

LOC I-PBF <u>111.7</u>	APP CRS 178°	Rwy Idg 5998 TDZE 206 Apt Elev 206
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ILS or LOC RWY 18
PINEBLUFF RGNL/GRIDER FLD(PBF)

DME required.

NA Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LS 18. For inop ALS, increase S-LOC 18 all Cats visibility to 1 SM. For inop ALS when using Stuttgart altimeter setting, increase S-LOC 18 Cat A/B visibility to 1 SM. DME from PBF VOR/DME. DME requires simultaneous reception of I-PBF and PBF DME. When local altimeter setting not received, use Stuttgart altimeter setting; increase DA to 541 feet and all MDA 80 feet; increase S-LOC 18 Cat C/D visibility $\frac{1}{2}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. Autopilot-coupled approach NA below 900.

MALSR



MISSED APPROACH:
Climb to 1000 then
climbing right turn to
2000 on PBF VOR/DME
R-211 to RISON/
PBF 15 DME and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) L
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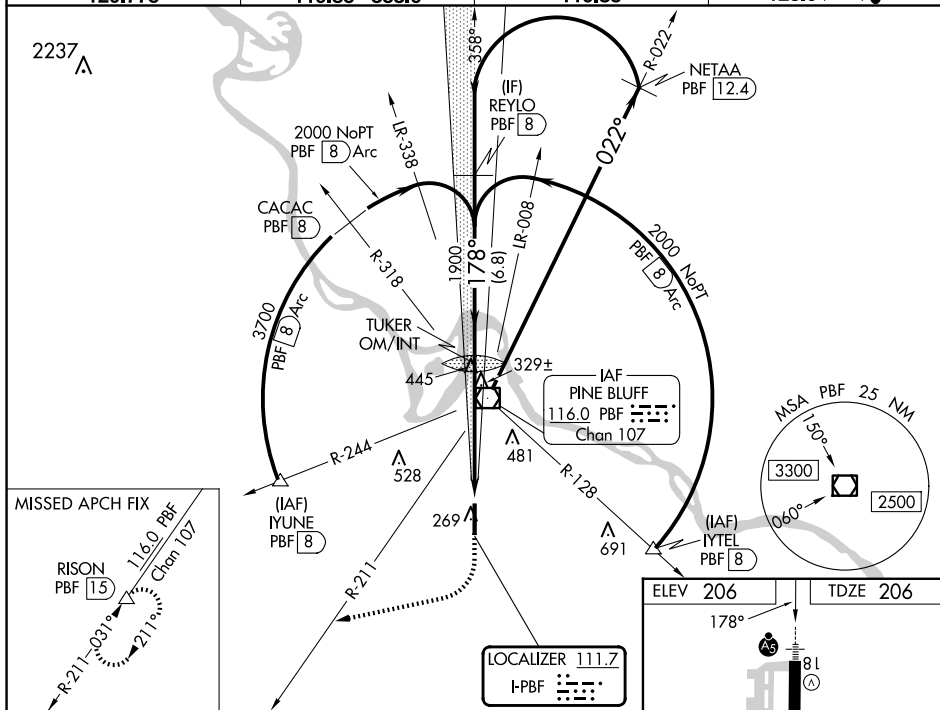


Diagram illustrating the R-211 instrument approach. Key waypoints and altitudes are shown: TUKER OM/INT (1900), REYLO (1900), and NETAA (12.4). The approach includes a 022° turn, a 178° turn, and a 1900-foot altitude. The final approach is a 3.00° glide slope (GS 3.00°) to the runway threshold (TCH 54). The diagram also shows a 1 NM distance to RW18 and a 4.1 NM distance to the final approach segment.

