Federal Aviation Administration

U.S. Terminal Procedures Publication

Southeast (SE) Vol 1 of 4

Effective: 0901Z
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to: 0901Z
31 DEC 2020

Consult the Change Notice (CN) effective 03 DEC 2020 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:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
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Frequently asked questions (FAQ) are answered on our website at https://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.

INOP COMPONENTS 19339

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular 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 glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

INOP COMPONENTS 19339

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TERMS/LANDING MINIMA DATA 20142

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

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 AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

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. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. 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

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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 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT 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 Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 19339

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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 contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

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. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

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 are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are 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.

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).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	T Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

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)

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
AOB.....At Or Below
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
CPDLC.....Controller Pilot Data Link Communication
CTAF.....Common Traffic Advisory Frequency
CW.....Clockwise
D-ATIS.....Digital-Automatic Terminal Information Service
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
HCH.....Heliport Crossing Height
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
MALSF.....Medium Approach Lighting System with Sequenced Flashers
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
NM.....Nautical Mile
NoPT.....No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)

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ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
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
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
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
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 20086

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 Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

HOLD 8000
Arrival
090°
270°

090°
(IAS)
270°
4 NM

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.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
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) - No ATC Function
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, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

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

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

Marker Beacon

Marker beacons that are not specifically part of the procedure.

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.)

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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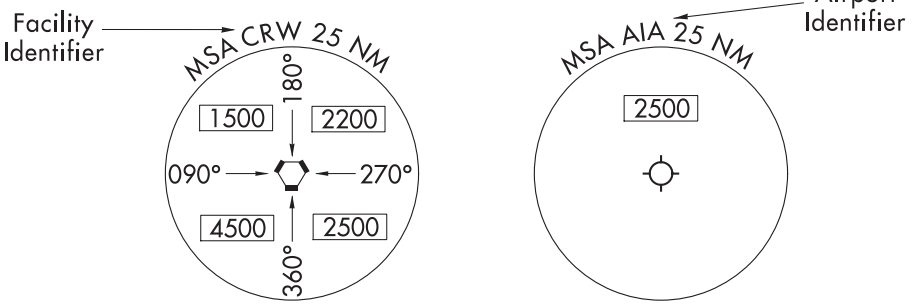
INSTRUMENT APPROACH PROCEDURES (CHARTS)

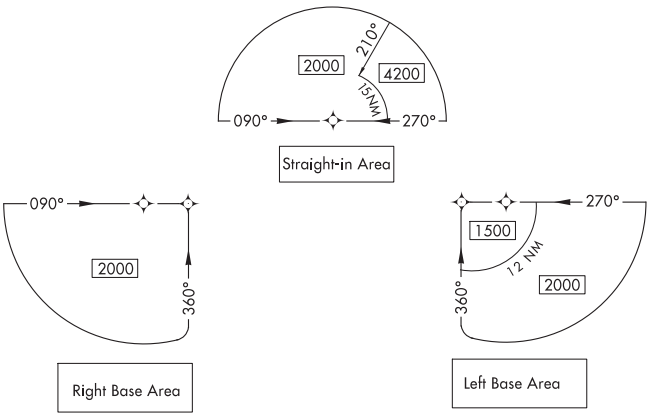
PLANVIEW SYMBOLS

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

Heliport

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy

LEGEND 19171

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LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

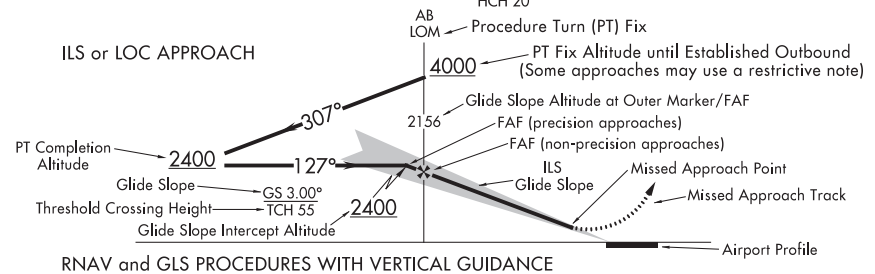
PROFILE VIEW

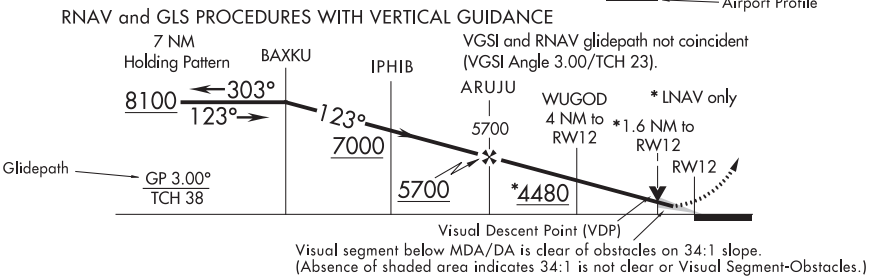
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

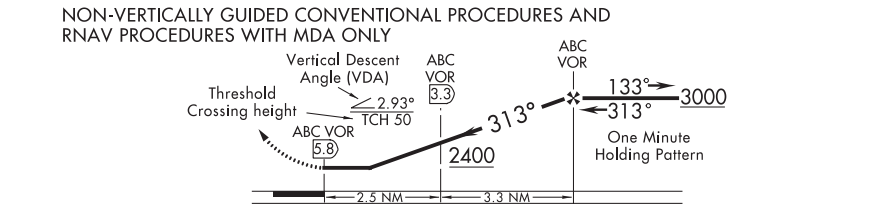
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

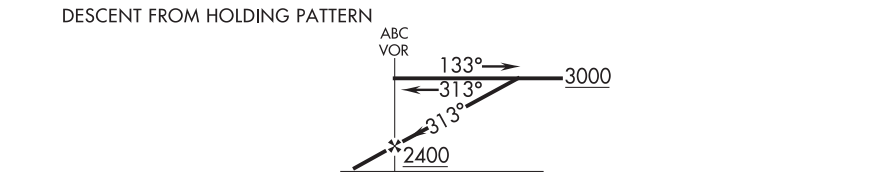
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle 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. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20.









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 19059

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

Non-Compulsory:

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

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)

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

Identifier

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) - No ATC Function
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

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (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 W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

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)

Heliport

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 19059

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

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

Displaced Threshold.....
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.

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

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

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.

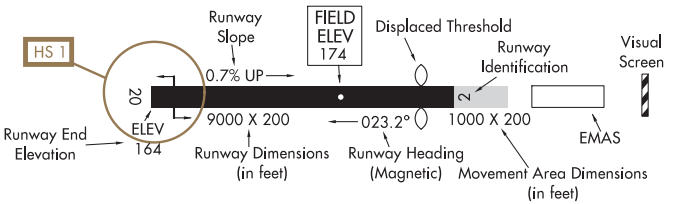
True/magnetic North orientation may vary from diagram to diagram

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.

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.



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.

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LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

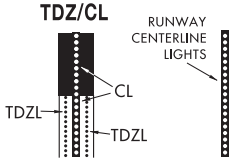
APPROACH LIGHTING SYSTEM - UNITED STATES

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

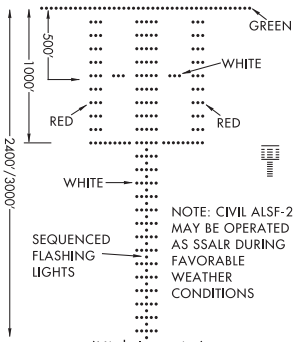


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



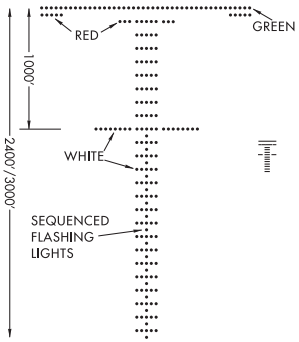
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(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)

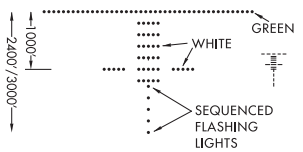
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

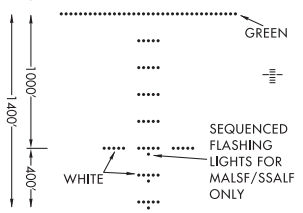
SSALR



(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

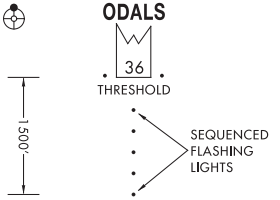
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



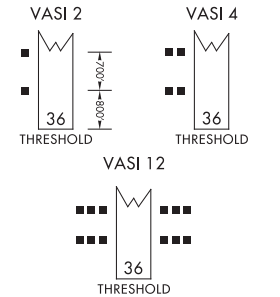
LENGTH 1500 FEET

V VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

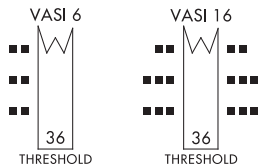
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



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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LEGEND 15344

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

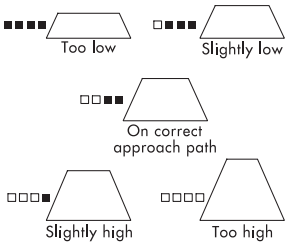
APPROACH LIGHTING SYSTEM - UNITED STATES

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

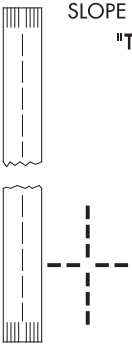
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

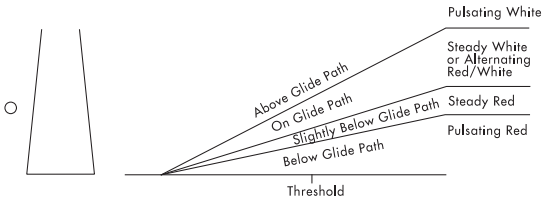
"T"-VASI



"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

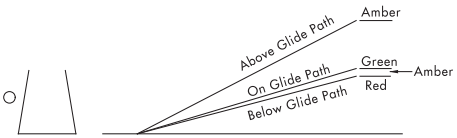
PVASI



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

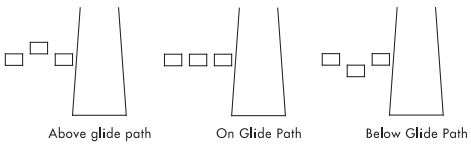
TRCV



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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LEGEND 18256

FREQ PAIRING 20198

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		

See the Chart Supplement for a complete listing.

FREQ PAIRING 20198

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ABERNATHY FIELD
---SEE PULASKI, TN

ADDINGTON FIELD
---SEE ELIZABETHTOWN, KY

ASHLAND, KY
ASHLAND RGNL(DWU)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 10 1
RNAV (GPS) RWY 28 2
VOR/DME RWY 10 3

ATHENS, TN
MCMINN COUNTY(MMI)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 02 4
RNAV (GPS) RWY 20 5
NDB RWY 02 6

BARDSTOWN, KY
SAMUELS FIELD(BRY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 7
RNAV (GPS) RWY 21 8
VOR RWY 03 9

BARKLEY RGNL
---SEE PADUCAH, KY

BEECH RIVER RGNL
---SEE LEXINGTON-PARSONS, TN

BENTON COUNTY
---SEE CAMDEN, TN

BIG SANDY RGNL
---SEE PRESTONSBURG, KY

BLUE GRASS
---SEE LEXINGTON, KY

BOLIVAR, TN
WILLIAM L WHITEHURST FIELD(M08)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 01 10
RNAV (GPS) RWY 19 11

BOMAR FIELD-SHELBYVILLE MUNI
---SEE SHELBYVILLE, TN

BOWLING GREEN, KY
BOWLING GREEN-WARREN COUNTY RGNL (BWG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 03 12
ILS Z OR LOC Z RWY 03 13
RNAV (GPS) RWY 03 14
RNAV (GPS) RWY 21 15
NDB RWY 03 16

BOWMAN FIELD
---SEE LOUISVILLE, KY

BRECKINRIDGE COUNTY
---SEE HARDINSBURG, KY

BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES(TRI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 05 17
ILS OR LOC RWY 23 18
ILS RWY 23 (SA CAT I) 19
ILS RWY 23 (CAT II) 20
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CAMDEN, TN
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TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 30
RNAV (GPS) RWY 22 31

CAMPBELL AAF(KHOP)
FORT CAMPBELL, KY
TAKEOFF MINIMUMS L
RADAR MINIMUMS ....N
IAPS ..... ILS OR LOC RWY 23 32
RNAV (GPS) RWY 18 33
RNAV (GPS) RWY 23 34
TACAN RWY 23 35
NDB RWY 23 36
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CAMPBELLSVILLE, KY
TAYLOR COUNTY(AAS)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 38
RNAV (GPS) RWY 23 39
VOR/DME-A 40

CAPITAL CITY
---SEE FRANKFORT, KY

CARROLL COUNTY
---SEE HUNTINGDON, TN

INDEX OF TERMINAL CHARTS AND MINIMUMS

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SE-1, 05 NOV 2020 to 31 DEC 2020

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. An entry may also be listed that contains only Takeoff Obstacle Notes. 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.

ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-2¾ w/min. climb of 240’ per NM to 1200 or std. w/min. climb of 395’ per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 10, climb heading 103° to 1500 before proceeding on course.

Rwy 28, climb heading 283° to 1300 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashland RGNL airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road 4’ from DER, 134’ right of centerline, 552’ MSL.
Tree 169’ from DER, 215’ right of centerline, 58’ AGL/575’ MSL.
Trees beginning 233’ from DER, 65’ left of centerline, up to 41’ AGL/569’ MSL.
Tree, building, vehicles on road beginning 366’ from DER, 450’ right of centerline, up to 70’ AGL/605’ MSL.
Trees, buildings, electrical system, transmission line, poles beginning 479’ from DER, 155’ right of centerline, up to 74‘ AGL/608’ MSL.
Tree 870’ from DER, 95’ left of centerline, 51’ AGL/573’ MSL.
Trees, poles, electrical systems, transmission lines beginning 925’ from DER, 44’ right of centerline, up to 622’ MSL.
Trees beginning 1750’ from DER, 500’ right of centerline, up to 86’ AGL/628’ MSL.
Trees beginning 2568’ from DER, 991’ left of centerline, up to 106’ AGL/635’ MSL.
Tree 3316’ from DER, 1345’ left of centerline, 106’ AGL/647’ MSL.
Tree, electrical systems beginning 1.1 NM from DER, 1621’ left of centerline, up to 80’ AGL/867’ MSL.
Tree, electrical system beginning 1.3 NM from DER, 1370’ left of centerline, up to 73’ AGL/935’ MSL.
Tree, electrical system beginning 1.3 NM from DER, 358’ left of centerline, up to 78’ AGL/954’ MSL.
Tower 2.3 NM from DER, 16’ right of centerline, 121’ AGL/984’ MSL.
Antenna, trees beginning 2.3 NM from DER, 19’ right of centerline, up to 150’ AGL/1011’ MSL.
Tower 2.3 NM from DER, 263’ right of centerline, 199’ AGL/1024’ MSL.
Antenna 2.3 NM from DER, 263’ right of centerline, 196’ AGL/1026’ MSL.

CON’T

ASHLAND, KY (CON'T)

ASHLAND RGNL (DWU) (CON'T)

Rwy 28, trees beginning 80' from DER, 194' left of centerline, up to 81' AGL/606' MSL.
Tree 387' from DER, 134' right of centerline, 37' AGL/558' MSL.
Trees beginning 954' from DER, 215' left of centerline, up to 621' MSL.
Trees beginning 976' from DER, 3' left of centerline, up to 115' AGL/633' MSL.
Trees beginning 1224' from DER, 24' right of centerline, up to 585' MSL.
Tree 1364' from DER, 73' right of centerline, 61' AGL/588' MSL.
Trees beginning 1387' from DER, 26' right of centerline, up to 69' AGL/591' MSL.
Trees beginning 1421' from DER, 69' right of centerline, up to 69' AGL/597' MSL.
Trees beginning 1823' from DER, 18' right of centerline, up to 69' AGL/601' MSL.
Tree 2192' from DER, 24' right of centerline, 82' AGL/602' MSL.

ATHENS, TN

MCMINN COUNTY (MMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, 400– 2¾ or std. w/ min. climb of 230' per NM to 1800 or 1700-3 for climb in visual conditions.
Rwy 20, std. w/ min. climb of 280' per NM to 4900 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 2200 before turning right or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course.
Rwy 20, climb heading 202° to 1900 before turning left or for climb in visual conditions: cross Mcminn County airport at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 420' from DER, 444' right of centerline, up to 69' AGL/988' MSL.
Trees beginning 742' from DER, 1464' left of centerline, up to 102' AGL/1061' MSL.
Rwy 20, trees and terrain beginning 43' from DER, 166' right of centerline, up to 49' AGL/868' MSL.
Trees beginning 283' from DER, 407' left of centerline, up to 45' AGL/864' MSL.

BARDSTOWN, KY

SAMUELS FIELD (BRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 3, traverse way, fence beginning 3' from DER, 250' left of centerline, up to 674' MSL.
Tree 332' from DER, 561' left of centerline, 66' AGL/694' MSL.
Trees beginning 332' from DER, 394' left of centerline, up to 64' AGL/695' MSL.
Trees beginning 362' from DER, 364' left of centerline, up to 63' AGL/706' MSL.
Trees beginning 385' from DER, 367' left of centerline, up to 84' AGL/709' MSL.
Trees beginning 387' from DER, 372' left of centerline, up to 86' AGL/718' MSL.
Tree 437' from DER, 574' right of centerline, 72' AGL/702' MSL.
Trees beginning 446' from DER, 319' left of centerline, up to 86' AGL/728' MSL.
Trees beginning 470' from DER, 429' right of centerline, up to 85' AGL/711' MSL.
Trees beginning 556' from DER, 417' right of centerline, up to 84' AGL/713' MSL.
Trees beginning 569' from DER, 365' right of centerline, up to 103' AGL/720' MSL.
Trees beginning 722' from DER, 417' right of centerline, up to 94' AGL/724' MSL.
Trees beginning 749' from DER, 405' right of centerline, up to 95' AGL/729' MSL.
Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.
Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.
Trees beginning 3127' from DER, 799' left of centerline, up to 92' AGL/752' MSL.
Trees beginning 3373' from DER, 615' left of centerline, up to 100' AGL/758' MSL.
Rwy 21, catenary 4' from DER, 422' left of centerline, 28' AGL/650' MSL.
Terrain 42' from DER, 228' right of centerline, 639' MSL.
Fence 90' from DER, 247' right of centerline, 6' AGL/642' MSL.
Fence 107' from DER, 246' right of centerline, 8' AGL/643' MSL.
Catenary, transmission line, tree beginning 122' from DER, 214' left of centerline, up to 35' AGL/657' MSL.
Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.
Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.
Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.
Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.
Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.
Tree, pole beginning 1355' from DER, 36' left of centerline, up to 60' AGL/688' MSL.
Tree 1604' from DER, 87' right of centerline, 79' AGL/698' MSL.
Trees beginning 1621' from DER, 71' right of centerline, up to 76' AGL/700' MSL.
Trees beginning 1651' from DER, 59' right of centerline, up to 82' AGL/712' MSL.
Tree 1725' from DER, 391' left of centerline, 73' AGL/700' MSL.
Trees beginning 1805' from DER, 93' left of centerline, up to 91' AGL/715' MSL.
Trees beginning 2555' from DER, 94' left of centerline, up to 101' AGL/734' MSL.
Trees beginning 2742' from DER, 65' right of centerline, up to 88' AGL/722' MSL.

BOLIVAR, TN
WILLIAM L. WHITEHURST FIELD (M08)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01DEC77 (77335) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 200-1.
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BOWLING GREEN, KY
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TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-2 or std. w/ a min. climb of 238' per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 3, rising terrain and trees beginning 130' from DER, left and right of centerline, up to 100' AGL/615' MSL.
Antenna and pole 1579' from DER, 354' left of centerline, up to 35' AGL/565' MSL.
Towers beginning 1.3 NM from DER, 1429' left of centerline, up to 265' AGL/765' MSL.
Rwy 12, fence beginning 197' from DER, left and right of centerline, up to 8' AGL/541' MSL.
Vehicle on road beginning 243' from DER, left and right of centerline, up to 15' AGL/548' MSL.
Trees beginning 279' from DER, 132' right of centerline, up to 60' AGL/610' MSL.
Tree 857' from DER, 327' left of centerline, 100' AGL/649' MSL.
Rwy 21, tree 113' from DER, 499' left of centerline, 70' AGL/630' MSL.
Tower 1202' from DER, 401' left of centerline, 47' AGL/581' MSL.
Tree 2510' from DER, 911' right of centerline, 100' AGL/649' MSL.
Obstruction light on tank 4690' from DER, 1637' left of centerline, 150' AGL/691' MSL.
Rwy 30, vehicle on road beginning 31' from DER, 209' left of centerline, up to 15' AGL/564' MSL.
Pole 916' from DER, 407' left of centerline, 40' AGL/584' MSL.
Building 1135' from DER, 618' left of centerline, 33' AGL/584' MSL.
Tree 1689' from DER, 357' right of centerline, 100' AGL/649' MSL.
Tree 1853' from DER, 271' left of centerline, 40' AGL/582' MSL.

BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES (TRI)
TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES
AMDT 7A 09NOV17 (17313) (FAA)
DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

CAMDEN, TN
BENTON COUNTY (0M4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 037° to 900 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL.
Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL.
Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL.
Rwy 22, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL.
Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

CAMPBELL AAF (KHOP)
FORT CAMPBELL, KY
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
08MAY08 (08129)
TAKEOFF OBSTACLE NOTES:
Rwy 18, touchdown reflector 85’ from DER, 109’ left of centerline, 4’ AGL/564’ MSL.
Touchdown reflector 104’ from DER, 109’ right of centerline, 4’ AGL/563’ MSL.
Rwy 23, tree line 1029’ from DER, 541’ left of centerline, 60’ AGL/590’ MSL.
Rwy 36, tree line 1199’ from DER, 591’ left of centerline, 60’ AGL/607’ MSL.

CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 260' per NM to 2000 or 1000-2½ for VCOA.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL.
Fence 208' from DER, 267' right of centerline, 9' AGL/933' MSL.
Fence 724' from DER, 329' right of centerline, 6' AGL/939' MSL.
Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL.
Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL.
Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL.
Transmission line, poles, trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL.
Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL.
Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL.
Tree 3956' from DER, 1143' left of centerline, 89' AGL/1025' MSL.
Rwy 23, vehicles on roadway beginning 3' from DER, 427' left of centerline, up to 13' AGL/882' MSL.
Vehicles on roadway 4' from DER, 346' right of centerline, 16' AGL/883' MSL.
Transmission line, poles beginning 81' from DER, 400' right of centerline, up to 29' AGL/894' MSL.
Tree 573' from DER, 591' left of centerline, 49' AGL/909' MSL.
Tree 669' from DER, 575' left of centerline, 60' AGL/920' MSL.
Building 1094' from DER, 156' right of centerline, 39' AGL/899' MSL.
Trees, elevator beginning 1145' from DER, 248' right of centerline, up to 65' AGL/926' MSL.
Tree 2732' from DER, 738' left of centerline, 69' AGL/949' MSL.
Tree 3722' from DER, 1197' left of centerline, 112' AGL/978' MSL.
Tree 4854' from DER, 1708' left of centerline, 100' AGL/999' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI (GHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785 MSL.
Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL.
Building 440' from DER, 528' left of centerline, 25' AGL/810' MSL.
Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL.
Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL.
Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL.
Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL.
Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL.
Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL.
Trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL.
Trees beginning 1955' from DER, 869' right of centerline, up to 93' AGL/893' MSL.
Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL.
Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL.
Rwy 20, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL.
Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL.
Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL.
Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL.
Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL.
Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL.
Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL.
Trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL.
Trees beginning 608' from DER, 193' right of centerline, up to 57' AGL/818' MSL.
Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL.
Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL.
Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.

CHATTANOOGA, TN

LOVELL FIELD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-2¼ or std. w/min. climb of 375' per NM to 1100.

Rwy 33, 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 022° to 2400 before turning.

Rwy 15, climb heading 150° to 1400 before turning.

Rwy 20, climb heading 202° to 2200 before turning.

Rwy 33, climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vegetation 279' from DER, 555' left of centerline, 676' MSL.
Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.
Tree 869' from DER, 600' left of centerline, 720' MSL.
Tree 918' from DER, 623' right of centerline, 718' MSL.
Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.
Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.
Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.
Tree 2045' from DER, 915' right of centerline, 742' MSL.
Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.
Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.
Tank 164' from DER, 489' left of centerline, 687' MSL.
Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.
Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.
Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.
Terrain, vehicles on road, and trees beginning 424' from DER, 40' right of centerline, up to 764' MSL.
Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.
Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.
Tree 745' from DER, 618' right of centerline, 771' MSL.
Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.
Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.
Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.
Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.
Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.
Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.
Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.
Pole 3005' from DER, 899' right of centerline, 798' MSL.
Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.
Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.
Tree 3439' from DER, 1408' left of centerline, 781' MSL.
Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.
Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.
Tree 3764' from DER, 1357' left of centerline, 797' MSL.
Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.
Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.
Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.
Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.
Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.
Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.
Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.
Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.
Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.
Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.
Tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.
Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.
Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.
Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.
Building 1.0 NM from DER, 25' right of centerline, 831' MSL.
Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.
Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.
Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.
Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.
Trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.
Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.
Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.
Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.

CON'T

CHATTANOOGA, TN (CON'T)

LOVELL FIELD (CHA) (CON'T)

Rwy 15 (CON'T), tree 1.1 NM from DER, 440' right of centerline, 906' MSL.
Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.
Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.
Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.
Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.
Rwy 20, lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.
Tree 611' from DER, 585' left of centerline, 735' MSL.
Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.
Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.
Tree 2714' from DER, 1047' right of centerline, 758' MSL.
Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.
Trees beginning 2905' from DER, 791' right of centerline, up to 771' MSL.
Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/786' MSL.
Rwy 33, tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.
Terrain 67' from DER, 377' right of centerline, 677' MSL.
Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.
Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.
Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.
Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.
Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.
Trees beginning 2014' from DER, 18' left of centerline, up to 93' AGL/750' MSL.
Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.
Trees beginning 2136' from DER, 54' left of centerline, up to 108' AGL/759' MSL.
Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.
Tree 2295' from DER, 588' right of centerline, 766' MSL.
Tree 2327' from DER, 464' right of centerline, 768' MSL.
Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.
Tree 2403' from DER, 622' right of centerline, 782' MSL.
Tree 2411' from DER, 389' right of centerline, 784' MSL.
Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.
Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.
Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.
Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.
Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.
Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.
Electrical system and trees beginning 3996' from DER, 8' left of centerline, up to 119' AGL/817' MSL.
Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.
Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.
Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.
Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.
Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.
Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.
Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.
Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.
Trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.
Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.
Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.
Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.
Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.
Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.
Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.
Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.
Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.
Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.
Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.
Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.
Trees beginning 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.
Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' MSL.
Trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.
Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.
Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.
Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.
Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.
Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.
Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.

CLARKSVILLE, TN

OUTLAW FIELD (CKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28SEP06 (06271) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1 or std. w/ min. climb of 240' per NM to 800. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 29' from DER, 135' right of centerline, up to 100' AGL/650' MSL.
Multiple trees beginning 787' from DER, 225' left of centerline, up to 100' AGL/626' MSL.
Road 41' from DER, 122' right of centerline, up to 15' AGL/541' MSL.
Terrain 32' from DER, 414' right of centerline, 0' AGL/535' MSL.
Rwy 17, multiple trees and poles beginning 14' from DER, 251' right of centerline, up to 100' AGL/621' MSL.
Multiple trees beginning 174' from DER, 212' left of centerline, up to 59' AGL/608' MSL.
Rwy 23, multiple trees beginning 184' from DER, 61' right of centerline, up to 100' AGL/593' MSL.
Multiple trees beginning 912' from DER, 106' left of centerline, up to 100' AGL/590' MSL.
Road 162' from DER, 7' right of centerline, up to 15' AGL/551' MSL.
Cross on church 752' from DER, 237' left of centerline, 52' AGL/587' MSL.
Rwy 35, multiple trees, poles, and buildings beginning 929' from DER, 249' left of centerline, up to 75' AGL/645' MSL.
Multiple trees, poles and transmission towers beginning 959' from DER, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN

CLEVELAND RGNL JETPORT (RZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¾ or std. w/min. climb of 260' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 034° to 2200 before turning right.
Rwy 21, climb heading 214° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 21, tree 3009' from DER, 676' left of centerline, 920' MSL.
Tree 1.1 NM from DER, 2087' left of centerline, 1011' MSL.
Tree 1.1 NM from DER, 2321' left of centerline, 1021' MSL.
Tower 1.1 NM from DER, 65' left of centerline, 196' AGL/1054' MSL.
Tower 1.4 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY (MRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA - Environmental.
Rwy 6, 300-1½ or std. w/min. climb of 301' per NM to 1100.
Rwy 24, 400-2¼ or std. w/min. climb of 278' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 235° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1177' from DER, 591' left of centerline, up to 92' AGL/751' MSL.
Trees beginning 1123' from DER, 732' right of centerline, up to 96' AGL/745' MSL.
Poles 24' from DER, 356' left of centerline, 42' AGL/691' MSL.
Trees beginning 2716' from DER, 921' left of centerline, up to 88' AGL/757' MSL.
Rwy 24, trees beginning 1819' from DER, 190' right of centerline, up to 124' AGL/739' MSL.
Trees beginning 1239' from DER, 700' left of centerline, up to 104' AGL/718' MSL.
Trees beginning 1299' from DER, 217' left of centerline, up to 96' AGL/712' MSL.
Pole 21' from DER, 487' right of centerline, 23' AGL/677' MSL.
Trees beginning 1725' from DER, 10' left of centerline, up to 106' AGL/719' MSL.
Trees beginning 2607' from DER, 324' left of centerline, up to 107' AGL/735' MSL.

COPPERHILL, TN
MARTIN CAMPBELL FIELD (1A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 433' per NM to 3000, or 2400-3 for climb in visual conditions.
Rwy 20, std. w/min. climb of 402' per NM to 3900, or 2400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 019° to 4000 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course.
Rwy 20, climb heading 199°to 3900 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 28' from DER, 133' left of centerline, up to 100' AGL/2186' MSL.
Trees beginning 104' from DER, 144' right of centerline, up to 100' AGL/1860' MSL.
Rwy 20, trees beginning 1' from DER, 163' left of centerline, up to 100' AGL/1827' MSL.
Terrain 119' from DER, 2' left of centerline, 1775' MSL.
Trees beginning 4' from DER, 156' right of centerline, up to 100' AGL/1827' MSL.

COVINGTON, KY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
Rwy 18C, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN
COVINGTON MUNI (M04)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03APR14 (14093) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicle on road 513' from DER, 13' right of centerline, up to 15' AGL/294' MSL.
Rwy 19, fence beginning 150’ from DER, 248’ right of centerline, up to 2’ AGL/284’ MSL.
Trees beginning 500’ from DER, 60’ left of centerline, up to 55’ AGL/356’ MSL.
Building and trees beginning 1793’ from DER, 304’ right of centerline, up to 60’ AGL/372’ MSL.

CROSSVILLE, TN
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04SEP03 (03247) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 31' from DER, 499' left of centerline, 60' AGL/1905' MSL.
Trees 572' from DER, 499' left of centerline, 75' AGL/1889' MSL.
Trees 8' from DER, 438' right of centerline, 30' AGL/1873' MSL.
Bush 76' from DER, 213' right of centerline, 8' AGL/1872' MSL.
Rwy 26, tree 43' from DER, 468' left of centerline, 26' AGL/1910' MSL.
Numerous trees 94 to 576' from DER, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL.
Pole 141' from DER, 474' right of centerline, 50' AGL/1914' MSL.
Tree 1083' from DER, 363' right of centerline, 74' AGL/1922' MSL.
Tree 343' from DER, 538' left of centerline, 68' AGL/1939' MSL.

CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY (0I8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1½ or std. w/min. climb of 510' per NM to 1000.

Rwy 29, 300-1¼ or std. w/min. climb of 240' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 11, multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL.
Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL.
Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL.
Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL.
Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL.
Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
Terrain beginning 1881' from DER, 4' right of centerline. up to 859' MSL.
Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.
Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL.
Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.
Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.
Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.
Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.

Rwy 29, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.
Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.
Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.
Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.
Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.
Multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL.
Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.
Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL.
Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.
Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

DANVILLE, KY

STUART POWELL FIELD (DVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS: **Rwys 1, 19,** N/A - Obstacles. **Rwy 30,** 500-3 or std. w/ min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 30,** Climb heading 305° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES: **Rwy 12,** trees beginning 1938' from DER, 603' left of centerline, up to 100' AGL/1100' MSL.

Rwy 30, trees and building beginning 8' from DER, 269' left of centerline, up to 100' AGL/1080' MSL. Trees and obstruction light DME, beginning 459' from DER, 114' right of centerline, up to 100' AGL/1105' MSL.

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 033° to 2100 before turning left.

Rwy 21, climb heading 213° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.
Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.
Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.

Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 18OCT12 (12292) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-2 or std. w/min. climb of 362' per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 17, climb runway heading to 1400 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 1230' from DER, 809' right of centerline, up to 100' AGL/1019' MSL.
Tower 9464' from DER, 2386' right of centerline, 306' AGL/1246' MSL.

Rwy 35, trees beginning 85' from DER, left and right of centerline, up to 100' AGL/1039' MSL.
Vehicle on road 203' from DER, 266' left of centerline, 15' AGL/920' MSL.

DYERSBURG, TN

DYERSBURG RGNL (DYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAY11 (11125) (FAA)

TAKEOFF MINIMUMS:

Rwys 16, 34, NA - obstacles.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 183' from DER, 411' left of centerline, up to 101' AGL/400' MSL.

Rwy 22, trees beginning 1484' from DER, 771' left of centerline, up to 112' AGL/381' MSL.

Trees beginning 1396' from DER, 420' right of centerline, up to 128' AGL/387' MSL.

ELIZABETHTON, TN

ELIZABETHTON MUNI (0A9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16AUG18 (18228) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, NA-obstacles.

Rwy 24, 600-2 w/ min climb of 415' per NM to 7000 or 3500-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 24, climb heading 244° to 3300 before proceeding on course.

VCOA:

Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 24, numerous trees beginning 1655' from DER, 931' right of centerline, up to 100' AGL/2099' MSL.

Numerous trees 1.36 NM from DER, 2353' left of centerline, up to 100' AGL/2179' MSL.

Power line 5898' from DER, 973' left of centerline, up to 200' AGL/1759' MSL.

Power line 1.13 NM from DER, 584' right of centerline, up to 200' AGL/1849' MSL.

ELIZABETHTOWN, KY

ADDINGTON FIELD (EKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (06159) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via heading 050° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1404' from DER, 466' left of centerline, up to 96' AGL/835' MSL.

Rwy 23, multiple trees and power lines beginning 7' from DER, 372' left of centerline, up to 100' AGL/899' MSL.

Multiple trees and power lines beginning 2416' from DER, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/ a min. climb of 417' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 5831' from DER, 340' left of centerline, 106' AGL/1037' MSL.

Rwy 21, trees beginning 300' from DER, left and right of centerline, up to 100' AGL/979' MSL.

FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 5' from DER, 495' right of centerline, 985' MSL.

Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL.

Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL.

Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL.

Rwy 20, trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL.

Tree 1428' from DER, on centerline, 100' AGL/1014' MSL.

Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

FLEMINGSBURG, KY
FLEMING-MASON (FGX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAY09 (09127) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL.
Rwy 25, tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL.
Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL.
Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL.
Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

FRANKFORT, KY
CAPITAL CITY (FFT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 02MAY13 (13122) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 285' from DER, 76' right of centerline, up to 100' AGL/887' MSL.
Pole 2549' from DER, 484' right of centerline, 34' AGL/855' MSL.
Terrain beginning 25' from DER, left and right of centerline up to 837' MSL.
Trees beginning 1638' from DER, 14' left of centerline, up to 100' AGL/903' MSL.
Vehicle 946' from DER, 17' AGL/836' MSL.
Rwy 25, trees beginning 199' from DER, 98' right of centerline, up to 100' AGL/892' MSL.
Navaid and vehicle beginning 226' from DER, 256' right of centerline, up to 17' AGL/840' MSL.
Terrain beginning 2' from DER, left and right of centerline, 850' MSL.
Trees beginning 510' from DER, 69' left of centerline, up to 100' AGL/879' MSL.
Poles beginning 198' from DER, 527' left of centerline, up to 38' AGL/852' MSL.
Vehicle and building beginning 449' from DER, 434' left of centerline, up to 17' AGL/837' MSL.

GALLATIN, TN
MUSIC CITY EXECUTIVE (XNX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 16JUL20 (20198) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std. w/min. climb of 305' per NM to 900.
DEPARTURE PROCEDURES:
Rwy 35, climb heading 353° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 99' from DER, left and right of centerline, up to 91' AGL/586' MSL.
Pole 537' from DER, 605' left of centerline, 34' AGL/549' MSL.
Trees beginning 940' from DER, left and right of centerline, up to 83' AGL/570' MSL.
Rwy 35, TL towers and poles beginning 131' from DER, left and right of centerline, up to 25' AGL/624' MSL.
Terrain beginning 171' from DER, 447' left of centerline, up to 592' MSL.
Vehicles on road beginning 199' from DER, left and right of centerline, up to 17' AGL/605' MSL.
Trees and poles beginning 923' from DER, left and right of centerline, up to 91' AGL/702' MSL.
Buildings beginning 1023' from DER, left and right of centerline, up to 26' AGL/623' MSL.
TL towers beginning 1311' from DER, 452' left of centerline, up to 97' AGL/702' MSL.
Trees and poles beginning 3251' from DER, left and right of centerline, up to 96' AGL/718' MSL.
TL towers beginning 4374' from DER, 428' left of centerline, up to 95' AGL/722' MSL.

GEORGETOWN, KY
GEORGETOWN-SCOTT COUNTY RGNL (27K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 29MAR18 (18088) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, Trees 3572' from DER, 162' left of centerline, 95' AGL/1042' MSL.
Rwy 21, Vehicle on road 270' from DER, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY
GLASGOW MUNI (GLW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28JUN12 (12180) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1½ or std. w/min. climb of 633' per NM to 1000.
Rwy 26, 300-1 or std. w/min. climb of 297' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 075° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 2118' from DER, 1048' left of centerline, up to 100' AGL/889' MSL.
Tree 2336' from DER, 909' left of centerline, up to 100' AGL/869' MSL.
Terrain beginning 49' from DER, 9' left of centerline, up to 785' MSL.
Terrain beginning 183' from DER, 69' right of centerline, up to 728' MSL.
Rwy 26, multiple trees beginning 2098' from DER, left and right of centerline, up to 100' AGL/869' MSL.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

GODMAN AAF (KFTK)
FORT KNOX, KY
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
DEPARTURE PROCEDURE:
Rwy 15, 300-1.
Rwys 15, 18, 33, 36, climb runway heading to 1200 before turning.

GREENEVILLE, TN
GREENEVILLE MUNI (GCY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 21MAY20 (20142) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 w/min. climb of 250' per NM to 4000, or 2700-3 for climb in visual conditions.
Rwy 23, 300-1 w/min. climb of 285' per NM to 4400, or std. w/min. climb of 340' per NM to 4400, or 2700-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 054° to 4000 before turning right.
Rwy 23, climb on heading 234° to 4400 before turning left.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Greeneville Muni airport at or above 4200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.
Lighting 20' from DER, 88' right of centerline, 2' AGL/1603' MSL.
Terrain, vegetation beginning 65' from DER, 304' right of centerline, up to 1633' MSL.
Tree 85' from DER, 392' left of centerline, 1617' MSL.
Trees beginning 414' from DER, 346' right of centerline, up to 1645' MSL.
Trees beginning 543' from DER, 430' right of centerline, up to 1669' MSL.
Tree 1374' from DER, 746' right of centerline, 1728' MSL.
Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.
Tree, vegetation, terrain, fence beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.
Trees beginning 3257' from DER, 17' left of centerline, up to 1716' MSL.
Trees beginning 3439' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.
Trees beginning 3540' from DER, 318' right of centerline, up to 1810' MSL.
Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.
Trees beginning 3861' from DER, 50' left of centerline, up to 1724' MSL.
Trees beginning 3917' from DER, 18' right of centerline, up to 1857' MSL.
Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.
Tree 4783' from DER, 6' left of centerline, 1740' MSL.
Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.
Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.
Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.
Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.
Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.
Tree 1 NM from DER, 197' left of centerline, 1805' MSL.
Trees beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.
Tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.
Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.
Rwy 23, tree, lighting, sign beginning 111' from DER, 29' left of centerline, up to 83' AGL/1629' MSL.
Tree 2912' from DER, 1183' left of centerline, 129' AGL/1666' MSL.
Tree 3817' from DER, 1398' right of centerline, 1698' MSL.
Trees beginning 3998' from DER, 1398' right of centerline, up to 1728' MSL.
Trees beginning 4318' from DER, 1417' right of centerline, up to 1768' MSL.
Trees beginning 4362' from DER, 1332' right of centerline, up to 1773' MSL.

GREENVILLE, KY
MUHLENBURG COUNTY (M21)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1¾.
Rwy 24, 400-3 or std. w/min. climb of 465' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain and trees beginning 246' from DER. 221' left of centerline, up to 100' AGL/539' MSL.
Terrain and trees beginning 1089' from DER, 35' right of centerline, up to 100' AGL/559' MSL.
Trees 1415' from DER, 195' right of centerline, up to 100' AGL/609' MSL.
Trees 1.1 NM from DER, 2312' left of centerline, up to 100' AGL/689' MSL.
Trees 1.4 NM from DER, 2564' left of centerline, up to 100' AGL/669' MSL.
Rwy 24, trees beginning 518' from DER, 363' left of centerline, up to 100' AGL/519' MSL.
Terrain and trees beginning 328' from DER, 502' right of centerline, up to 100' AGL/539' MSL.
Trees 2659' from DER, 326' left of centerline, up to 100' AGL/569' MSL.
Tower 2.4 NM from DER, 4098' left of centerline, 218' AGL/818' MSL.

HARDINSBURG, KY
BRECKINRIDGE COUNTY (I93)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:
Rwy 28, 300-2¼ or std. w/min. climb of 260' per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:
Rwy 28, climb on heading 281° to 1200 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 222' from DER, 328' left of centerline, 54' AGL/749' MSL.
Trees beginning 352' from DER, 315' left of centerline, up to 96' AGL/775' MSL.
Tree 531' from DER, 437' right of centerline, 41' AGL/749' MSL.
Rwy 28, tree, pole beginning 94' from DER, 505' right of centerline, up to 65' AGL/749' MSL.
Tree 198' from DER, 361' left of centerline, 30' AGL/729' MSL.
Tree, pole beginning 502' from DER, 259' right of centerline, up to 80' AGL/750' MSL.
Trees beginning 688' from DER, 28' right of centerline, up to 89' AGL/765' MSL.
Tree 930' from DER, 738' left of centerline, 77' AGL/755' MSL.
Tree 1091' from DER, 648' left of centerline, 89' AGL/770' MSL.
Trees beginning 1111' from DER, 643' left of centerline, up to 81' AGL/772' MSL.
Trees beginning 1355' from DER, 210' right of centerline, up to 91' AGL/771' MSL.
Trees beginning 1477' from DER, 236' right of centerline, up to 97' AGL/777' MSL.
Tree 2226' from DER, 812' left of centerline, 72' AGL/775' MSL.
Tower 1.8 NM from DER, 581' left of centerline, 366' AGL/1007' MSL.

HARLAN, KY
TUCKER-GUTHRIE MEMORIAL (I35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 470' per NM to 4200 or 2800-3 for climb in visual conditions.
Rwy 26, 1000-3 w/min. climb of 430' per NM to 3000 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 8, climb on heading 080° to 4200 before proceeding on course.
Rwy 26, climb on heading 250° to 4200 before proceeding on course.

VCOA:
Rwy 8, 26, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie memorial at or above 4200' before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 350' from DER, 97' right of centerline, up to 100' AGL/1619' MSL.
Trees beginning 359' from DER, 126' right of centerline, up to 100' AGL/1739' MSL.
Trees beginning 1105' from DER, 308' right of centerline, up to 100' AGL/1779' MSL.
Trees beginning 1471' from DER, 369' right of centerline, up to 100' AGL/1819' MSL.
Trees beginning 3951' from DER, 826' right of centerline, up to 100' AGL/1859' MSL.
Trees beginning 1.9 NM from DER, 3003' right of centerline, up to 100' AGL/2099' MSL.
Trees beginning 2.2 NM from DER, 2674' right of centerline, up to 100' AGL/2299' MSL.
Trees beginning 2.5 NM from DER, 1549' right of centerline, up to 100' AGL/2139' MSL.
Rwy 26, trees beginning 113' from DER, 220' left of centerline, up to 100' AGL/1539' MSL.
Trees beginning 187' from DER, 147' right of centerline, up to 100' AGL/1619' MSL.
Trees beginning 2112' from DER, 677' right of centerline, up to 100' AGL/1739' MSL.
Trees beginning 2913' from DER, 944' right of centerline, up to 100' AGL/1819' MSL.
Tower 1.5 NM from DER, 1294' left of centerline, 343' AGL/1802' MSL.
Trees beginning 1.7 NM from DER, 3222' right of centerline, up to 100' AGL/2139' MSL.

HARTFORD, KY
OHIO COUNTY (JQD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/ min. climb of 257' per NM to 1200.

TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL.
Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL.
Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.
Rwy 21, trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.
Trees beginning 95' from DER, 279' left of centerline, up to 100' AGL/568' MSL.

HAZARD, KY

WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 6 , 500-2¾.

Rwy 14, 500-2¼ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions.

Rwy 24, 500-2½.

Rwy 32, 300-2¼ or std. w/min. climb of 363' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 065° to 1900 before proceeding on course.

Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.

Rwy 24, climb heading 245° to 1900 before proceeding on course.

Rwy 32, climb heading 325° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1457' from DER, left and right of centerline, up to 100' AGL/1699' MSL.

Rwy 14, rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL.

Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.

Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.

Rwy 24, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/1739' MSL.

Rwy 32, multiple poles, buildings and antenna beginning 34' from DER, 471' left of centerline, up to 80' AGL/1279' MSL.

Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.

Multiple trees beginning 997' from DER, left and right of centerline, up to 100' AGL/1539' MSL.

HENDERSON, KY

HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb heading 089° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL.

Poles beginning 422' from DER, 355' left of centerline, up to 36' AGL/421' MSL.

Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL.

Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.

Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.

Rwy 27, vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL.

Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.

Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.

Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' MSL.

HOHENWALD, TN

JOHN A. BAKER FIELD (0M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 300-1¼ or std. w/ min. climb of 246' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.

Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.

Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL.

Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18DEC08 (08353) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1 or std. w/ min. climb of 275' per NM to 800.

Rwy 26, 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 080° to 800 before proceeding on course.

Rwy 26, climb heading 258° to 1100 before turning north.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 2876' from DER, 97' right of centerline, up to 100' AGL/669' MSL.
Power lines 3454' from DER, 852' left of centerline, 79' AGL/658' MSL.
Trees beginning 3463' from DER, 1049' left of centerline, up to 100' AGL/739' MSL.

Rwy 26, trees beginning 61' from DER, 2' left of centerline, up to 100' AGL/639' MSL.
Trees beginning 758' from DER, 353' right of centerline, up to 100' AGL/629' MSL.
Tower 2260' from DER, 582' left of centerline, 130' AGL/670' MSL.
Elevator, 1.4 miles from DER, 1278' right of centerline, 201' AGL/780' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI (M53)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, airport light 11' from DER, 76' right of centerline, 2' AGL/422' MSL.
Trees beginning 17' from DER, 218' right of centerline, up to 84' AGL/494' MSL.
Trees beginning 66' from DER, 150' left of centerline, up to 57' AGL/476' MSL.
Trees beginning 802' from DER, 323' left of centerline, up to 69' AGL/485' MSL.
Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.
Trees beginning 1080' from DER, 26' right of centerline, up to 91' AGL/505' MSL.

Rwy 22, transmission tower and trees beginning 61' from DER, 234' right of centerline, up to 91' AGL/483' MSL.
Pole and vehicles on road beginning 80' from DER, 245' left of centerline, up to 38' AGL/437' MSL.
Trees beginning 442' from DER, 366' right of centerline, up to 82' AGL/481' MSL.
Transmission tower and trees beginning 493' from DER, 127' left of centerline, up to 72' AGL/481' MSL.
Trees beginning 1396' from DER, 1' left of centerline, up to 85' AGL/474' MSL.
Trees beginning 1809' from DER, 264' right of centerline, up to 85' AGL/474' MSL

HUNTINGDON, TN

CARROLL COUNTY (HZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL.
Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL.

Rwy 19, trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' MSL.

JACKSBORO, TN

COLONEL TOMMY C STINER AIRFIELD(JAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA-obstacles.

Rwy 5, std. w/min. climb of 477' per NM to 2400, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 3400 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Colonel Tommy C Stiner Airfield at or above 2600 then proceed on VXV R-336 to 3400 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, vegetation beginning 17' from DER, 236' right of centerline, 100' AGL/1301' MSL.
Vegetation beginning 53' from DER, 26' left of centerline, up to 100' AGL/1255' MSL.
Vegetation beginning 2342' from DER, 37' left of centerline, up to 100' AGL/1288' MSL.
Vegetation beginning 2554' from DER, 254' left of centerline, up to 100' AGL/1324' MSL.
Vegetation beginning 2671' from DER, 48' left of centerline, up to 100' AGL/1339' MSL.

JACKSON, KY
JULIAN CARROLL (JKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22JUN17 (17173) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree and vertical structure beginning 31' from DER, 368' right of centerline, up to 79' AGL/1426' MSL.
Trees beginning 48' from DER, 33' left of centerline, up to 78' AGL/1426' MSL.
Trees beginning 831' from DER, 504' right of centerline, up to 54' AGL/1431' MSL.
Tree 1614' from DER, 712' right of centerline, 94' AGL/1436' MSL.
Rwy 19, tree 79' from DER, 503' left of centerline, 111' AGL/1403' MSL.
Tree, vertical structure and fence beginning 160' from DER, 334' right of centerline, up to 103' AGL/1415' MSL.
Tree and bush beginning 170' from DER, 25' left of centerline, up to 95' AGL/1417' MSL.
Tree, fence and vertical structure beginning 241' from DER, 335' right of centerline, up to 75' AGL/1432' MSL.
Tree, fence and vertical structure beginning 320' from DER, 357' left of centerline, up to 106' AGL/1428' MSL.
Tree 438' from DER, 537' left of centerline, 93' AGL/1434' MSL.
Tree 567' from DER, 610' left of centerline, 80' AGL/1437' MSL.

JACKSON, TN
MC KELLAR-SIPES RGNL (MKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28FEB19 (19059) (FAA)
DEPARTURE PROCEDURE:
Rwy 2, climb heading 023° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL.
Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL.
Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL.
Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.
Rwy 11, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL.
Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL.
Rwy 20, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL.
Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL.
Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL.
Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.
Rwy 29, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL.
Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL.
Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL.
Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17JAN08 (08017) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 2071' from DER, 234' right of centerline, 54' AGL/1012' MSL.
Rwy 35, trees 2500' from DER, 99' left of centerline, 65' AGL/1076' MSL.

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 24SEP09 (09267) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.
Rwy 36, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY-BROWN FIELD (APT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17NOV11 (11321) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 460' per NM to 2600 or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, for climb in visual conditions: cross Marion County-Brown Field at or above 2500 before proceeding on course.
Rwy 22, climb heading 230° to 2300 before turning on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees and bushes beginning 163' from DER, 162' left of centerline, up to 104' AGL/764' MSL.
Trees beginning 1199' from DER, 33' right of centerline, up to 108' AGL/718' MSL.
Trees beginning 1217' from DER, 20' left of centerline, up to 120' AGL/744' MSL.
CON'T

JASPER, TN (CON'T)

MARION COUNTY-BROWN FIELD (APT) (CON'T)

Rwy 22, trees beginning 129' from DER, 3' left of centerline, up to 75' AGL/725' MSL.
Trees and bush beginning 150' from DER, 19' right of centerline, up to 42' AGL/694' MSL.
Power lines beginning 662' from DER, left and right of centerline, up to 48' AGL/683' MSL.
Trees beginning 2010' from DER, 9' right of centerline, up to 123' AGL/755' MSL.
Trees beginning 2061' from DER, 22' left of centerline, up to 116' AGL/758' MSL.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 26AUG10 (10238) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, 400-2¼ or std. w/ min. climb of 395' per NM to 1400.
Rwy 26, 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 8, climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.
Rwy 26, climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL.
Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL.
Rwy 26, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL.
Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL.
Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL.
Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:
Rwys 5L/R, Climb direct VXV VORTAC then on VXV VORTAC R-053 northeast bound to 4100 before proceeding on course.
Rwys 23L/R, Climb on VXV VORTAC R-226 southwest bound to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5L, poles beginning 1735' from DER, 925' left of centerline, up to 66' AGL/1045' MSL.
Rwy 5R, terrain 52' from DER, 489' left of centerline, 967' MSL.
Poles beginning 94' from DER, 438' right of centerline, up to 45' AGL/976' MSL.
Rwy 23L, catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL.
Transmission line tower 3884' from DER, 1003' left of centerline, 137' AGL/1049' MSL.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 1, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL.
Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL.
Rwy 19, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL.
Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL.
Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL.
Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL.
Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL.
Rwy 35, trees 300' left of centerline, 100' AGL/1029' MSL.
Trees, power lines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

LEBANON, TN
LEBANON MUNI (M54)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Obstacles.
Rwy 19, std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 19, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL.
Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL.
Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL.
Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL.
Rwy 19, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL.
Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL.
Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEITCHFIELD, KY
LEITCHFIELD-GRAYSON CO (M20)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (19115) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road, building 21' from DER, 454' right of centerline, 30' AGL/801' MSL.
Trees beginning 82' from DER, 337' left of centerline, up to 51' AGL/827' MSL.
Trees, vehicle on road, pole, terrain beginning 161' from DER, 125' right of centerline, up to 52' AGL/808' MSL.
Pole, terrain beginning 685' from DER, 129' right of centerline, up to 26' AGL/812' MSL.
Vehicle on road, terrain, building beginning 752' from DER, 202' right of centerline, up to 818' MSL.
Vehicle on road, terrain, pole, trees beginning 830' from DER, 67' right of centerline, up to 820' MSL.
Rwy 20, trees beginning 73' from DER, 289' right of centerline, up to 88' AGL/746' MSL.
Vegetation 204' from DER, 39' left of centerline, 23' AGL/714' MSL.
Tree 1633' from DER, 785' left of centerline, 66' AGL/752' MSL.
Tree 1686' from DER, 665' left of centerline, 75' AGL/754' MSL.
Trees beginning 1807' from DER, 524' left of centerline, up to 72' AGL/775' MSL.
Tree 1913' from DER, 854' left of centerline, 70' AGL/785' MSL.
Trees beginning 1921' from DER, 628' left of centerline, up to 88' AGL/789' MSL.
Trees beginning 2085' from DER, 758' left of centerline, up to 66' AGL/792' MSL.
Tree 2173' from DER, 263' right of centerline, 81' AGL/764' MSL.
Trees beginning 2298' from DER, 239' right of centerline, up to 82' AGL/773' MSL.
Trees beginning 2305' from DER, 825' left of centerline, up to 76' AGL/794' MSL.
Tree 2344' from DER, 1044' left of centerline, 76' AGL/812' MSL.
Trees, pole beginning 2399' from DER, 3' left of centerline, up to 79' AGL/827' MSL.
Trees beginning 2434' from DER, 138' right of centerline, up to 77' AGL/779' MSL.
Trees beginning 2587' from DER, 52' right of centerline, up to 72' AGL/790' MSL.
Tree 2884' from DER, 250' right of centerline, 60' AGL/791' MSL.
Tree 3047' from DER, 138' right of centerline, 57' AGL/796' MSL.
Trees beginning 3070' from DER, 19' right of centerline, up to 53' AGL/799' MSL.
Tree 3786' from DER, 240' right of centerline, 88' AGL/803' MSL.
Transmission line, trees beginning 3832' from DER, 82' left of centerline, up to 87' AGL/840' MSL.
Tree 4053' from DER, 430' right of centerline, 72' AGL/808' MSL.
Catenary 4393' from DER, 3' right of centerline, 90' AGL/822' MSL.

LEWISBURG, TN
ELLINGTON (LUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUN14 (14177) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 500-2¾ or std. w/min. climb of 260' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 20, climb heading 201° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees and navaid beginning 5' from DER, 496' right of centerline, up to 55' AGL/765' MSL.
Navaid 8' from DER, 112' left of centerline, 10' AGL/710' MSL.
Vehicles on road beginning 353' from DER, 594' right of centerline, up to 15' AGL/727' MSL.
Trees beginning 405' from DER, 569' left of centerline, up to 43' AGL/753' MSL.
Trees beginning 2071' from DER, 321' left of centerline, up to 89' AGL/789' MSL.
Trees and tower beginning 2182' from DER, 117' right of centerline, up to 117' AGL/798' MSL.
Rwy 20, trees and poles beginning 38' from DER, 418' left of centerline, up to 80' AGL/790' MSL.
Sign, trees, poles, vehicles on road, windsock and buildings beginning 56' from DER, 246' right of centerline, up to 76' AGL/786' MSL.
Trees beginning 1988' from DER, 701' left of centerline, up to 76' AGL/806' MSL.
Trees beginning 1857' from DER, 466' right of centerline, up to 86' AGL/806' MSL.

LEWISPORT, KY
HANCOCK CO-RON LEWIS FIELD (KY8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1¼ or std. w/min. climb gradient of 330' per NM to 700.
Rwy 23, 400-1⅝ or std. w/min. climb gradient of 350' per NM to 900.
DEPARTURE PROCEDURE:
Procedure NA at night.
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 85' from DER, 318' left of centerline, 13' AGL/417' MSL.
Road and fence beginning 203' from DER, 322' left of centerline, up to 422' MSL.
Trees beginning 256' from DER, 466' right of centerline, up to 100' AGL/507' MSL.
Trees beginning 1424' from DER, 434' left of centerline, up to 56' AGL/467' MSL.
Trees and a pole beginning 2689' from DER, 285' right of centerline, up to 106' AGL/552' MSL.
Trees beginning 3714' from DER, 252' right of centerline, up to 78' AGL/559' MSL.
Trees, a pole, and a building beginning 3876' from DER, 309' right of centerline, up to 68' AGL/564' MSL.
Trees, a pole, and two buildings beginning 4025' from DER, 108' right of centerline, up to 103' AGL/570' MSL.
Trees beginning 4181' from DER, 275' right of centerline, up to 85' AGL/575' MSL.
trees and a pole beginning 4333' from DER, 97' right of centerline, up to 95' AGL/585' MSL.
Trees beginning 5999' from DER, 1067' right of centerline, up to 103' AGL/586' MSL.
Rwy 23, tree 164' from DER, 495' right of centerline, 26' AGL/432' MSL.
Two poles beginning 388' from DER, 425' right of centerline, up to 35' AGL/442' MSL.
Pole 564' from DER, 520' left of centerline, 34' AGL/438' MSL.
Tree 2082' from DER, 978' left of centerline, 60' AGL/462' MSL.
Tree 2124' from DER, 938' left of centerline, 65' AGL/467' MSL.
Tree 2172' from DER, 914' left of centerline, 79' AGL/481' MSL.
Trees beginning 2305' from DER, 690' left of centerline, up to 79' AGL/482' MSL.
Trees beginning 2373' from DER, 82' left of centerline, up to 91' AGL/493' MSL.
Trees beginning 2628' from DER, 4' left of centerline, up to 91' AGL/495' MSL.
Trees beginning 2680' from DER, 133' left of centerline, up to 93' AGL/497' MSL.
Trees beginning 2783' from DER, 41' left of centerline, up to 110' AGL/515' MSL.
Tree 3144' from DER, 99' right of centerline, 87' AGL/494' MSL.
Tree 3199' from DER, 39' right of centerline, 95' AGL/497' MSL.
Trees beginning 3253' from DER, 1' right of centerline, up to 115' AGL/514' MSL.
Trees beginning 3257' from DER, 10' left of centerline, up to 119' AGL/518' MSL.
Trees beginning 3845' from DER, 101' right of centerline, up to 116' AGL/520' MSL.
Antenna 1.3 NM from DER, 1482' left of centerline, 283' AGL/752' MSL.
Tower 1.3 NM from DER, 1460' left of centerline, 300' AGL/770' MSL.

LEXINGTON, KY
BLUE GRASS (LEX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL.
Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL.
Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL.
Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL.
Rwy 9, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL.
Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL.
Rwy 22, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL.
Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL.
Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL.
Rwy 27, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL.
Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN
BEECH RIVER RGNL (PVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 269' from DER, 179' right of centerline, up to 100' AGL/619' MSL.
Trees beginning 258' from DER, 224' left of centerline, up to 100' AGL/599' MSL.
Rwy 19, trees beginning 157' from DER, 259' right of centerline, up to 100' AGL/579' MSL.
Trees beginning 227' from DER, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

Rwy 21, climb heading 215° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning from 173' from DER, 133' left of centerline, up to 100' AGL/1499' MSL.
Trees beginning from 282' from DER, 180' right of centerline, up to 100' AGL/1439' MSL.
Rwy 21, trees beginning from 60' from DER, 186' right of centerline, up to 100' AGL/1459' MSL.

LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-2 or std. w/ min. climb of 449' per NM to 1900.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 53' from DER, 319' left of centerline, 40' AGL/1218' MSL.
Pole 127' from DER, 467' left of centerline, 40' AGL/1203' MSL.
Pole 130' from DER, 336' left of centerline, 40' AGL/1207' MSL.
Trees beginning 251' from DER, 336' left of centerline, up to 60' AGL/1221' MSL.
Trees beginning 577' from DER, 337' right of centerline, up to 60' AGL/1216' MSL.
Trees beginning 608' from DER, 62' left of centerline, up to 100' AGL/1256' MSL.
Tree 1300' from DER, 700' left of centerline, 100' AGL/1264' MSL.
Tree 1418' from DER, 441' right of centerline, 80' AGL/1228' MSL.
Trees beginning 1613' from DER, 224' right of centerline, up to 100' AGL/1247' MSL.
Trees beginning 1.3 NM from DER, 444' left of centerline, up to 100' AGL/1419' MSL.
Trees beginning 1.5 NM from DER, 716' left of centerline, up to 100' AGL/1616' MSL.
Tower 1.5 NM from DER, 1371' left of centerline, 120' AGL/1659' MSL.
Trees beginning 1.5 NM from DER, 2356' right of centerline, up to 100' AGL/1476' MSL.
Trees beginning 1.6 NM from DER, 1505' right of centerline, up to 100' AGL/1644' MSL.
Rwy 24, trees beginning 5' from DER, 312' left of centerline, up to 60' AGL/1258' MSL.
Tree 153' from DER, 471' right of centerline, 60' AGL/1258' MSL.
Power lines beginning 160' from DER, 384' left of centerline extending 263' from DER, 536' right of centerline, up to 40' AGL/1249' MSL.
Trees beginning 351' from DER, 391' left of centerline, up to 60' AGL/1273' MSL.
Trees beginning 581' from DER, 502' right of centerline, up to 100' AGL/1288' MSL.
Trees beginning 1122' from DER, 532' left of centerline, up to 100' AGL/1279' MSL.
Trees beginning 1155' from DER, 76' left of centerline, up to 100' AGL/1275' MSL.
Trees beginning 1249' from DER, 75' right of centerline, up to 100' AGL/1263' MSL.

LOUISVILLE, KY

BOWMAN FIELD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 16DEC10 (10350) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¾ or std. w/ min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 361' from DER, 143' left of centerline, up to 96' AGL/625' MSL.
Trees beginning 372' from DER, 32' right of centerline, up to 90' AGL/619' MSL.
Rwy 15, trees beginning 880' from DER, 112' left of centerline, up to 69' AGL/588' MSL.
Vehicles on road and trees beginning 153' from DER, 107' right of centerline, up to 85' AGL/594' MSL.
Rwy 24, trees beginning 137' from DER, 77' left of centerline, up to 94' AGL/643' MSL.
Vehicles on road and trees beginning 189' from DER, 4' right of centerline, up to 84' AGL/643' MSL.
Tower 4828' from DER, 1728' right of centerline, 140' AGL/690' MSL.
Rwy 33, trees beginning 198' from DER, 1' left of centerline, up to 53' AGL/602' MSL.
Trees beginning 184' from DER, 264' right of centerline, up to 82' AGL/621' MSL.
Antenna on stack 1.5 NM from DER, 1421' right of centerline, 221' AGL/770' MSL.

LOUISVILLE, KY (CON'T)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 17L, std. w/min. climb of 230' per NM to 1300.

Rwy 17R, std. w/min. climb of 260' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree, sign, vehicle on road, beginning 755' from DER, 210' left of centerline, up to 35' AGL/507' MSL.
Trees, beginning 1025' from DER, 416' right of centerline, up to 65' AGL/533' MSL.
Tree 1109' from DER, 542' left of centerline, 48' AGL/520' MSL.
Trees, beginning 1127' from DER, 218' left of centerline, up to 59' AGL/532' MSL.
Trees, beginning 1454' from DER, 298' left of centerline, up to 66' AGL/538' MSL.
Trees, beginning 1468' from DER, 776' right of centerline, up to 83' AGL/551' MSL.
Trees, beginning 1558' from DER, 301' left of centerline, up to 89' AGL/561' MSL.
Trees, beginning 1674' from DER, 247' left of centerline, up to 98' AGL/571' MSL.
Tree 2427' from DER, 489' right of centerline, 85' AGL/554' MSL.
Tree 2905' from DER, 876' right of centerline, 91' AGL/556' MSL.
Trees, beginning 2948' from DER, 563' right of centerline, up to 112' AGL/578' MSL.
Rwy 17L, pole 327' from DER, 511' left of centerline, 32' AGL/493' MSL.
Tree, sign beginning 421' from DER, 301' left of centerline, up to 507' MSL.
NAVAID 497' from DER, 298' right of centerline, 22' AGL/485' MSL.
Pole 622' from DER, 642' right of centerline, 32' AGL/496' MSL.
Tree, pole beginning 1431' from DER, 542' left of centerline, up to 560' MSL.
Rwy 17R, pole 665' from DER, 334' left of centerline, 496' MSL.
Transmission line, pole beginning 747' from DER, 666' right of centerline, up to 48' AGL/505' MSL.
Transmission line 2392' from DER, 939' left of centerline, 70' AGL/531' MSL.
Rwy 29, terrain beginning 144' from DER, 316' left of centerline, up to 484' MSL.
NAVAID, tower, tree beginning 473 ' from DER, 72' right of centerline, up to 51' AGL/530' MSL.
Tree, pole beginning 691' from DER, 217' left of centerline, up to 41' AGL/520' MSL.
Tree, pole, transmission line beginning 1067' from DER, 87' right of centerline, up to 55' AGL/531' MSL.
Tree, stack beginning 1169' from DER, 285' left of centerline, up to 60' AGL/539' MSL.
Tree, pole, building beginning 1257' from DER, 1' left of centerline, up to 550' MSL.
Tree, pole beginning 1288' from DER, 31' right of centerline, up to 533' MSL.
Trees beginning 1779' from DER, 33' right of centerline, up to 60' AGL/534' MSL.
Trees beginning 1880' from DER, 24' right of centerline, up to 69' AGL/546' MSL.
Trees beginning 1979' from DER, 220' right of centerline, up to 82' AGL/560' MSL.
Tree 2247' from DER, 641' right of centerline, 96' AGL/574' MSL.
Trees beginning 3664' from DER, 65' left of centerline, up to 107' AGL/588' MSL.
Rwy 35L, electrical system 262' from DER, 262' left of centerline, 500' MSL.
Pole 274' from DER, 489' right of centerline, 36' AGL/510' MSL.
Pole 418' from DER, 451' right of centerline, 38' AGL/516' MSL.
Pole 690' from DER, 117' left of centerline, 35' AGL/509' MSL.
Pole 815' from DER, 228' right of centerline, 40' AGL/526' MSL.
Tree 915' from DER, 512' left of centerline, 524' MSL.
Pole 1245' from DER, 396' left of centerline, 40' AGL/528' MSL.
Pole 1395' from DER, 791' left of centerline, 46' AGL/538' MSL.
Tree 1600' from DER, 258' right of centerline, 545' MSL.
Tree 2547' from DER, 678' right of centerline, 560' MSL.
Roller coaster 2950' from DER, 237' right of centerline, 100' AGL/571' MSL.
Rwy 35R, pole 542' from DER, 457' right of centerline, 23' AGL/519' MSL.
Pole 721' from DER, 303' right of centerline, 31' AGL/522' MSL.
Tree 2272' from DER, 610' right of centerline, 562' MSL.
Tree 2403' from DER, 945' right of centerline, 580' MSL.

MADISONVILLE, KY

MADISONVILLE RGNL (2I0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, Vehicle on road 163' from DER, 525' right of centerline, 15' AGL/434' MSL.
Vehicle on road 466' from DER, 597' left of centerline, 15' AGL/454' MSL.
Rwy 23, Vehicle on road 563' from DER, 608' right of centerline, 15' AGL/464' MSL.
Pole 910' from DER, 590' left of centerline, 98' AGL/537' MSL.

MADISONVILLE, TN
MONROE COUNTY (MNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25DEC03 (03359) (FAA)
DEPARTURE PROCEDURE:
Rwy 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.
Rwy 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 5, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.
Rwy 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY
MARION-CRITTENDEN COUNTY JAMES C JOHNSON REGIONAL (5M9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07MAR13 (20310) (FAA)
TAKEOFF MINIMUMS:
Rwy 25, 300-1½ or std. w/min. climb of 215' per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 64' from DER, 281' left of centerline, up to 89' AGL/716' MSL.
Fence post 93' from DER, 248' left of centerline, 6' AGL/632' MSL.
Trees beginning 2656' from DER, left and right of centerline, up to 100' AGL/749' MSL.
Rwy 25, trees beginning 123' from DER, 314' right of centerline, up to 52' AGL/701' MSL.
Trees beginning 291' from DER, 303' left of centerline, up to 62' AGL/711' MSL.
Pole 1150' from DER, 331' left of centerline, 35' AGL/686' MSL.
Trees beginning 2034' from DER, left and right of centerline, up to 100' AGL/819' MSL.

MAYFIELD, KY
MAYFIELD GRAVES COUNTY (M25)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JUN13 (13178) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.
Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL.
Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.
Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.
Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.
Rwy 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.
Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.
Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.
Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL.
Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.
Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.
Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.
Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

MC MINNVILLE, TN
WARREN COUNTY MEML (RNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 01FEB18 (20310) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 23, fence 198' from DER, 349' right of centerline, 11' AGL/1044' MSL.
Tree, building beginning 246' from DER, 263' right of centerline, up to 16' AGL/1046' MSL.
Tree 551' from DER, 641' left of centerline, 70' AGL/1117' MSL.
Tree 904' from DER, 383' right of centerline, 70' AGL/1112' MSL.
Tree, building, pole beginning 925' from DER, 340' left of centerline, up to 75' AGL/1130' MSL.
Tree, pole, transmission line beginning 1218' from DER, 496' right of centerline, up to 90' AGL/1146' MSL.
Tree, pole, transmission line, road beginning 1748' from DER, 113' right of centerline, up to 93' AGL/1169' MSL.
Trees beginning 2289' from DER, 50' left of centerline, up to 105' AGL/1133' MSL.
Tree, pole, transmission line, building beginning 2611' from DER, 223' left of centerline, up to 114' AGL/1139' MSL.
Trees beginning 3101' from DER, 623' left of centerline, up to 125' AGL/1177' MSL.

MEMPHIS, TN

GENERAL DEWITT SPAIN (M01)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 08MAR12 (12068) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.
Rwy 35, climb heading 347° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.
Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.
Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.
Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.
Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.
Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.

MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:
Rwy 36C, climb heading 360° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.
Rwy 18R, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.
Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.
Rwy 27, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.
Rwy 36C, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO-BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions.
Rwy 28, NA-obstacles.
DEPARTURE PROCEDURE:
Rwy 10, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL.
Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL.
Trees 617' from DER, 100' AGL/1249' MSL.
Tower 5066' from DER, 1033'left of centerline, 198' AGL/1335' MSL.
Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1379' MSL.
Trees 1.67 NM from DER, 1900' left of centerline, 100' AGL/1599' MSL.
Numerous trees beginning 2 NM from DER, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL.
200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:
Rwy 18, climb heading 185° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 164' from DER, 423' right of centerline, up to 100' AGL/329' MSL.
Trees beginning 1292' from DER, 496' left of centerline, up to 100' AGL/379' MSL.
Power line and poles beginning 2114' from DER, left to right of centerline, up to 105' AGL/331' MSL.
Rwy 36, trees beginning 173' from DER, 500' right of centerline, up to 100' AGL/368' MSL.
Trees beginning 2377' from DER, 19' left of centerline, up to 100' AGL/352' MSL.

MILLINGTON, TN (CON'T)

MILLINGTON-MEMPHIS (NQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std. w/min. climb of 245' per NM to 600, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 62' from DER, 339' left of centerline, 365' MSL.
Trees beginning 79' from DER, 487' left of centerline, up to 382' MSL.
Terrain 97' from DER, 326' right of centerline, 323' MSL.
Terrain 290' from DER, 501' right of centerline, 328' MSL.
Fence beginning 318' from DER, 488' right of centerline, up to 7' AGL/336' MSL.
Tree 587' from DER, 591' right of centerline, 368' MSL.
Tree 1967' from DER, 119' right of centerline, 370' MSL.
Tree 2198' from DER, 319' right of centerline, 376' MSL.
Tree 2242' from DER, 924' left of centerline, 409' MSL.
Tree 2354' from DER, 865' right of centerline, 410' MSL.
Trees beginning 2382' from DER, 910' right of centerline, up to 428' MSL.
Trees beginning 2408' from DER, 952' left of centerline, up to 422' MSL.
Trees beginning 2670' from DER, 1202' right of centerline, up to 431' MSL.
Trees beginning 3274' from DER, 268' right of centerline, up to 444' MSL.
Trees beginning 3664' from DER, 1121' left of centerline, up to 426' MSL.
Tree 3867' from DER, 1021' left of centerline, 428' MSL.
Trees beginning 3920' from DER, 802' left of centerline, up to 433' MSL.
Trees beginning 4022' from DER, 254' left of centerline, up to 434' MSL.
Trees beginning 4191' from DER, 132' left of centerline, up to 448' MSL.
Trees beginning 4194' from DER, 105' right of centerline, up to 455' MSL.
Trees beginning 4255' from DER, 19' left of centerline, up to 457' MSL.
Trees beginning 4293' from DER, 81' right of centerline, up to 456' MSL.
Trees beginning 4511' from DER, 357' right of centerline, up to 459' MSL.
Trees beginning 4751' from DER, 585' right of centerline, up to 471' MSL.
Tree 5332' from DER, 1693' left of centerline, 465' MSL.
Trees beginning 5356' from DER, 1675' left of centerline, up to 470' MSL.
Tree 5476' from DER, 1873' left of centerline, 484' MSL.
Trees beginning 5606' from DER, 1822' left of centerline, up to 489' MSL.
Tree 5891' from DER, 1798' left of centerline, 474' MSL.
Rwy 22, terrain 44' from DER, 484' left of centerline, 278' MSL.
Tree 197' from DER, 497' left of centerline, 289' MSL.
Trees beginning 1368' from DER, 291' right of centerline, up to 335' MSL.
Trees beginning 3439' from DER, 1257' right of centerline, up to 371' MSL.
Tree 3835' from DER, 670' right of centerline, 374' MSL.

MONTICELLO, KY

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼.
Rwy 21, std. w/min. climb of 275' per NM to 1900 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 039° to 1700 before proceeding on course.
Rwy 21, climb heading 219° to 2000 before proceeding on course or for climb in visual conditions, cross Wayne County airport at or above 2200 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1292' from DER, 533' right of centerline, up to 100' AGL/1139' MSL.
Trees beginning 1459' from DER, 16' left of centerline, up to 100' AGL/1179' MSL.
Vehicles on roadway beginning 1402' from DER, 329' right of centerline, up to 17' AGL/1096' MSL.
Rwy 21, vehicles on roadway beginning 570' from DER, 469' left of centerline, up to 17' AGL/996' MSL.
Trees beginning 932' from DER, 285' right of centerline, up to 100' AGL/1059' MSL.
Trees beginning 1254' from DER, 200' left of centerline, up to 100' AGL/1059' MSL.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 777' from DER, 494' left of centerline, up to 77' AGL/1096' MSL.
Trees beginning 5041' from DER, 1228' right of centerline, 100' AGL/1139' MSL.
Rwy 20, vehicles on roadway, beginning 7' from DER, left and right of centerline, up to 15' AGL/1054' MSL.
Trees 432' from DER, 534' right of centerline, up to 75' AGL/1054' MSL.
Trees 1595' from DER, 716' left of centerline, up to 71' AGL/1090' MSL.
Trees beginning 3093' from DER, 954' right of centerline, up to 100' AGL/1159' MSL.
Tree 5021' from DER, 1767' right of centerline, 100' AGL/1179' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/ min. climb of 354' per NM to 2500 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, for climb in visual conditions cross Moore-Murrell airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course.

Rwy 23, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL.
Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL.
Windsock 66' from DER, 189' left of centerline, up to 8' AGL/1282' MSL.
Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL.
Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL.
Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.
Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL.
Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL.
Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL.
Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL.
Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.

MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 500-3 or std. with a min. climb of 225' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL.
Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL.
Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL.
Rwy 21, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL.
Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUL09 (09211) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 3400-3 for climb in visual conditions.

Rwy 24, 1100-3 w/min. climb of 510' per NM to 5700, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, for climb in visual conditions (NA at night): cross Johnson County Airport at or above 5500 MSL before proceeding on course.

Rwy 24, for climb in visual conditions (NA at night): cross Johnson County airport at or above 5500 MSL before proceeding on course.

MURFREESBORO, TN

MURFREESBORO MUNI (MBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2½, or std. w/ min. climb of 205' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 184° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and building beginning 194' from DER, 113' left of centerline, up to 661' MSL.
Trees beginning 1487' from DER, 140' right and 1084' left of centerline, up to 688' MSL.
Tower 1.9 NM from DER, 3202' right of centerline, 335' AGL/917' MSL.
Rwy 36, trees beginning 357' from DER, 100' right of centerline, up to 654' MSL.
Poles beginning 637' from DER, 488' left of centerline, up to 72' AGL/674' MSL.

MURRAY, KY

KYLE-OAKLEY FIELD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees and pole beginning 665' from DER, 473' right of centerline, up to 100' AGL/679' MSL.
Trees beginning 951' from DER, 346' left of centerline, up to 110' AGL/679' MSL.
Rwy 23, tree 16' from DER, 407' right of centerline, 69' AGL/660' MSL.
Trees beginning 144' from DER, 417' left of centerline, up to 85' AGL/689' MSL.

NASHVILLE, TN

JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 207' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, departure must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 018° to 2300 before turning right.
Rwy 20, climb heading 198° to 2400 before proceeding on course.

VCOA:

Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to Cross John C Tune Airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, rising terrain beginning 454' from DER, from 492' left of centerline to 233' right of centerline, up to 539' MSL.
Trees beginning 838' from DER, from 633' right of centerline, up to 68' AGL/548' MSL.
Trees beginning 1326' from DER, from 693' left of centerline, up to 56' AGL/556' MSL.
Trees beginning 1607' from DER, from 627' left of centerline, up to 86' AGL/565' MSL.
Trees beginning, 1918' from DER, from 554' left of centerline, up to 86' AGL/574' MSL.
Rwy 20, runway end lights beginning 10' from DER, 10' right of centerline and 11' left of centerline, 3' AGL/459' MSL.
Trees beginning 1145' from DER, from 490' left of centerline, up to 62' AGL/502' MSL.
Trees beginning 1655' from DER, left and right of centerline, up to 88' AGL/508' MSL.
Transmission towers beginning 2983' from DER, from 746' left of centerline, up to 144' AGL/550' MSL.

NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, std. w/ min. climb of 240' per NM to 2600.

DEPARTURE PROCEDURE:

Rwy 20L, climb heading 201° to 1400 before turning right.
Rwys 20C, 20R climb heading 201° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2L, trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.
Rwy 13, blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.
Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.
Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.
Rwy 20C, trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.
Rwy 20L, trees beginning 1844' from DER, 720 left of centerline, up to 60' AGL/639' MSL.
Rwy 20R, flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.
Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.
Rwy 31, ground 2' from DER, 498' left of centerline, 541' MSL.
LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.
Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.
Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.
Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.
Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.
Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.
Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 2800' from DER, 600' right of centerline, 69' AGL/1605' MSL.
Rwy 23, pole 950' from DER, on centerline, 42' AGL/1575' MSL.
Power line 2938' from DER, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 400-2 or std. w/ min. climb of 330' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 002° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, antenna, windsock, poles, and buildings beginning 289' from DER, 163' left of centerline, up to 40' AGL/444' MSL.
Trees beginning 1489' from DER, 429' right of centerline, up to 65' AGL/471' MSL.
Steeple, poles, and trees beginning 1835' from DER, 204' left of centerline, up to 85' AGL/491' MSL.
Rwy 18, rising terrain beginning 223' from DER, 555' right of centerline, up to 0' AGL/403' MSL.
Rwy 24, trees beginning 1379' from DER, 81' right of centerline, up to 80' AGL/482' MSL.
Trees beginning 2589' from DER, 964' left of centerline, up to 86' AGL/485' MSL.
Rwy 36, tanks, trees, and buildings beginning 395' from DER, 496' left of centerline, up to 29' AGL/443' MSL.
Trees beginning 478' from DER, 500' right of centerline, up to 25' AGL/439' MSL.
Towers beginning 1.5 NM from DER, 2940' right of centerline, up to 406' AGL/805' MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, multiple trees and bushes beginning 131' from DER, 13' left of centerline, up to 100' AGL/452' MSL.
Multiple trees beginning 697' from DER, 19' right of centerline, up to 100' AGL/464' MSL.
Pole 1301' from DER, 316' right of centerline, up to 17' AGL/415' MSL.
Rwy 14, multiple trees beginning 858' from DER, 77' left of centerline, up to 100' AGL/487' MSL.
Road 551' from DER, 144' left of centerline, 17' AGL/422' MSL.
Tree 788' from DER, 13' right of centerline, up to 100' AGL/439' MSL.
Terrain 13' from DER, 320' right of centerline, 0' AGL/404' MSL.
Rwy 22, multiple terrain and trees beginning 128' from DER, 30' left of centerline, up to 100' AGL/507' MSL.
Road 981' from DER, 692' right of centerline, 17' AGL/444' MSL.
Terrain 76' from DER, 3' right of centerline, 0' AGL/ 420' MSL.
Terrain 25' from DER, 388' right of centerline, 0' AGL/411' MSL.
Rwy 32, multiple trees beginning 376' from DER, 173' right of centerline, up to 100' AGL/458' MSL.
Multiple trees and terrain beginning 31' from DER, 42' left of centerline, up to 100' AGL/462' MSL.

PARIS, TN

HENRY COUNTY (PHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 772' from DER, 93' right of centerline, up to 15' AGL/589' MSL.
Trees beginning 1232' from DER, 258' left of centerline, up to 100' AGL/669' MSL.
Rwy 20, tree 2808' from DER, 630' right of centerline, 80' AGL/651' MSL.
Rising terrain beginning 274' from DER, 388' left of centerline, 604' MSL.

PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1 or std. w/ min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, for climb in visual conditions: cross Pike County-Hatcher Field airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL.
Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PINE KNOT, KY

MC CREARY COUNTY (18I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 040° to 1900 before turning right.
Rwy 22, climb heading 220° to 2000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 73' from DER, 15' left of centerline, 218' right of centerline, up to 100' AGL/1439' MSL.
Rwy 22, trees beginning 473' from DER, 189' left of centerline, 380' right of centerline, up to 100' AGL/1499' MSL.

PORTLAND, TN

PORTLAND MUNI (1M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 501' from DER, 180' right of centerline, 100' AGL/839' MSL.
Tree 1564' from DER, 507' left of centerline, 100' AGL/839' MSL.
Rwy 19, multiple trees 673' from DER, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 21, multiple trees and poles beginning 250' from DER, 11' right of centerline, up to 72' AGL/1272' MSL.
Multiple trees and poles beginning 294' from DER, 35' left of centerline, up to 63' AGL/1283' MSL.

PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¾ or std. w/min. climb of 280' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 14' from DER, 434' right of centerline, up to 100' AGL/779' MSL.
Trees beginning 314' from DER, 371' left of centerline, up to 58' AGL/577' MSL.
Rwy 23, structures and terrain beginning 11' from DER, 198' right of centerline, up to 4' AGL/599' MSL.
Structures and terrain beginning 40' from DER, 249' left of centerline, up to 4' AGL/593' MSL.
Trees beginning 385' from DER, 48' right of centerline, up to 73' AGL/622' MSL.
Trees beginning 421' from DER, 350' left of centerline, up to 68' AGL/647' MSL.
Utility poles beginning 764' from DER, 176' right of centerline, up to 33' AGL/613' MSL.

PULASKI, TN

ABERNATHY FIELD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-2¼ or std. w/min. climb of 288' per NM to 1100.
Rwy 34, 500-3 or std. w/min. climb of 461' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 156° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, ground and trees beginning 60' from DER, 159' right of centerline, up to 80' AGL/708' MSL.
Trees beginning 374' from DER, 173' left of centerline, up to 80' AGL/681' MSL.
Poles and conveyor beginning 937' from DER, 141' right of centerline, up to 75' AGL/705' MSL.
Trees beginning 1170' from DER, 587' left of centerline, up to 80' AGL/694' MSL.
Trees beginning 5236' from DER, 308' right of centerline, up to 80' AGL/778' MSL.
Rwy 34, terrain and trees beginning 1' from DER, 189' left of centerline, up to 80' AGL/756' MSL.
Trees beginning 1031' from DER, right and left of centerline, up to 80' AGL/1029' MSL.

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUL16 (16203) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 19' from DER, 296' right of centerline, up to 1018' MSL.
Tree 579' from DER, 563' left of centerline, 1038' MSL.
Trees beginning 600' from DER, 479' left of centerline, 1048' MSL.
Trees, beginning 824' from DER, 579' right of centerline, 1055' MSL.
Trees, beginning 1637' from DER, 558' right of centerline, up to 1065' MSL.
Tree 2293' from DER, 374' left of centerline, 1068' MSL.
Tree 2355' from DER, 256' left of centerline, 1069' MSL.
Trees, beginning 2422' from DER, 36' left of centerline, up to 1073' MSL.
Trees, beginning 2443' from DER, 78' left of centerline, up to 1081' MSL.
Tree 2468' from DER, 109' right of centerline, 1070' MSL.
Tree 2605' from DER, 112' right of centerline, 1072' MSL.
Rwy 36, fence beginning 5' from DER, 402' right of centerline, up to 968' MSL.
Tree 21' from DER, 330' left of centerline, 978' MSL.

ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2500 before turning left.

Rwy 22, climb heading 224° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 100' from DER, 234' right of centerline, up to 81' AGL/1646' MSL.
Trees beginning 593' from DER, 557' left of centerline, up to 88' AGL/1649' MSL.
Rwy 22, trees beginning 54' from DER, 101' left of centerline, up to 71' AGL/1676' MSL.
Trees beginning 630' from DER, 136' right of centerline, up to 70' AGL/1691' MSL.

ROGERSVILLE, TN

HAWKINS COUNTY (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-2¾ or std. w/min. climb of 385' per NM to 1700.

Rwy 25, 400-2½ w/min. climb of 250' per NM to 1700 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 071° to 3100 before proceeding on course.

Rwy 25, climb heading 236° to 2700 before proceeding on course.

VCOA:

Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawkins County Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, terrain beginning 102' from DER, 193' left of centerline, up to 1317' MSL.
Tree 346' from DER, 253' right of centerline, 1274' MSL.
Trees beginning 349' from DER, 273' right of centerline, up to 1290' MSL.
Tree 1188' from DER, 783' left of centerline, 1320' MSL.
Tree 1211' from DER, 787' left of centerline, 1324' MSL.
Trees beginning 1221' from DER, 207' right of centerline, up to 1306' MSL.
Tree 1580' from DER, 775' left of centerline, 1337' MSL.
Tree 1730' from DER, 795' left of centerline, 1346' MSL.
Trees, building beginning 1752' from DER, 26' left of centerline, up to 1351' MSL.
Tree 3880' from DER, 1357' right of centerline, 1340' MSL.
Trees beginning 4070' from DER, 1580' left of centerline, up to 1354' MSL.
Tree 5591' from DER, 1996' left of centerline, 1391' MSL.
Trees beginning 5786' from DER, 1377' left of centerline, up to 1408' MSL.
Trees beginning 5965' from DER, 1557' left of centerline, up to 1424' MSL.
Trees beginning one NM from DER, 1331' left of centerline, up to 1523' MSL.
Trees, building beginning 1.1 NM from DER, 1790' left of centerline, up to 1566' MSL.
Tower 2.2 NM from DER, 3132' left of centerline, 223' AGL/1589' MSL.
Rwy 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.
Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.
Terrain 93' from DER, 196' right of centerline, 1265' MSL.
Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.
Fence, trees, transmission line, pole, beginning 185 from DER, 143' right of centerline, up to 1308' MSL.
Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.
Tree 861' from DER, 565' right of centerline, 1326' MSL.
Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.
Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.
Tree 2088' from DER, 997' right of centerline, 1423' MSL.
Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.
Tree 2344' from DER, 964' right of centerline, 1457' MSL.
Trees, terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.
Tree 3422' from DER, 204' left of centerline, 1341' MSL.
Tree 3461' from DER, 97' left of centerline, 1384' MSL.
Trees, beginning 3561' from DER, 7' left of centerline, up to 1402' MSL.
Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.
Tree 4694' from DER, 1137' right of centerline, 1492' MSL.
Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.
Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.
Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.
Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.
Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.
Trees, terrain, beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.
Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.
Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.
Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY (4M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.
Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.
Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.
Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.
Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.
Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.
Tree 1418' from DER, 638' right of centerline, 61' AGL/693' MSL.
Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.
Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.
Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.
Catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.
Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.
Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.
Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.
Rwy 25, traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.
Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

SABRE AAF (FORT CAMPBELL) (EOD)

CLARKSVILLE, TN

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 23JUN16 (16175)

Rwy 23, Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL..

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30JUL09 (09211) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 400-2¼ or std. w/min. climb of 260' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL.
Rwy 19, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

SELMER, TN

ROBERT SIBLEY (SZY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain beginning 71' from DER, 154' right of centerline, up to 644' MSL.
Trees beginning 104' from DER, 405' right of centerline, up to 76' AGL/695' MSL.
Pole 1208' from DER, 810' right of centerline, 28' AGL/687' MSL.
Pole 1857' from DER, 380' right of centerline, 45' AGL/664' MSL.
Rwy 35, vehicles on roadway 107' from DER, on centerline, up to 15' AGL/622' MSL.
Trees beginning 95' from DER, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN

GATLINBURG-PIGEON FORGE (GKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 26MAY16 (16147) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 320' per NM to 2900 or 900-2½ for climb in visual conditions.
Rwy 28, 400-2¾ or std. w/min. climb of 210' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur not later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 10, Climbing left turn on VXV VORTAC R-090 westbound to VXV VORTAC to 5000 before proceeding on course. For climb in visual conditions: cross Gatlinburg-Pigeon Forge airport westbound on VXV VORTAC R-102 at or above 1900 MSL to VXV VORTAC; continue climb to 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 28, Climb on heading 282° and on VXV VORTAC R-102 to VXV VORTAC to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees beginning 194' from DER, 378' right of centerline, up to 80' AGL/1123' MSL.
Trees beginning 300' from DER, 350' left of centerline, up to 80' AGL/1123' MSL.
Trees beginning 716' from DER, 255' left of centerline, up to 85' AGL/1131' MSL.
Power line 941' from DER, 602' right of centerline, 55' AGL/1079' MSL.

CON'T

SEVIERVILLE, TN (CON'T)

GATLINBURG-PIGEON FORGE (GKT) (CON'T)

Rwy 28, trees beginning 184' from DER, 259' left of centerline, up to 45' AGL/1071' MSL.
Trees beginning 949' from DER, 376' right of centerline, up to 45' AGL/1116' MSL.
Tower 1119' from DER, 624' right of centerline, 78' AGL/1079' MSL.
Tower 2.2 NM from DER, 2629' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

DEPARTURE PROCEDURE:
Rwy 18, climb heading 180° to 1600 before turning left.
Rwy 36, climb heading 345° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 81' from DER, 176' right of centerline, up to 100' AGL/890' MSL.
Tree 86' from DER, 199' left of centerline, up to 100' AGL/880' MSL.
Rwy 36, trees and terrain 505' from DER, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees and terrain beginning 76' from DER, 256' right of centerline, up to 100' AGL/1199' MSL.
Trees beginning 733' from DER, 11' left of centerline up to 100' AGL/1119' MSL.
Rwy 24, trees and terrain beginning 76' from DER, 8' left of centerline, up to 100' AGL/1119' MSL.
Trees and terrain beginning 83' from DER, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN

SMYRNA (MQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:
Rwy 19, 300-2 or std. w/min. climb of 205' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient. Takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:
Rwy 1, climb heading 006° to 1200 before turning northeast.

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 762' from DER, 79' right of centerline, up to 100' AGL/592' MSL.
Trees beginning 1192' from DER, 194' left of centerline, up to 100' AGL/617' MSL.
Vehicles on roadway 3918' from DER, 697' across centerline, up to 17' AGL/627' MSL.
Rwy 14, trees beginning 1318' from DER, 808' left of centerline, up to 100' AGL/572' MSL.
Rwy 19, vehicles on roadway 1493' from DER, crosses centerline, up to 17' AGL/566' MSL.
Trees beginning 1547' from DER, 75' right of centerline, up to 100' AGL/608' MSL.
Trees beginning 1647' from DER, 165' left of centerline, up to 100' AGL/659' MSL.
Tower 1.7 NM from DER, 2316' right of centerline, 143' AGL/788' MSL.
Rwy 32, trees beginning 69' from DER, 461' left of centerline, up to 100' AGL/635' MSL.
Trees beginning 404' from DER, 64' right of centerline, up to 100' AGL/695' MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 500-2 or std. w/min. climb of 435' per NM to 1600.
Rwy 23, 300-1¼ or std. w/min. climb of 375' per NM to 1300.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 048° to 2000 before proceeding on course.
Rwy 23, climb heading 228° to 2000 before turning southbound.

TAKEOFF OBSTACLE NOTES:
Rwy 5, power lines beginning 2350' from DER, on centerline, up to 100' AGL/1009' MSL.
Trees beginning 5685' from DER, left and right of centerline, up to 100' AGL/1369' MSL.
Tower 1.7 NM from DER, 500' right of centerline, 100' AGL/1300' MSL.
Rwy 23, poles beginning 178' from DER, on centerline, up to 102' AGL/1111' MSL.
Trees beginning 281' from DER, left and right of centerline, up to 81' AGL/1190' MSL.
Buildings beginning 412' from DER, 336' right of centerline, up to 10' AGL/1089' MSL.
Hills beginning 982' from DER, 102' left of centerline, up to 927' MSL.
Signs beginning 1214' from DER, 45' right of centerline, 45' AGL/959' MSL.
Antenna 2939' from DER, 54' left of centerline, 56' AGL/1005' MSL.

SOMERVILLE, TN
FAYETTE COUNTY (FYE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28SEP06 (06271) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees beginning 527' from DER, 343' right of centerline, up to 100' AGL/529' MSL.
Multiple trees beginning 427' from DER, 8' left of centerline, up to 100' AGL/529' MSL.
Rwy 19, multiple trees beginning 87' from DER, 306' right of centerline, up to 100' AGL/539' MSL.
Multiple trees beginning 709' from DER, 455' left of centerline, up to 100' AGL/549' MSL.

SPARTA, TN
UPPER CUMBERLAND RGNL (SRB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb via heading 037° to 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 56' from DER, 448' right of centerline, 100' AGL/1049' MSL.
Tree 484' from DER, 574' right of centerline, 100' AGL/1056' MSL.
Rwy 22, tree 1646' from DER, 775' left of centerline, 100' AGL/1069' MSL.

SPRINGFIELD, KY
LEBANON-SPRINGFIELD-GEORGE HOERTER FIELD (6I2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAR16 (16091) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 137’ from DER, 506’ right of centerline, up to 75’ AGL/956’ MSL.
Trees beginning 217’ from DER, 485’ left of centerline, up to 90’ AGL/897’ MSL.
Trees beginning 330’ from DER, 21’ left of centerline, up to 26’ AGL/885’ MSL.
Trees beginning 764’ from DER, 68’ left of centerline, up to 80’ AGL/891’ MSL.
Rwy 29, vehicle on road 2’ from DER, 304’ right of centerline, 14’ AGL/824’ MSL.
Trees and pole beginning 402’ from DER, 457’ right of centerline, up to 43’ AGL/860’ MSL.
Trees beginning 1283’ from DER, 639’ left of centerline, up to 44’ AGL/852’ MSL.

SPRINGFIELD, TN
SPRINGFIELD ROBERTSON COUNTY (M91)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09FEB12 (12040) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, ground 129' from DER, 495' right of centerline, 715' MSL.
Trees beginning 495' from DER, 209' right of centerline, up to 100' AGL/800' MSL.
Trees beginning 863' from DER, 442' left of centerline, up to 100' AGL/784' MSL.
Transmission poles beginning 1410' from DER, 229' left of centerline, up to 38' AGL/748' MSL.
Rwy 22, power lines beginning 530' from DER, 625' left of centerline, up to 100' AGL/819' MSL.
Trees beginning 630' from DER, 520' left of centerline, up to 100' AGL/819' MSL.

STURGIS, KY
STURGIS MUNI (TWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03APR14 (14093) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 400-2¼ or std. w/ min. climb of 280' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 2114’ from DER, 514’ left of centerline, up to 100’ AGL/689’ MSL.
Rwy 19, trees beginning 1248’ from DER, 19’ left of centerline, up to 94’ AGL/454’ MSL.
Trees beginning 2144’ from DER, 226’ right of centerline, up to 100’ AGL/509’ MSL.

TAZEWELL, TN
NEW TAZEWELL MUNI (3A2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, NA-Environmental and obstacles.
Rwy 25, 300-1 w/min. climb of 480’ per NM to 2700, or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 25, climb heading 250° to 2500 before proceeding on course.
VCOA:
Rwy 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.
CON’T

TAZEWELL, TN (CON'T)

NEW TAZEWELL MUNI (3A2) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.
Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.
Poles 302' from DER, 254' right of centerline, 29' AGL/1253' MSL.
Building 691' from DER, 482' right of centerline, 16' AGL/1211' MSL.
Multiple trees beginning 5703' from DER, 406' right of centerline, up to 100' AGL/1328' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb heading 218° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL.
Rwy 22, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL.
Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1¾ or std. w/min. climb of 360' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climb on heading 011° to 1200 before proceeding on course.
Rwy 19, climb on heading 191° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, fence beginning 7' from DER, 157' left of centerline, up to 44' AGL/402' MSL.
Tree, fence beginning 45' from DER, 228' right of centerline, up to 44' AGL/394' MSL.
Trees beginning 337' from DER, 267' right of centerline, up to 43' AGL/398' MSL.
Tree, tower beginning 942' from DER, 352' right of centerline, up to 48' AGL/418' MSL.
Tree, pole beginning 1011' from DER, 265' left of centerline, up to 65' AGL/437' MSL.
Tree, pole, traverse way, antenna beginning 1060' from DER, 4' left of centerline, up to 80' AGL/461' MSL.
Tree, tower beginning 1088' from DER, 342' right of centerline, up to 63' AGL/434' MSL.
Tree, pole beginning 1137' from DER, 220' right of centerline, up to 85' AGL/448' MSL.
Tree, pole beginning 1266' from DER, 26' left of centerline, up to 84' AGL/472' MSL.
Trees beginning 1366' from DER, 72' right of centerline, up to 80' AGL/450' MSL.
Tree, building beginning 1916' from DER, 74' left of centerline, up to 69' AGL/477' MSL.
Trees beginning 2022' from DER, 89' right of centerline, up to 71' AGL/451' MSL.
Tree, pole, building, tower beginning 2250' from DER, 72' left of centerline, up to 82' AGL/483' MSL.
Trees beginning 2447' from DER, 419' right of centerline, up to 65' AGL/461' MSL.
Tree, pole beginning 2480' from DER, 491' right of centerline, up to 61' AGL/464' MSL.
Tree 3078' from DER, 984' right of centerline, 86' AGL/469' MSL.
Trees beginning 3182' from DER, 1105' right of centerline, up to 95' AGL/471' MSL.
Trees beginning 3574' from DER, 121' right of centerline, up to 75' AGL/474' MSL.
Trees beginning 4148' from DER, 1099' left of centerline, up to 88' AGL/501' MSL.
Tree, pole beginning 4576' from DER, 1065' left of centerline, up to 76' AGL/536' MSL.
Tree, tower, pole, building beginning 4762' from DER, 578' left of centerline, up to 80' AGL/567' MSL.
Tree, pole, tower, tree beginning 5573' from DER, 119' left of centerline, up to 83' AGL/588' MSL.
Tree 1 NM from DER, 2033' right of centerline, 100' AGL/520' MSL.
Tree 1.4 NM from DER, 2773' left of centerline, 100' AGL/579' MSL.
Rwy 19, lighting 38' from DER, 111' right of centerline, 23' AGL/360' MSL.
Trees beginning 138' from DER, 286' right of centerline, up to 89' AGL/425' MSL.
Tree 209' from DER, 485' left of centerline, 62' AGL/397' MSL.
Tree 222' from DER, 254' left of centerline, 62' AGL/398' MSL.
Tree 267' from DER, 380' left of centerline, 66' AGL/401' MSL.
Tree 469' from DER, 465' left of centerline, 98' AGL/431' MSL.
Tree 501' from DER, 432' right of centerline, 107' AGL/439' MSL.
Trees beginning 510' from DER, 28' right of centerline, up to 120' AGL/451' MSL.
Tree 574' from DER, 618' left of centerline, 108' AGL/440' MSL.
Trees beginning 633' from DER, 56' left of centerline, up to 111' AGL/442' MSL.
Trees beginning 2171' from DER, 169' left of centerline, up to 101' AGL/453' MSL.

TULLAHOMA, TN

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, buildings beginning 36' from DER, 439' right of centerline, up to 28' AGL/1098' MSL.
Rising terrain, beginning 41' from DER, 5' right of centerline, up to 1090' MSL.
Fence 83' from DER, 393' right of centerline, up to 12' AGL/1082' MSL.
Trees beginning 130' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
Light poles beginning 674' from DER, 311' left of centerline, up to 36' AGL/1096' MSL.
Rwy 18, trees beginning 146' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
Buildings beginning 299' from DER, 217' right of centerline, up to 32' AGL/1102' MSL.
Rwy 24, trees beginning 454' from DER, left and right of centerline, up to 100' AGL/1219' MSL.
Rwy 36, trees beginning 24' from DER, left and right of centerline, up to 100' AGL/1229' MSL.
Light pole 260' from DER, 498' left of centerline, 18' AGL/1088' MSL.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, obstruction light 9' from DER, 124' right of centerline, 2' AGL/310' MSL.
Trees 1200' from DER, 734' left of centerline, up to 69' AGL/379' MSL.
Tractor 112' from DER, 405' left of centerline, 12' AGL/321' MSL.
Rwy 19, trees 1050' from DER, 61' left of centerline, up to 100' AGL/449' MSL.
Trees 1452' from DER, 865' right of centerline, up to 100' AGL/459' MSL.
Tractor 32' from DER, 81' left of centerline, 12' AGL/351' MSL.

WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09AUG79 (79221) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, 200-1.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/min. climb of 270' per NM to 1400.
Rwy 20, std. w/min. climb of 400' per NM to 2300, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 023° to 2000 before turning east.

VCOA:

Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsburg Whitley County airport at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 3563' from DER, 466' left of centerline, 1268' MSL.
Tree 3708' from DER, 370' left of centerline, 1276' MSL.
Trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.
Trees beginning 4285' from DER, 376' right of centerline, up to 1296' MSL.
Trees beginning 4450' from DER, 125' right of centerline, up to 1297' MSL.
Tree 4536' from DER, 206' right of centerline, 1304' MSL.
Tree 4569' from DER, 243' left of centerline, 1298' MSL.
Trees beginning 4803' from DER, 37' right of centerline, up to 1338' MSL.
Trees and terrain beginning 4950' from DER, crossing extended runway centerline, up to 1339' MSL.
Tree 6046' from DER, 221' right of centerline, 1343' MSL.
Trees beginning 1 NM from DER, crossing extended runway centerline, up to 1355' MSL.
Rwy 20, trees beginning 348' from DER, 433' left of centerline, up to 1217' MSL.
Tree 1230' from DER, 787' right of centerline, 1187' MSL.

WINCHESTER, TN

WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 330' per NM to 2400, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 185° to 2300 before turning left.

Rwy 36, climb heading 005° to 2000 before turning right.

VCOA:

Rwy 18, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Muni airport at or above 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.
Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.
Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.
Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.
Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.
Rwy 36, rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.
Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.
Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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

NAME	ALTERNATE MINIMUMS
ASHLAND, KY	
ASHLAND RGNL (DWU)	**RNAV (GPS) Rwy 10**[1] **RNAV (GPS) Rwy 28**[1] **VOR/DME Rwy 10**[2]
NA when local weather not available.	
[1]Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
BARDSTOWN, KY	
SAMUELS FIELD (BRY)	**RNAV (GPS) Rwy 3**[1] **RNAV (GPS) Rwy 21**[1] **VOR Rwy 3**
Category D, 900-2¾.	
[1]NA when local weather not available.	
BOWLING GREEN, KY	
BOWLING GREEN-WARREN COUNTY RGNL (BWG)	**RNAV (GPS) Rwy 3** **RNAV (GPS) Rwy 21**
NA when local weather not available.	
BRISTOL/JOHNSON/KINGSPORT, TN	
TRI-CITIES (TRI)	**ILS or LOC Rwy 5**[12] **ILS or LOC Rwy 23**[13] **RNAV (GPS) Rwy 5**[4] **RNAV (GPS) Rwy 9**[5] **RNAV (GPS) Rwy 23**[6] **RNAV (GPS) Rwy 27**[4]
[1]NA when control tower closed.	
[2]LOC, Category C, 900-2¼; Category D, 1000-3.	
[3]LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.	
[4]Category C, 900-2¼; Category D, 1000-3.	
[5]Category C, 800-2¼; Category D, 1000-3.	
[6]NA when local weather not available.	
CHATTANOOGA, TN	
LOVELL FIELD (CHA)	**ILS or LOC Rwy 2**[12] **ILS or LOC Rwy 20**[12] **RNAV (GPS) Rwy 2**[3] **RNAV (GPS) Rwy 15**[3] **RNAV (GPS) Rwy 20**[3] **RNAV (GPS) Rwy 33**[4] **VOR Rwy 33**[3]
[1]NA when control tower closed.	
[2]LOC, Category C, 800-2¼; Category D, 900-3.	
[3]Category C, 800-2¼; Category D, 900-3.	
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.	
CLARKSVILLE, TN	
OUTLAW FIELD (CKV)	**LOC Rwy 35** **RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35**
NA when local weather not available.	
CLEVELAND, TN	
CLEVELAND RGNL JETPORT (RZR)	**RNAV (GPS) Rwy 3** **RNAV (GPS) Rwy 21**
Category D, 1000-3.	
COLUMBIA/MOUNT PLEASANT, TN	
MAURY COUNTY (MRC)	**RNAV (GPS) Rwy 6** **RNAV (GPS) Rwy 24**
NA when local weather not available.	
Category D, 800-2¼.	
COVINGTON, KY	
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	**ILS or LOC Rwy 9** **ILS or LOC Rwy 18L** **ILS or LOC Rwy 18R** **ILS or LOC Rwy 36C** **ILS or LOC Rwy 36L** **ILS or LOC Rwy 36R**
ILS, Category D, 700-2.	

NAME ALTERNATE MINIMUMS

COVINGTON, TN
COVINGTON
MUNI (M04)……..**RNAV (GPS) Rwy 1**
NA when local weather not available.

CROSSVILLE, TN
CROSSVILLE MEMORIAL-WHITSON
FIELD (CSV)……..**ILS Y or LOC Y Rwy 26**
ILS Z or LOC Z Rwy 26
Category D, 700-2.

DYERSBURG, TN
DYERSBURG RGNL (DYR)…**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR -A
NA when local weather not available.

ELIZABETHTON, TN
ELIZABETHTON
MUNI (0A9)……..**RNAV (GPS) Rwy 6**
NA when local weather not available.
Categories A, B, 1700-2; Category C, 1700-3.

FLEMINGSBURG, KY
FLEMING-
MASON (FGX)……**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

FRANKFORT, KY
CAPITAL CITY (FFT)……...**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.

GALLATIN, TN
MUSIC CITY
EXECUTIVE (XNX)…….....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR-A
Category D, 800-2¼.

GLASGOW, KY
GLASGOW MUNI (GLW)…...**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26[1]
NA when local weather not available.
[1]Category D, 900-2¾.

GREENVILLE, TN
GREENVILLE
MUNI (GCY)…….....…**RNAV (GPS) Rwy 5**
NA when local weather not available.
Category D, 800-2¼.

HARLAN, KY
TUCKER-GUTHRIE
MEMORIAL (I35)...……**RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1400-2; Category C, 1800-3.

NAME ALTERNATE MINIMUMS

HARTFORD, KY
OHIO COUNTY (JQD)...……**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Category C, 800-2¼.

HAZARD, KY
WENDELL H FORD (CPF)…….....**LOC Rwy 14**[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
[1]Category C, 900-2¼; Category D, 900-3.
[2]Category C, 900-2¼; Category D, 900-2½.

HENDERSON, KY
HENDERSON
CITY-COUNTY (EHR)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

JACKSON, TN
MC KELLAR-
SIPES RGNL (MKL)……**ILS or LOC Rwy 2**[1]
RNAV (GPS) Rwy 2[2]
RNAV (GPS) Rwy 20[2]
VOR Rwy 2[3]
[1]ILS, Category D, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

KNOXVILLE, TN
KNOXVILLE DOWNTOWN
ISLAND (DKX)……**LOC Rwy 26**[1]
RNAV (GPS) Rwy 26[2]
VOR/DME-B[3]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-3.
[2]Category B, 1000-2; Category C, 1000-2¾.
[3]Category A, 900-2; Category B, 1000-2;
Category C, 1000-2¾.

MC GHEE TYSON (TYS)…....**ILS or LOC Rwy 5L**[1]
ILS or LOC Rwy 23L[1]
ILS or LOC Rwy 23R[2]
RNAV (GPS) Rwy 5L[3]
RNAV (GPS) Rwy 5R[3]
RNAV (GPS) Rwy 23L[3]
RNAV (GPS) Rwy 23R[3]
VOR Rwy 23L[3]
[1]ILS, Categories B, C, 700-2; Category D, 1000-3;
LOC, Category D, 1000-3.
[2]ILS, Categories A, B, C, 700-2;
Categories D, E, 1000-3;
LOC, Categories D, E, 1000-3.
[3]Category D, 1000-3;
[4]Category E, 1000-3.

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NAME ALTERNATE MINIMUMS

LEXINGTON, KY
BLUE GRASS (LEX)……..**ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A
NA when local weather not available.

LEXINGTON-PARSONS, TN
BEECH RIVER
RGNL (PVE)……...**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

LONDON, KY
LONDON-CORBIN COUNTY-
MAGEE FIELD (LOZ)……...**ILS or LOC Rwy 6**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.

LOUISVILLE, KY
BOWMAN FIELD (LOU)……**NDB Rwy 33**
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33
NA when local weather not available.

LOUISVILLE MUHAMMAD ALI
INTL (SDF)……..……..….**ILS or LOC Rwy 17L**[1]
ILS or LOC Rwy 17R[1]
ILS or LOC Rwy 35R[1]
LOC Rwy 29[2]
RNAV (GPS) Rwy 29[2]
RNAV (GPS) Y Rwy 17R[2]
RNAV (GPS) Y Rwy 35L[2]
RNAV (GPS) Y Rwy 35R[2]
[1]LOC, Category D, 900-3.
[2]Category D, 900-3.

MADISONVILLE, KY
MADISONVILLE
RGNL (2I0)...……...……..**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.
Category D, 1000-3.

MARION, KY
MARION-CRITTENDEN COUNTY JAMES C
JOHNSON REGIONAL (5M9)..**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25
NA when local weather not available.
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

MEMPHIS, TN
MEMPHIS INTL (MEM)...……**ILS or LOC Rwy 9**[1]
ILS or LOC Rwy 18C[1]
ILS or LOC Rwy 18L[1]
ILS or LOC Rwy 18R[1]
ILS or LOC Rwy 27[1]
ILS or LOC Rwy 36C[2]
ILS or LOC Rwy 36L[2]
ILS or LOC Rwy 36R[2]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 27[3]
RNAV (GPS) Rwy 36C[3]
RNAV (GPS) Rwy 36L[3]
RNAV (GPS) Rwy 36R[3]
RNAV (GPS) Z Rwy 18C[3]
RNAV (GPS) Z Rwy 18L[3]
RNAV (GPS) Z Rwy 18R[3]
[1]LOC, Category D, 800-2¼; Category E, 800-2¾.
[2]ILS, LOC, Category E, 800-2¾.
[3]Category D, 800-2¼.

MIDDLESBORO, KY
MIDDLESBORO-
BELL COUNTY (1A6)...……**RNAV (GPS)-A**
NA when local weather not available.
Category A, 1700-2; Category B, 2000-2.

MILLINGTON, TN
MILLINGTON-MEMPHIS
(NQA)..…….....…**ILS or LOC Rwy 22**[12]
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[4]
VOR or TACAN Rwy 22[4]
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼; Category E, 800-2½.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]Category E, 800-2¼;

MONTICELLO, KY
WAYNE COUNTY (EKQ)…...**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.
Categories A, B, 900-2.

MOREHEAD, KY
MOREHEAD-ROWAN COUNTY CLYDE A.
THOMAS RGNL (SYM)……**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2½.

MURRAY, KY
KYLE-OAKLEY
FIELD (CEY)……**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NASHVILLE, TN
NASHVILLE
INTL (BNA)……..…….**ILS or LOC Rwy 2C[13]**
ILS or LOC Rwy 2L[1]
ILS or LOC Rwy 20R[1]
ILS or LOC Rwy 31[1]
ILS or LOC/DME Rwy 2R[1]
ILS or LOC/DME Rwy 20L[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 20C[2]
RNAV (GPS) Y Rwy 2C[2]
RNAV (GPS) Y Rwy 2L[2]
RNAV (GPS) Y Rwy 2R[2]
RNAV (GPS) Y Rwy 20L[2]
RNAV (GPS) Y Rwy 20R[2]
RNAV (GPS) Y Rwy 31[2]
[1]ILS, Category C, 700-2; Category D, 800-2½;
LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when local weather not available.

OWENSBORO, KY
OWENSBORO-DAVIESS COUNTY
RGNL (OWB)…….....…**ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 24[3]
RNAV (GPS) Rwy 36[3]
VOR Rwy 6[4]
VOR Rwy 18
VOR Rwy 36[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Categories C, D, 800-2½.

PADUCAH, KY
BARKLEY RGNL (PAH)……**ILS or LOC Rwy 4**
RNAV (GPS) Rwy 4[1]
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 32
VOR Rwy 4
VOR/DME Rwy 22
NA when local weather not available.
[1]Category D, 800-2¼;

PIKEVILLE, KY
PIKE COUNTY-HATCHER
FIELD (PBX)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
Category D, 1000-3.

PORTLAND, TN
PORTLAND MUNI (1M5)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

PRESTONSBURG, KY
BIG SANDY
RGNL (SJS)……**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
Category D, 900-2¾.
NA when local weather not available.

RICHMOND, KY
CENTRAL KENTUCKY
RGNL (RGA)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18
NA when local weather not available.
Category D, 800-2½.

ROCKWOOD, TN
ROCKWOOD
MUNI (RKW)……..**VOR/DME Rwy 22**
NA when local weather not available.

SABRE AAF (FORT CAMPBELL) (KEOD)
CLARKSVILLE, TN……**RNAV (GPS) X Rwy 5**
RNAV (GPS) X Rwy 23
COPTER NDB 303°
COPTER VOR Rwy 23
COPTER RNAV (GPS) Y Rwy 5
COPTER RNAV (GPS) Y Rwy 23
NA when local weather not available.

SHELBYVILLE, TN
BOMAR FIELD-SHELBYVILLE
MUNI (SYI)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Y Rwy 36
RNAV (GPS) Z Rwy 36
VOR Rwy 36
NA when local weather not available
Categories C, D, 1000-3.

SMYRNA, TN
SMYRNA (MQY)……..**ILS or LOC/DME Rwy 32[12]**
RNAV (GPS) Rwy 1[13]
RNAV (GPS) Rwy 14[13]
RNAV (GPS) Rwy 19[13]
RNAV (GPS) Rwy 32[13]
[1]NA when local weather not available.
[2]ILS, Category B, 700-2; Category C, 800-2;
Category D, 1000-2¾;
LOC, Category D, 1000-2 ¾.
[3]Category D, 1000-3.

SOMERSET, KY
LAKE CUMBERLAND
RGNL (SME)……**ILS or LOC/DME Rwy 5[12]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 23[3]
[1]NA when local weather not available.
[2]LOC, Categories C, D, 1200-3.
[3]Categories C, D, 1200-3.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

SPRINGFIELD, KY

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)……**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)…….....**LOC Rwy 20**
RNAV (GPS) Rwy 20
VOR Rwy 20
Category D, 1000-3.

WINCHESTER, TN

WINCHESTER MUNI (BGF)……..**RNAV (GPS) Y Rwy 18**[1]
RNAV (GPS) Z Rwy 18[2]
NA when local weather not available.
[1]Category D, 900-2½.
[2]Categories A, B, C, D, 800-2¼.

RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (KHOP), (FORT CAMPBELL), KY (RADAR 1 Amdt 1A, RADAR 2 Amdt 2, 18144 USA)

RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x T ELEV **571**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
RADAR-1						
ASR	5[1 4 6 8]		ABCDE	**920**-1	365	(400-1)
	23[5 7 12]		AB	**980**/24	409	(500-½)
			CDE	**980**/40	409	(500-¾)
CIR[9]	5-23		AB	**1060**-1	489	(500-1)
			C	**1060**-1½	489	(500-1½)
			DE	**1140**-2	569	(600-2)
RADAR-2						
PAR[10]	23[2 3 5]	3.0°/55/1143	ABCDE	**771**/24	200	(200-½)
	5[1 3 4 11]	3.0°/50/941	ABCDE	**748**-¾	200	(200-¾)

[1]Procedure NA when R-3701, R-3702A/B in use.
[2]FAF 4.9 miles from threshold.
[3]Glideslope intercept altitude 2200.
[4]Final approach course 045.
[5]Final approach course 225.
[6]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
[7]Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
[8]FAF 5.0 miles from threshold, min alt 2200.
[9]Circling NA SE of Rwy 5-23.
[10]PAR unavabl Sat-Sun 2300-0700Z++.
[11]FAF 5.0 NM from thld.
[12]FAF 4.9 NM from thld, min alt 2200.

KNOXVILLE, TN Amdt 22A, 08NOV18 (18312) (FAA) ELEV **981**

MC GHEE TYSON (TYS)

RADAR-1 123.9 360.8 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	5L		AB	**1420**/24	467	(500-½)	C	**1420**/40	467	(500-¾)
			D	**1420**/50	467	(500-1)	E	**1420**/60	467	(500-1¼)
	5R		AB	**1420**-1	461	(500-1)	C	**1420**-1¼	461	(500-1¼)
			D	**1420**-1½	461	(500-1½)	E	**1420**-1¾	461	(500-1¾)
	23R		AB	**1520**/40	539	(600-¾)	C	**1520**/50	539	(600-1)
			D	**1520**/60	539	(600-1¼)	E	**1520**-1½	539	(600-1½)
	23L		AB	**1520**-1¼	555	(600-1¼)	C	**1520**-1½	555	(600-1½)
			D	**1520**-1¾	555	(600-1¾)	E	**1520**-2	555	(600-2)
C CIRCLING	ALL RWY		A	**1520**-1¼	539	(600-1¼)	B	**1620**-1¼	639	(700-1¼)
			C	**1660**-1½	679	(700-1½)	D	**1900**-2	919	(1000-2)
			E	**1900**-3	919	(1000-3)				

For inoperative ALSF-2 Rwy 23R and MALSR Rwy 5L increase CAT E visibility ½ mile.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
19339

N1

SABRE AAF (KEOD), TN (Fort Campbell), (Amdt 3A, 18032 USA) ELEV **595**

RADAR - (E) 118.1 340.9 T A NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23		COPTER	**1060**-½	473	(500-½)
	5		COPTER	**1100**-½	507	(600-½)

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
19339

N2

12264

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
MEMPHIS, TN			
MEMPHIS INTL (MEM)	27	TWY N	8,450 feet
SMYRNA, TN			
SMYRNA (MQY)	01	14-32	3,000 feet
	14	01-19	3,400 feet
	32	01-19	3,950 feet

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12264

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*
COVINGTON, KY		
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.
KNOXVILLE, TN		
MC GHEE TYSON (TYS)	HS 1	Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.
	HS 2	Ramp exit Twy R5 short distance from Twy A.
LEXINGTON, KY		
BLUE GRASS (LEX)	HS 1	Rwy 27 apch hold occurs prior to Rwy 22 hold line.
LOUISVILLE, KY		
BOWMAN FIELD (LOU)	HS 1	Twys int in close proximity to the crossing rwy.
LOUISVILLE, KY		
LOUISVILLE MUHAMMAD ALI INTL (SDF)	HS 1	Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.
	HS 2	Frequent crossings at Twy B and Twy C during Rwy 29 operations.
	HS 3	Twy B, Twy C, Twy G, and Twy M- complex int.
MEMPHIS, TN		
MEMPHIS INTL (MEM)	HS 1	Rwy 18C APCH hold is East of Twy S.
	HS 2	Twy departure risk: Rwy 36L and Twy M.
NASHVILLE, TN		
NASHVILLE INTL (BNA)	HS 1	Occasional holding for aircraft in the apch area of Rwy 20C.
	HS 2	Confusing twy intersections especially at night.
OWENSBORO, KY		
OWENSBORO-DAVIESS COUNTY RGNL (OWB)	HS 1	Northbound traffic on Twy C misses a required turn onto Twy E.
PADUCAH, KY		
BARKLEY RGNL (PAH)	HS 1	Rwy 14-32 at Twy F confused as a twy.
	HS 2	Rwy 04-22 at Twy C confused as a twy.
	HS 3	Twy W South at Rwy 04: Short taxi after turn.
SMYRNA, TN		
SMYRNA (MQY)	HS 1	Maintain vigilance direct access from ramps to both rwys and high volume ops.
	HS 2	Maintain vigilance high volume ops.
	HS 3	Maintain vigilance Hold Short Lines further back than expected.

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

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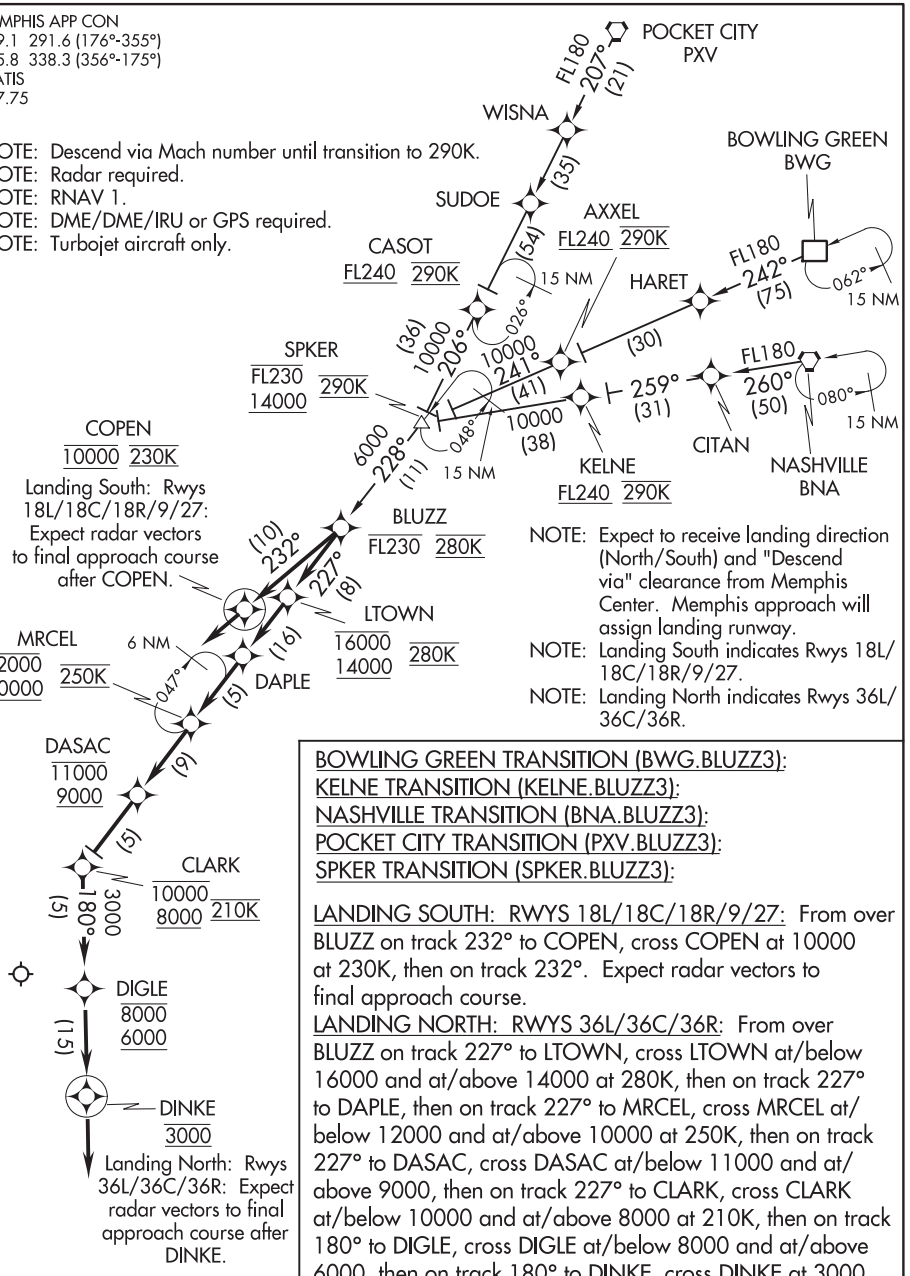
(BLUZZ.BLUZZ3) 20254 AL-253 (FAA)

BLUZZ THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.



NOTE: Expect to receive landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.
NOTE: Landing South indicates Rwys 18L/18C/18R/9/27.
NOTE: Landing North indicates Rwys 36L/36C/36R.

BOWLING GREEN TRANSITION (BWG.BLUZZ3):
KELNE TRANSITION (KELNE.BLUZZ3):
NASHVILLE TRANSITION (BNA.BLUZZ3):
POCKET CITY TRANSITION (PXV.BLUZZ3):
SPKER TRANSITION (SPKER.BLUZZ3):

LANDING SOUTH: RWYS 18L/18C/18R/9/27: From over BLUZZ on track 232° to COPEN, cross COPEN at 10000 at 230K, then on track 232°. Expect radar vectors to final approach course.
LANDING NORTH: RWYS 36L/36C/36R: From over BLUZZ on track 227° to LTOWN, cross LTOWN at/below 16000 and at/above 14000 at 280K, then on track 227° to DAPLE, then on track 227° to MRCEL, cross MRCEL at/below 12000 and at/above 10000 at 250K, then on track 227° to DASAC, cross DASAC at/below 11000 and at/above 9000, then on track 227° to CLARK, cross CLARK at/below 10000 and at/above 8000 at 210K, then on track 180° to DIGLE, cross DIGLE at/below 8000 and at/above 6000, then on track 180° to DINKE, cross DINKE at 3000, then on track 180°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

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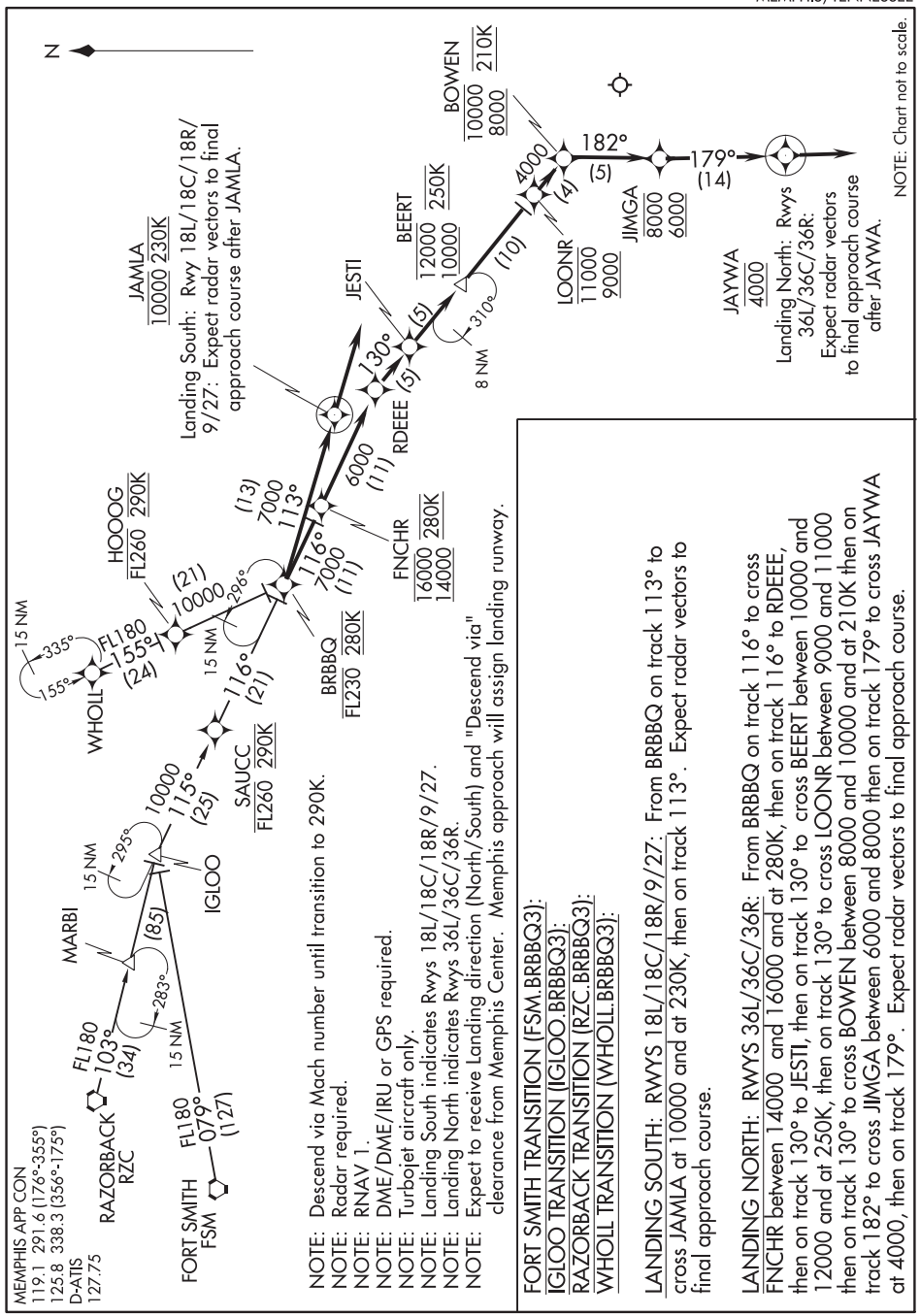
BLUZZ THREE ARRIVAL (RNAV)
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
(BLUZZ.BLUZZ3) 10SEP20

BRBBQ THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R/9/27.
NOTE: Landing North indicates Rwys 36L/36C/36R.
NOTE: Expect to receive Landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.

FORT SMITH TRANSITION (FSM.BRBBQ3):
IGLOO TRANSITION (IGLOO.BRBBQ3):
RAZORBACK TRANSITION (RZC.BRBBQ3):
WHOLL TRANSITION (WHOLL.BRBBQ3):

LANDING SOUTH: RWYS 18L/18C/18R/9/27: From BRBBQ on track 113° to cross JAMLA at 10000 and at 230K, then on track 113°. Expect radar vectors to final approach course.

LANDING NORTH: RWYS 36L/36C/36R: From BRBBQ on track 116° to cross FNCHR between 14000 and 16000 and at 280K, then on track 116° to RDEEE, then on track 130° to JESTI, then on track 130° to cross BEERT between 10000 and 12000 and at 250K, then on track 130° to cross LOONR between 9000 and 11000 then on track 130° to cross BOWEN between 8000 and 10000 and at 210K then on track 182° to cross JIMGA between 6000 and 8000 then on track 179° to cross JAYWA at 4000, then on track 179°. Expect radar vectors to final approach course.

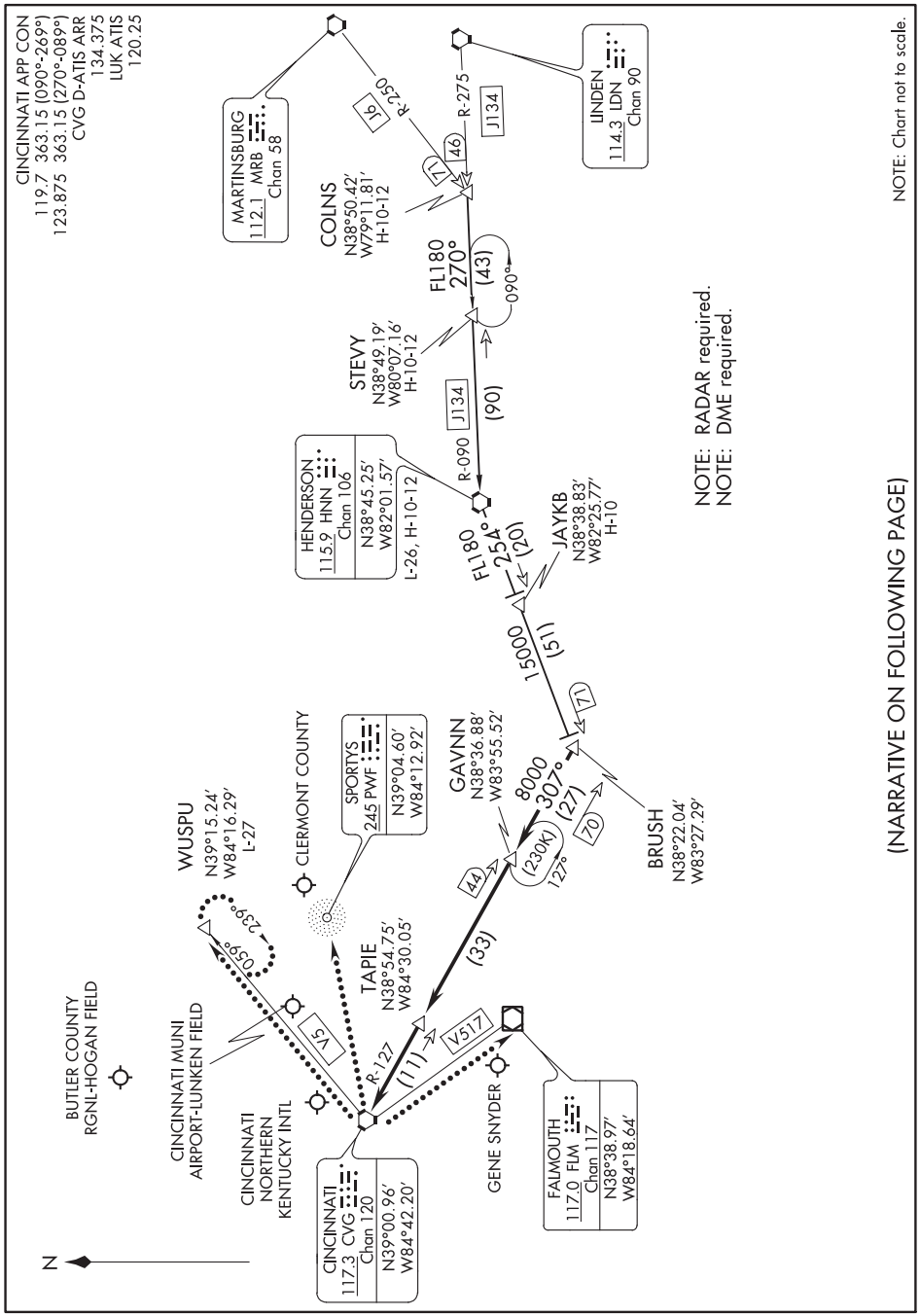
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

(BRUSH.BRUSH4) 20198

BRUSH FOUR ARRIVAL

CINCINNATI, OHIO



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BRUSH FOUR ARRIVAL

CINCINNATI, OHIO

(BRUSH.BRUSH4) 16JUL20

ARRIVAL ROUTE DESCRIPTION

COLNS TRANSITION (COLNS.BRUSH4): From over COLNS on HNN R-090 to HNN VORTAC, then on HNN R-254 to BRUSH. Thence. . . .

HENDERSON TRANSITION (HNN.BRUSH4): From over HNN VORTAC on HNN R-254 to BRUSH. Thence. . . .

. . . .from over BRUSH on CVG R-127 to CVG VORTAC. Expect vectors to final approach course after GAVNN.

LOST COMMUNICATIONS

In the event of lost communications:
For LUK: At CVG VORTAC, proceed on V5 to WUSPU and hold, maintain 4000.
For I69: At CVG VORTAC, proceed to SPORTYS (PWF) maintain 4000 until SPORTYS (PWF).
For K62: At CVG VORTAC proceed on V517 to FLM VOR/DME, maintain 3000 until FLM VOR/DME.

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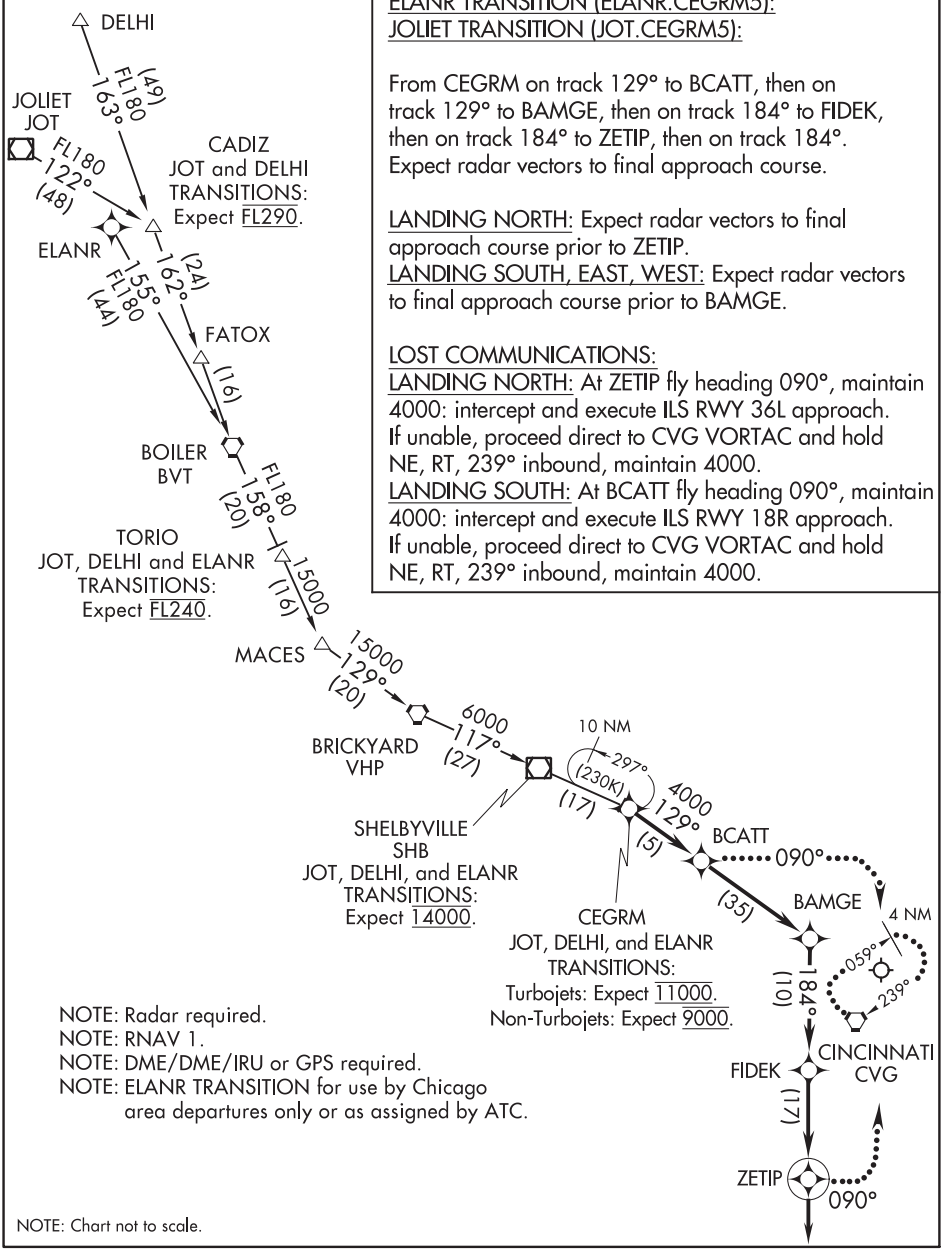
SE-1, 05 NOV 2020 to 31 DEC 2020

(CEGRM.CEGRM5) 20198

CEGRM FIVE ARRIVAL (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA)
COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS ARR 134.375



ARRIVAL ROUTE DESCRIPTION

DELHI TRANSITION (DELHI.CEGRM5):
ELANR TRANSITION (ELANR.CEGRM5):
JOLIET TRANSITION (JOT.CEGRM5):

From CEGRM on track 129° to BCATT, then on track 129° to BAMGE, then on track 184° to FIDEK, then on track 184° to ZETIP, then on track 184°. Expect radar vectors to final approach course.

LANDING NORTH: Expect radar vectors to final approach course prior to ZETIP.
LANDING SOUTH, EAST, WEST: Expect radar vectors to final approach course prior to BAMGE.

LOST COMMUNICATIONS:
LANDING NORTH: At ZETIP fly heading 090°, maintain 4000: intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 4000.
LANDING SOUTH: At BCATT fly heading 090°, maintain 4000: intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 239° inbound, maintain 4000.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: ELANR TRANSITION for use by Chicago area departures only or as assigned by ATC.

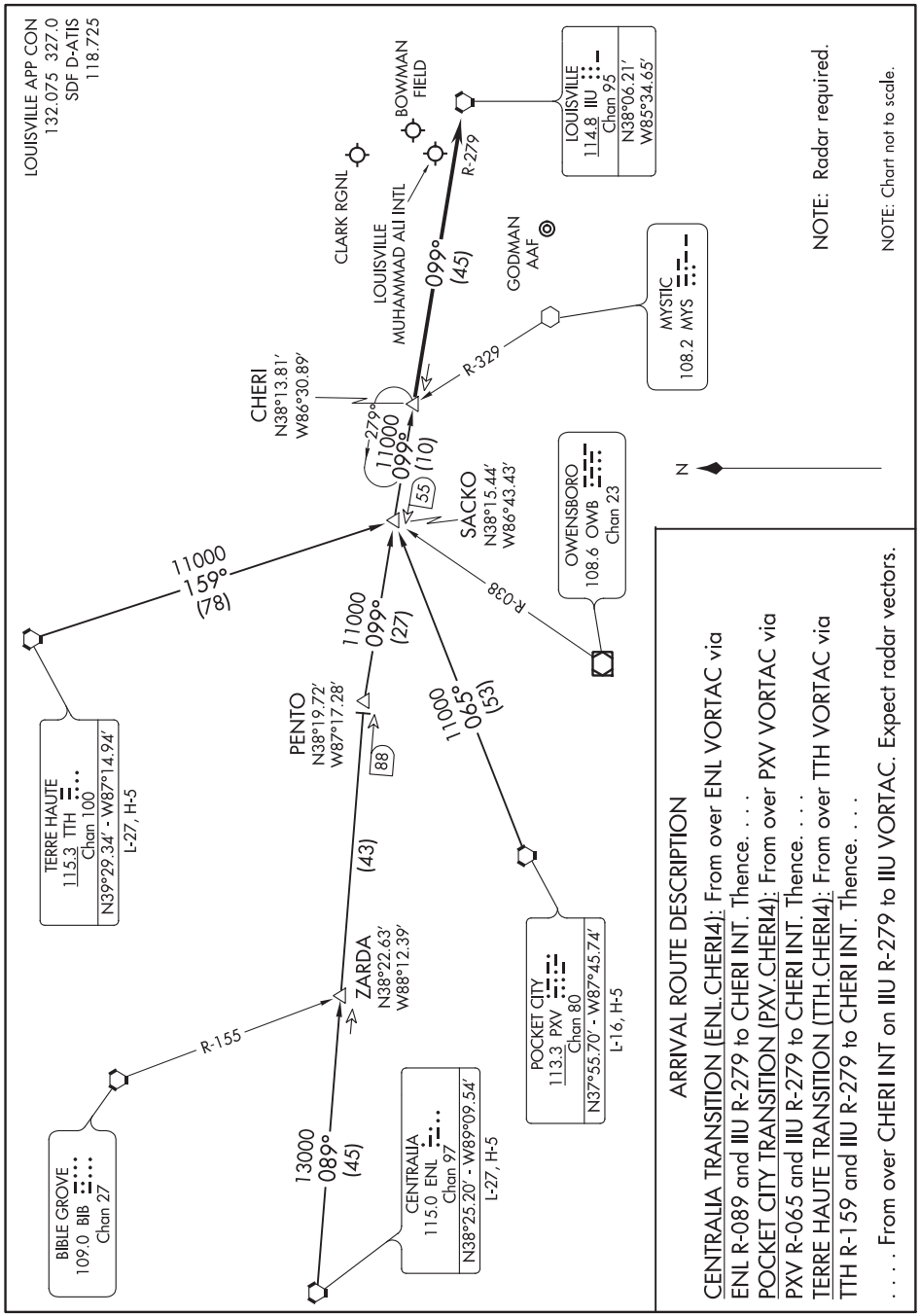
NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

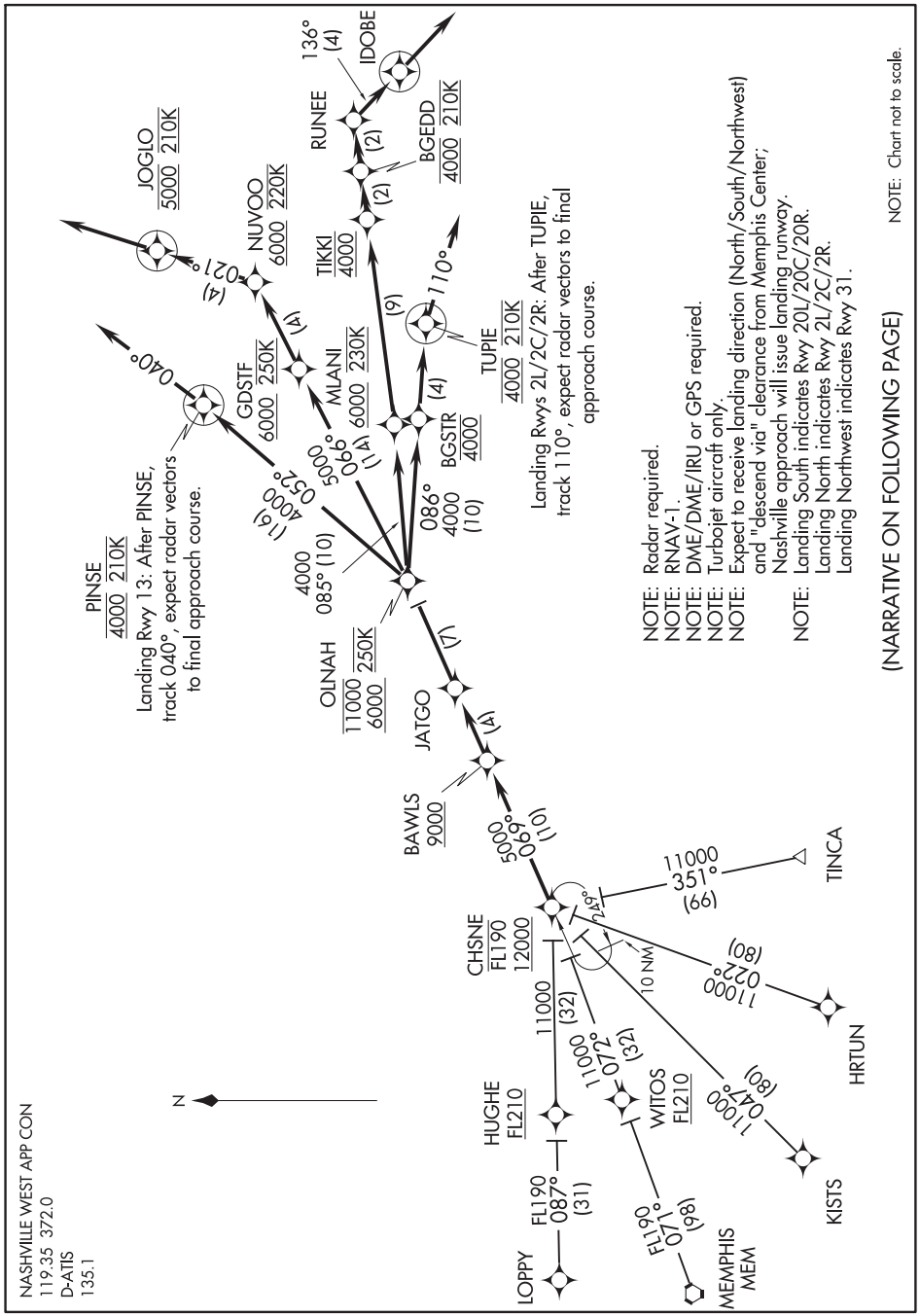
SE-1, 05 NOV 2020 to 31 DEC 2020

CHERI FOUR ARRIVAL

LOUISVILLE, KENTUCKY



CHSNE TWO ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

HRTUN TRANSITION (HRTUN.CHSNE2)
KISTS TRANSITION (KISTS.CHSNE2)
LOPPY TRANSITION (LOPPY.CHSNE2)
MEMPHIS TRANSITION (MEM.CHSNE2)
TINCA TRANSITION (TINCA.CHSNE2)

From over CHSNE on track 069° to cross BAWLS at/above 9000, then on track 069° to JATGO, then on track 069° to cross OLNAH at/above 6000 and at/below 11000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWY 2L/2C/2R): From over OLNAH on track 086° to cross BGSTR at 4000, then on track 086° to cross TUPIE at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING RWY 13: From over OLNAH on track 052° to cross PINSE at 4000 and at 210K, then on track 040°. Expect radar vectors to final approach course.

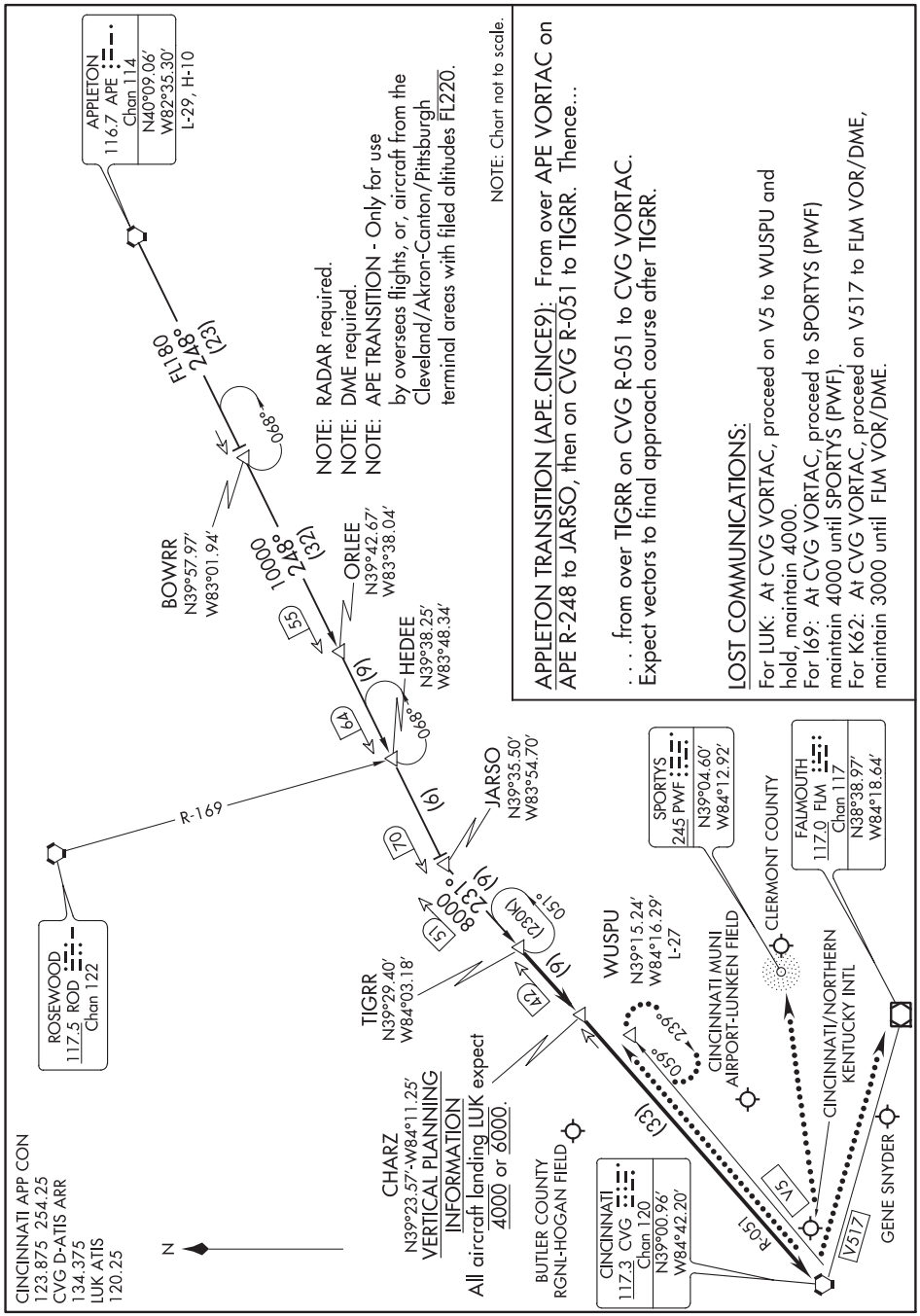
LANDING SOUTH (RWY 20L/20C/20R): From over OLNAH on track 066° to cross GDSTF at/above 6000 and at 250K, then on track 066° to cross NUVOO at/above 6000 and at 220K, then on track 021° to cross JOGLO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OLNAH on track 085° to cross MLANI at/above 6000 and at 230K, then on track 085° to cross TIKKI at 4000, then on track 085° to cross BGEDD at 4000 and at 210K, then on track 085° to RUNEE, then on track 136° to IDOBE, then on track 136°. Expect radar vectors to final approach course.

SE-1, 05 NOV 2020 to 31 DEC 2020

CINCE NINE ARRIVAL

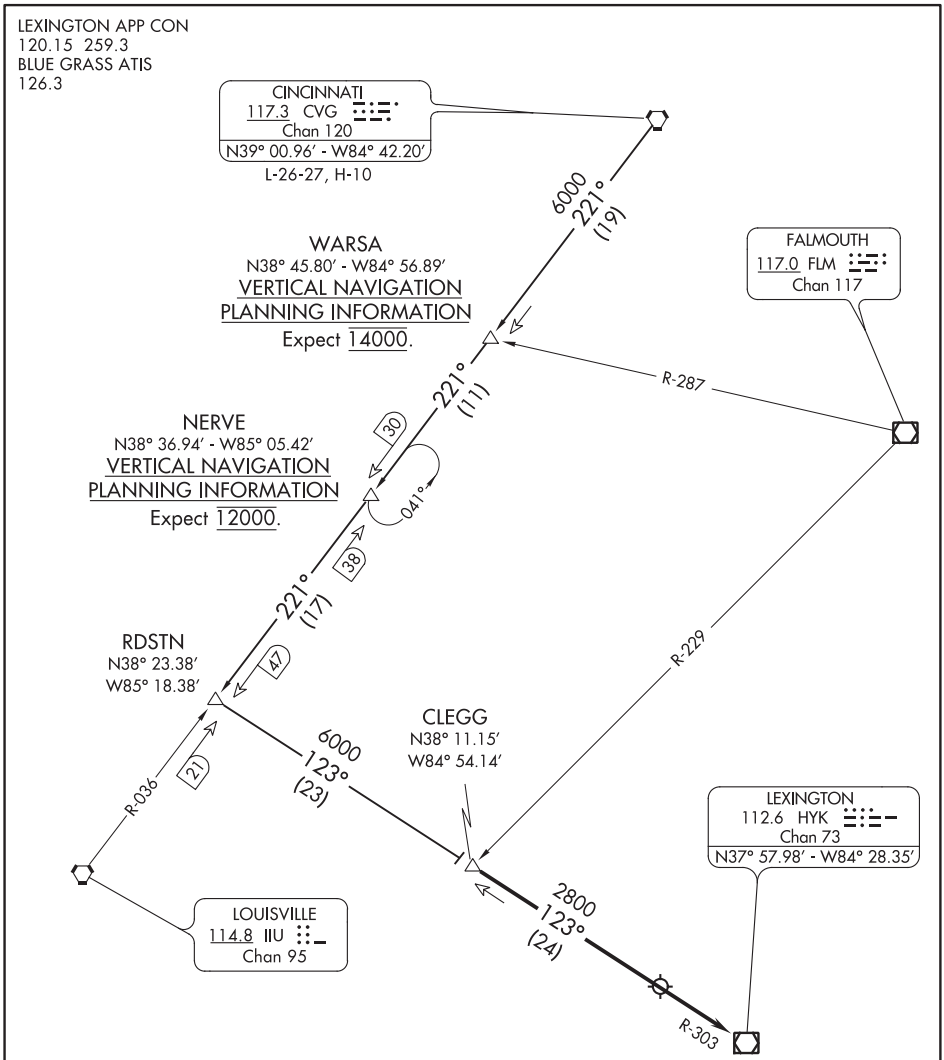
CINCINNATI, OHIO



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLEGG FIVE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.CLEGG5):
From over CVG VORTAC on CVG R-221 to RDSTN then on HYK VOR/DME R-303 to CLEGG. Thence...

...From over CLEGG on HYK R-303 to HYK VOR/DME. Expect radar vectors to final approach course after CLEGG.

NOTE: Radar Required.
NOTE: DME Required.

NOTE: Chart not to scale.

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SE-1, 05 NOV 2020 to 31 DEC 2020

(CONDR.CONDR3) 18032

AL-253 (FAA)

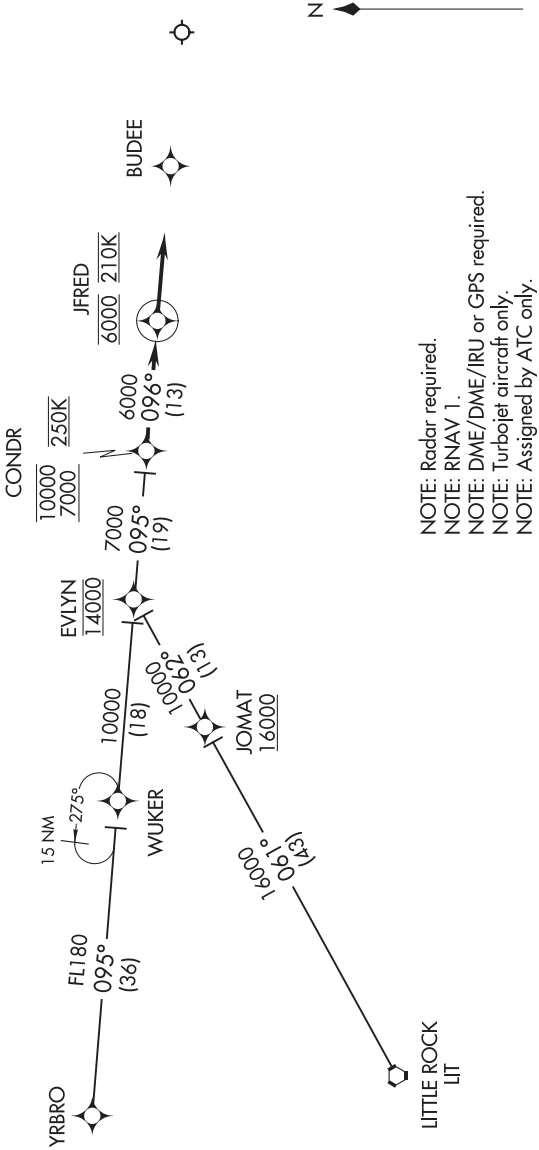
CONDR THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

EVLYN TRANSITION (EVLYN.CONDR3):
LITTLE ROCK TRANSITION (LIT.CONDR3):
YRBRO TRANSITION (YRBRO.CONDR3):

From over CONDR on track 096° to JFRED, cross JFRED at 6000 at 210K, then on track 096°. Expect radar vectors to final approach course.



MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

SE-1, 05 NOV 2020 to 31 DEC 2020

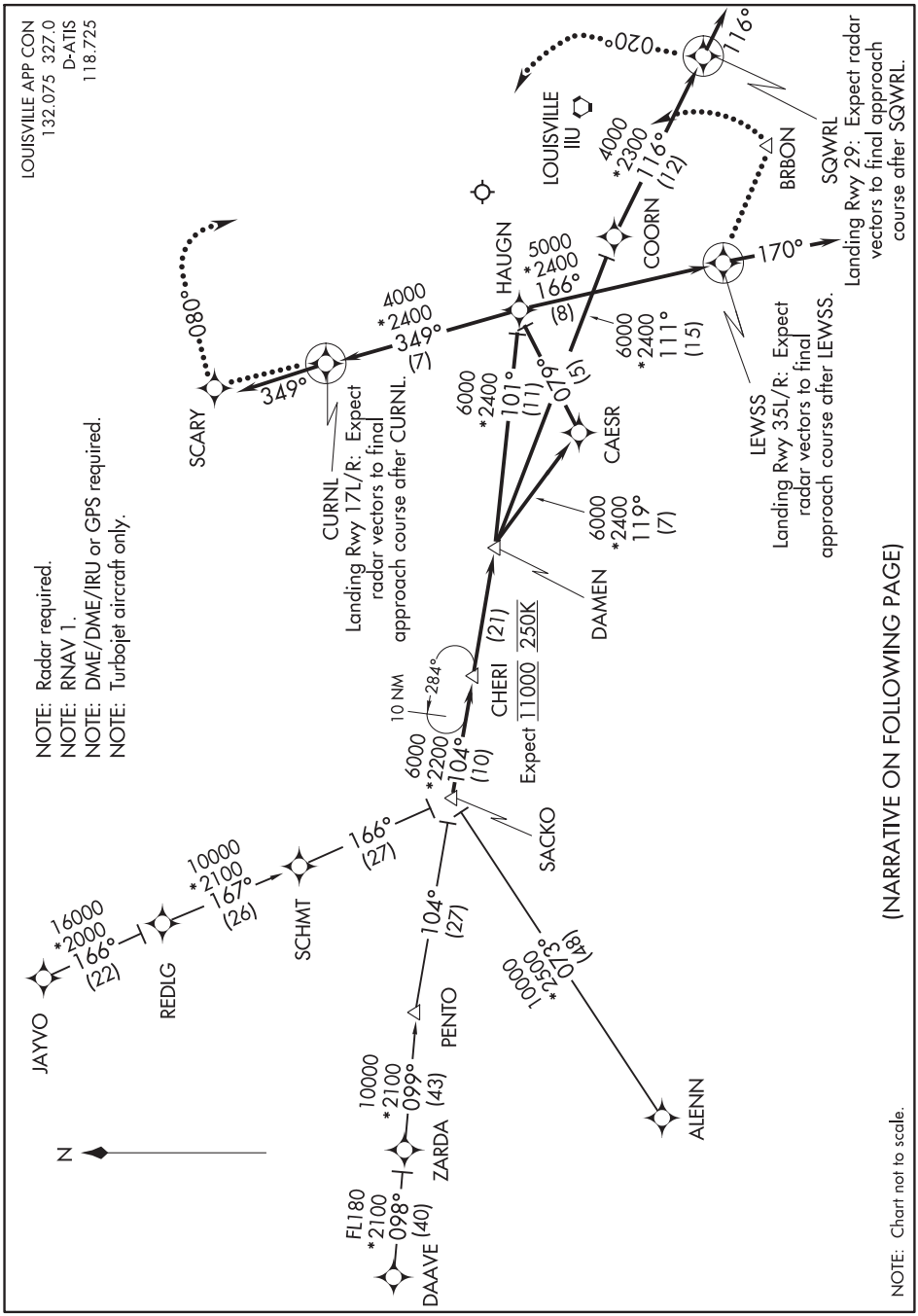
SE-1, 05 NOV 2020 to 31 DEC 2020

CONDR THREE ARRIVAL (RNAV)

(CONDR.CONDR3) 01FEB18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DAMEN FIVE ARRIVAL (RNAV)



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DAMEN FIVE ARRIVAL (RNAV)
(SACKO.DAMEN5) 15AUG19
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

ALENN TRANSITION (ALENN.DAMEN5):
DAAVE TRANSITION (DAAVE.DAMEN5):
JAYVO TRANSITION (JAYVO.DAMEN5):

From SACKO on track 104° to CHERI, then on track 104° to DAMEN, then on assigned runway transition.

LANDING RWY 17L/R: From DAMEN on track 119° to CAESR, then on track 079° to HAUGN, then on track 349° to CURNL, then on track 349°. Expect radar vectors to final approach course.

LANDING RWY 29: From DAMEN on track 111° to COORN, then on track 116° to SQWRL, then on track 116°. Expect radar vectors to final approach course.

LANDING RWY 35L/R: From DAMEN on track 101° to HAUGN, then on track 166° to LEWSS, then on track 170°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

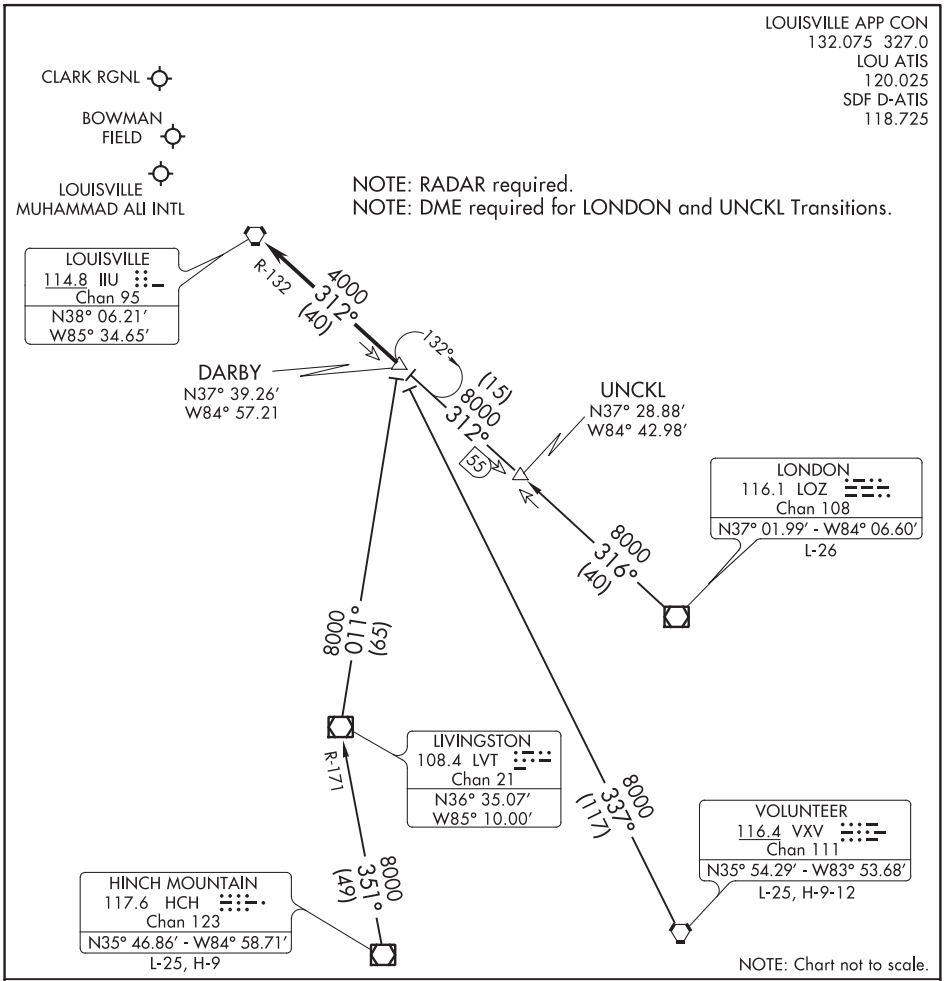
Landing Rwy 17L/R: Track to CURNL, cross CURNL at 4000, then proceed direct SCARY, at SCARY fly heading 080°, maintain 4000: intercept and execute ILS or LOC Rwy 17R approach, if unable proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SQWRL, cross SQWRL at 3000, at SQWRL fly heading 020°, maintain 3000. Intercept and execute LOC Rwy 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 35L/R: Track to LEWSS, cross LEWSS at 5000, then proceed direct BRBON, maintain 5000, execute ILS or LOC Rwy 35L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

DARBY SEVEN ARRIVAL

LOUISVILLE, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

HINCH MOUNTAIN TRANSITION (HINCH.DARBY7): From over HCH VOR/DME via HCH R-351 and LVT R-171 to LVT VOR/DME, then via LVT R-011 to DARBY INT. Thence. . . .
LONDON TRANSITION (LOZ.DARBY7): From over LOZ VOR/DME via LOZ R-316 to UNCKL INT, then via IIU R-132 to DARBY INT. Thence. . . .
UNCKL TRANSITION (UNCKL.DARBY7): From over UNCKL INT via IIU R-132 to DARBY INT. Thence. . . .
VOLUNTEER TRANSITION (VXV.DARBY7): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . from DARBY INT on IIU R-132 to IIU VORTAC. Expect radar vectors to final course.

DARBY SEVEN ARRIVAL

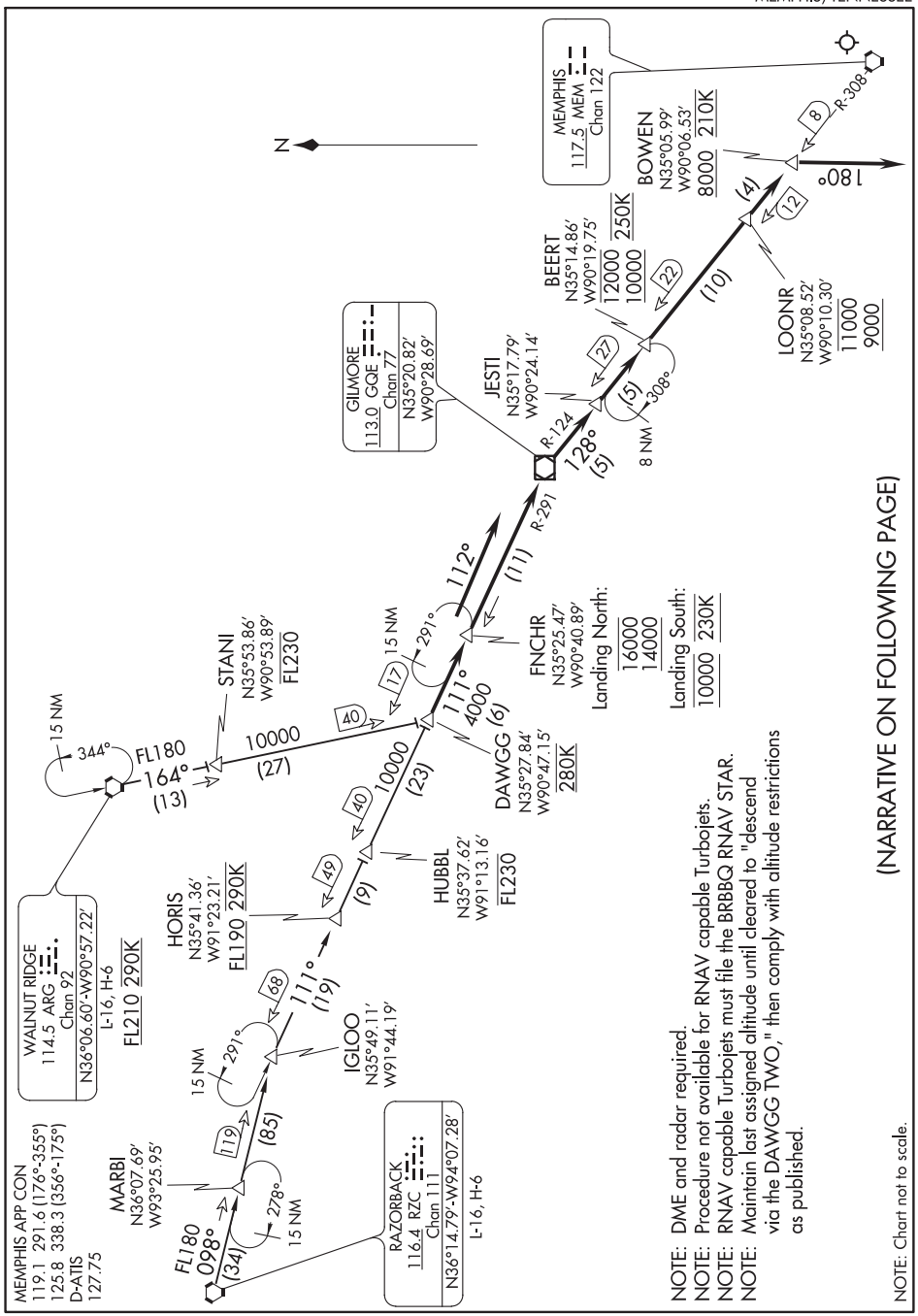
LOUISVILLE, KENTUCKY

(DAWGG.DAWGG2) 20226

AL-253 (FAA)

DAWGG TWO ARRIVAL

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



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DAWGG TWO ARRIVAL

(DAWGG.DAWGG2) 29MAY14

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

RAZORBACK TRANSITION (RZC.DAWGG2): From over RZC VORTAC on RZC R-098 to IGLOO, then on GQE R-291 to DAWGG, thence. . . .

WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

LANDING NORTH: From over DAWG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at or above 14000 and at or below 16000, then on GQE R-291 to GQE VORTAC, then on GQE R-124 and MEM R-308 to JESTI/MEM 27 DME, then on MEM R-308 to cross BEERT/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-308 to cross LOONR/MEM 12 DME at or above 9000 and at or below 11000, then on MEM R-308 to cross BOWEN/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.

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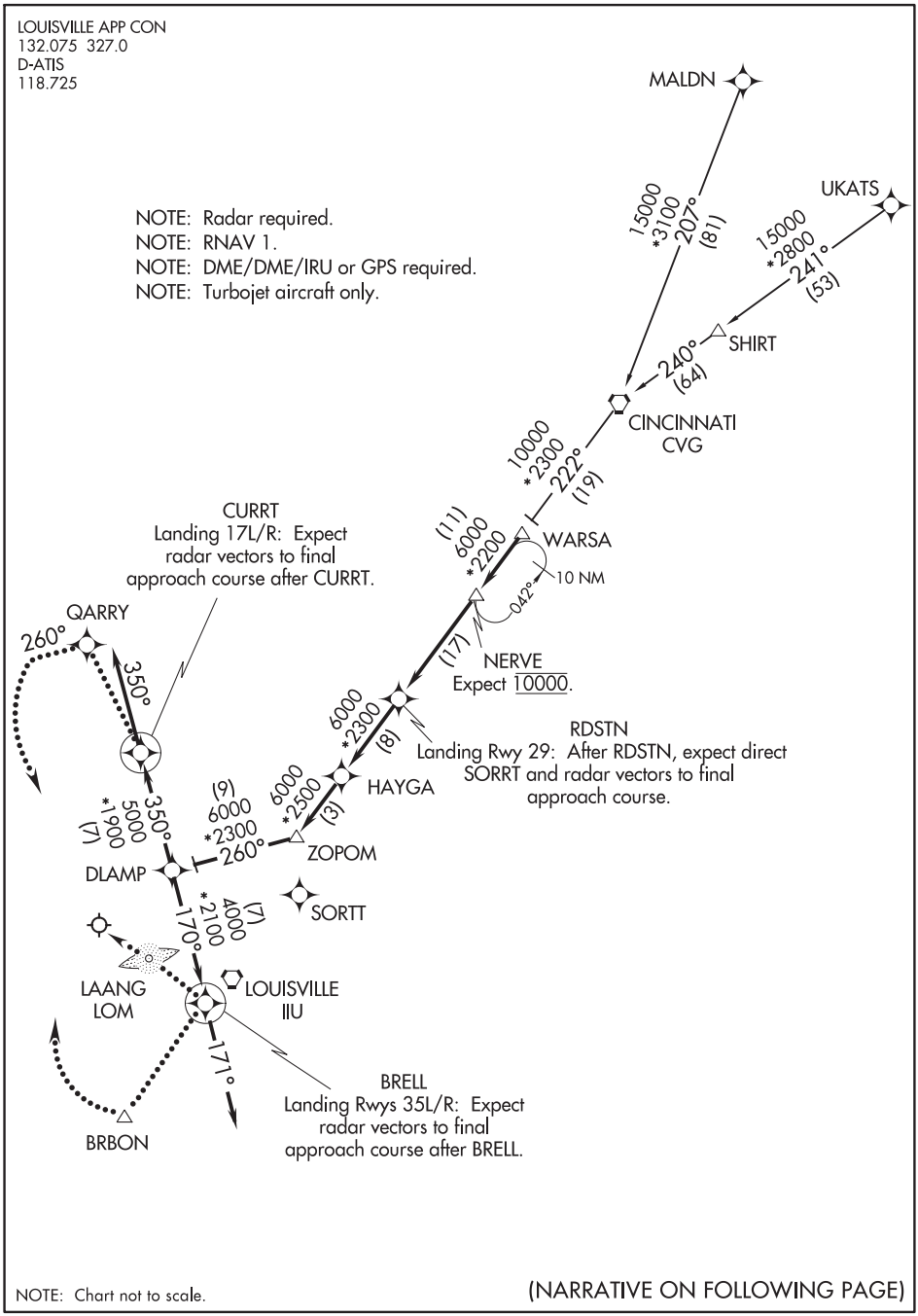
(WARSA.DLAMP6) 19227 AL-239 (FAA)

DLAMP SIX ARRIVAL (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

DLAMP SIX ARRIVAL (RNAV)
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

(WARSA.DLAMP6) 15AUG19

ARRIVAL ROUTE DESCRIPTION

CINCINNATI TRANSITION (CVG.DLAMP6):
MALDN TRANSITION (MALDN.DLAMP6):
UKATS TRANSITION (UKATS.DLAMP6):

From WARSA on track 222° to NERVE, then on track 222° to RDSTN, then on track 222° to HAYGA, then on track 222° to ZOPOM, then on track 260° to DLAMP, then on assigned runway transition.

LANDING RWYS 17L/R: From DLAMP on track 350° to CURRT, then on track 350°. Expect radar vectors to final approach course.

LANDING RWY 29: From DLAMP on track 170° to BRELL, then on track 171°. Expect radar vectors to final approach course after RDSTN.

LANDING RWYS 35L/R: From DLAMP on track 170° to BRELL, then on track 171°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

Landing Rwys 17L/R: Track to CURRT, cross CURRT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

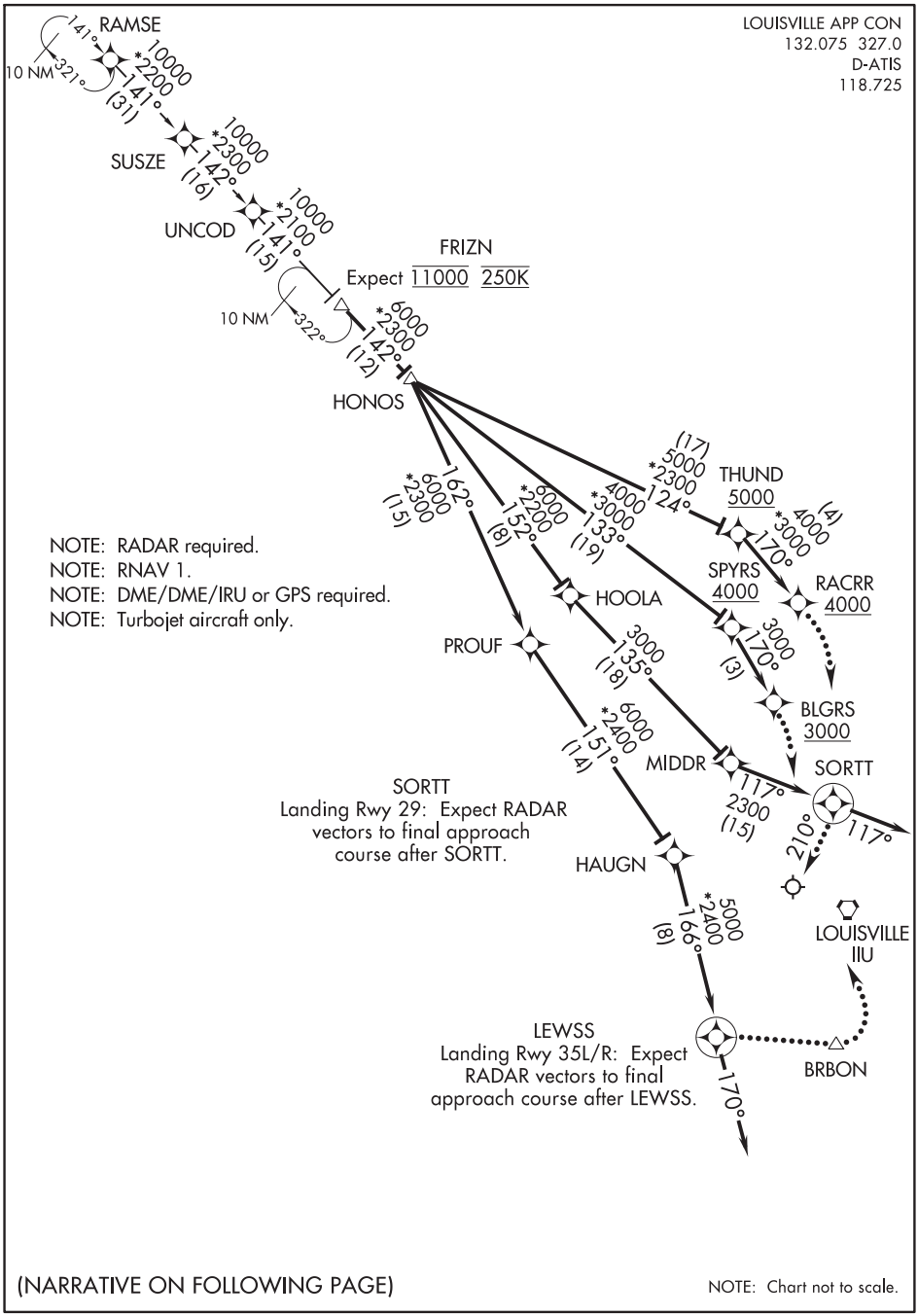
Landing Rwy 29: Track to BRELL, cross BRELL at 4000, then proceed direct LAANG LOM, maintain 4000, execute LOC Rwy 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwys 35L/R: Track to BRELL, cross BRELL at 4000, then proceed direct BRBON, maintain 4000. Execute ILS or LOC Rwy 35R approach. If unable proceed to IIU VORTAC and hold maintain 6000.

(FRIZN.FRIZN5) 19227 AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

FRIZN FIVE ARRIVAL (RNAV)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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SE-1, 05 NOV 2020 to 31 DEC 2020

FRIZN FIVE ARRIVAL (RNAV)

(FRIZN.FRIZN5) 15AUG19

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

RAMSE TRANSITION (RAMSE.FRIZN5)

From FRIZN on track 142° to HONOS, then on assigned runway transition.

LANDING RWY 17L: From HONOS on track 124° to cross THUND at or above 5000, then on track 170° to cross RACRR at or above 4000. Expect ILS or LOC Rwy 17L.

LANDING RWY 17R: From HONOS on track 133° to cross SPYRS at or above 4000, then on track 170° to cross BLGRS at or above 3000. Expect ILS or LOC Rwy 17R.

LANDING RWY 29: From HONOS on track 152° to HOOLA, then on track 135° to MIDDR, then on track 117° to SORTT, then on track 117°. Expect RADAR vectors to final approach course.

LANDING RWYS 35L/R: From HONOS on track 162° to PROUF, then on track 151° to HAUGN, then on track 166° to LEWSS, then on track 170°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:

Landing Rwy 17L: Track to RACRR, cross RACRR at or above 4000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 17R: Track to BLGRS, cross BLGRS at or above 3000, intercept and execute ILS or LOC Rwy 17R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SORTT, maintain 3000, at SORTT fly heading 210°, maintain 3000, intercept and execute LOC RWY 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwys 35L/R: Track to LEWSS, cross LEWSS at 5000, then proceed direct BRBON, maintain 5000, execute ILS OR LOC RWY 35L approach. If unable proceed to IIU VORTAC and hold, maintain 6000.

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SE-1, 05 NOV 2020 to 31 DEC 2020

GAVNN FIVE ARRIVAL (RNAV)
(GAVNN.GAVNN5) 16JUL20

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS ARR
134.375

COLNS TRANSITION (COLNS.GAVNN5):
HENDERSON TRANSITION (HNN.GAVNN5):

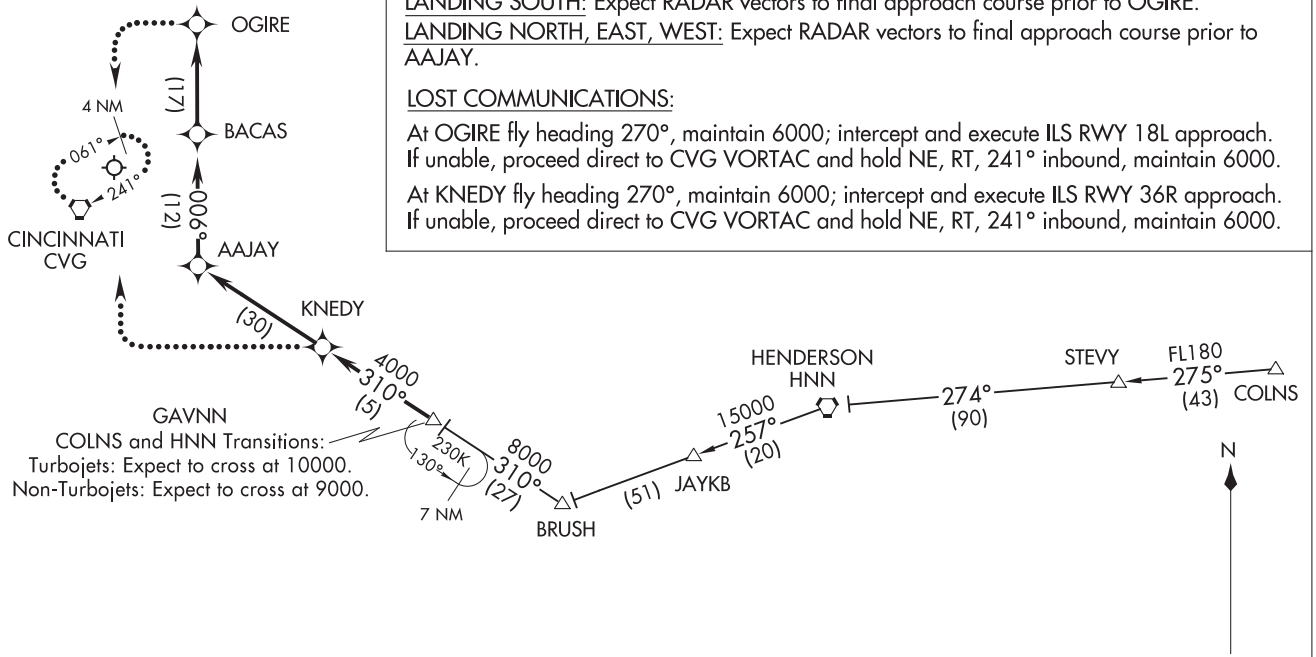
From GAVNN on track 310° to KNEDY, then on track 310° to AAJAY, then on track 006° to BACAS, then on track 006° to OGIRE.

LANDING SOUTH: Expect RADAR vectors to final approach course prior to OGIRE.
LANDING NORTH, EAST, WEST: Expect RADAR vectors to final approach course prior to AAJAY.

LOST COMMUNICATIONS:

At OGIRE fly heading 270°, maintain 6000; intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 6000.

At KNEDY fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 6000.



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

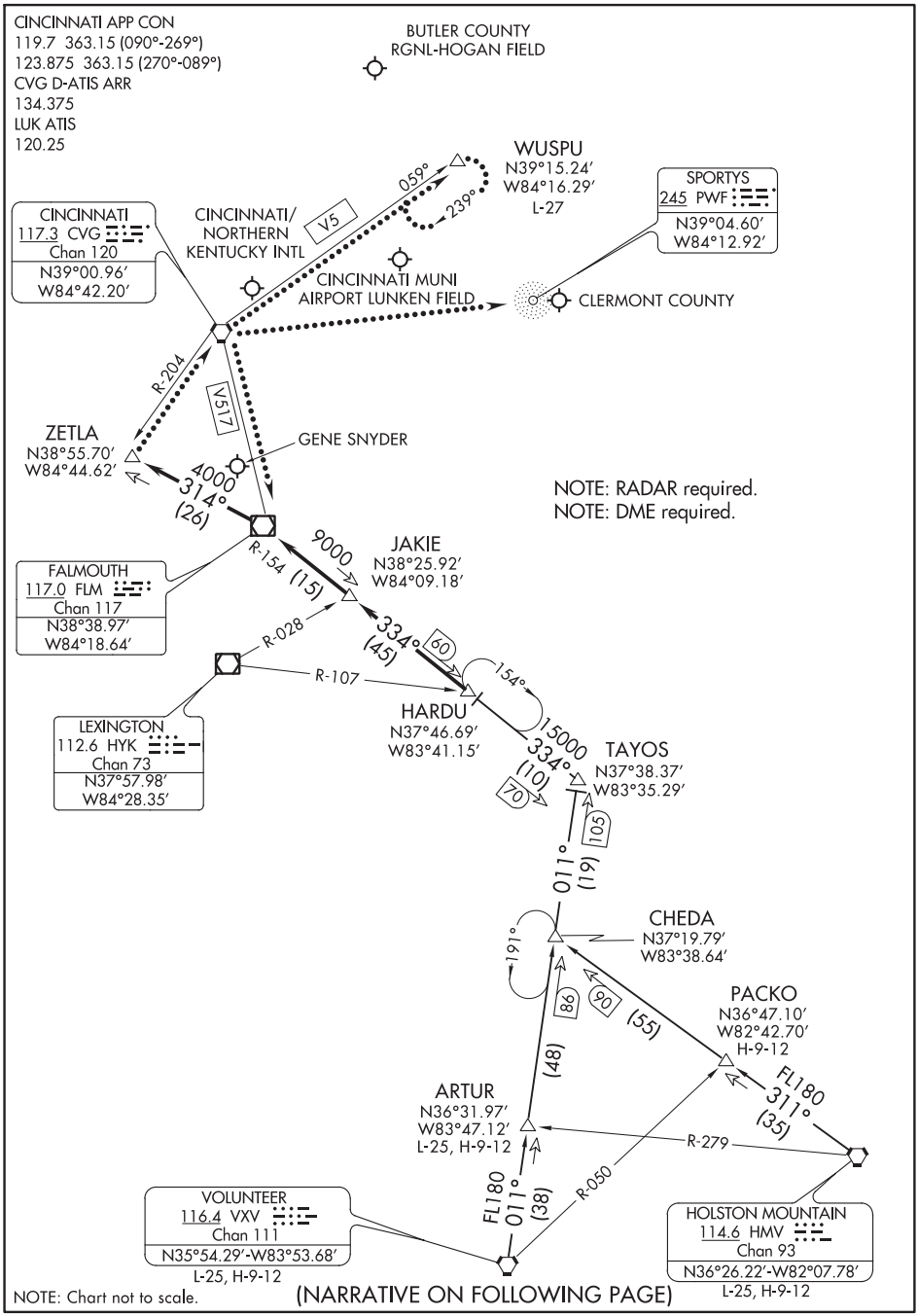
NOTE: Chart not to scale.

(GAVNN.GAVNN5) 20198
GAVNN FIVE ARRIVAL (RNAV)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

AL-655 (FAA)

HARDU FIVE ARRIVAL

CINCINNATI, OHIO



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SE-1, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.HARDU5): From over HMV VORTAC on HMV R-311 to CHEDA, then on VXV R-011 to TAYOS, then on FLM R-154 to HARDU. Thence . . .

VOLUNTEER TRANSITION (VXV.HARDU5): From over VXV VORTAC on VXV R-011 to TAYOS, then on FLM R-154 to HARDU. Thence . . .

. . . from over HARDU on FLM VOR/DME R-154 to FLM VOR/DME, then FLM R-314 to ZETLA. Expect vectors to final approach course after JAKIE.

LOST COMMUNICATIONS

For LUK: At ZETLA, proceed to CVG VORTAC then on V5 to WUSPU and hold, maintain 4000.

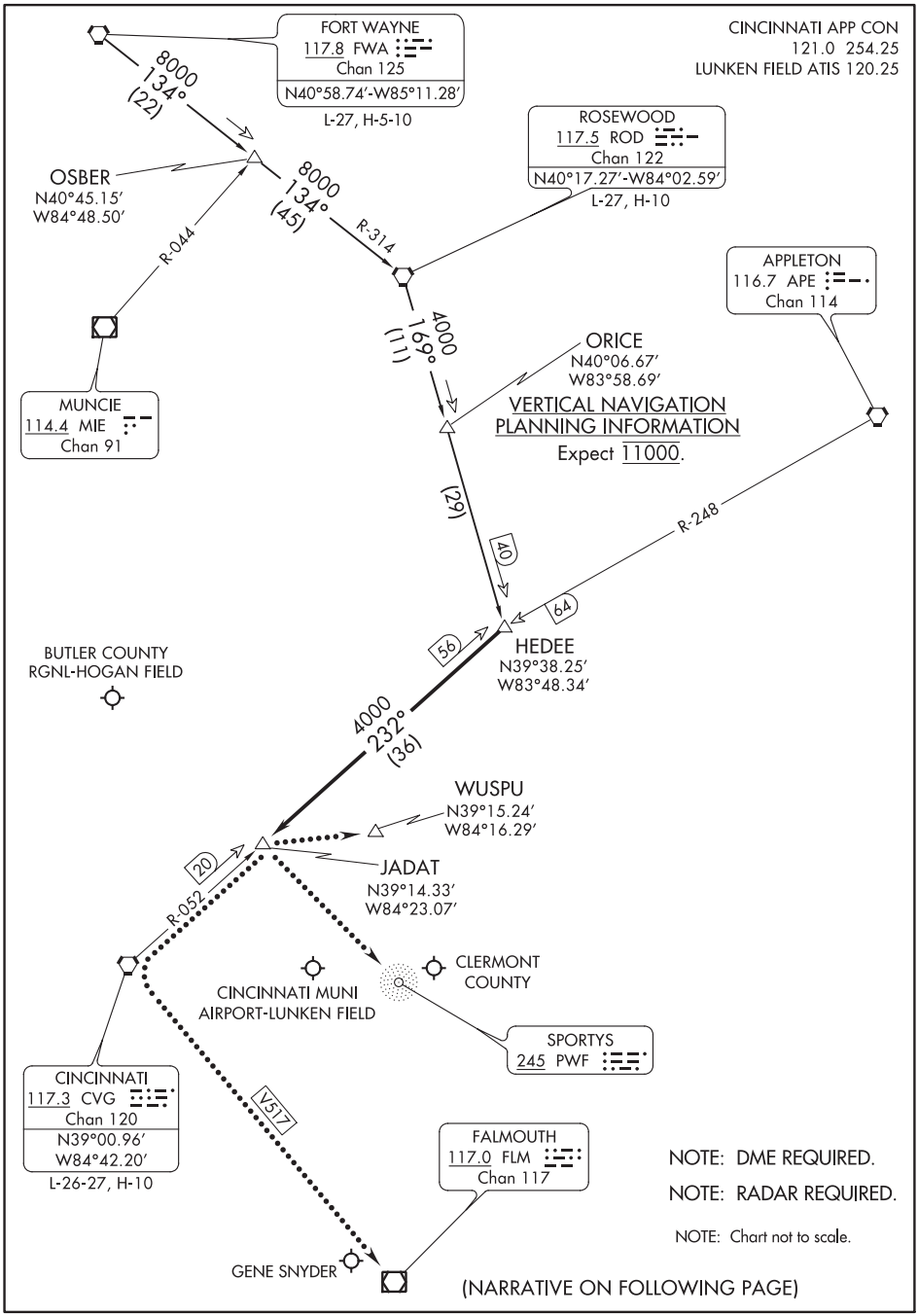
For HAO: At ZETLA, proceed to CVG VORTAC. Maintain 3000 until CVG VORTAC.

For I69: At ZETLA, proceed to CVG VORTAC then to SPORTYS (PWF). Maintain 4000 until SPORTYS (PWF).

For K62: At ZETLA, proceed to CVG VORTAC then on V517 to FLM VOR/DME. Maintain 3000 until FLM VOR/DME.

HEDEE FOUR ARRIVAL

CINCINNATI, OHIO



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HEDEE FOUR ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

FORT WAYNE TRANSITION (FWA.HEDEE4): From over FWA VORTAC via FWA R-134 to OSBER, then via FWA R-134 and ROD R-314 to ROD VORTAC, then via ROD R-169 to HEDEE. Thence. . . .
ROSEWOOD TRANSITION (ROD.HEDEE4): From over ROD VORTAC via ROD R-169 to HEDEE. Thence. . . .

. . . .From over HEDEE on CVG R-052 (MEA 4000) to JADAT, expect radar vectors to final approach course at JADAT.

LOST COMMUNICATION PROCEDURE

CINCINNATI MUNI AIRPORT - LUNKEN FIELD - At JADAT, turn right to intercept CVG VORTAC R-059 to WUSPU and hold, maintain 4000.
CLERMONT COUNTY - At JADAT, proceed to SPORTYS (PWF) NDB, maintain 4000 until SPORTYS (PWF) NDB.
GENE SNYDER - At JADAT, proceed to CVG VORTAC then on V517 to FLM VOR/DME, maintain 4000 until FLM VOR/DME.

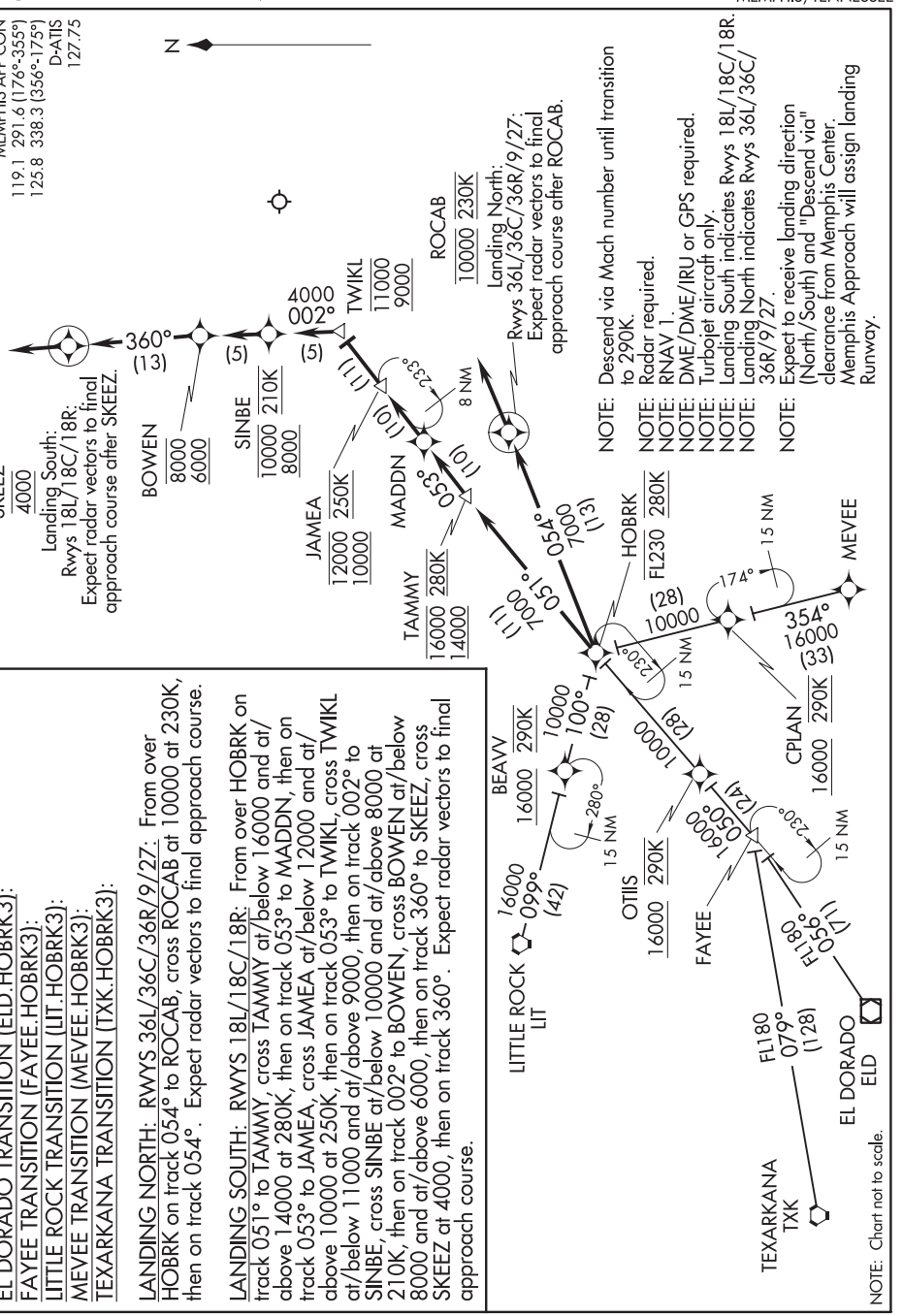
SE-1, 05 NOV 2020 to 31 DEC 2020

HOBRK THREE ARRIVAL (RNAV)

EL DORADO TRANSITION (ELD.HOBRK3):
FAYEE TRANSITION (FAYEE.HOBRK3):
LITTLE ROCK TRANSITION (LIT.HOBRK3):
MEVEE TRANSITION (MEVEE.HOBRK3):
TEXARKANA TRANSITION (TXK.HOBRK3):

LANDING NORTH: RWYS 36L/36C/36R/9/27: From over HOBRK on track 054° to ROCAB, cross ROCAB at 10000 at 230K, then on track 054°. Expect radar vectors to final approach course.

LANDING SOUTH: RWYS 18L/18C/18R: From over HOBRK on track 051° to TAMMY, cross TAMMY at/below 16000 and at/above 14000 at 280K, then on track 053° to MADDN, then on track 053° to JAMEA, cross JAMEA at/below 12000 and at/above 10000 at 250K, then on track 053° to TWIKL, cross TWIKL at/below 11000 and at/above 9000, then on track 002° to SINBE, cross SINBE at/below 10000 and at/above 8000 at 210K, then on track 002° to BOWEN, cross BOWEN at/below 8000 and at/above 6000, then on track 360° to SKEEZ, cross SKEEZ at 4000, then on track 360°. Expect radar vectors to final approach course.



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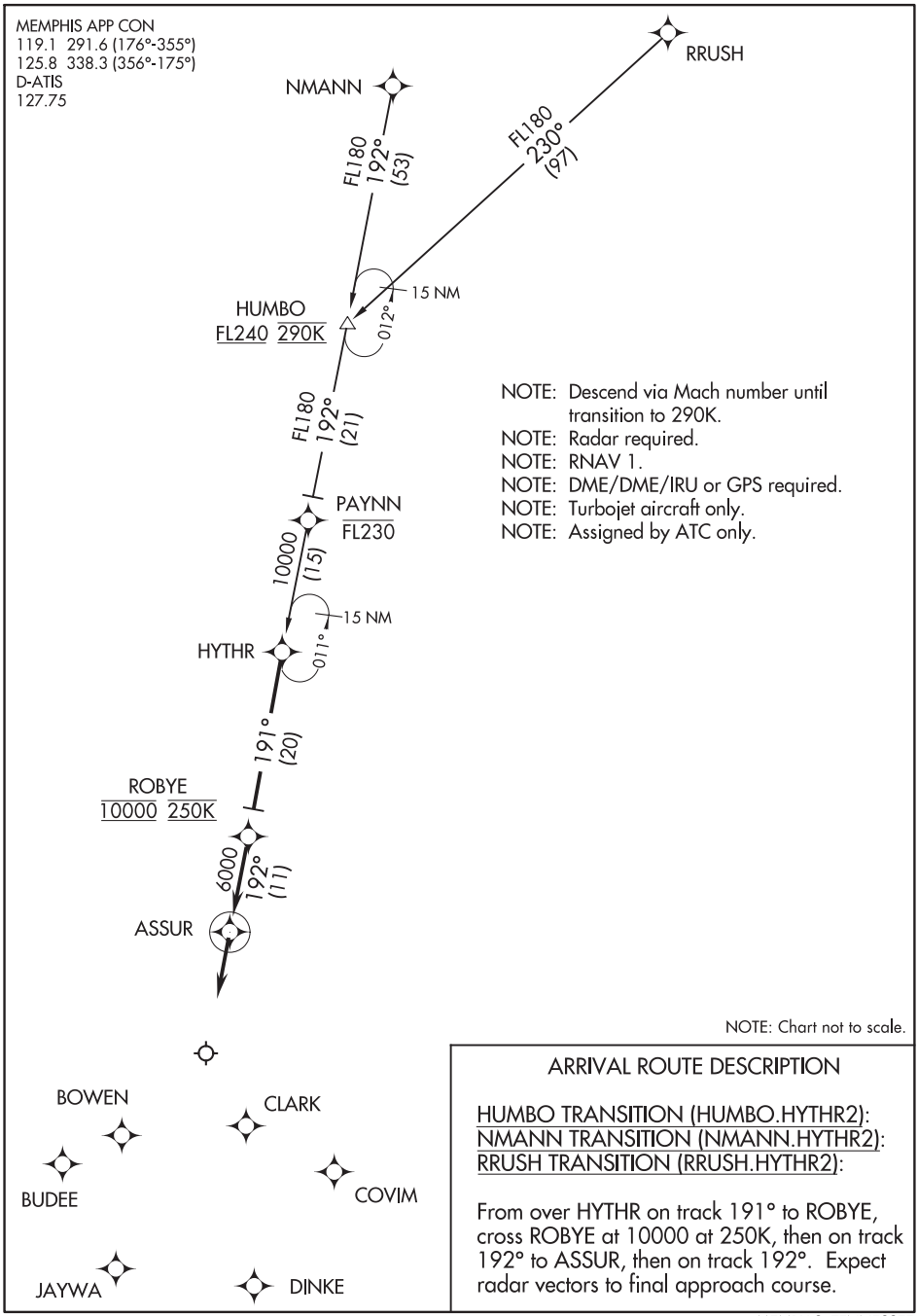
(HYTHR.HYTHR2) 18032

AL-253 (FAA)

HYTHR TWO ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HUMBO TRANSITION (HUMBO.HYTHR2):
NMANN TRANSITION (NMANN.HYTHR2):
RRUSH TRANSITION (RRUSH.HYTHR2):

From over HYTHR on track 191° to ROBYE, cross ROBYE at 10000 at 250K, then on track 192° to ASSUR, then on track 192°. Expect radar vectors to final approach course.

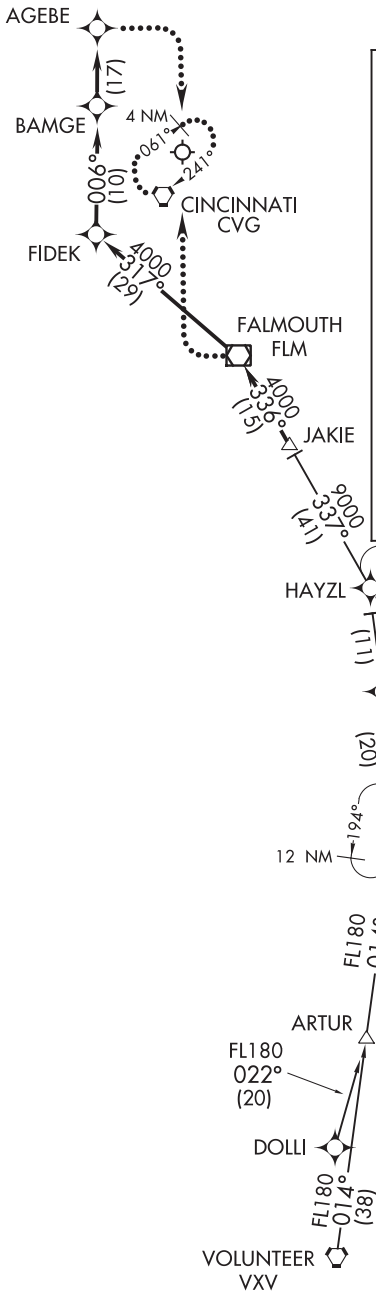
SE-1, 05 NOV 2020 to 31 DEC 2020

HYTHR TWO ARRIVAL (RNAV)

(HYTHR.HYTHR2) 01FEB18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

D-ATIS ARR
134.375
CINCINNATI APP CON
119.7 254.25



ARRIVAL ROUTE DESCRIPTION

ARTUR TRANSITION (ARTUR.JAKIE5):
CUBIM TRANSITION (CUBIM.JAKIE5):
DOLLI TRANSITION (DOLLI.JAKIE5):
VOLUNTEER TRANSITION (VXV.JAKIE5):

From JAKIE on track 336° to FLM VOR/DME, then on track 317° to FIDEK, then on track 006° to BAMGE, then on track 006° to AGEBE.

LANDING SOUTH: Expect RADAR vectors to final approach course prior to AGEBE.
LANDING NORTH, EAST, WEST: Expect RADAR vectors to final approach course prior to FIDEK.
LOST COMMUNICATIONS:
At AGEBE fly heading 090°, maintain 4000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 4000.
At FLM VOR/DME fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 6000.

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

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LUGOH THREE ARRIVAL
(LUGOH.LUGOH3) 24MAY18

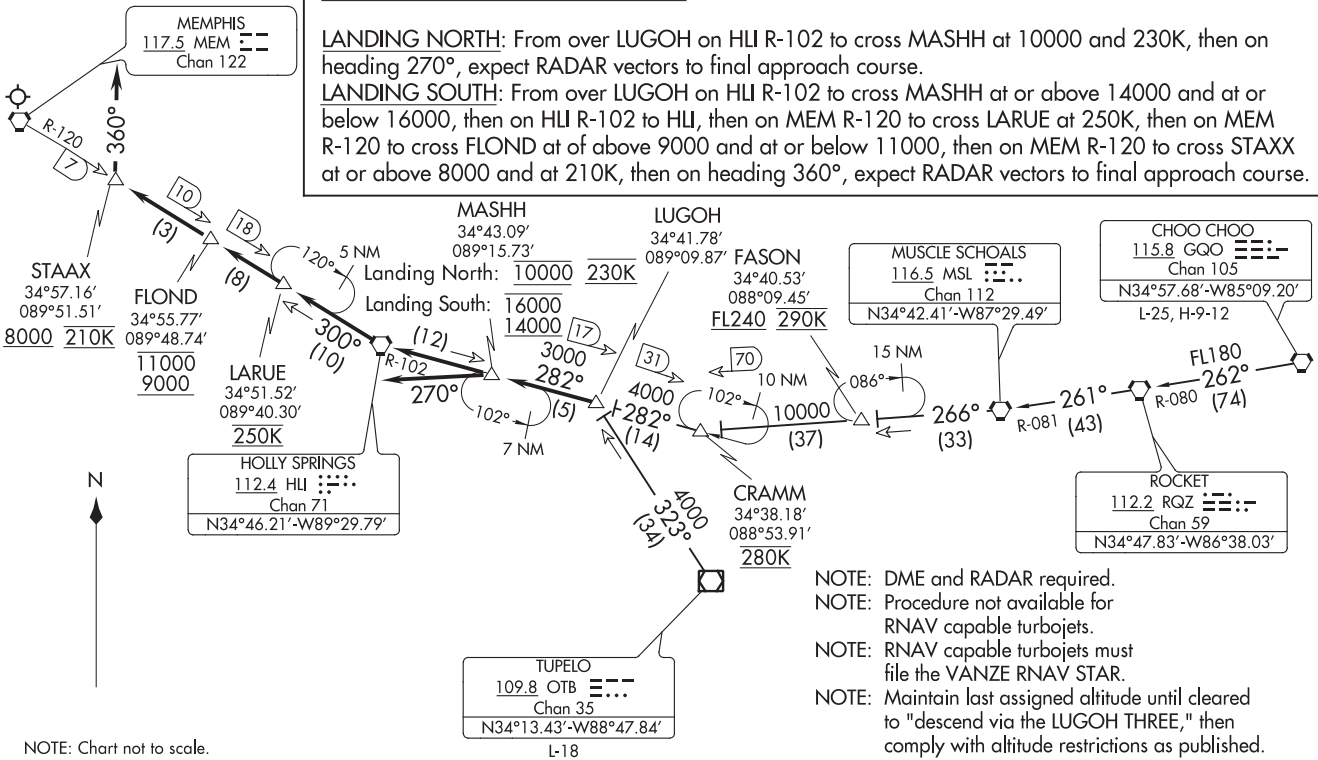
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

ARRIVAL ROUTE DESCRIPTION

CHOO CHOO TRANSITION (GQO.LUGOH3): From over GQO VORTAC on GQO R-262 and RQZ R-080 to RQZ VORTAC, then on RQZ R-261 and MSL R-081 to MSL VORTAC, then on MSL R-266 to CRAMM, then on HLI R-102 to LUGOH, thence....
TUPELO TRANSITION (OTB.LUGOH3): From over OTB VOR/DME on OTB R-323 to LUGOH, thence....

LANDING NORTH: From over LUGOH on HLI R-102 to cross MASHH at 10000 and 230K, then on heading 270°, expect RADAR vectors to final approach course.
LANDING SOUTH: From over LUGOH on HLI R-102 to cross MASHH at or above 14000 and at or below 16000, then on HLI R-102 to HLI, then on MEM R-120 to cross LARUE at 250K, then on MEM R-120 to cross FLOND at of above 9000 and at or below 11000, then on MEM R-120 to cross STAXX at or above 8000 and at 210K, then on heading 360°, expect RADAR vectors to final approach course.



NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable turbojets.
NOTE: RNAV capable turbojets must file the VANZE RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the LUGOH THREE," then comply with altitude restrictions as published.

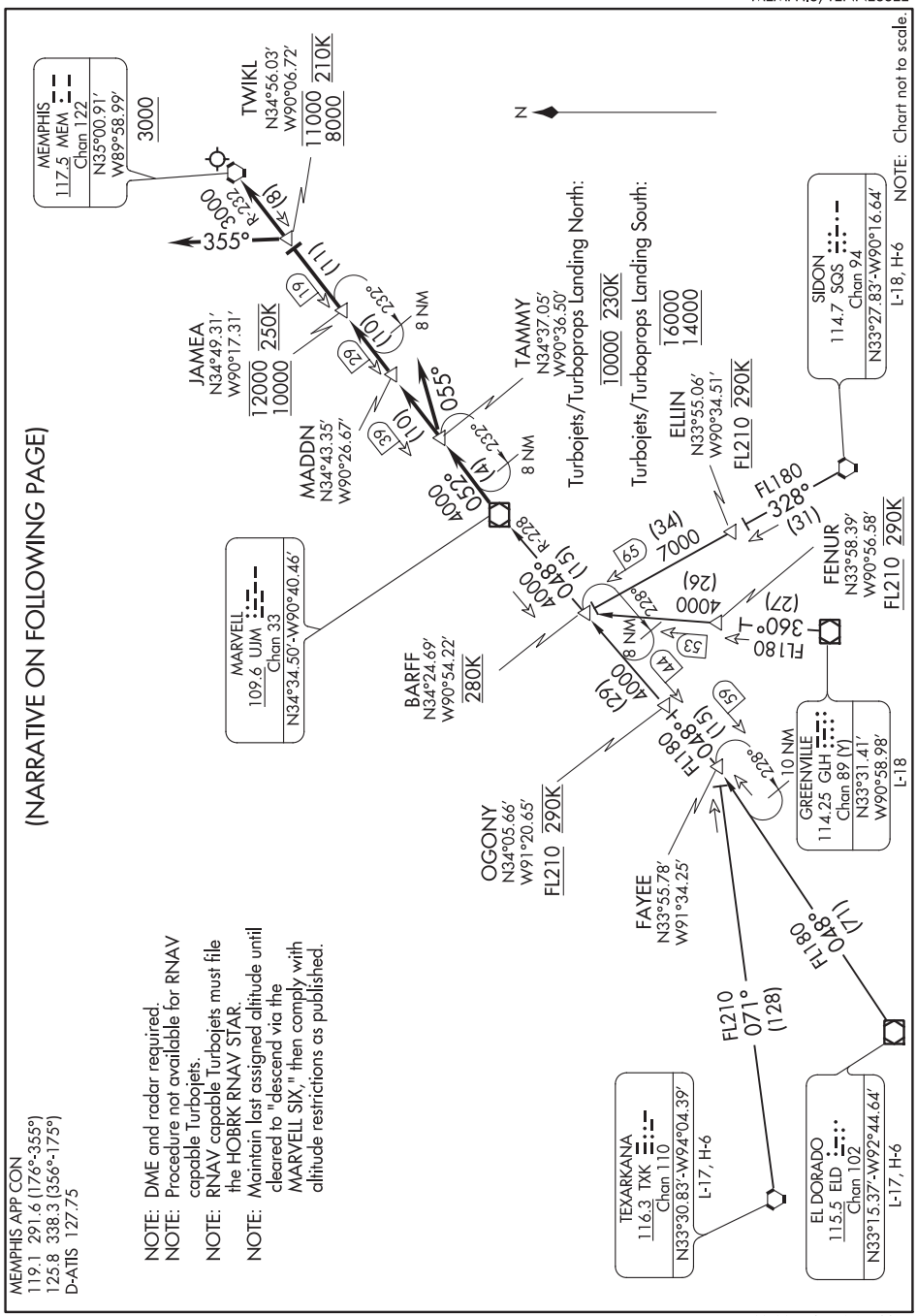
NOTE: Chart not to scale.

L-18

LUGOH THREE ARRIVAL
(LUGOH.LUGOH3) 20198

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

Z29
AL-253 (FAA)



SE-1, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

EL DORADO TRANSITION (ELD.UJM6): From over ELD VOR/DME on ELD R-048 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .
GREENVILLE TRANSITION (GLH.UJM6): From over GLH VOR/DME on GLH R-360 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .
SIDON TRANSITION (SQS.UJM6): From over SQS VORTAC on SQS R-328 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .
TEXARKANA TRANSITION (TXK.UJM6): From over TXK VORTAC on TXK R-071 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TURBOJETS/TURBOPROPS LANDING SOUTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at or above 14000 and at or below 16000, then on MEM VORTAC R-232 to MADDN/MEM 29 DME, then on MEM VORTAC R-232 to JAMEA/MEM 19 DME at or above 10000 and at or below 12000 at 250K, then on MEM VORTAC R-232 to cross TWIKL/ MEM 8 DME at or above 8000 and at or below 11000 and at 210K, then on heading 355°, expect radar vectors to final approach course.

TURBOJETS/TURBOPROPS LANDING NORTH: From over UJM VOR/DME on MEM VORTAC R-232 to cross TAMMY/MEM 39 DME at 10000 and at 230K, then on heading 055, expect radar vectors to final approach course.

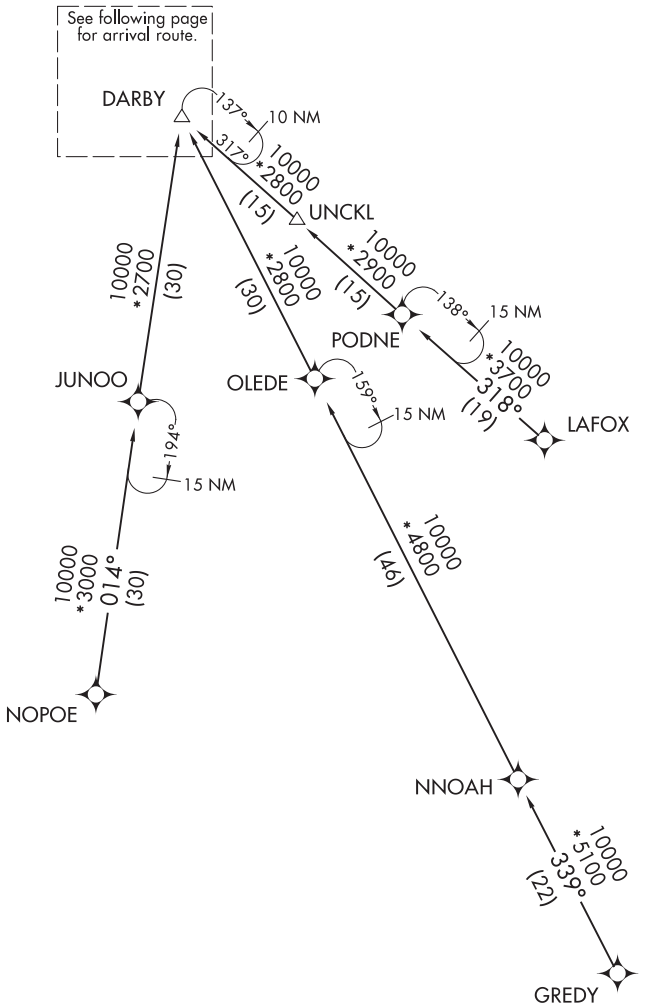
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.

SE-1, 05 NOV 2020 to 31 DEC 2020

MAUDD SIX ARRIVAL (RNAV) Transition Routes

LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

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



NOTE: Chart not to scale.

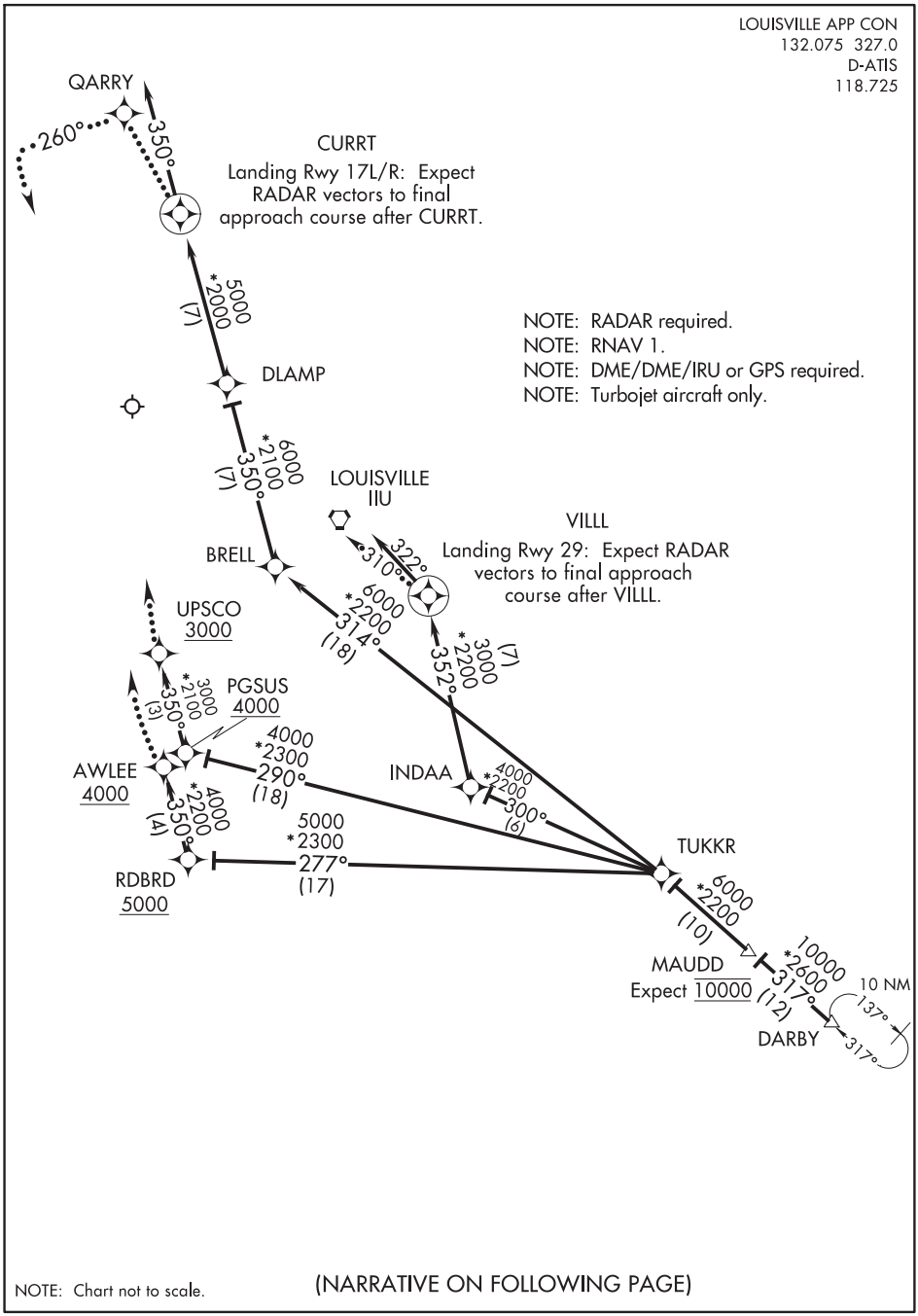
(CONTINUED ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

(DARBY.MAUDD6) 19227 AL-239 (FAA)

MAUDD SIX ARRIVAL (RNAV) Arrival Routes

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

MAUDD SIX ARRIVAL (RNAV) Arrival Routes
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

(DARBY.MAUDD6) 15AUG19

ARRIVAL ROUTE DESCRIPTION

GREDY TRANSITION (GREDY.MAUDD6)
LAFOX TRANSITION (LAFOX.MAUDD6)
NOPOE TRANSITION (NOPOE.MAUDD6)
UNCKL TRANSITION (UNCKL.MAUDD6)

From DARBY on track 317° to MAUDD, then on track 317° to TUKKR. Then on assigned runway transition.

LANDING RWYS 17L/R: From TUKKR on track 314° to BRELL, then on track 350° to DLAMP, then on track 350° to CURRT, then on track 350°. Expect radar vectors to final approach course.

LANDING RWY 29: From TUKKR on track 300° to INDAA, then on track 352° to VILLL, then on heading 322°, or as assigned by ATC. Expect radar vectors to final approach course.

LANDING RWY 35L: From TUKKR on track 277° to cross RDBRD at or above 5000, then on track 350° to cross AWLEE at or above 4000. Expect ILS or LOC Rwy 35L.

LANDING RWY 35R: From TUKKR on track 290° to cross PGSUS at or above 4000, then on track 350° to cross UPSCO at or above 3000. Expect ILS or LOC Rwy 35R.

LOST COMMUNICATIONS:

LANDING RWYS 17L/R: Track to CURRT, cross CURRT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC RWY 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

LANDING RWY 29: Track to VILLL, cross VILLL at 3000, at VILLL fly heading 310°, intercept and execute LOC RWY 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

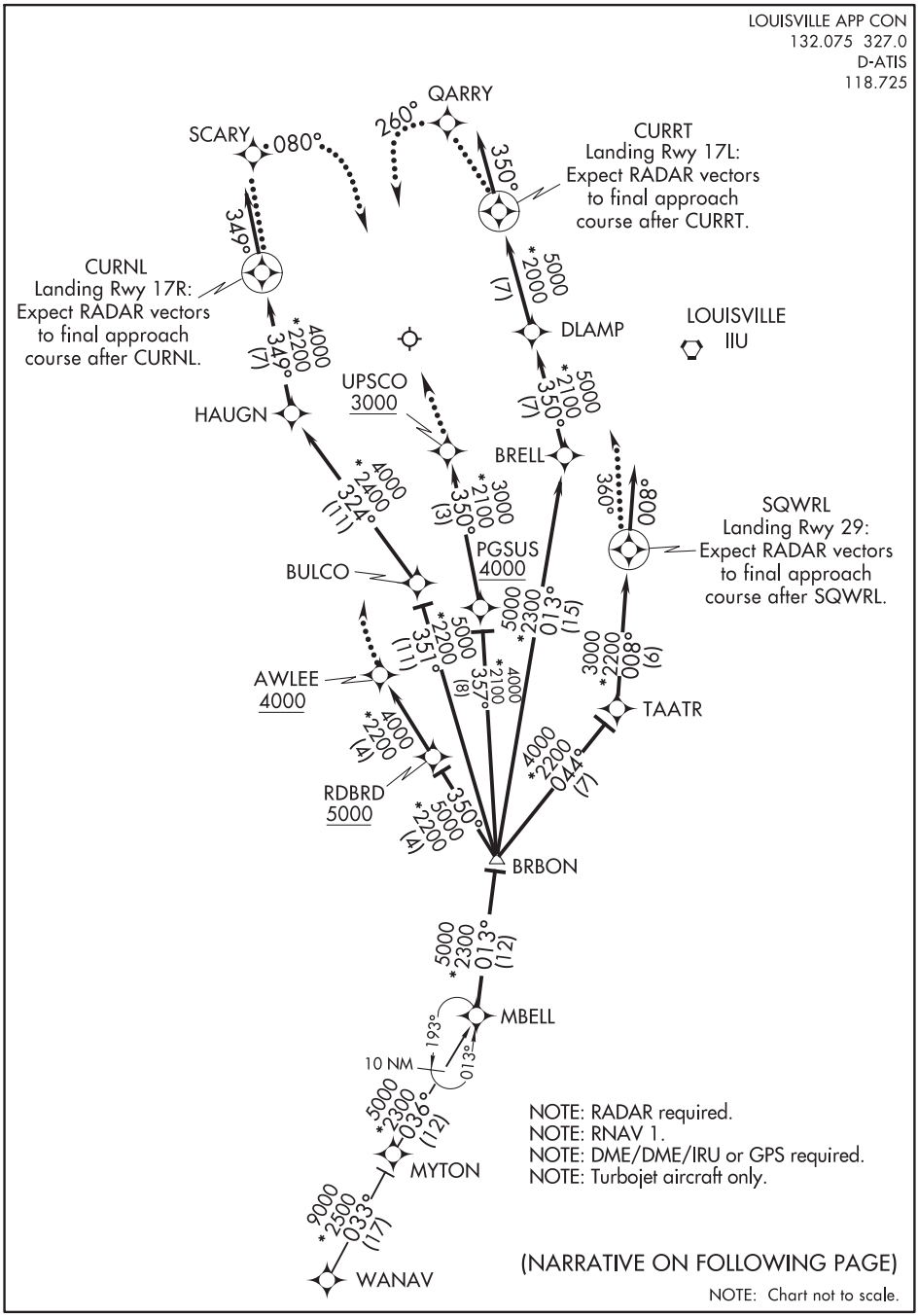
LANDING RWY 35L: Track to AWLEE, cross AWLEE at or above 4000, intercept and execute ILS or LOC Rwy 35L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

LANDING RWY 35R: Track to UPSCO, cross UPSCO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

(MBELL.MBELL4) 19227 AL-239 (FAA)

MBELL FOUR ARRIVAL (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY



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SE-1, 05 NOV 2020 to 31 DEC 2020

MBELL FOUR ARRIVAL (RNAV)

(MBELL.MBELL4) 15AUG19

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

MYTON TRANSITION (MYTON.MBELL4):
WANAV TRANSITION (WANAV.MBELL4):

From MBELL on track 013° to BRBON, then on assigned runway transition.

Landing Rwy 17L: From BRBON on track 013° to BRELL, then on track 350° to DLAMP, then on track 350° to CURRT, then on track 350°. Expect RADAR vectors to final approach course.

Landing Rwy 17R: From BRBON on track 351° to BULCO, then on track 324° to HAUGN, then on track 349° to CURNL, then on track 349°. Expect RADAR vectors to final approach course.

Landing Rwy 29: From BRBON on track 044° to TAATR, then on track 008° to SQWRL, then on track 008°. Expect RADAR vectors to final approach course.

Landing Rwy 35L: From BRBON on track 350° to cross RDBRD at or above 5000, then on track 350° to cross AWLEE at or above 4000. Expect ILS or LOC Rwy 35L.

Landing Rwy 35R: From BRBON on track 357° to cross PGSUS at or above 4000, then on track 350° to cross UPSCO at or above 3000. Expect ILS or LOC Rwy 35R.

LOST COMMUNICATIONS:

Landing Rwy 17L: Track to CURRT, cross CURTT at 5000, then proceed direct QARRY, at QARRY fly heading 260°, maintain 5000, intercept and execute ILS or LOC Rwy 17L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 17R: Track to CURNL, cross CURNL at 4000, then proceed direct SCARY, at SCARY fly heading 080°, maintain 4000, intercept and execute ILS or LOC Rwy 17R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 29: Track to SQWRL, cross SQWRL at 3000, at SQWRL fly heading 360°, intercept and execute LOC Rwy 29 approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 35L: Track to AWLEE, cross AWLEE at or above 4000, intercept and execute ILS or LOC Rwy 35L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

Landing Rwy 35R: Track to UPSCO, cross UPSCO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.

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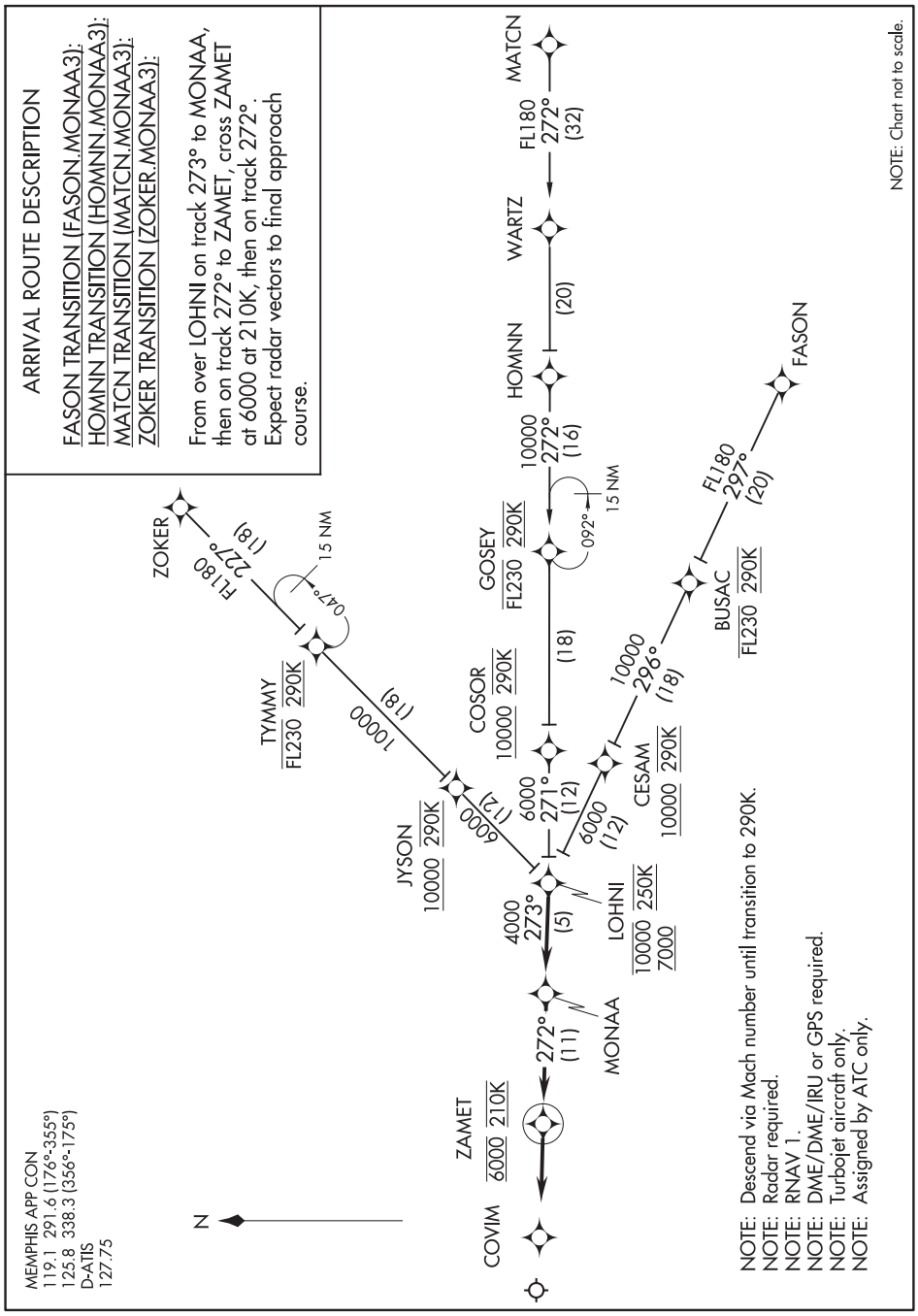
SE-1, 05 NOV 2020 to 31 DEC 2020

(MONAA.MONAA3) 18032 AL-253 (FAA)

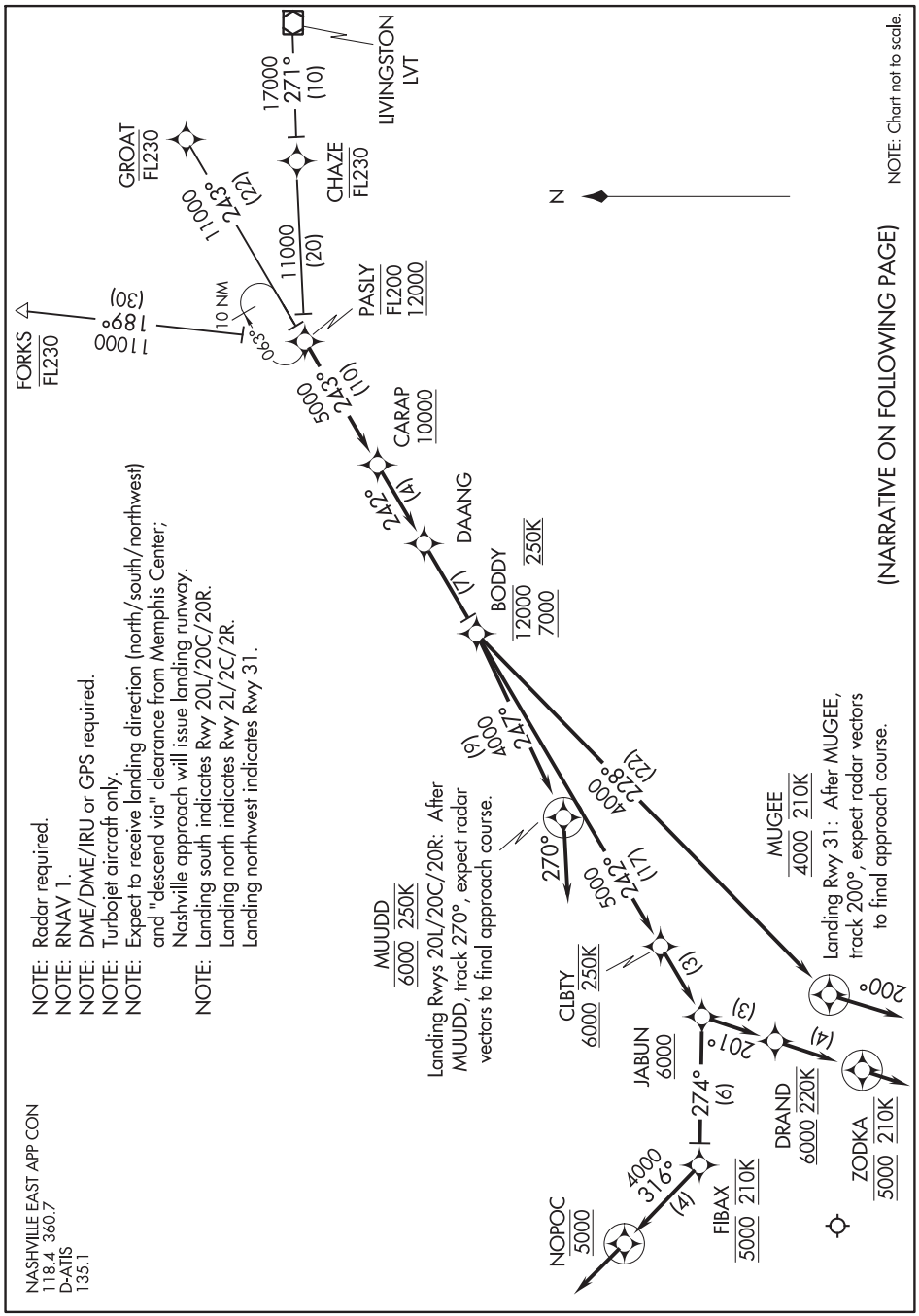
MONAA THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



PASLY FOUR ARRIVAL (RNAV)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PASLY FOUR ARRIVAL (RNAV)

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

ARRIVAL ROUTE DESCRIPTION

FORKS TRANSITION (FORKS.PASLY4)
GROAT TRANSITION (GROAT.PASLY4)
LIVINGSTON TRANSITION (LVT.PASLY4)

From over PASLY on track 243° to cross CARAP at/above 10000, then on track 242° to DAANG, then on track 242° to cross BODDY at/above 7000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH RWYS 2L/2C/2R: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 201° to cross DRAND at/above 6000 and at 220K, then on track 201° to cross ZODKA at 5000 and at 210K, then on track 201°. Expect radar vectors to final approach course.

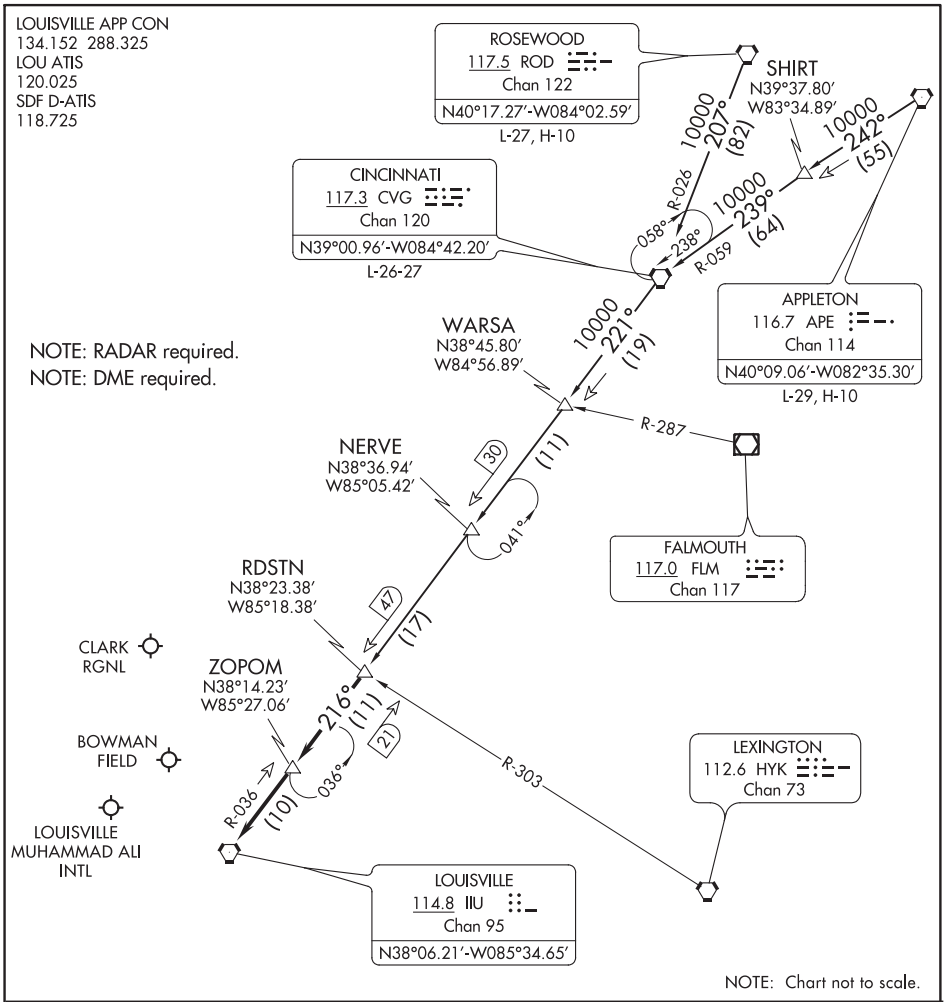
LANDING SOUTH RWYS 20L/20C/20R: From over BODDY on track 247° to cross MUUDD at 6000 and at 250K, then on track 270°. Expect radar vectors to final approach course.

LANDING NORTHWEST RWY 31: From over BODDY on track 228° to cross MUGEE at 4000 and at 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING RWY 13: From over BODDY on track 242° to cross CLBTY at/above 6000 and at 250K, then on track 242° to cross JABUN at/above 6000, then on track 274° to cross FIBAX at 5000 and at 210K, then on track 316° to cross NOPOC at 5000, then on track 316°. Expect radar vectors to final approach course.

REDSTONE SIX ARRIVAL

LOUISVILLE, KENTUCKY



ARRIVAL ROUTE DESCRIPTION

APPLETON TRANSITION (APE.RDSTN6): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....
CINCINNATI TRANSITION (CVG.RDSTN6): From over CVG VORTAC via CVG R-221 to RDSTN. Thence....
ROSEWOOD TRANSITION (ROD.RDSTN6): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN. Thence....

....from over RDSTN on IIU R-036 to ZOPOM, then on IIU R-036 to IIU VORTAC.
Expect radar vectors to final approach after ZOPOM.

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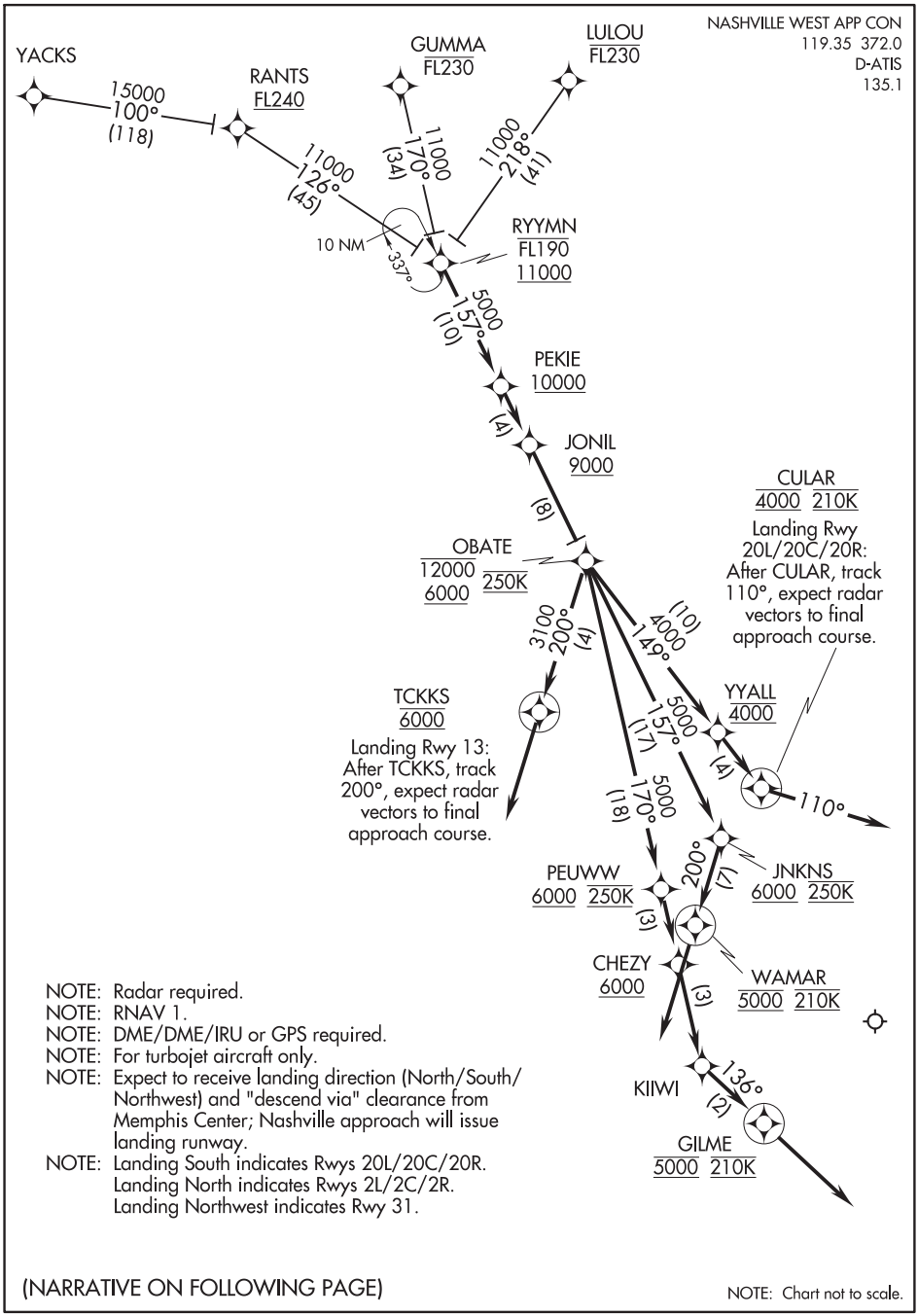
SE-1, 05 NOV 2020 to 31 DEC 2020

(RYYMN.RYYMN2) 20254 AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

RYYMN TWO ARRIVAL (RNAV)



NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: Expect to receive landing direction (North/South/Northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing South indicates Rwys 20L/20C/20R. Landing North indicates Rwys 2L/2C/2R. Landing Northwest indicates Rwy 31.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

RYYMN TWO ARRIVAL (RNAV)
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

ARRIVAL ROUTE DESCRIPTION

GUMMA TRANSITION (GUMMA.RYYMN2)
LULOU TRANSITION (LULOU.RYYMN2)
RANTS TRANSITION (RANTS.RYYMN2)
YACKS TRANSITION (YACKS.RYYMN2)

From over RYYMN on track 157° to PEKIE at/above 10000, then on track 157° to cross JONIL at/above 9000, then on track 157° to cross OBATE at/above 6000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWY 2L/2C/2R): From over OBATE on track 157° to cross JNKNS at/above 6000 and at 250K, then on track 200° to cross WAMAR at 5000 and 210K, then on track 200°. Expect radar vectors to final approach course.

LANDING SOUTH (RWY 20L/20C/20R): From over OBATE on track 149° to cross YYALL at 4000, then on track 149° to cross CULAR at 4000 and at 210K, then on track 110°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over OBATE on track 170° to cross PEUWW at/above 6000 and at 250K, then on track 170° to cross CHEZY at/above 6000, then on track 170° to KIIWI, then on track 136° to cross GILME at 5000 and at 210K, then on track 136°, expect radar vectors to final approach course.

LANDING RWY 13: From over OBATE on track 200° to cross TCKKS at 6000, then on track 200°. Expect radar vectors to final approach course.

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SE-1, 05 NOV 2020 to 31 DEC 2020

(SARGO.SARGO3) 20198

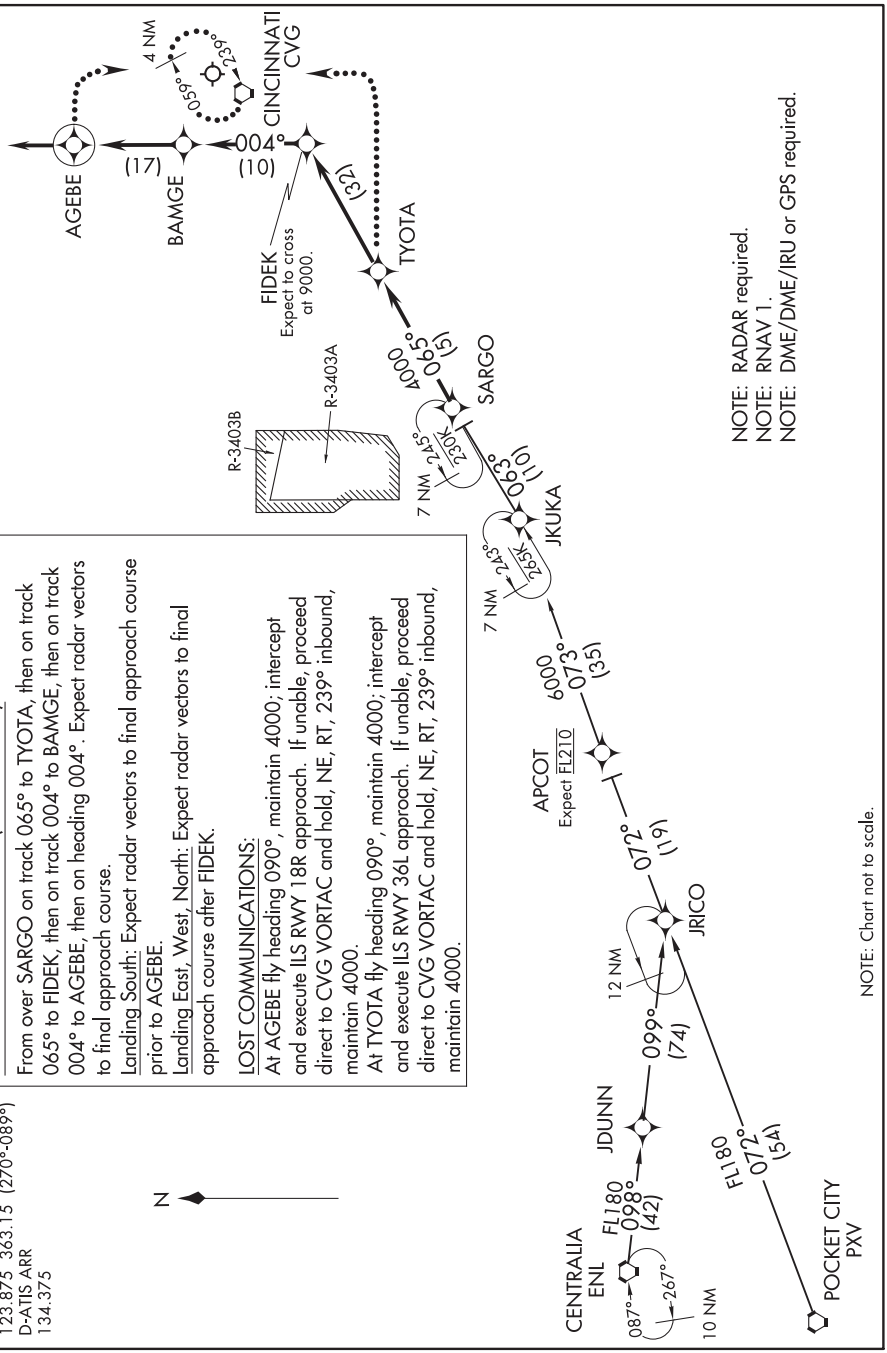
SARGO THREE ARRIVAL (RNAV) AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS ARR
134.375

CENTRALIA TRANSITION (ENL.SARGO3):
POCKET CITY TRANSITION (PXV.SARGO3):
From over SARGO on track 065° to TYOTA, then on track 065° to FIDEK, then on track 004° to BAMGE, then on track 004° to AGEBE, then on heading 004°. Expect radar vectors to final approach course.
Landing South: Expect radar vectors to final approach course prior to AGEBE.
Landing East, West, North: Expect radar vectors to final approach course after FIDEK.

LOST COMMUNICATIONS:
At AGEBE fly heading 090°, maintain 4000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4000.
At TYOTA fly heading 090°, maintain 4000; intercept and execute ILS RWY 36L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 4000.



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

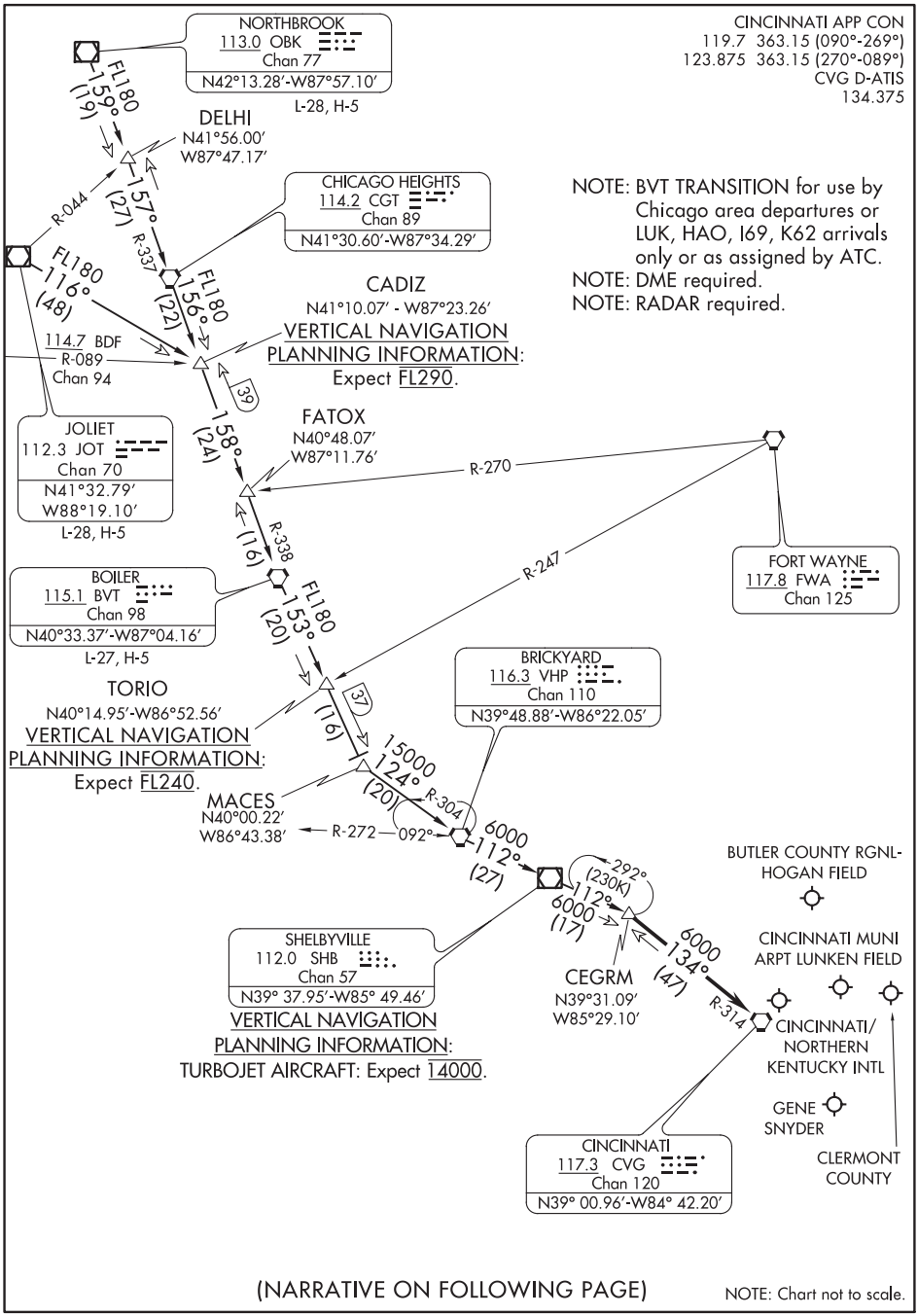
SARGO THREE ARRIVAL (RNAV)
(SARGO.SARGO3) 24JUL14

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SHELBYVILLE SIX ARRIVAL

AL-655 (FAA)

COVINGTON, KENTUCKY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

(CEGRM.SHB6) 18088

SHELBYVILLE SIX ARRIVAL

AL-655 (FAA)

COVINGTON, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

BOILER TRANSITION (BVT.SHB6): From over BVT VORTAC on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....

JOLIET TRANSITION (JOT.SHB6): From over JOT VOR/DME on JOT R-116 to CADIZ, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....

NORTHBROOK TRANSITION (OBK.SHB6): From over OBK VOR/DME on OBK R-159 to DELHI, then on CGT R-337 to CGT VORTAC, then on CGT R-156 to CADIZ, then on BVT R-338 to BVT VORTAC, then on BVT R-153 to MACES, then on VHP R-304 to VHP VORTAC, then on VHP R-112 to SHB VOR/DME, then on SHB R-112 to CEGRM, thence....

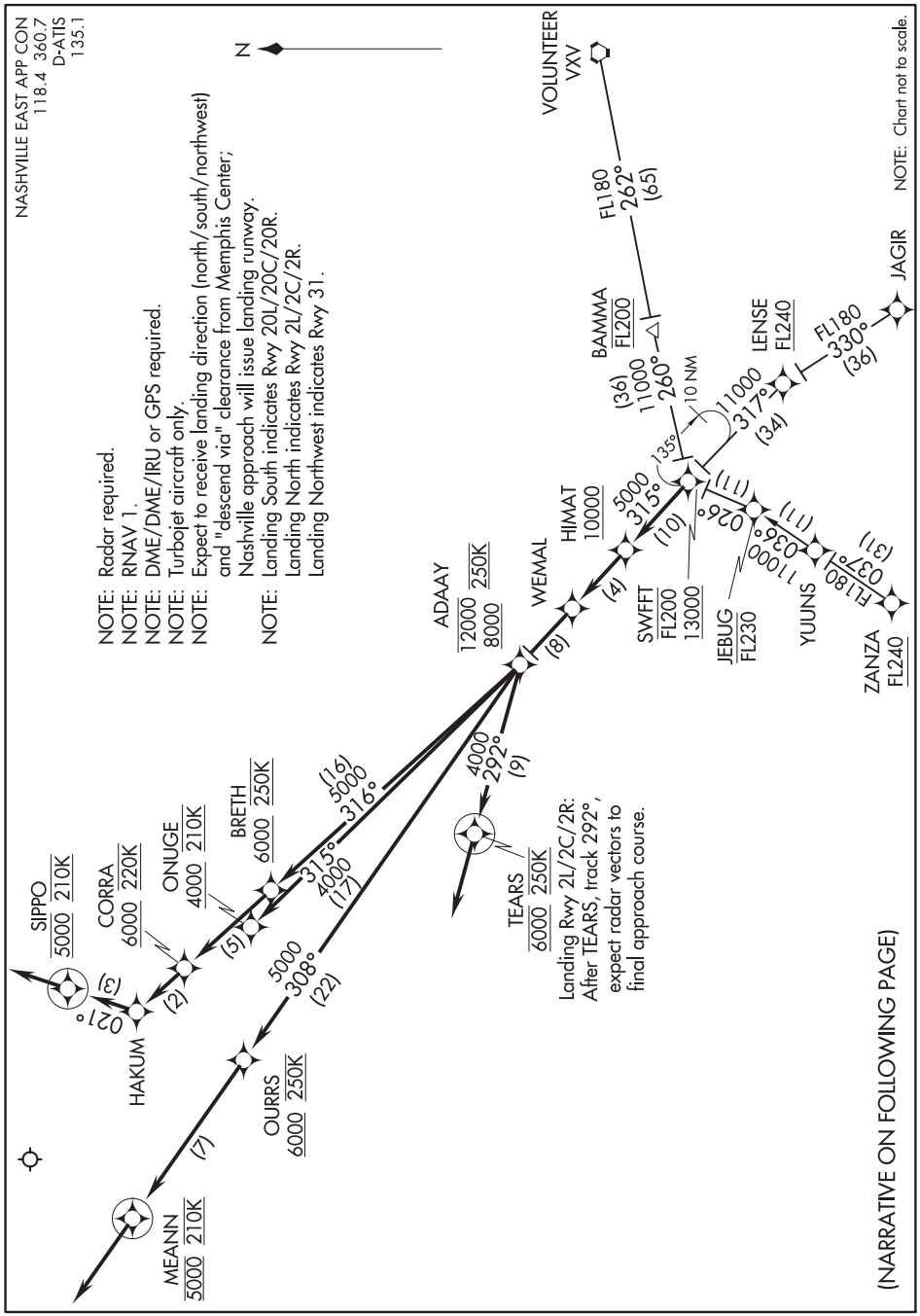
....from over CEGRM on CVG R-314 to CVG VORTAC. Expect RADAR vectors to final approach course after CEGRM.

SE-1, 05 NOV 2020 to 31 DEC 2020

SHELBYVILLE SIX ARRIVAL

COVINGTON, KENTUCKY

SWFFT TWO ARRIVAL (RNAV)



(SWFFT.SWFFT2) 17117

SWFFT TWO ARRIVAL(RNAV)

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)

VOLUNTEER TRANSITION (VXV.SWFFT2)

ZANZA TRANSITION (ZANZA.SWFFT2)

From over SWFFT on track 315° to cross HIMAT at/above 10000, then on track 315° to WEMAL, then on track 315° to cross ADAAY at/above 8000 and at/below 12000 and at 250K, then on assigned runway transition.

LANDING NORTH (RWYS 2L/2C/2R): From over ADAAY on track 292° to cross TEARS at 6000 and 250K, then on track 292°. Expect radar vectors to final approach course.

LANDING SOUTH (RWYS 20L/20C/20R): From over ADAAY on track 316° to cross BRETH at/above 6000 and at 250K, then on track 316° to cross CORRA at/above 6000 and at 220K, then on track 316° to HAKUM, then on track 021° to cross SIPPO at 5000 and at 210K, then on track 021°. Expect radar vectors to final approach course.

LANDING NORTHWEST (RWY 31): From over ADAAY on track 315° to cross ONUGE at/above 4000 and at 210K. Expect ILS or LOC RWY 31 approach.

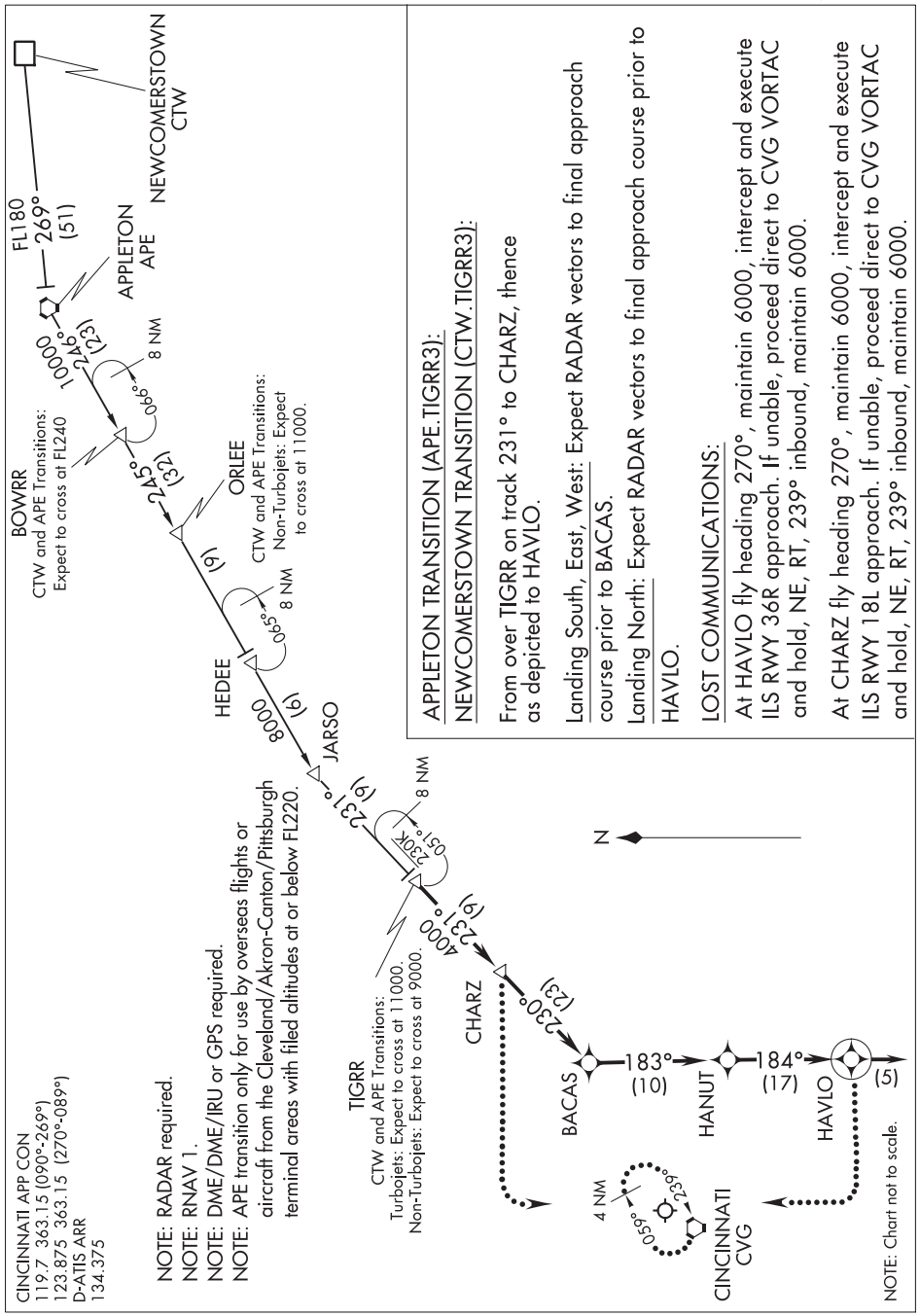
LANDING RWY 13: From over ADAAY on track 308° to cross OURRS at/above 6000 and at 250K, then on track 308° to cross MEANN at 5000 and at 210K, then on track 308°. Expect radar vectors to final approach course.

SE-1, 05 NOV 2020 to 31 DEC 2020

SWFFT TWO ARRIVAL(RNAV)

(SWFFT.SWFFT2) 24JUL14

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

(VANZE.VANZE2) 18032

AL-253 (FAA)

VANZE TWO ARRIVAL (RNAV)

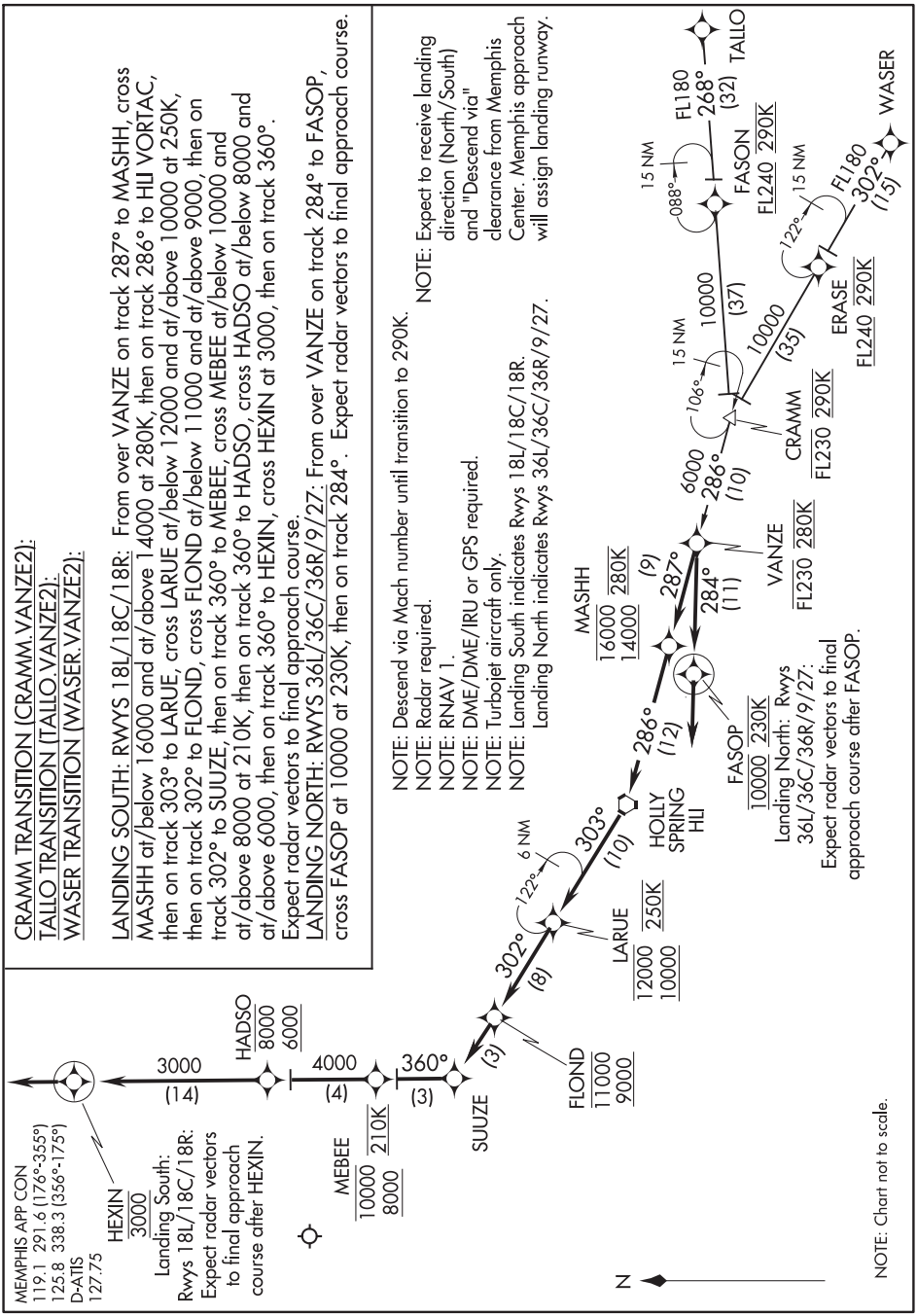
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

CRAMM TRANSITION (CRAMM.VANZE2):
TALLO TRANSITION (TALLO.VANZE2):
WASER TRANSITION (WASER.VANZE2):

LANDING SOUTH: RWYS 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HLI VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.
LANDING NORTH: RWYS 36L/36C/36R/9/27: From over VANZE on track 284° to FASOP, cross FASOP at 10000 at 230K, then on track 284°. Expect radar vectors to final approach course.

NOTE: Expect to receive landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.

NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R. Landing North indicates Rwys 36L/36C/36R/9/27.



NOTE: Chart not to scale.

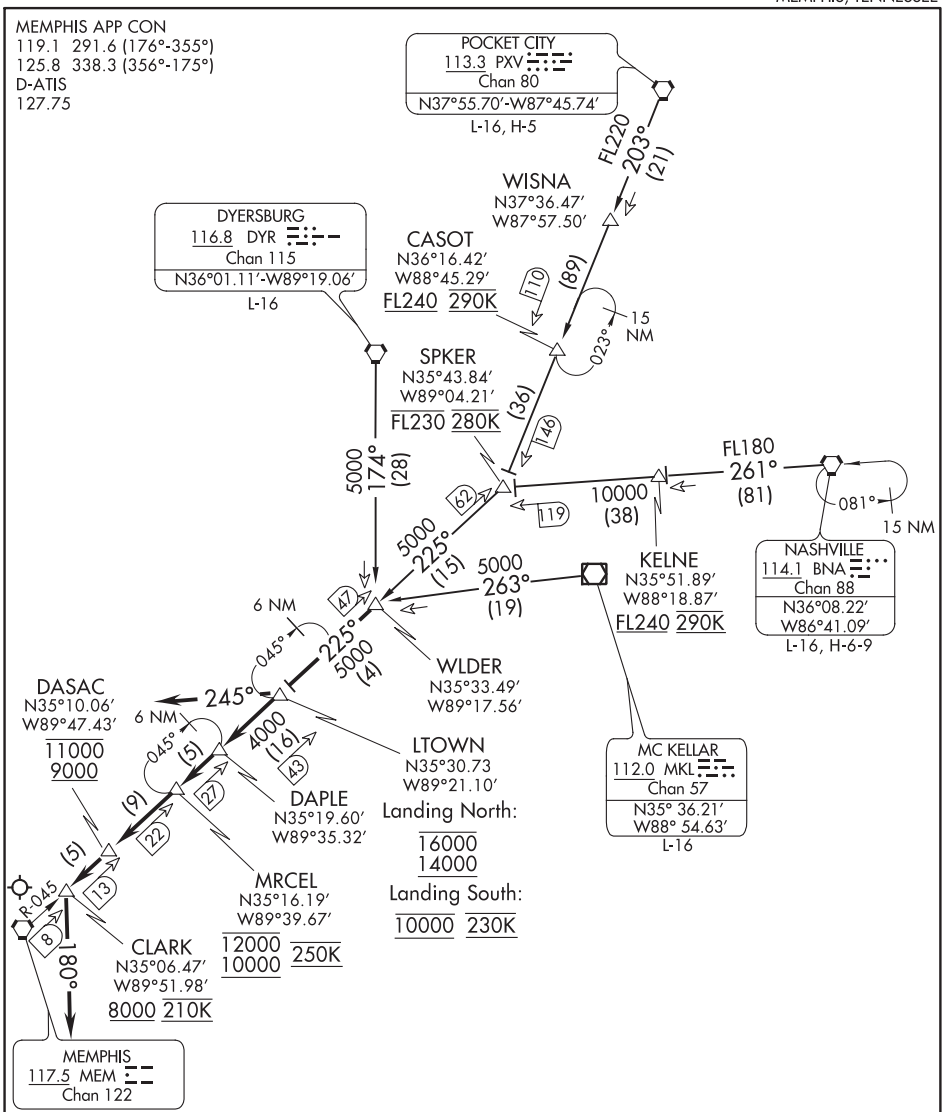
SE-1, 05 NOV 2020 to 31 DEC 2020

VANZE TWO ARRIVAL (RNAV)

(VANZE.VANZE2) 01FEB18

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

WLDER NINE ARRIVAL



NOTE: DME and radar required.
NOTE: Procedure NA for RNAV capable turbojets.
NOTE: RNAV capable turbojets must file the BLUZZ RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "Descend via the WLDER NINE", then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

ARRIVAL ROUTE DESCRIPTION

DYERSBURG TRANSITION (DYR.WLDER9): From over DYR VORTAC on DYR R-174 to WLDER. Thence. . . .
MC KELLAR TRANSITION (MKL.WLDER9): From over MKL VOR/DME on MKL R-263 to WLDER. Thence. . . .
NASHVILLE TRANSITION (BNA.WLDER9): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER. Thence. . . .
POCKET CITY TRANSITION (PXV.WLDER9): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER. Thence. . . .

LANDING NORTH: From over WLDER/MEM 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at or above 14000 and at or below 16000, then on MEM R-045 to cross DAPLE/MEM 27 DME, then on MEM R-045 to MRCEL/MEM 22 DME at or above 10000 and at or below 12000 and at 250K, then on MEM R-045 to cross DASAC/MEM 13 DME at or above 9000 and at or below 11000, then on on MEM R-045 to cross CLARK/MEM 8 DME at or above 8000 and at 210K, then on heading 180°, expect radar vectors to final approach course.

LANDING SOUTH: From over WLDER/MEM 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect radar vectors to final approach course.

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 72723 W10A	APP CRS 103°	Rwy ldg 5402 TDZE 547 Apt Elev 547

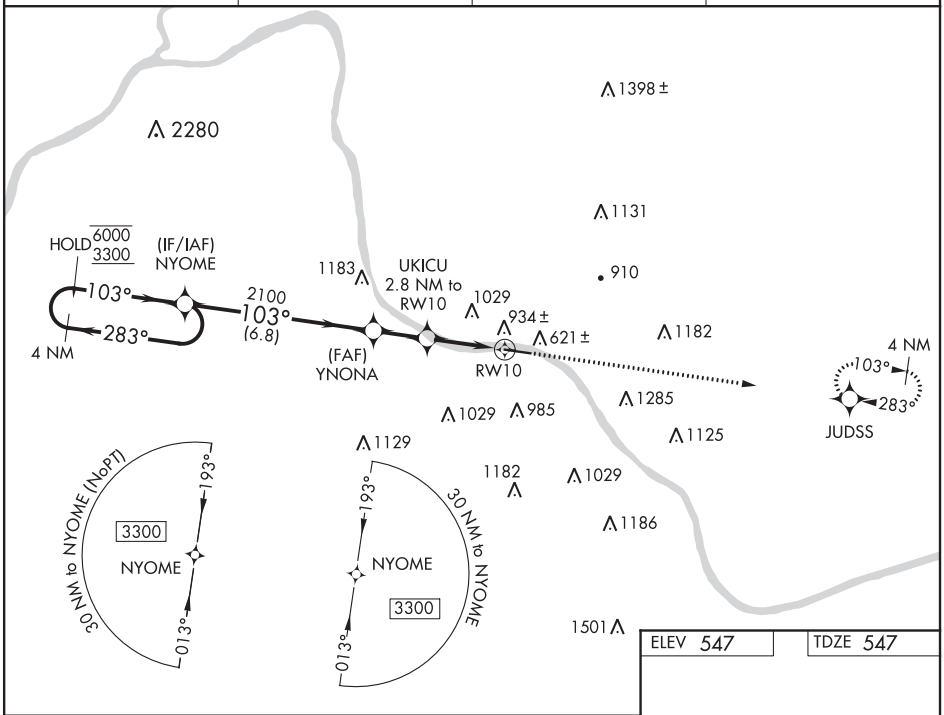
RNAV (GPS) RWY 10
ASHLAND RGNL (DWU)

RNP APCH.

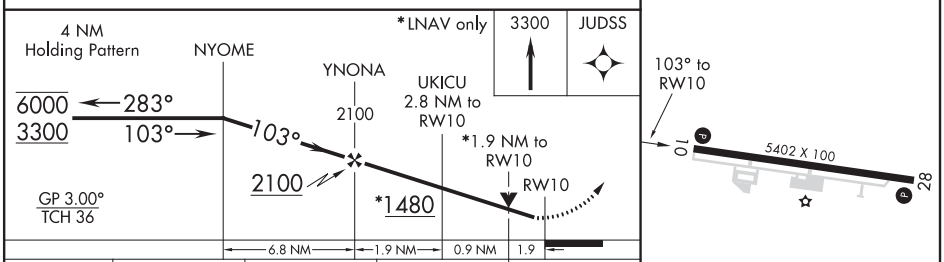
Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct JUDSS and hold, continue climb-in-hold to 3300.

AWOS-3PT	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L



ELEV 547 TDZE 547



CATEGORY	A	B	C	D
LPV DA	799-1		252 (300-1)	
LNAV/VNAV DA	1095-1⅝		548 (600-1⅝)	
LNAV MDA	1200-1 653 (700-1)		1200-1⅞ 653 (700-1⅞)	
C CIRCLING	1300-1 753 (800-1)	1380-1¼ 833 (900-1¼)	1380-2½ 833 (900-2½)	1420-2¾ 873 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ASHLAND, KENTUCKY | AL-5099 (FAA) | 20310

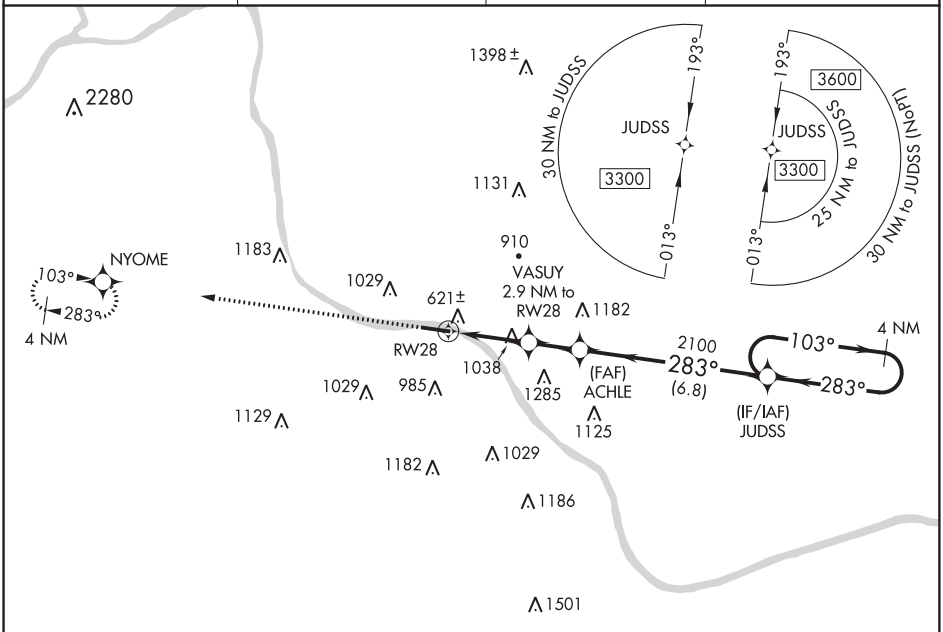
RNAV (GPS) RWY 28
ASHLAND RGNL (DWU)

WAAS CH 62923 W28A	APP CRS 283°	Rwy ldg 5402 TDZE 546 Apt Elev 546

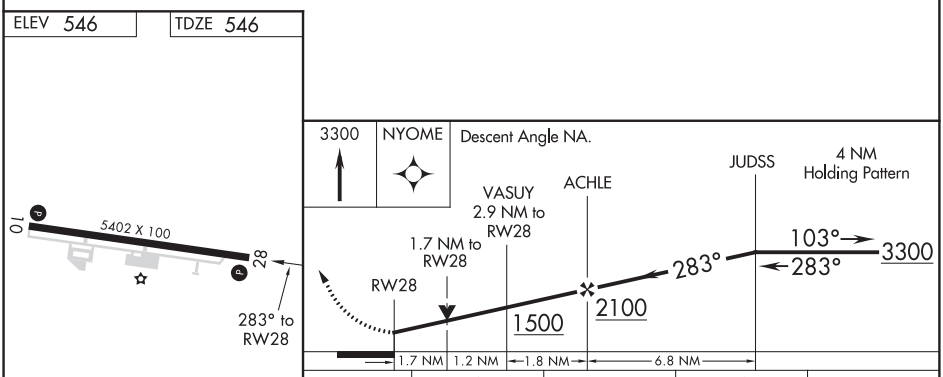
DME/DME RNP-0.3 NA. When local altimeter setting not received; use Huntington altimeter setting, increase all MDA 80 feet and all Circling visibilities ¼ mile. VDP NA when using Huntington altimeter setting.

MISSED APPROACH: Climb to 3300 direct NYOME and hold.

AWOS-3PT	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L



ELEV 546 | TDZE 546



CATEGORY	A	B	C	D
LP MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½ 794 (800-2½)	
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½ 794 (800-2½)	
C CIRCLING	1340-1 794 (800-1)	1380-1¼ 834 (900-1¼)	1400-2½ 854 (900-2½)	1420-2¾ 874 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

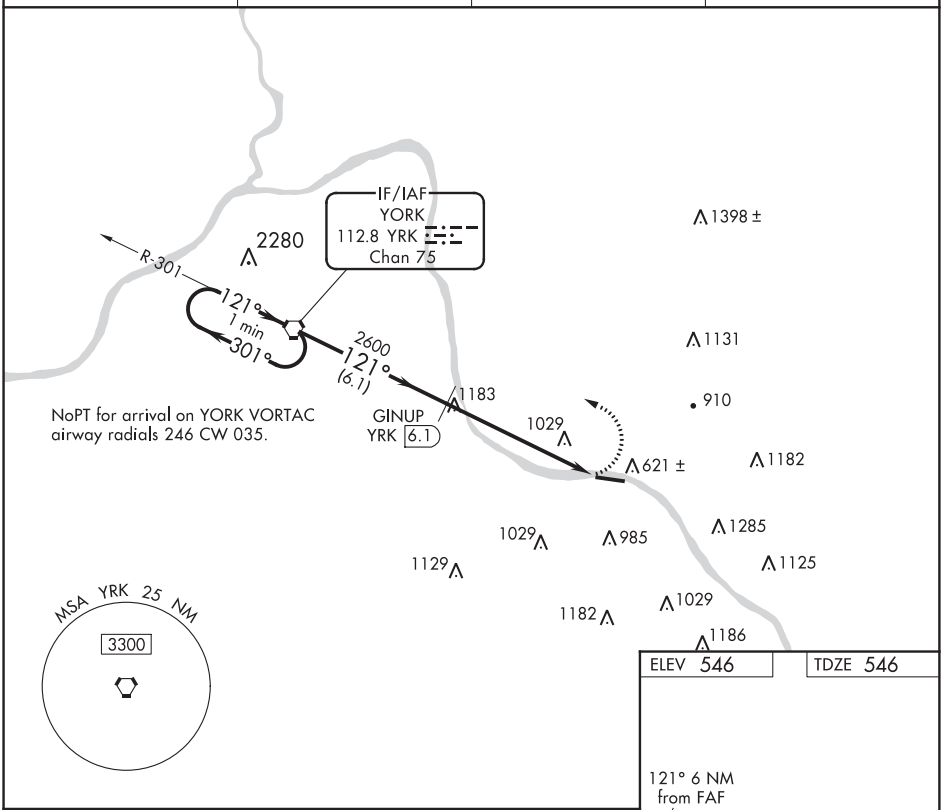
VOR/DME RWY 10
ASHLAND RGNL (DWU)

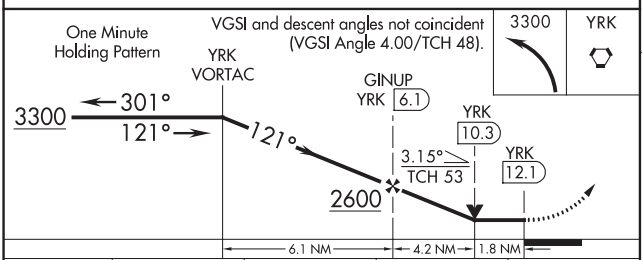
VORTAC YRK	APP CRS	Rwy ldg	5402
112.8	121°	TDZE	546
Chan 75		Apt Elev	546

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Huntington altimeter setting and increase all MDA 80 feet and Circling Cat C/D visibility ¼ mile. VDP NA when using Huntington altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct YRK VORTAC and hold.

AWOS-3PT	HUNTINGTON APP CON	CLNC DEL	UNICOM
132.425	128.4 270.1	121.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-10	1360-1 814 (900-1)	1360-1¼ 814 (900-1¼)	1360-2½	814 (900-2½)
C CIRCLING	1360-1¼ 814 (900-1¼)	1380-1¼ 834 (900-1¼)	1400-2½ 854 (900-2½)	1420-2¾ 874 (900-2¾)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

ATHENS, TENNESSEE AL-5791 (FAA) 19059

APP CRS	Rwy ldg	5501
022°	TDZE	846
	Apt Elev	874

RNAV (GPS) RWY 2

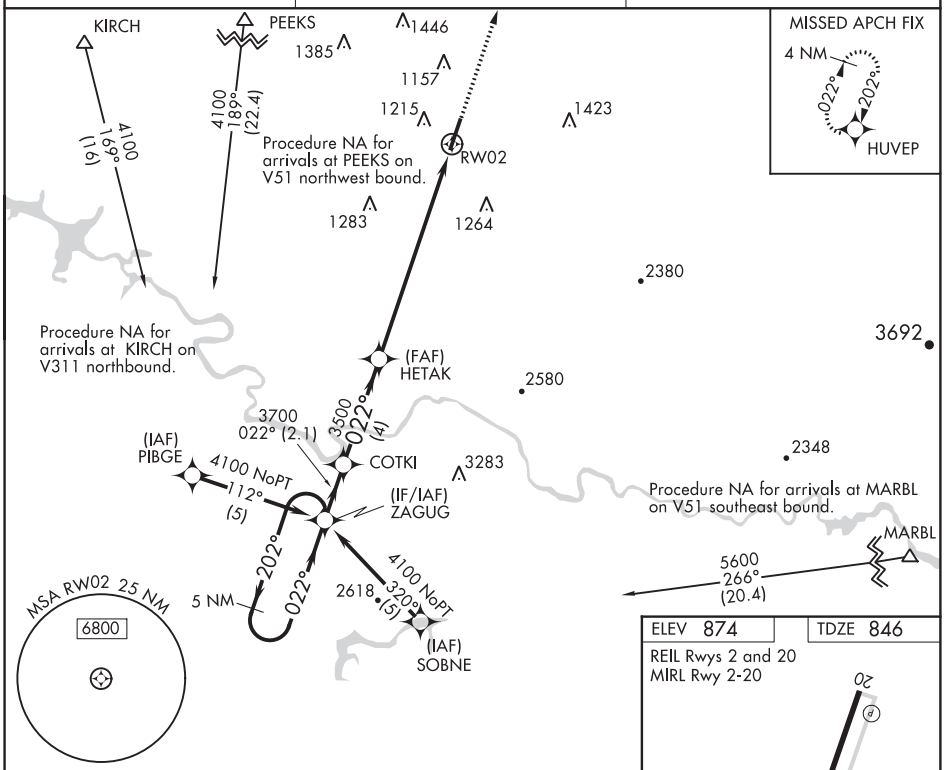
MCMINN COUNTY (MMI)

T
A NA

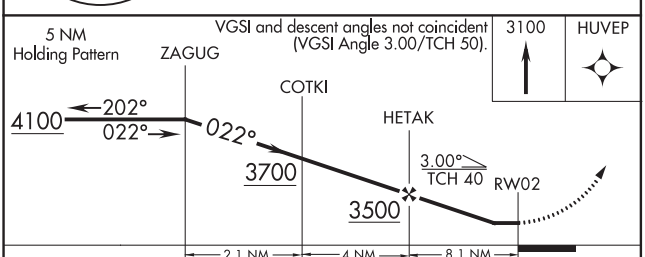
DME/DME RNP-0.3 NA. Night Landing: Rwy 2 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet, and increase LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HUVEP and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
125.425	123.9 353.6	122.8 (CTAF)



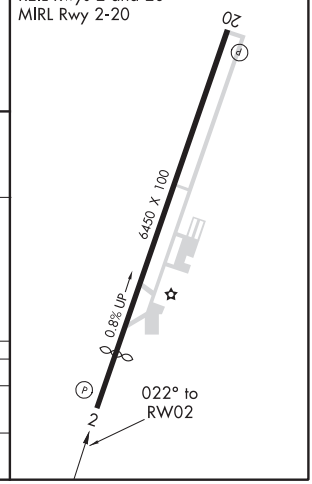
SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LNAV MDA	1600-1 754 (800-1)	1600-1¼ 754 (800-1¼)	1600-2¼ 754 (800-2¼)	1600-2½ 754 (800-2½)
CIRCLING	1600-1 726 (800-1)	1600-1¼ 726 (800-1¼)	1600-2¼ 726 (800-2¼)	1600-2½ 726 (800-2½)

ELEV 874 TDZE 846

REIL Rwys 2 and 20
MIRL Rwy 2-20



SE-1, 05 NOV 2020 to 31 DEC 2020

ATHENS, TENNESSEE
Orig-B 31MAR16

35°24′N-84°34′W

MCMINN COUNTY (MMI)

RNAV (GPS) RWY 2

WAAS CH 45717 W20A	APP CRS 202°	Rwy ldg 6450	TDZE 874	Apt Elev 874

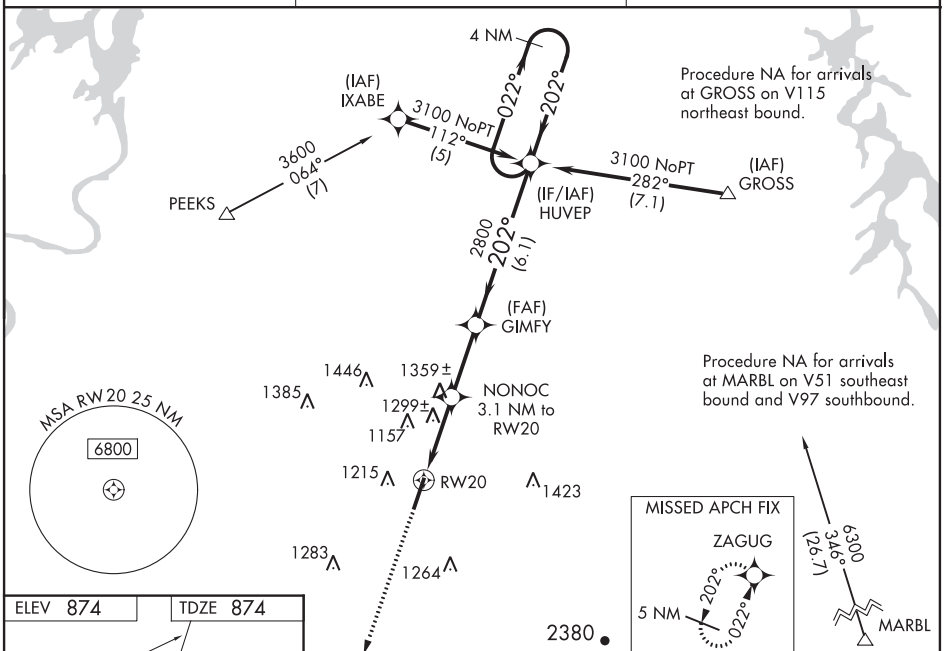
RNAV (GPS) RWY 20
MCMINN COUNTY (MMI)

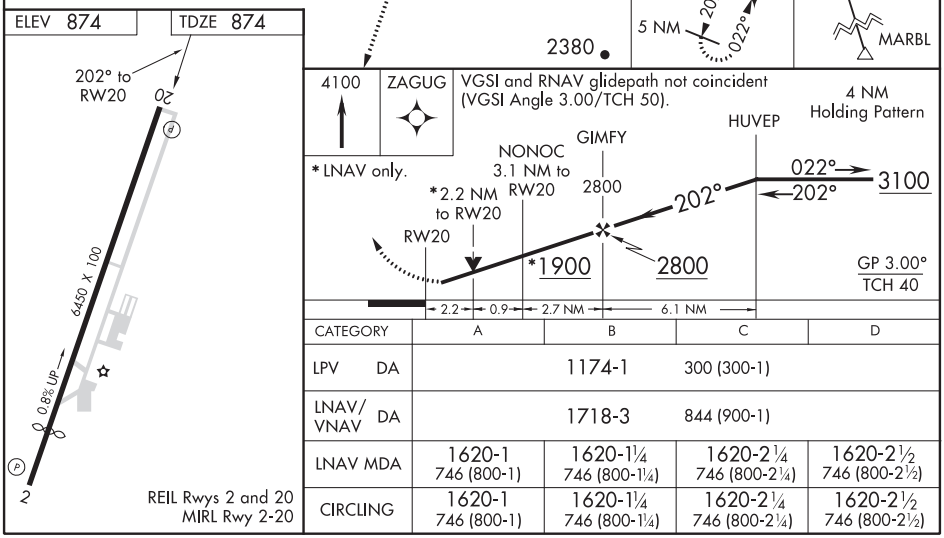
NA

Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-16°C (4°F) or above 54° (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 101 feet; all MDA 120 feet; LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility 1 mile; LNAV and Circling Cat B visibility ¼ mile; LNAV and Circling Cats C/D visibility ½ mile. VDP NA when using Mc Ghee Tyson altimeter setting. Night Landing: Rwy 2 NA.

MISSED APPROACH: Climb to 4100 direct ZAGUG and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
125.425	123.9 353.6	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1174-1		300 (300-1)	
LNAV/VNAV DA	1718-3		844 (900-1)	
LNAV MDA	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)
CIRCLING	1620-1 746 (800-1)	1620-1¼ 746 (800-1¼)	1620-2¼ 746 (800-2¼)	1620-2½ 746 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ATHENS, TENNESSEE AL-5791 (FAA) 20254

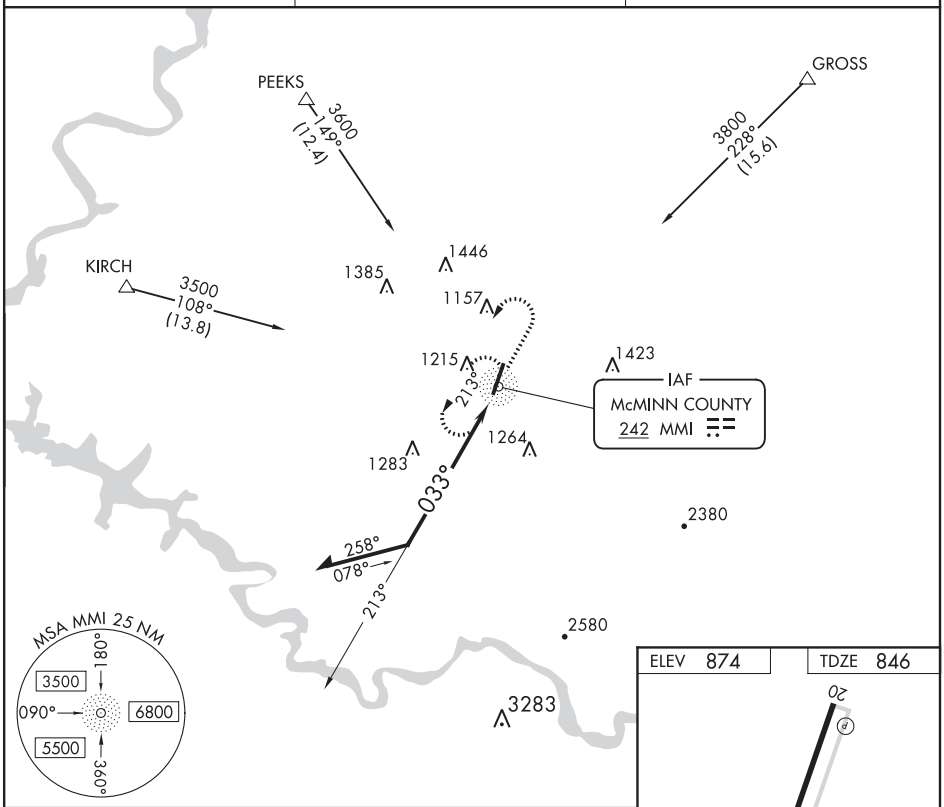
NDB RWY 2
MCMINN COUNTY (MMI)

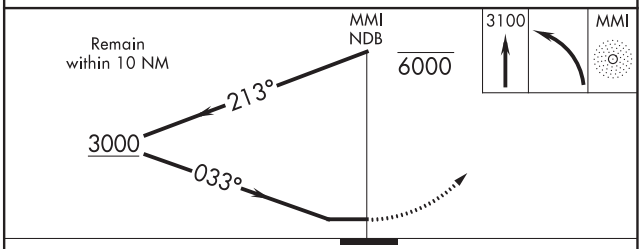
NDB MMI	APP CRS	Rwy ldg	5500
242	033°	TDZE	846
		Apt Elev	874

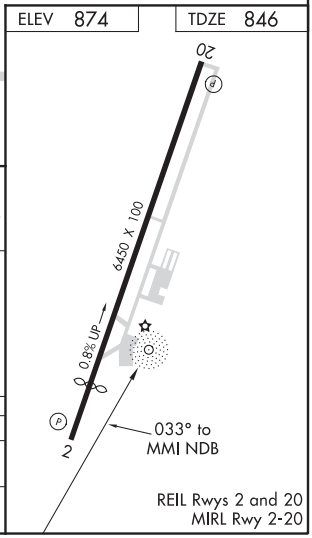
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile. Night Landing: Rwy 2 NA.

MISSED APPROACH: Climb to 3100 then left turn direct MMI NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
125.425	123.9 353.6	122.8 (CTAF)







CATEGORY	A	B	C	D
S-2	1700-1 854 (900-1)	1700-1¼ 854 (900-1¼)	1700-2½ 854 (900-2½)	1700-2¾ 854 (900-2¾)
CIRCLING	1700-1 826 (900-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	1700-2¾ 826 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	5003
026°	TDZE	655
	Apt Elev	669

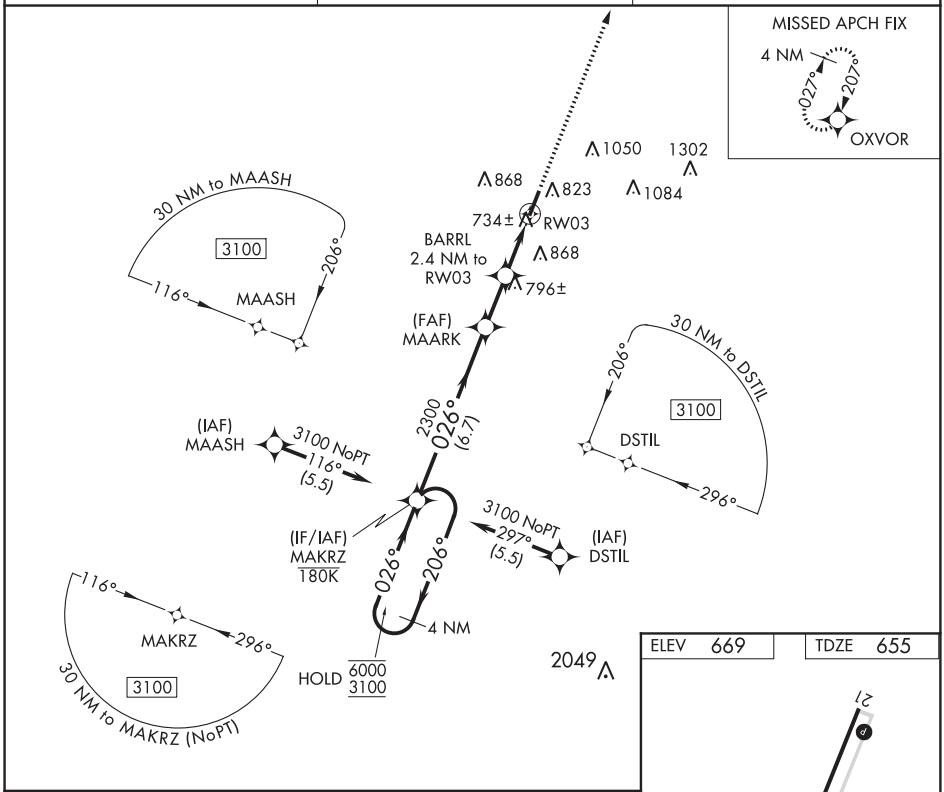
RNAV (GPS) RWY 3
SAMUELS FIELD (BRY)

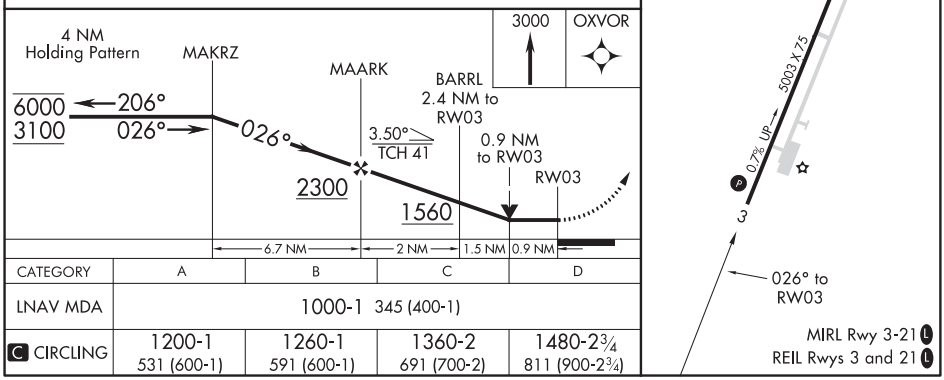
RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1000-1 345 (400-1)			
C CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)

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SE-1, 05 NOV 2020 to 31 DEC 2020

BARDSTOWN, KENTUCKY AL-5539 (FAA) 19283

WAAS CH 77816 W21A	APP CRS 207°	Rwy ldg 5003 TDZE 669 Apt Elev 669

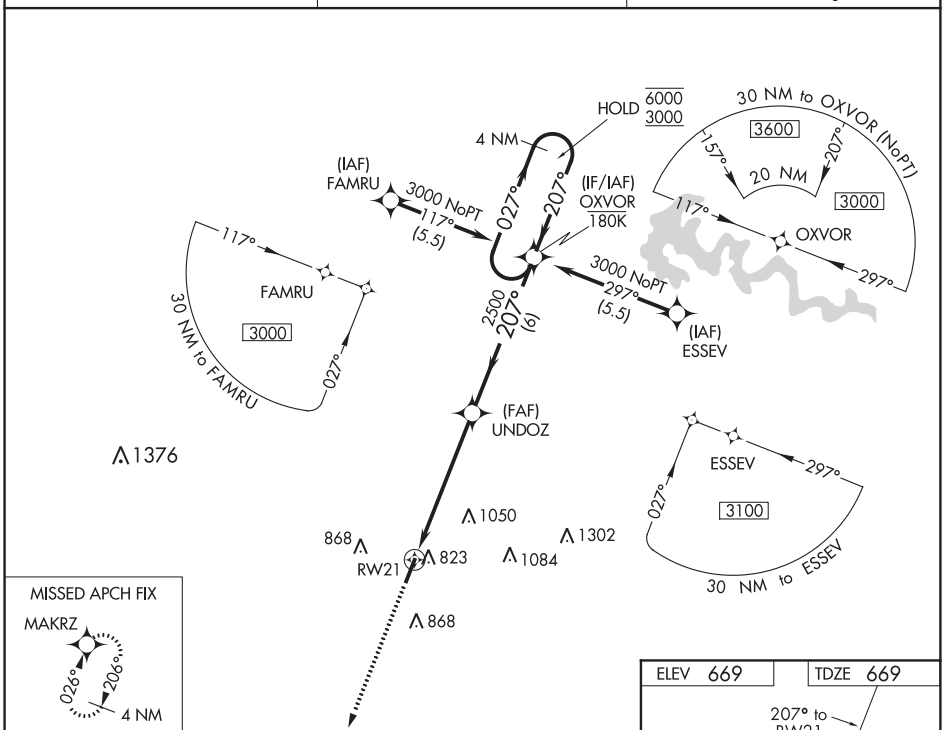
RNAV (GPS) RWY 21
SAMUELS FIELD (BRY)

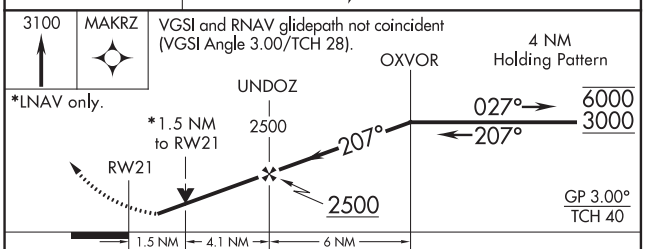
RNP APCH.

Rwy 21 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

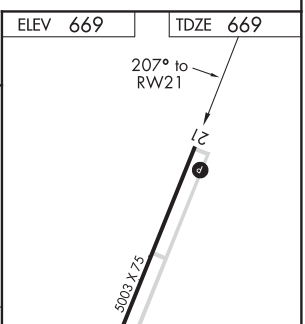
MISSED APPROACH: Climb to 3100 direct MAKRZ and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	919-¾ 250 (300-¾)			
LNAV/VNAV DA	1051-1⅛ 382 (400-1⅛)			
LNAV MDA	1180-1 511 (600-1)		1180-1⅜ 511 (600-1⅜)	
C CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1, 05 NOV 2020 to 31 DEC 2020

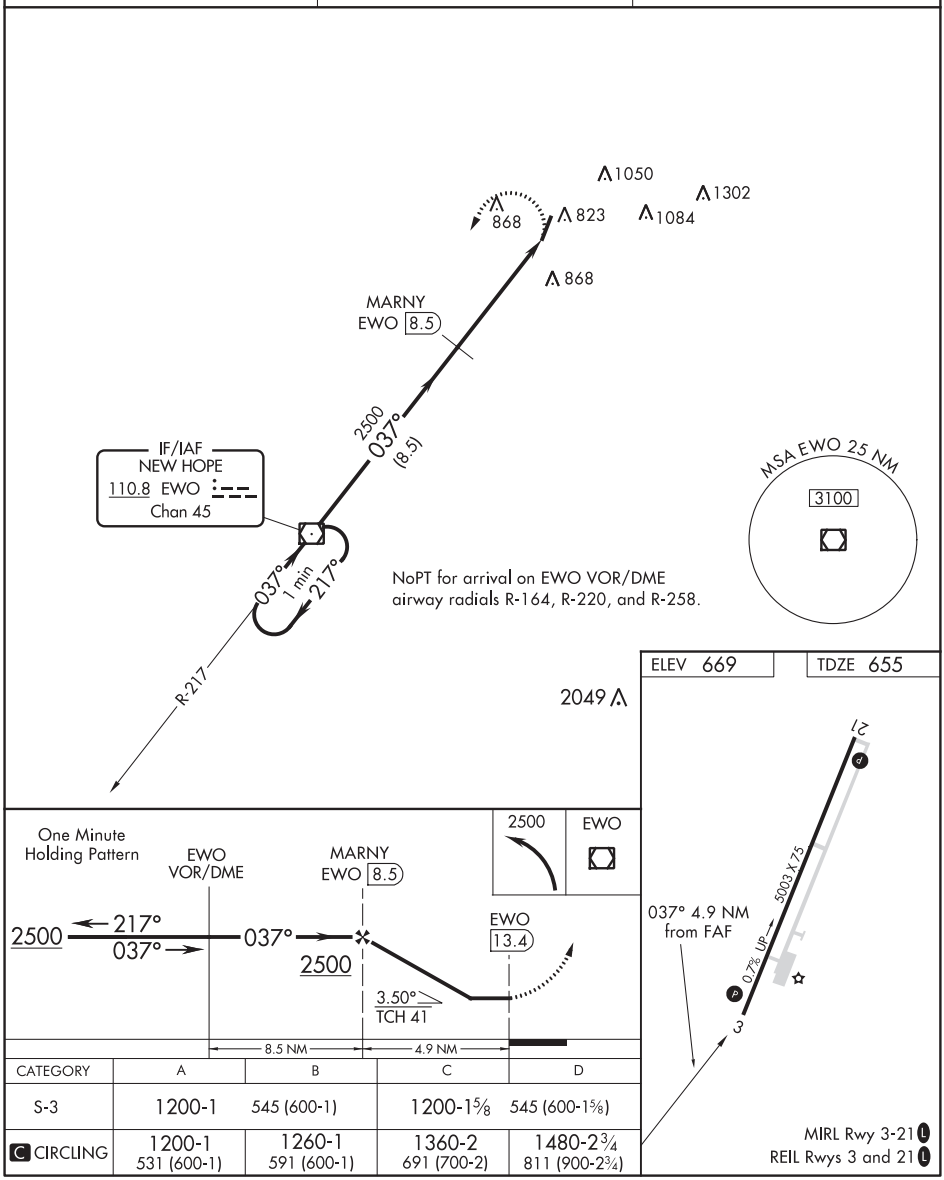
VOR RWY 3
SAMUELS FIELD (BRY)

VOR/DME EWO	APP CRS	Rwy ldg	5003
110.8	037°	TDZE	655
Chan 45		Apt Elev	669

T A Straight-in and Circling minimums NA at night.
Rwy 3 helicopter visibility reduction below 1 SM NA.
DME required.

MISSED APPROACH: Climbing left turn to 2500 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
119.925	132.075 327.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1200-1 545 (600-1)		1200-1⅝ 545 (600-1⅝)	
C CIRCLING	1200-1 531 (600-1)	1260-1 591 (600-1)	1360-2 691 (700-2)	1480-2¾ 811 (900-2¾)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BOLIVAR, TENNESSEE

AL-6392 (FAA)

20198

RNAV (GPS) RWY 1
WILLIAM L WHITEHURST FIELD (MØ8)

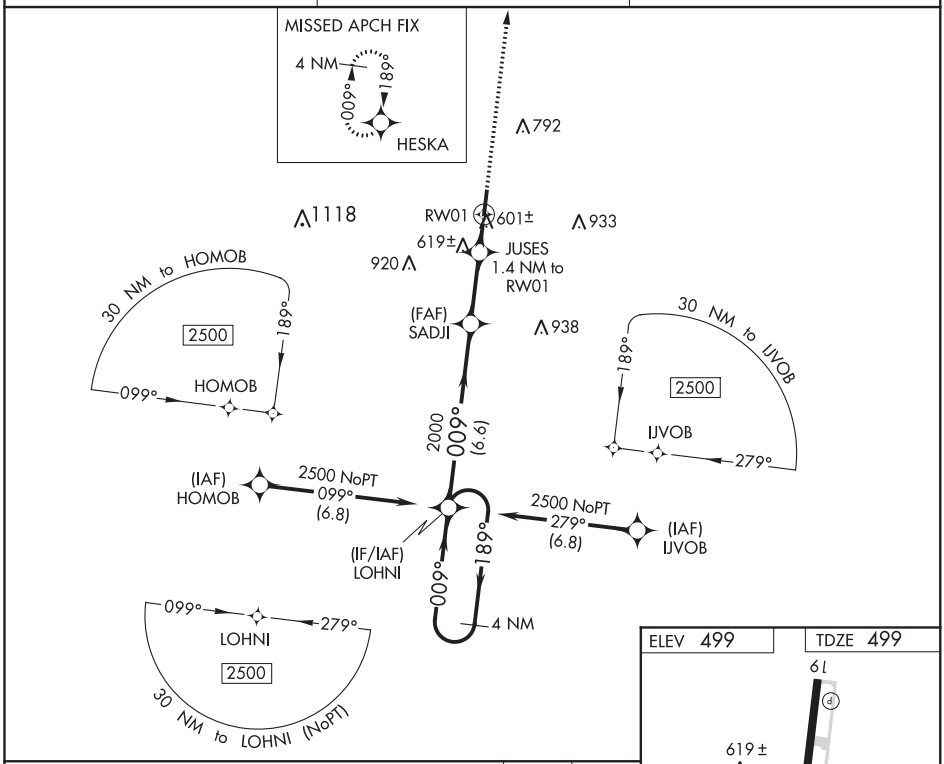
WAAS	APP CRS	Rwy ldg	5007
CH 86935	009°	TDZE	499
W01A		Apt Elev	499

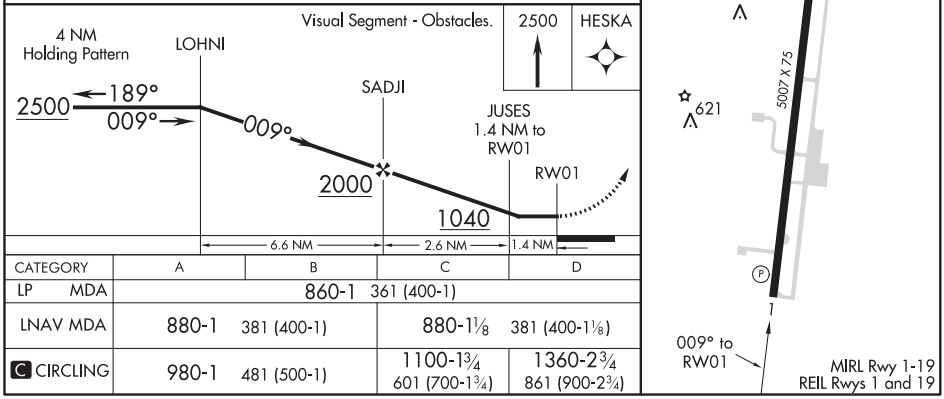
T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ⅜ mile, and LNAV Cats C/D and Circling Cats C/D visibilities ¼ mile. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)





CATEGORY	A	B	C	D
LP MDA	860-1 361 (400-1)			
LNAV MDA	880-1 381 (400-1)		880-1⅛ 381 (400-1⅛)	
C CIRCLING	980-1 481 (500-1)		1100-1¾ 601 (700-1¾)	1360-2¾ 861 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BOLIVAR, TENNESSEE
Amdt 1A 22JUN17

35°13'N - 89°03'W

WILLIAM L WHITEHURST FIELD (MØ8)
RNAV (GPS) RWY 1

WAAS CH 63035 W19A	APP CRS 189°	Rwy ldg 5007 TDZE 497 Apt Elev 499

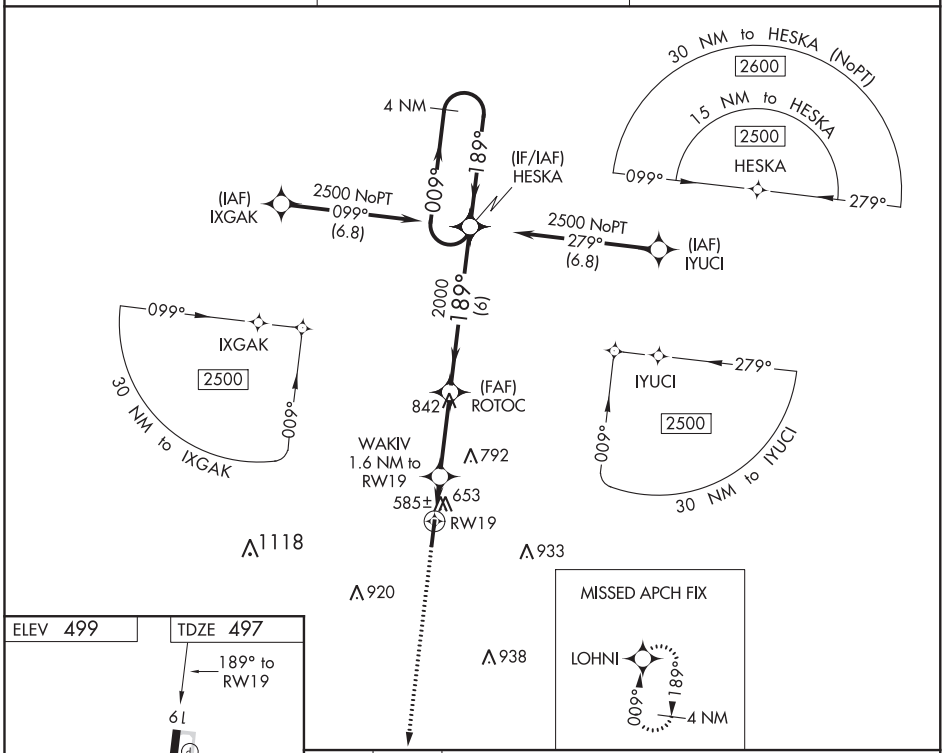
RNAV (GPS) RWY 19
WILLIAM L WHITEHURST FIELD (MØ8)

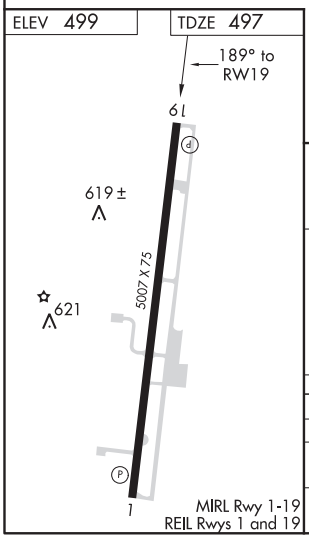
T NA

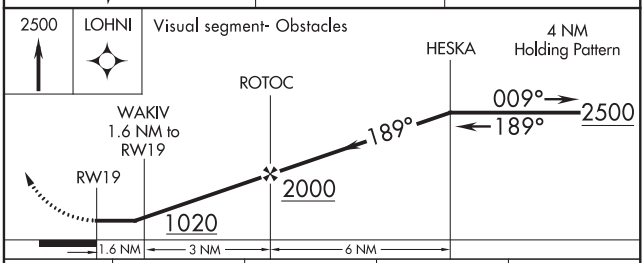
DME/DME RNP-0.3 NA. When local altimeter setting not received,use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ¼ mile, increase LNAV Cats C/D visibilities ⅛ mile and Circling Cats C/D visibilities ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA. Rwy 1 helicopter visibilty reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
121.125	124.35 239.3	123.0 (CTAF)







CATEGORY	A	B	C	D
LP MDA	840-1 343 (400-1)			
LNAV MDA	920-1 423 (500-1)		920-1¼ 423 (500-1¼)	
C CIRCLING	980-1 481 (500-1)		1100-1¾ 601 (700-1¾)	1360-2¾ 861 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

20254

ILS Y or LOC Y RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

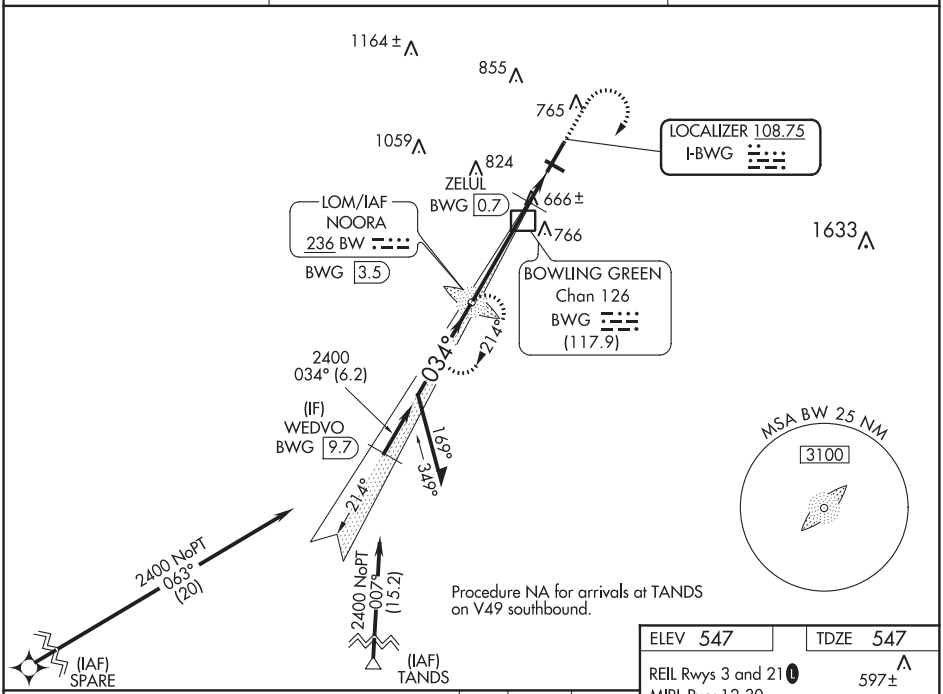
LOC I-BWG	APP CRS	Rwy ldg	6501
108.75	034°	TDZE	547
		Apt Elev	547

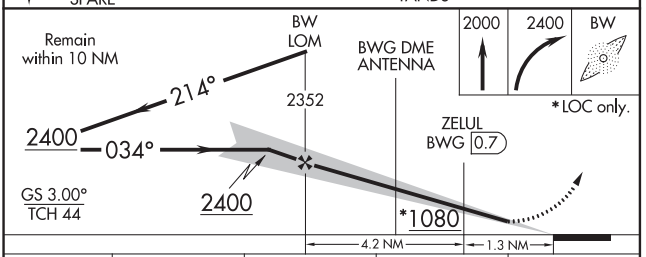
ADF required.
RNAV-1 GPS or RADAR required for procedure entry.

Circling Rwy 30 NA at night.
** DME from BWG DME.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 317.6	123.0 (CTAF) L

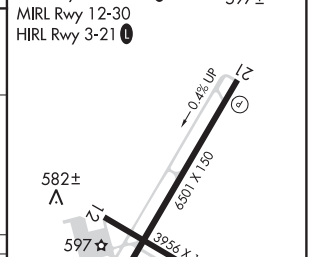




CATEGORY	A	B	C	D
S-ILS 3	747-¾ 200 (200-¾)			
S-LOC 3	1080-1 533 (600-1)		1080-1½ 533 (600-1½)	
C CIRCLING	1080-1 533 (600-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)
ZELUL FIX MINIMUMS**				
S-LOC 3	920-1 373 (400-1)			
C CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

ELEV 547 | TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-BWG	APP CRS	Rwy ldg	6501
108.75	034°	TDZE	547
		Apt Elev	547

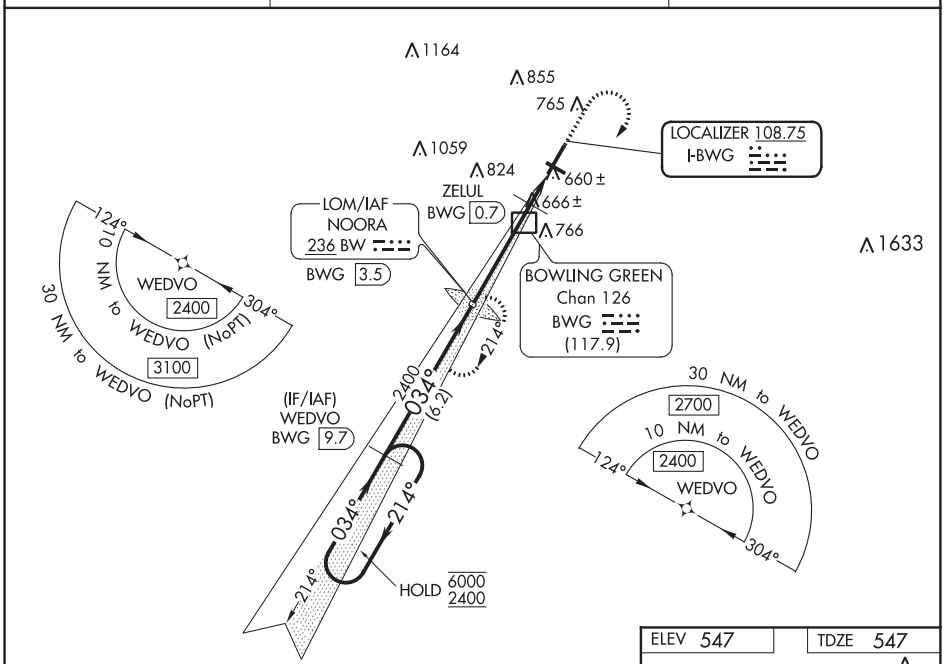
ILS Z or LOC Z RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

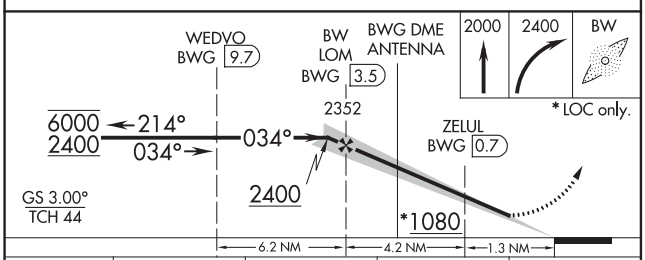
RNAV 1-GPS required.

Circling Rwy 30 NA at night.
**DME from BWG DME.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 317.6	123.0 (CTAF) L

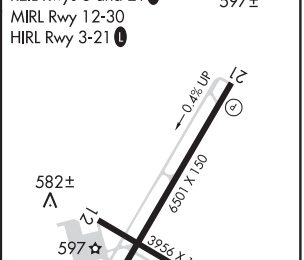




CATEGORY	A	B	C	D
S-ILS 3	747-¾ 200 (200-¾)			
S-LOC 3	1080-1 533 (600-1)		1080-1½ 533 (600-1½)	
C CIRCLING	1080-1 533 (600-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)
ZELUL FIX MINIMUMS **				
S-LOC 3	920-1 373 (400-1)			
C CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

ELEV 547 TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

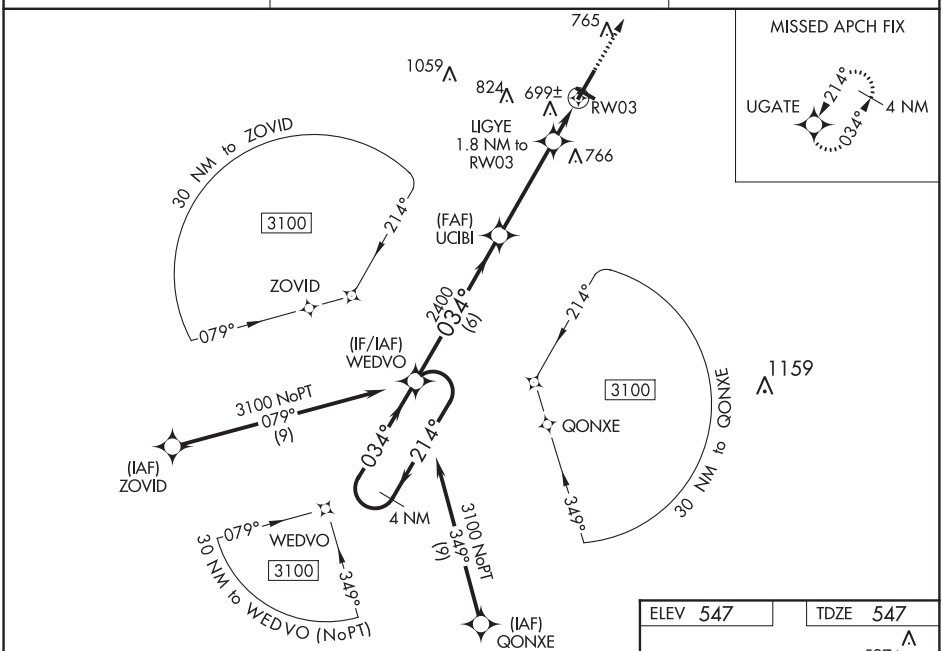
WAAS CH 69510 W03A	APP CRS 034°	Rwy ldg 6501 TDZE 547 Apt Elev 547

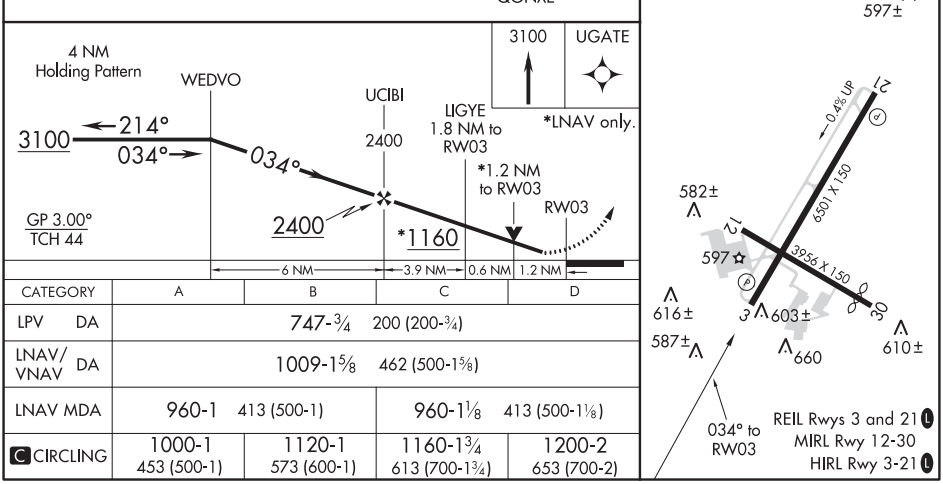
RNAV (GPS) RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

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. Night landing: Rwy 30 NA.When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats ⅛ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 3100 direct UGATE and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 317.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	747-¾ 200 (200-¾)			
LNAV/VNAV DA	1009-1⅝ 462 (500-1⅝)			
LNAV MDA	960-1 413 (500-1)		960-1⅛ 413 (500-1⅛)	
C CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

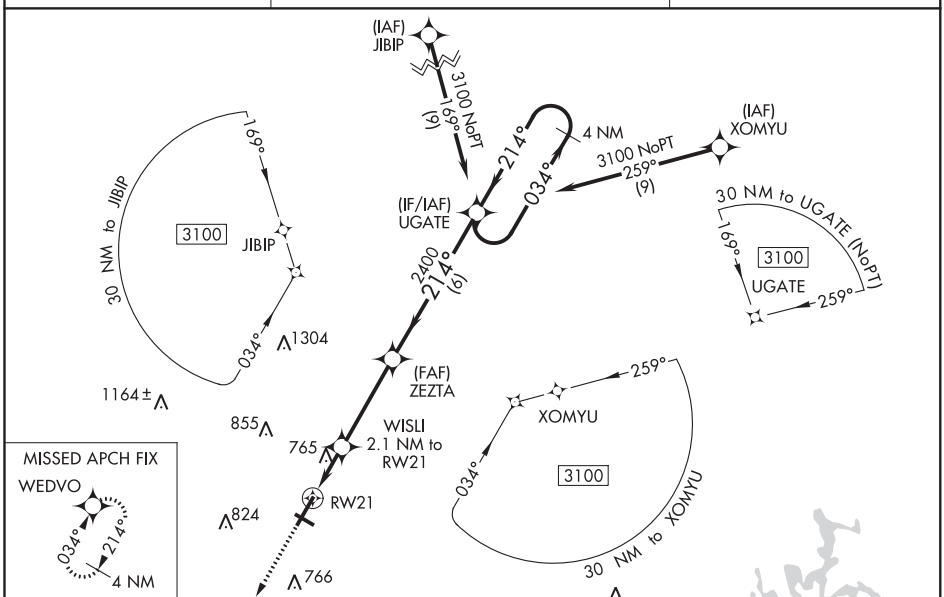
WAAS CH 57907 W21A	APP CRS 214°	Rwy ldg 6501 TDZE 522 Apt Elev 547

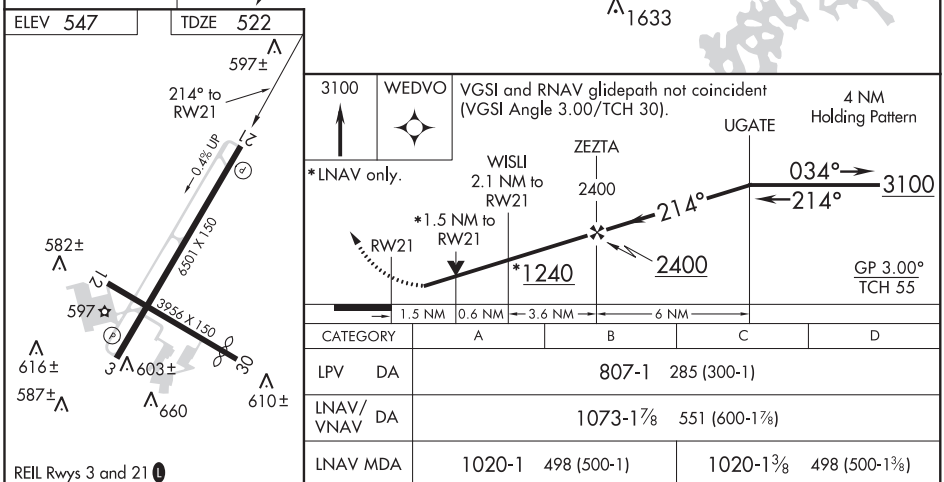
RNAV (GPS) RWY 21
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

Baro-VNAV NA when using Glasgow 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 Glasgow Muni altimeter setting and increase all DA 77 feet all MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats ⅜ mile and LNAV and Circling Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 30 NA.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 317.6	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	807-1 285 (300-1)			
LNAV/VNAV DA	1073-1⅞ 551 (600-1⅞)			
LNAV MDA	1020-1 498 (500-1)		1020-1⅜ 498 (500-1⅜)	
C CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

19283

NDB RWY 3

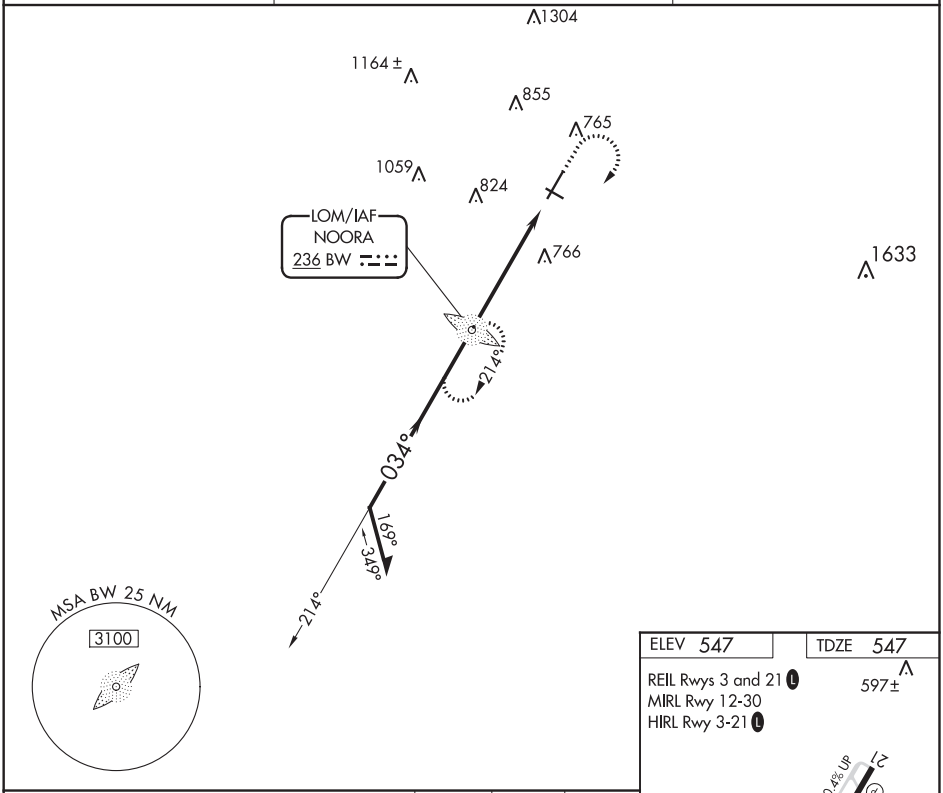
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

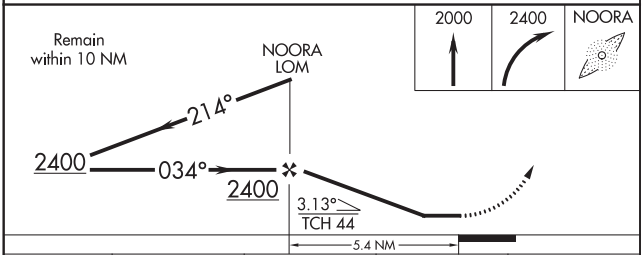
LOM BW	APP CRS	Rwy ldg / TDZE / Apt Elev
236	034°	6501 / 547 / 547

NA Circling to Rwy 30 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

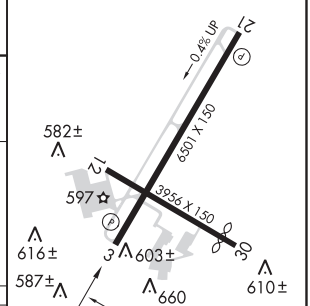
ASOS	MEMPHIS CENTER	UNICOM
127.825	133.85 317.6	123.0 (CTAF) L





ELEV 547 | TDZE 547

REIL Rwys 3 and 21 L
MIRL Rwy 12-30
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
S-3	1120-1 573 (600-1)		1120-1⅝ 573 (600-1⅝)	
C CIRCLING	1120-1 573 (600-1)		1160-1¾ 613 (700-1¾)	1200-2 653 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-BON	APP CRS	Rwy ldg / TDZE / Apt Elev
111.5	050°	8000 / 1498 / 1519

ILS or LOC RWY 5

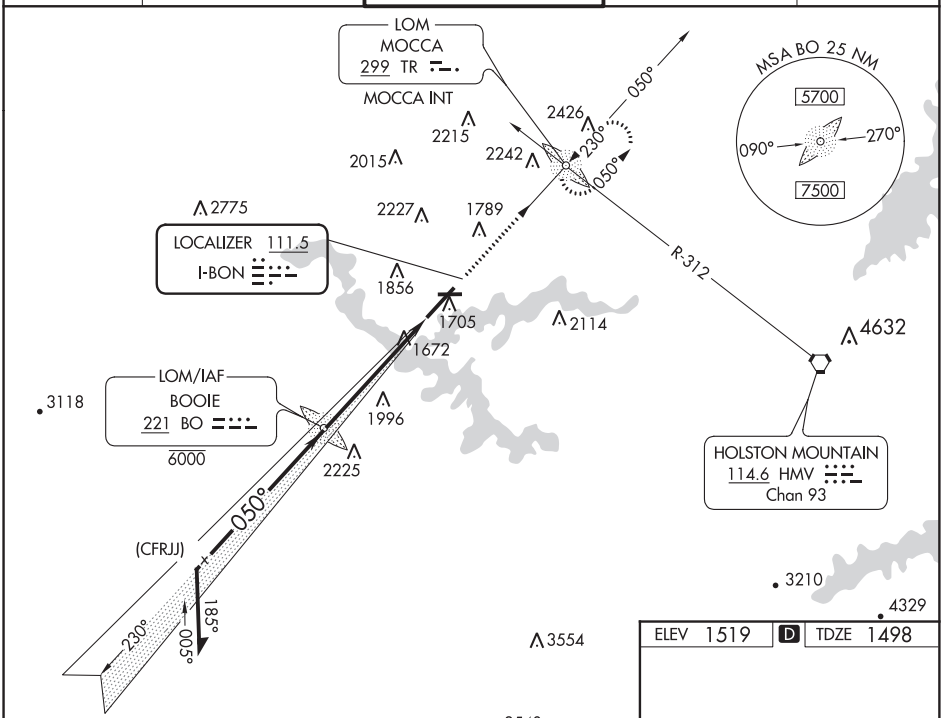
TRI-CITIES (TRI)

ADF required. RADAR required for procedure entry.

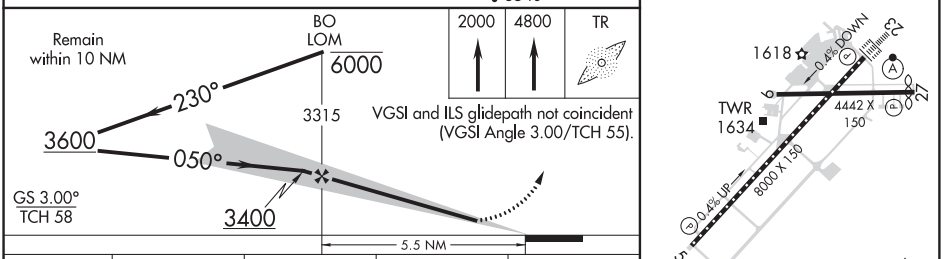
Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.

MISSED APPROACH: Climb to 2000 then climb to 4800 direct MOCCA LOM INT and hold, continue climb-in-hold to 4800.

ATIS	TRI-CITY APP CON *	TRI-CITY TOWER *	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519	D	TDZE 1498



REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	2100/55 602 (600-1)		2100-1¾ 602 (600-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 20254

ILS or LOC RWY 23
TRI-CITIES (TRI)

LOC I-TRI	APP CRS	Rwy ldg	8000
109.9	230°	TDZE	1518
		Apt Elev	1519

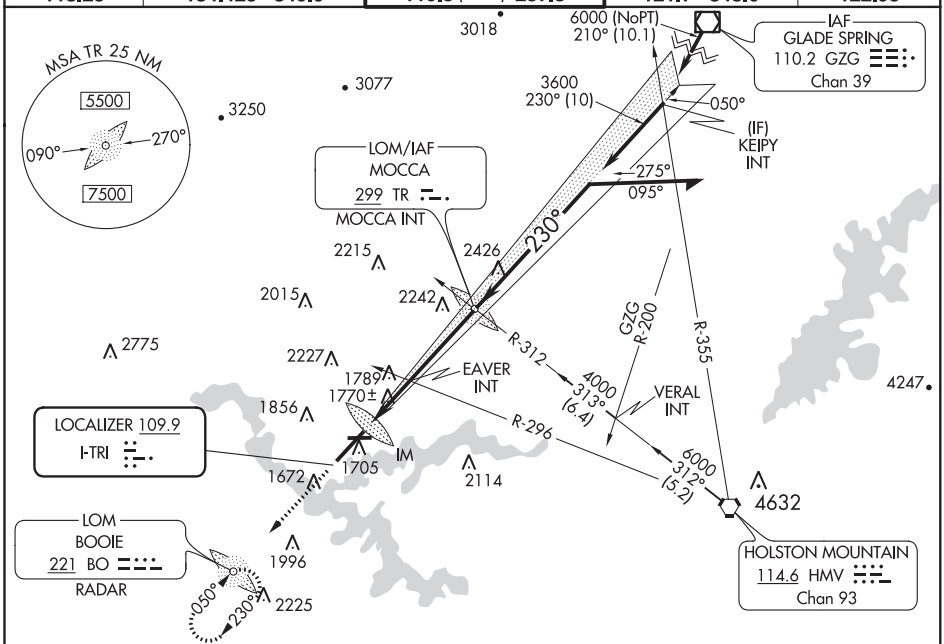
ADF or RADAR required.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. When control tower closed: S-ILS 23 increase visibilities to RVR 4000 all Cats and S-LOC 23 increase visibilities ½ SM all Cats.

ALSF-2

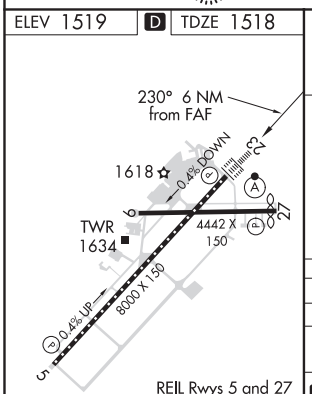
MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON *	TRI-CITY TOWER *	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



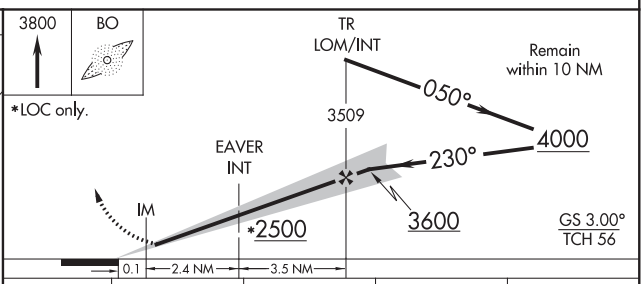
SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1519 | D | TDZE 1518



REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

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 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
C CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	2020/24 502 (600-½)		2020/55 502 (600-1)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

20254

ILS RWY 23 (SA CAT I)
TRI-CITIES (TRI)

LOC I-TRI	APP CRS	Rwy ldg	8000
109.9	230°	TDZE	1518
		Apt Elev	1519

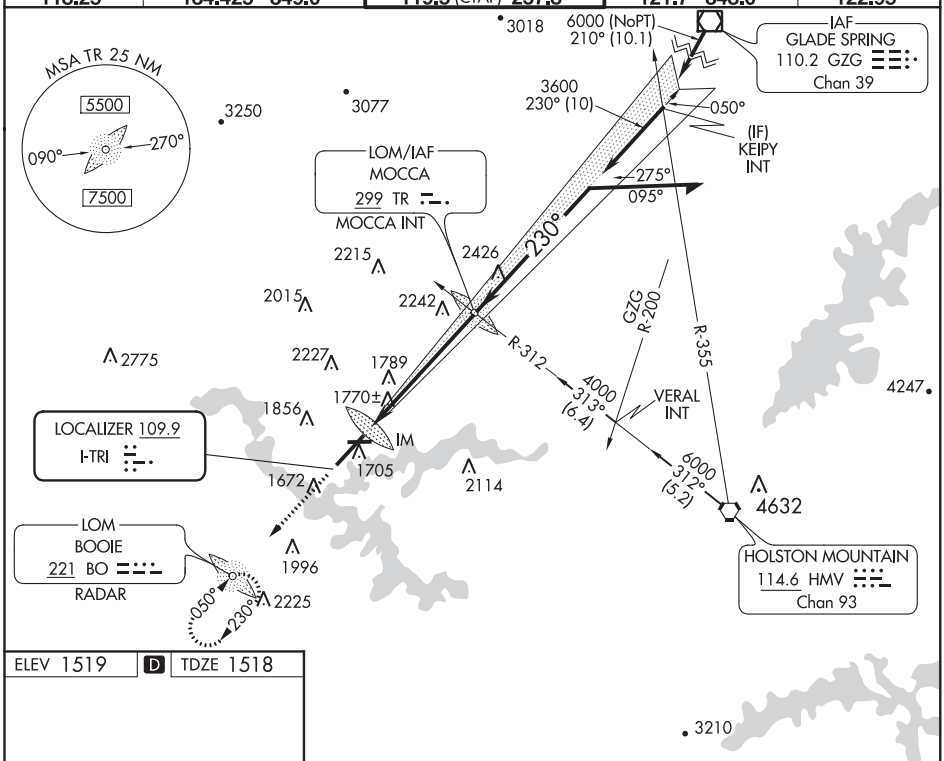
ADF or RADAR required.

T Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline
A 357 feet from runway threshold. Procedure NA when tower closed.

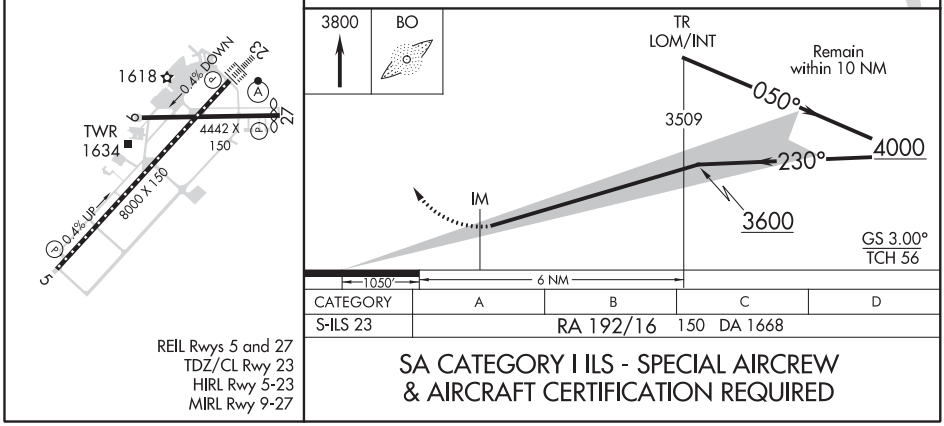
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519 | D | TDZE 1518



CATEGORY	A	B	C	D
S-ILS 23	RA 192/16 150 DA 1668			

REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA)

20254

ILS RWY 23 (CAT II)
TRI-CITIES (TRI)

LOC I-TRI	APP CRS	Rwy ldg	8000
109.9	230°	TDZE	1518
		Apt Elev	1519

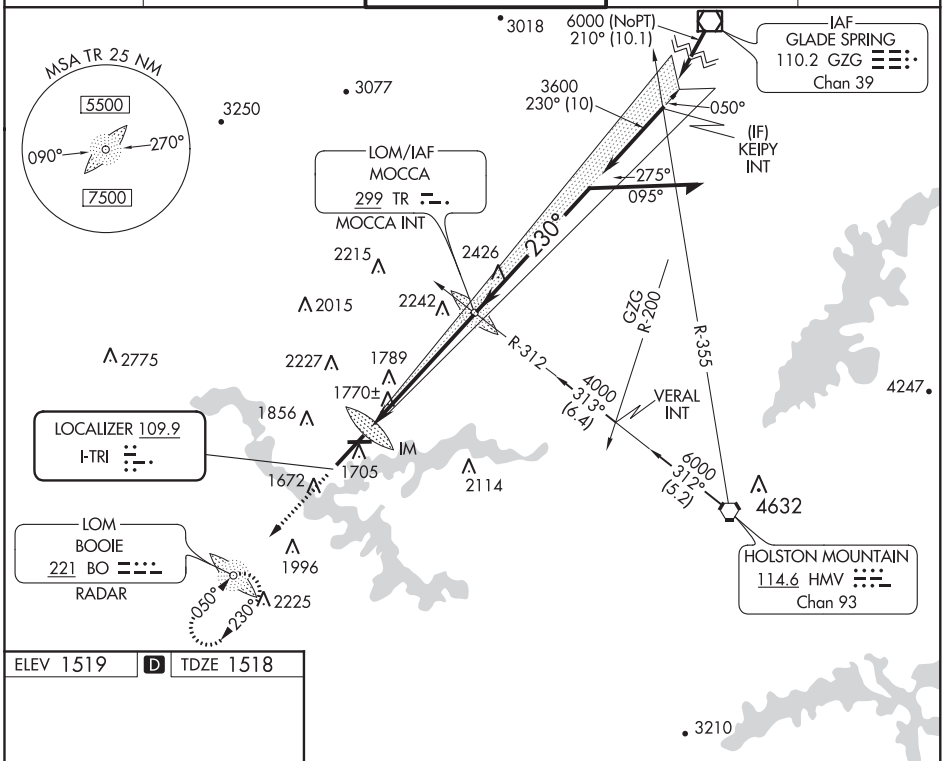
ADF or RADAR required.

CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.

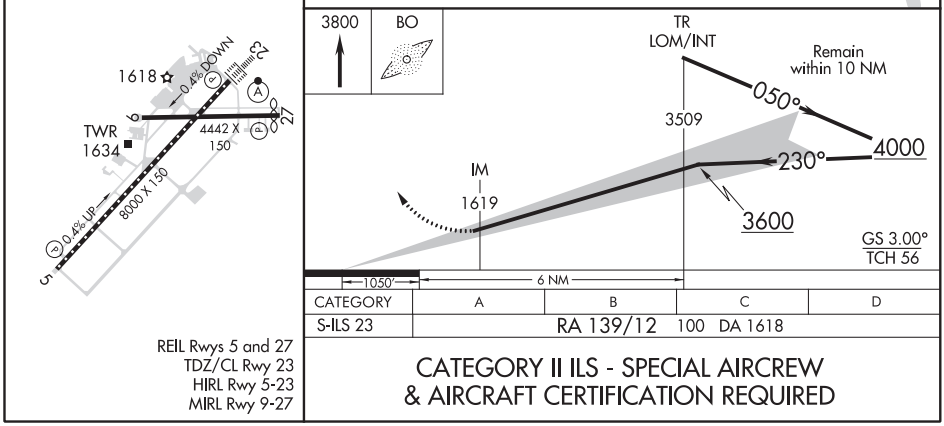
ALSF-2

MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



ELEV 1519 D TDZE 1518



CATEGORY	A	B	C	D
S-ILS 23	RA 139/12 100 DA 1618			

REIL Rwys 5 and 27
TDZ/CL Rwy 23
HIRL Rwy 5-23
MIRL Rwy 9-27

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 65726 W05A	APP CRS 050°	Rwy ldg 8000 TDZE 1498 Apt Elev 1519

RNAV (GPS) RWY 5

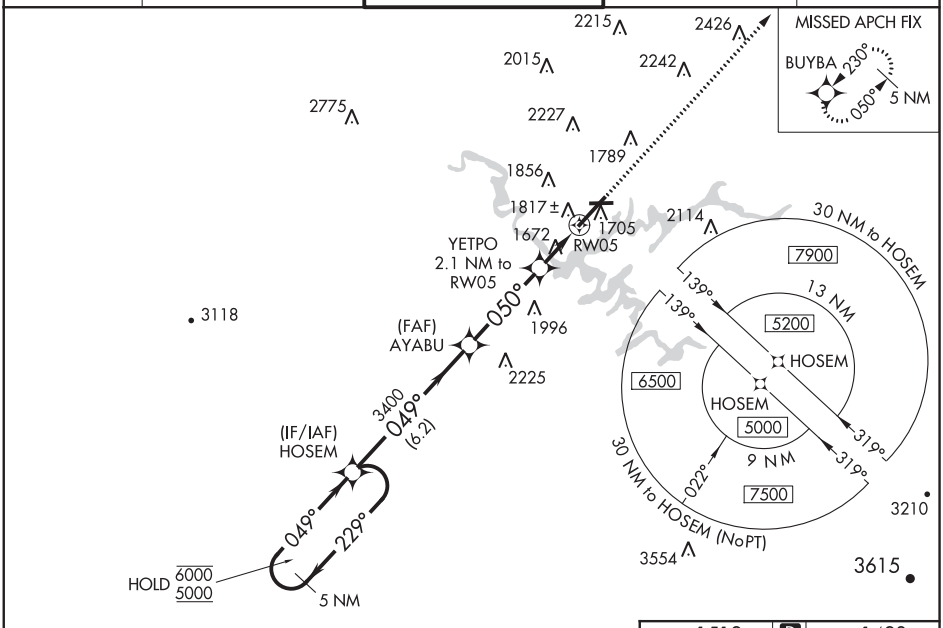
TRI-CITIES (TRI)

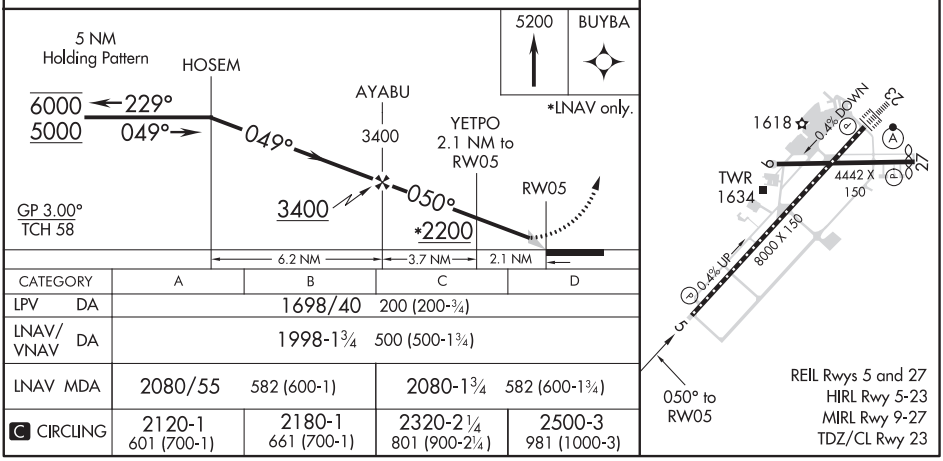
RNP APCH.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 34°C.

MISSED APPROACH: Climb to 5200 direct BUYBA and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	1698/40 200 (200-¾)			
LNAV/VNAV DA	1998-1¾ 500 (500-1¾)			
LNAV MDA	2080/55 582 (600-1)		2080-1¾ 582 (600-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 20254

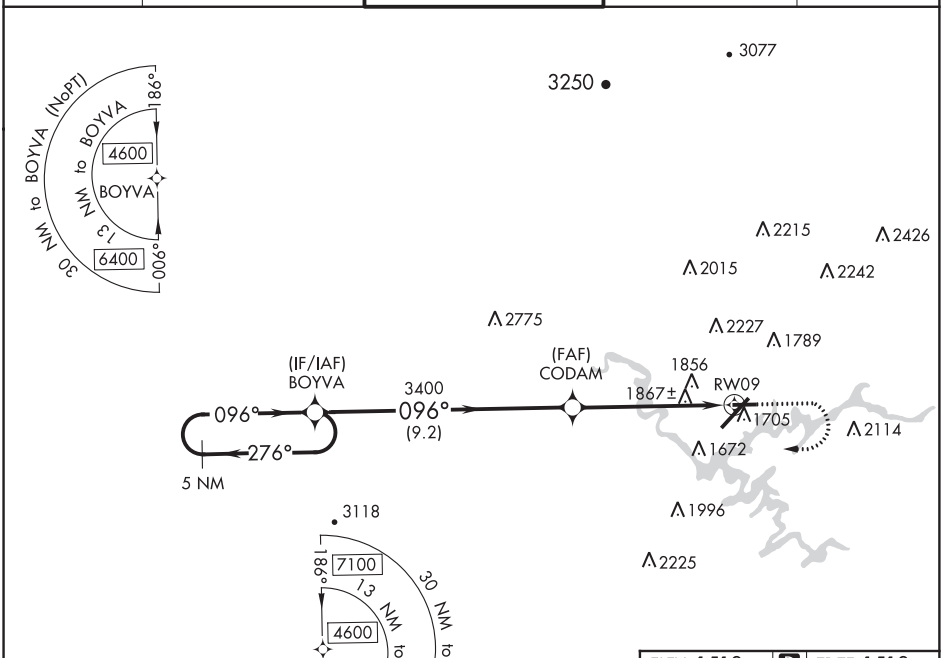
APP CRS	Rwy ldg	4320
096°	TDZE	1519
	Apt Elev	1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.

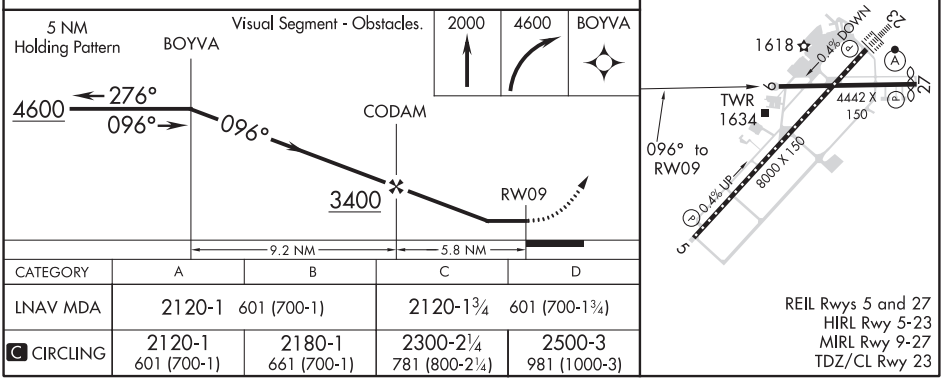
MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LNAV MDA	2120-1 601 (700-1)		2120-1¾ 601 (700-1¾)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

RNAV (GPS) RWY 23

TRI-CITIES (TRI)

WAAS CH 77626 W23A	APP CRS 230°	Rwy ldg 8000 TDZE 1518 Apt Elev 1519

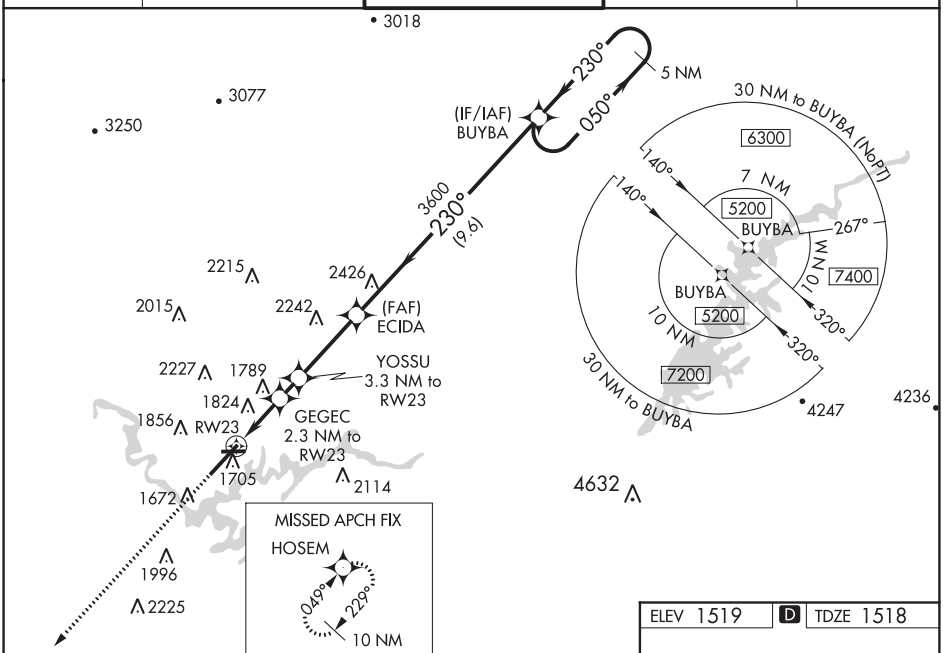
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rwy 9-23. For inoperative ALS, increase LNAV Cats C and D visibility to 1⅝ SM. Circling Rwy 9 NA at night.

ALSF-2

MISSED APPROACH: Climb to 6400 direct HOSEM and hold, continue climb-in-hold to 6400.

ATIS	TRI-CITY APP CON *	TRI-CITY TOWER *	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



SE-1, 05 NOV 2020 to 31 DEC 2020

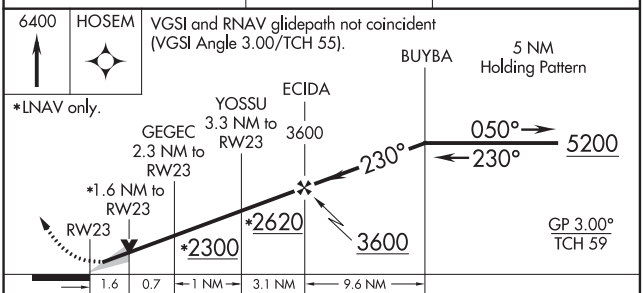
SE-1, 05 NOV 2020 to 31 DEC 2020

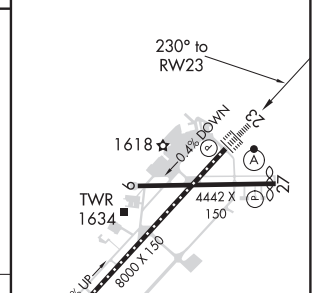
ELEV 1519 | D | TDZE 1518

6400 | HOSEM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	1718/18 200 (200-½)			
LNAV/VNAV DA	2160-1¾ 642 (700-1¾)			
LNAV MDA	2080/24 562 (600-½)		2080-1¼ 562 (600-1¼)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)

REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE AL-426 (FAA) 20254

WAAS CH 63140 W27A	APP CRS 276°	Rwy ldg 4056 TDZE 1518 Apt Elev 1519

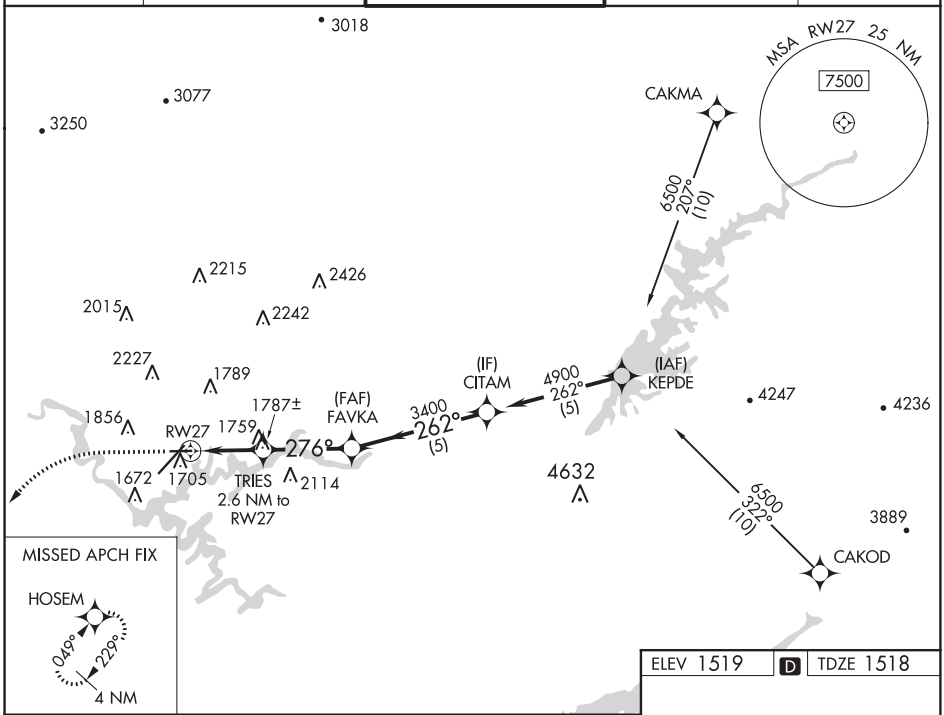
RNAV (GPS) RWY 27
TRI-CITIES (TRI)

RNP APCH.

Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3600 direct HOSEM and hold.

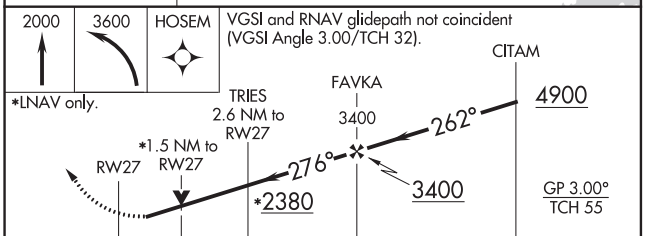
ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



2000	3600	HOSEM

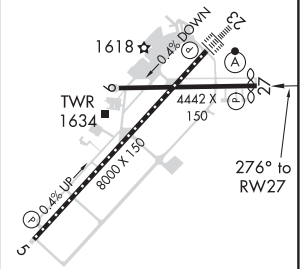
*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
LPV DA	1788-⅞ 270 (300-⅞)			
LNAV/VNAV DA	2034-1¾ 516 (600-1¾)			
LNAV MDA	2020-1 502 (600-1)		2020-1⅜ 502 (600-1⅜)	
C CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

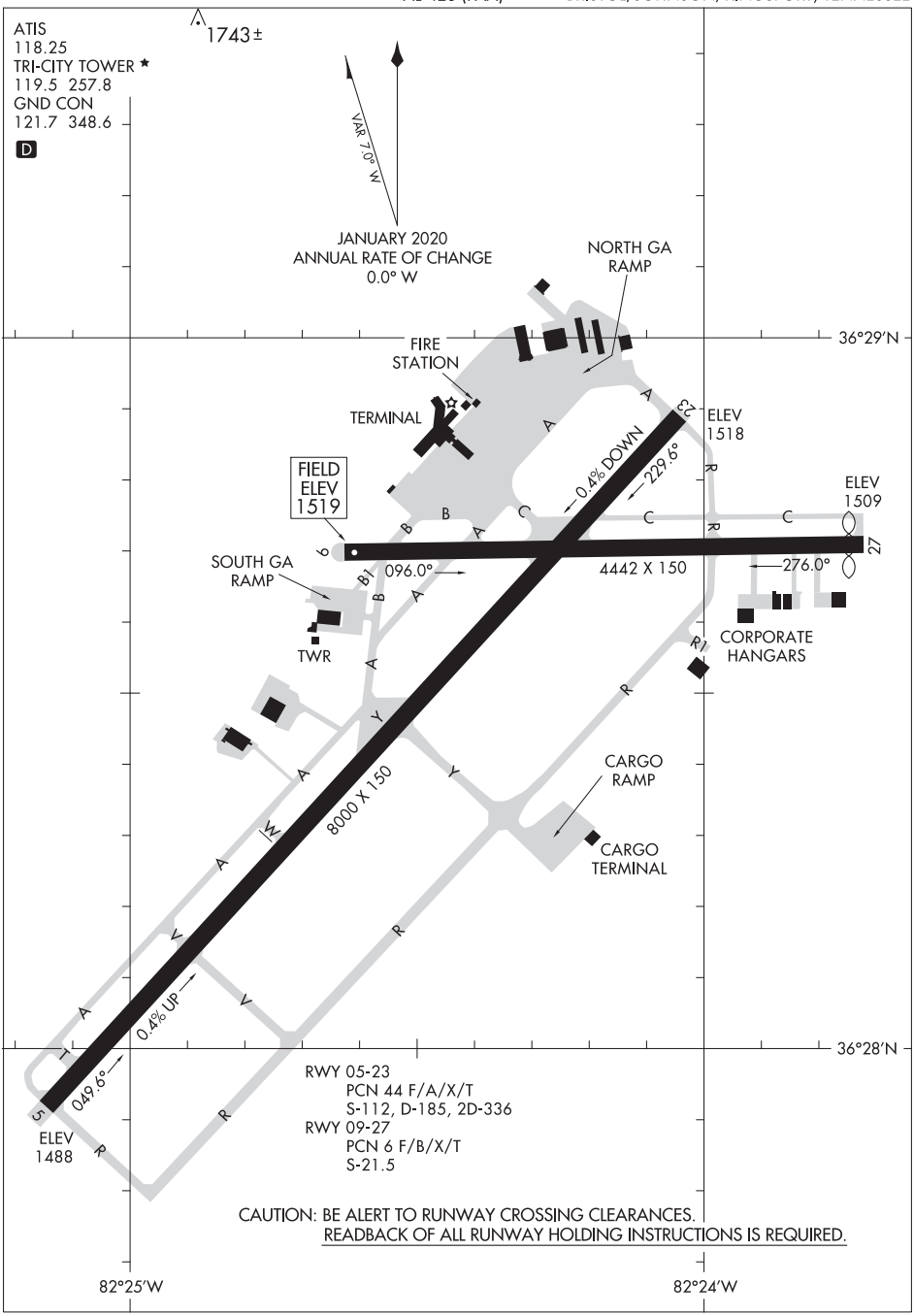
ELEV 1519 | D | TDZE 1518



REIL Rwys 5 and 27
HIRL Rwy 5-23
MIRL Rwy 9-27
TDZ/CL Rwy 23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

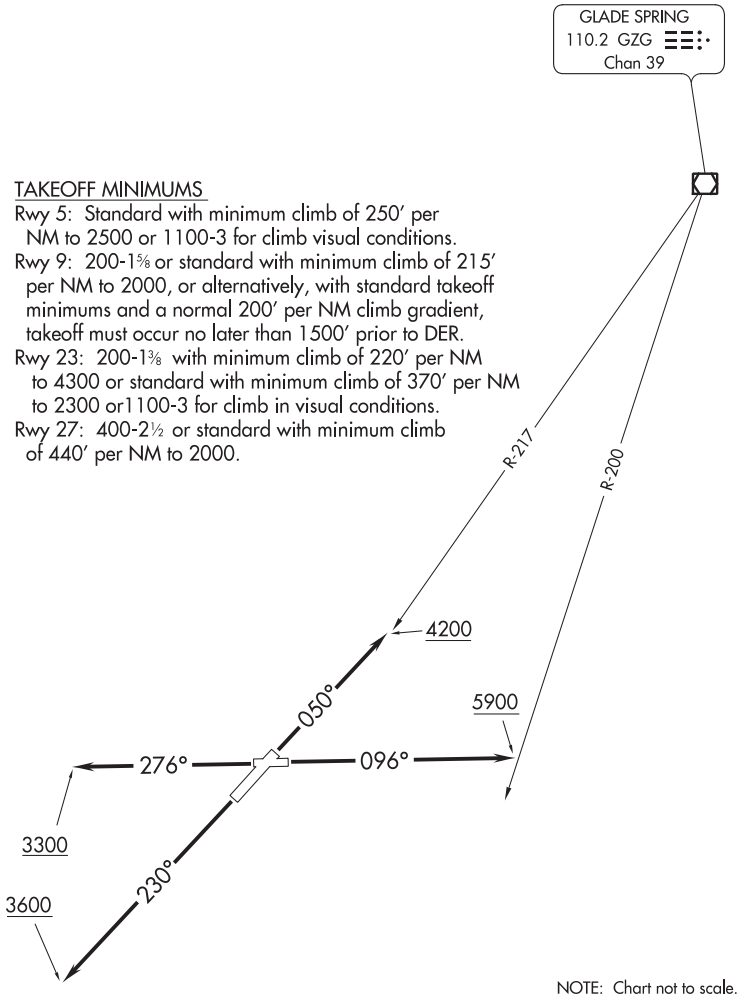
SE-1, 05 NOV 2020 to 31 DEC 2020

(TRI3.TRI) 17341

TRICITIES THREE DEPARTURE (OBSTACLE)

TRI-CITIES (TRI)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

ATIS
118.25
APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
GND CON
121.7 348.6
UNICOM
122.95



TAKEOFF MINIMUMS

Rwy 5: Standard with minimum climb of 250′ per NM to 2500 or 1100-3 for climb visual conditions.

Rwy 9: 200-1⅝ or standard with minimum climb of 215′ per NM to 2000, 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 23: 200-1⅜ with minimum climb of 220′ per NM to 4300 or standard with minimum climb of 370′ per NM to 2300 or1100-3 for climb in visual conditions.

Rwy 27: 400-2½ or standard with minimum climb of 440′ per NM to 2000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.

TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.

TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.

TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.

SE-1, 05 NOV 2020 to 31 DEC 2020

TRICITIES THREE DEPARTURE (OBSTACLE)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
TRI-CITIES (TRI)
(TRI3.TRI) 07DEC17

TAKEOFF OBSTACLE NOTES

Rwy 5: T-L twr 678′ from DER, 644′ left of centerline, 50′ AGL/1536′ MSL.
Trees beginning 1590′ from DER, 858′ left of centerline, up to 1582′ MSL.
Trees beginning 2338′ from DER, 871′ left of centerline, up to 1590′ MSL.
Trees beginning 3175′ from DER, 951′ left of centerline, up to 1619′ MSL.
Trees beginning 3584′ from DER, 1038′ left of centerline, up to 1626′ MSL.
Trees beginning 3768′ from DER, 819′ left of centerline, up to 1736′ MSL.
Trees beginning 1.4 NM from DER, 514′ left of centerline, up to 1770′ MSL.

Rwy 9: Trees and lt pole beginning 67′ from DER, 152′ right of centerline, up to 1584′ MSL.
Trees beginning 182′ from DER, 187′ right of centerline, up to 100′ AGL/1600′ MSL.
Tree 1.2 NM from DER, 1941′ left of centerline, 1715′ MSL.

Rwy 23: Trees beginning 3538′ from DER, 1309′ right of centerline, up to 1657′ MSL.
Trees beginning 3865′ from DER, 440′ right of centerline, up to 1665′ MSL.
Trees beginning 5655′ from DER, 353′ left of centerline, up to 1634′ MSL.
Trees beginning 1 NM from DER, 26′ left of centerline, up to 1666′ MSL.
Trees beginning 1.1 NM from DER, 69′ right of centerline, up to 1675′ MSL.

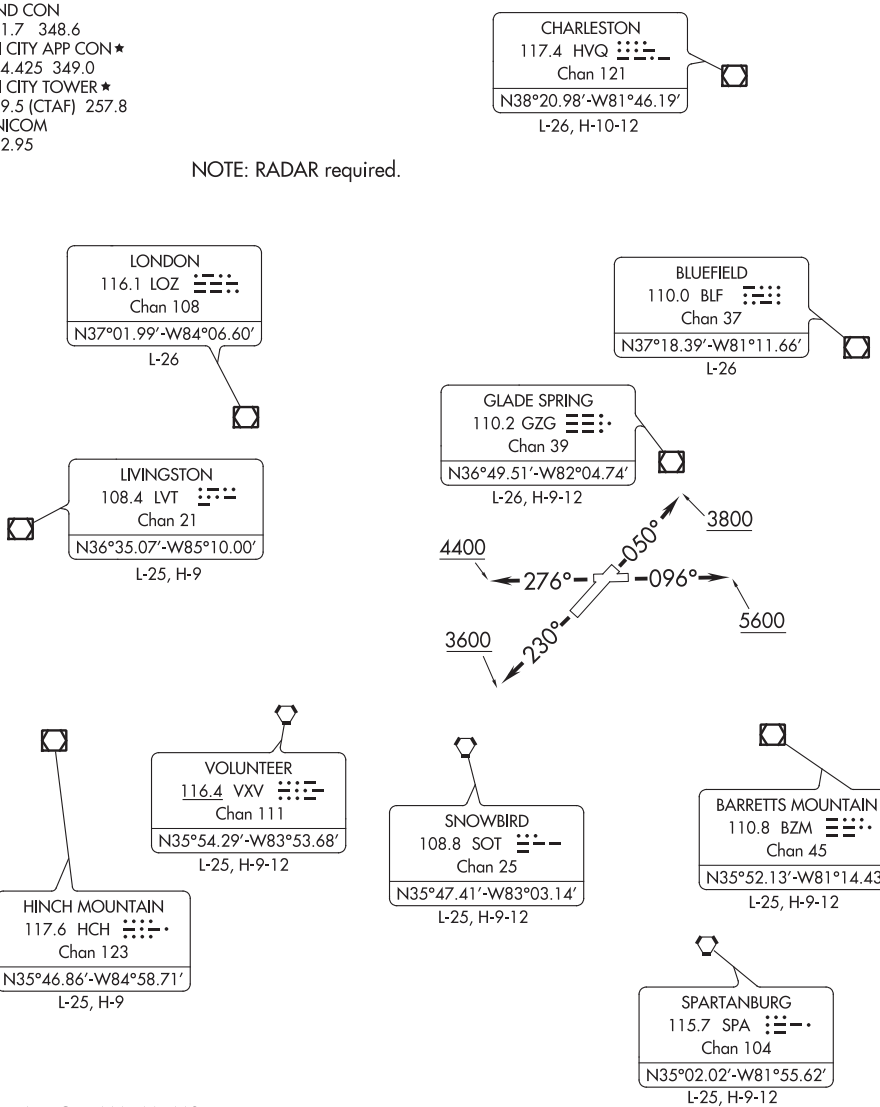
Rwy 27: Terrain, fences, poles, T-L twrs and tree beginning 43′ from DER, 90′ right of centerline, up to 1552′ MSL. Poles, tanks, lt poles and T-L twr beginning 244′ from DER, 307′ left of centerline, up to 1538′ MSL. Trmsn twrs, trees and pole beginning 636′ from DER, 26′ left of centerline, up to 1561′ MSL. Bldgs beginning 993′ from DER, 162′ right of centerline, up to 1555′ MSL. Trees beginning 1157′ from DER, 59′ right of centerline, up to 1558′ MSL. Trees beginning 1271′ from DER, 121′ right of centerline, up to 1573′ MSL. Trees beginning 1449′ from DER, 18′ left of centerline, up to 1575′ MSL. Trees, poles and monuments beginning 1548′ from DER, 59′ right of centerline, up to 1577′ MSL. Trees beginning 1834′ from DER, 33′ right of centerline, up to 1582′ MSL. Trees beginning 1882′ from DER, 555′ left of centerline, up to 1595′ MSL. Trees beginning 2043′ from DER, 106′ right of centerline, up to 1632′ MSL. Trees beginning 2185′ from DER, 357′ left of centerline, up to 1604′ MSL. Poles, trees, T-L twrs and terrain beginning 2680′ from DER, 5′ left of centerline, up to 40′ AGL/1649′ MSL. Trees, T-L twrs and terrain beginning 3088′ from DER, 62′ right of centerline, up to 1645′ MSL. Terrain and T-L twr beginning 4150′ from DER, 24′ right of centerline, up to 1663′ MSL. Terrain and bush beginning 4151′ from DER, 5′ left of centerline, up to 1662′ MSL. Terrain, trees and T-L twr beginning 4348′ from DER, 59′ right of centerline, up to 1729′ MSL. Terrain, tree, bush beginning 4349′ from DER, 6′ left of centerline, up to 1679′ MSL. Bush 4496′ from DER, 202′ left of centerline, 1681′ MSL. Trees, terrain, bushes and pole beginning 4506′ from DER, 7′ left of centerline, up to 1726′ MSL. Pole and tree beginning 4664′ from DER, 10′ left of centerline, up to 39′ AGL/1735′ MSL. Trees, terrain, pole beginning 4714′ from DER, 374′ left of centerline, up to 1738′ MSL. Trees beginning 4725′ from DER, 53′ right of centerline, up to 1736′ MSL. Trees beginning 4803′ from DER, 127′ left of centerline, up to 1771′ MSL. Trees beginning 4815′ from DER, 87′ left of centerline, up to 1782′ MSL. Trees beginning 1.5 NM from DER, 1789′ right of centerline, up to 1778′ MSL. Trees beginning 1.5 NM from DER, 1377′ right of centerline, up to 1795′ MSL. Trees beginning 1.5 NM from DER, 1435′ right of centerline, up to 1804′ MSL. Trees beginning 1.5 NM from DER, 1692′ right of centerline, up to 1806′ MSL. Trees beginning 1.6 NM from DER, 1335′ right of centerline, up to 1822′ MSL. Trees beginning 1.6 NM from DER, 1484′ right of centerline, up to 1823′ MSL. Trees beginning 1.6 NM from DER, 964′ right of centerline, up to 1828′ MSL. Trees beginning 1.6 NM from DER, 785′ right of centerline, up to 1838′ MSL. Trees beginning 1.7 NM from DER, 588′ right of centerline, up to 1863′ MSL. Trees beginning 1.7 NM from DER, 78′ right of centerline, up to 1867′ MSL. Trees beginning 1.8 NM from DER, 53′ left of centerline, up to 1836′ MSL. Tree 2 NM from DER, 1018′ left of centerline, 1838′ MSL.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

KINGS TWO DEPARTURE

ATIS
118.25
GND CON
121.7 348.6
TRI CITY APP CON★
134.425 349.0
TRI CITY TOWER★
119.5 (CTAF) 257.8
UNICOM
122.95

NOTE: RADAR required.



TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 250′ per NM to 3000.
Rwy 9: Standard with minimum climb of 500′ per NM to 5000.
Rwy 23: Standard with minimum climb of 370′ per NM to 2300.
Rwy 27: Standard with minimum climb of 440′ per NM to 3200.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

....maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:
If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

CAMDEN, TENNESSEE

AL-6386 (FAA)

19311

RNAV (GPS) RWY 4
BENTON COUNTY (ØM4)

WAAS CH 77814 W04A	APP CRS 037°	Rwy ldg 5001 TDZE 468 Apt Elev 468

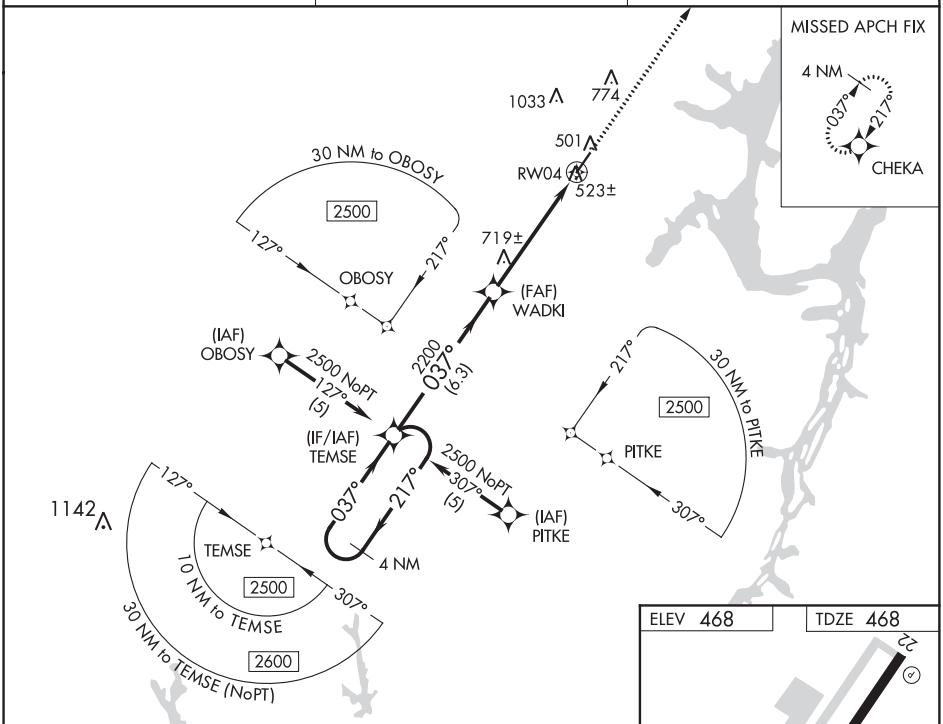
RNP APCH.

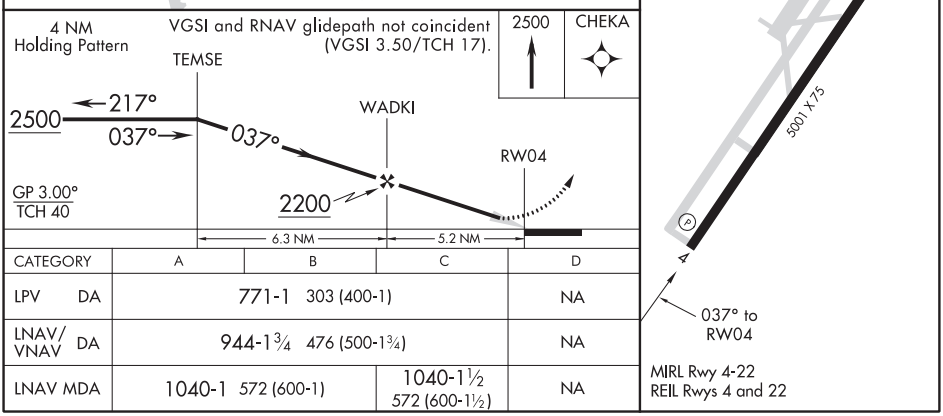
NA

Baro-VNAV NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

PVE AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	771-1 303 (400-1)			NA
LNAV/VNAV DA	944-1¾ 476 (500-1¾)			NA
LNAV MDA	1040-1 572 (600-1)		1040-1½ 572 (600-1½)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CAMDEN, TENNESSEE
Orig-B 07NOV19

36°01′N-88°07′W

BENTON COUNTY (ØM4)
RNAV (GPS) RWY 4

WAAS CH 82714 W22A	APP CRS 217°	Rwy ldg 5001 TDZE 465 Apt Elev 468

AL-6386 (FAA)

RNAV (GPS) RWY 22
BENTON COUNTY (ØM4)

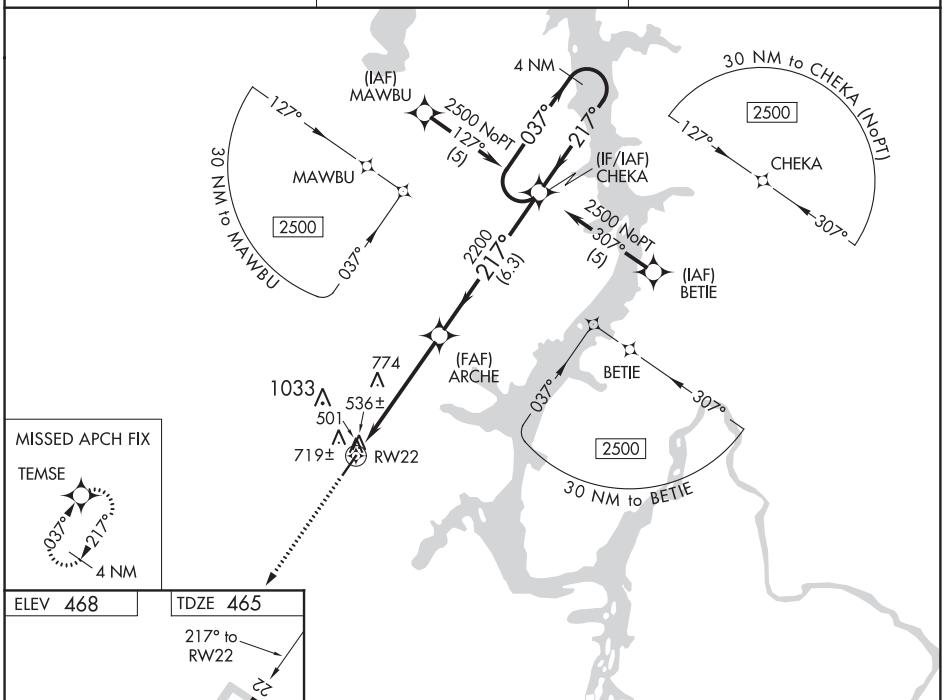
RNP APCH.

NA

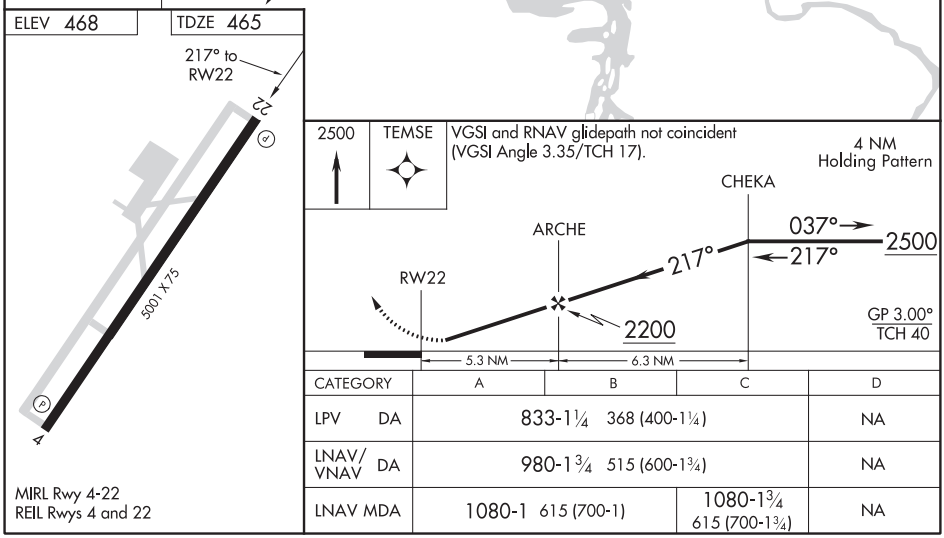
Baro-VNAV NA. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

PVE AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	122.8 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY		A	B	C	D
LPV	DA	833-1¼ 368 (400-1¼)			NA
LNAV/VNAV	DA	980-1¾ 515 (600-1¾)			NA
LNAV MDA		1080-1 615 (700-1)		1080-1¾ 615 (700-1¾)	NA

MIRL Rwy 4-22
REIL Rwys 4 and 22

19339

FORT CAMPBELL, KENTUCKY

ILS or LOC RWY 23

LOC I-FKP 111.9 Chan 56	APCH CRS 225°	Rwy ldg 10,926 TDZE 571 Arpt Elev 571

AL-679 [USA]

CAMPBELL AAF (KHOP)

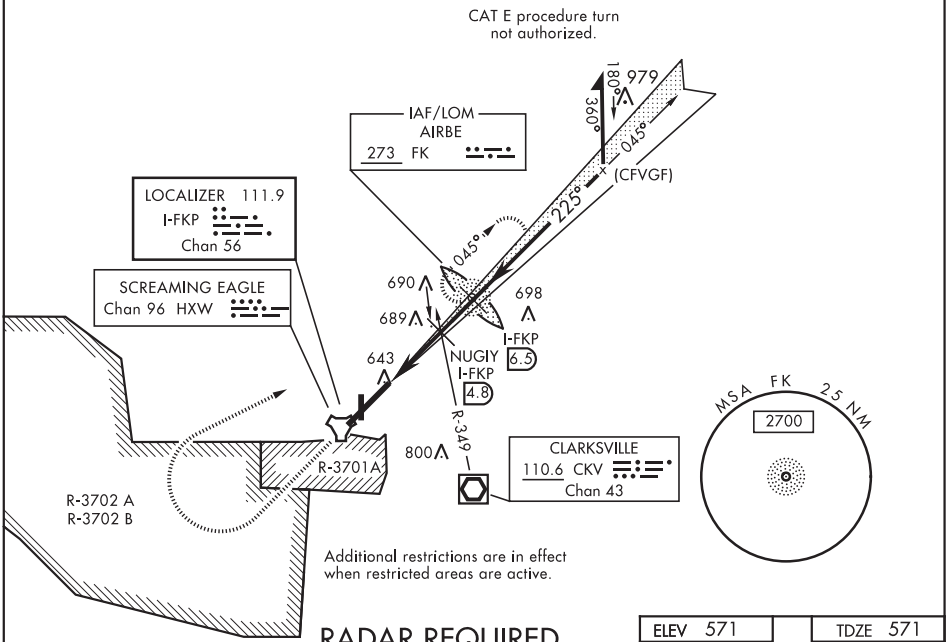
T *When ALS inop, increase CAT E RVR to 40. RVR 18 authorized with use of FD or AP or HUD to DA.

SSALR A3

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct AIRBE LOM/I-FKP 6.5 DME, continue climb-in-hold to 2500.

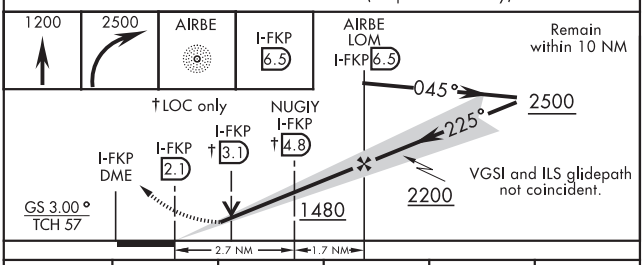
ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

**When ALS inop, increase CAT CDE RVR to 55.
***Circling not authorized SE of Rwy 5-23.

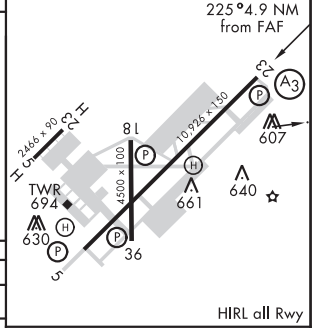


RADAR REQUIRED

(for procedure entry)



ELEV 571 | TDZE 571



CATEGORY	A	B	C	D	E
S-ILS 23 *	771/24 200 (200-½)				
S-LOC 23**	940/24 369 (400-½)		940/40 369 (400-¾)		
*** C CIRCLING	1060-1 489 (500-1)		1060-1½ 489 (500-1½)	1140-2 569 (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

FORT CAMPBELL, KENTUCKY 36° 40′N - 87° 30′W CAMPBELL AAF (KHOP)

Amdt 13 05DEC19

ILS or LOC RWY 23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT CAMPBELL, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	4500
180°	TDZE	562
	Arpt Elev	571

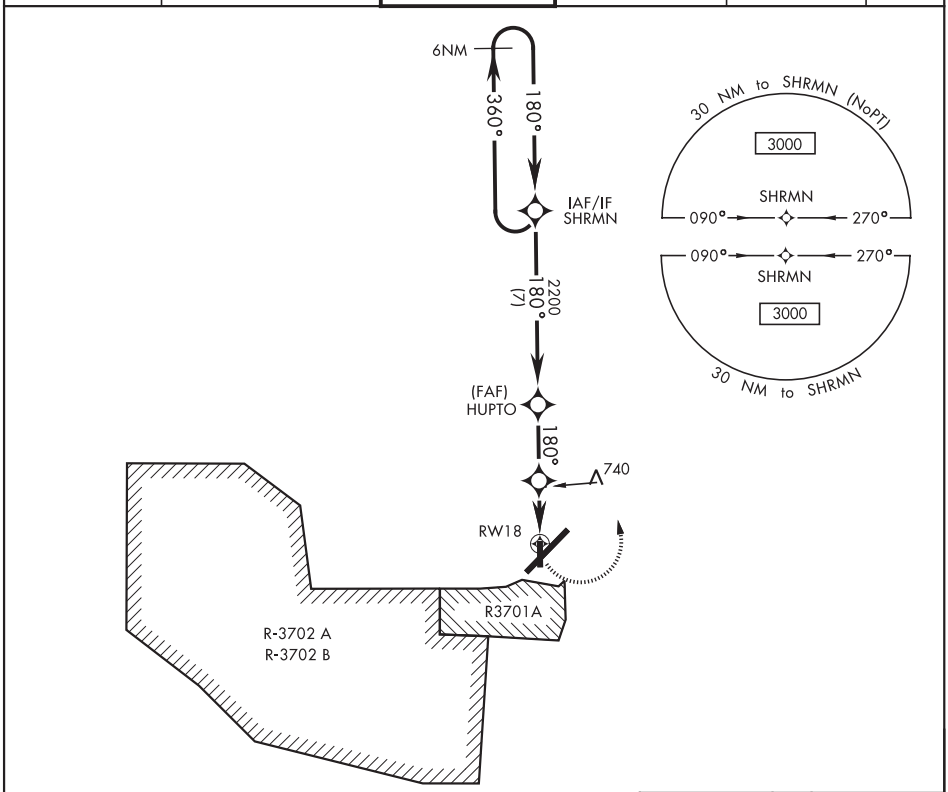
AL-679 [USA]

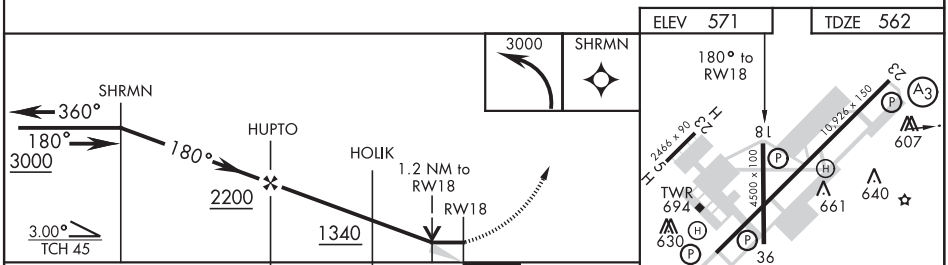
CAMPBELL AAF (KHOP)

T * Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct SHRMN and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	





CATEGORY	A	B	C	D
LNAV MDA	1000-1 438 (500-1)		1000-1¼ 438 (500-1¼)	NA
C CIRCLING*	1060-1 489 (500-1)		1060-1½ 489 (500-1½)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

18284

FORT CAMPBELL, KENTUCKY

RNAV (GPS) RWY 23

WAAS Chan **56203** **W23A**	APCH CRS **225°**	Rwy ldg **10,926** TDZE **571** Arpt Elev **571**

AL-679 [USA]

CAMPBELL AAF (KHOP)

* When ALS inop, increase CAT E RVR to 40.
** When ALS inop, increase CAT E RVR to 50.
*** When ALS inop, increase CAT E RVR to 60.

SSALR A3

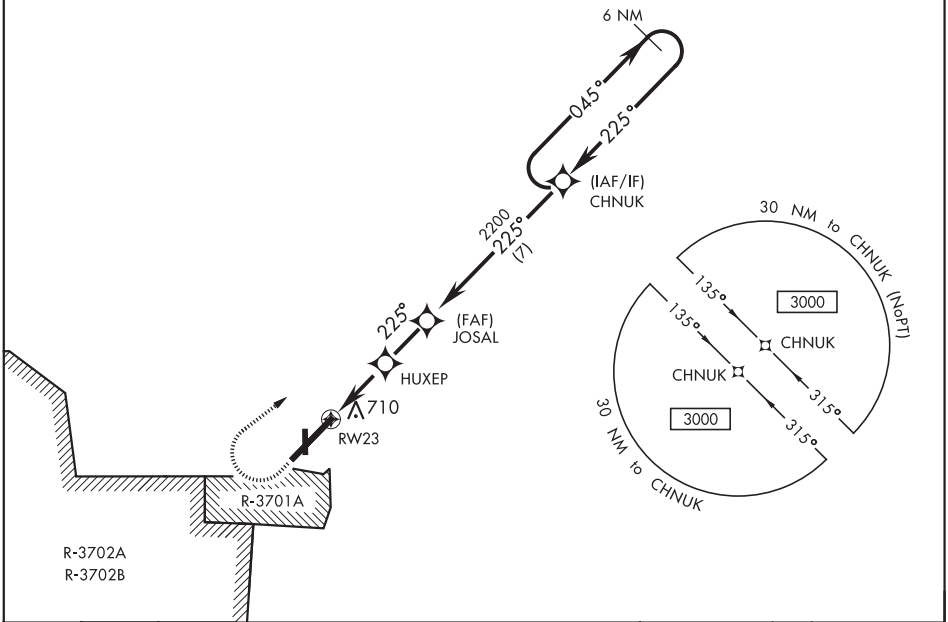
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

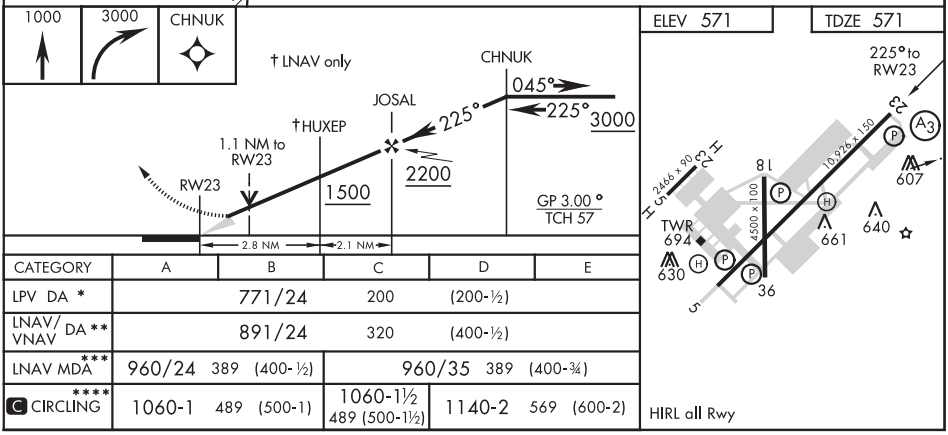
ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	

**** Circling NA SE of Rwy 5-23.

DME/DME RNP-0.3 NA.

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54° C (130°F).





CATEGORY	A	B	C	D	E
LPV DA *	771/24 200 (200-½)				
LNAV/VNAV DA **	891/24 320 (400-½)				
LNAV MDA ***	960/24 389 (400-½)		960/35 389 (400-¾)		
C CIRCLING ****	1060-1 489 (500-1)		1060-1½ 489 (500-1½)	1140-2 569 (600-2)	

FORT CAMPBELL, KENTUCKY 36° 40′N - 87° 30′W CAMPBELL AAF (KHOP)

Amdt 1A 24MAY18

RNAV (GPS) RWY 23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT CAMPBELL, KENTUCKY

TACAN RWY 23

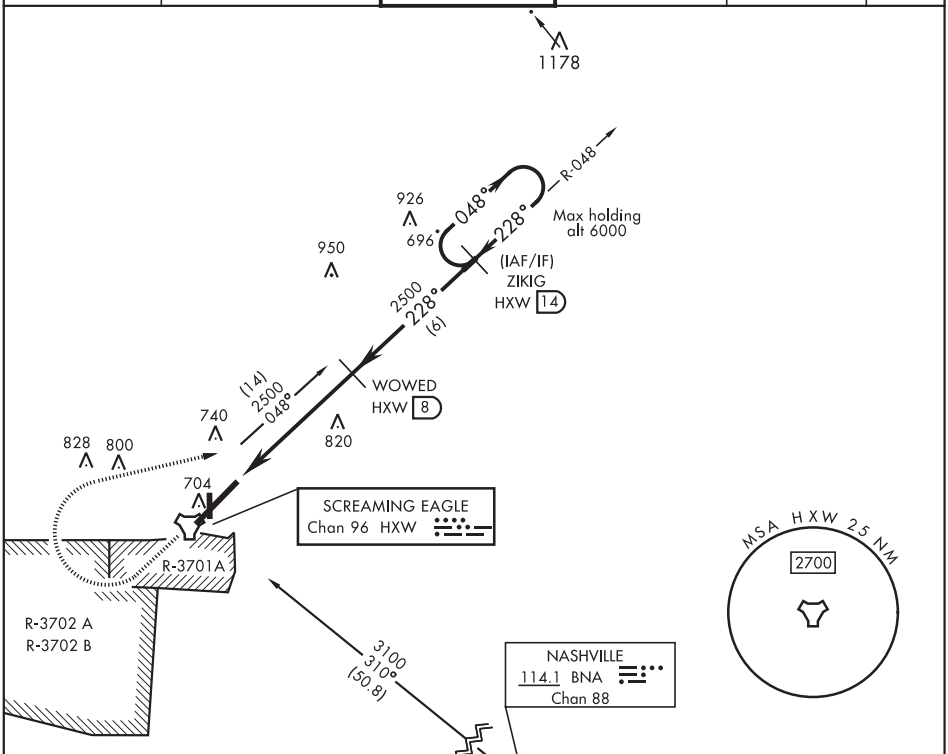
TACAN HXW Chan 96	APCH CRS 228°	Rwy ldg 10,926 TDZE 571 Arpt Elev 571	AL-679 [USA]	CAMPBELL AAF (KHOP)

T * When ALS inop, increase CAT CDE vis to 1⅜.
** Circling NA SE of Rwy 5-23.

SSALR A3

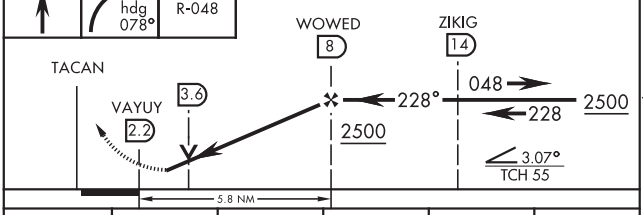
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on hdg 078° and HXW TACAN R-048 to ZIKIG/ HXW 14 DME and hold.

ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



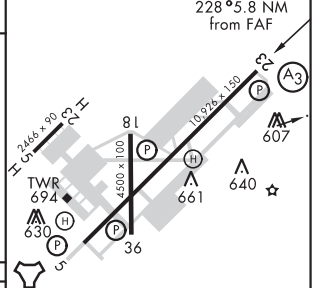
1200	2500 hdg 078°	HXW R-048

VGSI and descent angles not coincident.



ELEV 571 | TDZE 571

228° 5.8 NM from FAF



HIRL all Rwy

CATEGORY	A	B	C	D	E
S-23 *	1080/24 509 (600-¾)		1080/55 509 (600-1¼)		
C CIRCLING **	1080-1 509 (600-1)		1080-1½ 509 (600-1½)	1140-2 569 (600-2)	

FORT CAMPBELL, KENTUCKY 36° 40′N - 87° 30′W CAMPBELL AAF (KHOP)

Orig B 05DEC19

TACAN RWY 23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

19339

FORT CAMPBELL, KENTUCKY

NDB RWY 23

NDB FK	APCH CRS	Rwy ldg 10,926 TDZE 571 Arpt Elev 571
273	225°	

AL-679 [USA]

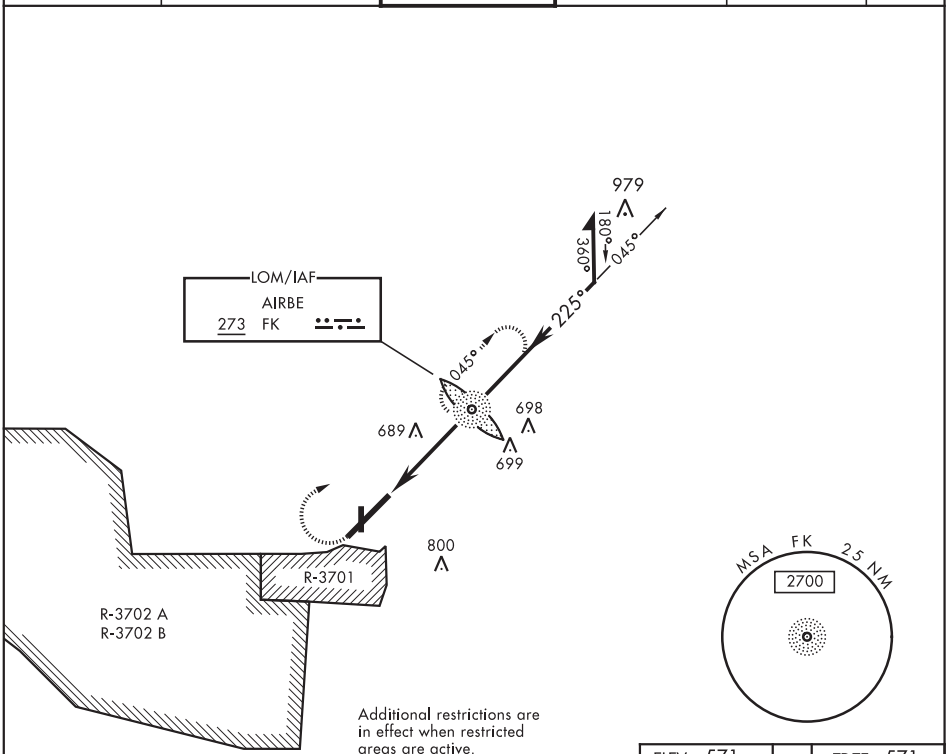
CAMPBELL AAF (KHOP)

T *When ALS inop, increase CAT AB RVR to 50.
**Circling not authorized SE of Rwy 5-23.

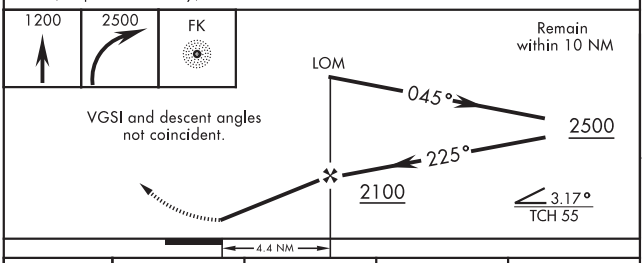
SSALR A3

MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

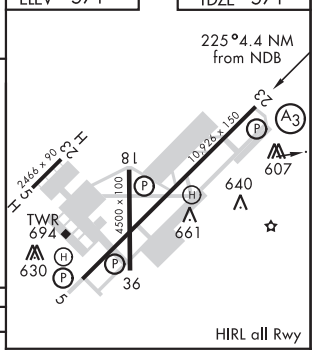
ATIS	CAMPBELL APP CON	CAMPBELL TOWER	GND CON	CLNC DEL	ASR/PAR
125.175 308.4	118.1 269.525	120.9 278.8	121.8 266.8	138.8	



RADAR REQUIRED
(for procedure entry)



ELEV 571 TDZE 571



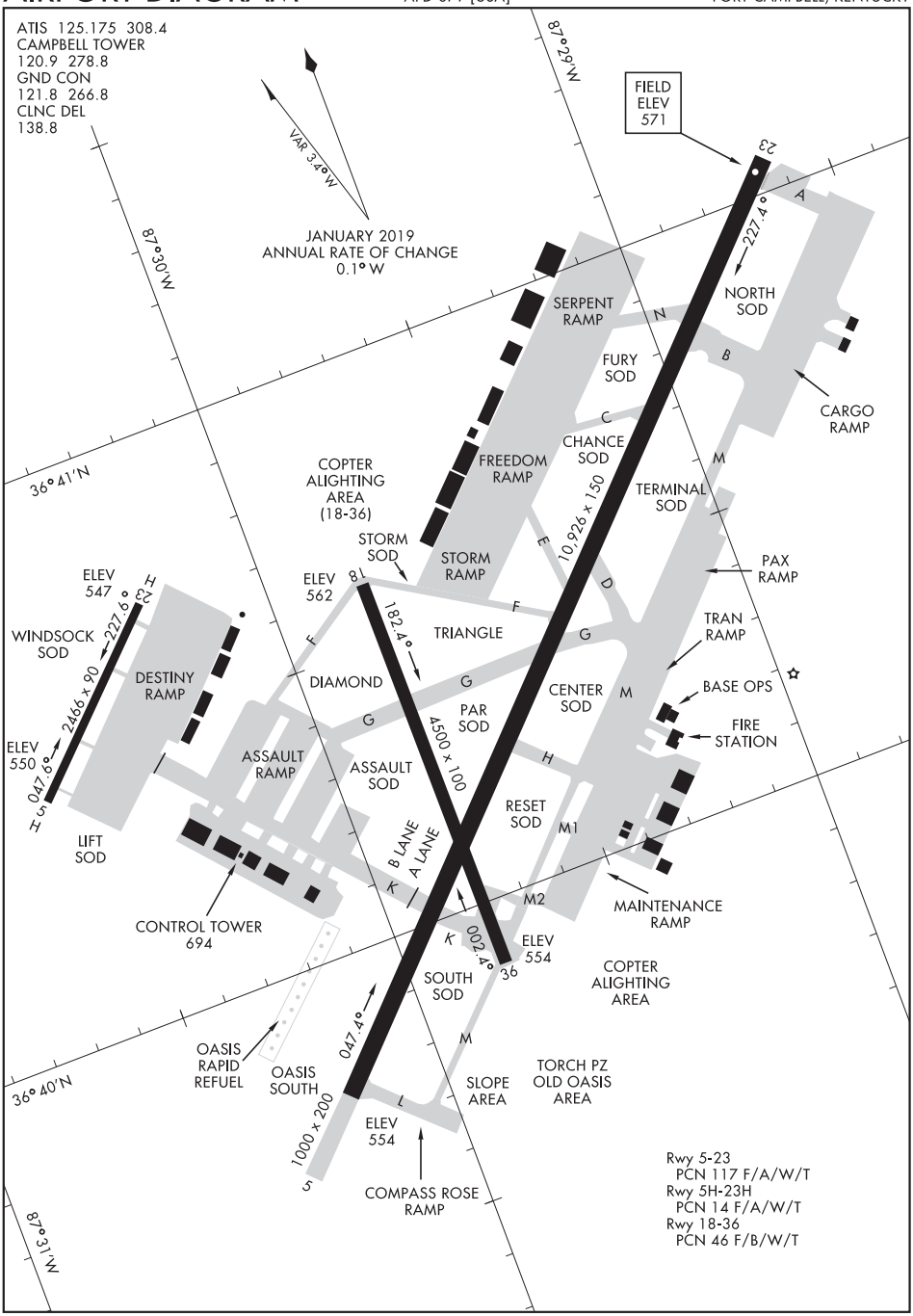
HIRL all Rwy

CATEGORY	A	B	C	D
S-23*	1120/40 549 (600-¾)		1120/60 549 (600-1)	
C CIRCLING**	1120-1 549 (600-1)		1120-1⅝ 549 (600-1⅝)	1140-2 569 (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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CAMPBELLSVILLE, KENTUCKY — AL-5210 (FAA) — 17341

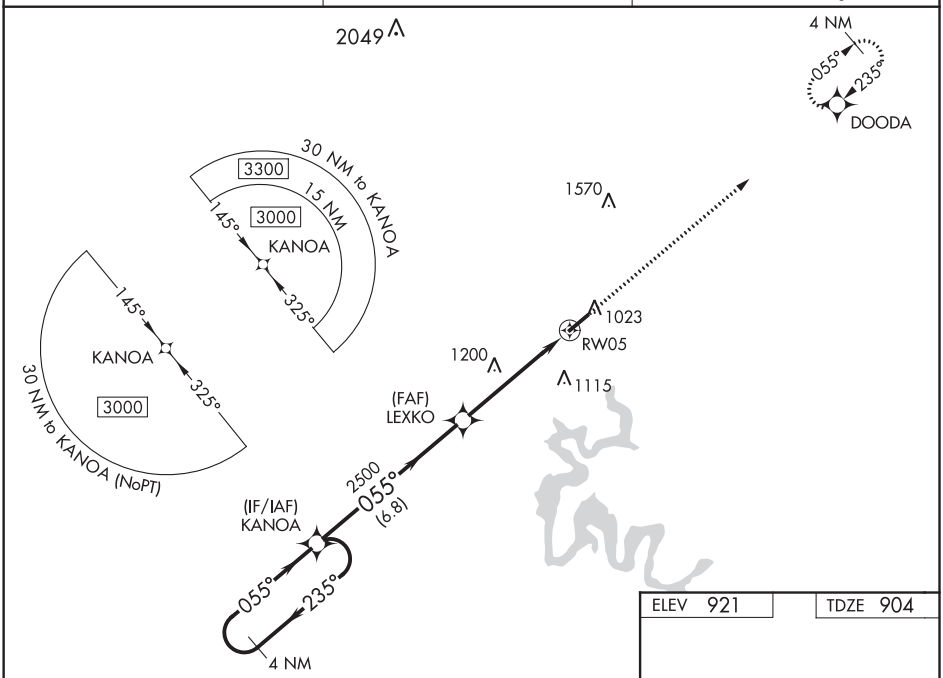
WAAS CH 90223 W05A	APP CRS 055°	Rwy ldg 5003 TDZE 904 Apt Elev 921

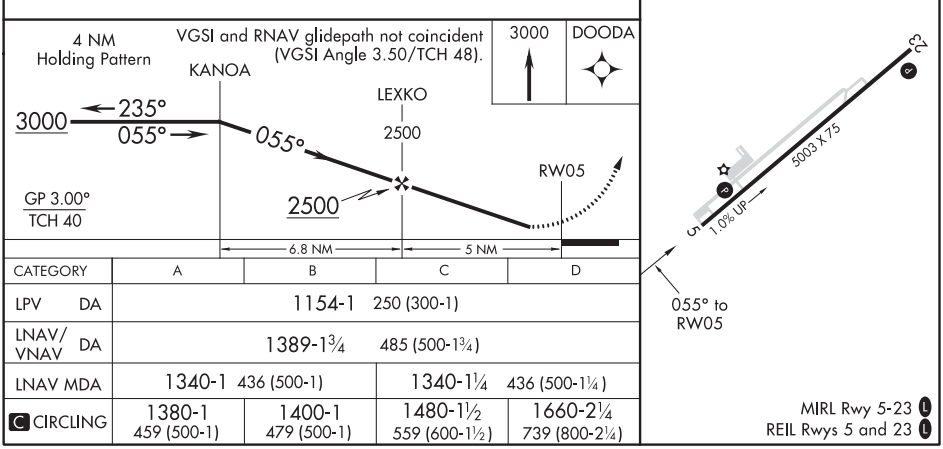
RNAV (GPS) RWY 5
TAYLOR COUNTY (AAS)

T A NA Baro-VNAV NA when using Somerset 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 Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

MISSED APPROACH: Climb to 3000 direct DOODA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1154-1 250 (300-1)			
LNAV/VNAV DA	1389-1¾ 485 (500-1¾)			
LNAV MDA	1340-1 436 (500-1)		1340-1¼ 436 (500-1¼)	
C CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

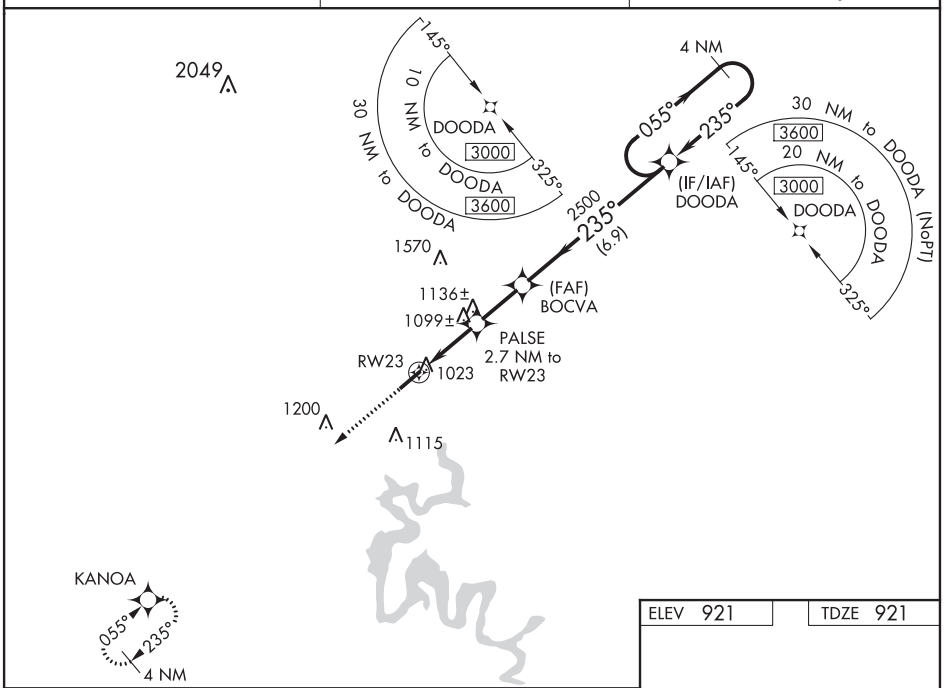
WAAS CH 50223 W23A	APP CRS 235°	Rwy ldg 5003 TDZE 921 Apt Elev 921

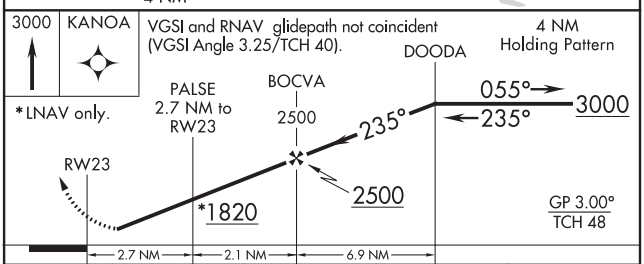
RNAV (GPS) RWY 23
TAYLOR COUNTY (AAS)

T A NA Baro-VNAV NA when using Somerset 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 Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct KANOA and hold.

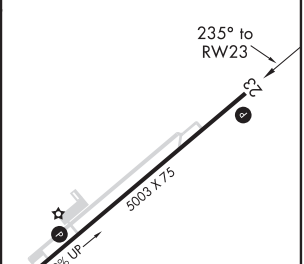
AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1177-¾ 256 (300-¾)			
LNAV/VNAV DA	1366-1½ 445 (500-1½)			
LNAV MDA	1360-1 439 (500-1)		1360-1¼ 439 (500-1¼)	
C CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1½ 559 (600-1½)	1660-2¼ 739 (800-2¼)

ELEV 921	TDZE 921



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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CAMPBELLSVILLE, KENTUCKY AL-5210 (FAA) 20254

VOR/DME-A

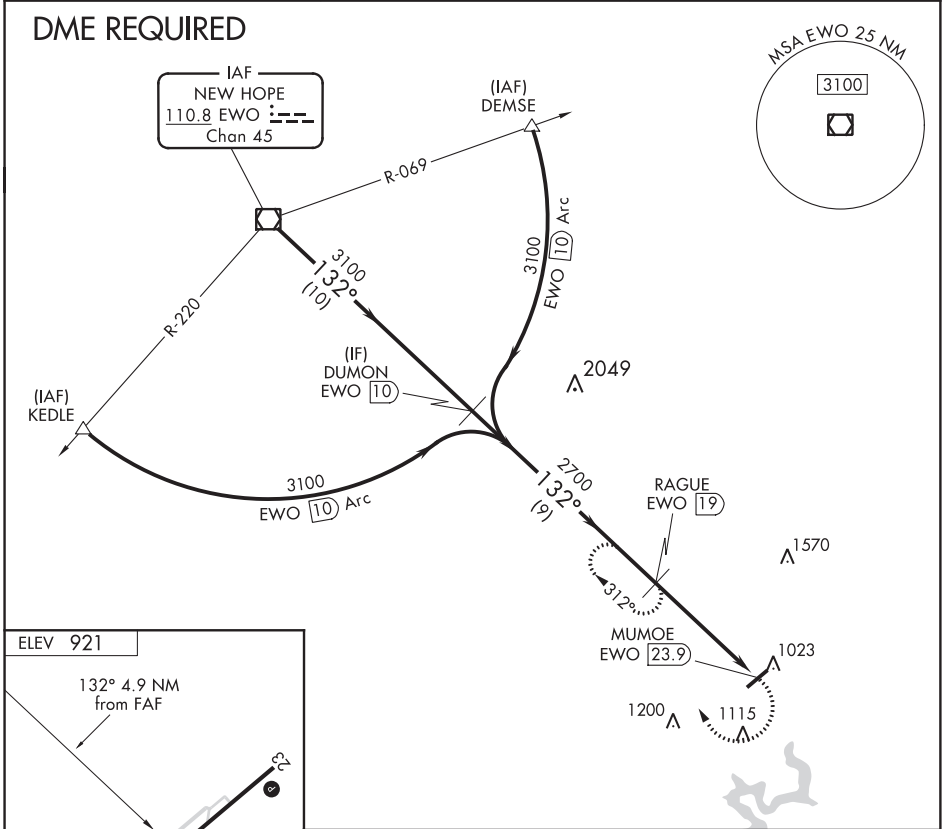
TAYLOR COUNTY (AAS)

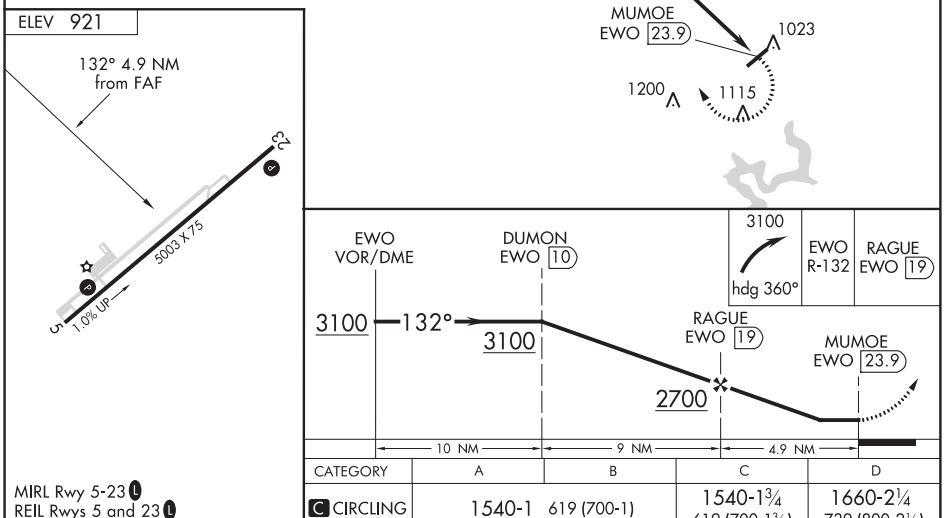
VOR/DME EWO 110.8 Chan 45	APP CRS 132°	Rwy ldg N/A TDZE N/A Apt Elev 921

T A NA When local altimeter setting not received, use Somerset altimeter setting: increase all MDA 100 feet; increase Cat C visibility ¼ mile and Cat D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
121.125	121.175 353.65	122.7 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1540-1 619 (700-1)		1540-1¾ 619 (700-1¾)	1660-2¼ 739 (800-2¼)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	4002
021°	TDZE	765
	Apt Elev	765

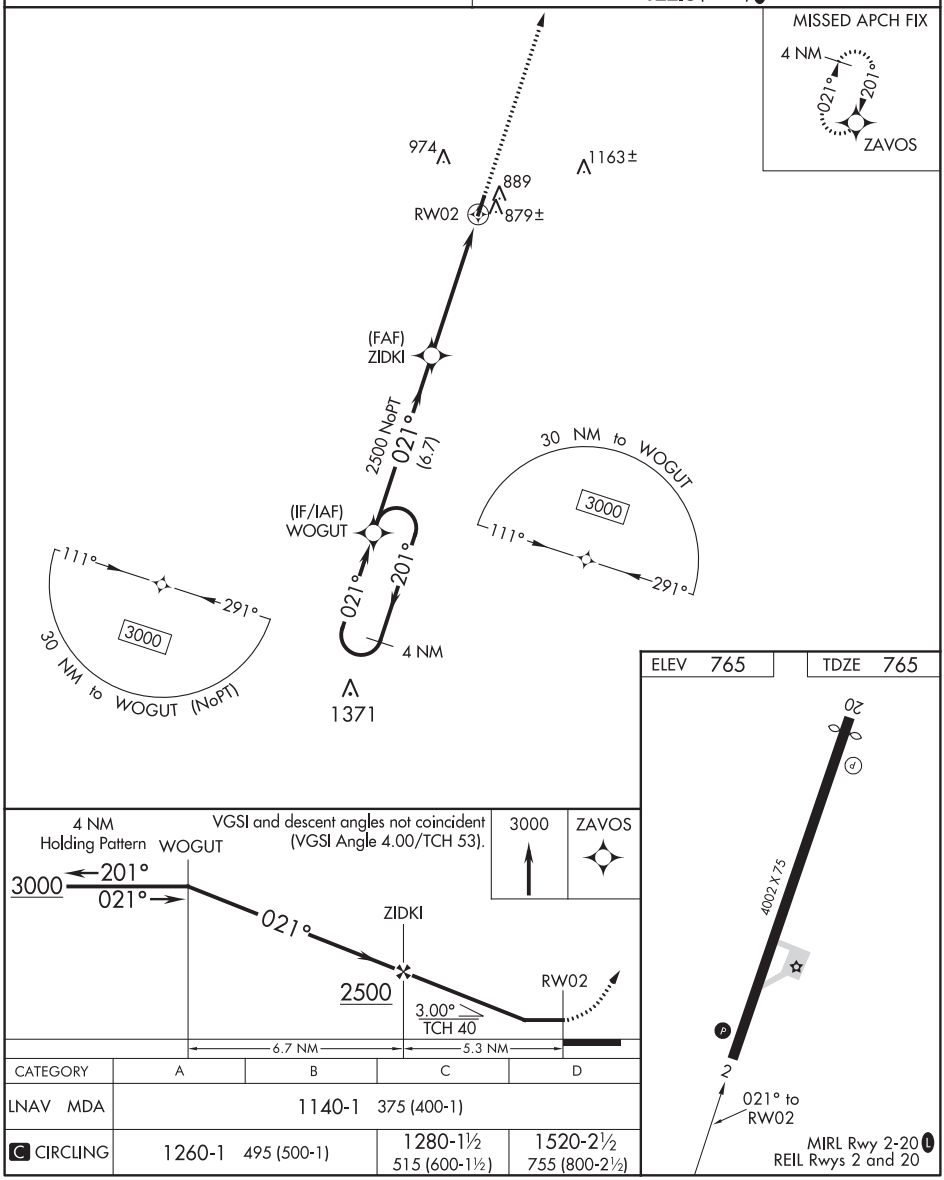
RNAV (GPS) RWY 2
CENTERVILLE MUNI (GHM)

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ⅜ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZAVOS and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1140-1 375 (400-1)			
C CIRCLING	1260-1 495 (500-1)		1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

CENTERVILLE, TENNESSEE AL-5660 (FAA) 19059

RNAV (GPS) RWY 20

CENTERVILLE MUNI (GHM)

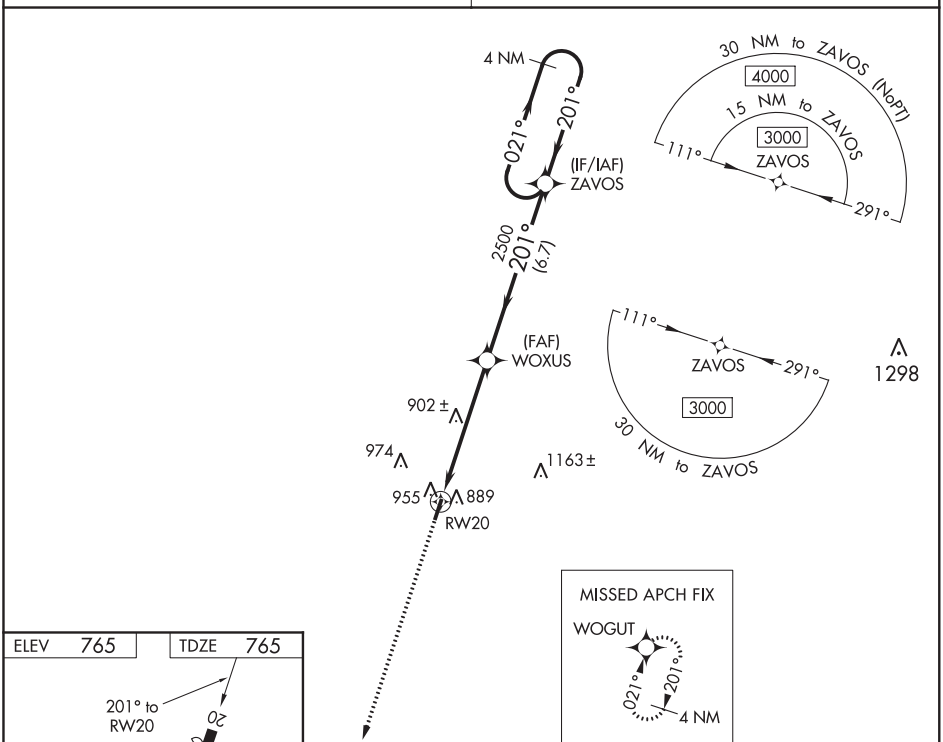
WAAS CH 48838 W20A	APP CRS 201°	Rwy ldg 3752 TDZE 765 Apt Elev 765

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ⅛ mile. Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 3000 direct WOGUT and hold.

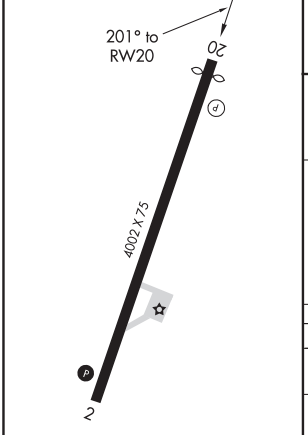
MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 765 TDZE 765

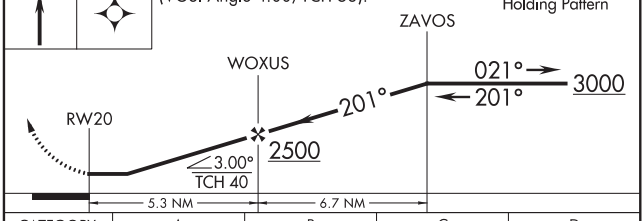


MIRL Rwy 2-20 L
REIL Rwys 2 and 20

3000 WOGUT

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LP MDA	1160-1 395 (400-1)		1160-1⅛ 395 (400-1⅛)	
LNAV MDA	1220-1 455 (500-1)		1220-1⅜ 455 (500-1⅜)	
C CIRCLING	1260-1 495 (500-1)		1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

CENTERVILLE, TENNESSEE
Orig 10DEC15

35°50′N-87°27′W

CENTERVILLE MUNI (GHM)

RNAV (GPS) RWY 20

ILS or LOC RWY 2
LOVELL FIELD (CHA)

LOC I-CGW	APP CRS	Rwy ldg	7100
108.3	022°	TDZE	683
		Apt Elev	683

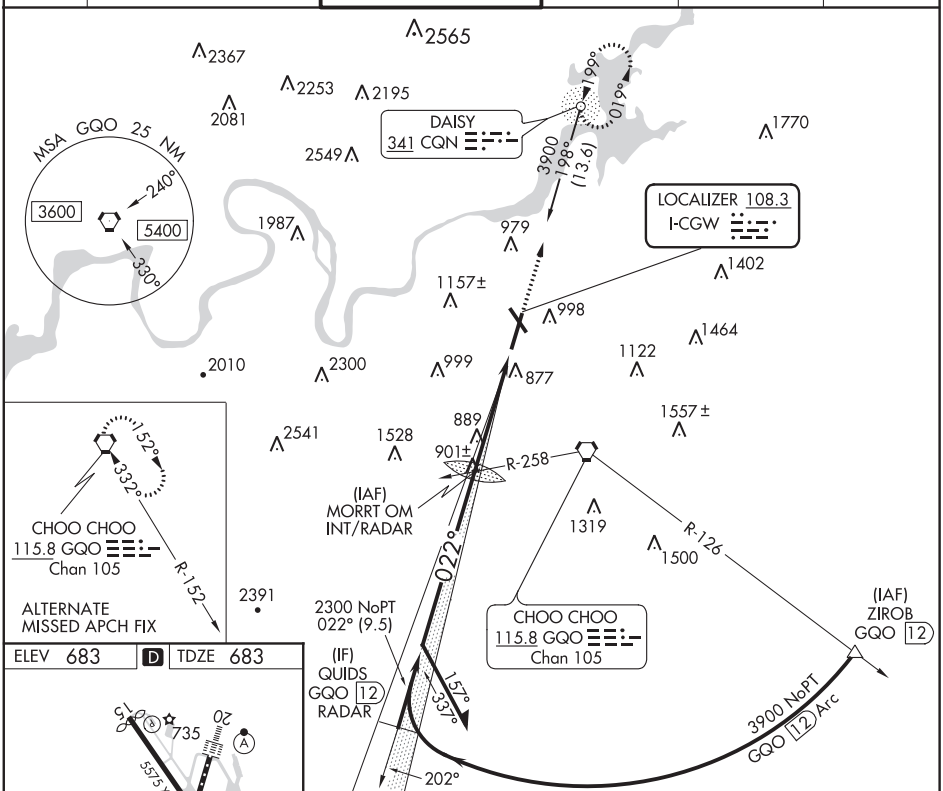
ADF required.

Circling Rwy 15, 33 NA at night.
For inop ALS, increase S-LOC 2 Cats C and D visibility to 1⅜ SM.

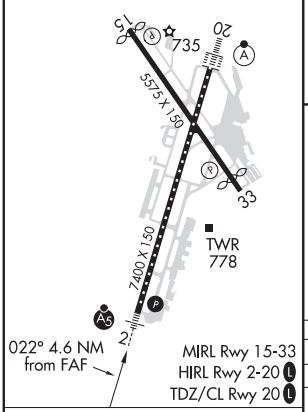
MALSR

MISSED APPROACH: Climb to 3600 direct CQN NDB and hold, continue climb-in-hold to 3600.

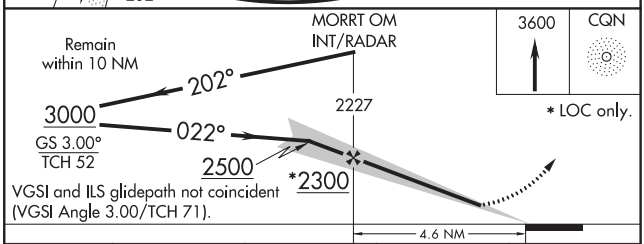
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



ELEV 683 | D | TDZE 683



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
S-ILS 2	883/24 200 (200-½)			
S-LOC 2	1200/24 517 (600-½)		1200/55 517 (600-1)	1200/60 517 (600-1¼)
C CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CHATTANOOGA, TENNESSEE AL-79 (FAA) 20198

ILS or LOC RWY 20
LOVELL FIELD (CHA)

LOC I-CHA	APP CRS	Rwy ldg	7400
109.5	202°	TDZE	673
		Apt Elev	683

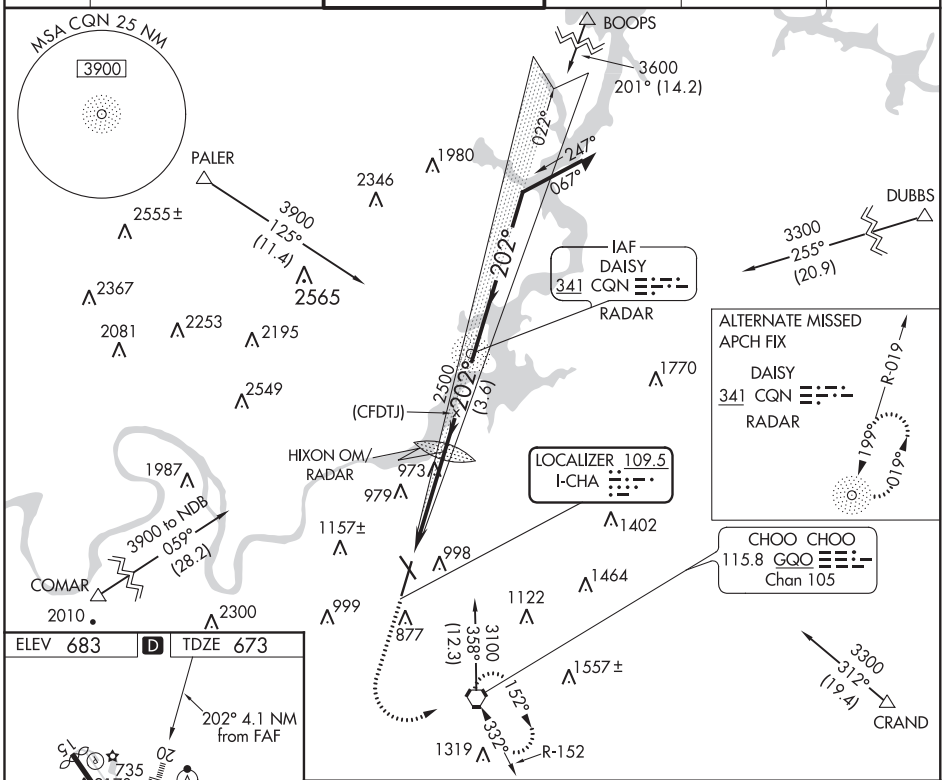
ADF or RADAR required for procedure entry.

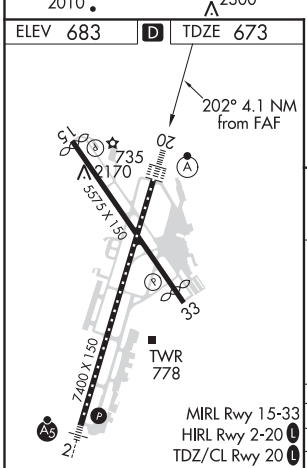
Circling to Rwy 15, 33 NA at night. For inop ALS, increase S-LOC 20 Cat A/B RVR to 5500 and Cat C/D visibility to 1 5/8 SM. Disregard inner marker indication.

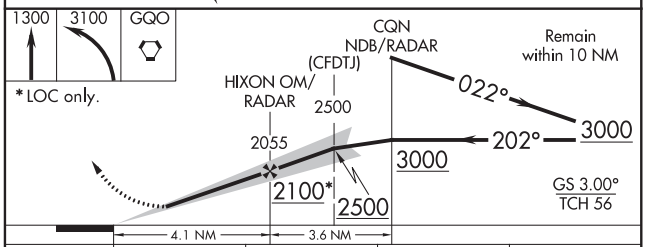
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







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

CATEGORY	A	B	C	D
S-ILS 20	873/18 200 (200-½)			
S-LOC 20	1240/24 567 (600-½)		1240-1¼ 567 (600-1¼)	
C CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 20 (CAT II)
LOVELL FIELD (CHA)

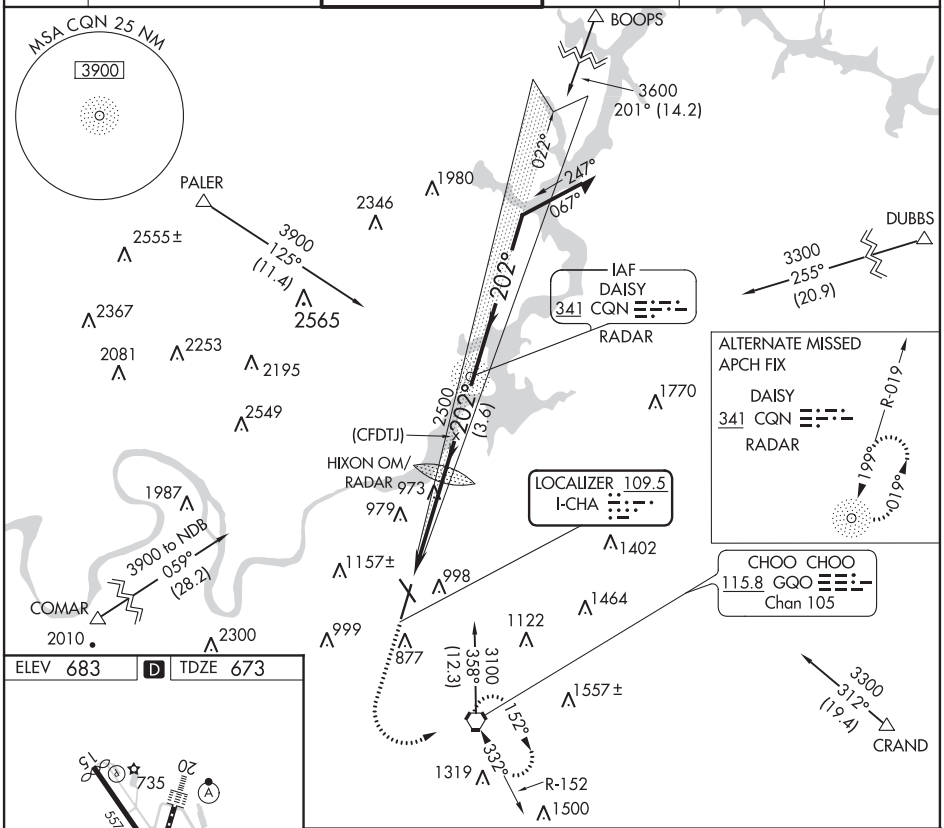
LOC I-CHA	APP CRS	Rwy ldg	7400
109.5	202°	TDZE	673
		Apt Elev	683

ADF or RADAR required for procedure entry.
When control tower closed, Cat II ILS NA.
Disregard inner marker indication.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold, continue climb-in-hold to 3100.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



CATEGORY	A	B	C	D
S-ILS 20	RA 103/12 100 DA 773			

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CHATTANOOGA, TENNESSEE — AL-79 (FAA) — 20198

WAAS CH 65605 W02A	APP CRS 022°	Rwy ldg 7100 TDZE 683 Apt Elev 683

RNAV (GPS) RWY 2
LOVELL FIELD (CHA)

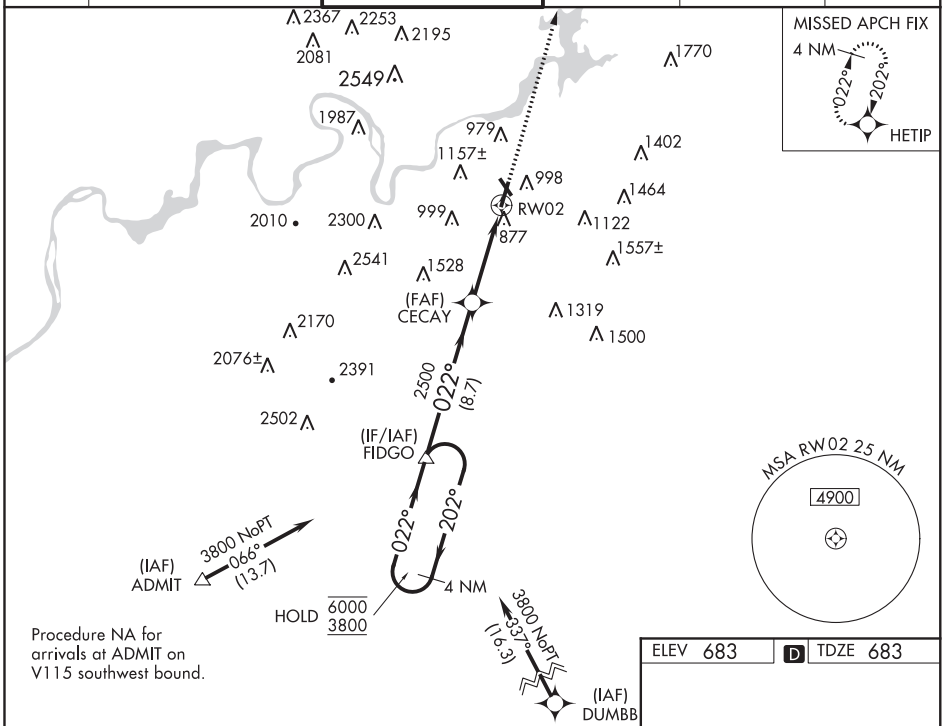
RNP APCH.

Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3800 direct HETIP and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



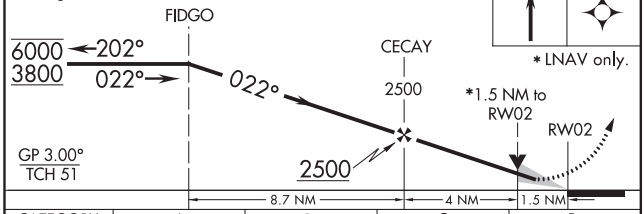
Procedure NA for arrivals at ADMIT on V115 southwest bound.

4 NM Holding Pattern

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

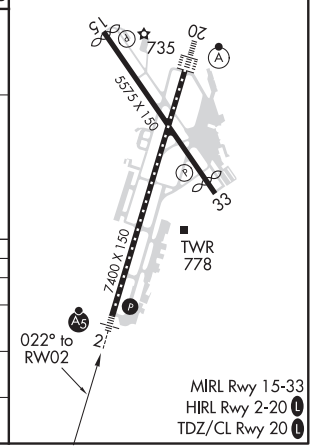
3800 HETIP

* LNAV only.



CATEGORY	A	B	C	D
LPV DA**	883/24 200 (200-½)			
LNAV/VNAV DA	1197/60 514 (600-1¼)			
LNAV MDA	1200/24 517 (600-½)		1200/55 517 (600-1)	1200/60 517 (600-1¼)
C CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

ELEV 683 — D — TDZE 683



SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	5469
150°	TDZE	671
	Apt Elev	683

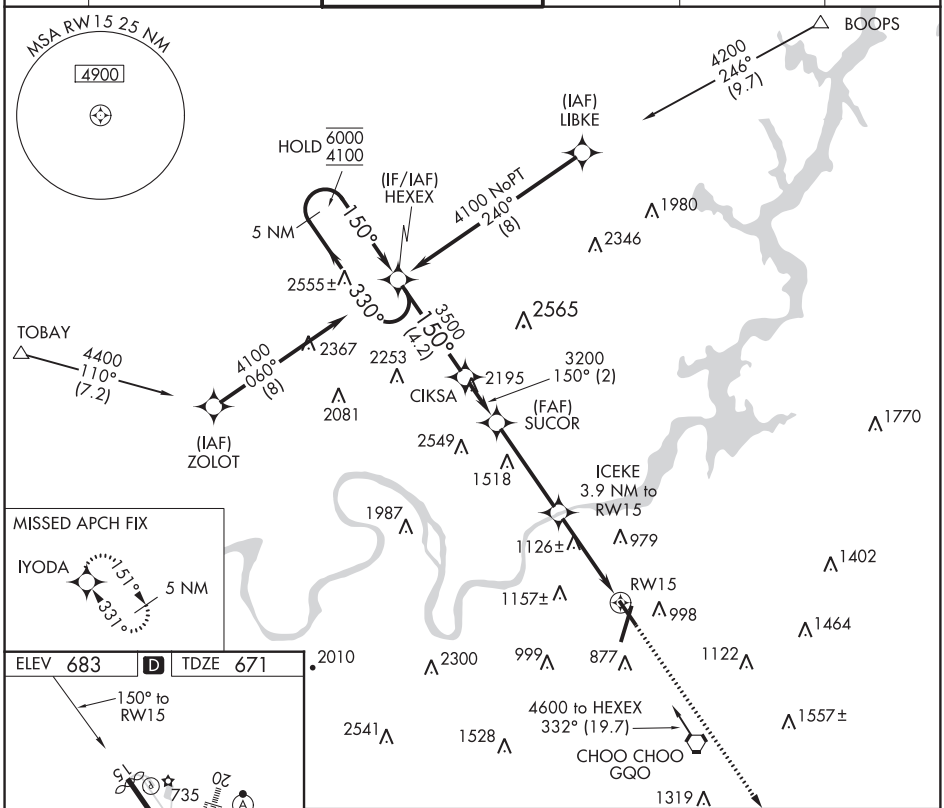
RNAV (GPS) RWY 15
LOVELL FIELD (CHA)

RNP APCH.

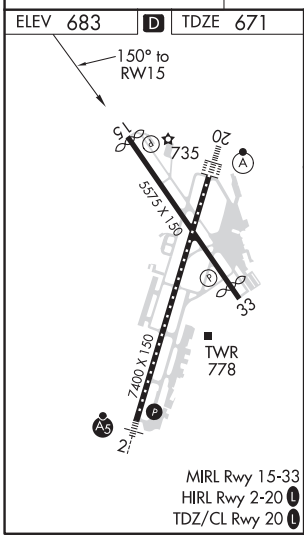
Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 direct IYODA and hold.

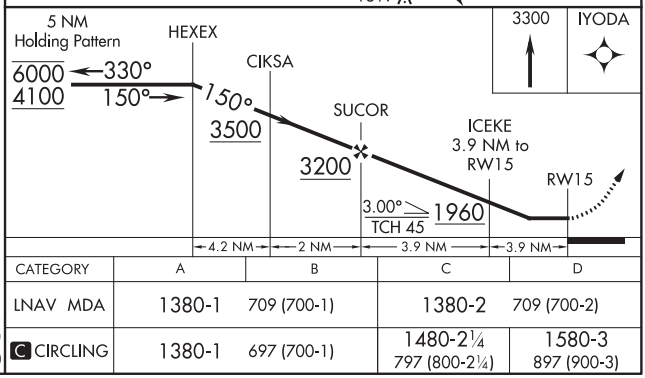
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95



ELEV 683 | D | TDZE 671



MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1	709 (700-1)	1380-2	709 (700-2)
C CIRCLING	1380-1	697 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CHATTANOOGA, TENNESSEE — AL-79 (FAA) — 20198

WAAS CH 70305 W20A	APP CRS 202°	Rwy ldg 7400 TDZE 673 Apt Elev 683

RNAV (GPS) RWY 20
LOVELL FIELD (CHA)

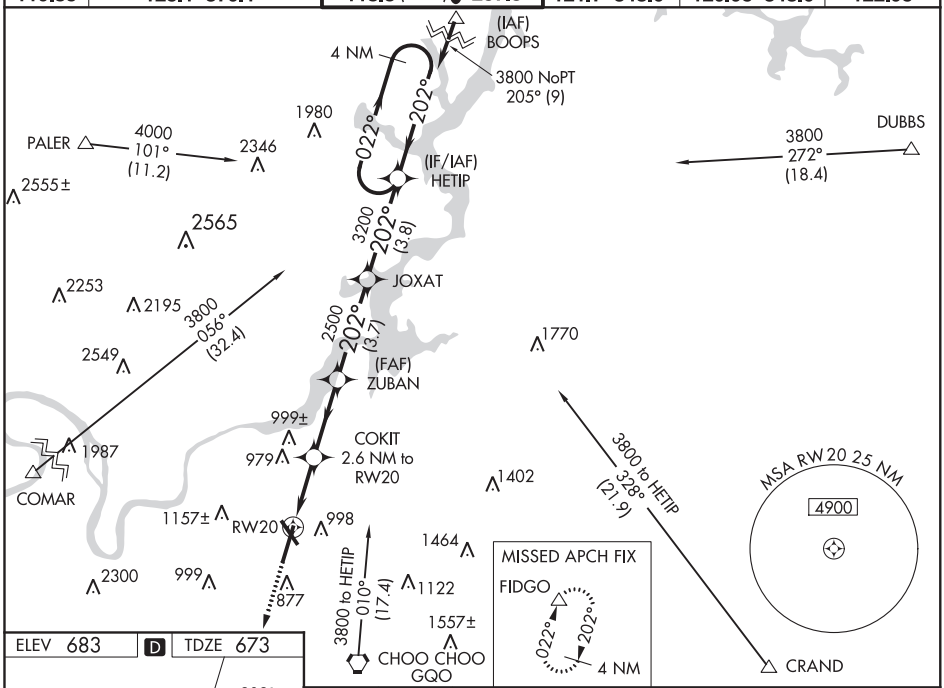
RNP APCH.

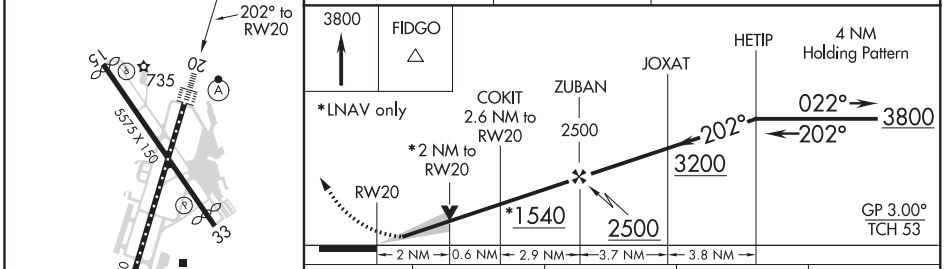
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling Rwy 15, 33 NA at night. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat A/B. For inop ALS, increase LNAV Cat C/D visibility to 1⅞ SM.

ALSF-2

MISSED APPROACH: Climb to 3800 direct FIDGO and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

CATEGORY	A	B	C	D
LPV DA	873/18 200 (200-½)			
LNAV/VNAV DA	1281-1¾ 608 (600-1¾)			
LNAV MDA	1340-1 667 (700-1)		1340-1½ 667 (700-1½)	
C CIRCLING	1340-1 657 (700-1)		1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	5000
331°	TDZE	672
	Apt Elev	683

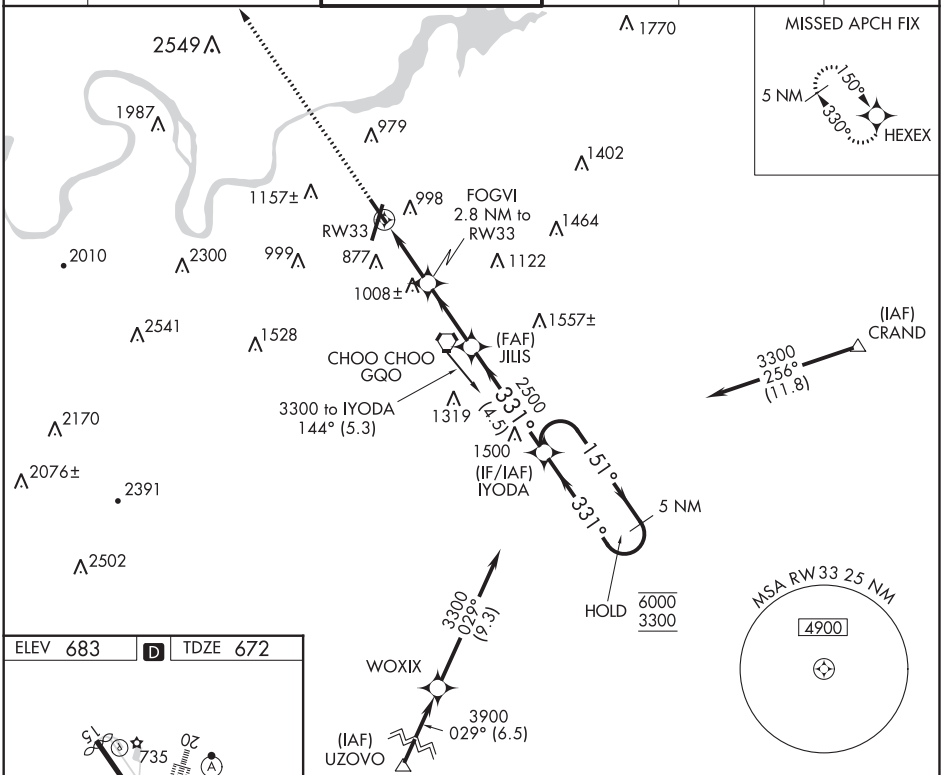
RNAV (GPS) RWY 33
LOVELL FIELD (CHA)

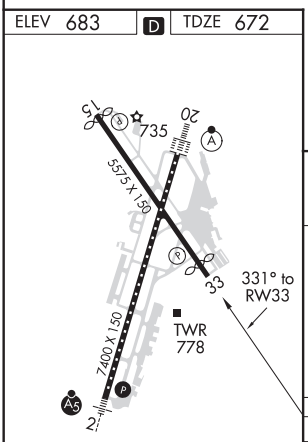
RNP APCH.

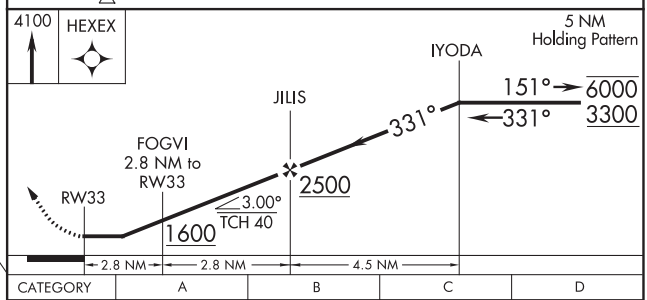
Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4100 direct HEXEX and hold.

ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1520-1 848 (900-1)	1520-1¼ 848 (900-1¼)	1520-2½ 848 (900-2½)	
C CIRCLING	1520-1¼ 837 (900-1¼)		1520-2½ 837 (900-2½)	1580-3 897 (900-3)

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

CHATTANOOGA, TENNESSEE — AL-79 (FAA) — 20198

VOR RWY 33
LOVELL FIELD (CHA)

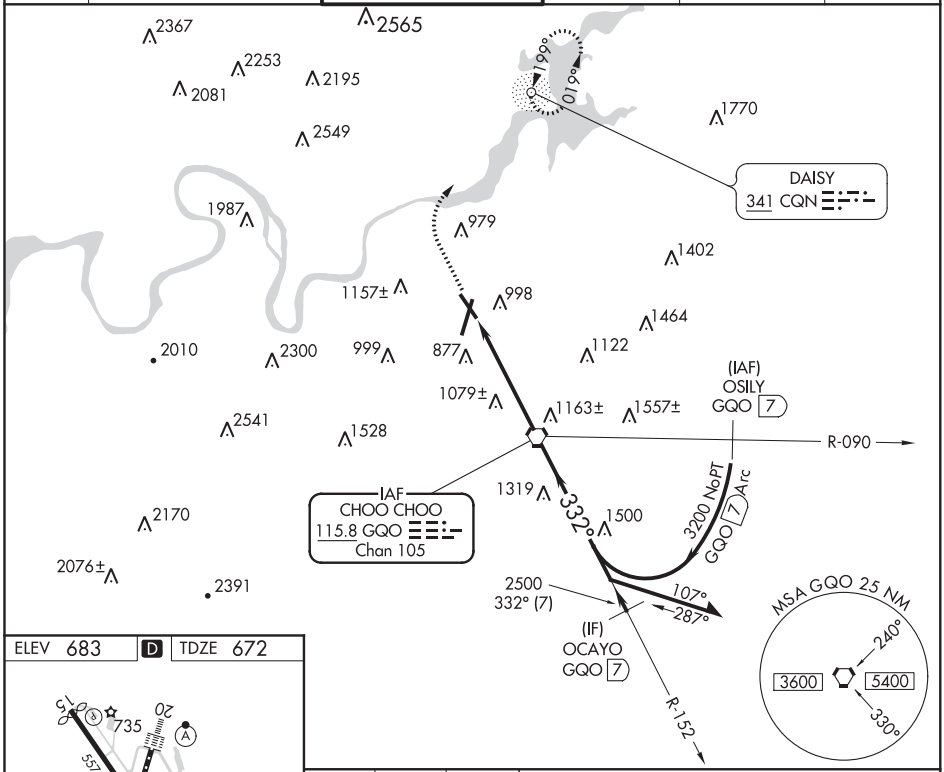
VORTAC GQO 115.8 Chan 105	APP CRS 332°	Rwy ldg 5000 TDZE 672 Apt Elev 683

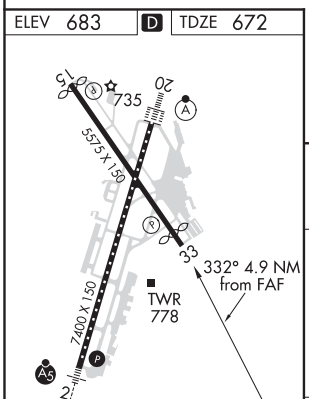
ADF required.

T Rwy 33 helicopter visibility reduction below 1 SM NA.
A Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

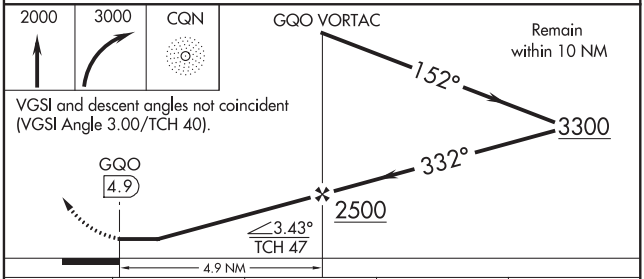
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) L 257.8	121.7 348.6	120.95 348.6	122.95





MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 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



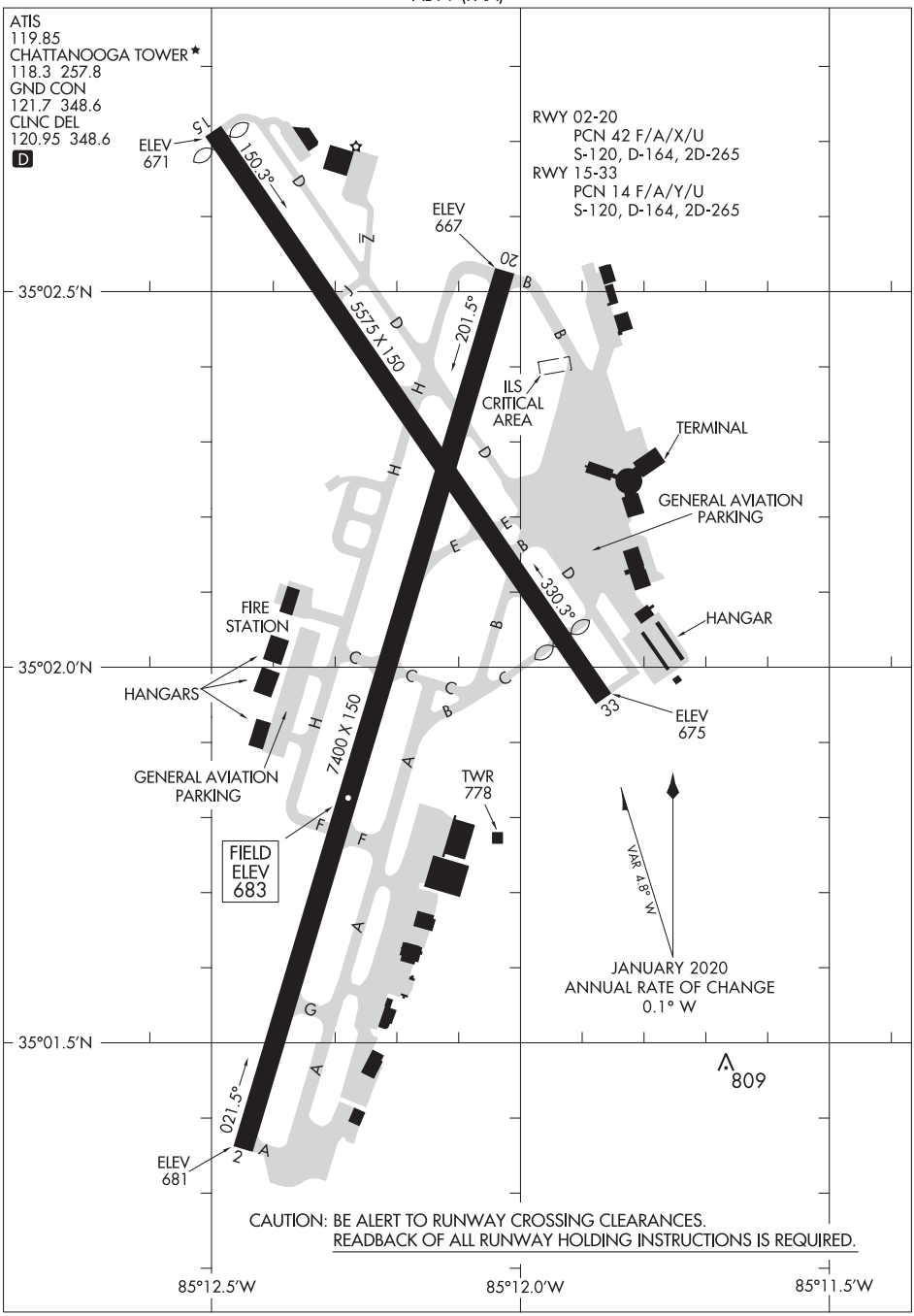
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

CATEGORY	A	B	C	D
S-33	1340-1	668 (700-1)	1340-1¾ 668 (700-1¾)	1340-2 668 (700-2)
C CIRCLING	1340-1	657 (700-1)	1480-2¼ 797 (800-2¼)	1580-3 897 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AL-79 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-1, 05 NOV 2020 to 31 DEC 2020

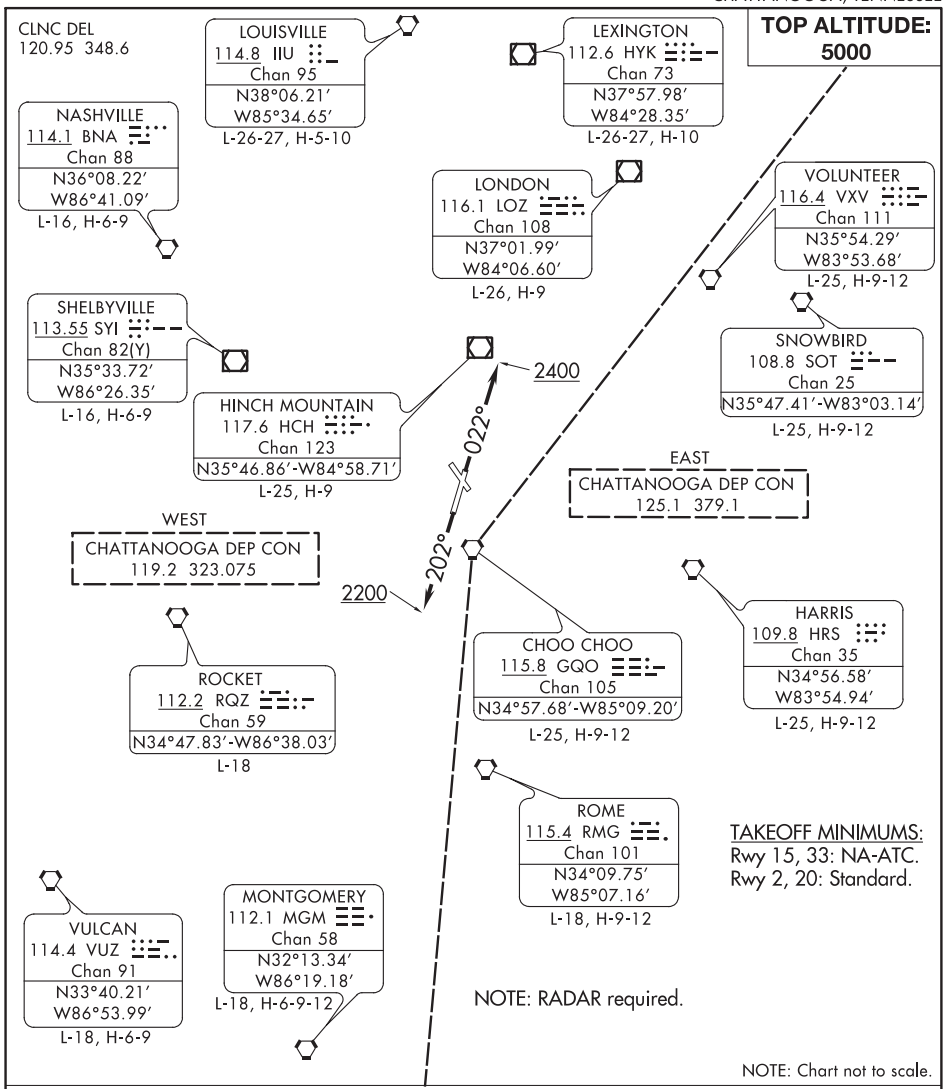
SE-1, 05 NOV 2020 to 31 DEC 2020

(CHA7.CHA) 20310

AL-79 (FAA)

CHATTANOOGA SEVEN DEPARTURE

LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....
TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence....

....expect vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 69439 W17A	APP CRS 167°	Rwy ldg 5999 TDZE 541 Apt Elev 550

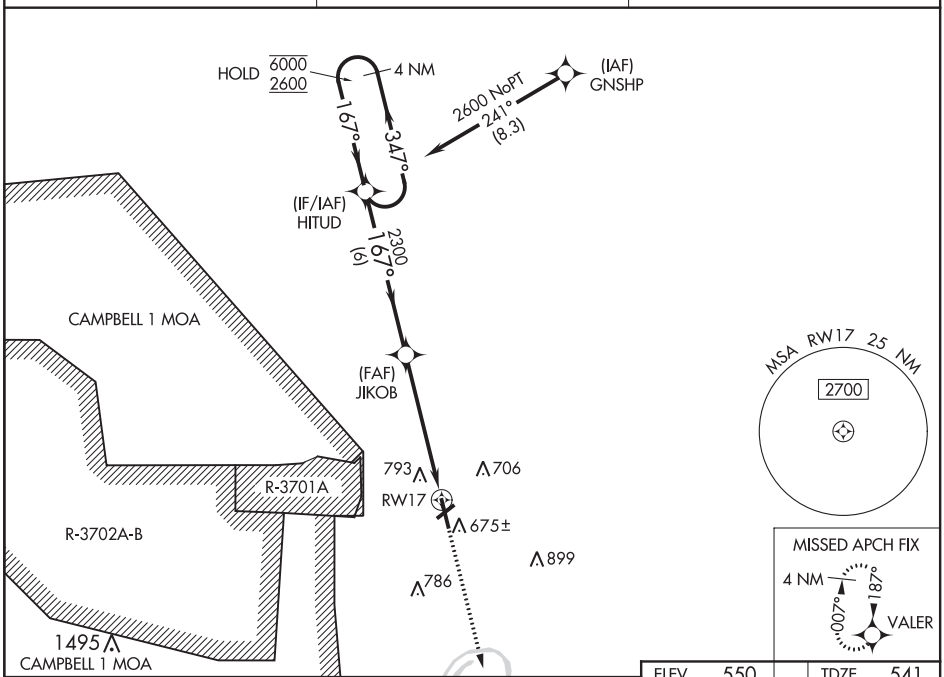
RNAV (GPS) RWY 17
OUTLAW FIELD (CKV)

RNP APCH.

Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct VALER and hold.

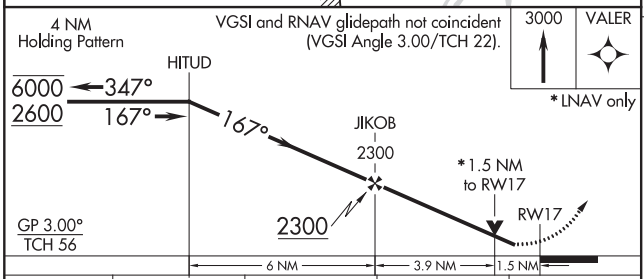
ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).

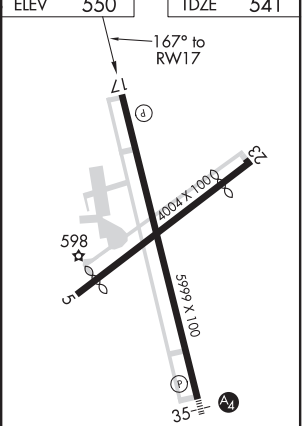
3000 VALER

* LNAV only



CATEGORY	A	B	C	D
LPV DA	823-⅞ 282 (300-⅞)			
LNAV/VNAV DA	991-1½ 450 (500-1½)			
LNAV MDA	1060-1 519 (600-1)		1060-1⅜ 519 (600-1⅜)	
C CIRCLING	1060-1 510 (600-1)		1060-1½ 510 (600-1½)	1200-2 650 (700-2)

ELEV 550 TDZ 541



REIL Rwy 17 L
MIRL Rwy 17-35

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE — AL-5311 (FAA) — 19171

RNAV (GPS) RWY 35
OUTLAW FIELD (CKV)

WAAS CH 58300 W35A	APP CRS 347°	Rwy ldg 5999 TDZE 550 Apt Elev 550

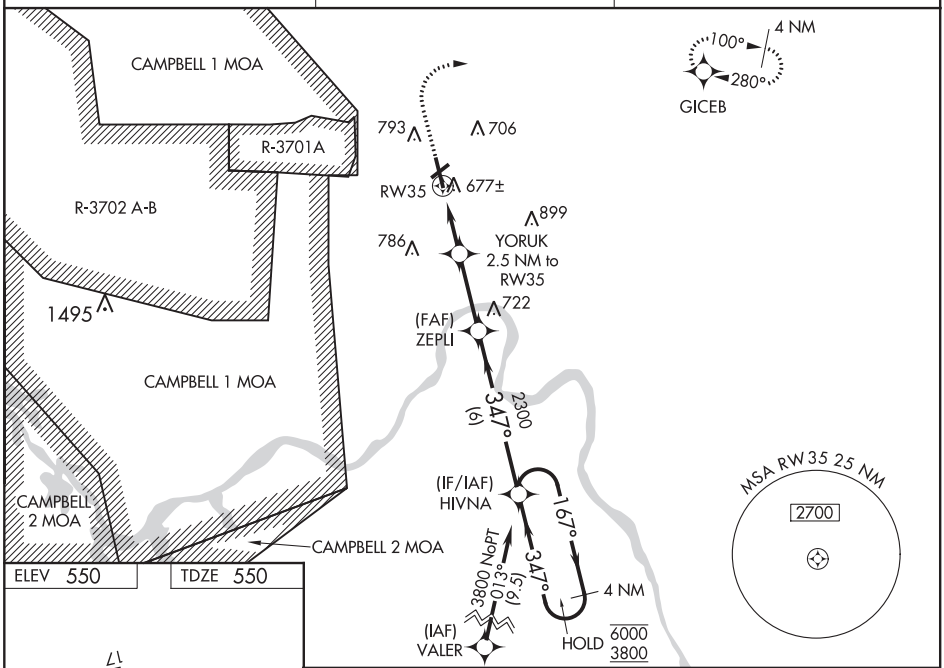
RNP APCH.

Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

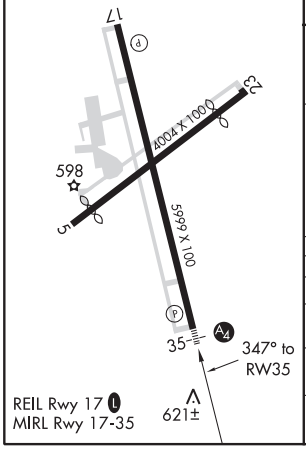
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

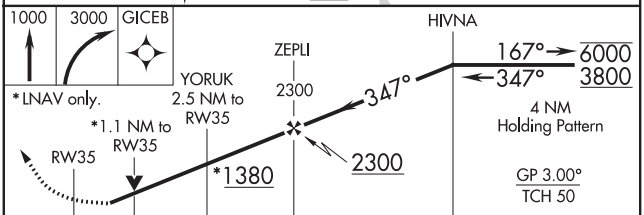
ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 550	TDZE 550





CATEGORY	A	B	C	D
LPV DA	805-¾ 255 (300-¾)			
LNAV/VNAV DA	838-¾ 288 (300-¾)			
LNAV MDA	940-¾ 390 (400-¾)		940-⅞ 390 (400-⅞)	
C CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC RWY 35
OUTLAW FIELD (CKV)

LOC I-CKV	APP CRS	Rwy ldg	5999
111.7	347°	TDZE	550
		Apt Elev	550

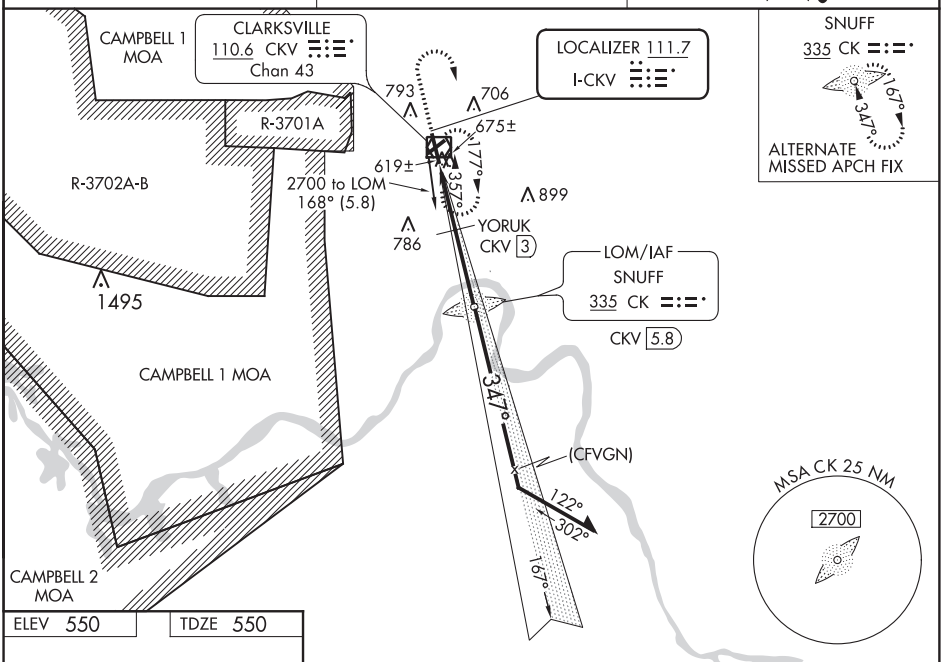
ADF required.
RADAR required.

Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting. *DME from CKV VOR/DME.

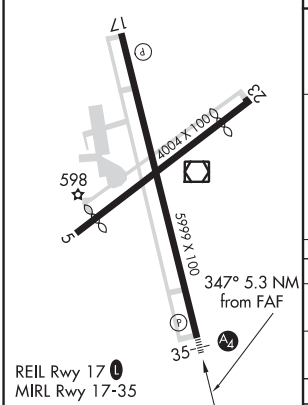
MALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

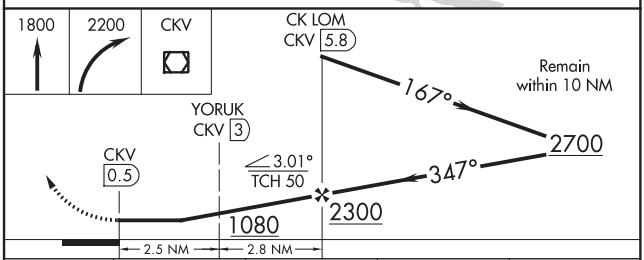
ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF)



ELEV 550 TDZE 550



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-LOC 35	1080-¾ 530 (600-¾)		1080-1¼ 530 (600-1¼)	
C CIRCLING	1080-1 530 (600-1)		1080-1½ 530 (600-1½)	1200-2 650 (700-2)
	YORUK FIX MINIMUMS * (DME REQUIRED)			
S-LOC 35	880-¾ 330 (400-¾)			
C CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE AL-5311 (FAA) 20254

VOR RWY 35
OUTLAW FIELD (CKV)

VOR/DME CKV	APP CRS	Rwy ldg 5999
110.6	357°	TDZE 550
Chan 43		Apt Elev 550

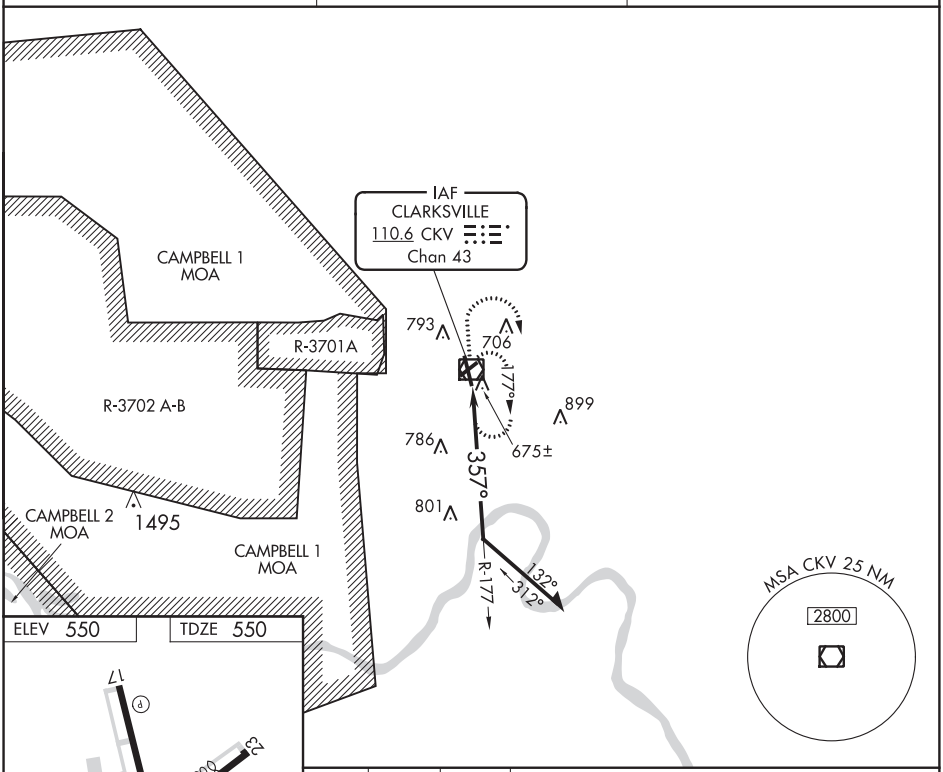
RADAR required for procedure entry.

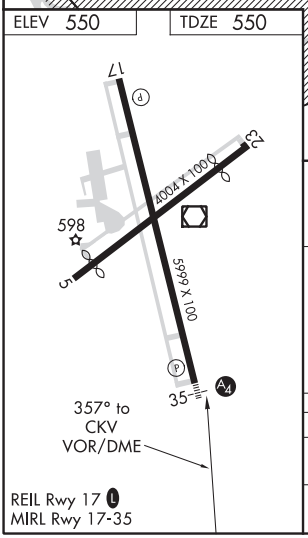
Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

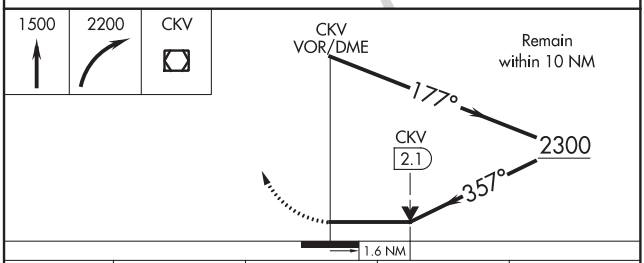
MALS A4

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

ASOS	CAMPBELL APP CON	UNICOM
134.575	134.35 307.025	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)	1120-1¾ 570 (600-1¾)
C CIRCLING	1120-1 570 (600-1)		1120-1⅝ 570 (600-1⅝)	1200-2 650 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE
Amdt 15H 20JUN19

36°37′N-87°25′W

OUTLAW FIELD (CKV)
VOR RWY 35

WAAS CH 99632 W03A	APP CRS 034°	Rwy ldg 6200 TDZE 834 Apt Elev 866

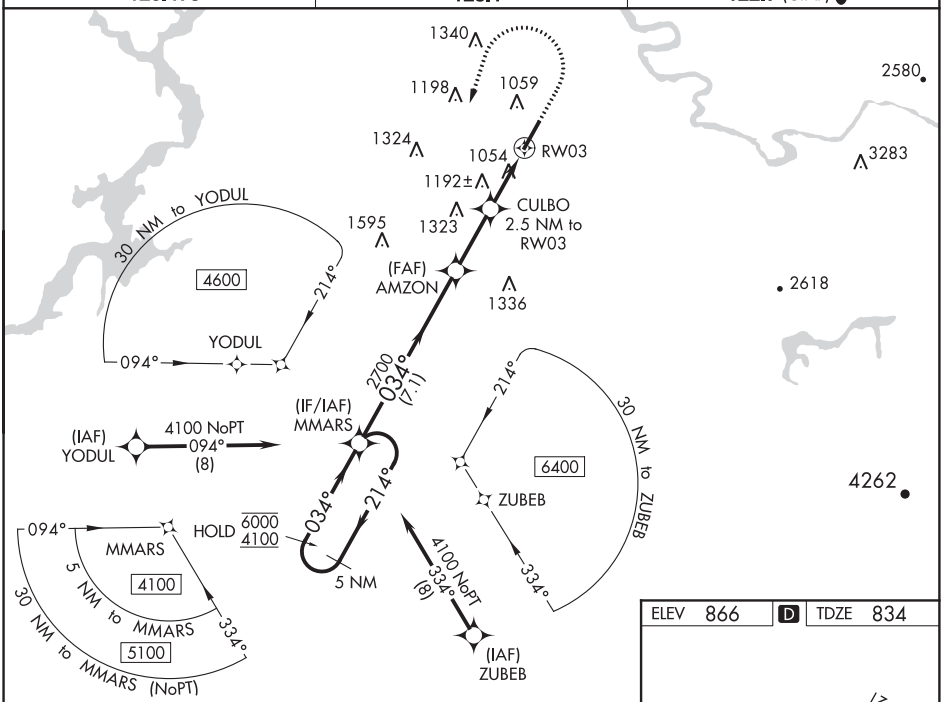
RNAV (GPS) RWY 3
CLEVELAND RGNL JETPORT (RZR)

RNP APCH.

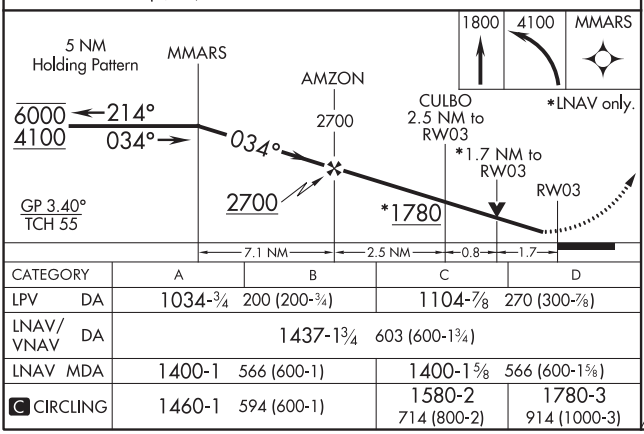
Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 20°C.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4100 direct MMARS and hold.

AWOS-3	CHATTANOOGA APP CON★	UNICOM
120.475	125.1	122.7 (CTAF) L

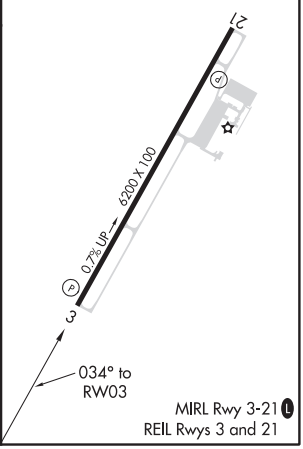


SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LPV DA	1034-¾ 200 (200-¾)		1104-⅞ 270 (300-⅞)	
LNAV/VNAV DA	1437-1¾ 603 (600-1¾)			
LNAV MDA	1400-1 566 (600-1)		1400-1⅝ 566 (600-1⅝)	
C CIRCLING	1460-1 594 (600-1)		1580-2 714 (800-2)	1780-3 914 (1000-3)

ELEV 866 D TDZE 834



SE-1, 05 NOV 2020 to 31 DEC 2020

CLEVELAND, TENNESSEE AL-10974 (FAA) 19059

WAAS CH 45731 W21A	APP CRS 214°	Rwy ldg 6200 TDZE 866 Apt Elev 866

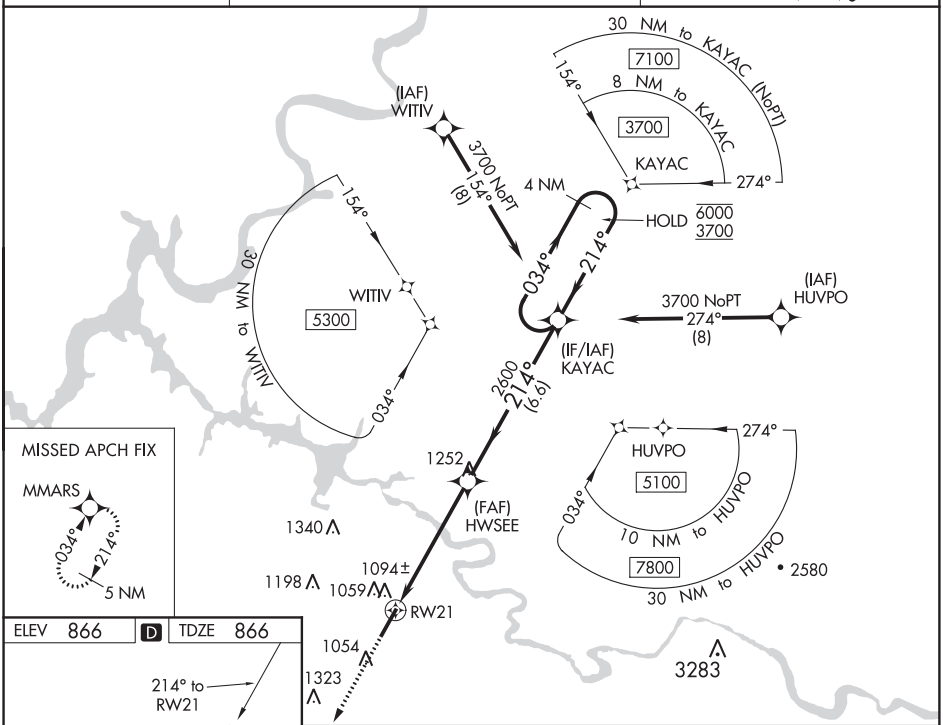
RNAV (GPS) RWY 21
CLEVELAND RGNL JETPORT (RZR)

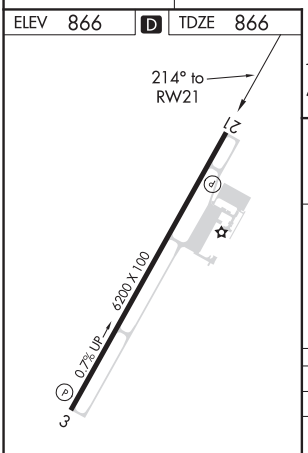
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

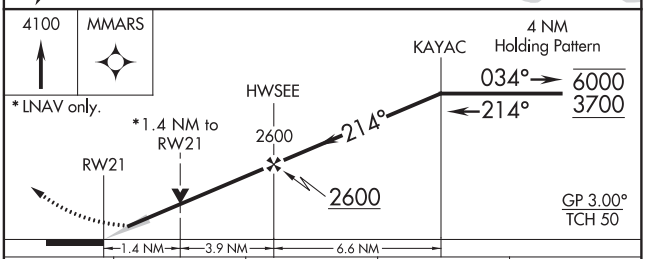
MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS-3	CHATTANOOGA APP CON★	UNICOM
120.475	125.1	122.7 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
LPV DA	1066-¾ 200 (200-¾)			
LNAV/VNAV DA	1276-1⅛ 410 (500-1⅛)			
LNAV MDA	1360-1 494 (500-1)		1360-1⅜ 494 (500-1⅜)	
C CIRCLING	1460-1 594 (600-1)		1580-2 714 (800-2)	1780-3 914 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

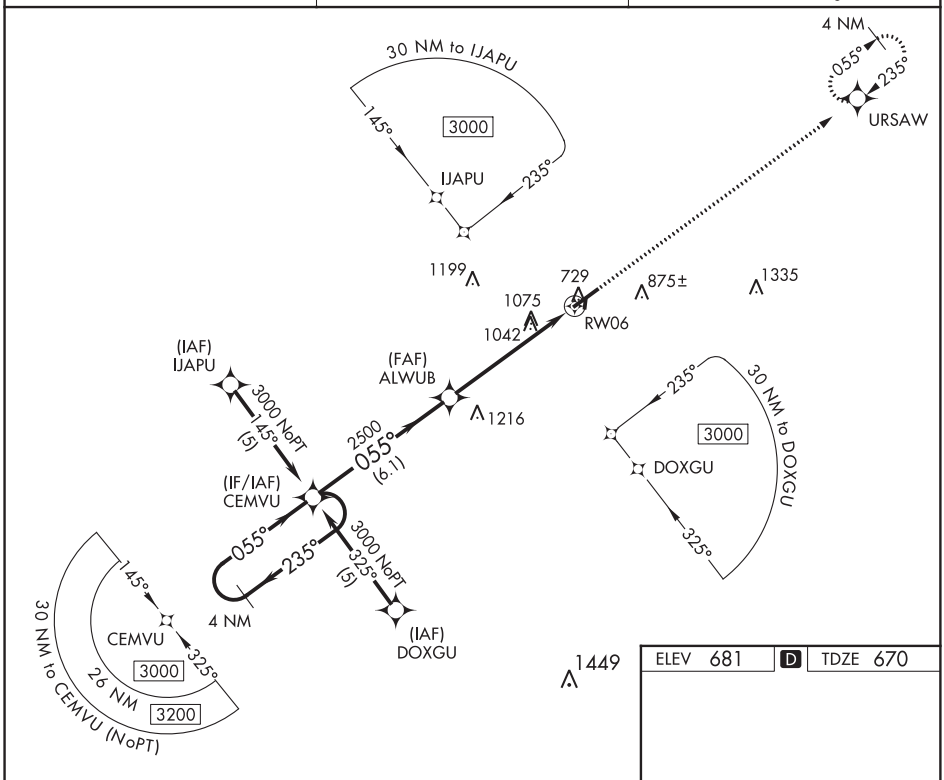
APP CRS	Rwy ldg	5600
055°	TDZE	670
	Apt Elev	681

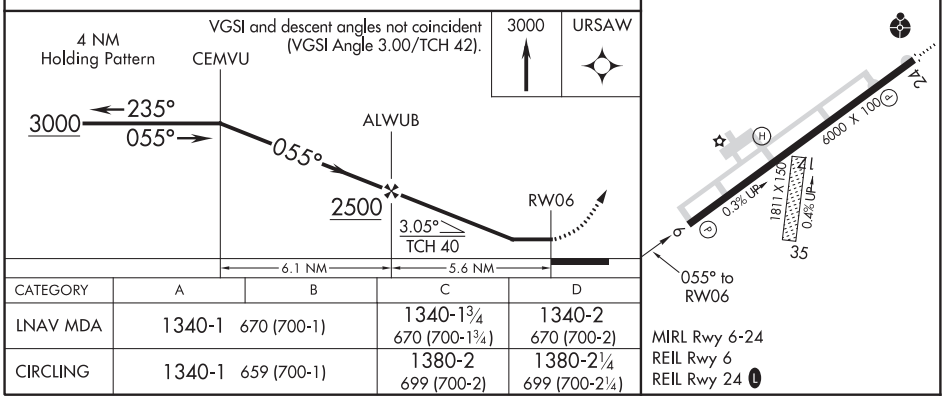
RNAV (GPS) RWY 6
MAURY COUNTY (MRC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct URSAW and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1340-1 670 (700-1)		1340-1¾ 670 (700-1¾)	1340-2 670 (700-2)
CIRCLING	1340-1 659 (700-1)		1380-2 699 (700-2)	1380-2¼ 699 (700-2¼)

MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COLUMBIA/MT.PLEASANT, TENNESSEE AL-5706 (FAA) 20198

RNAV (GPS) RWY 24
MAURY COUNTY (MRC)

WAAS CH 69515 W24A	APP CRS 235°	Rwy ldg 6000 TDZE 681 Apt Elev 681

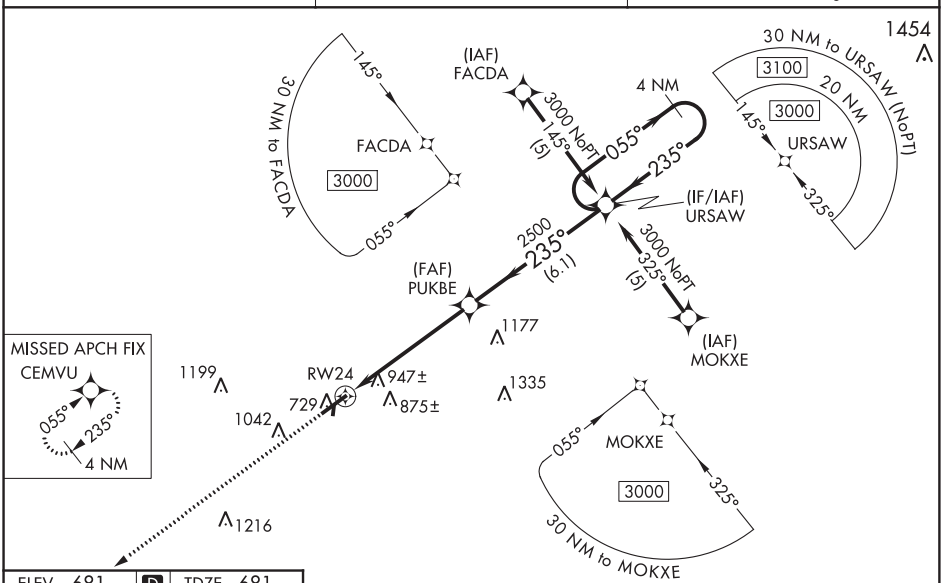
RNP APCH.

Inop table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

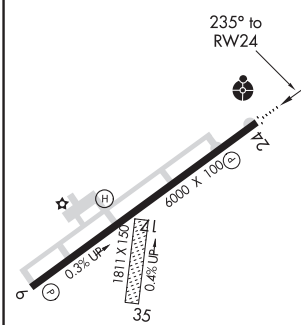
ODALS

MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.625	125.85 379.25	122.8 (CTAF)



ELEV 681	D	TDZE 681

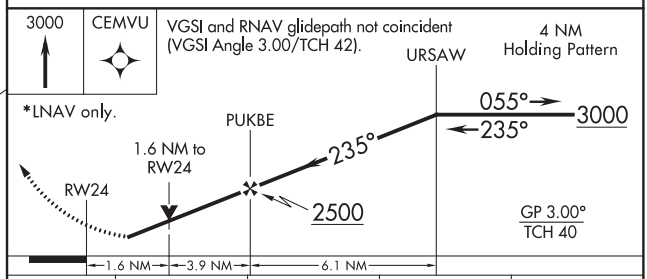


MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24

3000 CEMVU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	981-1 300 (300-1)			
LNAV/VNAV DA	1329-2¼ 648 (700-2¼)			
LNAV MDA	1220-¾ 539 (600-¾)		1220-1½ 539 (600-1½)	1220-1¾ 539 (600-1¾)
CIRCLING	1320-1 639 (700-1)		1380-2 699 (700-2)	1420-2¼ 739 (800-2¼)

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82724 W02A	APP CRS 019°	Rwy ldg 3500 TDZE 1772 Apt Elev 1789

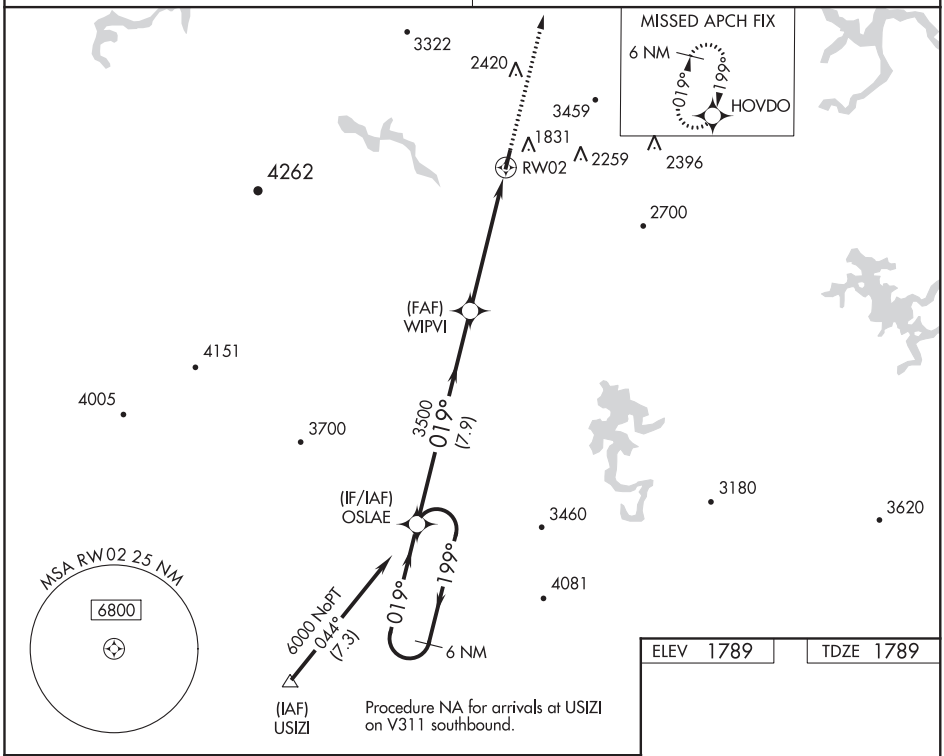
RNAV (GPS) RWY 2
MARTIN CAMPBELL FIELD (1A3)

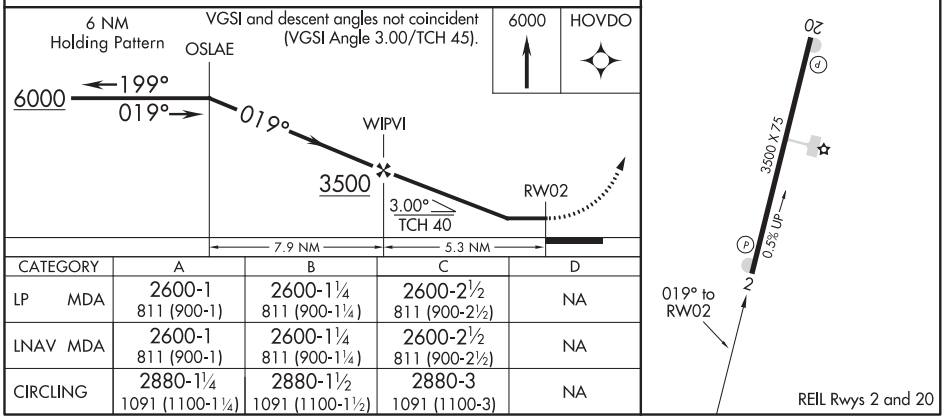
T A NA

DME/DME RNP-0.3 NA. Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet, and increase LNAV Cats A and B visibility ¼ mile and Cat C ½ mile, and LP Cat A ¼ mile. Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

ATLANTA CENTER	(CTAF)
133.1 342.425	122.9





CATEGORY	A	B	C	D
LP MDA	2600-1 811 (900-1)	2600-1¼ 811 (900-1¼)	2600-2½ 811 (900-2½)	NA
LNAV MDA	2600-1 811 (900-1)	2600-1¼ 811 (900-1¼)	2600-2½ 811 (900-2½)	NA
CIRCLING	2880-1¼ 1091 (1100-1¼)	2880-1½ 1091 (1100-1½)	2880-3 1091 (1100-3)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COPPERHILL, TENNESSEE AL-10398 (FAA) 19311

WAAS CH 86825 W20A	APP CRS 199°	Rwy ldg 3500 TDZE 1789 Apt Elev 1789

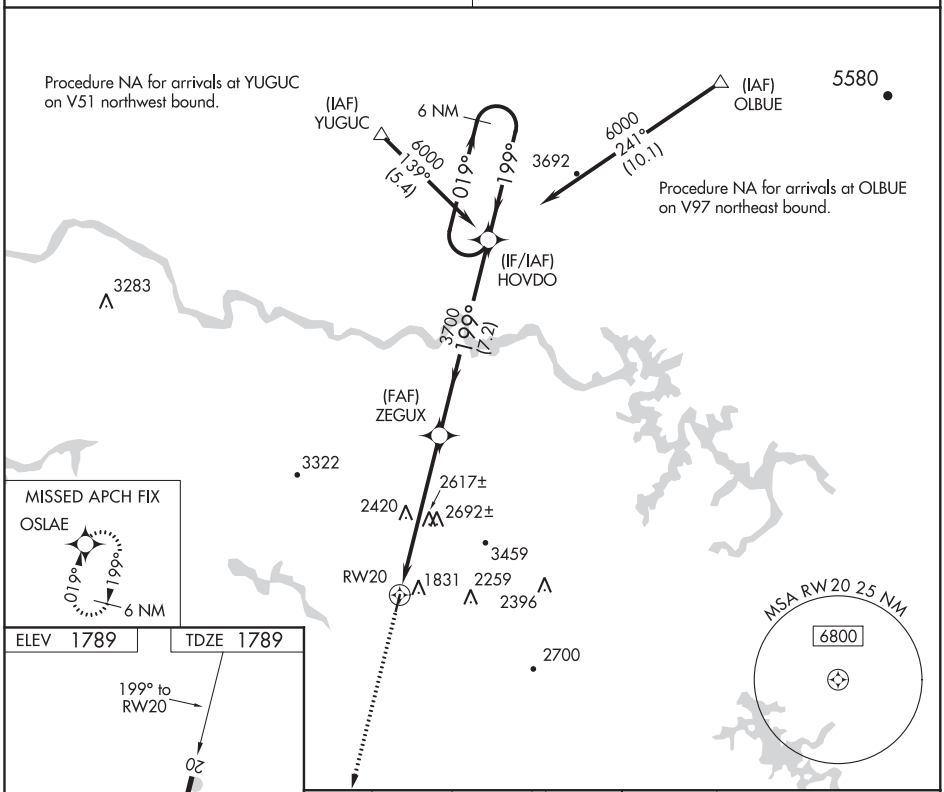
RNAV (GPS) RWY 20
MARTIN CAMPBELL FIELD (1A3)

RNP APCH.

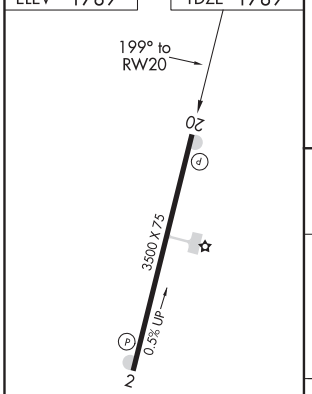
Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.

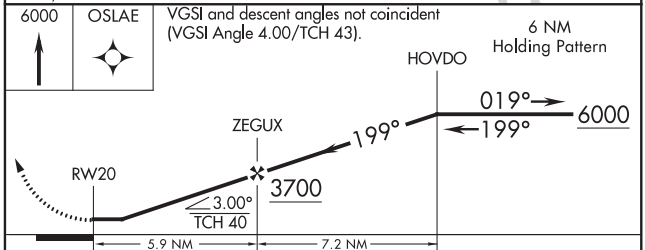
ATLANTA CENTER	CTAF
133.1 342.425	122.9



ELEV 1789	TDZE 1789



REIL Rwys 2 and 20



CATEGORY		A	B	C	D
LP	MDA	2940-1¼ 1151 (1200-1¼)	2940-1½ 1151 (1200-1½)	2940-3 1151 (1200-3)	NA
LNAV	MDA	3020-1¼ 1231 (1300-1¼)	3020-1½ 1231 (1300-1½)	3020-3 1231 (1300-3)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

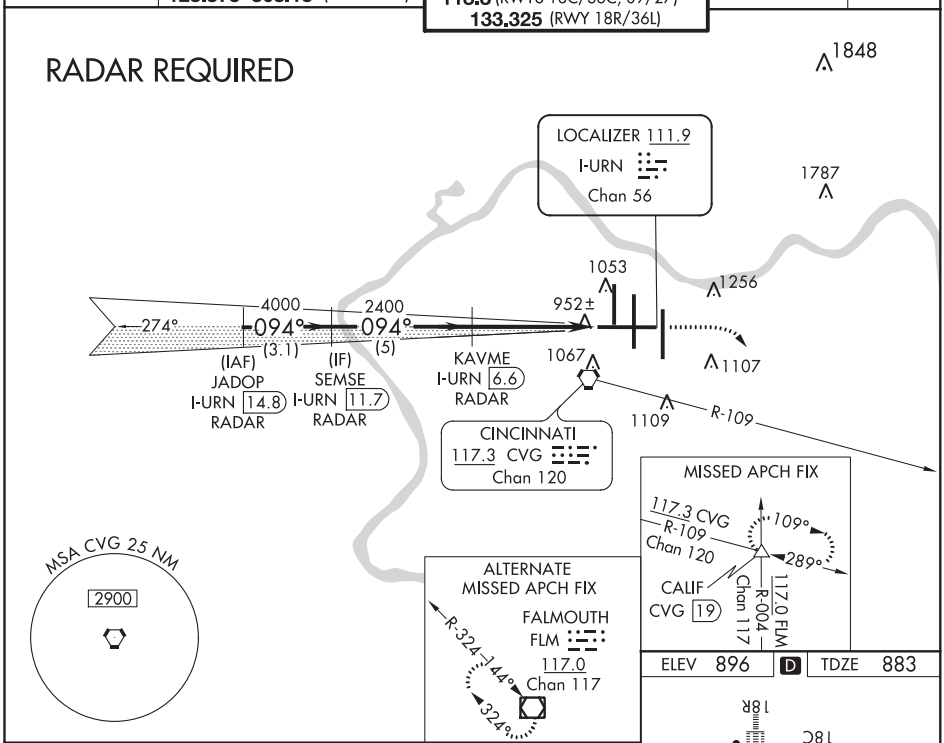
LOC/DME I-URN	APP CRS	Rwy ldg	11640
111.9	094°	TDZE	883
Chan 56		Apt Elev	896

For inoperative MALSR, increase S-LOC 9 Cat D visibility to RVR 5000. DME or radar required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF INT/19 DME and hold.

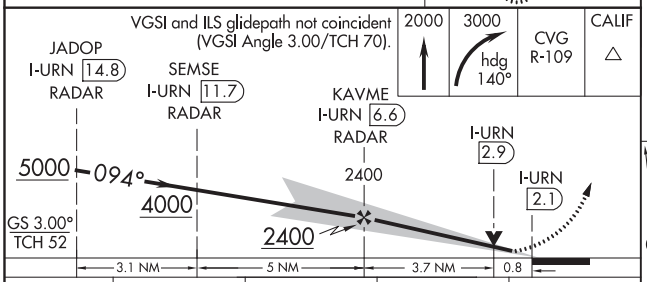
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

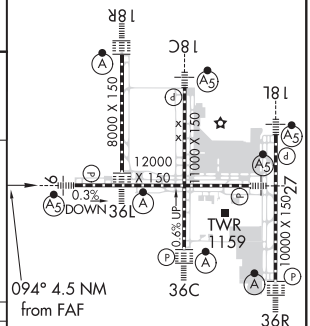


ELEV	896	D	TDZE	883

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

2000	3000	CVG R-109	CALIF
	hdg 140°		





HIRL all Rwys
TDZ/CL all Rwys except 27

CATEGORY	A	B	C	D
S-ILS 9	1083/18 200 (200-½)			
S-LOC 9	1220/24 337 (400-½)			1220/40 337 (400-¾)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY AL-655 (FAA) 20310

ILS or LOC RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-SIC	APP CRS	Rwy ldg	11000
111.55	186°	TDZE	875
Chan 52 (Y)		Apt Elev	896

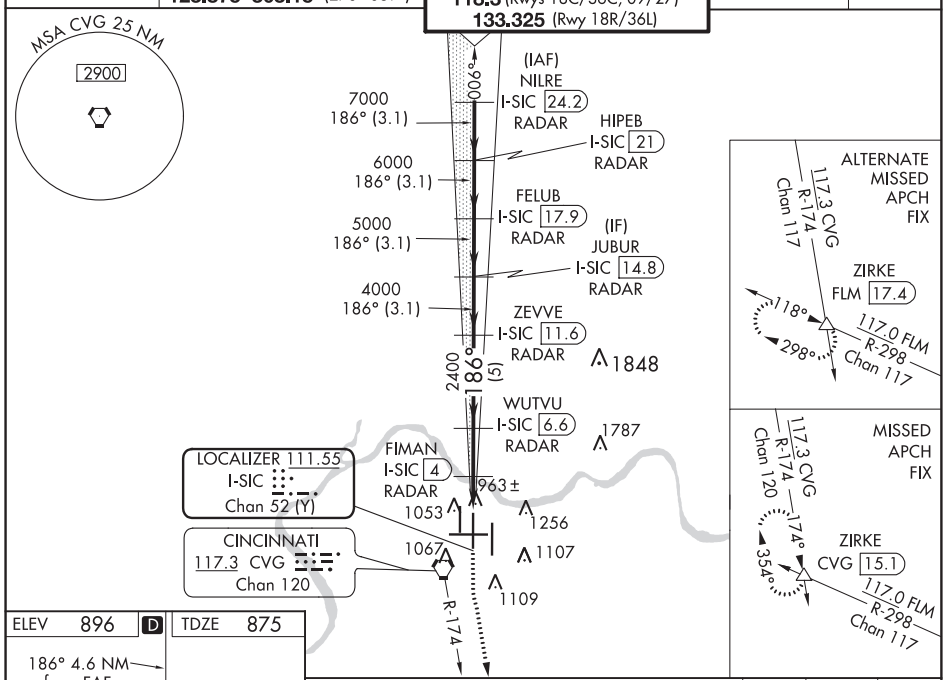
RADAR required for procedure entry.
DME or RADAR required.

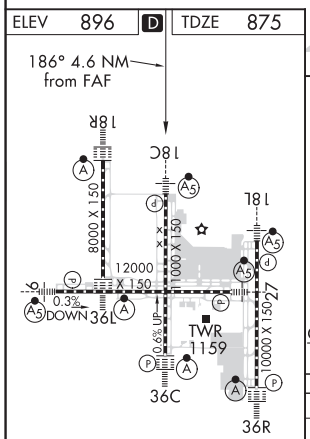
Simultaneous approach authorized.

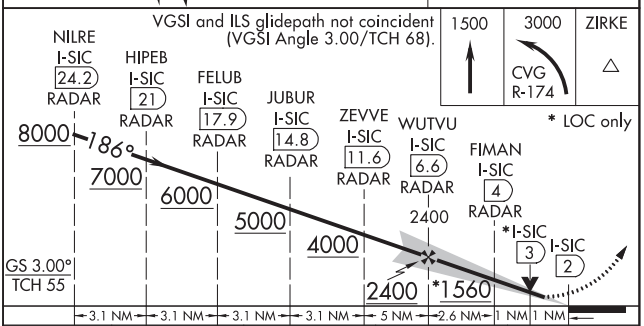
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	121.7	127.175







CATEGORY	A	B	C	D
S-ILS 18C	1075/18 200 (200-½)			
S-LOC 18C	1260/24 385 (400-½)		1260/35 385 (400-⅝)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

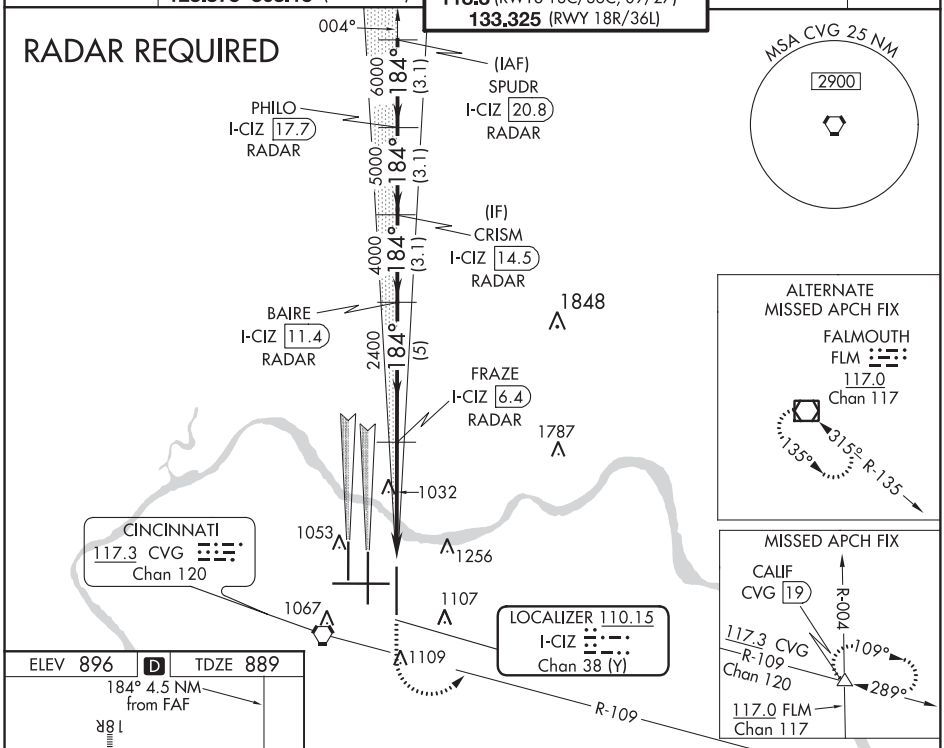
LOC/DME I-CIZ 110.15 Chan 38 (Y)	APP CRS 184°	Rwy ldg 10000 TDZE 889 Apt Elev 896

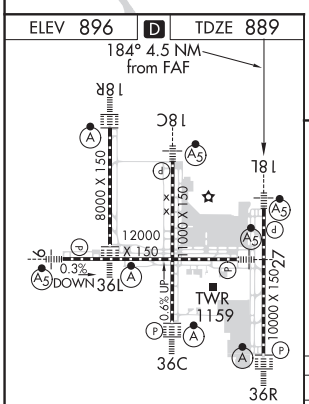
Simultaneous approach authorized with Rwy 18C and 18R. DME or radar required. For inoperative MALSR, increase S-LOC 18L Cat C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF INT/CVG 19 DME and hold.

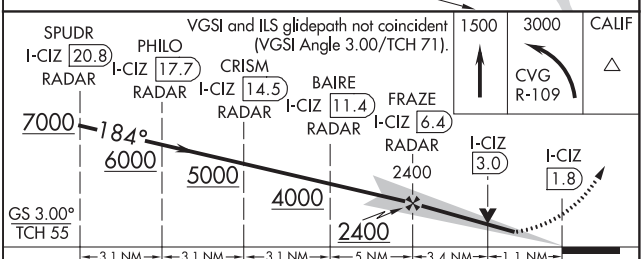
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175





HIRL all Rwys
TDZ/CL all Rwys except 27

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
S-ILS 18L	1089/18 200 (200-½)			
S-LOC 18L	1300/24 411 (500-½)		1300/40 411 (500-¾)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY AL-655 (FAA) 20310

ILS or LOC RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

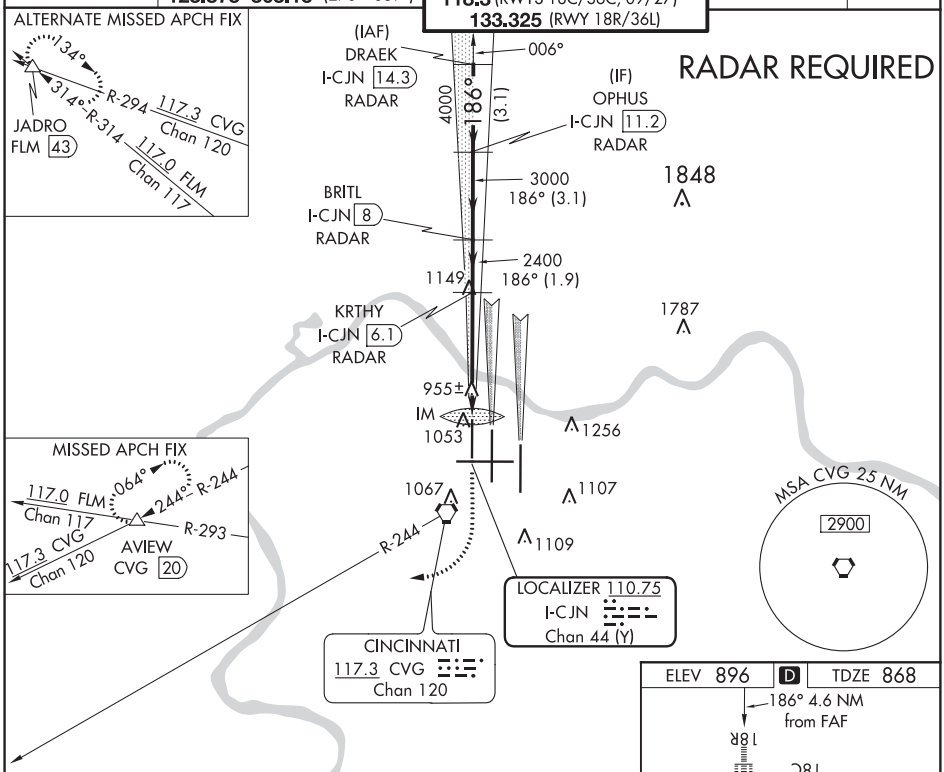
LOC/DME I-CJN	APP CRS	Rwy ldg	8000
110.75	186°	TDZE	868
Chan 44 (Y)		Apt Elev	896

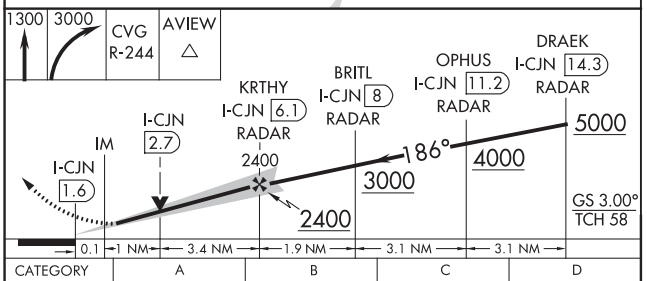
Simultaneous approach authorized with Rwy 18C and 18L. DME or radar required.

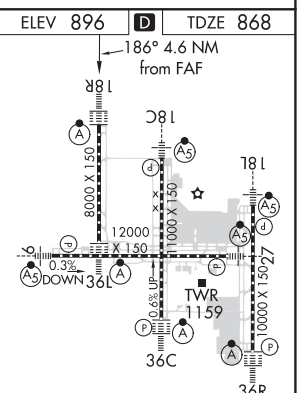
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 363.15 (090°- 269°)	118.975 360.85 (RWY 18L/36R)	121.7	127.175
134.375	135.3	123.875 363.15 (270°- 089°)	118.3 (RWYS 18C/36C, 09/27)		
			133.325 (RWY 18R/36L)		







CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1300/24 432 (500-½)		1300/40 432 (500-¾)	1300/50 432 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 27
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC I-JDP	APP CRS	Rwy ldg	12000
108.7	276°	TDZE	875
		Apt Elev	896

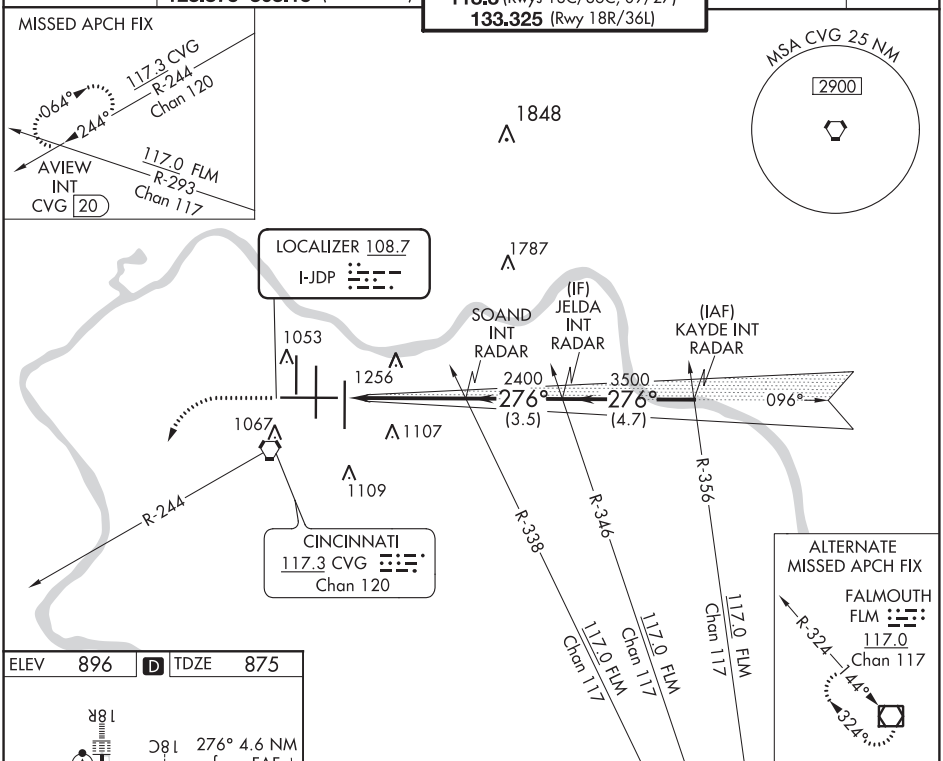
RADAR required for procedure entry.

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

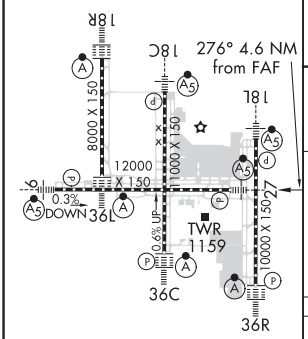
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	121.7	127.175

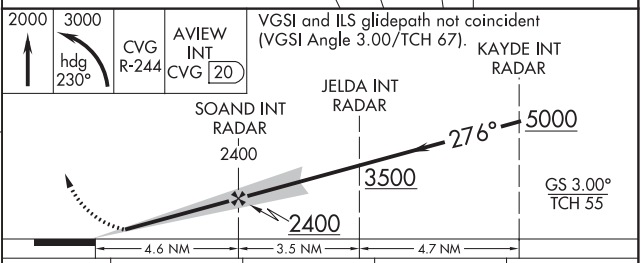


ELEV 896 | D | TDZE 875



HIRL all Rwys
TDZ/CL all Rwys except 27

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
S-ILS 27 **	1075/24 200 (200-½)			
S-LOC 27	1420/24 545 (600-½)		1420/60 545 (600-1¼)	
C CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-CVG	APP CRS	Rwy ldg 11000
109.9	006°	TDZE 851
Chan 36		Apt Elev 896

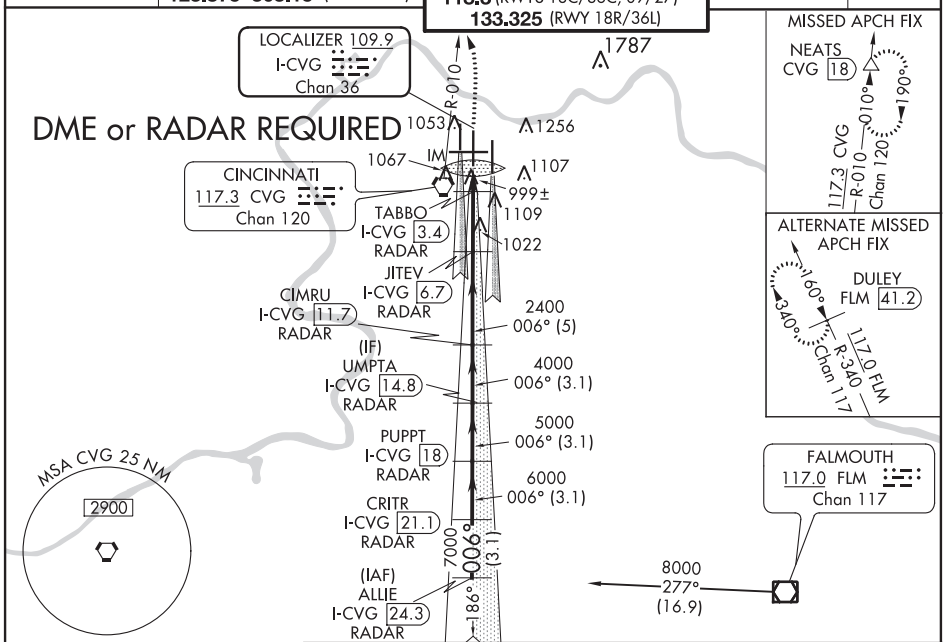
ILS or LOC RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36L/R.
DME required.

ALSF-2

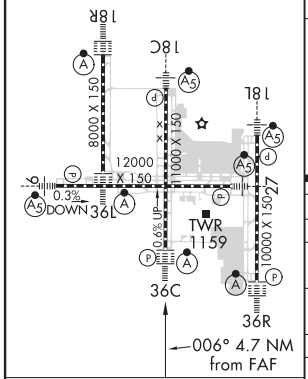
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

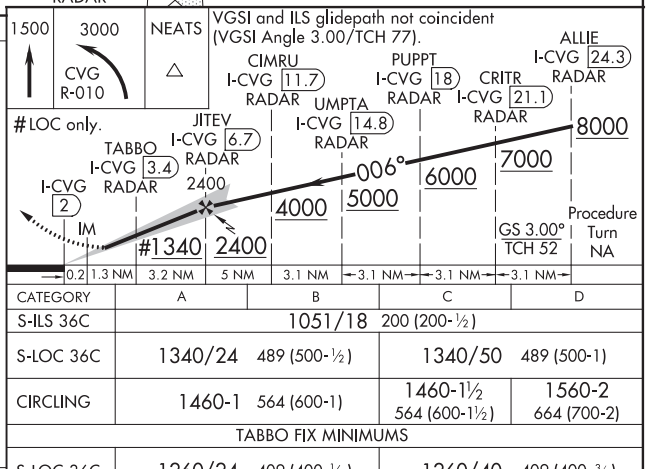


ELEV 896 D TDZE 851

TDZ/CL all Rwys except 27
HIRL all Rwys



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 36C	1051/18 200 (200-½)			
S-LOC 36C	1340/24 489 (500-½)		1340/50 489 (500-1)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
TABBO FIX MINIMUMS				
S-LOC 36C	1260/24 409 (400-½)		1260/40 409 (400-¾)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

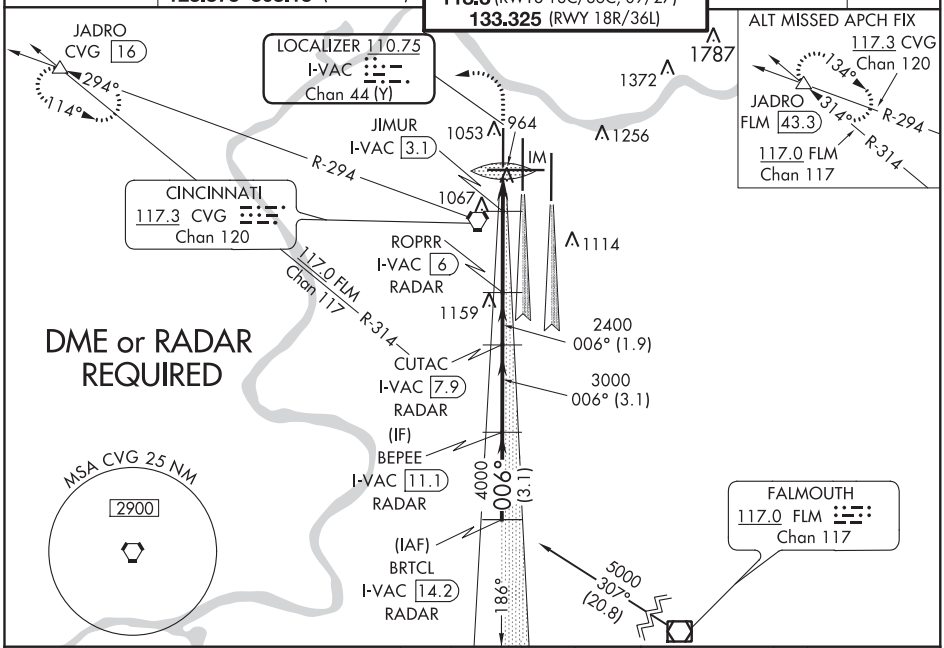
LOC/DME I-VAC	APP CRS	Rwy ldg	8000
110.75	006°	TDZE	873
Chan 44 (Y)		Apt Elev	896

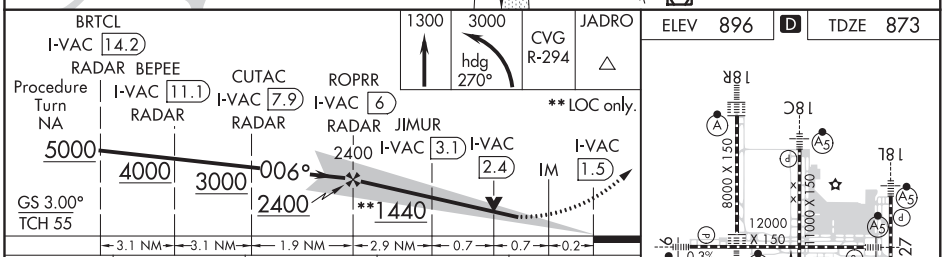
T A Simultaneous approach authorized with Rwy 36C and 36R. DME required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

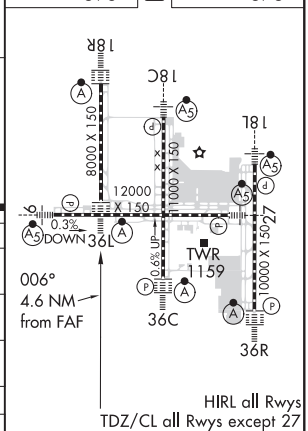
D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 363.15 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7	127.175
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)		
			133.325 (RWY 18R/36L)		





CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1440/24 567 (600-½)		1440/60 567 (600-1¼)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)
JIMUR FIX MINIMUMS				
S-LOC 36L	1220/24 347 (400-½)		1220/30 347 (400-⅝)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

ELEV 896 D TDZE 873



FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

ILS or LOC RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

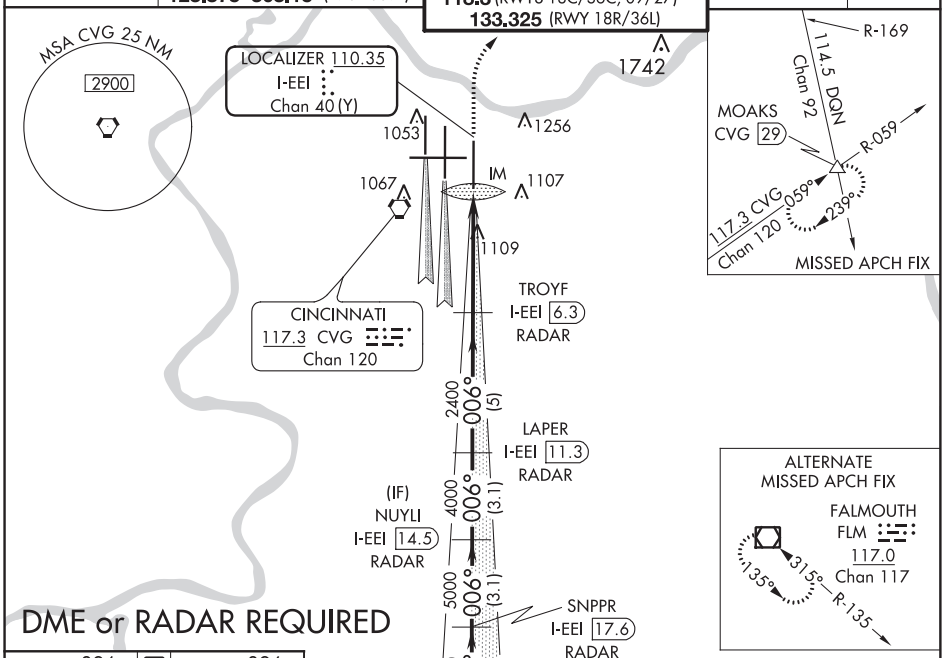
LOC/DME I-EEI	APP CRS	Rwy ldg	10000
110.35	006°	TDZE	896
Chan 40 (Y)		Apt Elev	896

Simultaneous approach authorized with Rwy 36C and 36L.
DME or radar required.

ALSF-2

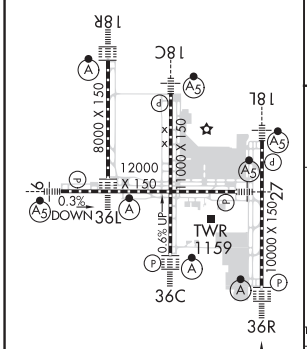
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



DME or RADAR REQUIRED

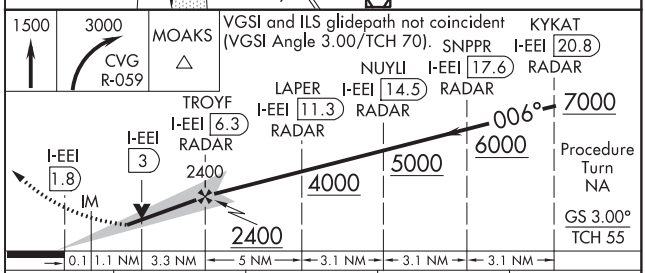
ELEV 896	D	TDZE 896



TDZ/CL all
Rwys except 27
HIRL all Rwys

006° 4.5 NM from FAF

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
S-ILS 36R	1096/18 200 (200-½)			
S-LOC 36R	1360/24 464 (500-½)		1360/50 464 (500-1)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

COVINGTON, KENTUCKY
Amdt 8B 31MAY12

39°03′N-84°40′W

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
ILS or LOC RWY 36R

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 18C (SA CAT I & II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOC/DME I-SIC	APP CRS	Rwy ldg	11000
111.55	186°	TDZE	875
Chan 52 (Y)		Apt Elev	896

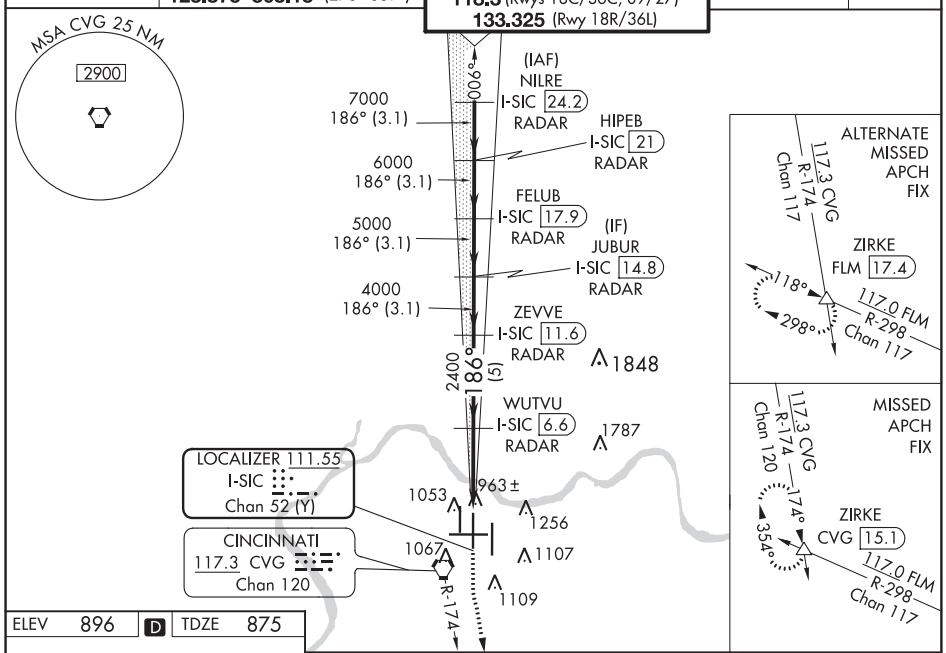
RADAR required for procedure entry. DME or RADAR required.

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

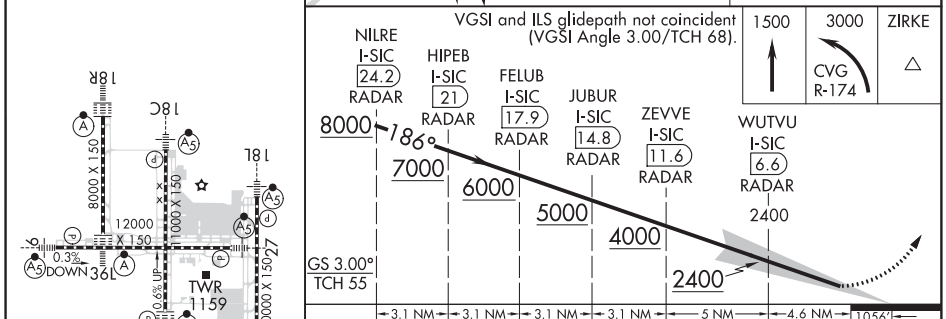
MALSR

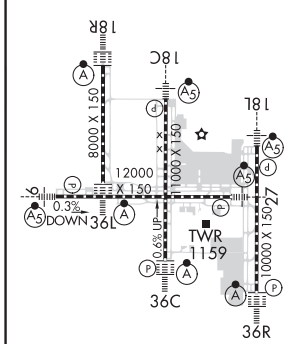
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 18R/36L)	121.7	127.175



ELEV 896 D TDZE 875





CATEGORY	A	B	C	D
S-ILS 18C	SA CAT I RA 191/16 150 DA 1025			
S-ILS 18C	SA CAT II RA 100/12 100 DA 975			

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

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-JDP	APP CRS	Rwy ldg / TDZE / Apt Elev
108.7	276°	12000 / 875 / 896

ILS RWY 27 (SA CAT I & II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

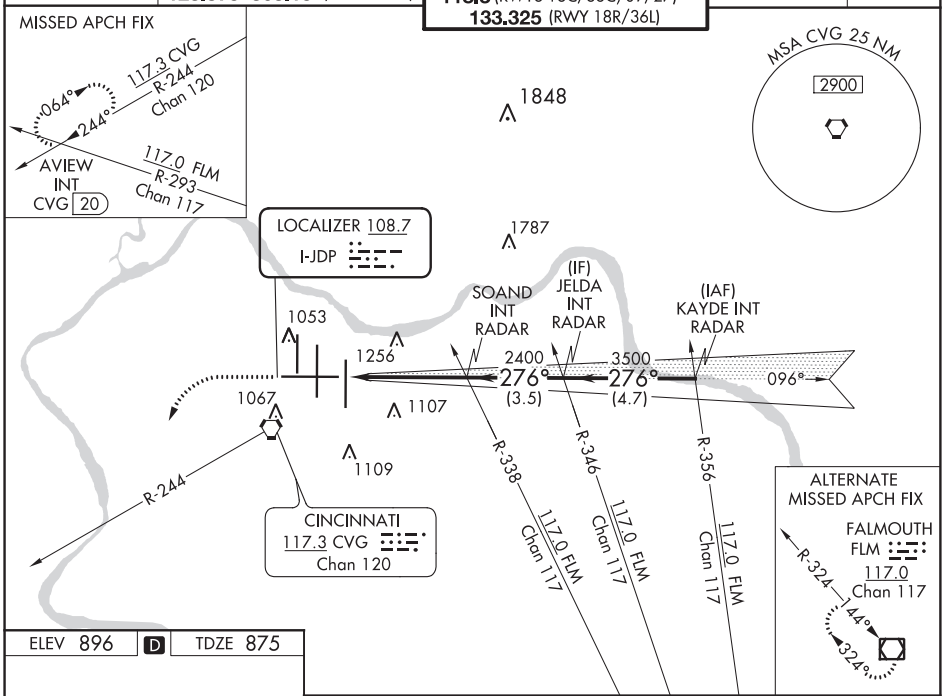
RADAR required for procedure entry.

SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

MALSR

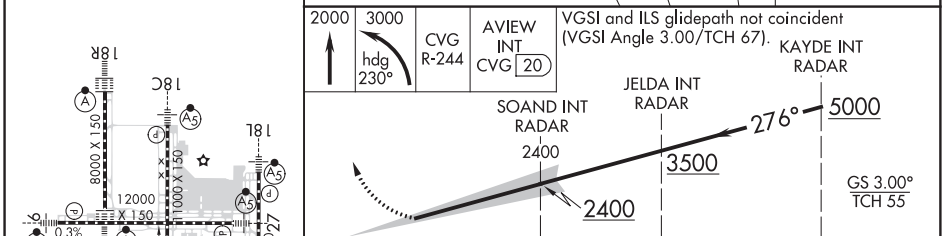
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 896 D TDZE 875



CATEGORY	A	B	C	D
S-ILS 27	SA CAT I	RA 137/14	150 DA 1025	
S-ILS 27	SA CAT II	RA 90/12	100 DA 975	

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

HIRL all Rwys
TDZ/CL all Rwys except 27

ILS RWY 18R (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

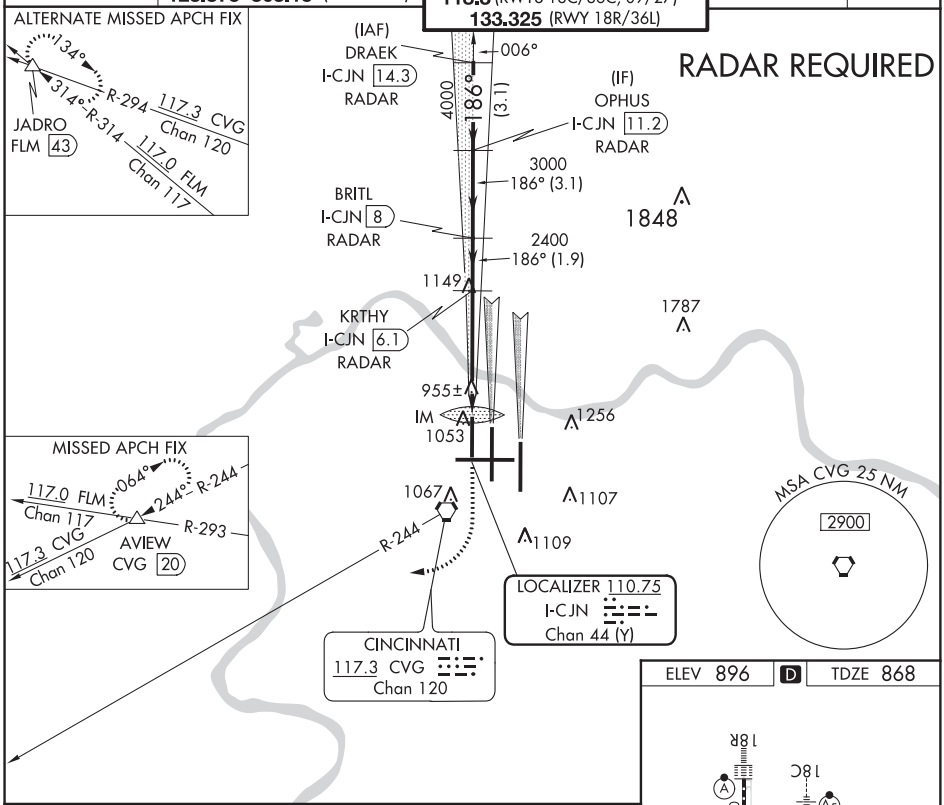
LOC/DME I-CJN	APP CRS	Rwy ldg	8000
110.75	186°	TDZE	868
Chan 44 (Y)		Apt Elev	896

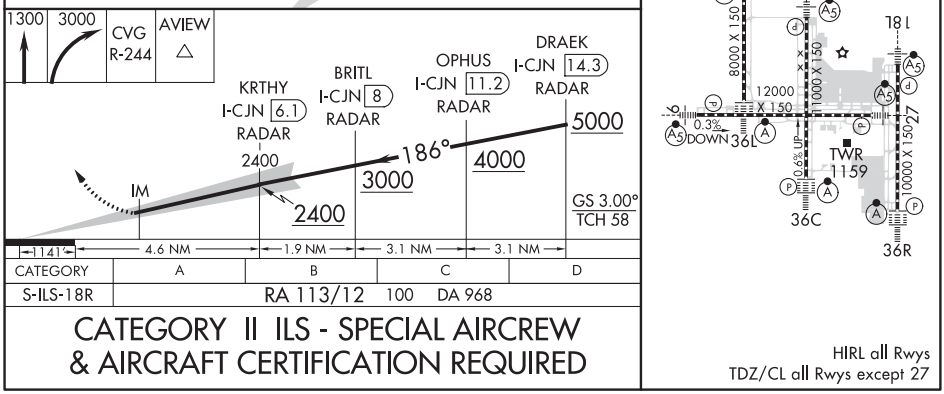
Simultaneous approach authorized with Rwy 18C and 18L. DME or radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/ CVG 20 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

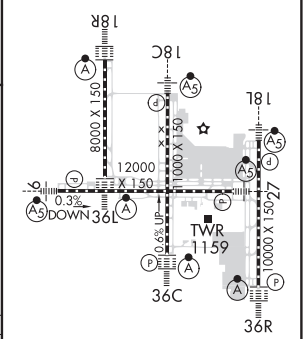




CATEGORY	A	B	C	D
S-ILS-18R	RA 113/12 100 DA 968			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 896 | D | TDZE 868



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY

AL-655 (FAA)

20310

ILS RWY 36L (CAT II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

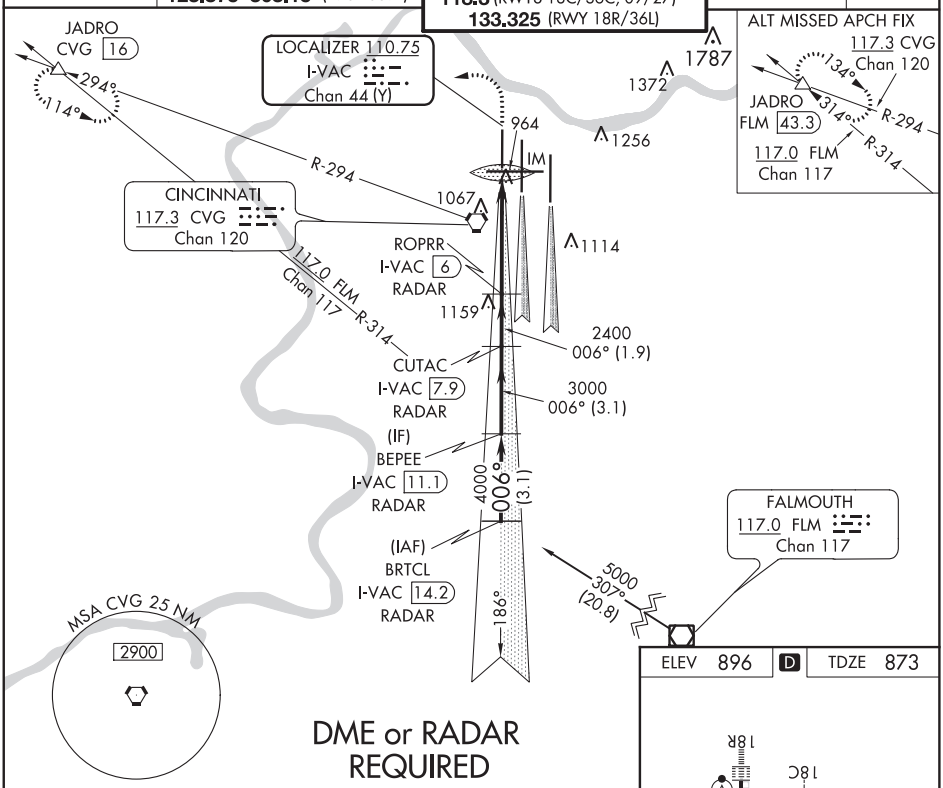
LOC/DME I-VAC	APP CRS	Rwy ldg	8000
110.75	006°	TDZE	873
Chan 44 (Y)		Apt Elev	896

Simultaneous approach authorized with Rwy 36C and 36R. DME required.

ALSF-2

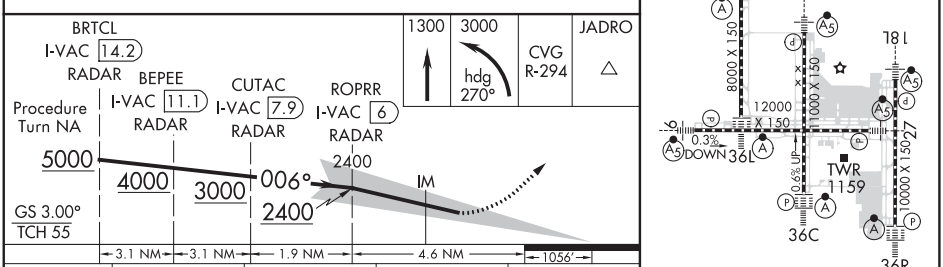
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



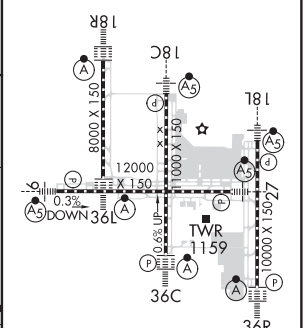
DME or RADAR REQUIRED

ELEV 896	D	TDZE 873



CATEGORY	A	B	C	D
S-ILS-36L	RA 98/12 100 DA 973			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 36C (CAT II & III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

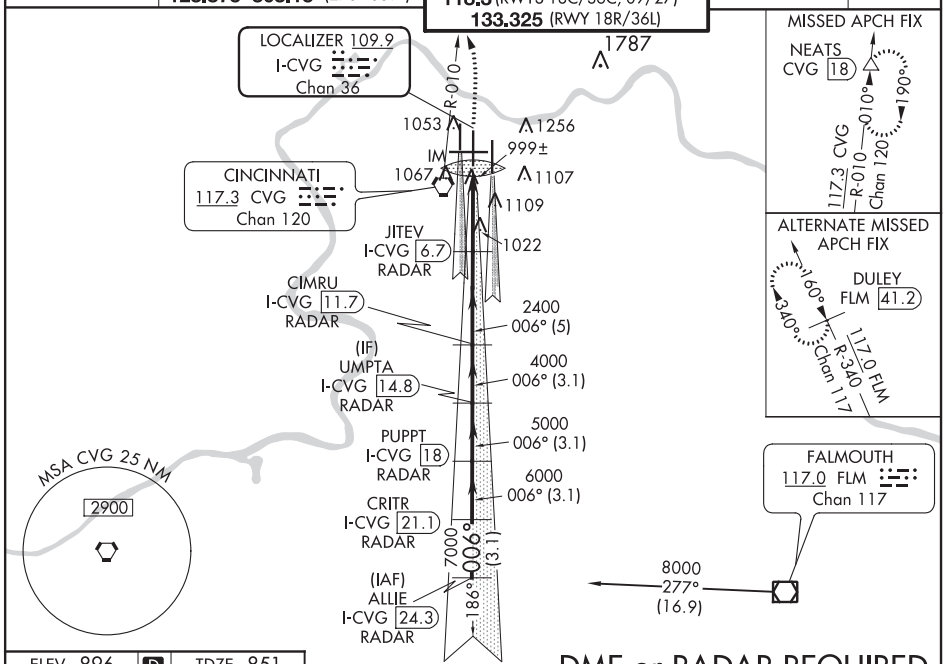
LOC/DME I-CVG 109.9 Chan 36	APP CRS 006°	Rwy ldg 11000 TDZE 851 Apt Elev 896

Simultaneous approach authorized with Rwy 36L/R.
DME required.

ALSF-2

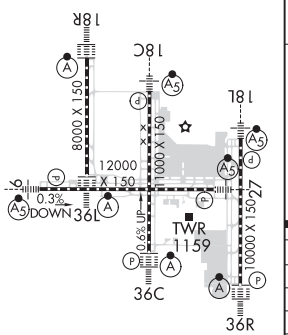
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



DME or RADAR REQUIRED

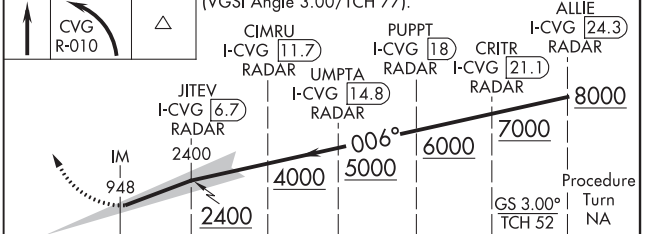
ELEV 896 | D | TDZE 851



HIRL all Rwys
TDZ/CL all Rwys except 27

1500 | 3000 CVG R-010 | NEATS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).



CATEGORY	A	B	C	D
S-ILS-36C	CAT II RA 134/12	100	DA 951	
S-ILS 36C	CAT IIIa	RVR 07		
S-ILS 36C	CAT IIIb	RVR 06		
S-ILS 36C	CAT IIIc	NA		

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY

AL-655 (FAA)

20310

ILS RWY 36R (CAT II & III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

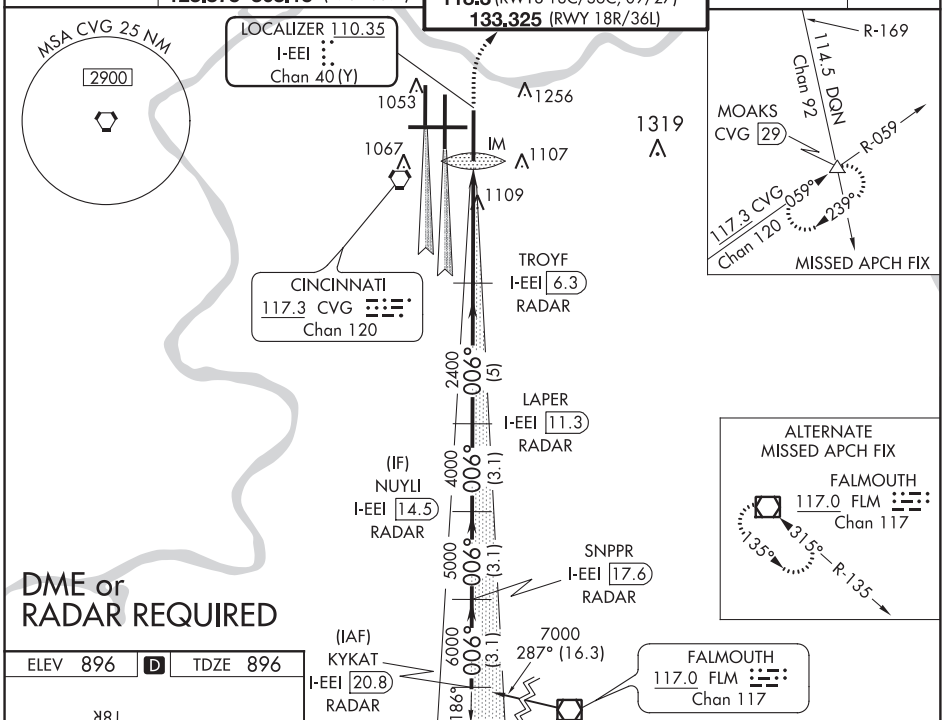
LOC/DME I-EEI	APP CRS	Rwy ldg	10000
110.35	006°	TDZE	896
Chan 40 (Y)		Apt Elev	896

Simultaneous approach authorized with Rwy 36C and 36L. DME or radar required.

ALSF-2

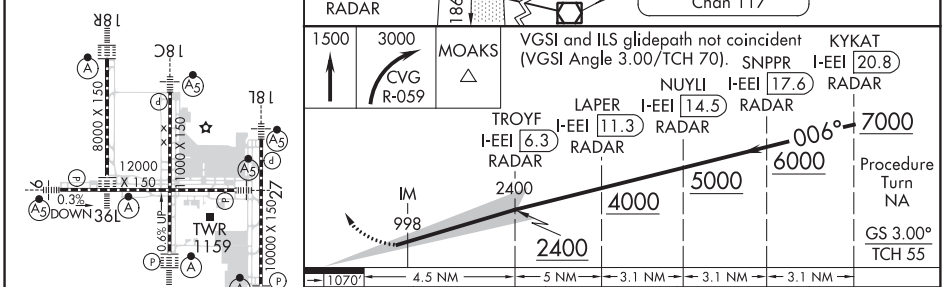
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



DME or RADAR REQUIRED

ELEV 896	D	TDZE 896



CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 98/12 100 DA 996			
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

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

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	11640
094°	TDZE	883
	Apt Elev	896

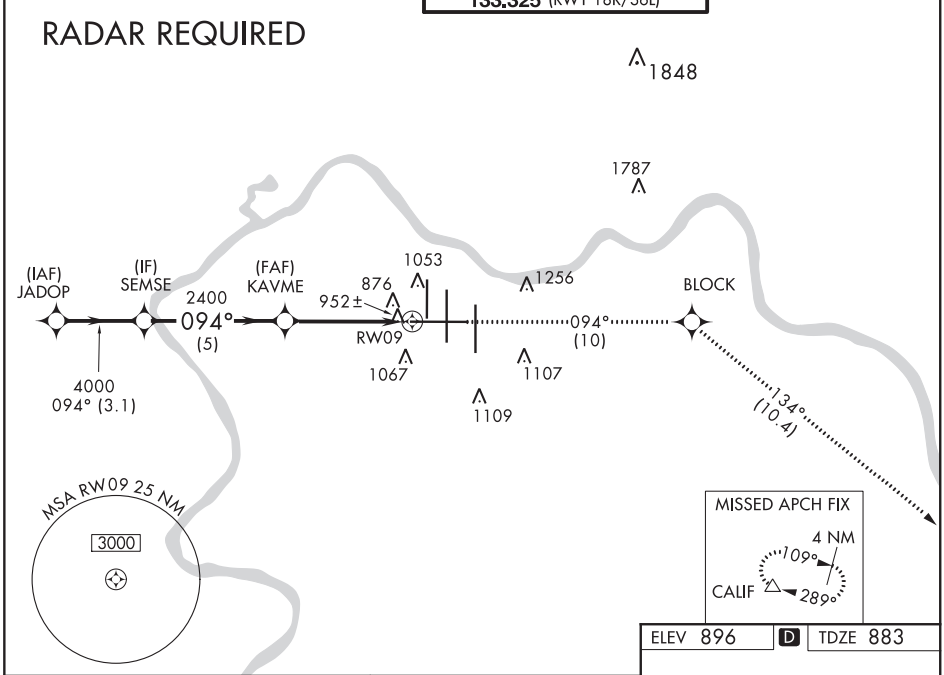
RNAV (RNP) Z RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T A NA — GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

MALSR A5 — MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

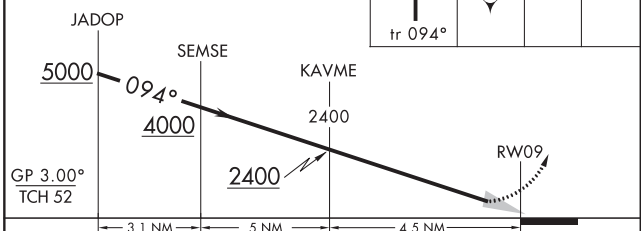
RADAR REQUIRED



ELEV 896	D	TDZE 883

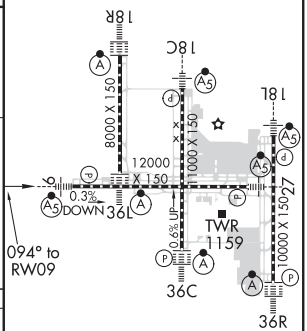
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

3000	BLOCK	tr 134°	CALIF
tr 094°			



CATEGORY	A	B	C	D
RNP 0.18 DA	1199/24 316 (400-½)			
RNP 0.30 DA	1233/40 350 (400-¾)			

AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

RNAV (RNP) Z RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

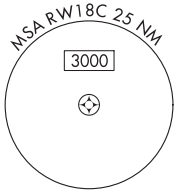
APP CRS	Rwy ldg	11000
184°	TDZE	875
	Apt Elev	896

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Simultaneous approach authorized with Rwy 18L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°- 269°) 123.875 363.15 (270°- 089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



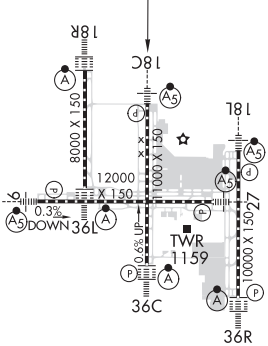
RADAR REQUIRED

(IAF) JUPAL — 7000 184° (3.1)
LAMAH — 6000 184° (3.1)
ANTRI — 5000 184° (3.1)
(IF) DULEY — 4000 184° (3.1)
KLEPR — 1848
2400 (5) 184°
(FAF) LOGOZ — 1787
(4.6) 963±
1053 1050 1256
RW18C
1067 1107
(6.5) 184° 1109
JITEV
(11.4) 179°

MISSED APCH FIX
4 NM 174° 354° ZIRKE

ELEV 896 | D | TDZE 875

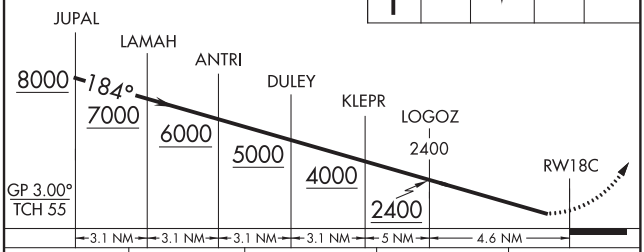
184° to RW18C



HIRL all Rwys
TDZ/CL all Rwys except 27

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

3000	tr 184°	JITEV	tr 179°	ZIRKE



CATEGORY	A	B	C	D
RNP 0.15 DA	1321/50 446 (500-1)			
RNP 0.30 DA	1389/60 514 (600-1¼)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	10000
184°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

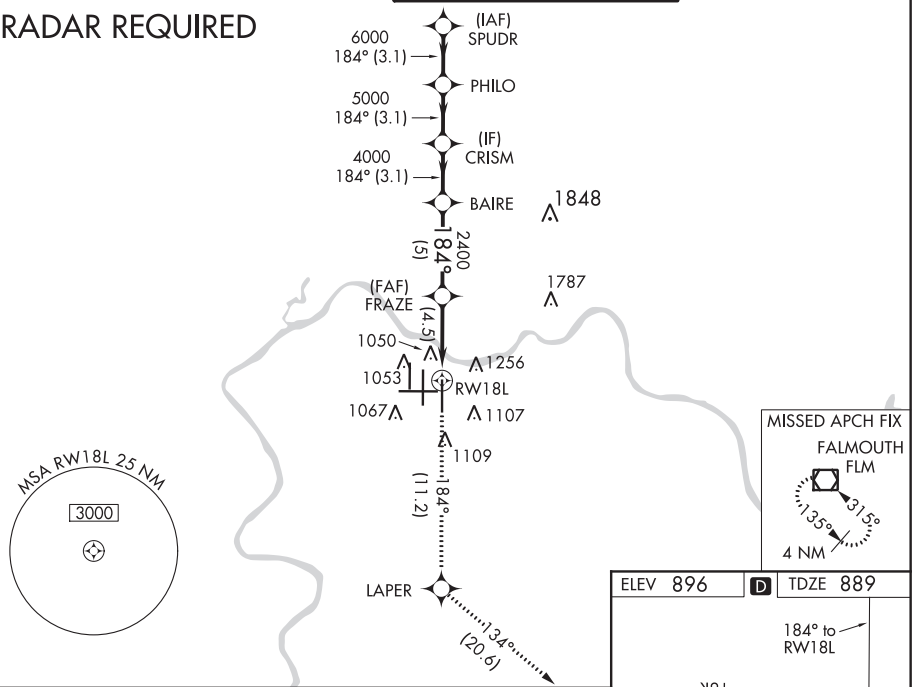
T NA For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. GPS Required. Simultaneous approach authorized with Rwy 18C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR A5

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

RADAR REQUIRED

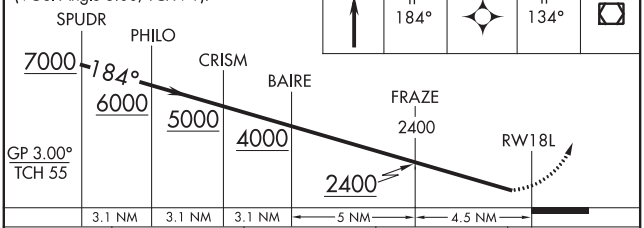


SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

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

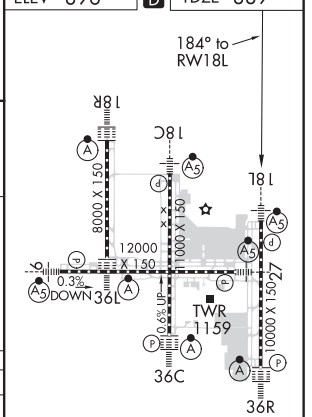
3000	tr 184°	LAPER	tr 134°	FLM



CATEGORY	A	B	C	D
RNP 0.21 DA	1272/40 383 (400-¾)			
RNP 0.25 DA	1283/50 394 (400-1)			
RNP 0.30 DA	1472-1½ 583 (600-1½)			

AUTHORIZATION REQUIRED

ELEV 896 D TDZE 889



HIRL all Rwys
TDZ/CL all Rwys except 27

COVINGTON, KENTUCKY | AL-655 (FAA) | 20310

RNAV (RNP) Z RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

APP CRS	Rwy ldg	8000
184°	TDZE	868
	Apt Elev	896

For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required. Simultaneous approach authorized with Rwy 18C/L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

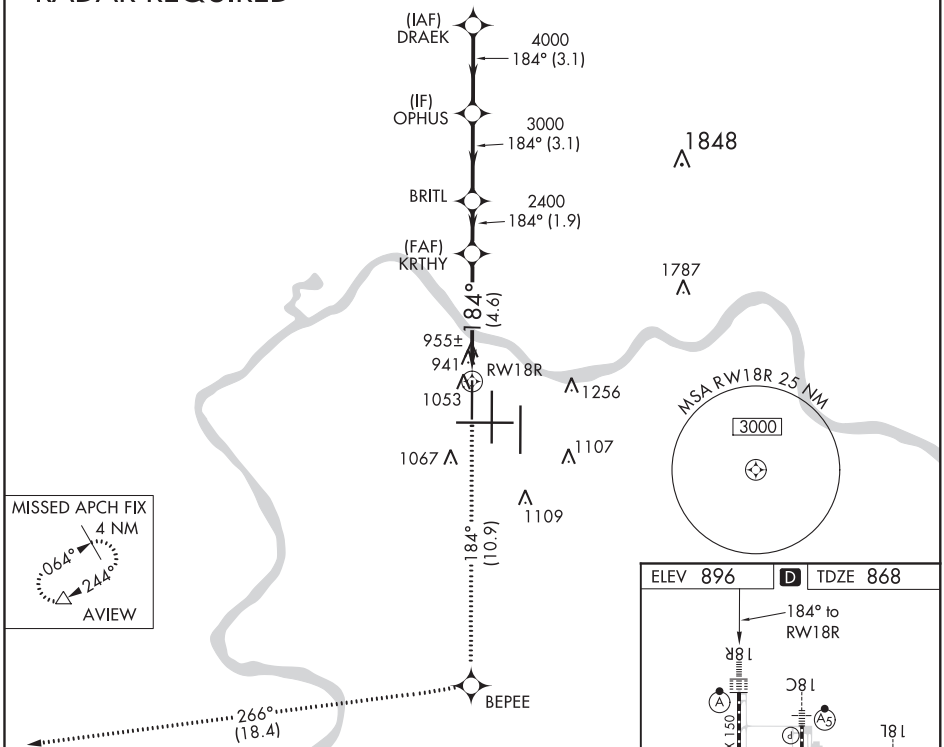
NA

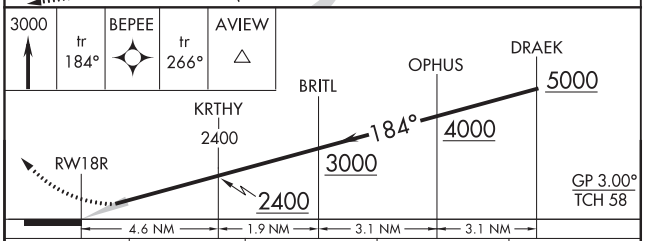
ALSF-2

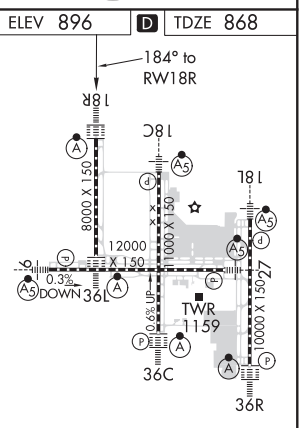
MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

D-ATIS		CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
ARR	DEP	119.7 363.15 (090°-269°)	118.975 360.85 (RWY 18L/36R)	121.7	127.175
134.375	135.3	123.875 363.15 (270°-089°)	118.3 (RWYS 18C/36C, 09/27)		
			133.325 (RWY 18R/36L)		

RADAR REQUIRED







CATEGORY	A	B	C	D
RNP 0.29 DA	1243/40 375 (400-¾)			
RNP 0.30 DA	1281/50 413 (400-1)			

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	12000
274°	TDZE	875
	Apt Elev	896

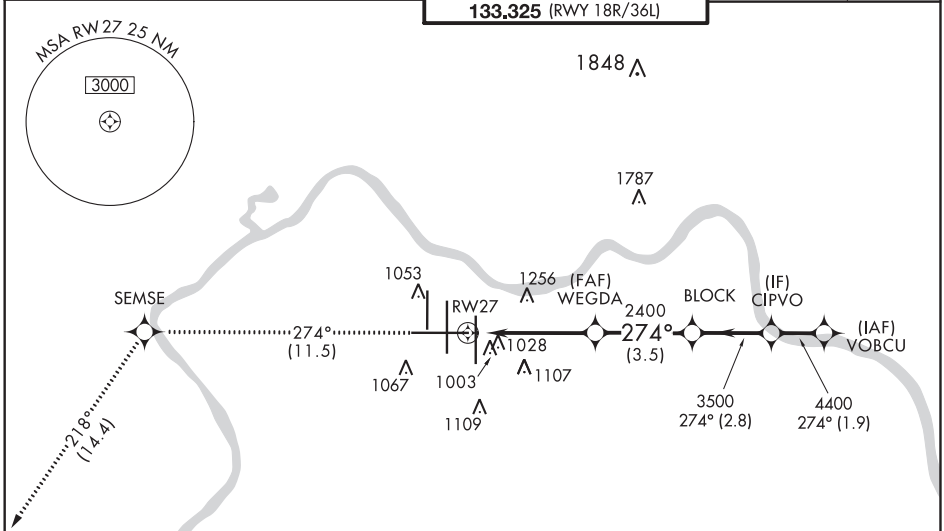
RNAV (RNP) Z RWY 27
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NA — For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

MALSR

MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

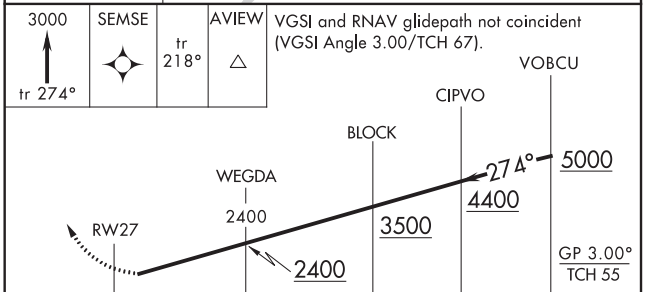


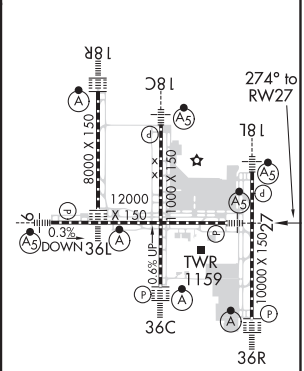
RADAR REQUIRED

ELEV 896	D	TDZE 875

3000	SEMSE	tr 218°	AVIEW
tr 274°			

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





CATEGORY	A	B	C	D
RNP 0.15 DA	1296/50 421 (400-1)			
RNP 0.23 DA	1378/60 503 (500-1¼)			
RNP 0.30 DA	1445-1½ 570 (600-1½)			

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY AL-655 (FAA) 20310

APP CRS	Rwy ldg	11000
004°	TDZE	851
	Apt Elev	896

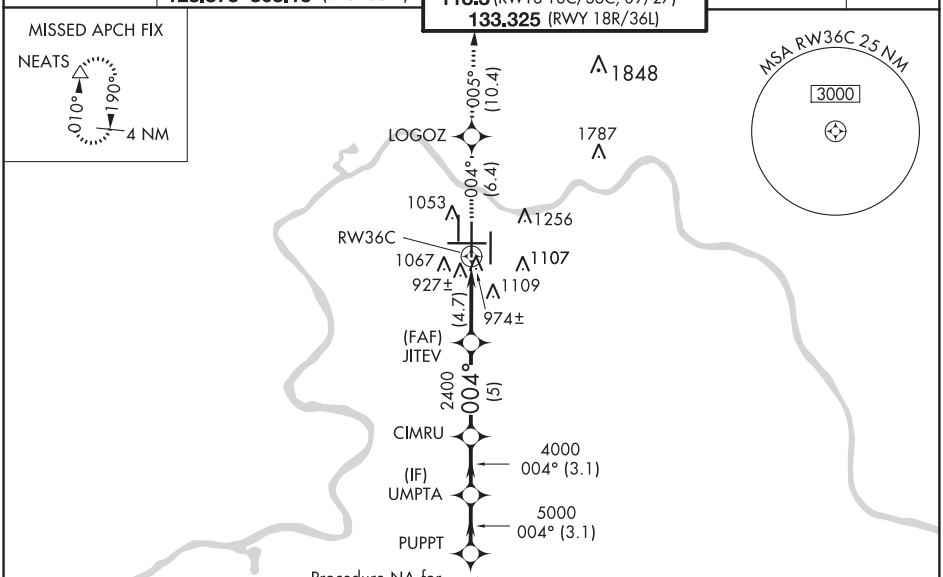
RNAV (RNP) Z RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T A NA For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS required. Simultaneous approach authorized with Rwy 36L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

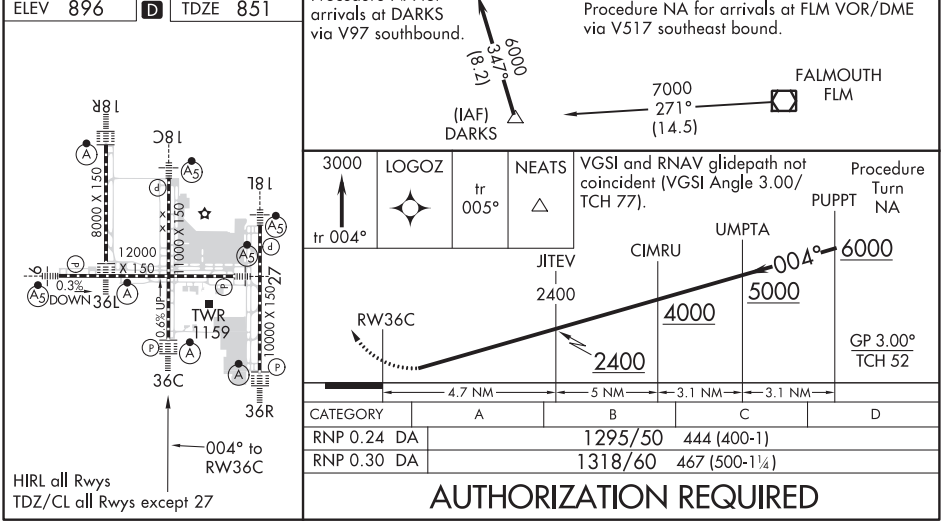
ALSF-2 A MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



Procedure NA for arrivals at DARKS via V97 southbound.

Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.



CATEGORY	A	B	C	D
RNP 0.24 DA	1295/50 444 (400-1)			
RNP 0.30 DA	1318/60 467 (500-1¼)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY
Orig-C 04APR13

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (RNP) Z RWY 36C

APP CRS	Rwy ldg	8000
004°	TDZE	873
	Apt Elev	896

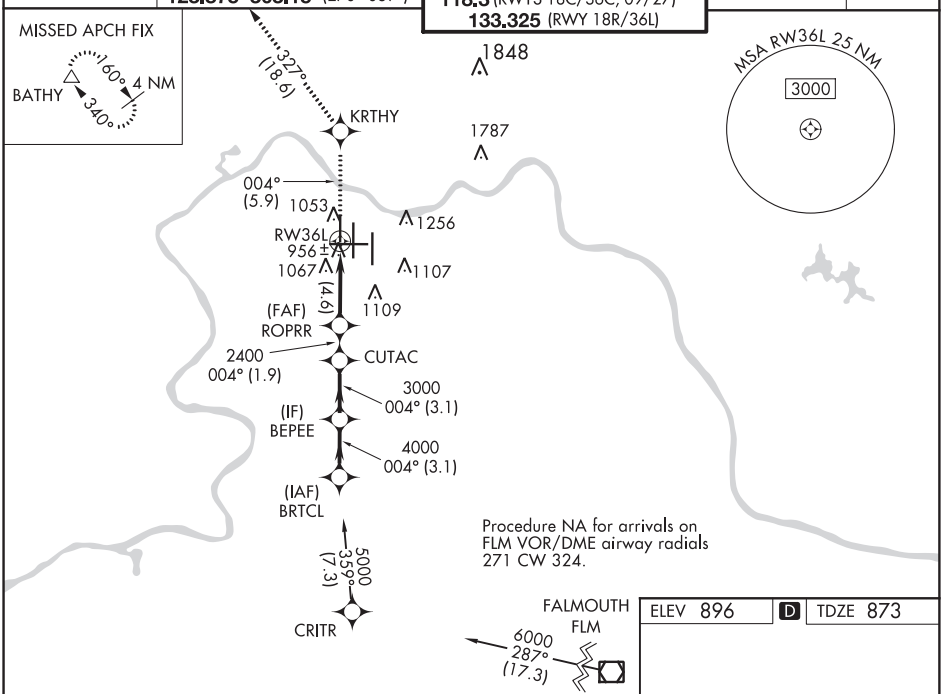
RNAV (RNP) Z RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T A NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000. Simultaneous approach authorized with Rwy 36C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

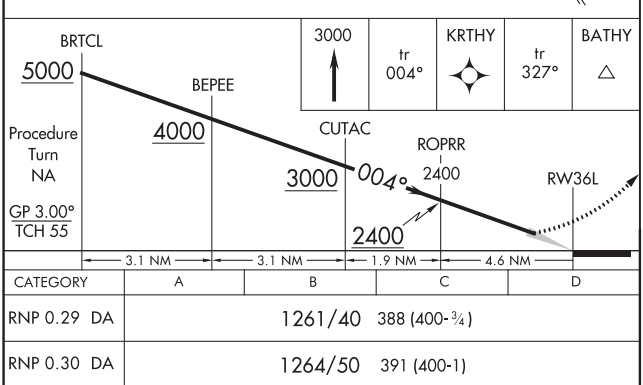
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

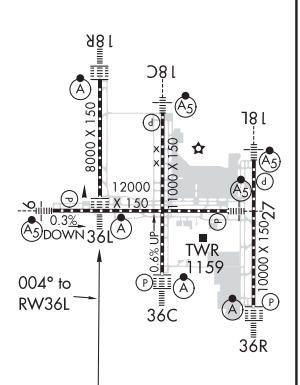


ELEV 896 D TDZE 873



CATEGORY	A	B	C	D
RNP 0.29 DA	1261/40 388 (400-¾)			
RNP 0.30 DA	1264/50 391 (400-1)			

AUTHORIZATION REQUIRED



SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	10000
004°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

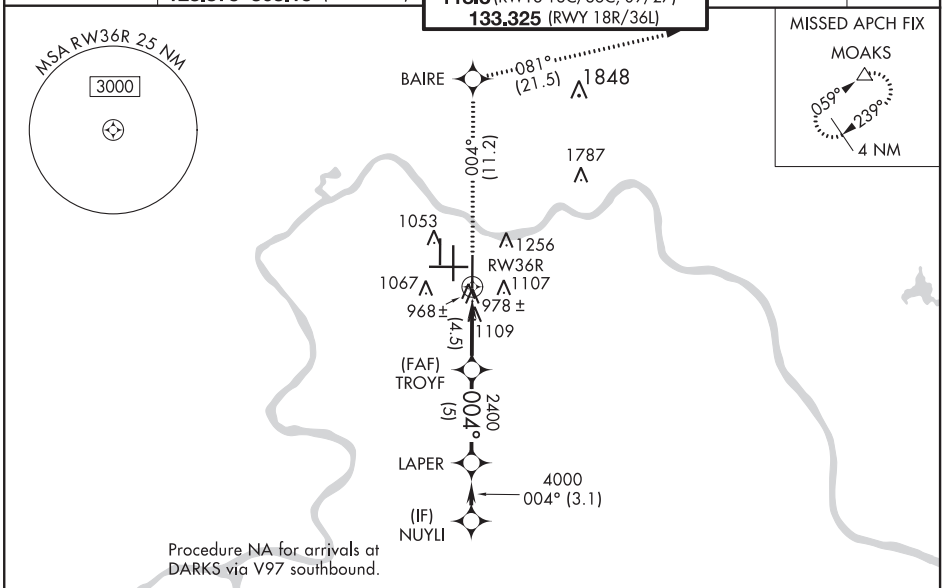
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below NA-16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Simultaneous approach authorized with Rwy 36L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

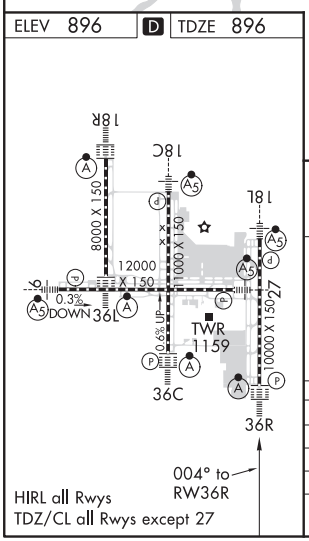
ALSF-2

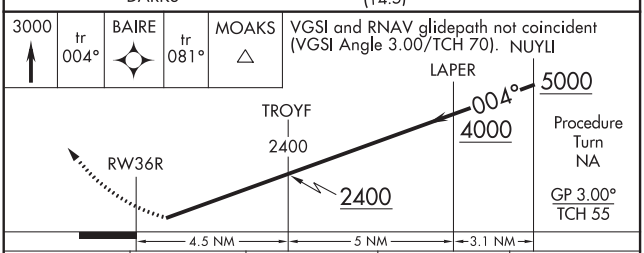
MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



ELEV 896 | D | TDZE 896





CATEGORY	A	B	C	D
RNP 0.16 DA	1284/40	388 (400-¾)		
RNP 0.20 DA	1295/50	399 (400-1)		
RNP 0.30 DA	1329/50	433 (500-1)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 65709 W09A	APP CRS 094°	Rwy ldg 11640 TDZE 883 Apt Elev 896

RNAV (GPS) Y RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

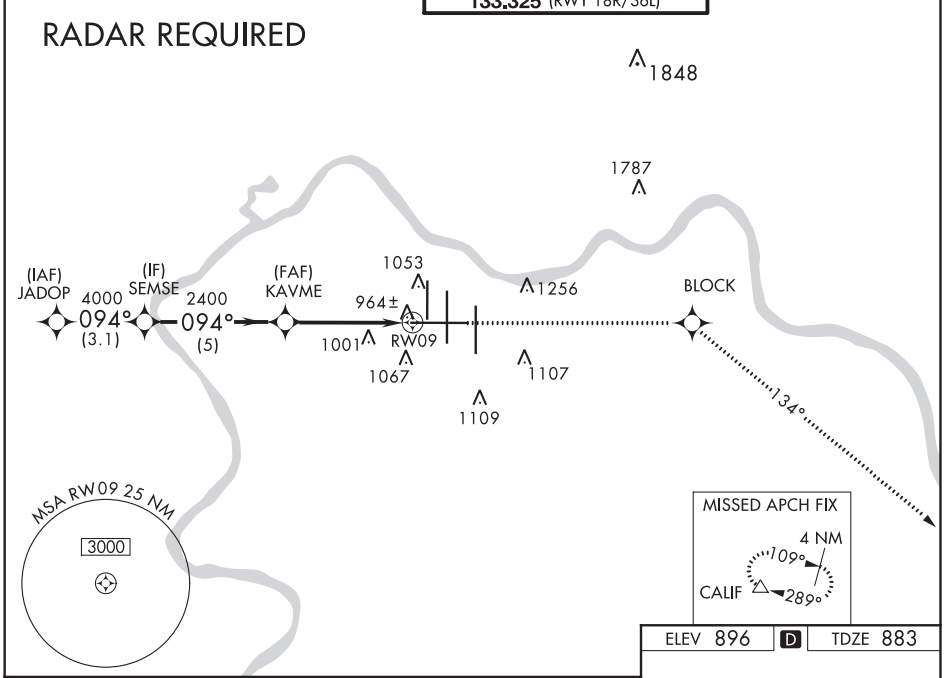
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and on 134° track to CALIF and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

RADAR REQUIRED

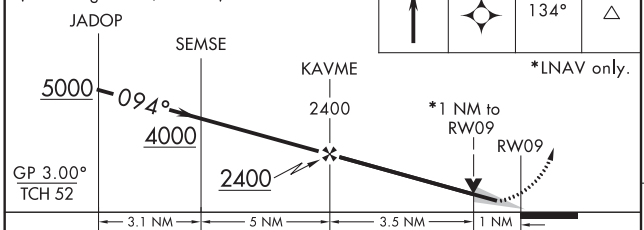


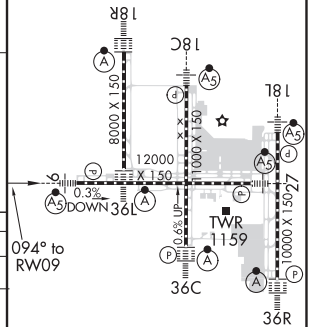
ELEV 896 | D | TDZE 883

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

3000	BLOCK	tr 134°	CALIF

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	1083/18 200 (200-½)			
LNAV/VNAV DA	1297/50 414 (500-1)			
LNAV MDA	1260/24 377 (400-½)			1260/50 377 (400-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

WAAS CH 86803 W18B	APP CRS 184°	Rwy ldg 11000 TDZE 875 Apt Elev 896

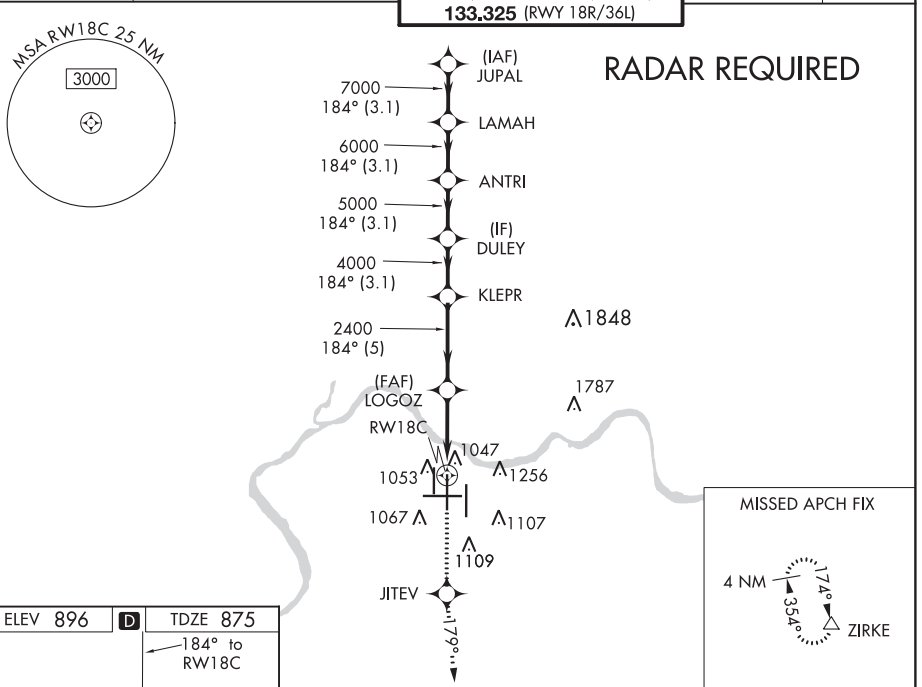
RNAV (GPS) Y RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

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. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

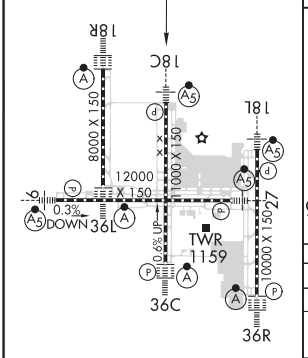
MISSED APPROACH: Climb to 3000 direct JITEV and on 179° track to ZIRKE and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



ELEV 896 | D | TDZE 875

184° to RW18C



HIRL all Rwys
TDZ/CL all Rwys except 27

CATEGORY	A	B	C	D
LPV DA	1075/18 200 (200-½)			
LNAV/VNAV DA	1398/60 523 (600-1¼)			
LNAV MDA	1360/24 485 (500-½)		1360/40 485 (500-¾)	1360/50 485 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 40103 W18A	APP CRS 184°	Rwy ldg 10000 TDZE 889 Apt Elev 896

RNAV (GPS) Y RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

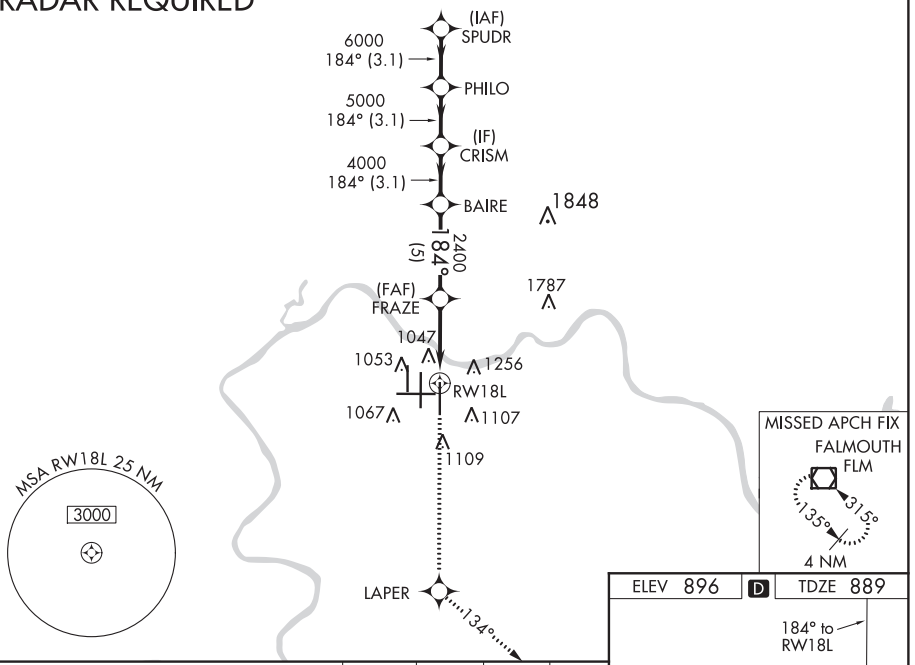
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

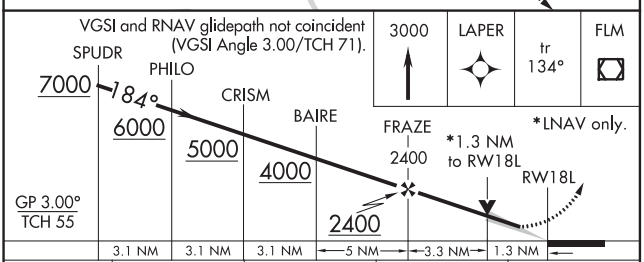
MALSR

MISSED APPROACH: Climb to 3000 direct LAPER and on 134° track to FLM VOR/DME and hold.

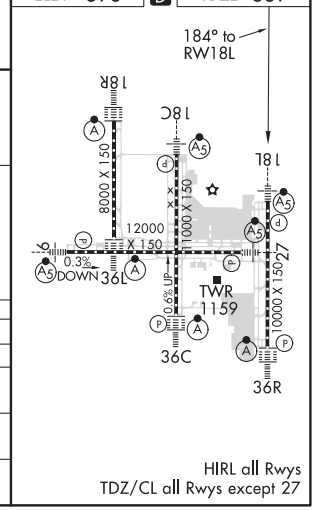
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	1089/18 200 (200-½)			
LNAV/VNAV DA	1395/60 506 (500-1¼)			
LNAV MDA	1360/24 471 (500-½)		1360/40 471 (500-¾)	1360/50 471 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

WAAS CH 58099 W18D	APP CRS 184°	Rwy ldg 8000 TDZE 868 Apt Elev 896

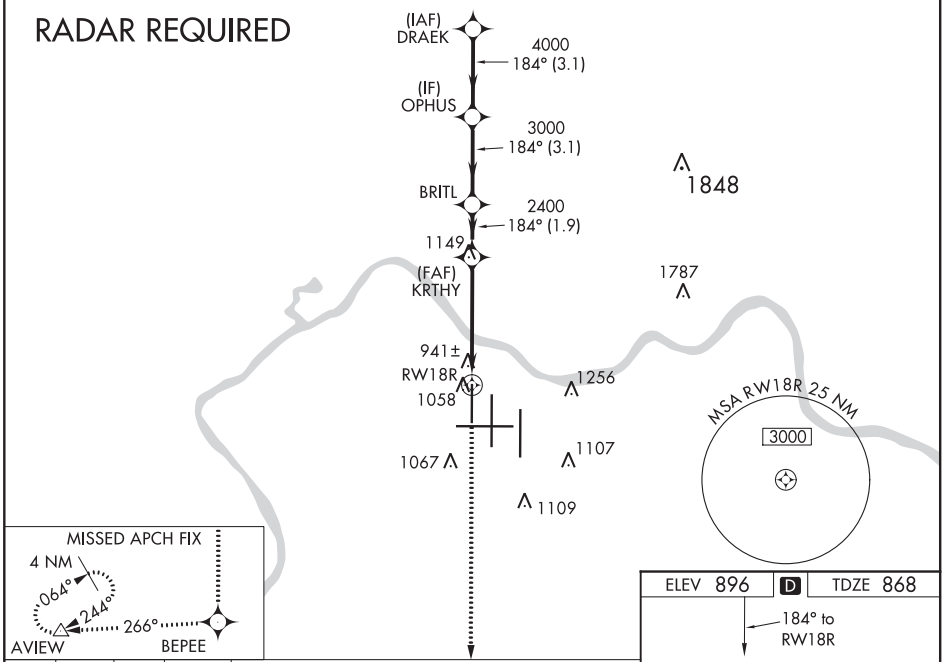
RNAV (GPS) Y RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

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. Simultaneous approach authorized with Rwy 18L/C. LNAV prodedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

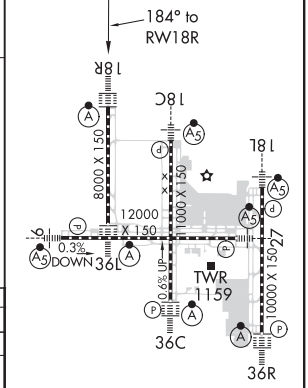
MISSED APPROACH: Climb to 3000 direct BEPEE and on 266° track to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



CATEGORY	A	B	C	D
LPV DA	1068/18 200 (200-½)			
LNAV/VNAV DA	1321/50 453 (500-1)			
LNAV MDA	1320/24 452 (500-½)		1320/40 452 (500-¾)	1320/50 452 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

ELEV 896 | D | TDZE 868



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 86809 W27A	APP CRS 274°	Rwy ldg 12000 TDZE 875 Apt Elev 896

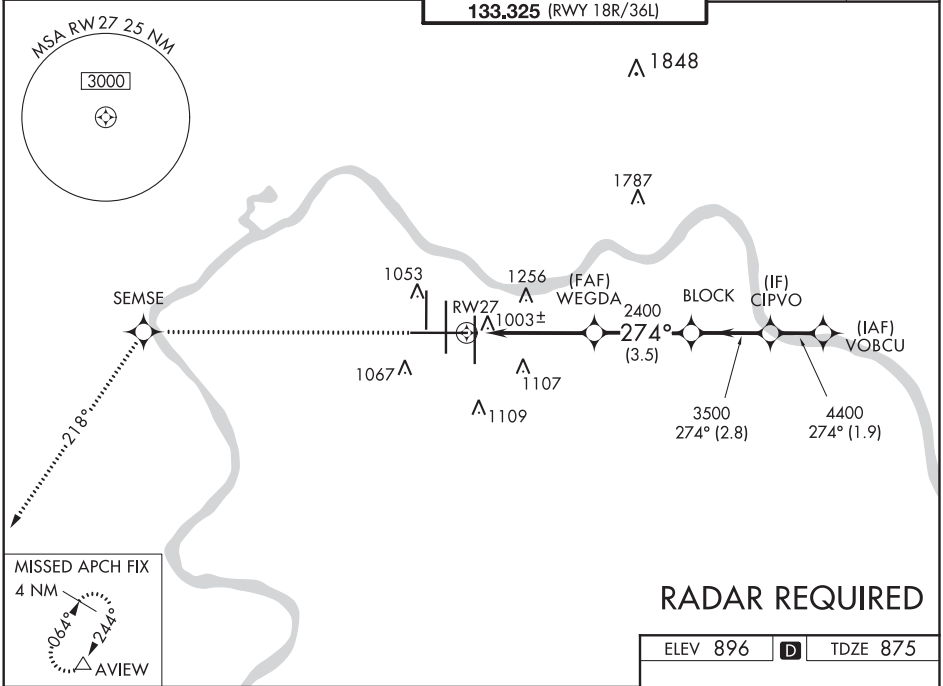
RNAV (GPS) Y RWY 27
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

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

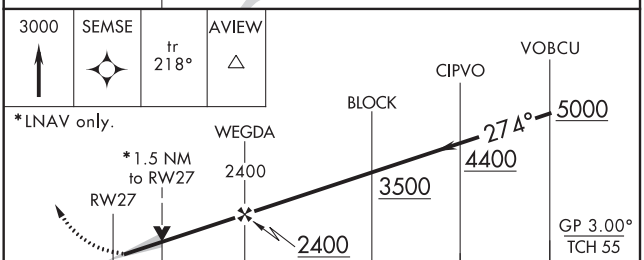
MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175

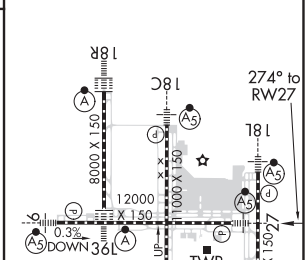


RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA	**1075/24 200 (200-½)			
LNAV/VNAV DA	1349/60 474 (500-1¼)			
LNAV MDA	1420/24 545 (600-½)		1420/60 545 (600-1¼)	
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

ELEV 896 D TDZE 875



HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 97609 W36B	APP CRS 004°	Rwy ldg 11000 TDZE 851 Apt Elev 896

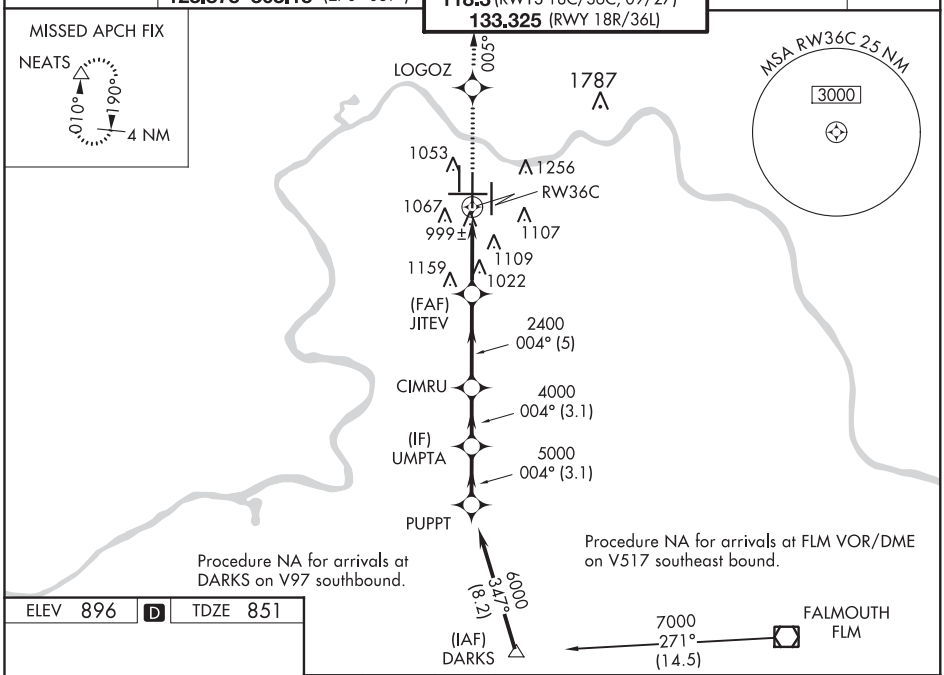
RNAV (GPS) Y RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

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. Simultaneous approach authorized with Rwy 36L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

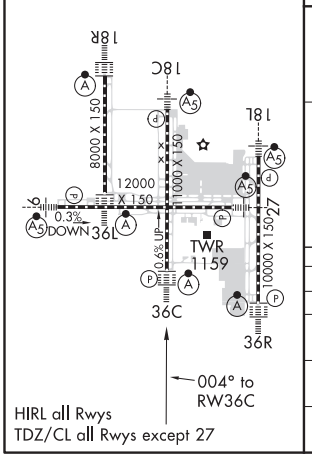
ALSF-2

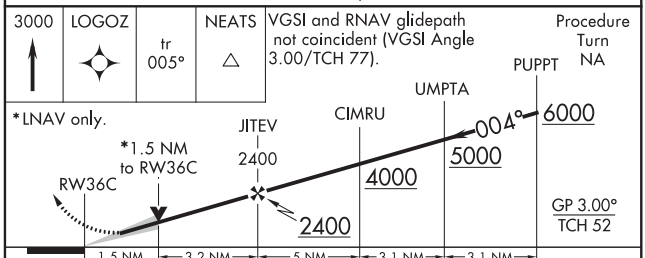
MISSED APPROACH: Climb to 3000 direct LOGOZ and on 005° track to NEATS and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



ELEV 896 D TDZE 851





CATEGORY	A	B	C	D
LPV DA	1051/18 200 (200-½)			
LNAV/VNAV DA	1347/60 496 (500-1¼)			
LNAV MDA	1400/24 549 (600-½)		1400/50 549 (600-1)	1400/60 549 (600-1¼)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 49099 W36A	APP CRS 004°	Rwy ldg 8000 TDZE 873 Apt Elev 896

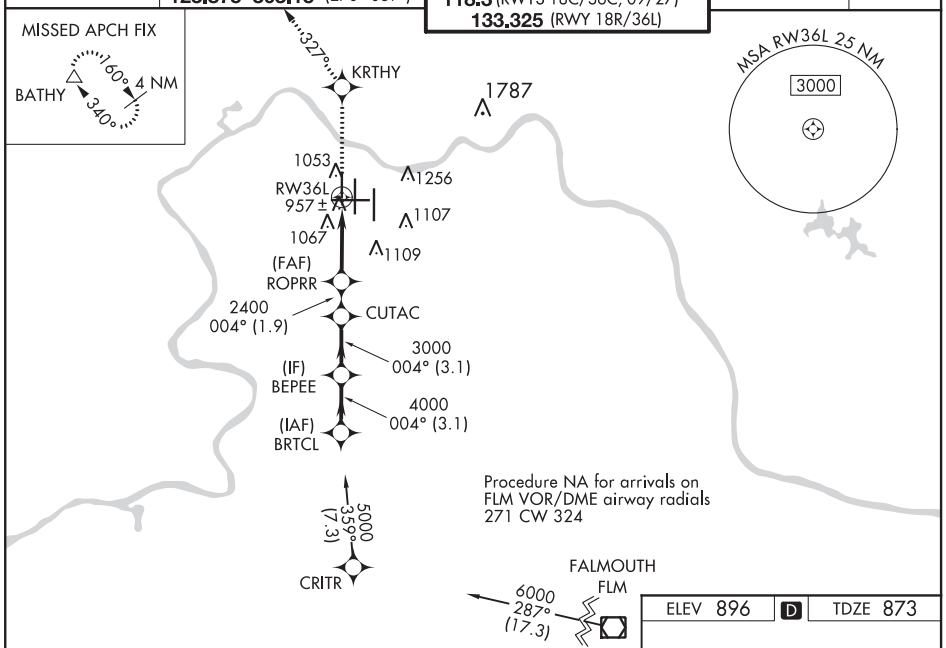
RNAV (GPS) Y RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

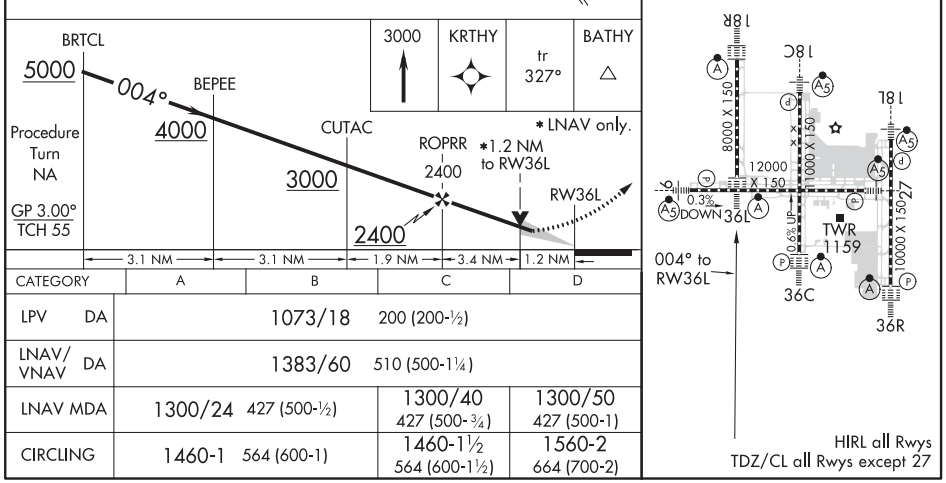
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and on 327° track to BATHY and hold.

D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175





CATEGORY	A	B	C	D
LPV DA	1073/18 200 (200-½)			
LNAV/VNAV DA	1383/60 510 (500-1¼)			
LNAV MDA	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 42709 W36D	APP CRS 004°	Rwy ldg 10000 TDZE 896 Apt Elev 896

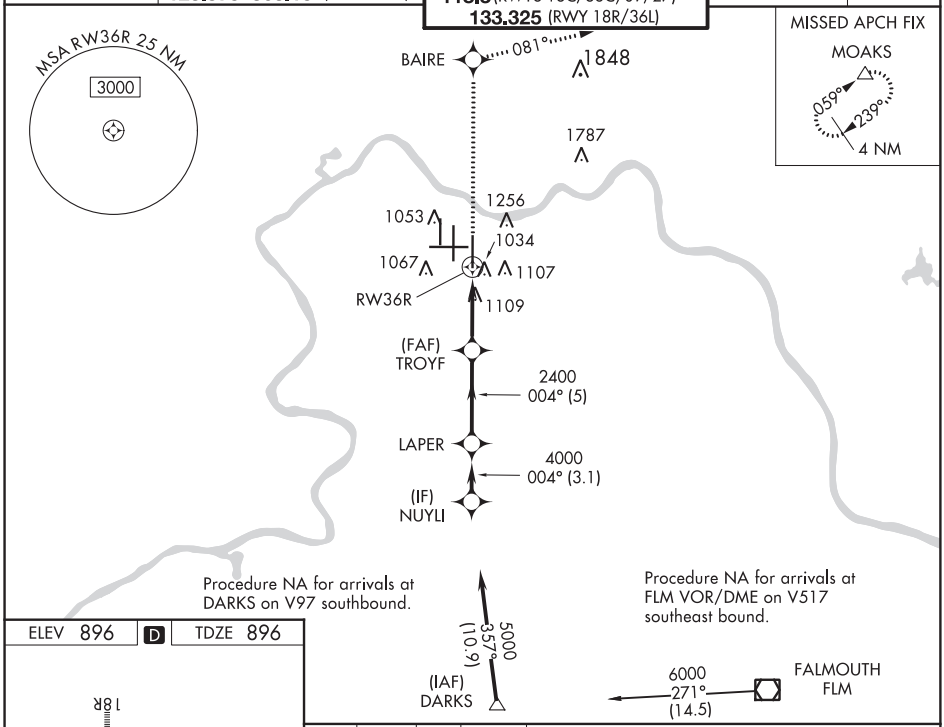
RNAV (GPS) Y RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

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. Simultaneous approach authorized with Rwy 36L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

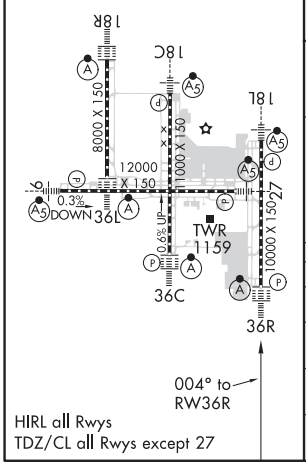
ALSF-2

MISSED APPROACH: Climb to 3000 direct to BAIRE and on 81° track to MOAKS and hold.

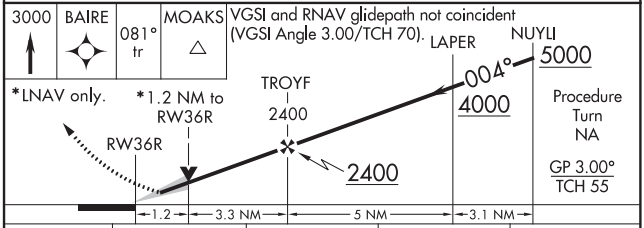
D-ATIS ARR	D-ATIS DEP	CINCINNATI APP CON	CINCINNATI TOWER	GND CON	CLNC DEL
134.375	135.3	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)	121.7	127.175



ELEV 896 D TDZE 896

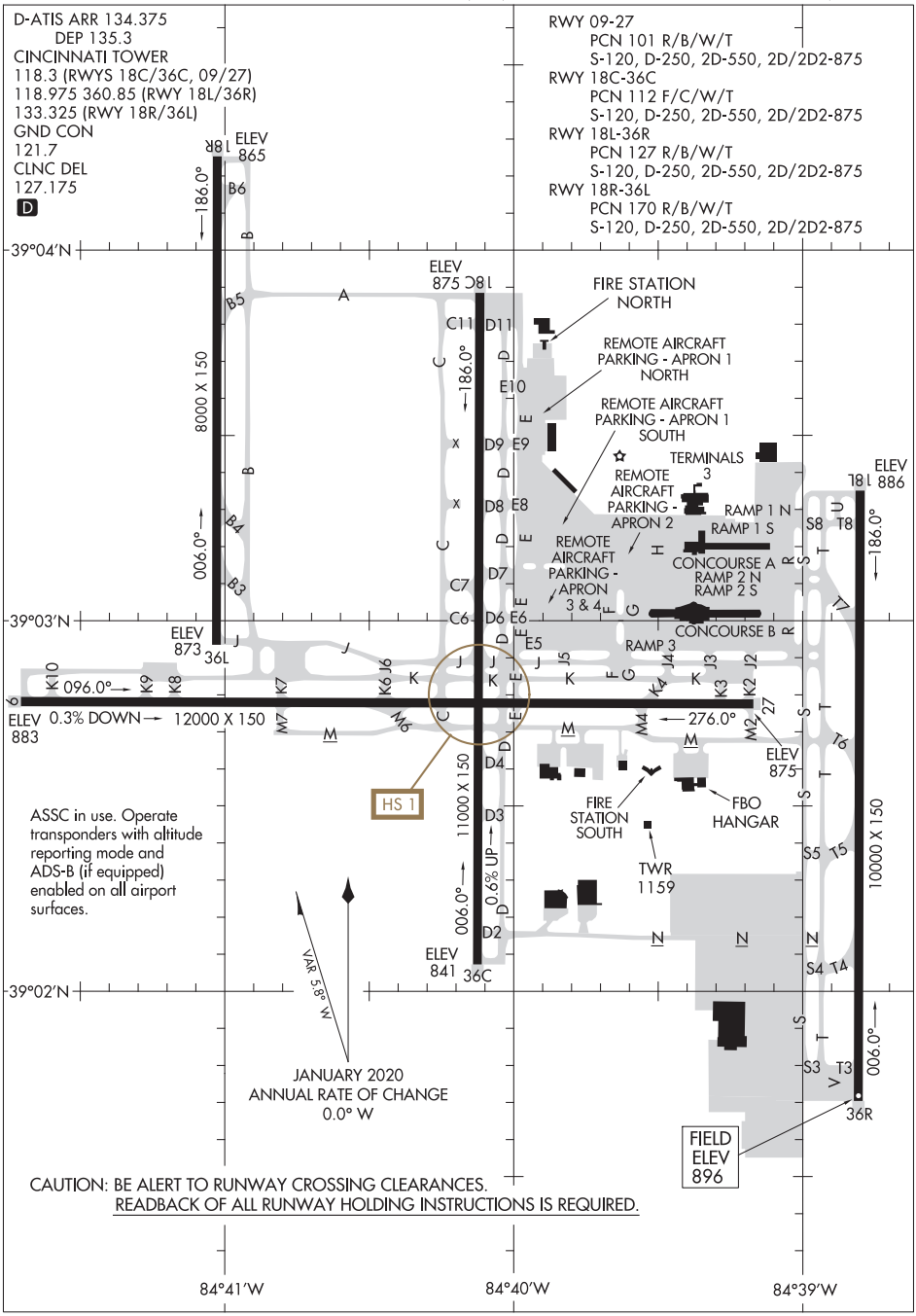


HIRL all Rwys
TDZ/CL all Rwys except 27



CATEGORY	A	B	C	D
LPV DA	1096/18 200 (200-½)			
LNAV/VNAV DA	1340/50 444 (500-1)			
LNAV MDA	1360/24 464 (500-½)		1360/40 464 (500-¾)	1360/50 464 (500-1)
CIRCLING	1460-1 564 (600-1)		1460-1½ 564 (600-1½)	1560-2 664 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

(BLGRS4.CVG) 20086

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

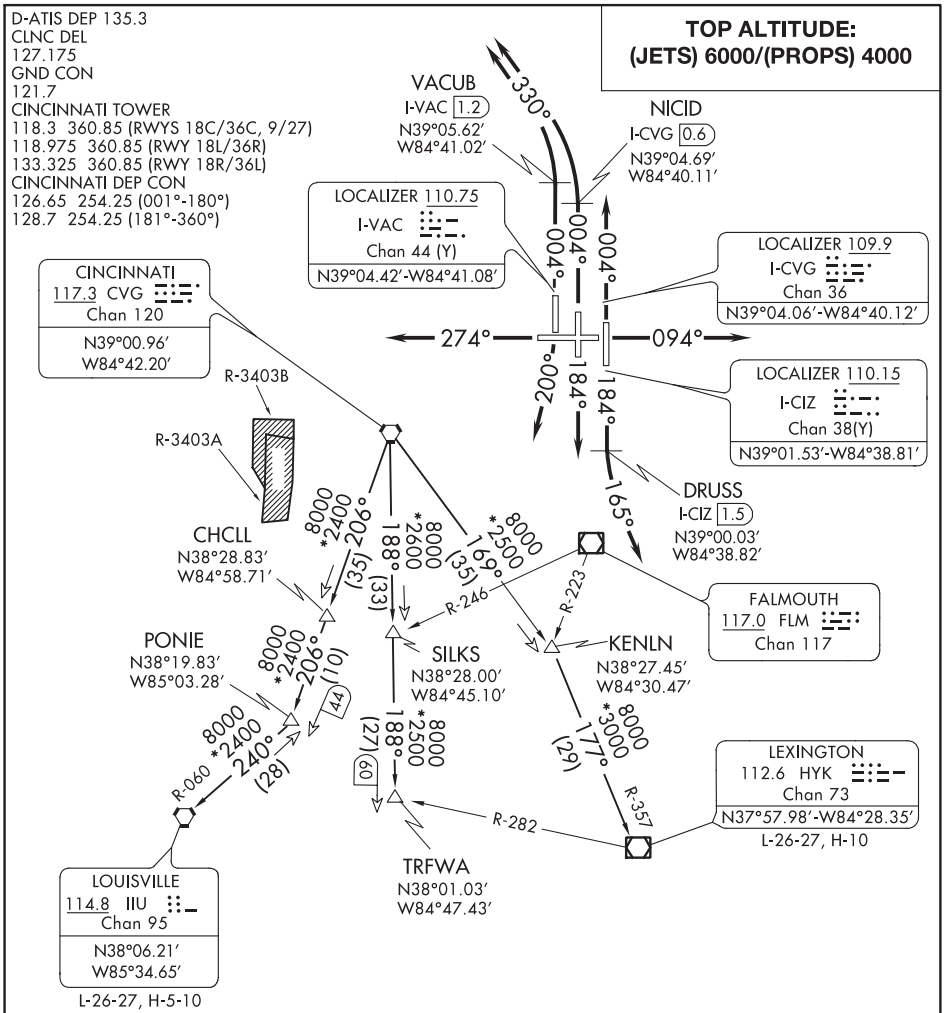
BLUEGRASS FOUR DEPARTURE

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TOP ALTITUDE:
(JETS) 6000/(PROPS) 4000



TAKEOFF MINIMUMS
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: DME required Rwy 18L/36L/36C.
NOTE: DME required for Louisville transition.
NOTE: RADAR required.
NOTE: TURBOJETS accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence . . .
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence . . .
TAKEOFF RUNWAY 18R: Turn right heading 200°, thence . . .
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence . . .
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence . . .
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence . . .

. . . on RADAR vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

LEXINGTON TRANSITION (BLGRS4.HYK): From over CVG VORTAC on CVG R-169 and HYK R-357 to HYK VOR/DME.
LOUISVILLE TRANSITION (BLGRS4.IIU): From over CVG VORTAC on CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS4.TRFWA): From over CVG VORTAC on CVG R-188 to TRFWA.

SE-1, 05 NOV 2020 to 31 DEC 2020

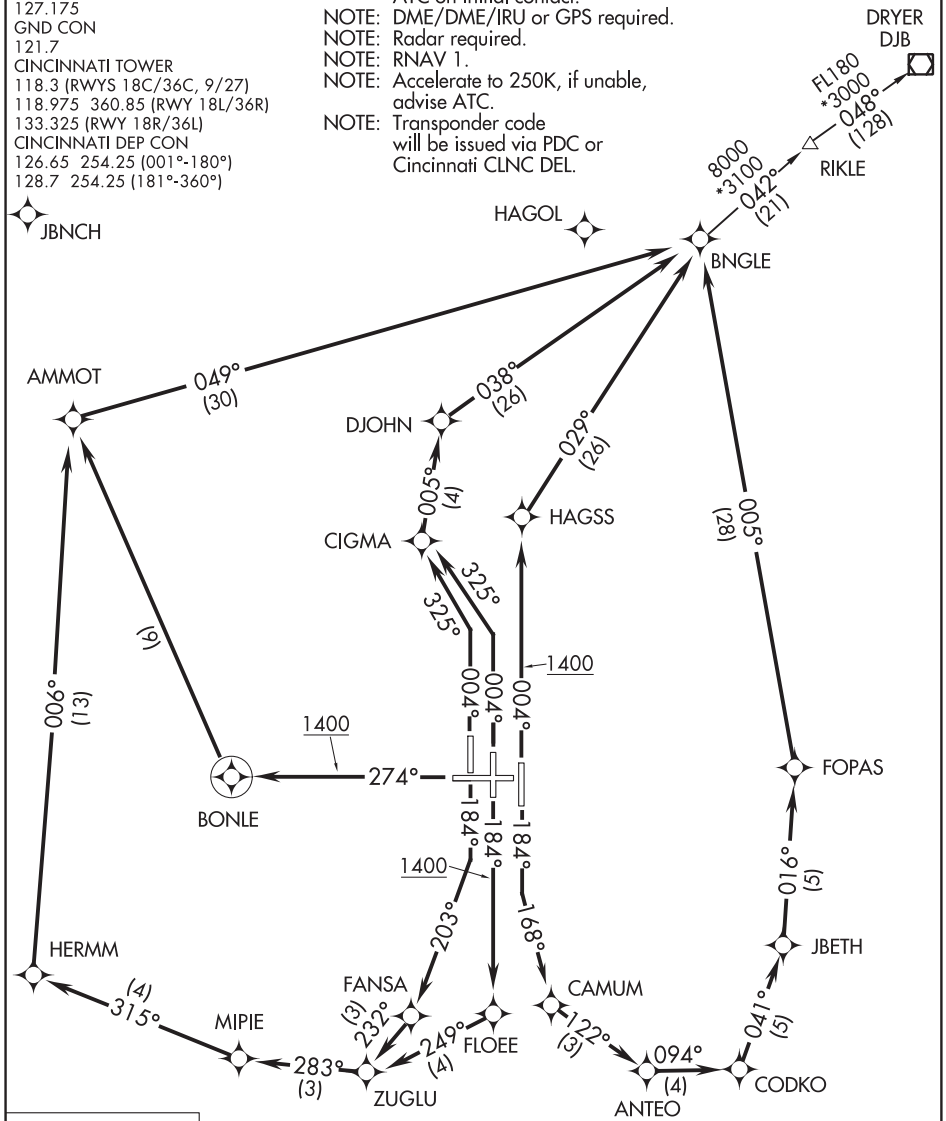
(BNGLE4.BNGLE) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

BNGLE FOUR DEPARTURE (RNAV)

AL-655 (FAA) COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.



TOP ALTITUDE:
(JETS/PROPS)
6000 4000

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE4.DJB):

RIKLE TRANSITION (BNGLE4.RIKLE):

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SE-1, 05 NOV 2020 to 31 DEC 2020

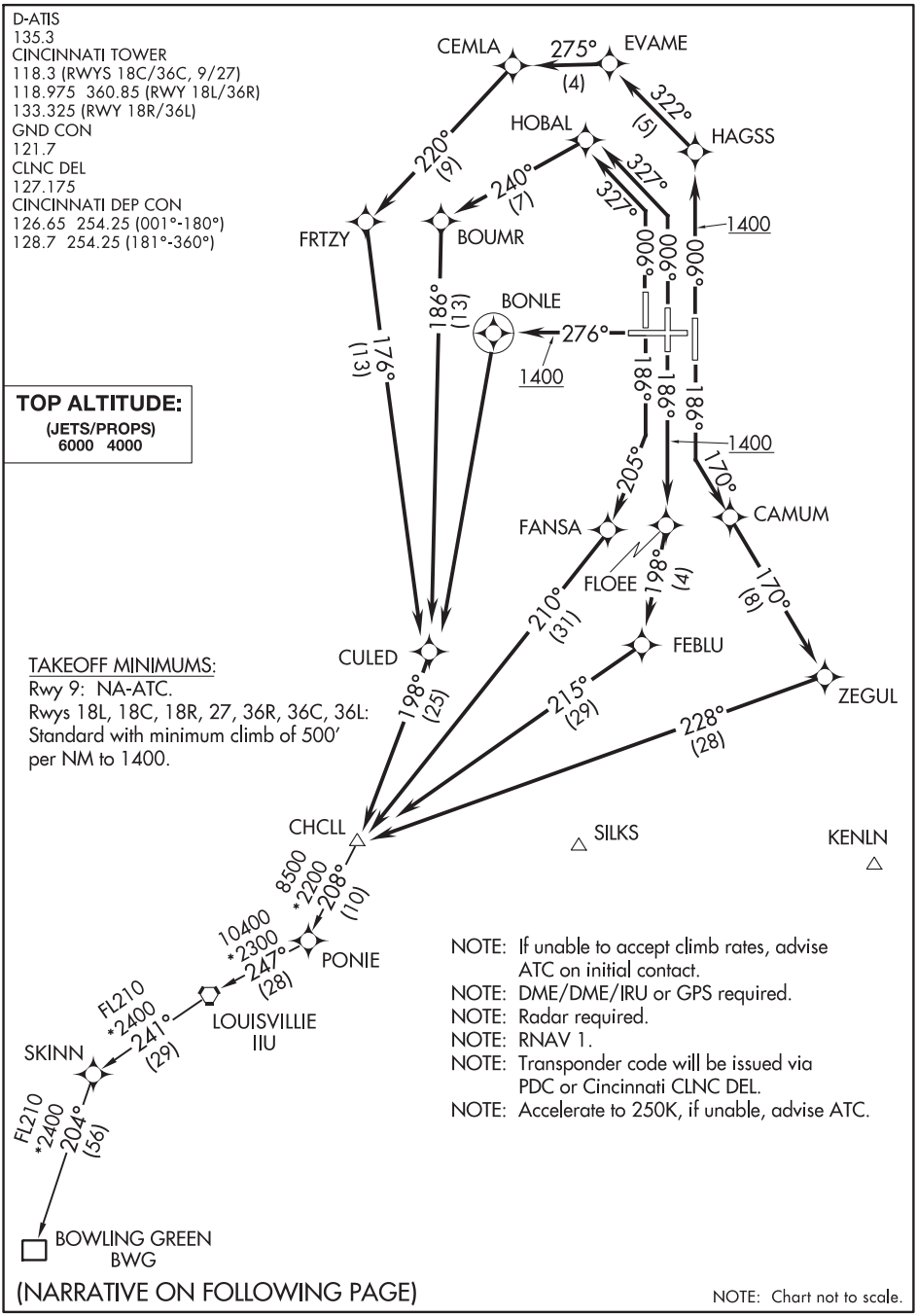
(CHCLL5.CHCLL) 20254

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CHCLL FIVE DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CHCLL FIVE DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(CHCLL5.CHCLL) 10SEPT20

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 170° to CAMUM, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36C, 36L: Climb on heading 006° to intercept course 327° to HOBAL, then on depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

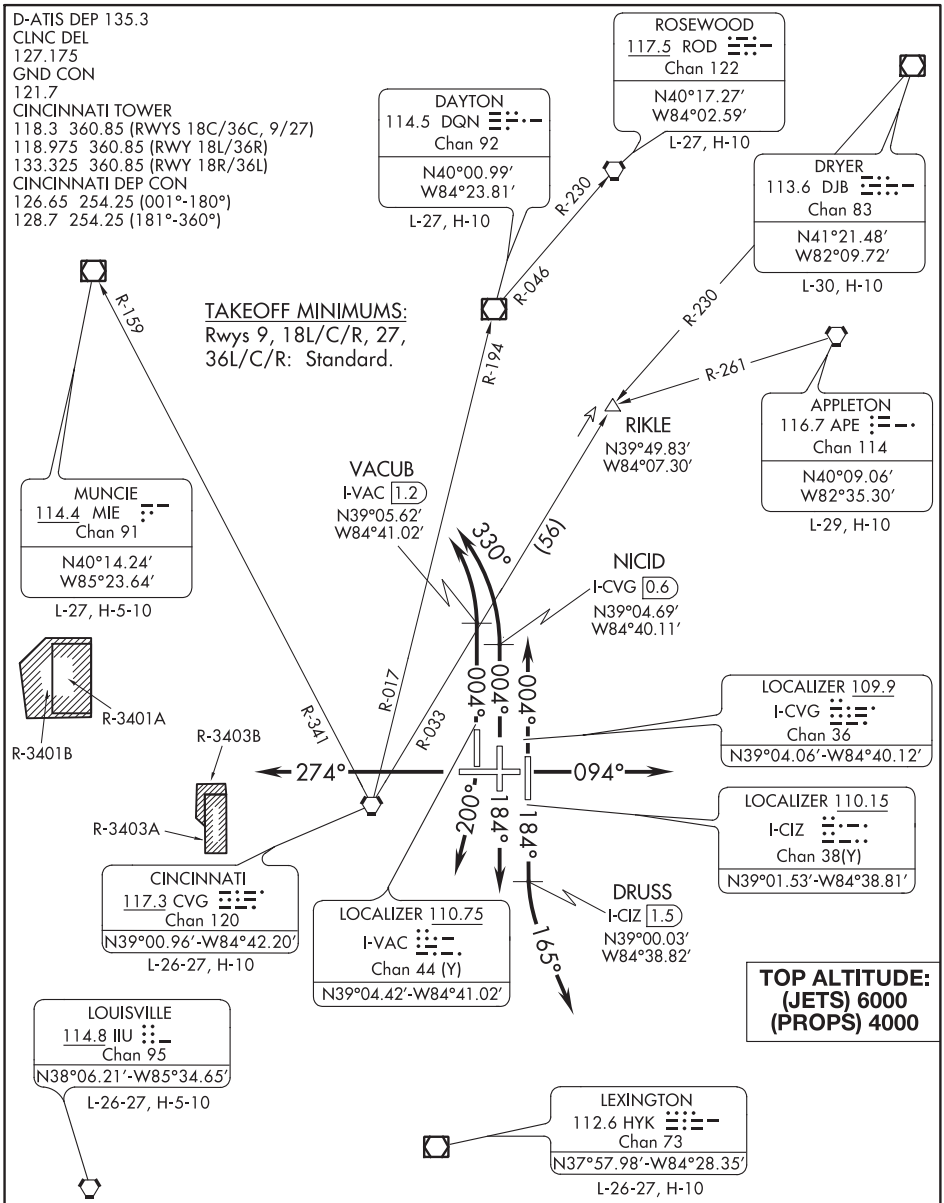
BOWLING GREEN TRANSITION (CHCLL5.BWG):
LOUISVILLE TRANSITION (CHCLL5.IIU):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(CVG5.CVG) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CINCINNATI FIVE DEPARTURE

AL-655 (FAA) COVINGTON, KENTUCKY



NOTE: DME required Rwys 18L/36L/36C.

NOTE: RADAR required.

NOTE: TURBOJETS: Accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RWY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RWY 18R: Turn right heading 200°, thence....
TAKEOFF RWY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RWY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RWY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RWY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RWY 36R: Climb heading 004° or as assigned, thence....

....on radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

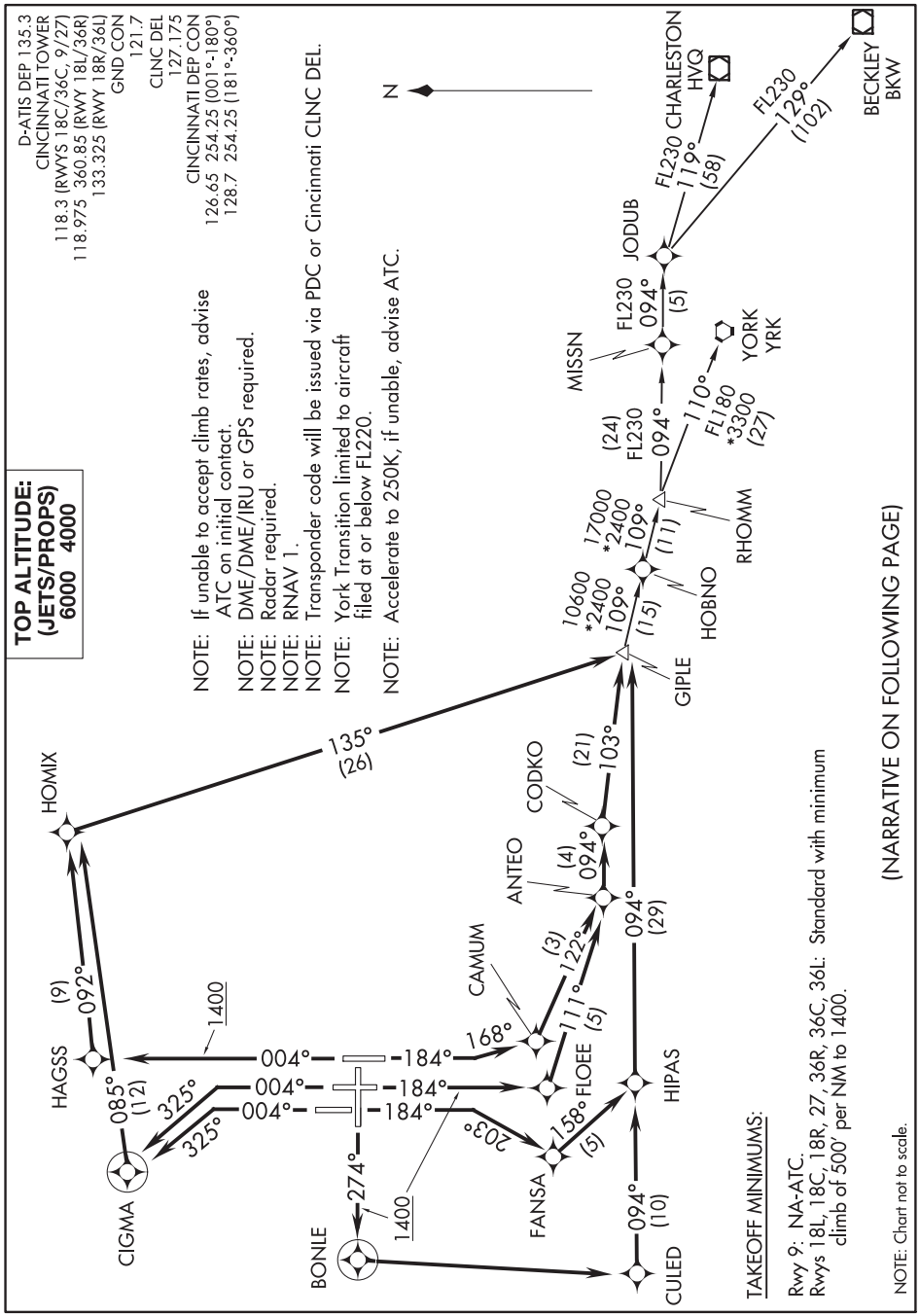
(GIPLE6.GIPLE) 19339

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GIPLE SIX DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

GIPLE SIX DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(GIPLE6.GIPLE) 29MAR18

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn on track 094° to HIPAS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE6.BKW):

CHARLESTON TRANSITION (GIPLE6.HVQ):

JODUB TRANSITION (GIPLE6.JODUB):

YORK TRANSITION (GIPLE6.YRK):

SE-1, 05 NOV 2020 to 31 DEC 2020

(HAGOL4.HAGOL) 20198

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

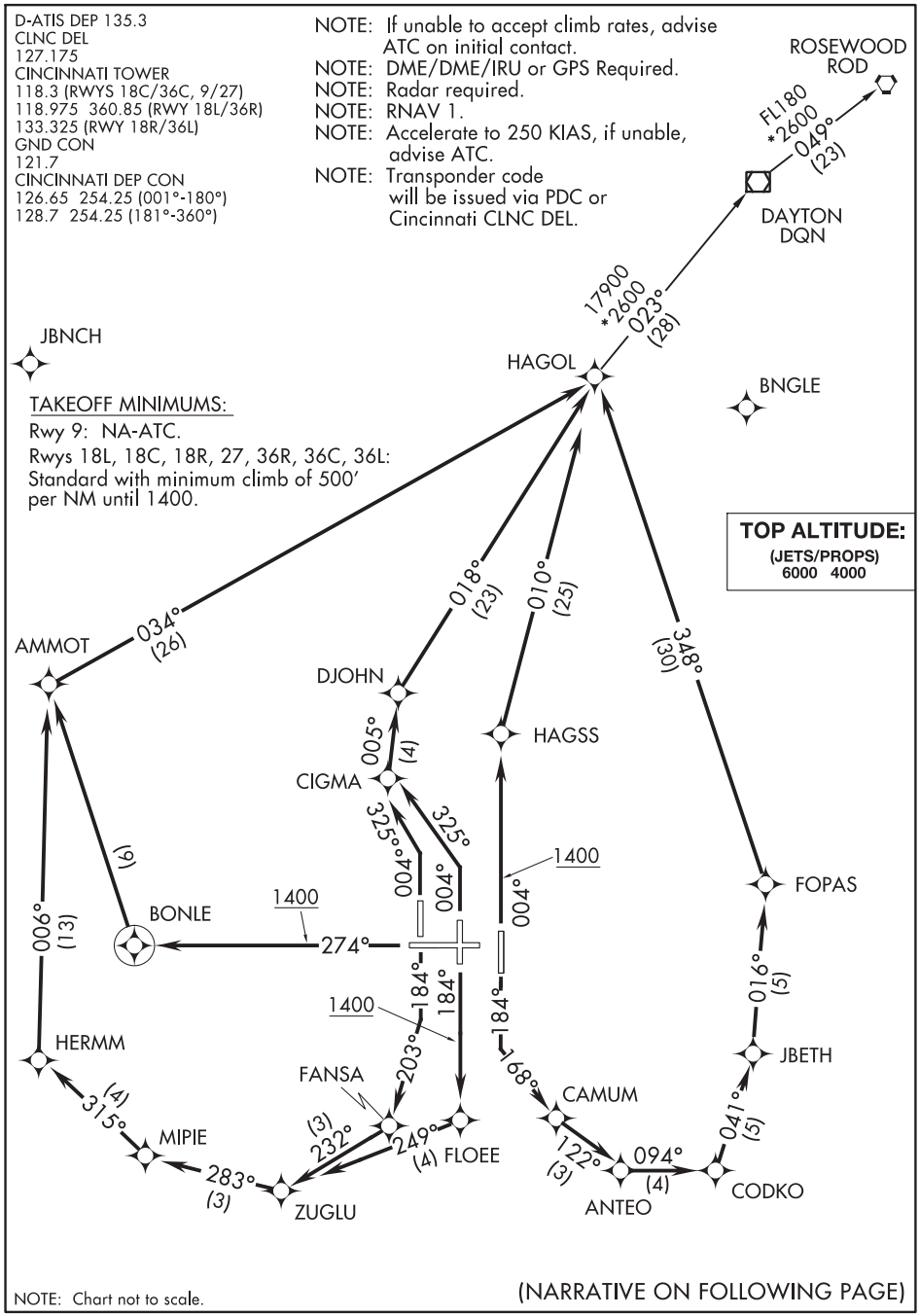
HAGOL FOUR DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HAGOL FOUR DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(HAGOL4.HAGOL) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten (10) minutes after departure.

DAYTON TRANSITION (HAGOL4.DQN):
ROSEWOOD TRANSITION (HAGOL4.ROD):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(JBNCH5.JBNCH) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

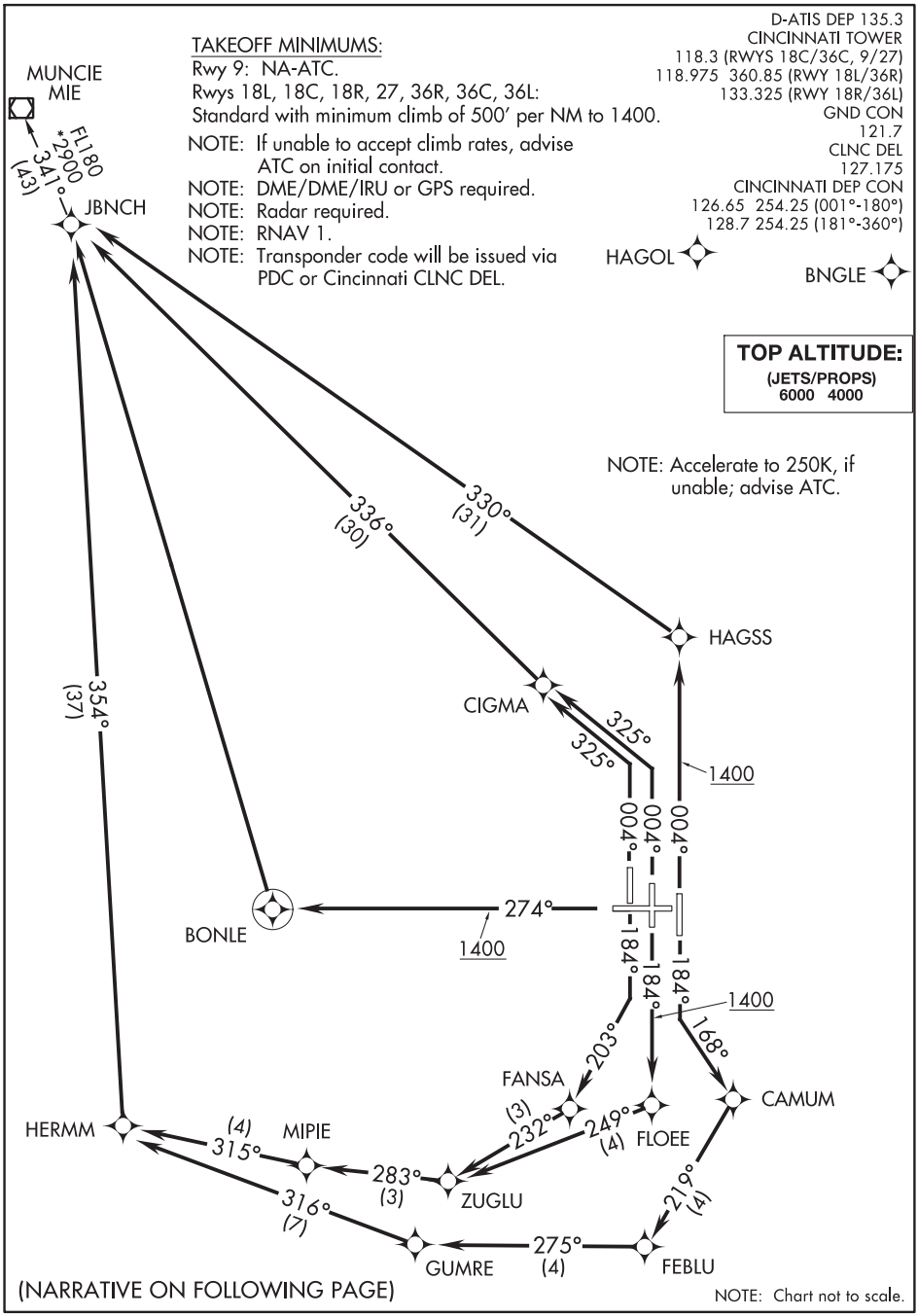
JBNCH FIVE DEPARTURE (RNAV)

AL-655 (FAA) COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

JBNCH FIVE DEPARTURE (RNAV) COVINGTON, KENTUCKY

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH5.MIE):

SE-1, 05 NOV 2020 to 31 DEC 2020

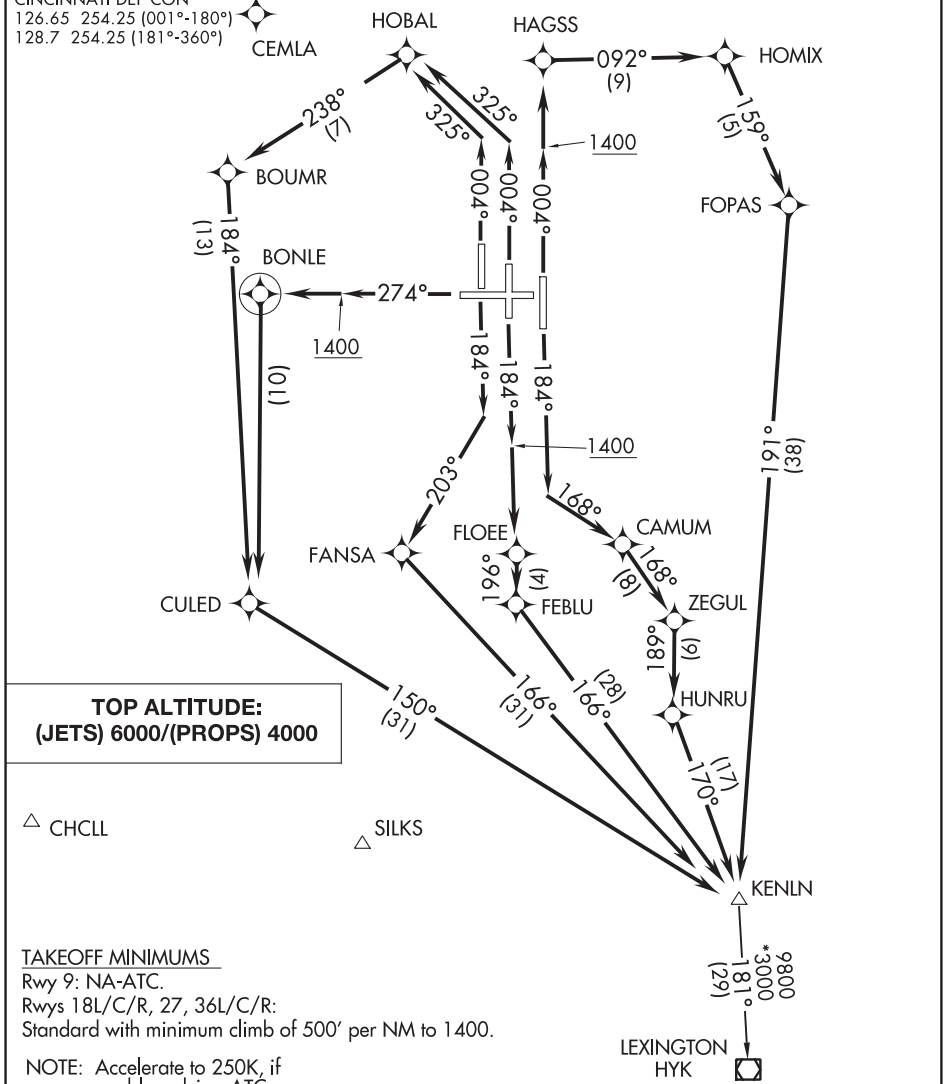
(KENLN5.KENLN) 19339

KENLN FIVE DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA) COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.



TOP ALTITUDE:
(JETS) 6000/(PROPS) 4000

TAKEOFF MINIMUMS
Rwy 9: NA-ATC.
Rwys 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

. . . . turbo jet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN5.HYK)

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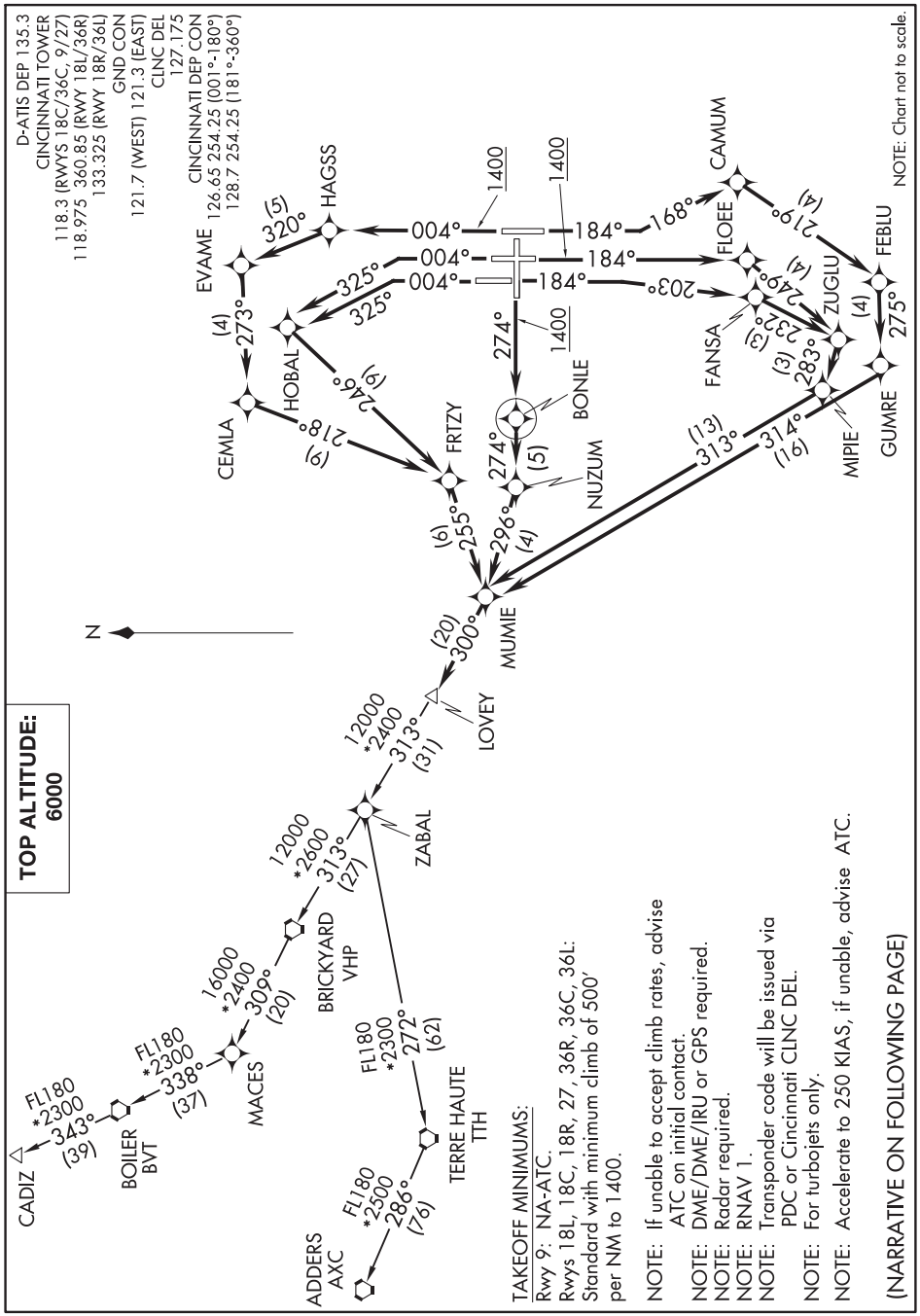
(LOVEY6.LOVEY) 19339

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOVEY SIX DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

LOVEY SIX DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(LOVEY6.LOVEY) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY6.AXC):

CADIZ TRANSITION (LOVEY6.CADIZ):

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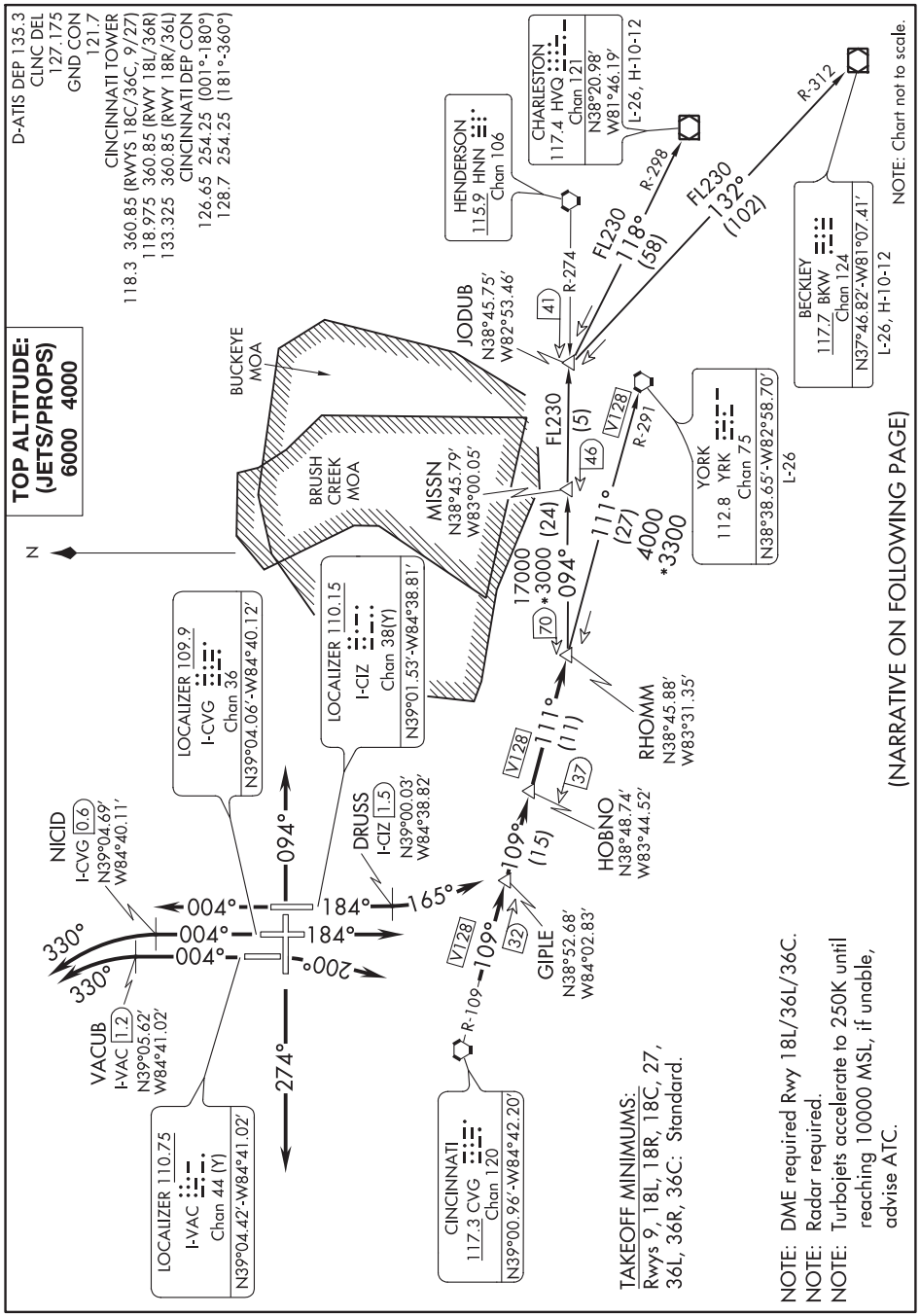
(RHOMM4.RHOMM) 20198

RHOMM FOUR DEPARTURE

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY



(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:
Rwys 9, 18L, 18R, 18C, 27, 36L, 36R, 36C: Standard.

NOTE: DME required Rwy 18L/36L/36C.
NOTE: Radar required.
NOTE: Turbojets accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

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SE-1, 05 NOV 2020 to 31 DEC 2020

RHOMM FOUR DEPARTURE

COVINGTON, KENTUCKY

(RHOMM4.RHOMM) 29MAR18

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RUNWAY 18R: Turn right heading 200°, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence....

....expect radar vectors to CVG R-109, then CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17000 (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM4.BKW): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230, then via BKW R-312 to BKW VOR/DME.

CHARLESTON TRANSITION (RHOMM4.HVQ): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230 (ATC), then via HVQ R-298 to HVQ VOR/DME.

JODUB TRANSITION (RHOMM4.JODUB): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230.

YORK TRANSITION (RHOMM4.YRK): From over RHOMM via YRK R-291 to YRK VORTAC.

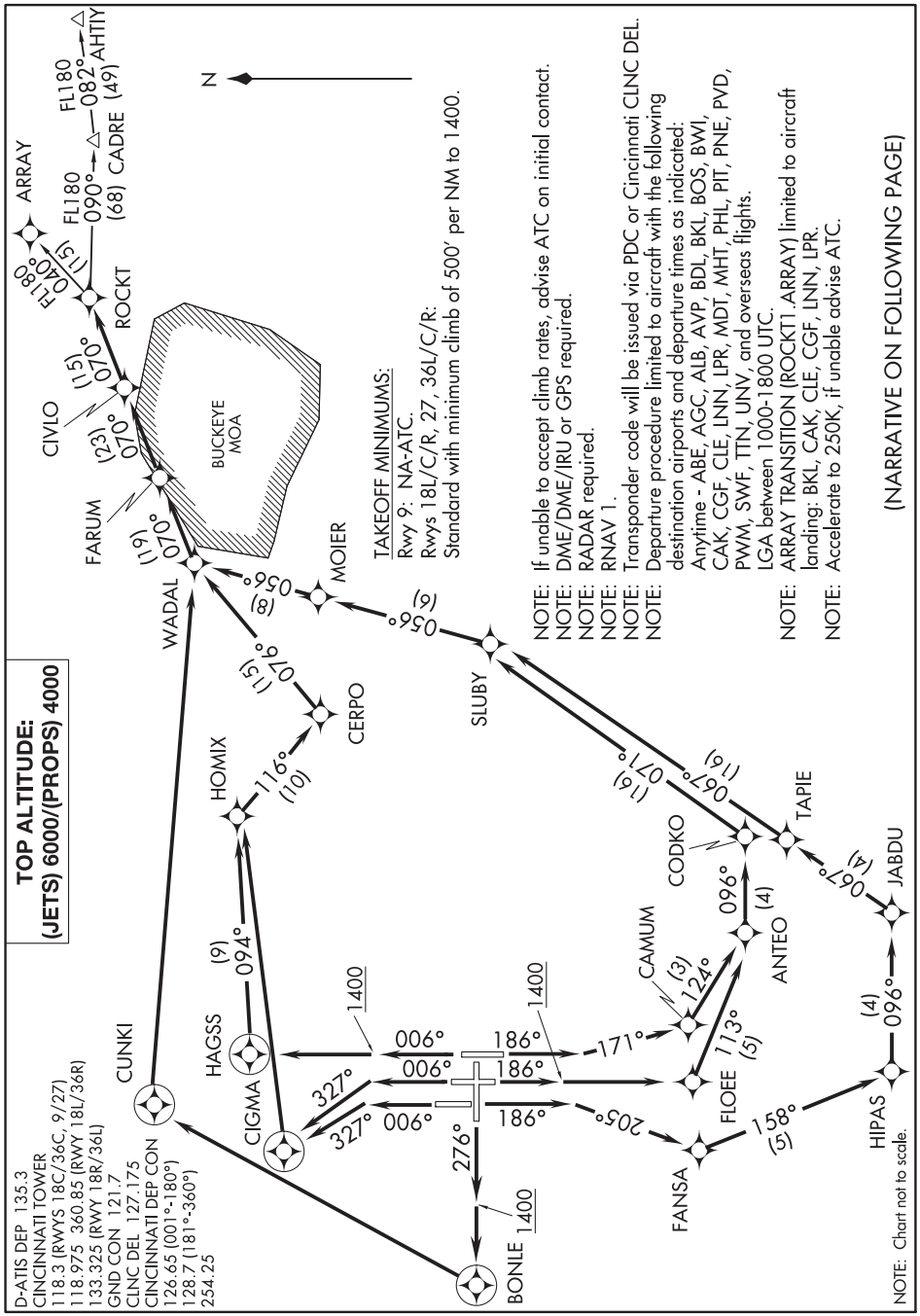
SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. THE YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL220.

SE-1, 05 NOV 2020 to 31 DEC 2020

(ROCKT1.ROCKT) 19339 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ROCKT ONE DEPARTURE (RNAV)

AL-655 (FAA) COVINGTON, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 186° to intercept course 171° to CAMUM, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 186° to 1400, then direct FLOEE, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 186° to intercept course 205° to FANSA, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 276° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 006° to 1400, then direct HAGSS, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 36L/C: Climb heading 006° to intercept course 327° to CIGMA, then right turn direct HOMIX, then on depicted route to WADAL, thence. . . .

. . . . on depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT1.AHTIY)
ARRAY TRANSITION (ROCKT1.ARRAY)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

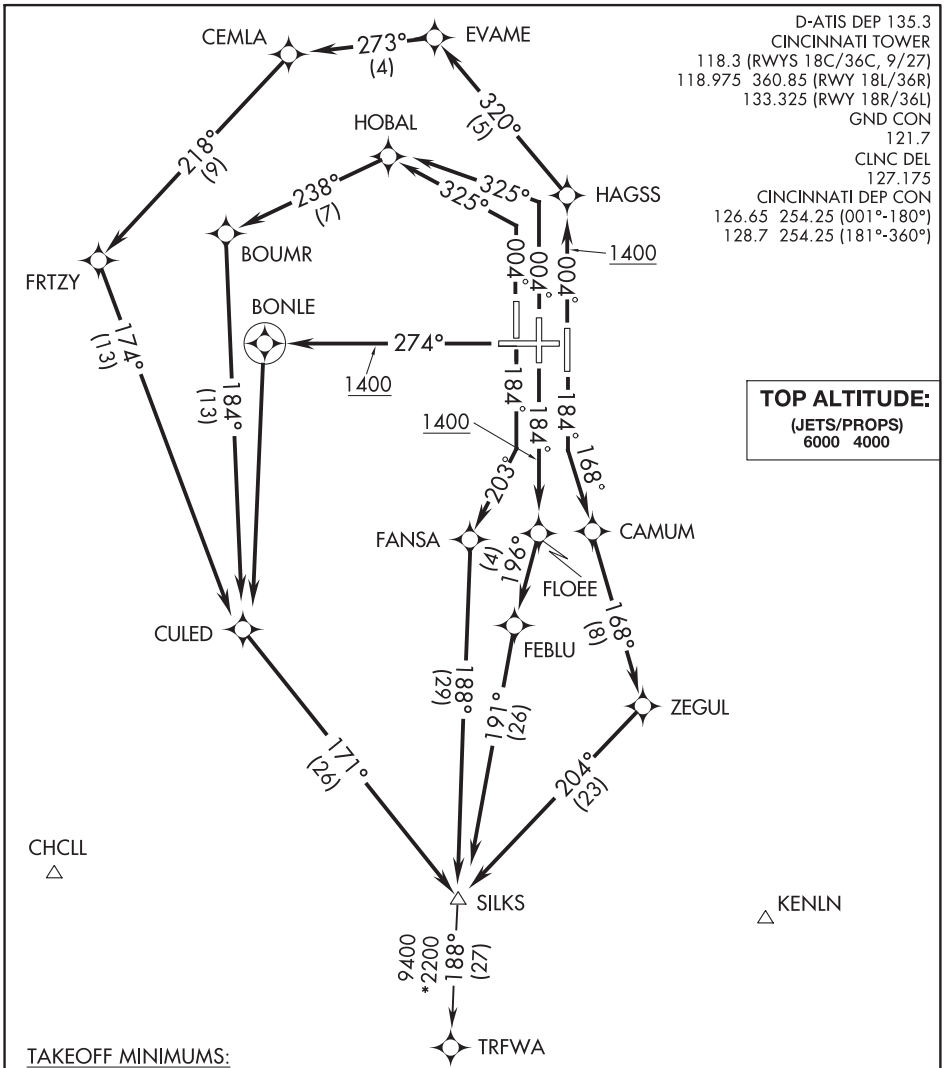
(SILKS4.SILKS) 20198

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SILKS FOUR DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SILKS FOUR DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(SILKS4.SILKS) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

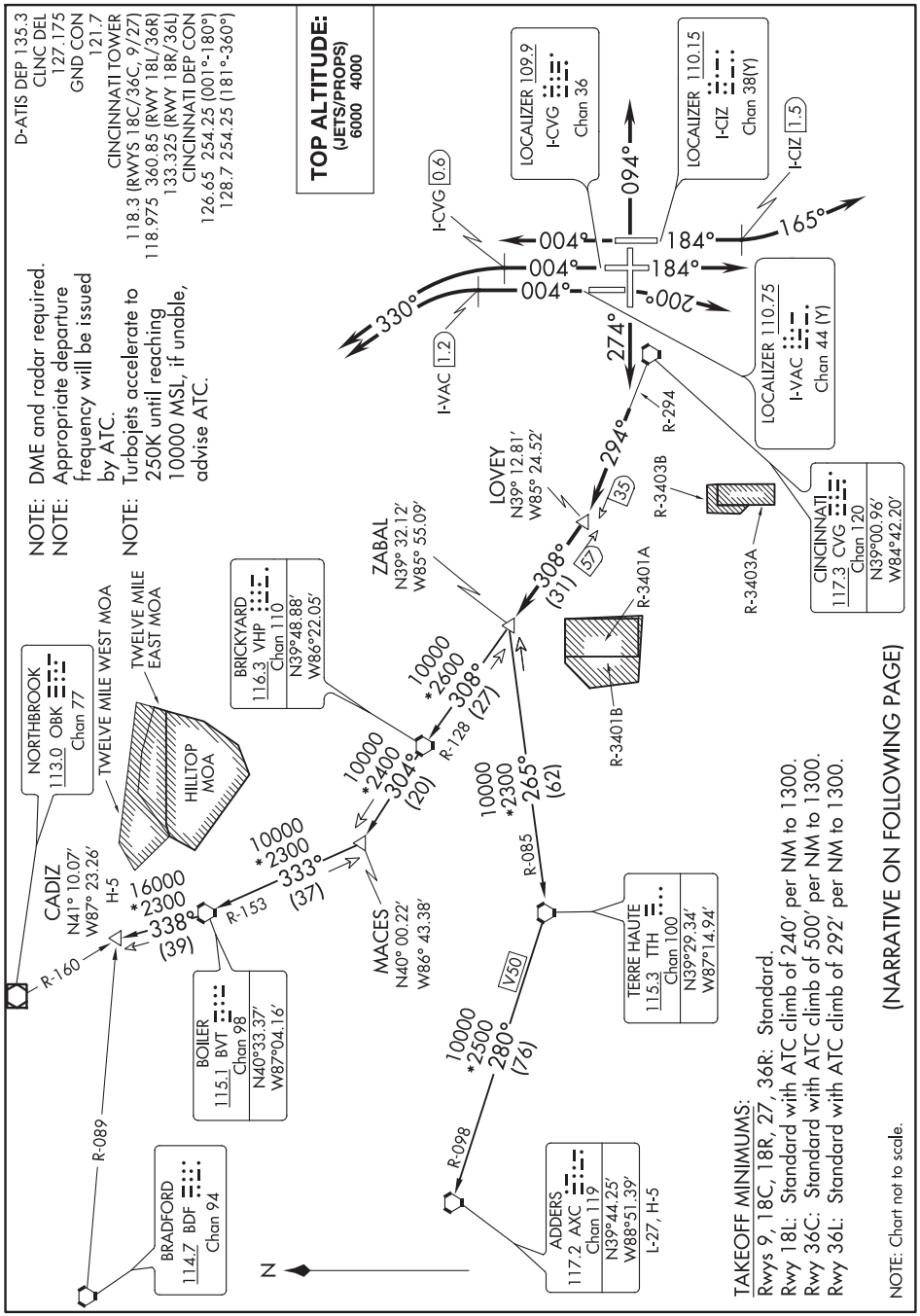
TRFWA TRANSITION (SILKS4.TRFWA):

SE-1, 05 NOV 2020 to 31 DEC 2020

(WHWTR9.ZABAL) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

WHITEWATER NINE DEPARTURE

AL-655 (FAA) COVINGTON, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WHITEWATER NINE DEPARTURE COVINGTON, KENTUCKY

(WHWTR9.ZABAL) 10DEC15 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within10 minutes after departure.

ADDERS TRANSITION (WHWTR9.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.
CADIZ TRANSITION (WHWTR9.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES , then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

COVINGTON,TENNESSEE

AL-6303 (FAA)

19059

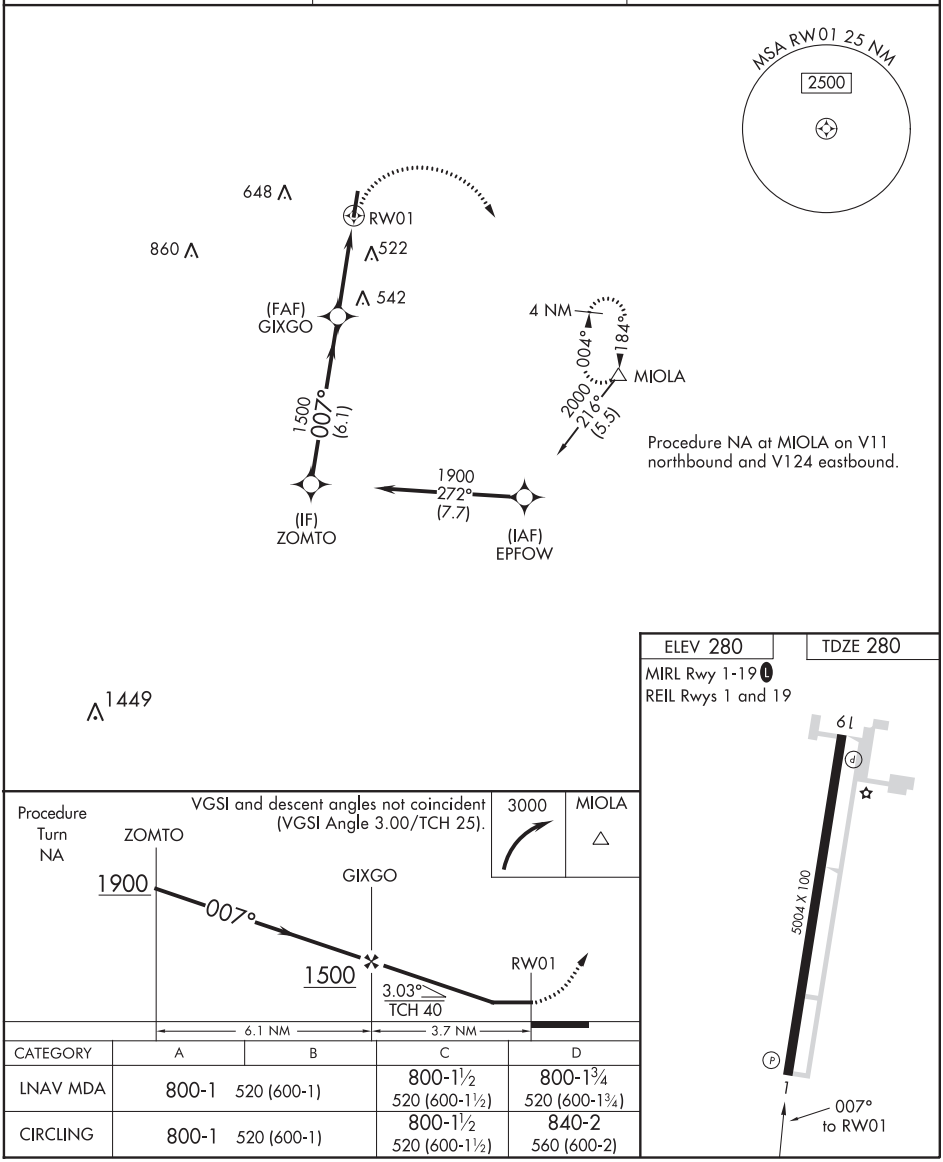
RNAV (GPS) RWY 1
COVINGTON MUNI (MØ4)

APP CRS	Rwy ldg	5004
007°	TDZE	280
	Apt Elev	280

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3	MEMPHIS APP CON	UNICOM
118.575	125.8 338.3	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	800-1 520 (600-1)		800-1½ 520 (600-1½)	800-1¾ 520 (600-1¾)
CIRCLING	800-1 520 (600-1)		800-1½ 520 (600-1½)	840-2 560 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

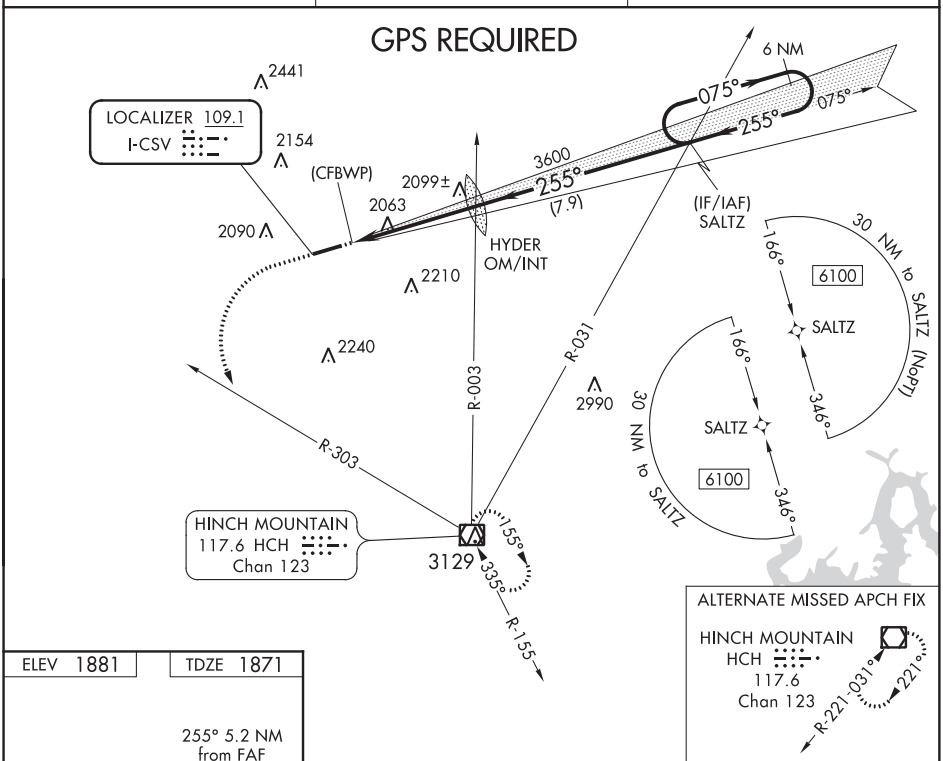
LOC I-CSV	APP CRS	Rwy ldg	5418
109.1	255°	TDZE	1871
		Apt Elev	1881

ILS Y or LOC Y RWY 26

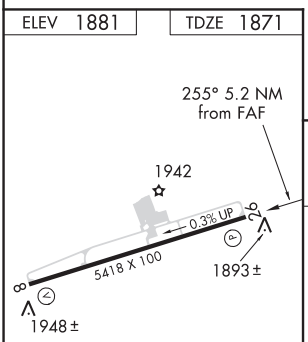
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L

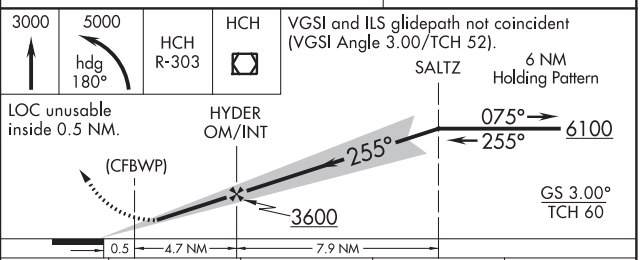


ELEV 1881	TDZE 1871



REIL Rwy 26
HIRL Rwy 8-26 L

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 26	2090-¾ 219 (300-¾)			
S-LOC 26	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)	
C CIRCLING	2440-1 559 (600-1)		2440-1⅝ 559 (600-1⅝)	2540-2 659 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

CROSSVILLE, TENNESSEE | AL-5051 (FAA) | 19115

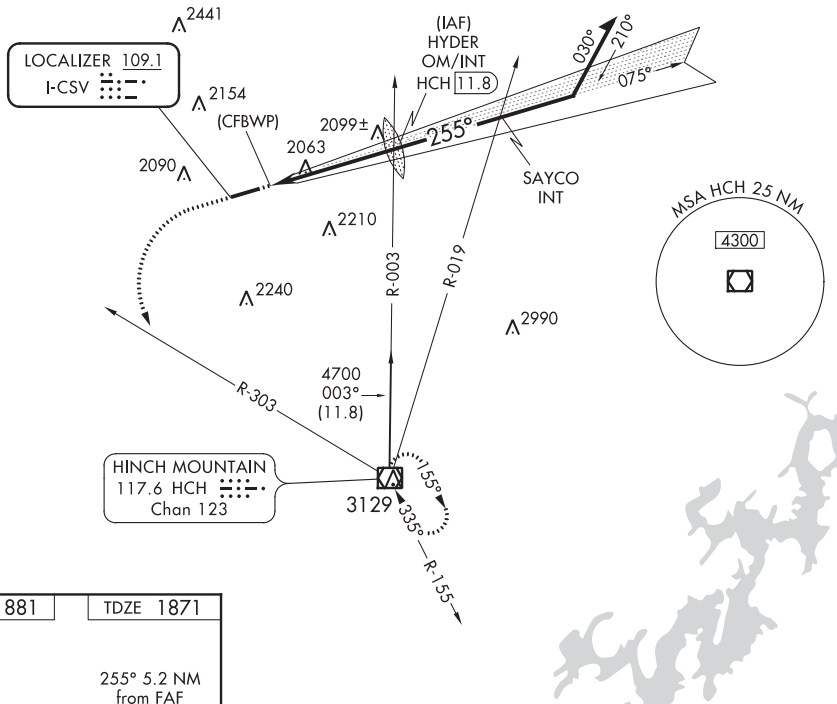
ILS Z or LOC Z RWY 26

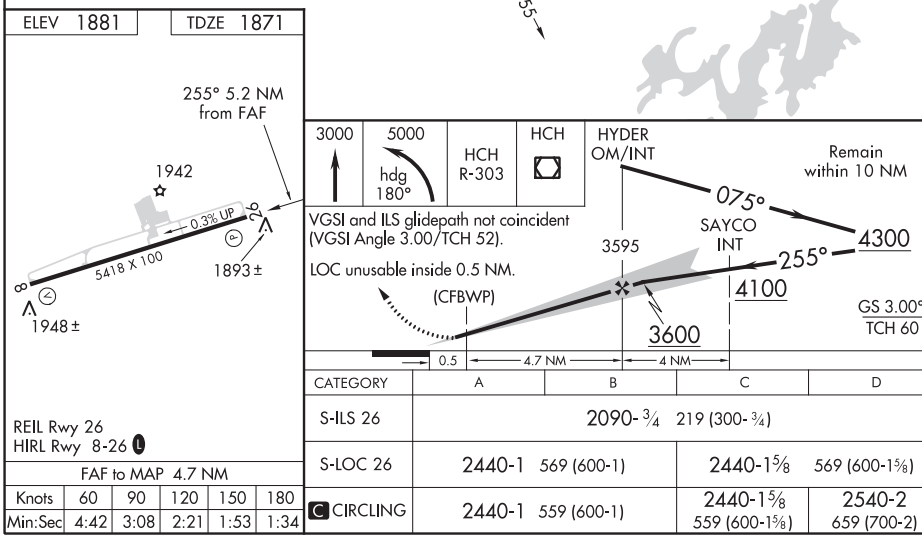
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

LOC I-CSV	APP CRS	Rwy ldg	5418
109.1	255°	TDZE	1871
		Apt Elev	1881

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L





REIL Rwy 26
HIRL Rwy 8-26 L

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 26	2090-¾ 219 (300-¾)			
S-LOC 26	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)	
C CIRCLING	2440-1 559 (600-1)		2440-1⅝ 559 (600-1⅝)	2540-2 659 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

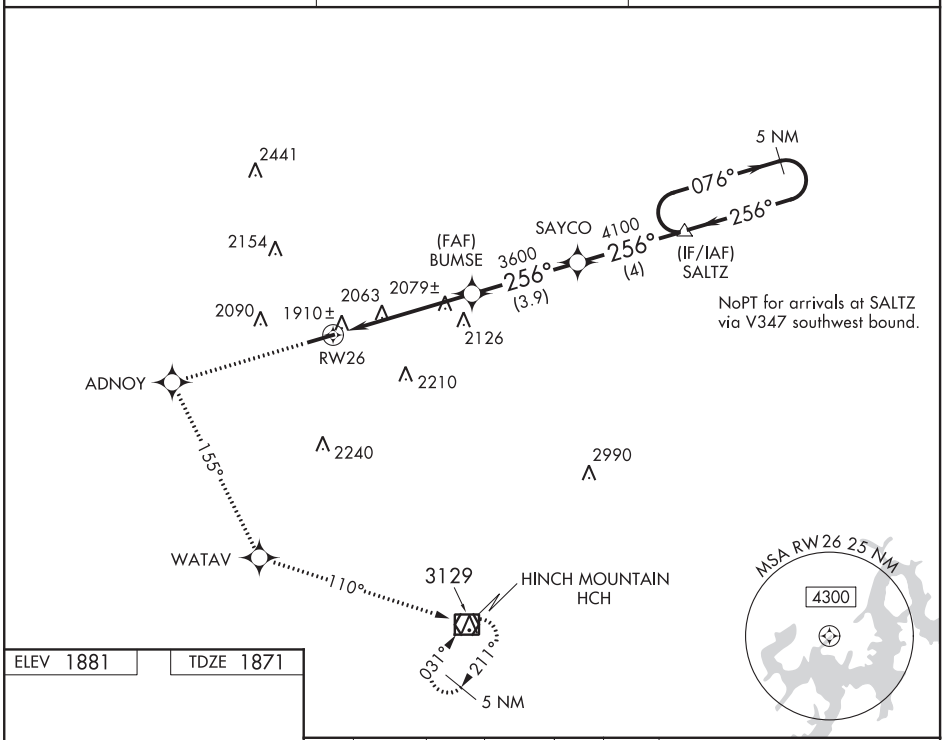
WAAS CH 65911 W26A	APP CRS 256°	Rwy ldg 5418 TDZE 1871 Apt Elev 1881

RNAV (GPS) RWY 26
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

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.

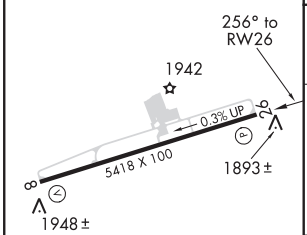
MISSED APPROACH: Climb to 5000 direct ADNOY and left turn on track 155° to WATAV and on track 110° to HCH VOR/DME and hold.

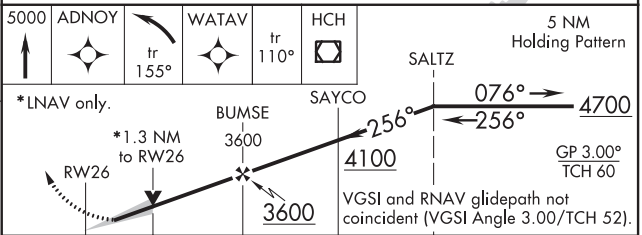
ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1881	TDZE 1871





CATEGORY	A	B	C	D
LPV DA	2071-¾ 200 (200-¾)			
LNAV/VNAV DA	2170-1 299 (300-1)			
LNAV MDA	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)	
C CIRCLING	2440-1 559 (600-1)		2440-1½ 559 (600-1½)	2540-2 639 (700-2)

REIL Rwy 26
HIRL Rwy 8-26 L

VOR/DME HCH	APP CRS	Rwy ldg	N/A
117.6	335°	TDZE	N/A
Chan 123		Apt Elev	1881

VOR-A

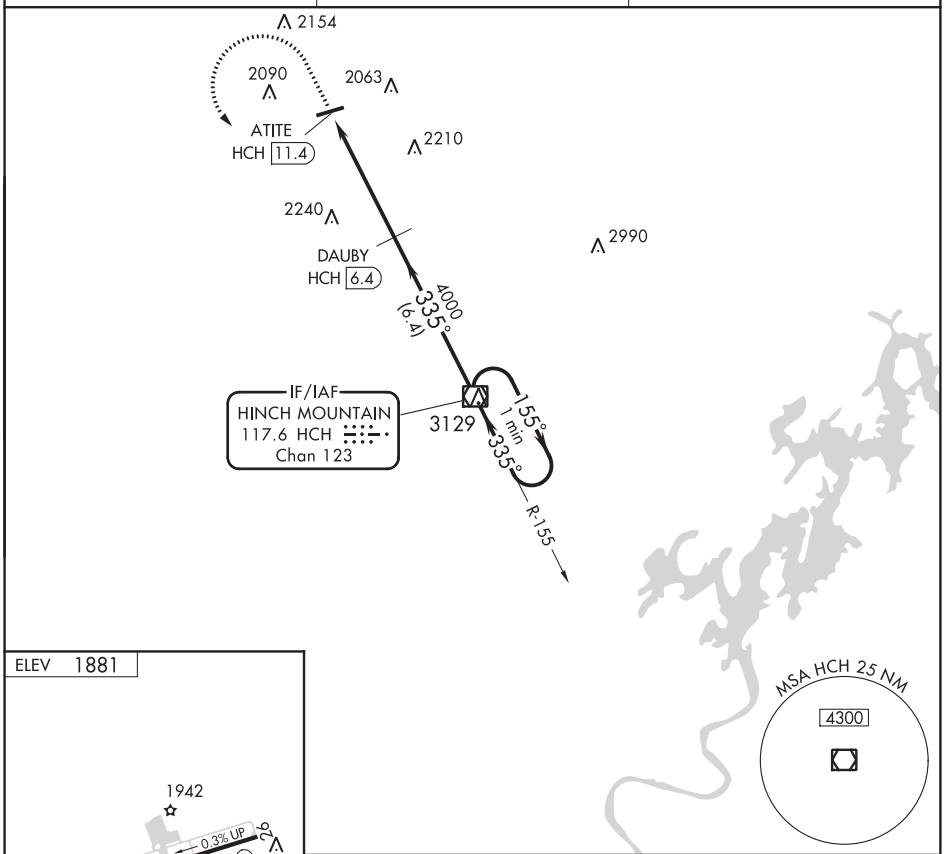
CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

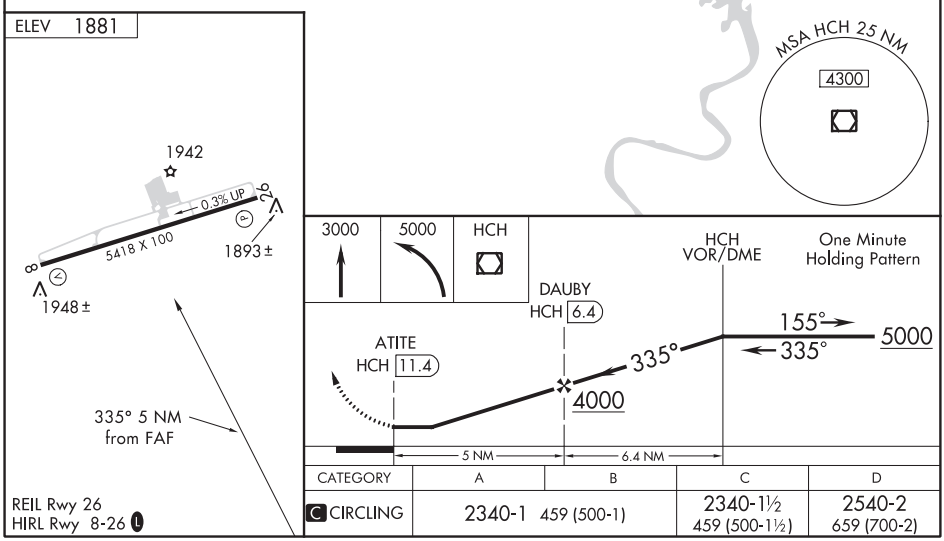
T
A NA

DME required.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct HCH VOR/DME and hold.

ASOS	ATLANTA CENTER	UNICOM
120.625	133.6 254.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	2340-1 459 (500-1)		2340-1½ 459 (500-1½)	2540-2 659 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

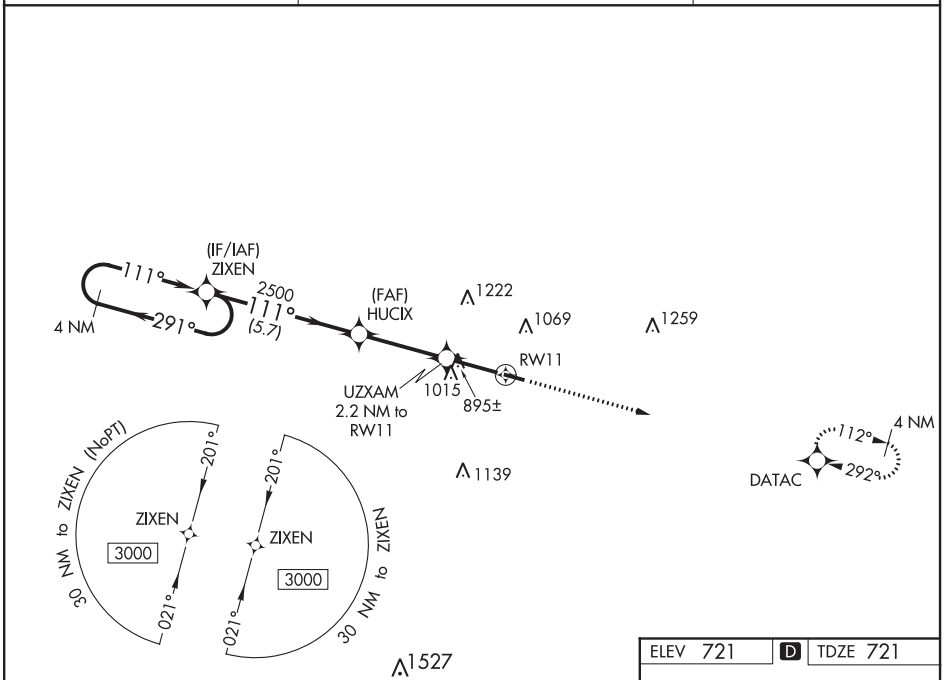
WAAS CH 62837 W11A	APP CRS 111°	Rwy ldg 3850 TDZE 721 Apt Elev 721

RNAV (GPS) RWY 11
CYNTHIANA-HARRISON COUNTY (ØI8)

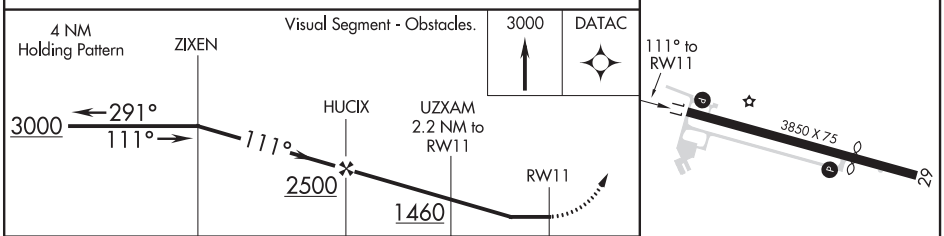
T A NA — DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct DATAC and hold.

GEORGETOWN-SCOTT COUNTY RGNL AWOS-3	LEXINGTON APP CON	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	122.8 (CTAF) L



ELEV 721	D	TDZE 721



CATEGORY	A	B	C	D
LP MDA	1220-1 499 (500-1)		NA	
LNAV MDA	1300-1 579 (600-1)		NA	
C CIRCLING	1340-1 619 (700-1)	1440-1 719 (800-1)	NA	

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CYNTHIANA, KENTUCKY AL-10745 (FAA) 20198

WAAS CH 42537 W29A	APP CRS 292°	Rwy ldg 2756 TDZE 721 Apt Elev 721

RNAV (GPS) RWY 29

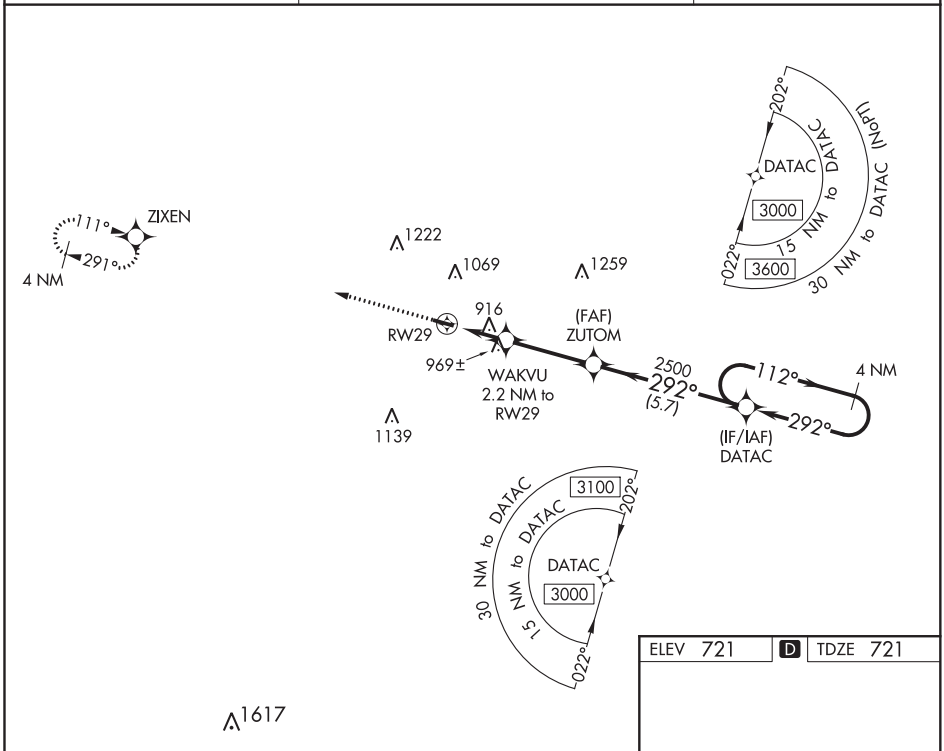
CYNTHIANA-HARRISON COUNTY (ØI8)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

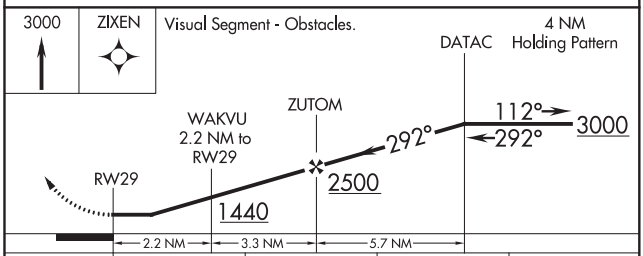
NA

MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.

GEORGETOWN-SCOTT COUNTY RGNL AWOS-3	LEXINGTON APP CON	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	122.8 (CTAF) L

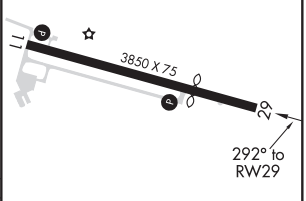


SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LP MDA	1240-1 519 (600-1)		NA	
LNAV MDA	1280-1 559 (600-1)		NA	
C CIRCLING	1340-1 619 (700-1)	1440-1 719 (800-1)	NA	

ELEV 721 D TDZE 721



MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 93706 W12A	APP CRS 124°	Rwy ldg 5000 TDZE 1017 Apt Elev 1022

RNAV (GPS) RWY 12
STUART POWELL FIELD (DVK)

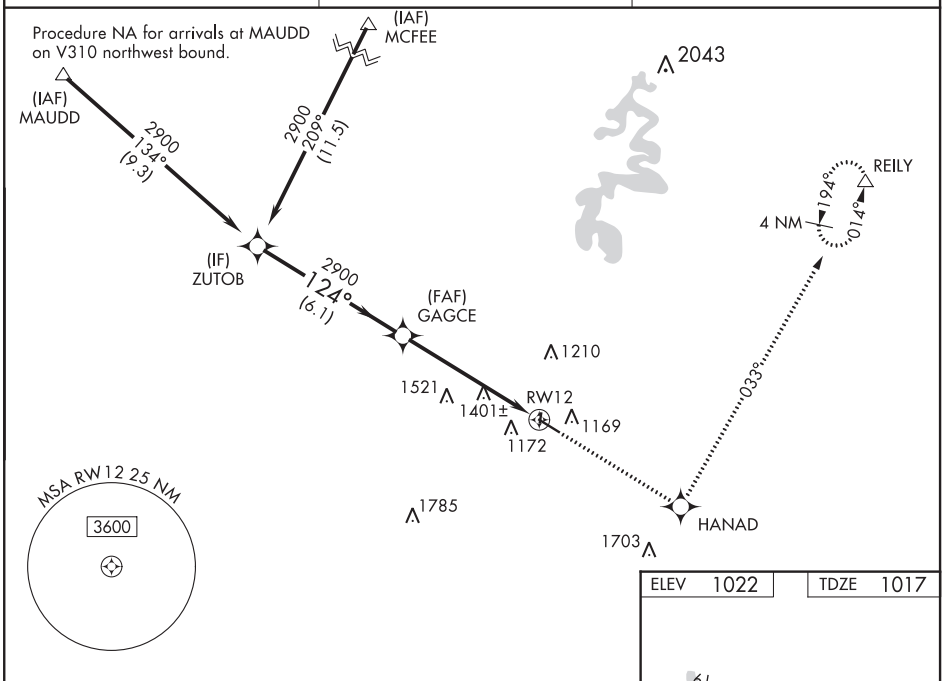
RNP APCH.

T
A NA

When local altimeter setting not received, use Lexington altimeter setting: increase all DA/MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats and LNAV all Cats visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 47° C. Baro-VNAV NA when using Lexington altimeter setting. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HANAD and left turn on 033° track to REILY and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L

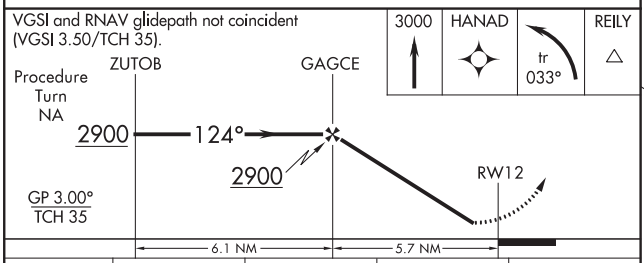


SE-1, 05 NOV 2020 to 31 DEC 2020

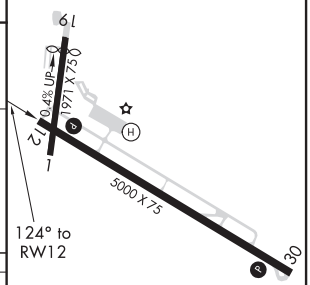
SE-1, 05 NOV 2020 to 31 DEC 2020

VGSI and RNAV glidepath not coincident (VGSI 3.50/TCH 35).

3000	HANAD	tr 033°	REILY



ELEV 1022 TDZE 1017



CATEGORY	A	B	C	D
LPV DA	1357-1¼ 340 (400-1¼)			
LNAV/VNAV DA	1785-2¾ 768 (800-2¾)			
LNAV MDA	1660-1 643 (700-1)		1660-1¾ 643 (700-1¾)	1660-2 643 (700-2)

REIL Rwy 30 L
MIRL Rwy 12-30 L

DANVILLE, KENTUCKY | AL-6504 (FAA) | 19171

RNAV (GPS) RWY 30
STUART POWELL FIELD (DVK)

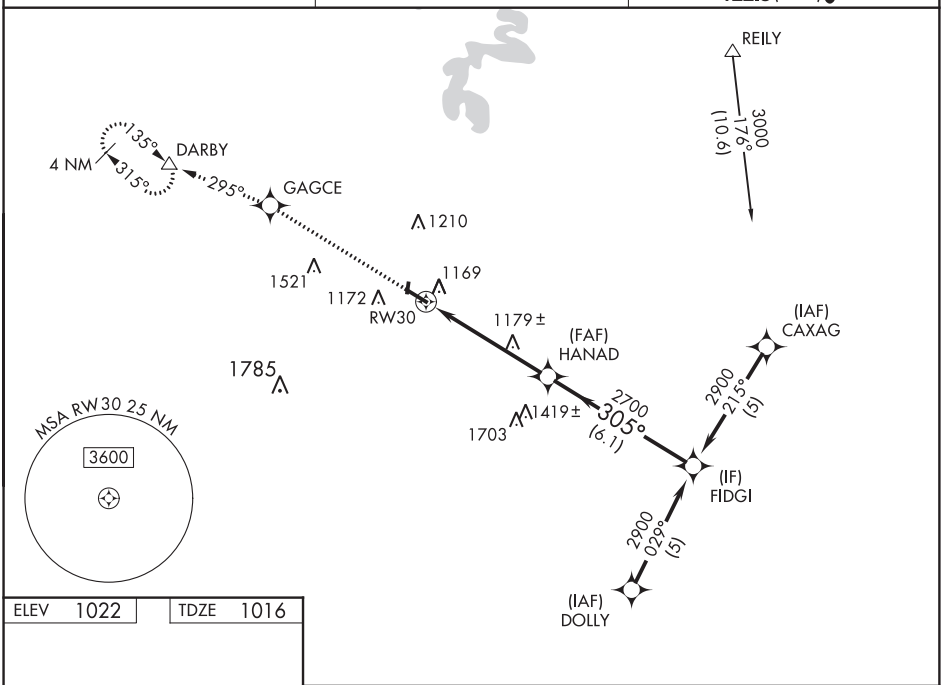
WAAS CH 70506 W30A	APP CRS 305°	Rwy ldg 5000 TDZE 1016 Apt Elev 1022

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). VDP and Baro-VNAV NA when using Lexington altimeter setting. DME/DME RNP-0.3 NA. Rwy 30 helicopter visibility reduction below ¾ SM NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

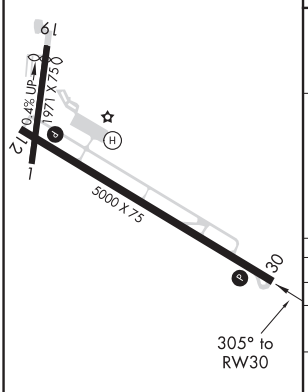
V NA

MISSED APPROACH: Climb to 3000 direct GAGCE and on 295° track to DARBY and hold.

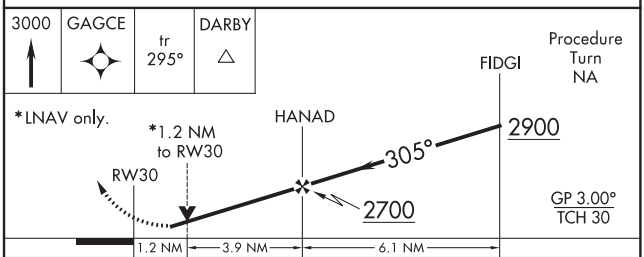
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



ELEV 1022 | TDZE 1016



REIL Rwy 30 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	1282-1 266 (300-1)			
LNAV/VNAV DA	1439-1½ 423 (500-1½)			
LNAV MDA	1440-1 424 (500-1)		1440-1¼ 424 (500-1¼)	
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-PQQ	APP CRS	Rwy ldg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

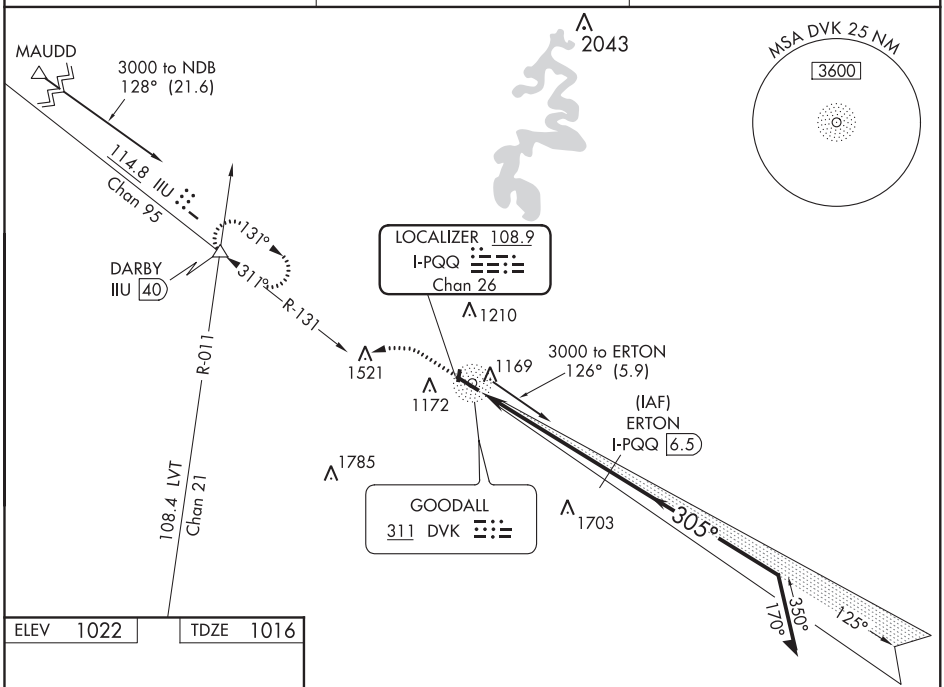
LOC RWY 30
STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-30 Cat C-D visibility and Circling Cat C-D visibility ¼ mile. Rwy 30 helicopter visibility reduction below ¾ SM NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. DME required. Circling Rwy 1, 19 NA at night.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU R-131 to DARBY INT and hold.

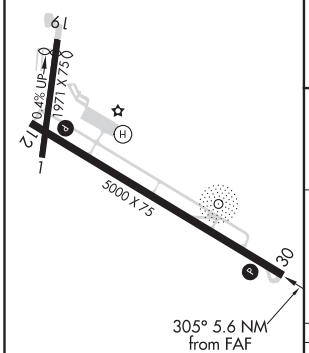
AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

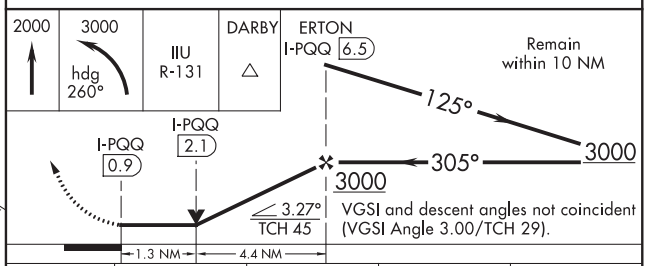
SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1022 TDZE 1016



REIL Rwy 30 L
MIRL Rwy 12-30 L

DME REQUIRED



CATEGORY	A	B	C	D
S-30	1440-1	424 (500-1)	1440-1¼	424 (500-1¼)
CIRCLING	1480-1 458 (500-1)	1560-1 538 (600-1)	1560-1½ 538 (600-1½)	1720-2¼ 698 (700-2¼)

DANVILLE, KENTUCKY AL-6504 (FAA) 20254

NDB-A
STUART POWELL FIELD (DVK)

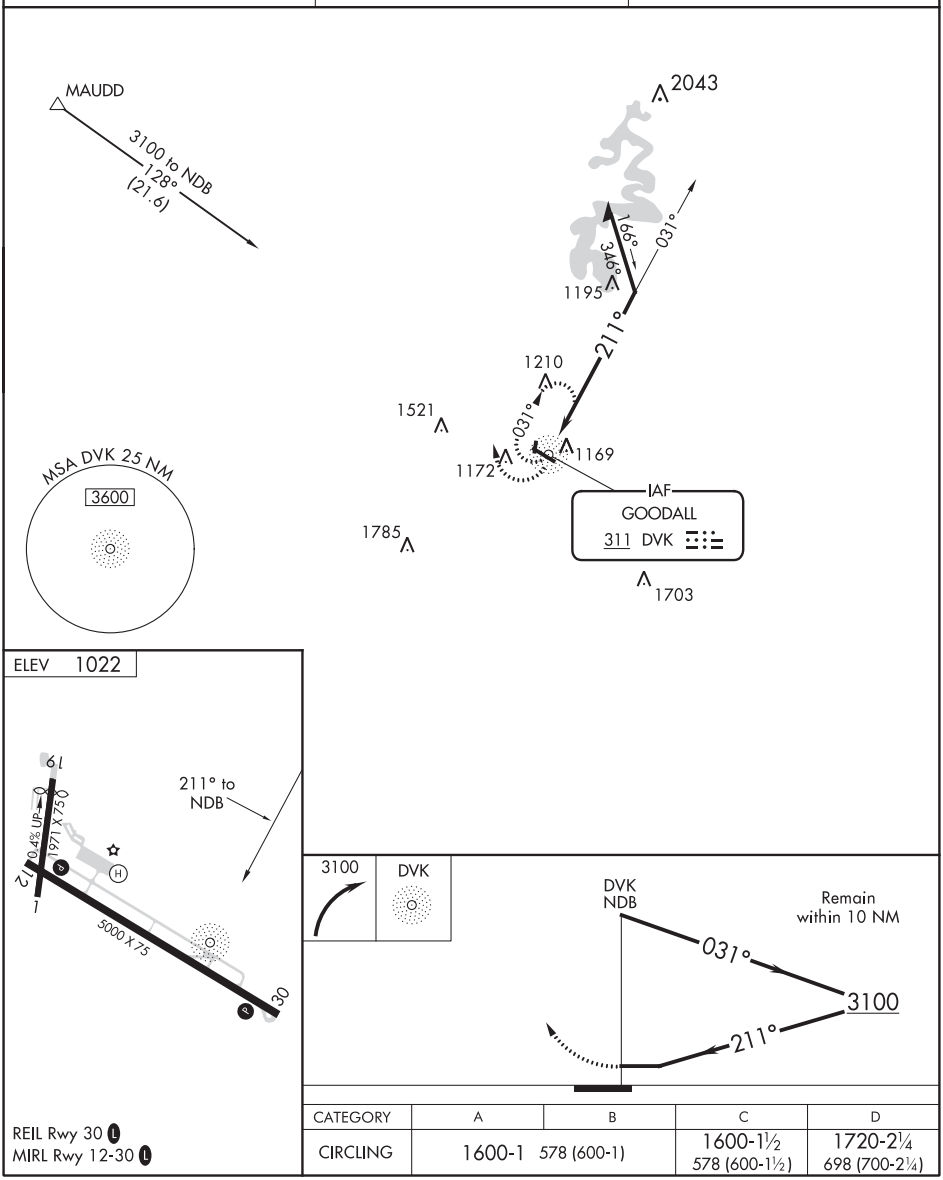
NDB DVK	APP CRS	Rwy ldg	N/A
311	211°	TDZE	N/A
		Apt Elev	1022

When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

NA

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

AWOS-3	LEXINGTON APP CON	UNICOM
128.325	120.15 259.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1600-1	578 (600-1)	1600-1½ 578 (600-1½)	1720-2¼ 698 (700-2¼)

REIL Rwy 30 L
MIRL Rwy 12-30 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

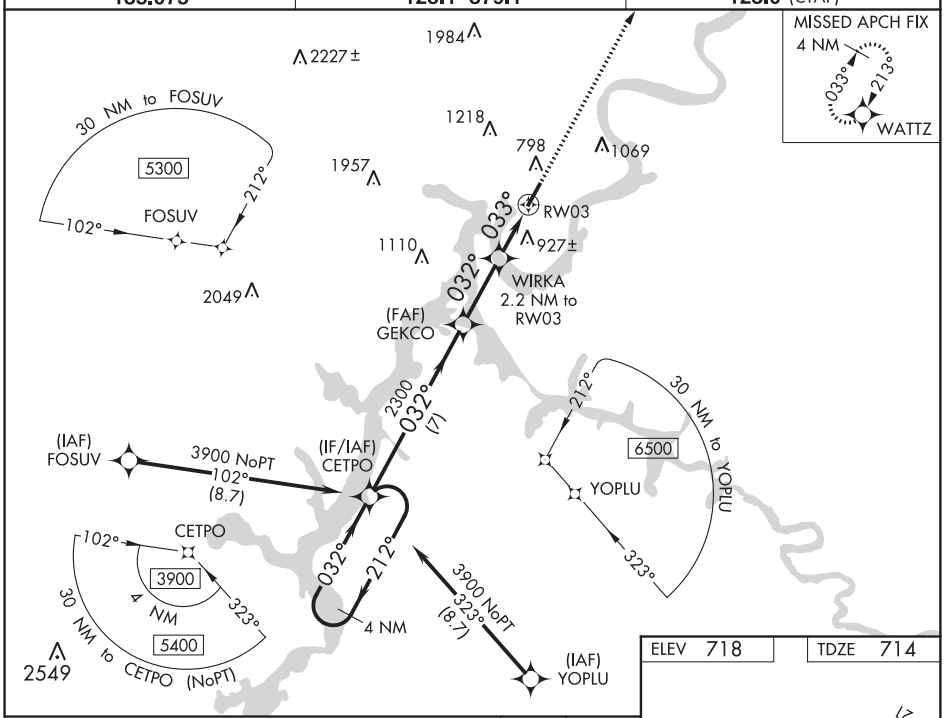
RNAV (GPS) RWY 3
MARK ANTON (2AØ)

WAAS CH 86922 W03A	APP CRS 033°	Rwy ldg 5001 TDZE 714 Apt Elev 718

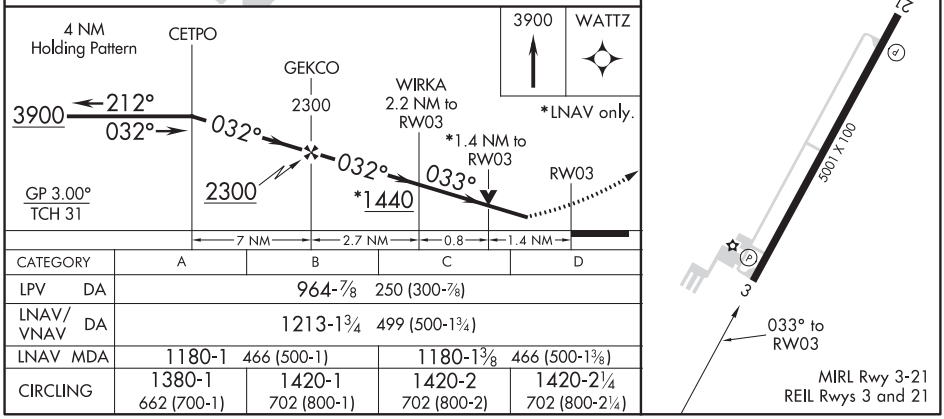
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Chattanooga altimeter setting. When VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Rwy 3 helicopter visibility reduction below ¾ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3900 direct WATTZ and hold.

AWOS-3	CHATTANOOGA APP CON ★	UNICOM
135.075	125.1 379.1	123.0 (CTAF)



ELEV 718 TDZE 714



CATEGORY	A	B	C	D
LPV DA	964-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1213-1¾ 499 (500-1¾)			
LNAV MDA	1180-1 466 (500-1)		1180-1⅜ 466 (500-1⅜)	
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1420-2 702 (800-2)	1420-2¼ 702 (800-2¼)

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DAYTON, TENNESSEE

AL-6420 (FAA)

19059

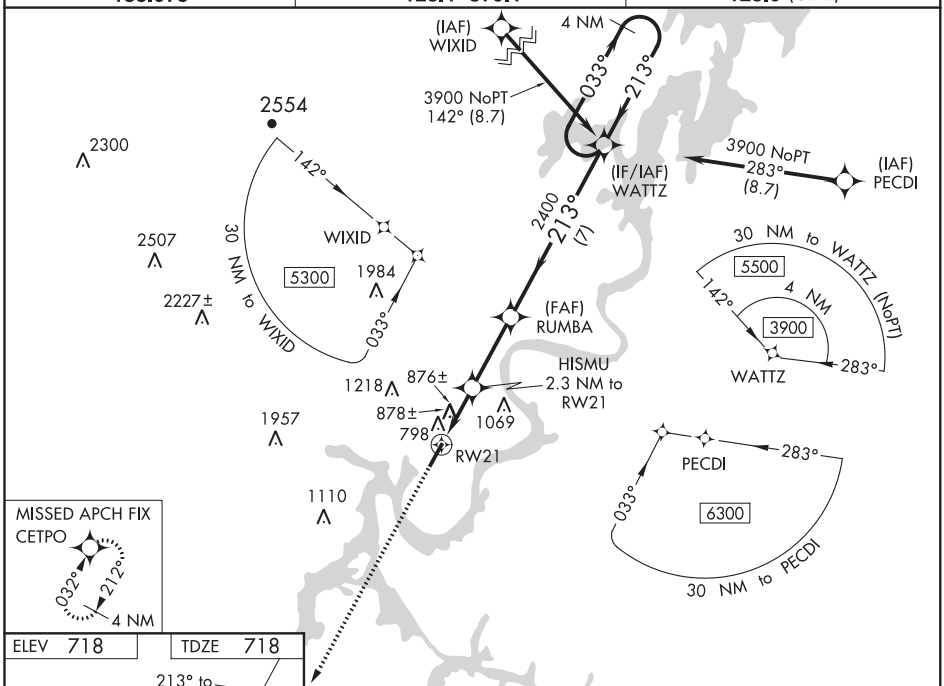
RNAV (GPS) RWY 21
MARK ANTON (2AØ)

WAAS CH 70522 W21A	APP CRS 213°	Rwy ldg 5001 TDZE 718 Apt Elev 718

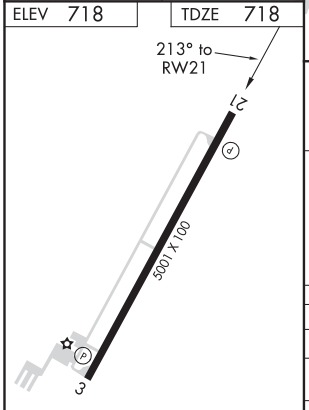
T A NA Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C and D visibility ⅛ mile. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

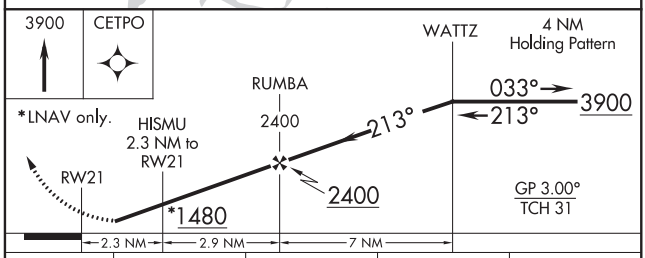
AWOS-3	CHATTANOOGA APP CON ★	UNICOM
135.075	125.1 379.1	123.0 (CTAF)



ELEV 718 TDZE 718



MIRL Rwy 3-21
REIL Rwys 3 and 21



CATEGORY	A	B	C	D
LPV DA	1010-1 292 (300-1)			
LNAV/VNAV DA	1174-1⅝ 456 (500-1⅝)			
LNAV MDA	1140-1 422 (500-1)		1140-1¼ 422 (500-1¼)	
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1420-2 702 (800-2)	1420-2¼ 702 (800-2¼)

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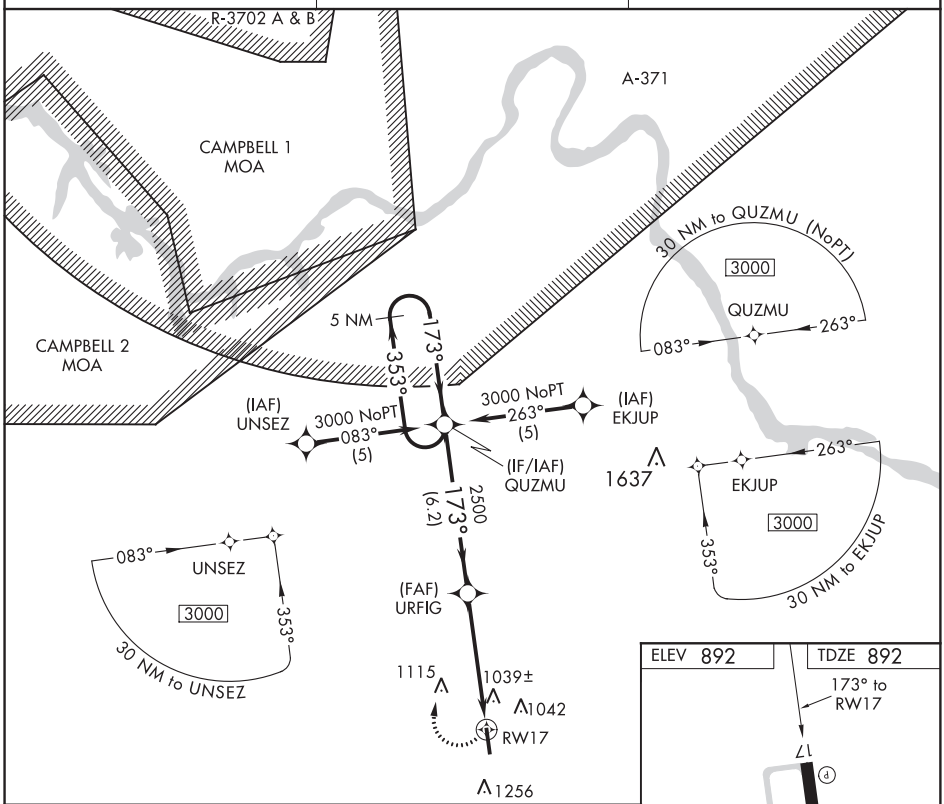
APP CRS	Rwy ldg	5001
173°	TDZE	892
	Apt Elev	892

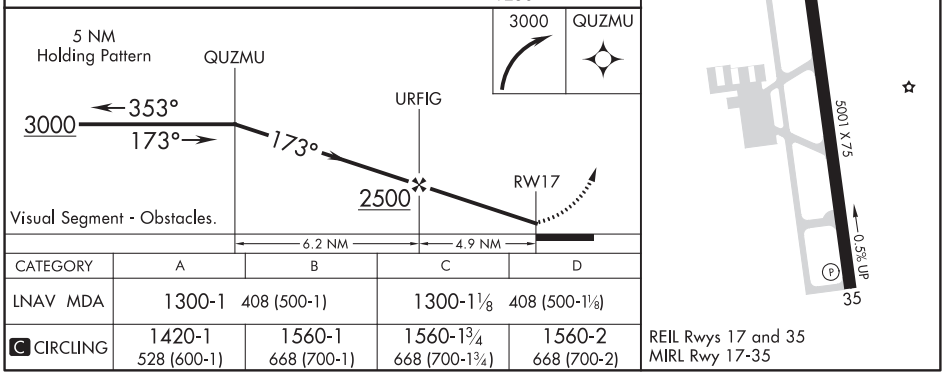
RNAV (GPS) RWY 17
DICKSON MUNI (MØ2)

NA Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility ¼ mile and LNAV Cat D and Circling Cat C/D ½ mile.

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
123.875	125.85 379.25	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1300-1 408 (500-1)		1300-1⅛ 408 (500-1⅛)	
C CIRCLING	1420-1 528 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)	1560-2 668 (700-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35

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SE-1, 05 NOV 2020 to 31 DEC 2020

DYERSBURG, TENNESSEE AL-966 (FAA) 20086

WAAS CH 82320 W04A	APP CRS 041°	Rwy ldg 5698 TDZE 316 Apt Elev 338

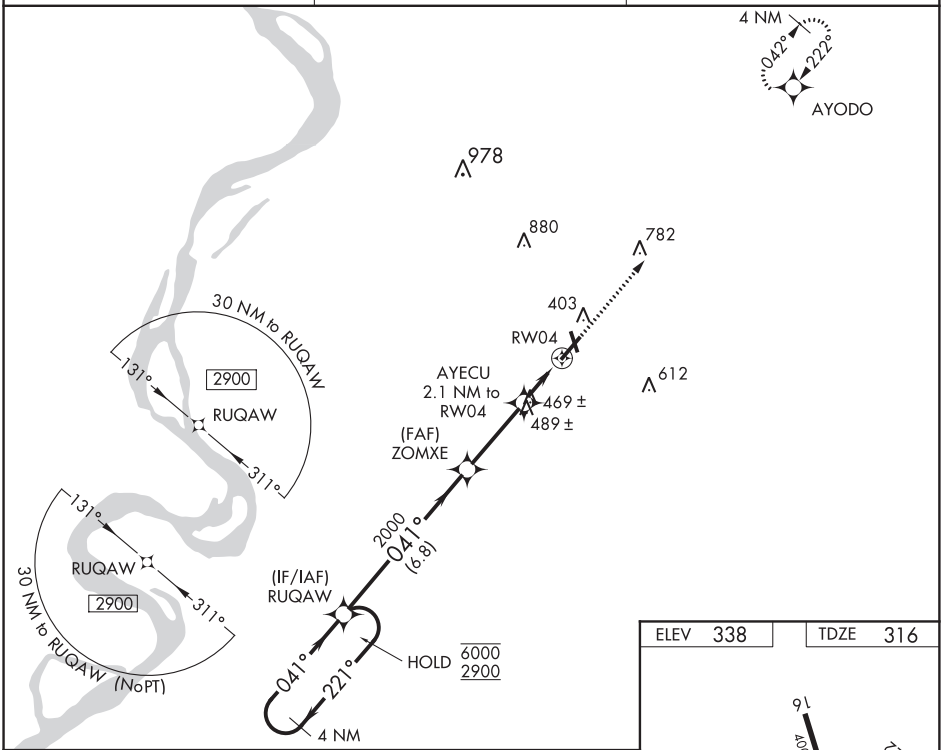
RNAV (GPS) RWY 4
DYERSBURG RGNL (DYR)

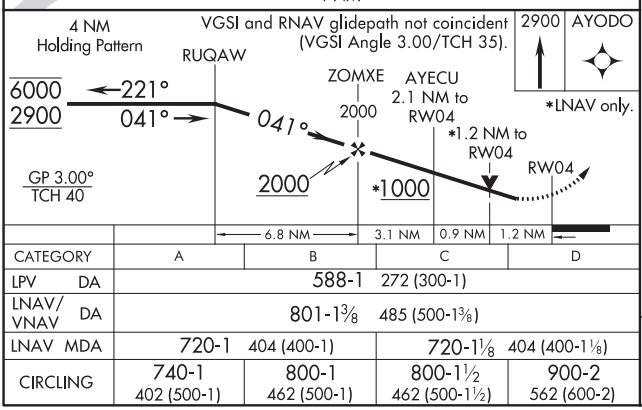
RNP APCH.

Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

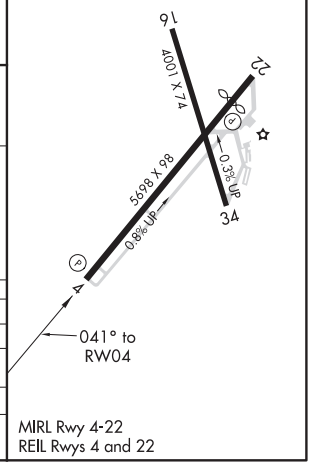
AWOS-3PT	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





CATEGORY	A	B	C	D
LPV DA	588-1 272 (300-1)			
LNAV/VNAV DA	801-1⅜ 485 (500-1⅜)			
LNAV MDA	720-1 404 (400-1)		720-1⅛ 404 (400-1⅛)	
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

ELEV 338 TDZE 316



MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

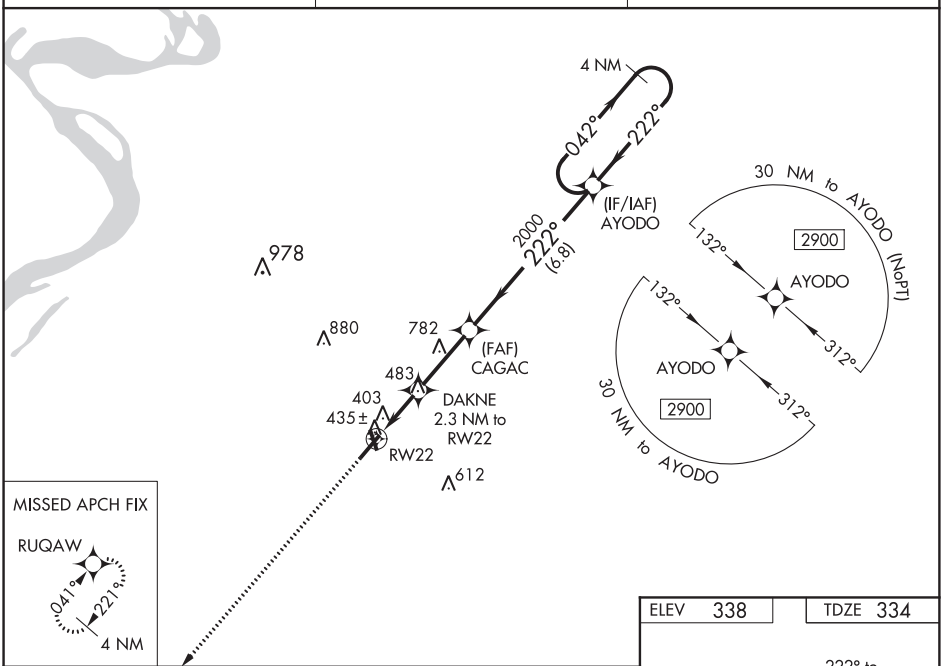
WAAS CH 86320 W22A	APP CRS 222°	Rwy ldg 5004 TDZE 334 Apt Elev 338

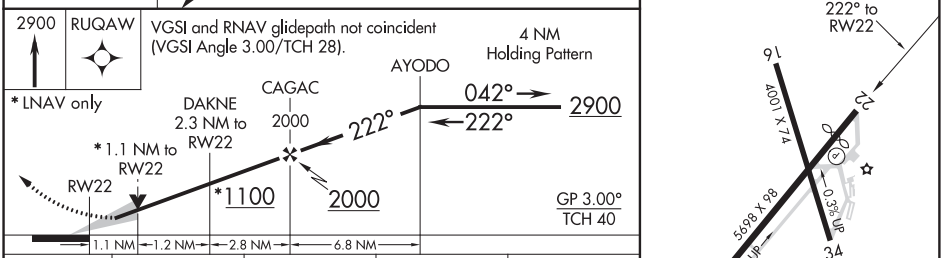
RNAV (GPS) RWY 22
DYERSBURG RGNL (DYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Blytheville Muni altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville Muni altimeter setting: increase LPV DA to 644 feet and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats ⅛ mile and LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility ¼ mile. Night landing: Rwy 16, 34 NA.

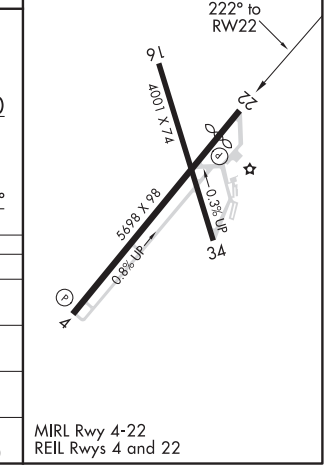
MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





CATEGORY	A	B	C	D
LPV DA	584-⅞ 250 (300-⅞)			
LNAV/VNAV DA	616-⅞ 282 (300-⅞)			
LNAV MDA	700-1 366 (400-1)			
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)



MIRL Rwy 4-22
REIL Rwys 4 and 22

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SE-1, 05 NOV 2020 to 31 DEC 2020

DYERSBURG, TENNESSEE

AL-966 (FAA)

20254

VOR-A

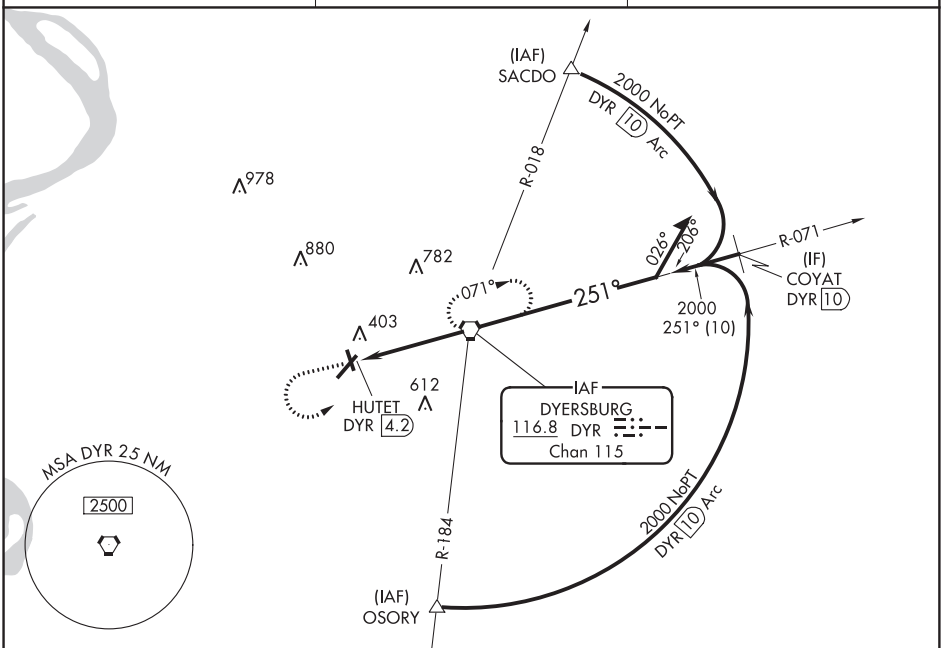
DYERSBURG RGNL (DYR)

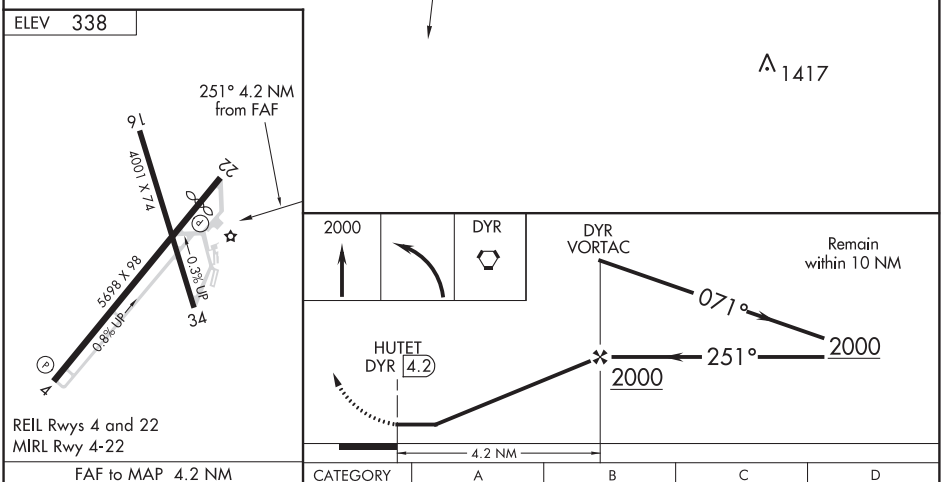
VORTAC DYR	APP CRS	Rwy ldg	N/A
116.8	251°	TDZE	N/A
Chan 115		Apt Elev	338

When local altimeter setting not received, use Blytheville Muni altimeter setting and increase all MDA 60 feet. Night landing: Rwy 16, 34 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct DYR VORTAC and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.625	134.65 316.15	123.05 (CTAF)





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
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	800-1½ 462 (500-1½)	900-2 562 (600-2)

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APP CRS	Rwy ldg	4904
064°	TDZE	1555
	Apt Elev	1593

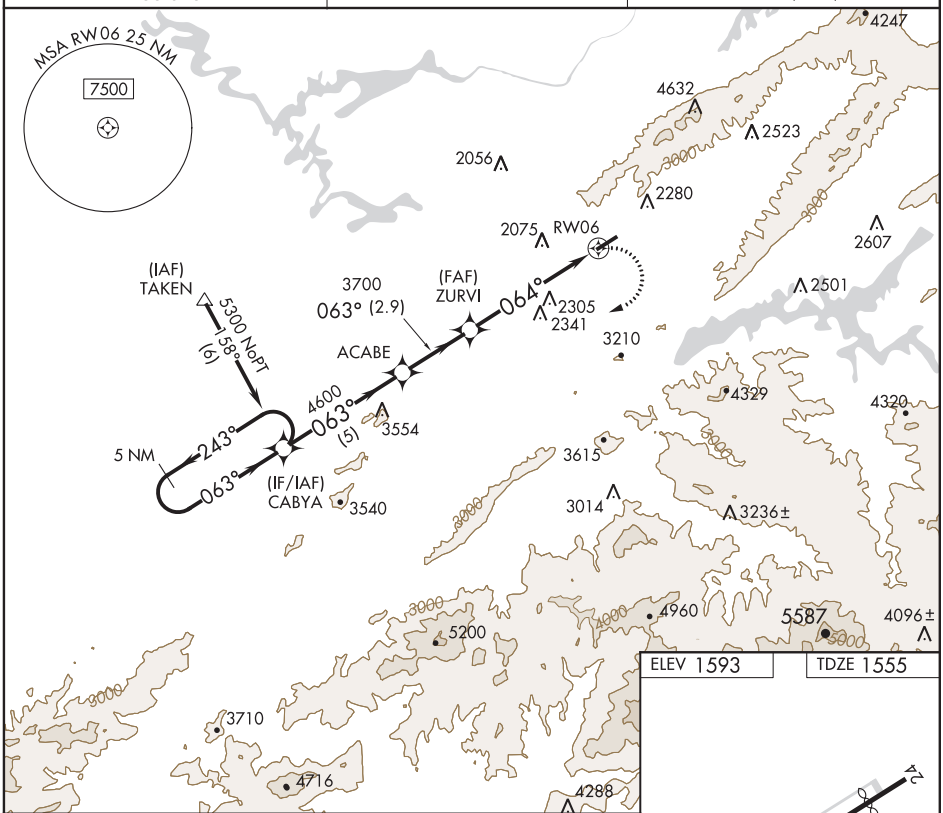
RNAV (GPS) RWY 6
ELIZABETHTON MUNI (ØA9)

Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tri-Cities altimeter setting and increase all MDA 60 feet.

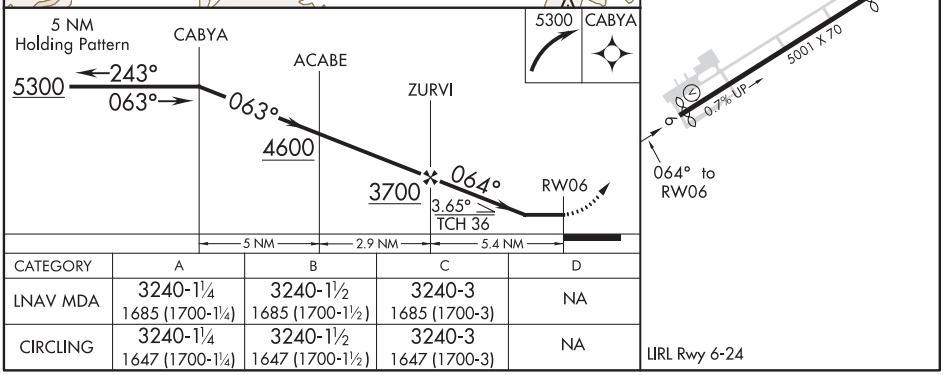
-12°C

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

AWOS-3PT	TRI CITY APP CON ★	UNICOM
135.675	134.425 349.0	123.0 (CTAF)



ELEV 1593 TDZE 1555



CATEGORY	A	B	C	D
LNAV MDA	3240-1¼ 1685 (1700-1¼)	3240-1½ 1685 (1700-1½)	3240-3 1685 (1700-3)	NA
CIRCLING	3240-1¼ 1647 (1700-1¼)	3240-1½ 1647 (1700-1½)	3240-3 1647 (1700-3)	NA

LIRL Rwy 6-24

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SE-1, 05 NOV 2020 to 31 DEC 2020

ELIZABETHTOWN, KENTUCKY AL-6712 (FAA) 20254

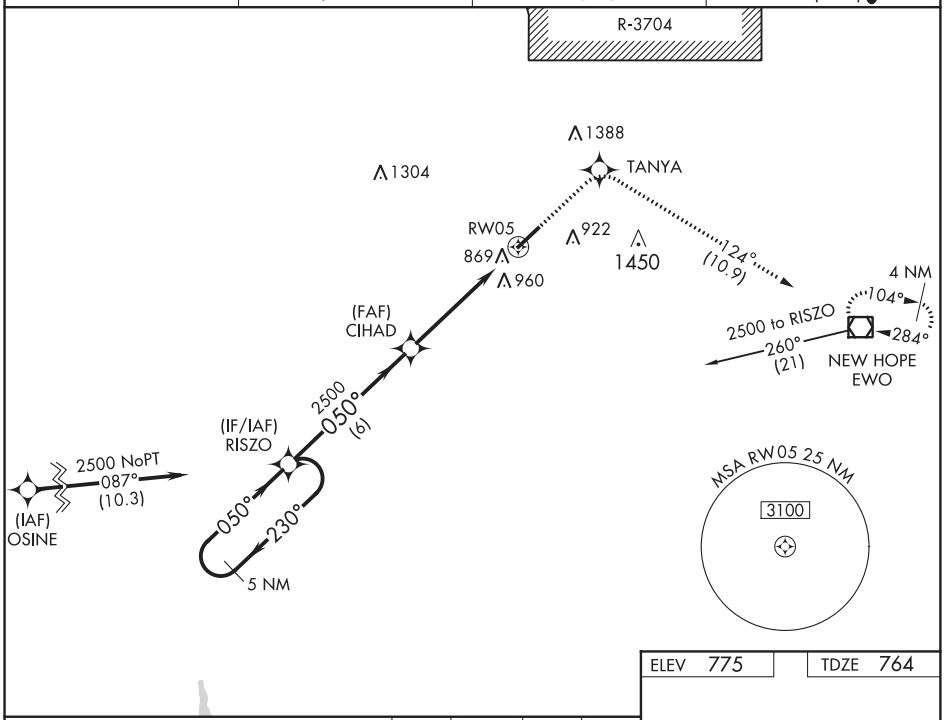
WAAS CH 77700 W05A	APP CRS 050°	Rwy ldg 6001 TDZE 764 Apt Elev 775

RNAV (GPS) RWY 5
ADDINGTON FIELD (EKX)

T A NA DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting.

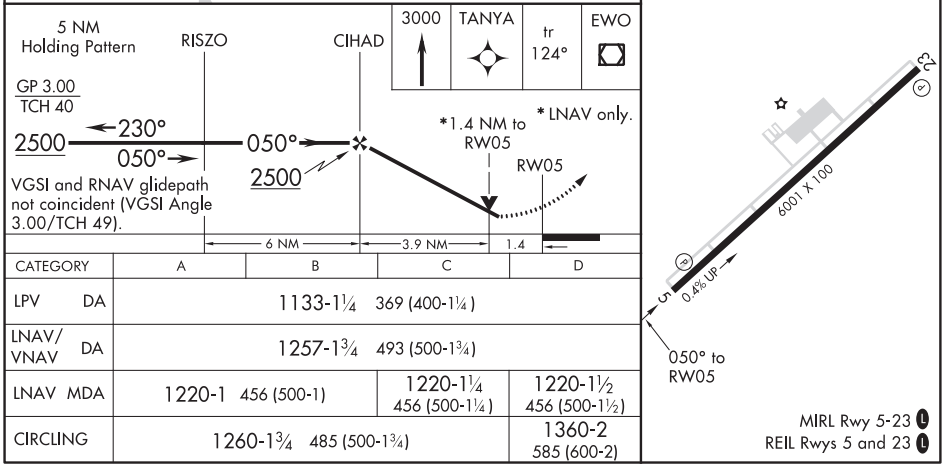
MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LPV DA	1133-1¼ 369 (400-1¼)			
LNAV/VNAV DA	1257-1¾ 493 (500-1¾)			
LNAV MDA	1220-1 456 (500-1)		1220-1¼ 456 (500-1¼)	1220-1½ 456 (500-1½)
CIRCLING	1260-1¾ 485 (500-1¾)			1360-2 585 (600-2)

APP CRS	Rwy ldg	6001
240°	TDZE	775
	Apt Elev	775

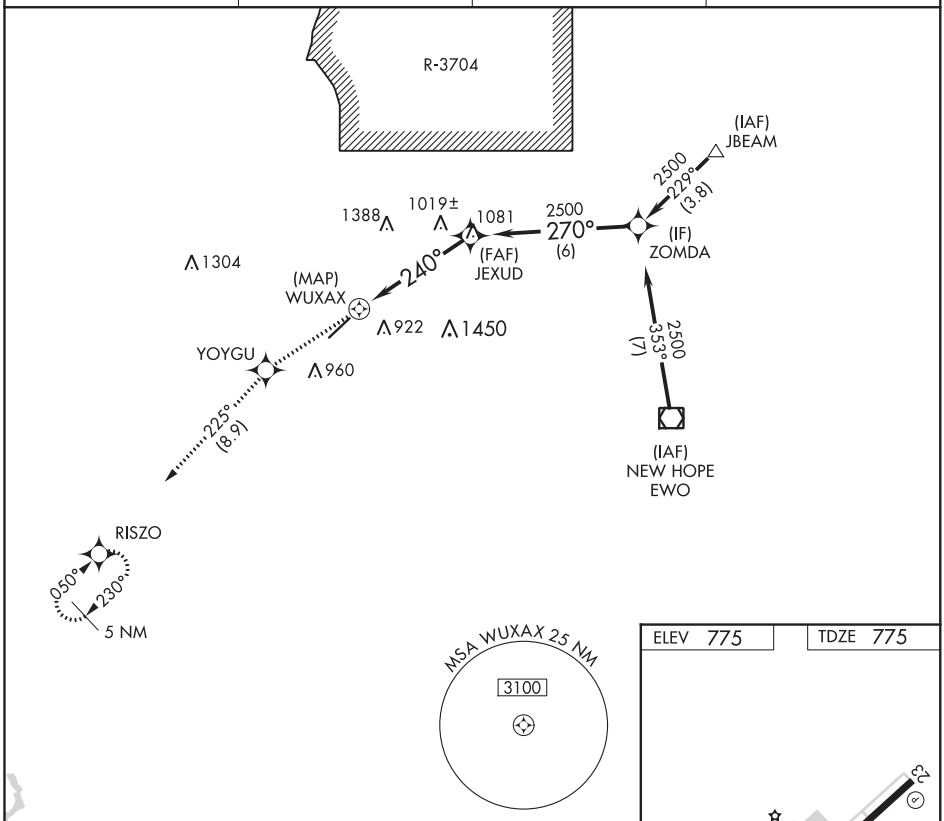
RNAV (GPS) RWY 23
ADDINGTON FIELD (EKX)

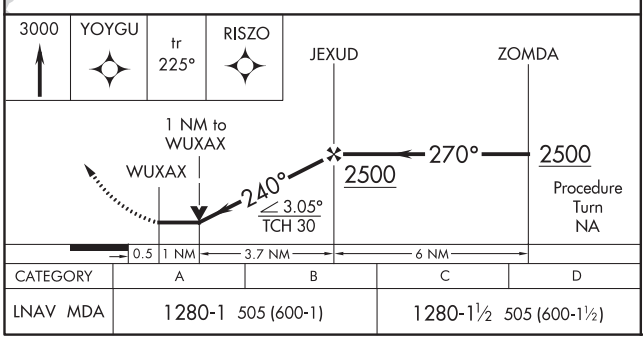
RNP APCH.

T A NA — If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet. VDP NA when using Louisville Muhammad Ali Intl altimeter setting.

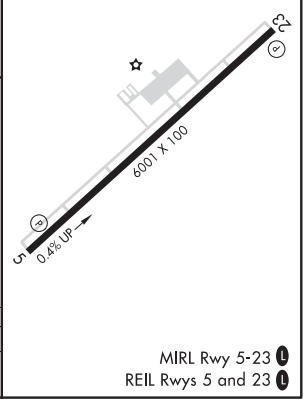
MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





ELEV 775	TDZE 775



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

CATEGORY	A	B	C	D
LNAV MDA	1280-1 505 (600-1)		1280-1½ 505 (600-1½)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-ADR	APP CRS	Rwy ldg	6001
109.75	050°	TDZE	764
Chan 34 (Y)		Apt Elev	775

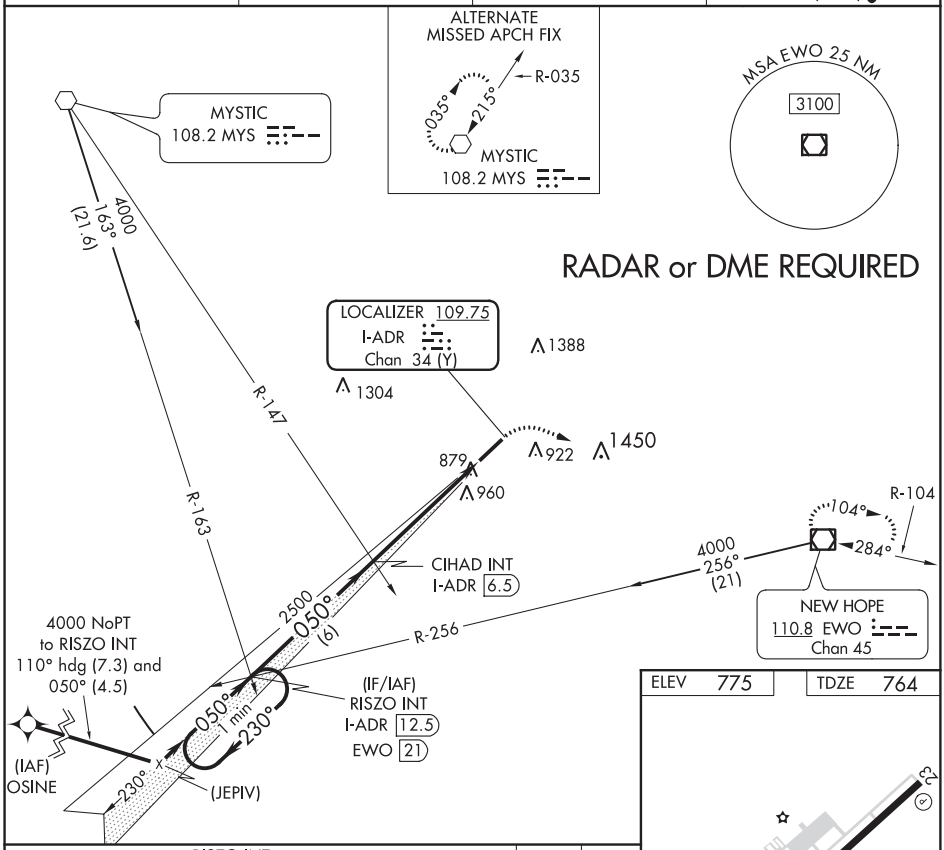
LOC RWY 5
ADDINGTON FIELD (EKX)

If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet. Visibility reduction by Helicopters NA.

NA

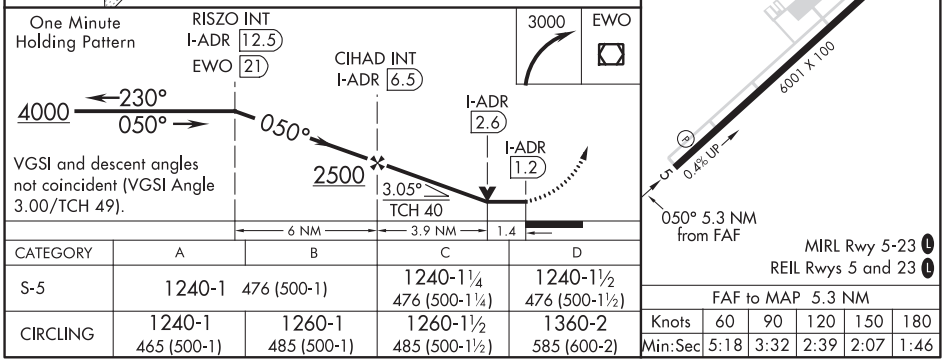
MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
S-5	1240-1 476 (500-1)		1240-1¼ 476 (500-1¼)	1240-1½ 476 (500-1½)
CIRCLING	1240-1 465 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR/DME EWO 110.8 Chan 45	APP CRS 284°	Rwy ldg N/A TDZE N/A Apt Elev 775

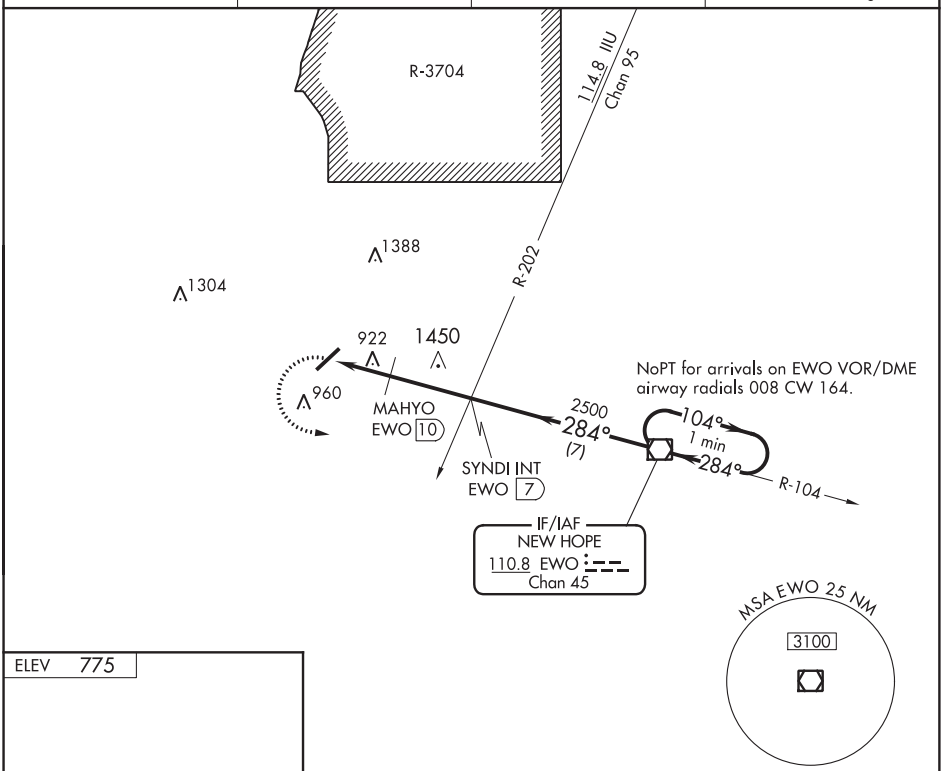
VOR-A
ADDINGTON FIELD (EKX)

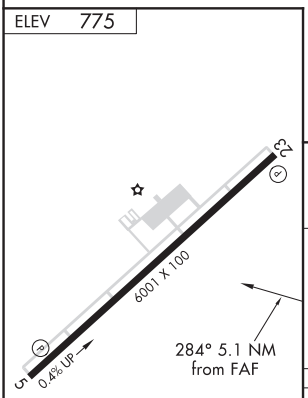
T A NA

If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet.

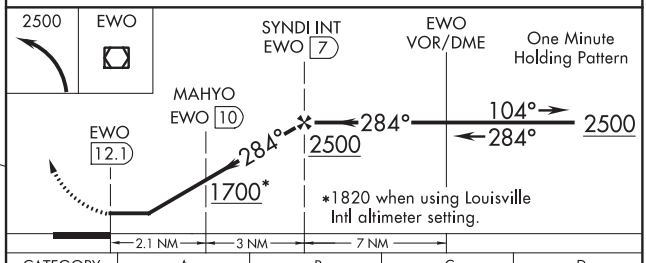
MISSED APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
121.025	132.075 327.0	119.45	122.8 (CTAF) L





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 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

CATEGORY	A	B	C	D
CIRCLING	1700-1¼ 925 (1000-1¼)		1700-2¾ 925 (1000-2¾)	1700-3 925 (1000-3)

MAHYO FIX MINIMUMS

CIRCLING	1240-1 465 (500-1)	1260-1 485 (500-1)	1260-1½ 485 (500-1½)	1360-2 585 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

FALMOUTH, KENTUCKY AL-6864 (FAA) 20030

RNAV (GPS) RWY 21
GENE SNYDER (K62)

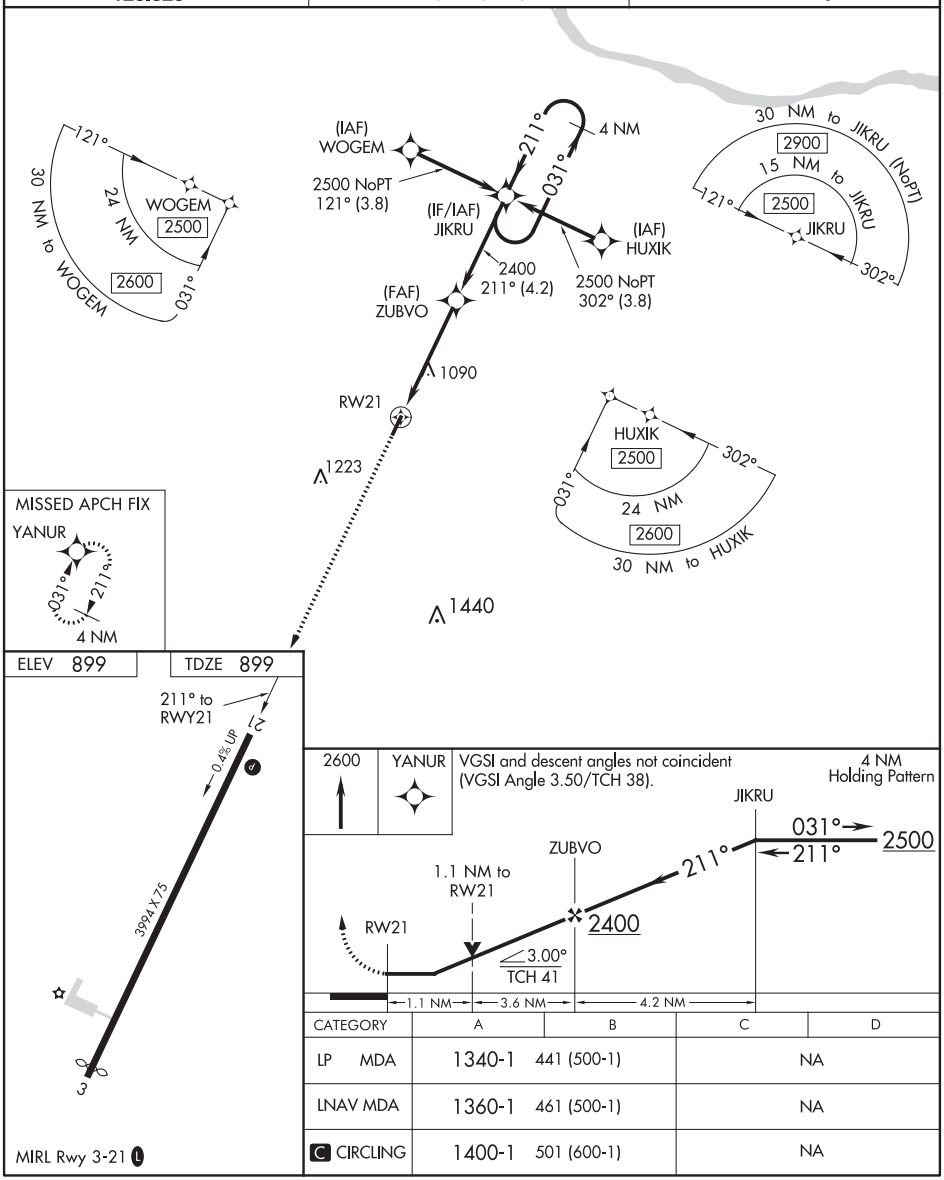
WAAS CH 40036 W21A	APP CRS 211°	Rwy ldg 3894 TDZE 899 Apt Elev 899

T NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct YANUR and hold.

AWOS-3	CINCINNATI APP CON	UNICOM
123.825	121.0 254.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1340-1 441 (500-1)		NA	
LNAV MDA	1360-1 461 (500-1)		NA	
C CIRCLING	1400-1 501 (600-1)		NA	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

VOR/DME FLM 117.0 Chan 117	APP CRS 315°	Rwy ldg N/A TDZE N/A Apt Elev 899

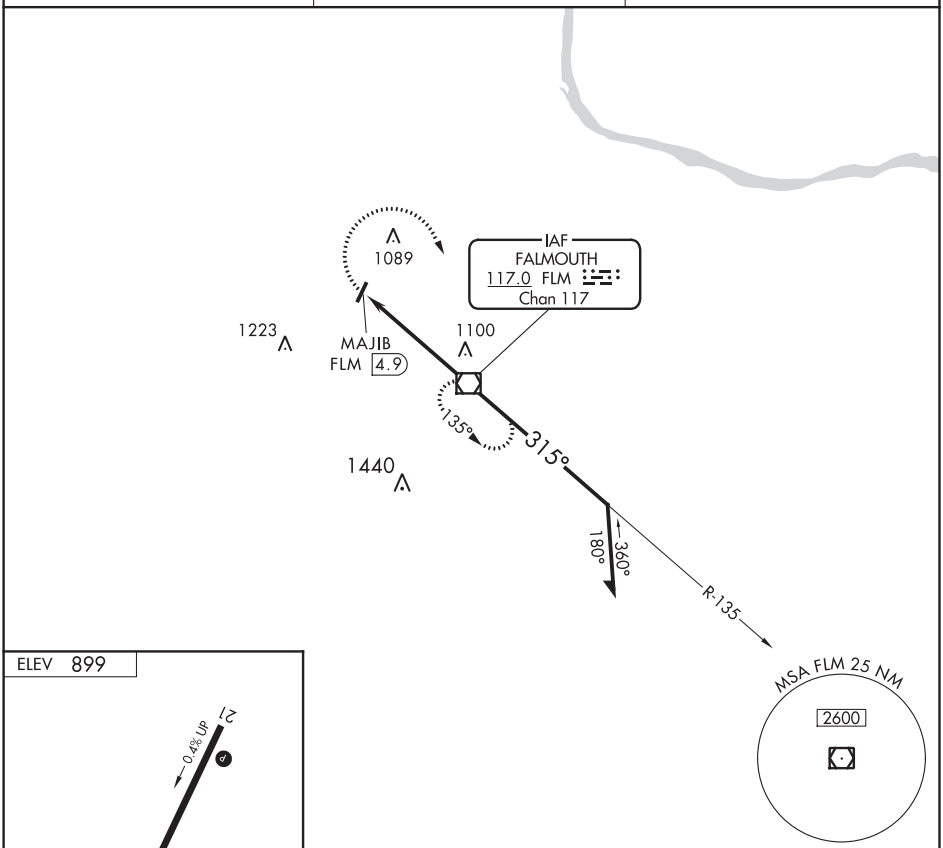
VOR-A
GENE SNYDER (K62)

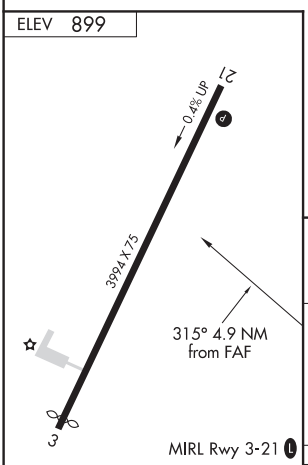
T NA

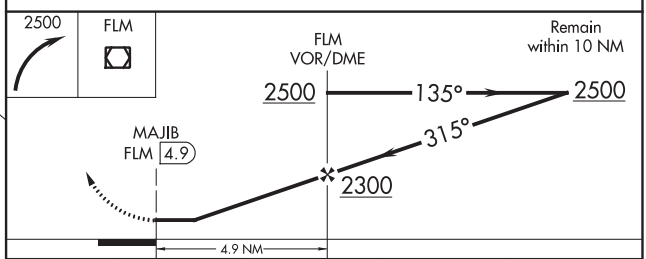
Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3	CINCINNATI APP CON	UNICOM
123.825	121.0 254.25	122.7 (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
C CIRCLING	1400-1	501 (600-1)	NA	

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

FAYETTEVILLE, TENNESSEE | AL-5856 (FAA) | 20198

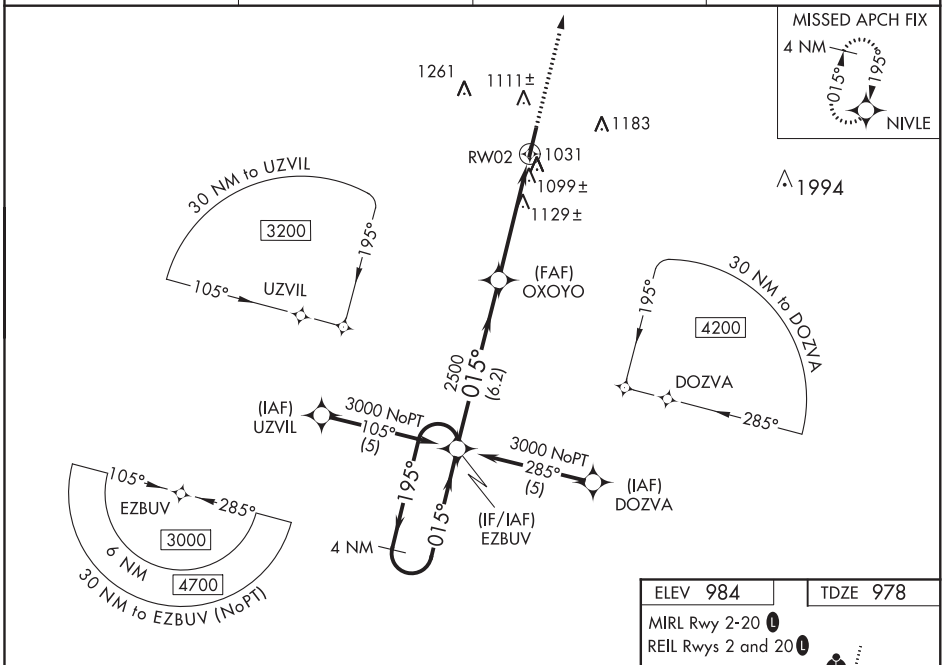
WAAS CH 61017 W02A	APP CRS 015°	Rwy ldg 5500 TDZE 978 Apt Elev 984

RNAV (GPS) RWY 2
FAYETTEVILLE MUNI (FYM)

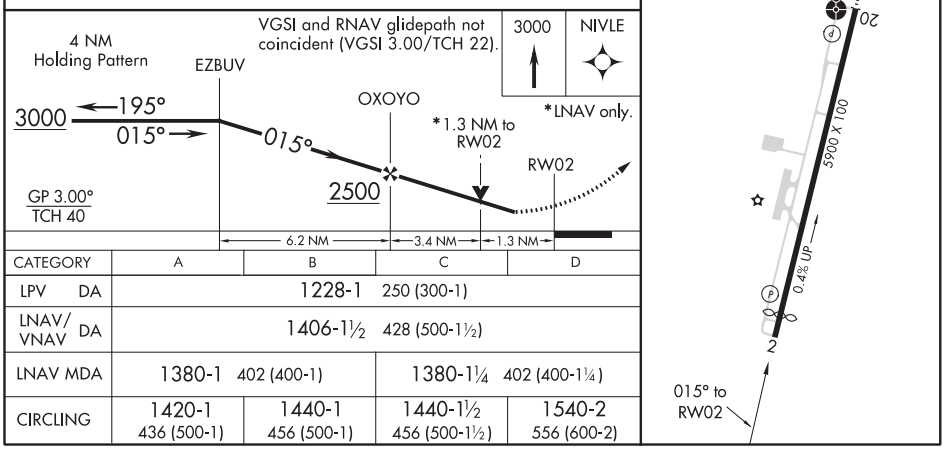
T A NA Baro-VNAV NA when using Huntsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA when using Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NIVLE and hold.

AWOS-3	HUNTSVILLE APP CON *	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LPV DA	1228-1 250 (300-1)			
LNAV/VNAV DA	1406-1½ 428 (500-1½)			
LNAV MDA	1380-1 402 (400-1)		1380-1¼ 402 (400-1¼)	
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)

WAAS CH 65717 W20A	APP CRS 195°	Rwy ldg 5900 TDZE 984 Apt Elev 984

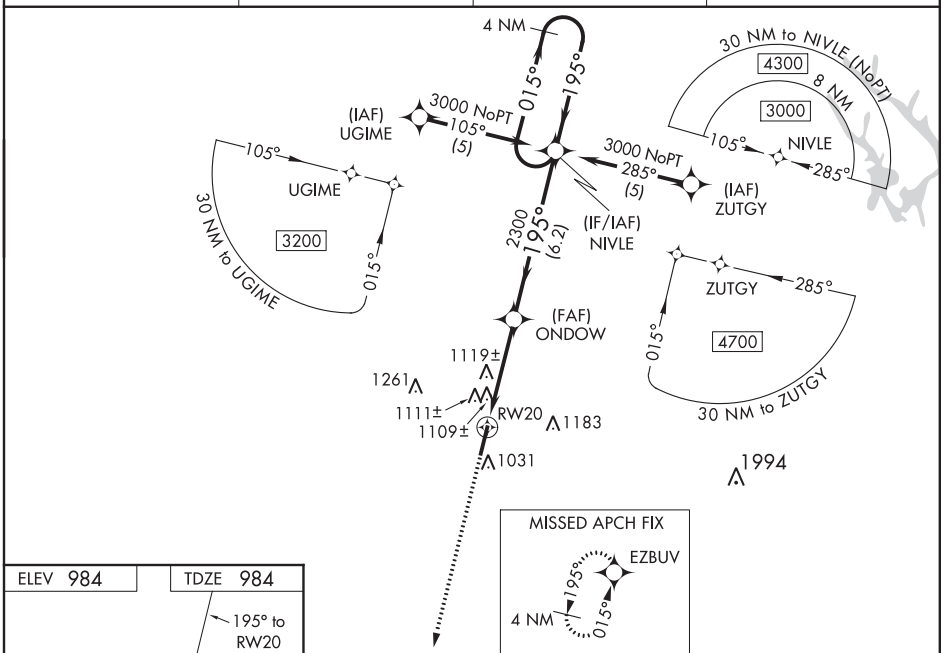
RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

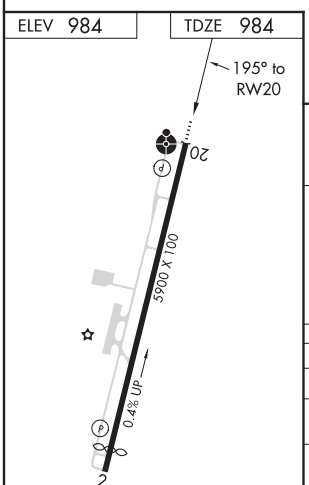
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats and LNAV Cat C and D visibility ½ mile, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Huntsville altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville altimeter setting.

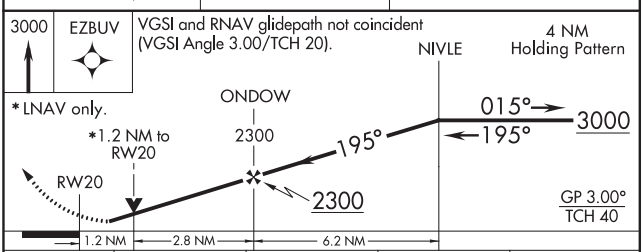
ODALS

MISSED APPROACH: Climb to 3000 direct EZBUV and hold.

AWOS-3	HUNTSVILLE APP CON *	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1260-1 276 (300-1)			
LNAV/VNAV DA	1448-1¾ 464 (500-1¾)			
LNAV MDA	1380-¾ 396 (400-¾)			1380-1¼ 396 (400-1¼)
CIRCLING	1420-1 436 (500-1)	1440-1 456 (500-1)	1440-1½ 456 (500-1½)	1540-2 556 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FAYETTEVILLE, TENNESSEE | AL-5856 (FAA) | 20198

VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

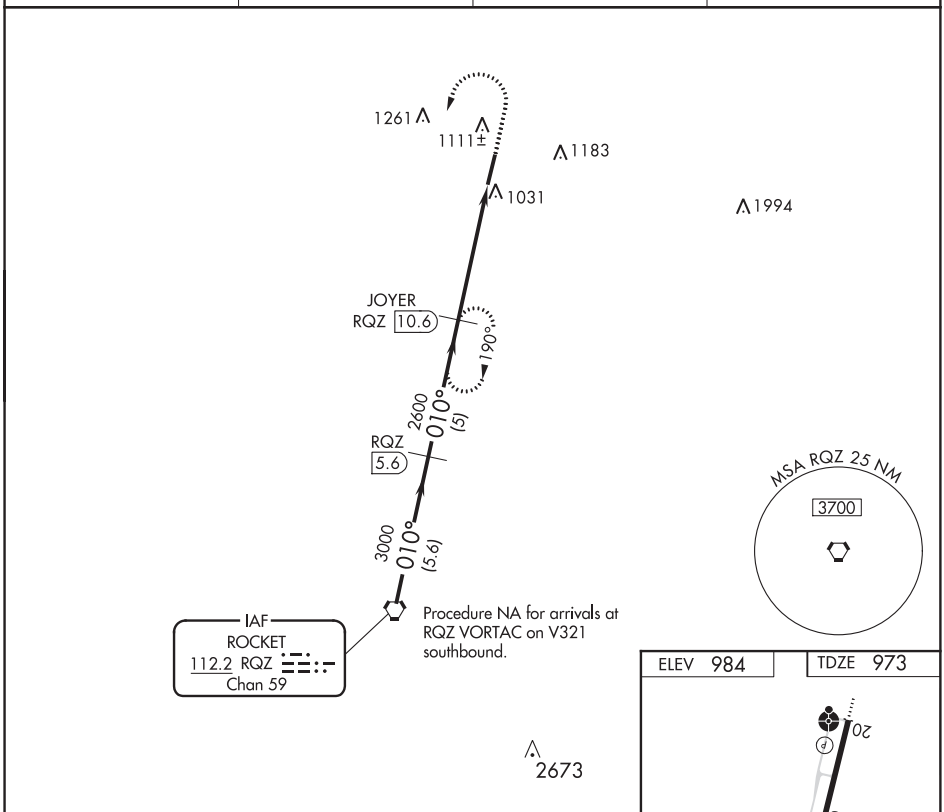
VORTAC RQZ	APP CRS	Rwy ldg	5500
112.2	010°	TDZE	973
Chan 59		Apt Elev	984

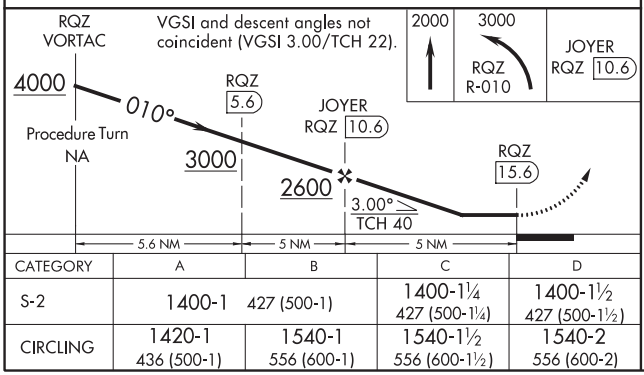
When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¼ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

NA

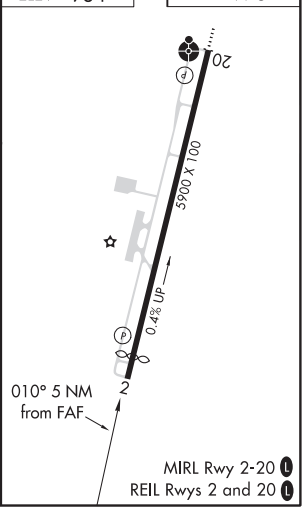
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3	HUNTSVILLE APP CON ★	CLNC DEL (GCO)	UNICOM
135.275	125.6 354.1	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1400-1 427 (500-1)		1400-1¼ 427 (500-1¼)	1400-1½ 427 (500-1½)
CIRCLING	1420-1 436 (500-1)	1540-1 556 (600-1)	1540-1½ 556 (600-1½)	1540-2 556 (600-2)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 56312 W07A	APP CRS 072°	Rwy ldg 4702 TDZE 913 Apt Elev 913

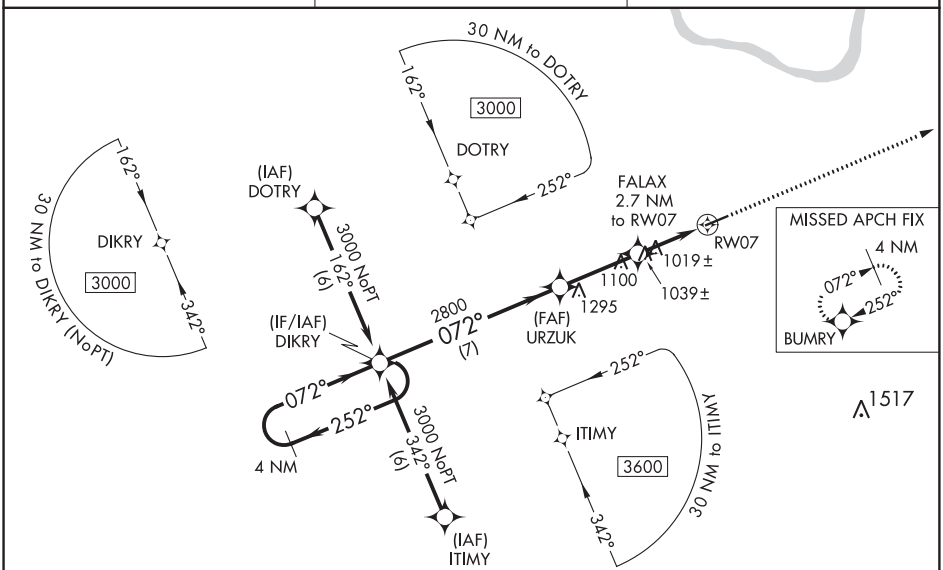
RNAV (GPS) RWY 7
FLEMING-MASON (FGX)

RNP APCH.

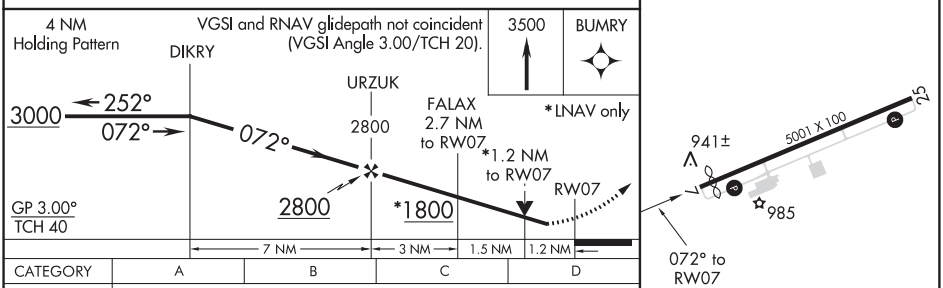
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.
Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting: increase LPV DA to 1290 and all visibilities ¼ SM; increase LNAV/VNAV DA to 1383 feet and all visibilities ½ SM; increase all MDA 140 feet and LNAV Cat C visibility ¼ SM and Cat D ½ SM.

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



ELEV 913	D	TDZE 913



CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1256-1¼ 343 (400-1¼)			
LNAV MDA	1320-1 407 (500-1)		1320-1¼ 407 (500-1¼)	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FLEMINGSBURG, KENTUCKY — AL-6296 (FAA) — 17117

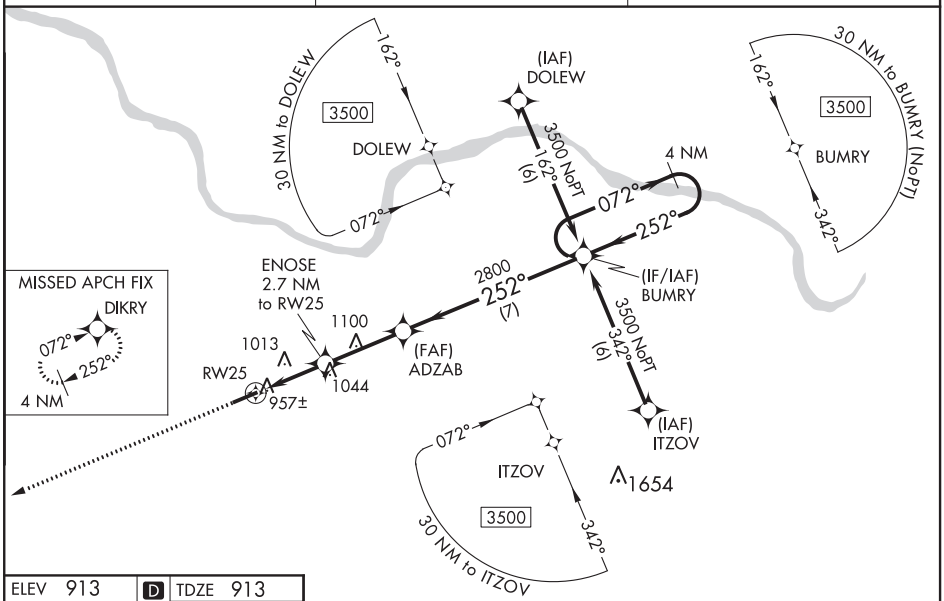
RNAV (GPS) RWY 25
FLEMING-MASON (FGX)

WAAS CH 69212 W25A	APP CRS 252°	Rwy ldg 4702 TDZE 913 Apt Elev 913

Baro-VNAV NA when using Lexington altimeter setting. 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. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

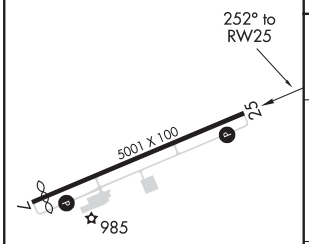
MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

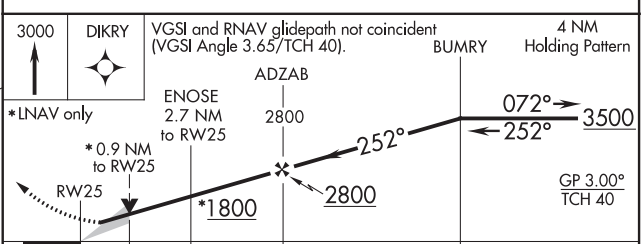
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 913 | D | TDZE 913





CATEGORY	A	B	C	D
LPV DA	1163-1 250 (300-1)			
LNAV/VNAV DA	1217-1 304 (400-1)			
LNAV MDA	1280-1 367 (400-1)			1280-1¼ 367 (400-1¼)
CIRCLING	1360-1 447 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

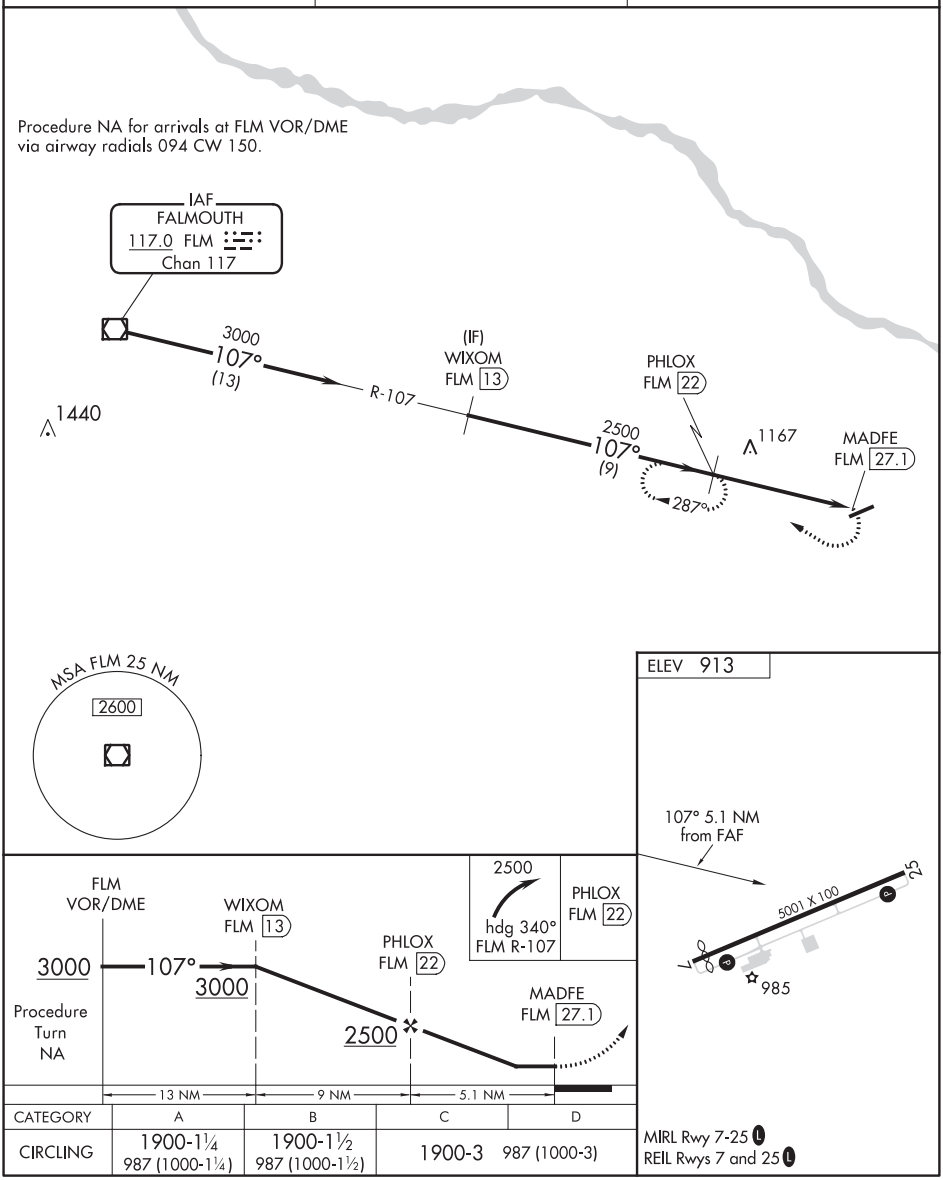
VOR/DME FLM 117.0 Chan 117	APP CRS 107°	Rwy ldg N/A TDZE N/A Apt Elev 913

VOR/DME-A
FLEMING-MASON (FGX)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.125	124.225 360.725	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 987 (1000-1¼)	1900-1½ 987 (1000-1½)	1900-3 987 (1000-3)	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FRANKFORT, KENTUCKY AL-5024 (FAA) 19171

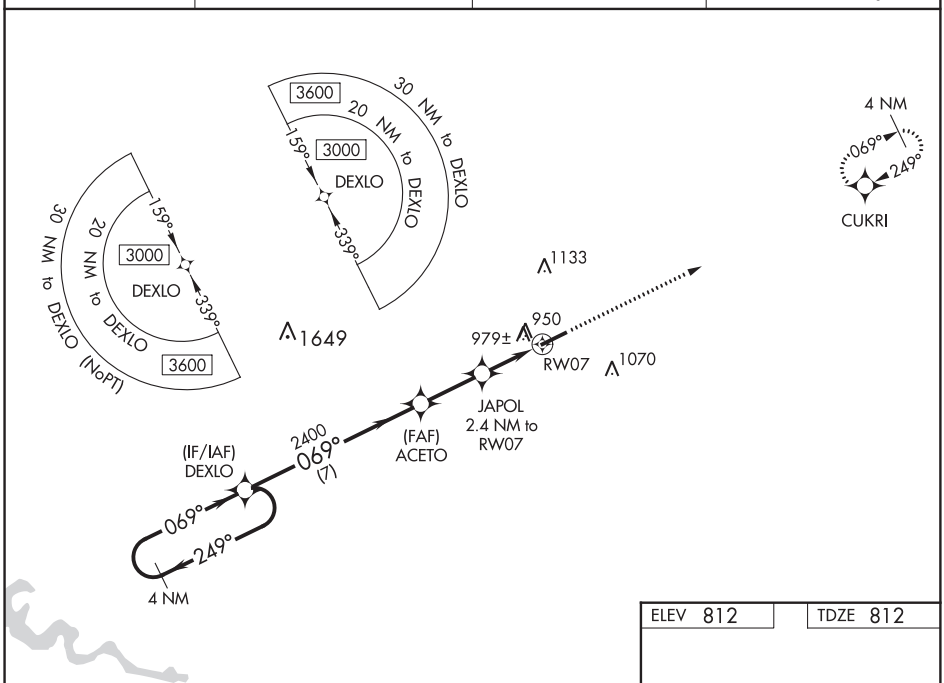
WAAS CH 77831 W07A	APP CRS 069°	Rwy ldg 5506 TDZE 812 Apt Elev 812

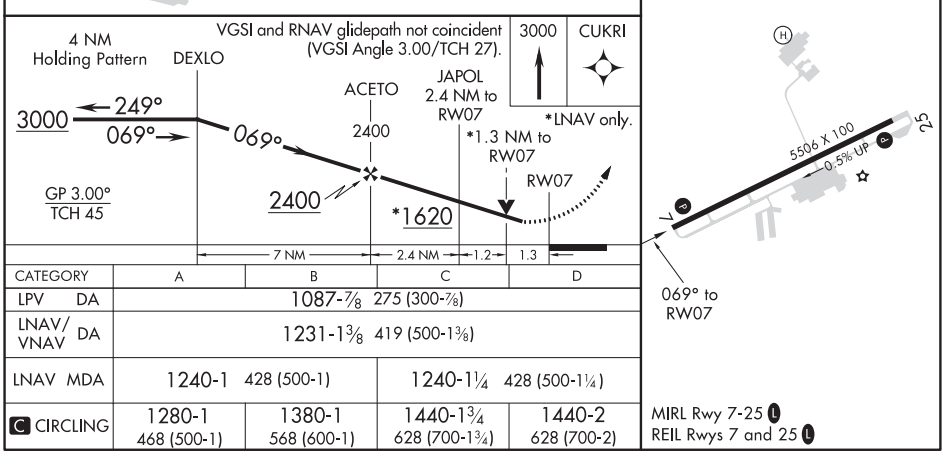
RNAV (GPS) RWY 7
CAPITAL CITY (FFT)

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 Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ¼ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ⅛ mile, and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1087-⅞ 275 (300-⅞)			
LNAV/VNAV DA	1231-1⅜ 419 (500-1⅜)			
LNAV MDA	1240-1 428 (500-1)		1240-1¼ 428 (500-1¼)	
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

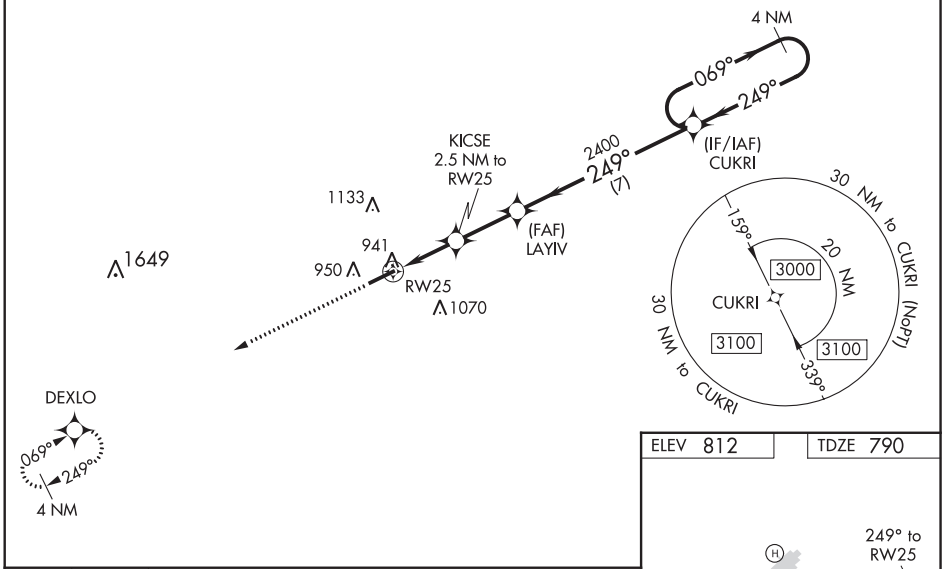
WAAS CH 56531 W25A	APP CRS 249°	Rwy ldg 5506 TDZE 790 Apt Elev 812

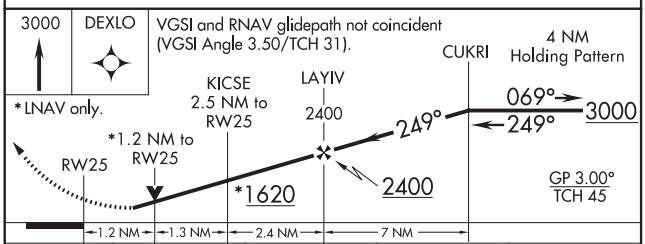
RNAV (GPS) RWY 25
CAPITAL CITY (FFT)

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 Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ⅛ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

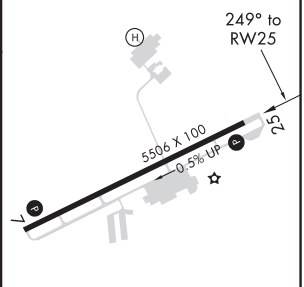
ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1098-1 308 (300-1)			
LNAV/VNAV DA	1109-1⅛ 319 (300-1⅛)			
LNAV MDA	1200-1 410 (400- 1)		1200-1⅛ 410 (400-1⅛)	
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

ELEV 812 TDZE 790



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FRANKFORT, KENTUCKY AL-5024 (FAA) 20254

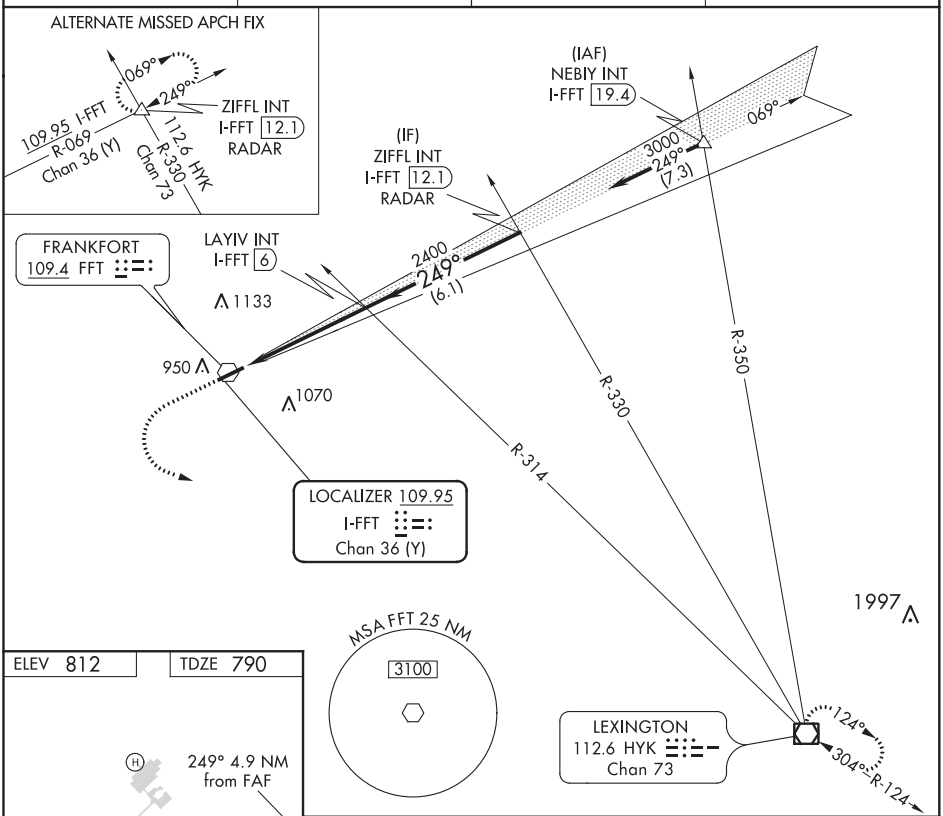
LOC RWY 25
CAPITAL CITY (FFT)

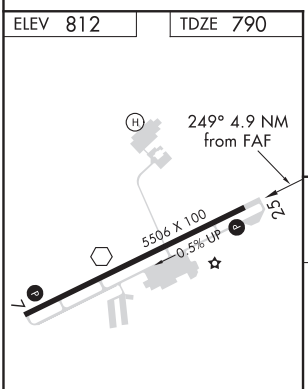
LOC/DME I-FFT	APP CRS	Rwy ldg	5506
109.95	249°	TDZE	790
Chan 36 (Y)		Apt Elev	812

T A NA Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to 1½ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

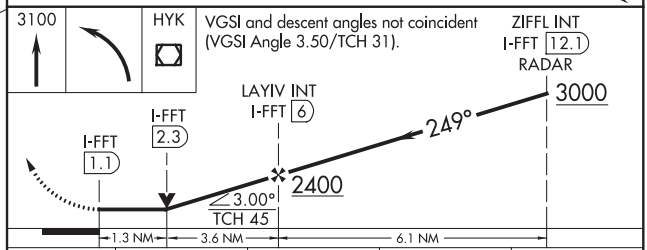
ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L





MIRL Rwy 7-25 L
REIL Rwys 7 and 25 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-25	1280-1 490 (500-1)		1280-1⅜ 490 (500-1⅜)	
C CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1¾ 628 (700-1¾)	1440-2 628 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FRANKFORT, KENTUCKY
Amdt 3D 27FEB20

38°11′N-84°54′W

CAPITAL CITY (FFT)
LOC RWY 25

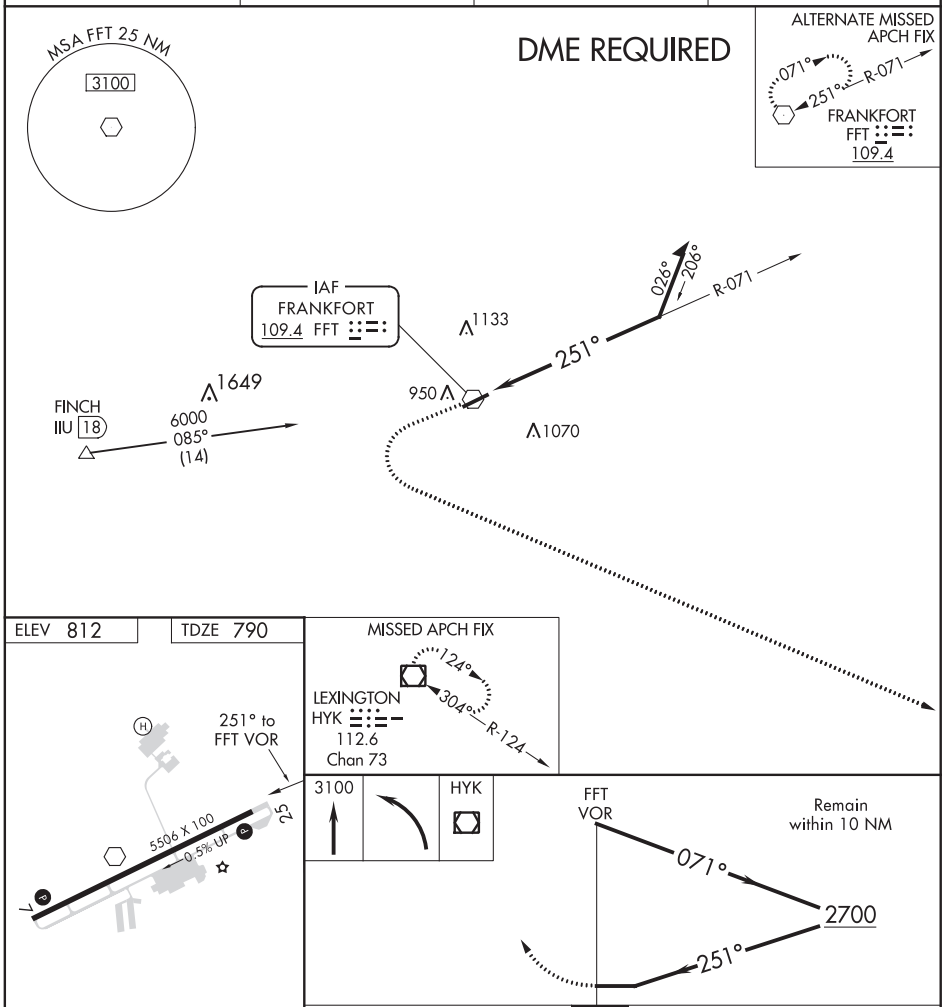
VOR RWY 25
CAPITAL CITY (FFT)

VOR FFT	APP CRS	Rwy ldg	5506
109.4	251°	TDZE	790
		Apt Elev	812

Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility ⅛ mile, and increase Circling Cat C ⅛ mile, and Cat D ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS	LEXINGTON APP CON	CLNC DEL	UNICOM
119.275	120.75 298.9	118.65	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-25	1440-1	650 (700-1)	1440-1⅞	650 (700-1⅞)
C CIRCLING	1440-1	628 (700-1)	1440-1⅞ 628 (700-1⅞)	1440-2 628 (700-2)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

GALLATIN, TENNESSEE | AL-5646 (FAA) | 20198

RNAV (GPS) RWY 17
MUSIC CITY EXECUTIVE (XNX)

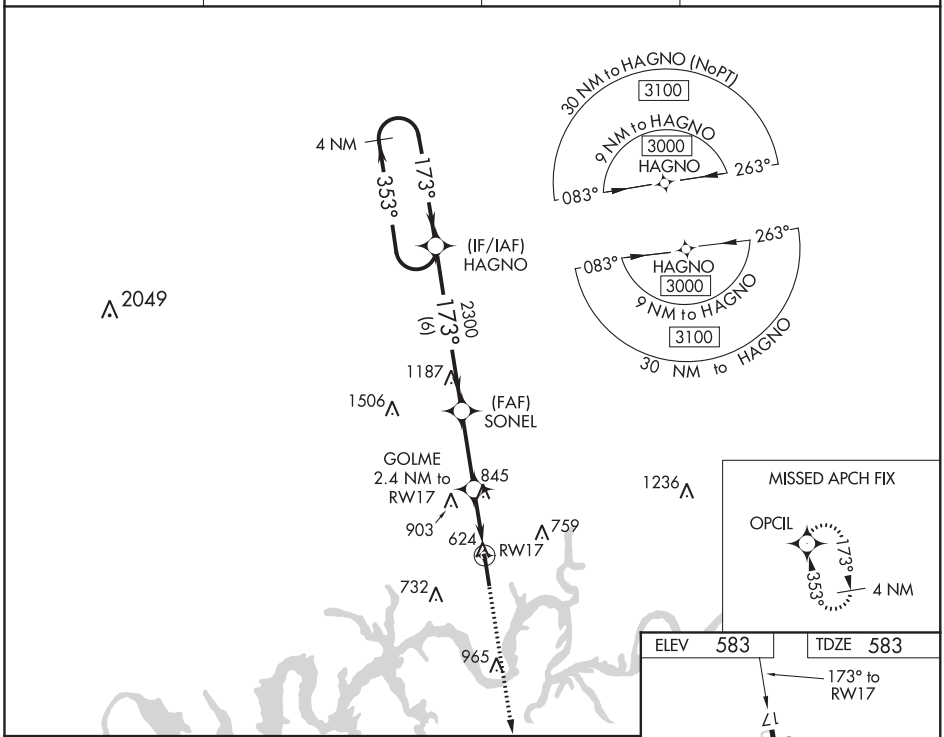
WAAS CH 70725 W17A	APP CRS 173°	Rwy ldg 6300 TDZE 583 Apt Elev 583

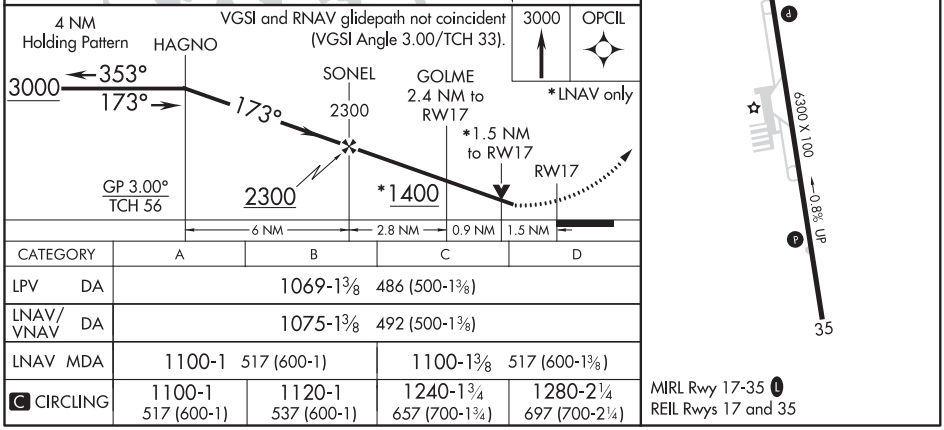
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OPCIL and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1069-1⅜ 486 (500-1⅜)			
LNAV/VNAV DA	1075-1⅜ 492 (500-1⅜)			
LNAV MDA	1100-1 517 (600-1)		1100-1⅜ 517 (600-1⅜)	
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 35
MUSIC CITY EXECUTIVE (XNX)

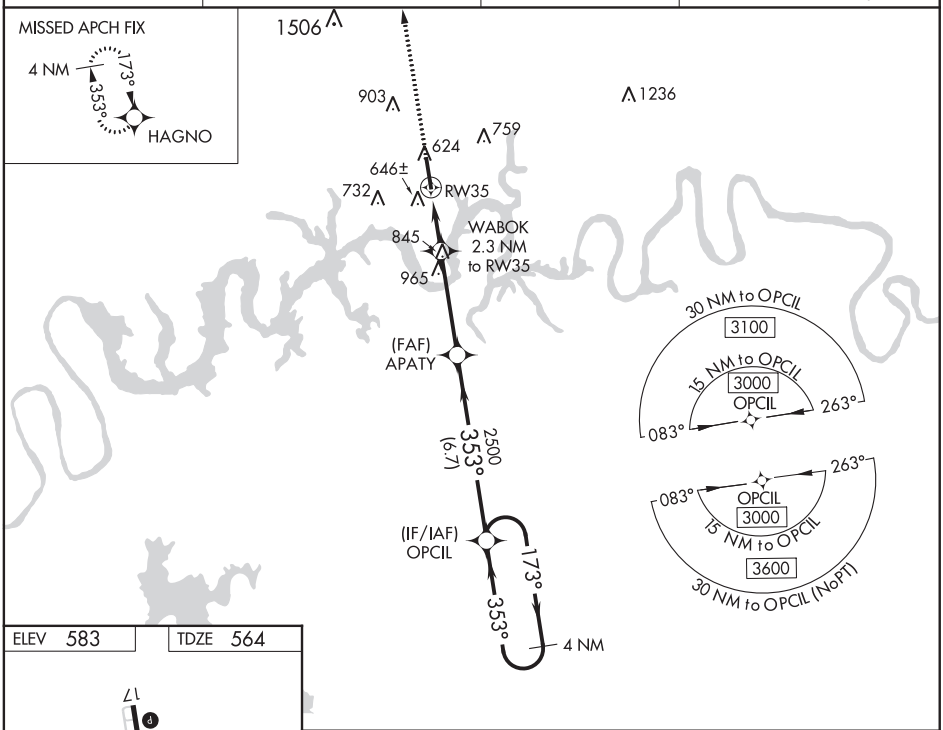
WAAS CH 65627 W35A	APP CRS 353°	Rwy ldg 6300 TDZE 564 Apt Elev 583

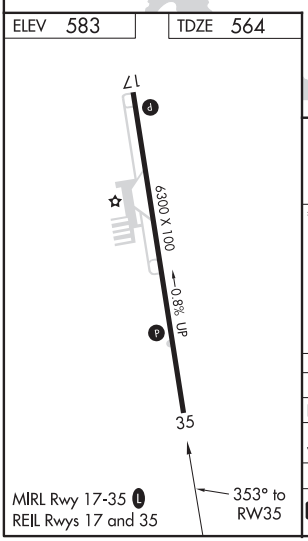
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

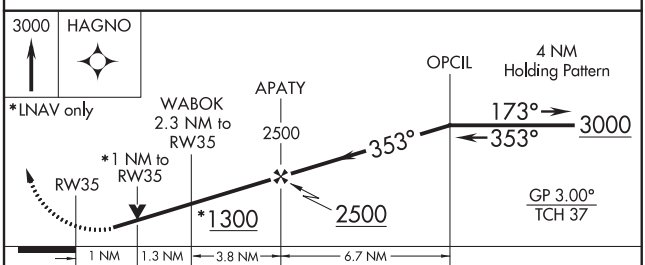
MISSED APPROACH: Climb to 3000 direct HAGNO and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwys 17 and 35



CATEGORY	A	B	C	D
LPV DA	814-¾ 250 (300-¾)			
LNAV/VNAV DA	838-⅞ 274 (300-⅞)			
LNAV MDA	900-1 336 (400-1)			
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

GALLATIN, TENNESSEE | AL-5646 (FAA) | 20254

VOR-A
MUSIC CITY EXECUTIVE (XNX)

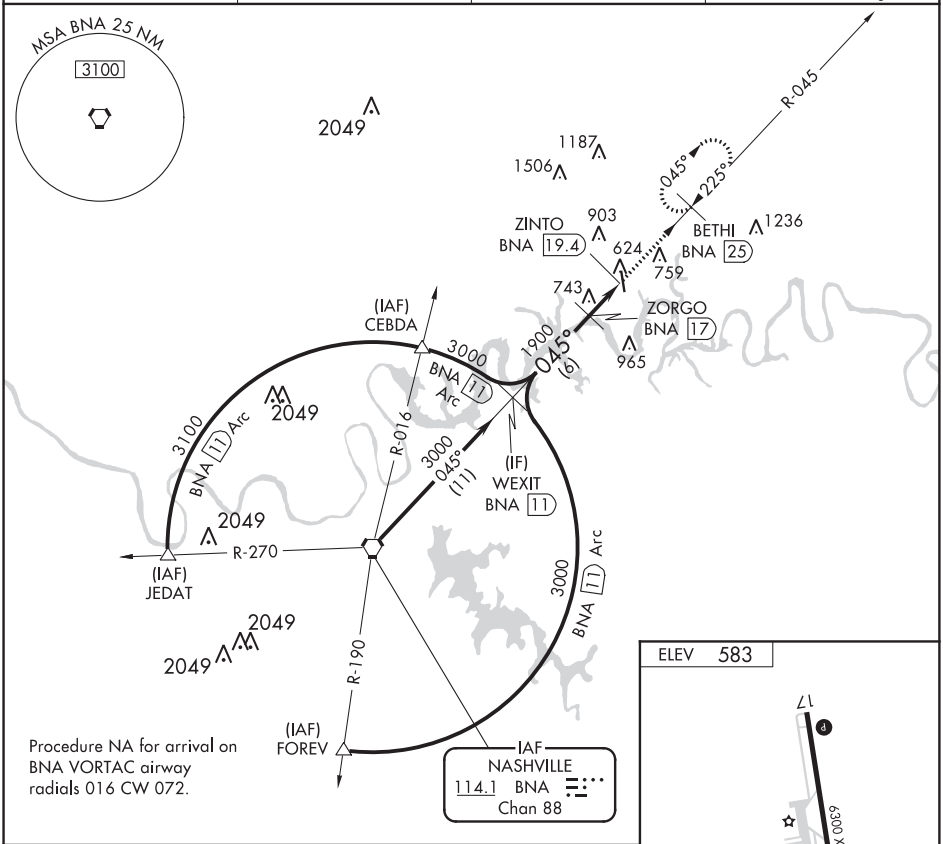
VORTAC BNA	APP CRS	Rwy ldg	N/A
114.1	045°	TDZE	N/A
Chan 88		Apt Elev	583

DME required.

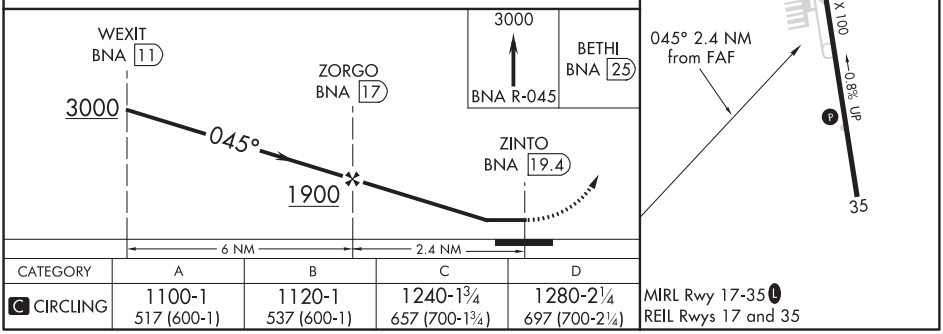
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
132.725	118.4 360.7	135.075	123.05 (CTAF) L



Procedure NA for arrival on BNA VORTAC airway radials 016 CW 072.



CATEGORY	A	B	C	D
C CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1¾ 657 (700-1¾)	1280-2¼ 697 (700-2¼)

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

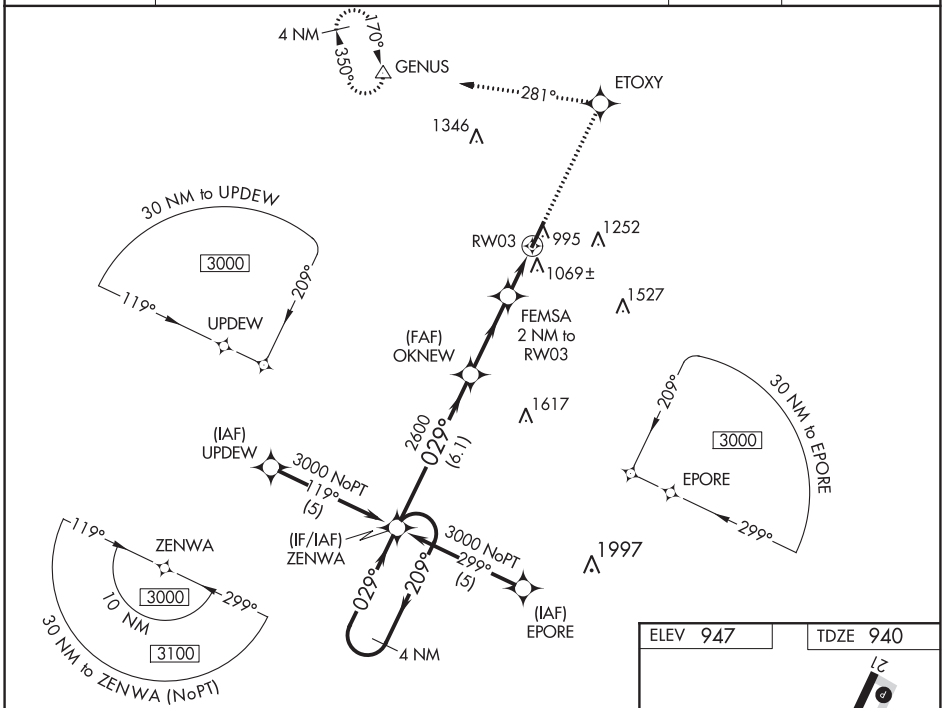
WAAS CH 56309 W03A	APP CRS 029°	Rwy ldg 5498 TDZE 940 Apt Elev 947

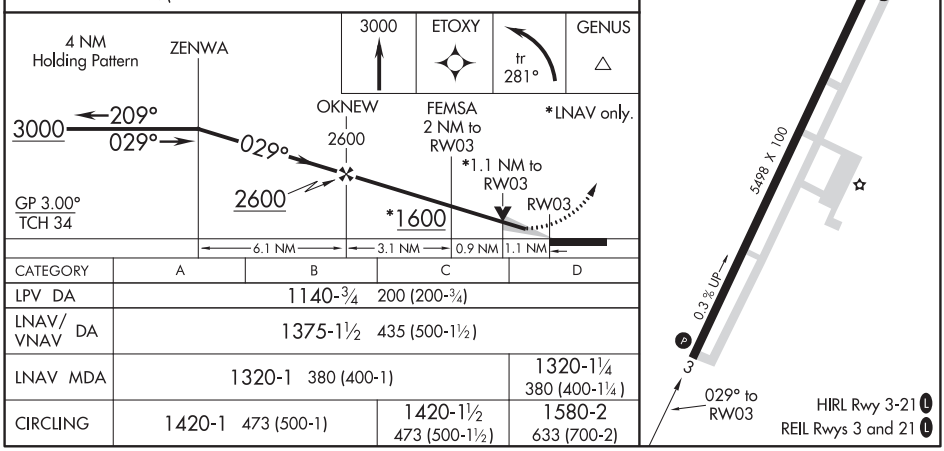
RNAV (GPS) RWY 3
GEORGETOWN-SCOTT COUNTY RGNL (27K)

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. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1140-¾ 200 (200-¾)			
LNAV/VNAV DA	1375-1½ 435 (500-1½)			
LNAV MDA	1320-1 380 (400-1)			1320-1¼ 380 (400-1¼)
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)

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SE-1, 05 NOV 2020 to 31 DEC 2020

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

18088

RNAV (GPS) Y RWY 21

GEORGETOWN-SCOTT COUNTY RGNL (27K)

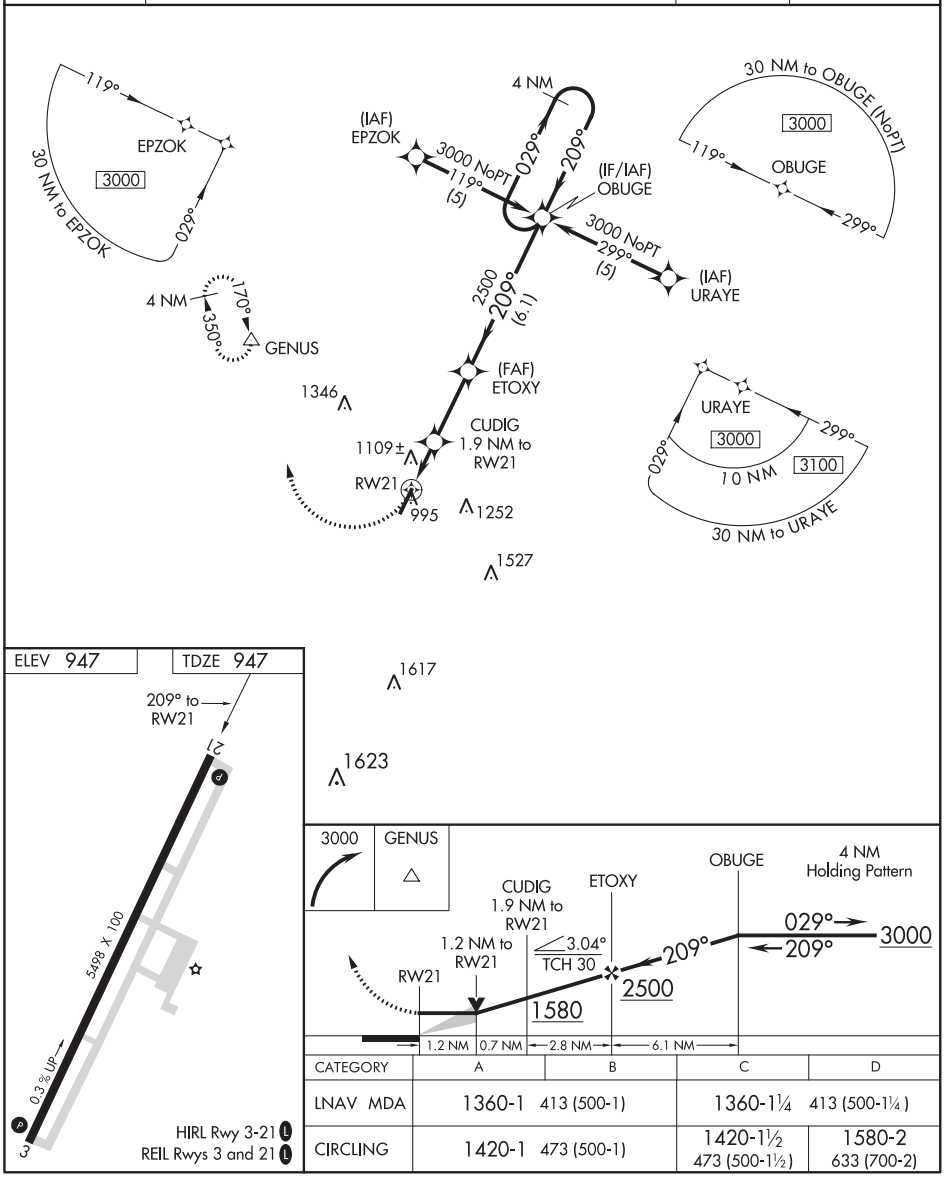
APP CRS	Rwy ldg	5498
209°	TDZE	947
	Apt Elev	947

T NA

DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

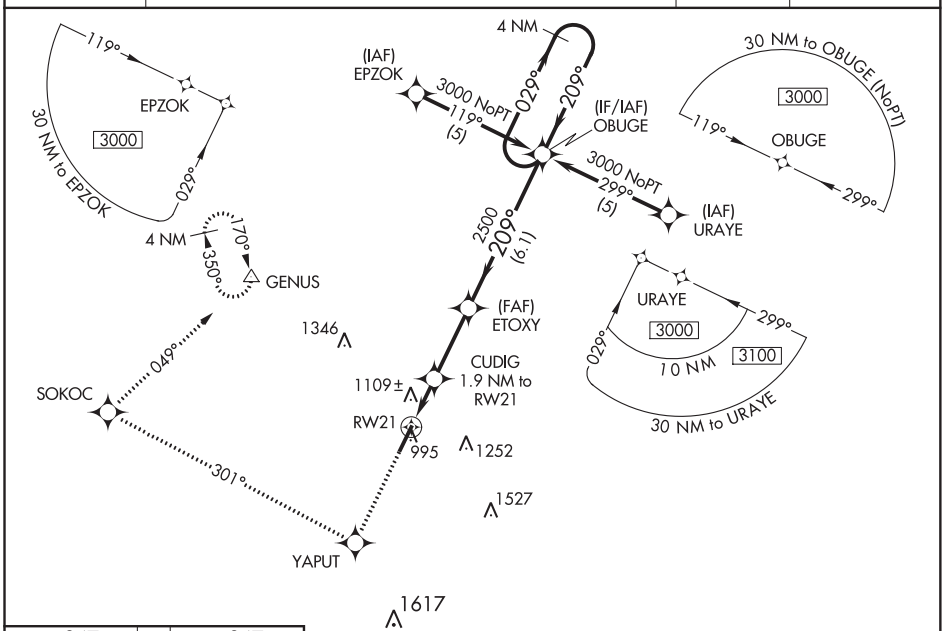
WAAS CH 48909 W21A	APP CRS 209°	Rwy ldg 5498 TDZE 947 Apt Elev 947

RNAV (GPS) Z RWY 21
GEORGETOWN-SCOTT COUNTY RGNL (27K)

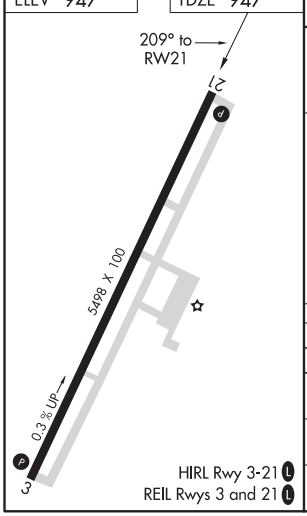
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.

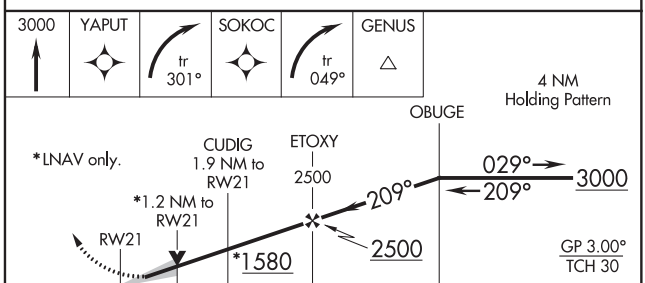
MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)	127.425	123.0 (CTAF) L



ELEV 947 TDZE 947





CATEGORY	A	B	C	D
LPV DA	1147-¾ 200 (200-¾)			
LNAV/VNAV DA	1421-1¾ 474 (500-1¾)			
LNAV MDA	1360-1 413 (500-1)		1360-1¼ 413 (500-1¼)	
CIRCLING	1420-1 473 (500-1)		1420-1½ 473 (500-1½)	1580-2 633 (700-2)

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SE-1, 05 NOV 2020 to 31 DEC 2020

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

18088

VOR RWY 3

GEORGETOWN-SCOTT COUNTY RGNL (27K)

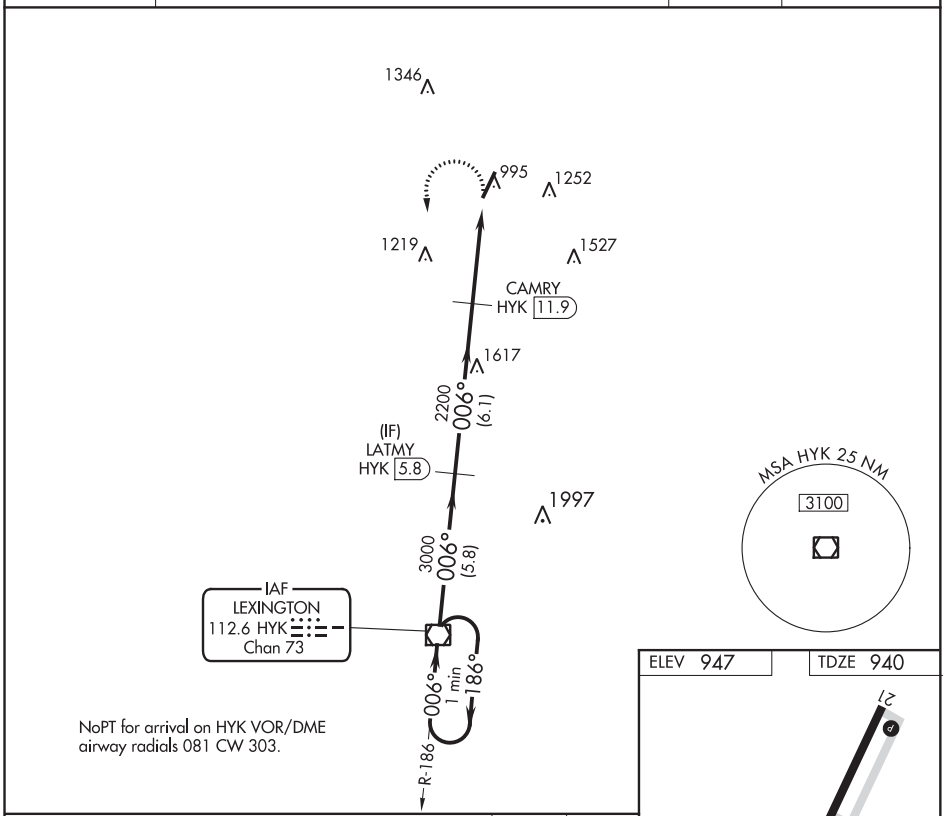
VOR/DME HYK 112.6 Chan 73	APP CRS 006°	Rwy ldg 5498 TDZE 940 Apt Elev 947

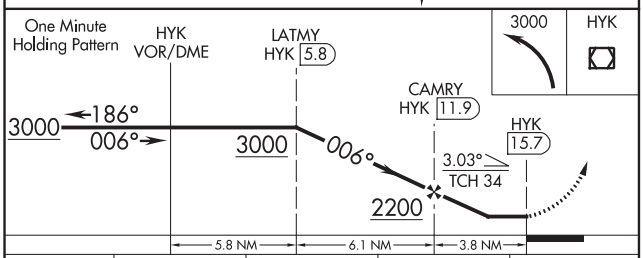
DME required.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase Circling Cat D visibility ¼ mile.

NA

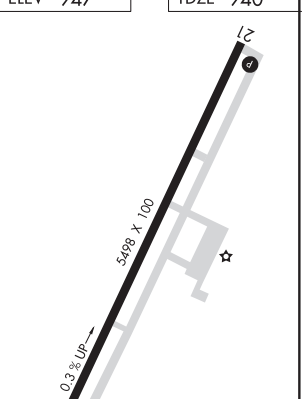
MISSED APPROACH: Climbing left turn to 3000 direct HYK VOR/DME and hold.

AWOS-3	LEXINGTON APP CON	CLNC DEL	UNICOM
119.975	120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	127.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-3	1480-1 540 (600-1)		1480-1½ 540 (600-1½)	1480-1¾ 540 (600-1¾)
CIRCLING	1480-1 533 (600-1)		1480-1½ 533 (600-1½)	1580-2 633 (700-2)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 77607 W08A	APP CRS 075°	Rwy ldg 5000 TDZE 709 Apt Elev 716

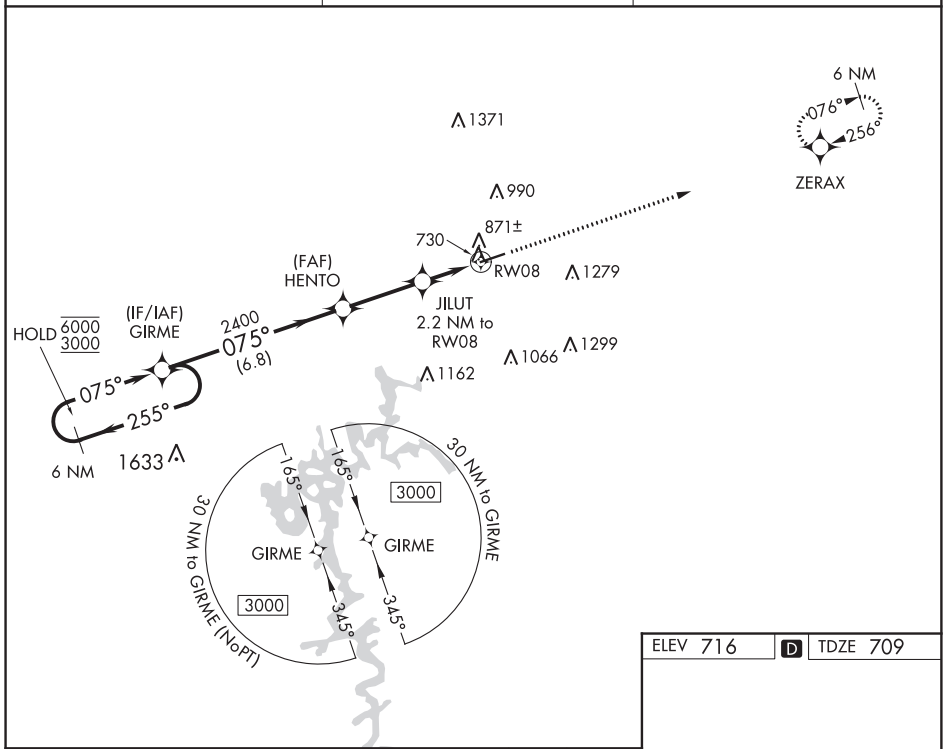
RNAV (GPS) RWY 8
GLASGOW MUNI (GLW)

RNP APCH.

Circling to Rwy 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

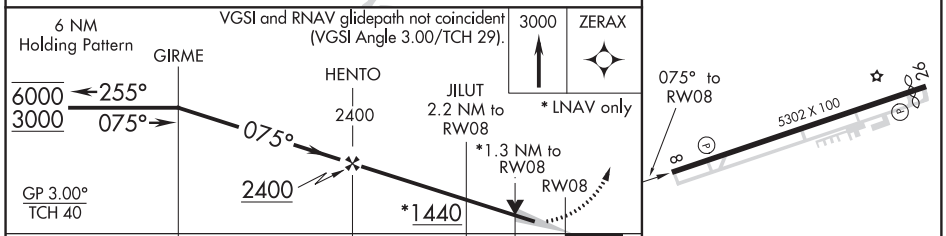
AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.9 290.3	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 716 D TDZE 709



CATEGORY	A	B	C	D
LPV DA	971-1 262 (300-1)			
LNAV/VNAV DA	1125-1⅜ 416 (500-1⅜)			
LNAV MDA	1140-1 431 (500-1)		1140-1¼ 431 (500-1¼)	

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

GLASGOW, KENTUCKY | AL-5818 (FAA) | 20198

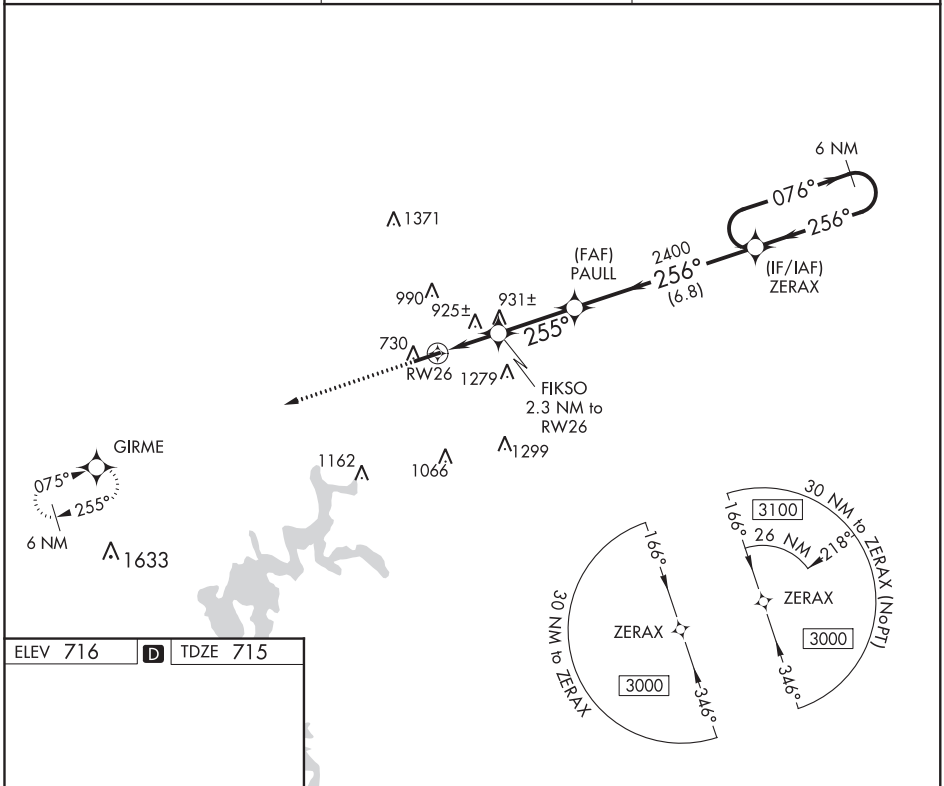
RNAV (GPS) RWY 26
GLASGOW MUNI (GLW)

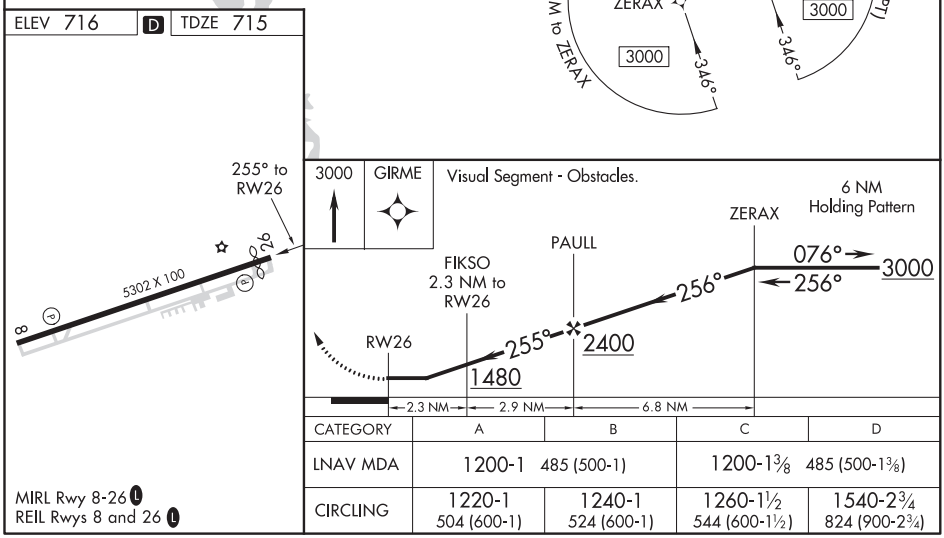
APP CRS	Rwy ldg	5000
255°	TDZE	715
	Apt Elev	716

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat C and D visibility ½ mile, Circling Cat C ½ mile, Cat D ¼ mile. Night landing: Rwy 26 NA.

MISSED APPROACH: Climb to 3000 direct GIRME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.525	132.9 290.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1200-1 485 (500-1)		1200-1⅜ 485 (500-1⅜)	
CIRCLING	1220-1 504 (600-1)	1240-1 524 (600-1)	1260-1½ 544 (600-1½)	1540-2¾ 824 (900-2¾)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT KNOX, KENTUCKY

ILS or LOC/DME RWY 18

LOC/DME I-FTK	APCH CRS	Rwy ldg 5184
108.95	180°	THRE 754
Chan 26 (Y)		Arpt Elev 754

AL-151 [USA] GODMAN AAF (KFTK)

*S-ILS 18 mins NA when train is on track North and East of Rwy 18, control twr will advise when train is on track. S-ILS 18 mins NA when control twr closed.
**Circling NA E of Rwy 18-36.

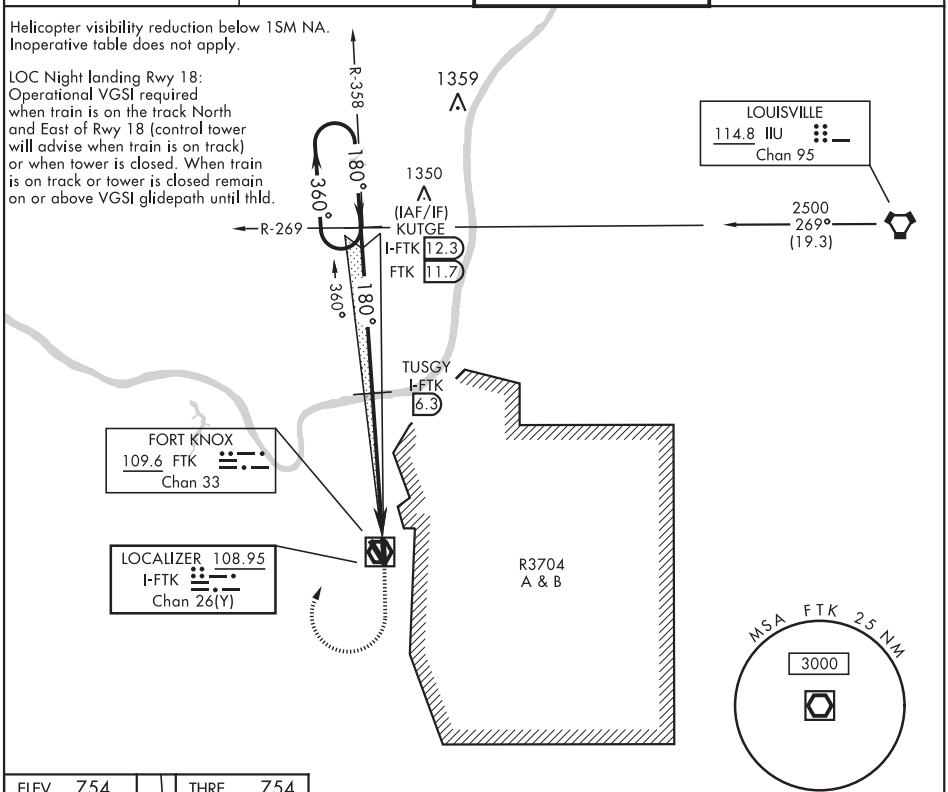
SSALR

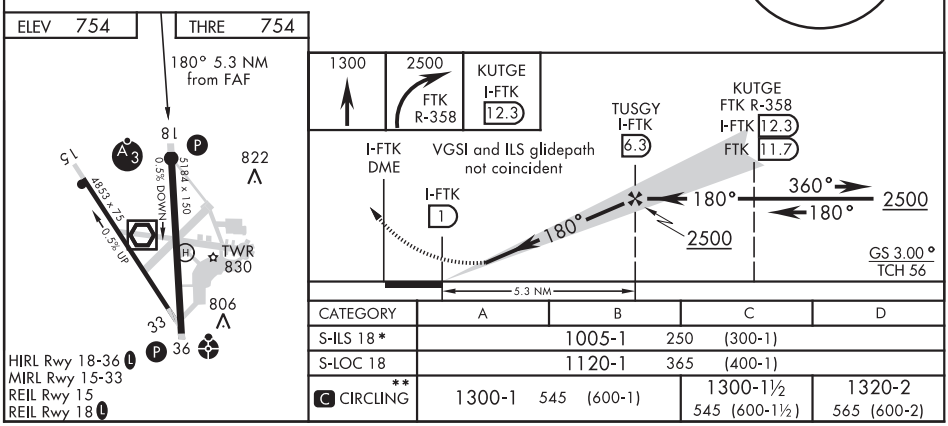
MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 on heading 030° to intercept FTK VOR/DME R-358 to KUTGE INT/I-FTK 12.3 DME and hold.

ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF)	121.9 239.3

Helicopter visibility reduction below 1SM NA. Inoperative table does not apply.

LOC Night landing Rwy 18: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.





HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18

CATEGORY	A	B	C	D
S-ILS 18*	1005-1 250 (300-1)			
S-LOC 18	1120-1 365 (400-1)			
C CIRCLING**	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

20282

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 15

APCH CRS	Rwy ldg	4853
151°	TDZE	754
	Arpt Elev	754

AL-151 [USA]

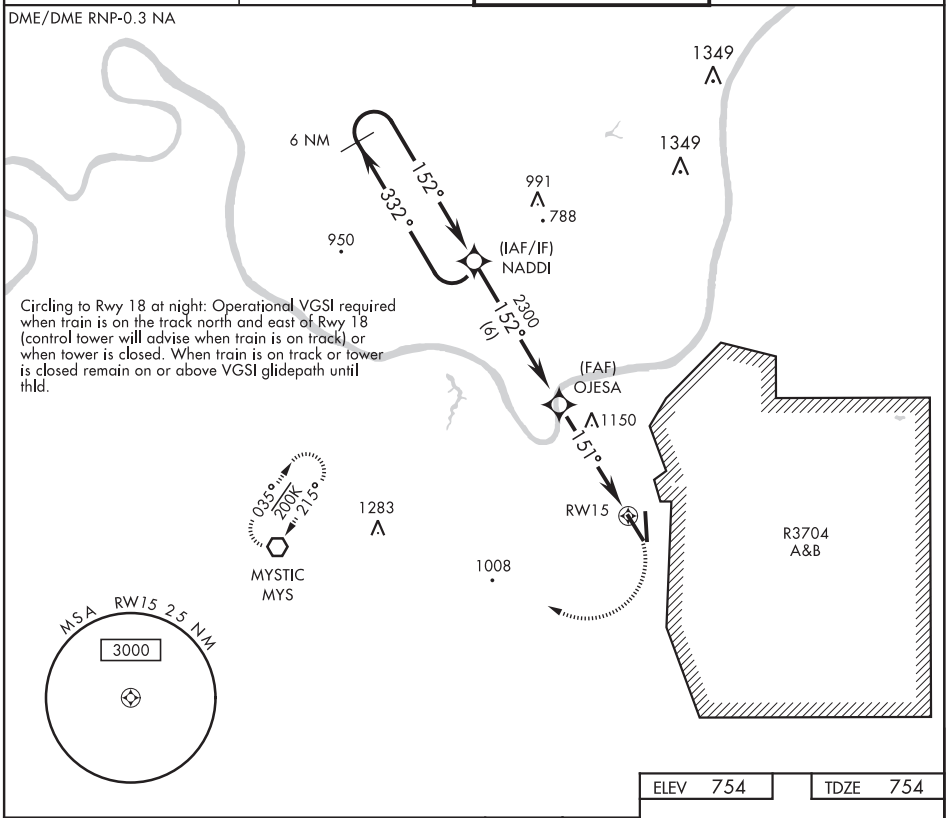
GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

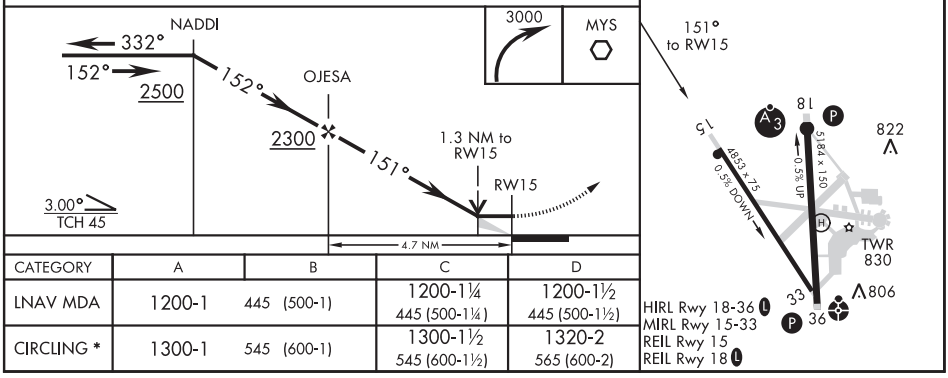
MISSED APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.

ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF)	121.9 239.3

DME/DME RNP-0.3 NA



Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.



CATEGORY	A	B	C	D
LNAV MDA	1200-1 445 (500-1)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING *	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Orig B 08OCT20

RNAV (GPS) RWY 15

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	5184
180°	TDZE	754
	Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

SSALR A3

MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.

ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF)	121.9 239.3

Vis reduction by helicopters NA.

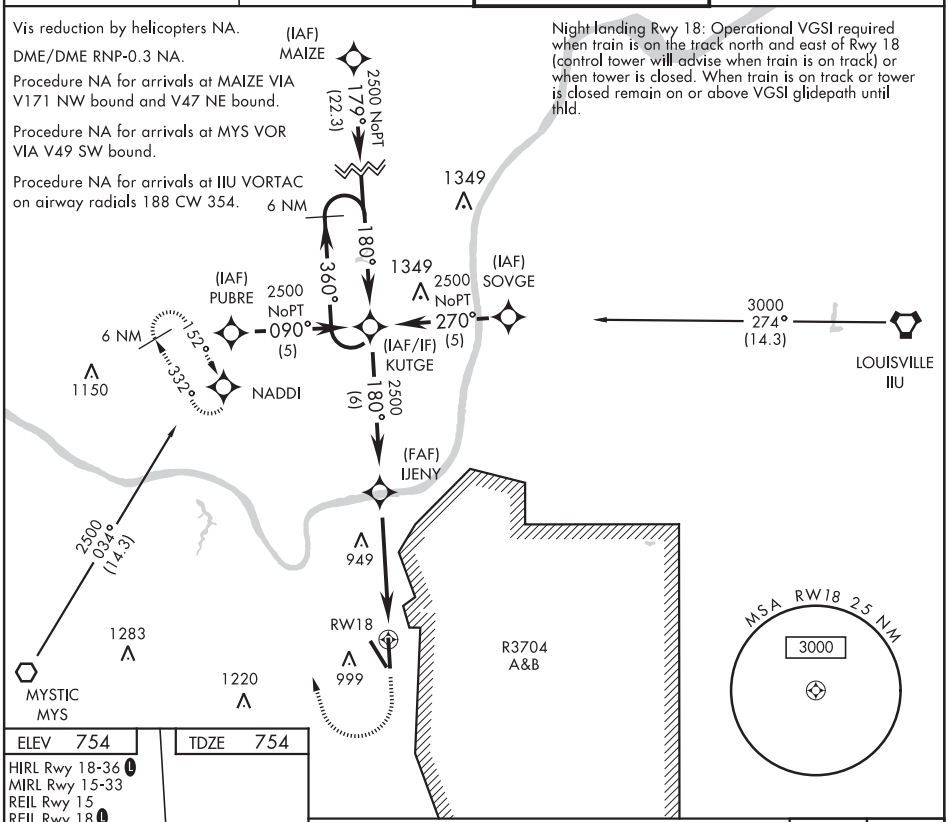
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at MAIZE VIA V171 NW bound and V47 NE bound.

Procedure NA for arrivals at MYS VOR VIA V49 SW bound.

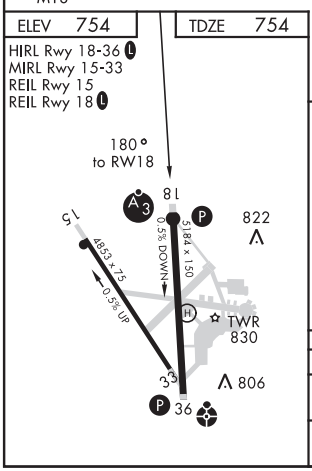
Procedure NA for arrivals at IIU VORTAC on airway radials 188 CW 354.

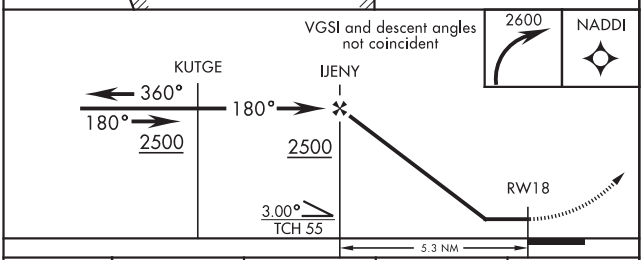
Night landing Rwy 18: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.



ELEV 754 | TDZE 754

HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18





CATEGORY	A	B	C	D
LNAV MDA	1200-1 445 (500-1)		1200-1¼ 445 (500-1¼)	1200-1½ 445 (500-1½)
CIRCLING *	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

20282

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	5184
015°	TDZE	741
	Arpt Elev	754

AL-151 [USA]

GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

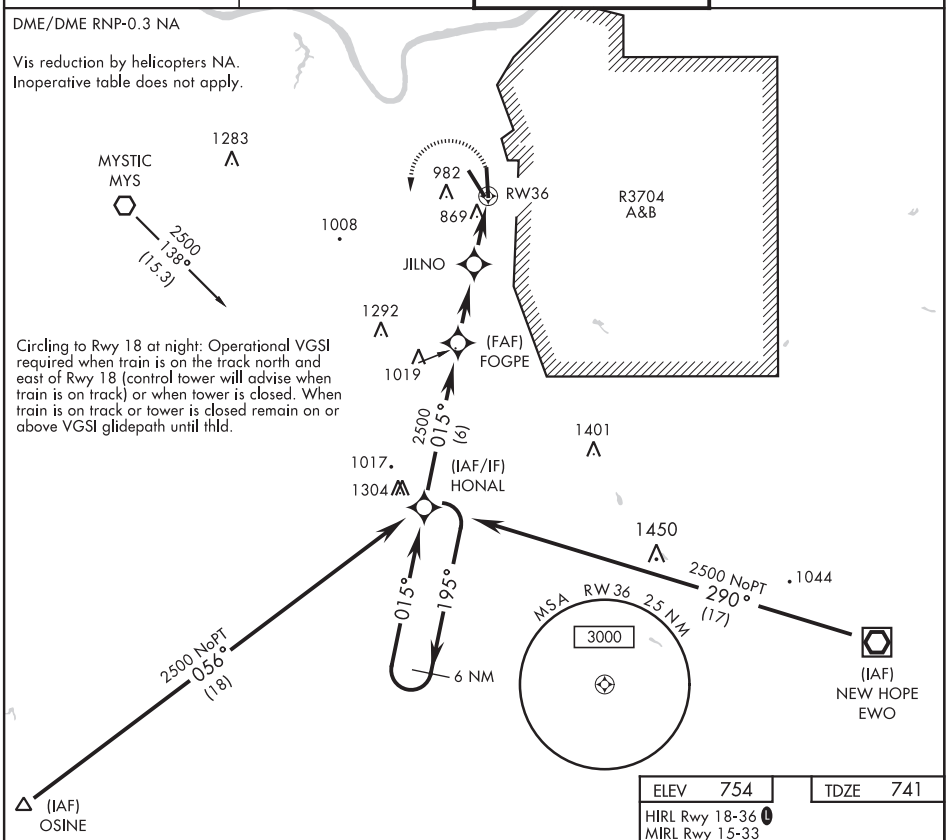
ODALS

MISSED APPROACH: Climbing left turn to 2500 direct HONAL and hold.

ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

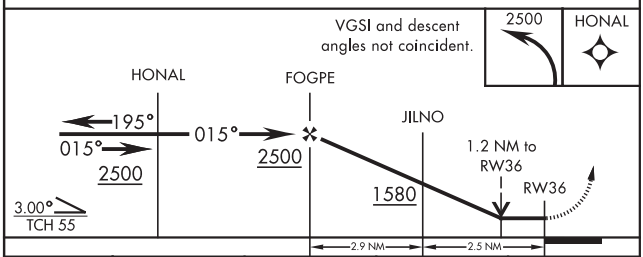
DME/DME RNP-0.3 NA

Vis reduction by helicopters NA.
Inoperative table does not apply.



Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

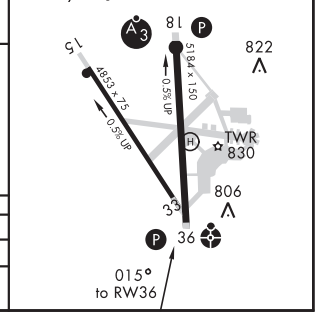
VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	1160-1	419 (500-1)	1160-1¼	419 (500-1¼)
CIRCLING *	1300-1	545 (600-1)	1300-1½ 545 (600-1½)	1320-2 565 (600-2)

ELEV 754 | TDZE 741

HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Orig B 08OCT20

RNAV (GPS) RWY 36

VOR/DME RWY 15

VOR/DME FTK 109.6 Chan 33	APCH CRS 146°	Rwy ldg 4853 TDZE 754 Arpt Elev 754

AL-151 [USA]

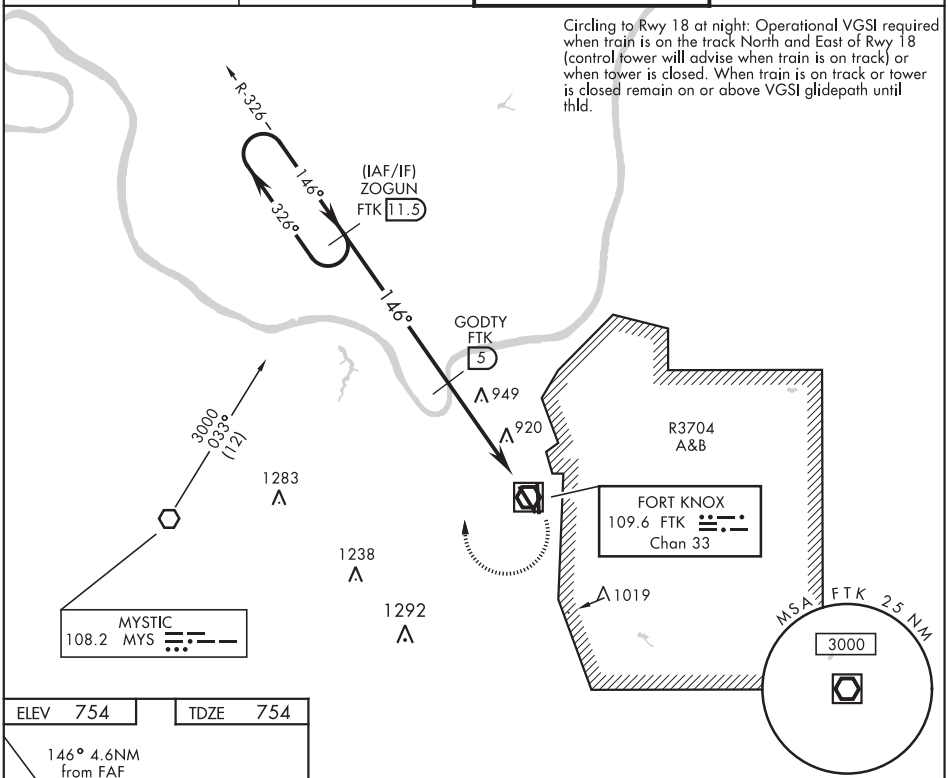
GODMAN AAF (KFTK)

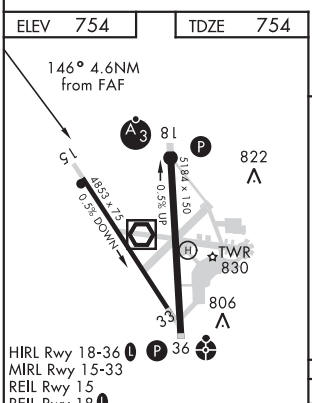
* Circling not authorized E of Rwy 18-36.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

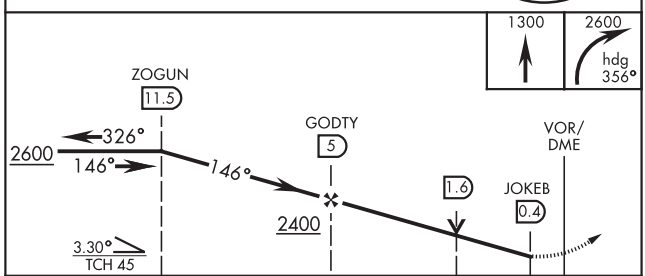
ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.





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
S-15	1200-1 445 (500-1)		1200-1⅜ 445 (500-1⅜)	
C CIRCLING*	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT KNOX, KENTUCKY

20282

VOR/DME RWY 18

VOR/DME FTK	APCH CRS	Rwy ldg 5184
109.6 Chan 33	186°	TDZE 754 Arpt Elev 754

AL-151 [USA]

GODMAN AAF (KFTK)

* When ALS inop, increase CAT CD visibility to 1⅛ mile.
** Circling NA E of Rwy 18-36.

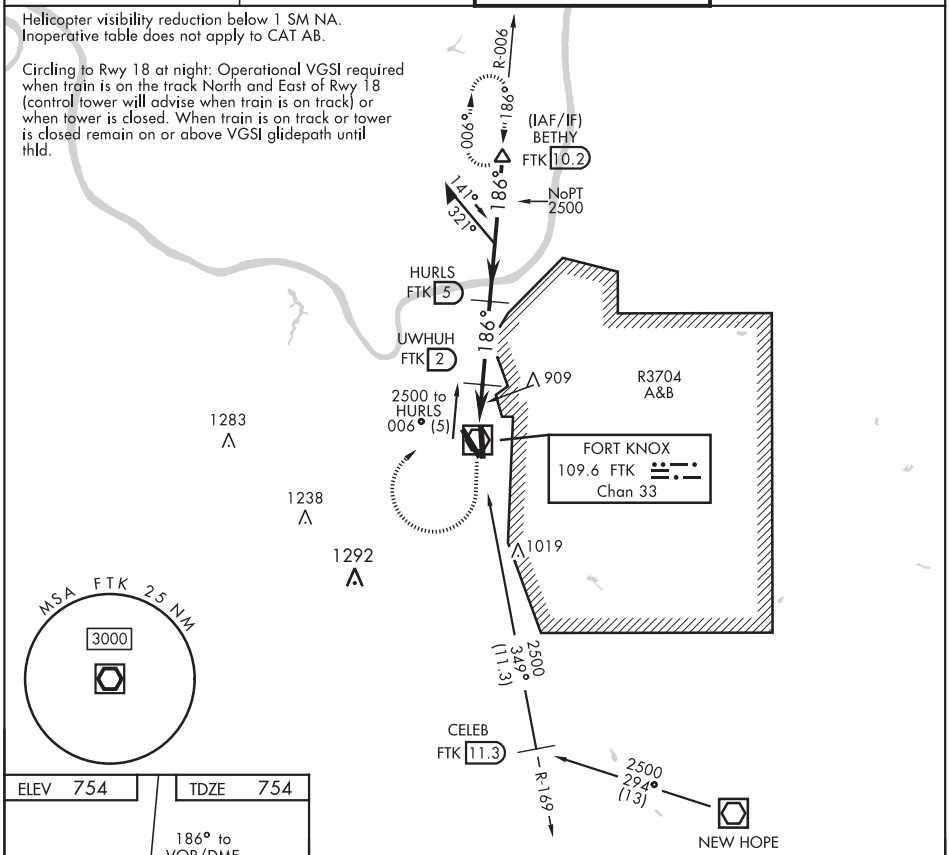
SSALR

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.

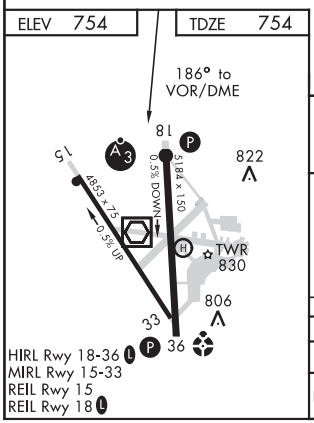
ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

Helicopter visibility reduction below 1 SM NA.
Inoperative table does not apply to CAT AB.

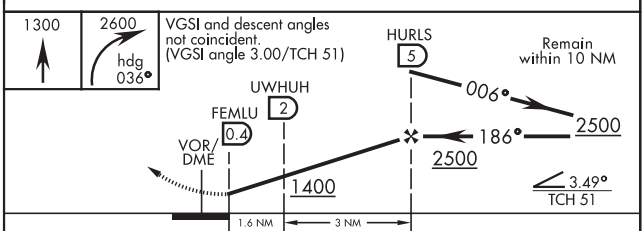
Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.



ELEV 754	TDZE 754



HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L



CATEGORY	A	B	C	D
S-18 *	1160-1 405 (500-1)			
C CIRCLING **	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY

37°54′N-85°58′W

GODMAN AAF (KFTK)

Amdt 1B 08OCT20

VOR/DME RWY 18

SE-1, 05 NOV 2020 to 31 DEC 2020

FORT KNOX, KENTUCKY

VOR/DME RWY 36

VOR/DME FTK 109.6 Chan 33	APCH CRS 349°	Rwy ldg 5184 TDZE 741 Arpt Elev 754

AL-151 [USA]

GODMAN AAF (KFTK)

* When ALS inop increase CAT D vis to 1⅜ mile.
** Circling not authorized E of Rwy 18-36.

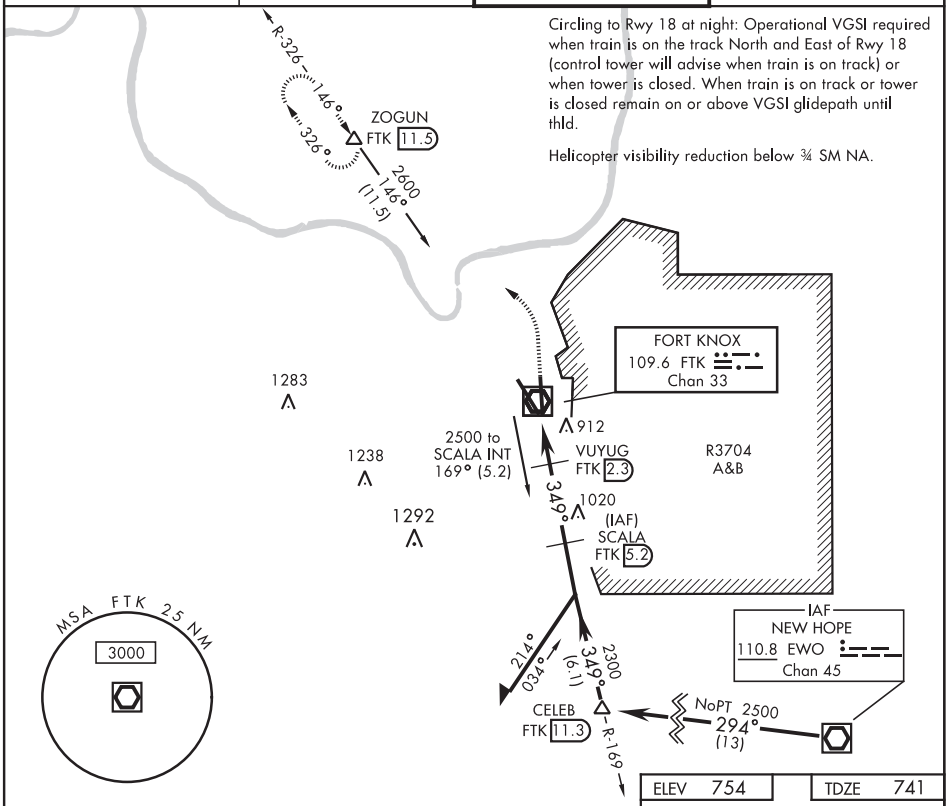
ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

ATIS★	LOUISVILLE APP CON	GODMAN TOWER★	GND CON
109.6	132.075 327.0	133.35 (CTAF) L	121.9 239.3

Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

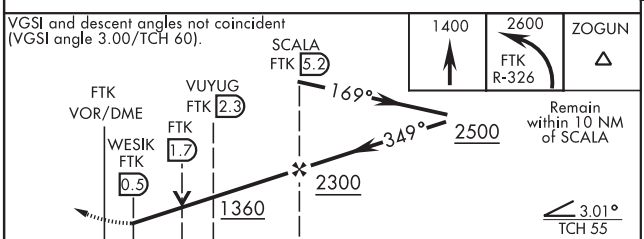
Helicopter visibility reduction below ¾ SM NA.



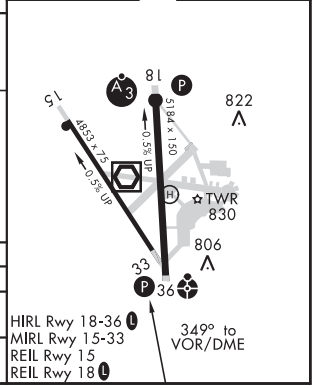
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 60).



ELEV 754 TDZE 741



HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

CATEGORY	A	B	C	D
S-36*	1180-¾ 439 (500-¾)		1180-1⅛ 439 (500-1⅛)	
C CIRCLING**	1300-1 545 (600-1)		1300-1½ 545 (600-1½)	1320-2 565 (600-2)

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Amdt 1B 08OCT20

VOR/DME RWY 36

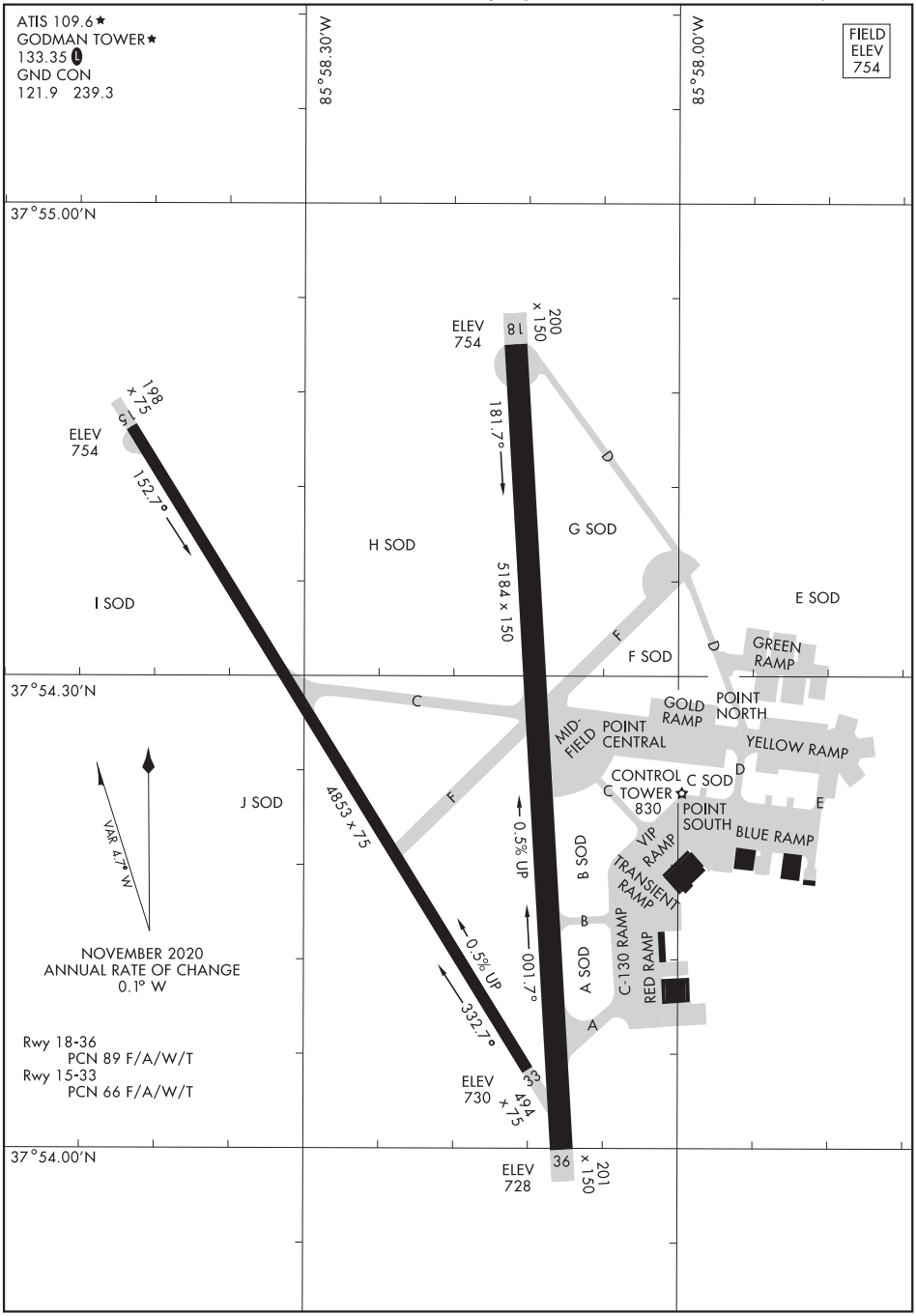
20310

AIRPORT DIAGRAM

GODMAN AAF (KFTK)

AFD-151 [USA]

FORT KNOX, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM

FORT KNOX, KENTUCKY

GODMAN AAF (KFTK)

WAAS CH 58330 W05A	APP CRS 054°	Rwy ldg 6300 TDZE 1608 Apt Elev 1608

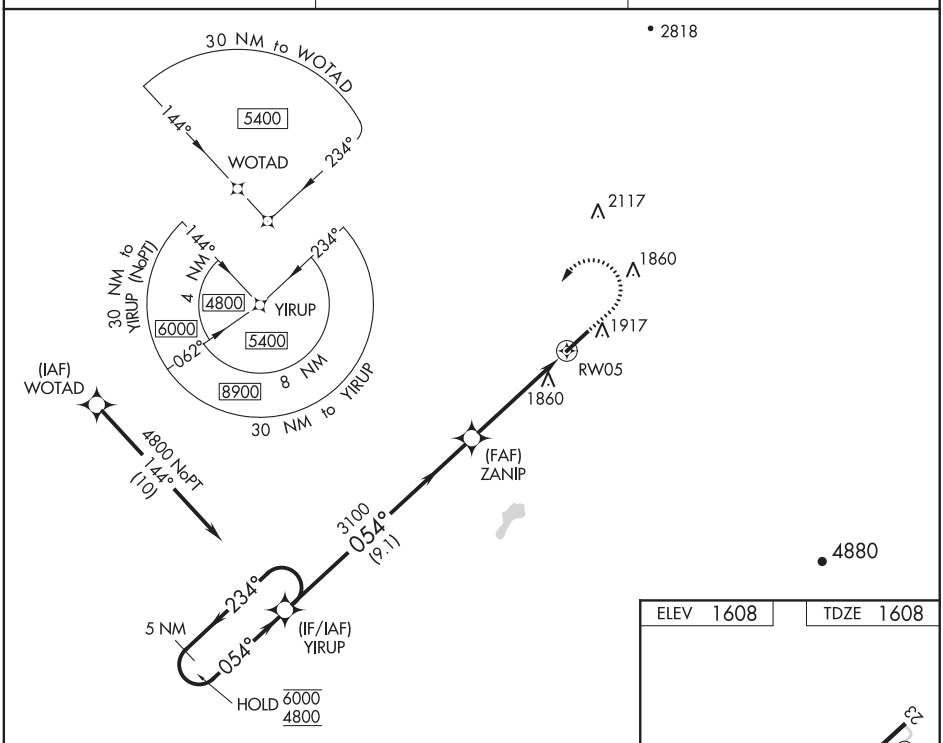
RNAV (GPS) RWY 5
GREENEVILLE MUNI (GCY)

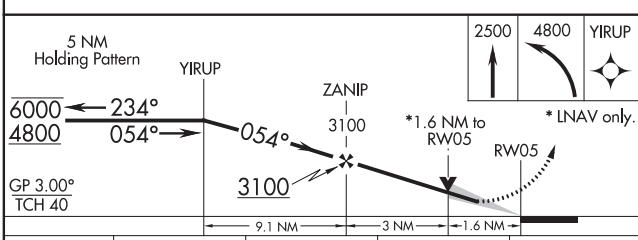
RNP APCH.

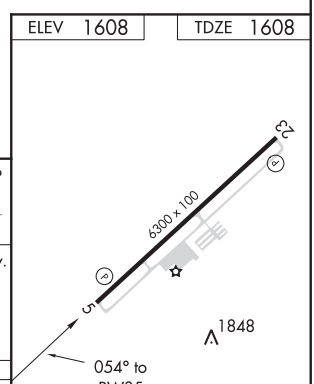
Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3	TRI-CITY APP CON★	UNICOM
128.425	128.05 317.5	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1860-¾ 252 (300-¾)			
LNAV/VNAV DA	2179-1⅝ 571 (600-1⅝)			
LNAV MDA	2140-1 532 (600-1)		2140-1½ 532 (600-1½)	
C CIRCLING	2240-1 632 (700-1)		2260-1¾ 652 (700-1¾)	2280-2¼ 672 (700-2¼)

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

GREENVILLE, KENTUCKY

AL-6345 (FAA)

19339

RNAV (GPS) RWY 6

MUHLENBERG COUNTY (M21)

WAAS CH 56527 W06A	APP CRS 059°	Rwy ldg 4999 TDZE 420 Apt Elev 428

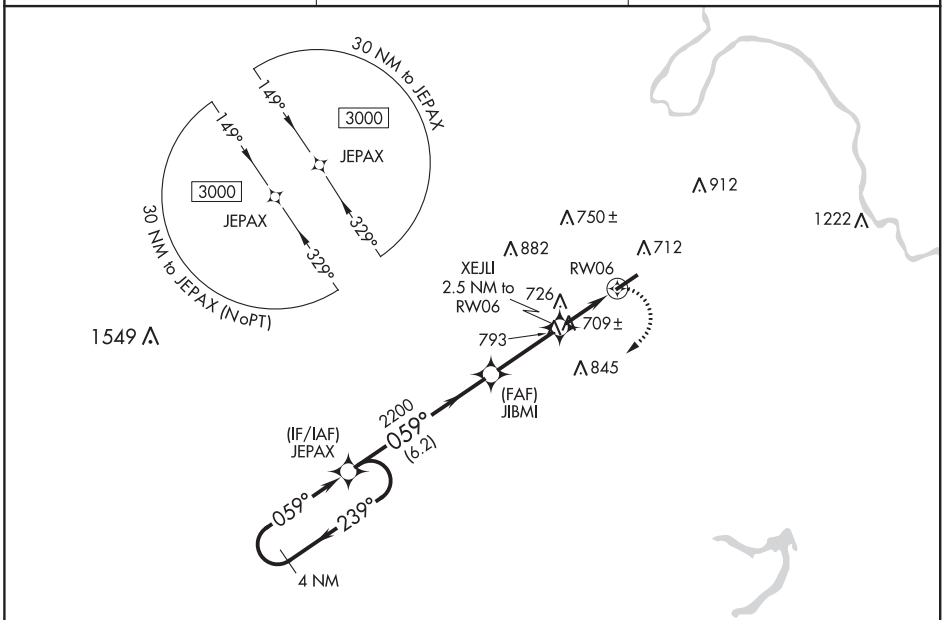
RNP APCH.

When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet. Increase LP Cats C/D visibility ⅛ mile, LNAV Cat B and Circling Cats B/D visibility ¼ mile, and LNAV Cats C/D and Circling Cat C visibility ½ mile. Rwy 6, helicopter visibility reduction below ¾ SM NA.

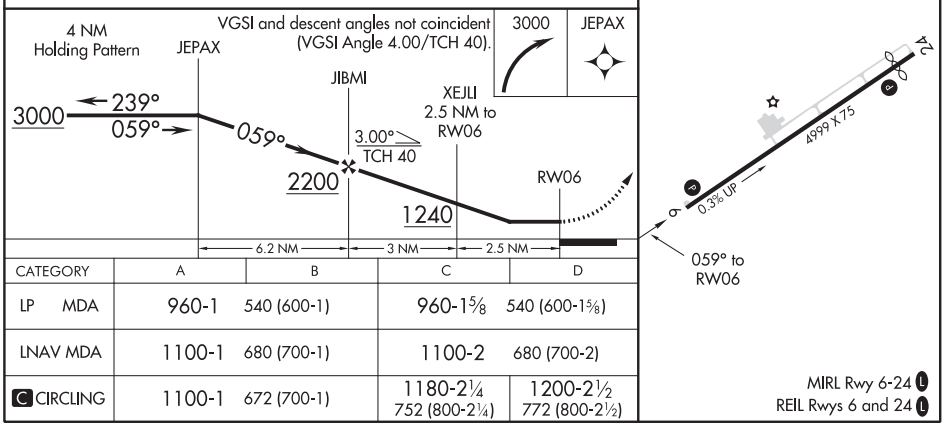
NA

MISSED APPROACH: Climbing right turn to 3000 direct JEPAX and hold.

AWOS-3	CAMPBELL APP CON *	UNICOM
120.45	118.1 269.525	123.0 (CTAF) L



ELEV 428 D TDZE 420



CATEGORY	A	B	C	D
LP MDA	960-1 540 (600-1)		960-1⅝ 540 (600-1⅝)	
LNAV MDA	1100-1 680 (700-1)		1100-2 680 (700-2)	
C CIRCLING	1100-1 672 (700-1)		1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 24
MUHLENBERG COUNTY (M21)

WAAS CH 99627 W24A	APP CRS 239°	Rwy ldg 4600 TDZE 428 Apt Elev 428

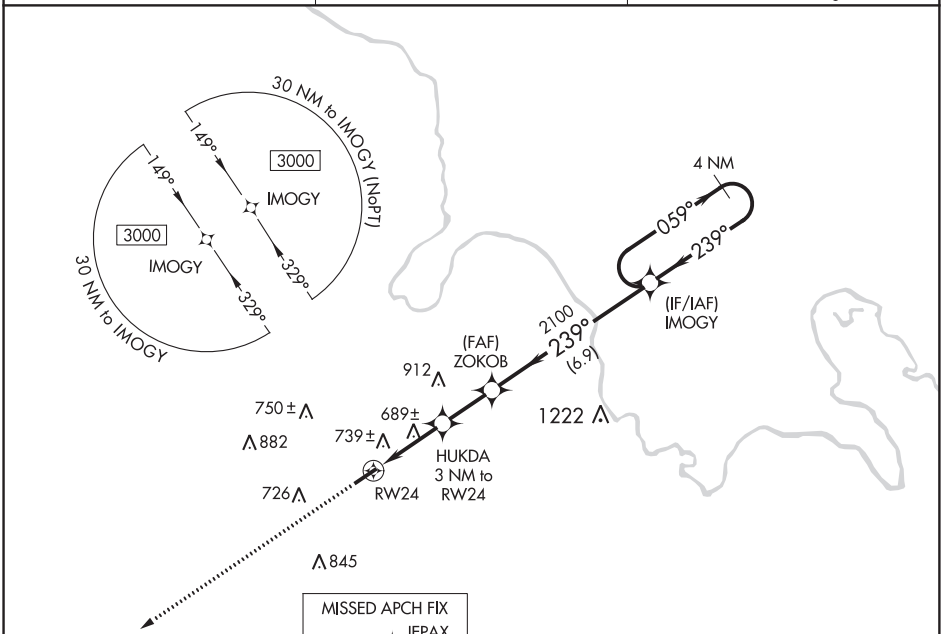
RNP APCH.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet. Increase LP Cats C/D visibility ⅜ SM and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction below 1 SM NA.

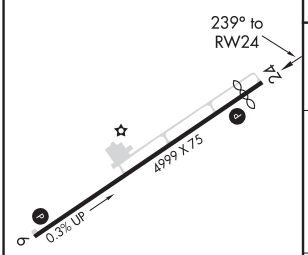
NA

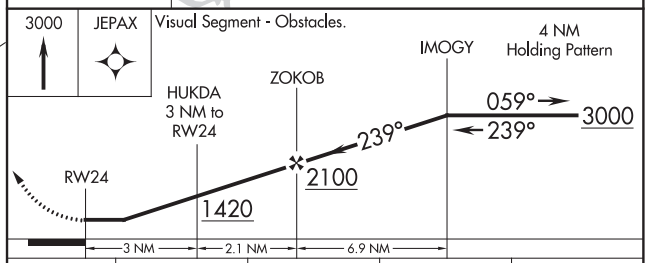
MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

AWOS-3	CAMPBELL APP CON ★	UNICOM
120.45	118.1 269.525	123.0 (CTAF) L



ELEV 428 | D | TDZE 428





CATEGORY	A	B	C	D
LP MDA	940-1	512 (600-1)	940-1⅜	512 (600-1⅜)
LNAV MDA	1000-1	572 (600-1)	1000-1⅝	572 (600-1⅝)
C CIRCLING	1040-1 612 (700-1)	1080-1 652 (700-1)	1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HARDINSBURG, KENTUCKY

AL-10748 (FAA)

19283

RNAV (GPS) RWY 10

BRECKINRIDGE COUNTY (I93)

WAAS CH 90442 W10A	APP CRS 101°	Rwy ldg 4000 TDZE 728 Apt Elev 732

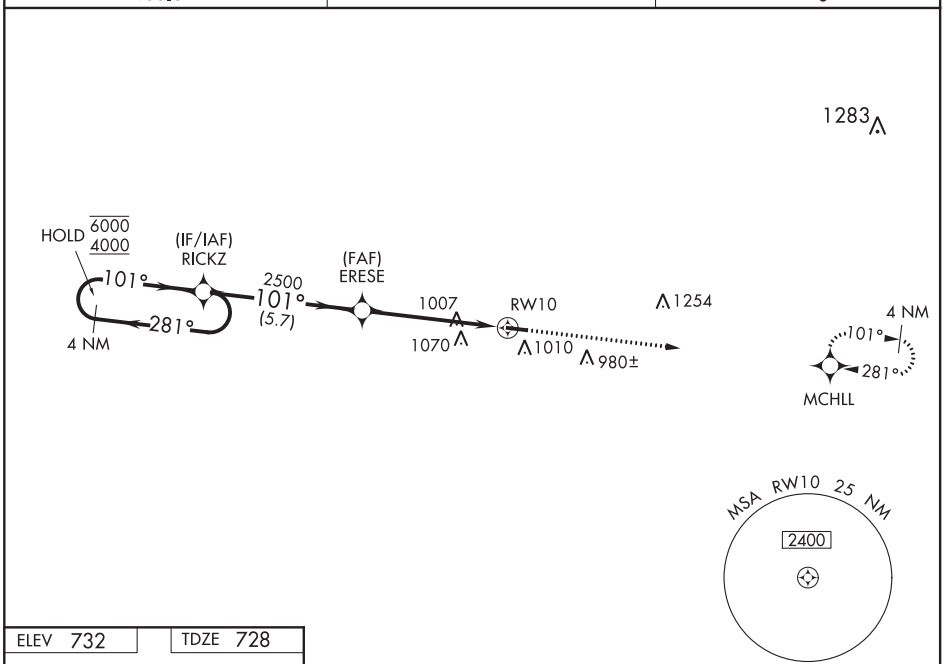
RNP APCH.

T
A NA

Rwy 10 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.

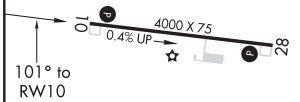
FTK ASOS *	LOUISVILLE APP CON	CTAF
109.6	132.075 327.0	122.9 L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

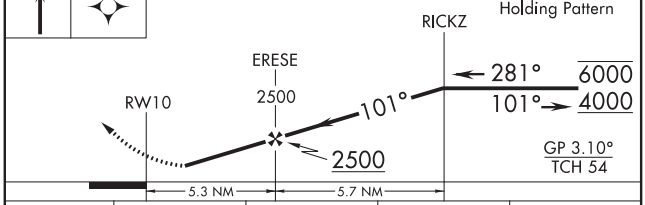
ELEV 732 | TDZE 728



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

4000 | MCHLL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).



CATEGORY	A	B	C	D
LPV DA	1036-1 308 (400-1)			
LNAV/VNAV DA	1184-1⅜ 456 (500-1⅜)			
LNAV MDA	1380-1 652 (700-1)		1380-1⅞ 652 (700-1⅞)	
C CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)

HARDINSBURG, KENTUCKY
Orig 25APR19

37°47′N-86°26′W

BRECKINRIDGE COUNTY (I93)

RNAV (GPS) RWY 10

WAAS CH 77842 W28A	APP CRS 281°	Rwy ldg 4000 TDZE 732 Apt Elev 732

RNAV (GPS) RWY 28
BRECKINRIDGE COUNTY (I93)

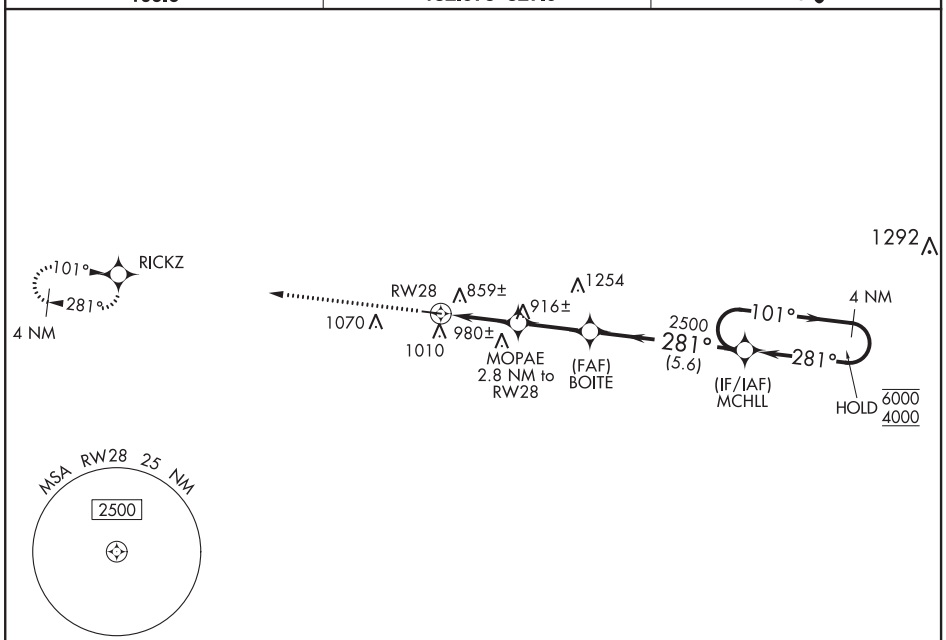
RNP APCH.

Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

NA

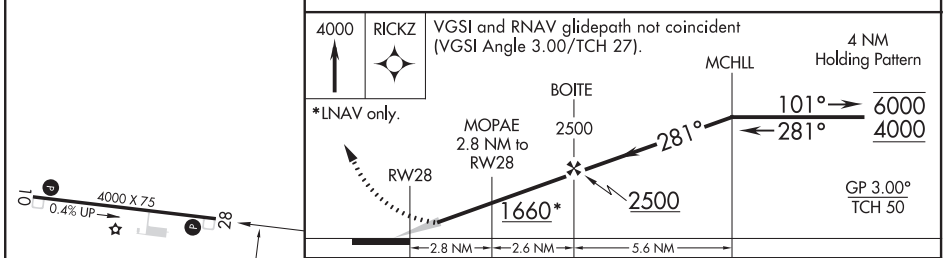
MISSED APPROACH: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.

FTK ASOS *	LOUISVILLE APP CON	CTAF
109.6	132.075 327.0	122.9 L



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 732	TDZE 732



CATEGORY	A	B	C	D
LPV DA	1040-1 308 (400-1)			
LNAV/VNAV DA	1178-1⅜ 446 (500-1⅜)			
LNAV MDA	1180-1 448 (500-1)		1180-1⅜ 448 (500-1⅜)	
C CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

HARLAN, KENTUCKY AL-10235 (FAA) 20142

RNAV (GPS)-A

TUCKER-GUTHRIE MEMORIAL (I35)

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

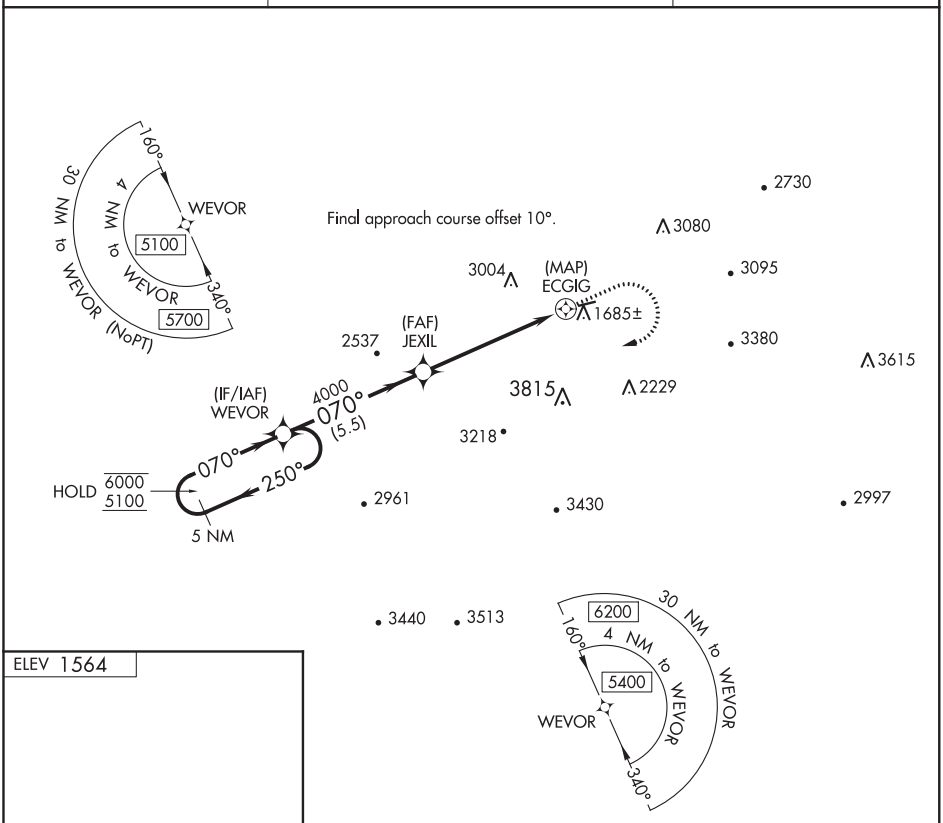
RNP APCH.

Circling NA north of Rwy 8-26. Procedure NA at night.

Rwy 8 helicopter visibility reduction below 1 SM NA.

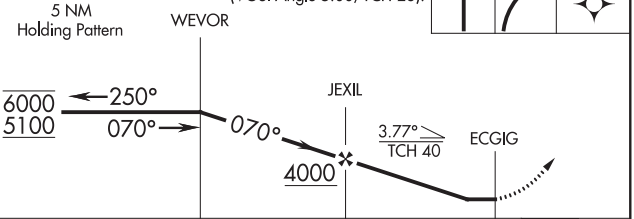
MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.

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



ELEV 1564

VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).



CATEGORY	A	B	C	D
C CIRCLING	2920-1¼ 1356 (1400-1¼)	2920-1½ 1356 (1400-1½)	3360-3 1796 (1800-3)	NA

MIRL Rwy 8-26 L

REIL Rwy 8 and 26 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 3
OHIO COUNTY (JQD)

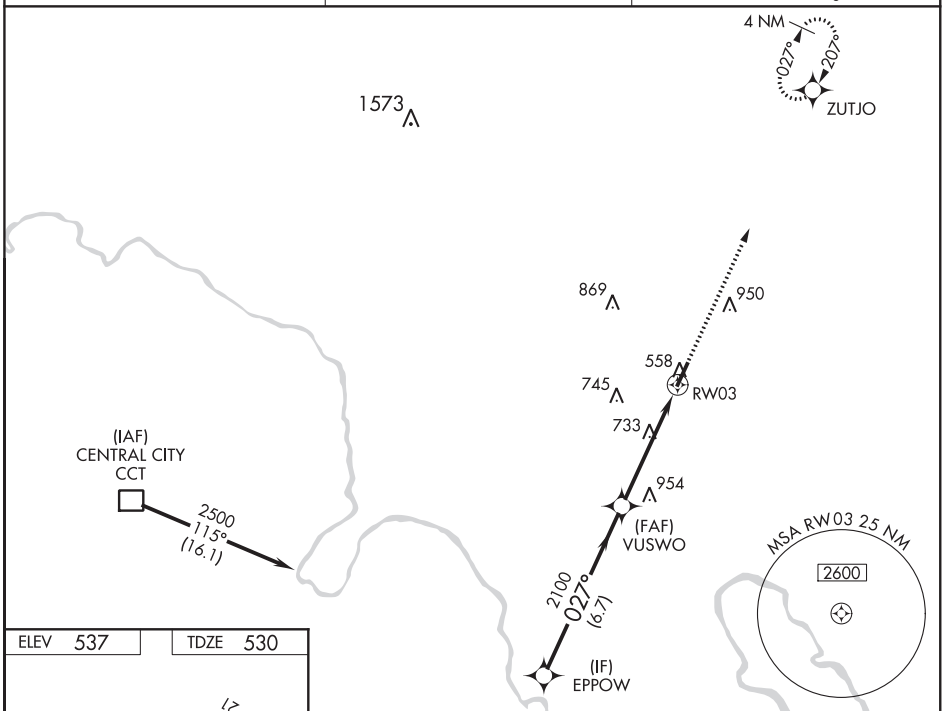
WAAS CH 45926 W03A	APP CRS 027°	Rwy ldg 5003 TDZE 530 Apt Elev 537

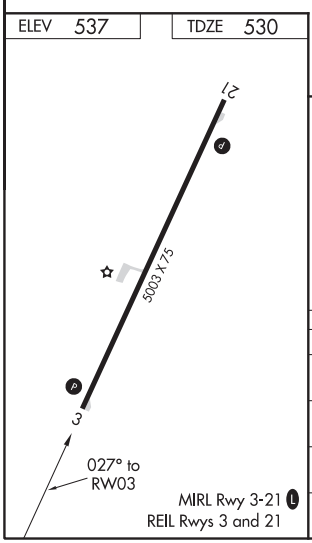
RNP APCH.

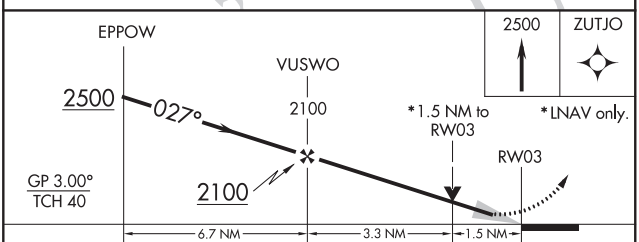
Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2500 direct ZUTJO and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
132.1	124.025 290.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	780-1 250 (300-1)			NA
LNAV/VNAV DA	780-1 250 (300-1)			NA
LNAV MDA	1040-1 510 (600-1)		1040-1⅜ 510 (600-1⅜)	NA
C CIRCLING	1040-1 503 (600-1)	1100-1 563 (600-1)	1300-2¼ 763 (800-2¼)	NA

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HARTFORD, KENTUCKY | AL-9266 (FAA) | 20310

RNAV (GPS) RWY 21
OHIO COUNTY (JQD)

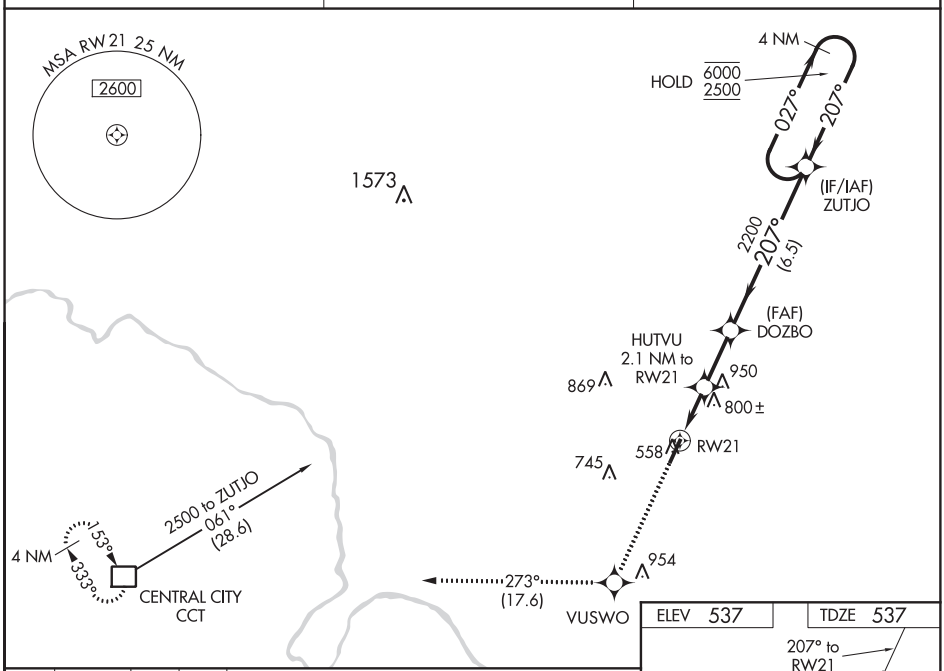
WAAS CH 90526 W21A	APP CRS 207°	Rwy ldg 5003 TDZE 537 Apt Elev 537

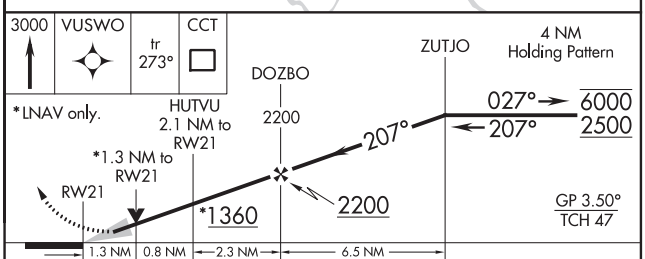
RNP APCH.

Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 858 feet, increase LNAV/VNAV DA to 1082 feet. Increase all MDA 80 feet, increase LNAV/VNAV visibilities all Cats ¼ SM, increase LNAV and Circling Cat C visibility ¼ SM.

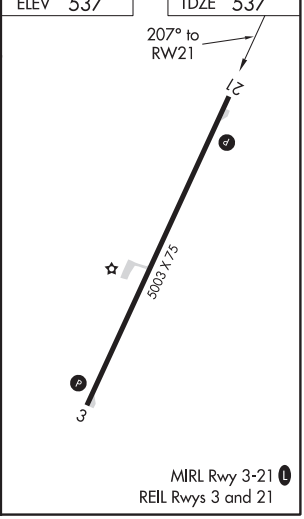
MISSED APPROACH: Climb to 3000 direct VUSWO and on track 273° to CCT DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
132.1	124.025 290.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	787-1 250 (300-1)		807-1 270 (300-1)	NA
LNAV/VNAV DA	1011-1⅜ 474 (500-1⅜)			NA
LNAV MDA	1060-1 523 (600-1)		1060-1½ 523 (600-1½)	NA
C CIRCLING	1060-1 523 (600-1)	1100-1 563 (600-1)	1300-2¼ 763 (800-2¼)	NA



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HARTFORD, KENTUCKY
Orig-D 16JUL20

37°28'N-86°51'W

OHIO COUNTY (JQD)
RNAV (GPS) RWY 21

WAAS CH 69323 W14A	APP CRS 145°	Rwy ldg 5499 TDZE 1243 Apt Elev 1256

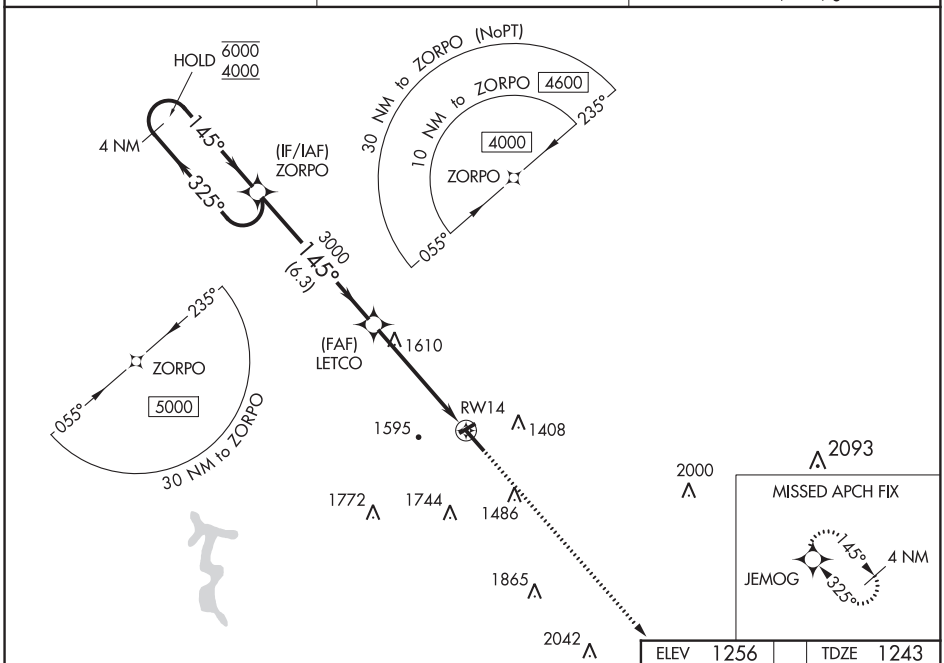
RNAV (GPS) RWY 14
WENDELL H FORD (CPF)

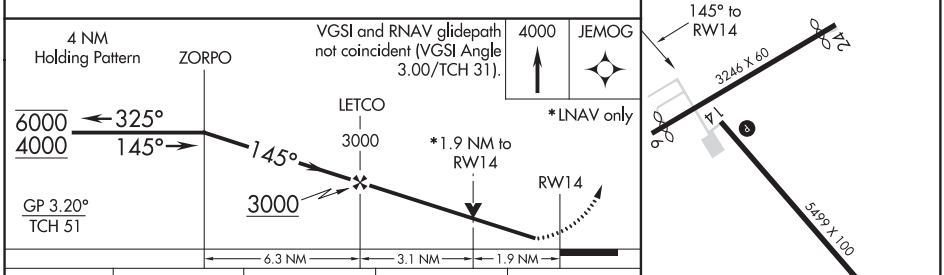
RNP APCH.

Circling Rwy 24, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct JEMOG and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1443-¾ 200 (200-¾)		1493-¾ 250 (300-¾)	NA
LNAV/VNAV DA	1858-2 615 (700-2)			NA
LNAV MDA	1880-1 637 (700-1)		1880-1¾ 637 (700-1¾)	
C CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

HAZARD, KENTUCKY

AL-9256 (FAA)

20198

RNAV (GPS) RWY 32
WENDELL H FORD (CPF)

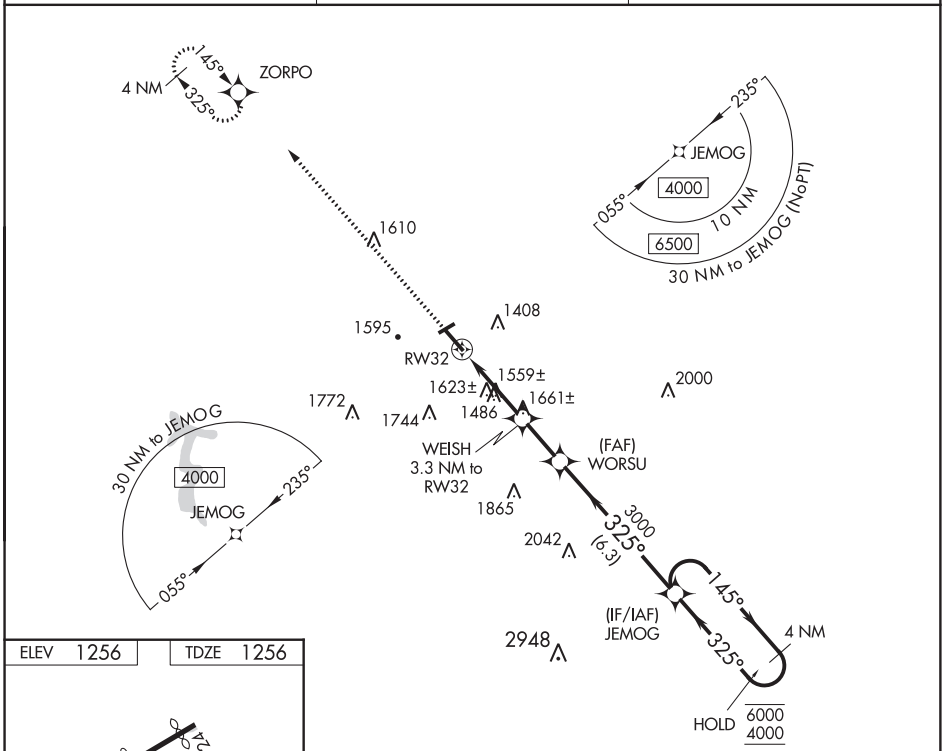
WAAS CH 56423 W32A	APP CRS 325°	Rwy ldg 5499 TDZE 1256 Apt Elev 1256

RNP APCH.

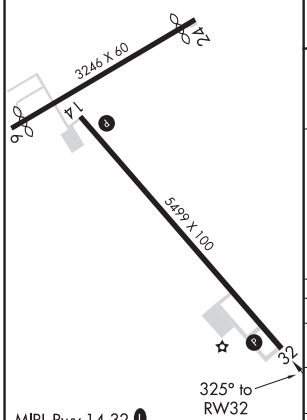
Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct ZORPO and hold.

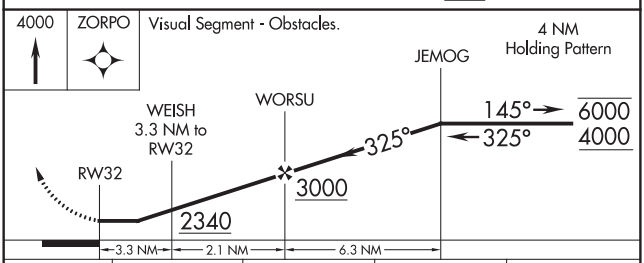
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF) L



ELEV 1256	TDZE 1256



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LP MDA	1820-1 564 (600-1)		1820-1⅝ 564 (600-1⅝)	
LNAV MDA	1880-1 624 (700-1)		1880-1¾ 624 (700-1¾)	
C CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

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SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-CPF	APP CRS	Rwy ldg	5499
109.35	145°	TDZE	1243
		Apt Elev	1256

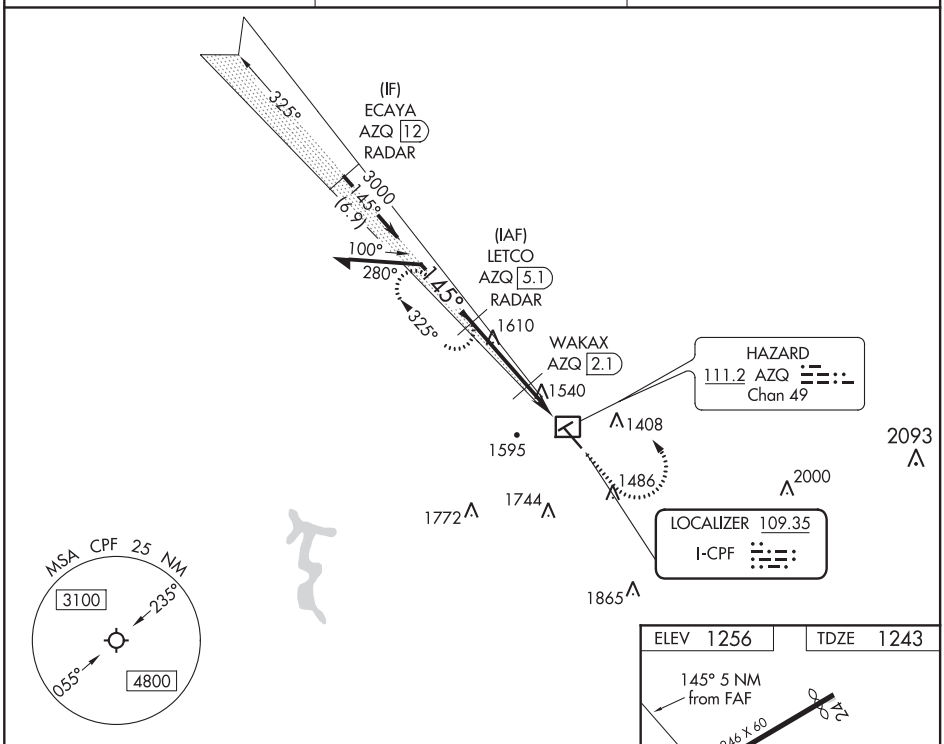
LOC RWY 14
WENDELL H FORD (CPF)

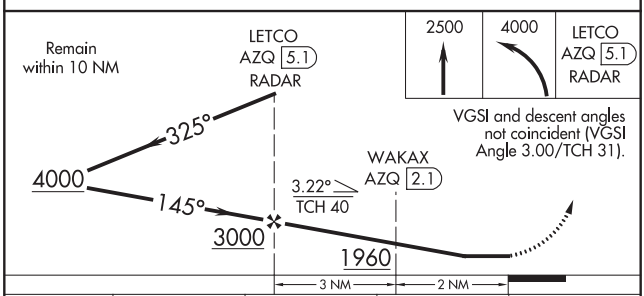
DME required. RADAR required for procedure entry.
RADAR required for missed appoach.

T A Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME from AZQ DME.

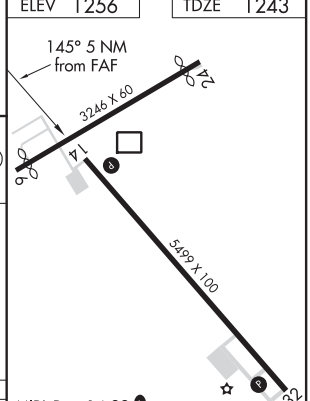
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 to LETCO/AZQ 5.1 DME/RADAR and hold, continue climb-in-hold to 4000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.025	126.575 257.85	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 14	1800-1 557 (600-1)		1800-1⅝ 557 (600-1⅝)	
C CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)



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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HENDERSON, KENTUCKY AL-5059 (FAA) 19199

RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (EHR)

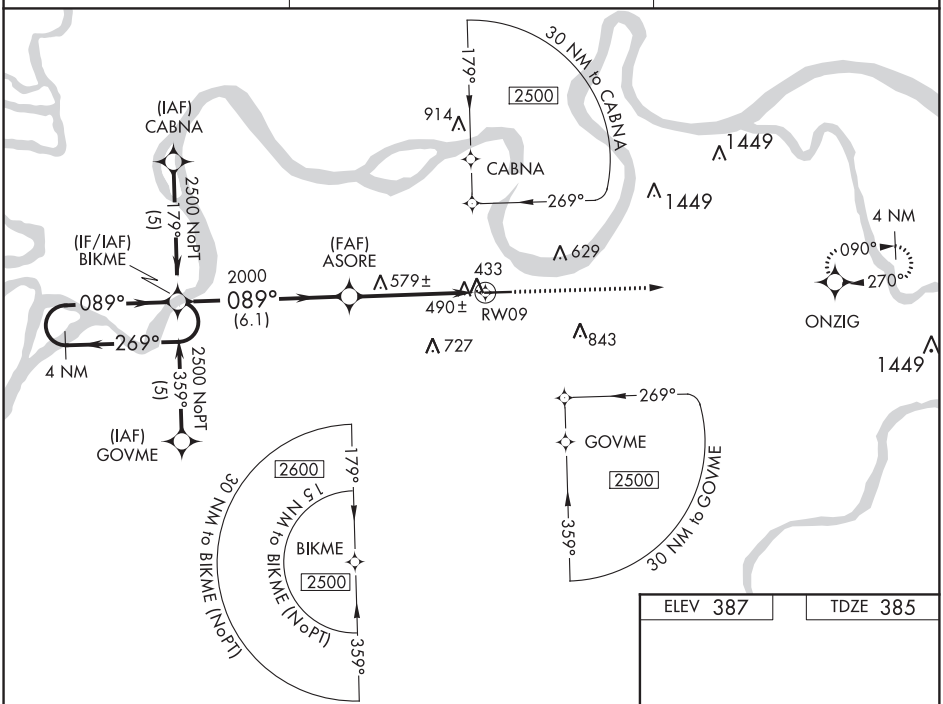
WAAS CH 97709 W09A	APP CRS 089°	Rwy ldg 5503 TDZE 385 Apt Elev 387

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48° C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L



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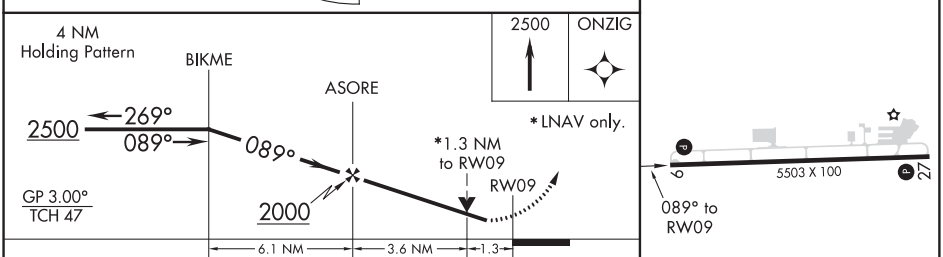
SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 387 TDZE 385



CATEGORY	A	B	C	D
LPV DA	694-1 309 (400-1)			
LNAV/VNAV DA	774-1¼ 389 (400-1¼)			
LNAV MDA	840-1 455 (500-1)		840-1⅜ 455 (500-1⅜)	840-1½ 455 (500-1½)

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

WAAS CH 77909 W27A	APP CRS 269°	Rwy ldg 5503 TDZE 387 Apt Elev 387

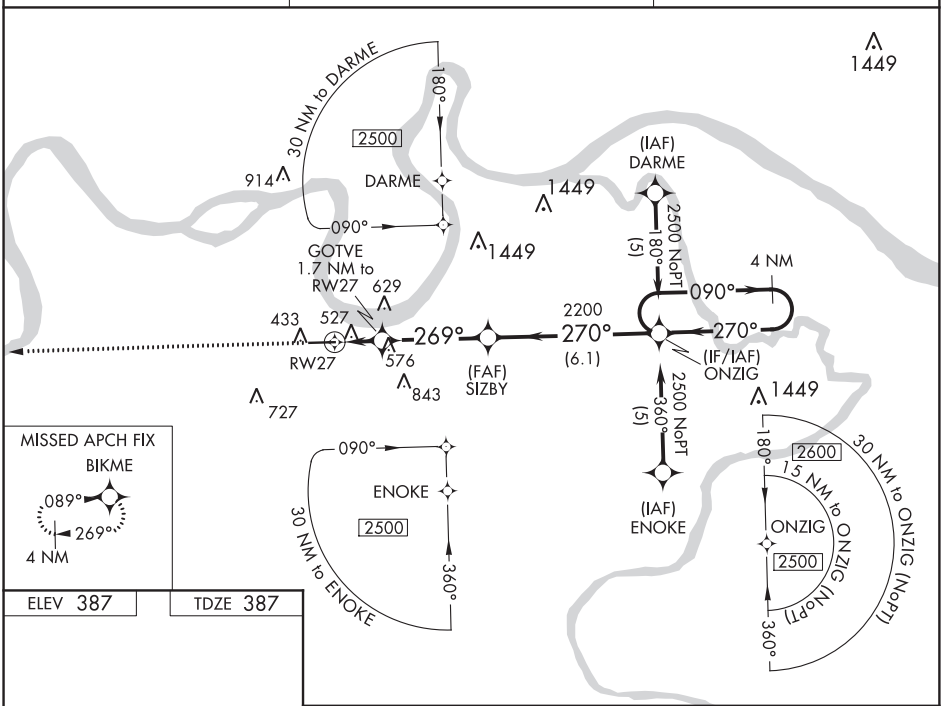
RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

RNP APCH.

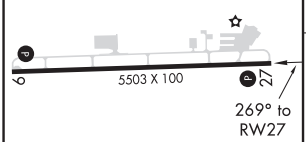
Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

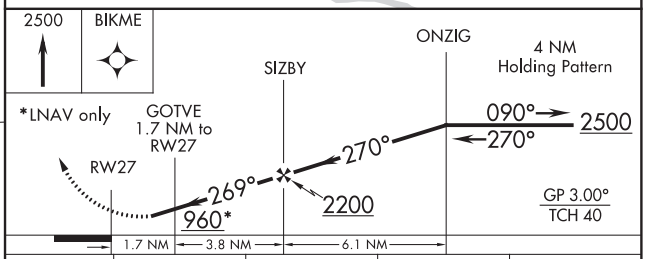
MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3PT	EVANSVILLE APP CON *	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L



ELEV 387	TDZE 387





CATEGORY	A	B	C	D
LPV DA	733-1¼ 346 (400-1¼)			
LNAV/VNAV DA	827-1½ 440 (500-1½)			
LNAV MDA	840-1 453 (500-1)		840-1⅜ 453 (500-1⅜)	840-1½ 453 (500-1½)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HENDERSON, KENTUCKY

AL-5059 (FAA)

20254

VOR-A

HENDERSON CITY-COUNTY (EHR)

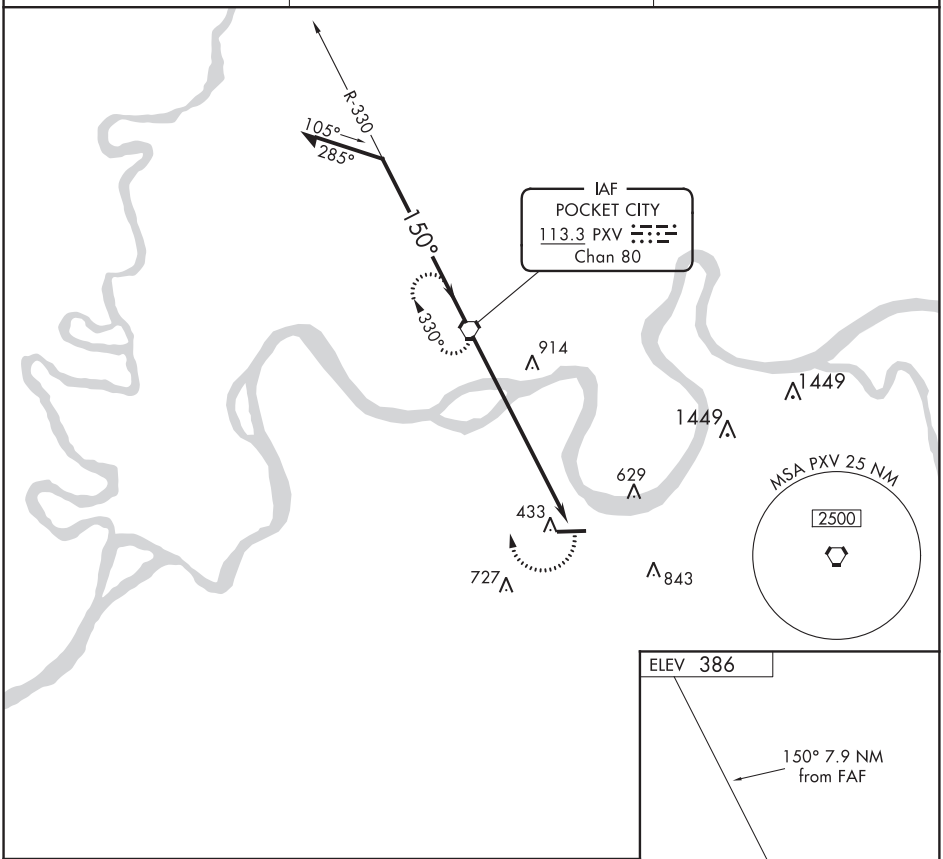
VORTAC PXV	APP CRS	Rwy ldg	N/A
113.3	150°	TDZE	N/A
Chan 80		Apt Elev	386

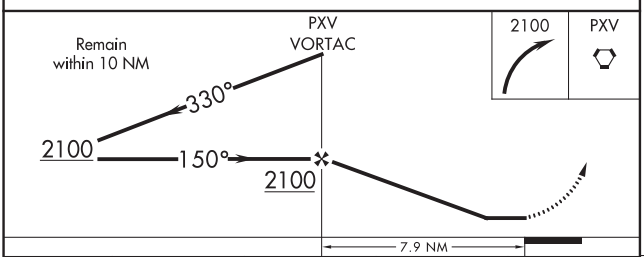
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

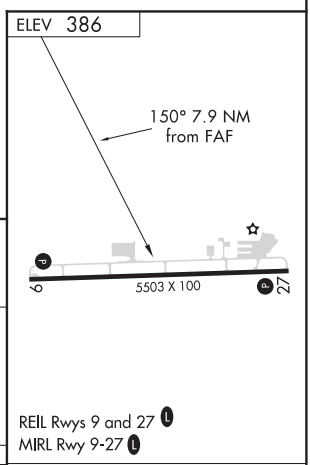
NA

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

AWOS-3PT	EVANSVILLE APP CON ★	UNICOM
118.85	124.025 257.8	122.8 (CTAF) L







REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	920-1 534 (600-1)		920-1½ 534 (600-1½)	940-2 554 (600-2)

FAF to MAP 7.9 NM					
Knots	60	90	120	150	180
Min:Sec	7:54	5:16	3:57	3:10	2:38

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

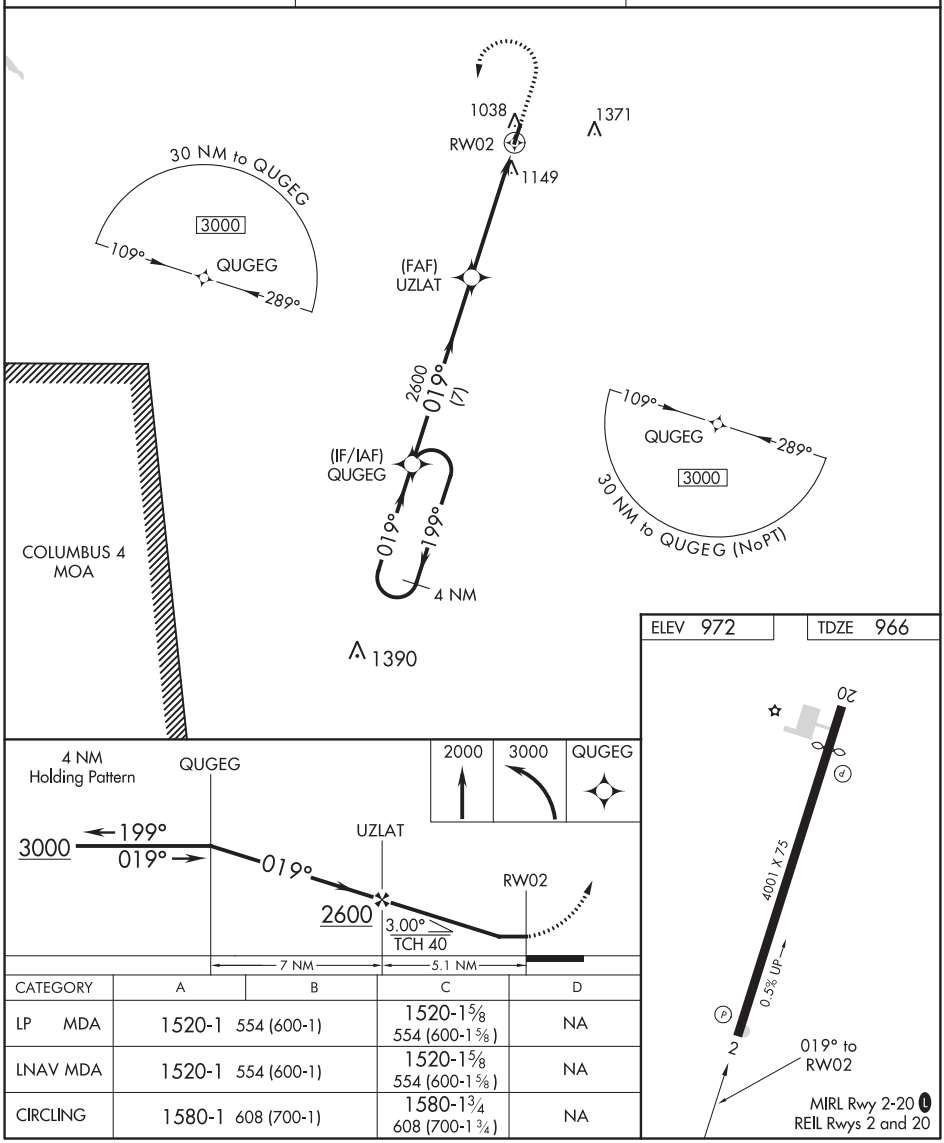
WAAS CH 77726 W02A	APP CRS 019°	Rwy ldg 4001 TDZE 966 Apt Elev 972

RNAV (GPS) RWY 2
JOHN A BAKER FIELD (Ø M3)

DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LNAV and LP Cat C visibility ⅜ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

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

2M2 AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	1520-1 554 (600-1)		1520-1⅝ 554 (600-1⅝)	NA
LNAV MDA	1520-1 554 (600-1)		1520-1⅝ 554 (600-1⅝)	NA
CIRCLING	1580-1 608 (700-1)		1580-1¾ 608 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HOPKINSVILLE, KENTUCKY | AL-5191 (FAA) | 20198

APP CRS	Rwy ldg	5505
079°	TDZE	540
	Apt Elev	564

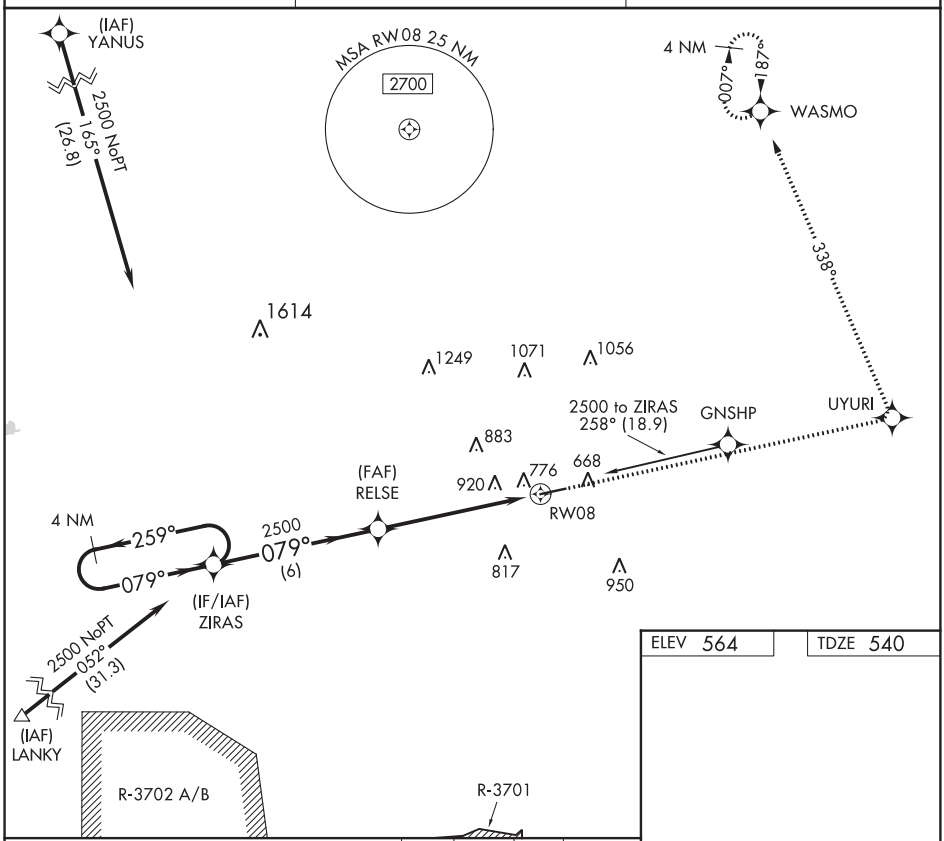
RNAV (GPS) RWY 8
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

RNP APCH.

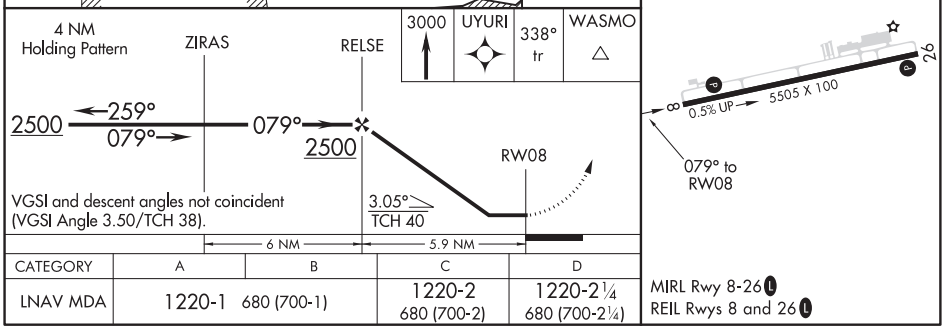
NA — Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3	CAMPBELL APP CON	UNICOM
132.575	118.1 269.525	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LNAV MDA	1220-1 680 (700-1)		1220-2 680 (700-2)	1220-2¼ 680 (700-2¼)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

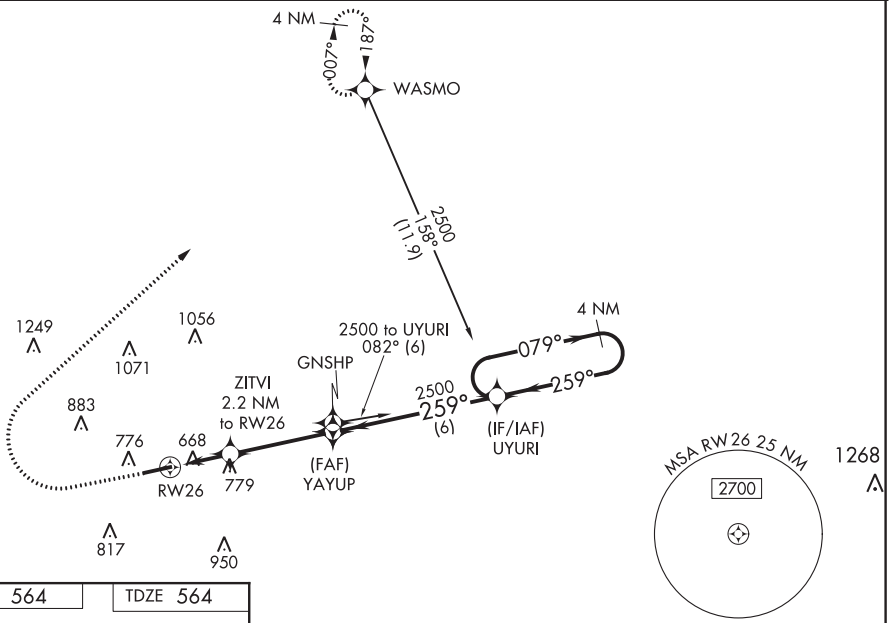
WAAS CH 82221 W26A	APP CRS 259°	Rwy ldg 5505 TDZE 564 Apt Elev 564

RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

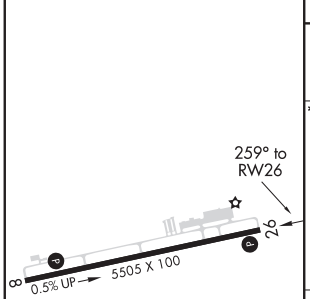
Night landing: Rwy 8 NA. For uncompensted Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Clarksville altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 285 feet and all visibilities ⅛ mile; increase LNAV/VNAV DA to 467 feet and all visibilities ⅛ mile; increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

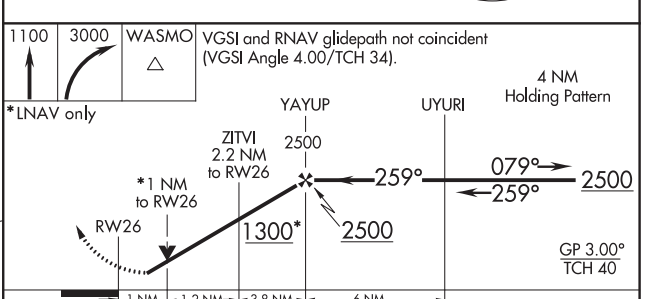
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.

AWOS-3	CAMPBELL APP CON	UNICOM
132.575	118.1 269.525	122.8 (CTAF) L



ELEV 564	TDZE 564





CATEGORY	A	B	C	D
LPV DA	814-⅞ 250 (300-⅞)			
LNAV/VNAV DA	996-1½ 432 (500-1½)			
LNAV MDA	1040-1 476 (500-1)		1040-1⅜ 476 (500-1⅜)	
C CIRCLING	1140-1 576 (600-1)		1280-2 716 (800-2)	1320-2½ 756 (800-2½)

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

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SE-1, 05 NOV 2020 to 31 DEC 2020

HUMBOLDT, TENNESSEE | AL-5828 (FAA) | 20198

RNAV (GPS) RWY 4
HUMBOLDT MUNI (M53)

WAAS CH 78038 W04A	APP CRS 046°	Rwy ldg 4003 TDZE 420 Apt Elev 421

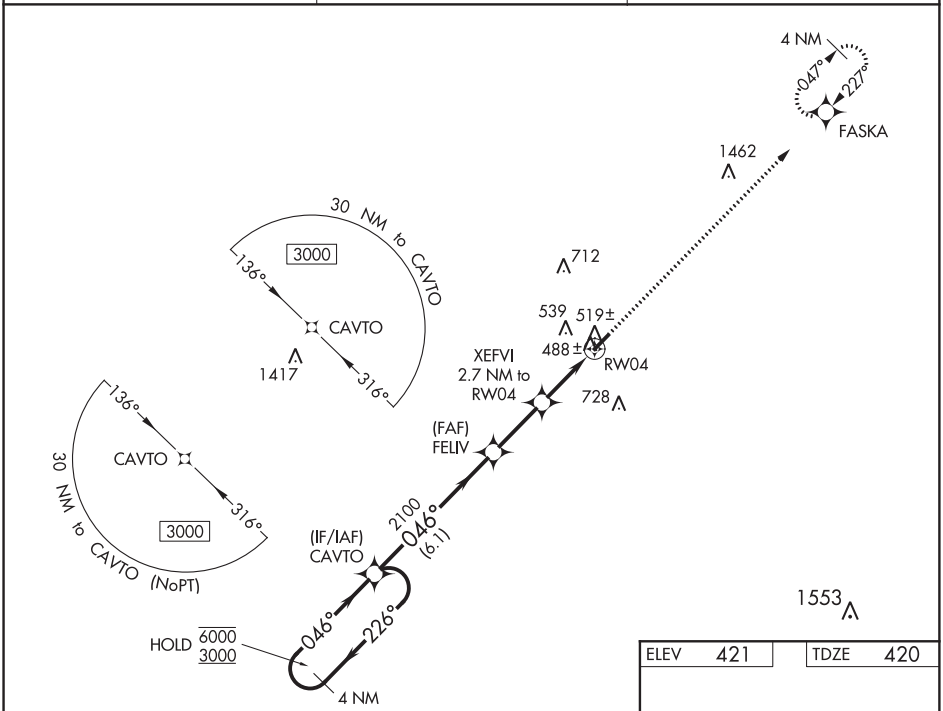
RNP APCH.

Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase all MDA 60 feet; increase LP Cats C/D visibility ⅛ mile; increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

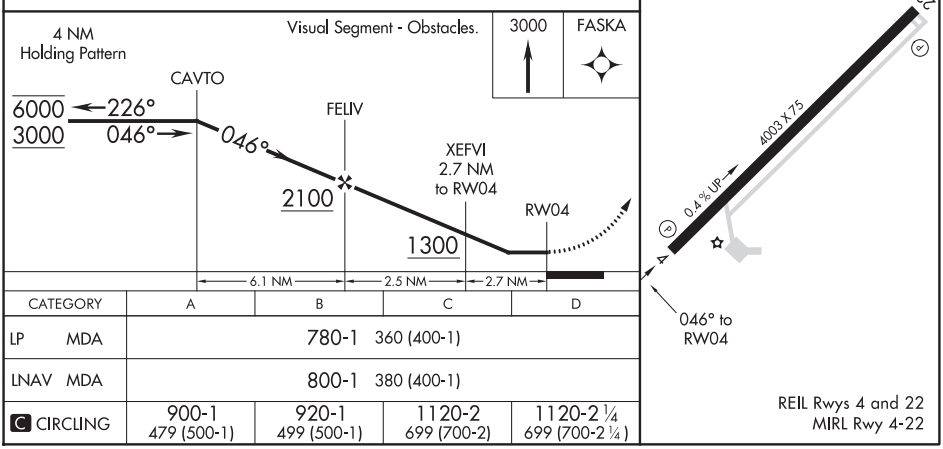
NA

MISSED APPROACH: Climb to 3000 direct FASKA and hold.

MKL ASOS	MEMPHIS CENTER	UNICOM
119.325	134.65 316.15	122.8 (CTAF)



ELEV 421	TDZE 420



CATEGORY	A	B	C	D
LP MDA	780-1 360 (400-1)			
LNAV MDA	800-1 380 (400-1)			
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2¼ 699 (700-2¼)

REIL Rwys 4 and 22
MIRL Rwy 4-22

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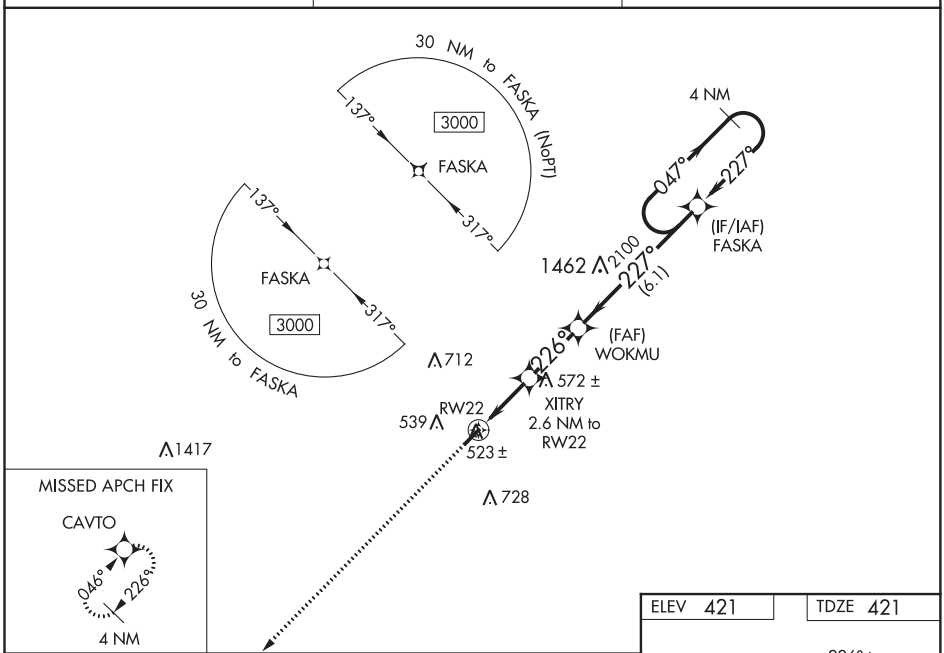
SE-1, 05 NOV 2020 to 31 DEC 2020

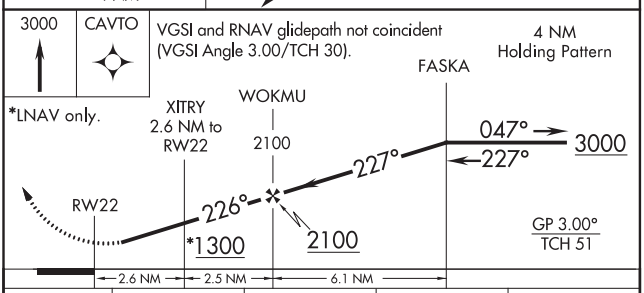
WAAS CH 40138 W22A	APP CRS 226°	Rwy ldg 4003 TDZE 421 Apt Elev 421

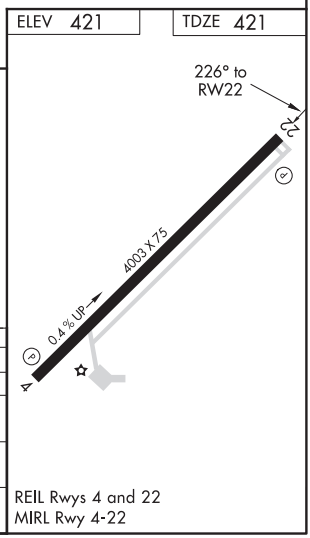
RNAV (GPS) RWY 22
HUMBOLDT MUNI (M53)

T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase LPV all Cats DA to 749 and all Cats visibility ⅛ mile; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct CAVTO and hold.

MKL ASOS	MEMPHIS CENTER	UNICOM
119.325	134.65 316.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	701-1 280 (300-1)			
LNAV/VNAV DA	770-1⅛ 349 (400-1⅛)			
LNAV MDA	820-1 399 (400-1)		820-1⅛ 399 (400-1⅛)	
C CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2¼ 699 (700-2¼)

REIL Rwys 4 and 22
MIRL Rwy 4-22

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

HUNTINGDON, TENNESSEE | AL-6931 (FAA) | 19059

RNAV (GPS) RWY 1

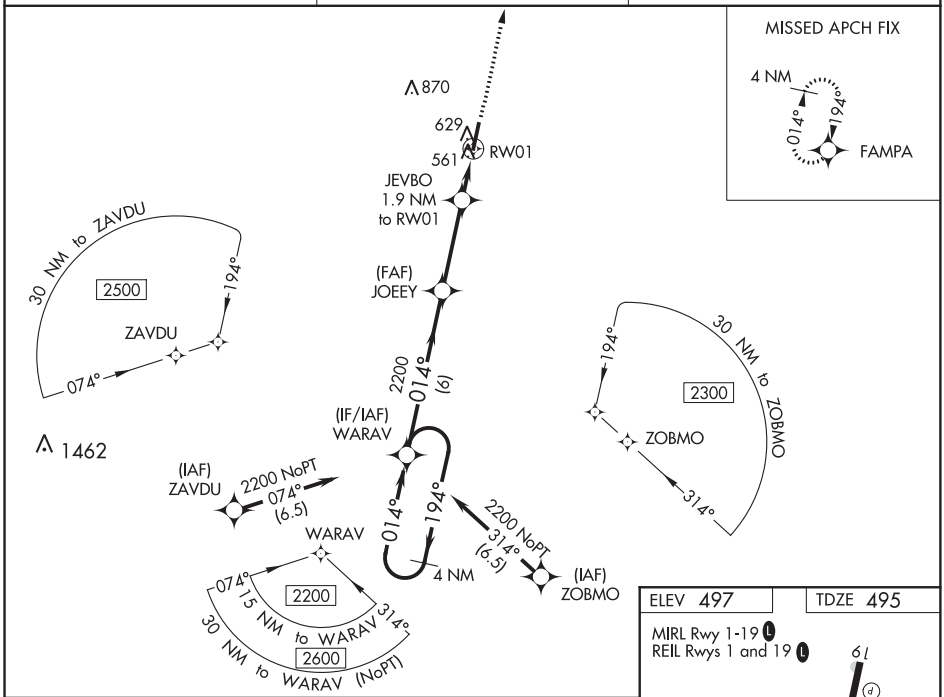
CARROLL COUNTY (HZD)

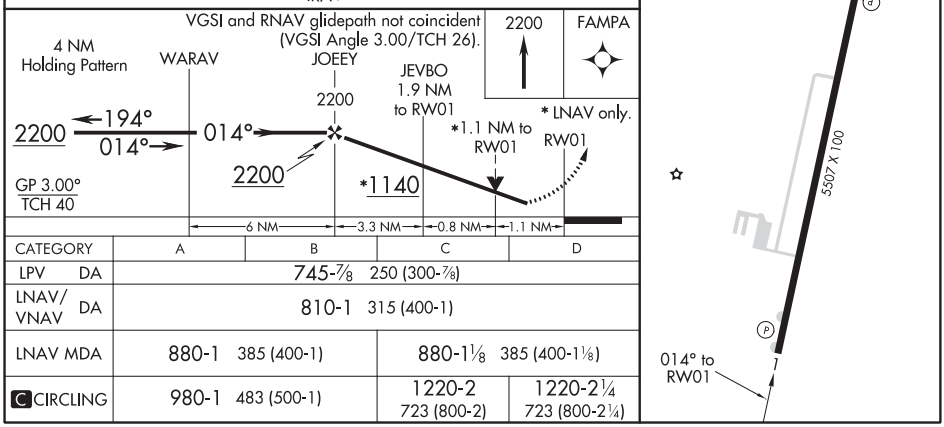
WAAS CH 99419 W01A	APP CRS 014°	Rwy ldg 5507 / TDZE 495 / Apt Elev 497

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. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile.
VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	745-⅞ 250 (300-⅞)			
LNAV/VNAV DA	810-1 315 (400-1)			
LNAV MDA	880-1 385 (400-1)		880-1⅛ 385 (400-1⅛)	
C CIRCLING	980-1 483 (500-1)		1220-2 723 (800-2)	1220-2¼ 723 (800-2¼)

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SE-1, 05 NOV 2020 to 31 DEC 2020

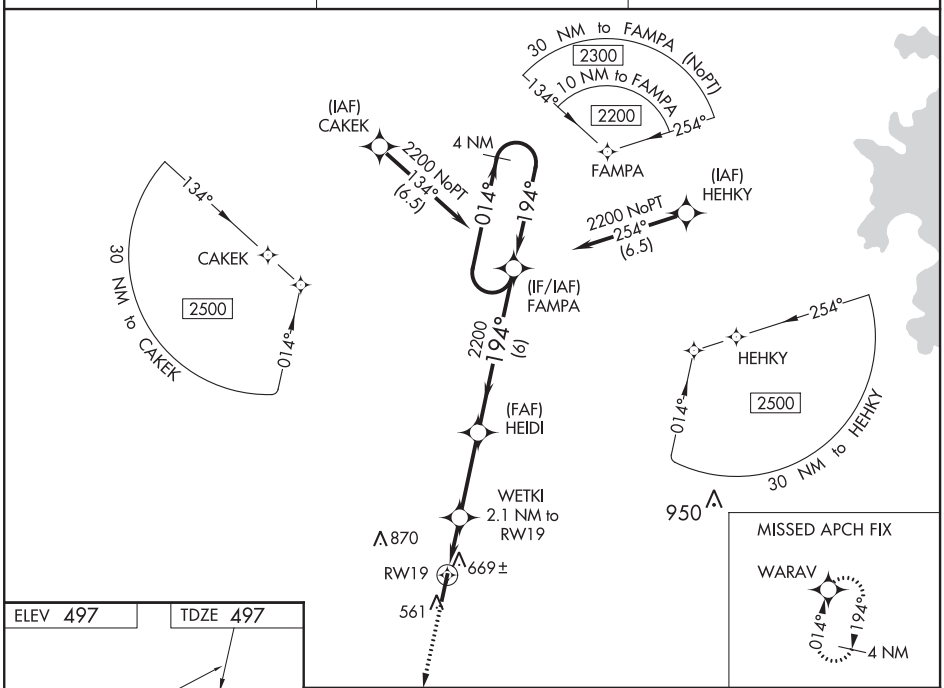
WAAS CH 97634 W19A	APP CRS 194°	Rwy ldg 5507 TDZE 497 Apt Elev 497

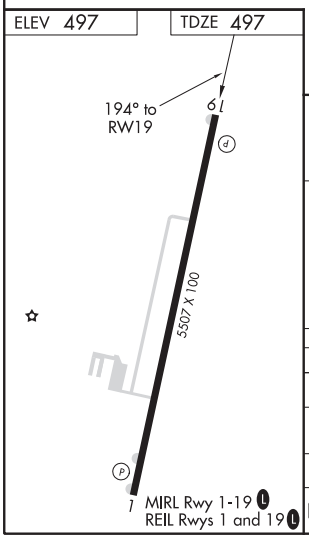
RNAV (GPS) RWY 19
CARROLL COUNTY (HZD)

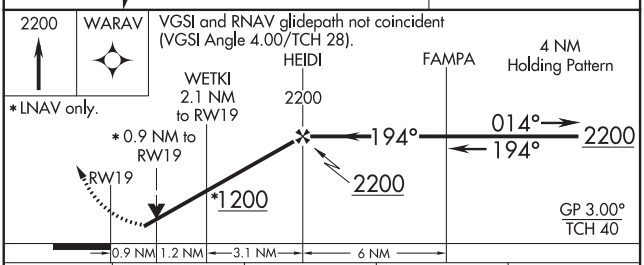
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct WARAV and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.275	134.65 316.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	798-1 301 (400-1)			
LNAV/VNAV DA	933-1½ 436 (500-1½)			
LNAV MDA	920-1 423 (500-1)		920-1¼ 423 (500-1¼)	
C CIRCLING	980-1 483 (500-1)		1220-2 723 (800-2)	1220-2¼ 723 (800-2¼)

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SE-1, 05 NOV 2020 to 31 DEC 2020

JACKSBORO, TENNESSEE AL-6122 (FAA) 20310

WAAS CH 77736 W23A	APP CRS 242°	Rwy ldg 4000 TDZE 1180 Apt Elev 1180

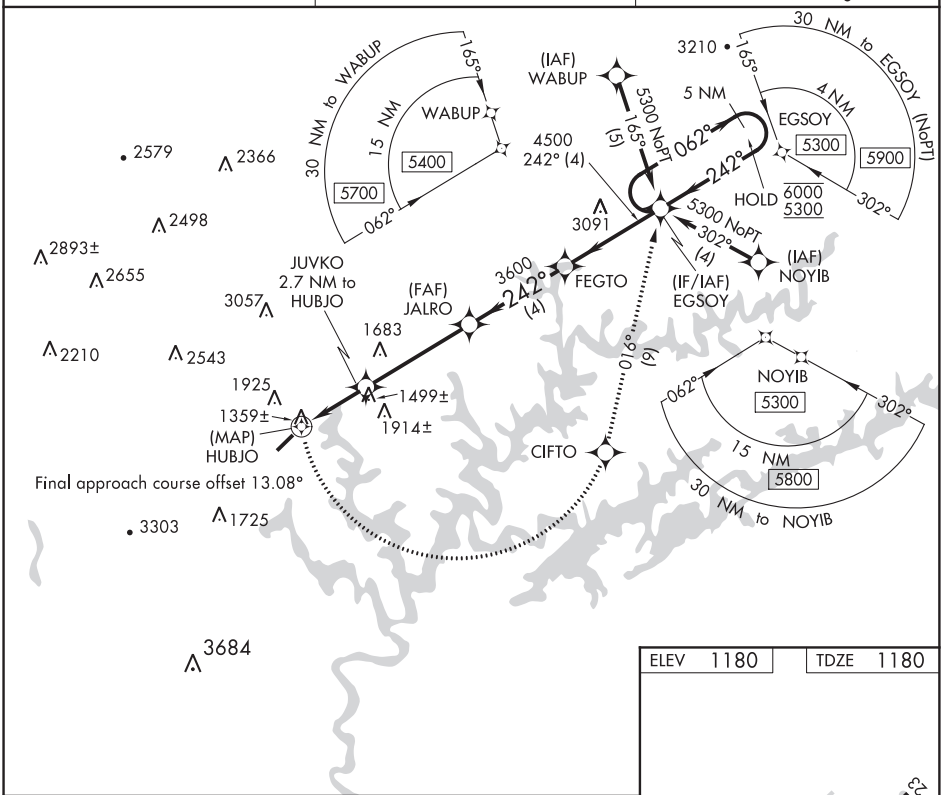
RNAV (GPS) RWY 23
COLONEL TOMMY C STINER AIRFIELD (JAU)

RNP APCH.

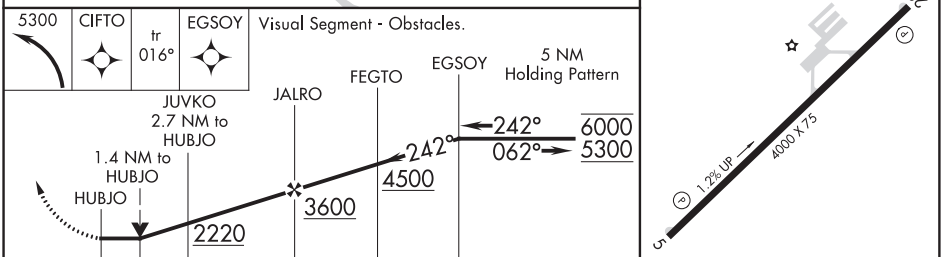
Circling NA northwest of Rwy 5-23.
Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5300 direct CIFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

AWOS-3	ATLANTA CENTER	UNICOM
124.975	133.6 254.3	122.8 (CTAF) L



ELEV 1180	TDZE 1180



CATEGORY	A	B	C	D
LP MDA	1640-1 460 (500-1)		NA	
LNAV MDA	1920-1 740 (800-1)		NA	
C CIRCLING	1920-1 740 (800-1)		NA	

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

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APP CRS	Rwy ldg	4400
012°	TDZE	1367
	Apt Elev	1381

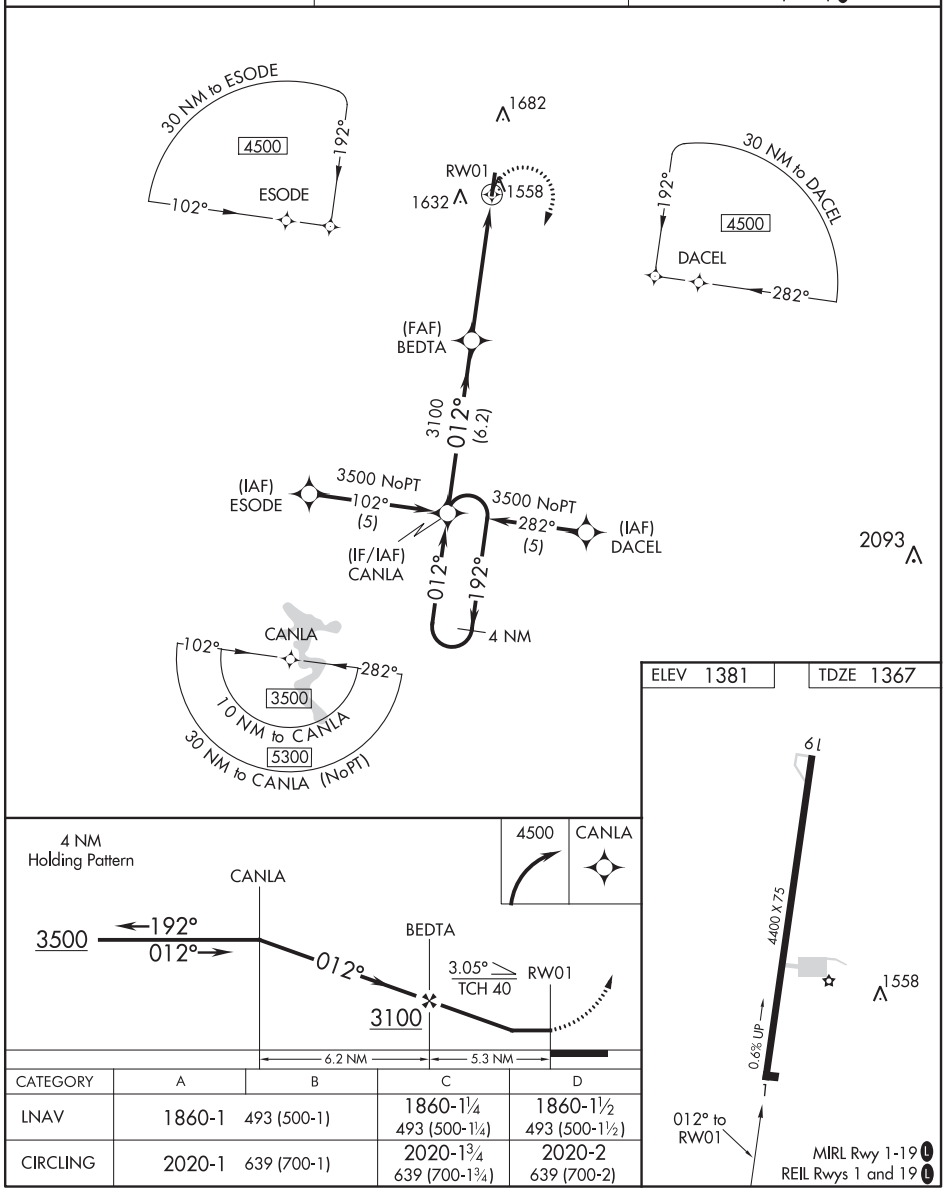
RNAV (GPS) RWY 1
JULIAN CARROLL (JKL)

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
118.375	126.575 253.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV	1860-1 493 (500-1)		1860-1¼ 493 (500-1¼)	1860-1½ 493 (500-1½)
CIRCLING	2020-1 639 (700-1)		2020-1¾ 639 (700-1¾)	2020-2 639 (700-2)

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SE-1, 05 NOV 2020 to 31 DEC 2020

JACKSON, TENNESSEE AL-5062 (FAA) 19059

ILS or LOC RWY 2
MC KELLAR-SIPES RGNL (MKL)

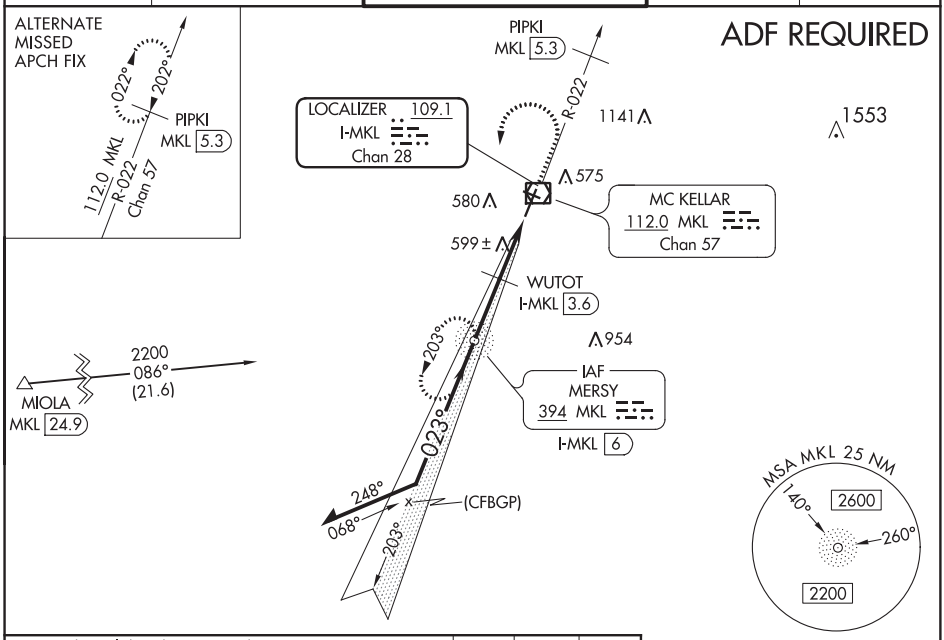
LOC/DME I-MKL	APP CRS	Rwy ldg	6006
109.1	023°	TDZE	434
Chan 28		Apt Elev	434

Circling Rwy 29 NA at night. Autopilot coupled approach NA below 1100. ADF required. For inop ALS, increase S-LOC 2 and WUTOT fix minimums Cats C/D visibility ⅜ SM.

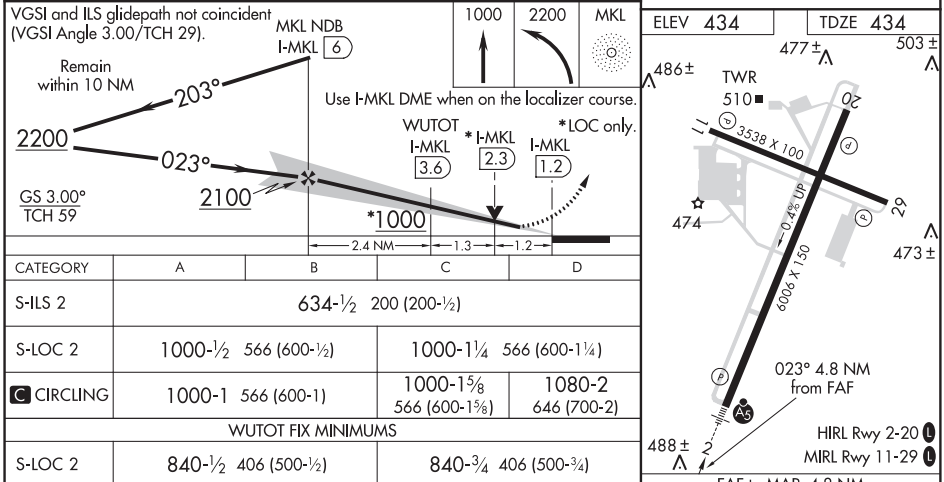
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MKL NDB and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 29).



CATEGORY	A	B	C	D
S-ILS 2	634-½ 200 (200-½)			
S-LOC 2	1000-½ 566 (600-½)		1000-1¼ 566 (600-1¼)	
C CIRCLING	1000-1 566 (600-1)		1000-1⅝ 566 (600-1⅝)	1080-2 646 (700-2)
WUTOT FIX MINIMUMS				
S-LOC 2	840-½ 406 (500-½)		840-¾ 406 (500-¾)	
C CIRCLING	900-1 466 (500-1)	920-1 486 (500-1)	960-1½ 526 (600-1½)	1080-2 646 (700-2)

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

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 93511 W02A	APP CRS 023°	Rwy ldg 6006 TDZE 434 Apt Elev 434

RNAV (GPS) RWY 2

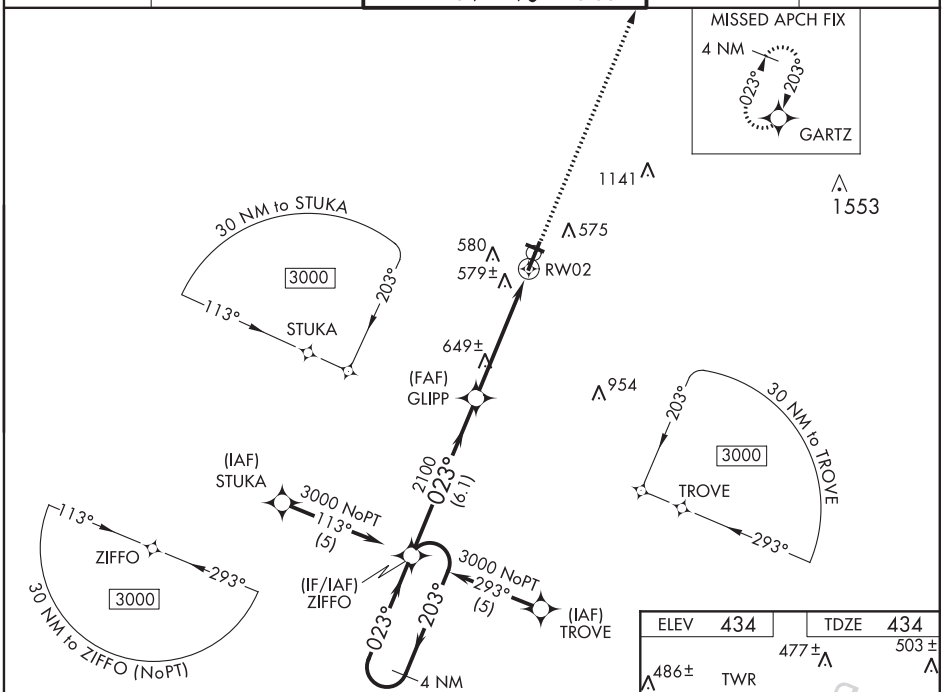
MC KELLAR-SIPES RGNL (MKL)

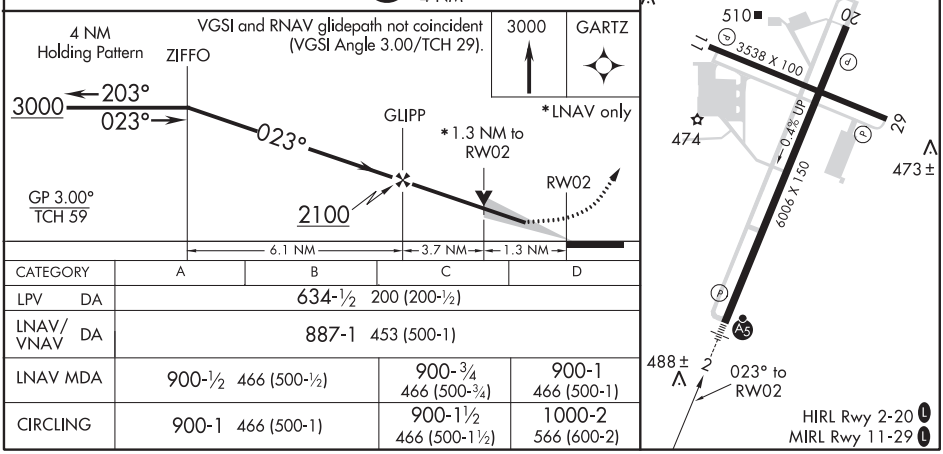
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. Night Landing: Rwy 29 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95





CATEGORY	A	B	C	D
LPV DA	634-½ 200 (200-½)			
LNAV/VNAV DA	887-1 453 (500-1)			
LNAV MDA	900-½ 466 (500-½)		900-¾ 466 (500-¾)	900-1 466 (500-1)
CIRCLING	900-1 466 (500-1)		900-1½ 466 (500-1½)	1000-2 566 (600-2)

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SE-1, 05 NOV 2020 to 31 DEC 2020

JACKSON, TENNESSEE AL-5062 (FAA) 19199

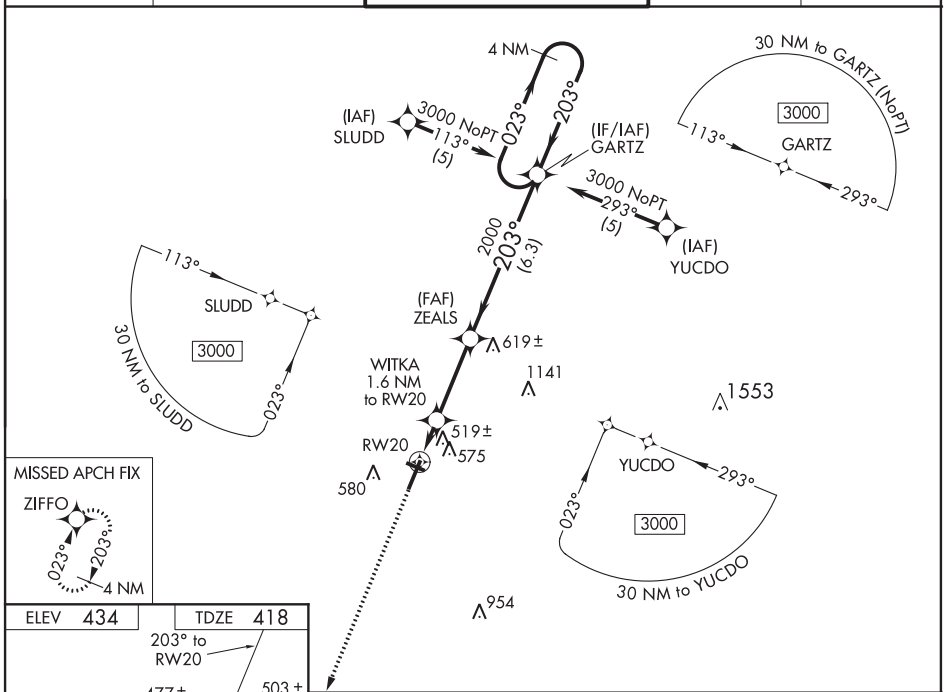
RNAV (GPS) RWY 20
MC KELLAR-SIPES RGNL (MKL)

WAAS CH 40312 W20A	APP CRS 203°	Rwy ldg 6006 TDZE 418 Apt Elev 434

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM 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 Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat C and D ¼ mile. Night Landing: Rwy 29 NA.

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95



CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			780-1¼ 362 (400-1¼)
CIRCLING	880-1 446 (500-1)	900-1 466 (500-1)	900-1½ 466 (500-1½)	1000-2 566 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

VOR RWY 2
MC KELLAR-SIPES RGNL (MKL)

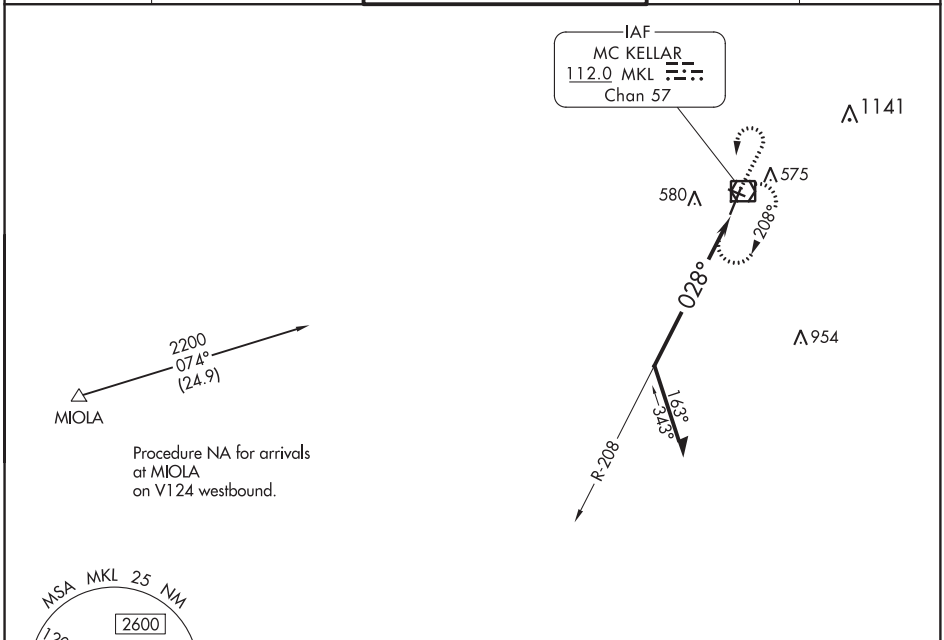
VOR/DME MKL 112.0 Chan 57	APP CRS 028°	Rwy ldg 6006 TDZE 434 Apt Elev 434

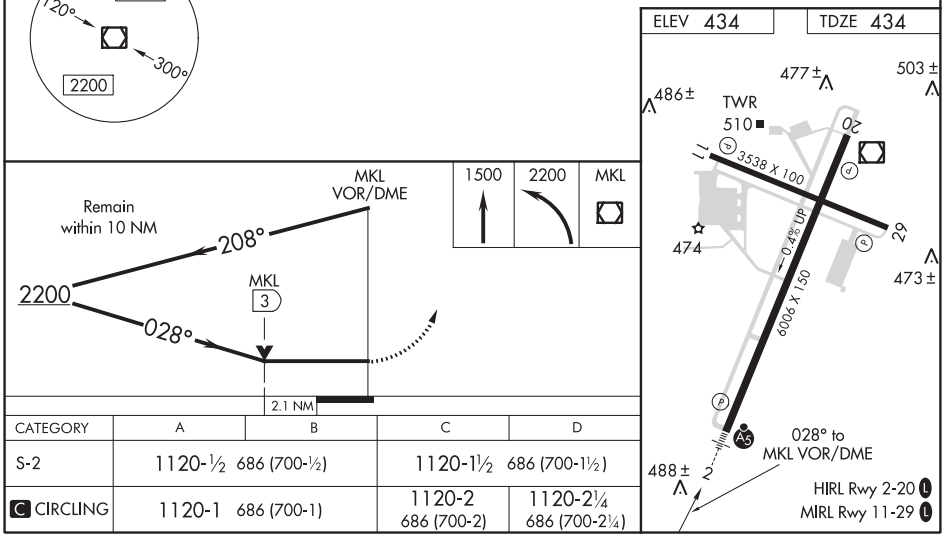
T A — Circling Rwy 29 NA at night.

MALSR A5

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

ASOS	MEMPHIS CENTER	JACKSON TOWER ★	GND CON	UNICOM
119.325	134.65 316.15	127.15 (CTAF) L 249.95	120.9	122.95





CATEGORY	A	B	C	D
S-2	1120-½ 686 (700-½)		1120-1½ 686 (700-1½)	
C CIRCLING	1120-1 686 (700-1)		1120-2 686 (700-2)	1120-2¼ 686 (700-2¼)

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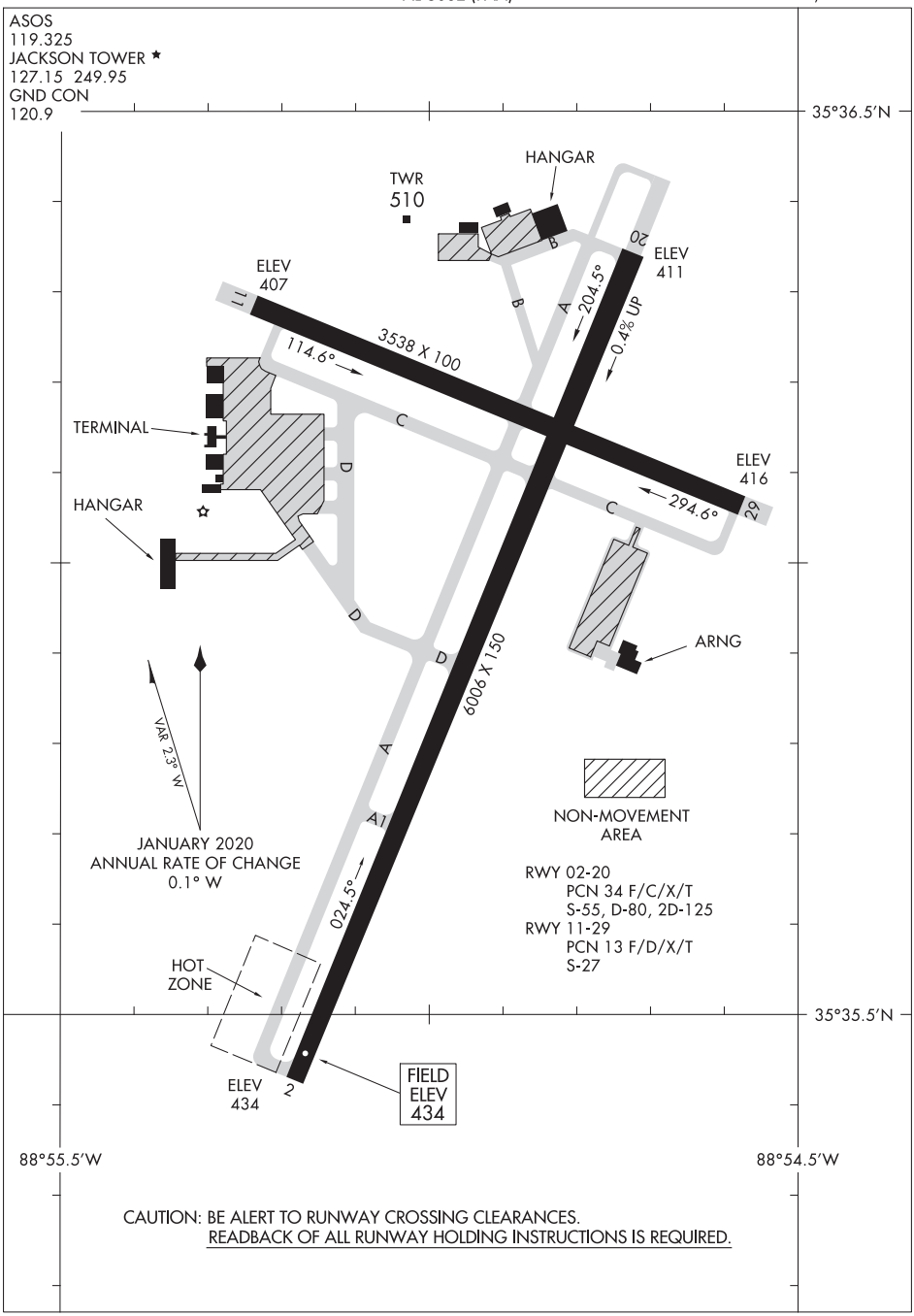
SE-1, 05 NOV 2020 to 31 DEC 2020

20086

AIRPORT DIAGRAM

AL-5062 (FAA)

MC KELLAR-SIPES RGNL (MKL)
JACKSON, TENNESSEE



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SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20086
JACKSON, TENNESSEE
MC KELLAR-SIPES RGNL (MKL)

WAAS CH 78433 W17A	APP CRS 179°	Rwy ldg 5010 TDZE 1010 Apt Elev 1010

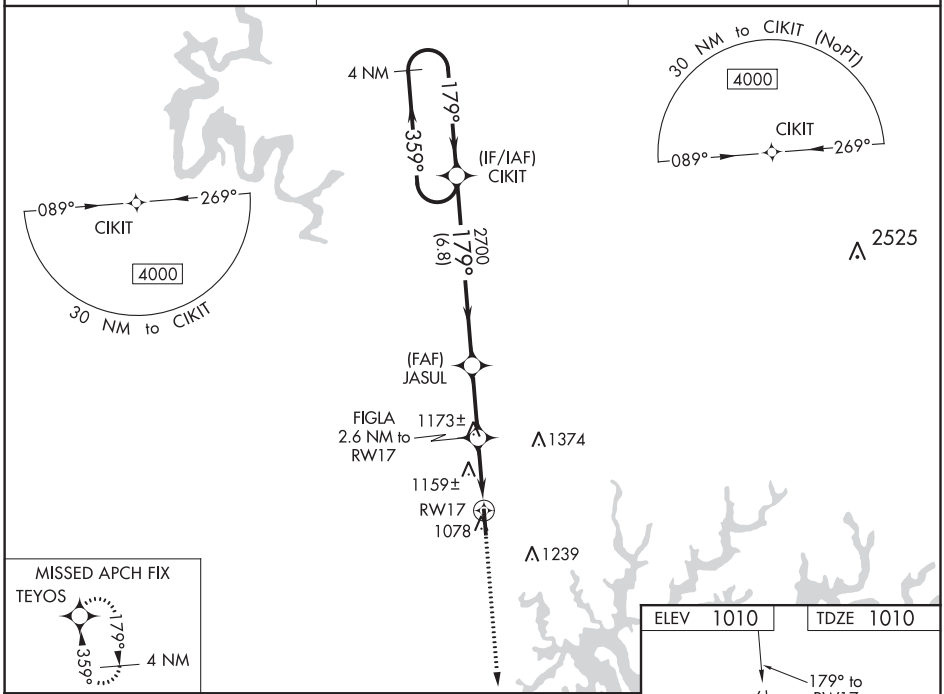
RNAV (GPS) RWY 17
RUSSELL COUNTY (K24)

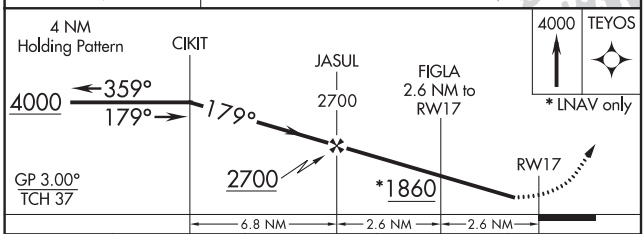
T A NA

Baro-VNAV NA when using Wayne County 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 Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ⅛ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

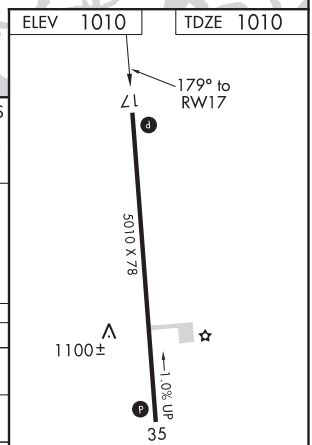
MISSED APPROACH: Climb to 4000 direct TEYOS and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1346-1⅛ 336 (400-1⅛)			
LNAV/VNAV DA	1424-1⅜ 414 (500-1⅜)			
LNAV MDA	1420-1 410 (500-1)		1420-1⅛ 410 (500-1⅛)	
C CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

JAMESTOWN, KENTUCKY | AL-9250 (FAA) | 17117

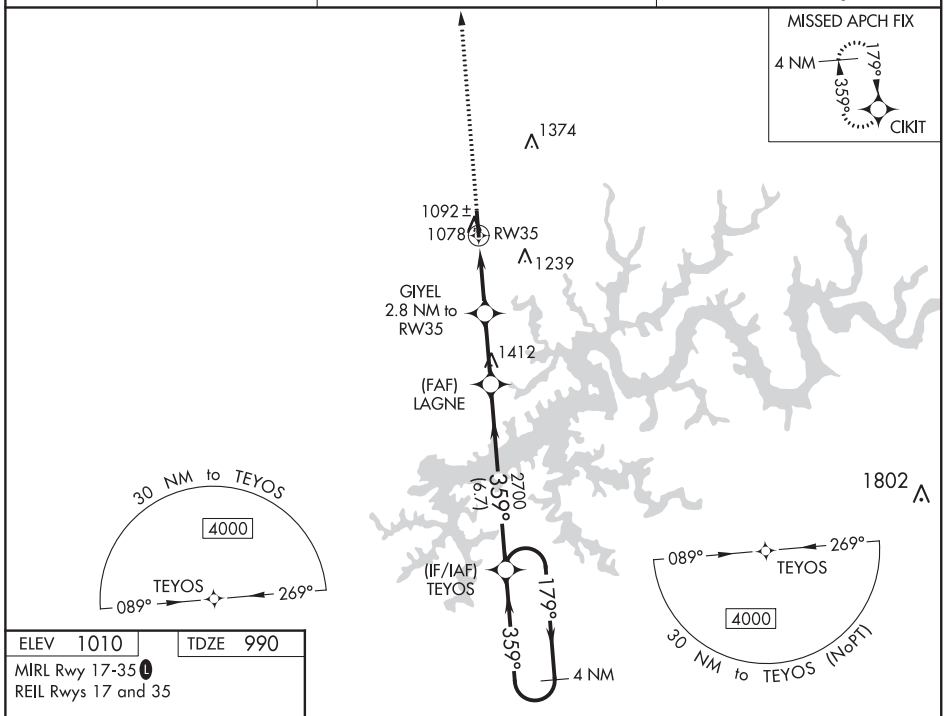
RNAV (GPS) RWY 35
RUSSELL COUNTY (K24)

WAAS CH 63233 W35A	APP CRS 359°	Rwy ldg 5010 TDZE 990 Apt Elev 1010

T A NA — 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. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ mile NA.

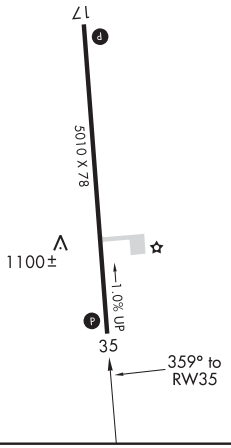
MISSED APPROACH: Climb to 4000 direct CIKIT and hold.

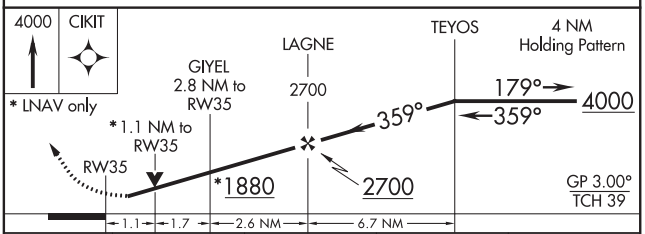
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.6	124.625 371.925	123.0 (CTAF) L



ELEV 1010 | TDZE 990

MIRL Rwy 17-35 L
REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LPV DA	1240-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1285-1⅛ 295 (300-1⅛)			
LNAV MDA	1360-1 370 (400-1)			
C CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)

JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RUSSELL COUNTY (K24)
RNAV (GPS) RWY 35

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS)-B
JAMESTOWN MUNI (2A1)

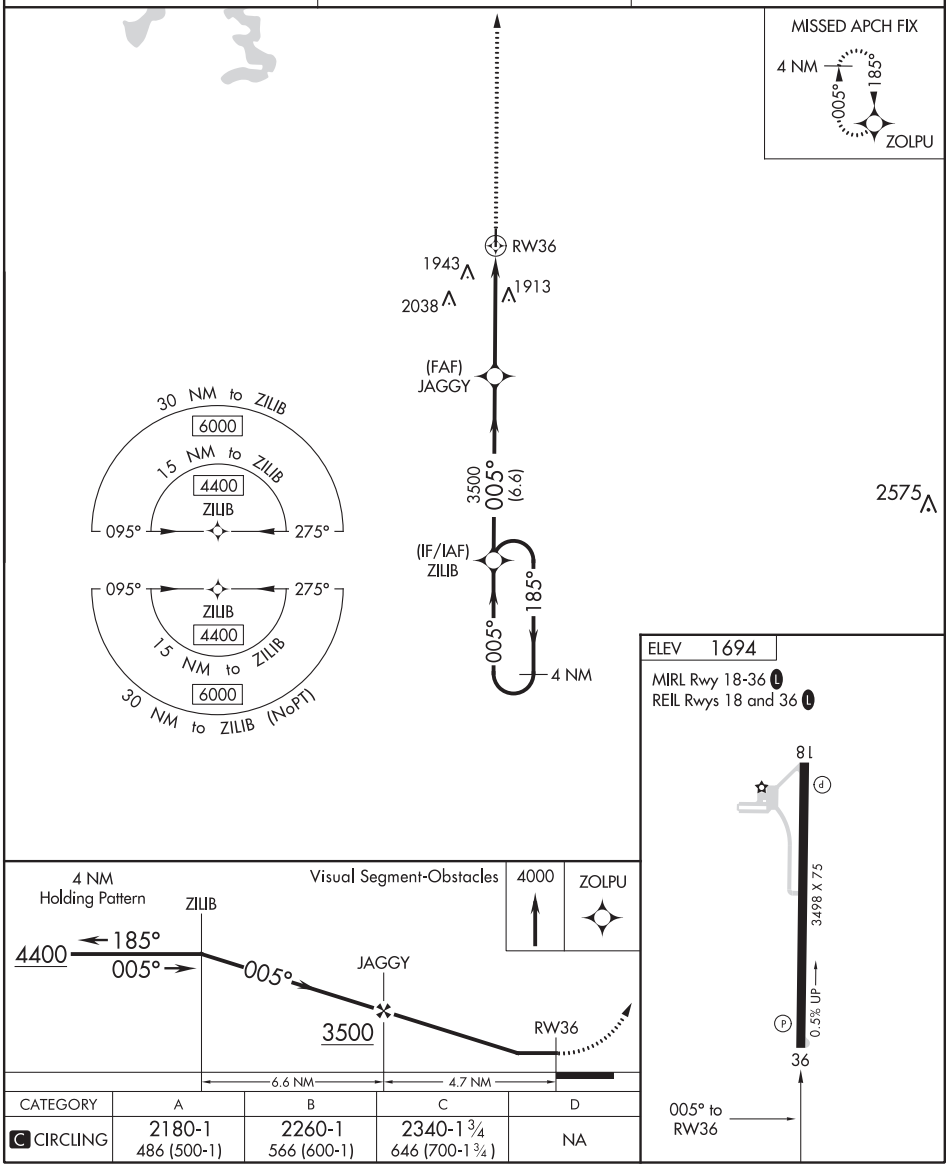
APP CRS	Rwy ldg	N/A
005°	TDZE	N/A
	Apt Elev	1694

T
A NA

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF 122.8, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 4000 direct ZOLPU and hold.

CSV ASOS	INDIANAPOLIS CENTER	UNICOM
120.625	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2180-1 486 (500-1)	2260-1 566 (600-1)	2340-1¾ 646 (700-1¾)	NA

JAMESTOWN, TENNESSEE AL-6476 (FAA) 20198

RNAV (GPS)-C
JAMESTOWN MUNI (2A1)

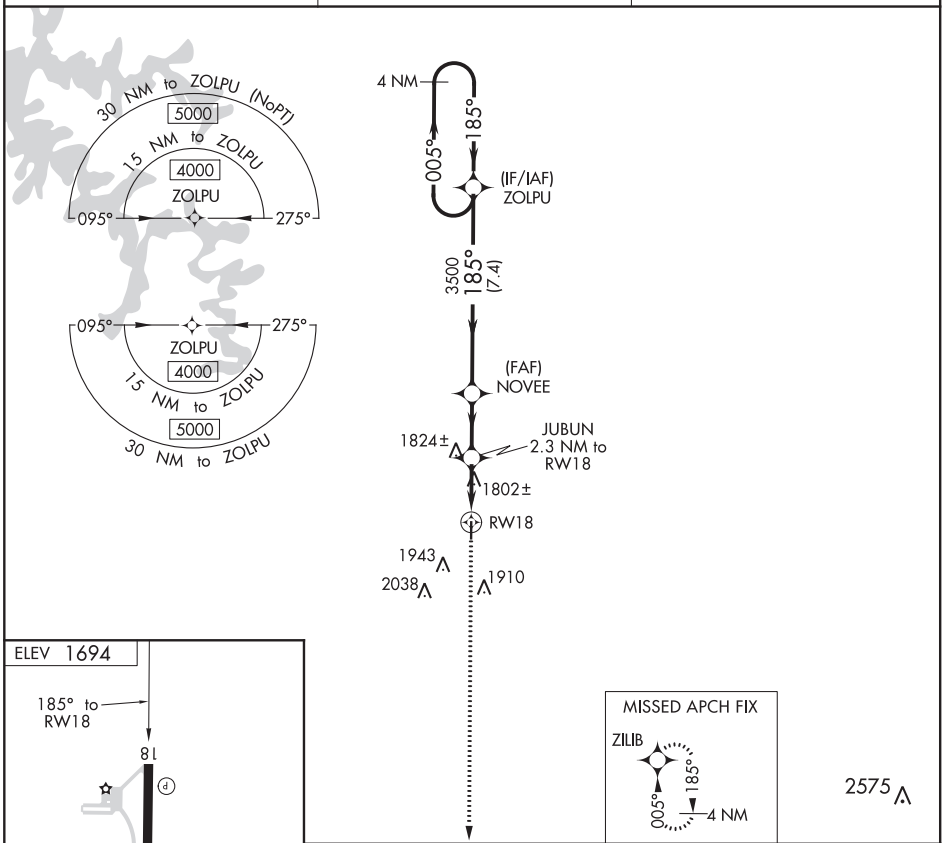
APP CRS	Rwy ldg	N/A
185°	TDZE	N/A
	Apt Elev	1694

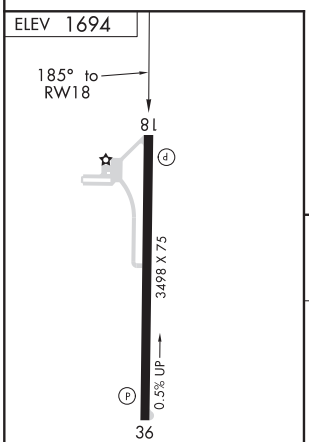
T
A NA

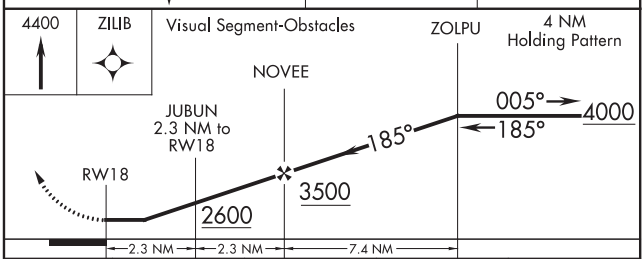
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling Rwy 18 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4400 direct ZILIB and hold.

CSV ASOS	INDIANAPOLIS CENTER	UNICOM
120.625	124.625 371.925	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	2120-1 426 (500-1)	2260-1 566 (600-1)	2340-1¾ 646 (700-1¾)	NA

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

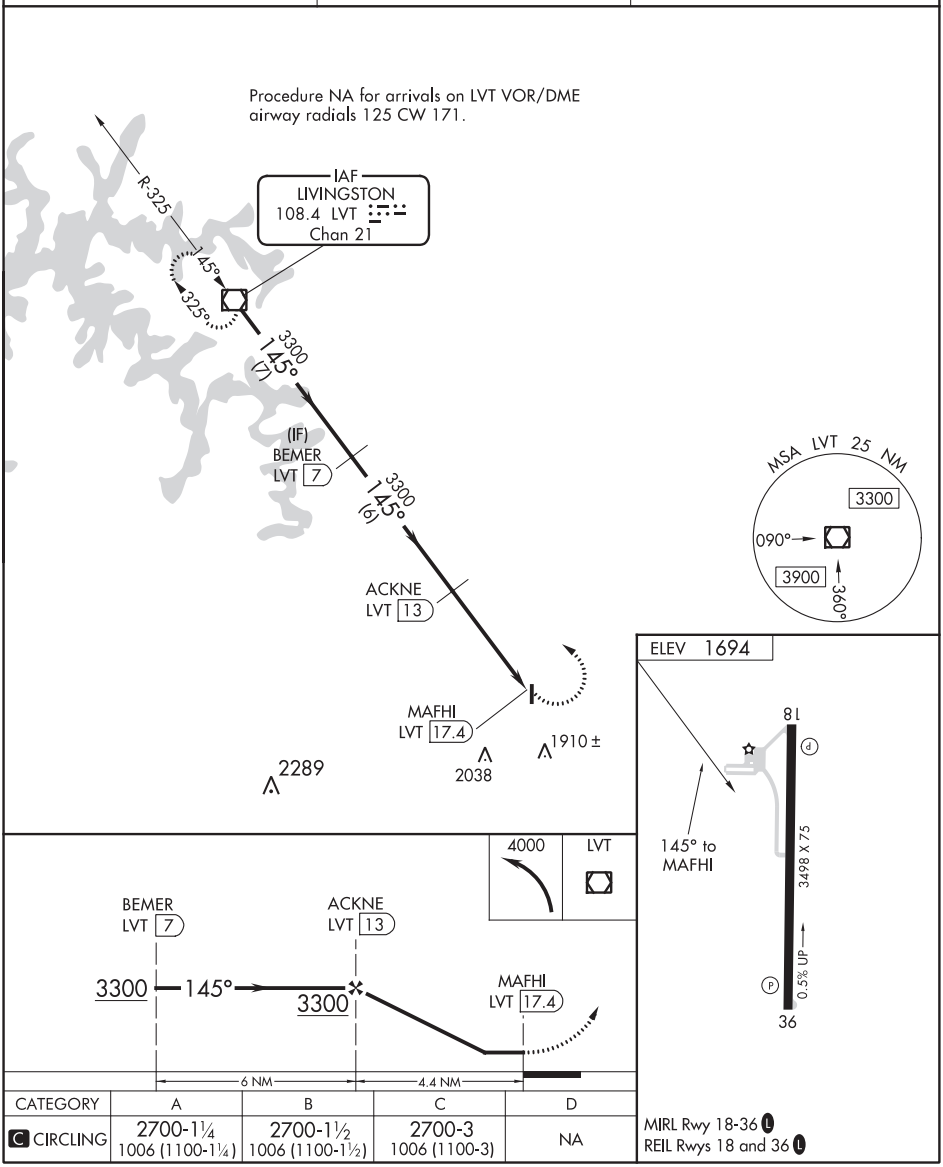
VOR-A
JAMESTOWN MUNI (2A1)

VOR/DME LVT 108.4 Chan 21	APP CRS 145°	Rwy ldg N/A TDZE N/A Apt Elev 1694

Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting. DME required. Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct LVT VOR/DME and hold.

CSV ASOS	INDIANAPOLIS CENTER	UNICOM
120.625	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2700-1¼ 1006 (1100-1¼)	2700-1½ 1006 (1100-1½)	2700-3 1006 (1100-3)	NA

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

JASPER, TENNESSEE AL-5783 (FAA) 20254

APP CRS	Rwy ldg	3498
025°	TDZE	641
	Apt Elev	641

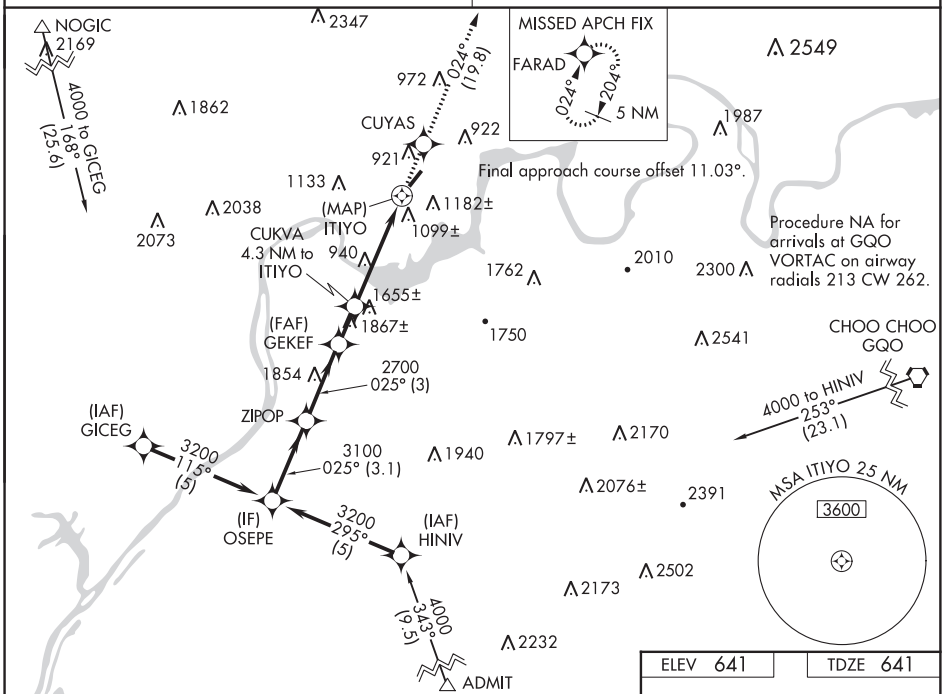
RNAV (GPS) RWY 4
MARION COUNTY-BROWN FIELD (APT)

T A NA

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.

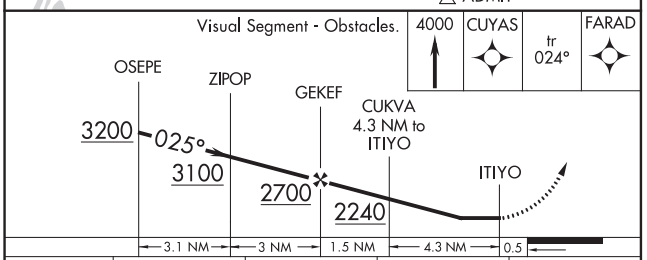
CHATTANOOGA APP CON ★	UNICOM
119.2 323.075	122.8 (CTAF)



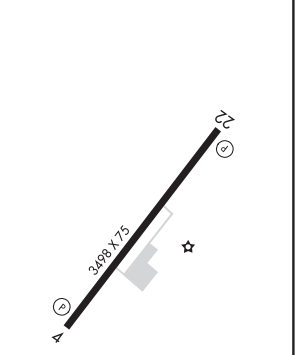
ELEV 641	TDZE 641

Visual Segment - Obstacles.

4000	CUYAS	tr 024°	FARAD



CATEGORY	A	B	C	D
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA
CHATTANOOGA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1540-1¼ 899 (900-1¼)		1540-2¾ 899 (900-2¾)	NA
CIRCLING	1620-1¼ 979 (1000-1¼)	1900-1½ 1259 (1300-1½)	1920-3 1279 (1300-3)	NA



MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	3499
260°	TDZE	833
	Apt Elev	833

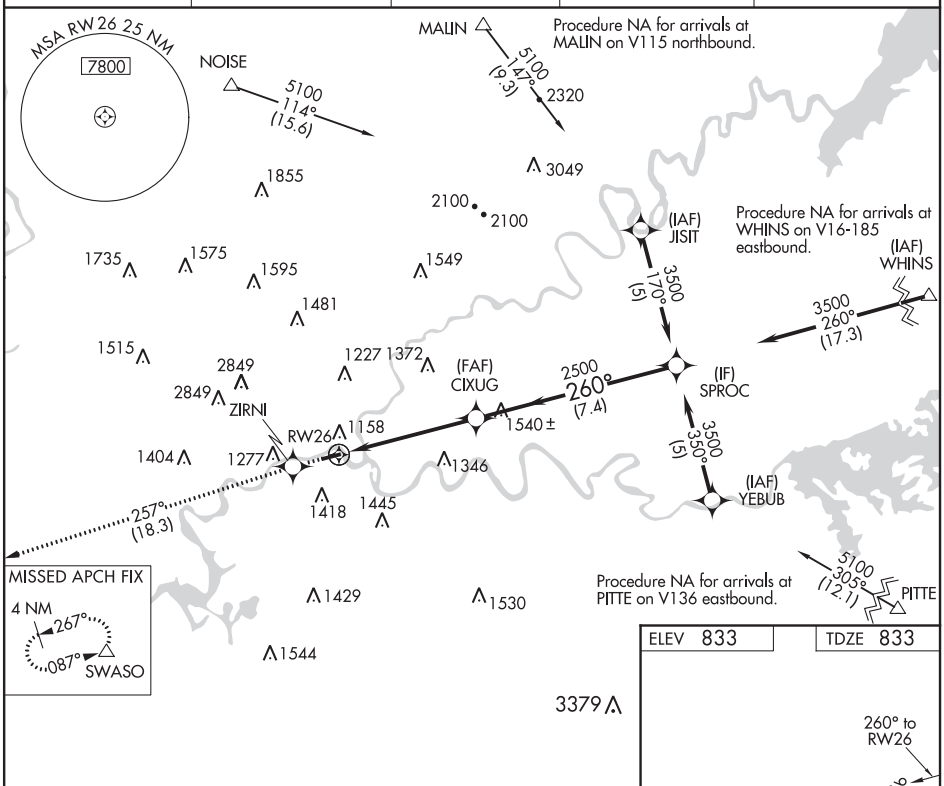
RNAV (GPS) RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

RNP APCH.

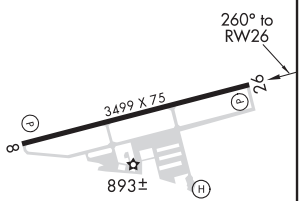
When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase Circling all Cats visibility ¼ SM. VDP NA when using McGhee Tyson altimeter setting. Circling Rwy 8 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

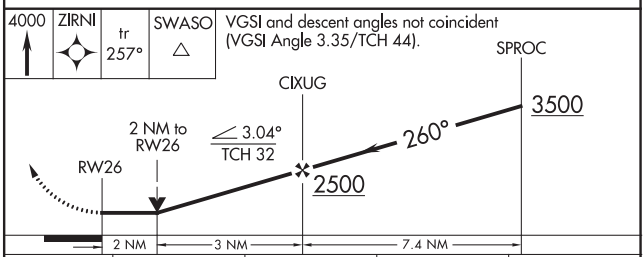
MISSED APPROACH: Climb to 4000 direct ZIRNI and on track 257° to SWASO and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L



ELEV 833	TDZE 833





CATEGORY	A	B	C	D
LNAV MDA	1600-1 767 (800-1)	1600-1¼ 767 (800-1¼)	1600-2½ 767 (800-2½)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-1¾)	NA

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

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SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE, TENNESSEE

AL-6102 (FAA)

20086

LOC RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

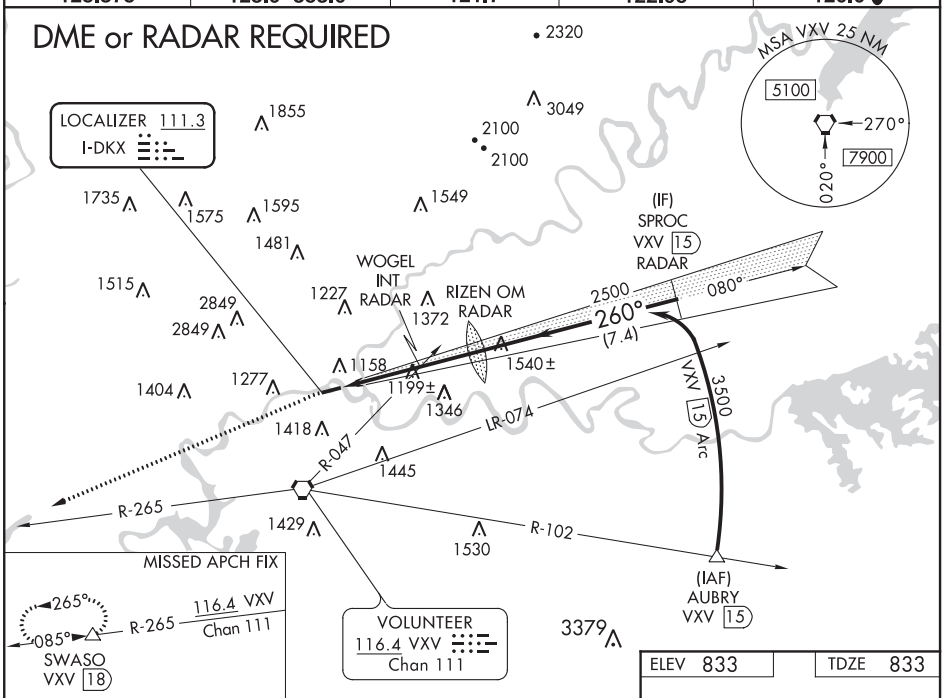
LOC I-DKX	APP CRS	Rwy ldg	3499
111.3	260°	TDZE	833
		Apt Elev	833

DME required.

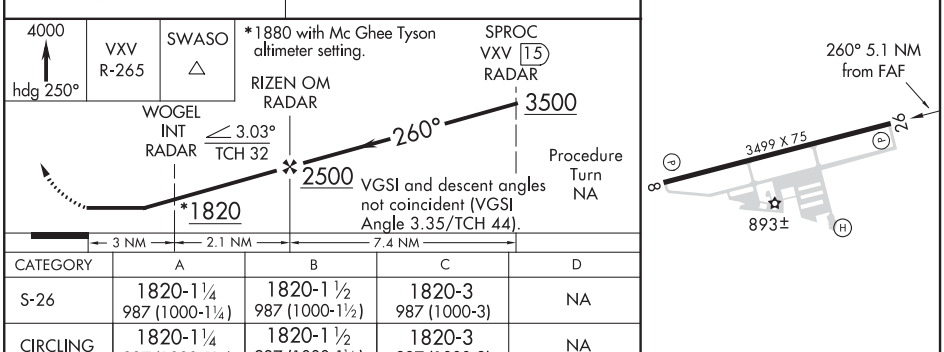
When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase WOGEL fix minimums Cat C and Circling all Cats visibility ¼ SM. Circling Rwy 8 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L



ELEV 833	TDZE 833



CATEGORY	A	B	C	D
S-26	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
CIRCLING	1820-1¼ 987 (1000-1¼)	1820-1½ 987 (1000-1½)	1820-3 987 (1000-3)	NA
WOGEL FIX MINIMUMS				
S-26	1460-1 627 (700-1)		1460-1¾ 627 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 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

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SE-1, 05 NOV 2020 to 31 DEC 2020

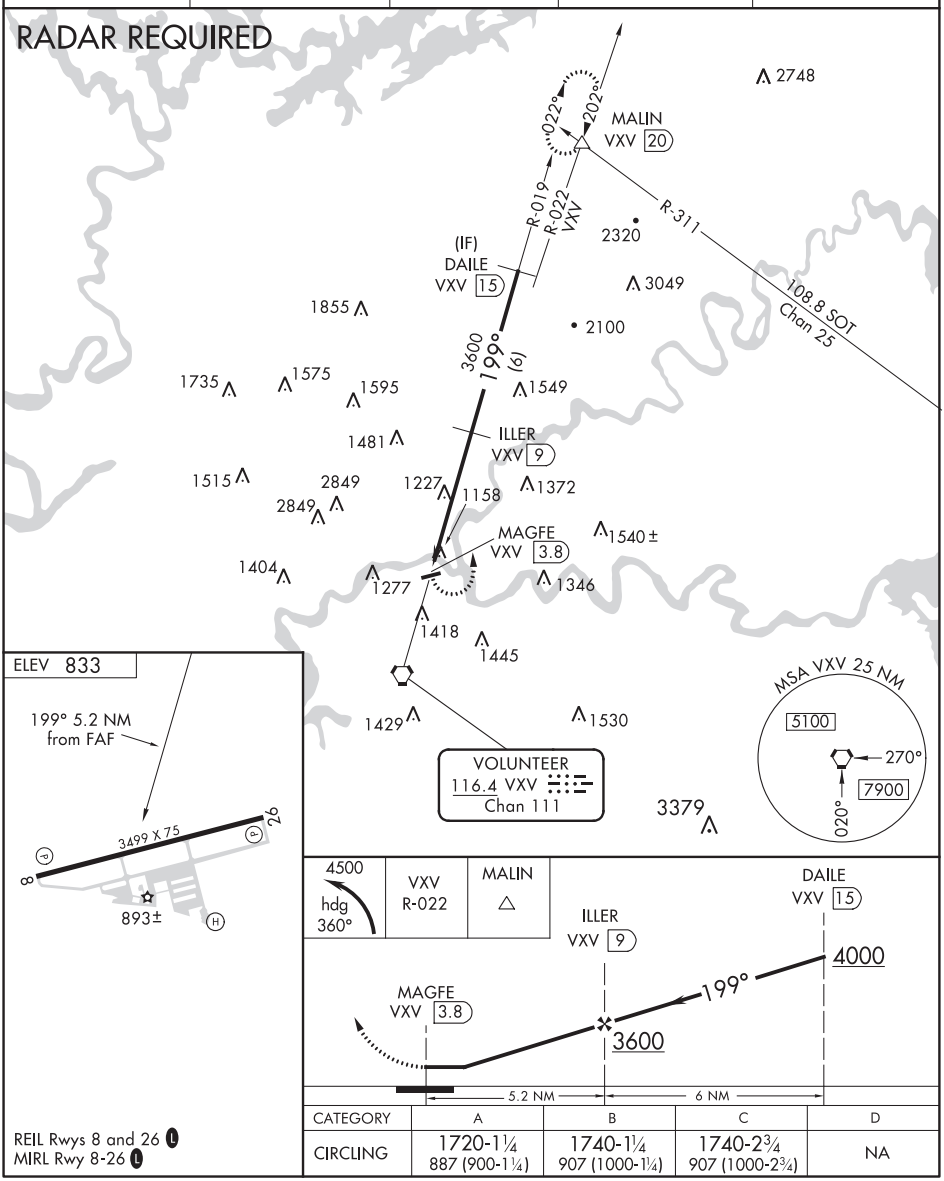
VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy ldg N/A TDZE N/A Apt Elev 833

VOR/DME-B
KNOXVILLE DOWNTOWN ISLAND (DKX)

Procedure NA at night. When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase Cats B and C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

AWOS-3	KNOXVILLE APP CON	CLNC DEL	UNICOM	CTAF
125.375	123.9 353.6	121.7	122.95	126.6 L



CATEGORY	A	B	C	D
CIRCLING	1720-1¼ 887 (900-1¼)	1740-1¼ 907 (1000-1¼)	1740-2¾ 907 (1000-2¾)	NA

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE, TENNESSEE | AL-218 (FAA) | 20142

ILS or LOC RWY 5L
MC GHEE TYSON (TYS)

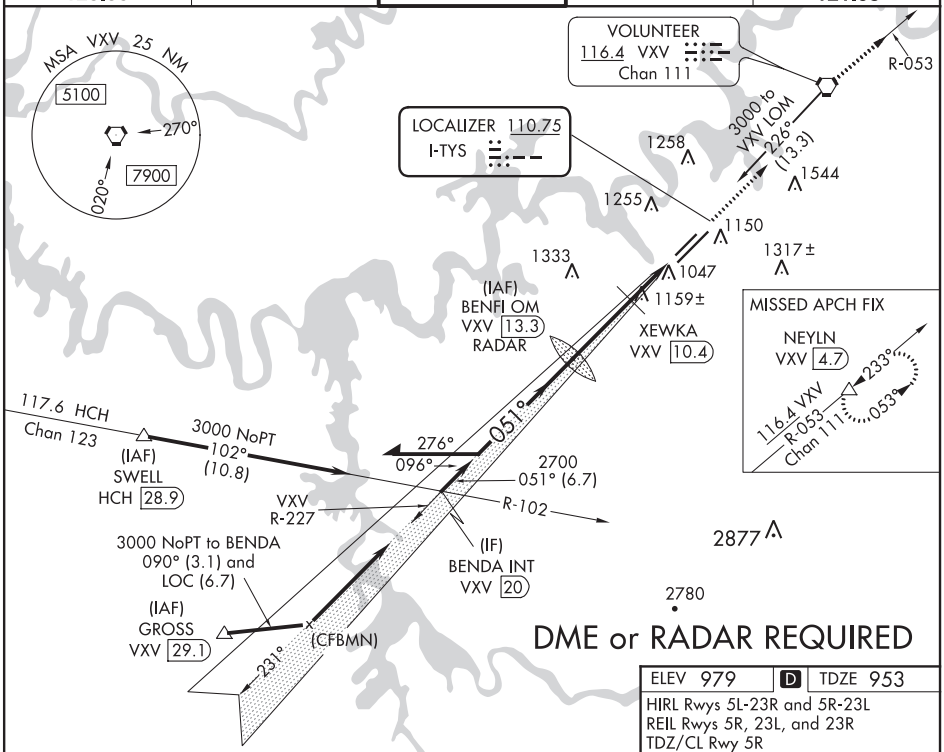
LOC I-TYS	APP CRS	Rwy ldg / TDZE / Apt Elev
110.75	051°	6005 / 953 / 979

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

MALSR

MISSED APPROACH: Climb to 4000 direct VXV VORTAC then on VXV R-053 to NEYLN/VXV 4.7 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



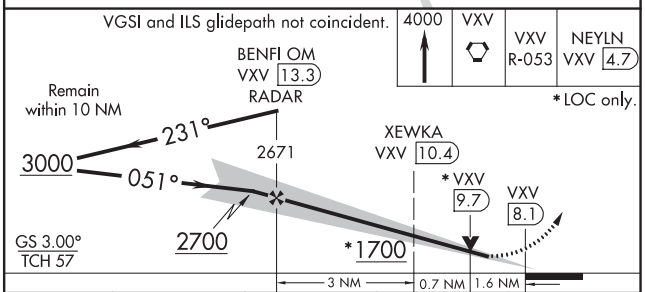
ELEV 979 | D | TDZE 953

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

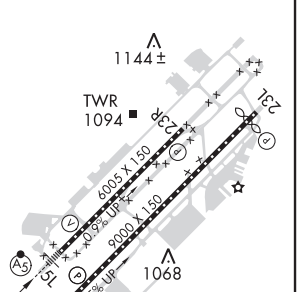
VGSI and ILS glidepath not coincident.

4000	VXV	VXV R-053	NEYLN VXV 4.7

*LOC only.



CATEGORY	A	B	C	D
S-ILS 5L	**1153/24 200 (200-½)			
S-LOC 5L	1500/24 547 (600-½)		1500/60 547 (600-1¼)	
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE, TENNESSEE | 35°49′N-84°00′W | MC GHEE TYSON (TYS)
Amdt 9A 02MAR17

ILS or LOC RWY 5L

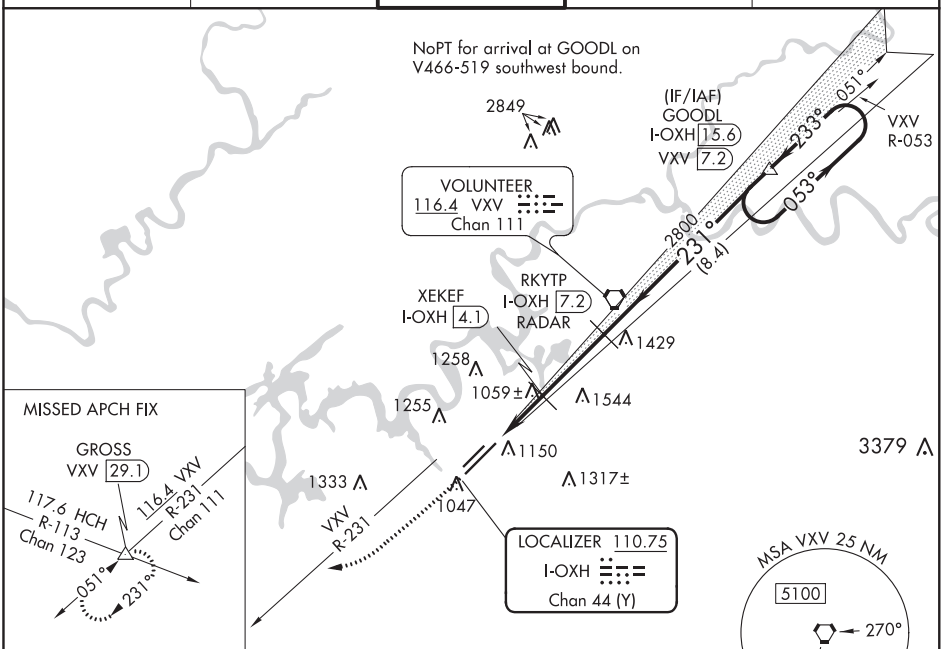
ILS or LOC RWY 23L
MC GHEE TYSON (TYS)

LOC/DME I-OXH	APP CRS	Rwy ldg	8600
110.75	231°	TDZE	965
Chan 44 (Y)		Apt Elev	981

T A ASR — DME required.

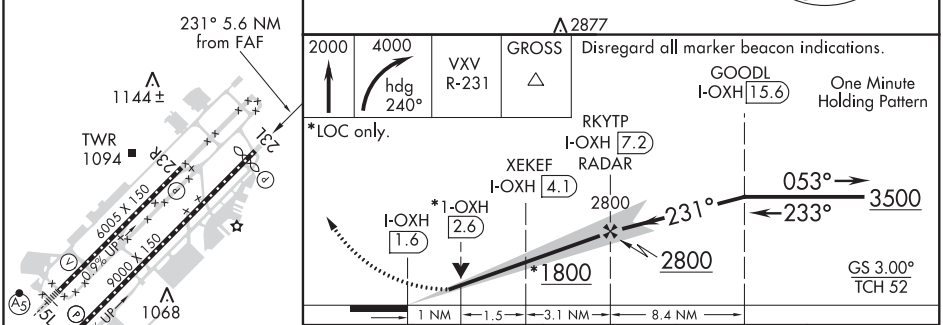
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 981 | D | TDZE 965

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23L	1165/40 200 (200-¾)			
S-LOC 23L	1320/55 355 (400-1)			
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

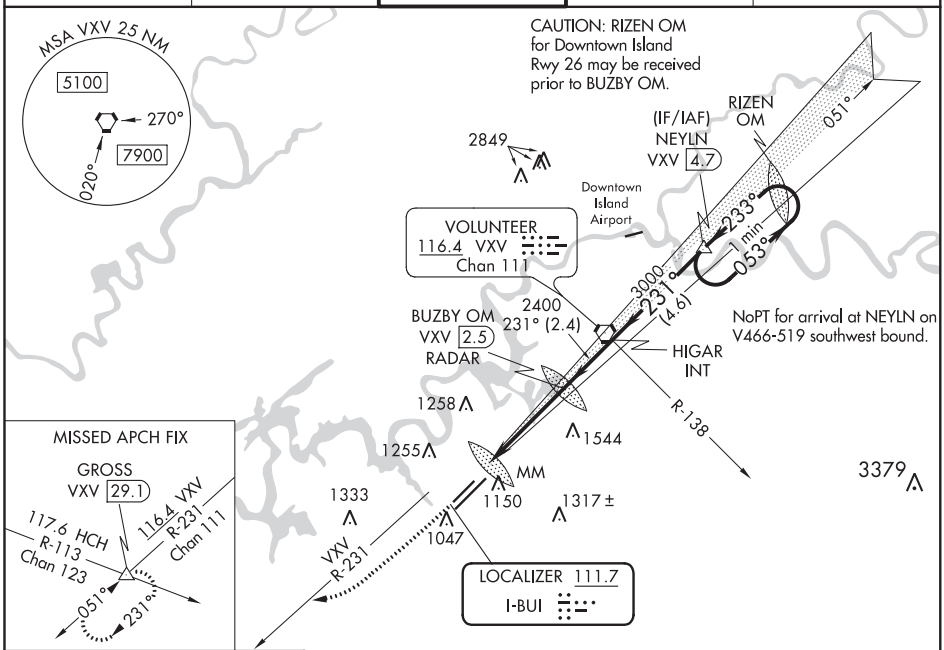
ILS or LOC RWY 23R
MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy ldg / TDZE / Apt Elev
111.7	231°	6005 / 981 / 981

T A ASR — For inop ALSF, increase S-ILS 23R Cat E visibility to RVR 4000 and S-LOC 23R E visibility to 1¾ .

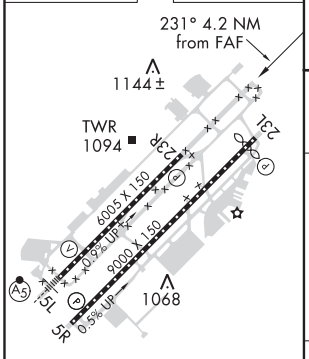
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



SE-1, 05 NOV 2020 to 31 DEC 2020

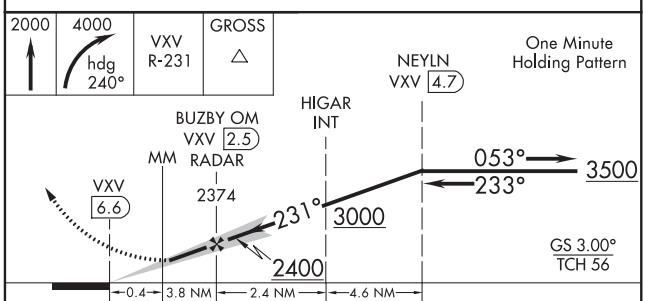
ELEV 981 | D | TDZE 981



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

DME or RADAR REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 23R	1181/18 200 (200-½)				
S-LOC 23R	1600/24 619 (700-½)		1600-1⅜ 619 (700-1⅜)		
C CIRCLING	1600-1 619 (700-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)	

SE-1, 05 NOV 2020 to 31 DEC 2020

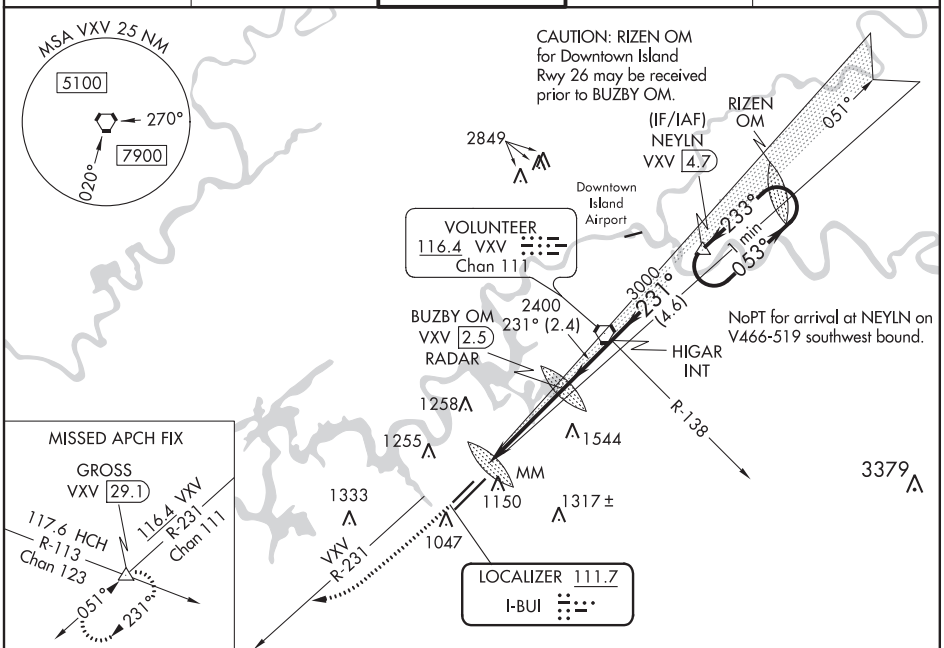
ILS RWY 23R (SA CAT I)
MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy ldg / TDZE / Apt Elev
111.7	231°	6005 / 981 / 981

T A ASR — Requires specific OPSPEC, MSPEC or LOA aprroval and use of HUD to DH.

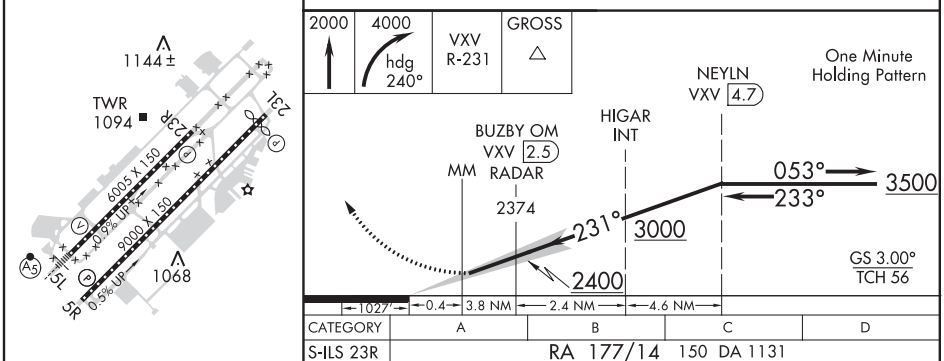
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 981 | D | TDZE 981

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 23R	RA 177/14 150 DA 1131			

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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KNOXVILLE, TENNESSEE

AL-218 (FAA)

20142

ILS RWY 23R (CAT II)

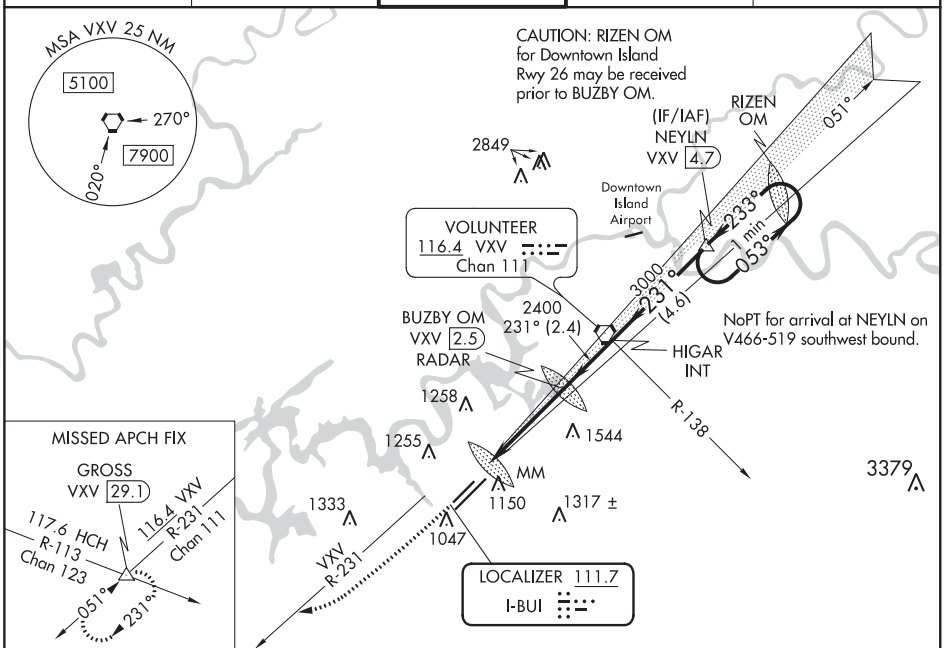
MC GHEE TYSON (TYS)

LOC I-BUI	APP CRS	Rwy ldg / TDZE / Apt Elev
111.7	231°	6005 / 981 / 981

ASR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

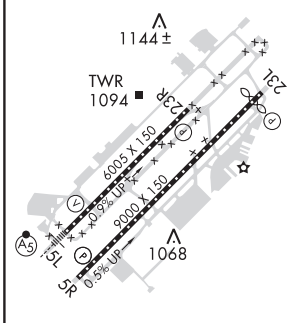


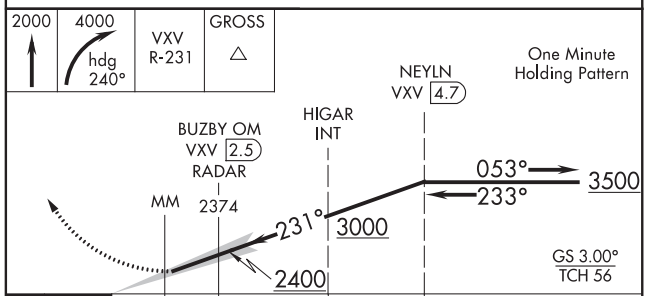
ELEV 981 | D | TDZE 981

DME or RADAR REQUIRED

2000	4000	VXV R-231	GROSS
↑	hdg 240°		△

One Minute Holding Pattern





CATEGORY	A	B	C	D
S-ILS 23R	RA 104/12 100 DA 1081			

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 5L
MC GHEE TYSON (TYS)

WAAS CH 48802 W05A	APP CRS 051°	Rwy ldg 6005 TDZE 953 Apt Elev 981

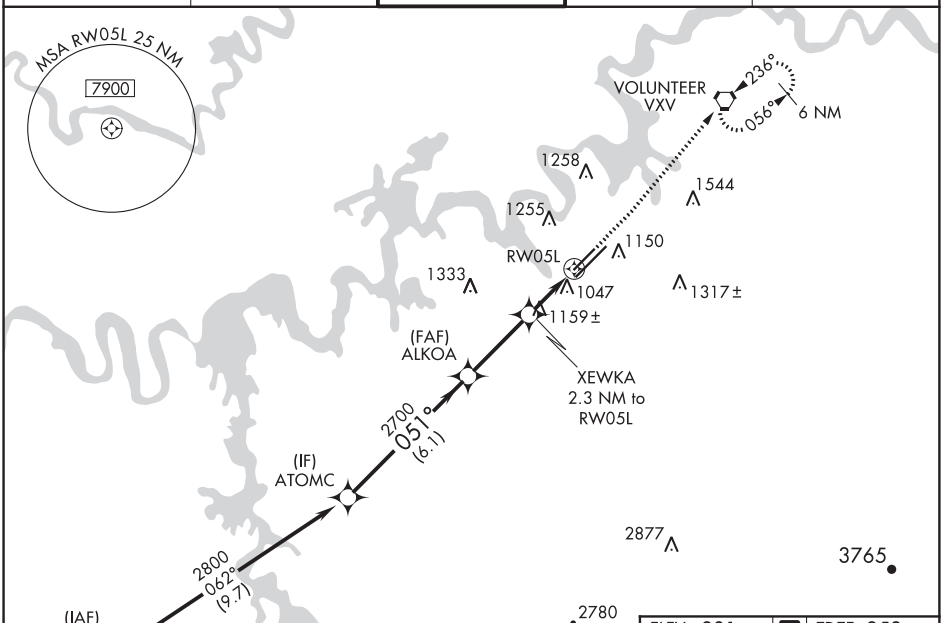
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1⅜ .**RVR 1800 authorized with use of FD or AP or HUD to DA.

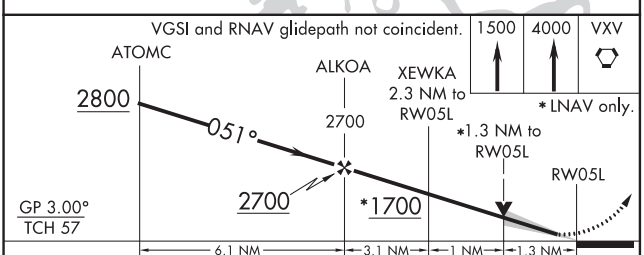
ASR

MALSR

MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

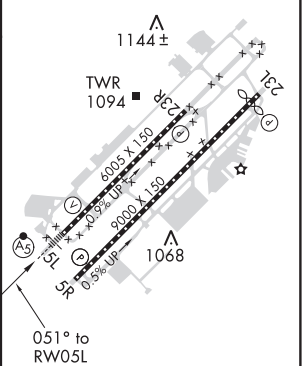
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA**	1153/24 200 (200-½)			
LNAV/VNAV DA	1321/45 368 (400-⅞)			
LNAV MDA	1420/24 467 (500-½)		1420/50 467 (500-1)	
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

ELEV 981 D TDZE 953



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

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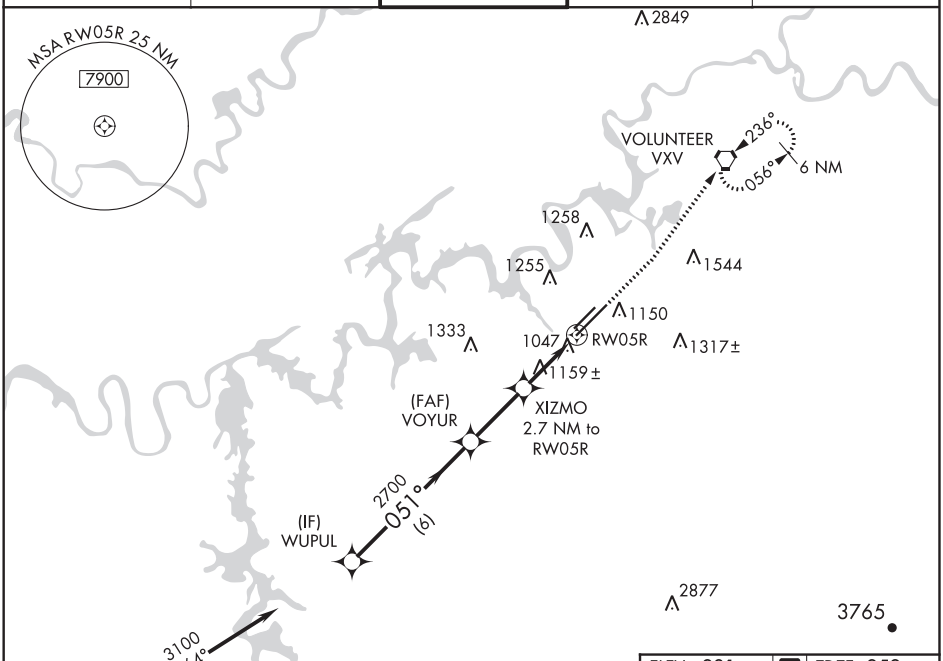
RNAV (GPS) RWY 5R
MC GHEE TYSON (TYS)

WAAS CH 97410 W05B	APP CRS 051°	Rwy ldg 8600 TDZE 959 Apt Elev 981

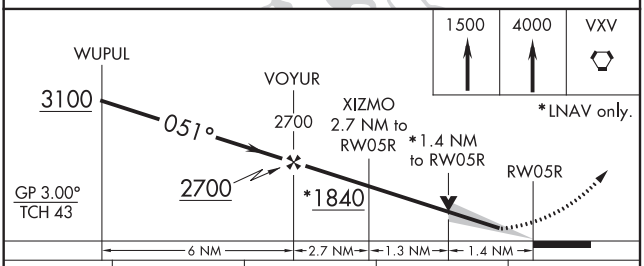
T A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

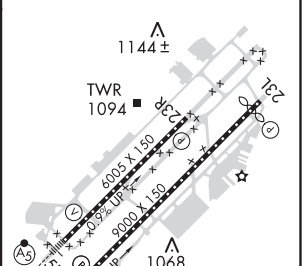
MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 981 | D | TDZE 959





CATEGORY	A	B	C	D
LPV DA	1159-¾ 200 (200-¾)			
LNAV/VNAV DA	1276-1⅛ 317 (300-1⅛)			
LNAV MDA	1420-1 461 (500-1)		1420-1⅜ 461 (500-1⅜)	
C CIRCLING	1500-1 519 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 90210 W23B	APP CRS 231°	Rwy ldg 8600 TDZE 965 Apt Elev 981

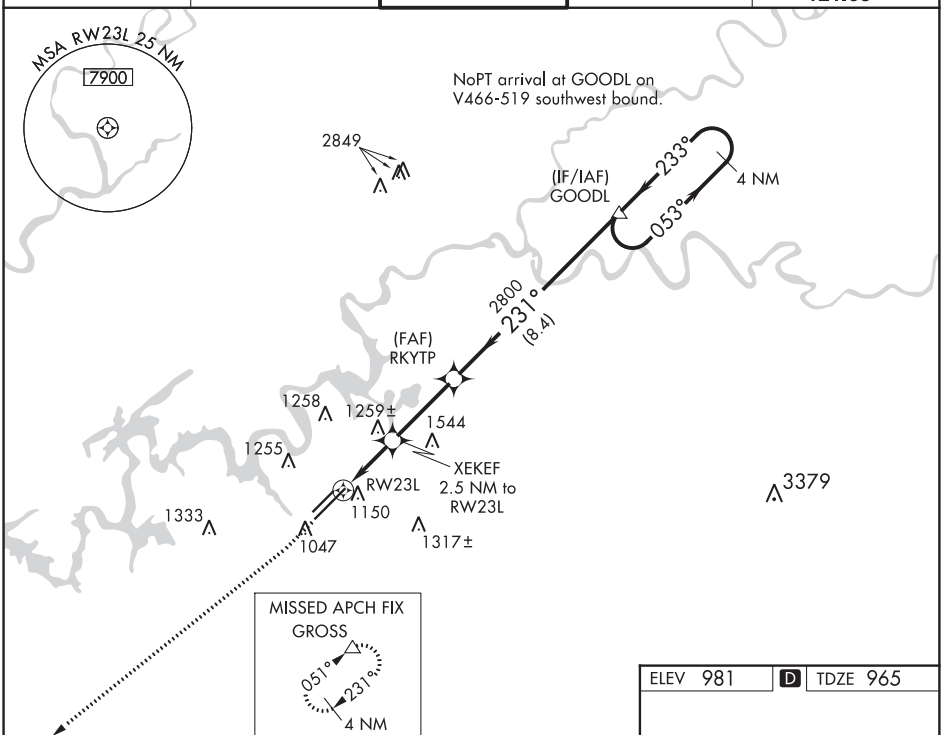
RNAV (GPS) RWY 23L
MC GHEE TYSON (TYS)

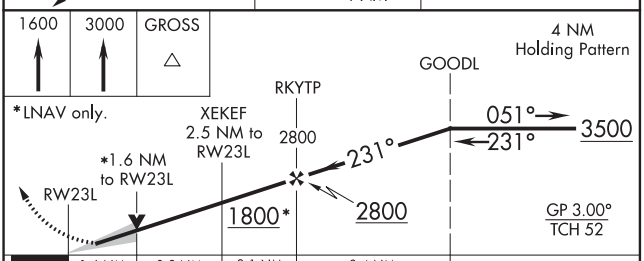
T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

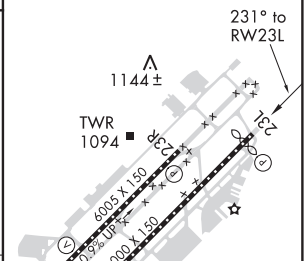
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





CATEGORY	A	B	C	D
LPV DA	1165/40 200 (200-¾)			
LNAV/VNAV DA	1383-1⅜ 418 (500-1⅜)			
LNAV MDA	1520/55 555 (600-1)		1520-1⅝ 555 (600-1⅝)	
C CIRCLING	1520-1 539 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

ELEV 981 D TDZE 965



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE, TENNESSEE

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20142

RNAV (GPS) RWY 23R

MC GHEE TYSON (TYS)

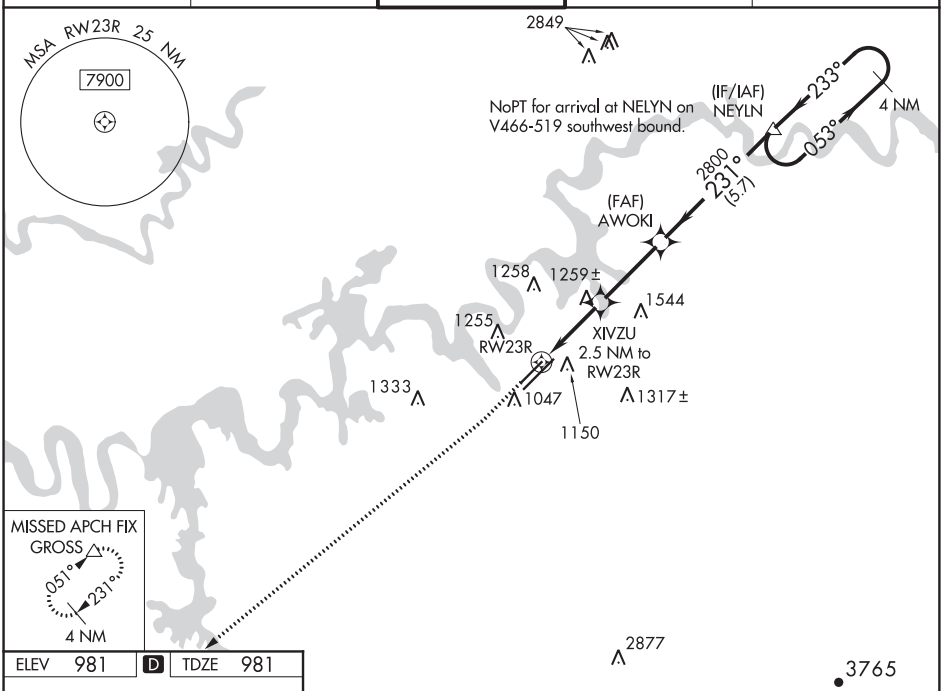
WAAS CH 81902 W23A	APP CRS 231°	Rwy ldg 6005 TDZE 981 Apt Elev 981

ASR

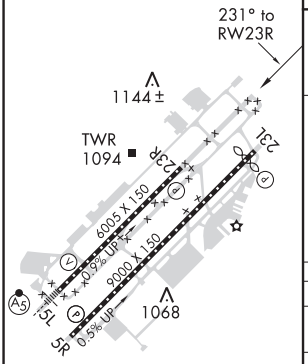
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

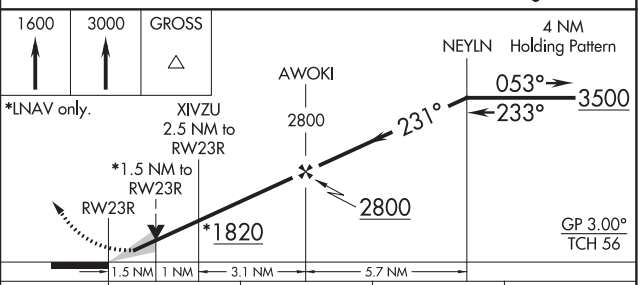
MISSED APPROACH: Climb to 1600 then climb to 3000 direct direct GROSS and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65



ELEV 981	D	TDZE 981





CATEGORY	A	B	C	D
LPV DA	1181/18 200 (200-½)			
LNAV/VNAV DA	1535-1⅜ 554 (600-1⅜)			
LNAV MDA	1520/24 539 (600-½)		1520/55 539 (600-1)	
C CIRCLING	1520-1 539 (600-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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SE-1, 05 NOV 2020 to 31 DEC 2020

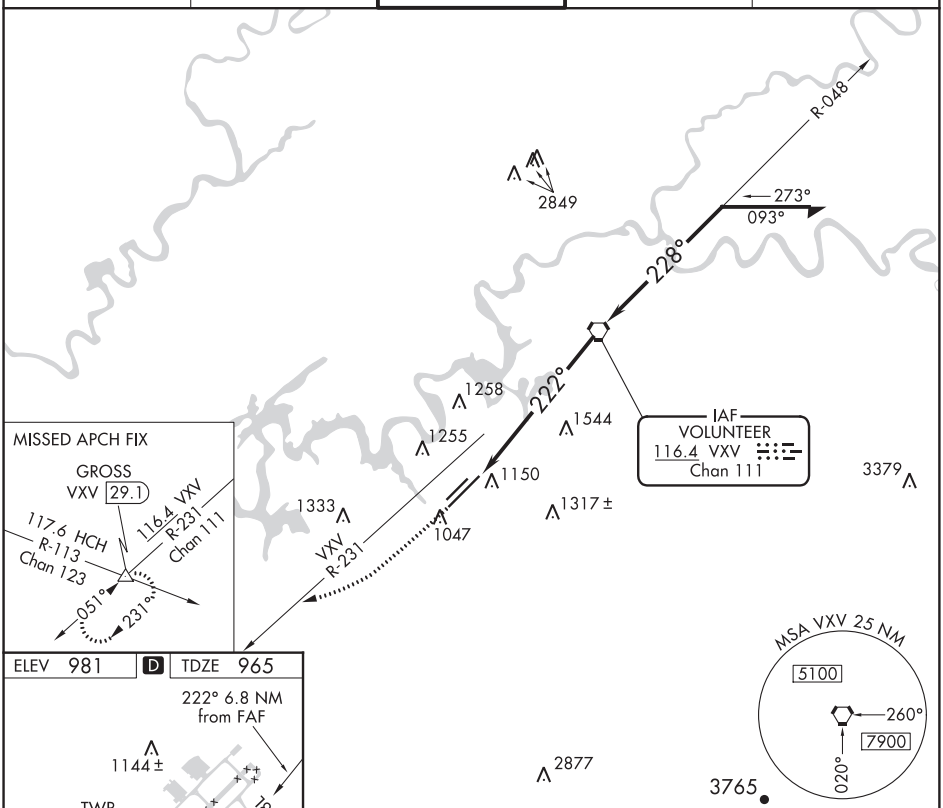
VOR RWY 23L
MC GHEE TYSON (TYS)

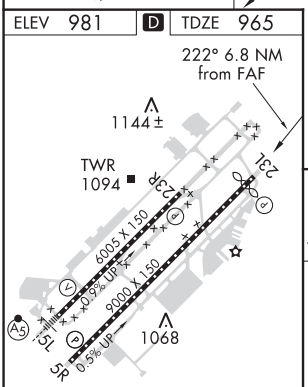
VOR/DME VXV 116.4 Chan 111	APP CRS 222°	Rwy ldg 8600 TDZE 965 Apt Elev 981

T A ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

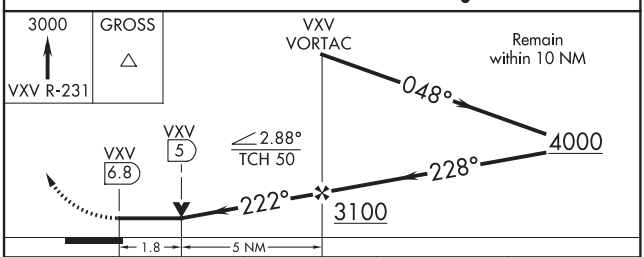
ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65





HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
C CIRCLING	1600-1 619 (700-1)	1620-1 639 (700-1)	1660-2 679 (700-2)	1900-3 919 (1000-3)

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SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE, TENNESSEE

AL-218 (FAA)

20142

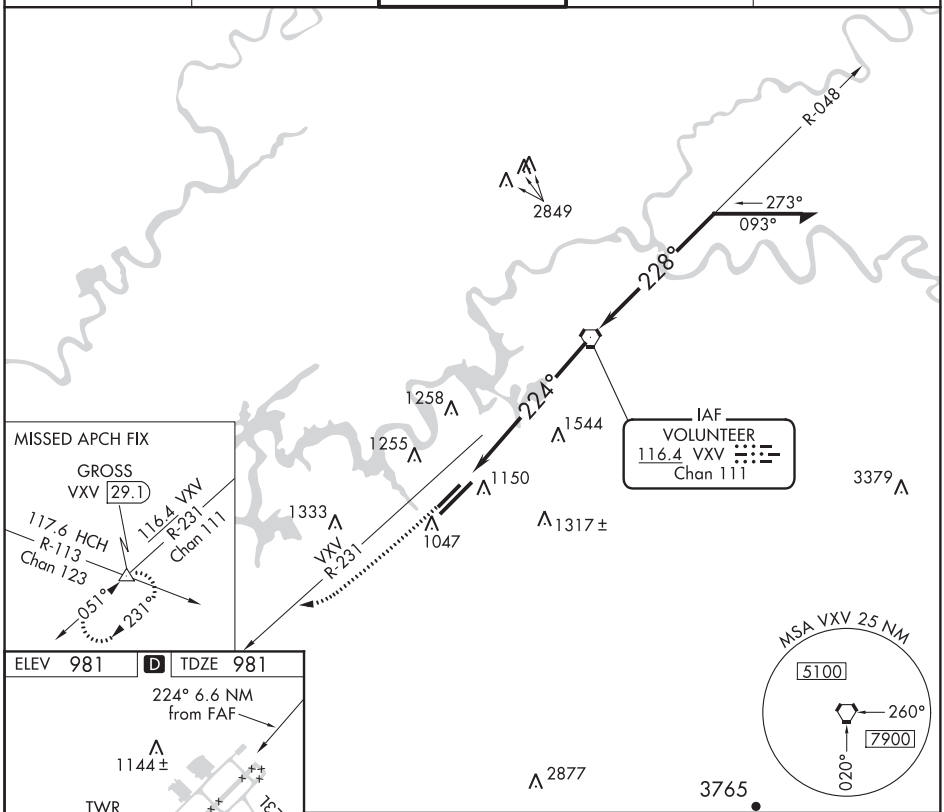
VOR RWY 23R
MC GHEE TYSON (TYS)

VOR/DME VXV 116.4 Chan 111	APP CRS 224°	Rwy ldg 6005 TDZE 981 Apt Elev 981

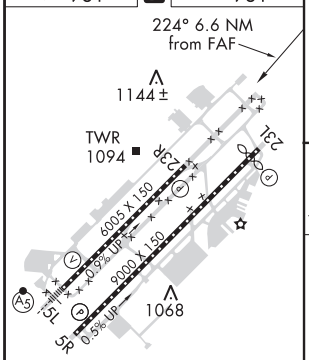
ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

ATIS	KNOXVILLE APP CON	KNOXVILLE TOWER	GND CON	CLNC DEL
128.35	123.9 360.8	121.2 257.8	121.9 348.6	121.65

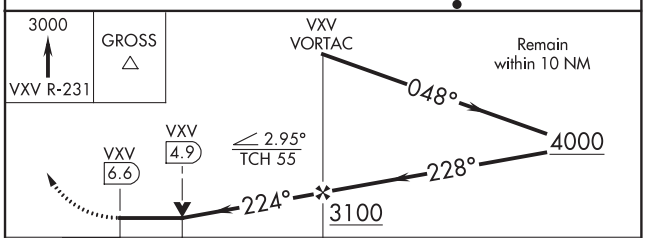


ELEV 981 | D | TDZE 981



HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

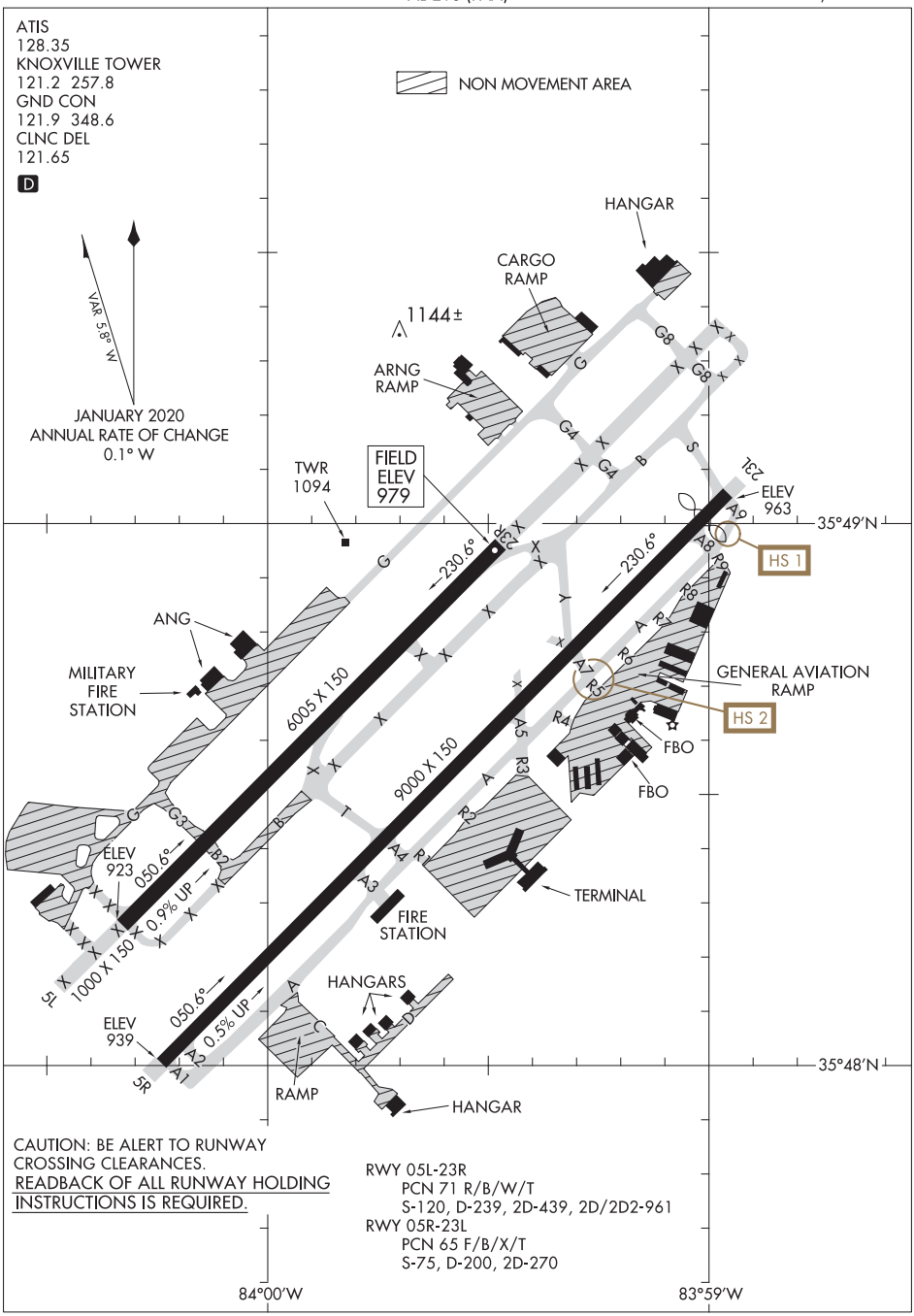
FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-23R	1580/24	599 (600-½)	1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1580-1	599 (600-1)	1580-1½ 599 (600-1½)	1620-2 639 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



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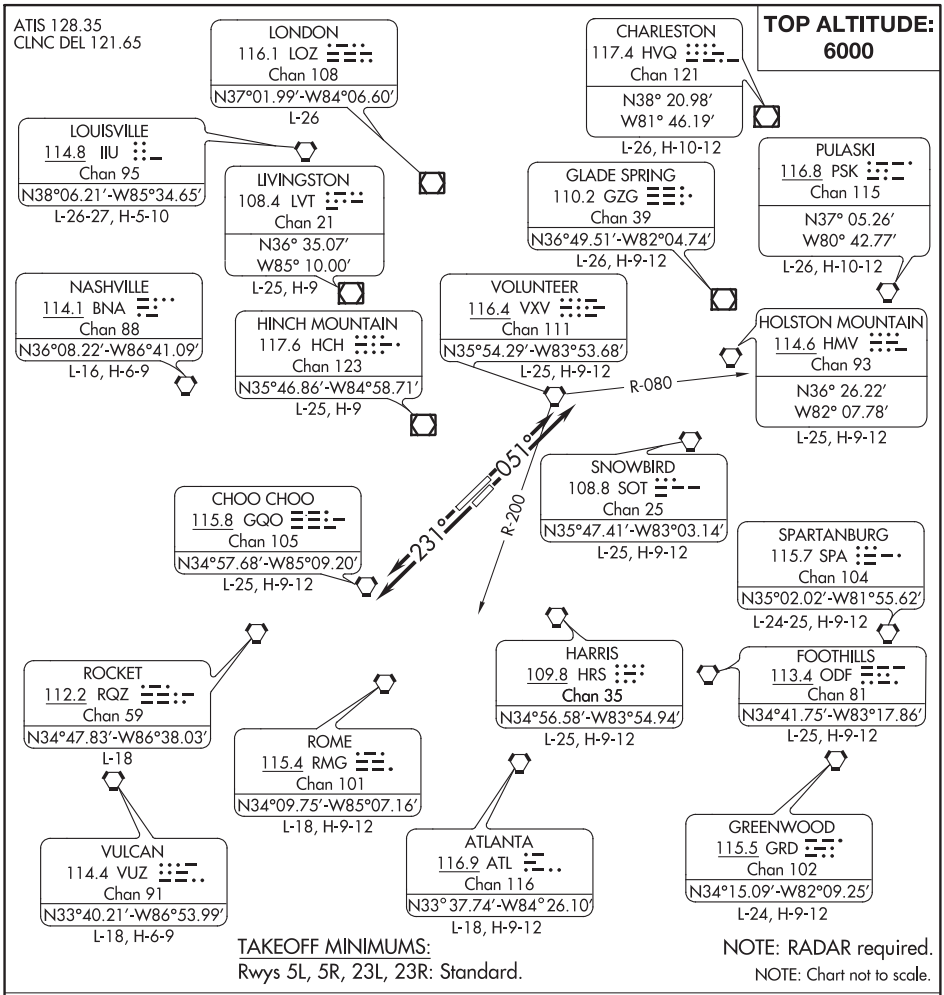
SE-1, 05 NOV 2020 to 31 DEC 2020

20086

AL-218 (FAA)

KNOXVILLE SIX DEPARTURE

MC GHEE TYSON (TYS)
KNOXVILLE, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence. . . .
TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence. . . .

. . . . maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.

SE-1, 05 NOV 2020 to 31 DEC 2020

KNOXVILLE SIX DEPARTURE
KNOXVILLE, TENNESSEE
MC GHEE TYSON (TYS)

28FEB19

RNAV (GPS) RWY 1
LAFAYETTE MUNI (3M7)

WAAS CH 57917 W01A	APP CRS 008°	Rwy ldg 5000 TDZE 969 Apt Elev 969

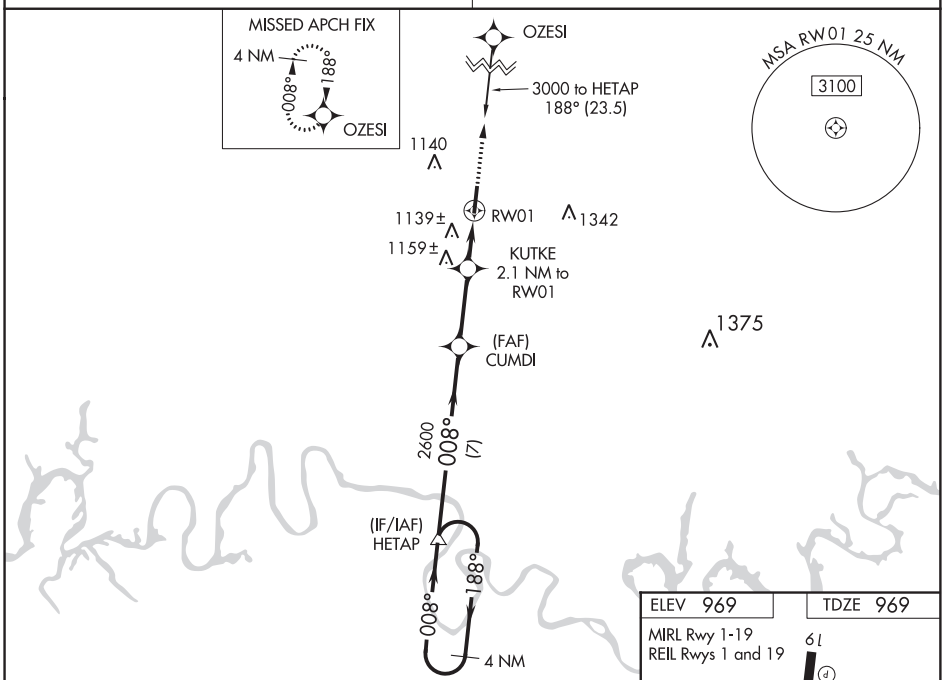
NA

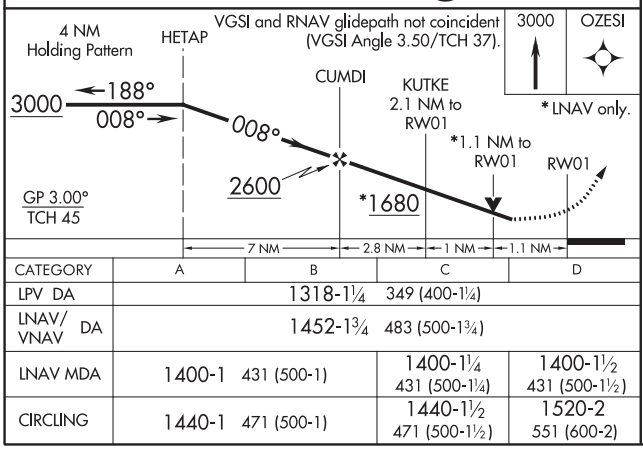
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct OZESI and hold.

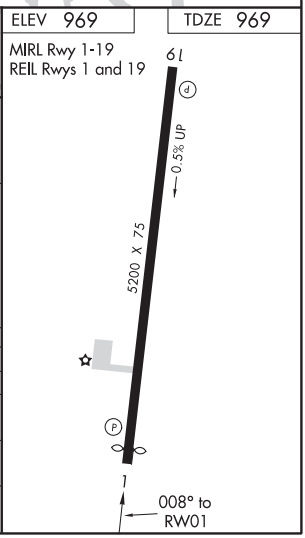
NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1318-1¼ 349 (400-1¼)			
LNAV/VNAV DA	1452-1¾ 483 (500-1¾)			
LNAV MDA	1400-1 431 (500-1)		1400-1¼ 431 (500-1¼)	1400-1½ 431 (500-1½)
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LAFAYETTE, TENNESSEE

AL-6653 (FAA)

20254

RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

WAAS CH 61316 W19A	APP CRS 188°	Rwy ldg 5200 TDZE 961 Apt Elev 969

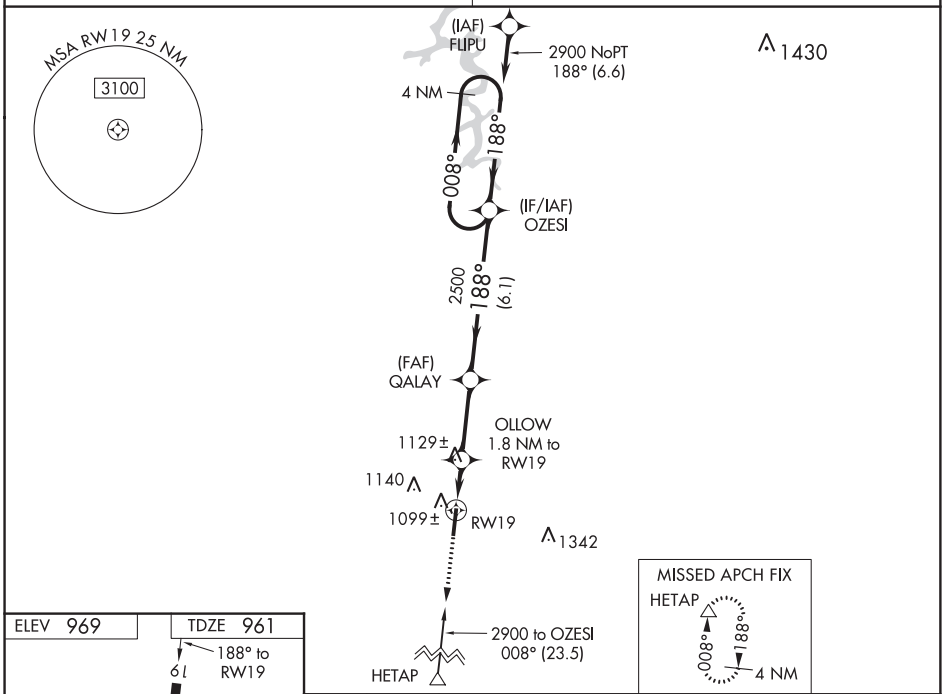
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

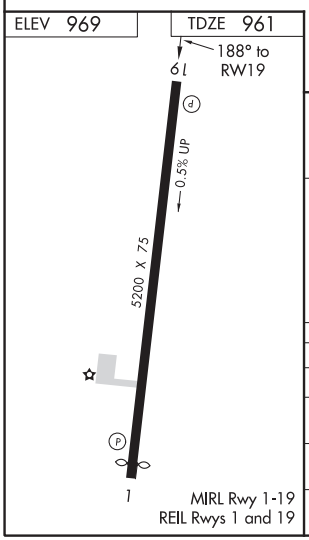
NA

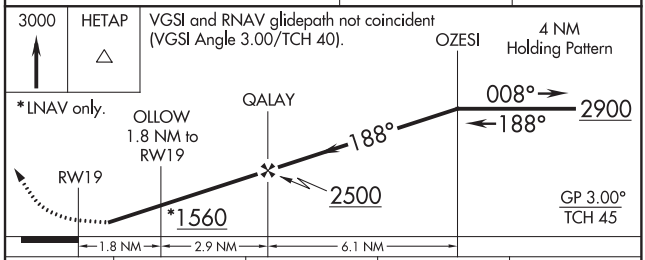
MISSED APPROACH: Climb to 3000 direct HETAP and hold.

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1211-1 250 (300-1)			
LNAV/VNAV DA	1369-1½ 408 (400-1½)			
LNAV MDA	1380-1 419 (500-1)		1380-1¼ 419 (500-1¼)	
CIRCLING	1440-1 471 (500-1)		1440-1½ 471 (500-1½)	1520-2 551 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 70337 W17A	APP CRS 168°	Rwy ldg 5003 TDZE 936 Apt Elev 936

RNAV (GPS) RWY 17

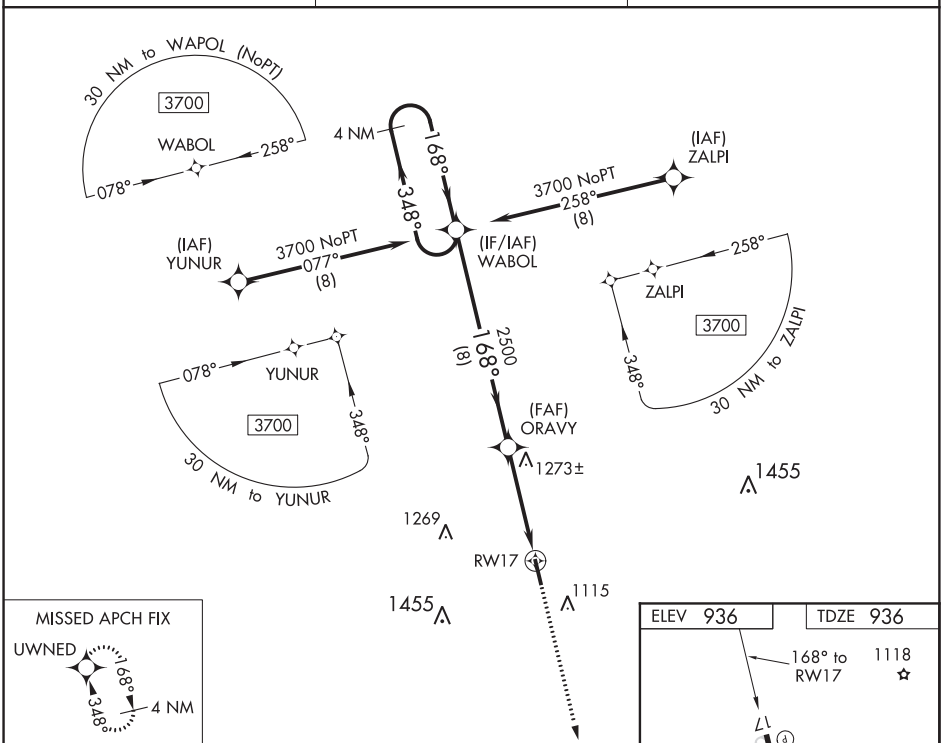
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

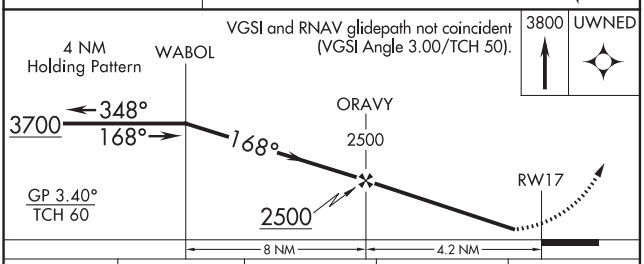
T NA

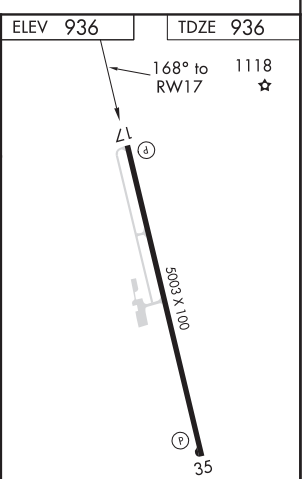
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3800 direct UWNED and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF)







MIRL Rwy 17-35
REIL Rwys 17 and 35

CATEGORY	A	B	C	D
LPV DA	1225-1	289 (300-1)	NA	
LNAV/VNAV DA	1394-1⅜	458 (500-1⅜)	NA	
LNAV MDA	1540-1	604 (700-1)	NA	
C CIRCLING	1540-1	604 (700-1)	NA	

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SE-1, 05 NOV 2020 to 31 DEC 2020

LAWRENCEBURG, TENNESSEE AL-5829 (FAA) 20198

WAAS CH 61335 W35A	APP CRS 348°	Rwy ldg 5003 TDZE 927 Apt Elev 936

RNAV (GPS) RWY 35

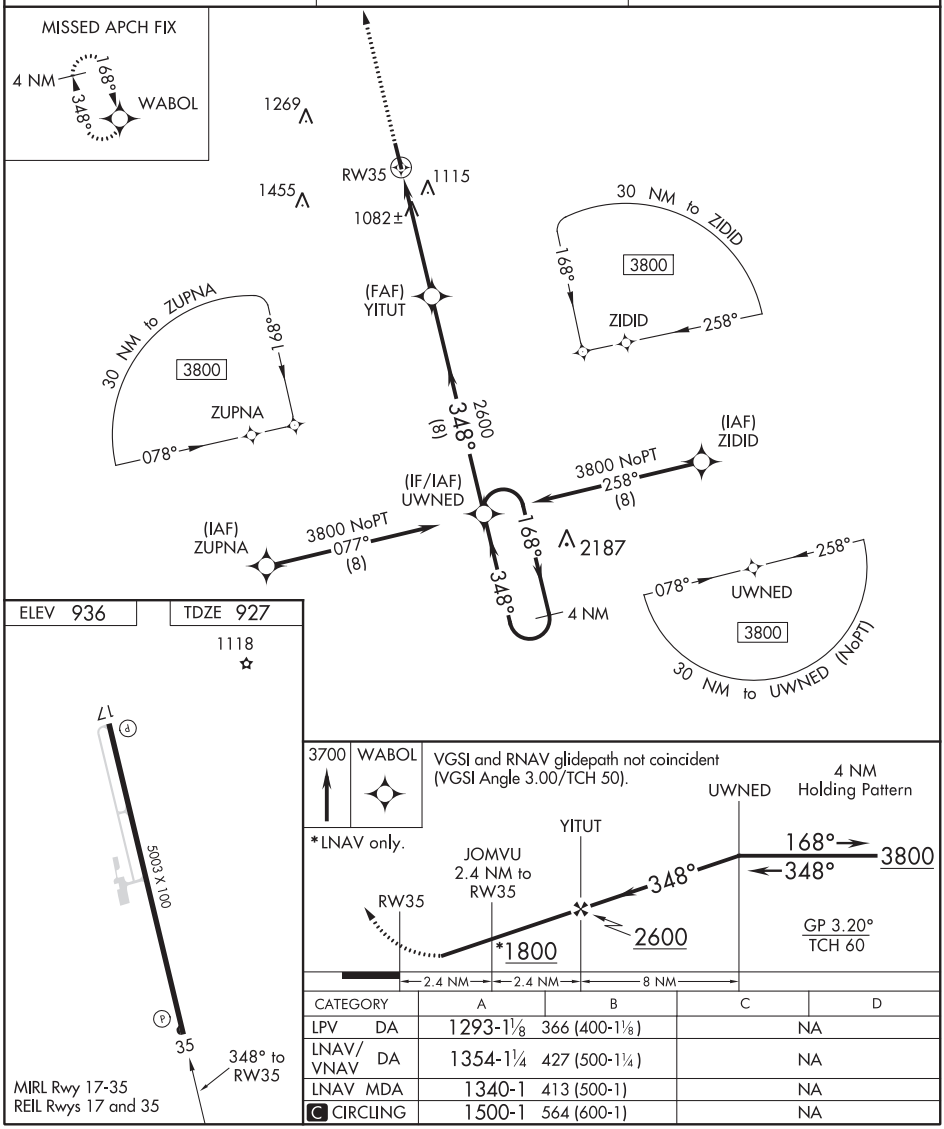
LAWRENCEBURG-LAWRENCE COUNTY (2M2)

T A NA

Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct WABOL and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.175	125.85 379.25	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1293-1⅛ 366 (400-1⅛)		NA	
LNAV/VNAV DA	1354-1¼ 427 (500-1¼)		NA	
LNAV MDA	1340-1 413 (500-1)		NA	
C CIRCLING	1500-1 564 (600-1)		NA	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 65809 W01A	APP CRS 009°	Rwy ldg 4527 TDZE 588 Apt Elev 588

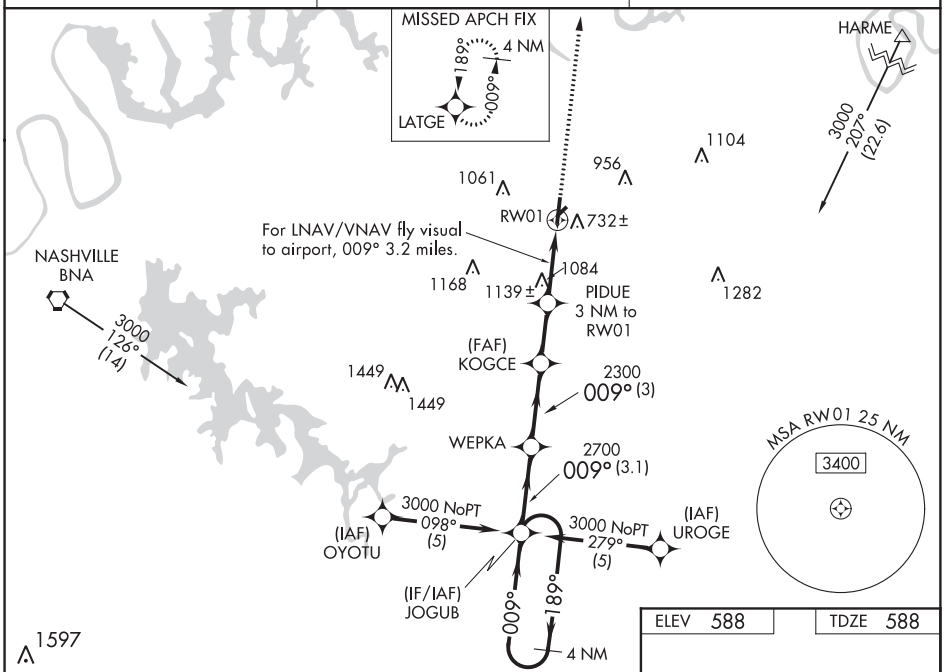
RNAV (GPS) RWY 1
LEBANON MUNI (M54)

T A NA

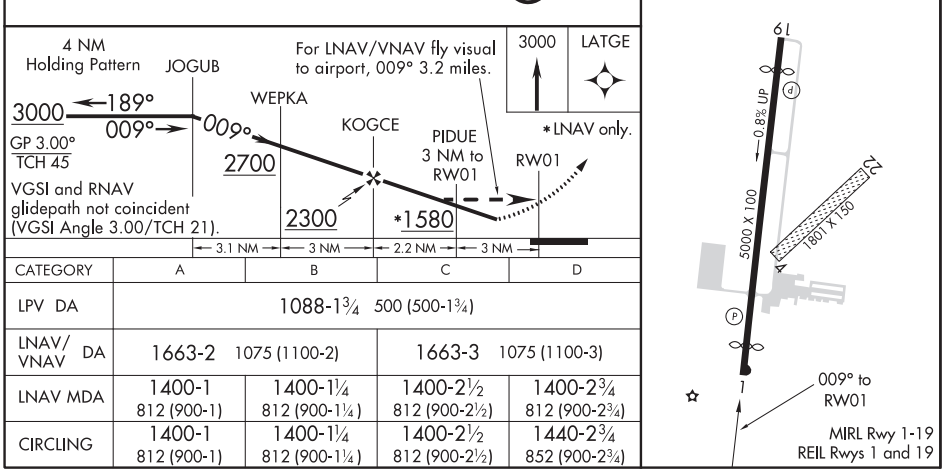
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct LATGE and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
118.325	118.4 360.7	122.725 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LPV DA	1088-1¾ 500 (500-1¾)			
LNAV/VNAV DA	1663-2 1075 (1100-2)		1663-3 1075 (1100-3)	
LNAV MDA	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1400-2¾ 812 (900-2¾)
CIRCLING	1400-1 812 (900-1)	1400-1¼ 812 (900-1¼)	1400-2½ 812 (900-2½)	1440-2¾ 852 (900-2¾)

LEBANON, TENNESSEE

AL-5923 (FAA)

19115

RNAV (GPS) RWY 19

LEBANON MUNI (M54)

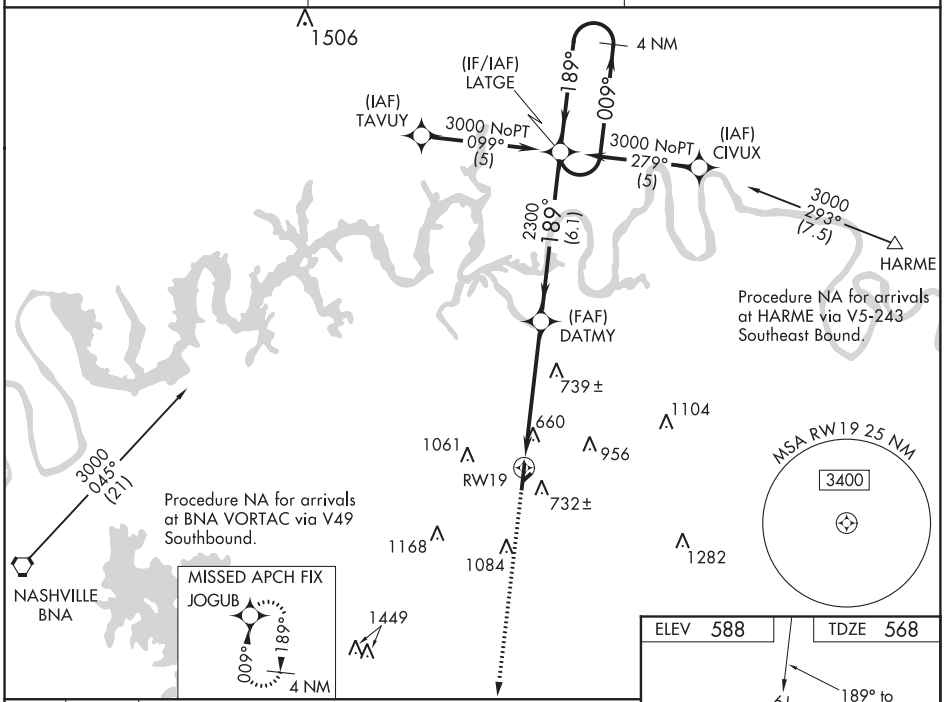
WAAS CH 90309 W19A	APP CRS 189°	Rwy ldg 4500 TDZE 568 Apt Elev 588

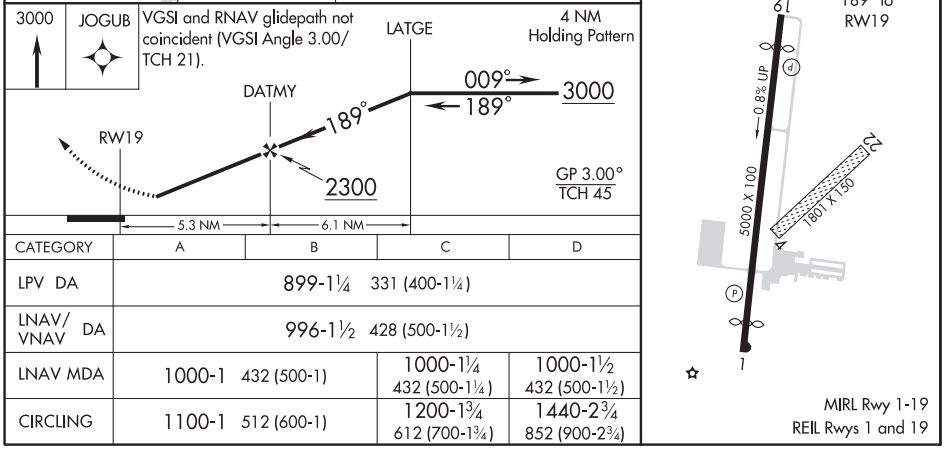
T A NA

Baro-VNAV NA when using Nashville Intl altimeter setting. 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. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
118.325	118.4 360.7	122.725 (CTAF)





CATEGORY	A	B	C	D
LPV DA	899-1¼ 331 (400-1¼)			
LNAV/VNAV DA	996-1½ 428 (500-1½)			
LNAV MDA	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1100-1 512 (600-1)		1200-1¾ 612 (700-1¾)	1440-2¾ 852 (900-2¾)

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 69542 W02A	APP CRS 023°	Rwy ldg 3800 TDZE 770 Apt Elev 782

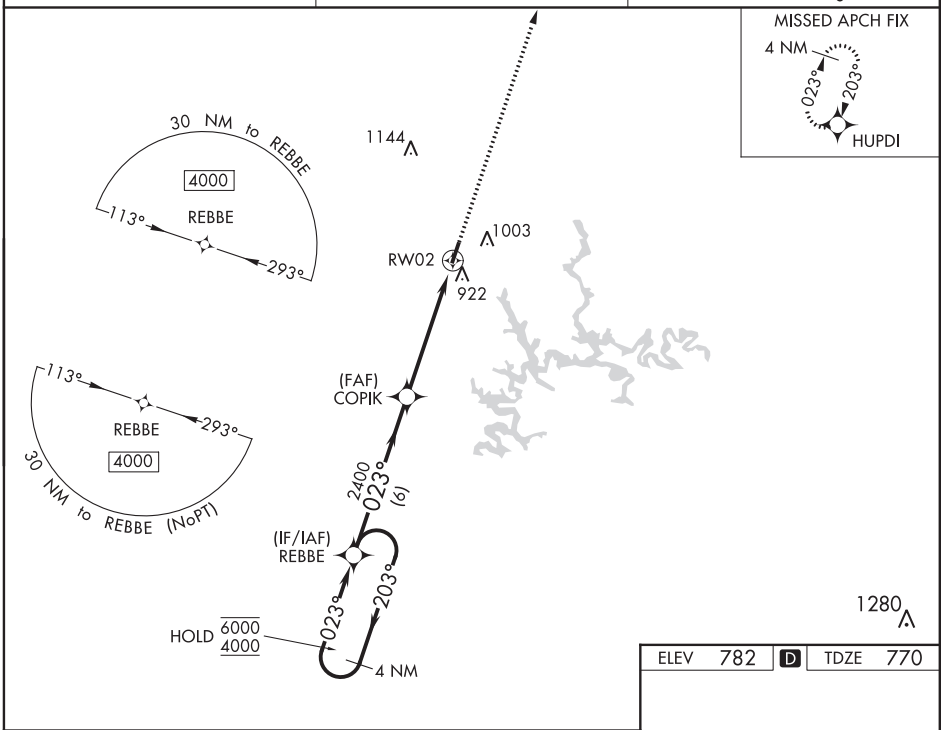
RNAV (GPS) RWY 2
LEITCHFIELD-GRAYSON COUNTY (M20)

RNP APCH.

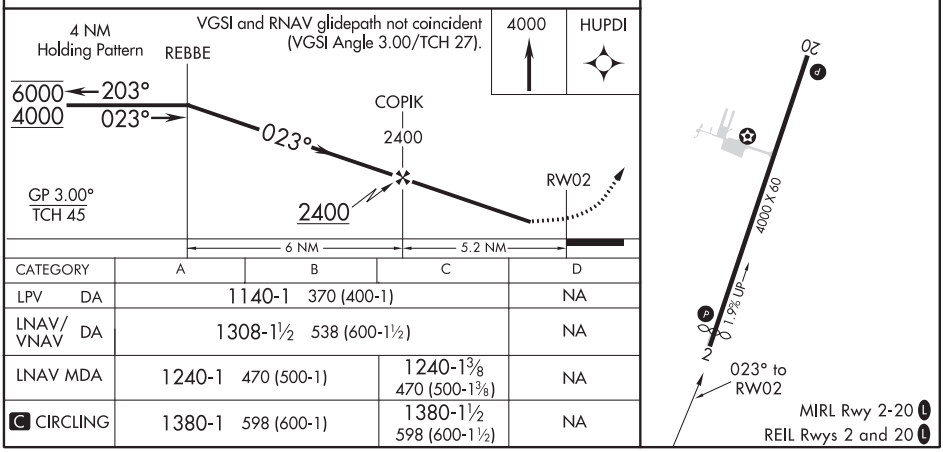
T A NA Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.

MISSED APPROACH: Climb to 4000 direct to HUPDI and hold, continue climb-in-hold to 4000.

ADDINGTON FIELD AWOS-3	INDIANIAPOLIS CENTER	UNICOM
121.025	121.175 353.65	123.0 (CTAF) L



ELEV 782 D TDZE 770



CATEGORY	A	B	C	D
LPV DA	1140-1 370 (400-1)			NA
LNAV/VNAV DA	1308-1½ 538 (600-1½)			NA
LNAV MDA	1240-1 470 (500-1)		1240-1⅜ 470 (500-1⅜)	NA
C CIRCLING	1380-1 598 (600-1)		1380-1½ 598 (600-1½)	NA

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SE-1, 05 NOV 2020 to 31 DEC 2020

LEITCHFIELD, KENTUCKY

AL-10547 (FAA)

19199

RNAV (GPS) RWY 20

LEITCHFIELD-GRAYSON COUNTY (M20)

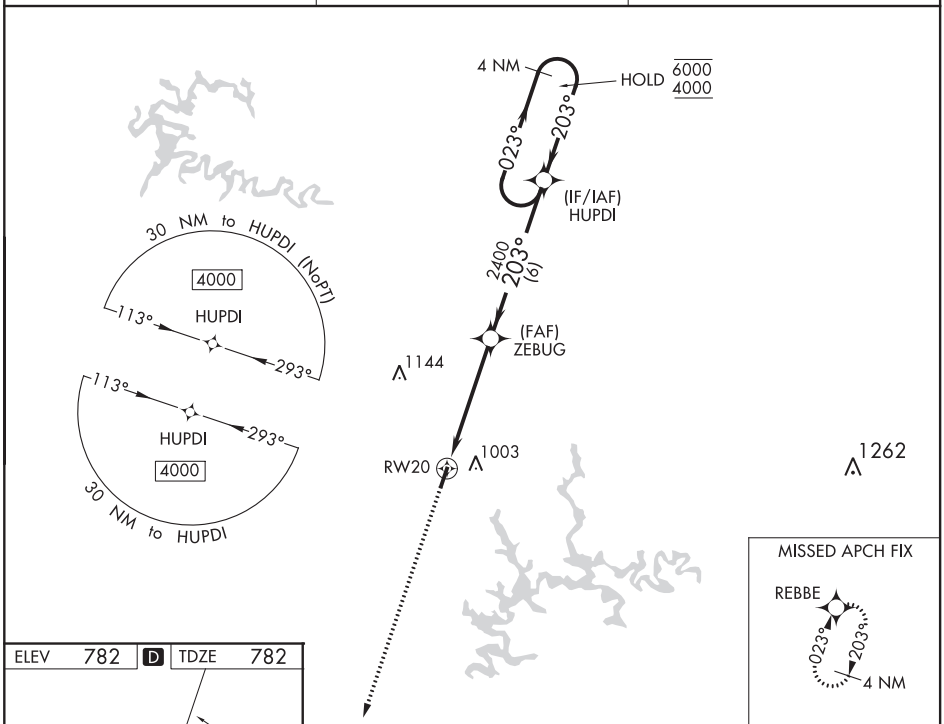
WAAS CH 72942 W20A	APP CRS 203°	Rwy ldg 4000 TDZE 782 Apt Elev 782

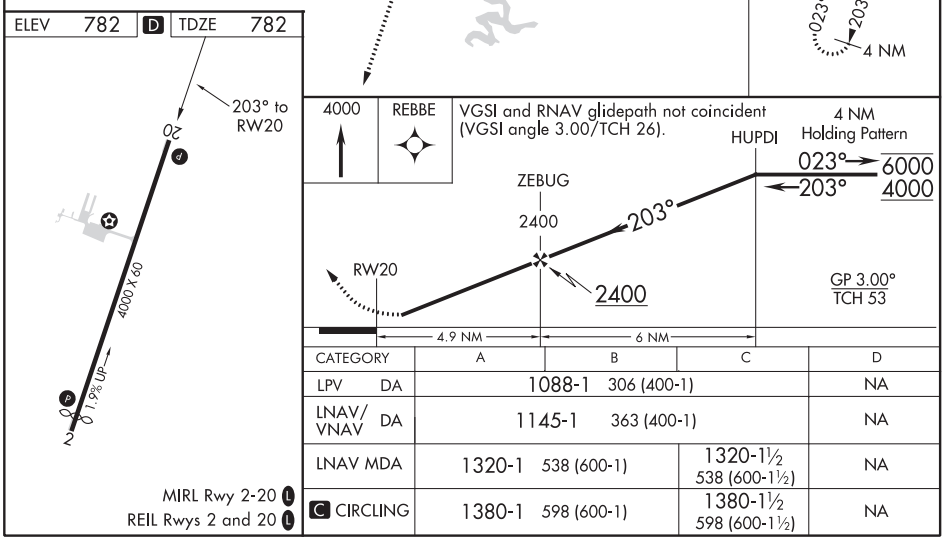
RNP APCH.

T ANA Rwy 20 helicopter visibility reduction below 1 SM NA.
Baro-VNAV NA. Use Elizabethtown altimeter setting.
Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct to REBBE and hold, continue climb-in-hold to 4000.

ADDINGTON FIELD AWOS-3	INDIANIAPOLIS CENTER	UNICOM
121.025	121.175 353.65	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1088-1 306 (400-1)			NA
LNAV/VNAV DA	1145-1 363 (400-1)			NA
LNAV MDA	1320-1 538 (600-1)		1320-1½ 538 (600-1½)	NA
C CIRCLING	1380-1 598 (600-1)		1380-1½ 598 (600-1½)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 93934 W02A	APP CRS 021°	Rwy ldg 5001 TDZE 717 Apt Elev 717

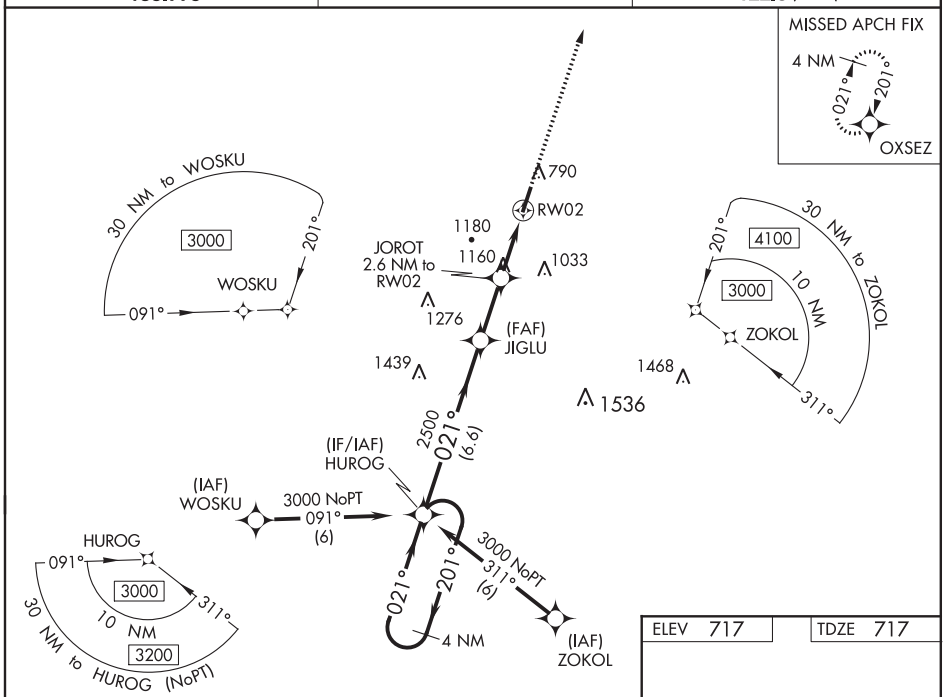
RNAV (GPS) RWY 2
ELLINGTON (LUG)

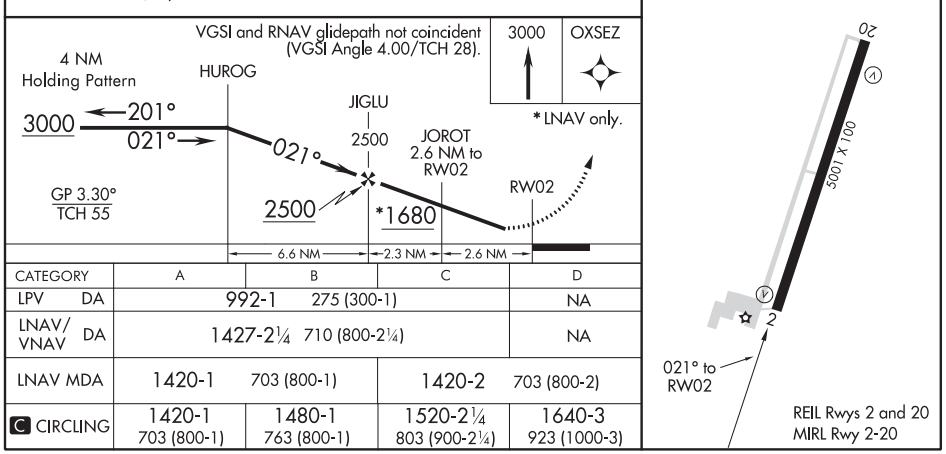
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats and LNAV Cat B and Circling Cats A/B ¼ mile and LNAV Cat C/D and Circling Cat C ½ mile. Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night.

MISSED APPROACH: Climb to 3000 direct OXSEZ and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	128.15 323.125	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	992-1 275 (300-1)			NA
LNAV/VNAV DA	1427-2¼ 710 (800-2¼)			NA
LNAV MDA	1420-1 703 (800-1)		1420-2 703 (800-2)	
C CIRCLING	1420-1 703 (800-1)	1480-1 763 (800-1)	1520-2¼ 803 (900-2¼)	1640-3 923 (1000-3)

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LEWISBURG, TENNESSEE | AL-6023 (FAA) | 20198

RNAV (GPS) RWY 20
ELLINGTON (LUG)

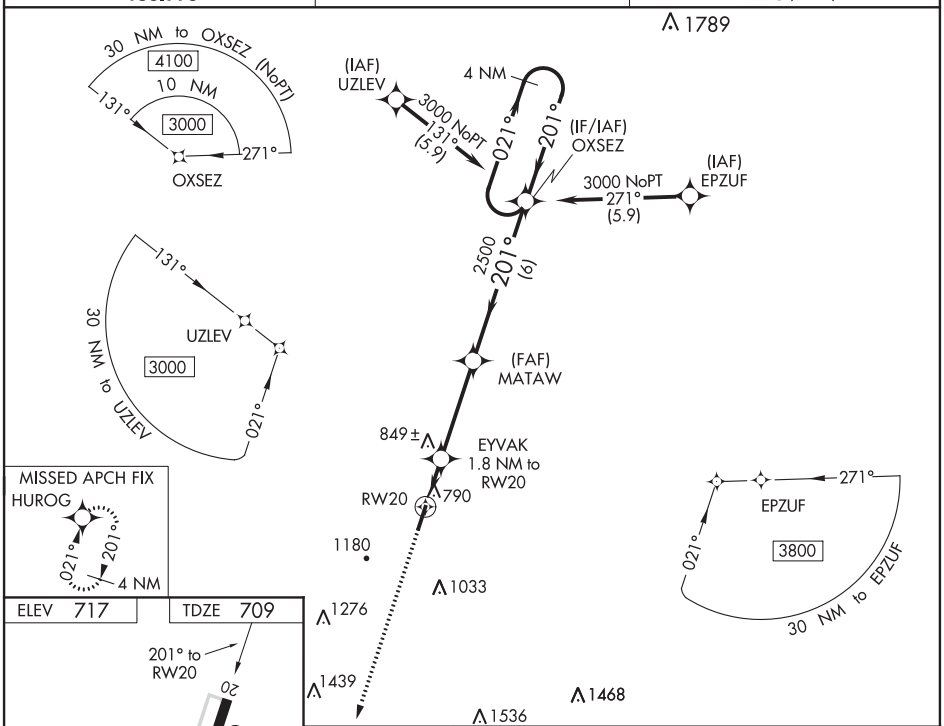
WAAS CH 56619 W20A	APP CRS 201°	Rwy ldg 5001 TDZE 709 Apt Elev 717

NA

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 Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile and increase LNAV Cat C/D and Circling Cat B ¼ mile and Circling Cat C ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Circling to Rwy 2 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HUROG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.775	128.15 323.125	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1002-1 293 (300-1)			
LNAV/VNAV DA	976-⅞ 267 (300-⅞)			
LNAV MDA	1100-1 391 (400-1)		1100-1⅛ 391 (400-1⅛)	
C CIRCLING	1280-1 563 (600-1)	1480-1 763 (800-1)	1520-2¼ 803 (900-2¼)	1640-3 923 (1000-3)

REIL Rwys 2 and 20
MIRL Rwy 2-20

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SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 42824 W05A	APP CRS 045°	Rwy ldg 4000 TDZE 411 Apt Elev 412

RNAV (GPS) RWY 5
HANCOCK CO-RON LEWIS FIELD (KY8)

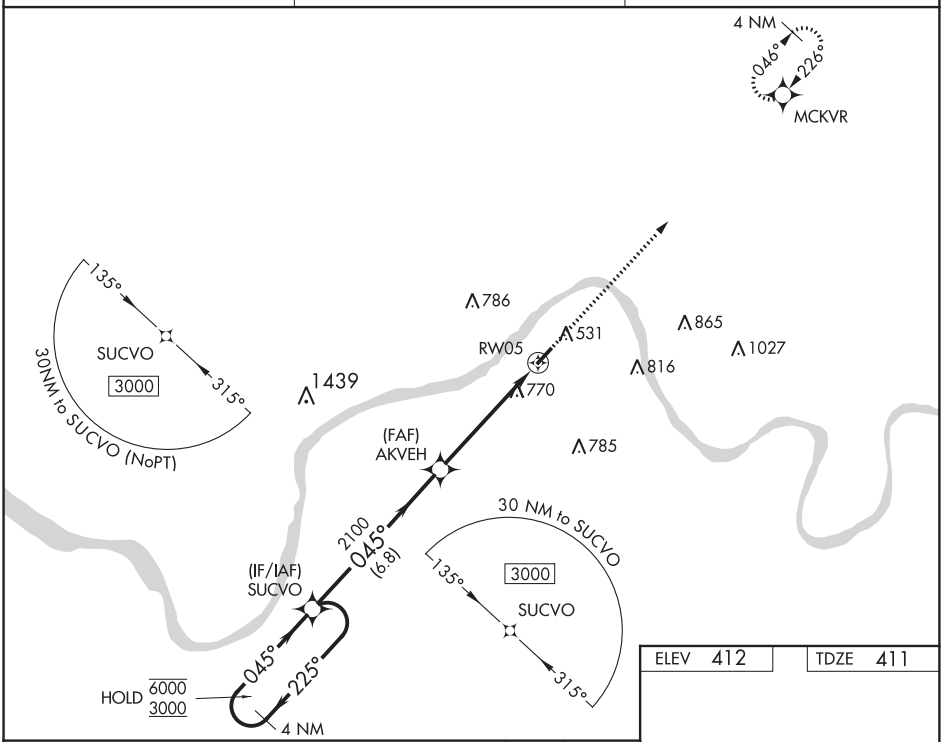
RNP APCH.

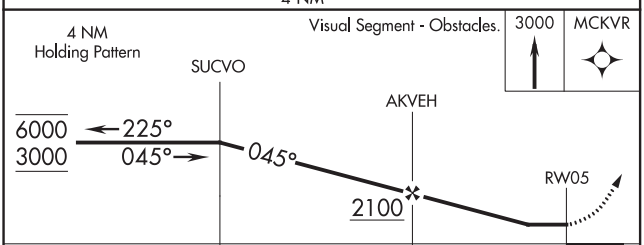
T NA

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

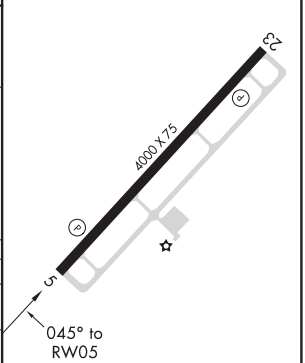
MISSED APPROACH: Climb to 3000 direct MCKVR and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	124.025 290.9	123.0 (CTAF) L





ELEV 412 TDZE 411



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

CATEGORY	A	B	C	D
LP MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
LNAV MDA	1020-1 609 (700-1)		1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

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SE-1, 05 NOV 2020 to 31 DEC 2020

LEWISPORT, KENTUCKY AL-10388 (FAA) 19087

WAAS CH 61324 W23A	APP CRS 226°	Rwy ldg 4000 TDZE 412 Apt Elev 412

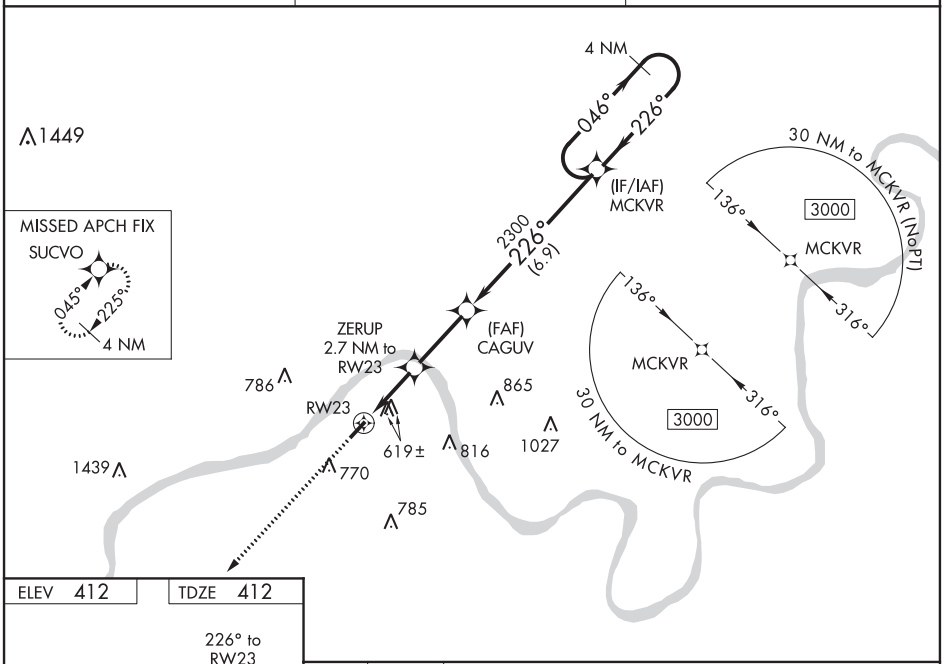
RNAV (GPS) RWY 23
HANCOCK CO-RON LEWIS FIELD (KY8)

RNP APCH.

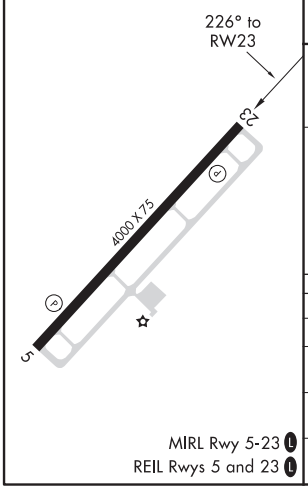
NA — Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 887, LNAV/VNAV DA to 986 and all MDA 60 feet; increase LPV all Cats and LNAV Cat C visibility ⅛ mile, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

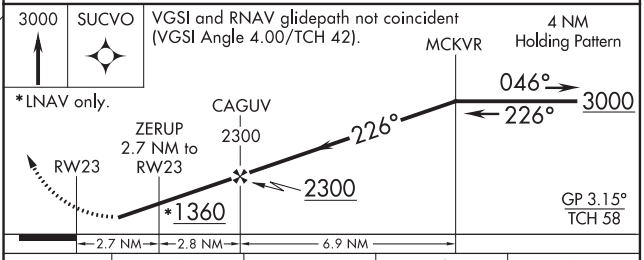
MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
119.775	124.025 290.9	123.0 (CTAF) L



ELEV 412 TDZE 412





CATEGORY	A	B	C	D
LPV DA	841-1⅜ 429 (500-1⅜)			NA
LNAV/VNAV DA	940-1⅝ 528 (600-1⅝)			NA
LNAV MDA	880-1 468 (500-1)		880-1⅜ 468 (500-1⅜)	NA
CIRCLING	980-1 568 (600-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 4
BLUE GRASS (LEX)

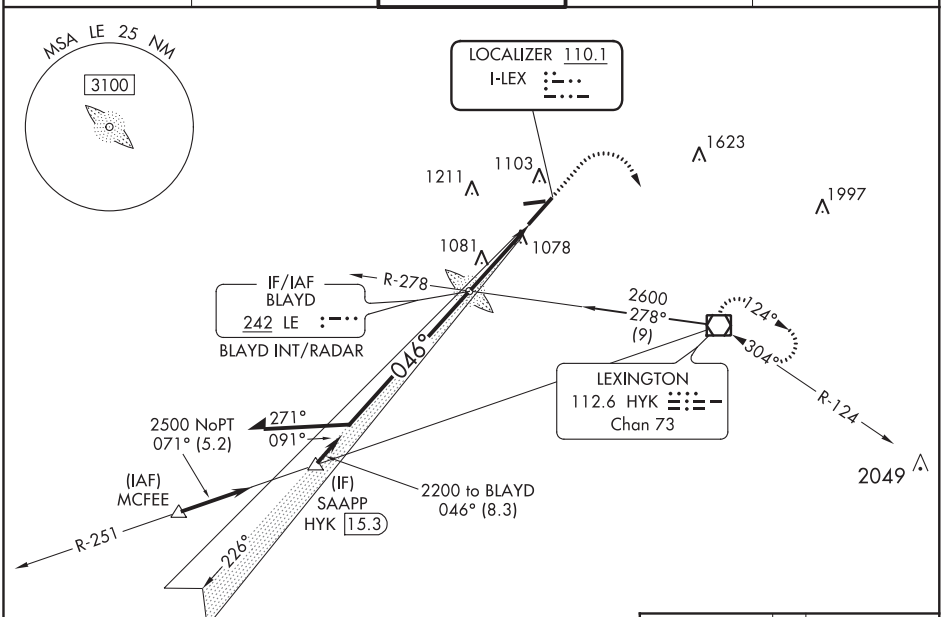
LOC I-LEX	APP CRS	Rwy ldg	6604
110.1	046°	TDZE	969
		Apt Elev	979

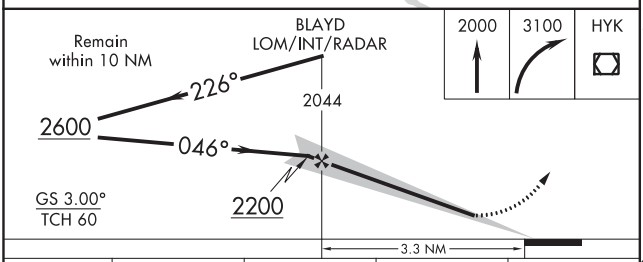
When local altimeter setting not received, use Frankfort altimeter setting: increase all DAs to 1231 feet; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS when using Frankfort altimeter setting, increase S-ILS 4 all Cats visibility to RVR 4500.

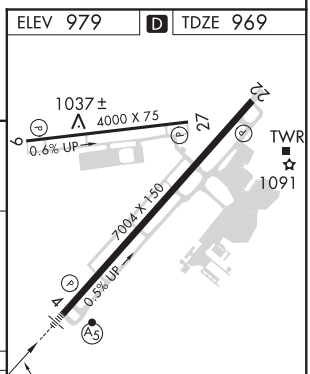
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct to HYK VOR/DME and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







CATEGORY	A	B	C	D
S-ILS 4	1169/18 200 (200-½)			
S-LOC 4	1340/24 371 (400-½)		1340/35 371 (400-⅝)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

FAF to MAP 3.3 NM

Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

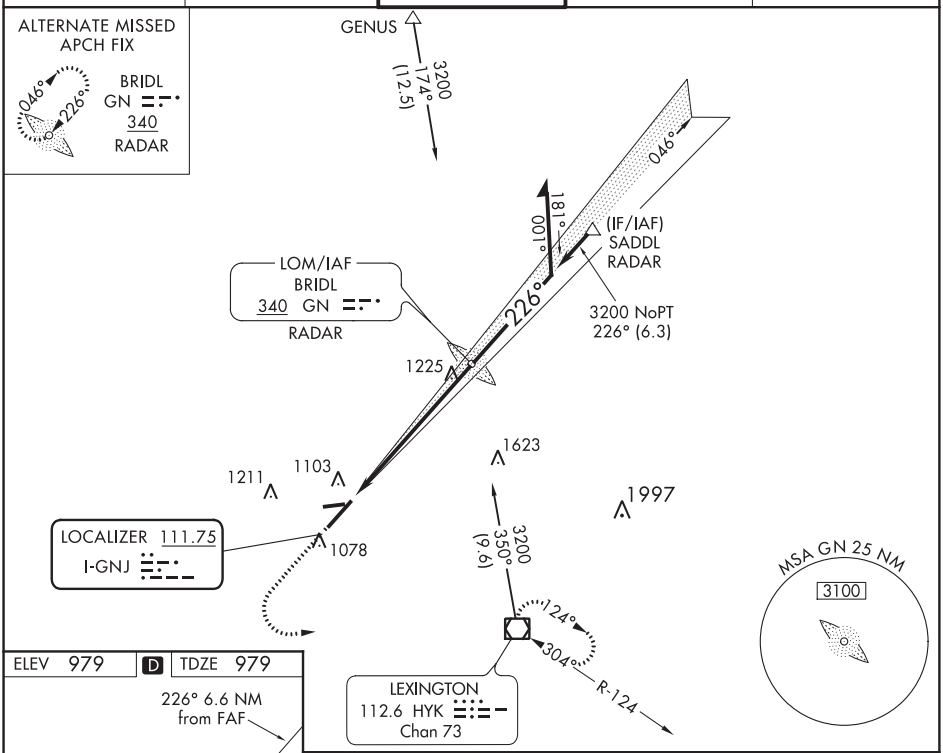
LOC I-GNJ	APP CRS	Rwy ldg	6604
111.75	226°	TDZE	979
		Apt Elev	979

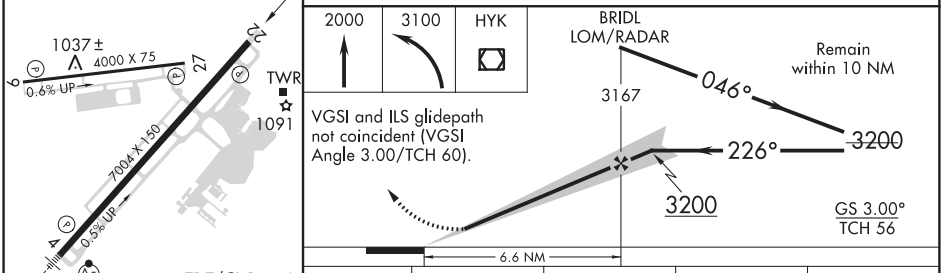
ILS or LOC RWY 22
BLUE GRASS (LEX)

Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase all DAs to 1291 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VOR/DME and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35





FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-ILS 22	1229-¾ 250 (300-¾)			
S-LOC 22	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
C CIRCLING	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1600-2 621 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 70401 W04A	APP CRS 046°	Rwy ldg 6604 TDZE 969 Apt Elev 979

RNAV (GPS) RWY 4
BLUE GRASS (LEX)

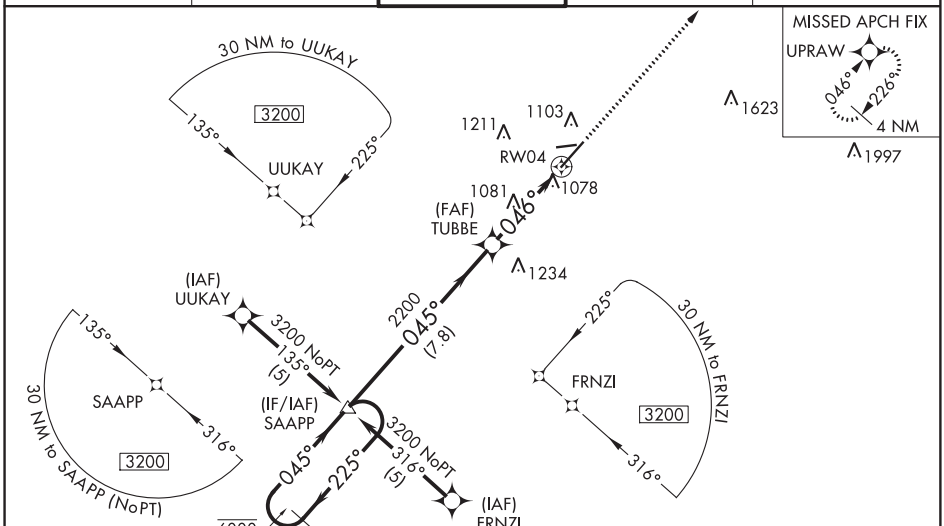
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV all Cats visibility to RVR 5500. For inop ALS when using Frankfort altimeter setting, increase LNAV Cat A/B visibility to RVR 5500. When local altimeter setting not received, use Frankfort altimeter setting and increase LPV DA to 1336 feet, LNAV/VNAV DA to 1424 feet, and all MDA 80 feet, increase LNAV Cat C visibility to RVR 4500, and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting.

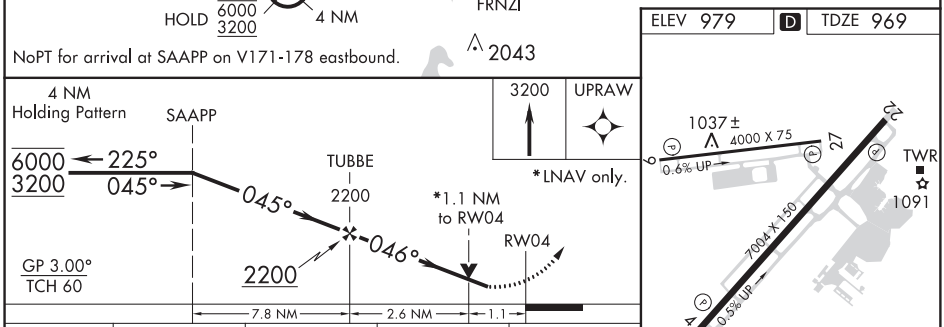
MALSR

MISSED APPROACH: Climb to 3200 direct UPRAW and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35



NoPT for arrival at SAAPP on V171-178 eastbound.



CATEGORY	A	B	C	D
LPV DA	1274/40 305 (300-¾)			
LNAV/VNAV DA	1362/50 393 (400-1)			
LNAV MDA	1340/40 371 (400-¾)			1340/50 371 (400-1)
C CIRCLING	1420-1½ 441 (500-1½)	1440-1½ 461 (500-1½)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LEXINGTON, KENTUCKY AL-697 (FAA) 20282

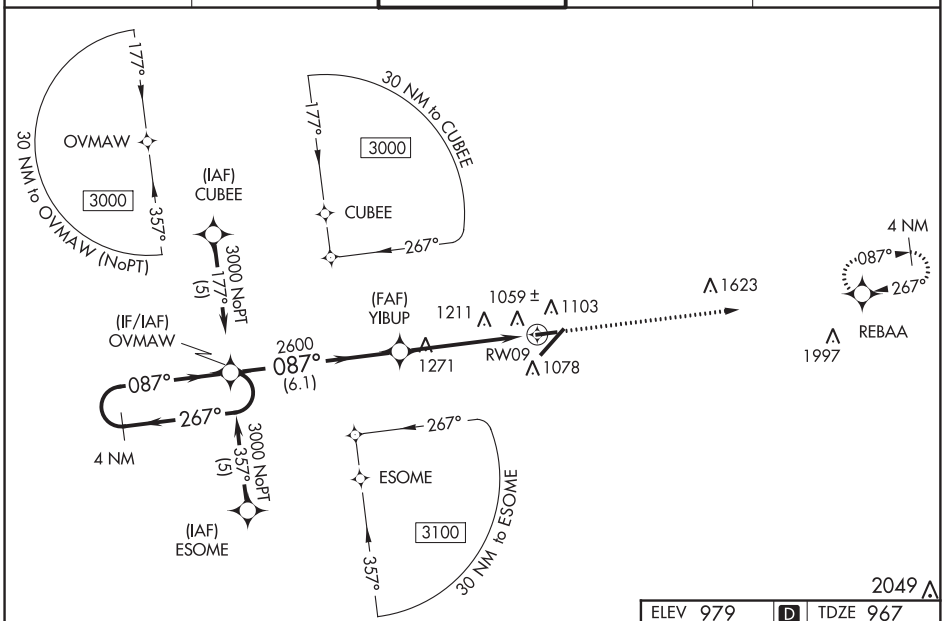
RNAV (GPS) RWY 9
BLUE GRASS (LEX)

WAAS CH 86918 W09A	APP CRS 087°	Rwy ldg 4000 TDZE 967 Apt Elev 979

Baro-VNAV NA when using Frankfort 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 Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1279 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1421 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

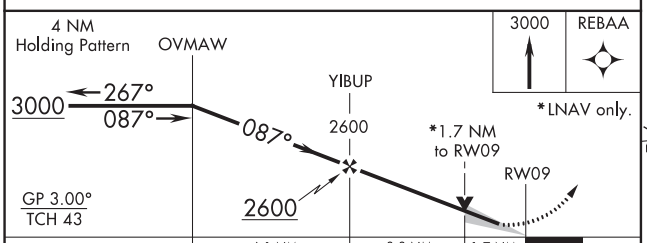
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35



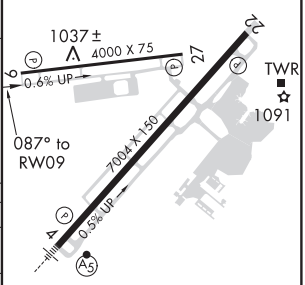
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 979	D	TDZE 967



CATEGORY	A	B	C	D
LPV DA	1217-1 250 (300-1)			
LNAV/VNAV DA	1359-1½ 392 (400-1½)			
LNAV MDA	1540-1 573 (600-1)		1540-1½ 573 (600-1½)	1540-1¾ 573 (600-1¾)
C CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1600-2 621 (700-2)



TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

LEXINGTON, KENTUCKY
Orig-B 08OCT20

38°02'N-84°37'W

BLUE GRASS (LEX)
RNAV (GPS) RWY 9

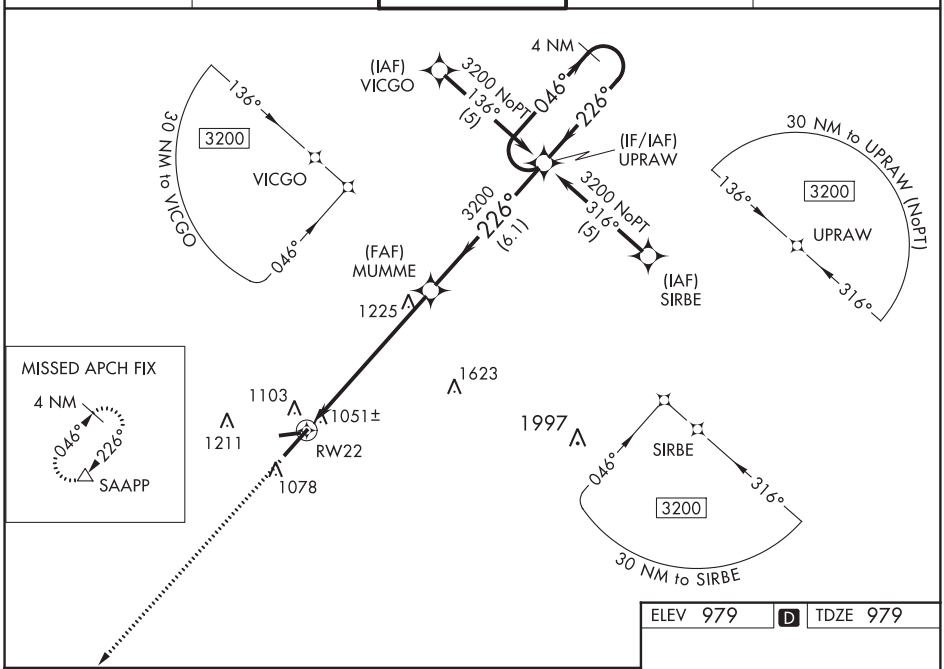
WAAS CH 90201 W22A	APP CRS 226°	Rwy ldg 6604 TDZE 979 Apt Elev 979

RNAV (GPS) RWY 22
BLUE GRASS (LEX)

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. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1329 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1434 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting. Visibility reduction by helicopters NA.

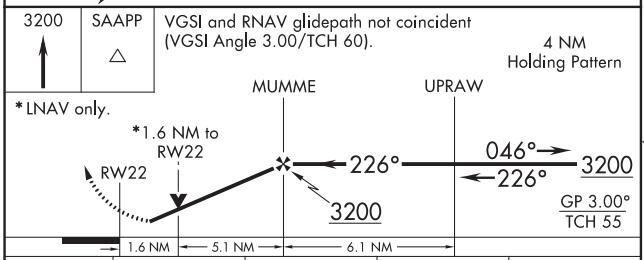
MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35



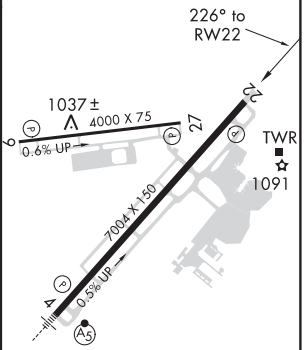
3200	SAAPP

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



CATEGORY	A	B	C	D
LPV DA	1267-1 288 (300-1)			
LNAV/VNAV DA	1372-1¼ 393 (400-1¼)			
LNAV MDA	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1520-1¾ 541 (600-1¾)
C CIRCLING	1520-1 541 (600-1)		1520-1½ 541 (600-1½)	1600-2 621 (700-2)

ELEV 979 D TDZE 979



TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LEXINGTON, KENTUCKY

AL-697 (FAA)

20282

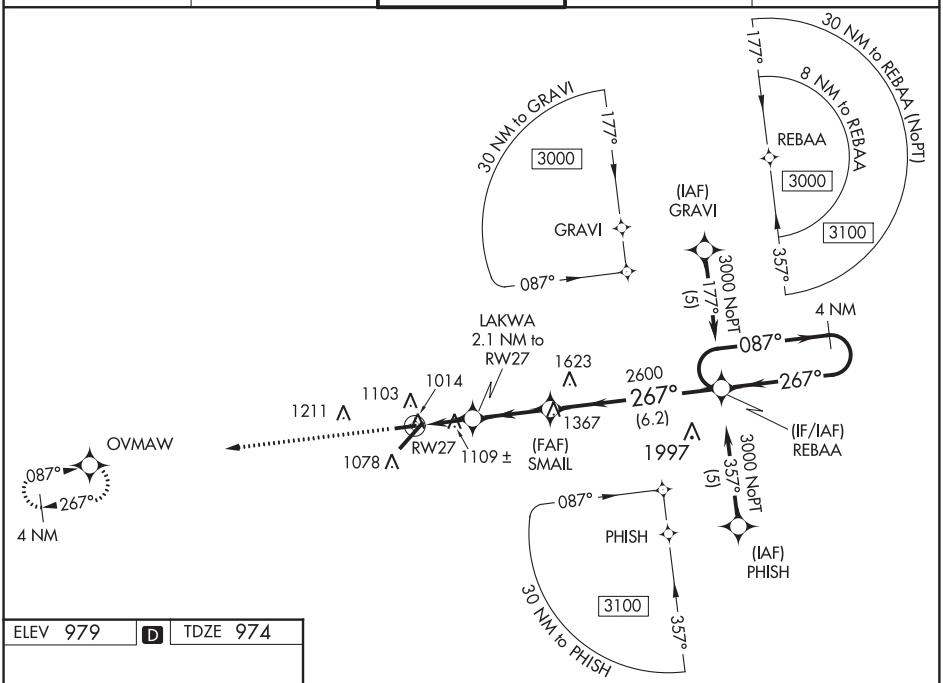
RNAV (GPS) RWY 27
BLUE GRASS (LEX)

WAAS CH 78218 W27A	APP CRS 267°	Rwy ldg 4000 TDZE 974 Apt Elev 979

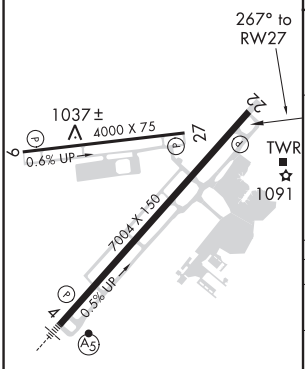
Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1421 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1450 feet and all visibilitites ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

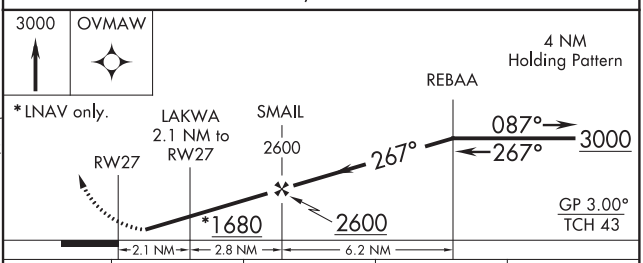
ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35



ELEV 979 | D | TDZE 974



TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27



CATEGORY	A	B	C	D
LPV DA	1359-1¼ 385 (400-1¼)			
LNAV/VNAV DA	1388-1⅜ 414 (500-1⅜)			
LNAV MDA	1360-1 386 (400-1)		1360-1⅛ 386 (400-1⅛)	
C CIRCLING	1420-1 441 (500-1)	1440-1 461 (500-1)	1520-1½ 541 (600-1½)	1600-2 621 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

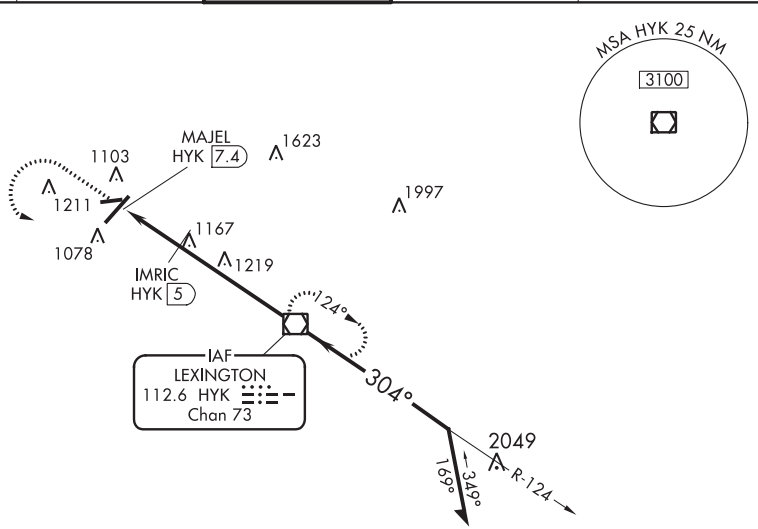
VOR-A
BLUE GRASS (LEX)

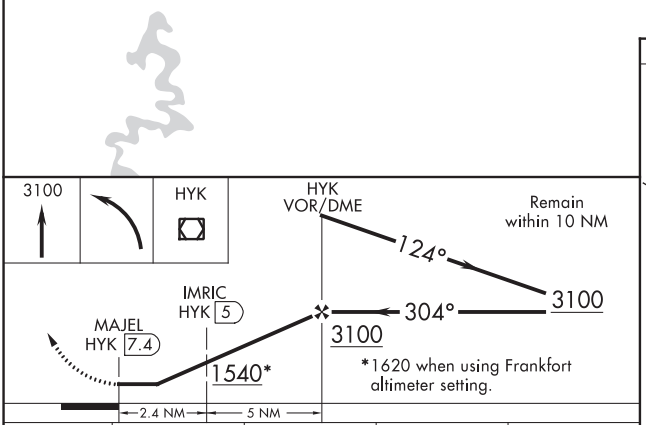
VOR/DME HYK	APP CRS	Rwy ldg	N/A
112.6	304°	TDZE	N/A
Chan 73		Apt Elev	979

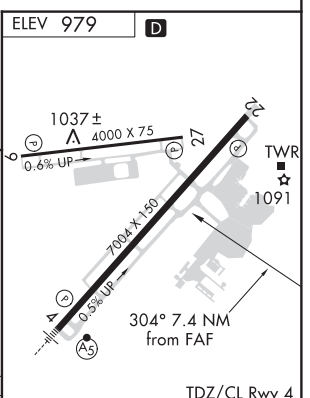
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ATIS	LEXINGTON APP CON	LEXINGTON TOWER	GND CON	CLNC DEL
126.3	120.15 259.3	119.1 257.8	121.9	132.35







TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

CATEGORY	A	B	C	D
C CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	1600-2 621 (700-2)
IMRIC DME FIX MINIMUMS				
C CIRCLING	1460-1 481 (500-1)		1520-1½ 541 (600-1½)	1600-2 621 (700-2)

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

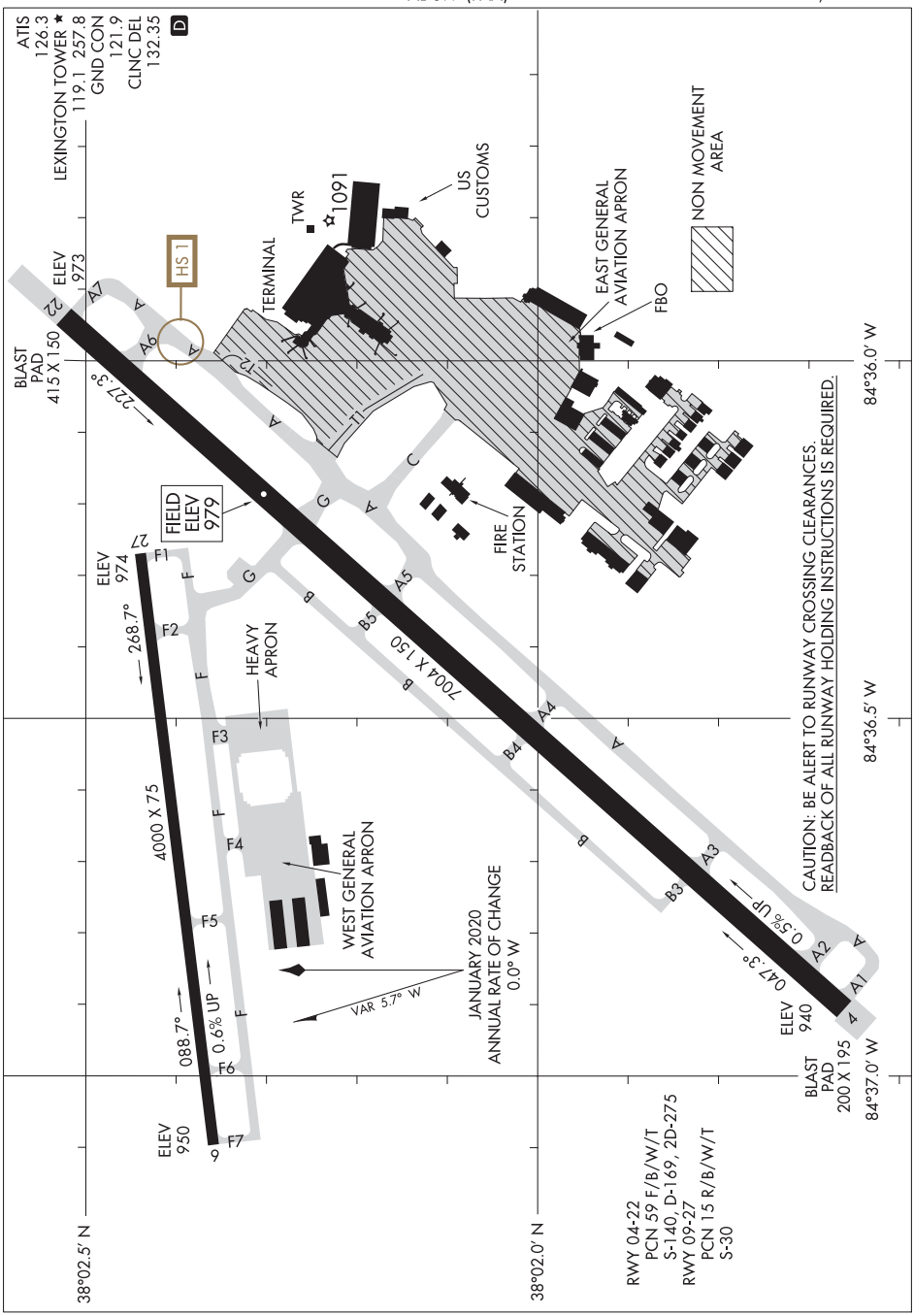
SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

20198

AIRPORT DIAGRAM

AL-697 (FAA)

BLUE GRASS (LEX)
LEXINGTON, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20198
LEXINGTON, KENTUCKY
BLUE GRASS (LEX)

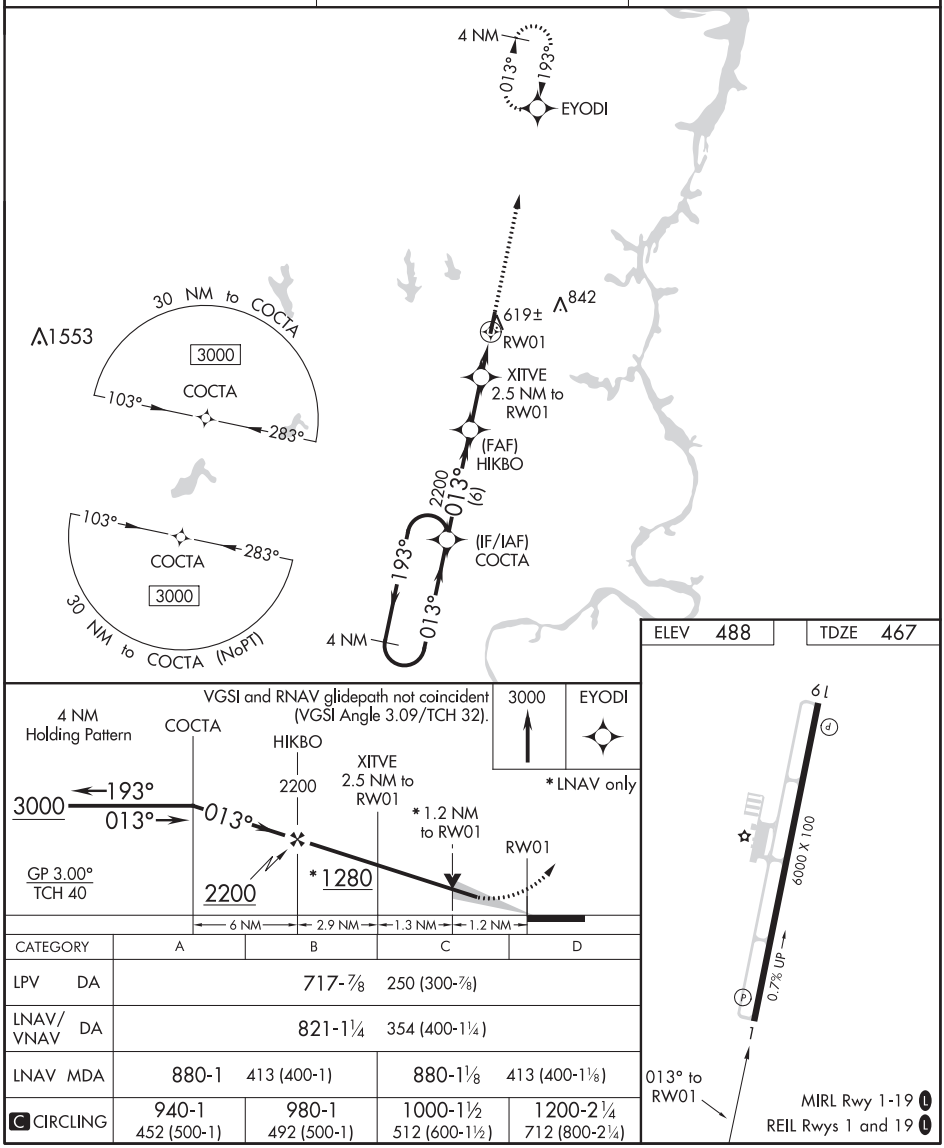
WAAS CH 90116 W01A	APP CRS 013°	Rwy ldg 6000 TDZE 467 Apt Elev 488

RNAV (GPS) RWY 1
BEECH RIVER RGNL (PVE)

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. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 807 and all Cats visibility ⅜ mile; increase LNAV/VNAV all Cats DA to 911 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYODI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	717-⅞ 250 (300-⅞)			
LNAV/VNAV DA	821-1¼ 354 (400-1¼)			
LNAV MDA	880-1 413 (400-1)		880-1⅛ 413 (400-1⅛)	
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1½ 512 (600-1½)	1200-2¼ 712 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LEXINGTON-PARSONS, TENNESSEE AL-10185 (FAA) 20282

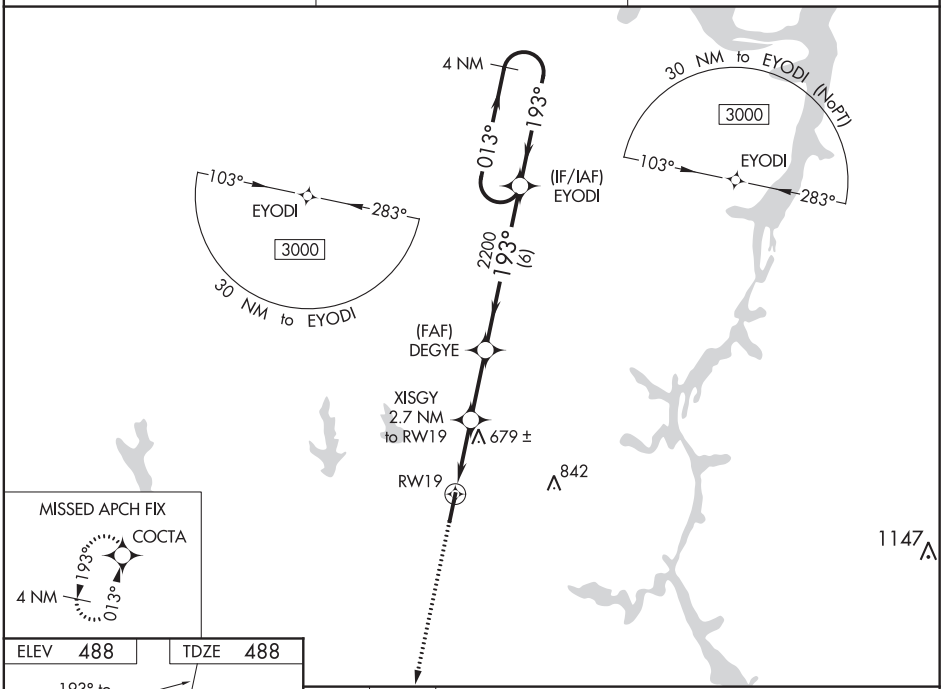
WAAS CH 97316 W19A	APP CRS 193°	Rwy ldg 6000 TDZE 488 Apt Elev 488

RNAV (GPS) RWY 19
BEECH RIVER RGNL (PVE)

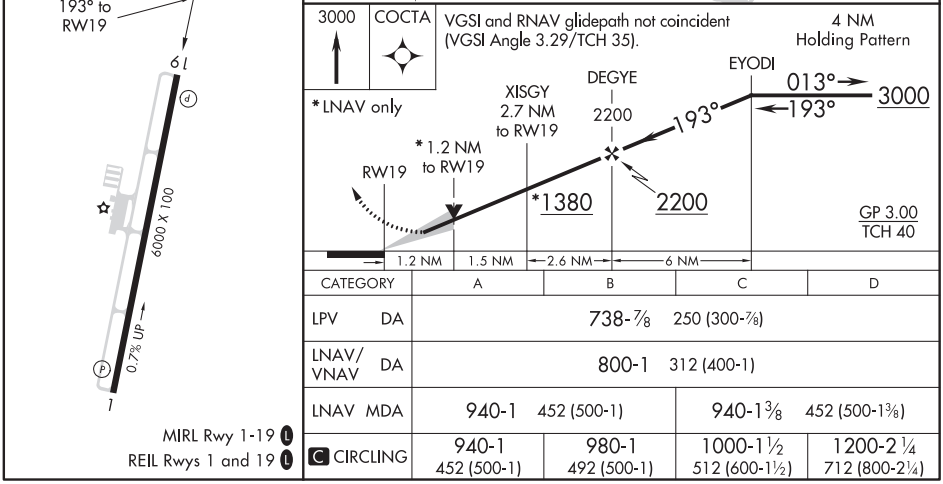
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5 °F) or above 54 °C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct COCTA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.125	125.85 379.25	123.0 (CTAF) L



ELEV 488	TDZE 488



CATEGORY	A	B	C	D
LPV DA	738-⅞ 250 (300-⅞)			
LNAV/VNAV DA	800-1 312 (400-1)			
LNAV MDA	940-1 452 (500-1)		940-1⅜ 452 (500-1⅜)	
C CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1½ 512 (600-1½)	1200-2¼ 712 (800-2¼)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 86934 W03A	APP CRS 037°	Rwy ldg 5007 TDZE 1370 Apt Elev 1372

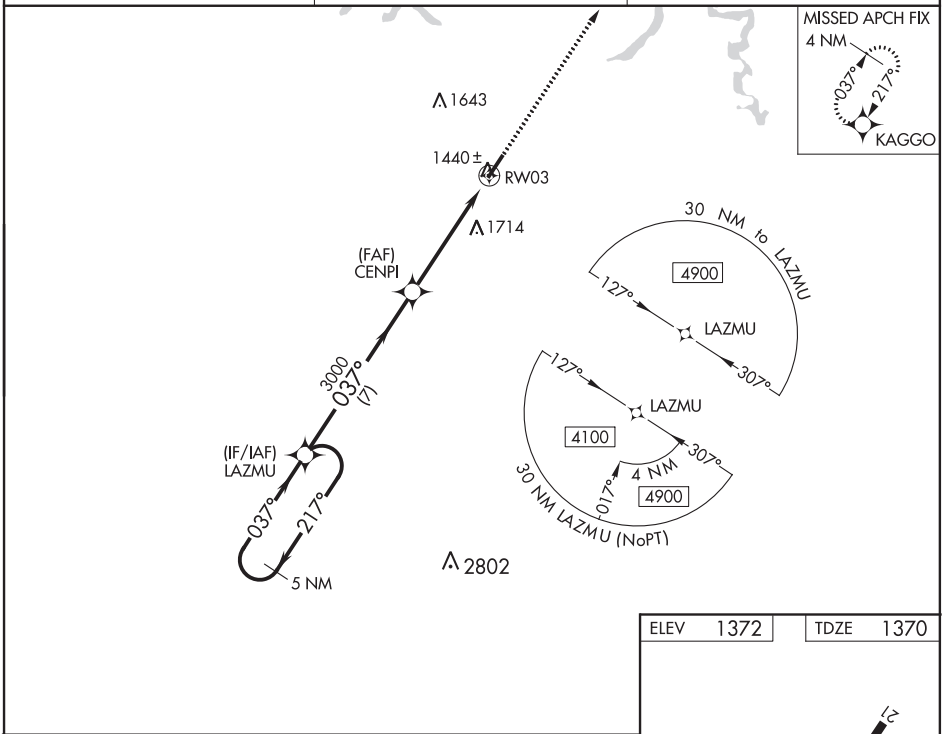
RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

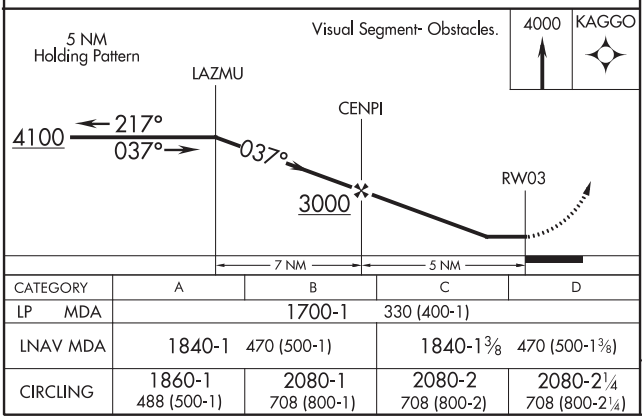
T A NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility ⅜ mile, Circling Cat B visibility ¼ mile and Circling Cat C and D visibilities ½ mile. Straight-in minimums NA at night, Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

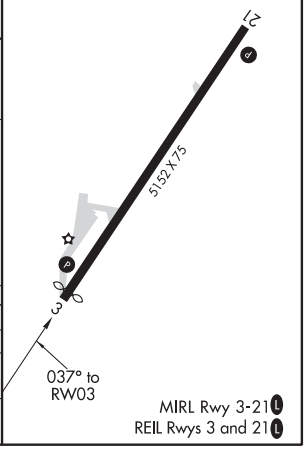
MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L





ELEV 1372 TDZE 1370



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

CATEGORY	A	B	C	D
LP MDA	1700-1 330 (400-1)			
LNAV MDA	1840-1 470 (500-1)		1840-1⅜ 470 (500-1⅜)	
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LIVINGSTON, TENNESSEE AL-6526 (FAA) 19059

WAAS CH 99730 W21A	APP CRS 217°	Rwy ldg 5152 TDZE 1372 Apt Elev 1372

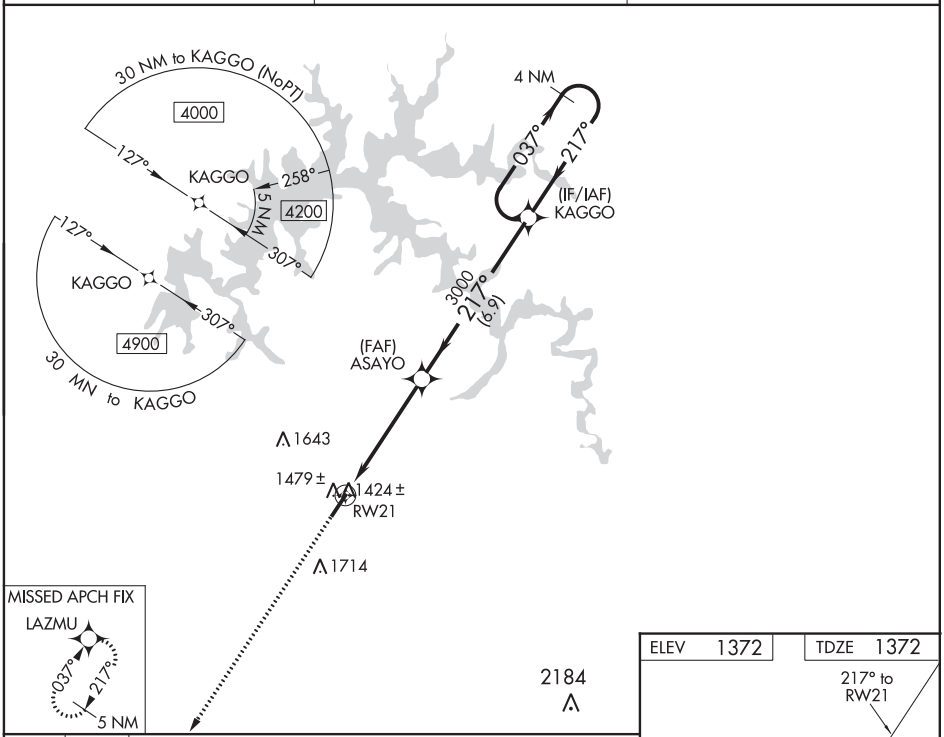
RNAV (GPS) RWY 21
LIVINGSTON MUNI (8A3)

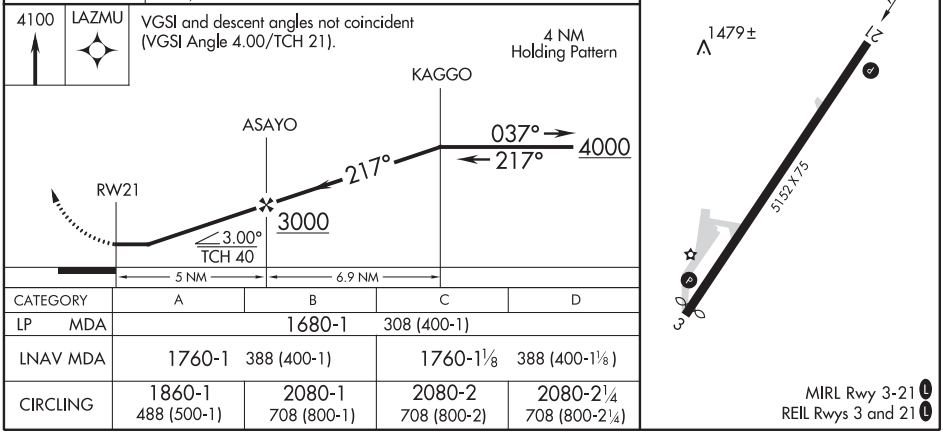
NA

DME/DME RNP-0.3 NA. Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility ⅜ mile; increase Circling Cat B visibility ¼ mile and Circling Cats C/D visibility ½ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1680-1 308 (400-1)			
LNAV MDA	1760-1 388 (400-1)		1760-1⅛ 388 (400-1⅛)	
CIRCLING	1860-1 488 (500-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SE-1, 05 NOV 2020 to 31 DEC 2020

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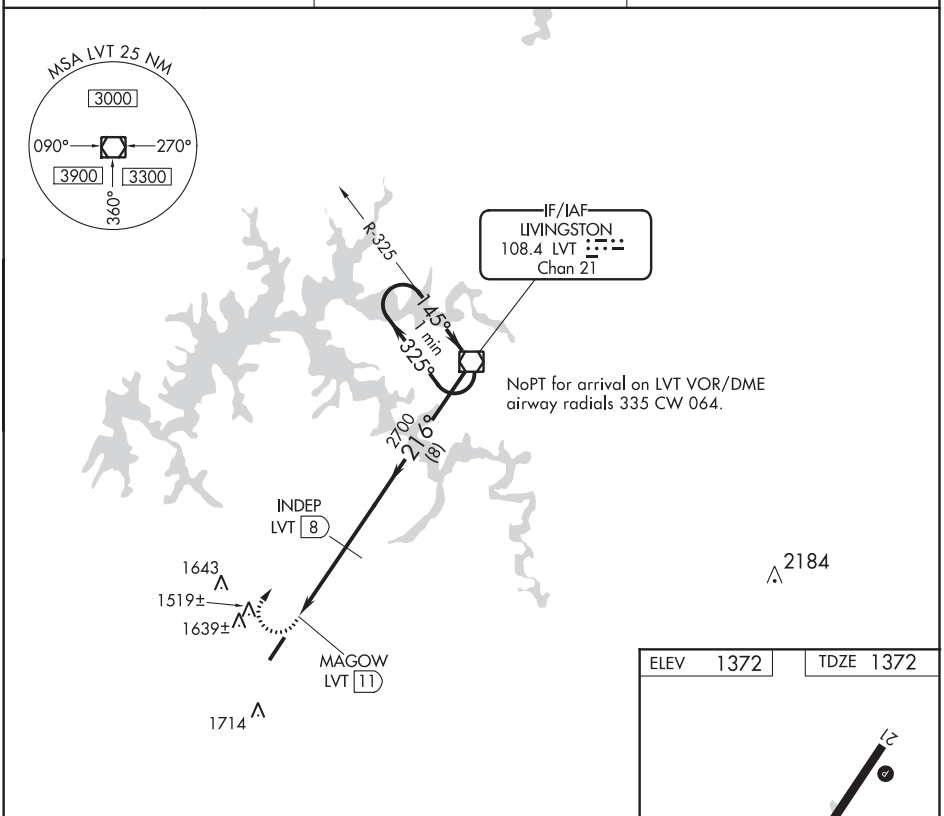
VOR/DME RWY 21
LIVINGSTON MUNI (8A3)

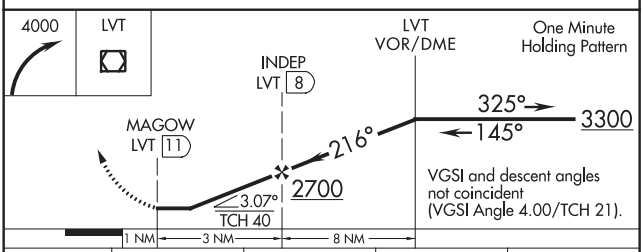
VOR/DME LVT	APP CRS		
108.4 Chan 21	216°	Rwy ldg 5152 TDZE 1372 Apt Elev 1372	

Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

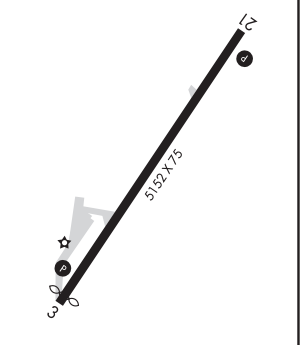
MISSED APPROACH: Climbing right turn to 4000 direct LVT VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
126.175	124.625 371.925	122.8 (CTAF) L





ELEV 1372 TDZE 1372



CATEGORY	A	B	C	D
S-21	1880-1¼	508 (600-1¼)	1880-1½	508 (600-1½)
CIRCLING	1880-1¼ 508 (600-1¼)	2080-1¼ 708 (800-1¼)	2080-2 708 (800-2)	2080-2¼ 708 (800-2¼)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

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LONDON, KENTUCKY | AL-720 (FAA) | 20142

ILS or LOC RWY 6

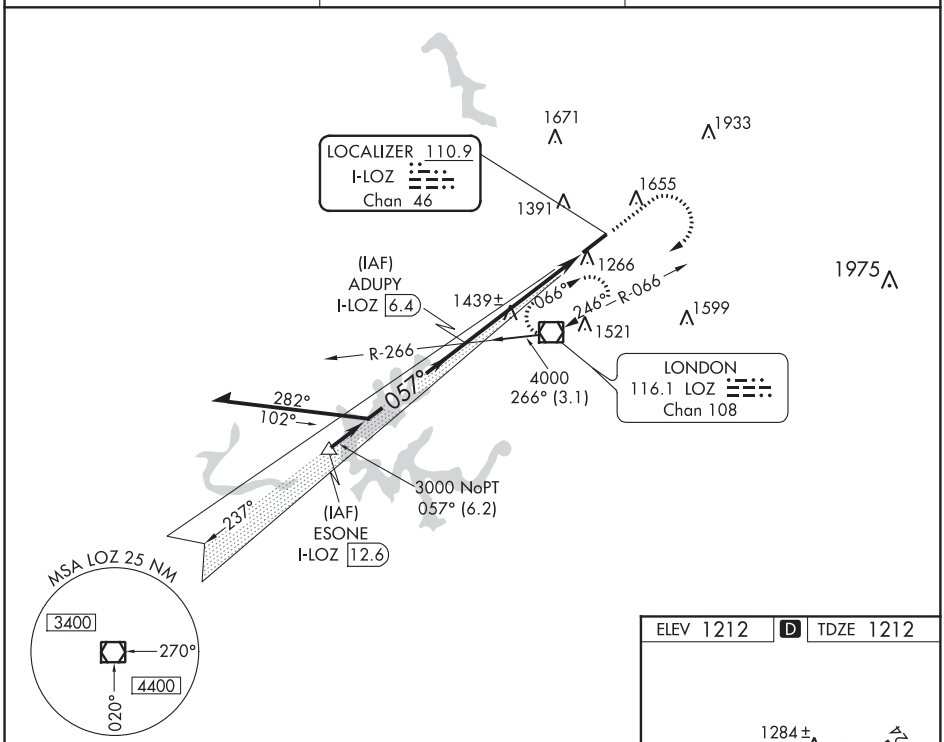
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

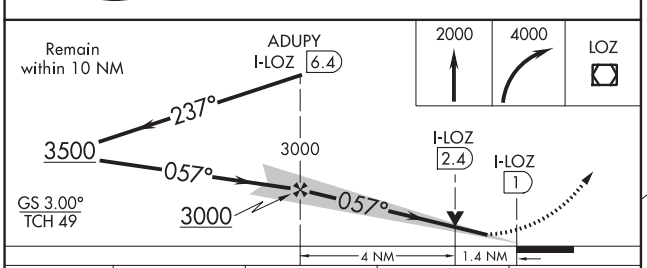
LOC/DME I-LOZ	APP CRS	Rwy ldg	5000
110.9	057°	TDZE	1212
Chan 46		Apt Elev	1212

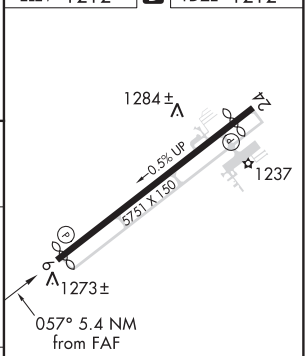
Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet, and increase visibility S-ILS 6 ¼ mile all Cats, S-LOC 6 Cat C ¼ mile Cat D ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L







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

CATEGORY	A	B	C	D
S-ILS 6	1462-1 250 (300-1)			
S-LOC 6	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

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

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WAAS CH 65799 W06A	APP CRS 057°	Rwy ldg 5000 TDZE 1212 Apt Elev 1212

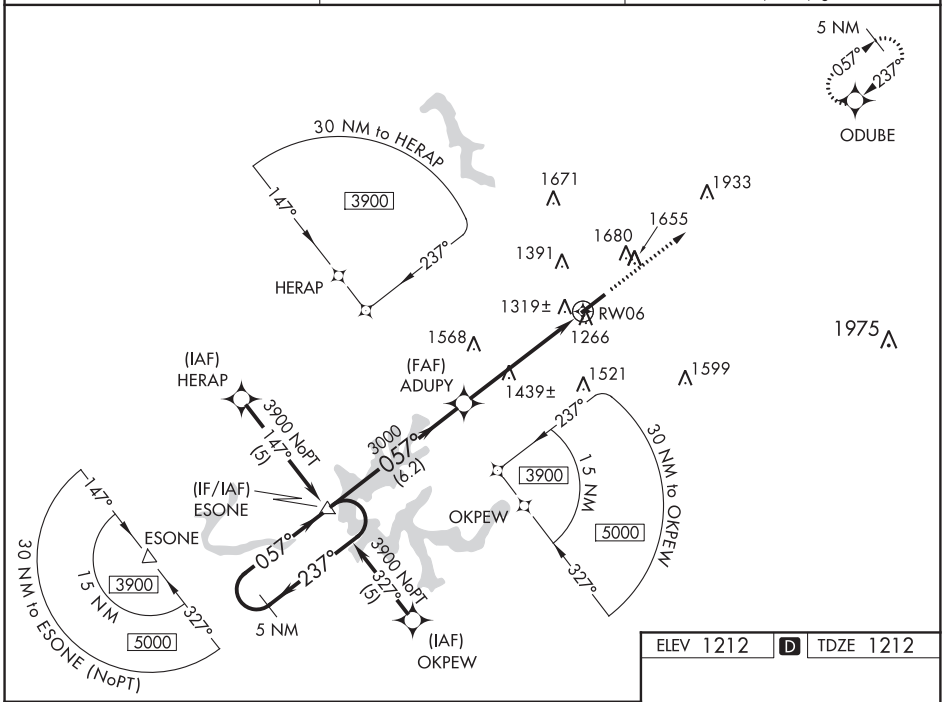
RNAV (GPS) RWY 6

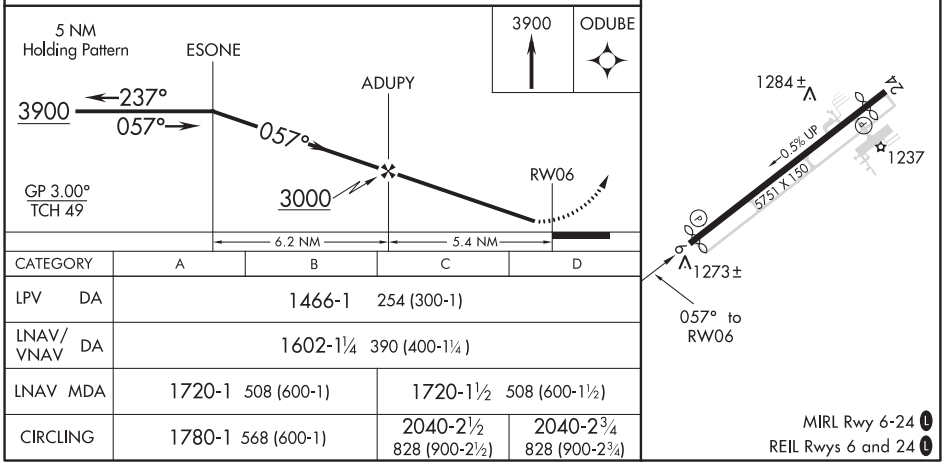
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1466-1 254 (300-1)			
LNAV/VNAV DA	1602-1¼ 390 (400-1¼)			
LNAV MDA	1720-1 508 (600-1)		1720-1½ 508 (600-1½)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

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RNAV (GPS) RWY 24

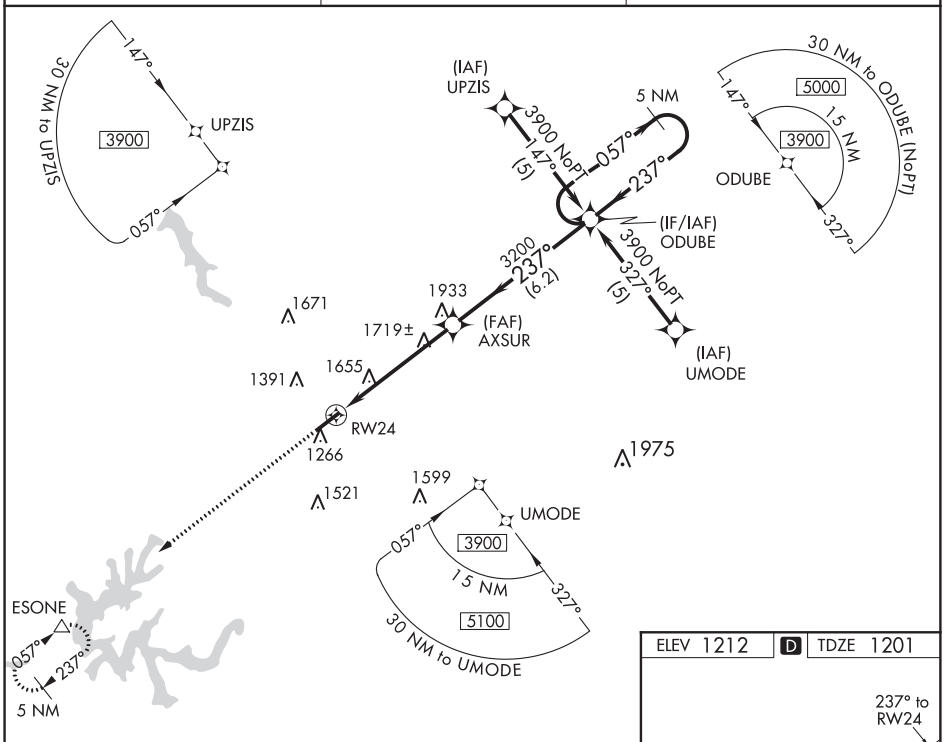
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

WAAS CH 78108 W24A	APP CRS 237°	Rwy ldg 5200 TDZE 1201 Apt Elev 1212

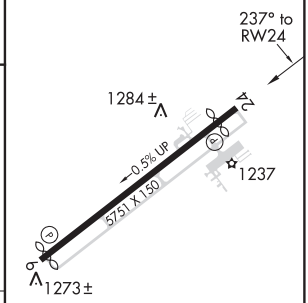
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L



ELEV 1212	D	TDZE 1201

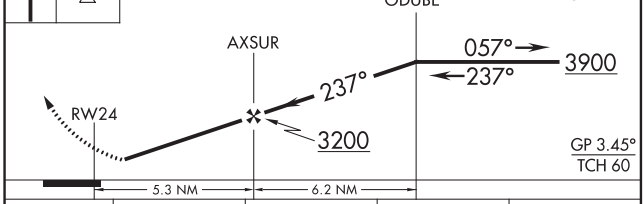


MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

3900 | ESONE △

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 73).

5 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1510-1 309 (300-1)			NA
LNAV MDA	1980-1 779 (800-1)	1980-1¼ 779 (800-1¼)	1980-2¼ 779 (800-2¼)	1980-2½ 779 (800-2½)
CIRCLING	1980-1 768 (800-1)	1980-1¼ 768 (800-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

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VOR/DME LOZ	APP CRS	Rwy ldg	5000
116.1	025°	TDZE	1212
Chan 108		Apt Elev	1212

VOR RWY 6

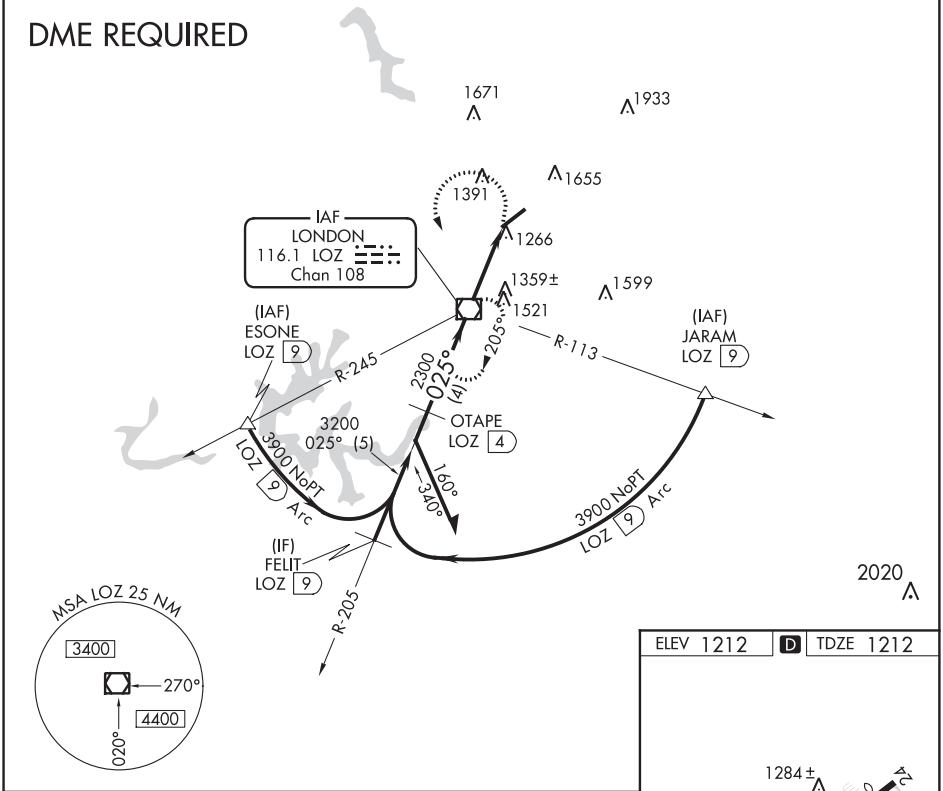
LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

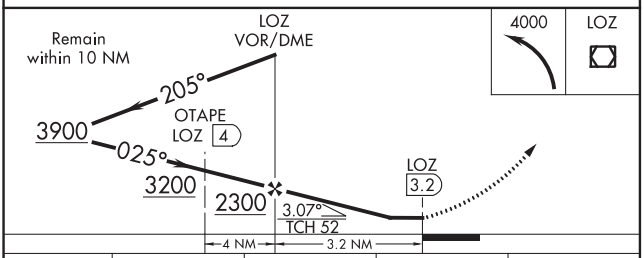
When local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet and increase S-6 Cat C/D and Circling Cat C/D visibility ¼ mile. Night landing: Rwy 6 NA.

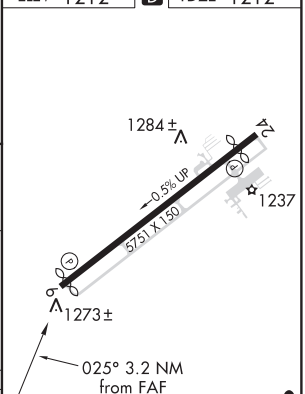
MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS	INDIANAPOLIS CENTER	UNICOM
119.075	124.625 371.925	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-6	1620-1 408 (500-1)		1620-1¼ 408 (500-1¼)	
CIRCLING	1780-1 568 (600-1)		2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

WAAS CH 58126 W24A	APP CRS 244°	Rwy ldg 3856 TDZE 545 Apt Elev 546

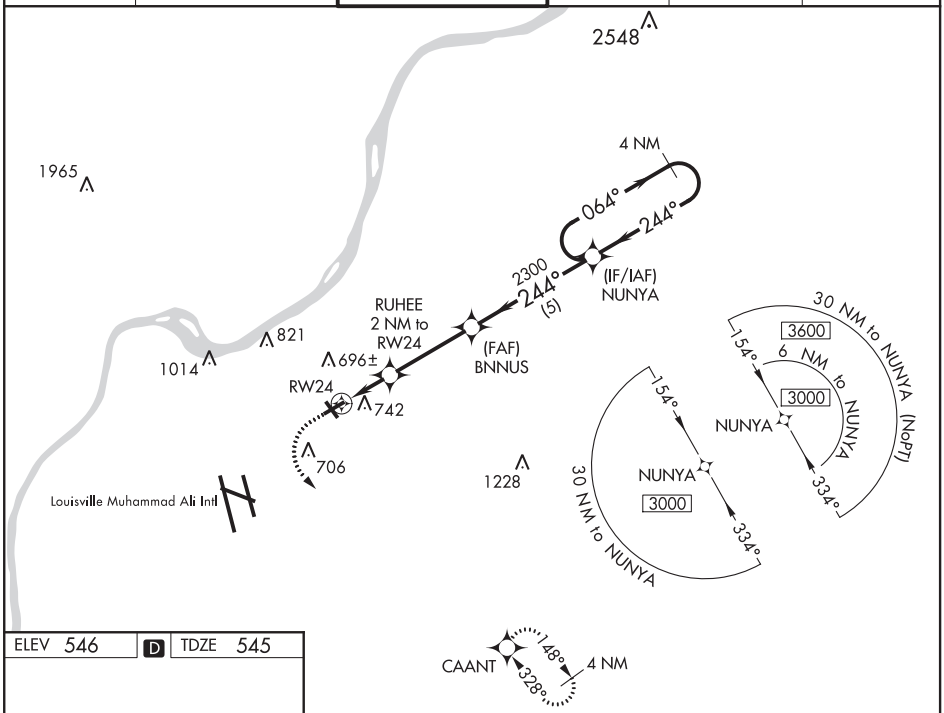
RNAV (GPS) RWY 24
BOWMAN FIELD (LOU)

RNP APCH.

VDP NA with Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct CAANT and hold.

ATIS	LOUISVILLE APP CON	BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95



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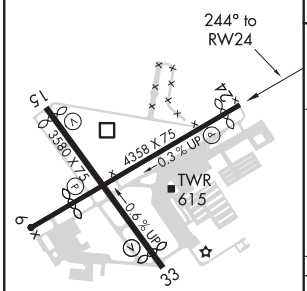
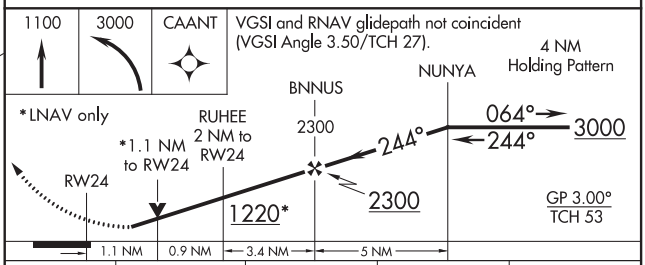
ELEV 546 D TDZE 545



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



CATEGORY	A	B	C	D
LPV DA	830-⅞ 285 (300-⅞)		NA	
LNAV/VNAV DA	1025-1⅝ 480 (500-1⅝)		NA	
LNAV MDA	1000-1 455 (500-1)		NA	
C CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

WAAS CH 99526 W33A	APP CRS 328°	Rwy ldg 3125 TDZE 546 Apt Elev 546

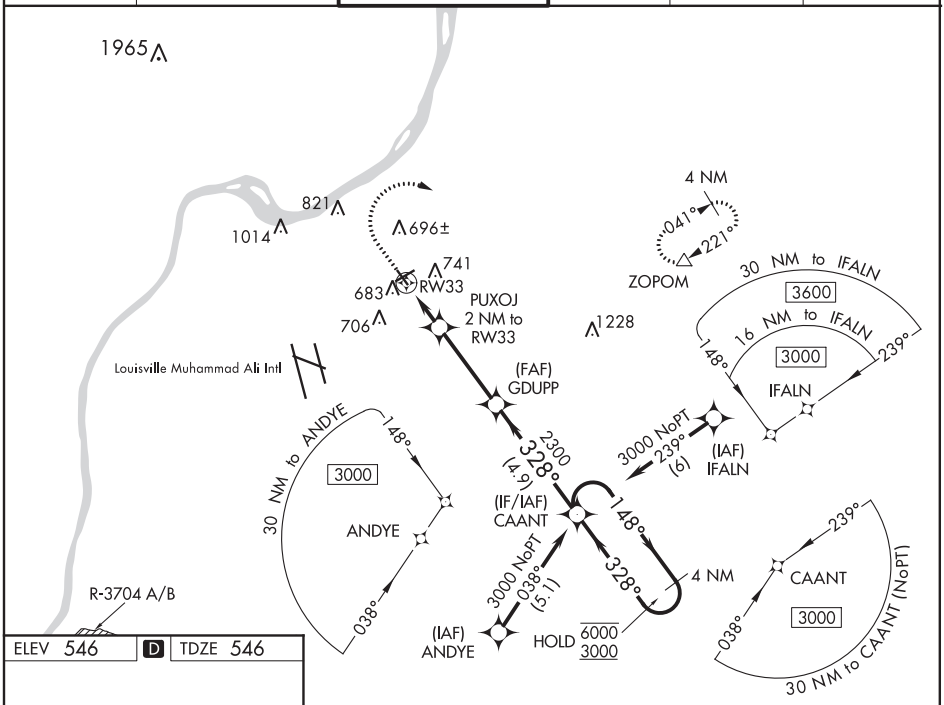
RNAV (GPS) RWY 33
BOWMAN FIELD (LOU)

RNP APCH.

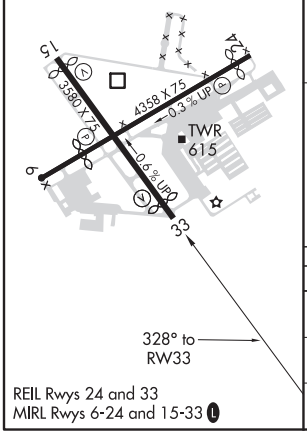
Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ZOPOM and hold.

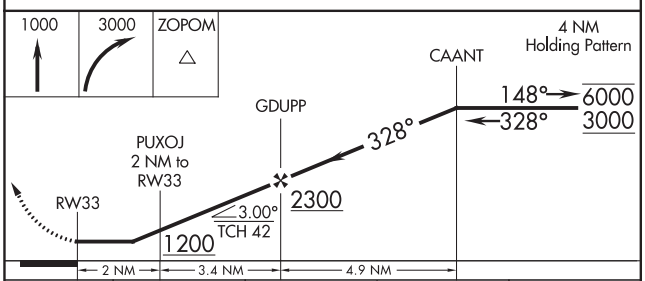
ATIS	LOUISVILLE APP CON	BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075 327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95



ELEV 546 D TDZE 546



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



CATEGORY	A	B	C	D
LP MDA	860-1 314 (400-1)		NA	
LNAV MDA	920-1 374 (400-1)		NA	
C CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

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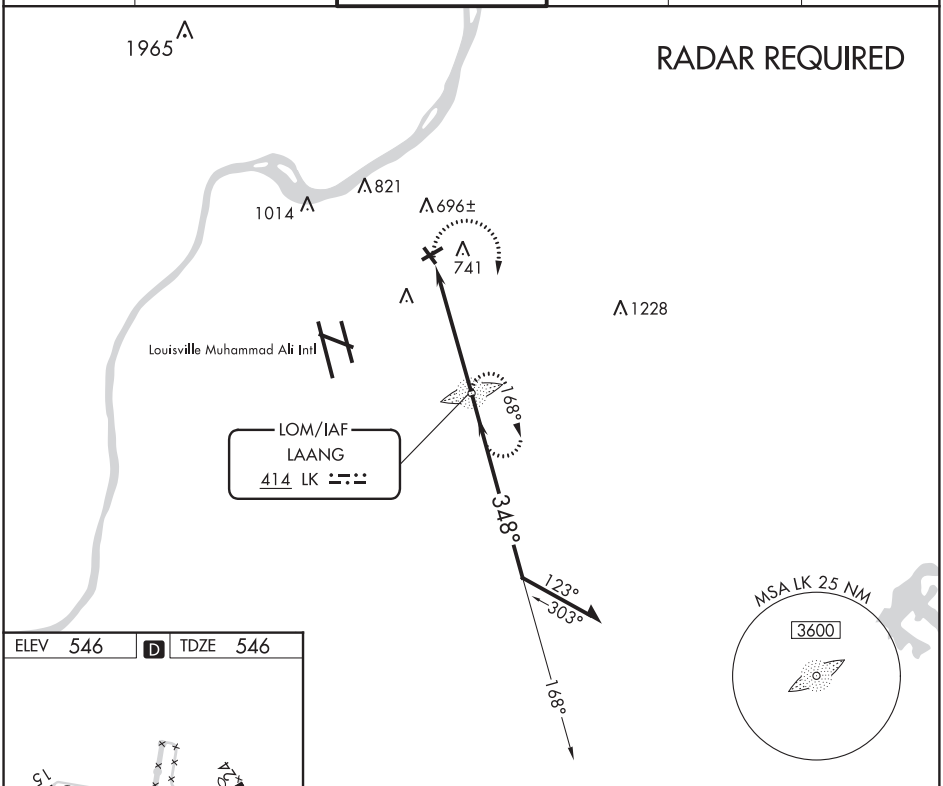
NDB RWY 33
BOWMAN FIELD (LOU)

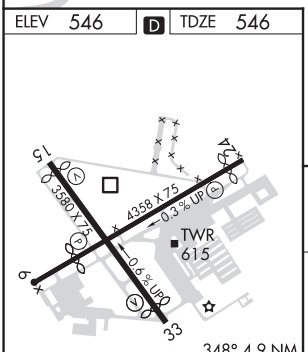
LOM LK	APP CRS	Rwy ldg	3125
414	348°	TDZE	546
		Apt Elev	546

When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

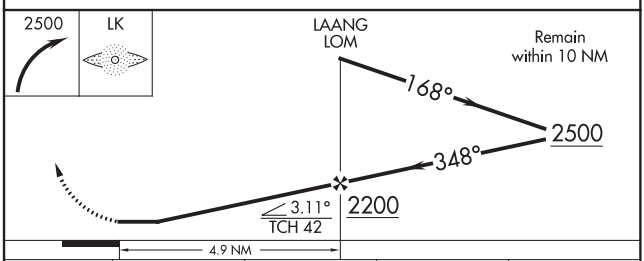
ATIS	LOUISVILLE APP CON		BOWMAN TOWER★	GND CON	CLNC DEL	UNICOM
124.15	132.075	327.0	119.5 (CTAF) L 257.625	121.8	118.9	122.95





REIL Rwys 24 and 33
MIRL Rwys 6-24
and 15-33 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-33	1160-1	614 (700-1)	NA	
C CIRCLING	1160-1	614 (700-1)	NA	

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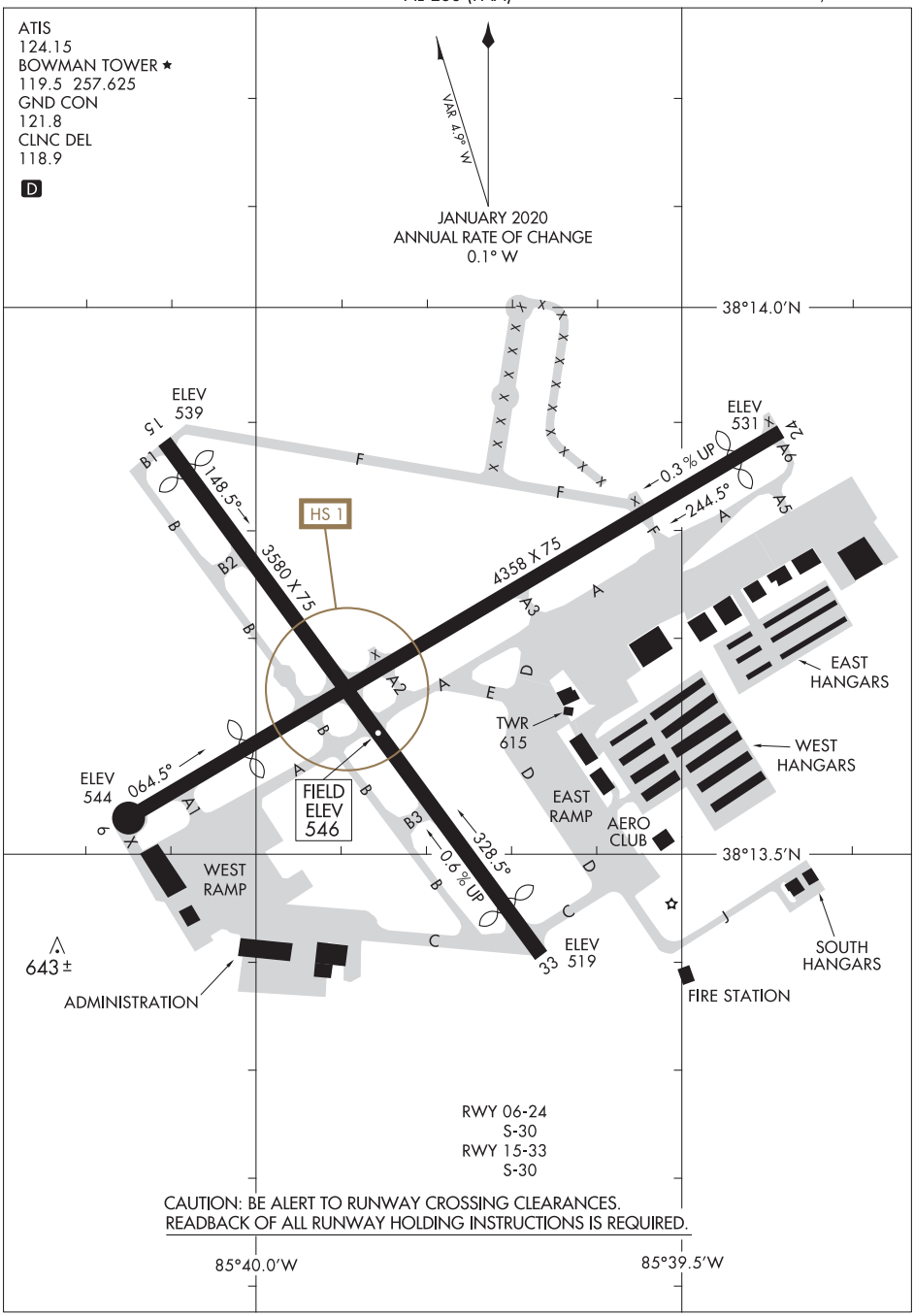
AL-238 (FAA)



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LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

ILS or LOC RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-PKI	APP CRS	Rwy ldg	7800
111.95	170°	TDZE	499
Chan 56 (Y)		Apt Elev	501

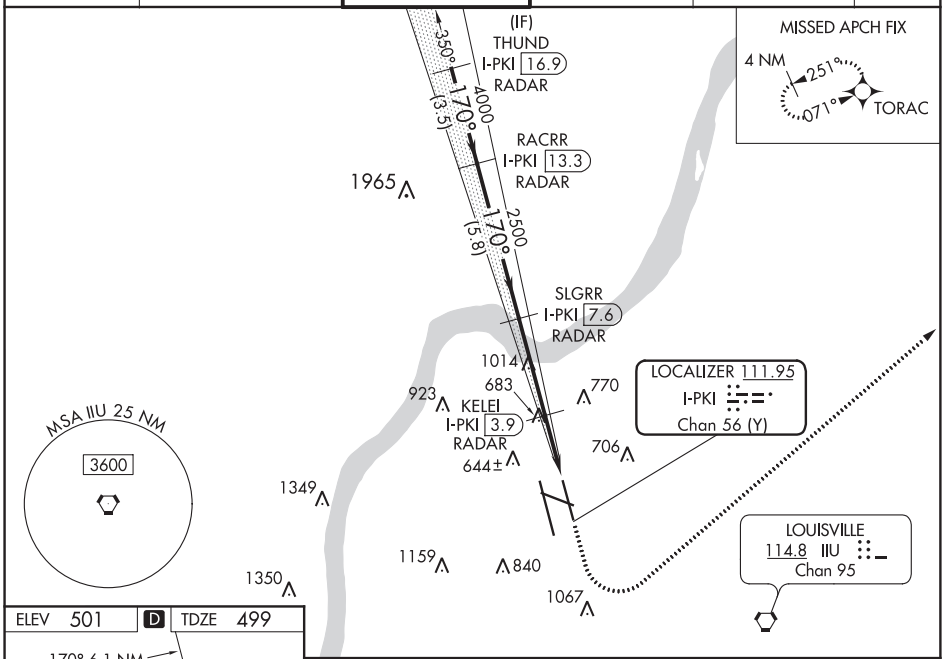
RNAV 1-GPS required.
DME or RADAR required.

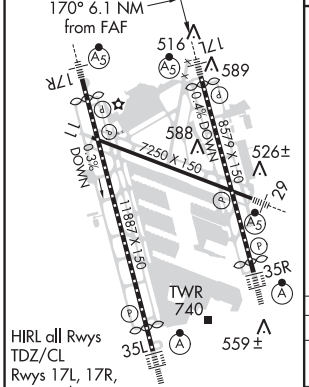
Circling Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 17L Cat C/D visibility to 1⅜ SM.

MALSR

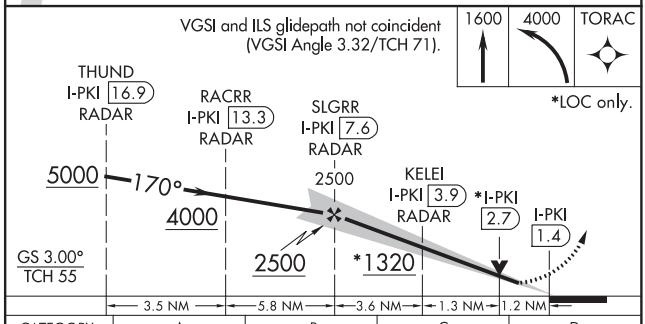
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct TORAC and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 17L	699/18 200 (200-½)			
S-LOC 17L	1000/24 501 (500-½)		1000/55 501 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

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ILS or LOC RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-SNU	APP CRS	Rwy ldg	10000
110.3	170°	TDZE	485
Chan 40		Apt Elev	501

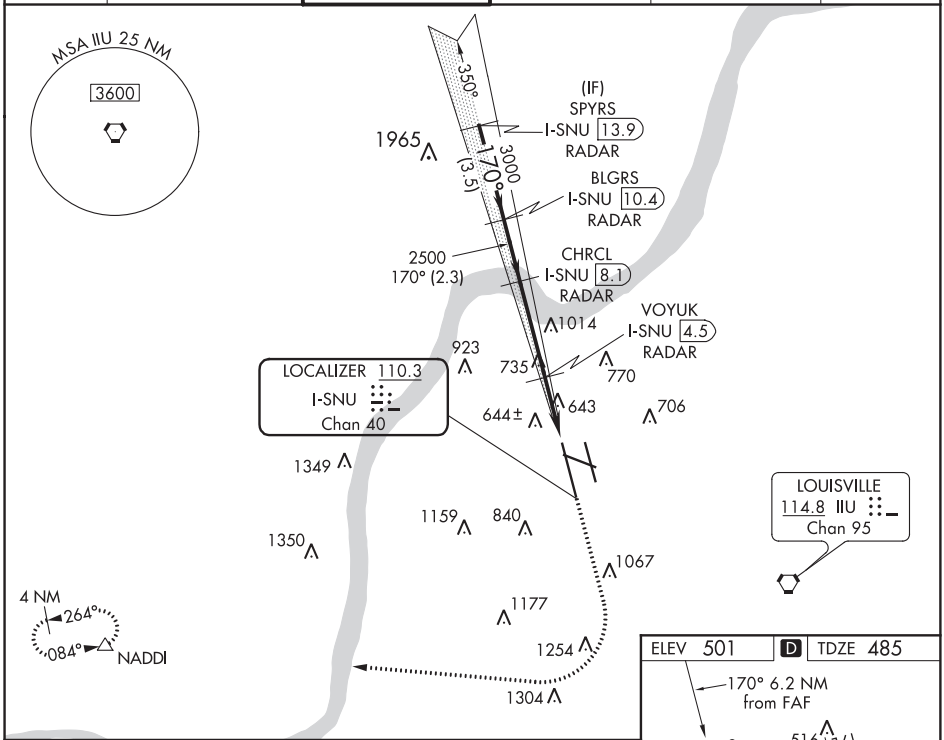
RNAV 1-GPS required. DME or RADAR required.

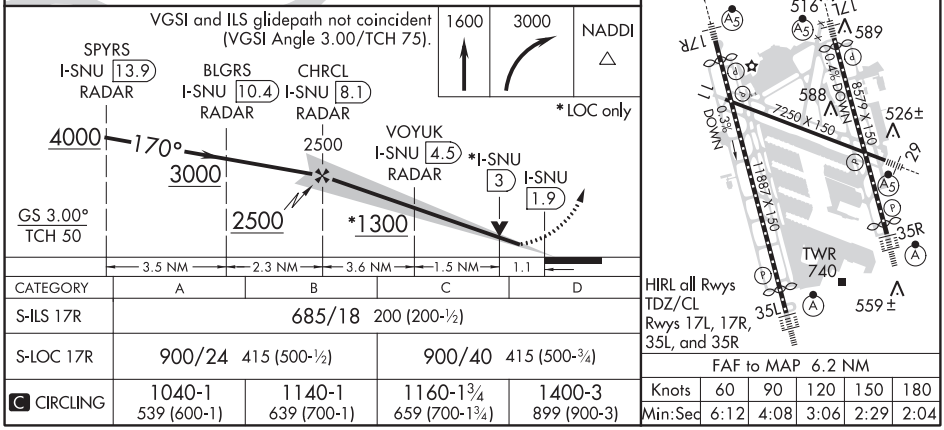
Circling Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct NADDI and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





CATEGORY	A	B	C	D
S-ILS 17R	685/18 200 (200-½)			
S-LOC 17R	900/24 415 (500-½)		900/40 415 (500-¾)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

ILS or LOC RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-RLI	APP CRS	Rwy ldg	10000
109.35	350°	TDZE	464
Chan 30 (Y)		Apt Elev	501

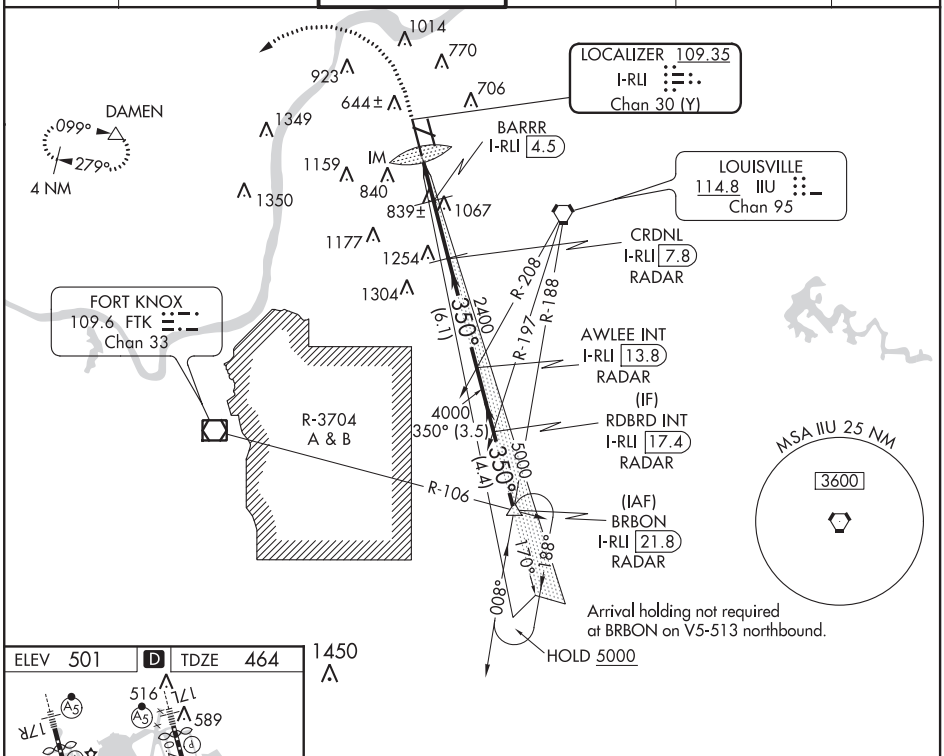
RNAV 1-GPS required. DME or RADAR required.

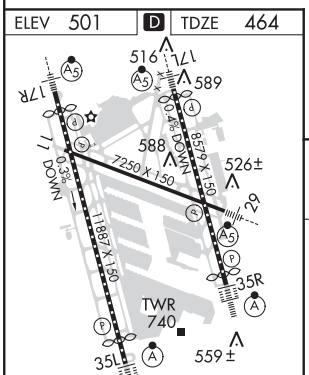
Simultaneous approach authorized. For inop ALS, increase S-LOC 35L Cat C/D visibility to 1¾ SM. Circling Rwy 11 NA at night.

ALSF-2

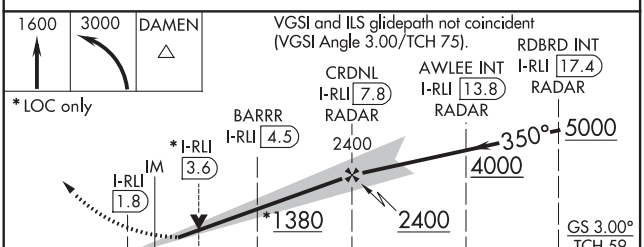
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 35L	664/18 200 (200-½)			
S-LOC 35L	1100/24 636 (700-½)		1100-1⅜ 636 (700-1⅜)	
C CIRCLING	1100-1 599 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-JJM	APP CRS	Rwy ldg	7800
110.55	350°	TDZE	480
Chan 42 (Y)		Apt Elev	501

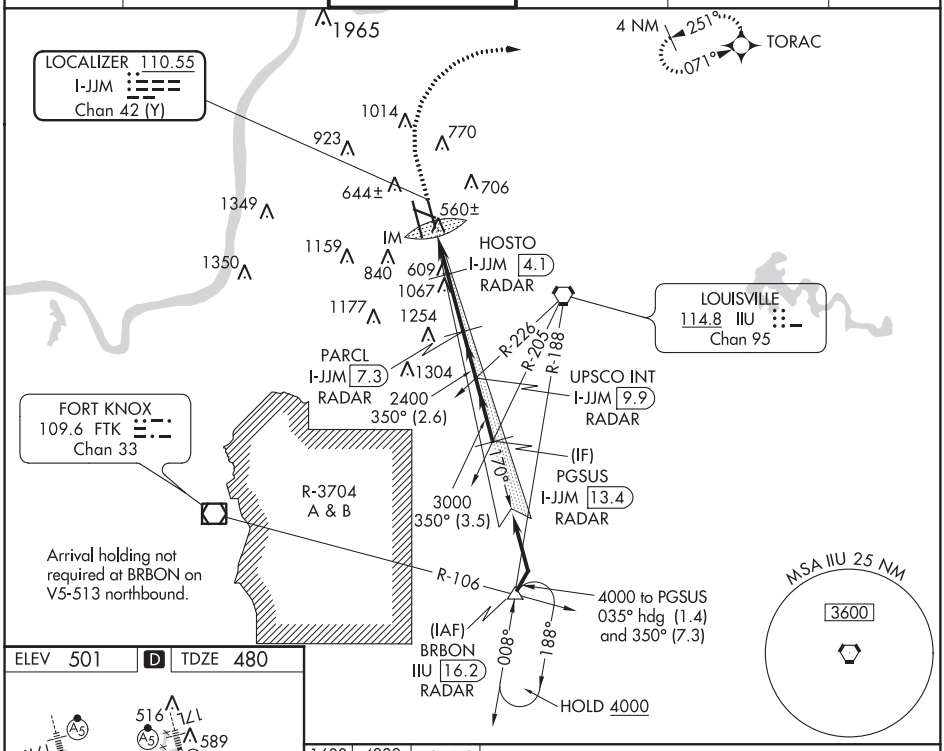
RNAV 1-GPS required. DME or RADAR required for LOC only.

Simultaneous approach authorized. Circling Rwy 11 NA at night.

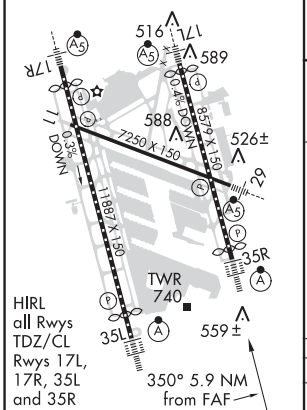
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

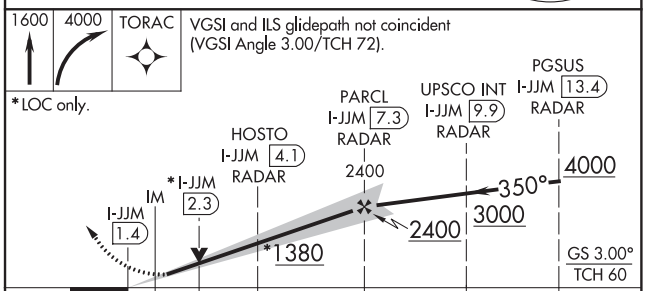
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 480



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 35R	680/18 200 (200-½)			
S-LOC 35R	820/24 340 (400-½)		820/26 340 (400-½)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

ILS RWY 35L (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-RLI	APP CRS	Rwy ldg	10000
109.35	350°	TDZE	464
Chan 30 (Y)		Apt Elev	501

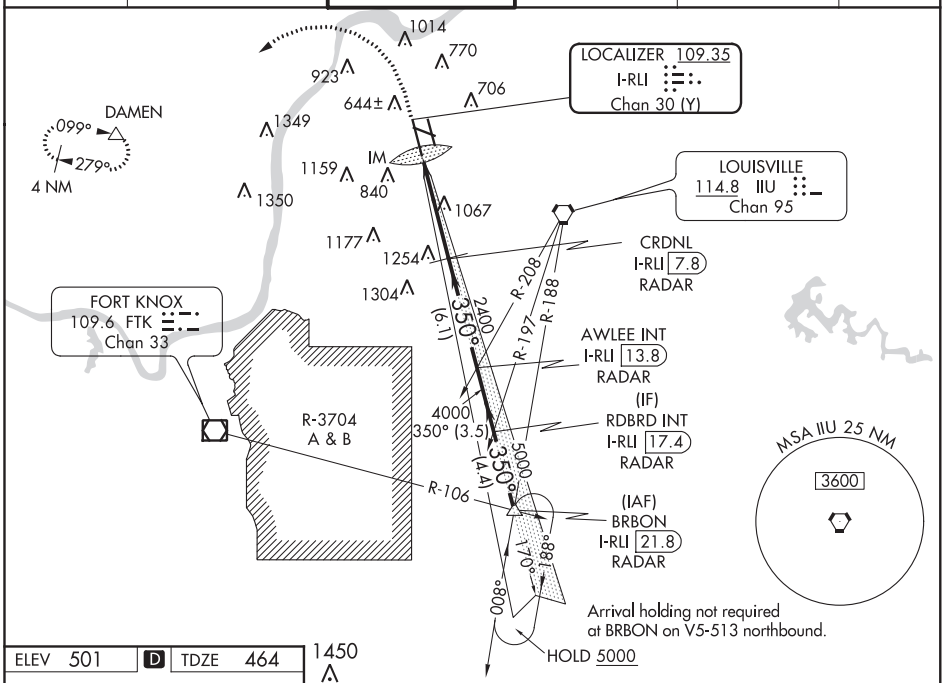
RNAV 1-GPS required. DME or RADAR required.

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

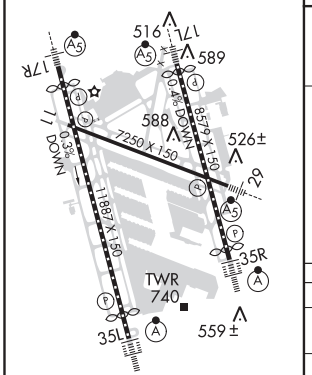
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

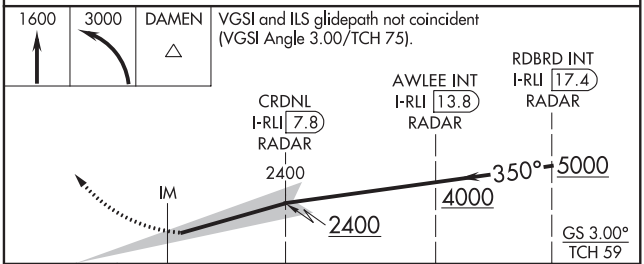
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 464



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 35R (SA CAT I)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-JJM	APP CRS	Rwy ldg	7800
110.55	350°	TDZE	480
Chan 42 (Y)		Apt Elev	501

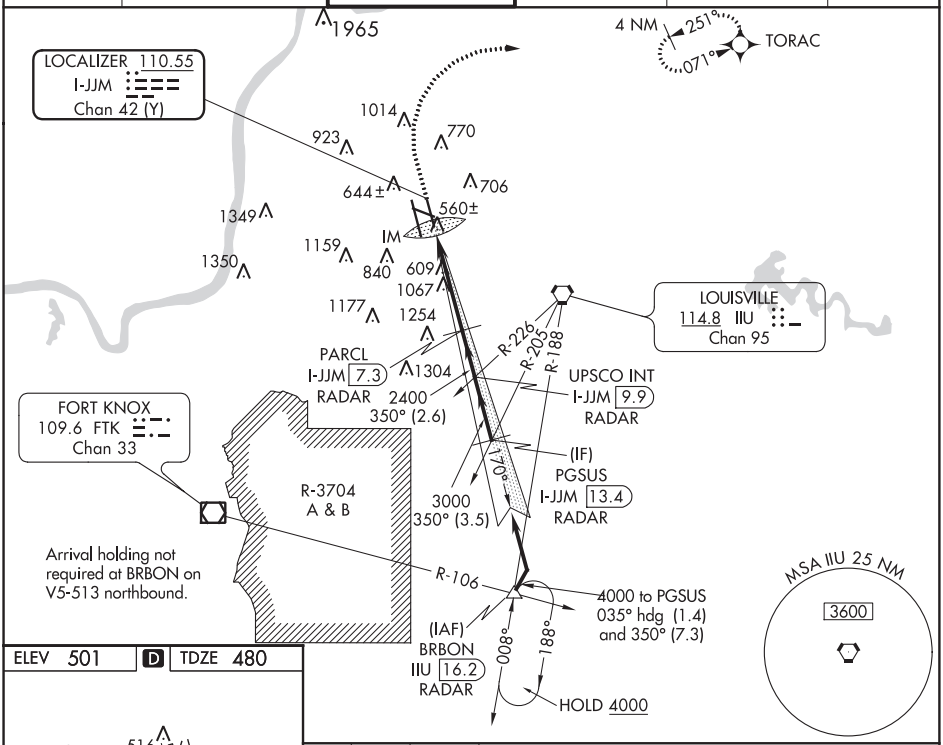
RNAV 1-GPS required. DME or RADAR required for LOC only.

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

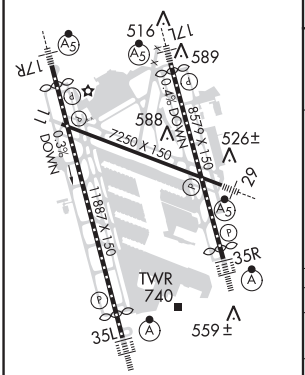
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



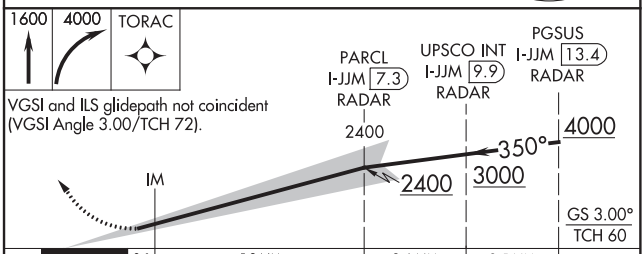
ELEV 501 | D | TDZE 480



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

1600 | 4000 | TORAC

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
S-ILS 35R	RA 162/14 150 DA 630			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

ILS RWY 35L (CAT II & III)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC/DME I-RLI	APP CRS	Rwy ldg	10000
109.35	350°	TDZE	464
Chan 30(Y)		Apt Elev	501

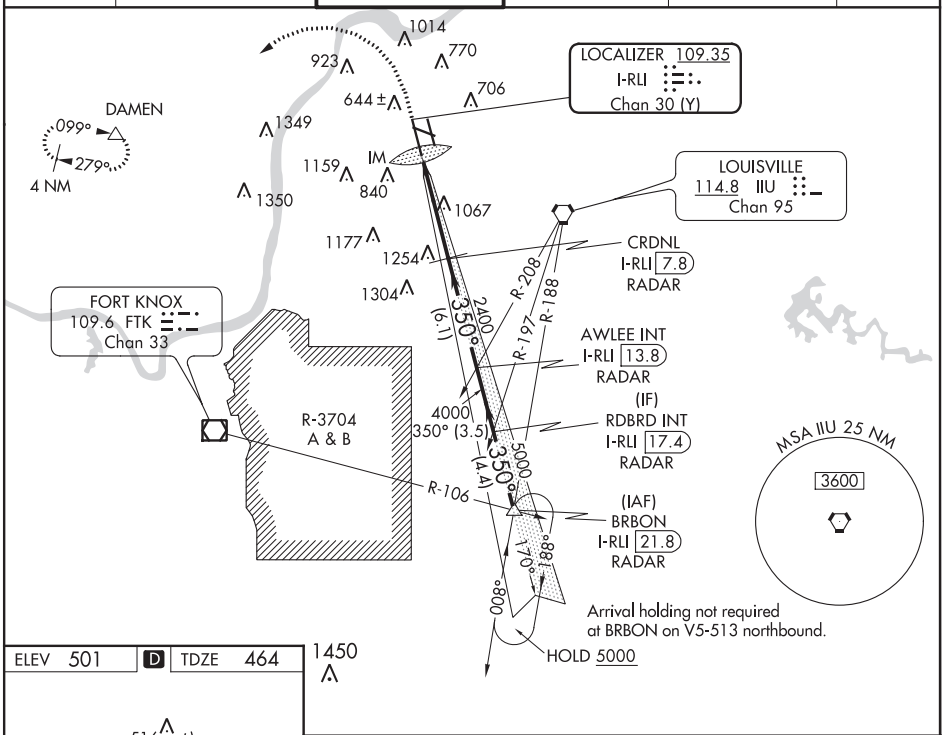
RNAV 1-GPS required. DME or RADAR required.

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

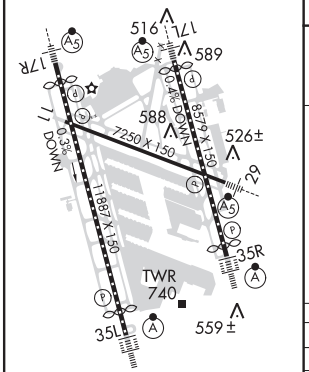
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

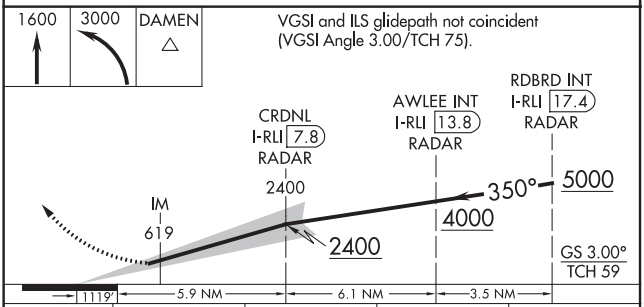
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 464



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 99/12 100 DA 564			
S-ILS 35L	CAT III RVR 06			

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 350°	Rwy ldg 7800 TDZE 480 Apt Elev 501

ILS RWY 35R (CAT II & III)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

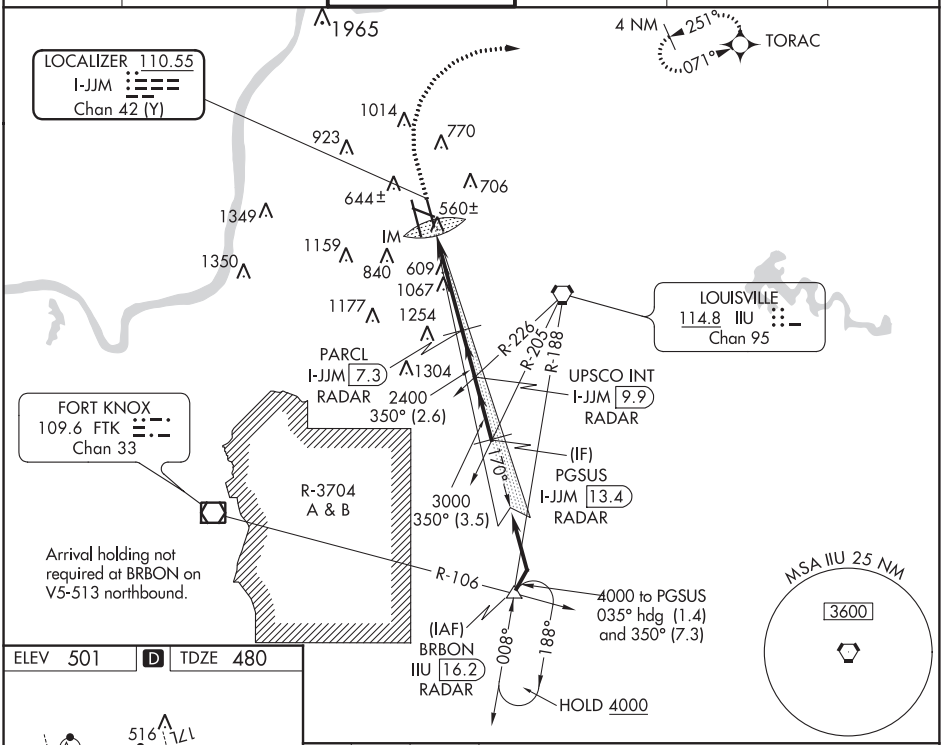
RNAV 1-GPS required. DME or RADAR required for LOC only.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

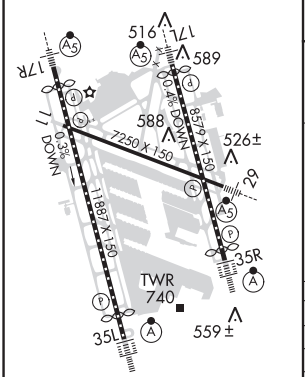
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

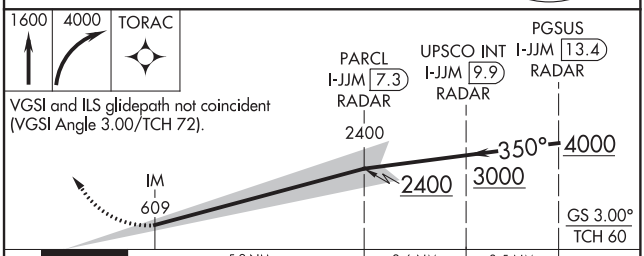
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 480



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R



CATEGORY	A	B	C	D
S-ILS 35R	CAT II	RA 100/12 100 DA 580		
S-ILS 35R	CAT III	RVR 06		

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

APP CRS	Rwy ldg	7800
170°	TDZE	499
	Apt Elev	501

RNAV (RNP) Z RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

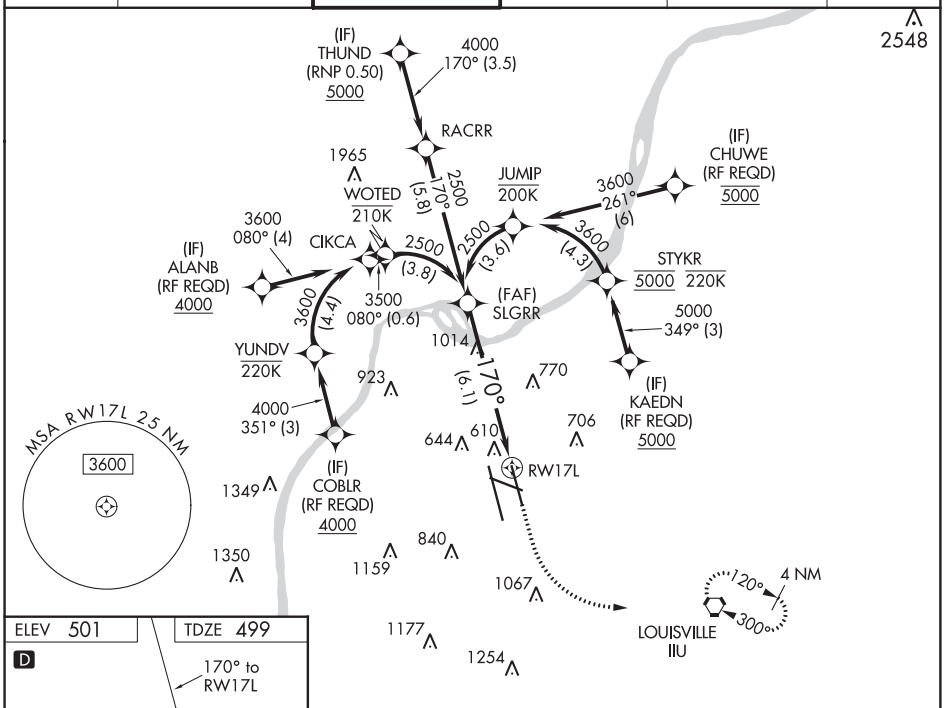
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized, except for arrivals at CHUWE, KAEDN, ALANB, and COBLR.

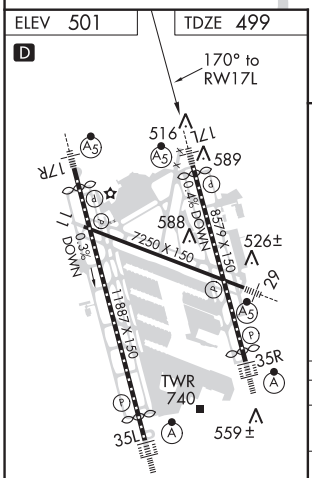
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

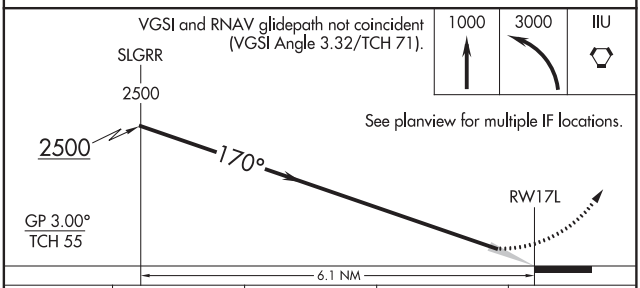


ELEV 501	TDZE 499



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.32/TCH 71).



CATEGORY	A	B	C	D
RNP 0.30 DA	936/50 437 (500-1)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	10000
170°	TDZE	485
	Apt Elev	501

RNAV (RNP) Z RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

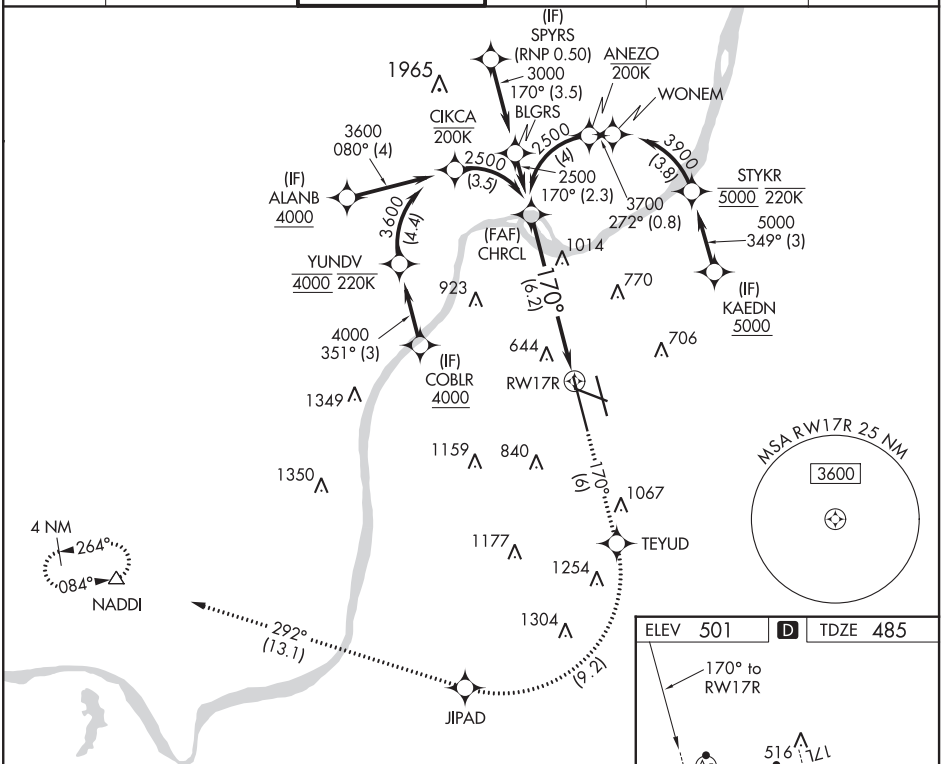
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized, except for arrivals at KAEDN, ALANB, and COBLR.

MALSR

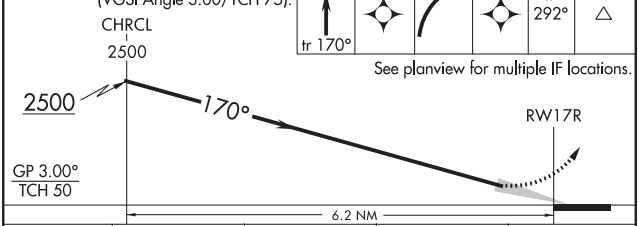
MISSED APPROACH: Climb to 3000 on track 170° to TEYUD right turn to JIPAD and on track 292° to NADDI and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



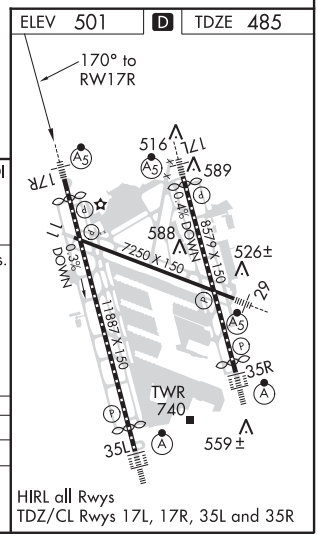
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).	3000 tr 170°	TEYUD		JIPAD	tr 292°	NADDI

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	974/60		489 (500-1)	

AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

RNAV (RNP) Z RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

APP CRS	Rwy ldg	10000
350°	TDZE	464
	Apt Elev	501

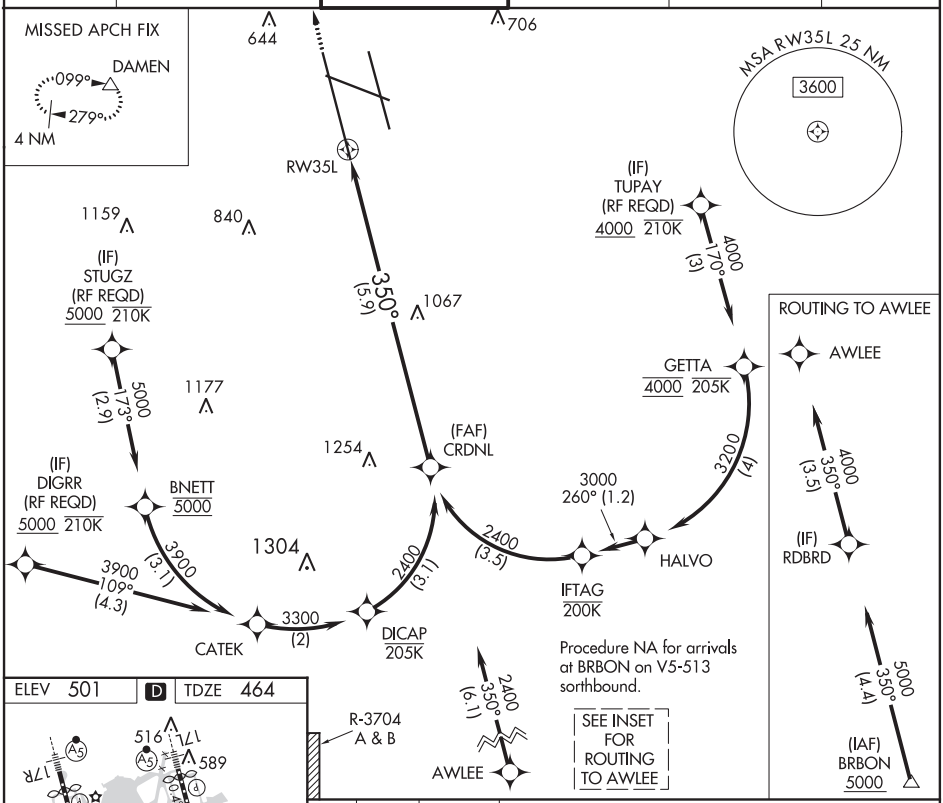
RNP AR APCH.

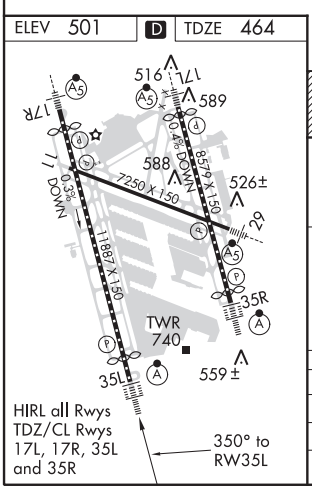
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized, except for arrivals at STUGZ, DIGRR, and TUPAY.

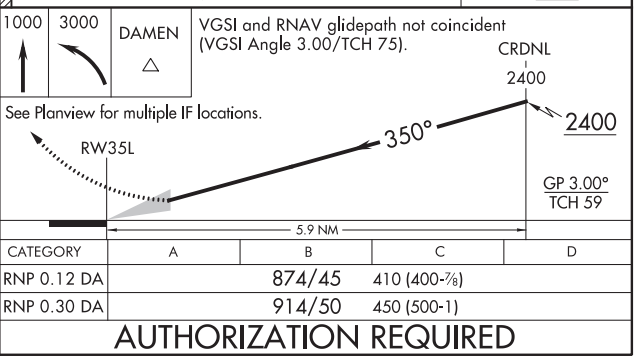
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	







CATEGORY	A	B	C	D
RNP 0.12 DA	874/45	410 (400-⅞)		
RNP 0.30 DA	914/50	450 (500-1)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	7800
350°	TDZE	480
	Apt Elev	501

RNAV (RNP) Z RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

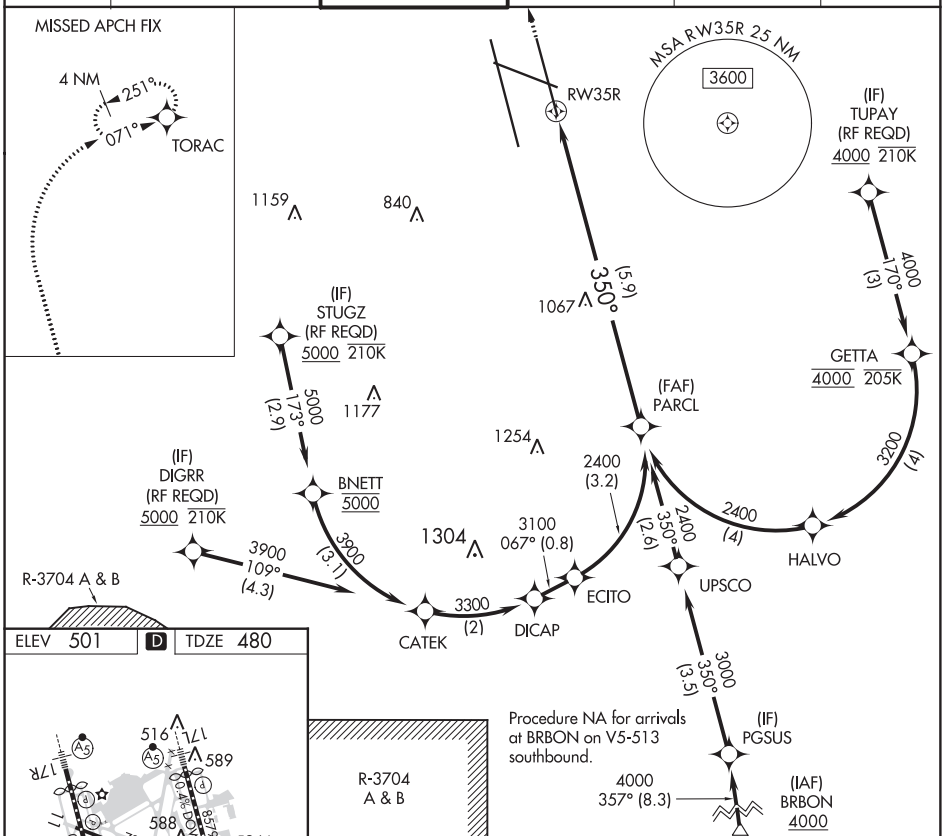
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1¼ SM. Simultaneous approach authorized, except for arrivals at DIGRR, TUPAY, and STUGZ.

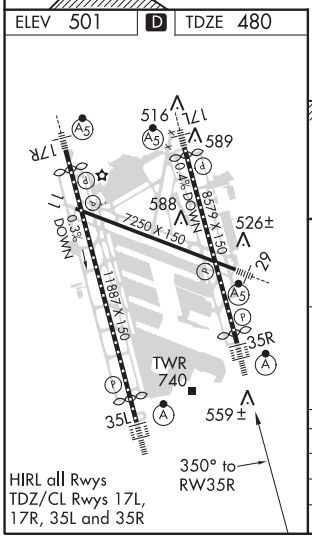
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 D TDZ 480



CATEGORY	A	B	C	D
RNP 0.12 DA	795/26	315 (300-½)		
RNP 0.30 DA	951/55	471 (500-1)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

RNAV (GPS) RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 93643 W29A	APP CRS 296°	Rwy ldg 7250 TDZE 480 Apt Elev 501

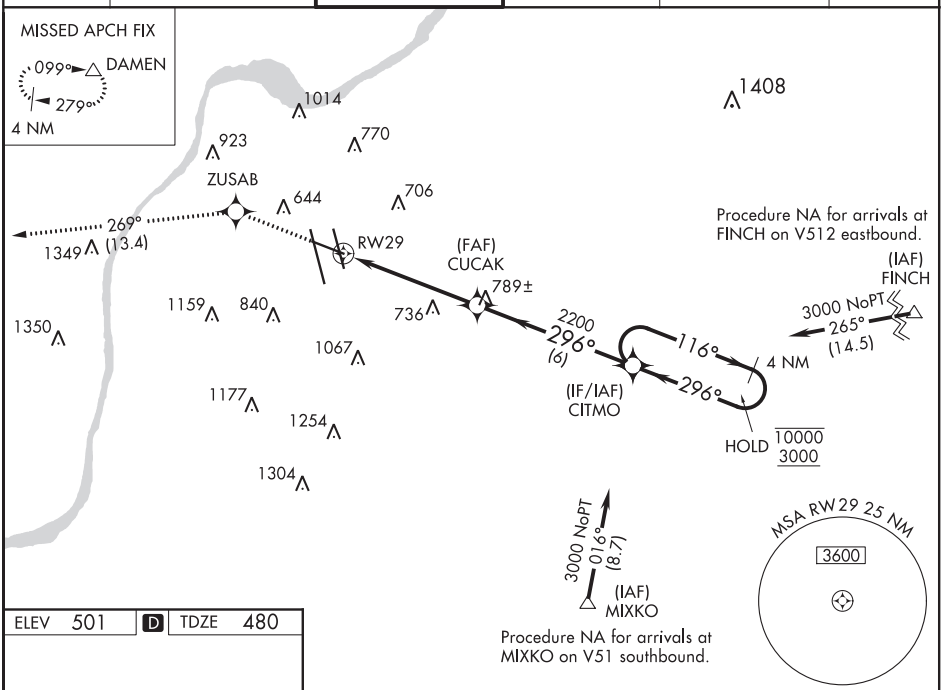
RNP APCH.

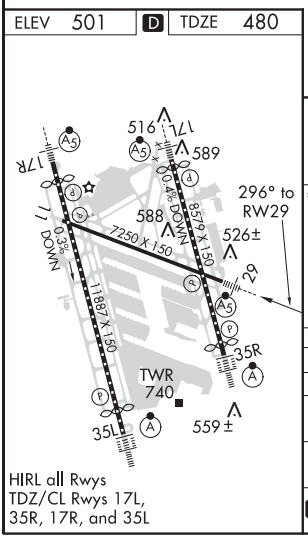
Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . For inop ALS, increase LPV all Cats visibility and LNAV Cats A/B visibility to RVR 5000.

MALSR

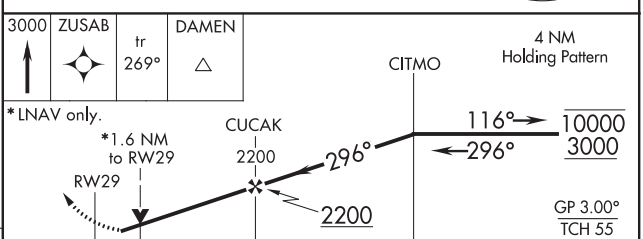
MISSED APPROACH: Climb to 3000 direct ZUSAB and on track 269° to DAMEN and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





HIRL all Rwys
TDZ/CL Rwys 17L, 35R, and 35L



CATEGORY	A	B	C	D
LPV DA	773/40 293 (300-¾)			
LNAV/VNAV DA	943/50 463 (500-1)			
LNAV MDA	1040/40 560 (600-¾)		1040/50 560 (600-1)	1040/60 560 (600-1¼)
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 90101 W17B	APP CRS 170°	Rwy ldg 7800 TDZE 499 Apt Elev 501

RNAV (GPS) Y RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

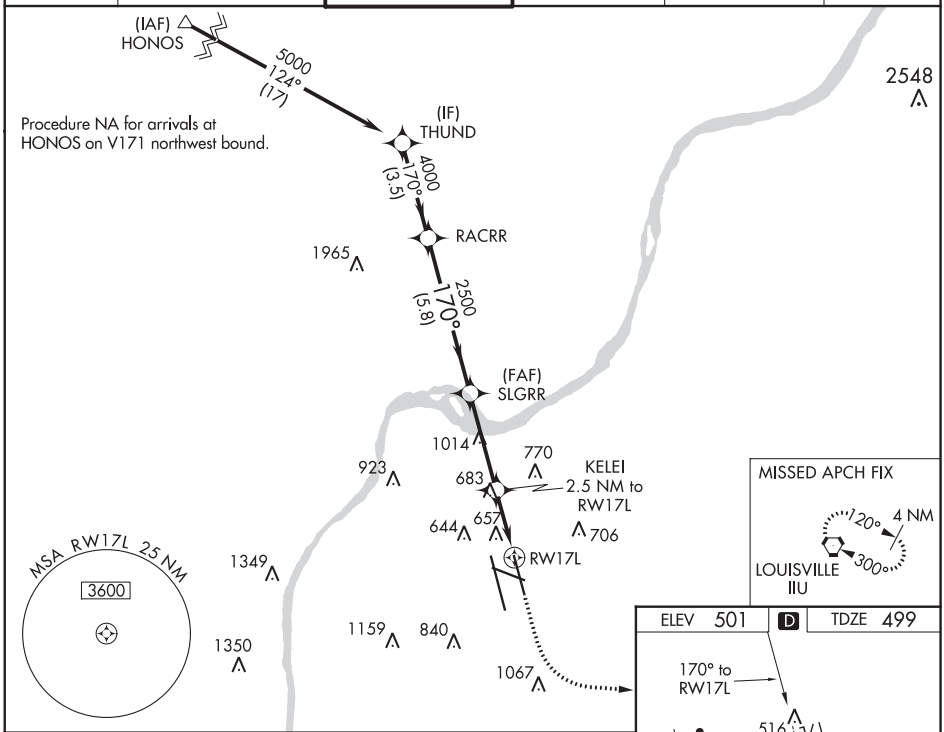
RNP APCH.

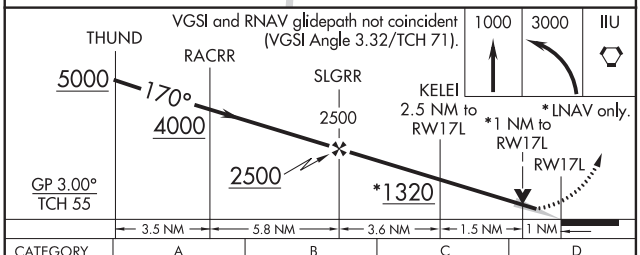
T A Circling Rwy 11 NA at night. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	





CATEGORY	A	B	C	D
LPV DA	699/18 200 (200-½)			
LNAV/VNAV DA	818/24 319 (400-½)			
LNAV MDA	920/24 421 (500-½)		920/40 421 (500-¾)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

RNAV (GPS) Y RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 57909 W17A	APP CRS 170°	Rwy ldg 10000 TDZE 485 Apt Elev 501

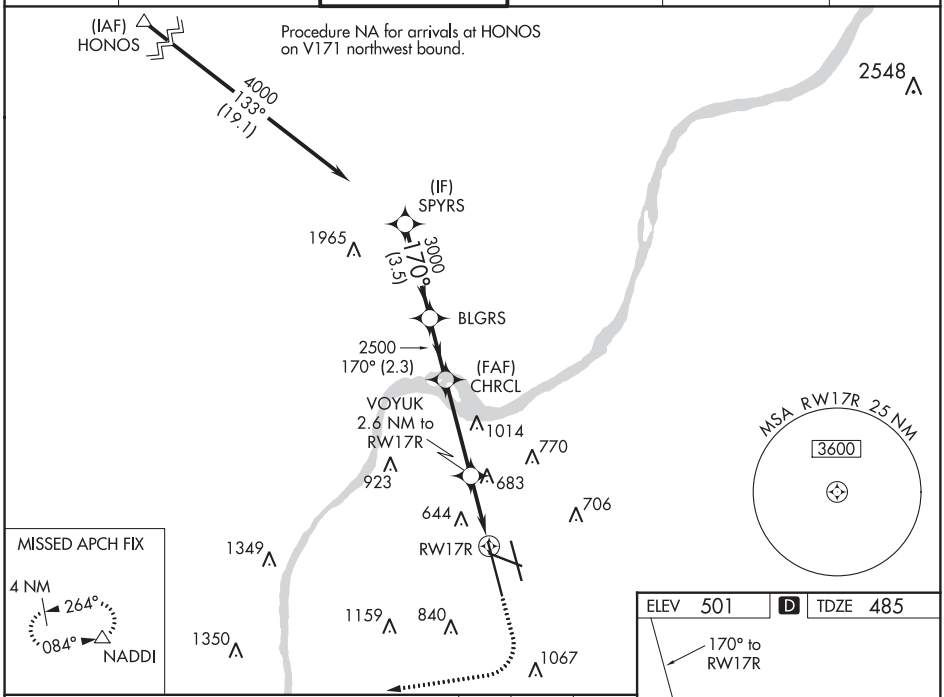
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

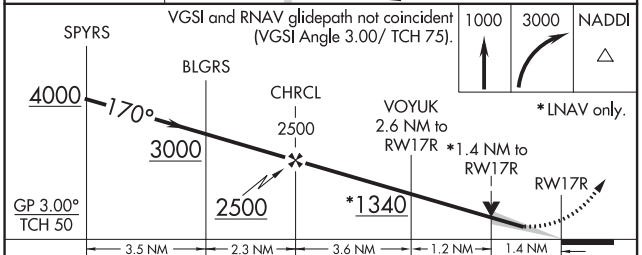
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NADDI and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

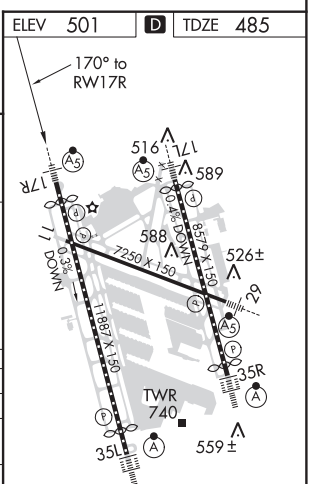


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 75).

1000	3000	NADDI



*LNAV only.



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

CATEGORY	A	B	C	D
LPV DA	685/18 200 (200-½)			
LNAV/VNAV DA	932/55 447 (500-1)			
LNAV MDA	1000/24 515 (500-½)		1000/55 515 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) Y RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 86203 W35A	APP CRS 350°	Rwy ldg 10000 TDZE 464 Apt Elev 501

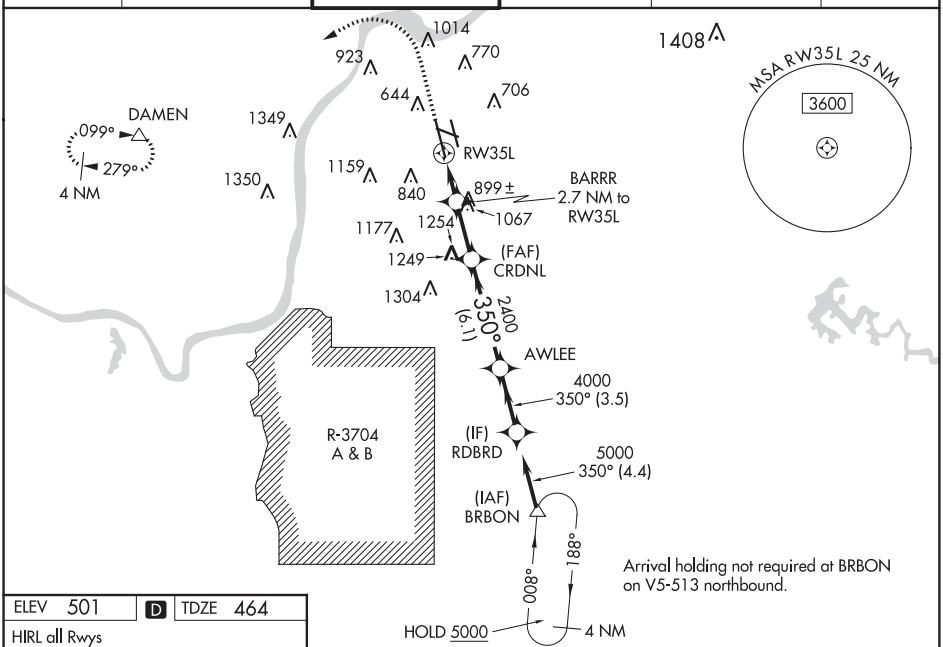
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

ALSF-2

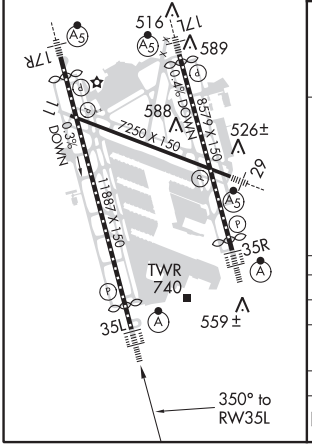
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DAMEN and hold.

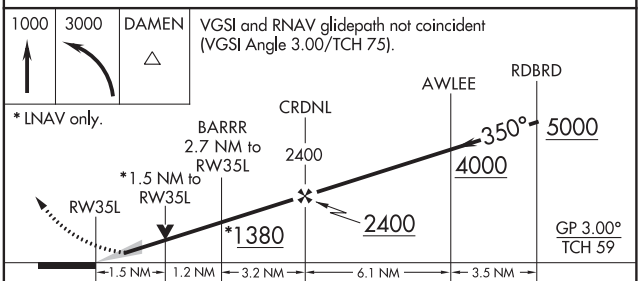
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



ELEV 501 | D | TDZE 464

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R





CATEGORY	A	B	C	D
LPV DA	664/18 200 (200-½)			
LNAV/VNAV DA	904/50 440 (500-1)			
LNAV MDA	1000/24 536 (500-½)		1000/55 536 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

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SE-1, 05 NOV 2020 to 31 DEC 2020

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20310

RNAV (GPS) Y RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

WAAS CH 70709 W35D	APP CRS 350°	Rwy ldg 7800 TDZE 480 Apt Elev 501

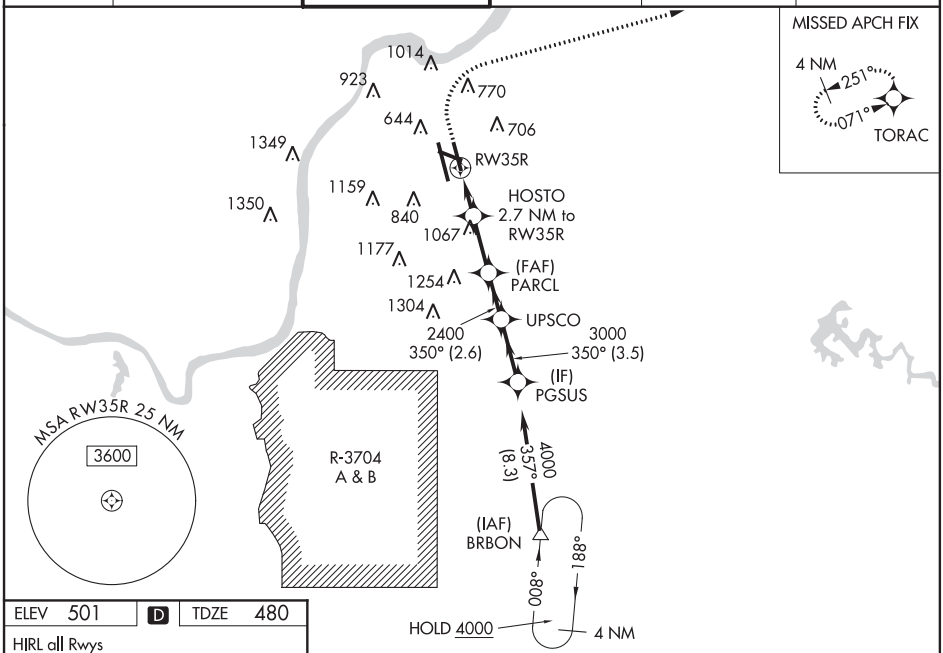
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

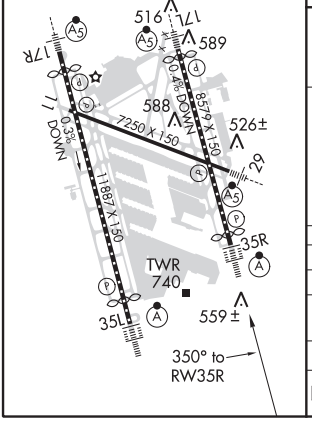
D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	

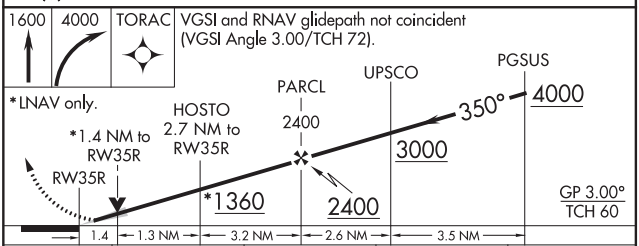


Arrival holding not required at BRBON on V5-513 northbound.

ELEV 501	D	TDZE 480

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R





CATEGORY	A	B	C	D
LPV DA	680/18 200 (200-½)			
LNAV/VNAV DA	909/50 429 (500-1)			
LNAV MDA	1000/24 520 (500-½)		1000/55 520 (500-1)	
C CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC I-LKS	APP CRS	Rwy ldg / TDZE / Apt Elev
109.1	297°	7250 / 480 / 501

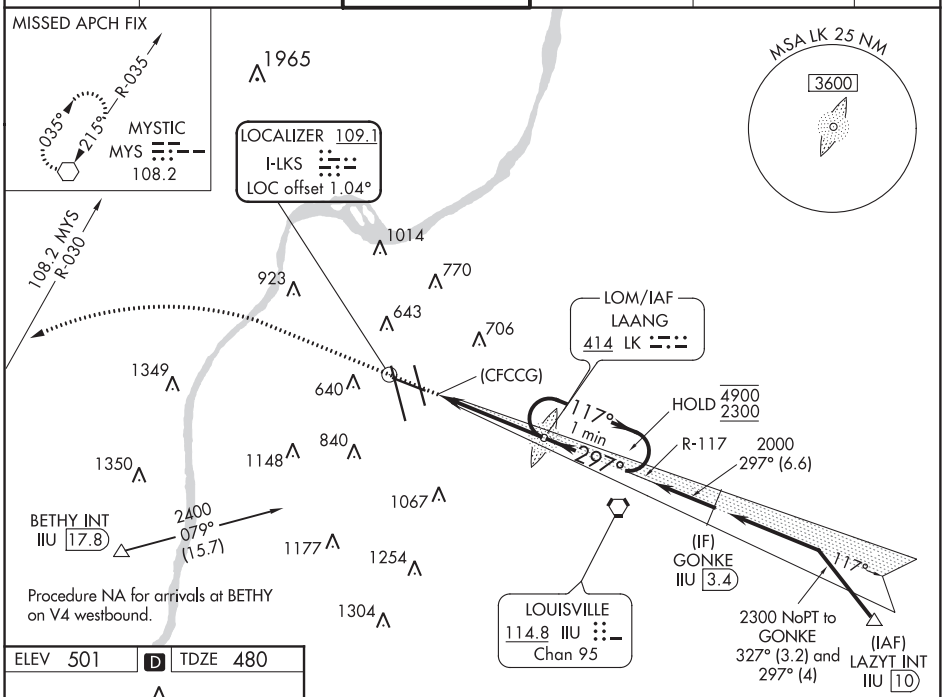
ADF or DME required.

Circling Rwy 11 NA at night.
For inop ALS, increase S-29 Cats C/D visibility to 1⅝ SM.

MALSR

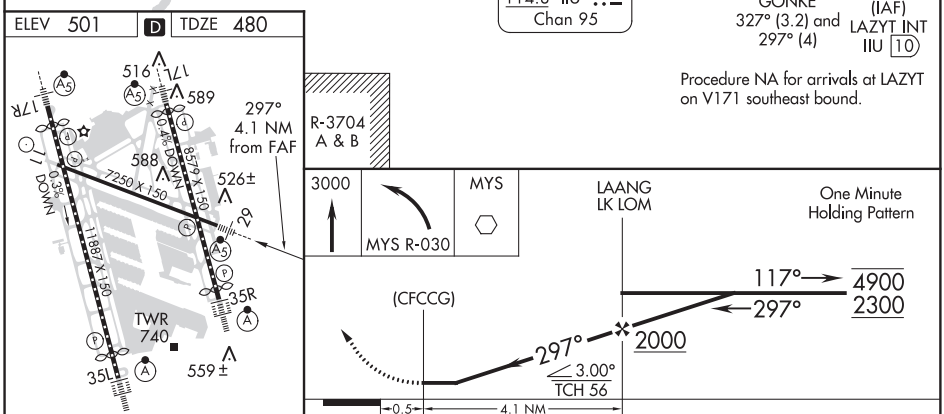
MISSED APPROACH: Climb to 3000 then left turn on MYS VOR R-030 to MYS VOR and hold.

D-ATIS	LOUISVILLE APP CON	LOUISVILLE TOWER	GND CON	CLNC DEL	CPDLC
118.725	132.075 327.0	124.2 257.8	121.7 348.6	126.1 275.8	



Procedure NA for arrivals at BETHY on V4 westbound.

Procedure NA for arrivals at LAZYT on V171 southeast bound.



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

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

CATEGORY	A	B	C	D
S-29	1060/24 580 (600-½)		1060-1¼ 580 (600-1¼)	
C CIRCLING	1060-1 559 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

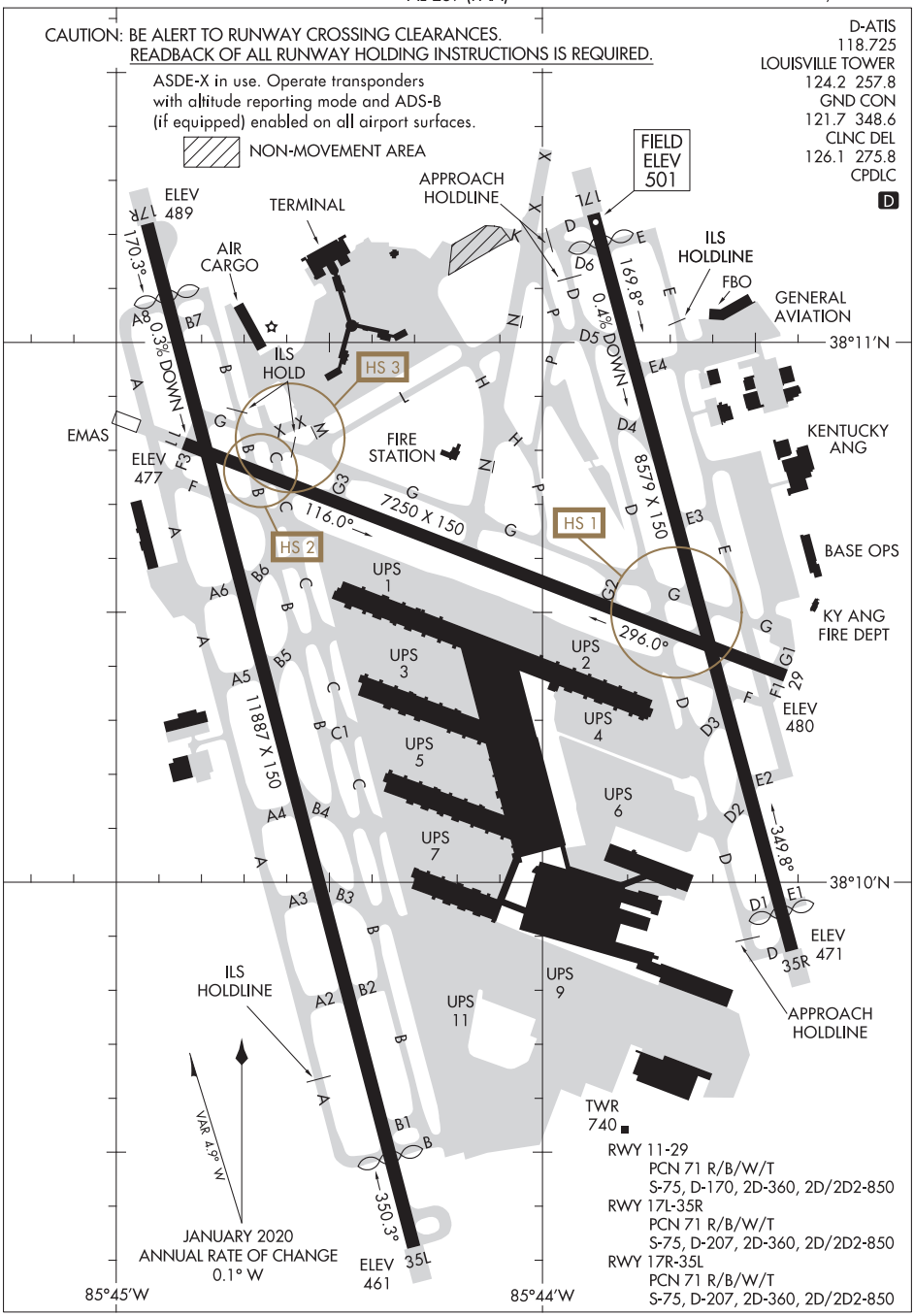
SE-1, 05 NOV 2020 to 31 DEC 2020

20310

AIRPORT DIAGRAM

AL-239 (FAA)

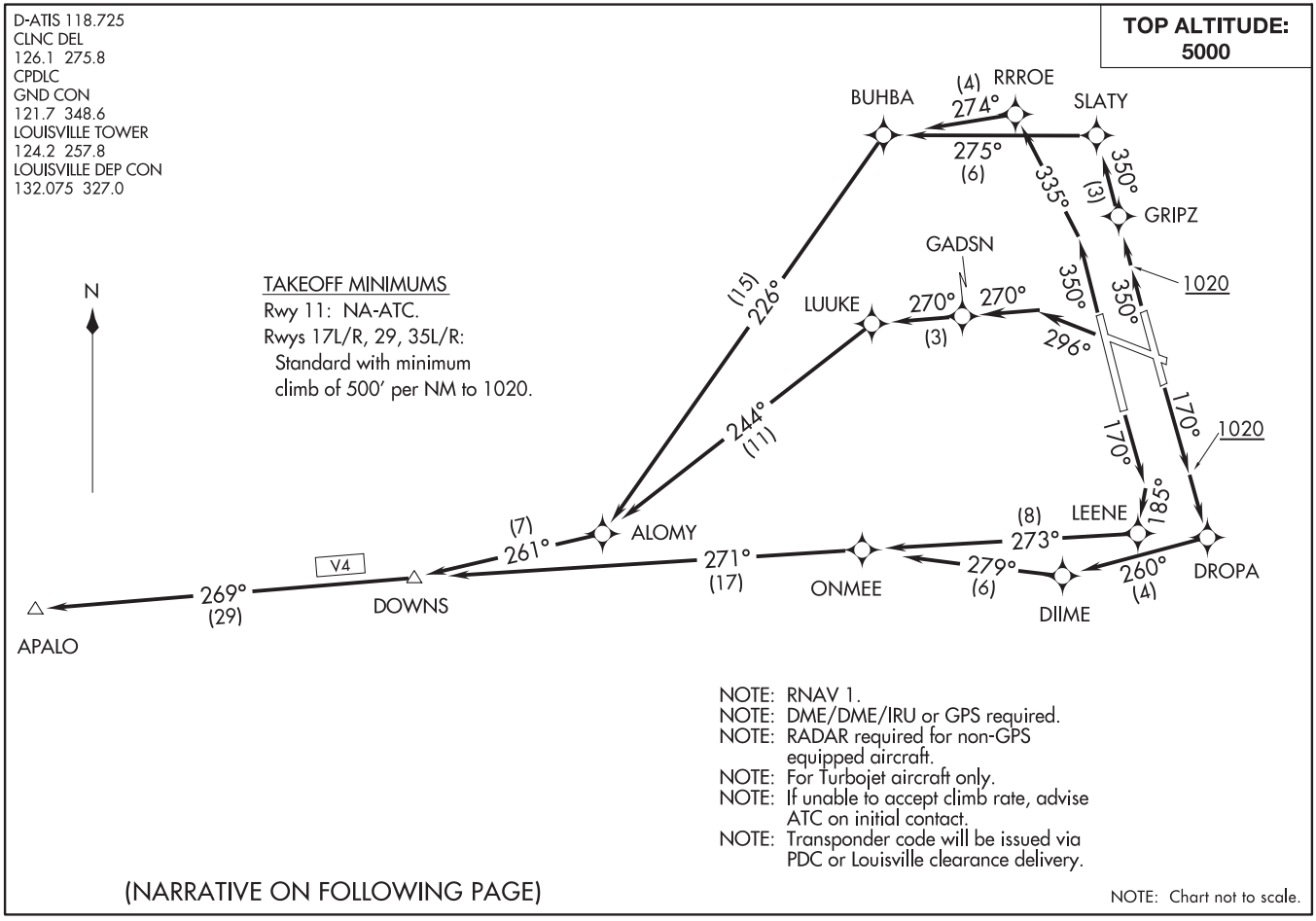
LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20310
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)



SE-1, 05 NOV 2020 to 31 DEC 2020
APALO SIX DEPARTURE (RNAV)
(APALO6.APALO) 05DEC19
LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to APALO, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

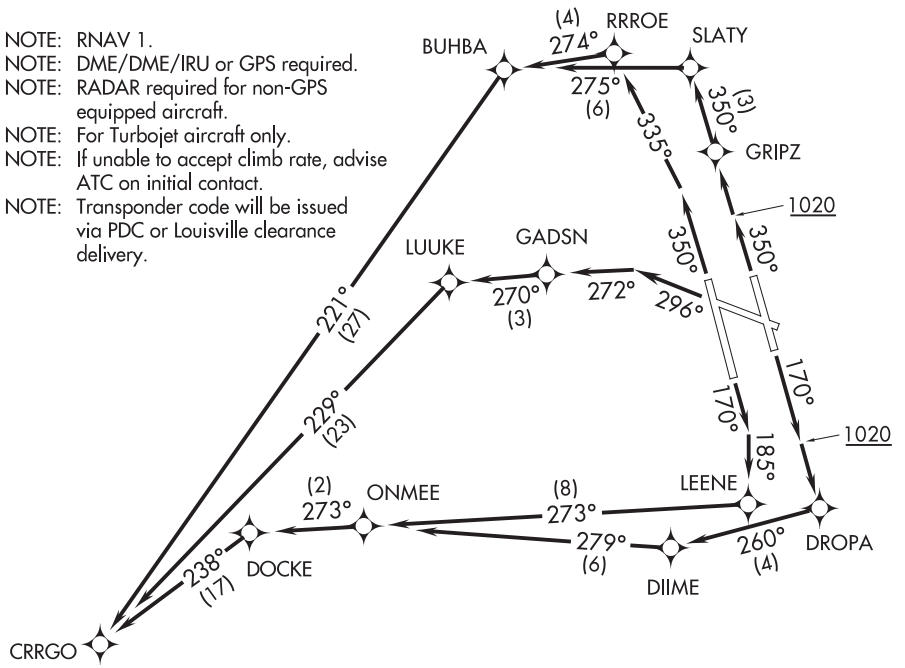
CRRGO FOUR DEPARTURE (RNAV)

D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8
LOUISVILLE DEP CON
132.075 327.0

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 11: NA - ATC.
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500′ per NM to 1020.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 272° to GADSN, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to CRRGO, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

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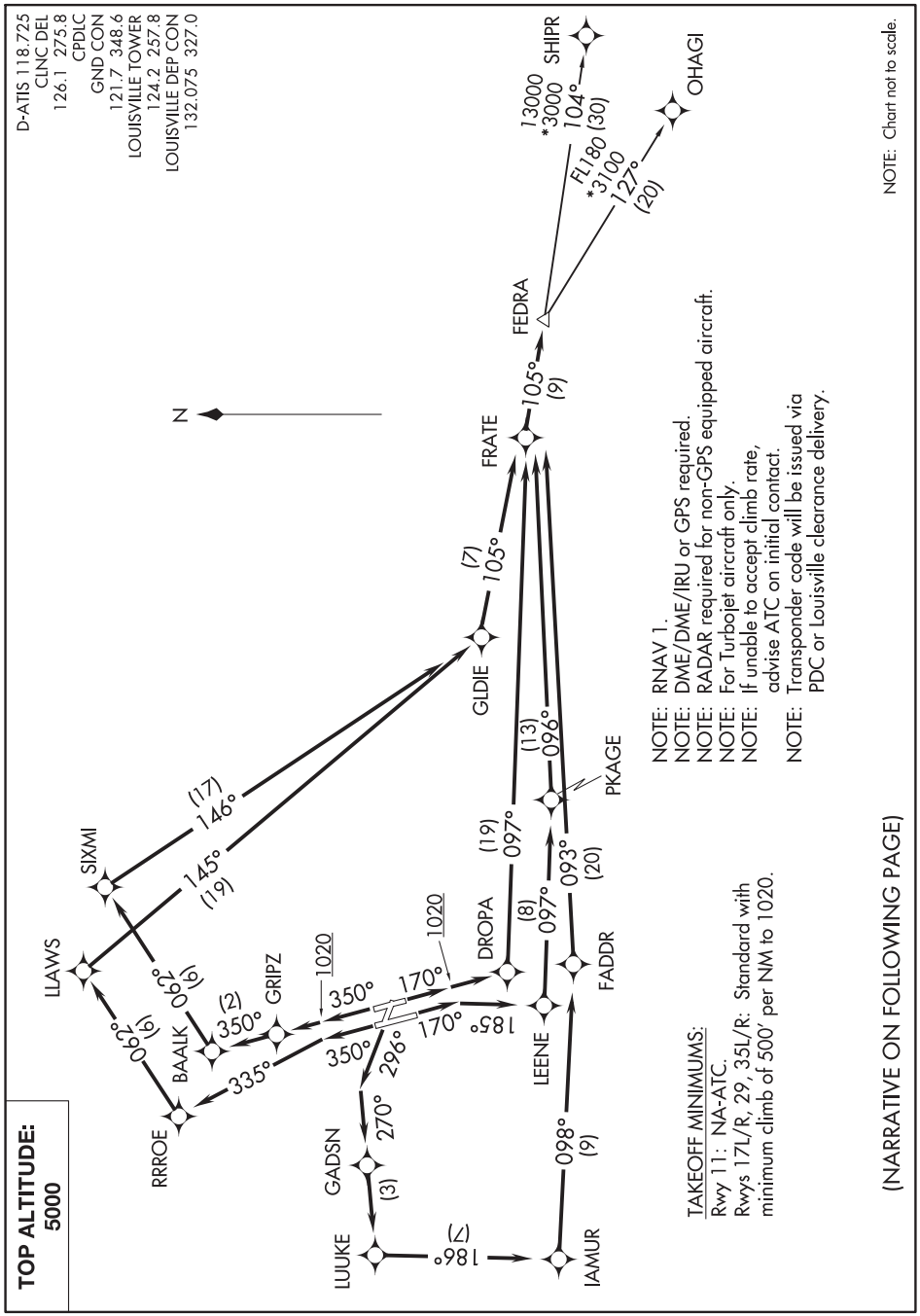
SE-1, 05 NOV 2020 to 31 DEC 2020

(FEDRA5.FEDRA) 19227

LOUISVILLE MUHAMMAD ALI INTL (SDF)

FEDRA FIVE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY



SE-1, 05 NOV 2020 to 31 DEC 2020

FEDRA FIVE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

(FEDRA5.FEDRA) 15AUG19

LOUISVILLE MUHAMMAD ALI INTL (SDF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to FEDRA, thence....

....(Transition). Maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

OHAGI TRANSITION (FEDRA5.OHAGI):
SHIPR TRANSITION (FEDRA5.SHIPR):

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SE-1, 05 NOV 2020 to 31 DEC 2020

(STREP5.STREP) 19227 AL-239 (FAA) LOUISVILLE MUHAMMAD ALI INTL (SDF)

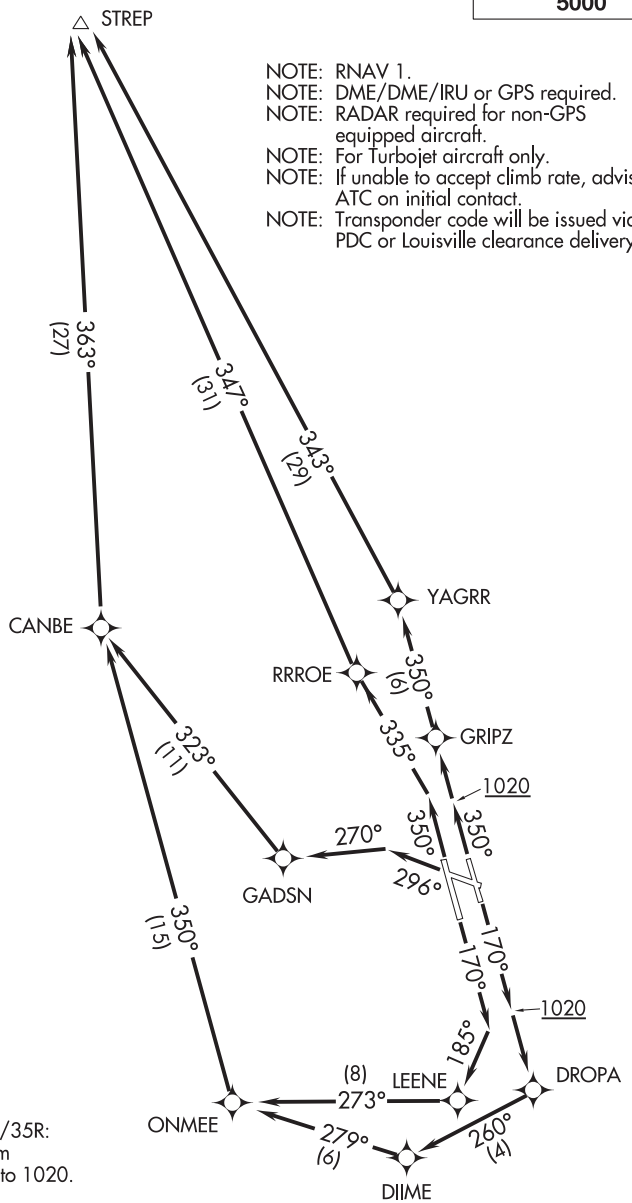
STREP FIVE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

TOP ALTITUDE: 5000

D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8
LOUISVILLE DEP CON
132.075 327.0

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.



TAKEOFF MINIMUMS:
Rwy 11: NA-ATC.
Rwys 17L/17R, 29, 35L/35R:
Standard with minimum climb of 500′ per NM to 1020.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to STREP, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

MADISONVILLE, KENTUCKY AL-5188 (FAA) 20310

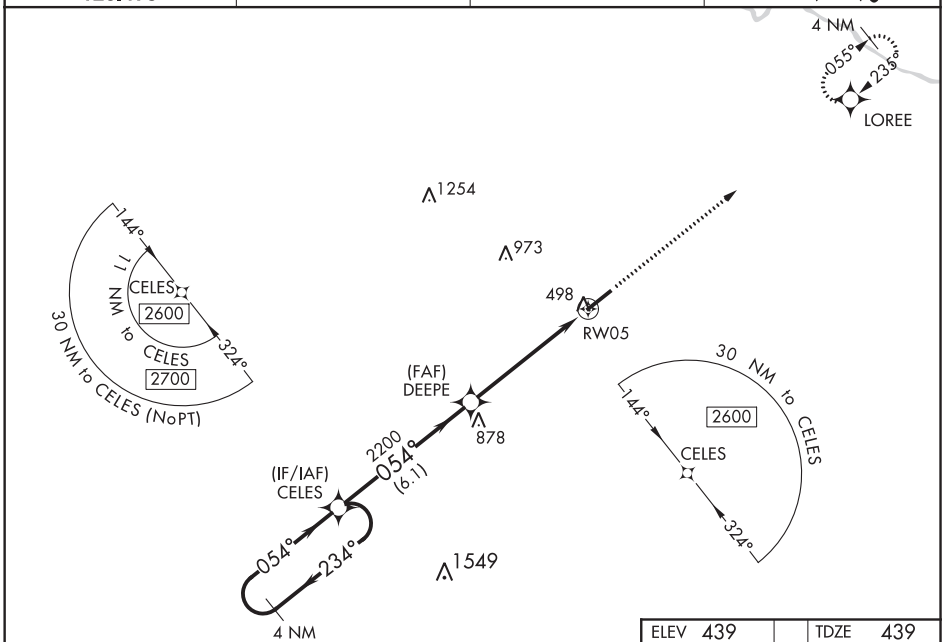
WAAS CH 82512 W05A	APP CRS 054°	Rwy ldg 6051 TDZE 439 Apt Elev 439

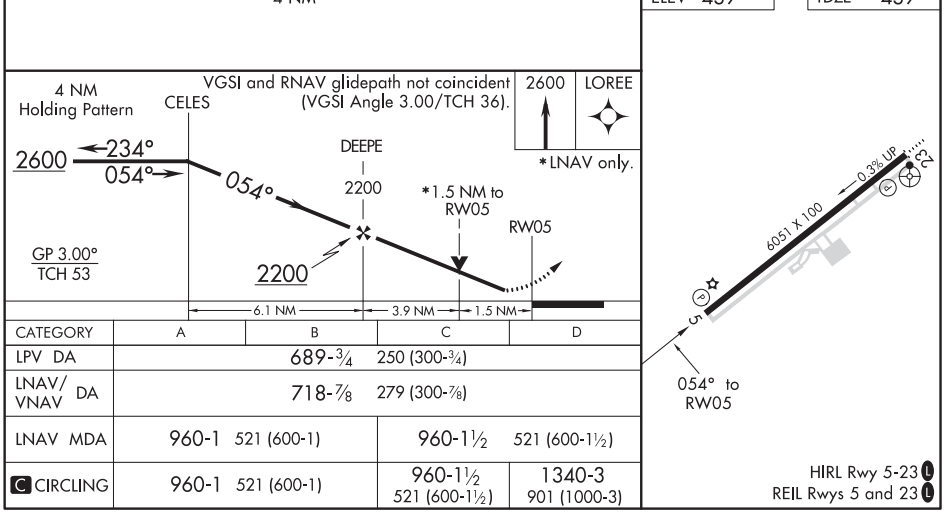
RNAV (GPS) RWY 5
MADISONVILLE RGNL (2IØ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. Rwy 05 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 788 feet, LNAV/VNAV DA to 817 feet and all visibilities ⅜ SM. Increase all MDA 100 feet and LNAV Cat C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

AWOS-3	EVANSVILLE APP CON *	CLNC DEL	UNICOM
126.475	124.025 290.9	120.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	689-¾ 250 (300-¾)			
LNAV/VNAV DA	718-⅞ 279 (300-⅞)			
LNAV MDA	960-1 521 (600-1)		960-1½ 521 (600-1½)	
C CIRCLING	960-1 521 (600-1)		960-1½ 521 (600-1½)	1340-3 901 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 77911 W23A	APP CRS 235°	Rwy ldg 6051 TDZE 418 Apt Elev 439

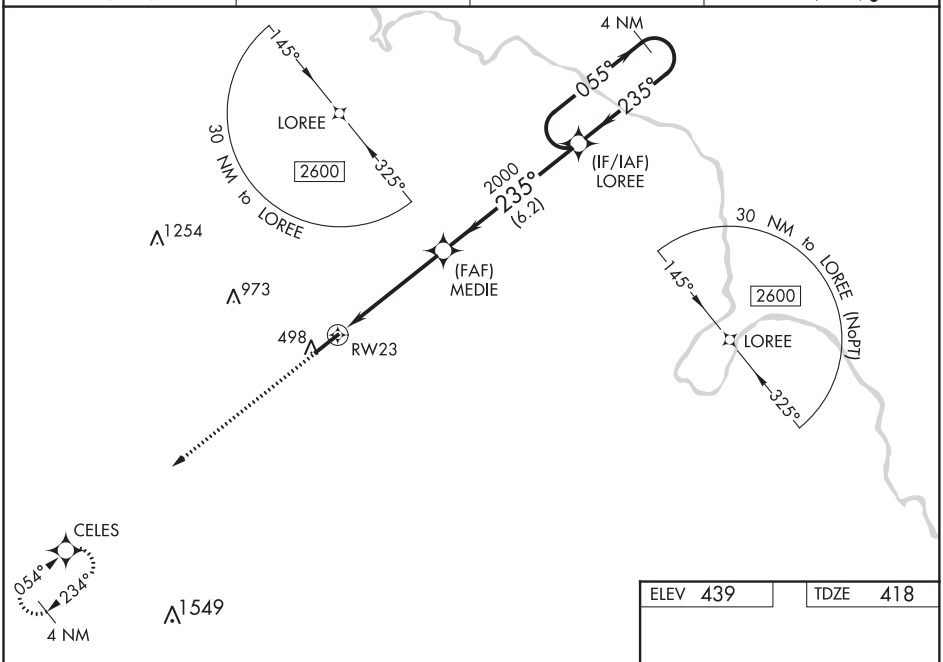
RNAV (GPS) RWY 23
MADISONVILLE RGNL (2IØ)

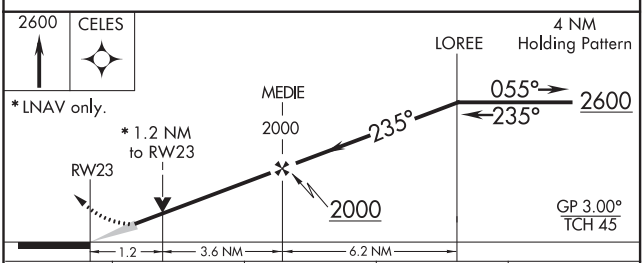
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ¼ SM, LNAV/VNAV DA to 829 feet and all visibilities ⅜ SM, increase all MDA 100 feet and LNAV Cats C/D visibility ⅛ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ SM.

ODALS

MISSED APPROACH: Climb to 2600 direct CELES and hold.

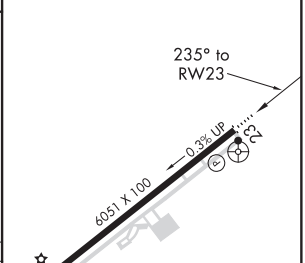
AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
126.475	124.025 290.9	120.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	674-¾ 256 (300-¾)			
LNAV/VNAV DA	730-⅞ 312 (300-⅞)			
LNAV MDA	840-¾ 422 (500-¾)		840-1⅛ 422 (500-1⅛)	
C CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	920-1½ 481 (500-1½)	1340-3 901 (1000-3)

ELEV 439	TDZE 418



HIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MADISONVILLE, TENNESSEE AL-6209 (FAA) 20142

WAAS CH 99531 W05A	APP CRS 048°	Rwy ldg 3643 TDZE 1031 Apt Elev 1031

RNAV (GPS) RWY 5
MONROE COUNTY (MNV)

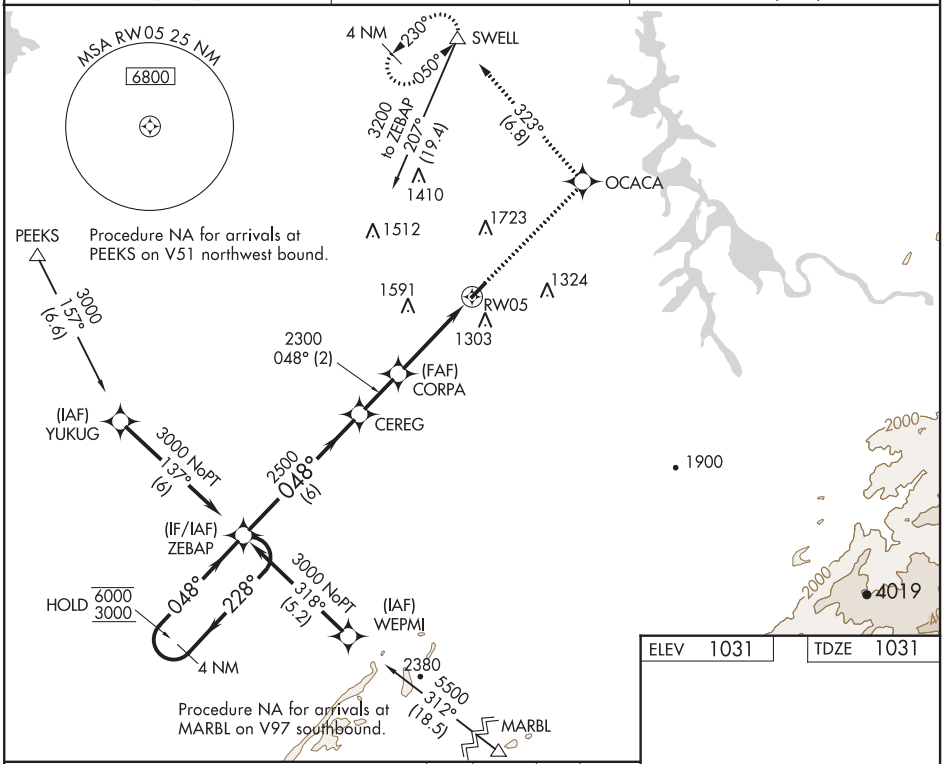
RNP APCH.

NA

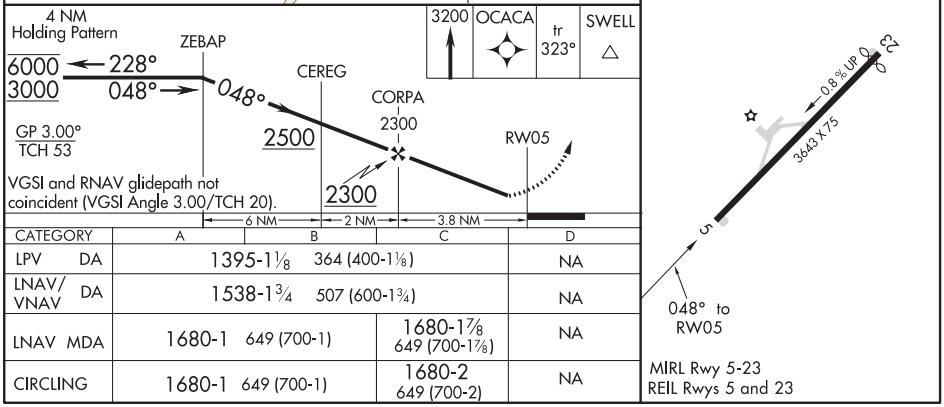
Circling NA NW of Rwy 5-23. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3200 direct OCACA and track 323° to SWELL and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)



ELEV 1031	TDZE 1031



CATEGORY	A	B	C	D
LPV DA	1395-1⅛ 364 (400-1⅛)			NA
LNAV/VNAV DA	1538-1¾ 507 (600-1¾)			NA
LNAV MDA	1680-1 649 (700-1)		1680-1⅞ 649 (700-1⅞)	NA
CIRCLING	1680-1 649 (700-1)		1680-2 649 (700-2)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

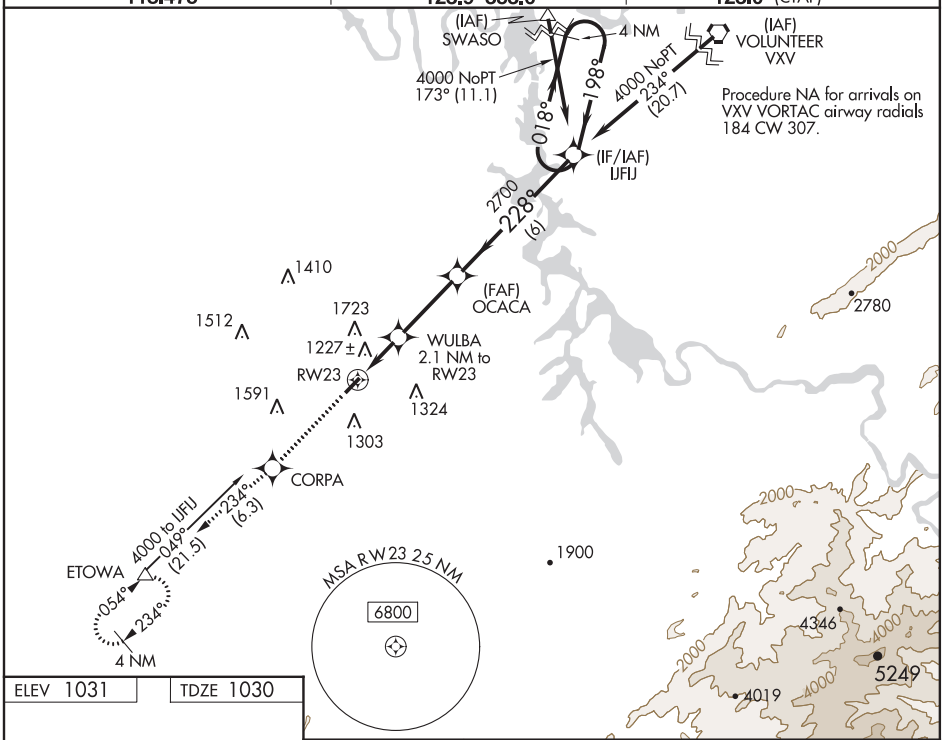
WAAS CH 72831 W23A	APP CRS 228°	Rwy ldg 3503 TDZE 1030 Apt Elev 1031

RNAV (GPS) RWY 23
MONROE COUNTY (MNV)

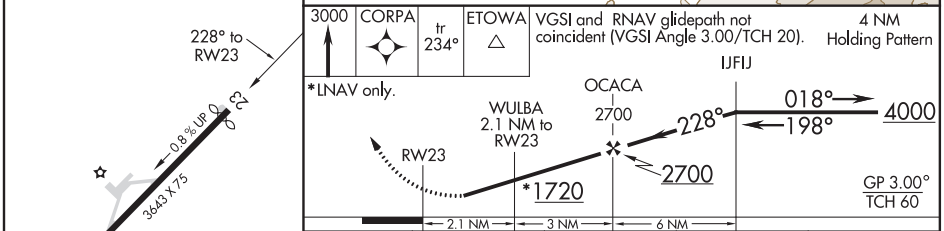
T NA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

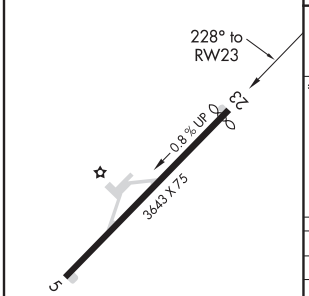
MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
118.475	123.9 353.6	123.0 (CTAF)



ELEV 1031 TDZE 1030





CATEGORY	A	B	C	D
LPV DA	1376-1⅛ 346 (400-1⅛)			NA
LNAV/VNAV DA	1548-1¾ 518 (600-1¾)			NA
LNAV MDA	1480-1 450 (500-1)		1480-1⅜ 450 (500-1⅜)	NA
CIRCLING	1620-1 589 (600-1)		1620-1½ 589 (600-1½)	NA

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MARION, KENTUCKY AL-9833 (FAA) 20310

WAAS CH 90531 W07A	APP CRS 068°	Rwy ldg 4400 TDZE 650 Apt Elev 650

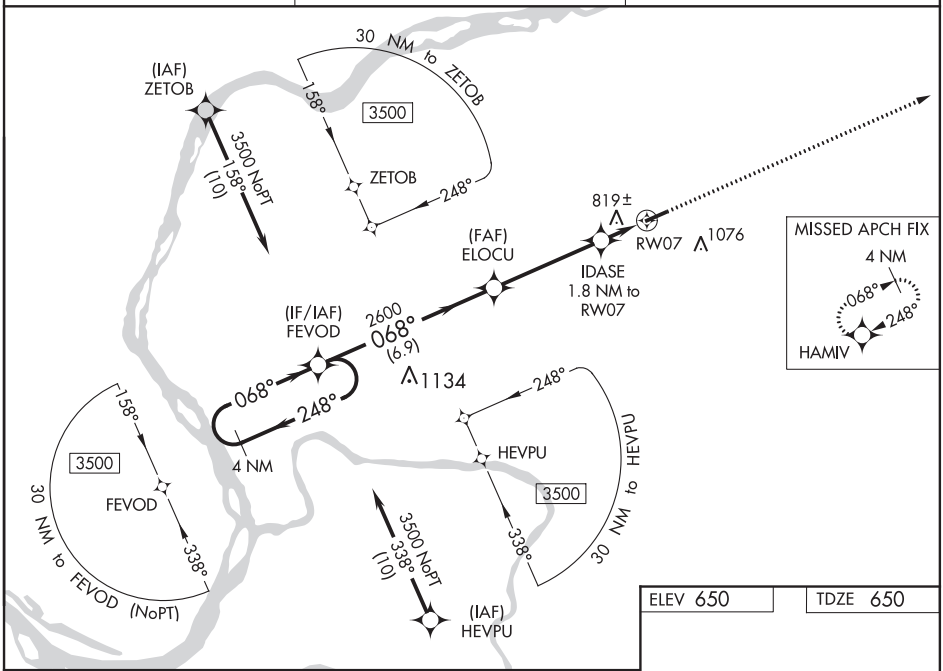
RNAV (GPS) RWY 7

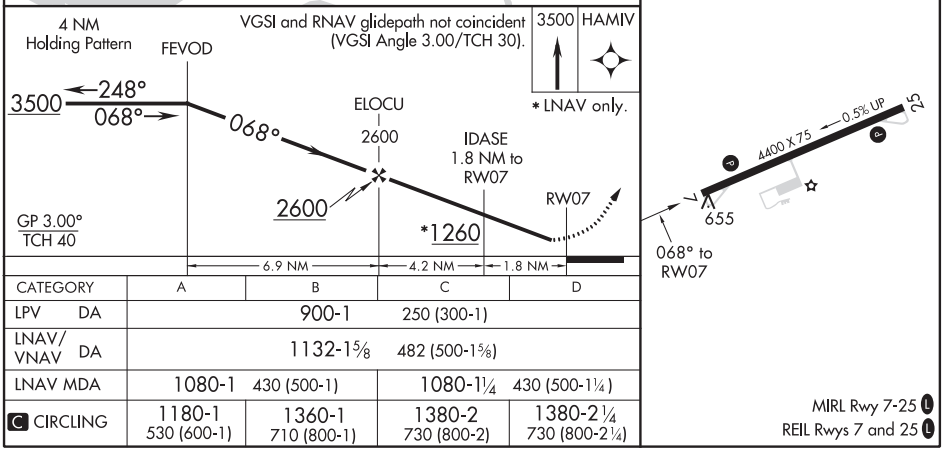
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

Baro-VNAV NA when using Henderson 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. Night landing: Rwy 7 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, increase all MDA 120 feet, increase all LPV visibility ¼ mile, increase all LNAV/VNAV visibility ½ mile, increase LNAV Cats C and D visibility ⅜ mile, increase Circling Cat B visibility ¼ mile, increase Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

AWOS-3P	MEMPHIS CENTER	CTAF
118.15	133.65 292.15	122.9 L





CATEGORY	A	B	C	D
LPV DA	900-1 250 (300-1)			
LNAV/VNAV DA	1132-1⅝ 482 (500-1⅝)			
LNAV MDA	1080-1 430 (500-1)		1080-1¼ 430 (500-1¼)	
C CIRCLING	1180-1 530 (600-1)	1360-1 710 (800-1)	1380-2 730 (800-2)	1380-2¼ 730 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

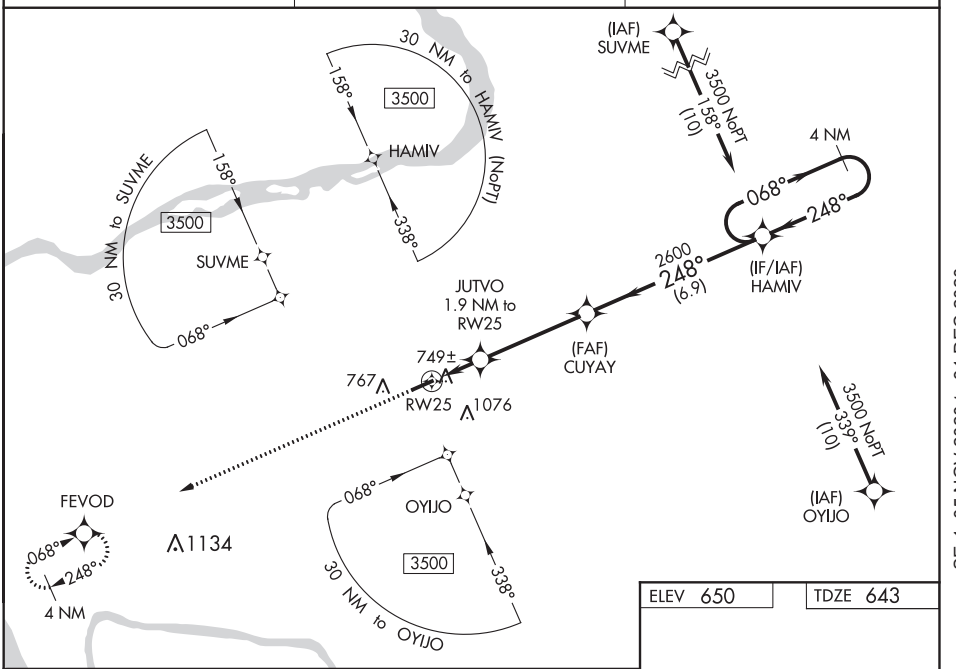
WAAS CH 86631 W25A	APP CRS 248°	Rwy ldg 4400 TDZE 643 Apt Elev 650

RNAV (GPS) RWY 25
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

Baro-VNAV NA when using Henderson 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 Henderson altimeter setting. Night landing Rwy 7 NA. Cat C and D procedure NA at night. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, and all MDA 120 feet, increase all LPV and LNAV/VNAV all Cats visibility ⅜ mile. Increase Circling Cat B visibility ¼ mile.

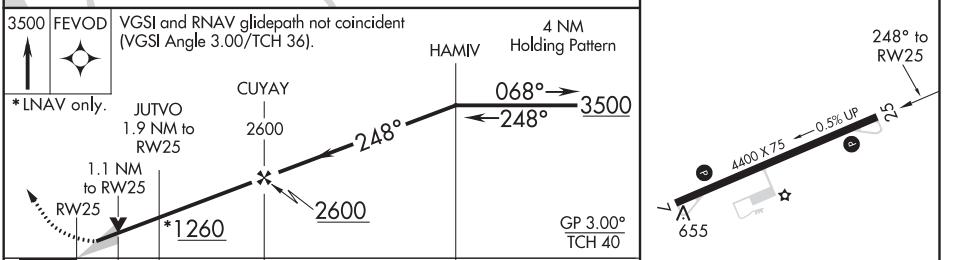
MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

AWOS-3P	MEMPHIS CENTER	CTAF
118.15	133.65 292.15	122.9 L



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 650	TDZE 643



CATEGORY	A	B	C	D
LPV DA	893-⅞ 250 (300-⅞)			
LNAV/VNAV DA	945-1⅛ 302 (300-1⅛)			
LNAV MDA	1000-1 357 (400-1)			
C CIRCLING	1180-1 530 (600-1)	1360-1 710 (800-1)	1380-1½ 730 (800-1½)	1380-2¼ 730 (800-2¼)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 05 NOV 2020 to 31 DEC 2020

MAYFIELD, KENTUCKY | AL-6223 (FAA) | 19227

RNAV (GPS) RWY 19
MAYFIELD GRAVES COUNTY (M25)

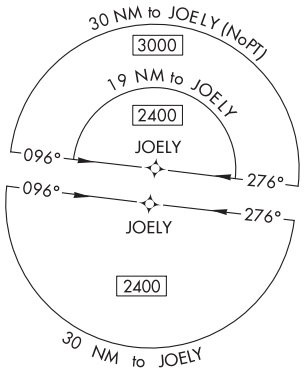
WAAS CH 58332 W19A	APP CRS 186°	Rwy ldg 5002 TDZE 522 Apt Elev 522

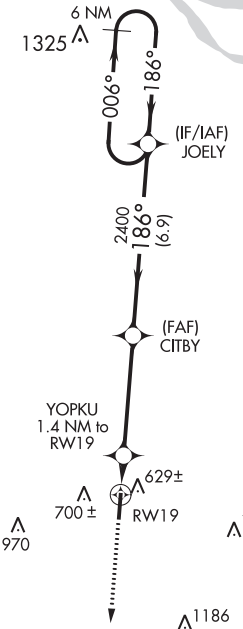
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using Paducah altimeter setting. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

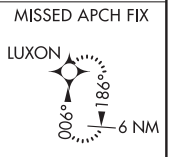
NA

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

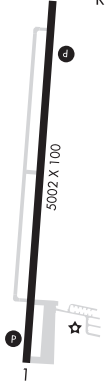
AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



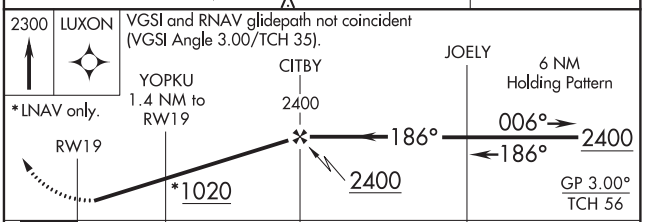




ELEV 522 | TDZE 522



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LPV DA	772-1 250 (300-1)			
LNAV/VNAV DA	810-1 288 (300-1)			
LNAV MDA	880-1 358 (400-1)			
C CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 78432 W01B	APP CRS 006°	Rwy ldg 5002 TDZE 522 Apt Elev 522

RNAV (GPS) Y RWY 1

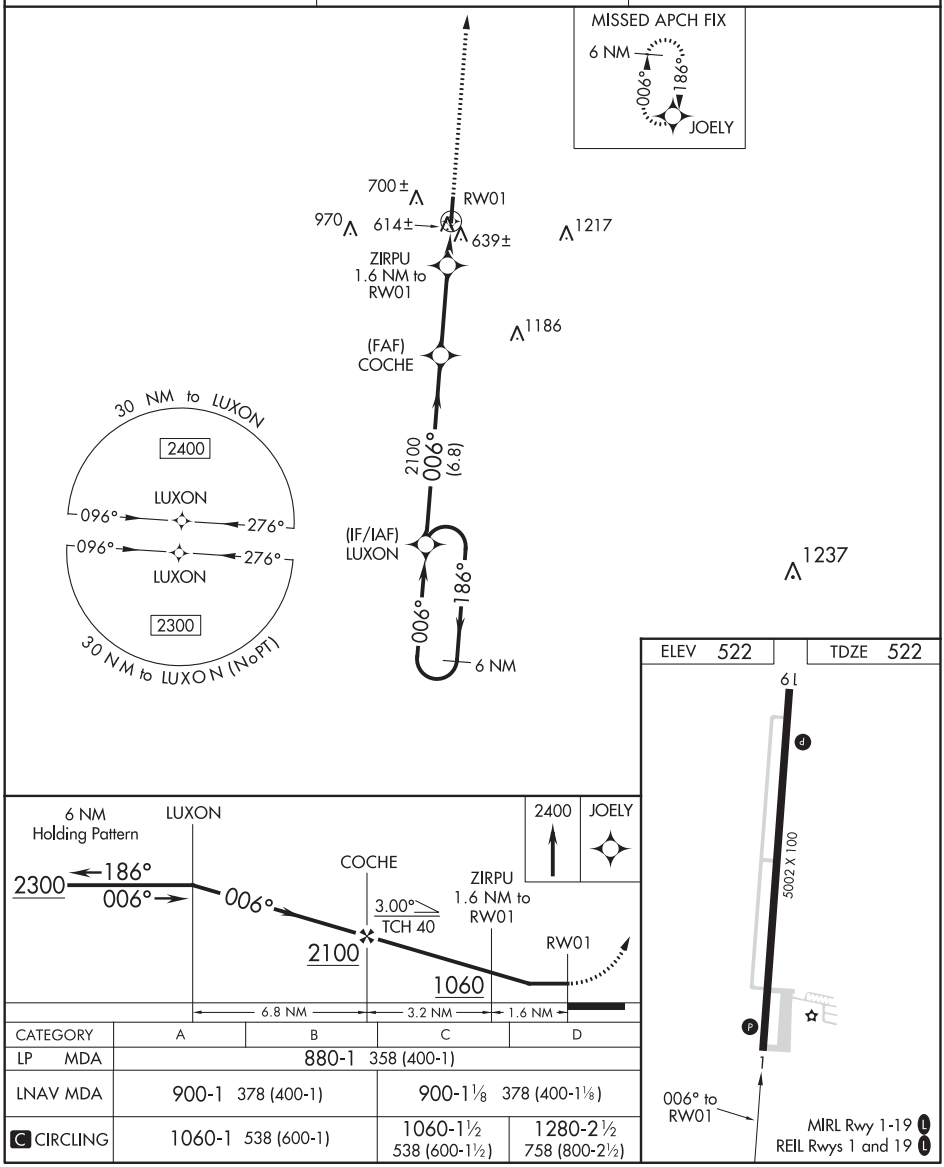
MAYFIELD GRAVES COUNTY (M25)

T NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ⅜ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	880-1 358 (400-1)			
LNAV MDA	900-1 378 (400-1)		900-1⅛ 378 (400-1⅛)	
C CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1280-2½ 758 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MAYFIELD, KENTUCKY | AL-6223 (FAA) | 19171

RNAV (GPS) Z RWY 1
MAYFIELD GRAVES COUNTY (M25)

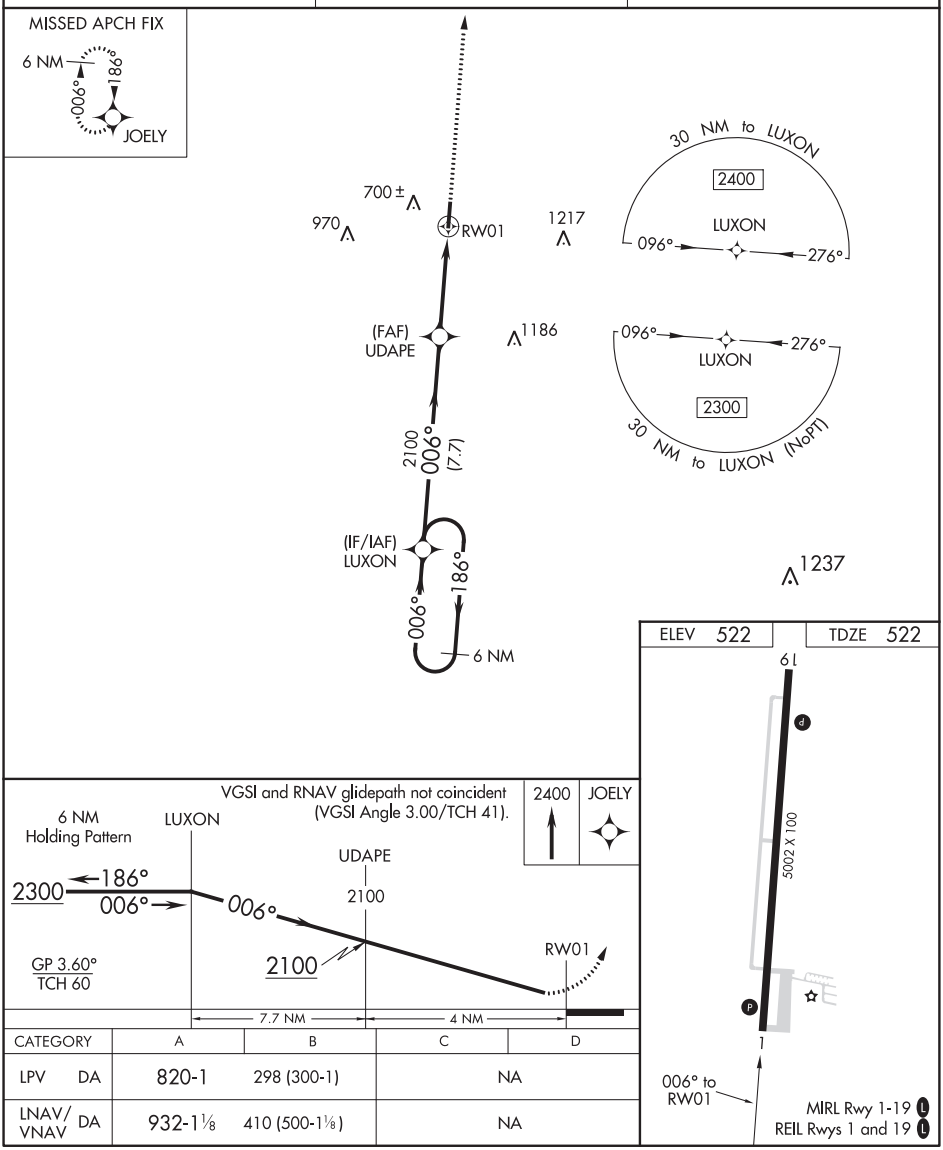
WAAS CH 40034 W01A	APP CRS 006°	Rwy ldg 5002 TDZE 522 Apt Elev 522

T NA

Baro-VNAV NA when using Paducah 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 Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L



CATEGORY		A	B	C	D
LPV	DA	820-1	298 (300-1)	NA	
LNAV/VNAV	DA	932-1⅛	410 (500-1⅛)	NA	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

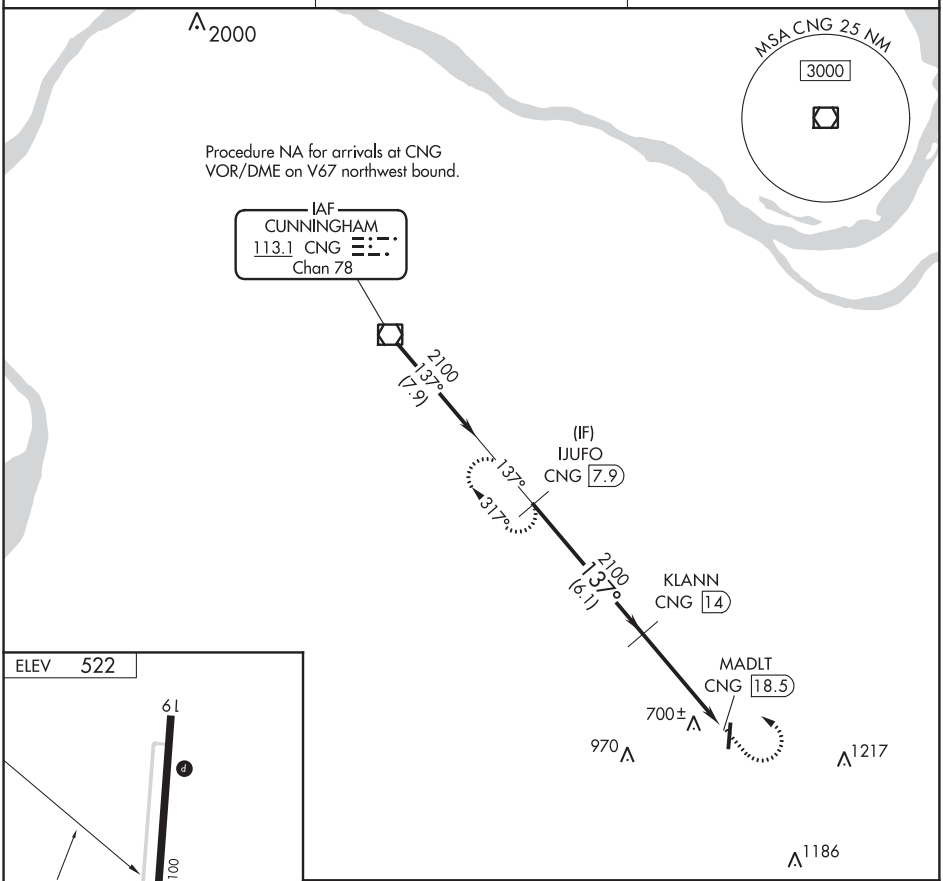
VOR/DME-A
MAYFIELD GRAVES COUNTY (M25)

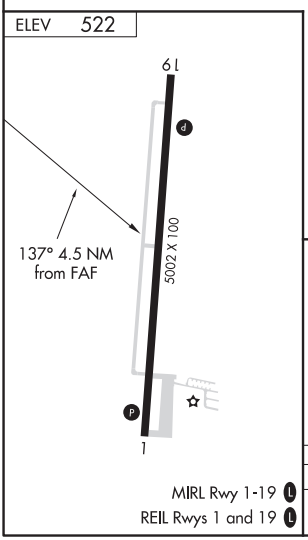
VOR/DME CNG 113.1 Chan 78	APP CRS 137°	Rwy ldg N/A TDZE N/A Apt Elev 522

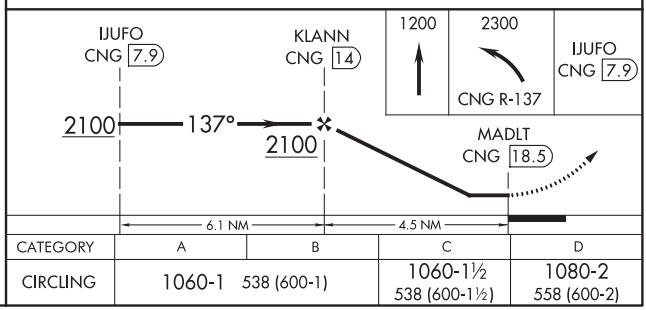
Circling to Rwy 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IJUFO 7.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.625	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1060-1 538 (600-1)		1060-1½ 538 (600-1½)	1080-2 558 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MC MINNVILLE, TENNESSEE

AL-5869 (FAA)

20310

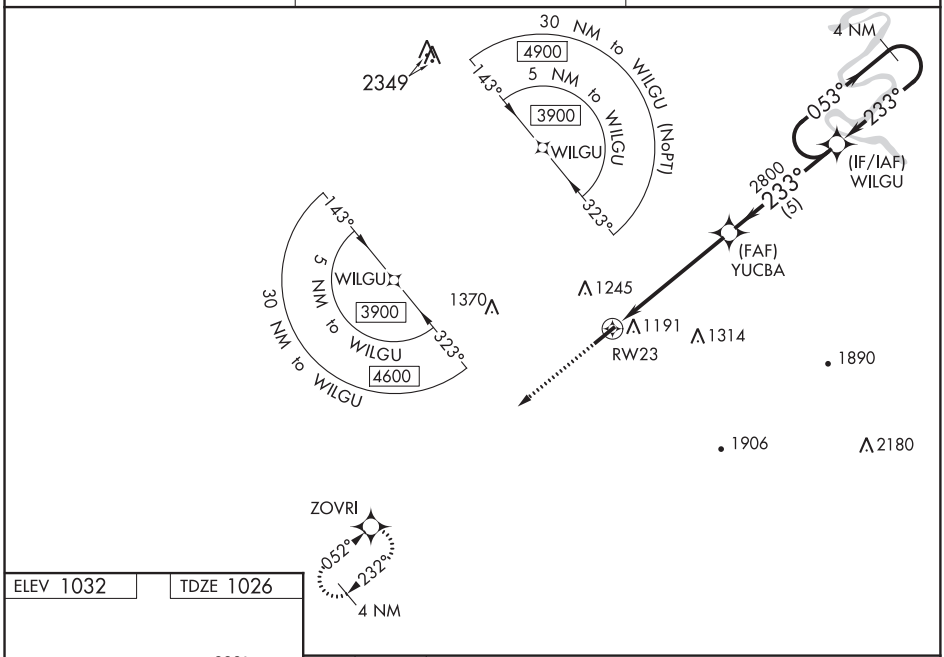
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

WAAS CH 99433 W23A	APP CRS 233°	Rwy ldg 4710 TDZE 1026 Apt Elev 1032

T A NA Baro-VNAV and VDP NA when using Upper Cumberland 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. Night Landing: Rwy 5 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cumberland Rgnl altimeter setting and increase all DA 62 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ⅛ mile, and increase Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3900 direct ZOVRI and hold.

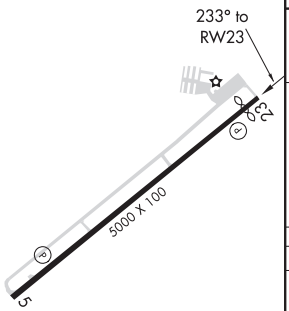
AWOS-3	MEMPHIS CENTER	UNICOM
135.525	128.15 323.125	122.8 (CTAF) L



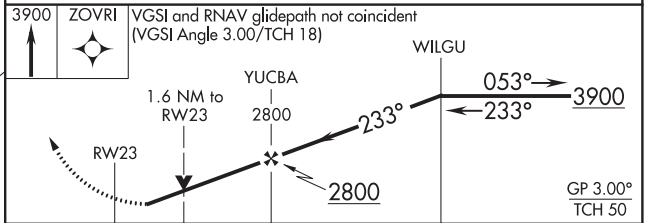
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1032 | TDZE 1026



REIL Rwys 5 and 23
MIRL Rwy 5-23 L



CATEGORY		A	B	C	D
LPV	DA	1276-1 250 (300-1)			
LNAV/VNAV	DA	1423-1⅜ 397 (400-1⅜)			
LNAV	MDA	1580-1 554 (600-1)		1580-1⅝ 554 (600-1⅝)	
C CIRCLING		1580-1 548 (600-1)	1600-1 568 (600-1)	1600-1⅝ 568 (600-1⅝)	1700-2 668 (700-2)

WAAS CH 72722 W17A	APP CRS 167°	Rwy ldg 3799 TDZE 225 Apt Elev 225

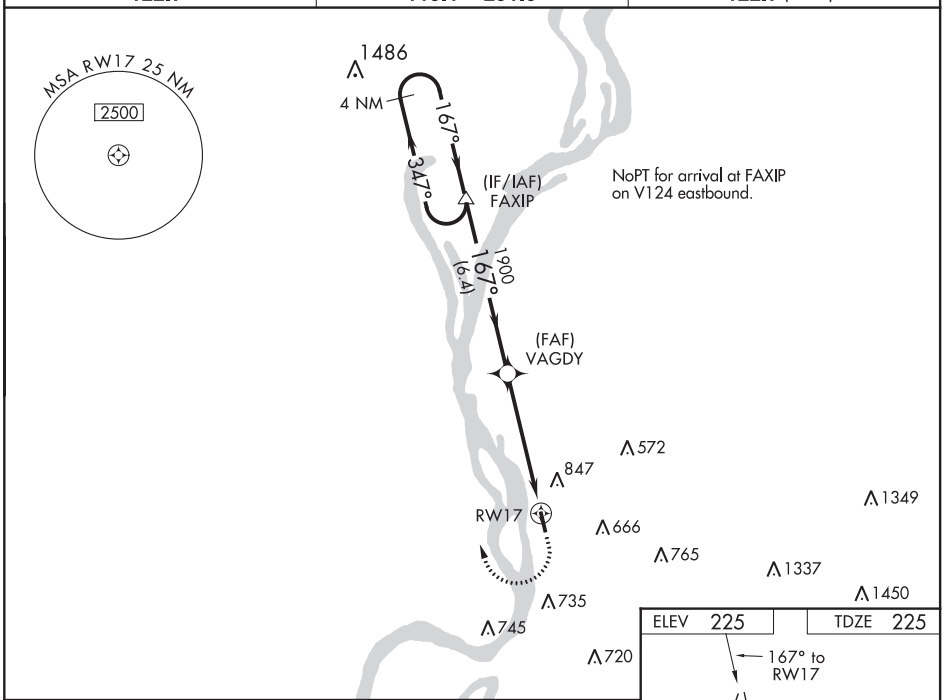
RNAV (GPS) RWY 17
GENERAL DEWITT SPAIN (MØ1)

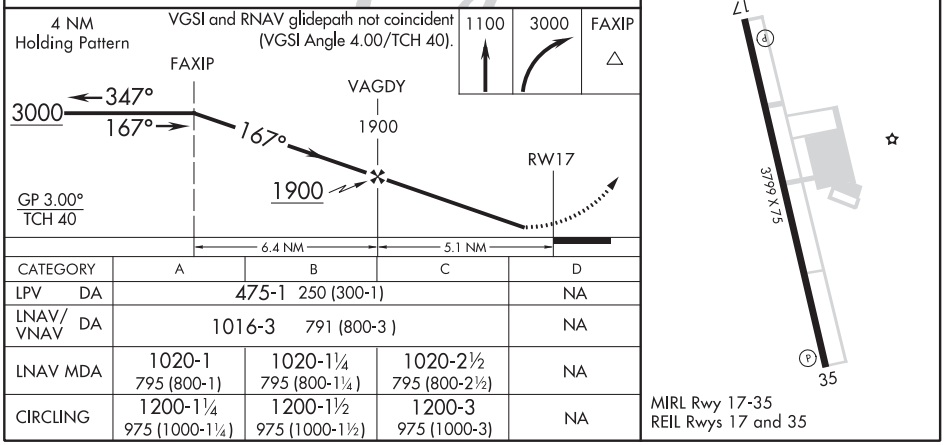
NA

Baro-VNAV NA when using Memphis Intl altimeter setting. 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. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ¼ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.

AWOS-AV	MEMPHIS APP CON	UNICOM
122.7	119.1 291.6	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	475-1 250 (300-1)			NA
LNAV/VNAV DA	1016-3 791 (800-3)			NA
LNAV MDA	1020-1 795 (800-1)	1020-1¼ 795 (800-1¼)	1020-2½ 795 (800-2½)	NA
CIRCLING	1200-1¼ 975 (1000-1¼)	1200-1½ 975 (1000-1½)	1200-3 975 (1000-3)	NA

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MEMPHIS, TENNESSEE AL-9018 (FAA) 20086

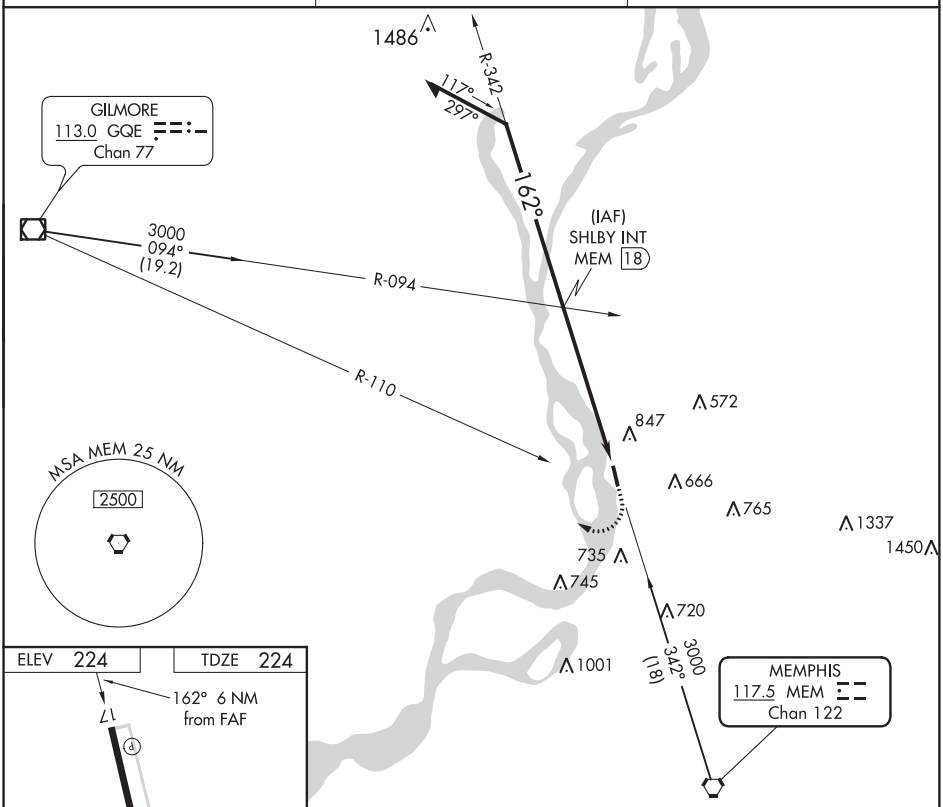
VOR RWY 17
GENERAL DEWITT SPAIN (MØ1)

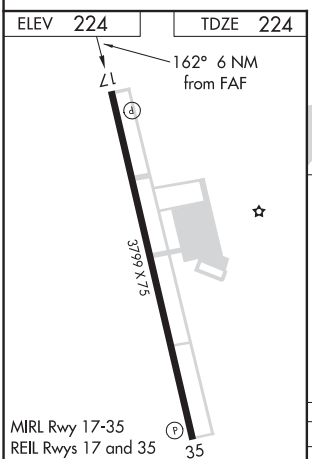
VORTAC MEM	APP CRS	Rwy ldg 3799
117.5	162°	TDZE 224
Chan 122		Apt Elev 224

Use Memphis Intl altimeter setting.
Visibility reduction by helicopters NA.

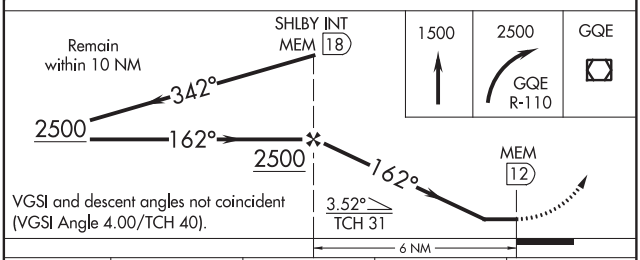
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

AWOS-AV	MEMPHIS APP CON	UNICOM
122.7	119.1 291.6	122.7 (CTAF)





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



VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

CATEGORY	A	B	C	D
S-17	1200-1¼ 976 (1000-1¼)	1200-1½ 976 (1000-1½)	1200-3 976 (1000-3)	NA
CIRCLING	1240-1¼ 1016 (1100-1¼)	1240-1½ 1016 (1100-1½)	1240-3 1016 (1100-3)	NA

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ILS or LOC RWY 9
MEMPHIS INTL (MEM)

LOC I-MEM	APP CRS	Rwy ldg	8946
109.5	093°	TDZE	259
		Apt Elev	341

For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

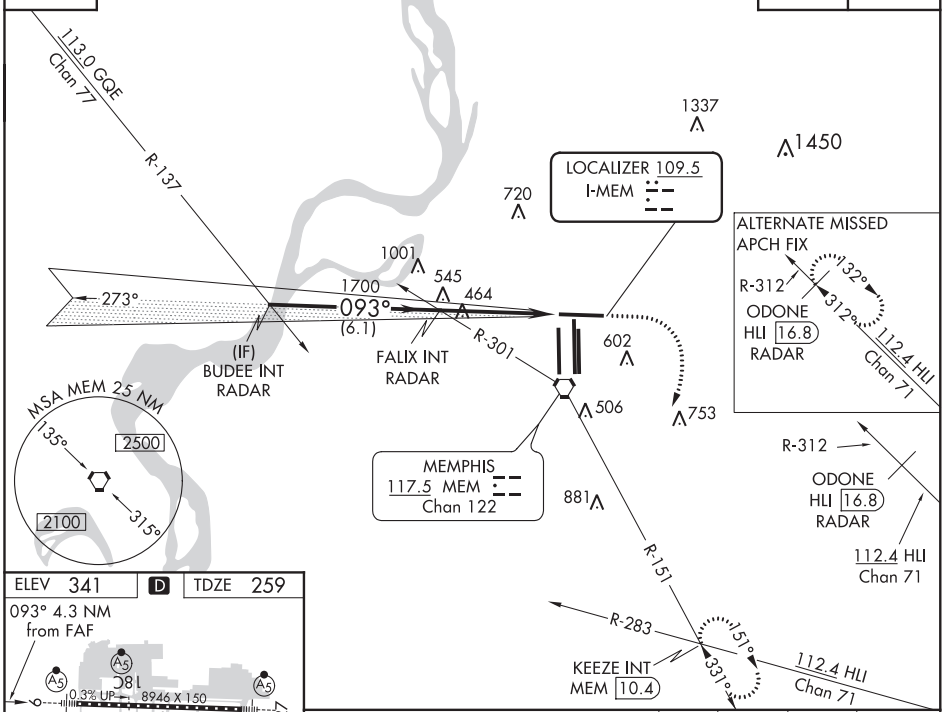
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

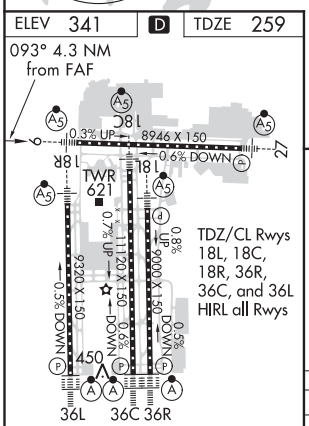
D-ATIS 127.75

RADAR REQUIRED

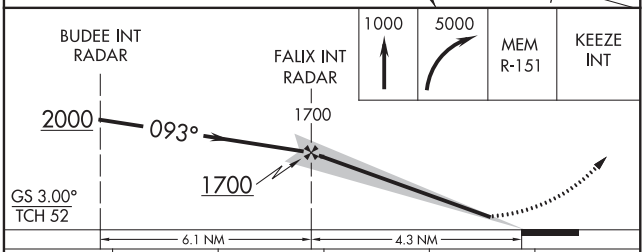
CLNC DEL 125.2

CPDLC





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



CATEGORY	A	B	C	D	E
S-ILS 9	466/24 207 (200-½)				
S-LOC 9	720/24 461 (400-½)		720/50 461 (400-1)		720/60 461 (400-1¼)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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ILS or LOC RWY 18C
MEMPHIS INTL (MEM)

LOC I-SDU	APP CRS	Rwy ldg	11120
111.95	180°	TDZE	290
		Apt Elev	341

Simultaneous approach authorized.
DME or RADAR required.
For inop ALS, increase S-ILS 18C all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

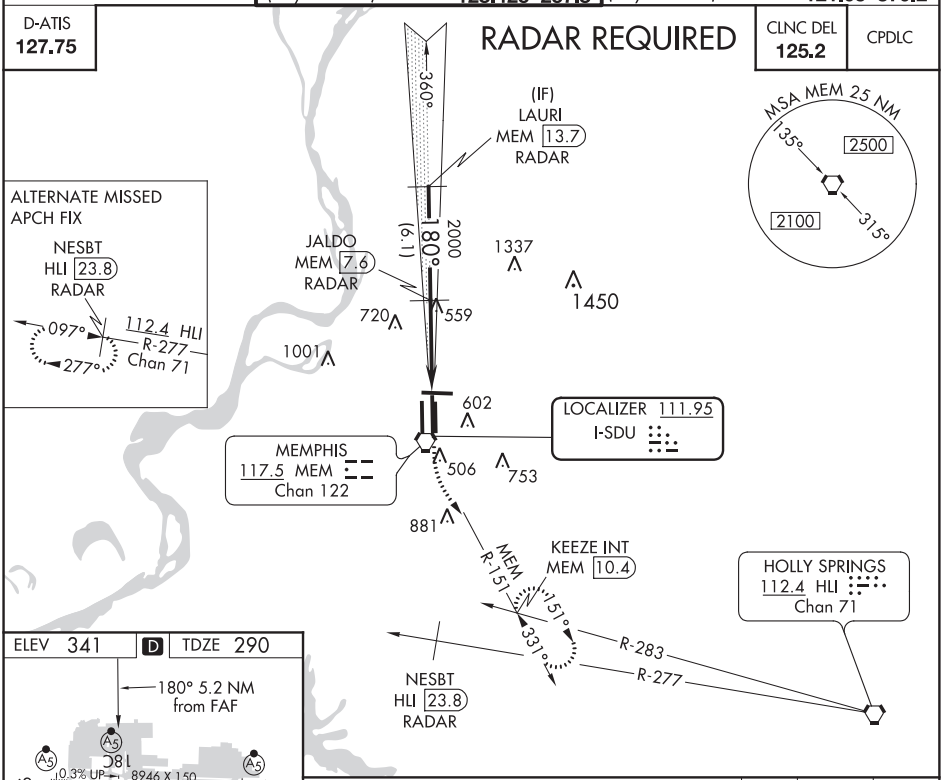
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

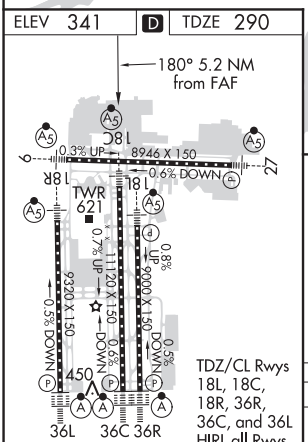
D-ATIS 127.75

RADAR REQUIRED

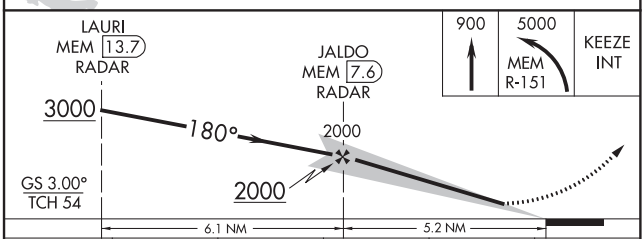
CLNC DEL 125.2

CPDLC





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-ILS 18C	657/40 367 (400-¾)				
S-LOC 18C	860/24 570 (600-½)		860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 18L
MEMPHIS INTL (MEM)

LOC/DME I-EXS	APP CRS	Rwy ldg	9000
111.15	180°	TDZE	301
Chan 48 (Y)		Apt Elev	341

Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 ¾ SM, BRYSN fix minimums, increase S-LOC 18L Cats D and E visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

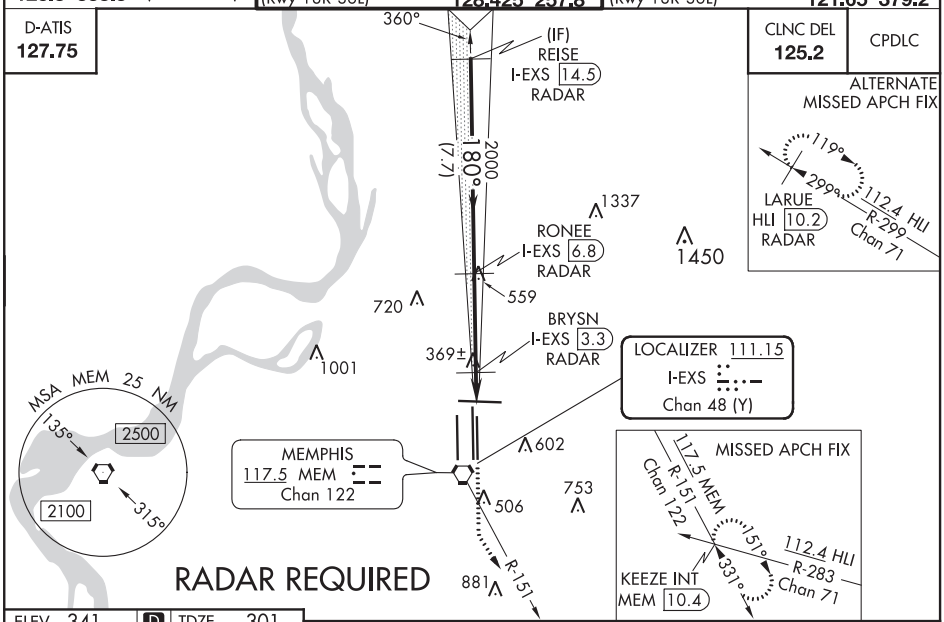
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

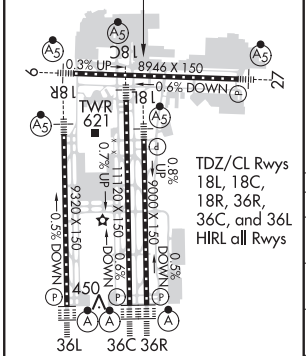
CLNC DEL 125.2

CPDLC



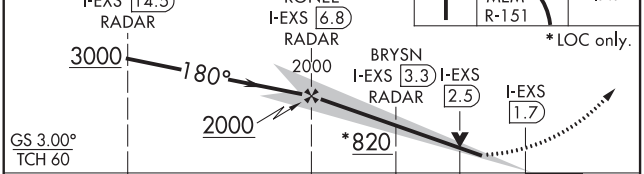
ELEV 341 | D | TDZE 301

180° 5.2 NM from FAF



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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

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SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 18R

MEMPHIS INTL (MEM)

LOC I-OOI	APP CRS	Rwy ldg	9320
109.9	180°	TDZE	295
		Apt Elev	341

Radar required for procedure entry, DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 18R Cat E visibility to RVR 4000, S-LOC 18R Cat E visibility to 2 SM, SAAMM fix minimums, increase S-LOC 18R Cat E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

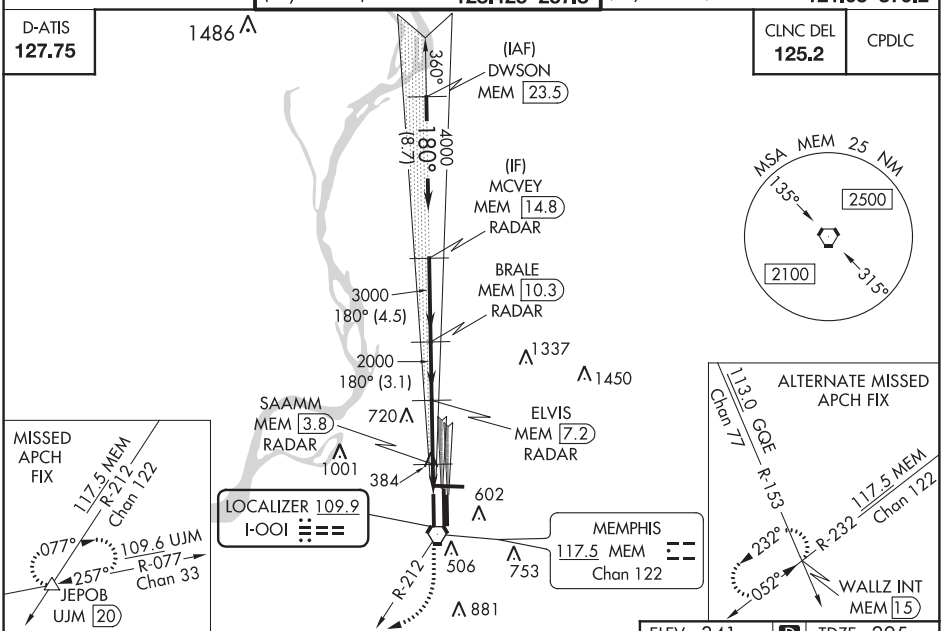
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

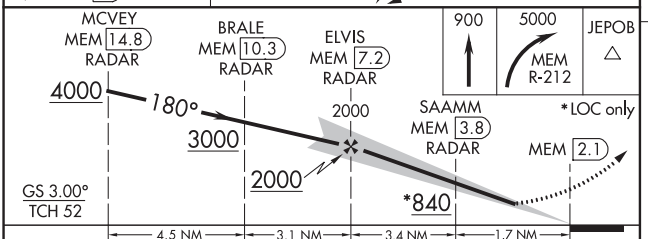
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

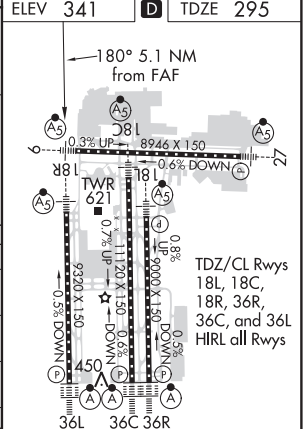
D-ATIS 127.75

CLNC DEL 125.2

CPDLC







CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1¼)	840-1½ 545 (500-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
SAAMM FIX MINIMUMS (DME OR RADAR REQUIRED)					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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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ILS or LOC RWY 27
MEMPHIS INTL (MEM)

LOC I-JIM	APP CRS	Rwy ldg	8946
108.7	273°	TDZE	292
		Apt Elev	341

For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1¼ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

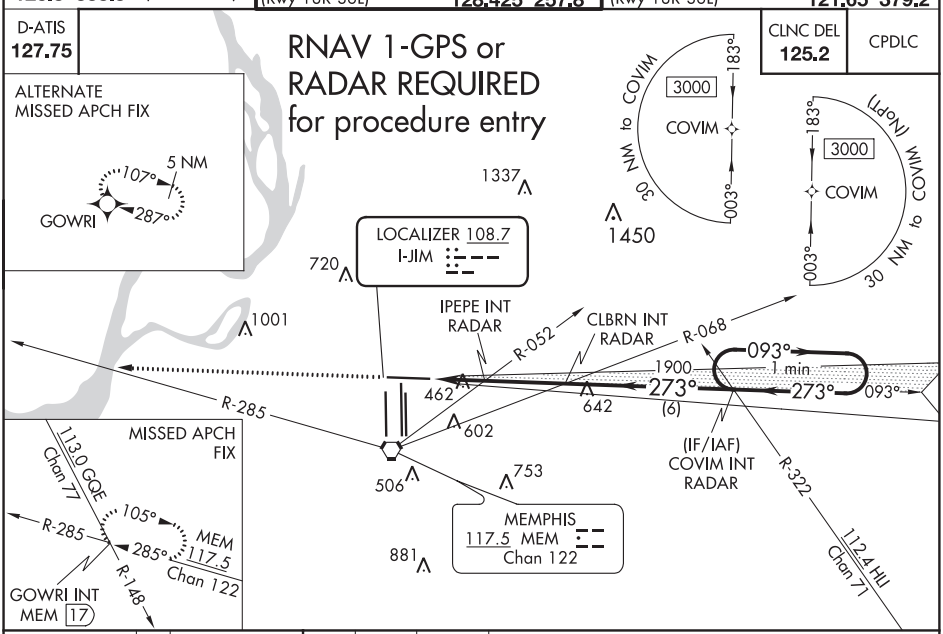
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

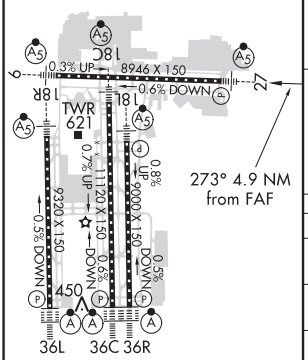
D-ATIS 127.75

CLNC DEL 125.2

CPDLC

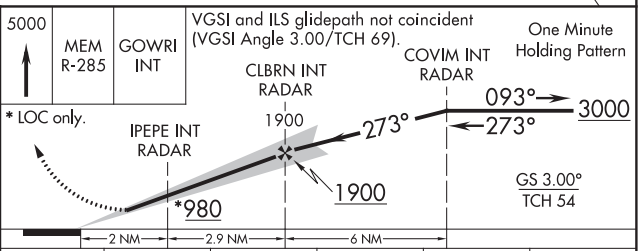


ELEV	341	D	TDZE	292



HIRL all Rwys
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L

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	E
S-ILS 27 **	492/24 200 (200-½)				
S-LOC 27	980/24 688 (700-½)		980-1½ 688 (700-1½)		
C CIRCLING	980-1 639 (700-1)		980-2 639 (700-2)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
IPEPE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)					
S-LOC 27	720/24 428 (400-½)		720/40 428 (400-¾)		
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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ILS or LOC RWY 36C
MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy ldg	10715
110.5	360°	TDZE	341
Chan 42		Apt Elev	341

For inoperative ALS, increase S-ILS 36C Cat E visibility to RVR 4000 and S-LOC 36C Cat C/D/E visibility to RVR 6000. DME or RADAR required. Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

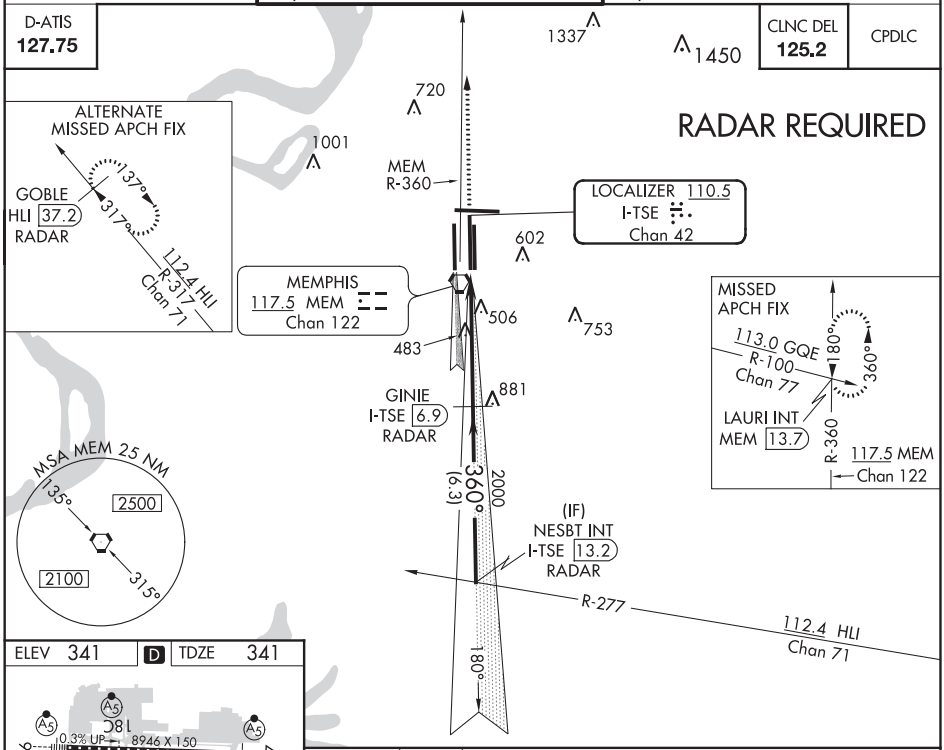
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

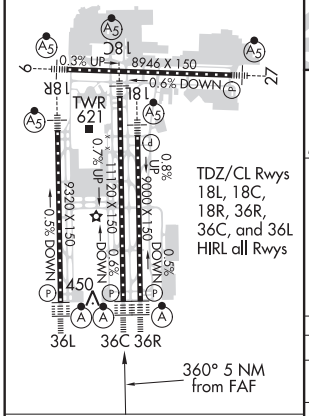
D-ATIS 127.75

CLNC DEL 125.2

CPDLC



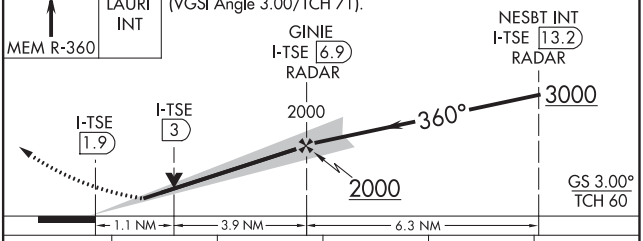
ELEV 341 | D | TDZE 341



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

3000 MEM R-360 | LAURI INT

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



CATEGORY	A	B	C	D	E
S-ILS 36C	541/18 200 (200-½)				541/24 200 (200-½)
S-LOC 36C	760/24 419 (500-½)		760/40 419 (500-¾)		760/50 419(500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

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ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy ldg	9320
108.9	360°	TDZE	321
Chan 26		Apt Elev	341

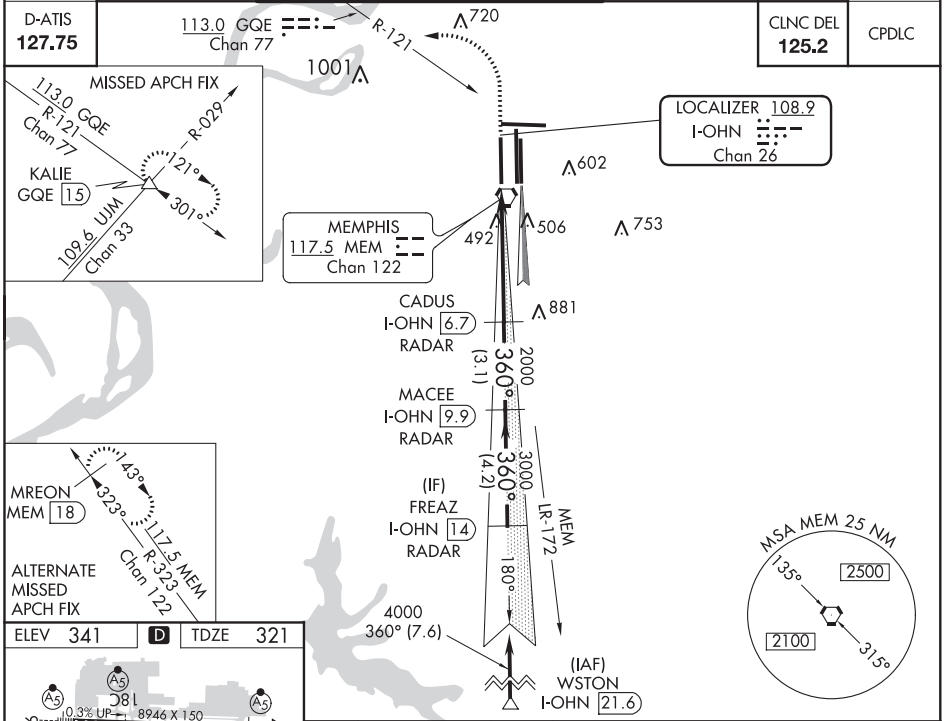
Simultaneous approach authorized with Rwy 36C/R. For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER			GND CON		
119.1 291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8 338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

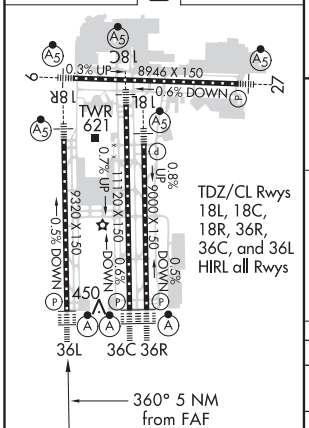
D-ATIS	CLNC DEL	CPDLC
127.75	125.2	



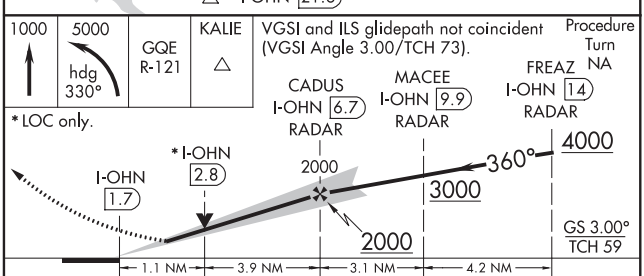
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 341 | D | TDZE 321



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



CATEGORY	A	B	C	D	E
S-ILS 36L	521/18 200 (200-½)				521/24 200 (200-½)
S-LOC 36L	760/24 439 (500-½)		760/40 439 (500-¾)	760/50 439 (500-1)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

MEMPHIS, TENNESSEE

AL-253 (FAA)

20142

ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	360°	TDZE	335
Chan 50 (Y)		Apt Elev	341

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

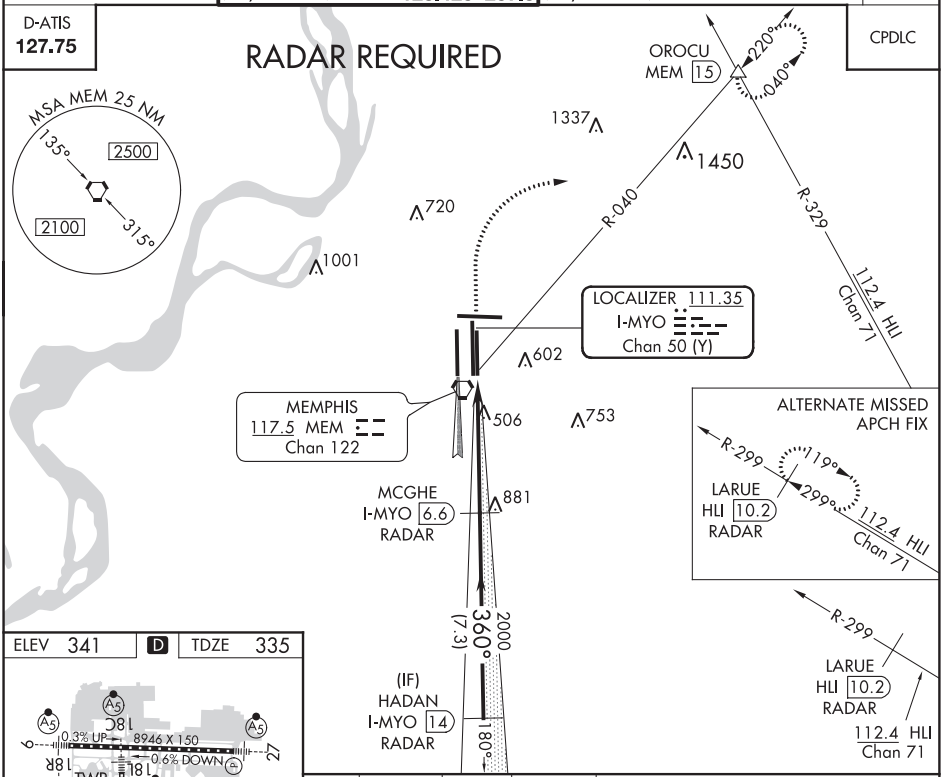
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER			GND CON			CLNC DEL
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2	125.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2	
		(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2	

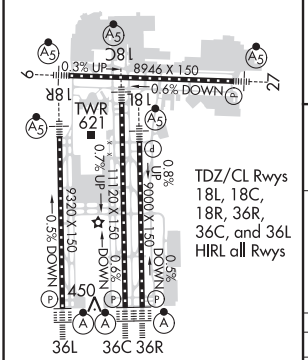
D-ATIS 127.75

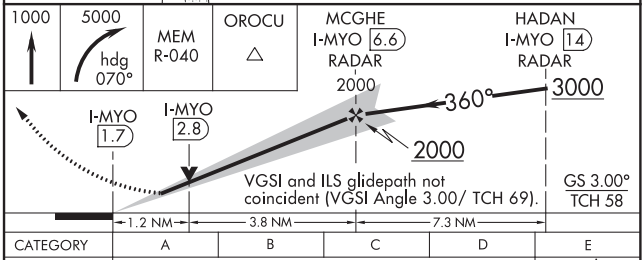
CPDLC

RADAR REQUIRED



ELEV 341 | D | TDZE 335





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

CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)		760/40 425 (500-¾)		760/50 425 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 36C (CAT II & III)
MEMPHIS INTL (MEM)

LOC/DME I-TSE	APP CRS	Rwy ldg	10715
110.5	360°	TDZE	341
Chan 42		Apt Elev	341

DME or RADAR required.
Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

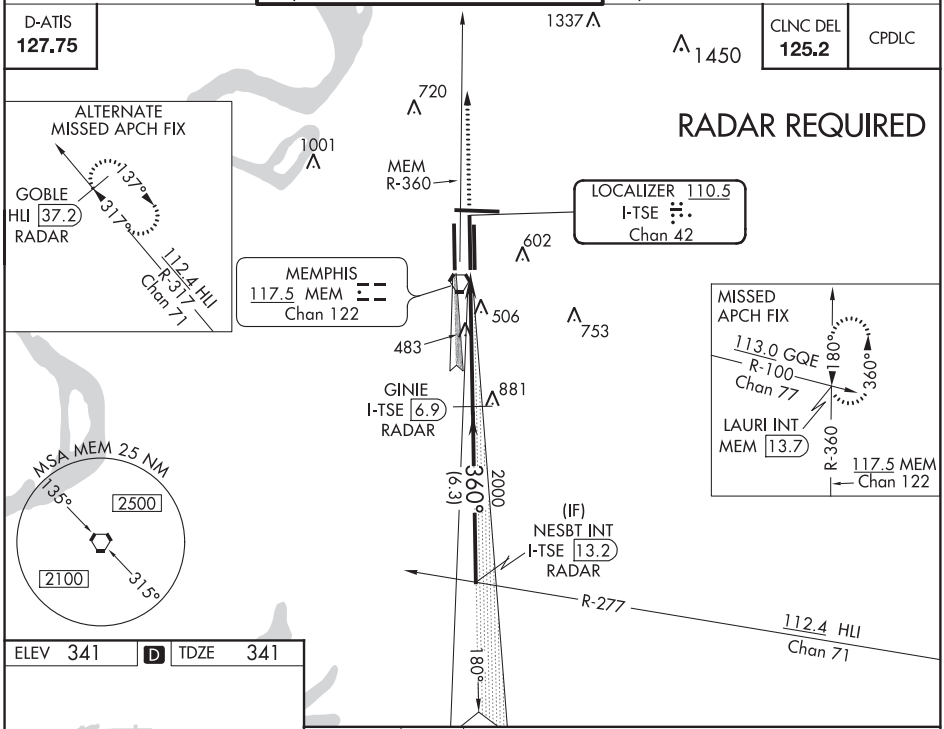
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

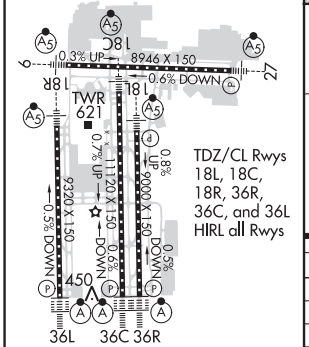
D-ATIS 127.75

CLNC DEL 125.2

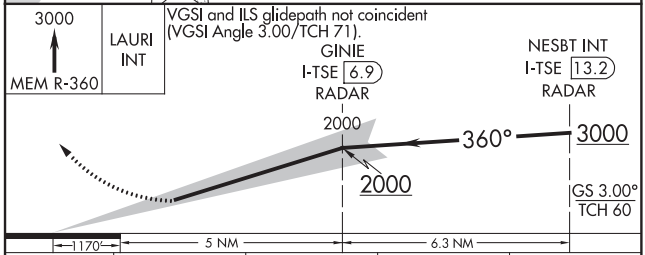
CPDLC



ELEV 341 | D | TDZE 341



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36C	CAT II RA 118/12		100 DA 441	
S-ILS 36C	CAT IIIa		RVR 07	
S-ILS 36C	CAT IIIb		RVR 03	
S-ILS 36C	CAT IIIc		NA	

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MEMPHIS, TENNESSEE

AL-253 (FAA)

20142

ILS RWY 36L (CAT II & III)

MEMPHIS INTL (MEM)

LOC/DME I-OHN	APP CRS	Rwy ldg	9320
108.9	360°	TDZE	321
Chan 26		Apt Elev	341

Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

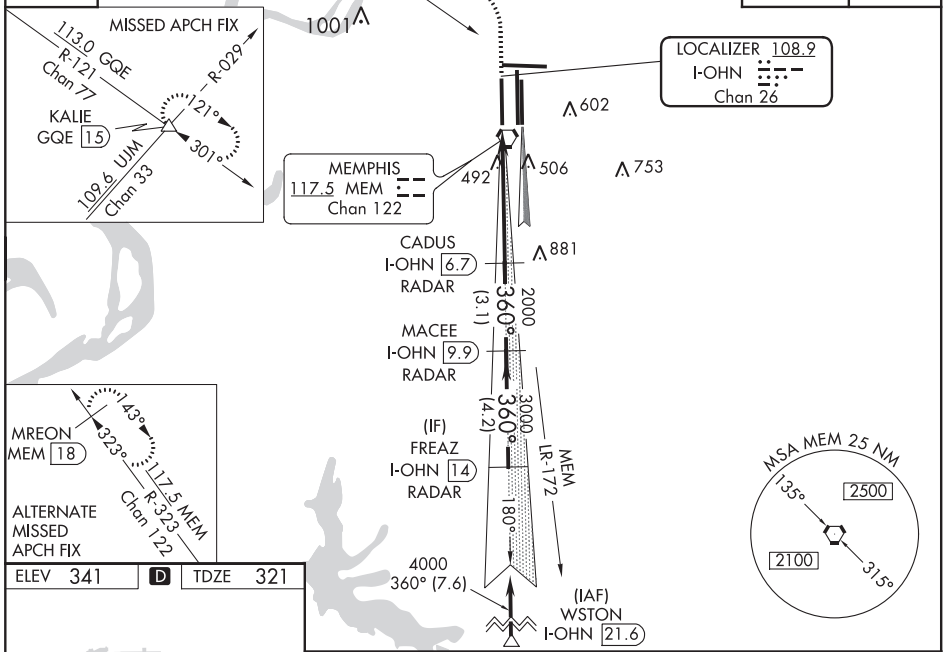
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

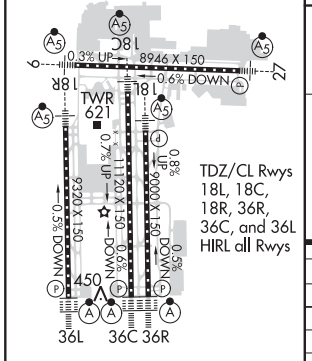
D-ATIS 127.75

CLNC DEL 125.2

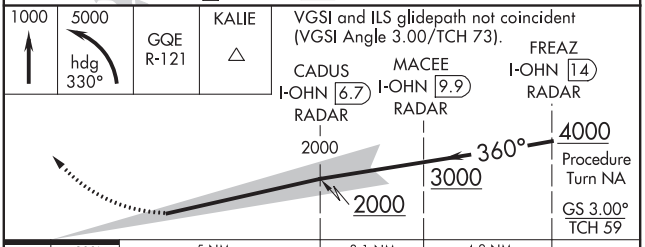
CPDLC



ELEV 341	D	TDZE 321



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 36L	CAT II RA 100/12 100 DA 421			
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 03			
S-ILS 36L	CAT IIIc NA			

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-MYO	APP CRS	Rwy ldg	9000
111.35	360°	TDZE	335
Chan 50 (Y)		Apt Elev	341

20142

ILS RWY 36R (CAT II & III)

MEMPHIS INTL (MEM)

T A Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

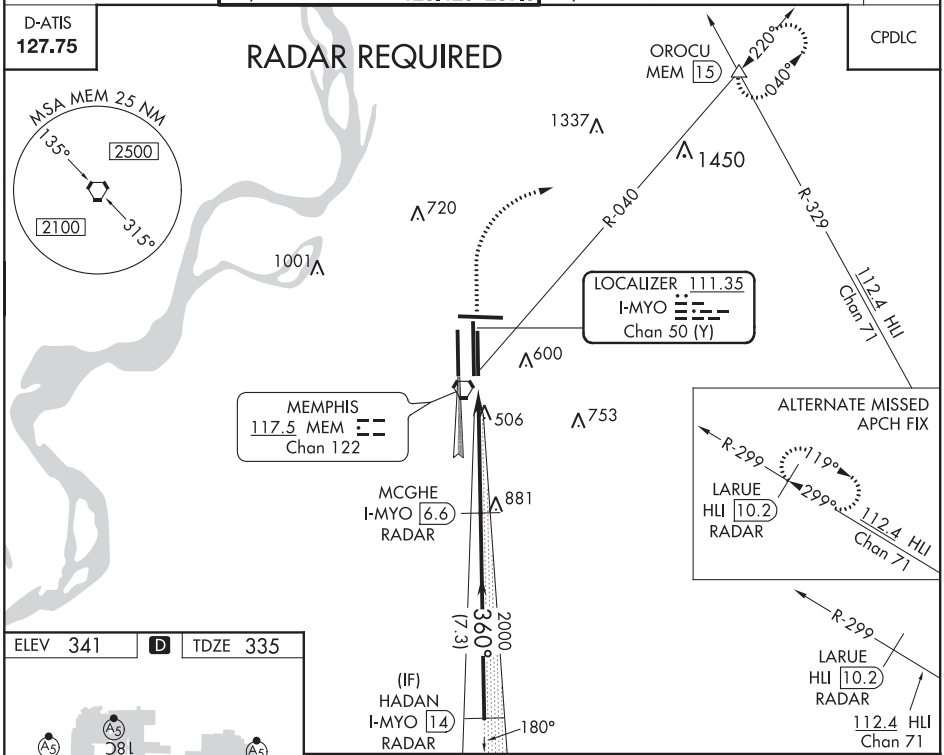
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

CLNC DEL 125.2

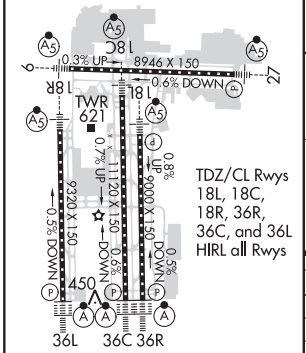
D-ATIS 127.75

CPDLC

RADAR REQUIRED



ELEV 341 D TDZE 335



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

1000	5000 hdg 070°	MEM R-040	OROCU	MCGHE I-MYO 6.6 RADAR	HADAN I-MYO 14 RADAR

2000 360 3000

2000

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

GS 3.00° TCH 58

1131′ 5 NM 7.3 NM

CATEGORY	A	B	C	D
S-ILS 36R	CAT II RA 109/12 100 DA 435			
S-ILS 36R	CAT IIIa RVR07			
S-ILS 36R	CAT IIIb RVR03			
S-ILS 36R	CAT IIIc NA			

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

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MEMPHIS, TENNESSEE AL-253 (FAA) 20030

RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

APP CRS	Rwy ldg	9000
180°	TDZE	301
	Apt Elev	341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118 °F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to DEEWY and on track 180° to FEYAM left turn on track 153° to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2 CPDLC

RADAR REQUIRED

(IF) REISE

180° (7.7) 2000

1337

1450

(FAF) RONEE

720

(5.2)

1001

624 RW18L

DEEWY

602

180° (2.2)

506

FEYAM

753

881

153° (9.2)

MSA RW18L 25 NM

2500

MISSED APCH FIX

KEEZE 153° 333° 5 NM

5000	tr 180°	DEEWY	tr 180°	FEYAM	tr 153°	KEEZE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).

RONEE 2000 180° 4400 REISE

RW18L 2000

GP 3.00° TCH 60

5.2 NM 7.7 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	647/40 346 (400-¾)			

AUTHORIZATION REQUIRED

ELEV 341 TDZE 301

D

180° to RW18L

0.3% UP 8946 X 150 0.6% DOWN

9 27

18R 18C 18L

TWR 621

0.7% UP 11120 X 150 0.6% DOWN

9220 X 150 0.3% DOWN

9000 X 150 0.8% UP 0.5% DOWN

450

36L 36C 36R

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy ldg	9320
180°	TDZE	295
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR and on track 223° to JEPOB and hold.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

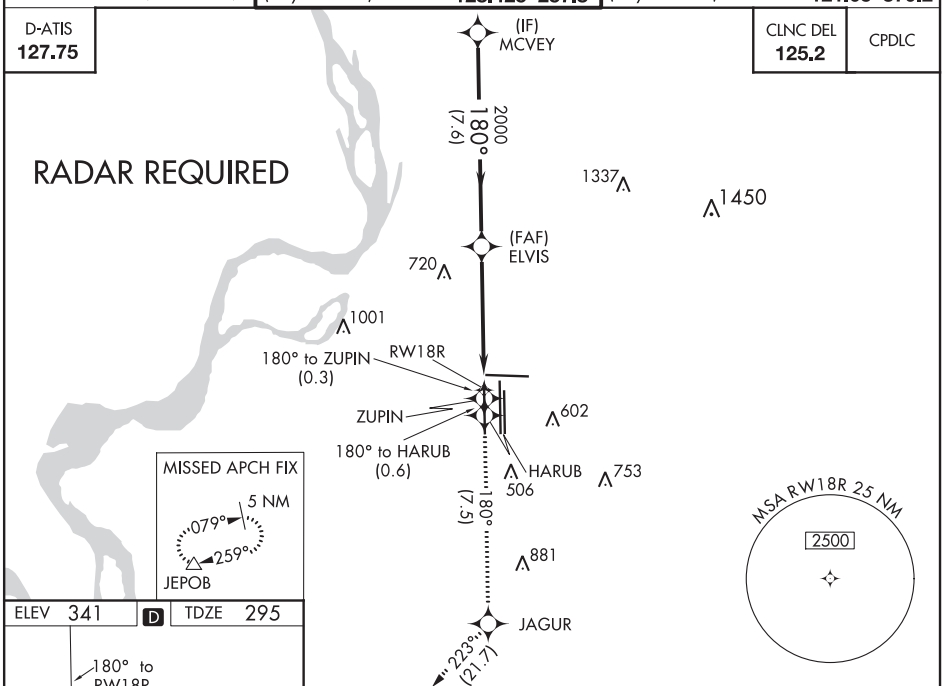
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

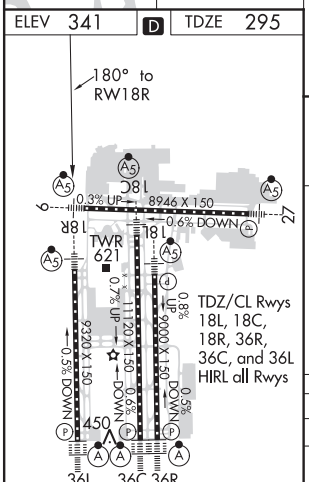
D-ATIS 127.75

CLNC DEL 125.2

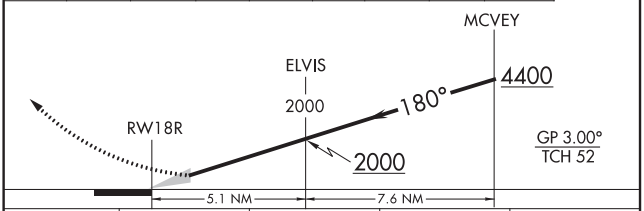
CPDLC



ELEV 341 D TDZE 295



5000	tr 180°	ZUPIN	tr 180°	HARUB	tr 180°	JAGUR	tr 223°	JEPOB



CATEGORY	A	B	C	D
RNP 0.14 DA	737/45 442 (400-⅞)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

APP CRS	Rwy ldg	11120
180°	TDZE	290
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30* all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

(IF) LAURI

180° 2000 (6.1)

1337

1450

(FAF) JALDO

720

180° (5.2)

1001

RW18C

602

506

753

180° (7)

CEDEN

881

137° (6.4)

MSA RW18C 25 NM

2500

MISSED APCH FIX

KEEZE

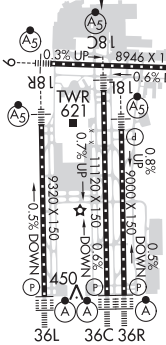
153°

333°

5 NM

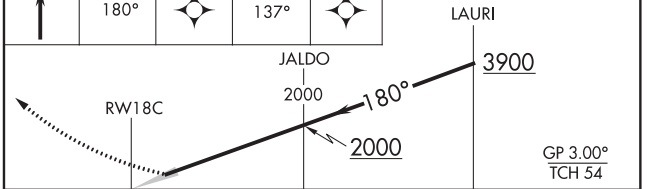
ELEV 341 D TDZE 290

180° to RW18C



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

5000	tr 180°	CEDEN	tr 137°	KEEZE



CATEGORY	A	B	C	D
RNP 0.30 DA*	655/35	365 (400-⅝)		
RNP 0.30 DA	747/54	457 (500-1)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	9000
180°	TDZE	301
	Apt Elev	341

RNAV (RNP) Y RWY 18L
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to PENLE and on track 136°to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

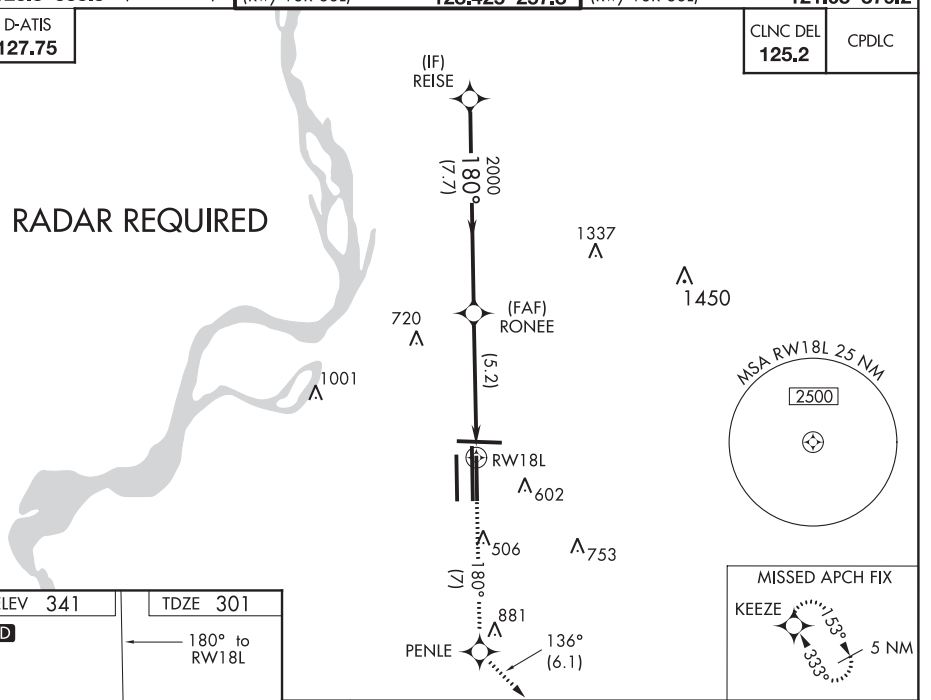
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

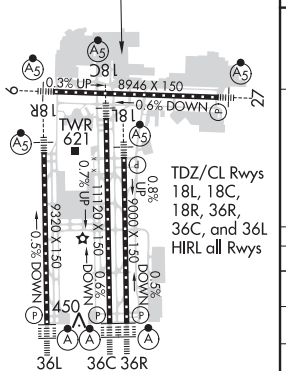
CPDLC



ELEV 341 TDZE 301

D

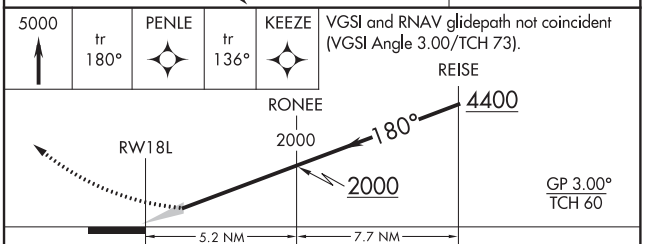
180° to RW18L



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

5000	tr 180°	PENLE	tr 136°	KEEZE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D
RNP 0.30 DA*	698/50 397 (400-1)			
RNP 0.30 DA	791/60 490 (500-1¼)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MEMPHIS, TENNESSEE AL-253 (FAA) 20030

RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

APP CRS	Rwy ldg	9320
180°	TDZE	295
	Apt Elev	341

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

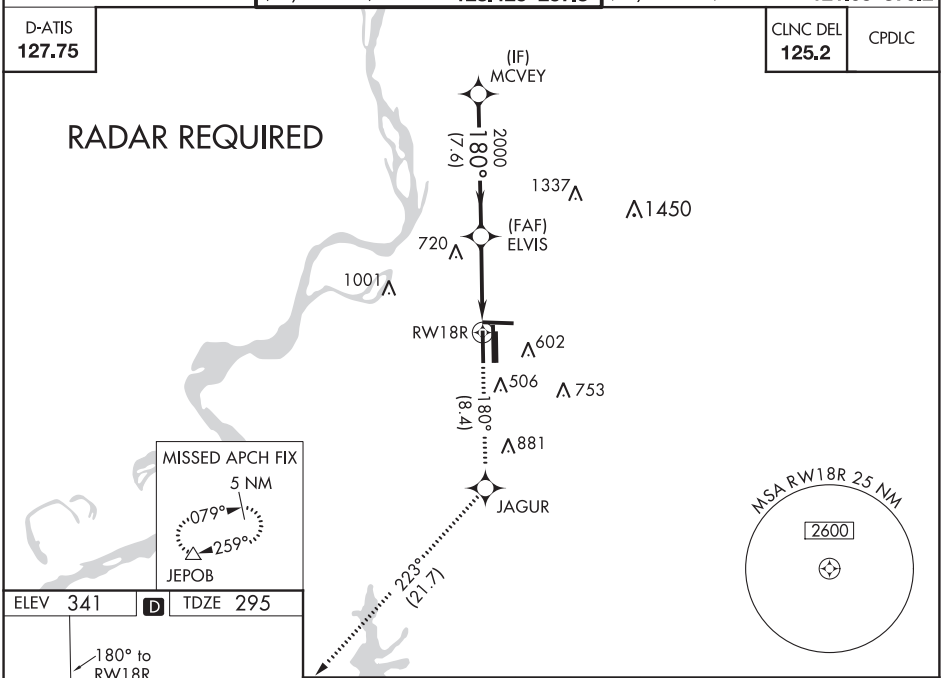
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

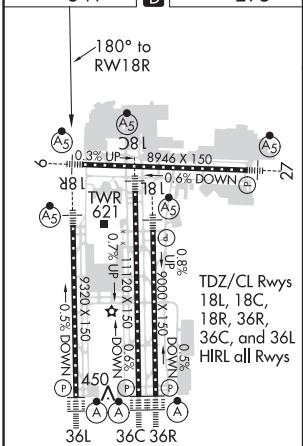
CLNC DEL 125.2

CPDLC

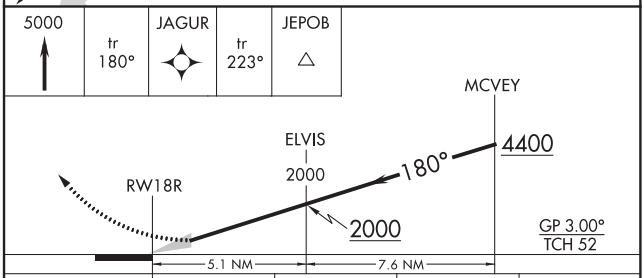
RADAR REQUIRED



ELEV 341 D TDZE 295



5000	tr 180°	JAGUR	tr 223°	JEPOB



CATEGORY	A	B	C	D
RNP 0.19 DA*	645/40	350 (400-¾)		
RNP 0.30 DA	771/60	476 (500-1¼)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 9
MEMPHIS INTL (MEM)

WAAS CH 63106 W09A	APP CRS 093°	Rwy ldg 8946 TDZE 259 Apt Elev 341

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. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

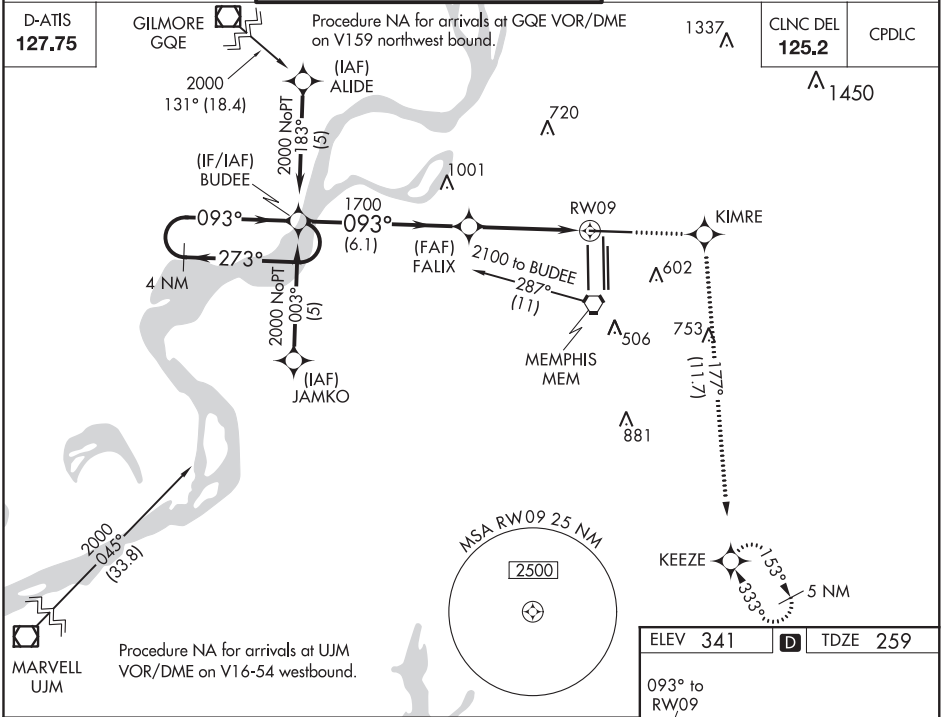
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

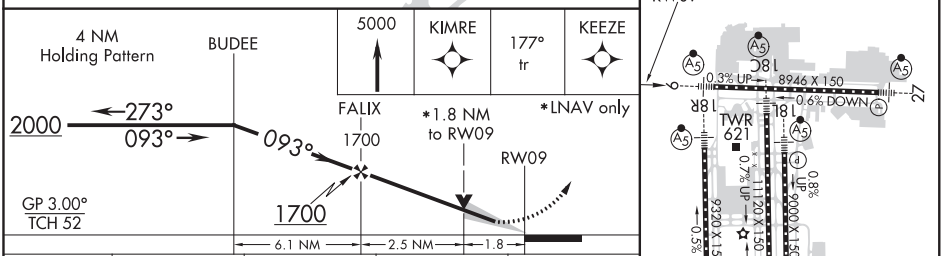
D-ATIS 127.75

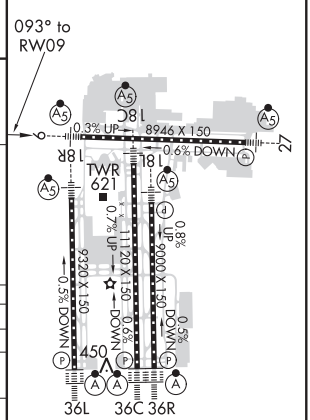
CLNC DEL 125.2

CPDLC



ELEV 341 | D | TDZE 259





TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	782/60 523 (500-1¼)			
LNAV MDA	880/24 621 (600-½)		880/60 621 (600-1¼)	880-1½ 621 (600-1½)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MEMPHIS, TENNESSEE — AL-253 (FAA) — 20030

RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

WAAS CH 93607 W27A	APP CRS 273°	Rwy ldg 8946 TDZE 292 Apt Elev 341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C and D visibility to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

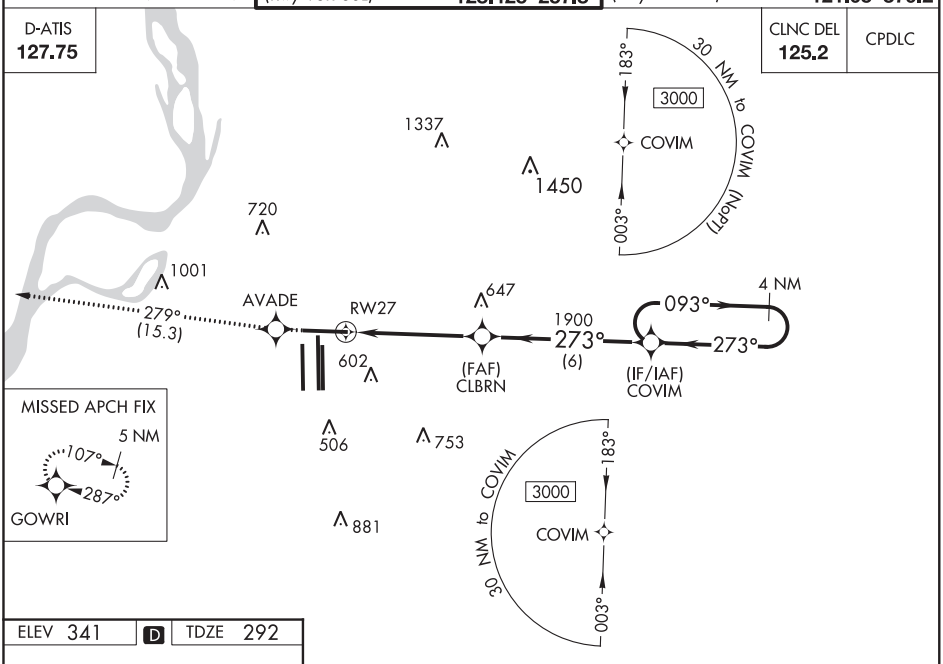
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

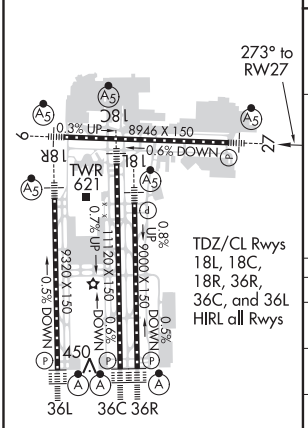
D-ATIS 127.75

CLNC DEL 125.2

CPDLC



ELEV 341 | D | TDZE 292



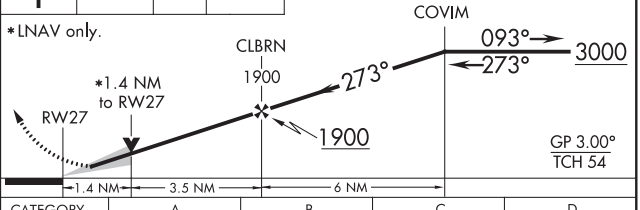
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

5000	AVADE	tr 279°	GOWRI

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

4 NM Holding Pattern

*LNAV only.



CATEGORY	A	B	C	D
LPV DA **	492/24 200 (200-½)			
LNAV/VNAV DA	745/50 453 (500-1)			
LNAV MDA	800/24 508 (500-½)		800/55 508 (500-1)	
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 36C
MEMPHIS INTL (MEM)

WAAS CH 40407 W36B	APP CRS 360°	Rwy ldg 10715 TDZE 341 Apt Elev 341

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

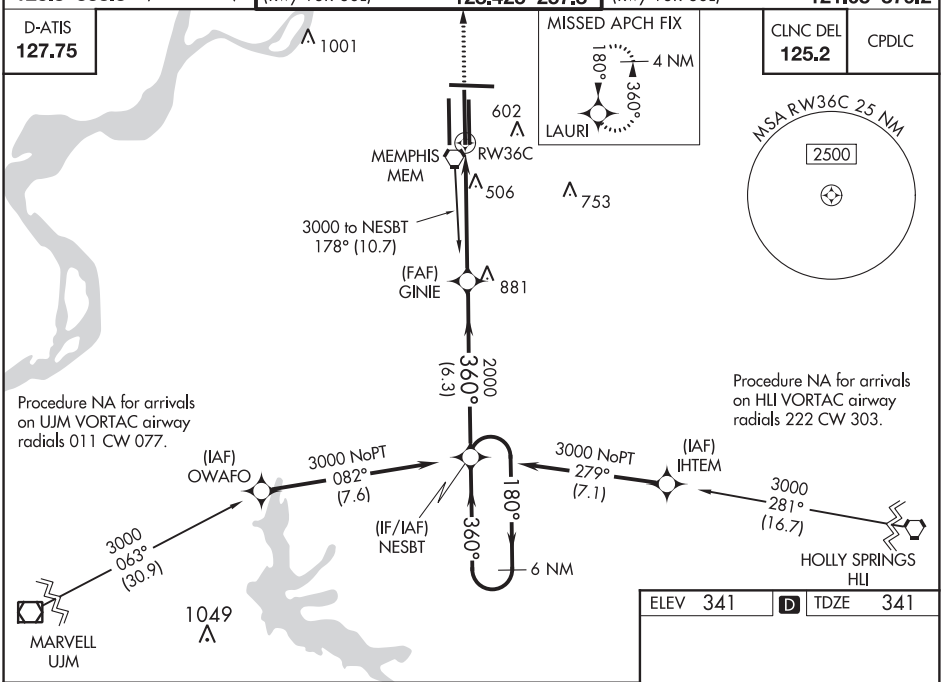
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

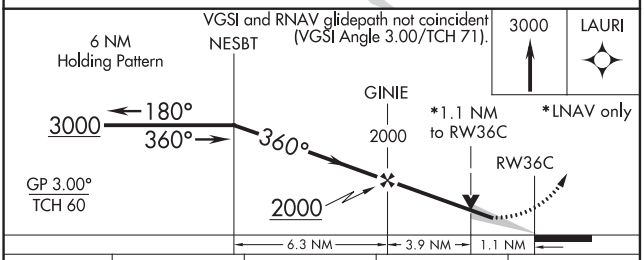
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

CLNC DEL 125.2

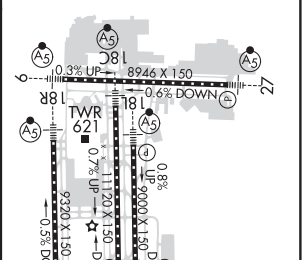
CPDLC





CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	765/50 424 (500-1)			
LNAV MDA	760/24 419 (500-½)		760/40 419 (500-¾)	760/50 419 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

ELEV 341 D TDZE 341



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

SE-1, 05 NOV 2020 to 31 DEC 2020

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RNAV (GPS) RWY 36L
MEMPHIS INTL(MEM)

WAAS CH 65907 W36A	APP CRS 360°	Rwy ldg 9320 TDZE 321 Apt Elev 341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

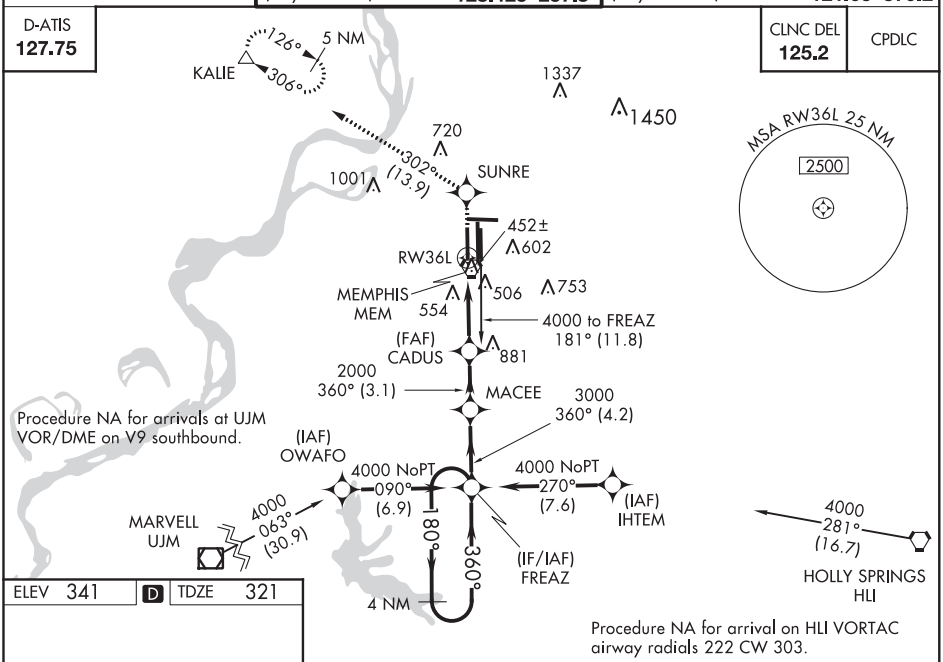
ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

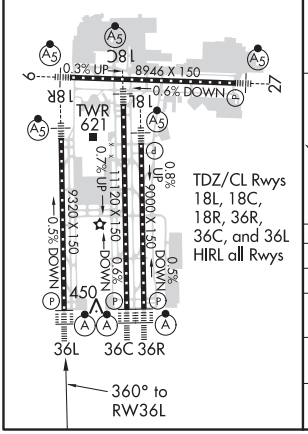
MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

D-ATIS 127.75

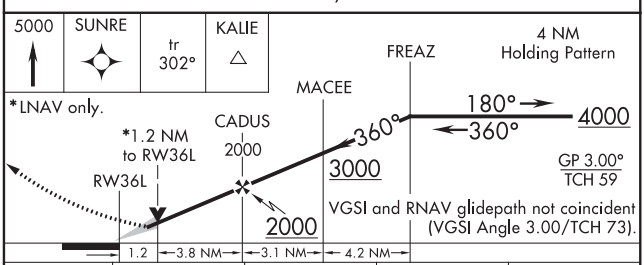
CLNC DEL 125.2 CPDLC



ELEV 341 | D | TDZE 321



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	673/40 352 (400-¾)			
LNAV/VNAV DA	760/50 439 (500-1)			
LNAV MDA	780/24 459 (500-½)		780/40 459 (500-¾)	780/50 459 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 49107 W36D	APP CRS 360°	Rwy ldg 9000 TDZE 335 Apt Elev 341

RNAV (GPS) RWY 36R
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		
119.1 291.6	(176°-355°)
125.8 338.3	(356°-175°)

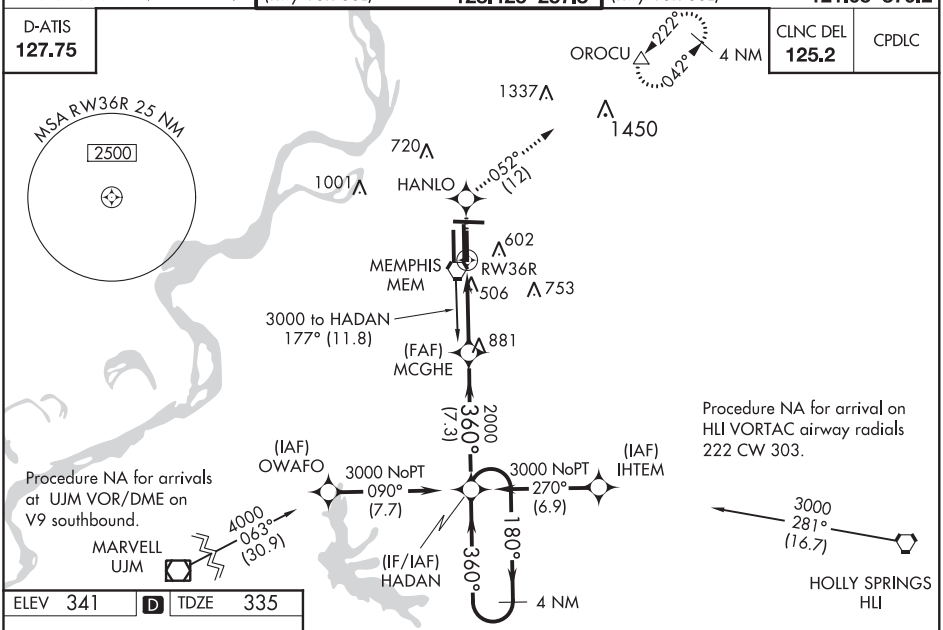
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

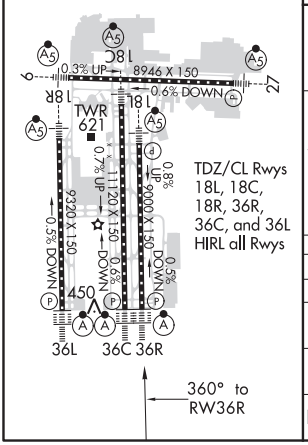
D-ATIS 127.75

CLNC DEL 125.2

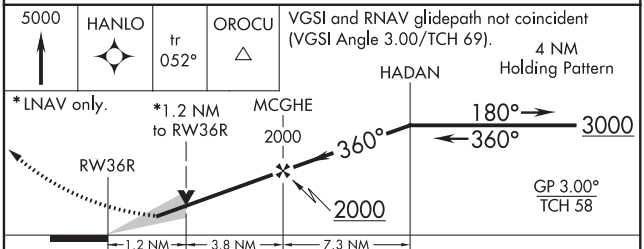
CPDLC



ELEV 341 | D | TDZE 335



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	639/24 304 (300-½)			
LNAV/VNAV DA	763/50 428 (500-1)			
LNAV MDA	760/24 425 (500-½)		760/40 425 (500-¾)	760/50 425 (500-1)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

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MEMPHIS, TENNESSEE AL-253 (FAA) 20030

RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)

WAAS CH 97507 W18D	APP CRS 180°	Rwy ldg 11120 TDZE 290 Apt Elev 341

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

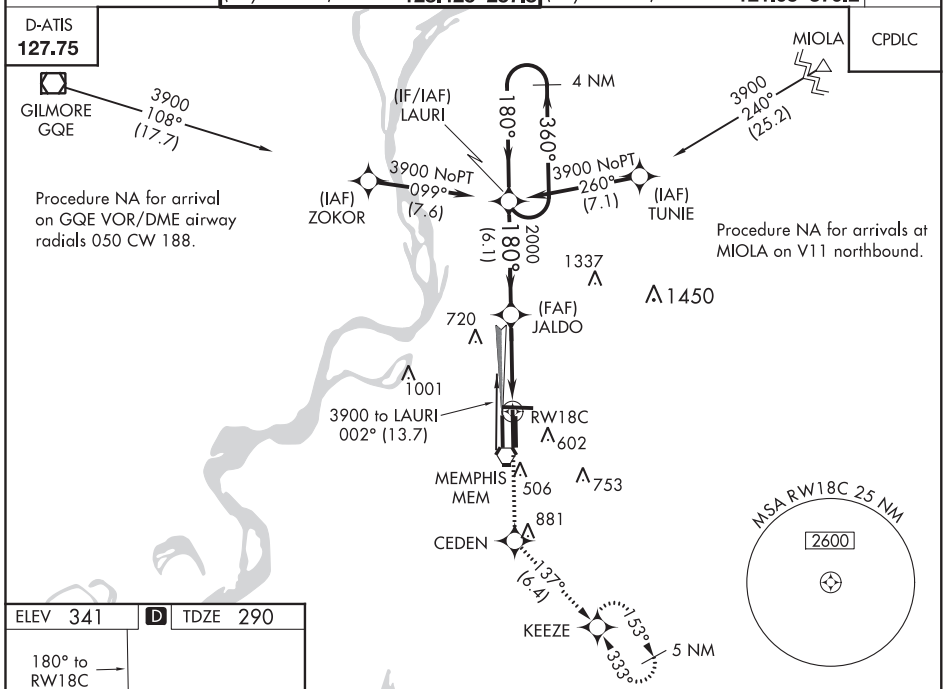
MALSR A5

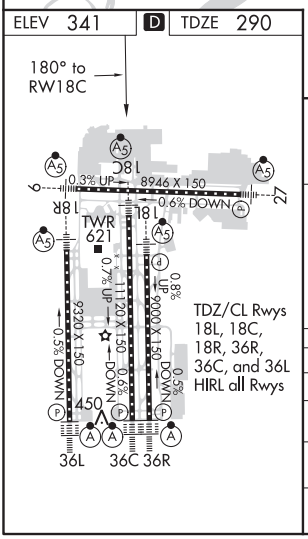
MISSED APPROACH: Climb to 5000 direct CEDEN and on track 137° to KEEZE and hold, continue climb-in-hold to 5000.

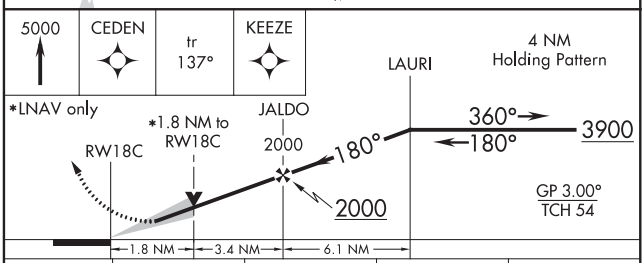
MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	(Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	(Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	125.2

D-ATIS 127.75

CPDLC







CATEGORY	A	B	C	D
LPV DA	665/40 375 (400-¾)			
LNAV/VNAV DA	782/60 492 (500-1¼)			
LNAV MDA	880/24 590 (600-½)		880/50 590 (600-1)	880/60 590 (600-1¼)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MEMPHIS, TENNESSEE
Amdt 2B 29MAR18

35°03'N-89°59'W

MEMPHIS INTL (MEM)
RNAV (GPS) Z RWY 18C

RNAV (GPS) Z RWY 18L
MEMPHIS INTL (MEM)

WAAS CH 53307 W18B	APP CRS 180°	Rwy ldg 9000 TDZE 301 Apt Elev 341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized.
DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations.
For inop ALS, increase LPV all Cats visibility to RVR 5000.

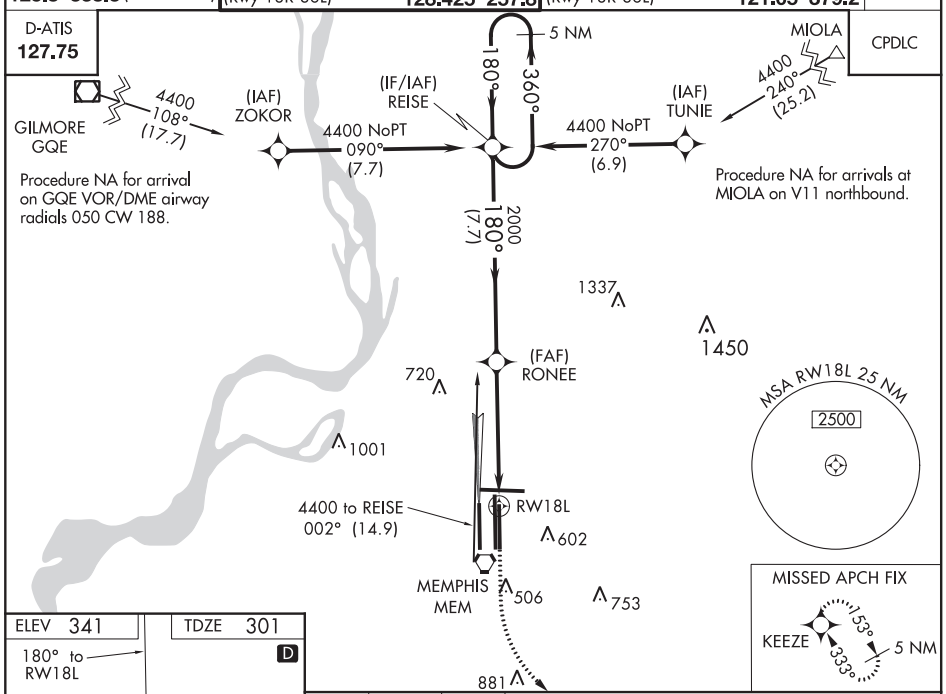
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON	CLNC DEL
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2	125.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2	
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2	

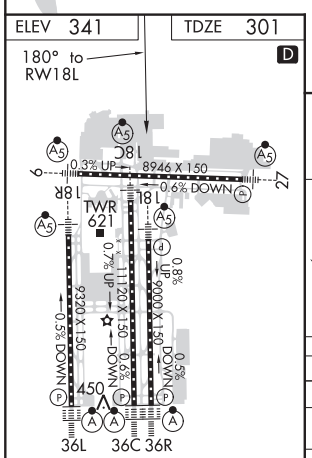
D-ATIS 127.75

CPDLC

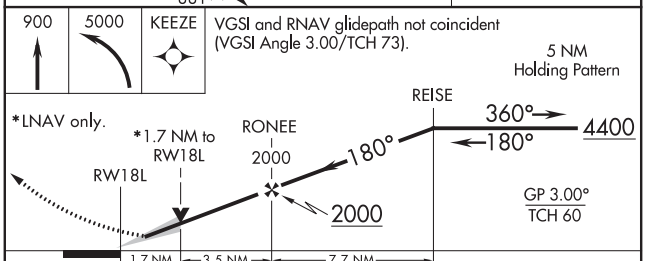


Procedure NA for arrival on GQE VOR/DME airway radials 050 CW 188.

Procedure NA for arrivals at MIOLA on V11 northbound.



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	557/18 256 (300-½)			
LNAV/VNAV DA	874-1½ 573 (600-1½)			
LNAV MDA	880/24 579 (600-½)		880/50 579 (600-1)	880/60 579 (600-1¼)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

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MEMPHIS, TENNESSEE — AL-253 (FAA) — 20030

RNAV (GPS) Z RWY 18R

MEMPHIS INTL (MEM)

WAAS CH 56606 W18A	APP CRS 180°	Rwy ldg 9320 TDZE 295 Apt Elev 341

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct to JEPOB and hold.

MEMPHIS APP CON		
119.1	291.6	(176°-355°)
125.8	338.3	(356°-175°)

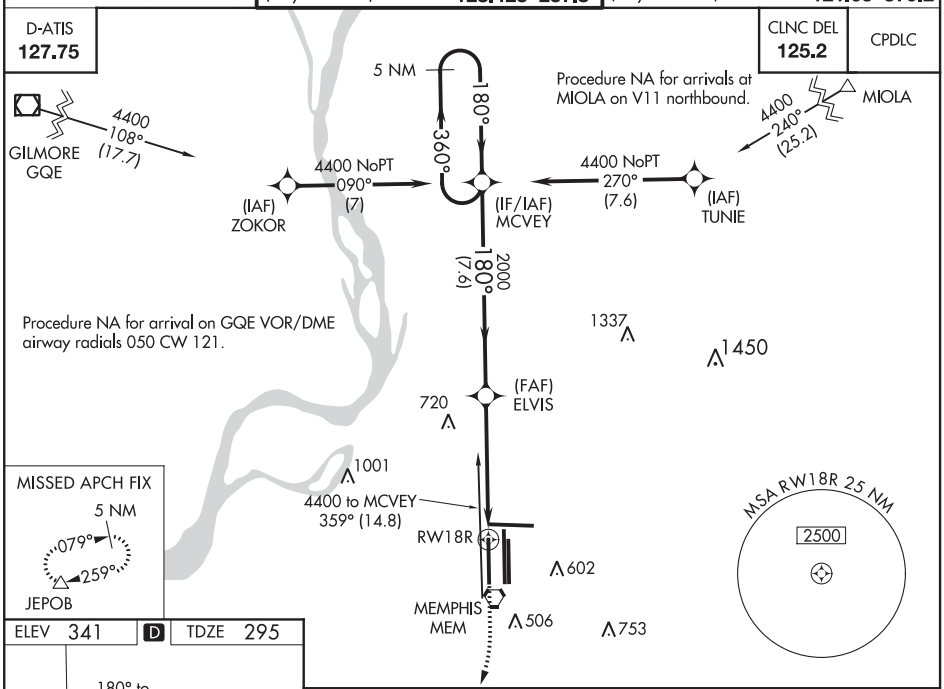
MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

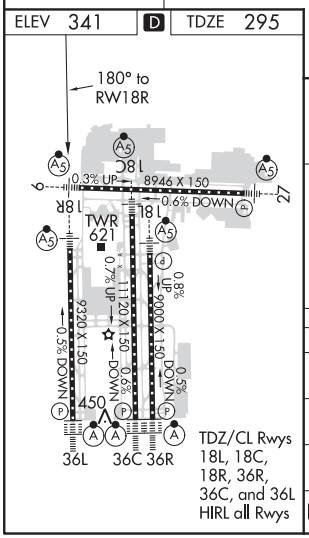
GND CON		
(Rwy 9-27)	121.0	379.2
(Rwys 18C-36C, 18L-36R)	121.9	379.2
(Rwy 18R-36L)	121.65	379.2

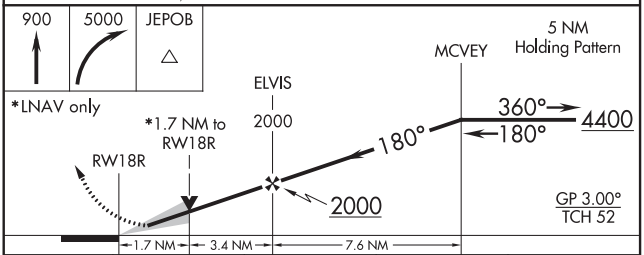
D-ATIS 127.75

CLNC DEL 125.2

CPDLC







CATEGORY	A	B	C	D
LPV DA	495/18 200 (200-½)			
LNAV/VNAV DA	874-1½ 579 (600-1½)			
LNAV MDA	880/24 585 (600-½)		880/50 585 (600-1)	880/60 585 (600-1¼)
C CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

MEMPHIS, TENNESSEE
Amdt 2F 24MAY18

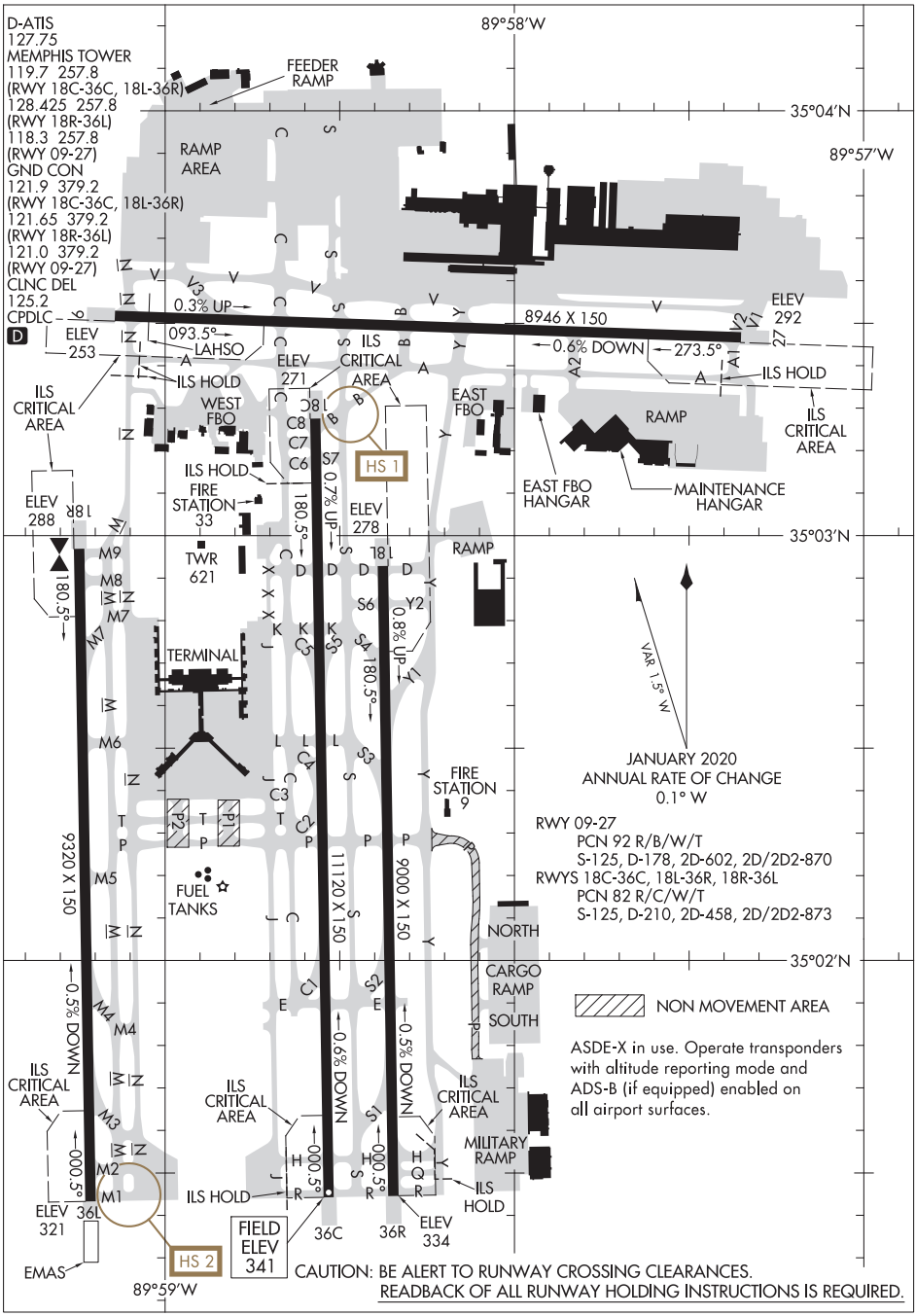
35°03′N-89°59′W

MEMPHIS INTL (MEM)

RNAV (GPS) Z RWY 18R

SE-1, 05 NOV 2020 to 31 DEC 2020

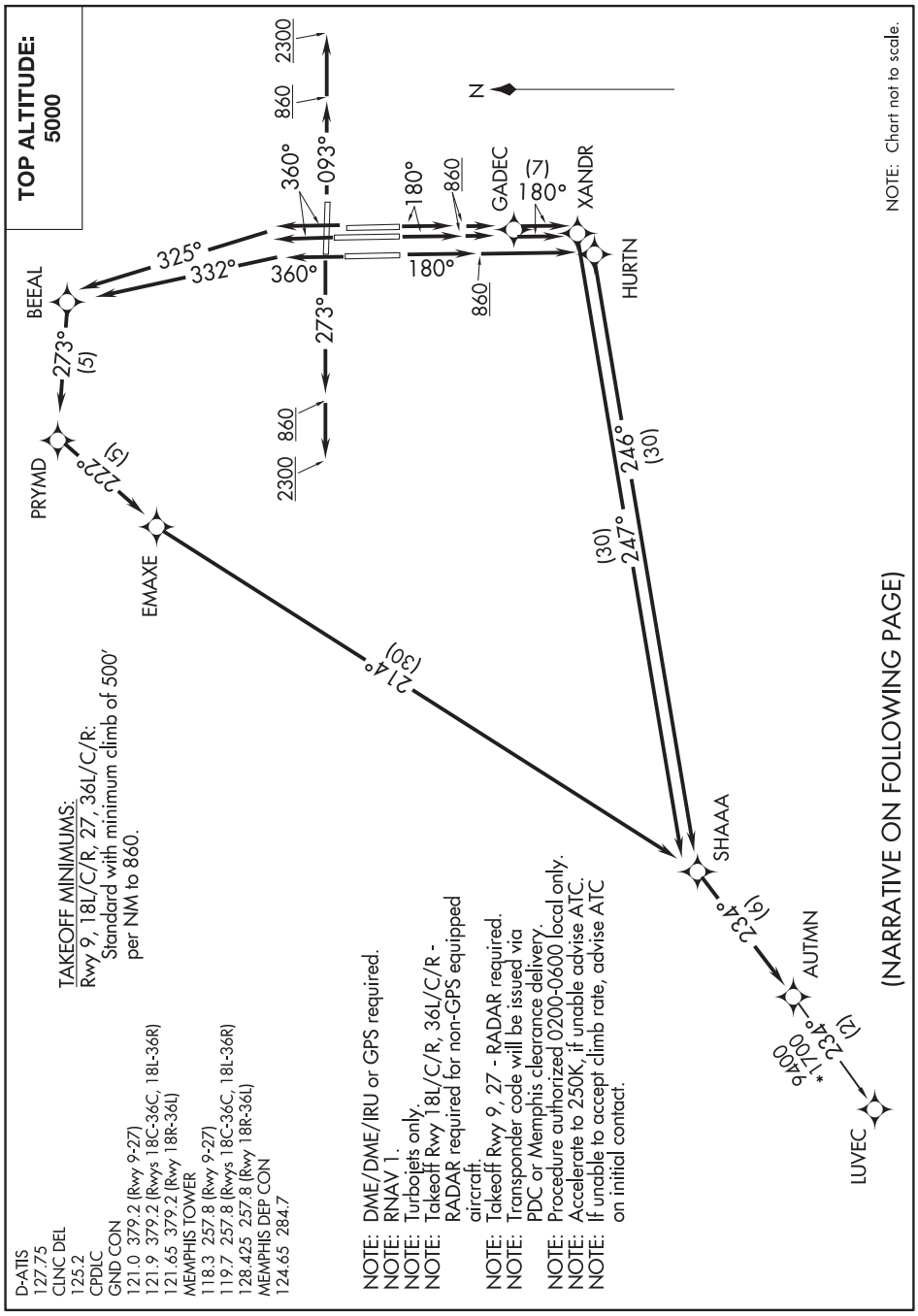
SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AUTMN FIVE DEPARTURE (RNAV)



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RWYS 18L/C: Climb heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....
TAKEOFF RWY 18R: Climb heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

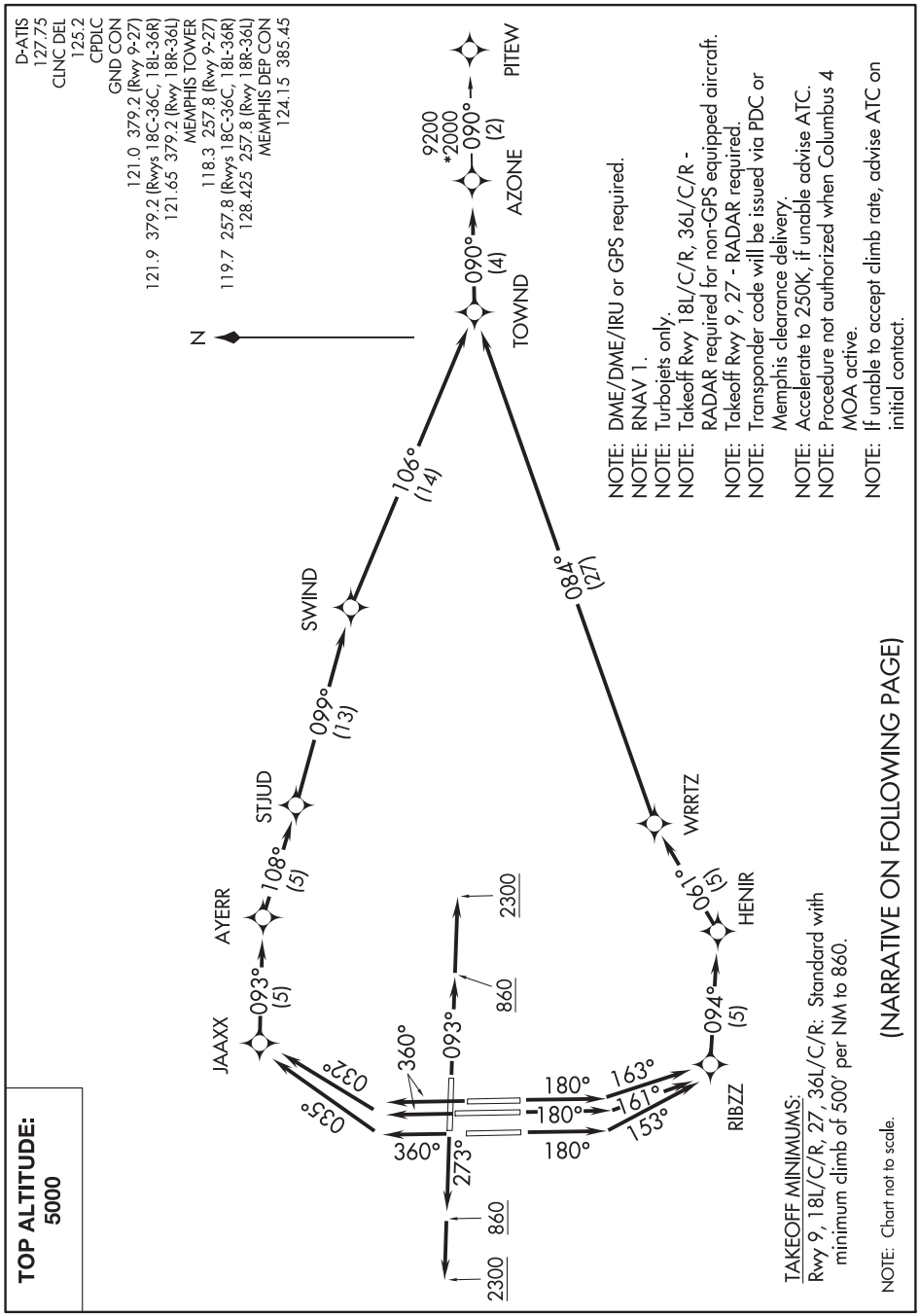
LUVEC TRANSITION (AUTMN5.LUVEC):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(AZONE6.AZONE) 18312 AL-253 (FAA)

AZONE SIX DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

AZONE SIX DEPARTURE (RNAV)

(AZONE6.AZONE) 08NOV18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093°or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE6.PITEW):

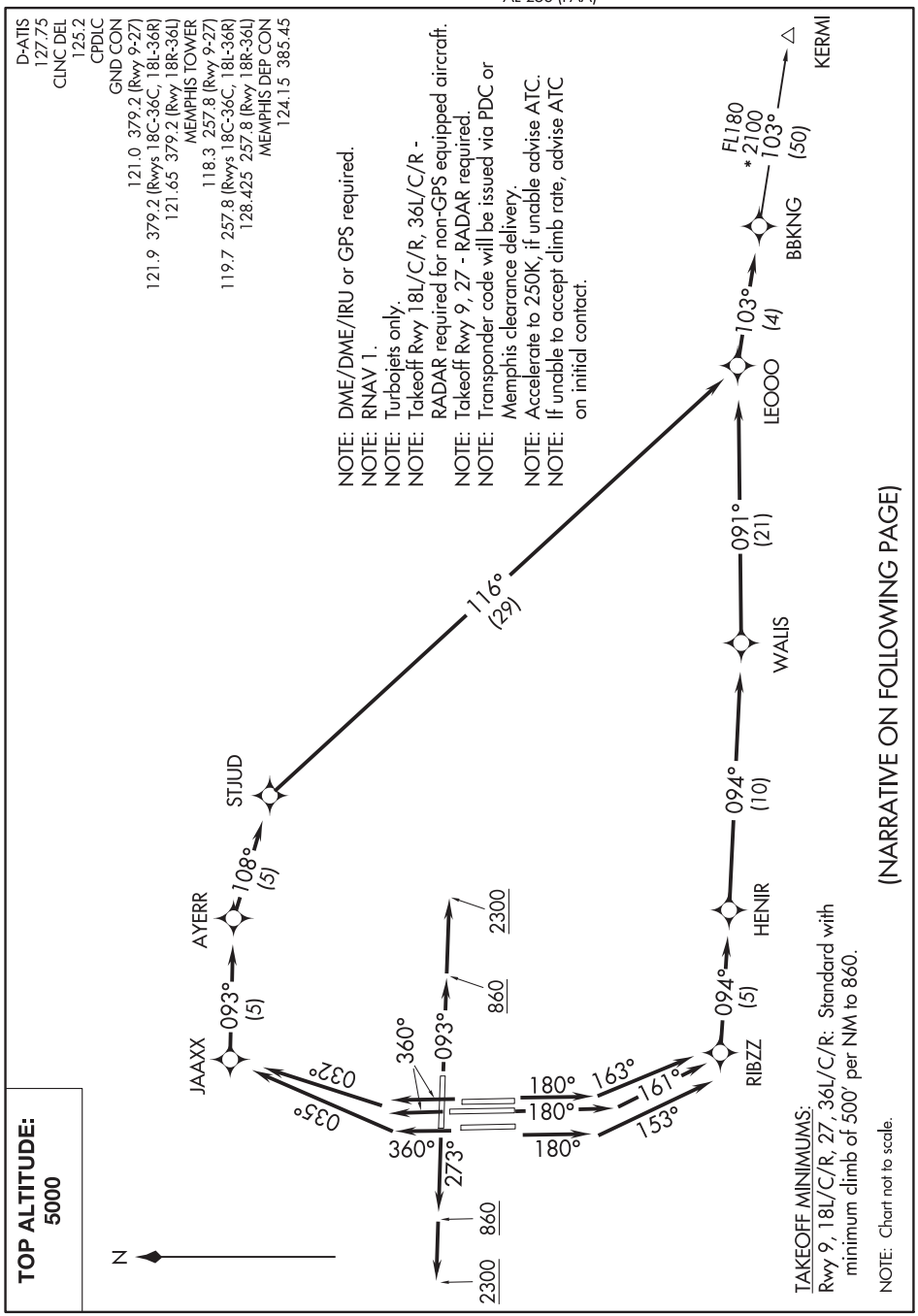
SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(BBKNG6.BBKNG) 18312

BBKNG SIX DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

AL-253 (FAA)



SE-1, 05 NOV 2020 to 31 DEC 2020

BBKNG SIX DEPARTURE (RNAV)

(BBKNG6.BBKNG) 08NOV18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG6.KERMI):

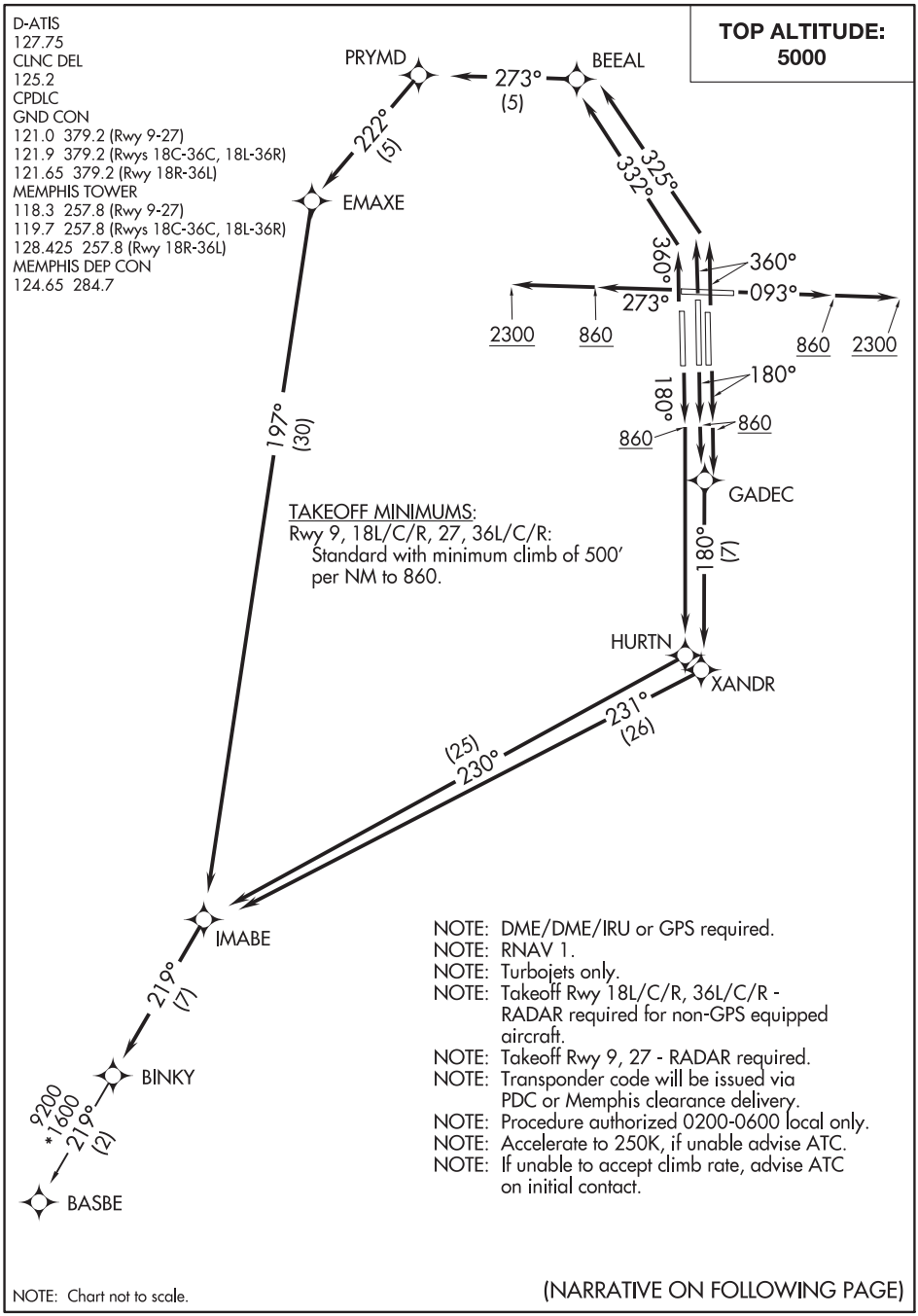
SE-1, 05 NOV 2020 to 31 DEC 2020

(BINKY5.BINKY) 18312

BINKY FIVE DEPARTURE (RNAV)

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

BINKY FIVE DEPARTURE (RNAV)

(BINKY5.BINKY) 08NOV18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RWYS 18L/C: Climb heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....
TAKEOFF RWY 18R: Climb heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY5.BASBE):

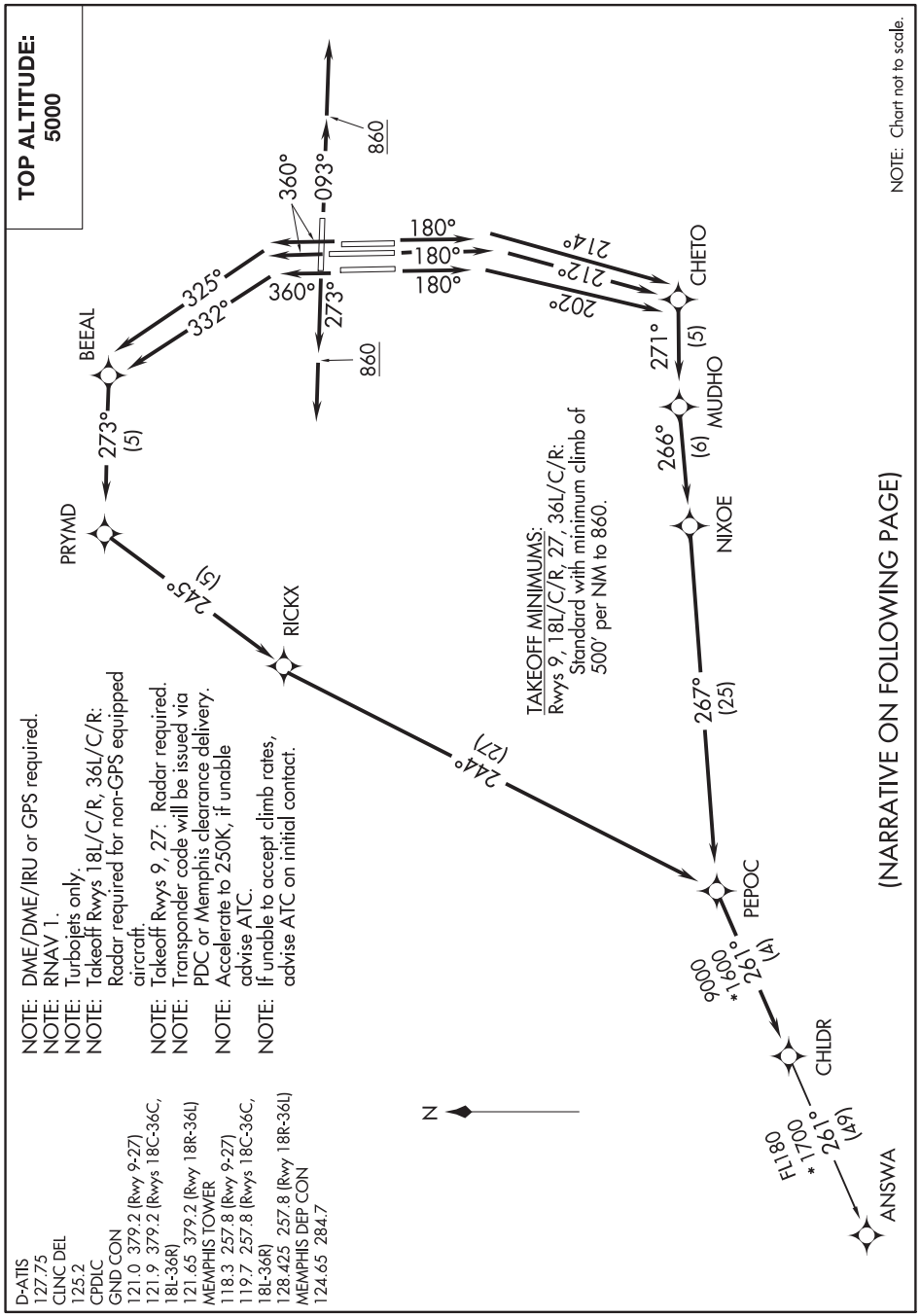
SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(CHLDR4.CHLDR) 17229

AL-253 (FAA)

CHLDR FOUR DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

CHLDR FOUR DEPARTURE (RNAV)

(CHLDR4.CHLDR) 17AUG17

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....
TAKEOFF RWY 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR4.ANSWA):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(CRSON6.CRSON) 18312

CRSON SIX DEPARTURE (RNAV)

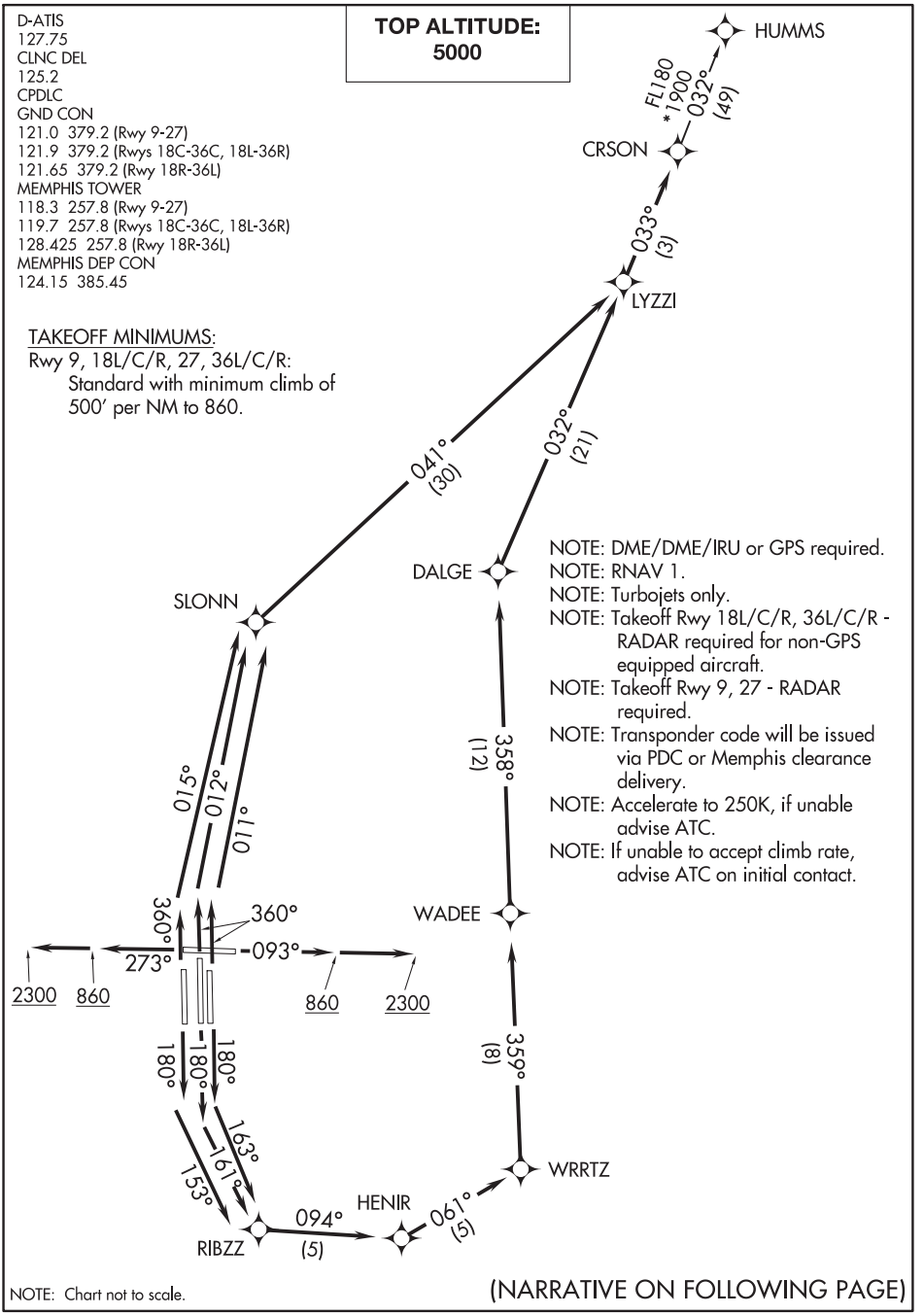
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020

V

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RWY 36C: Climb heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RWY 36R: Climb heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

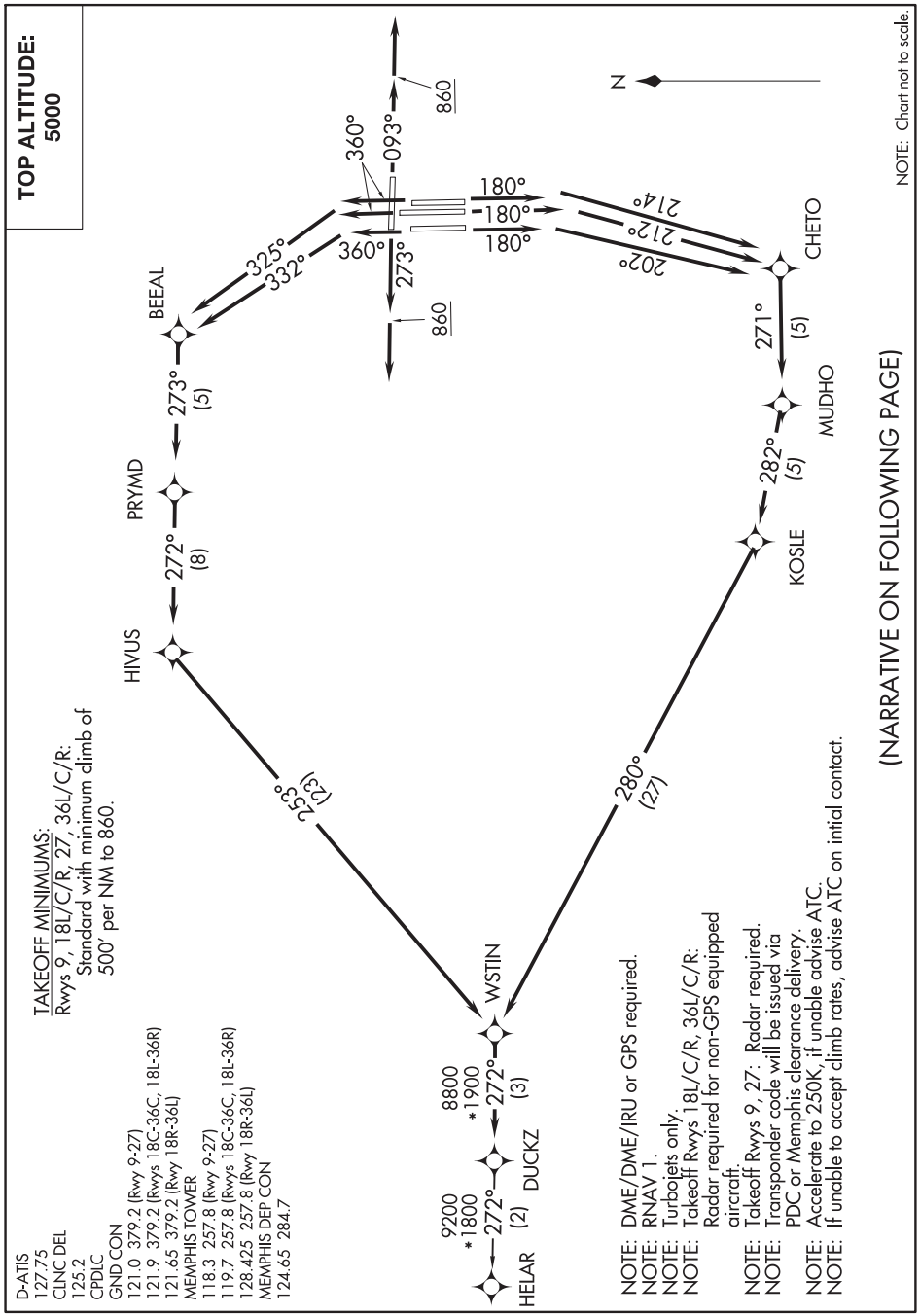
HUMMS TRANSITION (CRSON6.HUMMS):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(DUCKZ4.DUCKZ) 17229 AL-253 (FAA)

DUCKZ FOUR DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

DUCKZ FOUR DEPARTURE (RNAV)

(DUCKZ4.DUCKZ) 17AUG17

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ4.HELAR):

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

(ELVIS4.MEM) 20086

ELVIS FOUR DEPARTURE

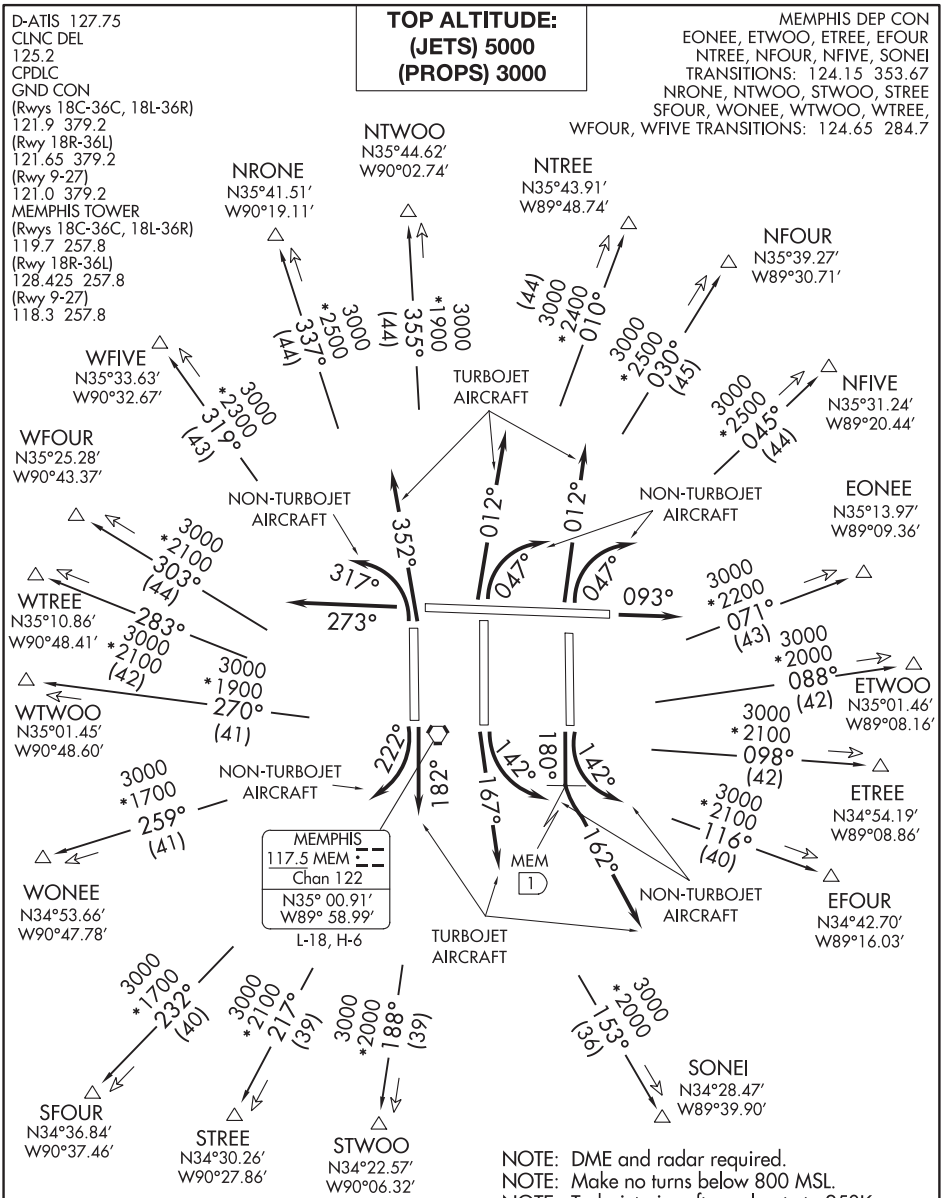
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS 127.75
CLNC DEL
125.2
CPDLC
GND CON
(Rwys 18C-36C, 18L-36R)
121.9 379.2
(Rwy 18R-36L)
121.65 379.2
(Rwy 9-27)
121.0 379.2
MEMPHIS TOWER
(Rwys 18C-36C, 18L-36R)
119.7 257.8
(Rwy 18R-36L)
128.425 257.8
(Rwy 9-27)
118.3 257.8

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

MEMPHIS DEP CON
EONEE, ETWOO, ETREE, EFOUR
NTREE, NFOUR, NFIVE, SONEI
TRANSITIONS: 124.15 353.67
NRONE, NTWOO, STWOO, STREE
SFOUR, WONEE, WTWOO, WTREE,
WFOUR, WFIVE TRANSITIONS: 124.65 284.7



TAKEOFF MINIMUMS:

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard with minimum climb of 340′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGES)

NOTE: DME and radar required.
NOTE: Make no turns below 800 MSL.
NOTE: Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.
EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.
ETREE TRANSITION (ELVIS4.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.
ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.
NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.
NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.
NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.
NTREE TRANSITION (ELVIS4.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.
NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.
SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.
SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.
STREE TRANSITION (ELVIS4.STREE): From over MEM VORTAC on MEM R-217 to STREE.
STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.
WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.
WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.
WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.
WTREE TRANSITION (ELVIS4.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.
WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.

NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.

NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

EONEE	EAST ONE
ETWOO	EAST TWO
ETREE	EAST THREE
EFOUR	EAST FOUR
SONEI	SOUTH ONE
STWOO	SOUTH TWO
STREE	SOUTH THREE
SFOUR	SOUTH FOUR
WONEE	WEST ONE
WTWOO	WEST TWO
WTREE	WEST THREE
WFOUR	WEST FOUR
WFIVE	WEST FIVE
NRONE	NORTH ONE
NTWOO	NORTH TWO
NTREE	NORTH THREE
NFOUR	NORTH FOUR
NFIVE	NORTH FIVE

GENEH SIX DEPARTURE (RNAV)

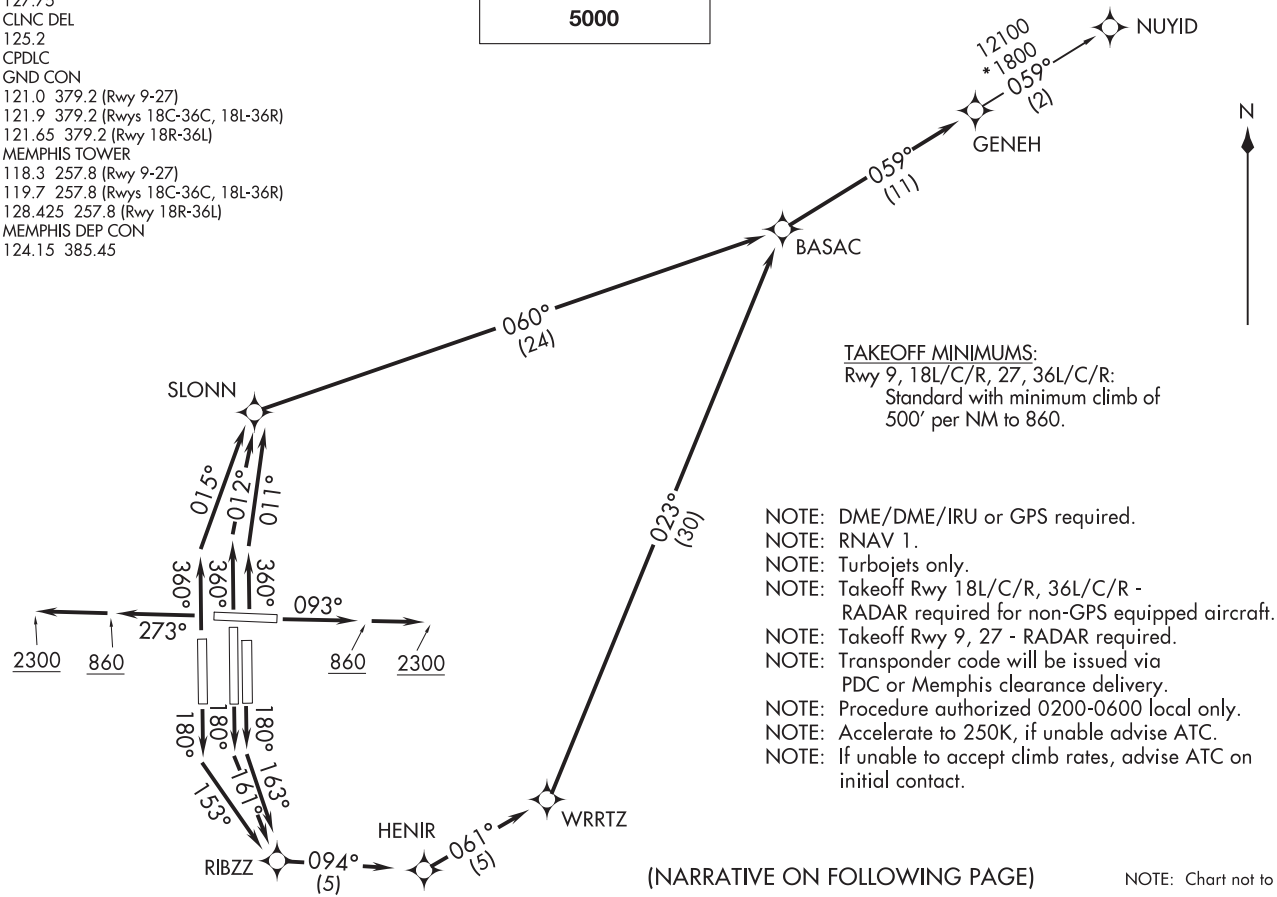
(GENEH6.GENEH) 08NOV18

MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

TOP ALTITUDE: 5000

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(GENEH6.GENEH) 18312

GENEH SIX DEPARTURE (RNAV)

AL-253 (FAA)

MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 36C: Climb heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 36L: Climb heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RWY 36R: Climb heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence. . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH6.NUYID)

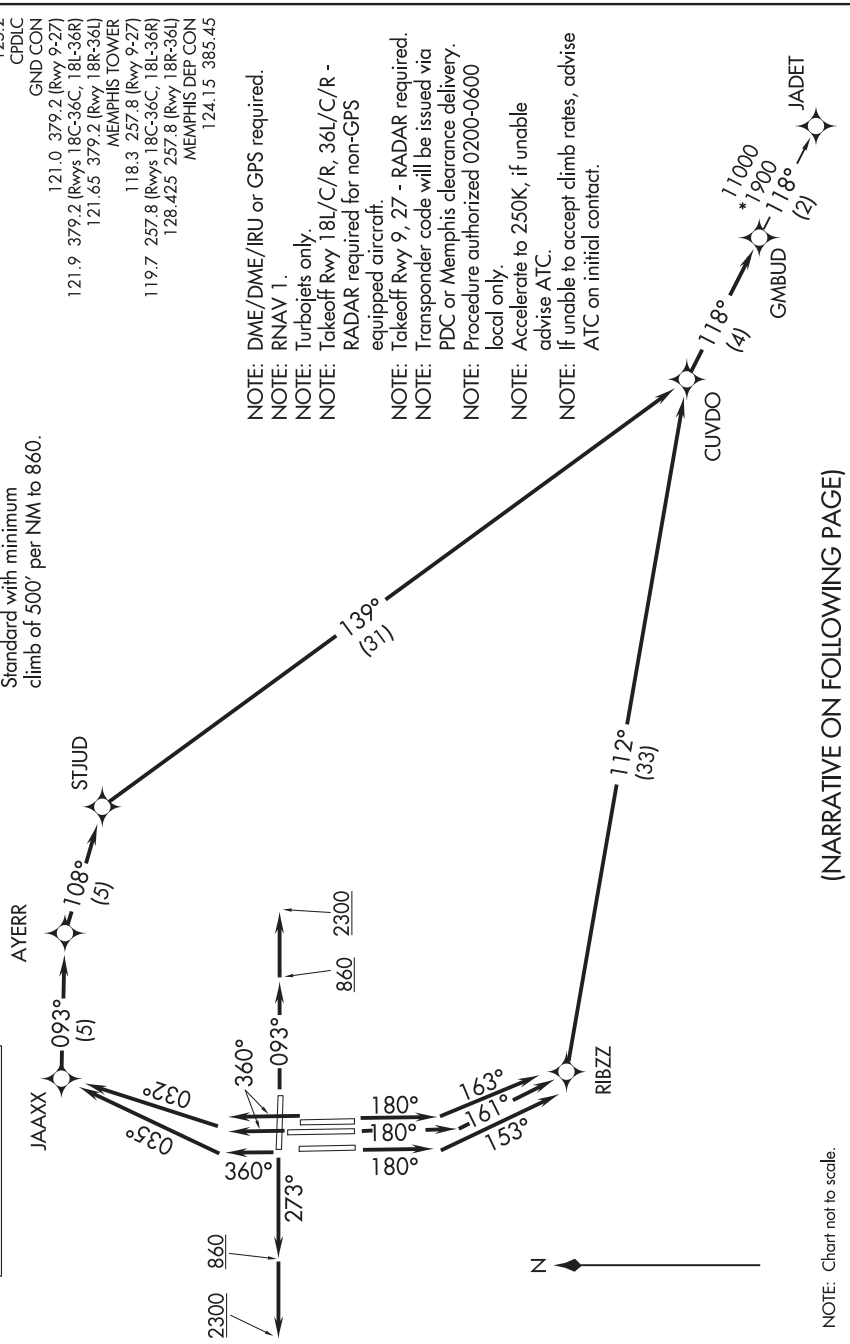
GMBUD SIX DEPARTURE (RNAV)

D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON 121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON 124.15 385.45

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

TOP ALTITUDE: 5000



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

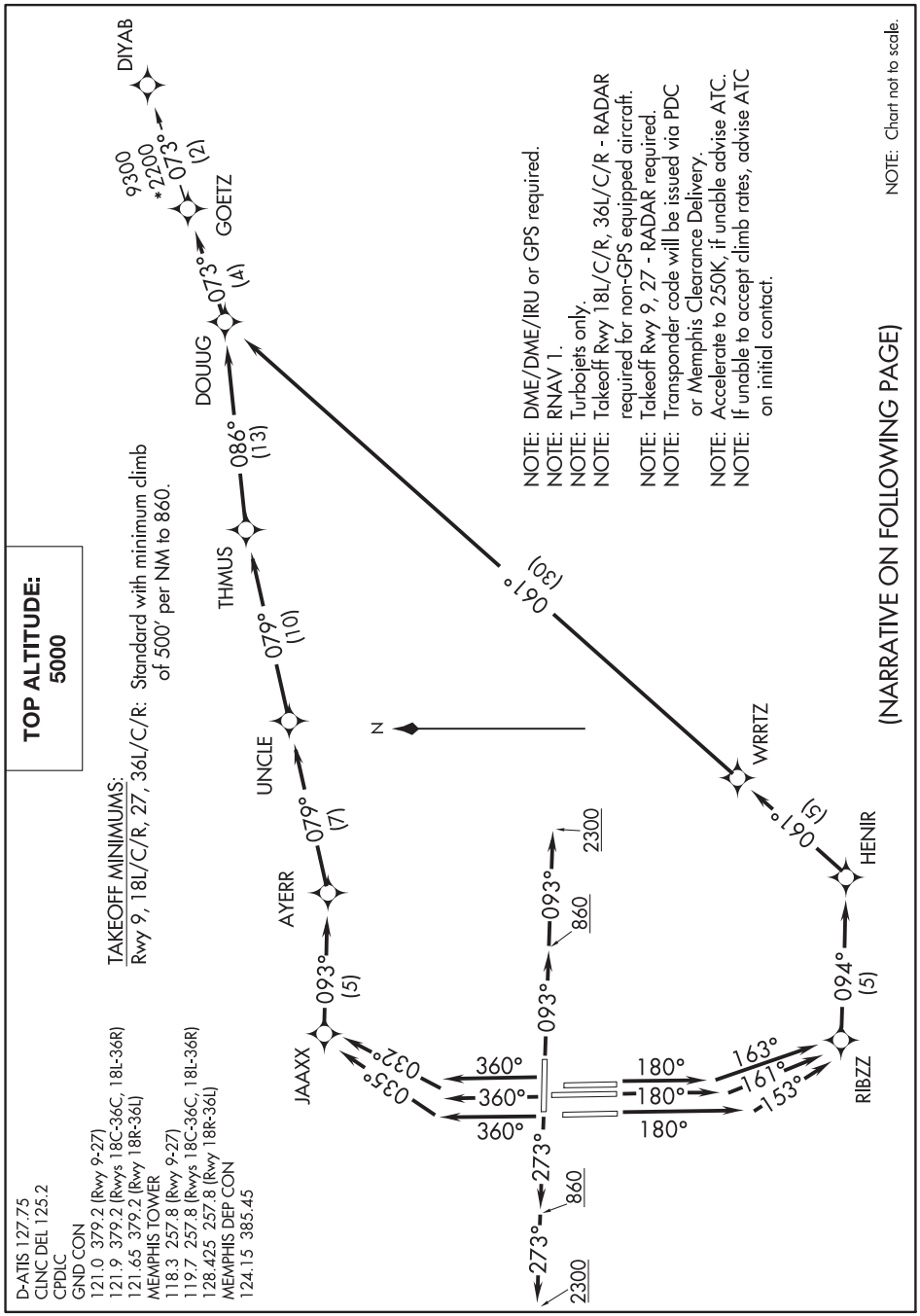
TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD6.JADET):

SE-1, 05 NOV 2020 to 31 DEC 2020

GOETZ SIX DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 36L: Climb heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAYS 36C/R: Climb heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence . . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ6.DIYAB)

SE-1, 05 NOV 2020 to 31 DEC 2020

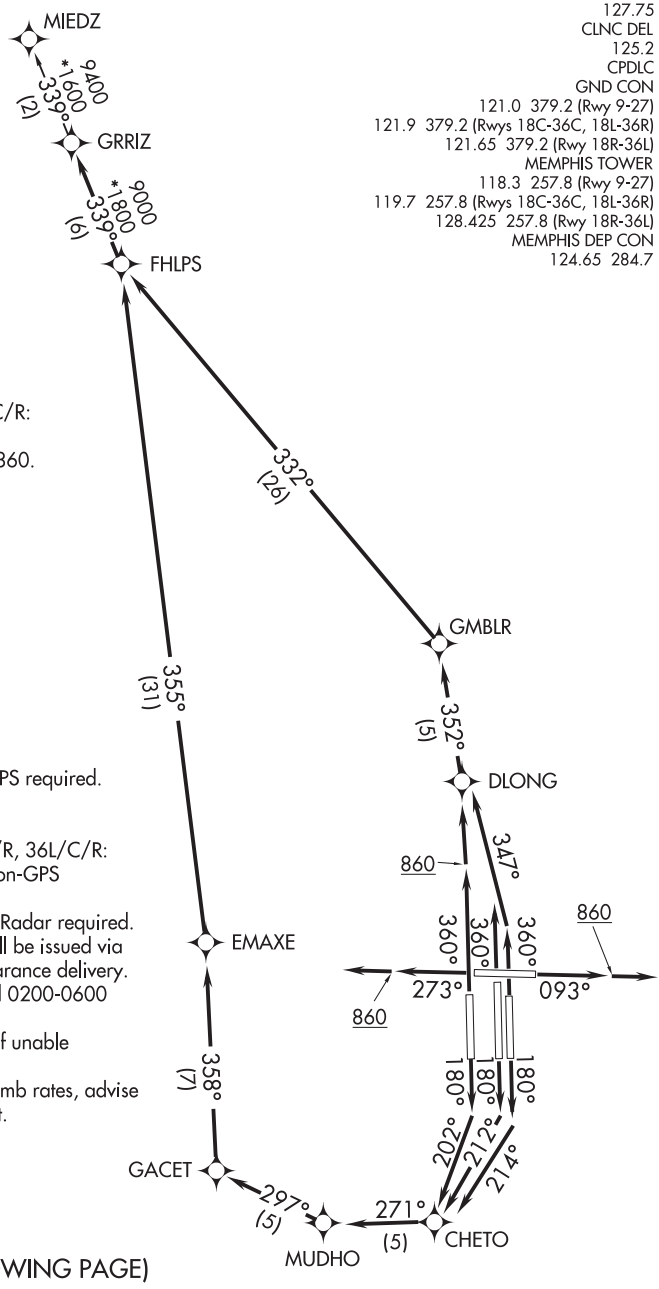
GRRIZ FOUR DEPARTURE (RNAV)

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

TOP ALTITUDE: 5000

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GRRIZ FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RWY 36L: Climb heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ4.MIEDZ):

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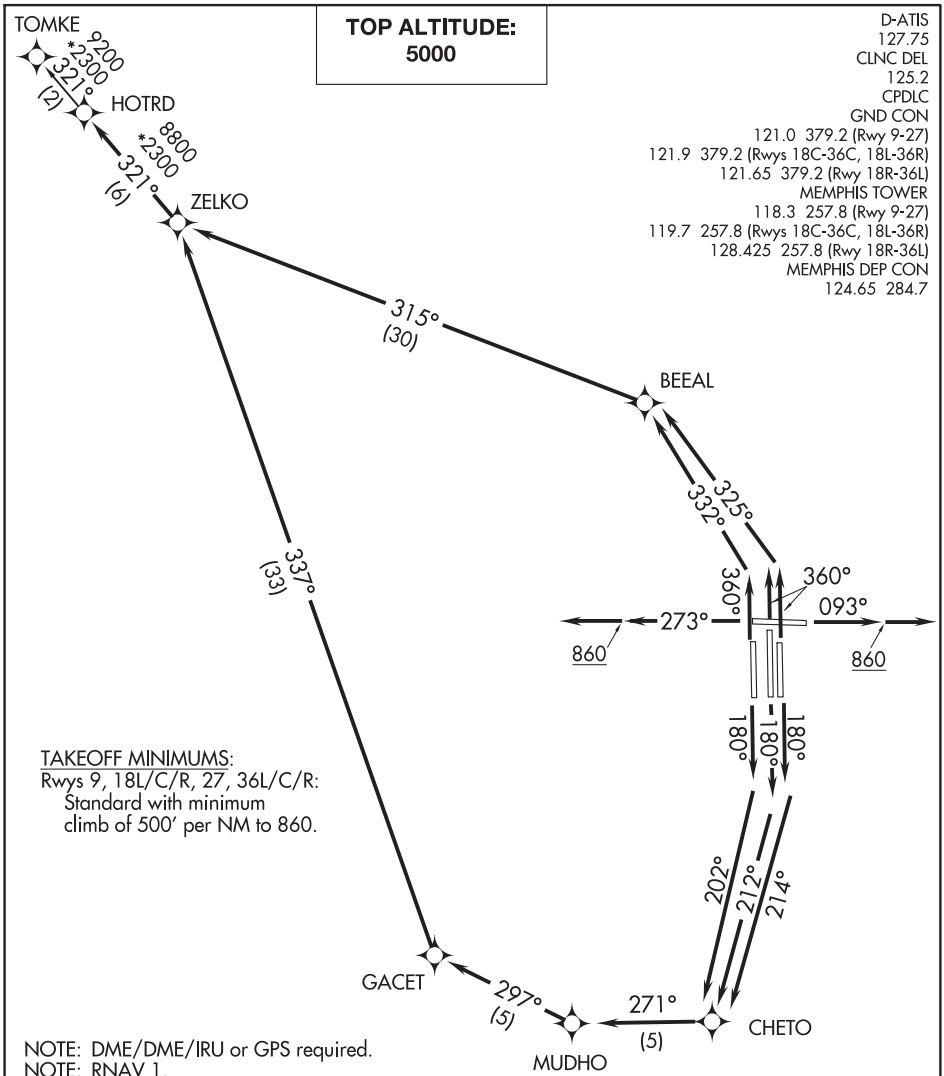
HOTRD FOUR DEPARTURE (RNAV)



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD4.TOMKE):

SE-1, 05 NOV 2020 to 31 DEC 2020

JTEEE FOUR DEPARTURE (RNAV)

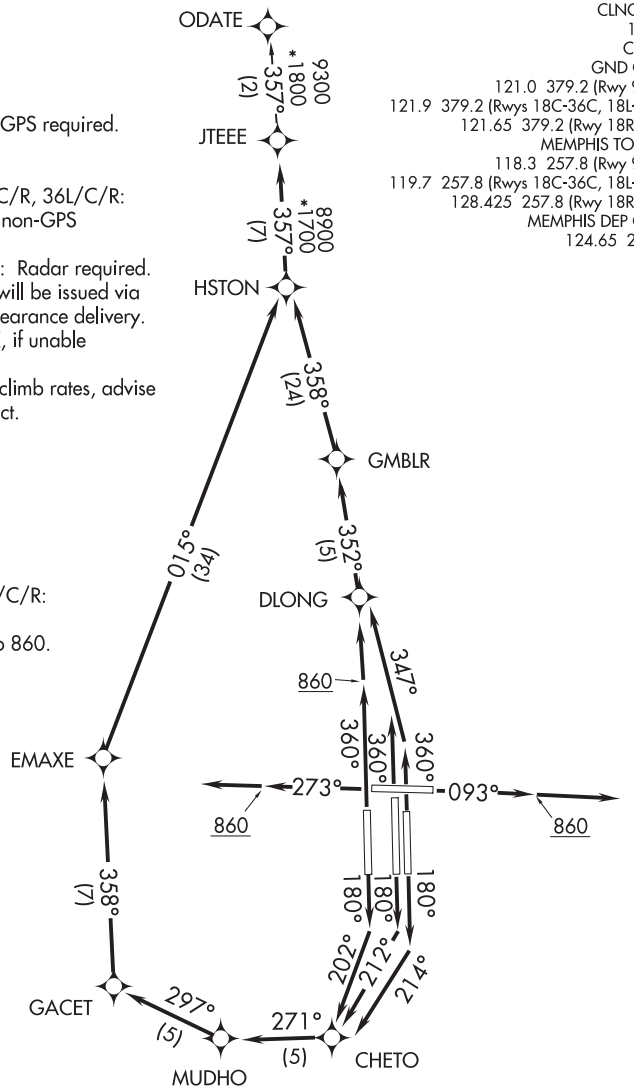
TOP ALTITUDE: 5000

(NARRATIVE ON FOLLOWING PAGE)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on intial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.



NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

JTEEE FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....
TAKEOFF RWY 36L: Climb heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE4.ODATE):

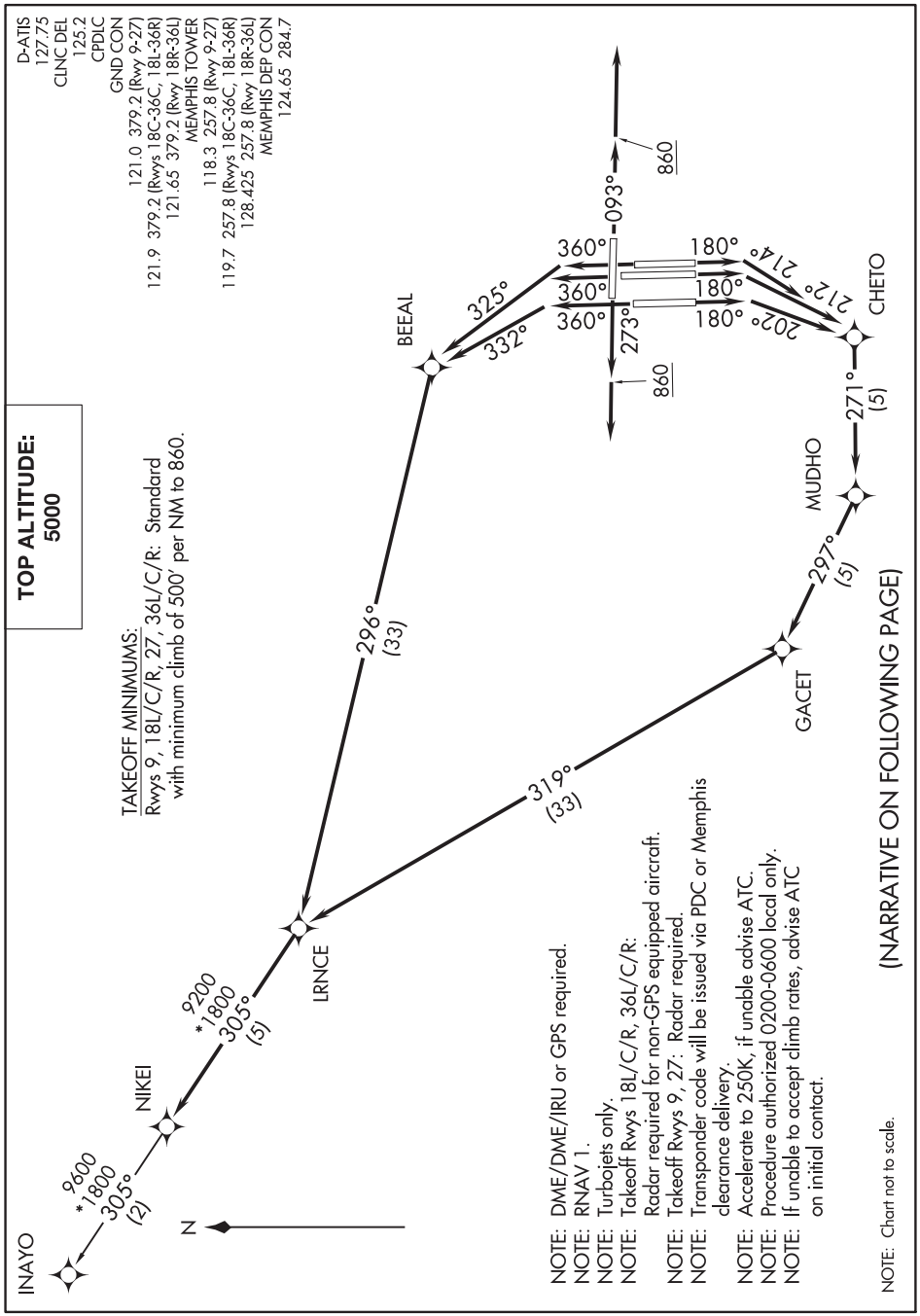
SE-1, 05 NOV 2020 to 31 DEC 2020

NIKEI FOUR DEPARTURE (RNAV)

D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON 121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON 124.65 284.7

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NIKEI FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

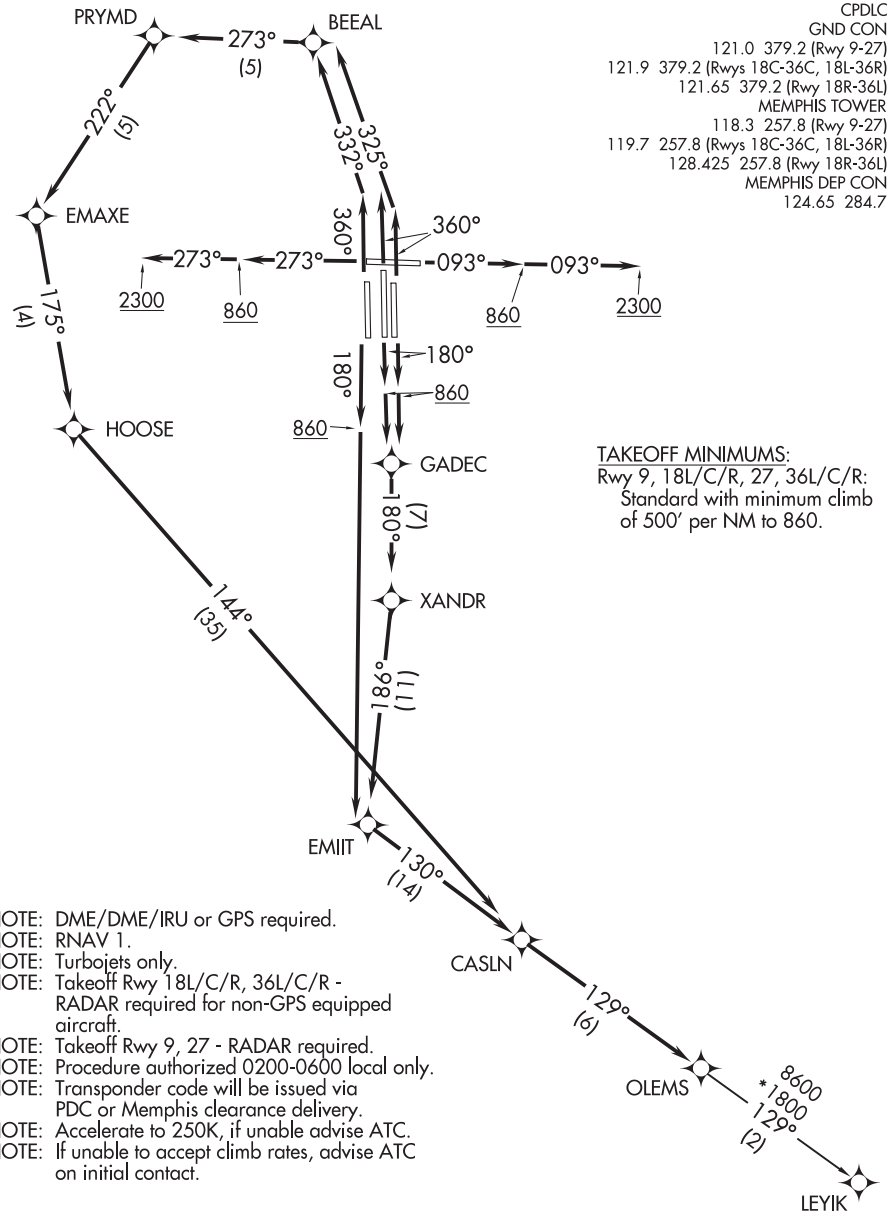
INAYO TRANSITION (NIKEI4.INAYO):

SE-1, 05 NOV 2020 to 31 DEC 2020

OLEMS FIVE DEPARTURE (RNAV)

TOP ALTITUDE: 5000

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RWY 18C/L: Climb heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....
TAKEOFF RWY 18R: Climb heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

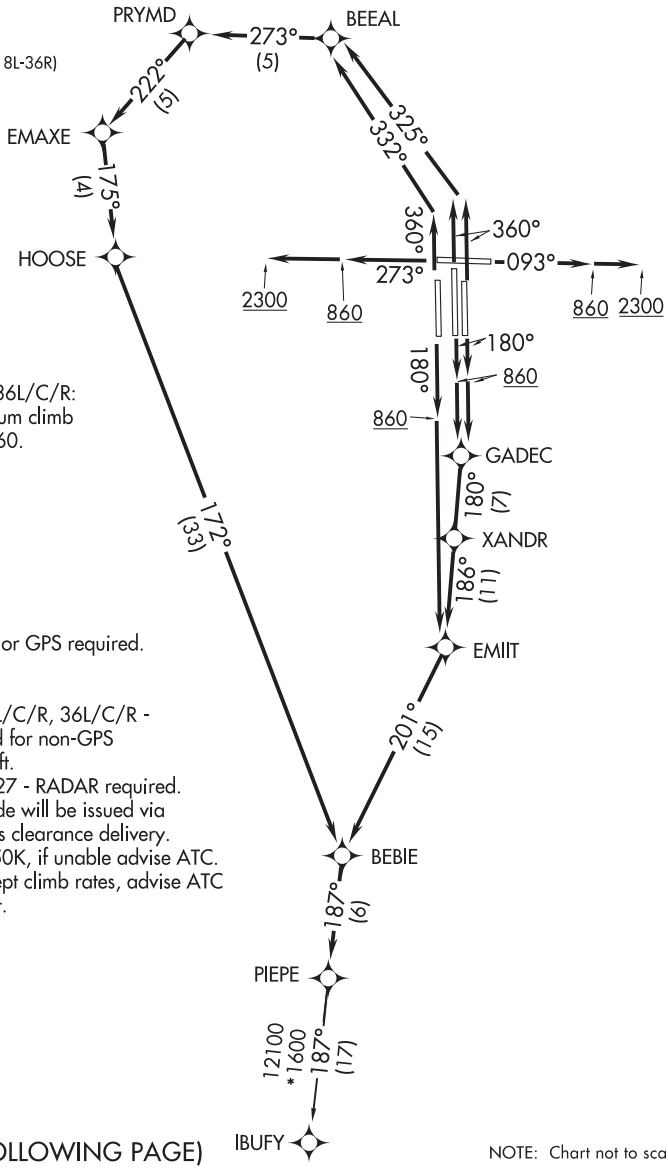
LEYIK TRANSITION (OLEMS5.LEYIK)

SE-1, 05 NOV 2020 to 31 DEC 2020

PIEPE FIVE DEPARTURE (RNAV)

TOP ALTITUDE: 5000

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7



TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence. . . .
TAKEOFF RWY 18R: Climb heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence. . . .
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence. . . .
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence. . . .

. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE5.IBUFY):

SE-1, 05 NOV 2020 to 31 DEC 2020

SELPH SIX DEPARTURE (RNAV)

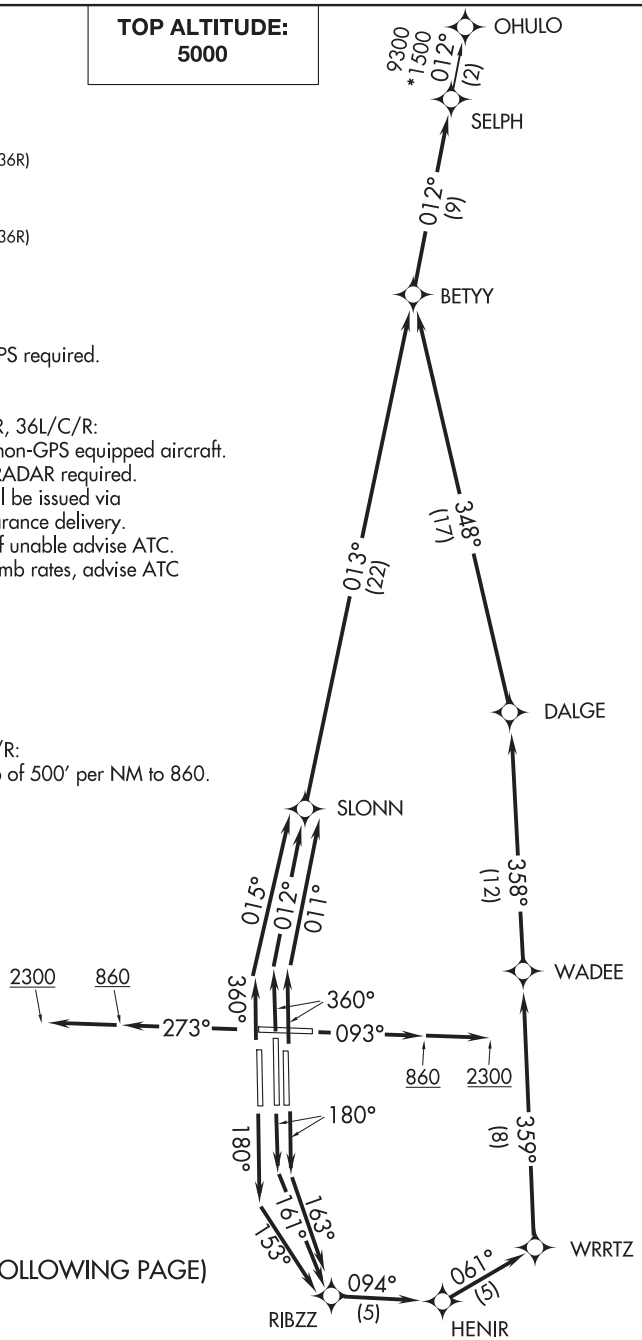
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

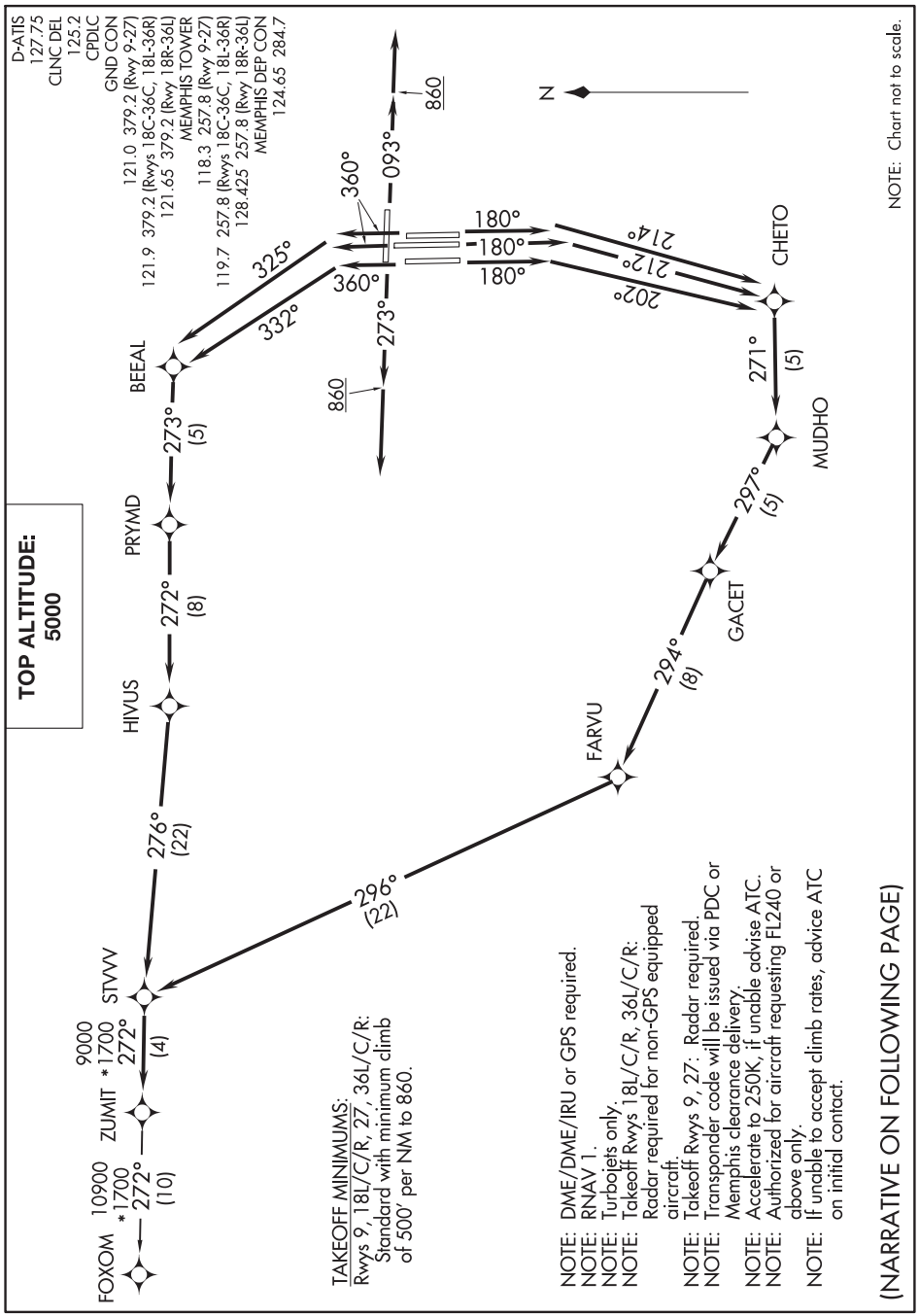
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18C: Climb heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18L: Climb heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18R: Climb heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 27: Climb heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36C: Climb heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36L: Climb heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36R: Climb heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH6.OHULO)

ZUMIT FOUR DEPARTURE (RNAV)



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RWY 9: Climb heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RWY 18C: Climb heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RWY 18L: Climb heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RWY 18R: Climb heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RWY 27: Climb heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RWY 36L: Climb heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....
TAKEOFF RWYS 36C/R: Climb heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT4.FOXOM):

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS)-A

MIDDLESBORO-BELL COUNTY (1A6)

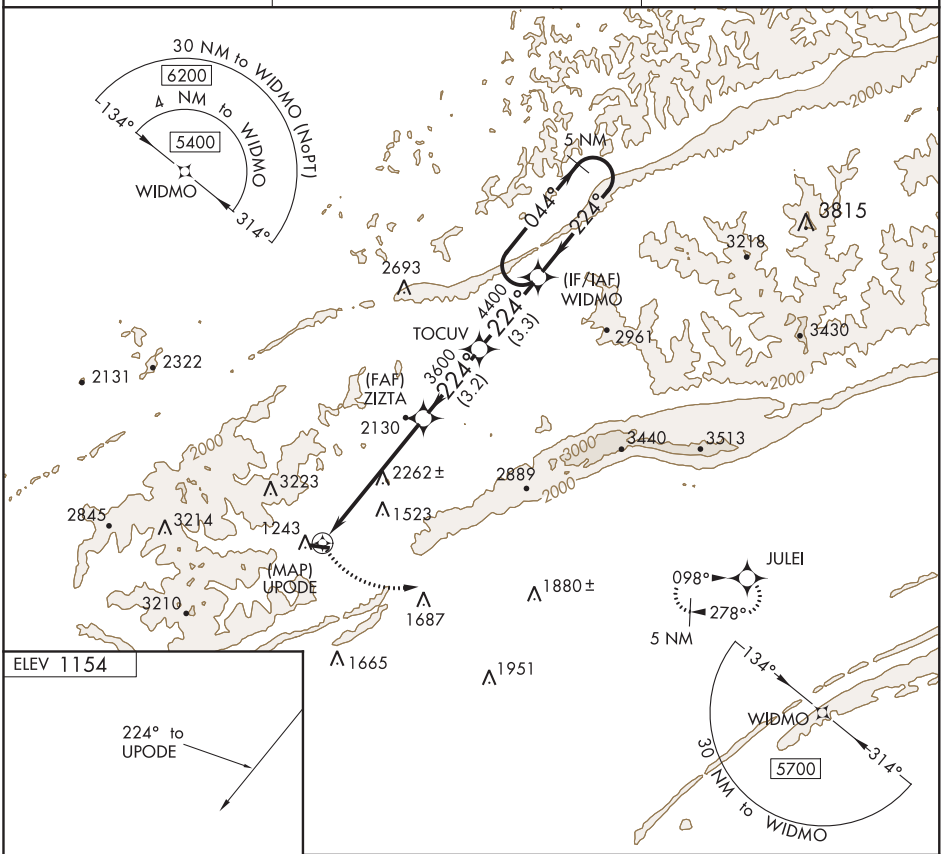
APP CRS	Rwy ldg	NA
224°	TDZE	NA
	Apt Elev	1154

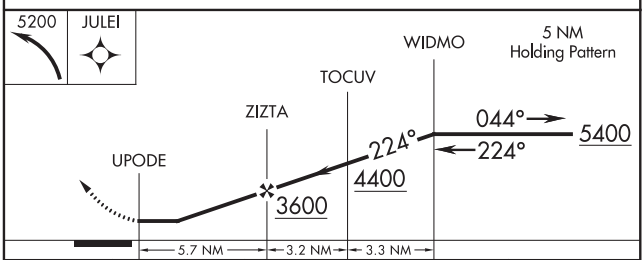
DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

-14°C

MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.625 371.925	122.8 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	2780-1¼ 1626 (1700-1¼)	3080-1½ 1926 (2000-1½)	NA	

REIL Rwys 10 and 28

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MILLINGTON, TENNESSEE

AL-9016 (FAA)

20142

WAAS CH 97724 W18A	APP CRS 185°	Rwy ldg 3499 TDZE 247 Apt Elev 247

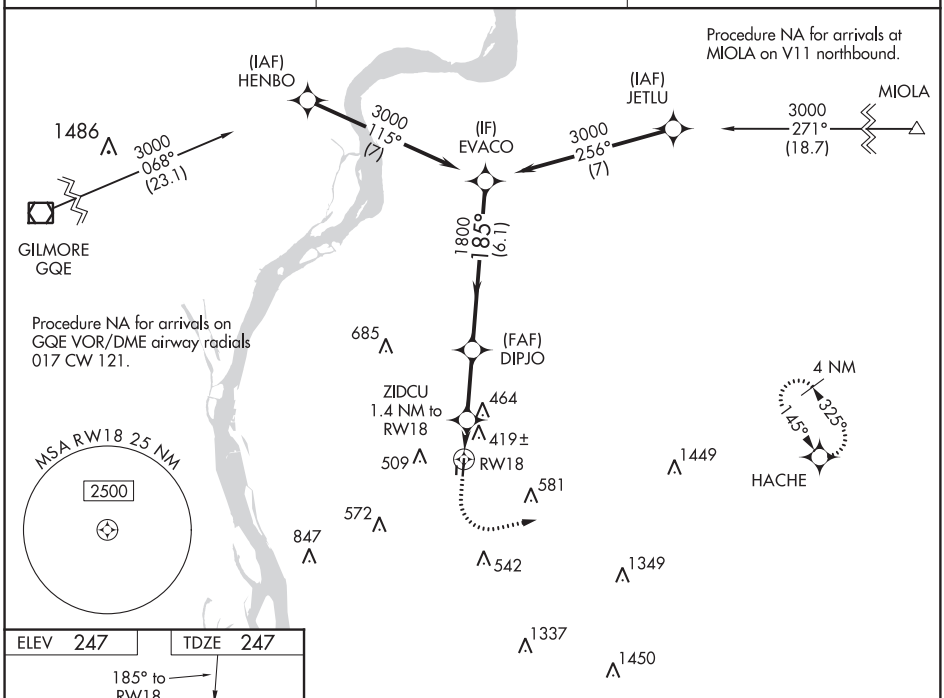
RNAV (GPS) RWY 18
CHARLES W BAKER (2M8)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility ⅛ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.

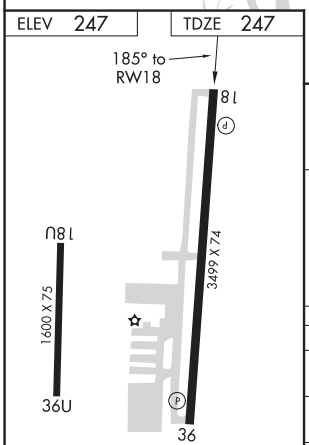
AWOS-A	MEMPHIS APP CON	UNICOM
122.8	125.8 338.3	122.8 (CTAF)

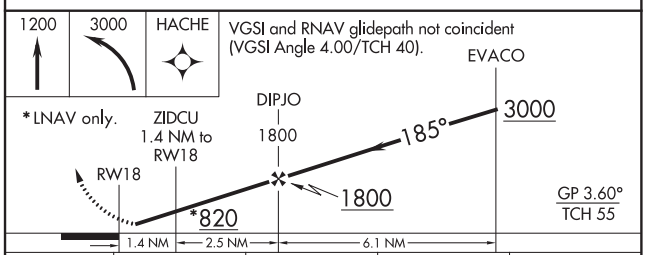


SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 247 | TDZE 247





CATEGORY	A	B	C	D
LPV DA	601-1 354 (400-1)			NA
LNAV/VNAV DA	733-1⅜ 486(500-1⅜)			NA
LNAV MDA	680-1 433 (500-1)		680-1¼ 433 (500-1¼)	NA
CIRCLING	740-1 493 (500-1)	780-1 533 (600-1)	860-1¾ 613 (700-1¾)	NA

WAAS CH 93924 W36A	APP CRS 005°	Rwy ldg 3499 TDZE 246 Apt Elev 247

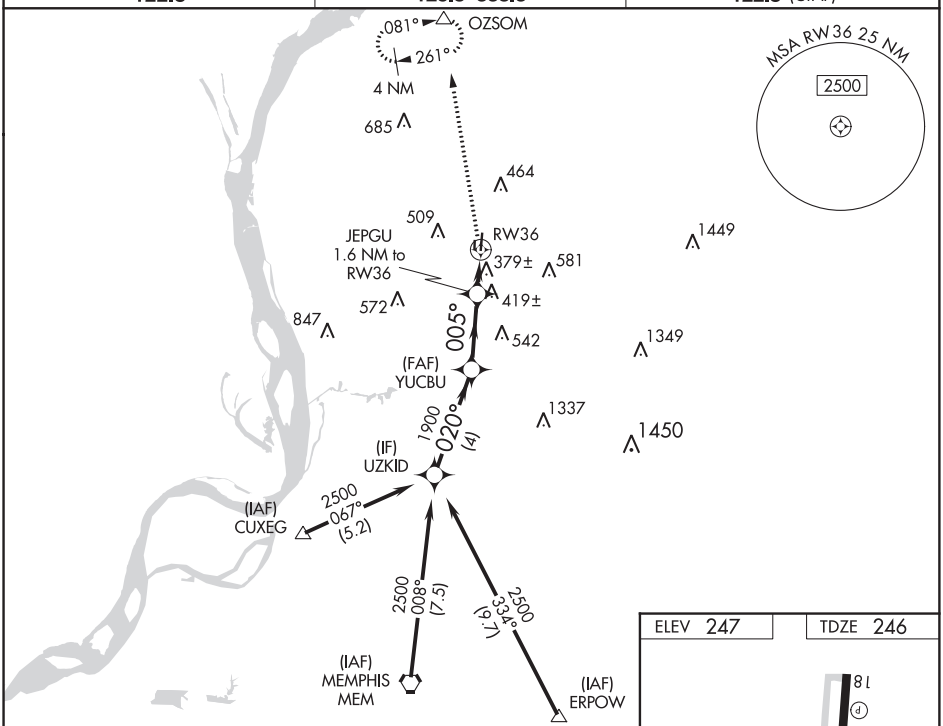
RNAV (GPS) RWY 36
CHARLES W BAKER (2M8)

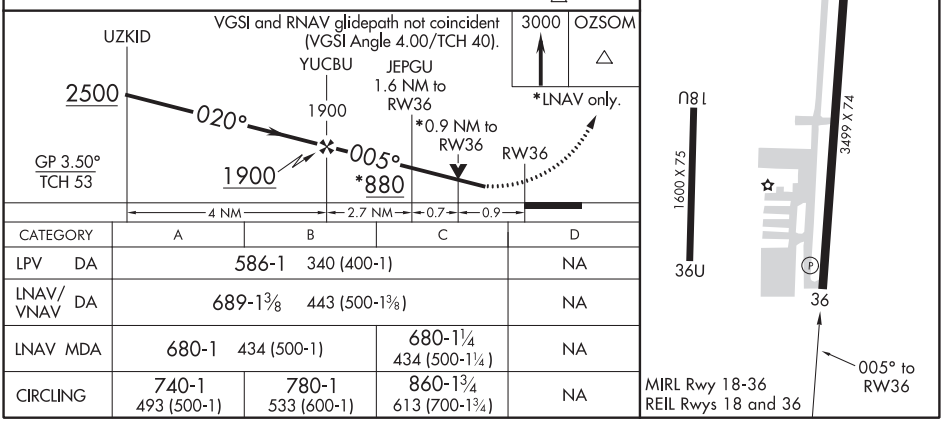
Baro-VNAV NA when using Millington Rgnl Jetport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Millington Rgnl Jetport altimeter setting. When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility ⅛ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

NA

MISSED APPROACH: Climb to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

AWOS-A	MEMPHIS APP CON	UNICOM
122.8	125.8 338.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	586-1 340 (400-1)			NA
LNAV/VNAV DA	689-1⅜ 443 (500-1⅜)			NA
LNAV MDA	680-1 434 (500-1)		680-1¼ 434 (500-1¼)	NA
CIRCLING	740-1 493 (500-1)	780-1 533 (600-1)	860-1¾ 613 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MILLINGTON, TENNESSEE

AL-9016 (FAA)

20142

VOR RWY 18

CHARLES W BAKER (2M8)

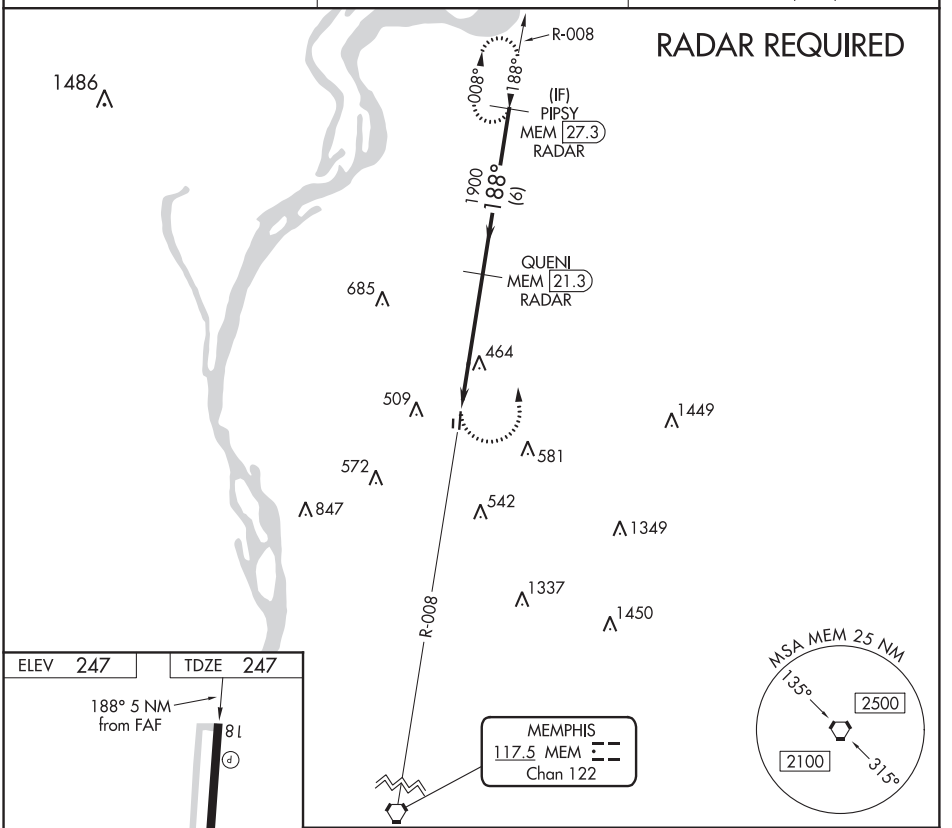
VORTAC MEM	APP CRS	Rwy ldg	3499
117.5	188°	TDZE	247
Chan 122		Apt Elev	247

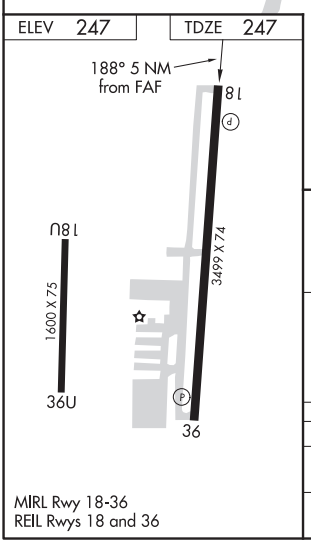
When local altimeter setting not received, use Millington Rgnl altimeter setting and increase all MDA 40 feet and increase Cat C visibility ¼ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA. DME required.

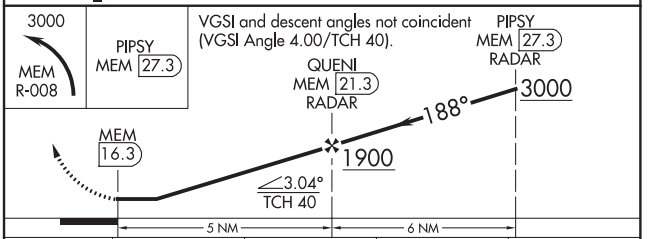
NA

MISSED APPROACH: Climbing left turn to 3000 on MEM VORTAC R-008 to PIPSY/MEM 27.3 DME and hold.

AWOS-A	MEMPHIS APP CON	UNICOM
122.8	125.8 338.3	122.8 (CTAF)







CATEGORY	A	B	C	D
S-18	760-1 513 (600-1)		760-1⅜ 513 (600-1⅜)	NA
CIRCLING	760-1 513 (600-1)	780-1 533 (600-1)	860-1¾ 613 (700-1¾)	NA

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MILLINGTON, TENNESSEE
Amdt 2A 22JUN17

35°17′N-89°56′W

CHARLES W BAKER (2M8)
VOR RWY 18

ILS or LOC RWY 22
MILLINGTON-MEMPHIS (NQA)

LOC/DME I-NQA	APP CRS	Rwy ldg	8000
109.75	219°	TDZE	319
Chan 34 (Y)		Apt Elev	319

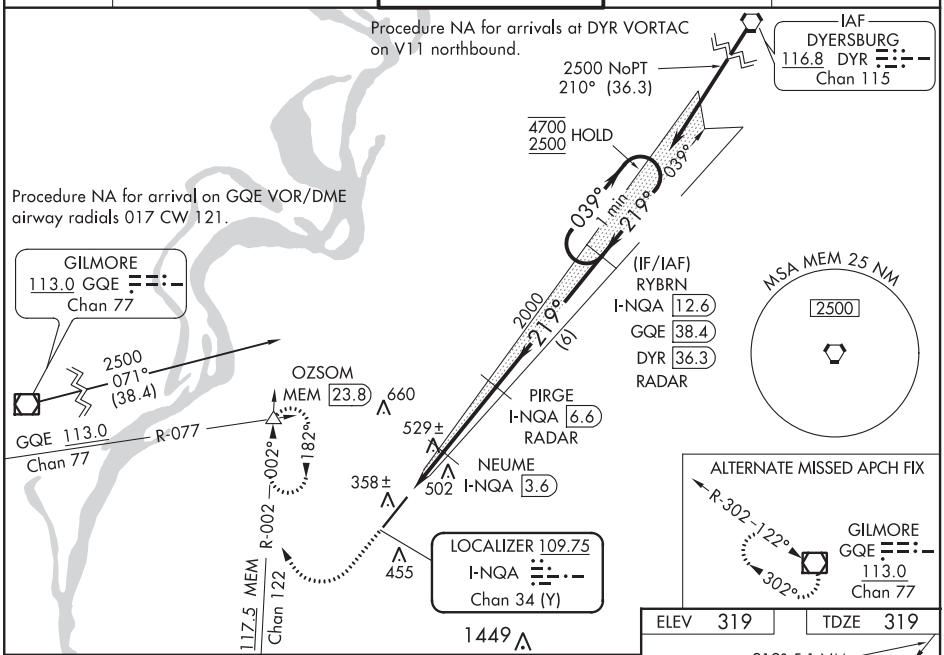
DME or RADAR required for procedure entry. DME or RADAR required for LOC only.

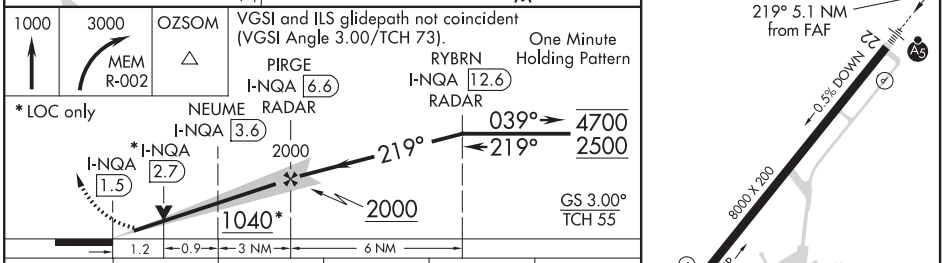
S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. Inop table does not apply to ILS. For inop ALS, increase LOC Cat A/B visibility to 1 SM, and Cat C/D/E visibility to 2 SM. Increase NEUME fix minimums Cat A/B visibility to 1 SM and Cat C/D/E to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on MEM VORTAC R-002 to OZSOM INT/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





CATEGORY	A	B	C	D	E
S-ILS 22	519-½ 200 (200-½)				
S-LOC 22	1040-¾ 721 (800-¾)		1040-1⅝ 721 (800-1⅝)		
C CIRCLING	1040-1 721 (800-1)		1040-2 721 (800-2)	1040-2¼ 721 (800-2¼)	1040-2½ 721 (800-2½)

NEUME FIX MINIMUMS

S-LOC 22	780-¾ 461 (500-¾)		780-1 461 (500-1)		
C CIRCLING	800-1 481 (500-1)	820-1 501 (600-1)	920-1¾ 601 (700-1¾)	960-2 641 (700-2)	960-2¼ 641 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 05 NOV 2020 to 31 DEC 2020

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MILLINGTON, TENNESSEE — AL-910 (FAA) — 20142

RNAV (GPS) RWY 4
MILLINGTON-MEMPHIS (NQA)

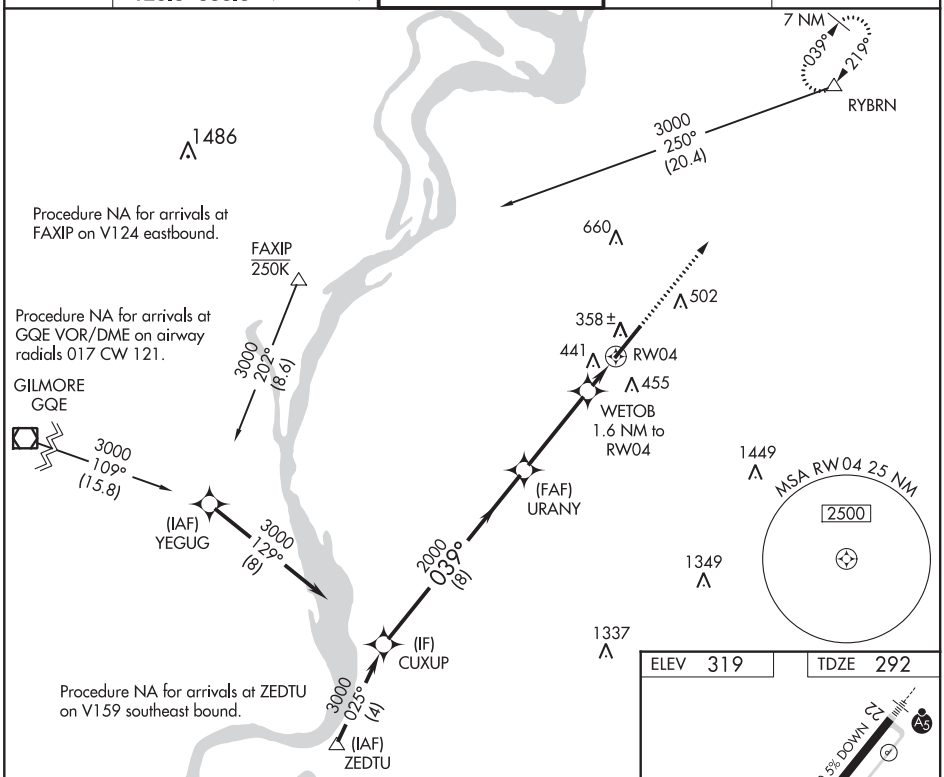
WAAS CH 78334 W04A	APP CRS 039°	Rwy ldg 8000 TDZE 292 Apt Elev 319

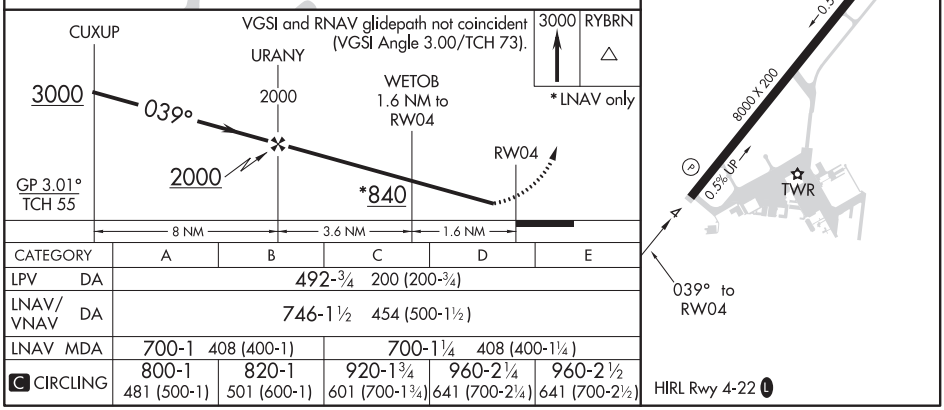
RNP APCH

Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





CATEGORY	A	B	C	D	E
LPV DA	492-¾ 200 (200-¾)				
LNAV/VNAV DA	746-1½ 454 (500-1½)				
LNAV MDA	700-1 408 (400-1)		700-1¼ 408 (400-1¼)		
C CIRCLING	800-1 481 (500-1)	820-1 501 (600-1)	920-1¾ 601 (700-1¾)	960-2¼ 641 (700-2¼)	960-2½ 641 (700-2½)

MILLINGTON, TENNESSEE
Amdt 1B 13SEP18

35°21′N-89°52′W

MILLINGTON-MEMPHIS (NQA)
RNAV (GPS) RWY 4

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 22
MILLINGTON-MEMPHIS (NQA)

WAAS CH 86212 W22A	APP CRS 219°	Rwy ldg 8000 TDZE 319 Apt Elev 319

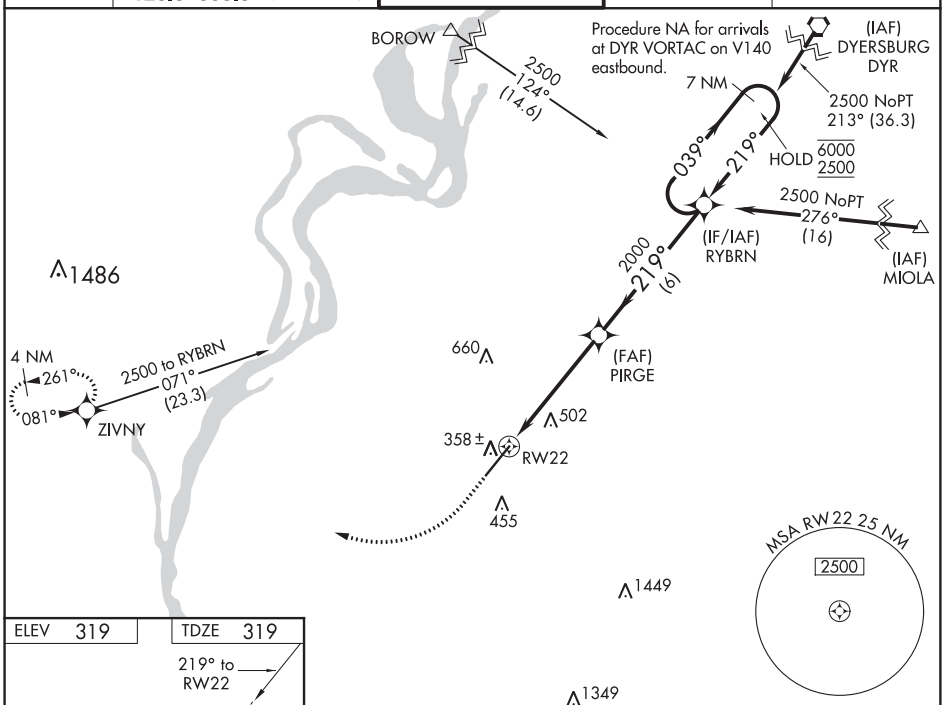
RNP APCH.

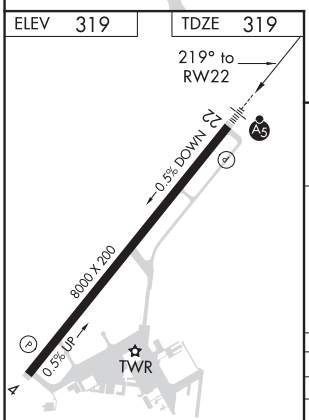
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cat A/B visibility to 1 SM and Cat E visibility to 1½ SM. Inop table does not apply to LPV.

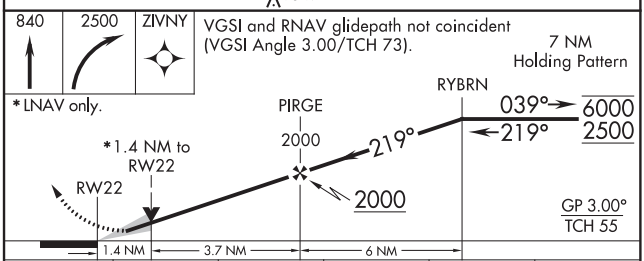
MALSR

MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95







CATEGORY	A	B	C	D	E
LPV DA	519-½ 200 (200-½)				
LNAV/VNAV DA	786-1 467 (500-1)				
LNAV MDA	840-¾ 521 (600-¾)		840-1 521 (600-1)		
C CIRCLING	840-1 521 (600-1)		920-1¾ 601 (700-1¾)	960-2 641 (700-2)	960-2¼ 641 (700-2¼)

HIRL Rwy 4-22 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MILLINGTON, TENNESSEE

AL-910 (FAA)

20142

VOR or TACAN RWY 22

MILLINGTON-MEMPHIS (NQA)

VORTAC MEM	APP CRS	Rwy ldg	8000
117.5	195°	TDZE	319
Chan 122		Apt Elev	319

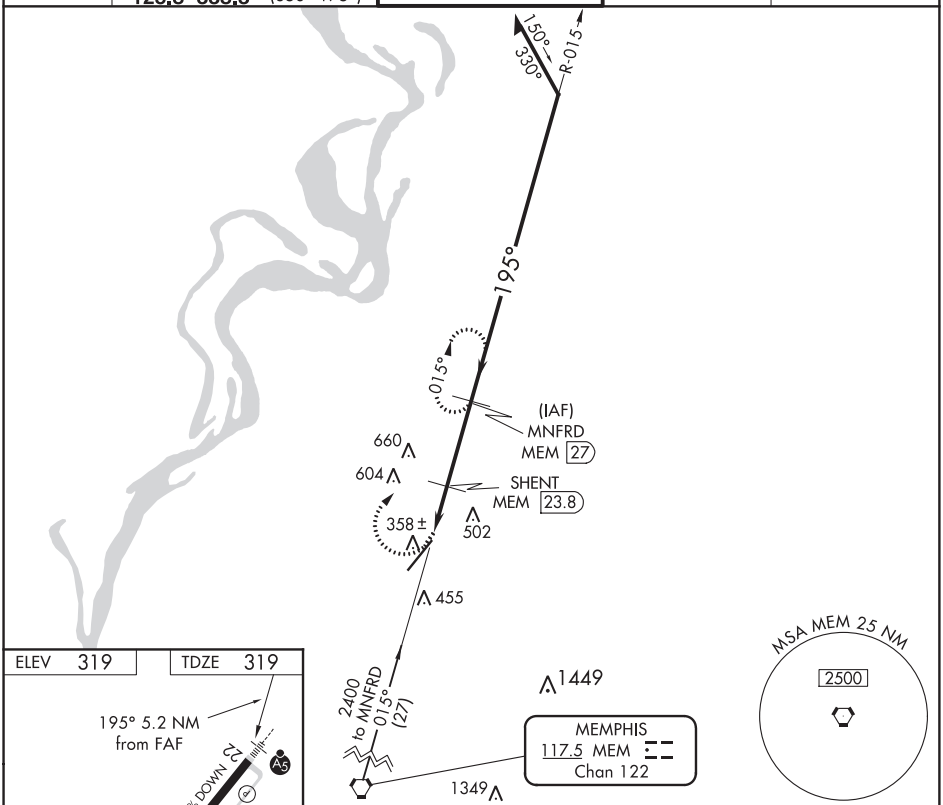
DME required.

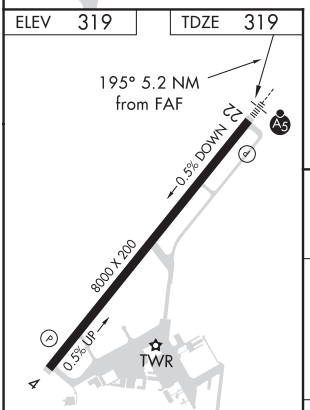
Rwy 22 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply.

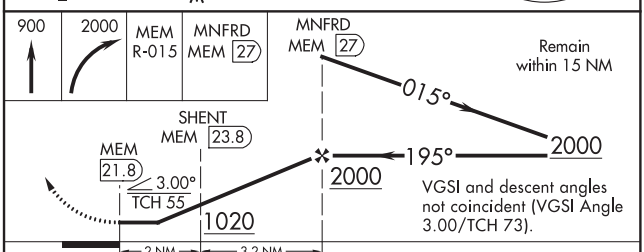
MALSR

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	120.25 (CTAF) L 340.2	121.375	122.95





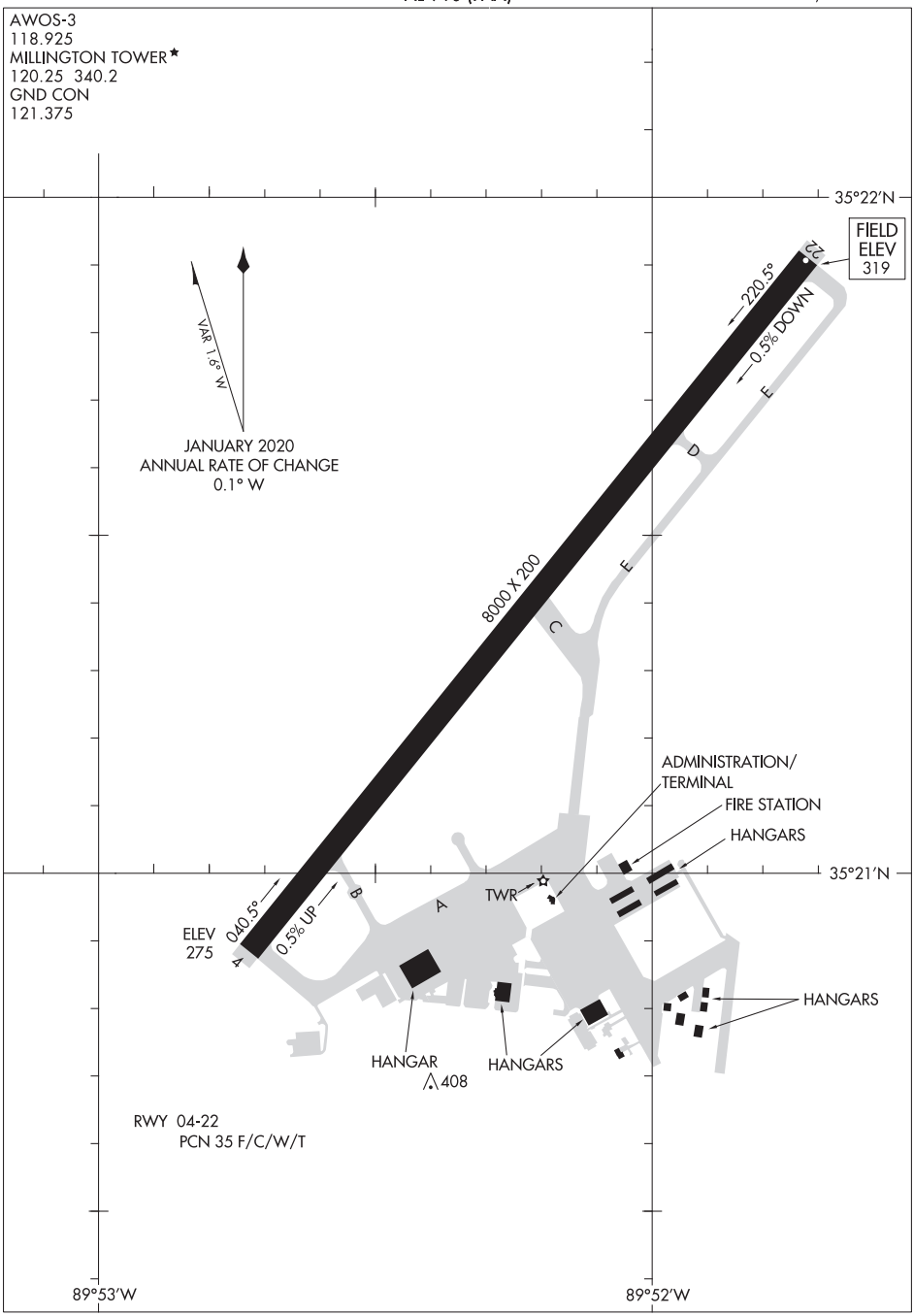


CATEGORY	A	B	C	D	E
S-22	880-1	561 (600-1)	880-1⅝	561 (600-1⅝)	
C CIRCLING	880-1	561 (600-1)	920-1¾ 601 (700-1¾)	960-2 641 (700-2)	960-2¼ 641 (700-2¼)

HIRL Rwy 4-22 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



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SE-1, 05 NOV 2020 to 31 DEC 2020

MONTICELLO, KENTUCKY AL-6629 (FAA) 18116

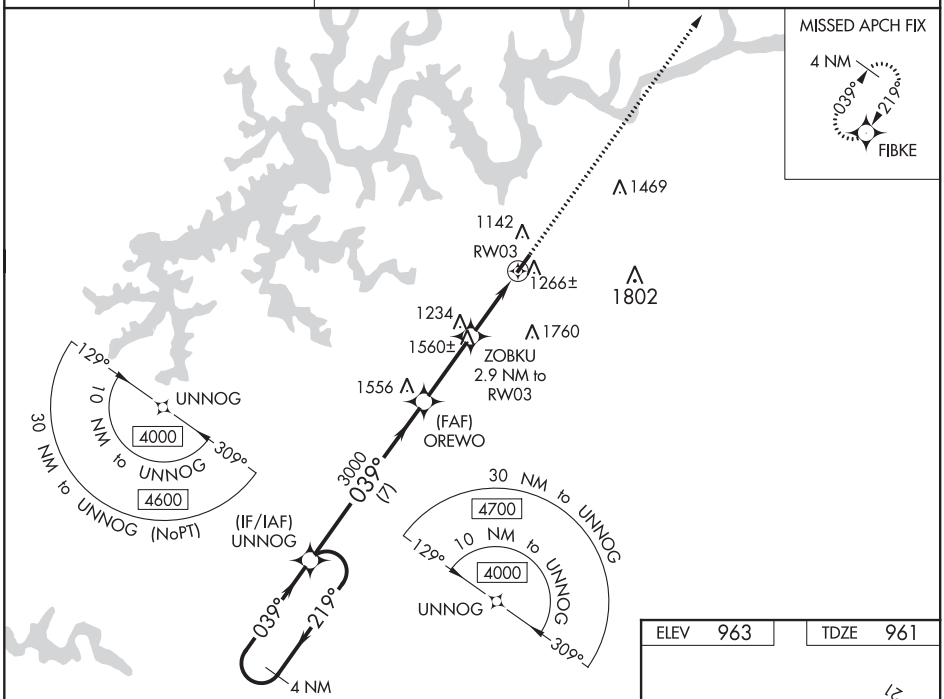
WAAS CH 78233 W03A	APP CRS 039°	Rwy ldg 4000 TDZE 961 Apt Elev 963

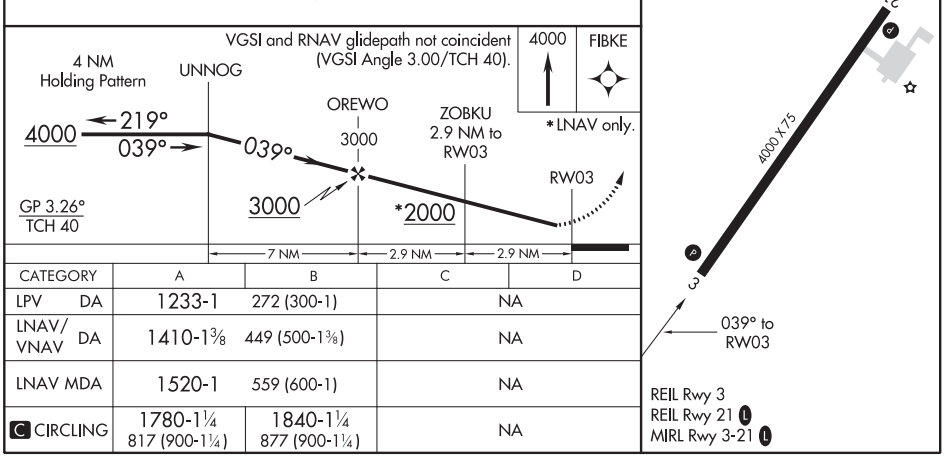
RNAV (GPS) RWY 3
WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 4000 direct FIBKE and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1233-1	272 (300-1)	NA	
LNAV/VNAV DA	1410-1⅜	449 (500-1⅜)	NA	
LNAV MDA	1520-1	559 (600-1)	NA	
C CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82533 W21A	APP CRS 219°	Rwy ldg 4000 TDZE 963 Apt Elev 963

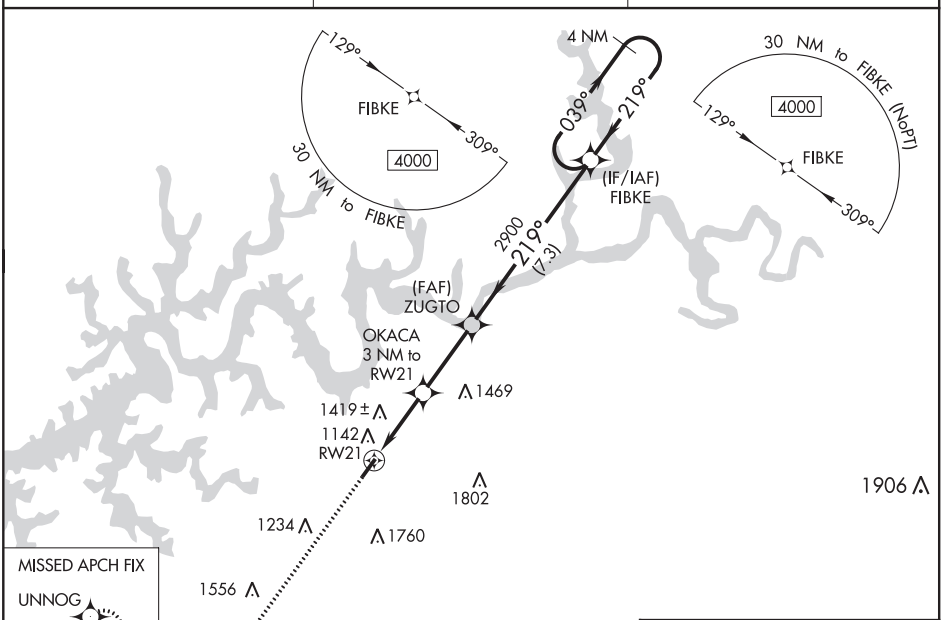
RNAV (GPS) RWY 21

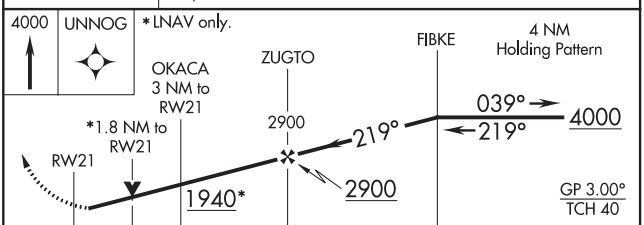
WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset 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 Somerset altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

MISSED APPROACH: Climb to 4000 direct UNNOG and hold.

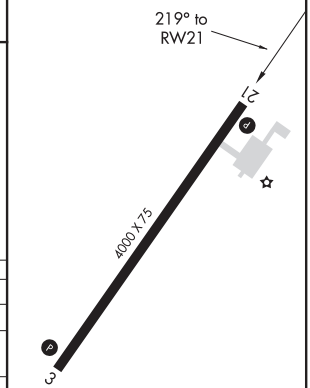
AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
118.825	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1257-1 294 (300-1)		NA	
LNAV/VNAV DA	1666-2½ 703 (800-2½)		NA	
LNAV MDA	1580-1 617 (700-1)		NA	
C CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	

ELEV 963 TDZE 963



REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MOREHEAD, KENTUCKY | AL-10359 (FAA) | 19339

WAAS CH 86909 W02A	APP CRS 026°	Rwy ldg 5500 TDZE 1028 Apt Elev 1028

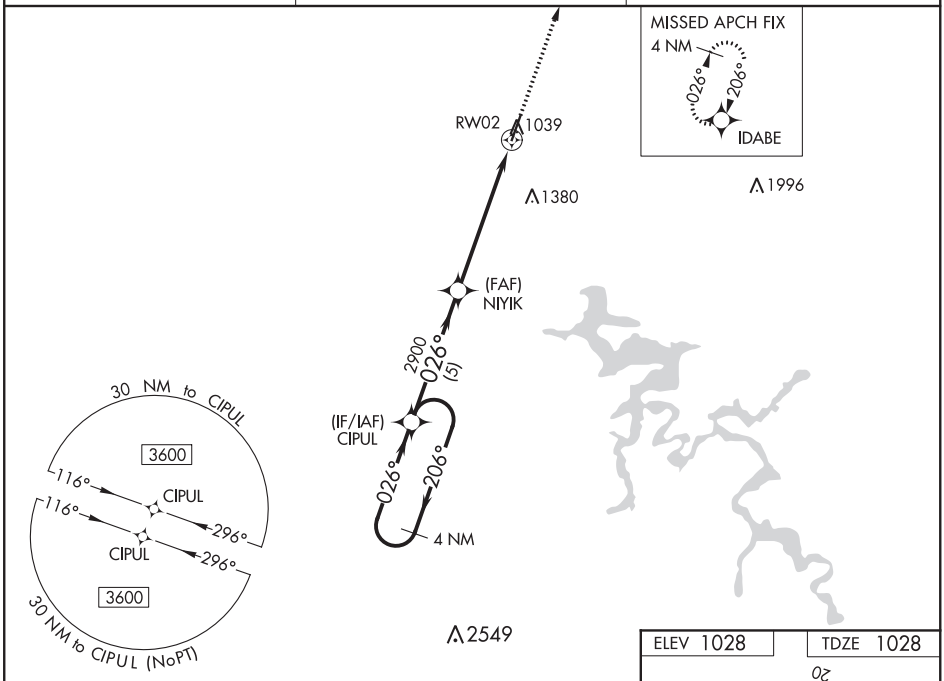
RNAV (GPS) RWY 2

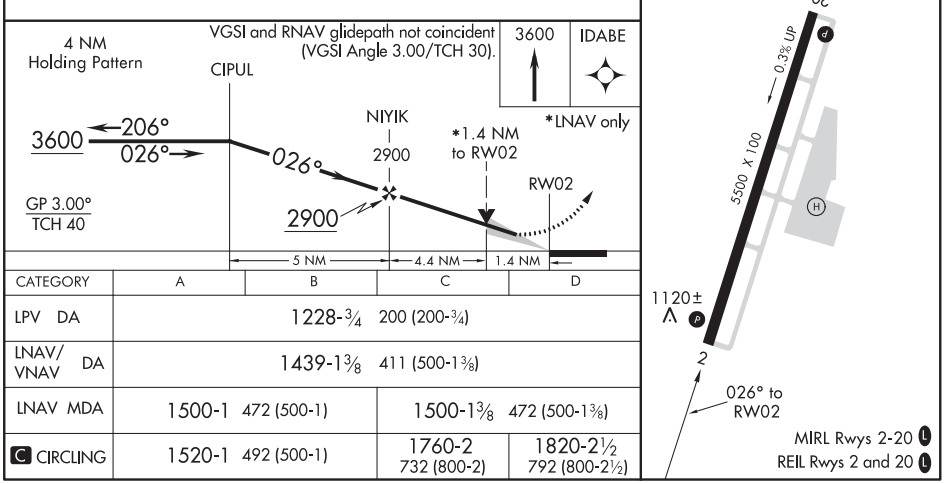
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

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. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile, LNAV/VNAV all Cats visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IDABE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.95	124.225 360.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1228-¾ 200 (200-¾)			
LNAV/VNAV DA	1439-1⅜ 411 (500-1⅜)			
LNAV MDA	1500-1 472 (500-1)		1500-1⅜ 472 (500-1⅜)	
C CIRCLING	1520-1 492 (500-1)		1760-2 732 (800-2)	1820-2½ 792 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

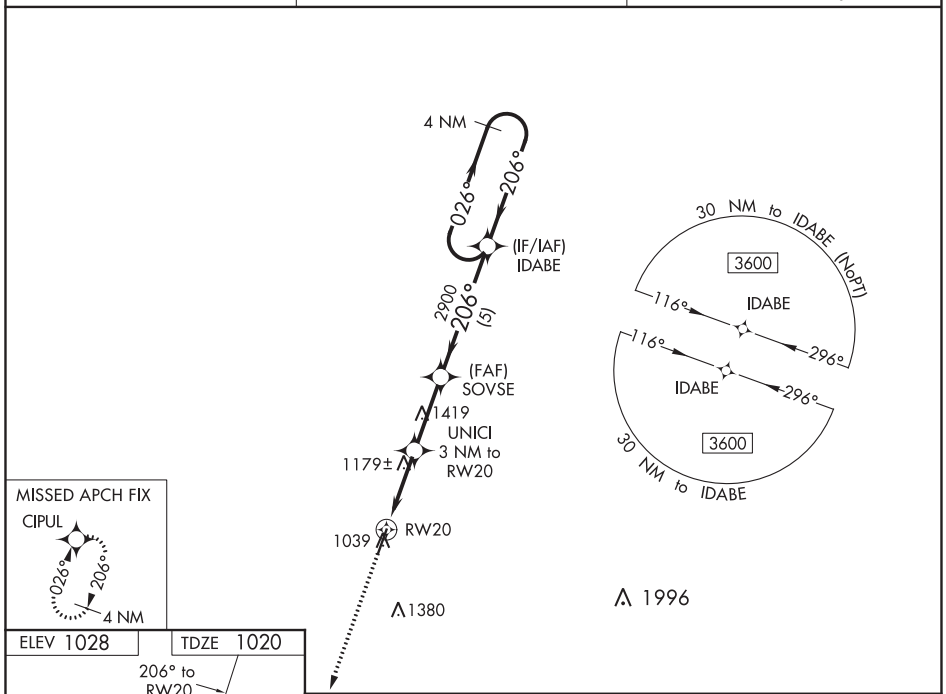
WAAS CH 78209 W20A	APP CRS 206°	Rwy ldg 5500 TDZE 1020 Apt Elev 1028

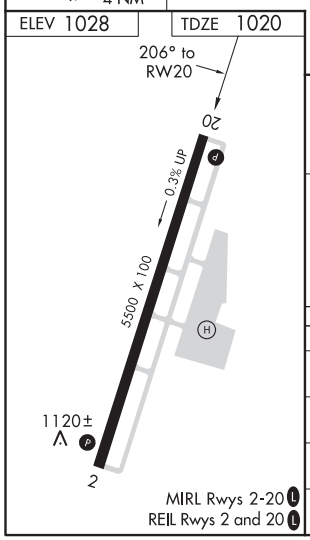
RNAV (GPS) RWY 20
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

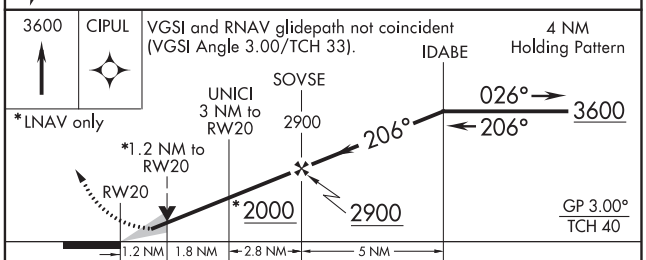
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°C) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPUL and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.95	124.225 360.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1270-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1453-1½ 433 (500-1½)			
LNAV MDA	1440-1 420 (500-1)		1440-1¼ 420 (500-1¼)	
C CIRCLING	1520-1 492 (500-1)		1760-2 732 (800-2)	1820-2½ 792 (700-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MORRISTOWN, TENNESSEE AL-5549 (FAA) 19171

WAAS CH 78321 W05A	APP CRS 053°	Rwy ldg 5717 TDZE 1313 Apt Elev 1313

RNAV (GPS) RWY 5
MOORE-MURRELL (MOR)

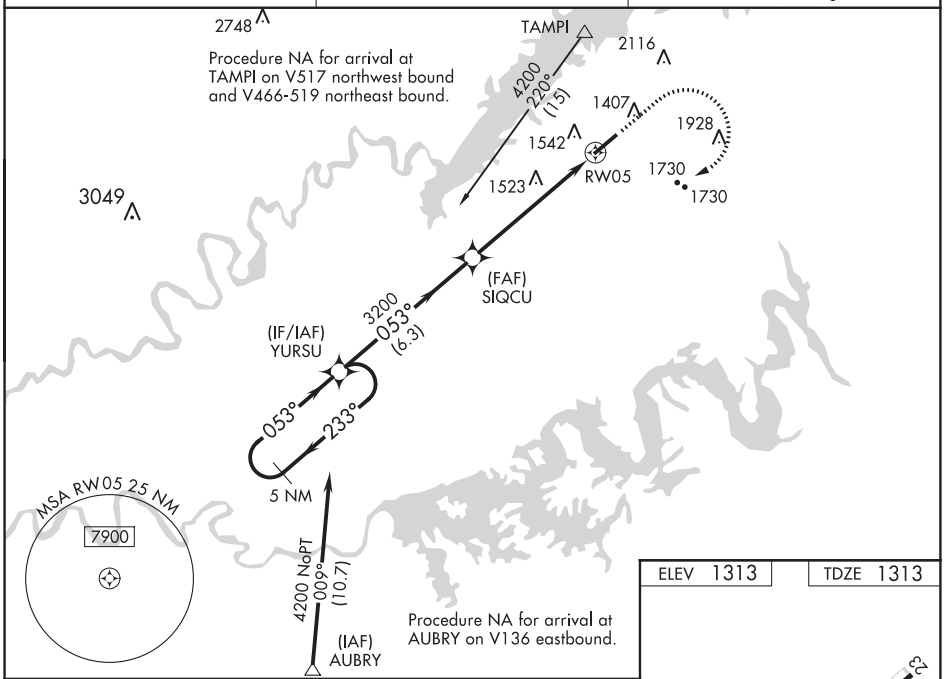
NA
-22°C

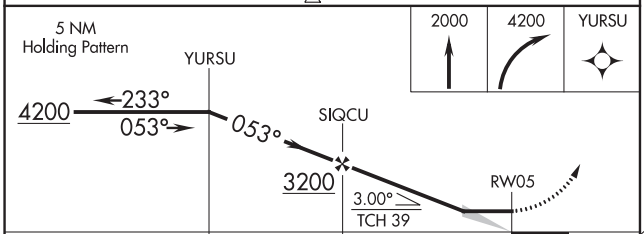
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, increase LP Cats C and D visibility to 1⅜ miles, LNAV Cats C and D visibility to 1½ miles, Circling Cat C visibility to 2¾ miles and Cat D visibility to 3 miles. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1⅜ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1¾ miles.

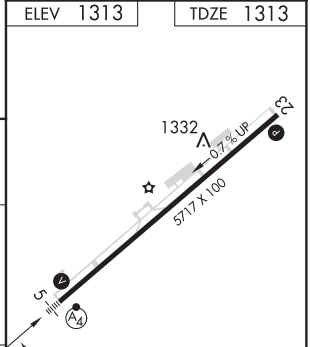
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1760-¾ 447 (500-¾)		1760-1 447 (500-1)	
LNAV MDA	1780-¾ 467 (500-¾)		1780-1⅛ 467 (500-1⅛)	
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

REIL Rwy 5-23
MIRL Rwy 5-23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 23
MOORE-MURRELL (MOR)

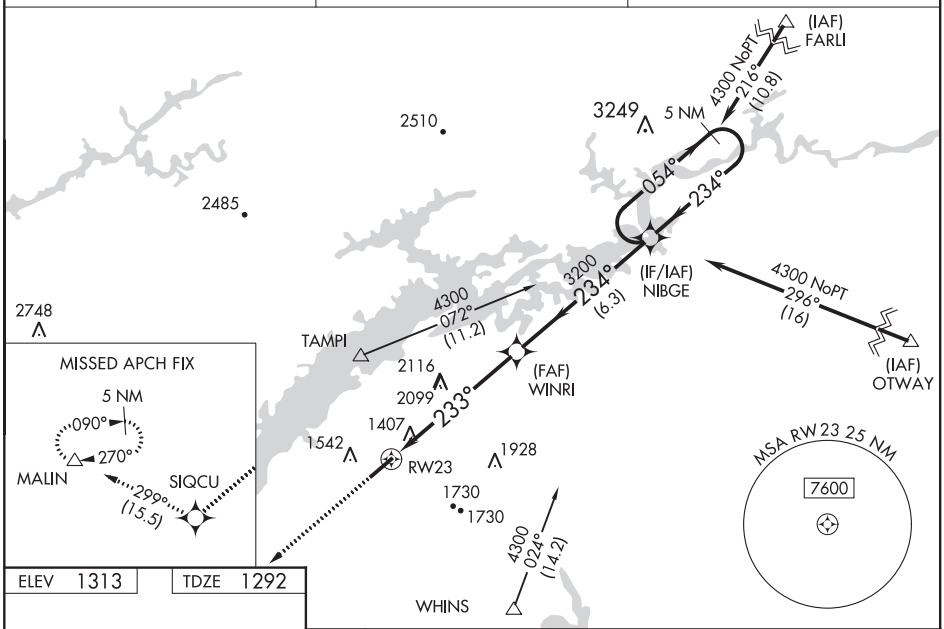
WAAS CH 40421 W23A	APP CRS 233°	Rwy ldg 5717 TDZE 1292 Apt Elev 1313

NA
-22°C

Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

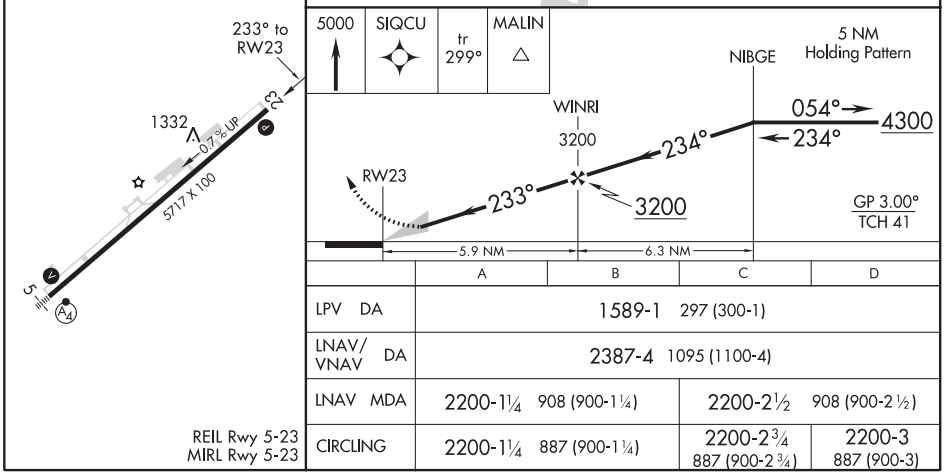
MISSED APPROACH: Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1313 TDZE 1292



	A	B	C	D
LPV DA	1589-1 297 (300-1)			
LNAV/VNAV DA	2387-4 1095 (1100-4)			
LNAV MDA	2200-1¼ 908 (900-1¼)		2200-2½ 908 (900-2½)	
CIRCLING	2200-1¼ 887 (900-1¼)		2200-2¾ 887 (900-2¾)	2200-3 887 (900-3)

REIL Rwy 5-23
MIRL Rwy 5-23

MORRISTOWN, TENNESSEE AL-5549 (FAA) 20086

SDF RWY 5
MOORE-MURRELL (MOR)

SDF MOR	APP CRS	Rwy ldg	5717
109.5	053°	TDZE	1313
Chan 32		Apt Elev	1313

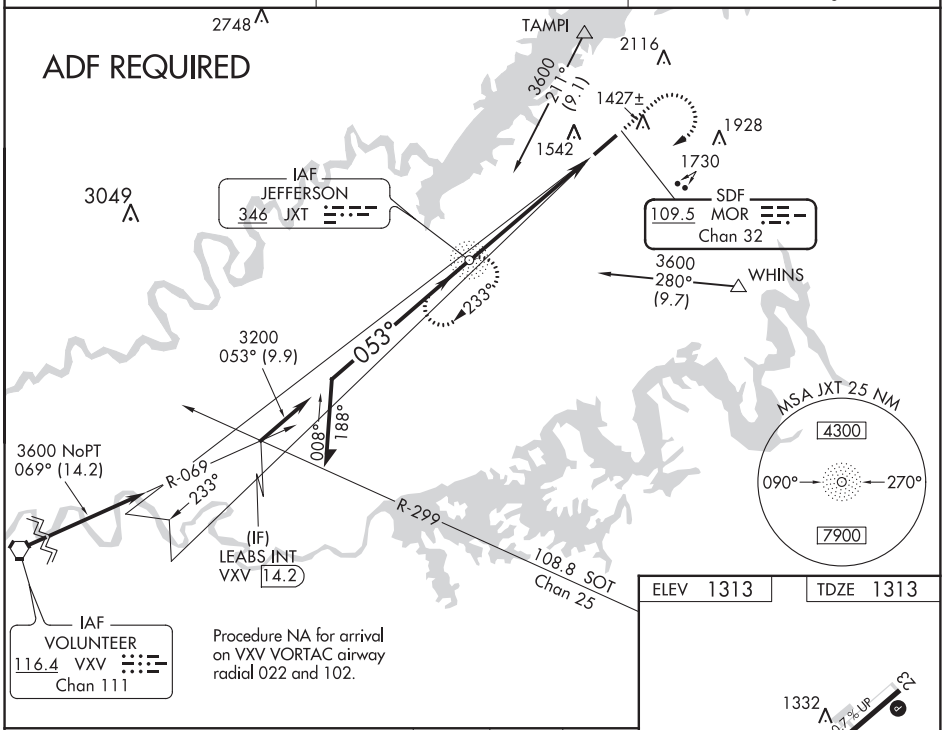
NA
-22°C

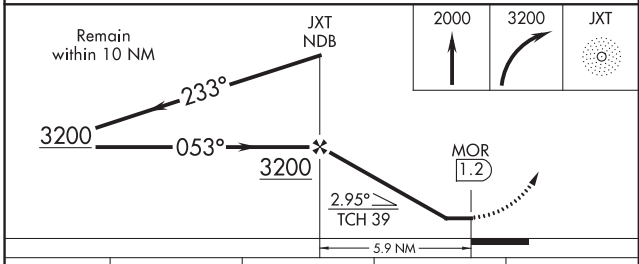
ADF Required. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 1¾ miles, Circling Cat C visibility to 2¾ miles, and Circling Cat D visibility to 3 miles. For inop MALSF, increase S-5 Cats C and D visibility to 1⅝ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase S-5 Cats C and D visibility to 2 miles.

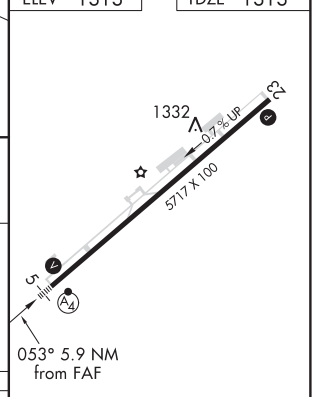
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF)







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1860-¾ 547 (600-¾)		1860-1⅜ 547 (600-1⅜)	
CIRCLING	1880-1 567 (600-1)	1920-1 607 (700-1)	2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NDB RWY 5
MOORE-MURRELL (MOR)

NDB JXT	APP CRS	Rwy ldg	5717
346	054°	TDZE	1313
		Apt Elev	1313

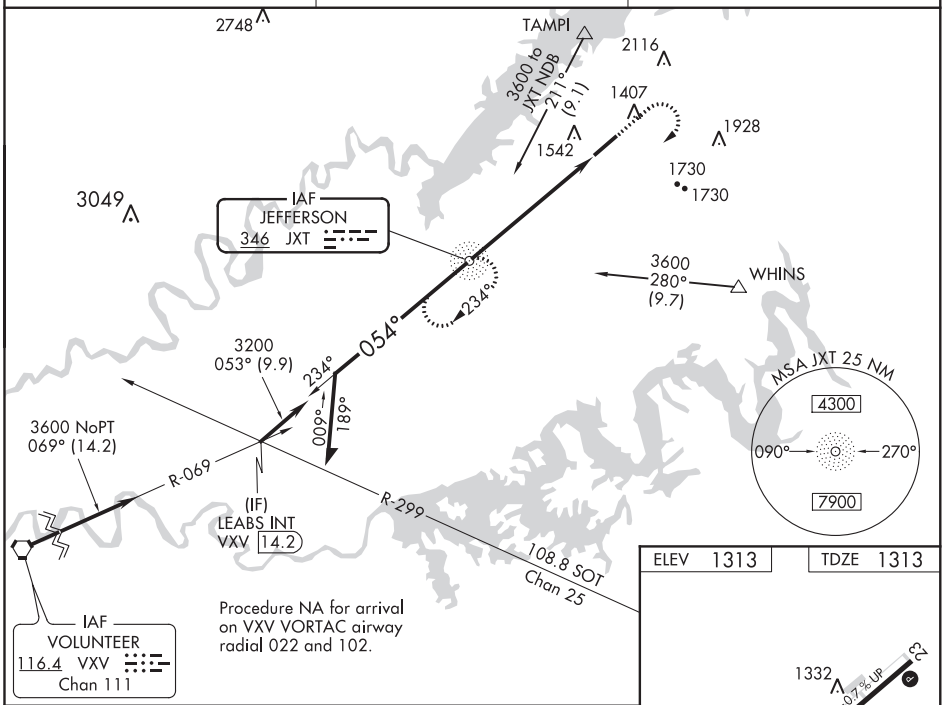
NA
-22°C

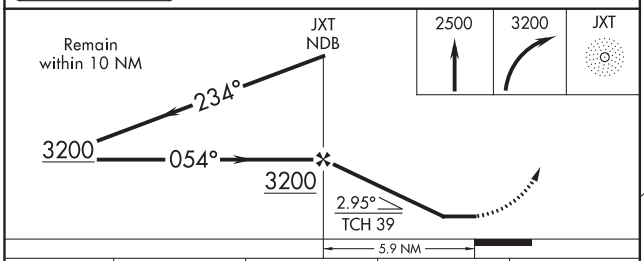
When local altimeter settting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 2 miles, Circling Cat B visibility to 1¼ miles, Cat C visibility to 2¾ miles and Cat D visibility to 3 miles. For inop MALSF, increase S-5 Cats C and D visibility to 1⅞ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase S-5 Cat B visibility to 1¼ miles and Cats C and D visibility to 2½ miles.

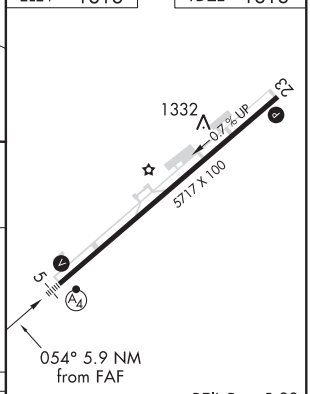
MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct JXT NDB and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.725	132.8 360.8	122.8 (CTAF) L







REIL Rwy 5-23
MIRL Rwy 5-23

CATEGORY	A	B	C	D
S-5	1960-¾ 647 (700-¾)		1960-1⅝ 647 (700-1⅝)	
CIRCLING	1960-1 647 (700-1)		2060-2¼ 747 (800-2¼)	2180-2¾ 867 (900-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MOUNT STERLING, KENTUCKY AL-6224 (FAA) 20198

WAAS CH 81933 W03A	APP CRS 033°	Rwy ldg 5000 TDZE 1019 Apt Elev 1019

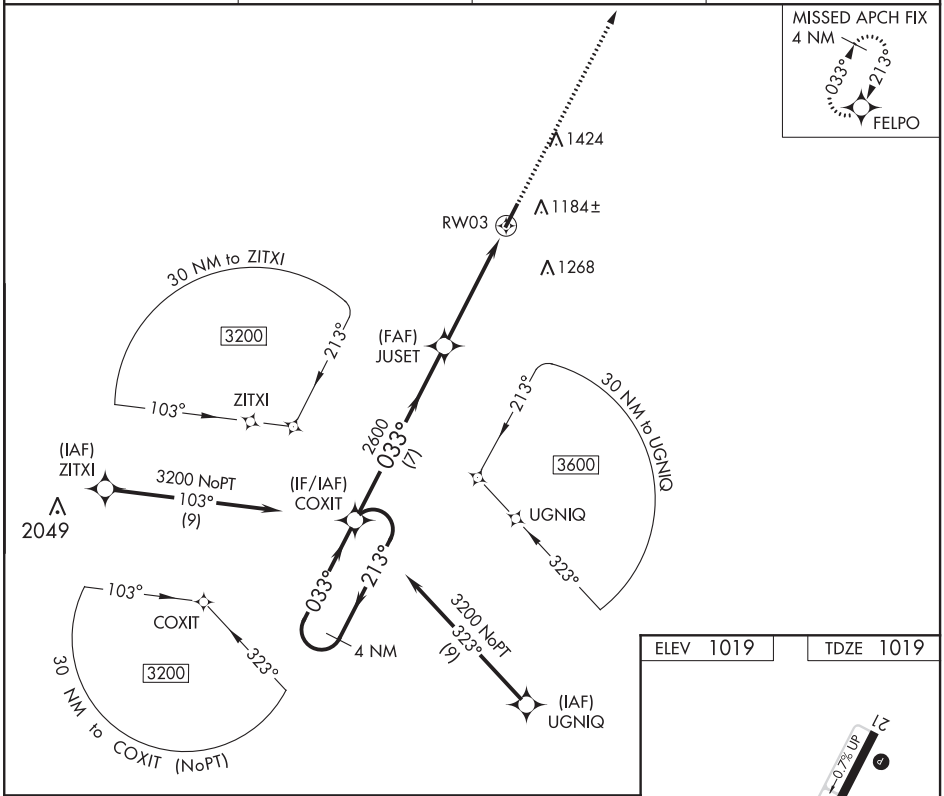
RNAV (GPS) RWY 3
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

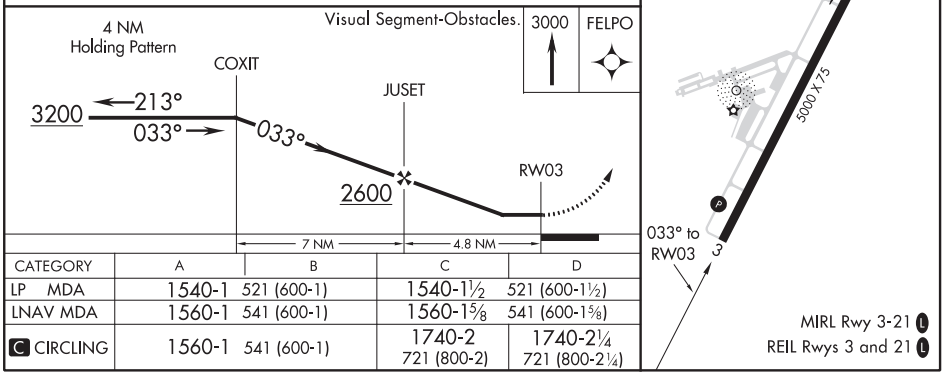
T A NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct FELPO and hold.

AWOS-3	LEXINGTON APP CON	GCO	UNICOM
120.675	120.15 259.3	121.72	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1540-1	521 (600-1)	1540-1½	521 (600-1½)
LNAV MDA	1560-1	541 (600-1)	1560-1⅝	541 (600-1⅝)
C CIRCLING	1560-1	541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

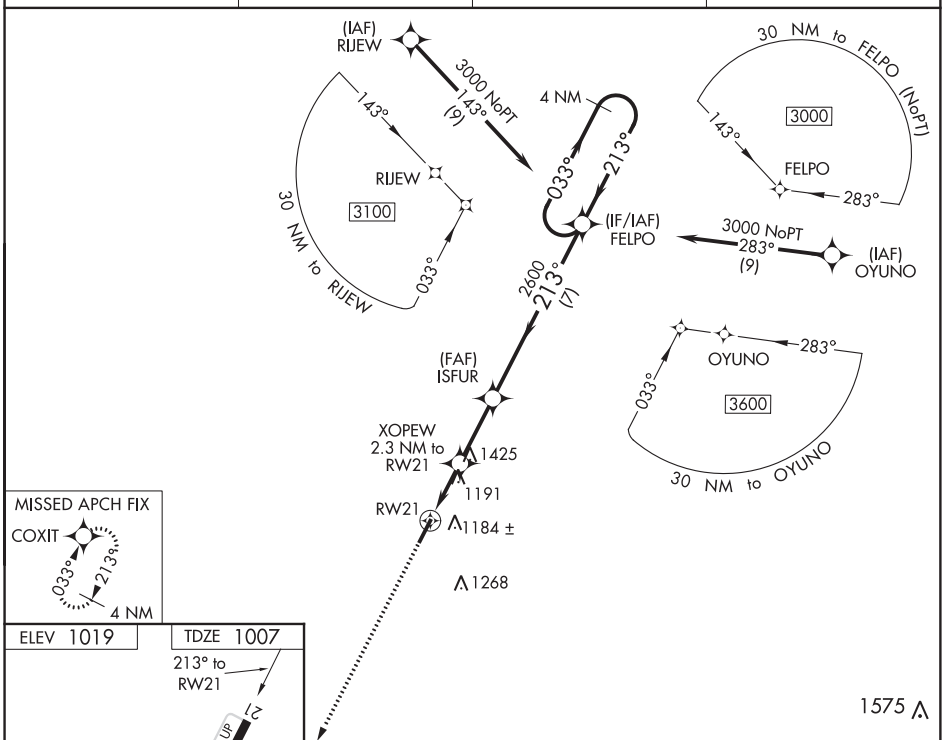
WAAS CH 42830 W21A	APP CRS 213°	Rwy ldg 5000 TDZE 1007 Apt Elev 1019

RNAV (GPS) RWY 21
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

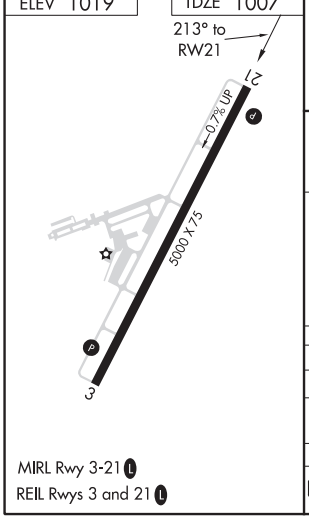
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct COXIT and hold.

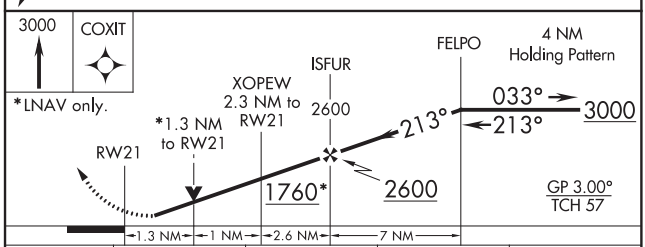
AWOS-3	LEXINGTON APP CON	GCO	UNICOM
120.675	120.15 259.3	121.72	122.8 (CTAF) L



ELEV 1019 TDZE 1007



MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
LPV DA	1257-¾ 250 (300-¾)			
LNAV/VNAV DA	1480-1⅝ 473 (500-1⅝)			
LNAV MDA	1460-1 453 (500-1)		1460-1⅜ 453 (500-1⅜)	
C CIRCLING	1540-1 521 (600-1)	1560-1 541 (600-1)	1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MOUNT STERLING, KENTUCKY AL-6224 (FAA) 20254

NDB IOB	APP CRS	Rwy ldg / TDZE / Apt Elev
210	020°	5000 / 1019 / 1019

NDB RWY 3

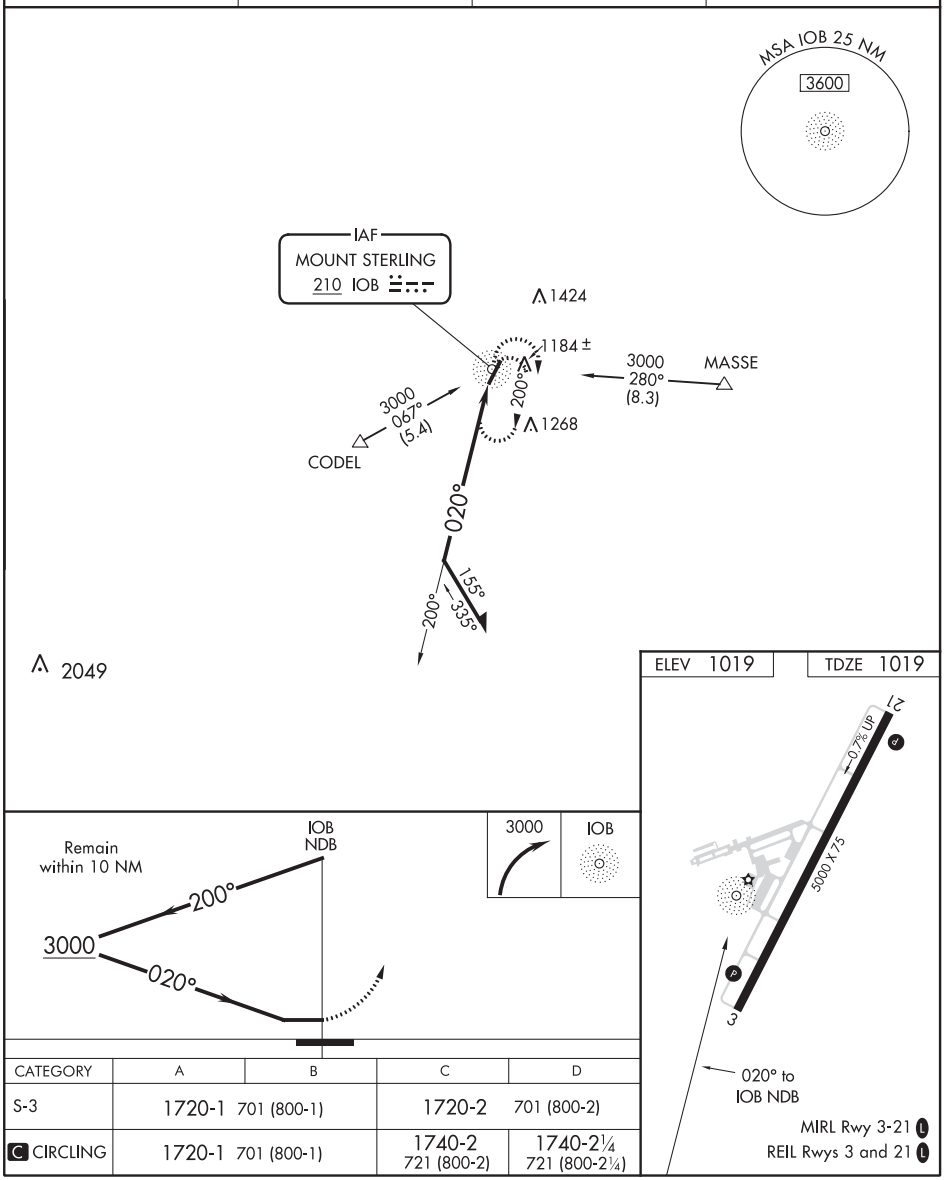
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

NA

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	GCO	UNICOM
120.675	120.15 259.3	121.72	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1720-1 701 (800-1)		1720-2 701 (800-2)	
C CIRCLING	1720-1 701 (800-1)		1740-2 721 (800-2)	1740-2¼ 721 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

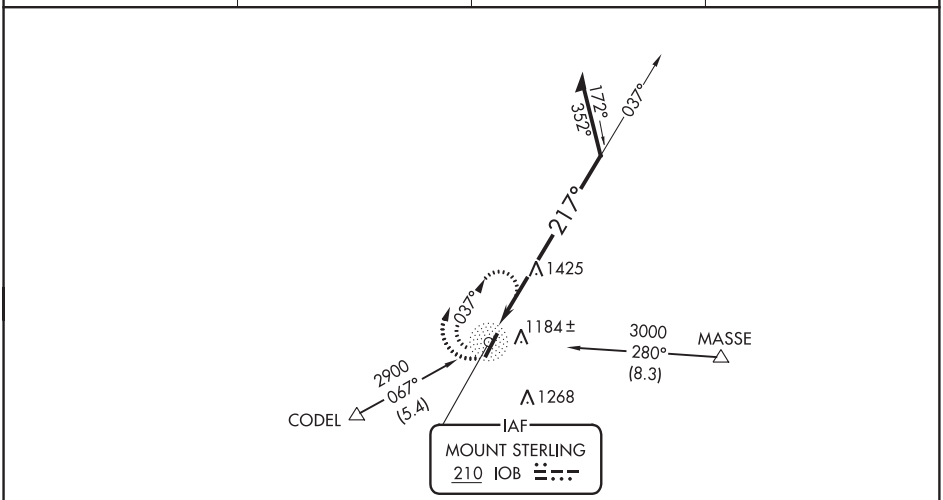
NDB IOB	APP CRS	Rwy ldg / TDZE / Apt Elev
210	217°	5000 / 1007 / 1019

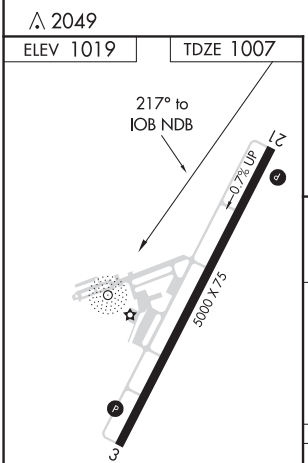
NDB RWY 21
MOUNT STERLING-MONTGOMERY COUNTY (IOB)

T A NA — When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

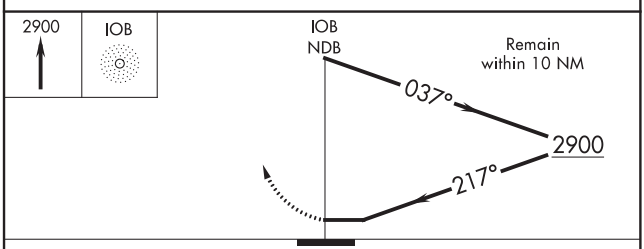
MISSED APPROACH: Climb to 2900 in IOB NDB holding pattern.

AWOS-3	LEXINGTON APP CON	GCO	UNICOM
120.675	120.15 259.3	121.72	122.8 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-21	1780-1 773 (800-1)	1780-1¼ 773 (800-1¼)	1780-2½	773 (800-2½)
C CIRCLING	1780-1 761 (800-1)	1780-1¼ 761 (800-1¼)	1780-2½	761 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

MOUNTAIN CITY, TENNESSEE | AL-9815 (FAA) | 20198

APP CRS	Rwy ldg	4498
065°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 6
JOHNSON COUNTY (6A4)

RNP APCH.

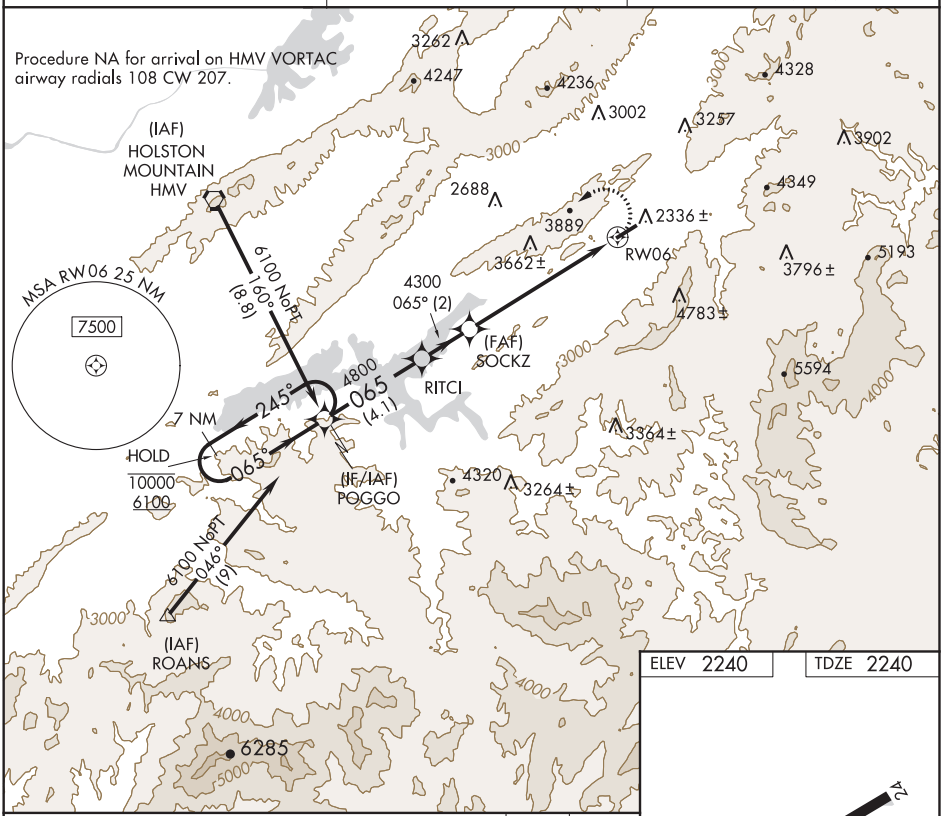
NA

-12°C

Circling NA for Cat D southeast of Rwy 6-24. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet.

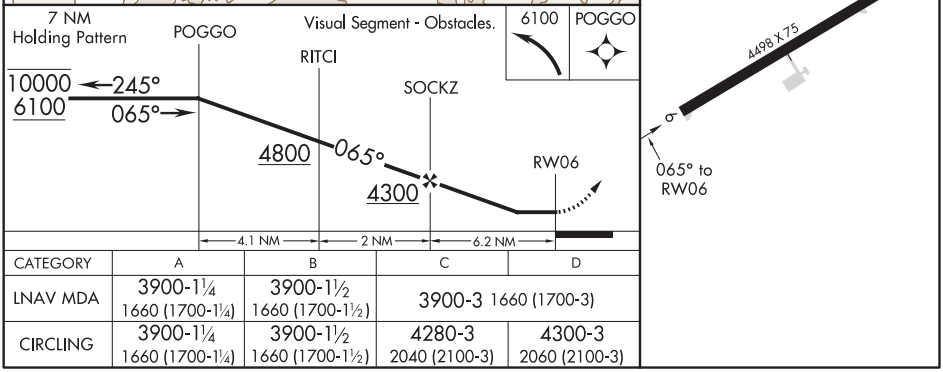
MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 2240 | TDZE 2240



CATEGORY	A	B	C	D
LNAV MDA	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	3900-3 1660 (1700-3)	
CIRCLING	3900-1¼ 1660 (1700-1¼)	3900-1½ 1660 (1700-1½)	4280-3 2040 (2100-3)	4300-3 2060 (2100-3)

APP CRS	Rwy ldg	4498
253°	TDZE	2240
	Apt Elev	2240

RNAV (GPS) RWY 24
JOHNSON COUNTY (6A4)

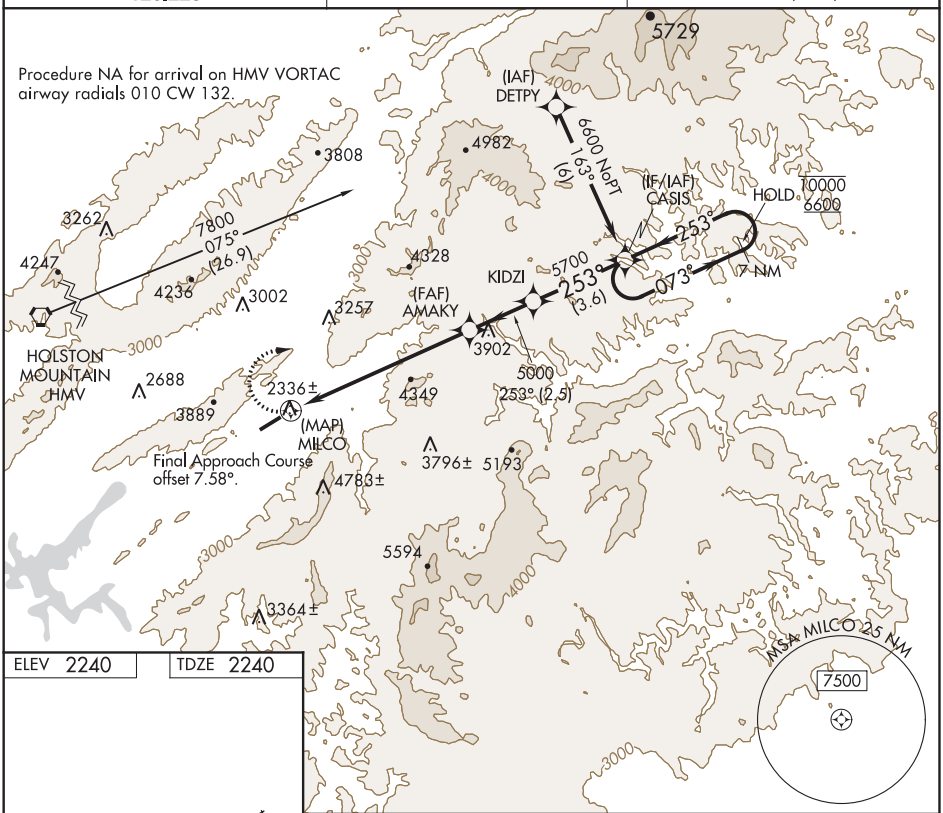
RNP APCH.

NA
-12°C

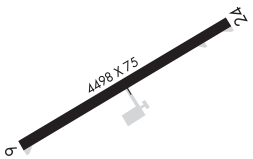
Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet.

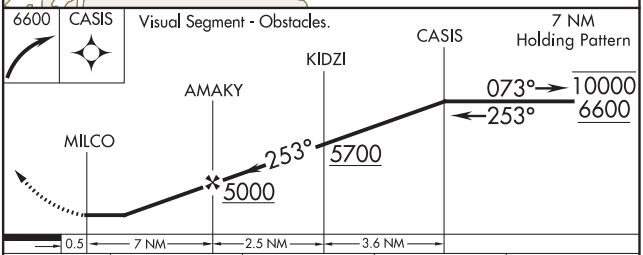
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

AWOS-3	TRI-CITY APP CON ★	UNICOM
126.225	134.425 349.0	122.7 (CTAF)



ELEV 2240 TDZE 2240





CATEGORY	A	B	C	D
LNAV MDA	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	
CIRCLING	4880-1¼ 2640 (2700-1¼)	4880-1½ 2640 (2700-1½)	4880-3 2640 (2700-3)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MURFREESBORO,TENNESSEE

AL-6123 (FAA)

18284

WAAS CH 48812 W18A	APP CRS 184°	Rwy ldg 4753 TDZE 609 Apt Elev 614

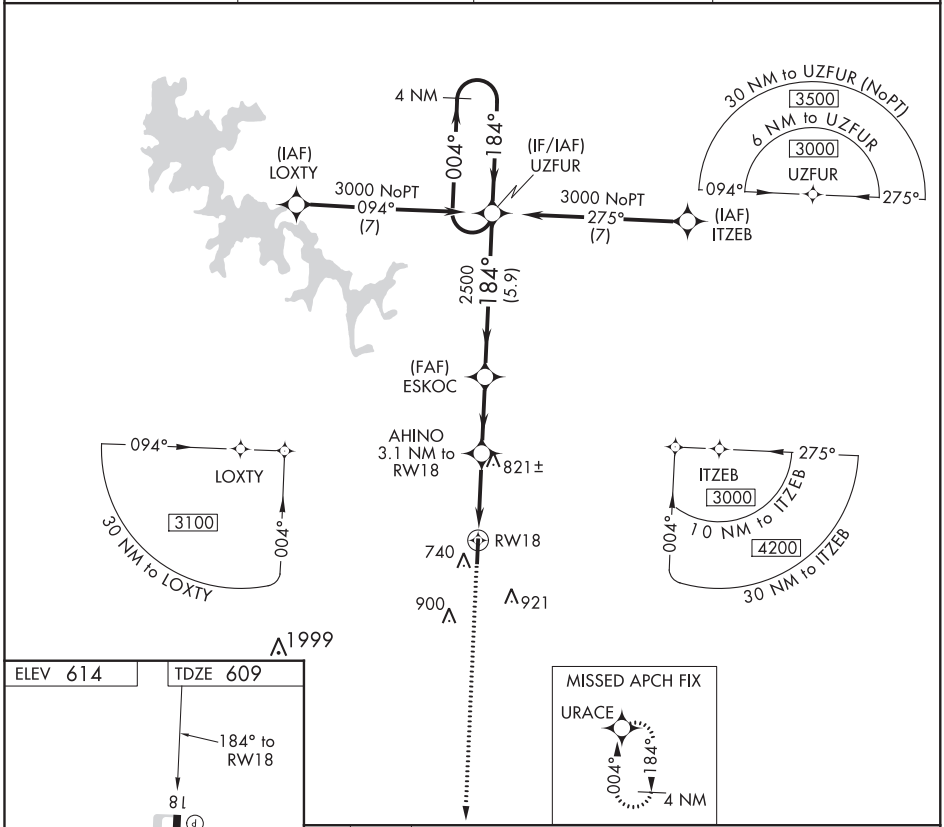
RNAV (GPS) RWY 18

MURFREESBORO MUNI (MBT)

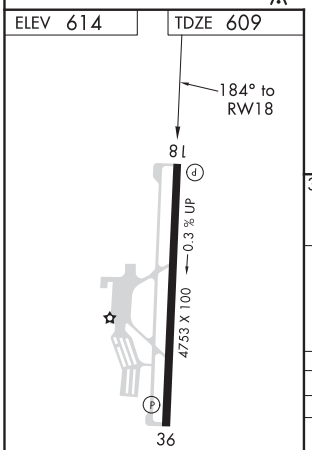
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct URACE and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	123.075 (CTAF)



CATEGORY	A	B	C	D
LPV DA	859-¾ 250 (300-¾)			NA
LNAV/VNAV DA	898-⅞ 289 (300-⅞)			NA
LNAV MDA	1080-1 471 (500-1)		1080-1⅜ 471 (500-1⅜)	NA
C CIRCLING	1080-1 466 (500-1)		1280-1¾ 666 (700-1¾)	NA



MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

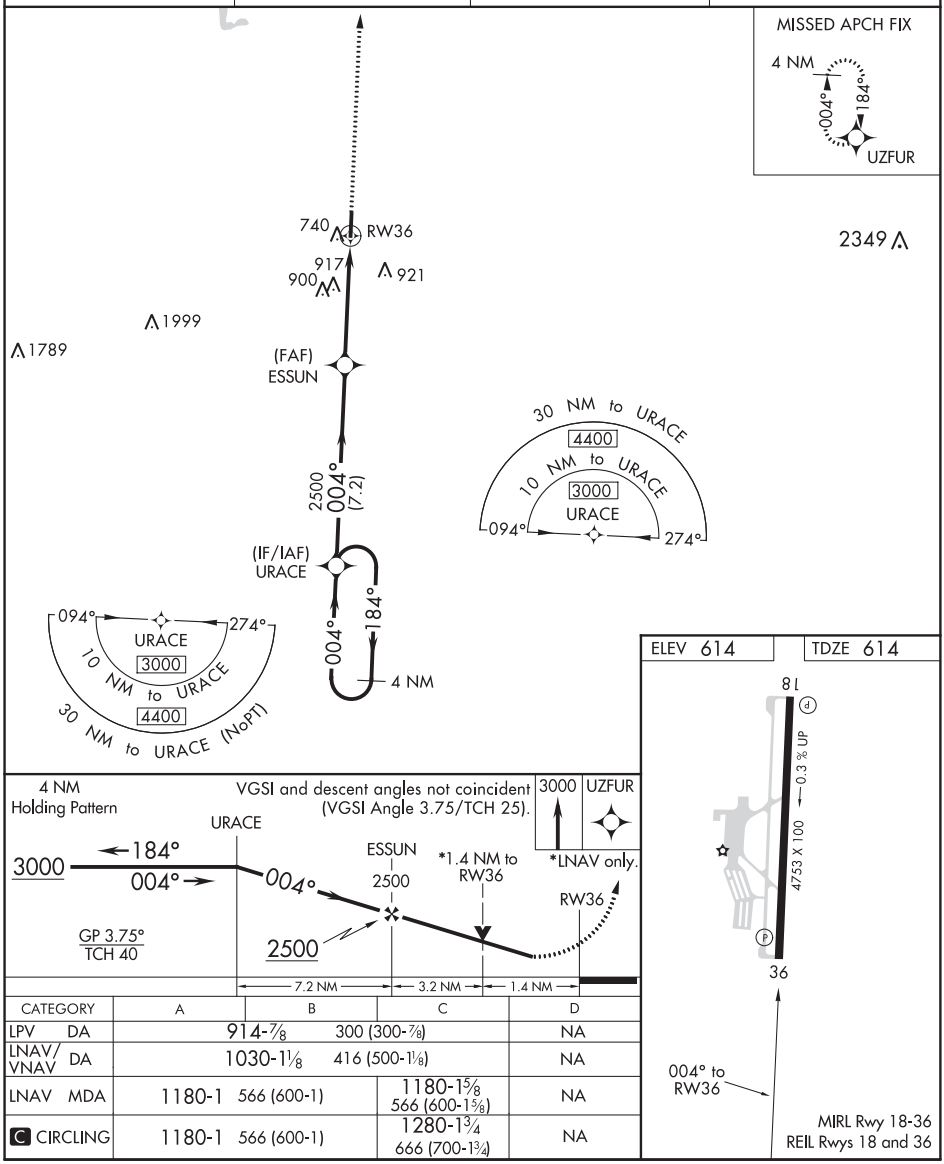
WAAS CH 61332 W36A	APP CRS 004°	Rwy ldg 4753 TDZE 614 Apt Elev 614

RNAV (GPS) RWY 36
MURFREESBORO MUNI (MBT)

For uncompensated Baro-VNAV systems, procedure NA below -16° C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

AWOS-3	NASHVILLE APP CON	GCO	UNICOM
133.975	118.4 360.7	135.075	123.075 (CTAF)



CATEGORY	A	B	C	D
LPV DA	914-⅞ 300 (300-⅞)			NA
LNAV/VNAV DA	1030-1⅛ 416 (500-1⅛)			NA
LNAV MDA	1180-1 566 (600-1)		1180-1⅝ 566 (600-1⅝)	NA
C CIRCLING	1180-1 566 (600-1)		1280-1¾ 666 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MURRAY, KENTUCKY | AL-6225 (FAA) | 19171

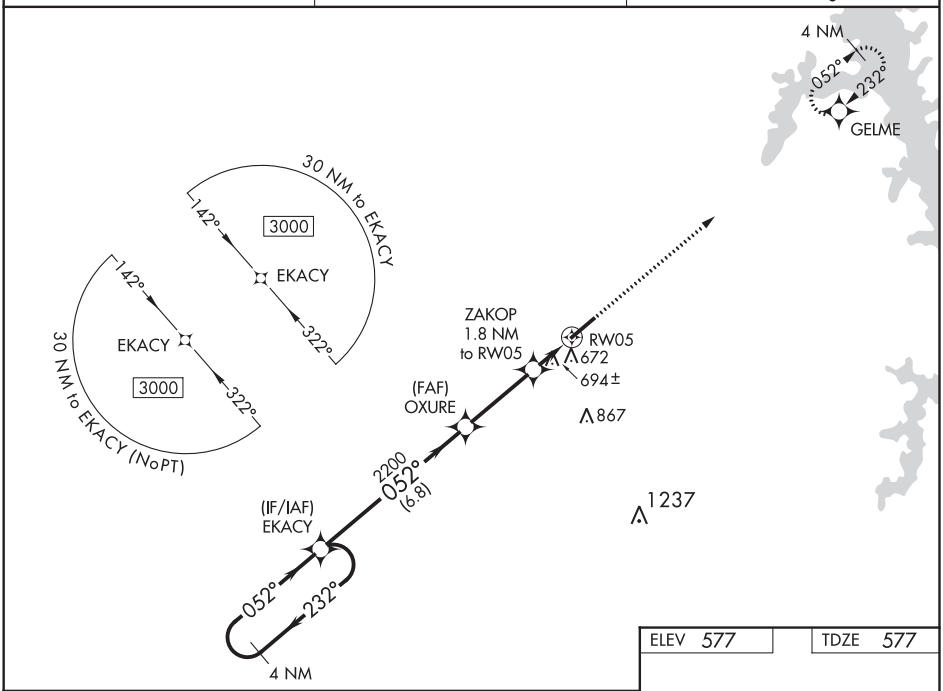
RNAV (GPS) RWY 5
KYLE-OAKLEY FIELD (CEY)

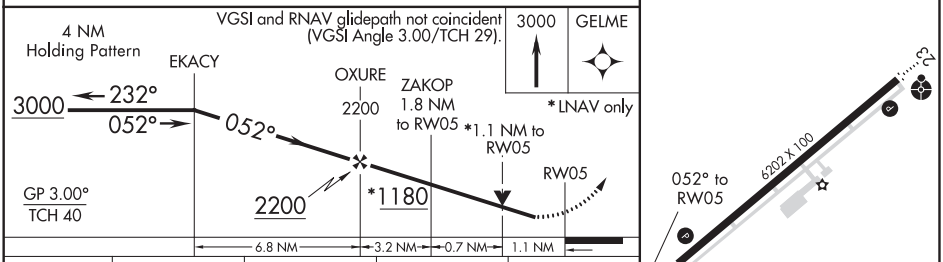
WAAS CH 86826 W05A	APP CRS 052°	Rwy ldg 6202 TDZE 577 Apt Elev 577

When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅛ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Mayfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct GELME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L





ELEV 577 | TDZE 577

CATEGORY	A	B	C	D
LPV DA	827-⅞ 250 (300-⅞)			
LNAV/VNAV DA	871-1 294 (300-1)			
LNAV MDA	960-1 383 (400-1)		960-1⅛ 383 (400-1⅛)	
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1180-2 603 (700-2)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

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RNAV (GPS) RWY 23
KYLE-OAKLEY FIELD (CEY)

WAAS Ch 42626 W23A	APP CRS 232°	Rwy ldg 6202 TDZE 568 Apt Elev 577

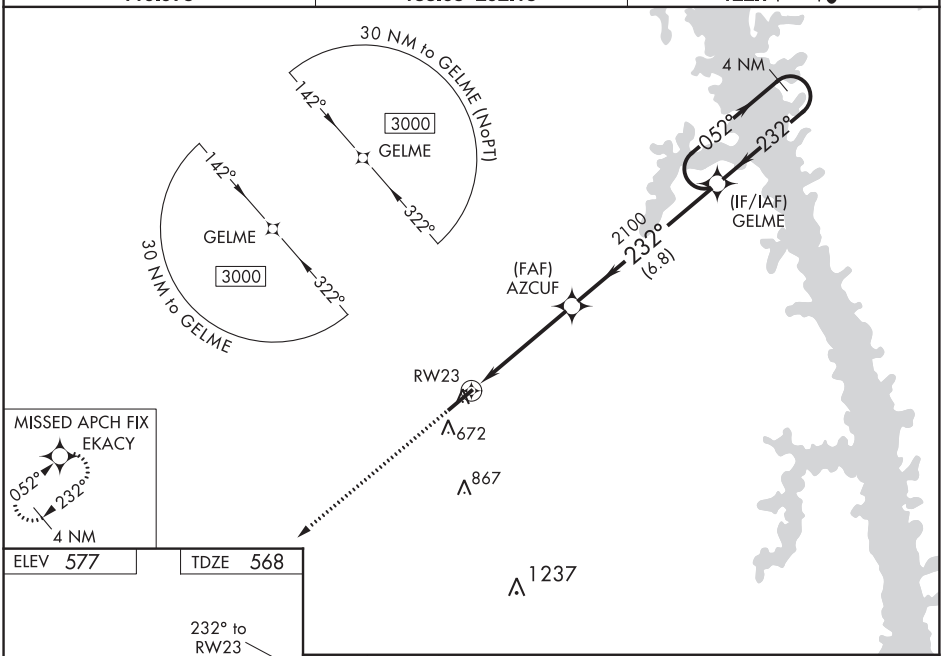
T

A DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅛ mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

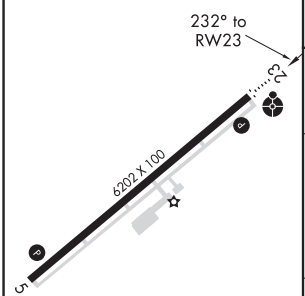
ODALS

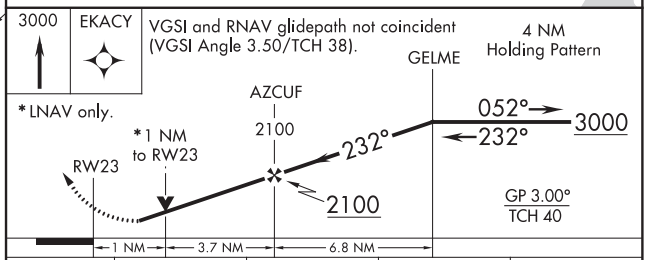
MISSED APPROACH: Climb to 3000 direct EKACY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L



ELEV 577 TDZE 568





CATEGORY	A	B	C	D
LPV DA	859-⅞ 291 (300-⅞)			
LNAV/VNAV DA	861-⅞ 293 (300-⅞)			
LNAV MDA	980-¾ 412 (500-¾)		980-1 412 (500-1)	
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1180-2 603 (700-2)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MURRAY, KENTUCKY AL-6225 (FAA) 20058

LOC I-EUY	APP CRS	Rwy ldg	6202
110.5	232°	TDZE	568
		Apt Elev	577

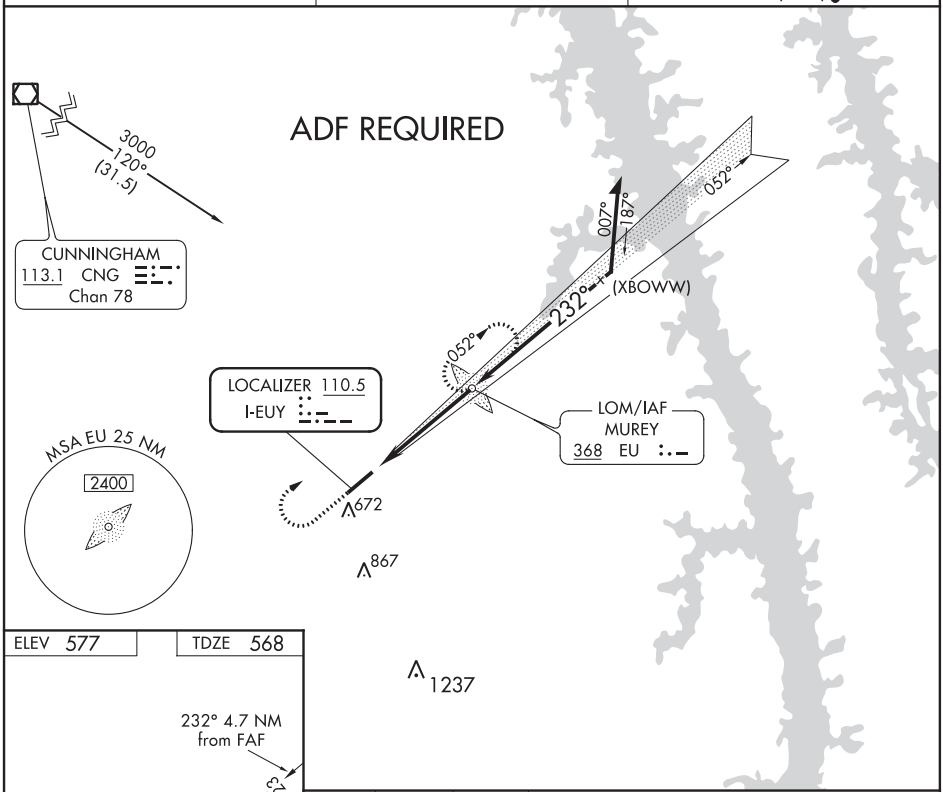
LOC RWY 23
KYLE-OAKLEY FIELD (CEY)

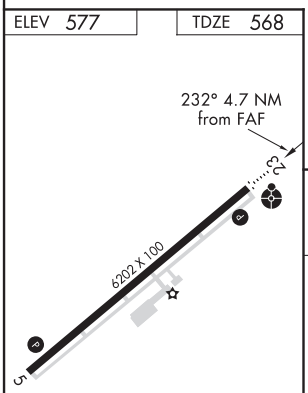
T A NA — Rwy 23 helicopter visibility reduction below ¾ SM NA. ADF required. When local altimeter setting not recieved use Mayfield altimeter setting: increase all MDA 40 feet and increase S-23 Cats C and D visibility ⅛ mile. For inop ODALS, increase S-23 Cats C and D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct MUREY LOM and hold.

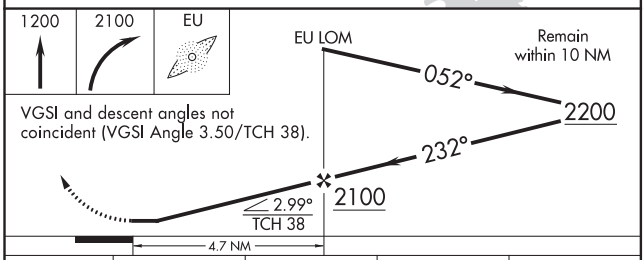
AWOS-3	MEMPHIS CENTER	UNICOM
119.975	133.65 292.15	122.7 (CTAF) L





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

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



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).

CATEGORY	A	B	C	D
S-23	980-¾ 412 (500-¾)		980-1 412 (500-1)	
C CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1½ 463 (500-1½)	1180-2 603 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

MURRAY, KENTUCKY
Amdt 2C 27FEB20

36°40-N-88°22′W

KYLE-OAKLEY FIELD (CEY)
LOC RWY 23

LOC/DME I-JWN	APP CRS	Rwy ldg	6001
110.3	198°	TDZE	501
Chan 40		Apt Elev	501

ILS or LOC/DME RWY 20

JOHN C TUNE (JWN)

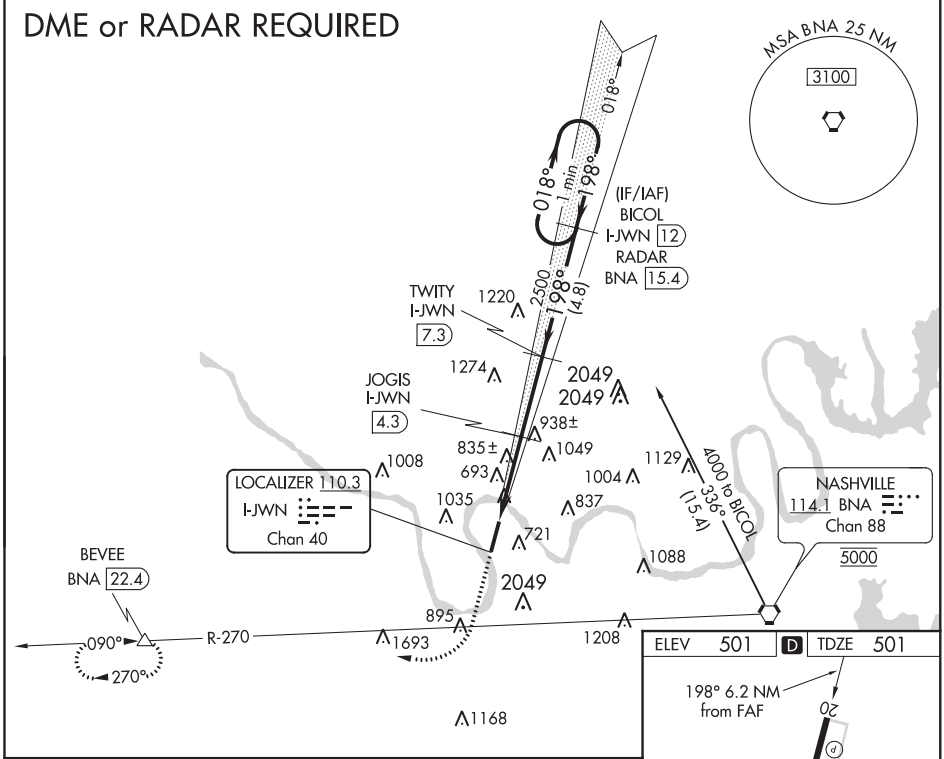
T
A NA

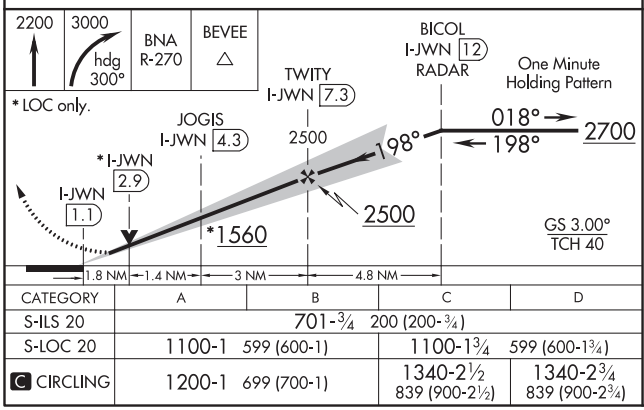
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA/MDA 40 feet; increase Circling Cat C visibility to 2 ¾ miles and Cat D visibility to 3 miles. Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on heading 300° and BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

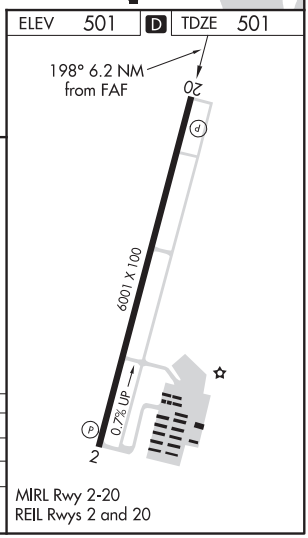
AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 372.0	124.55	122.7 (CTAF)

DME or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 20	701-¾ 200 (200-¾)			
S-LOC 20	1100-1 599 (600-1)		1100-1¾ 599 (600-1¾)	
C CIRCLING	1200-1 699 (700-1)		1340-2½ 839 (900-2½)	1340-2¾ 839 (900-2¾)



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SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE AL-6878 (FAA) 19059

WAAS CH 78325 W02A	APP CRS 018°	Rwy ldg 6001 TDZE 484 Apt Elev 501

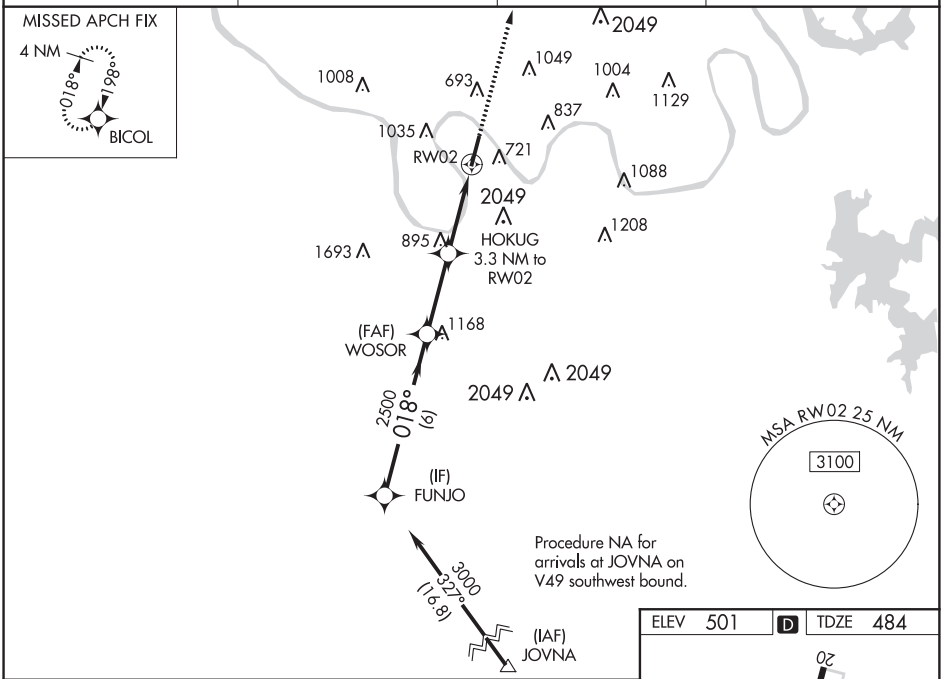
RNAV (GPS) RWY 2
JOHN C TUNE (JWN)

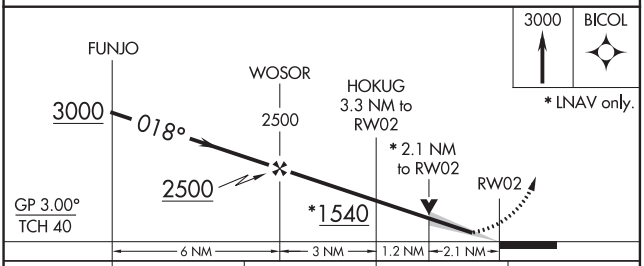
T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats ⅛ SM, LNAV visibility Cat B ¼ SM.

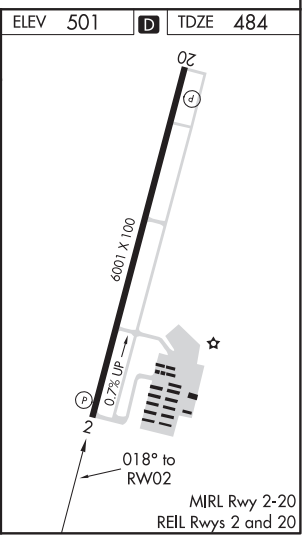
MISSED APPROACH: Climb to 3000 direct BICOL and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 372.0	124.55	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	734-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1079-2½ 595 (600-2½)			
LNAV MDA	1160-1 676 (700-1)		1160-2 676 (700-2)	
C CIRCLING	1200-1 699 (700-1)		1340-2¾ 839 (900-2¾)	



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 86625 W20A	APP CRS 198°	Rwy ldg 6001 TDZE 501 Apt Elev 501

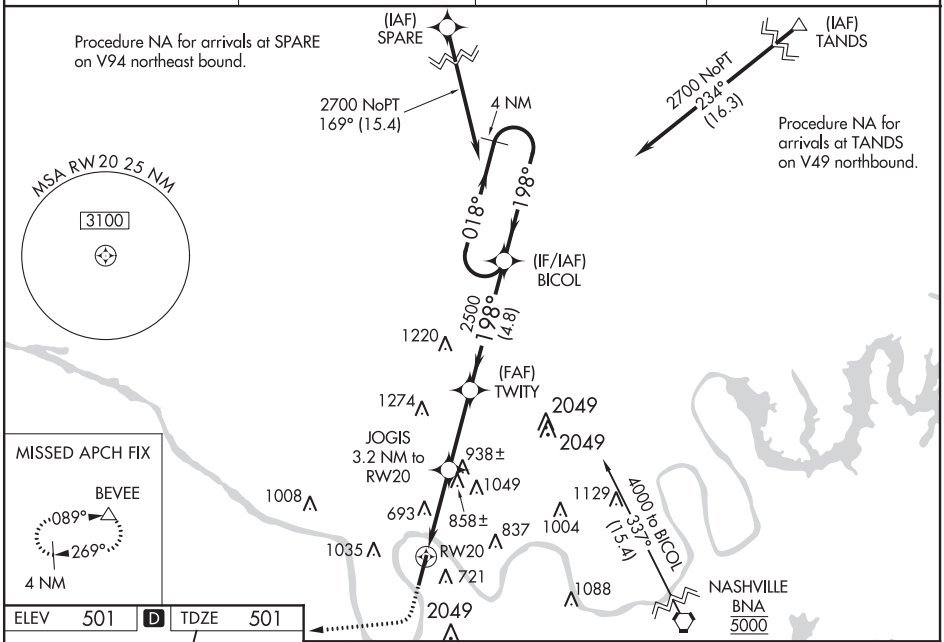
RNAV (GPS) RWY 20
JOHN C TUNE (JWN)

T A NA

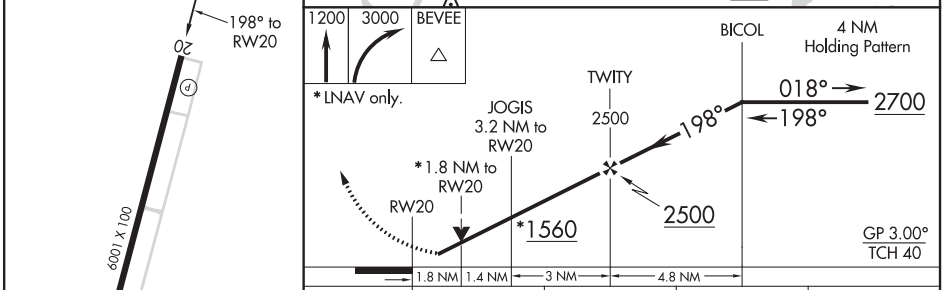
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ⅛ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ⅛ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct BEVEE and hold.

AWOS-3	NASHVILLE APP CON	CLNC DEL	UNICOM
127.075	119.35 372.0	124.55	122.7 (CTAF)



ELEV 501 D TDZE 501



CATEGORY	A	B	C	D
LPV DA	856-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1003-1¾ 502 (600-1¾)			
LNAV MDA	1120-1 619 (700-1)		1120-1¾ 619 (700-1¾)	
C CIRCLING	1200-1 699 (700-1)		1340-2½ 839 (900-2½)	1340-2¾ 839 (900-2¾)

MIRL Rwy 2-20
REIL Rwys 2 and 20

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 2C
NASHVILLE INTL (BNA)

LOC I-EZN	APP CRS	Rwy ldg	7601
110.75	021°	TDZE	587
		Apt Elev	599

DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC.

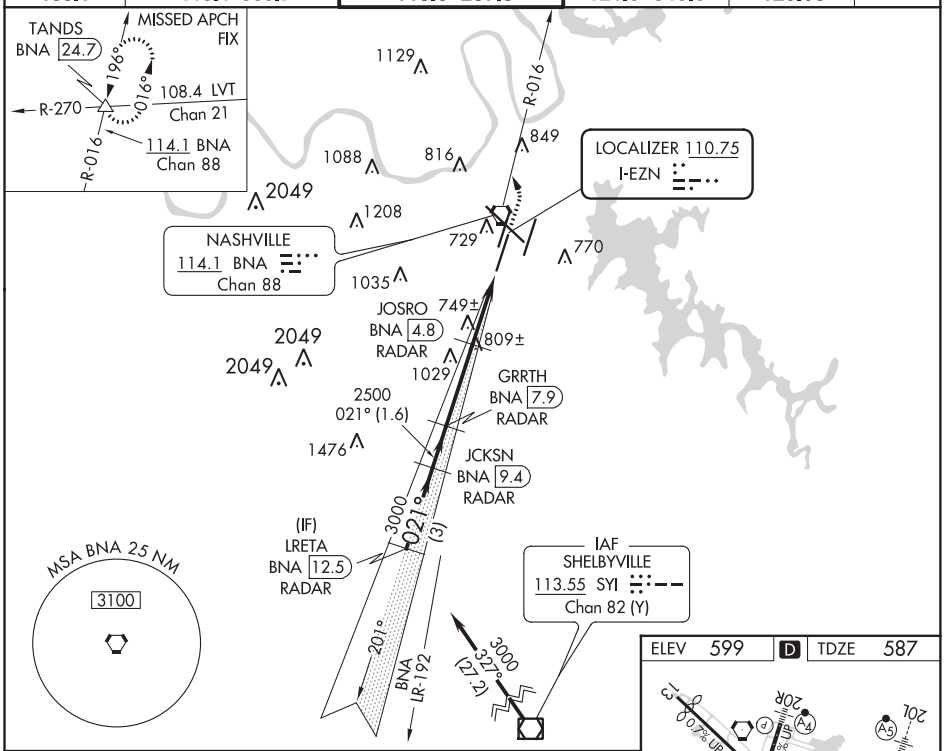
Simultaneous reception of I-EZN and BNA DME required.

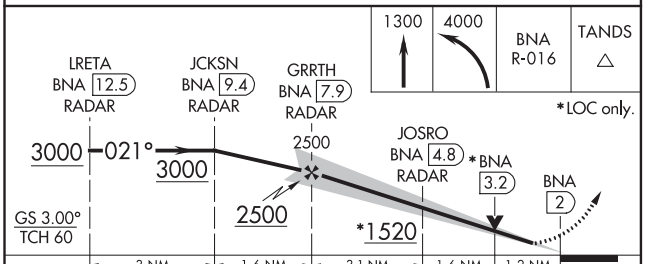
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

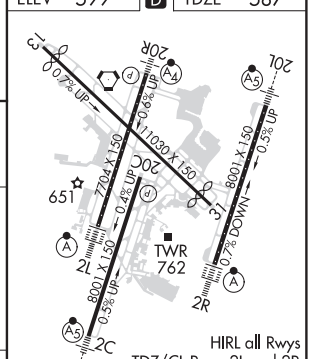
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	







CATEGORY	A	B	C	D
S-ILS 2C #	787/24		200 (200-½)	
S-LOC 2C	1000/24	413 (500-½)	1000/40	413 (500-¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

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ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

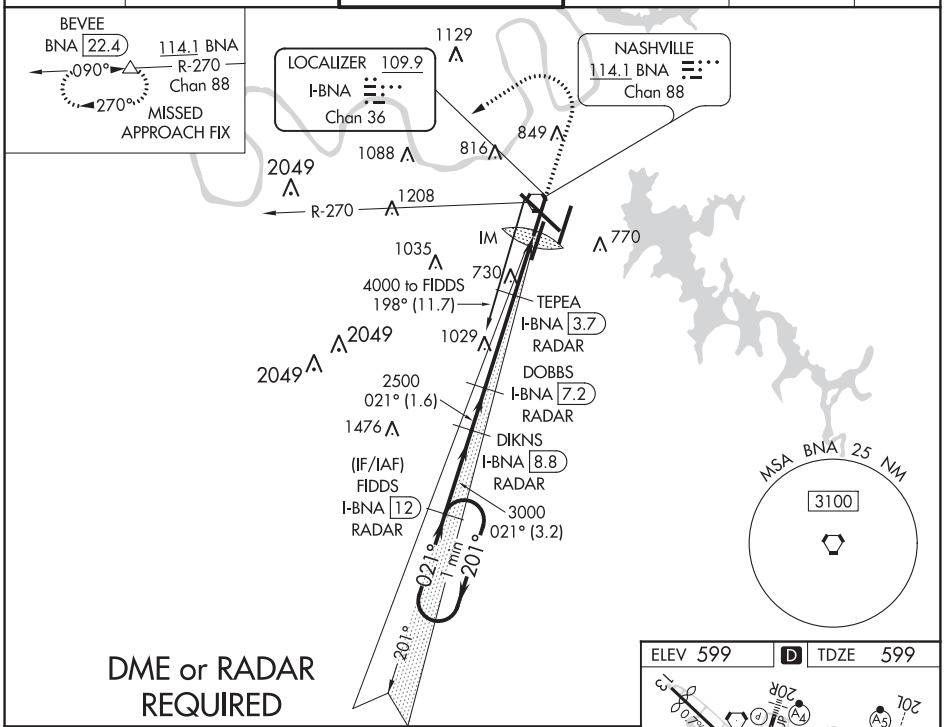
LOC/DME I-BNA	APP CRS	Rwy ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

Simultaneous approach authorized with Rwy 2R. DME or radar required.

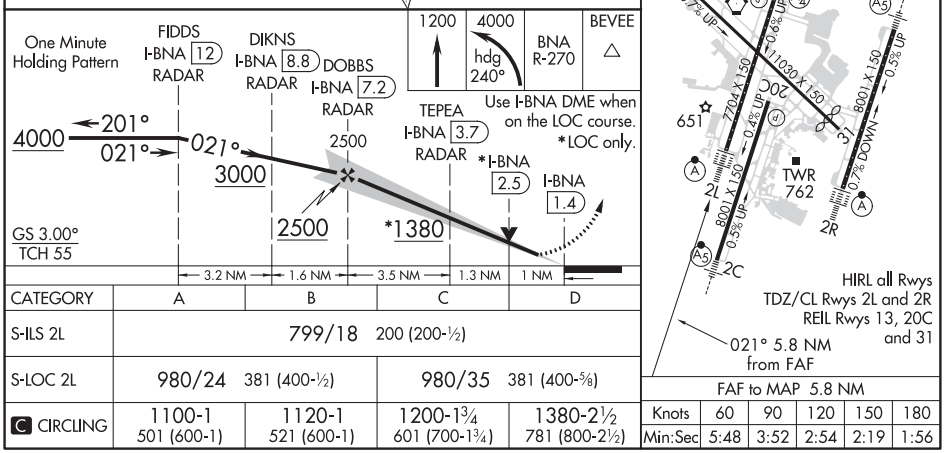
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 2L	799/18 200 (200-½)			
S-LOC 2L	980/24 381 (400-½)		980/35 381 (400-⅝)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 20R
NASHVILLE INTL (BNA)

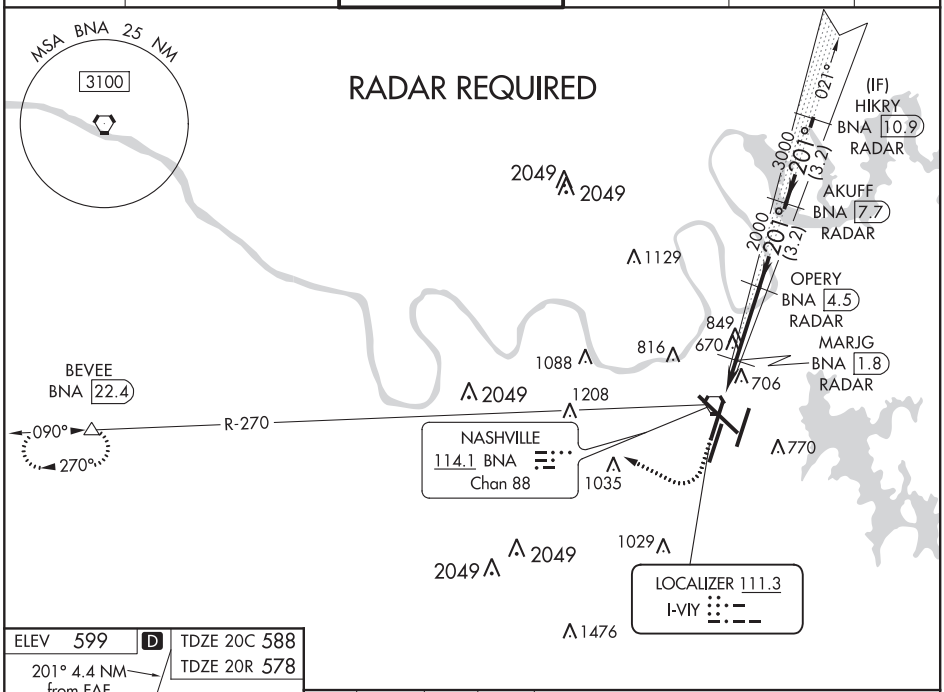
LOC I-VIY	APP CRS	Rwy ldg	20R	20C
111.3	201°		7702	8001
		TDZE	578	588
		Apt Elev	599	599

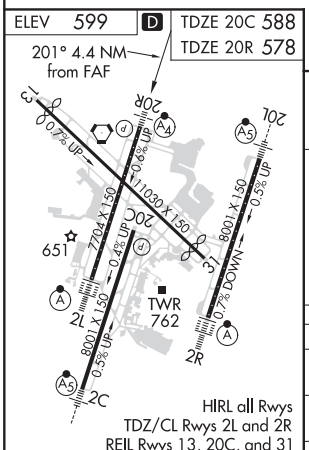
Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1¼ SM. DME from BNA VORTAC. Simultaneous reception of I-VIY and BNA DME required.

MALSF

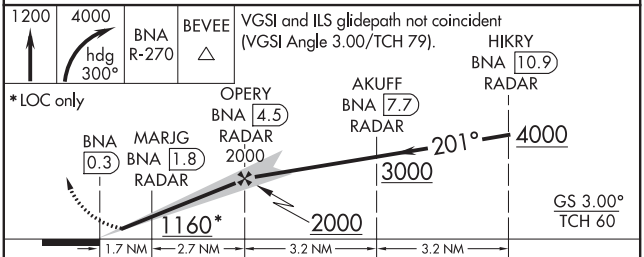
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





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



CATEGORY	A	B	C	D
S-ILS 20R	778/40 200 (200-¾)			
S-LOC 20R	1000/40 422 (500-¾)		1000/50 422 (500-1)	
SIDESTEP 20C	1000-1 412 (500-1)		1000-1½ 412 (500-1½)	1000-2 412 (500-2)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

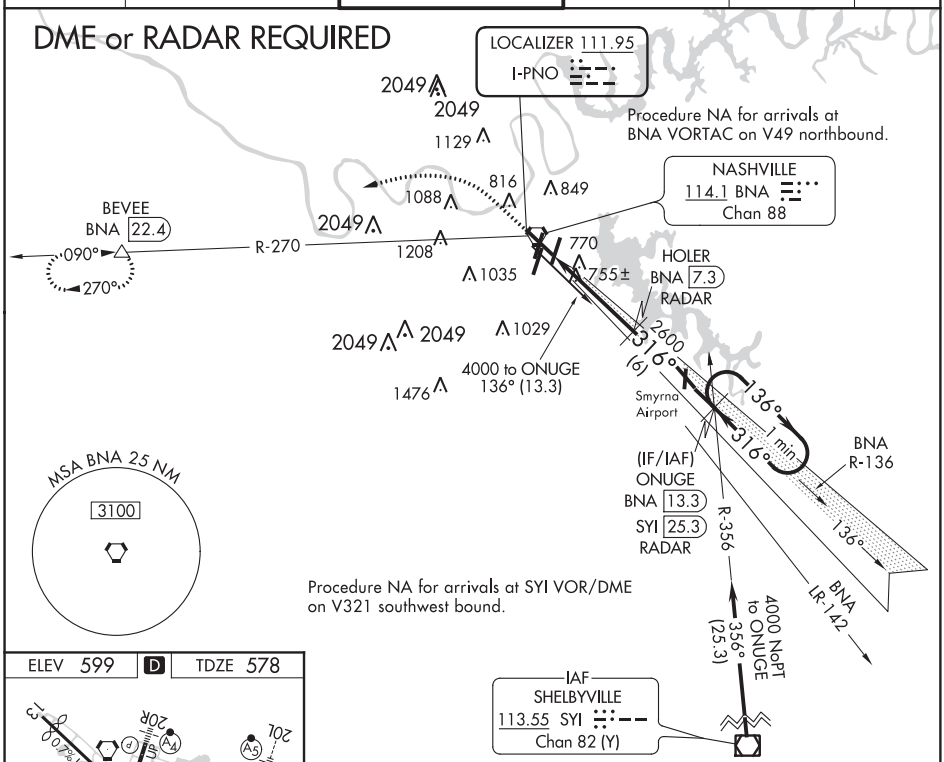
LOC I-PNO	APP CRS	Rwy ldg	9487
111.95	316°	TDZE	578
		Apt Elev	599

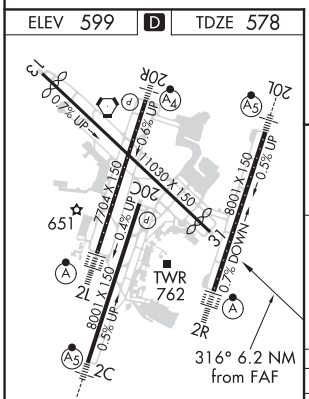
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

DME or radar required.
DME from BNA VORTAC.
Simultaneous reception of I-PNO and BNA DME required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

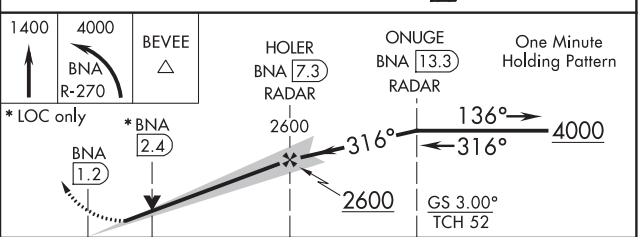
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04



CATEGORY	A	B	C	D
S-ILS 31	778-¾ 200 (200-¾)			
S-LOC 31	1020-1 442 (500-1)		1020-1⅜ 442 (500-1⅜)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

ILS or LOC/DME RWY 2R

NASHVILLE INTL (BNA)

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

DME required.

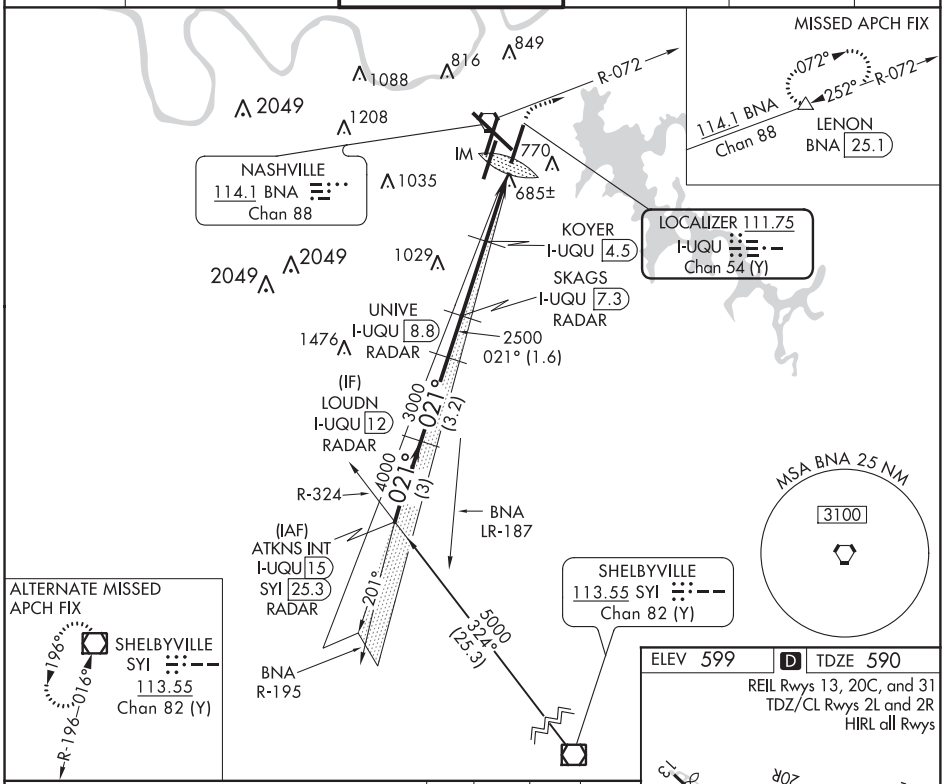
Simultaneous approach authorized with Rwy 2L/C.

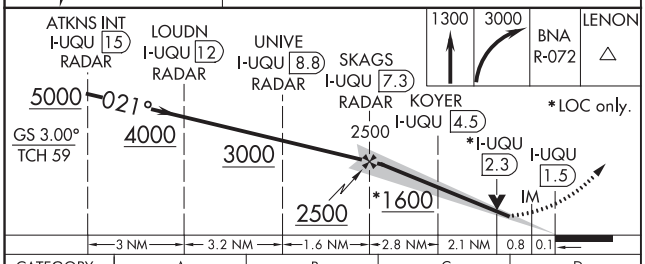
For inop ALSF, increase S-LOC 2R Cats C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





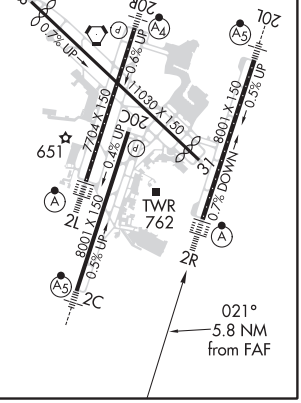
CATEGORY	A	B	C	D
S-ILS 2R	790/18 200 (200-½)			
S-LOC 2R	940/24 350 (400-½)		940/30 350 (400-⅝)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

ELEV 599 — D — TDZE 590

REIL Rwys 13, 20C, and 31

TDZ/CL Rwys 2L and 2R

HIRL all Rwys



NASHVILLE, TENNESSEE

Amdt 8C 16JUL20

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC/DME RWY 2R

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC/DME I-SSX	APP CRS	Rwy ldg	8000
109.35	201°	TDZE	551
Chan 30 (Y)		Apt Elev	599

ILS or LOC/DME RWY 20L

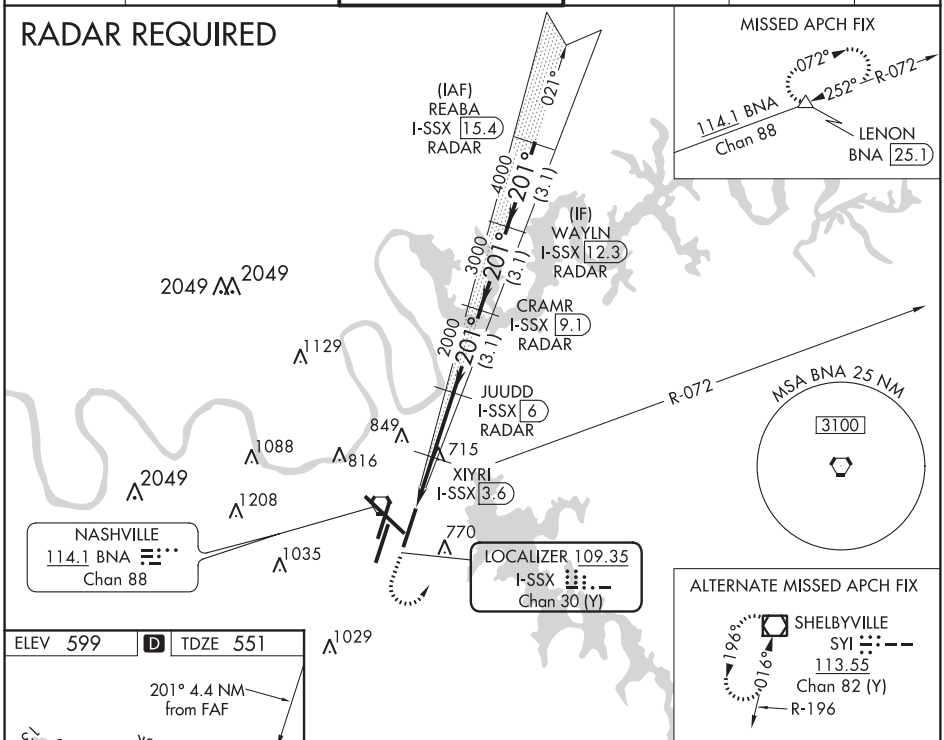
NASHVILLE INTL (BNA)

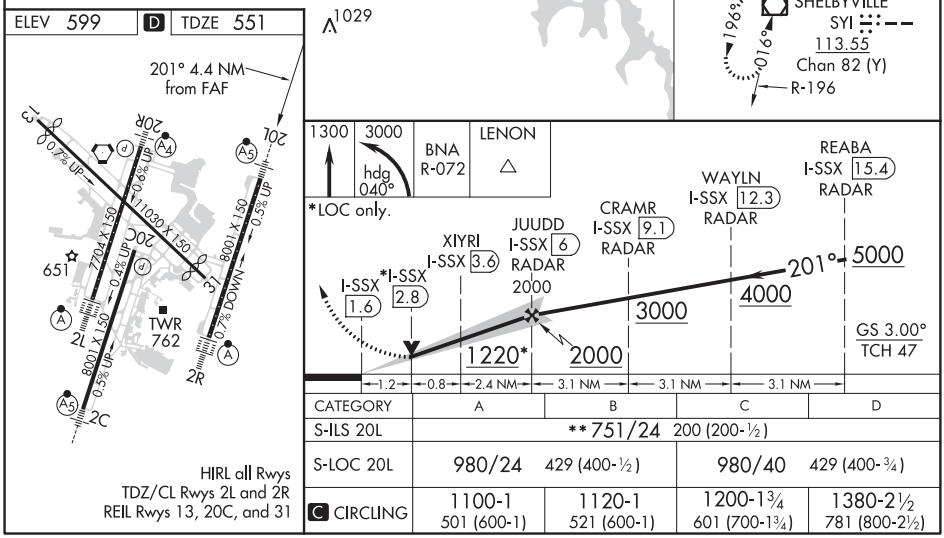
Simultaneous approach authorized with Rwy 20R.
DME required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 20L	**751/24 200 (200-½)			
S-LOC 20L	980/24 429 (400-½)		980/40 429 (400-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

ILS RWY 2L (SA CAT I)
NASHVILLE INTL (BNA)

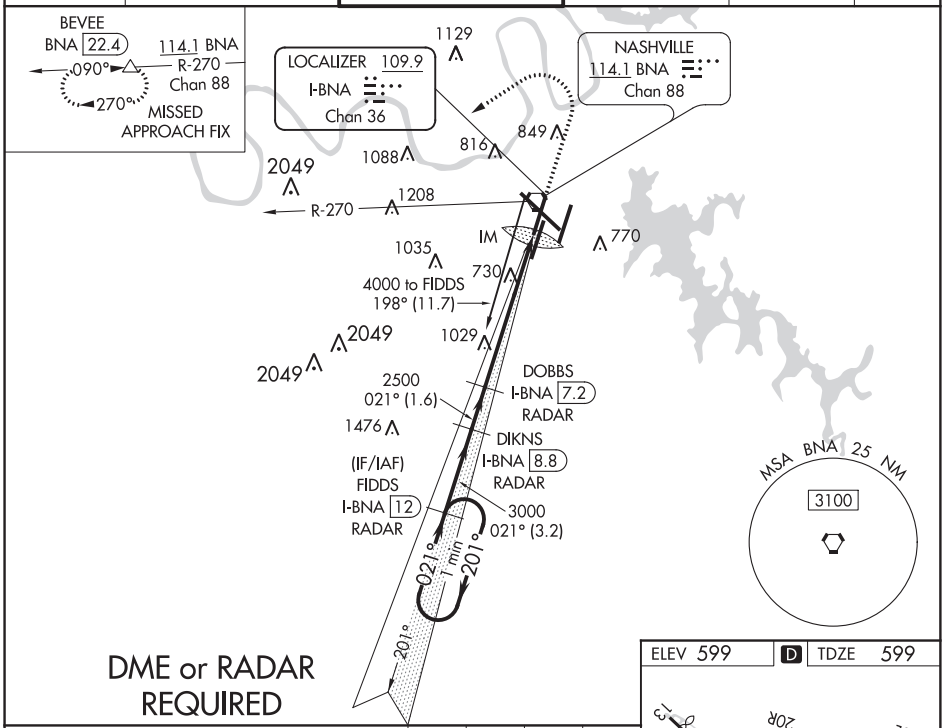
LOC/DME I-BNA	APP CRS	Rwy ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

Simultaneous approach authorized with Rwy 2R. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

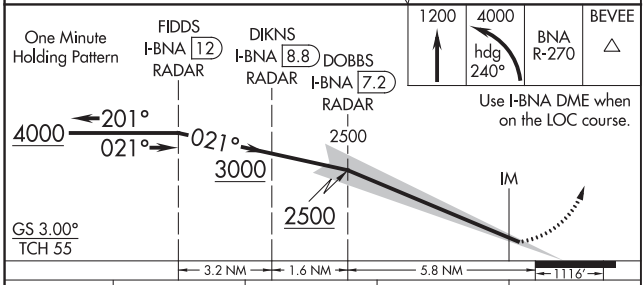
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



DME or RADAR REQUIRED



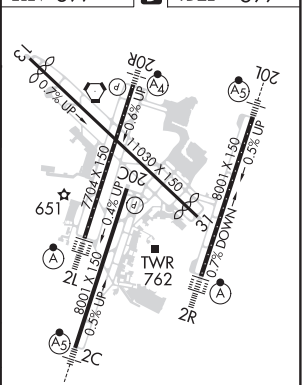
1200	4000	BNA R-270	BEVEE
	hdg 240°		

Use I-BNA DME when on the LOC course.

CATEGORY	A	B	C	D
S-ILS 2L	RA 159/14 150 DA 749			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 599 | D | TDZE 599



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 2R (SA CAT I)
NASHVILLE INTL (BNA)

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

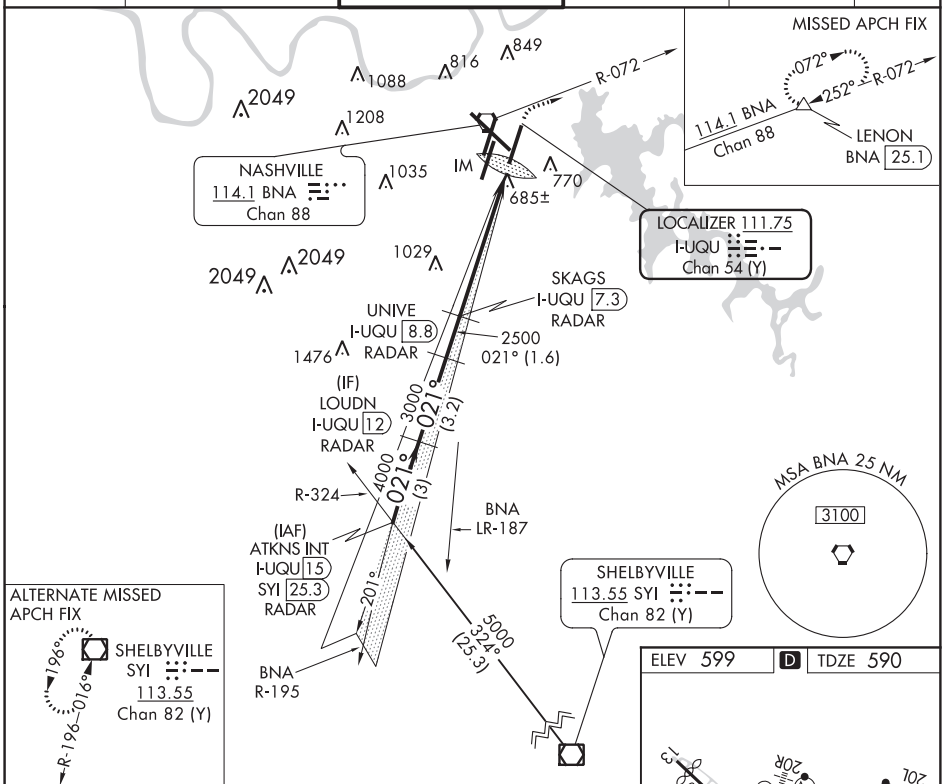
DME required.

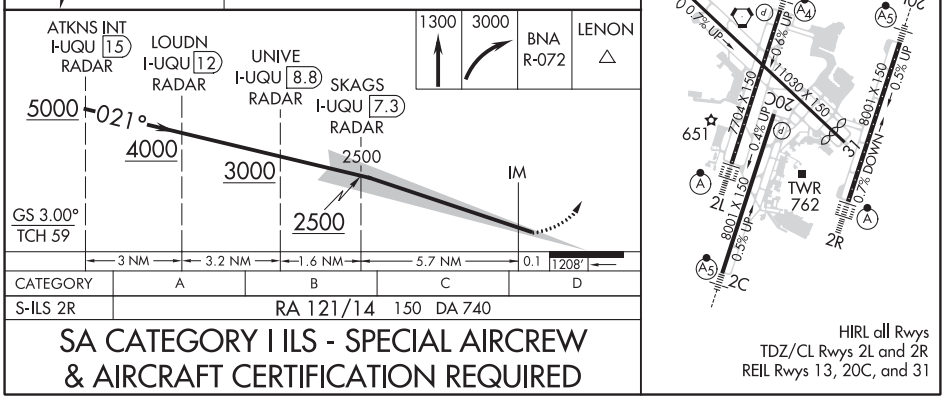
Simultaneous approach authorized with Rwy 2L/C. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 2R	RA 121/14 150 DA 740			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

ILS RWY 2L (CAT II & III)
NASHVILLE INTL (BNA)

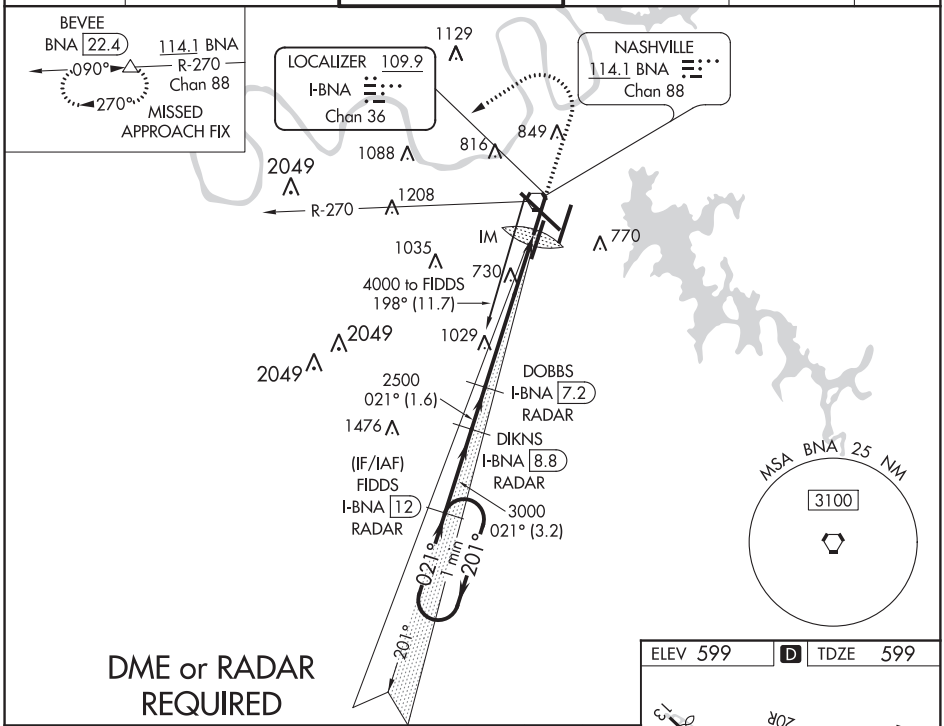
LOC/DME I-BNA	APP CRS	Rwy ldg	7702
109.9	021°	TDZE	599
Chan 36		Apt Elev	599

Simultaneous approach authorized with Rwy 2R. DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

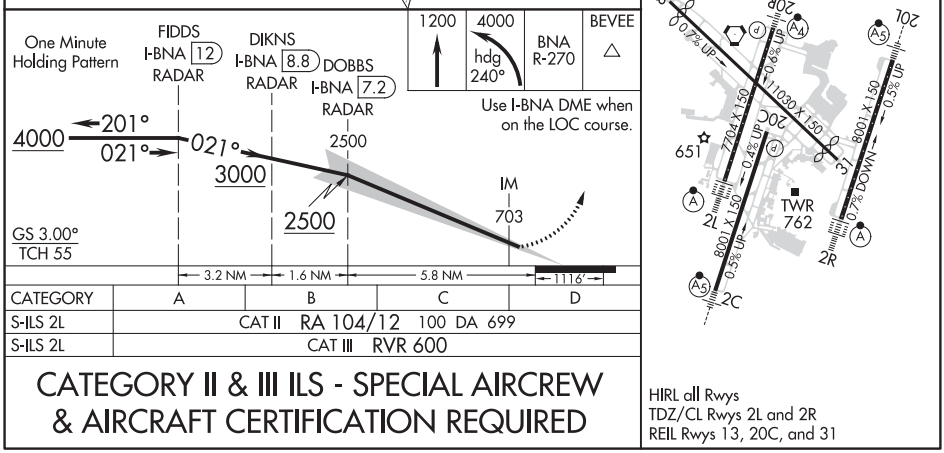
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 2L	CAT II RA 104/12 100 DA 699			
S-ILS 2L	CAT III RVR 600			

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

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS RWY 2R (CAT II & III)
NASHVILLE INTL (BNA)

LOC/DME I-UQU	APP CRS	Rwy ldg	8000
111.75	021°	TDZE	590
Chan 54 (Y)		Apt Elev	599

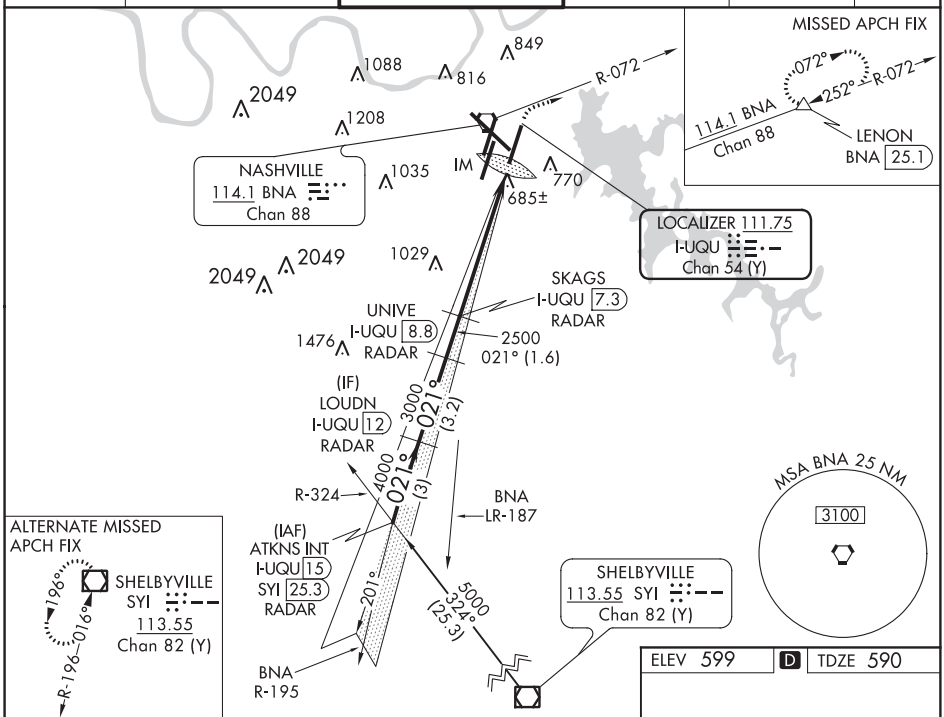
DME required.

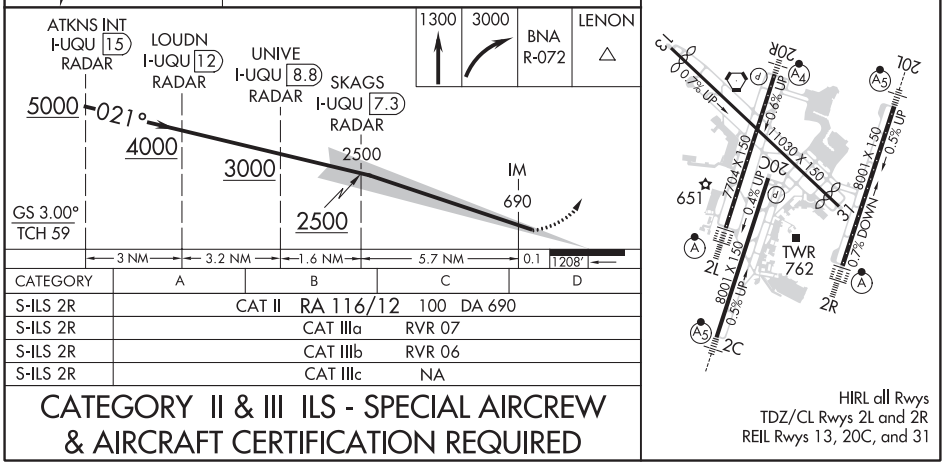
Simultaneous approach authorized with Rwy 2L/C.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
S-ILS 2R	CAT II RA 116/12 100 DA 690			
S-ILS 2R	CAT IIIa RVR 07			
S-ILS 2R	CAT IIIb RVR 06			
S-ILS 2R	CAT IIIc NA			

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

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

RNAV (RNP) Z RWY 2C
NASHVILLE INTL (BNA)

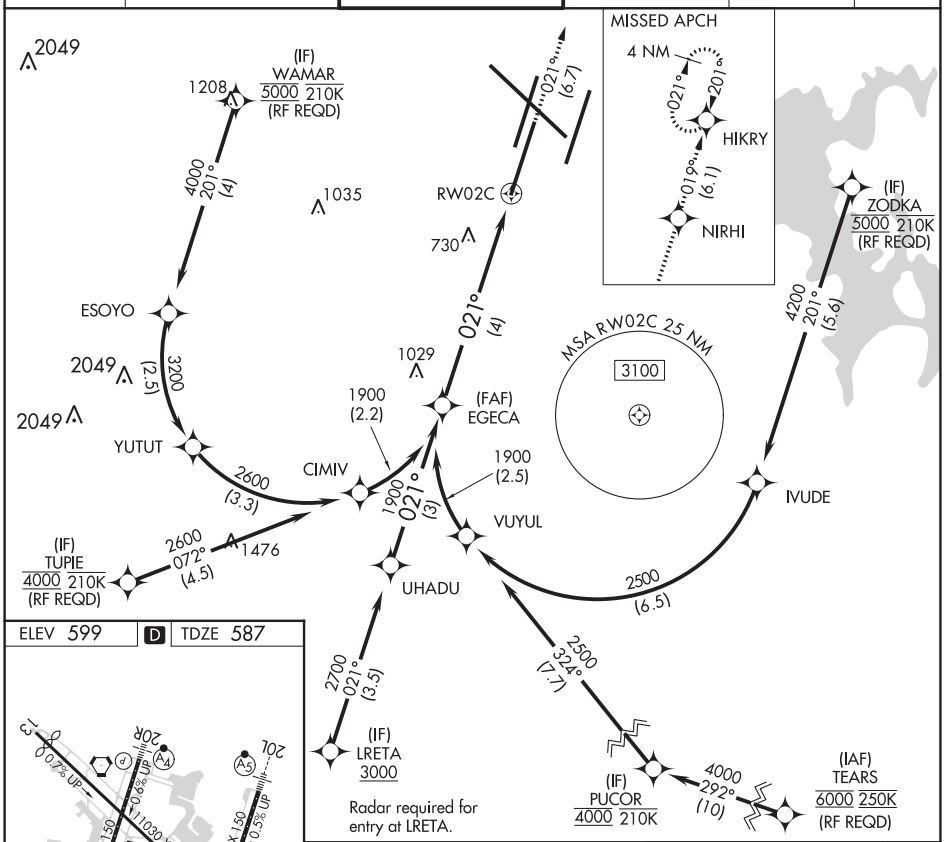
APP CRS	Rwy ldg	7601
021°	TDZE	587
	Apt Elev	599

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility to 1⅝ mile.

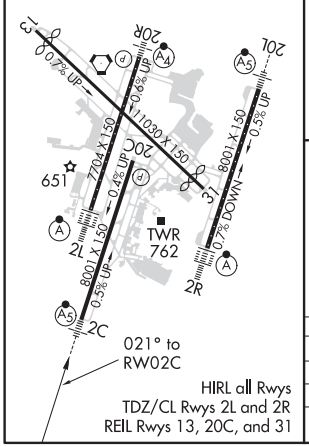
MALSR (A5)

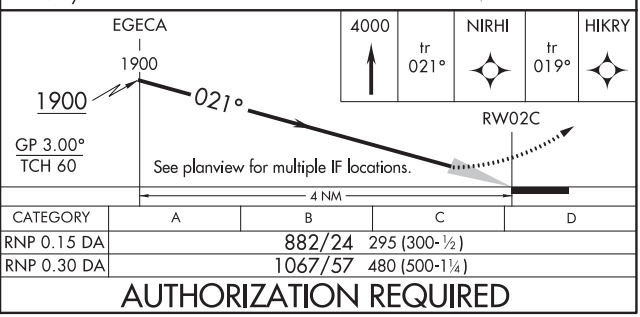
MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 587





CATEGORY	A	B	C	D
RNP 0.15 DA	882/24 295 (300-½)			
RNP 0.30 DA	1067/57 480 (500-1¼)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	7702
021°	TDZE	599
	Apt Elev	599

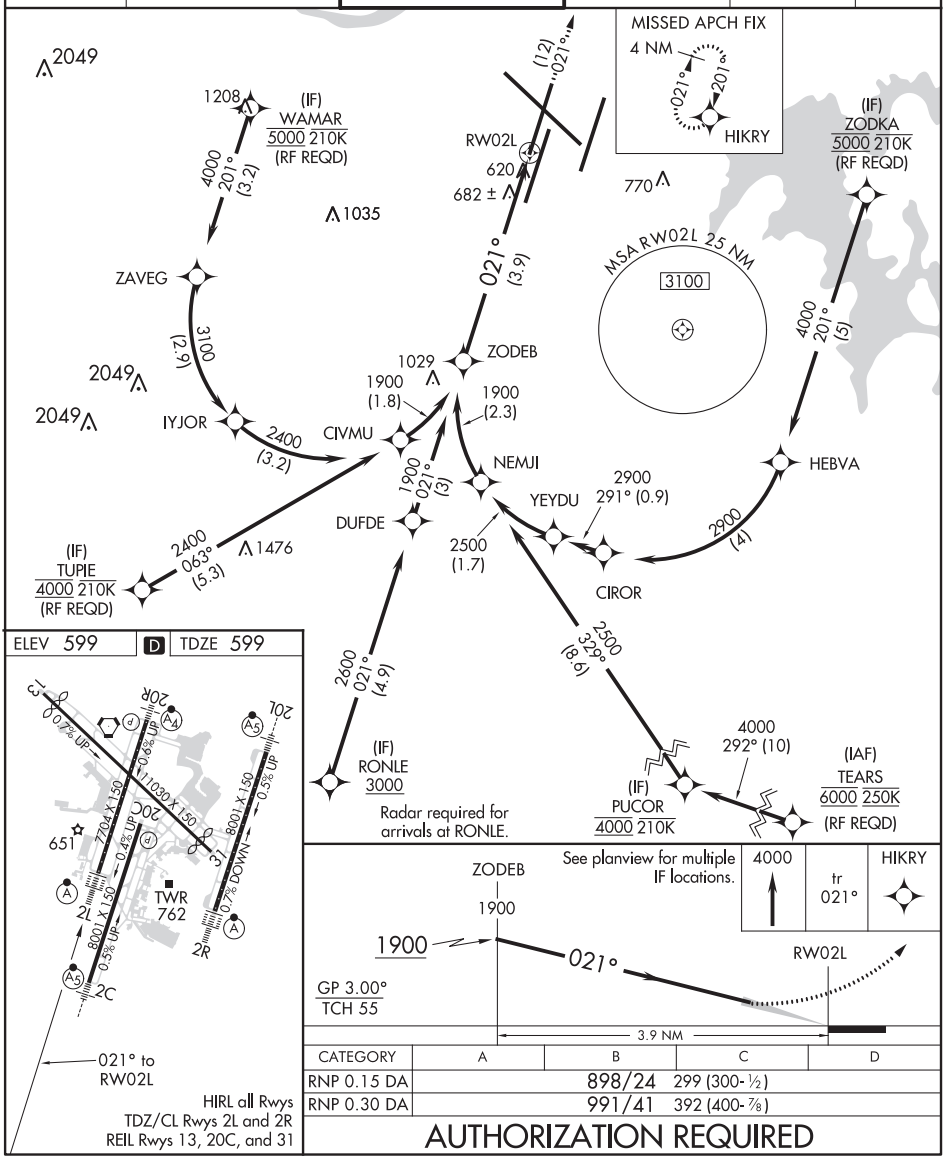
RNAV (RNP) Z RWY 2L
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1¼ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



CATEGORY	A	B	C	D
RNP 0.15 DA	898/24	299 (300-½)		
RNP 0.30 DA	991/41	392 (400-⅞)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE AL-282 (FAA) 20198

RNAV (RNP) Z RWY 2R
NASHVILLE INTL (BNA)

APP CRS	Rwy ldg	8000
021°	TDZE	590
	Apt Elev	599

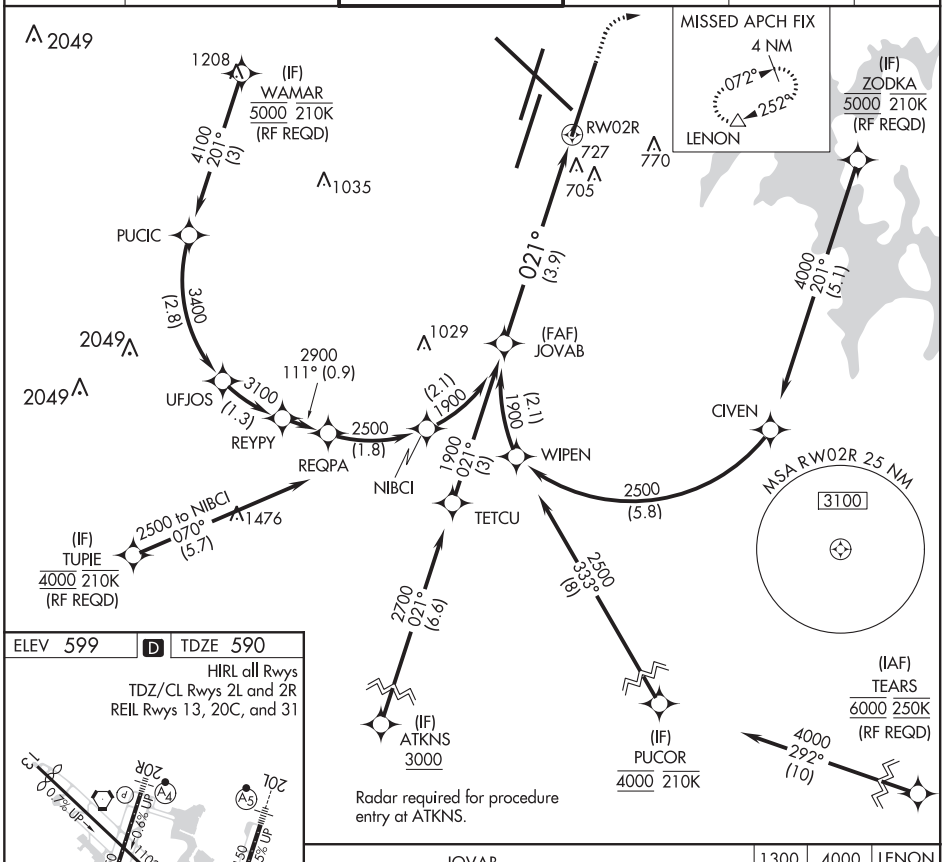
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

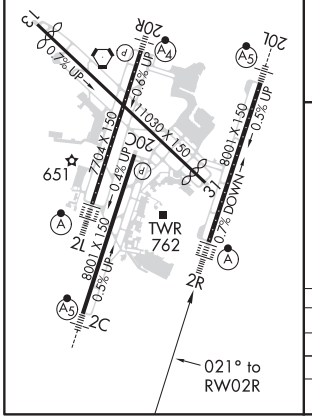
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	

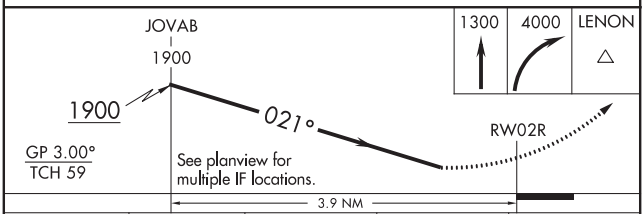


Radar required for procedure entry at ATKNS.

ELEV 599 | D | TDZE 590

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31





CATEGORY	A	B	C	D
RNP 0.15 DA	938/40 348 (400-¾)			
RNP 0.30 DA	1024/48 434 (500-1)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (RNP) Z RWY 20L
NASHVILLE INTL (BNA)

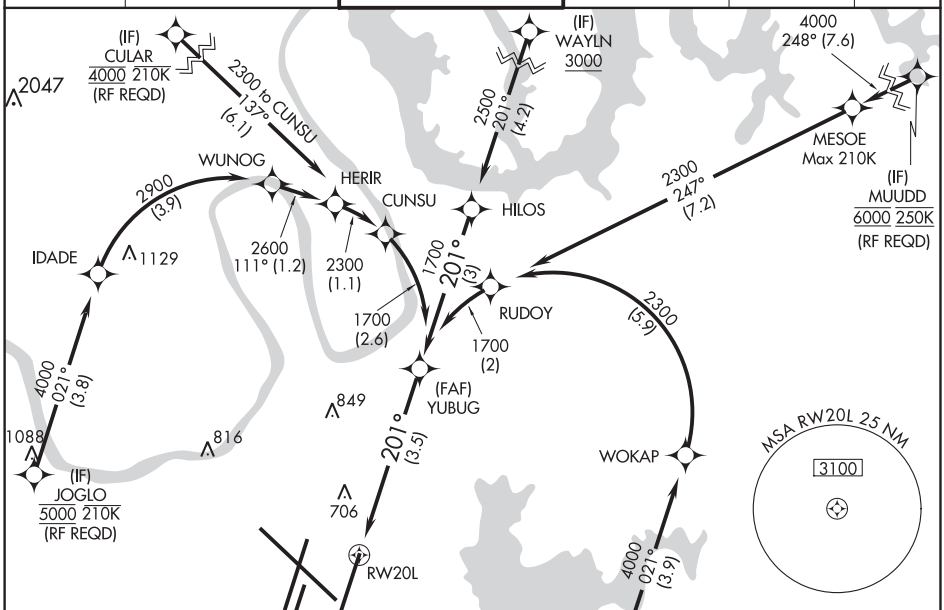
APP CRS	Rwy ldg	8000
201°	TDZE	551
	Apt Elev	599

GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

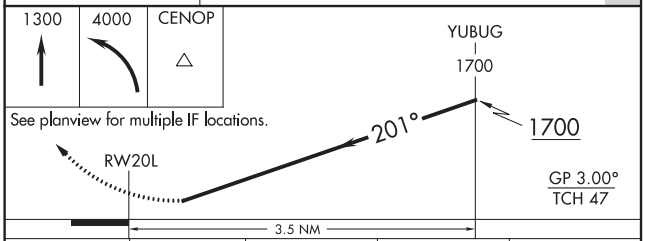
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



MISSED APCH FIX

1300	4000	CENOP
↑	↰	△

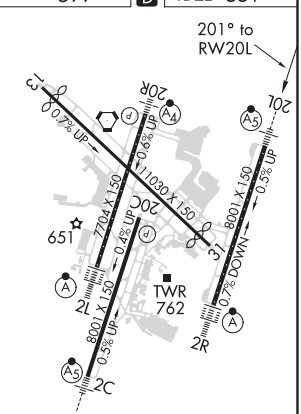
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.20 DA	810/40	259 (200-¾)		
RNP 0.30 DA	1008/55	457 (400-1)		

AUTHORIZATION REQUIRED

ELEV 599 D TDZE 551



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

RNAV (RNP) Z RWY 20R
NASHVILLE INTL (BNA)

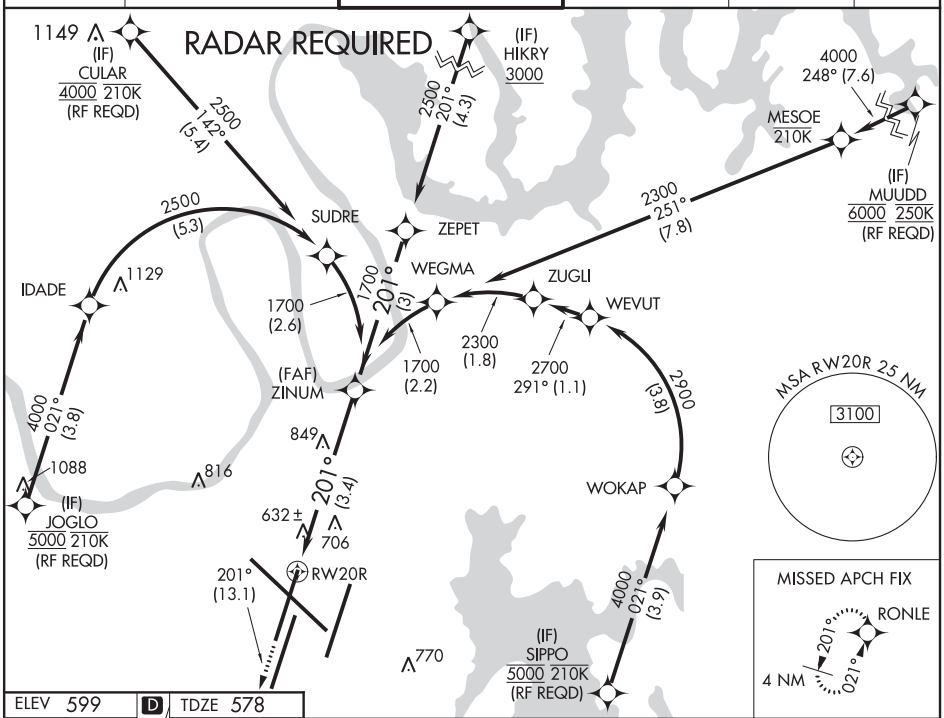
APP CRS	Rwy ldg	7702
201°	TDZE	578
	Apt Elev	599

GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1½.

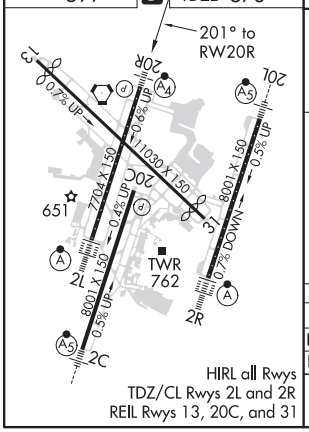
MALSF

MISSED APPROACH: Climb to 3000 on track 201° to RONLE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



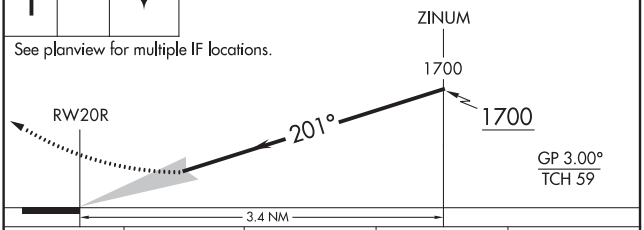
ELEV 599 | D | TDZE 578



3000 | tr 201° | RONLE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.18 DA	927/42	349 (400-⅞)		
RNP 0.30 DA	1042/60	464 (500-1¼)		

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	9487
316°	TDZE	578
	Apt Elev	599

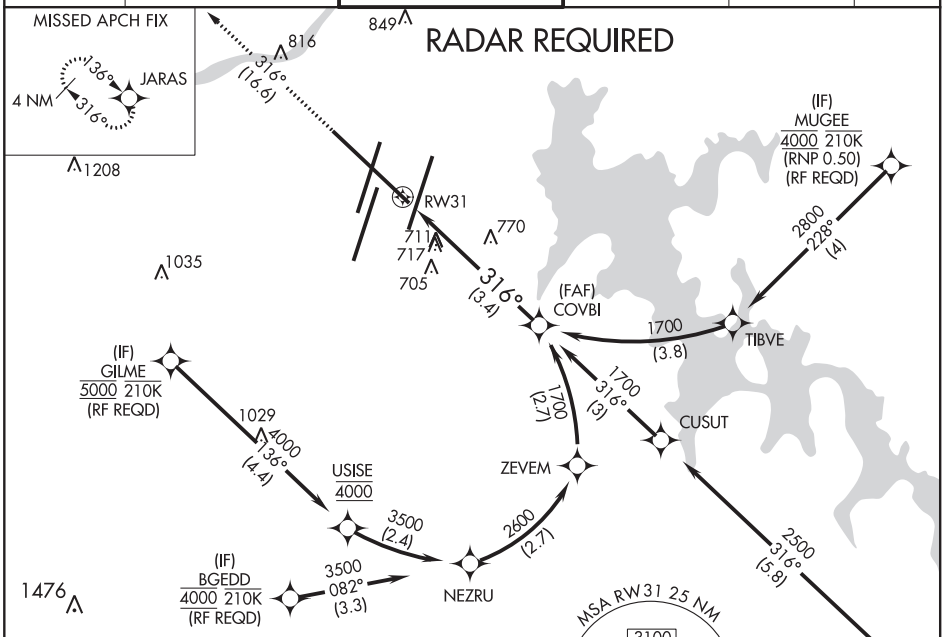
RNAV (RNP) Z RWY 31

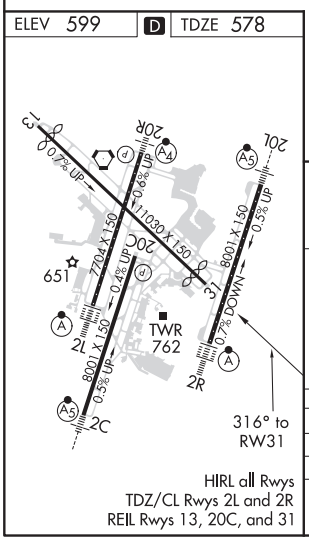
NASHVILLE INTL (BNA)

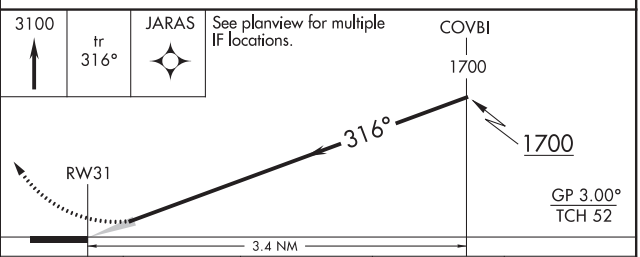
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	







CATEGORY	A	B	C	D
RNP 0.25 DA	1025-1½ 447 (500-1½)			
RNP 0.30 DA	1099-1¾ 521 (600-1¾)			

AUTHORIZATION REQUIRED

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

RNAV (GPS) RWY 13
NASHVILLE INTL (BNA)

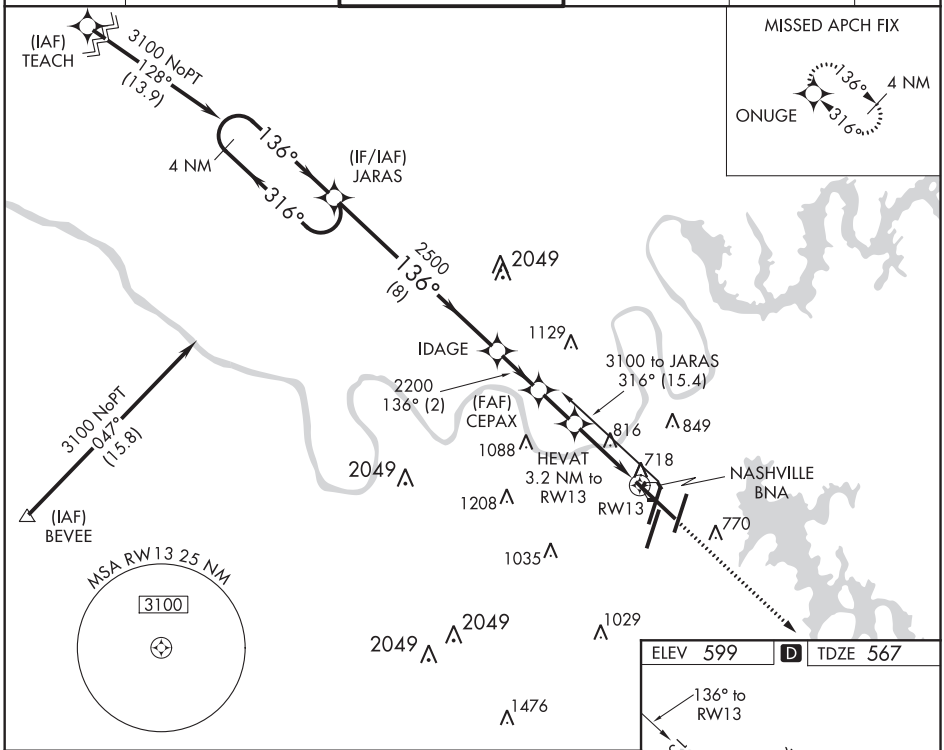
APP CRS	Rwy ldg	9487
136°	TDZE	567
	Apt Elev	599

RNP APCH.

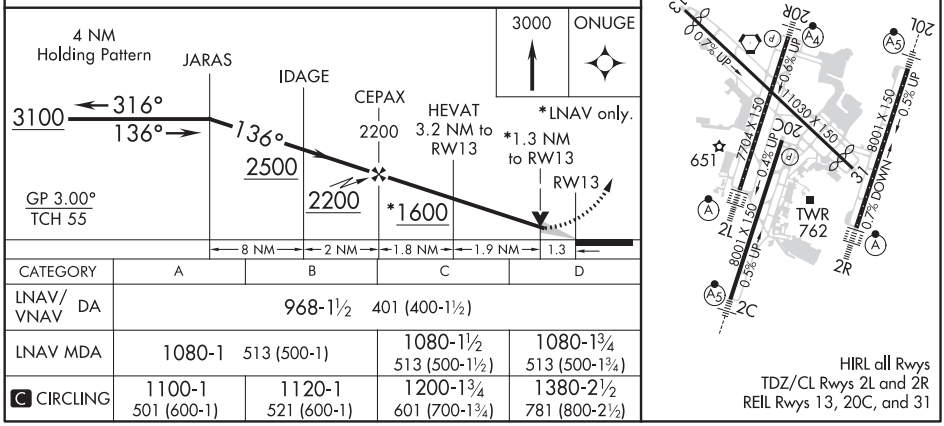
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1 513 (500-1)		1080-1½ 513 (500-1½)	1080-1¾ 513 (500-1¾)
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE
Amdt 1B 16JUL20

36°07′N-86°41′W

NASHVILLE INTL (BNA)
RNAV (GPS) RWY 13

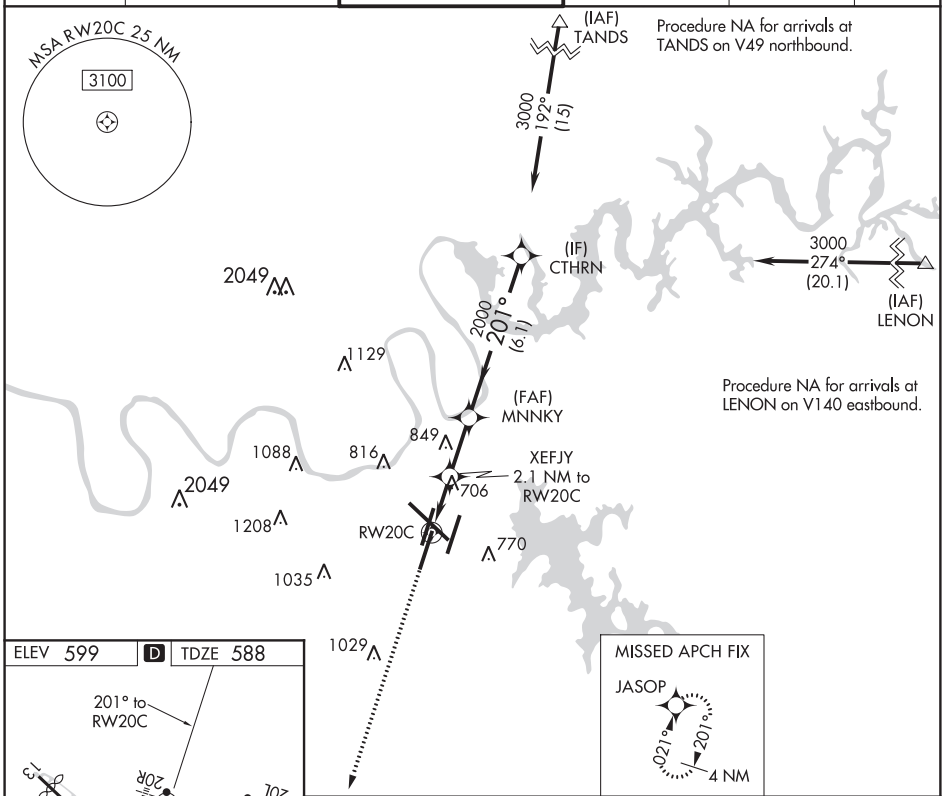
APP CRS	Rwy ldg	8001
201°	TDZE	588
	Apt Elev	599

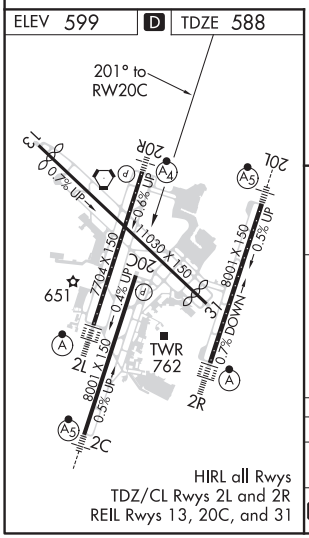
RNAV (GPS) RWY 20C
NASHVILLE INTL (BNA)

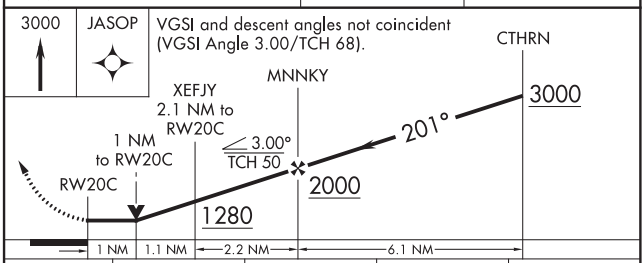
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JASOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	







CATEGORY	A	B	C	D
LNAV MDA	960-1 372 (400-1)		960-1⅛ 372 (400-1⅛)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

RNAV (GPS) Y RWY 2C
NASHVILLE INTL (BNA)

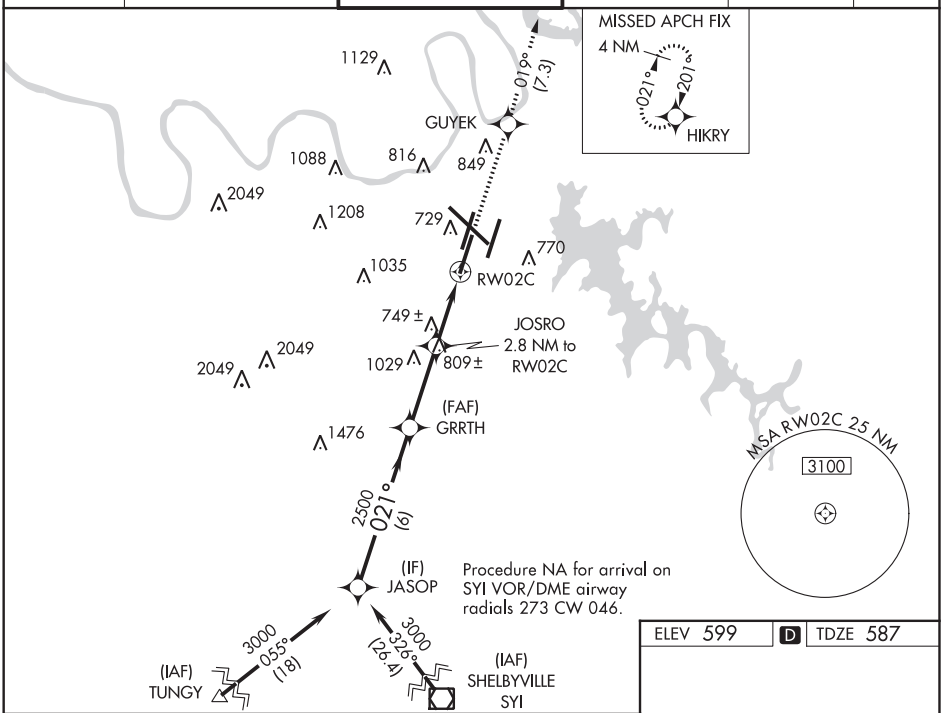
WAAS CH 70613 W02B	APP CRS 021°	Rwy ldg 7601 / TDZE 587 / Apt Elev 599

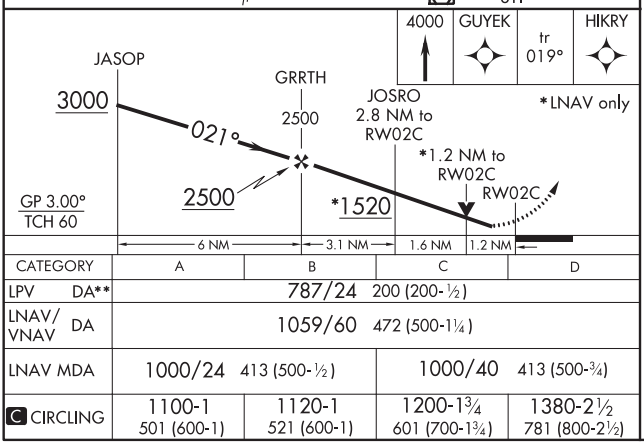
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

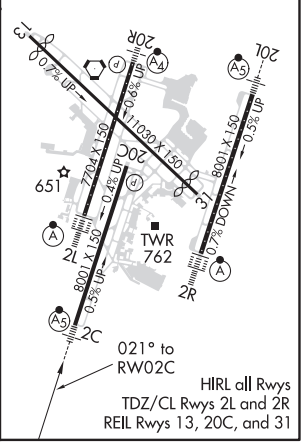
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
LPV DA**	787/24 200 (200-½)			
LNAV/VNAV DA	1059/60 472 (500-1¼)			
LNAV MDA	1000/24 413 (500-½)		1000/40 413 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

ELEV 599 D TDZE 587



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 42713 W02A	APP CRS 021°	Rwy ldg 7702 TDZE 599 Apt Elev 599

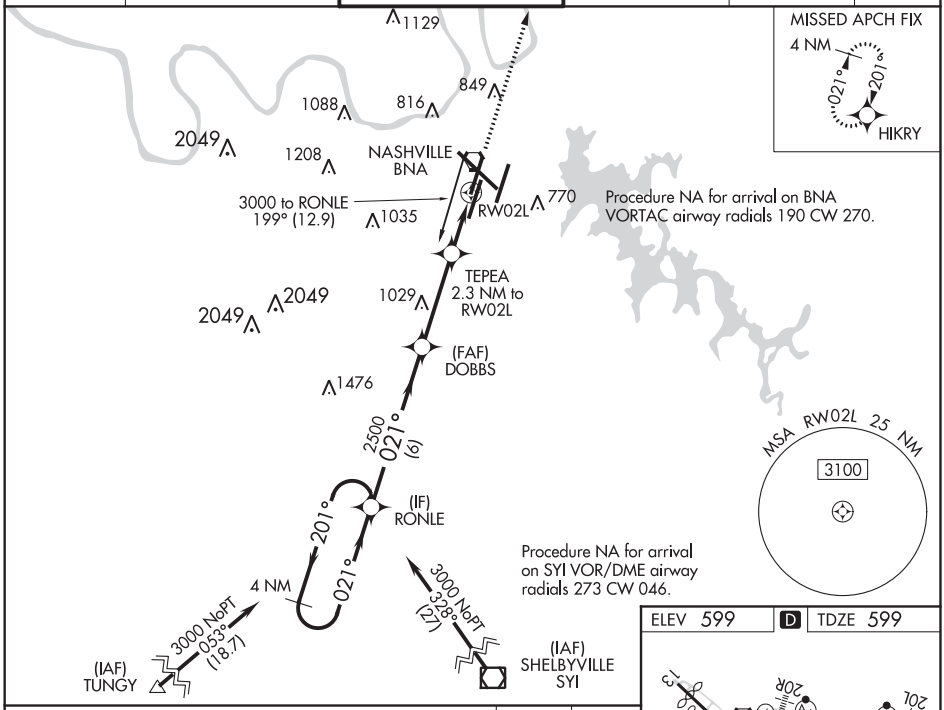
RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

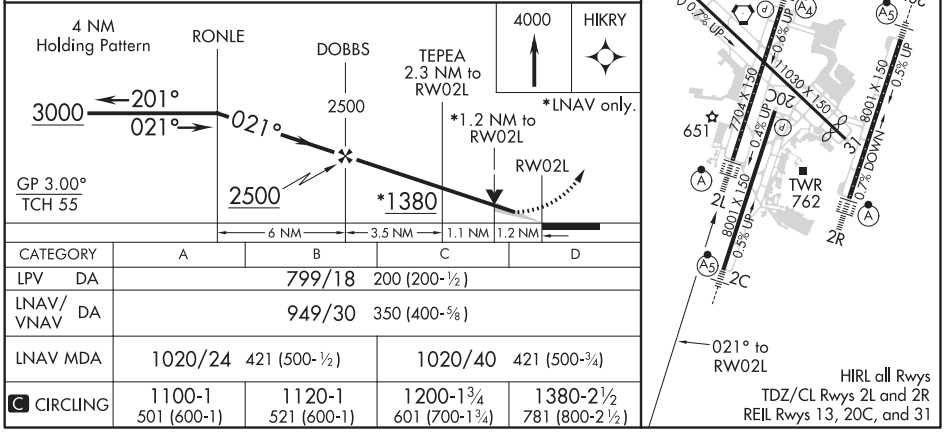
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
LPV DA	799/18 200 (200-½)			
LNAV/VNAV DA	949/30 350 (400-⅝)			
LNAV MDA	1020/24 421 (500-½)		1020/40 421 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

WAAS CH 93713 W02D	APP CRS 021°	Rwy ldg 8000 TDZE 590 Apt Elev 599

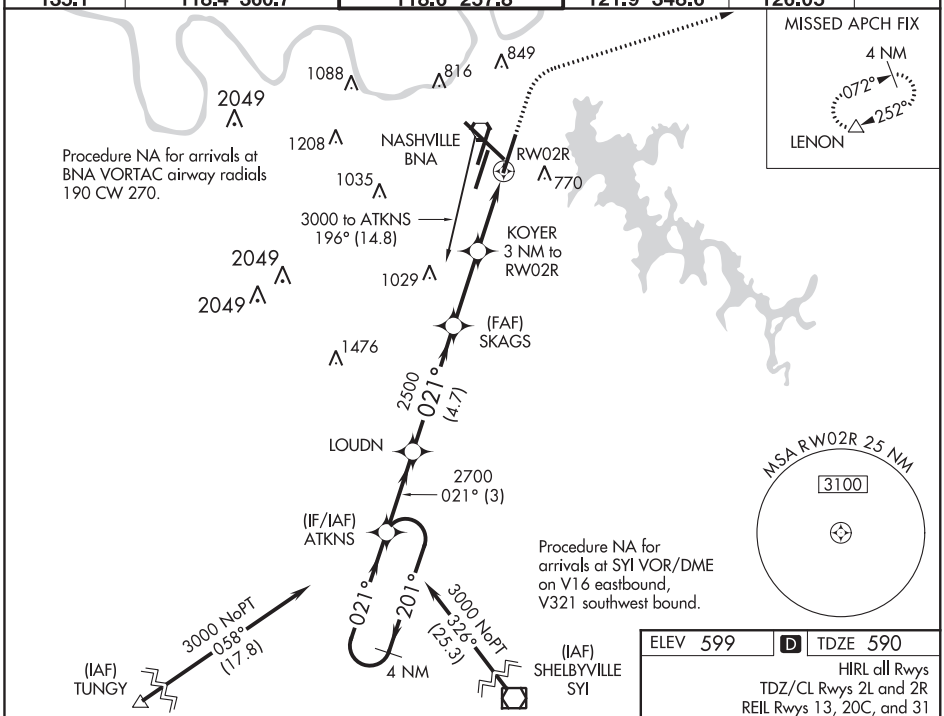
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

ALSF-2

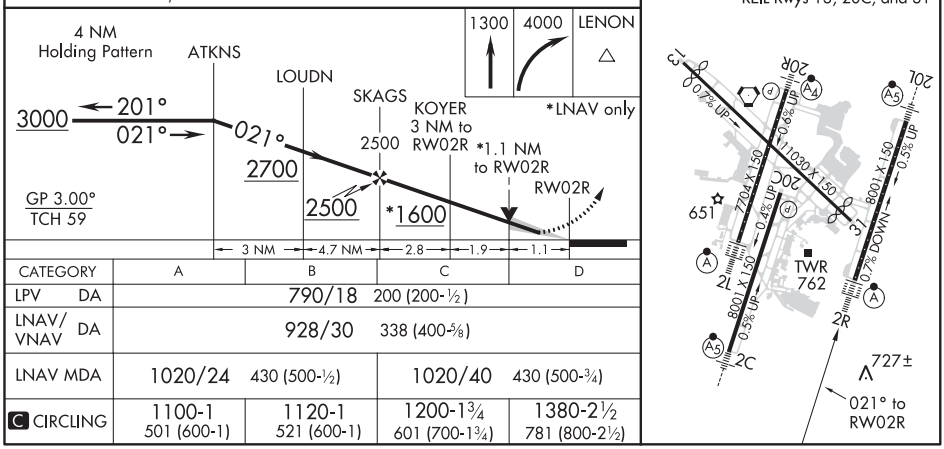
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599	D	TDZE 590

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31



CATEGORY	A	B	C	D
LPV DA	790/18 200 (200-½)			
LNAV/VNAV DA	928/30 338 (400-⅝)			
LNAV MDA	1020/24 430 (500-½)		1020/40 430 (500-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 49013 W20D	APP CRS 201°	Rwy ldg 8000 TDZE 551 Apt Elev 599

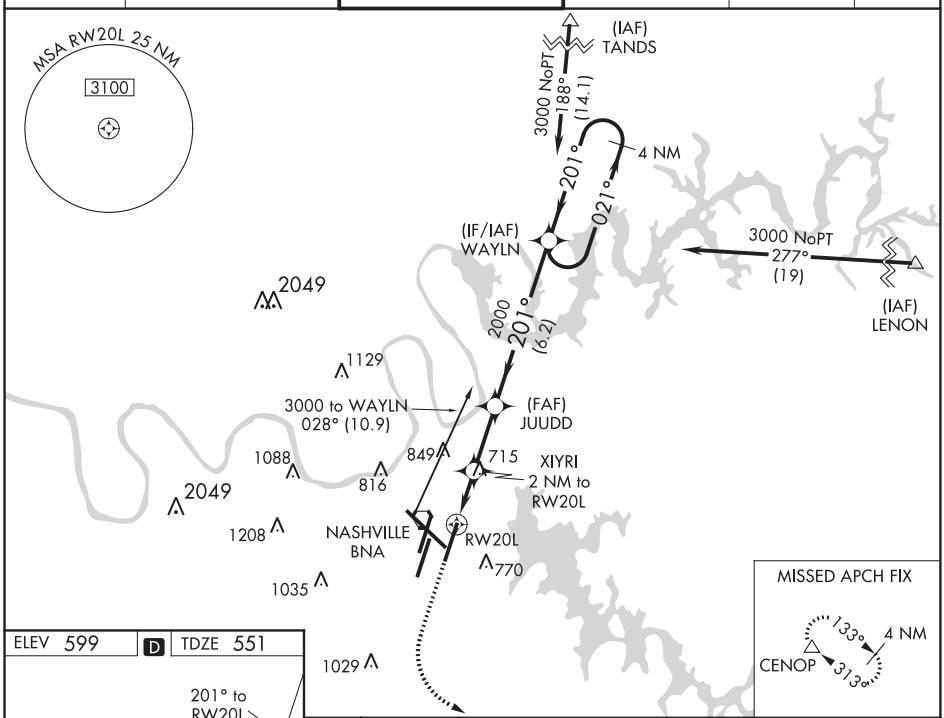
RNAV (GPS) Y RWY 20L
NASHVILLE INTL (BNA)

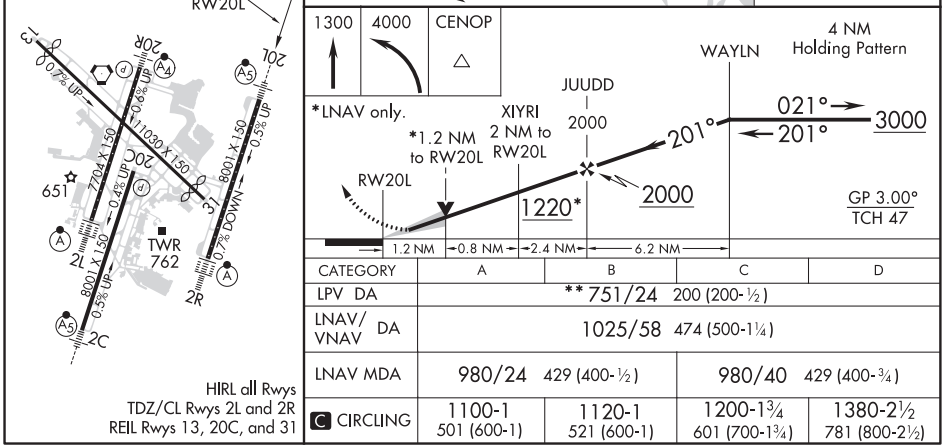
For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅝. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	





CATEGORY	A	B	C	D
LPV DA	** 751/24 200 (200-½)			
LNAV/VNAV DA	1025/58 474 (500-1¼)			
LNAV MDA	980/24 429 (400-½)		980/40 429 (400-¾)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

NASHVILLE, TENNESSEE

AL-282 (FAA)

20198

RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

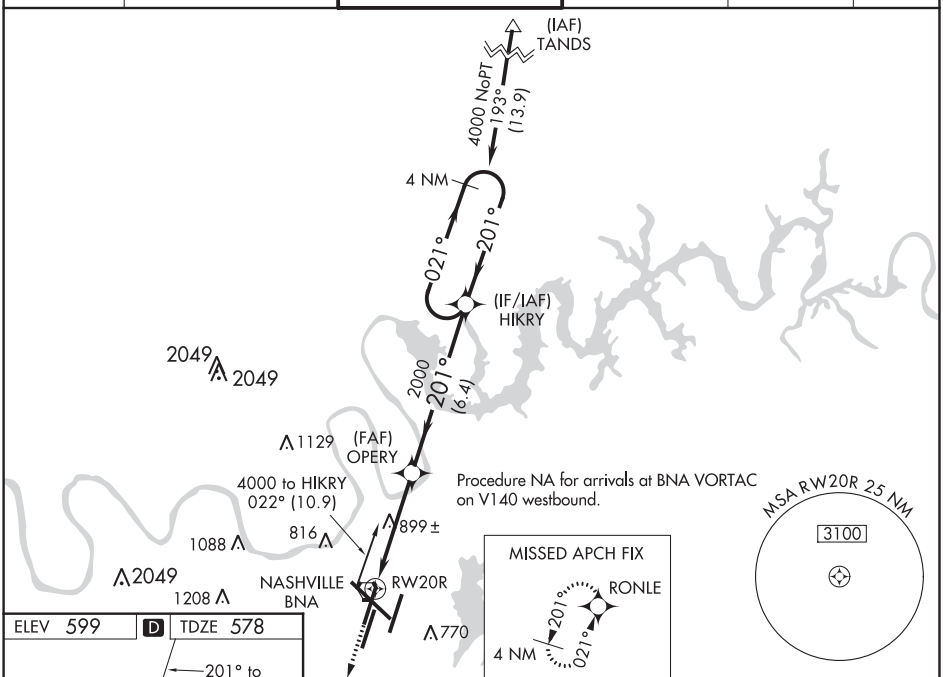
WAAS CH 78411 W20A	APP CRS 201°	Rwy ldg 7702 TDZE 578 Apt Elev 599

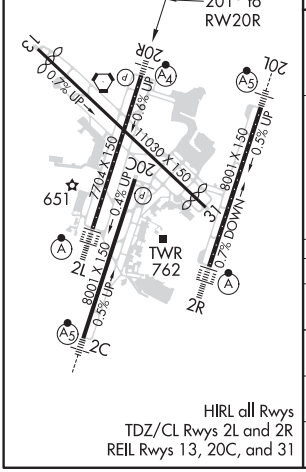
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1⅝ SM and LNAV Cats C and D visibility to 1¾ SM.

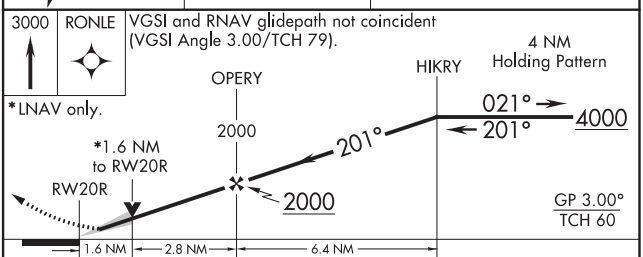
MALSF

MISSED APPROACH: Climb to 3000 direct RONLE and hold.

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	







CATEGORY	A	B	C	D
LPV DA	778/40 200 (200-¾)			
LNAV/VNAV DA	1038-1⅜ 460 (500-1⅜)			
LNAV MDA	1160/40 582 (600-¾)		1160-1⅜ 582 (600-1⅜)	
C CIRCLING	1160-1 561 (600-1)		1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

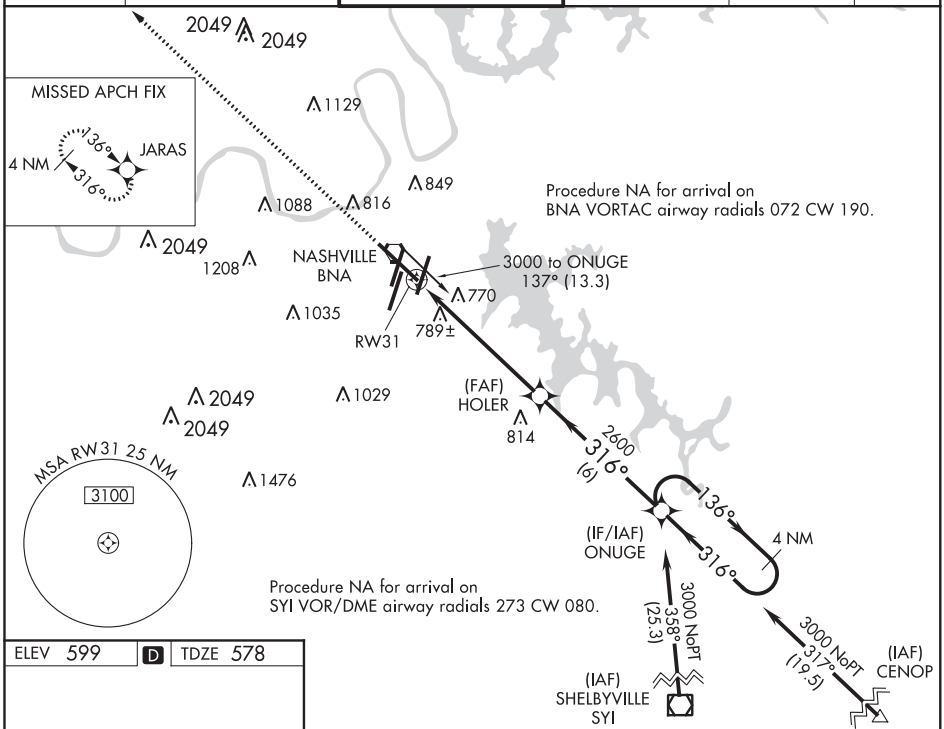
WAAS CH 65913 W31A	APP CRS 316°	Rwy ldg 9487 TDZE 578 Apt Elev 599

RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

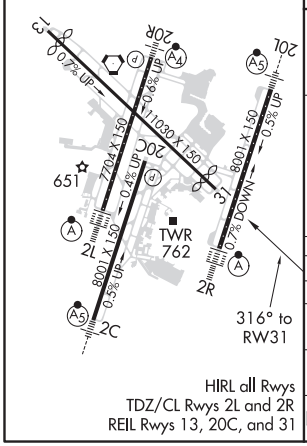
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

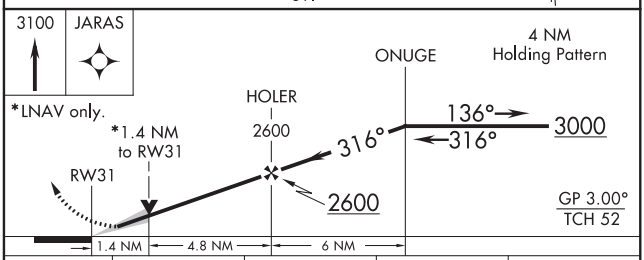
D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON	CLNC DEL	CPDLC
135.1	118.4 360.7	118.6 257.8	121.9 348.6	126.05	



ELEV 599 | D | TDZE 578



HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31



CATEGORY	A	B	C	D
LPV DA	778-¾ 200 (200-¾)			
LNAV/VNAV DA	1061-1⅝ 483 (500-1⅝)			
LNAV MDA	1060-1 482 (500-1)		1060-1⅜ 482 (500-1⅜)	
C CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)

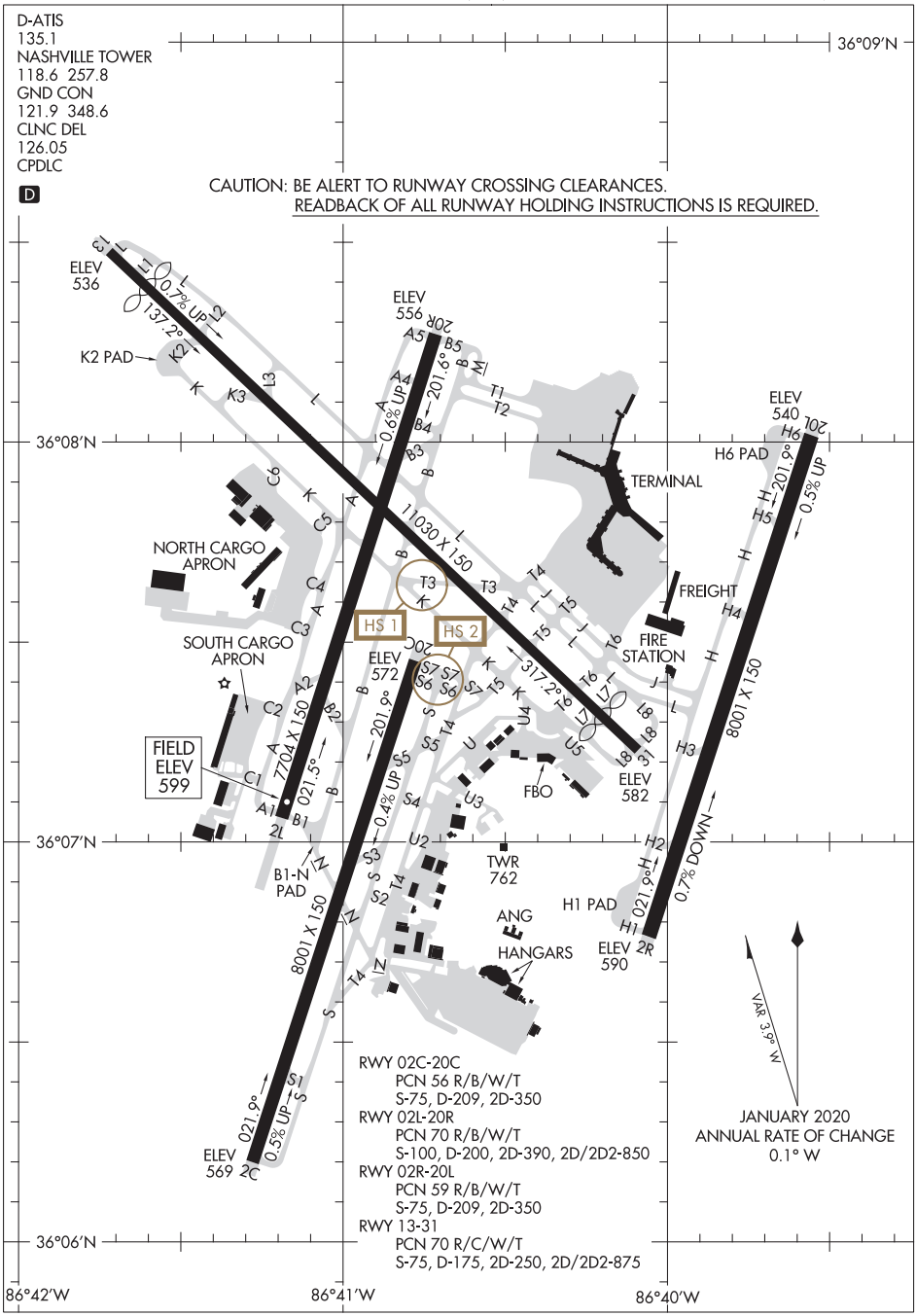
SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

20198

AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

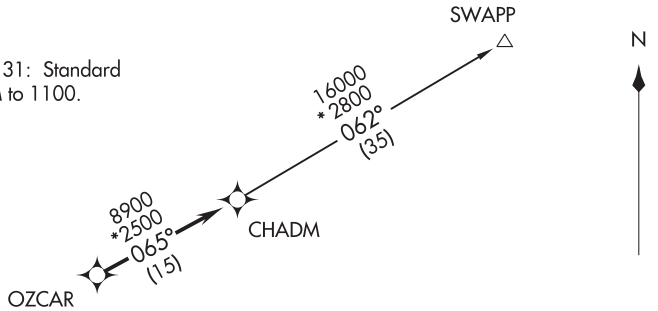
SE-1, 05 NOV 2020 to 31 DEC 2020

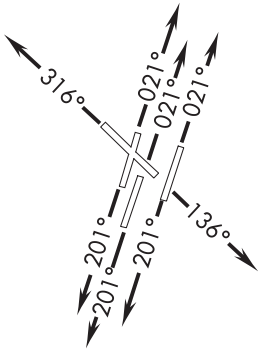
AIRPORT DIAGRAM
20198
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.





NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: For Turbojet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

SWAPP TRANSITION (CHADM3.SWAPP):

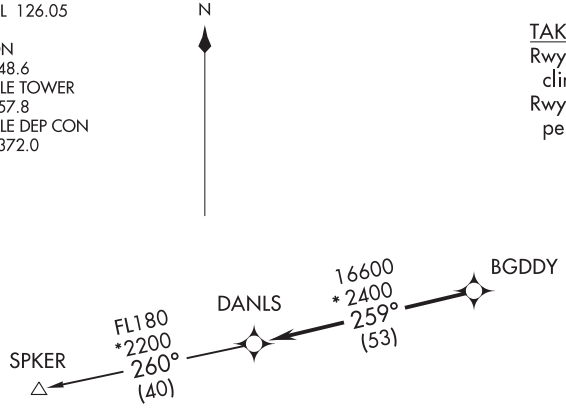
NOTE: Chart not to scale.

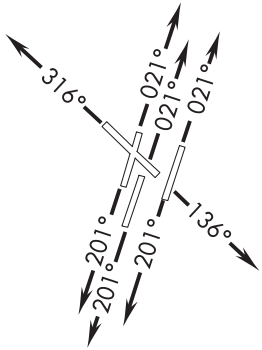
DANLS THREE DEPARTURE (RNAV)

TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.





NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

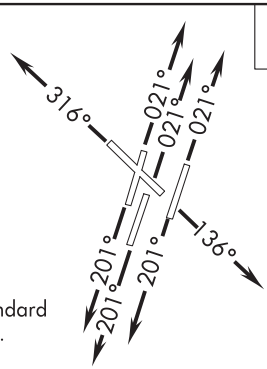
....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER)

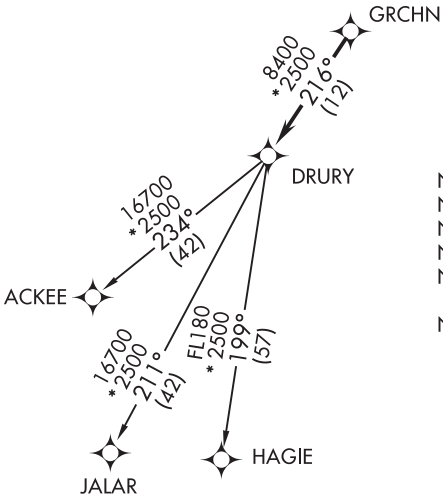
DRURY THREE DEPARTURE (RNAV)

TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

ACKEE TRANSITION (DRURY3.ACKEE)
HAGIE TRANSITION (DRURY3.HAGIE)
JALAR TRANSITION (DRURY3.JALAR)

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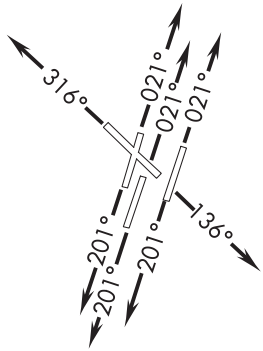
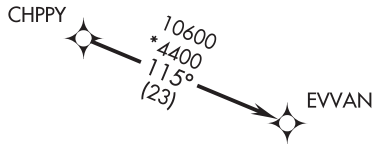
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

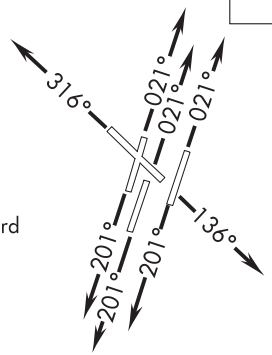
....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

NOTE: Chart not to scale.

FLAME THREE DEPARTURE (RNAV)

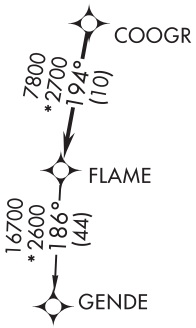
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)

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(GDOGG3.GDOGG) 18088

GDOGG THREE DEPARTURE (RNAV)

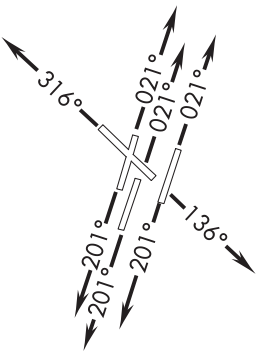
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

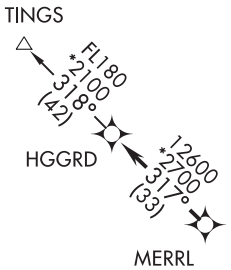
FAPER TRANSITION (GDOGG3.FAPER)

SE-1, 05 NOV 2020 to 31 DEC 2020

HGGRD THREE DEPARTURE (RNAV)

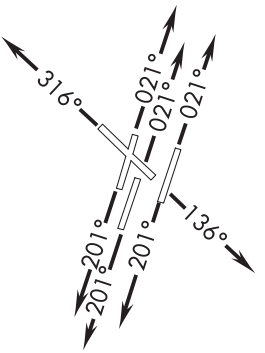
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

TINGS TRANSITION (HGGRD3.TINGS)

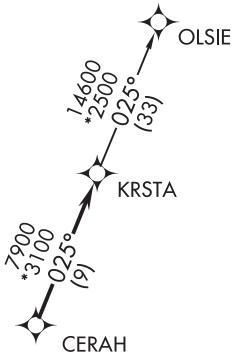
SE-1, 05 NOV 2020 to 31 DEC 2020

KRSTA THREE DEPARTURE (RNAV)

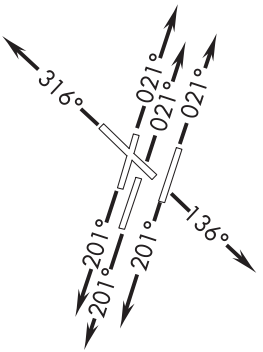
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

TOP ALTITUDE: 4000

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

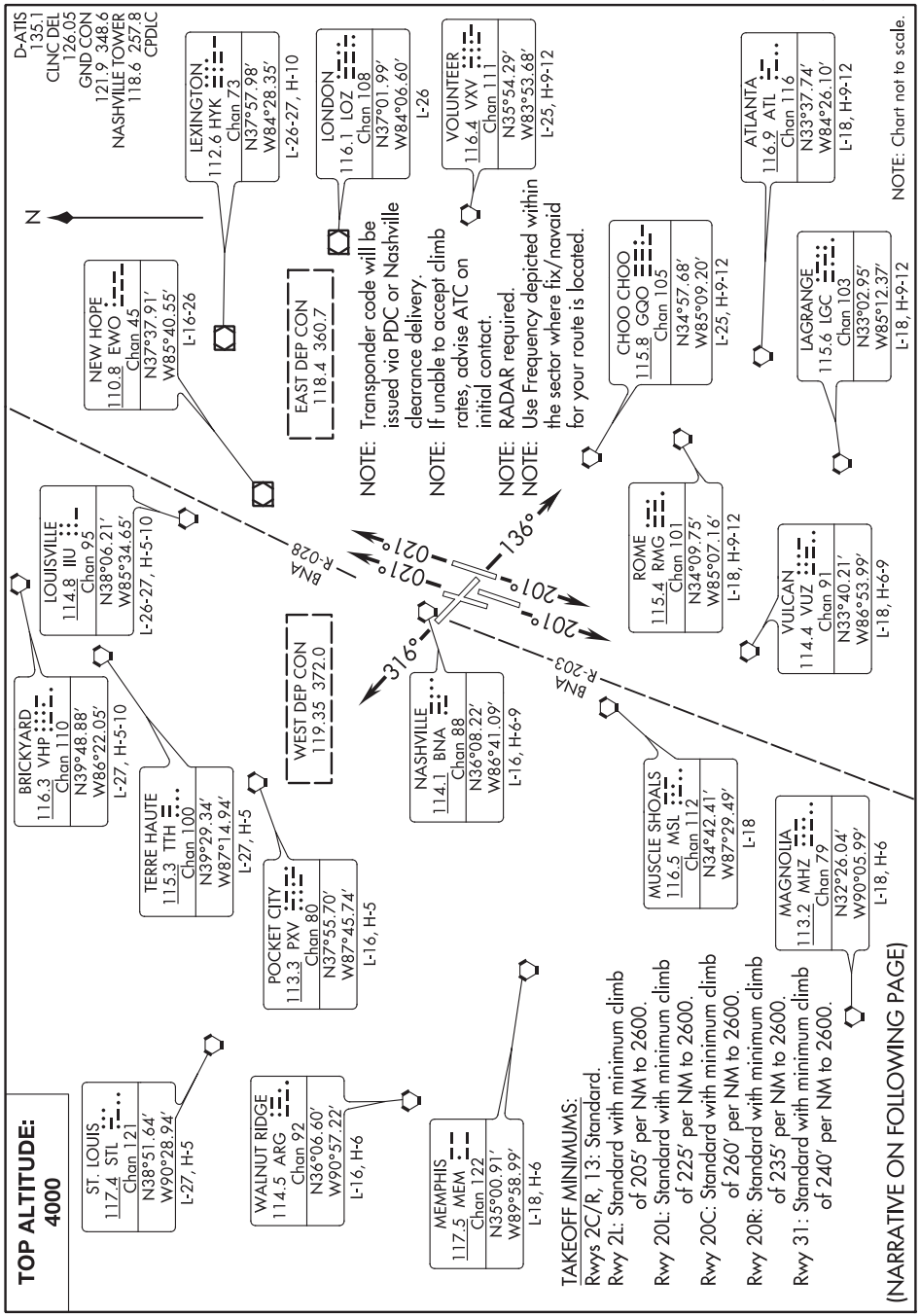
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE)

NASHVILLE SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.

PARDN THREE DEPARTURE (RNAV)

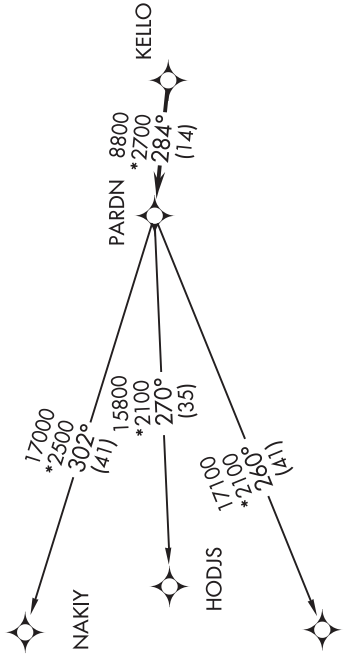
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON 121.9 348.6
NASHVILLE TOWER 118.6 257.8
NASHVILLE DEP CON 119.35 372.0

N

316° 021° 021° 021° 136° 201° 201° 201°

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

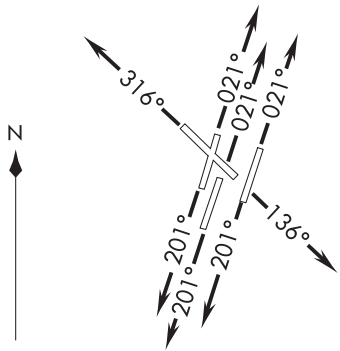
....expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

HODJS TRANSITION (PARDN3.HODJS)
JJEFF TRANSITION (PARDN3.JJEFF)
NAKIY TRANSITION (PARDN3.NAKIY)

TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500′ per NM to 1100.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

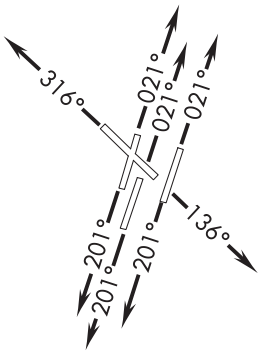
BURME TRANSITION (TAZMO3.BURME)

NOTE: Chart not to scale.

TIPPN THREE DEPARTURE (RNAV)

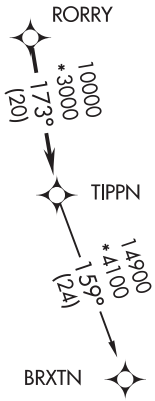
TOP ALTITUDE: 4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7



TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

ONEIDA, TENNESSEE AL-5841 (FAA) 20198

WAAS CH 90434 W05A	APP CRS 051°	Rwy ldg 5506 TDZE 1545 Apt Elev 1545

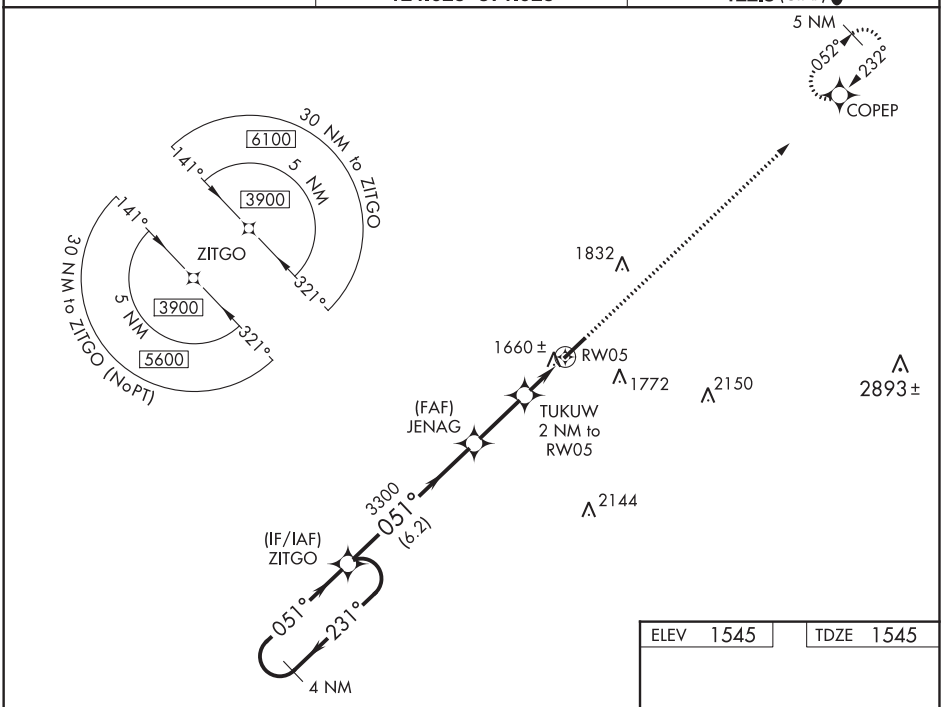
RNAV (GPS) RWY 5
SCOTT MUNI (SCX)

T A NA

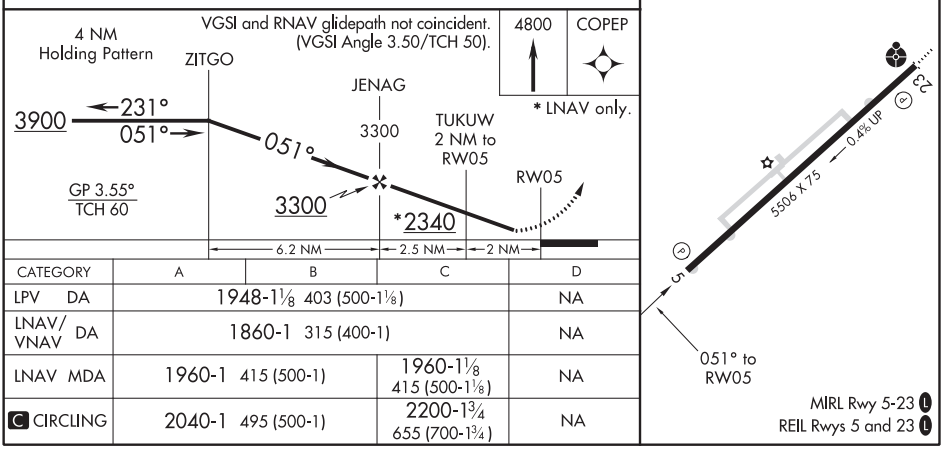
Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4800 direct COPEP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



ELEV 1545	TDZE 1545



CATEGORY	A	B	C	D
LPV DA	1948-1⅛ 403 (500-1⅛)			NA
LNAV/VNAV DA	1860-1 315 (400-1)			NA
LNAV MDA	1960-1 415 (500-1)		1960-1⅛ 415 (500-1⅛)	NA
C CIRCLING	2040-1 495 (500-1)		2200-1¾ 655 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 61234 W23A	APP CRS 232°	Rwy ldg 5506 TDZE 1523 Apt Elev 1545

RNAV (GPS) RWY 23
SCOTT MUNI (SCX)

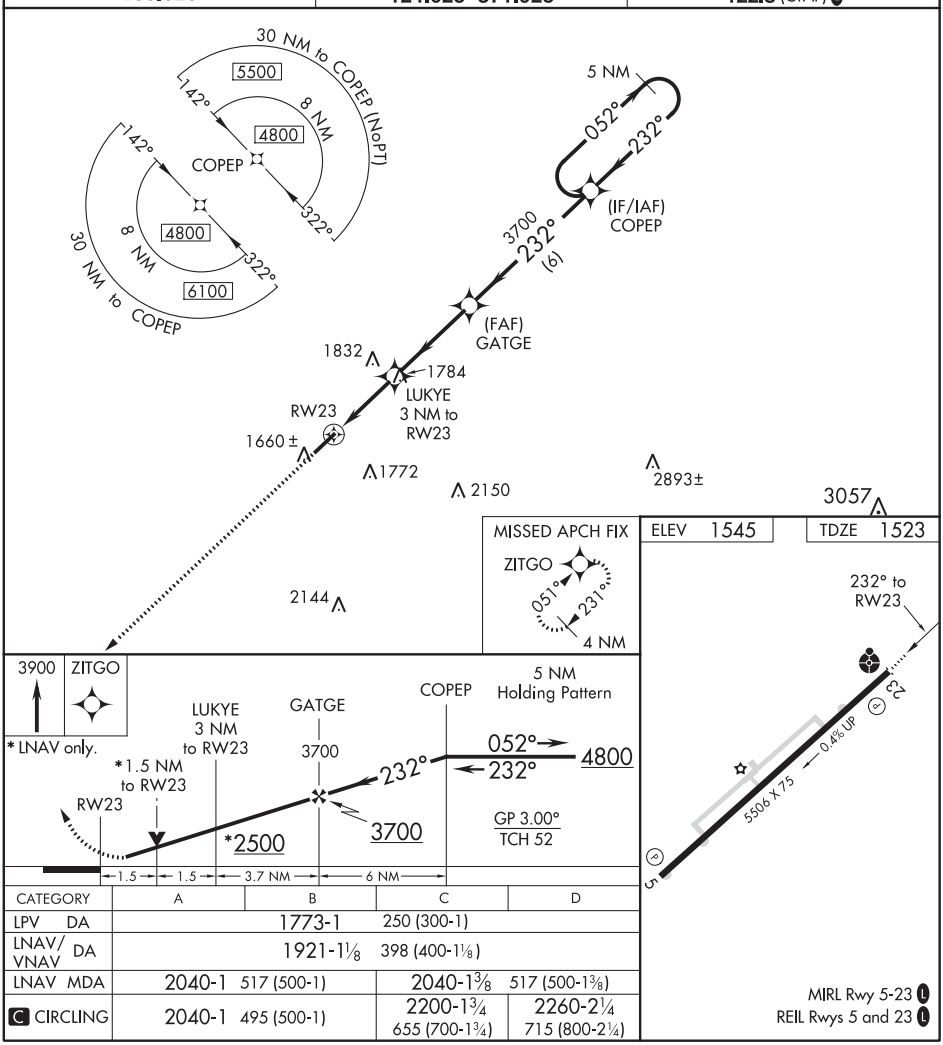
Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅞ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅝ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1⅜ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1⅝ mile, LNAV/VNAV all Cats to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 3900 direct ZITGO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1773-1		250 (300-1)	
LNAV/VNAV DA	1921-1⅛		398 (400-1⅛)	
LNAV MDA	2040-1 517 (500-1)		2040-1⅜ 517 (500-1⅜)	
C CIRCLING	2040-1 495 (500-1)		2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ONEIDA, TENNESSEE | AL-5841 (FAA) | 20254

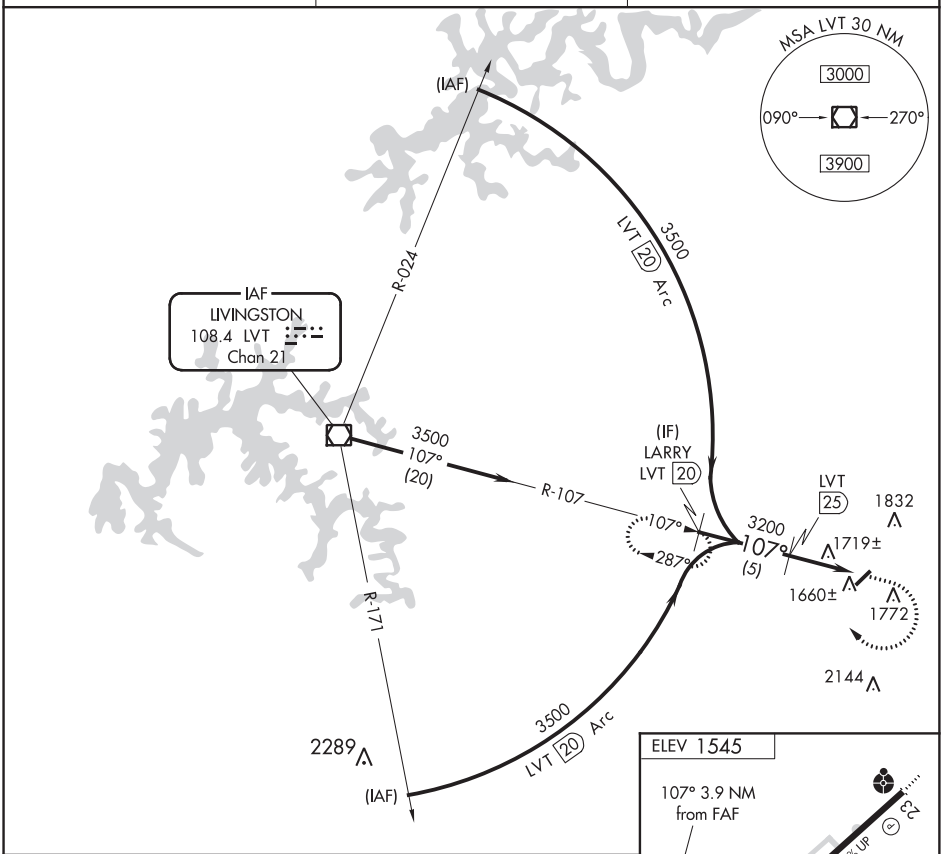
VOR/DME-A
SCOTT MUNI (SCX)

VOR/DME LVT 108.4 Chan 21	APP CRS 107°	Rwy ldg N/A TDZE N/A Apt Elev 1545

Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2040-1 495 (500-1)	2040-1¼ 495 (500-1¼)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-OWB	APP CRS	Rwy ldg	8000
111.5	002°	TDZE	401
		Apt Elev	407

ILS or LOC RWY 36

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

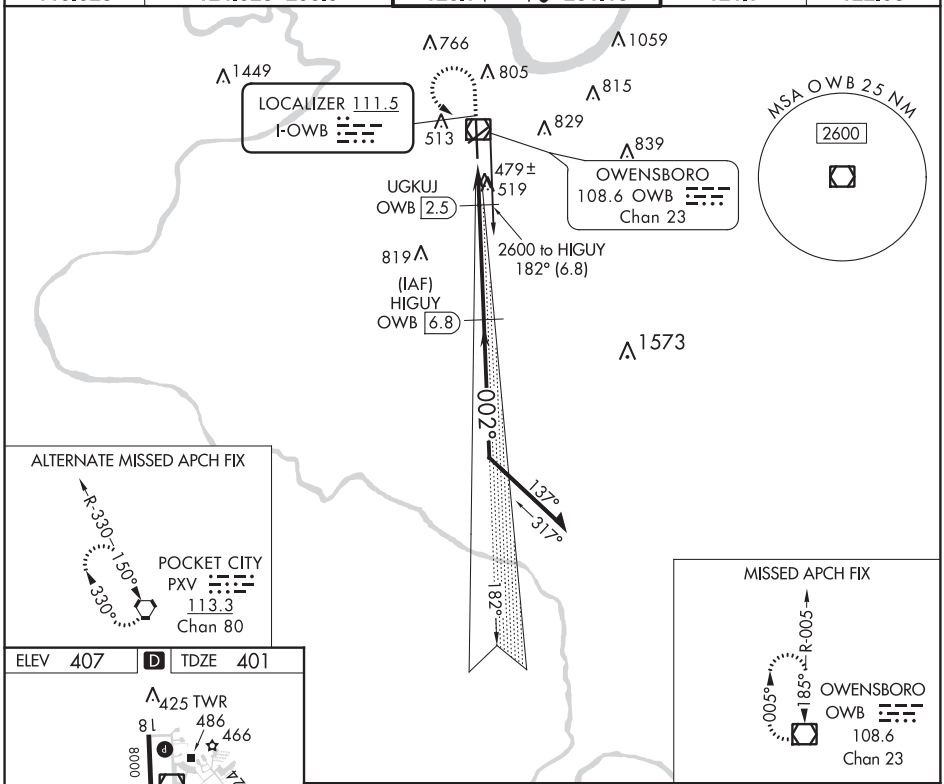
DME required.

T A DME from OWB VOR/DME. Simultaneous reception of I-OWB and OWB DME required.

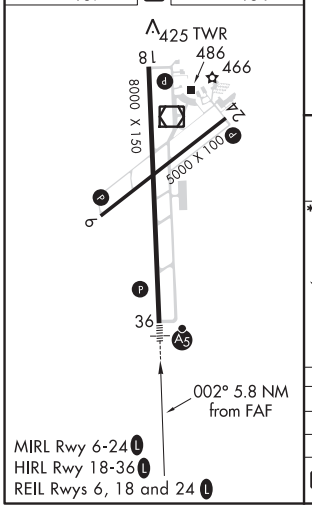
MALSR A5

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

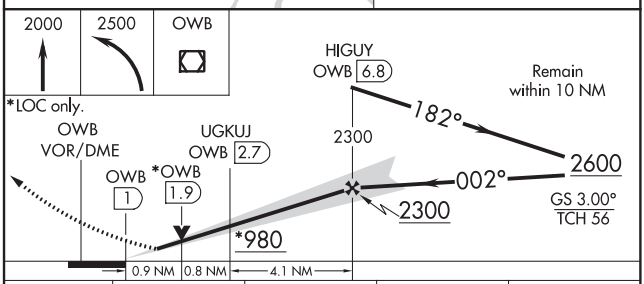
AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 407 D TDZE 401



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L



CATEGORY	A	B	C	D
S-ILS 36	601-½ 200 (200-½)			
S-LOC 36	740-½ 339 (400-½)			
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

OWENSBORO, KENTUCKY | AL-707 (FAA) | 19171

WAAS CH 40430 W06A	APP CRS 056°	Rwy ldg 5000 TDZE 405 Apt Elev 407

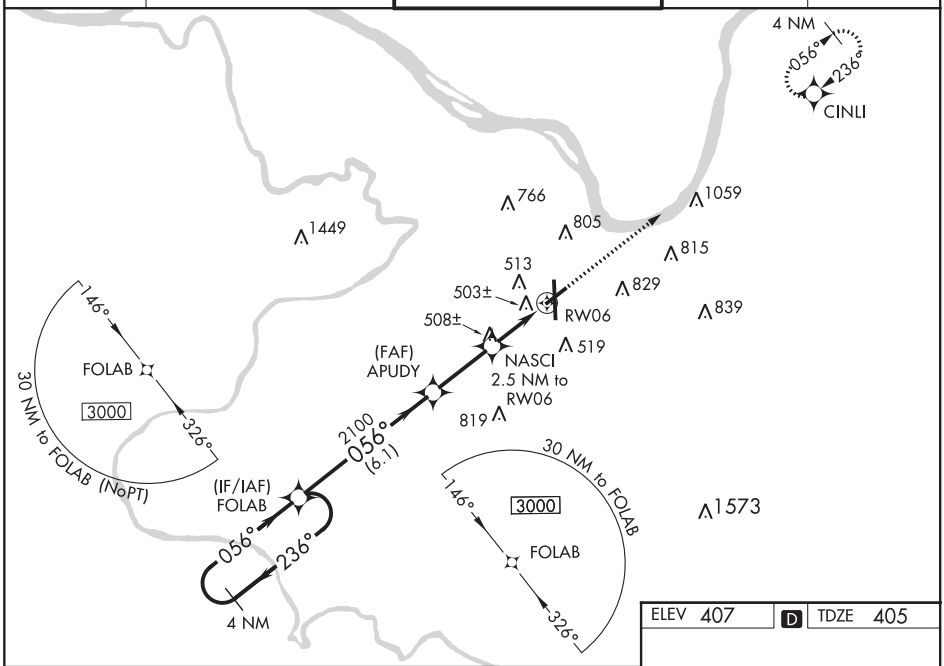
RNAV (GPS) RWY 6

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

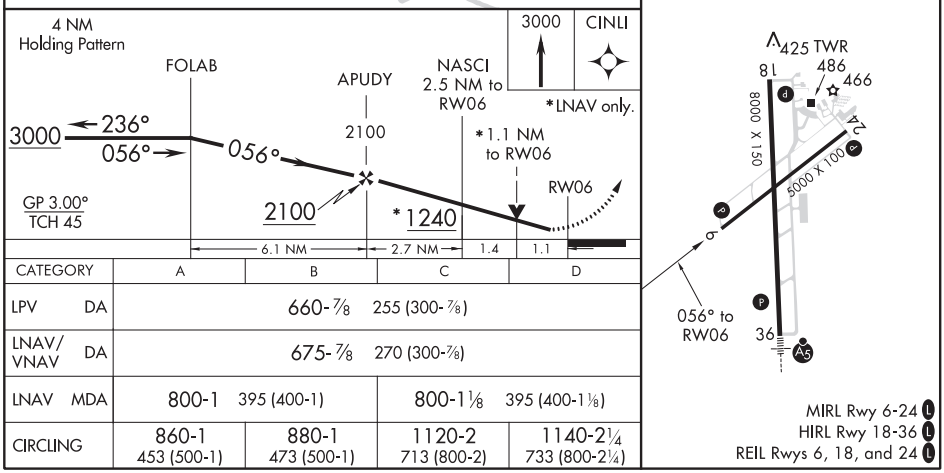
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct CINLI and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 407 | D | TDZE 405



CATEGORY	A	B	C	D
LPV DA	660-⅞ 255 (300-⅞)			
LNAV/VNAV DA	675-⅞ 270 (300-⅞)			
LNAV MDA	800-1 395 (400-1)		800-1⅛ 395 (400-1⅛)	
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

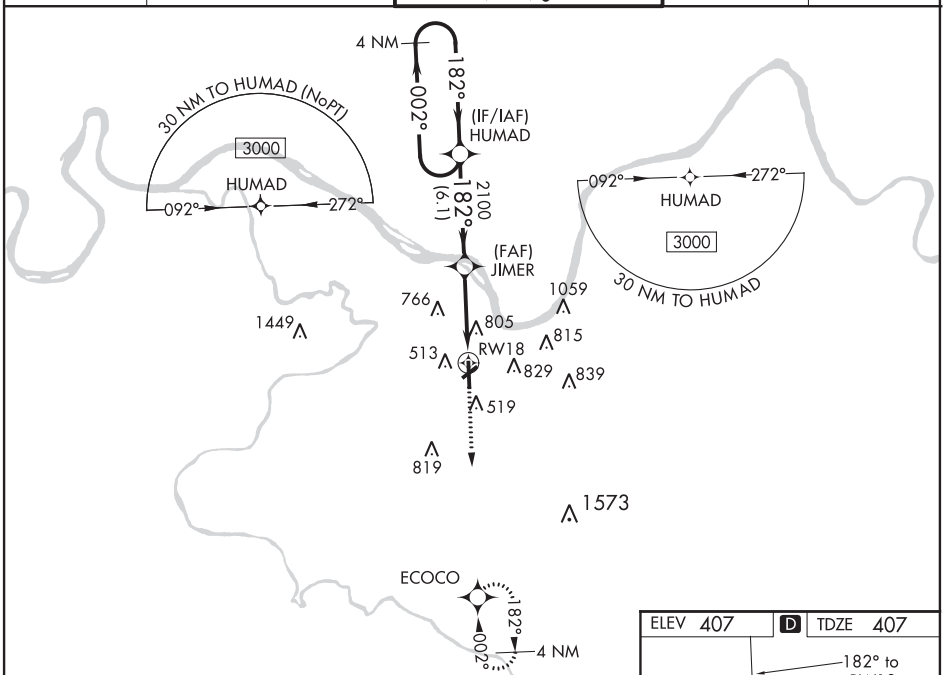
WAAS CH 78216 W18A	APP CRS 182°	Rwy ldg 8000 TDZE 407 Apt Elev 407

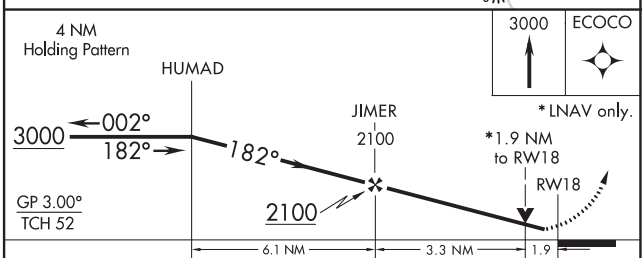
RNAV (GPS) RWY 18
OWENSBORO-DAVIESS COUNTY RGNL (OWB)

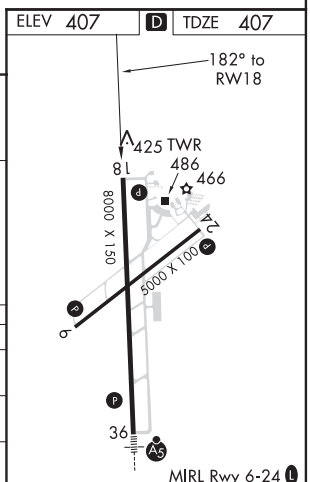
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct ECOCO and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	607-¾ 200 (200-¾)			
LNAV/VNAV DA	1145-2½ 738 (800-2½)			
LNAV MDA	1060-1 653 (700-1)		1060-1⅞ 653 (700-1⅞)	
CIRCLING	1060-1 653 (700-1)		1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

OWENSBORO, KENTUCKY AL-707 (FAA) 19171

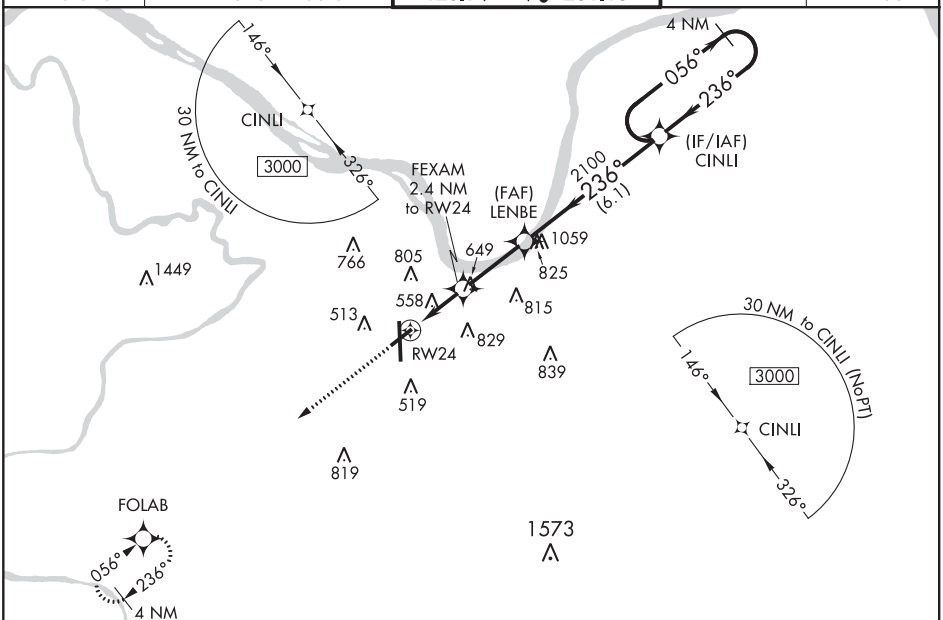
WAAS CH 49116 W24A	APP CRS 236°	Rwy ldg 5000 TDZE 403 Apt Elev 407

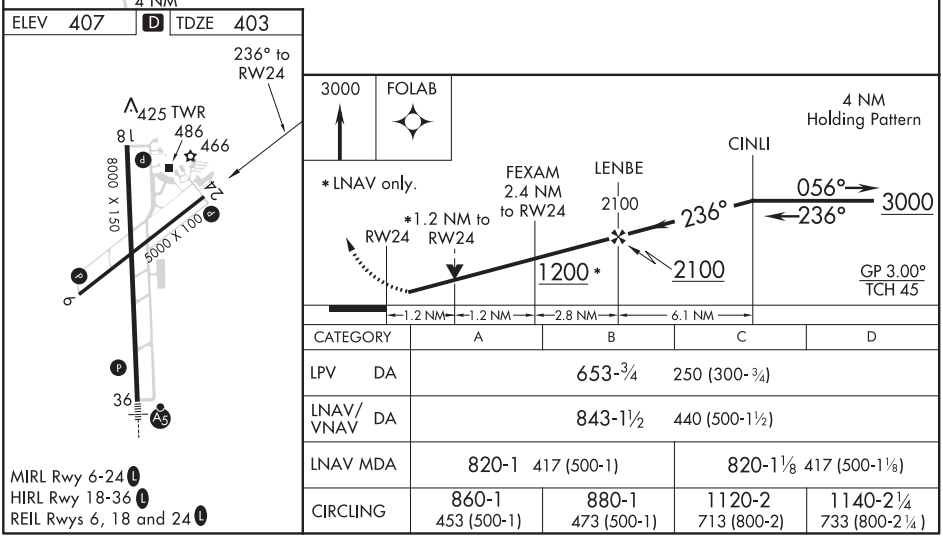
RNAV (GPS) RWY 24
OWENSBORO-DAVIESS COUNTY RGNL (OWB)

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. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	653-¾ 250 (300-¾)			
LNAV/VNAV DA	843-1½ 440 (500-1½)			
LNAV MDA	820-1 417 (500-1)		820-1⅛ 417 (500-1⅛)	
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 36
OWENSBORO-DAVIESS COUNTY RGNL (OWB)

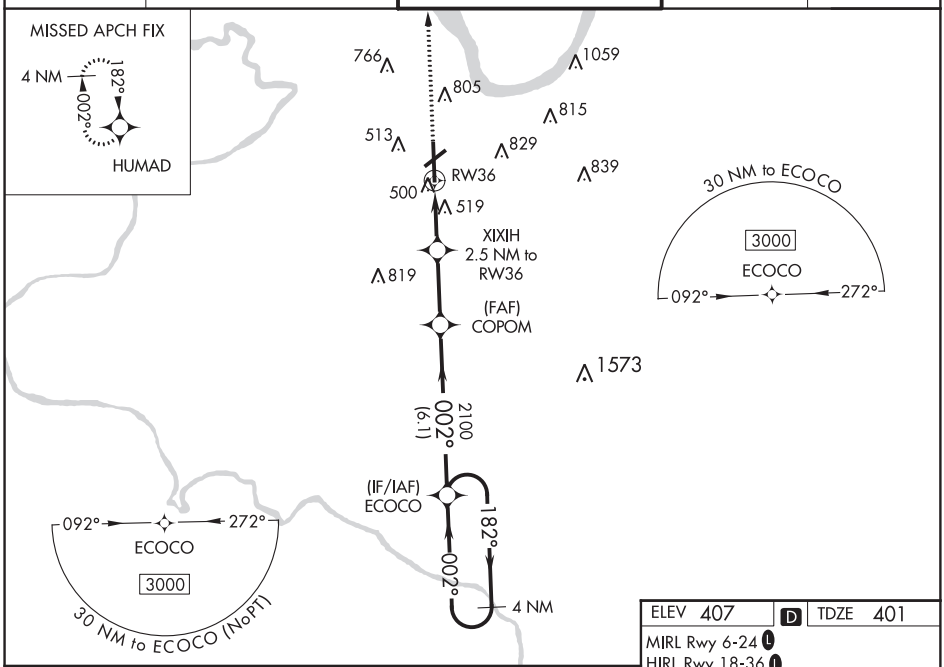
WAAS CH 45508 W36A	APP CRS 002°	Rwy ldg 8000 TDZE 401 Apt Elev 407

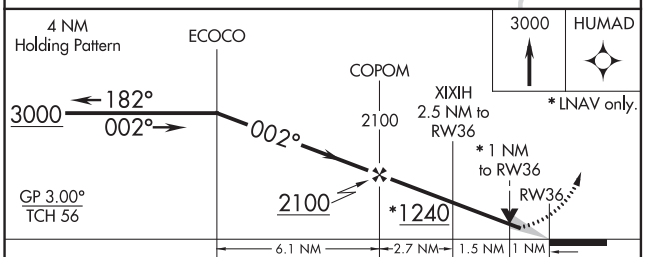
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

AWOS-3PT	EVANSVILLE APP CON *	OWENSBORO TOWER *	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95

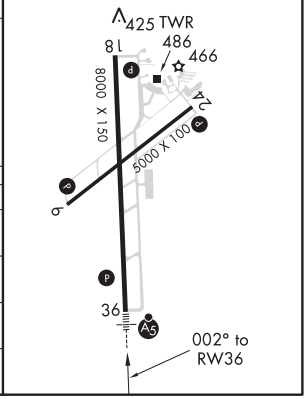




CATEGORY	A	B	C	D
LPV DA	601-½ 200 (200-½)			
LNAV/VNAV DA	665-½ 264 (300-½)			
LNAV MDA	780-½ 379 (400-½)		780-⅝ 379 (400-⅝)	
CIRCLING	860-1 453 (500-1)	880-1 473 (500-1)	1120-2 713 (800-2)	1140-2¼ 733 (800-2¼)

ELEV 407 D TDZE 401

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L



SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

VOR RWY 6

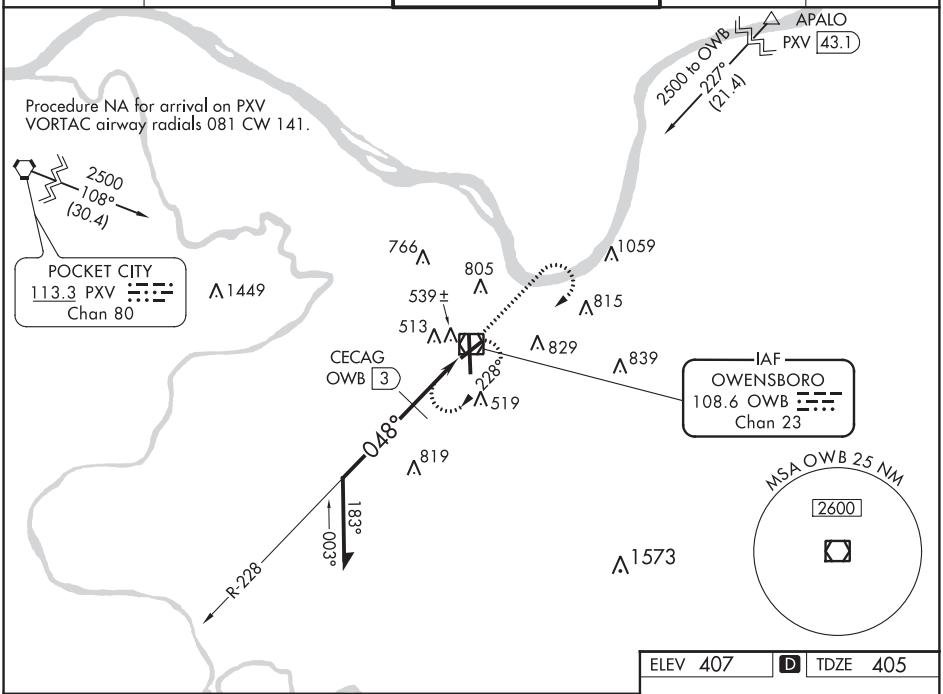
OWENSBORO-DAVIESS COUNTY RGNL (OWB)

VOR/DME OWB 108.6 Chan 23	APP CRS 048°	Rwy ldg 5000 TDZE 405 Apt Elev 407

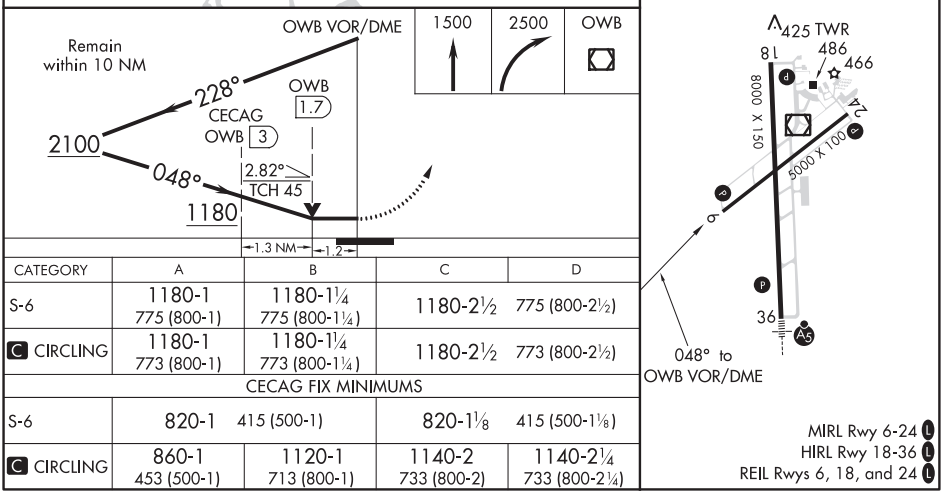
Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95



ELEV 407 D TDZE 405



CATEGORY	A	B	C	D
S-6	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2½	775 (800-2½)
C CIRCLING	1180-1 773 (800-1)	1180-1¼ 773 (800-1¼)	1180-2½	773 (800-2½)
CECAG FIX MINIMUMS				
S-6	820-1	415 (500-1)	820-1⅛	415 (500-1⅛)
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

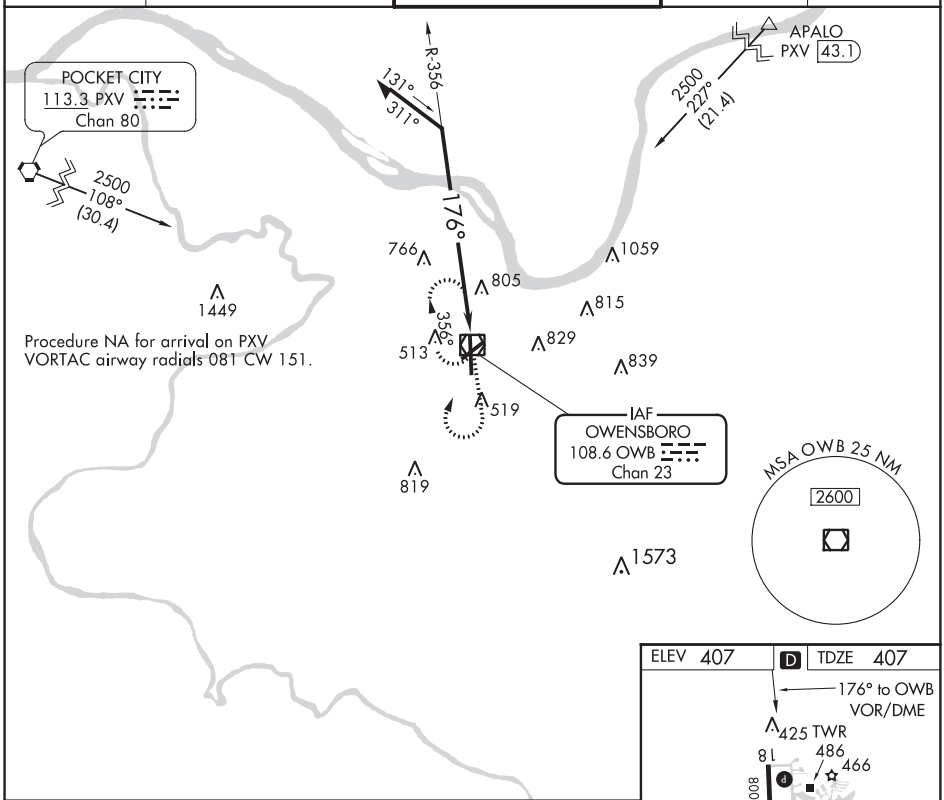
VOR/DME OWB	APP CRS	Rwy ldg	8000
108.6	176°	TDZE	407
Chan 23		Apt Elev	407

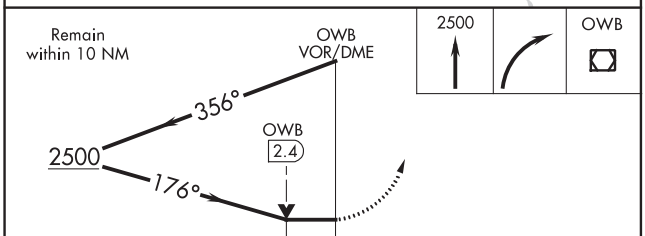
VOR RWY 18

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

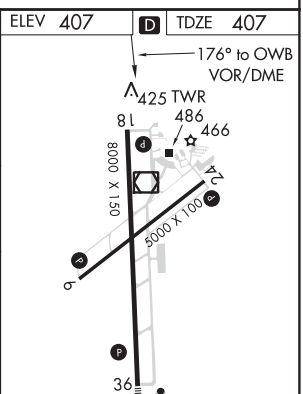
MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95





CATEGORY	A	B	C	D
S-18	1120-1	713 (800-1)	1120-2	713 (800-2)
C CIRCLING	1120-1	713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)



MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

OWENSBORO, KENTUCKY AL-707 (FAA) 20086

VOR RWY 36

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

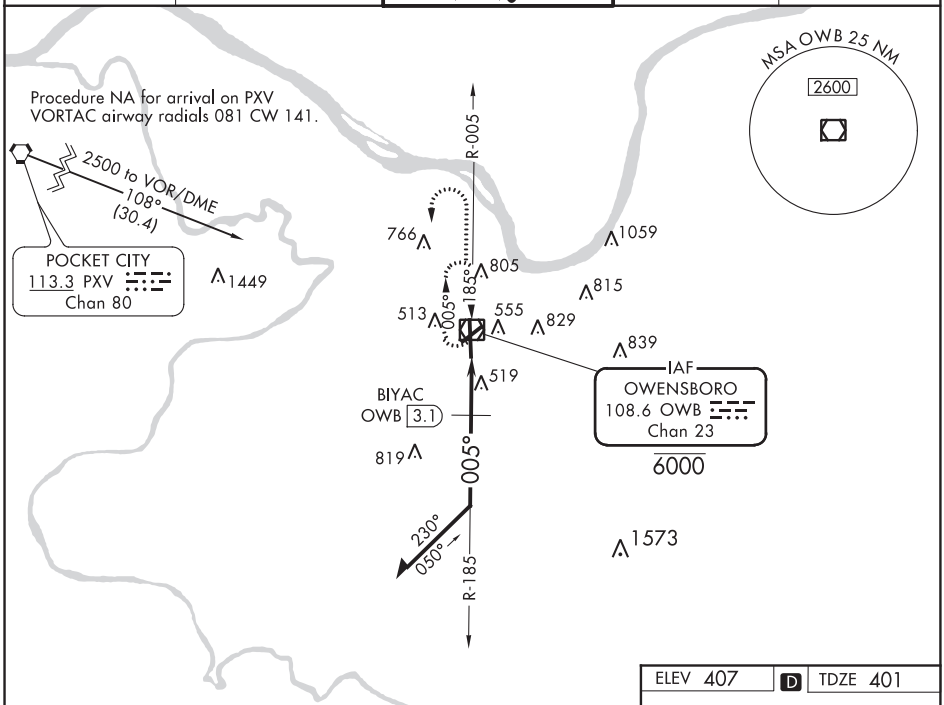
VOR/DME OWB 108.6 Chan 23	APP CRS 005°	Rwy ldg 8000 TDZE 401 Apt Elev 407

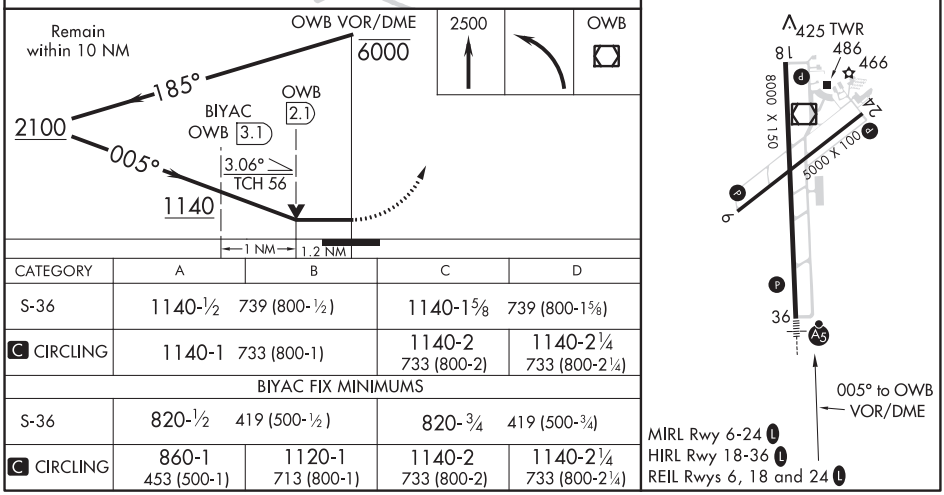
For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) L 251.15	121.7	122.95

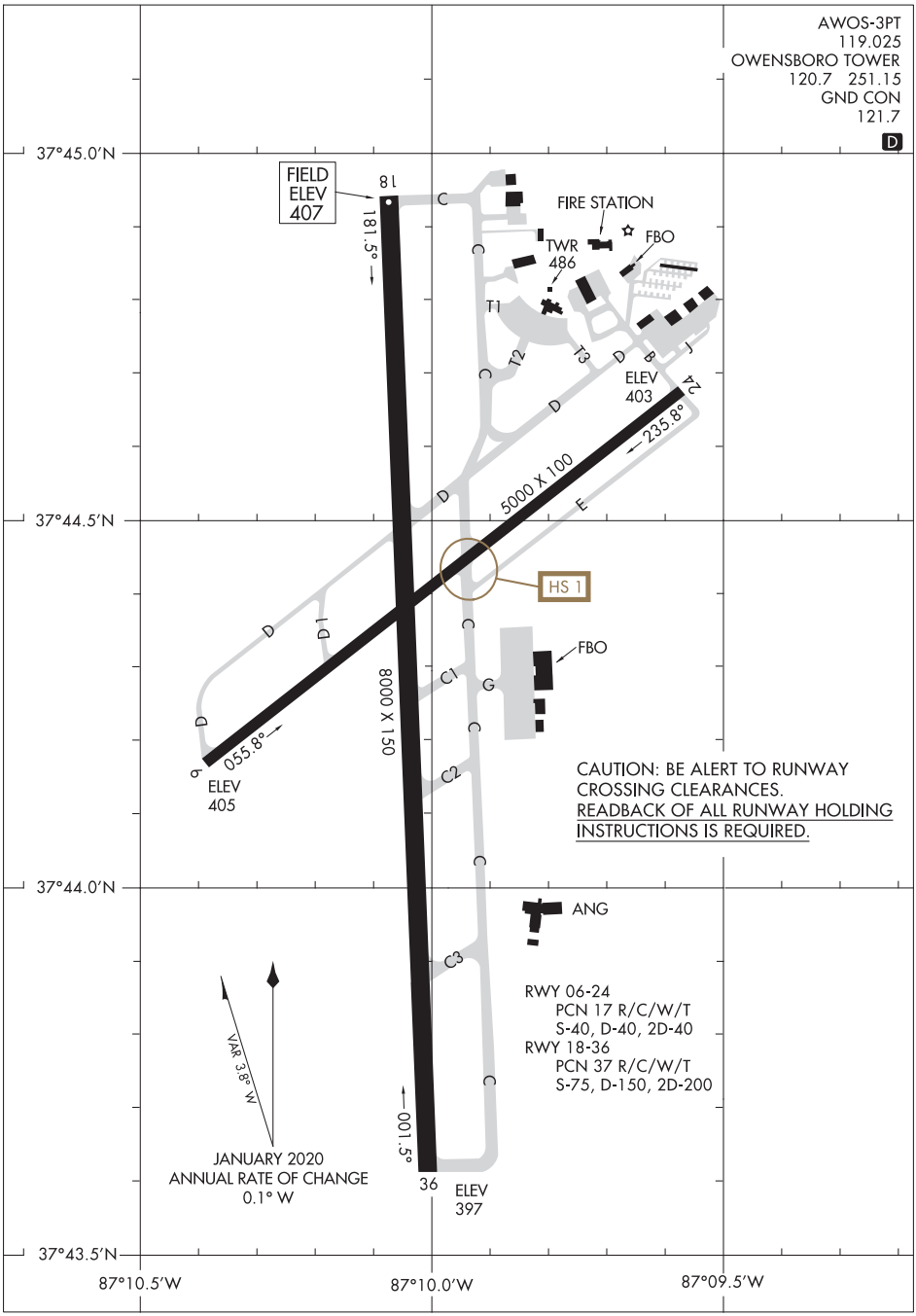




CATEGORY	A	B	C	D
S-36	1140-½ 739 (800-½)		1140-1⅝ 739 (800-1⅝)	
C CIRCLING	1140-1 733 (800-1)		1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	820-½ 419 (500-½)		820-¾ 419 (500-¾)	
C CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC RWY 4
BARKLEY RGNL (PAH)

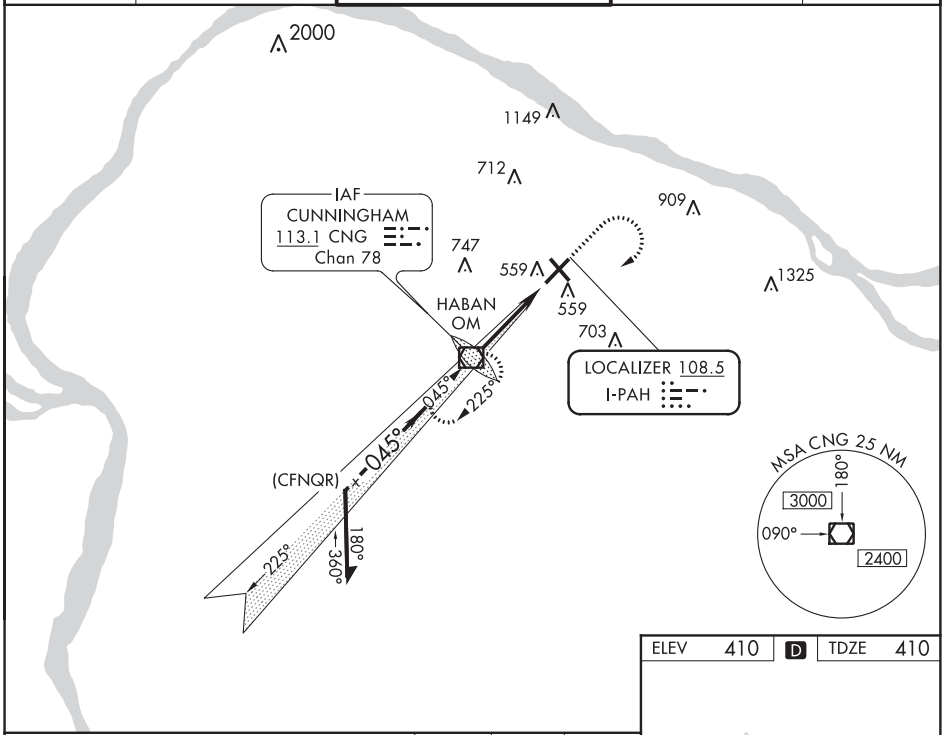
LOC I-PAH	APP CRS	Rwy ldg	6500
108.5	045°	TDZE	410
		Apt Elev	410

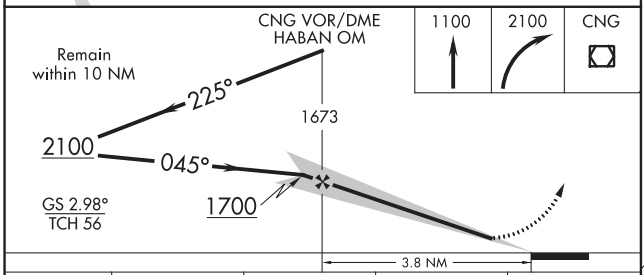
Circling to Rwy 14 NA at night. When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 671, and all MDA 80 feet, and increase S-LOC 4 Cat C, D visibility ⅛ mile.

MALSR

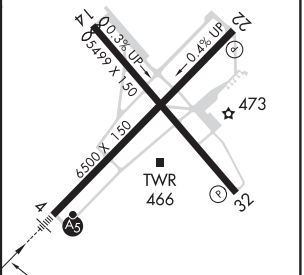
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





ELEV 410	D	TDZE 410



045° 3.8 NM from FAF

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

CATEGORY	A	B	C	D
S-ILS 4	610-½ 200 (200-½)			
S-LOC 4	860-½ 450 (500-½)		860-⅞ 450 (500-⅞)	
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 4
BARKLEY RGNL (PAH)

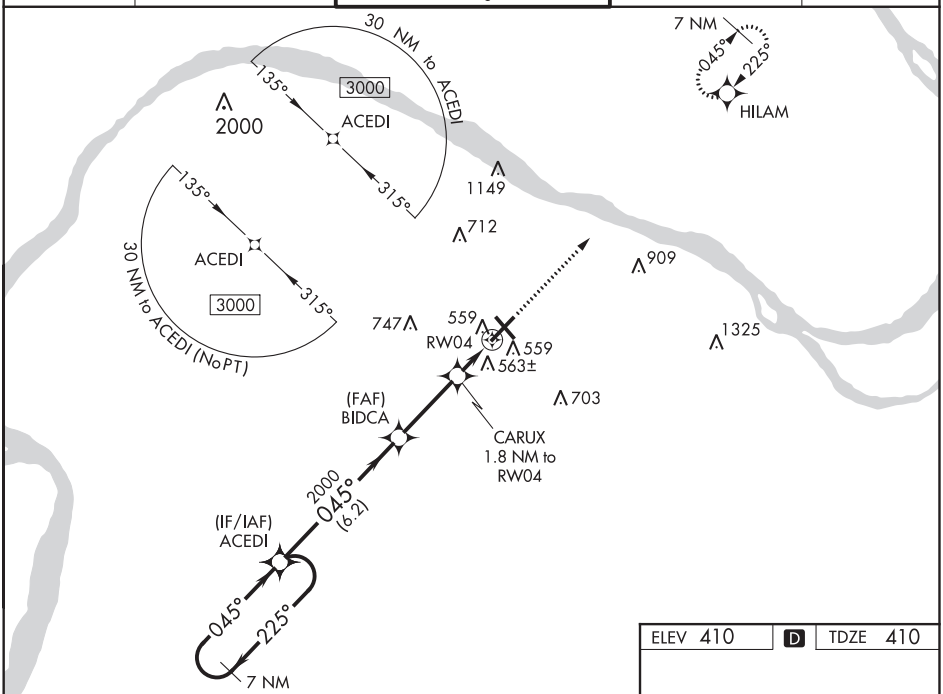
WAAS CH 93701 W04A	APP CRS 045°	Rwy ldg 6500 TDZE 410 Apt Elev 410

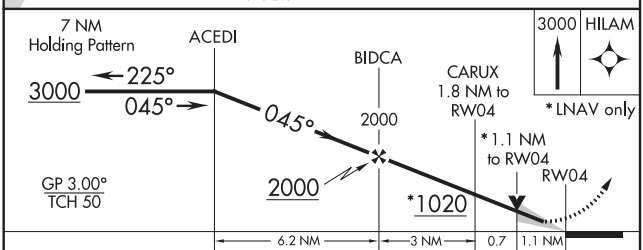
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Mayfield altimeter setting. DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1⅛ SM. When local altimeter setting not received, use Mayfield altimeter and increase LPV DA to 671, LNAV/VNAV DA to 899, and all MDA 80 feet; increase LNAV/VNAV all Cats, Circling Cat D, and LNAV Cats C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HILAM and hold.

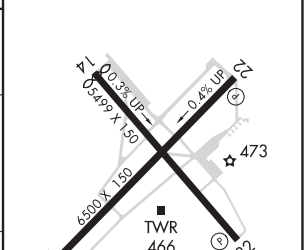
ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	610-½ 200 (200-½)			
LNAV/VNAV DA	838-¾ 428 (500-¾)			
LNAV MDA	820-½ 410 (500-½)		820-¾ 410 (500-¾)	
C CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	1100-2¼ 690 (700-2¼)

ELEV 410 D TDZE 410



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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PADUCAH, KENTUCKY | AL-628 (FAA) | 20030

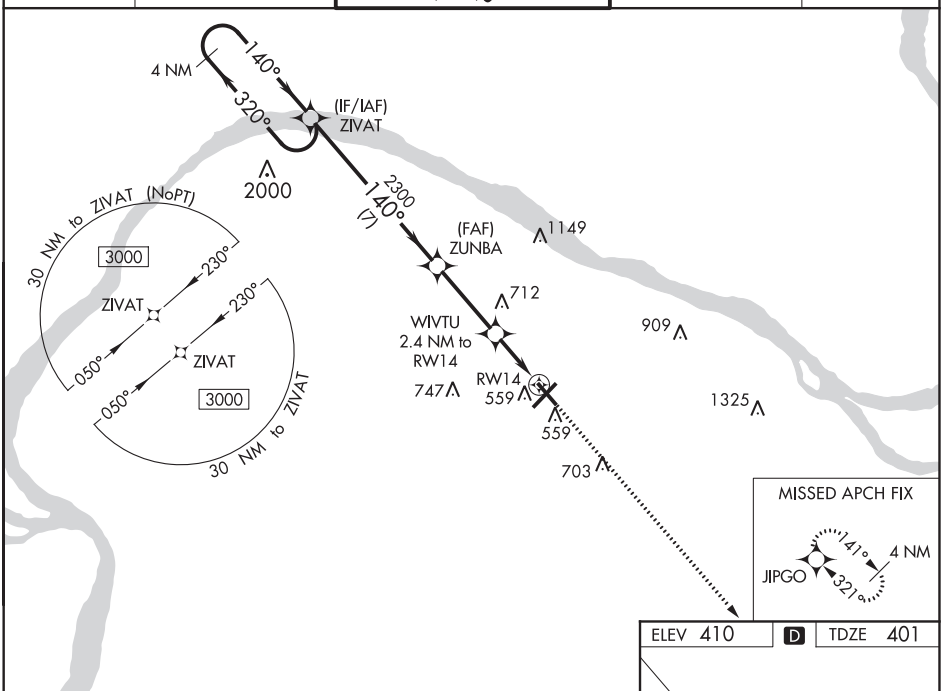
RNAV (GPS) RWY 14
BARKLEY RGNL (PAH)

WAAS CH 48933 W14A	APP CRS 140°	Rwy ldg 5399 / TDZE 401 / Apt Elev 410

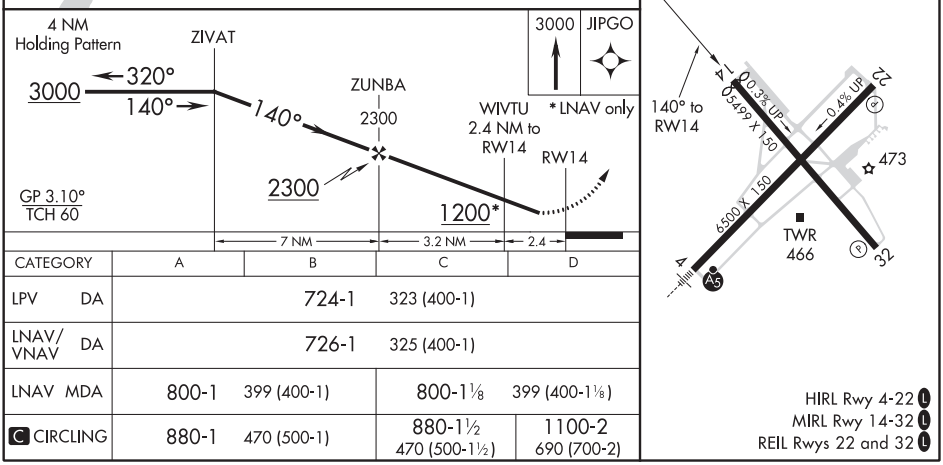
T A Baro-VNAV NA when using Mayfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all DA 61 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 14 procedure NA at night.

MISSED APPROACH: Climb to 3000 direct JIPGO and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95



ELEV 410 | D | TDZE 401



CATEGORY	A	B	C	D
LPV DA	724-1 323 (400-1)			
LNAV/VNAV DA	726-1 325 (400-1)			
LNAV MDA	800-1 399 (400-1)		800-1⅛ 399 (400-1⅛)	
C CIRCLING	880-1 470 (500-1)		880-1½ 470 (500-1½)	1100-2 690 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

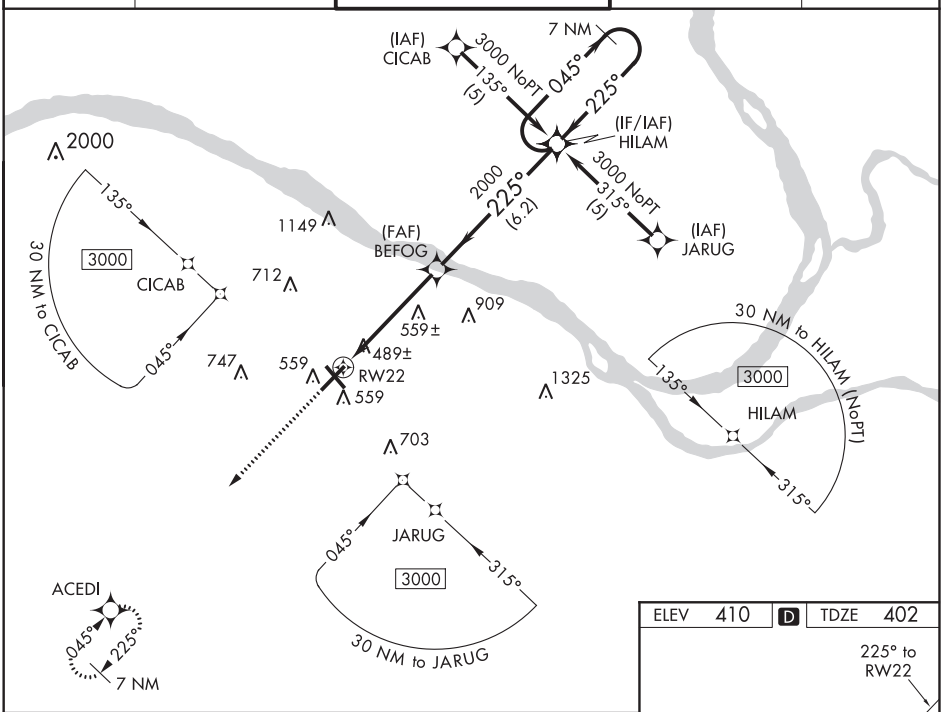
WAAS CH 49001 W22A	APP CRS 225°	Rwy ldg 6500 TDZE 402 Apt Elev 410

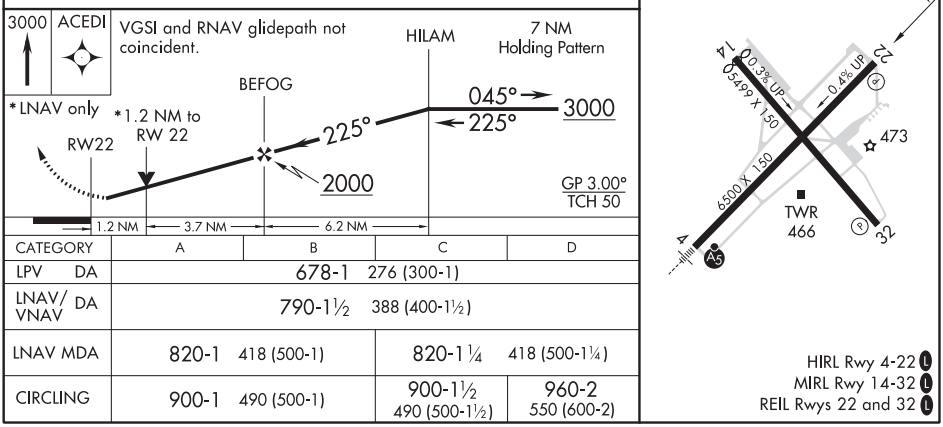
RNAV (GPS) RWY 22
BARKLEY RGNL (PAH)

Baro-VNAV NA when using Mayfield altimeter setting. 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mayfield altimeter setting and increase LPV DA to 738, LNAV/VNAV DA to 850 and all MDA 80 feet, and increase LPV all Cats visibility to 1¼, LNAV/VNAV all Cats visibility to 1¾, LNAV Cat D visibility to 1½. VDP NA with Mayfield altimeter setting. Circling to Rwy 14 NA at night.

MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





CATEGORY	A	B	C	D
LPV DA	678-1 276 (300-1)			
LNAV/VNAV DA	790-1½ 388 (400-1½)			
LNAV MDA	820-1 418 (500-1)		820-1¼ 418 (500-1¼)	
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PADUCAH, KENTUCKY

AL-628 (FAA)

20030

RNAV (GPS) RWY 32

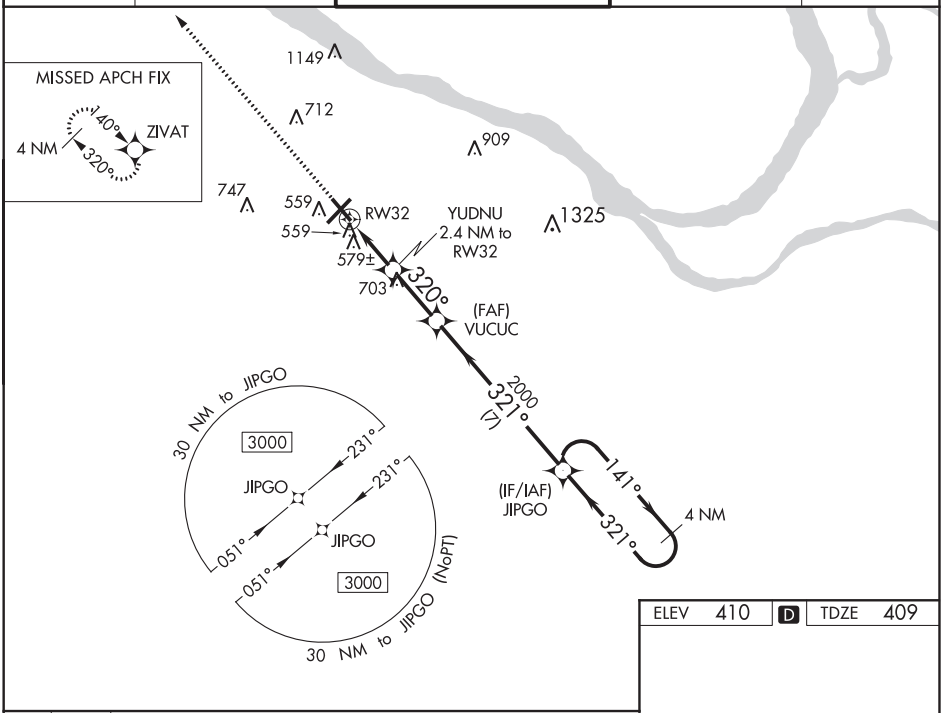
BARKLEY RGNL (PAH)

WAAS CH 61033 W32A	APP CRS 320°	Rwy ldg 5324 TDZE 409 Apt Elev 410

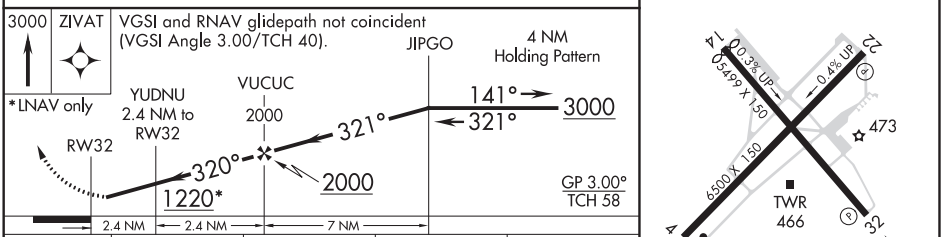
Circling to Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all DA 61 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet, LNAV Cats C and D visibility ⅛ mile and Circling Cat D visibility ½ mile. Helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night. Baro-VNAV NA when using Mayfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZIVAT and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95



ELEV 410	D	TDZE 409



CATEGORY	A	B	C	D
LPV DA	740-1 331 (400-1)			
LNAV/VNAV DA	831-1⅜ 422 (500-1⅜)			
LNAV MDA	840-1 431 (500-1)		840-1¼ 431 (500-1¼)	
C CIRCLING	880-1 470 (500-1)		880-1½ 470 (500-1½)	1100-2 690 (700-2)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

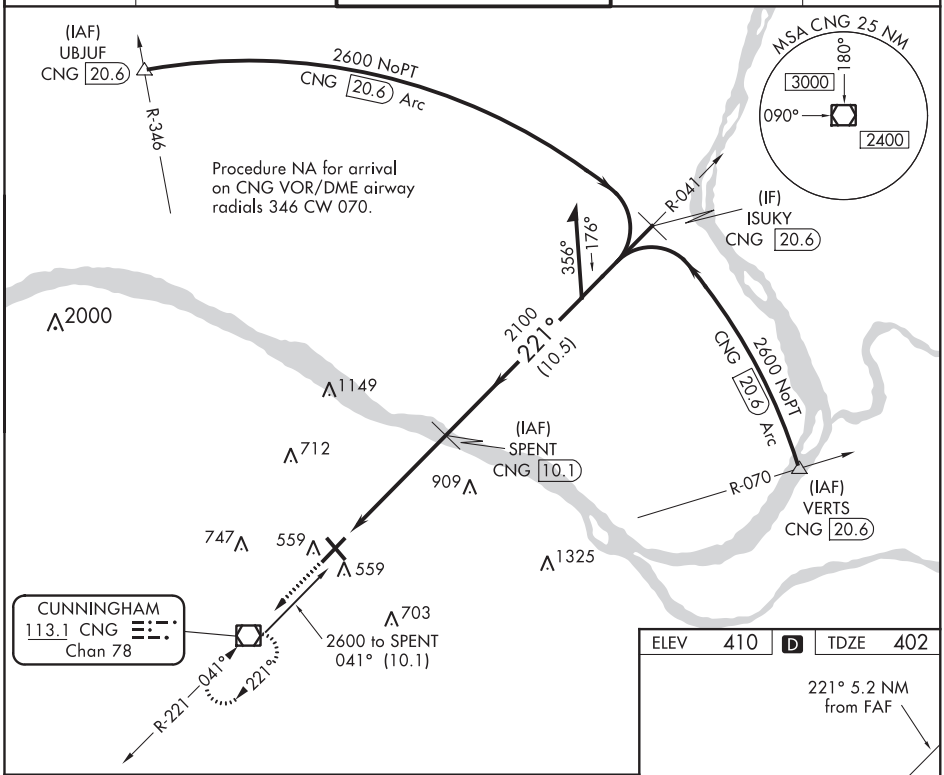
VOR/DME RWY 22
BARKLEY RGNL (PAH)

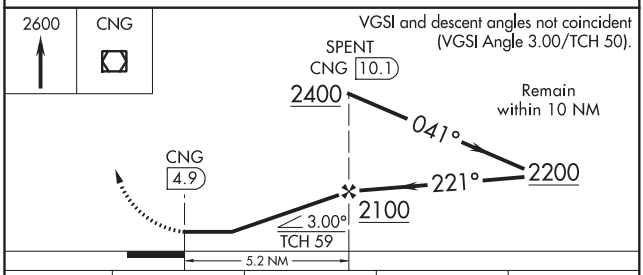
VOR/DME CNG 113.1 Chan 78	APP CRS 221°	Rwy ldg 6500 TDZE 402 Apt Elev 410

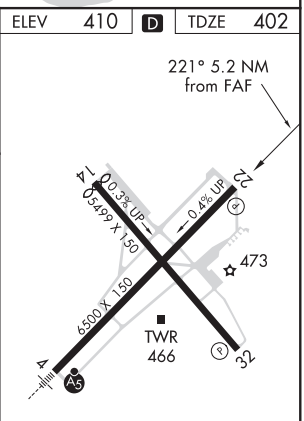
Circling to Rwy 14 NA at night. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mayfield altimeter setting and increase all MDA 80 feet and increase S-22 Cat C, D visibility ½ mile and Circling Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95







CATEGORY	A	B	C	D
S-22	860-1 458 (500-1)		860-1⅜ 458 (500-1⅜)	
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PADUCAH, KENTUCKY AL-628 (FAA) 20030

VOR RWY 4
BARKLEY RGNL (PAH)

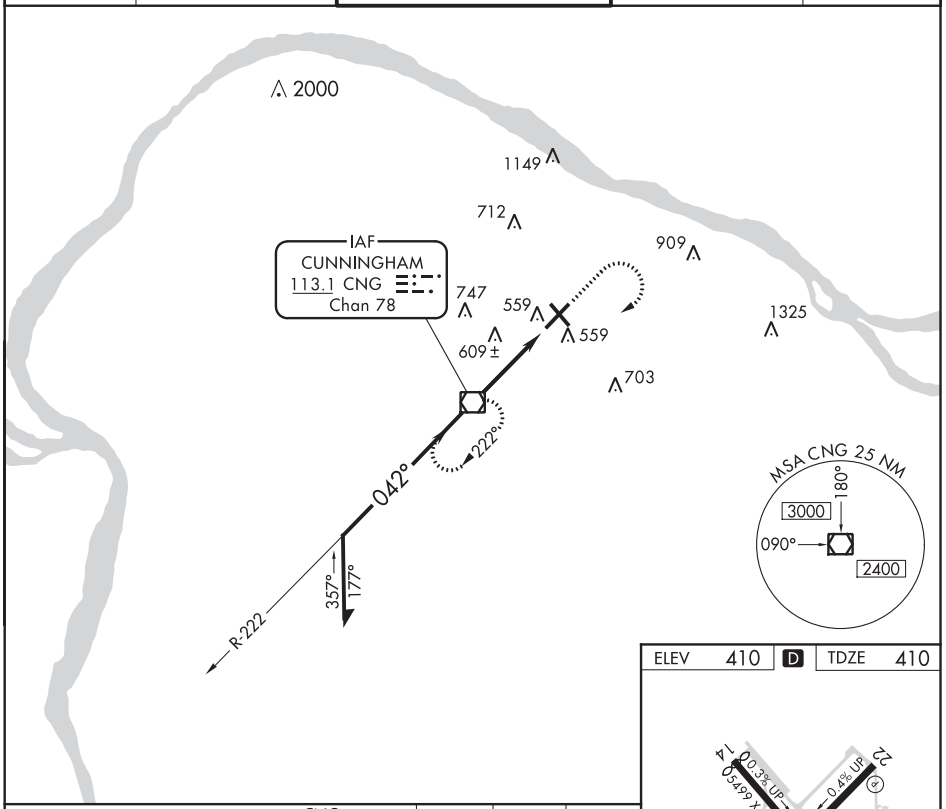
VOR/DME CNG 113.1 Chan 78	APP CRS 042°	Rwy ldg 6500 TDZE 410 Apt Elev 410

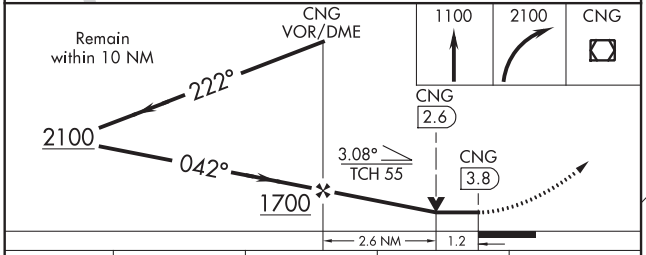
Circling to Rwy 14 NA at night. When local altimeter setting not received, use Mayfield altimeter setting and increase all MDA 80 feet, and increase S-4 Cat C and D visibility ¼ mile. VDP NA when using Mayfield altimeter setting.

MALSR

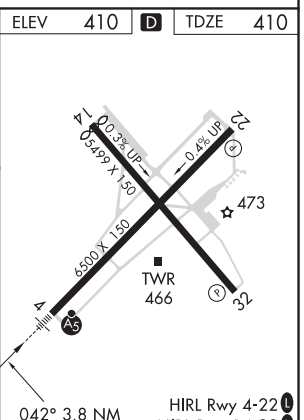
MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS	MEMPHIS CENTER	PADUCAH TOWER ★	GND CON	UNICOM
118.375	133.65 292.15	119.6 (CTAF) L 306.9	121.7 306.9	122.95





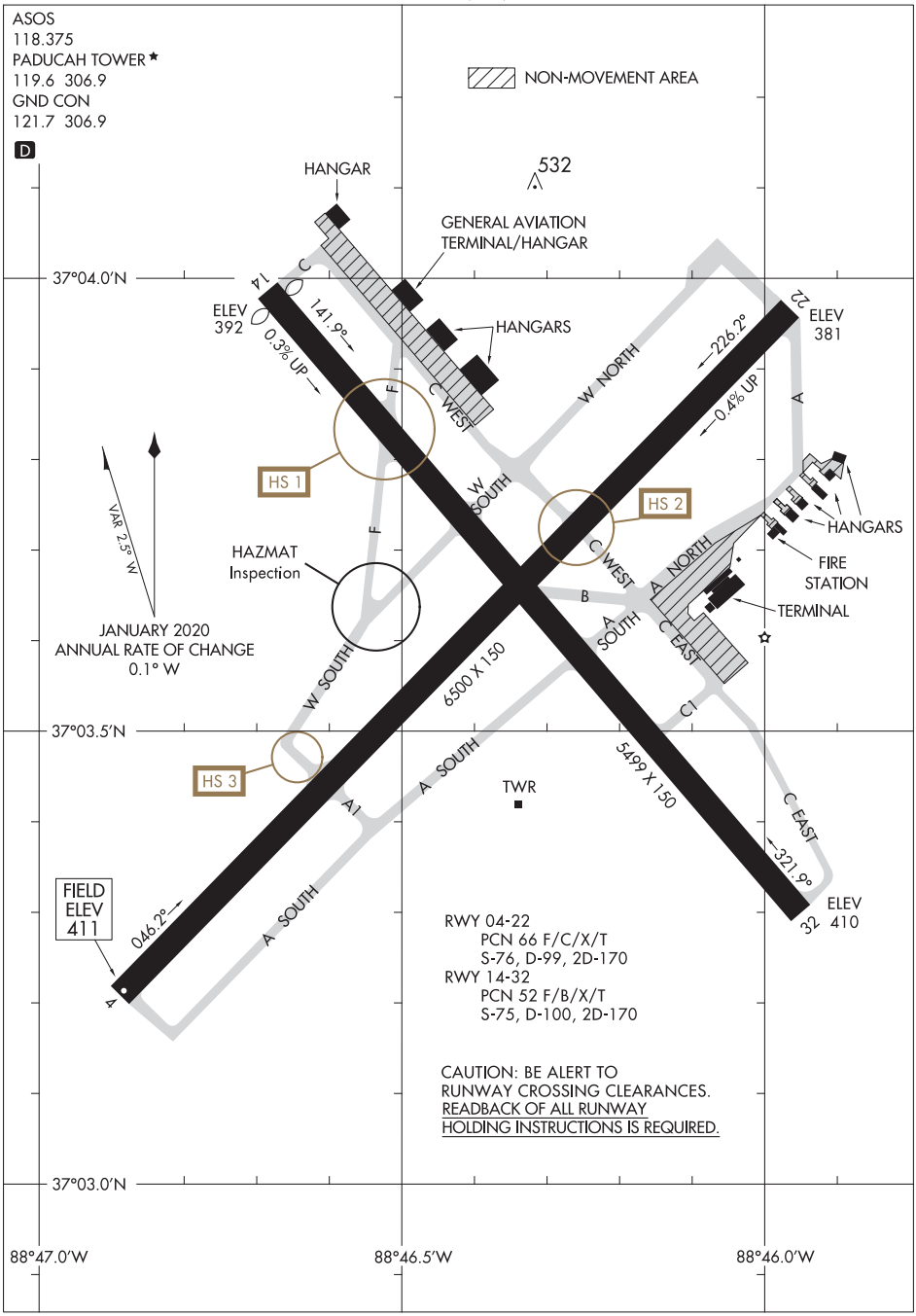
CATEGORY	A	B	C	D
S-4	860-½ 450 (500-½)		860-¾ 450 (500-¾)	860-1 450 (500-1)
CIRCLING	900-1 490 (500-1)		900-1½ 490 (500-1½)	960-2 550 (600-2)



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PARIS, TENNESSEE | AL-5576 (FAA) | 19227

WAAS CH 48817 W02A	APP CRS 016°	Rwy ldg 5001 TDZE 580 Apt Elev 580

RNAV (GPS) RWY 2
HENRY COUNTY (PHT)

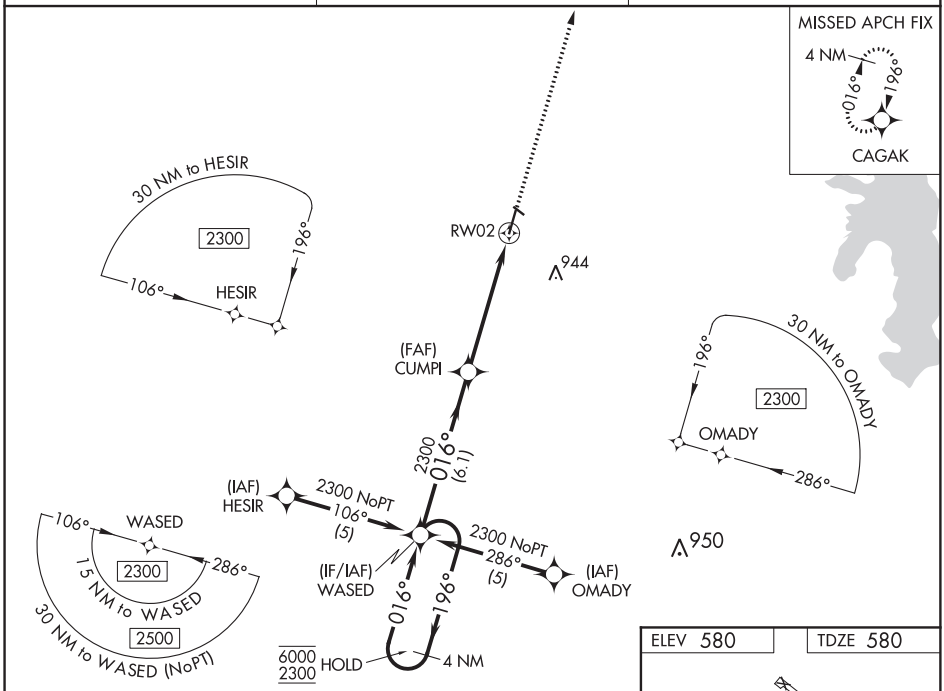
RNP APCH.

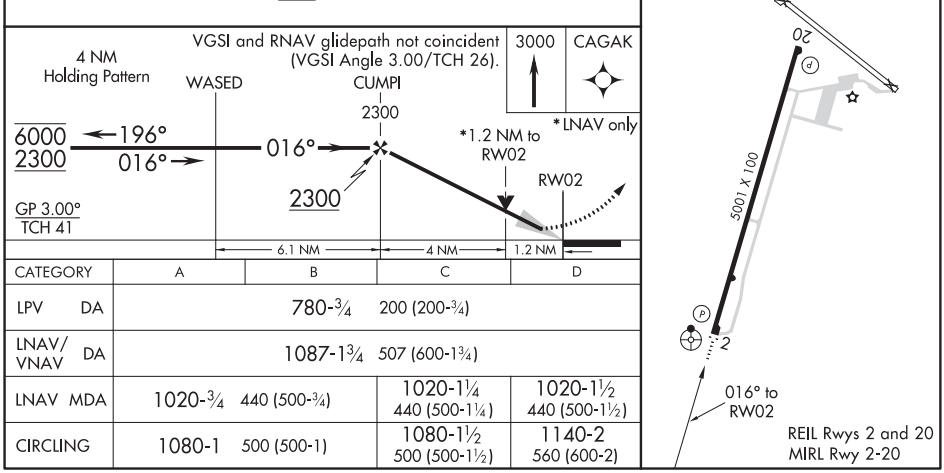
Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 3000 direct CAGAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	780-¾ 200 (200-¾)			
LNAV/VNAV DA	1087-1¾ 507 (600-1¾)			
LNAV MDA	1020-¾ 440 (500-¾)		1020-1¼ 440 (500-1¼)	1020-1½ 440 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 42717 W20A	APP CRS 196°	Rwy ldg 5001 TDZE 571 Apt Elev 580

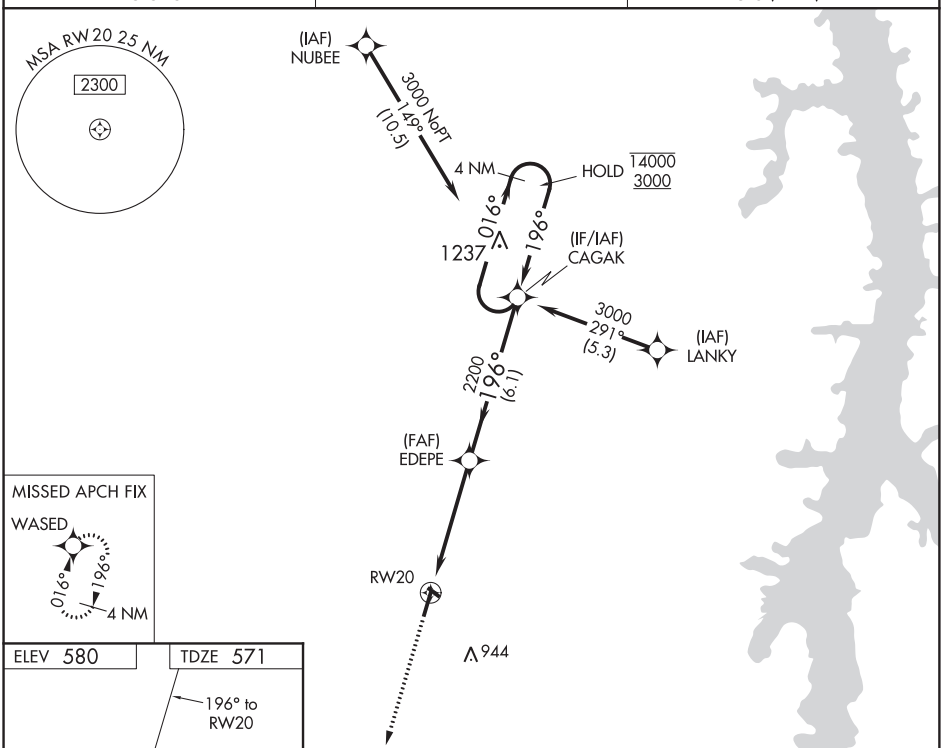
RNAV (GPS) RWY 20
HENRY COUNTY (PHT)

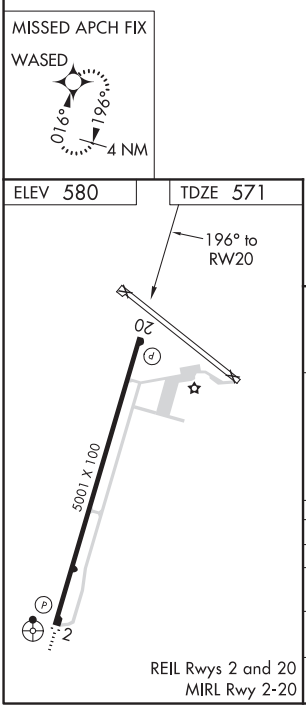
RNP APCH.

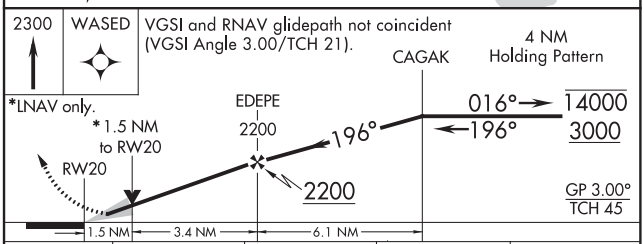
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct WASED and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.825	134.65 316.15	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	821-1	250 (300-1)		
LNAV/VNAV DA	917-1¼	346 (400-1¼)		
LNAV MDA	1060-1 489 (500-1)		1060-1⅜ 489 (500-1⅜)	1060-1½ 489 (500-1½)
CIRCLING	1080-1 500 (500-1)		1080-1½ 500 (500-1½)	1140-2 560 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 20310

ILS or LOC RWY 27
PIKE COUNTY-HATCHER FIELD (PBX)

LOC/DME I-PBX	APP CRS	Rwy ldg	4650
109.7	274°	TDZE	1463
Chan 34		Apt Elev	1470

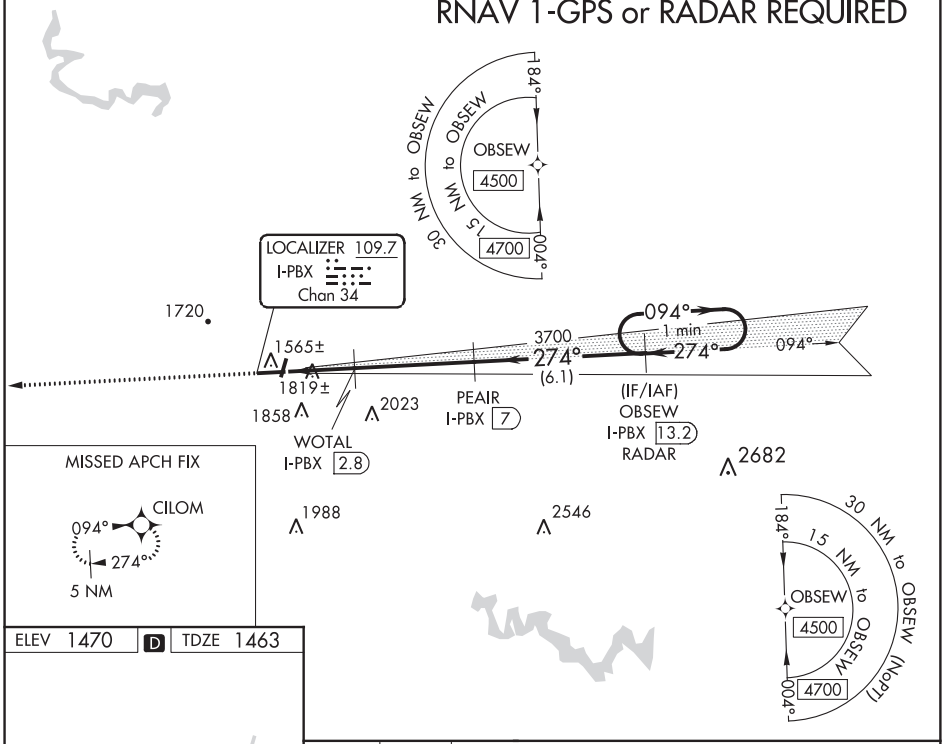
DME and RNAV 1-GPS required.
Circling NA to Rwys 2 and 20.

NA

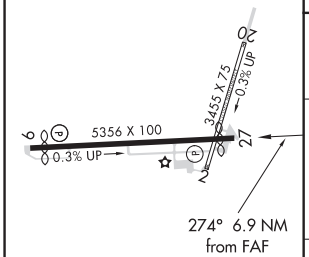
MISSED APPROACH: Climb to 4500 direct CILOM and hold.

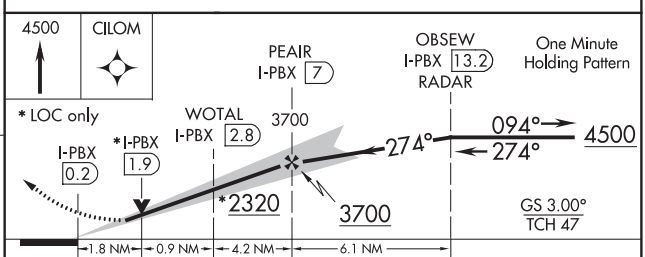
AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L

RNAV 1-GPS or RADAR REQUIRED



ELEV 1470 | D | TDZE 1463





CATEGORY	A	B	C	D
S-ILS 27	1663-1 200 (200-1)			
S-LOC 27	2080-1 617 (700-1)		2080-1¾ 617 (700-1¾)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 61240 W09A	APP CRS 094°	Rwy ldg 4650 TDZE 1459 Apt Elev 1470

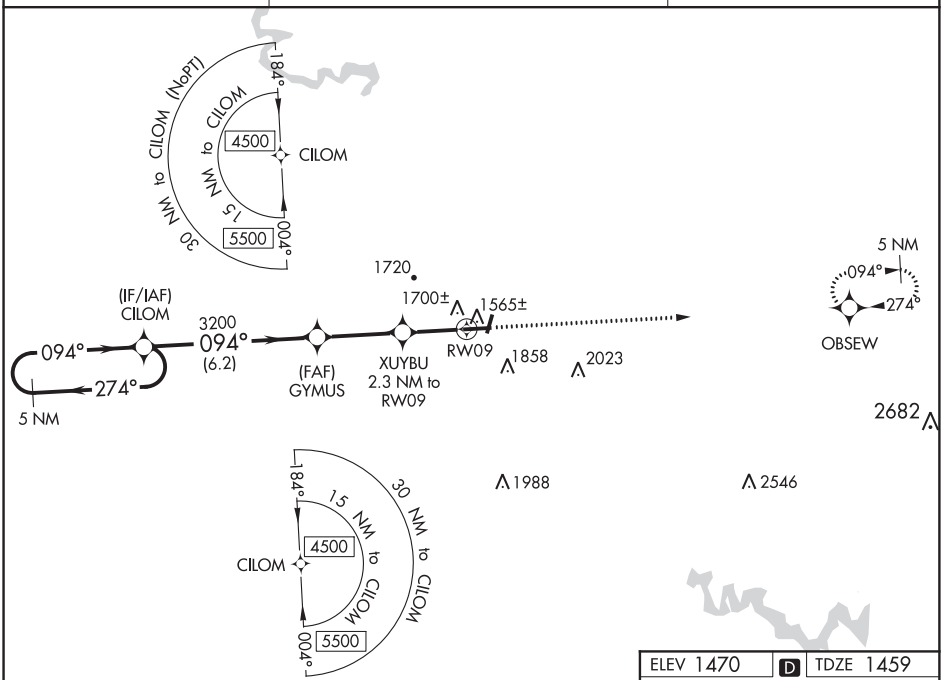
RNAV (GPS) RWY 9

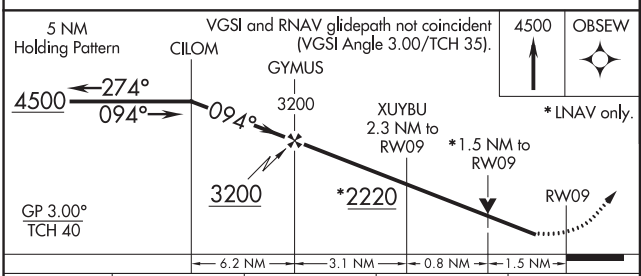
PIKE COUNTY-HATCHER FIELD (PBX)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 2 and 20.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

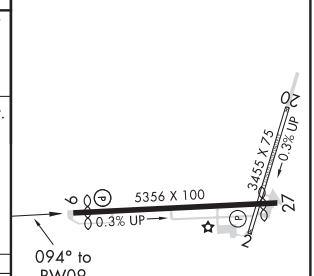
AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1709-1 250 (300-1)			
LNAV/VNAV DA	1891-1½ 432 (500-1½)			
LNAV MDA	1960-1 501 (500-1)		1960-1⅜ 501 (500-1⅜)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

ELEV 1470 D TDZE 1459



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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 20310

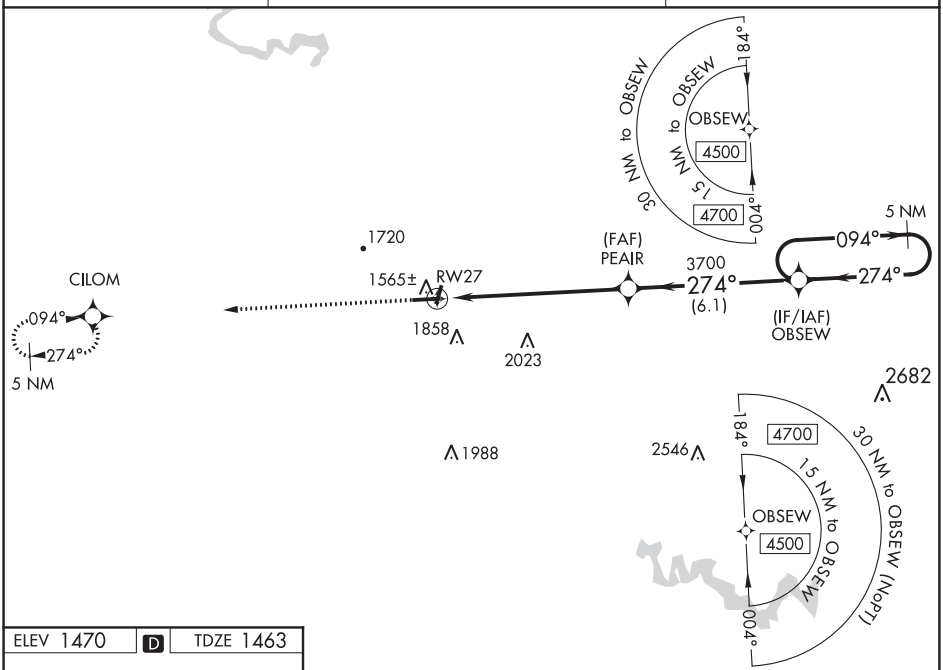
RNAV (GPS) RWY 27
PIKE COUNTY-HATCHER FIELD (PBX)

WAAS CH 86540 W27A	APP CRS 274°	Rwy Ldg 4650 TDZE 1463 Apt Elev 1470

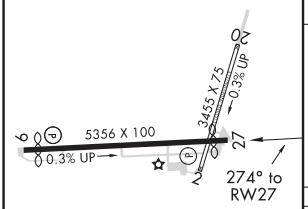
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 2 and 20.

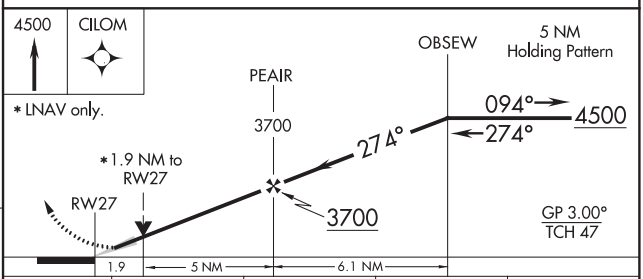
MISSED APPROACH: Climb to 4500 direct CILOM and hold.

AWOS-3PT	INDIANAPOLIS CENTER	UNICOM
121.225	126.575 257.85	122.8 (CTAF) L



ELEV 1470 | D | TDZE 1463





CATEGORY	A	B	C	D
LPV DA	1663-1 200 (200-1)			
LNAV/VNAV DA	2175-2½ 712 (800-2½)			
LNAV MDA	2120-1 657 (700-1)		2120-1¾ 657 (700-1¾)	
C CIRCLING	2120-1 650 (700-1)	2160-1 690 (700-1)	2160-2 690 (700-2)	2460-3 990 (1000-3)

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 70338 W04A	APP CRS 040°	Rwy ldg 2999 TDZE 1371 Apt Elev 1371

RNAV (GPS) RWY 4

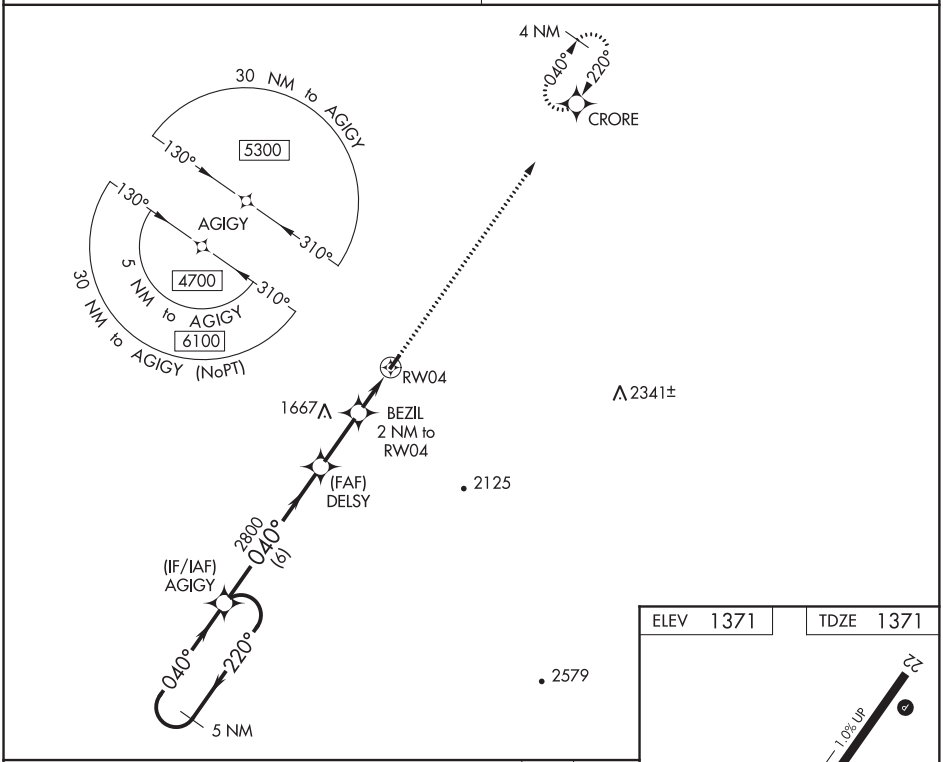
MC CREARY COUNTY (18I)

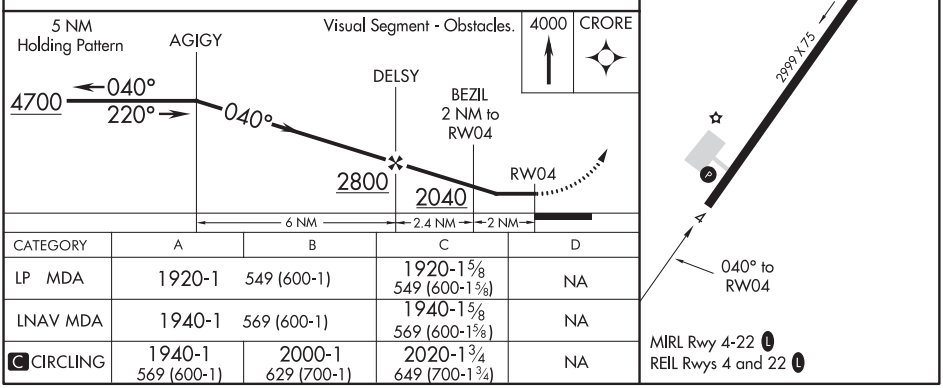
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1920-1 549 (600-1)		1920-1⅝ 549 (600-1⅝)	NA
LNAV MDA	1940-1 569 (600-1)		1940-1⅝ 569 (600-1⅝)	NA
C CIRCLING	1940-1 569 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PINE KNOT, KENTUCKY AL-10461 (FAA) 20198

RNAV (GPS) RWY 22

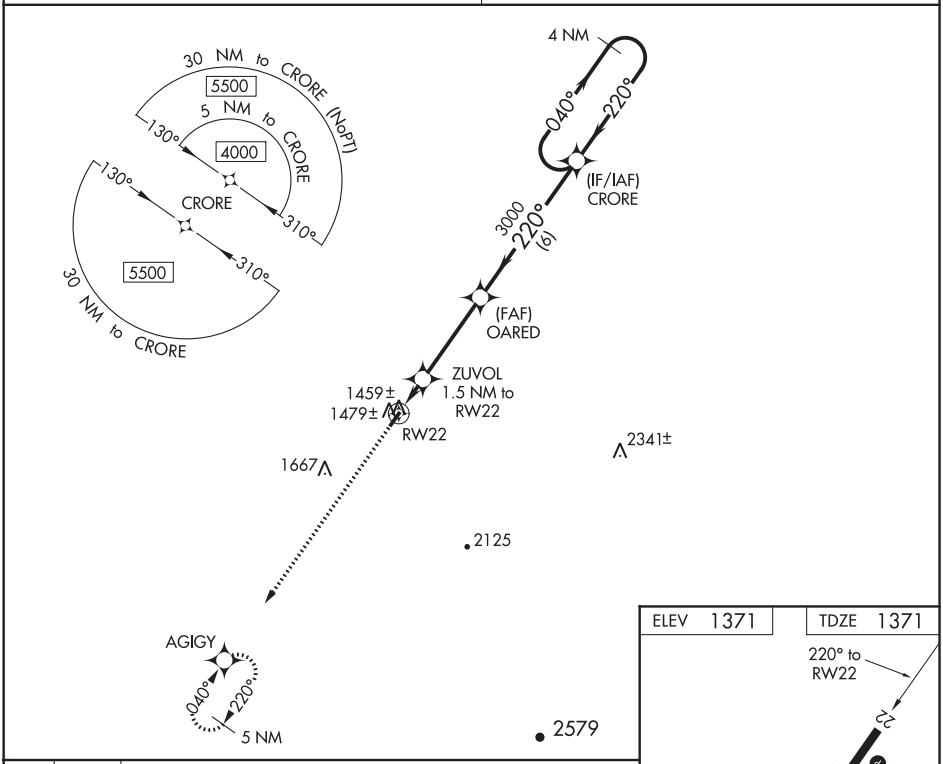
MC CREARY COUNTY (18I)

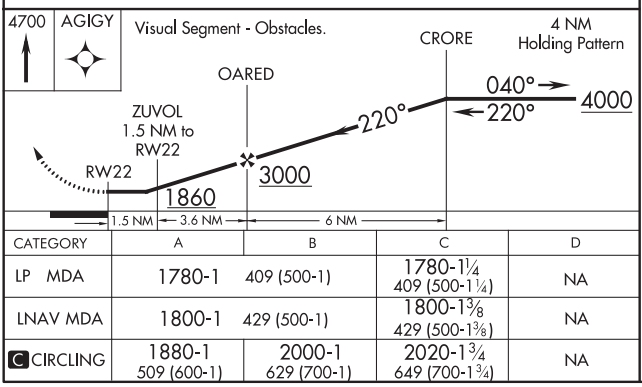
WAAS CH 81838 W22A	APP CRS 220°	Rwy ldg 2999 TDZE 1371 Apt Elev 1371

T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received, use London altimeter setting and increase all MDA 40 feet and LP Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

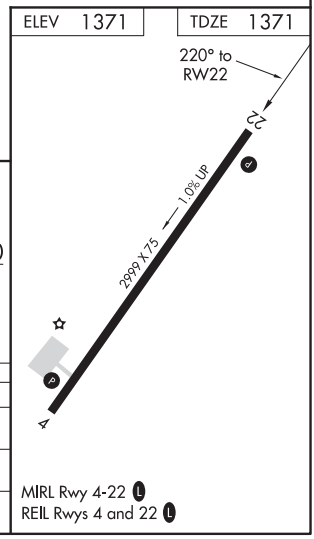
MISSED APPROACH: Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

INDIANAPOLIS CENTER	UNICOM
124.625 371.925	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1780-1 409 (500-1)		1780-1¼ 409 (500-1¼)	NA
LNAV MDA	1800-1 429 (500-1)		1800-1⅜ 429 (500-1⅜)	NA
C CIRCLING	1880-1 509 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA



MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82124 W01A	APP CRS 013°	Rwy ldg 5000 TDZE 817 Apt Elev 817

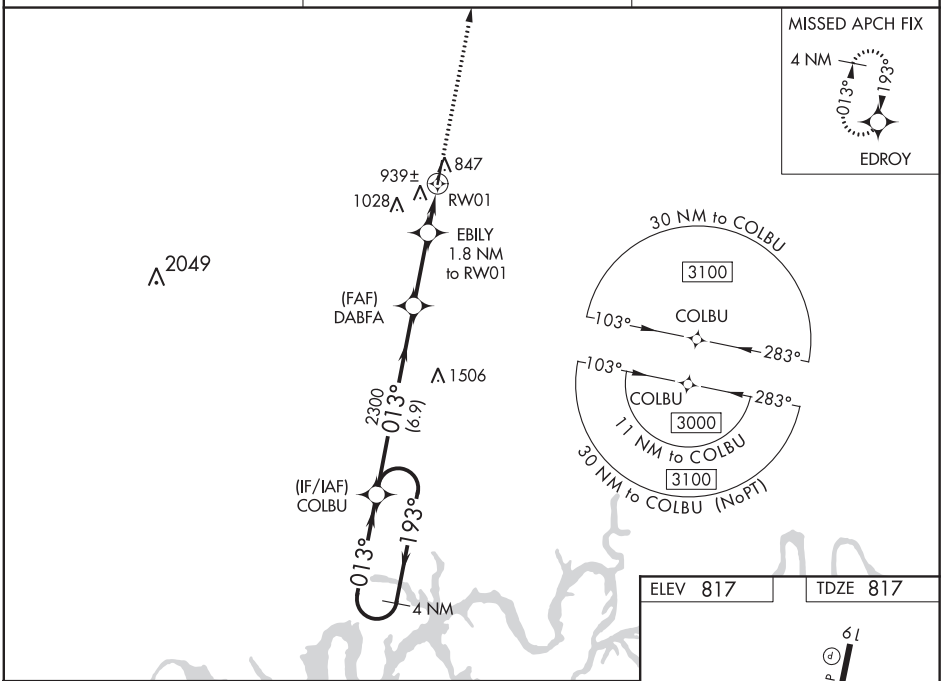
RNAV (GPS) RWY 1
PORTLAND MUNI (1M5)

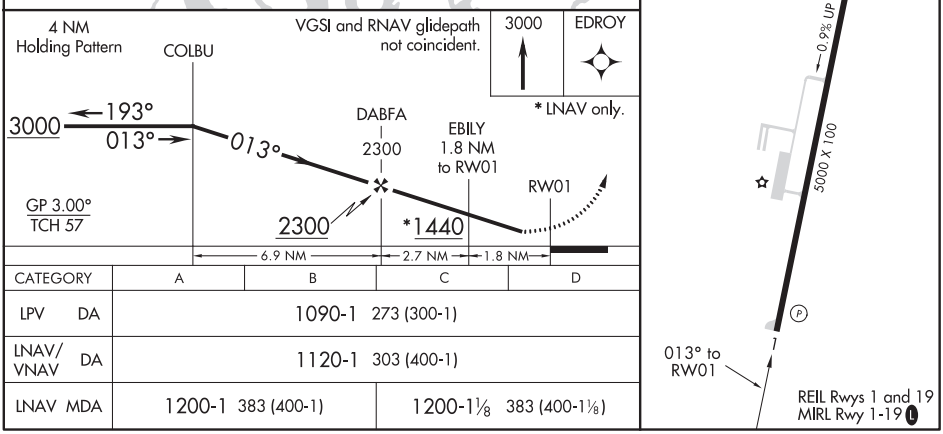
RNP APCH.

Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ⅛ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EDROY and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
118.175	119.35 372.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1090-1 273 (300-1)			
LNAV/VNAV DA	1120-1 303 (400-1)			
LNAV MDA	1200-1 383 (400-1)		1200-1⅛ 383 (400-1⅛)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PORTLAND, TENNESSEE AL-5989 (FAA) 19311

WAAS CH 40324 W19A	APP CRS 193°	Rwy ldg 5000 TDZE 804 Apt Elev 817

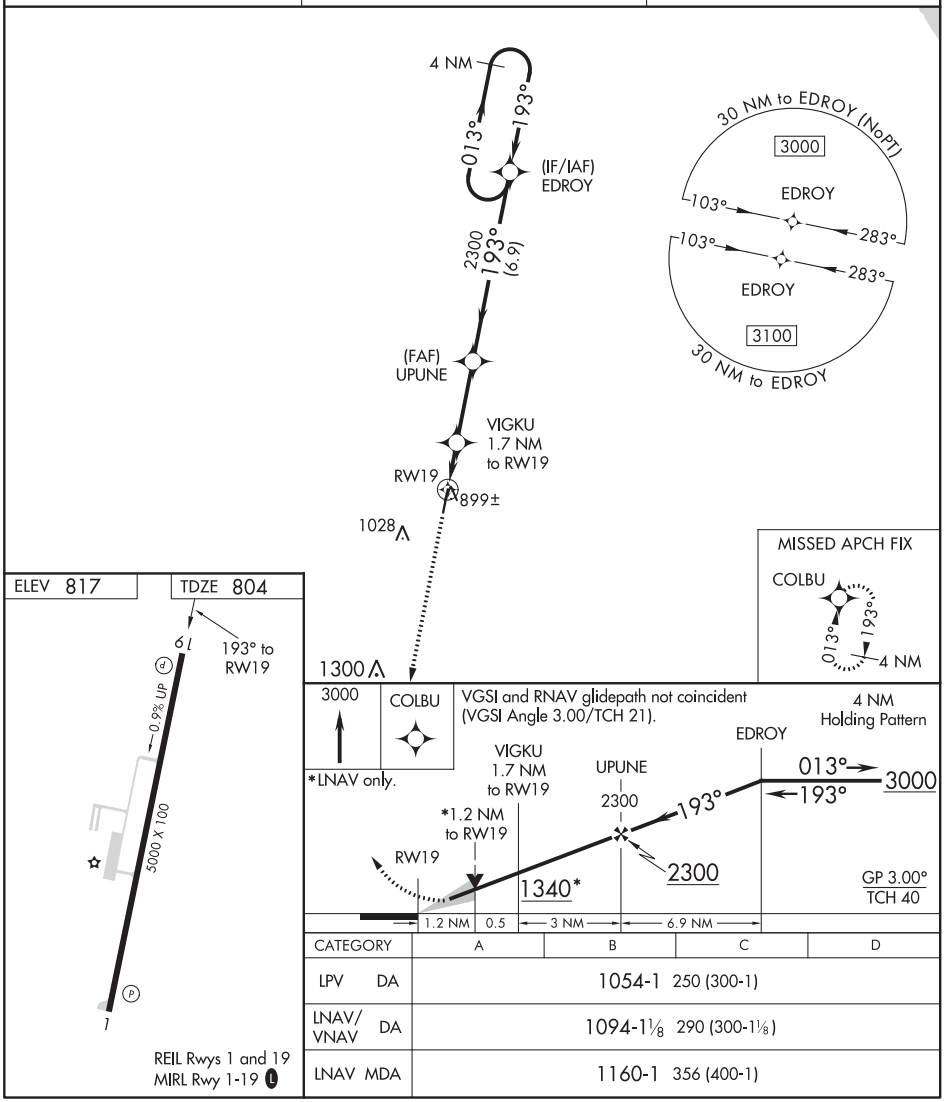
RNAV (GPS) RWY 19
PORTLAND MUNI (1M5)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and and increase LNAV Cat C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 3000 direct COLBU and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
118.175	119.35 372.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1054-1 250 (300-1)			
LNAV/VNAV DA	1094-1⅛ 290 (300-1⅛)			
LNAV MDA	1160-1 356 (400-1)			

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

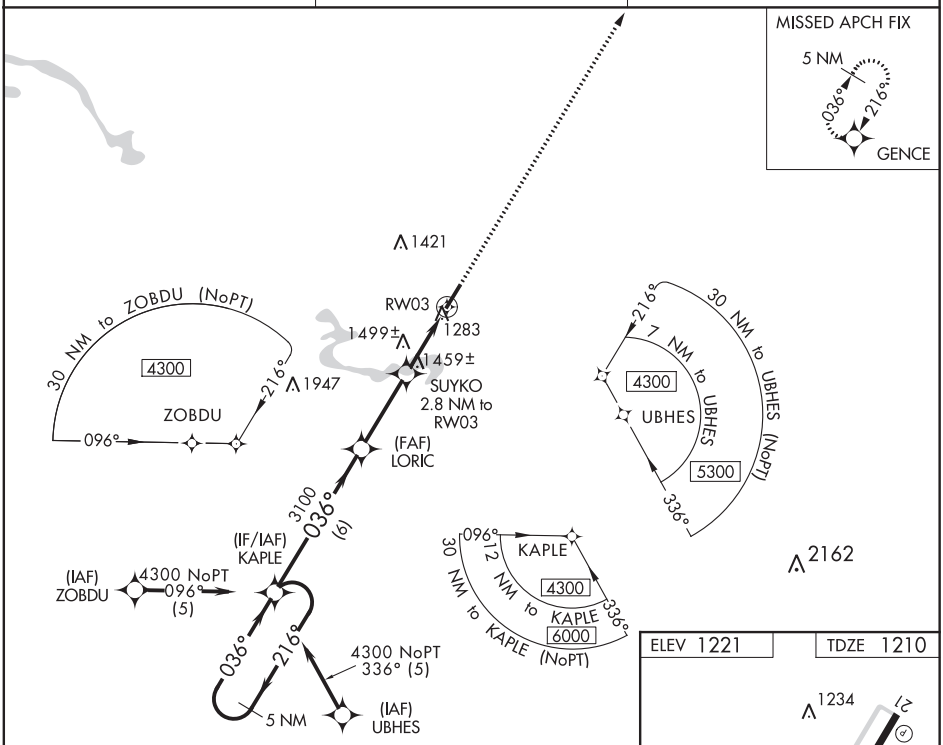
WAAS CH 86336 W03A	APP CRS 036°	Rwy ldg 5000 TDZE 1210 Apt Elev 1221

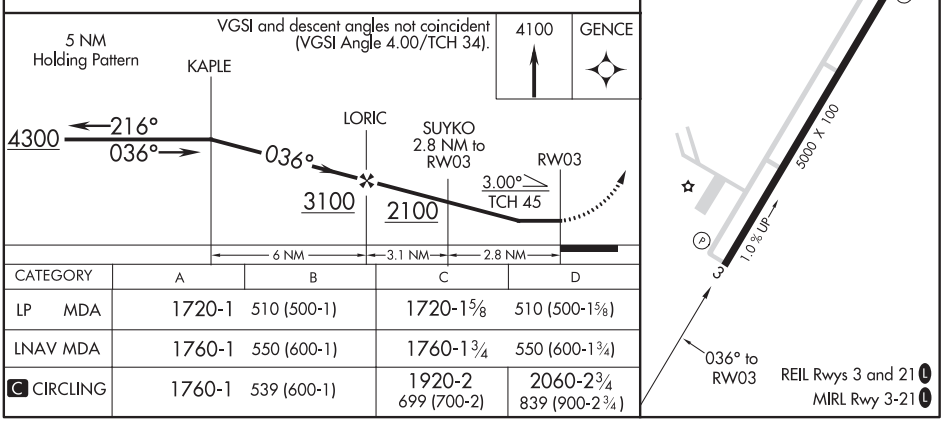
RNAV (GPS) RWY 3
BIG SANDY RGNL (SJS)

DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 120 feet; increase LP, LNAV Cats C/D visibilities ¼ mile, and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct GENCE and hold.

AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1720-1 510 (500-1)		1720-1⅝ 510 (500-1⅝)	
LNAV MDA	1760-1 550 (600-1)		1760-1¾ 550 (600-1¾)	
C CIRCLING	1760-1 539 (600-1)		1920-2 699 (700-2)	2060-2¾ 839 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PRESTONSBURG, KENTUCKY AL-6991 (FAA) 20142

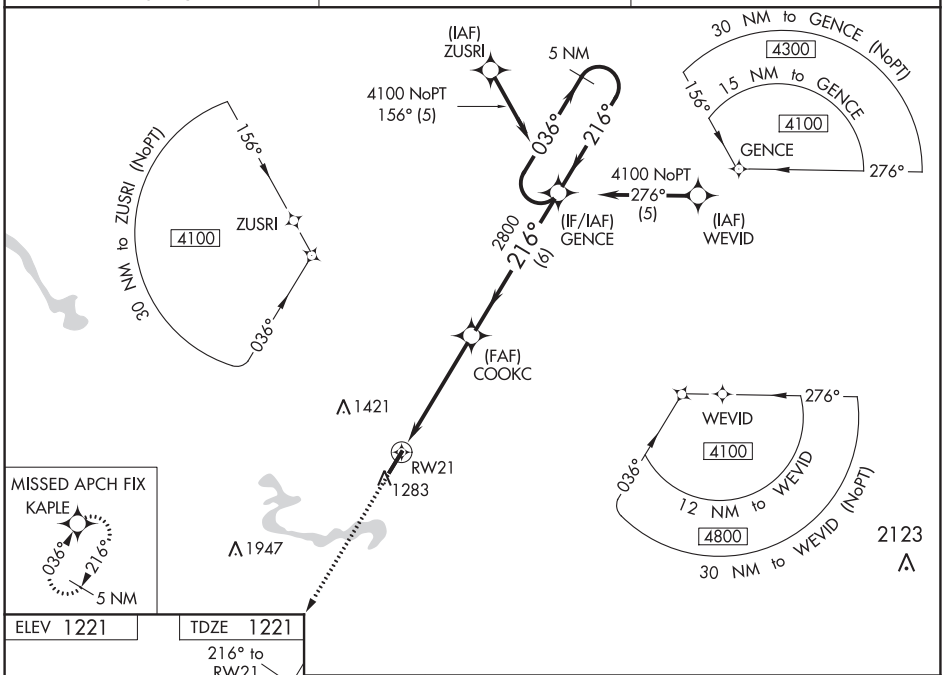
RNAV (GPS) RWY 21
BIG SANDY RGNL (SJS)

WAAS CH 77801 W21A	APP CRS 216°	Rwy ldg 5000 TDZE 1221 Apt Elev 1221

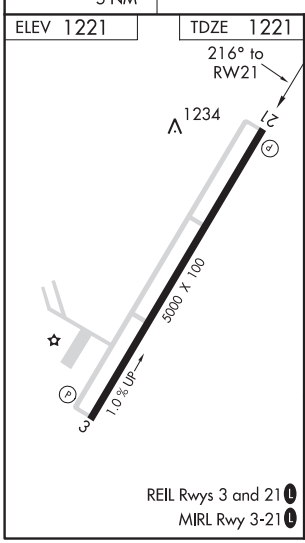
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. When local altimeter setting not received, use Jackson altimeter setting and increase all DA 101 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅜ mile, and increase Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

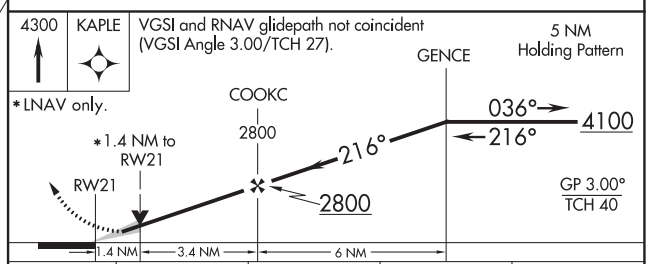
AWOS-3	HUNTINGTON APP CON	UNICOM
120.175	119.75 270.1	123.05 (CTAF) L



ELEV 1221 TDZE 1221



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LPV DA	1471- ¾ 250 (300- ¾)			
LNAV/VNAV DA	1739-1⅜ 518 (600-1⅜)			
LNAV MDA	1700-1 479 (500-1)		1700-1⅜ 479 (500-1⅜)	
C CIRCLING	1760-1 539 (600-1)		1920-2 699 (700-2)	2060-2¾ 839 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 40131 W05A	APP CRS 050°	Rwy ldg 4099 TDZE 584 Apt Elev 584

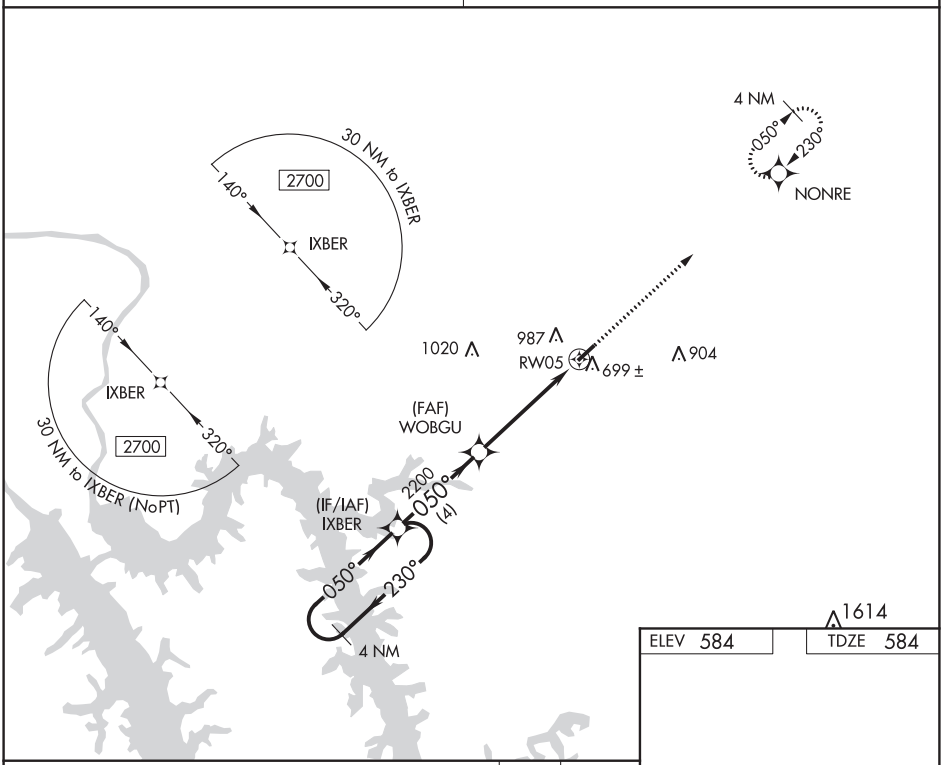
RNAV (GPS) RWY 5
PRINCETON-CALDWELL COUNTY (2MØ)

T A NA

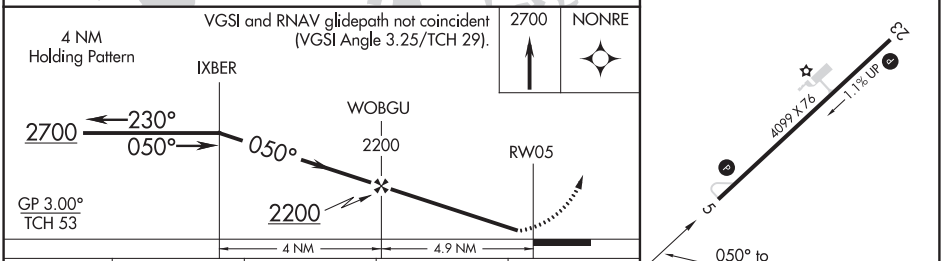
Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct NONRE and hold.

CAMPBELL APP CON	UNICOM
118.1 269.525	122.8 (CTAF) L



ELEV 584	TDZE 584



CATEGORY	A	B	C	D
LPV DA	909-1	325 (400-1)	NA	
LNAV/VNAV DA	936-1⅛	352 (400-1⅛)	NA	
LNAV MDA	1040-1	456 (500-1)	NA	
CIRCLING	1420-1¼	836 (900-1¼)	NA	

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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PRINCETON, KENTUCKY

AL-9839 (FAA)

20310

WAAS CH 45631 W23A	APP CRS 230°	Rwy ldg 4099 TDZE 573 Apt Elev 584

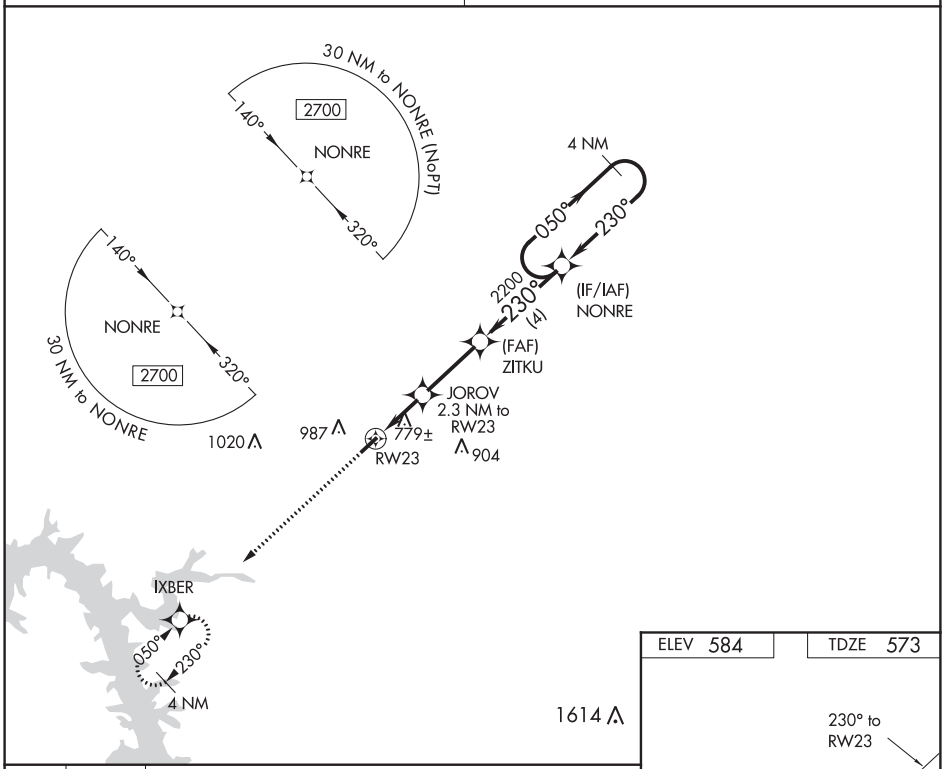
RNAV (GPS) RWY 23

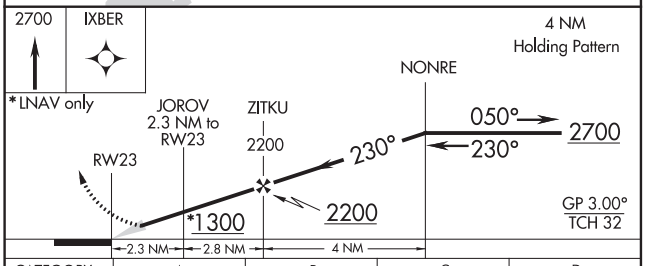
PRINCETON-CALDWELL COUNTY (2MØ)

Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. DME/DME RNP-0.3 NA.

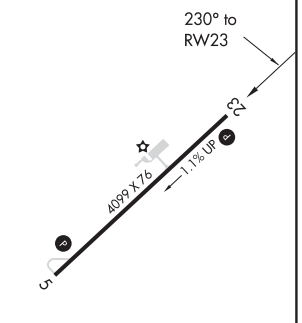
MISSED APPROACH: Climb to 2700 direct IXBER and hold.

CAMPBELL APP CON	UNICOM
118.1 269.525	122.8 (CTAF) L





ELEV 584	TDZE 573



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

CATEGORY	A	B	C	D
LPV DA	898-1⅛ 325 (400-1⅛)		NA	
LNAV/VNAV DA	1215-2½ 642 (700-2½)		NA	
LNAV MDA	1120-1 579 (600-1)		NA	
CIRCLING	1420-1¼ 836 (900-1¼)		NA	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 16

ABERNATHY FIELD (GZS)

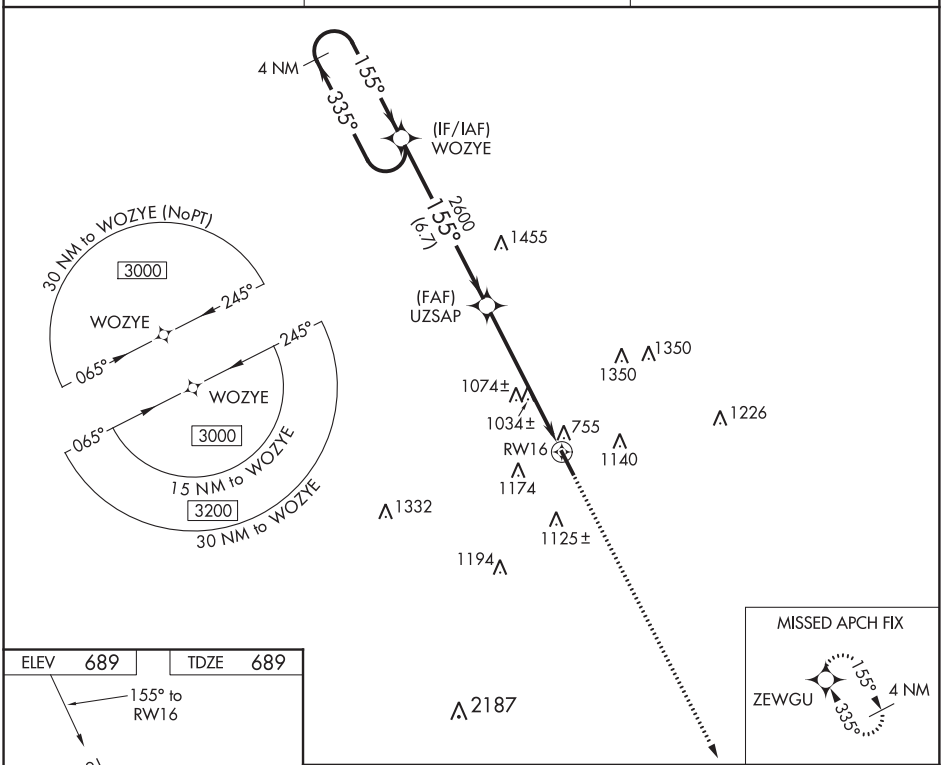
WAAS CH 77882 W16A	APP CRS 155°	Rwy ldg 5310 TDZE 689 Apt Elev 689

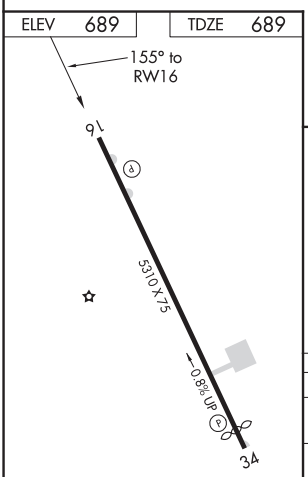
T NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Huntsville Executive Airport/Tom Sharp Jr Field altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility ⅛ mile, increase Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

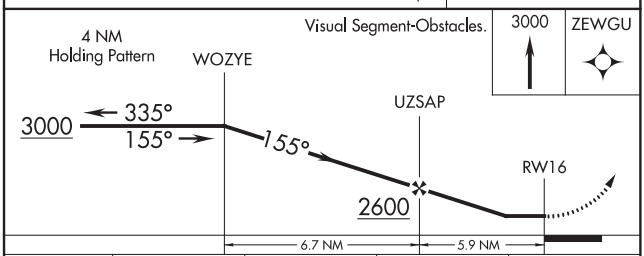
MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	128.85 379.25	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LP MDA	1300-1 611 (700-1)		1300-1¾ 611 (700-1¾)	
LNAV MDA	1340-1 651 (700-1)		1340-1⅞ 651 (700-1⅞)	
CIRCLING	1400-1 711 (800-1)		1420-2 731 (800-2)	1480-2½ 791 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

PULASKI, TENNESSEE | AL-6125 (FAA) | 19059

WAAS CH 99725 W34A	APP CRS 335°	Rwy ldg 5310 TDZE 665 Apt Elev 689

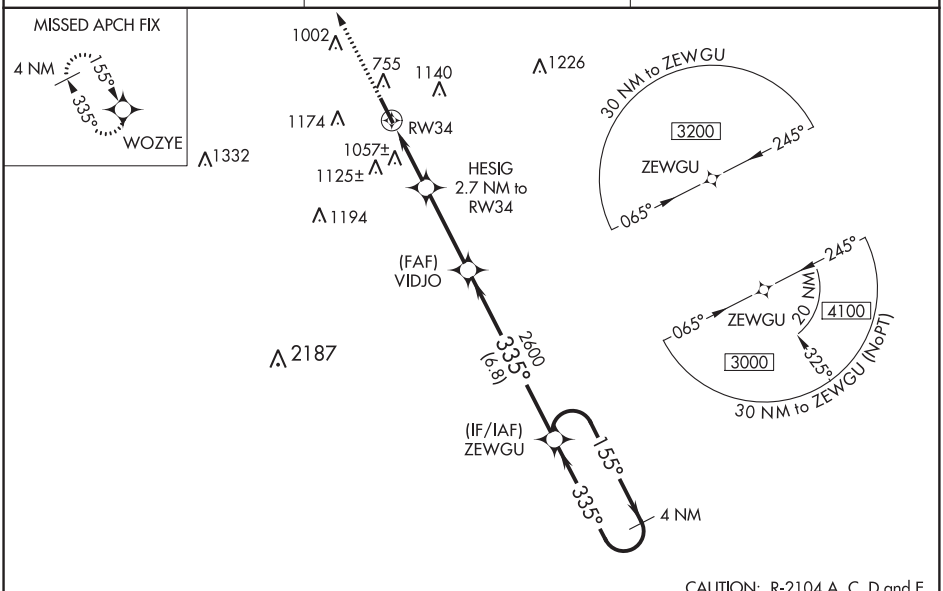
RNAV (GPS) RWY 34
ABERNATHY FIELD (GZS)

Baro-VNAV NA when using Huntsville Executive Airport Tom Sharp Jr Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Night landing: Rwy 16 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Huntsville Executive Airport Tom Sharp Jr Field altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats and LNAV Cats C and D visibility ⅛ mile; increase LNAV/VNAV all Cats visibility ¼ mile; increase Circling Cat C ½ mile and Cat D ¼ mile. VDP NA with Huntsville Executive Airport Tom Sharp Jr Field altimeter setting.

NA

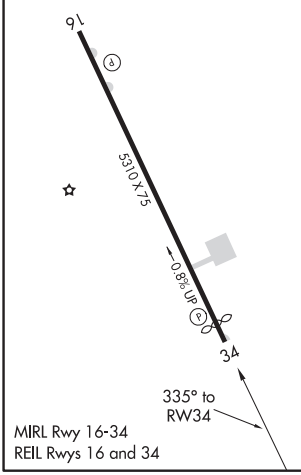
MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

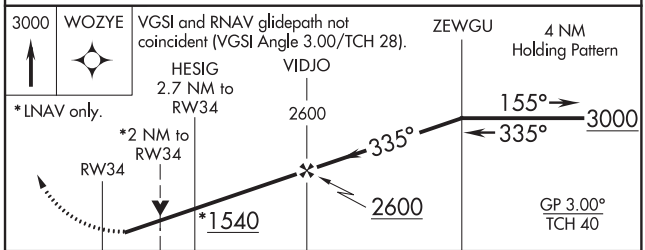
AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 379.25	122.8 (CTAF)



CAUTION: R-2104 A, C, D and E approximately 21 NM southeast of ZEWGU WP.

ELEV 689	TDZE 665





CATEGORY	A	B	C	D
LPV DA	915-1 250 (300-1)			
LNAV/VNAV DA	1443-2¾ 778 (800-2¾)			
LNAV MDA	1320-1 655 (700-1)		1320-1⅞ 655 (700-1⅞)	
CIRCLING	1400-1 711 (800-1)		1420-2 731 (800-2)	1480-2½ 791 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

VOR/DME RWY 34
ABERNATHY FIELD (GZS)

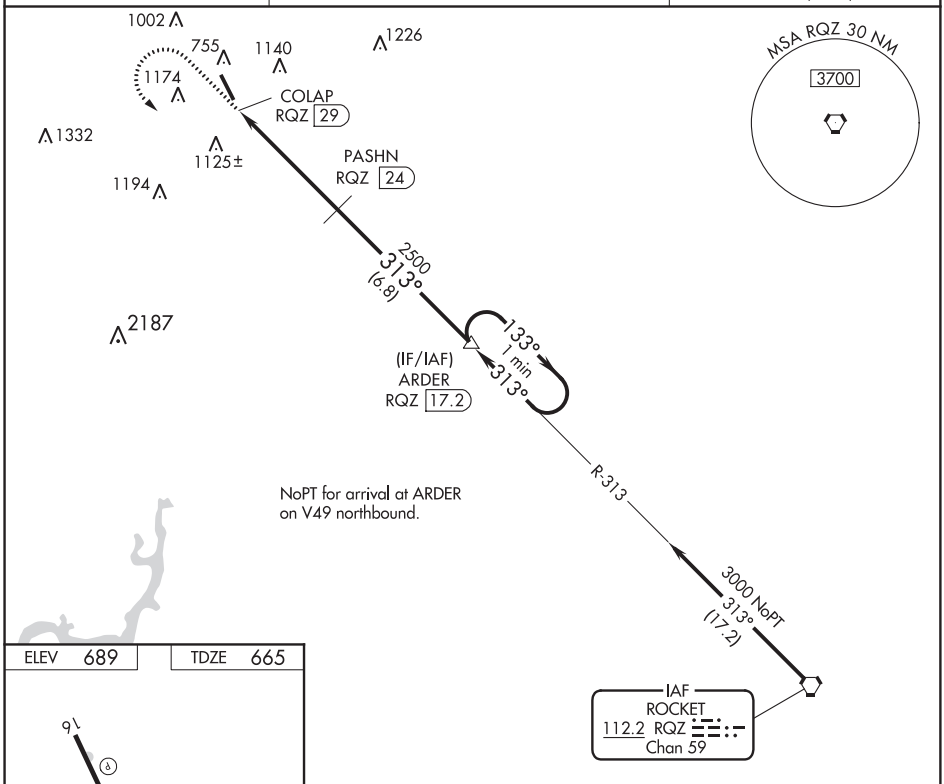
VORTAC RQZ 112.2 Chan 59	APP CRS 313°	Rwy ldg 5010 TDZE 665 Apt Elev 689

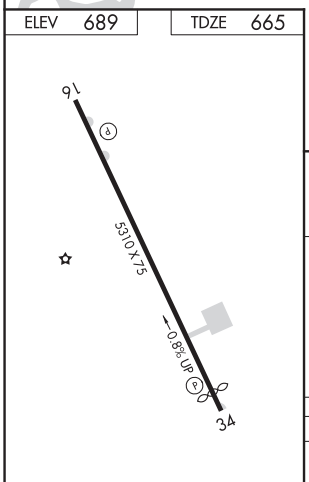
When local altimeter setting not received, use Huntsville Executive Airport/ Tom Sharp Jr Field altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Night landing: Rwy 16 NA. Helicopter visibility reduction below ¾ SM NA.

NA

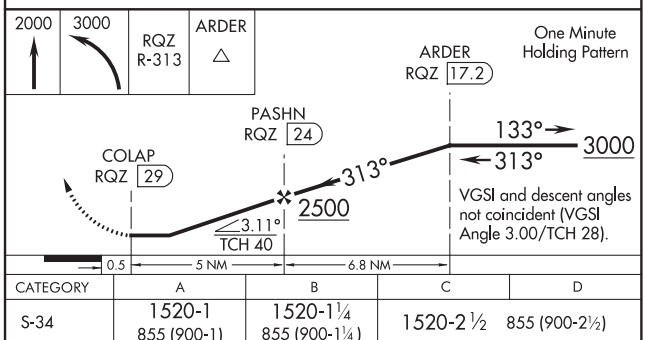
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.275	125.85 379.25	122.8 (CTAF)





MIRL Rwy 16-34
REIL Rwys 16 and 34



CATEGORY	A	B	C	D
S-34	1520-1 855 (900-1)	1520-1¼ 855 (900-1¼)	1520-2½ 855 (900-2½)	
C CIRCLING	1520-1¼ 831 (900-1¼)		1520-2½ 831 (900-2½)	1640-3 951 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RICHMOND, KENTUCKY — AL-6610 (FAA) — 20086

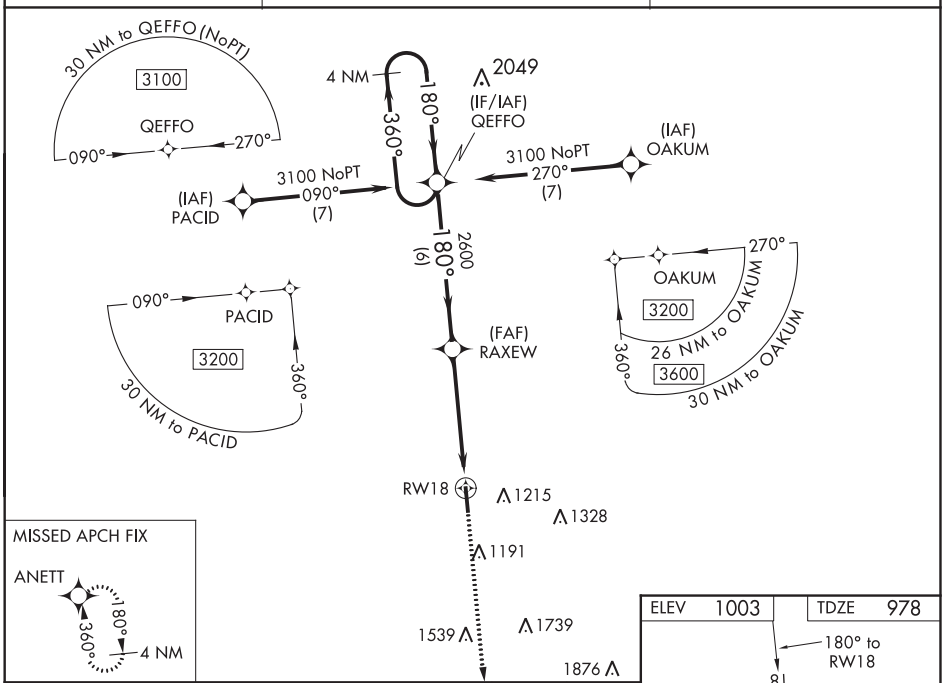
WAAS CH 63114 W18A	APP CRS 180°	Rwy ldg 5001 TDZE 978 Apt Elev 1003

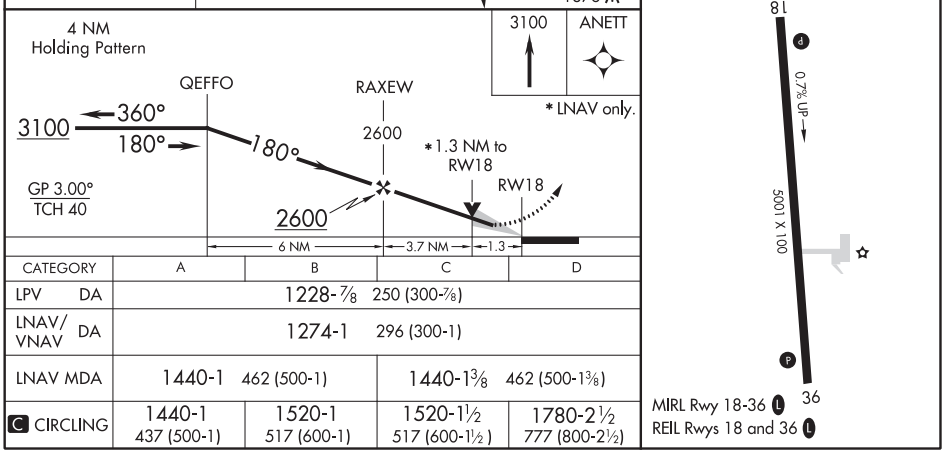
RNAV (GPS) RWY 18
CENTRAL KENTUCKY RGNL (RGA)

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 Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ⅛ mile, Cat D ¼ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct ANETT and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1228-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1274-1 296 (300-1)			
LNAV MDA	1440-1 462 (500-1)		1440-1⅜ 462 (500-1⅜)	
C CIRCLING	1440-1 437 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

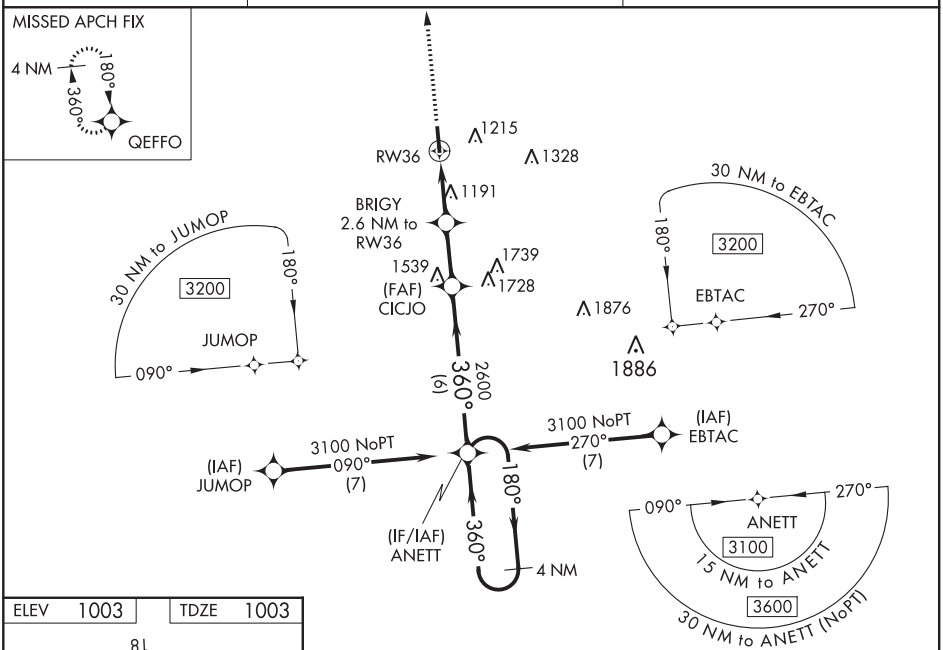
WAAS CH 40218 W36A	APP CRS 360°	Rwy ldg 5001 TDZE 1003 Apt Elev 1003

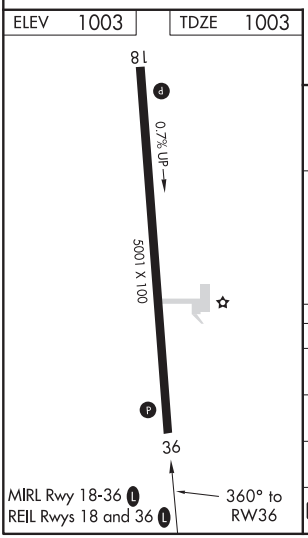
RNAV (GPS) RWY 36
CENTRAL KENTUCKY RGNL (RGA)

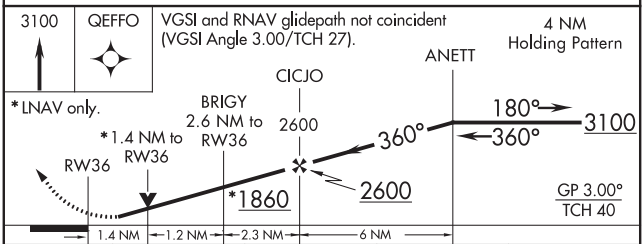
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ⅛ mile and Circling visibility Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1264-⅞ 261 (300-⅞)			
LNAV/VNAV DA	1278-⅞ 275 (300-⅞)			
LNAV MDA	1460-1 457 (500-1)		1460-1⅜ 457 (500-1⅜)	
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

RICHMOND, KENTUCKY AL-6610 (FAA) 20086

VOR RWY 18

CENTRAL KENTUCKY RGNL (RGA)

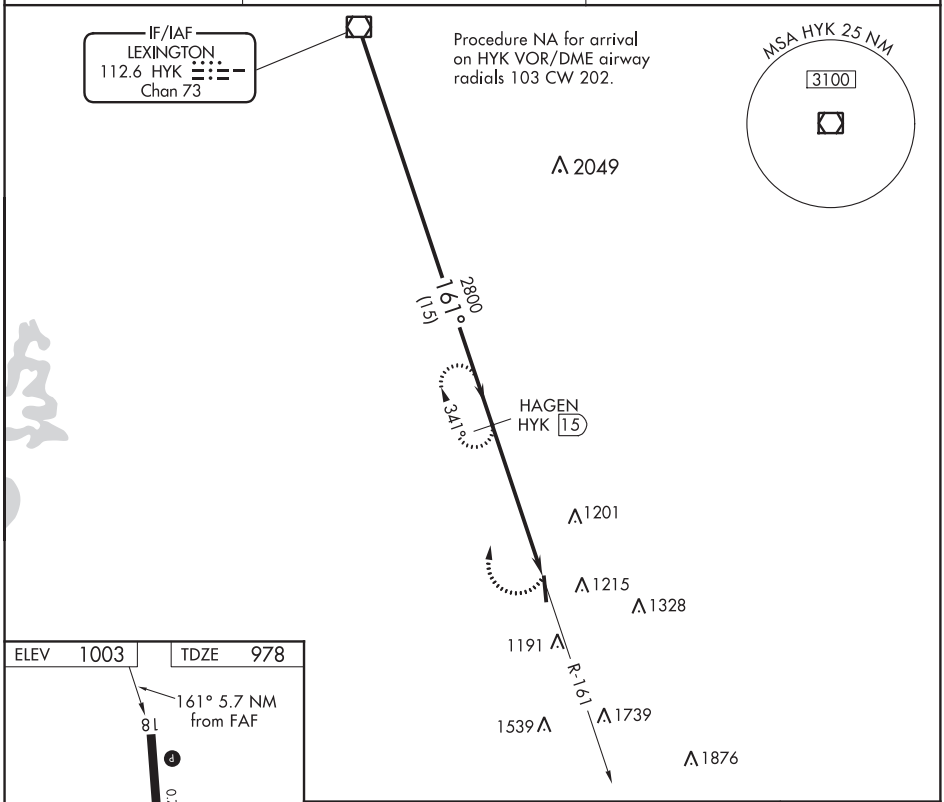
VOR/DME HYK 112.6 Chan 73	APP CRS 161°	Rwy ldg 5001 TDZE 978 Apt Elev 1003

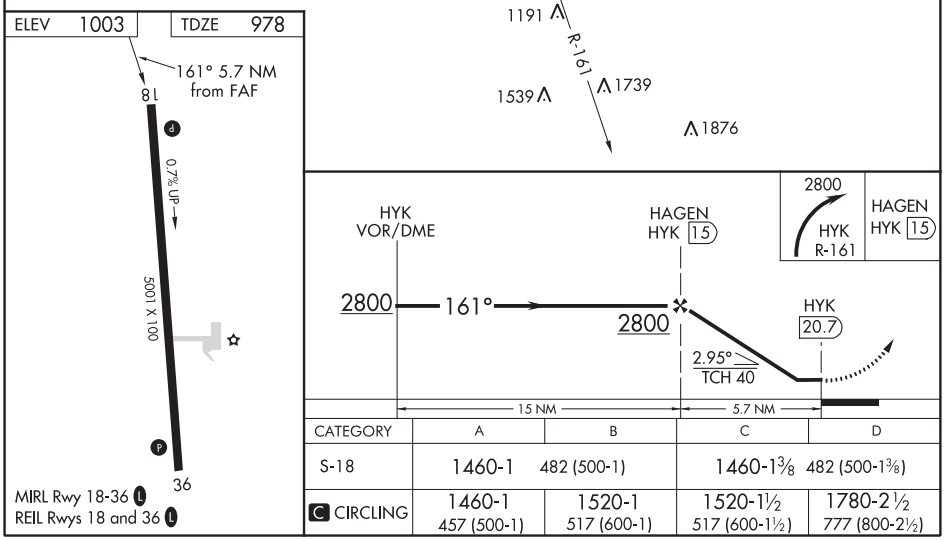
DME required.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ¼ SM; Circling Cat C ⅛ SM and Circling Cat D ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.

AWOS-3	LEXINGTON APP CON	UNICOM
119.625	120.15 259.3	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-18	1460-1	482 (500-1)	1460-1⅜	482 (500-1⅜)
C CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82026 W04A	APP CRS 044°	Rwy ldg 5000 TDZE 1664 Apt Elev 1664

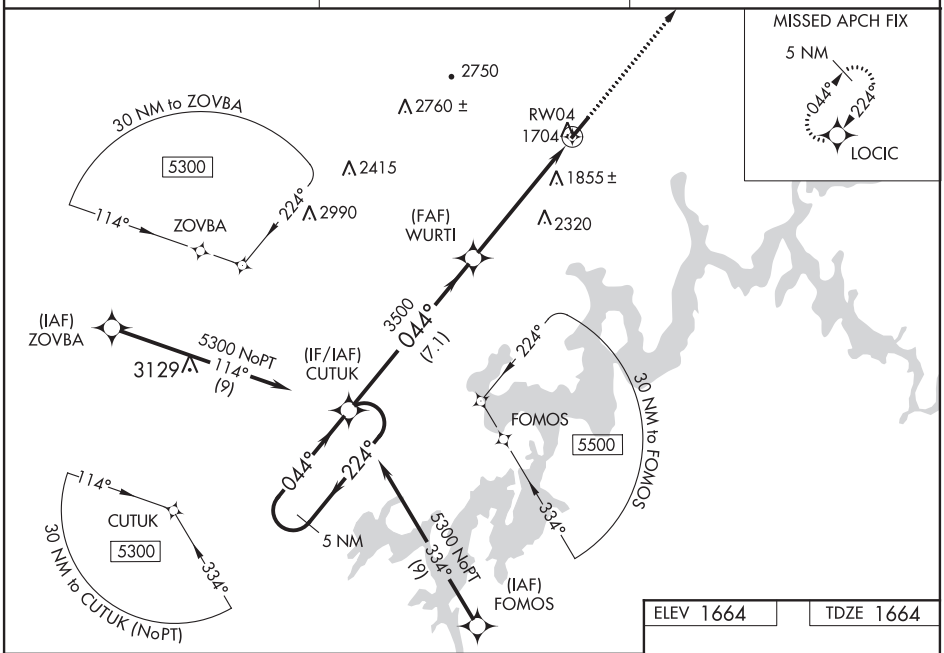
RNAV (GPS) RWY 4
ROCKWOOD MUNI (RKW)

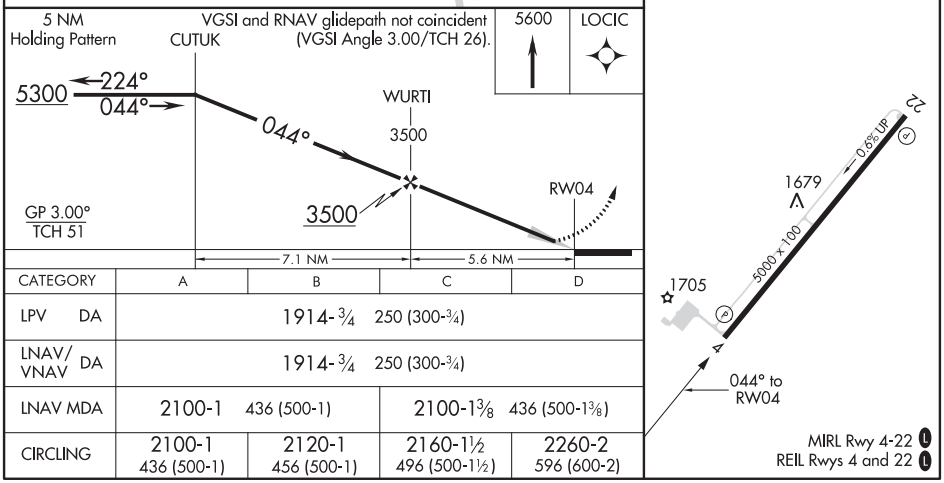
T NA

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ⅛ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1914-¾ 250 (300-¾)			
LNAV/VNAV DA	1914-¾ 250 (300-¾)			
LNAV MDA	2100-1 436 (500-1)		2100-1⅜ 436 (500-1⅜)	
CIRCLING	2100-1 436 (500-1)	2120-1 456 (500-1)	2160-1½ 496 (500-1½)	2260-2 596 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ROCKWOOD, TENNESSEE | AL-5408 (FAA) | 20142

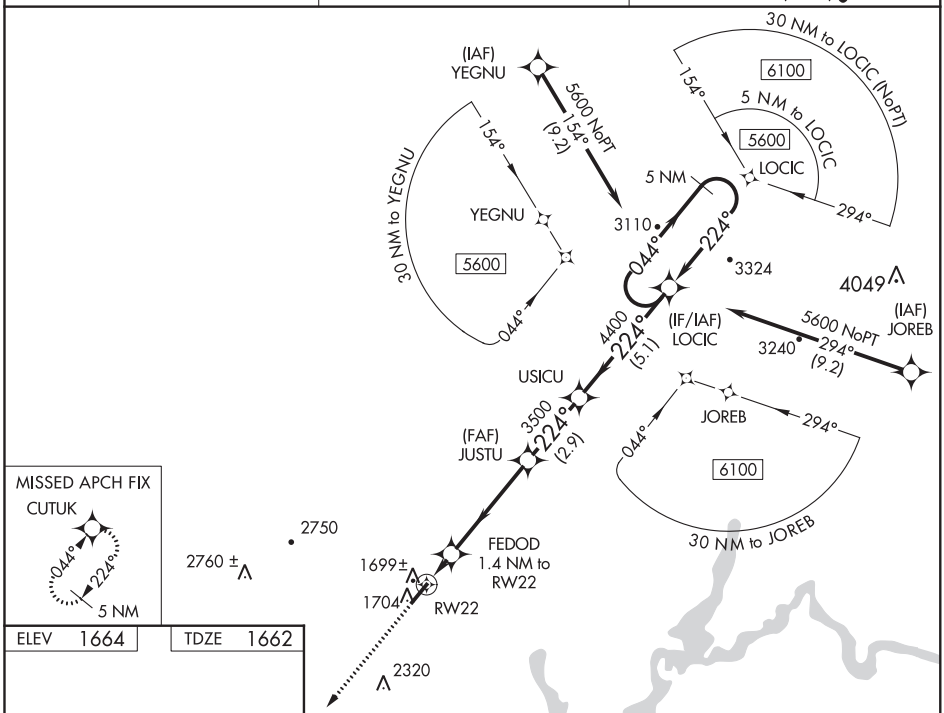
WAAS CH 61126 W22A	APP CRS 224°	Rwy ldg 5000 TDZE 1662 Apt Elev 1664

RNAV (GPS) RWY 22
ROCKWOOD MUNI (RKW)

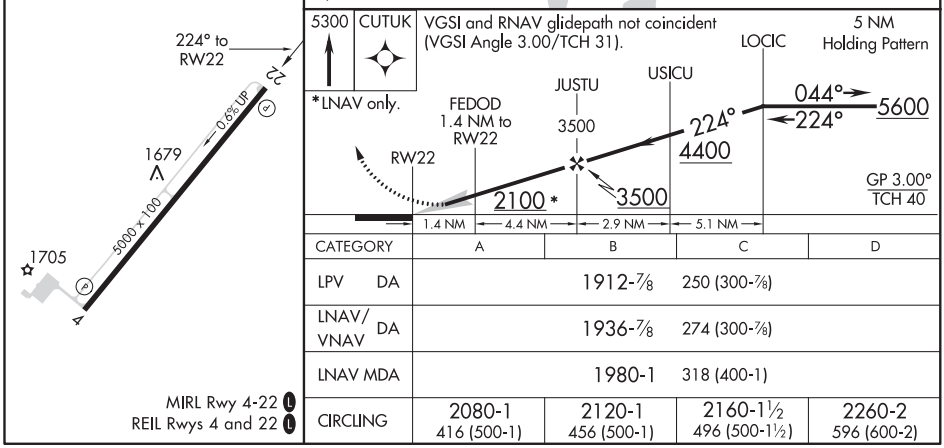
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 5300 direct CUTUK and hold, continue climb-in-hold to 5300.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF) L



ELEV 1664 | TDZE 1662



CATEGORY	A	B	C	D
LPV DA	1912-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1936-⅞ 274 (300-⅞)			
LNAV MDA	1980-1 318 (400-1)			
CIRCLING	2080-1 416 (500-1)	2120-1 456 (500-1)	2160-1½ 496 (500-1½)	2260-2 596 (600-2)

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

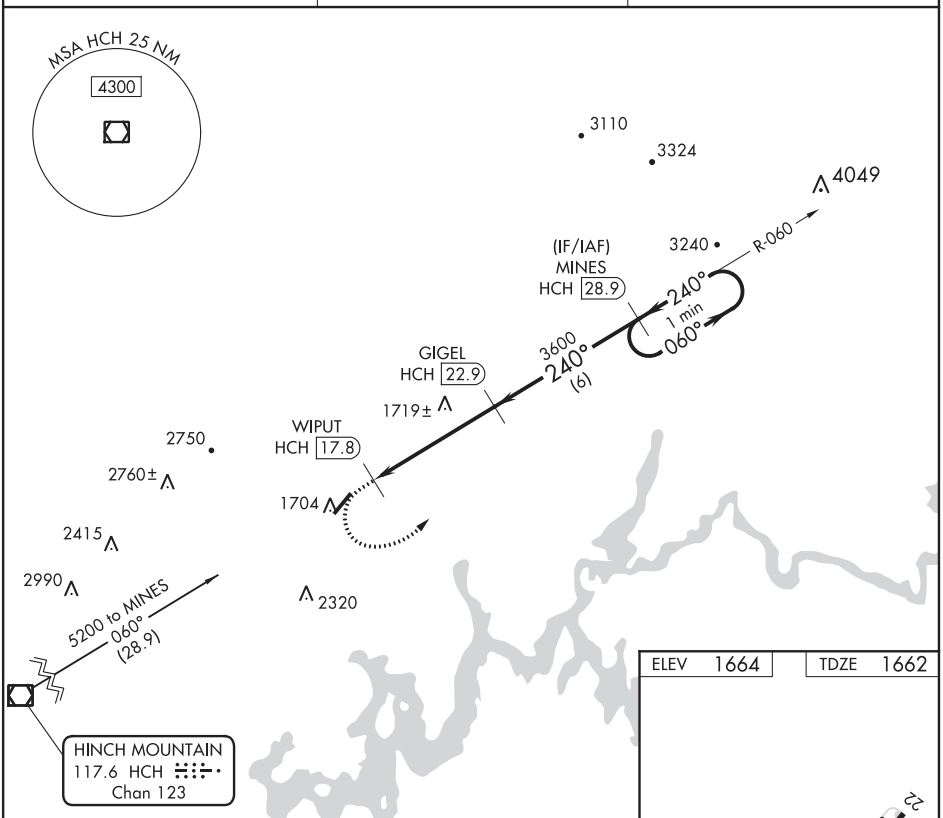
VOR/DME RWY 22
ROCKWOOD MUNI (RKW)

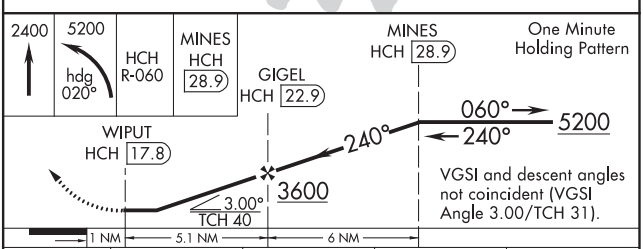
VOR/DME HCH	APP CRS	Rwy ldg	5000
117.6	240°	TDZE	1662
Chan 123		Apt Elev	1664

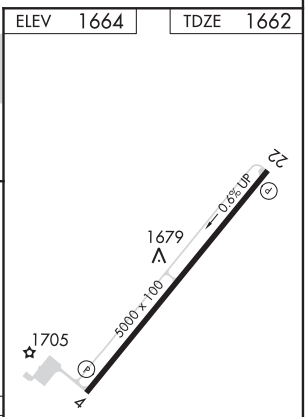
Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 80 feet, and S-22 Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3	ATLANTA CENTER	UNICOM
118.775	133.6 254.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	2160-1¼ 498 (500-1¼)			2160-1½ 498 (500-1½)
CIRCLING	2160-1¼ 496 (500-1¼)		2180-1½ 516 (600-1½)	2260-2 596 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ROGERSVILLE, TENNESSEE | AL-6282 (FAA) | 18032

RNAV (GPS) RWY 7
HAWKINS COUNTY (RVN)

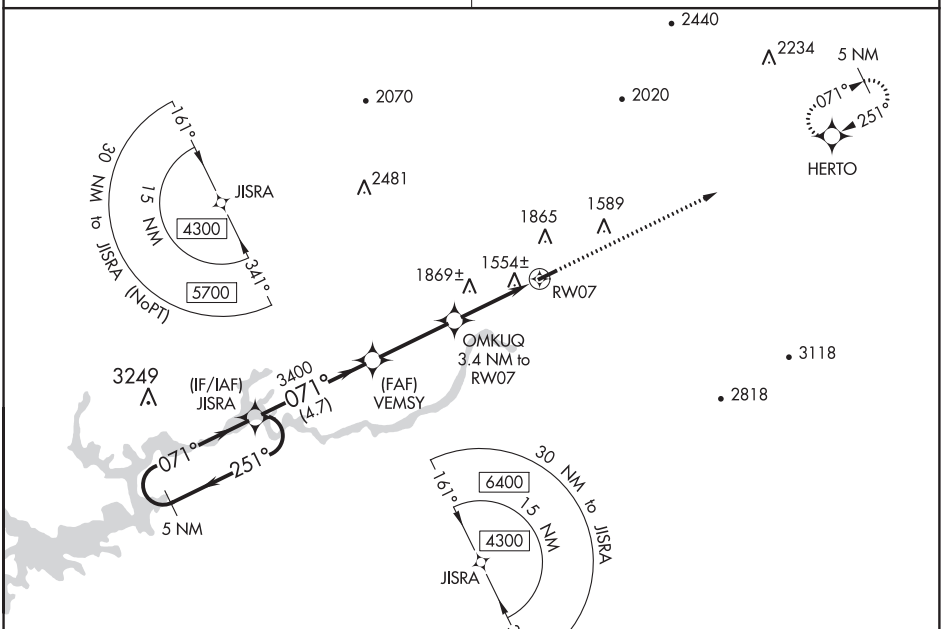
WAAS CH 58040 W07A	APP CRS 071°	Rwy ldg 3502 TDZE 1255 Apt Elev 1255

T A NA

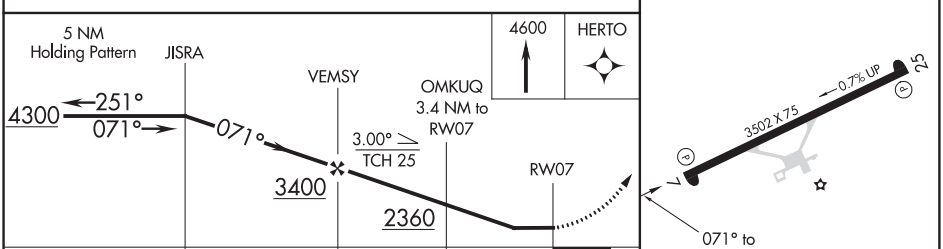
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not recieved, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ⅜ SM, increase LNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4600 direct HERTO and hold, continue climb-in-hold to 4600.

TRI CITY APP CON ★	UNICOM
128.05 317.5	122.8 (CTAF)



SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
LP MDA	1820-1 565 (600-1)		1820-1⅝ 565 (600-1⅝)	NA
LNAV MDA	2040-1 785 (800-1)	2040-1¼ 785 (800-1¼)	2040-2½ 785 (800-2½)	NA
C CIRCLING	2180-1¼	925 (1000-1¼)	2320-3 1065 (1100-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 69340 W225A	APP CRS 251°	Rwy ldg 3502 TDZE 1254 Apt Elev 1255

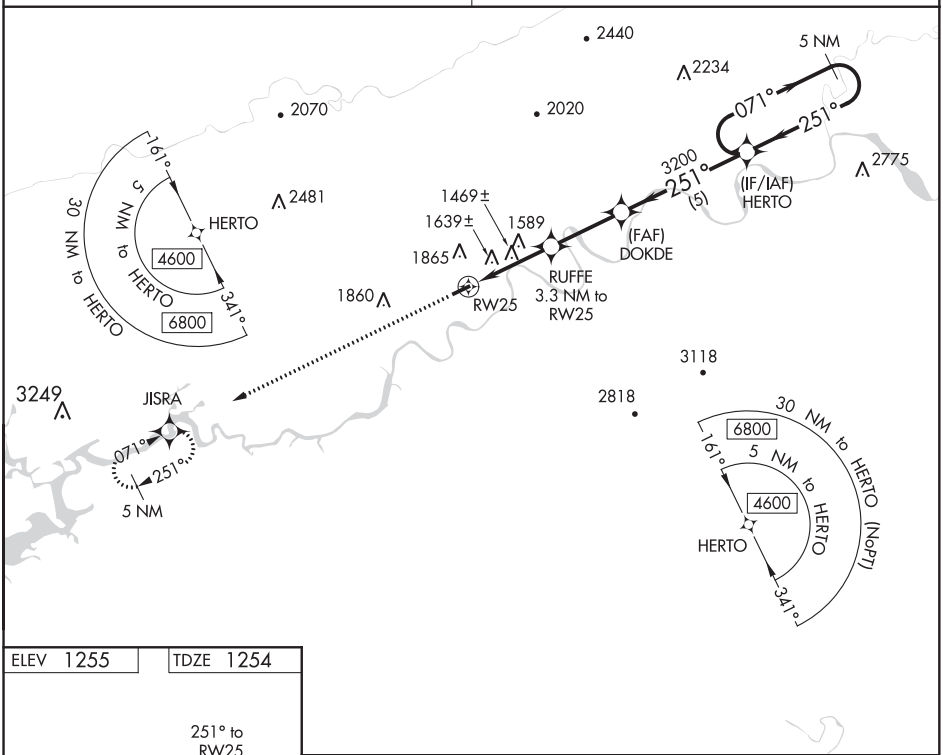
RNAV (GPS) RWY 25
HAWKINS COUNTY (RVN)

T A NA

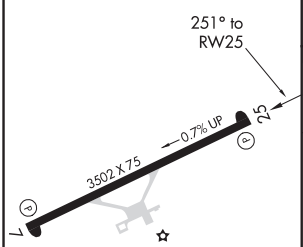
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ⅜ SM, LNAV Cat B visibility ¼ SM, Cat C visibility ⅝ SM, and increase Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

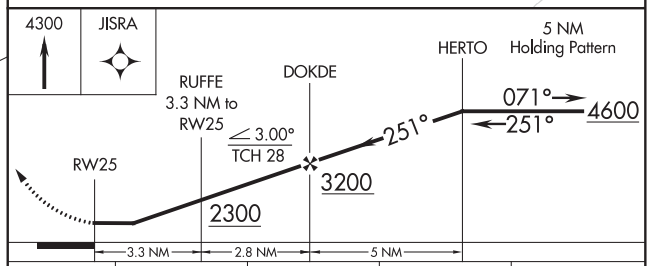
MISSED APPROACH: Climb to 4300 direct JISRA and hold.

TRI CITY APP CON ★	UNICOM
128.05 317.5	122.8 (CTAF)



ELEV 1255 TDZE 1254





CATEGORY	A	B	C	D
LP MDA	1720-1	466 (500-1)	1720-1⅜ 466 (500-1⅜)	NA
LNAV MDA	1900-1	646 (700-1)	1900-1⅞ 646 (700-1⅞)	NA
C CIRCLING	2180-1¼	925 (1000-1¼)	2320-3 1065 (1100-3)	NA

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-1, 05 NOV 2020 to 31 DEC 2020

RUSSELLVILLE, KENTUCKY AL-6609 (FAA) 20142

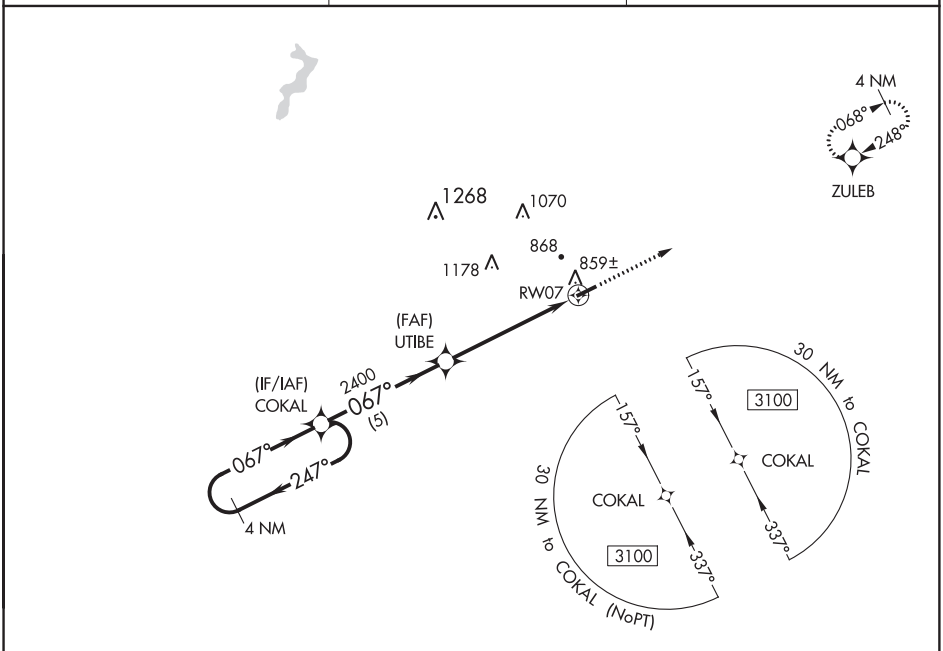
RNAV (GPS) RWY 7
RUSSELLVILLE-LOGAN COUNTY (4M7)

WAAS CH 50431 W07A	APP CRS 067°	Rwy ldg 4500 TDZE 692 Apt Elev 692

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3100 direct ZULEB and hold.

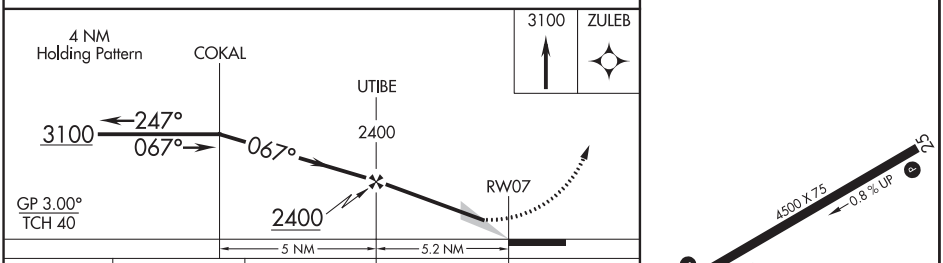
M91 AWOS-3	MEMPHIS CENTER	UNICOM
120.675	133.85 317.6	122.7 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 692 TDZE 692



CATEGORY	A	B	C	D
LPV DA	982-1 290 (300-1)			
LNAV/VNAV DA	1060-1¼ 368 (400-1¼)			
LNAV MDA	1160-1 468 (500-1)		1160-1⅜ 468 (500-1⅜)	
C CIRCLING	1320-1 628 (700-1)		1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

WAAS CH 90431 W25A	APP CRS 248°	Rwy ldg 4500 TDZE 681 Apt Elev 692

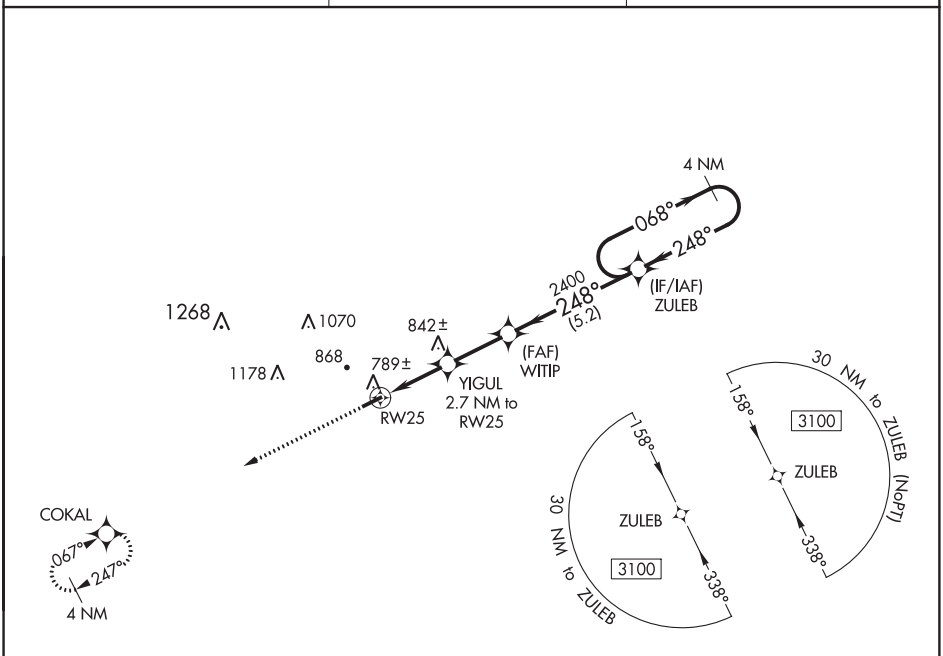
RNAV (GPS) RWY 25
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA

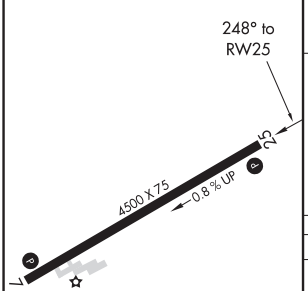
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3100 direct COKAL and hold.

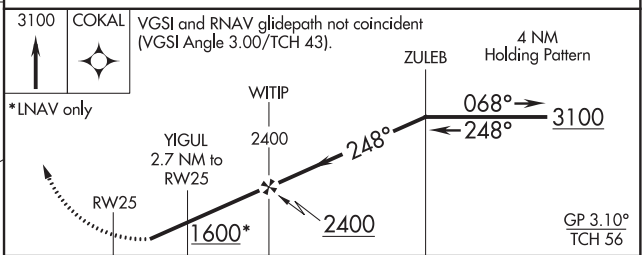
M91 AWOS-3	MEMPHIS CENTER	UNICOM
120.675	133.85 317.6	122.7 (CTAF) L



ELEV 692	TDZE 681



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



CATEGORY	A	B	C	D
LPV DA	985-1 304 (300-1)			
LNAV/VNAV DA	1001-1⅛ 320 (400-1⅛)			
LNAV MDA	1080-1 399 (400-1)		1080-1⅛ 399 (400-1⅛)	
C CIRCLING	1320-1 628 (700-1)		1320-1¾ 628 (700-1¾)	1520-2¾ 828 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 5

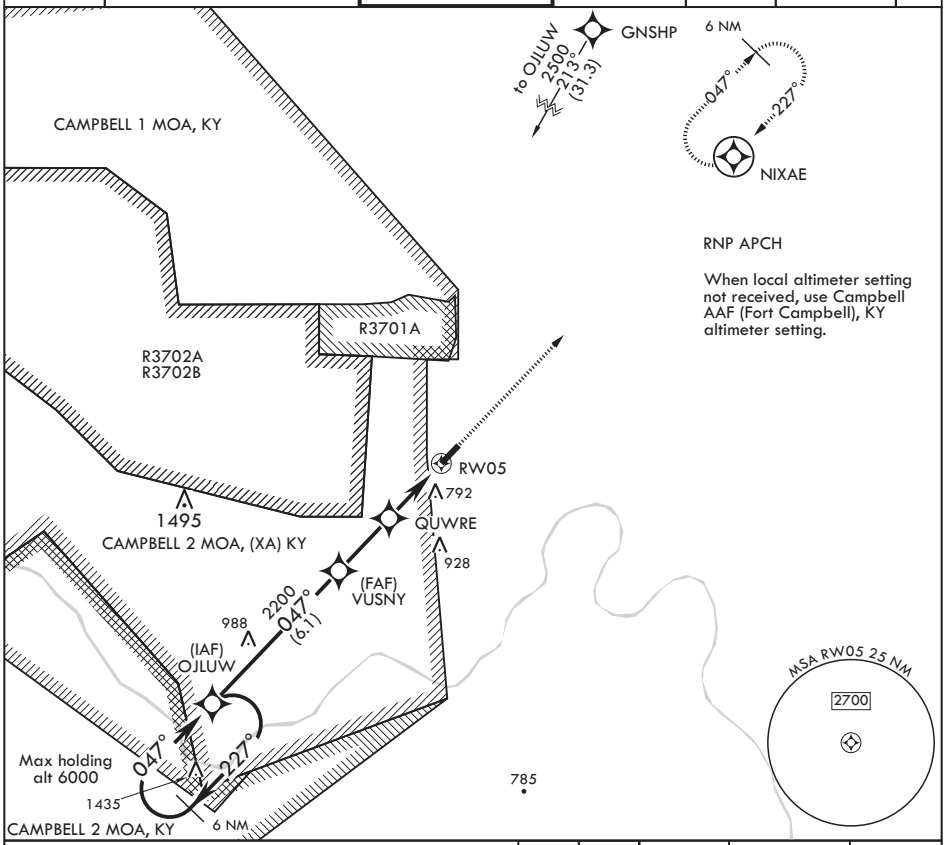
APCH CRS	Rwy ldg	5000
047°	TDZE	595
	Arpt Elev	595

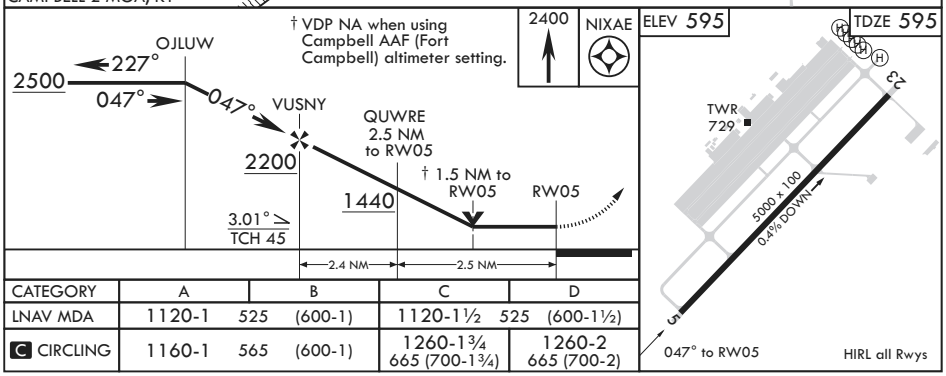
AL-6373 (USA)

SABRE AAF (FORT CAMPBELL) (EOD)

MISSED APPROACH: Climb to 2400 direct NIXAE and hold.

SABRE ATIS	CAMPBELL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	285.7	





CATEGORY	A	B	C	D
LNAV MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	
C CIRCLING	1160-1 565 (600-1)		1260-1¾ 665 (700-1¾)	1260-2 665 (700-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 23

APCH CRS	Rwy ldg	5000
227°	TDZE	587
	Arpt Elev	595

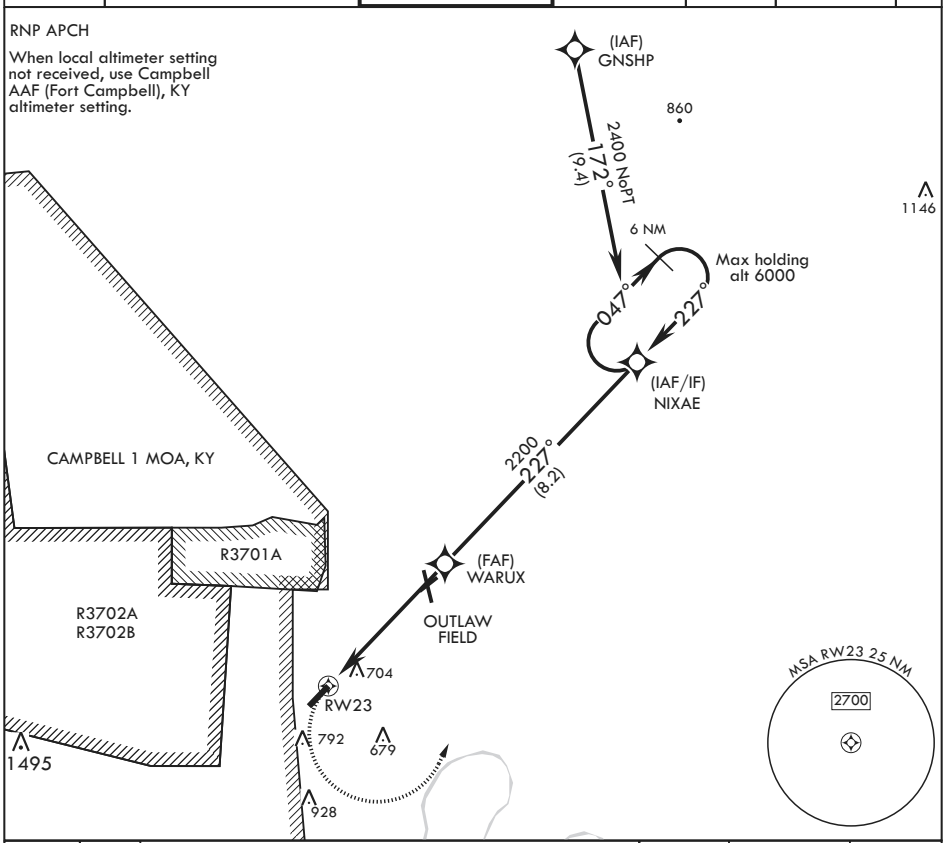
AL-6373 (USA)

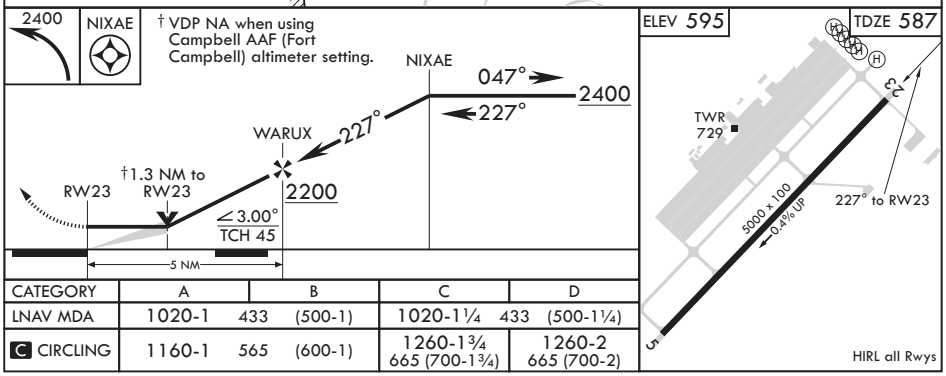
SABRE AAF (FORT CAMPBELL) (EOD)

T A

MISSED APPROACH: Climbing left turn to 2400 direct NIXAE and hold.

SABRE ATIS	CAMPBELL APP CON/DEP CON	TOWER★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	237.6	285.7	





CATEGORY	A		B	C		D
LNAV MDA	1020-1	433	(500-1)	1020-1¼	433	(500-1¼)
C CIRCLING	1160-1	565	(600-1)	1260-1¾ 665 (700-1¾)		1260-2 665 (700-2)

CLARKSVILLE, TENNESSEE

36°34'N - 87°29'W

SABRE AAF (FORT CAMPBELL) (EOD)

Orig-A 20JUN19

RNAV (GPS) X RWY 23

SE-1, 05 NOV 2020 to 31 DEC 2020

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20198

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 5

APCH CRS	Rwy ldg	5000
047°	TDZE	595
	Arpt Elev	595

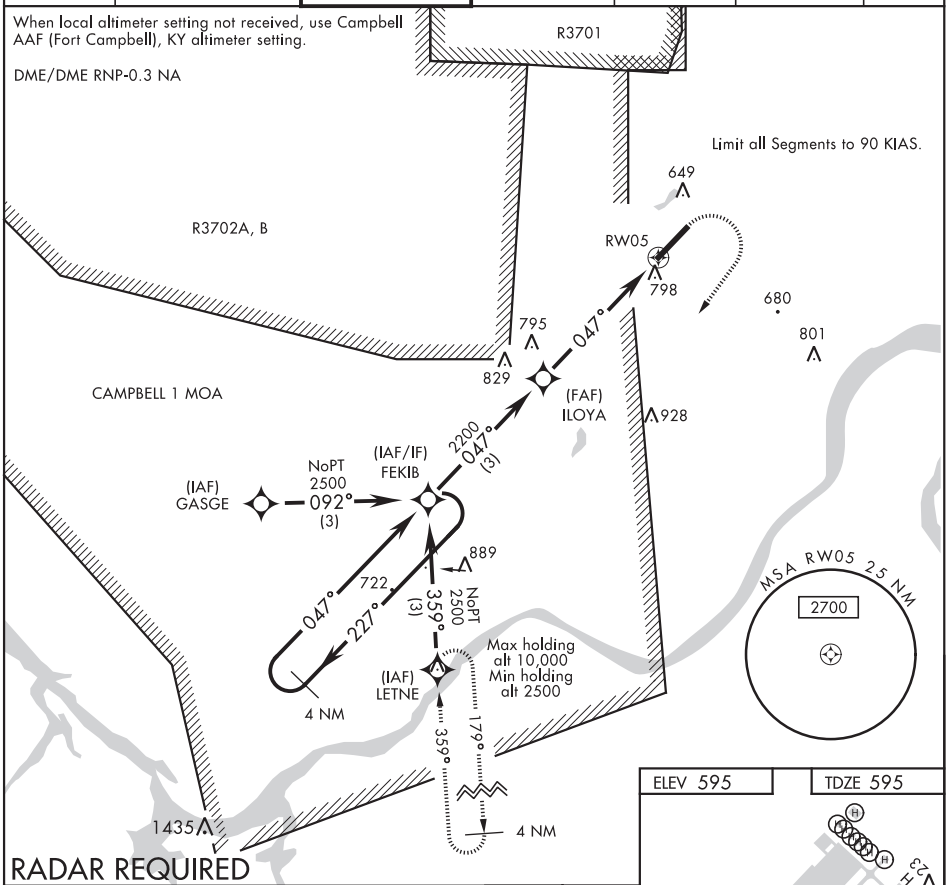
AL-6373 [USA] SABRE AAF (FORT CAMPBELL) (KEOD)

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

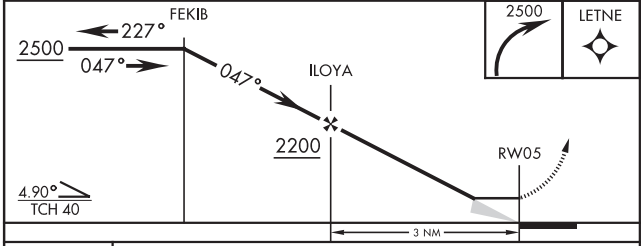
ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	285.7	

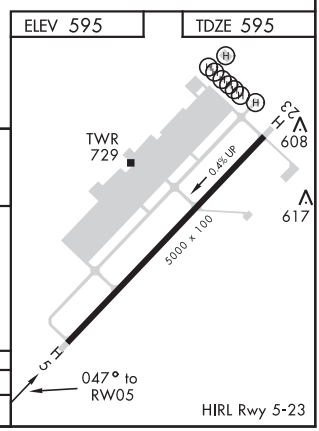
When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

DME/DME RNP-0.3 NA



RADAR REQUIRED





CATEGORY	COPTER
LNAV MDA	1120-½ 525 (600-½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE 36°34'N-87°29'W SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2 05JAN17

COPTER RNAV (GPS) Y RWY 5

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 23

AL-6373 [USA] SABRE AAF (FORT CAMPBELL) (KEOD)

APCH CRS	Rwy ldg	5000
227°	THRE	573
	Arpt Elev	595

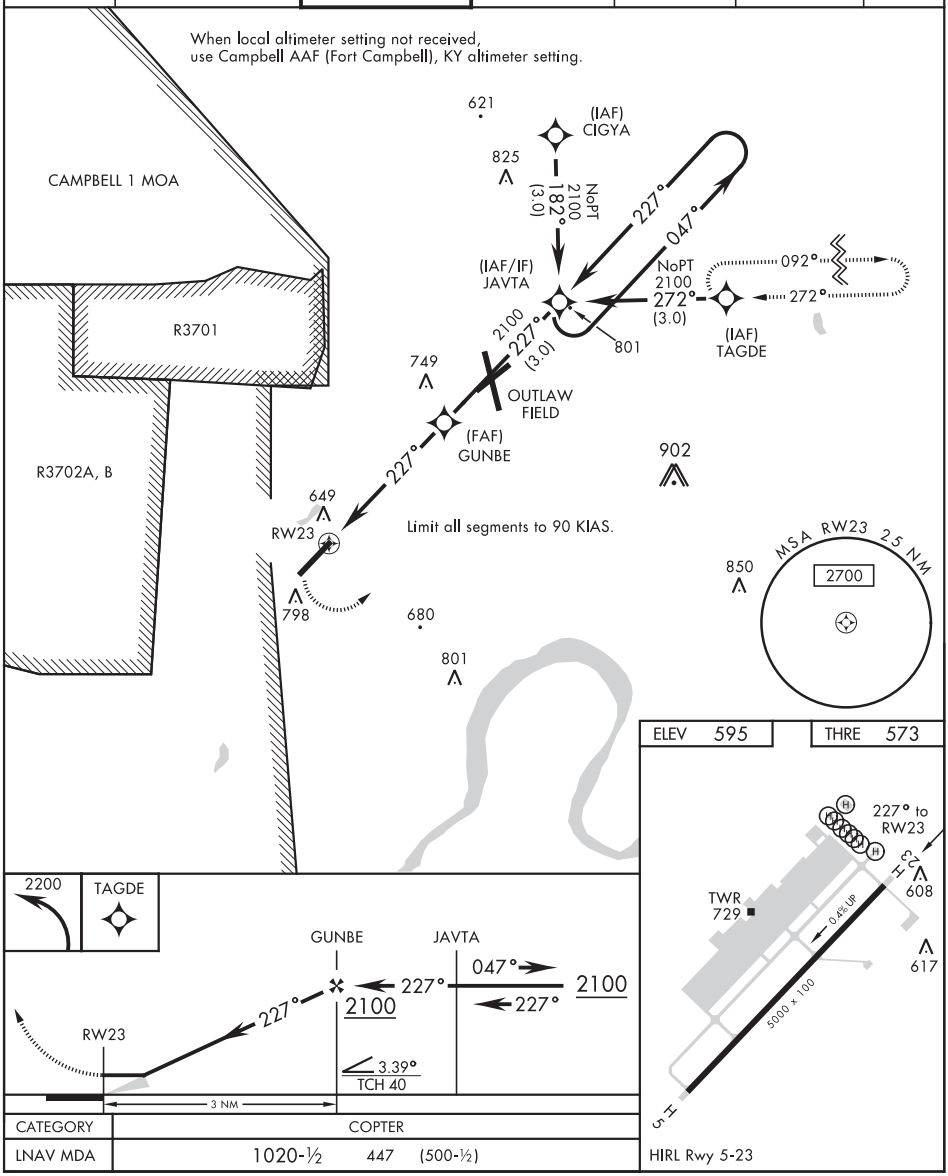
RNP APCH - DME/DME RNP-0.3 NA.

RADAR required.

T A

MISSED APPROACH: Climbing left turn to 2200 direct TAGDE and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	285.7	



CATEGORY	COPTER
LNAV MDA	1020-½ 447 (500-½)

HIRL Rwy 5-23

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE 36°34′N-87°29′W SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2A 10SEP20

COPTER RNAV (GPS) Y RWY 23

20198

CLARKSVILLE, TENNESSEE

COPTER VOR RWY 23

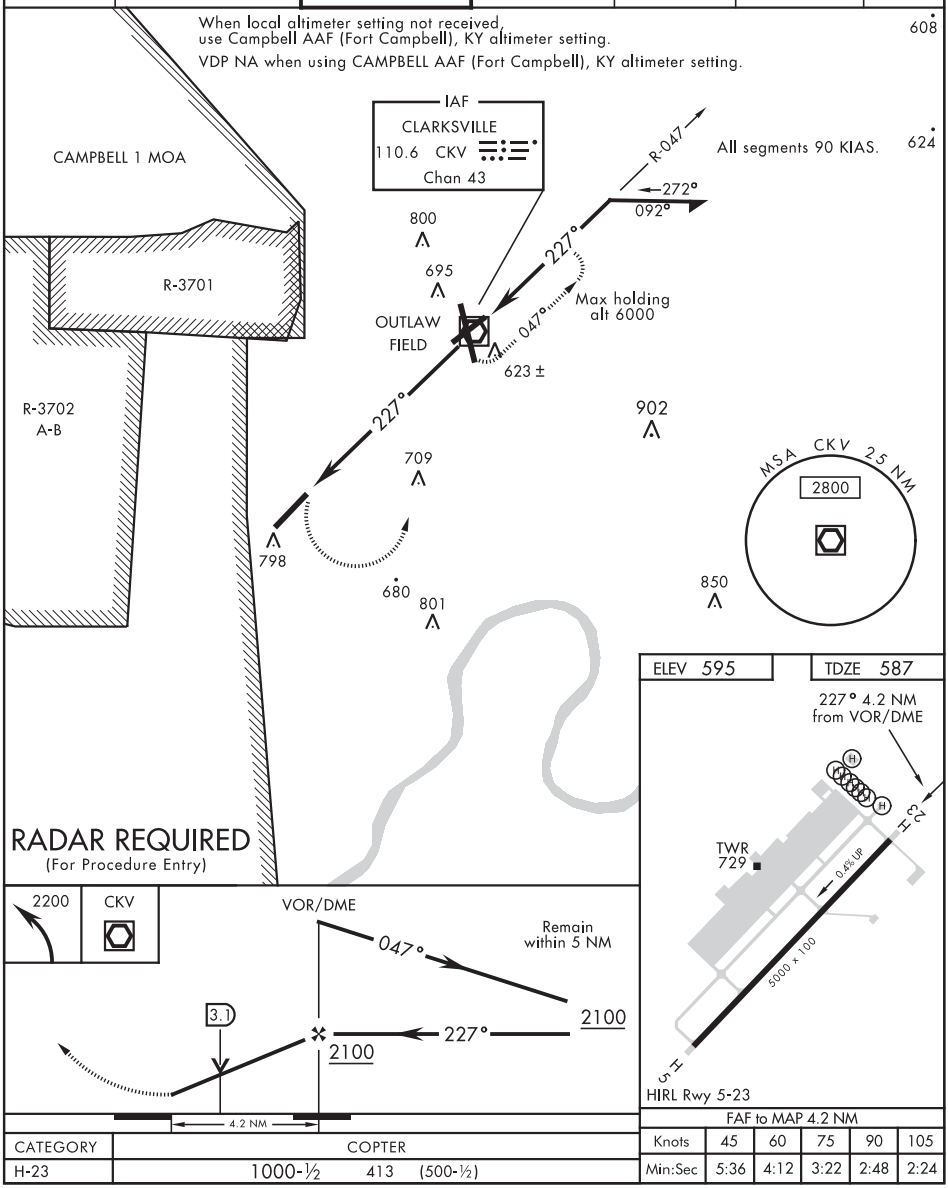
VOR/DME CKV 110.6 Chan 43	APCH CRS 227°	Rwy ldg 5000 TDZE 587 Arpt Elev 595

AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	285.7	



CATEGORY	COPTER
H-23	1000-½ 413 (500-½)

FAF to MAP 4.2 NM					
Knots	45	60	75	90	105
Min:Sec	5:36	4:12	3:22	2:48	2:24

CLARKSVILLE, TENNESSEE

36°34′N-87°29′W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 6B 20JUN19

COPTER VOR RWY 23

SE-1, 05 NOV 2020 to 31 DEC 2020

CLARKSVILLE, TENNESSEE

COPTER NDB 303°

LOM CK	APCH CRS	Rwy ldg	N/A
335	303°	TDZE	N/A
		Arpt Elev	595

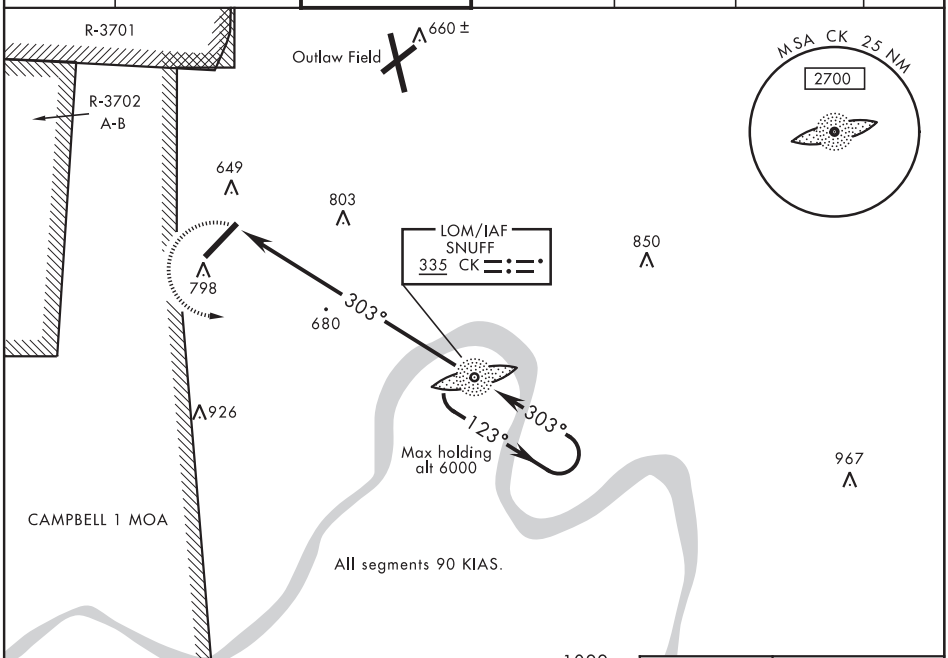
AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

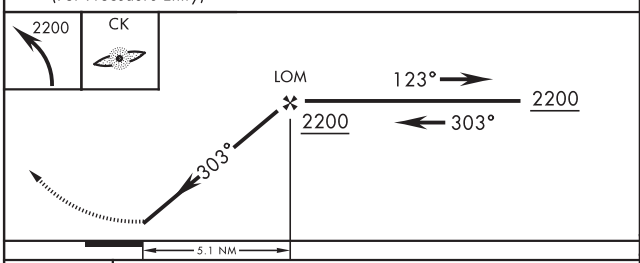
When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

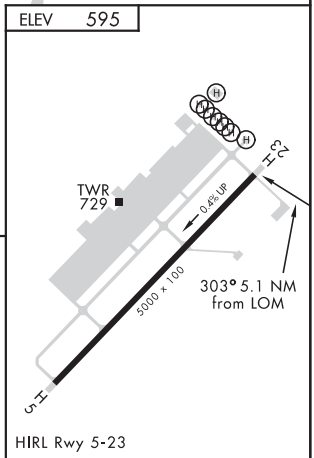
MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

ATIS	CAMPBELL APP CON	SABRE TOWER ★	GND CON	CLNC DEL	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 290.45	142.975 267.3	237.6	285.7	



RADAR REQUIRED
(For Procedure Entry)





CATEGORY	COPTER
H-303°	1080-½ 485 (500-½)

FAF to MAP 5.1 NM					
Knots	45	60	75	90	105
Min:Sec	6:48	5:06	4:05	3:24	2:55

CLARKSVILLE, TENNESSEE

36°34′N-87°29′W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 6B 20JUN19

COPTER NDB 303°

SE-1, 05 NOV 2020 to 31 DEC 2020

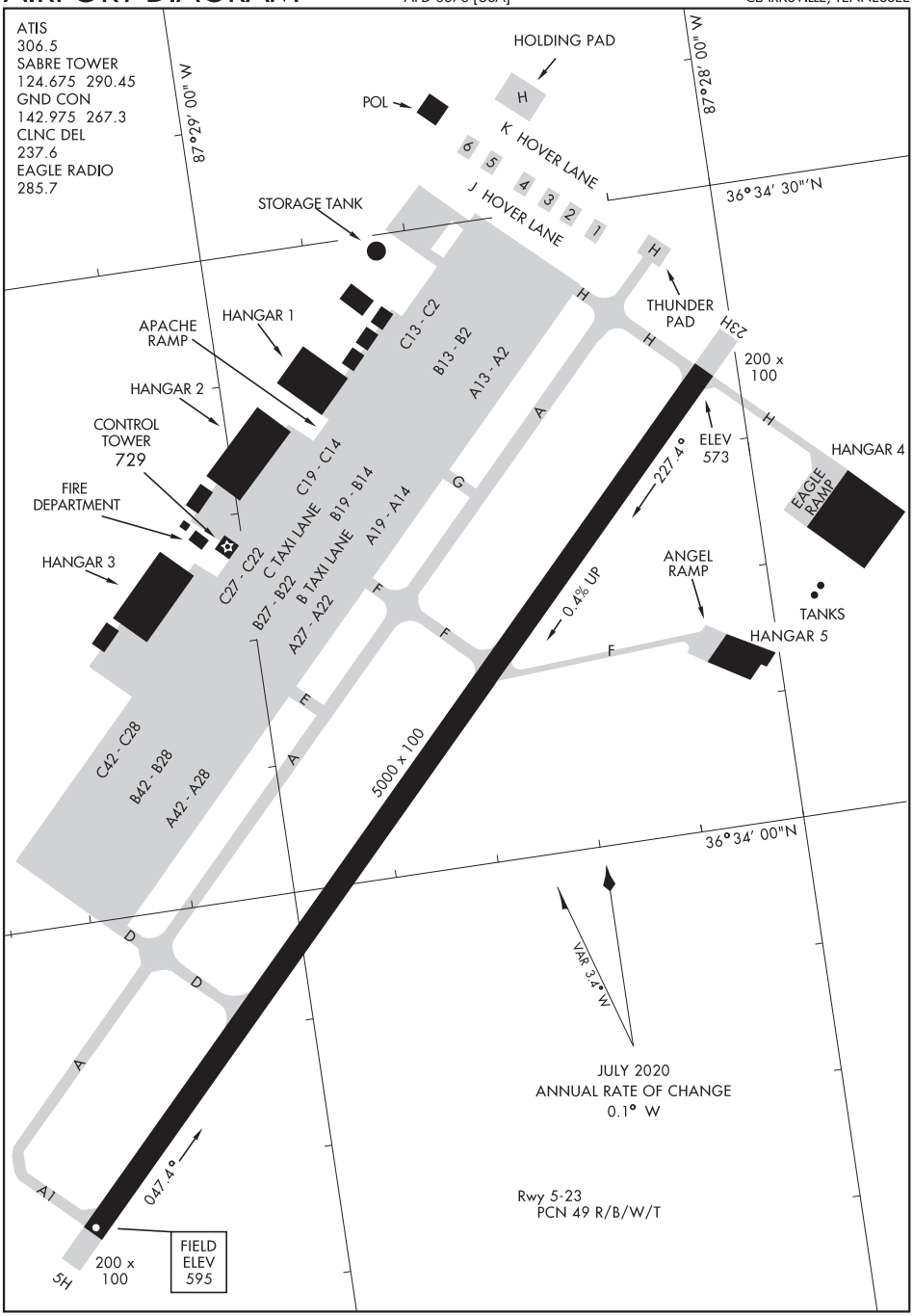
20198

AIRPORT DIAGRAM

SABRE AAF (FORT CAMPBELL) (KEOD)

AFD-6373 [USA]

CLARKSVILLE, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE

SABRE AAF (FORT CAMPBELL) (KEOD)

WAAS CH 58212 W01A	APP CRS 009°	Rwy ldg 5000 TDZE 473 Apt Elev 473

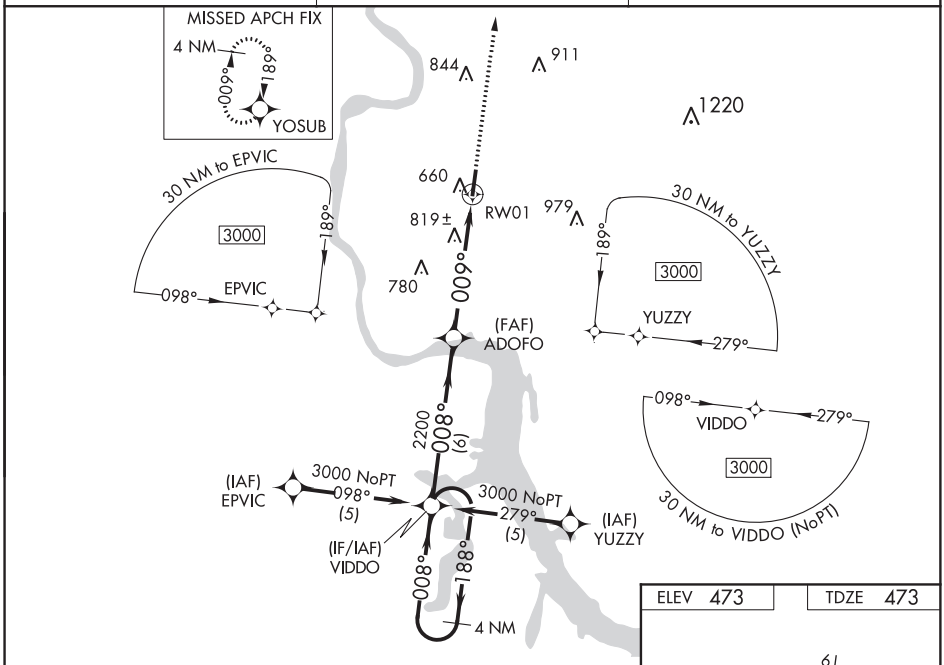
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

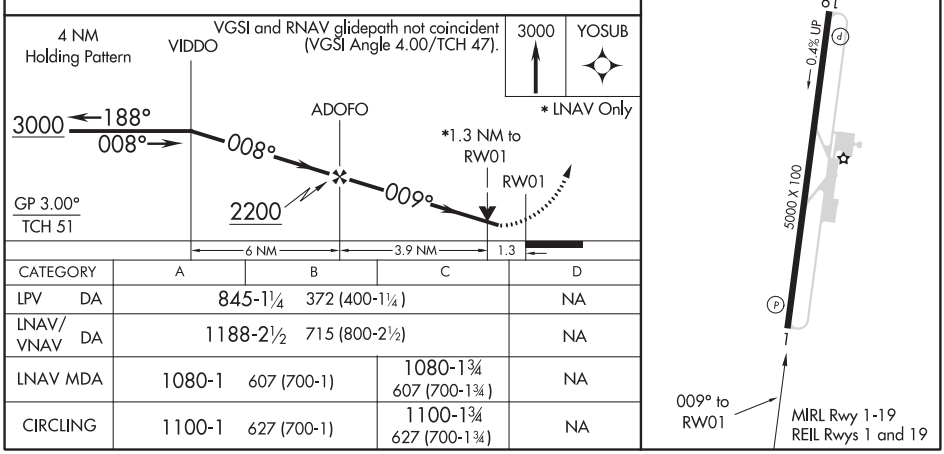
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats. visibility ½ mile, LNAV Cat. C visibility ¼ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	845-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	1188-2½ 715 (800-2½)			NA
LNAV MDA	1080-1 607 (700-1)		1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

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SE-1, 05 NOV 2020 to 31 DEC 2020

SAVANNAH, TENNESSEE | AL-5771 (FAA) | 16231

WAAS CH 42912 W19A	APP CRS 189°	Rwy ldg 5000 TDZE 467 Apt Elev 473

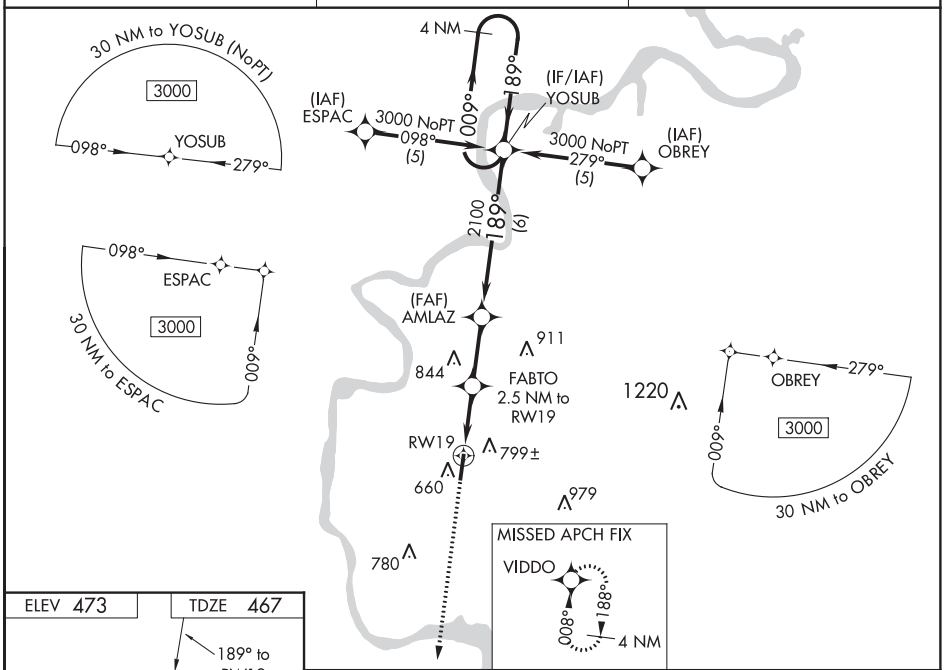
RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

T A NA

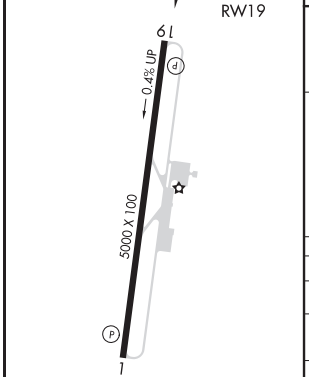
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

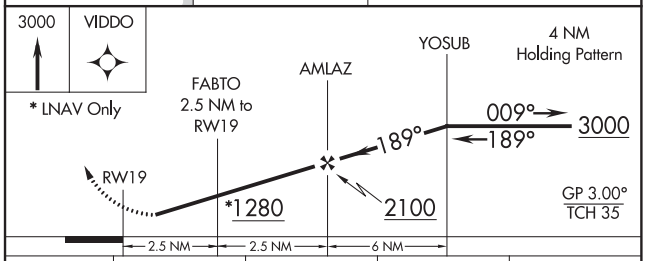
AWOS-3	MEMPHIS CENTER	UNICOM
133.925	124.35 239.3	122.8 (CTAF)



ELEV 473 | TDZE 467



MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LPV DA	873-1½ 406 (400-1½)			NA
LNAV/ VNAV DA	999-2 532 (600-2)			NA
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA
CIRCLING	1100-1 627 (700-1)		1100-1¾ 627 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 40408 W17A	APP CRS 165°	Rwy ldg 5002 TDZE 607 Apt Elev 610

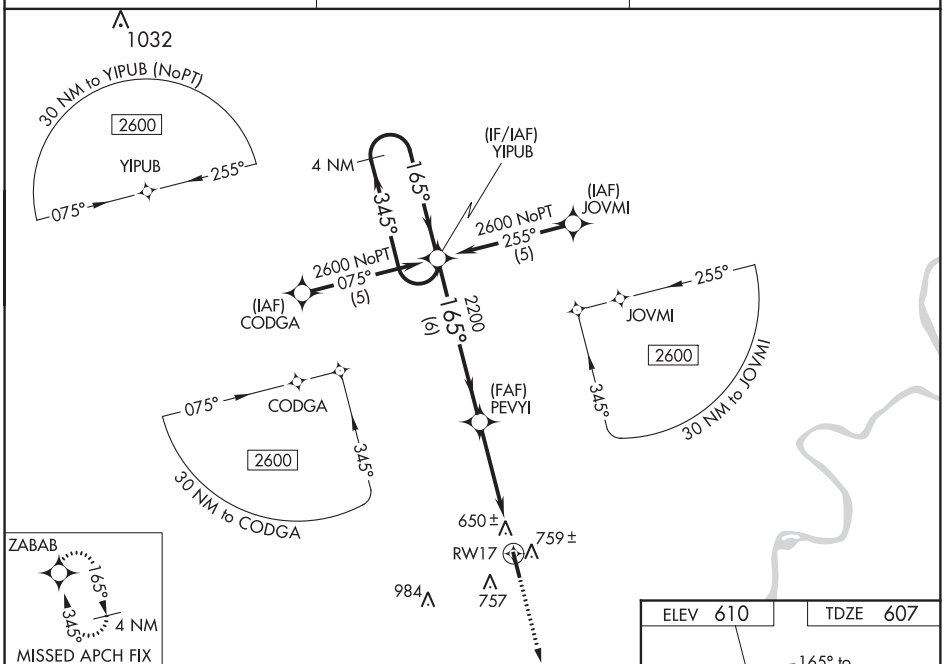
RNAV (GPS) RWY 17
ROBERT SIBLEY (SZY)

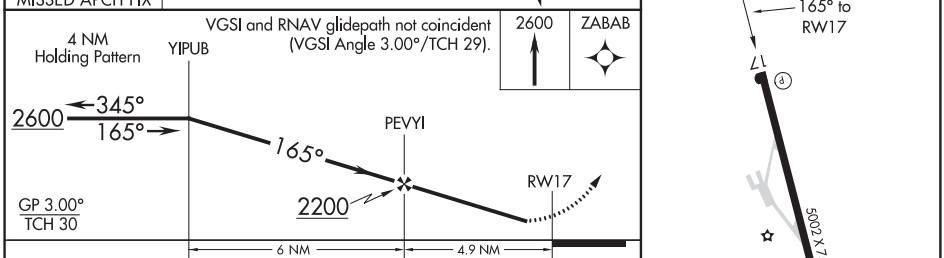
T
A NA

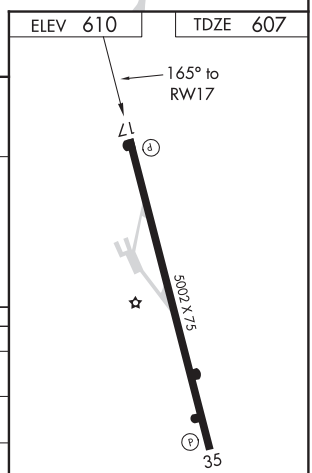
Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats. and LNAV Cat C visibilities ¼ mile, and LNAV Cat D visibility ½ mile. Straight-in/Circling Rwy 17 procedure NA at night.

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	861-1 254 (300-1)			
LNAV/VNAV DA	1055-1¾ 448 (500-1¾)			
LNAV MDA	1020-1 413 (500-1)		1020-1¼ 413 (500-1¼)	
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SELMER, TENNESSEE | AL-6211 (FAA) | 19115

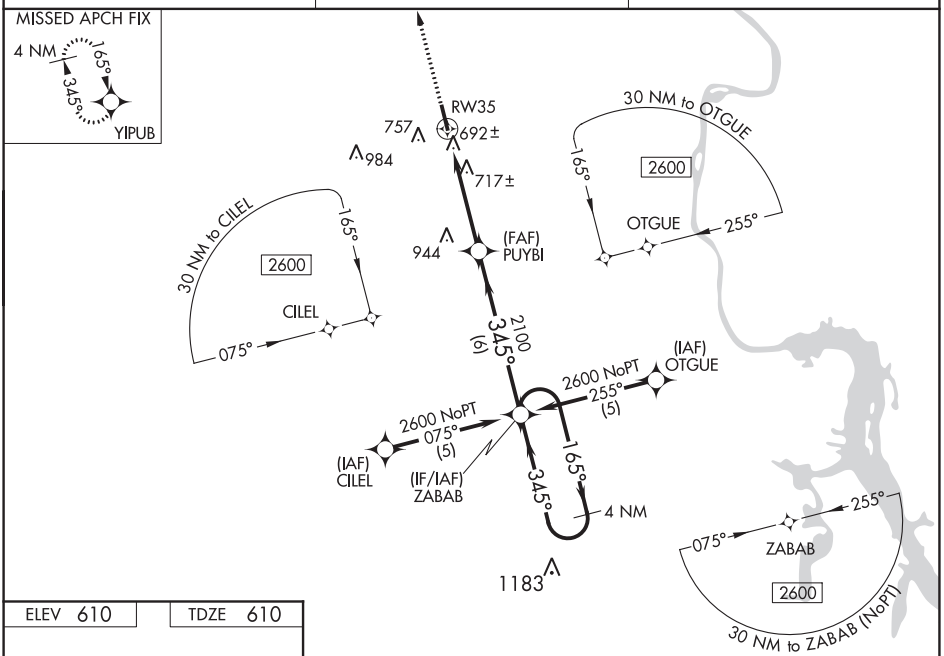
RNAV (GPS) RWY 35
ROBERT SIBLEY (SZY)

WAAS CH 86608 W35A	APP CRS 345°	Rwy ldg 5002 TDZE 610 Apt Elev 610

T A NA — Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. 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. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats and LNAV Cats C and D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. Straight-in/Circling Rwy 35 procedure NA at night.

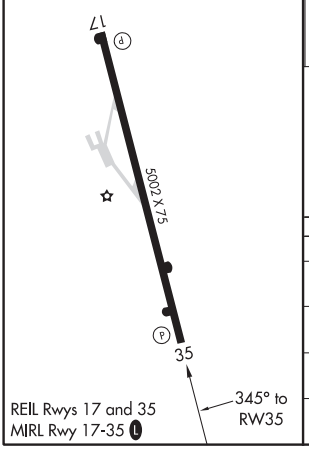
MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.425	124.35 239.3	122.7 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

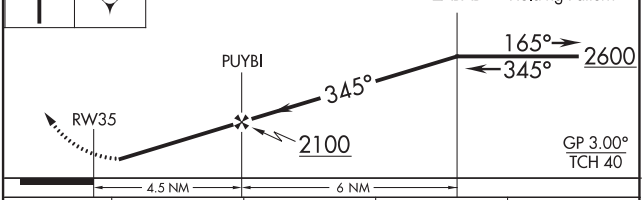
ELEV 610 | TDZE 610



REIL Rwys 17 and 35
MIRL Rwy 17-35 L

2600 | YIPUB

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 29).



CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1160-2 550 (600-2)

SELMER, TENNESSEE
Orig-A 04APR13

35°12′N-88°30′W

ROBERT SIBLEY (SZY)
RNAV (GPS) RWY 35

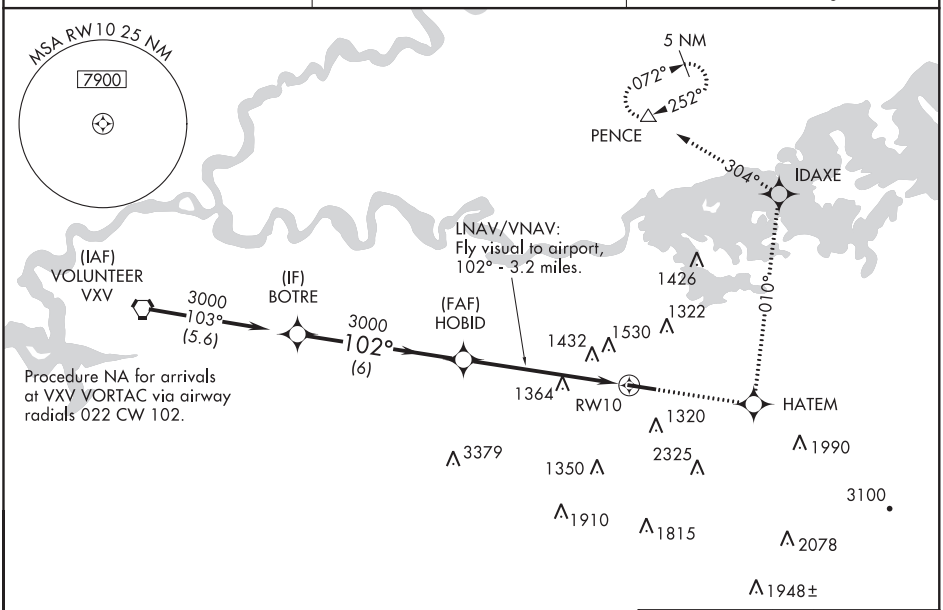
WAAS CH 99510 W10A	APP CRS 102°	Rwy ldg 5506 TDZE 1014 Apt Elev 1014

RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. 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. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA/MDA 60 feet and increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling to Rwy 28 NA at night.

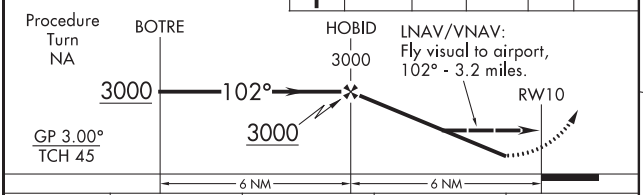
MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L

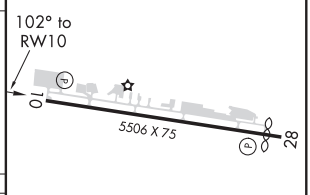


VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).

4000	HATEM	tr 010°	IDAXE	tr 304°	PENCE



ELEV 1014 TDZE 1014



CATEGORY	A	B	C	D
LPV DA	1371-1¼ 357 (400-1¼)			
LNAV/VNAV DA	2013-2 999 (1000-2)		2013-3 999 (1000-3)	
LNAV MDA	1800-1 786 (800-1)	1800-1¼ 786 (800-1¼)	1800-2¼ 786 (800-2¼)	1800-2½ 786 (800-2½)
CIRCLING	1800-1 786 (800-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SEVIERVILLE, TENNESSEE

AL-6006 (FAA)

20086

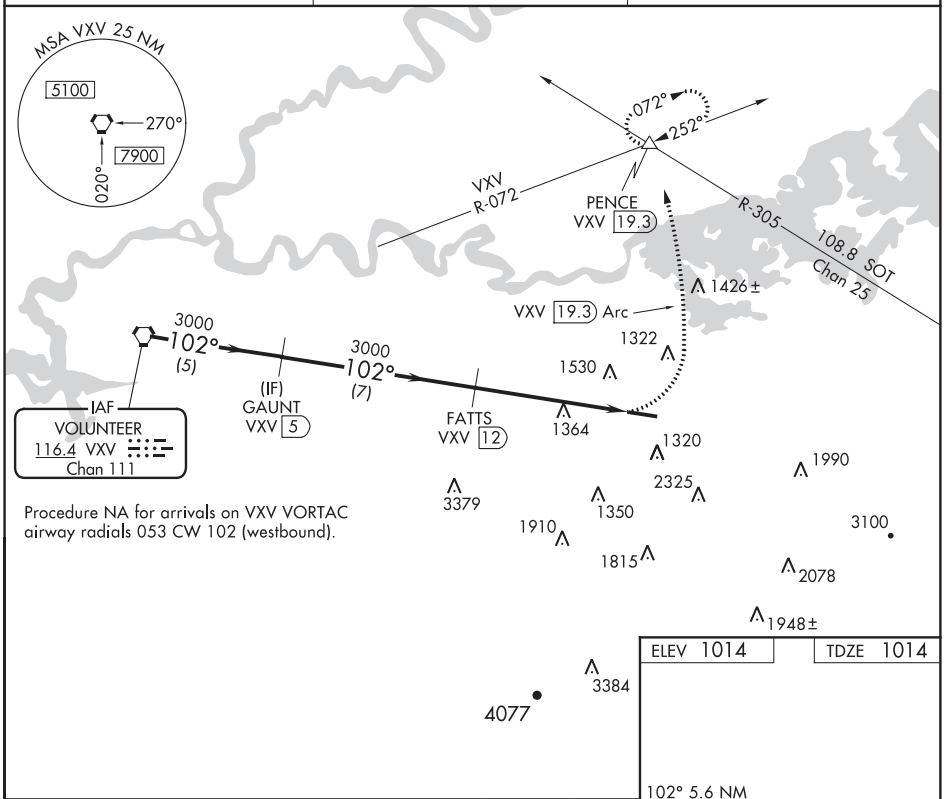
VOR/DME RWY 10
GATLINBURG-PIGEON FORGE (GKT)

VORTAC VXV	APP CRS	Rwy ldg	5506
116.4	102°	TDZE	1014
Chan 111		Apt Elev	1014

T A NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 60 feet and increase S-18 and Circling Cats A,C and D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

AWOS-3	KNOXVILLE APP CON	UNICOM
126.875	132.8 360.8	123.0 (CTAF) L

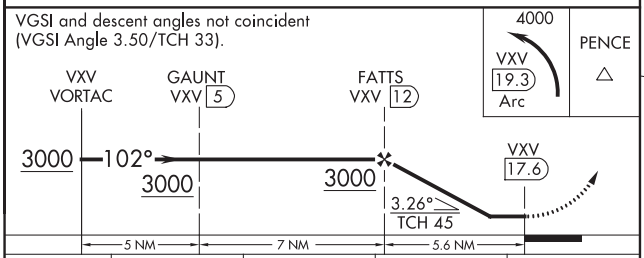


Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (westbound).

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

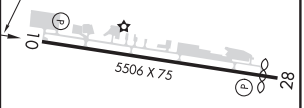
VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).



CATEGORY	A	B	C	D
S-10	1840-1 826 (900-1)	1840-1¼ 826 (900-1¼)	1840-2½ 826 (900-2½)	1840-2¾ 826 (900-2¾)
CIRCLING	1840-1 826 (900-1)	1880-1¼ 866 (900-1¼)	1880-2½ 866 (900-2½)	1880-2¾ 866 (900-2¾)

ELEV 1014 TDZE 1014

102° 5.6 NM from FAF



REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SEVIERVILLE, TENNESSEE
Amdt 6A 09JAN14

35°51′N-83°32′W

GATLINBURG-PIGEON FORGE (GKT)
VOR/DME RWY 10

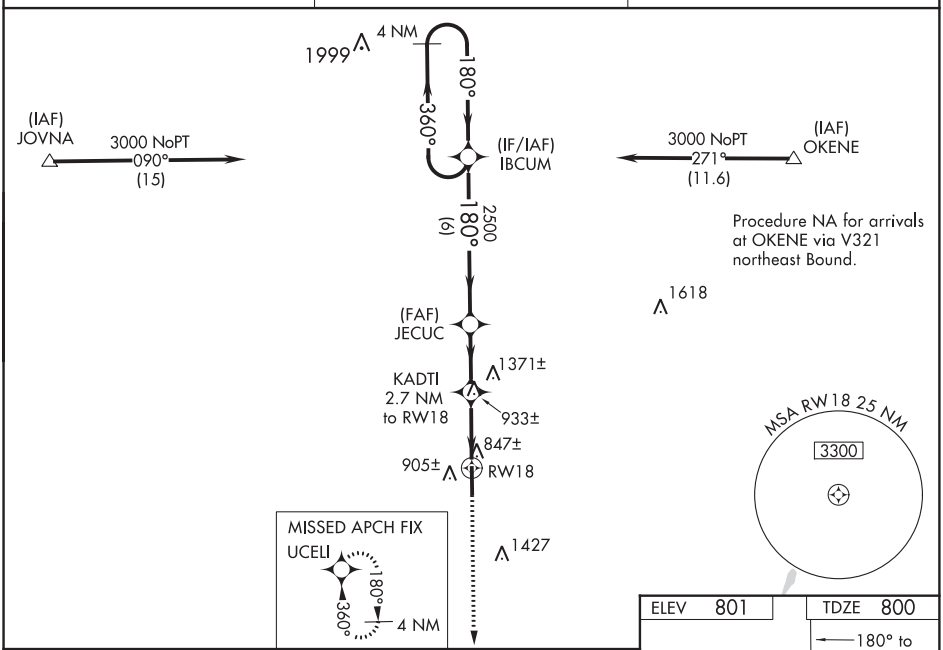
WAAS CH 50407 W18A	APP CRS 180°	Rwy ldg 5503 TDZE 800 Apt Elev 801

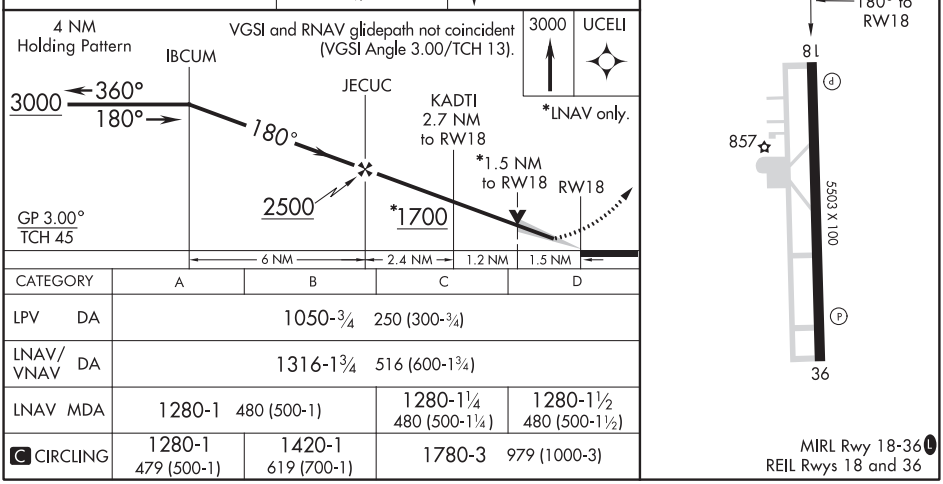
RNAV (GPS) RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ¼ SM and LNAV Cat C and D visibility ¼ SM. Baro-VNAV NA when using Tullahoma altimeter setting. 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. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1050-¾ 250 (300-¾)			
LNAV/VNAV DA	1316-1¾ 516 (600-1¾)			
LNAV MDA	1280-1 480 (500-1)		1280-1¼ 480 (500-1¼)	1280-1½ 480 (500-1½)
C CIRCLING	1280-1 479 (500-1)	1420-1 619 (700-1)	1780-3 979 (1000-3)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 20170

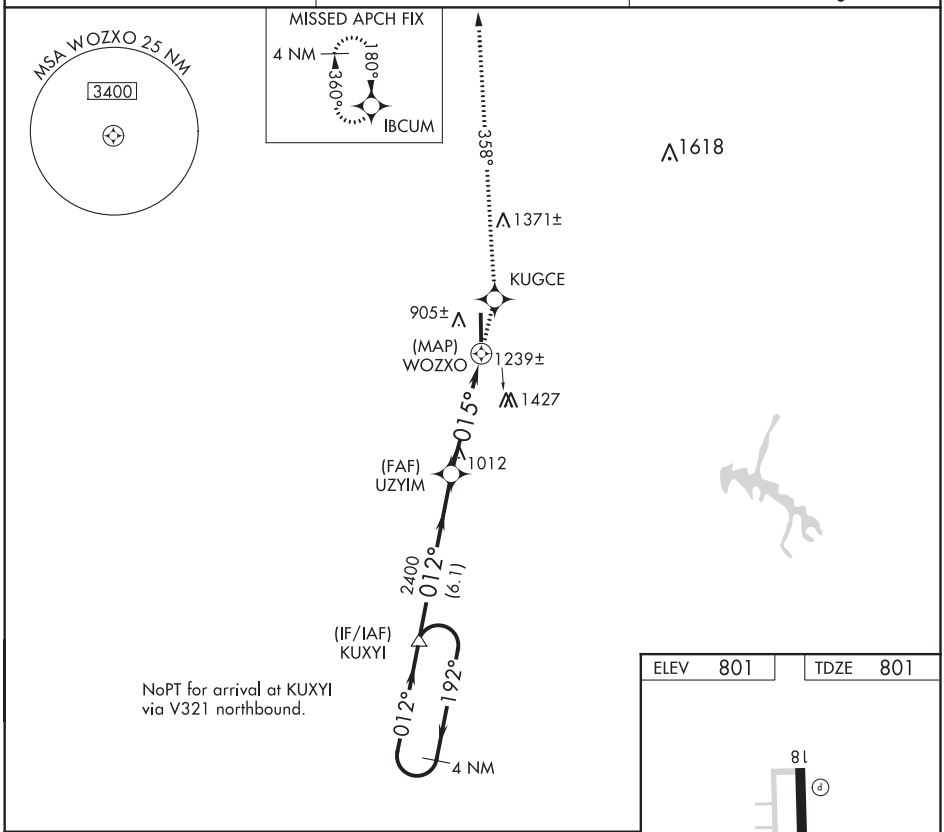
RNAV (GPS) Y RWY 36
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

APP CRS	Rwy ldg	5503
015°	TDZE	801
	Apt Elev	801

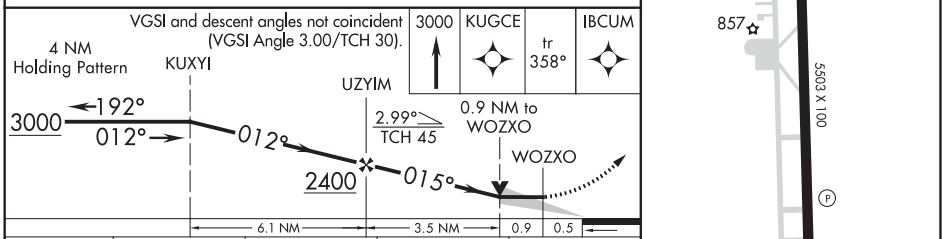
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

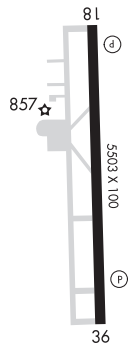
MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



ELEV	801	TDZE	801





CATEGORY	A	B	C	D
LNAV MDA	1260-1 459 (500-1)		1260-1¼ 459 (500-1¼)	1260-1½ 459 (500-1½)
C CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1780-3 979 (1000-3)	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

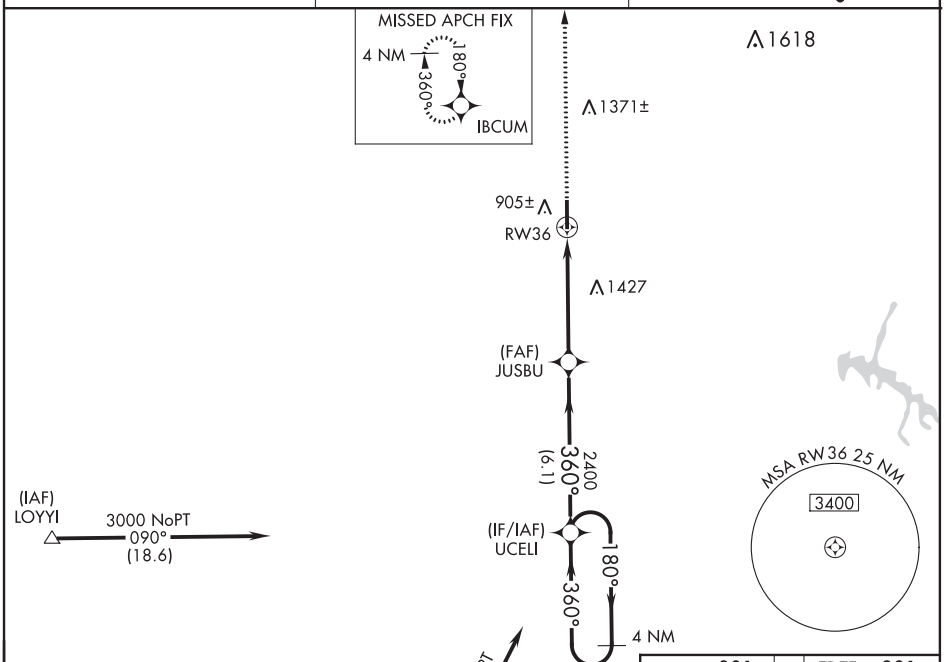
WAAS CH 97607 W36A	APP CRS 360°	Rwy ldg 5503 TDZE 801 Apt Elev 801

RNAV (GPS) Z RWY 36
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

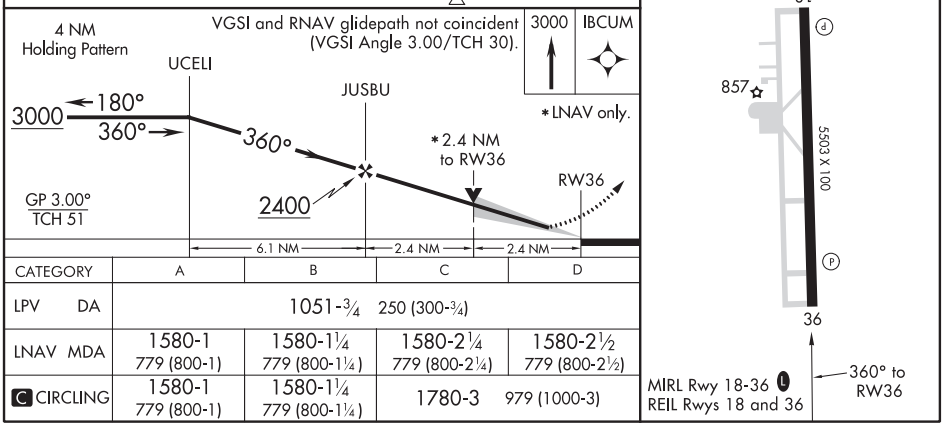
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats visibility ½ SM and LNAV Cat C and D visibility ¼ SM. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



ELEV 801	TDZE 801



CATEGORY	A	B	C	D
LPV DA	1051-¾ 250 (300-¾)			
LNAV MDA	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1580-2¼ 779 (800-2¼)	1580-2½ 779 (800-2½)
C CIRCLING	1580-1 779 (800-1)	1580-1¼ 779 (800-1¼)	1780-3 979 (1000-3)	

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 20254

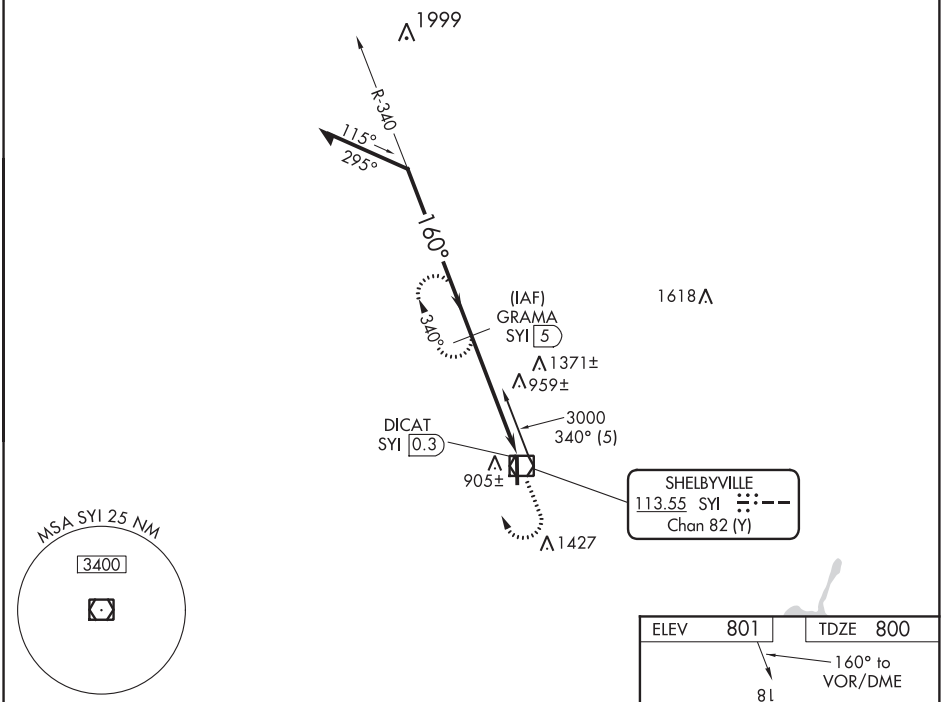
VOR/DME RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

VOR/DME SYI	APP CRS	Rwy ldg 5503
113.55	160°	TDZE 800
Chan 82 (Y)		Apt Elev 801

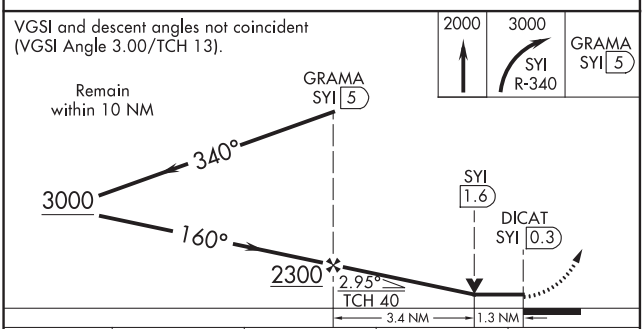
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility ⅛ SM. VDP NA when using Nashville Intl altimeter setting.

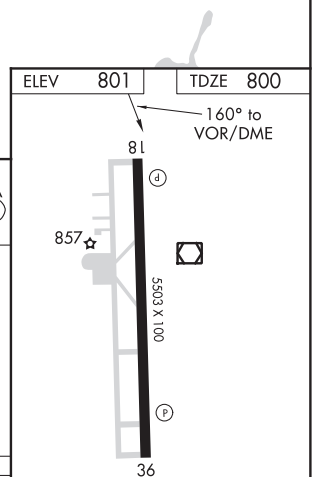
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 13).





CATEGORY	A	B	C	D
S-18	1220-1	420 (500-1)	1220-1¼	420 (500-1¼)
C CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1780-3	979 (1000-3)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

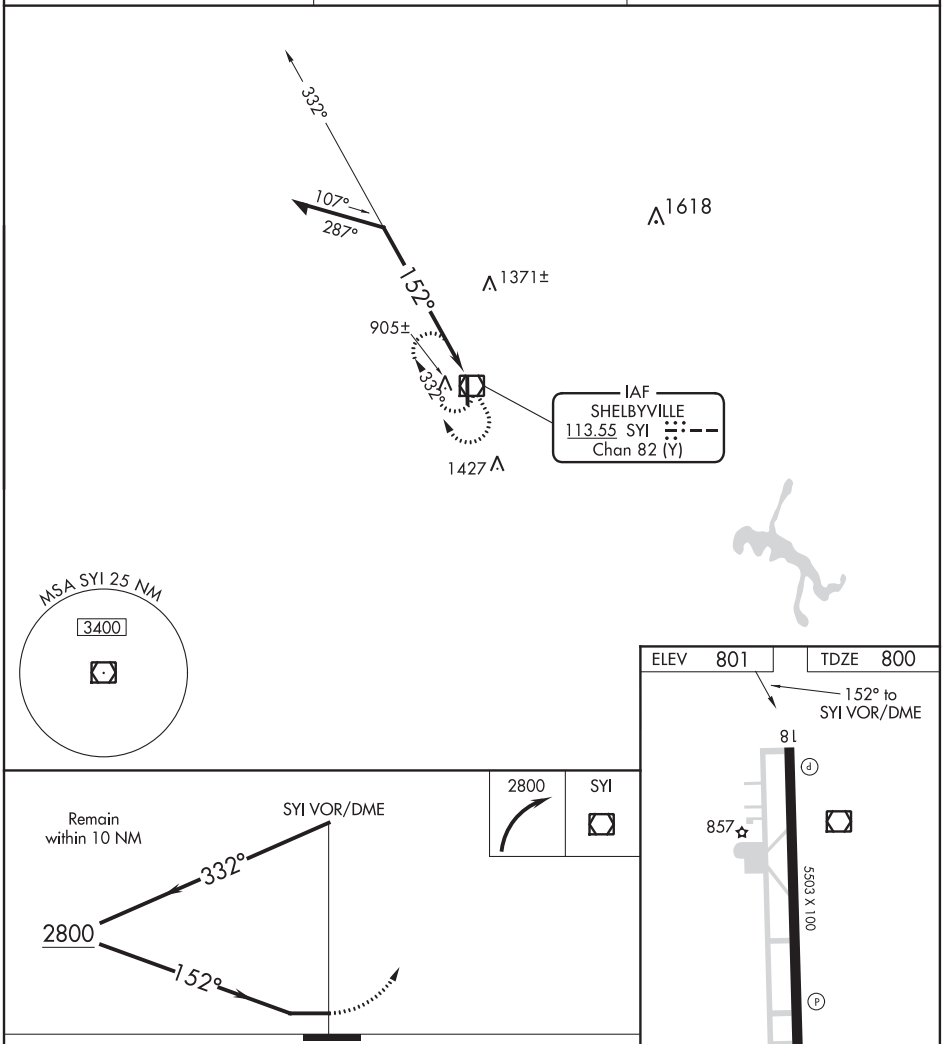
VOR/DME SYI	APP CRS	Rwy ldg 5503
113.55	152°	TDZE 800
Chan 82 (Y)		Apt Elev 801

VOR RWY 18
BOMAR FIELD-SHELBYVILLE MUNI (SYI)

T A NA When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1360-1 560 (600-1)		1360-1½ 560 (600-1½)	1360-1¾ 560 (600-1¾)
C CIRCLING	1360-1 559 (600-1)	1420-1 619 (700-1)	1780-3 979 (1000-3)	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

20142

VOR RWY 36

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

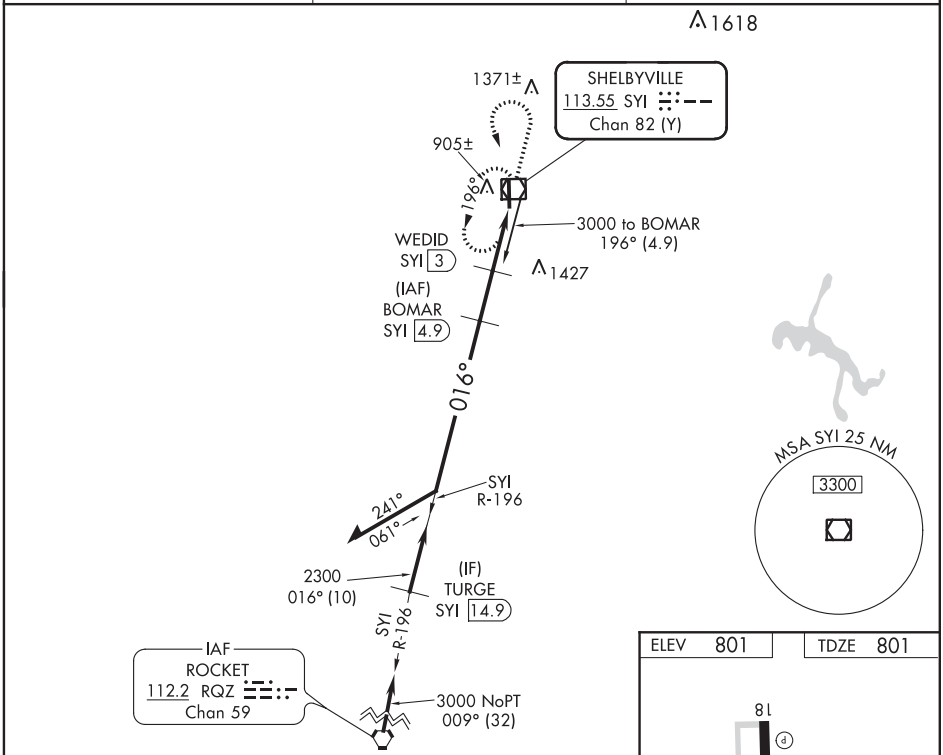
VOR/DME SYI 113.55 Chan 82 (Y)	APP CRS 016°	Rwy ldg 5503 TDZE 801 Apt Elev 801

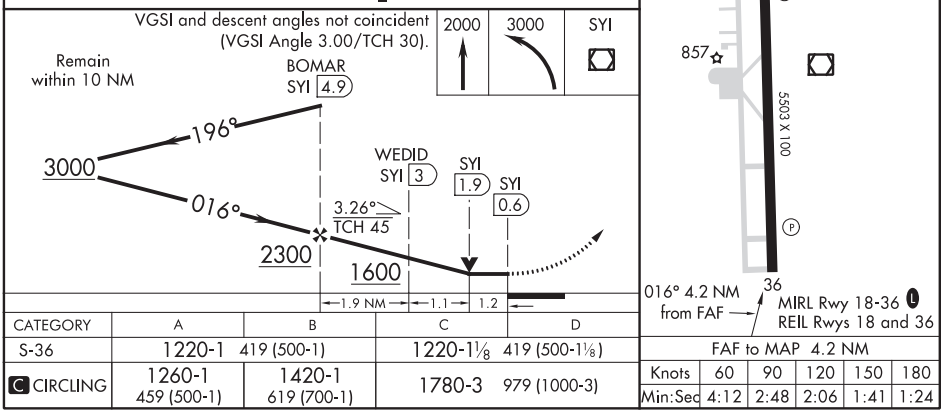
DME required.

When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility ¼ SM.
VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.275	128.15 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1220-1 419 (500-1)		1220-1⅛ 419 (500-1⅛)	
C CIRCLING	1260-1 459 (500-1)	1420-1 619 (700-1)	1780-3 979 (1000-3)	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82433 W06A	APP CRS 062°	Rwy ldg 4106 TDZE 1079 Apt Elev 1084

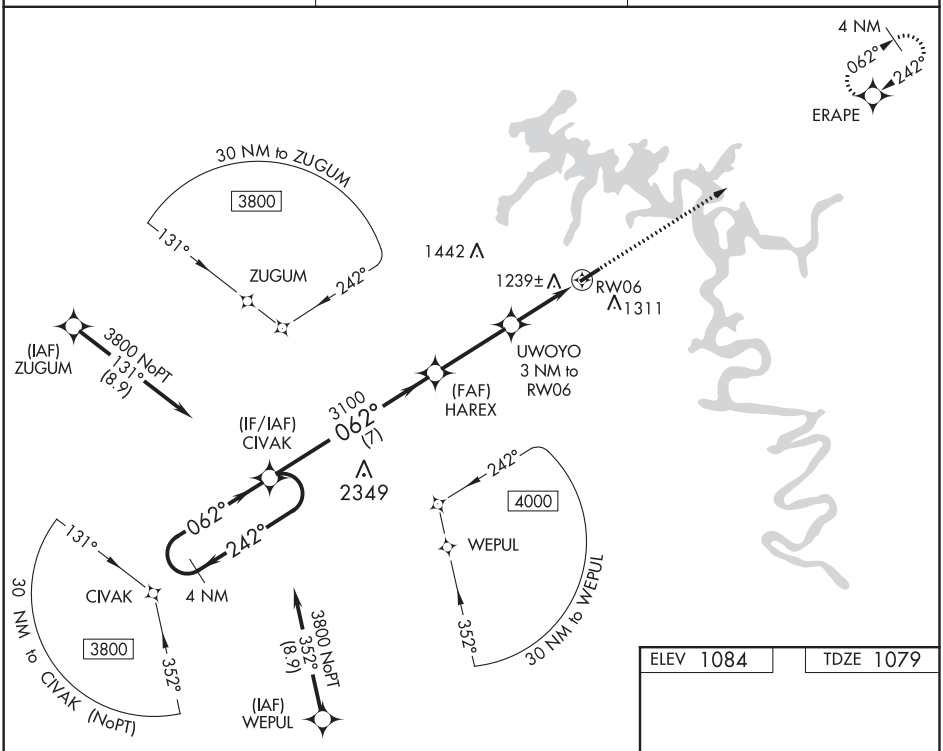
RNAV (GPS) RWY 6
SMITHVILLE MUNI (ØA3)

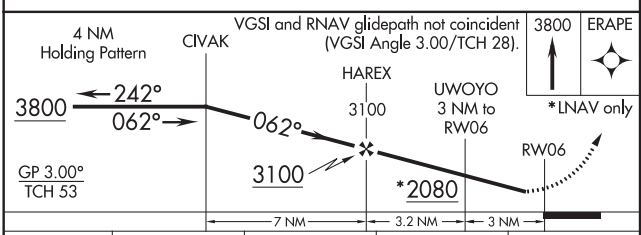
RNP APCH.

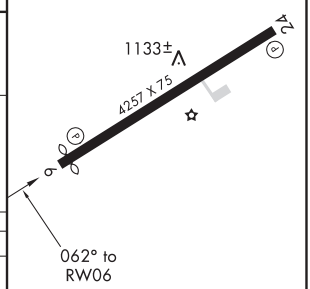
T A NA Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LPV all Cats, LNAV Cat C visibility ¼ mile; increase LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

SRB AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1388-1 309 (400-1)			NA
LNAV/VNAV DA	1592-1¾ 513 (600-1¾)			NA
LNAV MDA	1580-1 501 (500-1)		1580-1⅜ 501 (500-1⅜)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SMITHVILLE, TENNESSEE AL-6255 (FAA) 20030

WAAS CH 93527 W24A	APP CRS 242°	Rwy ldg 4257 TDZE 1084 Apt Elev 1084

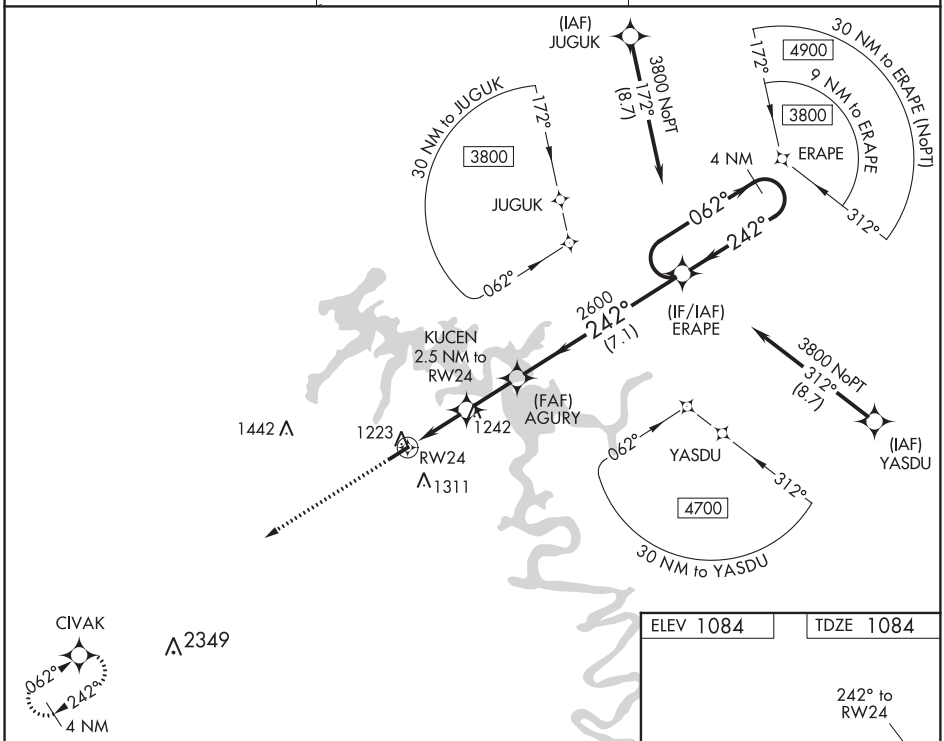
RNAV (GPS) RWY 24
SMITHVILLE MUNI (ØA3)

RNP APCH.

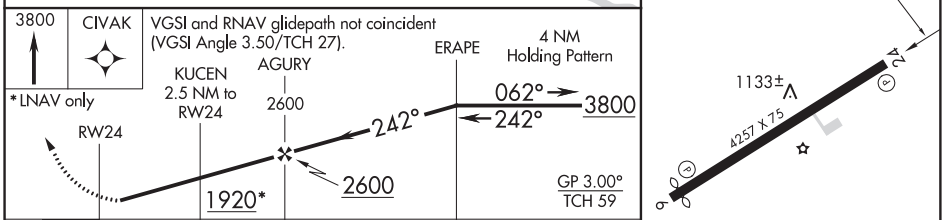
T A NA Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase all DA 56 feet, LPV visibility all Cats ⅛ mile, and LNAV/VNAV visibility all Cats ¼ mile; increase all MDA 60 feet and LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SRB AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.8 (CTAF)



ELEV 1084 TDZE 1084



CATEGORY		A	B	C	D
LPV	DA	1375-1 291 (300-1)			NA
LNAV/VNAV	DA	1414-1 330 (400-1)			NA
LNAV	MDA	1520-1 436 (500-1)		1520-1¼ 436 (500-1¼)	NA

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ILS or LOC/DME RWY 32

SMYRNA (MQY)

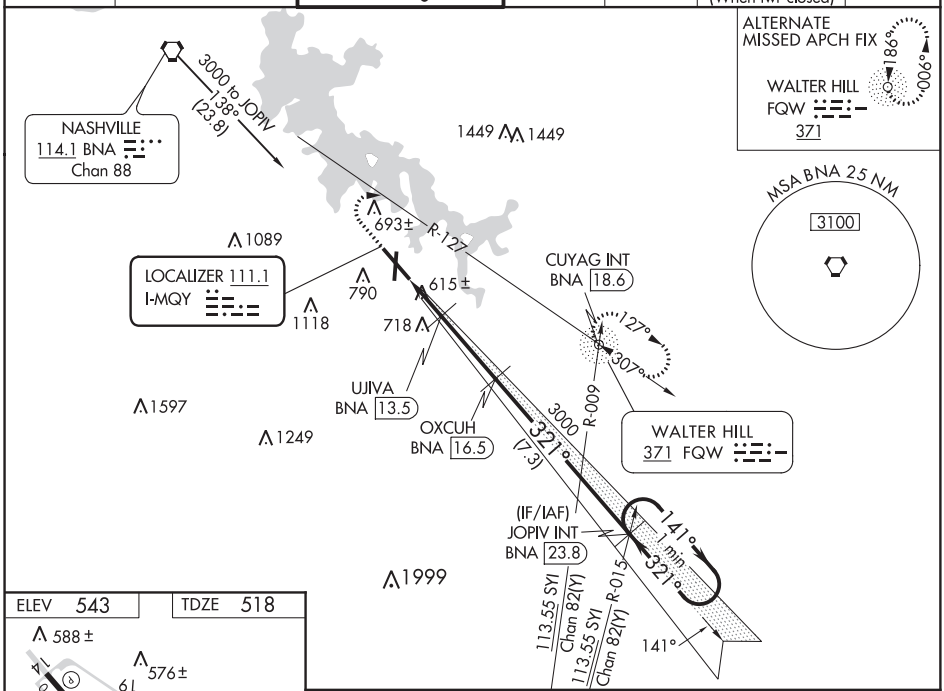
LOC I-MQY	APP CRS	Rwy ldg	8038
111.1	321°	TDZE	518
		Apt Elev	543

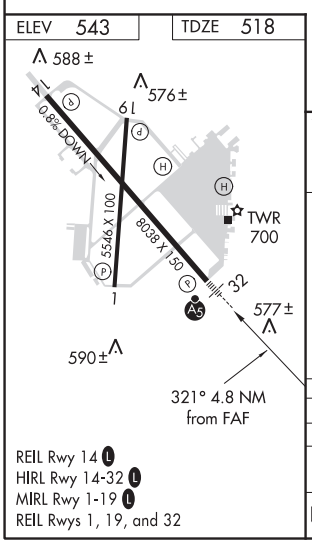
T A DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1 mile. For inop MALSR when using Nashville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility ⅜ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA to 749 feet and all MDA 40 feet; increase S-LOC 32 Cats C/D visibility ⅛ mile and increase Circling Cats C/D visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MALSR A5

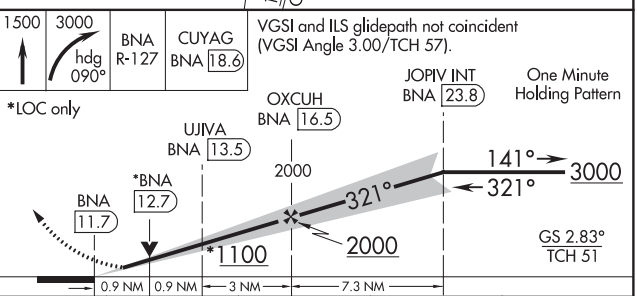
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and BNA VORTAC R-127 to CUYAG INT/ BNA VORTAC 18.6 DME and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7	122.95





REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32



CATEGORY	A	B	C	D
S-ILS 32	718-½ 200 (200-½)			
S-LOC 32	880-½ 362 (400-½)		880-⅝ 362 (400-⅝)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-2¾ 937 (1000-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 1

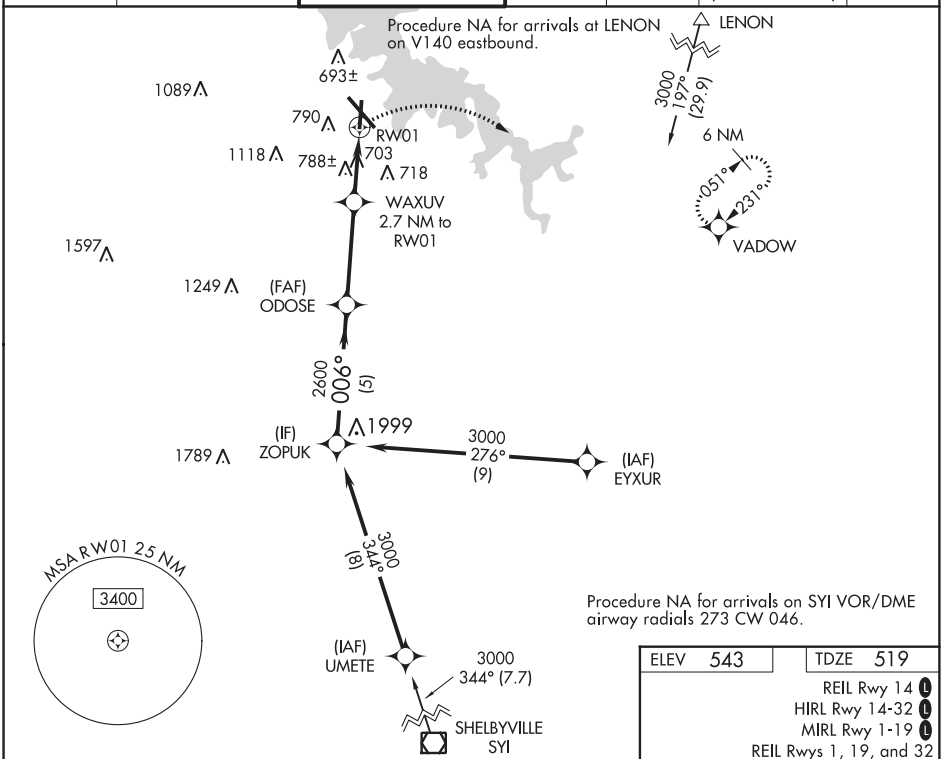
SMYRNA (MQY)

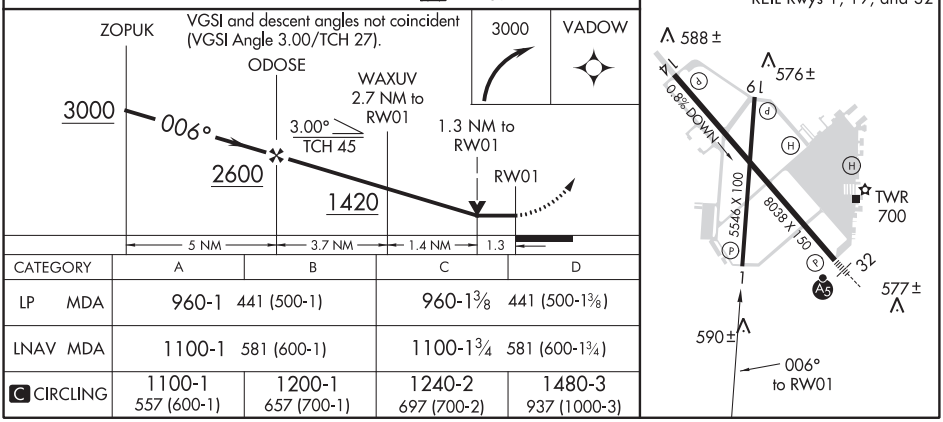
WAAS CH 86632 W01A	APP CRS 006°	Rwy ldg 5546 TDZE 519 Apt Elev 543

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct VADOW and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) (L) 233.1	121.4	121.4	121.7	122.95





CATEGORY	A	B	C	D
LP MDA	960-1 441 (500-1)		960-1⅜ 441 (500-1⅜)	
LNAV MDA	1100-1 581 (600-1)		1100-1¾ 581 (600-1¾)	
(C) CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

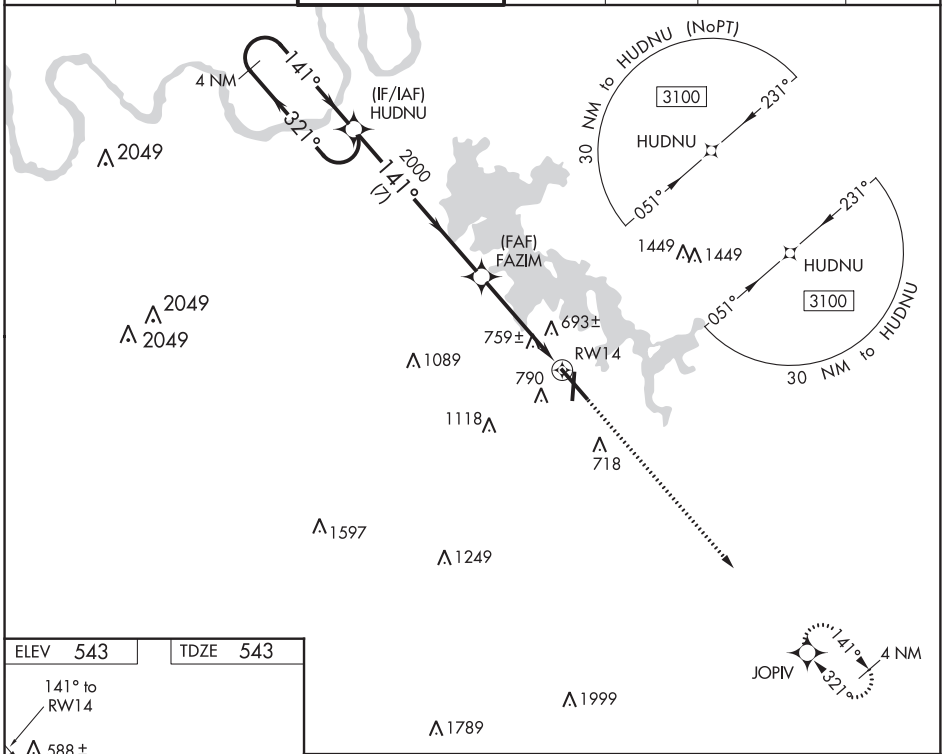
RNAV (GPS) RWY 14
SMYRNA (MQY)

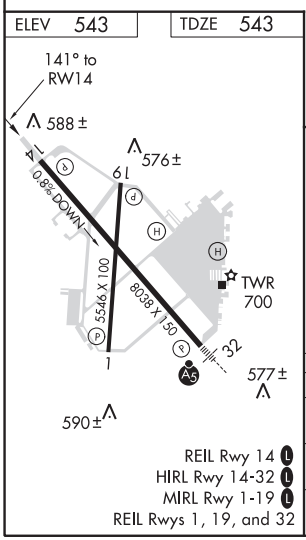
WAAS CH 49036 W14A	APP CRS 141°	Rwy ldg 8038 TDZE 543 Apt Elev 543

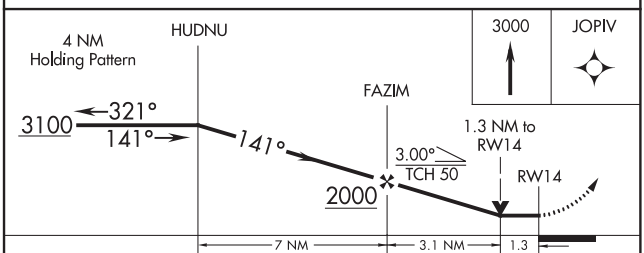
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ⅛ mile, and increase Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JOPIV and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7	122.95







CATEGORY	A	B	C	D
LP MDA	1020-1 477 (500-1)		1020-1⅜ 477 (500-1⅜)	
LNAV MDA	1040-1 497 (500-1)		1040-1⅜ 497 (500-1⅜)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SMYRNA, TENNESSEE | AL-895 (FAA) | 20310

RNAV (GPS) RWY 19

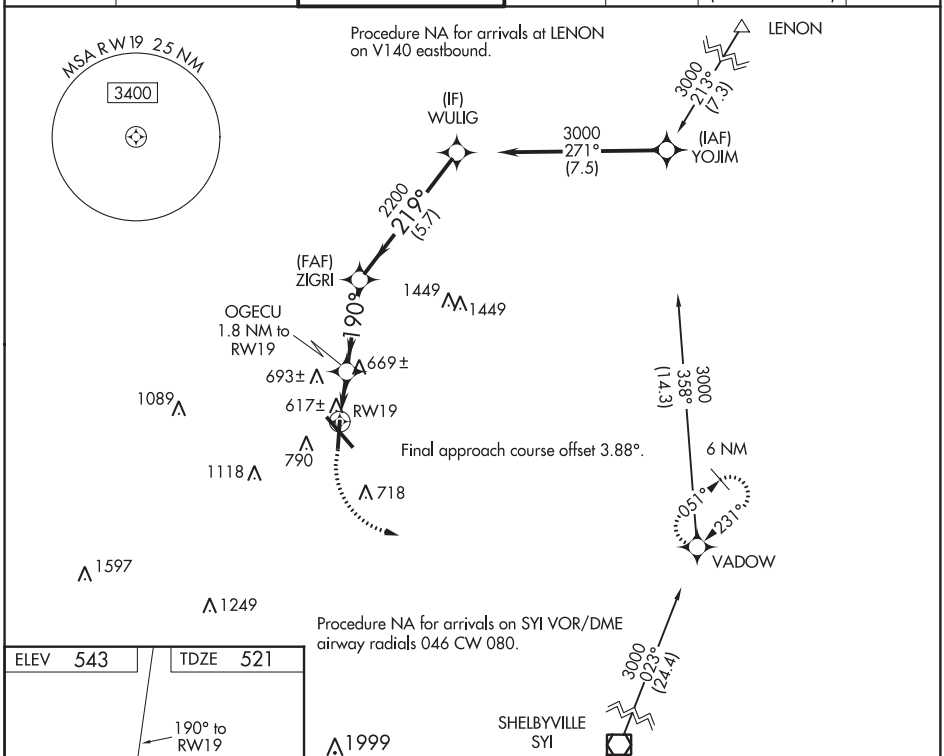
SMYRNA (MQY)

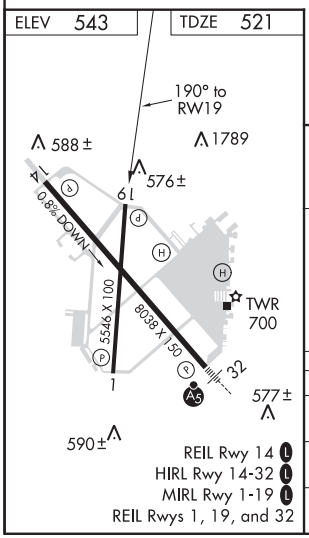
WAAS CH 42932 W19A	APP CRS 190°	Rwy ldg 5546 TDZE 521 Apt Elev 543

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7	122.95





CATEGORY	A	B	C	D
LP MDA	880-1 359 (400-1)			
LNAV MDA	920-1 399 (400-1)		920-1⅛ 399 (400-1⅛)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 32

SMYRNA (MQY)

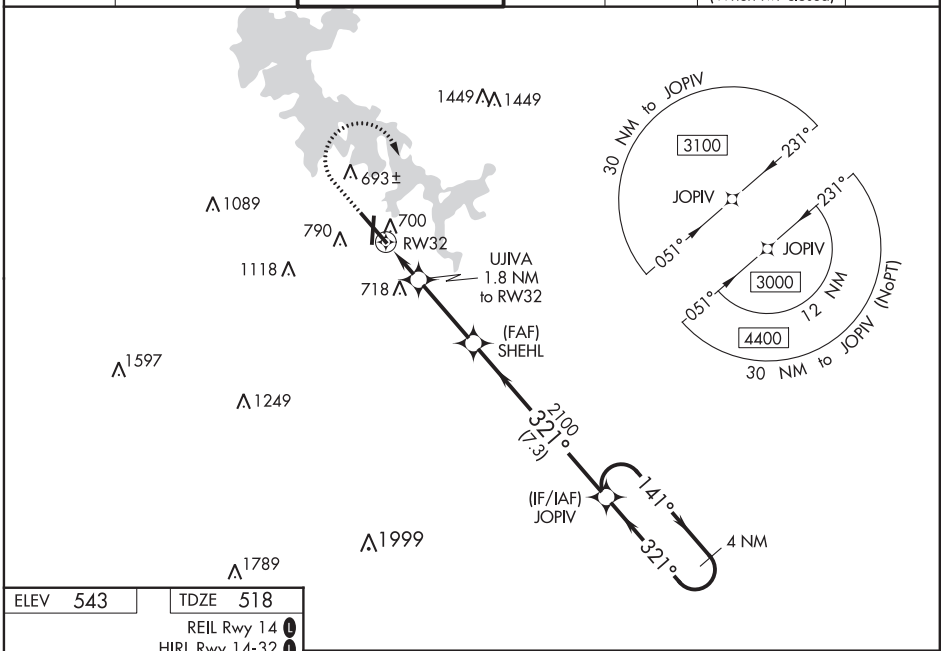
WAAS CH 93512 W32A	APP CRS 321°	Rwy ldg 8038 TDZE 518 Apt Elev 543

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. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ⅛ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

MALSR

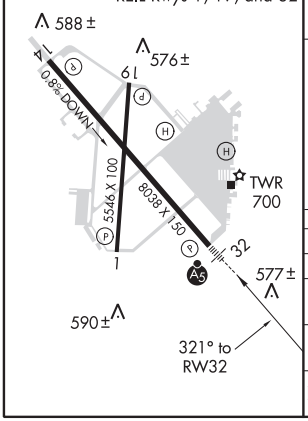
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JOPIV and hold.

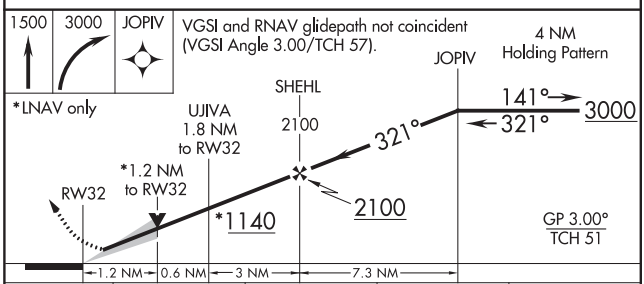
AWOS-3PT	NASHVILLE APP CON	SMYRNA TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.125	118.4 360.7	118.5 (CTAF) L 233.1	121.4	121.4	121.7	122.95



ELEV 543	TDZE 518

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32





CATEGORY	A	B	C	D
LPV DA	718-½ 200 (200-½)			
LNAV/VNAV DA	967-1 449 (500-1)			
LNAV MDA	960-½ 442 (500-½)		960-⅞ 442 (500-⅞)	
C CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

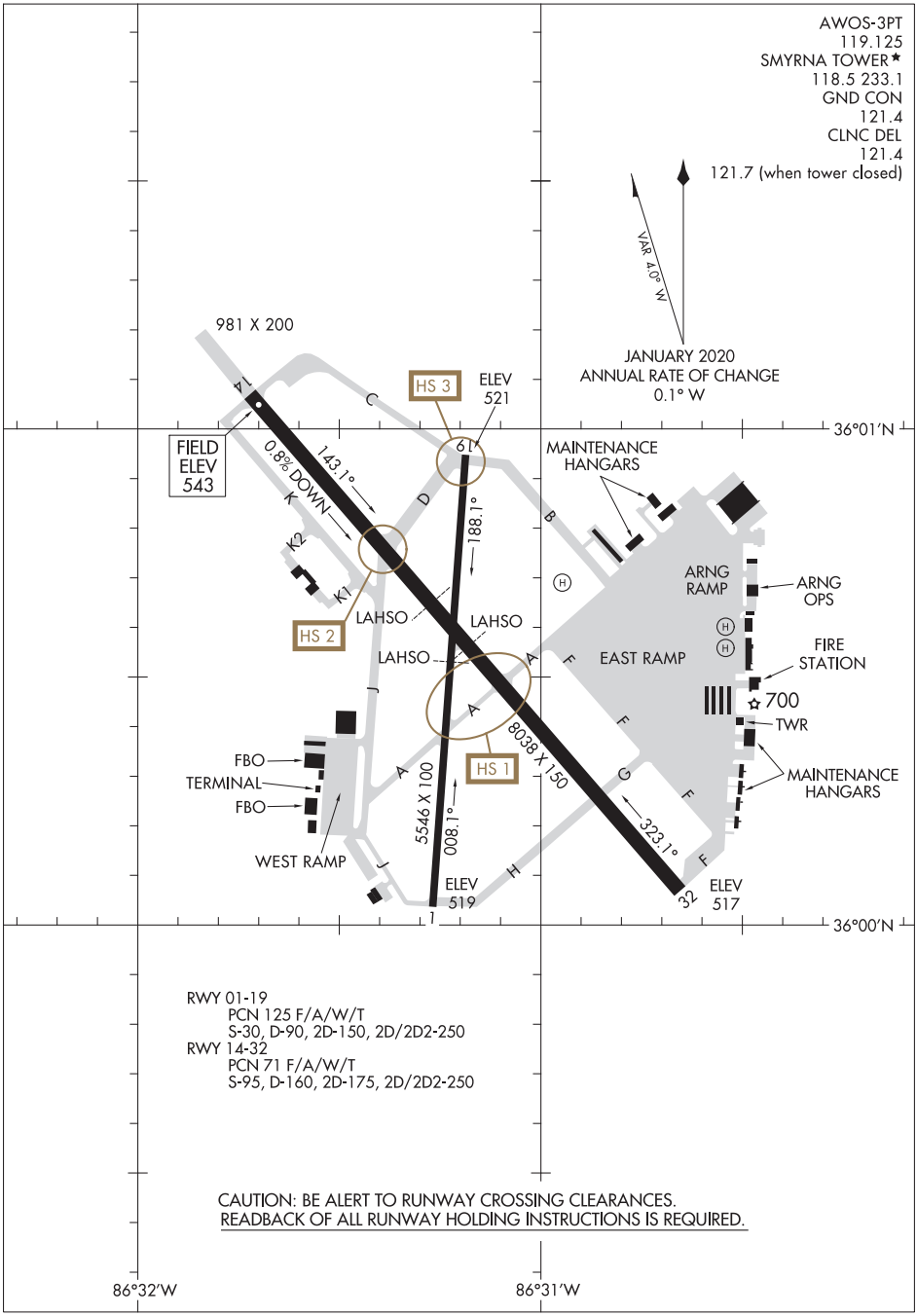
SE-1, 05 NOV 2020 to 31 DEC 2020

20310

AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

AIRPORT DIAGRAM
20310
SMYRNA, TENNESSEE
SMYRNA (MQY)

ILS or LOC/DME RWY 5

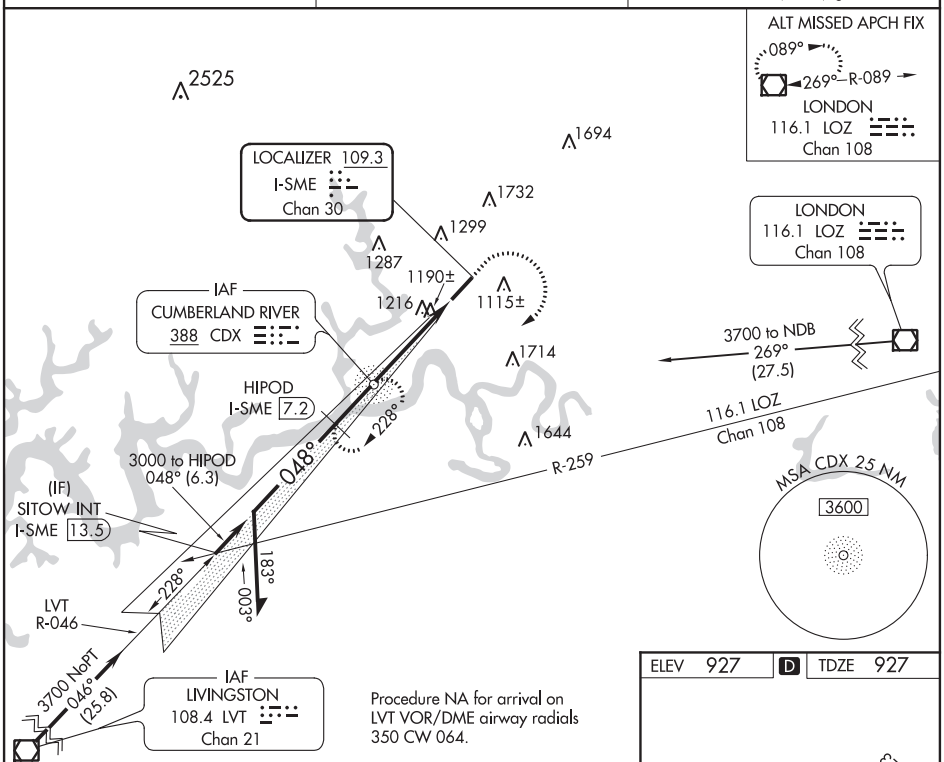
LAKE CUMBERLAND RGNL (SME)

LOC/DME I-SME	APP CRS	Rwy ldg	5287
109.3	048°	TDZE	927
Chan 30		Apt Elev	927

ADF required. Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet.
Night landing: Rwy 23 NA.

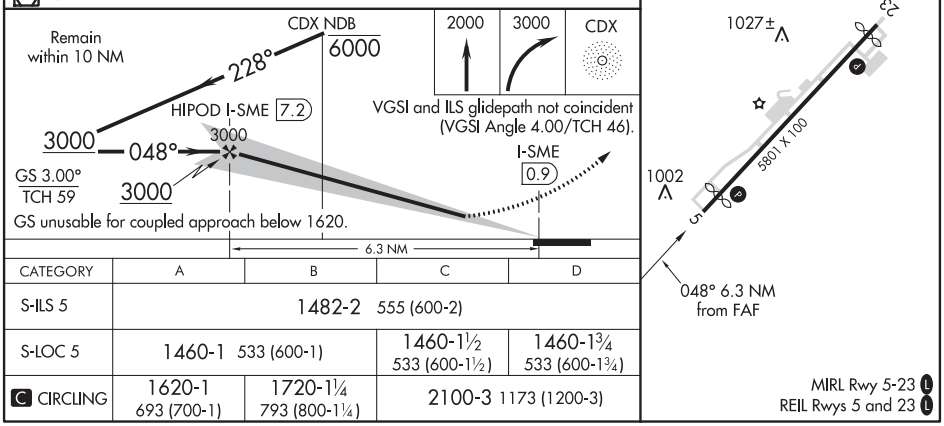
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF) L



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020



CATEGORY	A	B	C	D
S-ILS 5	1482-2 555 (600-2)			
S-LOC 5	1460-1 533 (600-1)		1460-1½ 533 (600-1½)	1460-1¾ 533 (600-1¾)
C CIRCLING	1620-1 693 (700-1)	1720-1¼ 793 (800-1¼)	2100-3 1173 (1200-3)	

SOMERSET, KENTUCKY

AL-5424 (FAA)

18312

WAAS CH 65941 W05A	APP CRS 045°	Rwy ldg 5287 TDZE 927 Apt Elev 927

RNAV (GPS) RWY 5

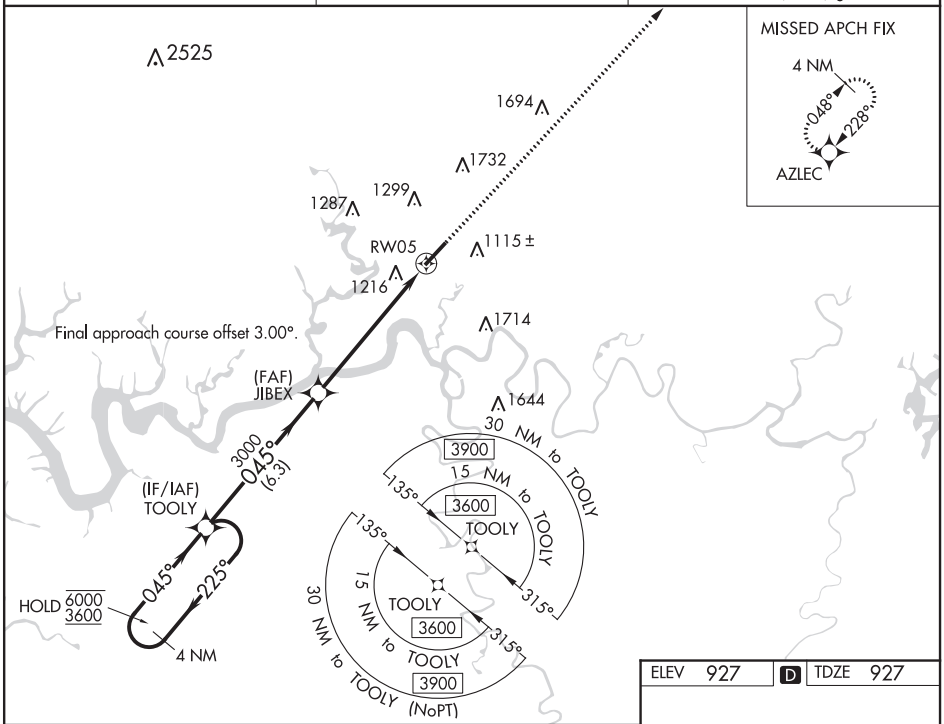
LAKE CUMBERLAND RGNL (SME)

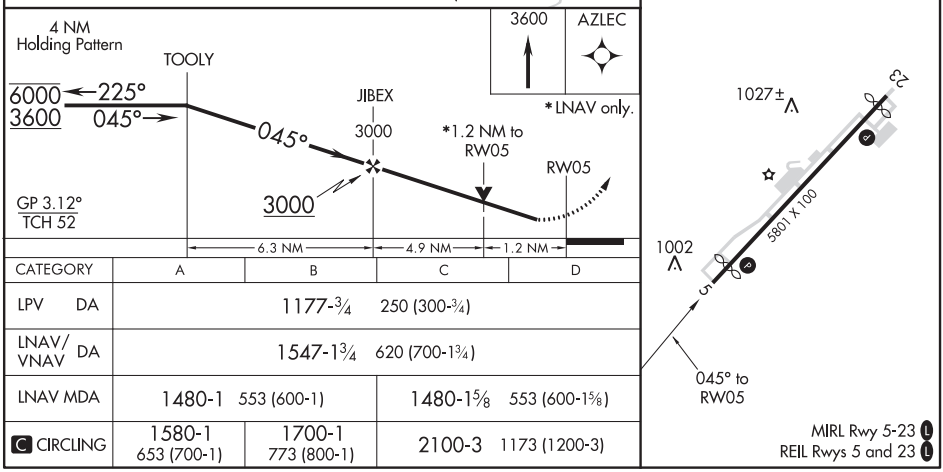
RNP APCH.

Circling to Rwy 23 NA at night. Rwy 5 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct AZLEC and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1177-¾ 250 (300-¾)			
LNAV/VNAV DA	1547-1¾ 620 (700-1¾)			
LNAV MDA	1480-1 553 (600-1)		1480-1⅝ 553 (600-1⅝)	
C CIRCLING	1580-1 653 (700-1)	1700-1 773 (800-1)	2100-3 1173 (1200-3)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 53641 W23A	APP CRS 228°	Rwy ldg 5500 TDZE 927 Apt Elev 927

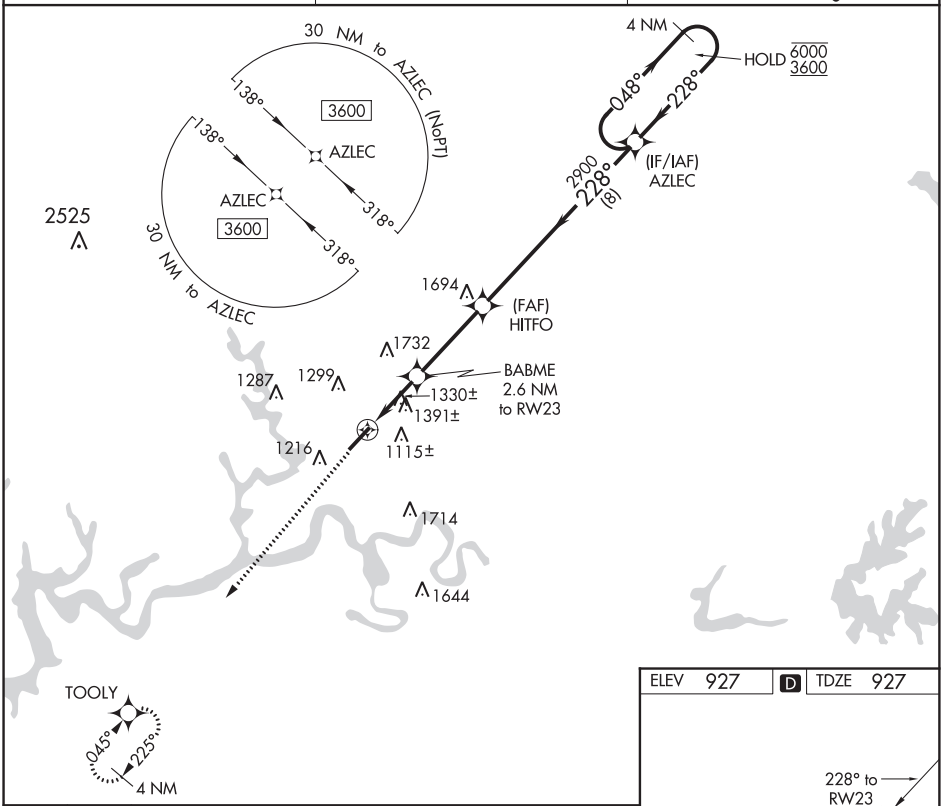
RNAV (GPS) RWY 23
LAKE CUMBERLAND RGNL (SME)

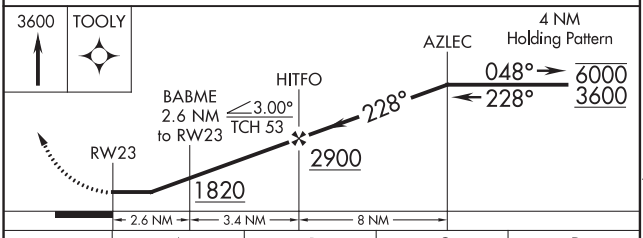
RNP APCH.

Circling Rwy 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 23 NA at night.

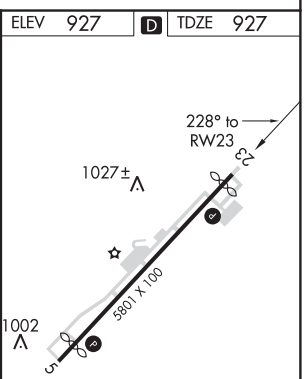
MISSED APPROACH: Climb to 3600 direct TOOLY and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.050	124.625 371.925	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1580-1 653 (700-1)		1580-1⅞ 653 (700-1⅞)	
LNAV MDA	1660-1 733 (800-1)		1660-2 733 (800-1)	
C CIRCLING	1660-1 733 (800-1)	1700-1 773 (800-1)	2100-3 1173 (1200-3)	



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

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SOMERVILLE, TENNESSEE AL-9150 (FAA) 19059

WAAS CH 93723 W01A	APP CRS 008°	Rwy ldg 5000 TDZE 436 Apt Elev 436

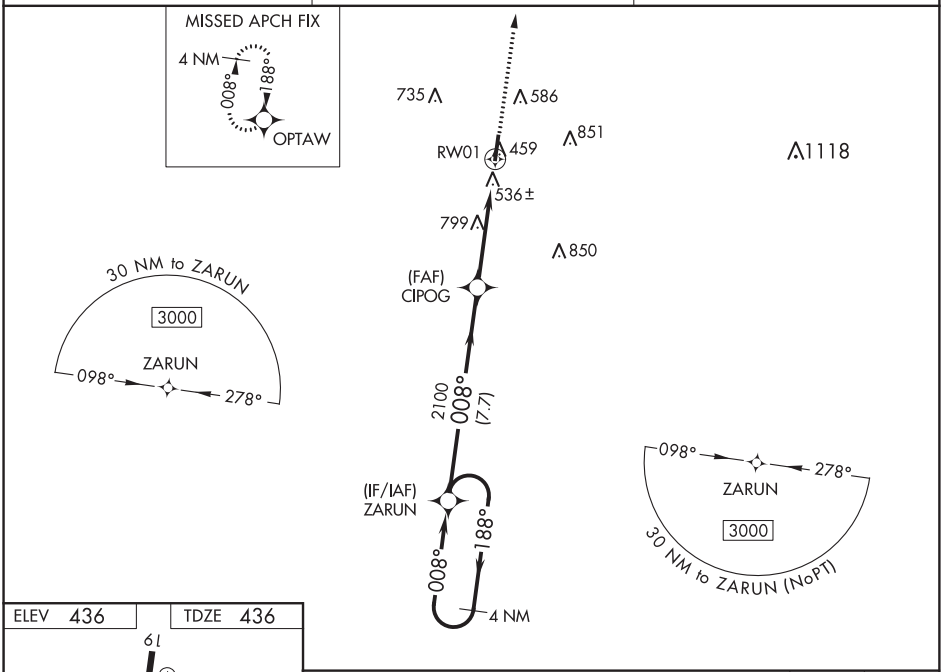
RNAV (GPS) RWY 1
FAYETTE COUNTY (FYE)

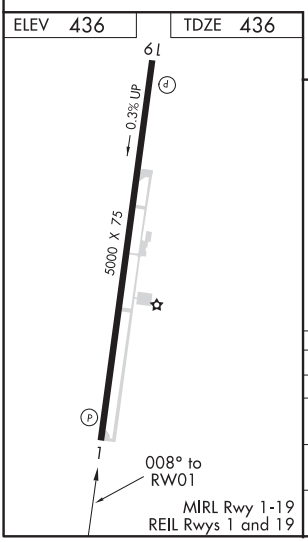
T NA

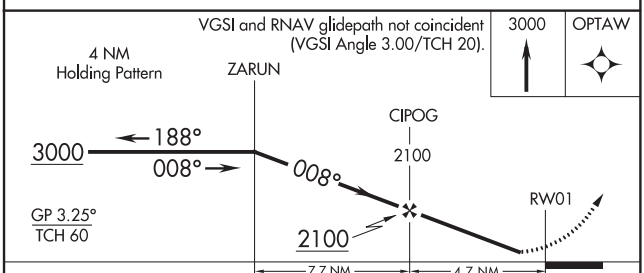
Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats ¼ mile and LNAV Cat C ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OPTAW and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9







CATEGORY	A	B	C	D
LPV DA	747-1 311 (400-1)			NA
LNAV/VNAV DA	809-1⅛ 373 (400-1⅛)			NA
LNAV MDA	1060-1 624 (700-1)		1060-1¾ 624 (700-1¾)	NA
CIRCLING	1060-1 624 (700-1)		1060-1¾ 624 (700-1¾)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 53624 W19A	APP CRS 188°	Rwy ldg 5000 TDZE 431 Apt Elev 436

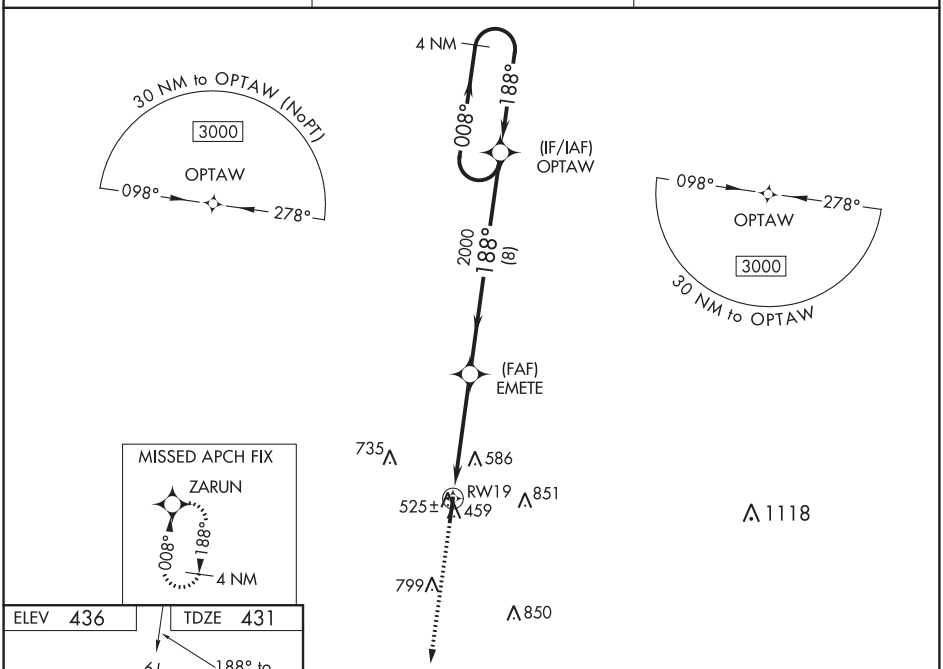
RNAV (GPS) RWY 19
FAYETTE COUNTY (FYE)

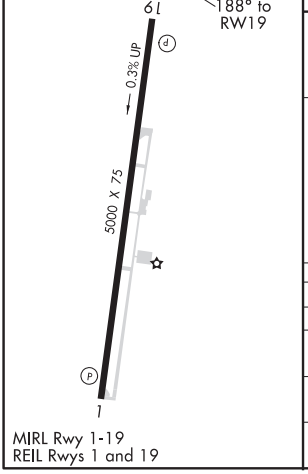
T A NA

Baro-VNAV NA when using Memphis Intl altimeter setting. 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. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibilities ⅛ mile, LNAV and Circling Cat C ⅝ mile. Helicopter visibility reduction below ¾ SM NA.

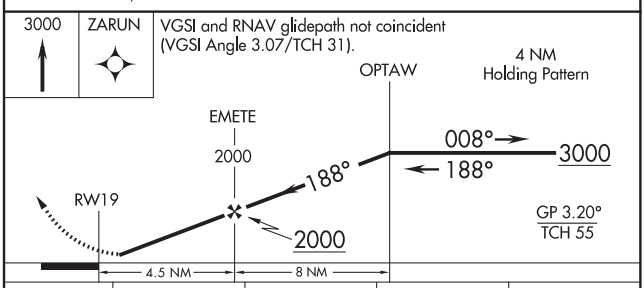
MISSED APPROACH: Climb to 3000 direct ZARUN and hold.

AWOS-3	MEMPHIS APP CON	CTAF
119.875	125.8 338.3	122.9





MIRL Rwy 1-19
REIL Rwys 1 and 19



CATEGORY	A	B	C	D
LPV DA	721-1 290 (300-1)			NA
LNAV/VNAV DA	683-1 252 (300-1)			NA
LNAV MDA	880-1 449 (500-1)		880-1⅜ 449 (500-1⅜)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	920-1½ 484 (500-1½)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SPARTA, TENNESSEE — AL-6354 (FAA) — 20310

ILS or LOC RWY 4
UPPER CUMBERLAND RGNL (SRB)

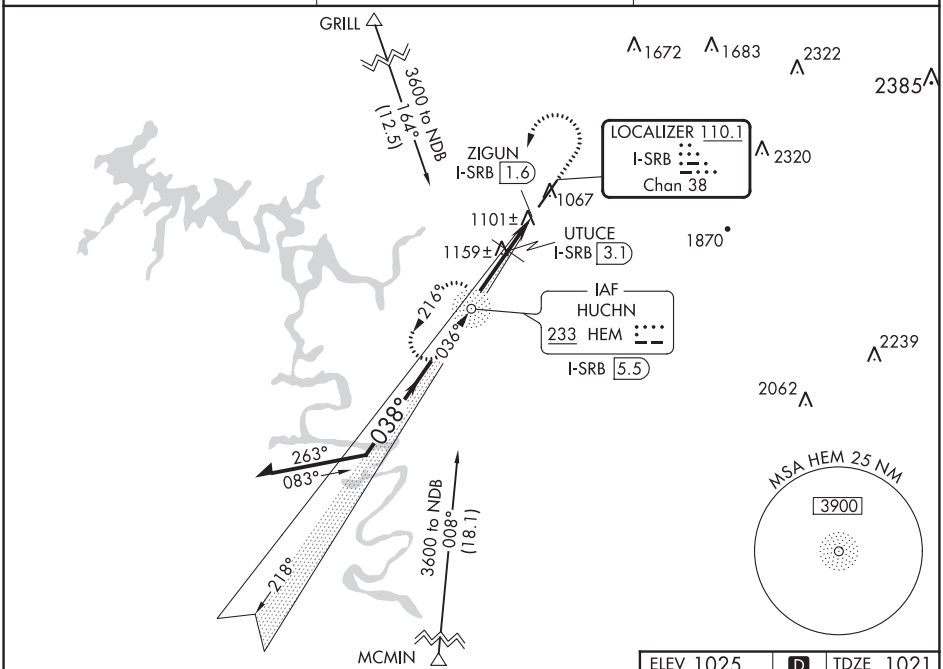
LOC/DME I-SRB	APP CRS	Rwy ldg	6000
110.1	038°	TDZE	1021
Chan 38		Apt Elev	1025

ADF required.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



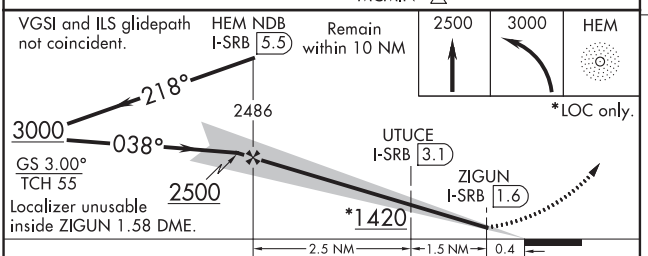
VGSI and ILS glidepath not coincident.

HEM NDB I-SRB 5.5

Remain within 10 NM

2500	3000	HEM

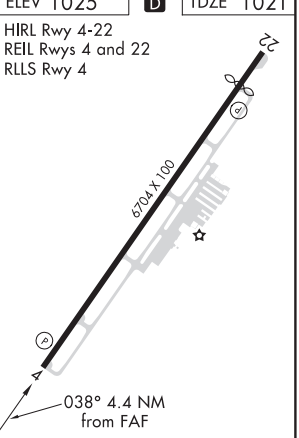
*LOC only.



Localizer unusable inside ZIGUN 1.58 DME.

ELEV 1025 D TDZE 1021

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4



CATEGORY	A	B	C	D
S-ILS 4	1244-¾ 223 (300-¾)			
S-LOC 4	1420-1 399 (400-1)		1420-1⅛ 399 (400-1⅛)	1420-1¼ 399 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)
UTUCE FIX MINIMUMS				
S-LOC 4	1360-1 339 (400-1)			1360-1¼ 339 (400-1¼)
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

FAF to MAP 4 NM

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

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SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 4
UPPER CUMBERLAND RGNL (SRB)

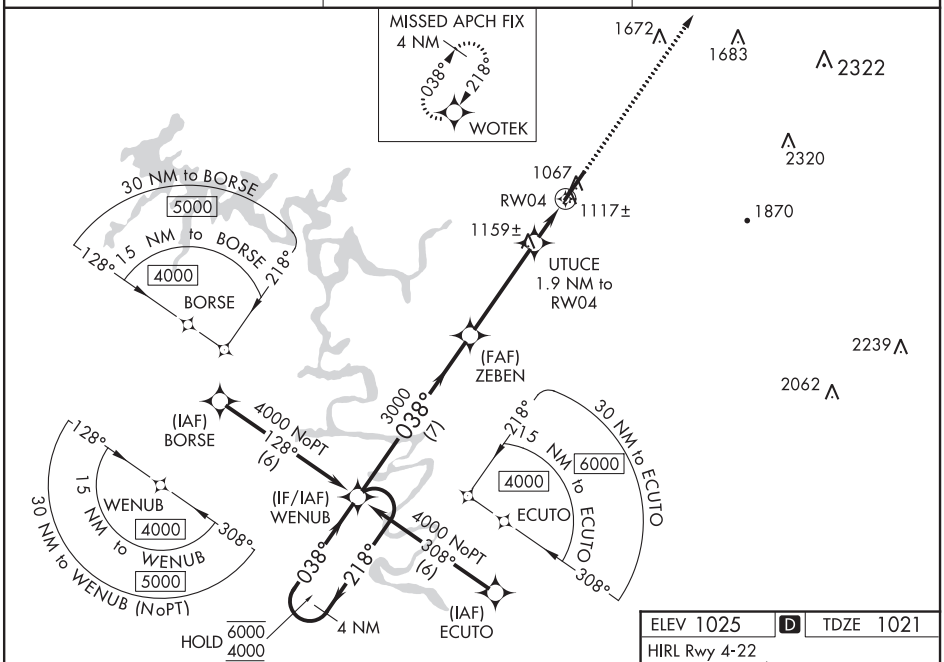
WAAS CH 82210 W04A	APP CRS 038°	Rwy ldg 6000 TDZE 1021 Apt Elev 1025

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

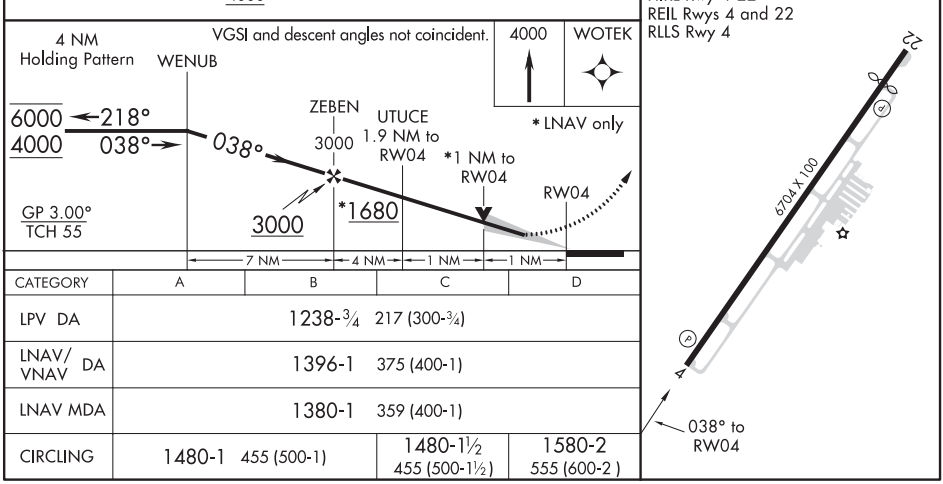
MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



ELEV 1025 D TDZE 1021

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4



CATEGORY	A	B	C	D
LPV DA	1238-¾ 217 (300-¾)			
LNAV/VNAV DA	1396-1 375 (400-1)			
LNAV MDA	1380-1 359 (400-1)			
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SPARTA, TENNESSEE

AL-6354 (FAA)

20310

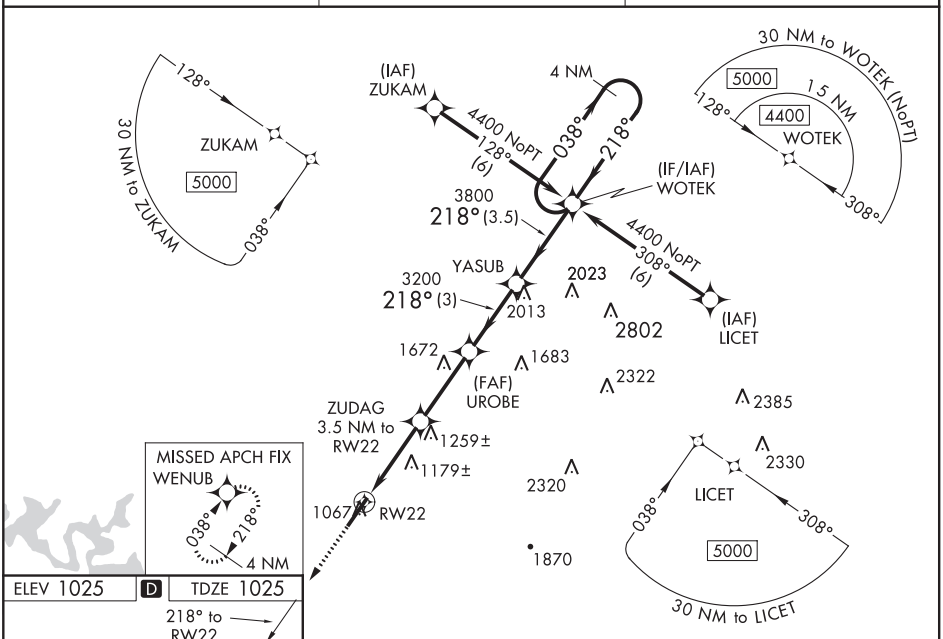
RNAV (GPS) RWY 22
UPPER CUMBERLAND RGNL (SRB)

WAAS CH 82311 W22A	APP CRS 218°	Rwy ldg 6000 TDZE 1025 Apt Elev 1025

T
A NA Baro-VNAV NA when using Crossville 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 Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cat C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

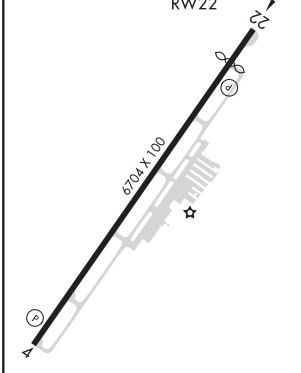
MISSED APPROACH: Climb to 4000 direct WENUB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



ELEV 1025 | D | TDZE 1025

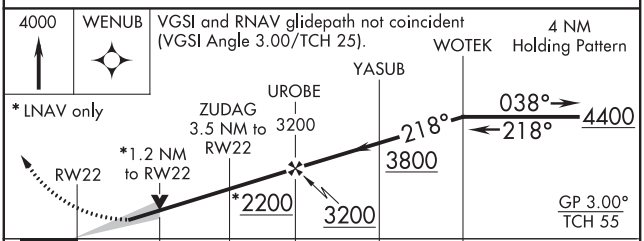
218° to RW22



HIRL Rwy 4-22
REIL Rwys 4 and 22

4000 | WENUB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).



CATEGORY	A	B	C	D
LPV DA	1275-¾ 250 (300-¾)			
LNAV/VNAV DA	1461-1½ 436 (500-1½)			
LNAV MDA	1440-1 415 (500-1)		1440-1¼ 415 (500-1¼)	
CIRCLING	1480-1 455 (500-1)		1480-1½ 455 (500-1½)	1580-2 555 (600-2)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

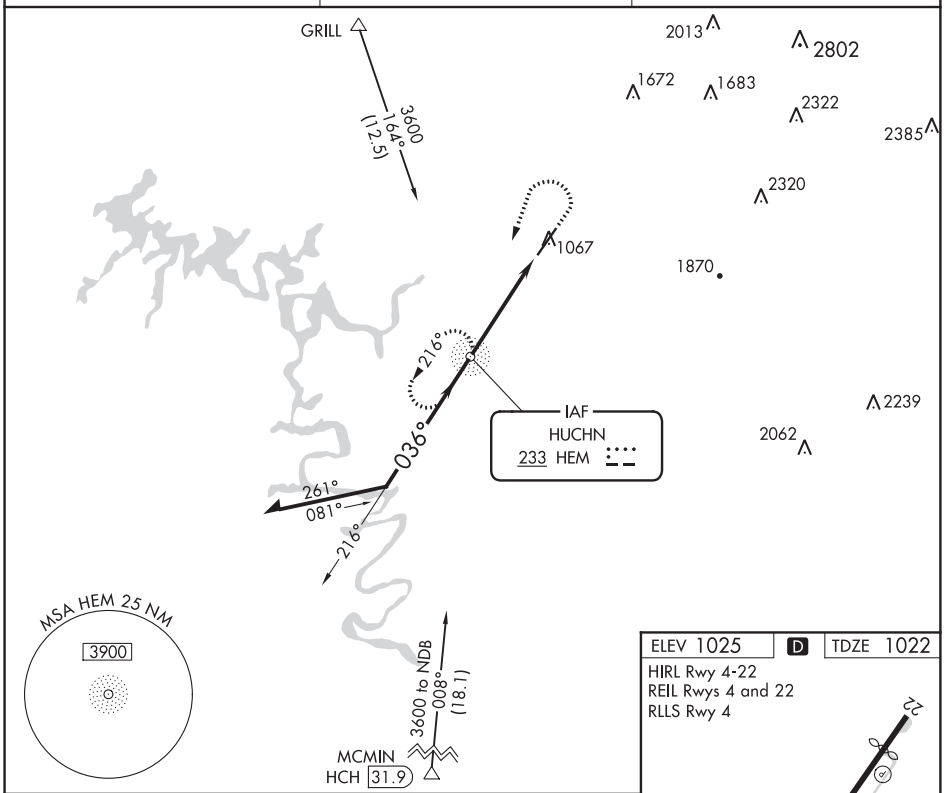
NDB HEM	APP CRS	Rwy ldg	6000
233	036°	TDZE	1022
		Apt Elev	1025

NDB RWY 4
UPPER CUMBERLAND RGNL (SRB)

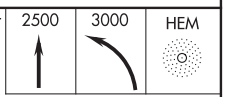
T
A NA

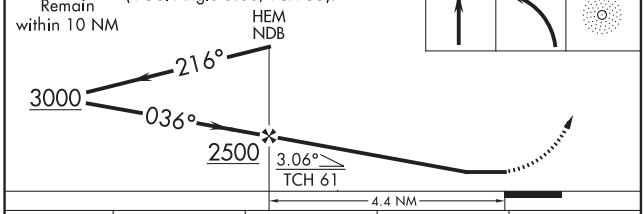
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.25	132.9 290.3	122.975 (CTAF) L



VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 55).

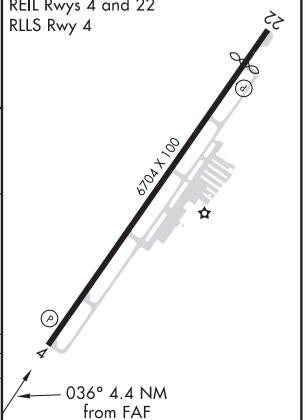




CATEGORY	A	B	C	D
S-4	1520-1 498 (500-1)		1520-1⅜ 498 (500-1⅜)	
CIRCLING	1520-1 495 (500-1)		1520-1½ 495 (500-1½)	1580-2 555 (600-2)

ELEV 1025 D TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SPRINGFIELD, KENTUCKY

AL-6510 (FAA)

20030

RNAV (GPS) RWY 11

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

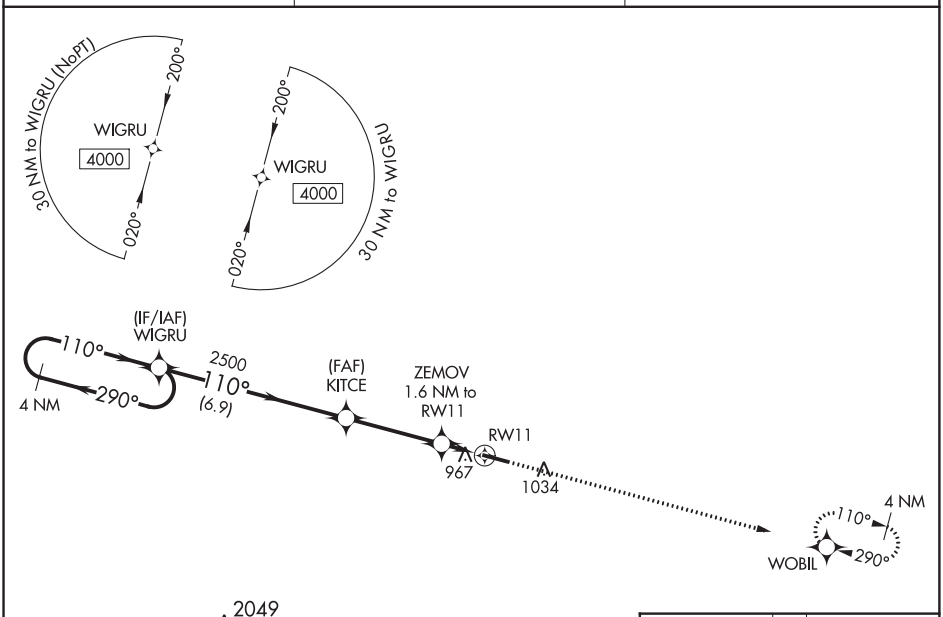
WAAS CH 45722 W11A	APP CRS 110°	Rwy ldg 4876 TDZE 854 Apt Elev 871

RNP APCH.

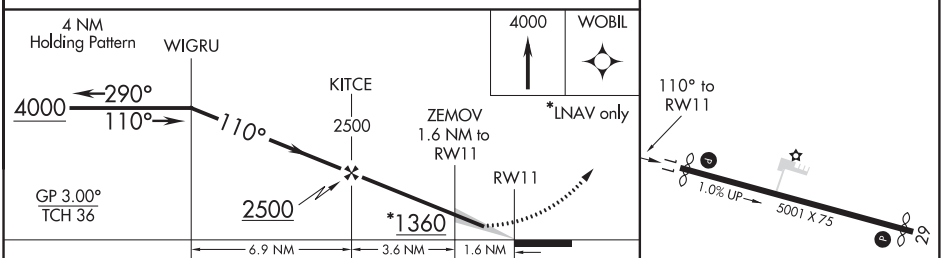
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ¼ mile and LNAV Cats C/D ⅜ mile. Baro-VNAV NA when using Danville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WOBIL and hold, continue climb-in-hold to 4000.

AWOS-3P	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L



ELEV 871 | TDZE 854



CATEGORY	A	B	C	D
LPV DA	1104-1 250 (300-1)			
LNAV/VNAV DA	1159-1⅛ 305 (300-1⅛)			
LNAV MDA	1220-1 366 (400-1)			
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 86422 W29A	APP CRS 290°	Rwy ldg 4801 TDZE 870 Apt Elev 871

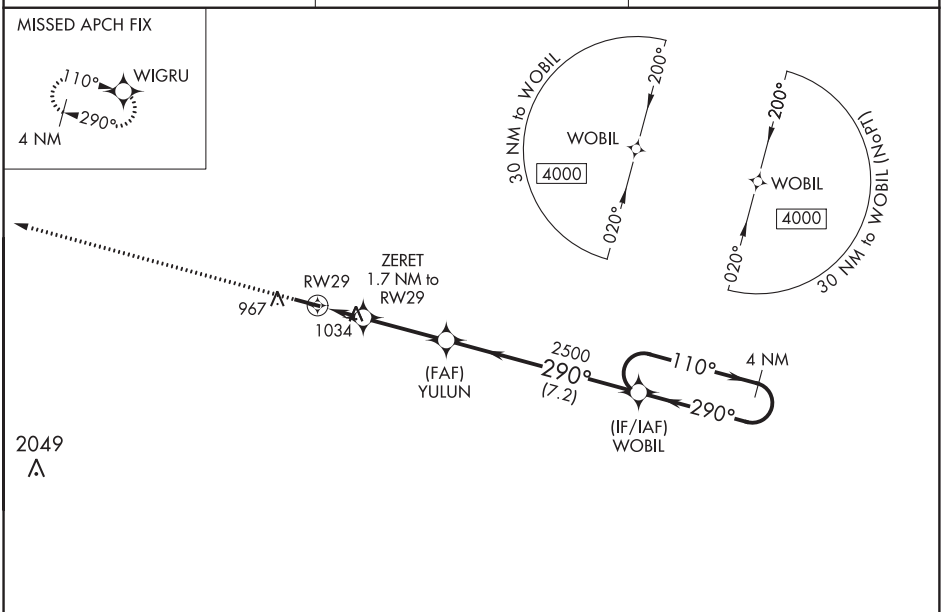
RNAV (GPS) RWY 29

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

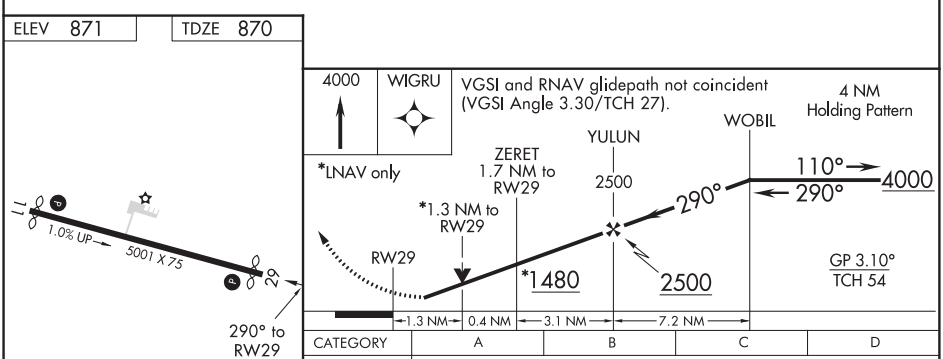
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile; LNAV/VNAV all Cats visibility ⅜ mile and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

AWOS-3P	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L



ELEV 871	TDZE 870



CATEGORY	A	B	C	D
LPV DA	1152-1		282 (300-1)	
LNAV/VNAV DA	1279-1¼		409 (500-1¼)	
LNAV MDA	1300-1	430 (500-1)	1300-1¼	430 (500-1¼)
C CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SPRINGFIELD, KENTUCKY

AL-6510 (FAA)

20086

VOR/DME RWY 11

LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

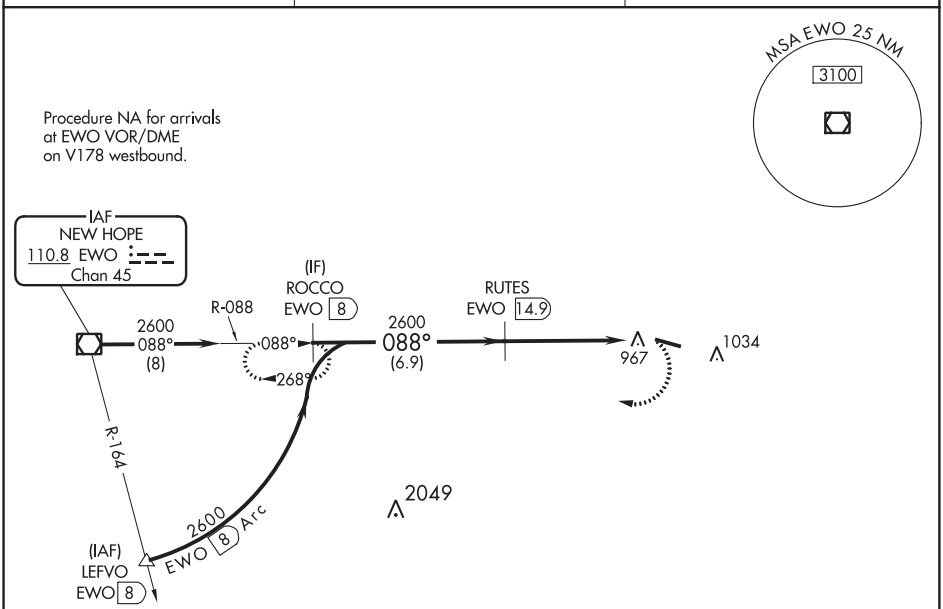
VOR/DME EWO 110.8 Chan 45	APP CRS 088°	Rwy ldg 4876 TDZE 854 Apt Elev 871

When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

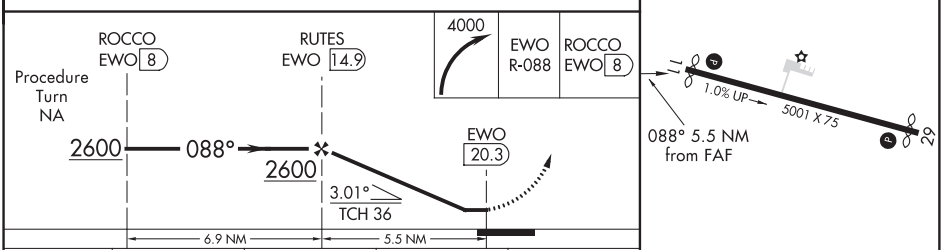
NA

MISSED APPROACH: Climbing right turn to 4000 on EWO VOR/DME R-088 to ROCCO/EWO 8 DME and hold.

AWOS-3P	INDIANAPOLIS CENTER	UNICOM
119.725	124.625 371.925	122.8 (CTAF) L



ELEV 871	TDZE 854



CATEGORY	A	B	C	D
S-11	1300-1 446 (500-1)		1300-1⅜ 446 (500-1⅜)	
C CIRCLING	1460-1 589 (600-1)	1460-1¼ 589 (600-1¼)	1460-1½ 589 (600-1½)	1500-2 629 (700-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 86626 W04A	APP CRS 037°	Rwy ldg 5505 TDZE 701 Apt Elev 706

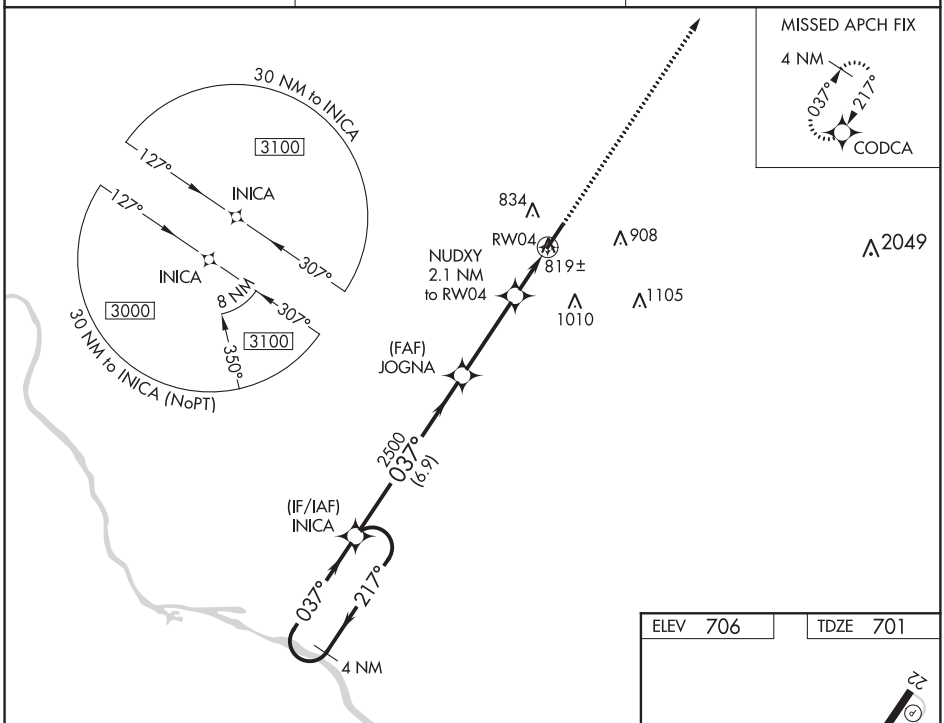
RNAV (GPS) RWY 4
SPRINGFIELD ROBERTSON COUNTY (M91)

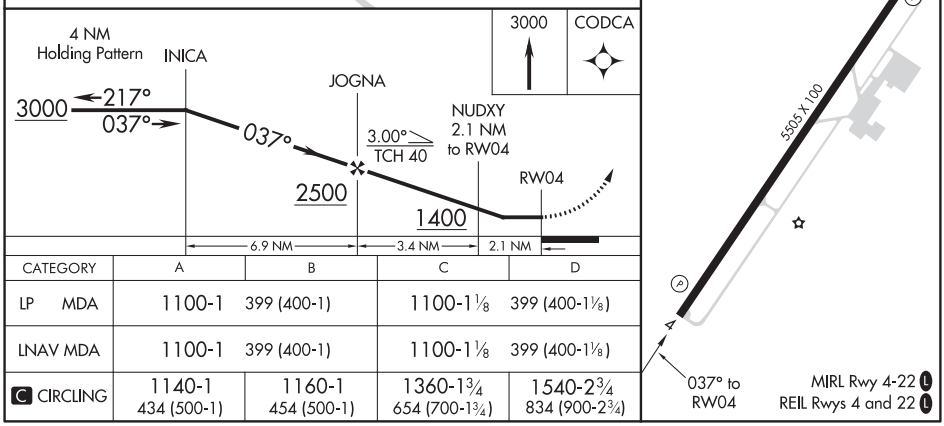
RNP APCH.

When local altimeter setting not received, use Nashville altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1100-1 399 (400-1)		1100-1⅛ 399 (400-1⅛)	
LNAV MDA	1100-1 399 (400-1)		1100-1⅛ 399 (400-1⅛)	
C CIRCLING	1140-1 434 (500-1)	1160-1 454 (500-1)	1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

SPRINGFIELD, TENNESSEE | AL-6740 (FAA) | 20114

RNAV (GPS) RWY 22

SPRINGFIELD ROBERTSON COUNTY (M91)

WAAS CH 42926 W22A	APP CRS 217°	Rwy ldg 5505	TDZE 706	Apt Elev 706

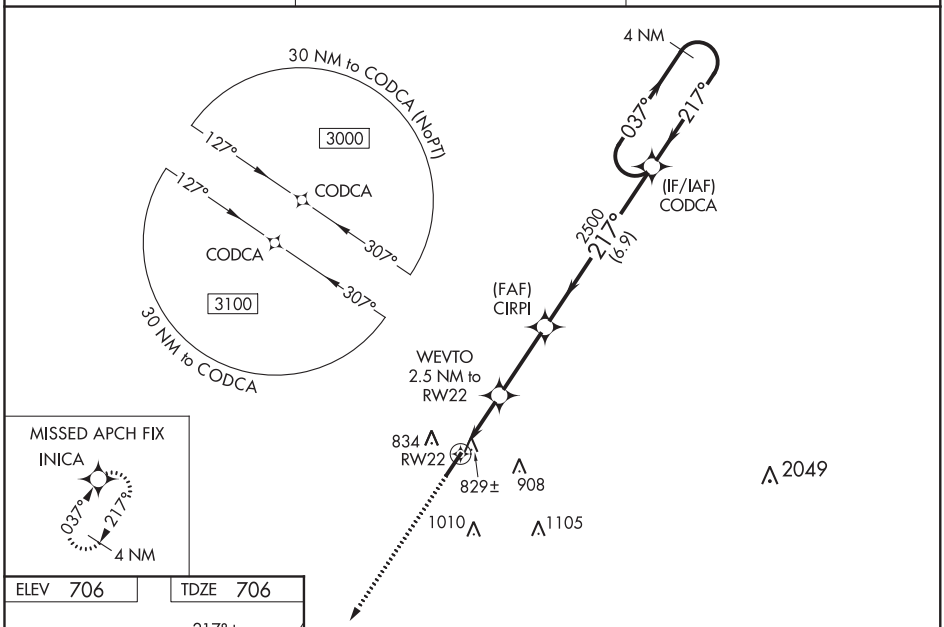
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C. When local altimeter setting not received, use Nashville altimeter setting and increase all DA 78 feet, and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibility ¼ mile. Baro-VNAV NA when using Nashville altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA.

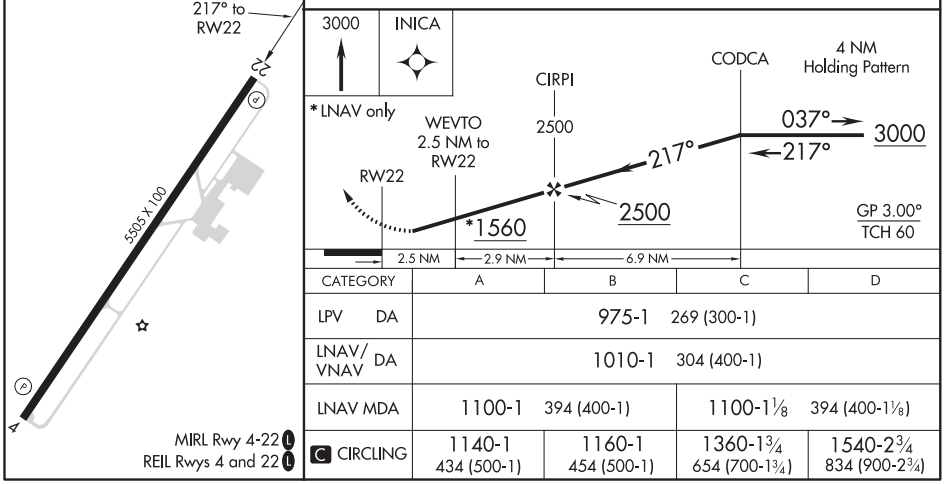
NA

MISSED APPROACH: Climb to 3000 direct INICA and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L



ELEV 706 | TDZE 706



CATEGORY	A	B	C	D
LPV DA	975-1 269 (300-1)			
LNAV/VNAV DA	1010-1 304 (400-1)			
LNAV MDA	1100-1 394 (400-1)		1100-1⅛ 394 (400-1⅛)	
C CIRCLING	1140-1 434 (500-1)	1160-1 454 (500-1)	1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

LOC I-ONE	APP CRS	Rwy ldg 5505
109.7	037°	TDZE 701
		Apt Elev 706

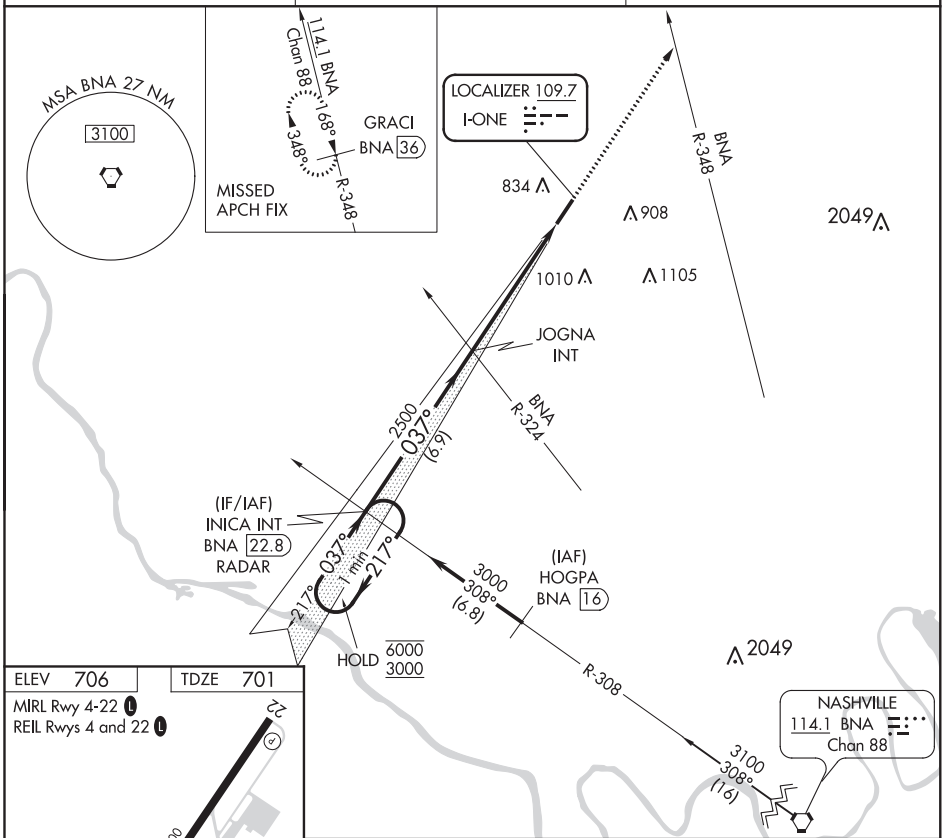
LOC RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

T A NA Rwy 4 helicopter visibility reduction below ¾ SM NA.

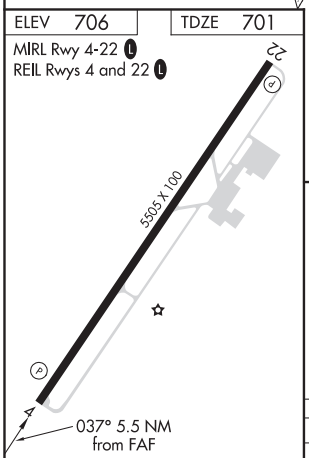
MISSED APPROACH: Climb to 3100 on heading 037° and BNA VORTAC R-348, to GRACI/BNA 36 DME and hold.

AWOS-3	NASHVILLE APP CON	UNICOM
120.675	119.35 372.0	123.0 (CTAF) L

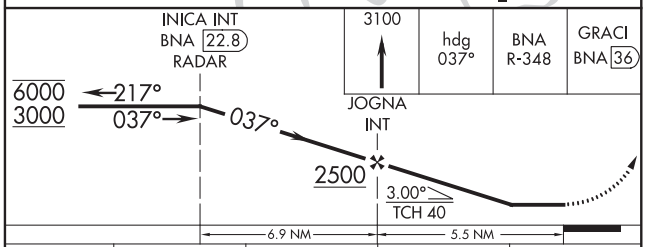


ELEV 706	TDZE 701

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L



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
S-4	1180-1 479 (500-1)		1180-1⅜ 479 (500-1⅜)	
C CIRCLING	1180-1 474 (500-1)		1360-1¾ 654 (700-1¾)	1540-2¾ 834 (900-2¾)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

STURGIS, KENTUCKY

AL-575 (FAA)

18256

RNAV (GPS) RWY 1

STURGIS MUNI (TWT)

WAAS CH 49217 W01A	APP CRS 003°	Rwy ldg 5000 TDZE 372 Apt Elev 372

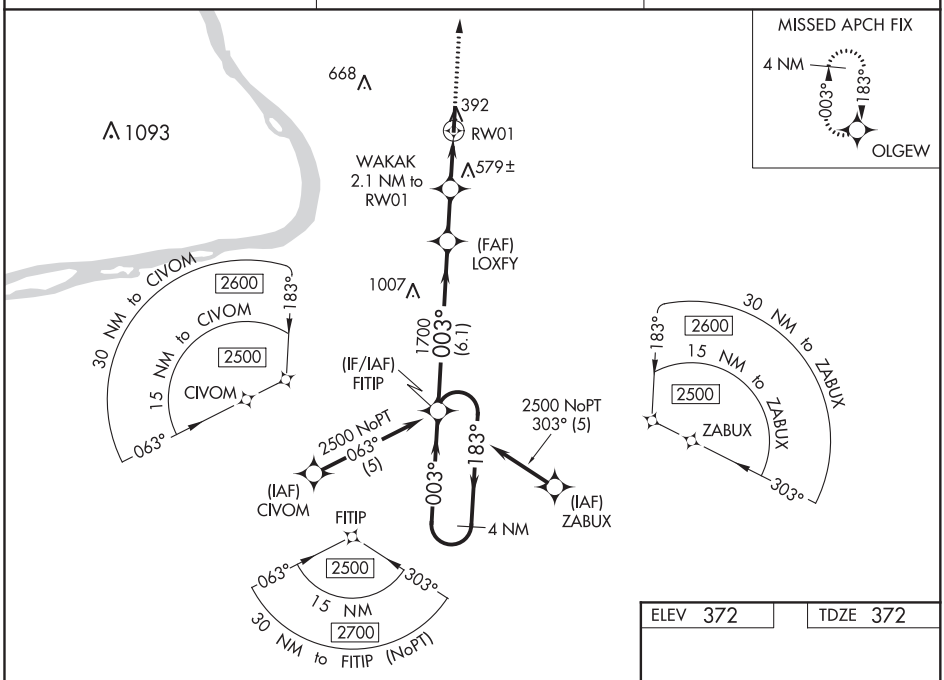
T

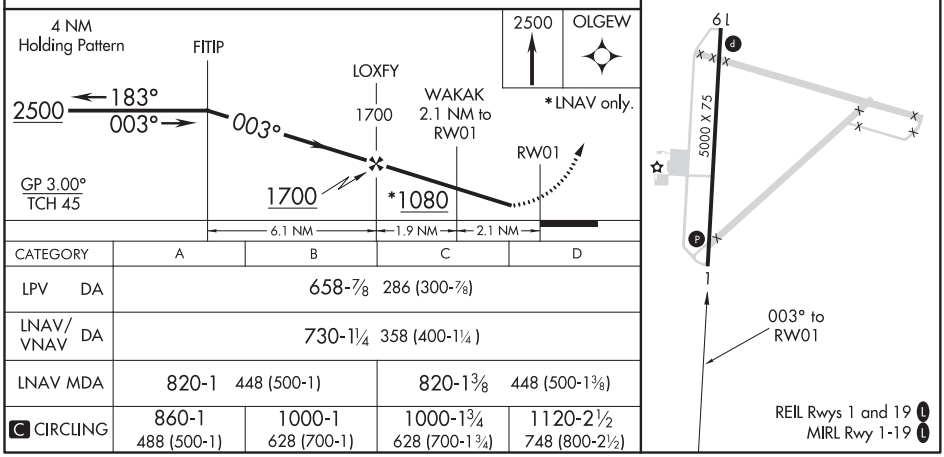
A NA

Baro-VNAV NA when using Henderson altimeter setting. 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. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1⅛ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1⅜ miles; increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct OLGEW and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	124.025 290.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	658-⅞ 286 (300-⅞)			
LNAV/VNAV DA	730-1¼ 358 (400-1¼)			
LNAV MDA	820-1 448 (500-1)		820-1⅜ 448 (500-1⅜)	
C CIRCLING	860-1 488 (500-1)	1000-1 628 (700-1)	1000-1¾ 628 (700-1¾)	1120-2½ 748 (800-2½)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	5000
183°	TDZE	372
	Apt Elev	372

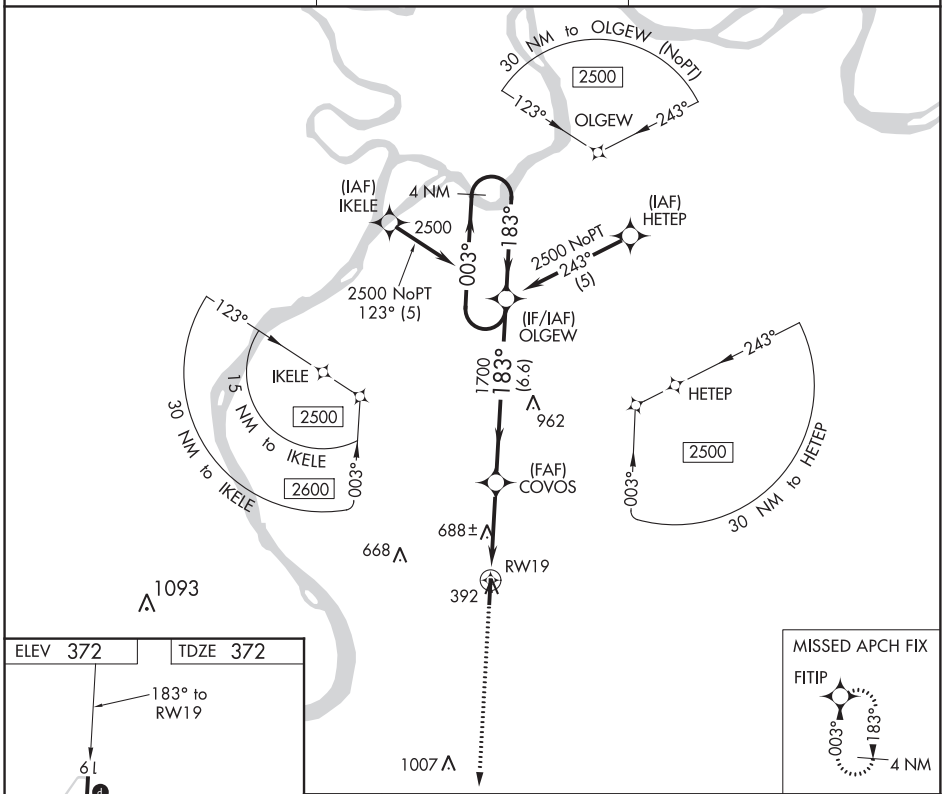
RNAV (GPS) RWY 19
STURGIS MUNI (TWT)

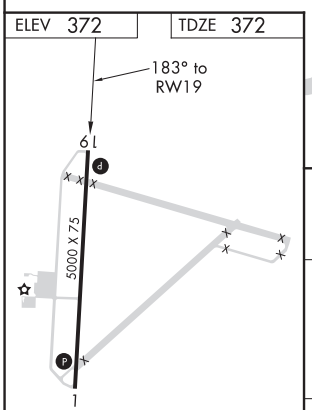
T A NA

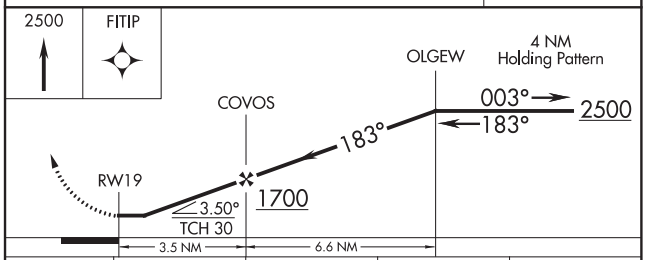
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ⅛ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

AWOS-3	EVANSVILLE APP CON ★	UNICOM
118.775	124.025 290.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	940-1 568 (600-1)		940-1⅝ 568 (600-1⅝)	
C CIRCLING	940-1 568 (600-1)	1000-1 628 (700-1)	1000-1¾ 628 (700-1¾)	1120-2½ 748 (800-2½)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

TAZEWELL, TENNESSEE AL-10662 (FAA) 19115

RNAV (GPS) RWY 7

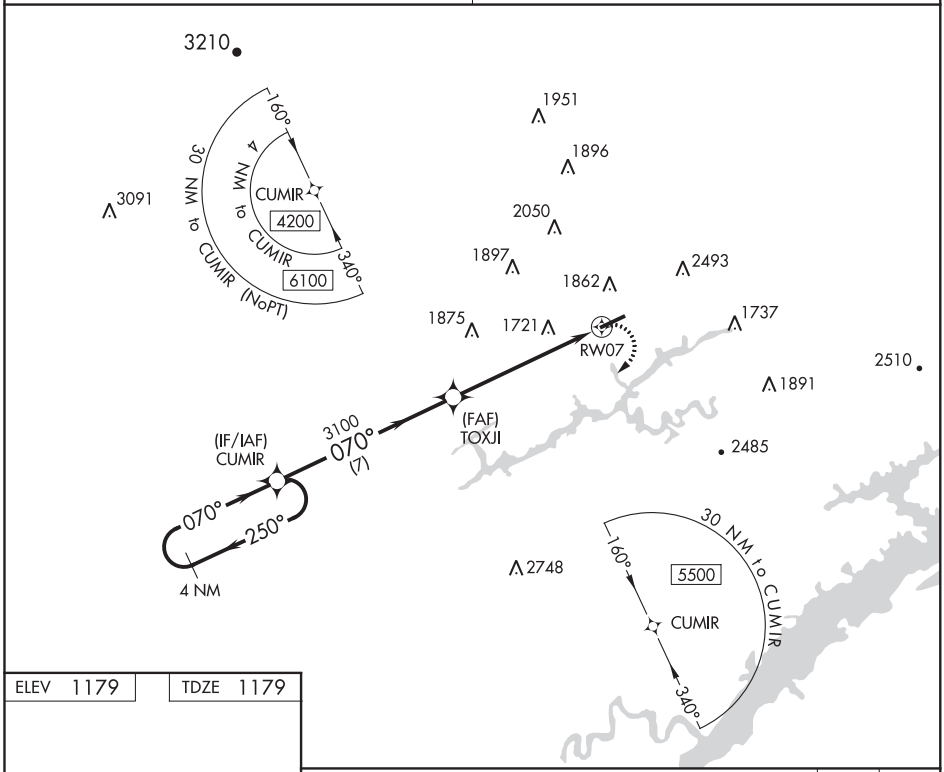
NEW TAZEWELL MUNI (3A2)

WAAS CH 69335 W07A	APP CRS 070°	Rwy ldg 5208 TDZE 1179 Apt Elev 1179

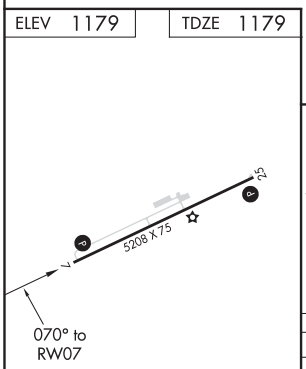
T A NA DME/DME RNP-0.3 NA. Rwy 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.

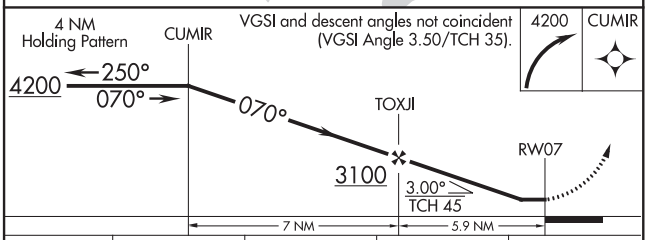
ATLANTA CENTER	CTAF
133.6 254.3	122.9 L



SE-1, 05 NOV 2020 to 31 DEC 2020



MIRL Rwy 7-25
REIL Rwys 7 and 25



CATEGORY	A	B	C	D
LP MDA	2240-1¼ 1061 (1100-1¼)	2240-1½ 1061 (1100-1½)	NA	
LNAV MDA	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA	
C CIRCLING	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA	

TAZEWELL, TENNESSEE
Orig-A 22JUN17

36°24′N-83°33′W

NEW TAZEWELL MUNI (3A2)

RNAV (GPS) RWY 7

APP CRS	Rwy ldg	4000
038°	TDZE	1034
	Apt Elev	1036

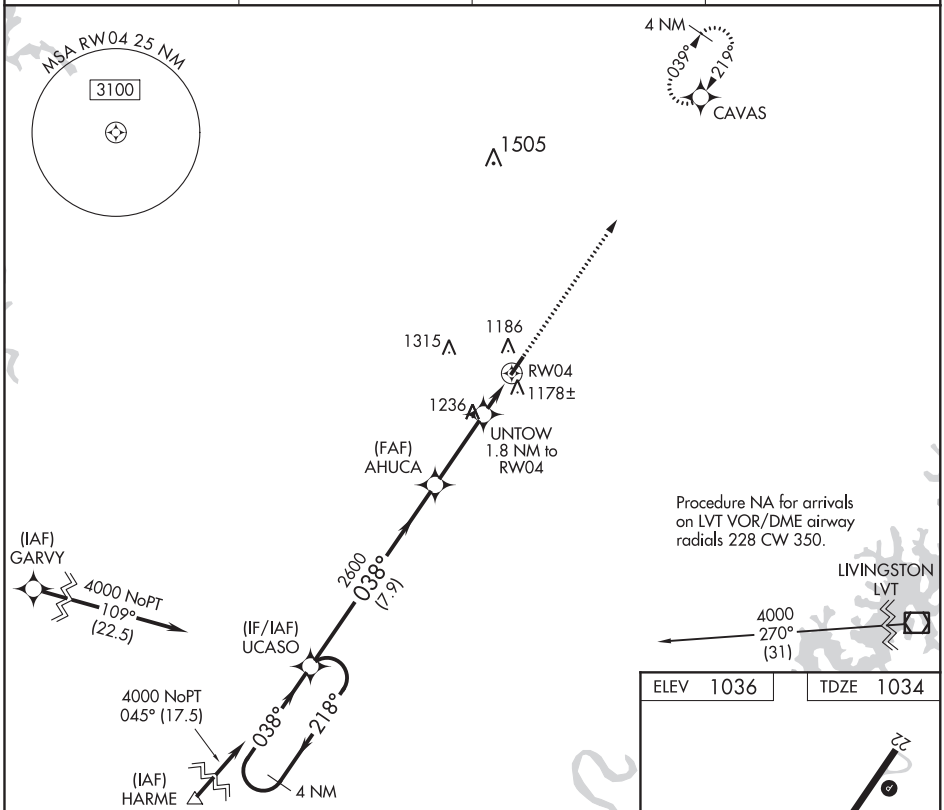
RNAV (GPS) RWY 4
TOMPKINSVILLE-MONROE COUNTY (TZV)

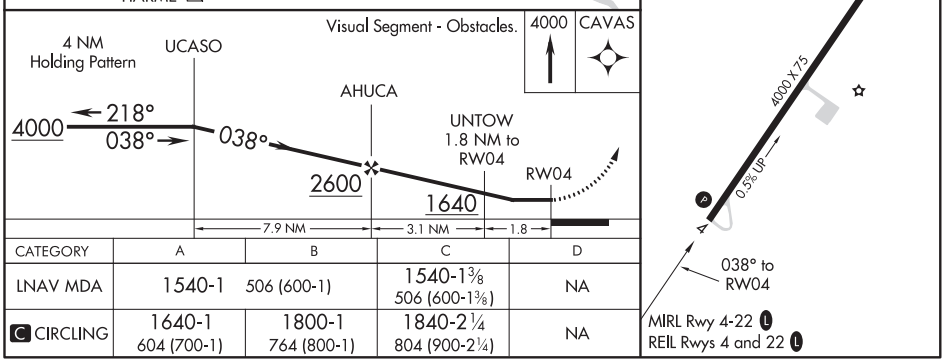
T
A NA

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 4 NA.
Use Glasgow altimeter setting.

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV	GLW AWOS-3	MEMPHIS CENTER	UNICOM
123.050	118.525	132.9 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1 506 (600-1)		1540-1⅜ 506 (600-1⅜)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2¼ 804 (900-2¼)	NA

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

TOMPKINSVILLE, KENTUCKY AL-10286 (FAA) 20030

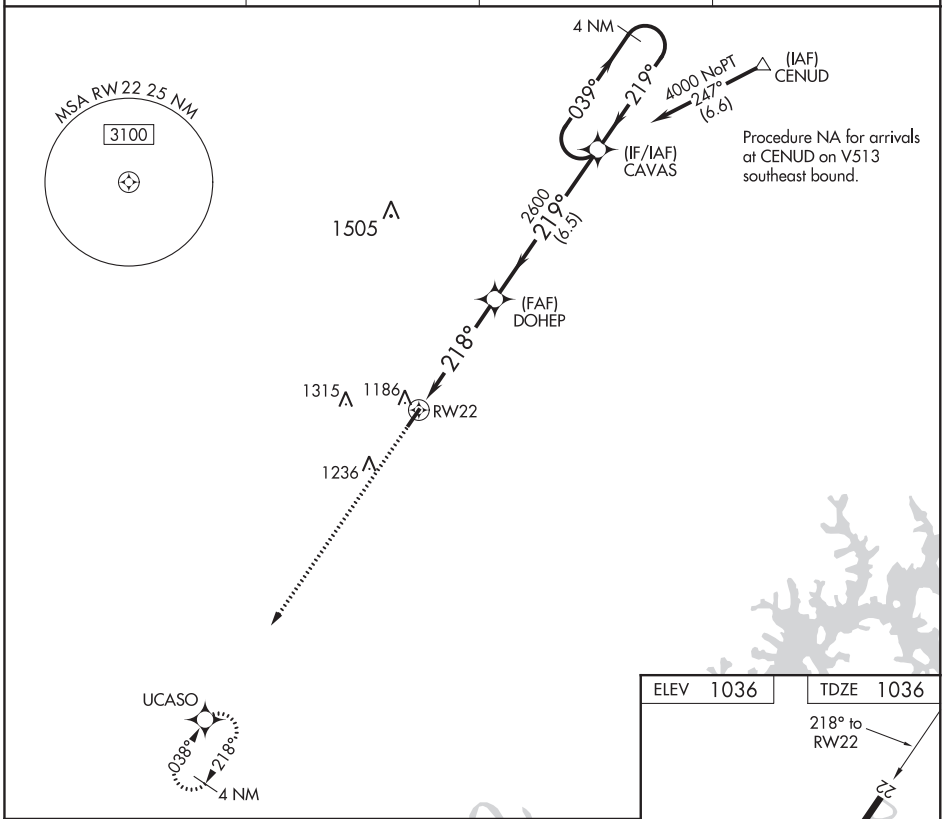
WAAS CH 58031 W22A	APP CRS 218°	Rwy ldg 4000 TDZE 1036 Apt Elev 1036

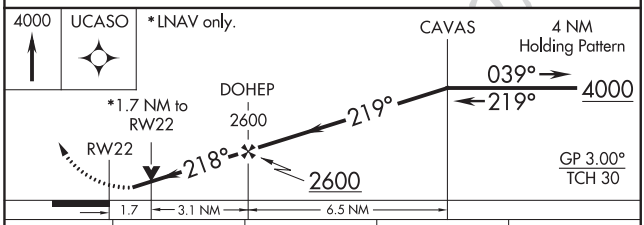
RNAV (GPS) RWY 22
TOMPKINSVILLE-MONROE COUNTY (TZV)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.

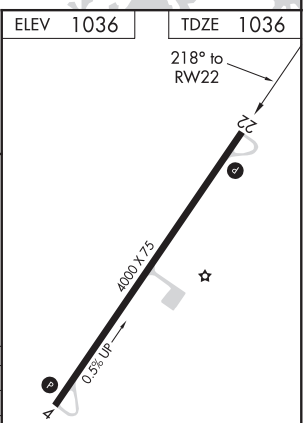
MISSED APPROACH: Climb to 4000 direct to UCASO and hold.

AWOS-AV	GLW AWOS-3	MEMPHIS CENTER	UNICOM
123.050	118.525	132.9 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1385-1¼ 349 (400-1¼)			NA
LNAV/VNAV DA	1593-2 557 (600-2)			NA
LNAV MDA	1620-1 584 (600-1)		1620-1¾ 584 (600-1¾)	NA
C CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2¼ 804 (900-2¼)	NA



SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

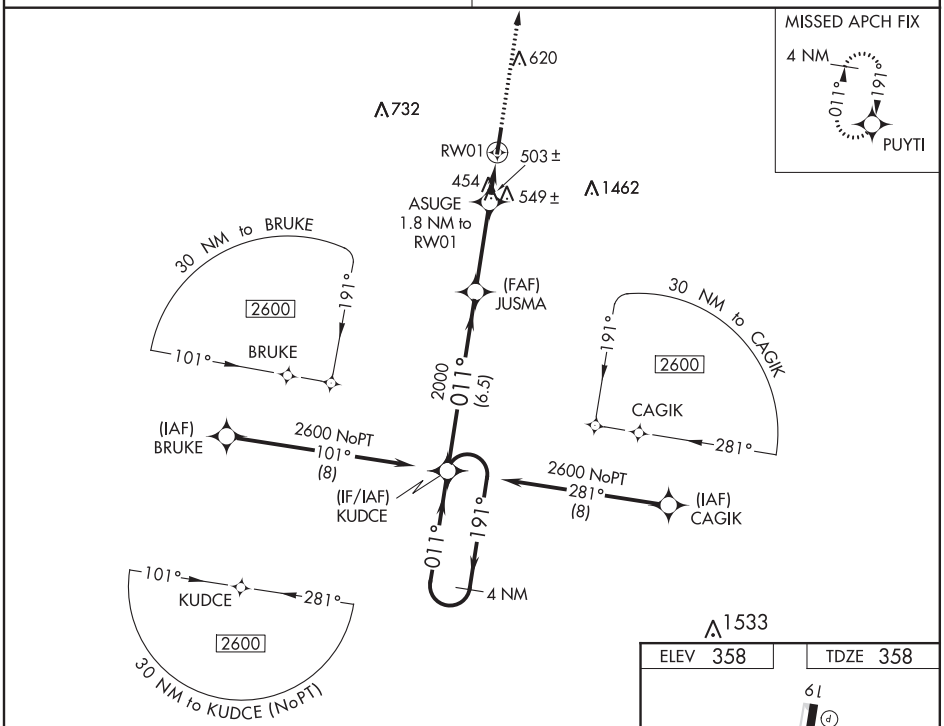
WAAS CH 69538 W01A	APP CRS 011°	Rwy ldg 4802 TDZE 358 Apt Elev 358

NA

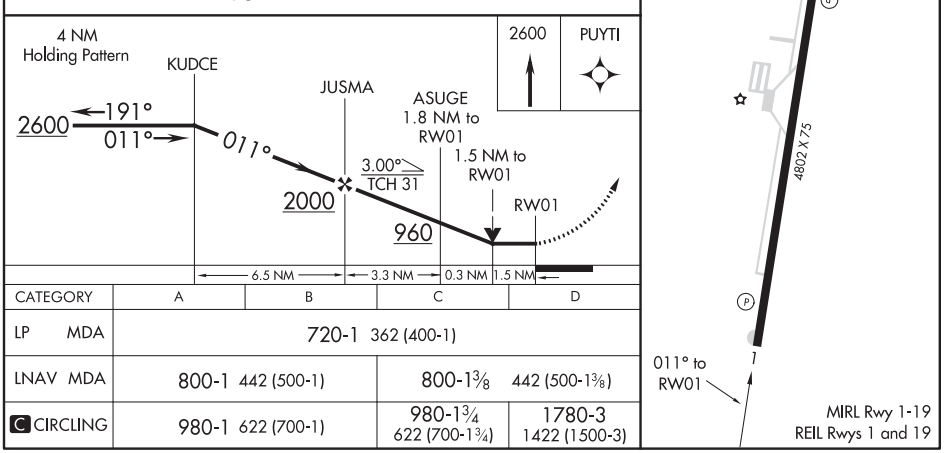
Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)



ELEV 358	TDZE 358



CATEGORY	A	B	C	D
LP MDA	720-1 362 (400-1)			
LNAV MDA	800-1 442 (500-1)		800-1⅜ 442 (500-1⅜)	
C CIRCLING	980-1 622 (700-1)		980-1¾ 622 (700-1¾)	1780-3 1422 (1500-3)

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

TRENTON, TENNESSEE AL-5820 (FAA) 19059

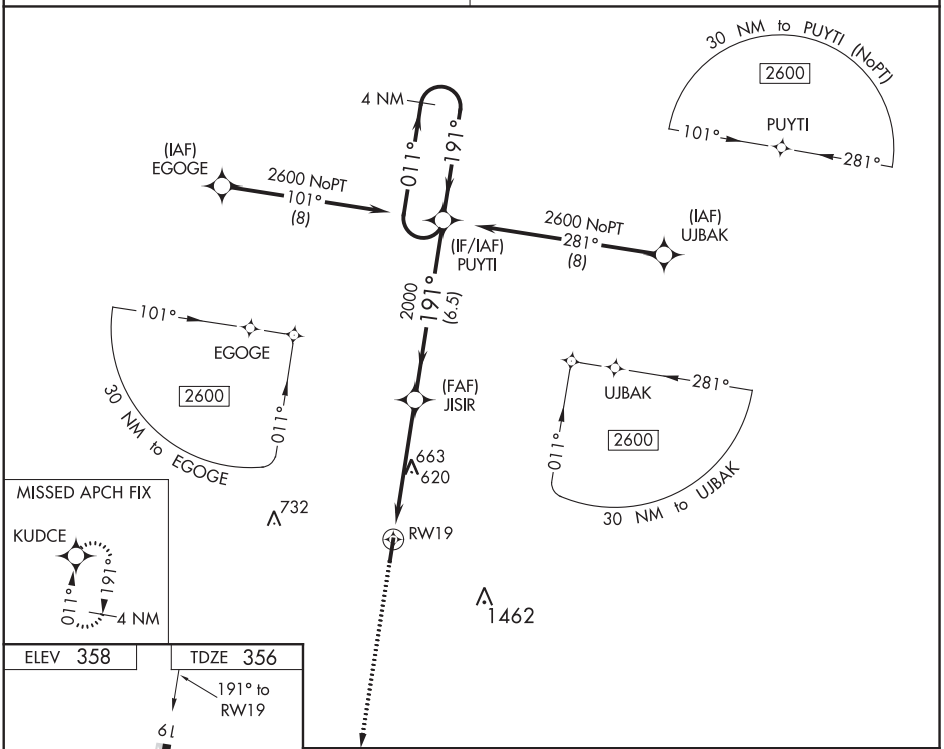
WAAS CH 72938 W19A	APP CRS 191°	Rwy ldg 4802 TDZE 356 Apt Elev 358

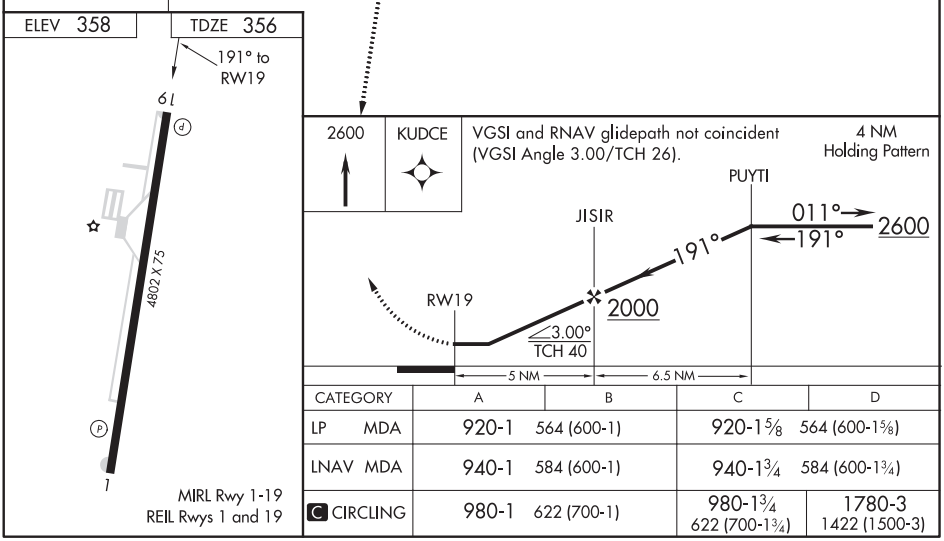
RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

T A NA Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.8 (CTAF)





CATEGORY	A	B	C	D
LP MDA	920-1 564 (600-1)		920-1⅝ 564 (600-1⅝)	
LNAV MDA	940-1 584 (600-1)		940-1¾ 584 (600-1¾)	
C CIRCLING	980-1 622 (700-1)		980-1¾ 622 (700-1¾)	1780-3 1422 (1500-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 99324 W06A	APP CRS 061°	Rwy ldg 5501 TDZE 1084 Apt Elev 1084

RNAV (GPS) RWY 6

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

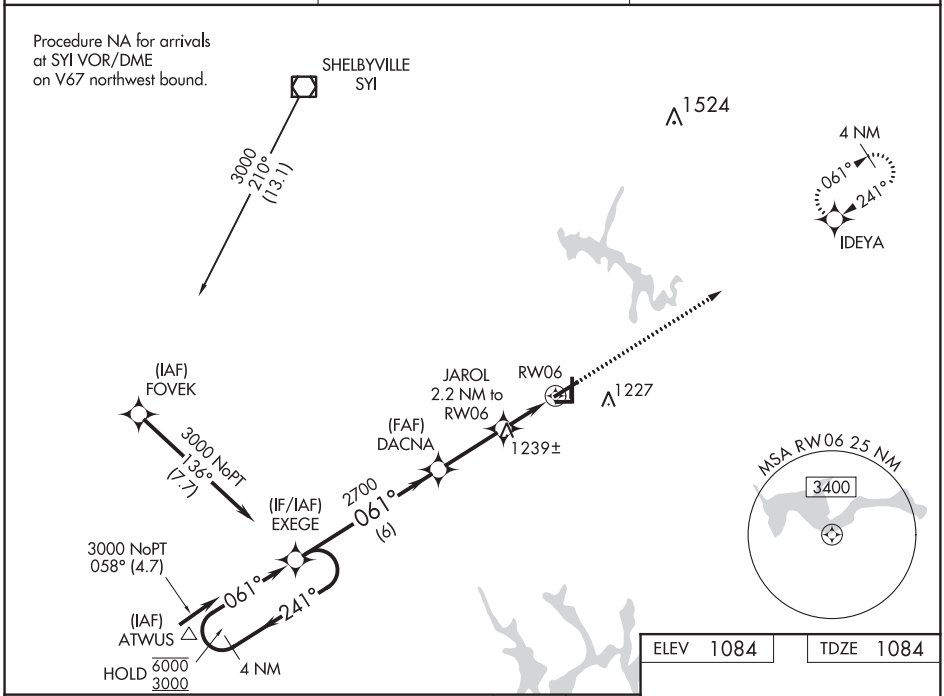
RNP APCH.

Circling NA to Rwys 9 and 27. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

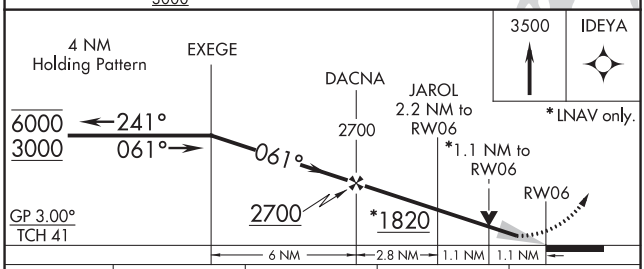
ODALS

MISSED APPROACH: Climb to 3500 direct IDEYA and hold.

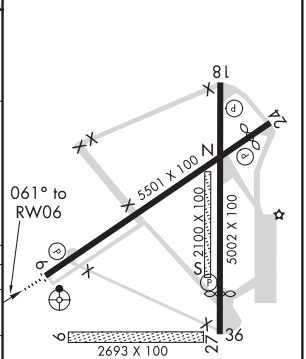
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L



ELEV 1084	TDZE 1084



CATEGORY	A	B	C	D
LPV DA	1334-¾ 250 (300-¾)			
LNAV/VNAV DA	1525-1⅜ 441 (500-1⅜)			
LNAV MDA	1500-1 416 (500-1)		1500-1⅛ 416 (500-1⅛)	
C CIRCLING	1540-1 456 (500-1)	1560-1 476 (500-1)	1580-1½ 496 (500-1½)	1640-2 556 (600-2)



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 63023 W18A	APP CRS 183°	Rwy ldg 5002 TDZE 1082 Apt Elev 1084

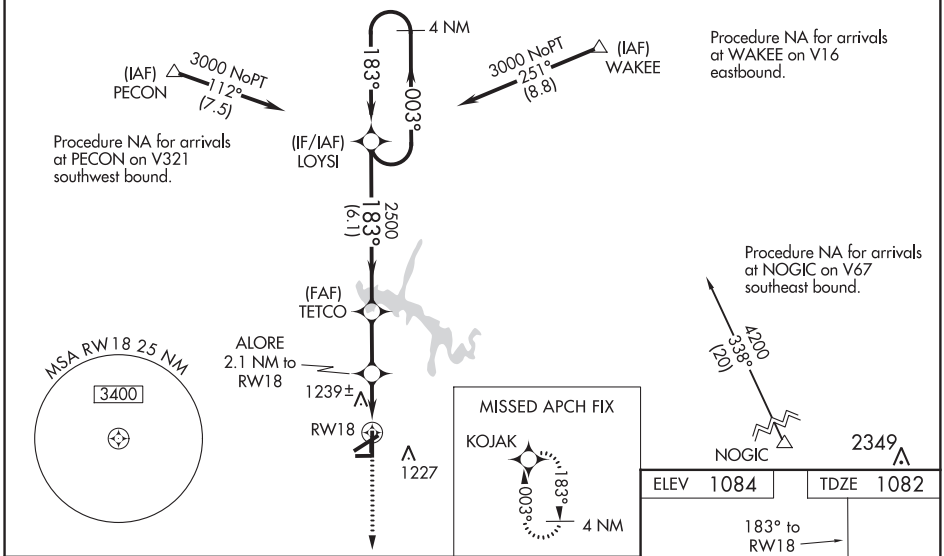
RNAV (GPS) RWY 18
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and all MDA 200 feet, increase LPV all Cats visibility ⅝ mile, LNAV/VNAV all Cats visibility ⅞ mile and LNAV Cat C and D visibility ⅝ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.
Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3400 direct KOJAK and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1436-1¼ 354 (400-1¼)			
LNAV/VNAV DA	1554-1⅝ 472 (500-1⅝)			
LNAV MDA	1500-1 418 (500-1)		1500-1⅛ 418 (500-1⅛)	
C CIRCLING	1540-1 456 (500-1)	1560-1 476 (500-1)	1580-1½ 496 (500-1½)	1640-2 556 (600-2)

MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 53324 W24A	APP CRS 241°	Rwy ldg 5001 TDZE 1082 Apt Elev 1084

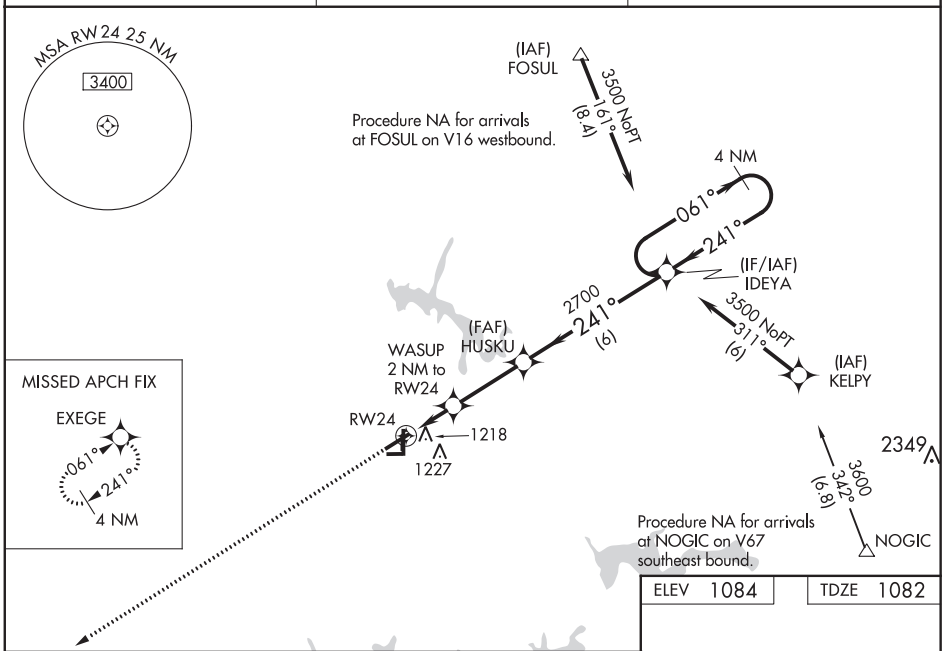
RNAV (GPS) RWY 24
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and MDA 200 feet, increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C and D visibility ¾ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. Circling NA to Rwys 9 and 27.

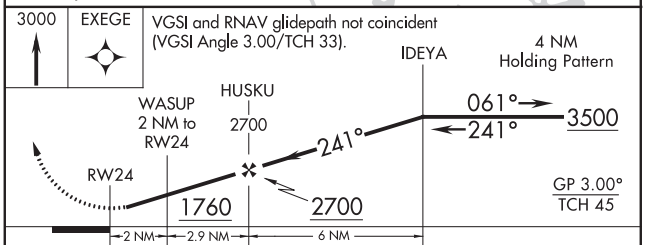
NA

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

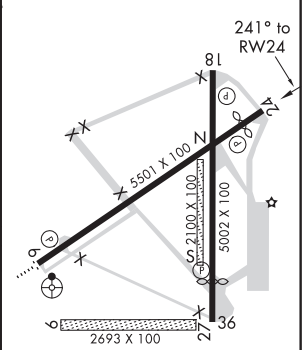
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L



ELEV 1084 TDZE 1082



CATEGORY	A	B	C	D
LPV DA	1332-1 250 (300-1)			
LNAV/VNAV DA	1400-1 318 (400-1)			
LNAV MDA	1480-1 398 (400-1)			
C CIRCLING	1540-1 456 (500-1)	1560-1 476 (500-1)	1580-1½ 496 (500-1½)	1640-2 556 (600-2)



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 82424 W36A	APP CRS 003°	Rwy ldg 4202 TDZE 1083 Apt Elev 1084

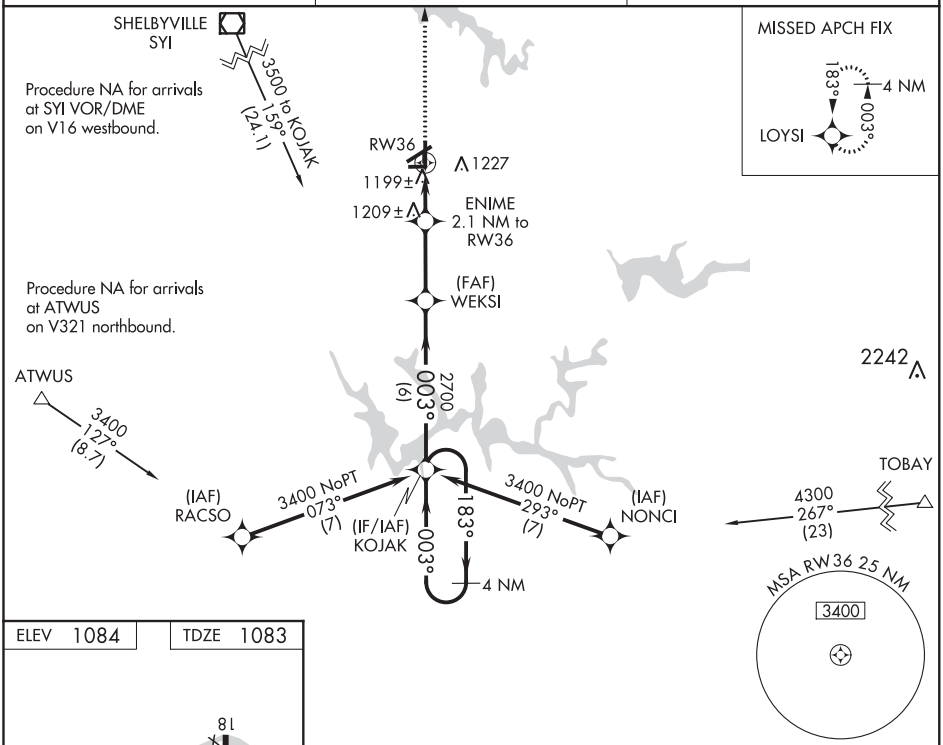
RNAV (GPS) RWY 36
TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

T A NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase LP and LNAV Cat C/D visibility ⅝ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

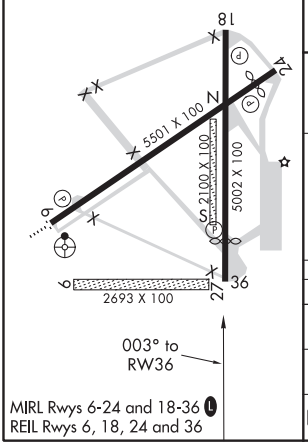
AWOS-3	MEMPHIS CENTER	UNICOM
128.325	128.15 323.125	123.0 (CTAF) L



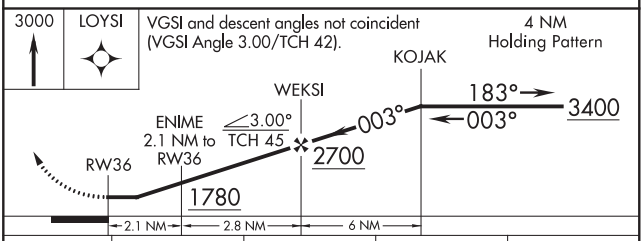
SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

ELEV 1084 TDZE 1083



MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36



CATEGORY	A	B	C	D
LP MDA	1460-1 377 (400-1)			
LNAV MDA	1460-1 377 (400-1)			
C CIRCLING	1540-1 456 (500-1)	1560-1 476 (500-1)	1580-1½ 496 (500-1½)	1640-2 556 (600-2)

LOC I-UCY	APP CRS	Rwy ldg	6503
109.7	006°	TDZE	346
		Apt Elev	346

ILS or LOC RWY 1
EVERETT-STEWART RGNL (UCY)

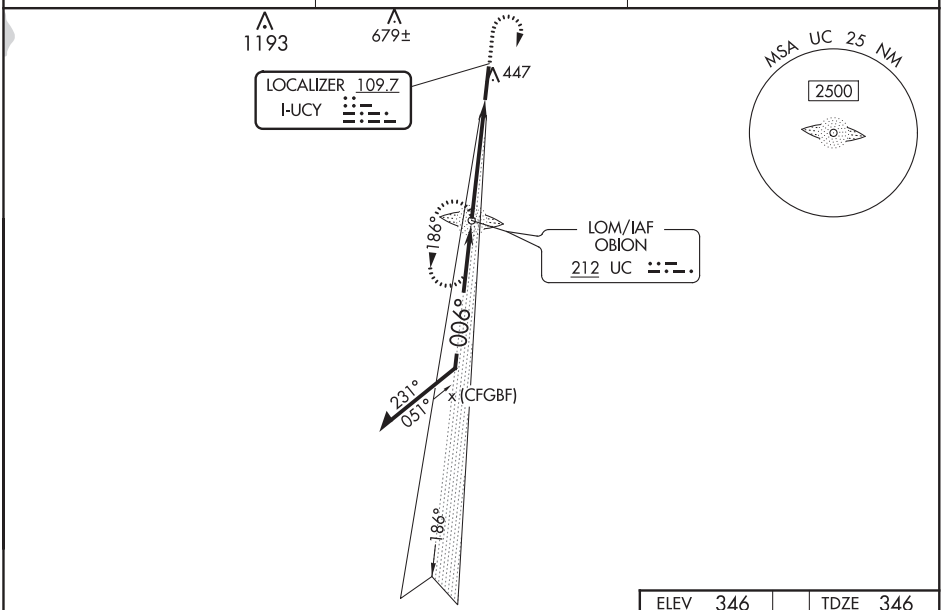
T NA

ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1⅜ mile, Circling Cat C visibility to 1⅝ mile and Circling Cat D visibility to 2½ mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1⅜ mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to ⅞ mile and S-LOC 1 Cat D visibility to 1⅝ mile.

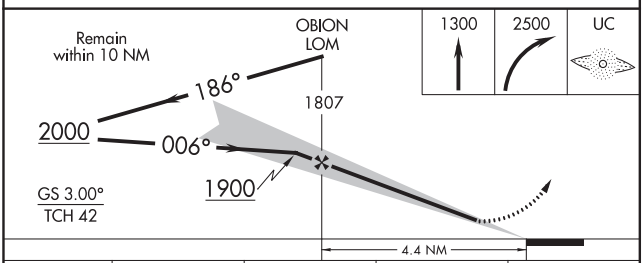
ODALS

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L



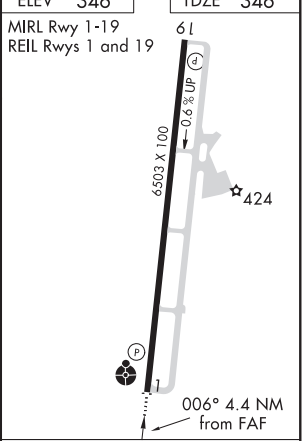
ADF and RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1	546-¾ 200 (200-¾)			
S-LOC 1	820-¾ 474 (500-¾)		820-1¼ 474 (500-1¼)	
C CIRCLING	820-1 474 (500-1)		820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)

ELEV 346	TDZE 346

MIRL Rwy 1-19
REIL Rwys 1 and 19



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-1, 05 NOV 2020 to 31 DEC 2020
SE-1, 05 NOV 2020 to 31 DEC 2020

UNION CITY, TENNESSEE | AL-5525 (FAA) | 17061

WAAS CH 53328 W01A	APP CRS 006°	Rwy ldg 6503 TDZE 346 Apt Elev 346

RNAV (GPS) RWY 1
EVERETT-STEWART RGNL (UCY)

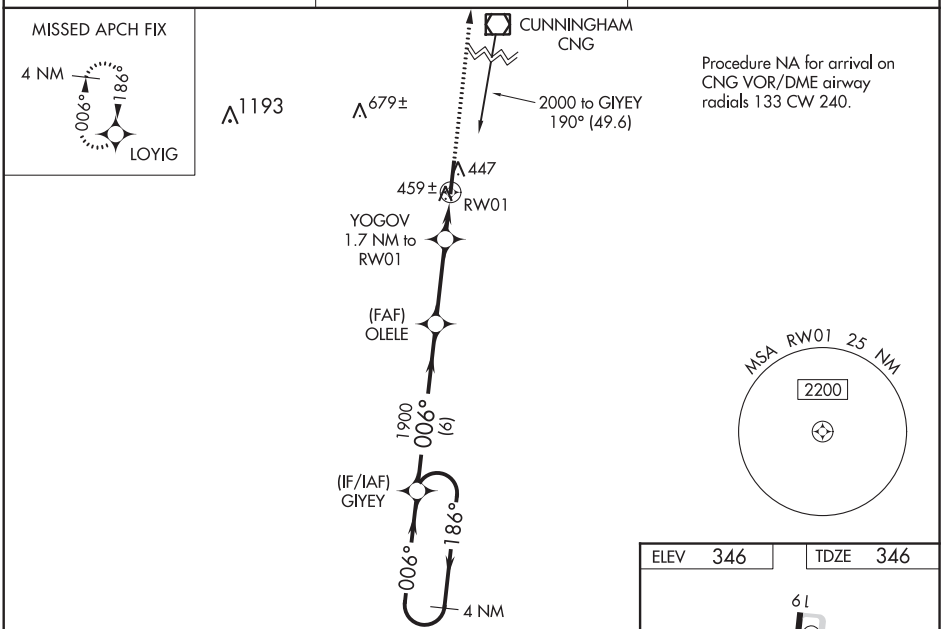
T NA

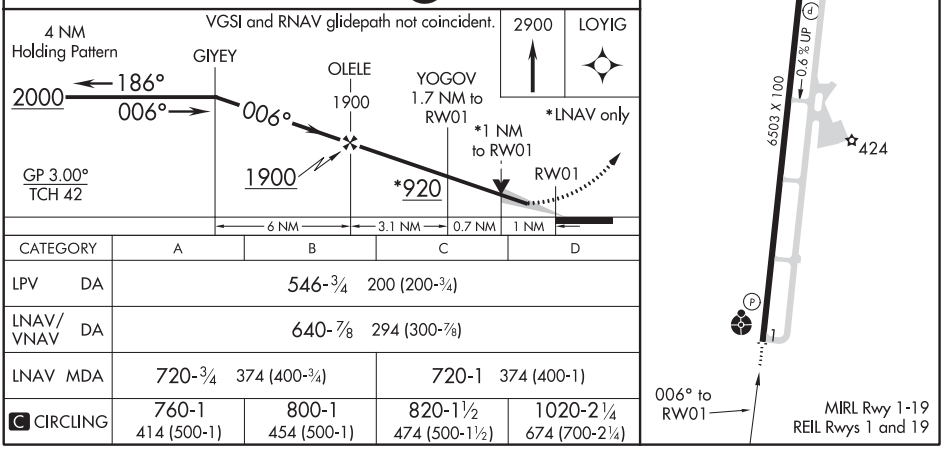
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cat C/D visibility to 1⅛ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1⅜ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS

MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	546-¾ 200 (200-¾)			
LNAV/VNAV DA	640-⅞ 294 (300-⅞)			
LNAV MDA	720-¾ 374 (400-¾)		720-1 374 (400-1)	
C CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

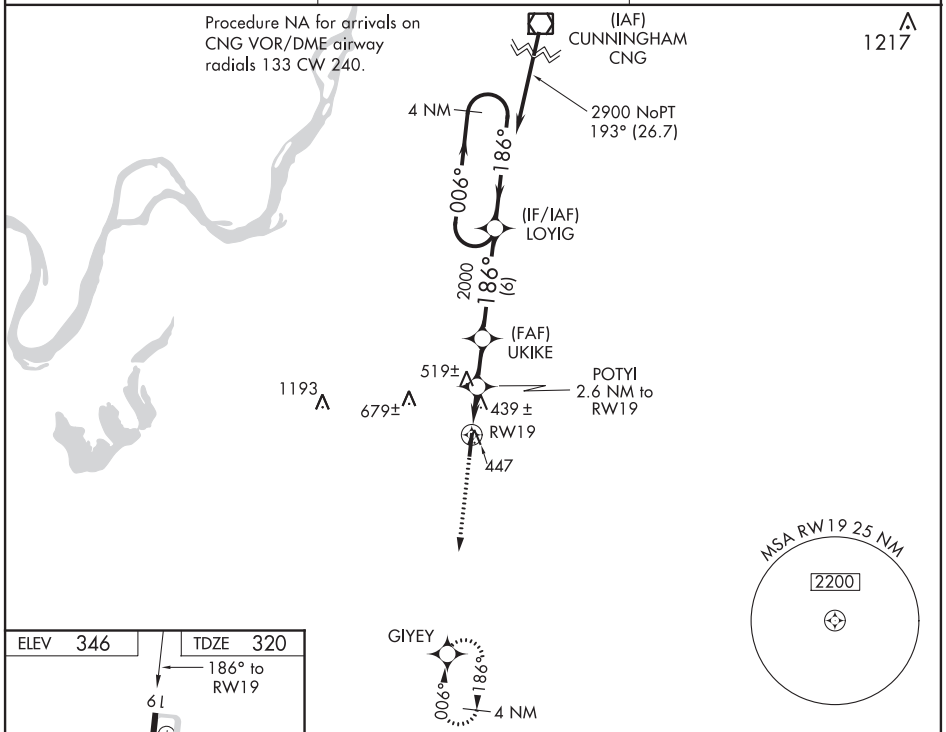
WAAS CH 48922 W19A	APP CRS 186°	Rwy ldg 6503 TDZE 320 Apt Elev 346

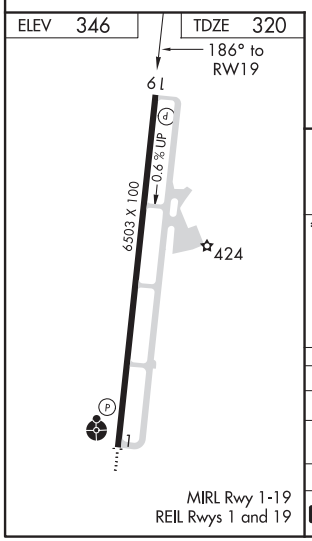
RNAV (GPS) RWY 19
EVERETT-STEWART RGNL (UCY)

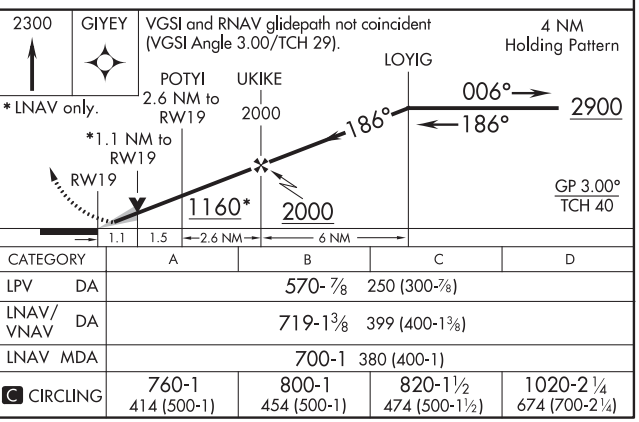
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2300 direct GIYEY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
135.325	133.65 292.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	570-⅞ 250 (300-⅞)			
LNAV/VNAV DA	719-1⅜ 399 (400-1⅜)			
LNAV MDA	700-1 380 (400-1)			
C CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAVERLY, TENNESSEE

AL-6522 (FAA)

20198

RNAV (GPS) RWY 3
HUMPHREYS COUNTY (ØM5)

WAAS CH 90222 W03A	APP CRS 032°	Rwy ldg 4000 TDZE 756 Apt Elev 756

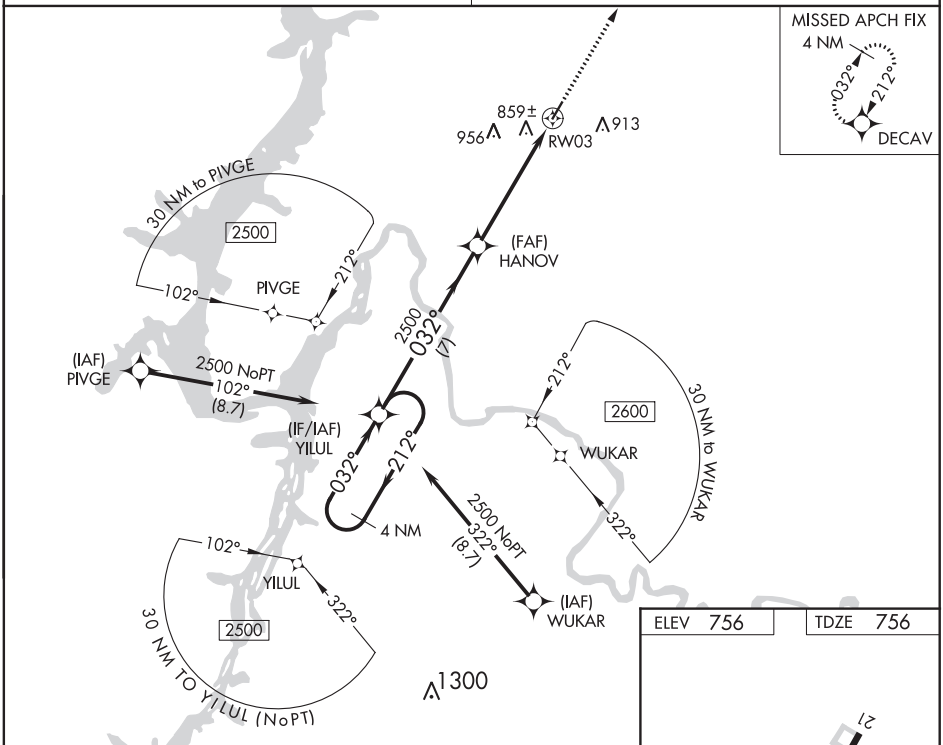
RNP APCH.

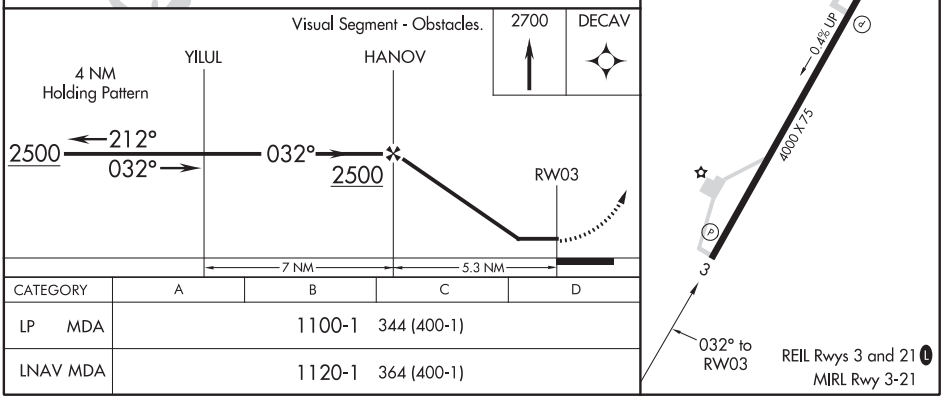
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility ⅜ mile, LNAV Cat C and D visibility ½ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climb to 2700 direct DECAV and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1100-1 344 (400-1)			
LNAV MDA	1120-1 364 (400-1)			

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 97422 W21A	APP CRS 212°	Rwy ldg 4000 TDZE 755 Apt Elev 756

RNAV (GPS) RWY 21
HUMPHREYS COUNTY (ØM5)

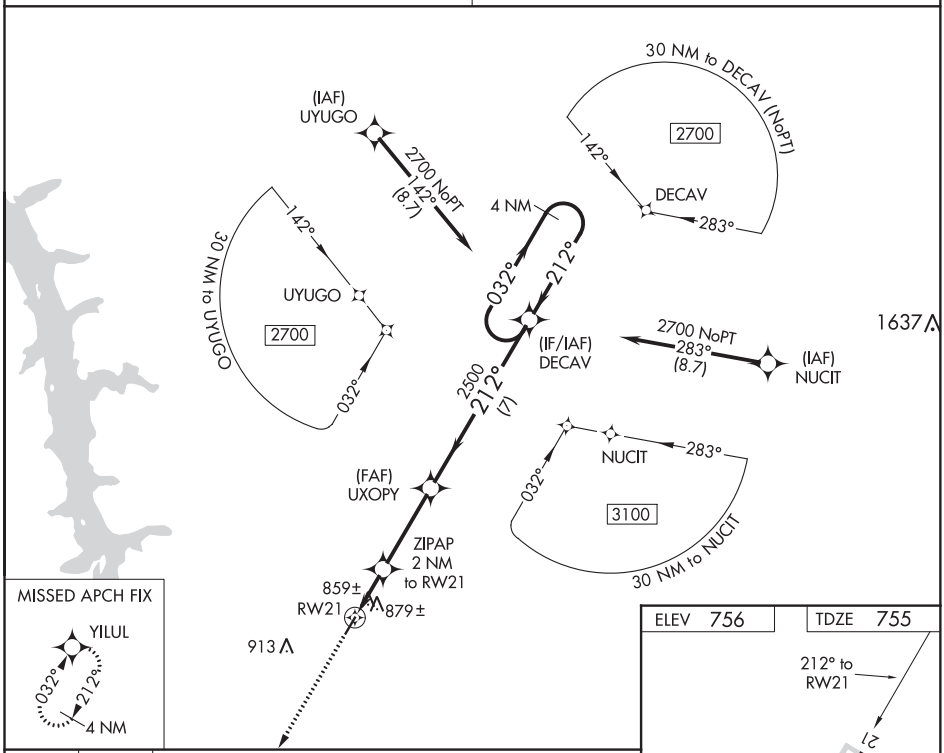
RNP APCH.

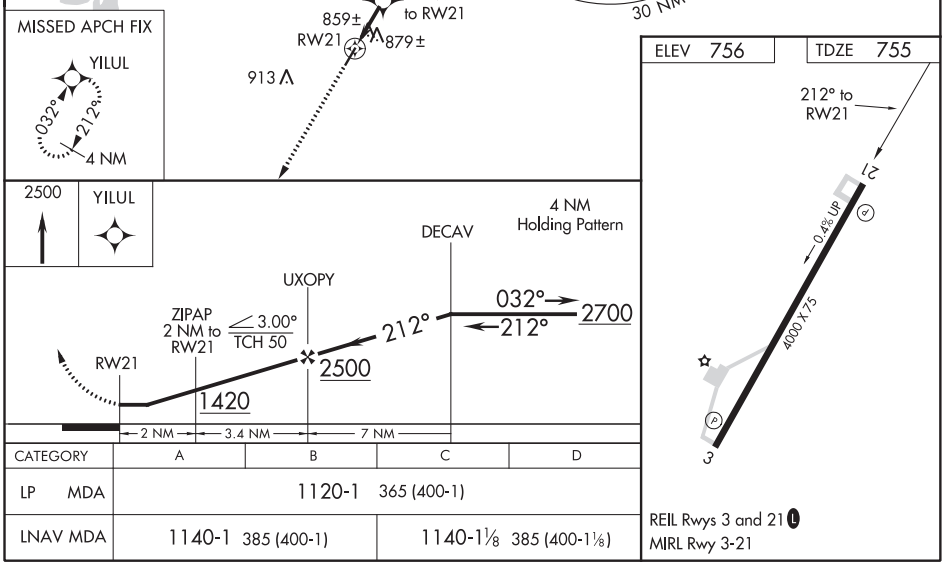
NA

When local altimeter setting not received, use Nashville Intl altimeter setting: increase all MDA 160 feet and visibility Cat C and D ½ SM.
Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct YILUL and hold.

MEMPHIS CENTER	UNICOM
125.85 379.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1120-1 365 (400-1)			
LNAV MDA	1140-1 385 (400-1)		1140-1⅛ 385 (400-1⅛)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WILLIAMSBURG, KENTUCKY AL-10311 (FAA) 20198

WAAS CH 53312 W02A	APP CRS 023°	Rwy ldg 5499 TDZE 1168 Apt Elev 1178

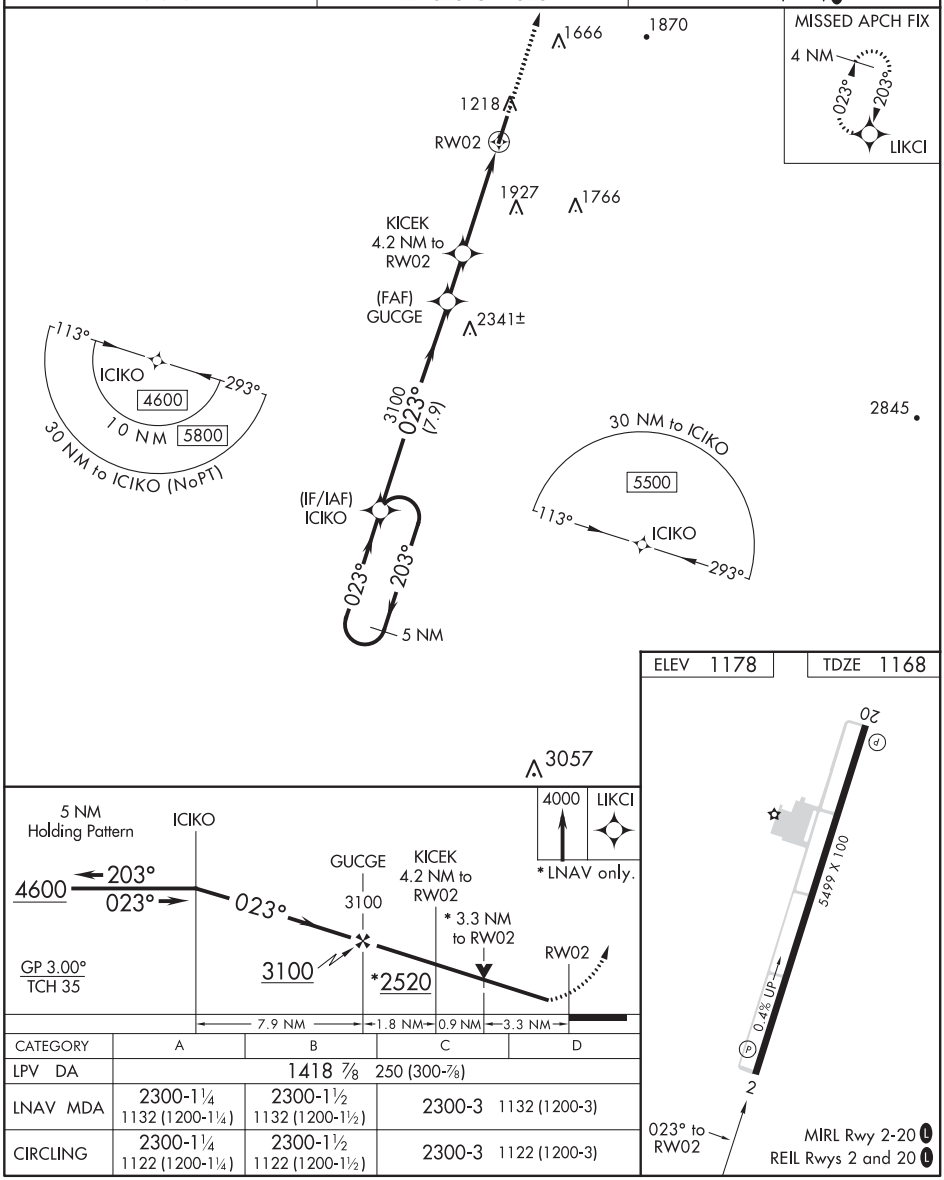
RNAV (GPS) RWY 2
WILLIAMSBURG-WHITLEY COUNTY (BYL)

NA
-17°C

When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1418 ⅞ 250 (300-⅞)			
LNAV MDA	2300-1¼ 1132 (1200-1¼)	2300-1½ 1132 (1200-1½)	2300-3 1132 (1200-3)	
CIRCLING	2300-1¼ 1122 (1200-1¼)	2300-1½ 1122 (1200-1½)	2300-3 1122 (1200-3)	

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WAAS CH 70403 W20A	APP CRS 203°	Rwy ldg 5499 TDZE 1178 Apt Elev 1178

RNAV (GPS) RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

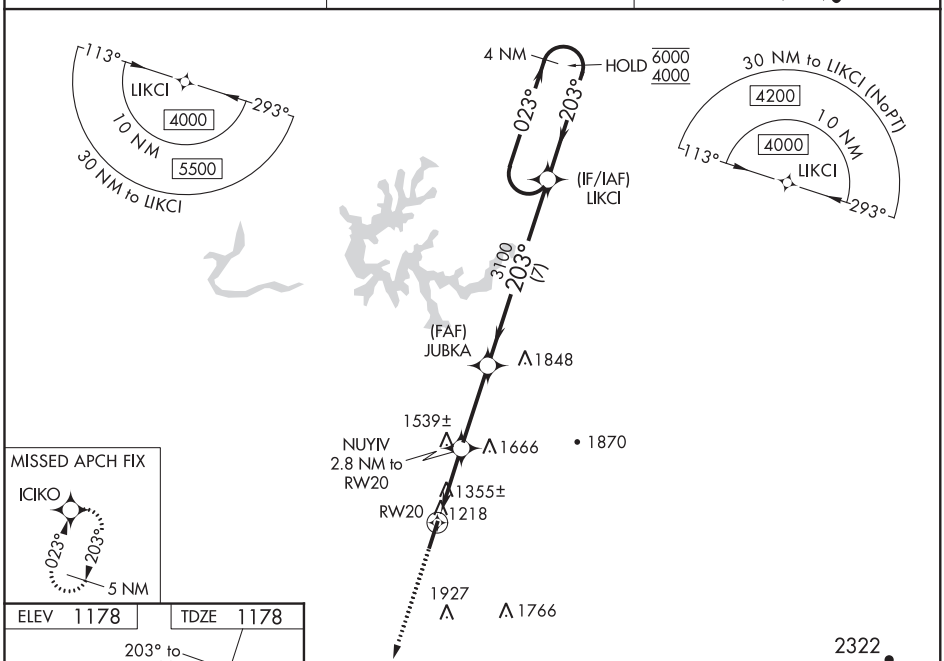
RNP APCH.

Rwy 20 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using London altimeter setting. For uncompensated Baro-VNAVsystems, LNAV/VNAV NA below -17°C or above 54°C. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all DAs 48 feet and all MDAs 60 feet; increase LPV all Cats visibility ⅛ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cat C visibility ¼ SM.

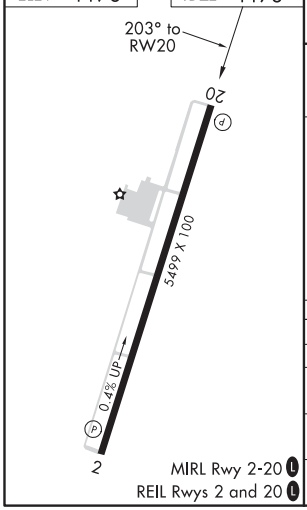
-17°C

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

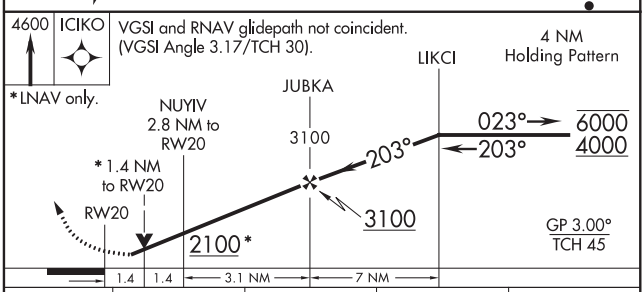
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



ELEV 1178 TDZE 1178



MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L



CATEGORY	A	B	C	D
LPV DA	1554-1¼ 376 (400-1¼)			
LNAV/VNAV DA	1670-1⅝ 492 (500-1⅝)			
LNAV MDA	1680-1 502 (600-1)		1680-1⅜ 502 (600-1⅜)	
CIRCLING	1760-1 582 (600-1)		1760-1½ 582 (600-1½)	2080-3 902 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WILLIAMSBURG, KENTUCKY AL-10311 (FAA) 20254

LOC/DME I-BYL	APP CRS	Rwy ldg	5499
108.3	200°	TDZE	1178
Chan 20		Apt Elev	1178

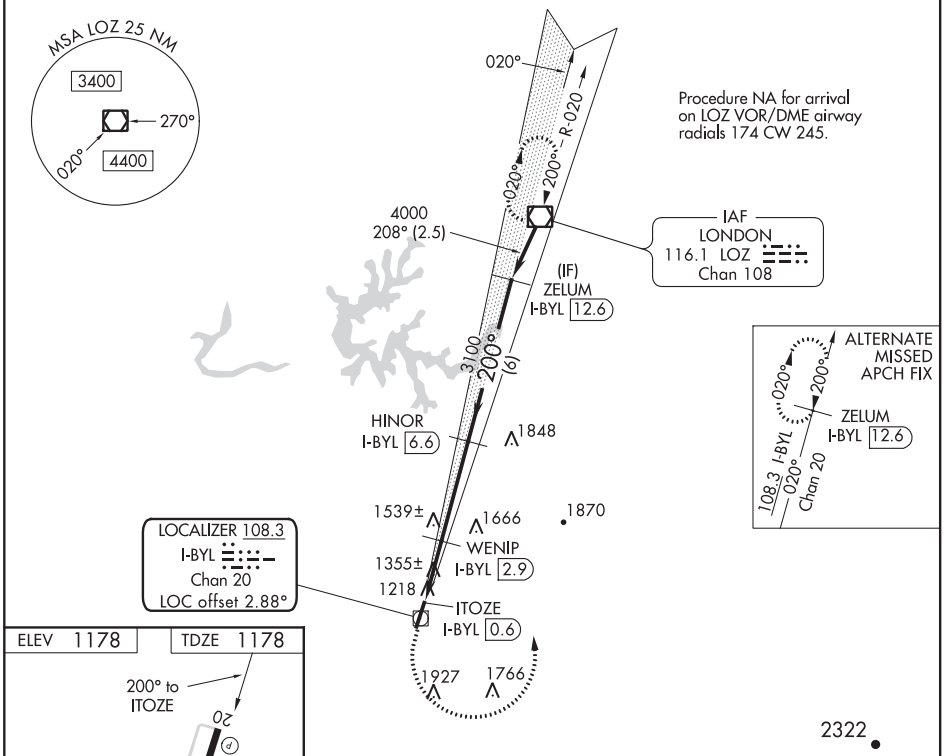
LOC RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

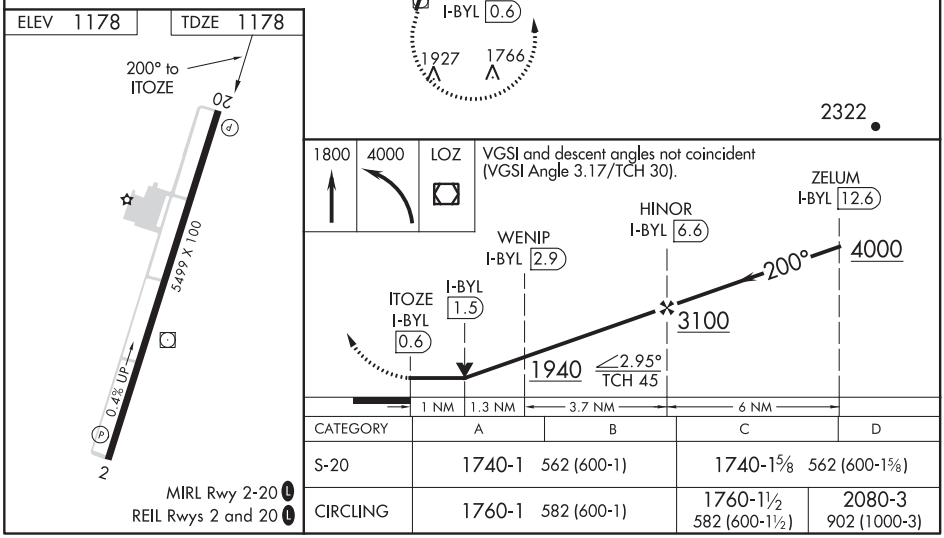
DME required.

Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet and visibility S-20 Cats C/D and Circling Cat D ⅛ SM. -17°C

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-20	1740-1 562 (600-1)		1740-1⅝ 562 (600-1⅝)	
CIRCLING	1760-1 582 (600-1)		1760-1½ 582 (600-1½)	2080-3 902 (1000-3)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

VOR/DME LOZ 116.1 Chan 108	APP CRS 200°	Rwy ldg 5499 TDZE 1178 Apt Elev 1178

VOR RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

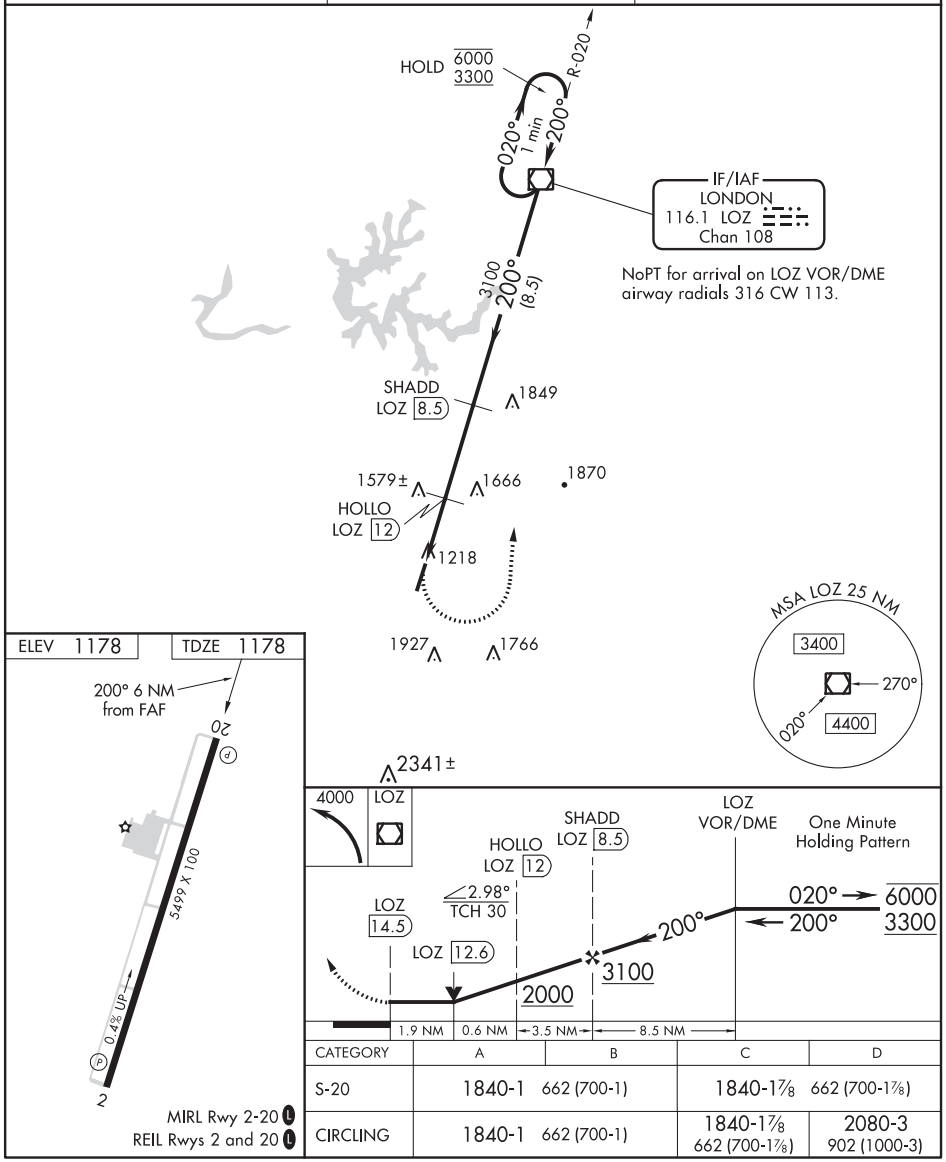
DME required.

Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDA 60 feet and S-20 Cat C/D and Circling Cat C visibility ⅛ SM.

-17°C

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.575	124.625 371.925	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-20	1840-1 662 (700-1)		1840-1⅞ 662 (700-1⅞)	
CIRCLING	1840-1 662 (700-1)		1840-1⅞ 662 (700-1⅞)	2080-3 902 (1000-3)

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WINCHESTER, TENNESSEE AL-6187 (FAA) 20142

WAAS CH 99707 W36A	APP CRS 005°	Rwy ldg 5003 TDZE 979 Apt Elev 979

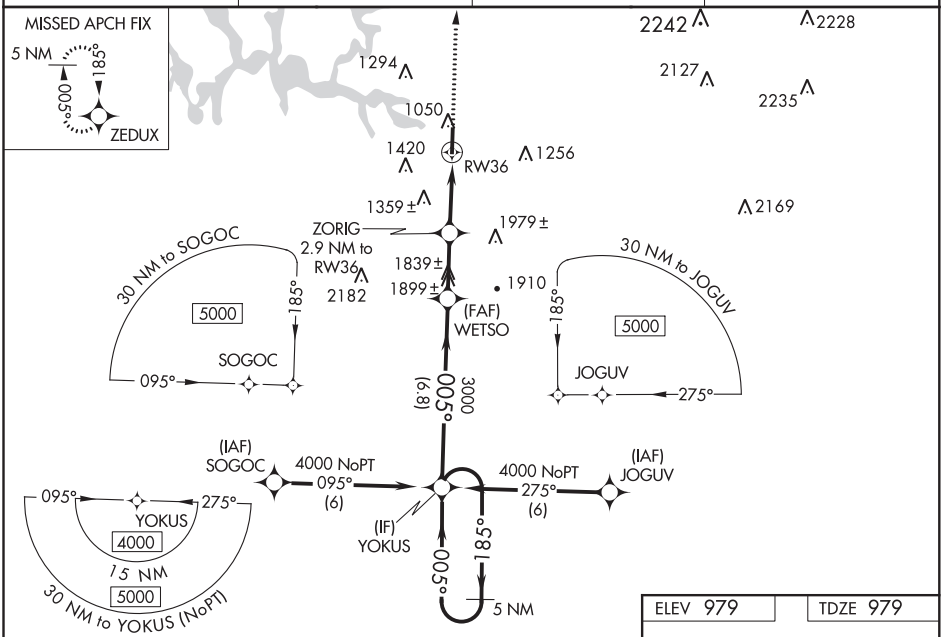
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

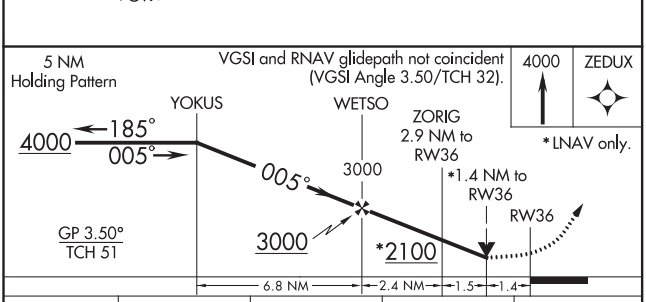
T A NA

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). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat C. VDP NA when using Chattanooga altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

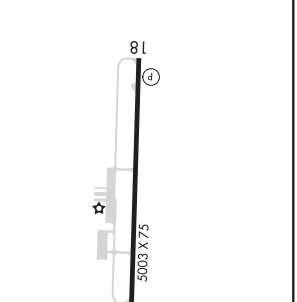
AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1340-1 361 (400-1)			NA
LNAV/VNAV DA	1367-1¼ 388 (400-1¼)			NA
LNAV MDA	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA
CIRCLING	1540-1 561 (600-1)		1540-1½ 561 (600-1½)	NA

ELEV 979 TDZE 979



MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

APP CRS	Rwy ldg	5003
185°	TDZE	978
	Apt Elev	979

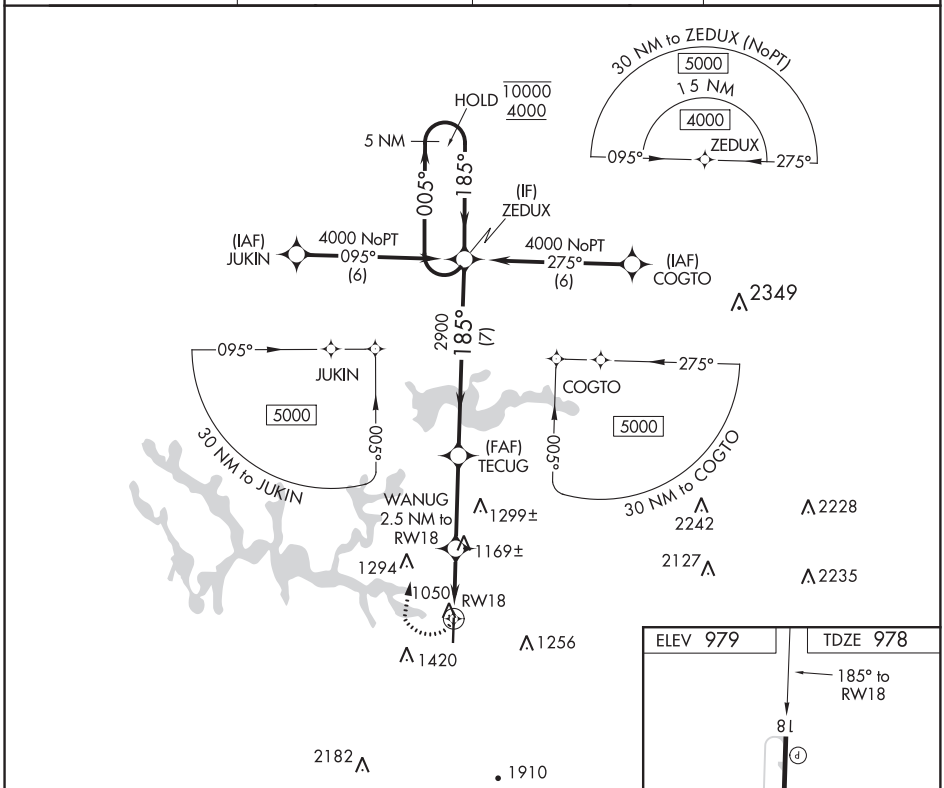
RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

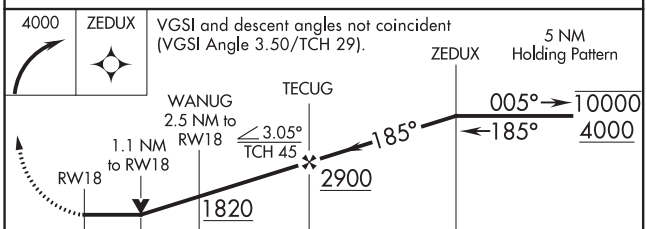
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

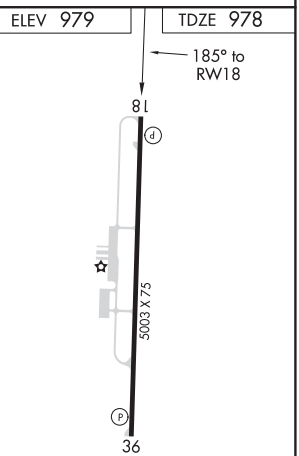
MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1420-1 442 (500-1)		1420-1¼ 442 (500-1¼)	1420-1½ 442 (500-1½)
CIRCLING	1460-1 481 (500-1)		1540-1½ 561 (600-1½)	1780-2½ 801 (900-2½)



MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

WINCHESTER, TENNESSEE AL-6187 (FAA) 20142

WAAS CH 42708 W18A	APP CRS 185°	Rwy ldg 5003 TDZE 978 Apt Elev 979

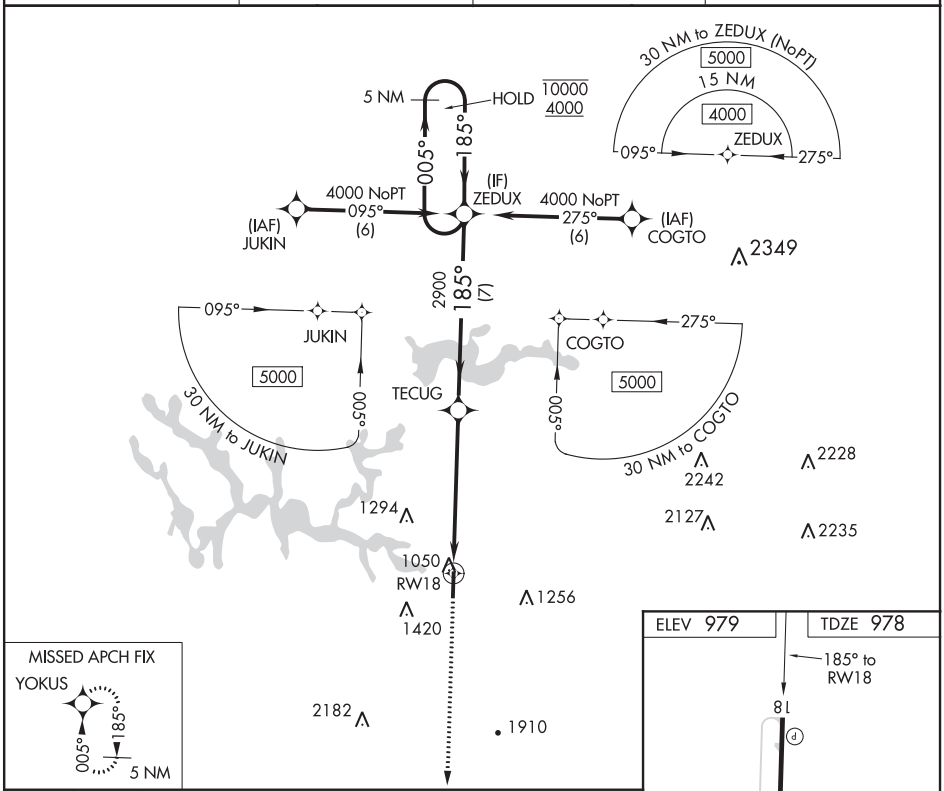
RNAV (GPS) Z RWY 18
WINCHESTER MUNI (BGF)

RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

AWOS-3	MEMPHIS CENTER	GCO	UNICOM
121.675	128.15 323.125	121.725	122.8 (CTAF)



CATEGORY		A	B	C	D
LPV	DA	1375-1½ 397 (400-1½)			
LNAV/VNAV	DA	1596-2¼ 618 (700-2¼)			

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 05 NOV 2020 to 31 DEC 2020

SE-1, 05 NOV 2020 to 31 DEC 2020

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

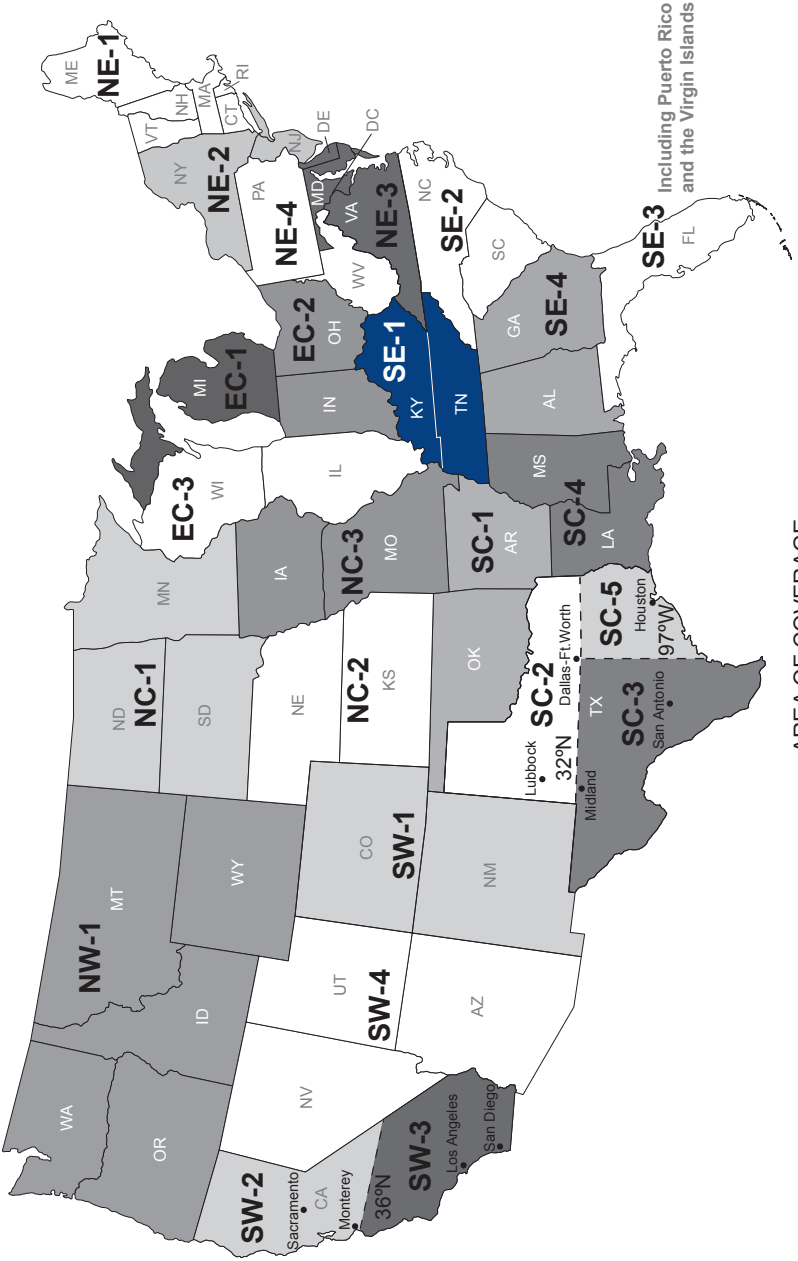
(ft. per min)

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: BTPPSE1

NSN 7641015059591

NGA REF. NO. OK-10-2859 TERMXFAABTPPSE1

EFF. DATE 20310