

AL-5165 (FAA)

ILS or LOC RWY 18  
SPRINGDALE MUNI (ASG)

Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to  $\frac{7}{8}$  SM.

MALSF



**MISSED APPROACH:** Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.

**MSA RZC 25 NM**

(IF/IAF) TINSE INT  
RZC [8]  
HRO [42.6]

RZC R-008  
183°  
1 min  
003°

A 2186

R-271 112.5 HRO  
Chan 072

4000 NoPT  
RZC [8] Arc

4000 to TINSE INT  
008° (8)

(IAF) JAMDO  
RZC [8]

R-264 1783 A

IR-353 0082

IR-022 (7.3)

4000 NoPT  
RZC [8] Arc

WOVAD INT  
R-080

(IAF) CATEX  
RZC [8]

RAZORBACK  
116.4 RZC [8]  
Chan 111

1704± A 1727  
A 1812

Procedure NA for arrival  
on RZC VORTAC  
airway radials 333 CW 348.

1551 A

A 1846

A 2010

ELEV 1353

TDZE 1351

183° 4.5 NM  
from FAF

LOCALIZER 110.9  
I-ASG [8]

MISSED APCH FIX

116.4 RZC  
Chan 111

WESTY  
RZC [8]

110.4 FSM  
R-016  
Chan 41

FRAIN  
HRO [33.2] 112.5 HRO  
R-246  
Chan 072

066°  
246°

Figure 1: Example of a 3D visualization of a 4000 ft MSL obstacle clearance area. The diagram shows a flight path starting from a 2300 ft MSL obstacle, passing through a 4000 ft MSL obstacle, and then a 2800 ft MSL obstacle. The path is defined by a heading of 120° and a rate of turn of 150°. The path is divided into three segments: A (4.5 NM), B (7.3 NM), and C (254 (300-3/4)). The path ends at a 2800 ft MSL obstacle. The diagram also shows a 3D visualization of the obstacle clearance area, which is a cone-shaped volume extending from the path. The cone is defined by a heading of 120° and a rate of turn of 150°. The cone is divided into three segments: A (4.5 NM), B (7.3 NM), and C (254 (300-3/4)). The cone ends at a 2800 ft MSL obstacle.