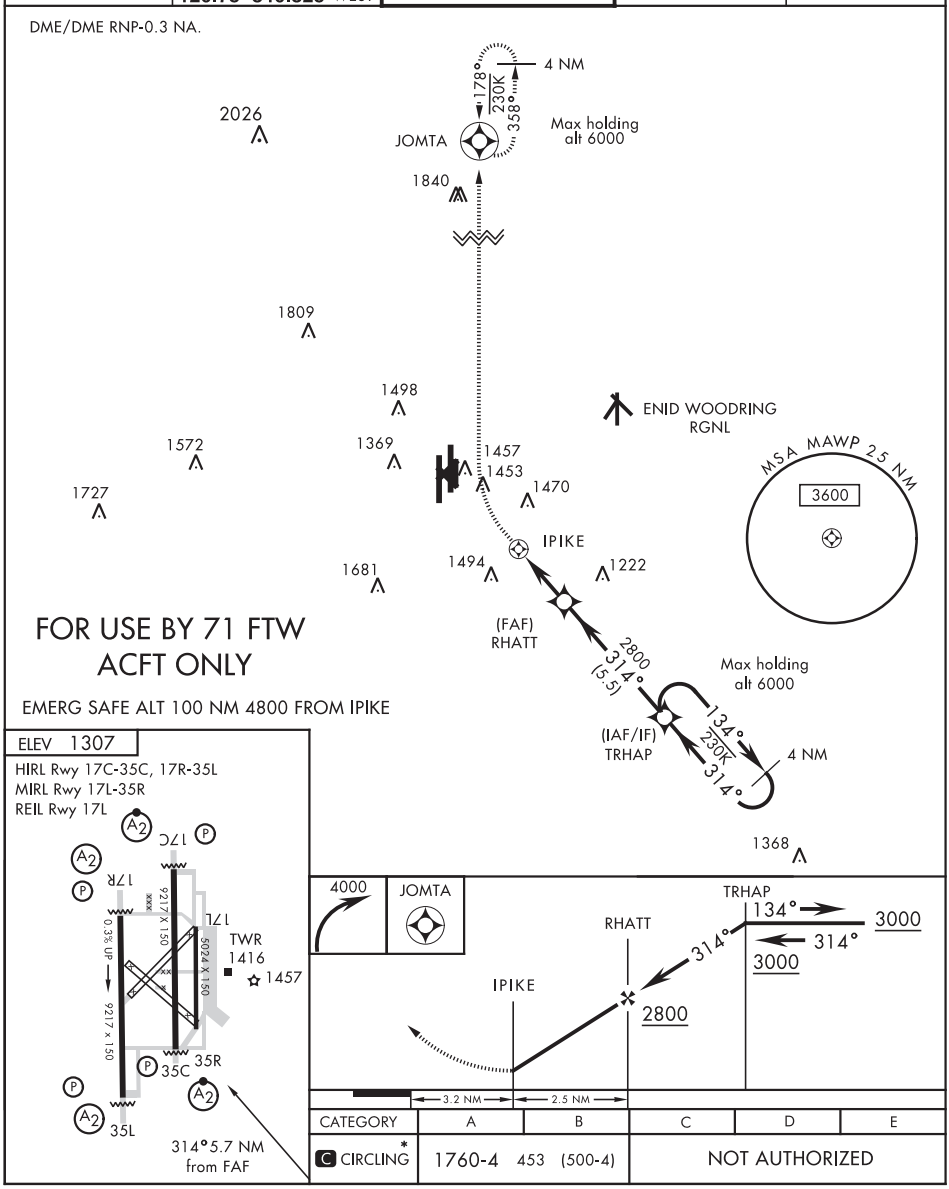
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climbing right turn to 4000 direct to JOMTA and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



CATEGORY	A	B	C	D	E
* C CIRCLING	1760-4 453 (500-4)		NOT AUTHORIZED		

ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 4 12DEC13

RNAV (GPS)-A

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
199°	TDZE	N/A
	Arpt Elev	1307

AL-135 [USAF]

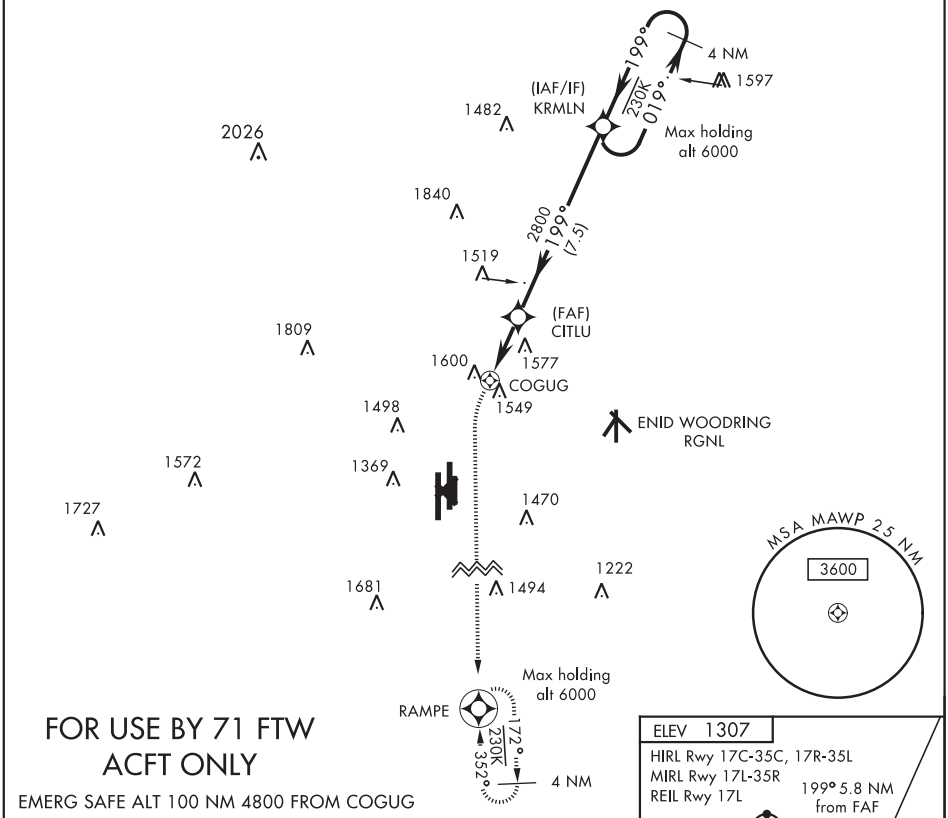
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climbing left turn to 4000 direct to RAMPE and hold.

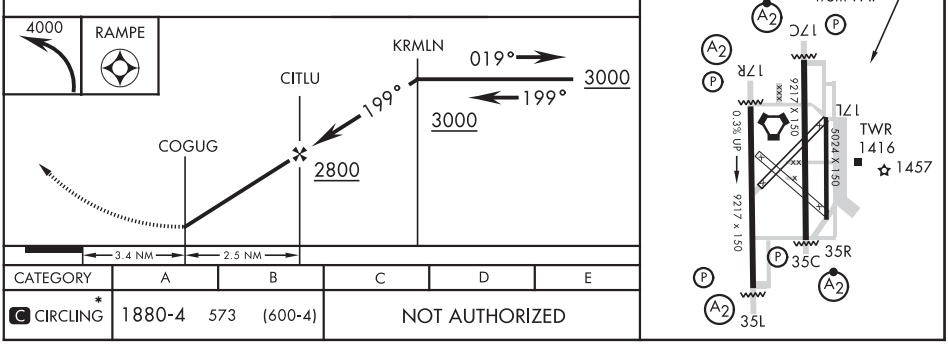
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 121.3 291.1 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA.



FOR USE BY 71 FTW
ACFT ONLY

EMERG SAFE ALT 100 NM 4800 FROM COGUG



CATEGORY	A	B	C	D	E
C CIRCLING *	1880-4	573	(600-4)	NOT AUTHORIZED	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

VOR/DME-A

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy ldg N/A TDZE N/A Arpt Elev 1307

AL-135 [USAF]

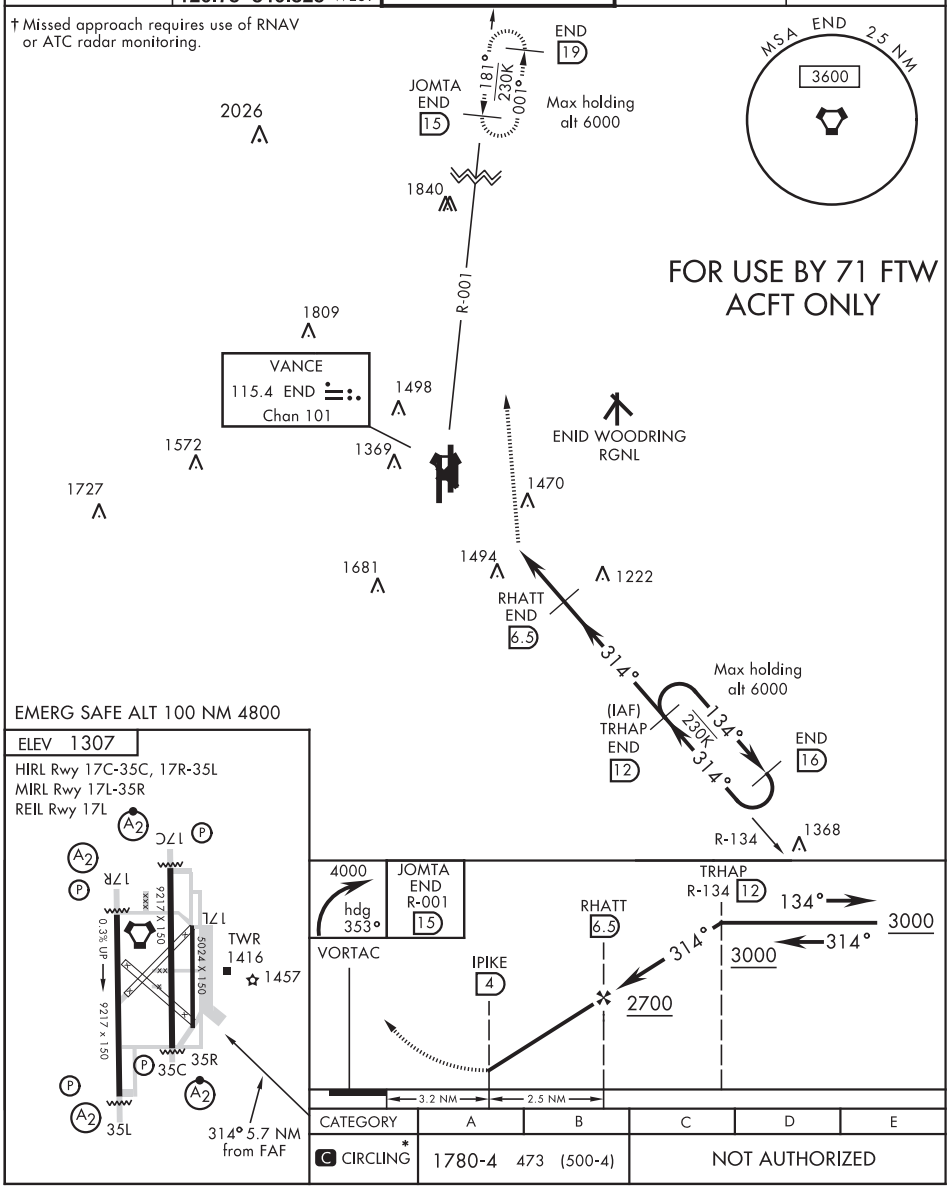
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

† MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

† Missed approach requires use of RNAV or ATC radar monitoring.



CATEGORY	A	B	C	D	E
C CIRCLING *	1780-4 473 (500-4)		NOT AUTHORIZED		

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

16091

VOR/DME-B

VORTAC END 115.4 Chan 101	APCH CRS 199°	Rwy ldg N/A TDZE N/A Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

† MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

† Missed approach requires use of RNAV or ATC Radar monitoring.

FOR USE BY 71 FTW ACFT ONLY

R-019 END 18 (IAF) KRMLN END 14 199° 019° 230K 1597 Max holding alt 6000 199° 1482 2026 1840 1519 CITLU END 6.5 1577 1600 1809 1498 1572 1369 1727 1470 1494 1222 1681 ENID WOODRING RGNL VANCE 115.4 END Chan 101 R-169 RAMPE END 15 Max holding alt 6000 169° 230K 349° END 19

MSA END 25 NM 3600

EMERG SAFE ALT 100 NM 4800

4000 hdg 175° RAMPE END R-169 15 KRMLN R-019 14 019° 3000 CITLU 6.5 199° 199° 3000 VORTAC COGUG 4 2800 3.4 NM 2.5 NM

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

199° 8.9 NM from FAF

17C 17R 17L 9217 X 150 5024 X 150 9217 X 150 0.3% up TWR 1416 1457 35R 35C 35L

CATEGORY	A	B	C	D	E
C CIRCLING *	1880-4 573 (600-4)		NOT AUTHORIZED		

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 4 06FEB14

VOR/DME-B

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17C

VORTAC END 115.4 Chan 101	APCH CRS 182°	Rwy ldg 9217 THRE 1276 Arpt Elev 1307

AL-135 [USAF]

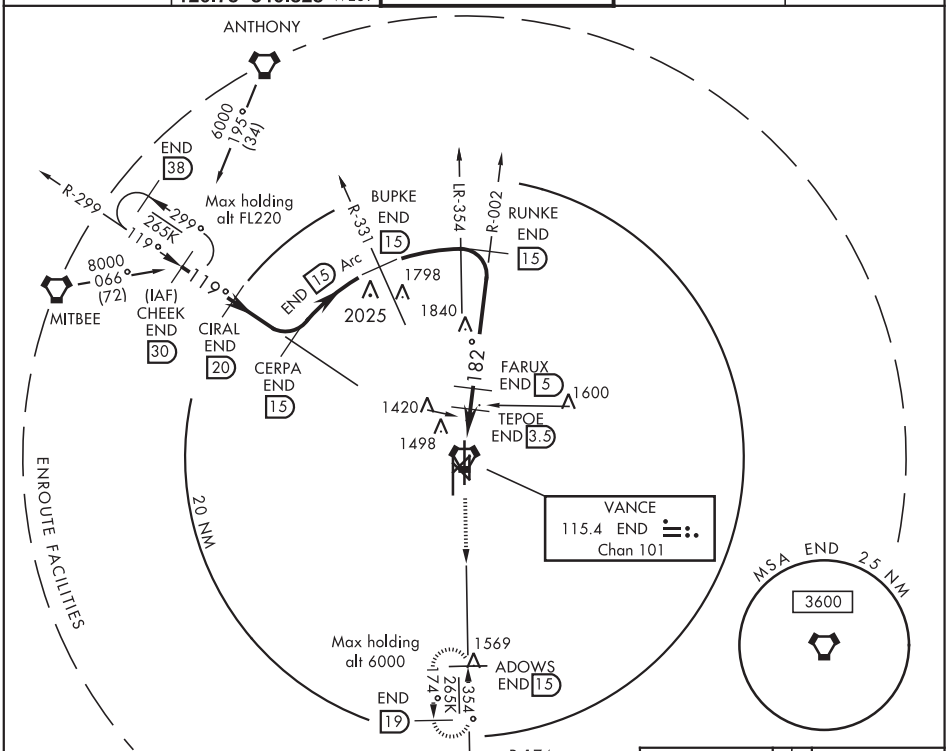
VANCE AFB (KEND)

T * 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 at night to Rwy 35R.

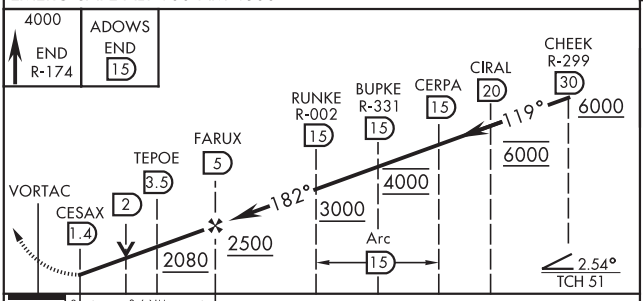
SALSF A2

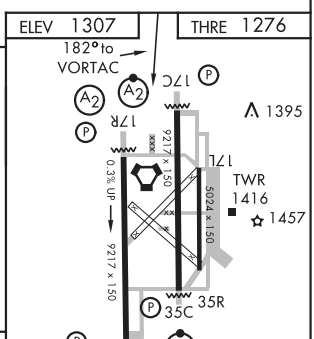
MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800





HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
S-17C *	1680/40 404 (400-¾)		1680/50 404 (400-1)		
C CIRCLING **	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

36° 20′N-97° 55′W

VANCE AFB (KEND)

Amdt 3 12DEC13

VOR/DME or TACAN RWY 17C

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17R

VORTAC END 115.4 Chan 101	APCH CRS 162°	Rwy ldg 9217 THRE 1275 Arpt Elev 1307

AL-135 [USAF]

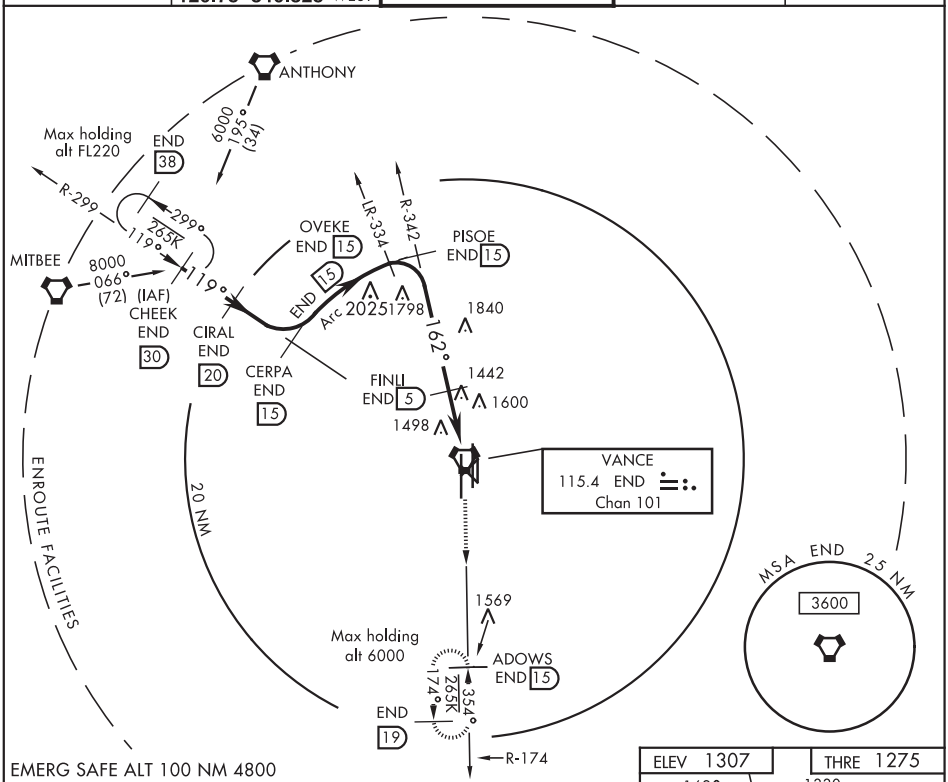
VANCE AFB (KEND)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized at night to Rwy 35R.

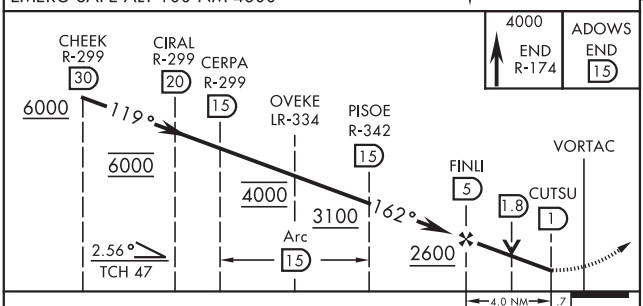
SALS A2

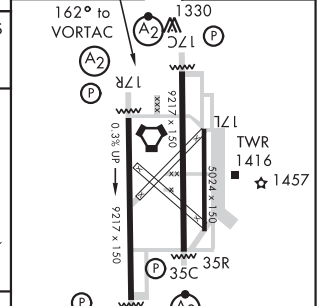
MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800





HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

CATEGORY	A	B	C	D	E
S-17R *	1720-¾ 445 (500-¾)		1720-1 445 (500-1)		
C CIRCLING **	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 3 12DEC13

VOR/DME or TACAN RWY 17R

SC-1, 05 JAN 2017 to 02 MAR 2017

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35C

VORTAC END 115.4 Chan 101	APCH CRS 349°	Rwy ldg 9217 THRE 1293 Arpt Elev 1307

AL-135 [USAF]

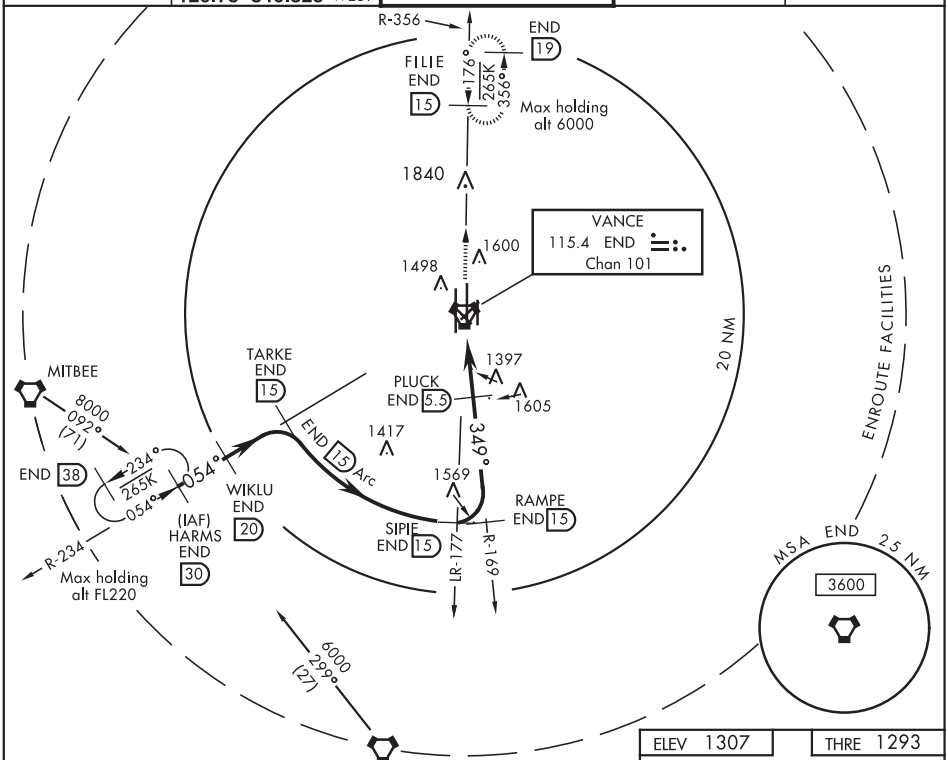
VANCE AFB (KEND)

* 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 at night to Rwy 35R.

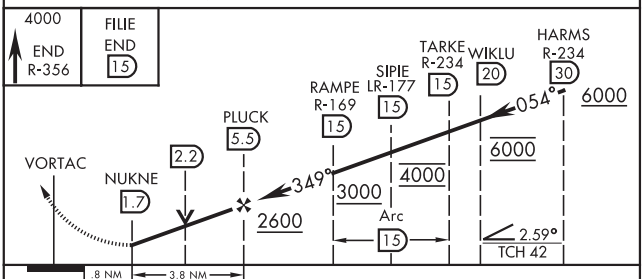
SALSF

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

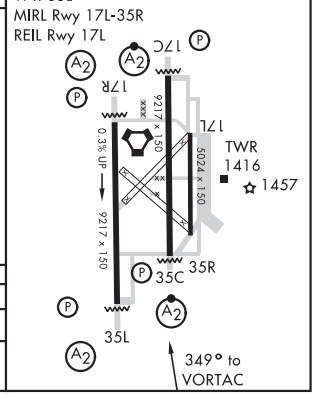


EMERG SAFE ALT 100 NM 4800



ELEV 1307 | THRE 1293

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 3 12DEC13

VOR/DME or TACAN RWY 35C

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

16091

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

VORTAC END 115.4 Chan 101	APCH CRS 003°	Rwy ldg 9217 THRE 1307 Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

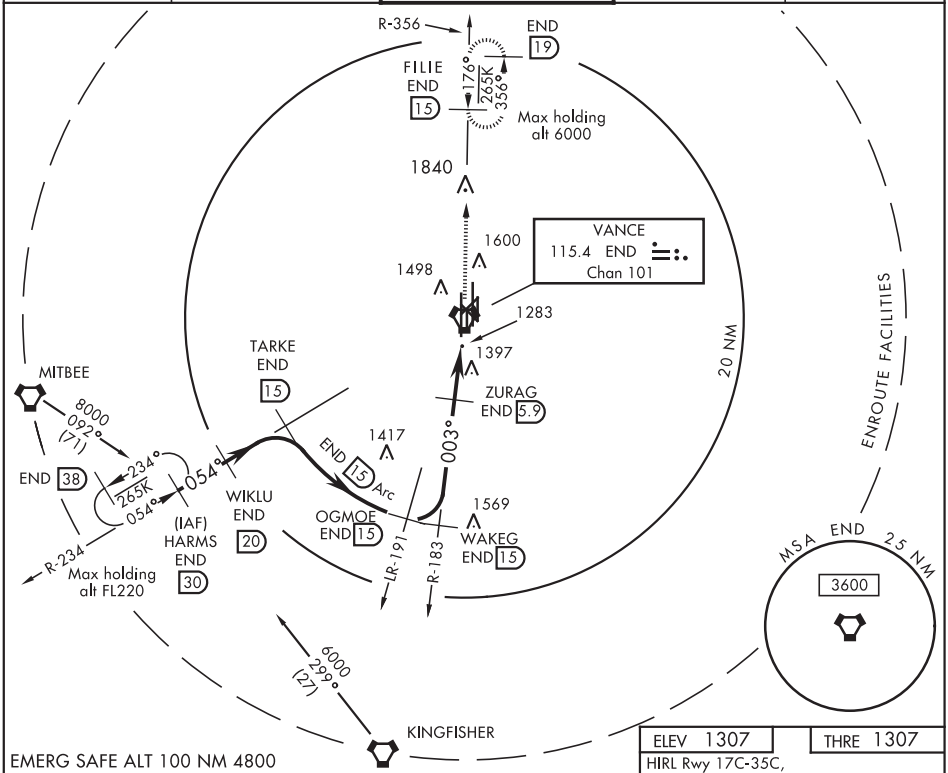
T

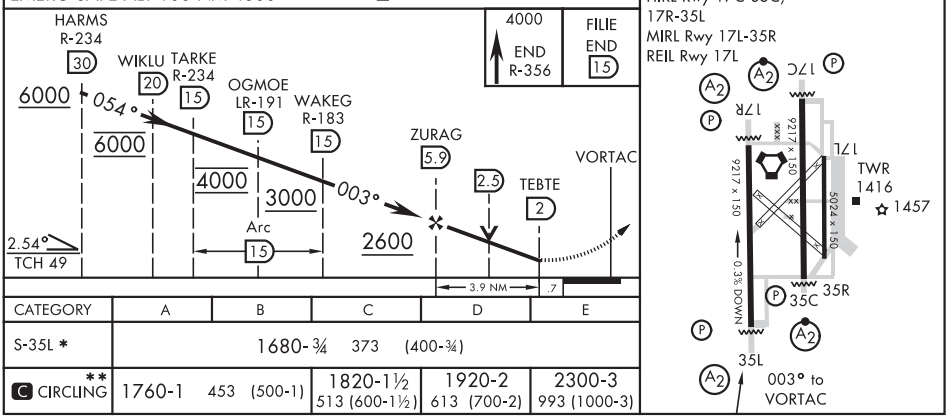
* When ALS inop, increase CAT ABCDE vis to 1 mile.
** Circling not authorized at night to Rwy 35R.

SALS A2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
S-35L *	1680-¾ 373 (400-¾)				
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

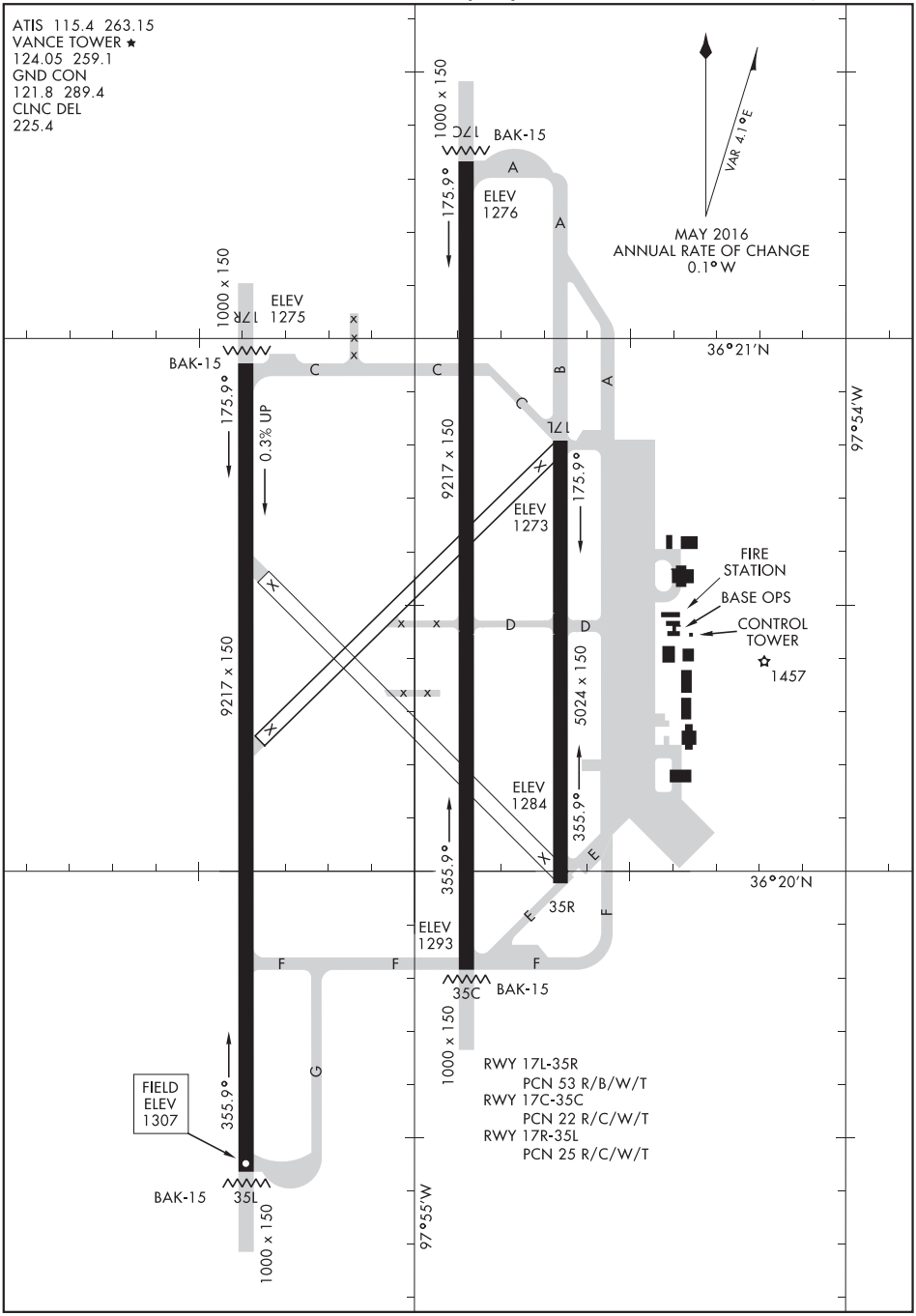
ENID, OKLAHOMA 36° 20′N-97° 55′W VANCE AFB (KEND)

Amdt 3 12DEC13

VOR/DME or TACAN RWY 35L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

12348

VANCE AFB (KEND)

ANTHONY-TWO DEPARTURE (ANY 2•ANY)

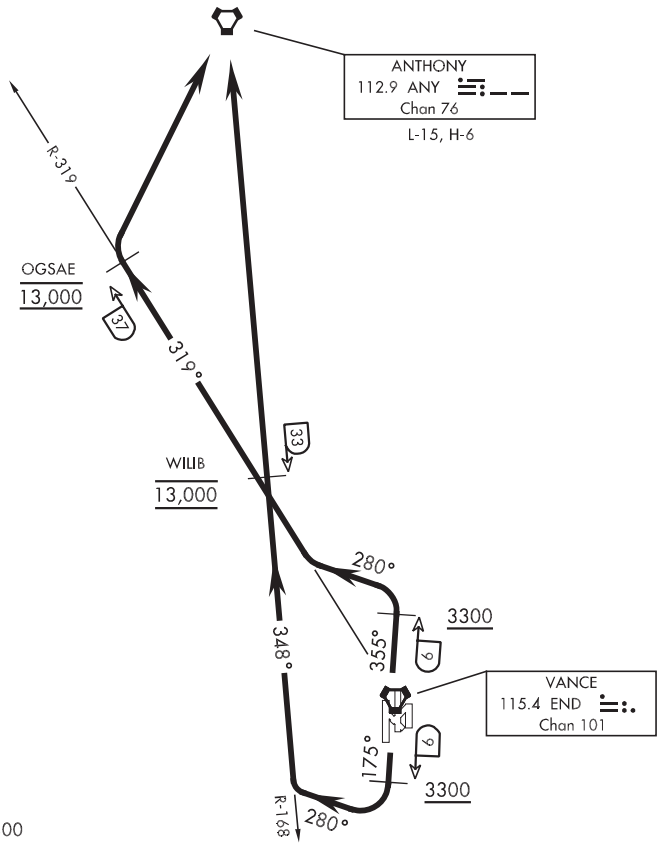
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
KANSAS CITY CENTER
127.8 319.1

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 13,000



DME REQUIRED

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.

SC-1, 05 JAN 2017 to 02 MAR 2017

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

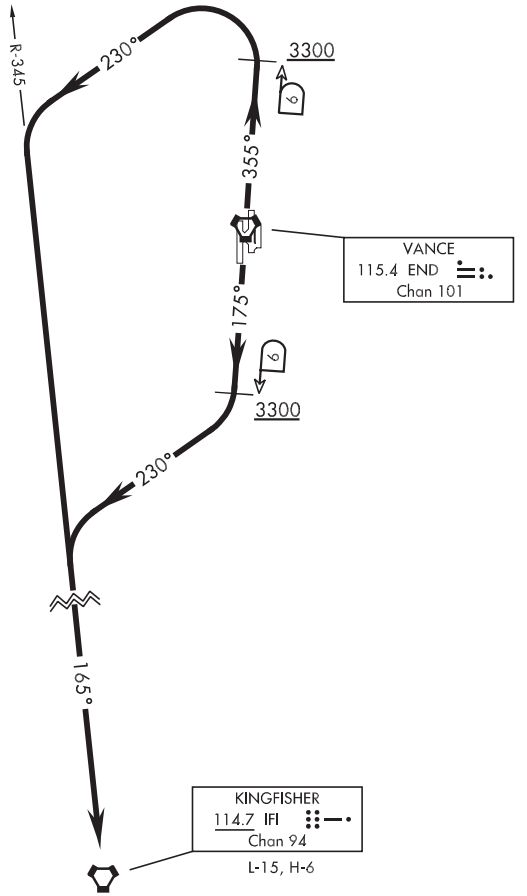
SL-135 [USAF]

VANCE AFB (KEND)
ENID, OKLAHOMA

ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300



DME REQUIRED

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA
VANCE AFB (KEND)

SC-1, 05 JAN 2017 to 02 MAR 2017

12348

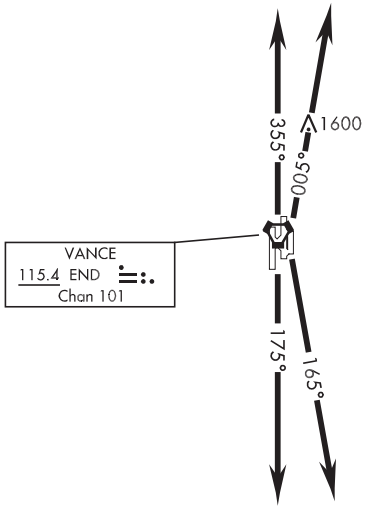
VANCE AFB (KEND)

VANCE ONE DEPARTURE

SL-135 [USAF]

ENID, OKLAHOMA

ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3



RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

SC-1, 05 JAN 2017 to 02 MAR 2017

RNAV (GPS) RWY 18
HEFNER-EASLEY (H68)

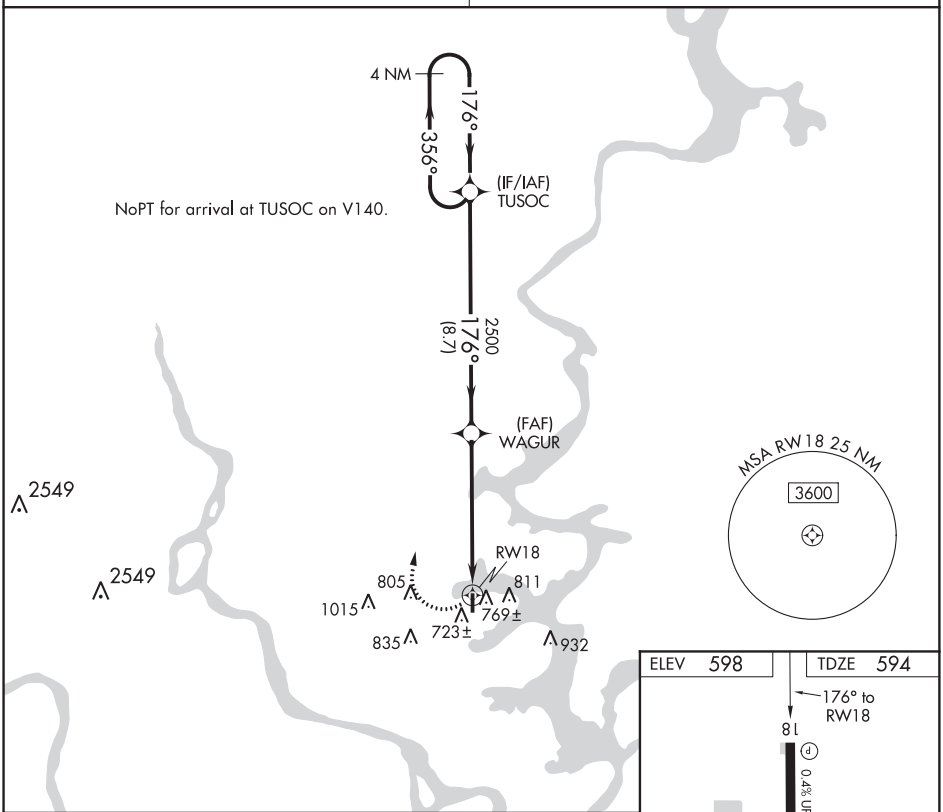
APP CRS	Rwy ldg	3401
176°	TDZE	594
	Apt Elev	598

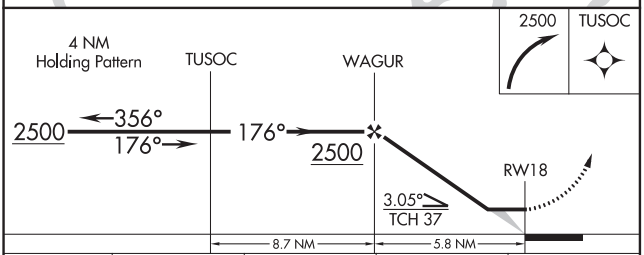
T NA

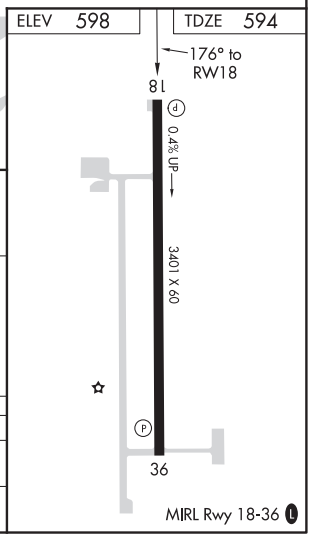
Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

TULSA APP CON	CTAF
119.1 351.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAGONER, OKLAHOMA

AL-10271 (FAA)

15232

RNAV (GPS) RWY 36

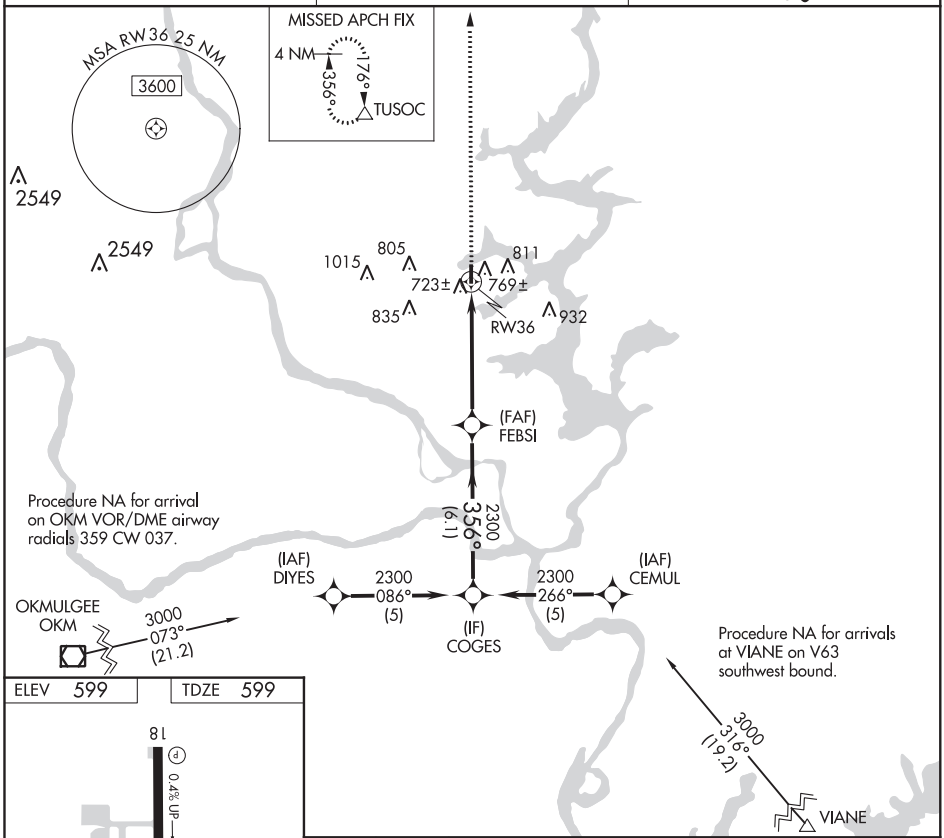
HEFNER-EASLEY (H68)

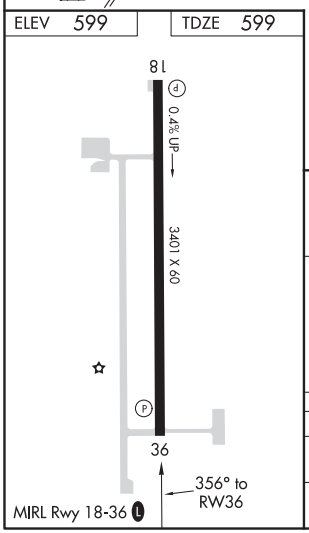
APP CRS	Rwy ldg	3401
356°	TDZE	599
	Apt Elev	599

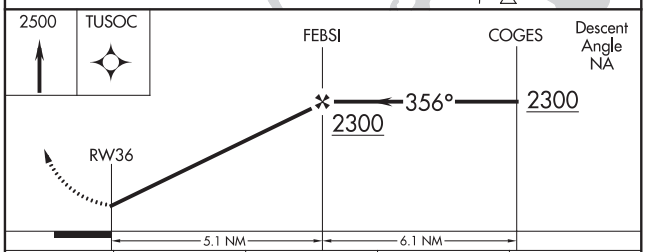
DME/DME RNP-0.3 NA. Procedure NA at night. Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Helicopter visibiltiy reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

AWOS-3	TULSA APP CON	CTAF
135.025	119.1 351.8	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1100-1	501 (600-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 77825 W04A	APP CRS 044°	Rwy ldg 6001 TDZE 279 Apt Elev 279

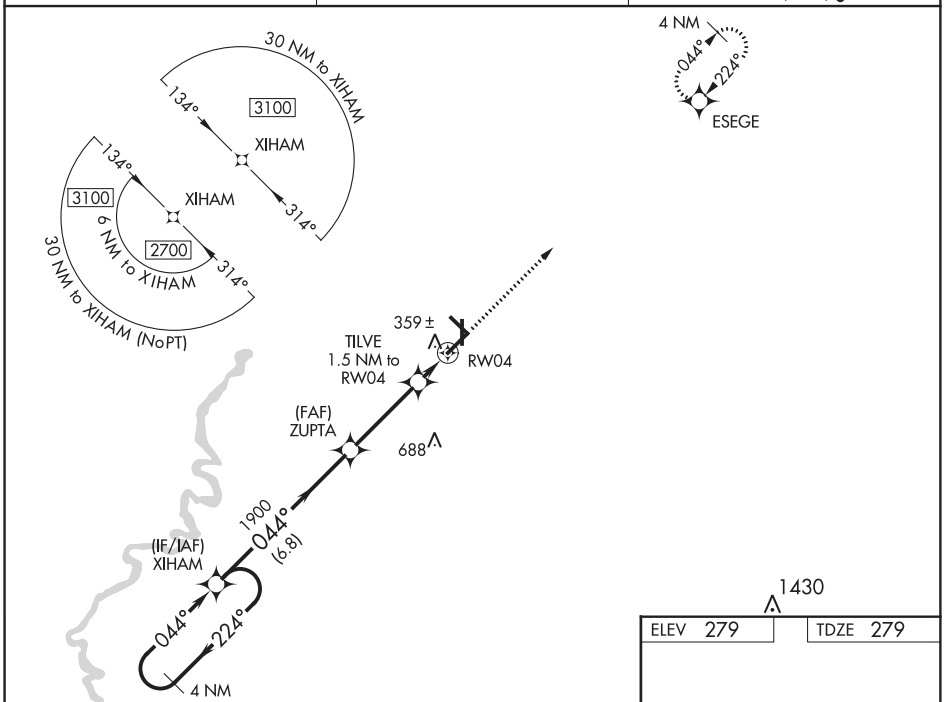
RNAV (GPS) RWY 4
WALNUT RIDGE RGNL (ARG)

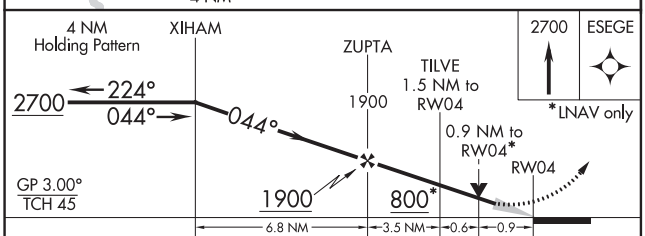
Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting.
When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile.

MALSF

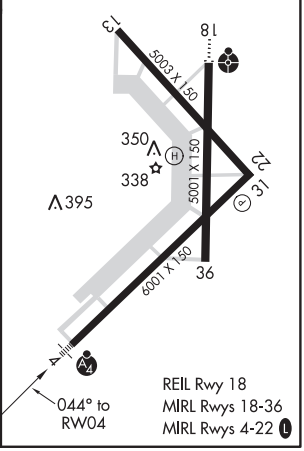
MISSED APPROACH: Climb to 2700 direct ESEGE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	529- ¾ 250 (300- ¾)			
LNAV/VNAV DA	529- ¾ 250 (300- ¾)			
LNAV MDA	620-1 341 (400-1)			
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

16203

RNAV (GPS) RWY 18
WALNUT RIDGE RGNL (ARG)

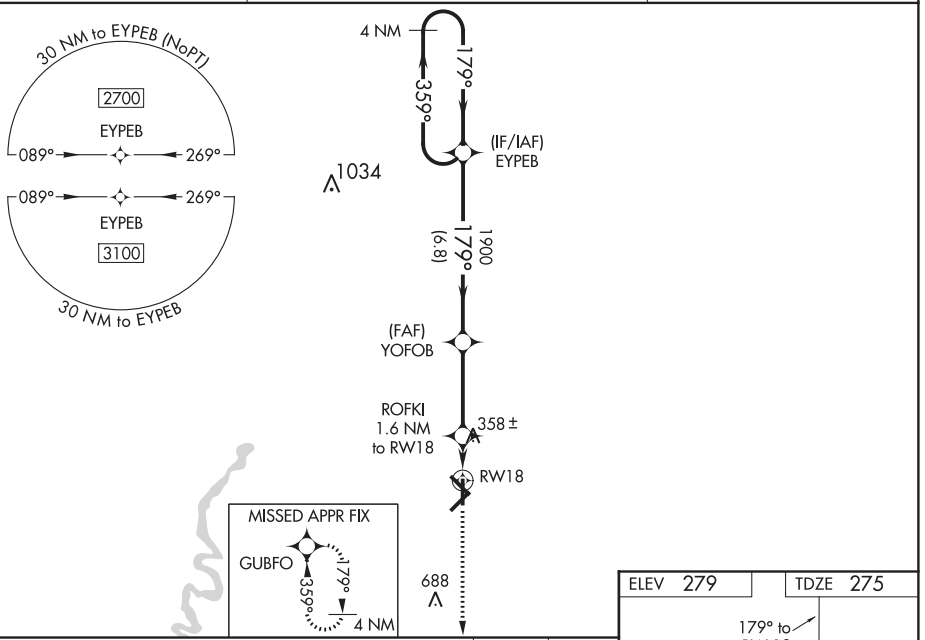
WAAS CH 65925 W18A	APP CRS 179°	Rwy ldg 5001 TDZE 275 Apt Elev 279

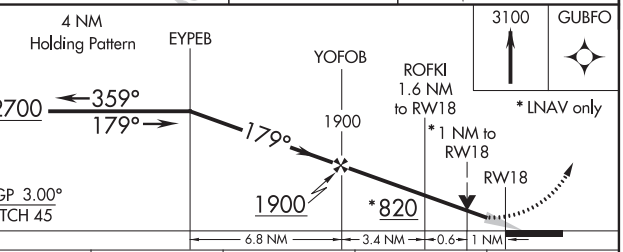
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile. For inoperative ODALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. When using Jonesboro altimeter setting; for inoperative ODALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C and D visibility to 1⅛ mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.

ODALS

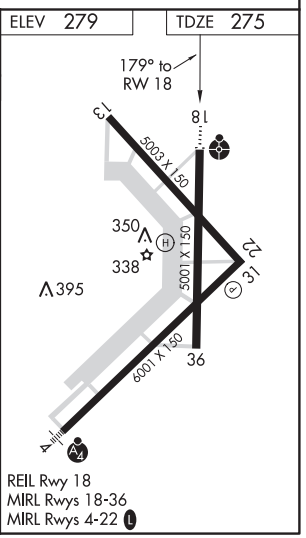
MISSED APPROACH: Climb to 3100 direct GUBFO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	475-¾ 200 (200-¾)			
LNAV/VNAV DA	525-¾ 250 (300-¾)			
LNAV MDA	620-¾ 345 (400-¾)		620-⅞ 345 (400-⅞)	
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

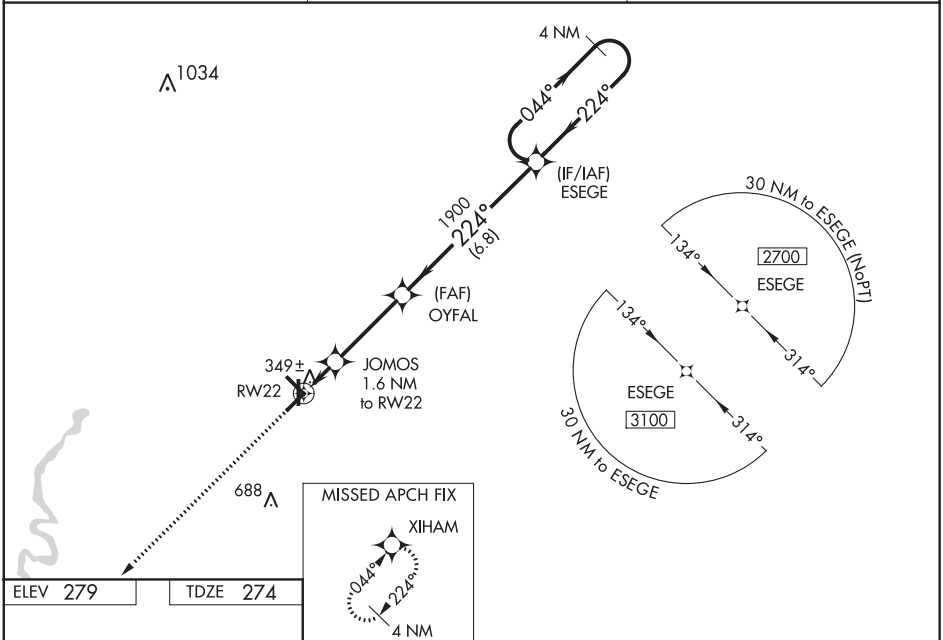
RNAV (GPS) RWY 22
WALNUT RIDGE RGNL (ARG)

WAAS CH 82125 W22A	APP CRS 224°	Rwy ldg 6001 TDZE 274 Apt Elev 279

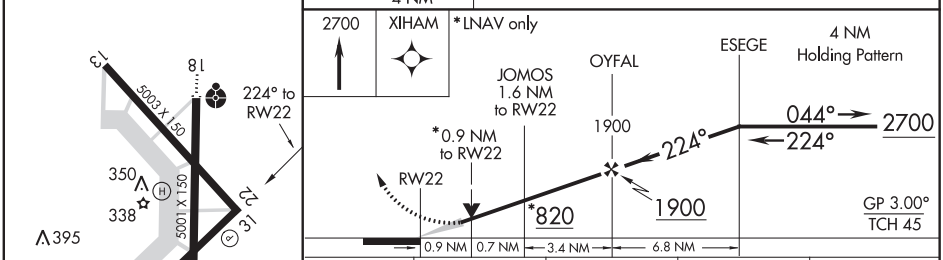
Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile.

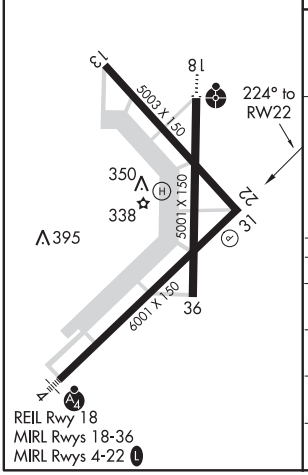
MISSED APPROACH: Climb to 2700 direct XIHAM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



ELEV 279 TDZE 274





CATEGORY	A	B	C	D
LPV DA	524-1 250 (300-1)			
LNAV/VNAV DA	524-1 250 (300-1)			
LNAV MDA	600-1 326 (400-1)			
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

16203

RNAV (GPS) RWY 36

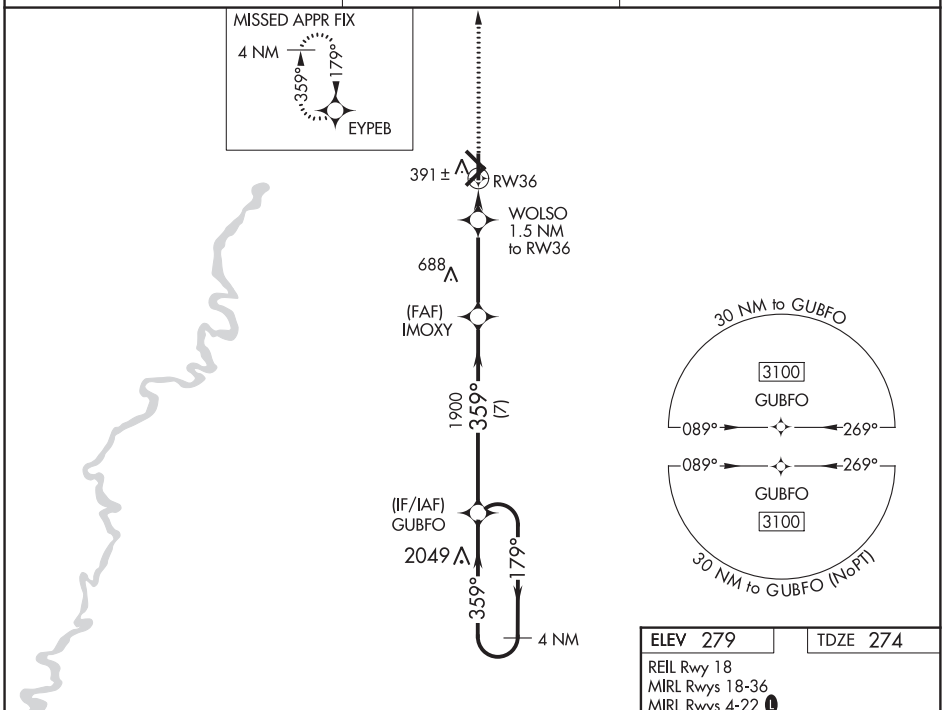
WALNUT RIDGE RGNL (ARG)

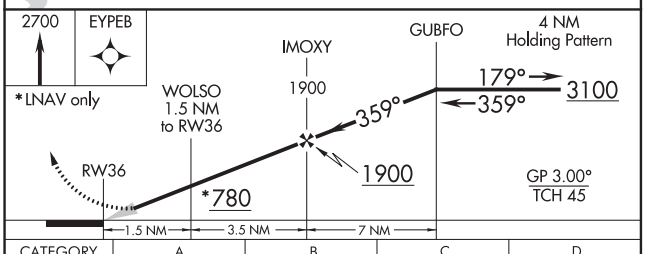
WAAS CH 45825 W36A	APP CRS 359°	Rwy ldg 5001 TDZE 274 Apt Elev 279

Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct EYPEB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L

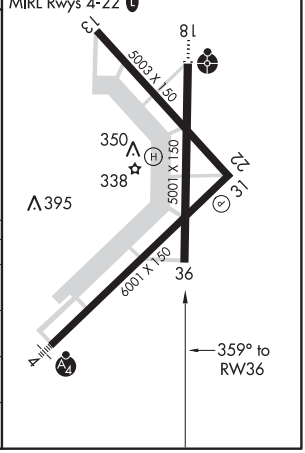




CATEGORY	A	B	C	D
LPV DA	474-1 200 (200-1)			
LNAV/VNAV DA	574-1 300 (300-1)			
LNAV MDA	660-1 386 (400-1)		660-1⅛ 386 (400-1⅛)	
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

ELEV 279 | TDZE 274

REIL Rwy 18
MIRL Rwys 18-36
MIRL Rwys 4-22 L



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

LOC RWY 18
WALNUT RIDGE RGNL (ARG)

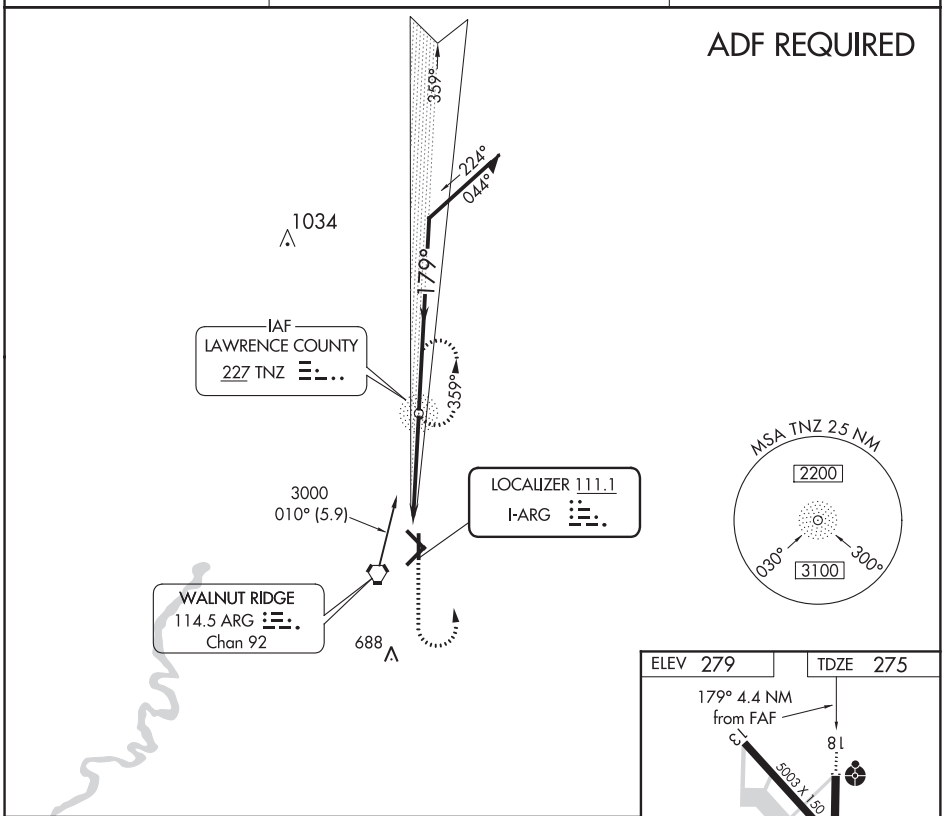
LOC I-ARG	APP CRS	Rwy ldg / TDZE / Apt Elev
111.1	179°	5001 / 275 / 279

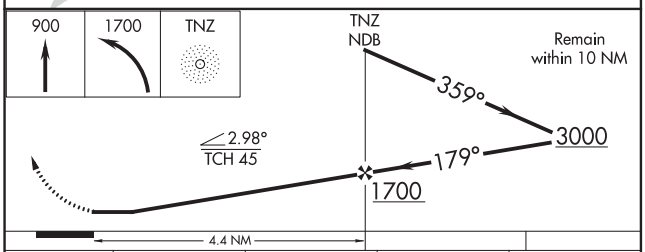
NA

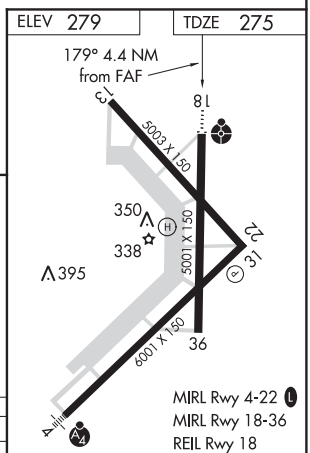
ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	620-¾ 345 (400-¾)			620-1¼ 345 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

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

MIRL Rwy 4-22
MIRL Rwy 18-36
REIL Rwy 18

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WARREN, ARKANSAS

AL-5700 (FAA)

14261

RNAV (GPS) RWY 3
WARREN MUNI (3M9)

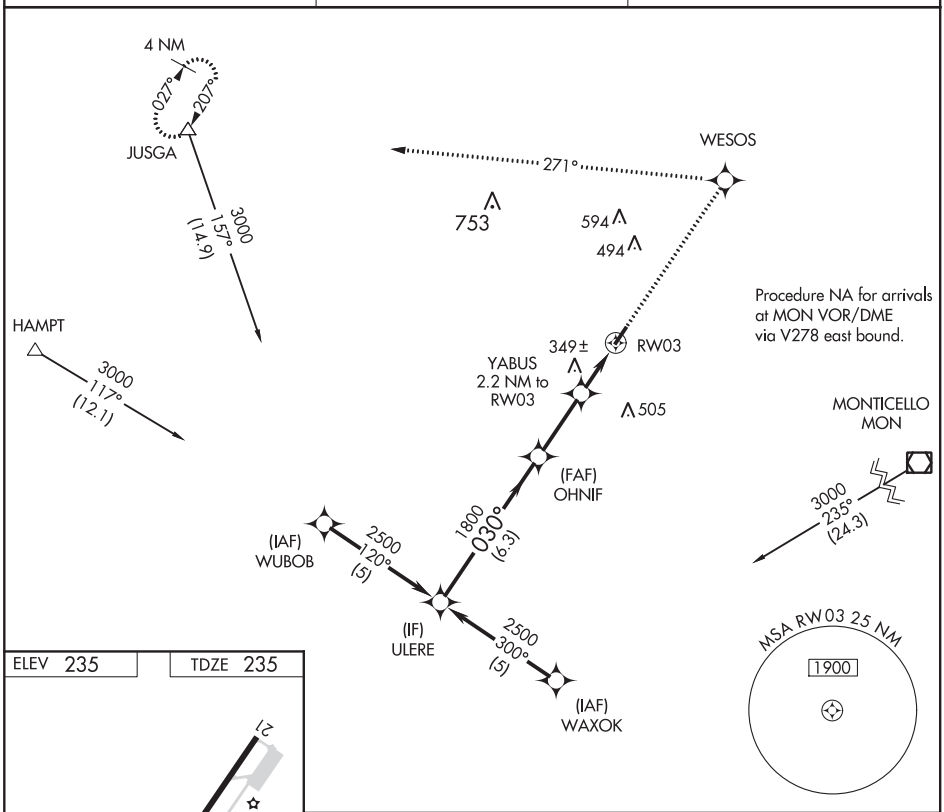
APP CRS	Rwy ldg	3829
030°	TDZE	235
	Apt Elev	235

NA

DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

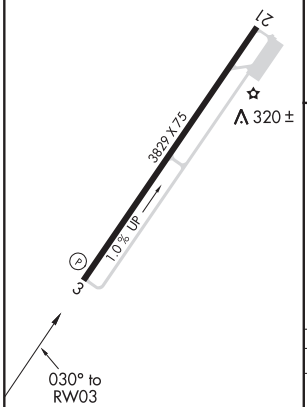
MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9



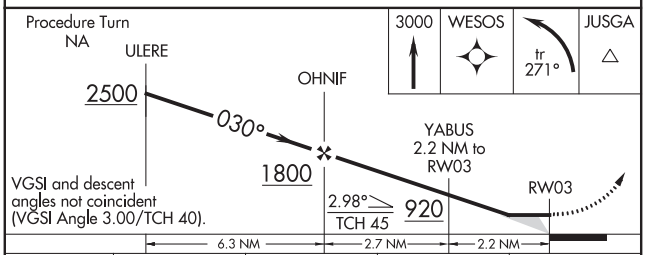
SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ELEV 235 | TDZE 235



LIRL Rwy 3-21



CATEGORY	A	B	C	D
LNAV MDA	660-1 425 (500-1)		660-1¼ 425 (500-1¼)	NA
CIRCLING	740-1 505 (600-1)		740-1½ 505 (600-1½)	NA

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

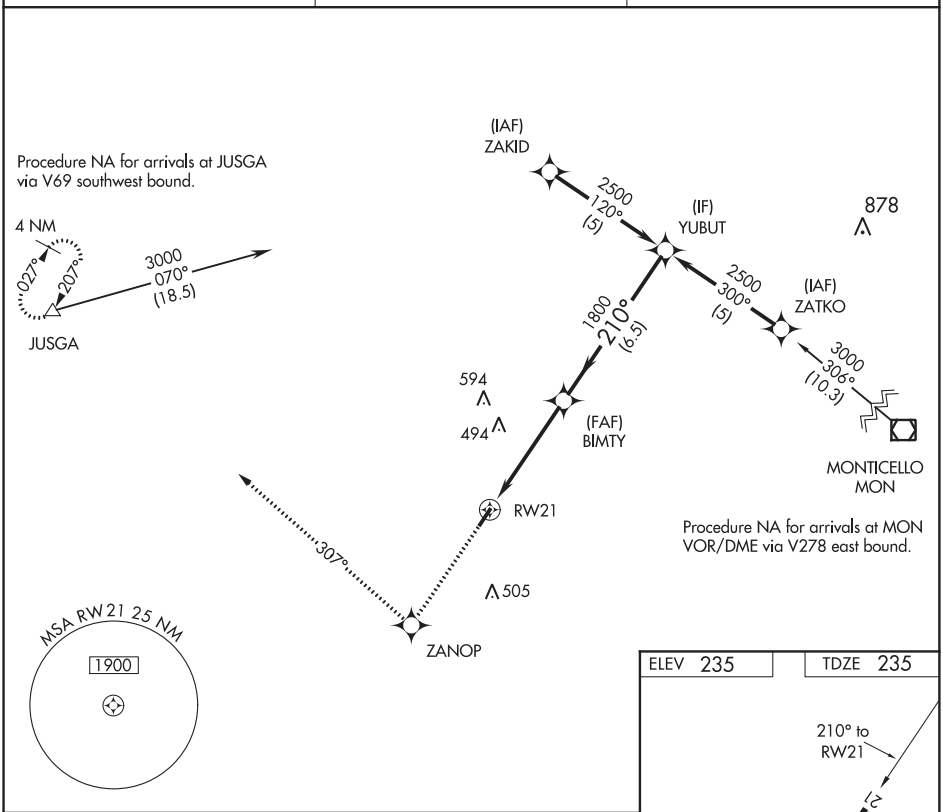
APP CRS	Rwy ldg	3829
210°	TDZE	235
	Apt Elev	235

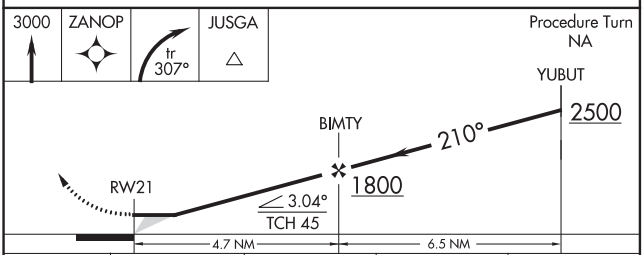
NA

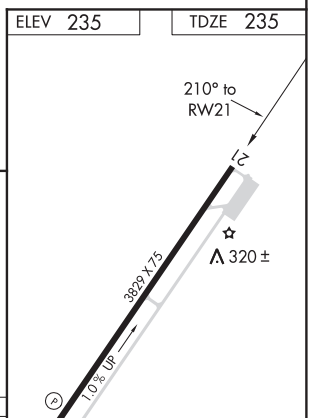
DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.

MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9







LIRL Rwy 3-21

CATEGORY	A	B	C	D
LNAV MDA	720-1 485 (500-1)		720-1¼ 485 (500-1¼)	NA
CIRCLING	740-1 505 (600-1)		740-1½ 505 (600-1½)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

WARREN, ARKANSAS

AL-5700 (FAA)

14261

VOR/DME-A

WARREN MUNI (3M9)

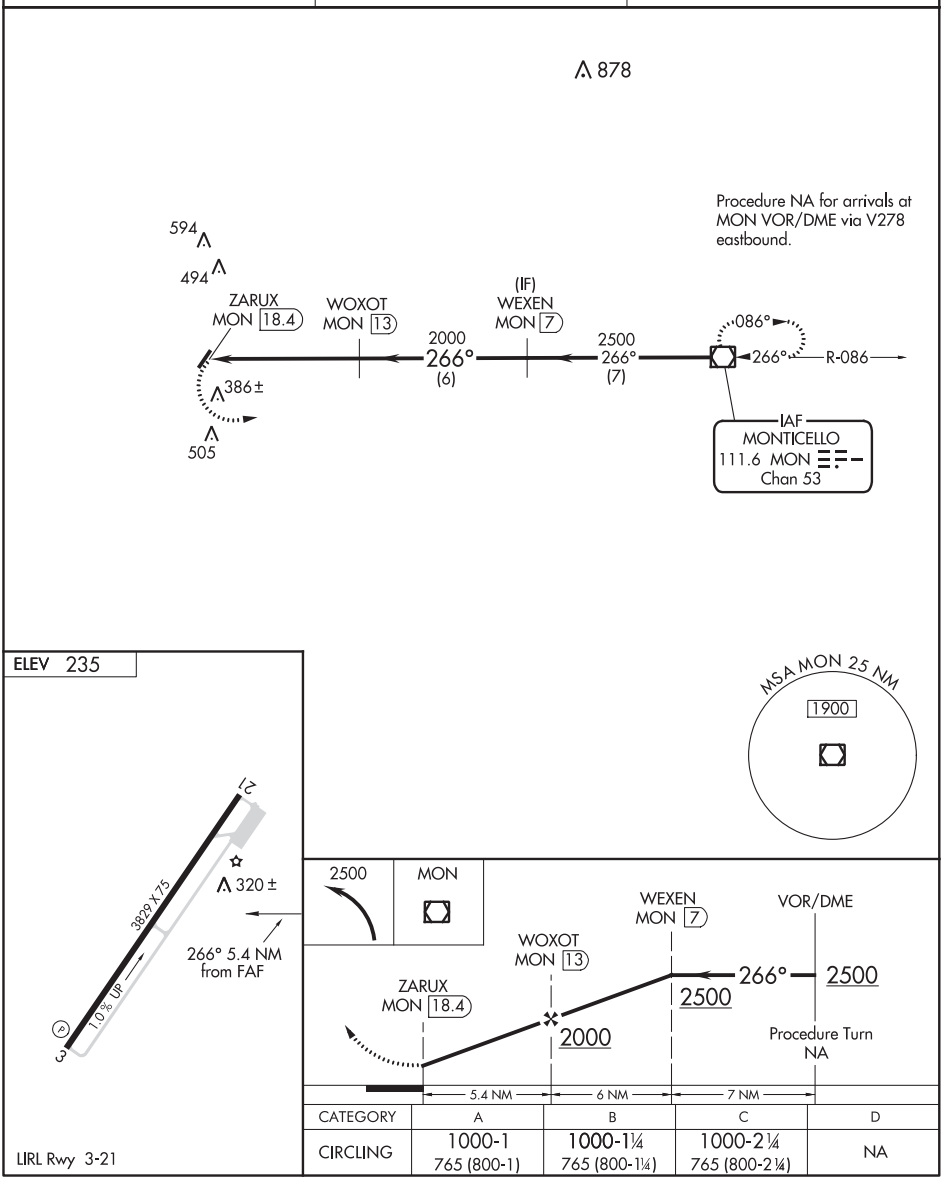
VOR/DME MON 111.6 Chan 53	APP CRS 266°	Rwy ldg N/A TDZE N/A Apt Elev 235

T
NA

Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

MONTICELLO ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9



CATEGORY	A	B	C	D
CIRCLING	1000-1 765 (800-1)	1000-1¼ 765 (800-1¼)	1000-2¼ 765 (800-2¼)	NA

LIRL Rwy 3-21

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

APP CRS	Rwy ldg	4001
173°	TDZE	1551
	Apt Elev	1551

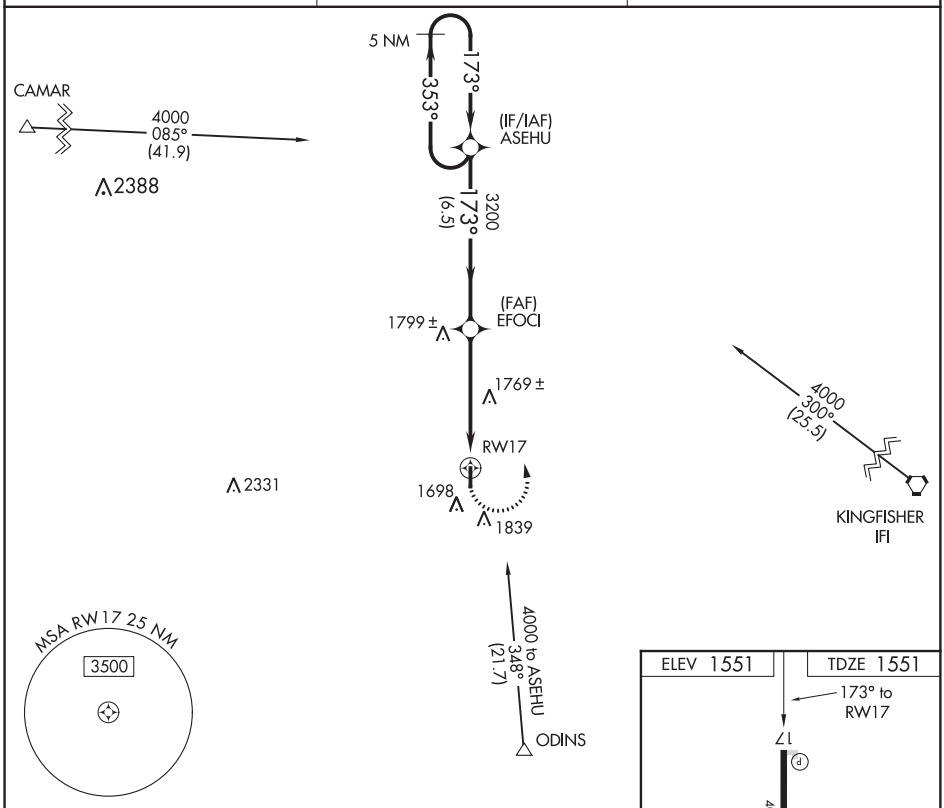
RNAV (GPS) RWY 17
WATONGA RGNL (JWG)

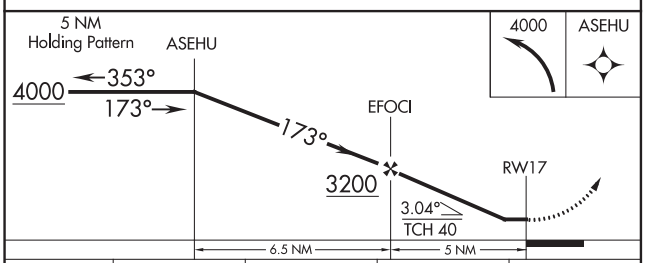
When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase all Cat C visibilities ¼ mile. DME/DME RNP-0.3 NA.

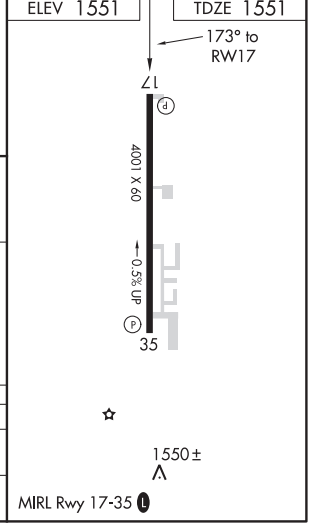
NA

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	126.75 346.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2060-1 509 (600-1)		2060-1½ 509 (600-1½)	NA
CIRCLING	2060-1 509 (600-1)	2240-1 689 (700-1)	2240-2 689 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017
SC-1, 05 JAN 2017 to 02 MAR 2017

WATONGA, OKLAHOMA

AL-6530 (FAA)

16203

VOR/DME-A
WATONGA RGNL (JWG)

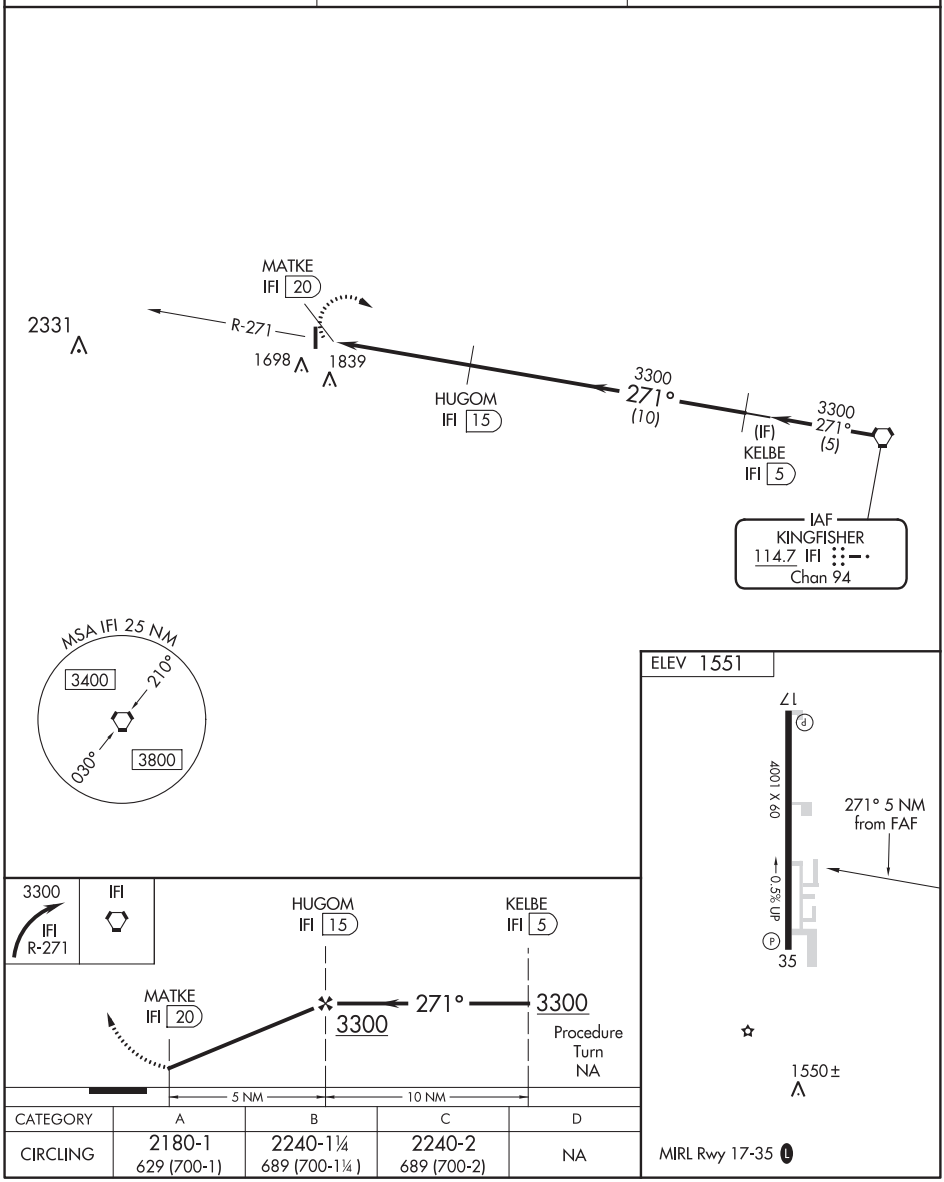
VORTAC IFI	APP CRS	Rwy ldg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	1551

When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	126.75 346.325	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2180-1 629 (700-1)	2240-1¼ 689 (700-1¼)	2240-2 689 (700-2)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

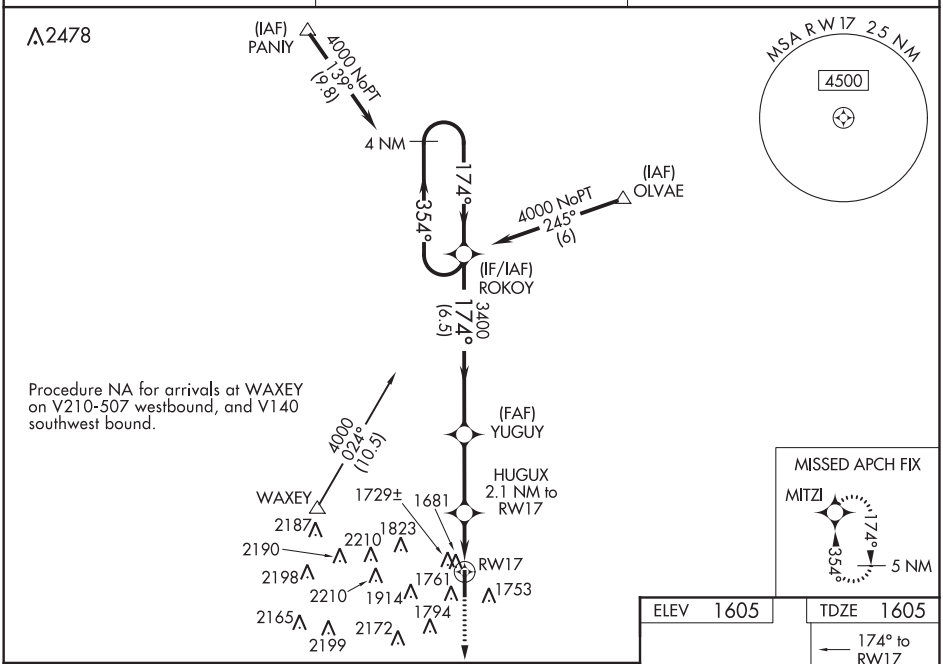
WAAS CH 82032 W17A	APP CRS 174°	Rwy ldg 5100 TDZE 1605 Apt Elev 1605

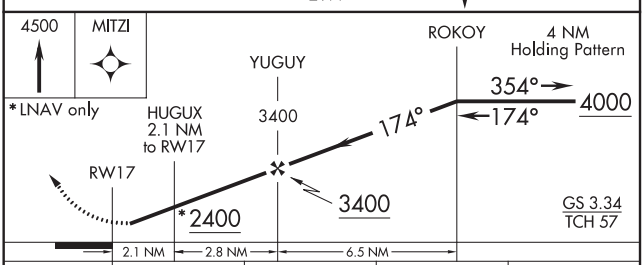
RNAV (GPS) RWY 17
THOMAS P. STAFFORD (OJA)

Baro-VNAV NA when using Clinton Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 17, 35 operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet. Increase LNAV Cat C visibility to 1⅛ mile, and Circling Cat C visibility to 2½ mile.

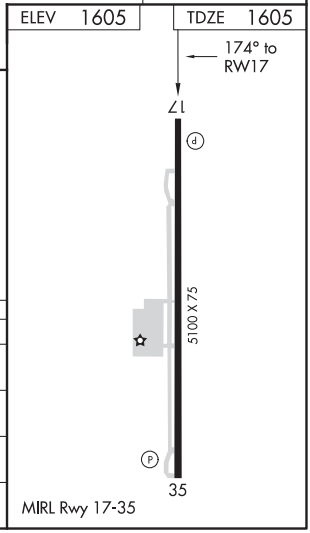
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1875-1 270 (300-1)			NA
LNAV/VNAV DA	1904-1 299 (300-1)			NA
LNAV MDA	1980-1 375 (400-1)			NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA



SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WEATHERFORD, OKLAHOMA

AL-6769 (FAA)

14233

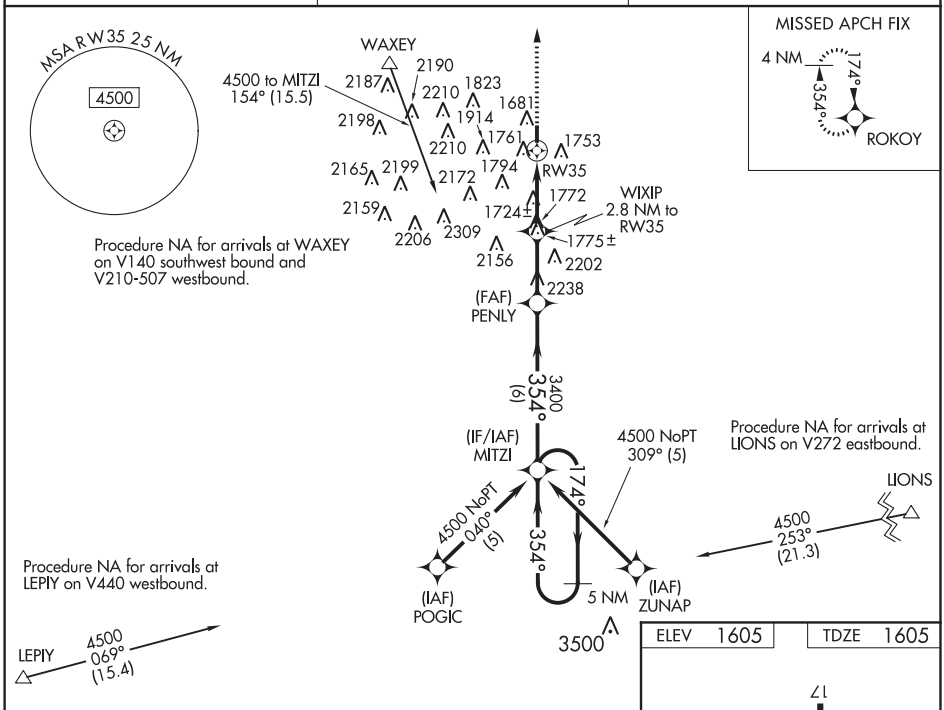
RNAV (GPS) RWY 35
THOMAS P. STAFFORD (OJA)

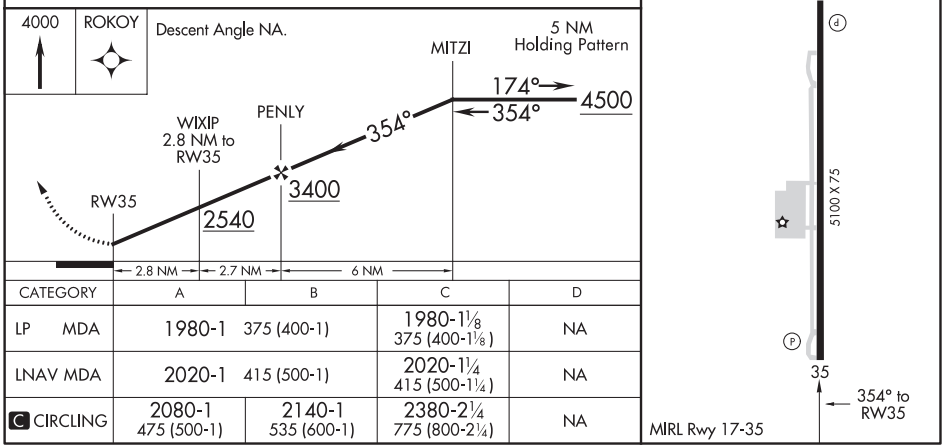
WAAS CH 97534 W35A	APP CRS 354°	Rwy ldg 5100 TDZE 1605 Apt Elev 1605

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Night Landing: Rwy 17, 35 operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 40 feet. Increase LP Cat C visibility to 1¼ mile and LNAV Cat C visibility to 1⅜ mile, and Circling Cat C visibility to 2½ mile.

MISSED APPROACH: Climb to 4000 direct ROKOY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.375	122.8 (CTAF)





CATEGORY	A	B	C	D
LP MDA	1980-1 375 (400-1)		1980-1⅛ 375 (400-1⅛)	NA
LNAV MDA	2020-1 415 (500-1)		2020-1¼ 415 (500-1¼)	NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

ILS or LOC RWY 17
WEST MEMPHIS MUNI (AWM)

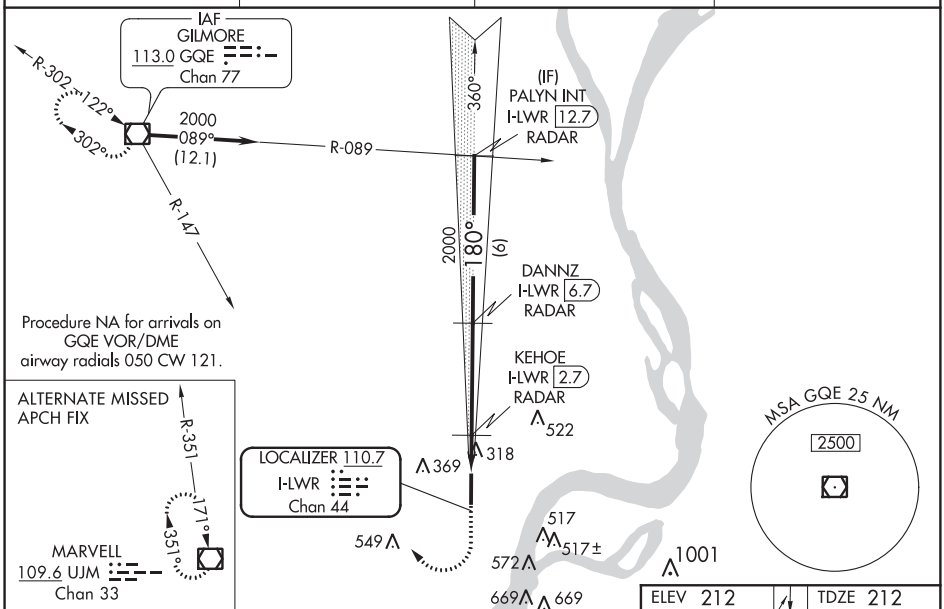
LOC/DME I-LWR	APP CRS	Rwy ldg	6003
110.7	180°	TDZE	212
Chan 44		Apt Elev	212

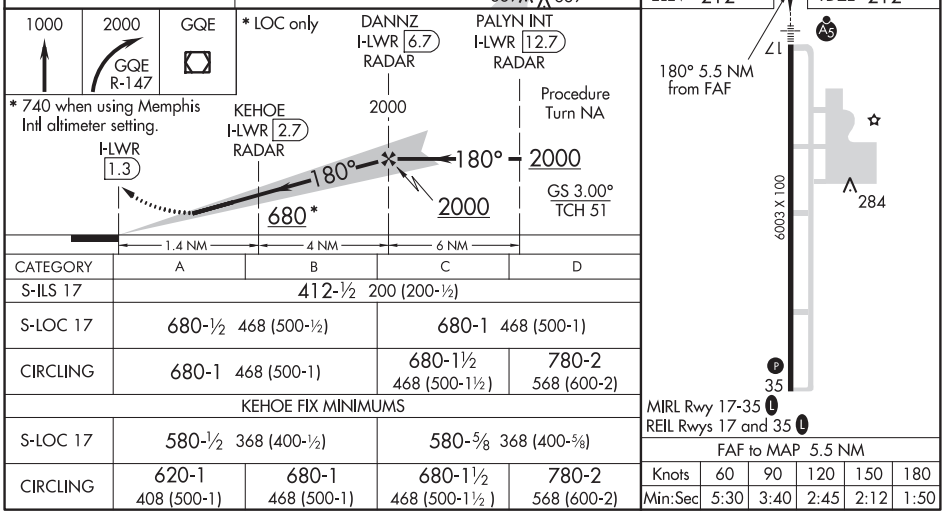
T NA When VGSI inop, Circling Rwy 35 NA at night. DME or RADAR Required. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA to 462 feet and all MDA 60 feet and increase KEHOE Fix mimimums S-LOC 17 Cats C and D visibility ⅛ mile. For inoperative MALSR, increase S-LOC 17 Cats C and D visibility to 1⅜ and KEHOE Fix minimums S-LOC 17 Cats C and D visibility to 1 mile. For inoperative MALSR when using Memphis Intl altimeter setting, increase KEHOE Fix minimums S-LOC 17 Cats C and D visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 17	412-½ 200 (200-½)			
S-LOC 17	680-½ 468 (500-½)		680-1 468 (500-1)	
CIRCLING	680-1 468 (500-1)		680-1½ 468 (500-1½)	780-2 568 (600-2)
KEHOE FIX MINIMUMS				
S-LOC 17	580-½ 368 (400-½)		580-⅝ 368 (400-⅝)	
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WEST MEMPHIS, ARKANSAS

AL-5386 (FAA)

16035

RNAV (GPS) RWY 17
WEST MEMPHIS MUNI (AWM)

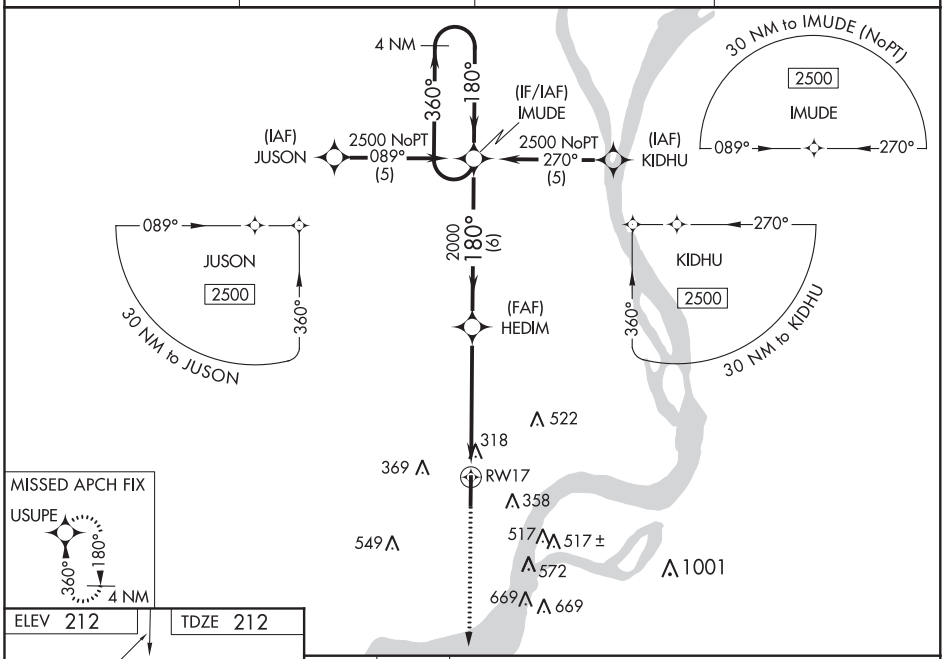
WAAS CH 69316 W17A	APP CRS 180°	Rwy ldg 6003 TDZE 212 Apt Elev 212

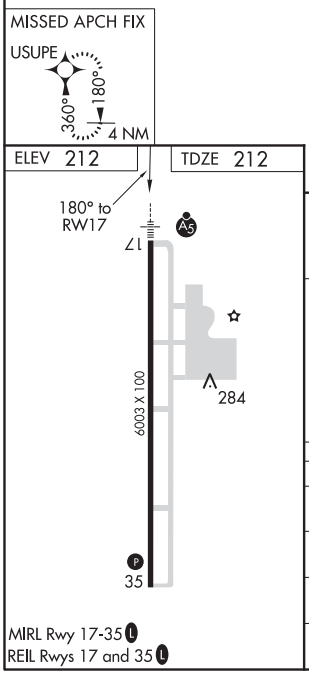
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter and increase all DA 50 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting. Circling to Rwy 35 NA at night.

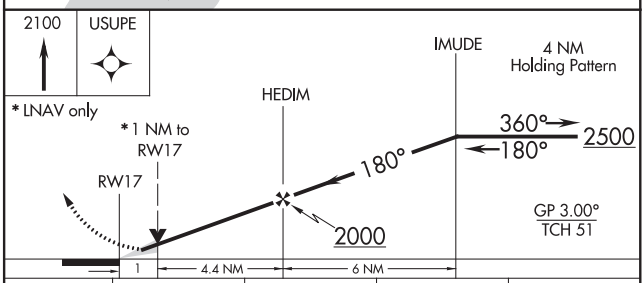
MALSR

MISSED APPROACH: Climb to 2100 direct USUPE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	412-½ 200 (200-½)			
LNAV/VNAV DA	593-¾ 381 (400-¾)			
LNAV MDA	580-½ 368 (400-½)			580-1 368 (400-1)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

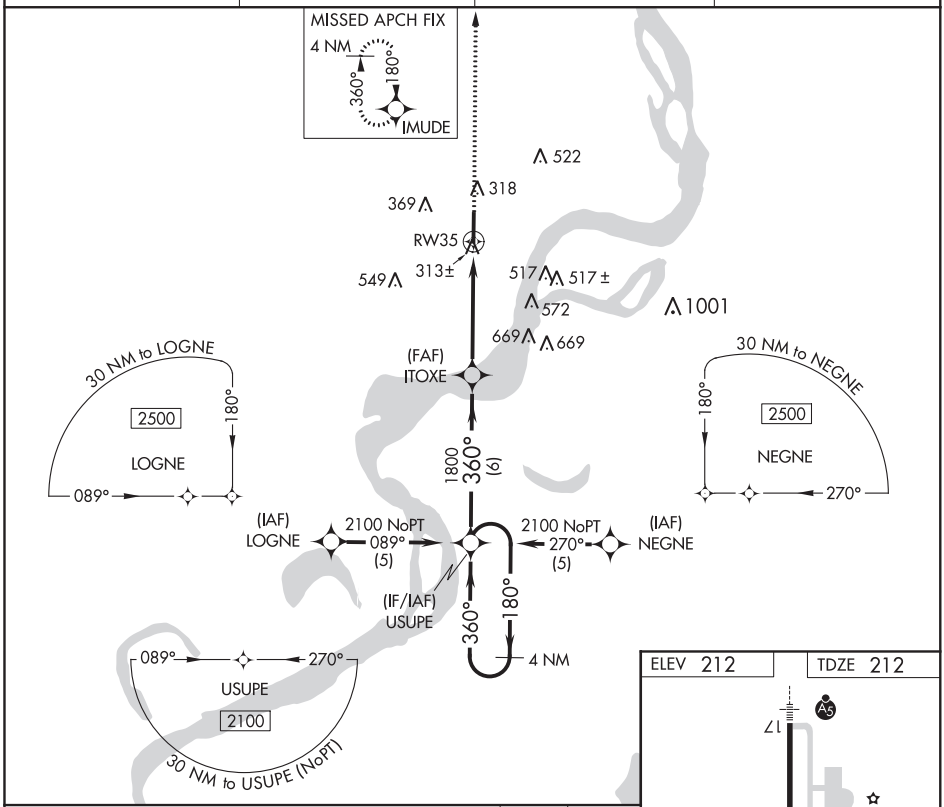
RNAV (GPS) RWY 35
WEST MEMPHIS MUNI (AWM)

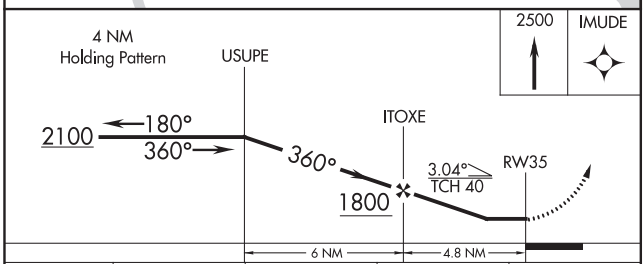
APP CRS	Rwy ldg	6003
360°	TDZE	212
	Apt Elev	212

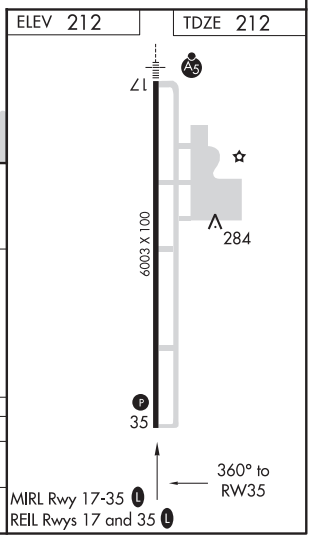
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IMUDE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1 368 (400-1)			580-1¼ 368 (400-1¼)
CIRCLING	620-1 408 (500-1)	680-1 468 (500-1)	680-1½ 468 (500-1½)	780-2 568 (600-2)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WEST MEMPHIS, ARKANSAS

AL-5386 (FAA)

16035

VOR/DME-A

WEST MEMPHIS MUNI (AWM)

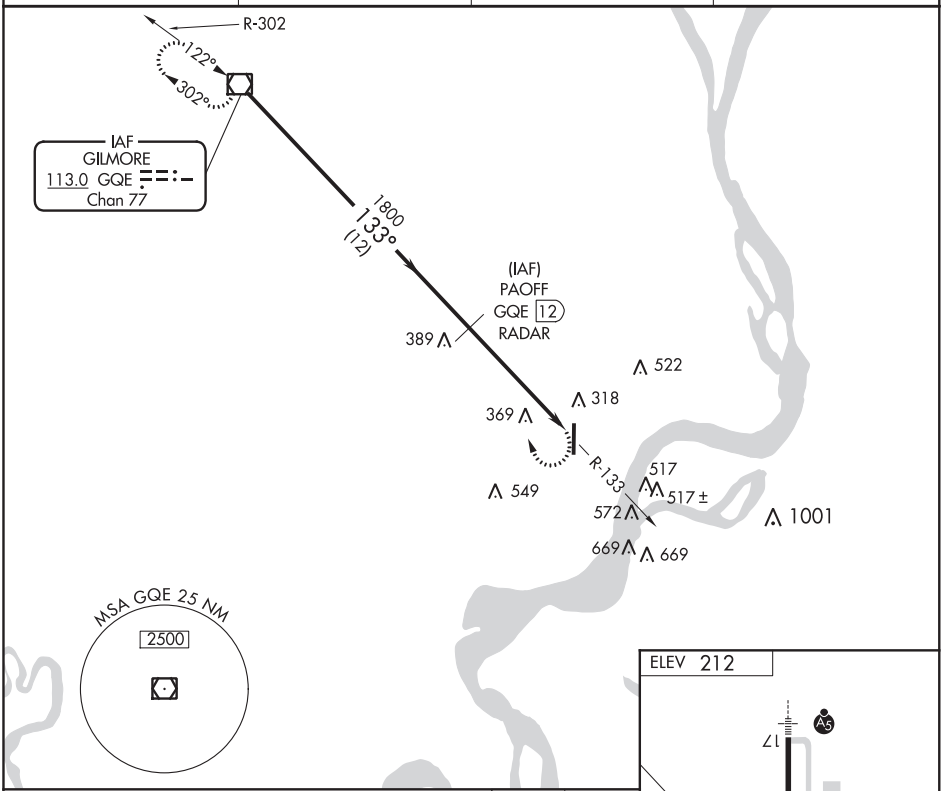
VOR/DME GQE	APP CRS	Rwy ldg	N/A
113.0	133°	TDZE	N/A
Chan 77		Apt Elev	212

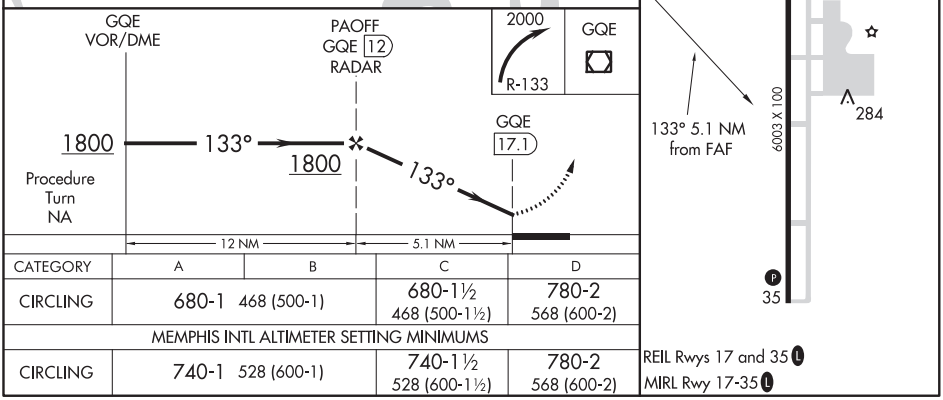
NA

Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	680-1 468 (500-1)		680-1½ 468 (500-1½)	780-2 568 (600-2)
MEMPHIS INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	740-1 528 (600-1)		740-1½ 528 (600-1½)	780-2 568 (600-2)

REIL Rwys 17 and 35 L

MIRL Rwy 17-35 L

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WAAS CH 70614 W17A	APP CRS 172°	Rwy ldg 5502 TDZE 2176 Apt Elev 2189

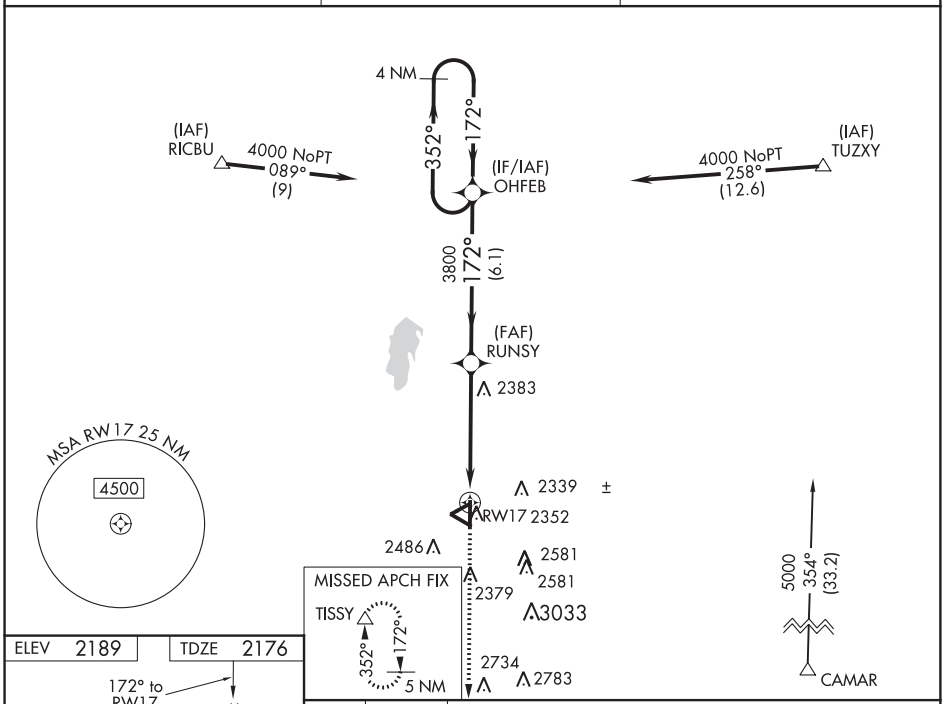
RNAV (GPS) RWY 17
WEST WOODWARD (WWR)

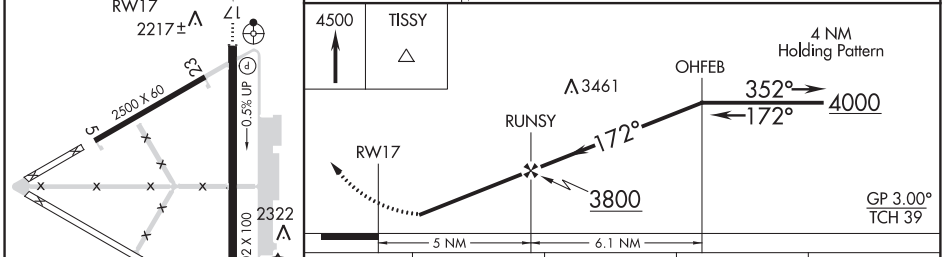
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

ODALS

MISSED APPROACH: Climb to 4500 direct TISSY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)		2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

MIRL Rwy 5-23 and 17-35

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

WOODWARD, OKLAHOMA

AL-6222 (FAA)

17005

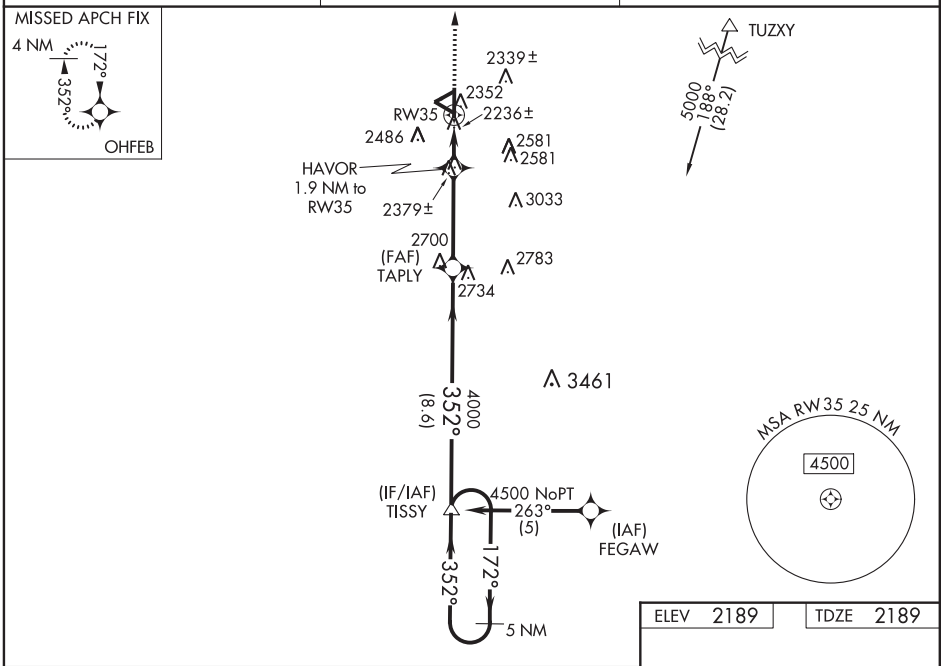
RNAV (GPS) RWY 35
WEST WOODWARD (WWR)

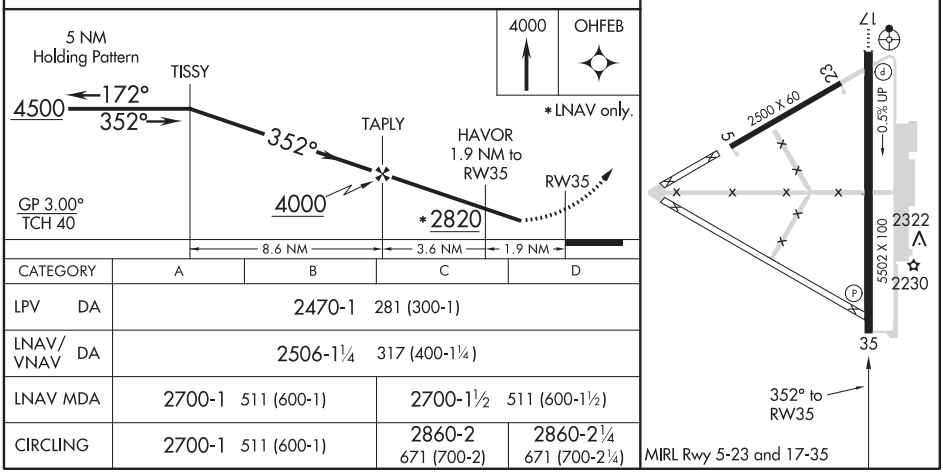
WAAS CH 40314 W35A	APP CRS 352°	Rwy ldg 5502 TDZE 2189 Apt Elev 2189

Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

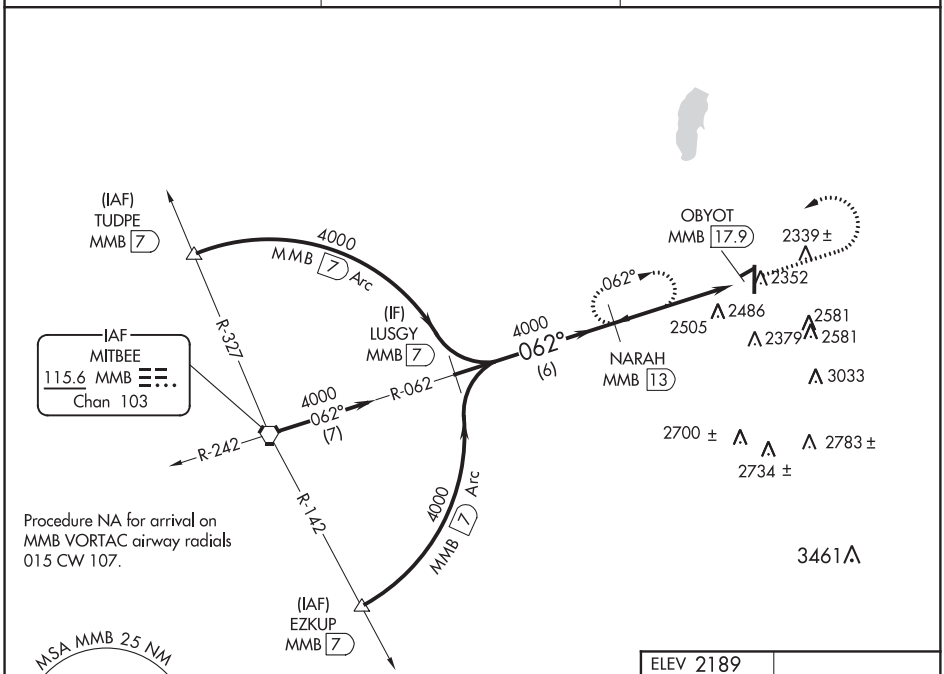
VOR/DME-A
WEST WOODWARD (WWR)

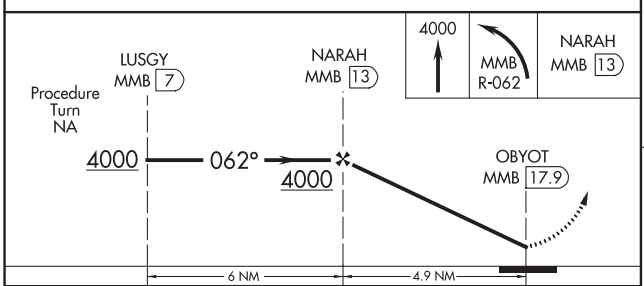
VORTAC MMB	APP CRS	Rwy Idg / TDZE / Apt Elev
115.6 Chan 103	062°	N/A / N/A / 2189

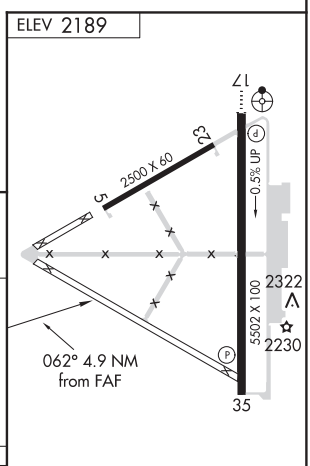
When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000, then left turn via MMB VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2820-1 631 (700-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

MIRL Rwy 5-23 and 17-35

SC-1, 05 JAN 2017 to 02 MAR 2017

SC-1, 05 JAN 2017 to 02 MAR 2017

INTENTIONALLY

LEFT

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SC-1, 05 JAN 2017 to 02 MAR 2017

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

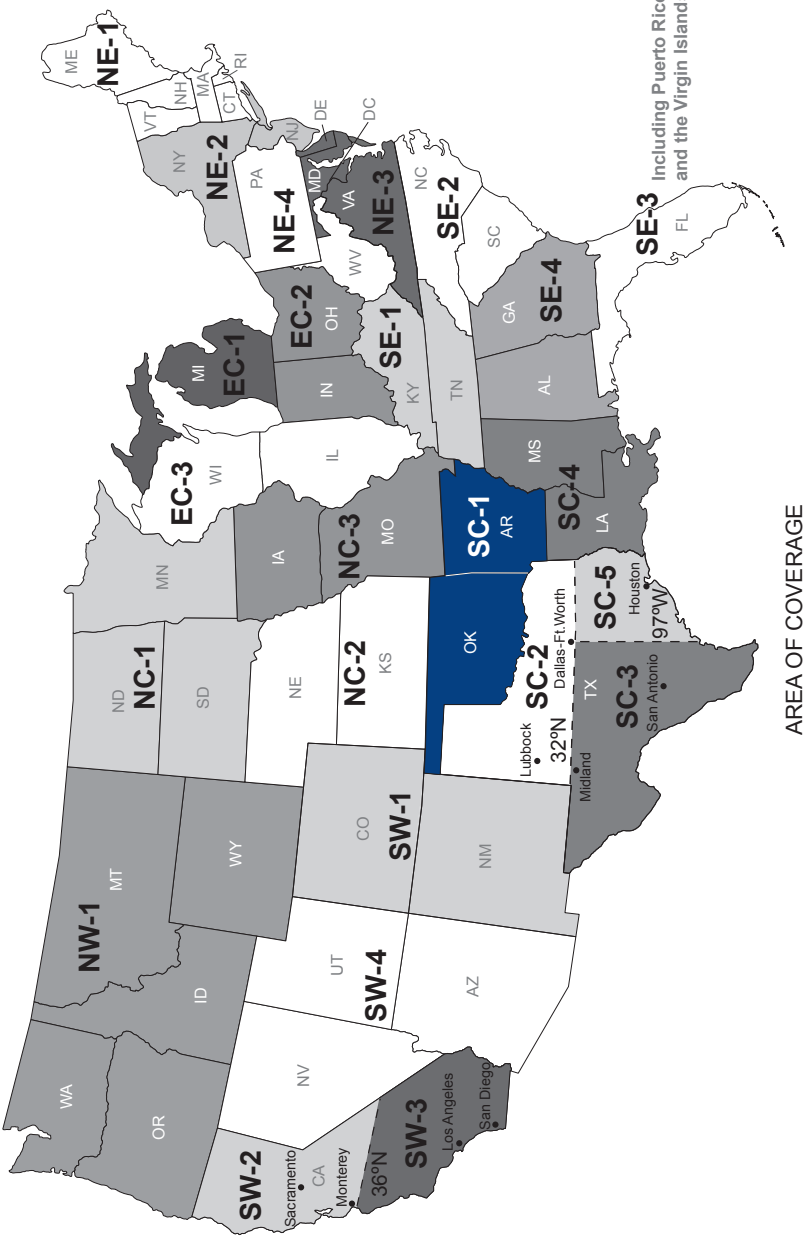
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590
VERTICAL PATH ANGLE 2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSC1

NSN 7641015059588

EFF. DATE 17005

NGA REF. NO. OK-10-2859 TERMXFAABTPPSC1