Federal Aviation Administration

U.S. Terminal Procedures Publication

South Central (SC) Vol 1 of 5

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to: 0901Z

22 APR 2021

Consult the Change Notice (CN) effective 25 MAR 2021 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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TABLE OF CONTENTS

Inoperative Components or Visual Aids Table....A1
Explanation of Terms/Landing Minima Data....B1
General Information....C1
Abbreviations....D1
Legend — IAP Planview....E1
Legend — IAP Profile....F1
Legend — Departure Procedures and Standard Terminal Arrival Charts....G1
Legend — Airport Diagram/Sketch....H1
Legend — Approach Lighting Systems....I1
Frequency Pairing....J1
Index of Terminal Charts and Minimums....K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)....L1
IFR Alternate Airport Minimums....M1
Radar Minimums....N1
Land and Hold-Short Operations (LAHSO)....O1
Hot Spots....P1
Standard Terminal Arrival Charts....Z1
Terminal Charts....Page 1
Rate of Climb/Descent Table....Inside Back Cover
Area of Coverage....Outside Back Cover

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:
For digital products, visit our website at:
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For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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

SC-1, 25 FEB 2021 to 22 APR 2021

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

TERMS/LANDING MINIMA DATA 20142

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TERMS/LANDING MINIMA DATA 19339

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

SC-1, 25 FEB 2021 to 22 APR 2021

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)

SC-1, 25 FEB 2021 to 22 APR 2021

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)

SC-1, 25 FEB 2021 to 22 APR 2021

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°

090°
(IAS)
270°
4 NM

HOLD 8000
Arrival
090°
270°

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

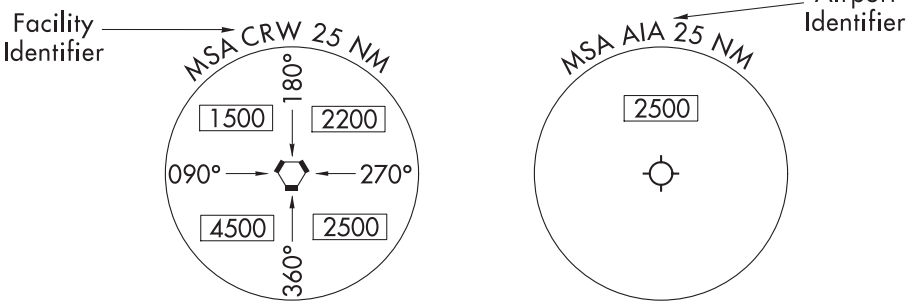
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

SC-1, 25 FEB 2021 to 22 APR 2021

LEGEND 20086

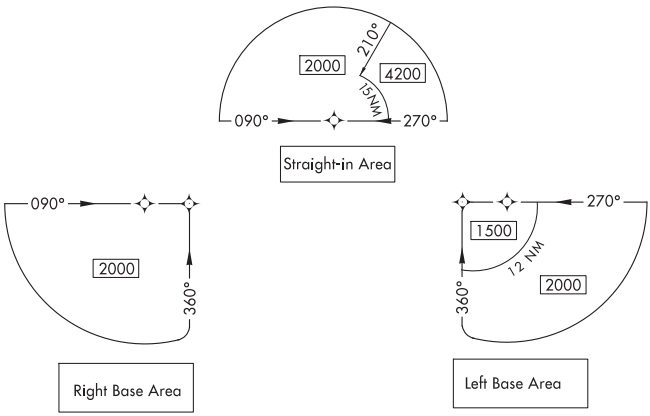
PLANVIEW SYMBOLS

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

SC-1, 25 FEB 2021 to 22 APR 2021

LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

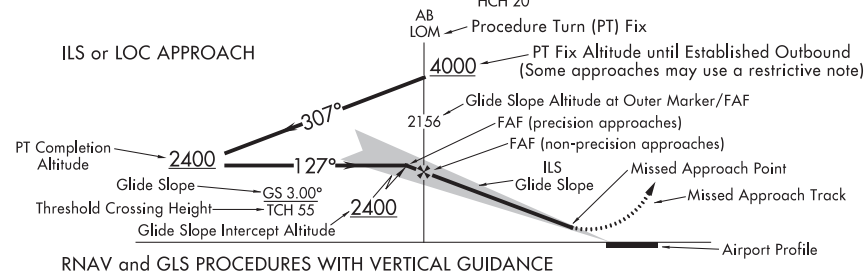
PROFILE VIEW

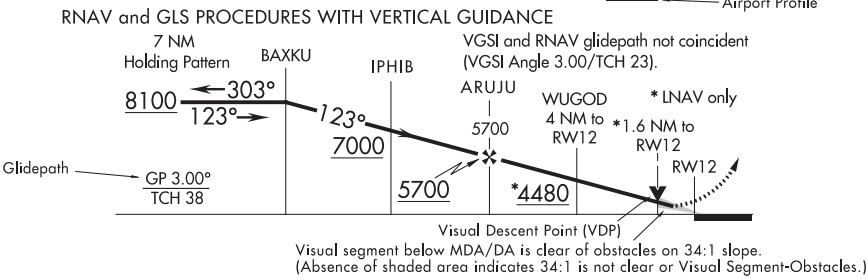
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

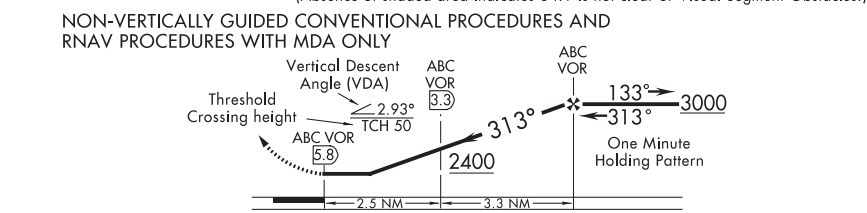
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

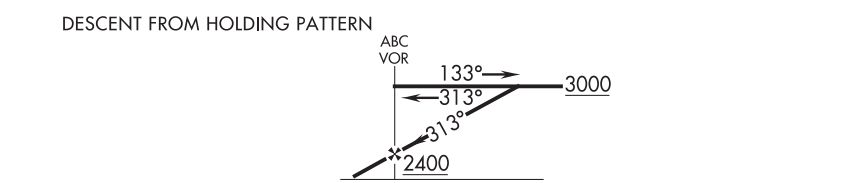
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

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

Non-Compulsory:

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

LMM, LOM (Compass locator)

Marker Beacon

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

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

(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)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

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.

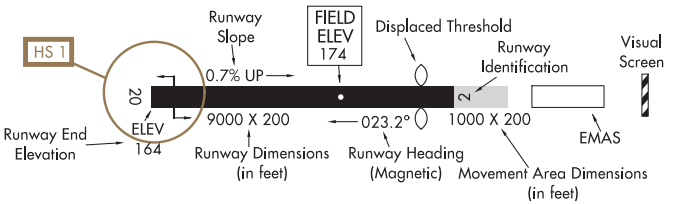
True/magnetic North orientation may vary from diagram to diagram

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.

LEGEND

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

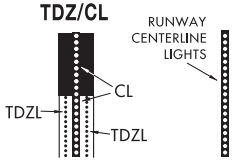
APPROACH LIGHTING SYSTEM - UNITED STATES

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

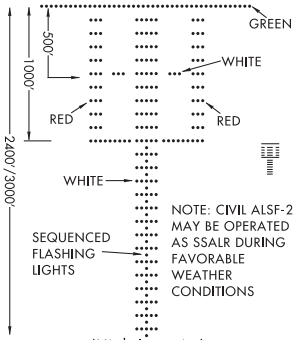


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



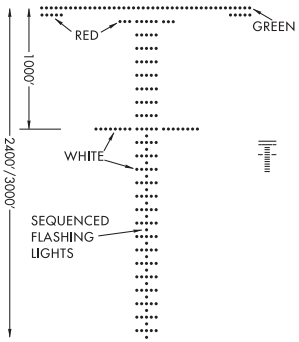
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(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)

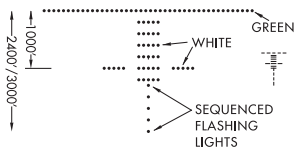
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

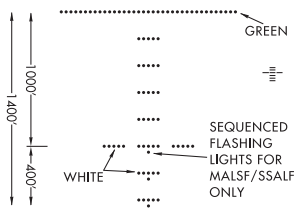
SSALR



(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

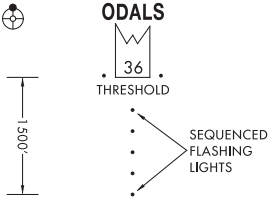
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



LENGTH 1500 FEET

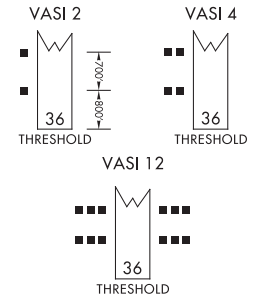
VISUAL APPROACH SLOPE INDICATOR

V

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

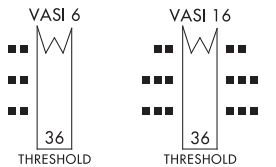


VISUAL APPROACH SLOPE INDICATOR

V3

VASI

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



LEGEND 15344

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

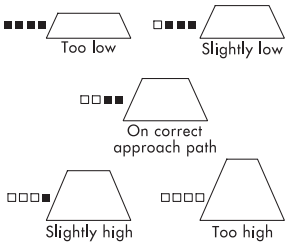
APPROACH LIGHTING SYSTEM - UNITED STATES

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

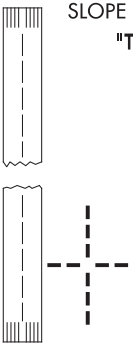
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

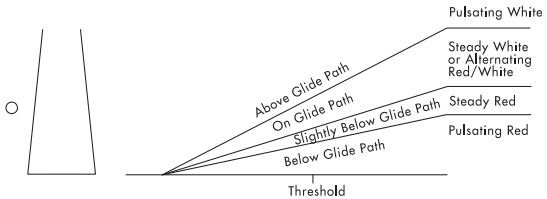
"T"-VASI



"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

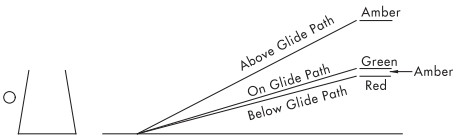
PVASI



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

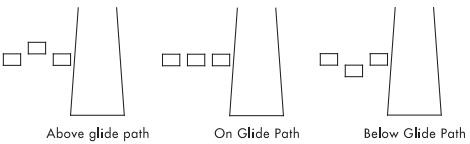
TRCV



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.

LEGEND 18256

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

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.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ADA, OK
ADA RGNL(ADH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 1
RNAV (GPS) RWY 36 2

ALMYRA, AR
ALMYRA MUNI(M73)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 36 3

ALTUS, OK
ALTUS/QUARTZ MOUNTAIN RGNL(AXS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 4
RNAV (GPS) RWY 35 5
VOR-A 6

ALTUS AFB(KLTS)
ALTUS, OK
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 17L 7
ILS OR LOC RWY 35R 8
ILS Z OR LOC RWY 17R 9
ILS Z OR LOC RWY 35L 10
ILS OR RNAV (GPS) Y RWY 17R 11
ILS OR RNAV (GPS) Y RWY 35L 12
RNAV (RNP) X RWY 17R 13
RNAV (RNP) X RWY 35L 14
RNAV (RNP) Y RWY 17L 15
RNAV (RNP) Y RWY 35R 16
RNAV (GPS) Z RWY 17L 17
RNAV (GPS) Z RWY 17R 18
RNAV (GPS) Z RWY 35L 19
RNAV (GPS) Z RWY 35R 20
RNAV (GPS)-A 21
RNAV (GPS)-B 22
VOR OR TACAN RWY 17L 23
VOR OR TACAN RWY 17R 24
VOR OR TACAN RWY 35L 25
VOR OR TACAN RWY 35R 26
VOR OR TACAN-C 27
VOR OR TACAN-D 28
AIRPORT DIAGRAM 29
DPS ..... OKKIE TWO (RNAV) 30
ROCKN TWO (RNAV) 31

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

ALVA, OK
ALVA RGNL(AVK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 32
RNAV (GPS) RWY 36 33

ANTLERS, OK
ANTLERS MUNI(80F)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 35 34

ARDMORE, OK
ARDMORE DOWNTOWN EXECUTIVE(1F0)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 35
RNAV (GPS) RWY 35 36
ARDMORE MUNI(ADM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 31 37
RNAV (GPS) RWY 13 38
RNAV (GPS) RWY 31 39
VOR-B 40
AIRPORT DIAGRAM 41

ARKADELPHIA, AR
DEXTER B FLORENCE MEMORIAL FIELD(ADF)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 42
RNAV (GPS) RWY 22 43

ARKANSAS INTL
---SEE BLYTHEVILLE, AR

ASH FLAT, AR
SHARP COUNTY RGNL(CVK)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 44
RNAV (GPS) RWY 22 45

AUGUSTA, AR
WOODRUFF COUNTY(M60)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 46

BARTLESVILLE, OK
BARTLESVILLE MUNI(BVO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 47
RNAV (GPS) RWY 35 48
LOC RWY 17 49
VOR/DME RWY 35 50

BATESVILLE, AR
BATESVILLE RGNL(BVX)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 08 51
RNAV (GPS) RWY 26 52
LOC RWY 08 53

BAXTER COUNTY
---SEE MOUNTAIN HOME, AR

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

BENTON, AR
SALINE COUNTY RGNL(SUZ)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC/DME RWY 02 54
RNAV (GPS) RWY 02 55
RNAV (GPS) RWY 20 56

BENTONVILLE, AR
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 57
RNAV (GPS) RWY 36 58
VOR-A 59
DPS ..... BENTON SIX 60

BERRYVILLE, AR
CARROLL COUNTY(4M1)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 07 61
RNAV (GPS) RWY 25 62

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

BILLY FREE MUNI
---SEE DUMAS, AR

BLACKWELL, OK
BLACKWELL-TONKAWA MUNI(BKN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 63
RNAV (GPS) RWY 35 64
VOR-A 65

BLYTHEVILLE, AR
ARKANSAS INTL(BYH)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 18 66
RNAV (GPS) RWY 18 67
RNAV (GPS) RWY 36 68
BLYTHEVILLE MUNI(HKA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 69
RNAV (GPS) RWY 36 70

BOISE CITY, OK
BOISE CITY(17K)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 71

BOONE COUNTY
---SEE HARRISON, AR

NAME PROC SECT PG

BRINKLEY, AR
FRANK FEDERER MEMORIAL(M36)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 20 72

BRISTOW, OK
JONES MEMORIAL(3F7)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 73
RNAV (GPS) RWY 36 74

BUFFALO, OK
BUFFALO MUNI(BFK)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 75

BURNS FLAT, OK
CLINTON-SHERMAN(CSM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 17R 76
RNAV (GPS) RWY 17R 77
RNAV (GPS) RWY 35L 78
VOR RWY 35L 79
AIRPORT DIAGRAM 80

CAMDEN, AR
HARRELL FIELD(CDH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 01 81
RNAV (GPS) RWY 19 82

CARLISLE, AR
CARLISLE MUNI(4M3)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 09 83
RNAV (GPS) RWY 27 84
VOR RWY 09 85

CARROLL COUNTY
---SEE BERRYVILLE, AR

CHANDLER, OK
CHANDLER RGNL(CQB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 86
RNAV (GPS) RWY 35 87

CHICKASHA, OK
CHICKASHA MUNI(CHK)
TAKEOFF MINIMUMS L
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 18 88
RNAV (GPS) RWY 36 89
VOR/DME-A 90

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

CLAREMORE, OK
CLAREMORE RGNL(GCM)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 91
RNAV (GPS) RWY 36 92
VOR/DME-B 93

CLARENCE E PAGE MUNI
---SEE OKLAHOMA CITY, OK

CLARKSVILLE, AR
CLARKSVILLE MUNI(H35)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 09 94
RNAV (GPS) RWY 27 95

CLINTON, AR
CLINTON MUNI(CCA)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 31 96
HOLLEY MOUNTAIN AIRPARK(2A2)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 97
RNAV (GPS) RWY 23 98

CLINTON, OK
CLINTON RGNL(CLK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 99
RNAV (GPS) RWY 35 100

CLINTON-SHERMAN
---SEE BURNS FLAT, OK

COLT, AR
DELTA RGNL(DRP)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 101
RNAV (GPS) RWY 36 102

CONWAY, AR
CONWAY RGNL(CXW)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 103
RNAV (GPS) RWY 22 104

CORNING, AR
CORNING MUNI(4M9)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 105
RNAV (GPS) RWY 36 106

CROSSETT, AR
Z M JACK STELL FIELD(CRT)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 23 107
VOR-A 108

CRYSTAL LAKE
---SEE DECATUR, AR

CUSHING, OK
CUSHING MUNI(CUH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 109
RNAV (GPS) RWY 36 110

DANVILLE, AR
DANVILLE MUNI(32A)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 11 111
RNAV (GPS) RWY 29 112

DAVID JAY PERRY
---SEE GOLDSBY, OK

DE QUEEN, AR
J LYNN HELMS SEVIER COUNTY(DEQ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 08 113

DECATUR, AR
CRYSTAL LAKE(5M5)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 13 114

DELTA RGNL
---SEE COLT, AR

DEXTER B FLORENCE MEMORIAL FIELD
---SEE ARKADELPHIA, AR

DRAKE FIELD
---SEE FAYETTEVILLE, AR

DUMAS, AR
BILLY FREE MUNI(0M0)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 36 115

DUNCAN, OK
HALLIBURTON FIELD(DUC)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 116
RNAV (GPS) RWY 35 117

DURANT, OK
DURANT RGNL - EAKER FIELD(DUA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 118
RNAV (GPS) RWY 35 119

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

EL DORADO, AR
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 22 120
RNAV (GPS) RWY 04 121
RNAV (GPS) RWY 22 122
VOR/DME RWY 04 123

EL RENO, OK
EL RENO RGNL(RQO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 17 124
RNAV (GPS) RWY 35 125

ELK CITY, OK
ELK CITY RGNL BUSINESS(ELK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 126
RNAV (GPS) RWY 35 127

ENID, OK
ENID WOODRING RGNL(WDG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 35 128
RNAV (GPS) RWY 17 129
RNAV (GPS) RWY 35 130
VOR RWY 17 131
VOR RWY 35 132
AIRPORT DIAGRAM 133

ENID, OK
---SEE VANCE AFB

FAIRVIEW, OK
FAIRVIEW MUNI(6K4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 134
RNAV (GPS) RWY 35 135

FAYETTEVILLE, AR
DRAKE FIELD(FYV)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 136
RNAV (GPS) RWY 34 137
LOC RWY 16 138
LDA RWY 34 139
AIRPORT DIAGRAM 140
DPS ..... RAZORBACK THREE 141

FAYETTEVILLE/SPRINGDALE/ROGERS, AR
NORTHWEST ARKANSAS NATIONAL(XNA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 16 142
ILS OR LOC RWY 34 143
RNAV (GPS) RWY 16 144
RNAV (GPS) RWY 34 145
AIRPORT DIAGRAM 146
DPS ..... HIGHFILL EIGHT 147

FLIPPIN, AR
MARION COUNTY RGNL(FLP)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 148
RNAV (GPS) RWY 22 149

FORT SILL, OK
---SEE HENRY POST AAF

FORT SMITH, AR
FORT SMITH RGNL(FSM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 07 150
ILS OR LOC RWY 25 151
RNAV (GPS) RWY 01 152
RNAV (GPS) RWY 07 153
RNAV (GPS) RWY 25 154
VOR/DME OR TACAN RWY 07 155
VOR OR TACAN RWY 25 156
AIRPORT DIAGRAM 157

FRANK FEDERER MEMORIAL
---SEE BRINKLEY, AR

FREDERICK, OK
FREDERICK RGNL(FDR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 35 158

GOLDSBY, OK
DAVID JAY PERRY(1K4)
TAKEOFF MINIMUMS L
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 31 159

GROVE, OK
GROVE MUNI(GMJ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 160
RNAV (GPS) RWY 36 161
VOR/DME-A 162

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

GUTHRIE, OK
GUTHRIE-EDMOND RGNL(GOK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 16 163
RNAV (GPS) RWY 34 164

GUYMON, OK
GUYMON MUNI(GUY)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 165
RNAV (GPS) RWY 36 166
NDB RWY 18 167

HALLIBURTON FIELD
---SEE DUNCAN, OK

HARRELL FIELD
---SEE CAMDEN, AR

HARRISON, AR
BOONE COUNTY(HRO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 36 168
RNAV (GPS) RWY 18 169
RNAV (GPS) RWY 36 170

HEBER SPRINGS, AR
HEBER SPRINGS MUNI(HBZ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 06 171
RNAV (GPS) RWY 24 172

HEFNER-EASLEY
---SEE H68, OK

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS(HEE)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 173
RNAV (GPS) RWY 35 174
VOR RWY 35 175

HENRY POST AAF(KFSI)
FORT SILL, OK
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
IAPS ..... RNAV (GPS) RWY 18 176
RNAV (GPS) RWY 36 177
VOR RWY 18 178
VOR RWY 36 179

HENRYETTA, OK
HENRYETTA MUNI(F10)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 36 180

HINTON, OK
HINTON MUNI(2O8)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 181
RNAV (GPS) RWY 35 182

HOBART, OK
HOBART RGNL(HBR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 183
RNAV (GPS) RWY 35 184
VOR RWY 35 185

HOLDENVILLE, OK
HOLDENVILLE MUNI(F99)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 186
RNAV (GPS) RWY 35 187

HOLLEY MOUNTAIN AIRPARK
---SEE CLINTON, AR

HOLLIS, OK
HOLLIS MUNI(O35)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 188
RNAV (GPS) RWY 36 189

HOPE, AR
HOPE MUNI(M18)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 190
RNAV (GPS) RWY 16 191
RNAV (GPS) RWY 22 192
VOR RWY 04 193

HORSESHOE BEND, AR
HORSESHOE BEND(6M2)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 194

HOT SPRINGS, AR
MEMORIAL FIELD(HOT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 195
RNAV (GPS) RWY 05 196
VOR RWY 05 197

HOWARD COUNTY
---SEE NASHVILLE, AR

HUGO, OK

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

HUGO, OK
STAN STAMPER MUNI(HHW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 198
RNAV (GPS) RWY 35 199

HUNTSVILLE, AR
HUNTSVILLE MUNI(H34)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 12 200
RNAV (GPS) RWY 30 201

IDABEL, OK
MC CURTAIN COUNTY RGNL(4O4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 02 202
RNAV (GPS) RWY 20 203

J LYNN HELMS SEVIER COUNTY
---SEE DE QUEEN, AR

JACKSONVILLE, AR
---SEE LITTLE ROCK AFB

JONES MEMORIAL
---SEE BRISTOW, OK

JONESBORO, AR
JONESBORO MUNI(JBR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 23 204
RNAV (GPS) RWY 05 205
RNAV (GPS) RWY 23 206
RNAV (GPS) RWY 31 207
VOR RWY 23 208

KETCHUM, OK
SOUTH GRAND LAKE RGNL(1K8)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 209
RNAV (GPS) RWY 36 210

KIRK FIELD
---SEE PARAGOULD, AR

LAKE VILLAGE, AR
LAKE VILLAGE MUNI(M32)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 01 211
RNAV (GPS) RWY 19 212
VOR-A 213

LAWTON, OK
LAWTON-FORT SILL RGNL(LAW)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 35 214
RNAV (GPS) RWY 35 215
VOR RWY 35 216
AIRPORT DIAGRAM 217

LAWTON-FORT SILL RGNL
---SEE LAWTON, OK

LEXINGTON, OK
---SEE MULDROW AHP

LITTLE ROCK, AR
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD(LIT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 04L 218
ILS OR LOC RWY 04R 219
ILS OR LOC RWY 22L 220
ILS OR LOC RWY 22R 221
ILS RWY 22R (SA CAT I) 222
ILS RWY 22R (CAT II - III) 223
RNAV (GPS) RWY 04L 224
RNAV (GPS) RWY 04R 225
RNAV (GPS) RWY 18 226
RNAV (GPS) RWY 22L 227
RNAV (GPS) RWY 22R 228
RNAV (GPS) RWY 36 229
VOR-A 230
AIRPORT DIAGRAM 231

LITTLE ROCK AFB(KLRF)
JACKSONVILLE, AR
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 25 232
RNAV (GPS) RWY 25 233
TACAN RWY 07 234
TACAN RWY 25 235
AIRPORT DIAGRAM 236

MADILL, OK
MADILL MUNI(1F4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 237

MAGNOLIA, AR
RALPH C WEISER FIELD(AGO)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 238
RNAV (GPS) RWY 36 239

MALVERN, AR
MALVERN MUNI(M78)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 22 240

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

MANGUM, OK
SCOTT FIELD(2K4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 241
RNAV (GPS) RWY 35 242

MANILA, AR
MANILA MUNI(MXA)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 243
RNAV (GPS) RWY 36 244

MARIANNA, AR
MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD(6M7)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 245
RNAV (GPS) RWY 36 246

MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD
---SEE MARIANNA, AR

MARION COUNTY RGNL
---SEE FLIPPIN, AR

MARSHALL, AR
SEARCY COUNTY(4A5)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 247
RNAV (GPS) RWY 23 248

MC ALESTER, OK
MC ALESTER RGNL(MLC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 02 249
RNAV (GPS) RWY 20 250

MC CURTAIN COUNTY RGNL
---SEE IDABEL, OK

MC GEHEE, AR
MC GEHEE MUNI(7M1)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 251
RNAV (GPS) RWY 36 252
VOR/DME-A 253

MEDFORD, OK
MEDFORD MUNI(O53)
IAPS ..... RNAV (GPS) RWY 17 254
RNAV (GPS) RWY 35 255

MELBOURNE, AR
MELBOURNE MUNI - JOHN E MILLER FIELD(42A)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 03 256
RNAV (GPS) RWY 21 257

MEMORIAL FIELD
---SEE HOT SPRINGS, AR

MENA, AR
MENA INTERMOUNTAIN MUNI(MEZ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 27 258
RNAV (GPS) RWY 17 259
AIRPORT DIAGRAM 260

MIAMI, OK
MIAMI RGNL(MIO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 261
VOR/DME-A 262

MID-AMERICA INDUSTRIAL
---SEE PRYOR, OK

MONTICELLO, AR
MONTICELLO MUNI/ELLIS FIELD(LLQ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 263
RNAV (GPS) RWY 21 264
VOR-A 265

MOORELAND, OK
MOORELAND MUNI(MDF)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 266

MORRILTON, AR
MORRILTON MUNI(BDQ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 27 267
PETIT JEAN PARK(MPJ)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 03 268

MOUNTAIN HOME, AR
BAXTER COUNTY(BPK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 05 269
RNAV (GPS) RWY 05 270
RNAV (GPS) RWY 23 271

MOUNTAIN VIEW, AR
MOUNTAIN VIEW WILCOX MEMORIAL FIELD(7M2)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 27 272

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

MULDROW AHP(HMY)
LEXINGTON, OK
TAKEOFF MINIMUMS L
IAPS ..... COPTER RNAV (GPS) RWY 17 273
COPTER RNAV (GPS) RWY 35 274

MUSKOGEE, OK
MUSKOGEE-DAVIS RGNL(MKO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 275
RNAV (GPS) RWY 13 276
RNAV (GPS) RWY 22 277
RNAV (GPS) RWY 31 278

MUSKOGEE-DAVIS RGNL
---SEE MUSKOGEE, OK

NASHVILLE, AR
HOWARD COUNTY(M77)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 01 279
RNAV (GPS) RWY 19 280

NEWPORT, AR
NEWPORT RGNL(M19)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 281
RNAV (GPS) RWY 36 282
VOR RWY 18 283

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER(OUN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BASTS ONE (RNAV) Z1
CCASH ONE (RNAV) Z3
DAWKS ONE (RNAV) Z4
FAKEY ONE (RNAV) Z5
GULLI TWO Z7
JUDDG TWO (RNAV) Z9
WAYMN ONE (RNAV) Z14
IAPS ..... ILS OR LOC RWY 18 284
RNAV (GPS) RWY 03 285
RNAV (GPS) RWY 18 286
RNAV (GPS) RWY 36 287
LOC RWY 03 288
AIRPORT DIAGRAM 289
DPS ..... FUNNL THREE (RNAV) 290
KRMSN THREE (RNAV) 291
MUDDE THREE (RNAV) 292
OLGUY THREE (RNAV) 293
RDHWK THREE (RNAV) 294
SSYKO THREE (RNAV) 295
STPHN THREE (RNAV) 296
TEBRD THREE (RNAV) 297
THRPE THREE (RNAV) 298
TRUPR THREE (RNAV) 299
WENDY THREE (RNAV) 300

NORTH LITTLE ROCK, AR
NORTH LITTLE ROCK MUNI(ORK)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 05 301
RNAV (GPS) RWY 35 302
LOC/DME RWY 05 303

NORTHWEST ARKANSAS NATIONAL
---SEE FAYETTEVILLE/SPRINGDALE/ROGERS, AR

OKLAHOMA CITY, OK
CLARENCE E PAGE MUNI(RCE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 17R 304
RNAV (GPS) RWY 35L 305
VOR-B 306
AIRPORT DIAGRAM 307
SUNDANCE(HSD)
TAKEOFF MINIMUMS L
STARS ..... GULLI TWO Z7
IAPS ..... RNAV (GPS) RWY 18 308
RNAV (GPS) RWY 36 309
VOR RWY 18 310

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

OKLAHOMA CITY, OK
WILEY POST(PWA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
STARS ..... BASTS ONE (RNAV) Z1
CCASH ONE (RNAV) Z3
DAWKS ONE (RNAV) Z4
FAKEY ONE (RNAV) Z5
GULLI TWO Z7
JUDDG TWO (RNAV) Z9
WAYMN ONE (RNAV) Z14
IAPS ..... ILS OR LOC RWY 17L 311
ILS OR LOC RWY 35R 312
RNAV (GPS) RWY 17L 313
RNAV (GPS) RWY 17R 314
RNAV (GPS) RWY 35L 315
RNAV (GPS) RWY 35R 316
VOR RWY 17L 317
VOR RWY 35R 318
VOR-A 319
AIRPORT DIAGRAM 320
DPS ..... FUNNL THREE (RNAV) 321
KRMSN THREE (RNAV) 322
MUDDE THREE (RNAV) 323
OLGUY THREE (RNAV) 324
RDHWK THREE (RNAV) 325
SSYKO THREE (RNAV) 326
STPHN THREE (RNAV) 327
TEBRD THREE (RNAV) 328
THRPE THREE (RNAV) 329
TRUPR THREE (RNAV) 330
WENDY THREE (RNAV) 331

OKLAHOMA CITY, OK
WILL ROGERS WORLD(OKC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
STARS ..... CAMET THREE (RNAV) Z2
GHOST THREE (RNAV) Z6
GULLI TWO Z7
MURAH THREE (RNAV) Z10
RIFFL THREE (RNAV) Z11
TSDEL THREE (RNAV) Z12
YUCKS THREE (RNAV) Z15
IAPS ..... ILS OR LOC RWY 17L 332
ILS OR LOC RWY 17R 333
ILS OR LOC RWY 35L 334
ILS OR LOC RWY 35R 335
ILS RWY 35R (SA CAT I) 336
ILS RWY 35R (CAT II) 337
ILS RWY 17R (SA CAT II) 338
RNAV (RNP) Z RWY 17L 339
RNAV (RNP) Z RWY 17R 340
RNAV (RNP) Z RWY 35L 341
RNAV (RNP) Z RWY 35R 342
RNAV (GPS) RWY 13 343
RNAV (GPS) RWY 31 344
RNAV (GPS) Y RWY 17L 345
RNAV (GPS) Y RWY 17R 346
RNAV (GPS) Y RWY 35L 347
RNAV (GPS) Y RWY 35R 348
VOR RWY 17L 349
AIRPORT DIAGRAM 350
DPS ..... FUNNL THREE (RNAV) 351
KRMSN THREE (RNAV) 352
MUDDE THREE (RNAV) 353
OLGUY THREE (RNAV) 354
RDHWK THREE (RNAV) 355
SSYKO THREE (RNAV) 356
STPHN THREE (RNAV) 357
TEBRD THREE (RNAV) 358
THRPE THREE (RNAV) 359
TRUPR THREE (RNAV) 360
WENDY THREE (RNAV) 361

OKLAHOMA CITY, OK
---SEE TINKER AFB

OKMULGEE, OK
OKMULGEE RGNL(OKM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 18 362
RNAV (GPS) RWY 18 363
RNAV (GPS) RWY 36 364
VOR-A 365

OSCEOLA, AR
OSCEOLA MUNI(7M4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 19 366

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

OZARK, AR
OZARK-FRANKLIN COUNTY(7M5)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 04 367

PARAGOULD, AR
KIRK FIELD(PGR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 368
RNAV (GPS) RWY 22 369
VOR RWY 04 370

PAULS VALLEY, OK
PAULS VALLEY MUNI(PVJ)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 17 371
RNAV (GPS) RWY 35 372

PERRY, OK
PERRY MUNI(F22)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 373
RNAV (GPS) RWY 35 374
VOR RWY 17 375

PETIT JEAN PARK
---SEE MORRILTON, AR

PINE BLUFF, AR
PINE BLUFF RGNL AIRPORT GRIDER FIELD(PBF)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 18 376
RNAV (GPS) RWY 18 377
RNAV (GPS) RWY 36 378

POCAHONTAS, AR
POCAHONTAS MUNI(M70)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 379
RNAV (GPS) RWY 36 380

PONCA CITY, OK
PONCA CITY RGNL(PNC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC/DME RWY 17 381
RNAV (GPS) RWY 17 382
RNAV (GPS) RWY 35 383
VOR-A 384

POTEAU, OK
ROBERT S KERR(RKR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 385
RNAV (GPS) RWY 36 386

PRAGUE, OK
PRAGUE MUNI(O47)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 387
RNAV (GPS)-A 388

PRYOR, OK
MID-AMERICA INDUSTRIAL(H71)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 389
RNAV (GPS) RWY 36 390

RALPH C WEISER FIELD
---SEE MAGNOLIA, AR

RICHARD LLOYD JONES JR
---SEE TULSA, OK

ROBERT S KERR
---SEE POTEAU, OK

ROGERS, AR
ROGERS EXECUTIVE - CARTER FIELD(ROG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 20 391
RNAV (GPS) RWY 02 392
RNAV (GPS) RWY 20 393
AIRPORT DIAGRAM 394
DPS ..... ROGERS THREE 395

RUSSELLVILLE, AR
RUSSELLVILLE RGNL(RUE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 396
RNAV (GPS) RWY 25 397
NDB-A 398

SALINE COUNTY RGNL
---SEE BENTON, AR

SALLISAW, OK
SALLISAW MUNI(JSV)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 35 399

SAND SPRINGS, OK
WILLIAM R POGUE MUNI(OWP)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 400
RNAV (GPS) RWY 35 401

SCOTT FIELD
---SEE MANGUM, OK

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

SEARCY, AR
SEARCY MUNI(SRC)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 01 402
RNAV (GPS) RWY 01 403
RNAV (GPS) RWY 19 404

SEARCY COUNTY
---SEE MARSHALL, AR

SEMINOLE, OK
SEMINOLE MUNI(SRE)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 16 405
NDB RWY 16 406

SHARP COUNTY RGNL
---SEE ASH FLAT, AR

SHAWNEE, OK
SHAWNEE RGNL(SNL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
STARS ..... GULLI TWO Z7
IAPS ..... ILS OR LOC RWY 17 407
RNAV (GPS) RWY 17 408
RNAV (GPS) RWY 35 409

SHERIDAN, AR
SHERIDAN MUNI(9M8)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 01 410
RNAV (GPS) RWY 19 411

SILOAM SPRINGS, AR
SMITH FIELD(SLG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 18 412
RNAV (GPS) RWY 36 413

SMITH FIELD
---SEE SILOAM SPRINGS, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIELD
---SEE EL DORADO, AR

SOUTH GRAND LAKE RGNL
---SEE KETCHUM, OK

SPRINGDALE, AR
SPRINGDALE MUNI(ASG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 18 414
RNAV (GPS) RWY 18 415
RNAV (GPS) RWY 36 416
AIRPORT DIAGRAM 417
DPS ..... SPRING FIVE 418

STAN STAMPER MUNI
---SEE HUGO, OK

STIGLER, OK
STIGLER RGNL(GZL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 17 419
RNAV (GPS) RWY 35 420

STILLWATER, OK
STILLWATER RGNL(SWO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 17 421
RNAV (GPS) RWY 17 422
RNAV (GPS) RWY 35 423
VOR/DME RWY 35 424
VOR RWY 17 425
AIRPORT DIAGRAM 426

STUTTGART, AR
STUTTGART MUNI CARL HUMPHREY FIELD(SGT)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 36 427
RNAV (GPS) RWY 09 428
RNAV (GPS) RWY 18 429
RNAV (GPS) RWY 27 430
RNAV (GPS) RWY 36 431

SUNDANCE
---SEE OKLAHOMA CITY, OK

TAHLEQUAH, OK
TAHLEQUAH MUNI(TQH)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 17 432
RNAV (GPS) RWY 35 433

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

TEXARKANA, AR
TEXARKANA RGNL-WEBB FIELD(TXK)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 22 434
RNAV (GPS) RWY 04 435
RNAV (GPS) RWY 13 436
RNAV (GPS) RWY 22 437
RNAV (GPS) RWY 31 438
LOC BC RWY 04 439
VOR RWY 13 440
AIRPORT DIAGRAM 441

THOMAS, OK
THOMAS MUNI(1O4)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 442
RNAV (GPS) RWY 35 443

THOMAS P STAFFORD
---SEE WEATHERFORD, OK

THOMPSON-ROBBINS
---SEE HELENA/WEST HELENA, AR

TINKER AFB(KTIK)
OKLAHOMA CITY, OK
TAKEOFF MINIMUMS L
RADAR MINIMUMS ....N
STARS ..... BASTS ONE (RNAV) Z1
CCASH ONE (RNAV) Z3
DAWKS ONE (RNAV) Z4
FAKEY ONE (RNAV) Z5
GULLI TWO Z7
JUDDG TWO (RNAV) Z9
WAYMN ONE (RNAV) Z14
IAPS ..... ILS OR LOC/DME Z RWY 18 444
ILS OR LOC/DME Z RWY 36 445
RNAV (GPS) RWY 18 446
RNAV (GPS) RWY 36 447
LOC/DME RWY 31 448
LOC RWY 13 449
VOR/DME RWY 13 450
TACAN Z RWY 18 451
TACAN Z RWY 36 452
AIRPORT DIAGRAM 453

TULSA, OK
RICHARD LLOYD JONES JR(RVS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
STARS ..... VINTA TWO Z13
IAPS ..... ILS OR LOC RWY 01L 454
RNAV (GPS) RWY 01L 455
RNAV (GPS) RWY 19R 456
VOR/DME-A 457
AIRPORT DIAGRAM 458
DPS ..... TULSA EIGHT 459
TULSA INTL(TUL)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
STARS ..... VINTA TWO Z13
IAPS ..... ILS OR LOC RWY 18L 460
ILS OR LOC RWY 18R 461
ILS OR LOC RWY 36R 462
ILS RWY 36R (SA CAT I) 463
ILS RWY 36R (CAT II) 464
RNAV (GPS) RWY 08 465
RNAV (GPS) RWY 18L 466
RNAV (GPS) RWY 18R 467
RNAV (GPS) RWY 26 468
RNAV (GPS) RWY 36L 469
RNAV (GPS) RWY 36R 470
VOR/DME RWY 08 471
VOR OR TACAN RWY 26 472
AIRPORT DIAGRAM 473
DPS ..... TULSA EIGHT 474

UNIVERSITY OF OKLAHOMA WESTHEIMER
---SEE NORMAN, OK

VANCE AFB(KEND)
ENID, OK
TAKEOFF MINIMUMS L
IAPS ..... ILS OR LOC RWY 17C 475
ILS OR LOC RWY 35C 476
RNAV (GPS) RWY 17C 477
RNAV (GPS) RWY 17R 478
RNAV (GPS) RWY 35C 479
RNAV (GPS) RWY 35L 480
RNAV (GPS)-A 481
RNAV (GPS)-B 482
VOR/DME-A 483
VOR/DME-B 484
VOR/DME OR TACAN RWY 17C 485
VOR/DME OR TACAN RWY 17R 486
VOR/DME OR TACAN RWY 35C 487
VOR/DME OR TACAN RWY 35L 488
AIRPORT DIAGRAM 489
DPS ..... JAYHAWKE TWO 490
SAPEE ONE (RNAV) 491
VANCE ONE 492

WAGONER, OK
HEFNER-EASLEY(H68)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 493
RNAV (GPS) RWY 36 494

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

WALNUT RIDGE, AR
WALNUT RIDGE RGNL(ARG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 04 495
RNAV (GPS) RWY 18 496
RNAV (GPS) RWY 22 497
RNAV (GPS) RWY 36 498
LOC RWY 18 499

WARREN, AR
WARREN MUNI(3M9)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 03 500
RNAV (GPS) RWY 21 501
VOR/DME-A 502

WATONGA, OK
WATONGA RGNL(JWG)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 503
VOR/DME-A 504

WEATHERFORD, OK
THOMAS P STAFFORD(OJA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 17 505
RNAV (GPS) RWY 35 506

WEST MEMPHIS, AR
WEST MEMPHIS MUNI(AWM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... ILS OR LOC RWY 17 507
RNAV (GPS) RWY 17 508
RNAV (GPS) RWY 35 509

WEST WOODWARD
---SEE WOODWARD, OK

WILEY POST
---SEE OKLAHOMA CITY, OK

WILL ROGERS WORLD
---SEE OKLAHOMA CITY, OK

WILLIAM R POGUE MUNI
---SEE SAND SPRINGS, OK

WOODRUFF COUNTY
---SEE AUGUSTA, AR

WOODWARD, OK
WEST WOODWARD(WWR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 17 510
RNAV (GPS) RWY 35 511
VOR/DME-A 512

Z M JACK STELL FIELD
---SEE CROSSETT, AR

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.

SC-1, 25 FEB 2021 to 22 APR 2021

ADA, OK

ADA RGNL (ADH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ or std. w/min. climb of 270' per NM to 1300.

Rwy 18, 300-1½ or std. w/min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 177° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole, post beginning 122' from DER, 72' right of centerline, up to 4' AGL/982' MSL.
Bush 315' from DER, 43' right of centerline, 988' MSL.
Tower 5476' from DER, 872' left of centerline, 120' AGL/1117' MSL.
Tower 5596' from DER, 1865' left of centerline, 180' AGL/1156' MSL.
Rwy 18, trees beginning 32' from DER, 99' right of centerline, up to 1021' MSL.
Tree 82' from DER, 272' left of centerline, 999' MSL.
Trees beginning 150' from DER, 393' left of centerline, up to 1024' MSL.
Trees beginning 196' from DER, 103' right of centerline, up to 1031' MSL.
Tree 367' from DER, 368' left of centerline, 1028' MSL.
Trees beginning 524' from DER, 373' left of centerline, up to 1040' MSL.
Tree 973' from DER, 675' left of centerline, 1041' MSL.
Ant on pole, tank, tower beginning 1017' from DER, 449' left of centerline, up to 1053' MSL.
Trees beginning 1530' from DER, 308' right of centerline, up to 1037' MSL.
Tower 2672' from DER, 675' right of centerline, 106' AGL/1092' MSL.
Tower, pole beginning 1 NM from DER, 1280' right of centerline, up to 165' AGL/1165' MSL.
Rwy 31, pole, wsk beginning 15' from DER, 264' left of centerline, up to 25' AGL/1022' MSL.
Pole, ol on amom beginning 1088' from DER, 548' right of centerline, up to 36' AGL/1042' MSL.
Trees beginning 2565' from DER, 988' right of centerline, up to 1083' MSL.
Rwy 36, tower, ant beginning 55' from DER, 423' left of centerline, up to 11' AGL/1026' MSL.
Trees beginning 75' from DER, 71' left of centerline, up to 1061' MSL.
Tree 132' from DER, 278' right of centerline, 1020' MSL.
Trees beginning 329' from DER, 267' left of centerline, up to 1065' MSL.
Tree 345' from DER, 267' right of centerline, 1028' MSL.
Tree 551' from DER, 261' right of centerline, 1030' MSL.
Tree 927' from DER, 281' right of centerline, 1040' MSL.
Tree 1011' from DER, 675' right of centerline, 1050' MSL.

ALMYRA, AR
ALMYRA MUNI (M73)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 735 ' from DER, 561' left of centerline, up to 50' AGL/248' MSL.
Trees beginning 645' from DER, 208' right of centerline, up to 50' AGL/255' MSL.
Rwy 18, trees beginning 1234' from DER, 294' right of centerline, up to 50' AGL/255' MSL.
Rwy 28, vehicle on road 142' from DER, 527' right of centerline, 15' AGL/220' MSL.
Rwy 36, vehicle on road 453' from DER, 41' left of centerline, 15' AGL/220' MSL.
Tree 144' from DER, 487' right of centerline, 50' AGL/259' MSL.

ALTUS, OK
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 24SEP09 (09267) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 35, terrain 51' from DER, 410' right of centerline, 1435' MSL.
Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

ALTUS AFB (KLTS)
ALTUS, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25APR19 (19115)
TAKEOFF OBSTACLE NOTES:
175" assault strip, aircraft taxiing 88' from DER, 360' left of cntrln, 65' AGL/1425' MSL.
Aircraft taxiing between 1040' and 2318' from DER, 715' left of cntrln, 65' AGL/1424' MSL.

ALVA, OK
ALVA RGNL (AVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, sign 24' from DER, 252' left of centerline, 3' AGL/1471' MSL.
Rwy 36, building 2523' from DER, 327' left of centerline, 74' AGL/1549' MSL.

ANTLERS, OK
ANTLERS MUNI (80F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road, terrain beginning 6' from DER, 143' left of centerline, up to 579' MSL.
Tree 16' from DER, 498' left of centerline, 49' AGL/610' MSL.
Tree 48' from DER, 352' right of centerline, 62' AGL/612' MSL.
Trees, electrical system beginning 53' from DER, 318' right of centerline, up to 615' MSL.
Tree 67' from DER, 473' left of centerline, 618' MSL.
Trees, vehicles on road beginning 96' from DER, 286' left of centerline, up to 67' AGL/624' MSL.
Trees beginning 325' from DER, 201' right of centerline, up to 88' AGL/623' MSL.
Rwy 35, vehicles on road, terrain beginning 4' from DER, 197' right of centerline, up to 586' MSL.
Trees, vehicles on road beginning 49' from DER, 262' left of centerline, up to 22' AGL/589' MSL.
Trees beginning 70' from DER, 324' right of centerline, up to 51' AGL/627' MSL.
Trees beginning 147' from DER, 318' right of centerline, up to 52' AGL/630' MSL.
Tree, building beginning 223' from DER, 401' left of centerline, up to 25' AGL/591' MSL.
Electrical system 321' from DER, 372' left of centerline, 31' AGL/595' MSL.
Trees beginning 362' from DER, 419' right of centerline, up to 60' AGL/639' MSL.
Tree 390' from DER, 327' left of centerline, 36' AGL/596' MSL.
Trees, vehicles on road, electrical system beginning 401' from DER, 35' right of centerline, up to 65' AGL/640' MSL.
Trees, pole, electrical system beginning 405' from DER, 315' left of centerline, up to 45' AGL/606' MSL.
Tree 495' from DER, 224' left of centerline, 63' AGL/618' MSL.
Trees beginning 495' from DER, 259' left of centerline, up to 623' MSL.
Trees beginning 563' from DER, 25' left of centerline, up to 89' AGL/642' MSL.
Trees beginning 1168' from DER, 8' right of centerline, up to 69' AGL/642' MSL.
Trees beginning 2057' from DER, 122' right of centerline, up to 73' AGL/646' MSL.
Tree 2466' from DER, 246' right of centerline, 74' AGL/650' MSL.

ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE (1F0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1¼ or std. w/min. climb of 344' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 17, ground abeam DER, 110' right of centerline, up to 858' MSL.
Vehicles 535' from DER, 288' right of centerline, up to 15' AGL/863' MSL.
Pole 467' from DER, 366' right of centerline, 29' AGL/886' MSL.
Trees beginning 239' from DER, 180' right of centerline, up to 40' AGL/880' MSL.
Trees beginning 25' from DER, 449' left of centerline, up to 40' AGL/880' MSL.
Vehicles 658' from DER, 311' left of centerline, up to 15' AGL/862' MSL.
Rwy 35, trees beginning 256' from DER, 358' right of centerline, up to 52' AGL/938' MSL.
Pole 671' from DER, 261' right of centerline, 28' AGL/862' MSL.
Trees beginning 82' from DER, 318' left of centerline, up to 78' AGL/942' MSL.
Pole 332' from DER, 198' left of centerline, 11' AGL/855' MSL.
Antenna 496' from DER, 243' left of centerline, 44' AGL/894' MSL.
Hopper 5781' from DER, 1444' left of centerline, 214' AGL/1091' MSL.

ARDMORE MUNI (ADM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. w/min. climb of 330' per NM to 1000.
Rwy 31, std. w/min. climb of 330' per NM to 1200.
Rwy 35, 400-2½ or std. w/min. climb of 250' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 354° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles on road beginning 570' from DER, 626' right of centerline, up to 15' AGL/744' MSL.
Trees beginning 764' from DER, 611' right of centerline, up to 75' AGL/786' MSL.
Trees beginning 810' from DER, 566' left of centerline, up to 66' AGL/776' MSL.
Trees beginning 3342' from DER, 876' left of centerline, up to 100' AGL/899' MSL.
Rwy 17, tree 536' from DER, 359' right of centerline, 28' AGL/748' MSL.
Trees beginning 1701' from DER, left and right of centerline, up to 100' AGL/819' MSL.
Rwy 31, tree 292' from DER, 192' right of centerline, 72' AGL/862' MSL.
Vehicles on road beginning 1281' from DER, left and right of centerline, up to 15' AGL/842' MSL.
Trees beginning 1662' from DER, left and right of centerline. up to 67' AGL/890' MSL.
Trees beginning 1.07 NM from DER, 612' right of centerline, up to 42' AGL/1028' MSL.
Rising terrain beginning 3.22 NM from DER, left and right of centerline, up to 1199' MSL.
Rwy 35, tree 336' from DER, 523' right of centerline, 32' AGL/782' MSL.
Trees beginning 1554' from DER, left and right of centerline, up to 70' AGL/838' MSL.
Trees beginning 1.72 NM from DER, 242' right of centerline, up to 38' AGL/1118' MSL.

ARKADELPHIA, AR

DEXTER B. FLORENCE MEMORIAL FIELD (ADF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std. w/min. climb of 237' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees abeam DER, 471' left of centerline, up to 42' AGL/241' MSL.
Buildings, fences, and vehicles in parking lots 8' from DER, 273' left of centerline, up to 19' AGL/201' MSL.
Trees beginning 14' from DER, 257' right of centerline, up to 68' AGL/269' MSL.
Sign and lights beginning 23' from DER, left and right of centerline, up to 3' AGL/183' MSL.
Trees 1001' from DER, 10' left of centerline, up to 69' AGL/268' MSL.
Trees beginning 1032' from DER, 3' right of centerline, up to 64' AGL/263' MSL.
Trees 2018' from DER, 8' left of centerline, up to 68' AGL/267' MSL.
Trees beginning 2018' from DER, 93' right of centerline, up to 74' AGL/293' MSL.
Building 5532' from DER, 1298' left of centerline, 104' AGL/346' MSL.
Rwy 22, lights beginning 38' from DER, 110' right of centerline, up to 2' AGL/182' MSL.
Railroad beginning 401' from DER, 578' right of centerline, up to 23' AGL/210' MSL.
Trees beginning 1810' from DER, 368' right of centerline, up to 74' AGL/275' MSL.

ASH FLAT, AR
SHARP COUNTY RGNL (CVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, numerous trees beginning 1151' from DER, 576' right of centerline, up to 100' AGL/839' MSL.
Rwy 22, numerous trees beginning 548' from DER, 83' left of centerline, up to 100' AGL/759' MSL.

AUGUSTA, AR
WOODRUFF COUNTY (M60)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 714' from DER, 686' right of centerline, up to 324' MSL/125' AGL.
Trees beginning 915' from DER, 230' right of centerline, up to 324' MSL/125' AGL.
Trees beginning 1094' from DER, 348' left of centerline, up to 324' MSL/125' AGL.
Rwy 27, vehicle on road 285' from DER, crossing centerline, 214' MSL/15' AGL.

BARTLESVILLE, OK
BARTLESVILLE MUNI (BVO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 200-1 or std. w/min. climb of 257' per NM to 1000, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
Rwy 35, 400-2¾ or std. w/min. climb of 300' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 17, fence beginning 122' from DER, 464' right of centerline, up to 9' AGL/723' MSL.
Vehicles on road 209' from DER, 500' right of centerline, 731' MSL.
Tree 217' from DER, 542' right of centerline, 24' AGL/740' MSL.
Tree, fence, vehicles on road, pole beginning 250' from DER, 168' right of centerline, up to 34' AGL/749' MSL.
Tree 1202' from DER, 813' right of centerline, 47' AGL/753' MSL.
Tree 1254' from DER, 496' right of centerline, 55' AGL/761' MSL.
Trees beginning 1410' from DER, 749' right of centerline, up to 67' AGL/769' MSL.
Trees beginning 1664' from DER, 440' right of centerline, up to 70' AGL/771' MSL.
Trees beginning 1706' from DER, 42' left of centerline, up to 68' AGL/770' MSL.
Tree 1865' from DER, 409' left of centerline, 81' AGL/780' MSL.
Rwy 35, fence 2' from DER, 385' left of centerline, 10' AGL/686' MSL.
NAVAID, fence, wall beginning 10' from DER, 4' left of centerline, up to 3' AGL/687' MSL.
NAVAID beginning 10' from DER, 5' right of centerline, up to 2' AGL/686' MSL.
Trees beginning 45' from DER, 458' left of centerline, up to 43' AGL/704' MSL.
Trees beginning 140' from DER, 507' left of centerline, up to 82' AGL/745' MSL.
Trees beginning 1357' from DER, 281' left of centerline, up to 71' AGL/758' MSL.
Tree 2927' from DER, 1041' right of centerline, 59' AGL/767' MSL.
Tree 3410' from DER, 951' right of centerline, 81' AGL/794' MSL.
Trees beginning 1.1 NM from DER, 212' right of centerline, up to 20' AGL/881' MSL.
Tree, pole beginning 1.1 NM from DER, 182' right of centerline, up to 34' AGL/894' MSL.
Trees beginning 1.1 NM from DER, 148' right of centerline, up to 37' AGL/900' MSL.
Tree, pole beginning 1.1 NM from DER, 175' right of centerline, up to 45' AGL/903' MSL.
Trees beginning 1.3 NM from DER, 2313' right of centerline, up to 40' AGL/904' MSL.
Vehicles on road, trees beginning 1.3 NM from DER, 2587' right of centerline, up to 905' MSL.
Vehicles on road, trees beginning 1.3 NM from DER, 2336' right of centerline, up to 910' MSL.
Terrain, trees beginning 1.4 NM from DER, 2399' right of centerline, up to 931' MSL.
Tree 1.4 NM from DER, 2593' right of centerline, 21' AGL/936' MSL.
Tree, vehicles on road beginning 1.4 NM from DER, 1426' right of centerline, up to 33' AGL/974' MSL.
Tree 1.8 NM from DER, 1678' right of centerline, 28' AGL/973' MSL.

BATESVILLE, AR
BATESVILLE RGNL (BVX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 21MAY20 (20142) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1¾ or std. w/min. climb of 215' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
Rwy 26, std. w/min. climb of 272' per NM to 2000, or 1100-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 180° to 1300 before turning right.
VCOA:
Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Batesville RGNL Airport at or above 1400 before proceeding on course.
CON'T

BATESVILLE, AR (CON'T)

BATESVILLE RGNL (BVX) (CON'T)

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 204' from DER, 515' left of centerline, 24' AGL/483' MSL.
Tower 1023' from DER, 657' right of centerline, 54' AGL/524' MSL.
Pole 1091' from DER, 393' left of centerline, 34' AGL/495' MSL.
Pole 1136' from DER, 434' left of centerline, 37' AGL/497' MSL.
Trees beginning 1233' from DER, 632' right of centerline, up to 526' MSL.
Trees beginning 1359' from DER, 22' right of centerline, up to 527' MSL.
Trees beginning 1412' from DER, 465' left of centerline, up to 513' MSL.
Trees beginning 1554' from DER, 575' right of centerline, up to 542' MSL.
Trees beginning 1886' from DER, 89' right of centerline, up to 547' MSL.
Trees beginning 2187' from DER, 284' right of centerline, up to 548' MSL.
Trees beginning 2346' from DER, 155' left of centerline, up to 539' MSL.
Trees beginning 2639' from DER, 172' left of centerline, up to 541' MSL.
Trees beginning 2973' from DER, 25' left of centerline, up to 567' MSL.
Tree 3191' from DER, 181' right of centerline, 554' MSL.
Tree 3844' from DER, 448' right of centerline, 565' MSL.
Tree 3963' from DER, 688' right of centerline, 575' MSL.
Terrain+veg 5544' from DER, 1978' right of centerline, 100' AGL/606' MSL.
Trees 1.3 NM from DER, 900' right of centerline, up to 100' AGL/679' MSL.
Rwy 18, vehicle on road beginning 544' from DER, on centerline, 15' AGL/476' MSL.
Hangars beginning 605' from DER, 12' right of centerline, up to 21' AGL/484' MSL.
Tree 1244' from DER, 175' left of centerline, 48' AGL/521' MSL.
Tree 1439' from DER, 409' right of centerline, 45' AGL/524' MSL.
Rwy 26, trees beginning 494' from DER, 335' left of centerline, up to 33' AGL/472' MSL.
Rwy 36, trees beginning 256' from DER, 107' left of centerline, up to 100' AGL/539' MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23JUN16 (16175) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 019° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

BENTONVILLE, AR

BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-2¼ or std. w/min. climb of 204' per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 109' from DER, 458' left of centerline, 11' AGL/1298' MSL.
Building 222' from DER, 550' left of centerline, 19' AGL/1305' MSL.
Pole 595' from DER, 302' left of centerline, 31' AGL/1320' MSL.
Pole beginning 599' from DER, 404' left of centerline, up to 33' AGL/1321' MSL.
Building, pole beginning 797' from DER, 209' right of centerline, up to 34' AGL/1325' MSL.
Building 1001' from DER, 617' left of centerline, 36' AGL/1331' MSL.
Pole beginning 1222' from DER, 248' left of centerline, up to 44' AGL/1342' MSL.
Pole 1224' from DER, 214' right of centerline, 38' AGL/1330' MSL.
Pole 1238' from DER, 237' right of centerline, 41' AGL/1332' MSL.
Pole 1240' from DER, 823' right of centerline, 38' AGL/1335' MSL.
Pole beginning 1342' from DER, 158' right of centerline, up to 38' AGL/1336' MSL.
Pole beginning 1588' from DER, 160' right of centerline, up to 49' AGL/1341' MSL.
Rwy 36, tree 162' from DER, 515' left of centerline, 1347' MSL.
Tree, traverse way beginning 178' from DER, 229' left of centerline, up to 1348' MSL.
Tree, traverse way beginning 290' from DER, 184' right of centerline, up to 1319' MSL.
Tree, traverse way, transmission line, pole beginning 330' from DER, 5' left of centerline, up to 1353' MSL.
Tree 1799' from DER, 882' right of centerline, 1341' MSL.
Tree, transmission line beginning 1991' from DER, 19' right of centerline, up to 1354' MSL.
Transmission line 2049' from DER, 755' right of centerline, 81' AGL/1356' MSL.
Pole 2050' from DER, 772' right of centerline, 85' AGL/1360' MSL.
Pole 2181' from DER, 753' left of centerline, 106' AGL/1379' MSL.
Tower 4063' from DER, 969' left of centerline, 141' AGL/1421' MSL.
Building beginning 4240' from DER, 936' right of centerline, up to 133' AGL/1420' MSL.
Tower 1.9 NM from DER, 1599' left of centerline, 333' AGL/1587' MSL.

BERRYVILLE, AR

CARROLL COUNTY (4M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/ min. climb of 355' per NM to 2700 , or 1100-2½ for climb in visual conditions.
Rwy 25, std. w/ min. climb of 365' per NM to 2500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 7, 25, For climb in visual conditions: cross Carroll County airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain and trees beginning 8' from DER, 118' right of centerline, up to 100' AGL/1379' MSL.
Hangars beginning 141' from DER, 238' left of centerline, up to 17' AGL/1218' MSL.
Terrain and trees beginning 268' from DER, 77' left of centerline, up to 100' AGL/1379' MSL.
Rwy 25, trees beginning 93' from DER, 212' right of centerline, up to 100' AGL/1419' MSL.
Tree 104' from DER, 186' left of centerline, 51' AGL/1204' MSL.

BLACKWELL, OK

BLACKWELL-TONKAWA MUNI (BKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL.
Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR

ARKANSAS INTL (BYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11DEC14 (14345) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, tree 3301' from DER, 1187' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 487' from DER, 345' left of centerline, 100' AGL/364' MSL.
Tree 1780' from DER, 748' right of centerline, 100' AGL/364' MSL.
Rwy 36, tree 2393' from DER, 825' right of centerline, 100' AGL/359' MSL.

BOISE CITY, OK

BOISE CITY (17K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 22, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL.
Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

BRINKLEY, AR

FRANK FEDERER MEMORIAL (M36)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

DEPARTURE PROCEDURE:

Rwy 20, climb heading 204° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 425' from DER, 138' right of centerline, up to 100' AGL/299' MSL.
Trees beginning 680' from DER, 262' left of centerline, up to 100' AGL/299' MSL.
Rwy 20, trees and terrain beginning 27' from DER, 125' right of centerline, up to 100' AGL/319' MSL.
Trees and terrain beginning 82' from DER, 100' left of centerline, up to 100' AGL/319' MSL.

BRISTOW, OK

JONES MEMORIAL (3F7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 10SEP20 (20254) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, electrical system 16' from DER, 486' right of centerline, 35' AGL/887' MSL.
Terrain 37' from DER, 405' left of centerline, 871' MSL.
Terrain 66' from DER, 249' left of centerline, 874' MSL.
Trees beginning 191' from DER, 486' left of centerline, up to 28' AGL/890' MSL.
Trees beginning 232' from DER, 559' right of centerline, up to 47' AGL/903' MSL.
Trees beginning 312' from DER, 339' left of centerline, up to 36' AGL/899' MSL.
Trees beginning 384' from DER, 309' left of centerline, up to 41' AGL/904' MSL.
Tree, electrical system beginning 391' from DER, 483' right of centerline, up to 44' AGL/907' MSL.
Tree 450' from DER, 572' right of centerline, 44' AGL/909' MSL.
Trees beginning 509' from DER, 560' right of centerline, up to 49' AGL/913' MSL.
Trees beginning 697' from DER, 574' right of centerline, up to 42' AGL/915' MSL.
Tree 725' from DER, 638' right of centerline, 43' AGL/919' MSL.
Trees, electrical system, vehicles on road, buildings, pole beginning 773' from DER, 462' right of centerline, up to 42' AGL/920' MSL.
Trees, electrical system beginning 807' from DER, 115' left of centerline, up to 58' AGL/905' MSL.
Trees beginning 1082' from DER, 52' left of centerline, up to 46' AGL/912' MSL.
Electrical system, building beginning 1178' from DER, 732' right of centerline, up to 32' AGL/934' MSL.
Trees, electrical system beginning 1193' from DER, 434' right of centerline, up to 42' AGL/940' MSL.
Electrical system beginning 1227' from DER, 181' left of centerline, up to 53' AGL/918' MSL.
Pole 2879' from DER, 169' left of centerline, 72' AGL/951' MSL.
Pole 2890' from DER, 344' right of centerline, 77' AGL/955' MSL.
Transmission line 2894' from DER, 967' right of centerline, 70' AGL/960' MSL.
Poles beginning 2897' from DER, 809' right of centerline, up to 78' AGL/964' MSL.
Rwy 36, vehicles on road 35' from DER, 465' left of centerline, 807' MSL.
Tree, electrical system beginning 190' from DER, 492' left of centerline, up to 46' AGL/833' MSL.
Trees, electrical system beginning 238' from DER, 304' left of centerline, up to 51' AGL/839' MSL.
Electrical system 311' from DER, 314' right of centerline, 28' AGL/819' MSL.
Electrical system beginning 411' from DER, 255' right of centerline, up to 35' AGL/834' MSL.
Electrical system beginning 414' from DER, 295' right of centerline, up to 30' AGL/839' MSL.
Electrical system, vehicles on road, trees beginning 421' from DER, 252' right of centerline, up to 57' AGL/847' MSL.
Trees beginning 1012' from DER, 491' right of centerline, up to 72' AGL/849' MSL.
Trees beginning 1068' from DER, 535' right of centerline, up to 73' AGL/851' MSL.
Trees beginning 1143' from DER, 537' right of centerline, up to 75' AGL/853' MSL.
Trees beginning 1338' from DER, 546' right of centerline, up to 83' AGL/860' MSL.
Trees beginning 1446' from DER, 536' right of centerline, up to 85' AGL/863' MSL.
Trees beginning 1500' from DER, 558' right of centerline, up to 88' AGL/865' MSL.
Tree 1692' from DER, 453' left of centerline, 70' AGL/852' MSL.
Trees beginning 2063' from DER, 437' right of centerline, up to 90' AGL/870' MSL.
Tree 2066' from DER, 380' left of centerline, 84' AGL/861' MSL.
Tree 2185' from DER, 703' right of centerline, 95' AGL/871' MSL.
Trees beginning 2187' from DER, 359' left of centerline, up to 85' AGL/866' MSL.
Tree 2223' from DER, 606' right of centerline, 102' AGL/880' MSL.
Trees beginning 2298' from DER, 700' right of centerline, up to 106' AGL/882' MSL.
Tree 2337' from DER, 1033' left of centerline, 95' AGL/874' MSL.
Tree 3961' from DER, 450' left of centerline, 47' AGL/906' MSL.

BURNS FLAT, OK
CLINTON-SHERMAN (CSM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 27APR17 (17117) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17L, tree 655' from DER, 317' left of centerline, 23' AGL/1932' MSL.
Rwy 17R, tree 1275' from DER, 620' right of centerline, 35' AGL/1954' MSL.
Rwy 35R, ATCT 2797' from DER, 188' right of centerline, 66' AGL/1985' MSL.
Tower 3017' from DER, 296' right of centerline, 85' AGL/1996' MSL.

BUFFALO, OK
BUFFALO MUNI (BFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on roadway, at DER, 458' right of centerline, up to 17' AGL/1816' MSL.
Trees beginning 907' from DER, left and right of centerline, up to 40' AGL/1829' MSL.
Rwy 35, vehicles on roadway, 30' from DER, 467' left of centerline, up to 17' AGL/1846' MSL.
Vehicles on roadway, 776' from DER, left and right of centerline, up to 17' AGL/1846' MSL.

CAMDEN, AR
HARRELL FIELD (CDH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 27' from DER, 6' right of centerline, up to 84' AGL/224' MSL.
Trees beginning 163' from DER, 159' left of centerline, up to 85' AGL/255' MSL.
Vehicle on road 327' from DER, 273' left of centerline, 15' AGL/146' MSL.
Rwy 19, trees beginning 38' from DER, 88' left of centerline, up to 83' AGL/222' MSL.
Trees beginning 797' from DER, 305' right of centerline, up to 84' AGL/213' MSL.

CARLISLE, AR
CARLISLE MUNI (4M3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees 2966' from DER, 1135' right of centerline, 100' AGL/339' MSL.
Building 82' from DER, 331' left of centerline, 20' AGL/264' MSL.
Building 781' from DER, 565' right of centerline, 30' AGL/269' MSL.
Rwy 18, trees 306' from DER, across centerline, up to 100' AGL/344' MSL.
Road 674' from DER, across centerline, 17' AGL/262' MSL.
Rwy 27, trees 2668' from DER, 516' right of centerline, 100' AGL/344' MSL.
Rwy 36, road 396' from DER, across centerline, 15' AGL/259' MSL.

CHANDLER, OK
CHANDLER RGNL (CQB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, bush 15' from DER, 459' left of centerline, 988' MSL.
Trees and ground beginning 18' from DER, 16' right of centerline, up to 45' AGL/1012' MSL.
Tree 78' from DER, 292' right of centerline, 47' AGL/1013' MSL.
Trees beginning 102' from DER, 254' right of centerline, up to 51' AGL/1016' MSL.
Power line and trees beginning 103' from DER, 456' left of centerline, up to 1007' MSL.
Rwy 35, tree 20' from DER, 188' left of centerline, 15' AGL/965' MSL.
Tree 32' from DER, 100' right of centerline, 964' MSL.
Tree 329' from DER, 574' right of centerline, 976' MSL.
Trees beginning 708' from DER, 510' left of centerline, up to 985' MSL.
Tree 717' from DER, 503' right of centerline, 982' MSL.

CHICKASHA, OK
CHICKASHA MUNI (CHK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (11181) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 272' from DER, 103' right of centerline, up to 94' AGL/1183' MSL.
Trees beginning 708' from DER, 507' left of centerline, up to 40' AGL/1169' MSL.

CLAREMORE, OK

CLAREMORE RGNL (GCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300 - 1 ⅜ or std. w/min. climb of 306' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 450' from DER, 505' left of centerline, 753' MSL.

Rwy 36, tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL.

Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL.

Tree 1149' from DER, 478' left of centerline, 38' AGL/727' MSL.

Tree 1510' from DER, 241' right of centerline, 46' AGL/735' MSL.

Tree 1570' from DER, 557' right of centerline, 42' AGL/739' MSL.

Tree 1 NM from DER, 1917' left of centerline, 100' AGL/949' MSL.

CLARKSVILLE, AR

CLARKSVILLE MUNI (H35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01JUN78 (78152) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-2

DEPARTURE PROCEDURE:

Rwys 9, 27, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20NOV08 (08325) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, numerous trees left and right of centerline, beginning 2' from DER, up to 100' AGL/1399' MSL.

Rwy 23, numerous trees left and right of centerline, beginning 38' from DER, up to 100' AGL/1359' MSL.

CLINTON MUNI (CCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA-Obstacles.

Rwy 13, std. w/min. climb of 320' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 132° to 1400 before turning.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, bldg, fence, tree, vehicle on rd, beginning 14' from DER, 168' right of centerline, up to 19' AGL/517' MSL.

Tower, ant ltd, vehicle on rd, tree, fence, pole, beginning 101' from DER, 2' right of centerline, up to 36' AGL/534' MSL.

Tree 348' from DER, 114' right of centerline, 51' AGL/537' MSL.

Trees, beginning 404' from DER, 47' right of centerline, up to 54' AGL/546' MSL.

Trees, beginning 452' from DER, 24' left of centerline, up to 65' AGL/552' MSL.

Trees, beginning 539' from DER, 259' right of centerline, up to 65' AGL/556' MSL.

Trees, beginning 600' from DER, 227' right of centerline, up to 78' AGL/565' MSL.

Trees, beginning 614' from DER, 256' right of centerline, up to 572' MSL.

Trees, beginning 749' from DER, 213' right of centerline, up to 84' AGL/573' MSL.

Trees, beginning 1280' from DER, 1' right of centerline, up to 91' AGL/582' MSL.

Trees, beginning 1810' from DER, 328' left of centerline, up to 75' AGL/593' MSL.

Trees, beginning 1834' from DER, 95' left of centerline, up to 82' AGL/602' MSL.

Tree 1880' from DER, 965' left of centerline, 55' AGL/604' MSL.

Trees, beginning 1883' from DER, 61' left of centerline, up to 72' AGL/608' MSL.

Trees, beginning 1902' from DER, 53' right of centerline, up to 104' AGL/619' MSL.

Tree 1984' from DER, 194' left of centerline, 73' AGL/625' MSL.

Trees, beginning 1987' from DER, 253' left of centerline, up to 80' AGL/636' MSL.

Tree, lt pole, beginning 1997' from DER, 9' right of centerline, up to 79' AGL/642' MSL.

Trees, beginning 2007' from DER, 208' right of centerline, up to 643' MSL.

Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019' from DER, 0' from centerline, up to 649' MSL.

Tree 5104' from DER, 1513' right of centerline, 71' AGL/650' MSL.

Trees, beginning 5109' from DER, 594' right of centerline, up to 73' AGL/649' MSL.

Tree 5151' from DER, 396' right of centerline, 77' AGL/658' MSL.

Trees, beginning 5197' from DER, 30' right of centerline, up to 78' AGL/666' MSL.

Trees, beginning 5316' from DER, 130' left of centerline, up to 75' AGL/675' MSL.

Trees, beginning 5384' from DER, 82' left of centerline, up to 76' AGL/683' MSL.

Trees, beginning 5391' from DER, 33' left of centerline, up to 75' AGL/684' MSL.

Tree, pole, beginning 5541' from DER, 23' left of centerline, up to 73' AGL/693' MSL.

CON'T

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CLINTON, AR (CON'T)

CLINTON MUNI (CCA) (CON'T)

Rwy 16 (CON'T), trees, beginning 5705' from DER, 267' left of centerline, up to 80' AGL/703' MSL.
Tree, bldg, terrain, beginning 5791' from DER, 50' right of centerline, up to 83' AGL/709' MSL.
Tree, bldg, beginning 5856' from DER, 38' left of centerline, up to 86' AGL/720' MSL.
Tree, bldg, pole, beginning 5912' from DER, 373' left of centerline, up to 95' AGL/728' MSL.
Trees, beginning 5955' from DER, 212' right of centerline, up to 100' AGL/729' MSL.
Tree, vehicle on rd, bldg, pole, terrain, lt pole, beginning 5963' from DER, 12' left of centerline, up to 104' AGL/736' MSL.
Tree 1.8 NM from DER, 1680' left of centerline, 41' AGL/791' MSL.
Trees, beginning 1.8 NM from DER, 1659' left of centerline, up to 41' AGL/806' MSL.
Trees, beginning 1.9 NM from DER, 1656' left of centerline, up to 45' AGL/808' MSL.
Tree 1.9 NM from DER, 1786' left of centerline, 49' AGL/801' MSL.

CLINTON, OK

CLINTON RGNL (CLK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

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

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

COLT, AR

DELTA RGNL (DRP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

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

CONWAY, AR

CONWAY RGNL (CXW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (20366) (FAA)

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

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

CORNING, AR

CORNING MUNI (4M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

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

CROSSETT, AR

Z M JACK STELL FIELD (CRT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28JUL11 (11209) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 1382' from DER, left and right of centerline, up to 75' AGL/259' MSL.
Vehicle on road beginning 298' from DER, left and right of centerline, up to 15' AGL/199' MSL.
Terrain 69' from DER, 288' left of centerline, 187' MSL.
Rwy 23, trees beginning abeam DER, right and left of centerline, up to 75' AGL/253' MSL.
Hangar, fuel tanks and shed beginning 147' from DER, 434' left of centerline, up to 17' AGL/195' MSL.
Vehicle on road beginning 453' from DER, left and right of centerline, up to 15' AGL/193' MSL.

CUSHING, OK

CUSHING MUNI (CUH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwys 2, 8, 11, 20, 26, 29, NA.

Rwy 36, 400-2 or std. w/ min. climb of 210' per NM to 1400.

DEPARTURE PROCEDURES:

Rwy 36, climb via heading 360° to 1400' before turning left.

TAKEOFF OBSTACLE NOTES:

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

DANVILLE, AR

DANVILLE MUNI (32A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, std. w/ min. climb of 300' per NM to 1900 or 1700-2 ½ for VCOA.

Rwy 29, std. w/ min. climb of 340' per NM to 4100 or 1700-2 ½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 105° to 1400 before proceeding on course.

VCOA:

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

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

TAKEOFF OBSTACLE NOTES:

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

DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY (DEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, tower 1.36 NM from DER, 1350' right of centerline, 198' AGL/598' MSL.

Rwy 26, multiple trees and poles beginning 126' from DER, 64' left of centerline, up to 92' AGL/432' MSL.
Multiple trees and pole beginning 241' from DER, 98' right of centerline, up to 96 ' AGL/436' MSL.

DECATUR, AR
CRYSTAL LAKE (5M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15OCT15 (15288) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, NA-obstacles.
TAKEOFF OBSTACLE NOTES:
Rwy 31, trees beginning 107' from DER, 64' left of centerline, up to 88' AGL/1239' MSL.
Pole 235' from DER, 353' left of centerline, 32' AGL/1161' MSL.
Pole 241' from DER, 465' left of centerline, 31' AGL/1162' MSL.
Building 1246' from DER, 519' left of centerline, 12' AGL/1187' MSL.
Train 470' from DER, 322' left of centerline, 23' AGL/1202' MSL.
Trees beginning 1216' from DER, 10' left of centerline, up to 103' AGL/1263' MSL.
Trees beginning 2252' from DER, 7' left of centerline, up to 100' AGL/1265' MSL.
Pole 199' from DER, 375' right of centerline, 44' AGL/1162' MSL.
Trees beginning 104' from DER, 89' right of centerline, up to 98' AGL/1221' MSL.
Pole 819' from DER, 633' right of centerline, 36' AGL/1181' MSL.
Trees beginning 1279' from DER, 7' right of centerline, up to 103' AGL/1242' MSL.
Trees beginning 2208' from DER, 59' right of centerline, up to 92' AGL/1267' MSL.

DUMAS, AR
BILLY FREE MUNI (0M0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, traverse way beginning 71' from DER, 407' left of centerline, up to 18' AGL/178' MSL.
Tree 85' from DER, 347' left of centerline, 54' AGL/213' MSL.
Tree 95' from DER, 478' left of centerline, 63' AGL/222' MSL.
Traverse way 163' from DER, 502' right of centerline, 17' AGL/176' MSL.
Tree 1415' from DER, 422' right of centerline, 54' AGL/213' MSL.
Tree 1429' from DER, 608' right of centerline, 58' AGL/216' MSL.
Trees beginning 1442' from DER, 853' right of centerline, up to 66' AGL/225' MSL.
Rwy 36, terrain 83' from DER, 237' left of centerline, 166' MSL.
Traverse way 197' from DER, 287' left of centerline, 15' AGL/178' MSL.
Trees beginning 253' from DER, 335' left of centerline, up to 48' AGL/210' MSL.
Tree, pole beginning 263' from DER, 269' right of centerline, up to 52' AGL/216' MSL.
Trees beginning 1319' from DER, 456' left of centerline, up to 53' AGL/217' MSL.
Tree 1611' from DER, 228' right of centerline, 54' AGL/219' MSL.
Trees beginning 1674' from DER, 83' right of centerline, up to 64' AGL/225' MSL.
Tree 1838' from DER, 302' right of centerline, 76' AGL/237' MSL.
Trees beginning 1889' from DER, 150' right of centerline, up to 74' AGL/239' MSL.
Trees beginning 1960' from DER, 225' left of centerline, up to 82' AGL/246' MSL.

DUNCAN, OK
HALLIBURTON FIELD (DUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (10266) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 500-2¼, or std. with a min. climb of 280' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL.
Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL.
Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL.
Rwy 35, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL.
Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL.
Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

DURANT, OK
DURANT RGNL - EAKER FIELD (DUA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, building 24' from DER, 361' left of centerline, 4' AGL/697' MSL.
Tree 93' from DER, 312' right of centerline, 22' AGL/711' MSL.
Tree 139' from DER, 535' right of centerline, 29' AGL/716' MSL.
Rwy 35, sign 24' from DER, 201' left of centerline, 3' AGL/703' MSL.

EL DORADO, AR
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 1335' from DER, 620' right of centerline, 298' MSL.
Tree 1337' from DER, 692' right of centerline, 304' MSL.
Tree 2811' from DER, 657' right of centerline, 331' MSL.
Tree 3601' from DER, 685' left of centerline, 353' MSL.
Rwy 13, tree 83' from DER, 373' left of centerline, 271' MSL.
Tree 353' from DER, 239' left of centerline, 282' MSL.
Trees beginning 408' from DER, 261' right of centerline, up to 296' MSL.
Tree 409' from DER, 273' left of centerline, 295' MSL.
Trees beginning 657' from DER, 315' left of centerline, up to 309' MSL.
Tree 763' from DER, 346' right of centerline, 304' MSL.
Tree 1302' from DER, 421' right of centerline, 318' MSL.
Tree 2311' from DER, 280' right of centerline, 345' MSL.
Rwy 31, tree 77' from DER, 248' right of centerline, 325' MSL.
Trees beginning 216' from DER, 261' left of centerline, up to 326' MSL.
Tree 578' from DER, 294' right of centerline, 326' MSL.
Trees beginning 977' from DER, 25' left of centerline, up to 353' MSL.
Tree 1029' from DER, 352' right of centerline, 335' MSL.
Tree 2330' from DER, 304' right of centerline, 399' MSL.
Tree 2581' from DER, 572' right of centerline, 406' MSL.

EL RENO, OK
EL RENO RGNL (RQO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10APR08 (08101) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 36, NA-Environmental.
Rwy 35, 200-1 or std. w/ min. climb of 300' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 444' from DER, on centerline, 17' AGL/1436' MSL.
Rwy 35, power lines, 1800' from DER, on centerline, 80' AGL/1519' MSL.

ELK CITY, OK
ELK CITY RGNL BUSINESS (ELK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, sign 385' from DER, 403' right of centerline, 16' AGL/1986' MSL.
Pole beginning 414' from DER, 551' right of centerline, up to 35' AGL/2000' MSL.
Pole 484' from DER, 339' right of centerline, 31' AGL/2001' MSL.
Poles beginning 492' from DER, 477' right of centerline, up to 35' AGL/2004' MSL.
Road beginning 492' from DER, 1' left of centerline, up to 1987' MSL.
Tree 512' from DER, 518' left of centerline, 66' AGL/2006' MSL.
Poles beginning 618' from DER, 274' right of centerline, up to 38' AGL/2007' MSL.
Rwy 35, fence beginning 52' from DER, 377' right of centerline, up to 10' AGL/2017' MSL.
Pole beginning 191' from DER, 465' left of centerline, up to 35' AGL/2020' MSL.
Fence 386' from DER, 275' left of centerline, 9' AGL/2024' MSL.
Tree 543' from DER, 270' left of centerline, 35' AGL/2027' MSL

ENID, OK
ENID WOODRING RGNL (WDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10DEC15 (15344) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL.
Trees beginning 840' from DER, 248' left of centerline, up to 100' AGL/1289' MSL.
Rwy 31, vehicle on road 21' from DER, 415' right of centerline, 15' AGL/1171' MSL.
Vehicle on road 417' from DER, 85' left of centerline, 15' AGL/1174' MSL.
Rwy 35, fence 205' from DER, 489' right of centerline, 7' AGL/1175' MSL.
Vehicle on road beginning 293' from DER, 209' right of centerline, 15' AGL/1187' MSL.
Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.
Trees beginning 336' from DER, 95' right of centerline, 24' AGL/1191' MSL.

FAIRVIEW, OK

FAIRVIEW MUNI (6K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¼ or std. w/min. climb of 350' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 177° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain 1' from DER, 494' right of centerline, 1273' MSL.
Trees, vehicle on road, pole, buildings and sign beginning 38' from DER, 285' left of centerline, up to 50' AGL/1321' MSL.
Utility pole 192' from DER, 417' right of centerline, 5' AGL/1279' MSL.
Tank and terrain beginning 217' from DER, 409' right of centerline, up to 8' AGL/1281' MSL.
Poles, buildings, vehicle on road, tank, antenna, electrical system and trees beginning 239' from DER, 193' right of centerline, up to 35' AGL/1308' MSL.
Trees beginning 377' from DER, 418' left of centerline, up to 55' AGL/1327' MSL.
Trees, vehicle on road, buildings, poles and electrical system beginning 394' from DER, 44' left of centerline, up to 65 ' AGL/1335' MSL.
Pole, electrical system and tree beginning 454' from DER, 452' right of centerline, up to 36' AGL/1311 ' MSL.
Pole, trees and building beginning 520' from DER, 213' right of centerline, up to 43' AGL/1317' MSL.
Trees, electrical system, poles, vehicle on road and buildings beginning 526' from DER, 193' right of centerline, up to 46' AGL/1320' MSL.
Trees, buildings, electrical system and poles beginning 698' from DER, 192' right of centerline, up to 50 ' AGL/1325' MSL.
Trees and poles beginning 1010' from DER, 14' right of centerline, up to 58' AGL/1333' MSL.
Trees and poles beginning 1174' from DER, 174' left of centerline, up to 71' AGL/1341' MSL.
Trees, poles, building and electrical system beginning 1209' from DER, 9' right of centerline, up to 68' AGL/1344' MSL.
Trees beginning 1249' from DER, 34' left of centerline, up to 76' AGL/1346' MSL.
Tree 1378' from DER, 713' left of centerline, 82' AGL/1353 ' MSL.
Trees and pole beginning 1397' from DER, 27' left of centerline, up to 86' AGL/1356' MSL.
Trees, poles and antenna beginning 1675' from DER, 31' right of centerline, up to 73' AGL/1351' MSL.
Tree 2927' from DER, 227' right of centerline, 70' AGL/1352' MSL.
Grain elevator beginning 4385' from DER, 1445' right of centerline, up to 172' AGL/1463' MSL.
Antenna 6033' from DER, 404' right of centerline, 136' AGL/1432' MSL.
Rwy 35, brush beginning 5' from DER, 315' right of centerline, up to 4' AGL/1266' MSL.
Sign and fence beginning 13' from DER, 200' left of centerline, up to 3' AGL/1267' MSL.
Brush beginning 65' from DER, 288' right of centerline, up to 4' AGL/1268' MSL.
Tree 698' from DER, 488' left of centerline, 35' AGL/1298' MSL.
Trees beginning 699' from DER, 351' left of centerline, up to 34' AGL/1300' MSL.
Tree 799' from DER, 674' left of centerline, 41' AGL/1308' MSL.
Antenna and tree beginning 801' from DER, 703' left of centerline, up to 47' AGL/1314' MSL.
Tree 839' from DER, 691' left of centerline, 48' AGL/1316' MSL.
Tree 2029' from DER, 50' right of centerline, 57' AGL/1319' MSL.
Tree 2133' from DER, 160' left of centerline, 62' AGL/1326' MSL.

FAYETTEVILLE, AR

DRAKE FIELD (FYV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 400-2 w/ min. climb of 320' per NM to 2500 or std. w/ min. climb of 530' per NM to 2000 or 1600-3 for VCOA.
Rwy 34, 300-1 or std. w/ min. climb of 680' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 167° to 2700 before turning right, Climb heading 167° to 3400 before turning left.
Rwy 34, Climb heading 347° to 2700 before proceeding on course.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Drake Field at or Above 2700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 73' from DER, 404' left of centerline, 1252' MSL.
Tree 196' from DER, 354' left of centerline, 1258' MSL.
Trees beginning 833' from DER, 562' right of centerline, up to 38' AGL/1269' MSL.
Trees beginning 1184' from DER, 106' left of centerline, up to 114' AGL/1342' MSL.
Tree 2087' from DER, 467' right of centerline, 1301' MSL.
Tree 2104' from DER, 254' right of centerline, 1309' MSL.
Tree 2230' from DER, 869' right of centerline, 1320' MSL.
Tree 2513' from DER, 291' right of centerline, 1323' MSL.
Trees beginning 2882' from DER, 12' right of centerline, up to 103' AGL/1339' MSL.
Trees beginning 3024' from DER, 624' left of centerline, up to 85' AGL/1344' MSL.
Trees beginning 3096' from DER, 386' left of centerline, up to 94' AGL/1346' MSL.
Trees beginning 3599' from DER, 1166' left of centerline, up to 78' AGL/1362' MSL.
Trees beginning 3720' from DER, 1009' left of centerline, up to 78' AGL/1377' MSL.
Trees beginning 4087' from DER, 390' left of centerline, up to 61' AGL/1415' MSL.
Trees beginning 4646' from DER, 498' left of centerline, up to 76' AGL/1452' MSL.
Trees, terrain, poles and transmission lines beginning 4814' from DER, 350' left of centerline, up to 67' AGL/1500' MSL.

CON'T

FAYETTEVILLE, AR (CON'T)

DRAKE FIELD (FYV) (CON'T)

Rwy 16 (CON'T), tree and terrain beginning 5093' from DER, 1319' left of centerline, up to 70' AGL/1522' MSL.
Trees, terrain and buildings beginning 5180' from DER, 162' left of centerline, up to 1571' MSL.
Trees, terrain, building, poles, transmission lines, tower and vehicles on road beginning 5579' from DER, 165' left of centerline, up to 1606' MSL.
Trees, terrain, buildings, vehicles on road, poles, fences and transmission line beginning 1 NM from DER, 22' left of centerline, up to 1623' MSL.
Trees beginning 1.1 NM from DER, 14' right of centerline, up to 71' AGL/1459' MSL.
Trees beginning 1.3 NM from DER, 23' right of centerline, up to 77' AGL/1483' MSL.
Rwy 34, fence and terrain beginning on centerline, 218' left of centerline, up to 3' AGL/1256' MSL.
Vehicles on road, terrain, fence, electrical system and pole beginning 5' from DER, 197' left of centerline, up to 1269' MSL.
Tree 659' from DER, 588' right of centerline, 1280' MSL.
Tree 1170' from DER, 690' right of centerline, 42' AGL/1289' MSL.
Tree 1794' from DER, 329' right of centerline, 1302' MSL.
Tree 1836' from DER, 320' right of centerline, 54' AGL/1307' MSL.
Tree 2308' from DER, 752' right of centerline, 45' AGL/1321' MSL.
Tree 2459' from DER, 279' left of centerline, 71' AGL/1323' MSL.
Trees beginning 2514' from DER, 483' right of centerline, up to 37' AGL/1334' MSL.
Tree 2590' from DER, 802' right of centerline, 39' AGL/1336' MSL.
Trees beginning 2594' from DER, 353' left of centerline, up to 65' AGL/1324' MSL.
Trees, pole and transmission line beginning 2632' from DER, 418' right of centerline, up to 39 ' AGL/ 1360' MSL.
Tree 2661' from DER, 769' left of centerline, 85' AGL/1343' MSL.
Trees and terrain beginning 2844' from DER, 562' right of centerline, up to 38' AGL/1397' MSL.
Trees, poles, transmission lines and terrain beginning 3057' from DER, 627' right of centerline, up to 55' AGL/1445' MSL.
Terrain and tree beginning 3268' from DER, 750' right of centerline, up to 1496' MSL.
Trees, terrain, poles and transmission lines beginning 3317' from DER, 393' right of centerline, up to 42' AGL/1532' MSL.
Trees beginning 4198' from DER, 1051' right of centerline, up to 59' AGL/1423' MSL.

FAYETTEVILLE/SPRINGDALE/ROGERS, AR

NORTHWEST ARKANSAS NATIONAL (XNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 05JAN17 (20310) (FAA)

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

FLIPPIN, AR

MARION COUNTY RGNL (FLP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF MINIMUMS:
Rwy 22, 300-1¼ or std. w/ min. climb of 222' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM gradient, takeoff must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE:
Rwy 22, climb heading 231° to 1600 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 4, vehicle on road 2' from DER, 276' left of centerline, 10' AGL/733' MSL.
Vehicle on road 14' from DER, 494' right of centerline, 26' AGL/724' MSL.
Trees, poles, vehicle on road, beginning 153' from DER, 276' left of centerline, up to 71' AGL/799' MSL.
Trees, beginning 223' from DER, 325' right of centerline, up to 77' AGL/777' MSL.
Trees, beginning 491' from DER, 226' right of centerline, up to 81' AGL/781' MSL.
Trees, pole, beginning 725' from DER, 45' left of centerline, up to 73' AGL/800' MSL.
Trees, beginning 1492' from DER, 61' left of centerline, up to 83' AGL/809' MSL.
Trees, beginning 1827' from DER, 165' right of centerline, up to 78' AGL/793' MSL.
Trees, beginning 2266' from DER, 14' right of centerline, up to 66' AGL/803' MSL.
Trees, beginning 2430' from DER, 51' right of centerline, up to 99' AGL/804' MSL.
Trees, beginning 2633' from DER, 248' right of centerline, up to 98' AGL/809' MSL.
T-I twr, beginning 3317' from DER, 1120' right of centerline, up to 100' AGL/819' MSL.
Tree 3334' from DER, 123' left of centerline, 85' AGL/818' MSL.
T-I twr, pole, beginning 3781' from DER, 536' right of centerline, up to 100' AGL/840' MSL.
Rwy 22, vehicle on road 2' from DER, 244' left of centerline, 17' AGL/654' MSL.
Grd 2' from DER, 496' left of centerline, 675' MSL.
Tree 321' from DER, 458' left of centerline, 61' AGL/694' MSL.
Trees beginning 325' from DER, 198' left of centerline, up to 63' AGL/699' MSL.
Tree 369' from DER, 486' right of centerline, 24' AGL/669' MSL.
Pole beginning 369' from DER, 490' right of centerline, up to 25' AGL/671' MSL.
Building, pole beginning 387' from DER, 299' right of centerline, up to 26' AGL/672' MSL.
Buildings, trees, beginning 672' from DER, 99' right of centerline, up to 37' AGL/683' MSL.
Building, chy beginning 1095' from DER, 582' right of centerline, up to 57' AGL/701' MSL.
Trees beginning 1303' from DER, 26' right of centerline, up to 67' AGL/709' MSL.
Tree 1413' from DER, 18' left of centerline, 51' AGL/698' MSL.
Trees beginning 1619' from DER, 55' right of centerline, up to 63' AGL/713' MSL.
Tree, pole beginning 1673' from DER, 140' left of centerline, up to 63' AGL/732' MSL.
CON'T

FLIPPIN, AR

MARION COUNTY RGNL (FLP)

Rwy 22 (CON'T), trees beginning 2001' from DER, 195' right of centerline, up to 66' AGL/721' MSL.
Tree, poles beginning 2099' from DER, 203' left of centerline, up to 71' AGL/746' MSL.
Pole 2438' from DER, 744' left of centerline, 100' AGL/779' MSL.
Trees beginning 2461' from DER, 25' left of centerline, up to 92' AGL/804' MSL.
Trees beginning 2470' from DER, 330' right of centerline, up to 97' AGL/760' MSL.
Trees beginning 2913' from DER, 18' right of centerline, up to 65' AGL/766' MSL.
Trees beginning 3571' from DER, 55' right of centerline, up to 78' AGL/770' MSL.
Tree 1 NM from DER, 836' right of centerline, 88' AGL/832' MSL.

FORT SMITH, AR

FORT SMITH RGNL (FSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 02JUN11 (11153) (FAA)

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

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

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

FREDERICK, OK

FREDERICK RGNL (FDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23SEP10 (10266) (FAA)

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

GOLDSBY, OK

DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)

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

GROVE, OK

GROVE MUNI (GMJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 308' from DER, 321' left of centerline, 13' AGL/842' MSL.
Multiple buildings beginning 11' from DER, 325' right of centerline, 22' AGL/851' MSL.
Windsock 118' from DER, 325' right of centerline, 22' AGL/851' MSL.
Light 165' from DER, 420' left of centerline, 24' AGL/863' MSL.
Vehicle on road 598' from DER, 619' left of centerline, 15' AGL/854' MSL.
Vehicle on road 590' from DER, 499' right of centerline, 15' AGL/844' MSL.
Trees and poles beginning 33' from DER, 12' left of centerline, up to 100' AGL/1019' MSL.
Trees and poles beginning 252' from DER, 13' right of centerline, up to 40' AGL/869' MSL.
Rwy 36, rising terrain beginning 30' from DER, 277' left of centerline, up to 826' MSL.
Pole 316' from DER, 521' left of centerline, 20' AGL/859' MSL.
Trees beginning 151' from DER, 54' left of centerline, up to 100' AGL/939' MSL.
Trees beginning 109' from DER, 49' right of centerline, up to 85' AGL/884' MSL.

GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

GUYMON, OK

GUYMON MUNI (GUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-environmental.
Rwy 18, 600-1¾ or std. w/ min. climb of 387' per NM to 3800.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 177° to 3800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 155' from DER, 446' left of centerline, 30' AGL/3124' MSL.
Building 407' from DER, 463' right of centerline, 25' AGL/3131' MSL.
Tower 532' from DER, 484' right of centerline, 54' AGL/3157' MSL.
Rwy 36, fence 24' from DER, 400' right of centerline, 8' AGL/3110' MSL.

HARRISON, AR

BOONE COUNTY (HRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 26APR18 (18116) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 1400 - 3 or std. w/ min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 182° to 2600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, vehicles on road, pole beginning 17' from DER, 482' right of centerline, up to 33' AGL/1396' MSL.
Rwy 36, vegetation, tree beginning 32' from DER, 444' left of centerline, up to 1367' MSL.
Fence 184' from DER, 498' left of centerline, 2' AGL/1369' MSL.
Tree 228' from DER, 545' left of centerline, 1378' MSL.
Tree 270' from DER, 524' right of centerline, 1376' MSL.
Tree 321' from DER, 520' left of centerline, 1379' MSL.
Trees beginning 448' from DER, 543' left of centerline, up to 1381' MSL.
Trees beginning 634' from DER, 333' left of centerline, up to 1384' MSL.
Tree 877' from DER, 365' left of centerline, 1388' MSL.
Tree 906' from DER, 334' left of centerline, 1394' MSL.
Trees beginning 969' from DER, 368' left of centerline, up to 1397' MSL.
Tree 1029' from DER, 368' left of centerline, 1399' MSL.
Trees beginning 1065' from DER, 186' left of centerline, up to 1403' MSL.
Trees beginning 1160' from DER, 217' left of centerline, up to 1405' MSL.
Tree 1576' from DER, 805' right of centerline, 1405' MSL.

HEBER SPRINGS, AR

HEBER SPRINGS MUNI (HBZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-3 or std. w/min. climb of 235' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 24, climb on heading 240° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning abeam DER, 190' right of centerline up to 80 AGL/700' MSL.
Trees beginning abeam DER, 240' left of centerline, up to 80' AGL/700' MSL.
Trees beginning 450' from DER, crossing runway extended centerline, up to 80 AGL/700' MSL.
Rwy 24, trees beginning abeam DER, 250' right of centerline up to 80 AGL/680' MSL.
Trees beginning abeam DER, 171' left of centerline, up to 80' AGL/680' MSL.
Trees beginning 500' from DER, crossing runway extended centerline, up to 80 AGL/660' MSL.

HELENA/WEST HELENA, AR

THOMPSON-ROBBINS (HEE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2½ or std. w/ min. climb of 250' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 8, multiple trees beginning 1572' from DER, 29' right of centerline, up to 85' AGL/319' MSL.
Tree 1580' from DER, 95' left of centerline, 85' AGL/319' MSL.
Tower 2455' from DER, 1823' right of centerline, 238' AGL/621' MSL.
Tree 2569' from DER, 1077' right of centerline, 85' AGL/329' MSL.
Tree 2786' from DER, 1085' right of centerline, 85' AGL/334' MSL.
Tree 3169' from DER, 563' left of centerline, 85' AGL/339' MSL.
Multiple trees beginning 3386' from DER, 647' left of centerline, up to 85' AGL/344' MSL.
Multiple trees beginning 3653' from DER, 731' left of centerline, up to 85' AGL/349' MSL.
Multiple trees beginning 4046' from DER, 390' left of centerline, up to 85' AGL/354' MSL.
Tree 4255' from DER, 923' left of centerline, 85' AGL/359' MSL.
Rwy 17, terrain 23' from DER, 494' left of centerline, 240' MSL.
Tree 1017' from DER, 547' left of centerline, 50' AGL/287' MSL.
Tree 1886' from DER, 804' right of centerline, 103' AGL/316' MSL.
Multiple trees beginning 1953' from DER, 545' left of centerline, up to 84' AGL/299' MSL.
Multiple trees beginning 2490' from DER, 942' left of centerline, up to 83' AGL/315' MSL.
Rwy 26, tree 701' from DER, 309' left of centerline, 33' AGL/264' MSL.
Multiple trees beginning 712' from DER, 384' left of centerline, up to 59' AGL/287' MSL.
Multiple tree beginning 749' from DER, 277' right of centerline, up to 85' AGL/324' MSL.
Tree 3401' from DER, 235' right of centerline, 332' MSL.
Rwy 35, terrain 193' from DER, 490' right of centerline, 256' MSL.
Tree 213' from DER, 546' left of centerline, 46' AGL/270' MSL.
Multiple trees beginning 216' from DER, 468' left of centerline, up to 57' AGL/282' MSL.
Multiple trees beginning 932' from DER, 594' right of centerline, up to 64' AGL/306' MSL.
Tree 1590' from DER, 695' left of centerline, 69' AGL/294' MSL.
Multiple trees beginning 1843' from DER, 89' right of centerline, up to 66' AGL/307' MSL.
Tree 1920' from DER, 923' left of centerline, 77' AGL/304' MSL.
Multiple trees beginning 1935' from DER, 80' left of centerline, up to 95' AGL/323' MSL.
Multiple trees beginning 2251' from DER, 535' right of centerline, up to 89' AGL/331' MSL.
Tree 2502' from DER, 914' right of centerline, 100' AGL/340' MSL.
Multiple trees beginning 2537' from DER, 637' right of centerline, up to 106' AGL/347' MSL.
Tree 3155' from DER, 726' left of centerline, 104' AGL/330' MSL.

HENRY POST AAF (KFSI)

FORT SILL, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20JUN19 (19171)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 356° to 2200 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 953' from DER, 668' right of cntrln, 1198' MSL.
Pole 1141' from DER, 783' right of cntrln, 43' AGL/1210' MSL.
Pole 1591' from DER, 859' right of cntrln, 54' AGL/1226' MSL.
Tree 2153' from DER, 38' left of cntrln, 1221' MSL.
Tree 2490' from DER, 294' right of cntrln, 1229' MSL.

HENRYETTA, OK

HENRYETTA MUNI (F10)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 500-3 or std. with a min. climb of 312' per NM to 1500.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 356° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL.
Numerous trees beginning 335' from DER, 22' right of centerline, up to 100' AGL/959' MSL.
Rwy 36, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL.
Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HINTON, OK

HINTON MUNI (2O8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on roadway at DER, 240' left of centerline, up to 15' AGL/1604' MSL.
Trees beginning 731' from DER, 516' left of centerline, up to 50' AGL/1639' MSL.
Rwy 35, vehicle on roadway at DER, 252' right of centerline, up to 15' AGL/1594' MSL.

HOBART, OK

HOBART RGNL (HBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 21, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 35, terrain beginning 107' from DER, 185' left of centerline, 0' AGL/1549' MSL.
Terrain beginning 109' from DER, 63' right of centerline, 0' AGL/1549' MSL.

HOLDENVILLE, OK

HOLDENVILLE MUNI (F99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 10OCT19 (19283) (FAA)

DEPARTURE PROCEDURE:

Rwy 35, climb heading 354° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 120' from DER, 370' right of centerline, up to 871' MSL.
Trees and vehicles on road beginning 241' from DER, 426' right of centerline, up to 880' MSL.
Vegetation beginning 275' from DER, 255' left of centerline, up to 867' MSL.
Train on tracks 628' from DER, left and right of extended runway centerline, up to 23' AGL/882' MSL.
Vehicles on road beginning 640' from DER, left to right of extended runway centerline, up to 881' MSL.
Poles and power lines beginning 716' from DER, left to right of extended runway centerline, up to 34' AGL/889' MSL.
Trees and elevator beginning 727' from DER, 666' right of centerline, up to 903' MSL.
Poles and trees beginning 750' from DER, 522' left of centerline, up to 32' AGL/890' MSL.
Rwy 35, vegetation 195' from DER, 265' left of centerline, up to 871' MSL.
Pole 277' from DER, 543' right of centerline, 20' AGL/877' MSL.
Trees beginning 597' from DER, 520' right of centerline, up to 898' MSL.
Trees beginning 1214' from DER, 753' left of centerline, up to 909' MSL.
Trees beginning 1605' from DER, 525' right of centerline, up to 901' MSL.

HOLLIS, OK

HOLLIS MUNI (O35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 175° to 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain beginning 0' from DER, 7' right of centerline, up to 1660' MSL.
Fence beginning 4' from DER, 253' left of centerline, up to 5' AGL/1658' MSL.
Trees beginning 89' from DER, 254' left of centerline, up to 7' AGL/1659' MSL.
Pole beginning 989' from DER, 590' right of centerline, up to 53' AGL/1706' MSL.
Tower 4194' from DER, 1305' right of centerline, 130' AGL/1759' MSL.
Rwy 36, fence 0' from DER, 249' right of centerline, 6' AGL/1658' MSL.
Vehicles on road beginning 478' from DER,152' left of centerline, up to 1672' MSL.
Vehicles on road beginning 482' from DER, 6' right of centerline, up to 1670' MSL.

HOPE, AR

HOPE MUNI (M18)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1776' from DER, 422' left of centerline, up to 100' AGL/469' MSL.
Trees and poles beginning 1930' from DER, 99' right of centerline, up to 100' AGL/469' MSL.
Pole 2256' from DER, 24' right of centerline, 65' AGL/434' MSL.
Trees and poles beginning 2345' from DER, 152' left of centerline, up to 100' AGL/489' MSL.
Rwy 22, trees beginning abeam DER, 500' right of centerline, up to 100' AGL/439' MSL.
Tree 117' from DER, 211' right of centerline, 100' AGL/429' MSL.
Trees beginning 164' from DER, 10' right of centerline, up to 100' AGL/429' MSL.
Trees beginning 51' from DER, 211' left of centerline, up to 100' AGL/429' MSL.
Trees beginning 325' from DER, 45' left of centerline, up to 100' AGL/429' MSL.
Rwy 16, trees beginning 1066' from DER, 722' right of centerline, up to 100' AGL/439' MSL.
Trees beginning 1427' from DER, 843' left of centerline, up to 100' AGL/439' MSL.
Rwy 34, bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL.
Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL.
Tree 565' from DER, 609' left of centerline, 100' AGL/479' MSL.
Trees beginning 897' from DER, 708' left of centerline, up to 100' AGL/479' MSL.
Tree 1002' from DER, 748' right of centerline, 100' AGL/479' MSL.
Trees beginning 1023' from DER, 513' right of centerline, up to 100' AGL/479' MSL.

HORSEHOE BEND, AR

HORSEHOE BEND (6M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼.
Rwy 31, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 12' from DER, 264' right of centerline, up to 125' AGL/884' MSL.
Trees beginning 15' from DER, 73' left of centerline, up to 125' AGL/944' MSL.
Rwy 31, trees beginning 10' from DER, 213' left of centerline, up to 125' AGL/924' MSL.
Vehicles on road beginning 17' from DER, 277' left of centerline crossing extended runway centerline, up to 15' AGL/894' MSL.
Trees beginning 331' from DER, 193' left of centerline, up to 125' AGL/944' MSL.
Trees beginning 447' from DER, 291' right of centerline, up to 125' AGL/944' MSL.
Trees beginning 644' from DER, 141' left of centerline, up to 125' AGL/964' MSL.
Trees beginning 699' from DER, 310' right of centerline, up to 125' AGL/964' MSL.
Trees beginning 802' from DER, 607' right of centerline, up to 125' AGL/984' MSL.
Trees beginning 969' from DER, 51' right of centerline, up to 125' AGL/1004' MSL.
Trees beginning 1001' from DER, 188' left of centerline, up to 125' AGL/984' MSL.
Trees beginning 1359' from DER, 437' right of centerline, up to 125' AGL/1024' MSL.

HOT SPRINGS, AR

MEMORIAL FIELD (HOT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 600-2½ or std. w/min. climb of 382' per NM to 1300 or 1600-3 for VCOA.
Rwy 13, 300-2¼ or std. w/min. climb of 210' per NM to 900 or alternately, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 31, 400-1⅜ or std. w/min. climb of 433' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 053° to 2000 before turning westbound.
Rwy 13, climb on heading 133° to 1700 before proceeding on course.
Rwy 23, climb on heading 233° to 1500 before proceeding on course.
Rwy 31, climb on heading 313° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, vegetation and rising terrain beginning 2' from DER, 452' right of centerline, up to 550' MSL.
Tree 646' from DER, 565' right of centerline, 590' MSL.
Trees beginning 671' from DER, 507' right of centerline, up to 592' MSL.
Trees beginning 1041' from DER, 671' left of centerline, up to 59' AGL/626' MSL.
Trees beginning 1227' from DER, 485' right of centerline, up to 595' MSL.
Tree and NAVAID beginning 1554' from DER, 300' left of centerline, up to 641' MSL.
Trees, pole and spire beginning 1886' from DER, 68' left of centerline, up to 654' MSL.
Tree 3500' from DER, 550' right of centerline, 654' MSL.
Tree and tower beginning 3537' from DER, 715' right of centerline, up to 79' AGL/661' MSL.
Tree 4466' from DER, 734' left of centerline, 687' MSL.
Tower and tree beginning 1.1 NM from DER, 1110' left of centerline, up to 92' AGL/24' MSL.
Trees beginning 1.9 NM DER, 3374' left of centerline, up to 62' AGL/1096' MSL.

CON'T

HOT SPRINGS, AR (CON'T)

MEMORIAL FIELD (HOT) (CON'T)

Rwy 13, traverse way 84' from DER, 437' right of centerline, 512' MSL.
Tree 166' from DER, 524' right of centerline, 49' AGL/534' MSL.
Tree 177' from DER, 350' right of centerline, 45' AGL/542' MSL.
Trees beginning 220' from DER, 307' right of centerline, up to 53' AGL/545' MSL.
Trees beginning 264' from DER, 474' left of centerline, up to 68' AGL/573' MSL.
Trees beginning 317' from DER, 94' left of centerline, up to 574' MSL.
Trees beginning 434' from DER, 7' right of centerline, up to 63' AGL/546' MSL.
Trees beginning 1749' from DER, 70' right of centerline, up to 84' AGL/588' MSL.
Trees beginning 2128' from DER, 48' left of centerline, up to 85' AGL/579' MSL.
Tree 2547' from DER, 809' left of centerline, 74' AGL/587' MSL.
Trees beginning 2611' from DER, 544' right of centerline, up to 79' AGL/601' MSL.
Tree 2664' from DER, 1013' left of centerline, 77' AGL/591' MSL.
Tree 2780' from DER, 731' right of centerline, 75' AGL/603' MSL.
Tree 2902' from DER, 1188' left of centerline, 79' AGL/606' MSL.
Tree and pole beginning 3043' from DER, 17' right of centerline, up to 66' AGL/616' MSL.
Tree 3063' from DER, 53' left of centerline, 71' AGL/622' MSL.
Tree and pole beginning 3175' from DER, 77' left of centerline, up to 80' AGL/630' MSL.
Poles beginning 3228' from DER, 261' left of centerline, up to 71' AGL/631' MSL.
Trees beginning 3296' from DER, 36' right of centerline, up to 76' AGL/624' MSL.
Tree 3450' from DER, 511' left of centerline, 71' AGL/636' MSL.
Tower 1.8 NM from DER, 2044' left of centerline, 355' AGL/802' MSL.
Anntenna 1.8 NM from DER, 2088' left of centerline, 319' AGL/804' MSL.
Rwy 23, tree 22' from DER, 314' left of centerline, 29' AGL/510' MSL.
Tree 606' from DER, 636' right of centerline, 546' MSL.
Rwy 31, trees beginning 12' from DER, 136' left of centerline, up to 73' AGL/564' MSL.
Trees and pole beginning 330' from DER, 113' left of centerline, up to 75' AGL/577' MSL.
Traverse way 451' from DER, 13' right of centerline, 534' MSL.
Trees beginning 472' from DER, 111' right of centerline, up to 52' AGL/575' MSL.
Trees and pole beginning 671' from DER, 137' left of centerline, up to 66' AGL/580' MSL.
Trees beginning 888' from DER, 71' right of centerline, up to 82' AGL/581' MSL.
Trees beginning 1002' from DER, 136' right of centerline, up to 73' AGL/585' MSL.
Trees beginning 1017' from DER, 155' left of centerline, up to 68' AGL/588' MSL.
Tree 1488' from DER, 736' left of centerline, 58' AGL/592' MSL.
Tree 2975' from DER, 764' left of centerline, 65' AGL/610' MSL.
Tree 3109' from DER, 439' left of centerline, 69' AGL/614' MSL.
Trees beginning 3193' from DER, 68' right of centerline, up to 69' AGL/639' MSL.
Tree 3752' from DER, 320' left of centerline, 83' AGL/646' MSL.
Tree 4785' from DER, 1740' right of centerline, 88' AGL/669' MSL.
Tree 5806' from DER, 1427' right of centerline, 61' AGL/677' MSL.
Building 1 NM from DER, 1897' right of centerline, 53' AGL/724' MSL.
Traverse way and building beginning 1.1 NM from DER, 1503' right of centerline, up to 886' MSL.

HUGO, OK

STAN STAMPER MUNI (HHW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

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

HUNTSVILLE, AR

HUNTSVILLE MUNI (H34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

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

IDABEL, OK

MC CURTAIN COUNTY RGNL(4O4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23JAN03 (03023) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JONESBORO, AR

JONESBORO MUNI (JBR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, NA-obstacles.

TAKEOFF OBSTACLE NOTES:

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

KETCHUM, OK

SOUTH GRAND LAKE RGNL (1K8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, bush beginning 58' from DER, 42' right of centerline, up to 789' MSL.
Vehicles on road beginning 274' from DER, 199' right of centerline, up to 796' MSL.
Vehicles on road beginning 275' from DER, 13' right of centerline, up to 797' MSL.
Pole 294' from DER, 125' right of centerline, 21' AGL/803' MSL.
Pole 300' from DER, 442' right of centerline, 813' MSL.
Tree, pole beginning 410' from DER, 22' right of centerline, up to 820' MSL.
Tree 1416' from DER, 717' right of centerline, 823' MSL.
Tree 1429' from DER, 541' right of centerline, 827' MSL.
Trees beginning 1477' from DER, 8' right of centerline, up to 60' AGL/829' MSL.
Trees beginning 1710' from DER, 15' right of centerline, up to 60' AGL/830' MSL.
Tree 2972' from DER, 839' right of centerline, 859' MSL.
Tree, vehicles on road, pole, post beginning 75' from DER, 10' left of centerline, up to 44' AGL/824' MSL.
Trees beginning 792' from DER, 544' left of centerline, up to 828' MSL.
Tree 1052' from DER, 634' left of centerline, 835' MSL.
Trees beginning 1089' from DER, 137' left of centerline, up to 840' MSL.
Trees beginning 1405' from DER, 54' left of centerline, up to 842' MSL.
Trees beginning 1500' from DER, 62' left of centerline, up to 844' MSL.
Trees beginning 1600' from DER, 16' left of centerline, up to 846' MSL.
Trees beginning 1734' from DER, 87' left of centerline, up to 853' MSL.
Tree 2282' from DER, 981' left of centerline, 855' MSL.
Tree 2309' from DER, 1108' left of centerline, 858' MSL.
Rwy 36, tree, terrain beginning 4728' from DER, on centerline, up to 39' AGL/985' MSL.
Bush 28' from DER, 82' right of centerline, 8' AGL/787' MSL.
Tree 55' from DER, 290' right of centerline, 795' MSL.
Tree, vehicles on road beginning 185' from DER, 27' right of centerline, up to 798' MSL.
Tree 292' from DER, 297' right of centerline, 816' MSL.
Trees beginning 293' from DER, 33' right of centerline, up to 818' MSL.
Trees beginning 629' from DER, 31' right of centerline, up to 36' AGL/820' MSL.
Tree 741' from DER, 145' right of centerline, 41' AGL/827' MSL.
Trees beginning 785' from DER, 2' right of centerline, up to 43' AGL/829' MSL.
Tree 1413' from DER, 525' right of centerline, 836' MSL.
Trees beginning 1529' from DER, 425' right of centerline, up to 845' MSL.
Tree 2457' from DER, 1093' right of centerline, 856' MSL.
Trees beginning 2612' from DER, 8' right of centerline, up to 861' MSL.
Trees beginning 2897' from DER, 60' right of centerline, up to 862' MSL.
Tree 2990' from DER, 387' right of centerline, 55' AGL/872' MSL.
Tree 3031' from DER, 260' right of centerline, 57' AGL/879' MSL.
Trees beginning 3127' from DER, 113' right of centerline, up to 71' AGL/892' MSL.
Trees beginning 3427' from DER, 9' right of centerline, up to 64' AGL/897' MSL.
Tree 3843' from DER, 170' right of centerline, 40' AGL/899' MSL.
Trees beginning 3846' from DER, 56' right of centerline, up to 59' AGL/912' MSL.
Trees beginning 3932' from DER, 18' right of centerline, up to 50' AGL/913' MSL.
Trees beginning 4065' from DER, 144' right of centerline, up to 49' AGL/918' MSL.
Trees beginning 4072' from DER, 26' right of centerline, up to 47' AGL/920' MSL.
Trees beginning 4144' from DER, 19' right of centerline, up to 62' AGL/929' MSL.
Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL.
Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL.
Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL.
Tree 4709' from DER, 344' right of centerline, 58' AGL/977' MSL.

CON'T

KETCHUM, OK (CON'T)

SOUTH GRAND LAKE RGNL (1K8) (CON'T)

Rwy 36 (CON'T), trees beginning 4833' from DER, 99' right of centerline, up to 44' AGL/998' MSL.
Trees beginning 4902' from DER, 229' right of centerline, up to 63' AGL/1009' MSL.
Tree, terrain beginning 4933' from DER, 26' right of centerline, up to 57' AGL/1013' MSL.
Trees beginning 4982' from DER, 97' right of centerline, up to 39' AGL/1019' MSL.
Tree, bush, terrain beginning 5020' from DER, 64' right of centerline, up to 40' AGL/1020' MSL.
Tree, terrain, bush beginning 5223' from DER, 4' right of centerline, up to 51' AGL/1026' MSL.
Tree 1 NM from DER, 1132' right of centerline, 947' MSL.
Tree, bush beginning 2' from DER, 122' left of centerline, up to 800' MSL.
Tree, terrain, bush, fence, vehicles on road beginning 109' from DER, 3' left of centerline, up to 36' AGL/833' MSL.
Tree, terrain, driveway beginning 388' from DER, 2' left of centerline, up to 845 ' MSL.
Trees beginning 1490' from DER, 41' left of centerline, up to 48' AGL/846' MSL.
Trees beginning 1582' from DER, 13' left of centerline, up to 47' AGL/848' MSL.
Tree 1640' from DER, 65' left of centerline, 48' AGL/849' MSL.
Tree 1699' from DER, 131' left of centerline, 47' AGL/851' MSL.
Tree, terrain beginning 1704' from DER, 25' left of centerline, up to 45' AGL/857' MSL.
Tree, pole, terrain beginning 1881' from DER, 83' left of centerline, up to 44' AGL/859' MSL.
Tree, terrain beginning 1986' from DER, 103' left of centerline, up to 56' AGL/866' MSL.
Trees beginning 2210' from DER, 175' left of centerline, up to 56' AGL/868' MSL.
Trees beginning 2379' from DER, 220' left of centerline, up to 53' AGL/870' MSL.
Tree, pole beginning 2477' from DER, 304' left of centerline, up to 876' MSL.
Trees beginning 2641' from DER, 366' left of centerline, up to 58' AGL/884' MSL.
Tree, pole beginning 2709' from DER, 112' left of centerline, up to 891' MSL.
Trees beginning 2931' from DER, 35' left of centerline, up to 928' MSL.
Trees beginning 3043' from DER, 163' left of centerline, up to 929' MSL.
Trees beginning 3213' from DER, 286' left of centerline, up to 942' MSL.
Tree, pole beginning 3329' from DER, 168' left of centerline, up to 958' MSL.
Tree 3426' from DER, 1210' left of centerline, 965' MSL.
Trees beginning 3427' from DER, 154' left of centerline, up to 969' MSL.
Trees beginning 3533' from DER, 66' left of centerline, up to 988' MSL.
Trees beginning 3680' from DER, 12' left of centerline, up to 997' MSL.
Tree, bush beginning 4265' from DER, 47' left of centerline, up to 998' MSL.
Tree, bush beginning 4325' from DER, 267' left of centerline, up to 1008' MSL.
Tree, bush beginning 4351' from DER, 95' left of centerline, up to 1013' MSL.
Tree, bush beginning 4393' from DER, 30' left of centerline, up to 1017' MSL.
Trees beginning 4466' from DER, 376' left of centerline, up to 1024' MSL.
Tree, terrain, bush beginning 4485' from DER, 50' left of centerline, up to 1022' MSL.
Tree, bush, terrain beginning 4602' from DER, 11' left of centerline, up to 1025' MSL.
Tree, terrain beginning 4682' from DER, 84' left of centerline, up to 1030' MSL.
Tree, terrain beginning 4797' from DER, 143' left of centerline, up to 1032' MSL.
Tree, terrain, bush, trmsn towers beginning 4880' from DER, 4' left of centerline, up to 1033' MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 18' from DER, 187' left of centerline, 15' AGL/141' MSL.
Rising terrain 18' from DER, 47' right of centerline, 126' MSL.
Trees, beginning 125' from DER, 159' left of centerline, up to 79' AGL/204' MSL.
Trees, beginning 1010' from DER, 387' right of centerline, up to 66' AGL/192' MSL.
Rwy 19, rising terrain 14' from DER, 221' left of centerline, 127' MSL.
Bush 24' from DER, 194' right of centerline, 6' AGL/131' MSL.
Catenary, bush, and vehicles on road beginning 96' from DER, left and right of centerline, up to 29' AGL/154' MSL.
Poles, buildings, antenna, and vehicles on road beginning 216' from DER, 191' left of centerline, up to 33' AGL/157' MSL.
Trees beginning 691' from DER, 221' right of centerline, 58' AGL/179' MSL.
Tree and poles beginning 961' from DER, left and right of centerline, up to 65' AGL/183' MSL.
Trees, antenna, and pole beginning 1055' from DER, left and right of centerline, up to 72' AGL/186' MSL.
Trees beginning 1405' from DER, 212' right of centerline, up to 69' AGL/189' MSL.
Trees and antenna beginning 1636' from DER, left and right of centerline, up to 74' AGL/199' MSL.
Trees beginning 1714' from DER, left and right of centerline, up to 82' AGL/207' MSL.
Trees beginning 2210' from DER, left and right of centerline, up to 91' AGL/212' MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

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

LITTLE ROCK, AR

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 200-1½ or std. w/min. climb of 385' per NM to 500.
Rwy 22L, 200-1¼ or std. w/min. climb of 222' per NM to 500.
Rwy 22R, 300-2 or std. w/min. climb of 337' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 22R, climb heading 227° to 1100 before turning right.
Rwy 36, climb heading 002° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence and railroad beginning 488' from DER, 537' right of centerline, up to 32' AGL/282' MSL.
Tree 1146' from DER, 376' left of centerline, 294' MSL.
Tree, and railroad beginning 1184' from DER, 18' left of centerline, up to 303' MSL.
Tree 1473' from DER, 149' right of centerline, 295' MSL.
Tree 1902' from DER, 423' right of centerline, 313' MSL.
Vehicles on road 2036' from DER, 177' left of centerline, 313' MSL.
Tree 2352' from DER, 466' right of centerline, 342' MSL.
Trees beginning 2441' from DER, 217' left of centerline, up to 364' MSL.
Tree 2726' from DER, 154' left of centerline, 374' MSL.
Tree 2779' from DER, 131' right of centerline, 361' MSL.
Tree 3113' from DER, 478' left of centerline, 390' MSL.
Tree 3176' from DER, 291' right of centerline, 399' MSL.
Tree 3230' from DER, 805' right of centerline, 407' MSL.
Tree 3249' from DER, 589' left of centerline, 396' MSL.
Tree 3287' from DER, 802' left of centerline, 399' MSL.
Tree 3701' from DER, 760' right of centerline, 424' MSL.
Tree 3701' from DER, 617' left of centerline, 401' MSL.
Trees beginning 3856' from DER, 142' right of centerline, up to 429' MSL.
Tree 3945' from DER, 367' right of centerline, 433' MSL.
Tree, elevator and stack beginning 3998' from DER, 74' right of centerline, up to 437' MSL.
Tree 1.1 NM from DER, 2111' right of centerline, 459' MSL.
Rwy 22L, tree and building beginning 780' from DER, 417' left of centerline, up to 315' MSL.
Pole 979' from DER, 502' right of centerline, 36' AGL/295' MSL.
Tower 1828' from DER, 884' left of centerline, 49' AGL/337' MSL.
Pole 2128' from DER, 754' left of centerline, 72' AGL/342' MSL.
Tree 2278' from DER, 174' left of centerline, 343' MSL.
Tree 2490' from DER, 890' left of centerline, 361' MSL.
Tree and pole beginning 2511' from DER, 854' left of centerline, up to 376' MSL.
Trees beginning 4726' from DER, 1584' right of centerline, up to 399' MSL.
Tree 5149' from DER, 1422' right of centerline, 401' MSL.
Tree 5816' from DER, 1831' right of centerline, 425' MSL.
Tree 5878' from DER, 1931' right of centerline, 429' MSL.
Tree 6019' from DER, 1946' right of centerline, 433' MSL.
Rwy 22R, building 348' from DER, 478' right of centerline, 17' AGL/267' MSL.
Vehicles on road 458' from DER, 536' right of centerline, 268' MSL.
Railroad 646' from DER, 570' right of centerline, 274' MSL.
Fence 818' from DER, 215' right of centerline, 32' AGL/282' MSL.
Pole 946' from DER, 453' right of centerline, 37' AGL/287' MSL.
Railroad 968' from DER, 730' left of centerline, 285' MSL.
Building 1167' from DER, 420' right of centerline, 40' AGL/291' MSL.
Tree 1235' from DER, 759' left of centerline, 295' MSL.
Pole 1460' from DER, 101' right of centerline, 42' AGL/293' MSL.
Tree 1732' from DER, 869' left of centerline, 313' MSL.
Tree 1848' from DER, 2729' left of centerline, 499' MSL.
Tree 1970' from DER, 356' right of centerline, 311' MSL.
Tree 2871' from DER, 405' right of centerline, 325' MSL.
Trees beginning 4377' from DER, 1170' left of centerline, up to 437' MSL.
Tree 6030' from DER, 1611' left of centerline, 456' MSL.
Tree 1.4 NM from DER, 2729' left of centerline, 499' MSL.
Tree 1.5 NM from DER, 2629' left of centerline, 512' MSL.
Tree 1.6 NM from DER, 2621' left of centerline, 66' AGL/508' MSL.
Rwy 36, trees beginning 243' from DER, 541' right of centerline, up to 347' MSL.
Tower 568' from DER, 504' left of centerline, 60' AGL/313' MSL.
Tree and pole beginning 747' from DER, 2' left of centerline, up to 345' MSL.
Tree and pole beginning 1074' from DER, 196' right of centerline, up to 354' MSL.
Tree 3789' from DER, 492' left of centerline, 367' MSL.
Tree 3918' from DER, 546' right of centerline, 369' MSL.
Tower 1.9 NM from DER, 2637' left of centerline, 312' AGL/558' MSL.

LITTLE ROCK AFB (KLRF)
JACKSONVILLE, AR
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
14FEB08 (08045)
DEPARTURE PROCEDURE:
Rwy 25, cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from DER, 2248' left of centerline.
TAKEOFF OBSTACLES:
Rwy 7, Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline.
Multiple trees up to 80' AGL/370' MSL,1433' from DER, 674' left of centerline.
Rwy 7 (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline.
Terrain 292' MSL, 32' from DER, 413' right of centerline.
Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline.
Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline.
Rwy 25: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline.
Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline.
Rwy 25 (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline.
Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK
MADILL MUNI (1F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 190° to 3100 before turning left.
Rwy 36, climb heading 360° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees across centerline beginning 713' from DER, up to 50' AGL/920' MSL.
Rwy 36, trees beginning 432' from DER, 139' left of centerline, up to 50' AGL/890' MSL.
Trees beginning 817' from DER, 110' right of centerline, up to 50' AGL/890' MSL.

MAGNOLIA, AR
RALPH C WEISER FIELD (AGO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 14SEP17 (17257)
TAKEOFF OBSTACLE NOTES:
Rwy 18, ground 27' from DER, 389' right of centerline, 321' MSL.
Tree, ground beginning 85' from DER, 150' right of centerline, up to 8' AGL/326' MSL.
Ol pole 340' from DER, 180' left of centerline, 333' MSL.
Bush beginning 511' from DER, 185' right of centerline, up to 336' MSL.
Tree 1189' from DER, 797' right of centerline, 379' MSL.
Trees beginning 1290' from DER, 720' right of centerline, up to 387' MSL.
Tree 1337' from DER, 851' left of centerline, 372' MSL.
Trees beginning 1628' from DER, 837' left of centerline, up to 374' MSL.
Tree 1725' from DER, 738' right of centerline, 392' MSL.
Trees beginning 1780' from DER, 247' right of centerline, up to 409' MSL.
Trees beginning 1825' from DER, 880' left of centerline, up to 378' MSL.
Tree 2023' from DER, 1009' left of centerline, 381' MSL.
Pole 2035' from DER, 900' left of centerline, 383' MSL.
Trees beginning 2179' from DER, 871' left of centerline, up to 386' MSL.
Treeline beginning 2596' from DER, 94' right of centerline, up to 329' AGL/429' MSL.
Trees beginning 2642' from DER, 49' left of centerline, up to 112' AGL/455' MSL.
Trees beginning 2705' from DER, 13' right of centerline, up to 432' MSL.
Trees beginning 2872' from DER, 8' right of centerline, up to 441' MSL.
Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL.
Rwy 36, NT REIL 9' from DER, 89' right of centerline, 302' MSL.
NT REIL 10' from DER, 90' left of centerline, 3' AGL/303' MSL.
Trees beginning 278' from DER, 351' right of centerline, up to 354' MSL.
Trees beginning 633' from DER, 374' left of centerline, up to 371' MSL.
Trees beginning 842' from DER, 34' left of centerline, up to 385' MSL.
Trees beginning 2121' from DER, 295' right of centerline, up to 361' MSL.
Tree 2271' from DER, 118' right of centerline, 362' MSL.
Tree 2347' from DER, 1033' right of centerline, 363' MSL.
Tree 2376' from DER, 754' right of centerline, 363' MSL.
Tree 2431' from DER, 498' right of centerline, 367' MSL.
Trees beginning 2481' from DER, 221' right of centerline, up to 376' MSL.
Trees beginning 2719' from DER, 146' right of centerline, up to 383' MSL.

MALVERN, AR
MALVERN MUNI (M78)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAY07 (07130) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, multiple trees beginning 456' from DER, 1' left of centerline, up to 100' AGL/649' MSL.
Multiple trees beginning 456' from DER, 1' right of centerline, up to 100' AGL/649' MSL.
Rwy 22, multiple trees and power lines beginning 241' from DER, 1' left of centerline, up to 75' AGL/604' MSL.
Multiple trees and power lines beginning 241' from DER, 1' right of centerline, up to 75' AGL/ 604' MSL.

MANGUM, OK
SCOTT FIELD (2K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 1240' from DER, left to right of centerline, 15' AGL/1694' MSL.
Multiple trees 977' from DER, 33' right of centerline, 100' AGL/1779' MSL.
Rwy 35, vehicle on road 632' from DER, left to right of centerline, 15' AGL/1644' MSL.

MANILA, AR
MANILA MUNI (MXA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (13262) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, pole 140' from DER, 440' right of centerline, 26' AGL/266' MSL.
Pole 529' from DER, 449' right of centerline, 39' AGL/279' MSL.
Tank 211' from DER, 190' left of centerline, 13' AGL/253' MSL.
Trees beginning 1807' from DER, left and right of centerline, up to 95' AGL/334' MSL.
Rwy 36, pole 584' from DER, 554' left of centerline, 33' AGL/270' MSL.
Pole 585' from DER, 530' right of centerline, 28' AGL/268' MSL.
Vehicle on road 569' from DER, 4' left of centerline, 24' AGL/265' MSL.
Trees beginning 811' from DER, left and right of centerline, up to 116' AGL/351' MSL.

MARIANNA, AR
MARIANNA/LEE COUNTY - STEVE EDWARDS FIELD (6M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22AUG13 (13234) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tank 27' from DER, 353' right of centerline, 10' AGL/225' MSL.
Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL.
Vehicles on road beginning 109' from DER, 445' right of centerline, up to 17' AGL/234' MSL.
Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL.
Rwy 36, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL.
Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL.
Multiple trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARSHALL, AR
SEARCY COUNTY (4A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions.
Rwy 23, std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 051° to 2100 before proceeding on course.
Rwy 23, climb heading 231° to 2600 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
Rwy 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, rising terrrain beginning 3' from DER, 300' left and 138' right of centerline, up to 978' MSL.
Rising terrrain beginning 67' from DER, 389' right of centerline, up to 990' MSL.
Trees and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL.
Sign 26' from DER, 197' left of centerline, 3' AGL/966' MSL.
Trees beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL.
Trees, poles and t-l towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL.
Trees, poles and t-l towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL.
Tree 3006' from DER, 688' left of centerline, 97' AGL/1050' MSL.
Trees, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL.
CON'T

MARSHALL, AR (CON'T)

SEARCY COUNTY (4A5) (CON'T)

Rwy 5 (CON'T), trees beginning 4776' from DER, 1514' right of centerline, up to 92' AGL/1107' MSL.
Rwy 23, rising terrain beginning 4' from DER, 144' left and 180' right of centerline, up to 945' MSL.
Trees beginning 7' from DER, 401' left of centerline, up to 79' AGL/995' MSL.
Trees beginning 43' from DER, 274' right of centerline, up to 29' AGL/967' MSL.
Trees beginning 70' from DER, 491' right of centerline, up to 62' AGL/1003' MSL.
Trees beginning 395' from DER, 269' right of centerline, up to 88' AGL/965' MSL.

MC ALESTER, OK

MC ALESTER RGNL (MLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

MC GEHEE, AR

MC GEHEE MUNI (7M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

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

MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD (42A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¼ or std. w/ min. climb of 235' per NM to 1000 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 3, vegetation 1' from DER, 384' right of centerline, 710' MSL.
Tree, vegetation beginning 22' from DER, 252' right of centerline, up to 39' AGL/733' MSL.
Tree 151' from DER, 510' left of centerline, 723' MSL.
Tree 297' from DER, 577' left of centerline, 725' MSL.
Tree 427' from DER, 519' left of centerline, 737' MSL.
Trees beginning 537' from DER, 552' left of centerline, up to 749' MSL.
Trees beginning 1044' from DER, 643' right of centerline, up to 757' MSL.
Tree 1234' from DER, 582' right of centerline, 771' MSL.
Tree 1332' from DER, 528' right of centerline, 775' MSL.
Tree 1426' from DER, 472' right of centerline, 777' MSL.
Trees beginning 1519' from DER, 314' right of centerline, up to 792' MSL.
Tree 2322' from DER, 712' left of centerline, 781' MSL.
Tree 2990' from DER, 426' left of centerline, 785' MSL.
Tree 3099' from DER, 426' left of centerline, 789' MSL.
Tree 3212' from DER, 753' left of centerline, 796' MSL.
Tree 3244' from DER, 1270' left of centerline, 797' MSL.
Trees beginning 3359' from DER, 378' left of centerline, up to 806' MSL.
Tree 3467' from DER, 76' right of centerline, 796' MSL.
Rwy 21, fence, terrain, vegetation beginning 16' from DER, 357' left of centerline, up to 756' MSL.
Tree, vegetation beginning 31' from DER, 267' right of centerline, up to 69' AGL/786' MSL.
Trees beginning 170' from DER, 500' right of centerline, up to 79' AGL/789' MSL.
Trees beginning 652' from DER, 509' right of centerline, up to 790' MSL.
Trees beginning 983' from DER, 505' right of centerline, up to 792' MSL.
Trees beginning 1164' from DER, 548' left of centerline, up to 806' MSL.
Trees beginning 1180' from DER, 503' right of centerline, up to 793' MSL.
Trees beginning 1357' from DER, 528' left of centerline, up to 807' MSL.
Trees beginning 1526' from DER, 524' right of centerline, up to 794' MSL.
Trees beginning 1615' from DER, 515' left of centerline, up to 813' MSL.

CON'T

MELBOURNE, AR (CON'T)

MELBOURNE MUNI-JOHN E MILLER FIELD (42A) (CON'T)

Rwy 21 (CON'T), trees beginning 1666' from DER, 746' right of centerline, up to 797' MSL.
Tree 1732' from DER, 843' right of centerline, 800' MSL.
Trees beginning 1778' from DER, 482' left of centerline, up to 819' MSL.
Tree 1791' from DER, 560' right of centerline, 801' MSL.
Trees beginning 1823' from DER, 528' right of centerline, up to 805' MSL.
Tree 2057' from DER, 733' right of centerline, 808' MSL.
Trees beginning 2081' from DER, 493' right of centerline, up to 811' MSL.
Trees beginning 2212' from DER, 353' right of centerline, up to 813' MSL.
Trees beginning 2298' from DER, 239' right of centerline, up to 814' MSL.
Tree 2725' from DER, 1014' left of centerline, 822' MSL.
Trees beginning 2740' from DER, 1074' left of centerline, up to 830' MSL.
Trees beginning 2895' from DER, 1139' left of centerline, up to 838' MSL.
Trees beginning 3510' from DER, 839' right of centerline, up to 831' MSL.
Tree 3627' from DER, 791' right of centerline, 833' MSL.
Tree 3928' from DER, 68' left of centerline, 842' MSL.
Trees beginning 3952' from DER, 33' right of centerline, up to 852' MSL.
Tree 4047' from DER, 97' left of centerline, 846' MSL.
Tree 4857' from DER, 1721' left of centerline, 858' MSL.
Tree 5119' from DER, 1713' left of centerline, 873' MSL.
Trees beginning 5211' from DER, 1646' left of centerline, up to 874' MSL.
Tree 5465' from DER, 239' left of centerline, 876' MSL.
Tree 5582' from DER, 399' left of centerline, 880' MSL.
Tree 5618' from DER, 265' left of centerline, 887' MSL.
Trees beginning 5708' from DER, 199' left of centerline, up to 894' MSL.
Trees beginning 5817' from DER, 45' left of centerline, up to 897' MSL.
Trees beginning 5913' from DER, 210' left of centerline, up to 899' MSL.
Tree 6002' from DER, 25' right of centerline, 69' AGL/899' MSL.
Tree 6012' from DER, 64' left of centerline, 69' AGL/902' MSL.
Tank 1 NM from DER, 198' left of centerline, 92' AGL/925' MSL.

MENA, AR

MENA INTERMOUNTAIN MUNI (MEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 435' per NM to 2700 or 1900-3 for climb in visual conditions.
Rwy 27, std. w/min. climb of 425' per NM to 2100 or 1900-3 for climb in visual conditions.
Rwy 35, std. w/min. climb of 465' per NM to 3300 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 9, climb heading 089° to 2100 before turning right.
Rwy 17, climb heading 170° to 2800 before turning right.
Rwy 27, climb heading 269° to 2000 before turning left.

VCOA:
Rwys 17, 27, 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mena Intermountain Municipal Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 9, lighting 10' from DER, 28' right of centerline, 2' AGL/1051' MSL.
Lighting, NAVAID beginning 11' from DER, 28' left of centerline, up to 2' AGL/1051' MSL.
Vegetation 66' from DER, 479' left of centerline, 1058' MSL.
Rwy 17, NAVAID 39' from DER, 75' right of centerline, 3' AGL/1081' MSL.
NAVAID 39' from DER, 76' left of centerline, 3' AGL/1081' MSL.
Vegetation 444' from DER, 604' left of centerline, 1092' MSL.
Tree 657' from DER, 611' left of centerline, 1109' MSL.
Trees beginning 831' from DER, 147' left of centerline, up to 1110' MSL.
Tree 1080' from DER, 755' left of centerline, 1146' MSL.
Tree 3764' from DER, 1176' left of centerline, 1183' MSL.
Tree 3957' from DER, 58' left of centerline, 1187' MSL.
Trees beginning 1.5 NM from DER, 132' left of centerline, up to 1355' MSL.
Tree 1.5 nm from DER, 2400' right of centerline, 1328' MSL.
Tree 1.5 NM from DER, 93' right of centerline, 1338' MSL.
Trees beginning 1.5 nm from DER, 2229' right of centerline, up to 1354' MSL.
Trees beginning 1.5 NM from DER, 141' left of centerline, up to 1412' MSL.
Trees beginning 1.6 NM from DER, 299' right of centerline, up to 1387' MSL.
Trees beginning 1.6 NM from DER, 413' left of centerline, up to 1419' MSL.
Tree 1.6 NM from DER, 37' right of centerline, 1455' MSL.
Trees beginning 1.6 NM from DER, 269' right of centerline, up to 1469' MSL.
Tree 1.6 NM from DER, 156' left of centerline, 1464' MSL.
Trees beginning 1.6 NM from DER, 1660' left of centerline, up to 1471' MSL.
Trees beginning 1.6 NM from DER, 437' left of centerline, up to 1487' MSL.
Trees beginning 1.6 NM from DER, 524' right of centerline, up to 1486' MSL.
Tree 1.6 NM from DER, 254' right of centerline, 1541' MSL.
Tree 1.6 NM from DER, 238' left of centerline, 1537' MSL.

CON'T

MENA, AR (CON'T)

MENA INTERMOUNTAIN MUNI (MEZ) (CON'T)

Rwy 17 (CON'T), trees beginning 1.6 NM from DER, 37' right of centerline, up to 1586' MSL.
Trees beginning 1.6 NM from DER, 851' left of centerline, up to 1542' MSL.
Trees beginning 1.7 NM from DER, 84' left of centerline, up to 1631' MSL.
Trees beginning 1.8 nm from DER, 211' left of centerline, up to 1658' MSL.
Trees, pole beginning 1.8 NM from DER, 39' right of centerline, up to 1591' MSL.
Trees beginning 2.1 NM from DER, 2255' right of centerline, up to 1634' MSL.
Trees beginning 2.2 NM from DER, 1778' right of centerline, up to 1652' MSL.
Trees beginning 2.2 NM from DER, 2711' right of centerline, up to 1666' MSL.
Trees beginning 2.3 NM from DER, 74' right of centerline, up to 1689' MSL.
Trees beginning 2.4 NM from DER, 440' right of centerline, up to 1708' MSL.
Trees beginning 2.5 NM from DER, 18' right of centerline, up to 1754' MSL.
Pole, trees beginning 2.5 NM from DER, 218' left of centerline, up to 57' AGL/1767' MSL.
Tree 2.5 NM from DER, 824' left of centerline, 1796' MSL.
Tree 2.5 NM from DER, 1144' left of centerline, 1831' MSL.
Rwy 27, NAVAID 39' from DER, 90' left of centerline, 2' AGL/1079' MSL.
NAVAID 39' from DER, 89' right of centerline, 1079' MSL.
Tree 333' from DER, 537' right of centerline, 1099' MSL.
Trees beginning 415' from DER, 327' right of centerline, up to 1108' MSL.
Trees beginning 723' from DER, 515' right of centerline, up to 1109' MSL.
Trees beginning 946' from DER, 450' right of centerline, up to 1110' MSL.
Tree 1070' from DER, 471' right of centerline, 1112' MSL.
Tree 1124' from DER, 573' left of centerline, 1110' MSL.
Tree 1184' from DER, 694' right of centerline, 1127' MSL.
Trees beginning 1201' from DER, 380' left of centerline, up to 1148' MSL.
Trees beginning 1411' from DER, 110' right of centerline, up to 1145' MSL.
Trees beginning 1658' from DER, 496' left of centerline, up to 1149' MSL.
Trees beginning 1875' from DER, 449' right of centerline, up to 1146' MSL.
Trees beginning 1913' from DER, 271' right of centerline, up to 1152' MSL.
Trees beginning 2074' from DER, 163' left of centerline, up to 1152' MSL.
Trees beginning 2122' from DER, 34' left of centerline, up to 1158' MSL.
Tree 2165' from DER, 117' right of centerline, 1155' MSL.
Trees beginning 2201' from DER, 208' right of centerline, up to 1157' MSL.
Trees beginning 2302' from DER, 14' right of centerline, up to 1162' MSL.
Trees beginning 2471' from DER, 155' left of centerline, up to 1159' MSL.
Trees beginning 2567' from DER, 5' right of centerline, up to 1164' MSL.
Trees beginning 2634' from DER, 319' left of centerline, up to 1165' MSL.
Trees beginning 2743' from DER, 121' left of centerline, up to 1167' MSL.
Trees beginning 2789' from DER, 107' right of centerline, up to 1167' MSL.
Trees beginning 2950' from DER, 13' left of centerline, up to 1169' MSL.
Trees beginning 2973' from DER, 79' right of centerline, up to 1175' MSL.
Trees beginning 3163' from DER, 75' left of centerline, up to 1171' MSL.
Trees beginning 3297' from DER, 862' right of centerline, up to 1176' MSL.
Tree 4266' from DER, 482' right of centerline, 1186' MSL.
Tree 1.3 NM from DER, 2513' left of centerline, 1292' MSL.
Tree 1.4 NM from DER, 2508' left of centerline, 1295' MSL.
Tree 1.5 NM from DER, 2542' left of centerline, 1315' MSL.
Tree 1.5 NM from DER, 2775' left of centerline, 1401' MSL.
Tree 1.5 NM from DER, 2547' left of centerline, 1413' MSL.
Trees beginning 1.5 NM from DER, 2167' left of centerline, up to 1424' MSL.
Tree 1.5 NM from DER, 2665' left of centerline, 1445' MSL.
Trees beginning 1.5 NM from DER, 2156' left of centerline, up to 1500' MSL.
Trees beginning 1.5 NM from DER, 1896' left of centerline, up to 1529' MSL.
Trees, buildings beginning 1.6 NM from DER, 1928' left of centerline, up to 1592' MSL.
Building, trees beginning 1.8 NM from DER, 1384' left of centerline, up to 27' AGL/1609' MSL.
Trees beginning 1.8 NM from DER, 868' left of centerline, up to 1615' MSL.
Trees beginning 1.9 NM from DER, 685' left of centerline, up to 1652' MSL.
Building, trees beginning 1.9 NM from DER, 259' left of centerline, up to 51' AGL/1715' MSL.
Trees beginning 2.1 NM from DER, 53' right of centerline, up to 1449' MSL.
Tree, pole beginning 2.2 NM from DER, 320' right of centerline, up to 1462' MSL.
Rwy 35, buildings beginning 26' from DER, 365' right of centerline, up to 30' AGL/1069' MSL.
Trees, pole beginning 106' from DER, 41' left of centerline, up to 1106' MSL.
Trees beginning 641' from DER, 425' right of centerline, up to 1120' MSL.
Trees beginning 1074' from DER, 117' right of centerline, up to 1130' MSL.
Tree 2146' from DER, 60' left of centerline, 1120' MSL.

MIAMI, OK

MIAMI RGNL (MIO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26MAY16 (16147) (FAA)

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

MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 23JUN16 (16175) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

MOORELAND, OK

MOORELAND MUNI (MDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

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

MORRILTON, AR

MORRILTON MUNI (BDQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08MAY08 (08129) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

PETIT JEAN PARK (MPJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 326' per NM to 1300.
Rwy 21, 300-2 or std. w/min. climb of 366' per NM to 1300.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole, traverse way beginning 47' from DER, 447' left of centerline, up to 28' AGL/968' MSL.
Tree, traverse way beginning 162' from DER, 243' left of centerline, up to 51' AGL/995' MSL.
Tree, pole, traverse way beginning 205' from DER, 1' right of centerline, up to 48' AGL/962' MSL.
Tree, pole beginning 359' from DER, 224' right of centerline, up to 53' AGL/972' MSL.
Tree, pole beginning 496' from DER, 173' right of centerline, up to 62' AGL/985' MSL.
Tree, pole, building beginning 588' from DER, 160' right of centerline, up to 66' AGL/992' MSL.
Trees beginning 797' from DER, 91' left of centerline, up to 64' AGL/1008' MSL.
Tree 1040' from DER, 356' left of centerline, 78' AGL/1009' MSL.
Trees beginning 1150' from DER, 92' left of centerline, up to 80' AGL/1020' MSL.
Tree 1162' from DER, 6' right of centerline, 59' AGL/1003' MSL.
Tree 1236' from DER, 678' right of centerline, 73' AGL/1023' MSL.
Trees beginning 1430' from DER, 16' right of centerline, up to 73' AGL/1028' MSL.
Trees beginning 1858' from DER, 101' left of centerline, up to 88' AGL/1030' MSL.
Trees beginning 2520' from DER, 16' left of centerline, up to 55' AGL/1039' MSL.
Tree 2579' from DER, 233' right of centerline, 48' AGL/1035' MSL.
Tree 2640' from DER, 440' left of centerline, 54' AGL/1042' MSL.
Trees beginning 2712' from DER, 11' right of centerline, up to 57' AGL/1051' MSL.
Tree 2808' from DER, 53' left of centerline, 50' AGL/1049' MSL.
Trees beginning 2993' from DER, 55' left of centerline, up to 58' AGL/1053' MSL.
Tree 3594' from DER, 38' right of centerline, 56' AGL/1056' MSL.
Tree 3733' from DER, 1385' right of centerline, 73' AGL/1064' MSL.
Tree 3748' from DER, 937' right of centerline, 79' AGL/1071' MSL.
Tree 5154' from DER, 654' right of centerline, 81' AGL/1133' MSL.

CON'T

MORRILTON, AR (CON'T)

PETIT JEAN PARK (MPJ) (CON'T)

Rwy 3 (CON'T), tree 1 NM from DER, 958' left of centerline, 61' AGL/1157' MSL.
Rwy 21, fence 2' from DER, 250' right of centerline, 12' AGL/896' MSL.
Tree 116' from DER, 367' right of centerline, 60' AGL/944' MSL.
Tree 1018' from DER, 420' left of centerline, 53' AGL/939' MSL.
Tree 1134' from DER, 672' left of centerline, 69' AGL/962' MSL.
Tree 1181' from DER, 478' left of centerline, 92' AGL/984' MSL.
Trees beginning 1350' from DER, 60' left of centerline, up to 91' AGL/987' MSL.
Tree 1390' from DER, 521' right of centerline, 81' AGL/964' MSL.
Tree 1568' from DER, 663' right of centerline, 86' AGL/972' MSL.
Tree, building beginning 1588' from DER, 314' right of centerline, up to 90' AGL/982' MSL.
Tree 1638' from DER, 208' left of centerline, 93' AGL/996' MSL.
Tree, traverse way beginning 1765' from DER, 52' left of centerline, up to 93' AGL/997' MSL.
Tree 1909' from DER, 679' left of centerline, 88' AGL/1007' MSL.
Trees beginning 2067' from DER, 36' left of centerline, up to 96' AGL/1015' MSL.
Trees beginning 2101' from DER, 62' right of centerline, up to 84' AGL/997' MSL.
Tree, building, pole beginning 2287' from DER, 247' left of centerline, up to 82' AGL/1016' MSL.
Tree 2579' from DER, 1184' right of centerline, 90' AGL/1002' MSL.
Tree, pole beginning 2909' from DER, 268' right of centerline, up to 83' AGL/1019' MSL.
Trees beginning 3104' from DER, 40' right of centerline, up to 83' AGL/1029' MSL.
Tree, pole beginning 3165' from DER, 44' left of centerline, up to 75' AGL/1037' MSL.
Tree, pole beginning 3504' from DER, 14' left of centerline, up to 68' AGL/1049' MSL.
Trees beginning 4070' from DER, 1187' right of centerline, up to 77' AGL/1031' MSL.
Tree 4375' from DER, 419' right of centerline, 87' AGL/1033' MSL.
Trees beginning 4405' from DER, 99' right of centerline, up to 90' AGL/1034' MSL.
Tree 1.2 NM from DER, 2579' left of centerline, 64' AGL/1198' MSL.

MOUNTAIN HOME, AR

BAXTER COUNTY (BPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13SEP18 (18256) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 51' from DER, 304' right of centerline, 962' MSL.
Tree 196' from DER, 400' right of centerline, 964' MSL.
Tree 303' from DER, 438' left of centerline, 943' MSL.
Tree 362' from DER, 464' right of centerline, 971' MSL.
Tree, pole beginning 509' from DER, 37' right of centerline, up to 976' MSL.
Tree, pole beginning 719' from DER, 53' left of centerline, up to 972' MSL.
Transmission line 1231' from DER, 261' left of centerline, 61' AGL/975' MSL.
Pole, transmission line beginning 1654' from DER, 257' right of centerline, up to 984' MSL.
Tree 2120' from DER, 552' left of centerline, 1017' MSL.
Pole 2713' from DER, 250' right of centerline, 49' AGL/1010' MSL.
Rwy 23, trees beginning 197' from DER, 376' left of centerline, up to 979' MSL.
Trees beginning 460' from DER, 463' right of centerline, up to 970' MSL.
Tree 1437' from DER, 650' right of centerline, 989' MSL.
Tree 1642' from DER, 579' left of centerline, 998' MSL.
Tree 1726' from DER, 876' left of centerline, 1000' MSL.

MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2, 30MAR17 (17089) (FAA)

TAKE-OFF MINIMUMS:

Rwy 9, std. w/min. climb of 450' per NM to 2200, or 2200-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 2100 before turning.
Rwy 27, climb heading 272° to 2800 before turning.

VCOA:

Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mountain View Wilcox Memorial field at or above 2100 before proceeding on course.

MULDROW AHP (KHMY)

LEXINGTON, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JAN21 (21028)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees, poles, bldgs, fence 17' from DER, left and right of cntrln, up to 60' AGL/1149' MSL.
Rwy 35, trees, pole left and right of cntrln, up to 70' AGL/1161' MSL.

MUSKOGEE, OK
MUSKOGEE-DAVIS RGNL (MKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01MAR18 (18060) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
Rwy 22, 200-1½ or std. w/ min. climb of 436' per NM to 900.
Rwy 31, 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 22, tree 3637' from DER, 985' right of centerline, 100' AGL/809' MSL.
Rwy 31, tree 7679' from DER, 851' left of centerline, 100' AGL/819' MSL.

NASHVILLE, AR
HOWARD COUNTY (M77)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09FEB12 (12040) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, fence and trees beginning 16' from DER, 259' left of centerline, up to 70' AGL/613' MSL.
Trees beginning 49' from DER, 344' right of centerline, up to 76' AGL/601' MSL.
Rwy 19, trees, buildings, poles, antenna, catenary, and road beginning 12' from DER, 200' left of centerline, up to 97' AGL/592' MSL.
Trees and catenary beginning 85' from DER, 241' right of centerline, up to 92' AGL/591' MSL.

NEWPORT, AR
NEWPORT RGNL (M19)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 22, building beginning 1947' from DER, 452' right of centerline, 60' AGL/299' MSL.
Rwy 36, trees 2163' from DER, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26MAY16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
Rwy 18, tree 97' from DER, 449' right of centerline, 32' AGL/1208' MSL.
Rwy 21, tree 162' from DER, 461' right of centerline, 25' AGL/1201' MSL.
Trees beginning 874' from DER, 484' right of centerline, up to 27' AGL/1208' MSL.
Trees beginning 1211' from DER, 463' left of centerline, up to 39' AGL/1210' MSL.
Light pole 1243' from DER, 745' right of centerline, 32' AGL/1213' MSL.
Rwy 36, poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

NORTH LITTLE ROCK, AR
NORTH LITTLE ROCK MUNI (ORK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 166' from DER, 389' right of centerline, 553' MSL.
Trees beginning 333' from DER, 495' right of centerline, up to 566' MSL.
Tree 1298' from DER, 272' left of centerline, 553' MSL.
Tree 1371' from DER, 796' left of centerline, 572' MSL.
Rwy 17, pole and wind indicator beginning 52' from DER, 224' right of centerline, up to 9' AGL/547' MSL.
Tree 618' from DER, 628' left of centerline, 558' MSL.
Trees beginning 1102' from DER, 83' right of centerline, up to 579' MSL.
Tree 1106' from DER, 11' left of centerline, 574' MSL.
Tree 1213' from DER, 8' left of centerline, 580' MSL.
Trees beginning 1230' from DER, 132' right of centerline, up to 583' MSL.
Trees beginning 1356' from DER, 95' left of centerline, up to 583' MSL.
Tree 1592' from DER, 109' left of centerline, 596' MSL.
Tree 1791' from DER, 91' right of centerline, 587' MSL.
Rwy 23, tree 285' from DER, 518' left of centerline, 579' MSL.
Pole 722' from DER, 481' right of centerline, 36' AGL/565' MSL.
Tree 902' from DER, 673' right of centerline, 568' MSL.
Rwy 35, trees beginning 164' from DER, 205' right of centerline, up to 581' MSL.
Terrain 178' from DER, 486' left of centerline, 560' MSL.
Fence and vehicles on road beginning 892' from DER, crossing extended runway centerline, up to 11' AGL/575' MSL.
Tree 986' from DER, 189' left of centerline, 573' MSL.
Pole 1081' from DER, 584' left of centerline, 41' AGL/608' MSL.
CON'T

NORTH LITTLE ROCK, AR (CON'T)

NORTH LITTLE ROCK MUNI (ORK) (CON'T)

Rwy 35 (CON'T), tree 1490' from DER, 634' left of centerline, 627' MSL.
Trees and pole beginning 1541' from DER, 3' left of centerline, up to 632' MSL.
Tree 1599' from DER, 251' right of centerline, 597' MSL.
Tree 1750' from DER, 204' right of centerline, 599' MSL.

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI (RCE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 28SEP06 (06271) (FAA)

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

SUNDANCE (HSD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:
Rwy 18, climb heading 174° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 133' from DER, 275' left of centerline, 1217' MSL.
Tree 206' from DER, 534' left of centerline, 1224' MSL.
Building 441' from DER, 472' left of centerline, 33' AGL/1215' MSL.
Tank 759' from DER, 545' right of centerline, 15' AGL/1212' MSL.
Tree 1553' from DER, 273' left of centerline, 1238' MSL.
T-L tower 4131' from DER, 562' left of centerline, 105' AGL/1334' MSL.
T-L tower 4807' from DER, 107' right of centerline, 109' AGL/1341' MSL.
Rwy 36, tree 131' from DER, 499' left of centerline, 1187' MSL.

WILEY POST (PWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 18SEP14 (14261) (FAA)

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

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

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

WILL ROGERS WORLD (OKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24JUL14 (14205) (FAA)

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

OKMULGEE, OK

OKMULGEE RGNL (OKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

DEPARTURE PROCEDURE:
Rwy 36, climb heading 356° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees beginning 1303' from DER, 69' left of centerline, up to 100' AGL/779' MSL.
Multiple trees beginning 1699' from DER, 12' right of centerline, up to 100' AGL 779' MSL.

OSCEOLA, AR

OSCEOLA MUNI (7M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05NOV98 (98309) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 1, 180' AGL antenna 3003' from DER, 20' right of centerline.

OZARK, AR

OZARK-FRANKLIN COUNTY (7M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 400-1½ or std. w/ min. climb of 492' per NM to 1200.

Rwy 22, std. w/ min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

Rwy 22, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL.

Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL.

Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL.

Tower 57' from DER, 404'right of centerline, 34' AGL/687' MSL.

Rwy 22, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL.

Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR

KIRK FIELD (PGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19FEB04 (04050) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1 or std. with a min. climb of 333' per NM to 600.

Rwys 8, 26, NA-unsurveyed turf runways.

Rwy 22, 200-1.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tank 5070' from DER, 883' right of centerline, 190' AGL/470' MSL.

Road 1285' from DER, on centerline, 289' MSL.

Sign 1506' from DER, 135' right of centerline, 50' AGL/331' MSL.

Rwy 22, sign 311' from DER, 285' right of centerline, 30' AGL/325' MSL.

Road 300' from DER, on centerline, 295' MSL.

PAULS VALLEY, OK

PAULS VALLEY MUNI (PVJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 500-1½ or std. w/ min. climb of 282' per NM to 1300, or alternatively, with standard TAKEOFF minimums and a normal 200' per NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 12, tank 1.13 NM from DER, 2259' right of centerline, 200' AGL/1130' MSL.

Rwy 35, tree 1247' from DER, 364' right of centerline, 100' AGL/1040' MSL.

PERRY, OK

PERRY MUNI (F22)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle on road 735' from DER, 680' right of centerline, up to 15' AGL/1023' MSL.

Vehicle on road 721' from DER, 4' left of centerline, up to 15' AGL/1023' MSL.

Trees beginning 243' from DER, 180' right of centerline, up to 100' AGL/1149' MSL.

Trees beginning 786' from DER, 201' left of centerline, up to 100' AGL/1149' MSL.

Rwy 35, trees beginning 101' from DER, 297' left of centerline, up to 26' AGL/996' MSL.

PINE BLUFF, AR
PINE BLUFF RGNL AIRPORT GRIDER FIELD (PBF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 145' from DER, 259' left of centerline, up to 27' AGL/224' MSL.
Trees beginning 223' from DER, 503' right of centerline, up to 92' AGL/289' MSL.
Rwy 36, trees beginning 2187' from DER, 323' left of centerline, up to 92' AGL/289' MSL.
Tree 2333' from DER, 252' right of centerline, 66' AGL/263' MSL.

POCAHONTAS, AR
POCAHONTAS MUNI (M70)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256) (FAA)
DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, building and vehicles on road beginning 78' from DER, 272' left of centerline, up to 20' AGL/288' MSL.
Pole 265' from DER, 538' left of centerline, 36' AGL/303' MSL.
Tree and pole beginning 288' from DER, 312' left of centerline, up to 40' AGL/308' MSL.
Tree and poles beginning 364' from DER, 306' left of centerline, up to 46' AGL/314' MSL.
Pole 438' from DER, 432' right of centerline, 31' AGL/301' MSL.
Poles beginning 440' from DER, 313' right of centerline, up to 33' AGL/303' MSL.
Building 707' from DER, 480' left of centerline, 55' AGL/321' MSL.
Trees and poles beginning 1082' from DER, 324' right of centerline, up to 58' AGL/327' MSL.
Tree 1323' from DER, 610' left of centerline, 64' AGL/329' MSL.
Rwy 36, vehicle on road 2' from DER, 435' left of centerline, 284' MSL.
Pole 157' from DER, 501' left of centerline, 26' AGL/297' MSL.
Poles, vehicle on road and tree beginning 179' from DER, 444' left of centerline, up to 31' AGL/301' MSL.
Vehicle on road 203' from DER, 444' right of centerline, 285' MSL.
Poles beginning 204' from DER, 515' right of centerline, up to 23' AGL/298' MSL.
Trees beginning 449' from DER, 295' left of centerline, up to 57' AGL/319' MSL.
Tree 1065' from DER, 749' left of centerline, 85' AGL/342' MSL.
Tree 2007' from DER, 832' right of centerline, 75' AGL/340' MSL.
Tree 2523' from DER, 1172' right of centerline, 88' AGL/347' MSL.
Tree 2997' from DER, 40' right of centerline, 98' AGL/356' MSL.
Tree 3356' from DER, 1147' right of centerline, 101' AGL/360' MSL.

PONCA CITY, OK
PONCA CITY RGNL (PNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple buildings, poles, and antenna beginning 195' from DER, 303' right of centerline, up to 81' AGL/1071' MSL.
Trees and pole 1304' from DER, from 400' left of centerline, 70' AGL/1061' MSL.
Rwy 35, antenna on building 10' from DER, 437' right of centerline, 13' AGL/1013' MSL.
Trees 1475' from DER, 350' right of centerline 50' AGL/1030' MSL.

POTEAU, OK
ROBERT S KERR (RKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 20JUN19 (19171) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb runway heading to 2500 before turning on course.
Rwy 36, climb runway heading to 2800 before turning on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, lighting beginning 2' from DER, 17' left of centerline, up to 4' AGL/452' MSL.
Lighting beginning 3' from DER, 17' right of centerline, up to 3' AGL/452' MSL.
Trees beginning 4' from DER, 281' right of centerline, up to 33' AGL/479' MSL.
Tree 82' from DER, 497' right of centerline, 45' AGL/492' MSL.
Tree, vehicles on road beginning 101' from DER, 298' left of centerline, up to 27' AGL/473' MSL.
Trees, vehicles on road beginning 155' from DER, 409' right of centerline, up to 58' AGL/503' MSL.
Trees, vehicles on road beginning 192' from DER, 285' left of centerline, up to 60' AGL/506' MSL.
Trees, vehicles on road beginning 316' from DER, 414' right of centerline, up to 59' AGL/510' MSL.
Rwy 36, terrain abeam DER, 22' left of centerline, 448' MSL.
Fence 2' from DER, 396' right of centerline, 5' AGL/449' MSL.
Vehicles on road, lighting, tree beginning 2' from DER, 12' right of centerline, up to 16' AGL/462' MSL.
Trees beginning 3' from DER, 263' left of centerline, up to 40' AGL/482' MSL.
Tree, vehicles on road 4A. beginning 23' from DER, 154' right of centerline, up to 61' AGL/506' MSL.
Trees, vehicles on road, terrain beginning 78' from DER, 273' left of centerline, up to 46' AGL/492' MSL.
CON'T

POTEAU, OK (CON'T)

ROBERT S KERR (RKR) (CON'T)

Rwy 36 (CON'T), trees, vehicles on road beginning 204' from DER, 443' left of centerline, up to 50' AGL/493' MSL.
Trees, vehicles on road beginning 300' from DER, 437' left of centerline, up to 52' AGL/499' MSL.
Trees, vehicles on road beginning 308' from DER, 292' right of centerline, up to 65' AGL/508' MSL.
Trees, vehicles on road beginning 611' from DER, 396' left of centerline, up to 66' AGL/509' MSL.
Tree 1944' from DER, 457' right of centerline, 71' AGL/511' MSL.
Trees beginning 2049' from DER, 493' right of centerline, up to 77' AGL/517' MSL.
Trees beginning 2131' from DER, 593' left of centerline, up to 69' AGL/536' MSL.
Trees beginning 2432' from DER, 960' left of centerline, up to 54' AGL/538' MSL.
Tree 2720' from DER, 1042' left of centerline, 39' AGL/539' MSL.
Trees beginning 2721' from DER, 985' left of centerline, up to 33' AGL/558' MSL.
Tower 1 NM from DER, 1273' right of centerline, 75' AGL/612' MSL.

PRAGUE, OK

PRAGUE MUNI (O47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb heading 177° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on road beginning 129' from DER, 198' left of course, 15' AGL/1016' MSL.
Tree 2028' from DER, 411' left of centerline, up to 84' AGL/1063' MSL.
Vehicles on road beginning 124' from DER, 383' right of centerline, up to 15' AGL/1014' MSL.
Tree 212' from DER, 415' right of centerline, 50' AGL/1048' MSL.
Trees beginning 360' from DER, 104' right of centerline, up to 66' AGL/1055' MSL.
Rwy 35, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL.
Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL.
Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL.
Trees, poles, and vehicles on road, beginning 381' from DER, left and right of centerline, up to 30' AGL/1074' MSL.
Trees, poles, buildings, and vehicles on road, beginning 780' from DER, left and right of centerline, up to 59' AGL/1095' MSL.

PRYOR, OK

MID-AMERICA INDUSTRIAL (H71)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN95 (95173) (FAA)

DEPARTURE PROCEDURE:

Rwys 18, 36, climb to 1400 before turning on course.

ROGERS, AR

ROGERS EXECUTIVE-CARTER FIELD (ROG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 33' from DER, 394' right of centerline, 1382' MSL.
Trees beginning 100' from DER, 431' left of centerline, up to 1385' MSL.
Rwy 20, tree 392' from DER, 504' right of centerline, 1380' MSL.
Pole 554' from DER, 613' left of centerline, 33' AGL/1392' MSL.
Trees, poles beginning 802' from DER, 80' left of centerline, up to 1423' MSL.
Tree 1114' from DER, 659' right of centerline, 1396' MSL.
Tree 2307' from DER, 733' right of centerline, 1418' MSL.
Tree 2576' from DER, 240' left of centerline, 1428' MSL.
Tower, transmission-line beginning 3085' from DER, 187' right of centerline, up to 122' AGL/1462' MSL.
Transmission-line 3513' from DER, 419' left of centerline, 95' AGL/1455' MSL.
Transmission-line 3573' from DER, 993' left of centerline, 103' AGL/1469' MSL.

RUSSELLVILLE, AR

RUSSELLVILLE RGNL (RUE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 310' per NM to 1200 or 1200-3 for VCOA.
Rwy 25, std. w/min. climb of 280' per NM to 2400 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 7, climb on heading 085° to 1200 before proceeding on course.

VCOA:

Rwys 7, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russellville Regional Airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, building, 2416' from DER, 250' left of centerline 50' AGL/520 MSL.

SALLISAW, OK
SALLISAW MUNI (JSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2¾ or std. w/min. climb of 229' per NM to 1100.
Rwy 35, 700-2¼ or std. w/min. climb of 450' per NM to 1400.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 175° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple trees beginning 197' from DER, 300' left of centerline, up to 89' AGL/598' MSL.
Multiple trees beginning 508' from DER. 178' right of centerline, 65' AGL/574' MSL.
Tree 2214' from DER,180' right of centerline, 63' AGL/ 573' MSL.
Rwy 35, tower 2874' from DER, 719' left of centerline, 90' AGL/647' MSL.
Tower 3278' from DER, 1051' left of centerline, 80' AGL/649' MSL.
Tower 1.9 NM from DER, 331' right of centerline, 495' AGL/1161' MSL.

SAND SPRINGS, OK
WILLIAM R POGUE MUNI (OWP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std. w/ min. climb of 253' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 169° to 1900 before turning left.
Rwy 35, climb heading 349° to 2300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 76' from DER, 235' left of centerline, up to 59' AGL/969' MSL.
Trees beginning 231' from DER, 346' right of centerline, up to 59' AGL/939' MSL.

SEARCY, AR
SEARCY MUNI (SRC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 984' from DER, 327' left of centerline, up to 62' AGL/322' MSL.
Trees beginning 1202' from DER, 576' right of centerline, up to 53' AGL/303' MSL.
Rwy 19, trees beginning 1521' from DER, 629' left of centerline, up to 56' AGL/283' MSL.
Trees beginning 2638' from DER, 816' right of centerline, up to 98' AGL/331' MSL.

SEMINOLE, OK
SEMINOLE MUNI (SRE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, power line 419' from DER, 403' left of centerline, 46' AGL/1025' MSL.

SHAWNEE, OK
SHAWNEE RGNL (SNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple trees 620' from DER, 176' left of centerline, up to 41' AGL/1111' MSL.
Multiple light poles 1408' from DER, 650' left of centerline, up to 39' AGL/1109' MSL.
Multiple trees 165' from DER, 85' right of centerline, up to 43' AGL/1103' MSL.
Rwy 35, tree 93' from DER, 499' left of centerline, 15' AGL/1075' MSL.

SHERIDAN, AR
SHERIDAN MUNI (9M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
DEPARTURE PROCEDURE:
Rwy 1, Climb heading 012° to 2400 before turning east.
Rwy 19, Climb heading 192° to 800 before turning north.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees left and right of centerline beginning 9' from DER, up to 112' AGL/354' MSL.
Vehicle on road crossing right to left beginning 113' from DER, 15' AGL/251 MSL.
Rwy 19, trees left and right of centerline beginning 2' from DER, 5' right of centerline, up to 109' AGL/332' MSL.
Ground beginning 42' from DER, 248' left of centerline, up to 232' MSL.
Building 126' from DER, 424' left of centerline, 18' AGL/250' MSL.
Poles beginning 261' from DER, 218' left of centerline, up to 35' AGL/266' MSL.
Tower 695' from DER, 375' left of centerline, 21' AGL/251' MSL.
Transmission lines beginning 1318' from DER, 182' left of centerline, up to 32' AGL/264' MSL.

SILOAM SPRINGS, AR
SMITH FIELD (SLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, light pole 1320' from DER, 358' right of centerline, 31' AGL/ 1209' MSL.
Trees 795' from DER, 354' left of centerline, up to 25' AGL/ 1197' MSL.
Trees 1272' from DER, 340' right of centerline, up to 34' AGL/1212' MSL.
Rwy 36, power pole 1185' from DER, 567' right of centerline, 31' AGL/1223' MSL.
Trees 528' from DER, 424' left of centerline, up to 54' AGL/1241' MSL.
Trees 532' from DER, 354' right of centerline, up to 39' AGL/1232' MSL.

SPRINGDALE, AR
SPRINGDALE MUNI (ASG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-2½ or std. w /min. climb of 332' per NM to 1900.
DEPARTURE PROCEDURE:
Rwy 36, Climb heading 003° to 2000 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and poles beginning 166' from DER, 242' left of centerline, up to 56' AGL/1395' MSL.
Trees beginning 42' from DER, 374' right of centerline, up to 69' AGL/1408' MSL.
Rwy 36, trees, tower, fence, and road beginning 296' from DER, 191' left of centerline, up to 44' AGL/1404' MSL. Poles, trees, and building beginning 354' from DER, 324' right of centerline, up to 59' AGL/1418' MSL.

STIGLER, OK
STIGLER RGNL (GZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24JUL14 (14205) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2½ or std. w/min. climb of 210' per NM to 1100.
Rwy 35, NA - Obstacles.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 189' from DER, 229' right of centerline, up to 52' AGL/651' MSL.
Tower 2 NM from centerline, 2399' right of centerline, 296' AGL/913' MSL.

STILLWATER, OK
STILLWATER RGNL (SWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 174° to 1600 before turning right.
Rwy 22, climb heading 220° to 2500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4, fence 191' from DER, 271' left of centerline, 11' AGL/991' MSL.
Tree 857' from DER, 545' left of centerline, 30' AGL/1 020' MSL.
Tree 498' from DER, 331' right of centerline, 26' AGL/1 006' MSL.
Rwy 17, building and trees beginning1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL.
Rwy 22, trees beginning 1158' from DER, 770' left of centerline, up to 60' AGL/1029' MSL.
Rwy 35, trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL.
Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL.
Plant 1688' from DER, 729' right of centerline, 79' AGL/1059' MSL.

STUTTGART, AR
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22JUN17 (17173) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 108' from DER, 286' right of centerline, up to 9' AGL/227' MSL.
Rwy 27, tree 188' from DER, 152' left of centerline, 7' AGL/227' MSL.

TAHLEQUAH, OK
TAHLEQUAH MUNI (TQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std. w/ min. climb of 345' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 80' from DER, 16' right of centerline, up to 60' AGL/911' MSL.
Trees and poles beginning 139' from DER, 337' left of centerline, up to 34' AGL/855' MSL.
Light 1042' from DER, 403' left of centerline, 29' AGL/878' MSL.
Rwy 35, poles and trees beginning 23' from DER, 42' left of centerline, up to 56' AGL/1075' MSL.
Poles and trees beginning 1334' from DER, 29' right of centerline, up to 40' AGL/1058' MSL.
Building 4492' from DER, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR
TEXARKANA RGNL-WEBB FIELD (TXK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 20DEC07 (07354) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, multiple trees 881' from DER, 677' left of centerline, 60' AGL/419' MSL.
Multiple trees 767' from DER, 621' right of centerline, 75' AGL/434' MSL.
Rwy 13, multiple trees 21' from DER, 372' left of centerline, 75' AGL/424' MSL.
Multiple trees 1819' from DER, 133' left of centerline, 99' AGL/438' MSL.
Multiple trees beginning 237' from DER, 344' right of centerline, 98' AGL/457' MSL.
Rwy 22, multiple trees beginning 122' from DER, 276' left of centerline, 47' AGL/406' MSL.
Multiple trees beginning 132' from DER, 348' right of centerline, 71' AGL/400' MSL.
Rwy 31, vehicle on road 346' from DER, on centerline, 15' AGL/391' MSL.
Multiple trees 535' from departure end of runway, 124' left of centerline, 60' AGL/391' MSL.
Multiple trees beginning 454' from DER, 349' right of centerline, 70' AGL/429' MSL.
Multiple trees 1962' from DER, 195' left of centerline, 60' AGL/429' MSL.

THOMAS, OK
THOMAS MUNI (1O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 400-1¾ or std. w/min. climb of 335' per NM to 2300.
DEPARTURE PROCEDURE:
Rwy 35, climb heading 355° to 2300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on roadway beginning 12' from DER, 470' right of centerline, up to 15' AGL/1757' MSL.
Trees, poles, and buildings beginning 65' from DER, 460' right of centerline, up to 35' AGL/1778' MSL.
Fence beginning 192' from DER, 195' left of centerline, up to 9' AGL/1739' MSL.
Rwy 35, vehicles on roadway beginning 28' from DER, 458' left of centerline, up to 15' AGL/1747' MSL.
Building, pole, and signs beginning 15' from DER, 404 left of centerline, up to 34' AGL/1765' MSL.
Vehicles on roadway beginning 337' from DER, left and right of centerline, up to 15' AGL/1750' MSL.
Tree 2044' from DER, 950' left of centerline, 62' AGL/1794' MSL.

TINKER AFB (KTIK),
OKLAHOMA CITY, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
21AUG14 (14233)
TAKEOFF MINIMUMS:
Rwy 31, 1600-3, or standard with a minimum climb of 240 ft/NM to 4000', then standard climb rate. Climb on track 306° to 4000' MSL prior to executing a right turn, left turns may be initiated at 3300' MSL.
Rwy 36, 1600-3, or standard with a minimum climb of 220 ft/NM to 4000', then standard climb rate. Intercept TIK R-354 climbing to 4000' MSL prior to executing left turn.
TAKEOFF OBSTACLE NOTES:
Rwy 31, Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline.
Monument 41' AGL/1264' MSL, 1473' from DER,1337' right of centerline.
Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

TULSA, OK

RICHARD LLOYD JONES JR (RVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-3 or std. w/min. climb of 330' per NM to 1000.

Rwy 31, 400-2¼, or 300-1 w/min. climb of 315' per NM to 1100, or std. w/min. climb of 610' per NM to 900, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwys 1L, 1R, climb heading 010° to 1500, before proceeding on course.

Rwy 13, climb heading 130° to 1500, before proceeding on course.

Rwys 19L, 19R, climb heading 190° to 1500, before proceeding on course.

Rwy 31, climb heading 295° to 1500, before proceeding on course.

VCOA:

Rwy 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Richard Lloyd Jones Jr airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1L, railroad 397' from DER, 594' right of centerline, 23' AGL/652' MSL.
Tree 1492' from DER, 626' right of centerline, 80' AGL/700' MSL.
Rwy 1R, railroad 162' from DER, 226' right of centerline, 646' MSL.
Tree 249' from DER, 236' right of centerline, 669' MSL.
Pole and vehicle on road beginning 521' from DER, 116' right of centerline, up to 53' AGL/673' MSL.
Tree 1843' from DER, 73' left of centerline, 700' MSL.
Rwy 13, trees and building beginning 63' from DER, 101' right of centerline, up to 100' AGL/724' MSL.
Tree 1960' from DER, 91' left of centerline, 679' MSL.
Tree 2437' from DER, 31' left of centerline, 699' MSL.
Pole 5849' from DER, 1921' left of centerline, up to 144' AGL/765' MSL.
Pole 5909' from DER, 1901' left of centerline, up to 150' AGL/771' MSL.
Tree and poles beginning 5961' from DER, 1786' left of centerline, up to 168' AGL/788' MSL.
Rwy 19L, vehicle on road 516' from DER, 282' left of centerline, 15' AGL/644' MSL.
Tree 790' from DER, 310' left of centerline, 665' MSL.
Tree 1378' from DER, 457' left of centerline, 683' MSL.
Rwy 19R, vehicle on road 333' from DER, 563' left of centerline, 15' AGL/644' MSL.
Tree 2247' from DER, 1020' left of centerline, 685' MSL.
Rwy 31, building 507' from DER, 344' right of centerline, 19' AGL/640' MSL.
Tree 1372' from DER, 264' left of centerline, 679' MSL.
Tree 1598' from DER, 117' right of centerline, 682' MSL.
Tree 1614' from DER, 76' left of centerline, 683' MSL.
Tree 1745' from DER, 186' right of centerline, 688' MSL.
Tree 2160' from DER, 74' left of centerline, 721' MSL.
Tree and transmission lines beginning 2728' from DER, 310' left centerline, up to 786' MSL.
Transmission line 2732' from DER, 27' right of centerline, 92' AGL/728' MSL.
Transmission line 4655' from DER, 1747' left of centerline, 117' AGL/792' MSL.
Tree 1.3 NM from DER, 1223' right of centerline, 872' MSL.
Tank 1.3 NM from DER, 1768' left of centerline,' AGL/918' MSL.
Tower, sign, tree beginning 1.4 NM from DER, 120' right of centerline, up to 84' AGL/914' MSL.

TULSA INTL (TUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 07NOV19 (19311) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, sign 131' from DER, 466' right of centerline, 8' AGL/637' MSL.
Tree 825' from DER, 713' left of centerline, 660' MSL.
Building, pole beginning 1030' from DER, 690' right of centerline, up to 48' AGL/677' MSL.
Transmission lines beginning 1608' from DER, crossing left and right of centerline, up to 679' MSL.
Rwy 18L, tree 1880' from DER, 905' left of centerline, 74' AGL/693' MSL.
Rwy 18R, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL.
Ant on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL.
Building 411' from DER, 574' right of centerline, 39' AGL/699' MSL.
Sign 1151' from DER, 757' right of centerline, 46' AGL/720' MSL.
Building 2847' from DER, 690' right of centerline, 118' AGL/788' MSL.
Rwy 26, antenna and buildings beginning 1031' from DER, 745' left of centerline, up to 51' AGL/707' MSL.
Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL.
Rwy 36L, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL.
Trees 822' from DER, 596' left of centerline, 82' AGL/672' MSL.
Rwy 36R, lights and NAVAID 2' from DER, on centerline, 1' AGL/627' MSL.
Trees beginning 1630' from DER, 470' left of centerline, up to 84' AGL/674' MSL.

VANCE AFB (KEND)
ENID, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208)
TAKEOFF OBSTACLE NOTES:
Rwy 17C, barrier (when raised) 24' AGL/1321' MSL, 146' into overrun, on centerline.
Rwy 17L, terrain, 1293' MSL, 239' from DER, 56' left of centerline.
Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline.
Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline.
T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline.
T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 575' left of centerline.
Trees, 70' AGL/ 1349' MSL, 2479' from DER, 1136' left of centerline.
Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.
Rwy 17R, barrier (when raised), 24' AGL/1336' MSL, 145' into overrun, on centerline.
Rwy 35C, barrier (when raised), 24' AGL/1301' MSL, 140' into overrun, on centerline.
Rwy 35L, barrier (when raised), 24' AGL/1303' MSL, 142' into overrun, on centerline.
Vehicle on road, 10' AGL/1273' MSL, 735' from DER, 603' right of centerline.
Rwy 35R, wind sensor, 33' AGL/1299' MSL, 1885' from DER, 576' left of centerline.
Vehicle on road, 10' AGL/1284' MSL, 145' from DER, 291' left of centerline.
T-1 aircraft on taxiway, 14' AGL/ 1280' MSL, 212' from DER, 575' right of centerline.

WAGONER, OK
HEFNER-EASLEY (H68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JAN19 (19003) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, terrain beginning 25' from DER, 131' right of centerline, up to 622' MSL.
Tree, vehicles on road, beginning 39' from DER, 186' left of centerline, up to 44' AGL/641' MSL.
Pole, terrain beginning 108' from DER, 146' right of centerline, up to 627' MSL.
Tree 187' from DER, 544' right of centerline, 62' AGL/657' MSL.
Tree, wind indicator, pole, terrain, vehicles on road, building beginning 260' from DER, 150' right of centerline, up to 60' AGL/659' MSL.
Tree, pole beginning 545' from DER, 232' right of centerline, up to 661' MSL.
Pole, tree beginning 691' from DER, 11' left of centerline, up to 647' MSL.
Tree, building beginning 874' from DER, 272' left of centerline, up to 651' MSL.
Trees beginning 922' from DER, 365' right of centerline, up to 79' AGL/672' MSL.
Tree, pole beginning 949' from DER, on centerline, up to 80' AGL/674' MSL.
Trees beginning 953' from DER, 2' left of centerline, up to 652' MSL.
Trees beginning 1315' from DER, 1' left of centerline, up to 653' MSL.
Trees beginning 2193' from DER, 139' left of centerline, up to 83' AGL/680' MSL.
Rwy 36, trees beginning 28' from DER, 248' right of centerline, up to 620' MSL.
Trees beginning 63' from DER, 363' left of centerline, up to 599' MSL.
Trees beginning 69' from DER, 221' right of centerline, up to 36' AGL/630' MSL.
Trees beginning 284' from DER, 1' right of centerline, up to 634' MSL.
Trees beginning 288' from DER, 260' left of centerline, up to 602' MSL.
Trees beginning 449' from DER, 230' left of centerline, up to 603' MSL.

WALNUT RIDGE, AR
WALNUT RIDGE RGNL (ARG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 2675' from DER, 756' left of centerline, 78' AGL/349' MSL.
Rwy 18, vehicles on roadway 66' from DER, 487' left of centerline, up to 15' AGL/284' MSL.
Rwy 31, vehicles on roadway beginning 56' from DER, left and right of centerline, up to 15' AGL/291' MSL.
Rwy 36, trees beginning 123' from DER, left and right of centerline, up to 87' AGL/319' MSL.
Pole 192' from DER, 410' right of centerline, 50' AGL/321' MSL.
Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WARREN, AR
WARREN MUNI (3M9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22SEP11 (11265) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning at DER, 190' left and right of centerline, up to 100' AGL/335' MSL.
Vehicle on road, building, and hangar beginning 2' from DER, 192' right of centerline, up to 22' AGL/257' MSL.
Rwy 21, trees beginning at DER, 172' left and right of centerline, up to 100' AGL/297' MSL.
Terrain rising 115' from DER, 13' left and right of centerline, up to 210' MSL.

WATONGA, OK
WATONGA RGNL (JWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2 or std. with a min. climb of 315' per NM to 2000.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 165' from DER, 471' left of centerline, 15' AGL/1554' MSL.
Elevator 5609' from DER, 614' left of centerline, 177' AGL/1694' MSL.
Rwy 35, trees beginning 3318' from DER, 435' left of centerline, up to 100' AGL/1689' MSL.
Vehicle on road 284' from DER, 471' right of centerline, 15' AGL/1584' MSL.

WEATHERFORD, OK
THOMAS P. STAFFORD (OJA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAY07 (07130) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb via heading 188° to 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, truck on road 682' from DER, crossing centerline, 17' AGL/1636' MSL.
Multiple trees beginning 2605' from DER, 652' right of centerline, up to 100' AGL/1699' MSL.
Rwy 35, tree 1421' from DER, 413' right of centerline, 40' AGL/1649' MSL.

WEST MEMPHIS, AR
WEST MEMPHIS MUNI (AWM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18MAY00 (00139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, 101' AGL trees 2155' from DER, 196' right of centerline.

WOODWARD, OK
WEST WOODWARD (WWR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 25OCT07 (07298) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 172° to 3100 before proceeding on course.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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

NAME	ALTERNATE MINIMUMS
ADA, OK	
ADA RGNL (ADH)	**RNAV (GPS) Rwy 18** **RNAV (GPS) Rwy 36**
NA when local weather not available. Category C, 900-2¼; Category D, 900-2½.	
ALTUS, OK	
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35** **VOR-A**[1]
NA when local weather not available. [1]NA when Altus tower closed.	
ALVA, OK	
ALVA RGNL (AVK)	**RNAV (GPS) Rwy 18** **RNAV (GPS) Rwy 36**
NA when local weather not available. Category C, 800-2¼.	
ARDMORE, OK	
ARDMORE DOWNTOWN EXECUTIVE (1F0)	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35**
Category D, 800-2½	
ARDMORE MUNI (ADM)	**ILS or LOC Rwy 31**[14] **RNAV (GPS) Rwy 13**[25] **RNAV (GPS) Rwy 31**[5] **VOR-B**[3]
[1]ILS, Categories A, B, C, D, 700-2. [2]Category D, 800-2¼. [3]Category D, 800-2½. [4]NA when control tower closed. [5]NA when local weather not available.	
BARTLESVILLE, OK	
BARTLESVILLE MUNI (BVO)	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35** **VOR/DME Rwy 35**[1]
NA when local weather not available. [1]Category D, 800-2¼.	
BATESVILLE, AR	
BATESVILLE RGNL (BVX)	**RNAV (GPS) Rwy 8** **RNAV (GPS) Rwy 26**
NA when local weather not available.	
BENTONVILLE, AR	
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)	**RNAV (GPS) Rwy 18** **RNAV (GPS) Rwy 36**
NA when local weather not available.	
BLACKWELL, OK	
BLACKWELL-TONKAWA MUNI (BKN)	**RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35** **VOR-A**
NA when local weather not available.	
BLYTHEVILLE, AR	
BLYTHEVILLE MUNI (HKA)	**RNAV (GPS) Rwy 18** **RNAV (GPS) Rwy 36**
NA when local weather not available.	
BURNS FLAT, OK	
CLINTON-SHERMAN (CSM)	**ILS or LOC Rwy 17R**[1] **RNAV (GPS) Rwy 17R**[2] **RNAV (GPS) Rwy 35L**[2] **VOR Rwy 35L**[2]
NA when control tower closed. [1]ILS, Category D, 700-2¼; Category E, 700-2½; LOC, Category D, 800-2¼; Category E, 800-2½. [2]Category D, 800-2¼; Category E, 800-2½.	
CAMDEN, AR	
HARRELL FIELD (CDH)	**RNAV (GPS) Rwy 1** **RNAV (GPS) Rwy 19**
NA when local weather not available.	
CHANDLER, OK	
CHANDLER RGNL (CQB)	**RNAV (GPS) Rwy 17**
NA when local weather not available	

NAME ALTERNATE MINIMUMS

CLINTON, OK
CLINTON
RGNL (CLK)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

CUSHING, OK
CUSHING
MUNI (CUH)……..……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 800-2¼.

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

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

ELK CITY, OK
ELK CITY
RGNL BUSINESS (ELK)…… **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
Category D, 1000-3.

EL RENO, OK
EL RENO
RGNL (RQO)...……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category D, 800-2¼.

ENID, OK
ENID WOODRING
RGNL (WDG)...…..……..**ILS or LOC Rwy 35**[123]
RNAV (GPS) Rwy 17[14]
RNAV (GPS) Rwy 35[4]
VOR Rwy 17[15]
VOR Rwy 35[15]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category E, 900-3.
[4]Category D, 800-2¼; Category E, 900-3.
[5]Category D, 800-2¼.

FAYETTEVILLE, AR
DRAKE
FIELD (FYV)…….....…**LDA Rwy 34**[12]
LOC Rwy 16[134]
RNAV (GPS) Rwy 16[34]
RNAV (GPS) Rwy 34[34]
[1]NA when control tower closed.
[2]Category C, 1100-3.
[3]NA when local weather not available.
[4]Categories C, D, 1100-3.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE/SPRINGDALE/ ROGERS, AR
NORTHWEST ARKANSAS
NATIONAL (XNA)……...**ILS or LOC Rwy 16**[12]
ILS or LOC Rwy 34[13]
RNAV (GPS) Rwy 16[4]
RNAV (GPS) Rwy 34[4]
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 800-2¼ ; Category D, 800- 2½; Category E, 800-2¾.
[3]LOC, Category C, 800-2¼ ; Category D, 800- 2½; Category E, 800-2¾.
[4]Category C, 800-2¼ ; Category D, 800- 2½; Category E, 800-2¾.

FLIPPIN, AR
MARION COUNTY
RGNL (FLP)……**RNAV (GPS) Rwy 4**
Category C, 800-2½.

FORT SMITH, AR
FORT SMITH
RGNL (FSM)……**ILS or LOC Rwy 7**[1]
ILS or LOC Rwy 25[1]
RADAR-1[34]
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 25[3]
VOR/DME or TACAN Rwy 7[34]
VOR or TACAN Rwy 25[4]
[1]LOC, Category C, 1000-2¾;
Categories D, E, 1000-3.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when control tower closed.

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

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

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

HARRISON, AR
BOONE
COUNTY (HRO)...……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
Category C, 1000-3; Category D, 1200-3.

NAME ALTERNATE MINIMUMS

HENRY POST AAF (KFSI)
FORT SILL, OK.....**VOR Rwy 18**
VOR Rwy 36
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
Category D, 800-2¼.
NA when local weather not available.

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

HOLLIS, OK
HOLLIS
MUNI (O35).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
Category B, 900-2.

HOT SPRINGS, AR
MEMORIAL
FIELD (HOT).....**VOR Rwy 5**
NA when local weather not available.
Category C, 900-2½; Category D, 1100-3.

HUGO, OK
STAN STAMPER
MUNI (HHW).....**RNAV (GPS) Rwy 17[1]**
RNAV (GPS) Rwy 35
Category C, 800-2¼; Category D, 800-2½.
[1]NA when local weather not available.

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

LAWTON, OK
LAWTON-FORT SILL
RGNL (LAW).....**ILS or LOC Rwy 35[12]**
RNAV (GPS) Rwy 35[3]
VOR Rwy 35[3]
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.

NAME ALTERNATE

LITTLE ROCK, AR
BILL AND HILLARY CLINTON NATIONAL/
ADAMS FIELD (LIT).....**ILS or LOC Rwy 4L[1]**
ILS or LOC Rwy 4R[1]
ILS or LOC Rwy 22L[1]
ILS or LOC Rwy 22R[23]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 4R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 22L[4]
RNAV (GPS) Rwy 22R[4]
RNAV (GPS) Rwy 36[4]
VOR-A[4]
[1]LOC, Category C, 1000-2¾; Category D, 1000-3.
[2]NA when local weather not available.
[3]ILS, Category B, 800-2; Category C, 1000-2¾; Category D, 1000-3; LOC, Category C, 1000-2¾; Category D, 1000-3.
[4]Category C, 1000-2¾; Category D, 1000-3.

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

MENA, AR
MENA INTERMOUNTAIN
MUNI (MEZ).....**RNAV (GPS) Rwy 17**
Category B, 1100-2; Category C, 1200-3.
NA when local weather not available.

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

MONTICELLO, AR
MONTICELLO MUNI/
ELLIS FIELD (LLQ).....**RNAV (GPS) Rwy 3[1]**
RNAV (GPS) Rwy 21[2]
VOR-A[1]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

MOUNTAIN HOME, AR
BAXTER
COUNTY (BPK).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
NA when local weather not available.

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

NAME ALTERNATE MINIMUMS

NEWPORT, AR

NEWPORT
RGNL (M19).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR Rwy 18[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

NORMAN, OK

UNIVERSITY OF OKLAHOMA
WESTHEIMER (OUN).....**ILS or LOC Rwy 18[12]**
LOC Rwy 3[13]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 36[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, 700-2; Category C, 800-2¼; Category D, 800-2½; LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

OKLAHOMA CITY, OK

CLARENCE E.
PAGE MUNI (RCE).....**RNAV (GPS) Rwy 17R**
RNAV (GPS) Rwy 35L
VOR-B

NA when local weather not available.

WILEY POST (PWA).....**ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 35R[1]
RNAV (GPS) Rwy 17L
RNAV (GPS) Rwy 17R
RNAV (GPS) Rwy 35L
RNAV (GPS) Rwy 35R
VOR Rwy 17L

NA when local weather not available.
[1]NA when control tower closed.

NAME ALTERNATE MINIMUMS

OKLAHOMA CITY, OK (CON'T)

WILL ROGERS
WORLD (OKC).....**ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 17R[2]
ILS or LOC Rwy 35L[1]
ILS or LOC Rwy 35R[1]
RADAR-1[3]
RNAV (GPS) Rwy 13[4]
RNAV (GPS) Rwy 31[4]
RNAV (GPS) Y Rwy 17L[5]
RNAV (GPS) Y Rwy 17R[4]
RNAV (GPS) Y Rwy 35L[5]
RNAV (GPS) Y Rwy 35R[5]
VOR Rwy 17L[6]

[1]ILS, Category C, 700-2; Category D, 800-2¼; Category E, 1000-3; LOC, Category D, 800-2¼; Category E, 1000-3.
[2]LOC, Category D, 800-2¼; Category E, 1000-3.
[3]Category E, 1000-3.
[4]Category D, 800-2¼.
[5]Category D, 800-2¼; Category E, 1000-3.
[6]Categories A, B, 1100-2; Categories C, D, E, 1100-3.

OKMULGEE, OK

OKMULGEE
RGNL (OKM).....**RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]

[1]NA when local weather not available.
[2]Category D, 1000-3.

PARAGOULD, AR

KIRK FIELD (PGR).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22

NA when local weather not available.

PAULS VALLEY, OK

PAULS VALLEY
MUNI (PVJ).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35[1]

NA when local weather not available.
[1]Category D, 800-2½.

PINE BLUFF, AR

PINE BLUFF RGNL AIRPORT GRIDER
FIELD (PBF).....**RNAV (GPS) Rwy 18**

NA when local weather not available.

POCAHONTAS, AR

POCAHONTAS
MUNI (M70).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

Category C, 900-2½; Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

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

POTEAU, OK
ROBERT S KERR (RKR)…….**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 800-2¼.

PRYOR, OK
MID-AMERICA
INDUSTRIAL (H71)……..….**RNAV (GPS) Rwy 36**
Category C, 1000-2¾; Category D, 1000-3.
NA when local weather not available.

ROGERS, AR
ROGERS EXECUTIVE-CARTER
FIELD (ROG)……..**ILS or LOC Rwy 20[1]**
RNAV (GPS) Rwy 20[2]
[1]ILS, Categories, C, D, 700-2.
[2]NA when local weather not available.

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

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

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

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

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

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

NAME ALTERNATE

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

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

STUTTGART, AR
STUTTGART MUNI CARL HUMPHREY
FIELD (SGT)……**ILS or LOC Rwy 36**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 36
NA when local weather not available.

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

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

TULSA, OK
RICHARD LLOYD
JONES, JR (RVS)……..….**ILS or LOC Rwy 1L[12]**
RNAV (GPS) Rwy 1L[3]
RNAV (GPS) Rwy 19R[3]
VOR/DME-A[3]
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2½.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE

TULSA, OK (CON'T)

TULSA INTL (TUL)……...**ILS or LOC Rwy 18L[3]**
ILS or LOC Rwy 18R[1]
ILS or LOC Rwy 36R[4]
RNAV (GPS) Rwy 8[5]
RNAV (GPS) Rwy 18L[5]
RNAV (GPS) Rwy 18R[5]
RNAV (GPS) Rwy 36L[6]
RNAV (GPS) Rwy 36R[5]
VOR/DME Rwy 8[5]
VOR or TACAN Rwy 26[5]
RADAR-1[2]

[1]ILS, LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category E, 800-2¼.
[3]LOC, Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[4]LOC, Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[5]Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[6]Category C, 900-2½; Category D, 900-2¾.

WALNUT RIDGE, AR

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

WEATHERFORD, OK

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

WEST MEMPHIS, AR

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

WOODWARD, OK

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

FORT SMITH, AR

Amdt 8D, 20JUN19 (19171) (FAA) ELEV **469**

FORT SMITH RGNL (FSM)

RADAR-1 120.9 343.75 T A

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

When control tower closed ASR not authorized.
Rwy 1 helicopter visibility reduction below ¾ SM not authorized.
Rwy 7 helicopter visibility reduction below ¾ SM not authorized.
Circling CAT E NA when R-2401B active.
Circling NA northwest of Rwy 7 and 19 for CAT E.
For inoperative MALSR, increase S-7 CAT E visibility to 2½ miles, and S-25 CAT E visibility to 2 miles.

SC-1, 25 FEB 2021 to 22 APR 2021

HENRY POST AAF (KFSI),

OK (Fort Sill) (Amdt 13, 19171 USA) ELEV **1188**

RADAR - (E) 120.55 322.4 T A NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	36[2]		AB	**1600**/40	413	(500-¾)
			CDE	**1600**/50	413	(500-1)
	18		AB	**1880**-1	692	(700-1)
			CDE	**1880**-2	692	(700-2)
CIR[1]	18-36		AB	**1880**-1	692	(700-1)
			C	**1880**-2	692	(700-2)
			D	**1920**-2¼	732	(800-2¼)
			E	**1940**-2¾	752	(800-2¾)

When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.
[1]Circling NA for CAT E W of Rwy 18-36.
[2]When ALS inop, increase CAT CDE RVR to 60.

SC-1, 25 FEB 2021 to 22 APR 2021

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

LAWTON-FORT SILL RGNL (LAW)
RADAR-1 - 120.55 322.4

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

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

LAWTON-FORT SILL RGNL (LAW)
RADAR-2 - 120.55 322.4

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

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

WILEY POST (PWA)
RADAR-1 124.6 266.8 T

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

OKLAHOMA CITY, OK

Amdt 21A, 13OCT16 (20030) (FAA)

ELEV **1296**

WILL ROGERS WORLD (OKC)

RADAR-1 124.6 266.8 T A

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

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

SC-1, 25 FEB 2021 to 22 APR 2021

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20114

N3

TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF) ELEV **1291**

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

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

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

TULSA, OK

Amdt 18, 13JAN11 (15008) (FAA)

ELEV **677**

TULSA INTL (TUL)

RADAR-1 124.0 338.3 T A

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

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

14261

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

SC-1, 25 FEB 2021 to 22 APR 2021

14261

18312

HOT SPOTS

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

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

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

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

18312

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

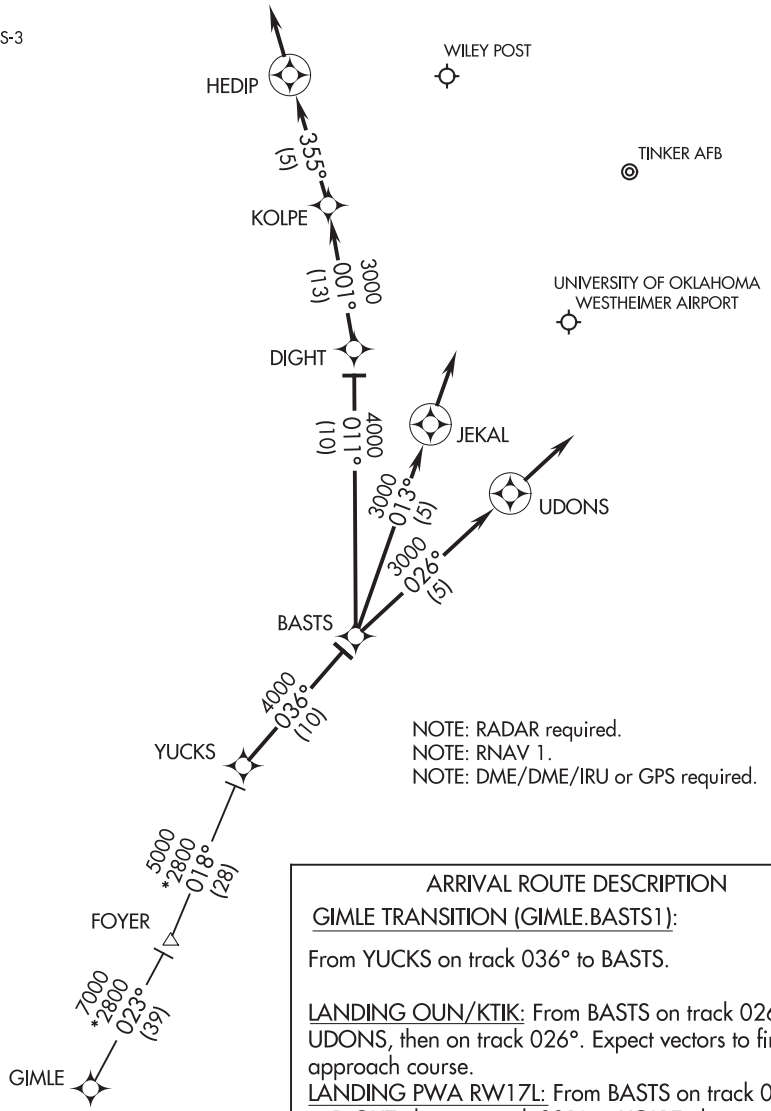
(YUCKS.BASTS1) 20198

AL-739 (FAA)

BASTS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

OKE CITY APP CON
124.6 266.8
KTIK ATIS ★
270.1
OUN AWOS-3
119.55
PWA ATIS
128.725



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.BASTS1):

From YUCKS on track 036° to BASTS.

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

BASTS ONE ARRIVAL (RNAV)

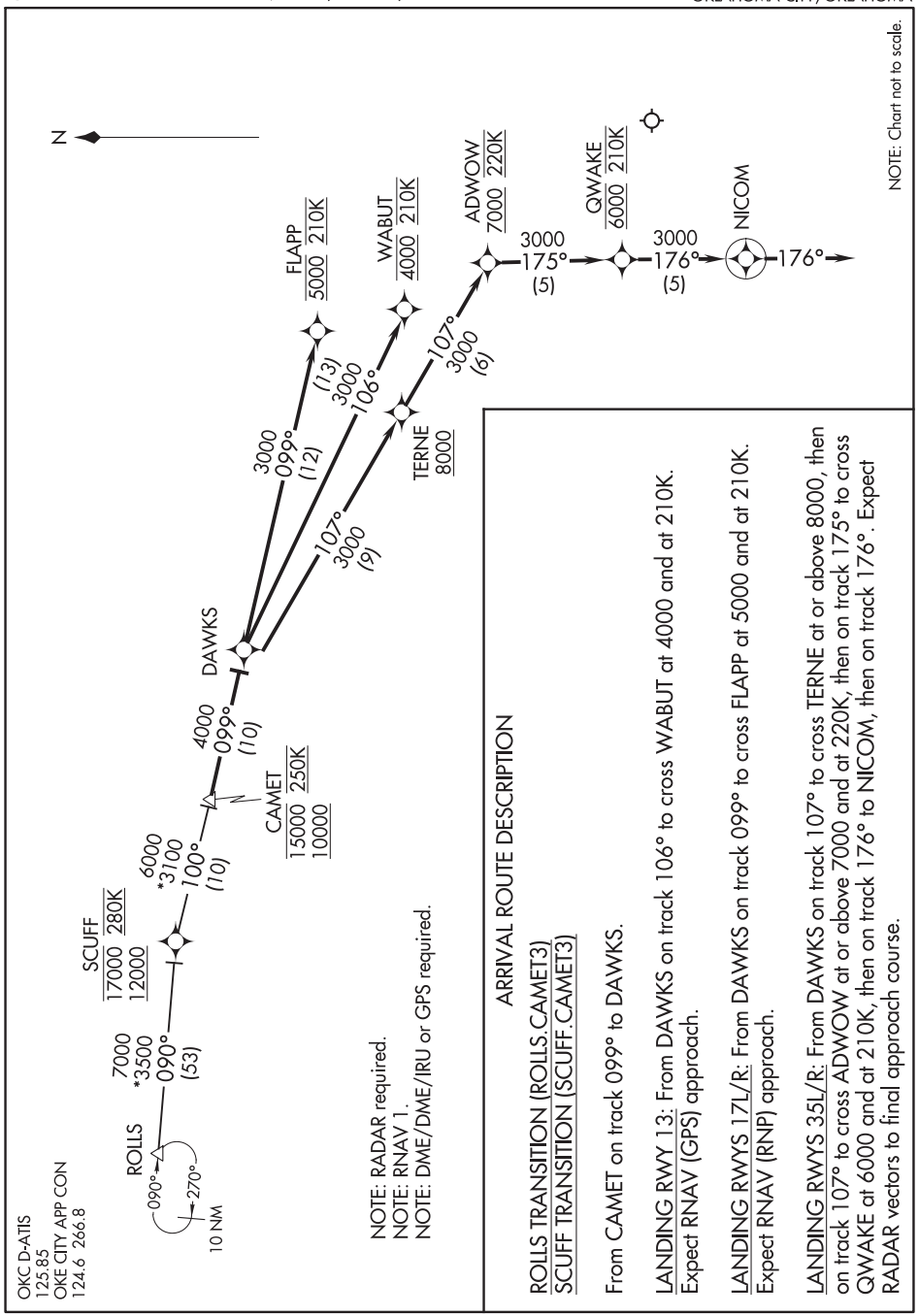
OKLAHOMA CITY, OKLAHOMA

(YUCKS.BASTS1) 24JUL14

SC-1, 25 FEB 2021 to 22 APR 2021

CAMET THREE ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



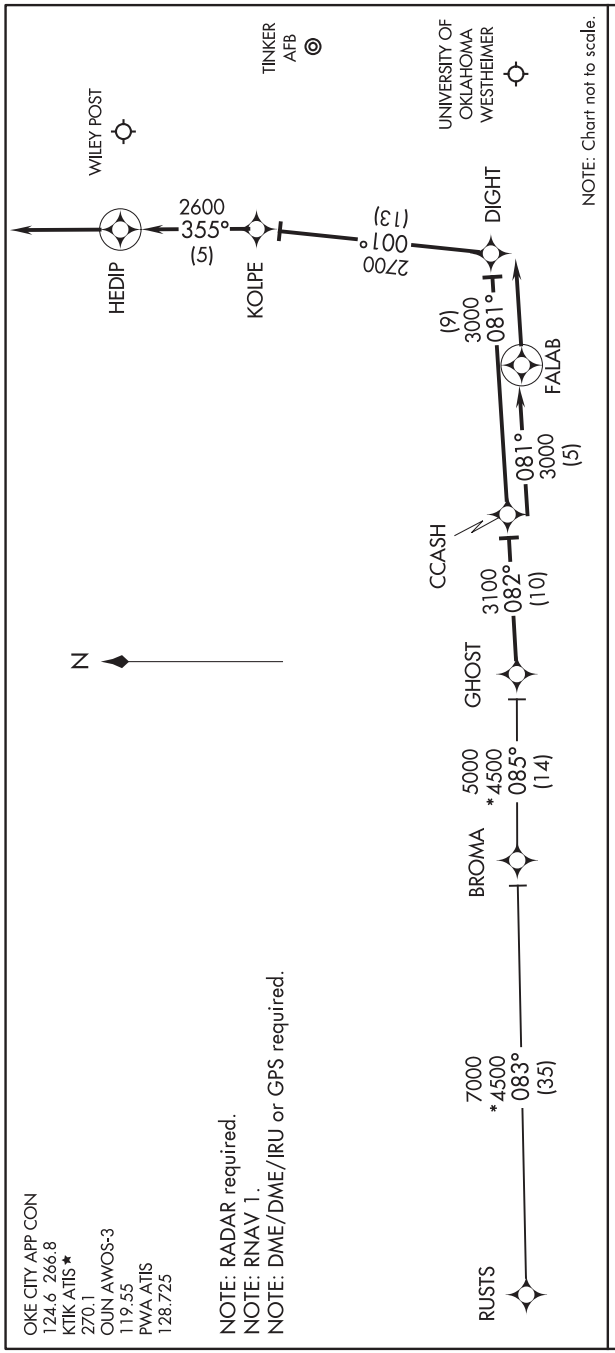
SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

(GHOST.CCASH1) 20198 AL-739 (FAA)

CCASH ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

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

From GHOST on track 082° to CCASH.

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

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

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

CCASH ONE ARRIVAL (RNAV)

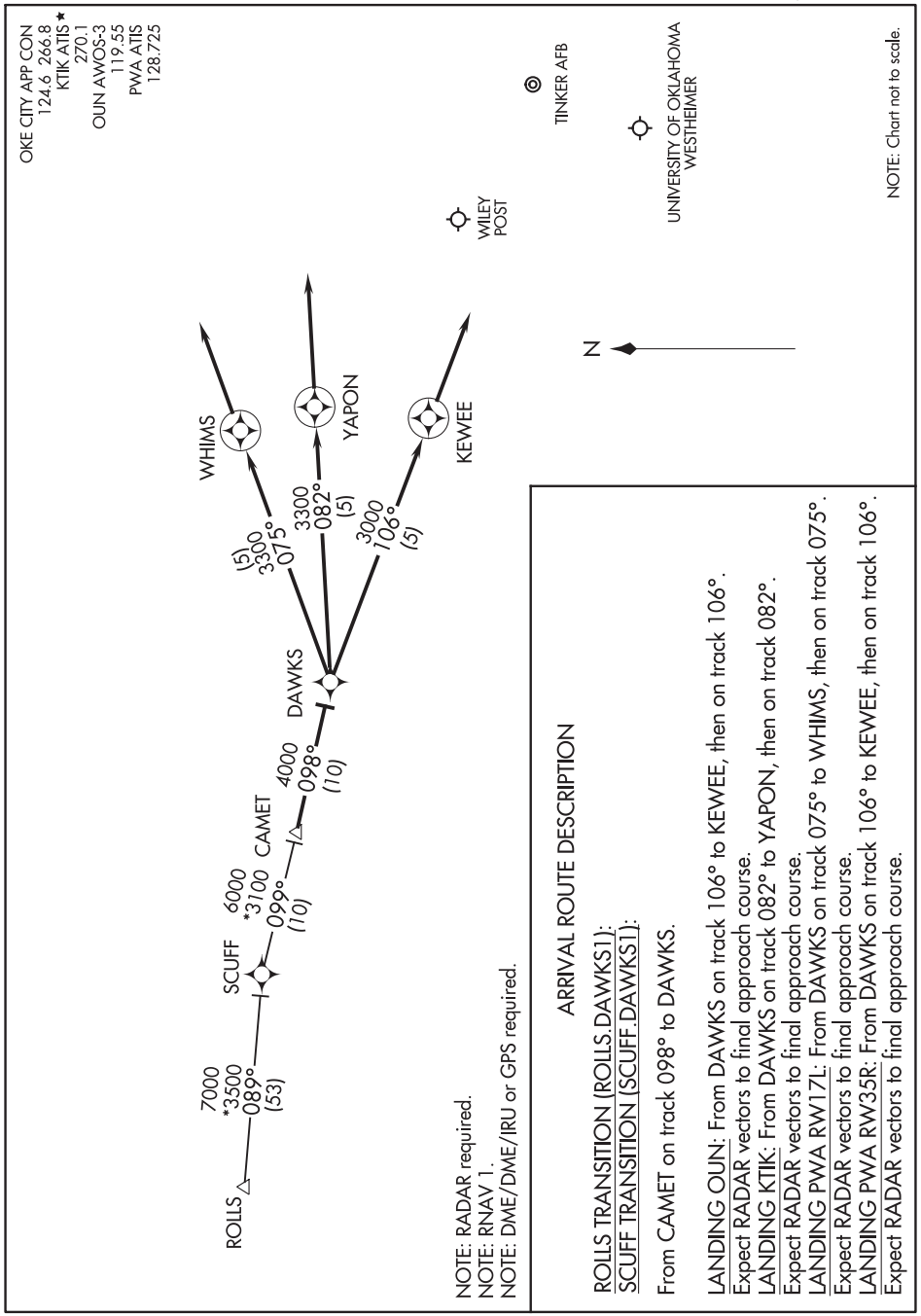
OKLAHOMA CITY, OKLAHOMA

(GHOST.CCASH1) 24JUL14

SC-1, 25 FEB 2021 to 22 APR 2021

DAWKS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

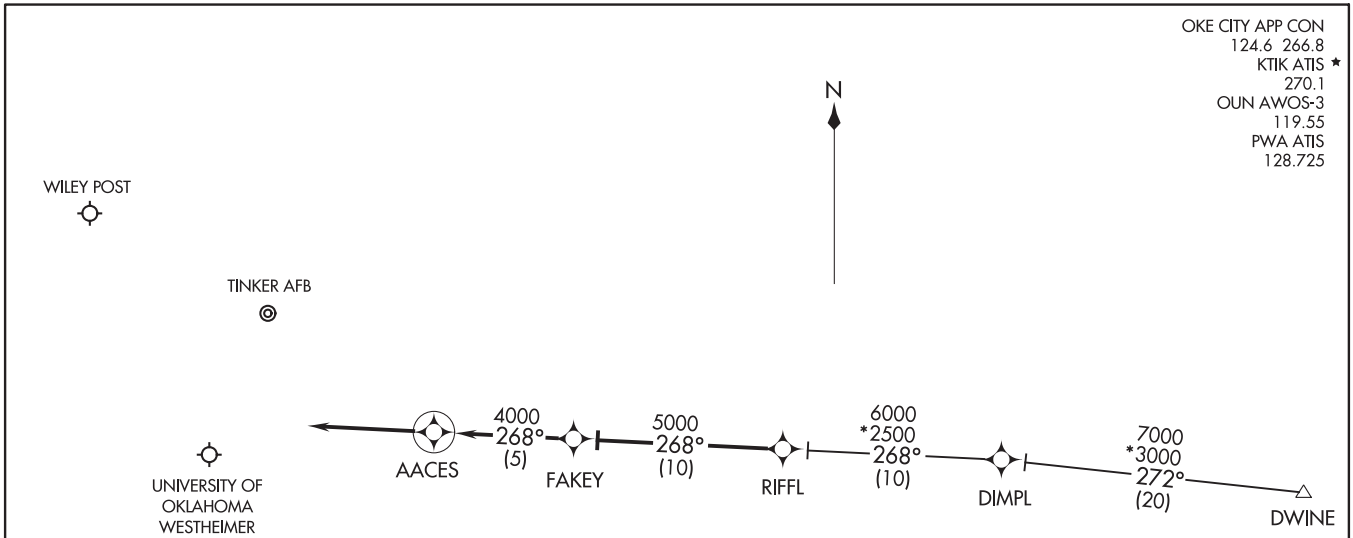
DAWKS ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

FAKEY ONE ARRIVAL (RNAV)

(RIFFL.FAKEY1) 24JUL14

OKLAHOMA CITY, OKLAHOMA



NOTE: Chart not to scale.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

ARRIVAL ROUTE DESCRIPTION

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

From RIFFL on track 268° to FAKEY .

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

(RIFFL.FAKEY1) 20198
FAKEY ONE ARRIVAL (RNAV)

AL-739 (FAA)

Z5

OKLAHOMA CITY, OKLAHOMA

GHOST THREE ARRIVAL (RNAV)

OKC D-ATIS
125.85
OKE CITY APP CON
124.6 266.8

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

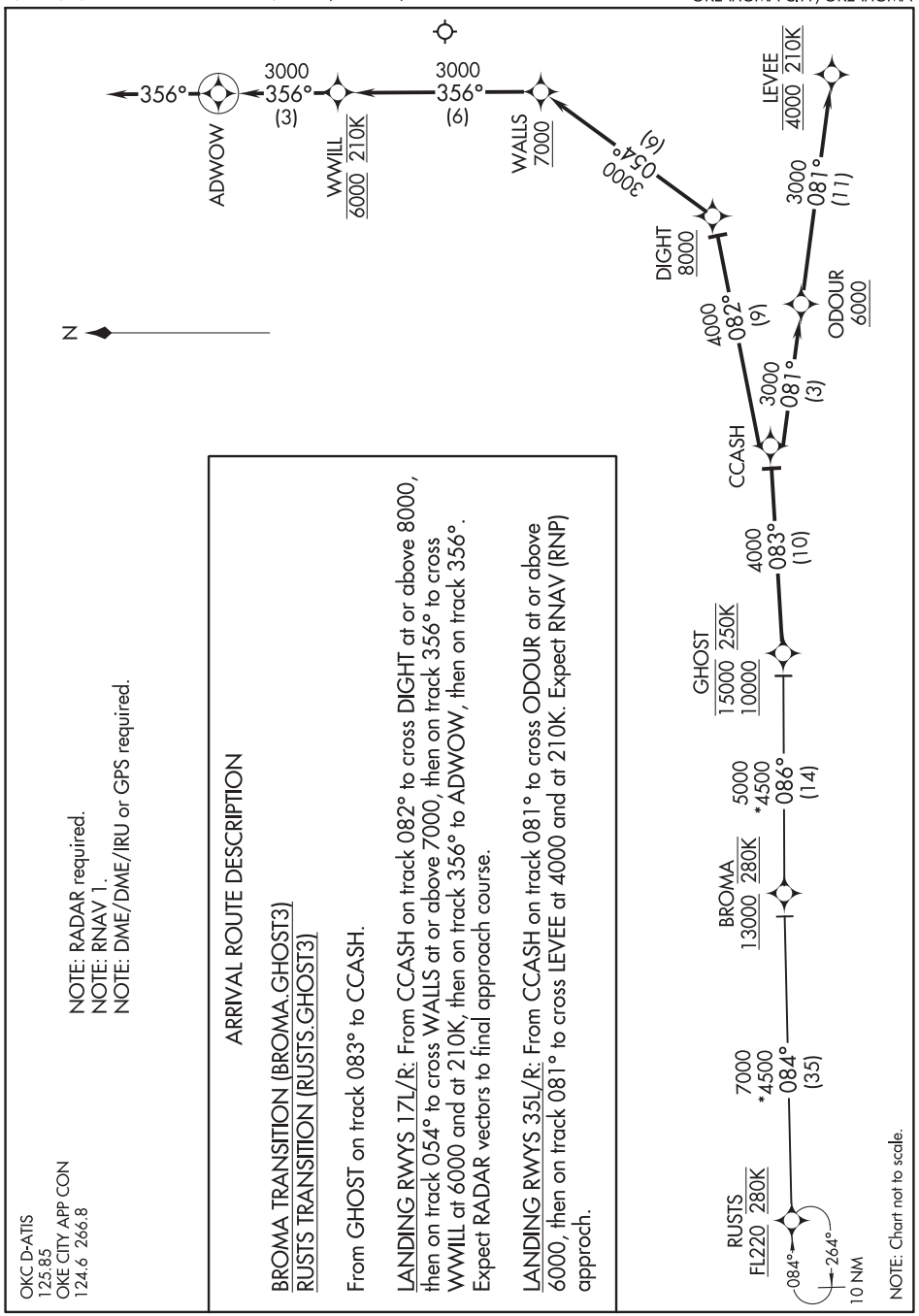
ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.GHOST3)
RUSTS TRANSITION (RUSTS.GHOST3)

From GHOST on track 083° to CCASH.

LANDING RWYS 17L/R: From CCASH on track 082° to cross DIGHT at or above 8000, then on track 054° to cross WALLS at or above 7000, then on track 356° to cross WWILL at 6000 and at 210K, then on track 356° to ADWOW, then on track 356°. Expect RADAR vectors to final approach course.

LANDING RWYS 35L/R: From CCASH on track 081° to cross ODOUR at or above 6000, then on track 081° to cross LEVEE at 4000 and at 210K. Expect RNAV (RNP) approach.



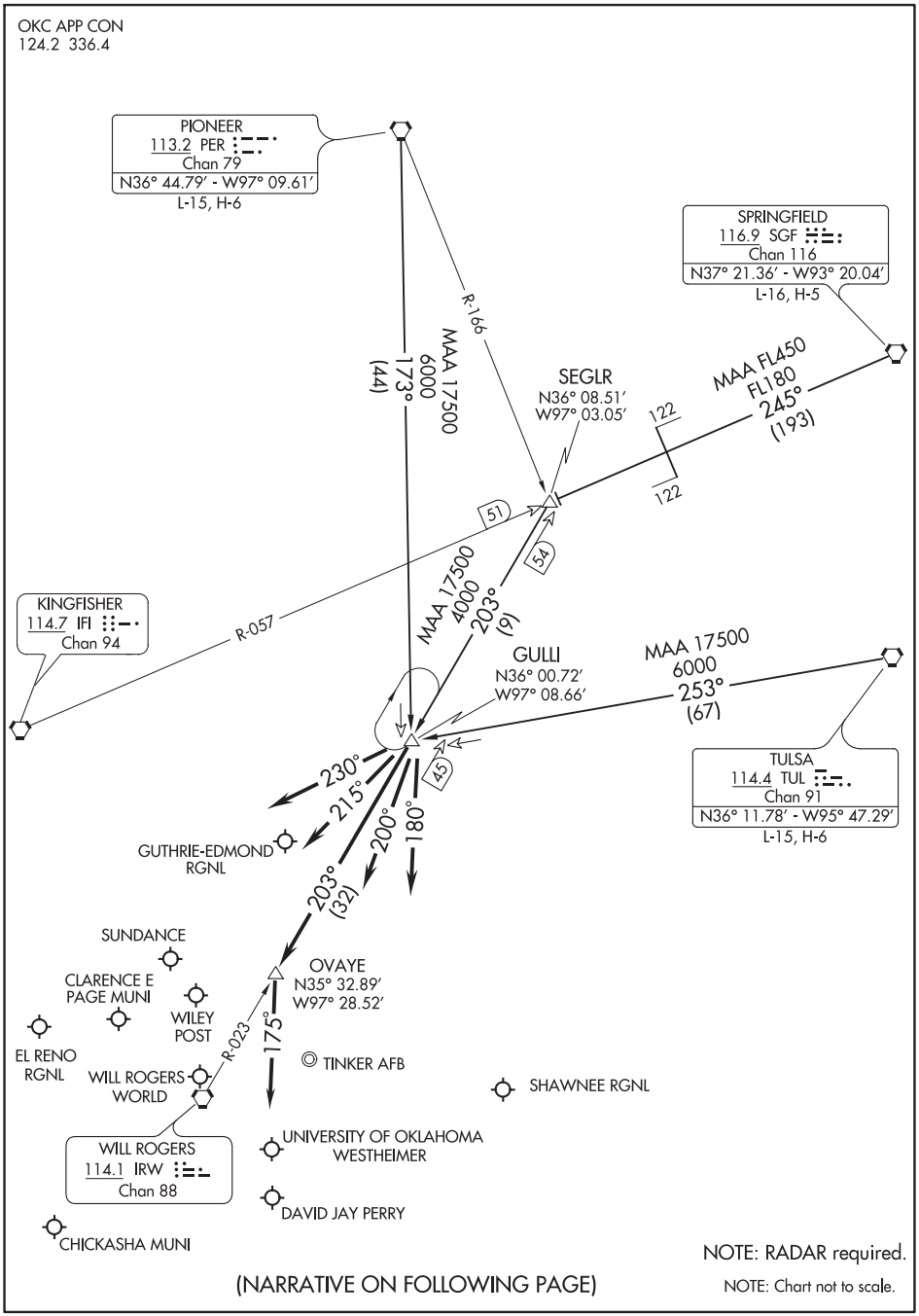
NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

(GULLI.GULLI2) 20086 AL-301 (FAA)

GULLI TWO ARRIVAL

OKLAHOMA CITY, OKLAHOMA



(NARRATIVE ON FOLLOWING PAGE)

SC-1, 25 FEB 2021 to 22 APR 2021

GULLI TWO ARRIVAL

OKLAHOMA CITY, OKLAHOMA

ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI2): From over PER VORTAC on PER R-173 to GULLI. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI2): From over SGF VORTAC on SGF R-245 and IFI R-057 to SEGLR, then on IRW R-023 to GULLI. Thence . . . .
TULSA TRANSITION (TUL.GULLI2): From over TUL VORTAC on TUL R-253 to GULLI. Thence . . . .

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

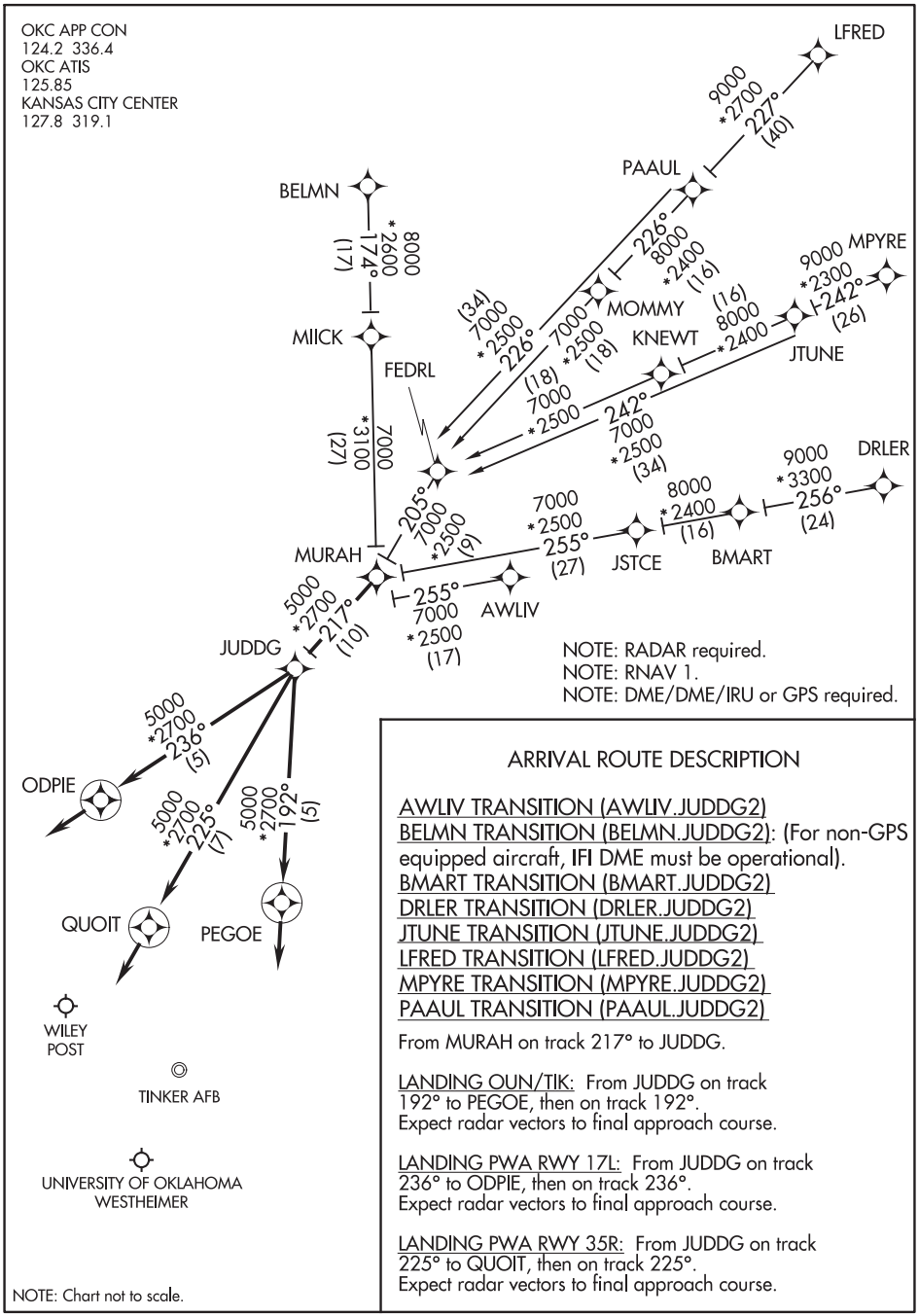
ALL AIRCRAFT LANDING SOUTH:
. . . . For GOK, HSD, PWA, RCE, RQO, CHK airports: Depart GULLI heading 230° for vector to final approach course.
. . . . For OKC, OUN, 1K4 airports: Depart GULLI heading 215° for vector to final approach course.
. . . . For TIK, SNL airports: Depart GULLI heading 200° for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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

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

JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

JUDDG TWO ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA

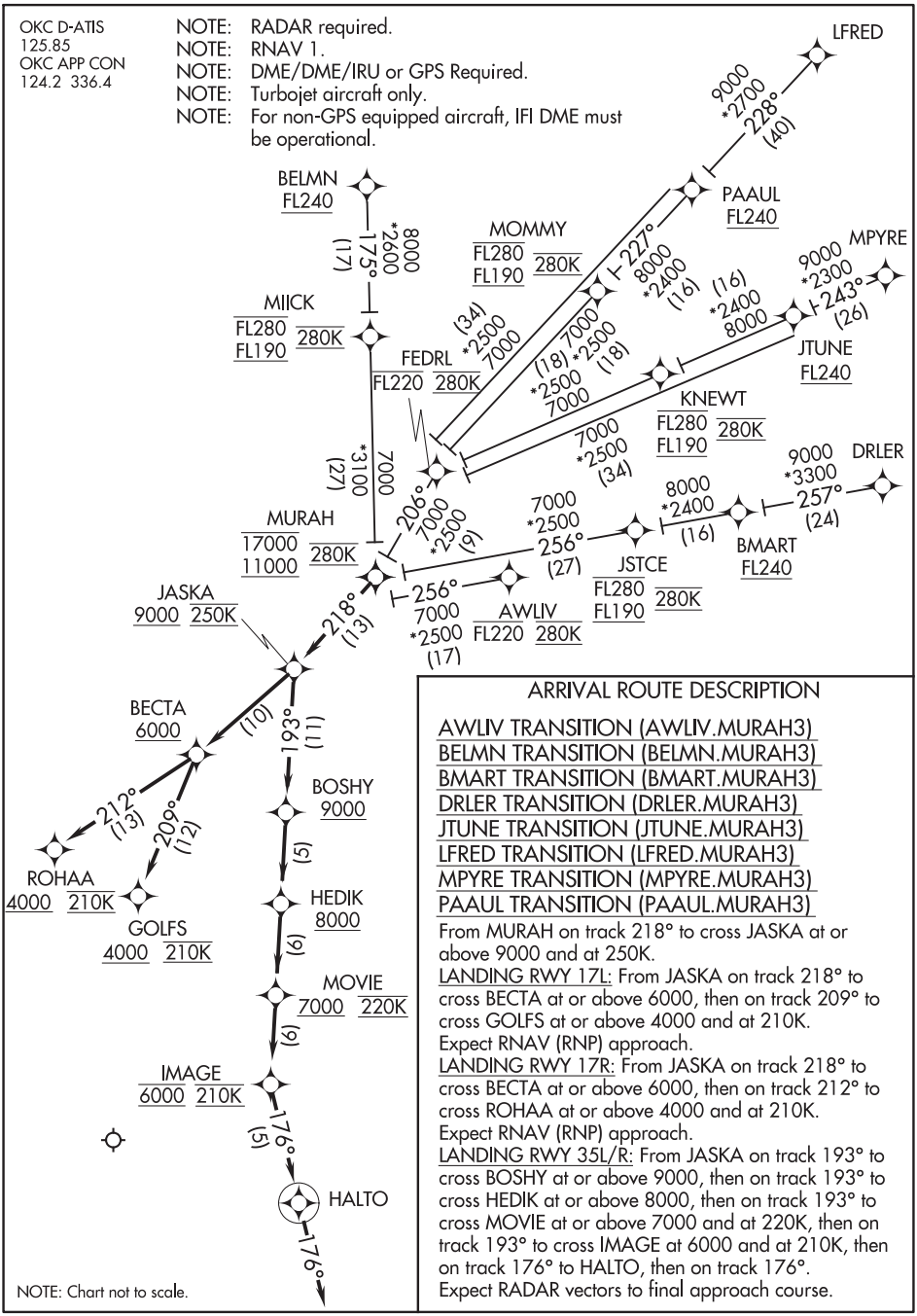
(MURAH.JUDDG2) 10NOV16

MURAH THREE ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

OKC D-ATIS
125.85
OKC APP CON
124.2 336.4

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

AWLIV TRANSITION (AWLIV.MURAH3)
BELMN TRANSITION (BELMN.MURAH3)
BMART TRANSITION (BMART.MURAH3)
DRLER TRANSITION (DRLER.MURAH3)
JTUNE TRANSITION (JTUNE.MURAH3)
LFRED TRANSITION (LFRED.MURAH3)
MPYRE TRANSITION (MPYRE.MURAH3)
PAAUL TRANSITION (PAAUL.MURAH3)

From MURAH on track 218° to cross JASKA at or above 9000 and at 250K.

LANDING RWY 17L: From JASKA on track 218° to cross BECTA at or above 6000, then on track 209° to cross GOLFS at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 17R: From JASKA on track 218° to cross BECTA at or above 6000, then on track 212° to cross ROHAA at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35L/R: From JASKA on track 193° to cross BOSHY at or above 9000, then on track 193° to cross HEDIK at or above 8000, then on track 193° to cross MOVIE at or above 7000 and at 220K, then on track 193° to cross IMAGE at 6000 and at 210K, then on track 176° to HALTO, then on track 176°. Expect RADAR vectors to final approach course.

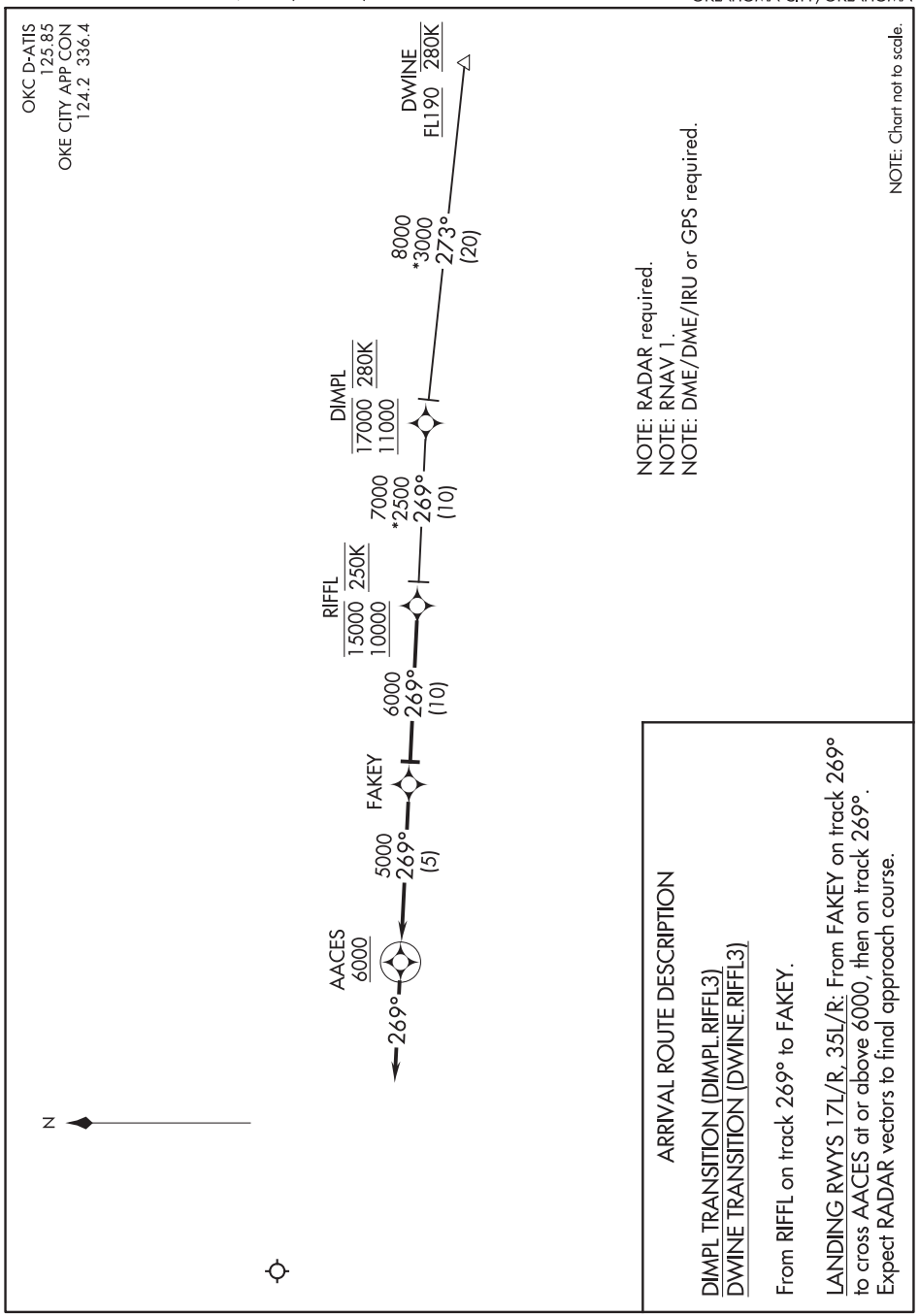
SC-1, 25 FEB 2021 to 22 APR 2021

(RIFFL.RIFFL3) 20030

AL-301 (FAA)

RIFFL THREE ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



SC-1, 25 FEB 2021 to 22 APR 2021

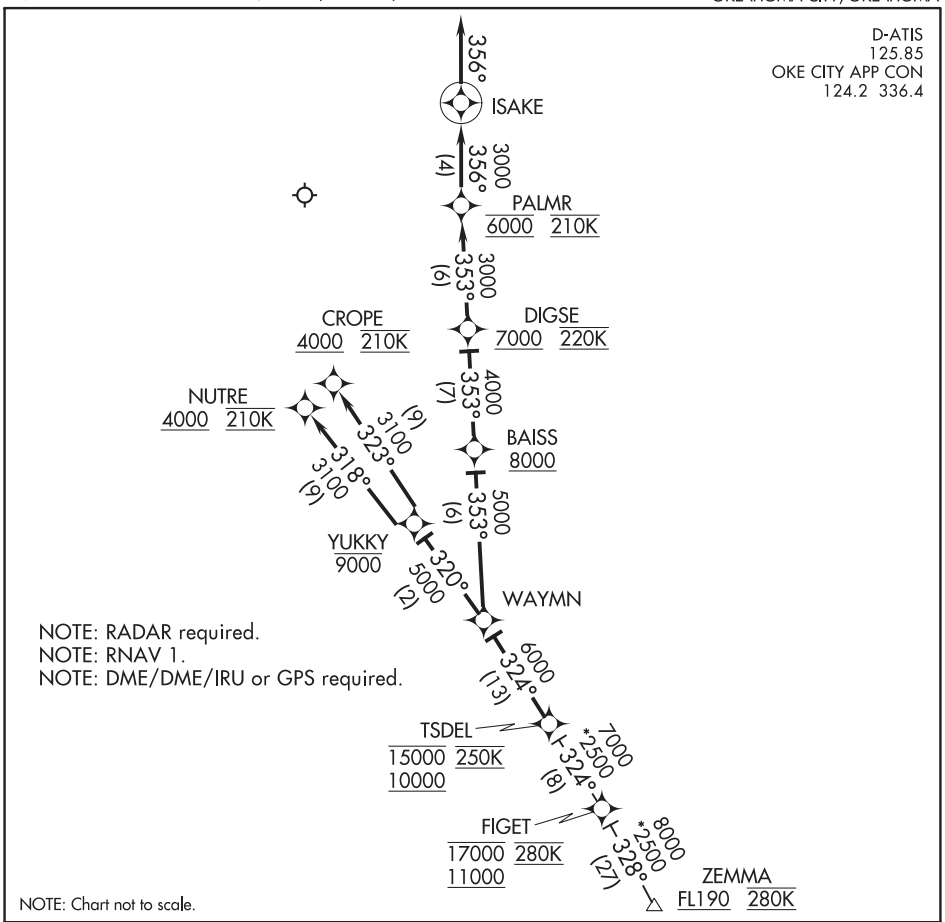
RIFFL THREE ARRIVAL (RNAV)

(RIFFL.RIFFL3) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

TSDEL THREE ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

FIGET TRANSITION (FIGET.TSDEL3)
ZEMMA TRANSITION (ZEMMA.TSDEL3)

From TSDEL on track 324° to WAYMN.

LANDING RWYS 17L/R: From WAYMN on track 353° to cross BAISS at or above 8000, then on track 353° to cross DIGSE at or above 7000 and at 220K, then on track 353° to cross PALMR at 6000 and at 210K, then on track 356° to ISAKE, then on track 356°. Expect RADAR vectors to final approach course.

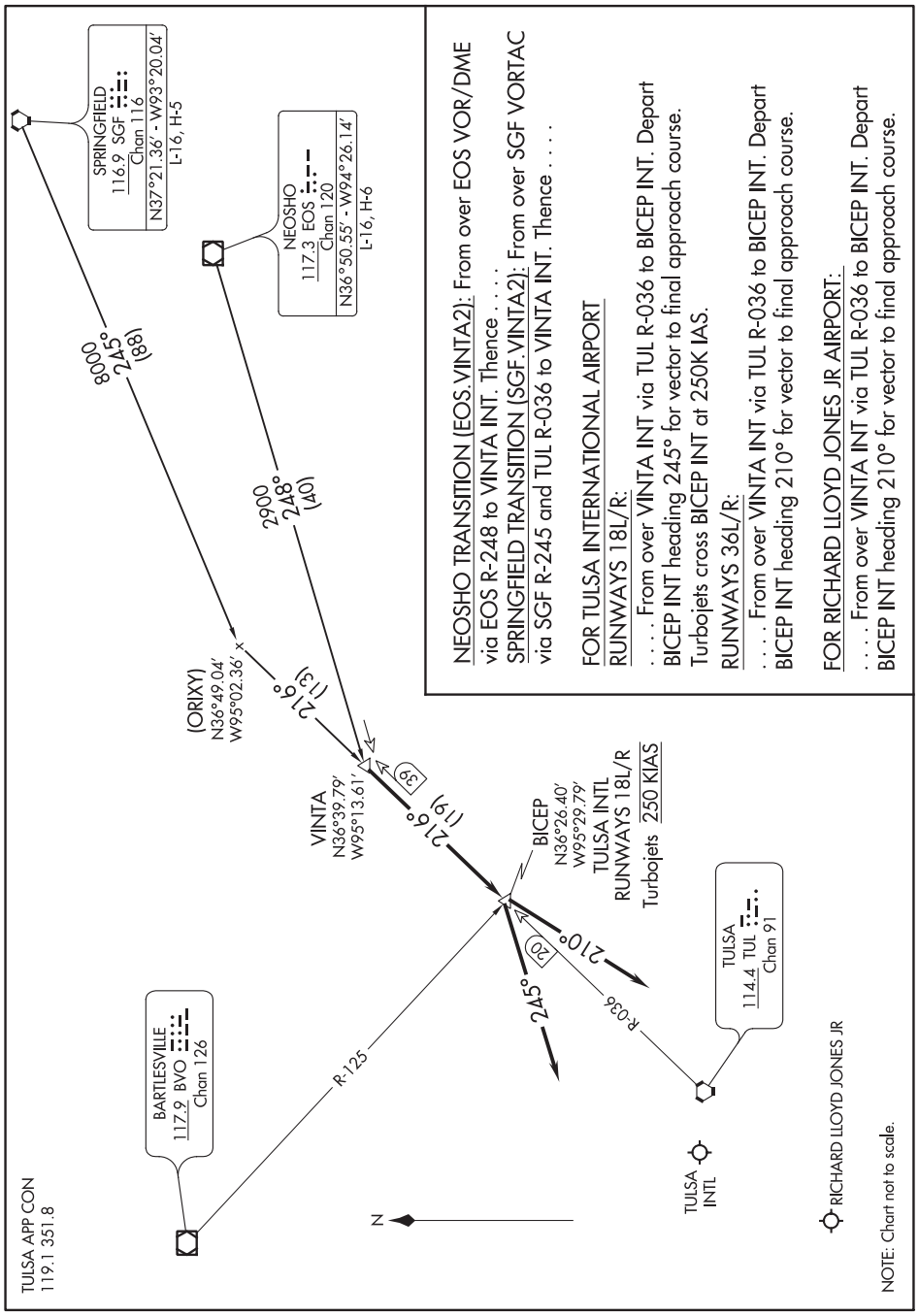
LANDING RWY 35L: From WAYMN on track 320° to cross YUKKY at or below 9000, then on track 318° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From WAYMN on track 320° to cross YUKKY at or below 9000, then on track 323° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

VINTA TWO ARRIVAL

TULSA, OKLAHOMA



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

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

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

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

RUNWAYS 36L/R:

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

FOR RICHARD LLOYD JONES JR AIRPORT:

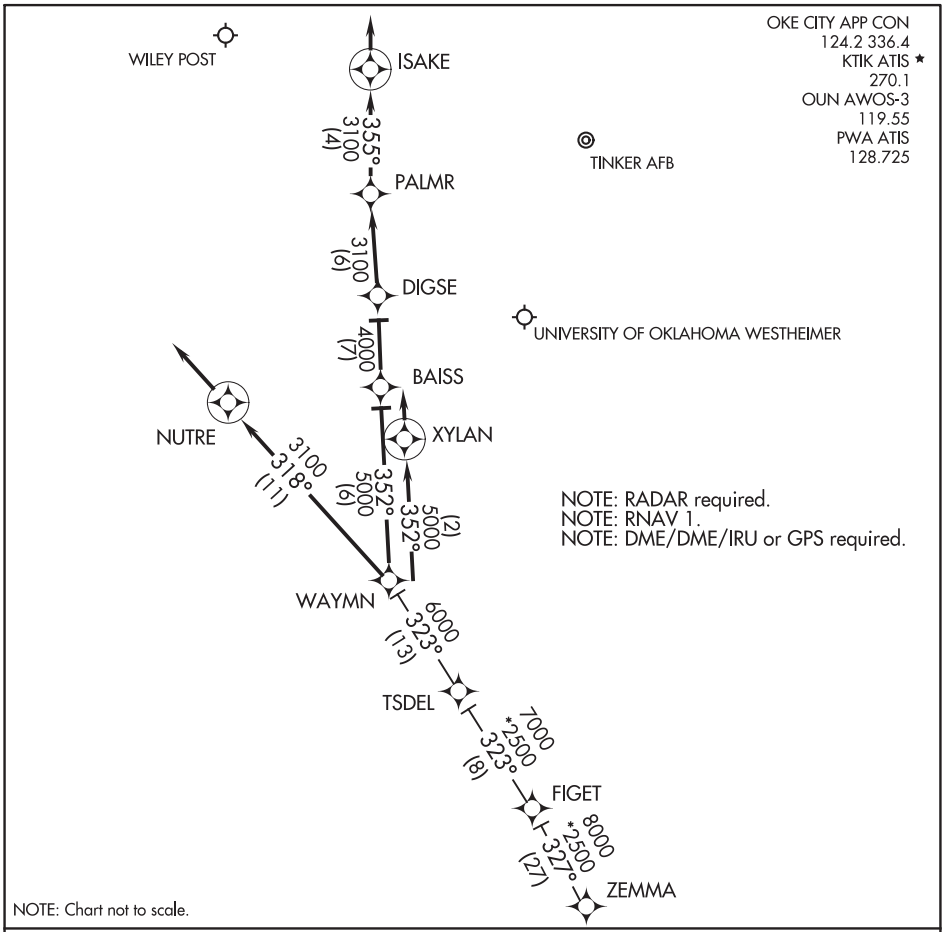
. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

SC-1, 25 FEB 2021 to 22 APR 2021

VINTA TWO ARRIVAL
TULSA, OKLAHOMA

WAYMN ONE ARRIVAL (RNAV)

OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

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

From TSDEL on track 323° to WAYMN.

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

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

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

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

WAYMN ONE ARRIVAL (RNAV)

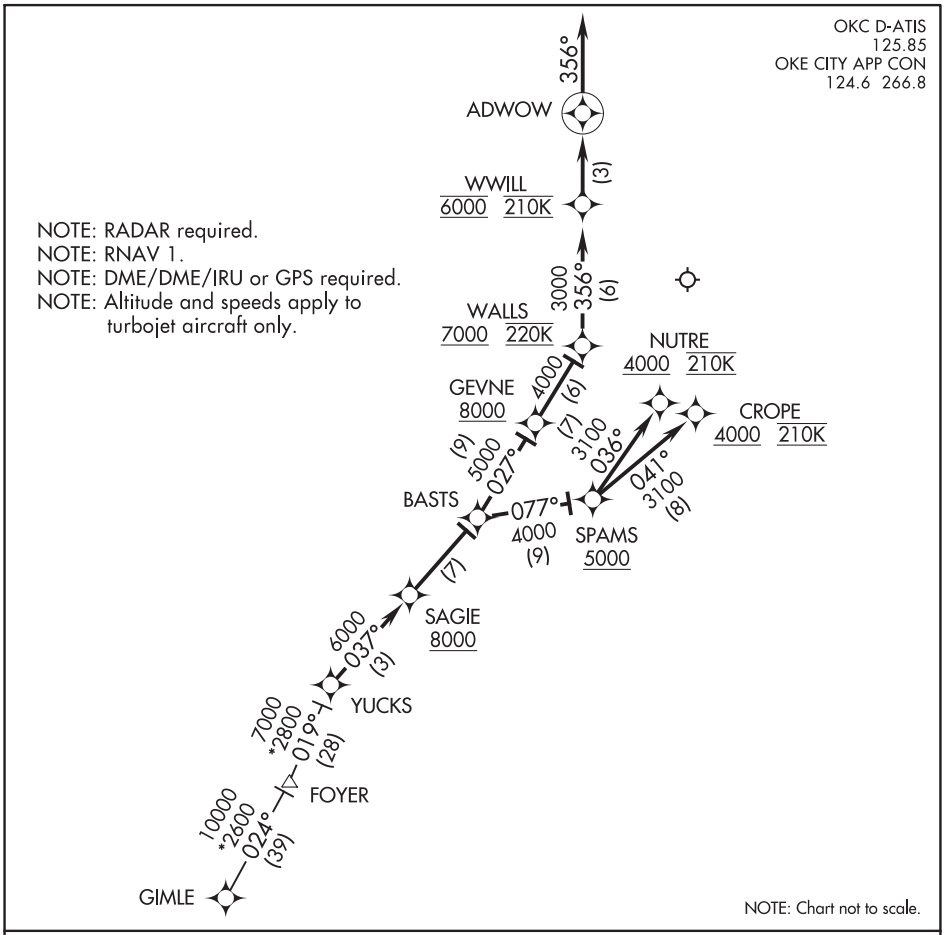
OKLAHOMA CITY, OKLAHOMA

SC-1, 25 FEB 2021 to 22 APR 2021

(YUCKS.YUCKS3) 17341 AL-301 (FAA)

YUCKS THREE ARRIVAL (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



ARRIVAL ROUTE DESCRIPTION

GIMLE TRANSITION (GIMLE.YUCKS3):

From YUCKS on track 037° to cross SAGIE at or above 8000, then on track 037° to BASTS.

LANDING RWY 17L/R: From BASTS on track 027° to cross GEVNE at or above 8000, then on track 027° to cross WALLS at or above 7000 and at 220K, then on track 356° to cross WWILL at 6000 and at 210K, then on track 356° to ADWOW, then on track 356°. Expect radar vectors to final approach course.

LANDING RWY 35L: From BASTS on track 077° to cross SPAMS at or above 5000, then on track 036° to cross NUTRE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

LANDING RWY 35R: From BASTS on track 077° to cross SPAMS at or above 5000, then on track 041° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 61012 W18A	APP CRS 177°	Rwy ldg 6203 TDZE 1016 Apt Elev 1016

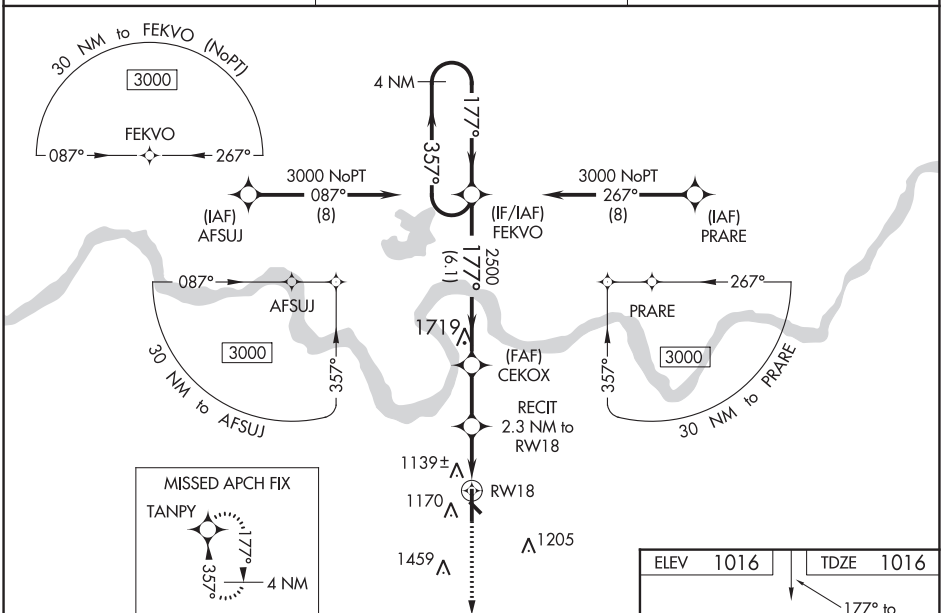
RNAV (GPS) RWY 18
ADA RGNL (ADH)

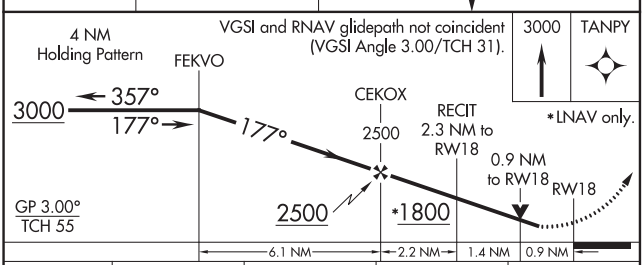
T A Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. Circling Rwy 31 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A and B visibility ⅛ SM. For inop ALS when using Seminole altimeter setting; increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats to 1¼ SM. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1332 feet, LNAV/VNAV DA to 1386 and all MDA 80 feet. Increase LPV all Cats visibility ⅛ SM, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ SM. Increase Circling Cats C/D visibility ½ SM.

ODALS

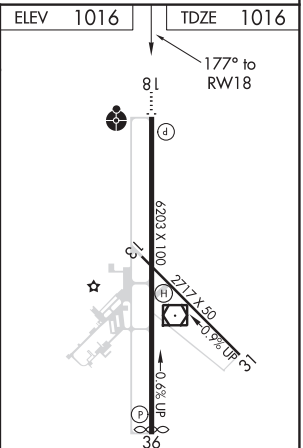
MISSED APPROACH: Climb to 3000 direct TANPY and hold.

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





CATEGORY	A	B	C	D
LPV DA	1266-¾ 250 (300-¾)			
LNAV/VNAV DA	1320-⅞ 304 (400-⅞)			
LNAV MDA	1400-¾ 384 (400-¾)		1400-1 384 (400-1)	
C CIRCLING	1520-1 504 (600-1)	1640-1 624 (700-1)	1820-2¼ 804 (900-2¼)	1820-2½ 804 (900-2½)



MIRL Rwy 18-36 L
REIL Rwy 36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ADA, OKLAHOMA

AL-5149 (FAA)

18144

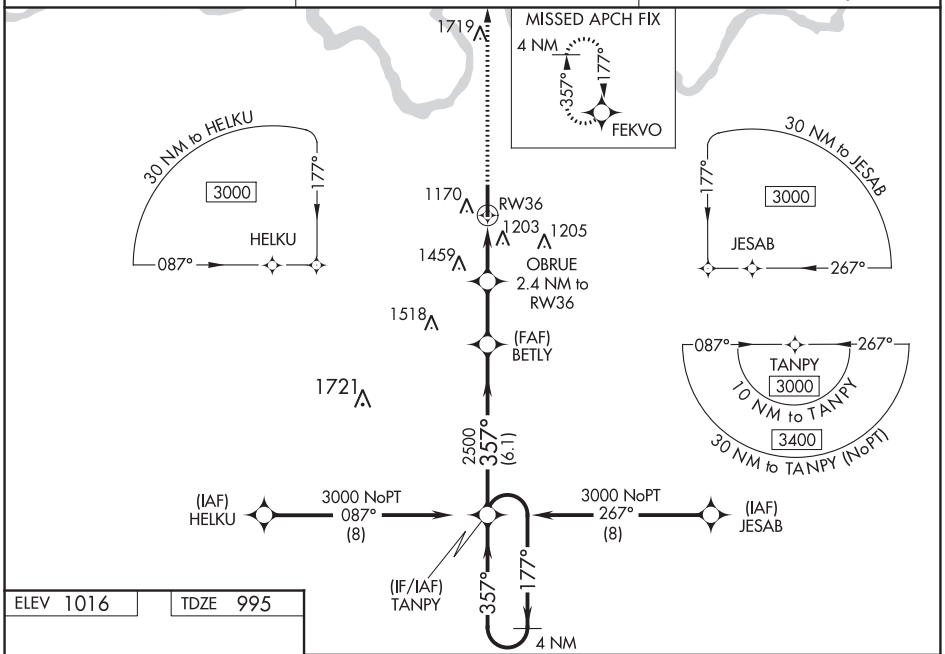
RNAV (GPS) RWY 36
ADA RGNL (ADH)

WAAS CH 70412 W36A	APP CRS 357°	Rwy ldg 6103 TDZE 995 Apt Elev 1016

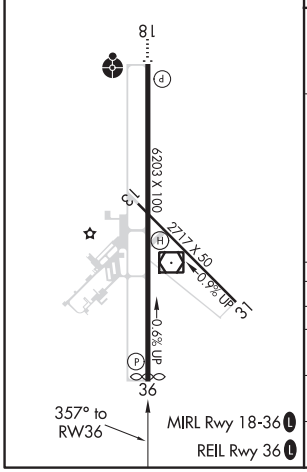
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. Circling Rwy 31 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1311 feet, LNAV/VNAV DA to 1600 feet and all MDA 80 feet. Increase LPV all Cats and LNAV Cats C and D visibility ¼ SM, increase LNAV/VNAV all Cats visibility to 2½ SM. Increase Circling Cats C/D visibility ½ SM.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

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



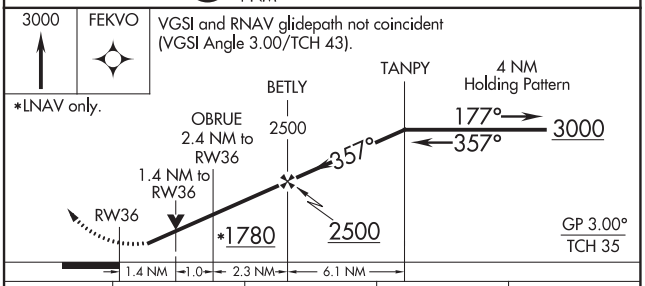
ELEV 1016 | TDZE 995



3000 | FEKVO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1245-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1534-1⅞ 539 (600-1⅞)			
LNAV MDA	1460-1 465 (500-1)		1460-1⅜ 465 (500-1⅜)	
C CIRCLING	1520-1 504 (600-1)	1640-1 624 (700-1)	1820-2¼ 804 (900-2¼)	1820-2½ 804 (900-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

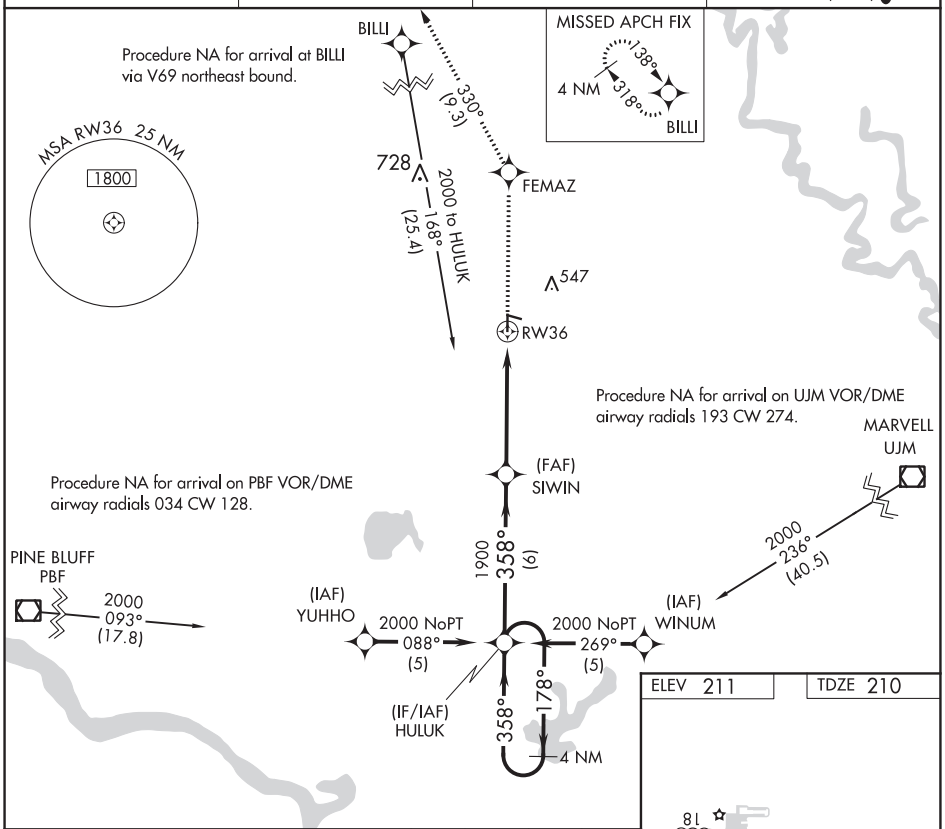
RNAV (GPS) RWY 36
ALMYRA MUNI (M73)

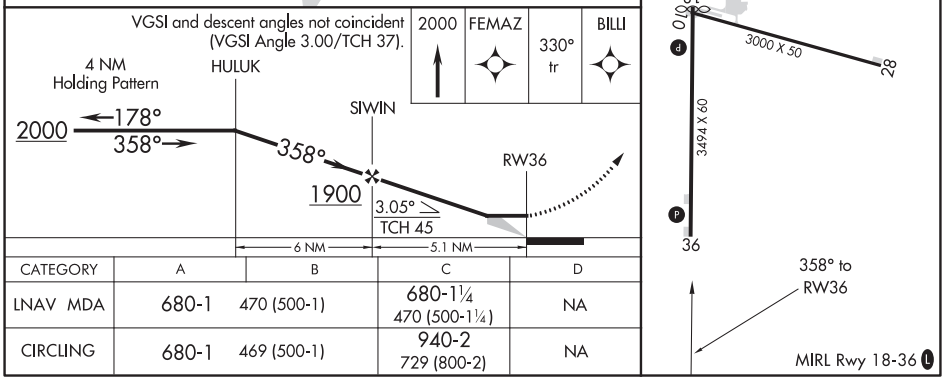
APP CRS	Rwy ldg	3494
358°	TDZE	210
	Apt Elev	211

RNP APCH.
Use Stuttgart altimeter setting; if not received, use Pine Bluff Rgnl
NA Airport Girder Field altimeter setting and increase all MDAs 40 feet.

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

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





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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

AL-5659 (FAA)

19339

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

RNAV (GPS) RWY 17

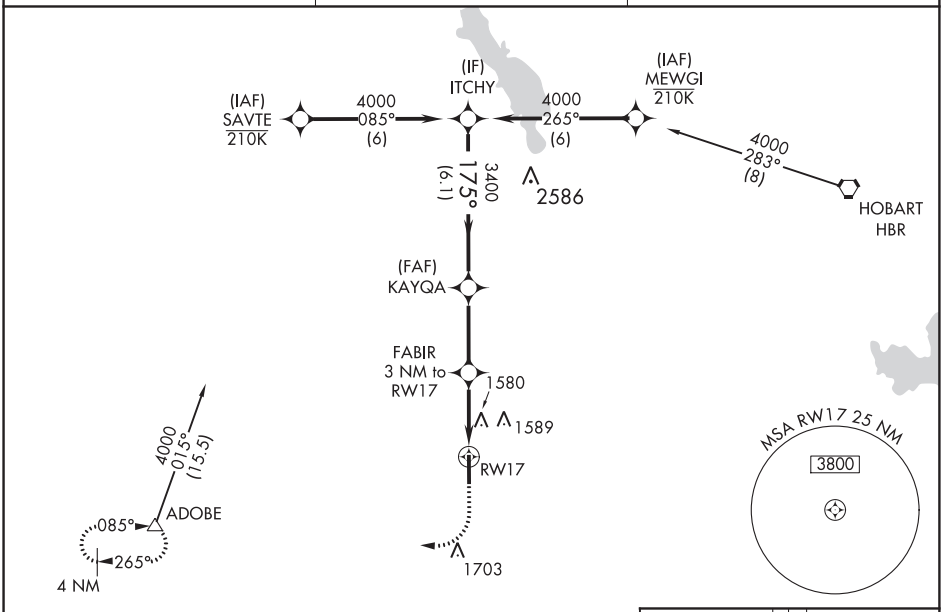
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

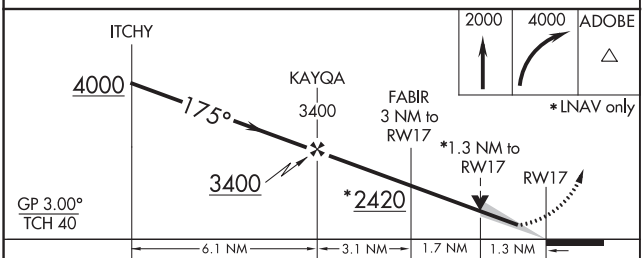
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Hobart Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase LPV DA to 1754 feet and LNAV/VNAV DA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

ODALS

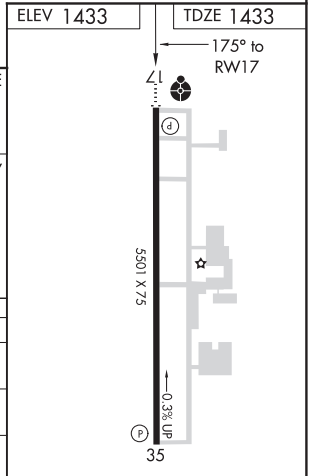
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct ADOBE and hold.

AWOS-3PT	ALTUS APP CON*	UNICOM
118.825	125.1 353.7	122.8 (CTAF) L





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



SC-1, 25 FEB 2021 to 22 APR 2021

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

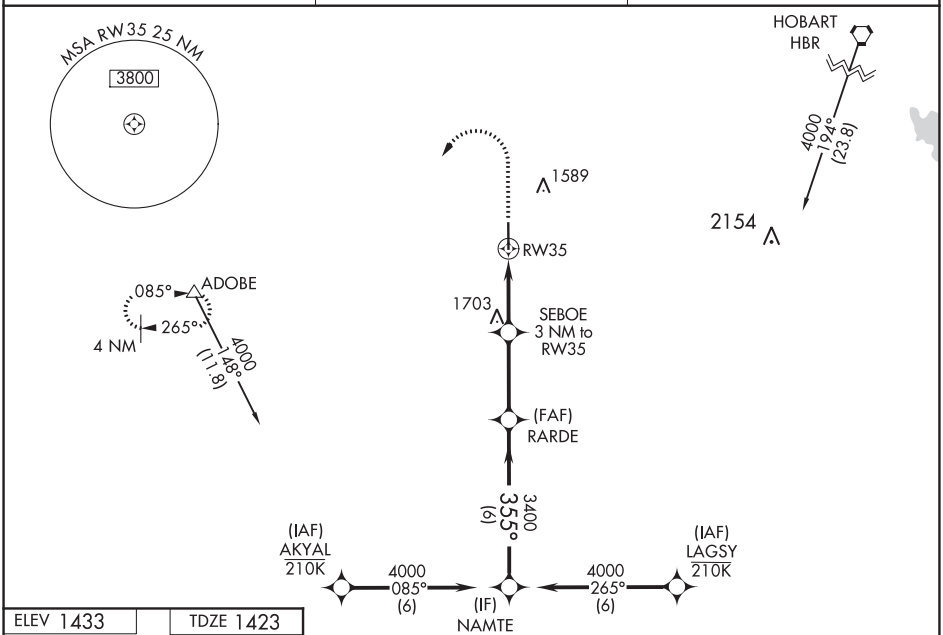
RNAV (GPS) RWY 35
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

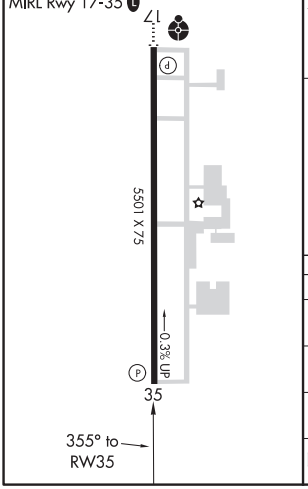
MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.

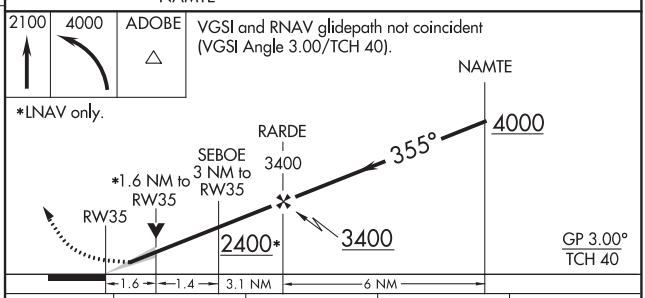
AWOS-3PT	ALTUS APP CON*	UNICOM
118.825	125.1 353.7	122.8 (CTAF) L



ELEV 1433 TDZE 1423

MIRL Rwy 17-35 L





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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

AL-5659 (FAA)

20198

VOR-A

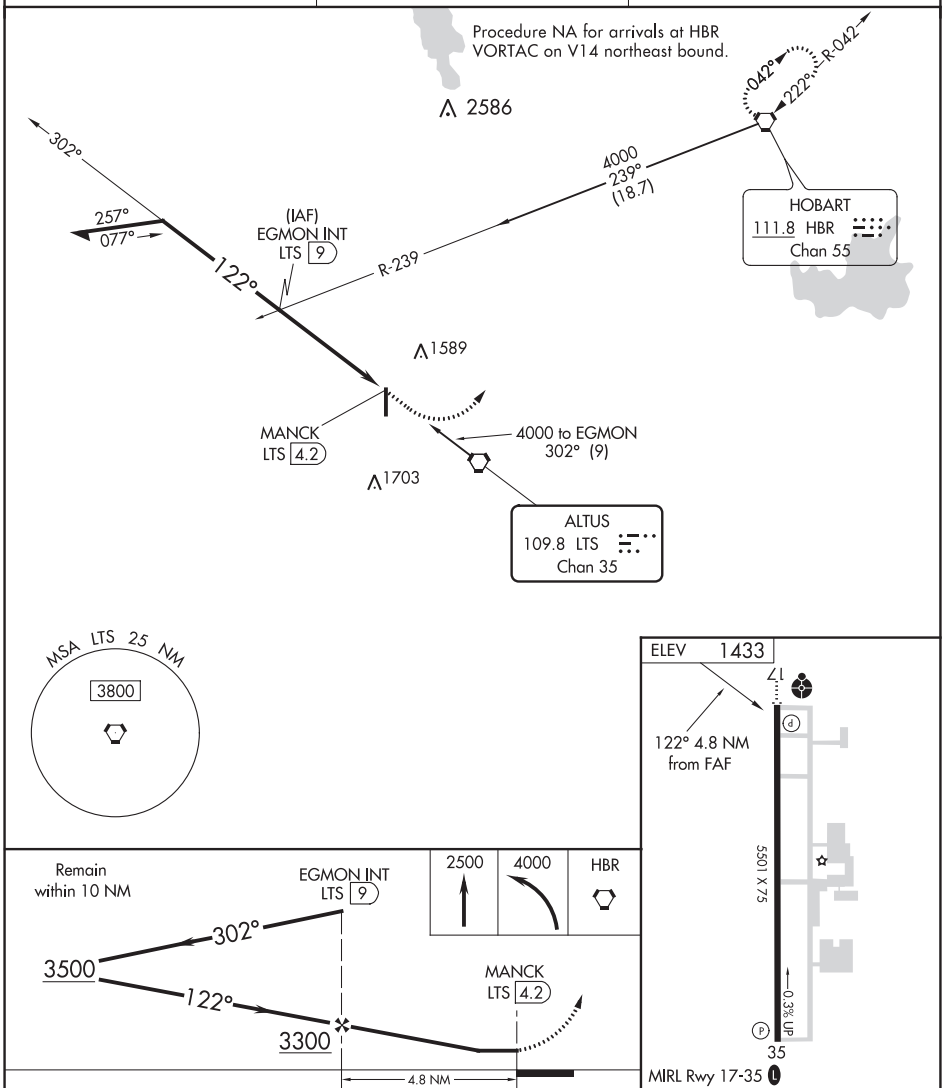
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

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

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

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

AWOS-3PT	ALTUS APP CON★	UNICOM
118.825	125.1 353.7	122.8 (CTAF) L



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

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

ILS or LOC RWY 17L

ALTUS AFB (KLTS)

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

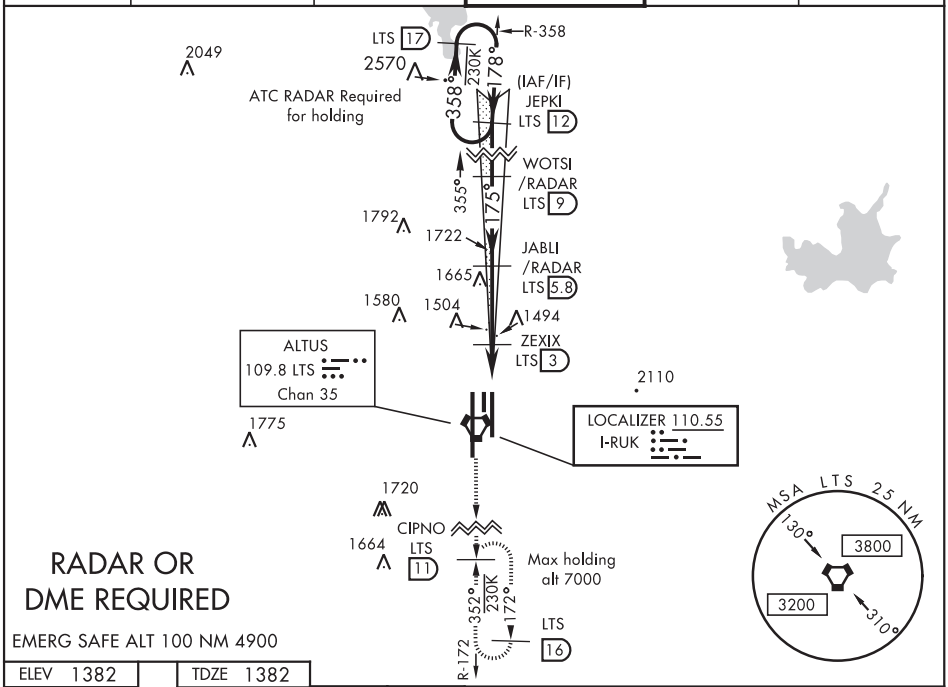
AL-482 [USAF]

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

SALSF

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

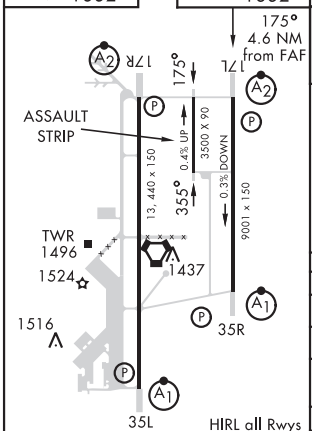
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

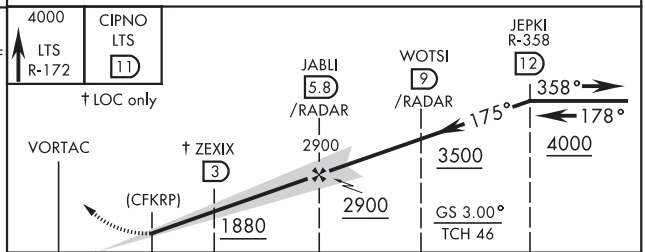


RADAR OR DME REQUIRED

EMERG SAFE ALT 100 NM 4900

ELEV 1382 TDZE 1382





CATEGORY	A	B	C	D	E
S-ILS 17L	1582/40		200	(200-¾)	
S-LOC 17L*	1760/40		378	(400-¾)	
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)
WITHOUT LAST STEPDOWN FIX					
S-LOC 17L**	1880/40	498 (500-¾)	1880/60	498	(500-1⅛)
*** C CIRCLING	1880-1	498 (500-1)	1880-1½ 498 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

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

ALTUS, OKLAHOMA
Amdt 3 16JUL20

34° 40′N-99° 16′W

ALTUS AFB (KLTS)

ILS or LOC RWY 17L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ALTUS, OKLAHOMA

ILS or LOC RWY 35R

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

AL-482 [USAF]

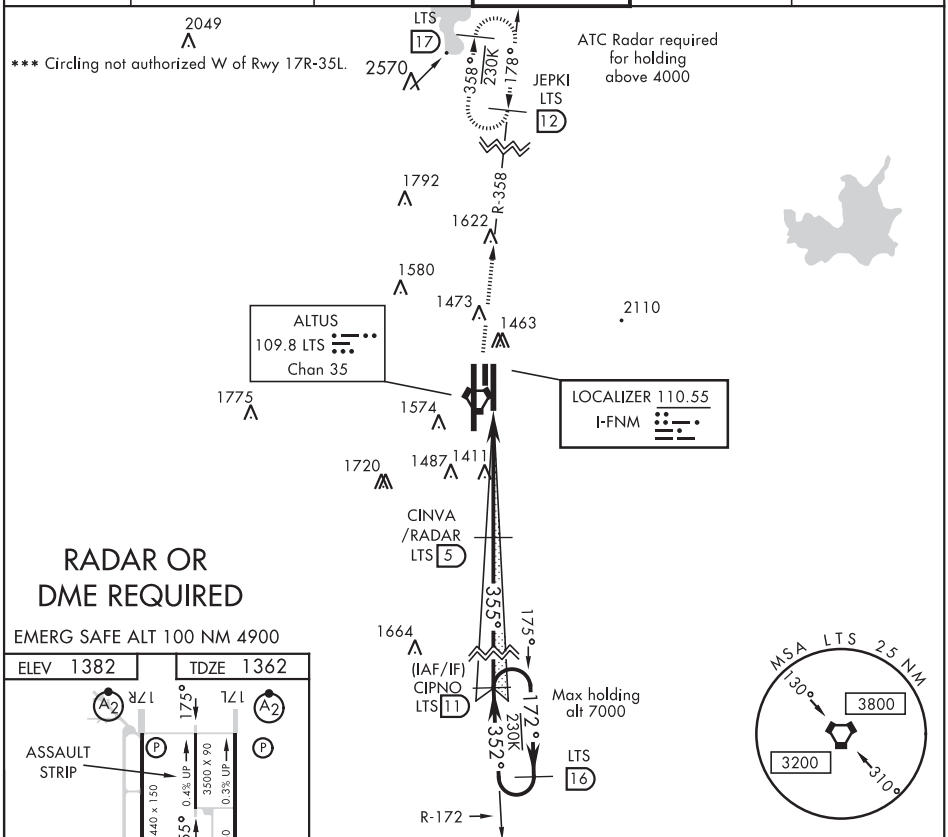
ALTUS AFB (KLTS)

T * When ALS inop, increase RVR to 40 and vis to ¾ mile; RVR 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1 (A1)

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

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

ILS Z or LOC RWY 17R

ALTUS AFB (KLTS)

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

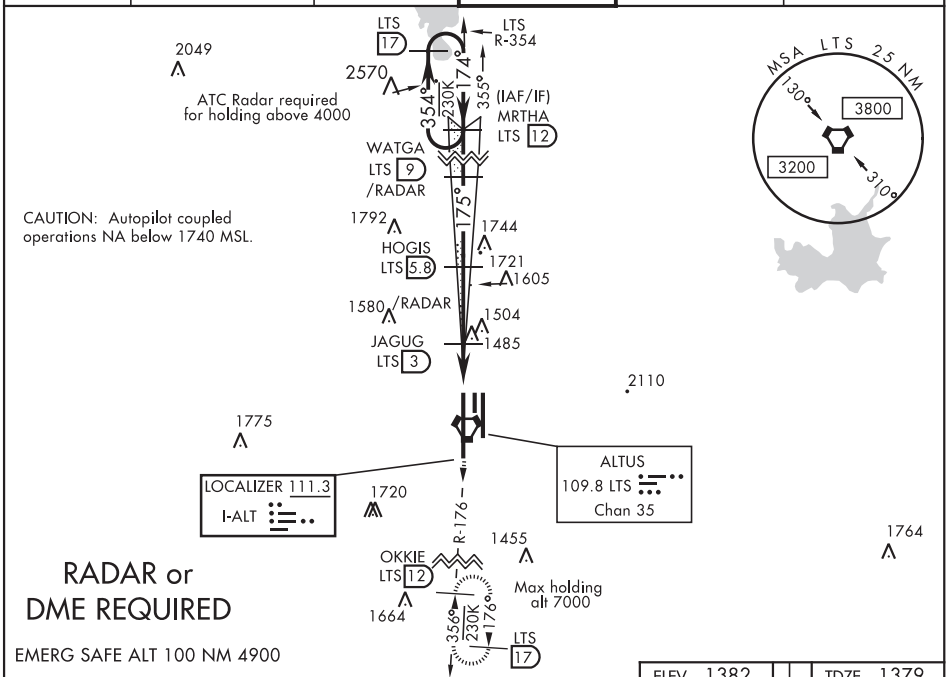
AL-482 [USAF]

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

SALSF

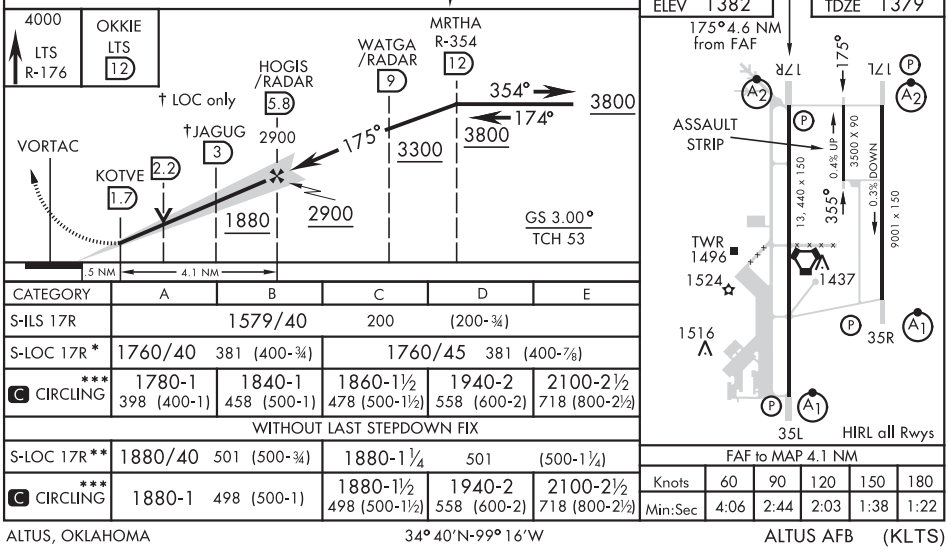
MISSED APPROACH: Climb to 4000, intercept LTS VORTAC R-176 to OKKIE and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-ILS 17R	1579/40 200 (200-¾)				
S-LOC 17R*	1760/40 381 (400-¾)		1760/45 381 (400-⅞)		
*** C CIRCLING	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)
WITHOUT LAST STEPDOWN FIX					
S-LOC 17R**	1880/40 501 (500-¾)		1880-1¼ 501 (500-1¼)		
*** C CIRCLING	1880-1 498 (500-1)		1880-1½ 498 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

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

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

Orig 16JUL20

ILS Z or LOC RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ALTUS, OKLAHOMA

ILS Z or LOC RWY 35L

ALTUS AFB (KLTS)

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

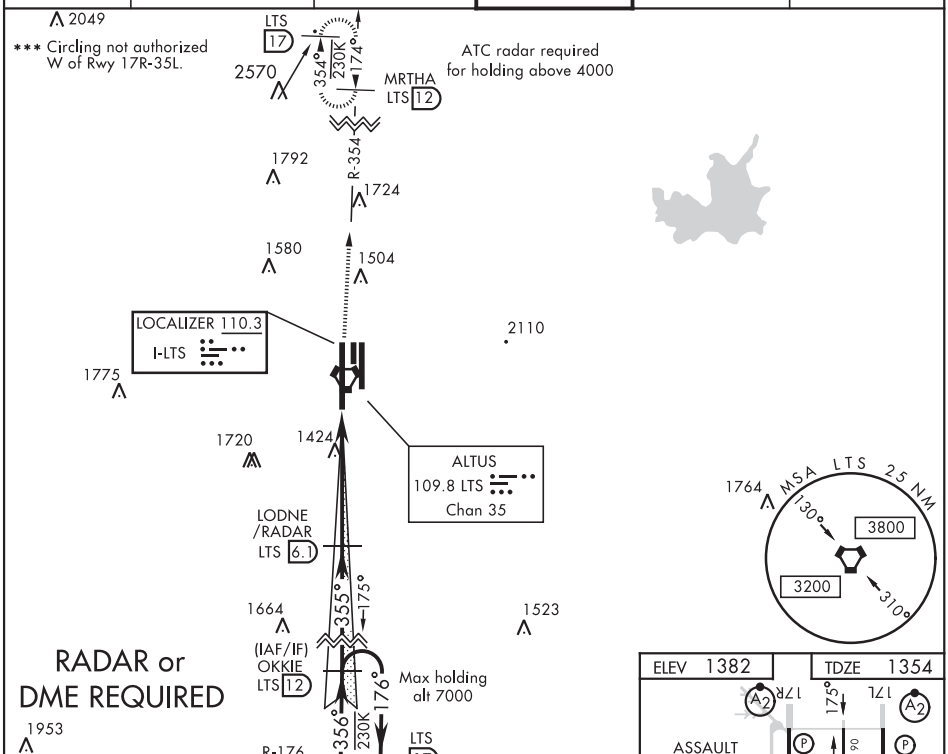
AL-482 [USAF]

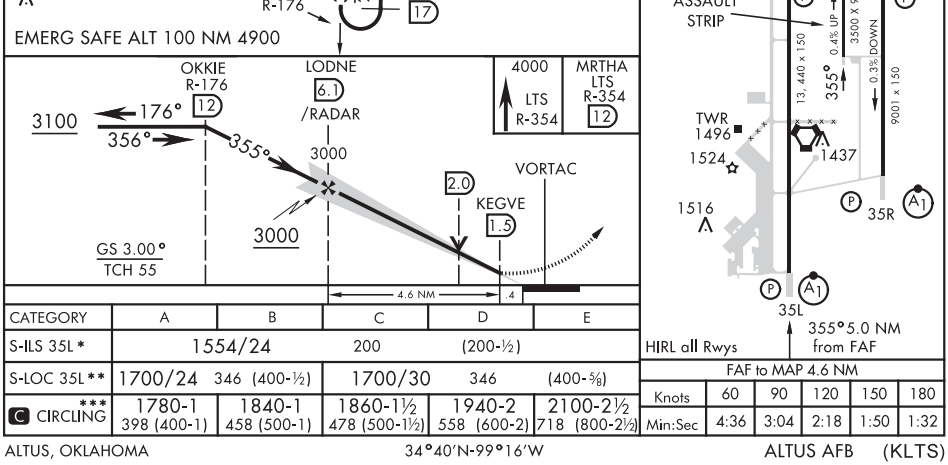
* When ALS inop, increase RVR to 40 and vis to ¾ mile; RVR 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

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

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7





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

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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

Amdt 1 16JUL20

ILS Z or LOC RWY 35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

ILS or RNAV (GPS) Y RWY 17R

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

AL-482 (USAF)

ALTUS AFB (KLTS)

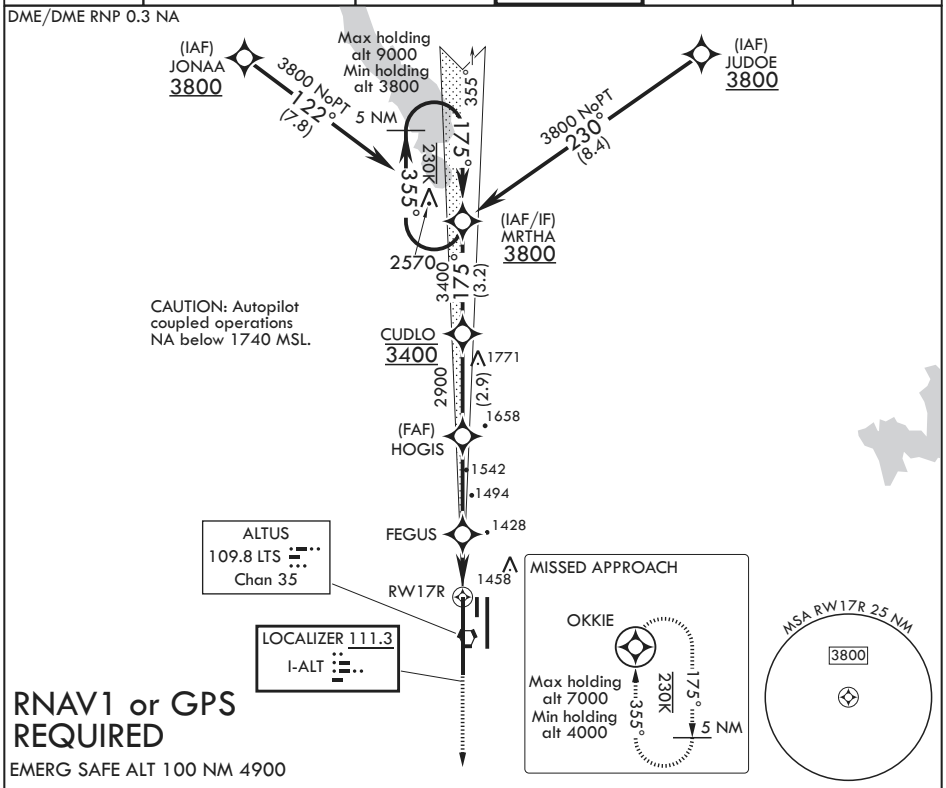
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.
** Circling not authorized W of Rwy 17R-35L.

SALS (A2)

MISSED APPROACH: Climb to 4000 direct OKKIE and hold.

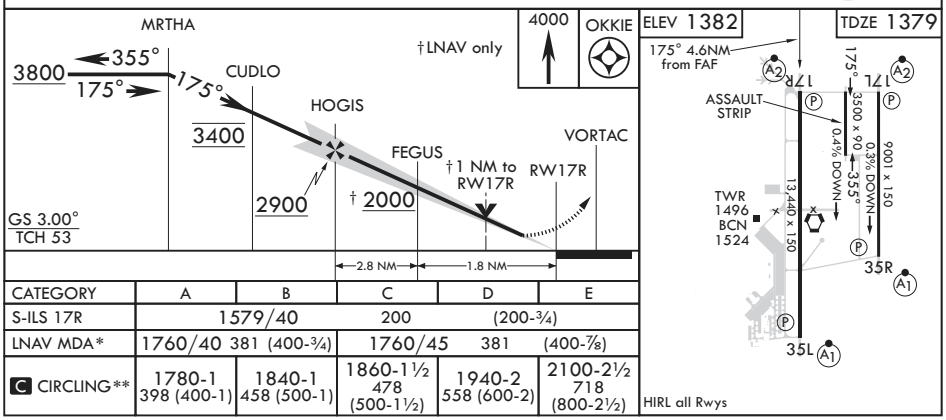
ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

DME/DME RNP 0.3 NA



RNAV1 or GPS
REQUIRED

EMERG SAFE ALT 100 NM 4900



CATEGORY	A	B	C	D	E
S-ILS 17R	1579/40		200	(200-¾)	
LNAV MDA*	1760/40	381 (400-¾)	1760/45	381	(400-⅞)
C CIRCLING**	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Orig 23MAY19

ILS or RNAV (GPS) Y RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

20142

ALTUS, OKLAHOMA

ILS or RNAV (GPS) Y RWY 35L

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

AL-482 (USAF)

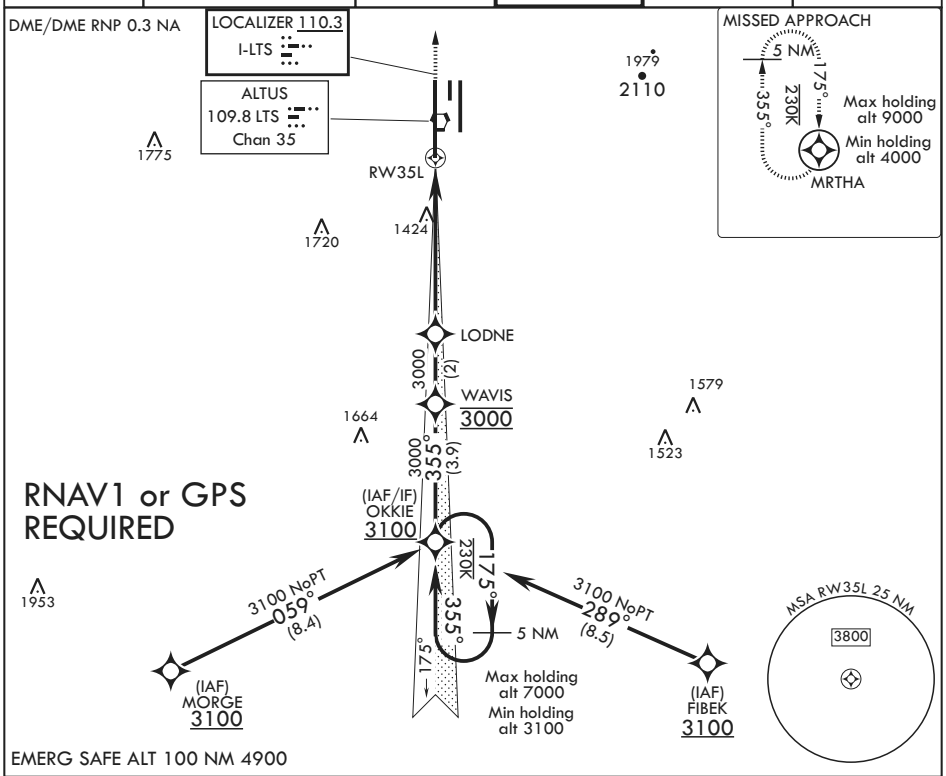
ALTUS AFB (KLTS)

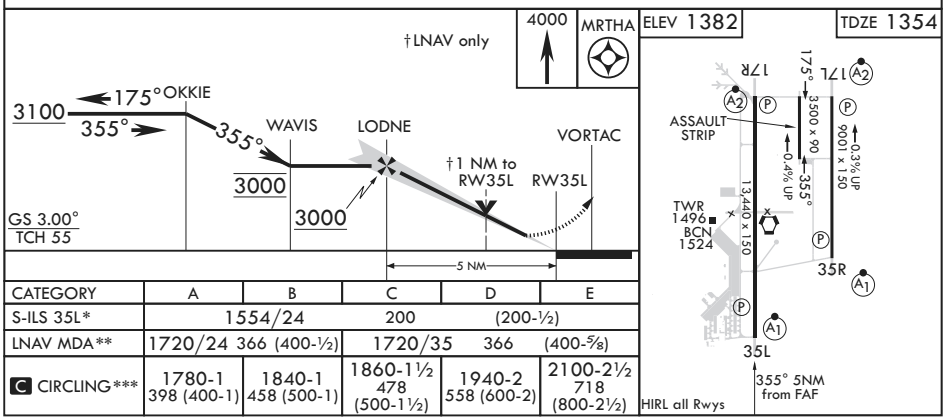
* When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile; RVR 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop, increase CAT ABCDE RVR to 55, vis to 1 mile.
*** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 direct MRTHA and hold.

ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7





CATEGORY	A	B	C	D	E
S-ILS 35L*	1554/24 200 (200-½)				
LNAV MDA**	1720/24 366 (400-½)		1720/35 366 (400-⅝)		
C CIRCLING***	1780-1 398 (400-1)	1840-1 458 (500-1)	1860-1½ 478 (500-1½)	1940-2 558 (600-2)	2100-2½ 718 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

RNAV (RNP) X RWY 17R

APCH CRS 175°	Rwy ldg 13,440
	TDZE 1379
	Arpt Elev 1382

AL-482 (USAF)

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

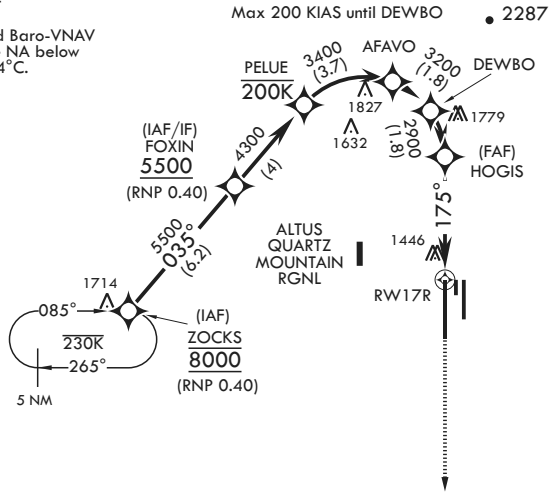
SALS (A2)

MISSED APPROACH: Climb to 4000 on track 175° to OKKIE and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

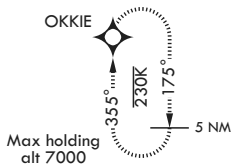
RNP AR APCH - RF

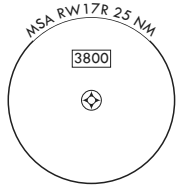
For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.



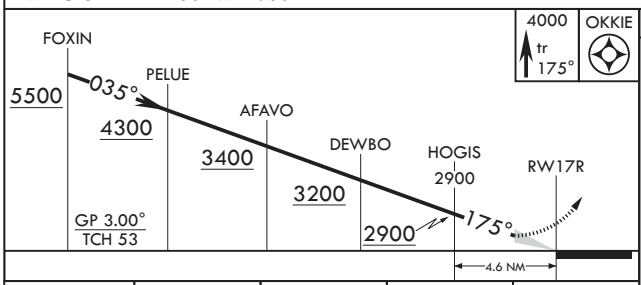
FOR USE BY 97 AMW ACFT ONLY

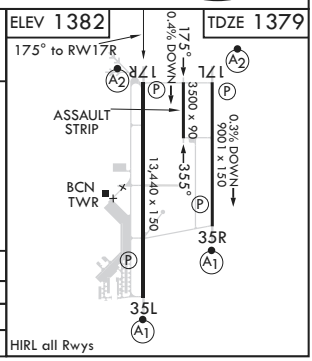
AUTHORIZATION REQUIRED





EMERG SAFE ALT 100 NM 4900





CATEGORY	A	B	C	D
RNP 0.10 DA*	1679/40		300	(300-¾)
RNP 0.30 DA**	1771/45		392	(400-⅞)

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Orig 03DEC20

RNAV (RNP) X RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

20310

ALTUS, OKLAHOMA

RNAV (RNP) X RWY 35L

APCH CRS 355°	Rwy ldg 13,440 TDZE 1354 Arpt Elev 1382

AL-482 (USAF)

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.

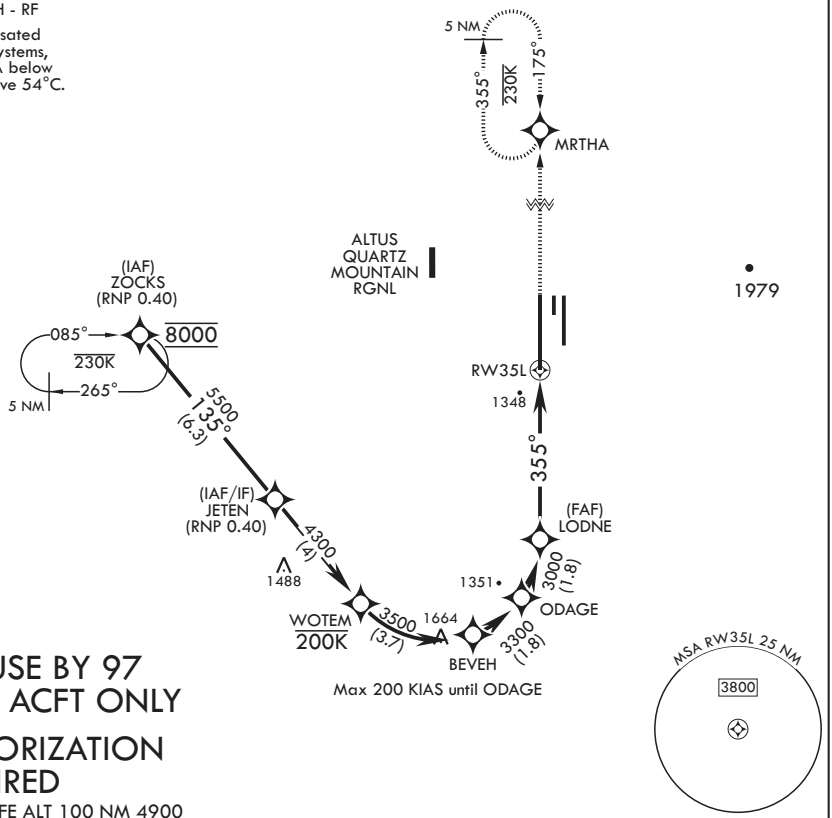
ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 on track 355° to MRTHA and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

RNP AR APCH - RF

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.



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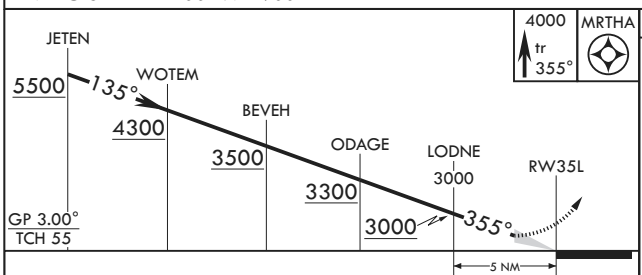
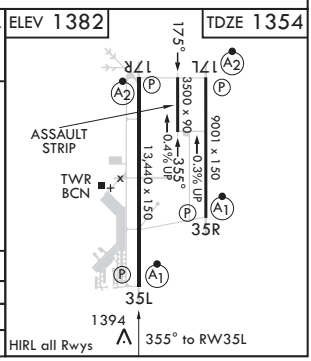
AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 4900





CATEGORY	A	B	C	D
RNP 0.10 DA*	1646/24		292	(300-½)
RNP 0.30 DA**	1724/35		370	(400-⅝)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

RNAV (RNP) Y RWY 17L

APCH CRS	Rwy ldg	9001
175°	TDZE	1382
	Arpt Elev	1382

AL-482 [USAF]

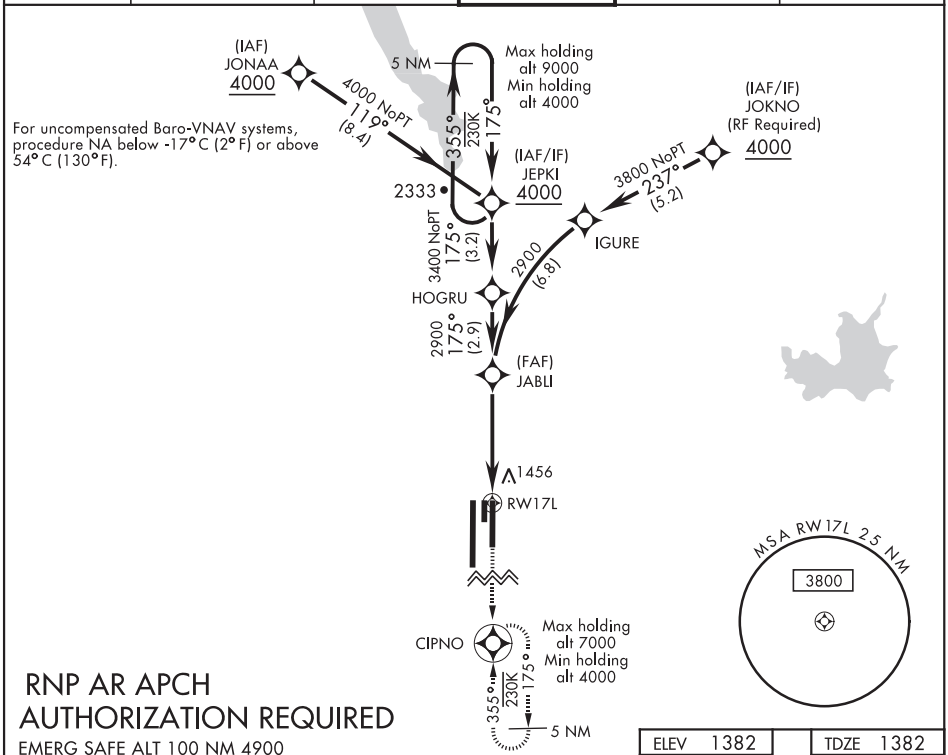
ALTUS AFB (KLTS)

*When ALS inop, increase RVR to 60, vis to 1⅛ miles.

SALSF A2

MISSED APPROACH: Climb to 4000 direct CIPNO and hold.

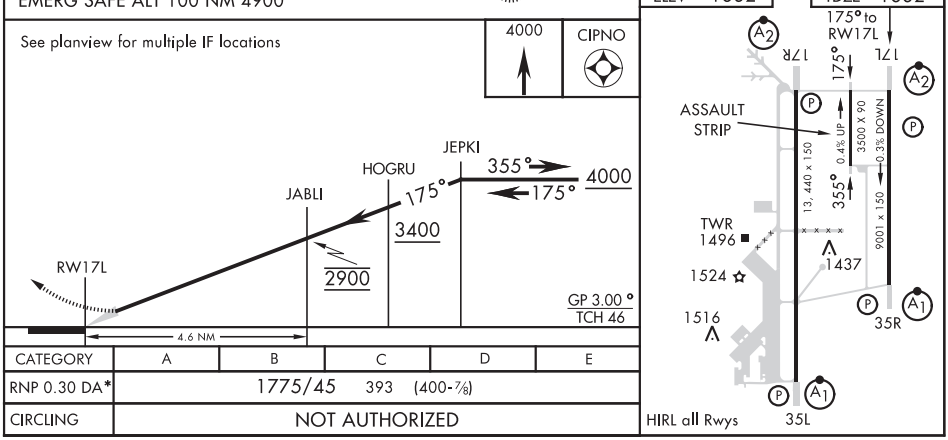
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



RNP AR APCH AUTHORIZATION REQUIRED

EMERG SAFE ALT 100 NM 4900

See planview for multiple IF locations



CATEGORY	A	B	C	D	E
RNP 0.30 DA*	1775/45 393 (400-⅞)				
CIRCLING	NOT AUTHORIZED				

ALTUS, OKLAHOMA

34°40′N-99°16′W

ALTUS AFB (KLTS)

Orig 16JUL20

RNAV (RNP) Y RWY 17L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

21056

ALTUS, OKLAHOMA

RNAV (RNP) Y RWY 35R

APCH CRS	Rwy ldg	9001
355°	TDZE	1362
	Arpt Elev	1382

AL-482 [USAF]

ALTUS AFB (KLTS)

RNP AR APCH. From GEDME: RF.

*When ALS inop, increase RVR to 45, vis to ⅞ mile.

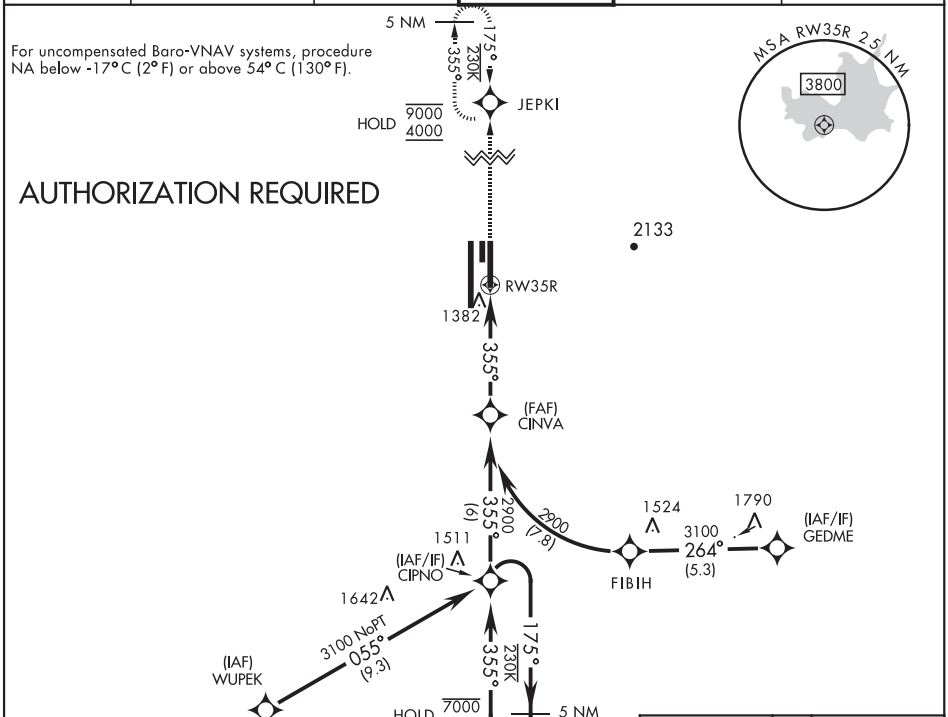
ALSF-1

MISSED APPROACH: Climb to 4000 direct JEPKI and hold.

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

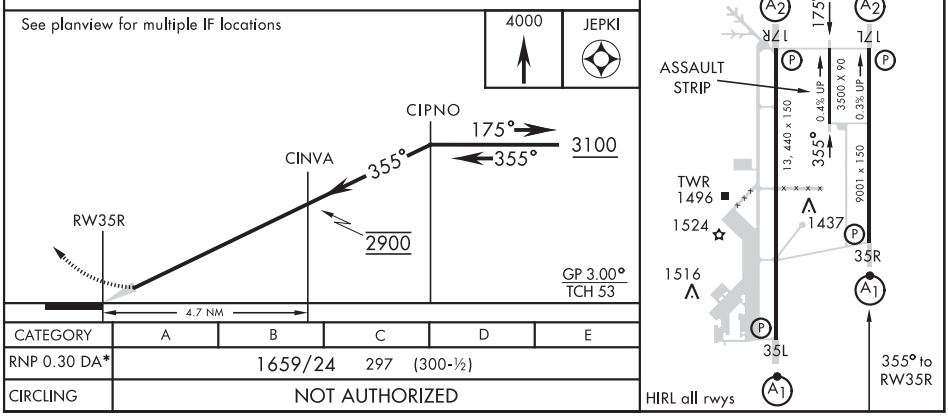
For uncompensated Baro-VNAV systems, procedure NA below -17° C (2° F) or above 54° C (130° F).

AUTHORIZATION REQUIRED



EMERG SAFE ALT 100 NM 4900

See planview for multiple IF locations



CATEGORY	A	B	C	D	E
RNP 0.30 DA*	1659/24 297 (300-½)				
CIRCLING	NOT AUTHORIZED				

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

Orig 16JUL20

RNAV (RNP) Y RWY 35R

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 17L

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

AL-482 (USAF)

ALTUS AFB (KLTS)

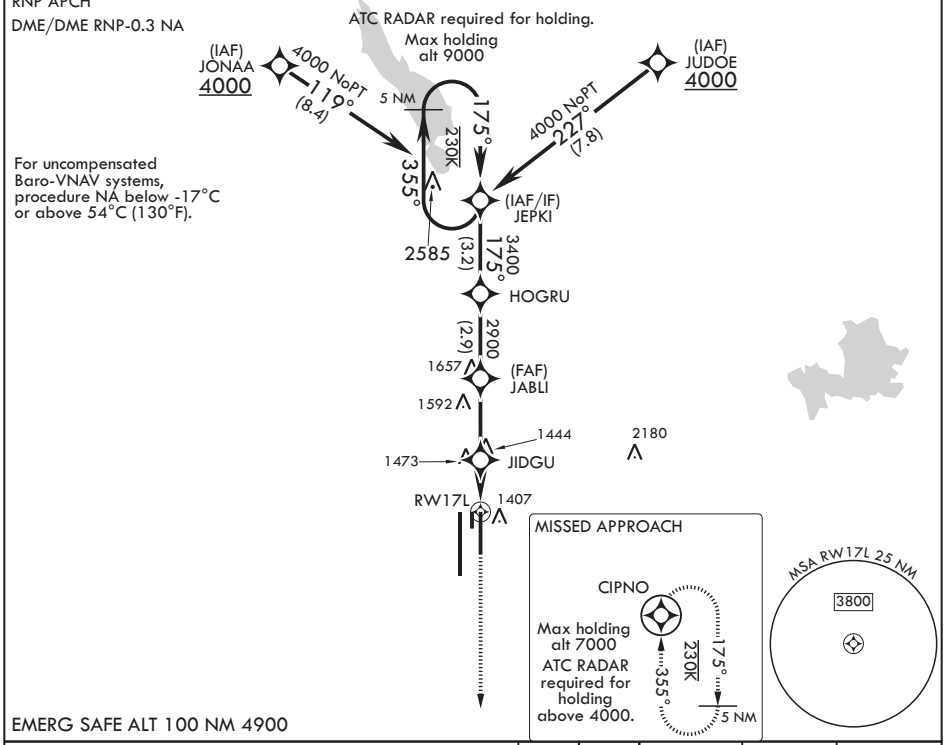
T * When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling not authorized W of Rwy 17R-35L.

SALS (A2)

MISSED APPROACH: Climb to 4000 direct CIPNO and hold.

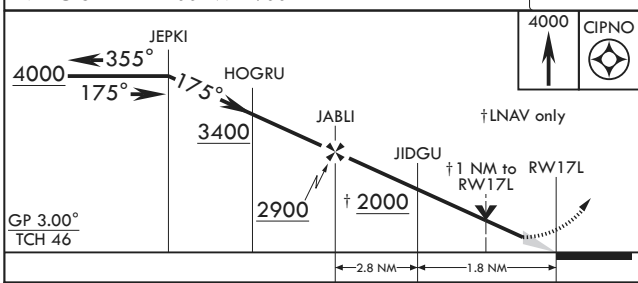
ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

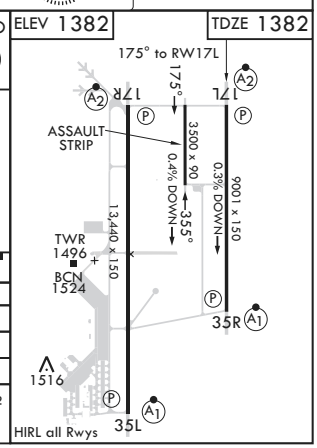
RNP APCH
DME/DME RNP-0.3 NA



For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C (130°F).

EMERG SAFE ALT 100 NM 4900





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

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Amdt 1 10OCT19

RNAV (GPS) Z RWY 17L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20142

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 17R

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

AL-482 (USAF)

ALTUS AFB (KLTS)

* When ALS inop increase CAT ABCDE to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile. CAT CDE RVR to 60 and vis to 1 1/8 mile.
*** Circling not authorized W of Rwy 17R-35L.

SALS (A2)

MISSED APPROACH: Climb to 4000 direct OKKIE and hold.

ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

RNP APCH
DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C (130°F).

ATC RADAR required for holding. Max holding alt 9000

(IAF) JONAA 3800 — 3800 NoPT 122° (7.8) — 5 NM — 355° — 230K

(IAF) JUDOE 3800 — 3800 NoPT 230° (8.4) — 175°

(IAF/IF) MRTHA — 2376 — 175° (3.2) — 3400

CUDLO — 2900 (2.9)

(FAF) HOGIS — 1657 — 1592 — 1440 — 2180

FEGUS

RW17R

MISSED APPROACH

OKKIE — Max holding alt 7000 — ATC RADAR required for holding above 4000. — 355° — 230K — 175° — 5 NM

MSA RW17R 25 NM — 3800

EMERG SAFE ALT 100 NM 4900

4000 — OKKIE

† HOGIS to MAP
‡ LNAV only

MRTHA — 355° — 3800 — 175° — 175° — CUDLO — 3400 — HOGIS — 2900 — FEGUS — ‡ 2000 — ‡ 1 NM to RW17R — RW17R

GP 3.00° †
TCH 53

2.8 NM — 1.8 NM

ELEV 1382 — TDZE 1379

175° to RW17R — 175° — 17R — 17L — 0.4% DOWN — 0.3% DOWN — ASSAULT STRIP — 13,440 x 150 — 3500 x 90 — 9001 x 150 — 355° — TWR 1496 — BCN 1524 — 1516 — 35R — 35L — HIRL all Rwys

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 35L

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

AL-482 (USAF)

ALTUS AFB (KLTS)

T * When ALS inop increase CAT ABCDE RVR to 40, vis to 3/4 mile; RVR 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop increase CAT AB RVR to 40, vis to 3/4 mile; CAT CD RVR to 45, vis to 7/8; CAT E RVR to 50, vis to 1 mile.
*** When ALS inop increase CAT ABCDE RVR to 55, vis to 1 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000 direct MRTHA and hold.

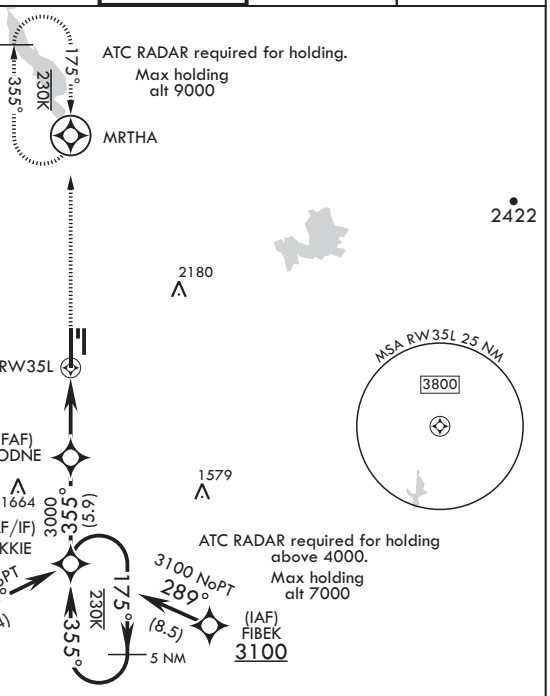
ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

**** Circling NA W of Rwy 17R-35L.

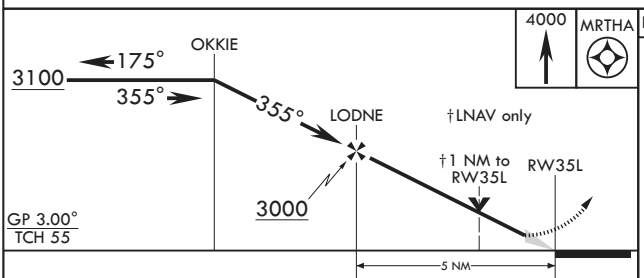
DME/DME RNP 0.3 NA

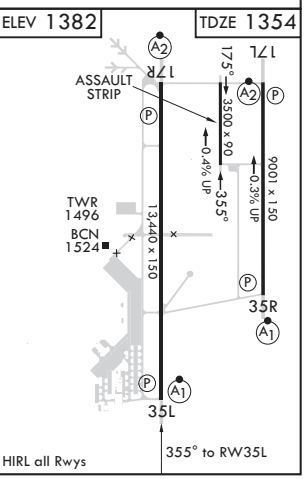
RNP APCH

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54° (130°F)



EMERG SAFE ALT 100 NM 4900





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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20142

ALTUS, OKLAHOMA

RNAV (GPS) Z RWY 35R

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

AL-482 (USAF)

ALTUS AFB (KLTS)

* When ALS inop increase CAT ABCDE RVR to 40, vis to 3/4 mile; RVR 18 authorized with use of FD or AP or HUD to DA.
** When ALS inop increase CAT ABCDE RVR to 40, vis to 3/4 mile.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR 50, vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 4000 direct JEPKI and hold.

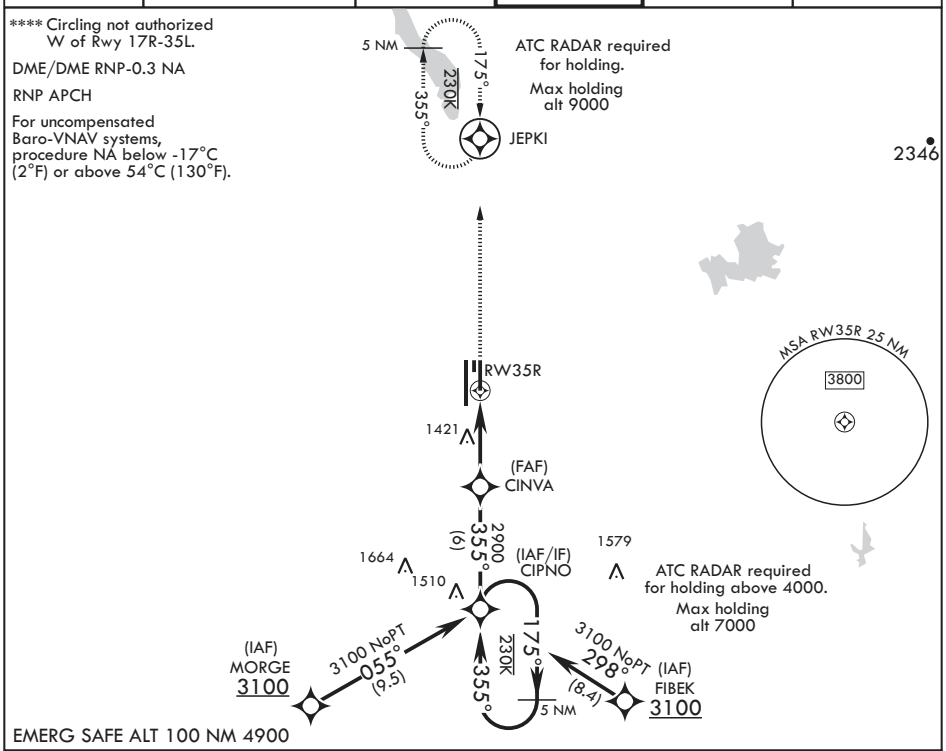
ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

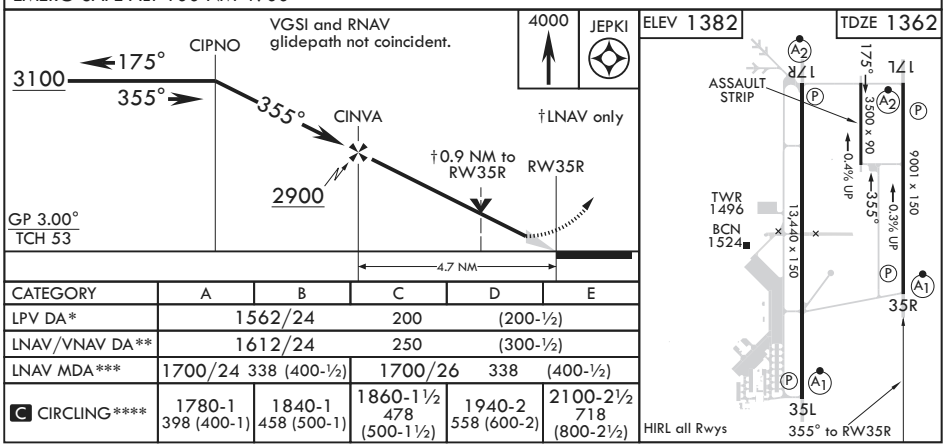
**** Circling not authorized W of Rwy 17R-35L.

DME/DME RNP-0.3 NA

RNP APCH

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F).





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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

RNAV (GPS)-A

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

AL-482 (USAF)

ALTUS AFB (KLTS)

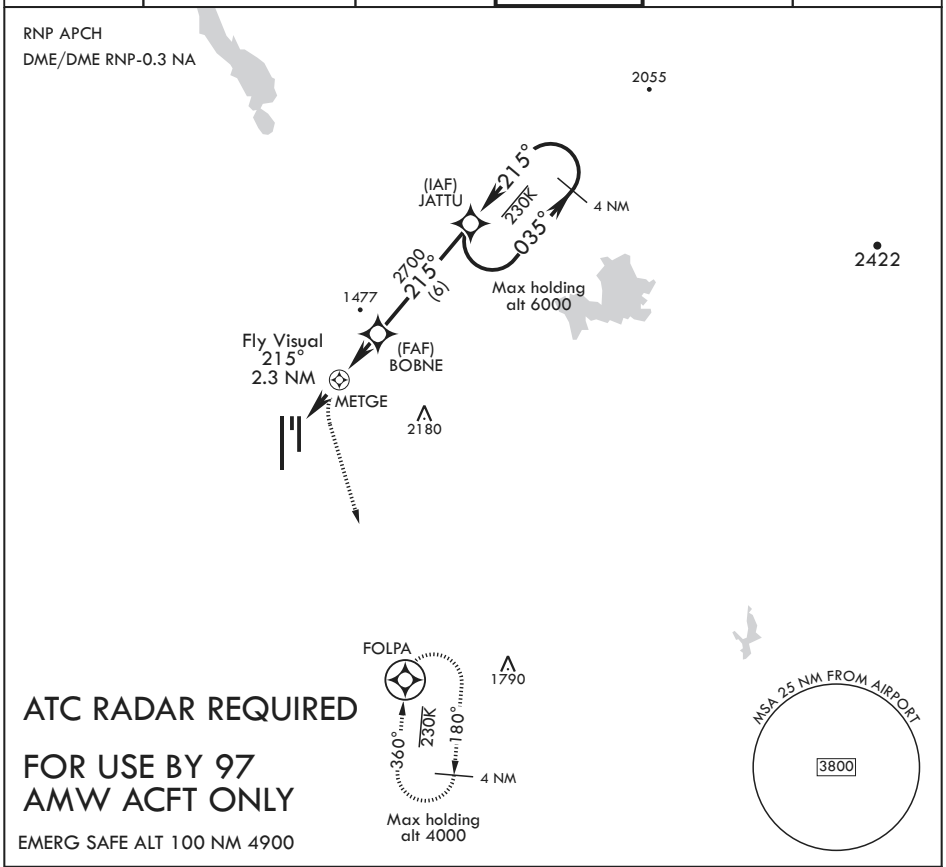
Circling NA W of Rwy 17R-35L.

MISSED APPROACH: Climbing left turn to 4000 direct FOLPA and hold.

ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

RNP APCH

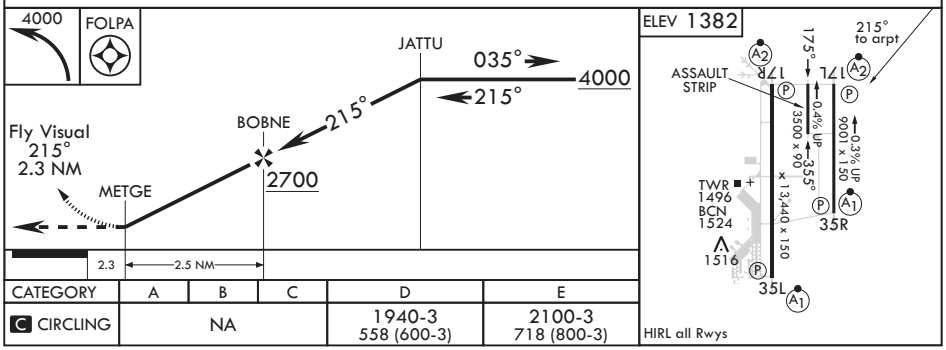
DME/DME RNP-0.3 NA



ATC RADAR REQUIRED

FOR USE BY 97 AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900



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

ALTUS, OKLAHOMA

Amdt 2 15AUG19

34°40'N - 99°16'W

ALTUS AFB (KLTS)

RNAV (GPS)-A

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20142

ALTUS, OKLAHOMA

RNAV (GPS)-B

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

AL-482 (USAF)

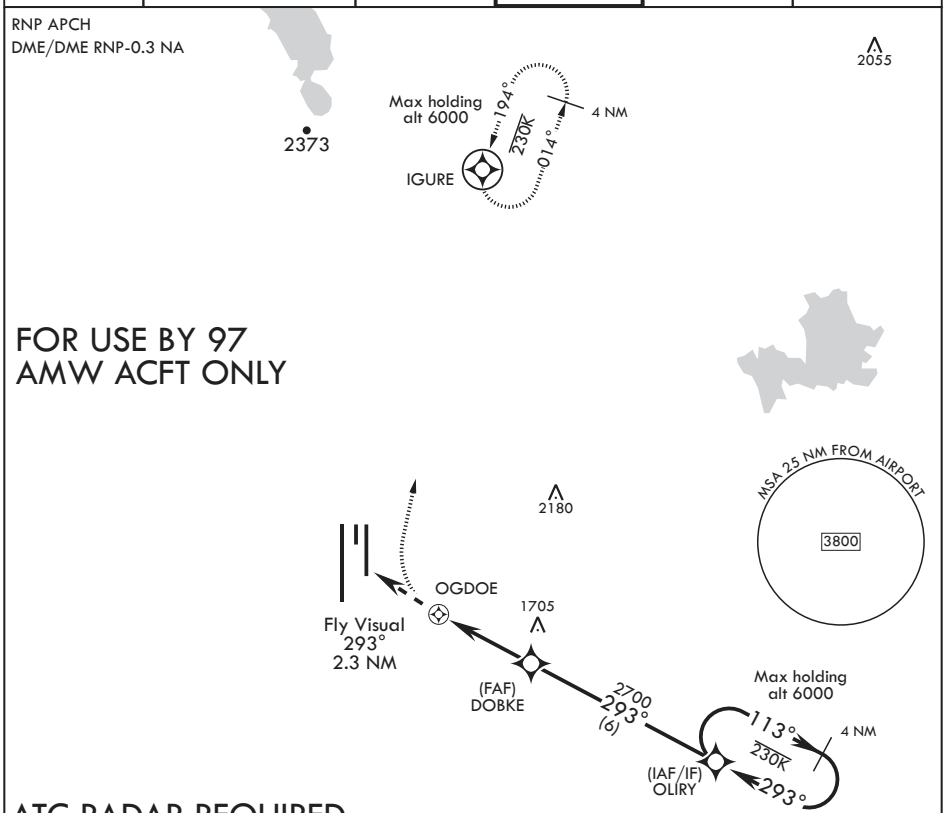
ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 4000 direct IGURE and hold.

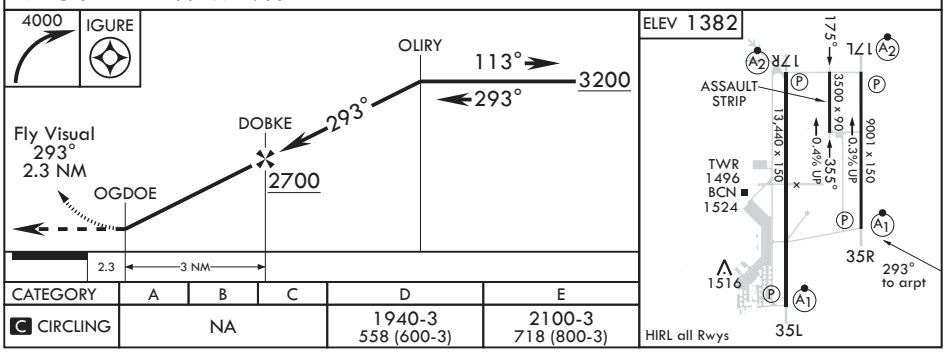
ATIS★	FORT WORTH CENTER	APP CON	TOWER★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7

RNP APCH
DME/DME RNP-0.3 NA



ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 4900



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

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

VOR or TACAN RWY 17L

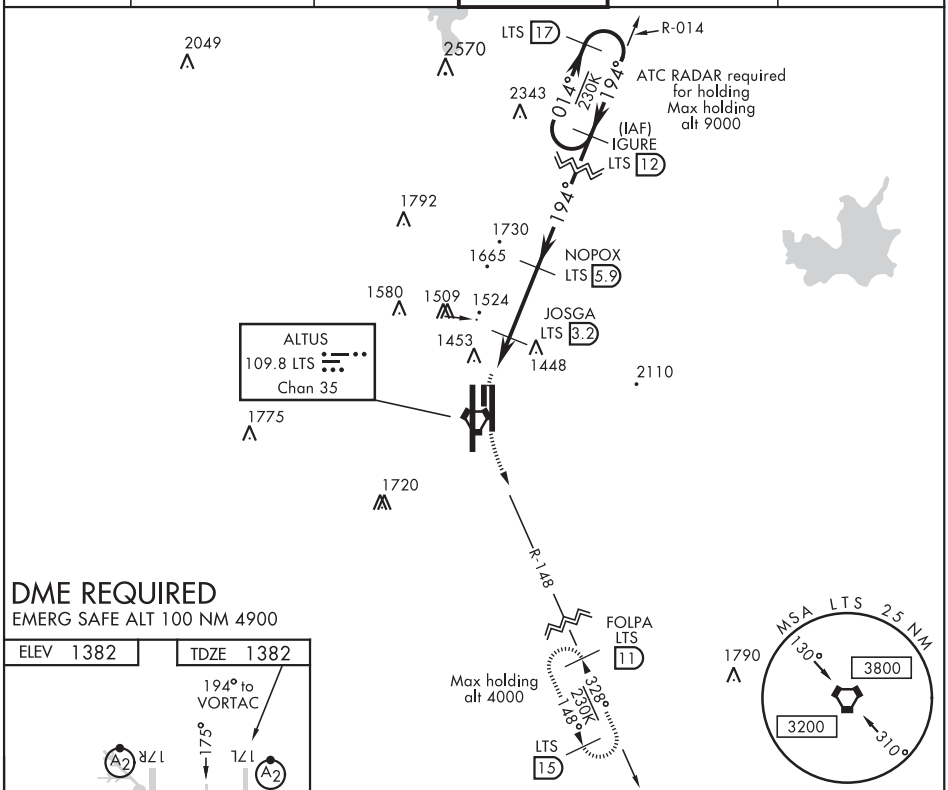
VORTAC LTS 109.8 Chan 35	APCH CRS 194°	Rwy ldg 9001 TDZE 1382 Arpt Elev 1382	AL-482 [USAF]	ALTUS AFB (KLTS)

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

SALSF

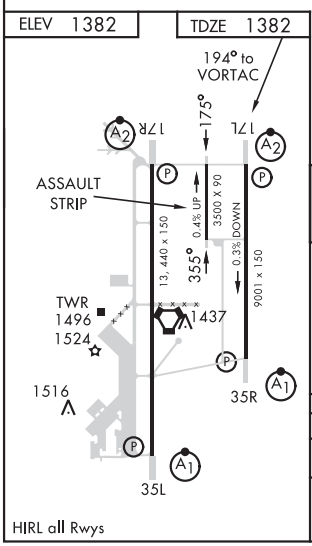
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

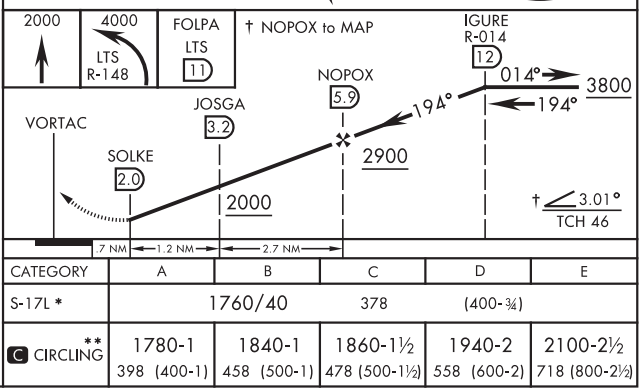
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



DME REQUIRED

EMERG SAFE ALT 100 NM 4900





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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

20142

VOR or TACAN RWY 17R

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

AL-482 [USAF]

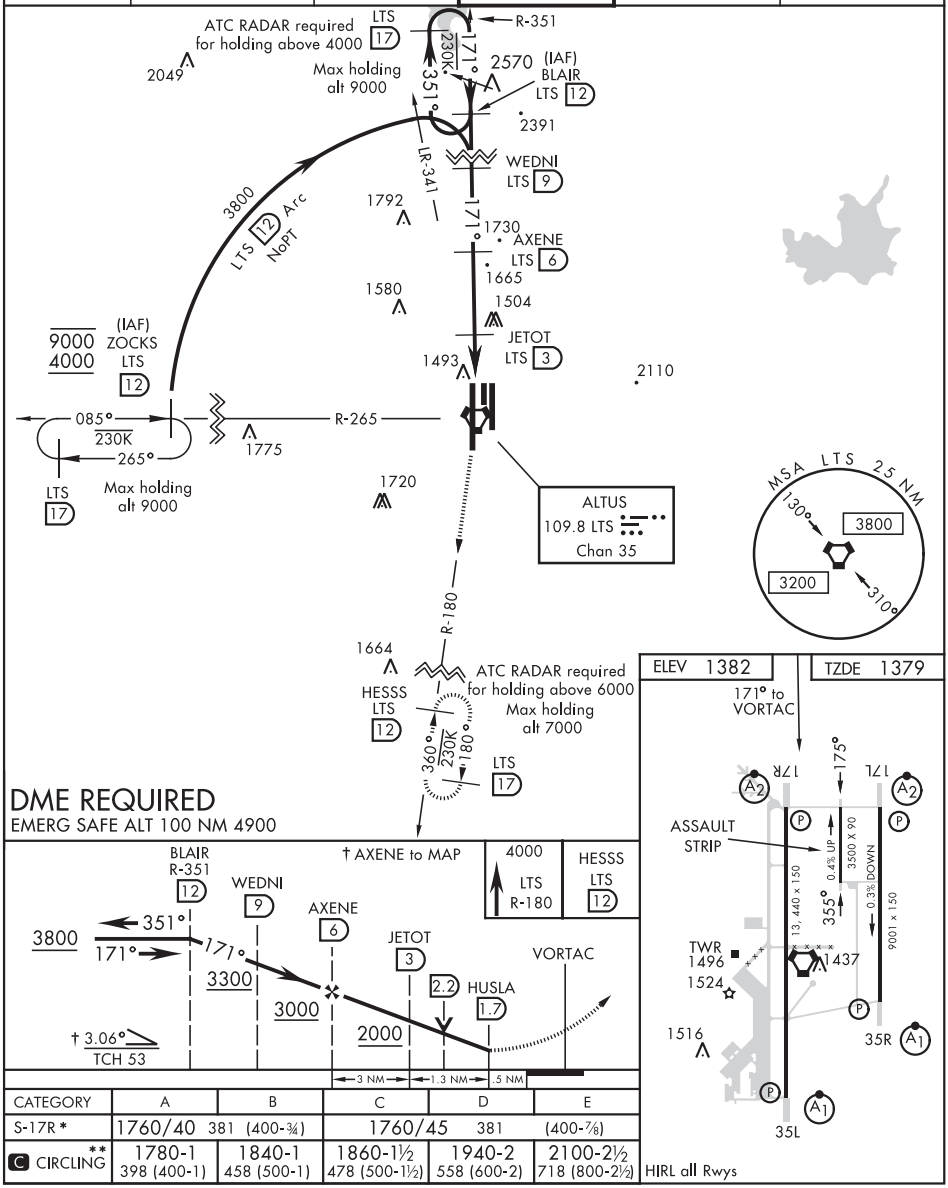
ALTUS AFB (KLTS)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 17R-35L.

SALSF A2

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

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



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

HIRL all Rwys

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

Amdt 2 12SEP19

VOR or TACAN RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

VOR or TACAN RWY 35L

ALTUS AFB (KLTS)

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

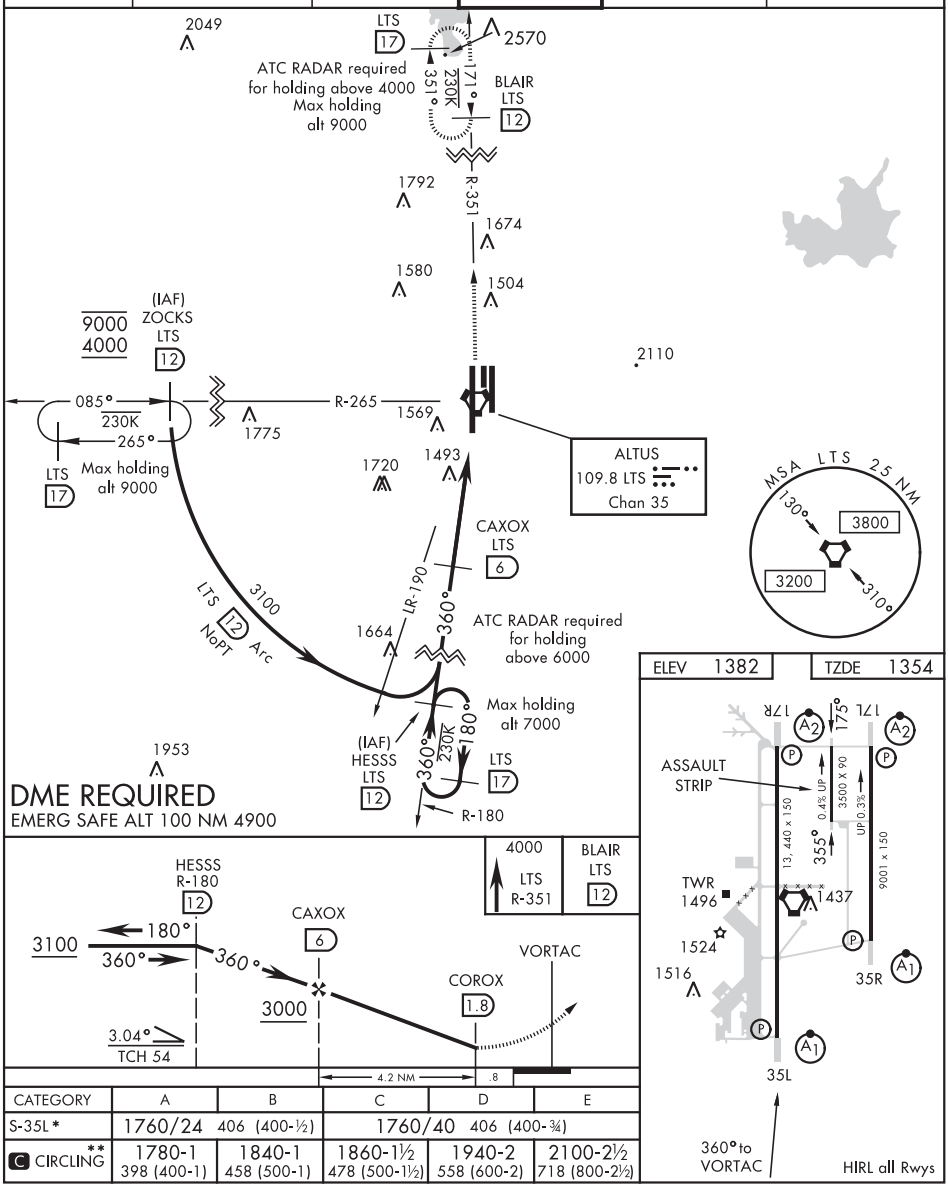
AL-482 [USAF]

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

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

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



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

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

Amdt 2 12SEP19

VOR or TACAN RWY 35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20142

ALTUS, OKLAHOMA

VOR or TACAN RWY 35R

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

AL-482 [USAF]

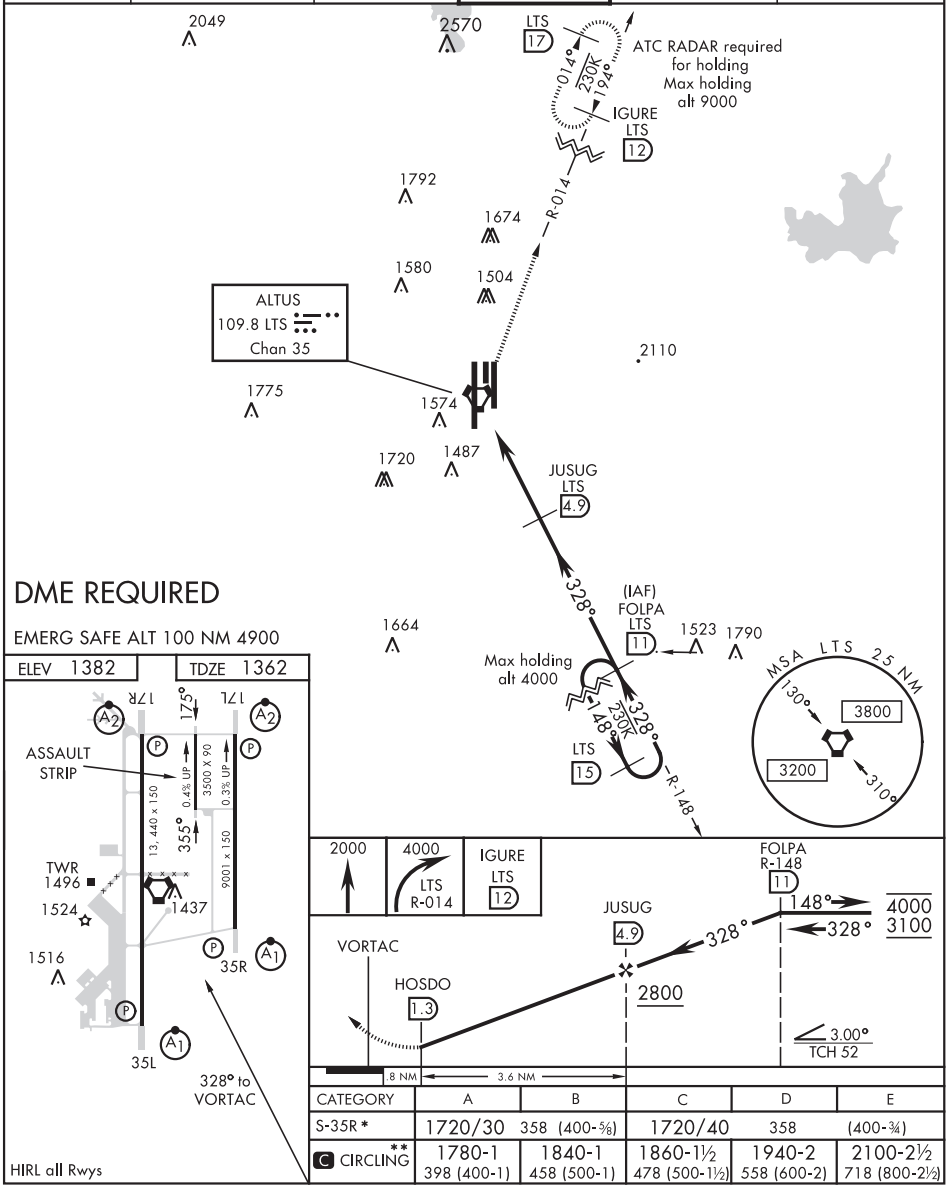
ALTUS AFB (KLTS)

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

ALSF-1

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

ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



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

HIRL all Rwys

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

VOR or TACAN-C

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

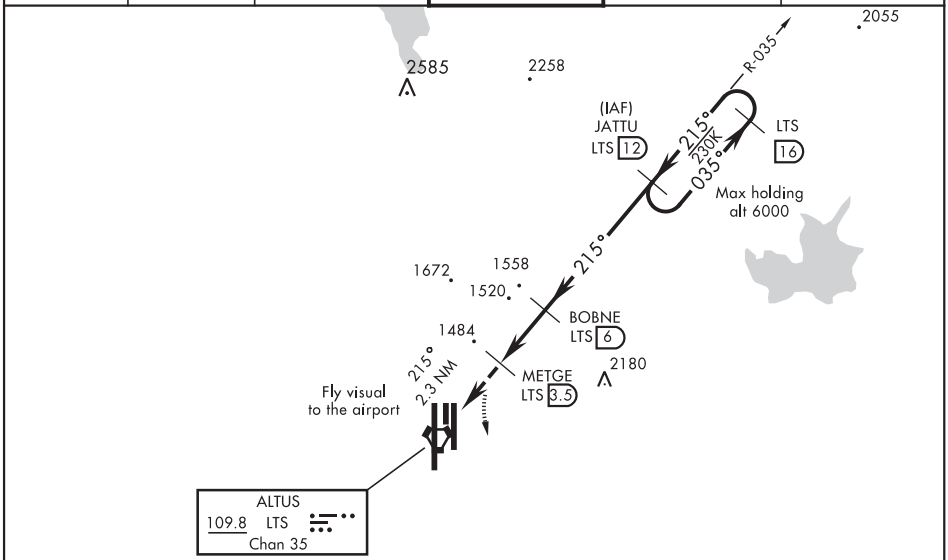
AL-482 [USAF]

ALTUS AFB (KLTS)

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

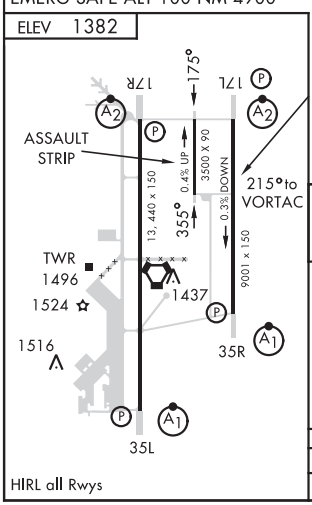
MISSED APPROACH: Climbing left turn to 4000, intercept LTS VORTAC R-148 to FOLPA and hold.

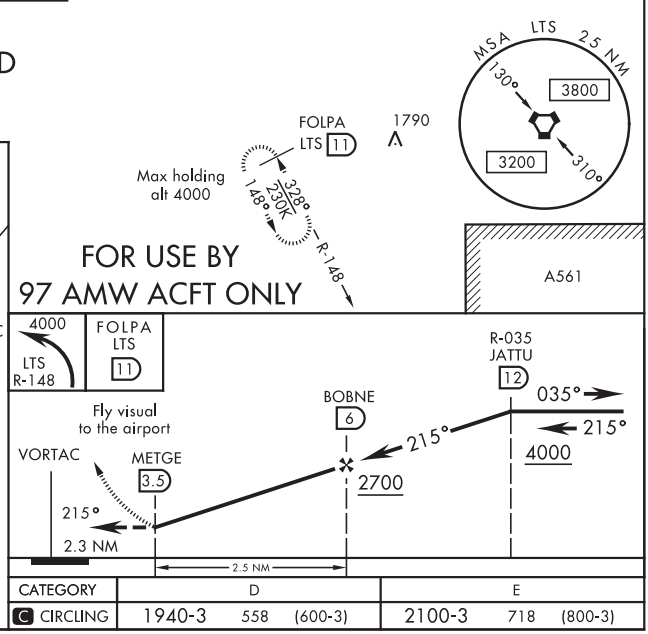
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



ATC RADAR REQUIRED
DME REQUIRED

EMERG SAFE ALT 100 NM 4900





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

ALTUS, OKLAHOMA

34°40′N-99°16′W

ALTUS AFB (KLTS)

Amdt 1 07DEC17

VOR or TACAN-C

SC-1, 25 FEB 2021 to 22 APR 2021

ALTUS, OKLAHOMA

20142

VOR or TACAN-D

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

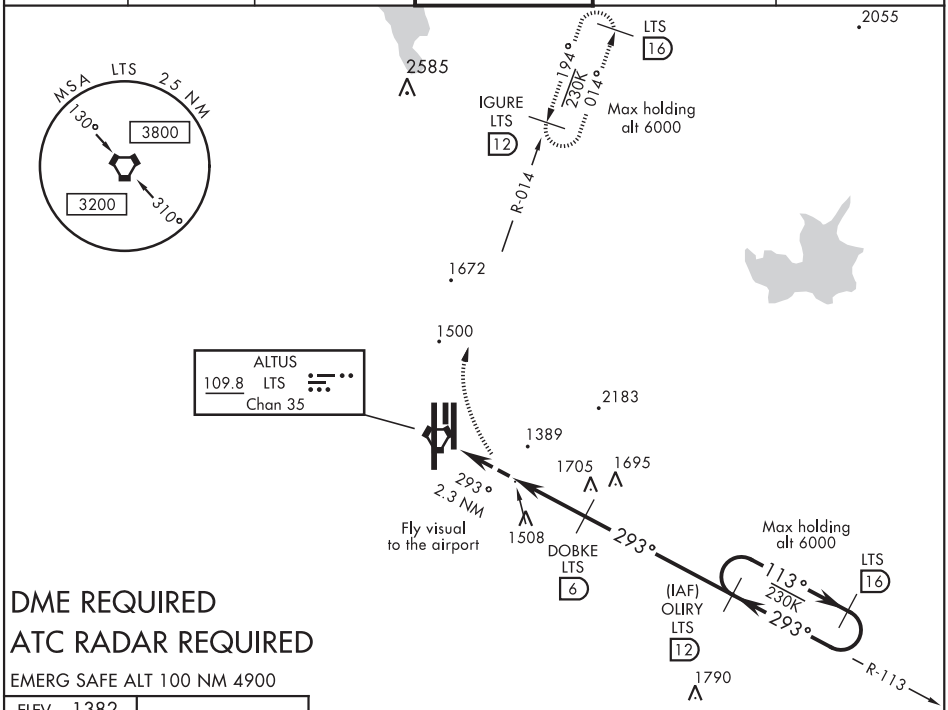
AL-482 [USAF]

ALTUS AFB (KLTS)

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

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

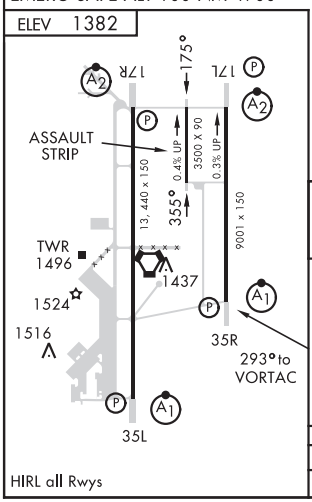
ATIS ★	FORT WORTH CENTER	ALTUS APP CON	ALTUS TOWER ★	GND CON	CLNC DEL
109.8 273.5	133.5 350.35	125.1 353.7	119.65 254.4	121.85 275.8	120.65 284.7



DME REQUIRED

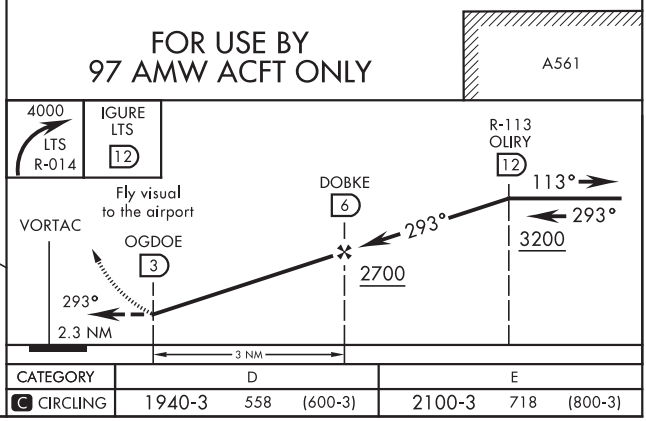
ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 4900



HIRL all Rwys

FOR USE BY 97 AMW ACFT ONLY



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

ALTUS, OKLAHOMA

34°40′N-99°16′W

ALTUS AFB (KLTS)

Amdt 1 07DEC17

VOR or TACAN-D

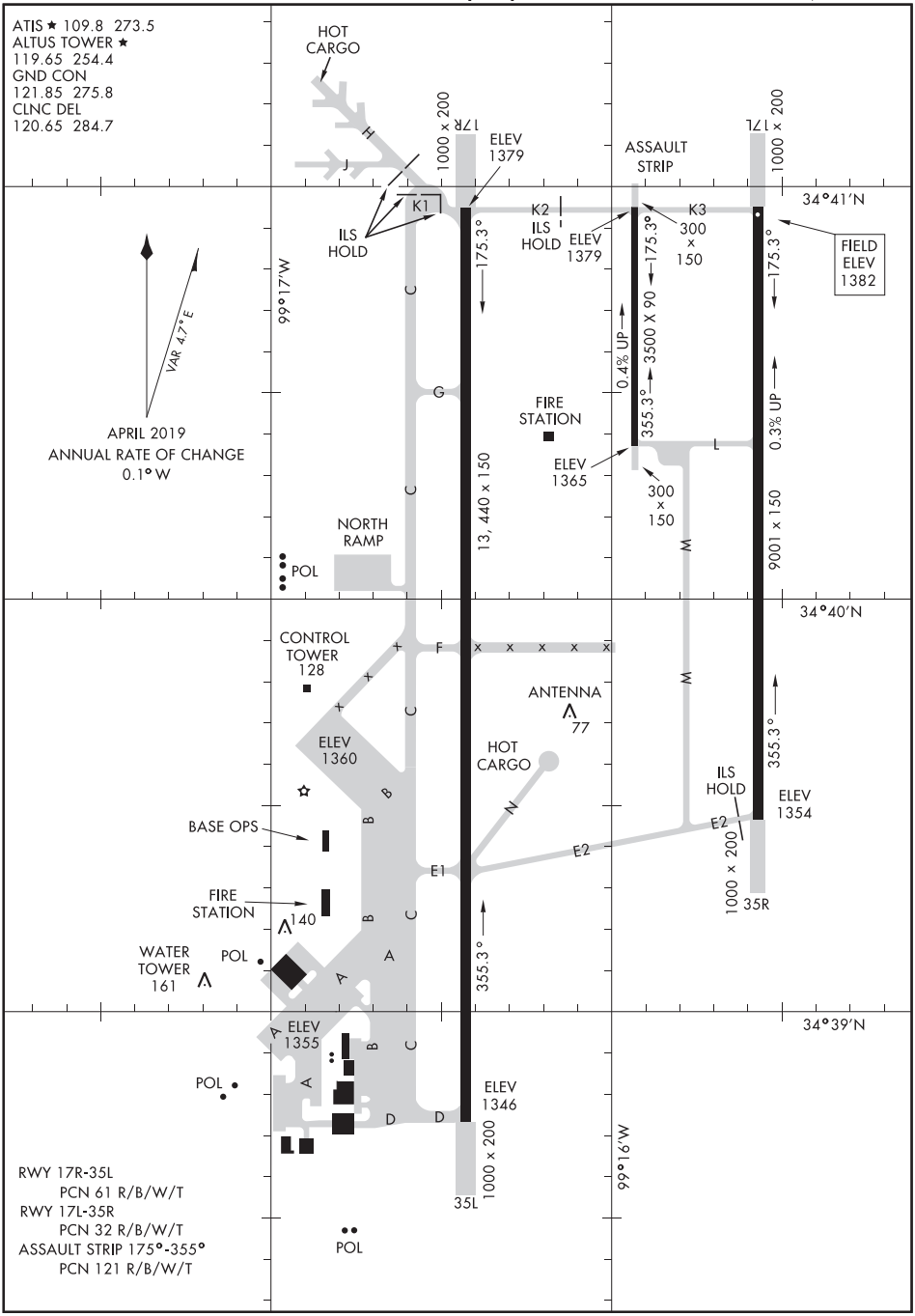
SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

AFD-482 [USAF]

ALTUS, OKLAHOMA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

19283

ALTUS AFB (KLTS)

OKKIE TWO DEPARTURE (RNAV) (OKKIE2• OKKIE)

ALTUS, OKLAHOMA

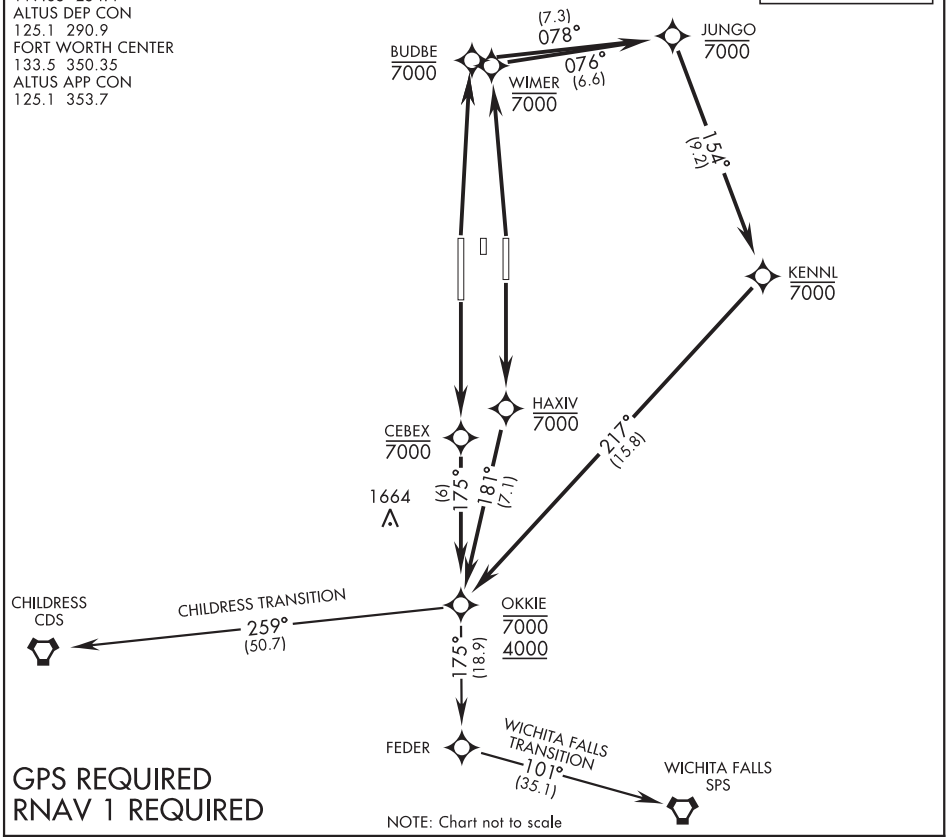
ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 353.7

SHL-482 [USAF]

Rwy	Knots	60	120	180	240	300	360
35L/R	V/V(fpm)	300	600	900	1200	1500	1800

Minimum Climb to 1900

TOP ALTITUDE: 9000



GPS REQUIRED
RNAV 1 REQUIRED

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct HAXIV, then on track 181° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 17R: Climb direct CEBEX, then on track 175° to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 35L: Climb direct BUDBE, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 35R: Climb direct WIMER, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

CHILDRESS TRANSITION (OKKIE2•CDS): Track 259° to CDS.

WICHITA FALLS TRANSITION (OKKIE2•SPS): Track 175° to FEDER, then via 101° track to SPS.

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ROCKN TWO DEPARTURE (RNAV) (ROCKN2• ROCKN)

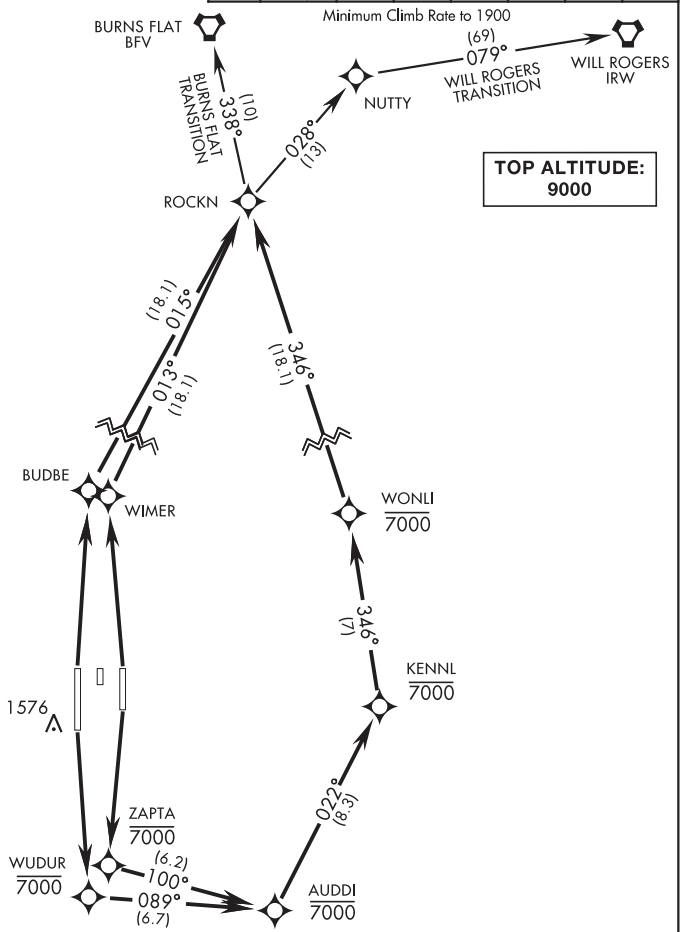
ALTUS AFB (KLTS)
ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER ★
119.65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 353.7

SHL-482 [USAF]

Rwy	Knots	60	120	180	240	300	360
17L	V/V(fpm)	300	600	900	1200	1500	1800
17R	V/V(fpm)	360	720	1080	1440	1800	2160

Minimum Climb Rate to 1900



GPS REQUIRED
RNAV 1 REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb direct ZAPTA, then on depicted route to ROCKN. Cross WONLI at or below 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 17R: Climb direct WUDUR, then on depicted route to ROCKN. Cross WONLI at or below 7000, then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 35L: Climb direct BUDBE, then track 015° to ROCKN. Then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

TAKE-OFF RWY 35R: Climb direct WIMER, then track 013° to ROCKN. Then via transition or assigned route. Maintain 9000. Expect filed alt 10 minutes after departure.

BURNS FLAT TRANSITION (ROCKN2•BFV): From over ROCKN track 338° to BFV.

WILL ROGERS TRANSITION (ROCKN2•IRW): From over ROCKN track 028° to NUTTY, then track 079° to IRW.

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ALVA, OKLAHOMA | AL-5511 (FAA) | 19339

RNAV (GPS) RWY 18

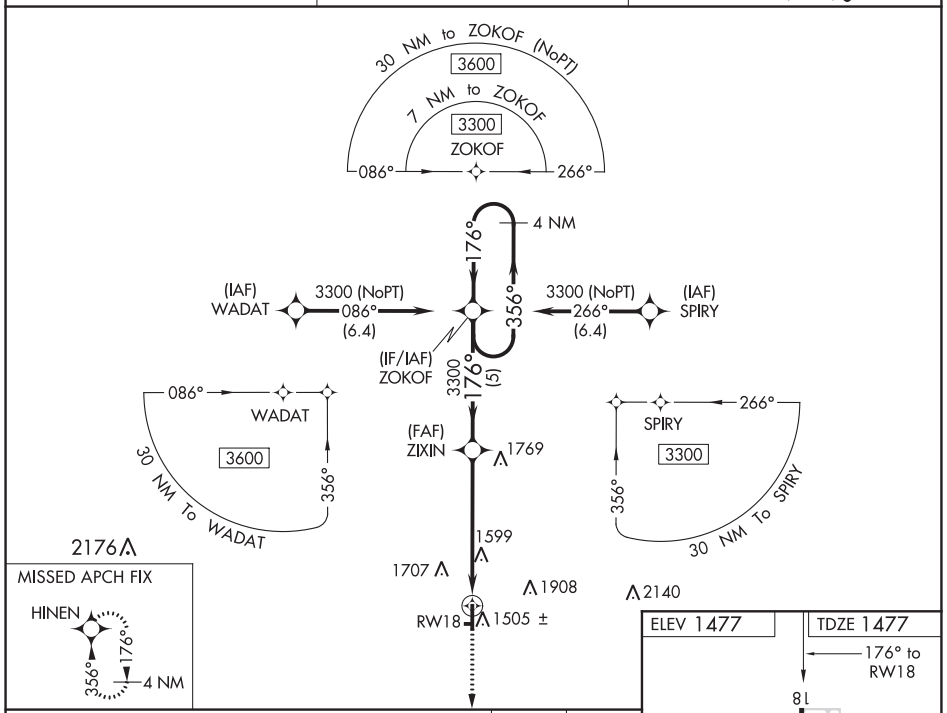
ALVA RGNL (AVK)

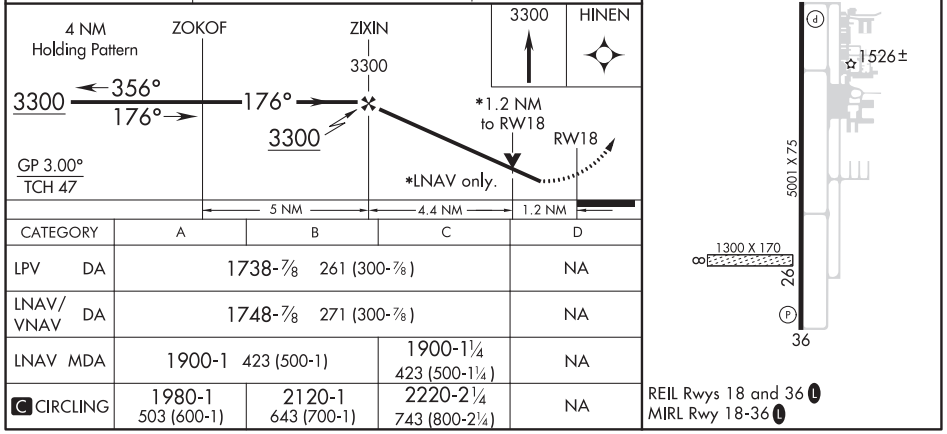
WAAS CH 82237 W18A	APP CRS 176°	Rwy ldg 5001 TDZE 1477 Apt Elev 1477

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

MISSED APPROACH: Climb to 3300 direct HINEN and hold.

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





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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36

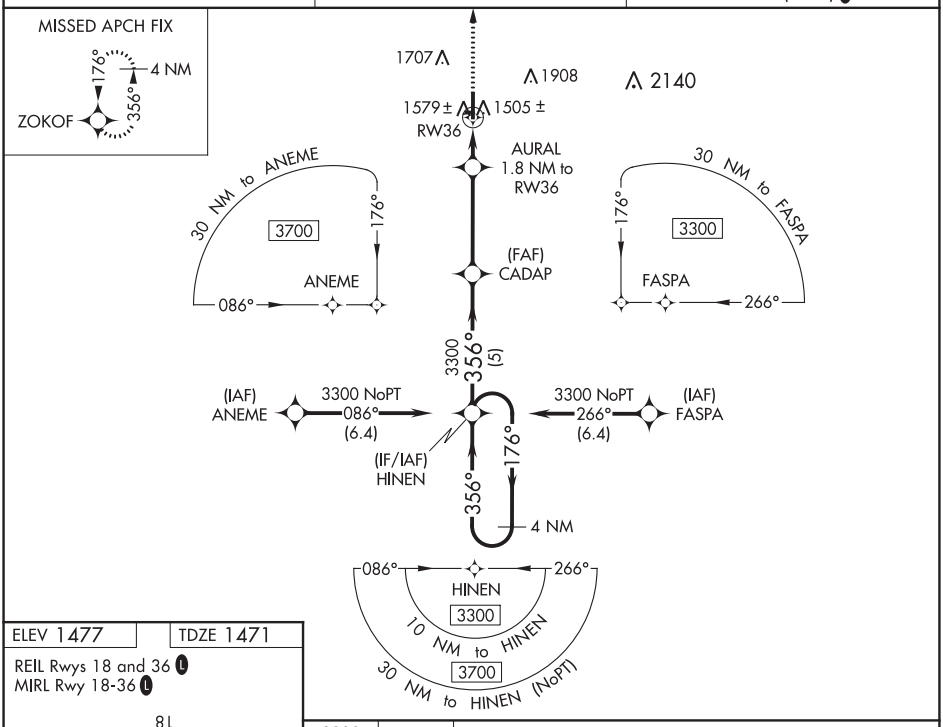
ALVA RGNL (AVK)

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

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

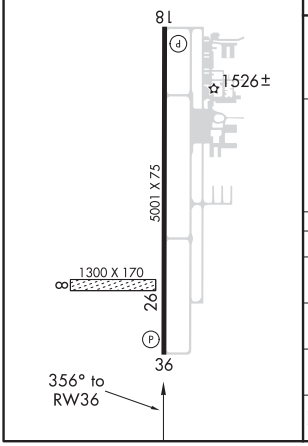
MISSED APPROACH: Climb to 3300 direct ZOKOF and hold.

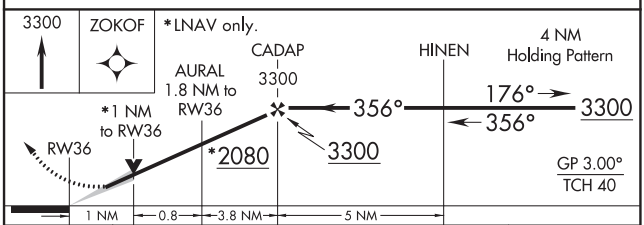
AWOS-3	VANCE APP CON *	UNICOM
121.125	126.75 346.325	122.8 (CTAF) L



ELEV 1477 TDZE 1471

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





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

SC-1, 25 FEB 2021 to 22 APR 2021

ANTLERS, OKLAHOMA

AL-6650 (FAA)

20366

RNAV (GPS) RWY 35

ANTLERS MUNI (8ØF)

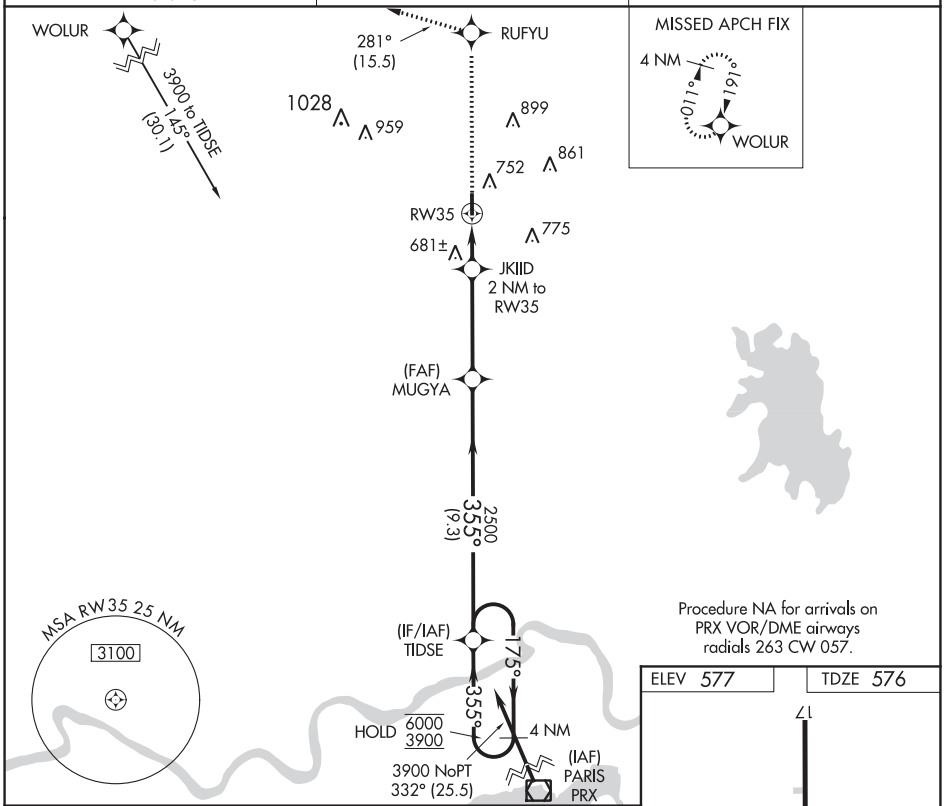
WAAS CH 70428 W35A	APP CRS 355°	Rwy ldg 4001 TDZE 576 Apt Elev 577

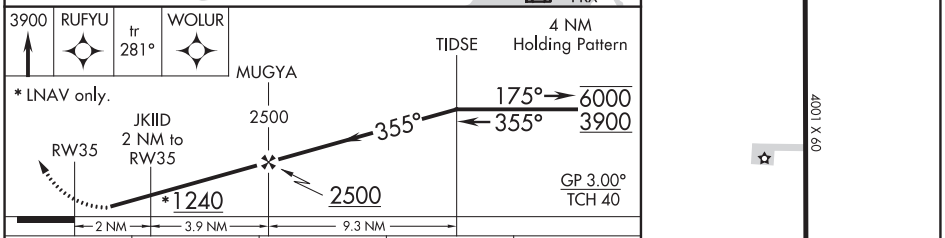
RNP APCH.

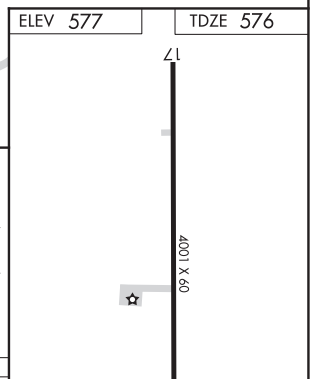
T A NA Circling to Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Paris altimeter setting; when not received, use Durant altimeter setting and increase LPV and LNAV/VNAV DA to 937 feet, increase all MDA 40 feet.

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

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







CATEGORY	A	B	C	D
LPV DA	911-1⅛	335 (400-1⅛)	NA	
LNAV/VNAV DA	911-1⅛	335 (400-1⅛)	NA	
LNAV MDA	1020-1	444 (500-1)	NA	
C CIRCLING	1140-1	563 (600-1)	NA	

ANTLERS, OKLAHOMA

Orig-B 30JAN20

34°12′N-95°39′W

ANTLERS MUNI (8ØF)

RNAV (GPS) RWY 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

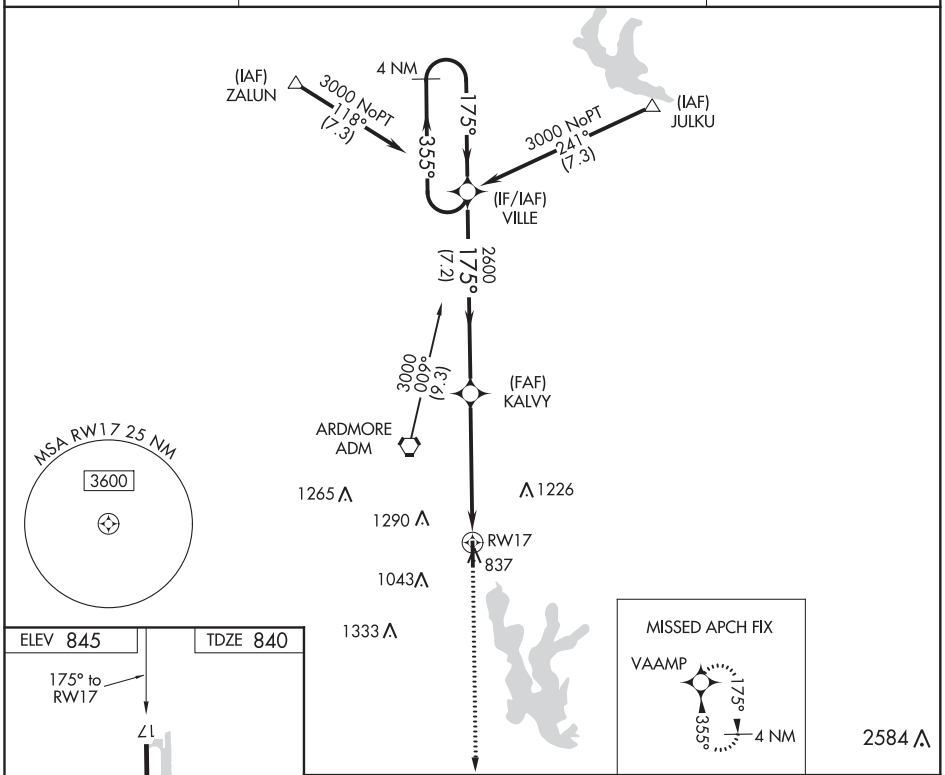
WAAS CH 48921 W17A	APP CRS 175°	Rwy ldg 5014 TDZE 840 Apt Elev 845

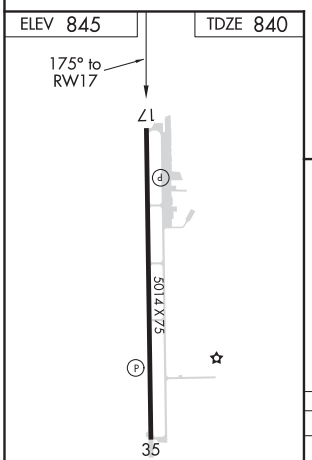
RNAV (GPS) RWY 17
ARDMORE DOWNTOWN EXECUTIVE (1F0)

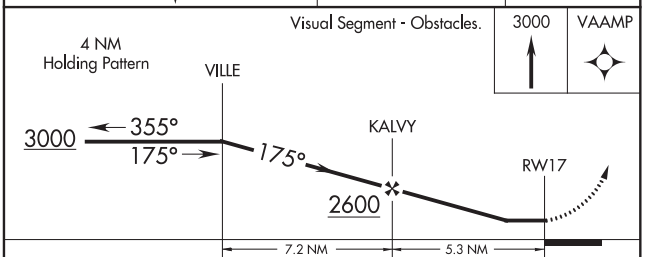
Rwy 17 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VAAMP and hold.

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







CATEGORY	A	B	C	D
LP MDA	1360-1	520 (600-1)	1360-1½	520 (600-1½)
LNAV MDA	1360-1	520 (600-1)	1360-1½	520 (600-1½)
CIRCLING	1400-1	555 (600-1)	1400-1½ 555 (600-1½)	1640-2½ 795 (800-2½)

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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ARDMORE, OKLAHOMA

AL-5399 (FAA)

19339

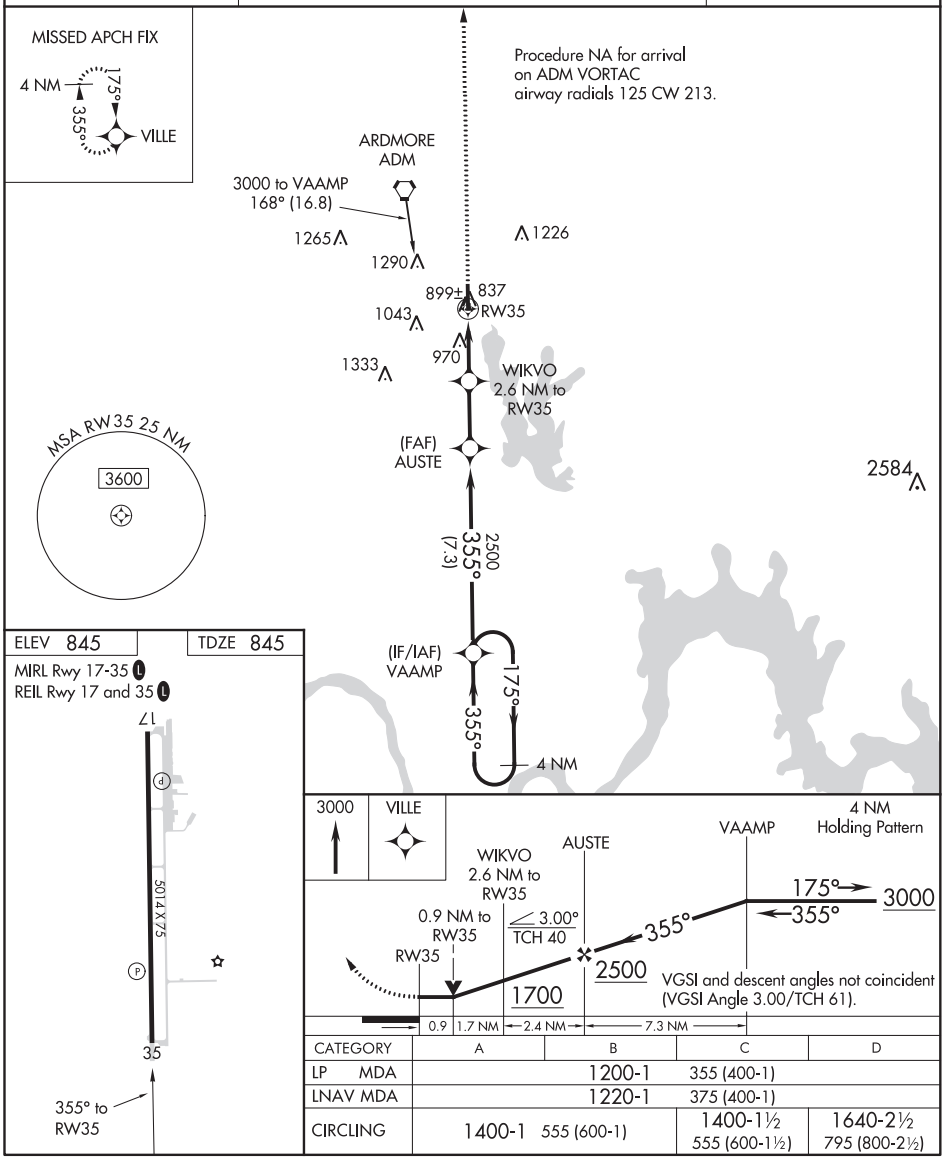
WAAS CH 62921 W35A	APP CRS 355°	Rwy ldg 5014 TDZE 845 Apt Elev 845

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

Rwy 35 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VILLE and hold.

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



CATEGORY	A	B	C	D
LP MDA	1200-1	355 (400-1)		
LNAV MDA	1220-1	375 (400-1)		
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1640-2½ 795 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 31
ARDMORE MUNI (ADM)

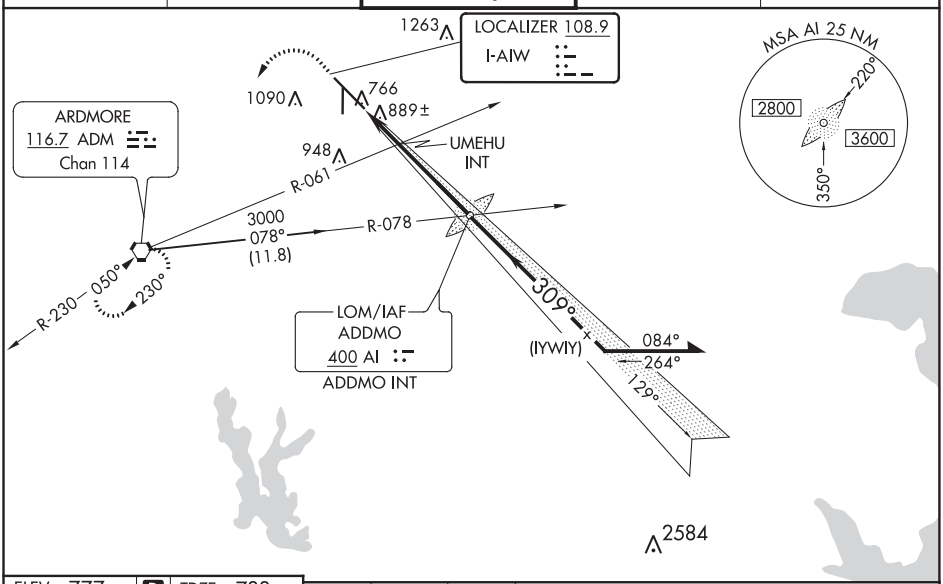
LOC I-AIW	APP CRS	Rwy ldg	9002
108.9	309°	TDZE	733
		Apt Elev	777

Autopilot coupled approach NA below 1360. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting: increase DA to 1026 feet; increase all MDAs 40 feet; increase Circling Cats C and D visibilities ¼ SM. Inop table does not apply to S-ILS 31 all Cats, S-LOC 31 Cats A and B; UMEHU FIX MINIMUMS S-LOC 31 Cats A and B. When using Ardmore Downtown Executive altimeter setting, inop table does not apply to S-ILS 31all Cats, S-LOC 31 Cats A and B; UMEHU FIX MINIMUMS S-LOC 31 Cats A and B. For inop ALS, increase UMEHU FIX MINIMUMS S-LOC 31 Cats C and D visibility to 1⅛ SM. When using Ardmore Downtown Executive altimeter setting, for inop ALS, increase UMEHU FIX MINIMUMS Cats C and D visibility to 1⅜ SM. Circling Rwy 13, 35 NA at night. Rwy 13, 35 helicopter visibility reduction below 1 SM NA. Rwy 31 helicopter visibility reduction below ¾ SM NA.

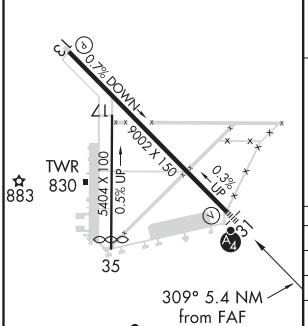
MALS

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

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

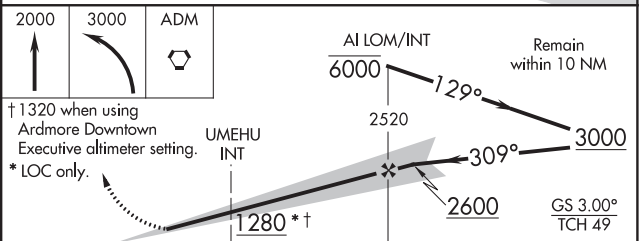


ELEV 777 D TDZE 733



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

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



CATEGORY	A	B	C	D
S-ILS 31	991- 1		258 (300-1)	
S-LOC 31	1280-1	547 (600-1)	1280-1⅛	547 (600-1⅛)
CIRCLING	1380-1	603 (700-1)	1440-1¾ 663 (700-1¾)	1440-2 663 (700-2)
UMEHU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 31	1140- 1		407 (400-1)	
CIRCLING	1380-1	603 (700-1)	1380-1¾ 603 (700-1¾)	1440-2 663 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ARDMORE, OKLAHOMA

AL-22 (FAA)

21056

RNAV (GPS) RWY 13

ARDMORE MUNI (ADM)

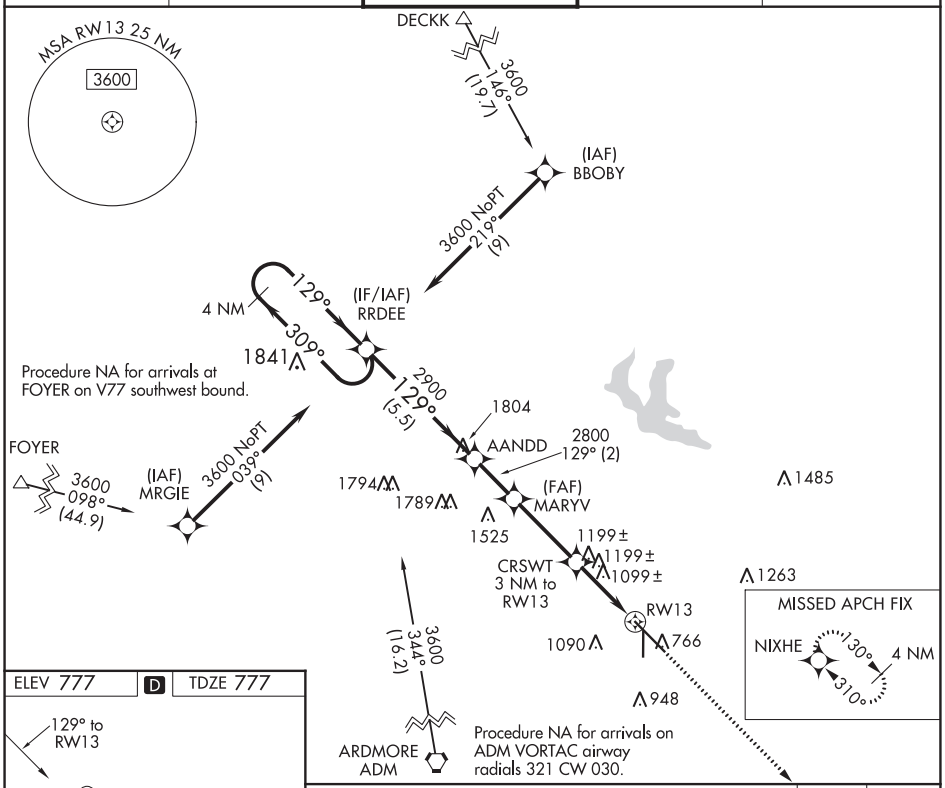
WAAS CH 53725 W13A	APP CRS 129°	Rwy ldg 9002 TDZE 777 Apt Elev 777

RNP APCH.

Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3600 direct NIXHE and hold.

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



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

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ARDMORE, OKLAHOMA
Orig-C 15AUG19

34°18′N-97°01′W

ARDMORE MUNI (ADM)

RNAV (GPS) RWY 13

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

RNAV (GPS) RWY 31
ARDMORE MUNI (ADM)

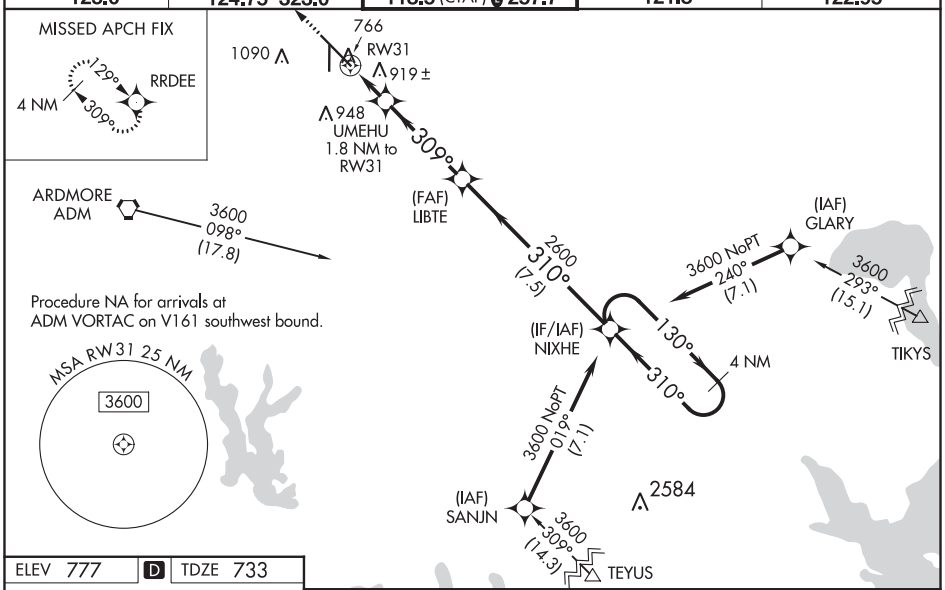
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C .When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting: increase LPV DA to 1026 feet; increase LNAV/VNAV DA to 1276 feet and all visibilities ⅜ SM; increase all MDAs 40 feet and Circling Cats C and D visibility ¼ SM. Inop table does not apply to LPV, all Cats and LNAV Cats A and B. When using Ardmore Downtown Executive altimeter setting, inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop ALS, increase LNAV Cats C and D visibility to 1⅜ SM. For inop ALS, when using Ardmore Downtown Executive altimeter setting, increase LNAV Cats C and D to 1⅜ SM. VDP NA when using Ardmore Downtown Executive altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA. Rwy 13, 35 helicopter visibility reduction below 1 SM NA. Circling Rwy 13, 35 NA at night.

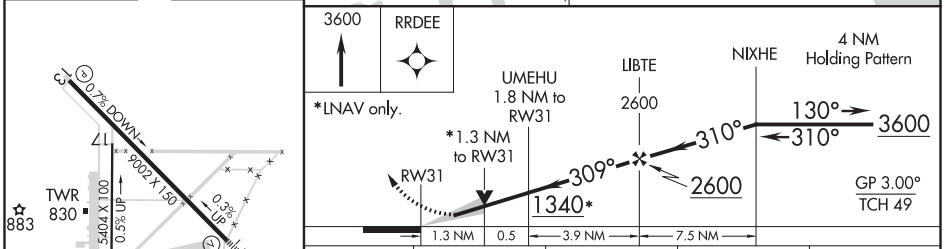
MALS

MISSED APPROACH: Climb to 3600 direct RRDEE and hold.

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



ELEV 777 D TDZE 733



CATEGORY	A	B	C	D
LPV DA	991-1 258 (300-1)			
LNAV/VNAV DA	1241-1¼ 508 (500-1¼)			
LNAV MDA	1180-1 447 (500-1)			
CIRCLING	1380-1 603 (700-1)		1440-1¾ 663 (700-1¾)	1440-2 663 (700-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ARDMORE, OKLAHOMA — AL-22 (FAA) — 21056

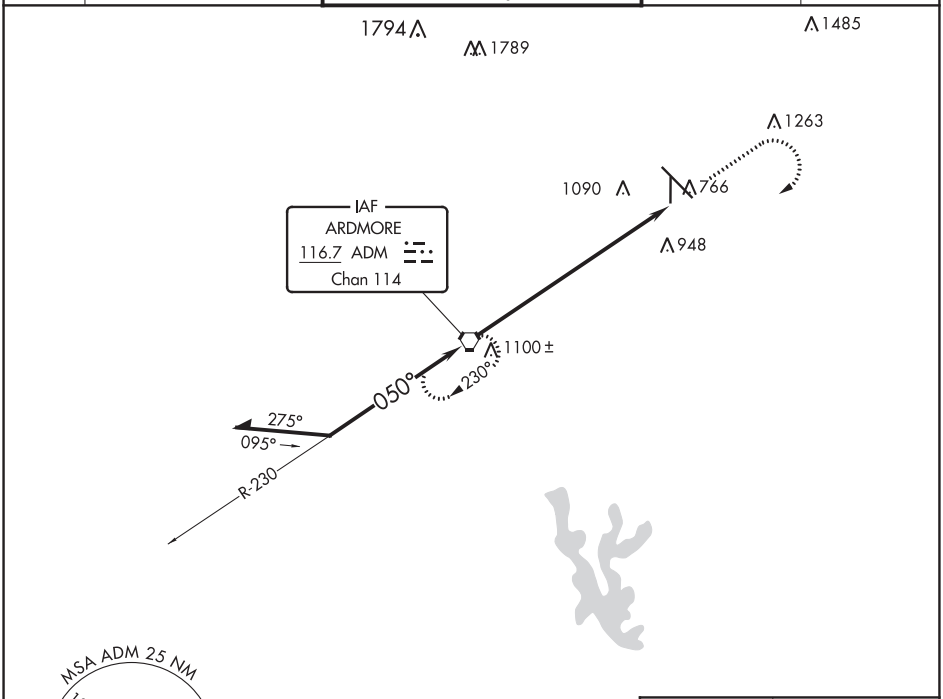
VOR-B
ARDMORE MUNI (ADM)

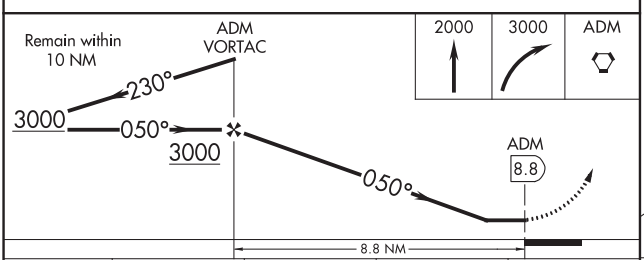
VORTAC ADM	APP CRS	Rwy ldg	N/A
116.7	050°	TDZE	N/A
Chan 114		Apt Elev	777

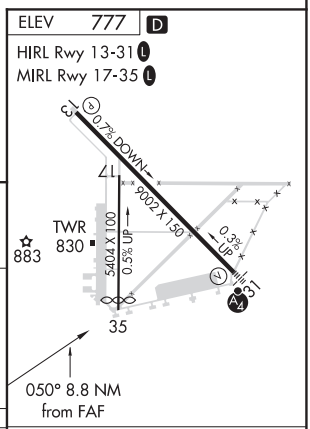
When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 13, 35 NA.

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

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







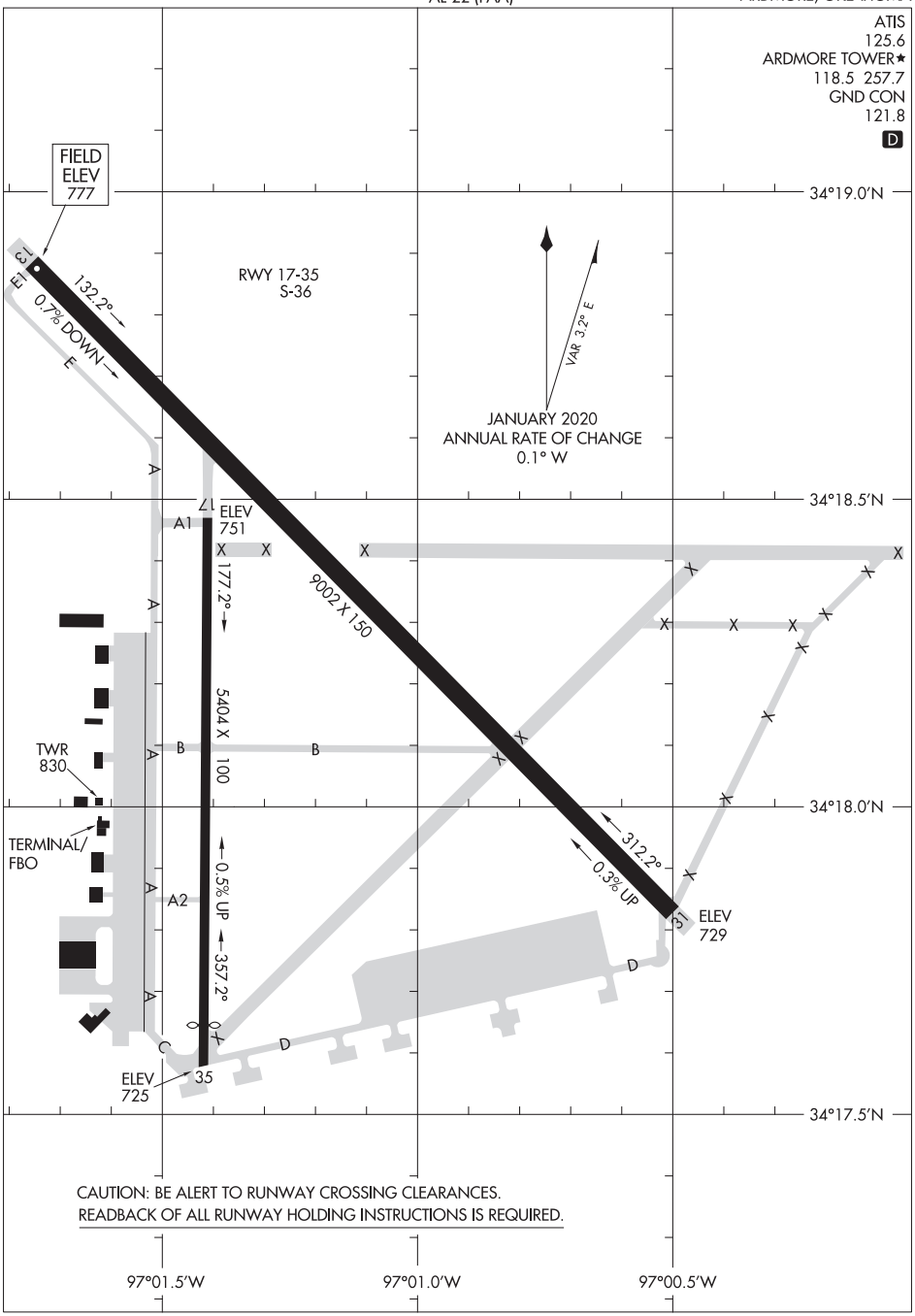
CATEGORY	A	B	C	D
CIRCLING	1520-1	743 (800-1)	1520-2¼ 743 (800-2¼)	1540-2½ 778 (800-2½)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AL-22 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ARKADELPHIA, ARKANSAS AL-5756 (FAA) 19171

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

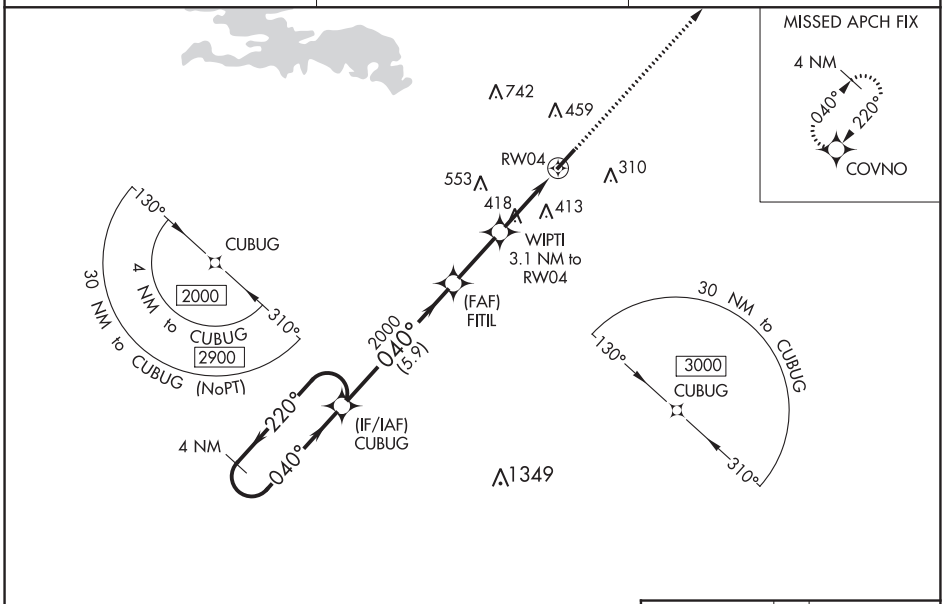
RNAV (GPS) RWY 4

DEXTER B FLORENCE MEMORIAL FIELD (ADF)

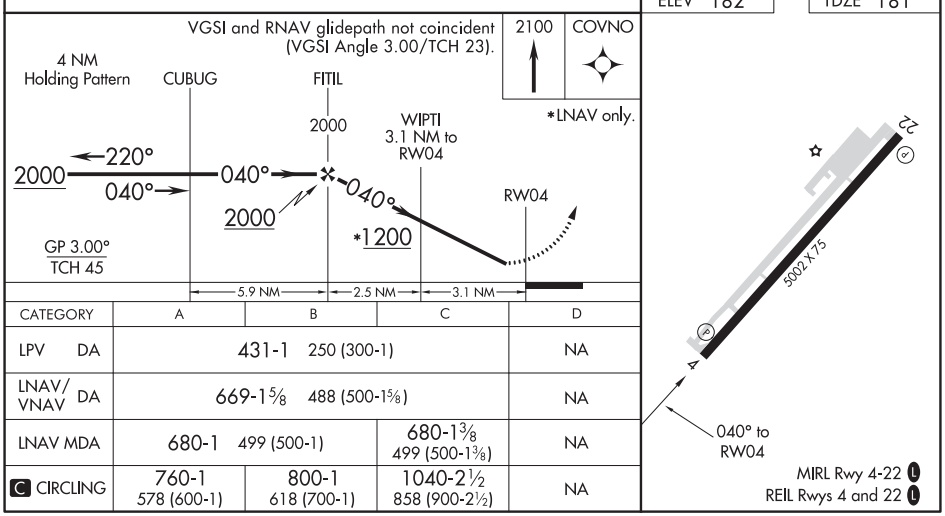
T NA DME/DME RNP-0.3 NA. When local altimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV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

MISSED APPROACH: Climb to 2100 direct COVNO and hold.

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



ELEV 182 TDZE 181



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

ARKADELPHIA, ARKANSAS
Amdt 1A 05MAR15

34°06′N-93°04′ W

DEXTER B FLORENCE MEMORIAL FIELD (ADF)
RNAV (GPS) RWY 4

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 22

DEXTER B FLORENCE MEMORIAL FIELD (ADF)

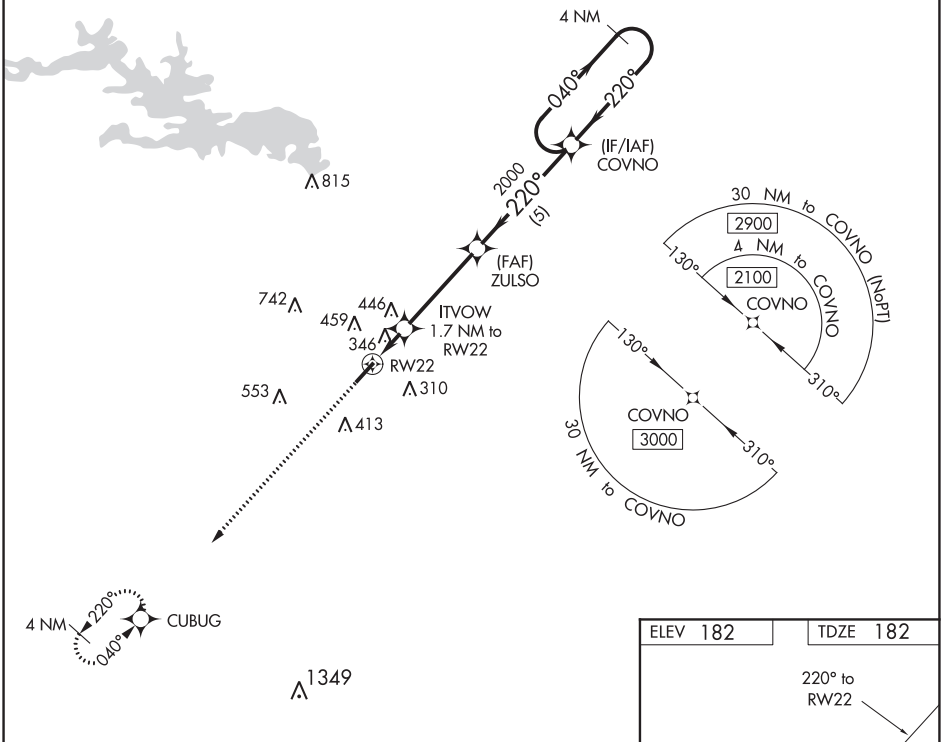
WAAS CH 93835 W22A	APP CRS 220°	Rwy ldg 5002 TDZE 182 Apt Elev 182

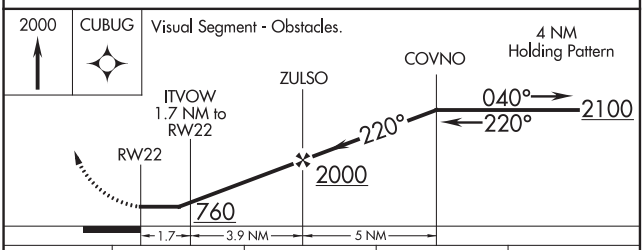
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hot Springs altimeter setting and increase all MDAs 120 feet, and increase LP and LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ½ mile. Night landing: Rwy 22 NA. Helicopter visibility reduction below 1 SM NA.

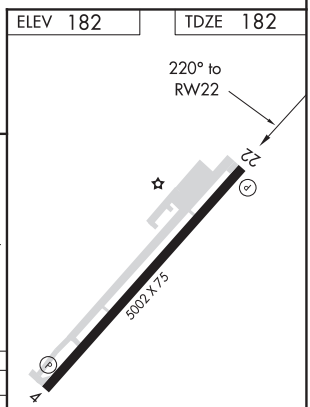
NA

MISSED APPROACH: Climb to 2000 direct CUBUG and hold.

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







MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

CATEGORY	A	B	C	D
LP MDA	600-1 418 (500-1)		600-1⅜ 418 (500-1⅜)	NA
LNAV MDA	680-1 498 (500-1)		680-1⅜ 498 (500-1⅜)	NA
C CIRCLING	760-1 578 (600-1)	800-1 618 (700-1)	1040-2½ 858 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ASH FLAT, ARKANSAS

AL-5758 (FAA)

20310

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

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

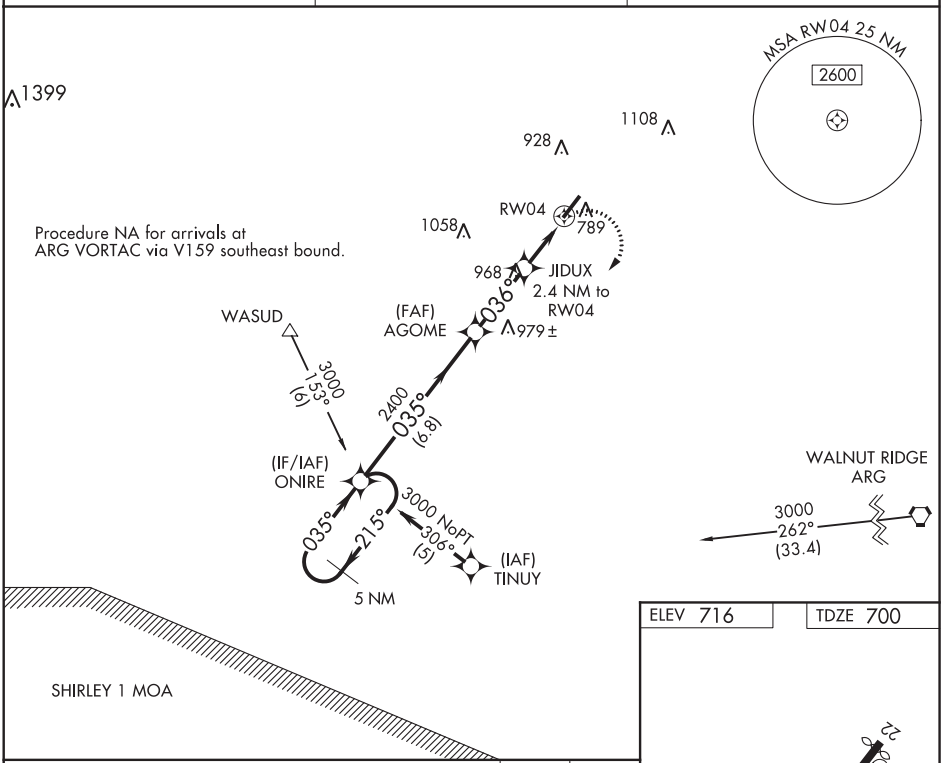
RNP APCH.

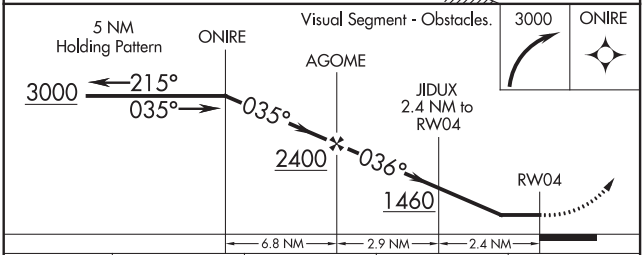
Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet. Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

NA

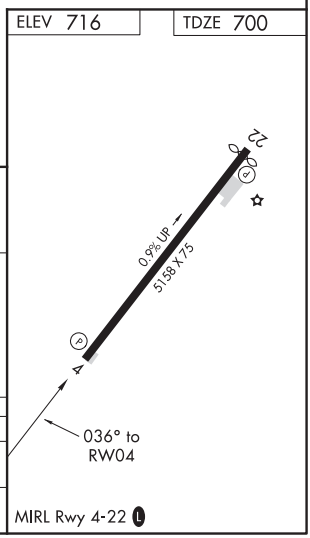
MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold.

ARG AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.7 (CTAF) L





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



APP CRS	Rwy ldg	5004
216°	TDZE	717
	Apt Elev	717

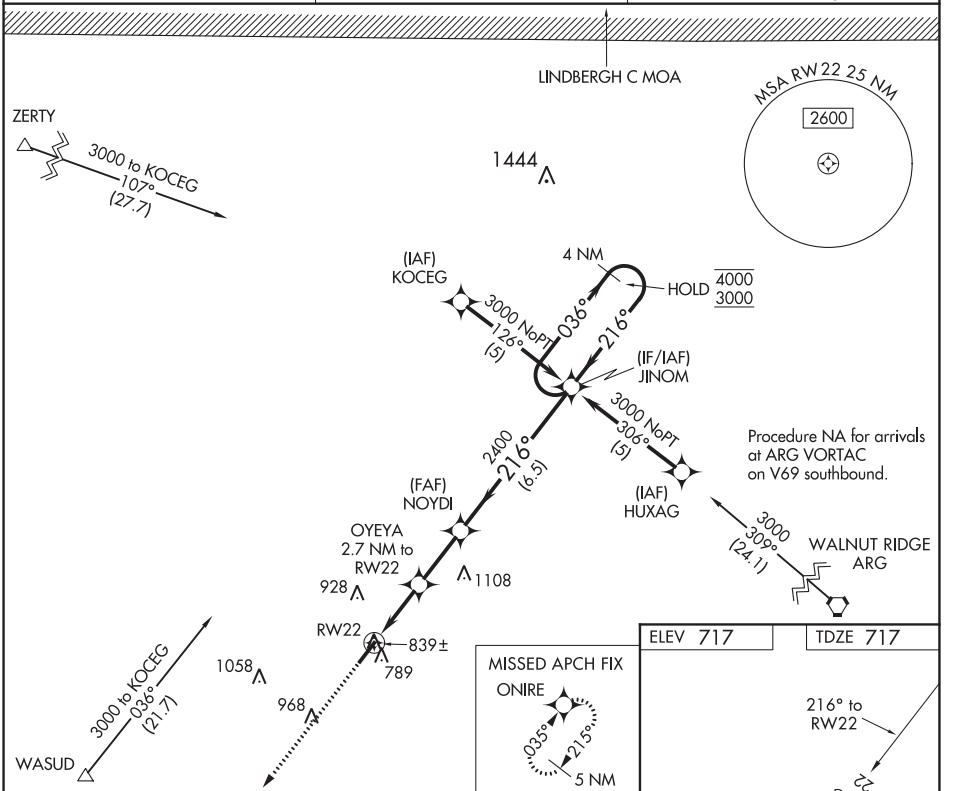
RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

RNP APCH.

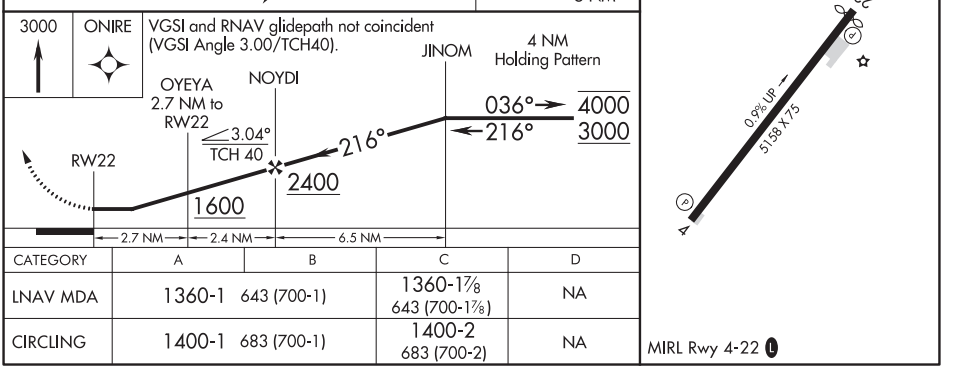
T A NA Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4 NA at night. Use Walnut Ridge Rgnl altimeter setting, when not received, use Jonesboro Muni setting and increase all MDAs 60 feet, increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

ARG AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.7 (CTAF) L



ELEV 717 TDZE 717



CATEGORY	A	B	C	D
LNAV MDA	1360-1 643 (700-1)		1360-1⅞ 643 (700-1⅞)	NA
CIRCLING	1400-1 683 (700-1)		1400-2 683 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AUGUSTA, ARKANSAS | AL-10211 (FAA) | 20198

RNAV (GPS)-A

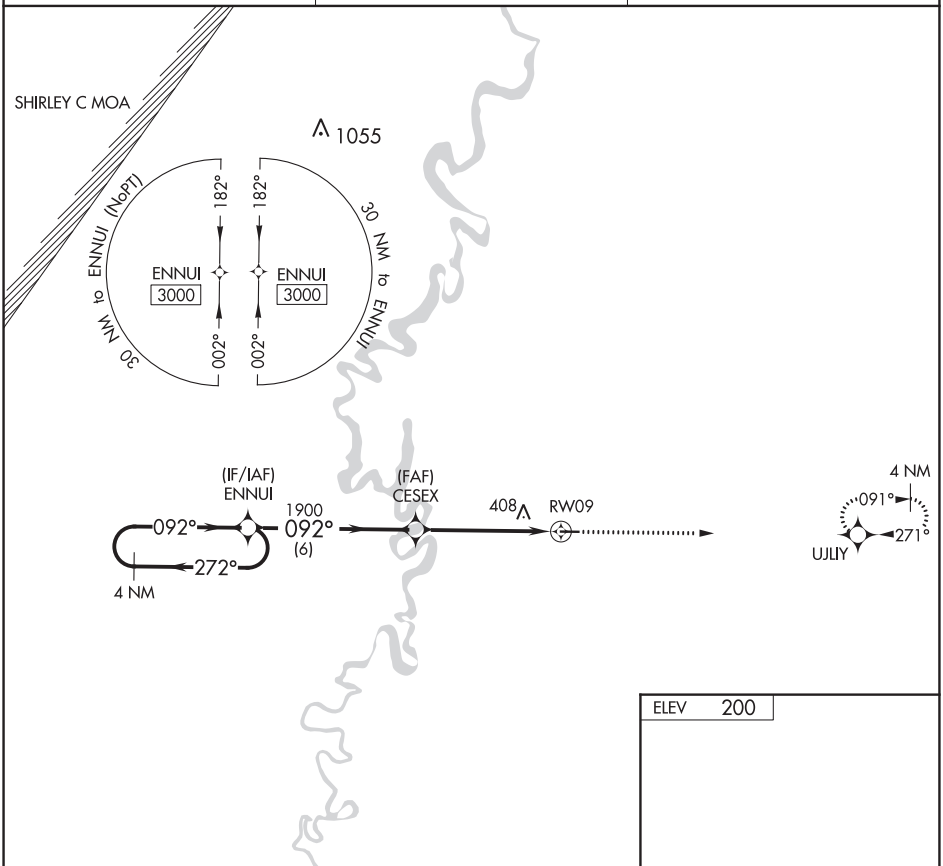
WOODRUFF COUNTY (M60)

APP CRS	Rwy ldg	N/A
092°	TDZE	N/A
	Apt Elev	200

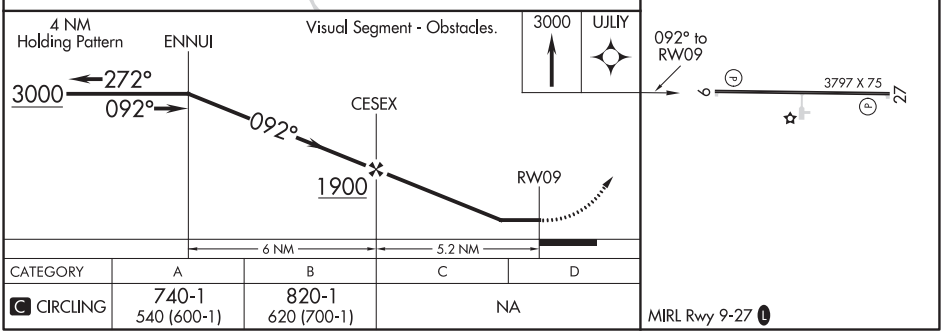
NA Rwy 9, 27 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Newport altimeter setting.

MISSED APPROACH: Climb to 3000 direct UJLIY and hold.

M19 AWOS-3PT	MEMPHIS CENTER	CTAF
118.15	135.3 335.8	122.9 L



ELEV 200



CATEGORY	A	B	C	D
C CIRCLING	740-1 540 (600-1)	820-1 620 (700-1)	NA	

MIRL Rwy 9-27 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17
BARTLESVILLE MUNI (BVO)

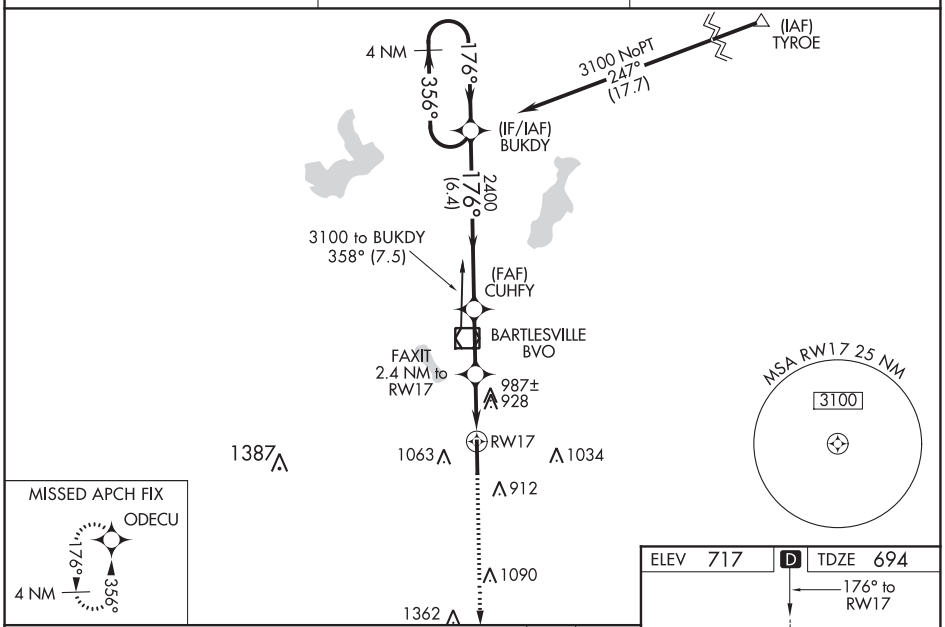
WAAS CH 58201 W17A	APP CRS 176°	Rwy ldg 6201 TDZE 694 Apt Elev 717

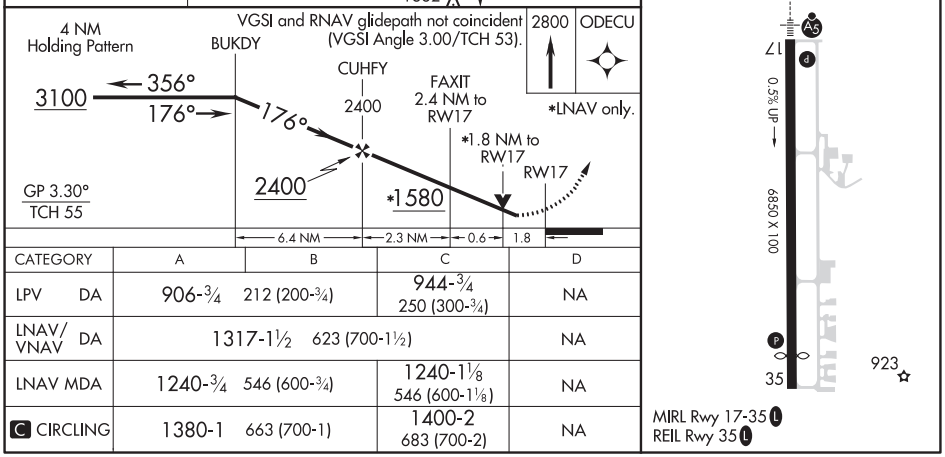
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat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

MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

AWOS	KANSAS CITY CENTER	CTAF
132.675	128.8 354.1	122.825 L





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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

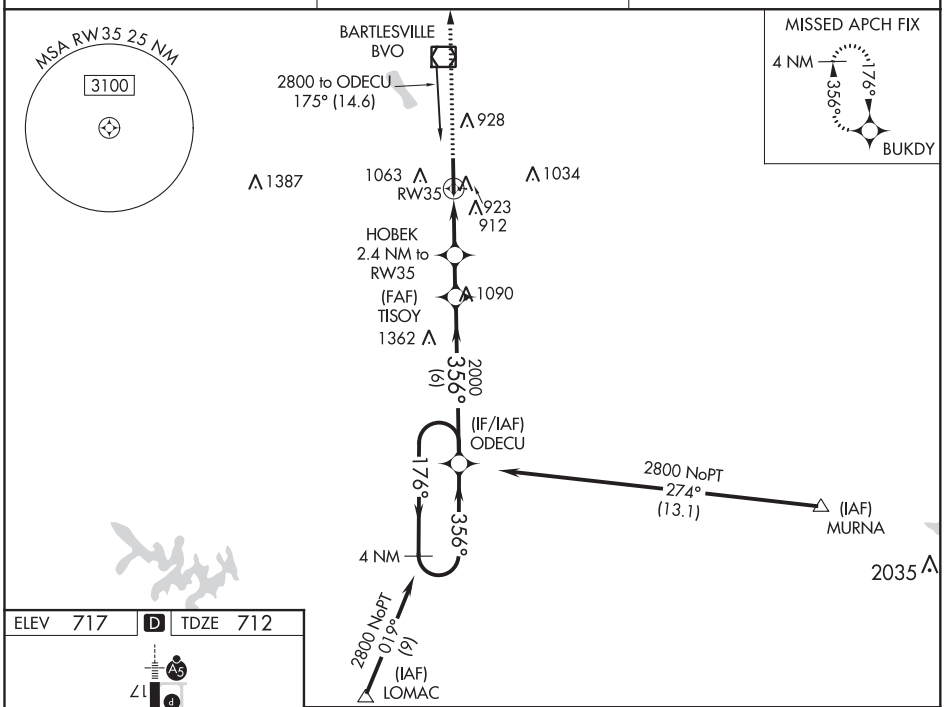
WAAS CH 61305 W35A	APP CRS 356°	Rwy ldg 6201 TDZE 712 Apt Elev 717

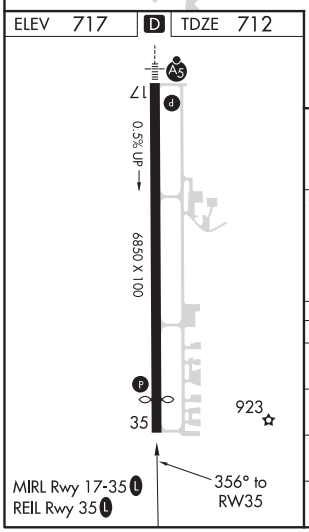
RNAV (GPS) RWY 35
BARTLESVILLE MUNI (BVO)

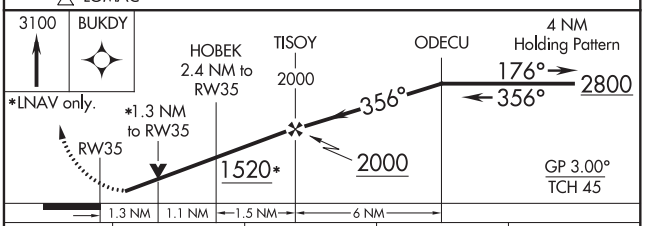
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility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

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

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







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

SC-1, 25 FEB 2021 to 22 APR 2021

LOC RWY 17
BARTLESVILLE MUNI (BVO)

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

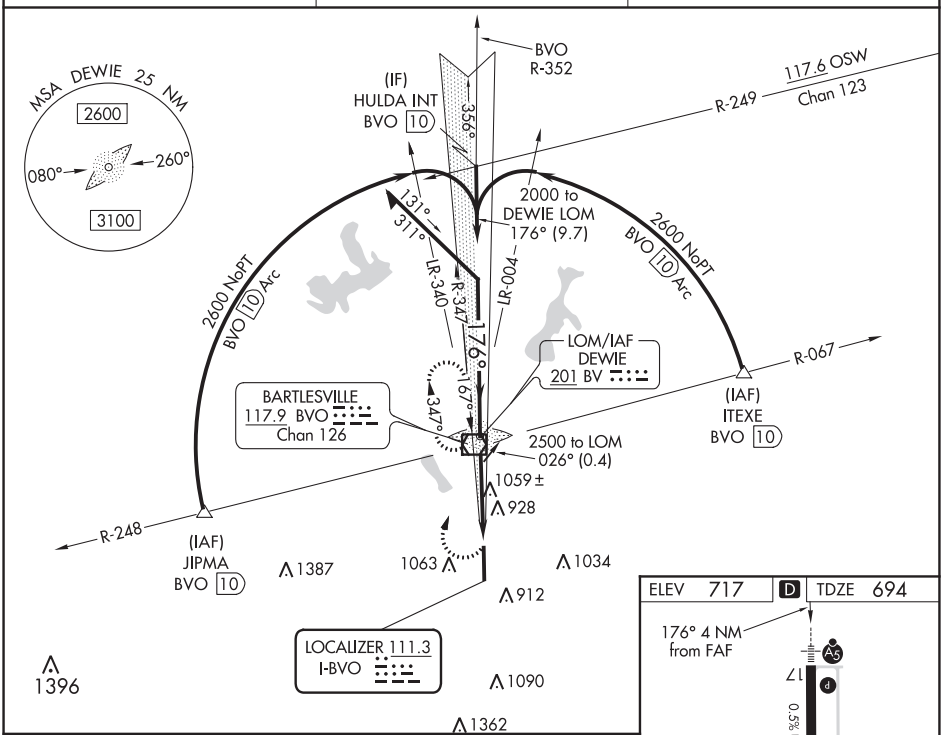
T
A NA

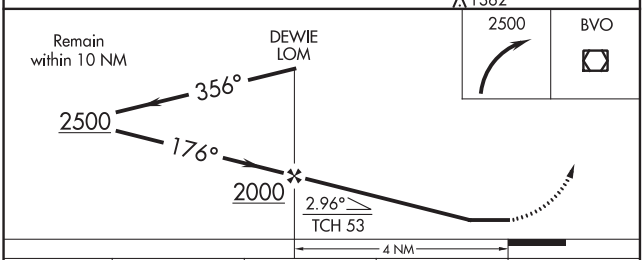
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 100 feet, increase S-17 and Circling Cat C visibility ¼ mile. For inop MALSR, increase S-17 Cat A/B visibility to 1 mile and Cat C to 1¾ mile. For inop MALSR when using Tulsa Intl altimeter setting, increase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

MALSR

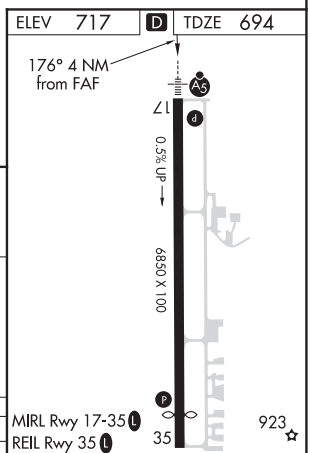
MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

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





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



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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

BARTLESVILLE, OKLAHOMA

AL-867 (FAA)

20254

VOR/DME RWY 35

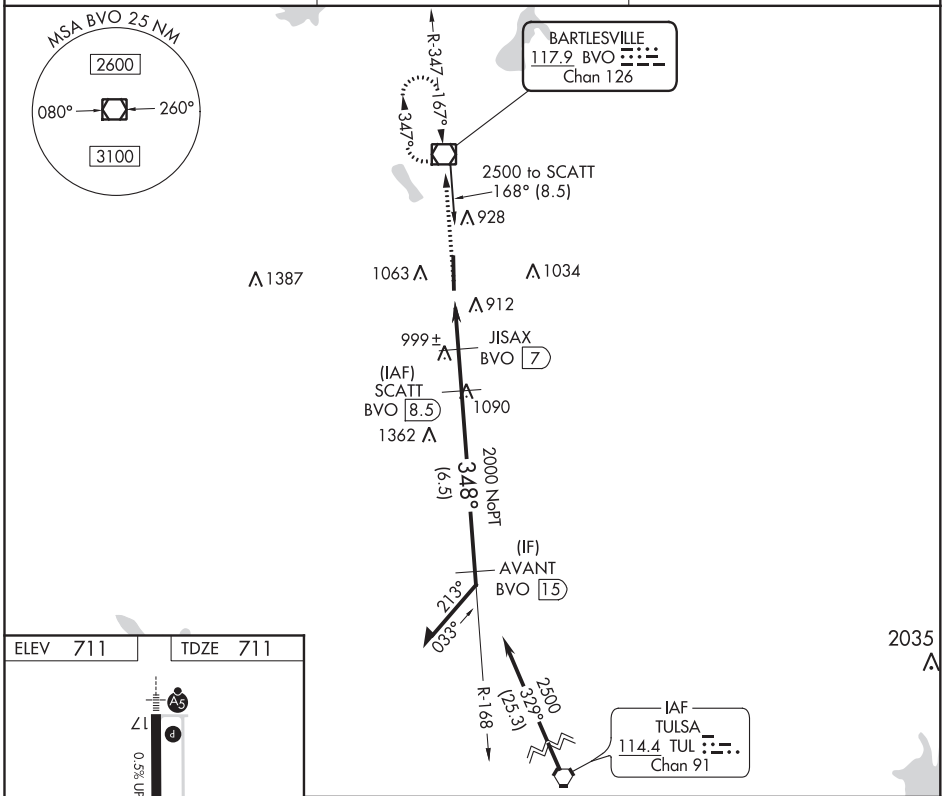
BARTLESVILLE MUNI (BVO)

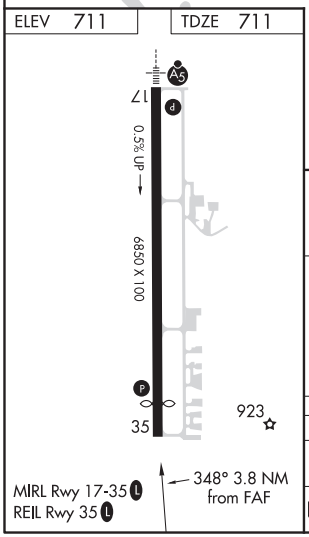
VOR/DME BVO	APP CRS	Rwy ldg	6201
117.9	348°	TDZE	711
Chan 126		Apt Elev	711

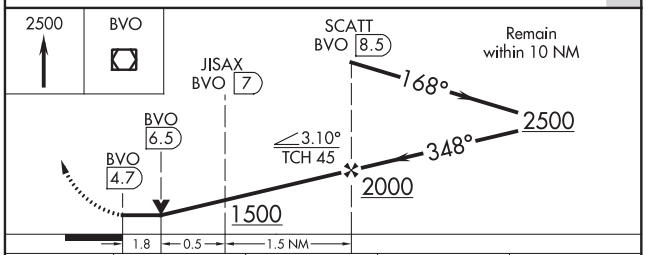
Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 and Circling Cat C visibility ¼ SM. VDP NA when using Tulsa Intl altimeter setting.

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

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







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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

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

RNAV (GPS) RWY 8

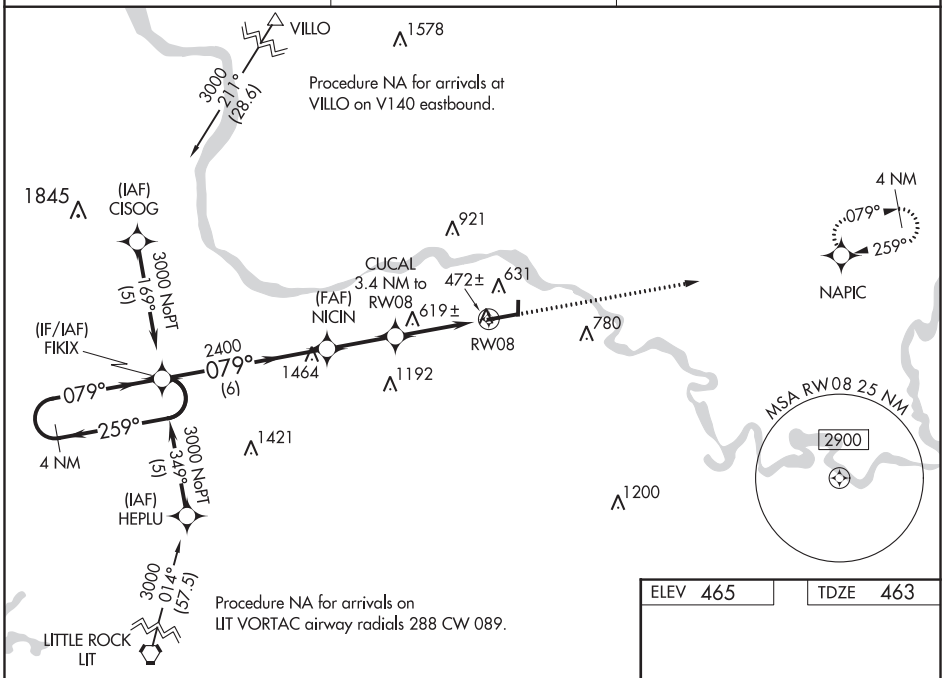
BATESVILLE RGNL (BVX)

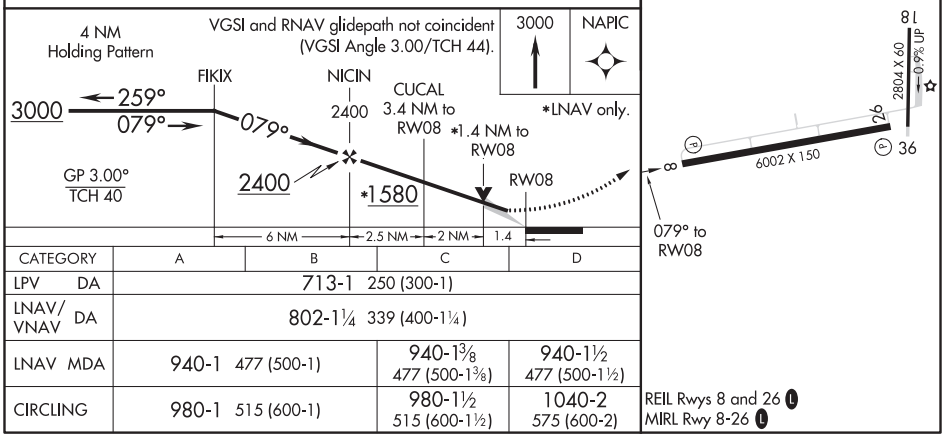
RNP APCH.

Circling NA N of Rwy 8-26.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct NAPIC and hold

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





CATEGORY	A	B	C	D
LPV DA	713-1 250 (300-1)			
LNAV/VNAV DA	802-1¼ 339 (400-1¼)			
LNAV MDA	940-1 477 (500-1)		940-1⅜ 477 (500-1⅜)	940-1½ 477 (500-1½)
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BATESVILLE, ARKANSAS | AL-5442 (FAA) | 19059

RNAV (GPS) RWY 26

BATESVILLE RGNL (BVX)

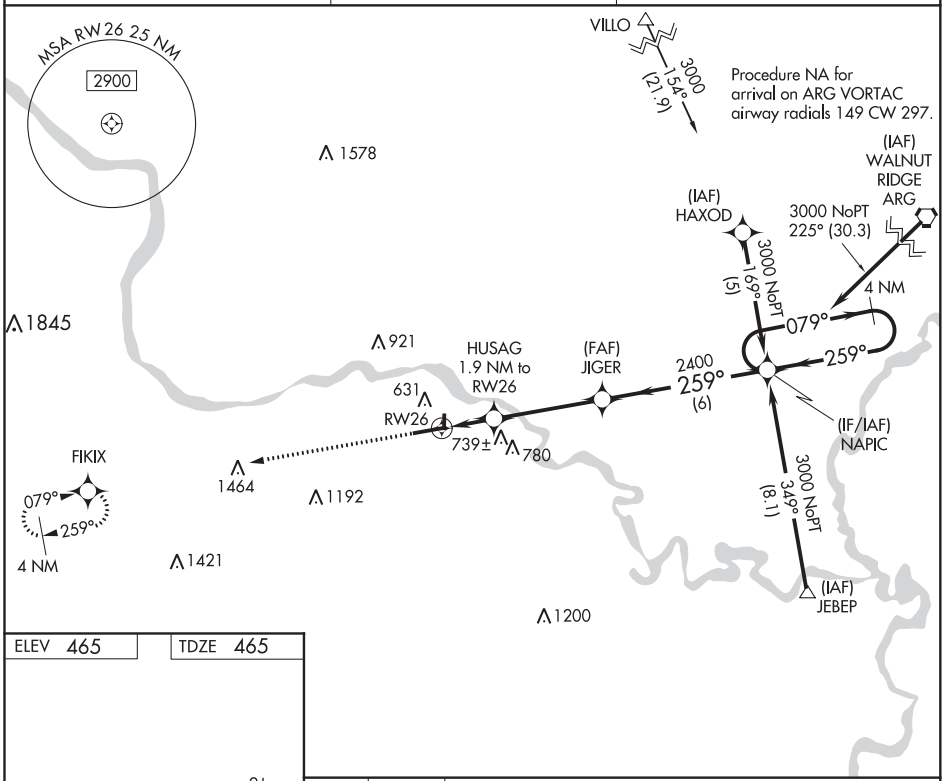
APP CRS	Rwy ldg	6002
259°	TDZE	465
	Apt Elev	465

RNP APCH.

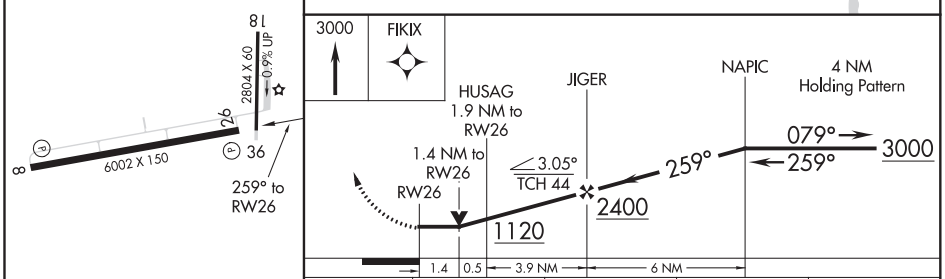
Circling NA N of Rwy 8-26.
Rwy 26 helicopter visibility reduction below ¾SM NA.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

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



ELEV 465 | TDZE 465



CATEGORY	A	B	C	D
LNAV MDA	940-1 475 (500-1)		940-1⅜ 475 (500-1⅜)	940-1½ 475 (500-1½)
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC RWY 8
BATESVILLE RGNL (BVX)

LOC/DME I-BVX	APP CRS	Rwy ldg	6002
109.7	079°	TDZE	463
Chan 34		Apt Elev	465

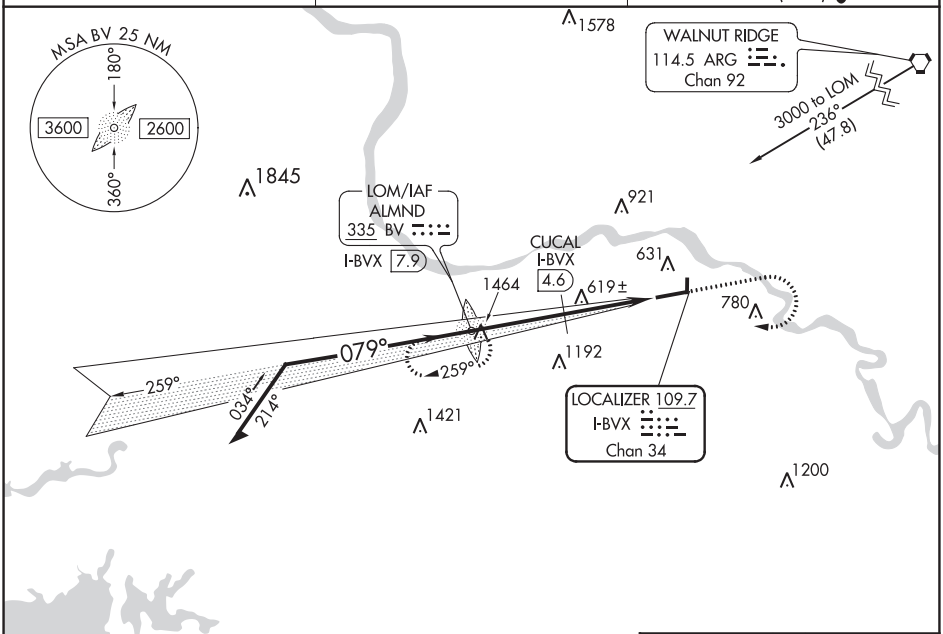
ADF required for procedure entry.
ADF required.

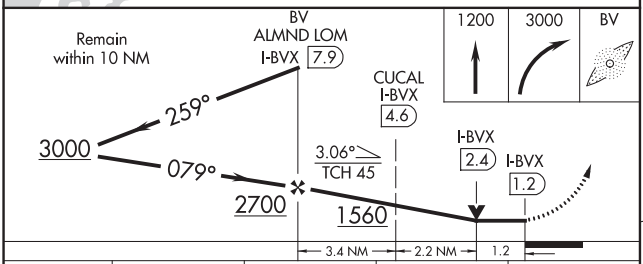
NA

Circling NA N of Rwy 8-26.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ALMND LOM/7.9 DME and hold.

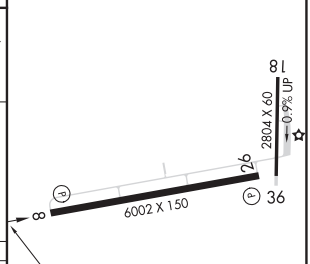
AWOS-3PT	MEMPHIS CENTER	UNICOM
126.375	126.85 281.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-8	1560-1¼ 1097 (1100-1¼)	1560-1½ 1097 (1100-1½)	1560-3 1097 (1100-3)	
CIRCLING	1560-1¼ 1095 (1100-1¼)	1560-1½ 1095 (1100-1½)	1560-3 1095 (1100-3)	
CUCAL FIX MINIMUMS (DME REQUIRED)				
S-8	880-1 417 (500-1)		880-1¼ 417 (500-1¼)	
CIRCLING	980-1 515 (600-1)		980-1½ 515 (600-1½)	1040-2 575 (600-2)

ELEV 465 TDZE 463



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

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BENTON, ARKANSAS AL-10336 (FAA) 18312

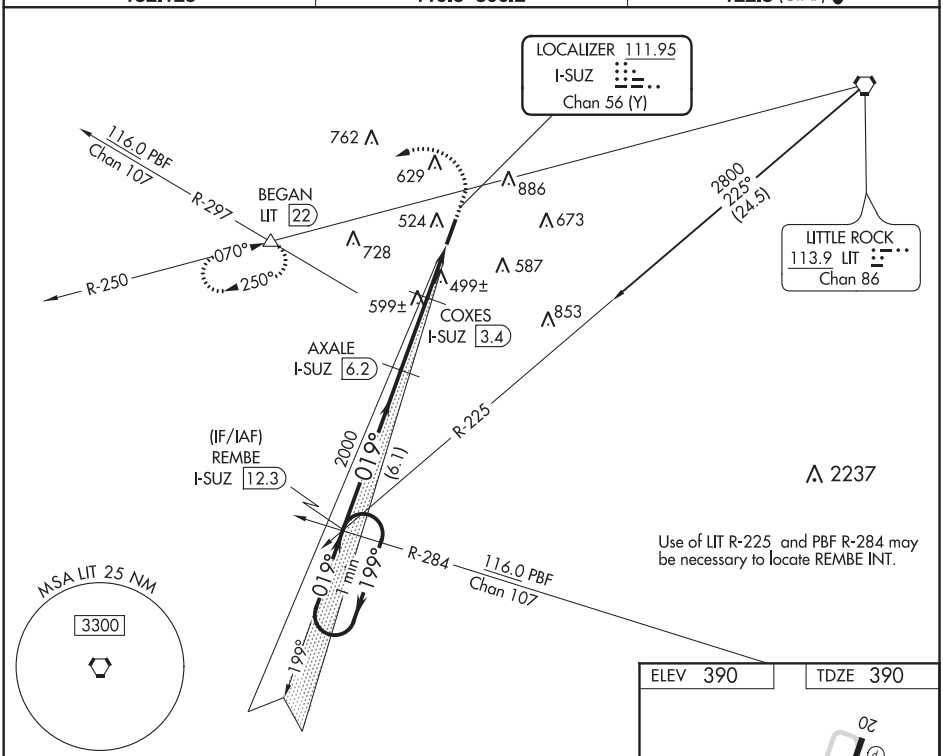
ILS or LOC/DME RWY 2
SALINE COUNTY RGNL (SUZ)

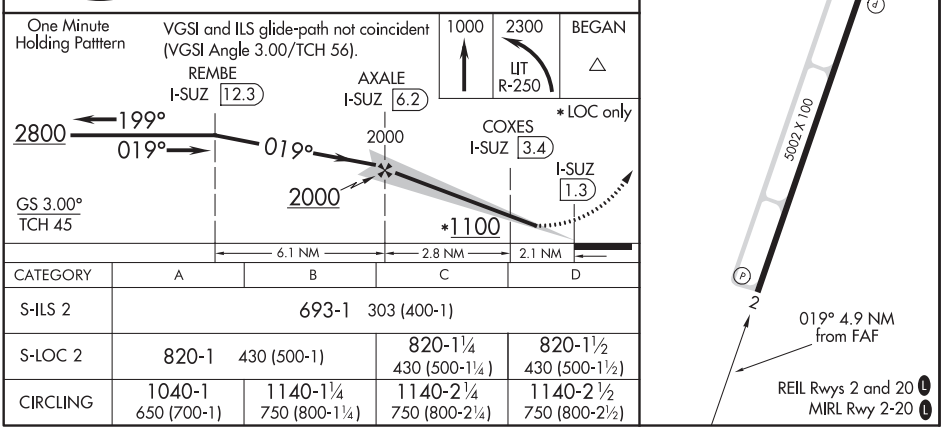
LOC/DME I-SUZ	APP CRS	Rwy ldg	5002
111.95	019°	TDZE	390
Chan 56 (Y)		Apt Elev	390

Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase S-ILS 2 all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

AWOS-3	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 2	693-1 303 (400-1)			
S-LOC 2	820-1 430 (500-1)		820-1¼ 430 (500-1¼)	820-1½ 430 (500-1½)
CIRCLING	1040-1 650 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

BENTON, ARKANSAS
Orig 29JUL10

34°35′N-092°29′W

SALINE COUNTY RGNL (SUZ)
ILS or LOC/DME RWY 2

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 58209 W02A	APP CRS 019°	Rwy ldg 5002 TDZE 390 Apt Elev 390

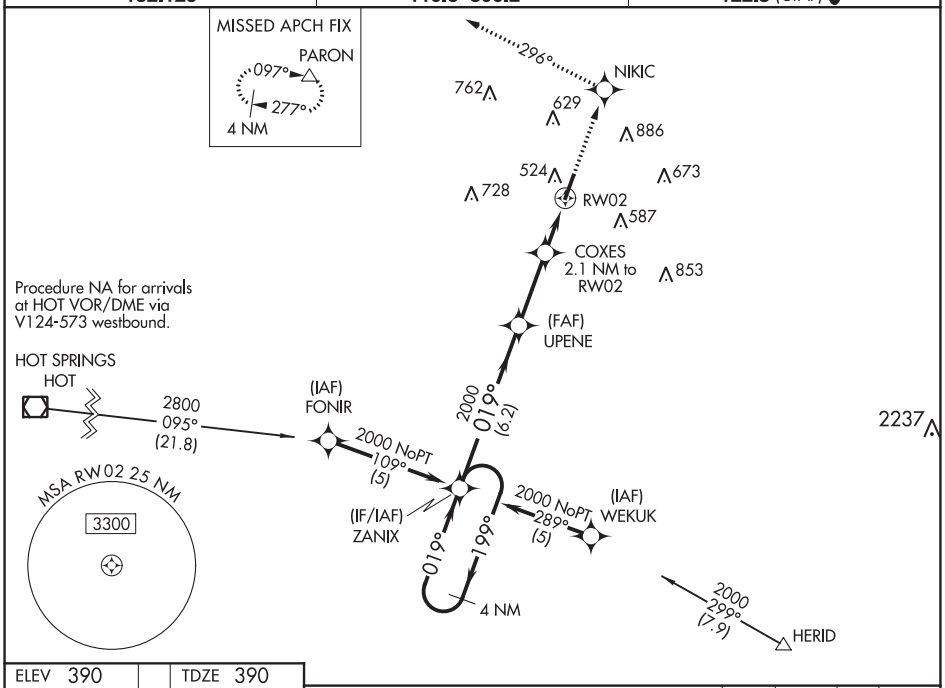
RNAV (GPS) RWY 2
SALINE COUNTY RGNL (SUZ)

T A NA

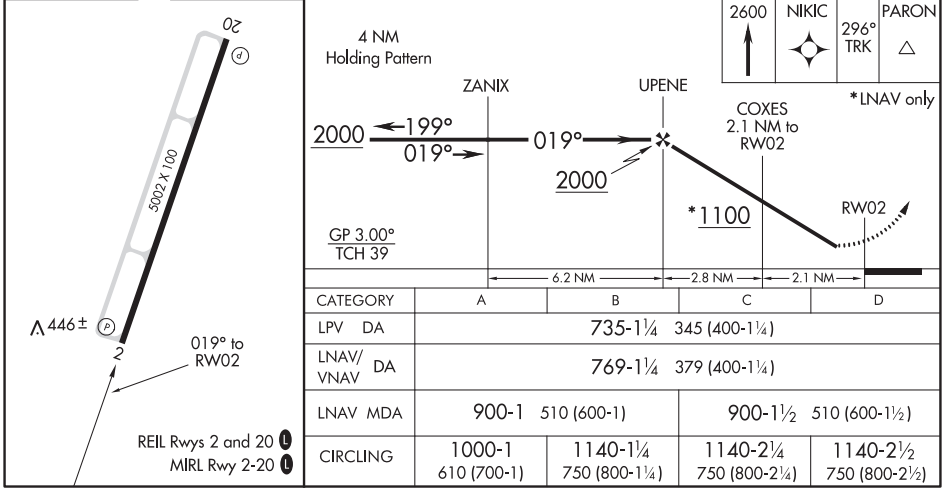
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

AWOS-3	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L



ELEV 390 TDZE 390



CATEGORY	A	B	C	D
LPV DA	735-1¼ 345 (400-1¼)			
LNAV/VNAV DA	769-1¼ 379 (400-1¼)			
LNAV MDA	900-1 510 (600-1)		900-1½ 510 (600-1½)	
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BENTON, ARKANSAS | AL-10336 (FAA) | 18312

WAAS CH 40309 W20A	APP CRS 199°	Rwy ldg 5002 TDZE 387 Apt Elev 390

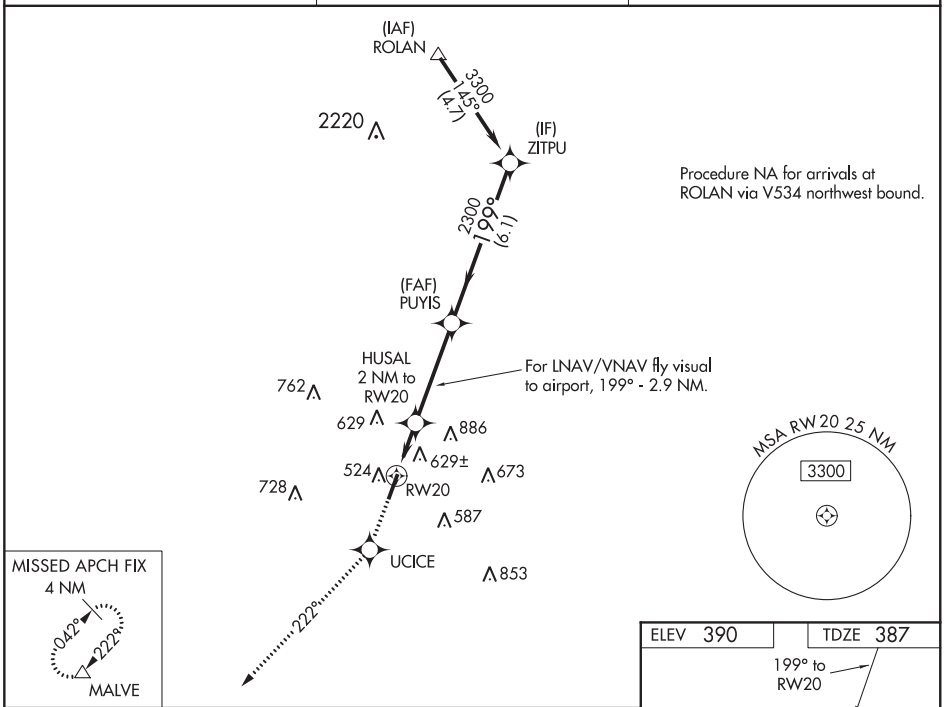
RNAV (GPS) RWY 20
SALINE COUNTY RGNL (SUZ)

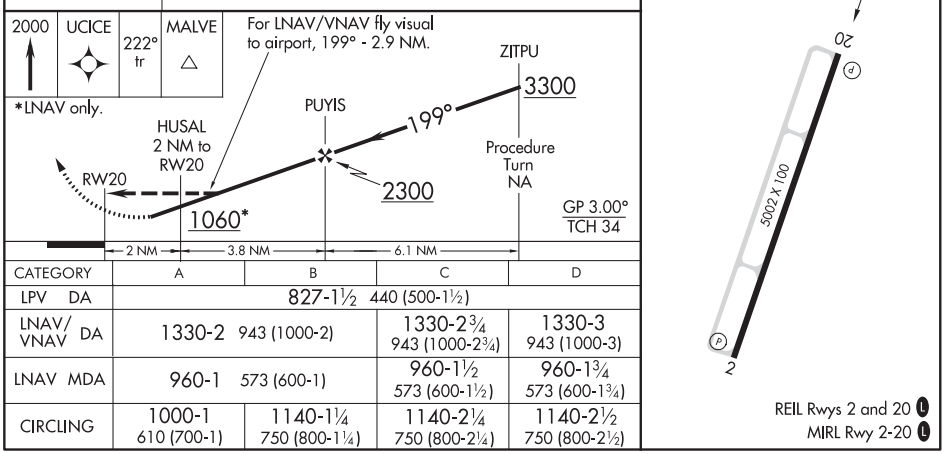
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

NA

MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

AWOS-3	LITTLE ROCK APP CON	UNICOM
132.125	119.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	827-1½ 440 (500-1½)			
LNAV/VNAV DA	1330-2 943 (1000-2)		1330-2¾ 943 (1000-2¾)	1330-3 943 (1000-3)
LNAV MDA	960-1 573 (600-1)		960-1½ 573 (600-1½)	960-1¾ 573 (600-1¾)
CIRCLING	1000-1 610 (700-1)	1140-1¼ 750 (800-1¼)	1140-2¼ 750 (800-2¼)	1140-2½ 750 (800-2½)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 77830 W18A	APP CRS 179°	Rwy ldg 4196 TDZE 1298 Apt Elev 1298

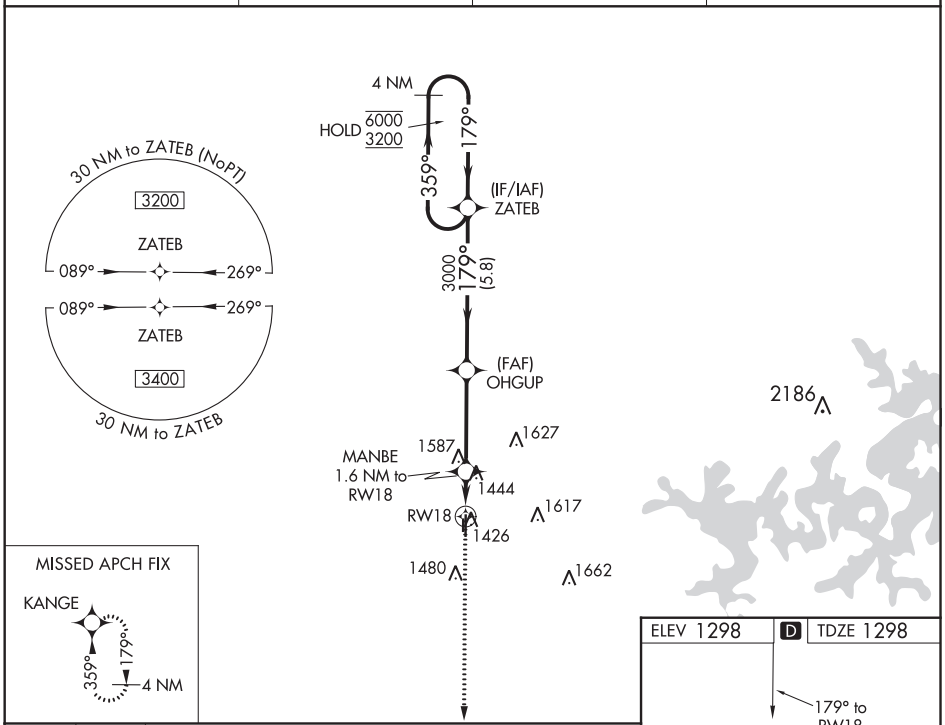
RNAV (GPS) RWY 18
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

RNP APCH.

Circling NA to Rwys 17 and 35.
Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct KANGE and hold.

AWOS-3PT	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.575	121.05 263.125	122.975 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			
LNAV/VNAV DA	1688-1⅛ 390 (400-1⅛)			
LNAV MDA	1700-1 402 (500-1)		1700-1⅛ 402 (500-1⅛)	
C CIRCLING	1780-1 482 (500-1)		1920-1¾ 622 (700-1¾)	1940-2 642 (700-2)

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BENTONVILLE, ARKANSAS

AL-6126 (FAA)

21056

RNAV (GPS) RWY 36

BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

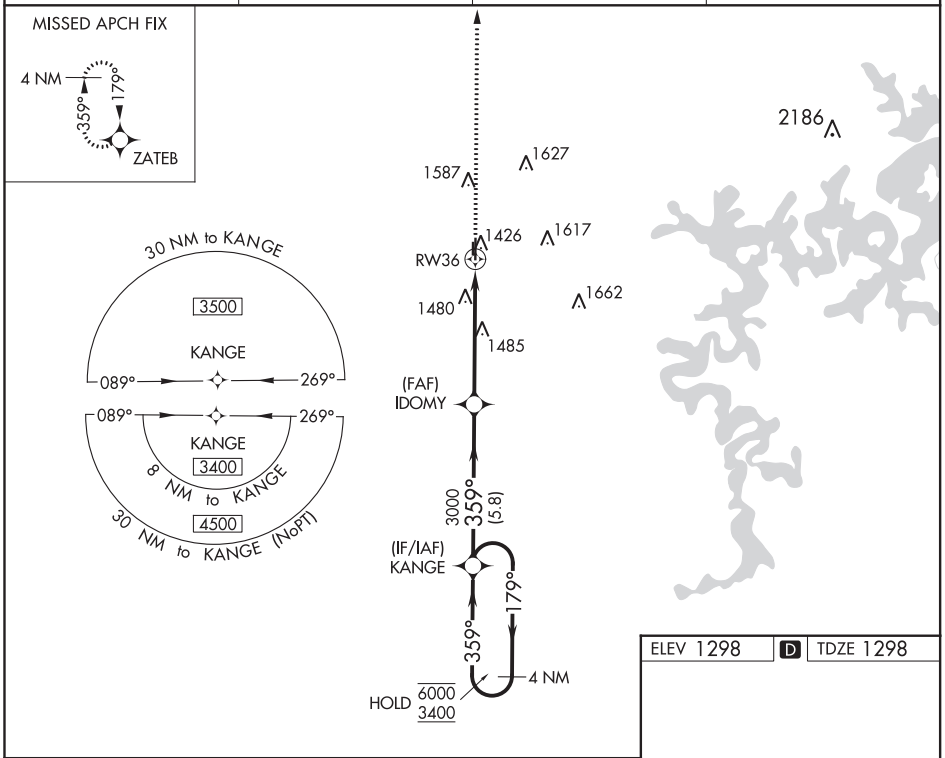
WAAS CH 53729 W36A	APP CRS 359°	Rwy ldg 4196 TDZE 1298 Apt Elev 1298

RNP APCH.

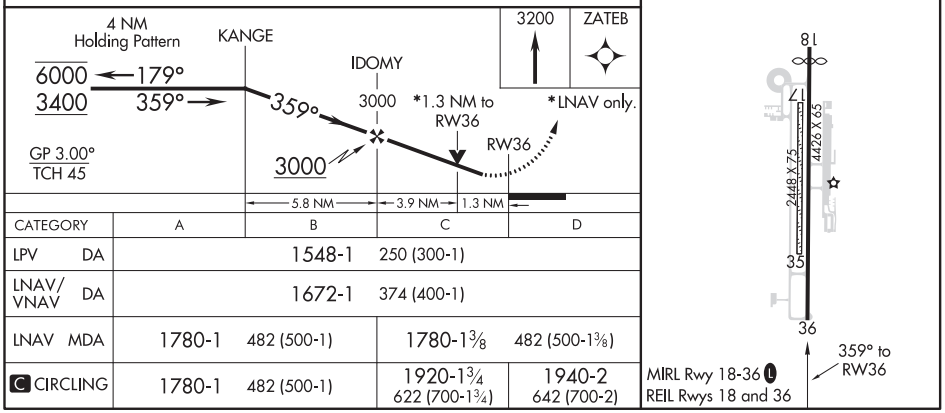
Circling NA to Rwys 17 and 35. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3200 direct ZATEB and hold.

AWOS-3PT	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.575	121.05 263.125	122.975 (CTAF) L



ELEV 1298 | D | TDZE 1298



CATEGORY	A	B	C	D
LPV DA	1548-1 250 (300-1)			
LNAV/VNAV DA	1672-1 374 (400-1)			
LNAV MDA	1780-1 482 (500-1)		1780-1⅜ 482 (500-1⅜)	
C CIRCLING	1780-1 482 (500-1)		1920-1¾ 622 (700-1¾)	1940-2 642 (700-2)

BENTONVILLE, ARKANSAS

Amdt 2B 25FEB21

BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

36°21′N-94°13′W

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

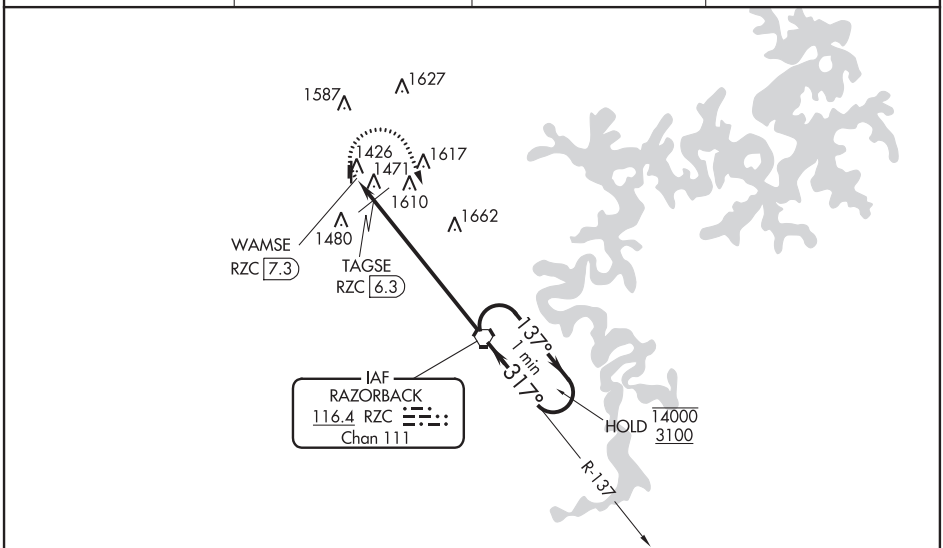
VORTAC RZC 116.4 Chan 111	APP CRS 317°	Rwy ldg N/A TDZE N/A Apt Elev 1298

VOR-A

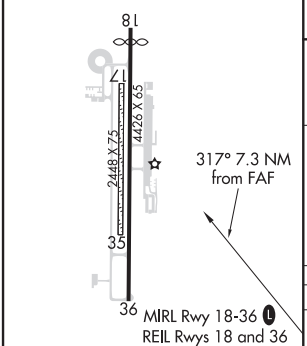
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)

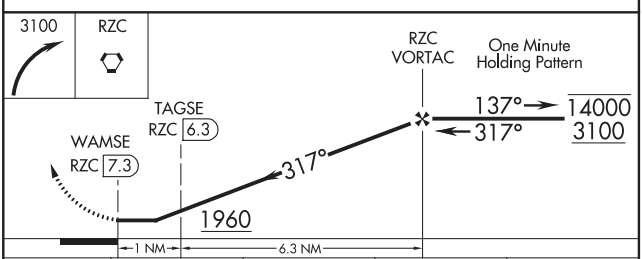
MISSED APPROACH: Climbing right turn to 3100 direct RZC VORTAC and hold.

AWOS-3PT	RAZORBACK APP CON ★	CLNC DEL	UNICOM
134.975	121.0 (WEST) 244.575	121.05 263.125	122.975 (CTAF) L



ELEV 1298 D





FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

CATEGORY	A	B	C	D
C CIRCLING	1960-1 662 (700-1)		1960-1¾ 662 (700-1¾)	1960-2 662 (700-2)
TAGSE FIX MINIMUMS				
C CIRCLING	1780-1 482 (500-1)		1920-1¾ 622 (700-1¾)	1940-2 642 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

(BENTN6.BENTN) 20366

AL-6126 (FAA)

BENTON SIX DEPARTURE

BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)
BENTONVILLE, ARKANSAS

TOP ALTITUDE: 3000

CLNC DEL
121.05 263.125
CTAF
122.975
RAZORBACK DEP CON ★
121.0 (WEST) 244.575

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

DOGWOOD
109.4 DGD
Chan 31
N37°01.41′ -W92°52.62′
L-16

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.11′
L-15, H-6

NOTE: RADAR required.

TULSA
114.4 TUL
Chan 91
N36°11.78′ -W95°47.29′
L-15, H-6

359°
179°

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

HARRISON
112.5 HRO
Chan 72
N36°19.10′-W93°12.80′
L-16

OKMULGEE
114.9 OKM
Chan 96
N35°41.58′-W95°51.96′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.31′-W94°16.29′
L-16, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

HOT SPRINGS
110.0 HOT
Chan 37
N34°28.72′-W93°05.44′
L-17

TAKEOFF MINIMUMS
Rwy 18: Standard.
Rwy 36: 300-2¼ or standard with minimum climb of 204 feet per NM to 1700.

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 179° thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 359° thence . . . .

. . . . climb to 3000, expect RADAR vectors to filed/assigned route and filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within two minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

WAAS CH 40242 W07A	APP CRS 071°	Rwy ldg 3554 TDZE 1203 Apt Elev 1206

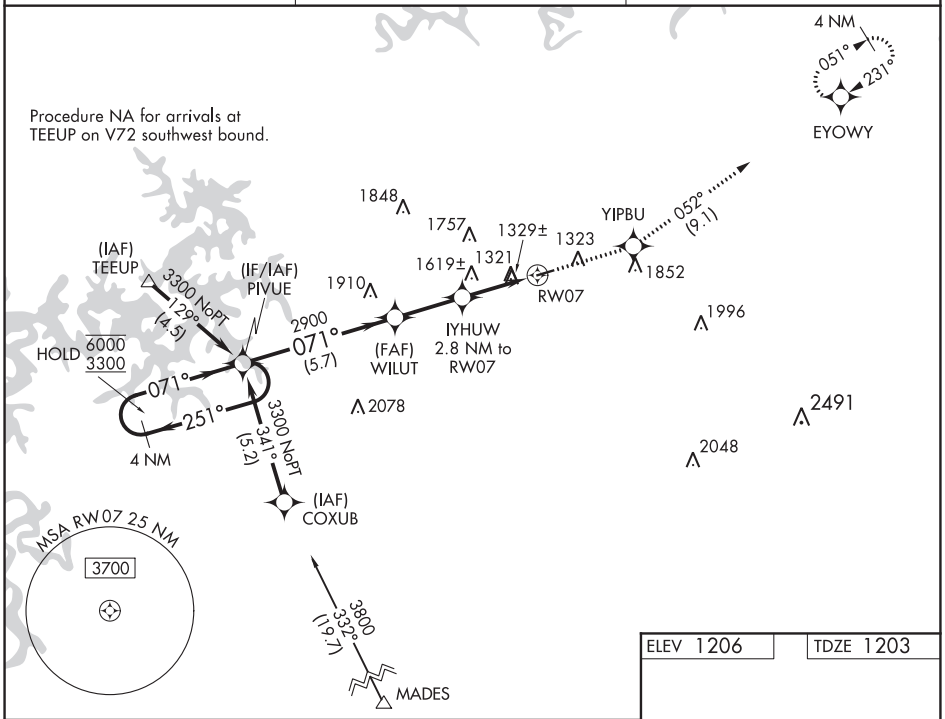
RNAV (GPS) RWY 7
CARROLL COUNTY (4M1)

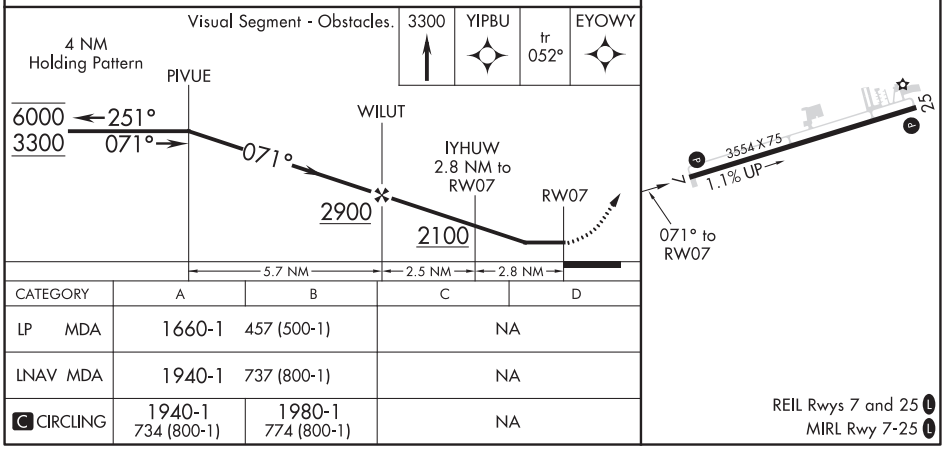
RNP APCH.

Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct YIPBU and on track 052° to EYOWY and hold.

BBG AWOS-3	RAZORBACK APPROACH ★	CTAF
124.625	126.6 305.2	122.9 L





CATEGORY	A	B	C	D
LP MDA	1660-1	457 (500-1)	NA	
LNAV MDA	1940-1	737 (800-1)	NA	
C CIRCLING	1940-1 734 (800-1)	1980-1 774 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

BERRYVILLE, ARKANSAS

AL-10189 (FAA)

20310

RNAV (GPS) RWY 25
CARROLL COUNTY (4M1)

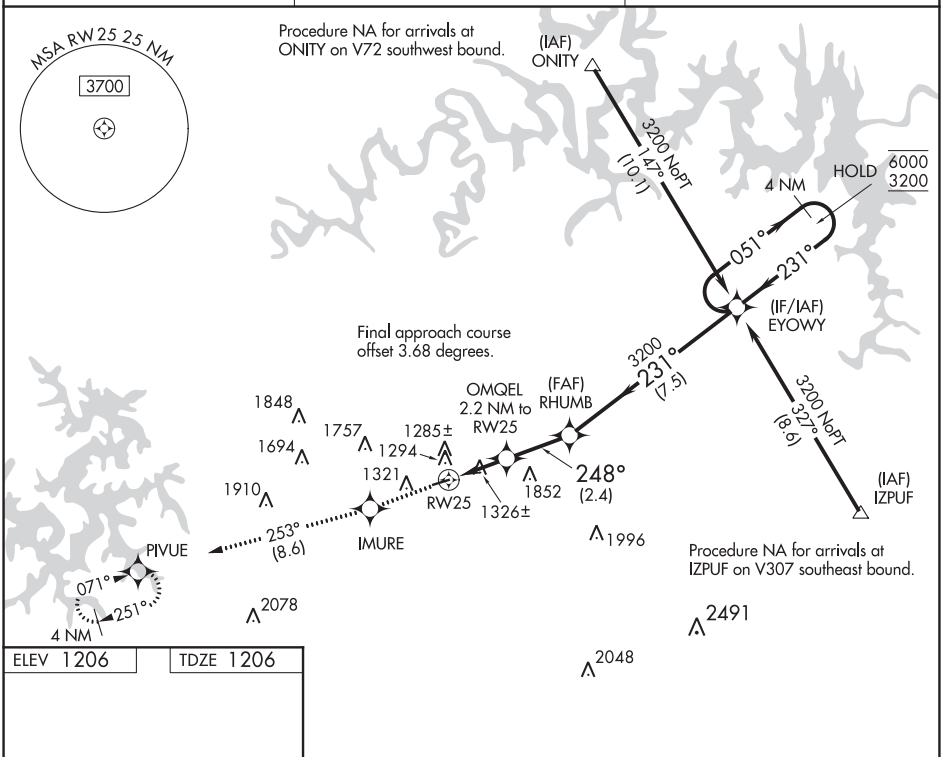
WAAS CH 86442 W25A	APP CRS 248°	Rwy ldg 3554 TDZE 1206 Apt Elev 1206

RNP APCH.

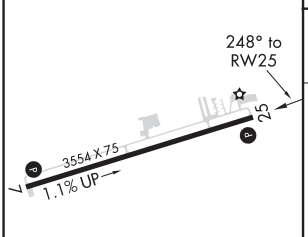
Rwy 25 helicopter visibility reduction below ¾ SM NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet.

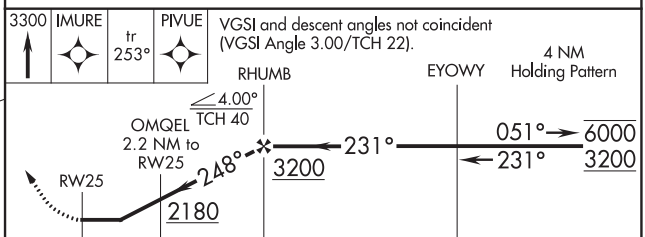
MISSED APPROACH: Climb to 3300 direct IMURE and on track 253° to PIVUE and hold.

BBG AWOS-3	RAZORBACK APPROACH★	CTAF
124.625	126.6 305.2	122.9 L



ELEV 1206 | TDZE 1206





CATEGORY	A	B	C	D
LP MDA	1660-1 454 (500-1)		NA	
LNAV MDA	1660-1 454 (500-1)		NA	
C CIRCLING	1700-1 494 (500-1)	1980-1 774 (800-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 97519 W17A	APP CRS 174°	Rwy ldg 3501 TDZE 1030 Apt Elev 1030

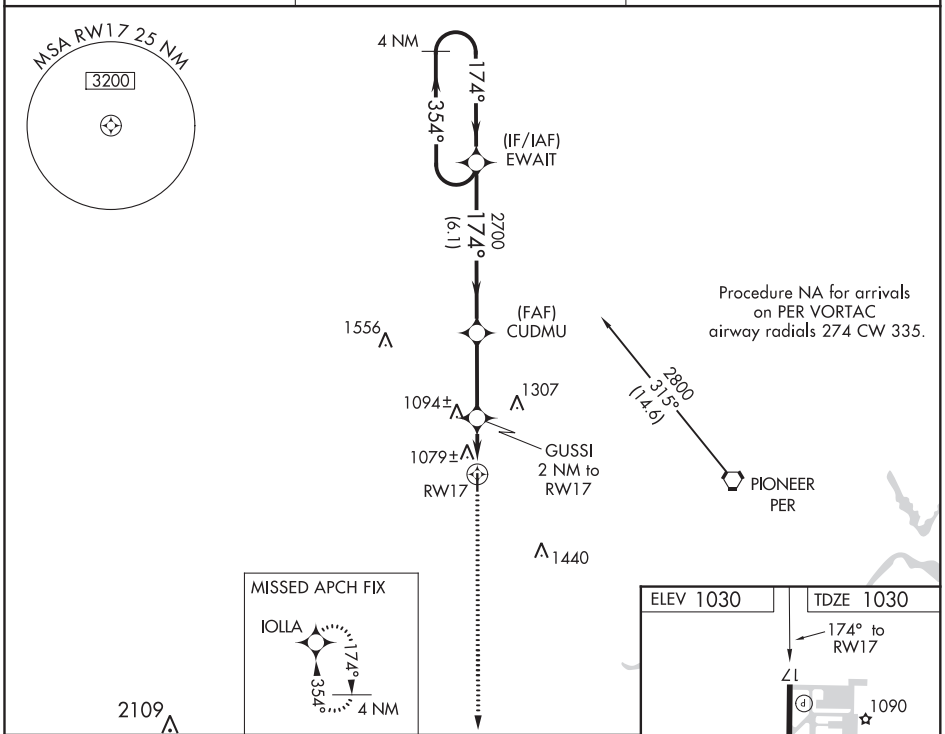
RNAV (GPS) RWY 17
BLACKWELL-TONKAWA MUNI (BKN)

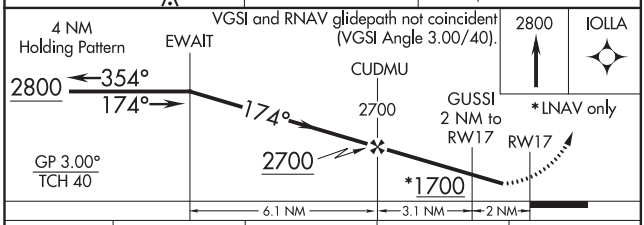
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1280-1	250 (300-1)		NA
LNAV/VNAV DA	1376-1¼	346 (400-1¼)		NA
LNAV MDA	1400-1	370 (400-1)		NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BLACKWELL, OKLAHOMA | AL-6496 (FAA) | 21056

RNAV (GPS) RWY 35
BLACKWELL-TONKAWA MUNI (BKN)

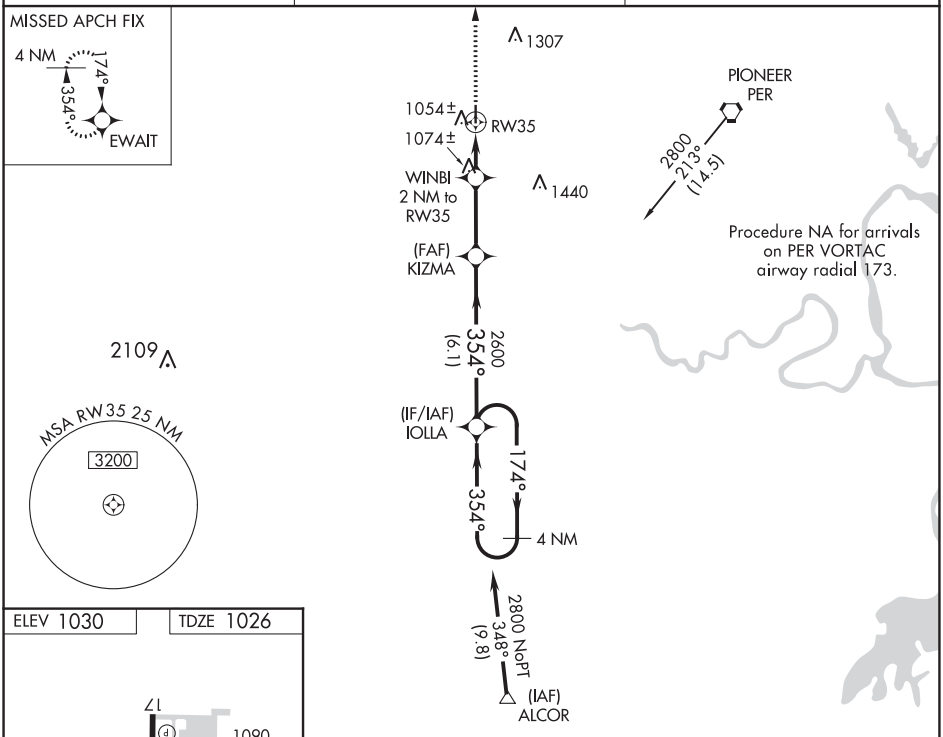
WAAS CH 61119 W35A	APP CRS 354°	Rwy ldg 3501 TDZE 1026 Apt Elev 1030

RNP APCH.

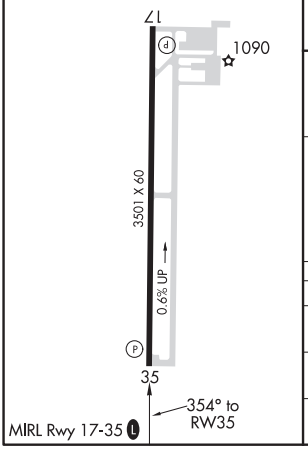
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ponca City altimeter setting.

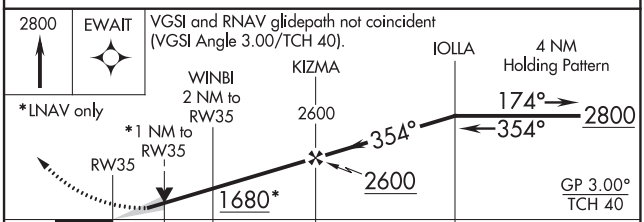
MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L



ELEV 1030 | TDZE 1026





CATEGORY		A	B	C	D
LPV	DA	1276-1	250 (300-1)		NA
LNAV/VNAV	DA	1324-1	298 (300-1)		NA
LNAV MDA		1340-1	314 (400-1)		NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

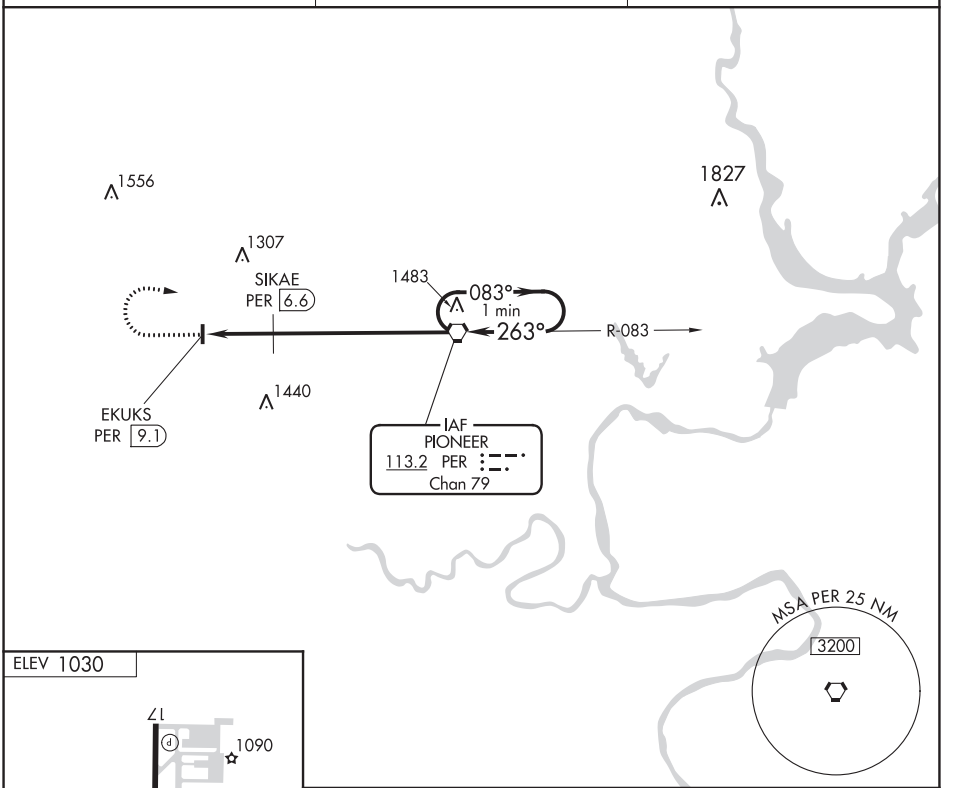
VORTAC PER 113.2 Chan 79	APP CRS 263°	Rwy ldg N/A TDZE N/A Apt Elev 1030

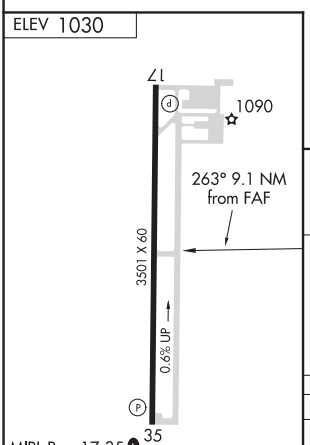
VOR-A
BLACKWELL-TONKAWA MUNI (BKN)

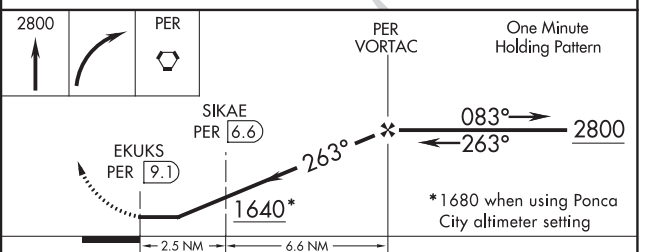
When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.575	127.8 319.1	122.8 (CTAF) L







FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

SIKAE FIX MINIMUMS				
CATEGORY	A	B	C	D
CIRCLING	1640-1 610 (700-1)		1640-1¾ 610 (700-1¾)	NA
CIRCLING	1440-1 410 (500-1)	1480-1 450 (500-1)	1480-1½ 450 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

20198

ILS or LOC RWY 18
ARKANSAS INTL (BYH)

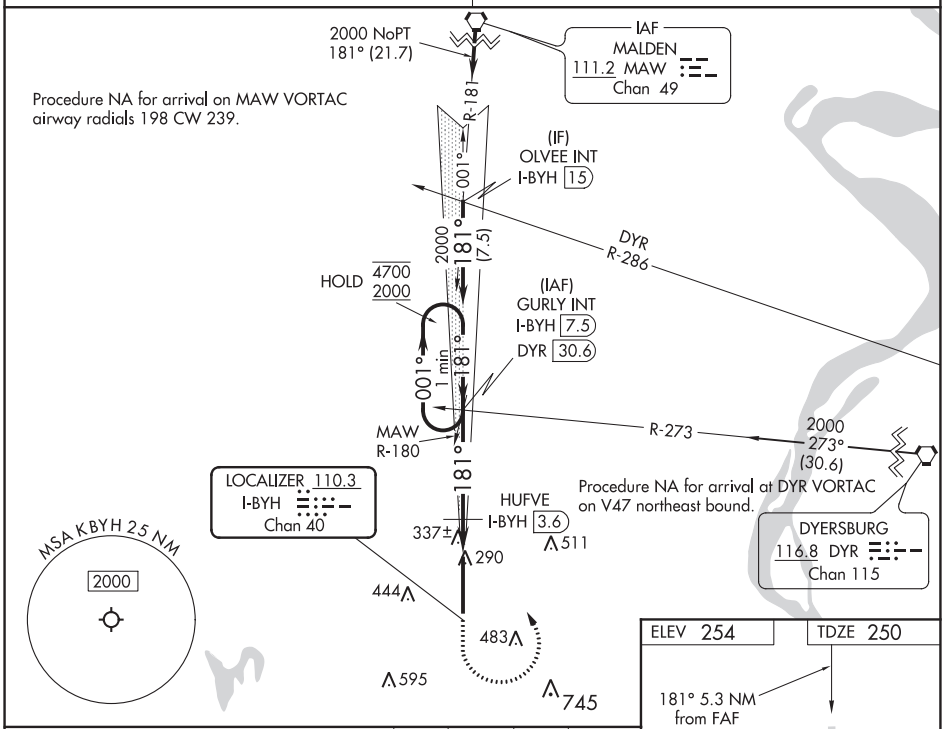
LOC/DME I-BYH	APP CRS	Rwy ldg 11602
110.3	181°	TDZE 250
Chan 40		Apt Elev 254

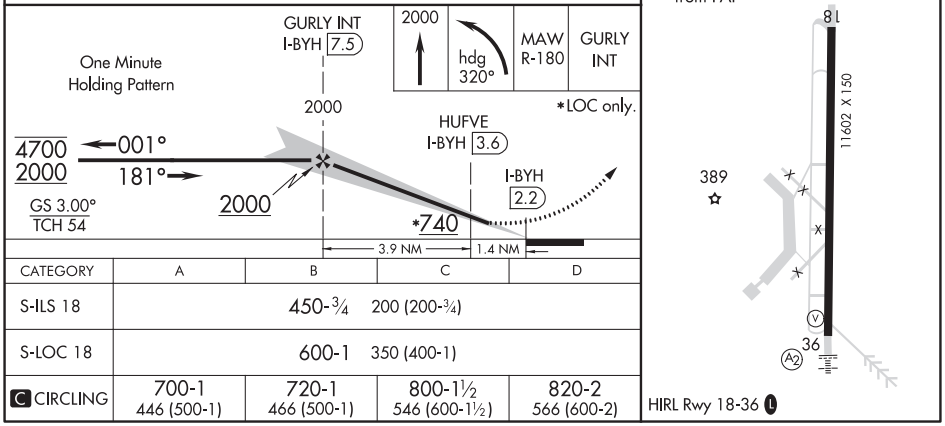
DME required for LOC only.
DME required for DYR VORTAC to GURLY transition.

Circling NA east of Rwys 18 and 36. Obtain local altimeter setting on CTAF, when not received, use Blytheville Muni altimeter setting and increase DA to 464 feet and all MDAs 20 feet.

MISSED APPROACH: Climb to 2000, then left turn heading 320° and MAW VORTAC R-180 to GURLY INT and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 18	450-¾ 200 (200-¾)			
S-LOC 18	600-1 350 (400-1)			
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)

BLYTHEVILLE, ARKANSAS
Amdt 2B 20JUN19

35°58'N-89°57'W

ARKANSAS INTL (BYH)
ILS or LOC RWY 18

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

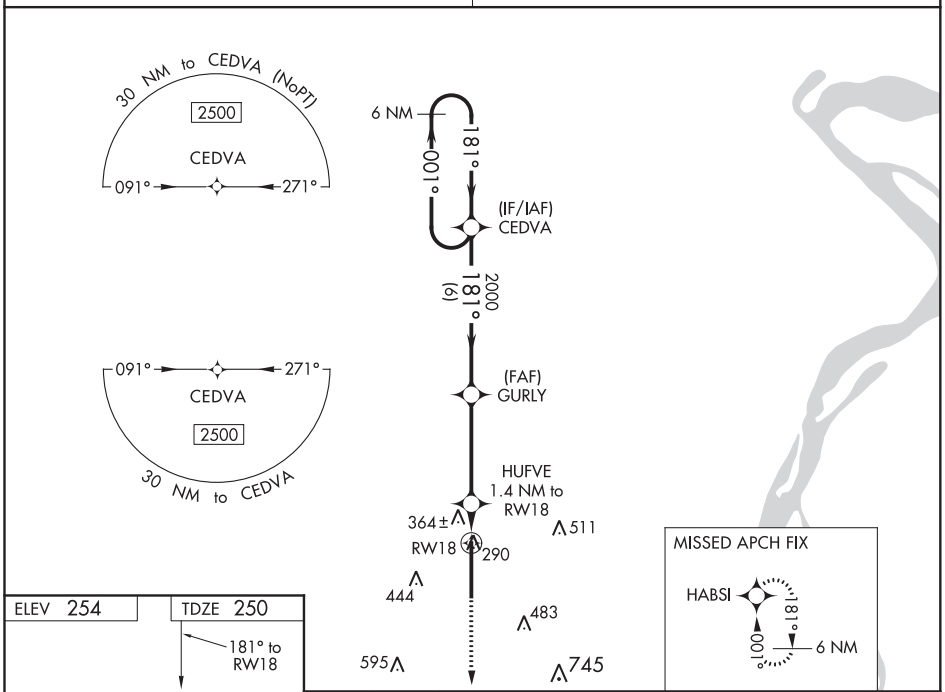
WAAS CH 58306 W18A	APP CRS 181°	Rwy ldg 11602 TDZE 250 Apt Elev 254

RNAV (GPS) RWY 18
ARKANSAS INTL (BYH)

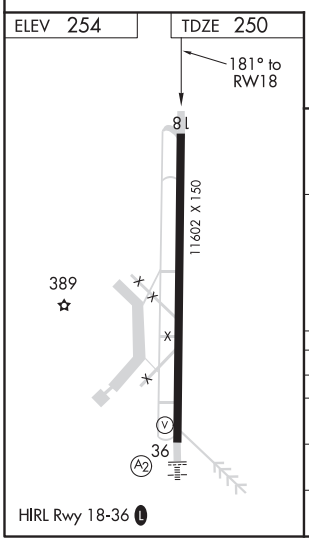
T A NA Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 2500 direct HABSI and hold.

MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	450-¾ 200 (200-¾)			
LNAV/VNAV DA	545-1 295 (300-1)			
LNAV MDA	620-1 370 (400-1)			
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)



SC-1, 25 FEB 2021 to 22 APR 2021

BLYTHEVILLE, ARKANSAS

AL-54 (FAA)

19171

RNAV (GPS) RWY 36

ARKANSAS INTL (BYH)

WAAS CH 78318 W36A	APP CRS 001°	Rwy ldg 11602 TDZE 254 Apt Elev 254

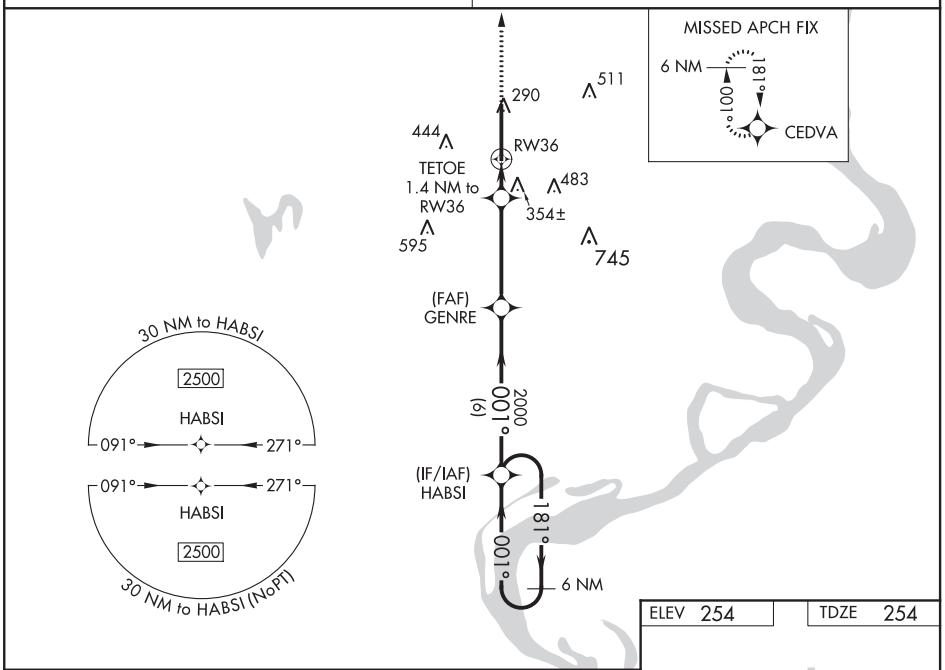
T NA

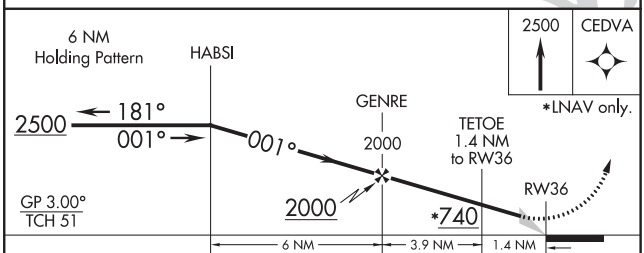
Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 14 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ mile.

SALS A2

MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

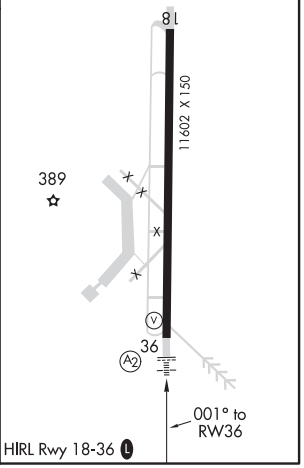
MEMPHIS CENTER	UNICOM
134.65 316.15	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	454-¾ 200 (200-¾)			
LNAV/VNAV DA	537-1 283 (300-1)			
LNAV MDA	620-1 366 (400-1)			
C CIRCLING	700-1 446 (500-1)	720-1 466 (500-1)	800-1½ 546 (600-1½)	820-2 566 (600-2)

ELEV 254	TDZE 254



BLYTHEVILLE, ARKANSAS
Amdt 3 11DEC14

35°58′ N-89°57′ W

ARKANSAS INTL (BYH)

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

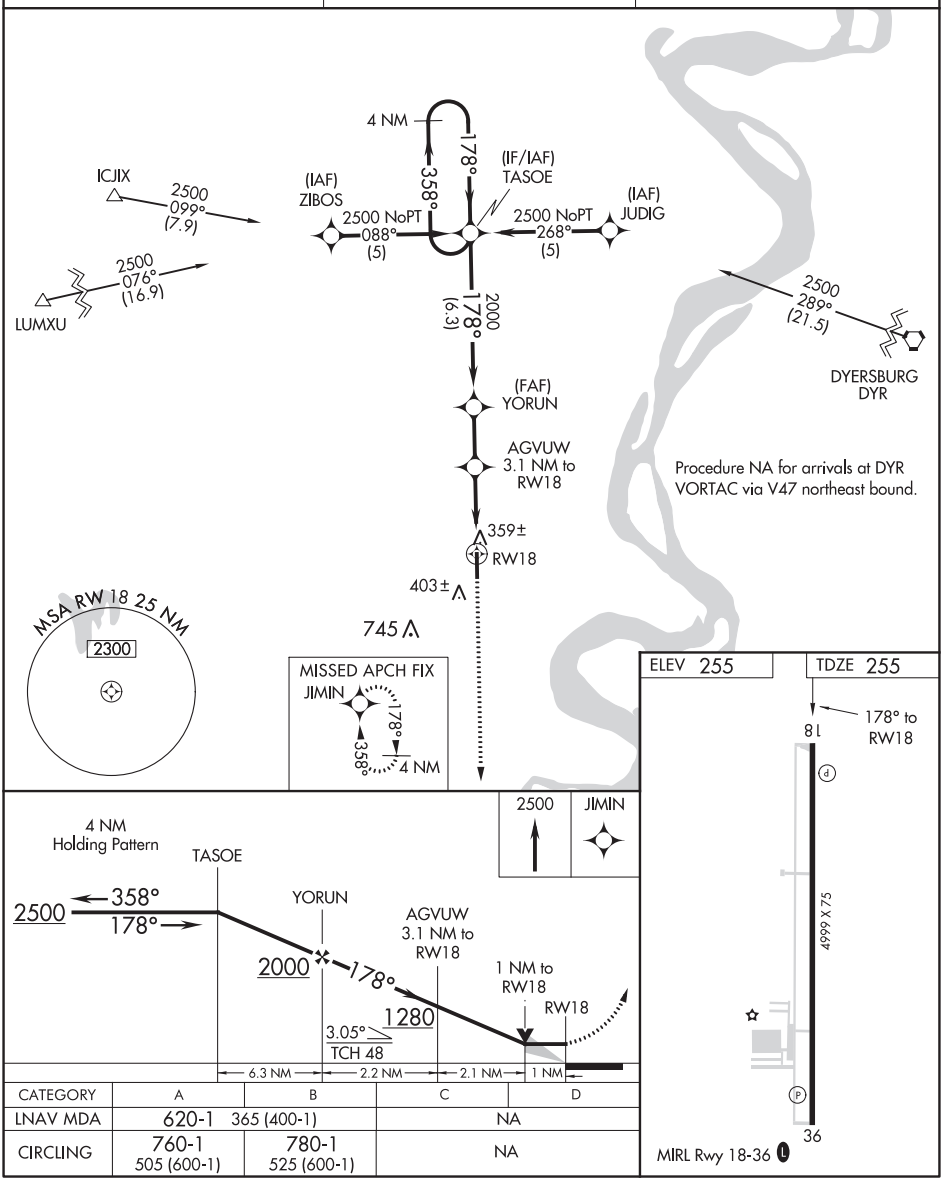
APP CRS	Rwy ldg	4999
178°	TDZE	255
	Apt Elev	255

RNAV (GPS) RWY 18
BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BLYTHEVILLE, ARKANSAS | AL-5732 (FAA) | 19059

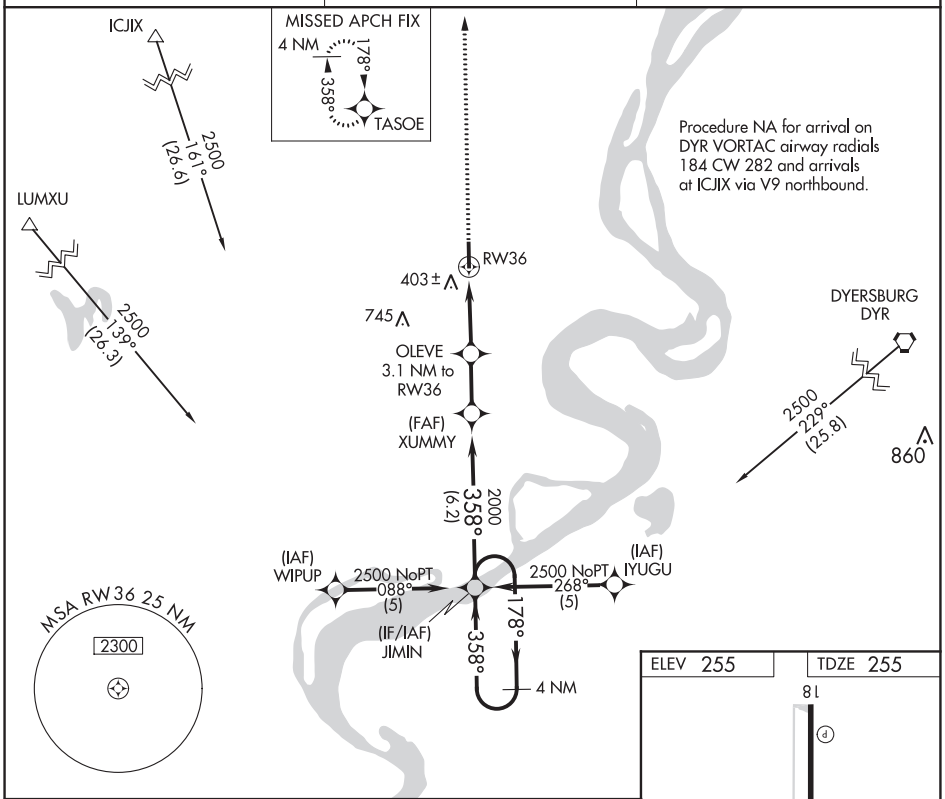
APP CRS	Rwy ldg	4999
358°	TDZE	255
	Apt Elev	255

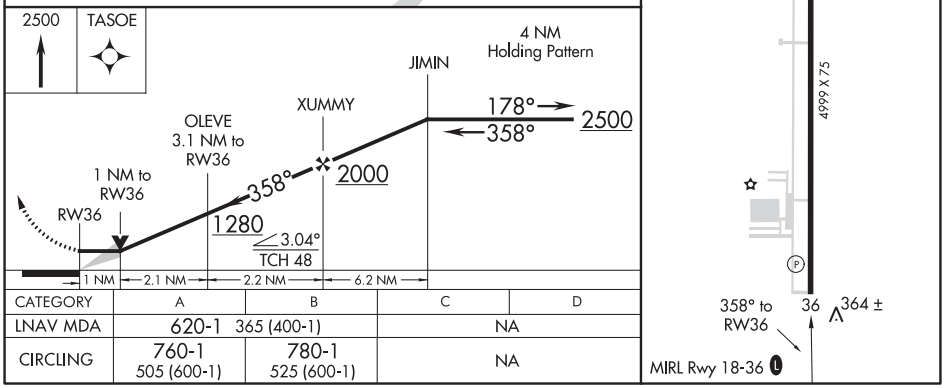
RNAV (GPS) RWY 36
BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct TASOE and hold.

ASOS	MEMPHIS CENTER	UNICOM
135.025	134.65 316.15	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	620-1	365 (400-1)	NA	
CIRCLING	760-1 505 (600-1)	780-1 525 (600-1)	NA	

BLYTHEVILLE, ARKANSAS
Orig-A 07DEC17

35°56′N-89°50′W

BLYTHEVILLE MUNI (HKA)
RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 4
BOISE CITY (17K)

APP CRS	Rwy ldg	4211
040°	TDZE	4174
	Apt Elev	4174

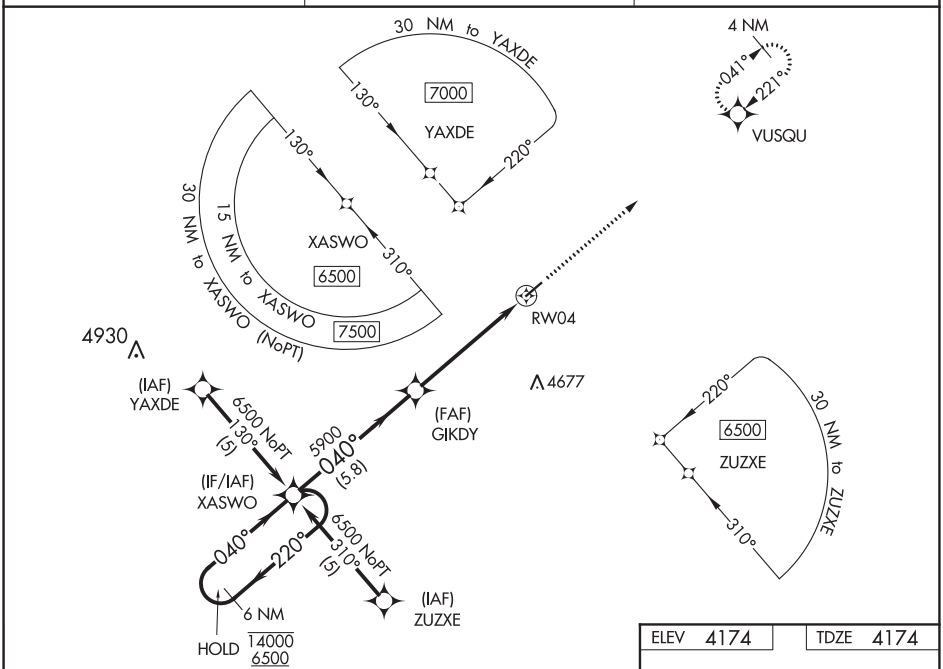
RNP APCH.

NA

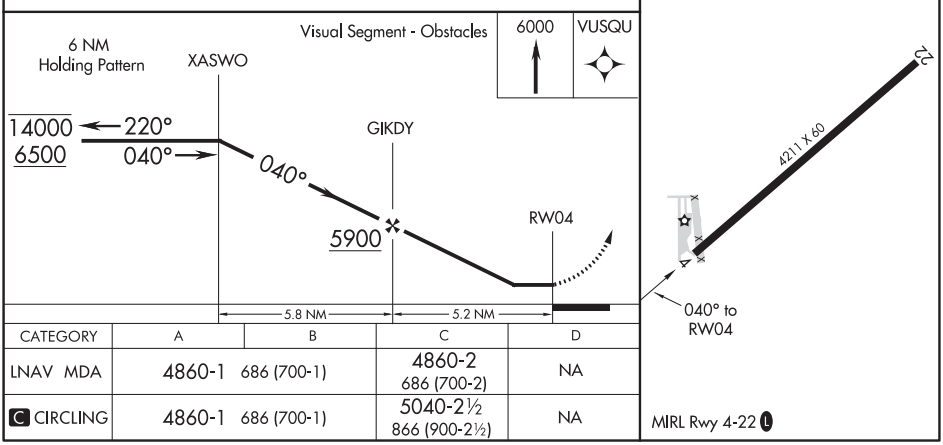
Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night. Use Dalhart, TX altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

DHT ASOS	ALBUQUERQUE CENTER	CTAF
134.075	127.85 285.475	122.9



ELEV 4174 TDZE 4174



CATEGORY	A	B	C	D
LNAV MDA	4860-1 686 (700-1)		4860-2 686 (700-2)	NA
C CIRCLING	4860-1 686 (700-1)		5040-2½ 866 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

BRINKLEY, ARKANSAS | AL-6334 (FAA) | 20086

RNAV (GPS) RWY 20
FRANK FEDERER MEMORIAL (M36)

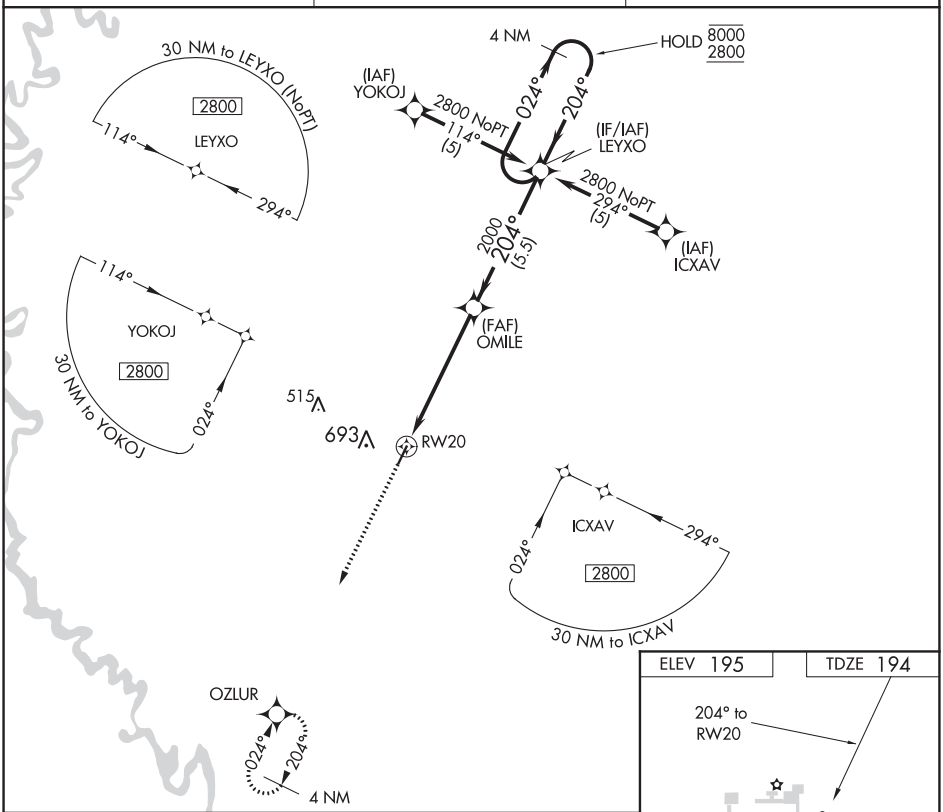
APP CRS	Rwy ldg	3852
204°	TDZE	194
	Apt Elev	195

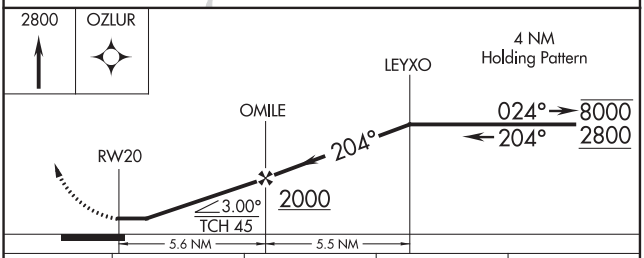
RNP APCH.

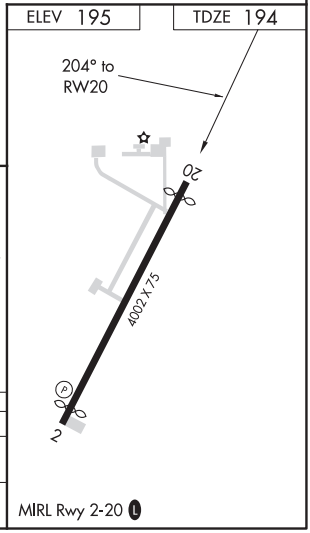
T ANA — Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Stuttgart Muni Carl Humphrey Field altimeter setting.

MISSED APPROACH: Climb to 2800 direct OZLUR and hold.

SGT AWOS-3PT	MEMPHIS CENTER	UNICOM
119.025	135.3 335.8	122.8 (CTAF) L







MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1020-1 826 (900-1)	1020-1¼ 826 (900-1¼)	1020-2½ 826 (900-2½)	NA
CIRCLING	1120-1¼ 925 (1000-1¼)		1120-2¾ 925 (1000-2¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
JONES MEMORIAL (3F7)

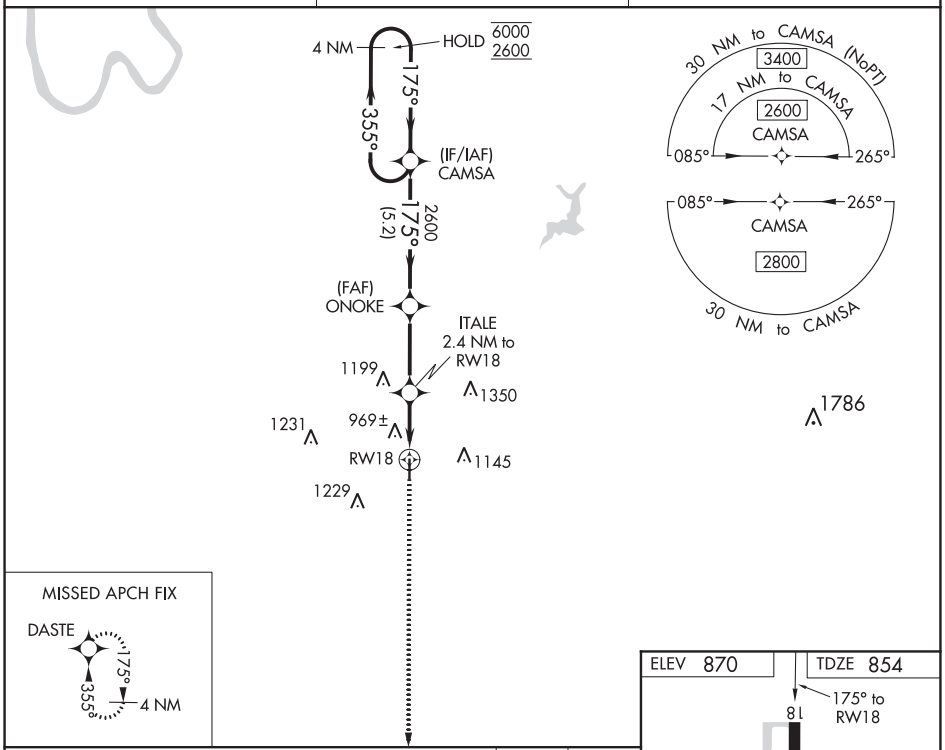
WAAS CH 53643 W18A	APP CRS 175°	Rwy ldg 4001 TDZE 854 Apt Elev 870

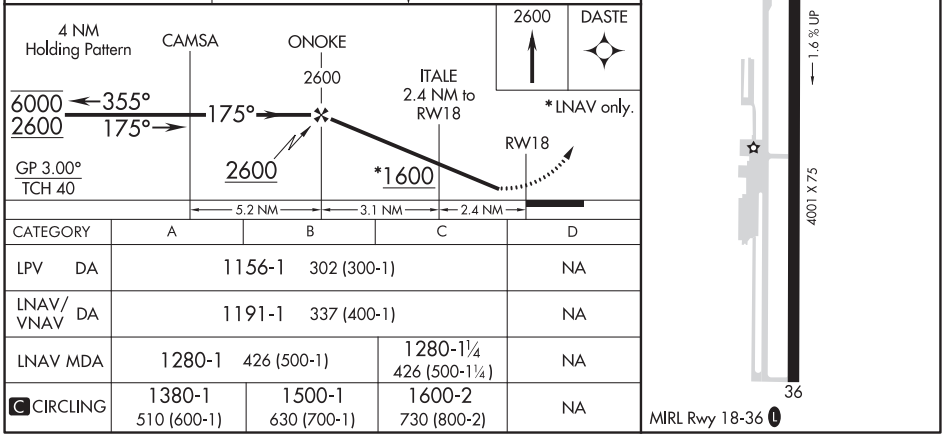
RNP APCH.

T NA Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Cushing altimeter setting.

MISSED APPROACH: Climb to 2600 direct DASTE and hold.

CUH AWOS-3	KANSAS CITY CENTER	CTAF
118.25	127.8 319.1	122.9 L





CATEGORY	A	B	C	D
LPV DA	1156-1 302 (300-1)			NA
LNAV/VNAV DA	1191-1 337 (400-1)			NA
LNAV MDA	1280-1 426 (500-1)		1280-1¼ 426 (500-1¼)	NA
C CIRCLING	1380-1 510 (600-1)	1500-1 630 (700-1)	1600-2 730 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BRISTOW, OKLAHOMA AL-6871 (FAA) 20254

RNAV (GPS) RWY 36
JONES MEMORIAL (3F7)

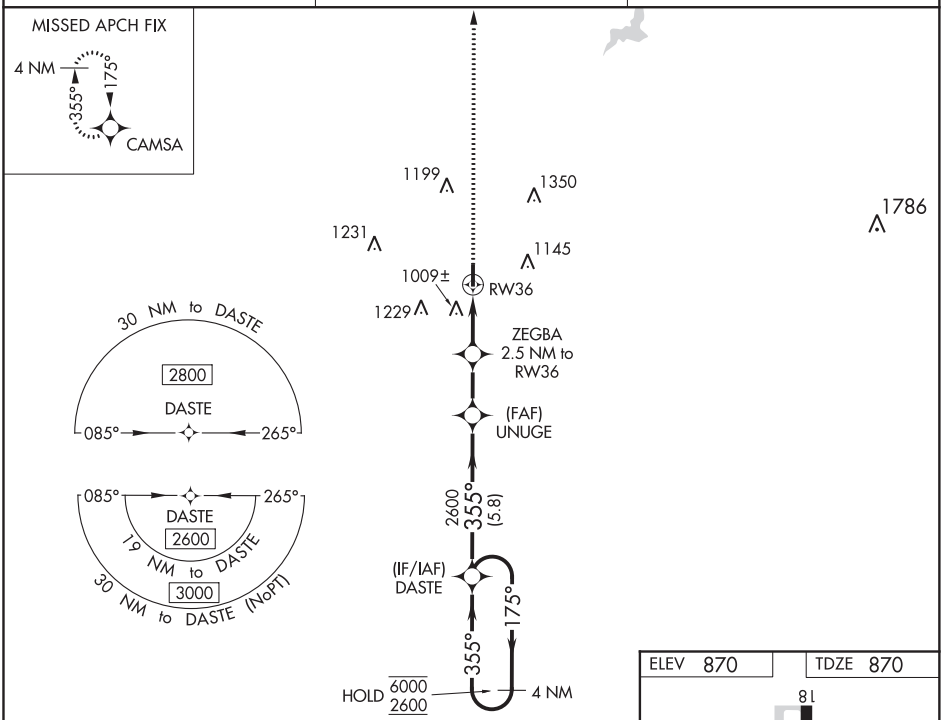
WAAS CH 72843 W36A	APP CRS 355°	Rwy ldg 4001 TDZE 870 Apt Elev 870

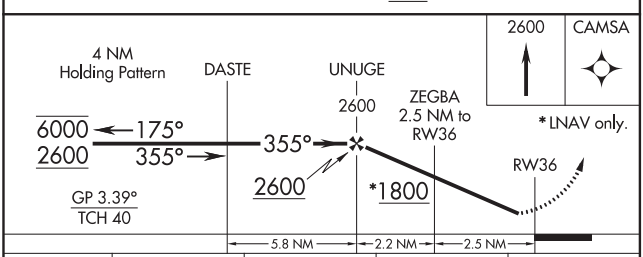
RNP APCH.

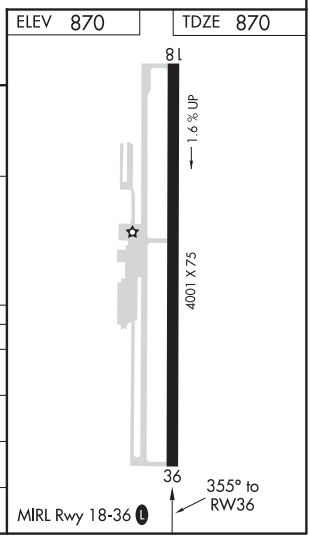
Rwy 36 helicopter visibility reduction below ¾ SM NA.
NA Baro-VNAV NA. Use Cushing altimeter setting.

MISSED APPROACH: Climb to 2600 direct CAMSA and hold.

CUH AWOS-3	KANSAS CITY CENTER	CTAF
118.25	127.8 319.1	122.9 L







CATEGORY	A	B	C	D
LPV DA	1225-1 355 (400-1)			NA
LNAV/VNAV DA	1367-1⅜ 497 (500-1⅜)			NA
LNAV MDA	1320-1 450 (500-1)		1320-1⅜ 450 (500-1⅜)	NA
C CIRCLING	1380-1 510 (600-1)	1500-1 630 (700-1)	1600-2 730 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

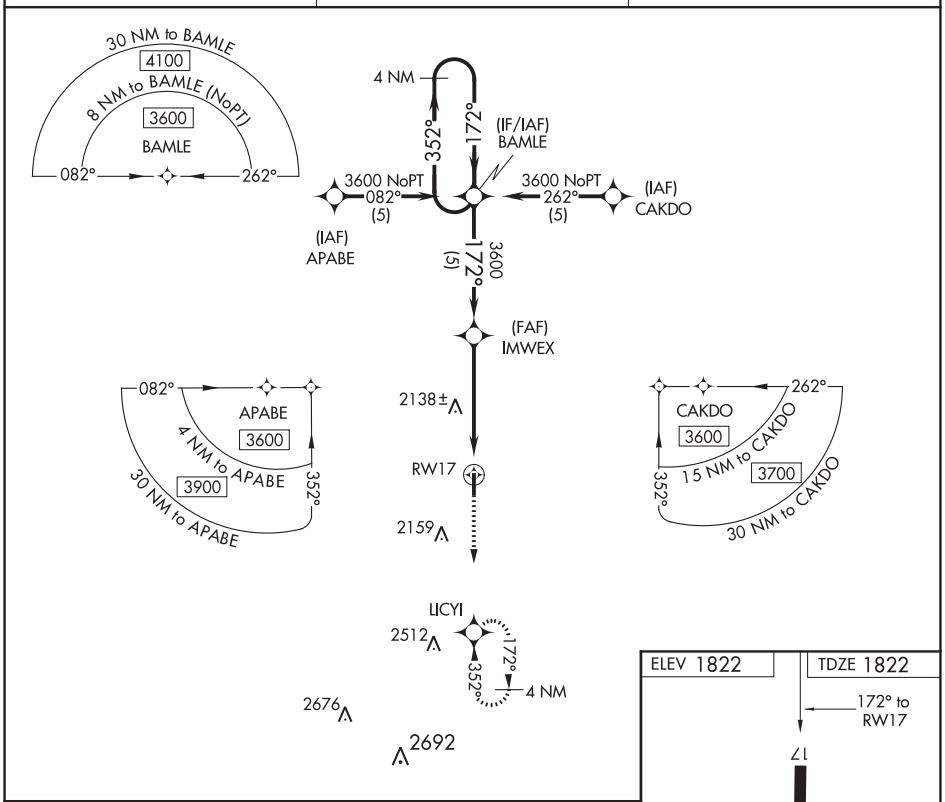
RNAV (GPS) RWY 17
BUFFALO MUNI (BFK)

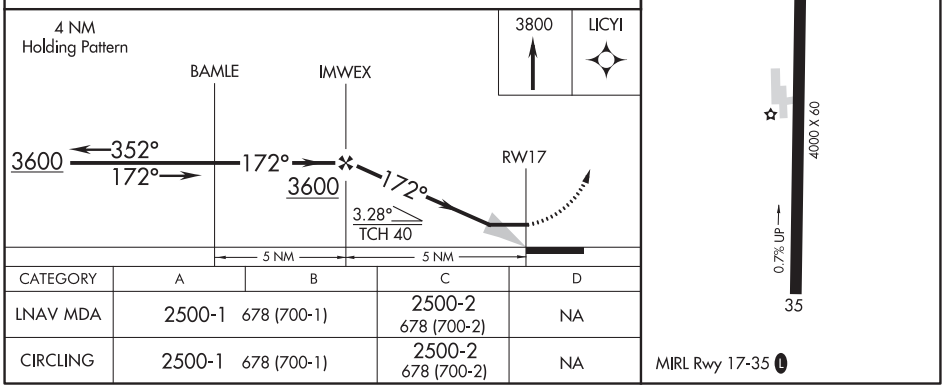
APP CRS	Rwy ldg	4000
172°	TDZE	1822
	Apt Elev	1822

T A NA — DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
118.425	126.95 379.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	2500-1 678 (700-1)		2500-2 678 (700-2)	NA
CIRCLING	2500-1 678 (700-1)		2500-2 678 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

BURNS FLAT, OKLAHOMA | AL-778 (FAA) | 19031

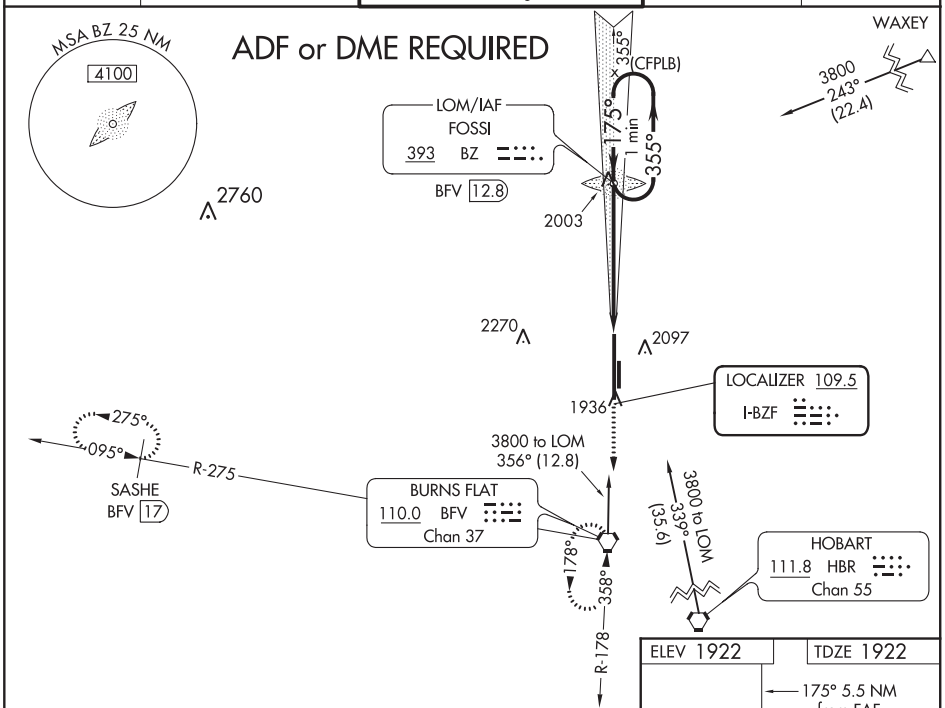
ILS or LOC RWY 17R
CLINTON-SHERMAN (CSM)

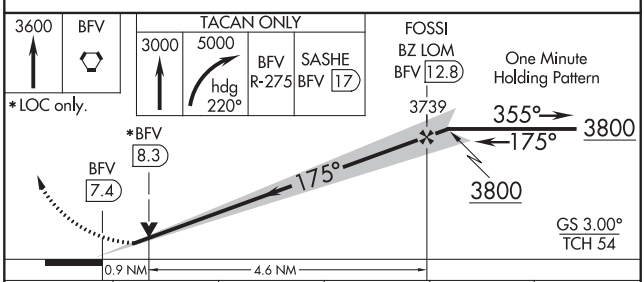
LOC I-BZF	APP CRS	Rwy ldg	13503
109.5	175°	TDZE	1922
		Apt Elev	1922

Circling NA east of Rwy 17R-35L.

MISSED APPROACH: Climb to 3600 direct BFV VORTAC and hold (TACAN aircraft climb to 3000 then climbing right turn to 5000 on heading 220° and on BFV VORTAC R-275 to SASHE/BFV 17 DME and hold west, left turn, 095° inbound.)

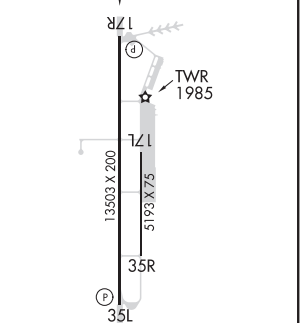
ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
118.45	128.4 269.37	119.6 (CTAF) L 256.9	121.7 239.0	122.95





ELEV 1922 | TDZE 1922

175° 5.5 NM from FAF



REIL Rwys 17R and 35L L
HIRL Rwy 17R-35L L

CATEGORY	A	B	C	D	E
S-ILS 17R	2122-¾ 200 (200-¾)				
S-LOC 17R	2260-1 338 (400-1)				
C CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2620-2¼ 698 (700-2¼)	2620-2½ 698 (700-2½)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

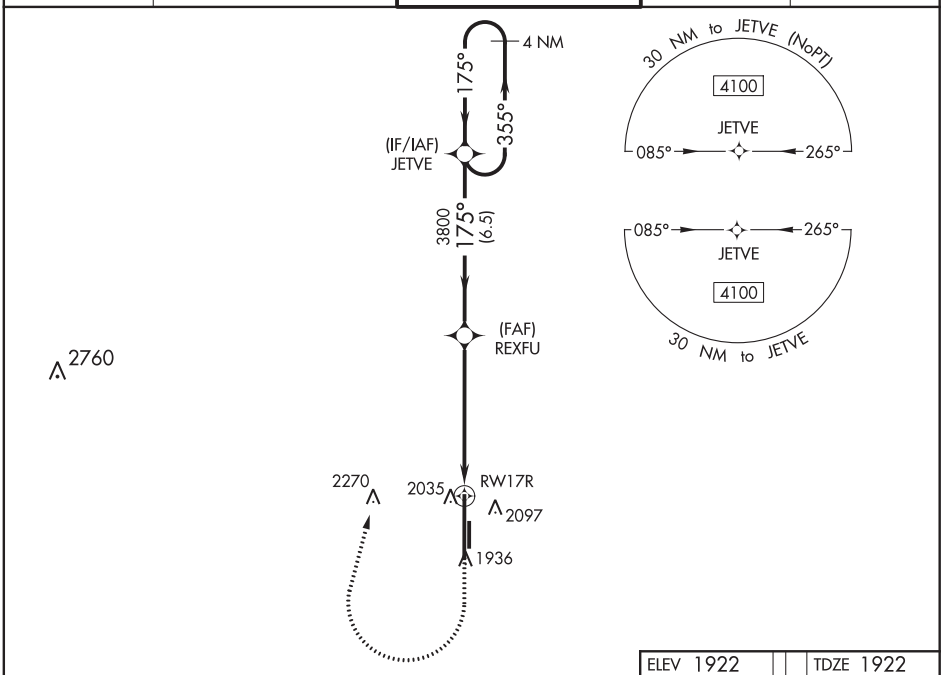
WAAS CH 86717 W17A	APP CRS 175°	Rwy ldg 13503 TDZE 1922 Apt Elev 1922

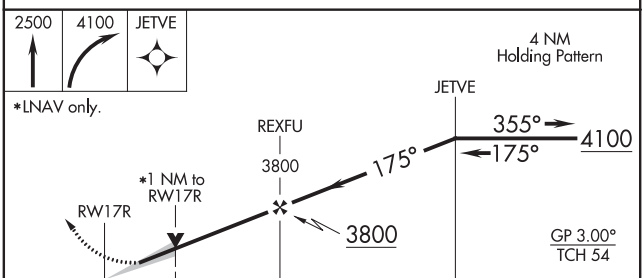
RNAV (GPS) RWY 17R
CLINTON-SHERMAN (CSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA east of Rwy 17R-35L. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4100 direct JETVE and hold.

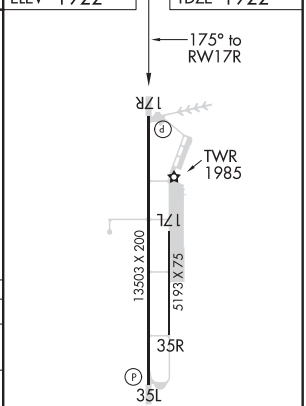
ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
118.45	128.4 269.37	119.6 (CTAF) L 256.9	121.7 239.0	122.95





CATEGORY	A	B	C	D	E
LPV DA	2122-¾ 200 (200-¾)				
LNAV/VNAV DA	2234-1 312 (400-1)				
LNAV MDA	2300-1 378 (400-1)				
C CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2620-2¼ 698 (700-2¼)	2620-2½ 698 (700-2½)

ELEV 1922 TDZE 1922



REIL Rwys 17R and 35L L
HIRL Rwy 17R-35L L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

BURNS FLAT, OKLAHOMA | AL-778 (FAA) | 19031

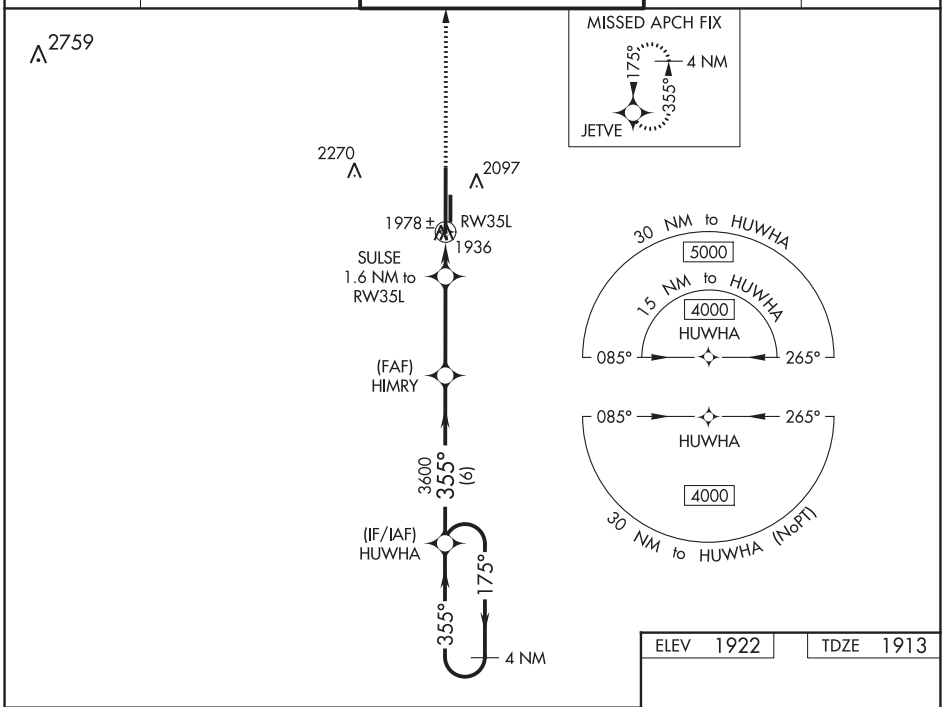
RNAV (GPS) RWY 35L
CLINTON-SHERMAN (CSM)

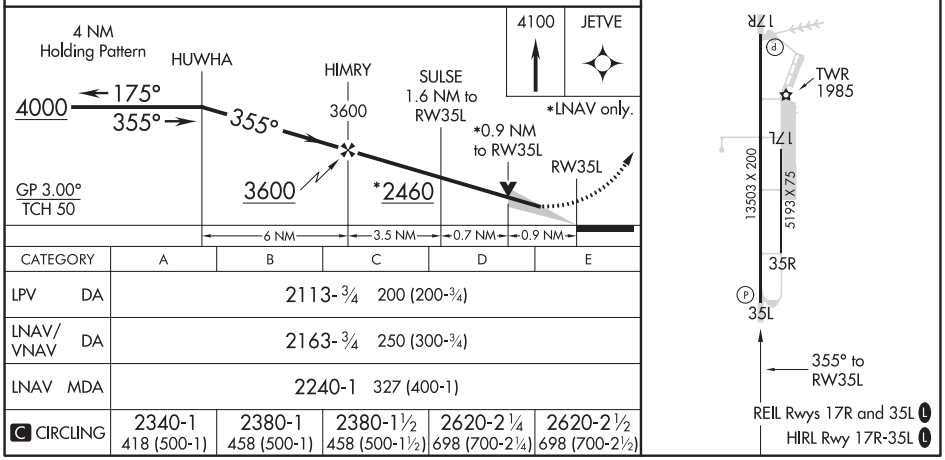
WAAS CH 40217 W35A	APP CRS 355°	Rwy ldg 13503 TDZE 1913 Apt Elev 1922

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA east of Rwy 17R-35L. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct JETVE and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
118.45	128.4 269.37	119.6 (CTAF) (L) 256.9	121.7 239.0	122.95





CATEGORY	A	B	C	D	E
LPV DA	2113-¾ 200 (200-¾)				
LNAV/VNAV DA	2163-¾ 250 (300-¾)				
LNAV MDA	2240-1 327 (400-1)				
(C) CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2620-2¼ 698 (700-2¼)	2620-2½ 698 (700-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

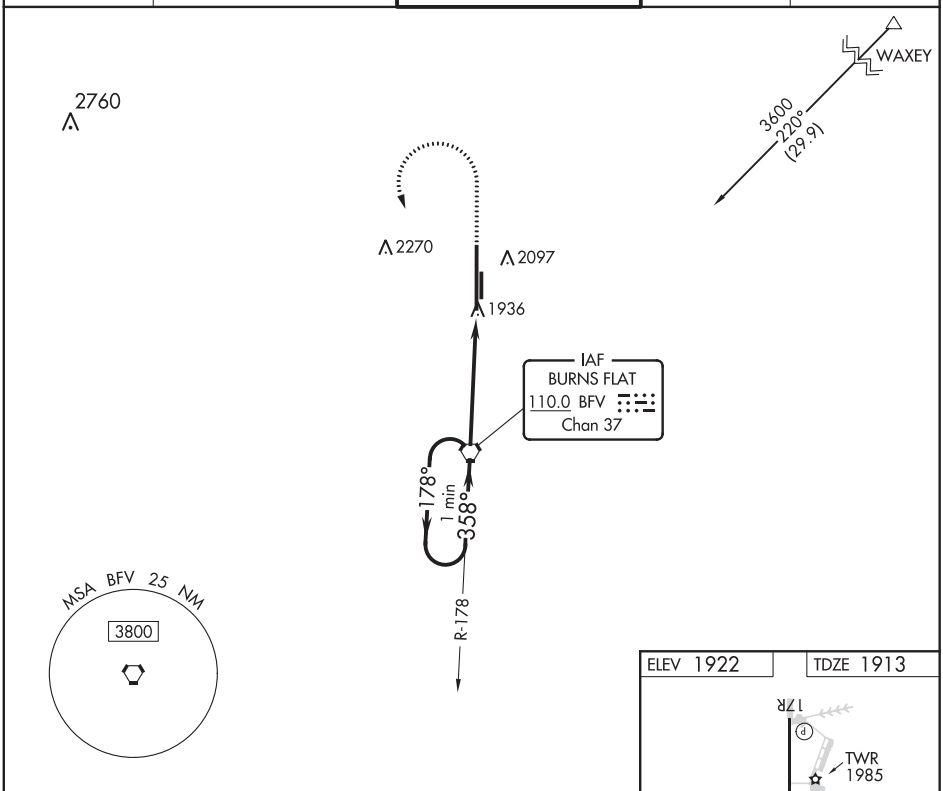
VORTAC BFV	APP CRS	Rwy ldg	13503
110.0	358°	TDZE	1913
Chan 37		Apt Elev	1922

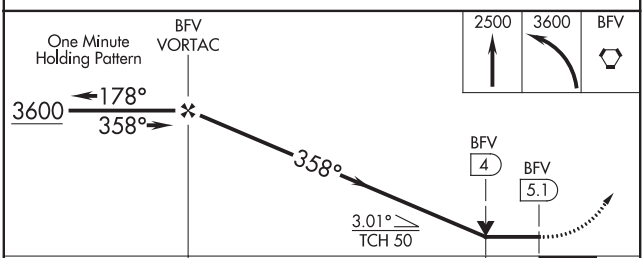
VOR RWY 35L
CLINTON-SHERMAN (CSM)

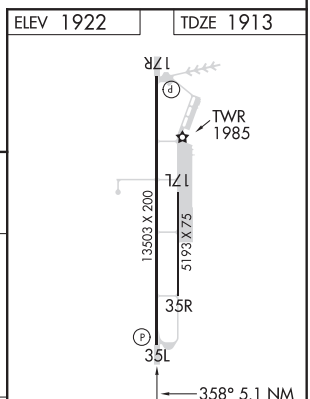
Circling NA east of runway 17R-35L.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BFV VORTAC and hold.

ASOS	FORT WORTH CENTER	CLINTON-SHERMAN TOWER ★	GND CON	UNICOM
118.45	128.4 269.37	119.6 (CTAF) L 256.9	121.7 239.0	122.95







CATEGORY	A	B	C	D	E
S-35L	2340-1 427 (500-1)		2340-1¼ 427 (500-1¼)		
C CIRCLING	2340-1 418 (500-1)	2380-1 458 (500-1)	2380-1½ 458 (500-1½)	2620-2¼ 698 (700-2¼)	2620-2½ 698 (700-2½)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-1, 25 FEB 2021 to 22 APR 2021

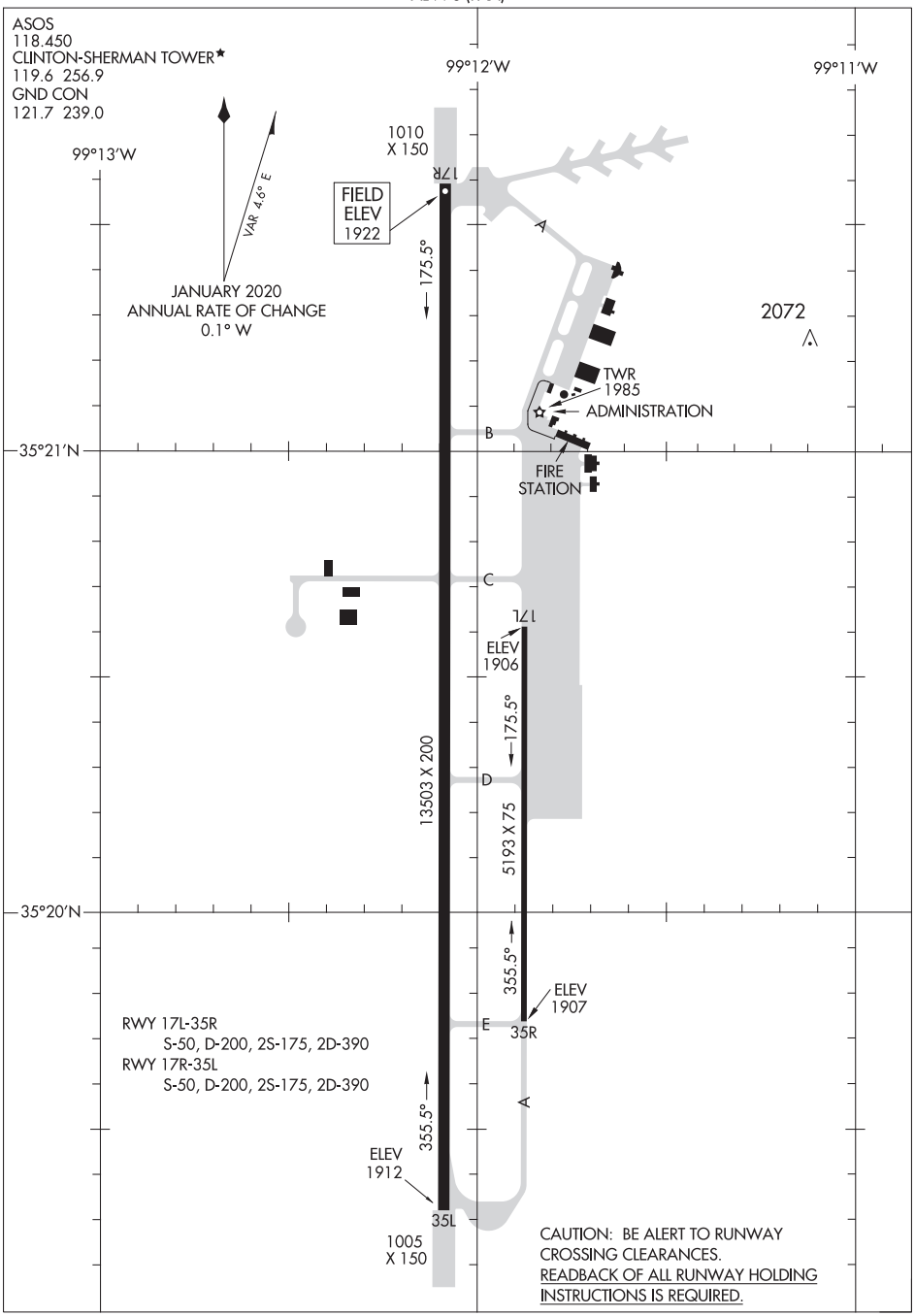
SC-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
BURNS FLAT, OKLAHOMA

AL-778 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
BURNS FLAT, OKLAHOMA
CLINTON-SHERMAN (CSM)

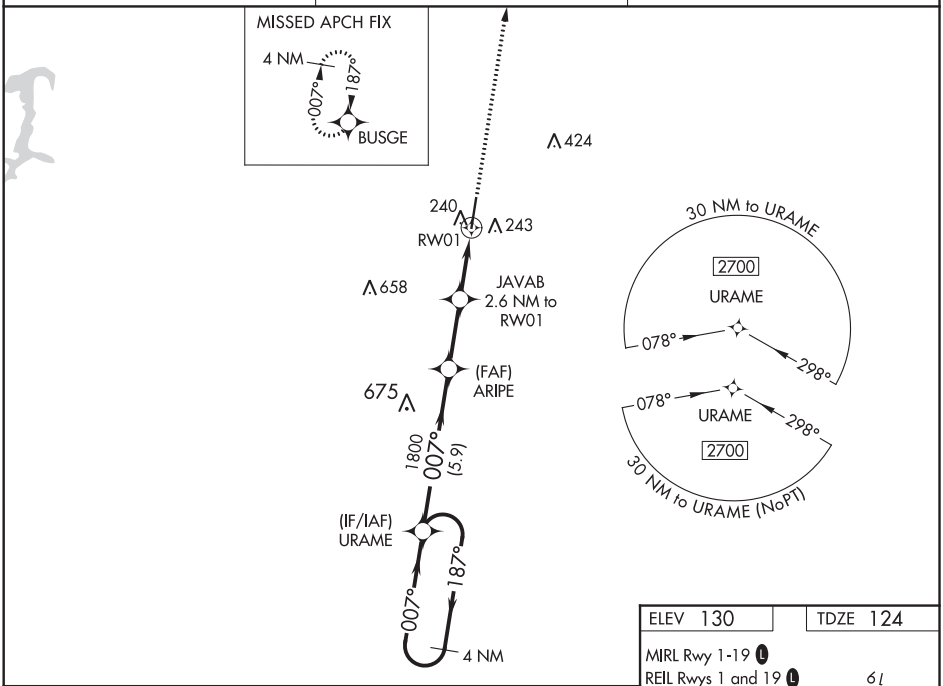
WAAS CH 78227 W01A	APP CRS 007°	Rwy ldg 6502 TDZE 124 Apt Elev 130

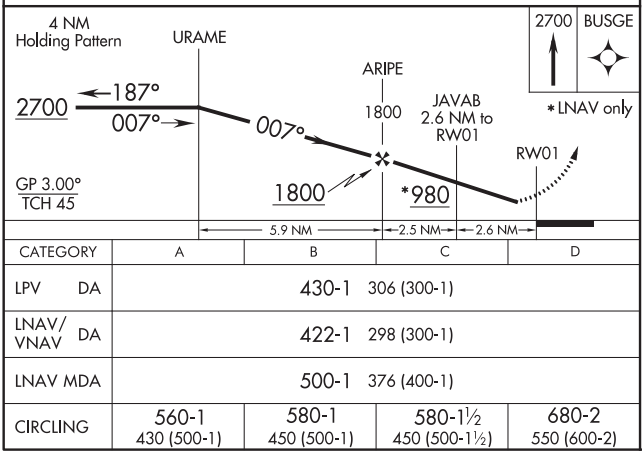
RNAV (GPS) RWY 1
HARRELL FIELD (CDH)

Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D visibility ⅜ mile. When VGSI inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSI inop, Circling Rwy 19 NA at night.

MISSED APPROACH: Climb to 2700 direct BUSGE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L

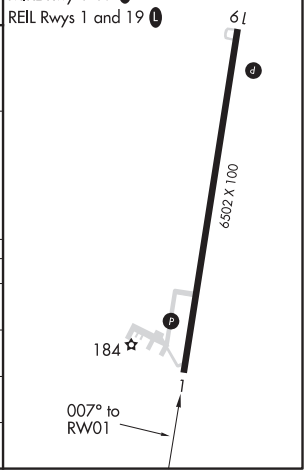




CATEGORY	A	B	C	D
LPV DA	430-1 306 (300-1)			
LNAV/VNAV DA	422-1 298 (300-1)			
LNAV MDA	500-1 376 (400-1)			
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

ELEV 130 TDZE 124

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CAMDEN, ARKANSAS AL-5572 (FAA) 20254

WAAS CH 56627 W19A	APP CRS 187°	Rwy ldg 6502 TDZE 130 Apt Elev 130

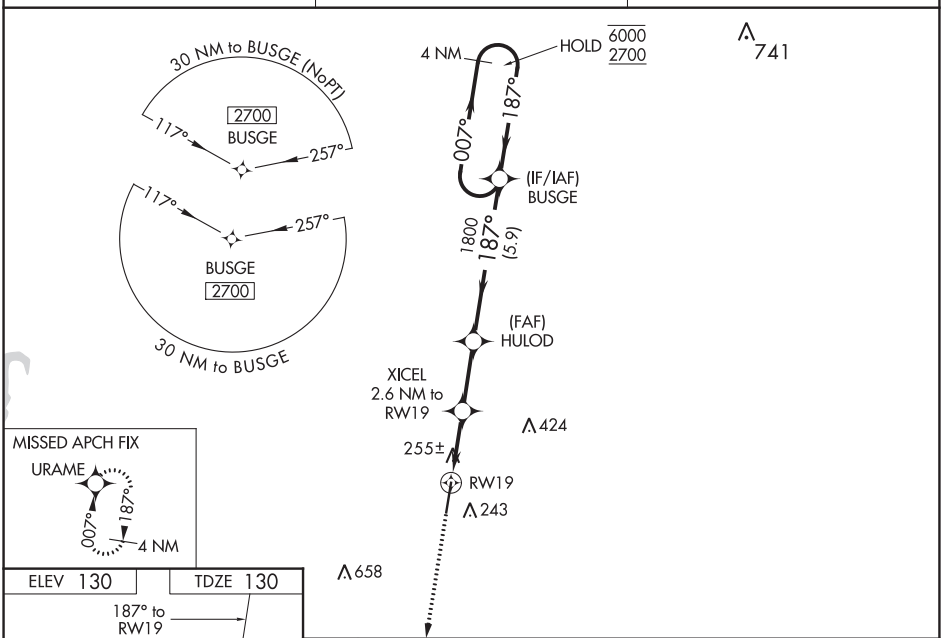
RNAV (GPS) RWY 19
HARRELL FIELD (CDH)

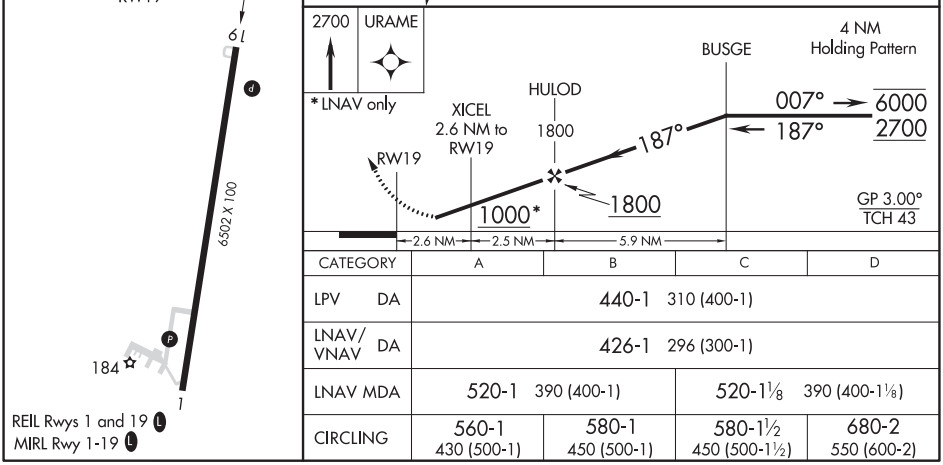
RNP APCH.

Rwy 19 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use El Dorado altimeter setting and increase all DA/MDA 80 feet, and visibility LPV all Cats ⅛ SM and LNAV Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2700 direct URAME and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
125.2	128.2 269.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	440-1 310 (400-1)			
LNAV/VNAV DA	426-1 296 (300-1)			
LNAV MDA	520-1 390 (400-1)		520-1⅛ 390 (400-1⅛)	
CIRCLING	560-1 430 (500-1)	580-1 450 (500-1)	580-1½ 450 (500-1½)	680-2 550 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

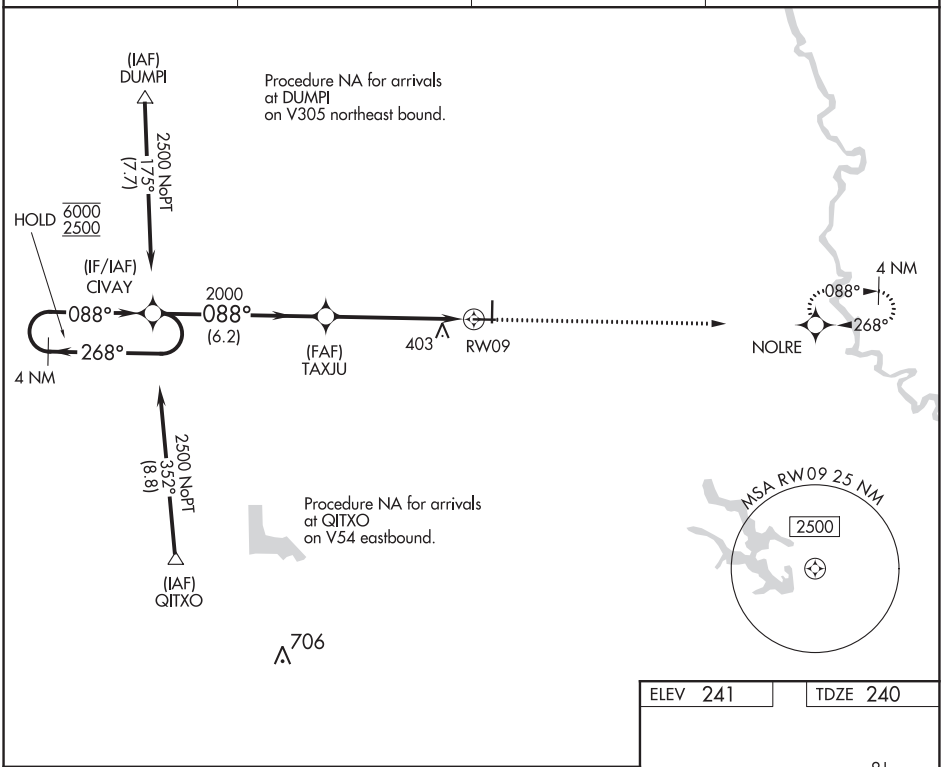
SC-1, 25 FEB 2021 to 22 APR 2021

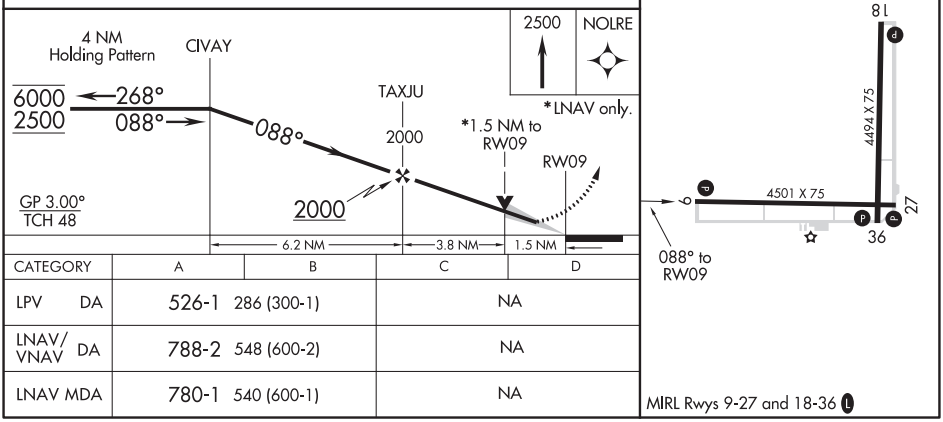
WAAS CH **93918** **W09A**	APP CRS **088°**	Rwy ldg **4501** TDZE **240** Apt Elev **241**

RNAV (GPS) RWY 9
CARLISLE MUNI (4M3)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct NOLRE and hold.
Baro-VNAV NA.	

AWOS-2	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.275	**135.4 353.6**	**135.4**	**122.8** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	526-1 286 (300-1)		NA	
LNAV/VNAV DA	788-2 548 (600-2)		NA	
LNAV MDA	780-1 540 (600-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

CARLISLE, ARKANSAS AL-6799 (FAA) 19199

APP CRS	Rwy ldg	4501
268°	TDZE	241
	Apt Elev	241

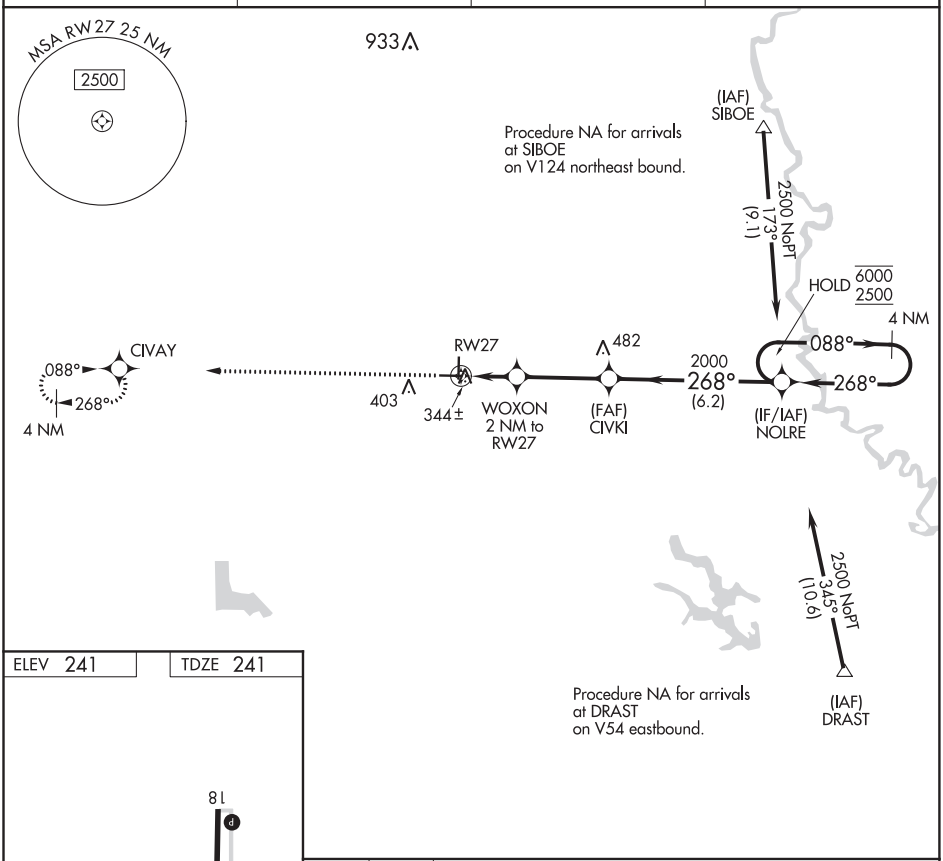
RNAV (GPS) RWY 27
CARLISLE MUNI (4M3)

RNP APCH.

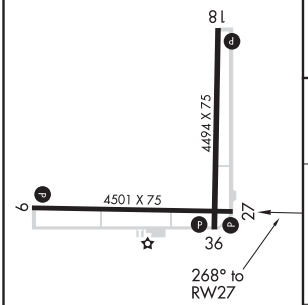
Procedure NA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

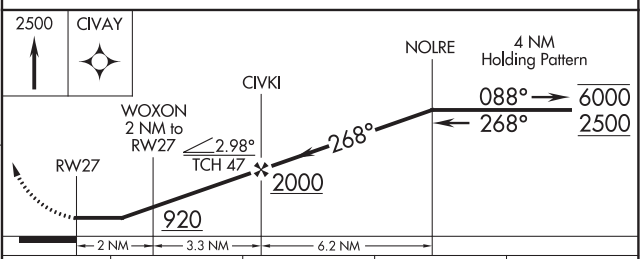
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

AWOS-2	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.275	135.4 353.6	135.4	122.8 (CTAF) L



ELEV 241	TDZE 241





CATEGORY	A	B	C	D
LNAV MDA	640-1 399 (400-1)		NA	

MIRL Rwys 9-27 and 18-36 L

CARLISLE, ARKANSAS
Orig-B 18JUL19

34°48′N-91°43′W

CARLISLE MUNI (4M3)
RNAV (GPS) RWY 27

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VORTAC LIT 113.9 Chan 86	APP CRS 066°	Rwy ldg 4501 TDZE 240 Apt Elev 241

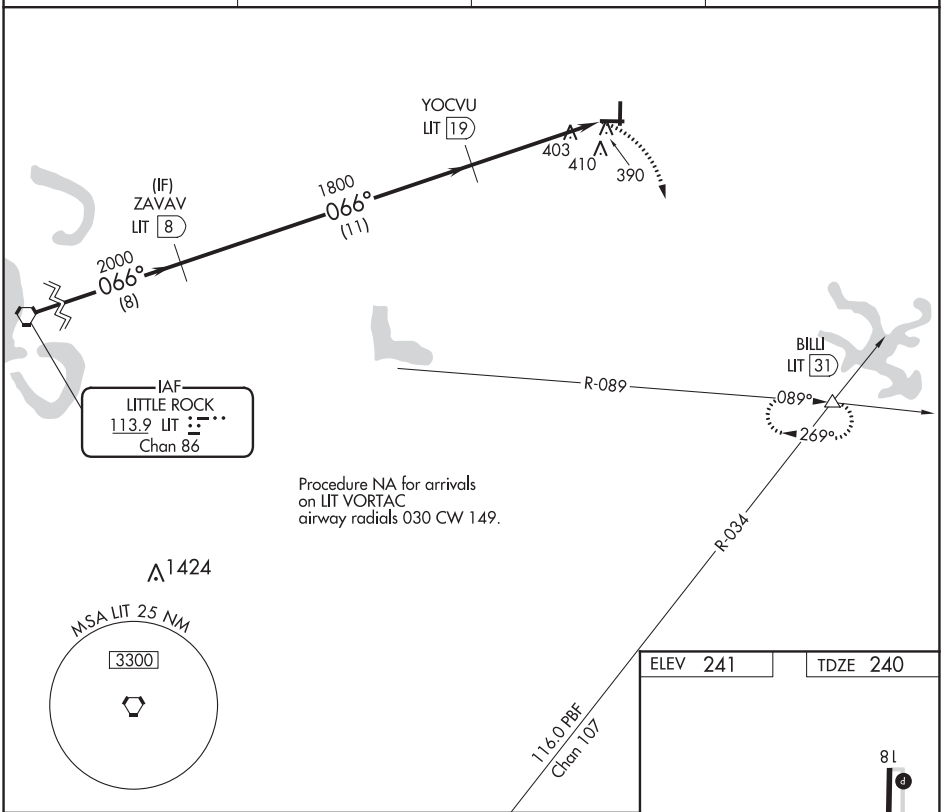
VOR RWY 9
CARLISLE MUNI (4M3)

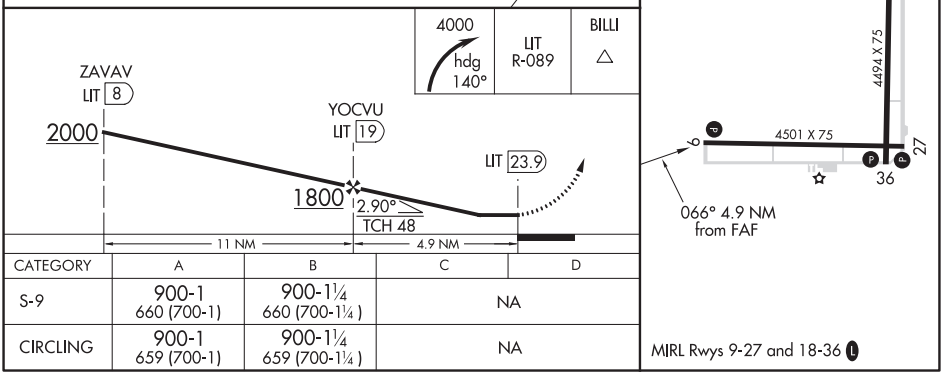
DME required.

Circling Rwy 18, 27, 36 NA at night.

MISSED APPROACH: Climbing right turn to 4000 on heading 140° and on LIT R-089 to BILLI INT/LIT 31 DME and hold.

AWOS-2	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.275	135.4 353.6	135.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-9	900-1 660 (700-1)	900-1¼ 660 (700-1¼)	NA	
CIRCLING	900-1 659 (700-1)	900-1¼ 659 (700-1¼)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CHANDLER, OKLAHOMA

AL-6657 (FAA)

19227

RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

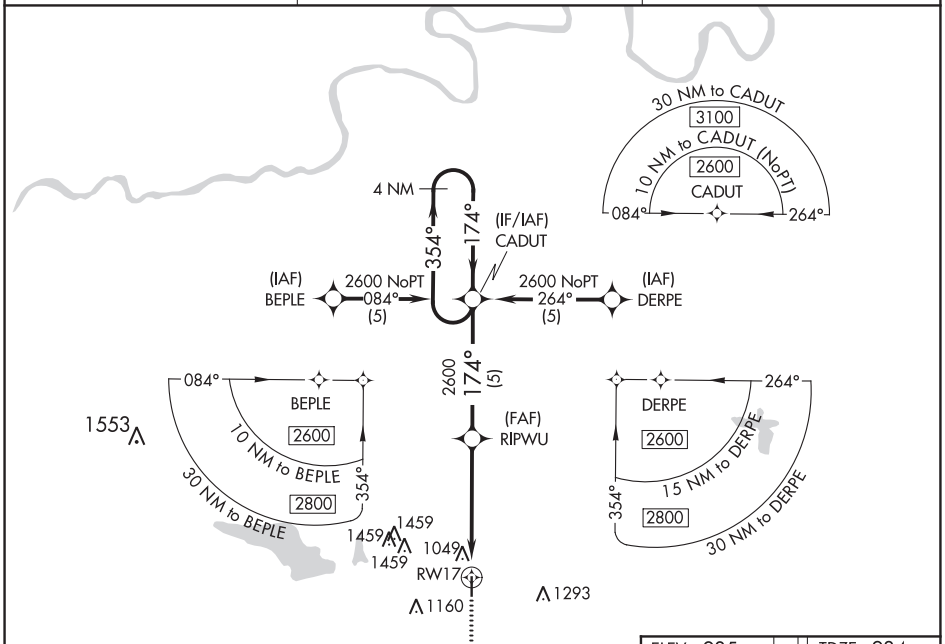
APP CRS	Rwy ldg	4000
174°	TDZE	984
	Apt Elev	985

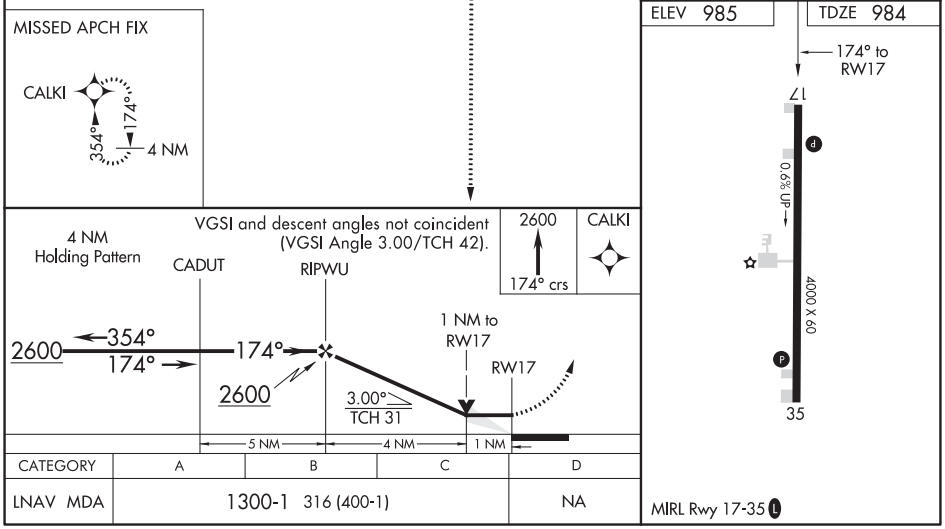
RNP APCH.

When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility 1/8 SM.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3	KANSAS CITY CENTER	CTAF
119.275	127.8 319.1	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 316 (400-1)			NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
CHANDLER RGNL (CQB)

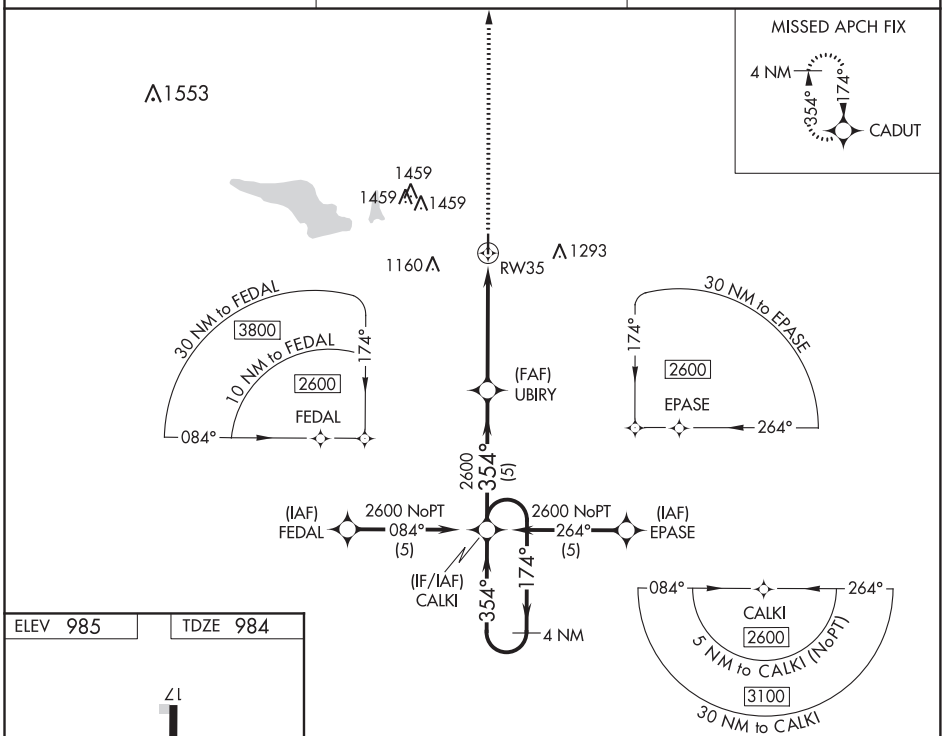
APP CRS	Rwy ldg	4000
354°	TDZE	984
	Apt Elev	985

RNP APCH.

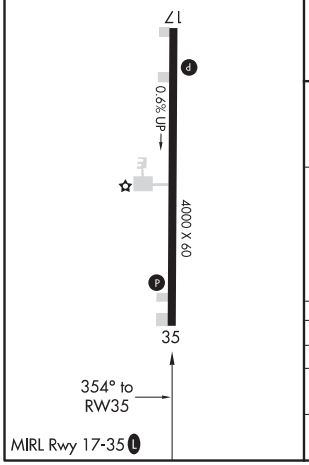
When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ⅛ SM. VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct CADUT and hold.

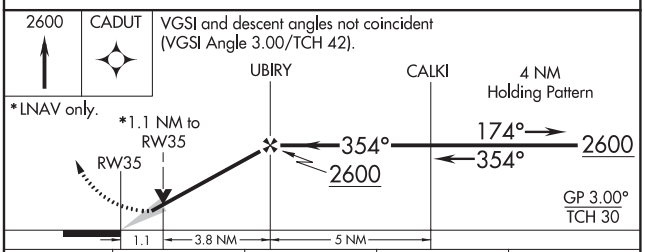
AWOS-3	KANSAS CITY CENTER	CTAF
119.275	127.8 319.1	122.9 L



ELEV 985 TDZE 984



MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1320-1 335 (400-1)			NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

19171

RNAV (GPS) RWY 18
CHICKASHA MUNI (CHK)

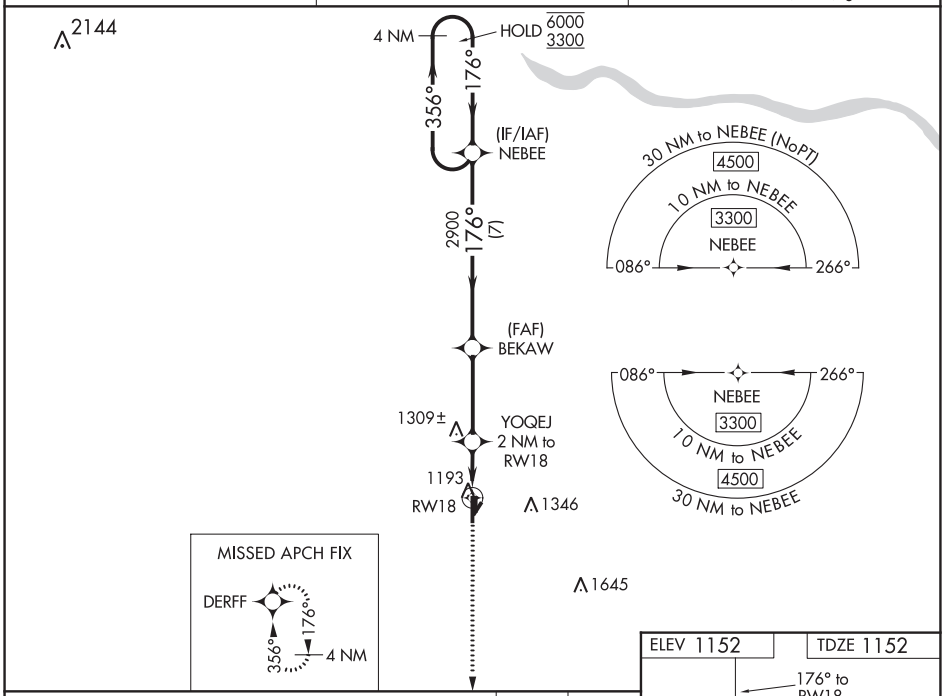
WAAS CH 70430 W18A	APP CRS 176°	Rwy ldg 5101 TDZE 1152 Apt Elev 1152

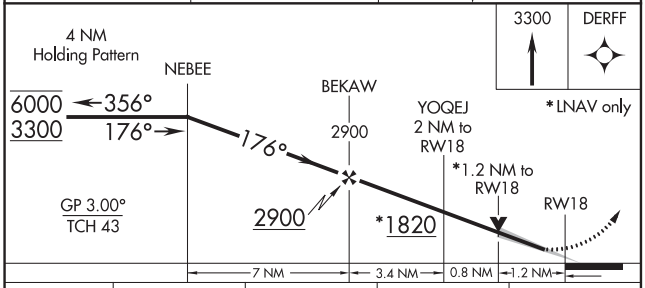
RNP APCH.

Circling NA to Rwys 1, 2, 19 and 20.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

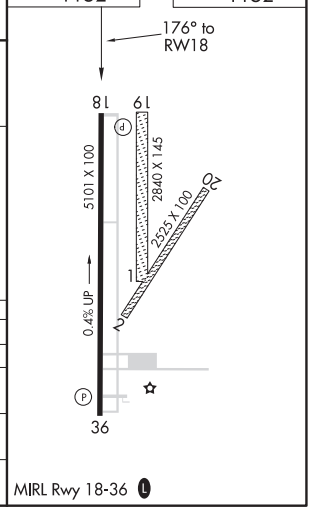
MISSED APPROACH: Climb to 3300 direct DERFF and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1352-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1482-1⅛ 330 (400-1⅛)			NA
LNAV MDA	1560-1 408 (500-1)		1560-1⅛ 408 (500-1⅛)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA



CHICKASHA, OKLAHOMA
Amdt 1B 20JUN19

35°06'N-97°58'W

CHICKASHA MUNI (CHK)
RNAV (GPS) RWY 18

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36
CHICKASHA MUNI (CHK)

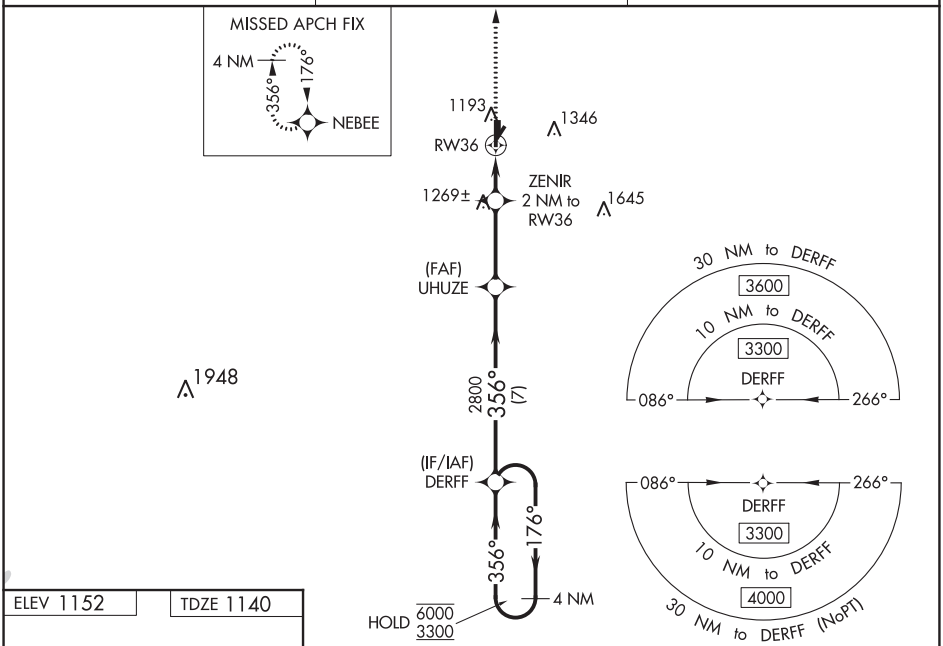
WAAS CH 48930 W36A	APP CRS 356°	Rwy ldg 5101 TDZE 1140 Apt Elev 1152

RNP APCH.

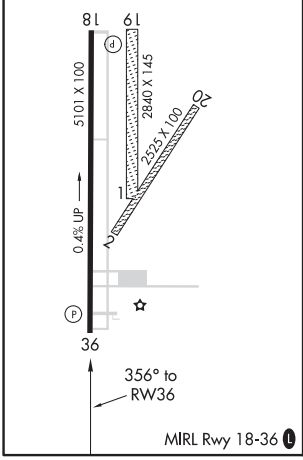
Circling NA to Rwys 1, 2, 19 and 20. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct NEBEE and hold.

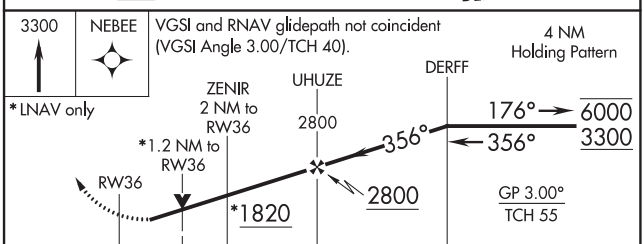
AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



ELEV 1152 TDZE 1140



MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1390-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1450-1 310 (300-1)			NA
LNAV MDA	1580-1 440 (500-1)		1580-1¼ 440 (500-1¼)	NA
C CIRCLING	1600-1 448 (500-1)	1620-1 468 (500-1)	1700-1½ 548 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

CHICKASHA, OKLAHOMA

AL-6592 (FAA)

20198

VOR/DME-A
CHICKASHA MUNI (CHK)

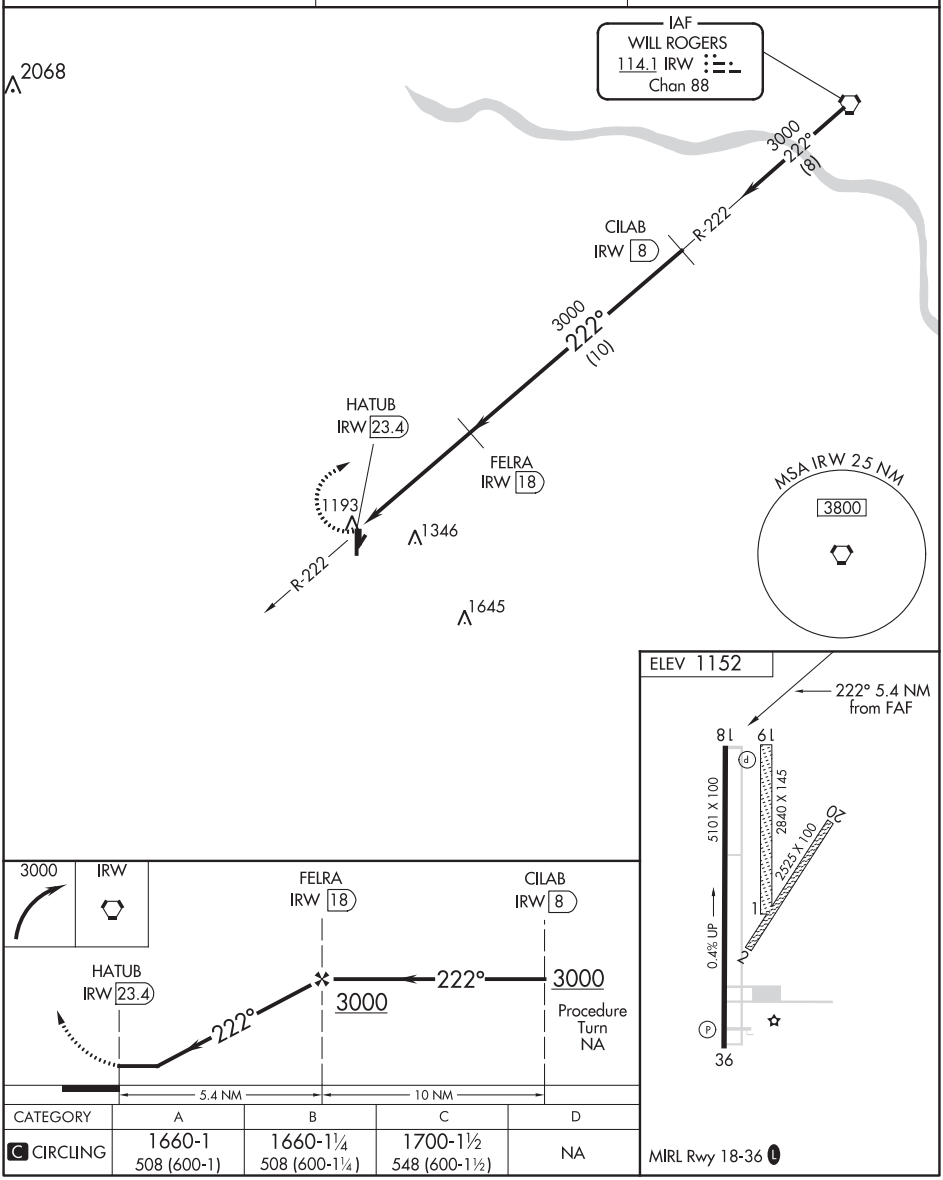
VORTAC IRW 114.1 Chan 88	APP CRS 222°	Rwy ldg N/A TDZE N/A Apt Elev 1152

T
A NA

If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet. Night landing: Rwy 1, 2, 19, 20 NA.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	UNICOM
118.175	124.6 266.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1660-1 508 (600-1)	1660-1¼ 508 (600-1¼)	1700-1½ 548 (600-1½)	NA

MIRL Rwy 18-36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
CLAREMORE RGNL (GCM)

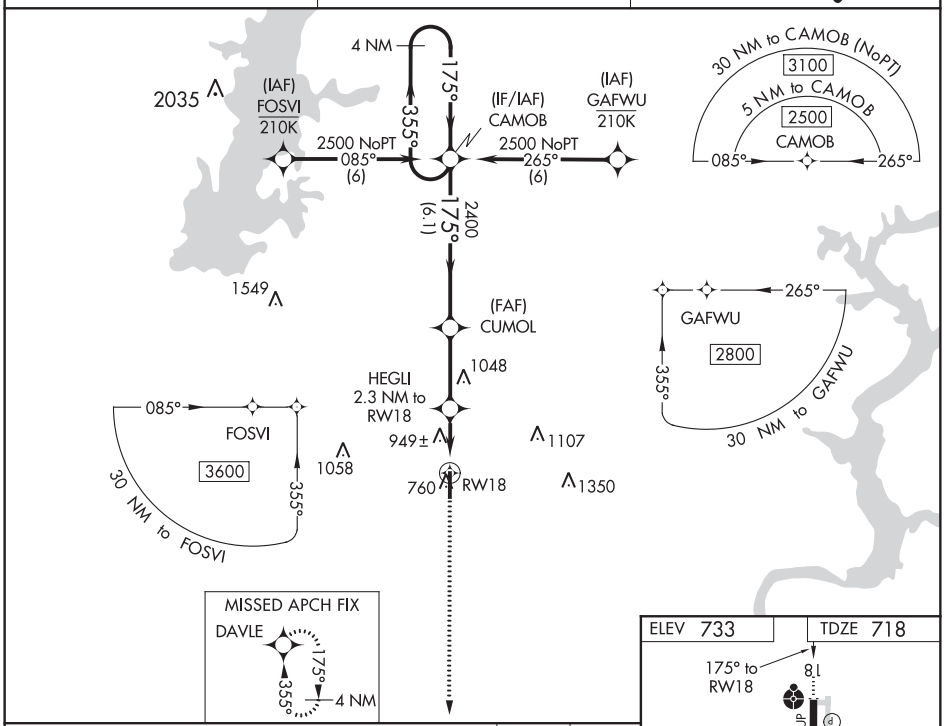
WAAS CH 63214 W18A	APP CRS 175°	Rwy ldg 5200 TDZE 718 Apt Elev 733

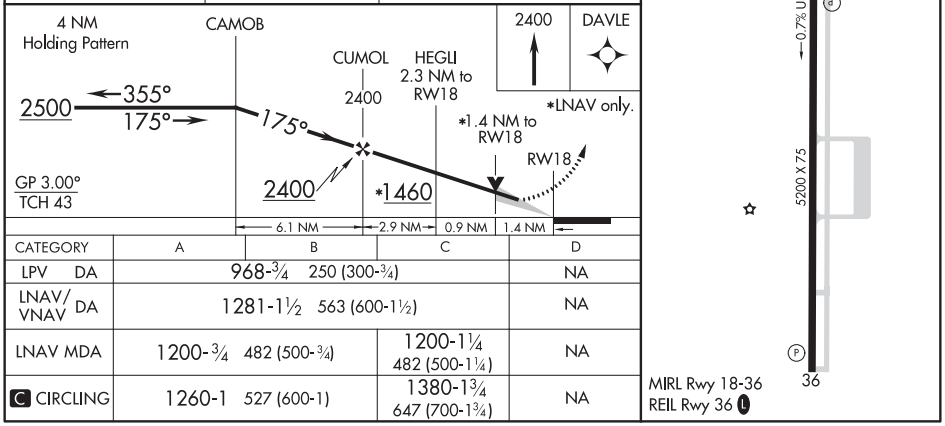
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to 1⅝ SM.

ODALS

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	968-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1281-1½ 563 (600-1½)			NA
LNAV MDA	1200-¾ 482 (500-¾)		1200-1¼ 482 (500-1¼)	NA
C CIRCLING	1260-1 527 (600-1)		1380-1¾ 647 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

CLAREMORE, OKLAHOMA

AL-9113 (FAA)

21056

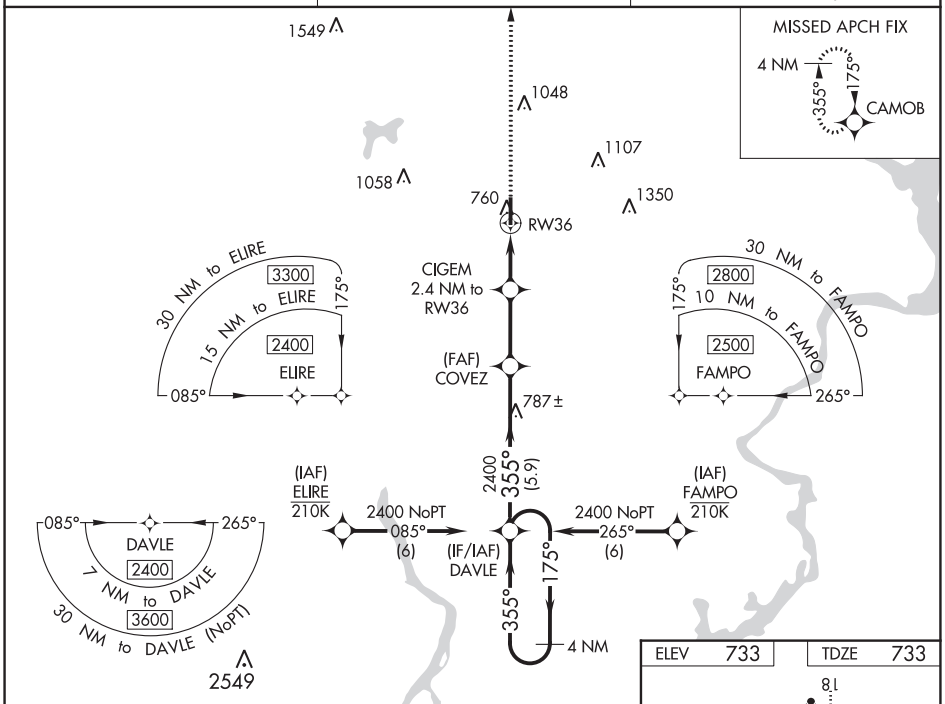
RNAV (GPS) RWY 36
CLAREMORE RGNL (GCM)

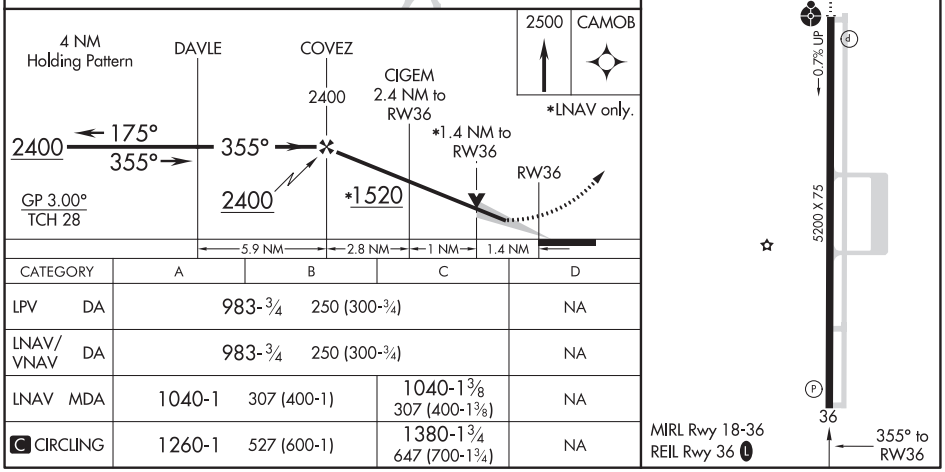
WAAS CH 99714 W36A	APP CRS 355°	Rwy ldg 5200 TDZE 733 Apt Elev 733

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	983-¾ 250 (300-¾)			NA
LNAV/VNAV DA	983-¾ 250 (300-¾)			NA
LNAV MDA	1040-1 307 (400-1)		1040-1⅜ 307 (400-1⅜)	NA
C CIRCLING	1260-1 527 (600-1)		1380-1¾ 647 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

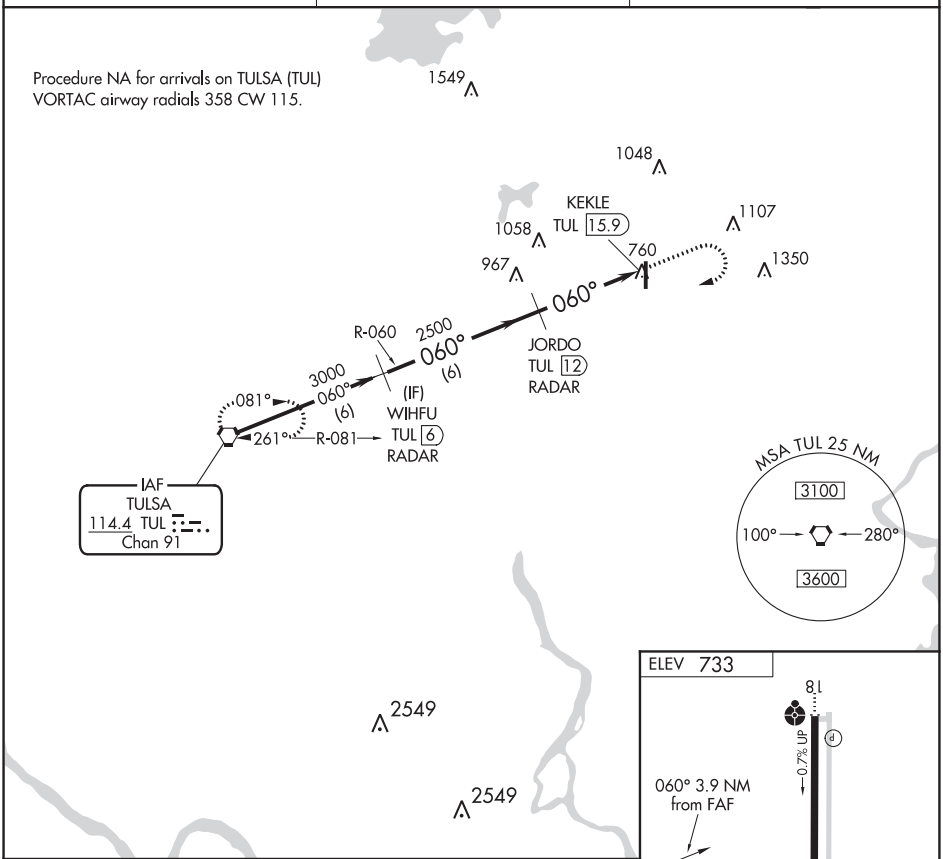
VORTAC TUL 114.4 Chan 91	APP CRS 060°	Rwy ldg N/A TDZE N/A Apt Elev 733

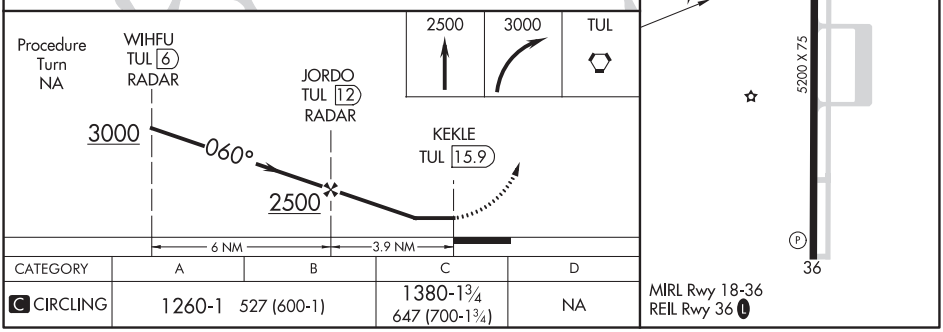
VOR/DME-B
CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

AWOS-3	TULSA APP CON	UNICOM
119.925	119.1 351.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1260-1 527 (600-1)		1380-1¾ 647 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

21056

RNAV (GPS) RWY 9
CLARKSVILLE MUNI (H35)

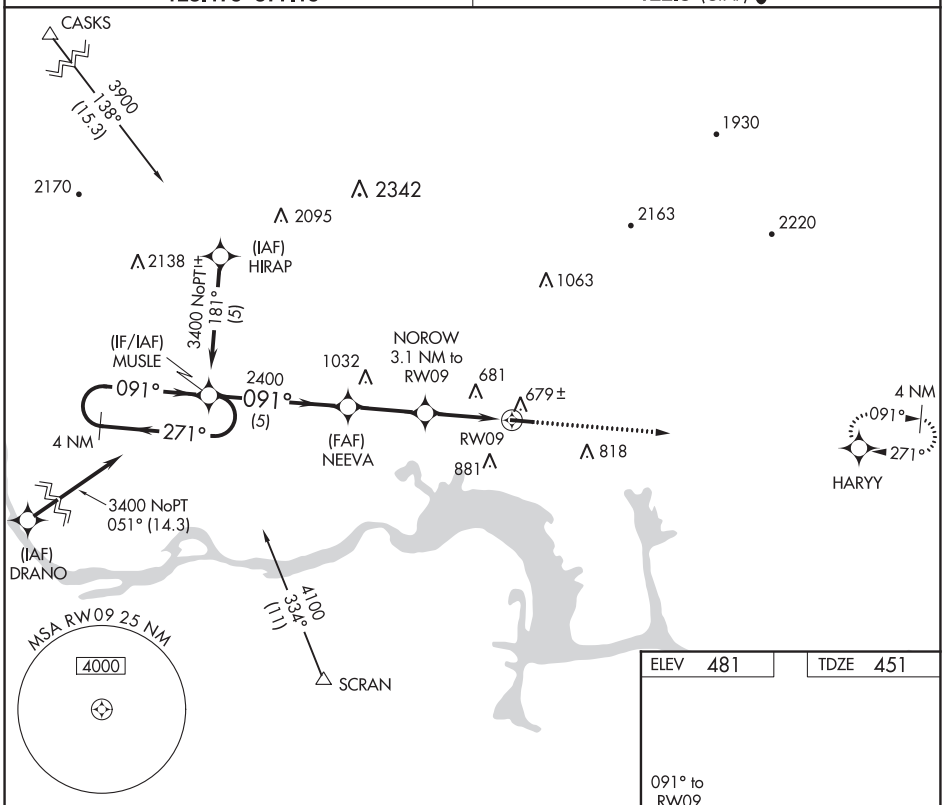
APP CRS	Rwy ldg	4504
091°	TDZE	451
	Apt Elev	481

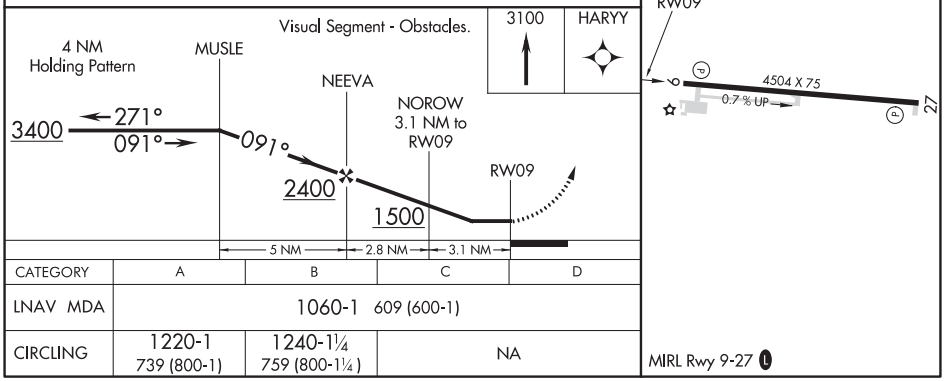
RNP APCH.

Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1060-1 609 (600-1)			
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

MIRL Rwy 9-27 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

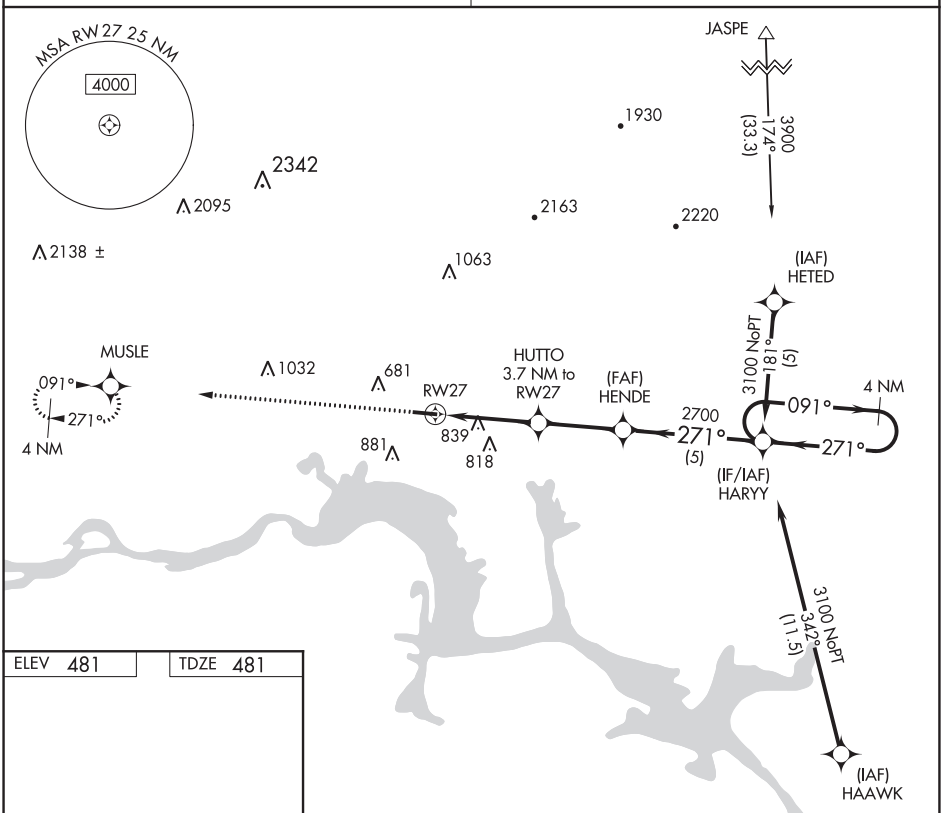
APP CRS	Rwy ldg	4504
271°	TDZE	481
	Apt Elev	481

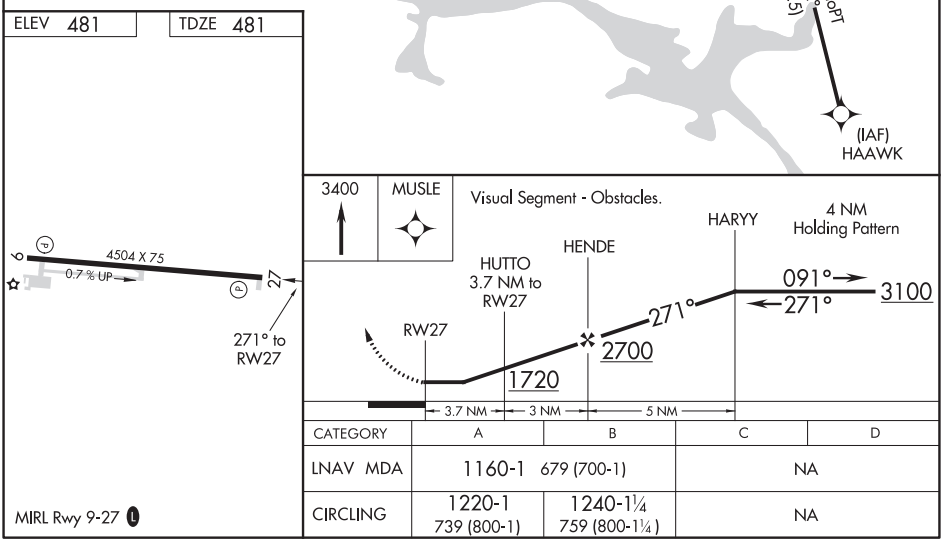
RNAV (GPS) RWY 27
CLARKSVILLE MUNI (H35)

T A NA Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 679 (700-1)		NA	
CIRCLING	1220-1 739 (800-1)	1240-1¼ 759 (800-1¼)	NA	

CLARKSVILLE, ARKANSAS
Orig-A 01FEB18
35°28'N-93°26'W
CLARKSVILLE MUNI (H35)
RNAV (GPS) RWY 27
95

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CLINTON, ARKANSAS

AL-10389 (FAA)

20198

RNAV (GPS) RWY 31
CLINTON MUNI (CCA)

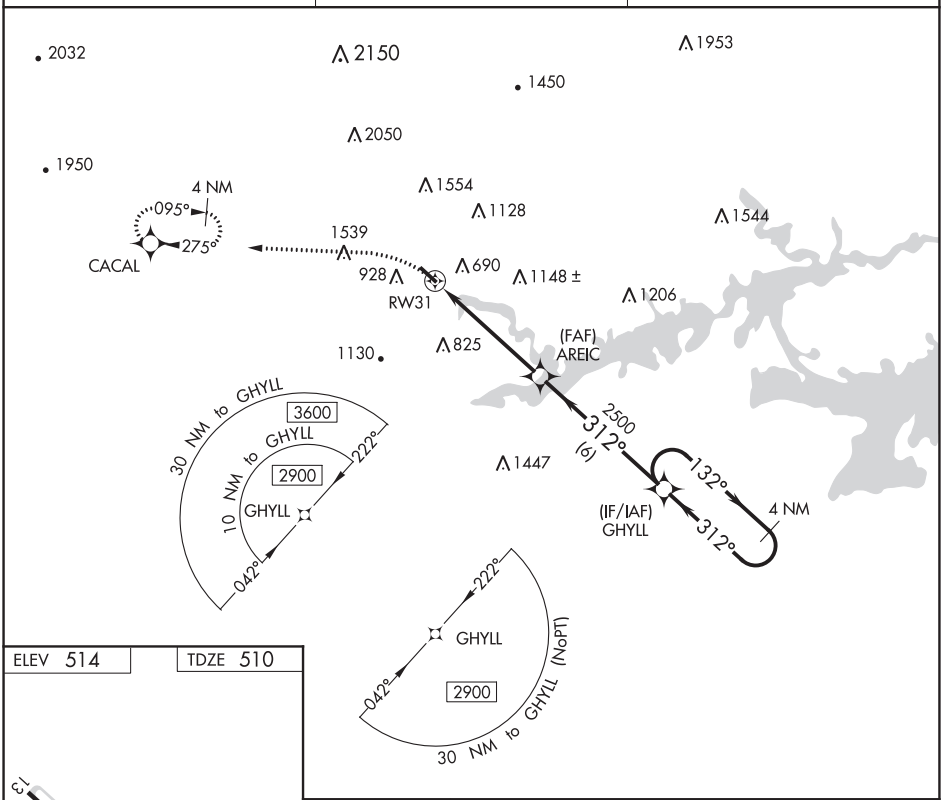
APP CRS	Rwy ldg	4007
312°	TDZE	510
	Apt Elev	514

When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

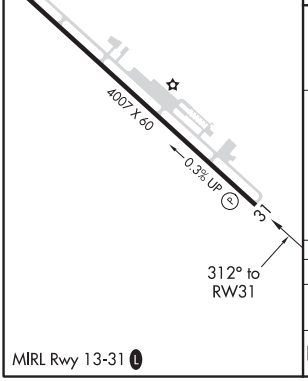
NA

MISSED APPROACH: Climbing left turn to 3700 direct CACAL and hold.

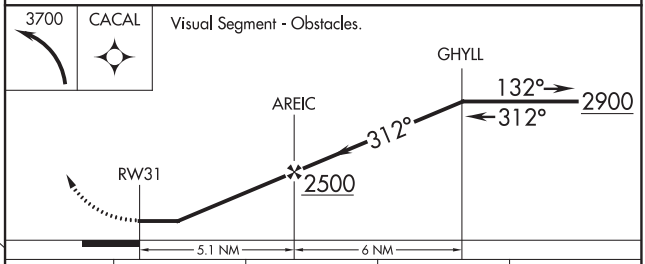
AWOS-3	MEMPHIS CENTER	UNICOM
118.725	126.85 281.55	122.7 (CTAF) L



ELEV 514 TDZE 510



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	1460-1¼ 950 (1000-1¼)		1460-2½ 950 (1000-2½)	NA
C CIRCLING	1460-1¼ 946 (1000-1¼)	1620-1½ 1106 (1200-1½)	1880-3 1366 (1400-3)	NA

CLINTON, ARKANSAS
Orig 21JUL16

35°36′N-92°27′W

CLINTON MUNI (CCA)
RNAV (GPS) RWY 31

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4397
055°	TDZE	1268
	Apt Elev	1268

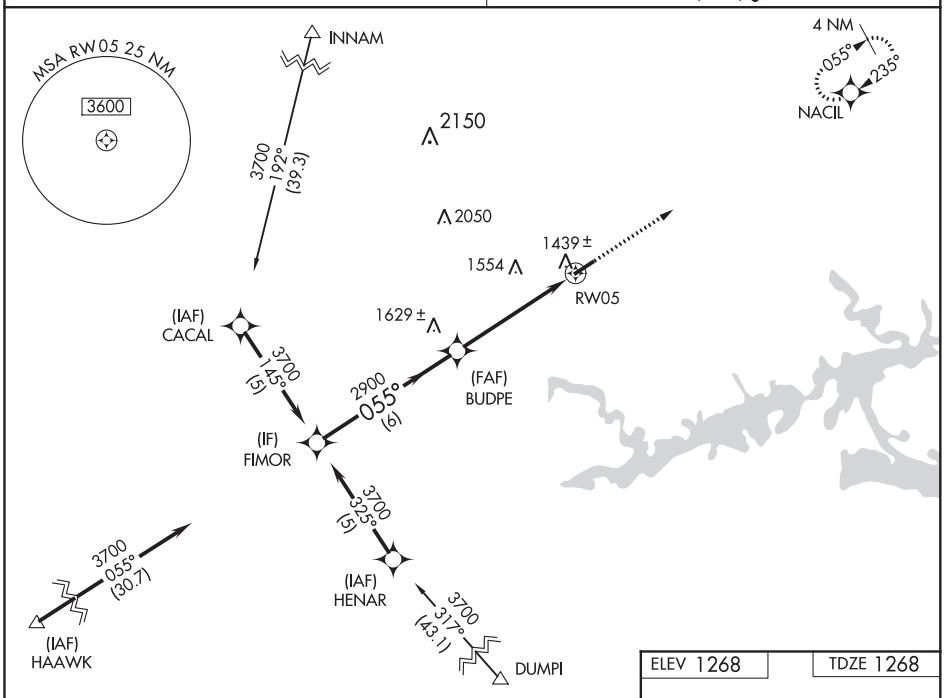
RNAV (GPS) RWY 5
HOLLEY MOUNTAIN AIRPARK (2A2)

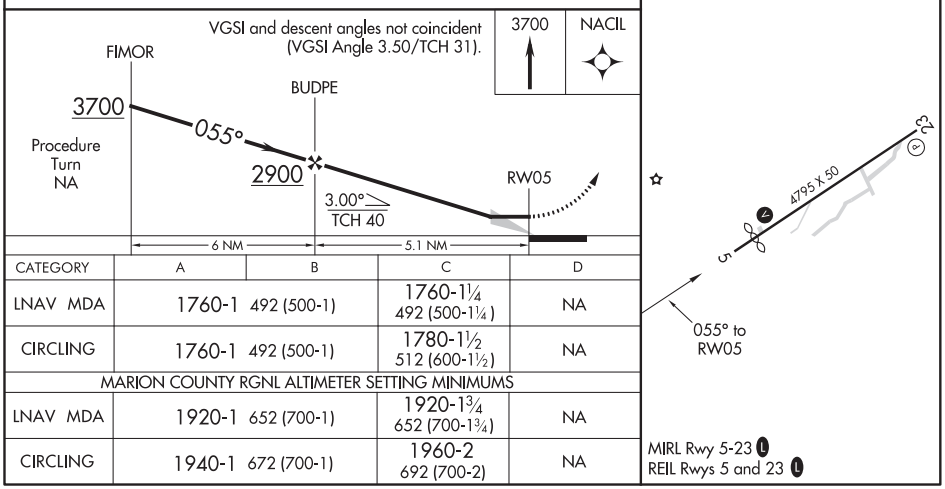
RNP APCH.

NA Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3700 direct NACIL and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1760-1 492 (500-1)		1760-1¼ 492 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1780-1½ 512 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1920-1 652 (700-1)		1920-1¾ 652 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 692 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CLINTON, ARKANSAS

AL-9841 (FAA)

18144

RNAV (GPS) RWY 23
HOLLEY MOUNTAIN AIRPARK (2A2)

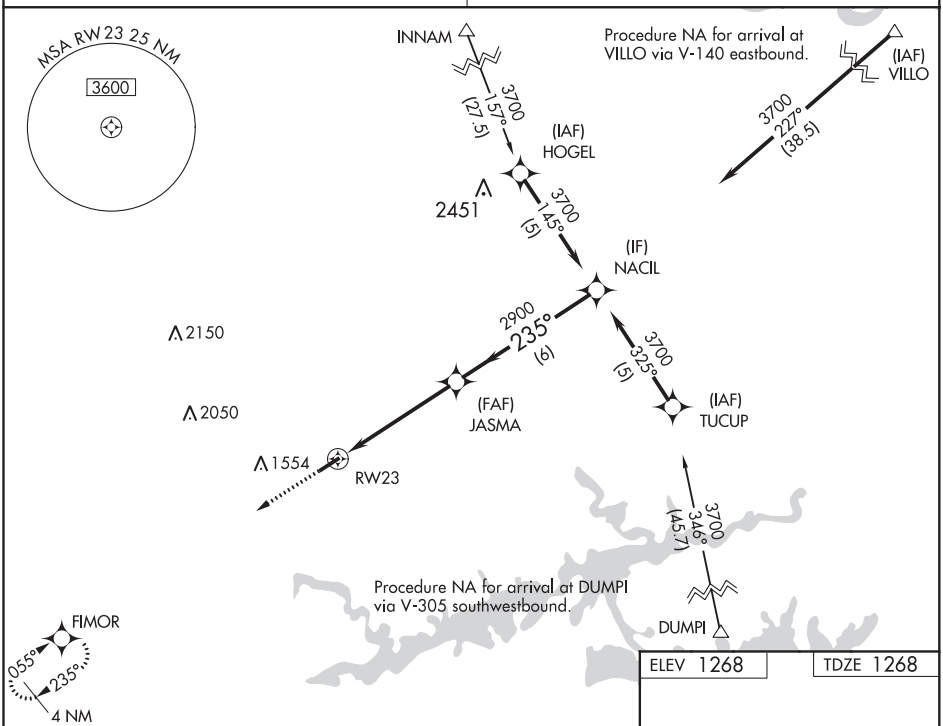
APP CRS	Rwy ldg	4795
235°	TDZE	1268
	Apt Elev	1268

RNP APCH.

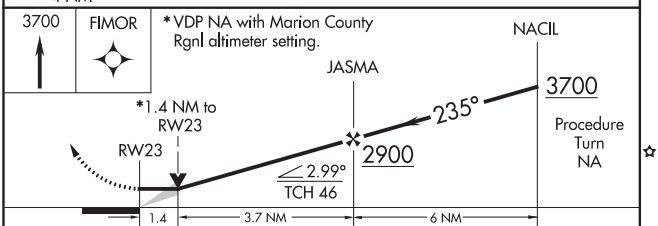
Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. Circling Rwy 5 NA at night.

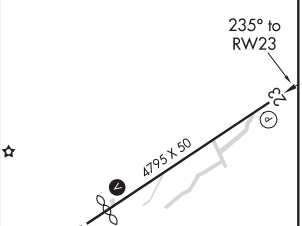
MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



ELEV 1268	TDZE 1268





CATEGORY	A	B	C	D
LNAV MDA	1740-1 472 (500-1)		1740-1¼ 472 (500-1¼)	NA
CIRCLING	1760-1 492 (500-1)		1800-1½ 532 (600-1½)	NA
MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1900-1 632 (700-1)		1900-1¾ 632 (700-1¾)	NA
CIRCLING	1940-1 672 (700-1)		1960-2 712 (800-2)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

CLINTON, ARKANSAS
Amdt 1B 24MAY18

35°39′N-92°24′W

HOLLEY MOUNTAIN AIRPARK (2A2)
RNAV (GPS) RWY 23

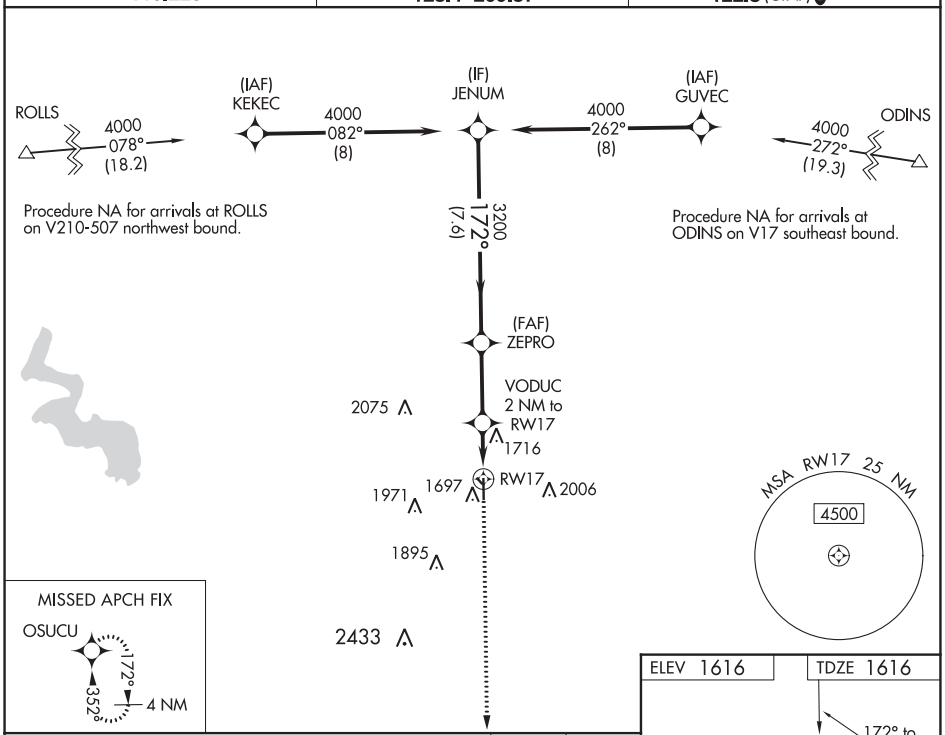
WAAS CH 93922 W17A	APP CRS 172°	Rwy ldg 4305 TDZE 1616 Apt Elev 1616

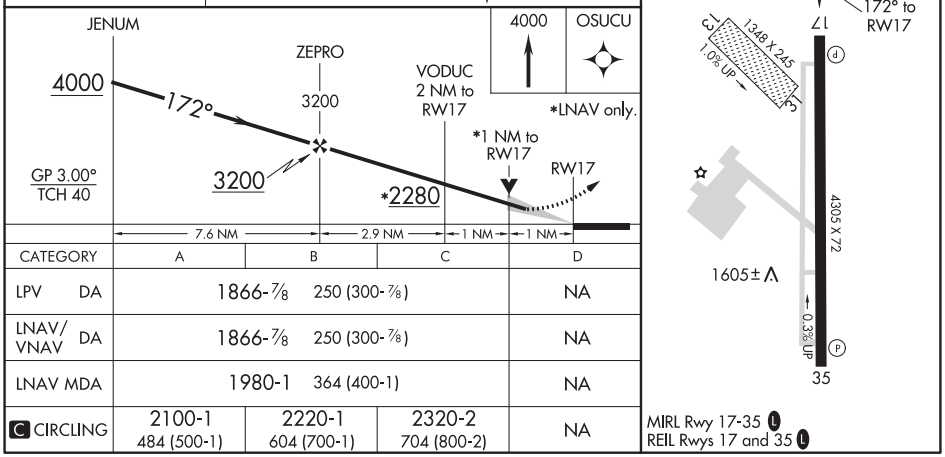
RNAV (GPS) RWY 17
CLINTON RGNL (CLK)

T A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA to Rwy 13 and 31. When local altimeter setting not received, use Weatherford altimeter setting: Increase DA to 1898 and all visibilities ⅛ mile; increase all MDA 40 feet and visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Weatherford altimiter setting.

MISSED APPROACH: Climb to 4000 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.37	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1866-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1866-⅞ 250 (300-⅞)			NA
LNAV MDA	1980-1 364 (400-1)			NA
C CIRCLING	2100-1 484 (500-1)	2220-1 604 (700-1)	2320-2 704 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CLINTON, OKLAHOMA

AL-5833 (FAA)

20310

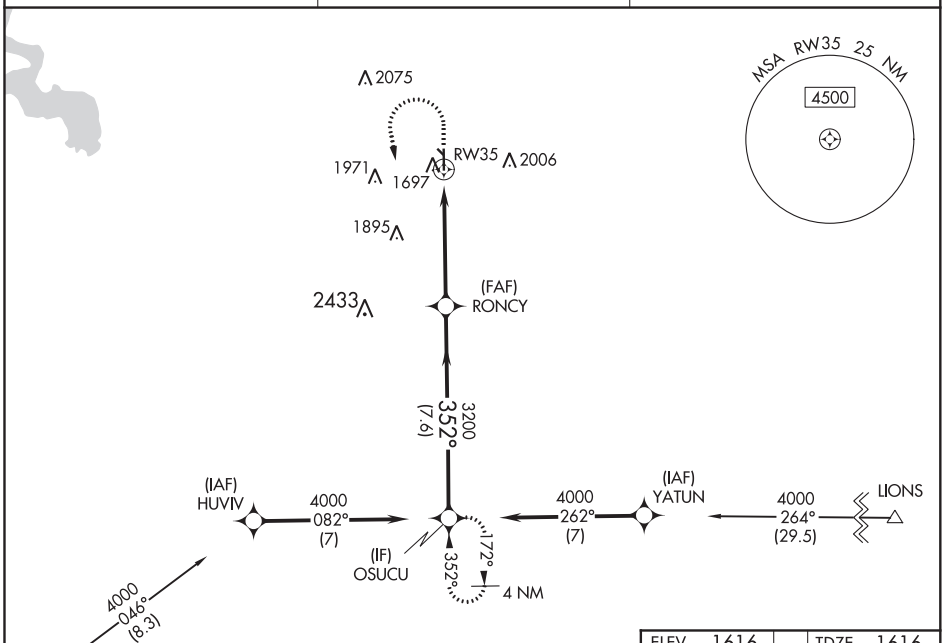
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

WAAS CH 70423 W35A	APP CRS 352°	Rwy ldg 4305 TDZE 1616 Apt Elev 1616

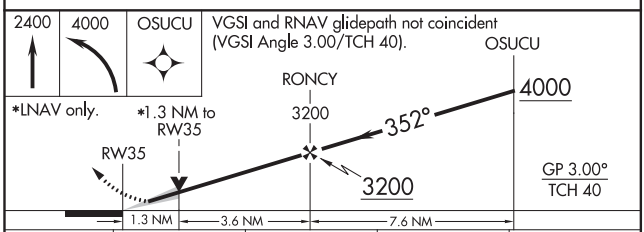
T A DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA to Rwy 13 and 31. When local altimeter setting not received, use Weatherford altimeter setting: Increase DA to 1902 and all visibilities ⅛ mile; increase all MDA 40 feet and visibility Cat C ¼ mile. Baro-VNAV and VDP NA when using Weatherford altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 2400 direct OSUCU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.225	128.4 269.37	122.8 (CTAF) L

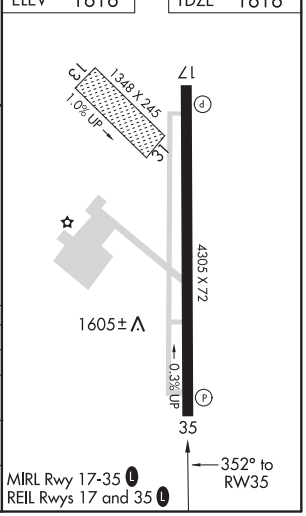


Procedure NA for arrival on BFV VORTAC airway radials 055 CW 098.



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

CATEGORY	A	B	C	D
LPV DA	1866-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	1870-⅞ 254 (300-⅞)			NA
LNAV MDA	2040-1 424 (500-1)		2040-1¼ 424 (500-1¼)	NA
C CIRCLING	2100-1 484 (500-1)	2220-1 604 (700-1)	2320-2 704 (800-2)	NA



CLINTON, OKLAHOMA
Amdt 4 27APR17

35°32′N-98°56′W

CLINTON RGNL (CLK)
RNAV (GPS) RWY 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
DELTA RGNL (DRP)

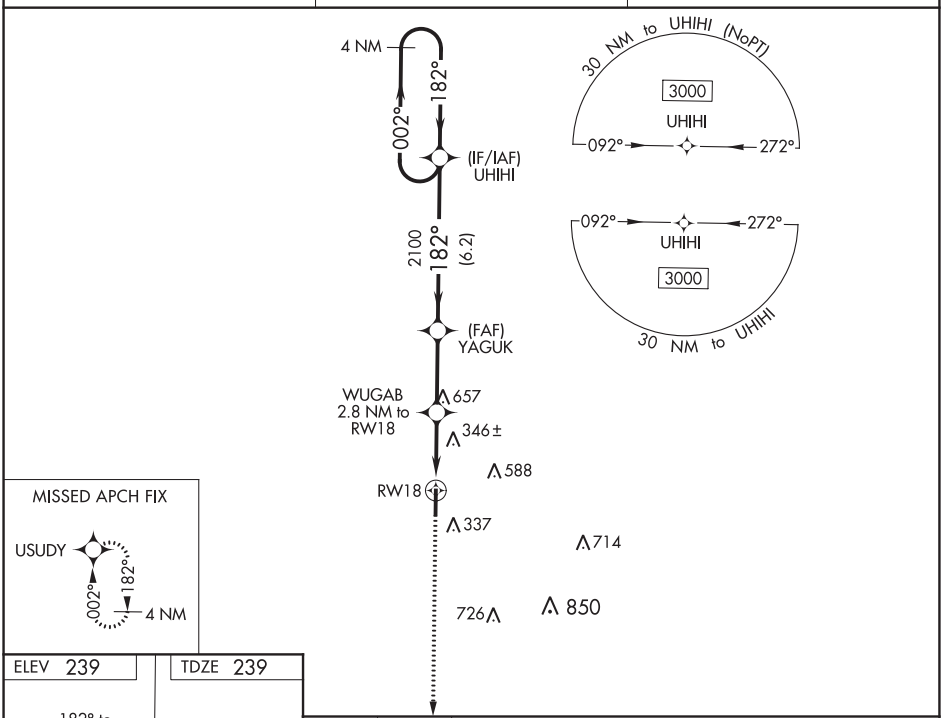
WAAS CH 65832 W18A	APP CRS 182°	Rwy ldg 5003 TDZE 239 Apt Elev 239

RNP APCH.

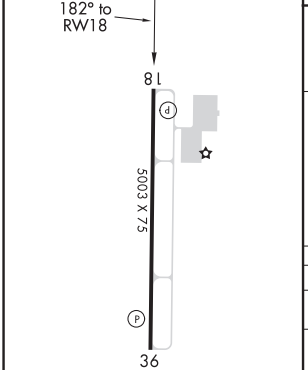
Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct USUDY and hold.

AWM ASOS	MEMPHIS CENTER	UNICOM
118.175	135.3 335.8	123.0 L



ELEV 239 | TDZE 239



CATEGORY		A	B	C	D
LPV	DA	560-1⅛	321 (400-1⅛)	NA	
LNAV/VNAV	DA	560-1⅛	321 (400-1⅛)	NA	
LNAV	MDA	680-1	441 (500-1)	NA	
C CIRCLING		840-1	601 (700-1)	NA	

HIRL Rwy 18-36 L
REIL Rwys 18 & 36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

COLT, ARKANSAS

AL-10682 (FAA)

19311

RNAV (GPS) RWY 36

DELTA RGNL (DRP)

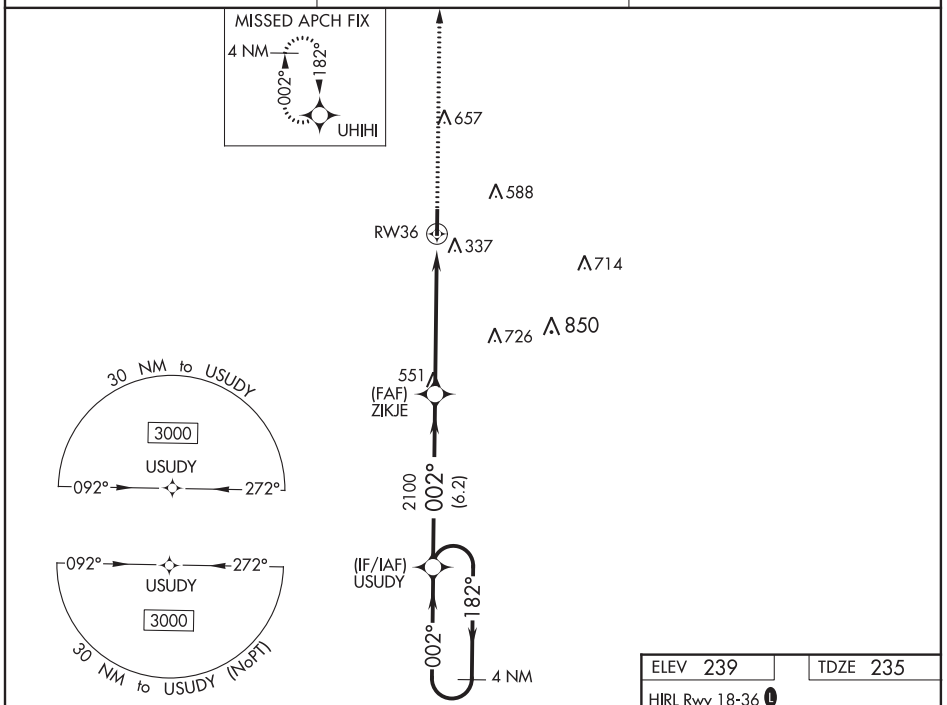
WAAS CH 53532 W36A	APP CRS 002°	Rwy ldg 5003 TDZE 235 Apt Elev 239

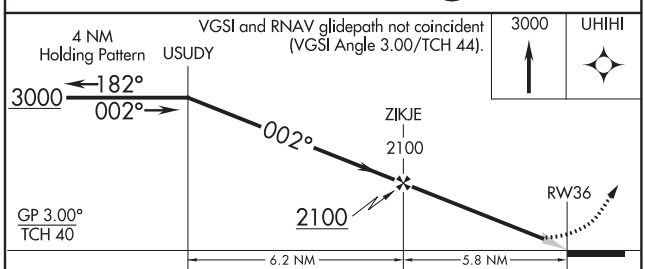
RNP APCH.

NA — Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV visibility to 1⅞ all Cats.

MISSED APPROACH: Climb to 3000 direct UHIHI and hold.

AWM ASOS	MEMPHIS CENTER	UNICOM
118.175	135.3 335.8	123.0 L

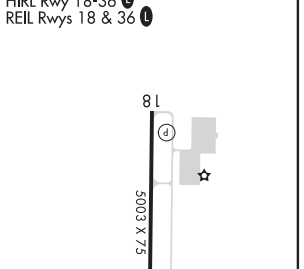




CATEGORY	A	B	C	D
LPV DA	556-1⅛	321 (400-1⅛)	NA	
LNAV/VNAV DA	748-1¾	513 (600-1¾)	NA	
LNAV MDA	780-1	545 (600-1)	NA	
C CIRCLING	840-1	601 (700-1)	NA	

ELEV 239 | TDZE 235

HIRL Rwy 18-36 L
REIL Rwys 18 & 36 L



COLT, ARKANSAS
Orig-B 07NOV19

35°07′N-90°50′W

DELTA RGNL (DRP)

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

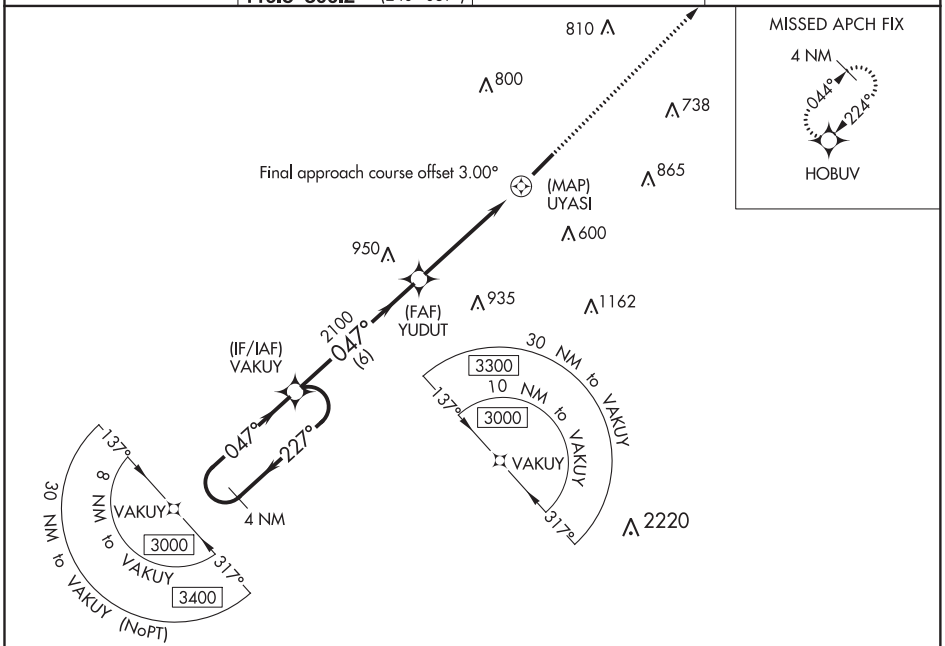
WAAS CH 97338 W04A	APP CRS 047°	Rwy ldg 5500 TDZE 276 Apt Elev 276

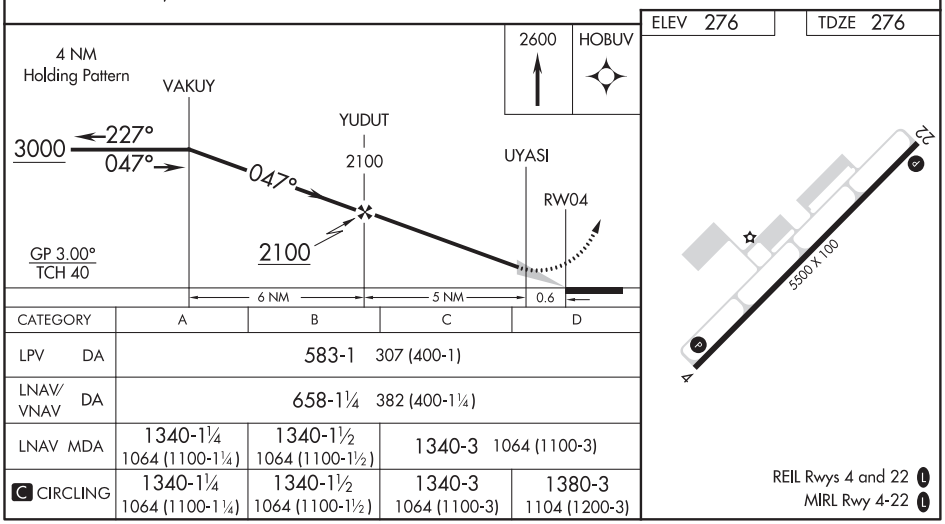
RNAV (GPS) RWY 4
CONWAY RGNL (CXW)

T A NA — Baro-VNAV NA. Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct HOBUV and hold.

AWOS-2	LITTLE ROCK APP CON	CLNC DEL	UNICOM
118.775	135.4 353.6 (040°-239°) 119.5 306.2 (240°-039°)	121.2	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	583-1 307 (400-1)			
LNAV/VNAV DA	658-1¼ 382 (400-1¼)			
LNAV MDA	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3 1064 (1100-3)	
C CIRCLING	1340-1¼ 1064 (1100-1¼)	1340-1½ 1064 (1100-1½)	1340-3 1064 (1100-3)	1380-3 1104 (1200-3)

CONWAY, ARKANSAS

AL-10999 (FAA)

20366

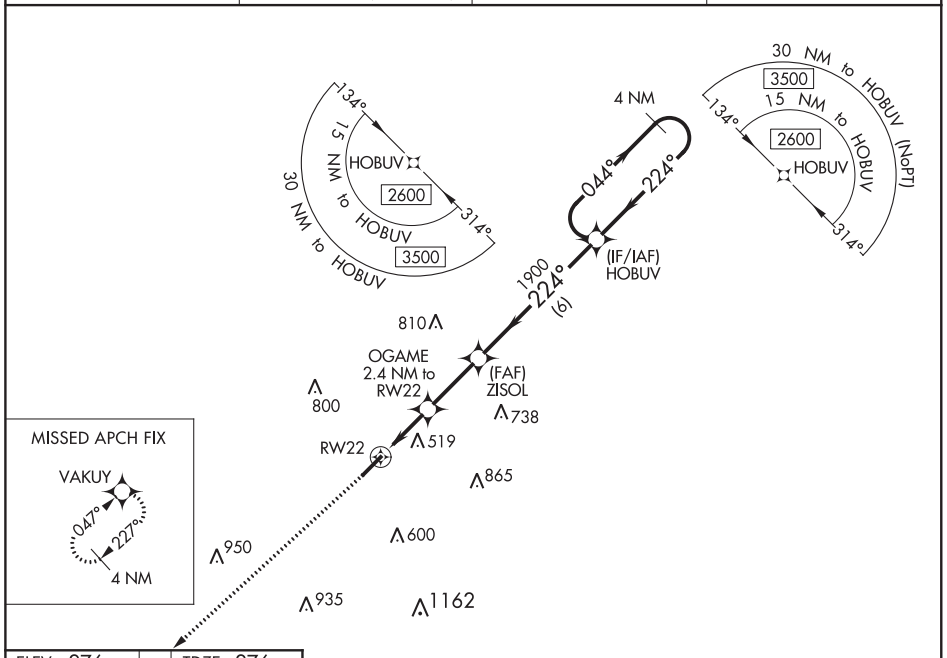
RNAV (GPS) RWY 22
CONWAY RGNL (CXW)

WAAS CH 77538 W22A	APP CRS 224°	Rwy ldg 5500 TDZE 276 Apt Elev 276

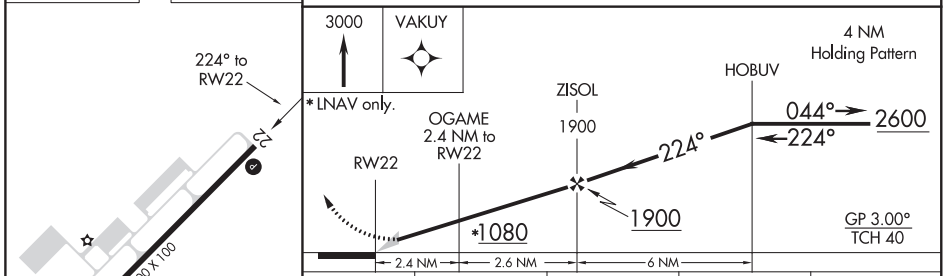
Baro-VNAV NA.
NA Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct VAKUY and hold.

AWOS-2	LITTLE ROCK APP CON	CLNC DEL	UNICOM
118.775	135.4 353.6 (040°-239°) 119.5 306.2 (240°-039°)	121.2	123.05 (CTAF) L



ELEV 276 TDZE 276



CATEGORY	A	B	C	D
LPV DA	533-⅞ 257 (300-⅞)			
LNAV/VNAV DA	853-2 577 (600-2)			
LNAV MDA	780-1 504 (600-1)		780-1⅜ 504 (600-1⅜)	
C CIRCLING	1000-1 724 (800-1)		1000-2 724 (800-2)	1380-3 1104 (1200-3)

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4299
180°	TDZE	293
	Apt Elev	293

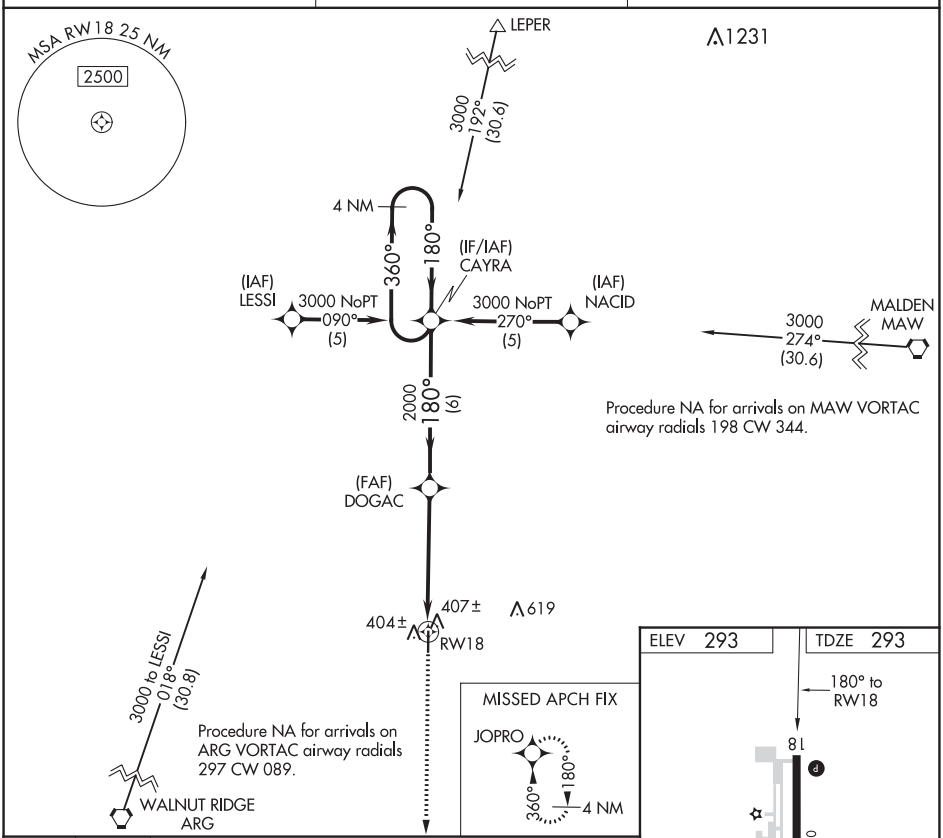
RNAV (GPS) RWY 18
CORNING MUNI (4M9)

RNP APCH.

When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C visibility ⅛ SM. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct JOPRO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	720-1 427 (500-1)		720-1¼ 427 (500-1¼)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CORNING, ARKANSAS | AL-6573 (FAA) | 19199

APP CRS	Rwy ldg	4299
360°	TDZE	293
	Apt Elev	293

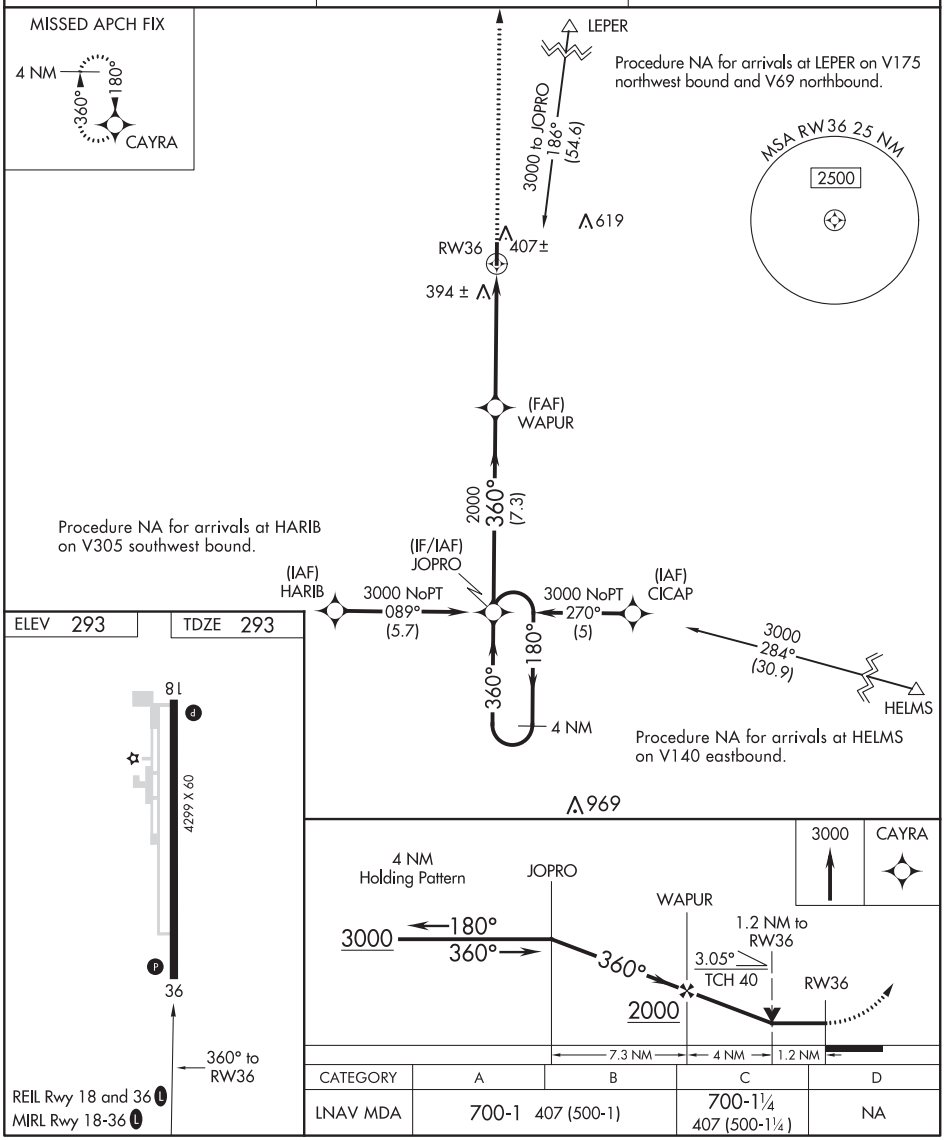
RNAV (GPS) RWY 36
CORNING MUNI (4M9)

RNP APCH.

VDP NA when using Walnut Ridge altimeter setting. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C visibility ⅛ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CAYRA and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.325	120.075 289.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 407 (500-1)		700-1¼ 407 (500-1¼)	NA

CORNING, ARKANSAS
Orig-D 18JUL19

36°24′N-90°39′W

CORNING MUNI (4M9)
RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5010
230°	TDZE	184
	Apt Elev	184

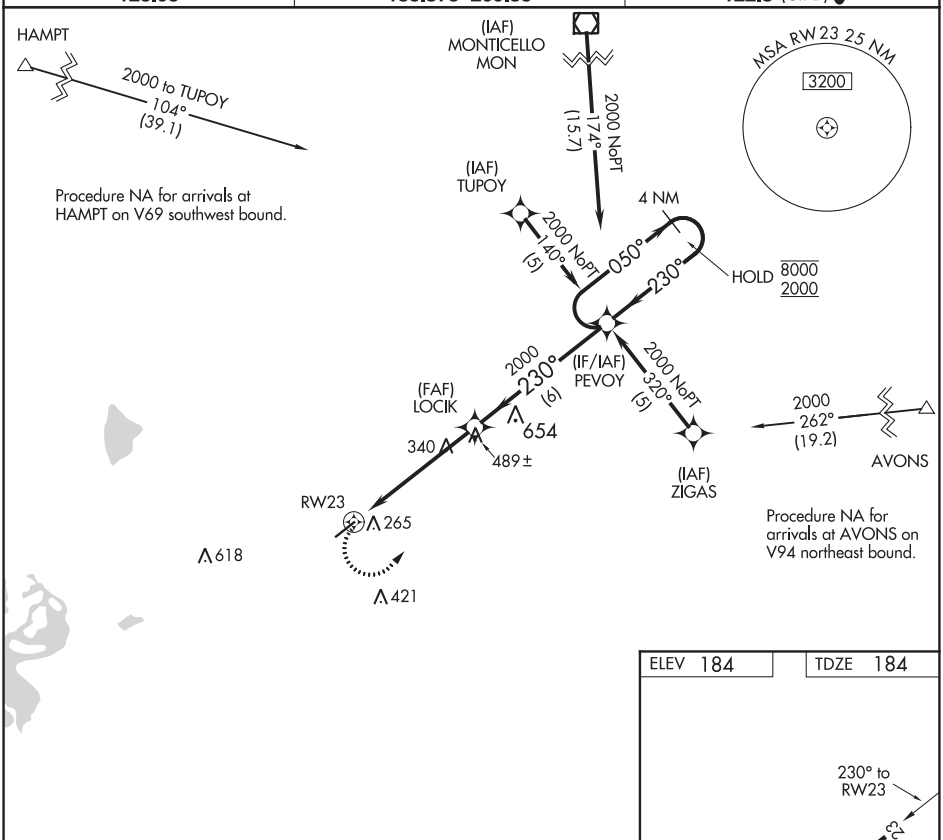
RNAV (GPS) RWY 23
Z M JACK STELL FIELD (CRT)

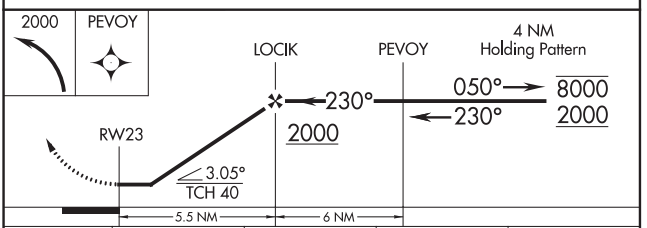
RNP APCH.

NA Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 23 NA at night. Use Monroe, LA. altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA's 20 feet and increase LNAV and Circling Cat C visibilities ⅛ SM.

MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold.

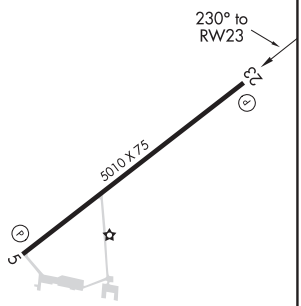
MLU ASOS	MEMPHIS CENTER	UNICOM
125.05	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	760-1 576 (600-1)		760-1⅝ 576 (600-1⅝)	NA
CIRCLING	760-1 576 (600-1)		760-1⅝ 576 (600-1⅝)	NA

ELEV 184 TDZE 184



MIRL Rwy 5-23

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

CROSSETT, ARKANSAS AL-5527 (FAA) 20198

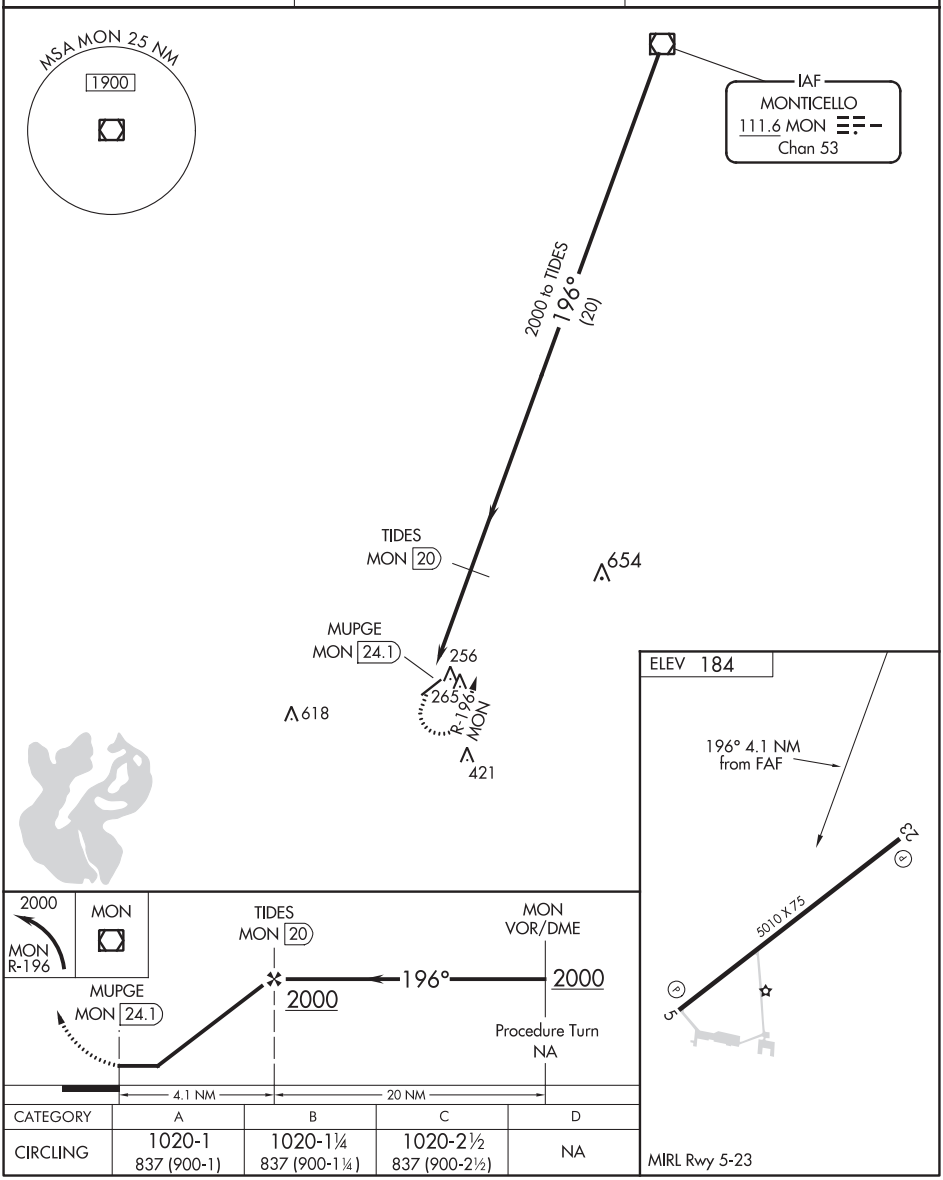
VOR-A
Z M JACK STELL FIELD (CRT)

VOR/DME MON 111.6 Chan 53	APP CRS 196°	Rwy ldg N/A TDZE N/A Apt Elev 184

T NA Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet. DME required. Circling Rwy 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

MLU ASOS	MEMPHIS CENTER	UNICOM
125.05	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1020-1 837 (900-1)	1020-1¼ 837 (900-1¼)	1020-2½ 837 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

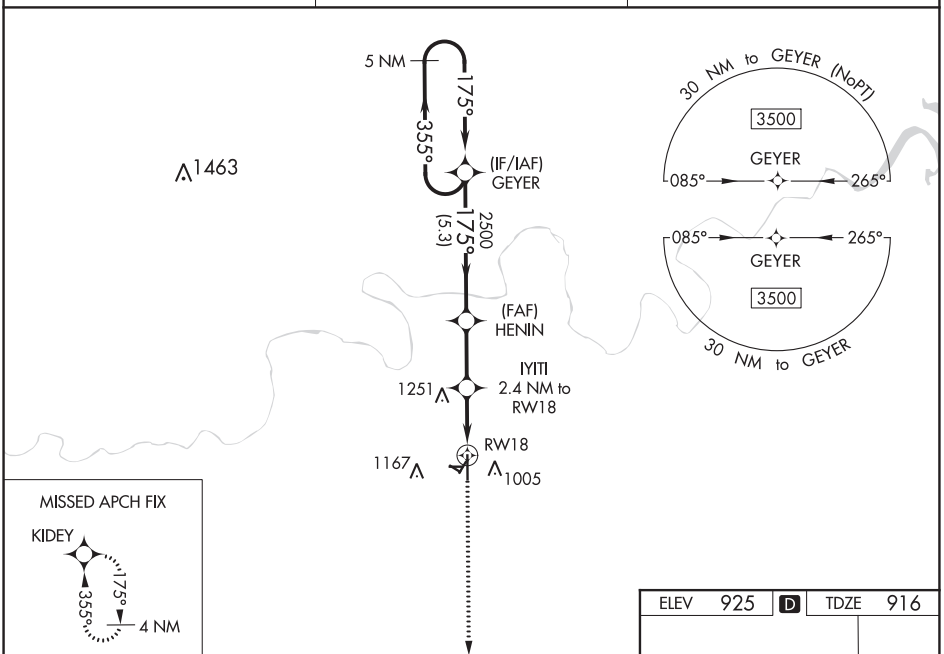
WAAS	APP CRS	Rwy ldg	4986
CH 97342	175°	TDZE	916
W18A		Apt Elev	925

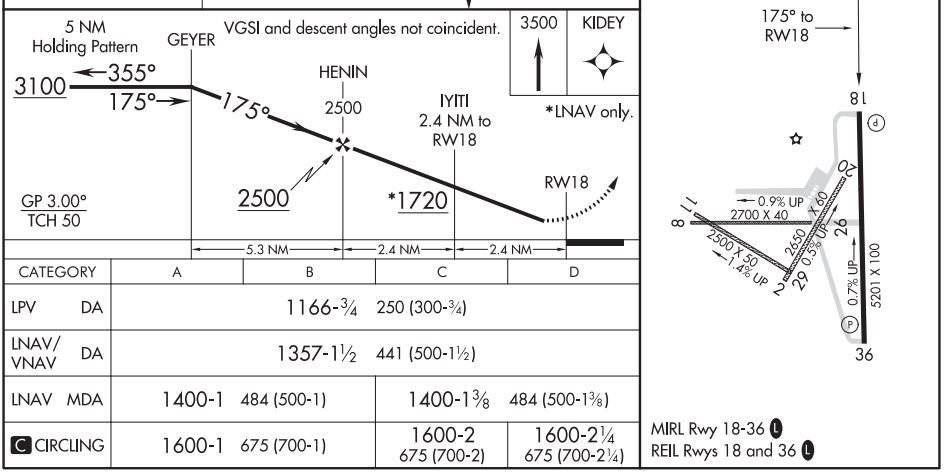
RNAV (GPS) RWY 18
CUSHING MUNI (CUH)

Circling NA to Rwys 8 and 26. Baro-VNAV NA when using Chandler altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Rwy 18 helicopter visibility reduction below ¾ NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Chandler altimeter setting and increase all DA 41 feet and all visibilities ⅛ SM. Increase all MDA 60 feet and LNAV Cat C and D visibilities ⅛ SM
Circling NA to Rwys 2, 8, 11, 20, 26, 29

MISSED APPROACH: Climb to 3500 direct KIDEY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1166-¾ 250 (300-¾)			
LNAV/VNAV DA	1357-1½ 441 (500-1½)			
LNAV MDA	1400-1 484 (500-1)		1400-1⅜ 484 (500-1⅜)	
C CIRCLING	1600-1 675 (700-1)		1600-2 675 (700-2)	1600-2¼ 675 (700-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

CUSHING, OKLAHOMA | AL-5840 (FAA) | 20030

RNAV (GPS) RWY 36
CUSHING MUNI (CUH)

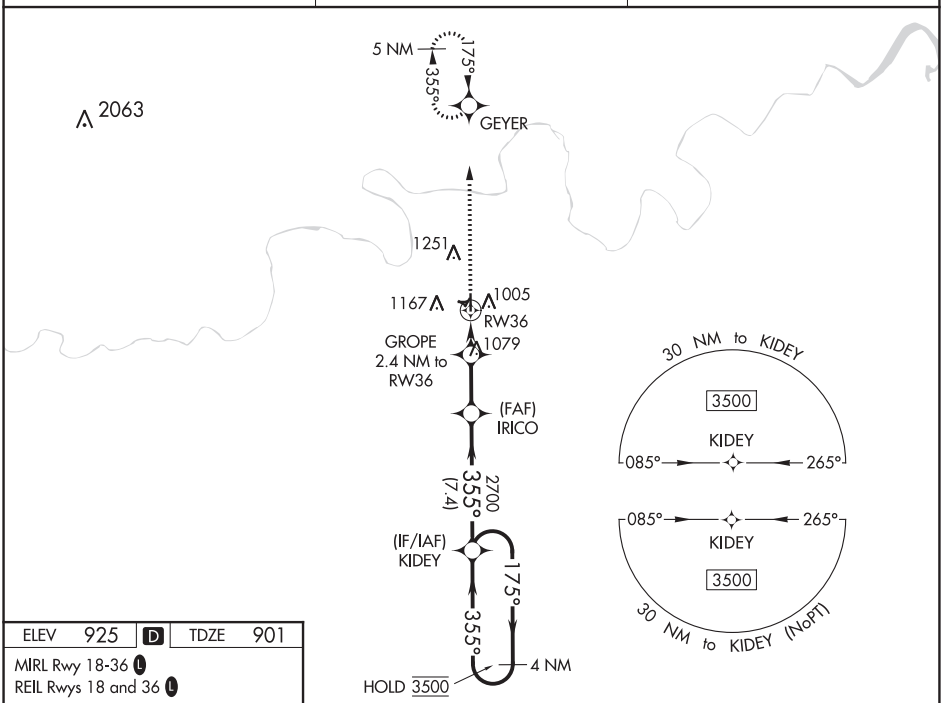
WAAS CH 90142 W36A	APP CRS 355°	Rwy ldg 4986	TDZE 901	Apt Elev 925

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwys 2, 8, 11, 20, 26, and 29.

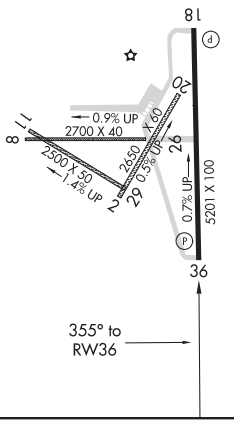
MISSED APPROACH: Climb to 3500 direct GEYER and hold, continue to climb-in-hold to 3500.

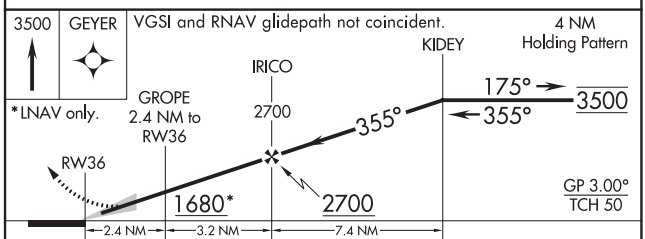
AWOS-3	KANSAS CITY CENTER	UNICOM
118.25	127.8 319.1	122.8 (CTAF) L



ELEV 925	D	TDZE 901

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





CATEGORY	A	B	C	D
LPV DA	1151-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1284-1¼ 383 (400-1¼)			
LNAV MDA	1340-1 439 (500-1)		1340-1¼ 439 (500-1¼)	
C CIRCLING	1600-1 675 (700-1)		1600-2 675 (700-2)	1600-2¼ 675 (700-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 11
DANVILLE MUNI (32A)

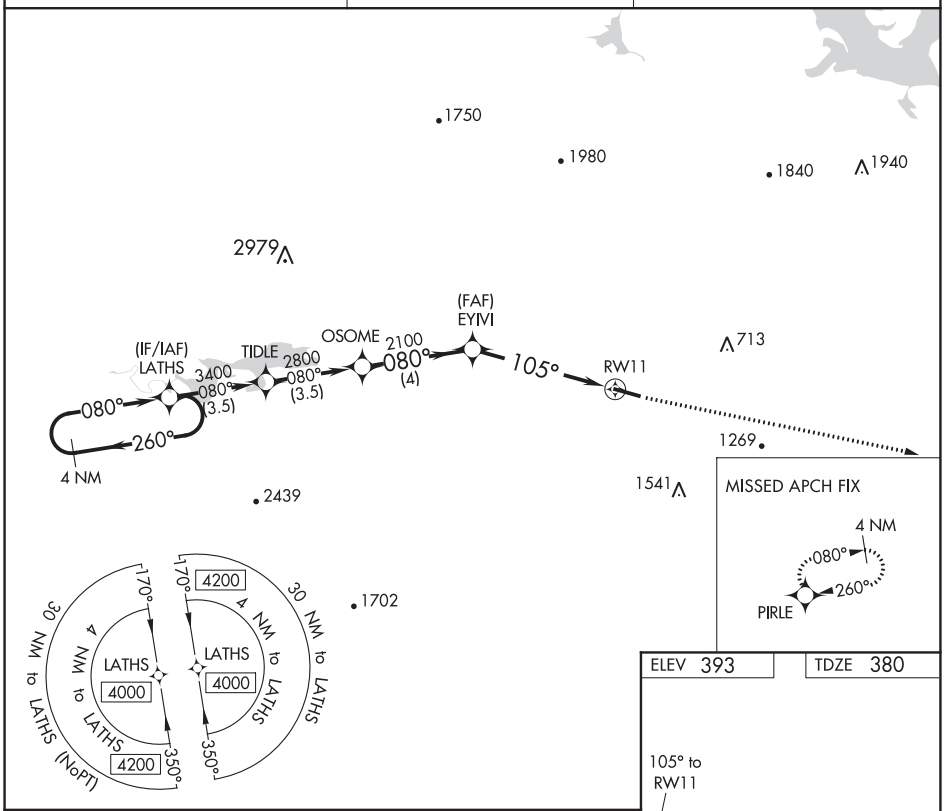
APP CRS	Rwy ldg	5324
105°	TDZE	380
	Apt Elev	393

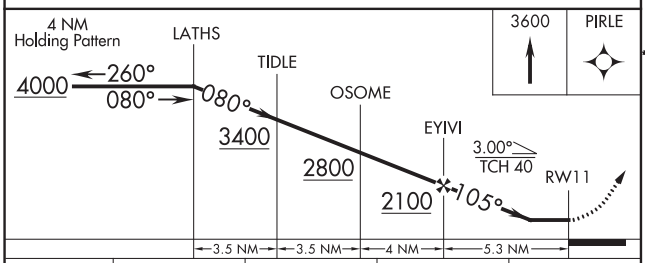
T
A NA

Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville Rgnl altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 3600 direct PIRLE and hold.

RUE ASOS	MEMPHIS CENTER	CTAF
132.475	128.475 377.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	940-1	560 (600-1)	940-1⅝	560 (600-1⅝)
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1¾ 667 (700-1¾)	1480-3 1087 (1100-3)

MIRL Rwy 11-29 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

DANVILLE, ARKANSAS

AL-10188 (FAA)

19283

RNAV (GPS) RWY 29
DANVILLE MUNI (32A)

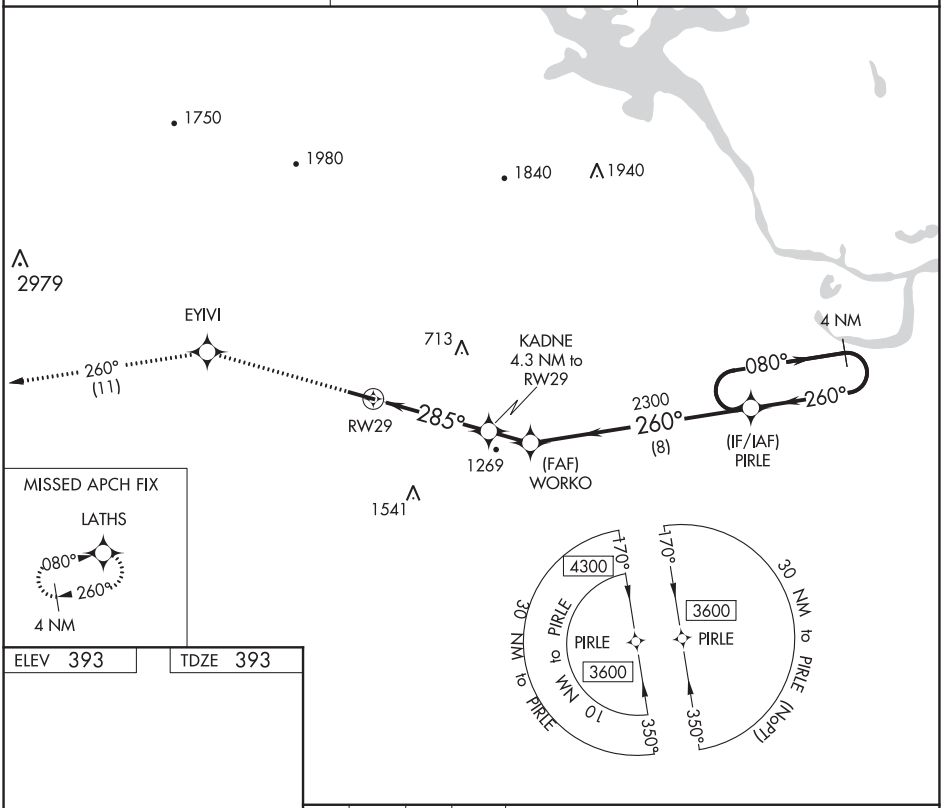
APP CRS	Rwy ldg	5324
285°	TDZE	393
	Apt Elev	393

Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville altimeter setting, when not received procedure NA.

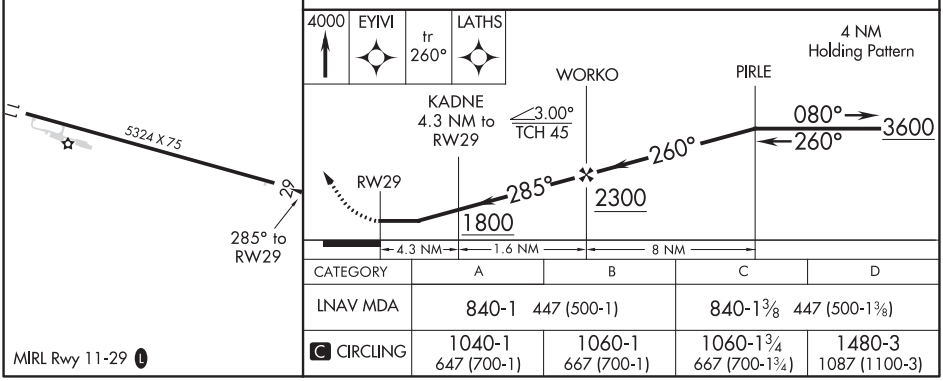
NA

MISSED APPROACH: Climb to 4000 direct EYIVI and on track 260° to LATHS and hold.

RUE ASOS	MEMPHIS CENTER	CTAF
132.475	128.475 377.15	122.9 L



ELEV 393	TDZE 393



CATEGORY	A	B	C	D
LNAV MDA	840-1 447 (500-1)		840-1⅜ 447 (500-1⅜)	
C CIRCLING	1040-1 647 (700-1)	1060-1 667 (700-1)	1060-1¾ 667 (700-1¾)	1480-3 1087 (1100-3)

MIRL Rwy 11-29 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5001
079°	TDZE	355
	Apt Elev	355

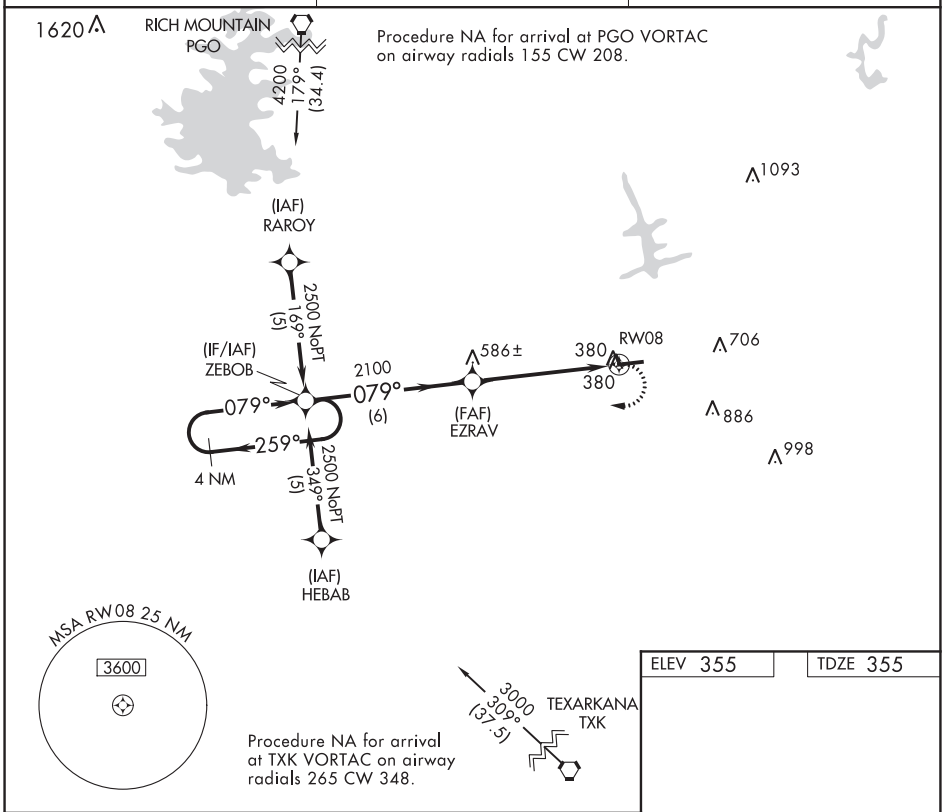
RNAV (GPS) RWY 8
J LYNN HELMS SEVIER COUNTY (DEQ)

RNP APCH.

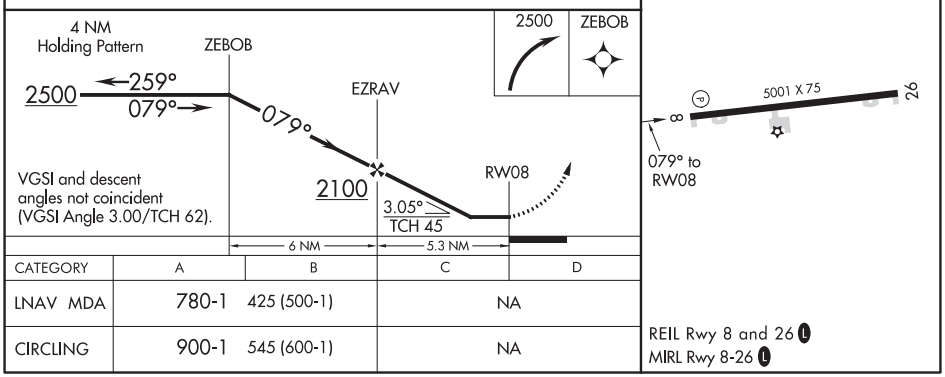
If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.
Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

ASOS	FORT WORTH CENTER	UNICOM
134.075	123.925 269.475	122.8 (CTAF) L



ELEV 355	TDZE 355



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 62).

CATEGORY	A	B	C	D
LNAV MDA	780-1 425 (500-1)		NA	
CIRCLING	900-1 545 (600-1)		NA	

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DECATUR, ARKANSAS

AL-5513 (FAA)

20310

RNAV (GPS) RWY 13

CRYSTAL LAKE (5M5)

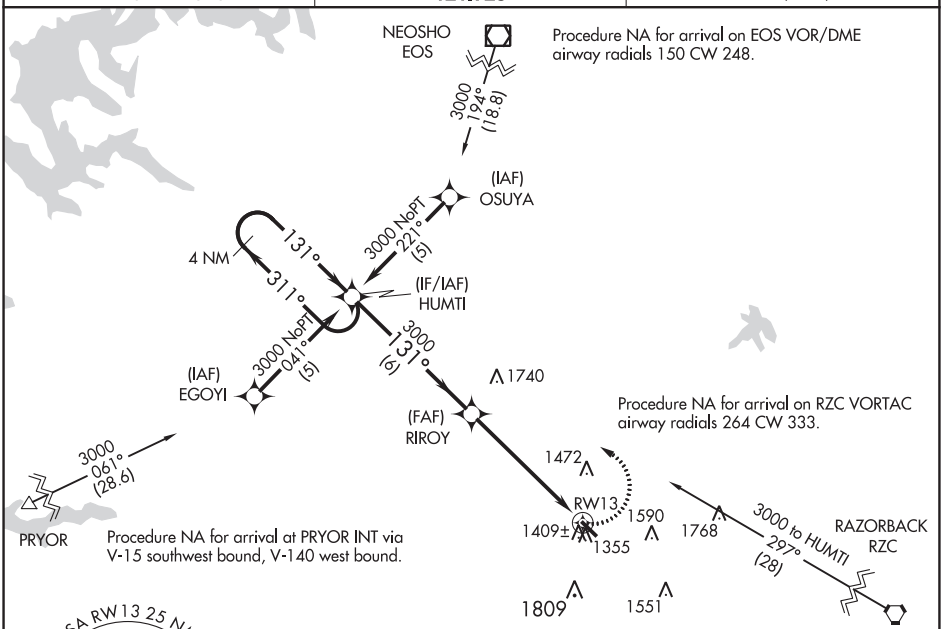
APP CRS	Rwy ldg	3863
131°	TDZE	1178
	Apt Elev	1178

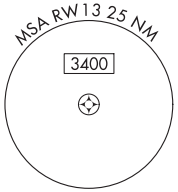
NA

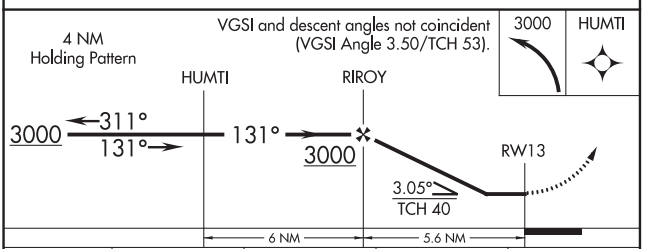
DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 13, 31 helicopter visibility reduction below 1 SM NA. Use Fayetteville/Northwest Arkansas National altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

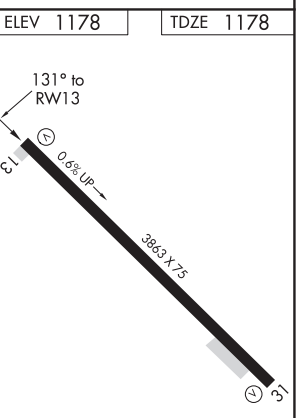
MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

RAZORBACK APP CON ★	CLNC DEL	UNICOM
121.0 244.575	121.725	122.8 (CTAF)









CATEGORY	A	B	C	D
LNAV MDA	1720-1 542 (600-1)		1720-1½ 542 (600-1½)	NA
CIRCLING	1820-1 642 (700-1)		1880-2 702 (800-2)	NA

LIRL Rwy 13-31

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

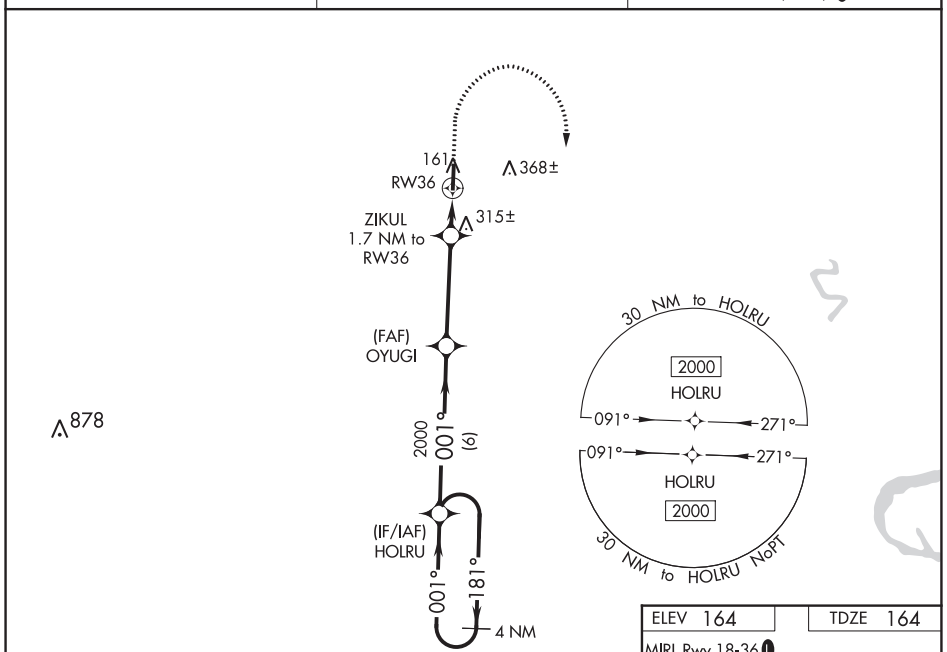
WAAS CH 49133 W36A	APP CRS 001°	Rwy ldg 5003 TDZE 164 Apt Elev 164

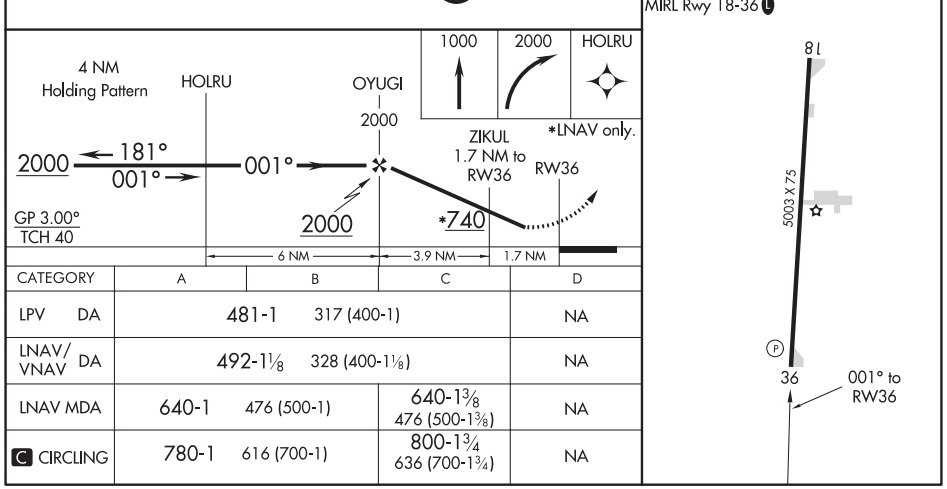
RNAV (GPS) RWY 36
BILLY FREE MUNI (ØMØ)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greenville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct HOLRU and hold.

PBF ASOS	MEMPHIS CENTER	UNICOM
120.775	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	481-1 317 (400-1)			NA
LNAV/VNAV DA	492-1⅛ 328 (400-1⅛)			NA
LNAV MDA	640-1 476 (500-1)		640-1⅜ 476 (500-1⅜)	NA
C CIRCLING	780-1 616 (700-1)		800-1¾ 636 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

DUNCAN, OKLAHOMA

AL-5140 (FAA)

21028

RNAV (GPS) RWY 17
HALLIBURTON FIELD (DUC)

WAAS CH 93619 W17A	APP CRS 175°	Rwy ldg 6326 TDZE 1114 Apt Elev 1114

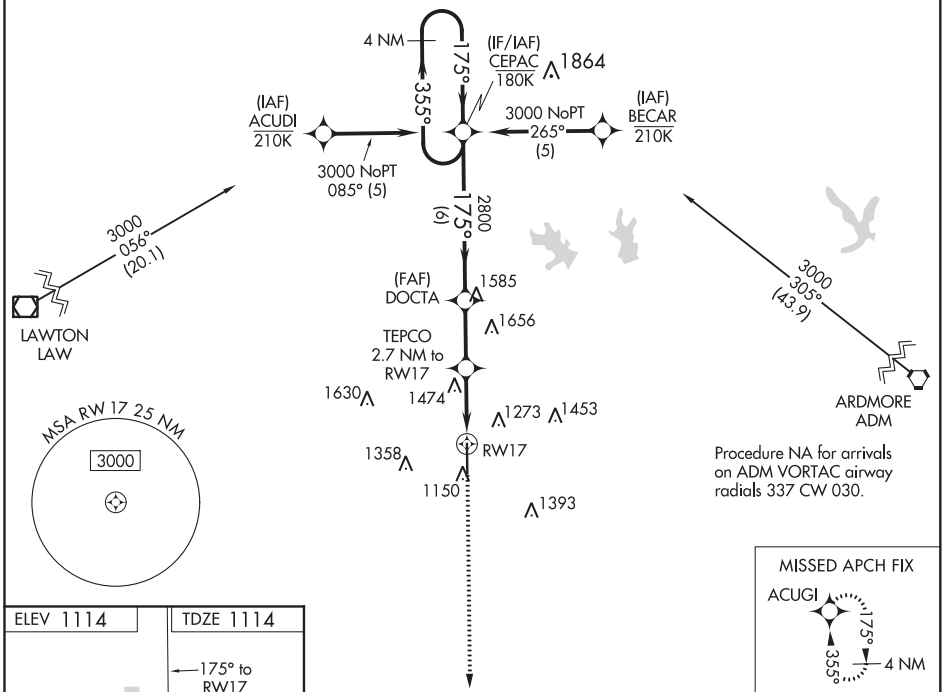
RNP APCH.

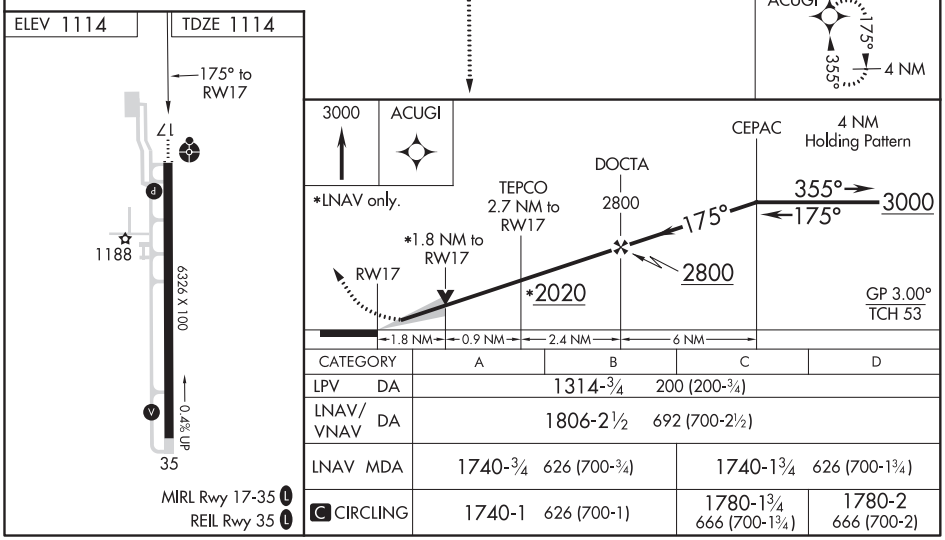
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D.

ODALS

MISSED APPROACH: Climb to 3000 direct ACUGI and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1314-¾ 200 (200-¾)			
LNAV/VNAV DA	1806-2½ 692 (700-2½)			
LNAV MDA	1740-¾ 626 (700-¾)		1740-1¾ 626 (700-1¾)	
C CIRCLING	1740-1 626 (700-1)		1780-1¾ 666 (700-1¾)	1780-2 666 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
HALLIBURTON FIELD (DUC)

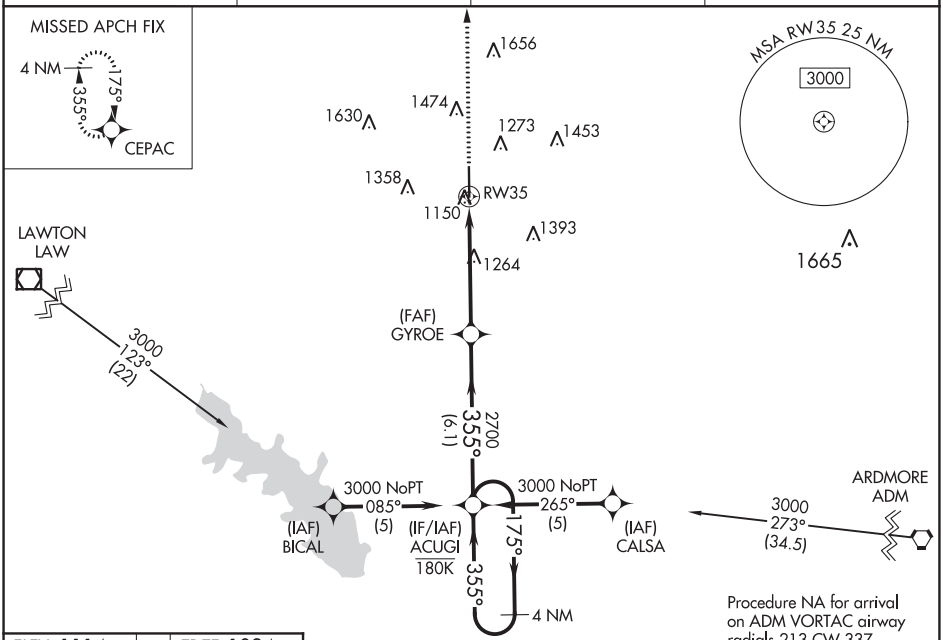
WAAS CH 40241 W35A	APP CRS 355°	Rwy ldg 6326 TDZE 1094 Apt Elev 1114

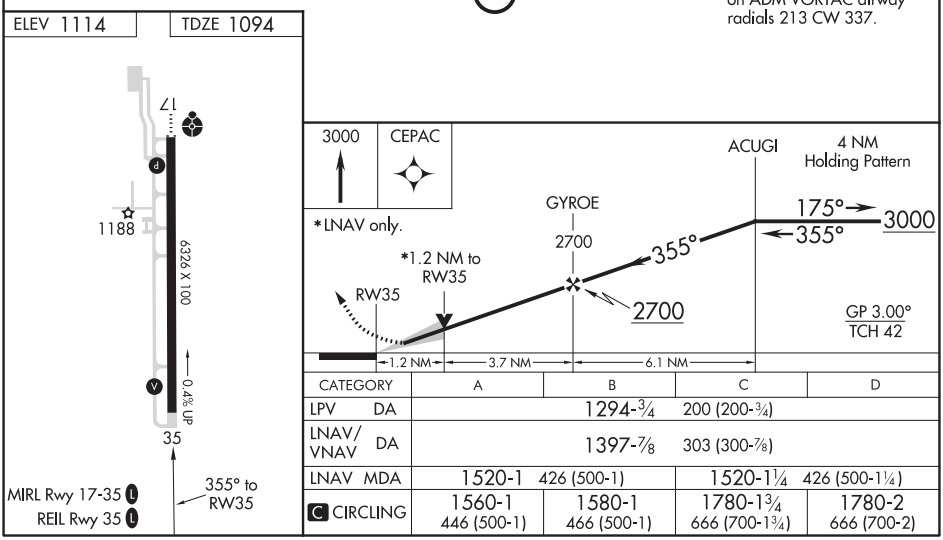
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct CEPAC and hold.

AWOS-3	FORT SILL APP CON	CLNC DEL	UNICOM
119.075	118.6 290.375	118.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1294-¾ 200 (200-¾)			
LNAV/VNAV DA	1397-⅞ 303 (300-⅞)			
LNAV MDA	1520-1 426 (500-1)		1520-1¼ 426 (500-1¼)	
C CIRCLING	1560-1 446 (500-1)	1580-1 466 (500-1)	1780-1¾ 666 (700-1¾)	1780-2 666 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DURANT, OKLAHOMA

AL-6172 (FAA)

20366

RNAV (GPS) RWY 17
DURANT RGNL - EAKER FIELD (DUA)

WAAS CH 99518 W17A	APP CRS 175°	Rwy ldg 6800 TDZE 699 Apt Elev 699

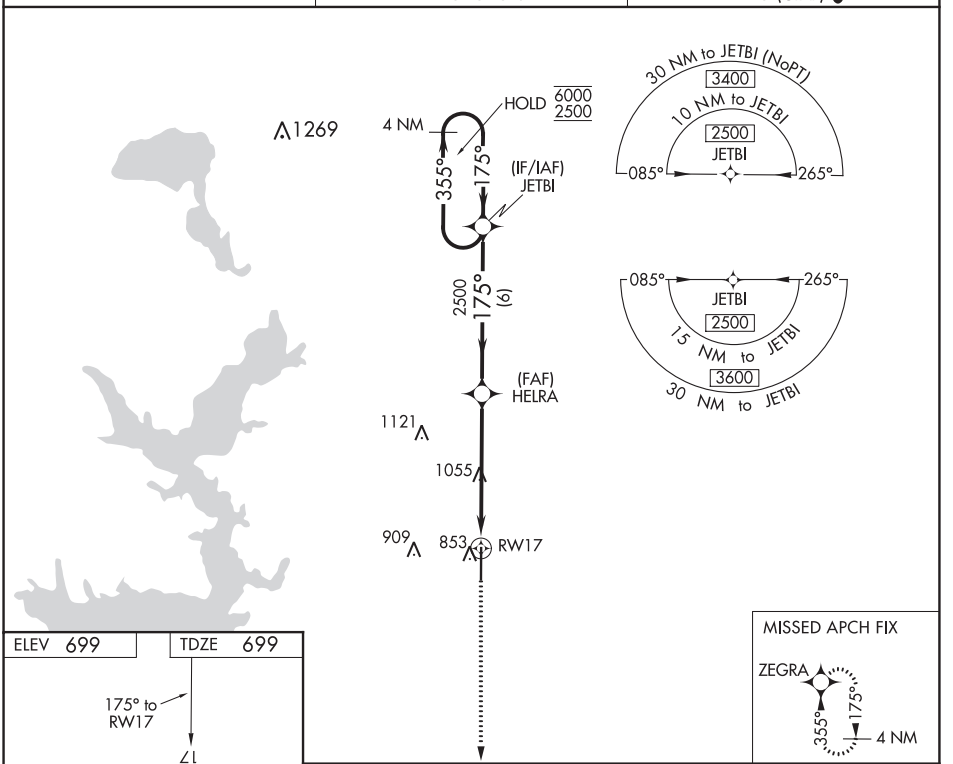
RNP APCH.

Inop table does not apply to LPV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1 ¼ SM.

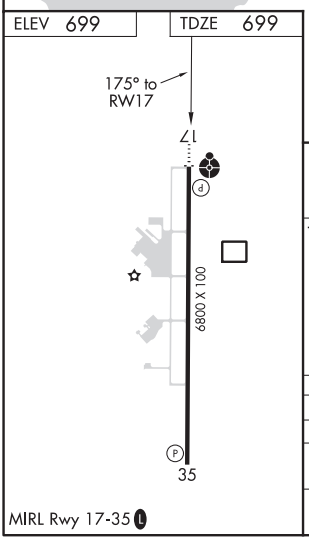
ODALS

MISSED APPROACH: Climb to 2500 direct ZEGRA and hold.

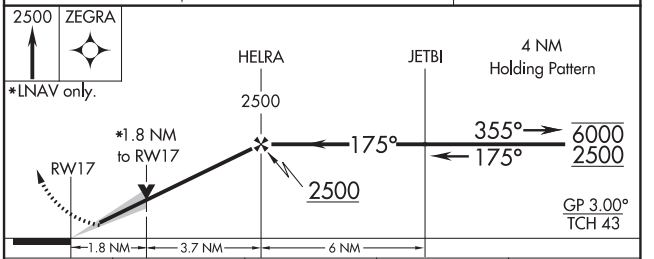
AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 323.0	122.8 (CTAF) L



ELEV 699 | TDZE 699



MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	899-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1133-1⅛ 434 (500-1⅛)			NA
LNAV MDA	1320-¾ 621 (700-¾)		1320-1¾ 621 (700-1¾)	NA

DURANT, OKLAHOMA
Amdt 2 05DEC19

33°56′N-96°24′W

DURANT RGNL - EAKER FIELD (DUA)
RNAV (GPS) RWY 17

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
DURANT RGNL - EAKER FIELD (DUA)

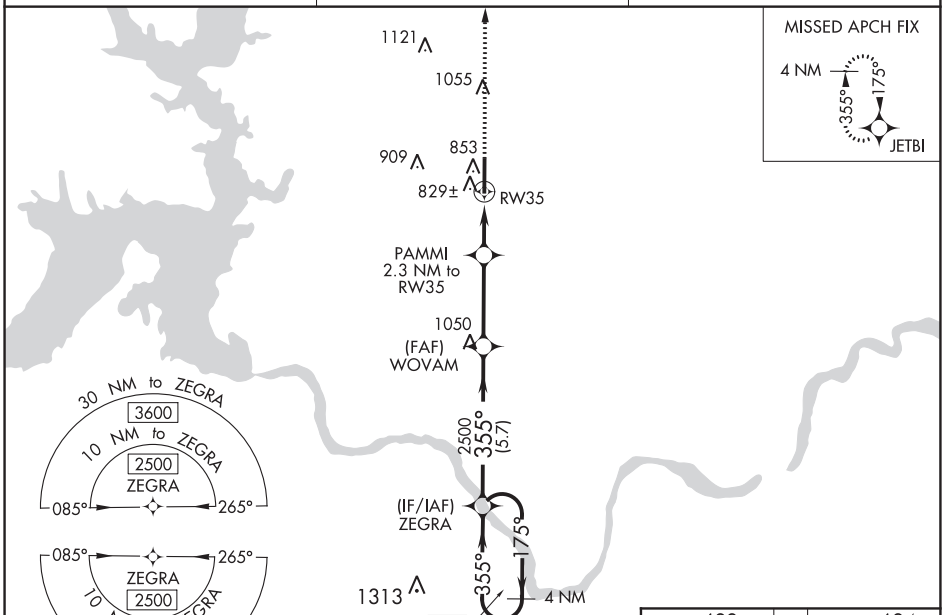
WAAS CH 48918 W35A	APP CRS 355°	Rwy ldg 6800 TDZE 694 Apt Elev 699

RNP APCH.

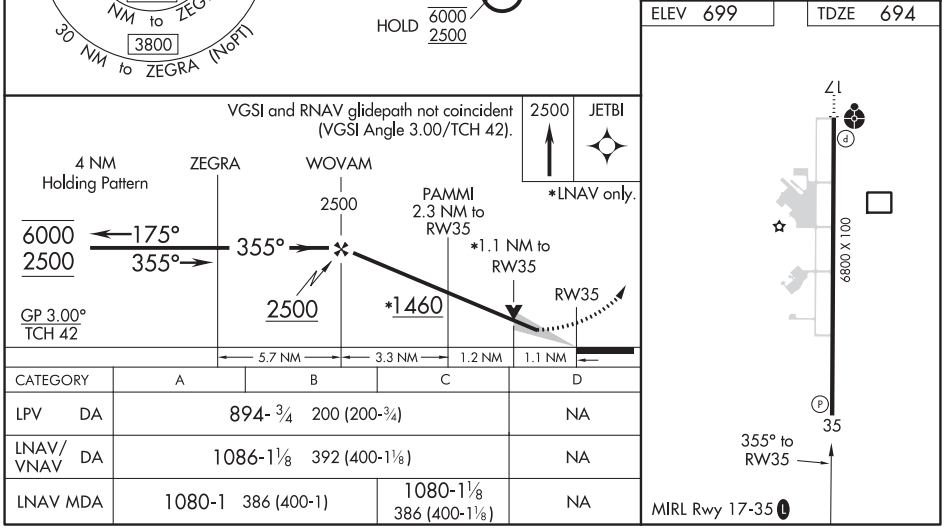
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct JETBI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
124.175	124.75 323.0	122.8 (CTAF) L



ELEV 699 TDZE 694



CATEGORY	A	B	C	D
LPV DA	894- ¾ 200 (200-¾)			NA
LNAV/VNAV DA	1086-1⅛ 392 (400-1⅛)			NA
LNAV MDA	1080-1 386 (400-1)		1080-1⅛ 386 (400-1⅛)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

EL DORADO, ARKANSAS

AL-637 (FAA)

19283

ILS or LOC RWY 22

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

LOC/DME I-ELD	APP CRS	Rwy ldg	6601
111.1	223°	TDZE	259
Chan 48		Apt Elev	277

ADF required.

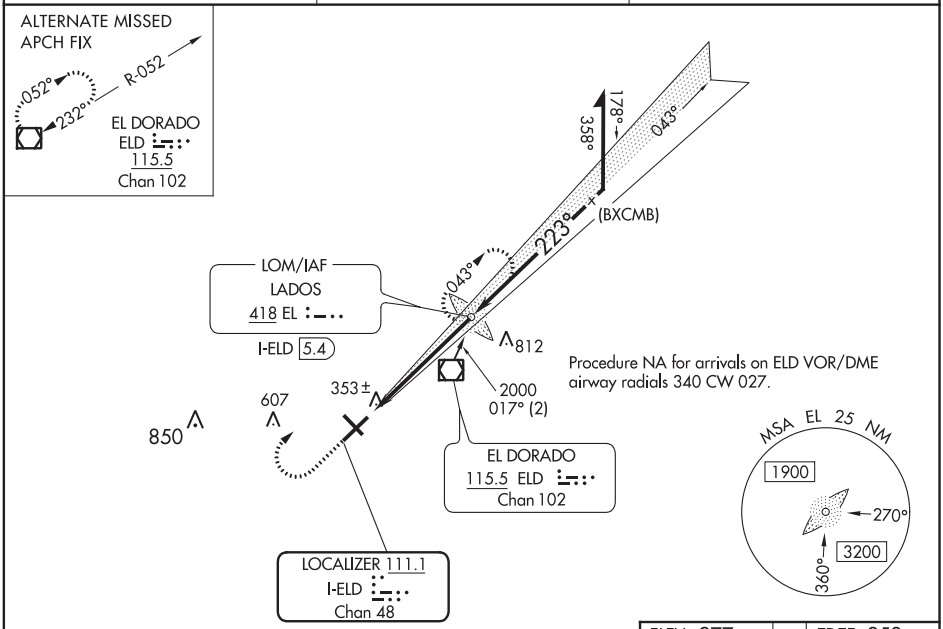
NA

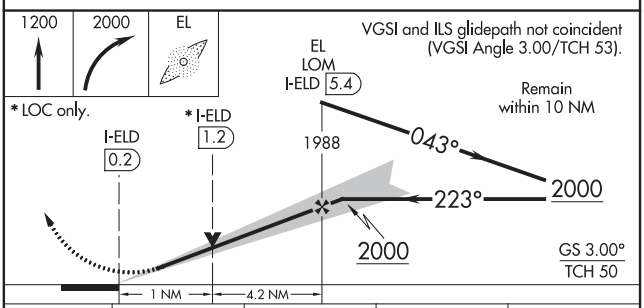
For inop MALSR when using Camden altimeter setting, increase S-ILS 22 visibility to 1 mile all Cats. Circling Rwy 4, 13, 31 NA at night.

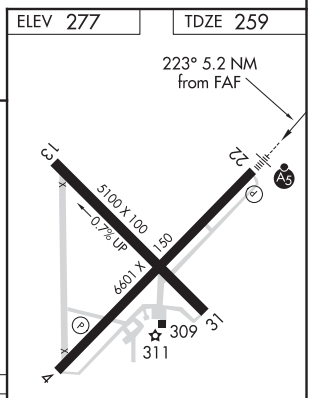
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 22	459-½ 200 (200-½)			
S-LOC 22	620-½ 361 (400-½)			620-¾ 361 (400-¾)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EL DORADO, ARKANSAS
Amdt 2E 31JAN19

SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)
33°13′N-92°49′W

ILS or LOC RWY 22

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	6601
043°	TDZE	260
	Apt Elev	277

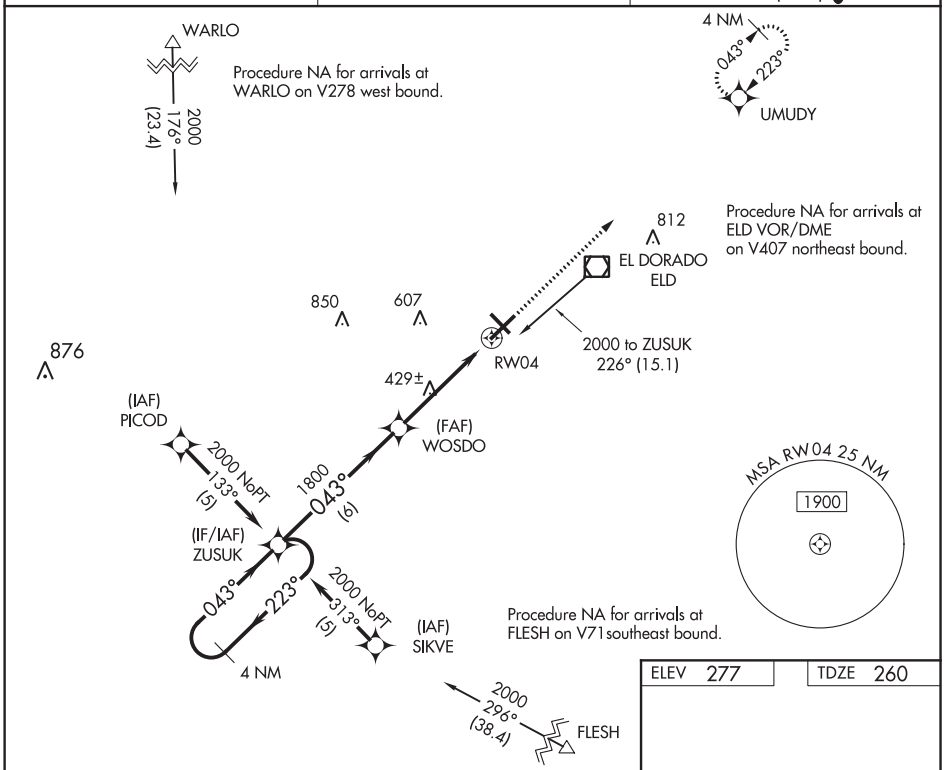
RNAV (GPS) RWY 4
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

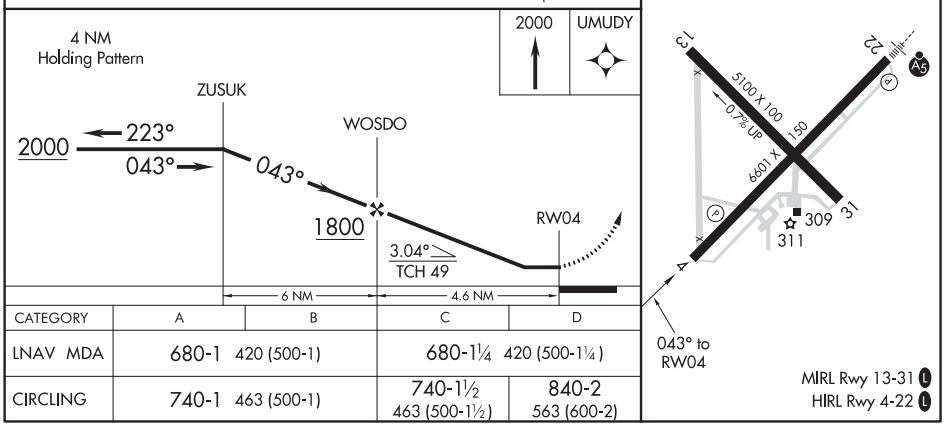
RNP APCH.

Straight-in Rwy 4 NA at night, Circling Rwy 4, 13, 31 NA at night.
Rwy 4 helicopter visibility below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct UMUDY and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	680-1 420 (500-1)		680-1¼ 420 (500-1¼)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

EL DORADO, ARKANSAS

AL-637 (FAA)

19283

RNAV (GPS) RWY 22
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

WAAS CH 77521 W22A	APP CRS 223°	Rwy ldg 6601 TDZE 259 Apt Elev 277

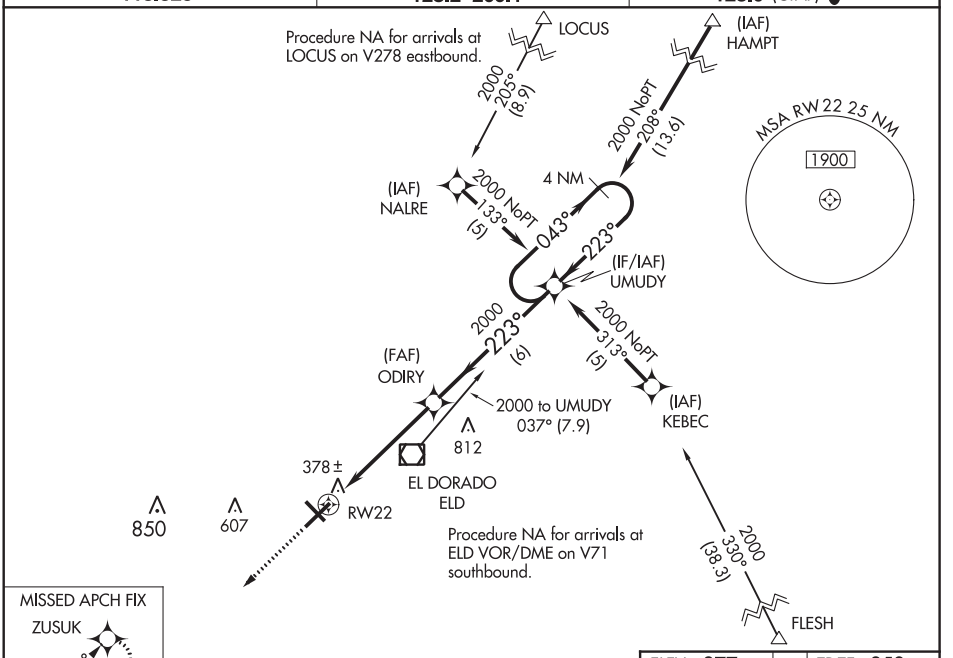
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV all Cats visibility to 1⅛ SM, increase LNAV/VNAV all Cats visibility to 1¼ SM. Circling Rwy 4, 13, 31, NA at night.

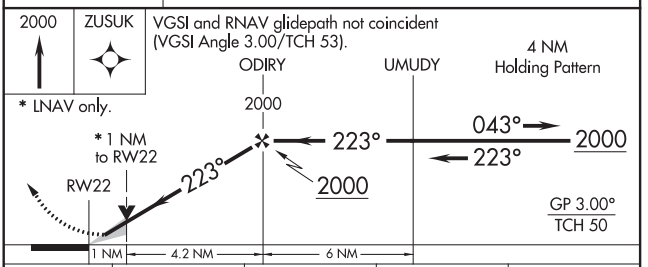
MALSR

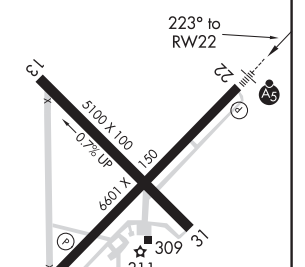
MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L



ELEV 277	TDZE 259





CATEGORY	A	B	C	D
LPV DA	602-⅝ 343 (400-⅝)			
LNAV/VNAV DA	650-⅞ 391 (400-⅞)			
LNAV MDA	640-½ 381 (400-½)		640-⅝ 381 (400-⅝)	
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VOR/DME ELD	APP CRS	Rwy ldg	6601
115.5	049°	TDZE	260
Chan 102		Apt Elev	277

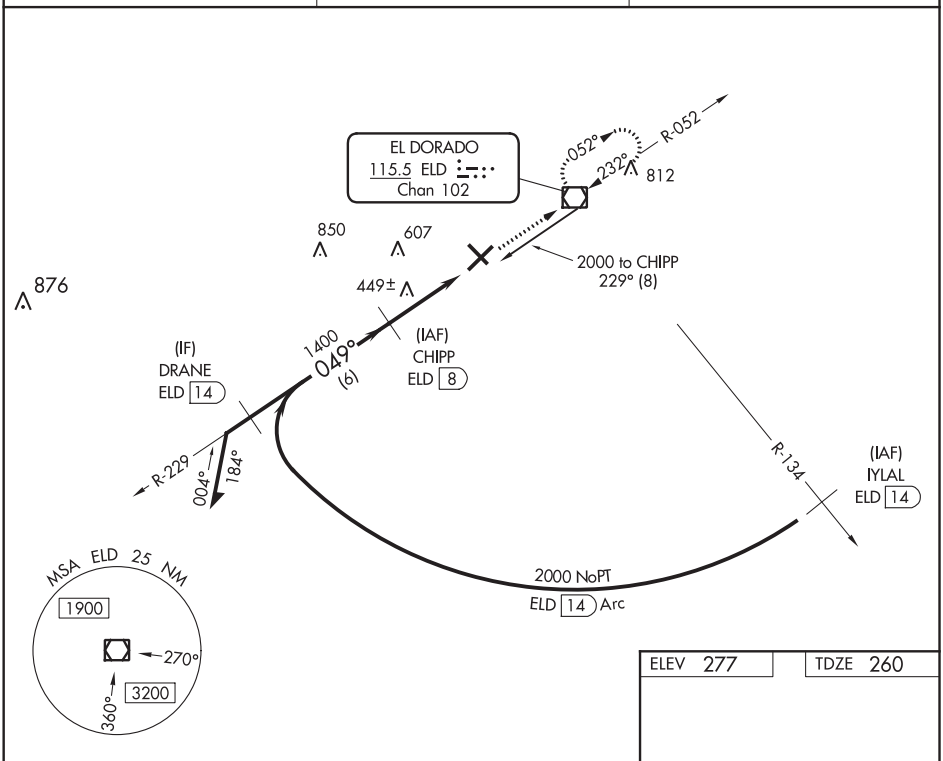
VOR/DME RWY 4

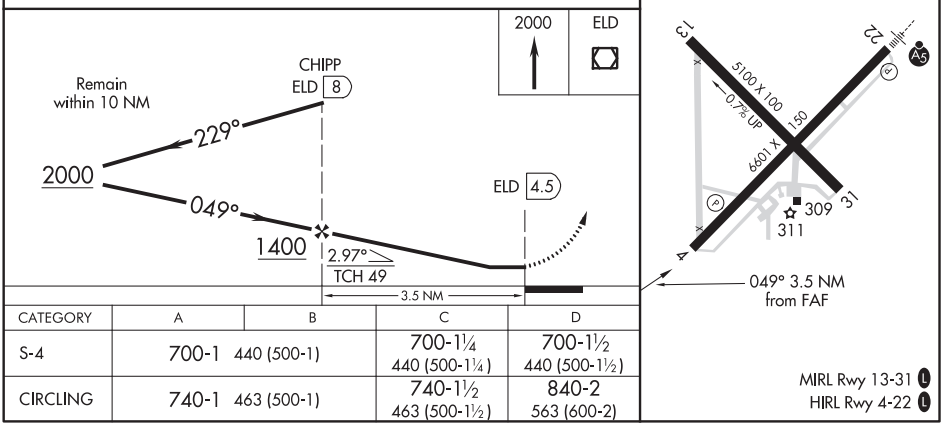
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

Straight-in Rwy 4 NA at night, Circling Rwy 4, 13, 31 NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.

ASOS	FORT WORTH CENTER	UNICOM
118.325	128.2 269.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-4	700-1 440 (500-1)		700-1¼ 440 (500-1¼)	700-1½ 440 (500-1½)
CIRCLING	740-1 463 (500-1)		740-1½ 463 (500-1½)	840-2 563 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

EL RENO, OKLAHOMA

AL-6801 (FAA)

19339

RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

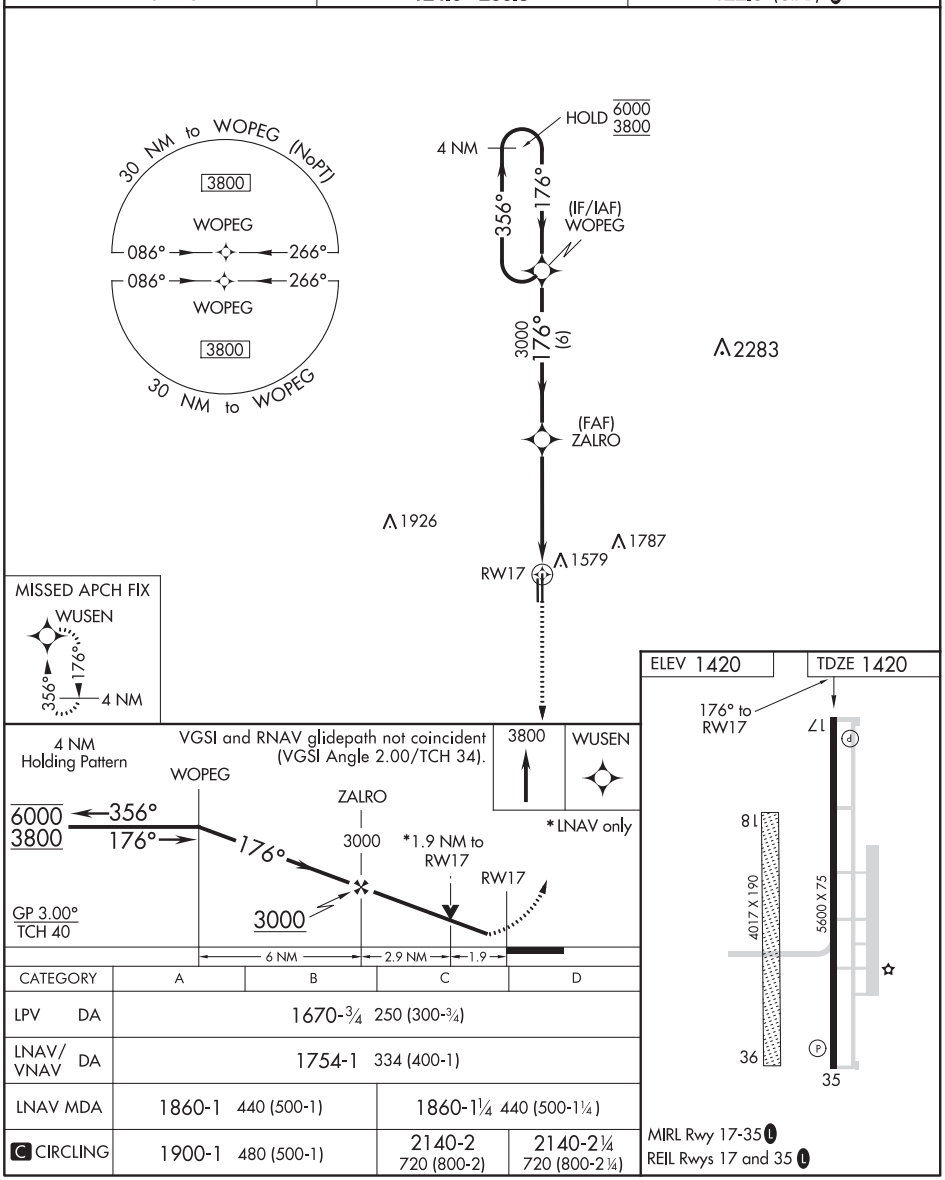
APP CRS	APP CRS	Rwy ldg	5600
CH 45643	176°	TDZE	1420
W17A		Apt Elev	1420

RNP APCH.

Circling NA to Rwys 18 and 36. Circling Rwy 35 NA at night.
Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3800 direct WUSEN and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1670-¾ 250 (300-¾)			
LNAV/VNAV DA	1754-1 334 (400-1)			
LNAV MDA	1860-1 440 (500-1)		1860-1¼ 440 (500-1¼)	
C CIRCLING	1900-1 480 (500-1)		2140-2 720 (800-2)	2140-2¼ 720 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35

EL RENO RGNL (RQO)

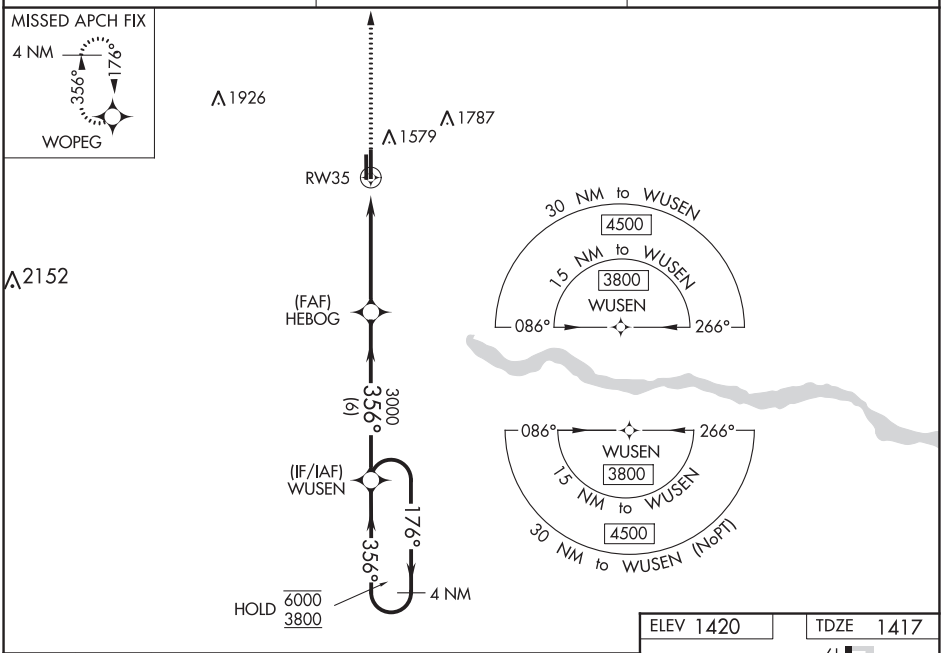
WAAS CH 97443 W35A	APP CRS 356°	Rwy ldg 5600 TDZE 1417 Apt Elev 1420

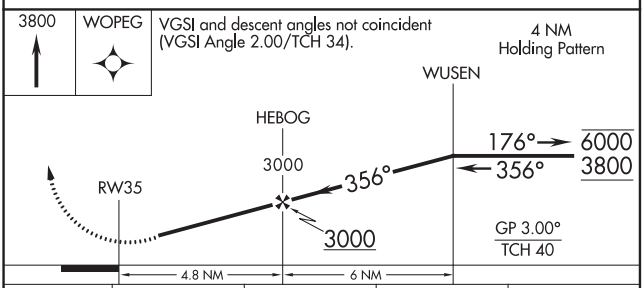
RNP APCH.

Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwys 18 and 36.

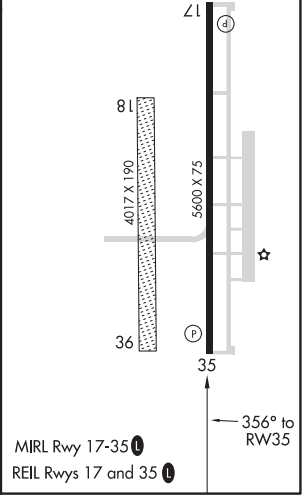
MISSED APPROACH: Climb to 3800 direct WOPEG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.475	124.6 266.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1667-1 250 (300-1)			
LNAV/VNAV DA	1667-1 250 (300-1)			
LNAV MDA	1800-1 383 (400-1)		1800-1⅛ 383 (400-1⅛)	
C CIRCLING	1900-1 480 (500-1)		2140-2 720 (800-2)	2140-2¼ 720 (800-2¼)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ELK CITY, OKLAHOMA

AL-6098 (FAA)

19227

RNAV (GPS) RWY 17
ELK CITY RGNL BUSINESS (ELK)

WAAS CH 82408 W17A	APP CRS 174°	Rwy ldg 5399 TDZE 2013 Apt Elev 2013

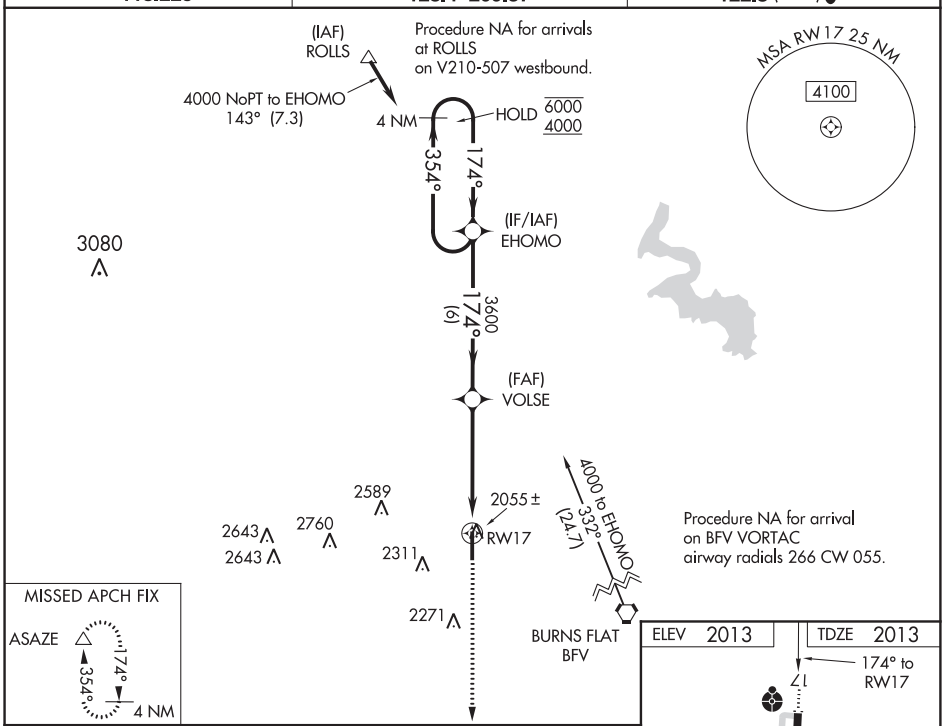
RNP APCH.

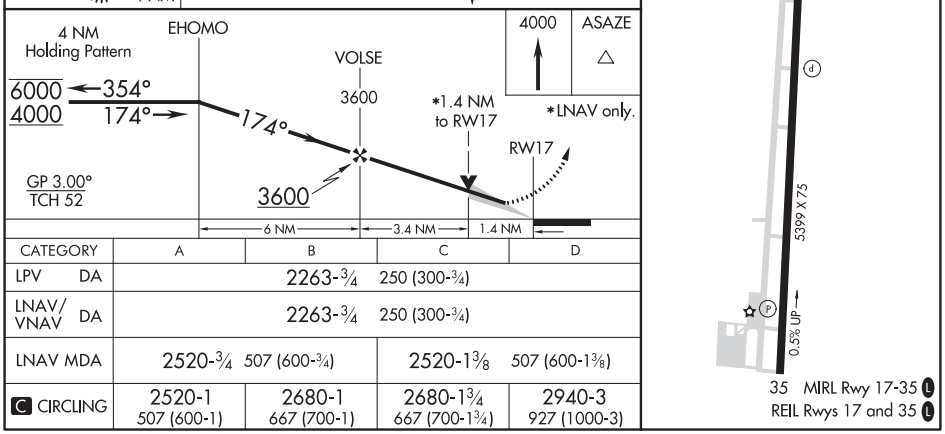
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C/D.

ODALS

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.37	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2263-¾ 250 (300-¾)			
LNAV/VNAV DA	2263-¾ 250 (300-¾)			
LNAV MDA	2520-¾ 507 (600-¾)		2520-1⅜ 507 (600-1⅜)	
C CIRCLING	2520-1 507 (600-1)	2680-1 667 (700-1)	2680-1¾ 667 (700-1¾)	2940-3 927 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 53508 W35A	APP CRS 354°	Rwy ldg 5399 TDZE 1984 Apt Elev 2013

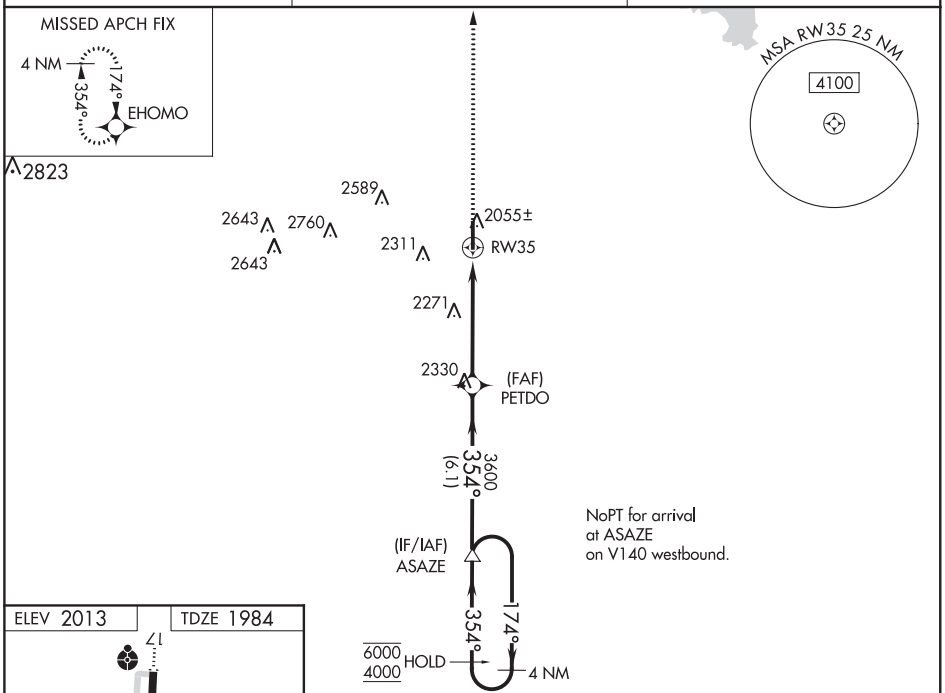
RNAV (GPS) RWY 35
ELK CITY RGNL BUSINESS (ELK)

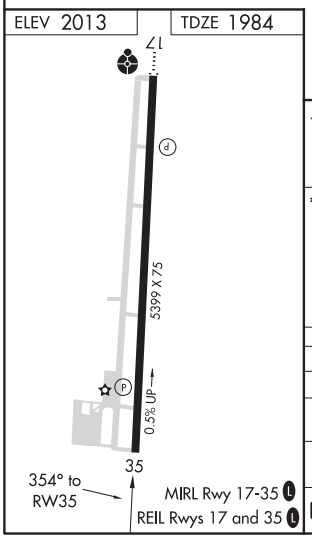
RNP APCH.

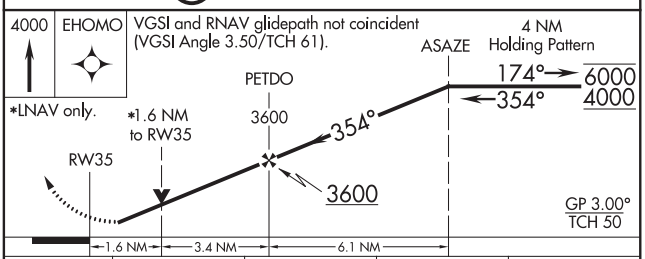
Rwy 35 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.225	128.4 269.37	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2234-⅞ 250 (300-⅞)			
LNAV/VNAV DA	2377-1⅜ 393 (400-1⅜)			
LNAV MDA	2640-1 656 (700-1)		2640-1⅞ 656 (700-1⅞)	
C CIRCLING	2640-1 627 (700-1)	2680-1 667 (700-1)	2680-1¾ 667 (700-1¾)	2940-3 927 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 35
ENID WOODRING RGNL (WDG)

LOC I-EIU	APP CRS	Rwy ldg	8614
108.3	355°	TDZE	1147
		Apt Elev	1167

ADF required.

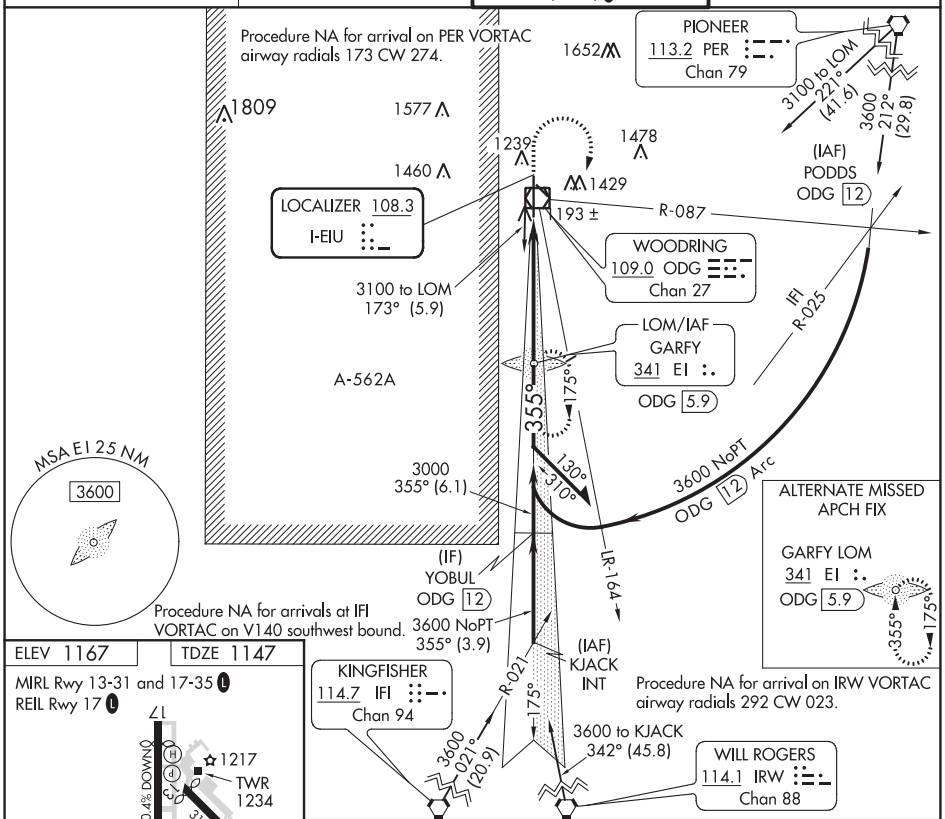
Circling Rwy 13 NA at night. DME from ODG VOR/DME.

Simultaneous reception of I-EIU and ODG VOR/DME required. For inop ALS, increase S-ILS 35 Cat E visibility to ¾ SM, increase S-LOC 35 Cat E visibility to 1¼ SM. Procedure turn NA for Cat E.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct GARFY LOM and hold.

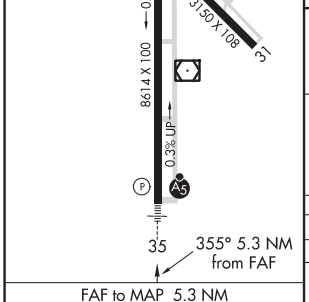
AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



ELEV 1167 TDZE 1147

MIRL Rwy 13-31 and 17-35 L

REIL Rwy 17 L



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	E
S-ILS 35	1347-½ 200 (200-½)				
S-LOC 35	1580-½ 433 (500-½)		1580-¾ 433 (500-¾)		
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)	2000-3 833 (900-3)

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 50213 W17A	APP CRS 175°	Rwy ldg 8003 TDZE 1165 Apt Elev 1167

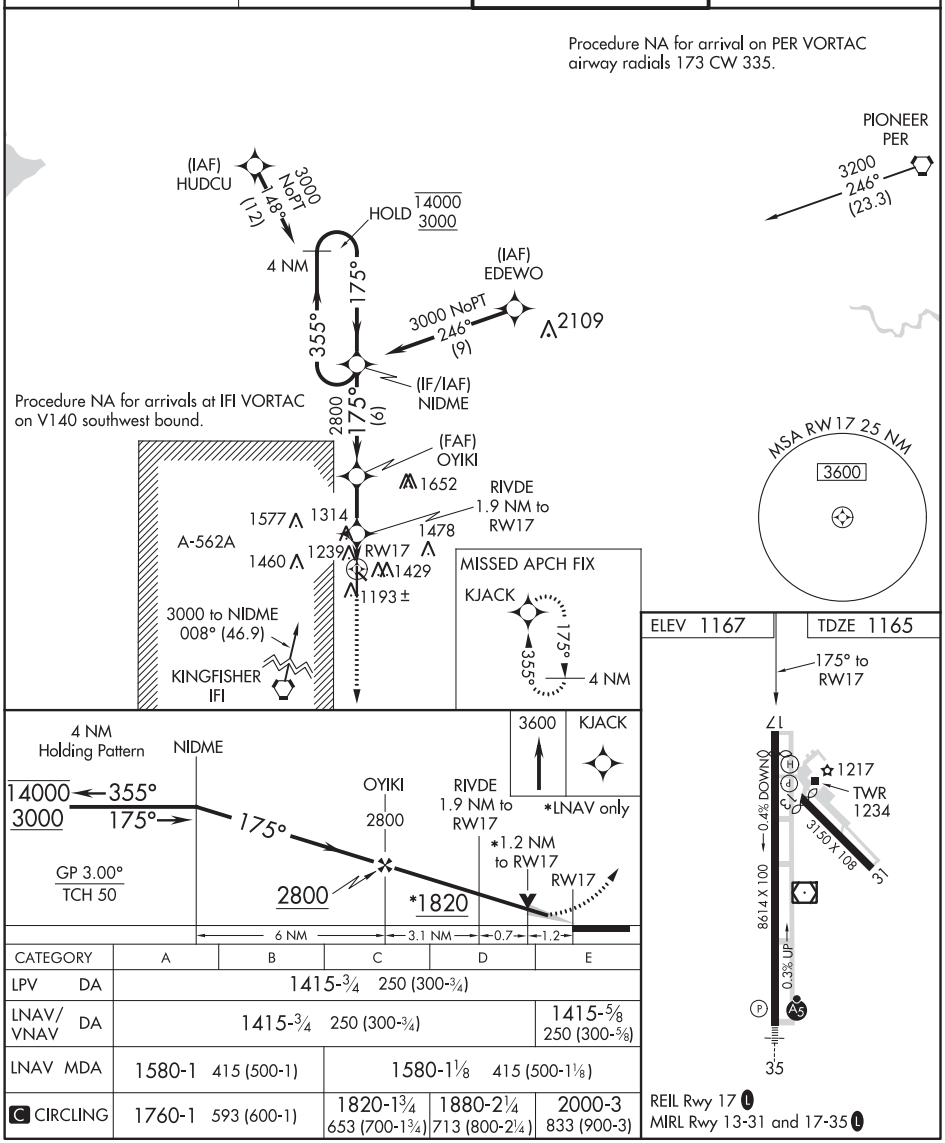
RNAV (GPS) RWY 17
ENID WOODRING RGNL (WDG)

RNP APCH.

Circling Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



CATEGORY	A	B	C	D	E
LPV DA	1415-¾ 250 (300-¾)				
LNAV/VNAV DA	1415-¾ 250 (300-¾)				1415-⅝ 250 (300-⅝)
LNAV MDA	1580-1 415 (500-1)		1580-1⅛ 415 (500-1⅛)		
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)	2000-3 833 (900-3)

REIL Rwy 17 L
MIRL Rwy 13-31 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 97413 W35A	APP CRS 355°	Rwy ldg 8614 TDZE 1147 Apt Elev 1167

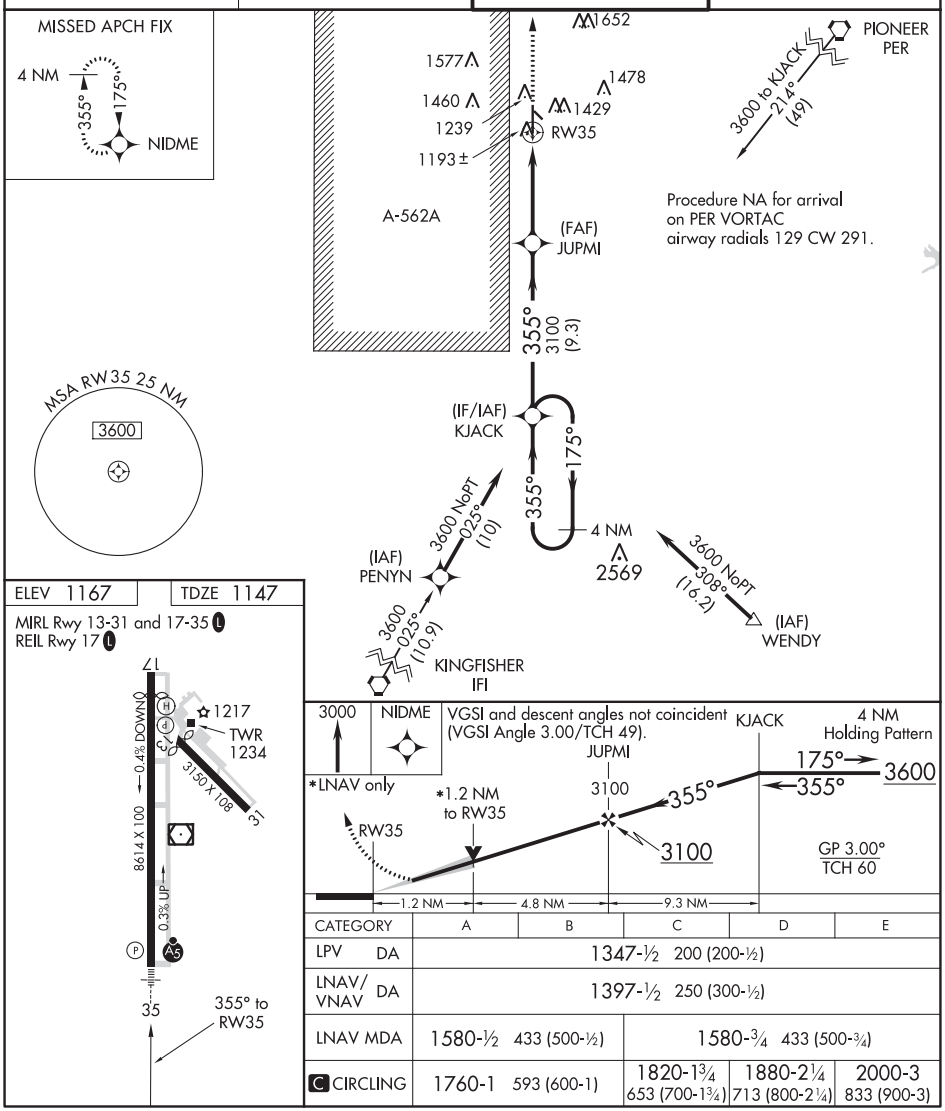
RNAV (GPS) RWY 35
ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling Rwy 13 NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to ¾ SM, increase LNAV/VNAV all Cats visibility to ¾ SM, increase LNAV Cat E visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct NIDME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



CATEGORY	A	B	C	D	E
LPV DA	1347-½ 200 (200-½)				
LNAV/VNAV DA	1397-½ 250 (300-½)				
LNAV MDA	1580-½ 433 (500-½)		1580-¾ 433 (500-¾)		
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)	2000-3 833 (900-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

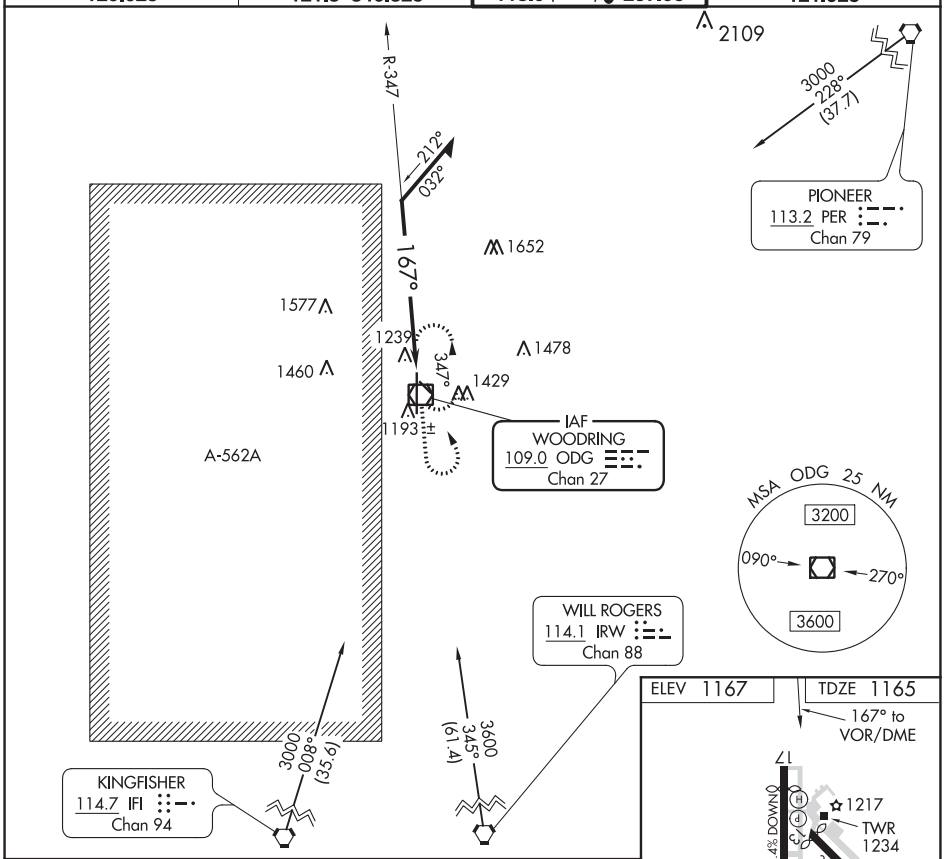
VOR RWY 17
ENID WOODRING RGNL (WDG)

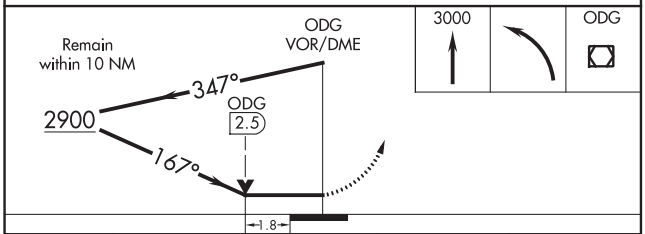
VOR/DME ODG 109.0 Chan 27	APP CRS 167°	Rwy ldg 8003 TDZE 1165 Apt Elev 1167

Circling Rwy 13 NA at night.

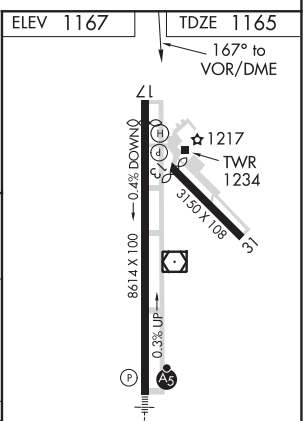
MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925





CATEGORY	A	B	C	D
S-17	1800-1	635 (700-1)	1800-1¾ 635 (700-1¾)	1800-2 635 (700-2)
C CIRCLING	1800-1	633 (700-1)	1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)



REIL Rwy 17 L
MIRL Rwy 13-31 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 35
ENID WOODRING RGNL (WDG)

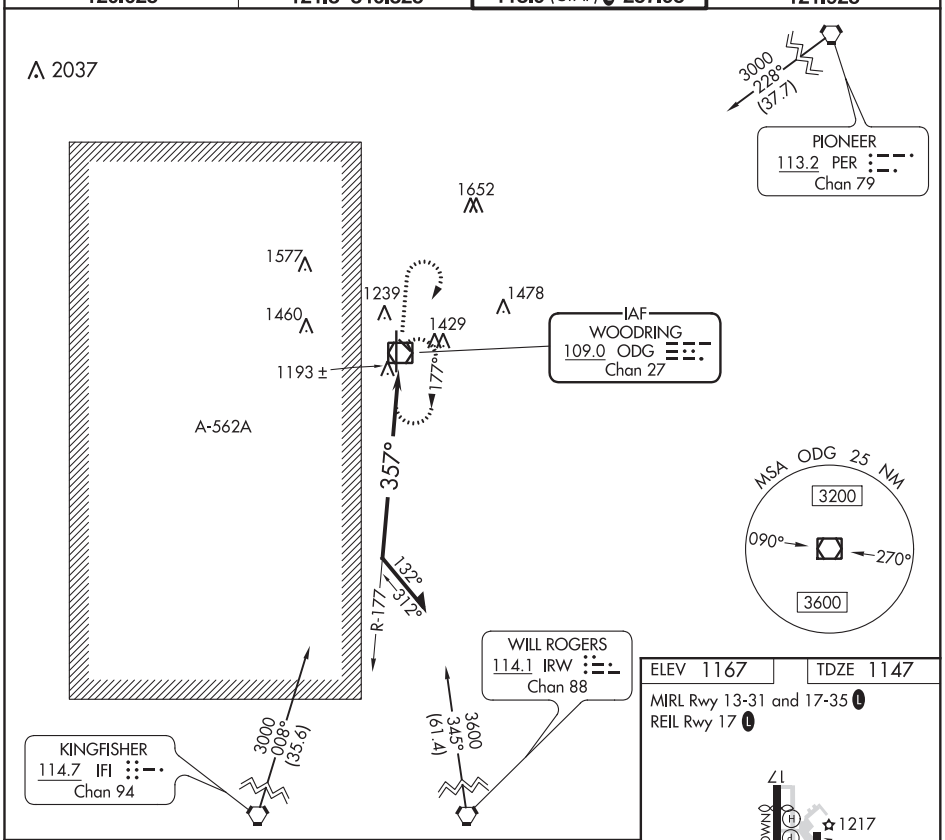
VOR/DME ODG	APP CRS	Rwy ldg	8614
109.0	357°	TDZE	1147
Chan 27		Apt Elev	1167

Circling Rwy 13 NA at night.

MALSR

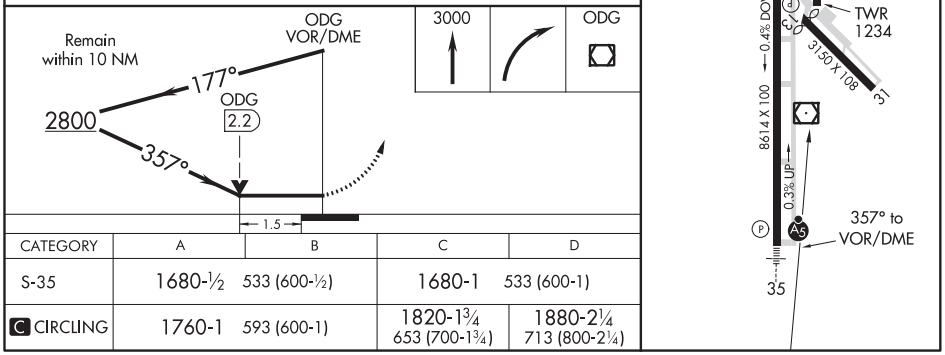
MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

AWOS-3	VANCE APP CON ★	WOODRING TOWER ★	GND CON
120.625	121.3 346.325	118.9 (CTAF) L 257.95	121.925



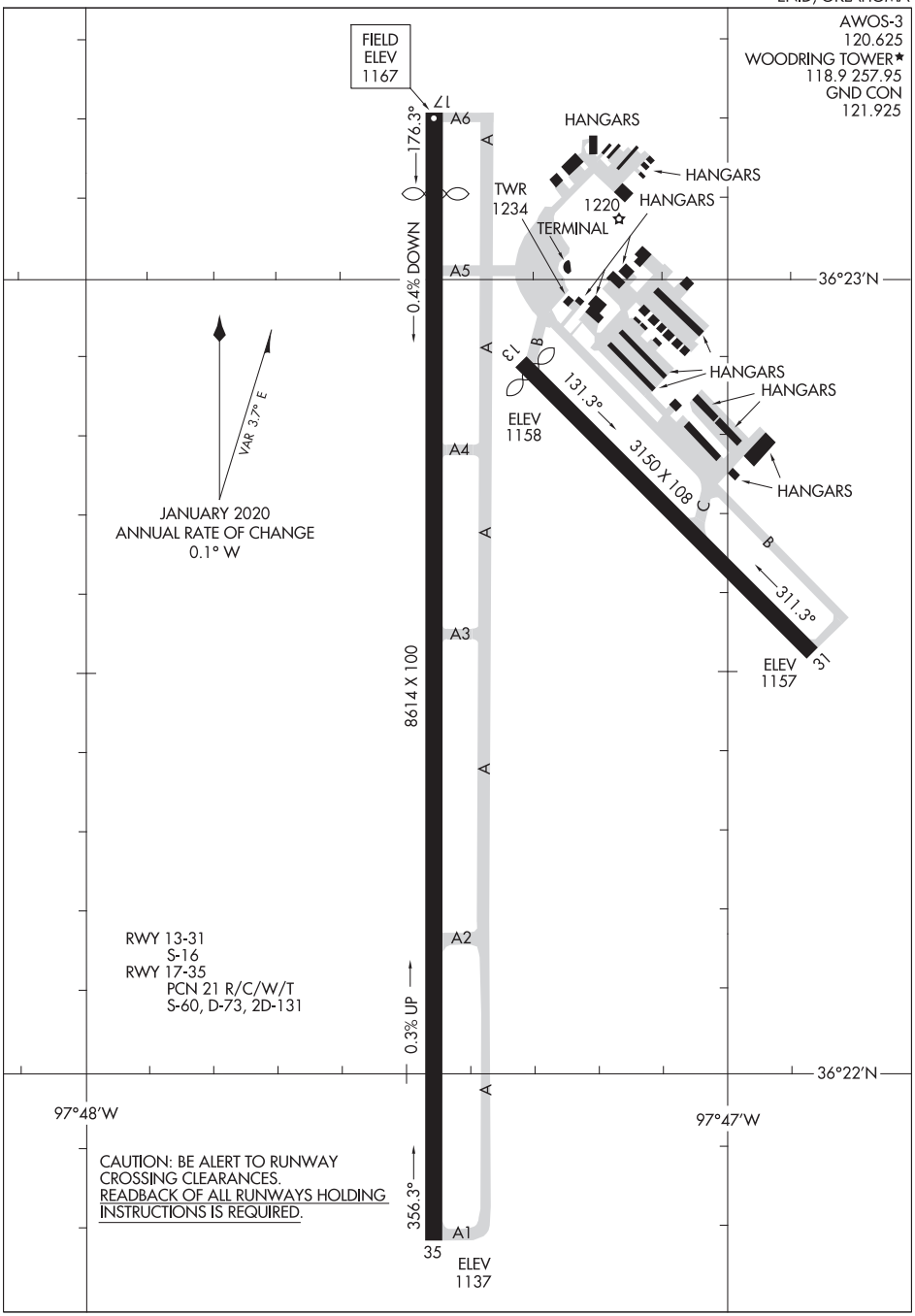
ELEV 1167	TDZE 1147

MIRL Rwy 13-31 and 17-35 L
REIL Rwy 17 L



CATEGORY	A	B	C	D
S-35	1680-½ 533 (600-½)		1680-1 533 (600-1)	
C CIRCLING	1760-1 593 (600-1)		1820-1¾ 653 (700-1¾)	1880-2¼ 713 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021


FIELD
ELEV
1167
17
A6
176.3°
0.4% DOWN
A5
A4
A3
A2
A1
8614 X 100
0.3% UP
356.3°
35
ELEV
1137
AWOS-3
120.625
WOODRING TOWER★
118.9 257.95
GND CON
121.925
HANGARS
HANGARS
HANGARS
TWR
1234
1220
TERMINAL
36°23'N
36°22'N
97°48'W
97°47'W
VAR 3.7° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
13
B
ELEV
1158
131.3°
3150 X 108
C
HANGARS
HANGARS
HANGARS
B
311.3°
ELEV
1157
31
RWY 13-31
S-16
RWY 17-35
PCN 21 R/C/W/T
S-60, D-73, 2D-131
CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAYS HOLDING
INSTRUCTIONS IS REQUIRED.

FAIRVIEW, OKLAHOMA

AL-6110 (FAA)

20198

RNAV (GPS) RWY 17

FAIRVIEW MUNI (6K4)

WAAS CH 62942 W17A	APP CRS 177°	Rwy ldg 4400 TDZE 1274 Apt Elev 1274

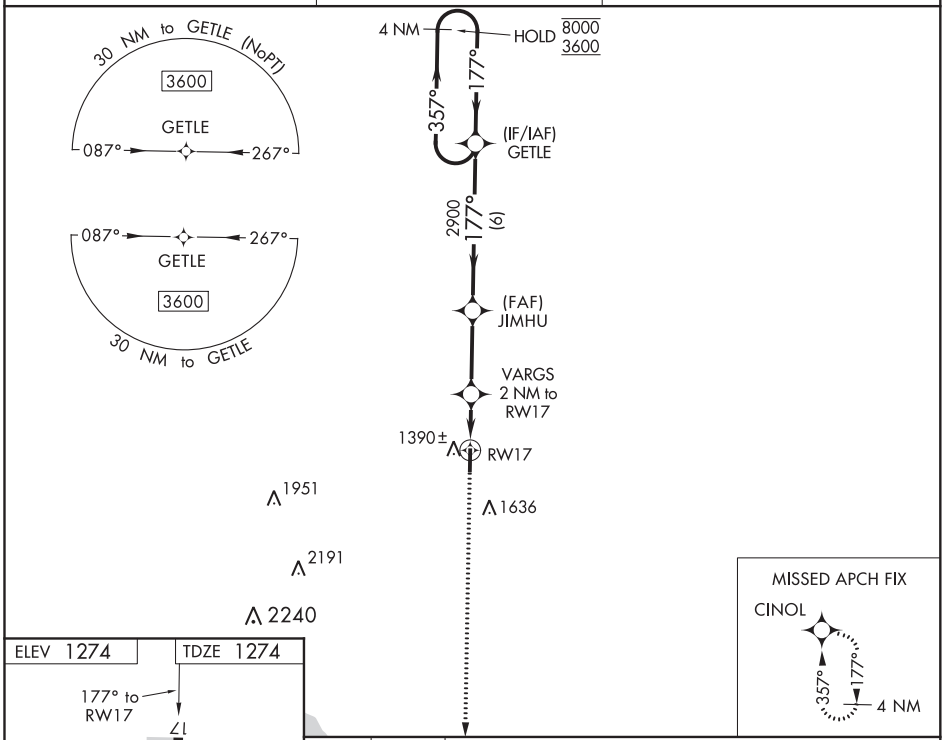
RNP APCH.

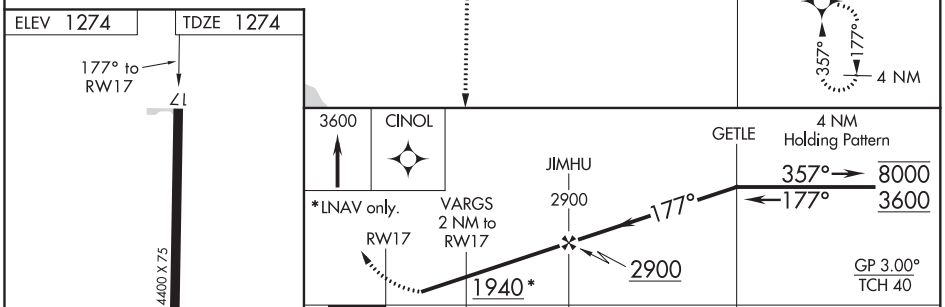
NA

Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Vance AFB altimeter setting; when not received, use Watonga altimeter setting; increase LPV DA to 1622 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1678 feet and all visibilities ¼ SM; increase all MDA 40 feet.

MISSED APPROACH: Climb to 3600 direct CINOL and hold.

KEND ATIS	VANCE APP CON *	UNICOM
115.4	126.75 346.325	122.8 (CTAF)





MIRL Rwy 17-35

CATEGORY	A	B	C	D
LPV DA	1592-1 318 (400-1)			
LNAV/VNAV DA	1648-1 374 (400-1)			
LNAV MDA	1720-1 446 (500-1)		1720-1⅜ 446 (500-1⅜)	
C CIRCLING	1840-1 566 (600-1)	2020-1 746 (800-1)	2020-2¼ 746 (800-2¼)	2180-3 906 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
FAIRVIEW MUNI (6K4)

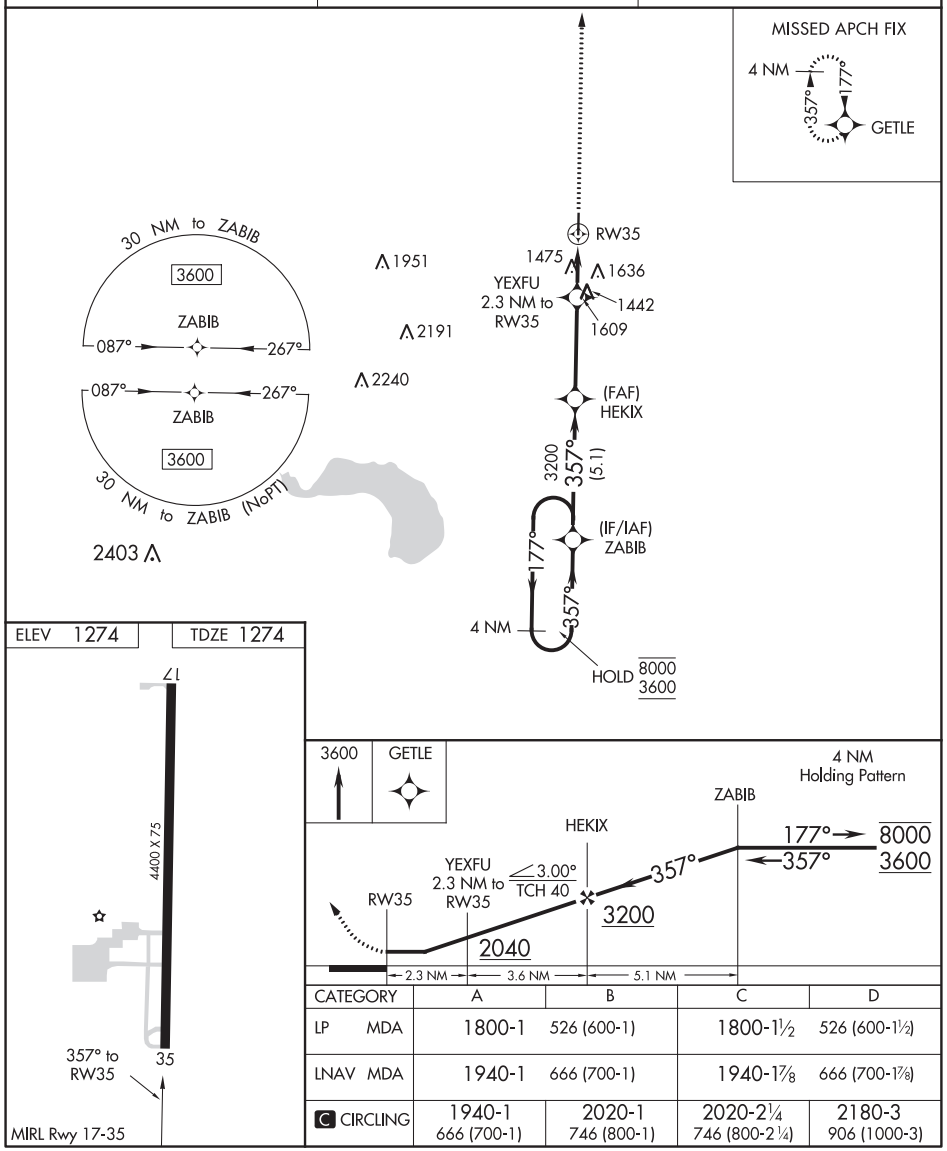
WAAS CH 82443 W35A	APP CRS 357°	Rwy ldg 4400 TDZE 1274 Apt Elev 1274

RNP APCH.

T A NA Procedure NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Vance AFB altimeter setting; when not received, use Watonga altimeter setting; increase all MDA 40 feet, and increase LP and LNAV visibility Cats C/D ⅛ SM.

MISSED APPROACH: Climb to 3600 direct to GETLE and hold.

KEND ATIS	VANCE APP CON ★	UNICOM
115.4	126.75 346.325	122.8 (CTAF)



CATEGORY	A	B	C	D
LP MDA	1800-1	526 (600-1)	1800-1½	526 (600-1½)
LNAV MDA	1940-1	666 (700-1)	1940-1⅞	666 (700-1⅞)
C CIRCLING	1940-1 666 (700-1)	2020-1 746 (800-1)	2020-2¼ 746 (800-2¼)	2180-3 906 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE, ARKANSAS

AL-728 (FAA)

20170

RNAV (GPS) RWY 16
DRAKE FIELD (FYV)

WAAS CH 42630 W16A	APP CRS 167°	Rwy ldg 6005 TDZE 1252 Apt Elev 1252

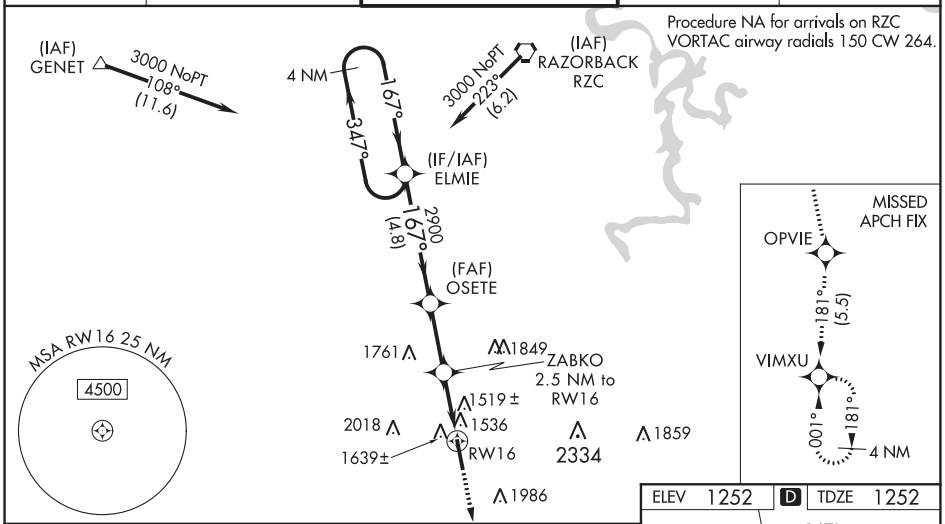
Baro-VNAV NA when using Springdale altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA and MDA 40 feet. Increase LPV all Cats visibility and LNAV Cats C and D visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile. For inop ODALS, increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile and LNAV Cats C and D visibility ¼ mile. For inop ODALS, when using Springdale altimeter setting, increase LPV all Cats visibility to 1⅝ miles and LNAV Cats C and D visibility to 2 miles. Inop table does not apply when using Springdale altimeter setting to LNAV/VNAV all Cats and LNAV Cats A and B.

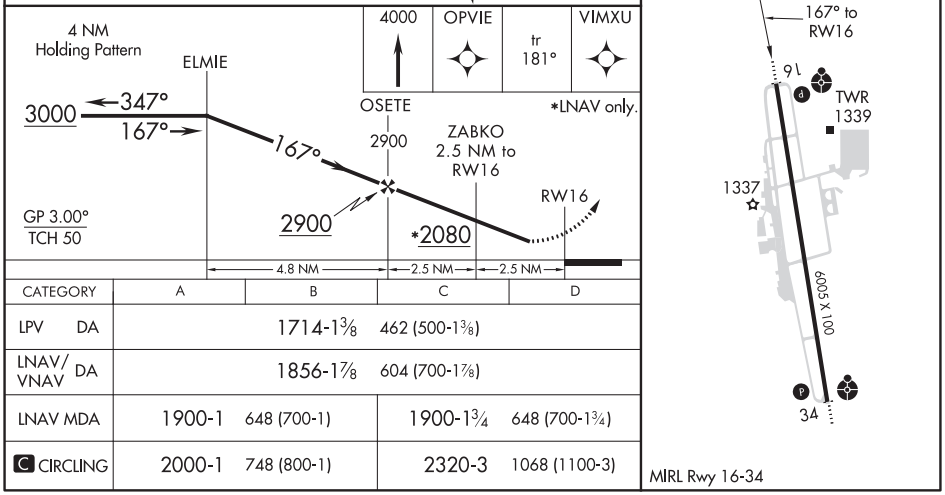
ODALS

MISSED APPROACH: Climb to 4000 direct OPVIE and on track 181° to VIMXU and hold.

ATIS	RAZORBACK APP CON*	DRAKE TOWER*	GND CON	UNICOM
119.575	121.0 244.575	128.0 (CTAF) 371.9	121.8	122.95

Procedure NA for arrivals on RZC VORTAC airway radials 150 CW 264.





CATEGORY	A	B	C	D
LPV DA	1714-1⅜ 462 (500-1⅜)			
LNAV/VNAV DA	1856-1⅞ 604 (700-1⅞)			
LNAV MDA	1900-1 648 (700-1)		1900-1¾ 648 (700-1¾)	
C CIRCLING	2000-1 748 (800-1)		2320-3 1068 (1100-3)	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE, ARKANSAS
Amdt 1B 18JUN20

36°00'N-94°10'W

DRAKE FIELD (FYV)
RNAV (GPS) RWY 16

WAAS CH 50330 W34A	APP CRS 347°	Rwy ldg 6005 TDZE 1241 Apt Elev 1252

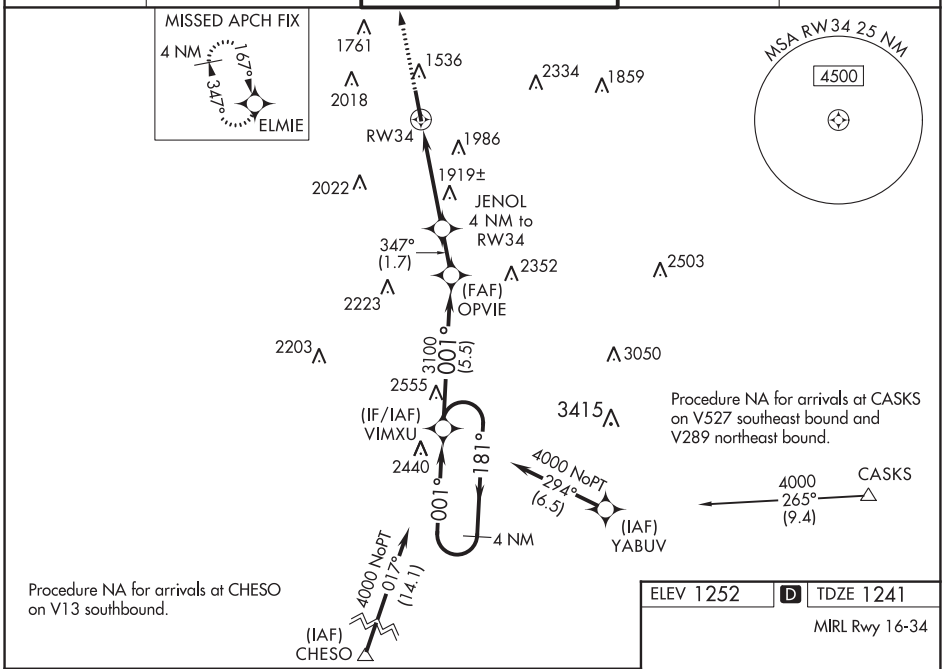
RNAV (GPS) RWY 34
DRAKE FIELD (FYV)

Inop table does not apply to LP Cat A and and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility ¼ mile.

ODALS

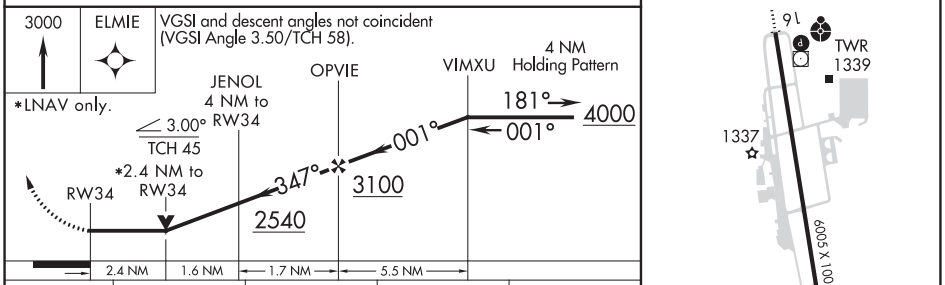
MISSED APPROACH: Climb to 3000 direct ELMIE and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON	UNICOM
119.575	121.0 244.575	128.0 (CTAF) (L) 371.9	121.8	122.95



ELEV 1252 | D | TDZE 1241

MIRL Rwy 16-34



CATEGORY	A	B	C	D
LP MDA	2120-1	879 (900-1)	2120-2½	879 (900-2½)
LNAV MDA	2180-1	939 (1000-1)	2180-2½	939 (1000-2½)
C CIRCLING	2180-1¼	928 (1000-1¼)	2320-3	1068 (1100-3)

SC-1, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE, ARKANSAS | AL-728 (FAA) | 20198

LOC RWY 16

DRAKE FIELD (FYV)

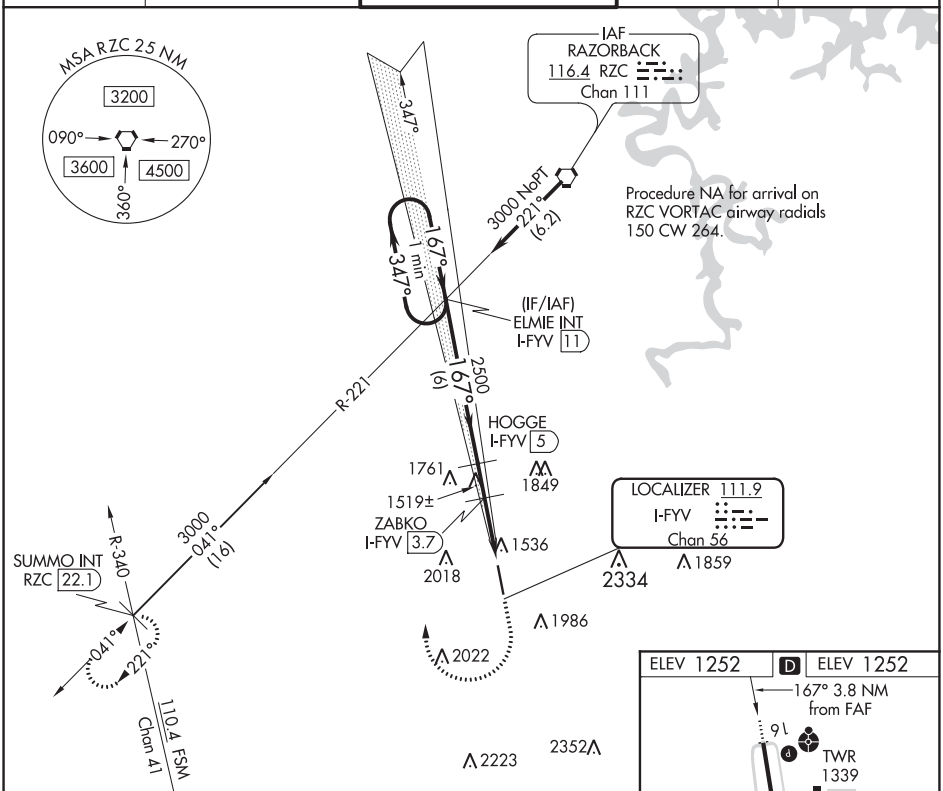
LOC/DME I-FYV	APP CRS	Rwy ldg	6005
111.9	167°	TDZE	1252
Chan 56		Apt Elev	1252

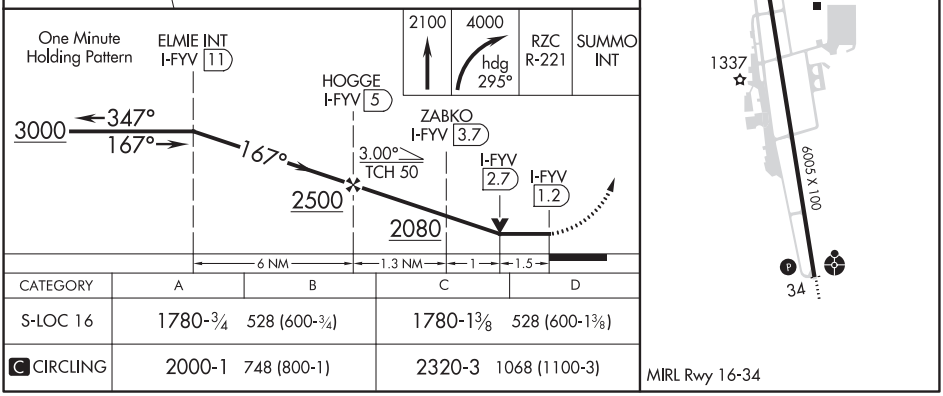
Circling NA east of Rwy 16-34. Rwy 16 helicopter visibility reduction below ¾ SM NA. DME required.

ODALS

MISSED APPROACH: Climb to 2100 then climbing right turn to 4000 on heading 295° and RZC VORTAC R-221 to SUMMO INT/RZC 22.1 DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON	UNICOM
119.575	121.0 244.575	128.0 (CTAF) L 371.9	121.8	122.95





CATEGORY	A	B	C	D
S-LOC 16	1780-¾ 528 (600-¾)		1780-1⅜ 528 (600-1⅜)	
C CIRCLING	2000-1 748 (800-1)		2320-3 1068 (1100-3)	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LDA RWY 34
DRAKE FIELD (FYV)

LOC/DME I-LFH	APP CRS	Rwy ldg	6005
111.9	352°	TDZE	1241
Chan 56		Apt Elev	1252

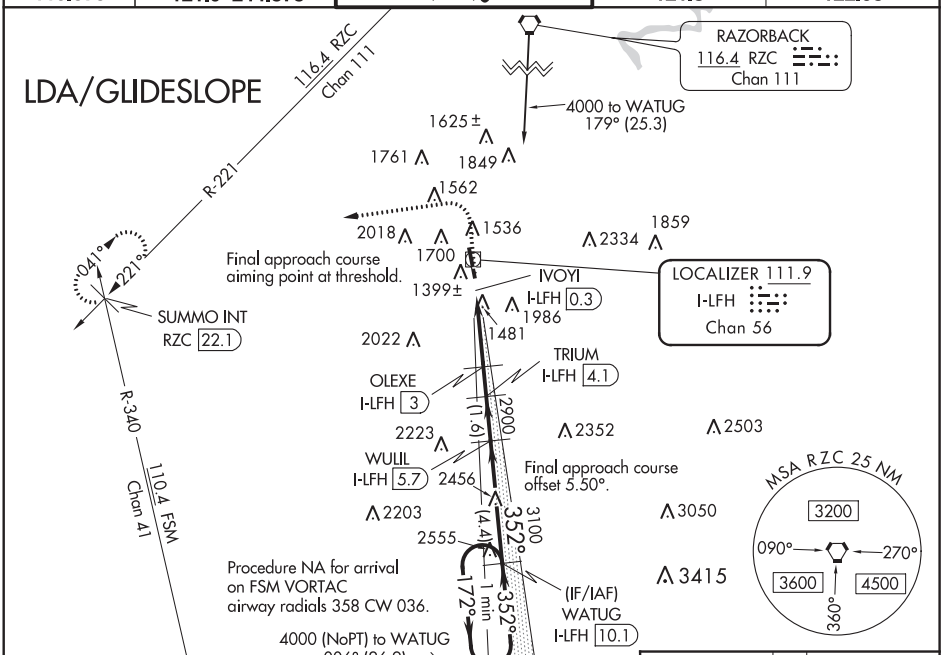
DME required for procedure entry.

Inop table does not apply. Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below ¾ SM NA.

ODALS

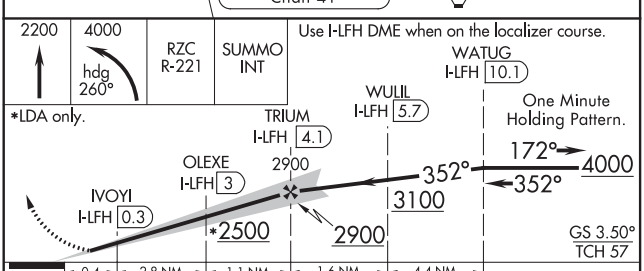
MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

ATIS	RAZORBACK APP CON★	DRAKE TOWER★	GND CON	UNICOM
119.575	121.0 244.575	128.0 (CTAF) 371.9	121.8	122.95

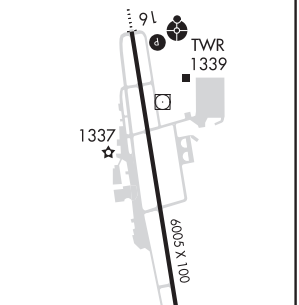


ELEV 1252 | D | TDZE 1241

MIRL Rwy 16-34



CATEGORY	A	B	C	D
S-LDA/GS 34	1593-1¼ 352 (400-1¼)			NA
S-LDA 34	2020-1¼ 779 (800-1¼)	2020-1½ 779 (800-1½)	2020-2½ 779 (800-2½)	NA
C CIRCLING	2020-1¼ 768 (800-1¼)	2020-1½ 768 (800-1½)	2320-3 1068 (1100-3)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

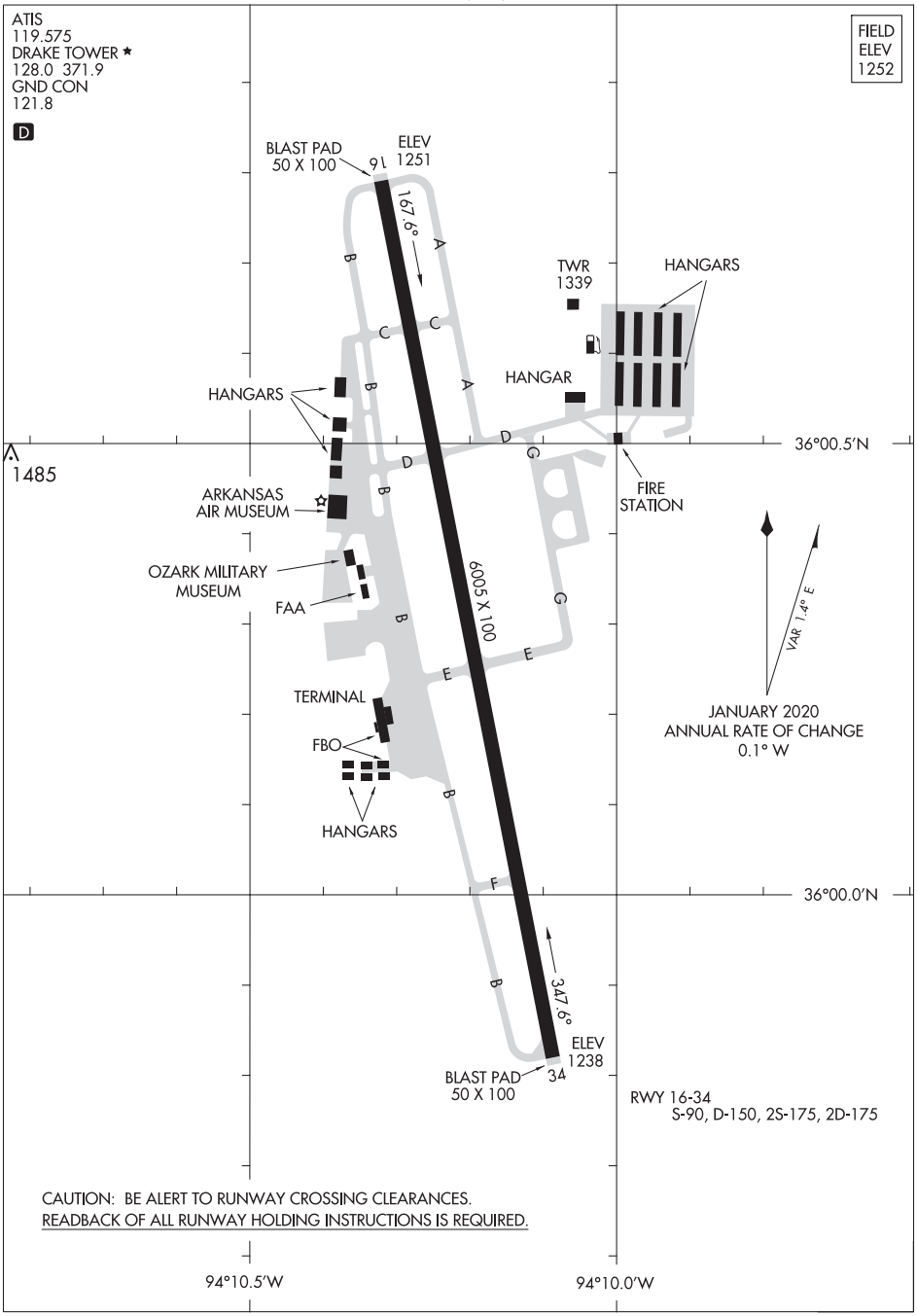
SC-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS

AL-728 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

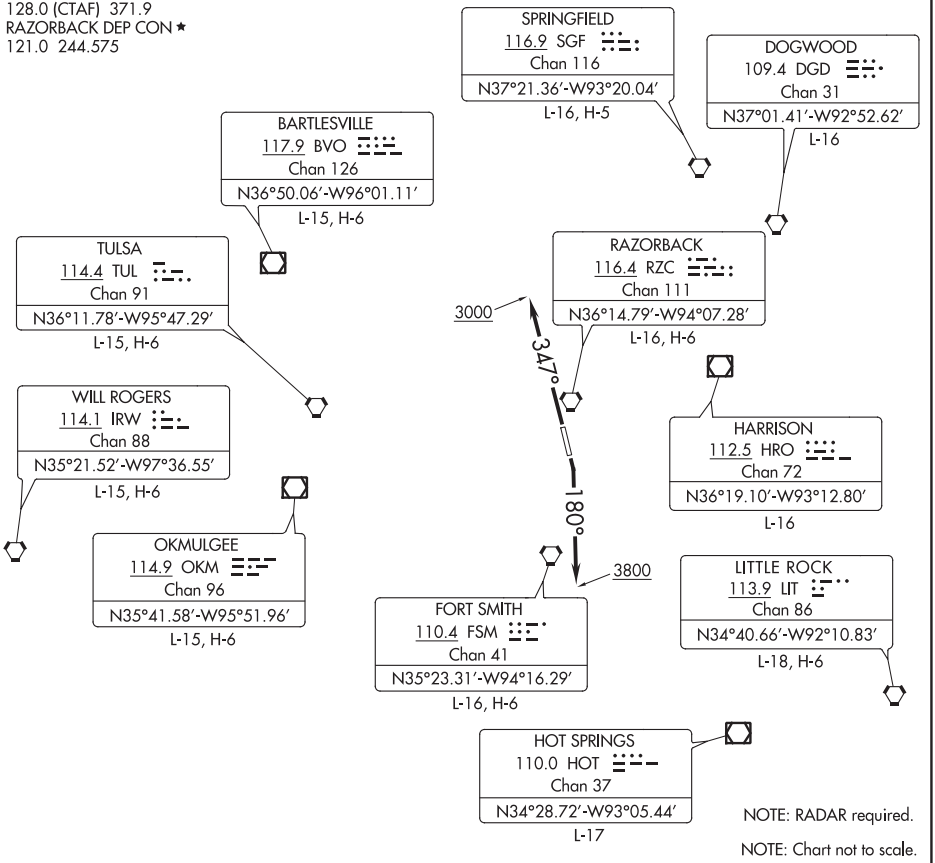
AIRPORT DIAGRAM
20086
FAYETTEVILLE, ARKANSAS
DRAKE FIELD (FYV)

RAZORBACK THREE DEPARTURE

ATIS
119.575
GND CON
121.8
DRAKE TOWER ★
128.0 (CTAF) 371.9
RAZORBACK DEP CON ★
121.0 244.575

TAKEOFF MINIMUMS
Rwy 16: 400-2 with minimum climb of 310′ per NM to 2900 or standard with minimum climb of 530′ per NM to 2200.
Rwy 34: 300-1 or standard with minimum climb of 680′ per NM to 1700.

TOP ALTITUDE: 5000



NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 180° to 3800 thence. . . .
TAKEOFF RWY 34: Climb heading 347° to 3000 thence. . . .

. . . .expect RADAR vectors to filed/assigned route. Climb and maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet; leaving 3500 feet proceed direct FSM VORTAC, then proceed on course.

SC-1, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS AL-9274 (FAA) 20310

ILS or LOC RWY 16
NORTHWEST ARKANSAS NATIONAL (XNA)

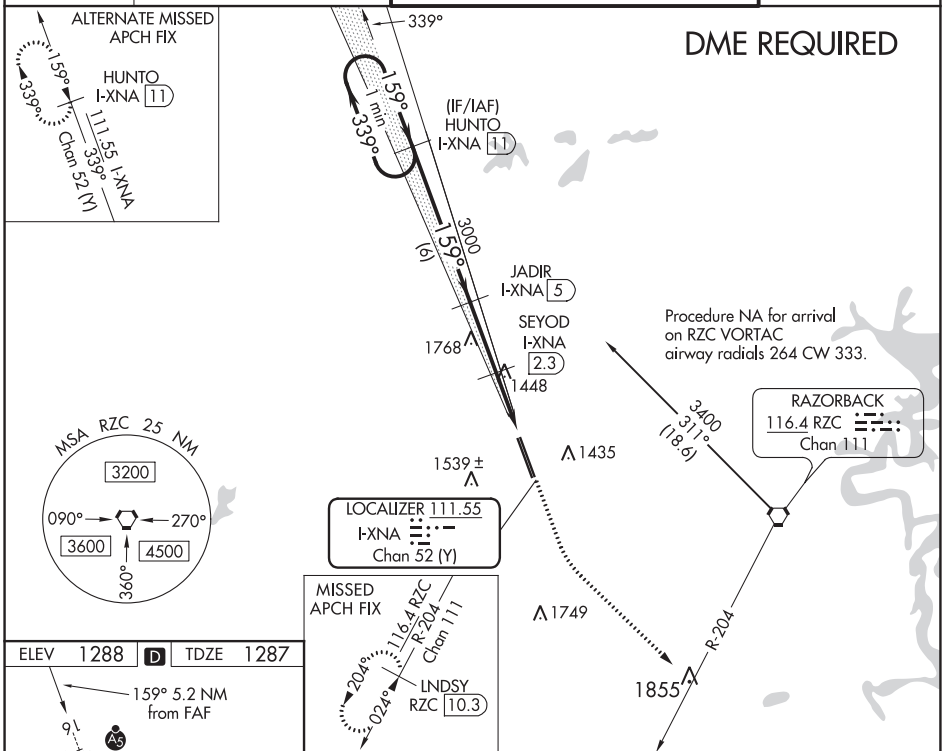
LOC/DME I-XNA	APP CRS	Rwy ldg	8800
111.55	159°	TDZE	1287
Chan 52 (Y)		Apt Elev	1288

T A DME required. For inop ALS increase visibility S-ILS 16 Cat E to RVR 4000 and S-LOC 16 Cat C/D/E to RVR 6000.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

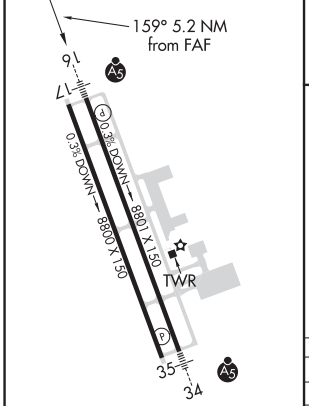
MALSR A5

MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

ATIS	RAZORBACK APP CON *	NORTHWEST ARKANSAS NATIONAL TOWER *	GND CON
119.425	121.0 244.575	127.1 (CTAF) L	121.9

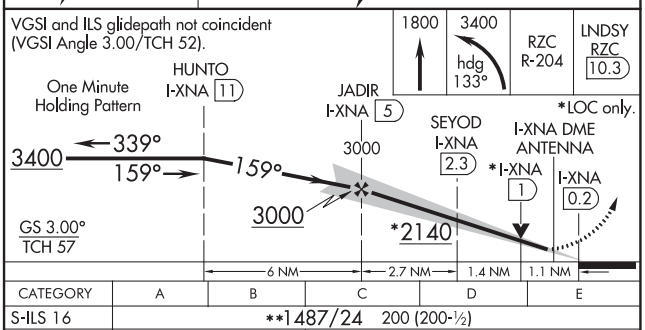


ELEV 1288 D TDZE 1287



HIRL Rwy 16-34 L
MIRL Rwy 17-35

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 52).



CATEGORY	A	B	C	D	E
S-ILS 16	**1487/24 200 (200-½)				
S-LOC 16	1700/24 413 (500-½)		1700/40 413 (500-¾)		
C CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

ILS or LOC RWY 34
NORTHWEST ARKANSAS NATIONAL (XNA)

LOC/DME I-FBS	APP CRS	Rwy ldg	8800
111.55	339°	TDZE	1273
Chan 52 (Y)		Apt Elev	1288

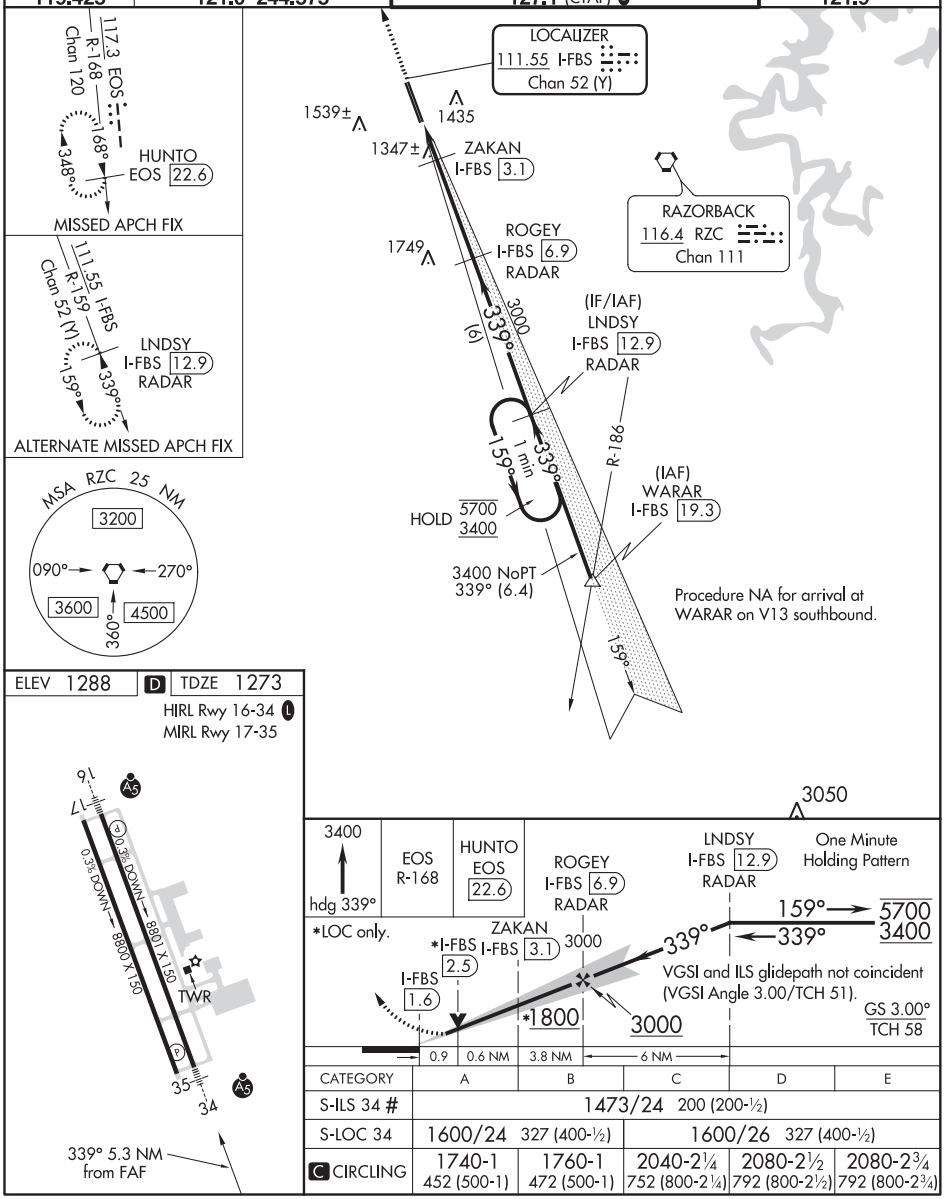
DME required.

T For inop ALS, increase visibility S-ILS 34 Cat E to RVR 4000 and S-LOC 34 Cat C/D/E to RVR 5000.
A #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 3400 on heading 339° and EOS VOR/DME R-168 to HUNTO/EOS VOR/DME 22.6 DME and hold.

ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS NATIONAL TOWER★	GND CON
119.425	121.0 244.575	127.1 (CTAF) L	121.9



CATEGORY	A	B	C	D	E
S-ILS 34 #	1473/24 200 (200-½)				
S-LOC 34	1600/24 327 (400-½)		1600/26 327 (400-½)		
C CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS AL-9274 (FAA) 20310

WAAS CH 72899 W16A	APP CRS 159°	Rwy ldg 8800 TDZE 1287 Apt Elev 1288

RNAV (GPS) RWY 16

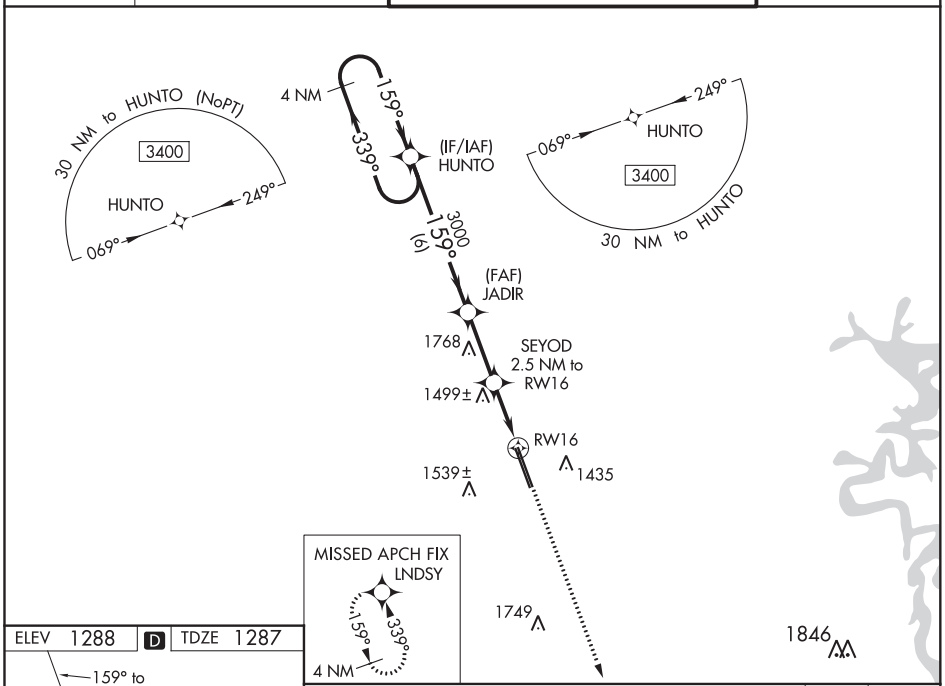
NORTHWEST ARKANSAS NATIONAL (XNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats and LNAV Cat C/D/E visibility to 1 ⅜ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

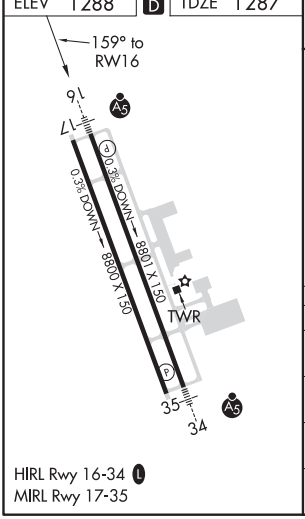
MALSR

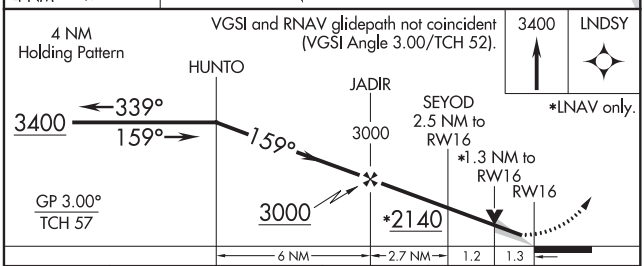
MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS NATIONAL TOWER★	GND CON
119.425	121.0 244.575	127.1 (CTAF) L	121.9



ELEV 1288 D TDZE 1287





CATEGORY	A	B	C	D	E
LPV DA **	1487/24 200 (200-½)				
LNAV/VNAV DA	1722/50 435 (500-1)				
LNAV MDA	1760/24 473 (500-½)		1760/50 473 (500-1)		
C CIRCLING	1760-1 472 (500-1)		2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
Amdt 4A 17AUG17

36°17′N-94°18′W

NORTHWEST ARKANSAS NATIONAL (XNA)
RNAV (GPS) RWY 16

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 78299 W34A	APP CRS 339°	Rwy ldg 8800 TDZE 1273 Apt Elev 1288

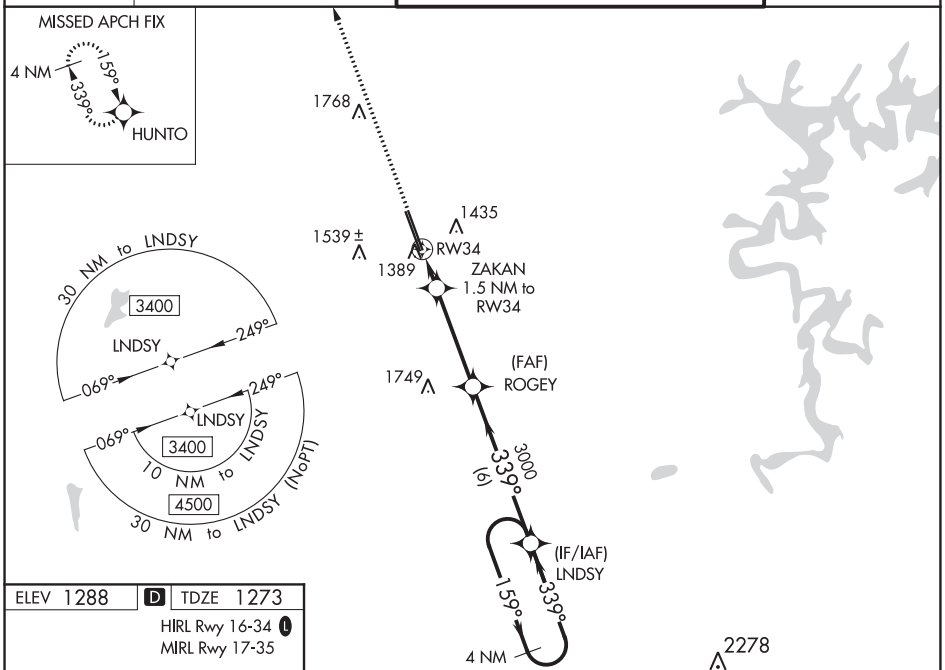
RNAV (GPS) RWY 34
NORTHWEST ARKANSAS NATIONAL (XNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cats C/D/E visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

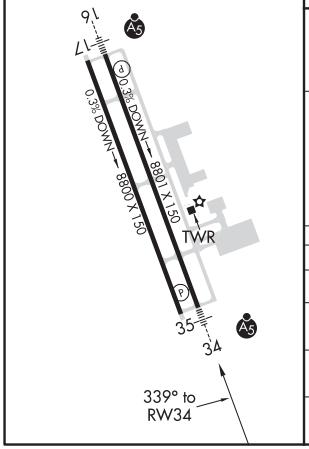
MISSED APPROACH: Climb to 3400 direct HUNTO and hold

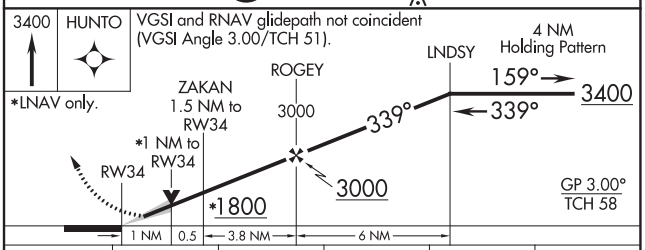
ATIS	RAZORBACK APP CON ★	NORTHWEST ARKANSAS NATIONAL TOWER ★	GND CON
119.425	121.0 244.575	127.1 (CTAF) L	121.9



ELEV 1288 D TDZE 1273

HIRL Rwy 16-34 L
MIRL Rwy 17-35





CATEGORY	A	B	C	D	E
LPV DA **	1473/24 200 (200-½)				
LNAV/VNAV DA	1550/24 277 (300-½)				
LNAV MDA	1640/24 367 (400-½)		1640/35 367 (400-⅝)		
C CIRCLING	1740-1 452 (500-1)	1760-1 472 (500-1)	2040-2¼ 752 (800-2¼)	2080-2½ 792 (800-2½)	2080-2¾ 792 (800-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021

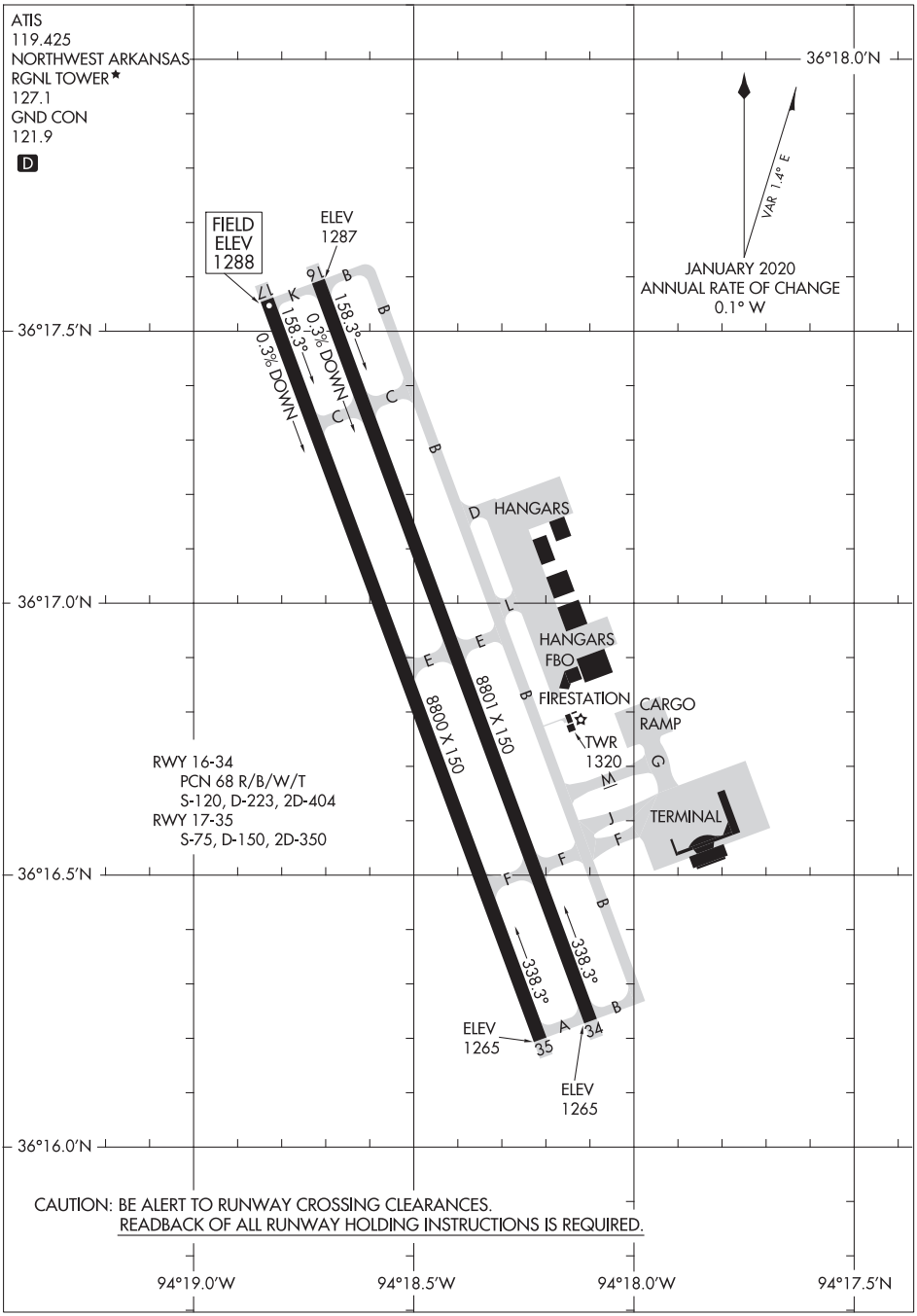
20310

AIRPORT DIAGRAM

AL-9274 (FAA)

NORTHWEST ARKANSAS NATIONAL (XNA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
NORTHWEST ARKANSAS NATIONAL(XNA)
20310

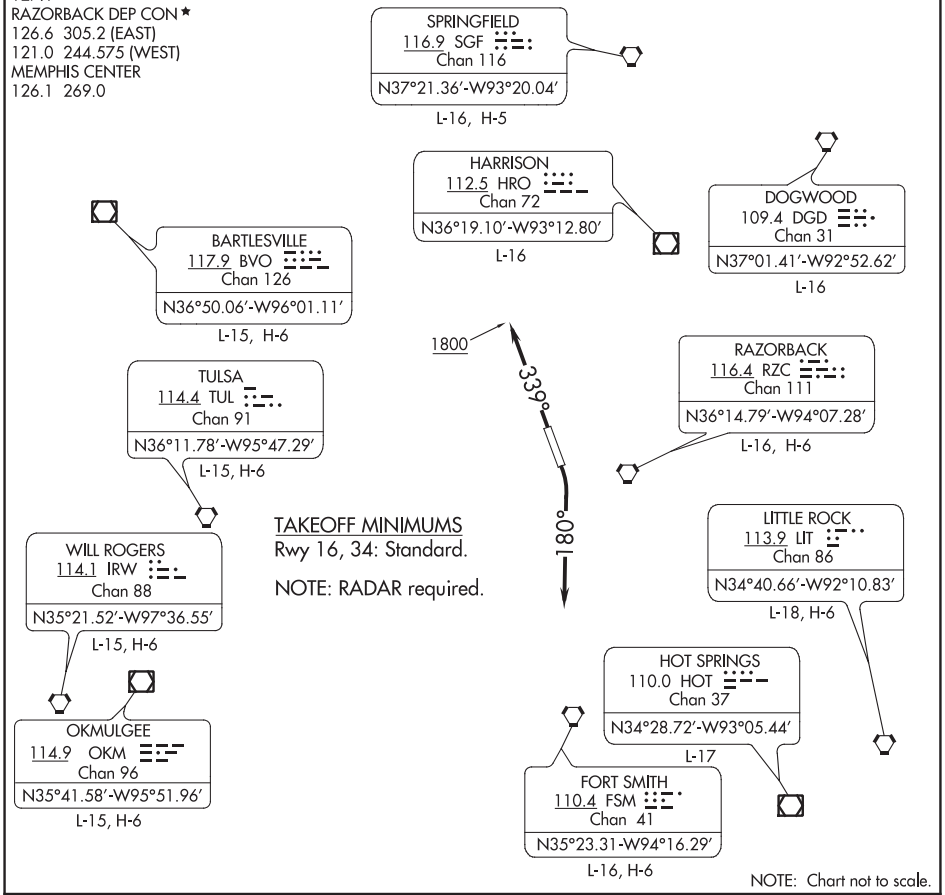
HIGHFILL EIGHT DEPARTURE

AL-9274 (FAA)

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS

ATIS
119.425
GND CON
121.9
NORTHWEST ARKANSAS NATIONAL TOWER★
127.1
RAZORBACK DEP CON★
126.6 305.2 (EAST)
121.0 244.575 (WEST)
MEMPHIS CENTER
126.1 269.0

TOP ALTITUDE: 5000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 180°, thence . . . .

TAKEOFF RWY 34: Climb heading 339° to 1800, thence . . . .

. . . . for RADAR vectors to filed/assigned route. Climb and maintain 5000 or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

FLIPPIN, ARKANSAS | AL-5003 (FAA) | 19283

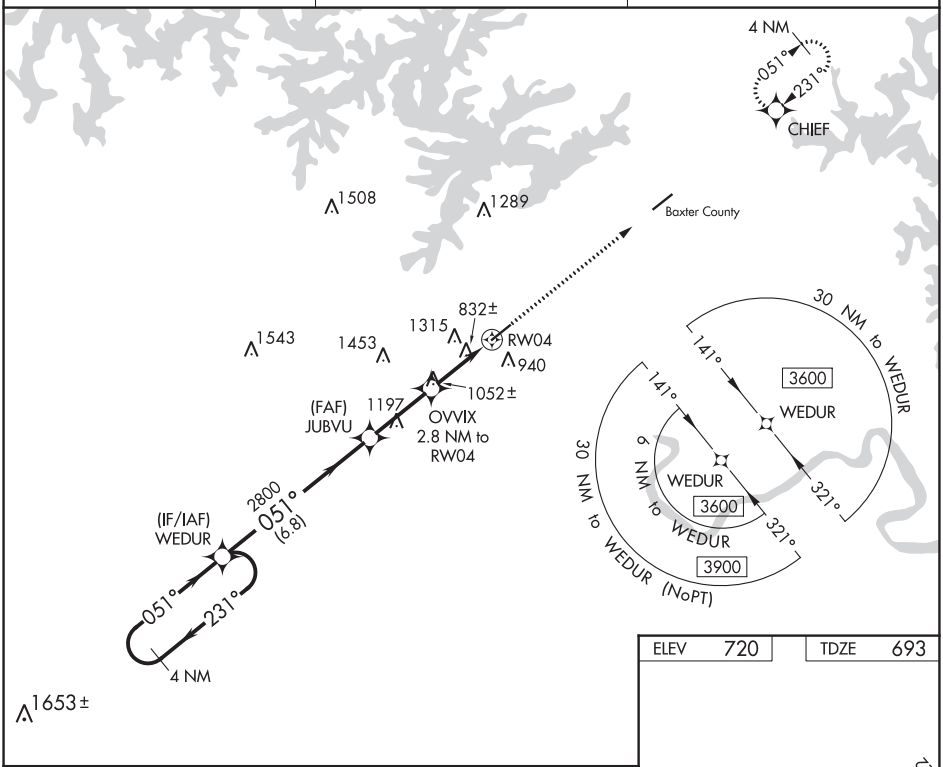
WAAS CH 58239 W04A	APP CRS 051°	Rwy ldg 5001 TDZE 693 Apt Elev 720

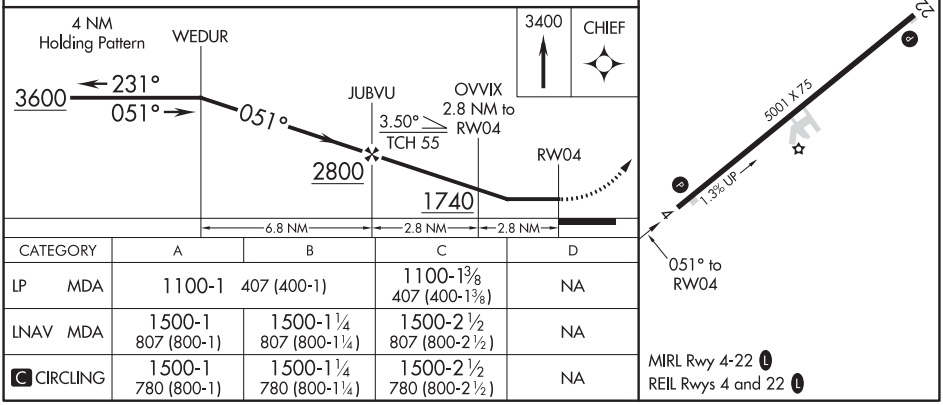
RNAV (GPS) RWY 4
MARION COUNTY RGNL (FLP)

DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 4 helicopter visibility reduction below 1 SM NA.
Circling NA northwest of Rwy 4-22.

MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1100-1 407 (400-1)		1100-1⅜ 407 (400-1⅜)	NA
LNAV MDA	1500-1 807 (800-1)	1500-1¼ 807 (800-1¼)	1500-2½ 807 (800-2½)	NA
C CIRCLING	1500-1 780 (800-1)	1500-1¼ 780 (800-1¼)	1500-2½ 780 (800-2½)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

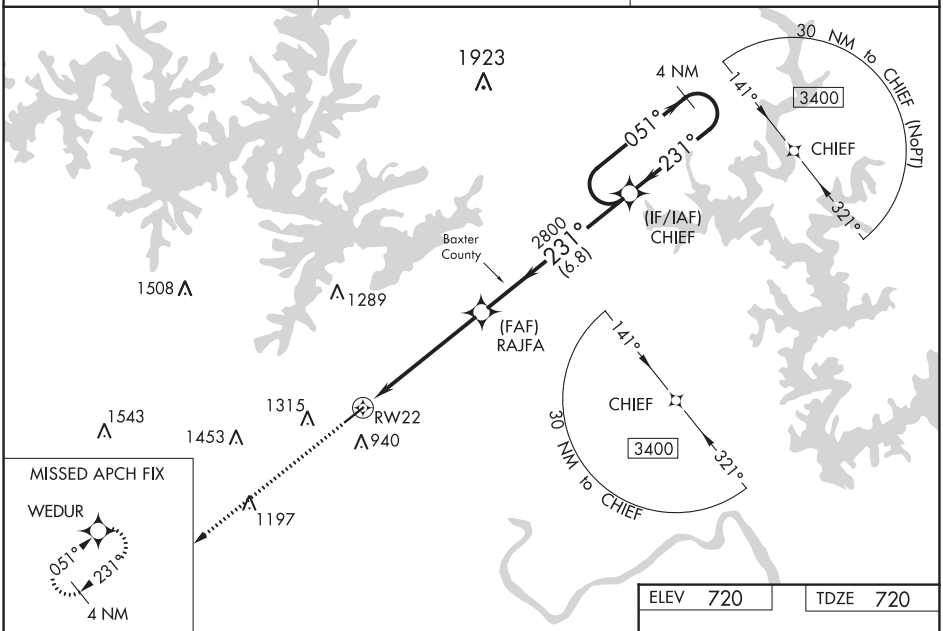
WAAS CH 90539 W22A	APP CRS 231°	Rwy ldg 5001 TDZE 720 Apt Elev 720

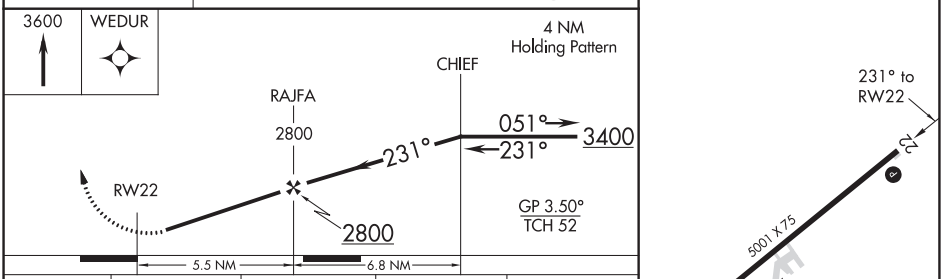
RNAV (GPS) RWY 22
MARION COUNTY RGNL (FLP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA.

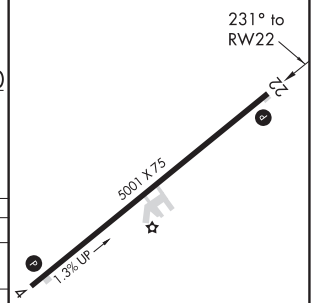
MISSED APROACH: Climb to 3600 direct WEDUR and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	123.0 (CTAF) L





ELEV 720 TDZE 720



CATEGORY	A	B	C	D
LPV DA	1022-1 302 (400-1)			NA
LNAV/VNAV DA	1169-1⅜ 449 (500-1⅜)			NA
LNAV MDA	1320-1 600 (600-1)		1320-1¾ 600 (600-1¾)	NA
C CIRCLING	1320-1 600 (600-1)		1360-1¾ 640 (700-1¾)	NA

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FORT SMITH, ARKANSAS

AL-631 (FAA)

20142

ILS or LOC RWY 7

FORT SMITH RGNL (FSM)

LOC I-GKV	APP CRS	Rwy ldg	8017
111.3	076°	TDZE	469
		Apt Elev	469

DME or RADAR required.

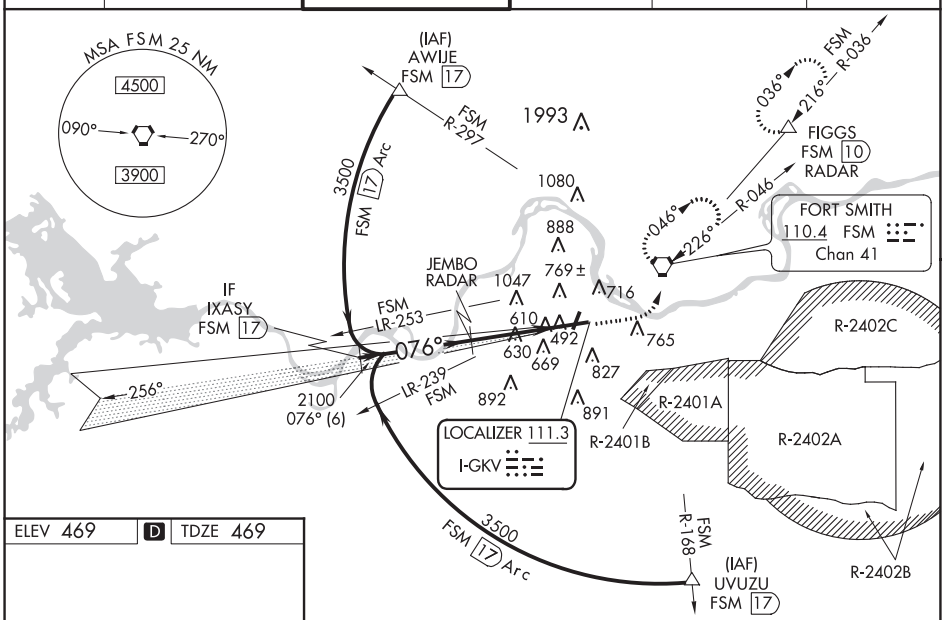
ASR

DME from FSM VORTAC. Simultaneous reception of I-GKV and FSM VORTAC DME required. Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling NA for Cat E when R-2401B active. Circling NA for Cat E NW of Rwys 7 and 19. For inop ALS, increase S-LOC 7 Cat A/B visibility to 1 SM, and Cat C/D/E to 1⅛ SM. Inop table does not apply to S-ILS 7.

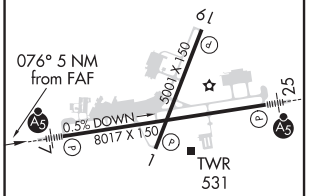
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct FSM VORTAC and hold, continue climb-in-hold to 3000. (TACAN aircraft continue climb to 4000 on FSM VORTAC R-036 to FIGGS/FSM 10 DME/RADAR and hold, continue climb-in-hold to 4000.)

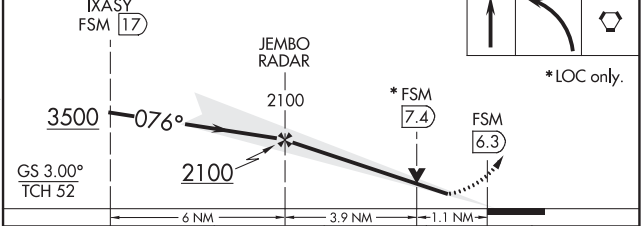
ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



ELEV 469 | D | TDZE 469



HIRL Rwy 7-25 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D	E
S-ILS 7	719-¾ 250 (300-¾)				
S-LOC 7	880-¾ 411 (500-¾)				
C CIRCLING	1140-1 671 (700-1)		1400-2¾ 931 (1000-2¾)	1400-3 931 (1000-3)	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 25
FORT SMITH RGNL (FSM)

LOC I-FSM	APP CRS	Rwy ldg	8017
111.3	256°	TDZE	453
		Apt Elev	469

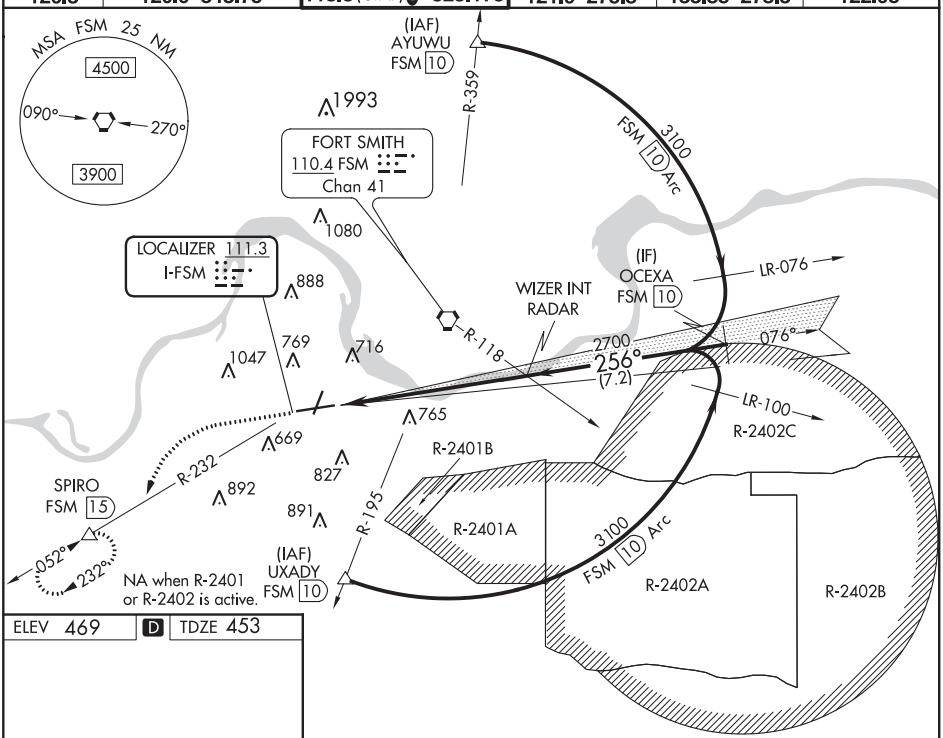
DME required.

T A ASR Circling NA for Cat E when R-2401B active. Circling NA for Cat E NW of Rwys 7 and 19. For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000 and S-LOC 25 Cat C/D/E to 1⅝ SM.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

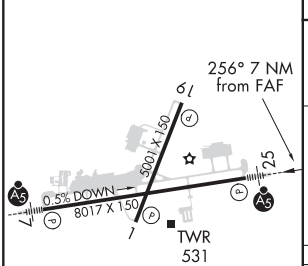
MALSR A5

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on heading 220° and FSM VORTAC R-232 to SPIRO/FSM 15 DME and hold, continue climb-in-hold to 4000.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95

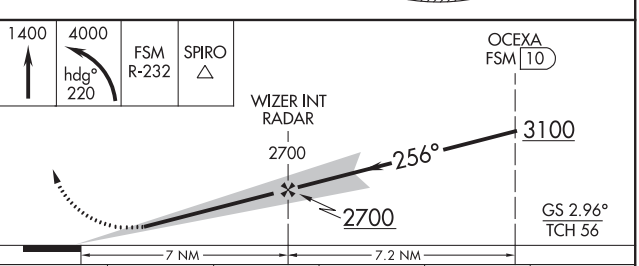


ELEV 469 | D | TDZE 453



HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D	E
S-ILS 25*	653/24 200 (200-½)				
S-LOC 25	1020/24 567 (600-½)		1020-1¼ 567 (600-1¼)		
C CIRCLING	1140-1 671 (700-1)		1400-2¾ 931(1000-2¾)	1400-3 931 (1000-3)	

FORT SMITH, ARKANSAS

AL-631 (FAA)

19227

RNAV (GPS) RWY 1

FORT SMITH RGNL (FSM)

WAAS CH 58217 W01A	APP CRS 016°	Rwy ldg 5001 TDZE 449 Apt Elev 469

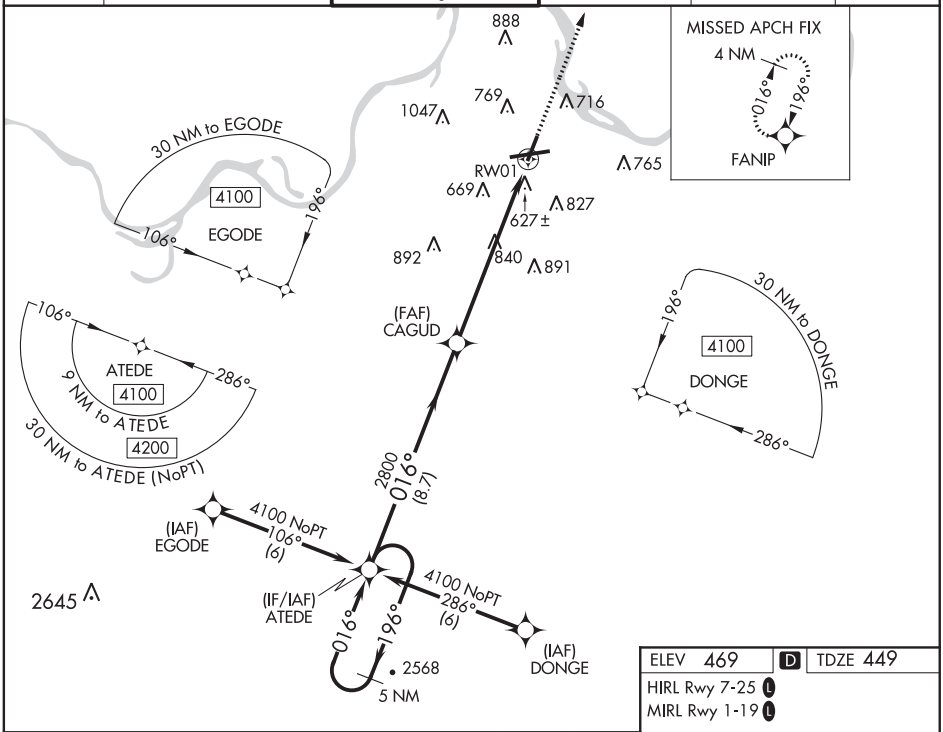
RNP APCH.

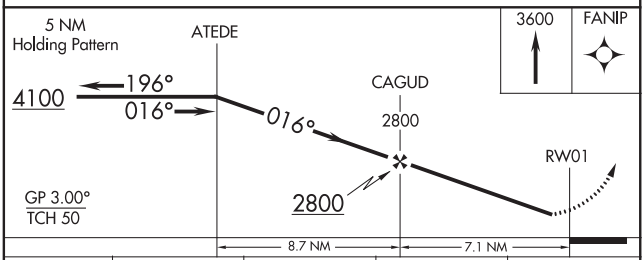
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



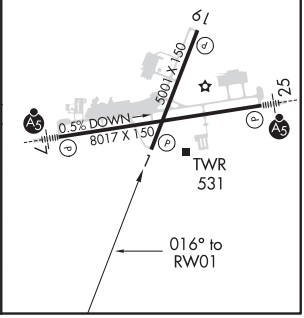


CATEGORY	A	B	C	D
LPV DA	705-1 256 (300-1)			
LNAV/VNAV DA	942-1¾ 493 (500-1¾)			
LNAV MDA	1160-1 711 (700-1)		1160-2 711 (700-2)	1160-2¼ 711 (700-2¼)
CIRCLING	1160-1 691 (700-1)		1160-2 691 (700-2)	1160-2¼ 691 (700-2¼)

ELEV 469 D TDZE 449

HIRL Rwy 7-25 L

MIRL Rwy 1-19 L



FORT SMITH, ARKANSAS

Amdt 2A 15AUG19

35°20′N-94°22′W

FORT SMITH RGNL (FSM)

RNAV (GPS) RWY 1

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 7
FORT SMITH RGNL (FSM)

WAAS CH 77917 W07A	APP CRS 076°	Rwy ldg 8017 TDZE 469 Apt Elev 469

RNP APCH.

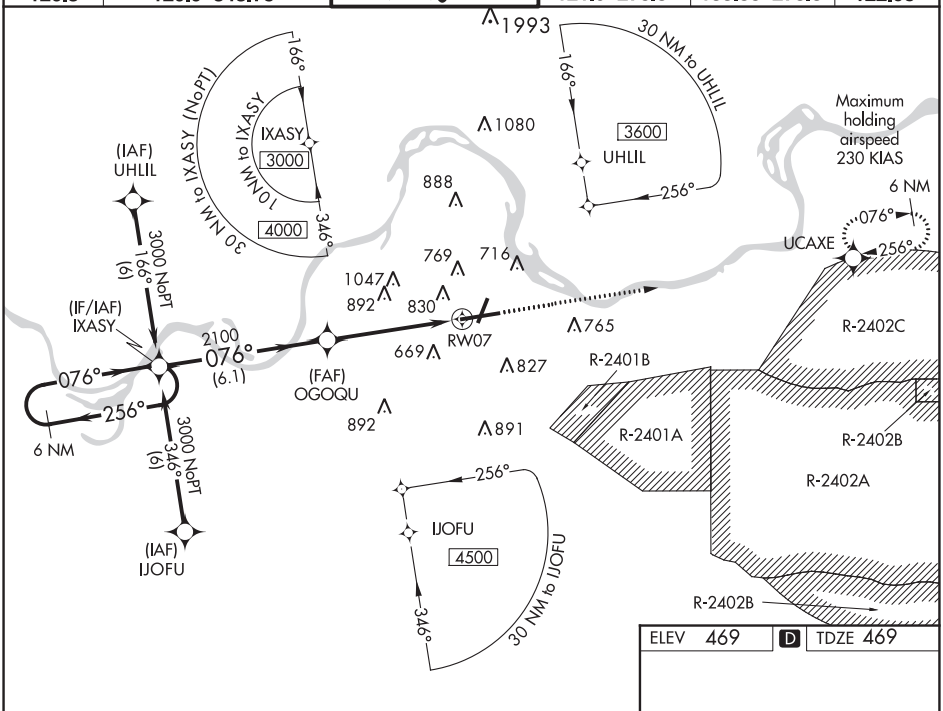
For inop ALS, increase LPV Cat E visibility to ¾, LNAV/VNAV Cat E visibility to 2¼ and LNAV Cat E visibilty to 2½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling Cat E NA when R-2401B active.

ASR

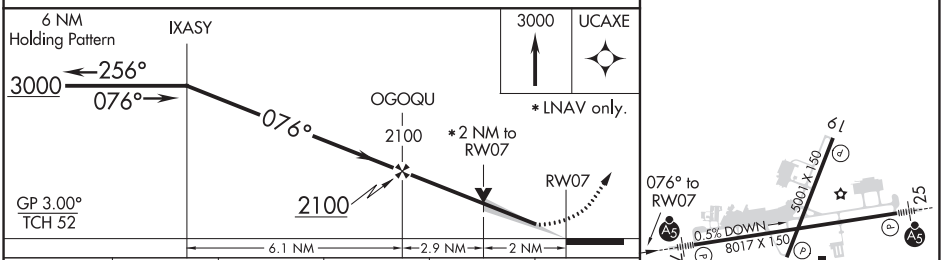
MALSR

MISSED APPROACH: Climb to 3000 direct UCAXE and hold.

ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



ELEV 469 D TDZE 469



CATEGORY	A	B	C	D	E
LPV DA	669-½ 200 (200-½)				
LNAV/VNAV DA	1085-1¾ 616 (700-1¾)				
LNAV MDA	1140-½ 671 (700-½)		1140-1½ 671 (700-1½)	1140-1¾ 671 (700-1¾)	1140-2 671 (700-2)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

FORT SMITH, ARKANSAS

AL-631 (FAA)

19283

RNAV (GPS) RWY 25
FORT SMITH RGNL (FSM)

WAAS CH 87117 W25A	APP CRS 256°	Rwy ldg 8017	TDZE 453	Apt Elev 469

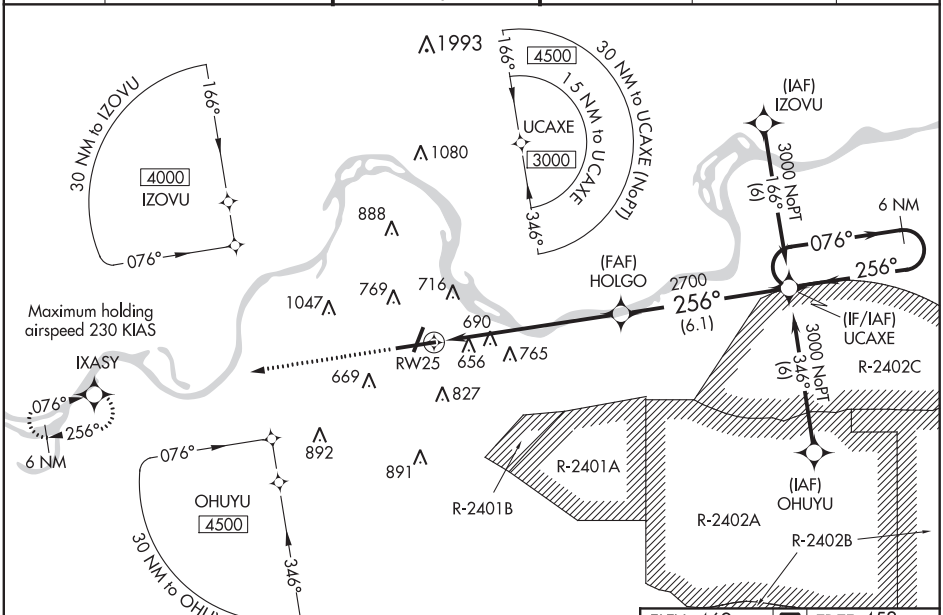
RNP APCH.

ASR: Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1¾. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling Cat E NA when R-2401B active. Rwy 25 helicopter visibility reduction below ¾ SM NA.

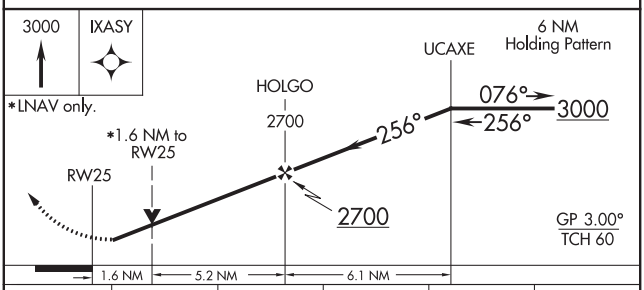
MALSR

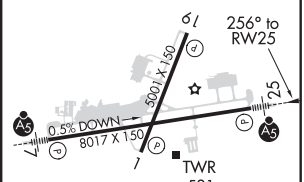
MISSED APPROACH: Climb to 3000 direct IXASY and hold.

ATIS	RAZORBACK APP CON *	FORT SMITH TOWER *	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95



ELEV 469 D TDZE 453





CATEGORY	A	B	C	D	E
LPV DA	653/40 200 (200-¾)				
LNAV/VNAV DA	979/60 526 (600-1¼)				
LNAV MDA	980/40 527 (600-¾)		980/50 527 (600-1)	980/60 527 (600-1¼)	
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VORTAC FSM	APP CRS	Rwy ldg	8017
110.4	053°	TDZE	469
Chan 41		Apt Elev	469

VOR/DME or TACAN RWY 7

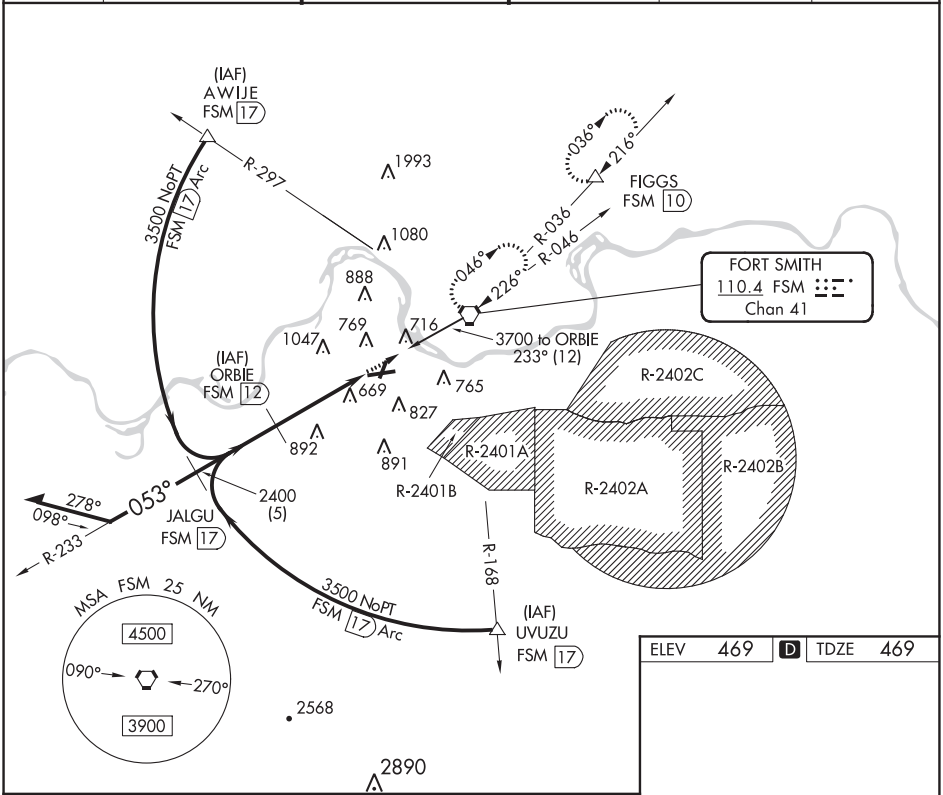
FORT SMITH RGNL (FSM)

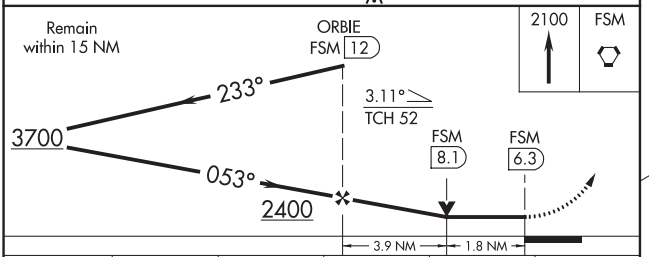
ASR: Inoperative table does not apply. Circling NA northwest of Rwys 7 and 19 for Cat E. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

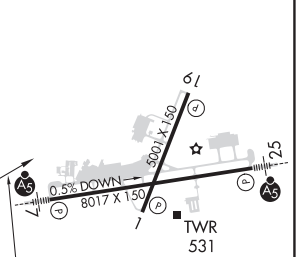
ATIS	RAZORBACK APP CON ★	FORT SMITH TOWER ★	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3(CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95





CATEGORY	A	B	C	D	E
S-7	1080-1 611 (700-1)		1080-1¾ 611 (700-1¾)	1080-2 611 (700-2)	1080-2¼ 611 (700-2¼)
CIRCLING	1140-1 671 (700-1)		1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

ELEV	469	D	TDZE	469



053° 5.7 NM from FAF

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FORT SMITH, ARKANSAS

AL-631 (FAA)

19283

VOR or TACAN RWY 25

FORT SMITH RGNL (FSM)

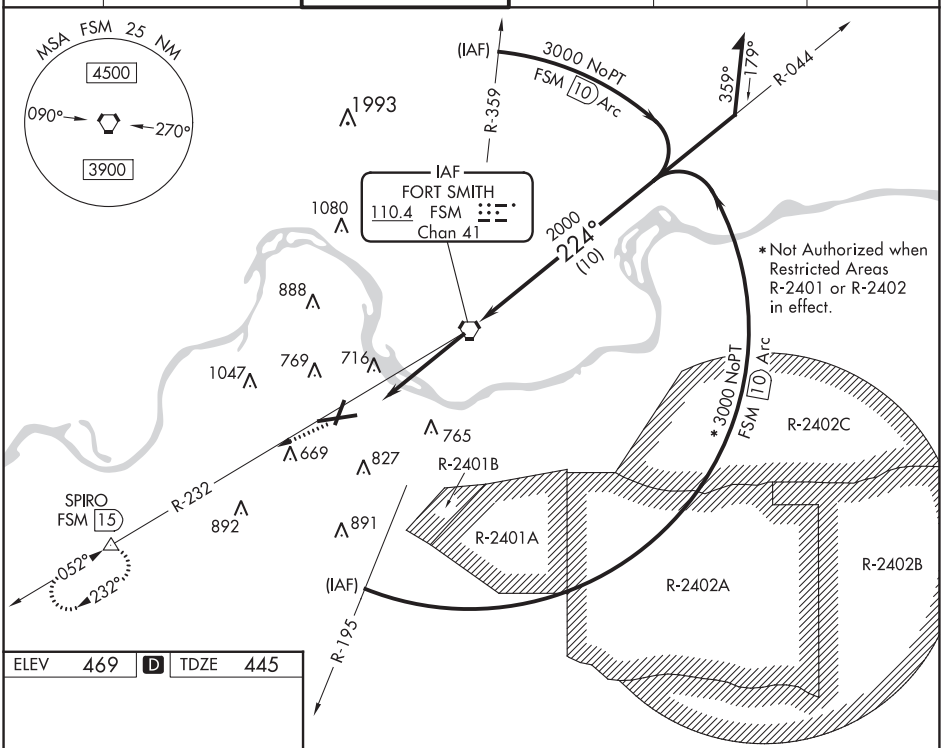
VORTAC FSM 110.4 Chan 41	APP CRS 224°	Rwy ldg 8017 TDZE 445 Apt Elev 469

T A ASR — Inoperative table does not apply. Circling NA northwest of Rwys 7 and 19 for Cat E. Circling Cat E NA when R-2401B active.

MALSR A5

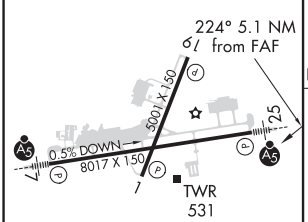
MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

ATIS	RAZORBACK APP CON*	FORT SMITH TOWER*	GND CON	CLNC DEL	UNICOM
126.3	120.9 343.75	118.3 (CTAF) L 323.175	121.9 275.8	133.85 278.3	122.95

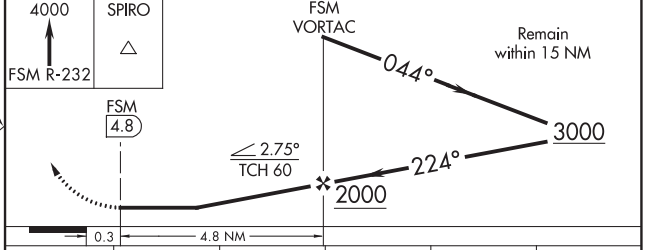


DME REQUIRED

ELEV 469 D TDZE 445



HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

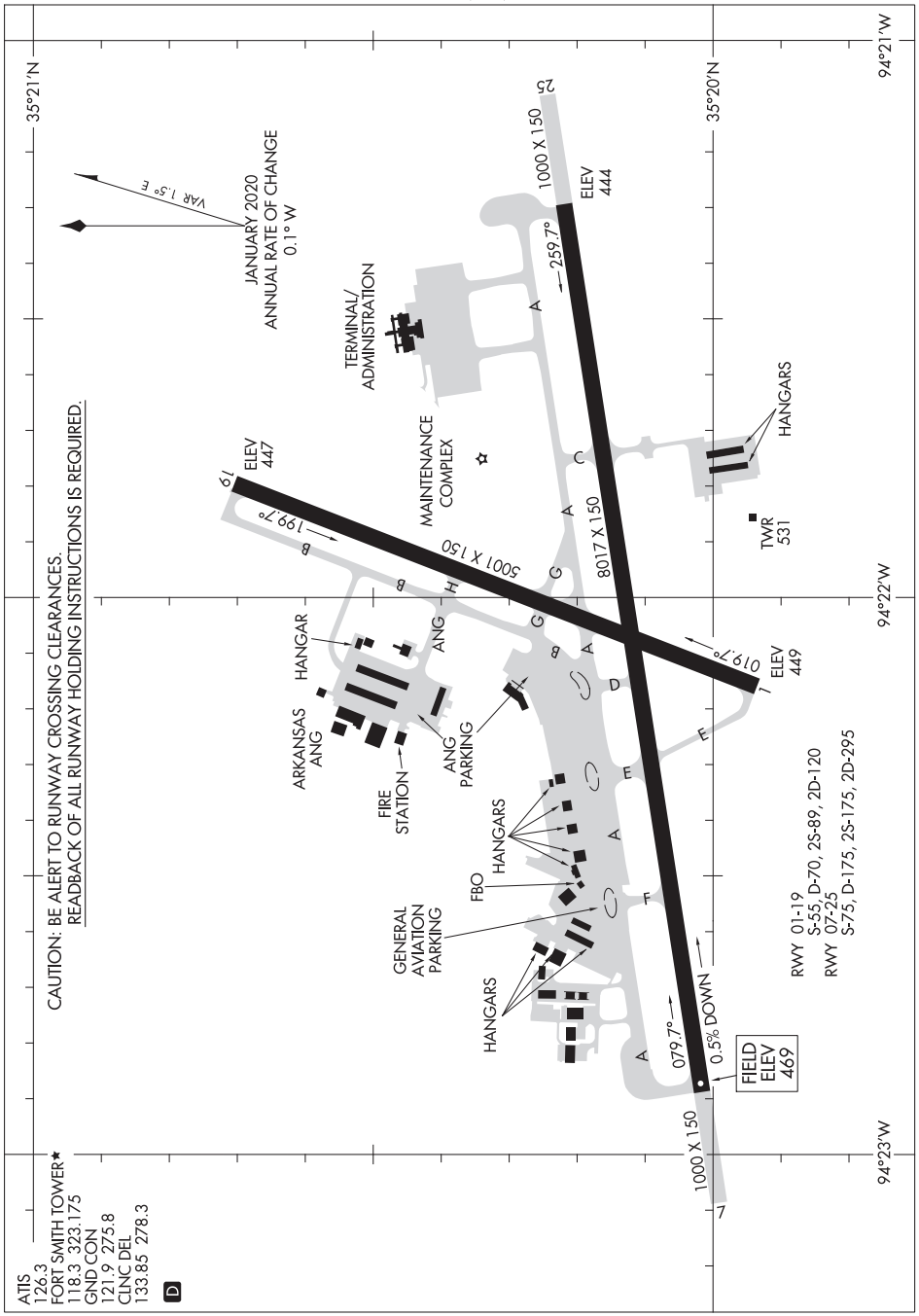


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-25	980-1	535 (600-1)	980-1½ 535 (600-1½)	980 -1¾ 535 (600-1¾)	980-2 535 (600-2)
CIRCLING	1140-1	671 (700-1)	1140-2 671 (700-2)	1140-2¼ 671 (700-2¼)	1200-2½ 731 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021


35°21'N
35°20'N
94°21'W
94°22'W
94°23'W
VAR 1.5° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
TERMINAL/
ADMINISTRATION
MAINTENANCE
COMPLEX
25
1000 X 150
ELEV
444
259.7°
HANGARS
TWR
531
ELEV
447
19
199.7°
5001 X 150
8017 X 150
019.7°
ELEV
449
HANGAR
ARKANSAS
ANG
FIRE
STATION
ANG
ANG
PARKING
HANGARS
FBO
GENERAL
AVIATION
PARKING
HANGARS
079.7°
0.5% DOWN
FIELD
ELEV
469
1000 X 150
7
RWY 01-19
S-55, D-70, 2S-89, 2D-120
RWY 07-25
S-75, D-175, 2S-175, 2D-295
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS
126.3
FORT SMITH TOWER★
118.3 323.175
GND CON
121.9 275.8
CLNC DEL
133.85 278.3
D

FREDERICK, OKLAHOMA | AL-56 (FAA) | 19339

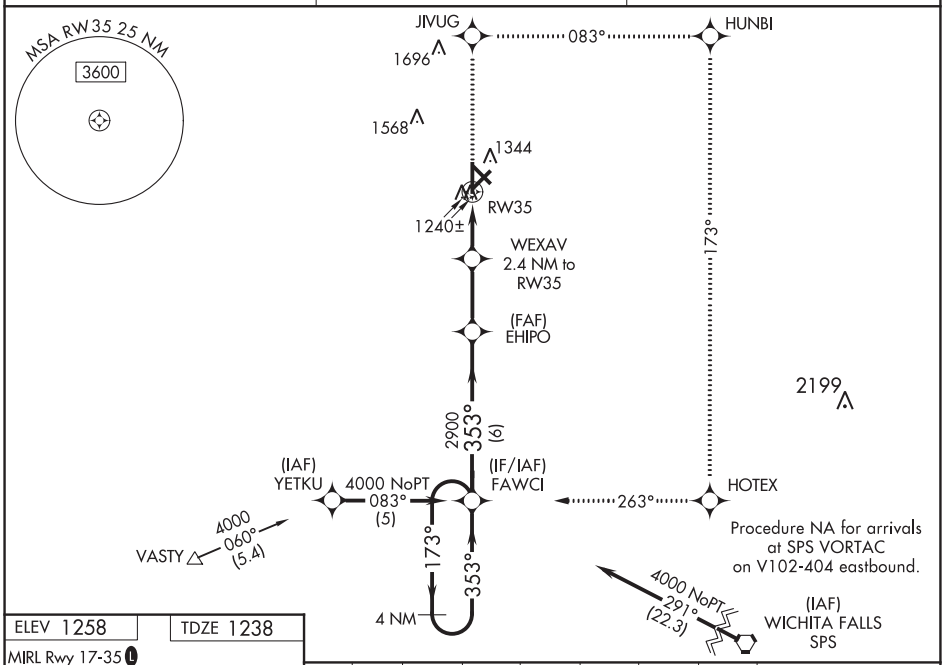
RNAV (GPS) RWY 35
FREDERICK RGNL (FDR)

WAAS CH 56419 W35A	APP CRS 353°	Rwy ldg 6099 TDZE 1238 Apt Elev 1258

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile. Night landing: Rwy 3, 12, 17, 21, 30, NA.

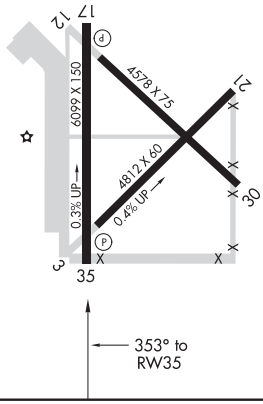
MISSED APPROACH: Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

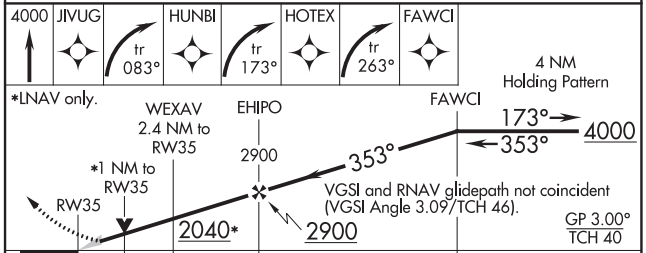
ASOS	ALTUS APP CON *	UNICOM
132.675	125.1 353.7	123.05 (CTAF) L



ELEV 1258 | TDZE 1238

MIRL Rwy 17-35 L





CATEGORY	A	B	C	D
LPV DA	1438-¾ 200 (200-¾)			
LNAV/VNAV DA	1500-1 262 (300-1)			
LNAV MDA	1600-1 362 (400-1)			1600-1¼ 362 (400-1¼)
CIRCLING	1700-1 442 (500-1)	1720-1 462 (500-1)	1780-1½ 522 (600-1½)	1880-2 622 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3004
311°	TDZE	1167
	Apt Elev	1169

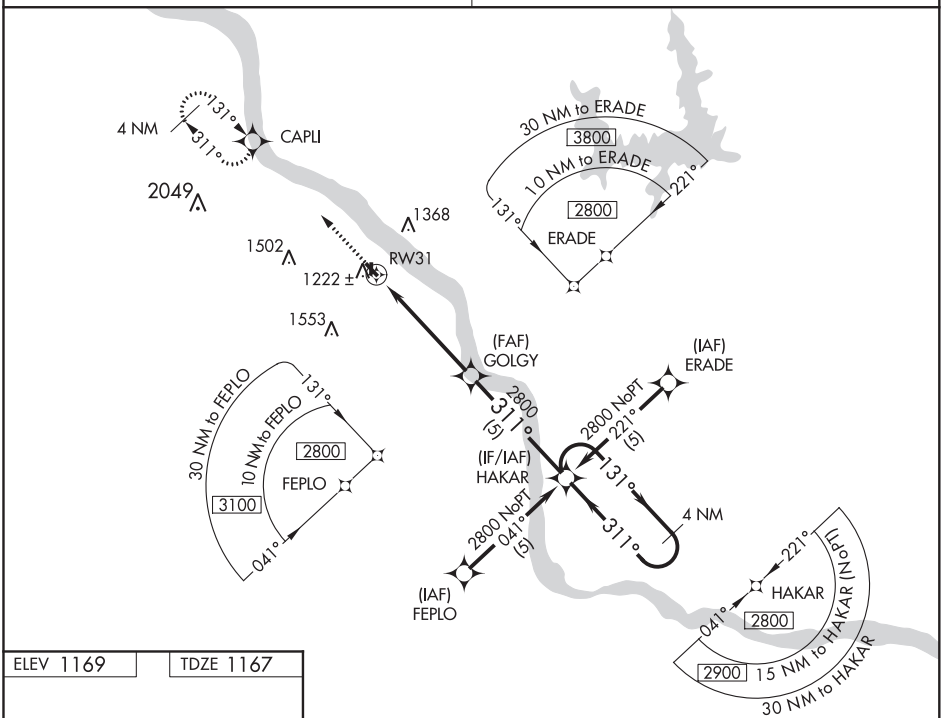
RNAV (GPS) RWY 31
DAVID JAY PERRY (1K4)

Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA. Rwy 13, 17, 31, 35 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

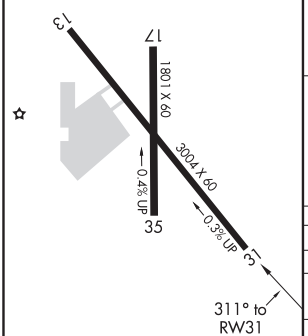
NA

MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.

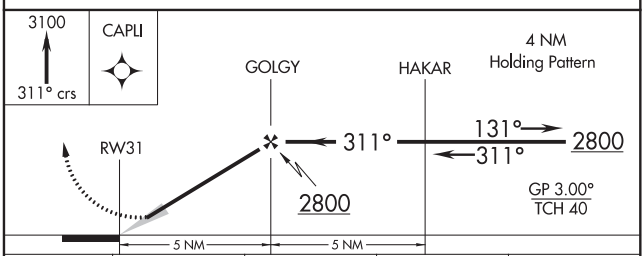
OKE CITY APP CON	UNICOM
120.45 288.325	122.7 (CTAF) L



ELEV 1169 TDZE 1167



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1520-1¼ 353 (400-1¼)			NA
LNAV MDA	1580-1 413 (500-1)		1580-1⅛ 413 (500-1⅛)	NA
CIRCLING	1660-1¼ 491 (500-1¼)	1700-1¼ 531 (600-1¼)	1700-1½ 531 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

GROVE, OKLAHOMA AL-6721 (FAA) 20226

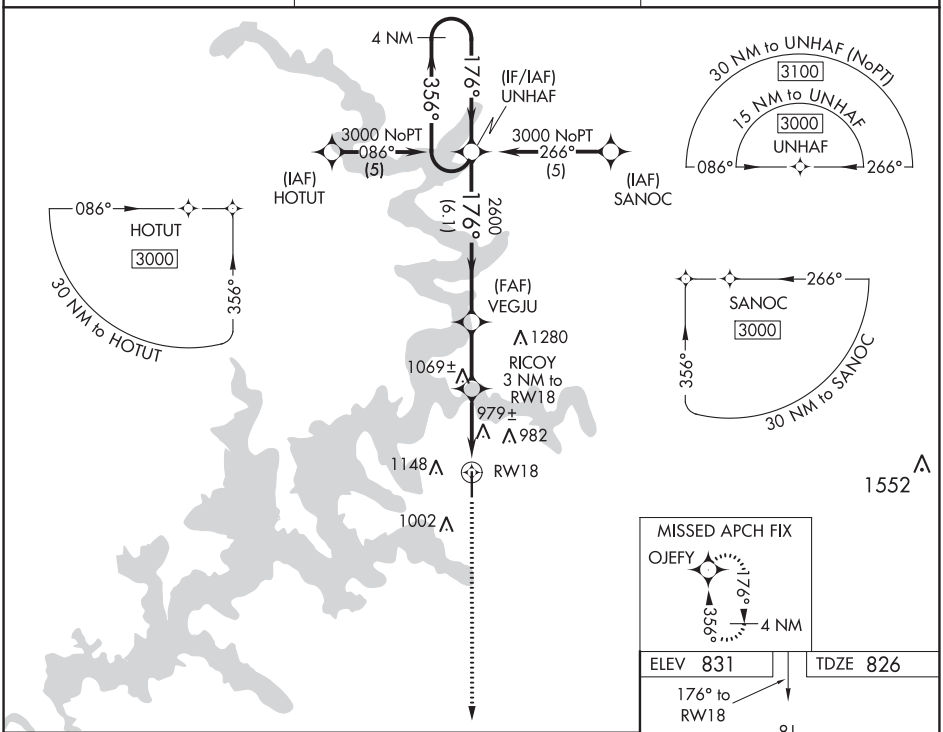
RNAV (GPS) RWY 18
GROVE MUNI (GMJ)

WAAS	APP CRS	Rwy ldg	5200
58308	176°	TDZE	826
W18A		Apt Elev	831

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)



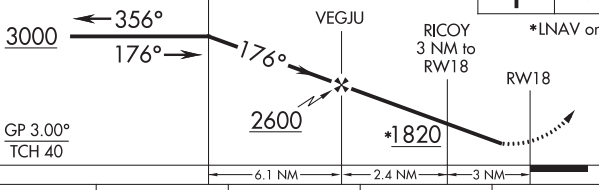
ELEV 831 TDZE 826

176° to RW18

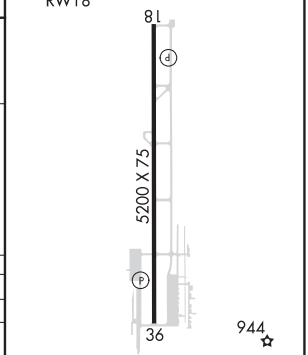
VGSI and RNAV glidepath not coincident (VGSI Angle 2.75\TCH 31).

3000 OJEFY

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1153-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	1346-2 520 (600-2)			NA
LNAV MDA	1240-1 414 (500-1)		1240-1¼ 414 (500-1¼)	NA
C CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA



MIRL Rwy 18-36

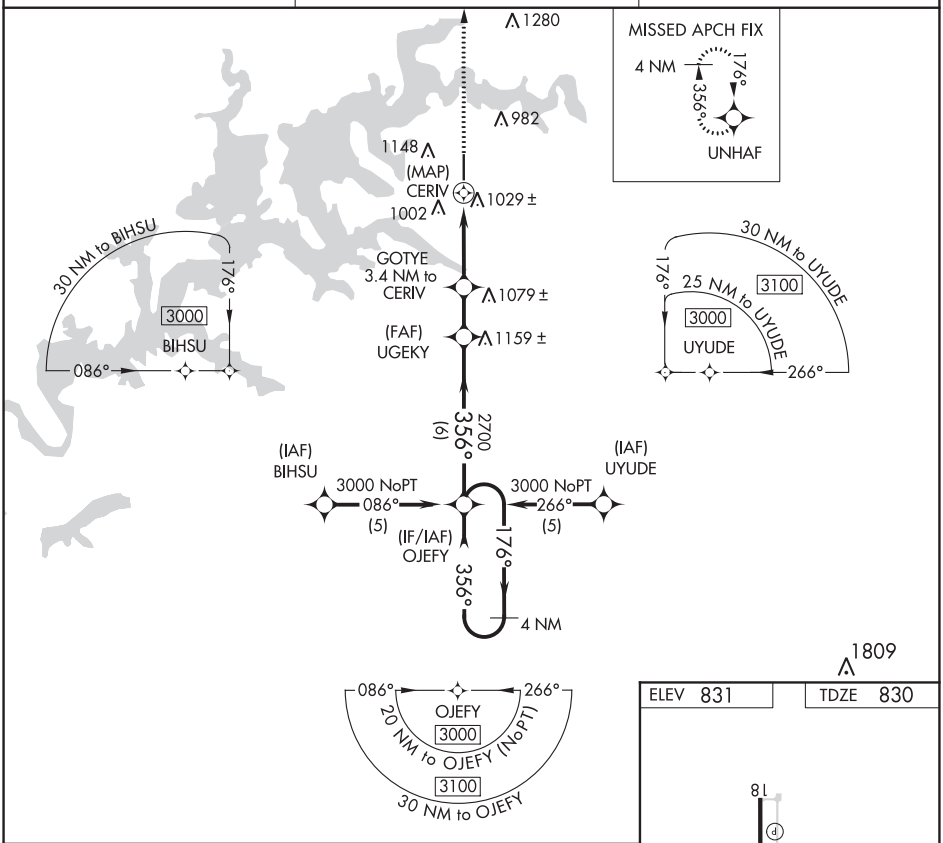
SC-1, 25 FEB 2021 to 22 APR 2021

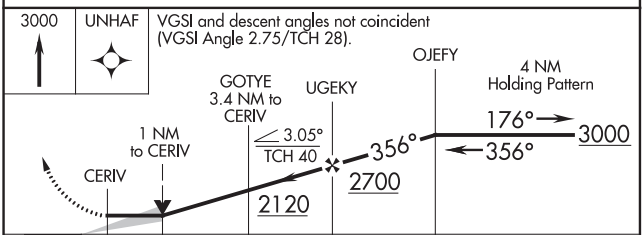
APP CRS	Rwy ldg	5200
356°	TDZE	830
	Apt Elev	831

RNAV (GPS) RWY 36
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

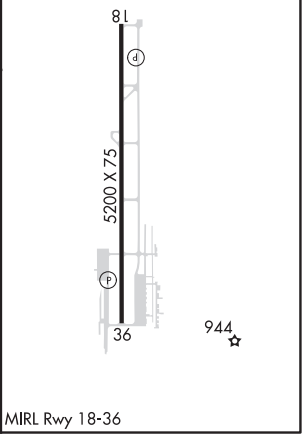
AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1280-1 450 (500-1)		1280-1¼ 450 (500-1¼)	NA
C CIRCLING	1500-1 669 (700-1)		1500-1¾ 669 (700-1¾)	NA

ELEV 831	TDZE 830



MIRL Rwy 18-36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

GROVE, OKLAHOMA

AL-6721 (FAA)

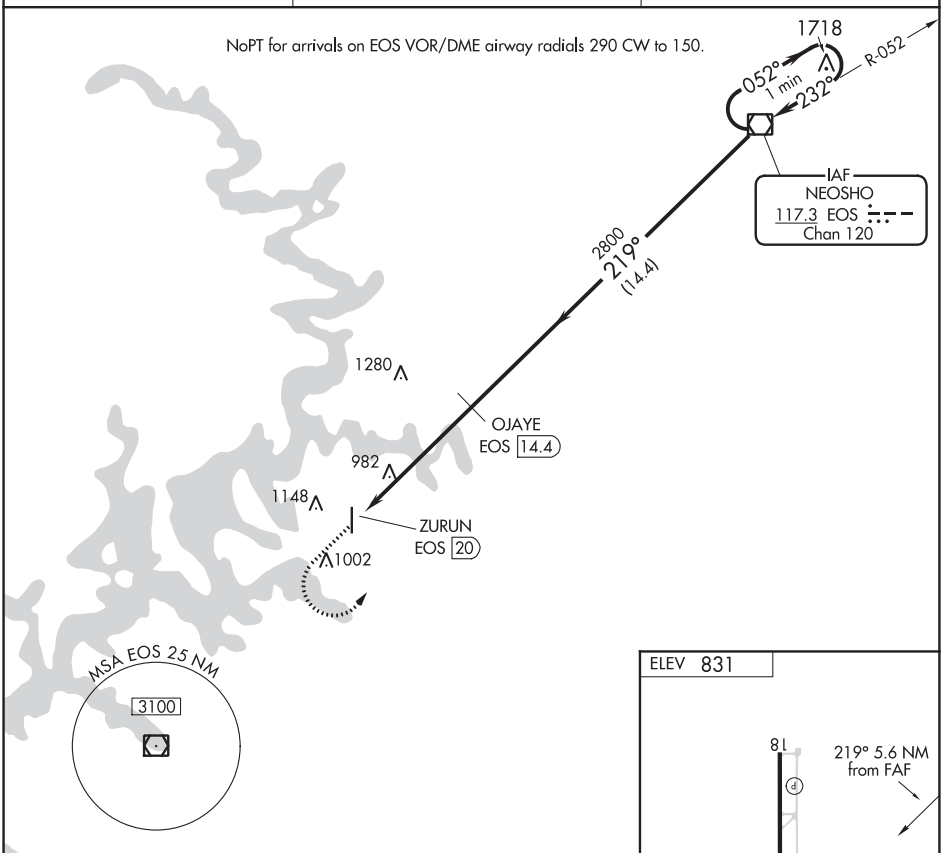
20226

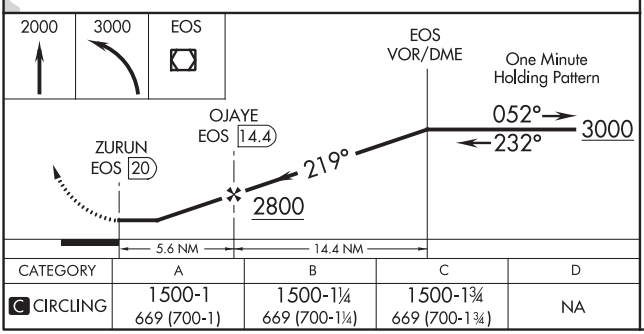
VOR/DME-A
GROVE MUNI (GMJ)

VOR/DME EOS 117.3 Chan 120	APP CRS 219°	Rwy ldg N/A TDZE N/A Apt Elev 831

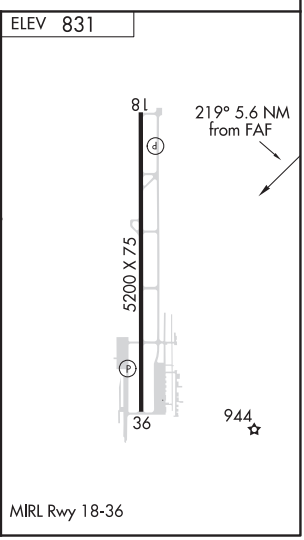
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.025	128.8 354.1	122.8 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	1500-1 669 (700-1)	1500-1¼ 669 (700-1¼)	1500-1¾ 669 (700-1¾)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 56308 W16A	APP CRS 158°	Rwy ldg 5001 TDZE 1069 Apt Elev 1069

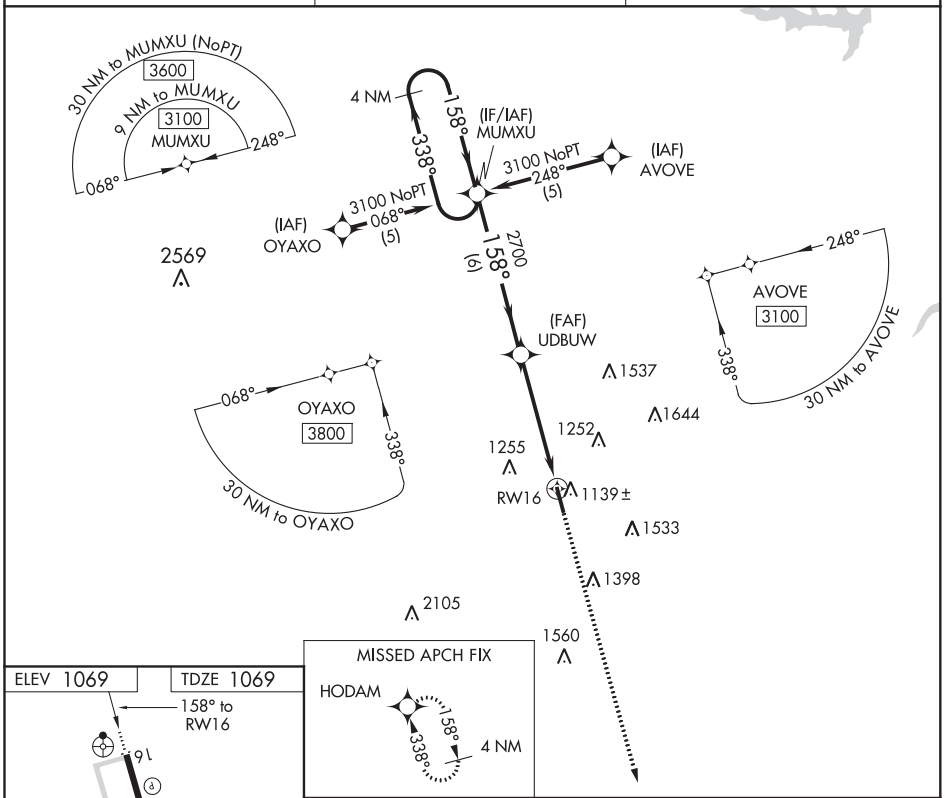
RNAV (GPS) RWY 16
GUTHRIE-EDMOND RGNL (GOK)

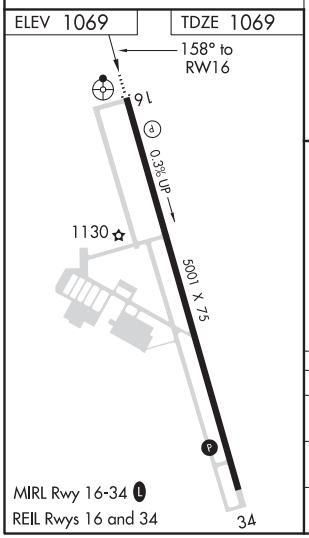
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

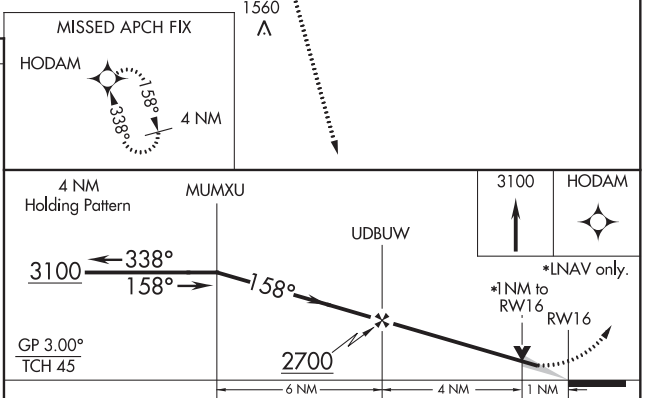
ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF)





MIRL Rwy 16-34

REIL Rwys 16 and 34



CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

GUTHRIE, OKLAHOMA | AL-5950 (FAA) | 19339

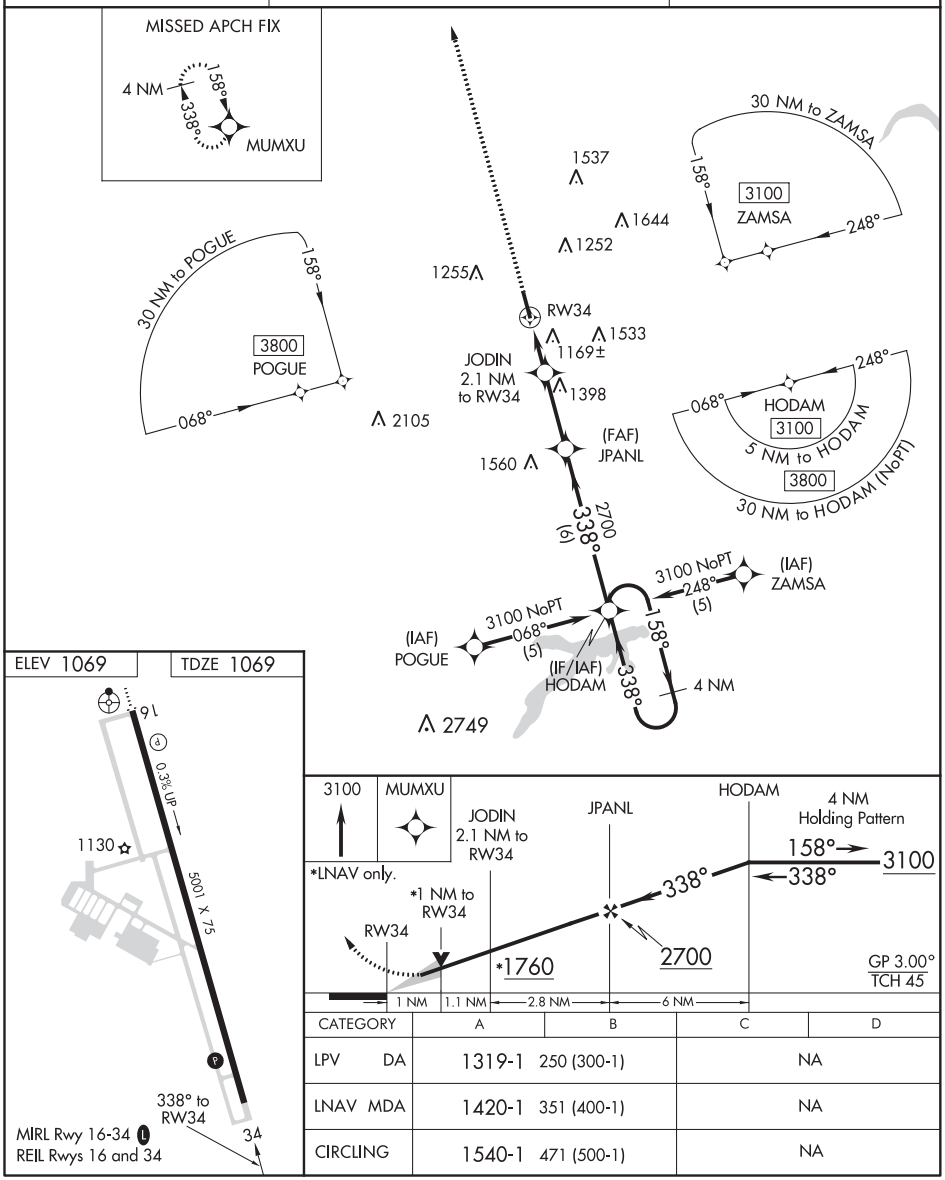
WAAS CH 56607 W34A	APP CRS 338°	Rwy ldg 5001 TDZE 1069 Apt Elev 1069

RNAV (GPS) RWY 34
GUTHRIE-EDMOND RGNL (GOK)

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

ASOS	OKE CITY APP CON	UNICOM
133.975	124.2 336.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1319-1 250 (300-1)		NA	
LNAV MDA	1420-1 351 (400-1)		NA	
CIRCLING	1540-1 471 (500-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

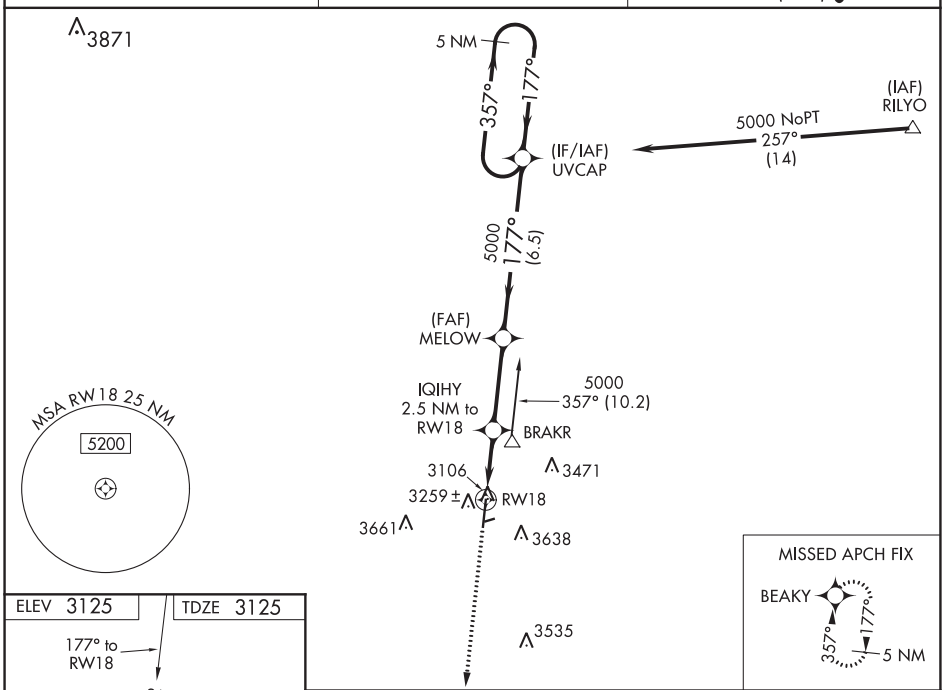
WAAS CH 82625 W18A	APP CRS 177°	Rwy ldg 5904 TDZE 3125 Apt Elev 3125

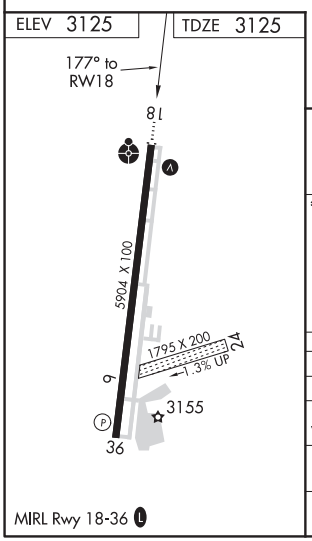
Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile. Circling NA to Rwys 6 and 24.

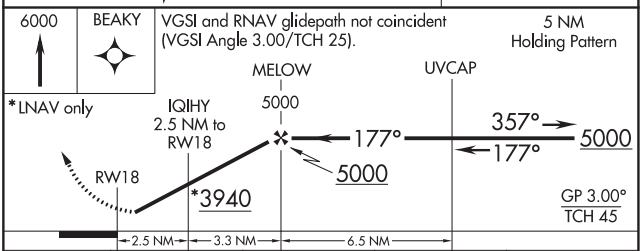
ODALS

MISSED APPROACH: Climb to 6000 direct BEAKY and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3375-1 250 (300-1)			NA
LNAV/VNAV DA	3451-1 326 (400-1)			NA
LNAV MDA	3520-1 395 (400-1)			NA
CIRCLING	3580-1 455 (500-1)		3580-1½ 455 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

GUYMON, OKLAHOMA

AL-5150 (FAA)

20310

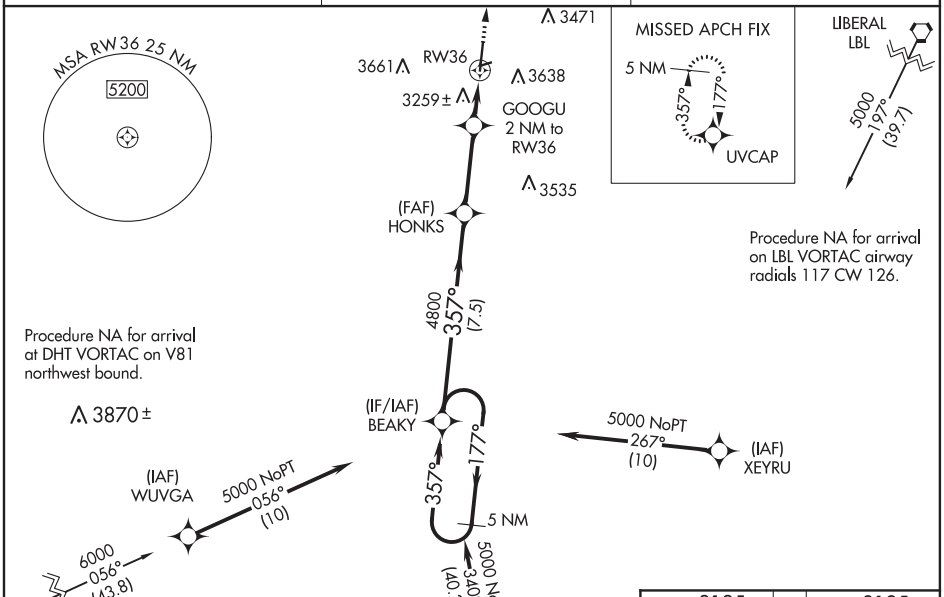
RNAV (GPS) RWY 36
GUYMON MUNI (GUY)

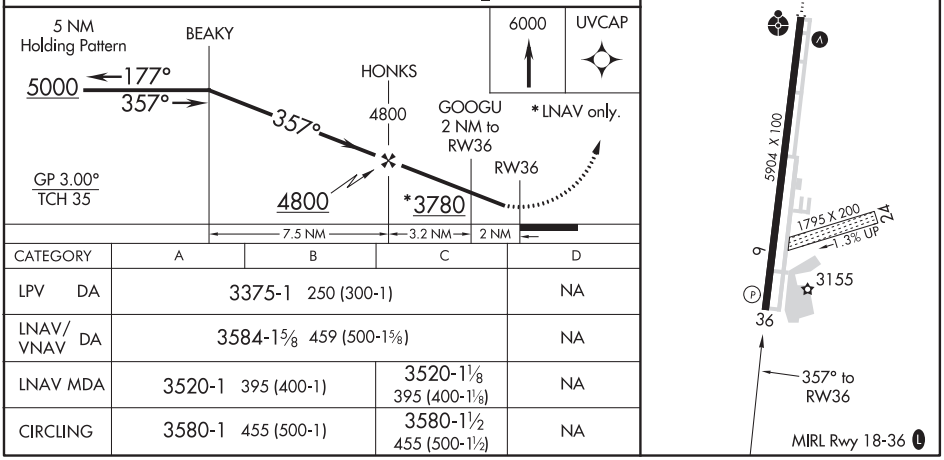
WAAS CH 50525 W36A	APP CRS 357°	Rwy ldg 5904 TDZE 3125 Apt Elev 3125

Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. Circling NA East of Rwy 18-36. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter not received, use Liberal altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ⅜ mile. Circling NA to Rwys 6 and 24.

MISSED APPROACH: Climb to 6000 direct UVCAP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3375-1 250 (300-1)			NA
LNAV/VNAV DA	3584-1⅝ 459 (500-1⅝)			NA
LNAV MDA	3520-1 395 (400-1)		3520-1⅛ 395 (400-1⅛)	NA
CIRCLING	3580-1 455 (500-1)		3580-1½ 455 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

NDB RWY 18
GUYMON MUNI (GUY)

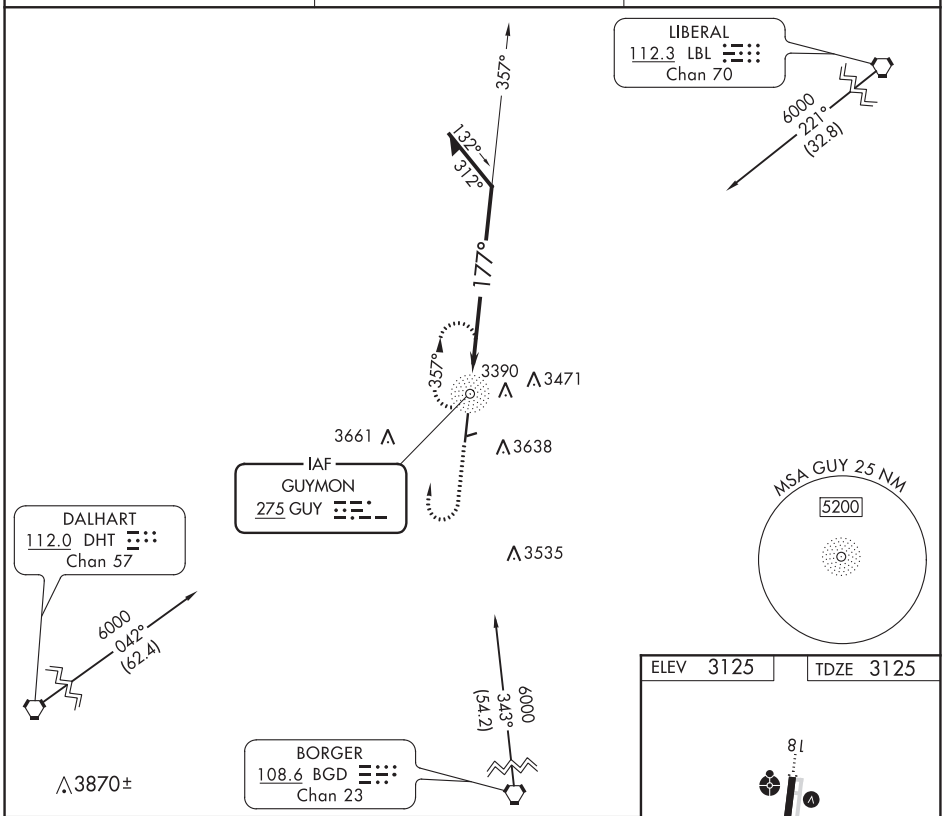
NDB GUY	APP CRS	Rwy ldg	5904
275	177°	TDZE	3125
		Apt Elev	3125

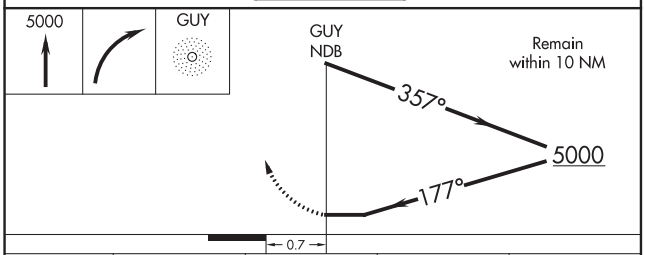
T NA Circling NA east of Rwy 18-36. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 120 feet, increase S-18 Cat A visibility ¼ SM; increase Circling Cats A and C ¼ SM. Circling NA to Rwys 6 and 24.

ODALS

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

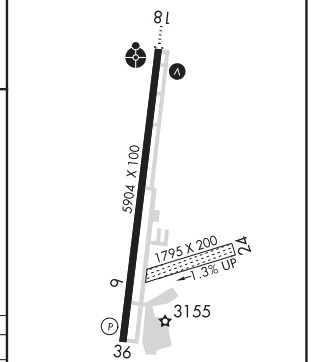
ASOS	KANSAS CITY CENTER	UNICOM
119.925	134.0 257.865	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-18	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2½ 775 (800-2½)	NA
CIRCLING	3900-1 775 (800-1)	3900-1¼ 775 (800-1¼)	3900-2½ 775 (800-2½)	NA

ELEV 3125 TDZE 3125



MIRL Rwy 18-36 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

HARRISON, ARKANSAS

AL-5135 (FAA)

20086

ILS or LOC RWY 36
BOONE COUNTY (HRO)

LOC/DME I-HRO	APP CRS	Rwy ldg	6161
111.7	359°	TDZE	1351
Chan 54		Apt Elev	1365

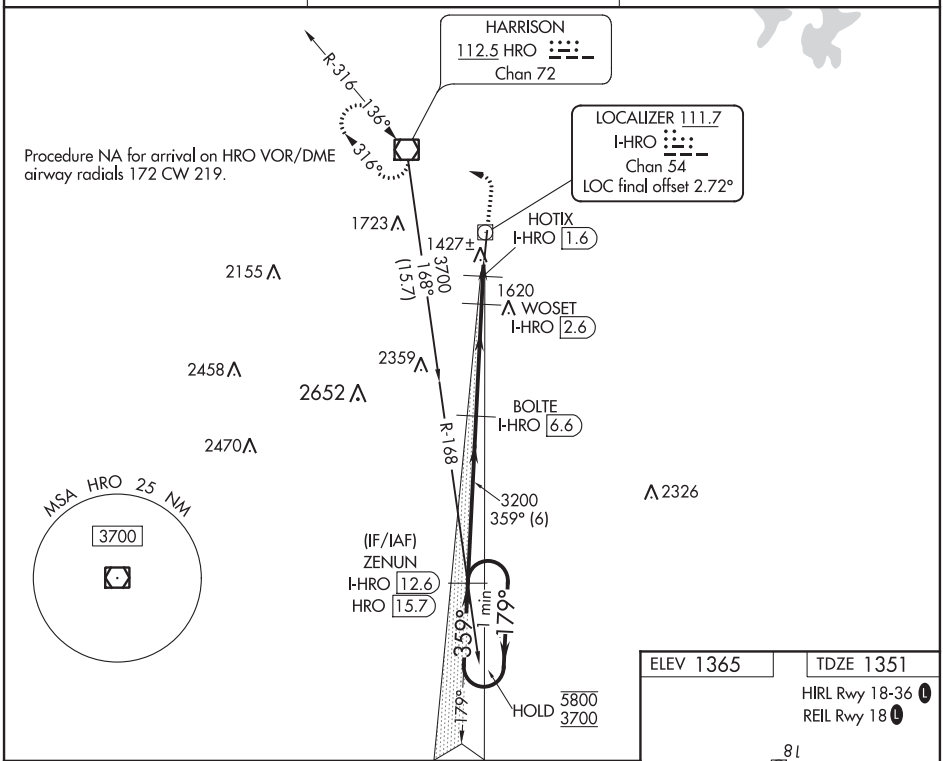
DME required for LOC only. DME or RADAR required for procedure entry.

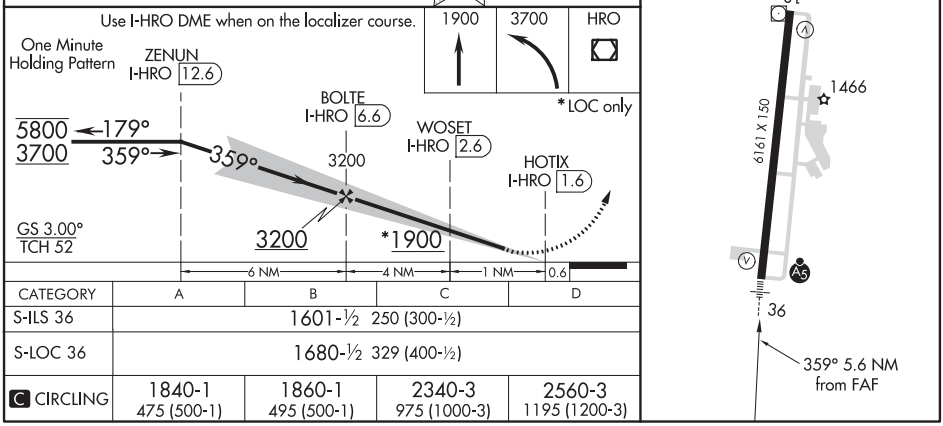
NA

MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3700 direct HRO VOR/DME and hold, continue climb-in hold to 3700.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 36	1601-½ 250 (300-½)			
S-LOC 36	1680-½ 329 (400-½)			
C CIRCLING	1840-1 475 (500-1)	1860-1 495 (500-1)	2340-3 975 (1000-3)	2560-3 1195 (1200-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
BOONE COUNTY (HRO)

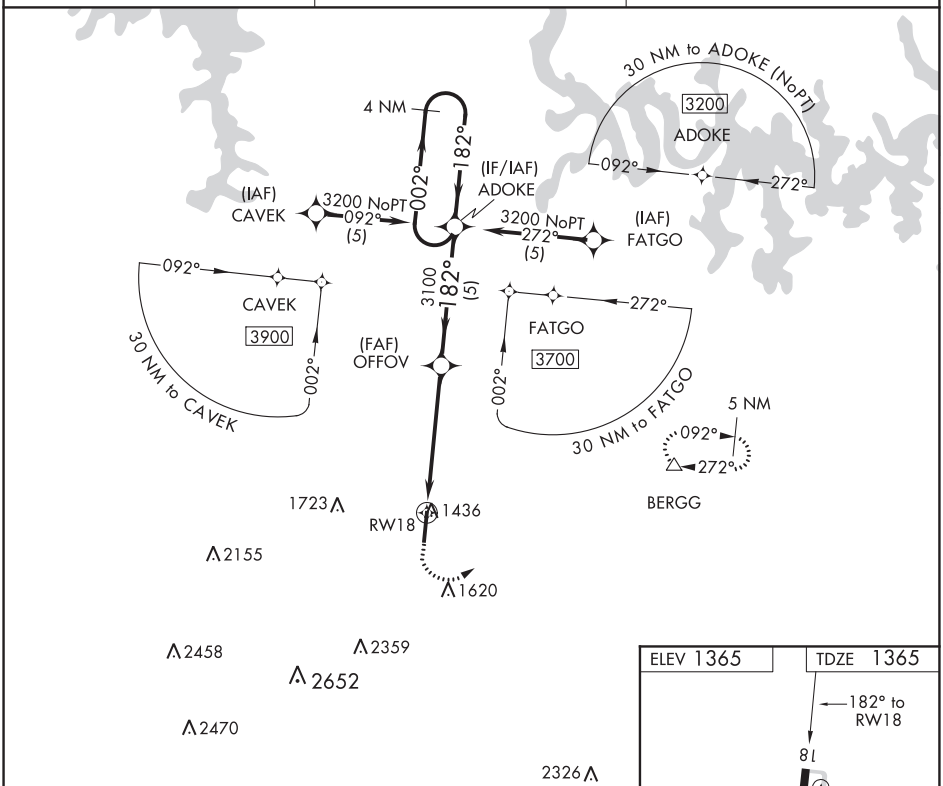
APP CRS	Rwy ldg	6161
182°	TDZE	1365
	Apt Elev	1365

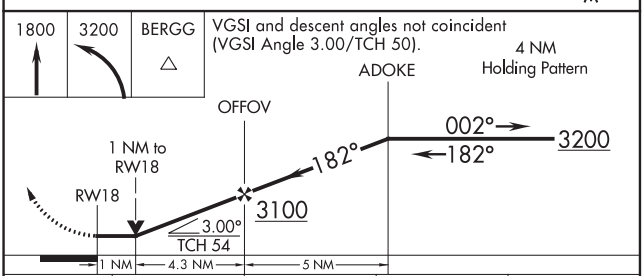
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

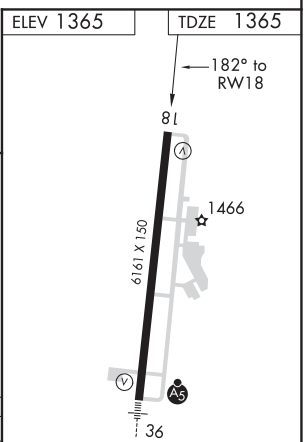
MISSED APPROACH: Climb to 1800 then climbing left turn to 3200 direct BERGG and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1720-1 355 (400-1)			
C CIRCLING	1840-1 475 (500-1)	1860-1 495 (500-1)	2340-3 975 (1000-3)	2560-3 1195 (1200-3)



HIRL Rwy 18-36 L
REIL Rwy 18 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

HARRISON, ARKANSAS

AL-5135 (FAA)

20282

RNAV (GPS) RWY 36
BOONE COUNTY (HRO)

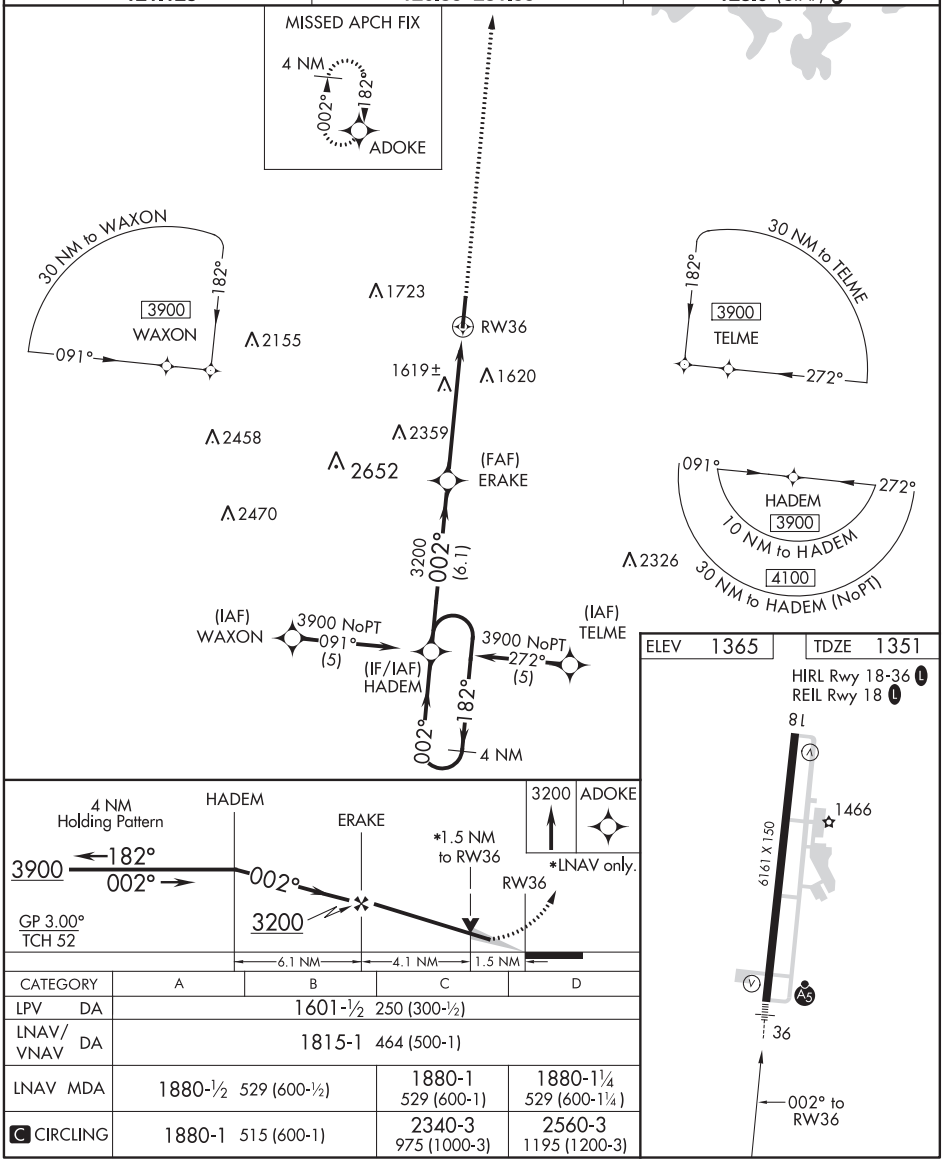
WAAS CH 93711 W36A	APP CRS 002°	Rwy ldg 6161 TDZE 1351 Apt Elev 1365

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

ASOS	MEMPHIS CENTER	UNICOM
121.125	126.85 281.55	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1601-½ 250 (300-½)			
LNAV/VNAV DA	1815-1 464 (500-1)			
LNAV MDA	1880-½ 529 (600-½)		1880-1 529 (600-1)	1880-1¼ 529 (600-1¼)
C CIRCLING	1880-1 515 (600-1)		2340-3 975 (1000-3)	2560-3 1195 (1200-3)

HARRISON, ARKANSAS
Amdt 1A 08OCT20

36°16′N-93°09′W

BOONE COUNTY (HRO)
RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4002
060°	TDZE	631
	Apt Elev	632

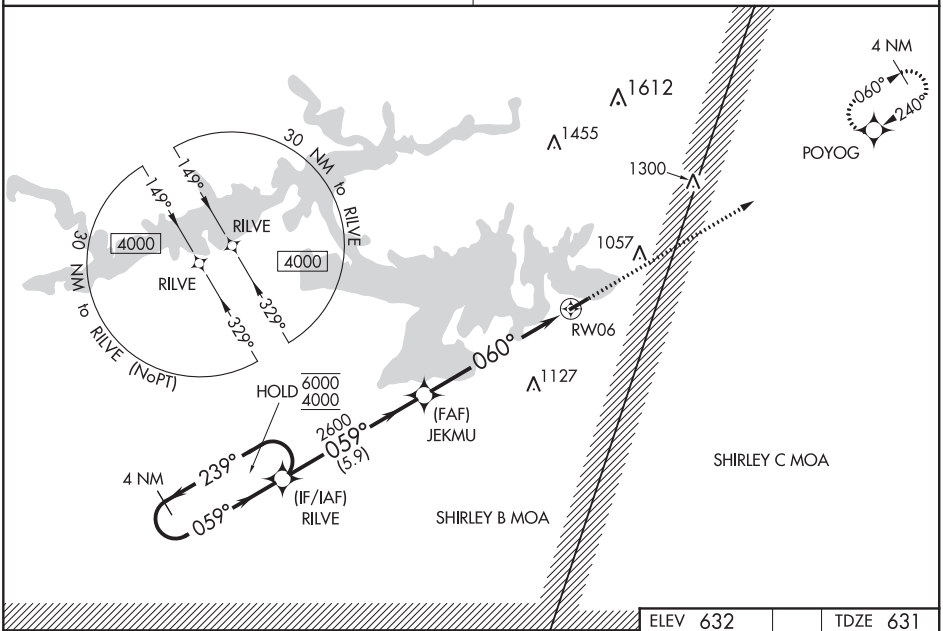
RNAV (GPS) RWY 6
HEBER SPRINGS MUNI (HBZ)

RNP APCH.

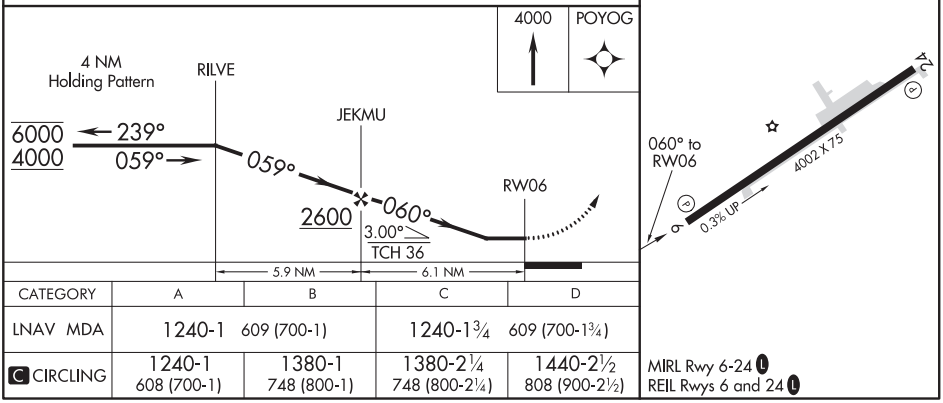
T ANA Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet, and increase LNAV visibility Cat C and D ¼ SM. Increase Circling visibility Cat C ¼ SM, Cat D ½ SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



ELEV 632 TDZE 631



CATEGORY	A	B	C	D
LNAV MDA	1240-1 609 (700-1)		1240-1¾ 609 (700-1¾)	
C CIRCLING	1240-1 608 (700-1)	1380-1 748 (800-1)	1380-2¼ 748 (800-2¼)	1440-2½ 808 (900-2½)

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

SC-1, 25 FEB 2021 to 22 APR 2021

HEBER SPRINGS, ARKANSAS

AL-5906 (FAA)

19283

RNAV (GPS) RWY 24

HEBER SPRINGS MUNI (HBZ)

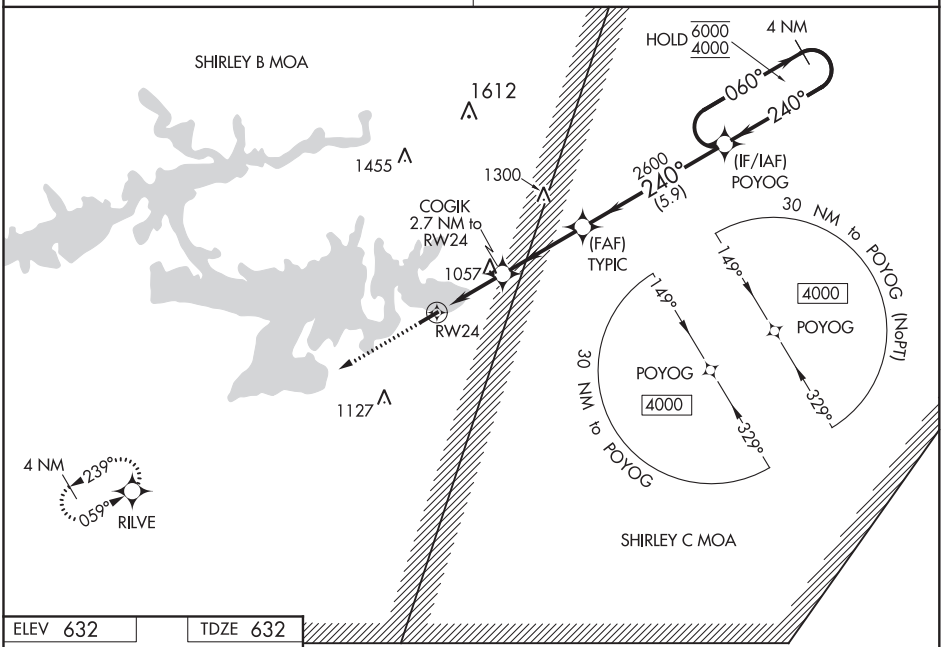
APP CRS	Rwy ldg	4002
240°	TDZE	632
	Apt Elev	632

RNP APCH.

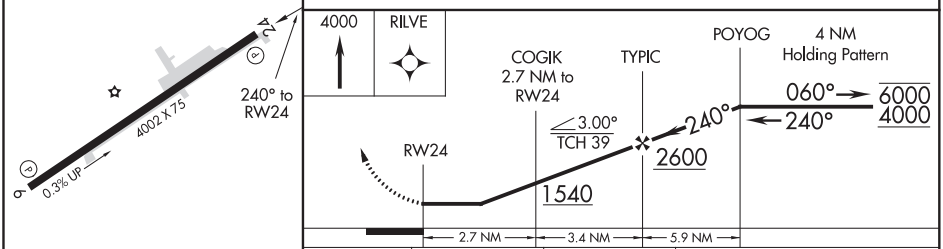
T A NA — Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet, and increase LNAV visibility Cat B ¼ SM, Cat C and D ½ SM. Increase Circling visibility Cat B, C ¼ SM, and Cat D ½ SM.

MISSED APPROACH: Climb to 4000 direct RILVE and hold, continue climb-in-hold to 4000.

MEMPHIS CENTER	UNICOM
126.85 281.55	122.7 (CTAF) L



ELEV 632 TDZE 632



CATEGORY	A	B	C	D
LNAV MDA	1320-1 688 (700-1)		1320-2 688 (700-2)	
C CIRCLING	1320-1 688 (700-1)	1380-1 748 (800-1)	1380-2¼ 748 (800-2¼)	1440-2½ 808 (900-2½)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

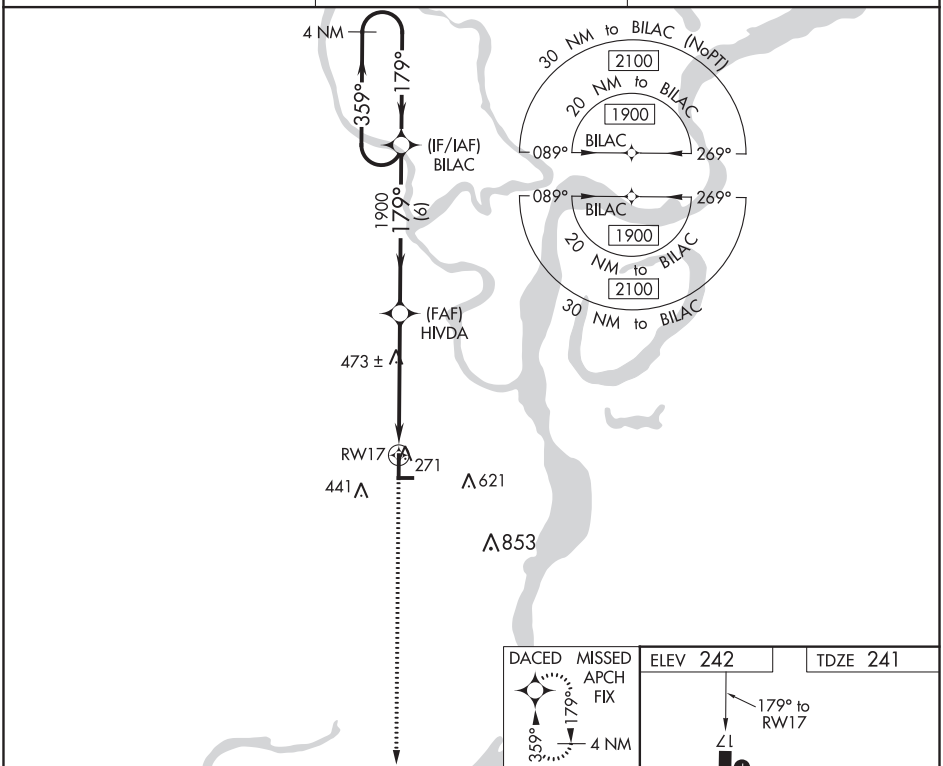
RNAV (GPS) RWY 17
THOMPSON-ROBBINS (HEE)

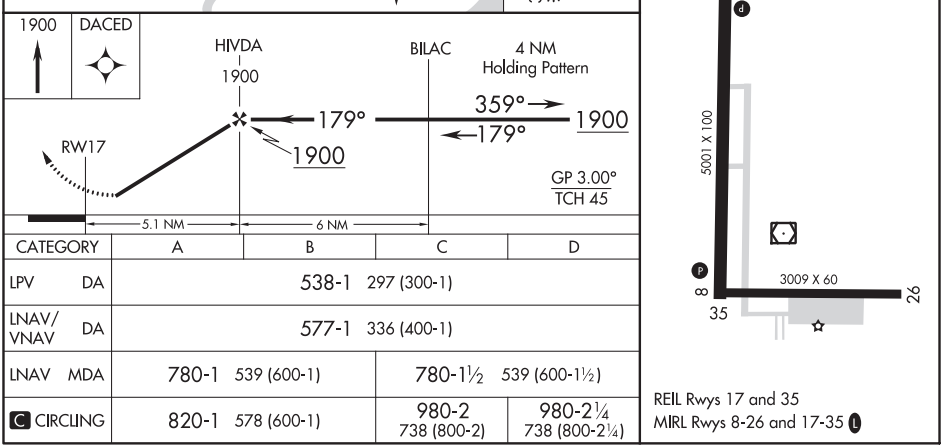
WAAS CH 86941 W17A	APP CRS 179°	Rwy ldg 5001 TDZE 241 Apt Elev 242

Circling to Rwy 8-26 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.
NA Use Tunica, MS altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 direct DACED and hold.

UTA AWOS-3	MEMPHIS CENTER	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	538-1 297 (300-1)			
LNAV/VNAV DA	577-1 336 (400-1)			
LNAV MDA	780-1 539 (600-1)		780-1½ 539 (600-1½)	
C CIRCLING	820-1 578 (600-1)		980-2 738 (800-2)	980-2¼ 738 (800-2¼)

REIL Rwys 17 and 35
MIRL Rwys 8-26 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HELENA/WEST HELENA, ARKANSAS AL-984 (FAA) 20310

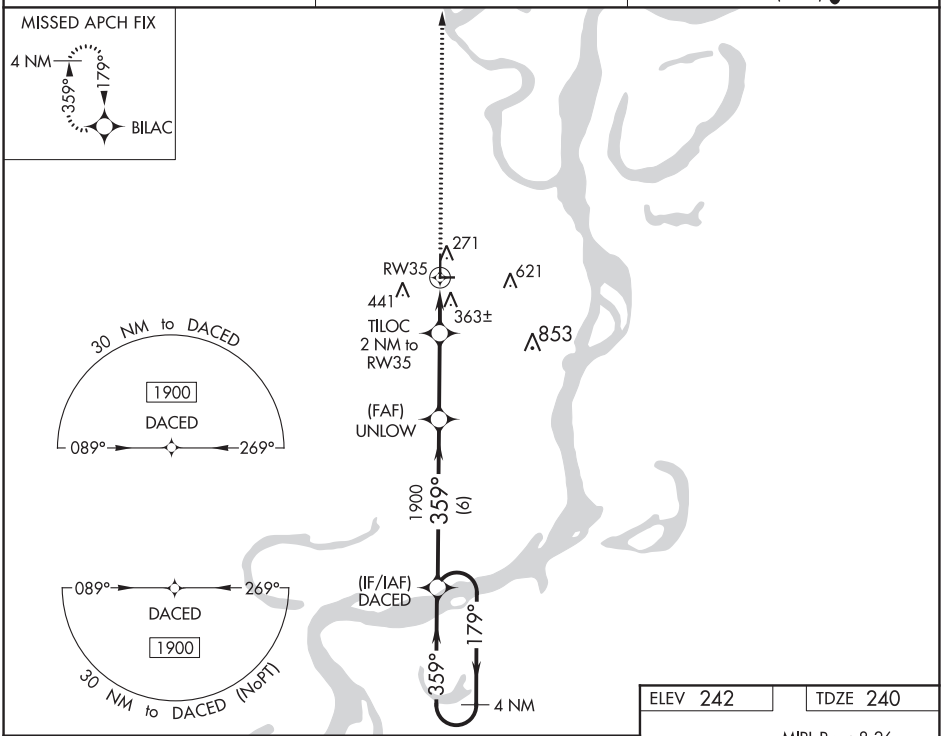
RNAV (GPS) RWY 35
THOMPSON-ROBBINS (HEE)

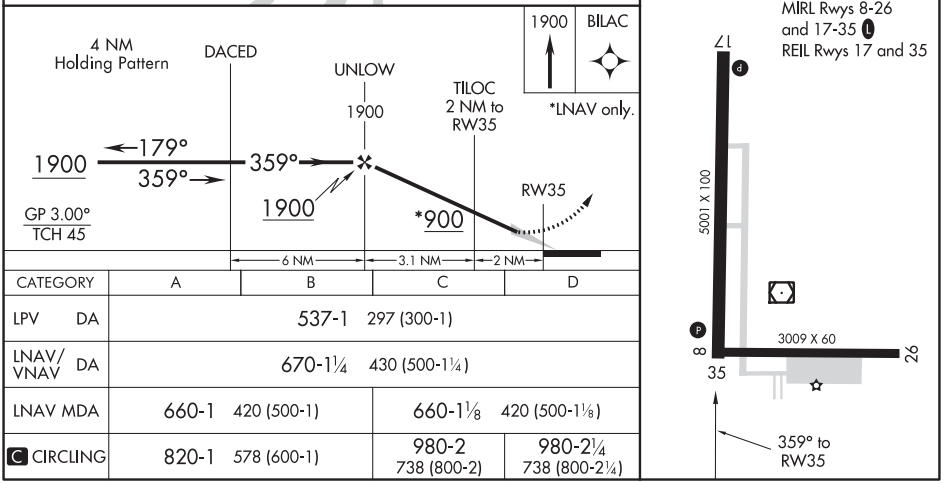
WAAS CH 49041 W35A	APP CRS 359°	Rwy ldg 5001 TDZE 240 Apt Elev 242

Circling to Rwy 8-26 NA at night. Baro-VNAV NA.
NA DME/DME RNP-0.3 NA. Use Tunica, MS altimeter setting.

MISSED APPROACH: Climb to 1900 direct BILAC and hold.

UTA AWOS-3	MEMPHIS CENTER	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	537-1 297 (300-1)			
LNAV/VNAV DA	670-1¼ 430 (500-1¼)			
LNAV MDA	660-1 420 (500-1)		660-1⅛ 420 (500-1⅛)	
C CIRCLING	820-1 578 (600-1)		980-2 738 (800-2)	980-2¼ 738 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 35
THOMPSON-ROBBINS (HEE)

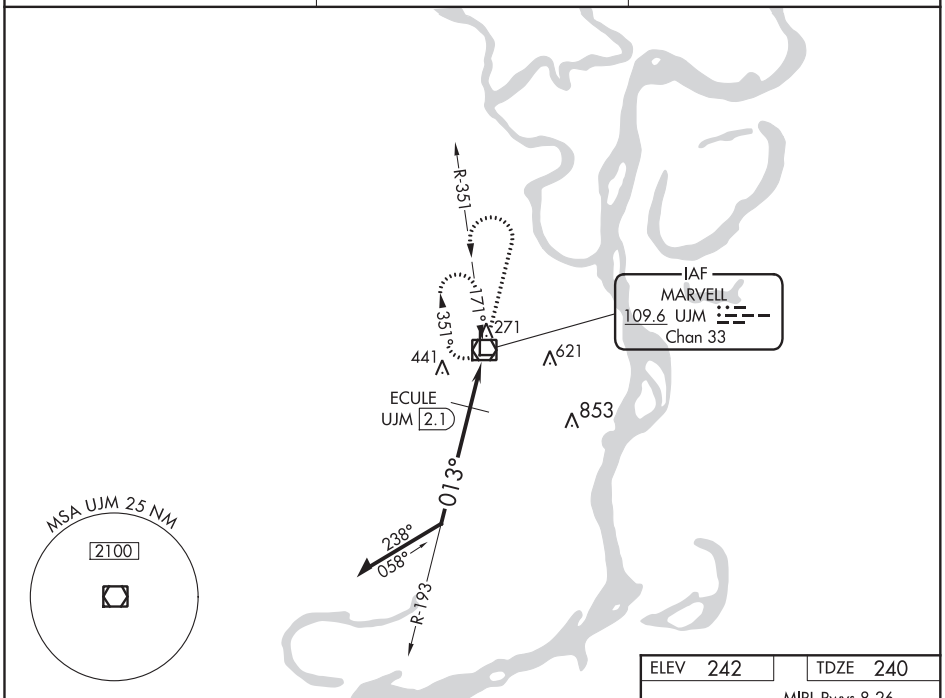
VOR/DME UJM	APP CRS	Rwy ldg 5001
109.6	013°	TDZE 240
Chan 33		Apt Elev 242

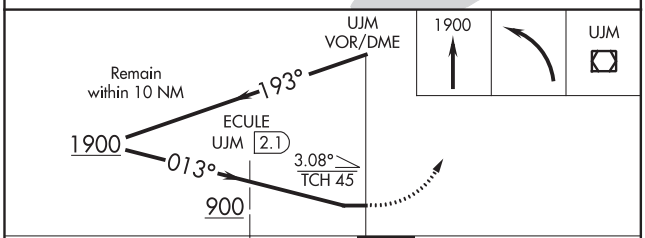
Circling to Rwy 8-26 NA at night.
Use Tunica, MS altimeter setting.

NA

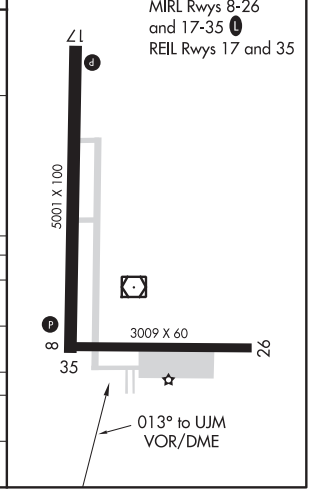
MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

UTA AWOS-3	MEMPHIS CENTER	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	900-1 660 (700-1)		900-1⅞	660 (700-1⅞)
C CIRCLING	900-1 658 (700-1)		980-2 738 (800-2)	980-2¼ 738 (800-2¼)
ECULE FIX MINIMUMS				
S-35	700-1 460 (500-1)		700-1⅜	460 (500-1⅜)
C CIRCLING	820-1 578 (600-1)		980-2 738 (800-2)	980-2¼ 738 (800-2¼)



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

19255

FORT SILL, OKLAHOMA

RNAV (GPS) RWY 18

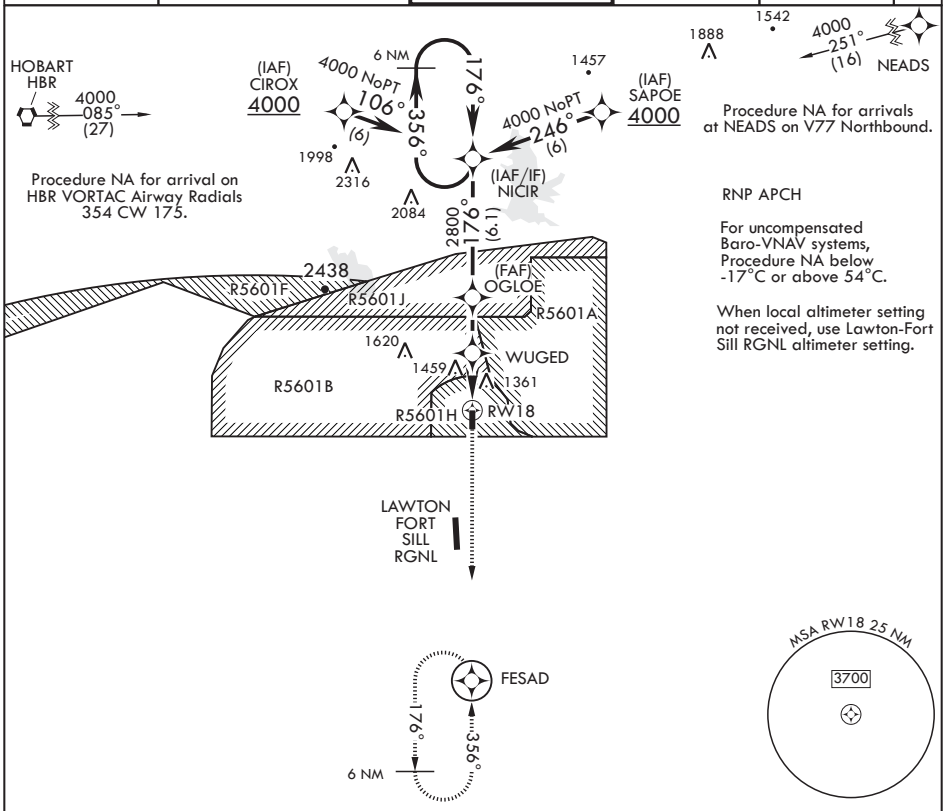
APCH CRS	Rwy ldg	5001
176°	TDZE	1188
	Arpt Elev	1188

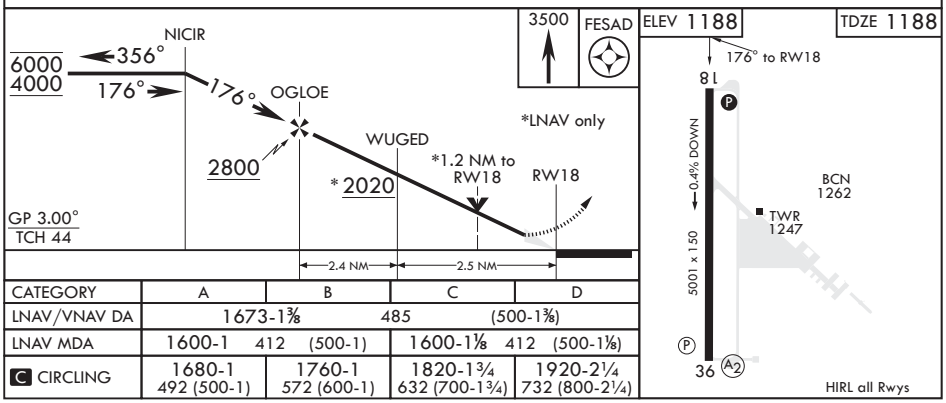
AL-230 (USA)

HENRY POST AAF (KFSI)

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

ATIS	FORT SILL APP CON/DEP CON	TOWER★	POST GND CON	CLNC DEL	ASR
135.425 354.025	120.55 322.4	124.95 (CTAF) 0★ 229.4	121.7 279.575	121.7 279.575	





CATEGORY	A	B	C	D
LNAV/VNAV DA	1673-1⅜ 485 (500-1⅜)			
LNAV MDA	1600-1 412 (500-1)		1600-1⅛ 412 (500-1⅛)	
C CIRCLING	1680-1 492 (500-1)	1760-1 572 (600-1)	1820-1¾ 632 (700-1¾)	1920-2¼ 732 (800-2¼)

FORT SILL, OKLAHOMA

34°39'N - 98°24'W

HENRY POST AAF (KFSI)

Amdt 1 20JUN19

RNAV (GPS) RWY 18

SC-1, 25 FEB 2021 to 22 APR 2021

FORT SILL, OKLAHOMA

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	5001
356°	TDZE	1187
	Arpt Elev	1188

AL-230 (USA)

HENRY POST AAF (KFSI)

T * When ALS inop, increase vis CAT ABCD to RVR 45.
A ** When ALS inop, increase CAT CD vis to 1 3/8 SM.

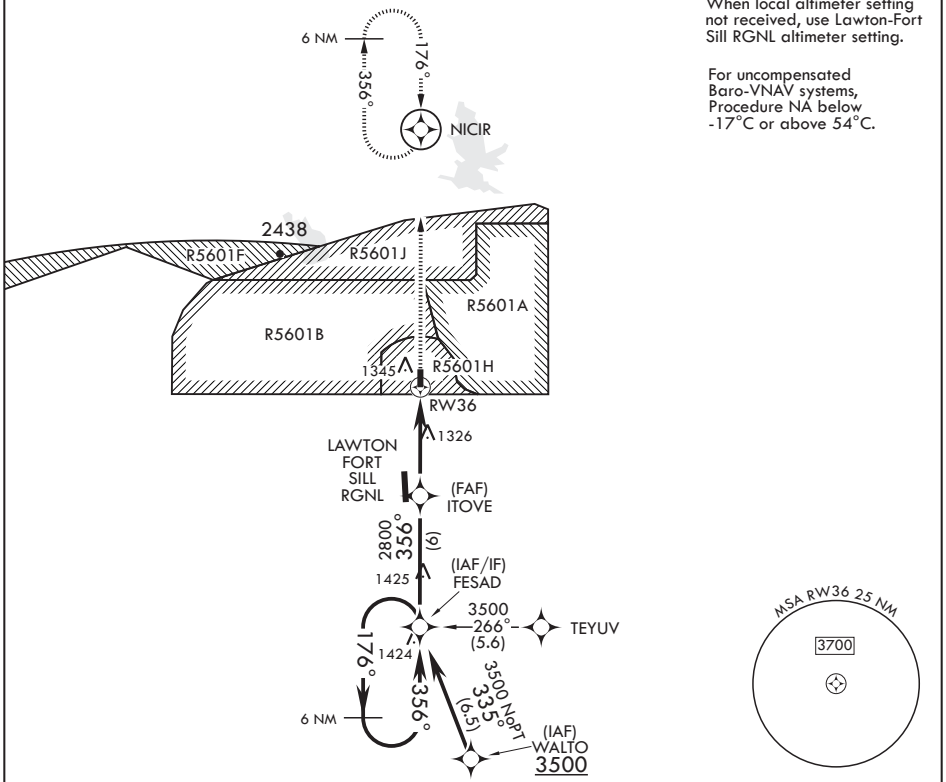
SALS A2

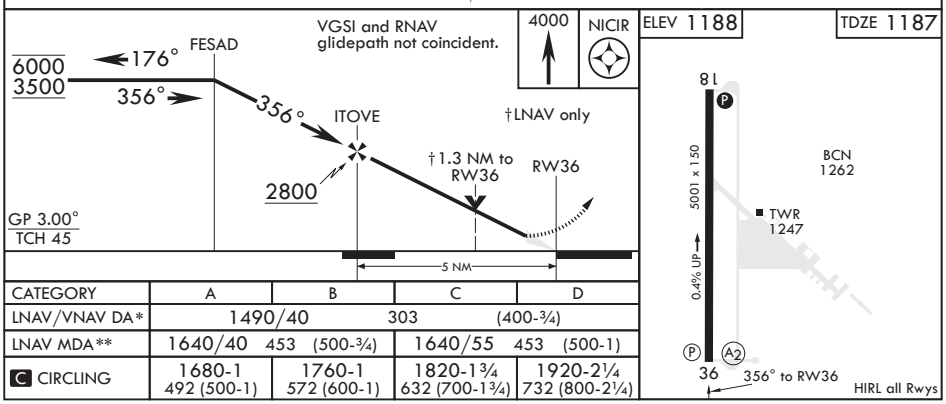
MISSED APPROACH: Climb to 4000 direct NICIR and hold.

ATIS	FORT SILL APP CON/DEP CON	TOWER★	POST GND CON	CLNC DEL	ASR
135.425 354.025	120.55 322.4	124.95 (CTAF) 229.4	121.7 279.575	121.7 279.575	

When local altimeter setting not received, use Lawton-Fort Sill RGNL altimeter setting.

For uncompensated Baro-VNAV systems, Procedure NA below -17°C or above 54°C.





CATEGORY	A	B	C	D
LNAV/VNAV DA*	1490/40 303 (400-¾)			
LNAV MDA**	1640/40 453 (500-¾)		1640/55 453 (500-1)	
C CIRCLING	1680-1 492 (500-1)	1760-1 572 (600-1)	1820-1¾ 632 (700-1¾)	1920-2¼ 732 (800-2¼)

FORT SILL, OKLAHOMA

34°39'N - 98°24'W

HENRY POST AAF (KFSI)

Amdt 1 20JUN19

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

19255

FORT SILL, OKLAHOMA

VOR RWY 18

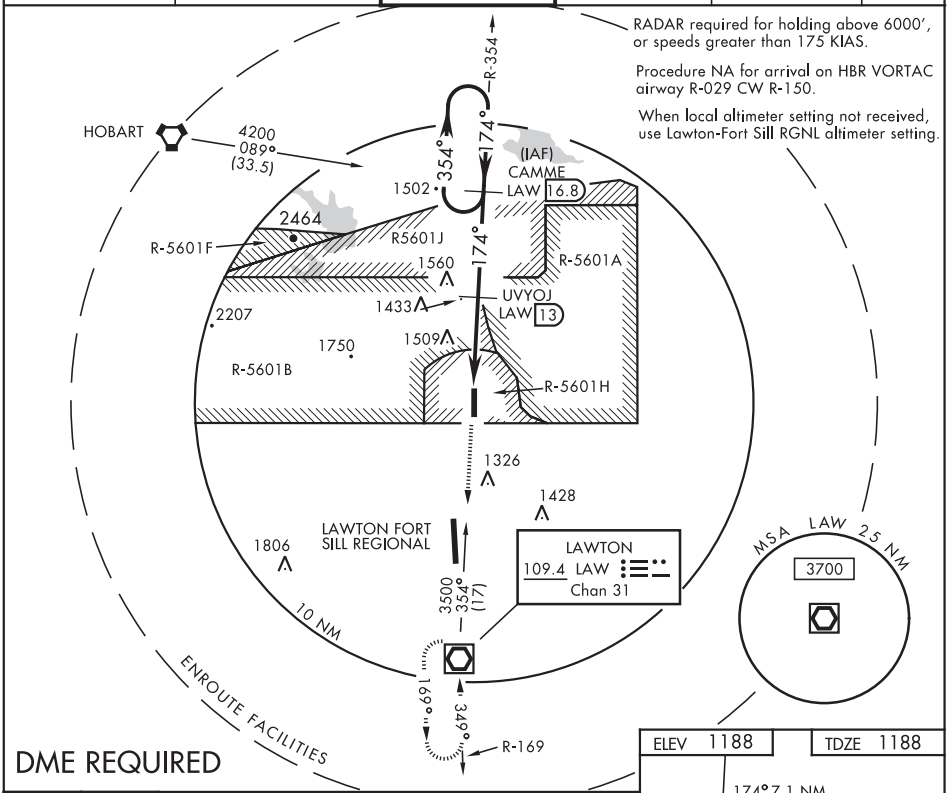
VOR/DME LAW 109.4 Chan 31	APCH CRS 174 °	Rwy ldg 5001 TDZE 1188 Arpt Elev 1188

AL-230 [USA]

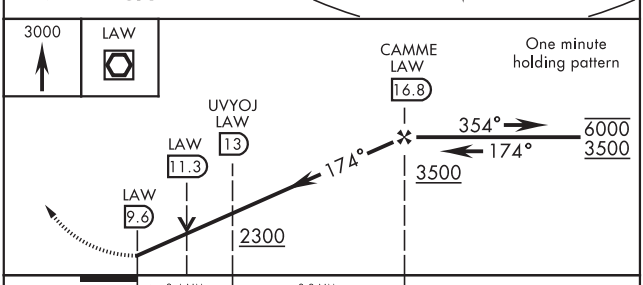
HENRY POST AAF (KFSI)

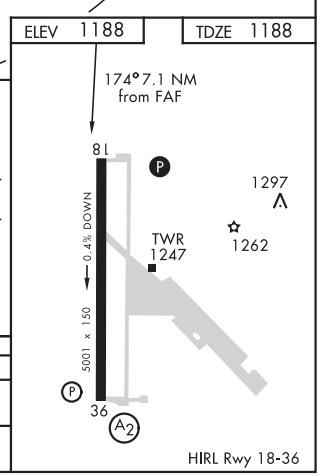
MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★ (CTAF)	GND CON	CLNC DEL	ASR
135.425 354.025	120.55 322.4	124.95 Ⓛ 229.4	121.7 279.575	121.7 279.575	



DME REQUIRED





CATEGORY	A	B	C	D
S-18	1760-1 572 (600-1)		1760-1⅝ 572 (600-1⅝)	
C CIRCLING	1760-1 572 (600-1)		1820-1¾ 632 (700-1¾)	1920-2¼ 732 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

FORT SILL, OKLAHOMA

34° 39'N-98° 24'W

HENRY POST AAF (KFSI)

Amdt 1 20JUN19

VOR RWY 18

FORT SILL, OKLAHOMA

VOR RWY 36

HENRY POST AAF (KFSI)

VOR/DME LAW 109.4 Chan 31	APCH CRS 355°	Rwy ldg 5001 TDZE 1188 Arpt Elev 1188

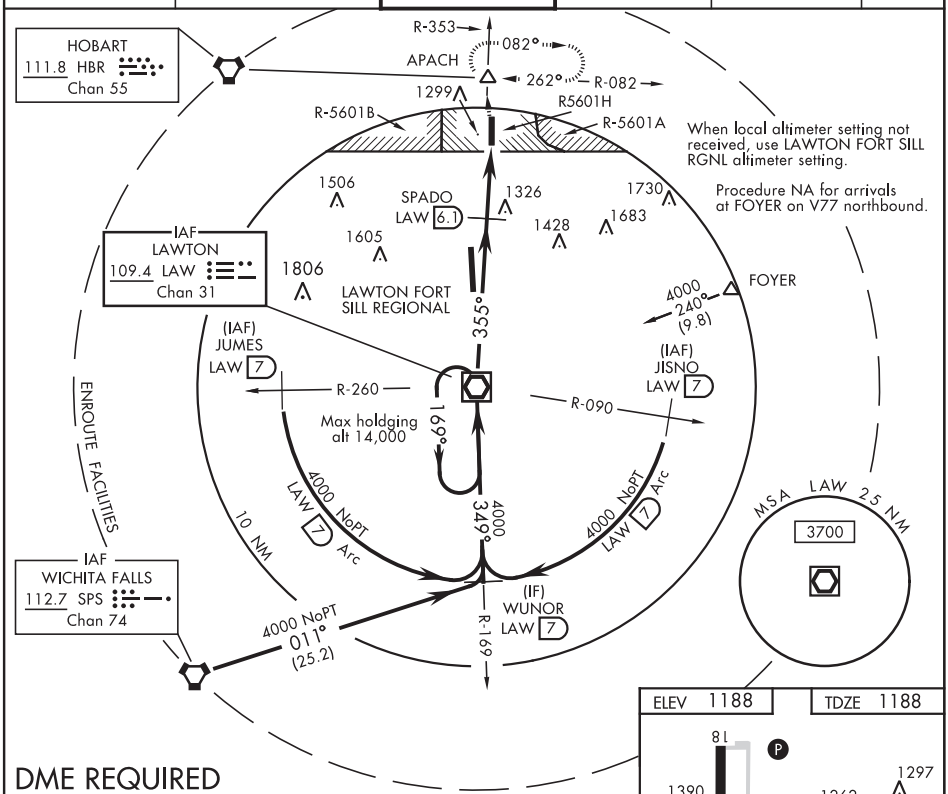
AL-230 [USA]

* When ALS inop, increase CAT CD vis to 1⅜ miles.

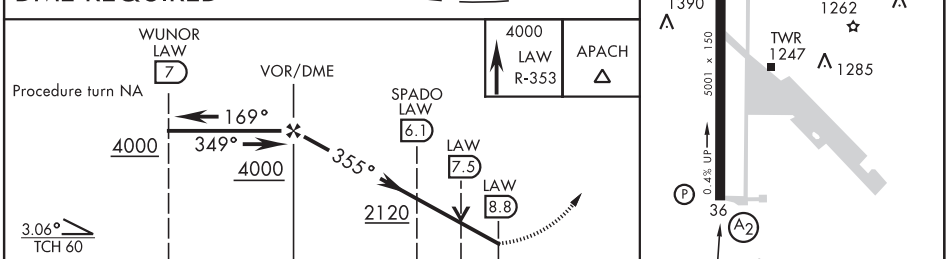
SALS A2

MISSED APPROACH: Climb to 4000 on LAW VOR/DME R-353 to APACH INT/LAW 20.9 DME and hold.

ATIS	FORT SILL APP CON	POST TOWER ★(CTAF)	GND CON	CLNC DEL	ASR
135.425 354.025	120.55 322.4	124.95 229.4	121.7 279.575	121.7 279.575	



DME REQUIRED



CATEGORY	A	B	C	D
S-35*	1640/40 453 (600-¾)		1640/55 453 (500-1)	
C CIRCLING	1680-1 492 (500-1)	1760-1 572 (600-1)	1820-1¾ 632 (700-1¾)	1920-2¼ 732 (800-2¼)

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

FORT SILL, OKLAHOMA 34° 39′N-98° 24′W HENRY POST AAF (KFSI)

Amdt 14 20JUN19

VOR RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HENRYETTA, OKLAHOMA

AL-6082 (FAA)

19339

RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)

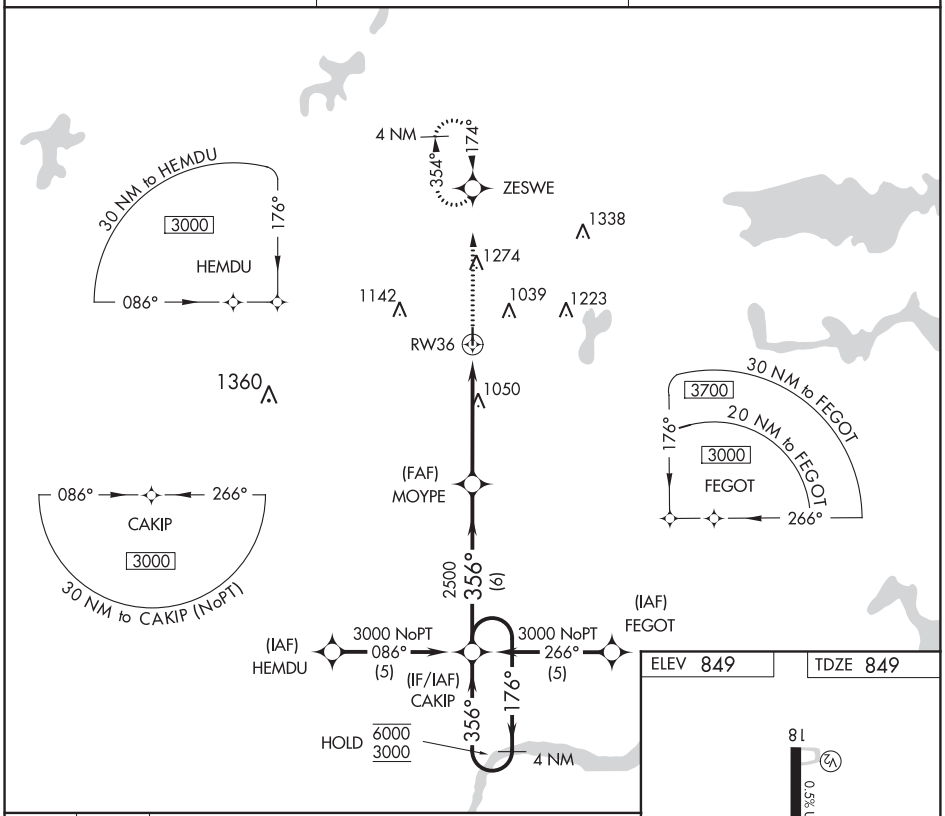
APP CRS	Rwy ldg	3501
356°	TDZE	849
	Apt Elev	849

RNP APCH.

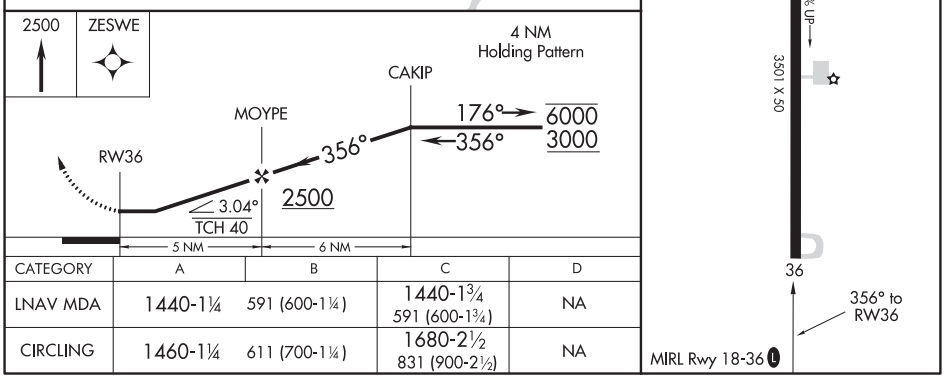
NA — Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Mc Alester Regional altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZESWE and hold.

MLC ASOS	FORT WORTH CENTER	UNICOM
135.125	132.2 338.35	122.8 (CTAF) L



ELEV 849 TDZE 849



CATEGORY	A	B	C	D
LNAV MDA	1440-1¼	591 (600-1¼)	1440-1¾ 591 (600-1¾)	NA
CIRCLING	1460-1¼	611 (700-1¼)	1680-2½ 831 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4001
173°	TDZE	1584
	Apt Elev	1587

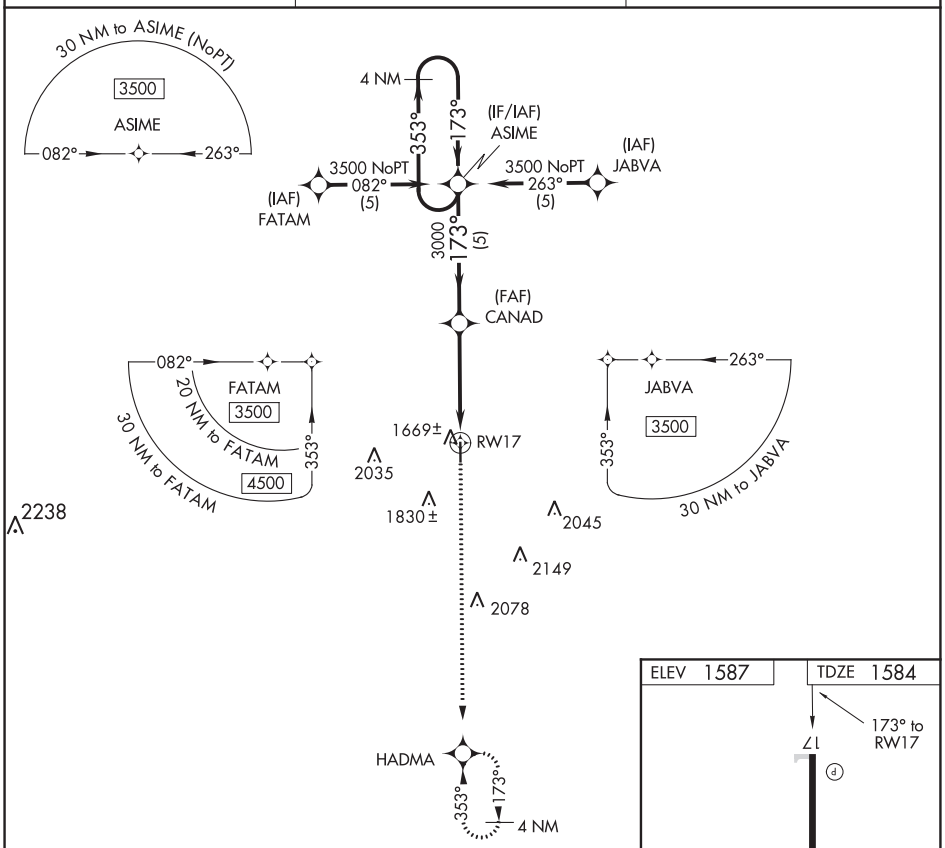
RNAV (GPS) RWY 17
HINTON MUNI (208)

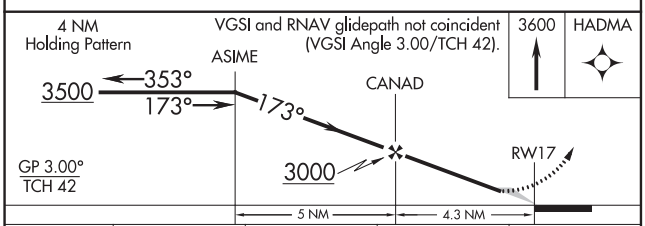
T
A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Weatherford altimeter setting; when not received procedure NA.

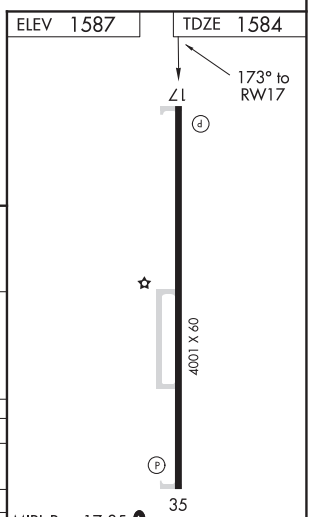
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

OJA AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.37	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	2000-1½ 416 (500-1½)		NA	
LNAV MDA	2000-1 416 (500-1)		NA	
C CIRCLING	2160-1 573 (600-1)		NA	



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HINTON, OKLAHOMA AL-9415 (FAA) 19311

RNAV (GPS) RWY 35
HINTON MUNI (208)

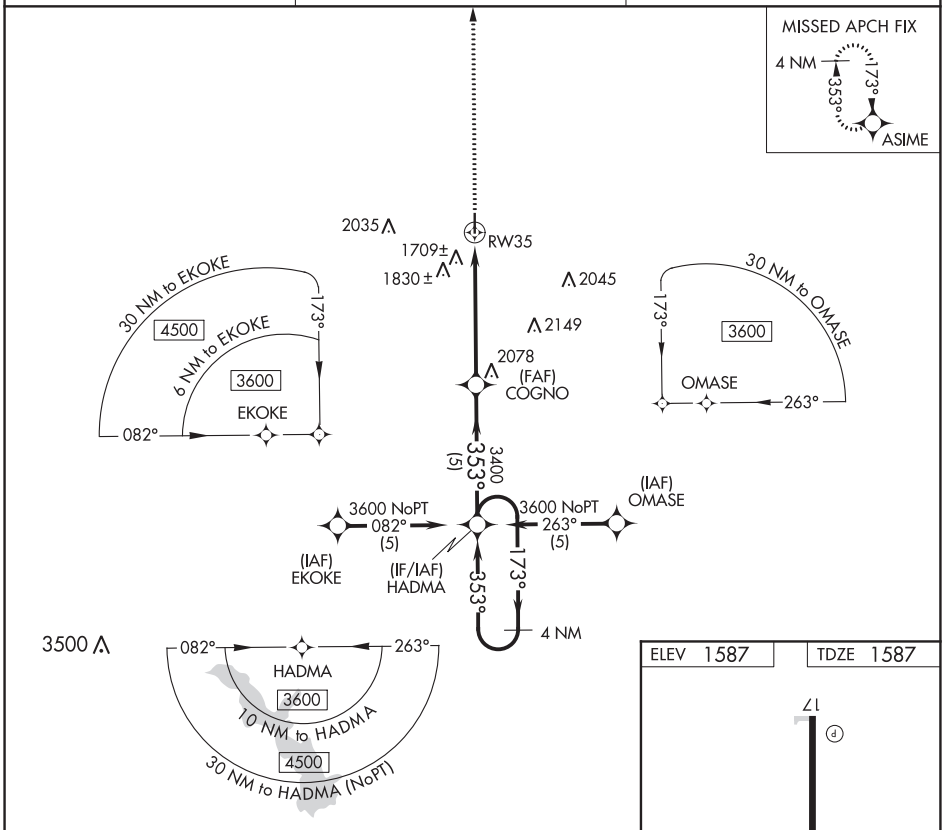
APP CRS	Rwy ldg	4001
353°	TDZE	1587
	Apt Elev	1587

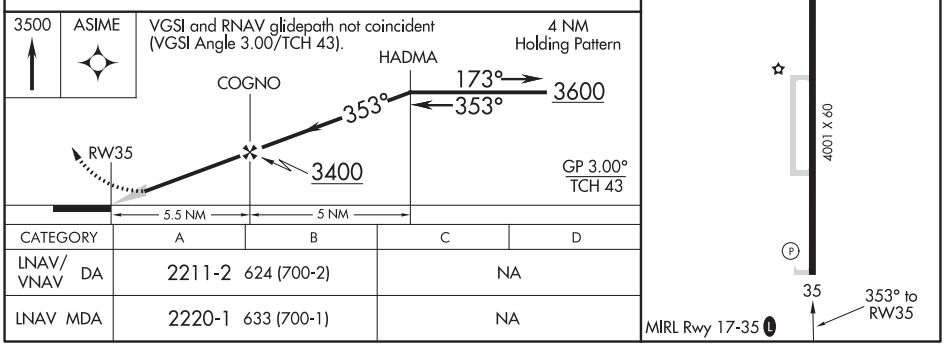
RNP APCH.

Baro-VNAV NA.
NA Use Weatherford altimeter setting; when not received procedure NA.

MISSED APPROACH: Climb to 3500 direct ASIME and hold.

OJA AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.37	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV/VNAV DA	2211-2 624 (700-2)		NA	
LNAV MDA	2220-1 633 (700-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

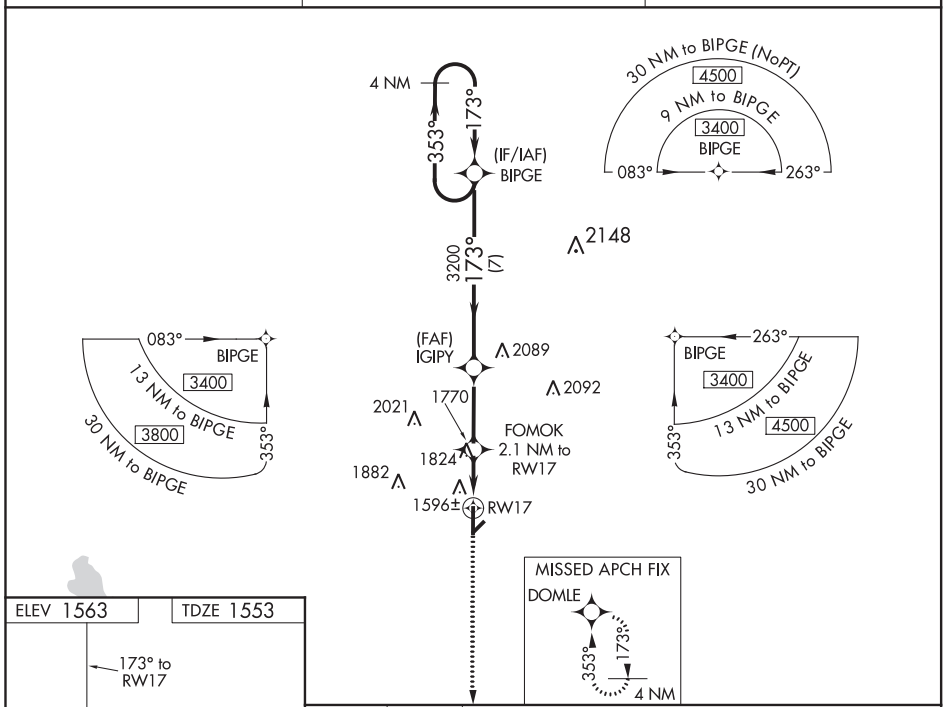
RNAV (GPS) RWY 17
HOBART RGNL (HBR)

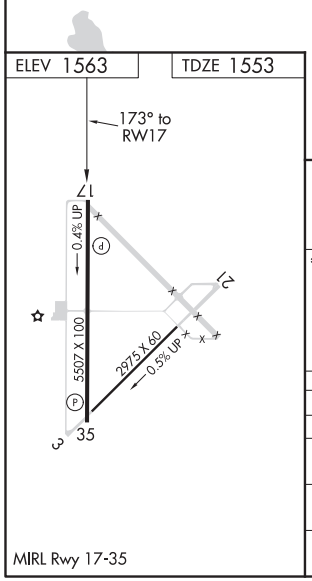
WAAS CH 99417 W17A	APP CRS 173°	Rwy ldg 5507 TDZE 1553 Apt Elev 1563

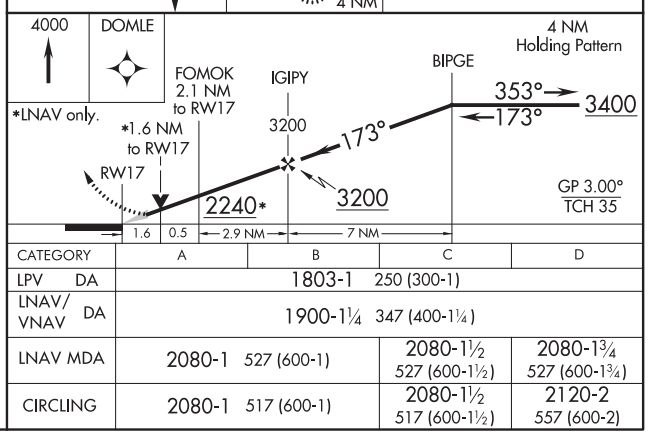
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 353.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1803-1 250 (300-1)			
LNAV/VNAV DA	1900-1¼ 347 (400-1¼)			
LNAV MDA	2080-1 527 (600-1)		2080-1½ 527 (600-1½)	2080-1¾ 527 (600-1¾)
CIRCLING	2080-1 517 (600-1)		2080-1½ 517 (600-1½)	2120-2 557 (600-2)

MIRL Rwy 17-35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HOBART, OKLAHOMA

AL-912 (FAA)

19283

RNAV (GPS) RWY 35

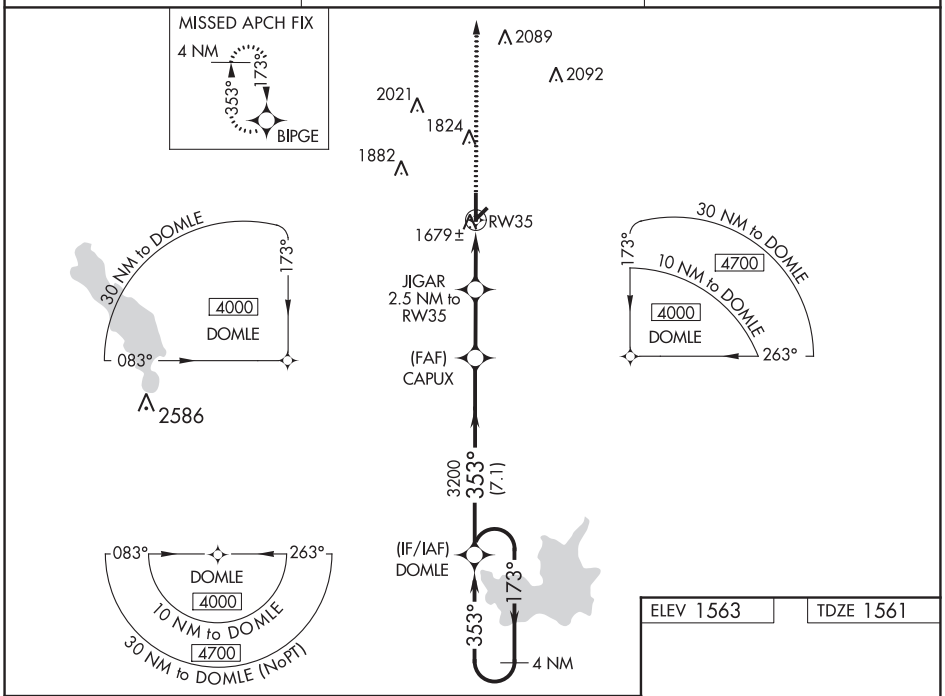
HOBART RGNL (HBR)

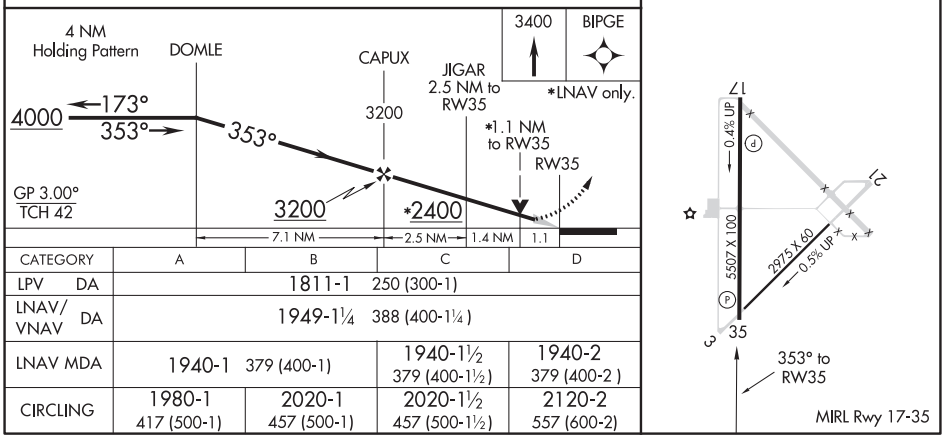
WAAS CH 53417 W35A	APP CRS 353°	Rwy ldg 5507 TDZE 1561 Apt Elev 1563

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

ASOS	ALTUS APP CON ★	UNICOM
133.325	125.1 353.7	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1811-1 250 (300-1)			
LNAV/VNAV DA	1949-1¼ 388 (400-1¼)			
LNAV MDA	1940-1 379 (400-1)		1940-1½ 379 (400-1½)	1940-2 379 (400-2)
CIRCLING	1980-1 417 (500-1)	2020-1 457 (500-1)	2020-1½ 457 (500-1½)	2120-2 557 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

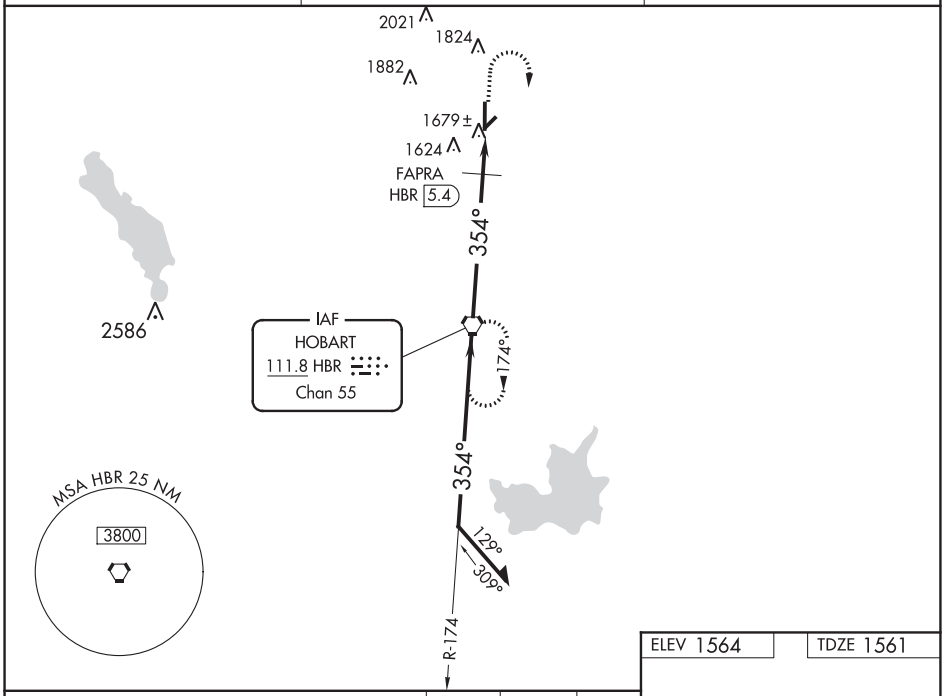
VOR RWY 35
HOBART RGNL (HBR)

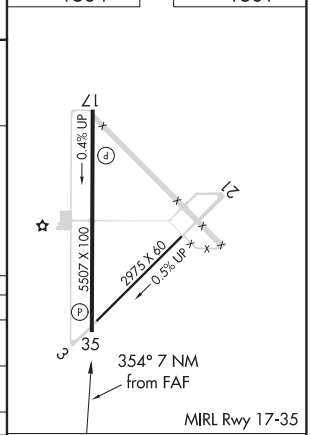
VORTAC HBR	APP CRS	Rwy ldg	5507
111.8	354°	TDZE	1561
Chan 55		Apt Elev	1564

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS	ALTUS APP CON *	UNICOM
133.325	125.1 353.7	122.8 (CTAF)





CATEGORY	A	B	C	D
S-35	2060-1 499 (500-1)		2060-1¼ 499 (500-1¼)	2060-1½ 499 (500-1½)
CIRCLING	2060-1 496 (500-1)		2060-1½ 496 (500-1½)	2120-2 556 (600-2)
FAPRA FIX MINIMUMS				
S-35	1980-1 419 (500-1)		1980-1¼ 419 (500-1¼)	
CIRCLING	1980-1 416 (500-1)	2020-1 456 (500-1)	2020-1½ 456 (500-1½)	2120-2 556 (600-2)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

HOLDENVILLE, OKLAHOMA | AL-900 (FAA) | 19283

RNAV (GPS) RWY 17
HOLDENVILLE MUNI (F99)

APP CRS	Rwy ldg	3251
174°	TDZE	861
	Apt Elev	861

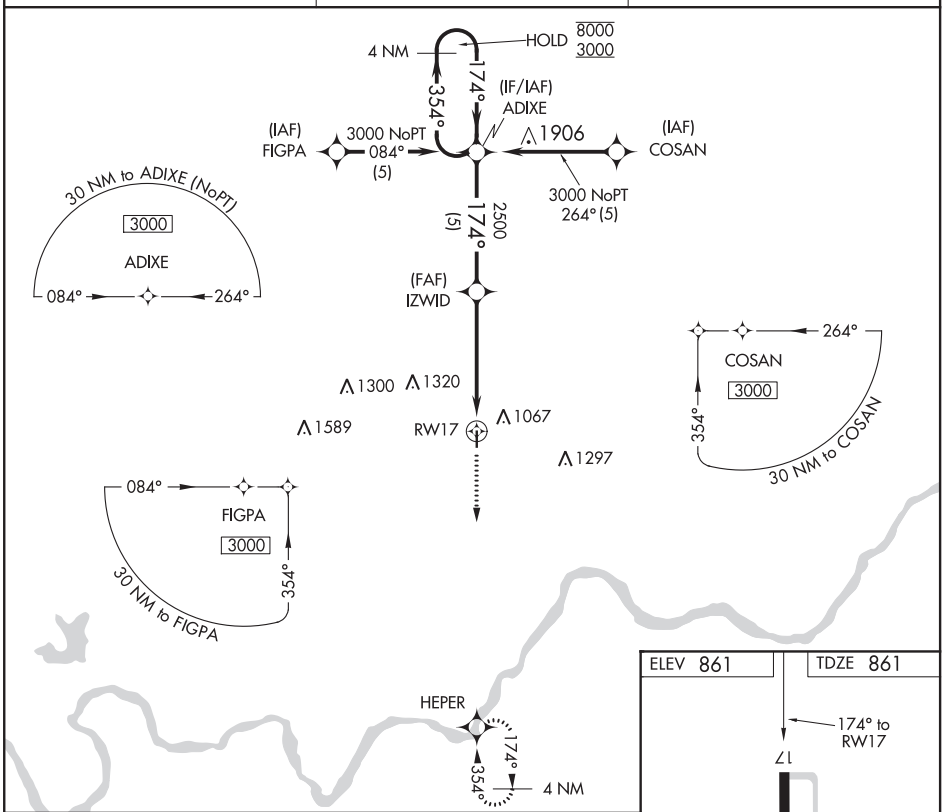
RNP APCH.

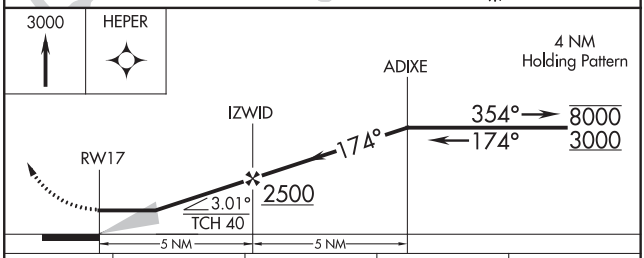
NA

Circling Rwy 35 NA at night.
Use Ada alitmeter setting.

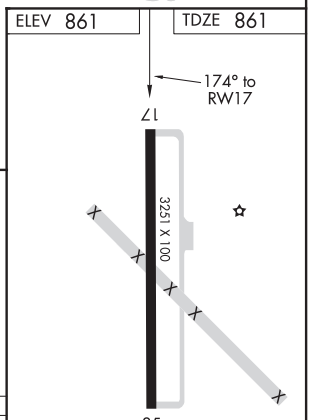
MISSED APPROACH: Climb to 3000 direct HEPER and hold.

ADH AWOS-3	FORT WORTH CENTER	CTAF
118.725	132.2 338.35	122.9





CATEGORY	A	B	C	D
LNAV MDA	1520-1 659 (700-1)		1520-1¾ 659 (700-1¾)	NA
CIRCLING	1520-1 659 (700-1)	1660-1¼ 799 (800-1¼)	1660-2¼ 799 (800-2¼)	NA



MIRL Rwy 17-35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3251
354°	TDZE	860
	Apt Elev	861

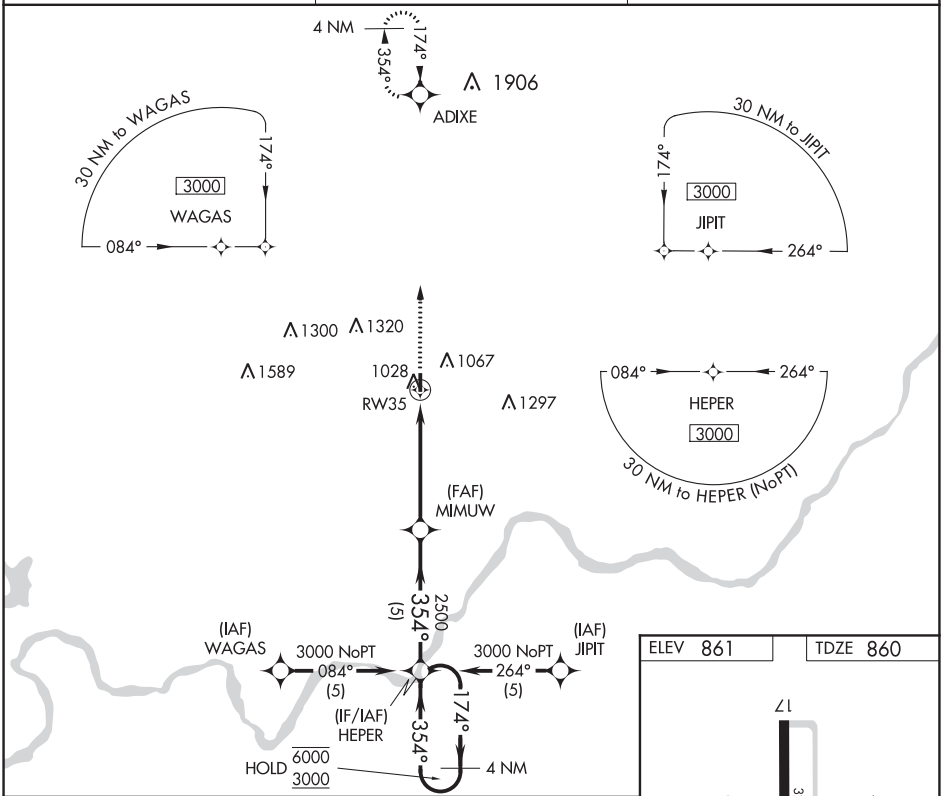
RNAV (GPS) RWY 35
HOLDENVILLE MUNI (F99)

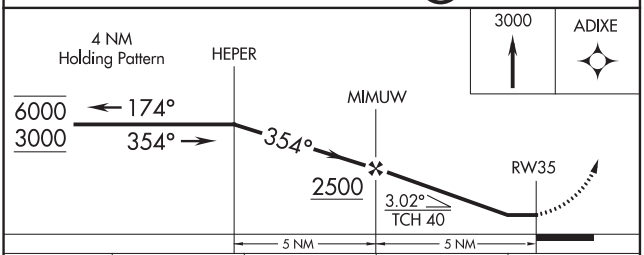
RNP APCH.

Rwy 35 helicopter visibility reduction below 1 SM NA.
NA Straight-In and Circling Rwy 35 NA at night.
Use Ada altimeter setting.

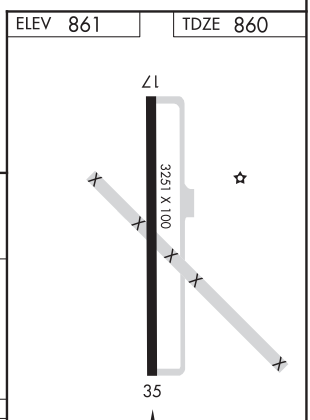
MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

ADH AWOS-3	FORT WORTH CENTER	CTAF
118.725	132.2 338.35	122.9





CATEGORY	A	B	C	D
LNAV MDA	1420-1 560 (600-1)		1420-1½ 560 (600-1½)	NA
CIRCLING	1460-1 599 (600-1)	1660-1¼ 799 (800-1¼)	1660-2¼ 799 (800-2¼)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HOLLIS, OKLAHOMA

AL-10598 (FAA)

19283

RNAV (GPS) RWY 18

HOLLIS MUNI (O35)

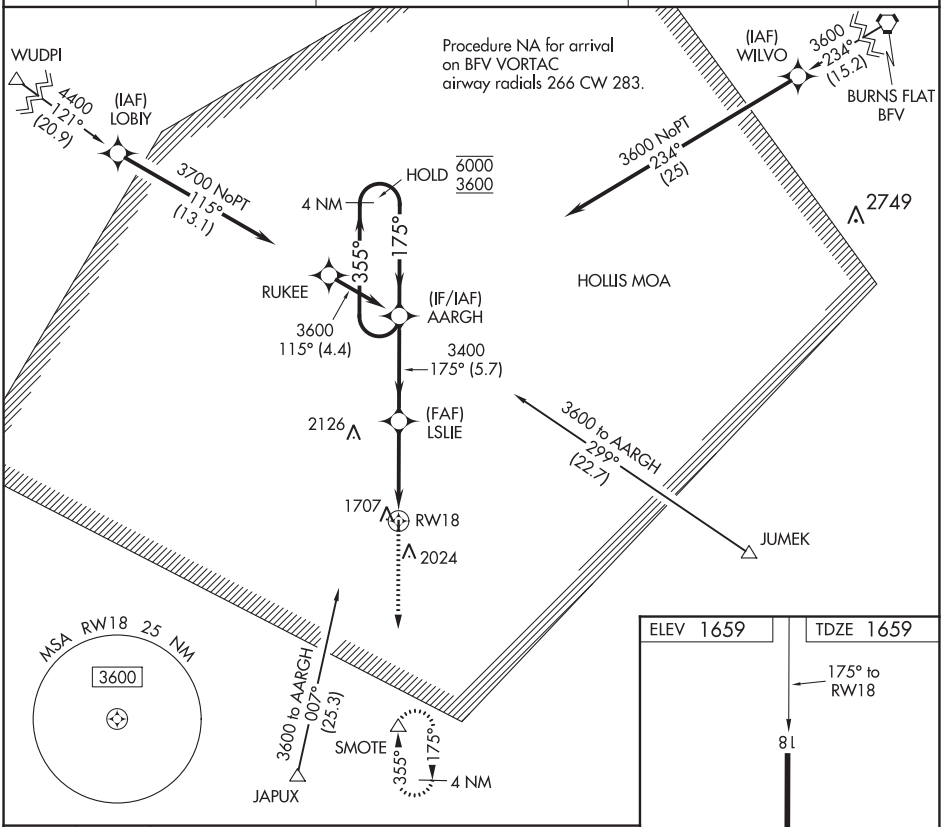
APP CRS	Rwy ldg	3000
175°	TDZE	1659
	Apt Elev	1659

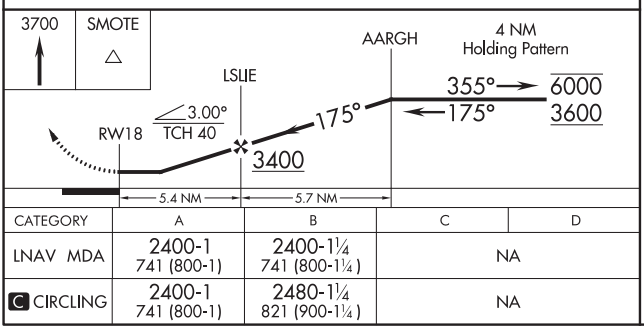
RNP APCH.

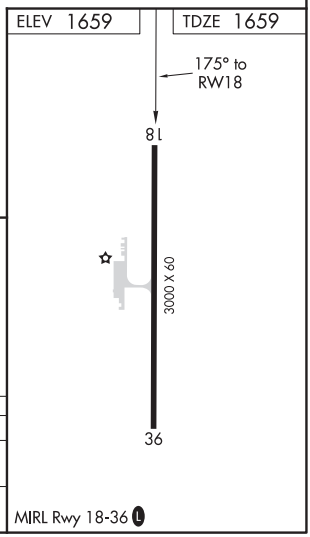
Rwy 18 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 18 and Circling Rwy 18 NA at night.
Use Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3700 direct SMOTE and hold.

AXS AWOS-3PT	ALTUS APP CON ★	CTAF
118.825	125.1 353.7	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	2400-1 741 (800-1)	2400-1¼ 741 (800-1¼)	NA	
C CIRCLING	2400-1 741 (800-1)	2480-1¼ 821 (900-1¼)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36
HOLLIS MUNI (O35)

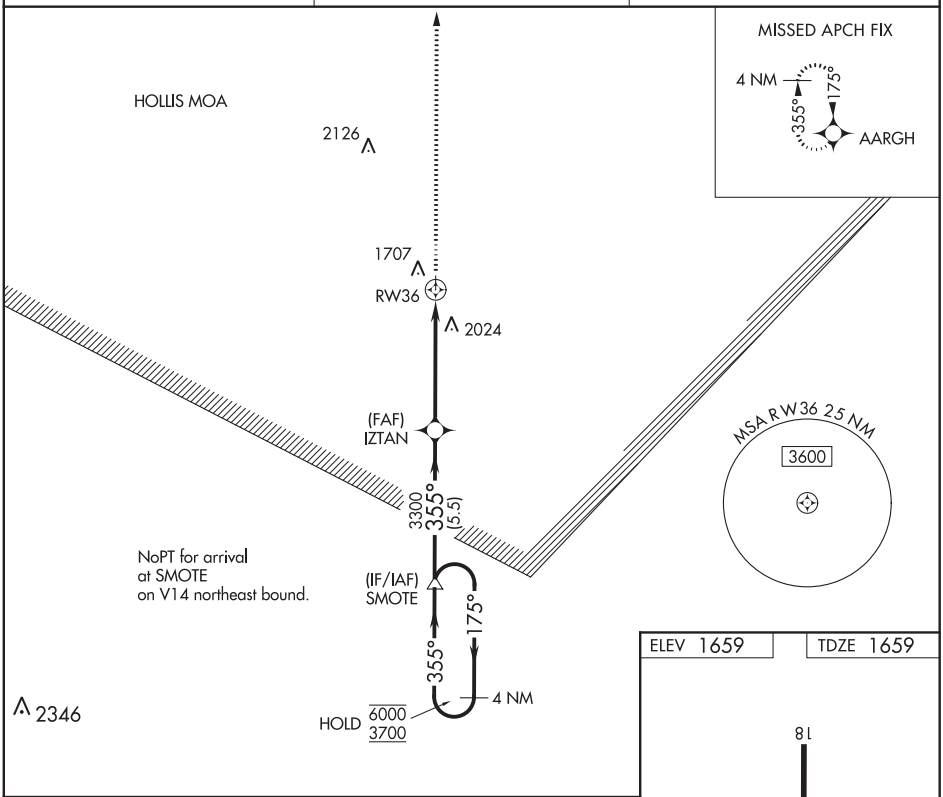
APP CRS	Rwy ldg	3000
355°	TDZE	1659
	Apt Elev	1659

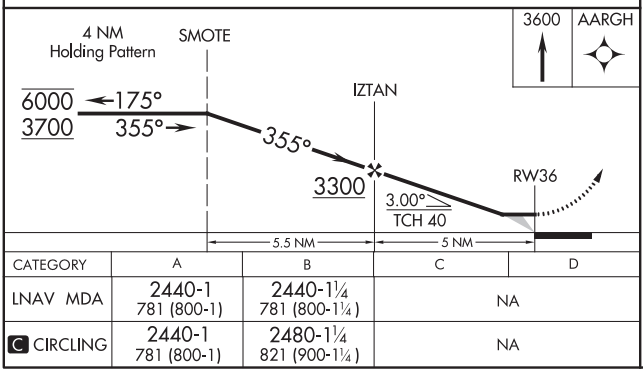
RNP APCH.

Circling Rwy 18 NA at night.
Use Altus/Quartz Mountain Rgnl altimeter setting.

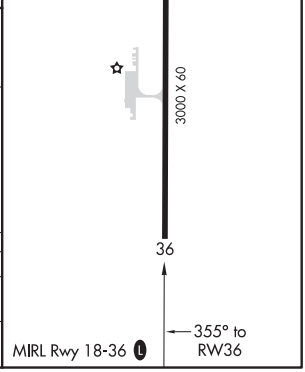
MISSED APPROACH: Climb to 3600 direct AARGH and hold.

AXS AWOS-3PT	ALTUS APP CON★	CTAF
118.825	125.1 353.7	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	2440-1 781 (800-1)	2440-1¼ 781 (800-1¼)	NA	
C CIRCLING	2440-1 781 (800-1)	2480-1¼ 821 (900-1¼)	NA	



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HOPE, ARKANSAS

AL-5530 (FAA)

21028

RNAV (GPS) RWY 4

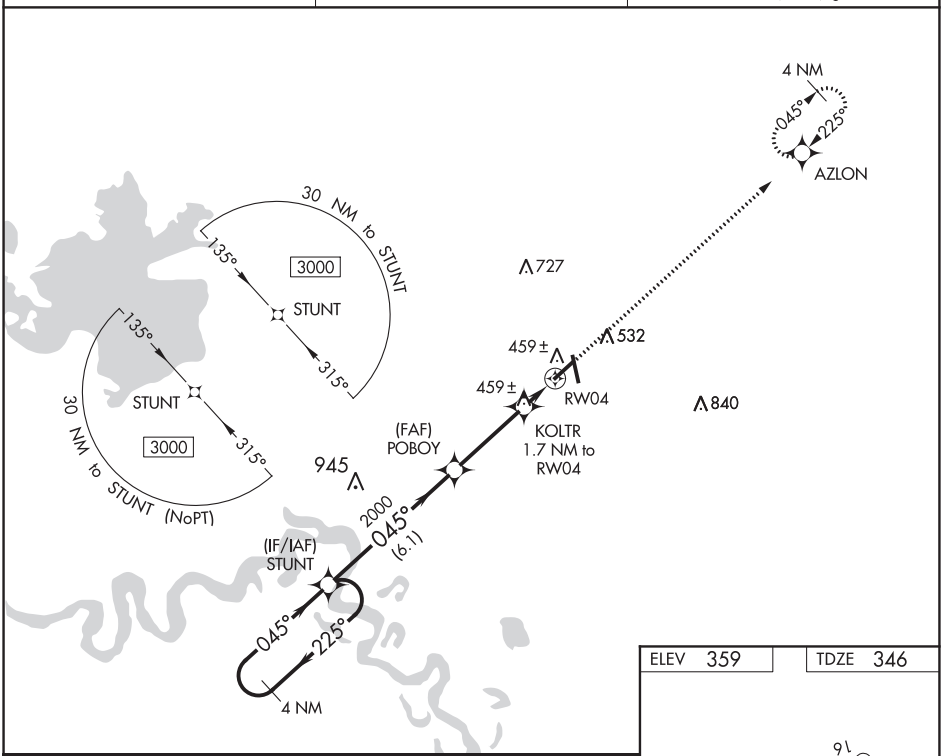
HOPE MUNI (M18)

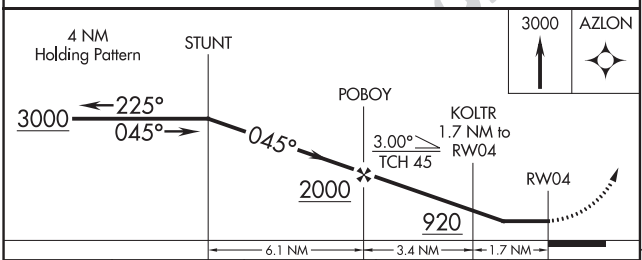
WAAS CH 72637 W04A	APP CRS 045°	Rwy ldg 4111 TDZE 346 Apt Elev 359

T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet. Increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct AZLON and hold.

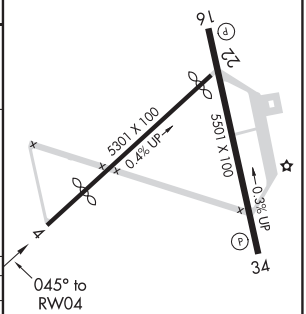
TXK ASOS	FORT WORTH CENTER	UNICOM
120.2	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	760-1 414 (500-1)		760-1⅛ 414 (500-1⅛)	
LNAV MDA	780-1 434 (500-1)		780-1¼ 434 (500-1¼)	
C CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1060-2¼ 701 (800-2¼)

ELEV 359 | TDZE 346



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 16
HOPE MUNI (M18)

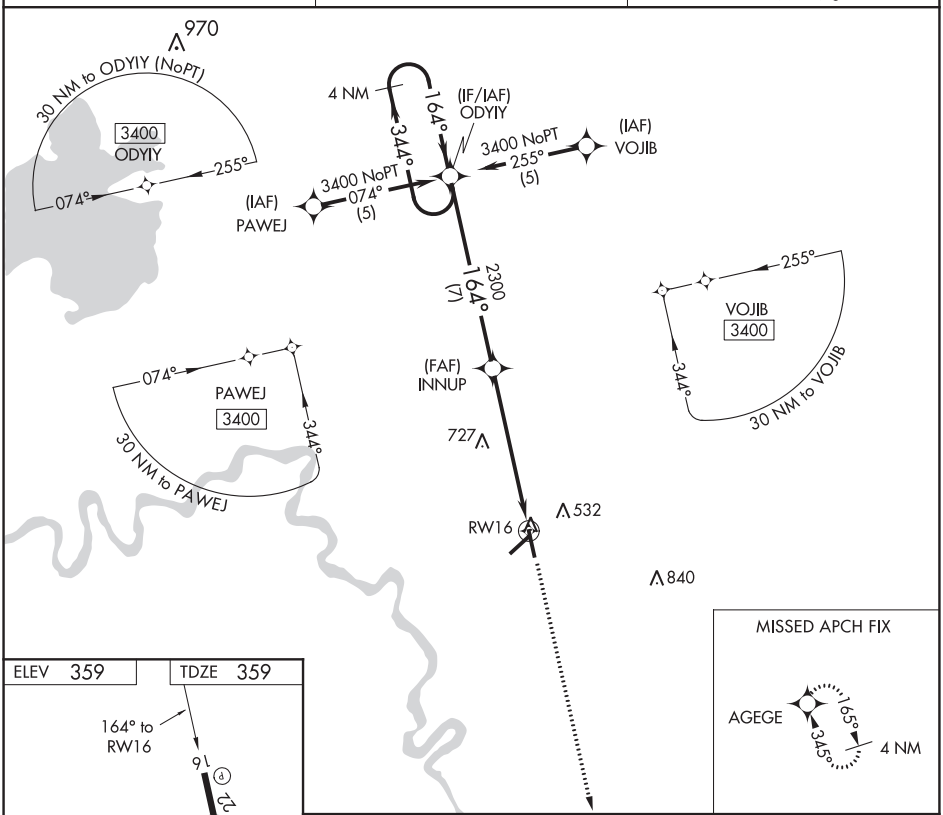
APP CRS	Rwy ldg	5501
164°	TDZE	359
	Apt Elev	359

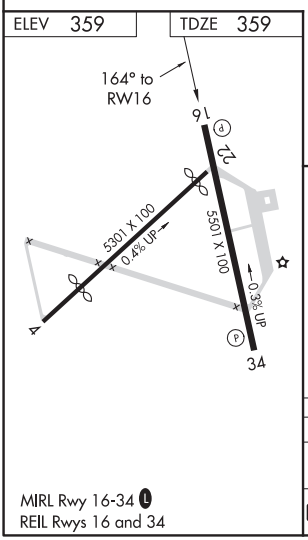
RNP APCH.

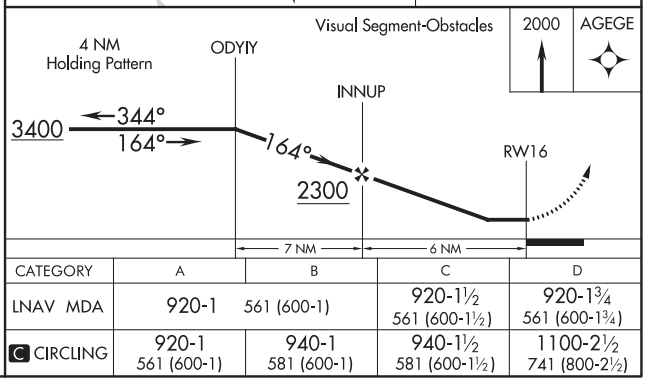
Use Texarkana altimeter setting. Rwy 16 helicopter visibility reduction below ¾ SM NA. Circling Rwy 4, 22, 34 NA at night.

MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

TXK ASOS	FORT WORTH CENTER	UNICOM
120.2	123.925 269.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	920-1 561 (600-1)		920-1½ 561 (600-1½)	920-1¾ 561 (600-1¾)
C CIRCLING	920-1 561 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1100-2½ 741 (800-2½)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HOPE, ARKANSAS | AL-5530 (FAA) | 21028

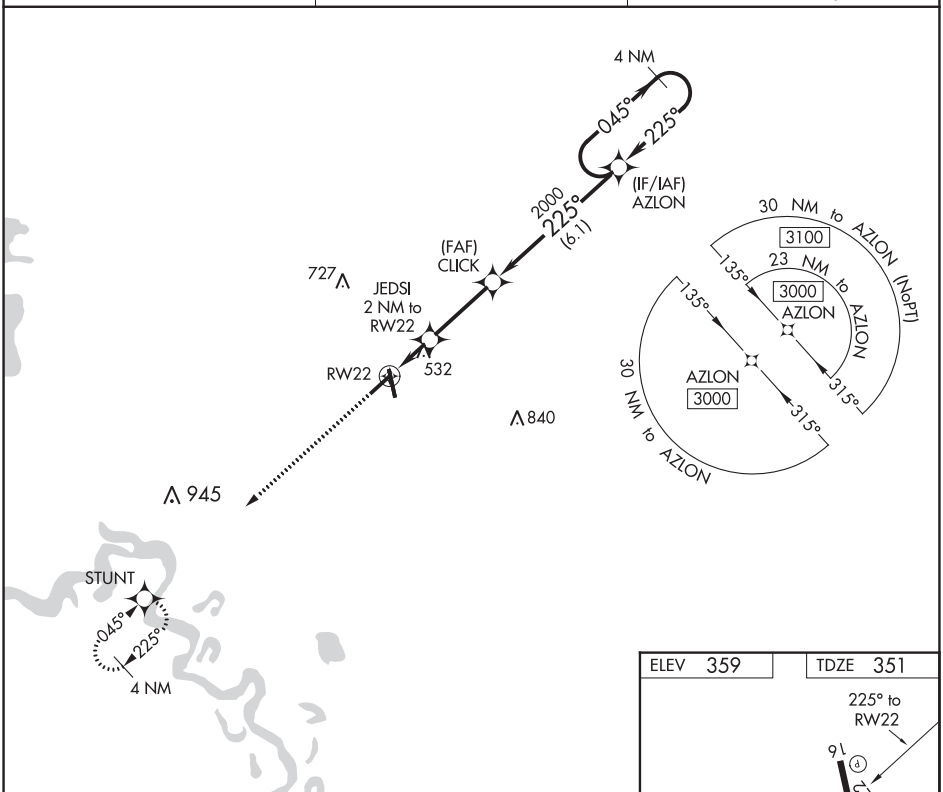
WAAS CH 69237 W22A	APP CRS 225°	Rwy ldg 4957 TDZE 351 Apt Elev 359

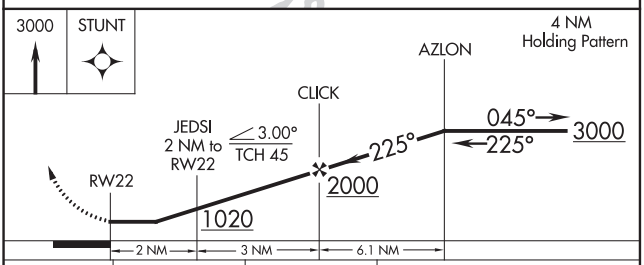
RNAV (GPS) RWY 22
HOPE MUNI (M18)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting; when not received, use Arkadelphia altimeter setting and increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

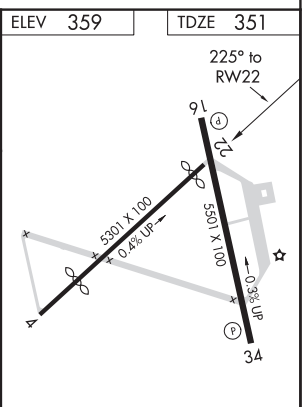
MISSED APPROACH: Climb to 3000 direct STUNT and hold.

TXK ASOS	FORT WORTH CENTER	UNICOM
120.2	123.925 269.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	820-1	469 (500-1)	820-1⅜	469 (500-1⅜)
LNAV MDA	900-1	549 (600-1)	900-1⅝	549 (600-1⅝)
C CIRCLING	900-1 541 (600-1)	940-1 581 (600-1)	940-1⅝ 581 (600-1⅝)	1060-2¼ 701 (800-2¼)



MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 4
HOPE MUNI (M18)

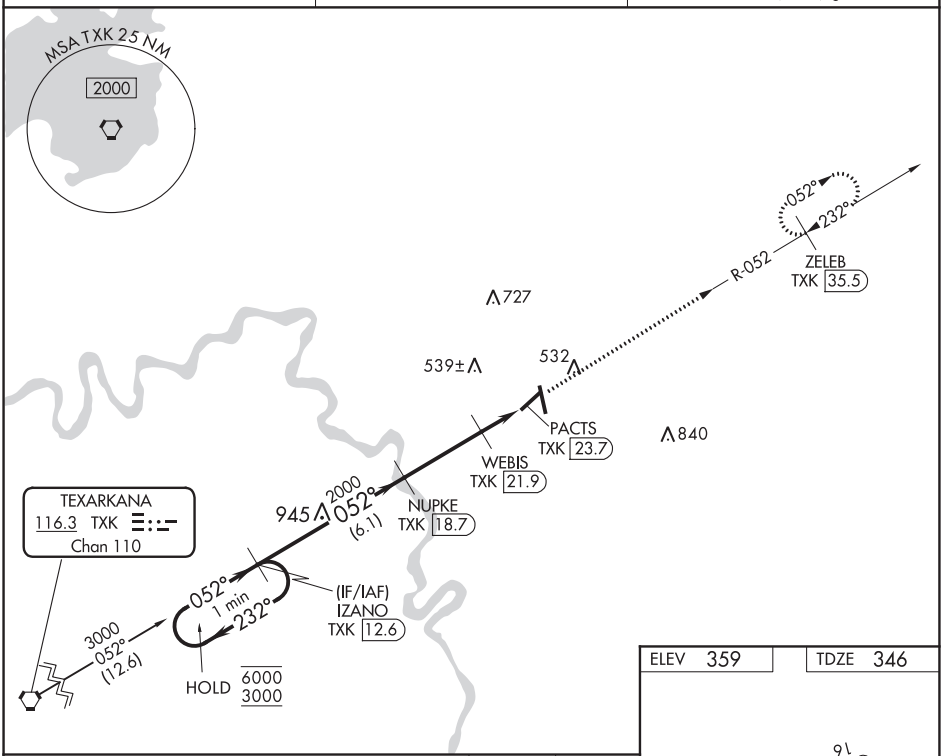
VORTAC TXK	APP CRS	Rwy ldg	4111
116.3	052°	TDZE	346
Chan 110		Apt Elev	359

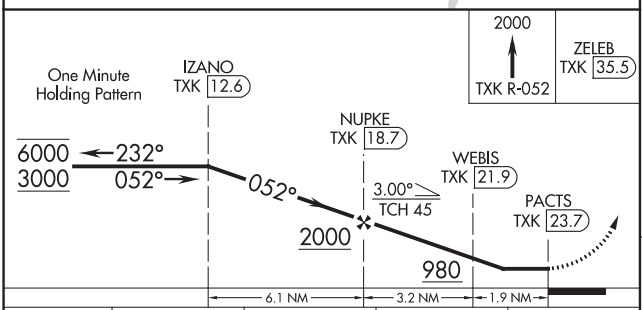
DME required.

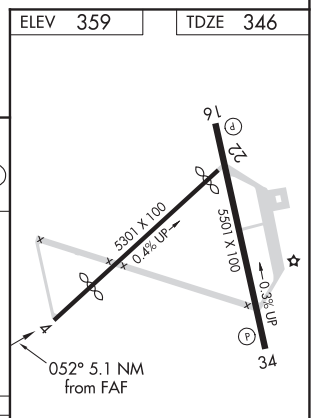
NA — Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Texarkana altimeter setting.

MISSED APPROACH: Climb to 2000 on TXK VORTAC R-052 to ZELEB/TXK 35.5 DME and hold.

TXK ASOS	FORT WORTH CENTER	UNICOM
120.2	123.925 269.475	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	860-1 514 (600-1)		860-1⅜ 514 (600-1⅜)	
C CIRCLING	860-1 501 (600-1)	940-1 581 (600-1)	940-1½ 581 (600-1½)	1100-2½ 741 (800-2½)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HORSESHOE BEND, ARKANSAS

AL-10194 (FAA)

20086

RNAV (GPS)-A

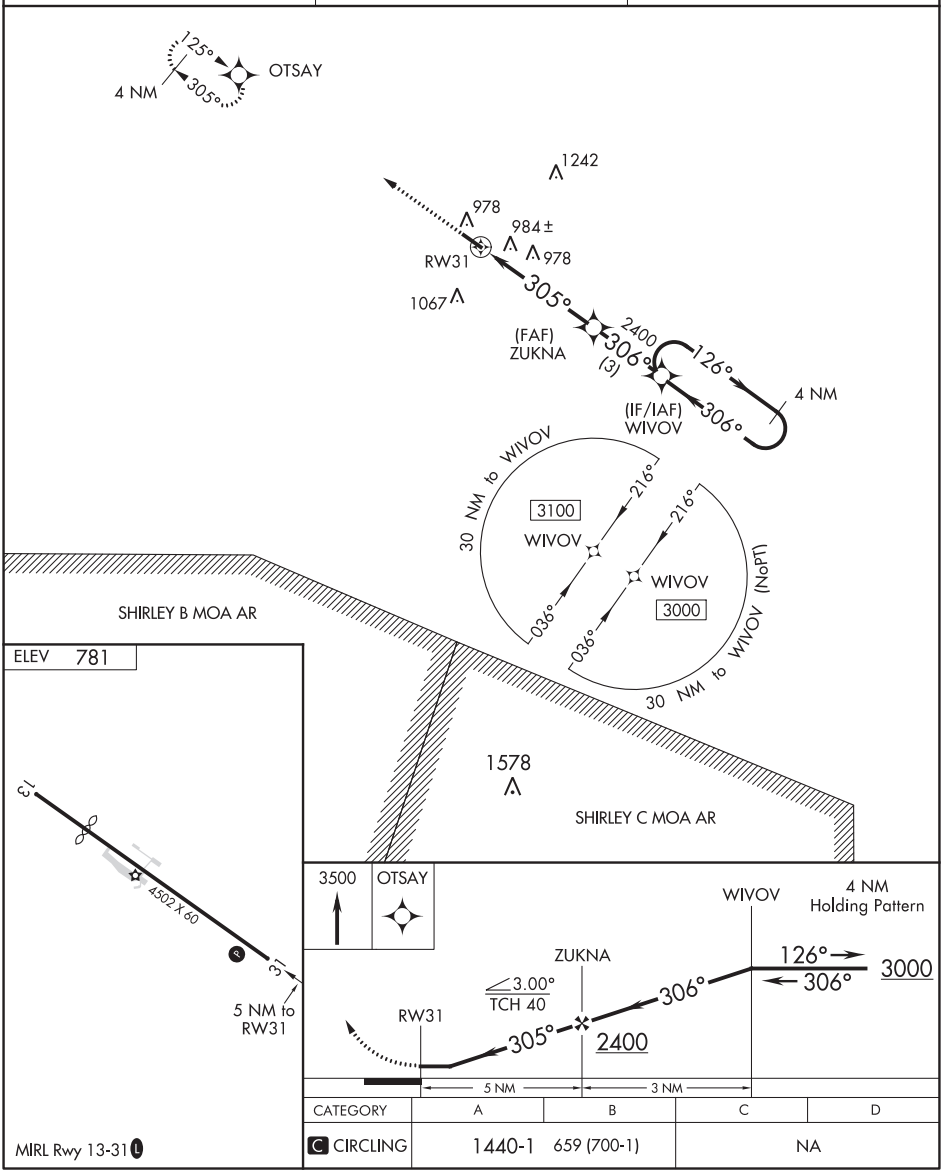
HORSESHOE BEND (6M2)

APP CRS	Rwy ldg	N/A
305°	TDZE	N/A
	Apt Elev	781

Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Mountain Home altimeter setting; when not received, use Batesville alitmeter setting.

MISSED APPROACH: Climb to 3500 direct OTSAY and hold.

BPK ASOS	MEMPHIS CENTER	UNICOM
133.975	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1440-1	659 (700-1)		NA

MIRL Rwy 13-31 L

ILS or LOC RWY 5
MEMORIAL FIELD (HOT)

LOC/DME I-HOT	APP CRS	Rwy ldg	6595
111.5	053°	TDZE	516
Chan 52		Apt Elev	540

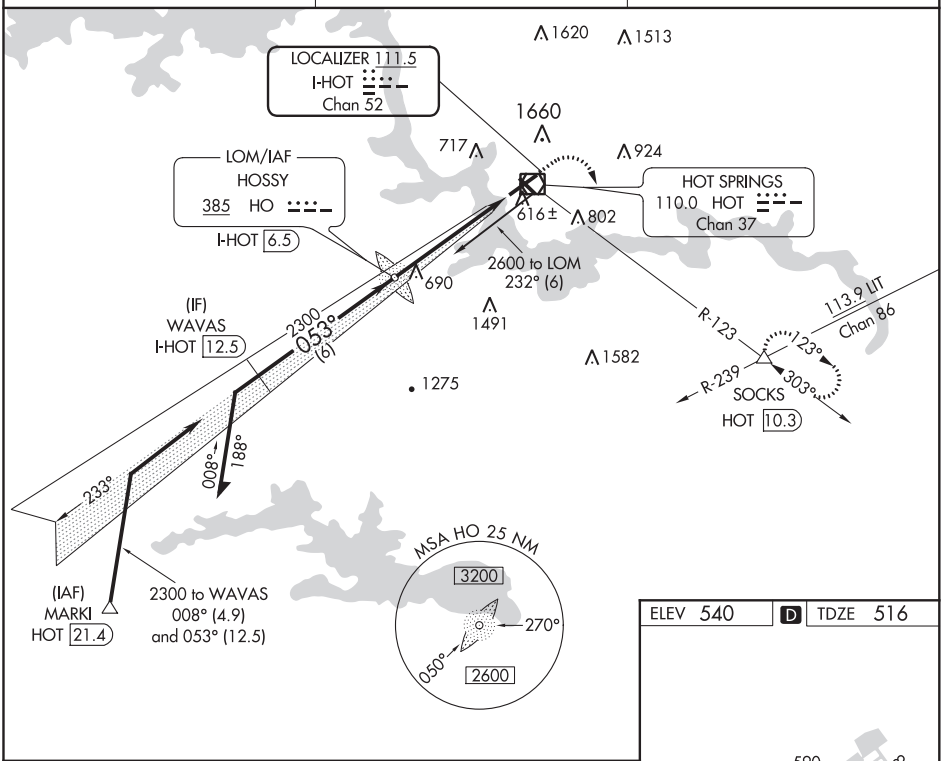
ADF or DME required.

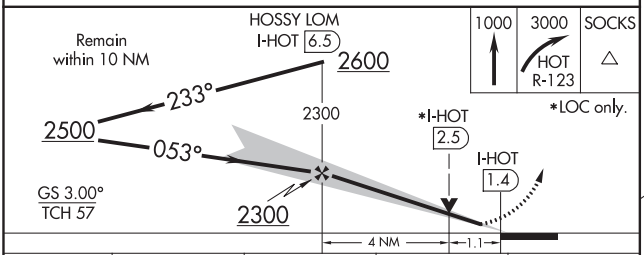
T
A NA — Circling NA northwest of Rwy 5-23. Use I-HOT DME when on localizer course.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on HOT VOR/DME R-123 to SOCKS INT/HOT 10.3 DME and hold.

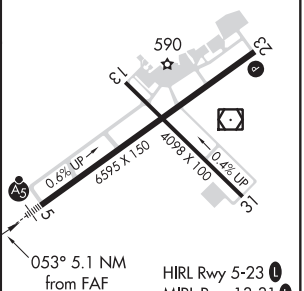
ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 5	732-½ 216 (200-½)			
S-LOC 5	940-½ 424 (400-½)		940-¾ 424 (400-¾)	
C CIRCLING	1080-1 540 (600-1)		1380-2½ 840 (900-2½)	1620-3 1080 (1100-3)

ELEV 540 D TDZE 516



053° 5.1 NM from FAF

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

HOT SPRINGS, ARKANSAS

AL-902 (FAA)

20030

RNAV (GPS) RWY 5
MEMORIAL FIELD (HOT)

WAAS CH 86343 W05A	APP CRS 053°	Rwy ldg 6595 TDZE 516 Apt Elev 540

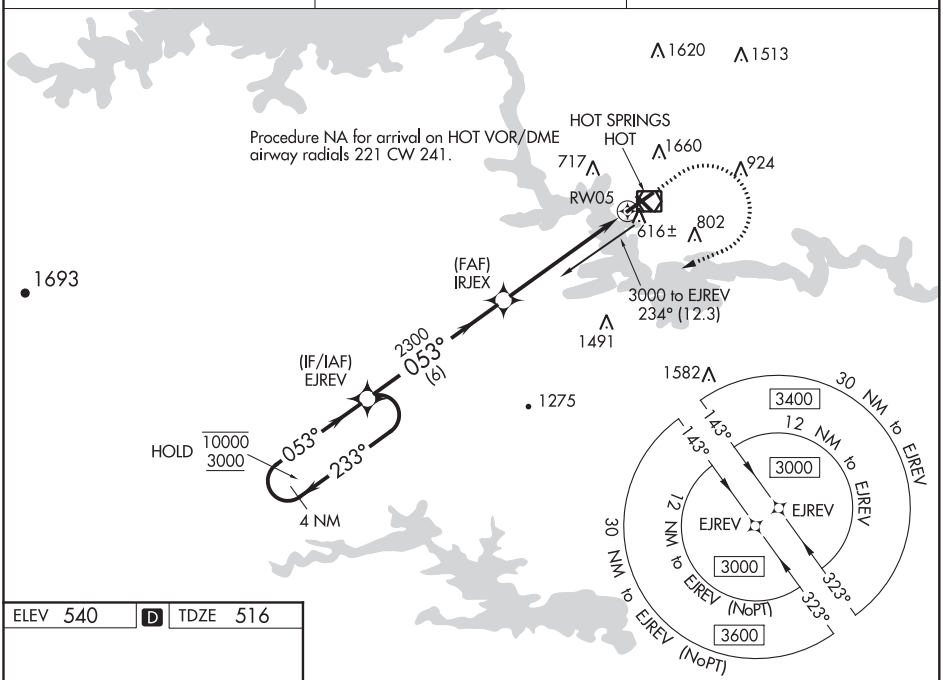
RNP APCH.

NA For inop ALS, increase all Cats visibility to 1⅜ SM.

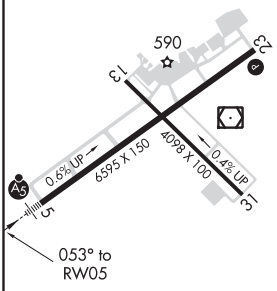
MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn 3000 direct EJREV and hold.

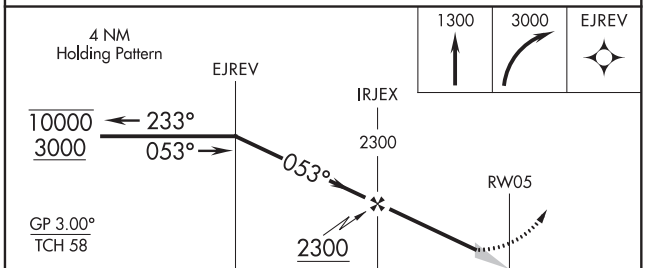
ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L



ELEV 540 D TDZE 516



HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L



CATEGORY	A	B	C	D
LPV DA	1014-1 498 (500-1)			

HOT SPRINGS, ARKANSAS
Amdt 2A 30JAN20

34°29′N-93°06′W

MEMORIAL FIELD (HOT)
RNAV (GPS) RWY 5

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 5
MEMORIAL FIELD (HOT)

VOR/DME HOT	APP CRS	Rwy ldg 6595
110.0	058°	TDZE 516
Chan 37		Apt Elev 540

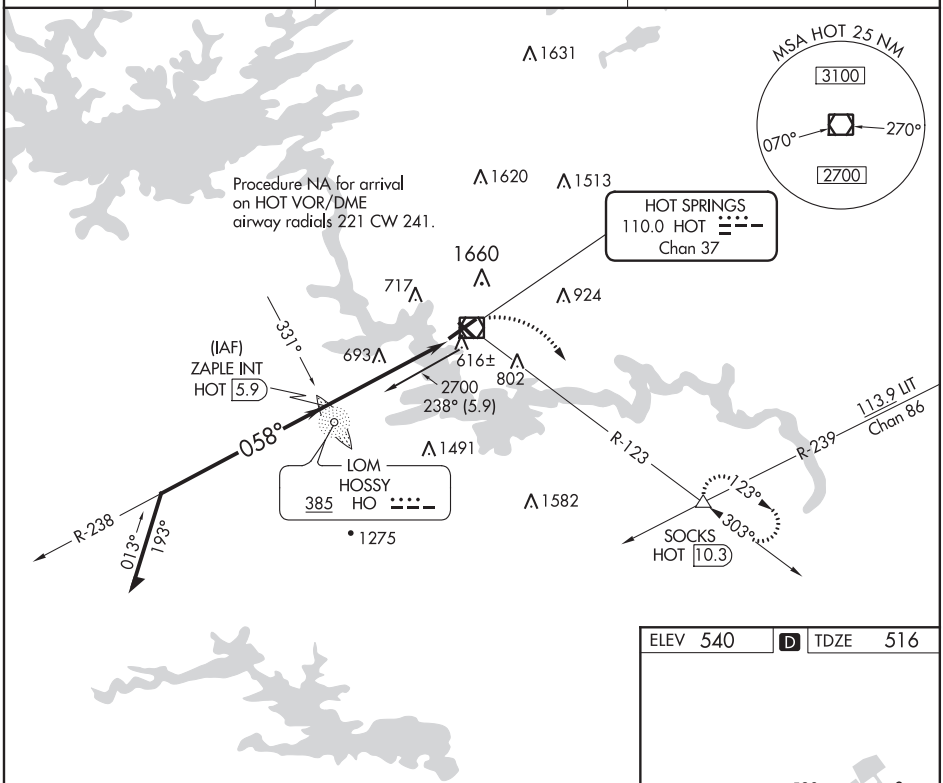
ADF or DME required for procedure entry.
ADF or DME required.

Circling NA northwest of Rwys 5 and 23.
Circling Rwy 31 NA at night.

MALSR

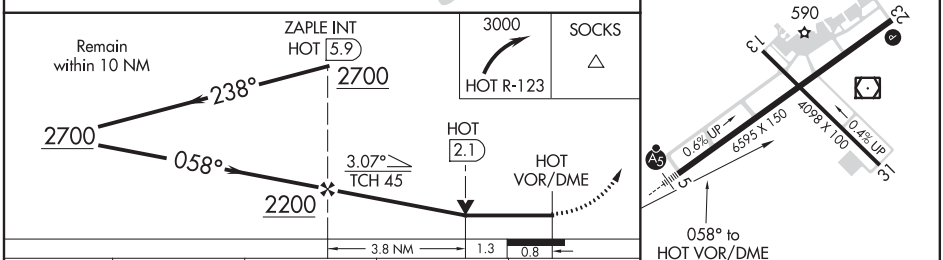
MISSED APPROACH: Climbing right turn to 3000 on HOT R-123 to SOCKS INT/HOT 10.3 DME and hold.

ASOS	MEMPHIS CENTER	UNICOM
119.925	128.475 377.15	123.0 (CTAF) L



SC-1, 25 FEB 2021 to 22 APR 2021

ELEV 540	D	TDZE 516



CATEGORY	A	B	C	D
S-5	960-½ 444 (500-½)		960-⅞ 444 (500-⅞)	
C CIRCLING	1080-1 540 (600-1)		1380-2½ 840 (900-2½)	1620-3 1080 (1100-3)

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

HUGO, OKLAHOMA

AL-6979 (FAA)

19339

RNAV (GPS) RWY 17
STAN STAMPER MUNI (HHW)

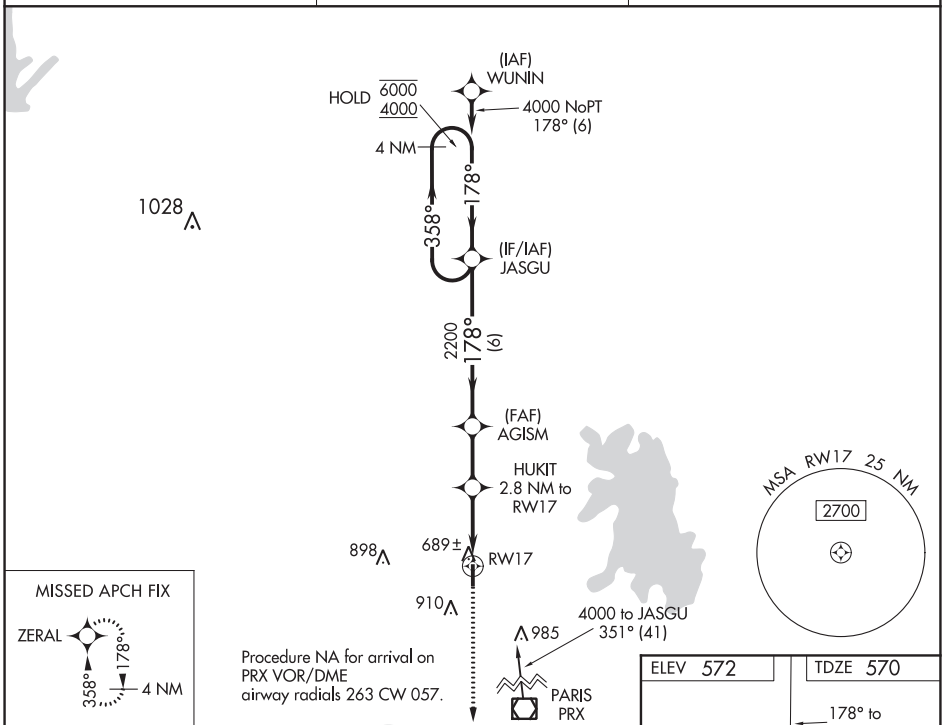
WAAS CH 50437 W17A	APP CRS 178°	Rwy ldg 4007 TDZE 570 Apt Elev 572

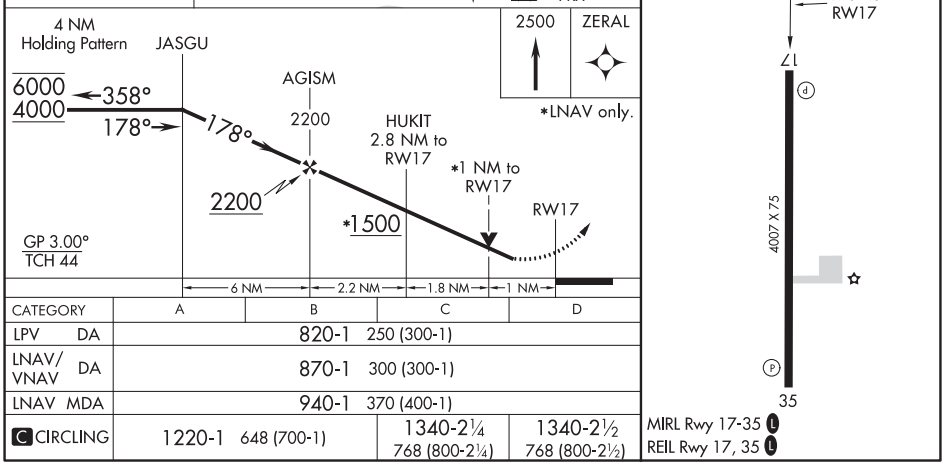
RNP APCH.

Circling Rwy 35 NA at night. Rwy 17 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 2500 direct ZERAL and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
119.025	127.6 307.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	820-1 250 (300-1)			
LNAV/VNAV DA	870-1 300 (300-1)			
LNAV MDA	940-1 370 (400-1)			
C CIRCLING	1220-1 648 (700-1)		1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

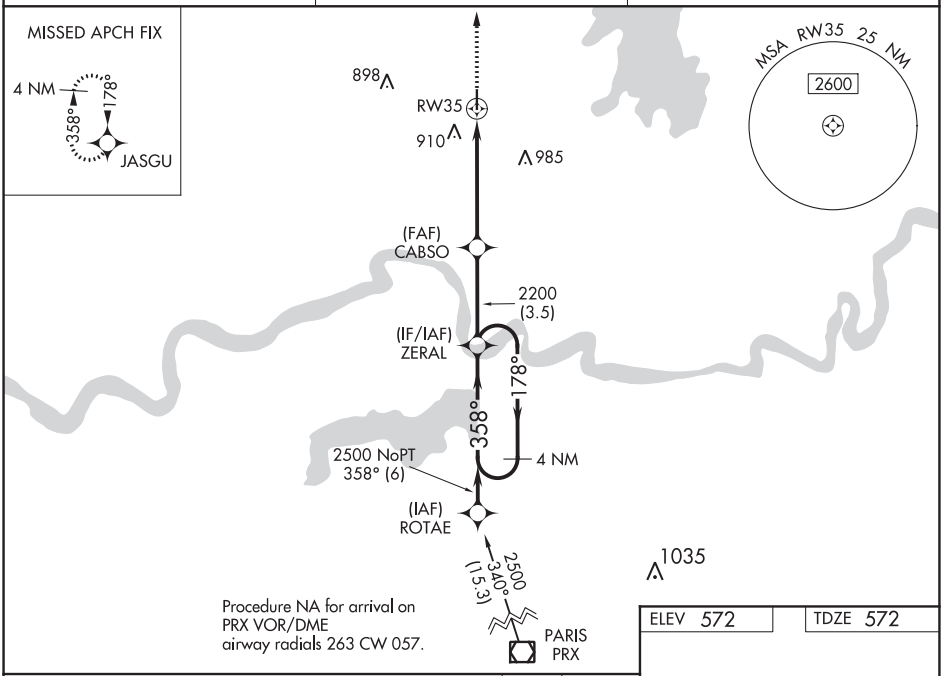
RNAV (GPS) RWY 35
STAN STAMPER MUNI (HHW)

WAAS CH 86639 W35A	APP CRS 358°	Rwy ldg 4007 TDZE 572 Apt Elev 572

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 35 and Circling Rwy 35 NA at night.

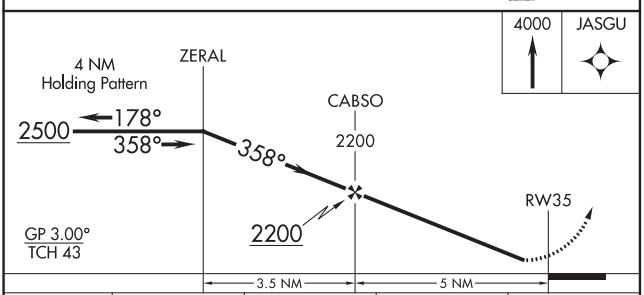
MISSED APPROACH: Climb to 4000 direct JASGU and hold, continue climb-in-hold to 4000.

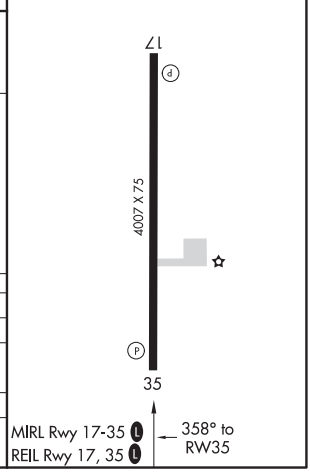
AWOS-3	FORT WORTH CENTER	UNICOM
119.025	127.6 307.2	122.8 (CTAF) L



Procedure NA for arrival on PRX VOR/DME airway radials 263 CW 057.

ELEV 572	TDZE 572





CATEGORY	A	B	C	D
LPV DA	822-1 250 (300-1)			
LNAV/VNAV DA	1071-1⅜ 499 (500-1⅜)			
LNAV MDA	1020-1 448 (500-1)		1020-1⅜ 448 (500-1⅜)	
C CIRCLING	1220-1 648 (700-1)		1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

HUNTSVILLE, ARKANSAS | AL-6945 (FAA) | 19283

WAAS CH 69331 W12A	APP CRS 124°	Rwy ldg 3601 TDZE 1748 Apt Elev 1748

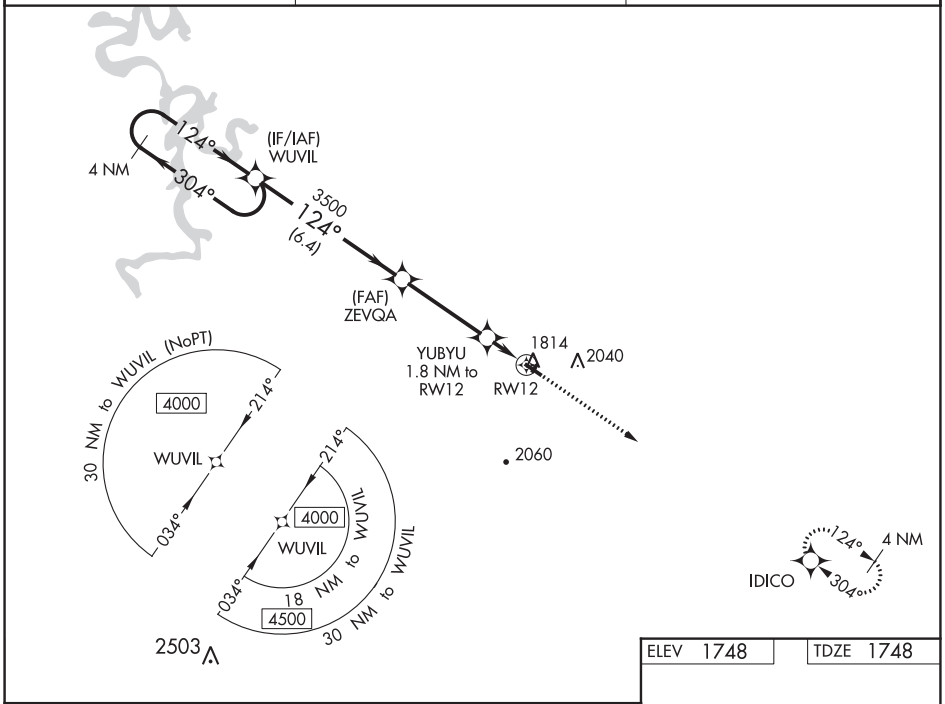
RNAV (GPS) RWY 12
HUNTSVILLE MUNI (H34)

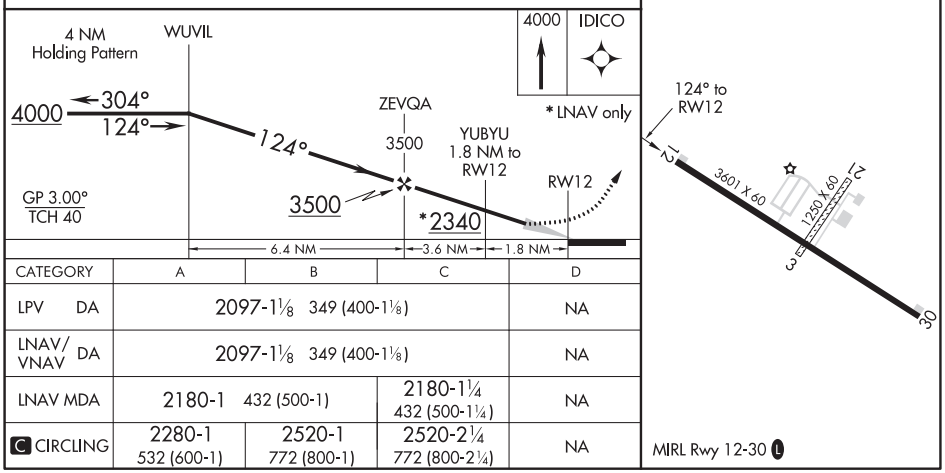
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Field altimeter setting and increse all DA 18 feet and all MDA 20 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ⅛ mile.

MISSED APPROACH: Climb to 4000 direct IDICO and hold.

ASG AWOS-3	RAZORBACK APP CON ★	UNICOM
124.675	126.6 305.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2097-1⅛ 349 (400-1⅛)			NA
LNAV/VNAV DA	2097-1⅛ 349 (400-1⅛)			NA
LNAV MDA	2180-1 432 (500-1)		2180-1¼ 432 (500-1¼)	NA
C CIRCLING	2280-1 532 (600-1)	2520-1 772 (800-1)	2520-2¼ 772 (800-2¼)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

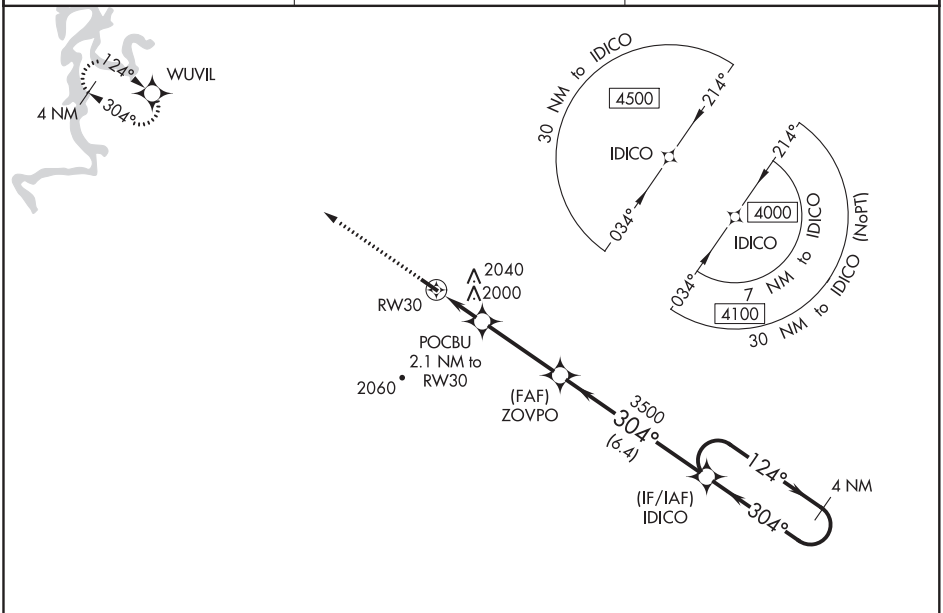
WAAS CH 40231 W30A	APP CRS 304°	Rwy ldg 3601 TDZE 1748 Apt Elev 1748

RNAV (GPS) RWY 30
HUNTSVILLE MUNI (H34)

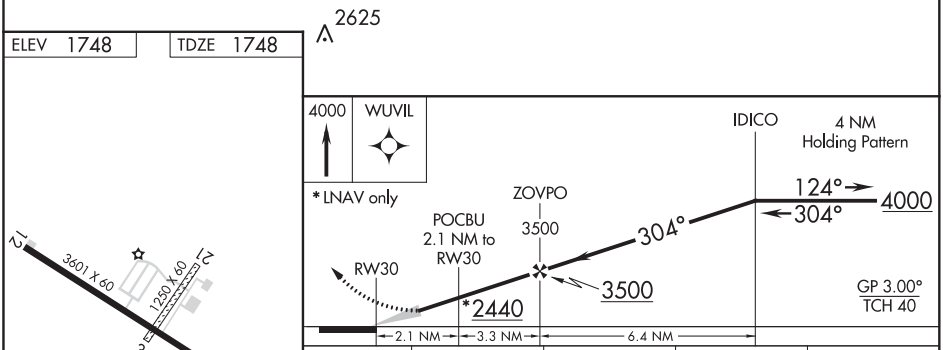
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Field altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct WUVIL and hold.

ASG AWOS-3	RAZORBACK APP CON ★	UNICOM
124.675	126.6 305.2	122.8 (CTAF) L



ELEV 1748 TDZE 1748



CATEGORY	A	B	C	D
LPV DA	2047-1 299 (300-1)			NA
LNAV/VNAV DA	2410-2¼ 662 (700-2¼)			NA
LNAV MDA	2360-1 612 (700-1)		2360-1¾ 612 (700-1¾)	NA
C CIRCLING	2360-1 612 (700-1)	2520-1 772 (800-1)	2520-2¼ 772 (800-2¼)	NA

MIRL Rwy 12-30 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

IDABEL, OKLAHOMA AL-9416 (FAA) 19227

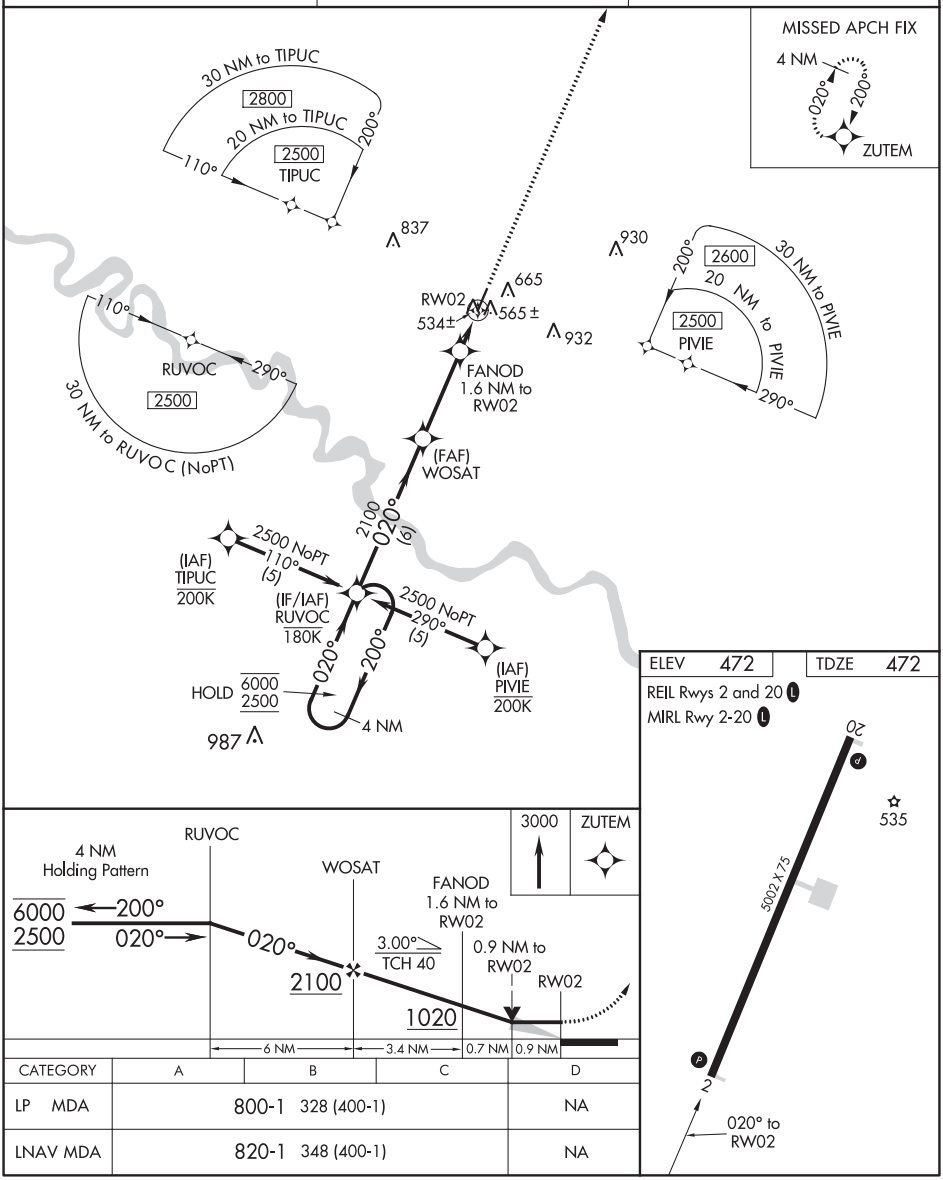
WAAS CH 63042 W02A	APP CRS 020°	Rwy ldg 5002 TDZE 472 Apt Elev 472

RNAV (GPS) RWY 2
MC CURTAIN COUNTY RGNL (404)

RNP APCH.

MISSED APPROACH: Climb to 3000 direct ZUTEM and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	800-1 328 (400-1)			NA
LNAV MDA	820-1 348 (400-1)			NA

IDABEL, OKLAHOMA
Amdt 1A 15AUG19

33°55′N-94°52′W

MC CURTAIN COUNTY RGNL (404)
RNAV (GPS) RWY 2

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 69442 W20A	APP CRS 200°	Rwy ldg 5002 TDZE 463 Apt Elev 472

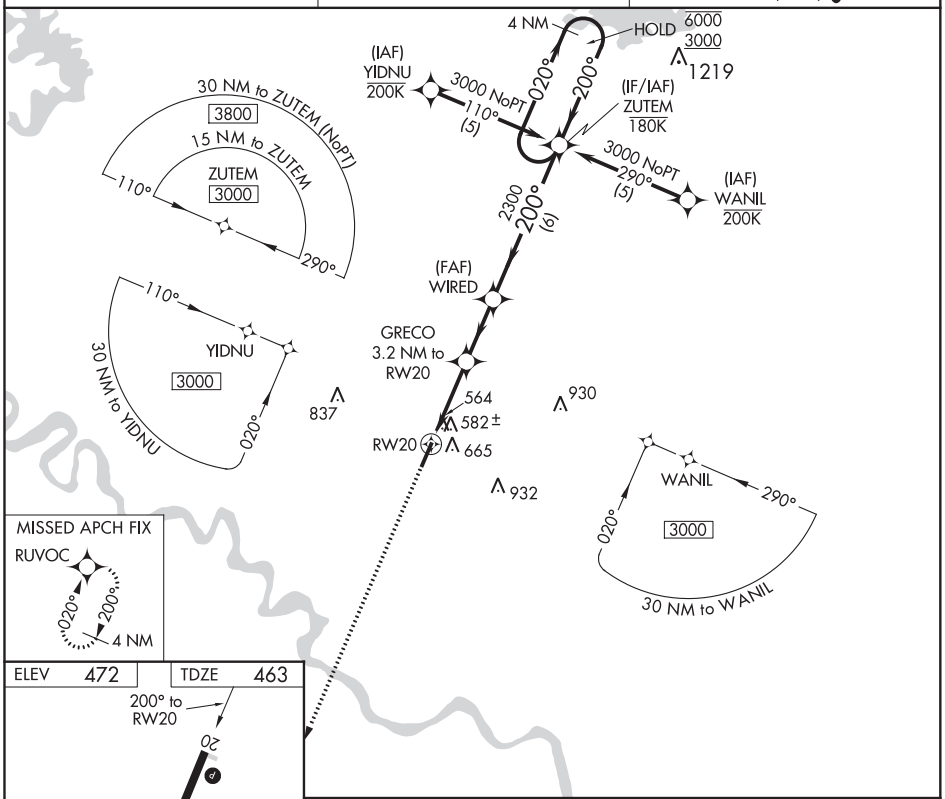
RNAV (GPS) RWY 20
MC CURTAIN COUNTY RGNL (404)

RNP APCH.

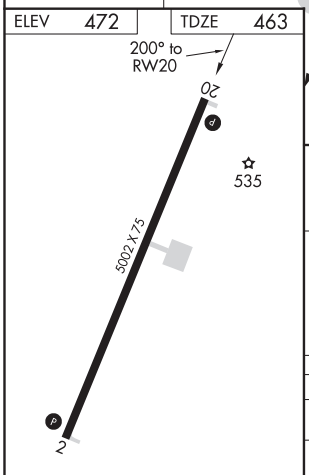
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

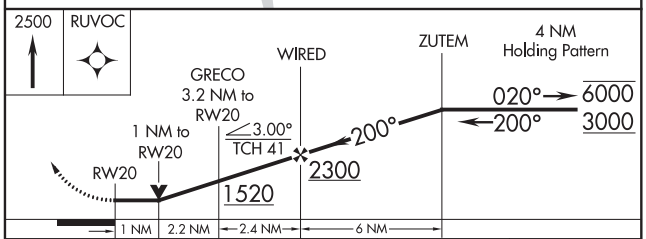
AWOS-3	FORT WORTH CENTER	UNICOM
120.0	123.925 269.475	122.8 (CTAF) L



ELEV 472	TDZE 463



REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LP MDA	820-1 357 (400-1)			NA
LNAV MDA	840-1 377 (400-1)			NA
C CIRCLING	1020-1 548 (600-1)		1100-1¾ 628 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

JONESBORO, ARKANSAS

AL-5265 (FAA)

20058

ILS or LOC RWY 23

JONESBORO MUNI (JBR)

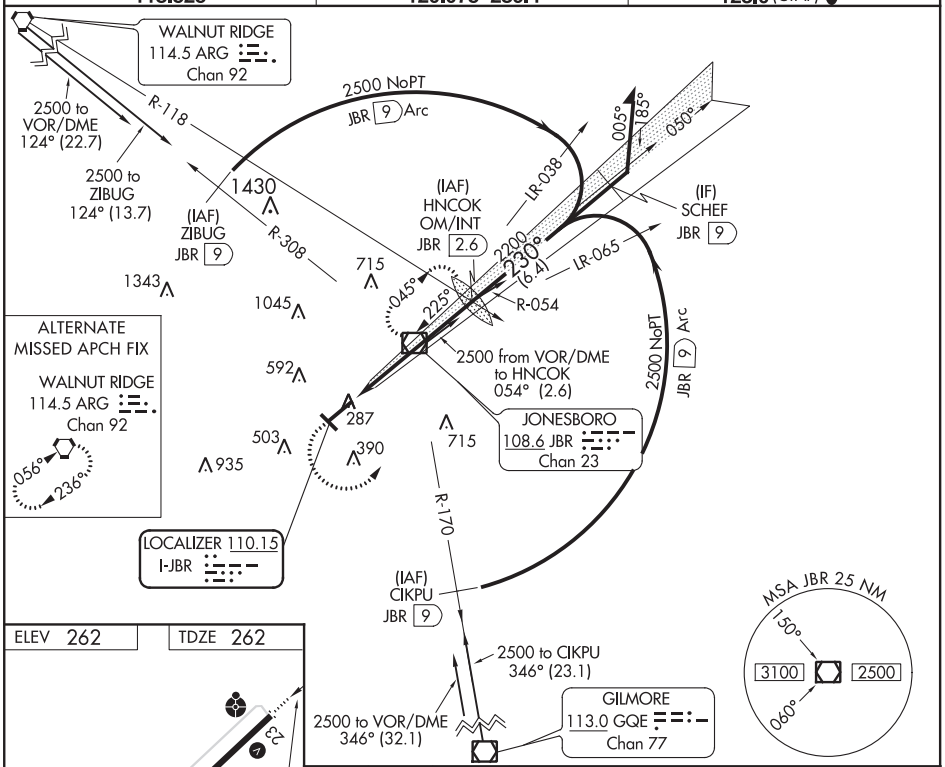
LOC I-JBR	APP CRS	Rwy ldg	6200
110.15	230°	TDZE	262
		Apt Elev	262

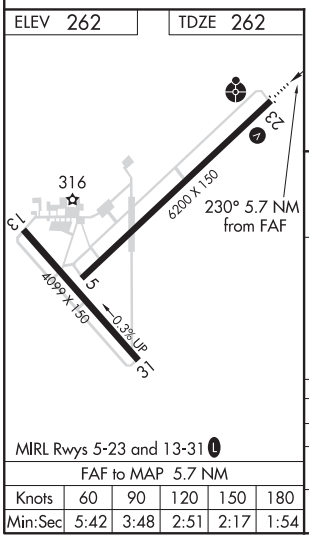
Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase DA to 600 feet and visibility ⅛ SM; increase all MDAs 60 feet and visibility S-LOC 23 Cat C/D ⅛ SM. For inop ALS, increase S-ILS 23 Cat A/B visibility to ⅞ SM and S-LOC 23 Cat C/D to 1⅜ SM. For inop ALS when using Walnut Ridge altimeter setting, increase S-ILS 23 Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to S-LOC 23 Cats C/D. Circling Rwy 31 NA at night.

ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

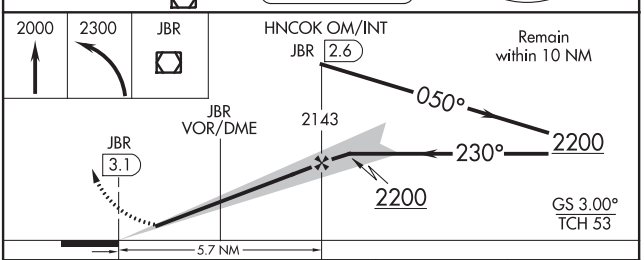
ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	123.0 (CTAF) L





MIRL Rwys 5-23 and 13-31 L

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



CATEGORY	A	B	C	D
S-ILS 23	546-¾ 284 (300-¾)			
S-LOC 23	720-¾ 458 (500-¾)		720-1¼ 458 (500-1¼)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 77820 W05A	APP CRS 050°	Rwy ldg 6200 TDZE 259 Apt Elev 262

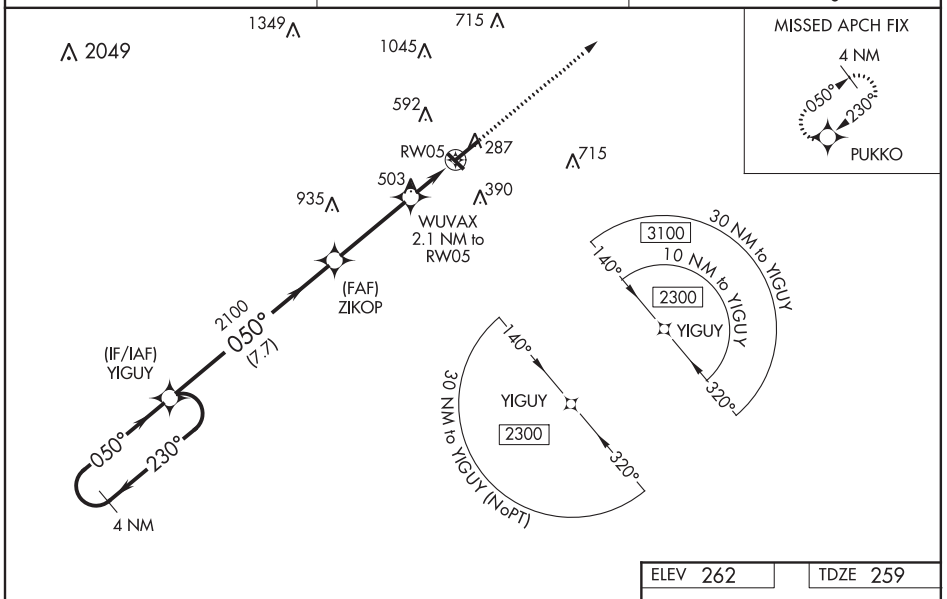
RNAV (GPS) RWY 5
JONESBORO MUNI (JBR)

RNP APCH.

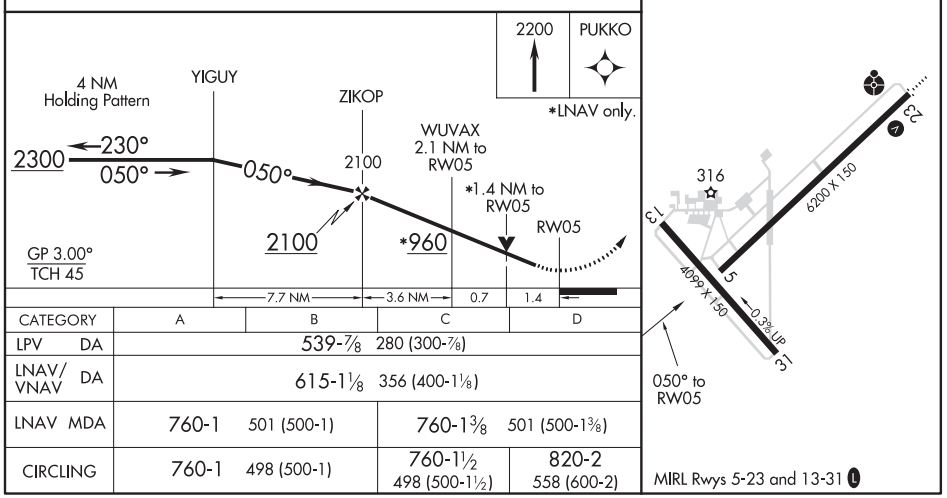
Circling Rwy 31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 593 feet and visibility ⅛ SM, and LNAV/VNAV DA to 669 feet; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ⅛ SM.

MISSED APPROACH: Climb to 2200 direct PUKKO and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	123.0 (CTAF) L



ELEV 262 TDZE 259



CATEGORY	A	B	C	D
LPV DA	539-⅞ 280 (300-⅞)			
LNAV/VNAV DA	615-1⅛ 356 (400-1⅛)			
LNAV MDA	760-1 501 (500-1)		760-1⅜ 501 (500-1⅜)	
CIRCLING	760-1 498 (500-1)		760-1½ 498 (500-1½)	820-2 558 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

JONESBORO, ARKANSAS | AL-5265 (FAA) | 20058

RNAV (GPS) RWY 23
JONESBORO MUNI (JBR)

WAAS CH 65806 W23A	APP CRS 230°	Rwy ldg 6200 TDZE 262 Apt Elev 262

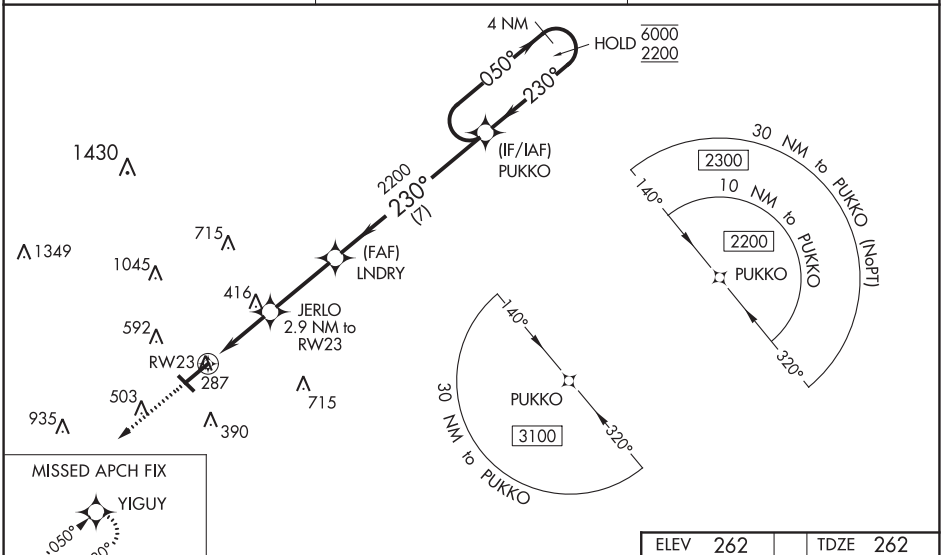
RNP APCH.

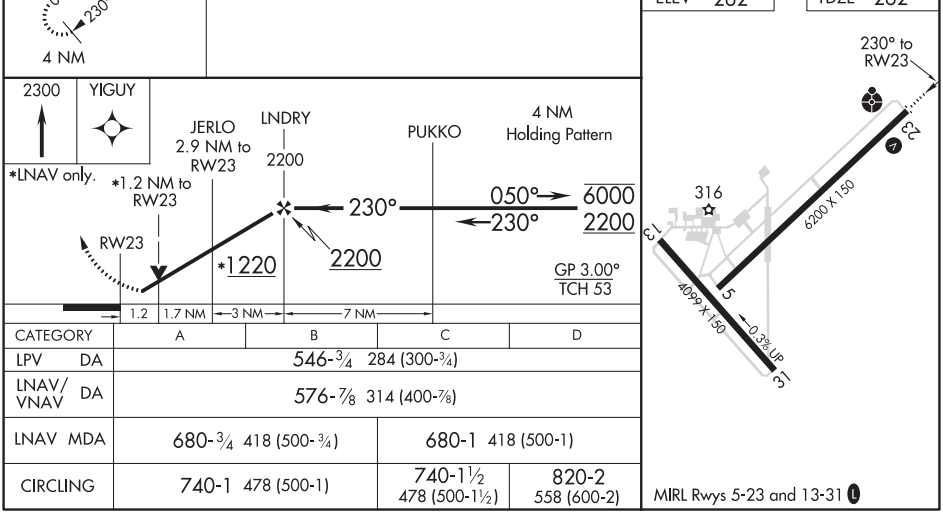
Circling NA northwest of Rwy 5-23. Circling Rwy 31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV Cat A/B visibility to ⅞ SM. Inop table does not apply to LNAV/VNAV. For inop ALS when using Walnut Ridge altimeter setting, increase LPV Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to LNAV/VNAV. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 600 feet, LNAV/VNAV DA to 630 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D ¼ SM.

ODALS

MISSED APPROACH: Climb to 2300 direct YIGUY and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	546-¾ 284 (300-¾)			
LNAV/VNAV DA	576-⅞ 314 (400-⅞)			
LNAV MDA	680-¾ 418 (500-¾)		680-1 418 (500-1)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 50531 W31A	APP CRS 315°	Rwy ldg 4099 TDZE 258 Apt Elev 262

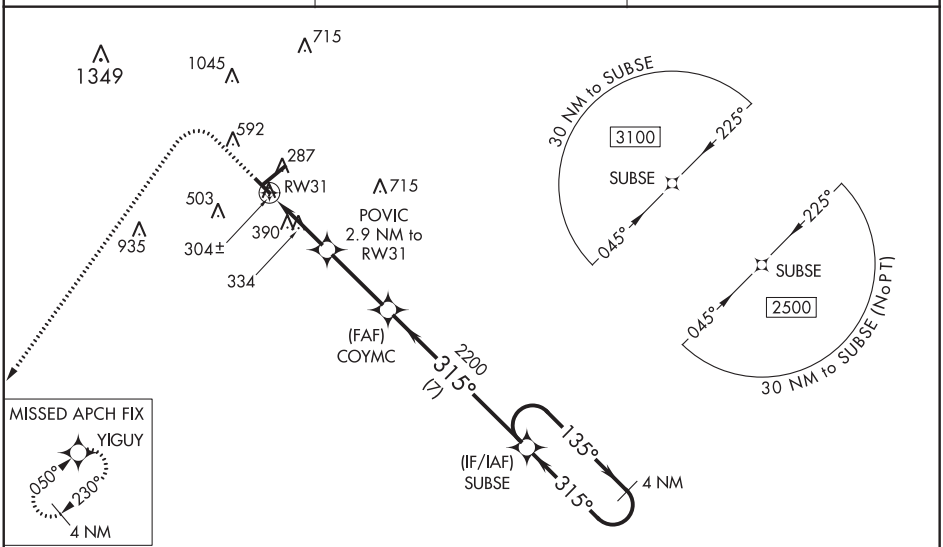
RNAV (GPS) RWY 31
JONESBORO MUNI (JBR)

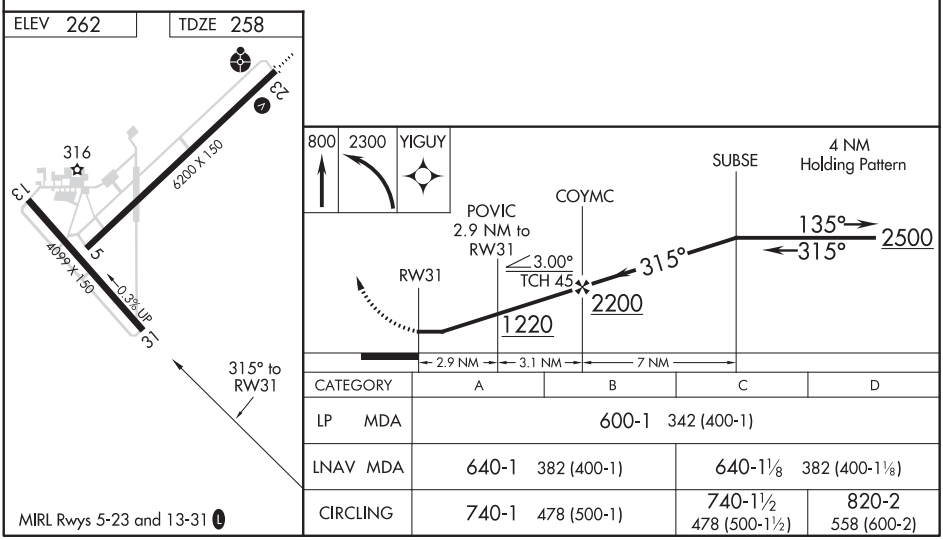
RNP APCH.

Straight-in Rwy 31 NA at night, Circling Rwy 31 NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Circling NA northwest of Rwy 5-23. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase all MDAs 60 feet and visibility LP Cat C/D ⅛ SM and LNAV Cat C/D ¼ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	600-1 342 (400-1)			
LNAV MDA	640-1 382 (400-1)		640-1⅛ 382 (400-1⅛)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

MIRL Rwys 5-23 and 13-31 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

JONESBORO, ARKANSAS | AL-5265 (FAA) | 20170

VOR RWY 23
JONESBORO MUNI (JBR)

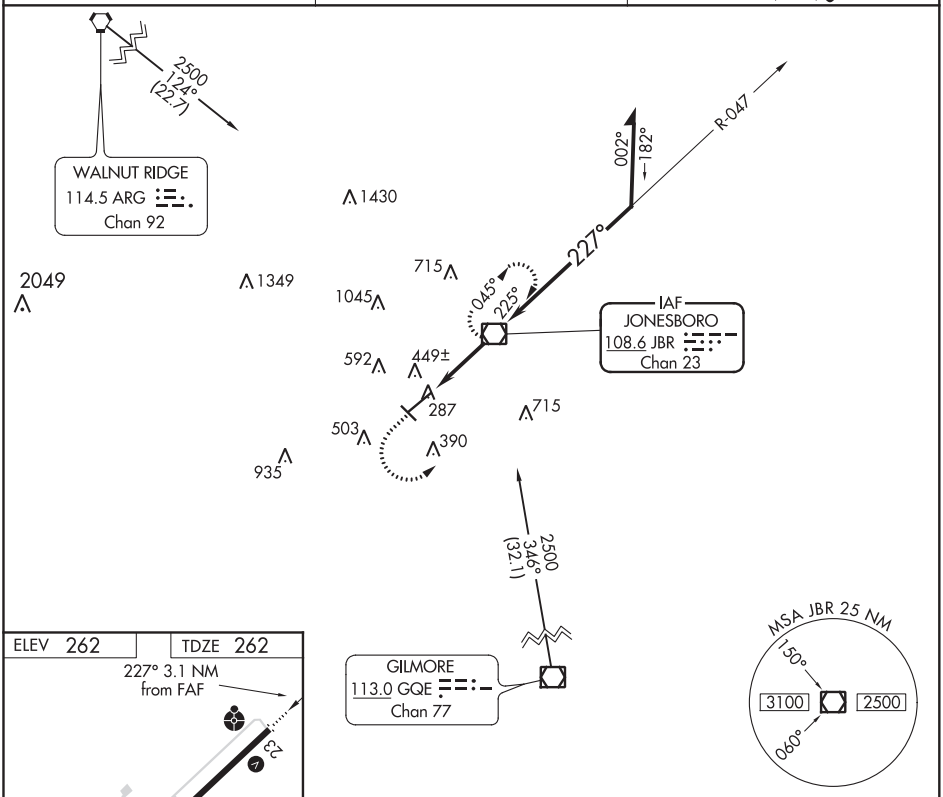
VOR/DME JBR	APP CRS	Rwy ldg	6200
108.6	227°	TDZE	262
Chan 23		Apt Elev	262

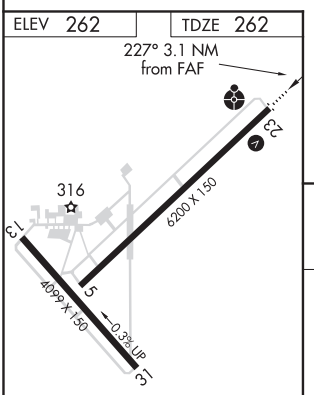
Circling Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting and increase all MDAs 60 feet and visibility S-23 Cat C/D ⅛ SM.

ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

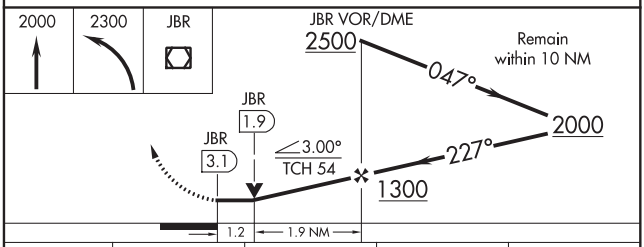
ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	123.0 (CTAF) L





MIRL Rwys 5-23 and 13-31 L

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02



CATEGORY	A	B	C	D
S-23	700-¾ 438 (500-¾)		700-1⅛ 438 (500-1⅛)	
CIRCLING	740-1 478 (500-1)		740-1½ 478 (500-1½)	820-2 558 (600-2)

JONESBORO, ARKANSAS
Amdt 11B 15AUG19

35°50'N-90°39'W

JONESBORO MUNI (JBR)
VOR RWY 23

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 81840 W18A	APP CRS 178°	Rwy ldg 4228 TDZE 779 Apt Elev 783

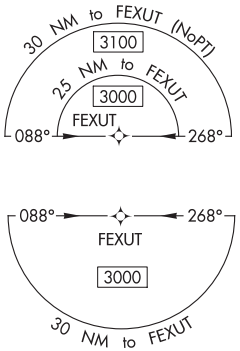
RNAV (GPS) RWY 18
SOUTH GRAND LAKE RGNL (1K8)

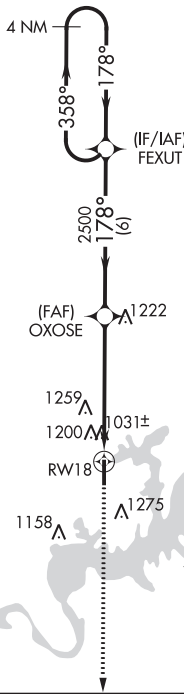
RNP APCH.

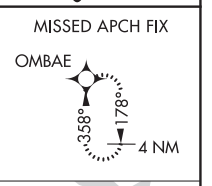
T A NA Rwy 18 helicopter visibility reduction below 1 SM NA. Use Grove altimeter setting; when not received, use Claremore altimeter setting: increase all MDA 40 feet, LP Cat C visibility ⅛ mile, LNAV Cat B visibility ¼ mile and Cat C ½ mile. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 3000 direct OMBAE and hold.

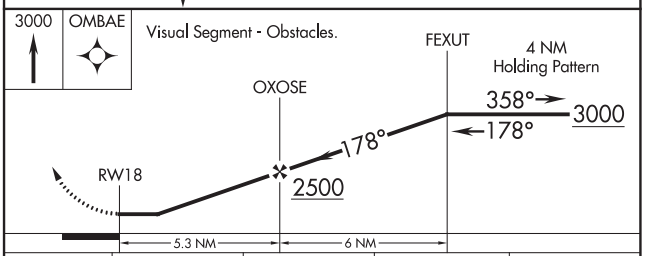
GMJ AWOS-3	KANSAS CITY CENTER	CTAF
119.025	128.6 282.325	122.9 L







MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LP MDA	1320-1 541 (600-1)		1320-1⅝ 541 (600-1⅝)	NA
LNAV MDA	1500-1 721 (800-1)		1500-2 721 (800-2)	NA
C CIRCLING	1540-1 757 (800-1)	1620-1¼ 837 (900-1¼)	1620-2½ 837 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

KETCHUM, OKLAHOMA

AL-10762 (FAA)

21056

RNAV (GPS) RWY 36
SOUTH GRAND LAKE RGNL (1K8)

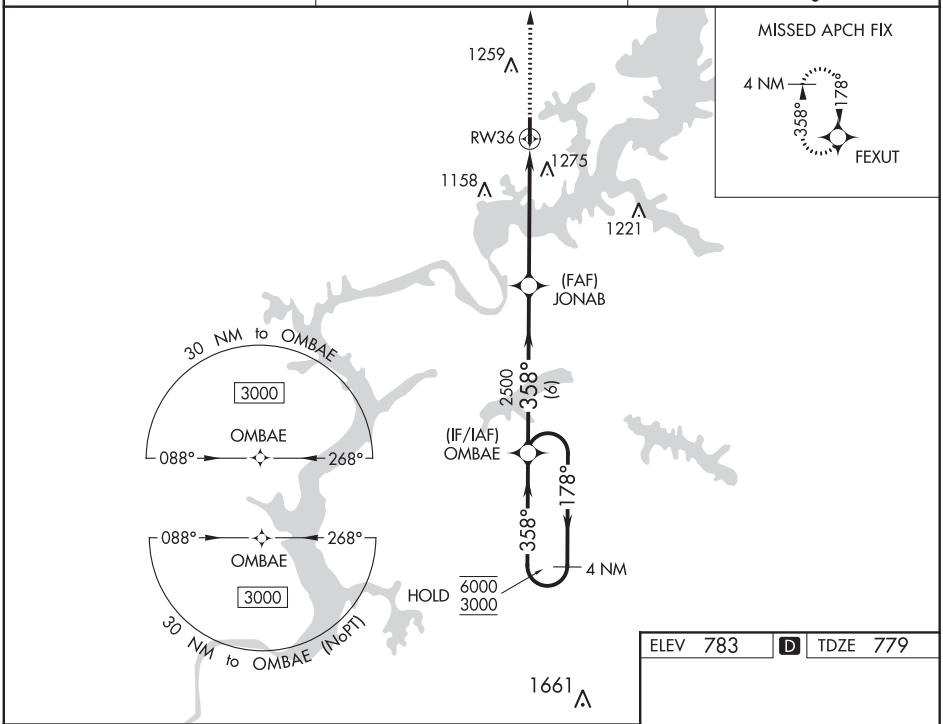
WAAS CH 69239 W36A	APP CRS 358°	Rwy ldg 4238 TDZE 779 Apt Elev 783

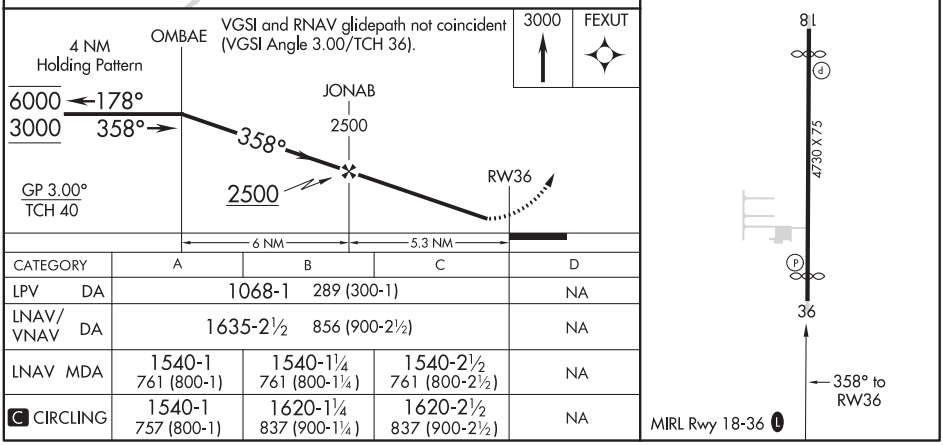
RNP APCH - GPS.

T NA Circling to Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Grove altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEXUT and hold.

GMJ AWOS-3	KANSAS CITY CENTER	CTAF
119.025	128.6 282.325	122.9 L





CATEGORY	A	B	C	D
LPV DA	1068-1 289 (300-1)			NA
LNAV/VNAV DA	1635-2½ 856 (900-2½)			NA
LNAV MDA	1540-1 761 (800-1)	1540-1¼ 761 (800-1¼)	1540-2½ 761 (800-2½)	NA
C CIRCLING	1540-1 757 (800-1)	1620-1¼ 837 (900-1¼)	1620-2½ 837 (900-2½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

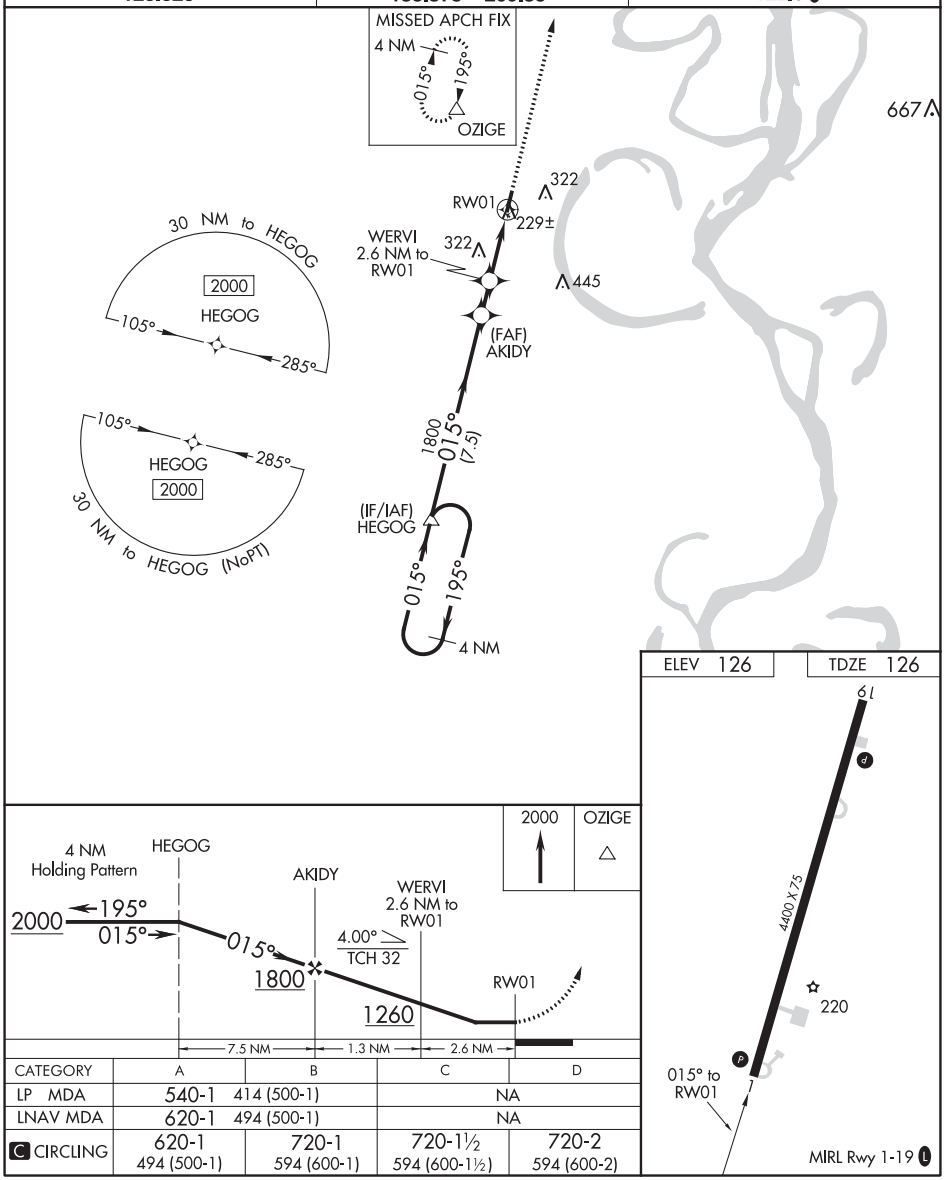
WAAS CH 82239 W01A	APP CRS 015°	Rwy ldg 4400 TDZE 126 Apt Elev 126

RNAV (GPS) RWY 1
LAKE VILLAGE MUNI (M32)

Circling NA east of Rwy 1-19. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Greenville altimeter setting.

MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LP MDA	540-1 414 (500-1)		NA	
LNAV MDA	620-1 494 (500-1)		NA	
C CIRCLING	620-1 494 (500-1)	720-1 594 (600-1)	720-1½ 594 (600-1½)	720-2 594 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LAKE VILLAGE, ARKANSAS

AL-6062 (FAA)

19283

RNAV (GPS) RWY 19

LAKE VILLAGE MUNI (M32)

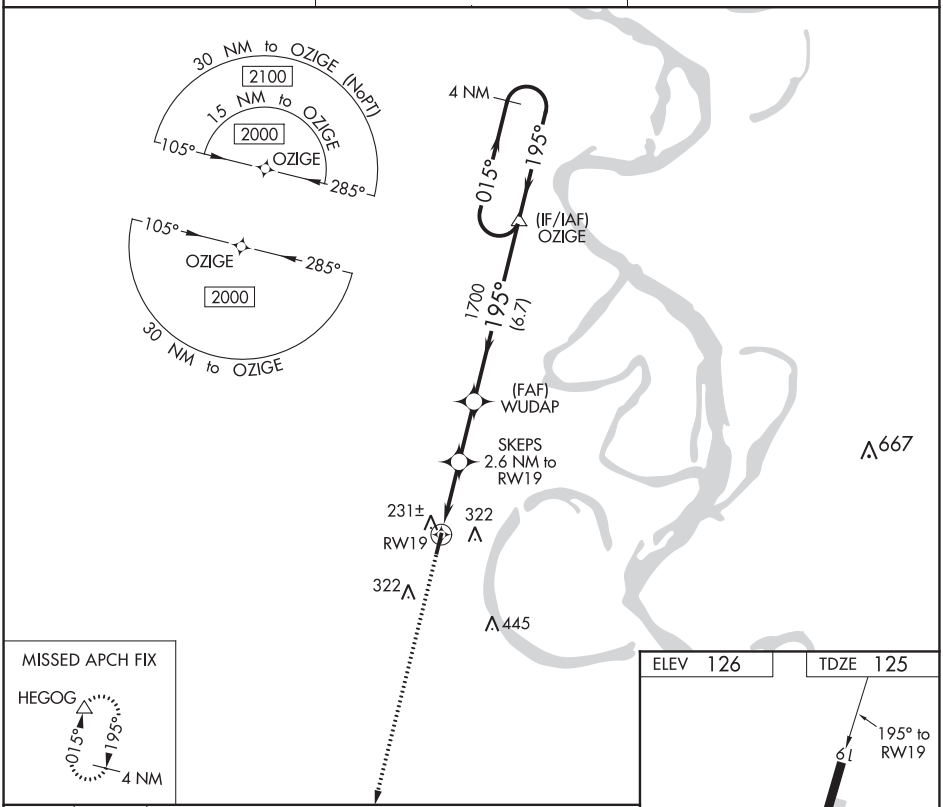
APP CRS	Rwy ldg	4400
195°	TDZE	125
	Apt Elev	126

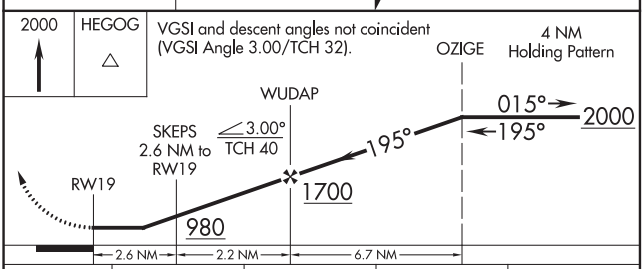
Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Greenville altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

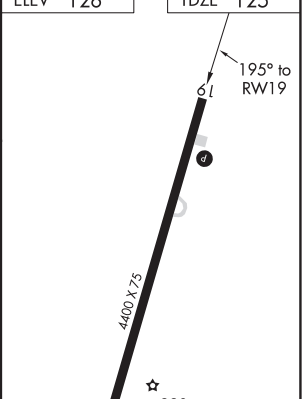
GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	540-1 415 (500-1)		540-1⅛ 415 (500-1⅛)	
C CIRCLING	620-1 494 (500-1)	720-1 594 (600-1)	720-1½ 594 (600-1½)	720-2 594 (600-2)

ELEV 126 TDZE 125



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

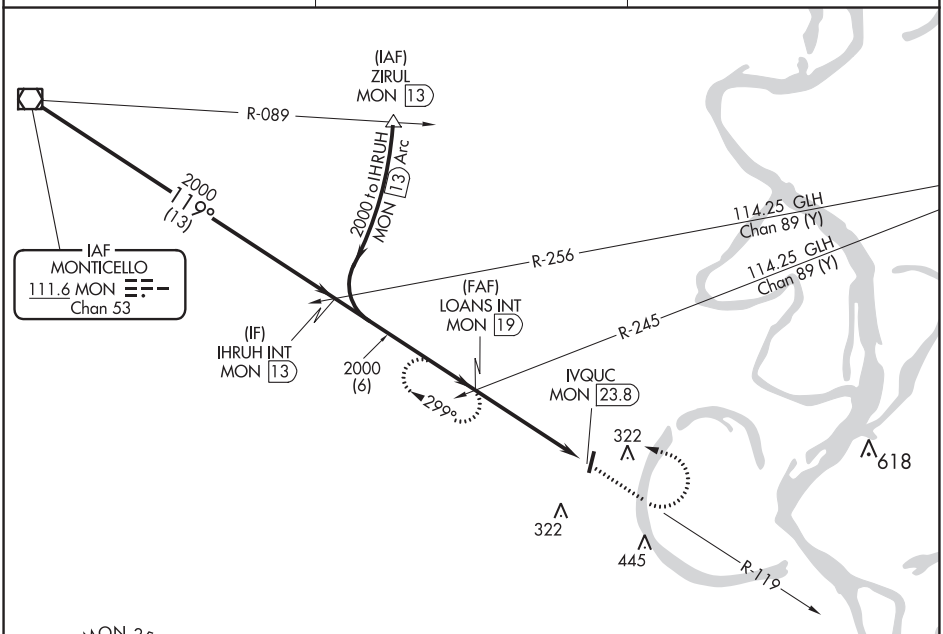
VOR/DME MON	APP CRS	Rwy ldg	N/A
111.6	119°	TDZE	N/A
Chan 53		Apt Elev	126

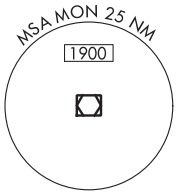
VOR-A
LAKE VILLAGE MUNI (M32)

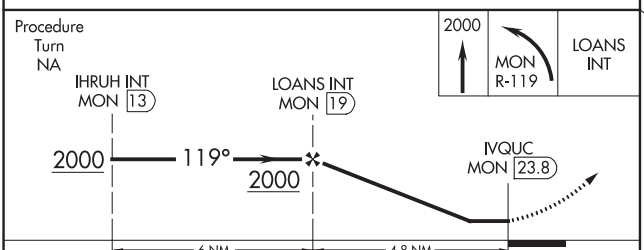
T NA Circling NA east of runway 1-19. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 60 feet. Increase Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

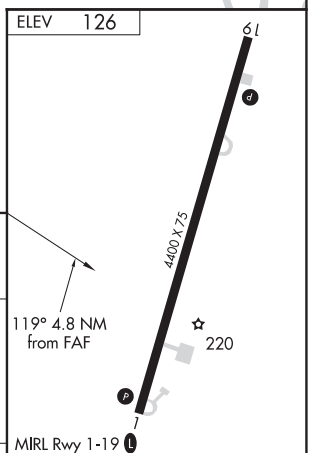
MISSED APPROACH: Climb to 2000 then left turn on MON VOR/DME R-119 to LOANS INT/19 DME and hold.

GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9 L









CATEGORY	A	B	C	D
C CIRCLING	680-1 554 (600-1)	720-1 594 (600-1)	720-1½ 594 (600-1½)	720-2 594 (600-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LAWTON, OKLAHOMA

AL-924 (FAA)

20142

ILS or LOC RWY 35
LAWTON-FORT SILL RGNL (LAW)

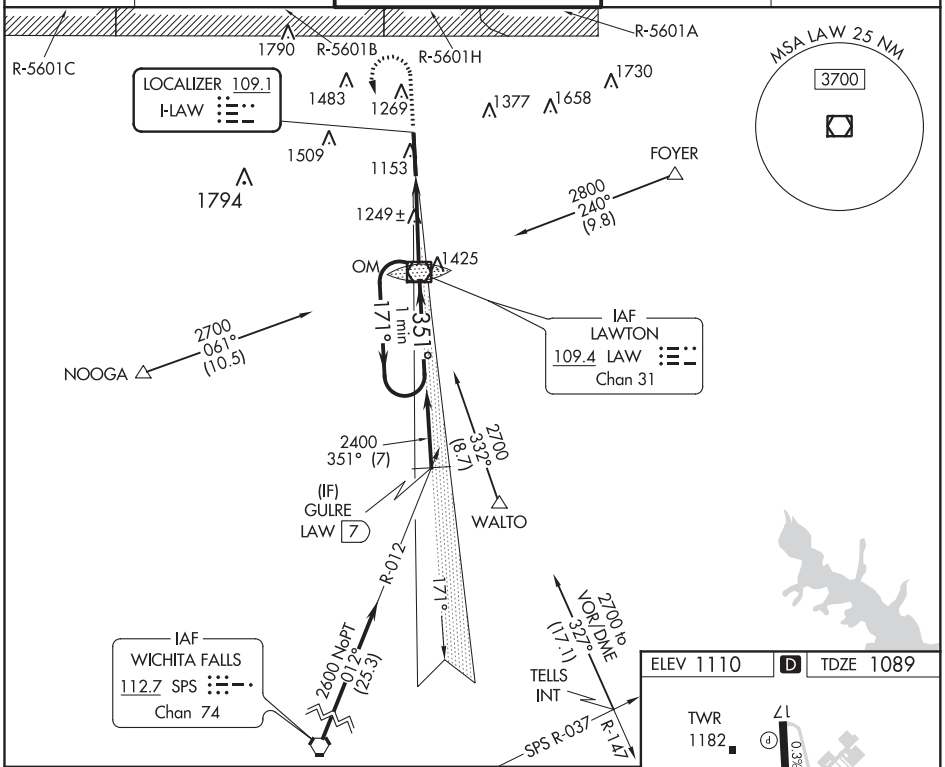
LOC I-LAW	APP CRS	Rwy ldg	8599
109.1	351°	TDZE	1089
		Apt Elev	1110

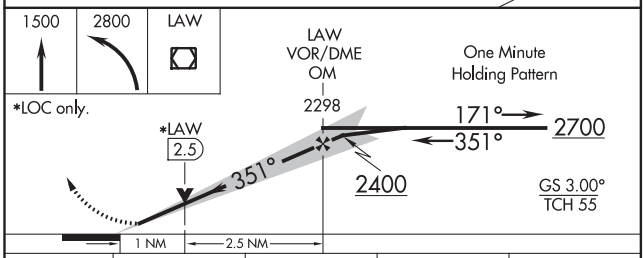
ASR: Autopilot coupled approach NA below 2000. For inop ALS, increase S-LOC 35 Cat C/D visibility to 1⅛ SM

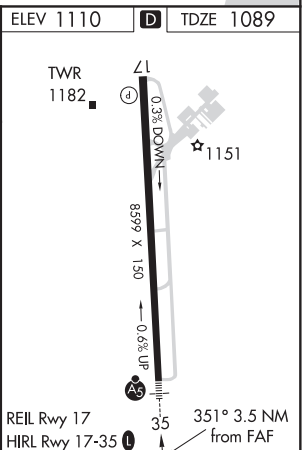
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct LAW VOR/DME, continue climb-in-hold to 2800.

ATIS	FORT SILL APP CON	LAWTON TOWER *	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1289-½ 200 (200-½)			
S-LOC 35	1500-½ 411 (400-½)		1500-¾ 411 (400-¾)	
C CIRCLING	1620-1 510 (600-1)		1820-2 710 (800-2)	1820-2¼ 710 (800-2¼)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 77640 W35A	APP CRS 351°	Rwy ldg 8599 TDZE 1089 Apt Elev 1110

RNAV (GPS) RWY 35
LAWTON-FORT SILL RGNL (LAW)

RNP APCH.

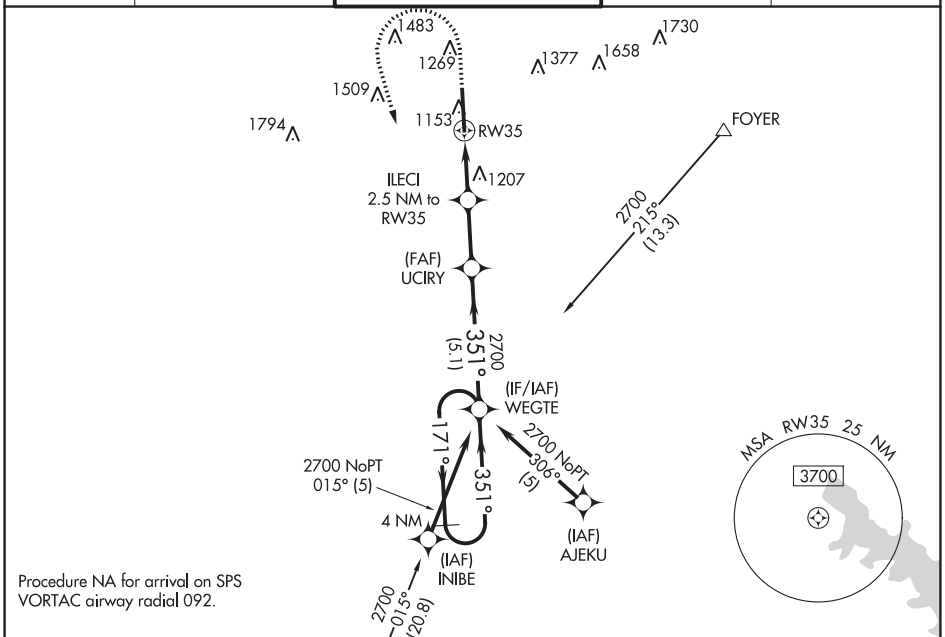
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

ASR

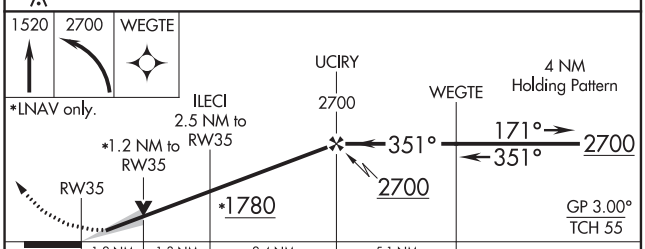
MALSR

MISSED APPROACH: (Do not exceed 200K until WEGTE) Climb to 1520 then climbing left turn to 2700 direct WEGTE and hold.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95

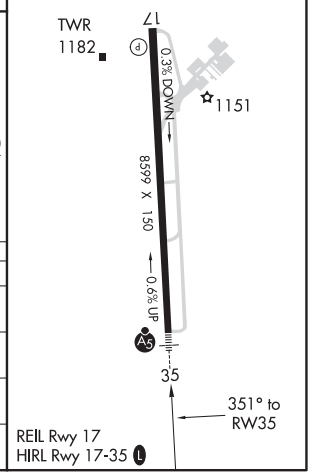


Procedure NA for arrival on SPS VORTAC airway radial 092.



CATEGORY	A	B	C	D
LPV DA	1289-½ 200 (200-½)			
LNAV/VNAV DA	1376-½ 287 (300-½)			
LNAV MDA	1520-½ 431 (500-½)		1520-¾ 431 (500-¾)	
C CIRCLING	1620-1 510 (600-1)		1820-2 710 (800-2)	1820-2¼ 710 (800-2¼)

ELEV 1110 D TDZE 1089



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

LAWTON, OKLAHOMA

AL-924 (FAA)

20142

VOR RWY 35

LAWTON-FORT SILL RGNL (LAW)

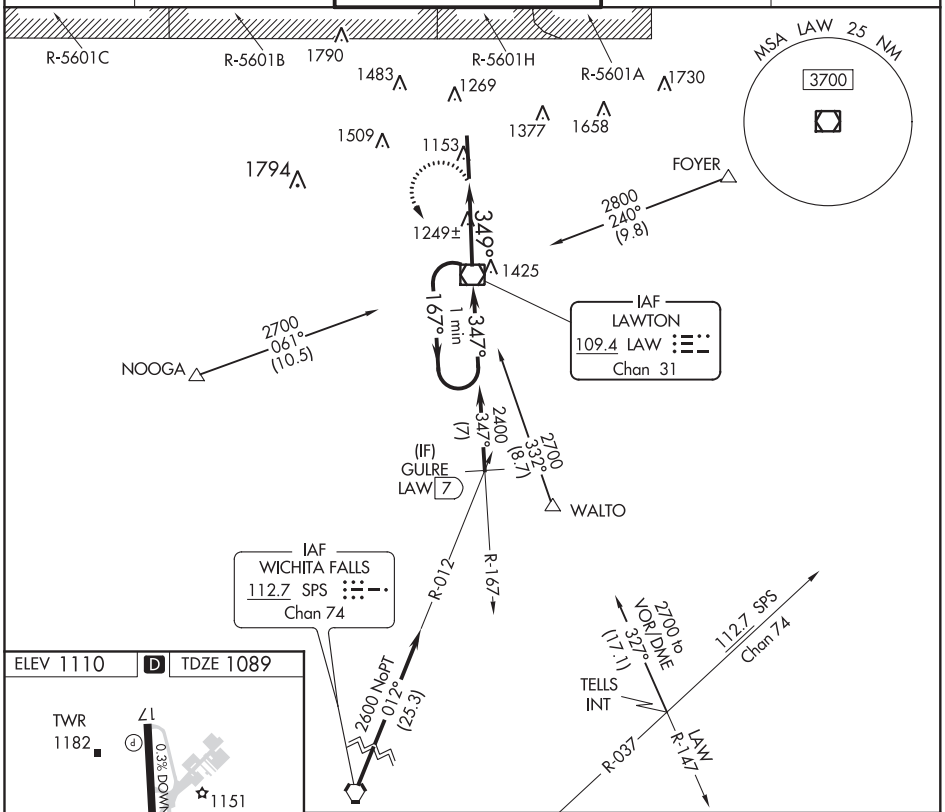
VOR/DME LAW 109.4 Chan 31	APP CRS 349°	Rwy ldg 8599 TDZE 1089 Apt Elev 1110

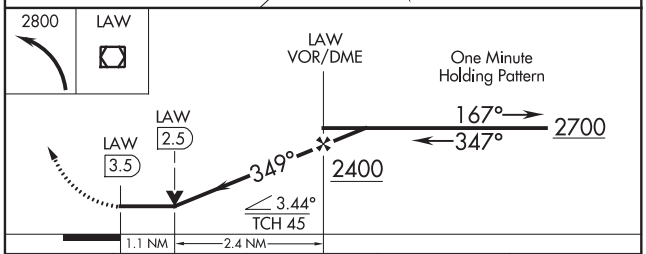
For inop ALS, increase Cat C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.

ATIS	FORT SILL APP CON	LAWTON TOWER ★	GND CON	UNICOM
120.75	120.55 322.4	119.9 (CTAF) L 257.8	121.9	122.95





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A		B		C		D	
S-35	1500-½		411 (500-½)		1500-¾		411 (500-¾)	
C CIRCLING	1620-1		510 (600-1)		1820-2 710 (800-2)		1820-2¼ 710 (800-2¼)	

LAWTON, OKLAHOMA
Amdt 21A 21MAY20

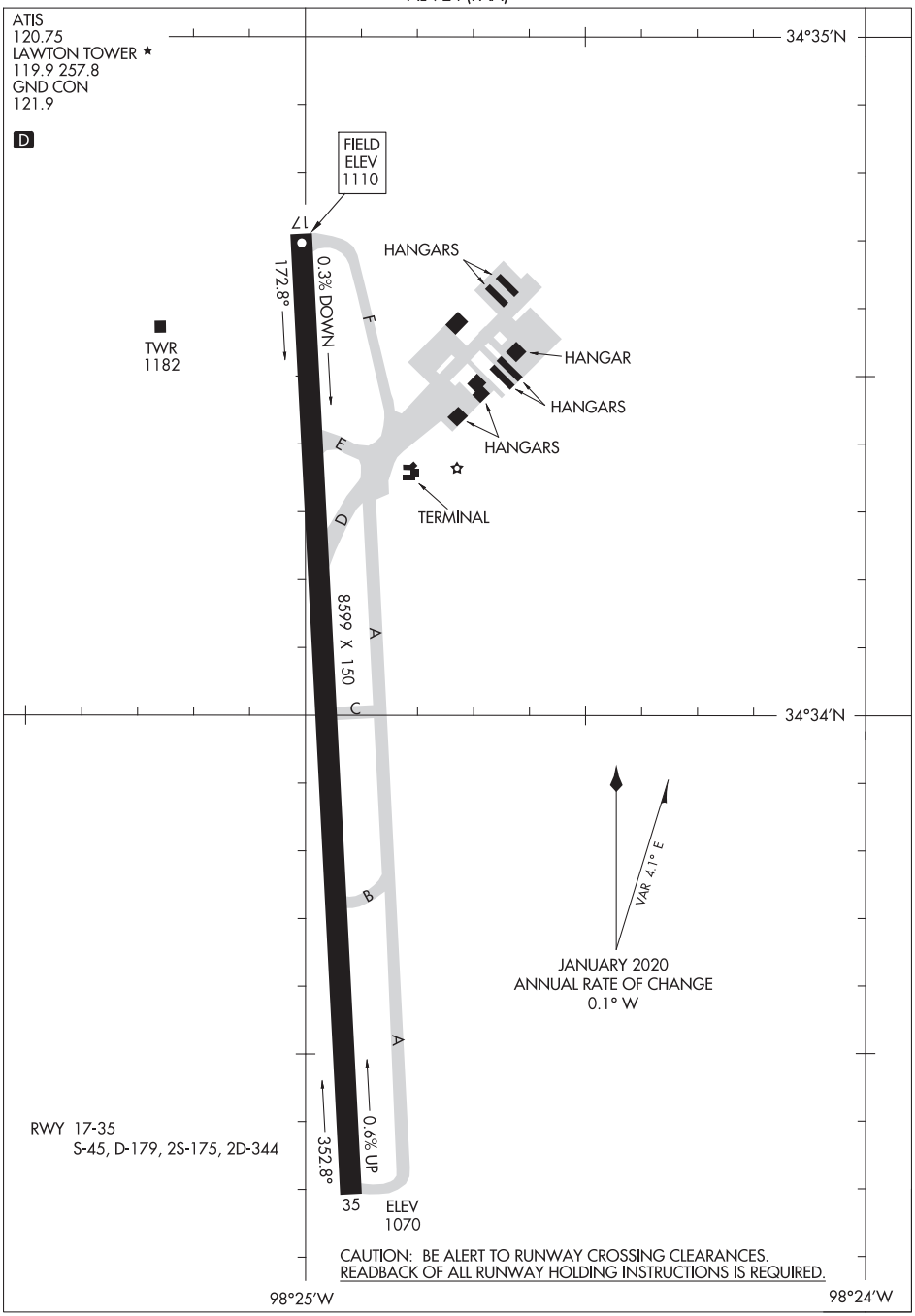
34°34′N-98°25′W

LAWTON-FORT SILL RGNL (LAW)
VOR RWY 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AL-924 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

20142

ILS or LOC RWY 4L

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

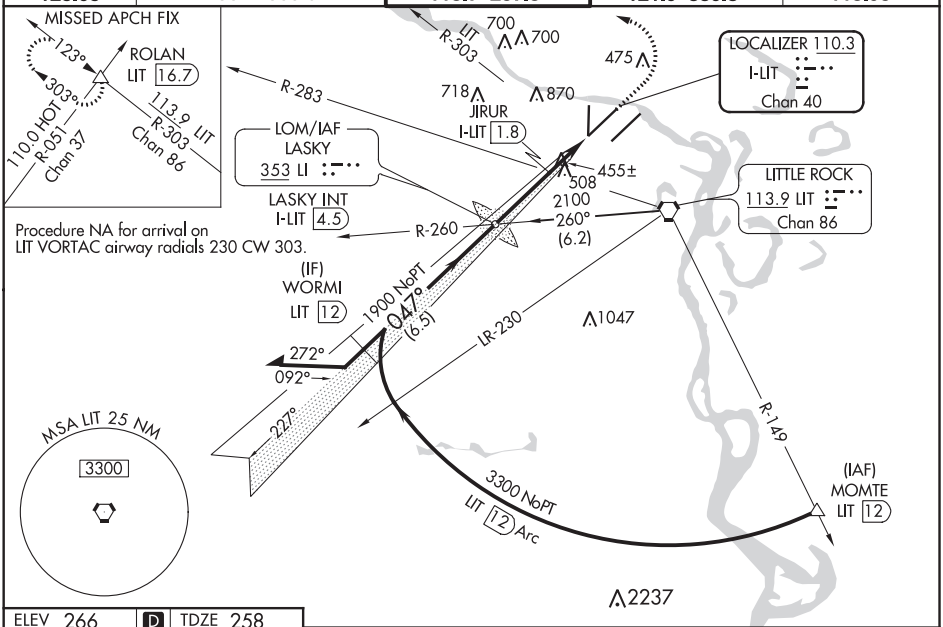
LOC/DME I-LIT	APP CRS	Rwy ldg	8273
110.3	047°	TDZE	258
Chan 40		Apt Elev	266

Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach authorized. Rwy 4L helicopter visibility reduction below RVR 4000 NA. LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM. JIRUR fix minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 1 3/8 SM.

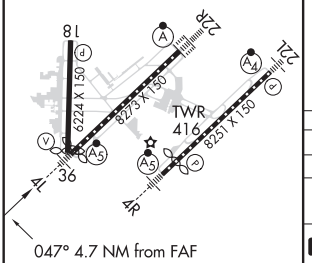
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on LIT VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 | D | TDZE 258

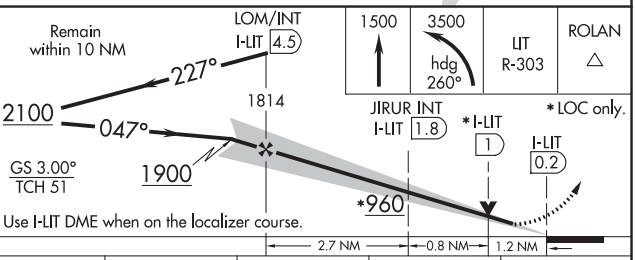


047° 4.7 NM from FAF

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

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



CATEGORY	A	B	C	D
S-ILS 4L	508/40 250 (300-¾)			
S-LOC 4L	960/40 702 (700-¾)		960-1⅝ 702 (700-1⅝)	
C CIRCLING	960-1 694 (700-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)
JIRUR FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4L	720/40 462 (500-¾)		720/50 462 (500-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-CNL	APP CRS	Rwy ldg	7201
111.3	047°	TDZE	260
Chan 50		Apt Elev	266

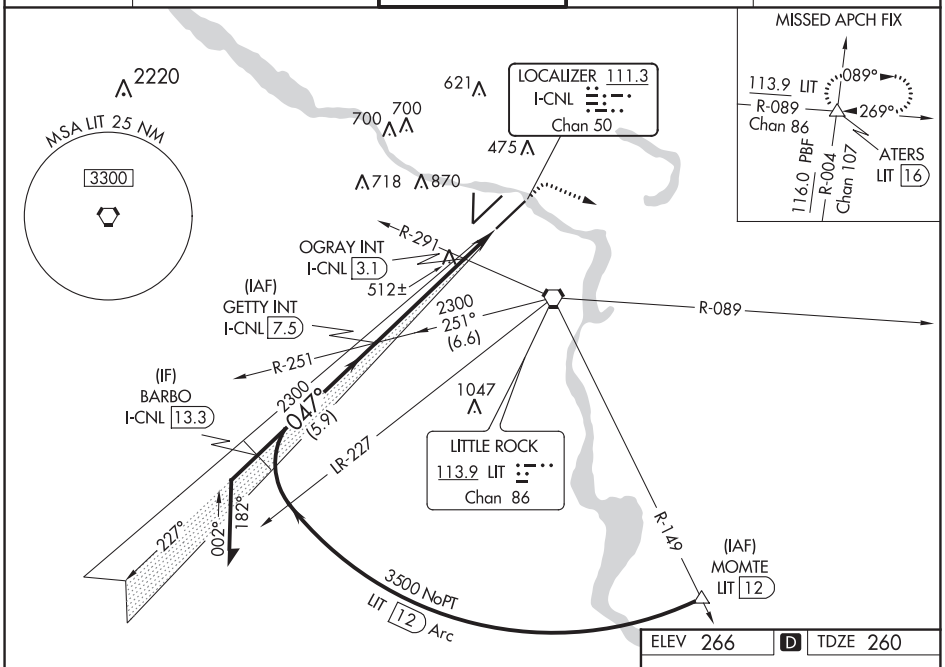
ILS or LOC RWY 4R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

T A Inop table does not apply to S-ILS 4R.
Rwy 4R helicopter visibility reduction below ¾ NA.
Simultaneous approach authorized.

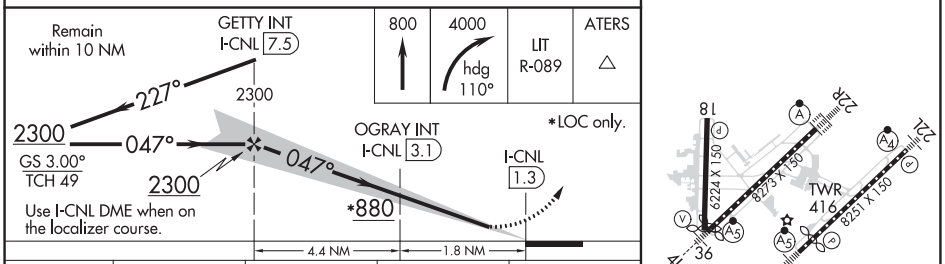
MALSR A5

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 on heading 110° and LIT VORTAC R-089 to ATERS INT/LIT 16 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 D TDZE 260



CATEGORY	A	B	C	D
S-ILS 4R	510/40 250 (300-¾)			
S-LOC 4R	880/40 620 (700-¾)		880-1⅜ 620 (700-1⅜)	
C CIRCLING	880-1 614 (700-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)
OGRAY (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 4R	780/40 520 (600-¾)		780/55 520 (600-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 22L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-BWY	APP CRS	Rwy ldg	7200
110.7	228°	TDZE	260
Chan 44		Apt Elev	266

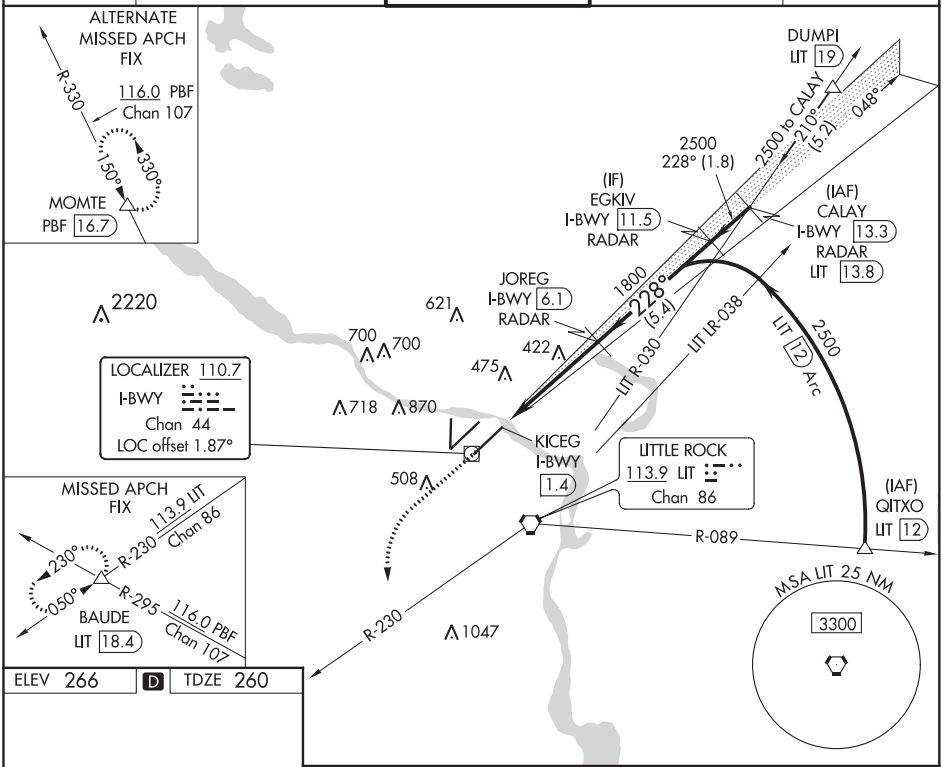
DME or RADAR required.

Simultaneous approach authorized.

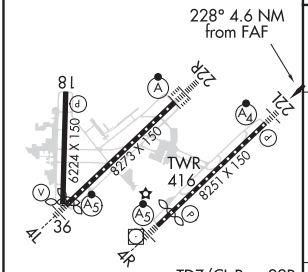
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 170° and LIT VORTAC R-230 to BAUDE INT/LIT 18.4 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95

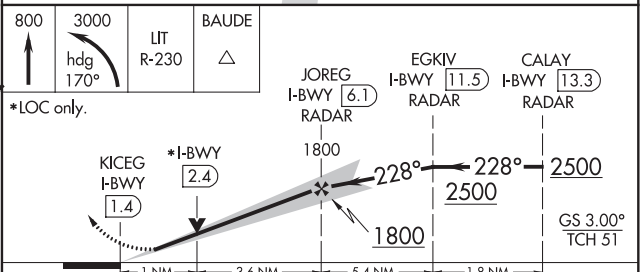


ELEV 266 D TDZE 260



TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

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 22L	510/40		250 (300-¾)	
S-LOC 22L	640/40		380 (400-¾)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-AAY	APP CRS	Rwy ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

ILS or LOC RWY 22R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

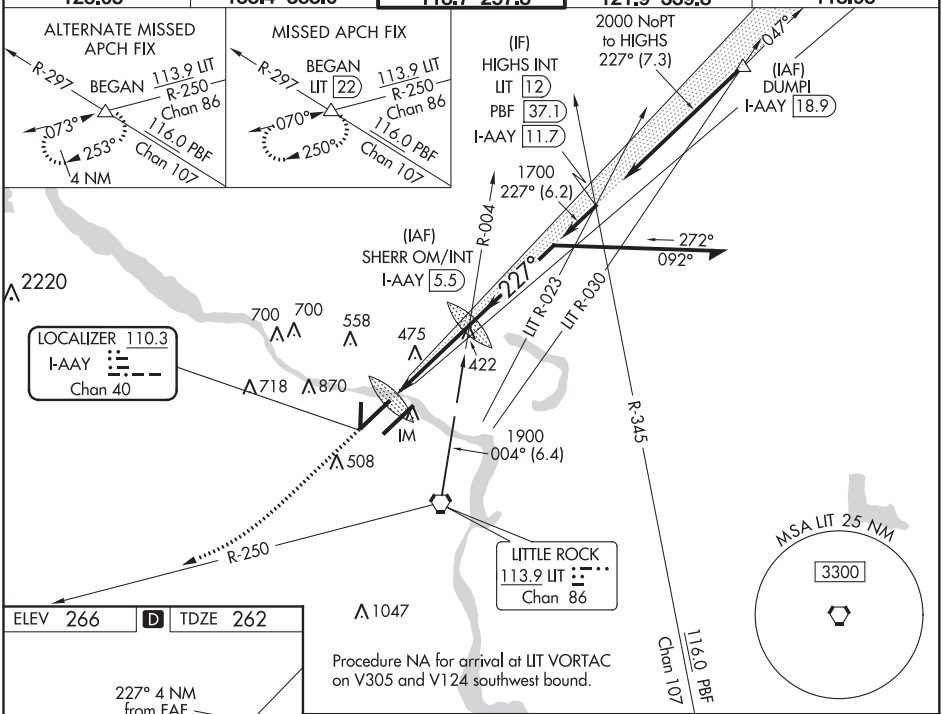
DME required.

Simultaneous approach authorized with Rwy 22L. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting: increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDAs 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1¼ SM, Cat C visibility to 3 SM. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1⅜ SM.

ALSF-2

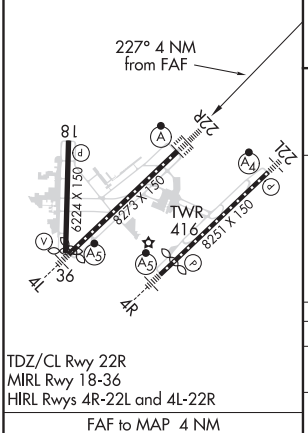
MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ LIT 22 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



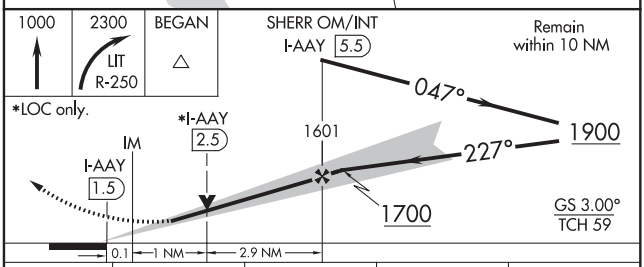
Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.

ELEV 266 | D | TDZE 262



TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

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



CATEGORY	A	B	C	D
S-ILS 22R	462/18 200 (200-½)			
S-LOC 22R	680/24 418 (500-½)		680/40 418 (500-¾)	
C CIRCLING	800-1 534 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

20142

ILS RWY 22R (SA CAT I)
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-AAY	APP CRS	Rwy ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

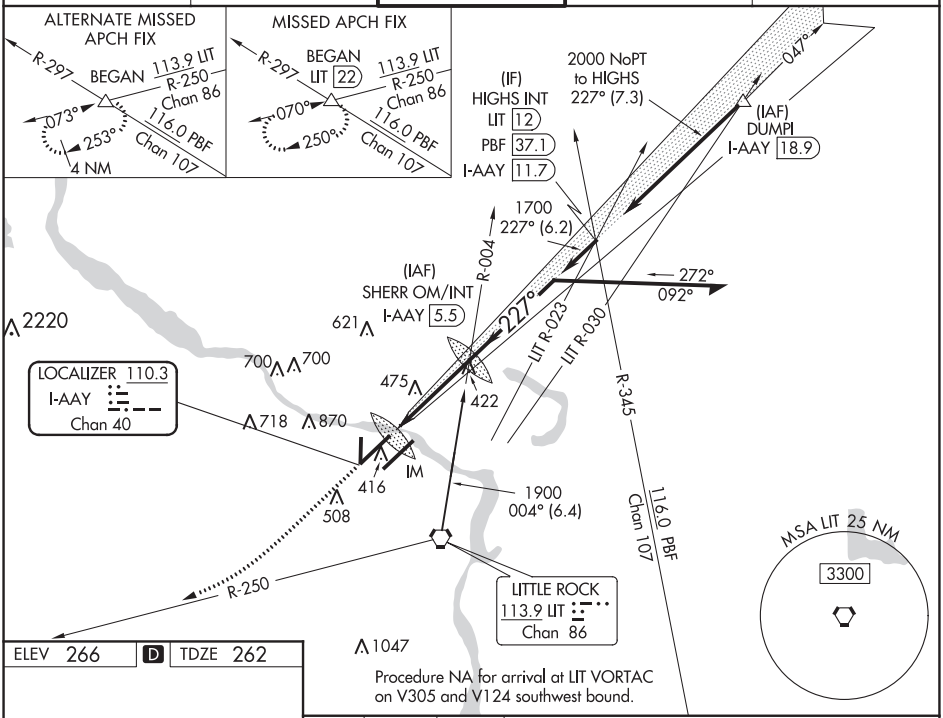
DME required.

Simultaneous approach authorized with Rwy 22L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

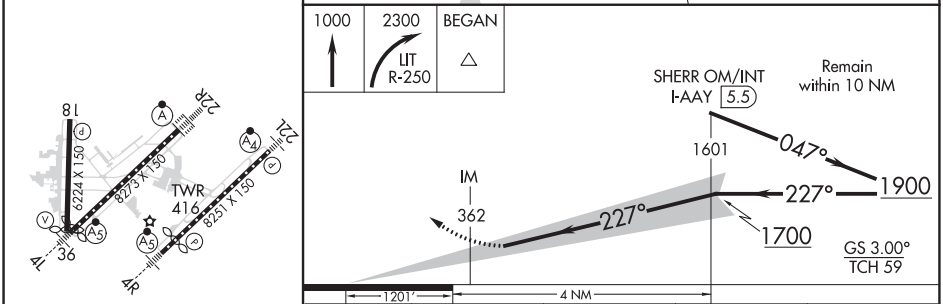
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 | D | TDZE 262



CATEGORY	A	B	C	D
S-ILS-22R	RA 182/14 150 DA 412			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

ILS RWY 22R (CAT II & III)
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

LOC/DME I-AAY	APP CRS	Rwy ldg	8273
110.3	227°	TDZE	262
Chan 40		Apt Elev	266

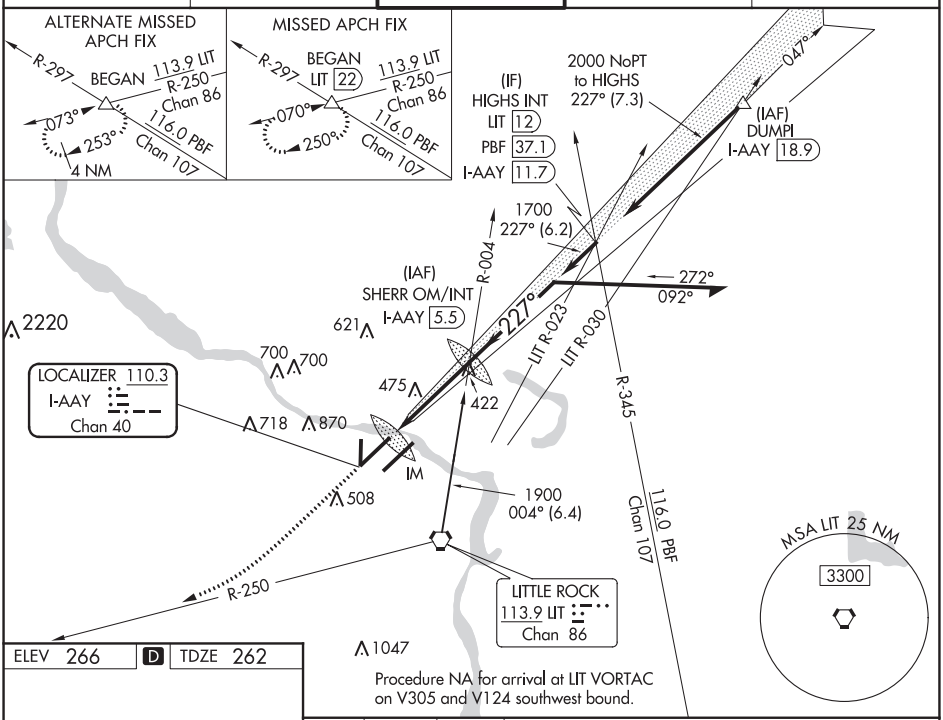
DME required.

Simultaneous approach authorized with Rwy 22L.

ALSF-2

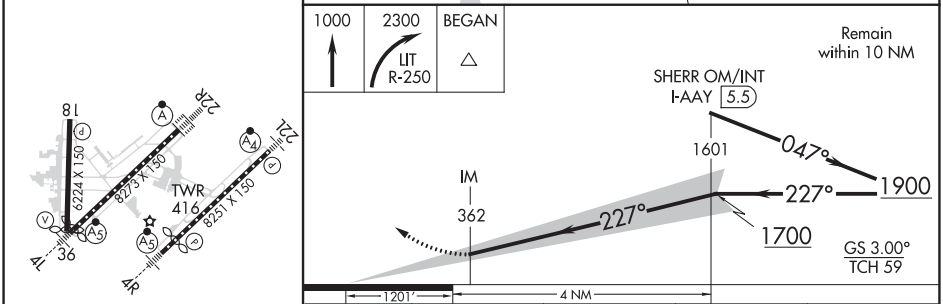
MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.

ELEV 266 | D | TDZE 262



CATEGORY	A	B	C	D
S-ILS-22R	CAT II RA 128/12 100 DA 362			
S-ILS-22R	CAT III RVR 06			

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

TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

20142

RNAV (GPS) RWY 4L

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

WAAS CH 90411 W04A	APP CRS 046°	Rwy ldg 7976 TDZE 258 Apt Elev 266

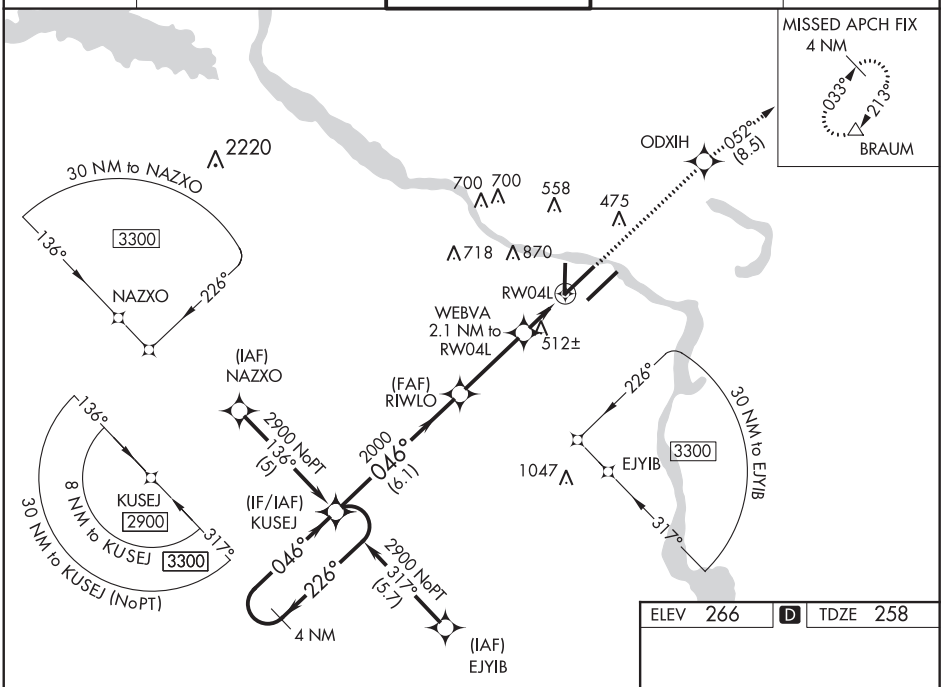
RNP APCH.

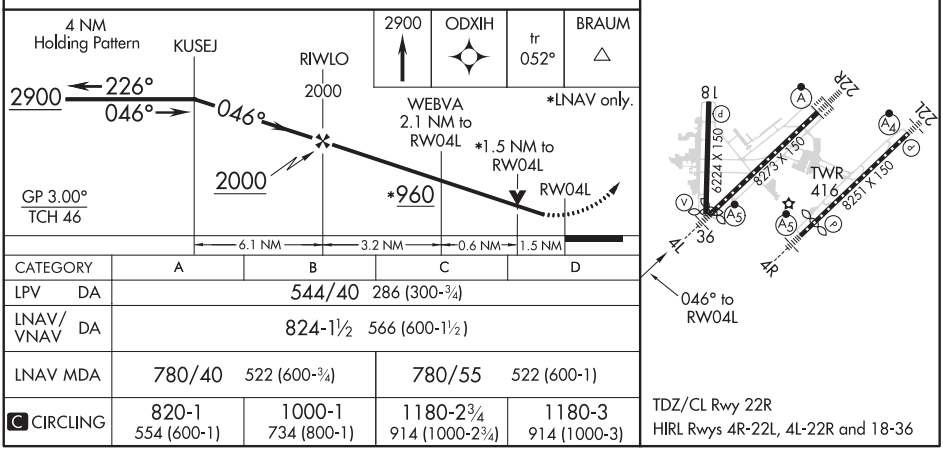
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 4L helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 2900 direct ODXIH and on track 052° to BRAUM and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95





CATEGORY	A	B	C	D
LPV DA	544/40 286 (300-¾)			
LNAV/VNAV DA	824-1½ 566 (600-1½)			
LNAV MDA	780/40 522 (600-¾)		780/55 522 (600-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

LITTLE ROCK, ARKANSAS
Amdt 1E 11OCT18

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)
34°44′N-92°13′W

RNAV (GPS) RWY 4L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 70611 W04B	APP CRS 046°	Rwy ldg 7200 TDZE 260 Apt Elev 266

RNAV (GPS) RWY 4R
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

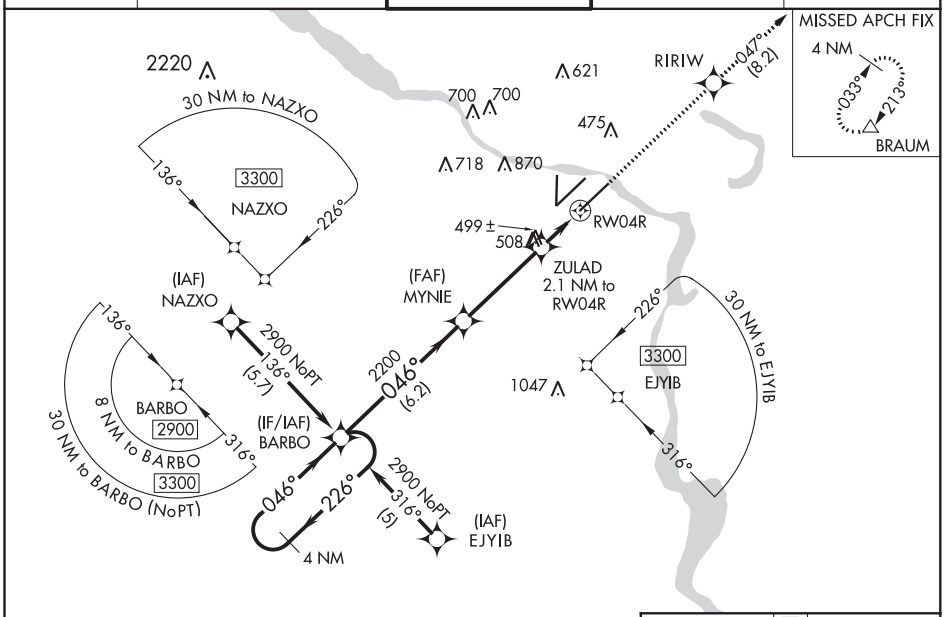
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 4R helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000.

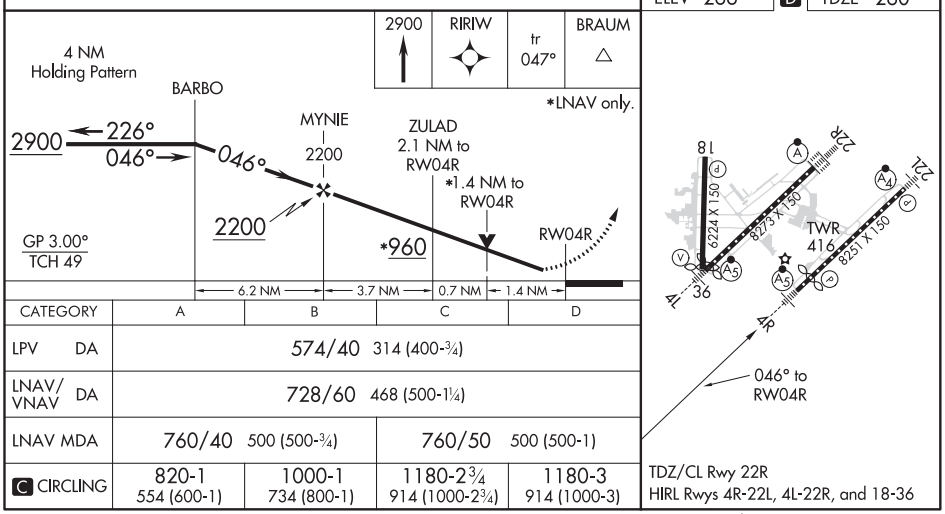
MALSR

MISSED APPROACH: Climb to 2900 direct RIRIW and on track 047° to BRAUM and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 D TDZE 260



CATEGORY	A	B	C	D
LPV DA	574/40 314 (400-¾)			
LNAV/VNAV DA	728/60 468 (500-1¼)			
LNAV MDA	760/40 500 (500-¾)		760/50 500 (500-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R, and 18-36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

20142

RNAV (GPS) RWY 18
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

WAAS CH 45624 W18A	APP CRS 182°	Rwy ldg 6060 TDZE 259 Apt Elev 266

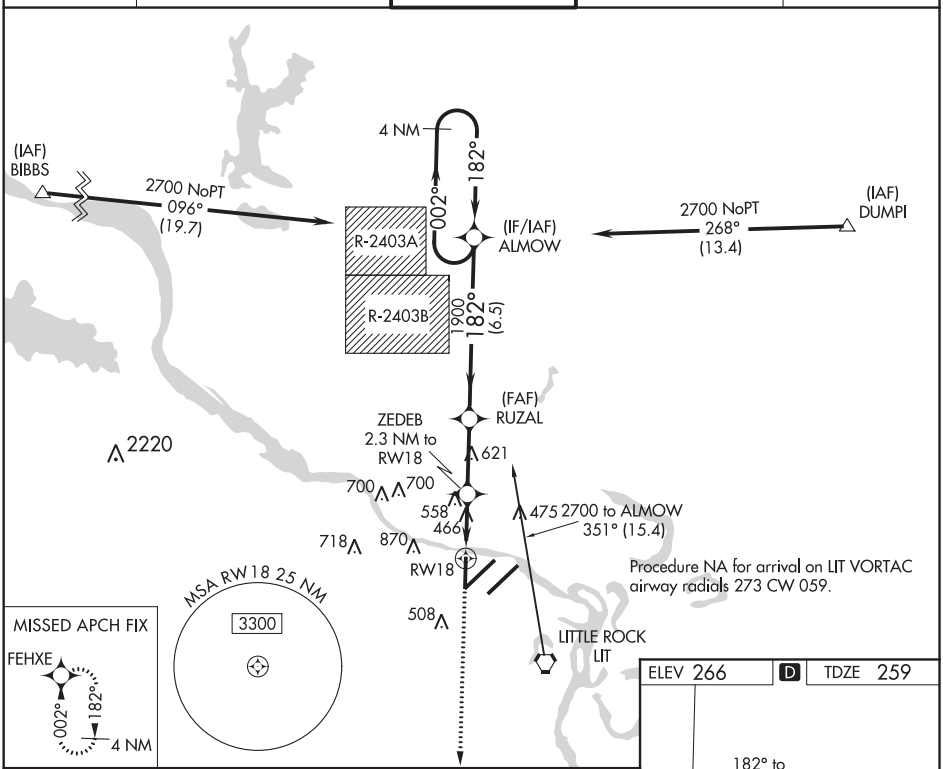
RNP APCH.

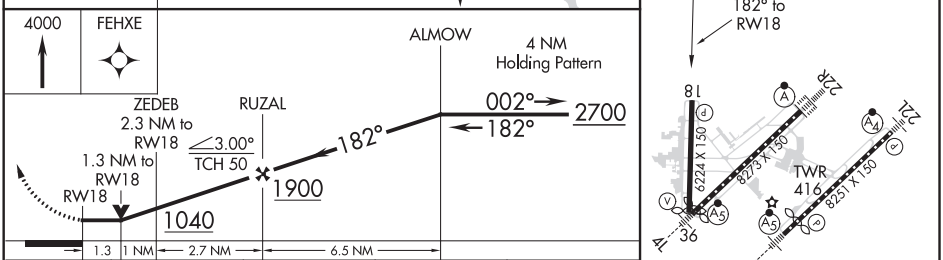
Procedure NA when restricted areas R-2403 A/B in effect.

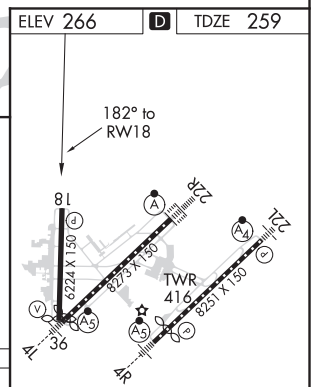
Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct FEHXE and hold, continue climb-in-hold to 4000.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LP MDA	720-1 461 (500-1)		720-1⅜ 461 (500-1⅜)	
LNAV MDA	820-1 561 (600-1)		820-1⅝ 561 (600-1⅝)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 42811 W22A	APP CRS 227°	Rwy ldg 7200 TDZE 260 Apt Elev 266

RNAV (GPS) RWY 22L
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

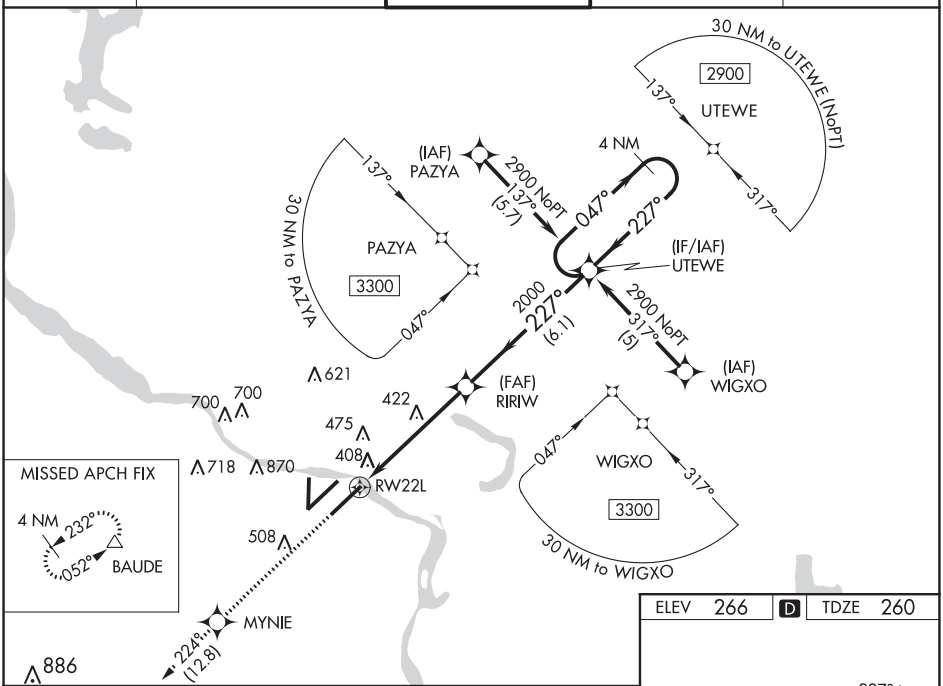
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 22L helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

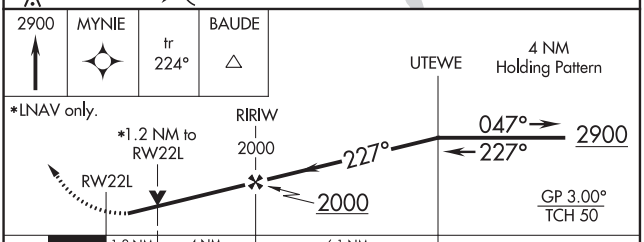
MALSF

MISSED APPROACH: Climb to 2900 direct MYNIE and on track 224° to BAUDE and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95

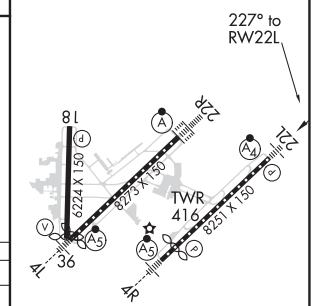


2900	MYNIE	tr 224°	BAUDE



CATEGORY	A	B	C	D
LPV DA	543/50 283 (300-1)			
LNAV/VNAV DA	774-1¾ 514 (600-1¾)			
LNAV MDA	680/40 420 (500-¾)		680/60 420 (500-1¼)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

ELEV 266 D TDZE 260



TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 93811 W22B	APP CRS 227°	Rwy ldg 8273 TDZE 262 Apt Elev 266

RNAV (GPS) RWY 22R

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

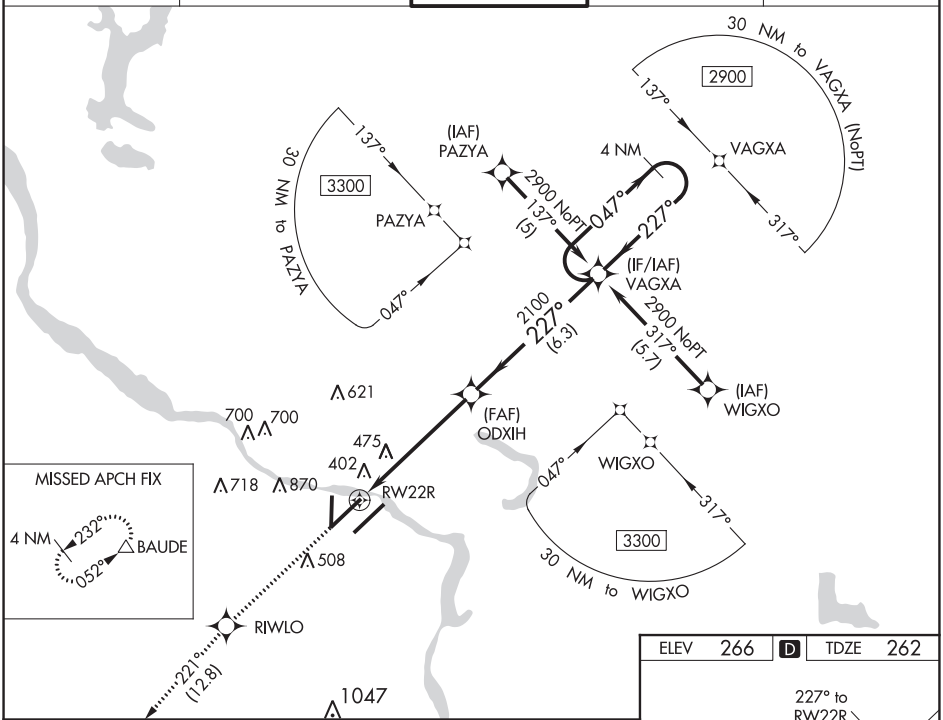
RNP APCH.

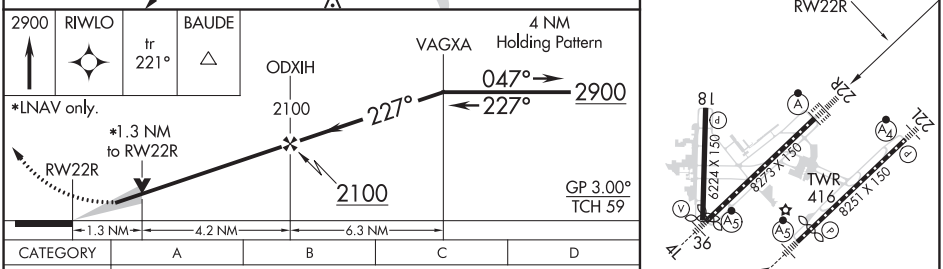
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

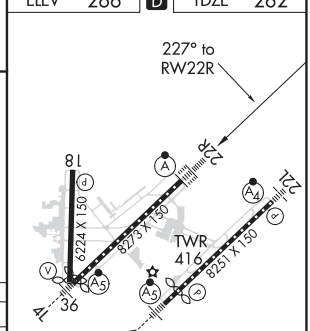
ALSF

MISSED APPROACH: Climb to 2900 direct RIWLO and on track 221° to BAUDE and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95







CATEGORY	A	B	C	D
LPV DA	462/18 200 (200-½)			
LNAV/VNAV DA	727/50 465 (500-1)			
LNAV MDA	740/24 478 (500-½)		740/50 478 (500-1)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4L-22R and 4R-22L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	6060
002°	TDZE	257
	Apt Elev	266

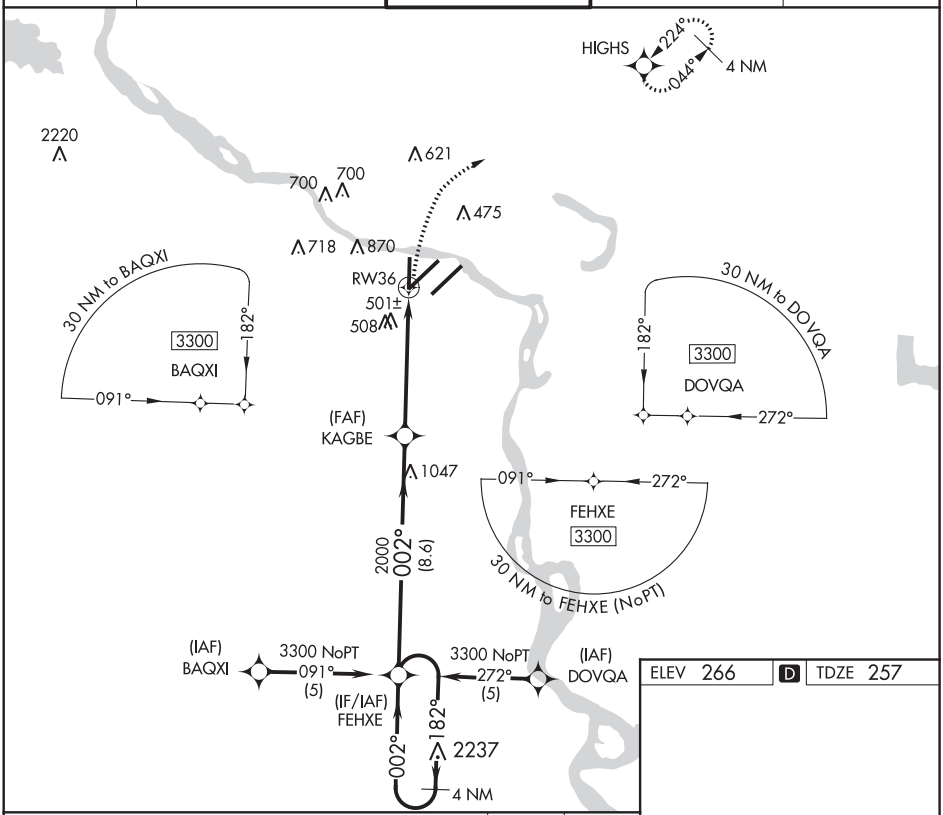
RNAV (GPS) RWY 36
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

RNP APCH.

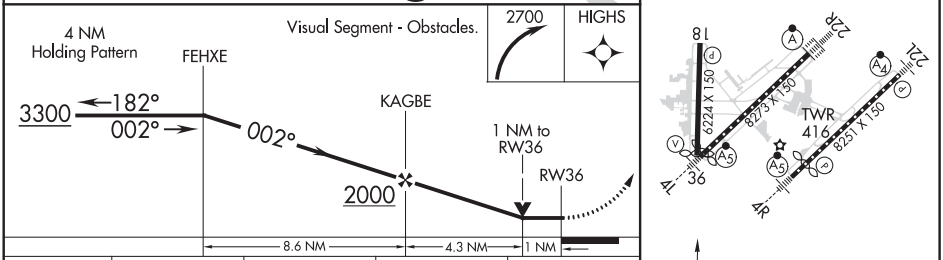
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95



ELEV 266 | D | TDZE 257



CATEGORY	A	B	C	D
LNAV MDA	760-1 503 (500-1)		760-1½ 503 (500-1½)	
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

TDZ/CL Rwy 22R
MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

20198

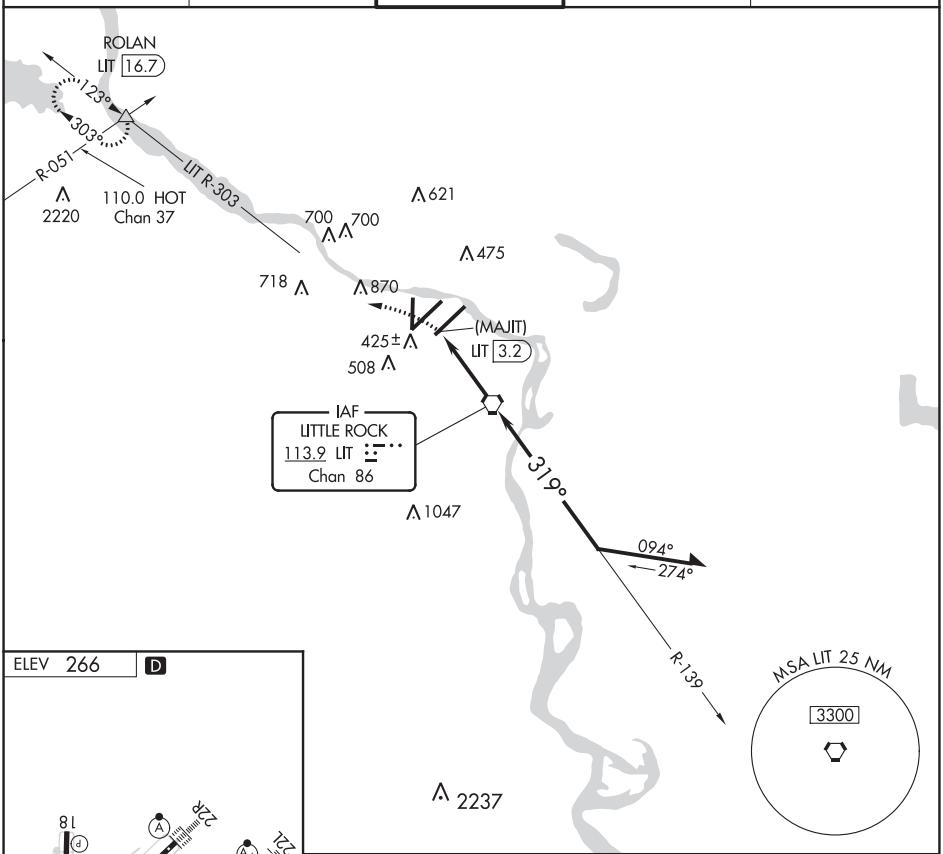
VOR-A

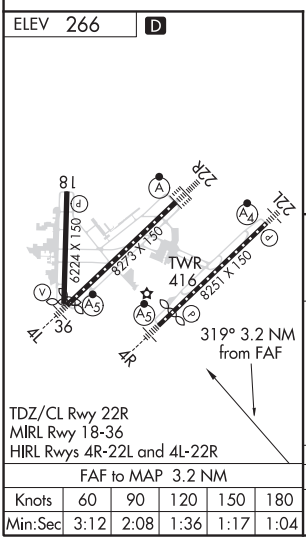
BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD (LIT)

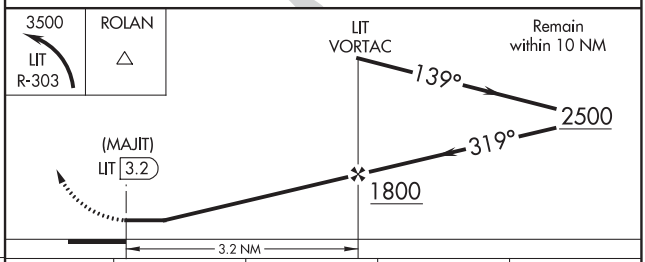
VORTAC LIT	APP CRS	Rwy ldg	N/A
113.9	319°	TDZE	N/A
Chan 86		Apt Elev	266

MISSED APPROACH: Climbing left turn to 3500 on LIT R-303 to ROLAN INT and hold.

D-ATIS	LITTLE ROCK APP CON	ADAMS TOWER	GND CON	CLNC DEL
125.65	135.4 353.6	118.7 257.8	121.9 339.8	118.95





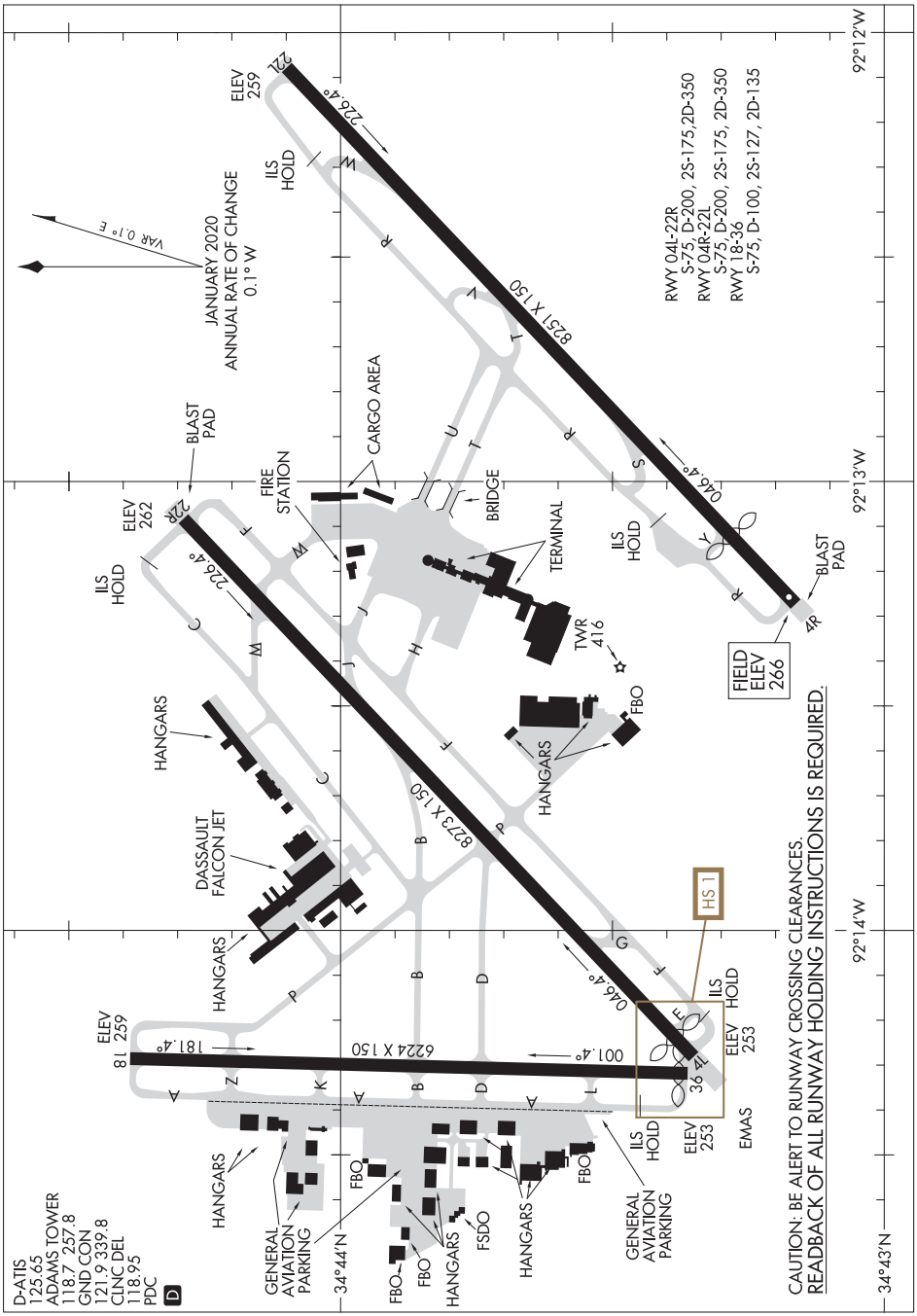


FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
C CIRCLING	820-1 554 (600-1)	1000-1 734 (800-1)	1180-2¾ 914 (1000-2¾)	1180-3 914 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, ARKANSAS

20310

ILS or LOC RWY 25

LOC I-TYV	APCH CRS	Rwy ldg 12,000 TDZE 300 Arpt Elev 312
109.9	250°	

AL-738 [USAF]

LITTLE ROCK AFB (KLRF)

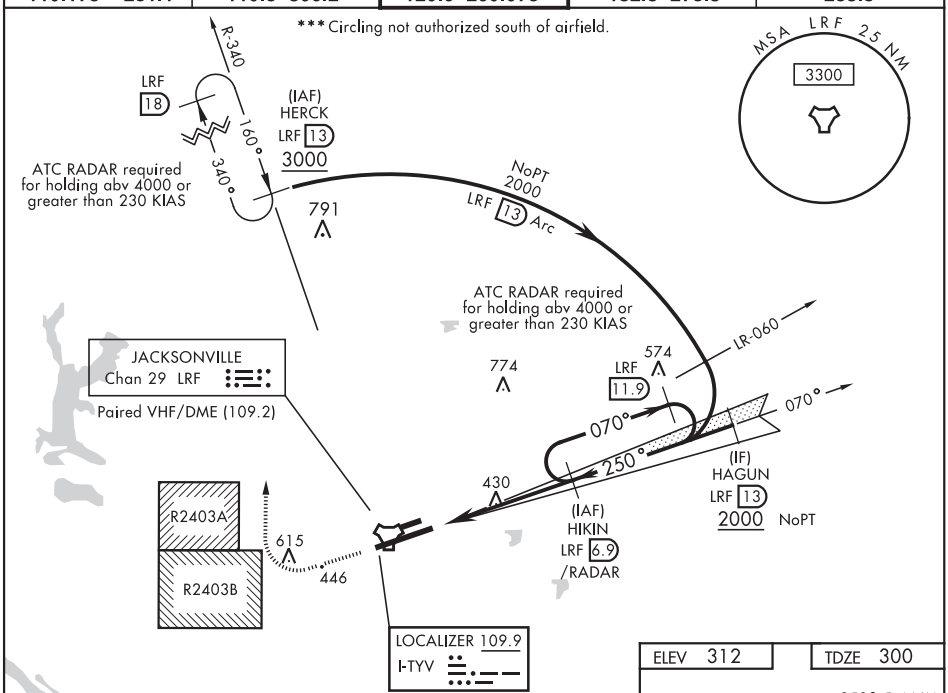
RADAR or DME required. RADAR required when R-2403A / R2403B active.

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

SSALR

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

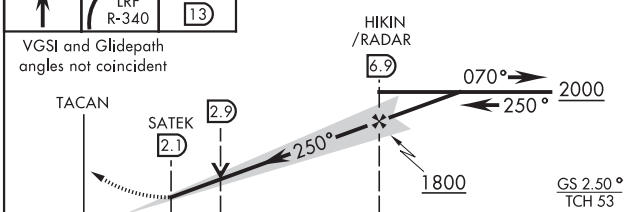
ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5



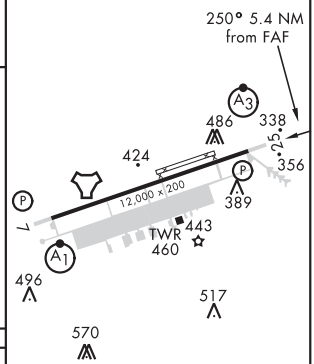
EMERG SAFE ALT 100 NM 4100

1300	3000	HERCK
	LRF R-340	LRF 13

VGSI and Glidepath angles not coincident



ELEV 312 | TDZE 300



HIRL Rwy 7-25

CATEGORY	A	B	C	D	E
S-ILS 25 *	500/24 200 (200-½)				
S-LOC 25 **	720/24 420 (500-½)		720/40 420 (500-¾)		
*** C CIRCLING	780-1 468 (500-1)	860-1 548 (600-1)	880-1½ 568 (600-1½)	1040-2¼ 728 (800-2¼)	1040-2½ 728 (800-2½)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

JACKSONVILLE, ARKANSAS 34° 55′N-92° 09′W LITTLE ROCK AFB (KLRF)

Amdt 7 05NOV20

ILS or LOC RWY 25

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, ARKANSAS

RNAV (GPS) RWY 25

LITTLE ROCK AFB (KLRF)

WAAS CH 67565 W25A	APCH CRS 250°	Rwy ldg 12,000 TDZE 300 Arpt Elev 312

AL-738 (USAF)

SSALR (A3)

MISSED APPROACH: Maintain VFR, climb to 900 then climbing right turn to 3000 direct HERCK. Or as directed by ATCT.

ATIS★	APP CON/DEP CON	TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5

RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C.

IFR protections (ATC, TERPS, AIR SPACE, and AFLD INFRASTRUCTURE) are not afforded.

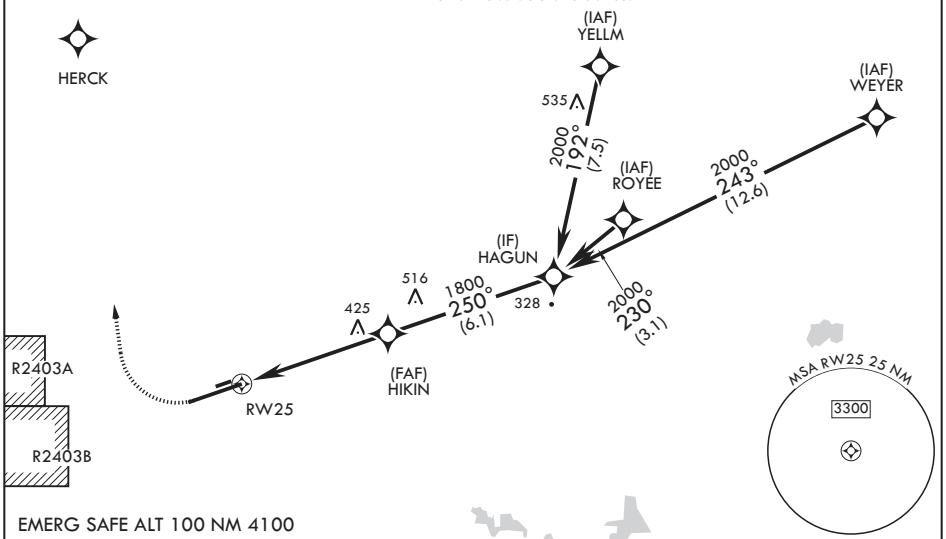
850

FOR USE ONLY BY KLRF HOME STATION C-130J ACFT.

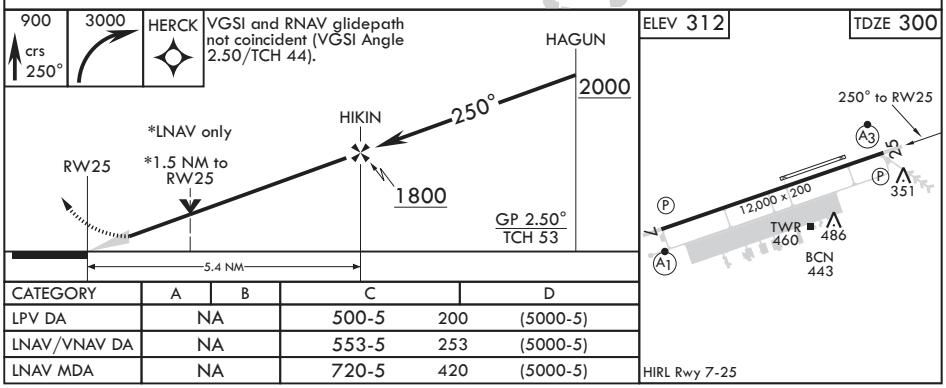
CAUTION: FOR VFR FLIGHT FILING ONLY. NOT FOR USE IN IMC.

Approach clearances not authorized.

Pilot is responsible for terrain obstacle avoidance.



EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
LPV DA	NA		500-5	200 (5000-5)
LNAV/VNAV DA	NA		553-5	253 (5000-5)
LNAV MDA	NA		720-5	420 (5000-5)

JACKSONVILLE, ARKANSAS

34°55'N - 92°09'W

LITTLE ROCK AFB (KLRF)

Orig 28JAN21

RNAV (GPS) RWY 25

SC-1, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, ARKANSAS

TACAN RWY 7

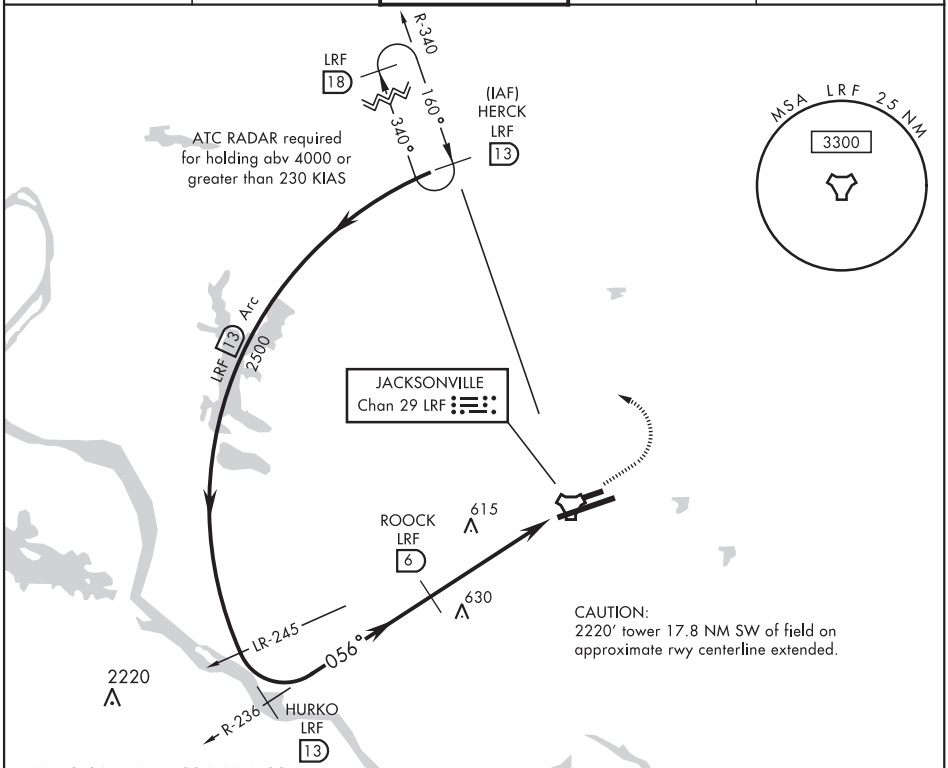
TACAN LRF Chan 29	APCH CRS 056°	Rwy ldg 12,000 TDZE 309 Arpt Elev 312	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1¾ miles.
** Circling not authorized south of airfield.

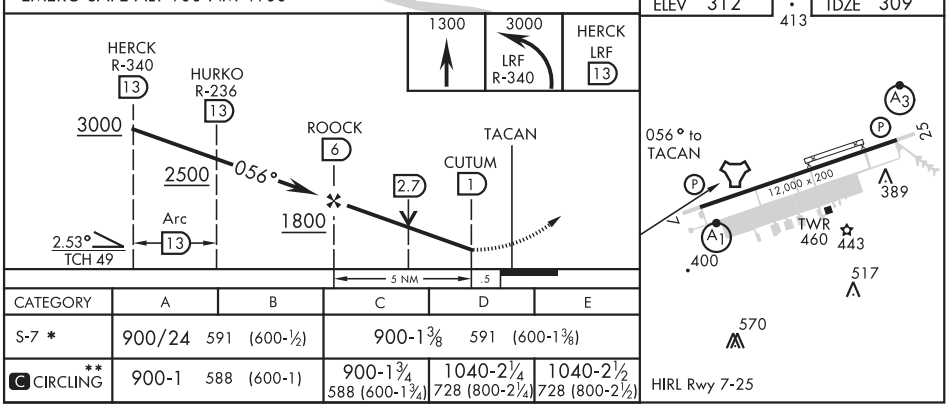
ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5



ELEV 312 | 413 | TDZE 309



CATEGORY	A	B	C	D	E
S-7 *	900/24 591 (600-½)		900-1⅜ 591 (600-1⅜)		
C CIRCLING **	900-1 588 (600-1)		900-1¾ 588 (600-1¾)	1040-2¼ 728 (800-2¼)	1040-2½ 728 (800-2½)

JACKSONVILLE, ARKANSAS 34°55′N-92°09′W LITTLE ROCK AFB (KLRF)

Amdt 5 05NOV20

TACAN RWY 7

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, ARKANSAS

TACAN RWY 25

TACAN LRF Chan 29	APCH CRS 257°	Rwy ldg 12,000 TDZE 300 Arpt Elev 312	AL-738 [USAF]	LITTLE ROCK AFB (KLRF)

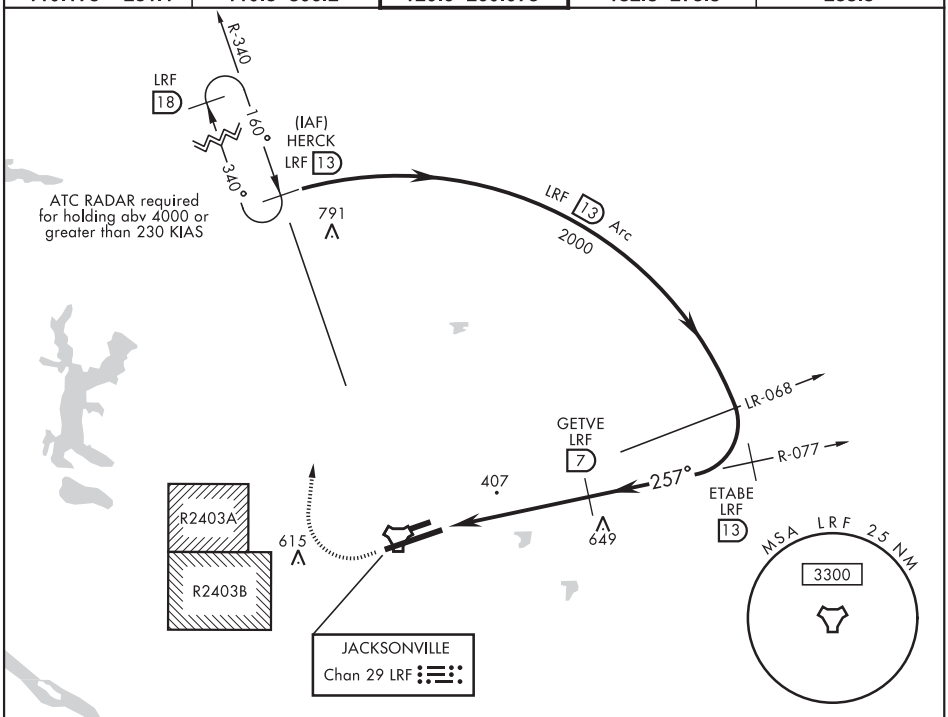
RADAR required when R-2403A / R2403B active.

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile; CAT CDE vis to 1⅜ miles.
** Circling not authorized south of airfield.

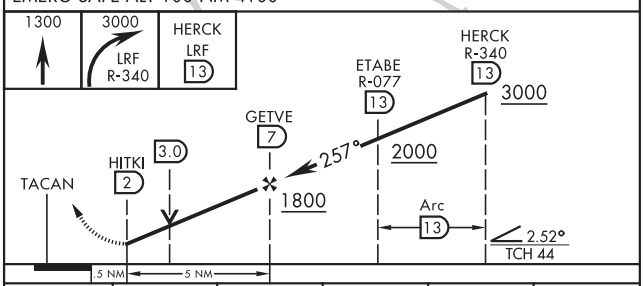
SSALR A3

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

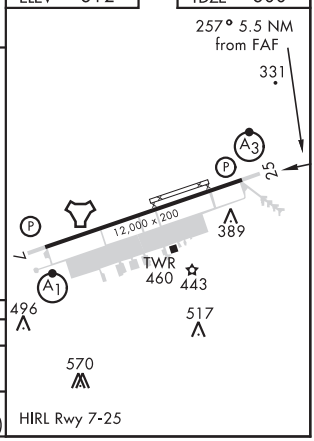
ATIS *	LITTLE ROCK APP CON	LITTLE ROCK TOWER	GND CON	CLNC DEL
119.175 251.1	119.5 306.2	120.6 269.075	132.8 275.8	253.5



EMERG SAFE ALT 100 NM 4100



ELEV 312	TDZE 300



CATEGORY	A	B	C	D	E
S-25 *	740/24 440 (500-½)		740/45 440 (500-⅞)		
C ** CIRCLING	780-1 468 (500-1)	860-1 548 (600-1)	880-1½ 568 (600-1½)	1040-2¼ 728 (800-2¼)	1040-2½ 728 (800-2½)

JACKSONVILLE, ARKANSAS 34°55′N-92°09′W LITTLE ROCK AFB (KLRF)

Amdt 5 05NOV20

TACAN RWY 25

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

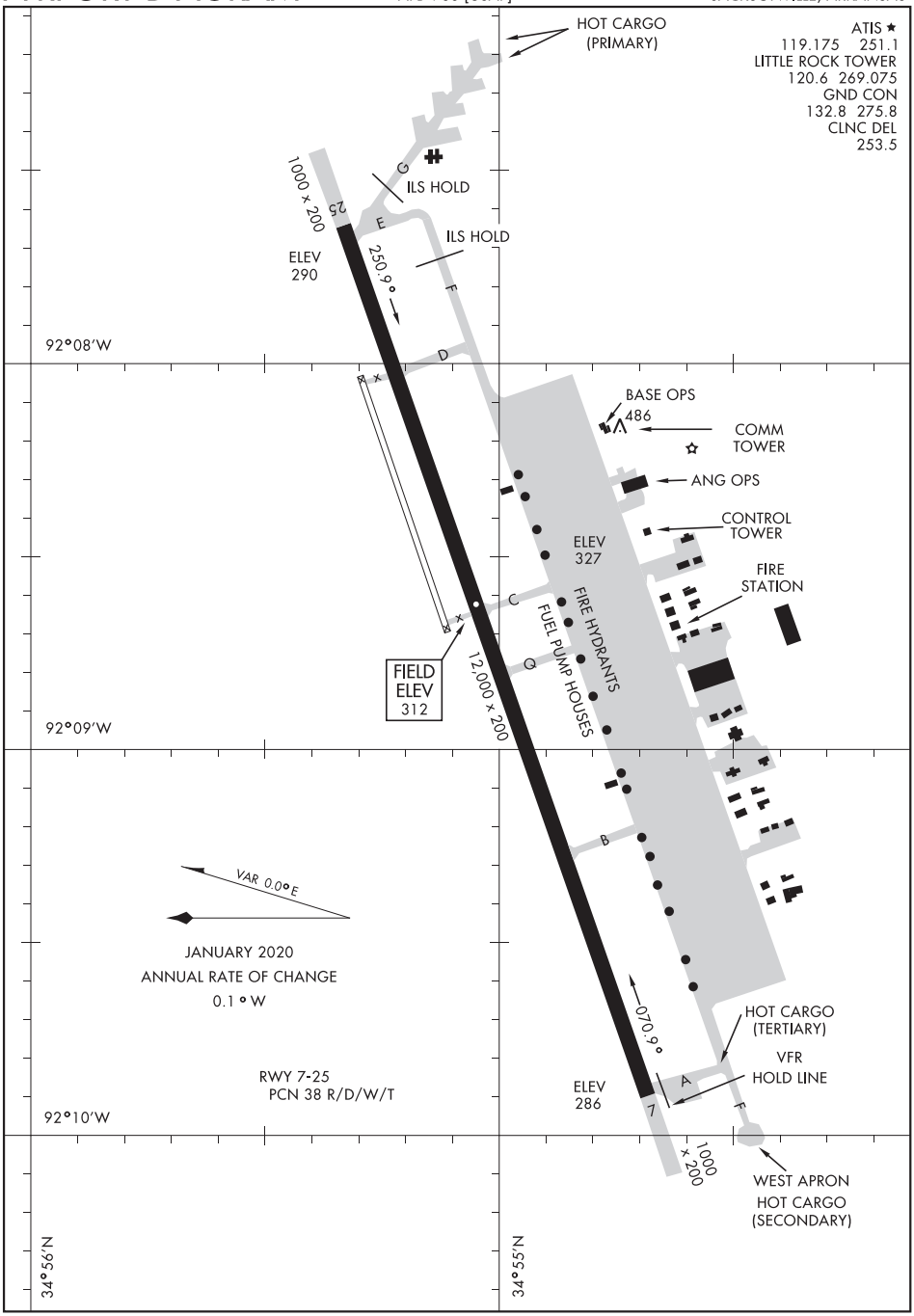
20030

AIRPORT DIAGRAM

LITTLE ROCK AFB (KLRF)

AFD-738 [USAF]

JACKSONVILLE, ARKANSAS



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

LITTLE ROCK AFB (KLRF)

RNAV (GPS) RWY 18
MADILL MUNI (1F4)

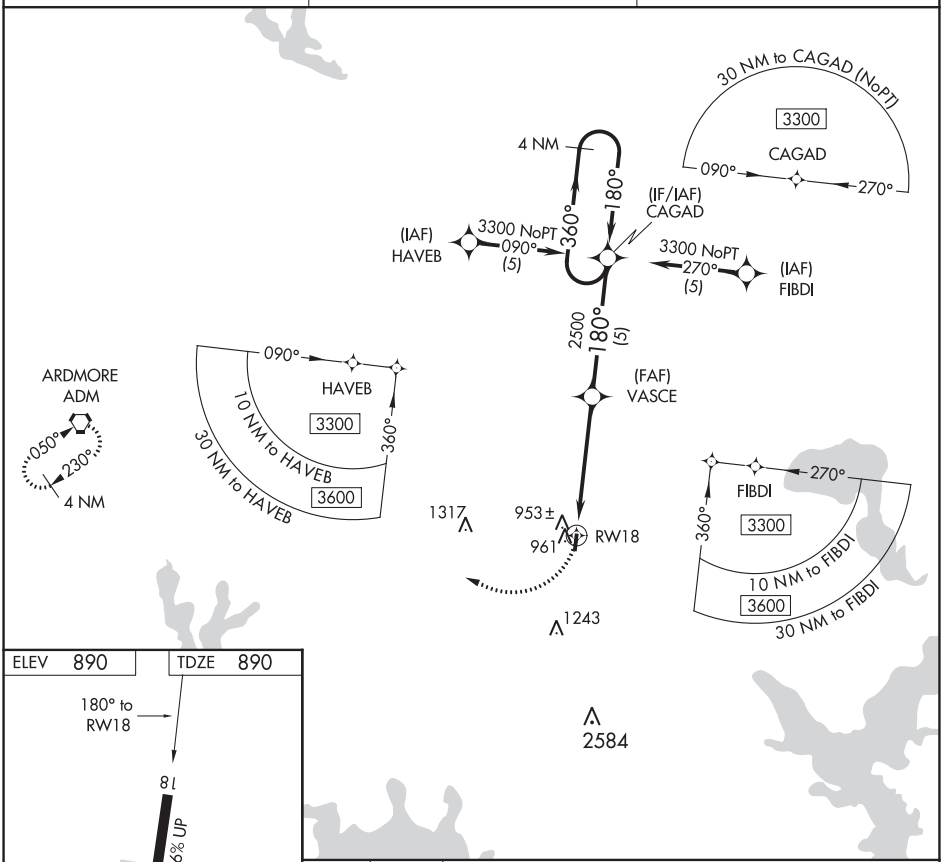
APP CRS	Rwy ldg	3005
180°	TDZE	890
	Apt Elev	890

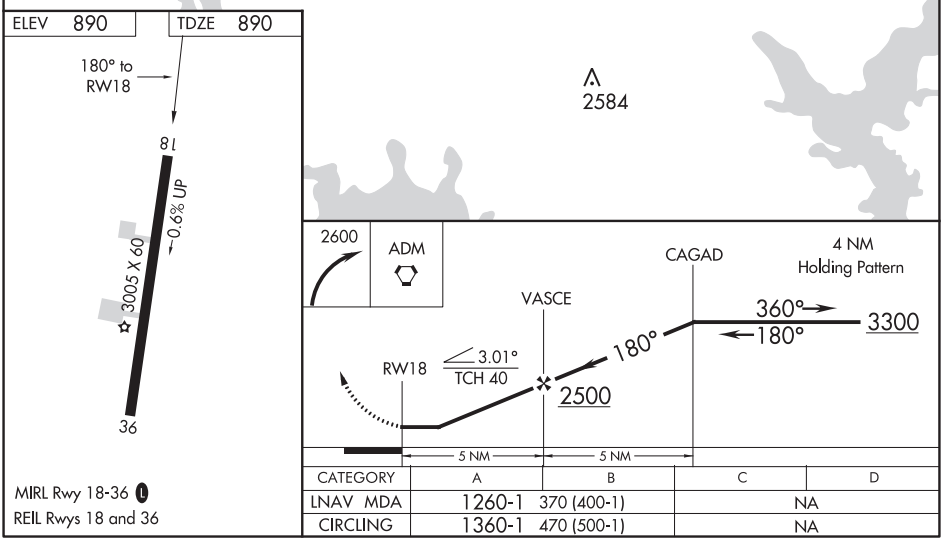
RNP APCH.

Use Ardmore Downtown Executive altimeter setting. Procedure NA at night. Rwy 18, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

1F0 AWOS-3	FORT WORTH CENTER	CTAF
118.15	124.75 323.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1260-1 370 (400-1)		NA	
CIRCLING	1360-1 470 (500-1)		NA	

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MAGNOLIA, ARKANSAS

AL-6279 (FAA)

20142

RNAV (GPS) RWY 18

RALPH C WEISER FIELD (AGO)

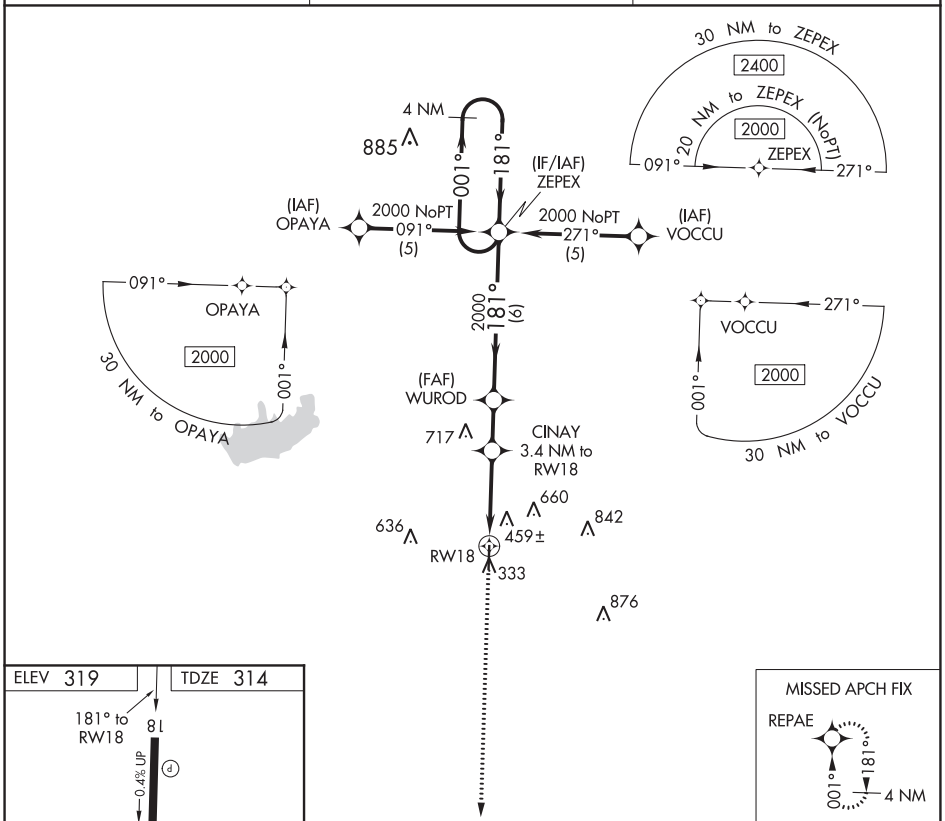
APP CRS	Rwy ldg	5007
181°	TDZE	314
	Apt Elev	319

T NA

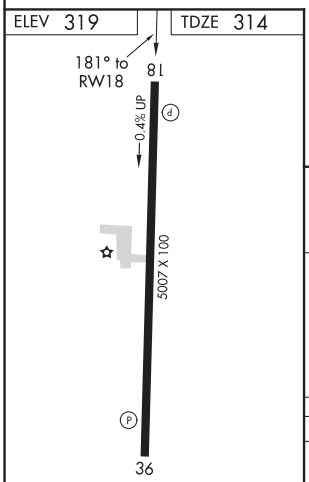
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting and increase all MDA 60 feet. VDP NA with El Dorado altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct REPAE and hold.

AWOS-2	FORT WORTH CENTER	UNICOM
118.05	128.2 269.1	122.8 (CTAF) L



ELEV 319 | TDZE 314



MIRL Rwy 18-36 L
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
LNAV MDA	980-1 666 (700-1)		980-1⅞ 666 (700-1⅞)	NA
CIRCLING	980-1 661 (700-1)		980-1⅞ 661 (700-1⅞)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5007
001°	TDZE	319
	Apt Elev	319

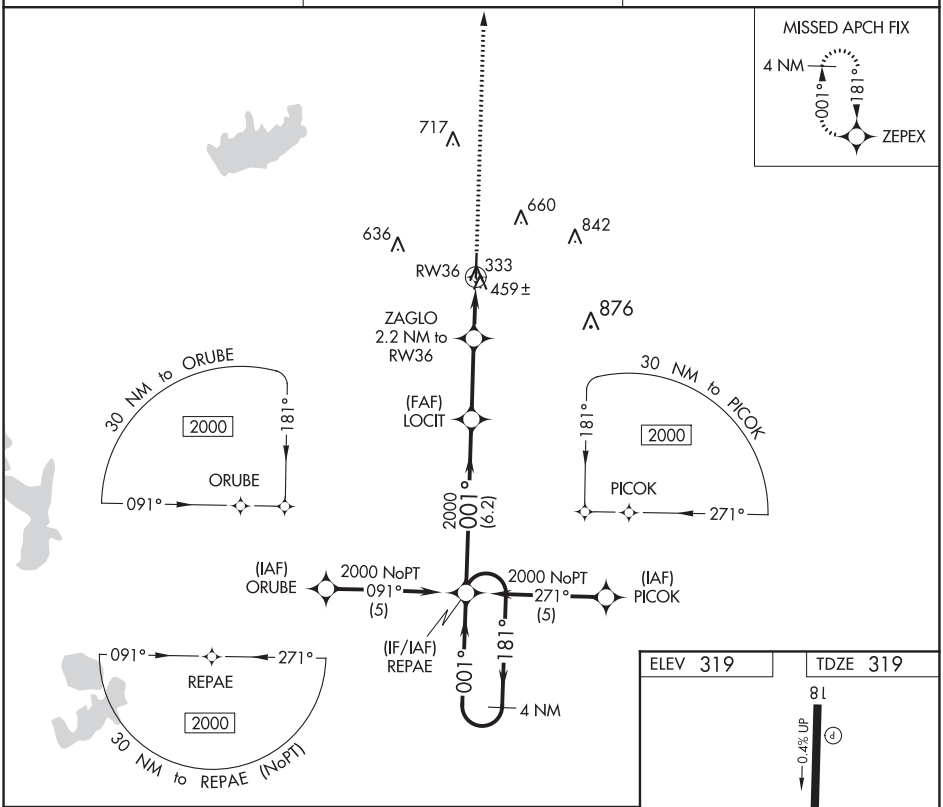
RNAV (GPS) RWY 36
RALPH C WEISER FIELD (AGO)

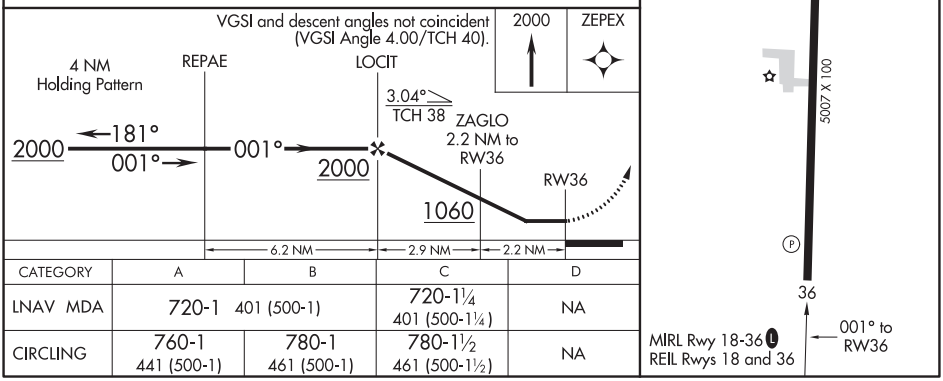
RNP APCH.

Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting and increase all MDA 60 feet. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

AWOS-2	FORT WORTH CENTER	UNICOM
118.05	128.2 269.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	720-1 401 (500-1)		720-1¼ 401 (500-1¼)	NA
CIRCLING	760-1 441 (500-1)	780-1 461 (500-1)	780-1½ 461 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MALVERN, ARKANSAS

AL-6230 (FAA)

20198

RNAV (GPS) RWY 22
MALVERN MUNI (M78)

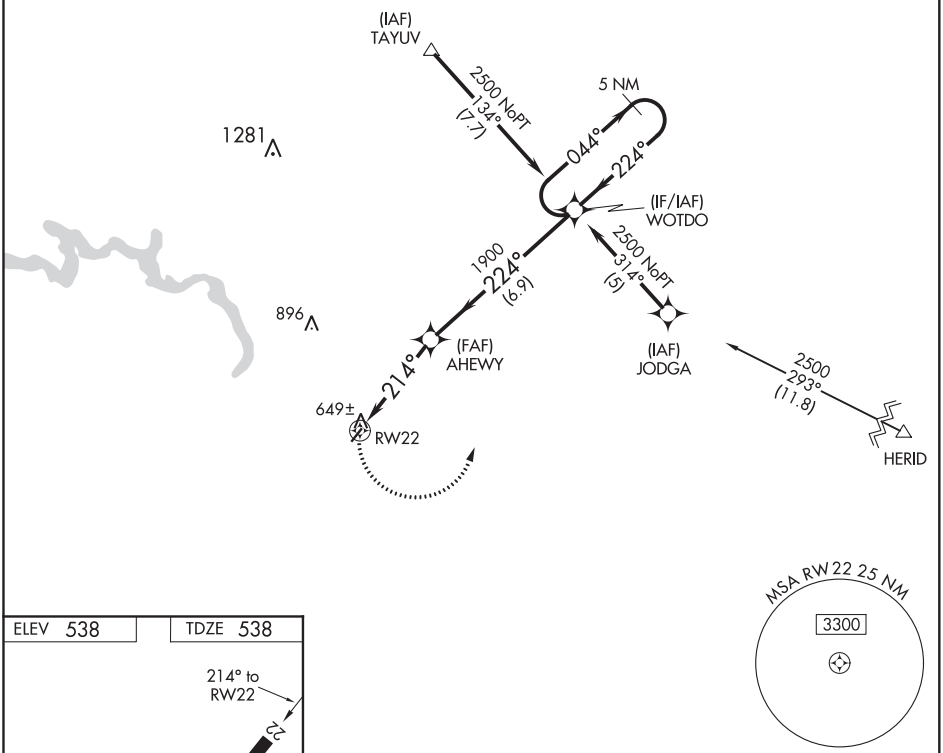
APP CRS	Rwy ldg	2812
214°	TDZE	538
	Apt Elev	538

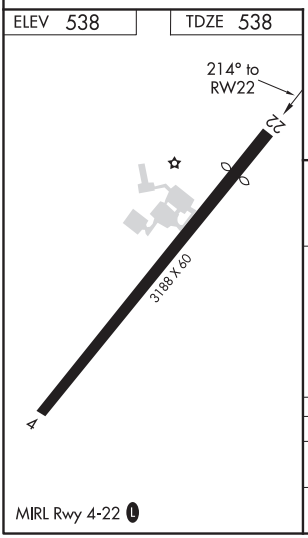
DME/DME RNP-0.3 NA. Use Hot Springs altimeter setting; when not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

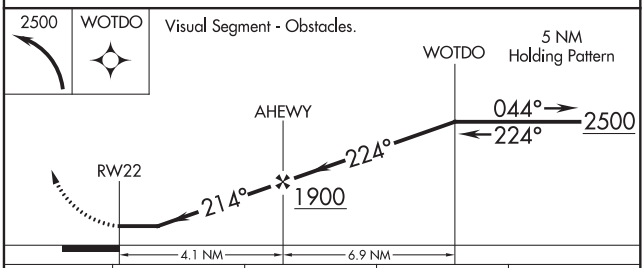
MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold.

MEMPHIS CENTER	UNICOM
128.475 377.15	122.8 (CTAF) L





MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 422 (500-1)		NA	
CIRCLING	1000-1 462 (500-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

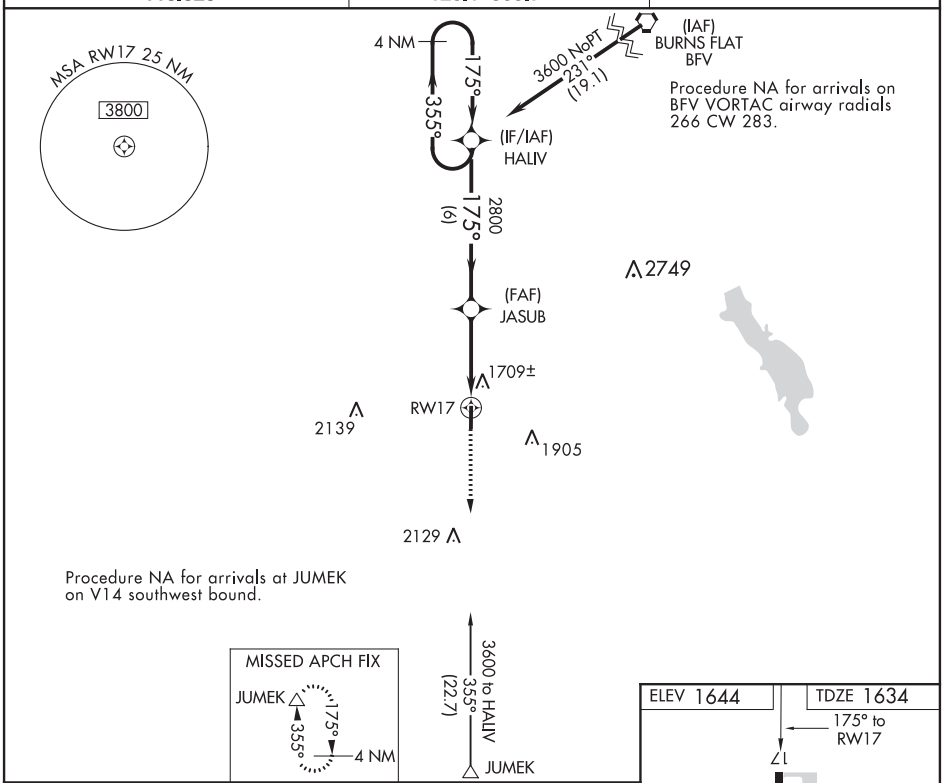
RNAV (GPS) RWY 17
SCOTT FIELD (2K4)

WAAS CH 61139 W17A	APP CRS 175°	Rwy ldg 4199 TDZE 1634 Apt Elev 1644

T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

AXS AWOS-3PT	ALTUS APP CON★	CTAF
118.825	125.1 353.7	122.9



CATEGORY	A	B	C	D
LPV DA	1952-1⅛ 318 (400-1⅛)			NA
LNAV/VNAV DA	1960-1⅛ 326 (400-1⅛)			NA
LNAV MDA	2040-1 406 (400-1)		2040-1⅛ 406 (400-1⅛)	NA
C CIRCLING	2220-1 576 (600-1)		2340-2 696 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MANGUM, OKLAHOMA

AL-9731 (FAA)

19283

RNAV (GPS) RWY 35

SCOTT FIELD (2K4)

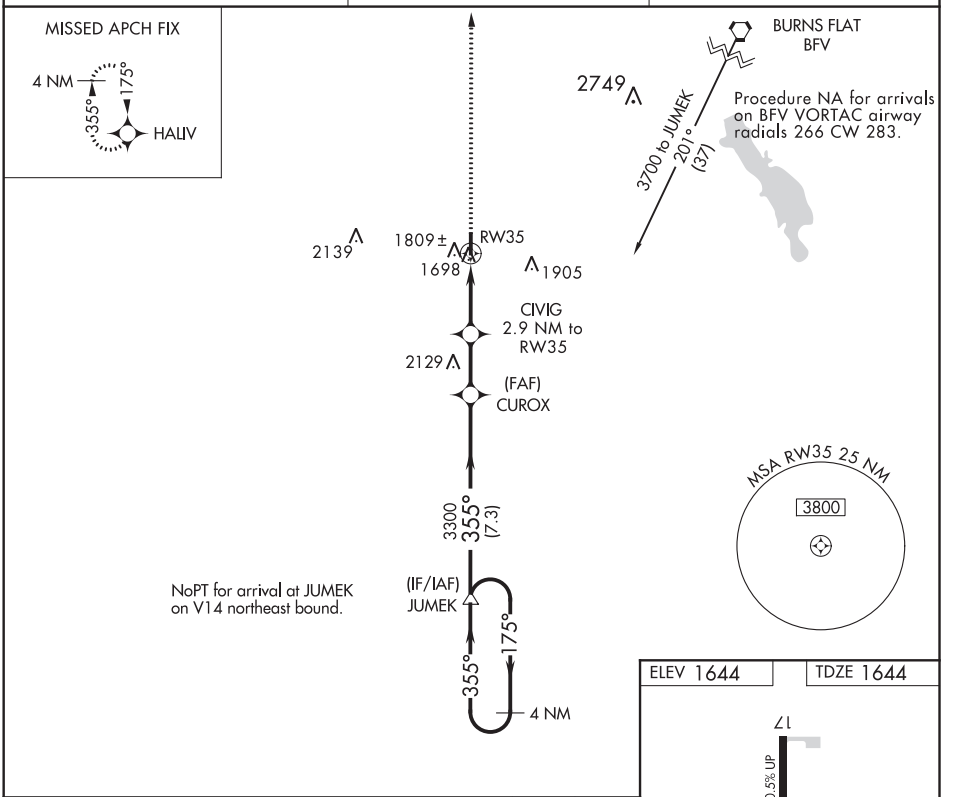
WAAS CH 77739 W35A	APP CRS 355°	Rwy ldg 4199 TDZE 1644 Apt Elev 1644

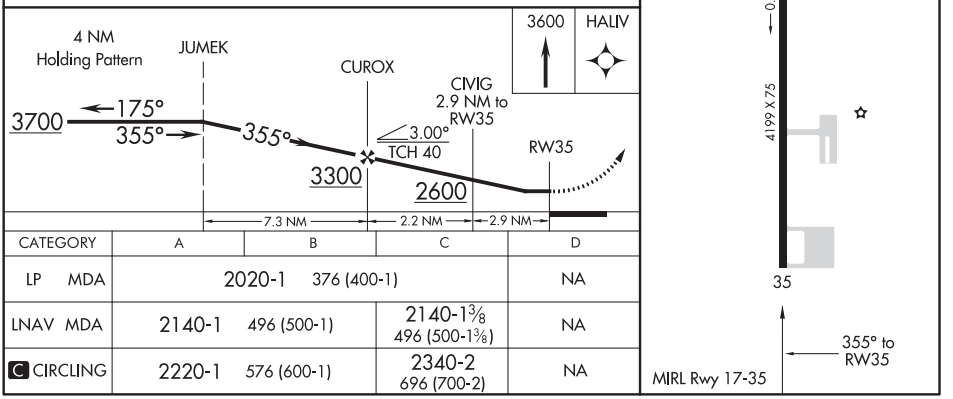
T A NA

DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below ¾ SM NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

AXS AWOS-3PT	ALTUS APP CON★	CTAF
118.825	125.1 353.7	122.9





CATEGORY	A	B	C	D
LP MDA	2020-1 376 (400-1)			NA
LNAV MDA	2140-1 496 (500-1)		2140-1⅜ 496 (500-1⅜)	NA
C CIRCLING	2220-1 576 (600-1)		2340-2 696 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

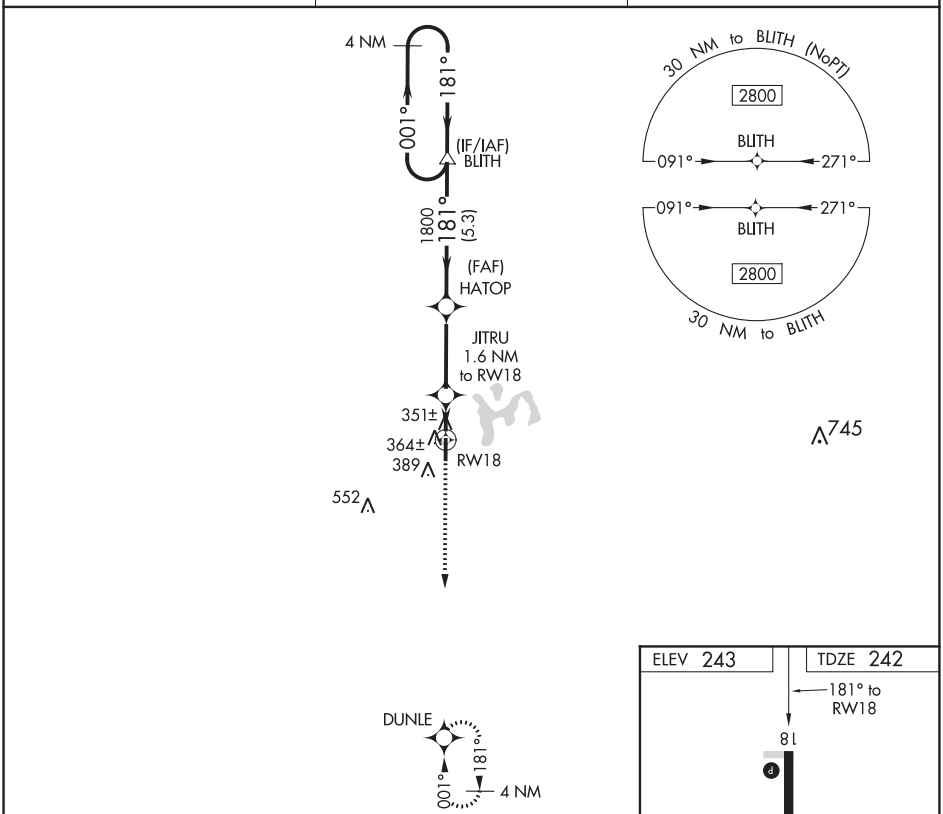
RNAV (GPS) RWY 18
MANILA MUNI (MXA)

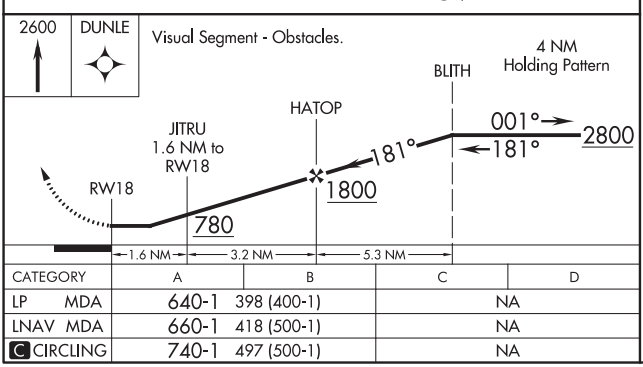
WAAS CH 78333 W18A	APP CRS 181°	Rwy ldg 4201 TDZE 242 Apt Elev 243

T NA DME/DME RNP-0.3 NA. Rwy 18 Straight-in and Circling and Circling to Rwy 36 NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all MDA 20 feet.

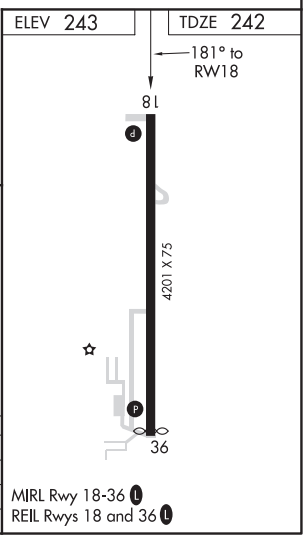
MISSED APPROACH: Climb to 2600 direct DUNLE and hold.

HKA ASOS	MEMPHIS CENTER	UNICOM
135.025	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	640-1	398 (400-1)	NA	
LNAV MDA	660-1	418 (500-1)	NA	
C CIRCLING	740-1	497 (500-1)	NA	



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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MANILA, ARKANSAS | AL-5456 (FAA) | 21056

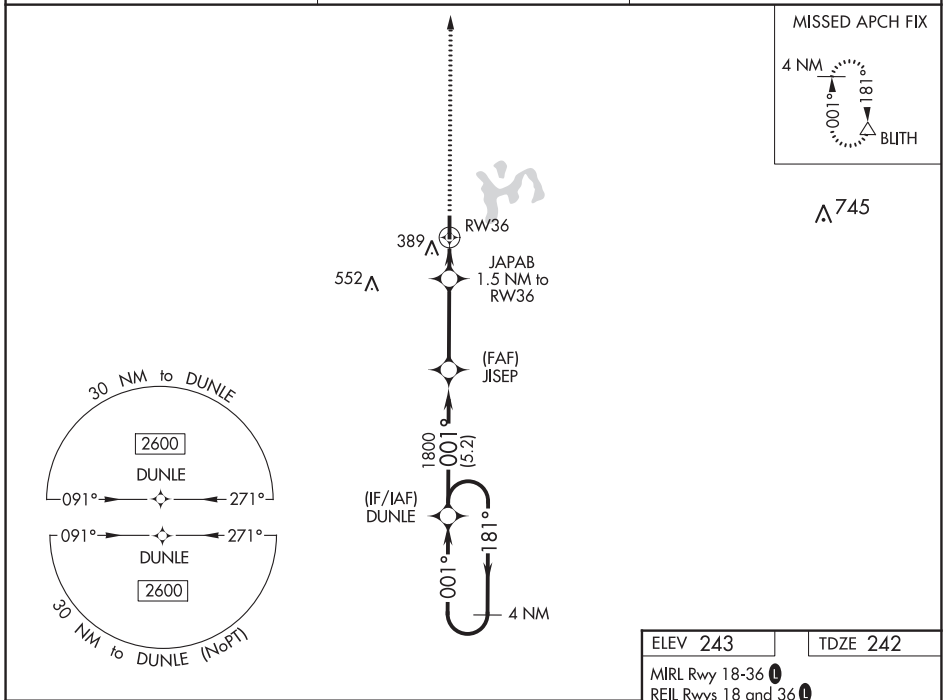
RNAV (GPS) RWY 36
MANILA MUNI (MXA)

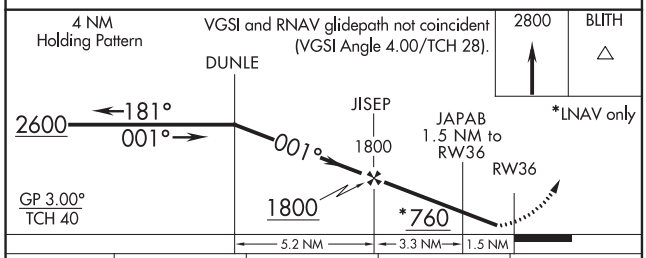
WAAS CH 90533 W36A	APP CRS 001°	Rwy ldg 4141 TDZE 242 Apt Elev 243

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting, when not received, use Jonesboro altimeter setting and increase all DA and MDA 20 feet, and LNAV/VNAV visibility all Cats ⅛ mile.

MISSED APPROACH: Climb to 2800 direct BLITH and hold.

HKA ASOS	MEMPHIS CENTER	UNICOM
135.025	120.075 289.4	122.8 (CTAF) L

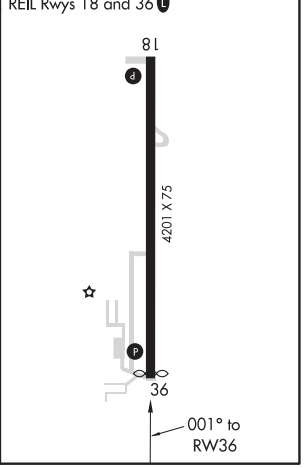




CATEGORY	A	B	C	D
LPV DA	531-1	289 (300-1)	NA	
LNAV/VNAV DA	552-1	310 (400-1)	NA	
LNAV MDA	660-1	418 (500-1)	NA	
C CIRCLING	740-1	497 (500-1)	NA	

ELEV 243 | TDZE 242

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



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 42733 W18A	APP CRS 181°	Rwy ldg 4021 TDZE 219 Apt Elev 219

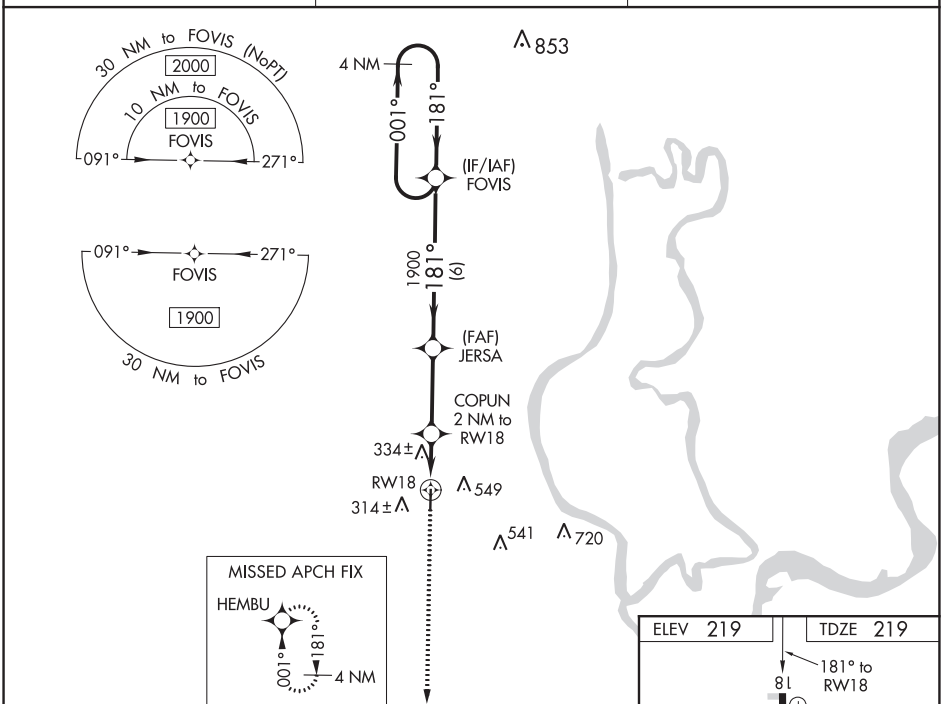
RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

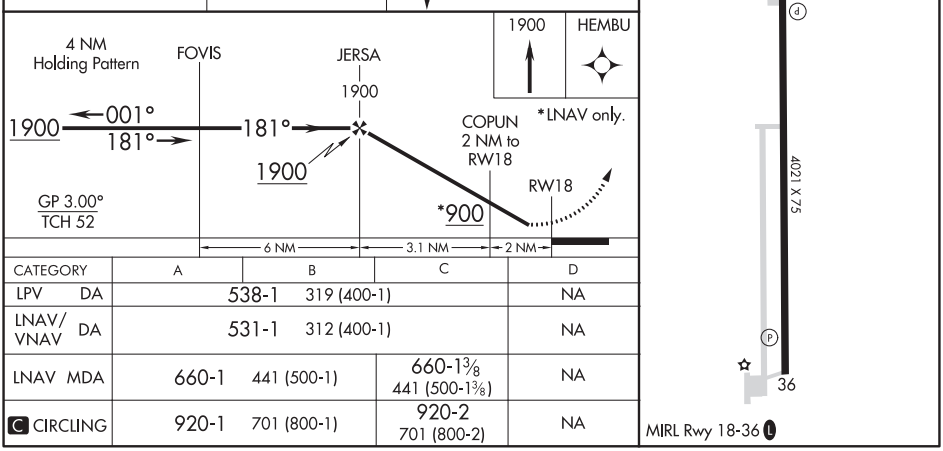
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 18 Straight-in and Circling Minimums NA at night. Use Tunica altimeter setting, when not available use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct HEMBU and hold.

UTA AWOS-3	APP CON	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	538-1	319 (400-1)		NA
LNAV/VNAV DA	531-1	312 (400-1)		NA
LNAV MDA	660-1	441 (500-1)	660-1⅜ 441 (500-1⅜)	NA
C CIRCLING	920-1	701 (800-1)	920-2 701 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MARIANNA, ARKANSAS

AL-10199 (FAA)

20142

RNAV (GPS) RWY 36

MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD (6M7)

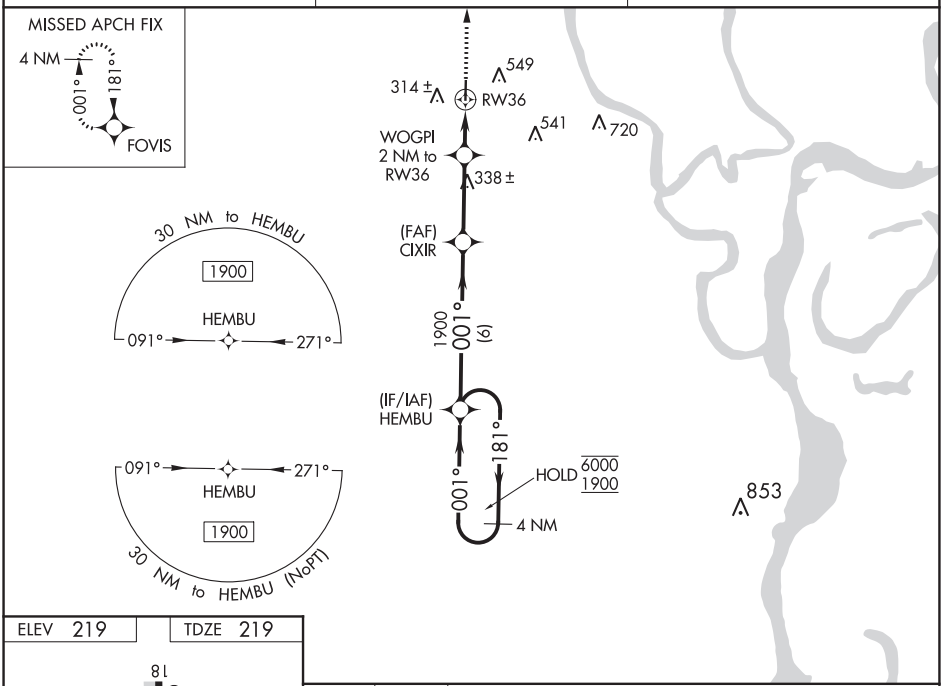
WAAS CH 69433 W36A	APP CRS 001°	Rwy ldg 4021 TDZE 219 Apt Elev 219

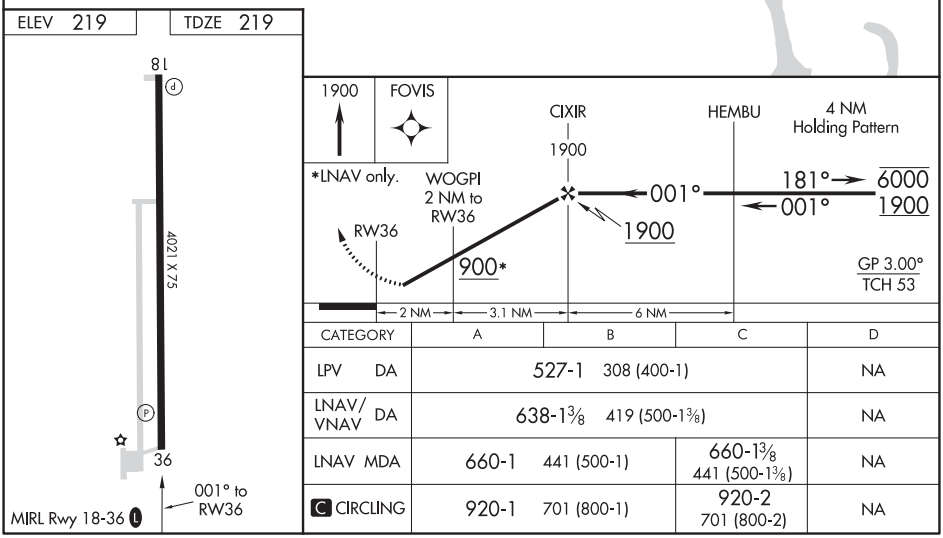
RNP APCH.

NA Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Tunica altimeter setting; when not received, use West Memphis altimeter setting and increase LPV DA to 555 feet; LNAV/VNAV DA to 666 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1900 direct FOVIS and hold.

UTA AWOS-3	APP CON	UNICOM
118.075	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	527-1 308 (400-1)			NA
LNAV/VNAV DA	638-1⅜ 419 (500-1⅜)			NA
LNAV MDA	660-1 441 (500-1)		660-1⅜ 441 (500-1⅜)	NA
C CIRCLING	920-1 701 (800-1)		920-2 701 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

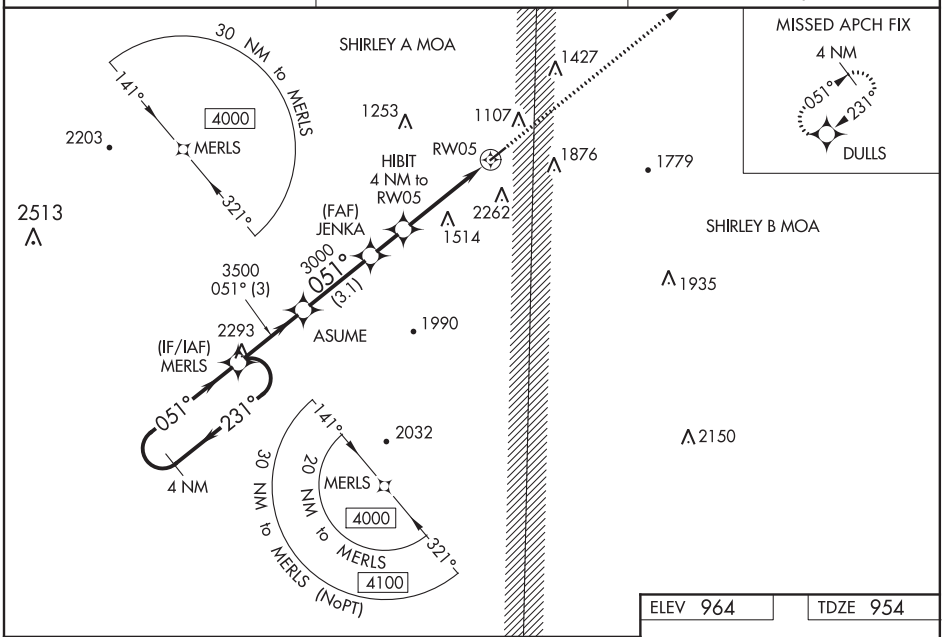
WAAS CH 62838 W05A	APP CRS 051°	Rwy ldg 4003 TDZE 954 Apt Elev 964

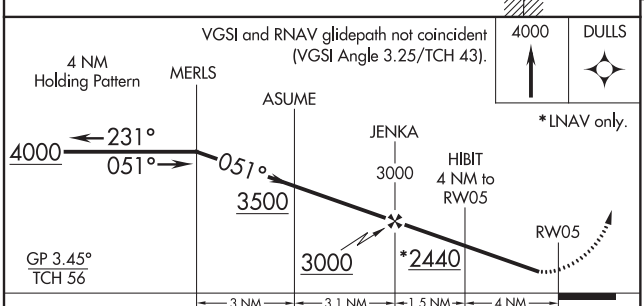
RNAV (GPS) RWY 5
SEARCY COUNTY (4A5)

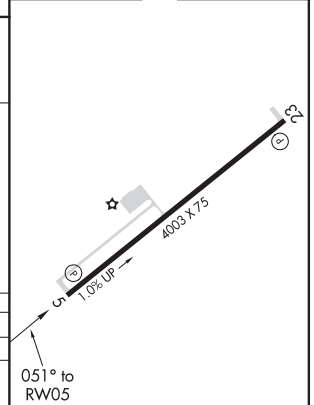
T A NA DME/DME RNP-0.3 NA. Circling NA SE of Rwy 5-23. Night Landing: Rwy 23 NA. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1396 and visibility ⅛ mile, LNAV/VNAV all Cats DA to 1981, and all MDA 60 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct DULLS and hold.

FLP AWOS-3	MEMPHIS CENTER	CTAF
132.075	126.85 281.55	122.9 L







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

CATEGORY	A	B	C	D
LPV DA	1353-1¼ 399 (400-1¼)			NA
LNAV/VNAV DA	1938-3 984 (1000-3)			NA
LNAV MDA	1920-1¼ 966 (1000-1¼)	1920-1½ 966 (1000-1½)	1920-3 966 (1000-3)	NA
C CIRCLING	1920-1¼ 956 (1000-1¼)	1920-1½ 956 (1000-1½)	1920-3 956 (1000-3)	NA

MARSHALL, ARKANSAS
Orig 04FEB16
35°54'N-92°39'W
SEARCY COUNTY (4A5)
RNAV (GPS) RWY 5
247

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MARSHALL, ARKANSAS AL-10191 (FAA) 19283

RNAV (GPS) RWY 23

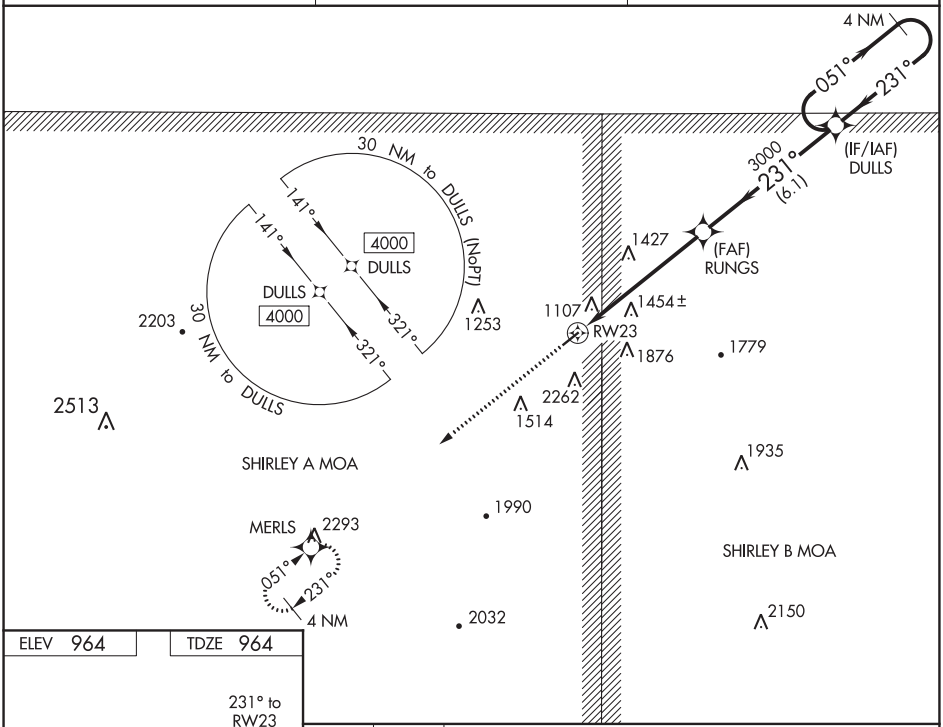
SEARCY COUNTY (4A5)

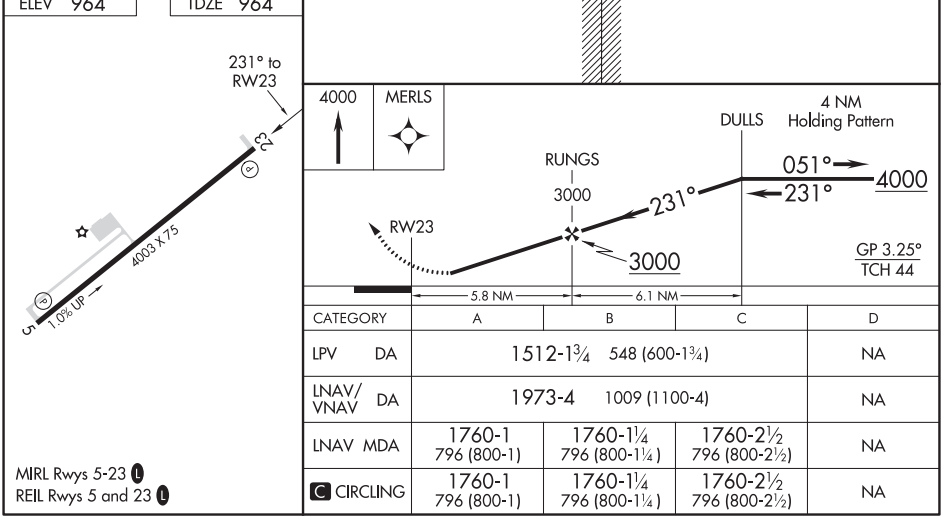
WAAS CH 69238 W23A	APP CRS 231°	Rwy ldg 4003 TDZE 964 Apt Elev 964

NA DME/DME RNP-0.3 NA. Procedure NA at night. Circling NA SE of Rwy 5-23. Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1555 and visibility ⅛ mile, LNAV/VNAV all Cats DA to 2016, and all MDA 60 feet, LNAV Cat B/C and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct MERLS and hold.

FLP AWOS-3	MEMPHIS CENTER	CTAF
132.075	126.85 281.55	122.9 L





CATEGORY	A	B	C	D
LPV DA	1512-1¾ 548 (600-1¾)			NA
LNAV/VNAV DA	1973-4 1009 (1100-4)			NA
LNAV MDA	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA
C CIRCLING	1760-1 796 (800-1)	1760-1¼ 796 (800-1¼)	1760-2½ 796 (800-2½)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 50201 W02A	APP CRS 018°	Rwy ldg 5602 TDZE 755 Apt Elev 771

RNAV (GPS) RWY 2
MC ALESTER RGNL (MLC)

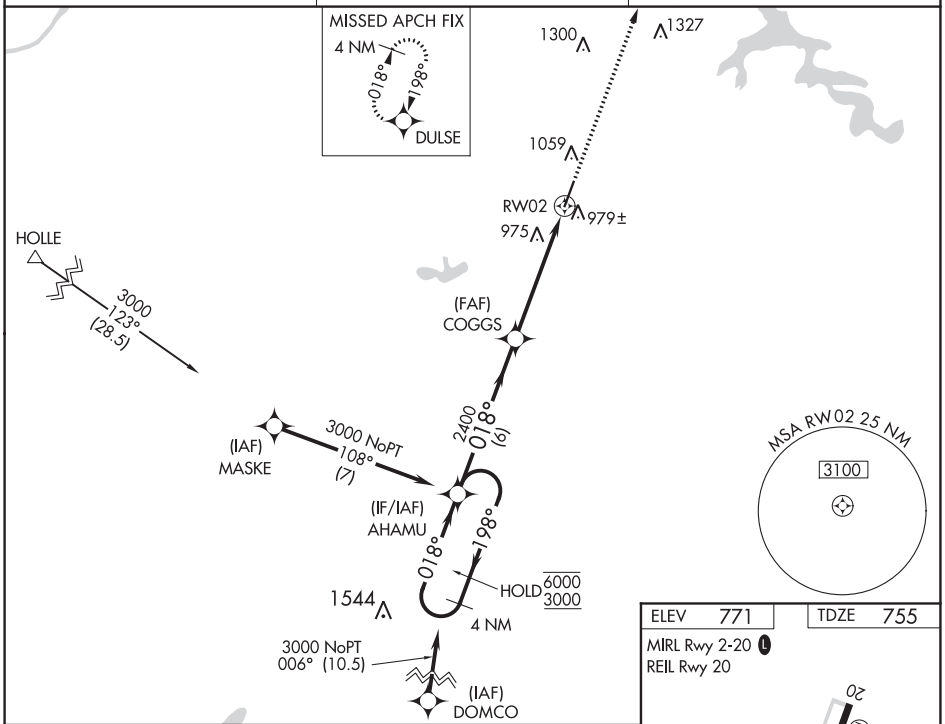
RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MALS

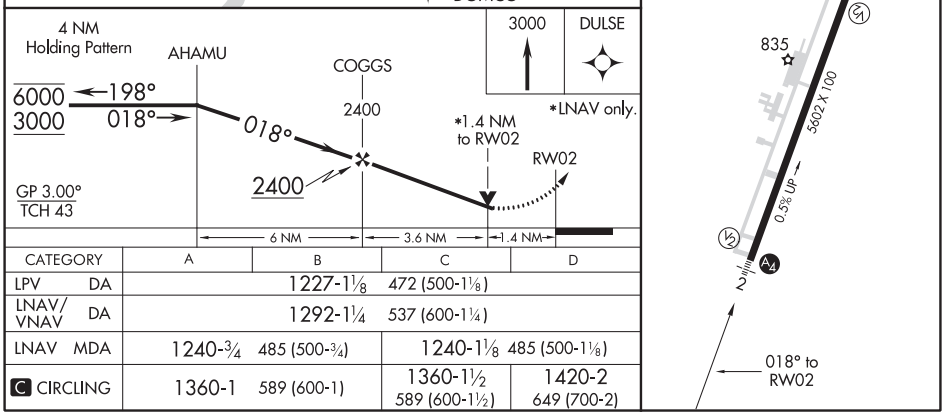
MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	132.2 338.35	122.95 (CTAF) L



ELEV 771	TDZE 755

MIRL Rwy 2-20 L
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA	1227-1⅛ 472 (500-1⅛)			
LNAV/VNAV DA	1292-1¼ 537 (600-1¼)			
LNAV MDA	1240-¾ 485 (500-¾)		1240-1⅛ 485 (500-1⅛)	
C CIRCLING	1360-1 589 (600-1)		1360-1½ 589 (600-1½)	1420-2 649 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MC ALESTER, OKLAHOMA

AL-978 (FAA)

19339

APP CRS	Rwy ldg	5602
198°	TDZE	771
	Apt Elev	771

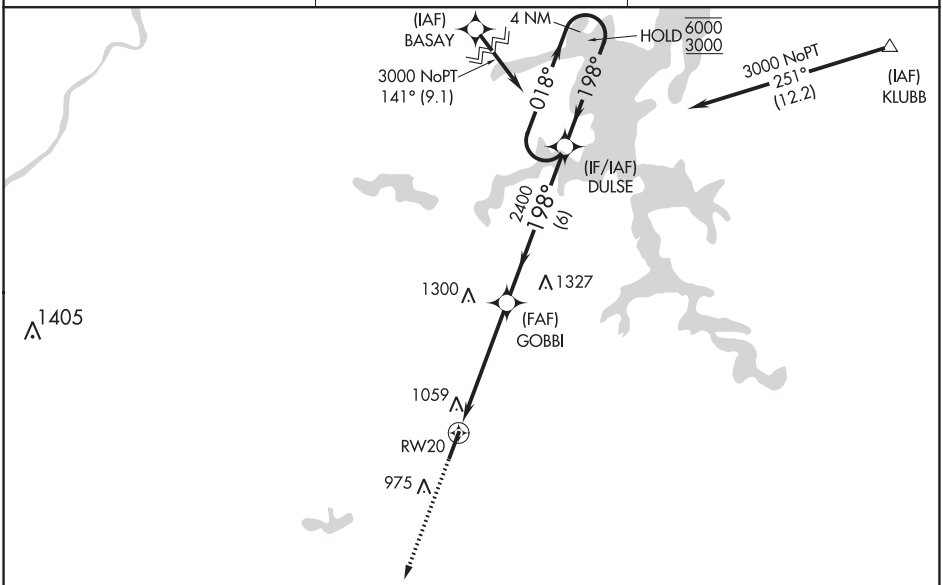
RNAV (GPS) RWY 20

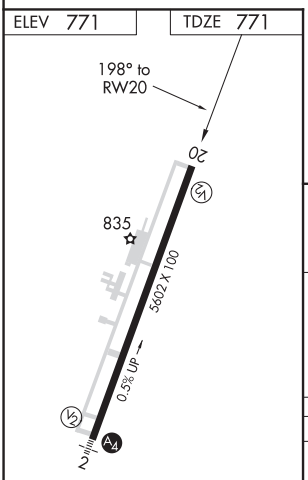
MC ALESTER RGNL (MLC)

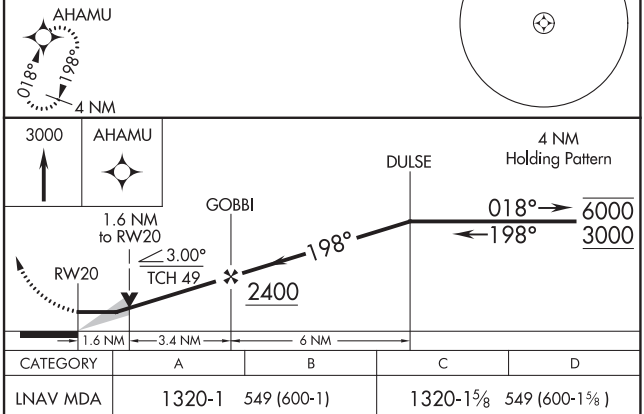
RNP APCH.

MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.125	132.2 338.35	122.95 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 549 (600-1)		1320-1⅝ 549 (600-1⅝)	
C CIRCLING	1360-1 589 (600-1)		1360-1⅝ 589 (600-1⅝)	1420-2 649 (700-2)

MC ALESTER, OKLAHOMA
Amdt 1A 05DEC19

34°53′N-95°47′W

MC ALESTER RGNL (MLC)

RNAV (GPS) RWY 20

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 86425 W18A	APP CRS 180°	Rwy ldg 4007 TDZE 141 Apt Elev 141

RNAV (GPS) RWY 18
MC GEHEE MUNI (7M1)

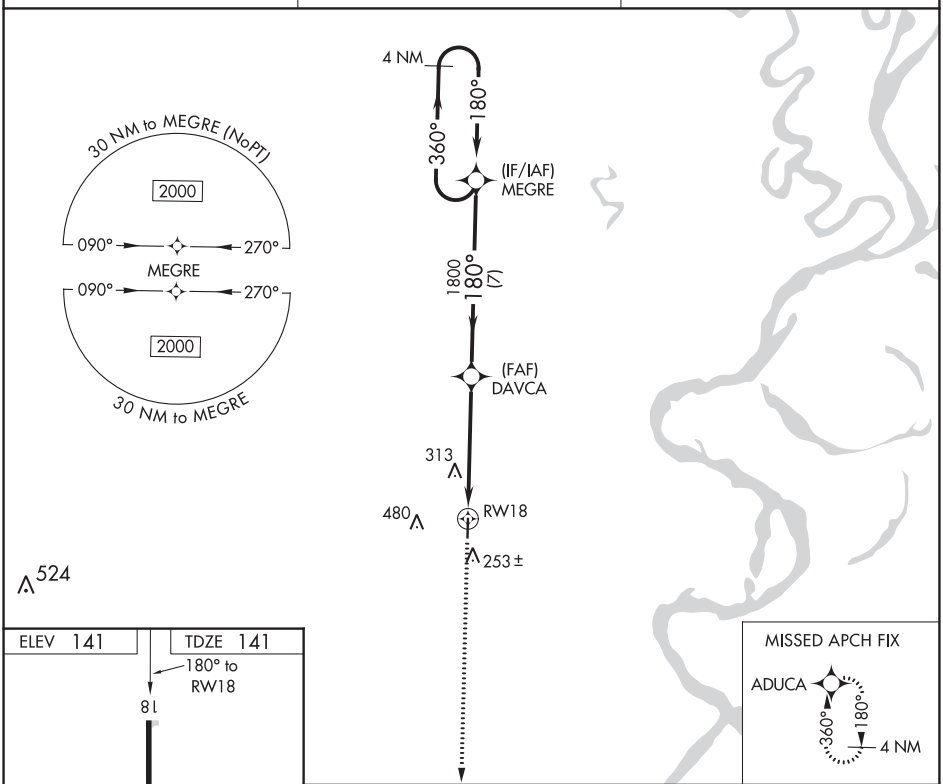
RNP APCH.

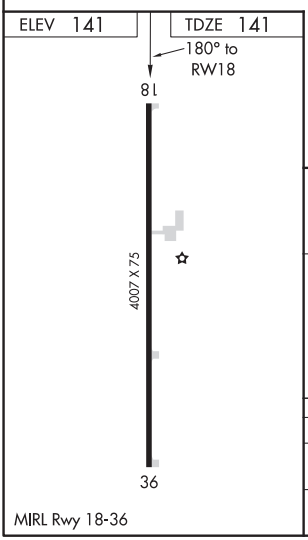
NA

Rwy 18 helicopter visibility reduction below ¾ SM NA.
Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

MISSED APPROACH: Climb to 2000 direct ADUCA and hold.

GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9





CATEGORY	A	B	C	D
LP MDA	680-1 539 (600-1)		680-1½ 539 (600-1½)	NA
LNAV MDA	680-1 539 (600-1)		680-1½ 539 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MC GEHEE, ARKANSAS AL-6378 (FAA) 19283

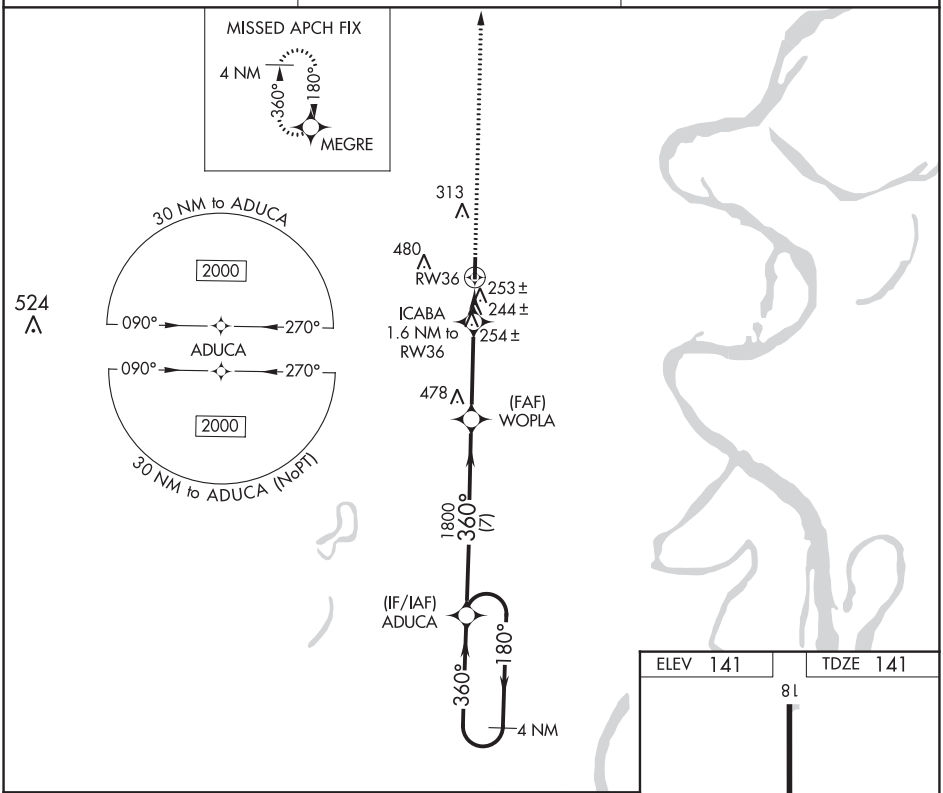
RNAV (GPS) RWY 36
MC GEHEE MUNI (7M1)

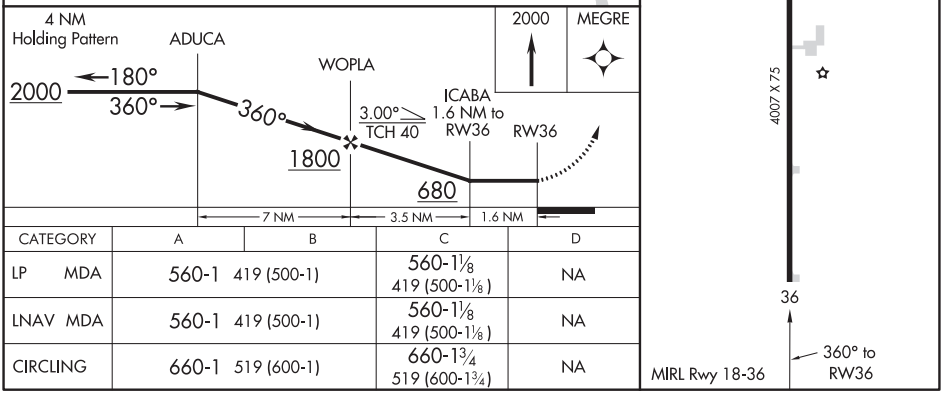
WAAS CH 61025 W36A	APP CRS 360°	Rwy ldg 4007 TDZE 141 Apt Elev 141

Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

MISSED APPROACH: Climb to 2000 direct MEGRE and hold.

GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9





CATEGORY	A	B	C	D
LP MDA	560-1 419 (500-1)		560-1⅛ 419 (500-1⅛)	NA
LNAV MDA	560-1 419 (500-1)		560-1⅛ 419 (500-1⅛)	NA
CIRCLING	660-1 519 (600-1)		660-1¾ 519 (600-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

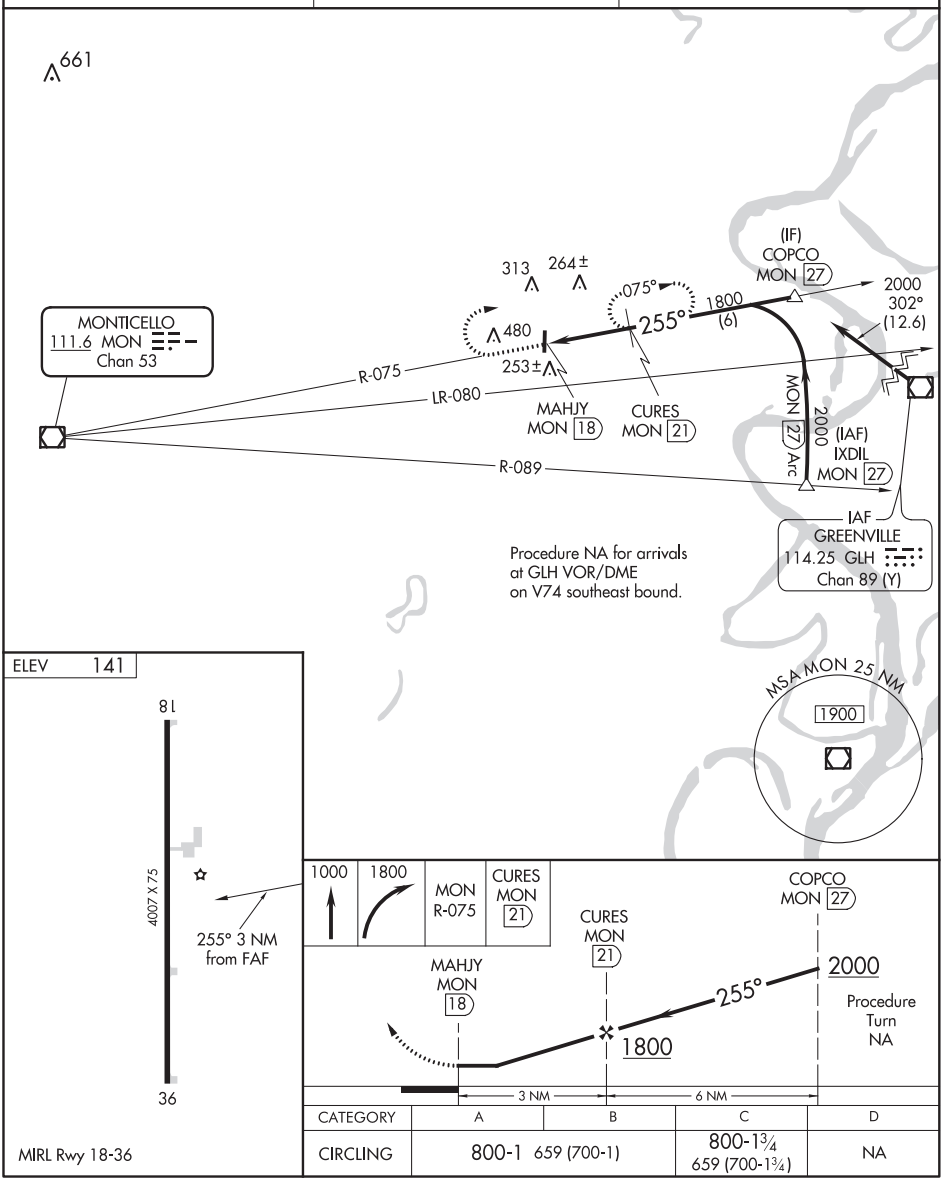
VOR/DME MON 111.6 Chan 53	APP CRS 255°	Rwy ldg N/A TDZE N/A Apt Elev 141

VOR/DME-A
MC GEHEE MUNI (7M1)

Circling NA West of Rwy 18-36. Use Greenville, MS altimeter setting; when not received use Monticello altimeter setting and increase all MDA 20 feet and increase Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 on MON VOR/DME R-075 to CURES/MON 21 DME and hold.

GLH ASOS	MEMPHIS CENTER	CTAF
125.525	135.875 269.35	122.9



CATEGORY	A	B	C	D
CIRCLING	800-1 659 (700-1)		800-1¾ 659 (700-1¾)	NA

MIRL Rwy 18-36

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MEDFORD, OKLAHOMA AL-6731 (FAA) 19283

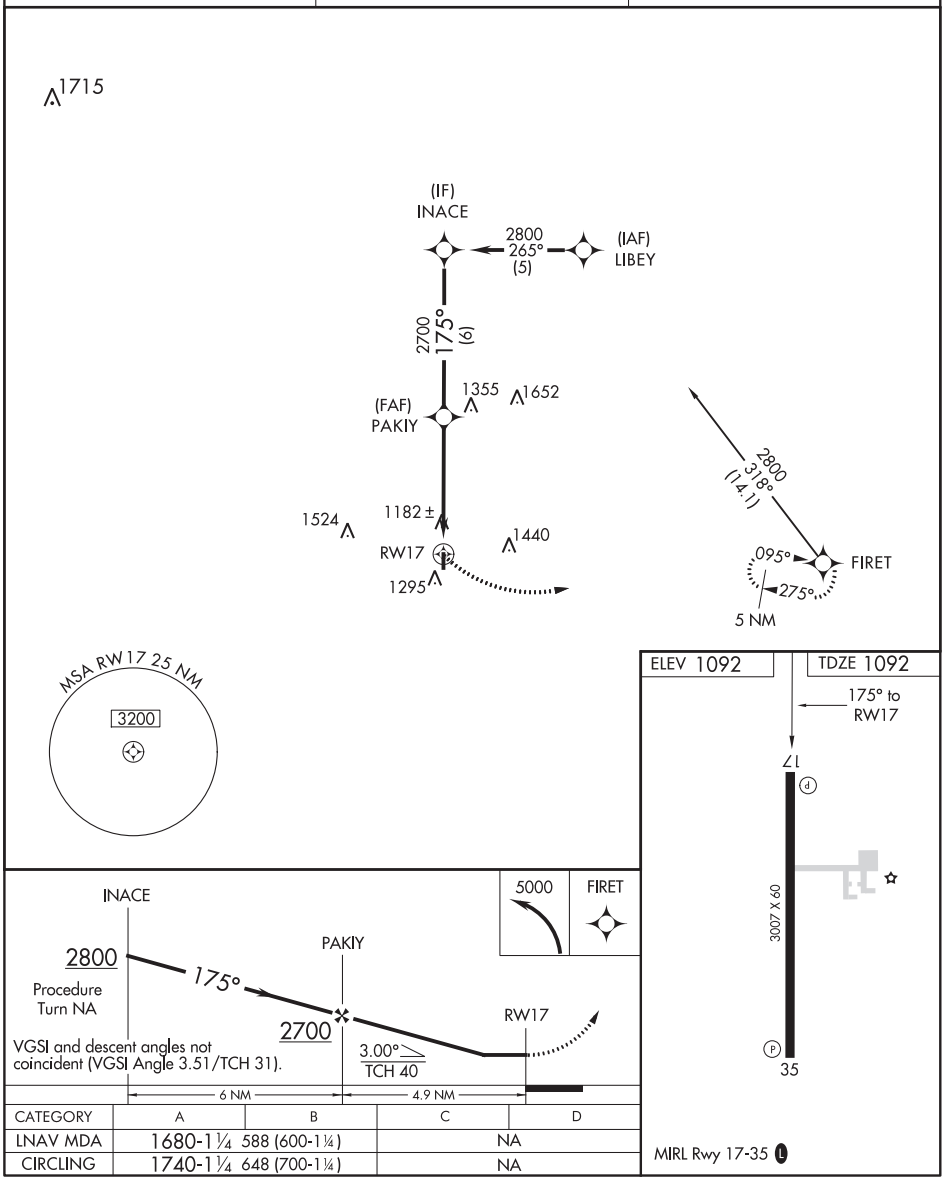
RNAV (GPS) RWY 17
MEDFORD MUNI (O53)

APP CRS	Rwy ldg	3007
175°	TDZE	1092
	Apt Elev	1092

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PNC ASOS	VANCE APP CON★	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 588 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

MIRL Rwy 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

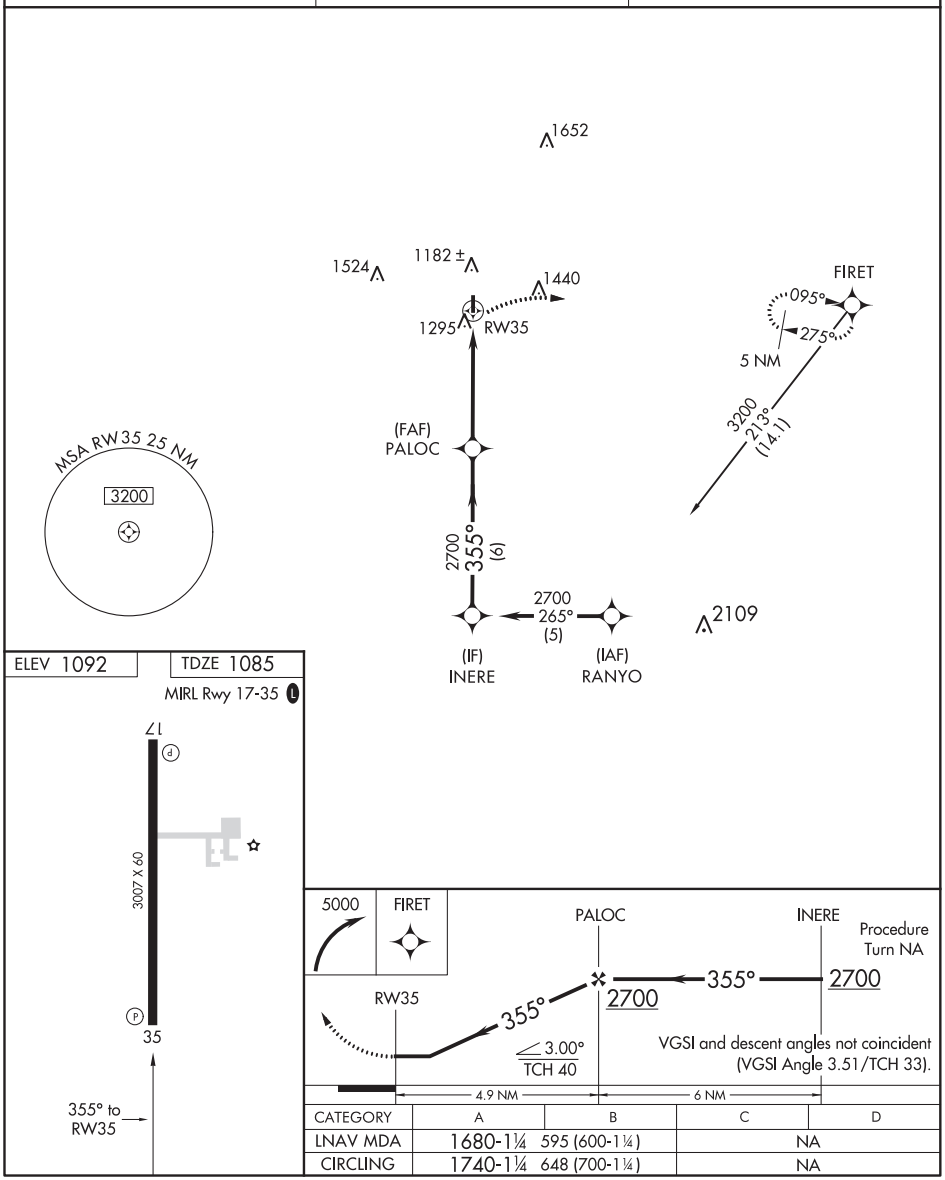
RNAV (GPS) RWY 35
MEDFORD MUNI (O53)

APP CRS	Rwy ldg	3007
355°	TDZE	1085
	Apt Elev	1092

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

PNC ASOS	VANCE APP CON*	UNICOM
134.075	118.075 273.475	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1¼ 595 (600-1¼)		NA	
CIRCLING	1740-1¼ 648 (700-1¼)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MELBOURNE, ARKANSAS | AL-10190 (FAA) | 20198

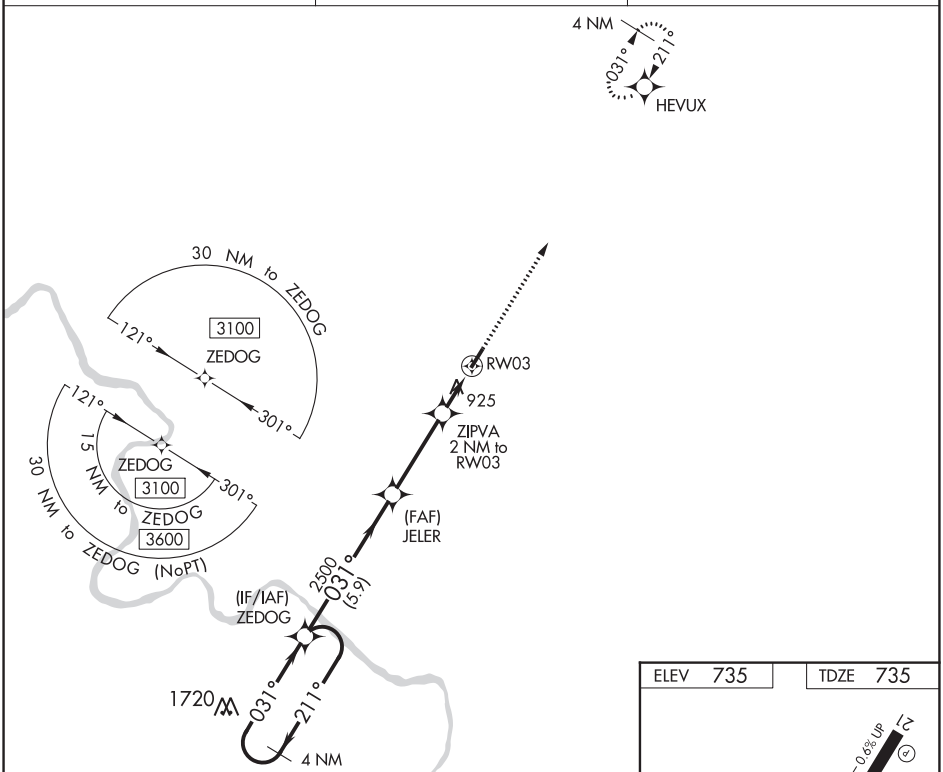
WAAS CH 86434 W03A	APP CRS 031°	Rwy ldg 4003 TDZE 735 Apt Elev 735

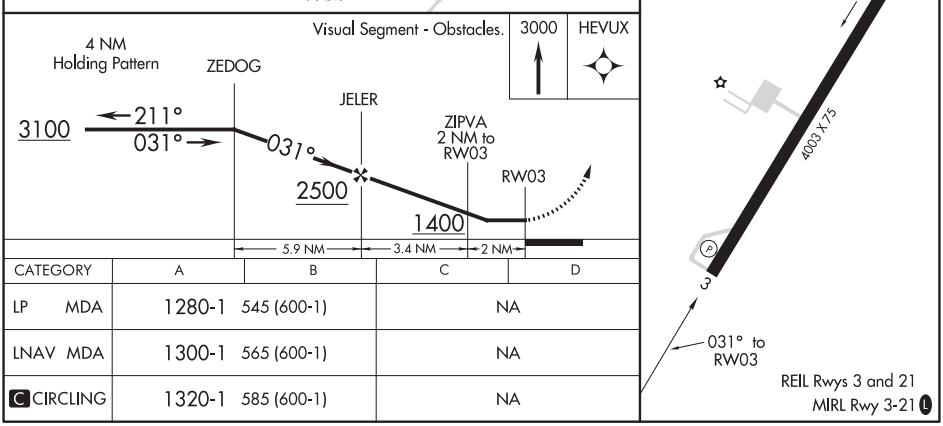
RNAV (GPS) RWY 3
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

T A NA — DME/DME RNP-0.3 NA. Use Batesville altimeter setting, when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HEVUX and hold.

BVX AWOS-3	MEMPHIS CENTER	CTAF
126.375	126.85 281.55	122.9 L





CATEGORY	A	B	C	D
LP MDA	1280-1 545 (600-1)		NA	
LNAV MDA	1300-1 565 (600-1)		NA	
C CIRCLING	1320-1 585 (600-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 82131 W21A	APP CRS 211°	Rwy ldg 4003 TDZE 728 Apt Elev 735

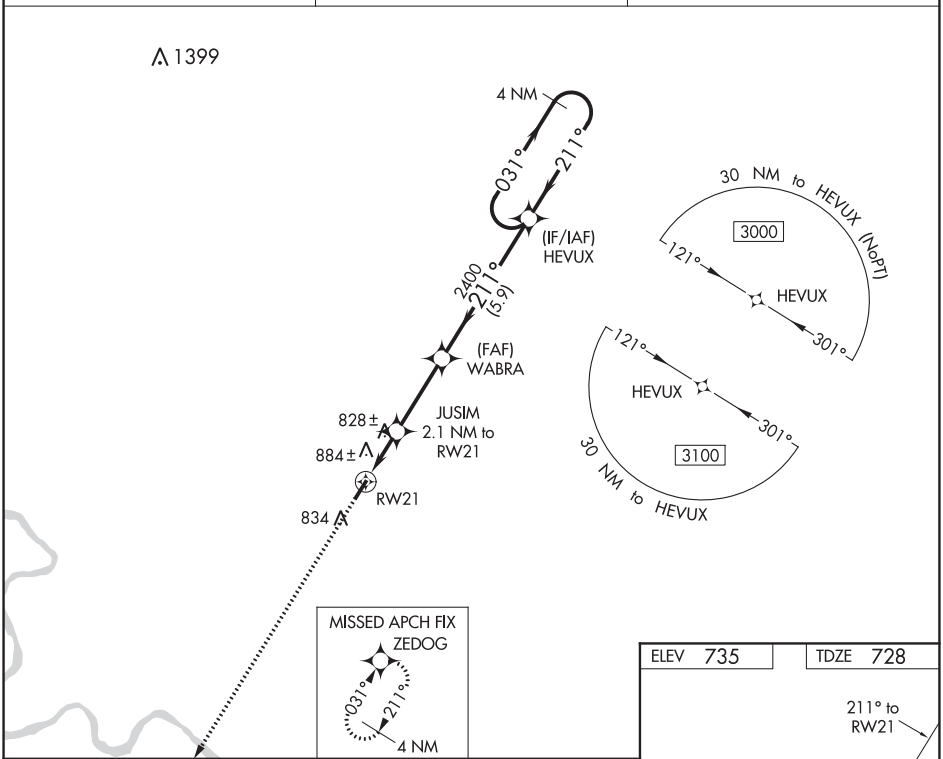
RNAV (GPS) RWY 21
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

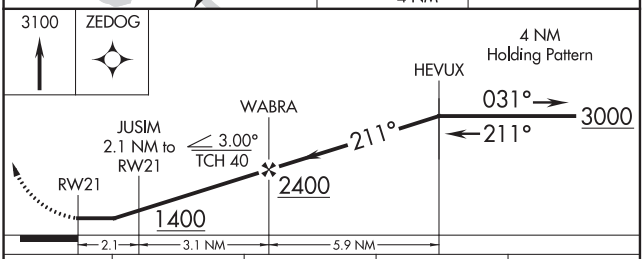
T A NA

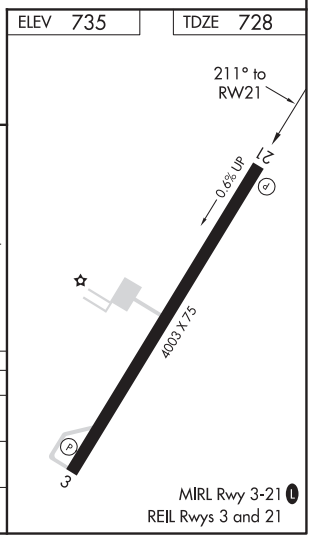
DME/DME RNP-0.3 NA. Use Batesville altimeter setting; when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

BVX AWOS-3	MEMPHIS CENTER	CTAF
126.375	126.85 281.55	122.9 L







CATEGORY	A	B	C	D
LP MDA	1180-1 452 (500-1)		NA	
LNAV MDA	1240-1 512 (600-1)		NA	
C CIRCLING	1320-1 585 (600-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MENA, ARKANSAS

AL-6002 (FAA)

20142

ILS or LOC RWY 27

MENA INTERMOUNTAIN MUNI (MEZ)

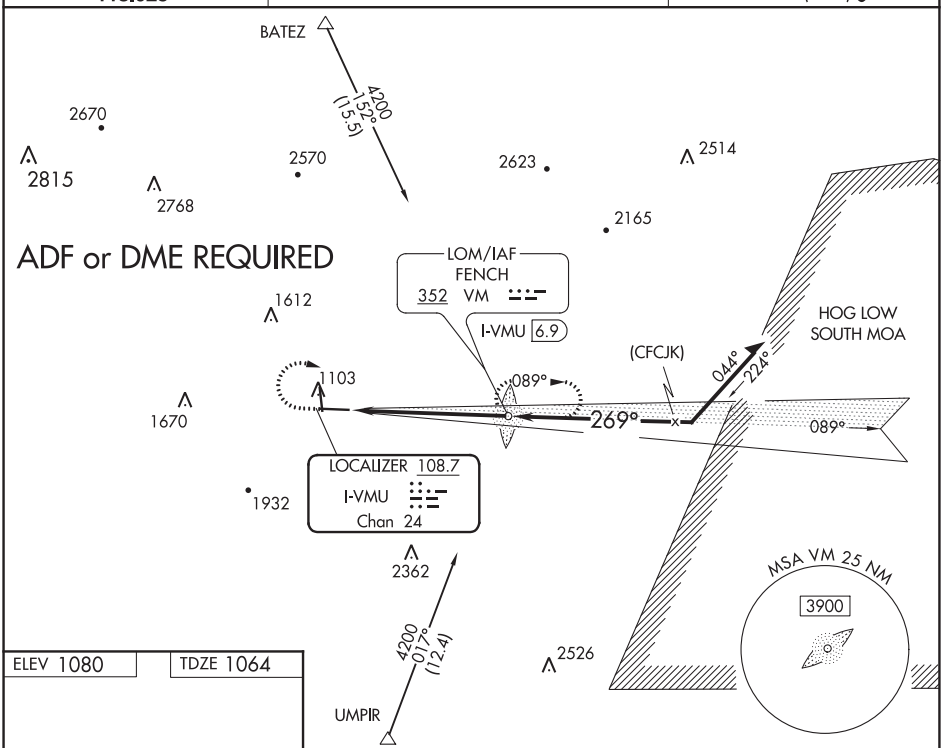
LOC/DME I-VMU	APP CRS	Rwy ldg	6001
108.7	269°	TDZE	1064
Chan 24		Apt Elev	1080

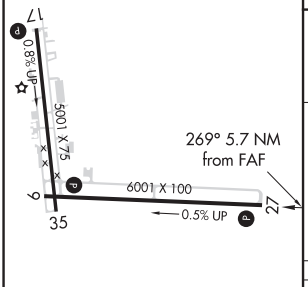
T A NA

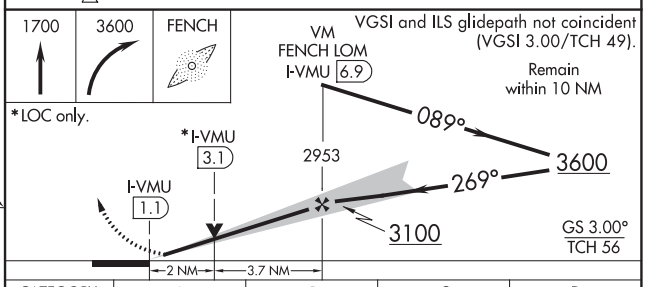
Circling Rwy 35 NA at night.
ADF Required.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L







MIRL Rwy 9-27 and 17-35
REIL Rwys 9, 27 and 35

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

CATEGORY	A	B	C	D
S-ILS 27	1464-1½ 400 (400-1½)			NA
S-LOC 27	1660-1 596 (600-1)		1660-1⅞ 596 (600-1⅞)	NA
C CIRCLING	1840-1 760 (800-1)	2140-1½ 1060 (1100-1½)	2220-3 1140 (1200-3)	NA

MENA, ARKANSAS
Amdt 1C 30JAN20

34°33′N-94°12′W

MENA INTERMOUNTAIN MUNI (MEZ)
ILS or LOC RWY 27

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

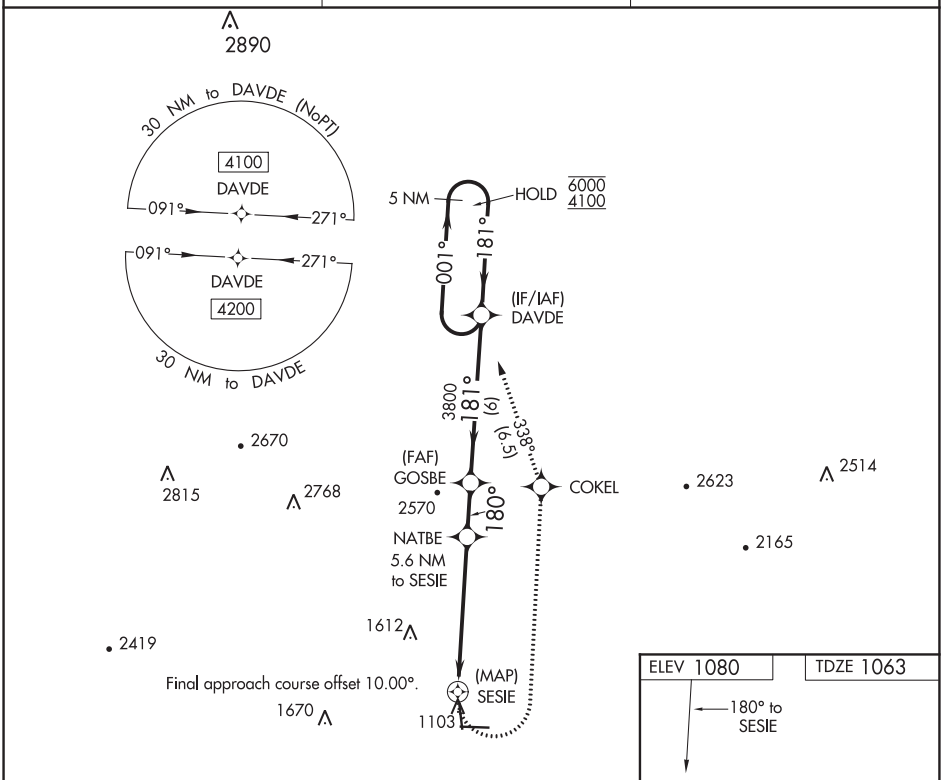
APP CRS	Rwy ldg	5001
180°	TDZE	1063
	Apt Elev	1080

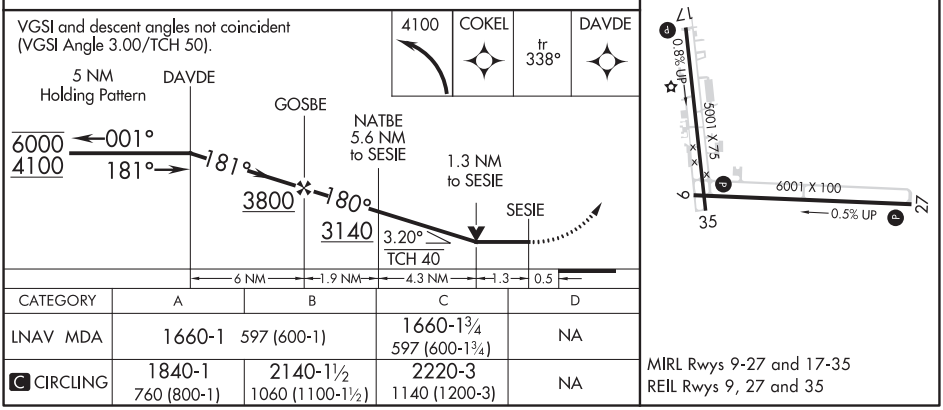
RNAV (GPS) RWY 17
MENA INTERMOUNTAIN MUNI (MEZ)

RNP APCH.
Circling Rwy 35 NA at night.
Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 4100 direct COKEL and track 338° to DAVDE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.025	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1660-1 597 (600-1)		1660-1¾ 597 (600-1¾)	NA
C CIRCLING	1840-1 760 (800-1)	2140-1½ 1060 (1100-1½)	2220-3 1140 (1200-3)	NA

MIRL Rwys 9-27 and 17-35
REIL Rwys 9, 27 and 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

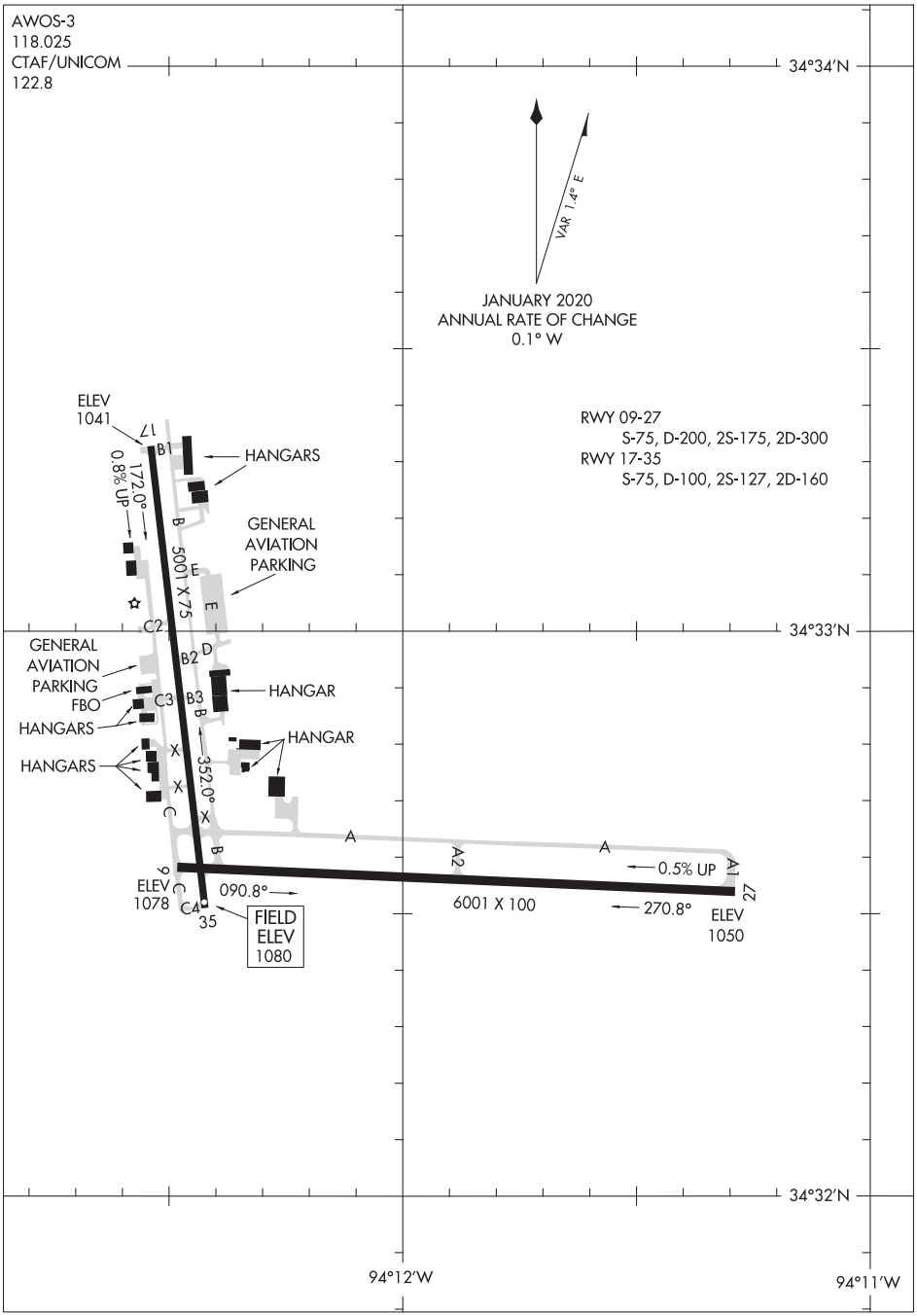
20086

AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)

MENA, ARKANSAS



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

MENA, ARKANSAS

MENA INTERMOUNTAIN MUNI (MEZ)

20086

RNAV (GPS) RWY 17
MIAMI RGNL (MIO)

APP CRS	Rwy ldg	5020
175°	TDZE	806
	Apt Elev	806

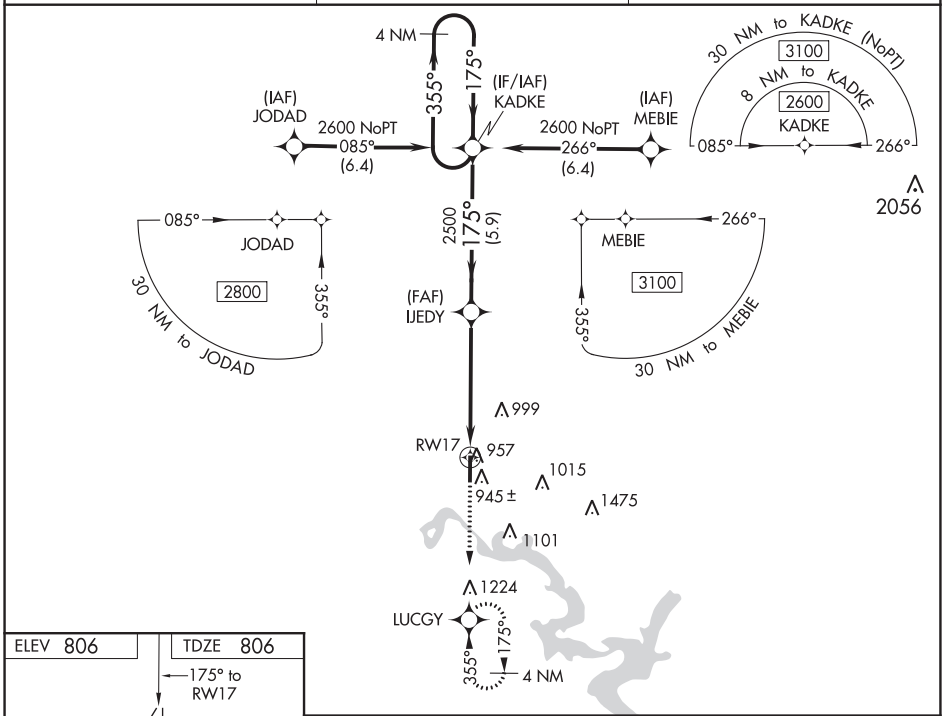
RNP APCH.

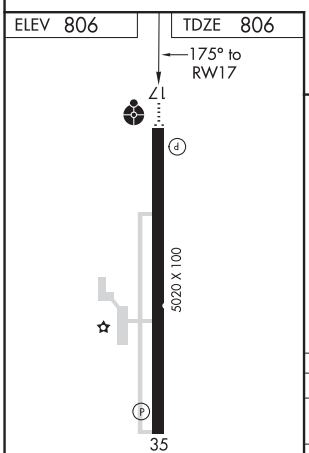
Baro-VNAV and VDP NA when using Grove altimeter setting.
Rwy 17 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Grove altimeter setting.

ODALS

MISSED APPROACH: Climb to 2500 direct LUCGY and hold.

AWOS-3PT	KANSAS CITY CENTER	UNICOM
119.675	128.6 282.325	122.8 (CTAF) L



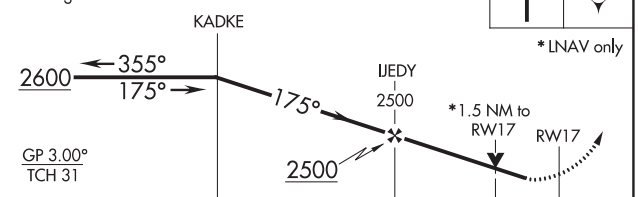


REIL Rwy 35 L
MIRL Rwy 17-35 L

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

2500 LUCGY



* LNAV only

CATEGORY	A	B	C	D
LNAV/VNAV DA	1206-1⅛ 400 (400-1⅛)			NA
LNAV MDA	1320-1 514 (600-1)		1320-1⅜ 514 (600-1⅜)	NA
C CIRCLING	1320-1 514 (600-1)		1460-1¾ 654 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MIAMI, OKLAHOMA | AL-6012 (FAA) | 20254

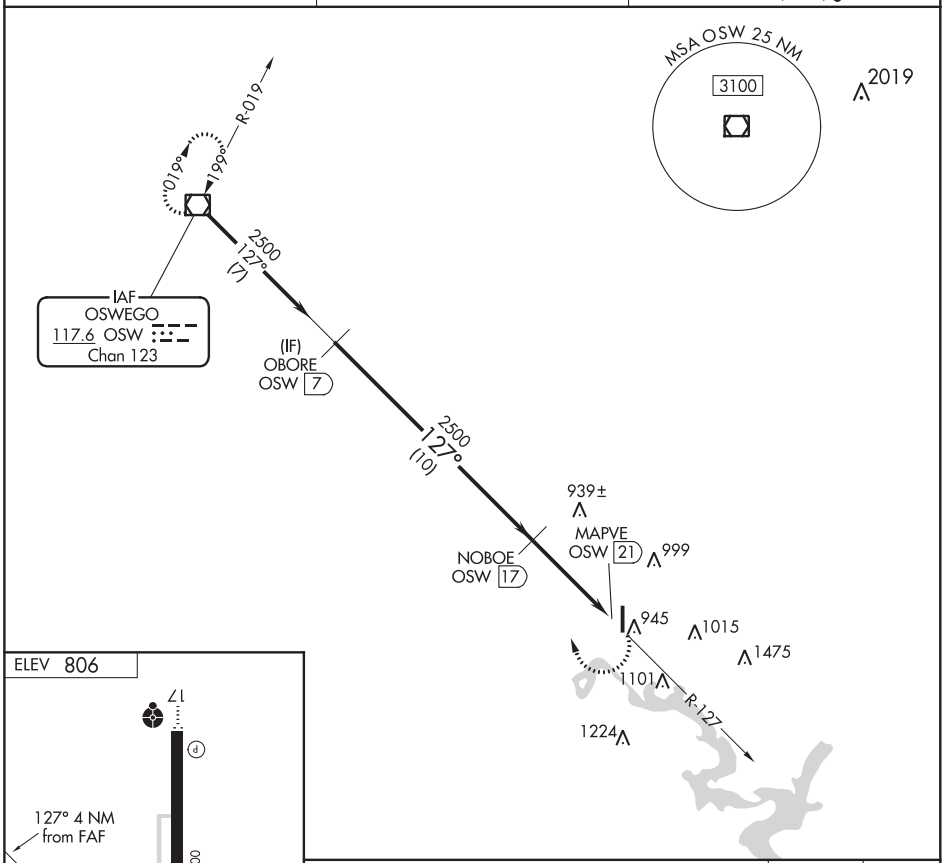
VOR/DME-A
MIAMI RGNL (MIO)

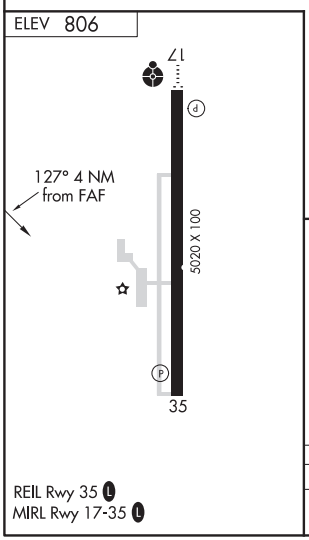
VOR/DME OSW	APP CRS	Rwy ldg	N/A
117.6	127°	TDZE	N/A
Chan 123		Apt Elev	806

When local altimeter setting not received, use Grove altimeter setting.

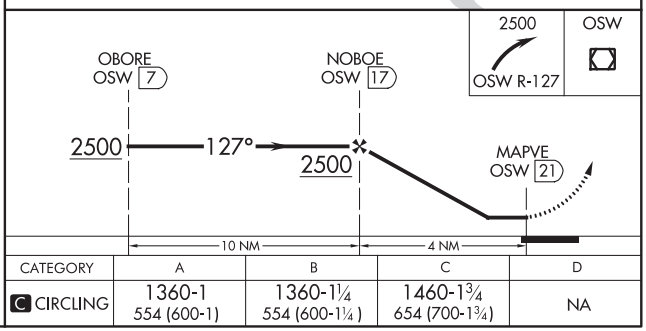
MISSED APPROACH: Climbing right turn to 2500 on OSW VOR/DME R-127 to OSW VOR/DME and hold.

AWOS-3PT	KANSAS CITY CENTER	UNICOM
119.675	128.6 282.325	122.8 (CTAF) L





REIL Rwy 35 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
C CIRCLING	1360-1 554 (600-1)	1360-1¼ 554 (600-1¼)	1460-1¾ 654 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 3
MONTICELLO MUNI/ELLIS FIELD (LLQ)

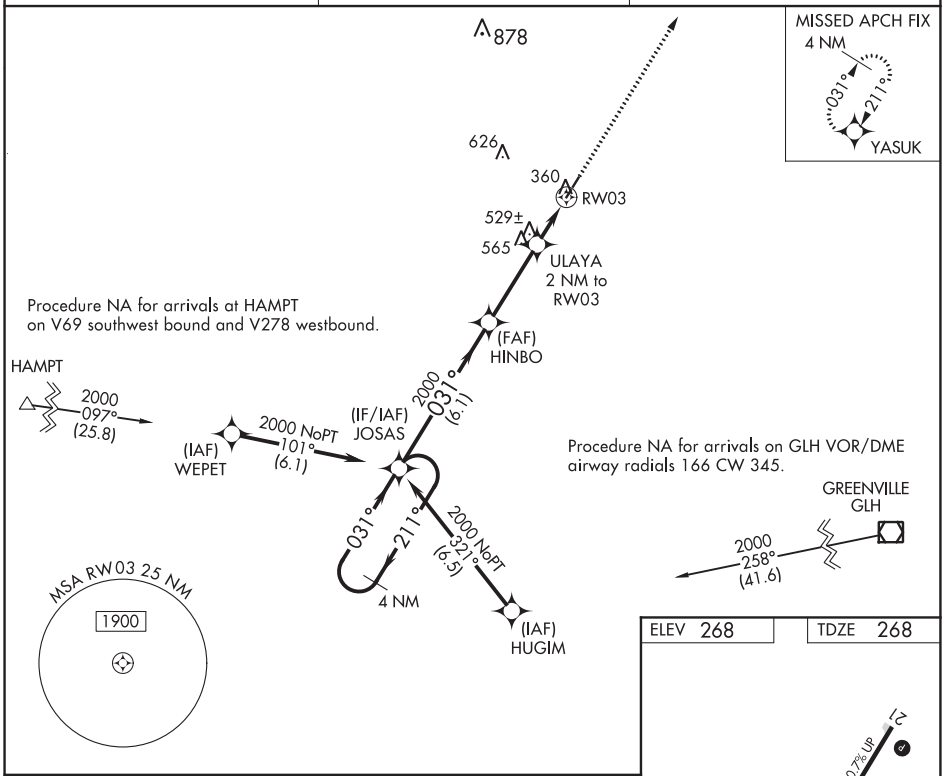
APP CRS	Rwy ldg	5020
031°	TDZE	268
	Apt Elev	268

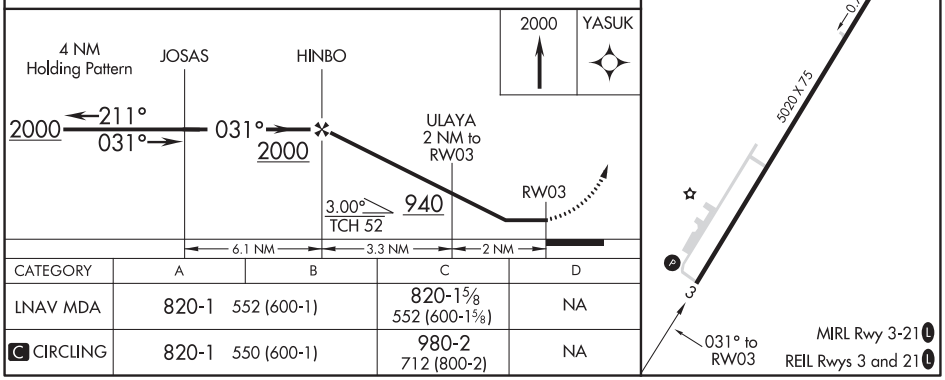
RNP APCH.

When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ⅜ SM and Circling Cat C ½ SM.
Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct YASUK and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	820-1 552 (600-1)		820-1⅝ 552 (600-1⅝)	NA
C CIRCLING	820-1 550 (600-1)		980-2 712 (800-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MONTICELLO, ARKANSAS | AL-5695 (FAA) | 18200

WAAS CH 82540 W21A	APP CRS 211°	Rwy ldg 5020 TDZE 255 Apt Elev 268

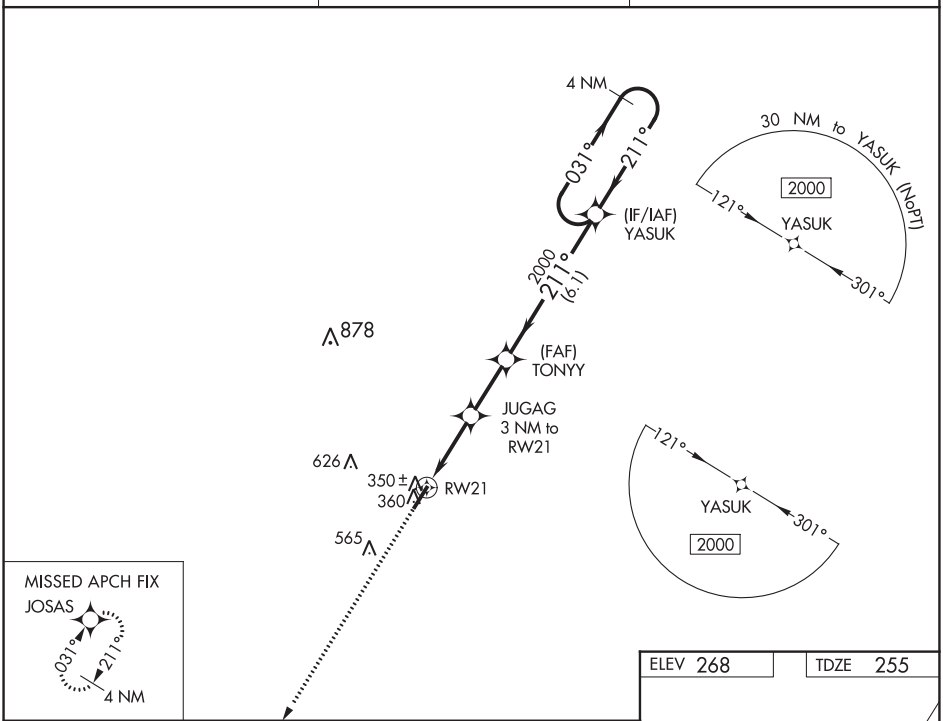
RNAV (GPS) RWY 21
MONTICELLO MUNI/ELLIS FIELD (LLQ)

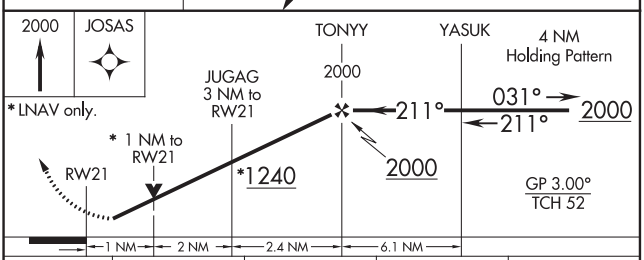
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.

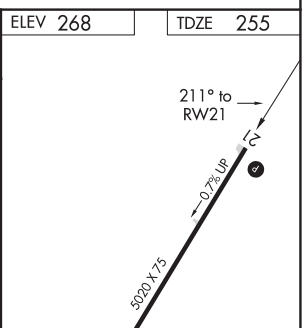
MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	514-⅞ 259 (300-⅞)			
LNAV/VNAV DA	532-1 277 (300-1)			
LNAV MDA	600-1 345 (400-1)			
C CIRCLING	780-1 512 (600-1)		980-2 712 (800-2)	980-2¼ 712 (800-2¼)



SC-1, 25 FEB 2021 to 22 APR 2021

VOR-A

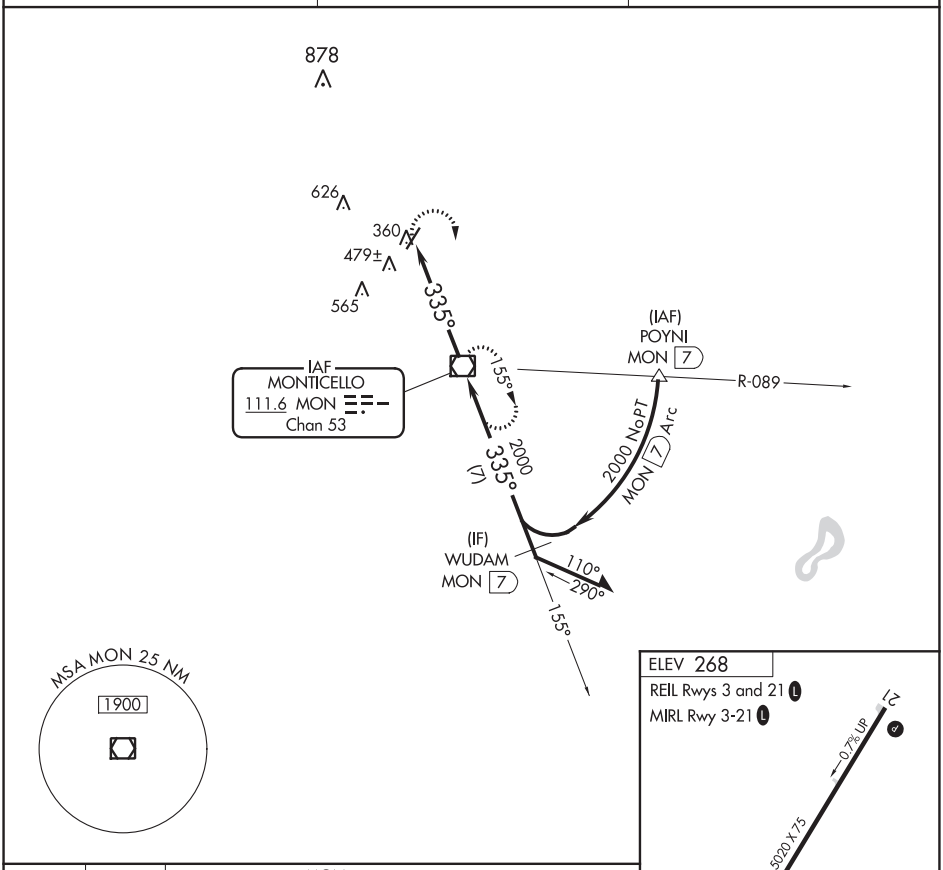
MONTICELLO MUNI/ELLIS FIELD (LLQ)

VOR/DME MON	APP CRS	Rwy ldg	N/A
111.6	335°	TDZE	N/A
Chan 53		Apt Elev	268

When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM.

MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

ASOS	MEMPHIS CENTER	UNICOM
133.325	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	780-1	512 (600-1)	980-2 712 (800-2)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MOORELAND, OKLAHOMA

AL-6486 (FAA)

20282

RNAV (GPS) RWY 17
MOORELAND MUNI (MDF)

APP CRS	Rwy ldg	3500
172°	TDZE	1970
	Apt Elev	1970

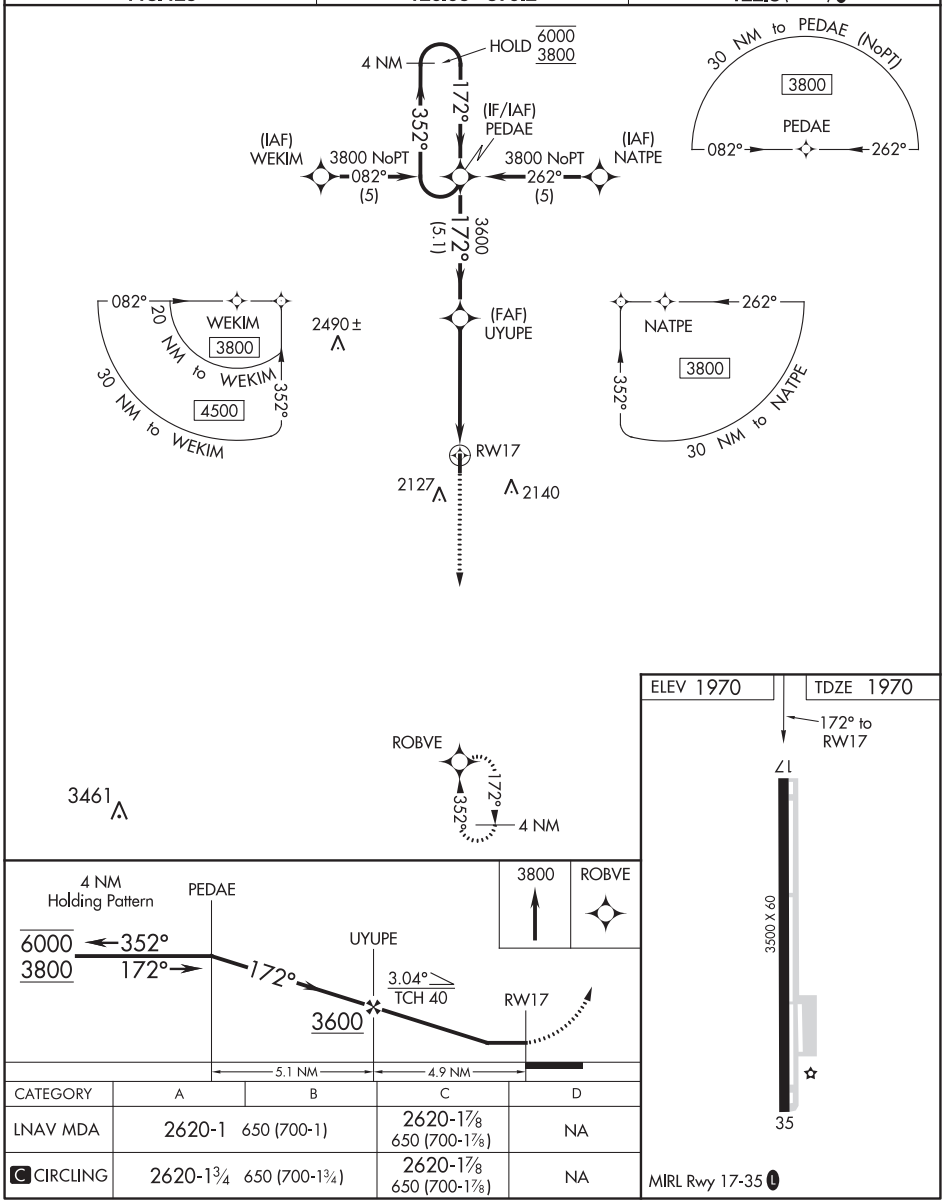
RNP APCH.

T
A NA

Procedure NA at night. Use West Woodward altimeter setting; when not received, use Gage altimeter setting.

MISSED APPROACH: Climb to 3800 direct ROBVE and hold.

WWR AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2620-1 650 (700-1)		2620-1⅞ 650 (700-1⅞)	NA
C CIRCLING	2620-1¾ 650 (700-1¾)		2620-1⅞ 650 (700-1⅞)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

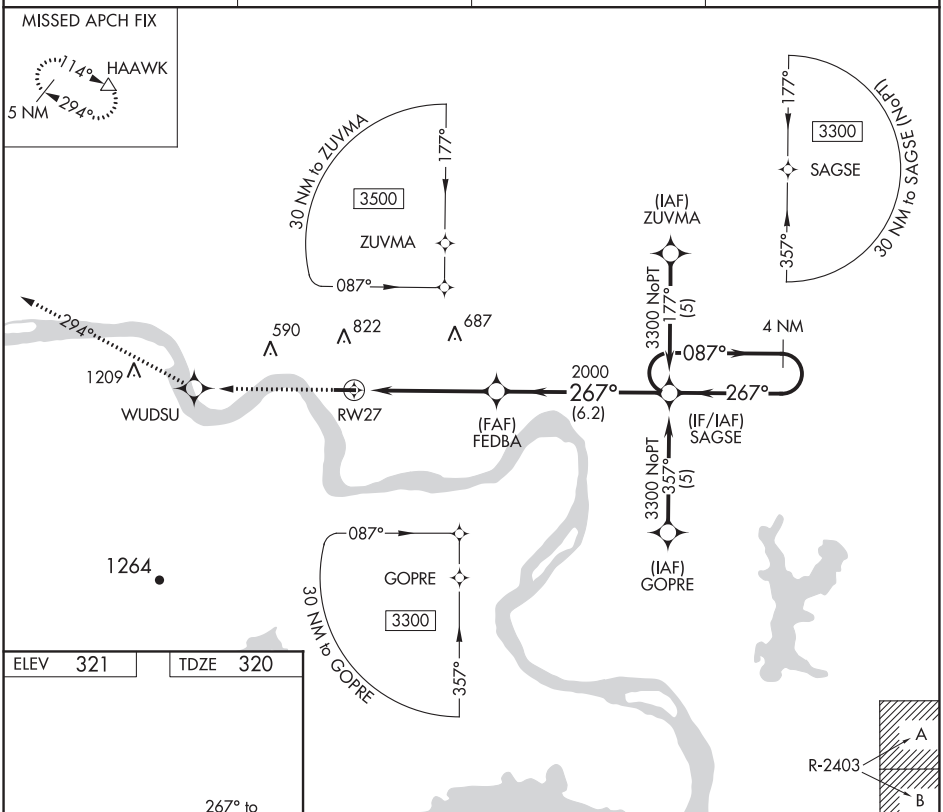
APP CRS	Rwy ldg	4000
267°	TDZE	320
	Apt Elev	321

RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)

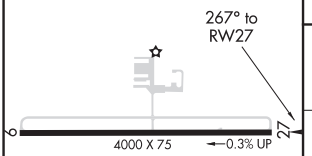
DME/DME RNP-0.3 NA. Use Russellville altimeter setting, when not received, use Little Rock altimeter setting.

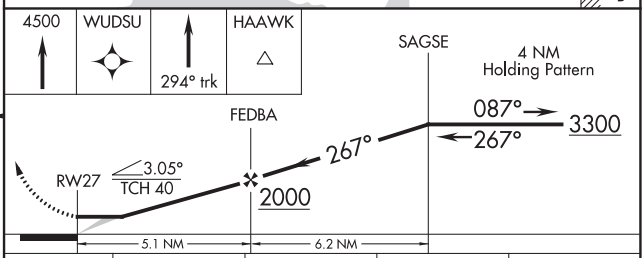
MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

RUE AWOS	MEMPHIS CENTER	UNICOM	
132.475	128.475 377.15	122.8 (CTAF)	122.9 L



ELEV	321	TDZE	320





CATEGORY	A	B	C	D
LNAV MDA	1060-1 740 (800-1)		NA	
CIRCLING	1060-1 739 (800-1)	1200-1¼ 879 (900-1¼)	NA	

MIRL Rwy 9-27 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MORRILTON, ARKANSAS AL-5795 (FAA) 19059

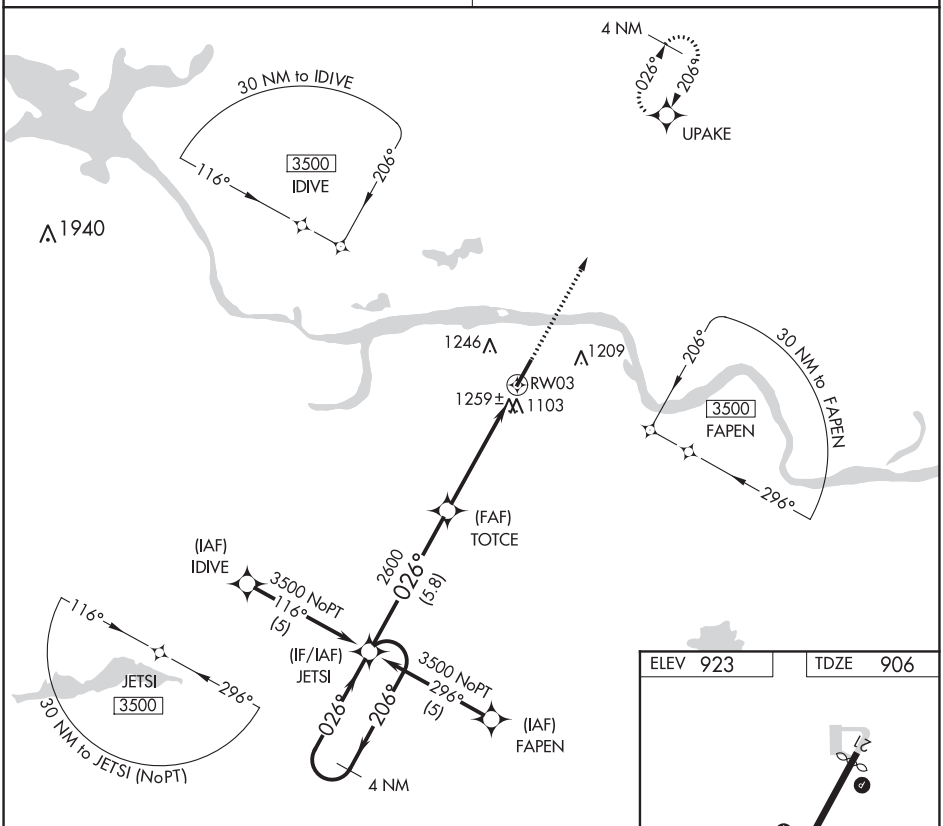
RNAV (GPS) RWY 3
PETIT JEAN PARK (MPJ)

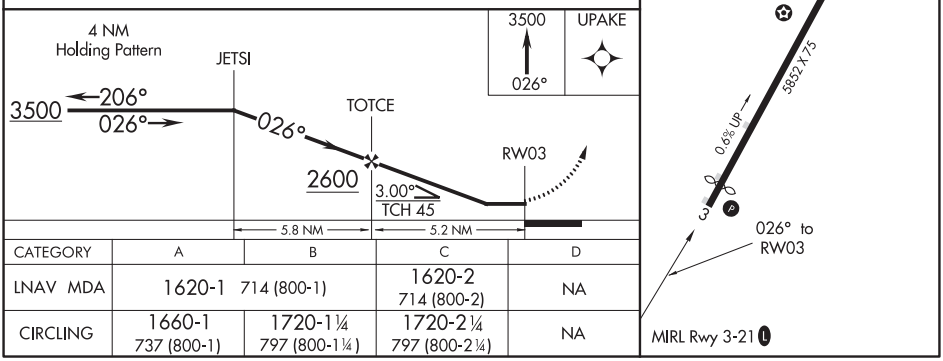
APP CRS	Rwy ldg	5414
026°	TDZE	906
	Apt Elev	923

Use Russellville altimeter setting.
NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER	CTAF
128.475 377.15	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1620-1 714 (800-1)		1620-2 714 (800-2)	NA
CIRCLING	1660-1 737 (800-1)	1720-1¼ 797 (800-1¼)	1720-2¼ 797 (800-2¼)	NA

MORRILTON, ARKANSAS
Orig 18APR02

35°08′N-92°55′W

PETIT JEAN PARK (MPJ)
RNAV (GPS) RWY 3

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5
BAXTER COUNTY (BPK)

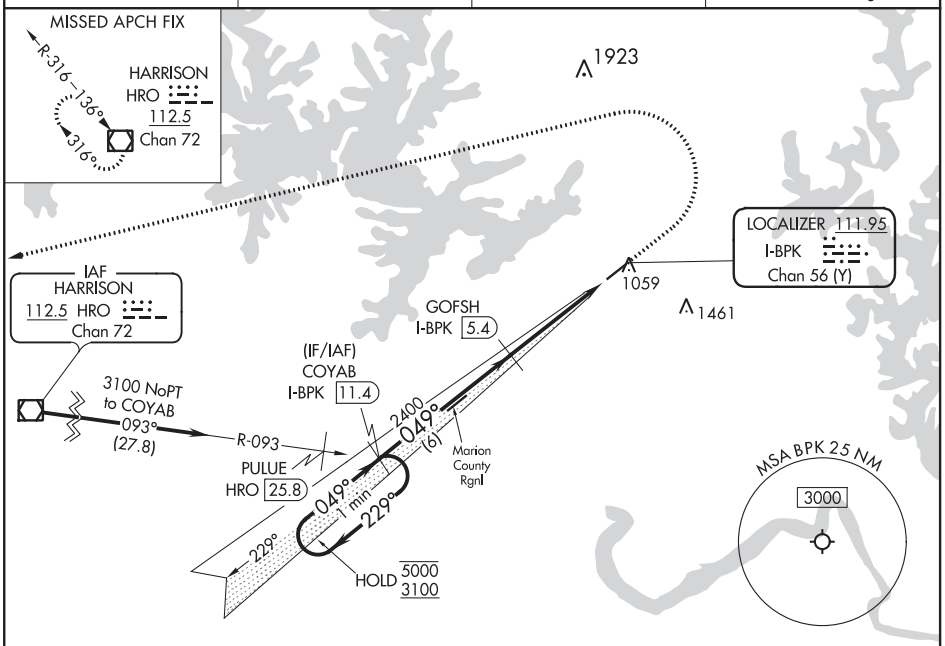
LOC/DME I-BPK	APP CRS	Rwy ldg	5000
111.95	049°	TDZE	928
Chan 56 (Y)		Apt Elev	928

DME required.

Circling NA for Cat C, southeast of Rwy 5-23.
Circling to Rwy 23 NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HRO VOR/DME and hold.

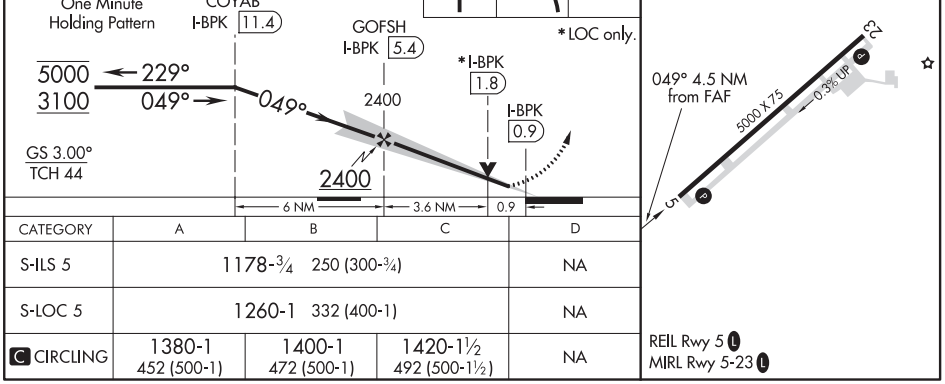
ASOS	MEMPHIS CENTER	GCO	UNICOM
133.975	126.85 281.55	121.72	123.0 (CTAF) L



ELEV 928	TDZE 928

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 38).

1800	3500	HRO
↑	↰	⬡



CATEGORY	A	B	C	D
S-ILS 5	1178-¾ 250 (300-¾)			NA
S-LOC 5	1260-1 332 (400-1)			NA
C CIRCLING	1380-1 452 (500-1)	1400-1 472 (500-1)	1420-1½ 492 (500-1½)	NA

REIL Rwy 5 L
MIRL Rwy 5-23 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MOUNTAIN HOME, ARKANSAS

AL-5406 (FAA)

20030

RNAV (GPS) RWY 5

BAXTER COUNTY (BPK)

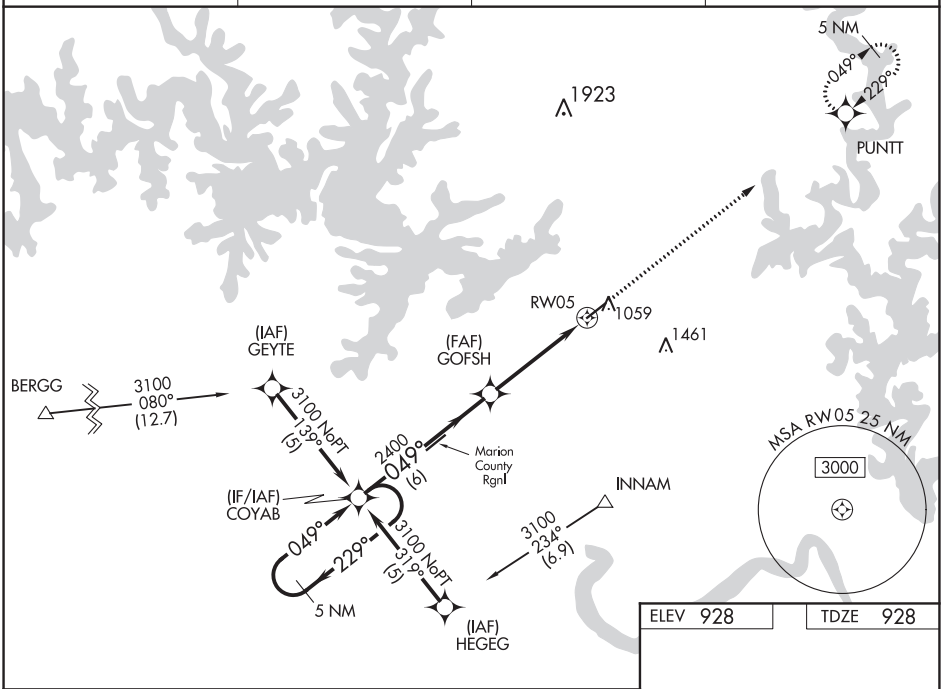
WAAS CH 69300 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 928 Apt Elev 928

RNP APCH.

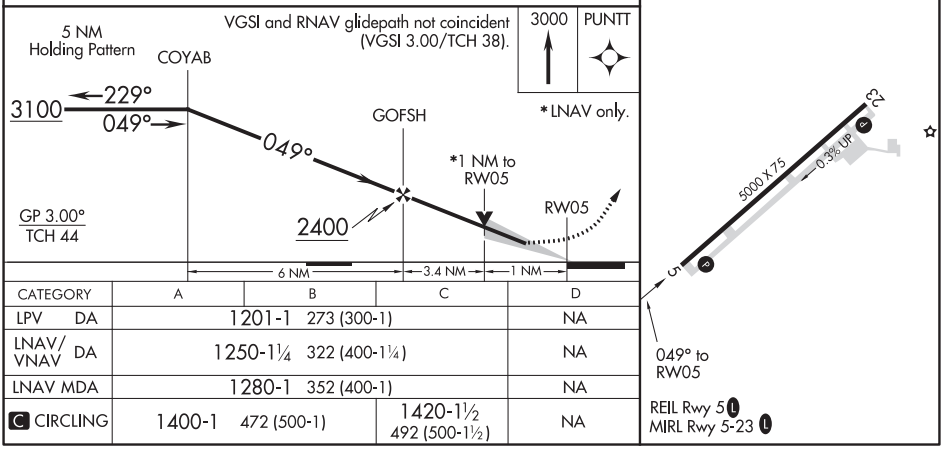
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C(130°F). When local altimeter setting not received, use Flippin altimeter setting: increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet; increase all MDAs 60 feet and visibility LNAV Cat C ⅛SM. Baro-VNAV NA when using Flippin altimeter setting. Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

ASOS	MEMPHIS CENTER	GCO	UNICOM
133.975	126.85 281.55	121.72	123.0 (CTAF) L



ELEV 928	TDZE 928



CATEGORY	A	B	C	D
LPV DA	1201-1 273 (300-1)			NA
LNAV/VNAV DA	1250-1¼ 322 (400-1¼)			NA
LNAV MDA	1280-1 352 (400-1)			NA
C CIRCLING	1400-1 472 (500-1)		1420-1½ 492 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5000
229°	TDZE	919
	Apt Elev	928

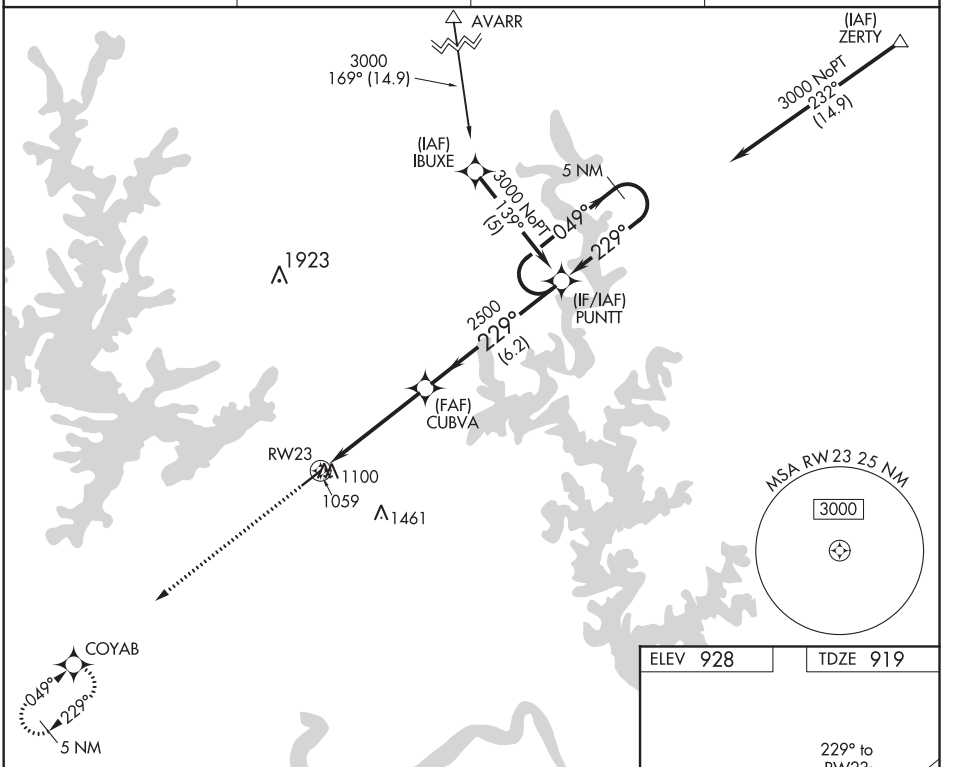
RNAV (GPS) RWY 23
BAXTER COUNTY (BPK)

RNP APCH.

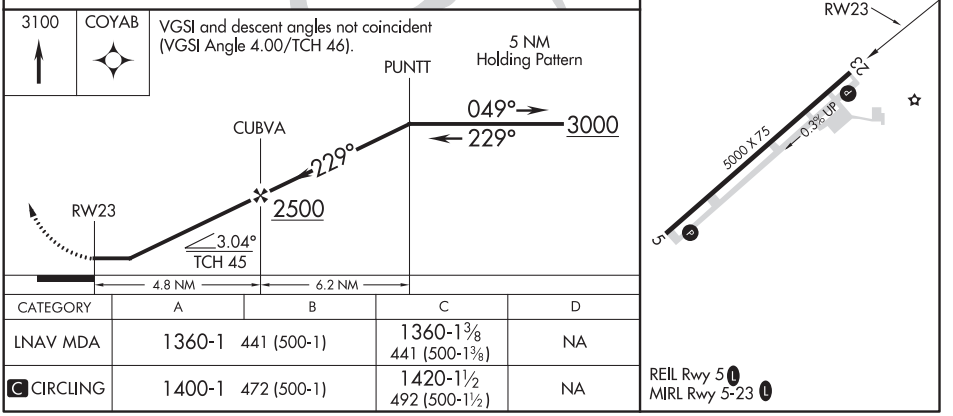
Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C, southeast of Rwy 5-23. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS	MEMPHIS CENTER	GCO	UNICOM
133.975	126.85 281.55	121.72	123.0 (CTAF) L



ELEV 928 TDZE 919



CATEGORY	A	B	C	D
LNAV MDA	1360-1 441 (500-1)		1360-1⅜ 441 (500-1⅜)	NA
C CIRCLING	1400-1 472 (500-1)		1420-1½ 492 (500-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

MOUNTAIN VIEW, ARKANSAS

AL-6849 (FAA)

20198

RNAV (GPS) RWY 27

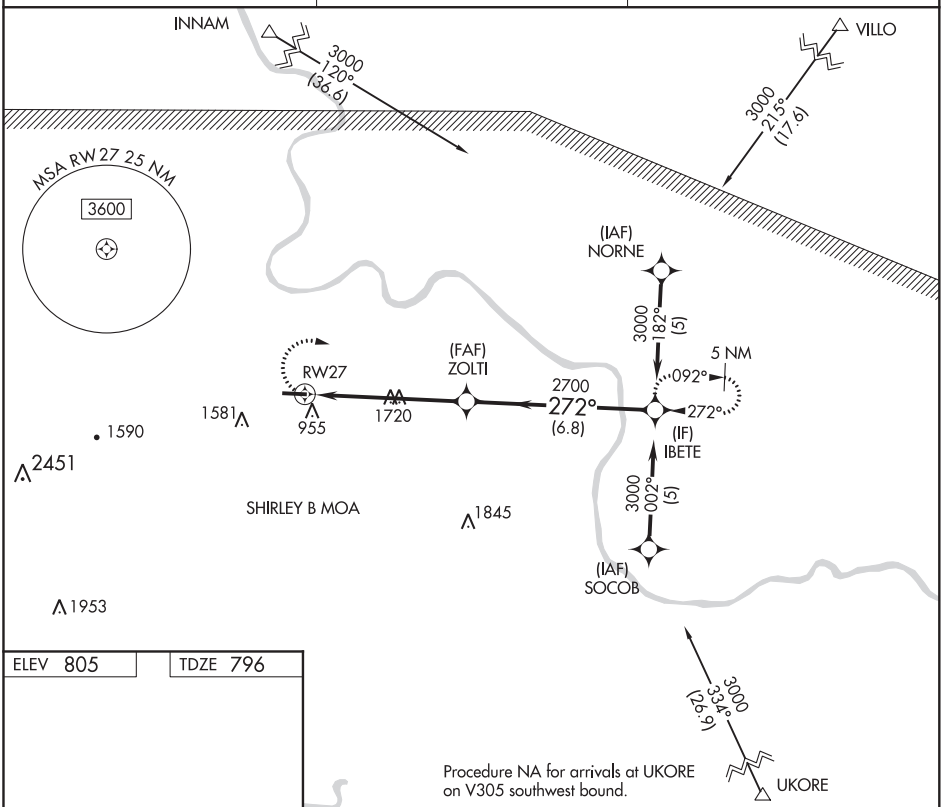
MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

APP CRS	Rwy ldg	4502
272°	TDZE	796
	Apt Elev	805

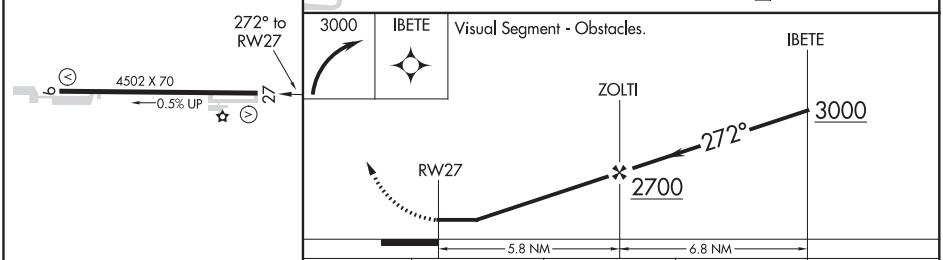
DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Flippen altimeter setting; if not received, use Batesville altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

FLP AWOS-3	MEMPHIS CENTER	UNICOM
132.075	126.85 281.55	122.7 (CTAF)



ELEV 805 | TDZE 796



CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1324 (1400-1¼)	2120-1½ 1324 (1400-1½)	2120-3 1324 (1400-3)	NA
CIRCLING	2120-1¼ 1315 (1400-1¼)	2120-1½ 1315 (1400-1½)	2120-3 1315 (1400-3)	NA

MIRL Rwy 9-27

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

COPTER RNAV (GPS) RWY 17

APCH CRS	Rwy ldg	2005
175°	TDZE	1091
	Arpt Elev	1091

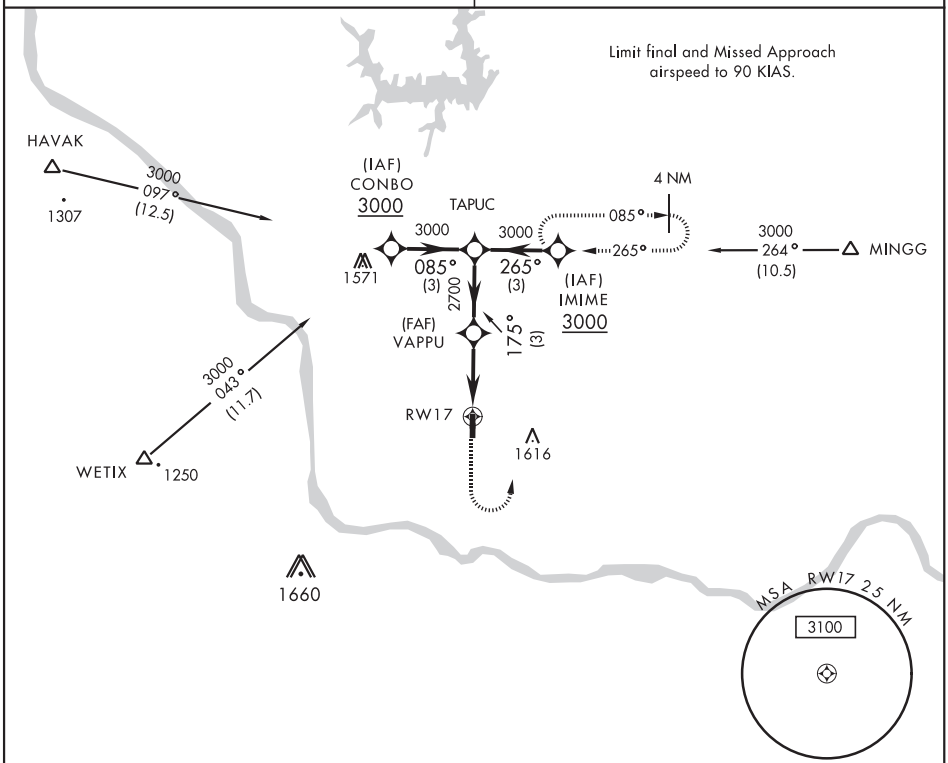
AL-2497 [USA]

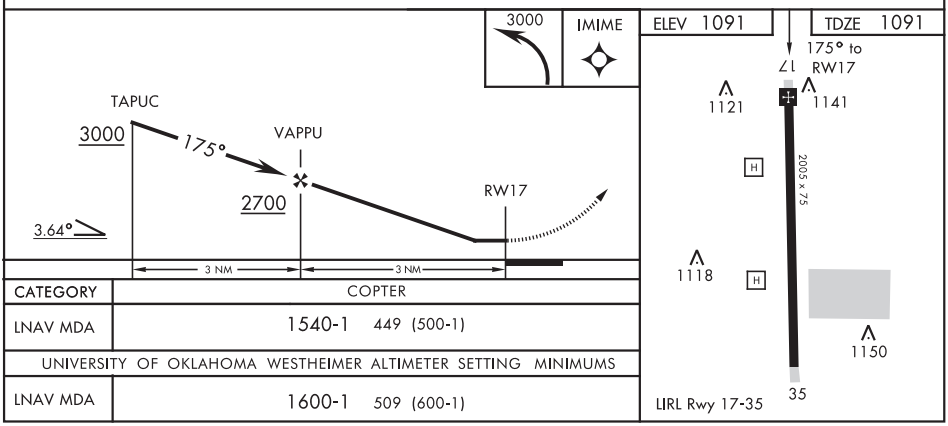
MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

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

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	46.9 139.425 227.2 (CTAF)





CATEGORY	COPTER
LNAV MDA	1540-1 449 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1600-1 509 (600-1)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

LEXINGTON, OKLAHOMA

COPTER RNAV (GPS) RWY 35

APCH CRS	Rwy ldg	2005
355°	TDZE	1091
	Arpt Elev	1091

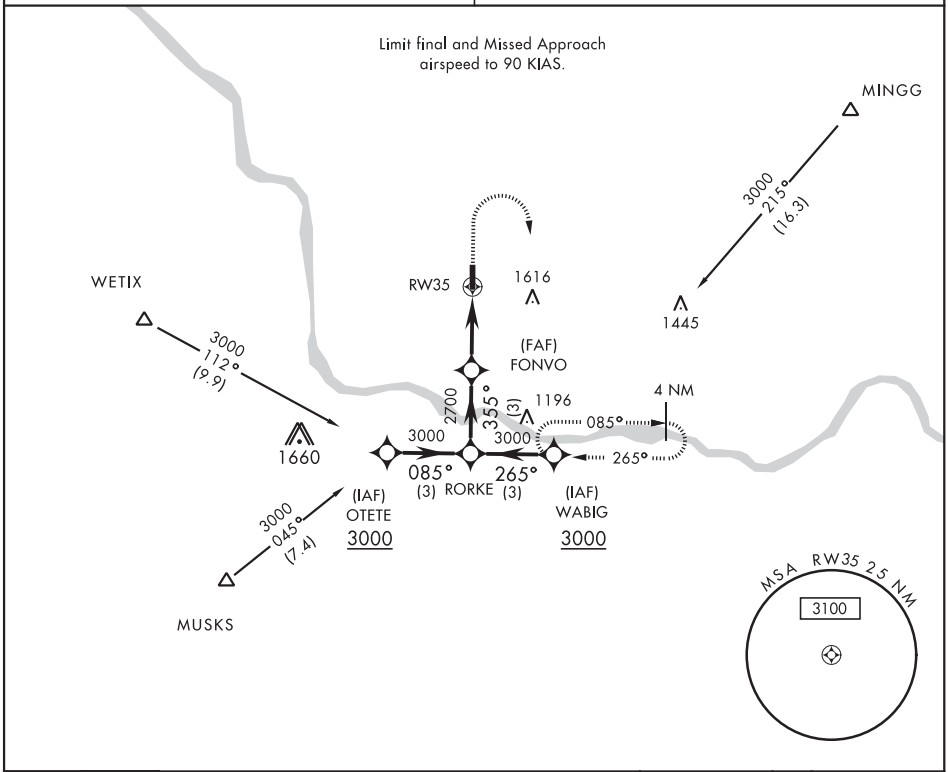
AL-2497 [USA]

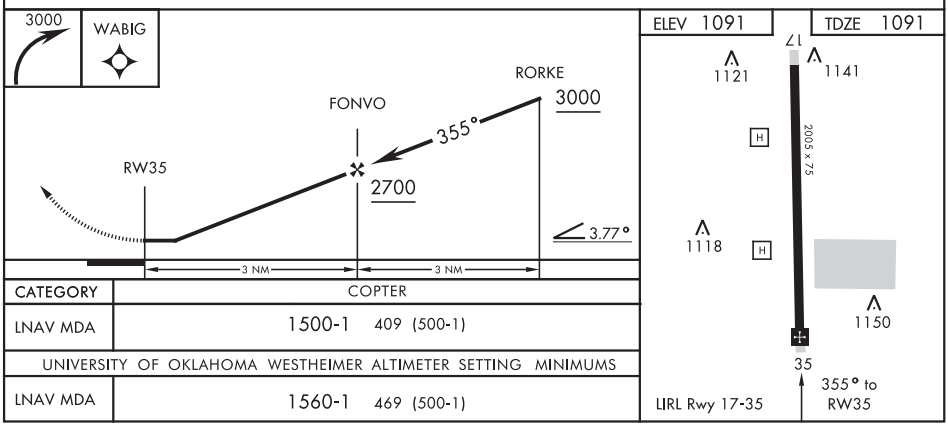
MULDROW AHP (KHMY)

A NA — Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

OKE CITY APP CON	MULDROW OPS (Advsy Svc only)
124.2 336.4	**46.9 139.425 227.2** (CTAF)





CATEGORY	COPTER
LNAV MDA	1500-1 409 (500-1)
UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS	
LNAV MDA	1560-1 469 (500-1)

LEXINGTON, OKLAHOMA — 35°02′N-97°14′W — MULDROW AHP (KHMY)

Orig 18200

COPTER RNAV (GPS) RWY 35

SC-1, 25 FEB 2021 to 22 APR 2021

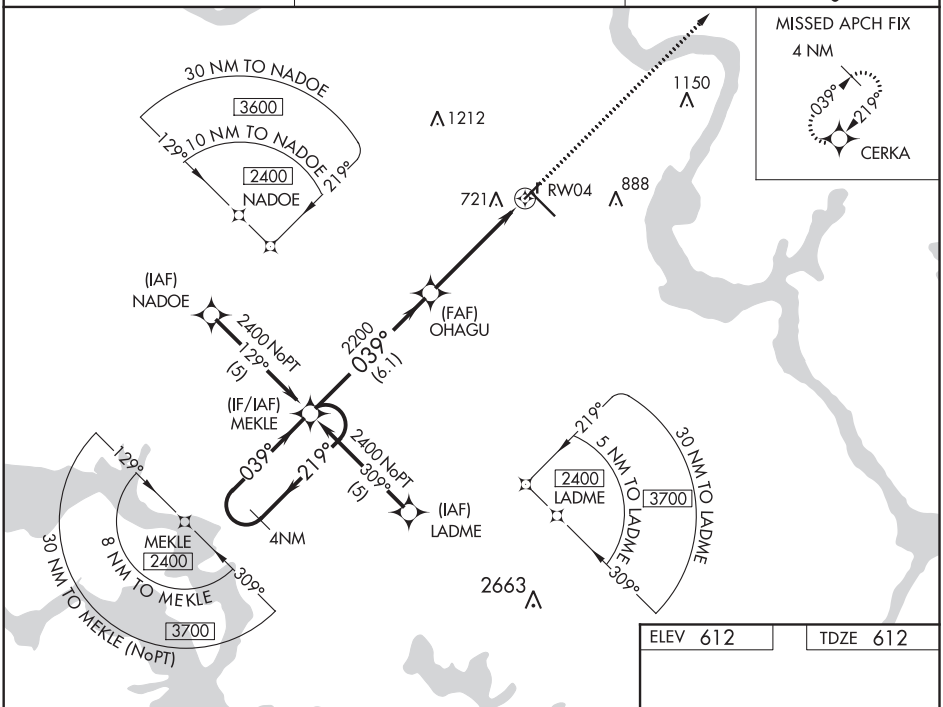
APP CRS	Rwy ldg	4498
039°	TDZE	612
	Apt Elev	612

RNAV (GPS) RWY 4
MUSKOGEE-DAVIS RGNL (MKO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 4 NA at night, Circling Rwy 4, 18, 22, 36 NA at night.

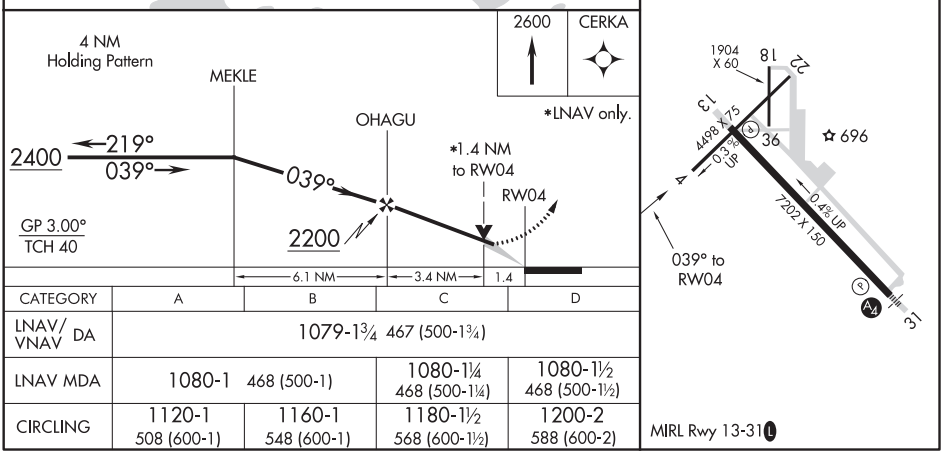
MISSED APPROACH: Climb to 2600 direct CERKA and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



SC-1, 25 FEB 2021 to 22 APR 2021

ELEV 612	TDZE 612



CATEGORY	A	B	C	D
LNAV/VNAV DA	1079-1¾ 467 (500-1¾)			
LNAV MDA	1080-1 468 (500-1)		1080-1¼ 468 (500-1¼)	1080-1½ 468 (500-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

19339

RNAV (GPS) RWY 13

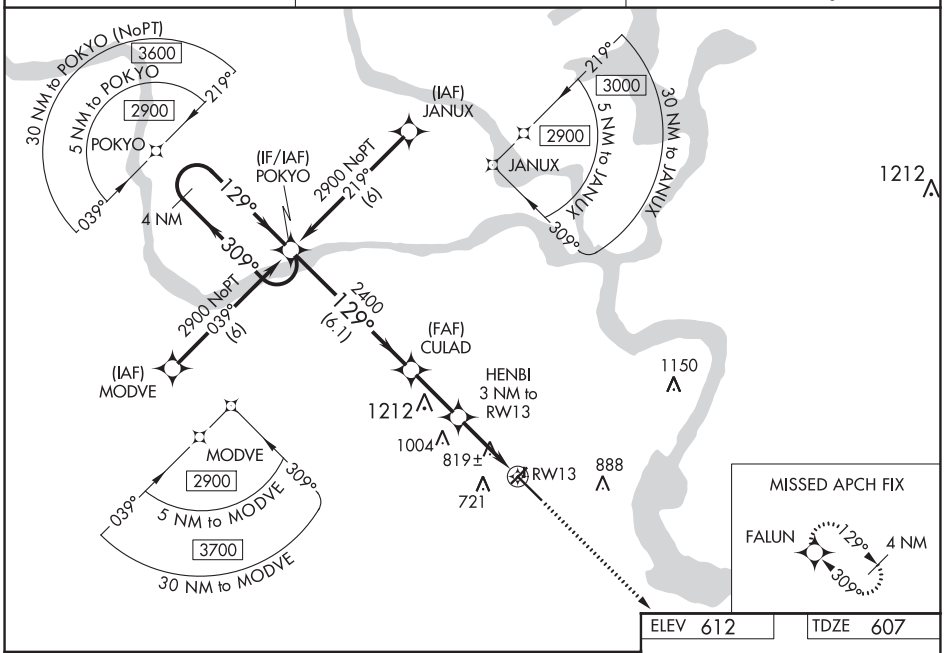
MUSKOGEE-DAVIS RGNL (MKO)

WAAS CH 70607 W13A	APP CRS 129°	Rwy ldg 7202 TDZE 607 Apt Elev 612

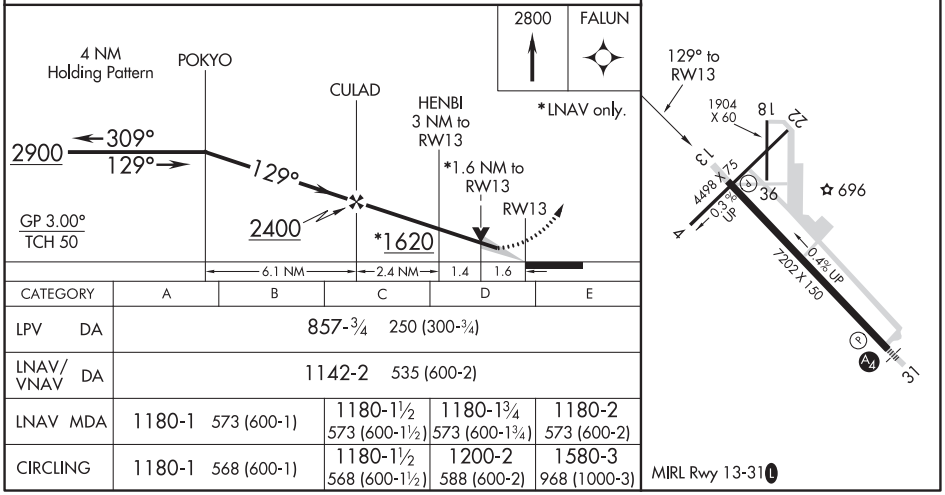
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile. Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



ELEV 612 | TDZE 607



CATEGORY	A	B	C	D	E
LPV DA	857-¾ 250 (300-¾)				
LNAV/VNAV DA	1142-2 535 (600-2)				
LNAV MDA	1180-1 573 (600-1)		1180-1½ 573 (600-1½)	1180-1¾ 573 (600-1¾)	1180-2 573 (600-2)
CIRCLING	1180-1 568 (600-1)		1180-1½ 568 (600-1½)	1200-2 588 (600-2)	1580-3 968 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

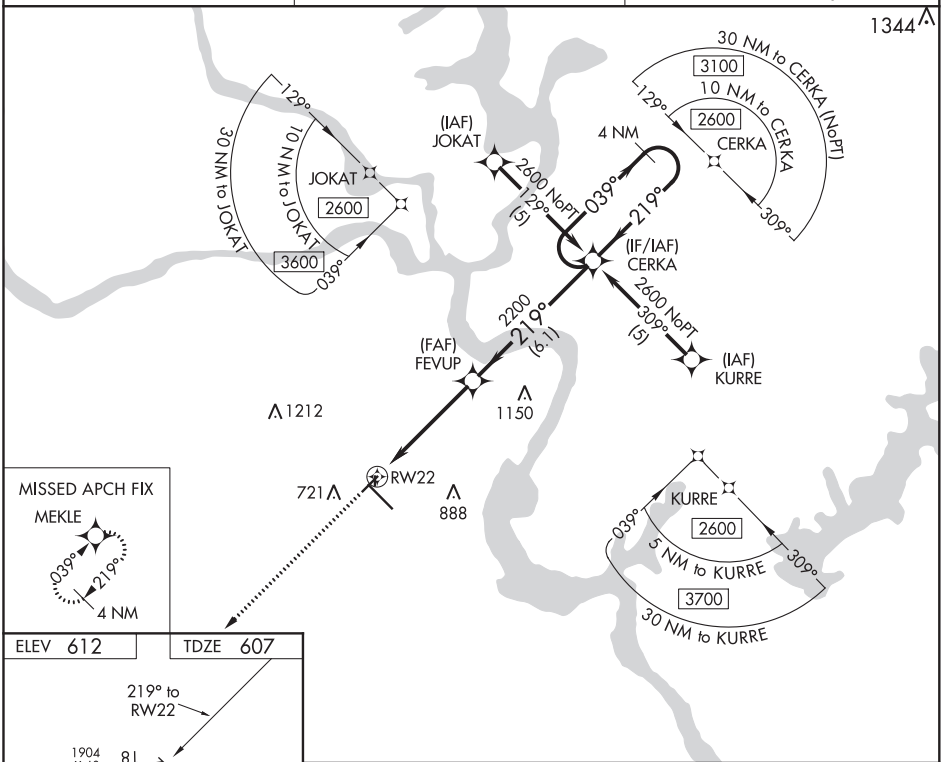
APP CRS	Rwy ldg	4498
219°	TDZE	607
	Apt Elev	612

RNAV (GPS) RWY 22
MUSKOGEE-DAVIS RGNL (MKO)

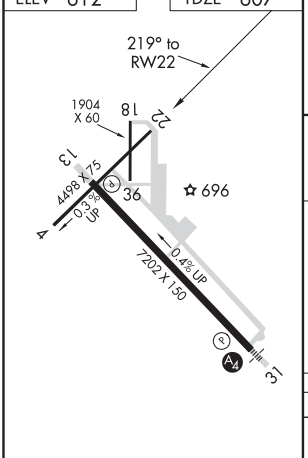
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase Circling Cat C visibility ¼ mile. VDP NA when using Tahlequah Muni altimeter setting. Straight-in Rwy 22 NA at night, Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

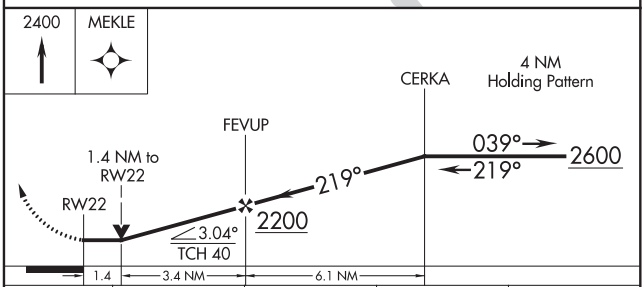
MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF) L



ELEV 612 TDZE 607





CATEGORY	A	B	C	D
LNAV MDA	1100-1 493 (500-1)		1100-1½ 493 (500-1½)	
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)

MIRL Rwy 13-31 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

19339

RNAV (GPS) RWY 31
MUSKOGEE-DAVIS RGNL (MKO)

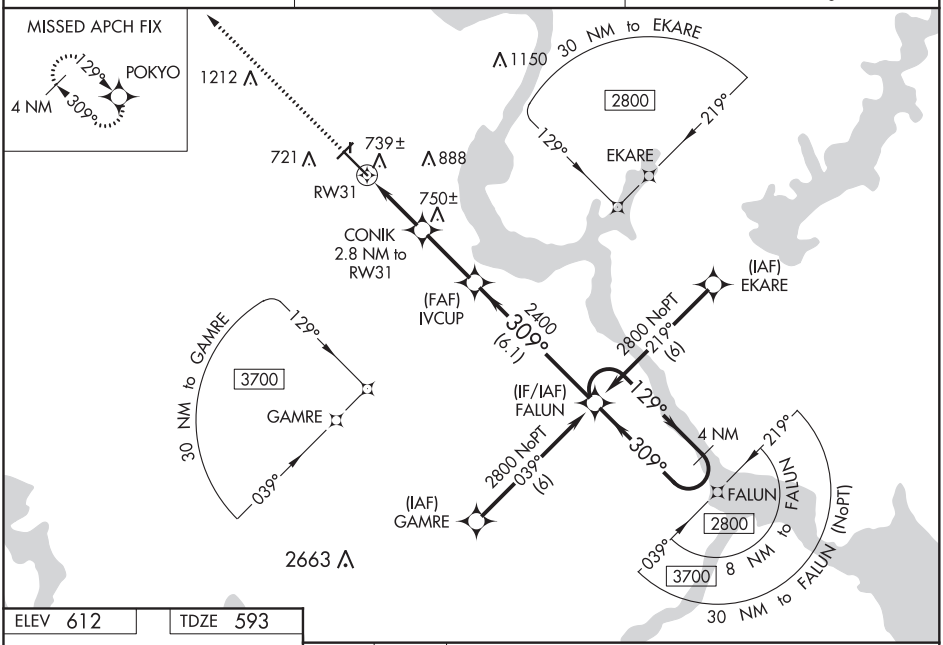
WAAS CH 42807 W31B	APP CRS 309°	Rwy ldg 7202 TDZE 593 Apt Elev 612

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inop table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

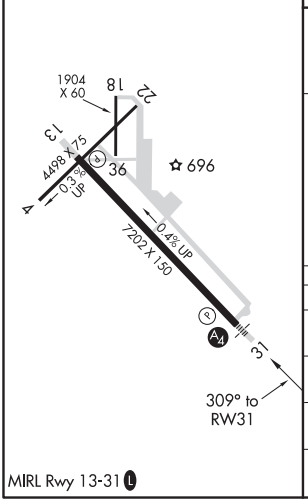
MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

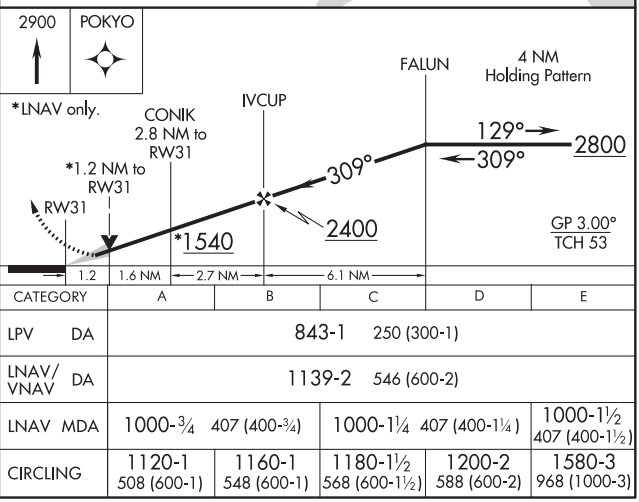
ASOS	FORT WORTH CENTER	UNICOM
135.025	132.2 338.35	122.8 (CTAF)



ELEV 612 | TDZE 593



MIRL Rwy 13-31



CATEGORY	A	B	C	D	E
LPV DA	843-1 250 (300-1)				
LNAV/VNAV DA	1139-2 546 (600-2)				
LNAV MDA	1000-¾ 407 (400-¾)		1000-1¼ 407 (400-1¼)		1000-1½ 407 (400-1½)
CIRCLING	1120-1 508 (600-1)	1160-1 548 (600-1)	1180-1½ 568 (600-1½)	1200-2 588 (600-2)	1580-3 968 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 78425 W01A	APP CRS 010°	Rwy ldg 3994 TDZE 550 Apt Elev 553

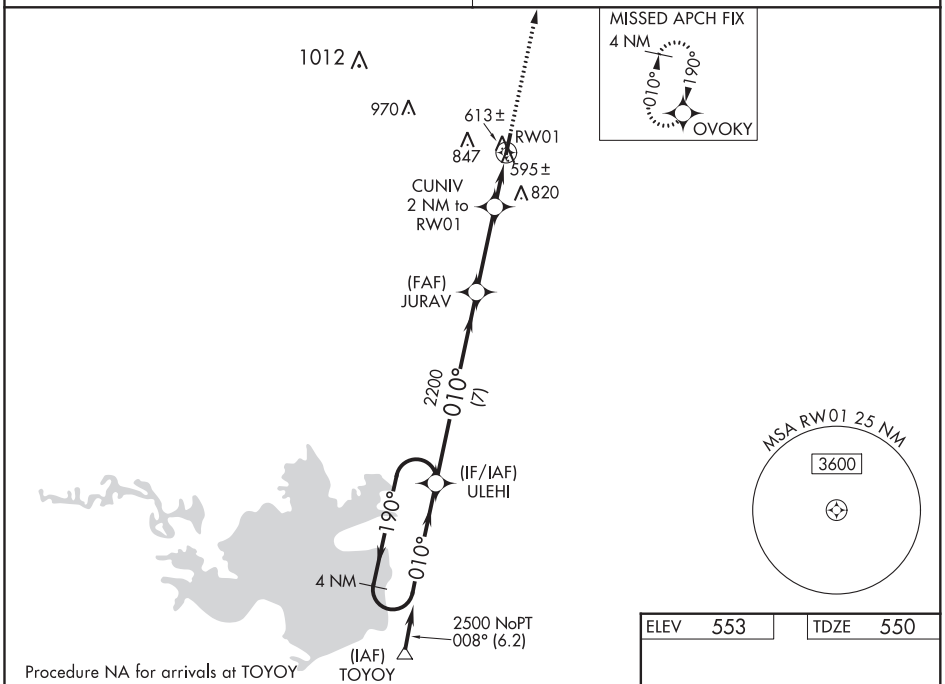
RNAV (GPS) RWY 1
HOWARD COUNTY (M77)

RNP APCH.

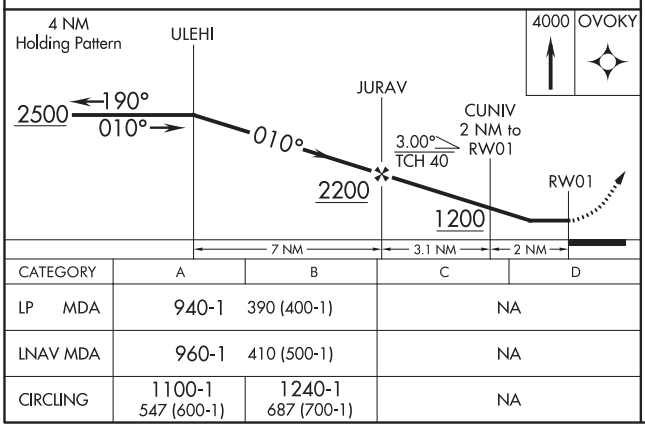
NA Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use De Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9 L

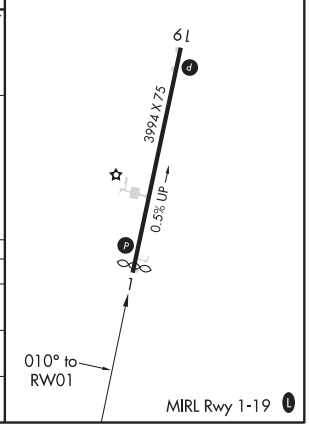


Procedure NA for arrivals at TOYOY on V573 southwest bound.



CATEGORY	A	B	C	D
LP MDA	940-1	390 (400-1)	NA	
LNAV MDA	960-1	410 (500-1)	NA	
CIRCLING	1100-1 547 (600-1)	1240-1 687 (700-1)	NA	

ELEV 553	TDZE 550



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

NASHVILLE, ARKANSAS

AL-10200 (FAA)

19003

RNAV (GPS) RWY 19

HOWARD COUNTY (M77)

WAAS CH 65921 W19A	APP CRS 190°	Rwy ldg 3994 TDZE 553 Apt Elev 553

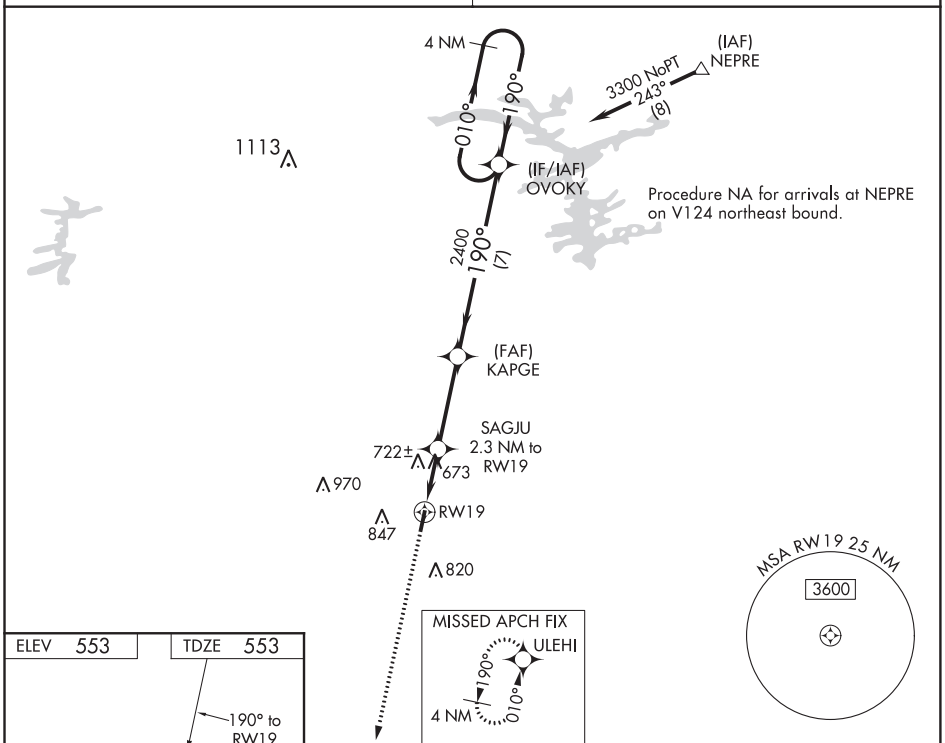
RNP APCH.

Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use DE Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climb to 3500 direct ULEHI and hold.

FORT WORTH CENTER	CTAF
123.925 269.475	122.9 L



MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
LP MDA	1080-1 527 (600-1)		NA	
LNAV MDA	1080-1 527 (600-1)		NA	
CIRCLING	1100-1 547 (600-1)	1240-1 687 (700-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

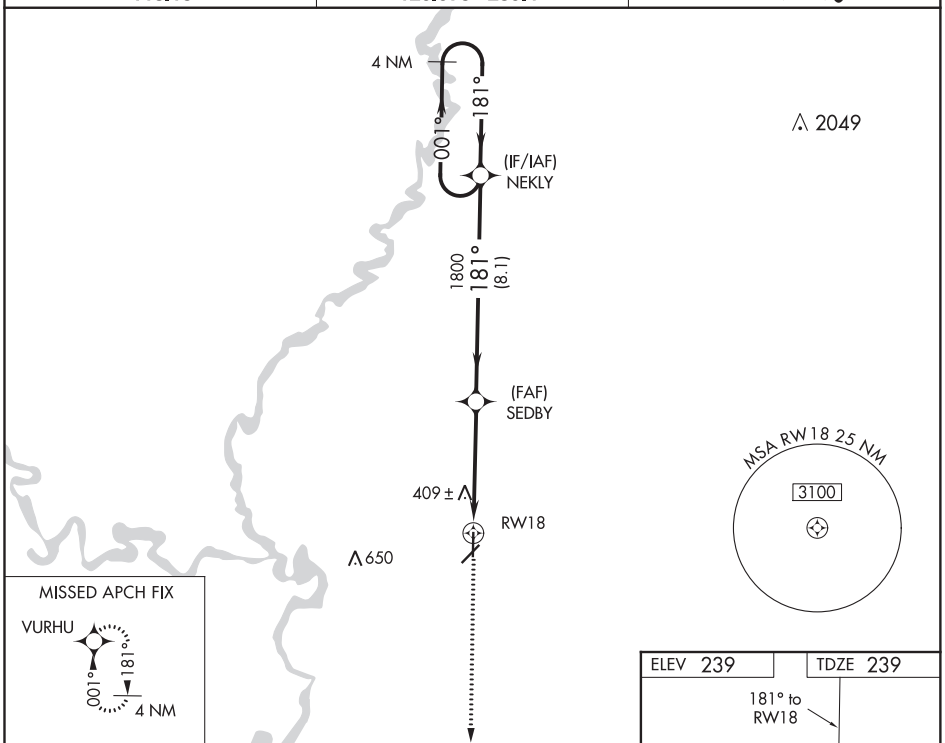
WAAS CH 66008 W18A	APP CRS 181°	Rwy ldg 5002 TDZE 239 Apt Elev 239

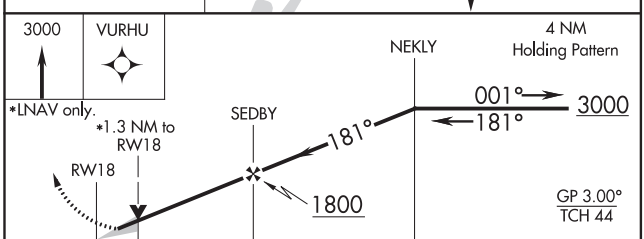
RNAV (GPS) RWY 18
NEWPORT RGNL (M19)

When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

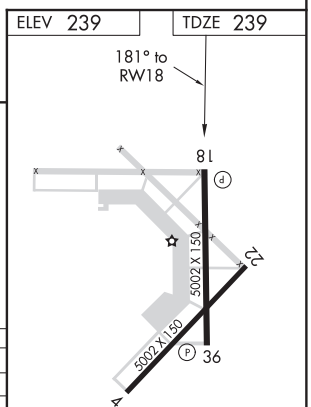
MISSED APPROACH: Climb to 3000 direct VURHU and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	759-1¾ 520 (600-1¾)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)



REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

NEWPORT, ARKANSAS AL-5843 (FAA) 18144

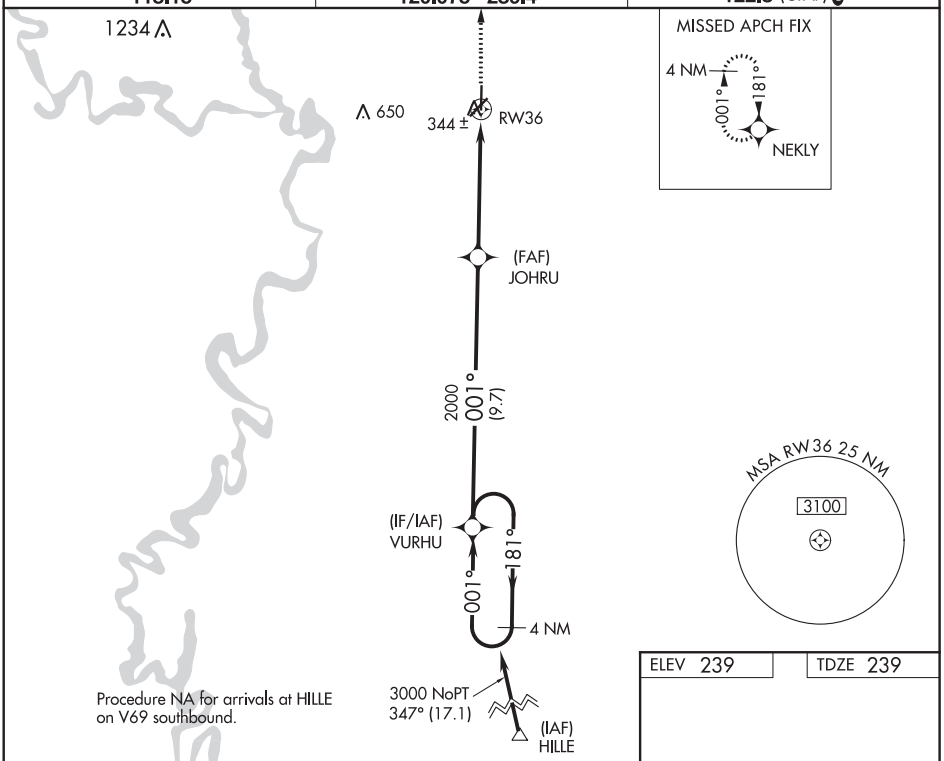
RNAV (GPS) RWY 36
NEWPORT RGNL (M19)

WAAS CH 70708 W36A	APP CRS 001°	Rwy ldg 5002 TDZE 239 Apt Elev 239

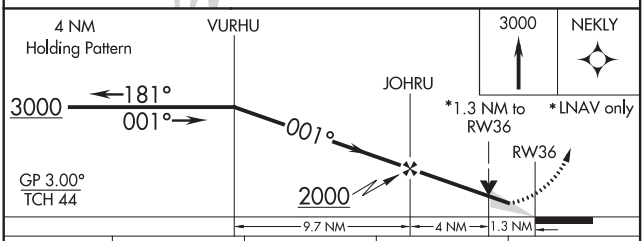
Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L



Procedure NA for arrivals at HILLE on V69 southbound.



CATEGORY	A	B	C	D
LPV DA	489-¾ 250 (300-¾)			
LNAV/VNAV DA	614-1¼ 375 (400-1¼)			
LNAV MDA	700-1 461 (500-1)		700-1¼ 461 (500-1¼)	700-1½ 461 (500-1½)
CIRCLING	760-1 521 (600-1)		760-1½ 521 (600-1½)	800-2 561 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

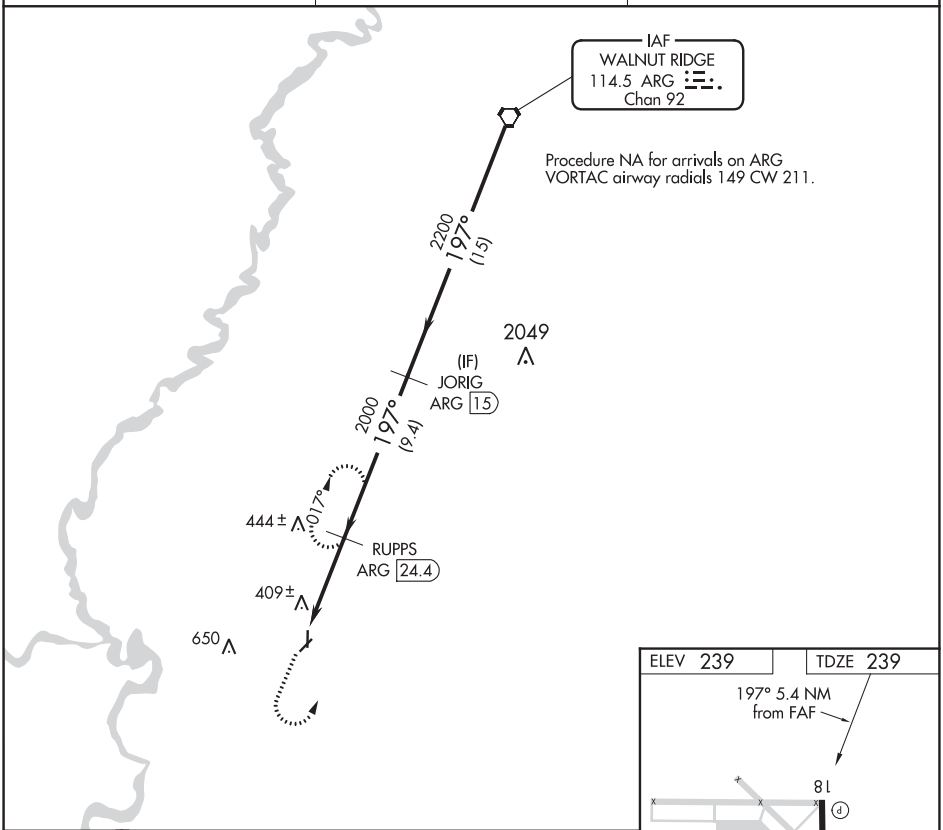
VOR RWY 18
NEWPORT RGNL (M19)

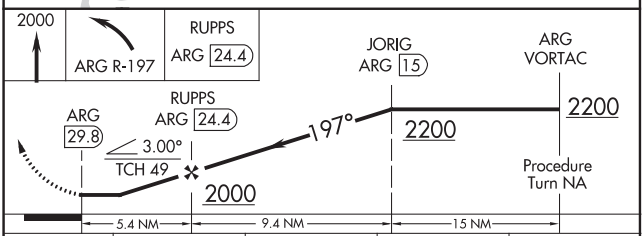
VORTAC ARG	APP CRS	Rwy ldg	5002
114.5	197°	TDZE	239
Chan 92		Apt Elev	239

When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet. DME required.

MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.15	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-18	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	
CIRCLING	1300-1¼ 1061 (1100-1¼)	1300-1½ 1061 (1100-1½)	1300-3 1061 (1100-3)	

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

NORMAN, OKLAHOMA

AL-5672 (FAA)

20030

ILS or LOC RWY 18

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

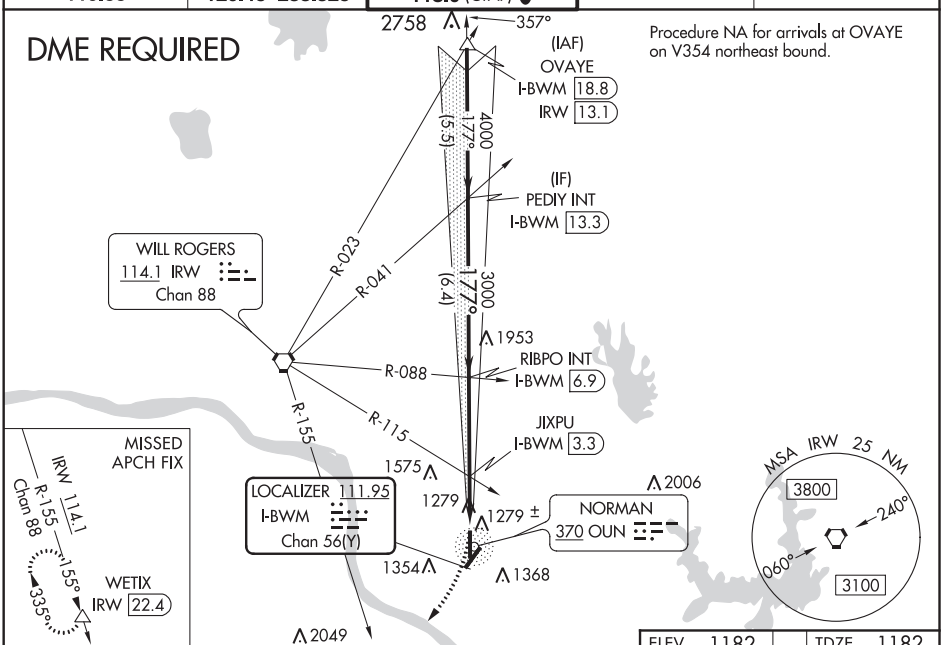
LOC/DME I-BWM	APP CRS	Rwy ldg	5199
111.95	177°	TDZE	1182
Chan 56 (Y)		Apt Elev	1182

Circling NA southeast of Rwy 3-21. DME Required. VDP NA with Will Rogers altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 41 feet; increase all MDA 60 feet. Increase visibility S-LOC 18 and JIXPU Fix Minimums Cats C/D ⅛ mile, increase Circling Cats C/D ¼ mile.

MALSR

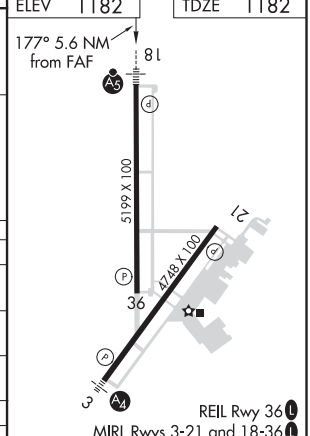
MISSED APPROACH: Climbing right turn to 3100 on heading 185° and IRW VORTAC R-155 to WETIX/IRW VORTAC 22.4 DME and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 18	1382-½	200 (200-½)		
S-LOC 18	1800-½	618 (700-½)	1800-1⅜	618 (700-1⅜)
C CIRCLING	1800-1	618 (700-1)	1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)
JIXPU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	1540-½	358 (400-½)	1540-⅝	358 (400-⅝)
C CIRCLING	1660-1	478 (500-1)	1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

ELEV 1182 TDZE 1182



FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 77531 W03A	APP CRS 033°	Rwy ldg 4748 TDZE 1177 Apt Elev 1182

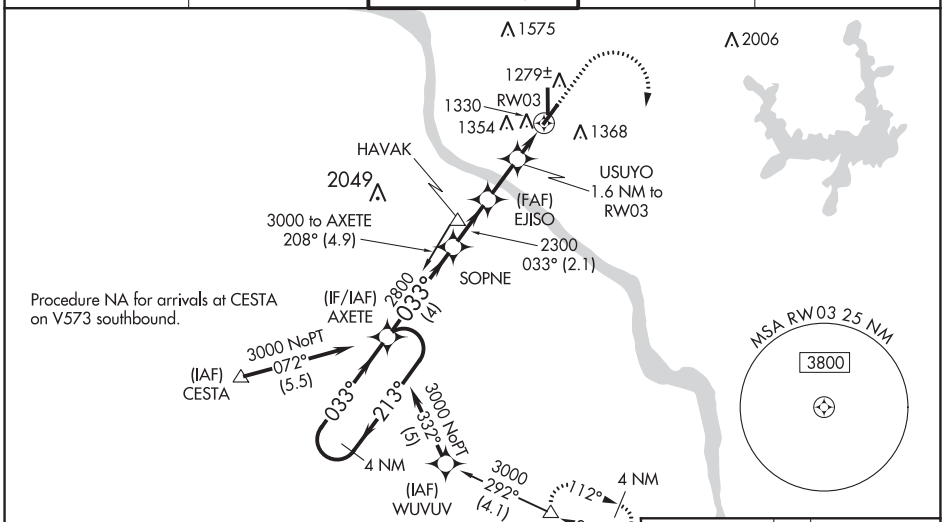
RNAV (GPS) RWY 3
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1501 feet, LNAV/VNAV DA to 1544 feet; increase all MDA 60 feet, increase LPV visibility to ⅞ mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to 1⅛ mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1⅛ mile, LNAV Cat C/D visibility to 1⅛ mile. For inop MALS when using Will Rogers World altimeter setting, increase LPV all Cats visibility to 1⅛ mile, LNAV/VNAV Cat D visibility to 1¼ mile, LNAV Cat D visibility to 1⅜ mile. Circling NA southeast of Rwys 3 and 21.

MALS A4

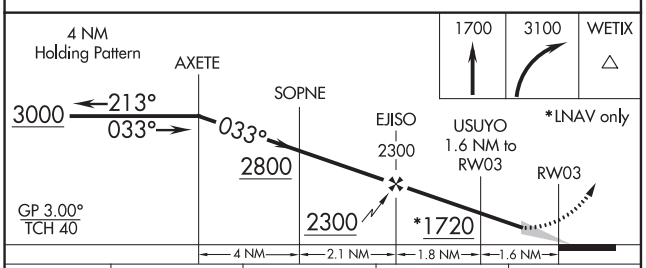
MISSED APPROACH: Climb to1700 then climbing right turn to 3100 direct WETIX and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER*	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95

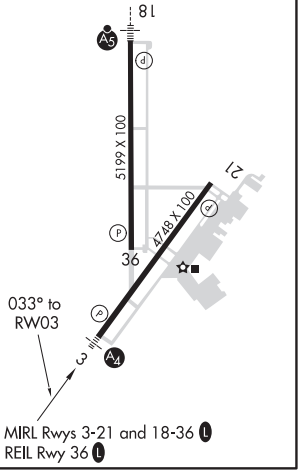


SC-1, 25 FEB 2021 to 22 APR 2021

ELEV 1182 TDZE 1177



CATEGORY	A	B	C	D
LPV DA	1460-¾ 283 (300-¾)			
LNAV/VNAV DA	1503-⅞ 326 (400-⅞)			
LNAV MDA	1580-¾ 403 (400-¾)		1580-1 403 (400-1)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)



NORMAN, OKLAHOMA

AL-5672 (FAA)

20086

RNAV (GPS) RWY 18
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

WAAS CH 58302 W18A	APP CRS 177°	Rwy ldg 5199 TDZE 1182 Apt Elev 1182

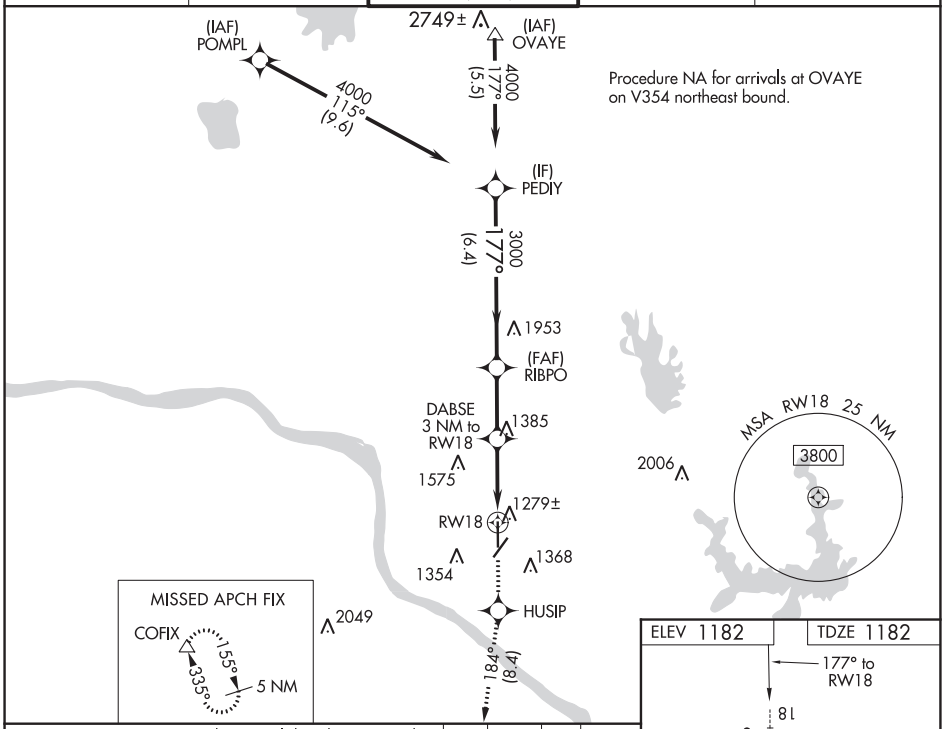
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM. Circling NA southeast of Rwy 3-21.

MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and track 184° to COFIX and hold.

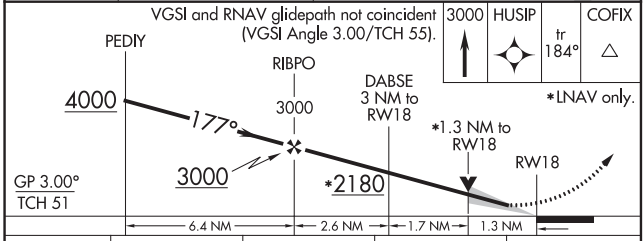
AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



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

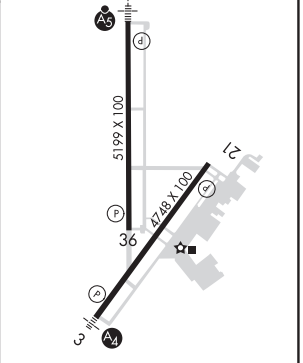
3000	HUSIP	tr 184°	COFIX

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1382-½ 200 (200-½)			
LNAV/VNAV DA	1490-½ 308 (400-½)			
LNAV MDA	1640-½ 458 (500-½)		1640-⅞ 458 (500-⅞)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

ELEV 1182 | TDZE 1182



MIRL Rwys 3-21 and 18-36 L
REIL Rwy 36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

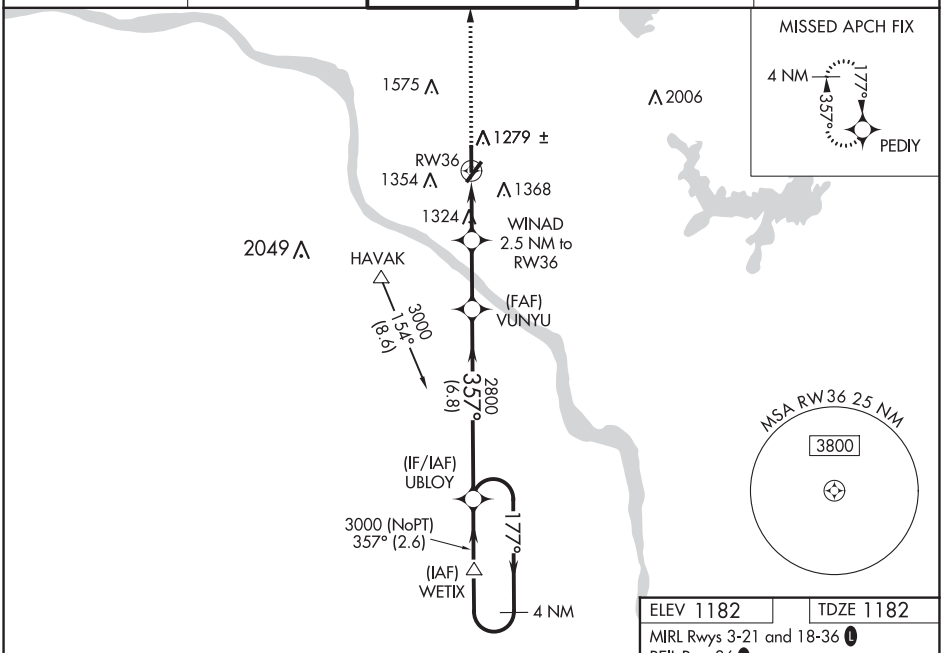
WAAS CH 82729 W36A	APP CRS 357°	Rwy ldg 5199 TDZE 1182 Apt Elev 1182

RNAV (GPS) RWY 36
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1473 feet, LNAV/VNAV DA to 1541 feet; increase all MDA 60 feet, increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1¼ mile, and increase Circling Cat C/D visibility ¼ mile. Circling NA southeast of Rwy 3 and 21.

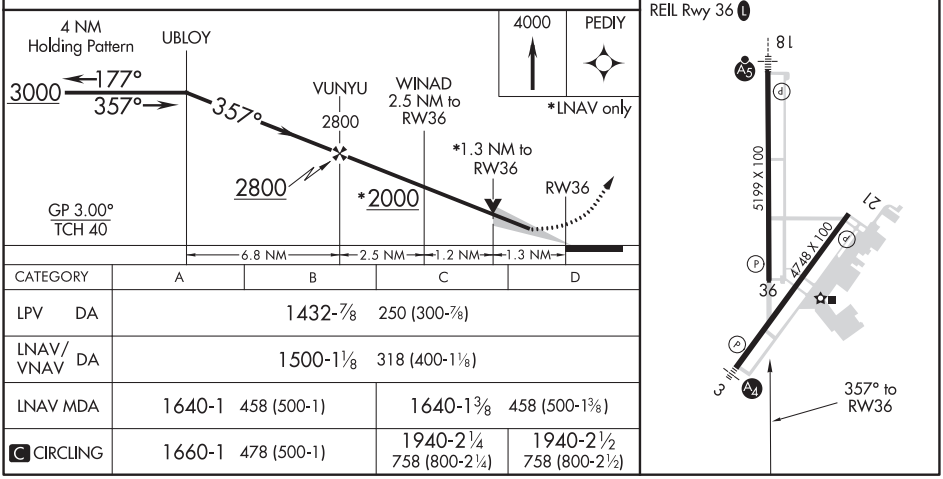
MISSED APPROACH: Climb to 4000 direct PEDIY and hold.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER *	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95



ELEV 1182	TDZE 1182

MIRL Rwys 3-21 and 18-36 L
REIL Rwy 36 L



CATEGORY	A	B	C	D
LPV DA	1432-⅞ 250 (300-⅞)			
LNAV/VNAV DA	1500-1⅛ 318 (400-1⅛)			
LNAV MDA	1640-1 458 (500-1)		1640-1⅜ 458 (500-1⅜)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

NORMAN, OKLAHOMA | AL-5672 (FAA) | 20310

LOC RWY 3

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

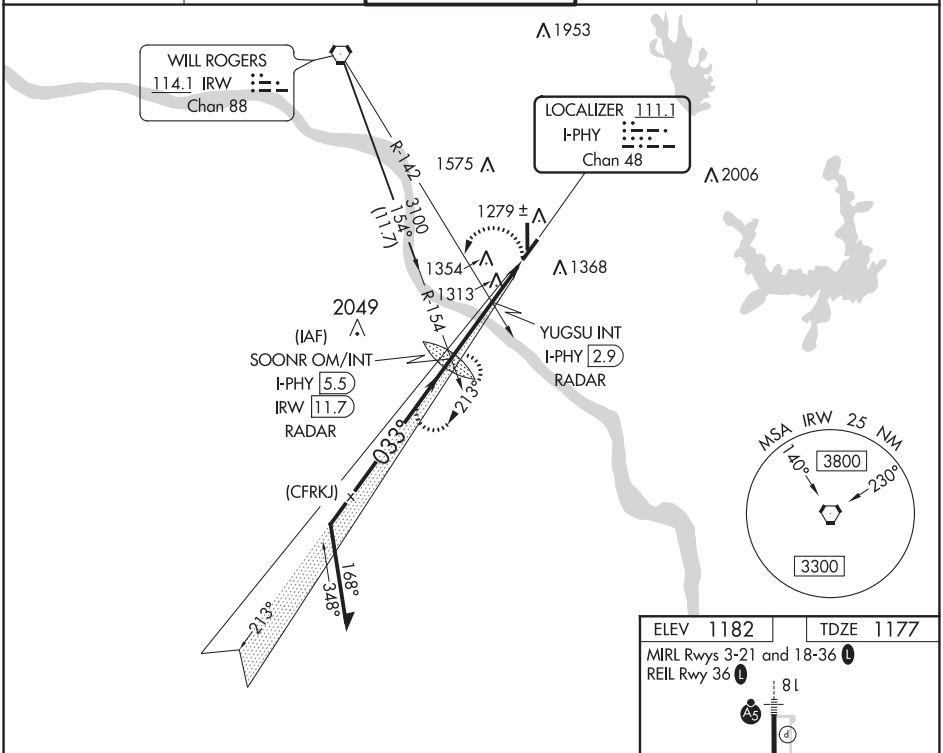
LOC/DME I-PHY	APP CRS	Rwy ldg	4748
111.1	033°	TDZE	1177
Chan 48		Apt Elev	1182

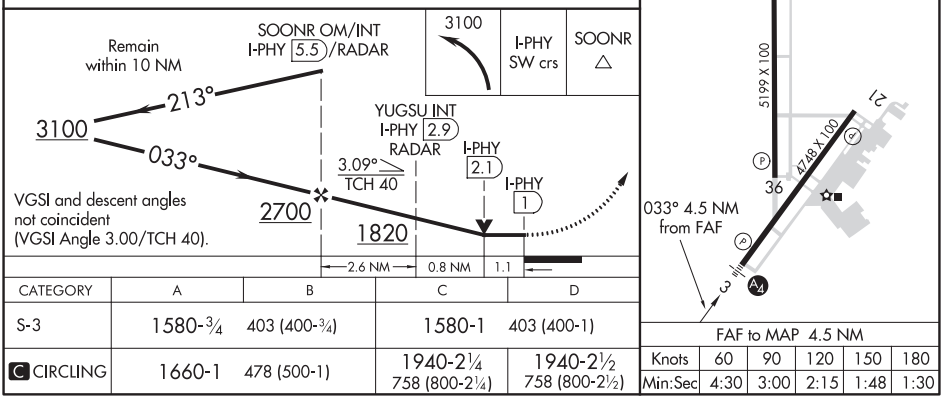
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility ¼ mile, Circling Cat C/D ¼ mile. For inop MALS increase S-3 Cat C/D visibility to 1⅜ mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1⅜ mile. Circling NA southeast of Rwy 3 and 21.

MALS

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

AWOS-3	OKE CITY APP CON	WESTHEIMER TOWER★	GND CON	UNICOM
119.55	120.45 288.325	118.0 (CTAF) L	121.6	122.95





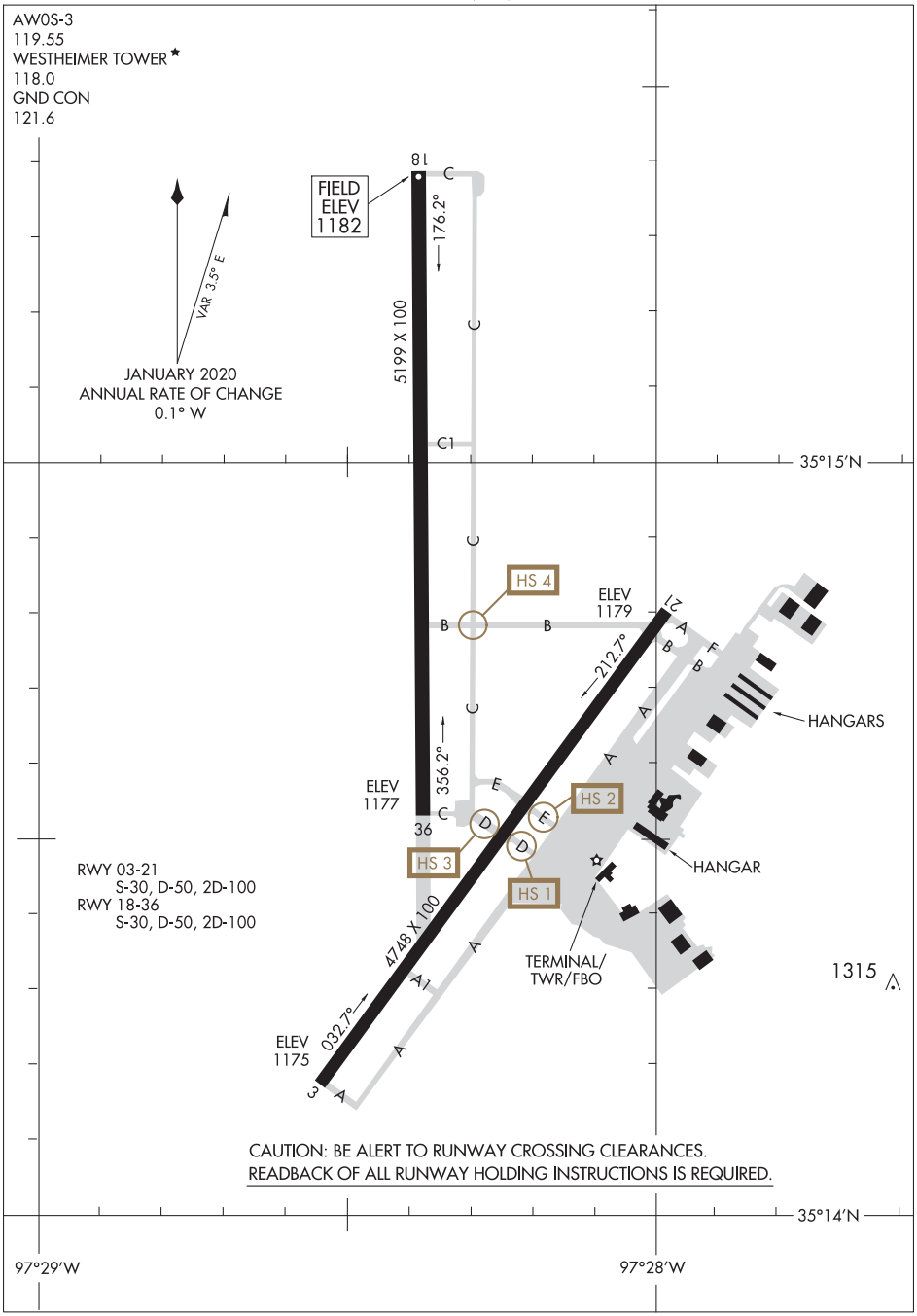
CATEGORY	A	B	C	D
S-3	1580-¾ 403 (400-¾)		1580-1 403 (400-1)	
C CIRCLING	1660-1 478 (500-1)		1940-2¼ 758 (800-2¼)	1940-2½ 758 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021



SC-1, 25 FEB 2021 to 22 APR 2021

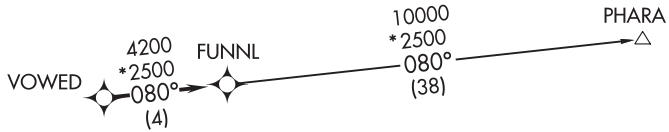
SC-1, 25 FEB 2021 to 22 APR 2021

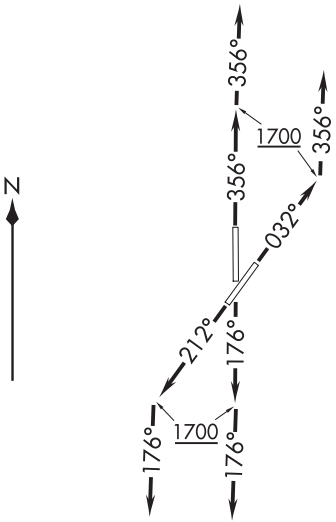
TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.

TOP ALTITUDE: Assigned by ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

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





DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .

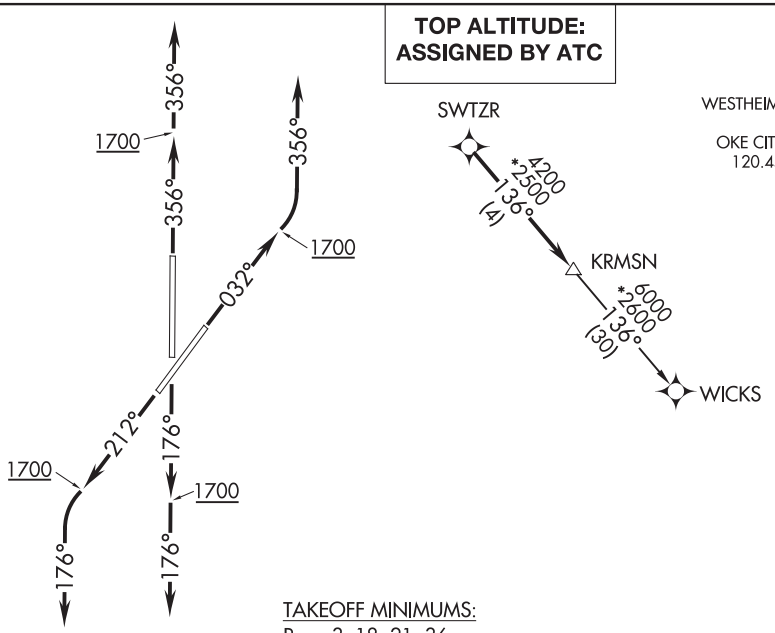
. . . . on track 080° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA)

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325



TAKEOFF MINIMUMS:
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .

. . . . on track 136° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN3.WICKS)

(MUDDE3.MUDDE) 17341

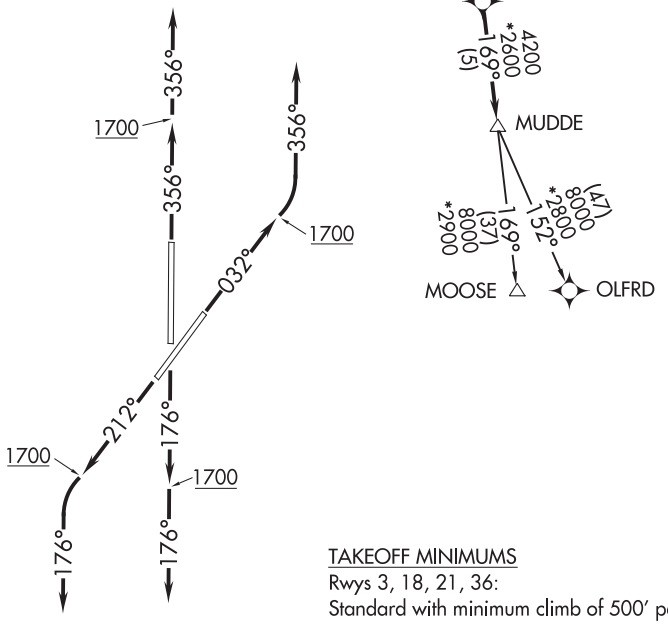
MUDDE THREE DEPARTURE (RNAV)

AL-5672 (FAA)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER★
118.0
OKE CITY DEP CON
120.45 288.325



TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

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

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):
OLFRD TRANSITION (MUDDE3.OLFRD):

OLGUY THREE DEPARTURE (RNAV)

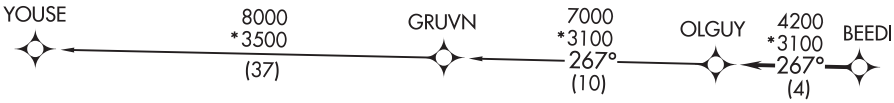
(OLGUY3.OLGUY) 07DEC17

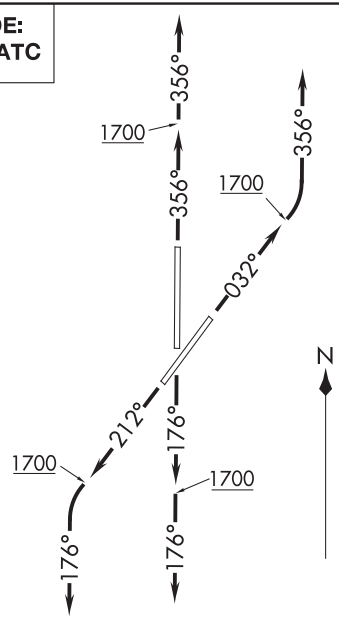
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.

TOP ALTITUDE: ASSIGNED BY ATC





DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN)
YOUSE TRANSITION (OLGUY3.YOUSE)

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

NOTE: Chart not to scale.

(OLGUY3.OLGUY) 17341
OLGUY THREE DEPARTURE (RNAV)
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA
AL-5672 (FAA)

(RDHWK3.RDHWK) 17341

RDHWK THREE DEPARTURE (RNAV)

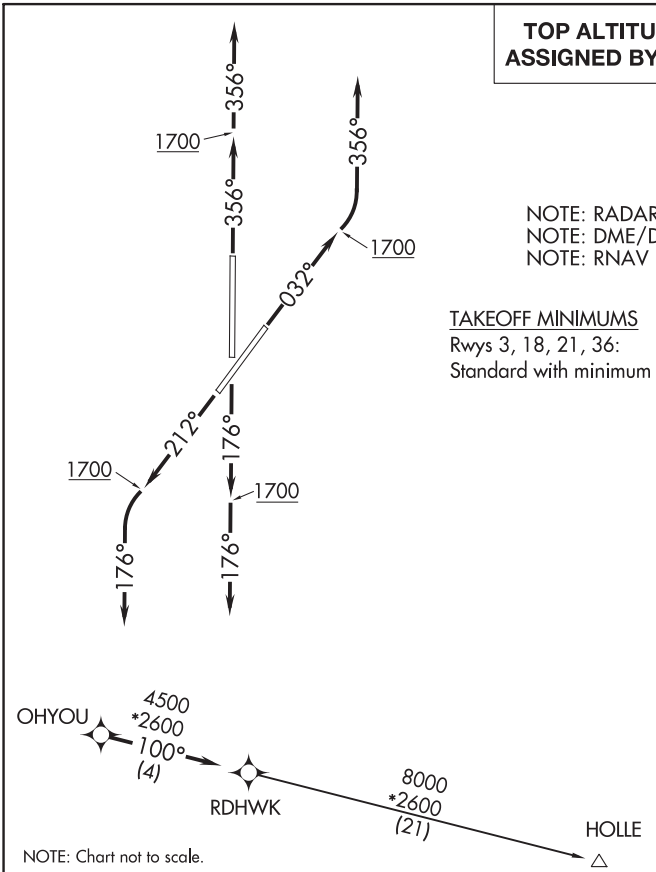
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
NORMAN, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER ★
118.0
OKE CITY DEP CON
120.45 288.325

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

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500′ per NM to 1700.



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

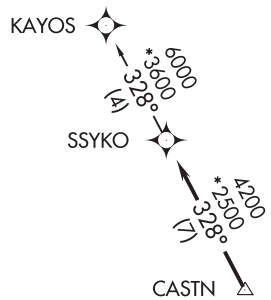
. . . . on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE)

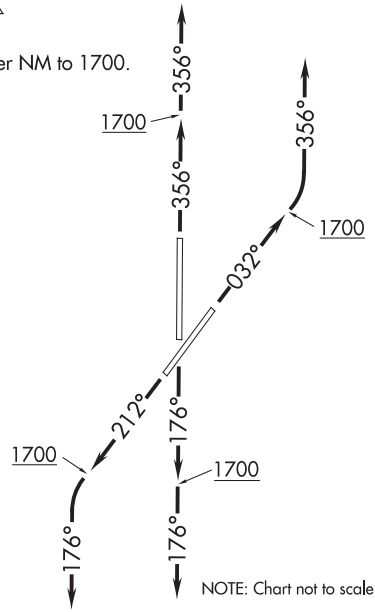
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

(STPHN3.STPHN) 17341

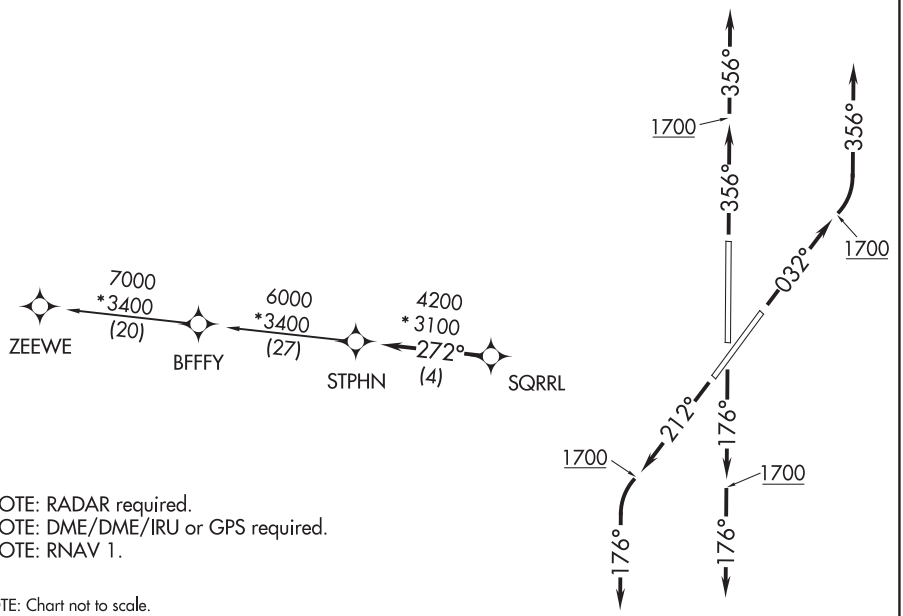
STPHN THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

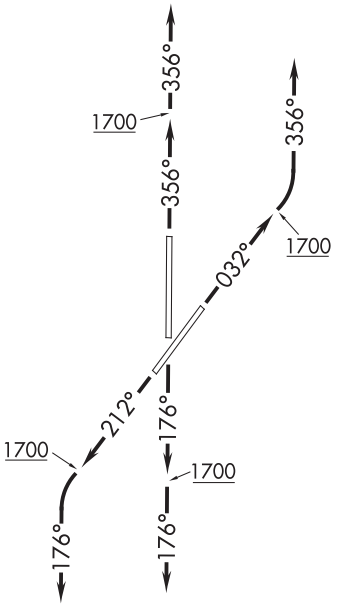
. . . . on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY)
ZEEWE TRANSITION (STPHN3.ZEEWE)

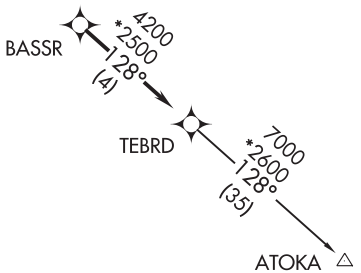
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: ASSIGNED BY ATC

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325



TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.



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

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

(THRPE3.THRPE) 17341

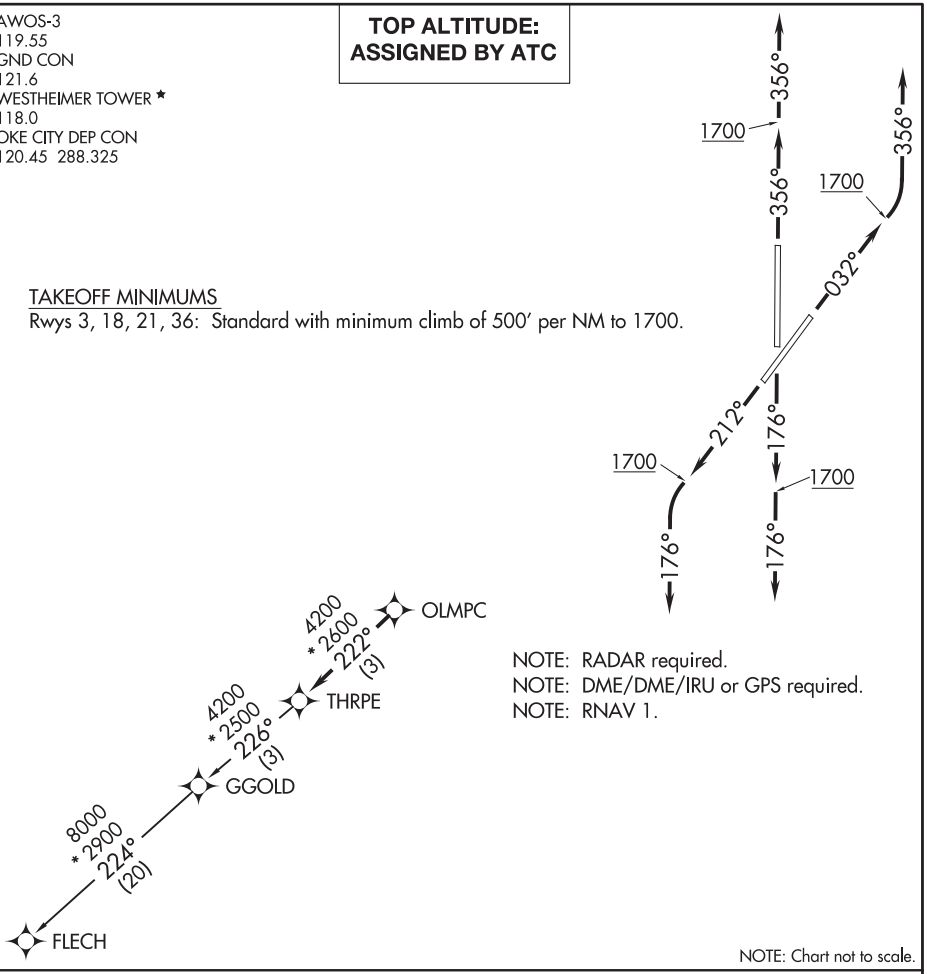
THRPE THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

AWOS-3
119.55
GND CON
121.6
WESTHEIMER TOWER *
118.0
OKE CITY DEP CON
120.45 288.325

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500′ per NM to 1700.



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

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

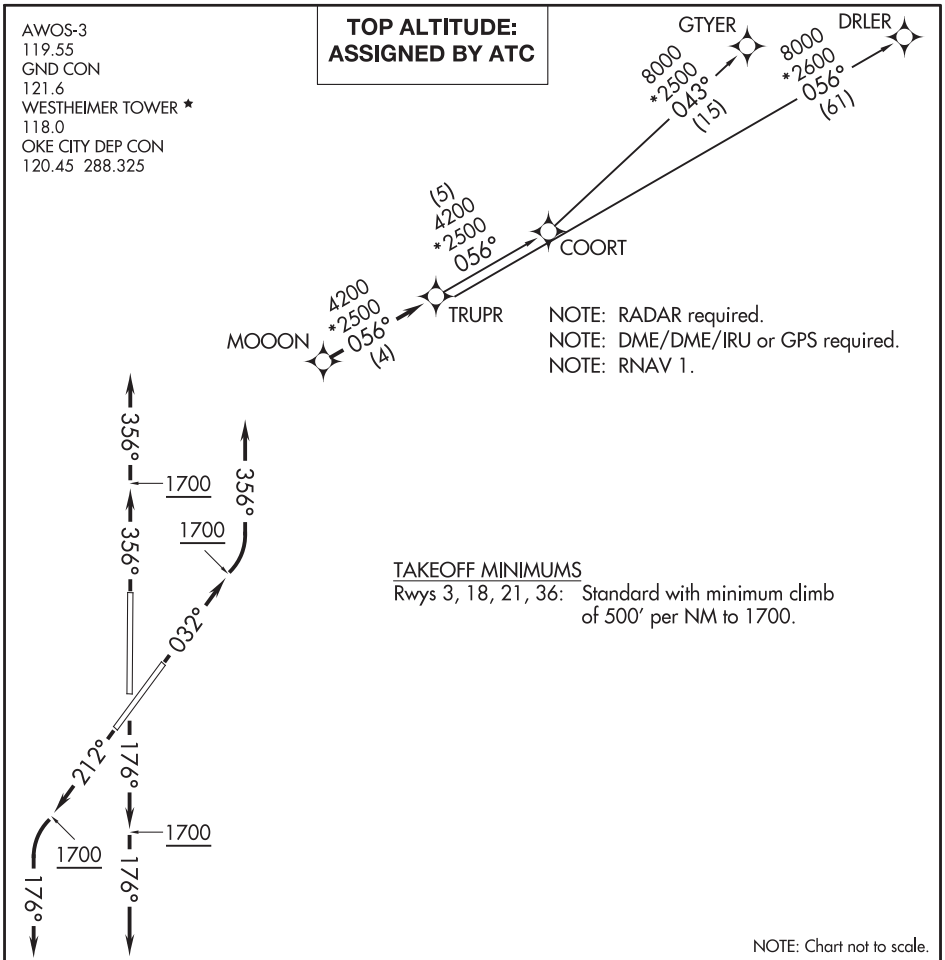
TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

DRLER TRANSITION (TRUPR3.DRLER)

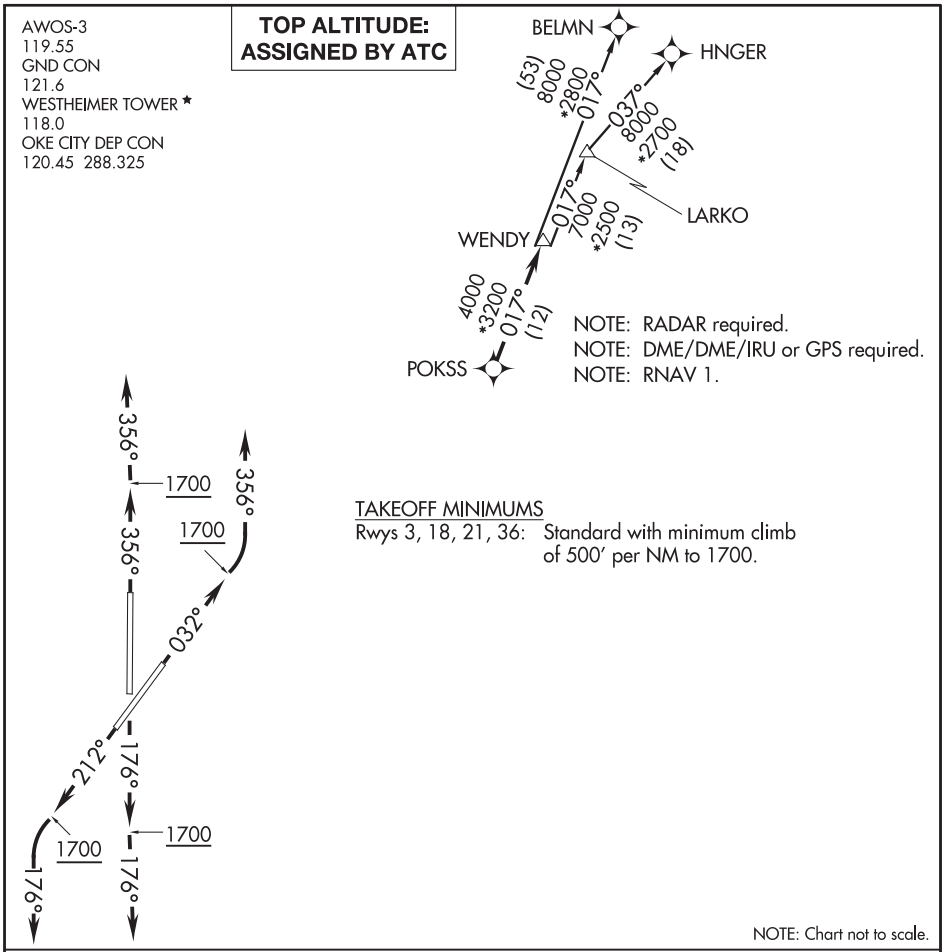
GTYER TRANSITION (TRUPR3.GTYER)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

(WENDY3.WENDY) 17341

WENDY THREE DEPARTURE (RNAV)

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

. . . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)

HNGER TRANSITION (WENDY3.HNGER)

LARKO TRANSITION (WENDY3.LARKO)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 58106 W05A	APP CRS 053°	Rwy ldg 5002 TDZE 541 Apt Elev 545

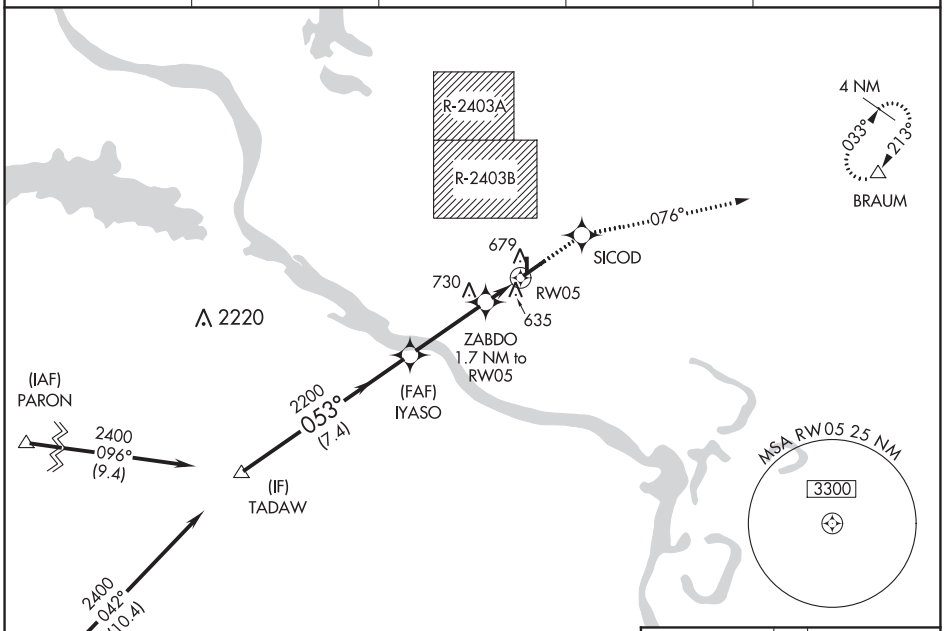
RNAV (GPS) RWY 5
NORTH LITTLE ROCK MUNI (ORK)

NA

DME/DME RNP-0.3 NA. Use Little Rock/Bill and Hillary Clinton National/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. Baro-VNAV NA. Visibility reduction by helicopters NA.

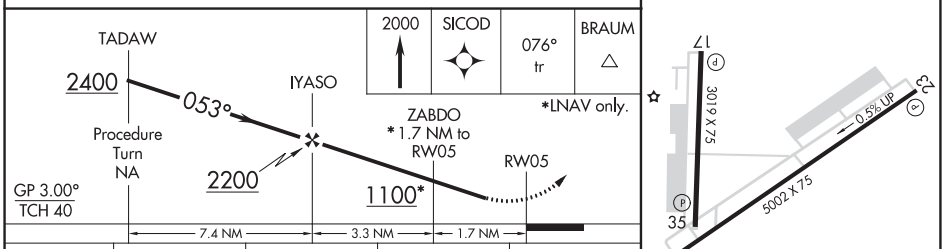
MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

AWOS-3PT	LIT ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
123.775	125.65	119.5 306.2	121.6	123.075 (CTAF) L

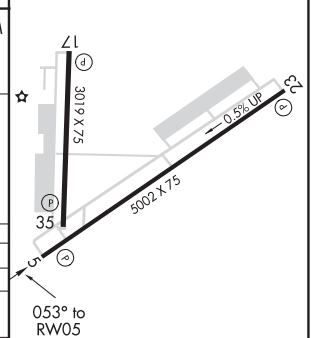


Procedure NA for arrivals at BEGAN via V124-573 westbound.
Procedure NA for arrivals at PARON via V532 westbound.

ELEV 545	TDZE 541



CATEGORY	A	B	C	D
LPV DA	854-1 313 (400-1)			NA
LNAV/VNAV DA	986-1½ 445 (500-1½)			NA
LNAV MDA	1000-1 459 (500-1)		1000-1¼ 459 (500-1¼)	NA
CIRCLING	1060-1 515 (600-1)		1060-1½ 515 (600-1½)	NA



REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

NORTH LITTLE ROCK, ARKANSAS

AL-5897 (FAA)

20254

RNAV (GPS) RWY 35

NORTH LITTLE ROCK MUNI (ORK)

APP CRS	Rwy ldg	3019
358°	TDZE	545
	Apt Elev	545

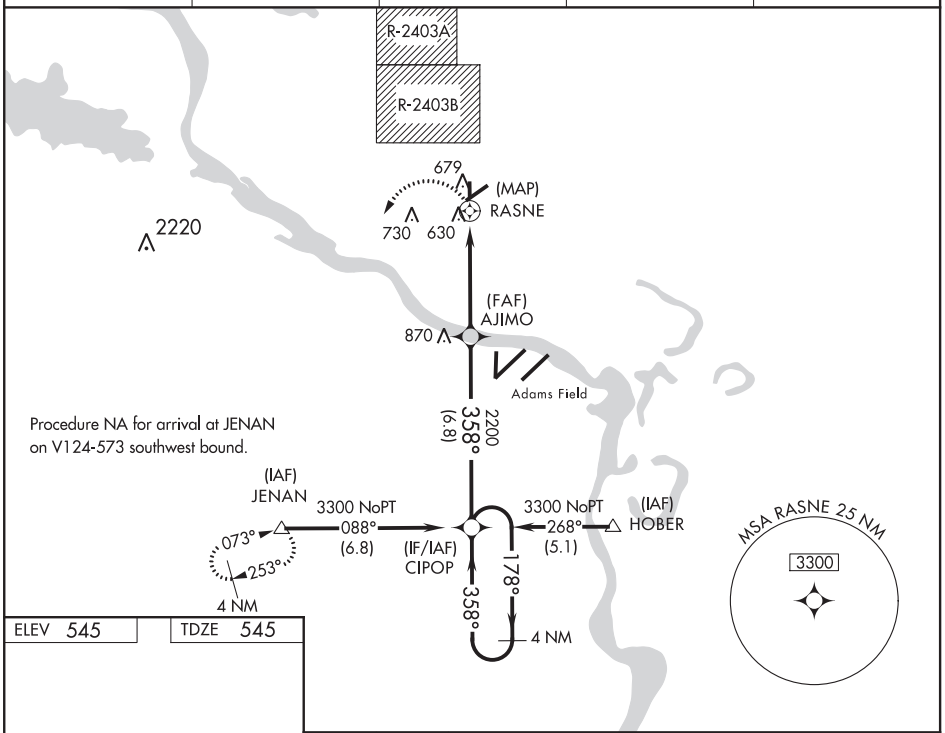
RNP APCH.

T NA

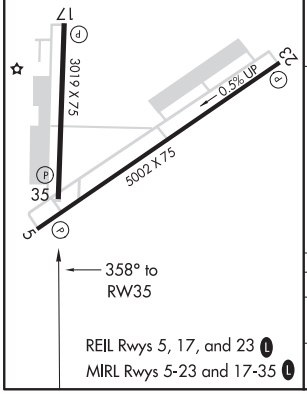
Procedure NA when restricted area R-2403B is in use. Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Searcy altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3300 direct JENAN WP and hold.

AWOS-3PT	LIT ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
123.775	125.65	119.5 306.2	121.6	123.075 (CTAF) L



ELEV 545 | TDZE 545

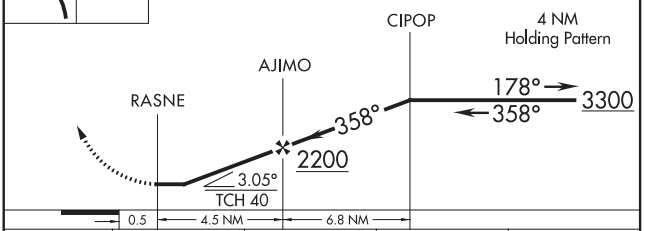


REIL Rwys 5, 17, and 23 L

MIRL Rwys 5-23 and 17-35 L

3300 | JENAN

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 44).



CATEGORY	A	B	C	D
LNAV MDA	960-1 415 (500-1)		960-1¼ 415 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1060-1½ 515 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME RWY 5
NORTH LITTLE ROCK MUNI (ORK)

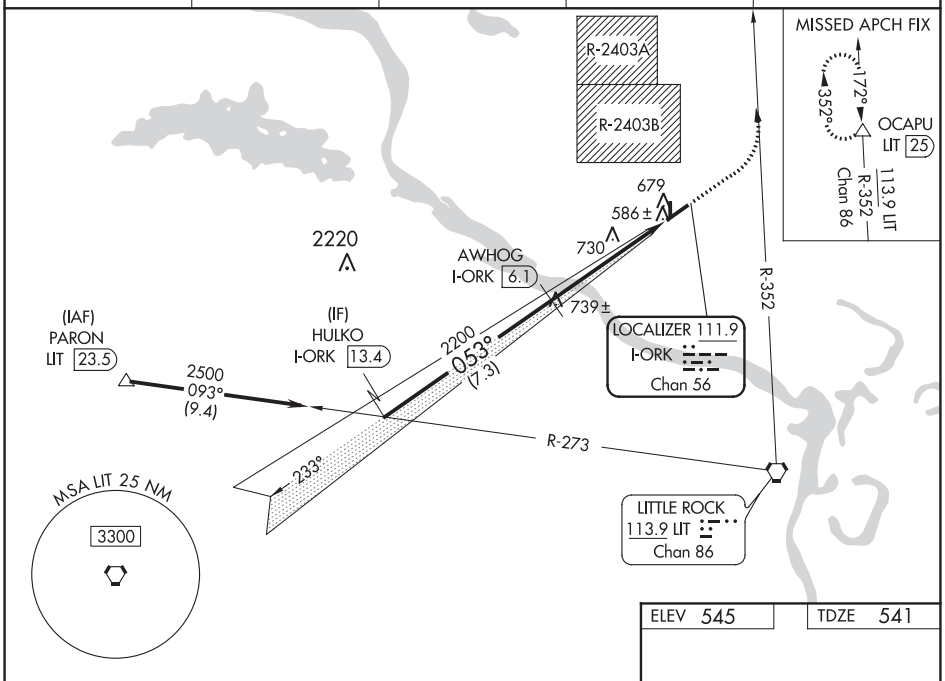
LOC/DME I-ORK	APP CRS	Rwy ldg	5002
111.9	053°	TDZE	541
Chan 56		Apt Elev	545

DME and RADAR required.

Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, use Searcy altimeter setting and increase all MDAs 60 feet and visibility S-LOC 5 Cat C ⅛ SM. Circling NA for Cat C north of Rwy 5-23 when R-2403B active.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

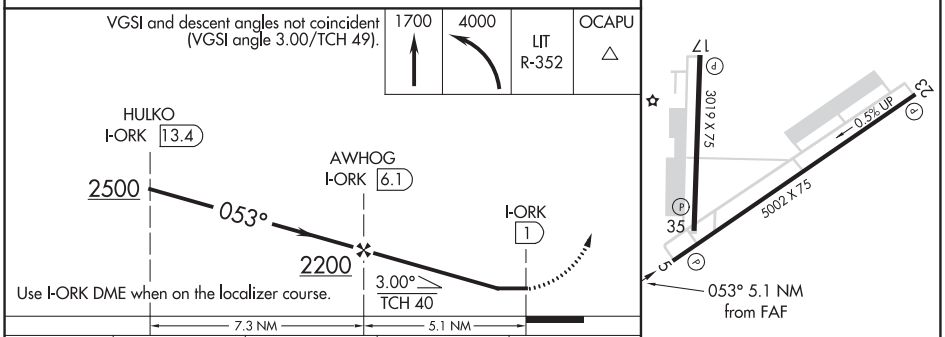
AWOS-3PT	LIT ASOS	LITTLE ROCK APP CON	CLNC DEL	UNICOM
123.775	125.65	119.5 306.2	121.6	123.075 (CTAF) L



ELEV 545 TDZE 541

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 49).

1700	4000	LIT R-352	OCAPU
↑	↶		△



Use I-ORK DME when on the localizer course.

CATEGORY	A	B	C	D
S-LOC 5	980-1 439 (500-1)		980-1¼ 439 (500-1¼)	NA
CIRCLING	1040-1 495 (500-1)		1060-1½ 515 (600-1½)	NA

REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA | AL-298 (FAA) | 21056

RNAV (GPS) RWY 17R

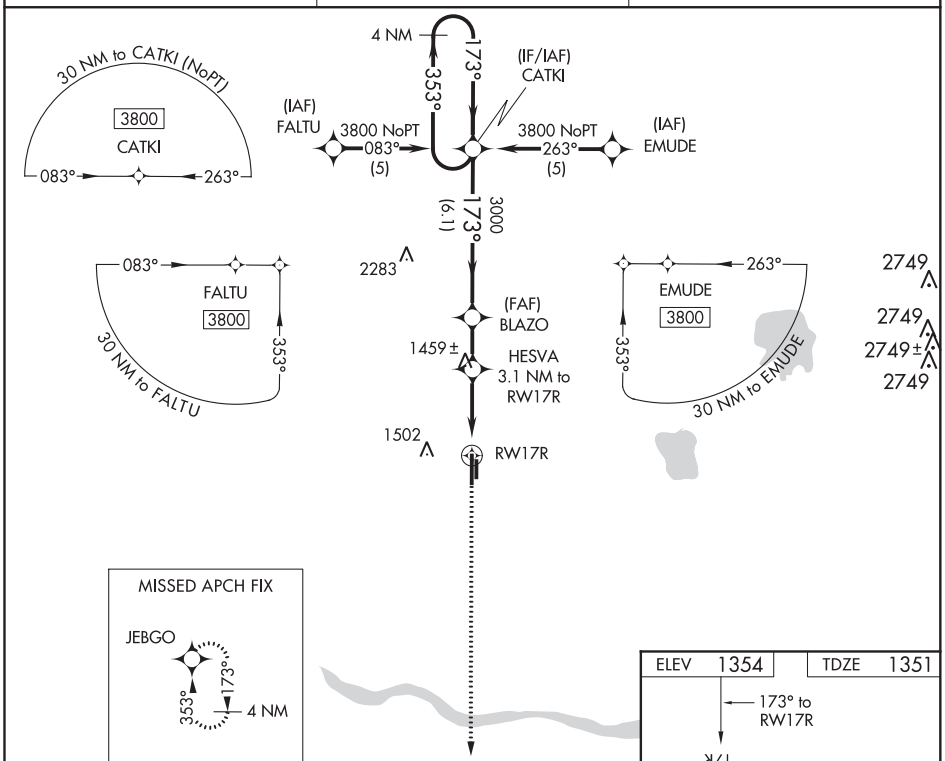
CLARENCE E PAGE MUNI (RCE)

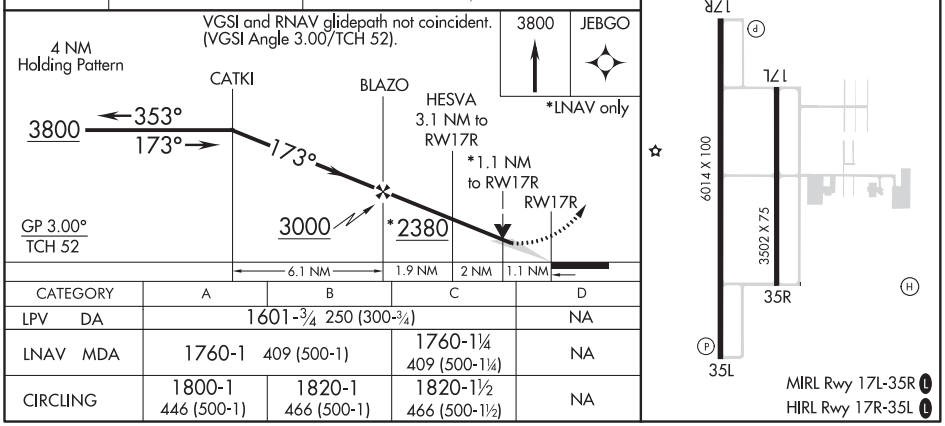
WAAS CH 42701 W17A	APP CRS 173°	Rwy ldg 6014 TDZE 1351 Apt Elev 1354

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1601-¾ 250 (300-¾)			NA
LNAV MDA	1760-1 409 (500-1)		1760-1¼ 409 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA

OKLAHOMA CITY, OKLAHOMA
Amdt 2A 13DEC12

35°29′N-97°49′W

CLARENCE E PAGE MUNI (RCE)

RNAV (GPS) RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35L

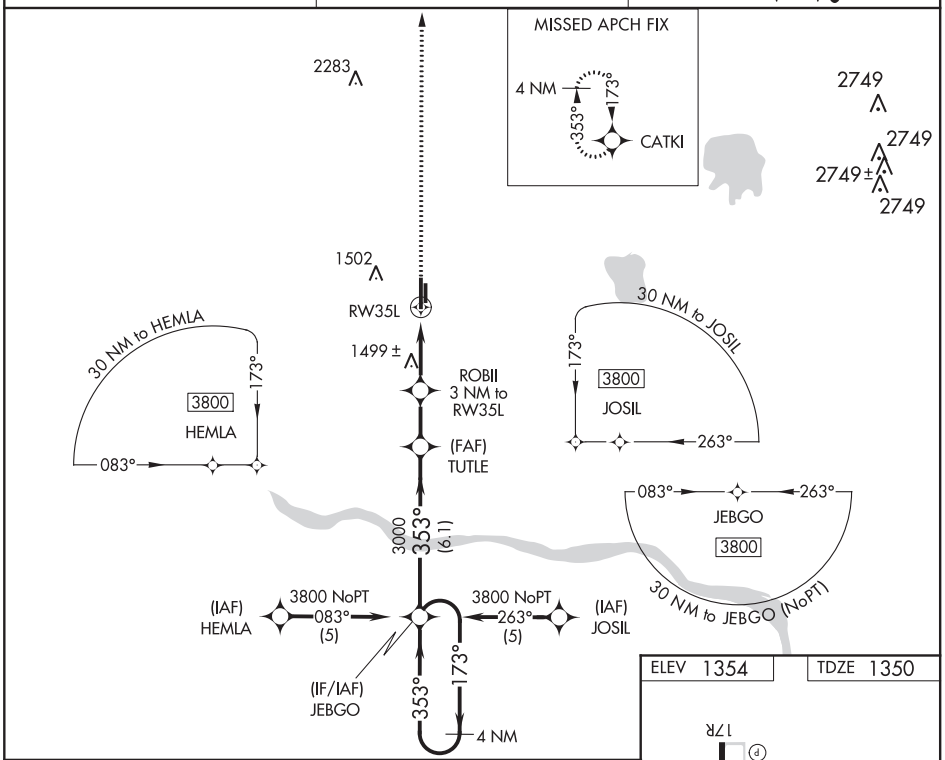
CLARENCE E PAGE MUNI (RCE)

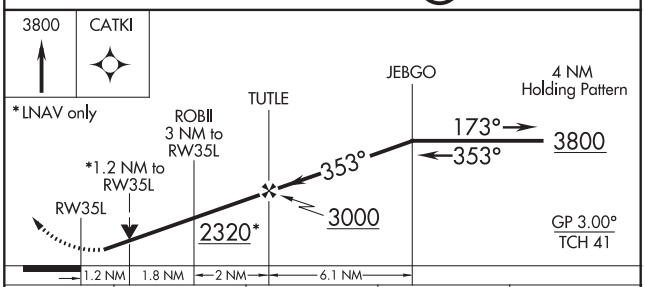
WAAS CH 86901 W35A	APP CRS 353°	Rwy ldg 6014 TDZE 1350 Apt Elev 1354

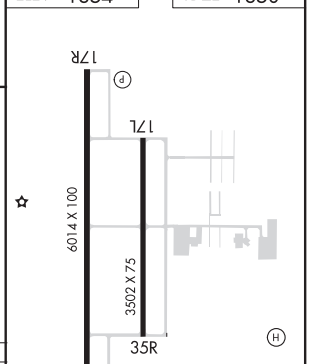
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct CATKI and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1651-1 301 (300-1)			NA
LNAV MDA	1760-1 410 (500-1)		1760-1¼ 410 (500-1¼)	NA
CIRCLING	1800-1 446 (500-1)	1820-1 466 (500-1)	1820-1½ 466 (500-1½)	NA

OKLAHOMA CITY, OKLAHOMA | AL-298 (FAA) | 20198

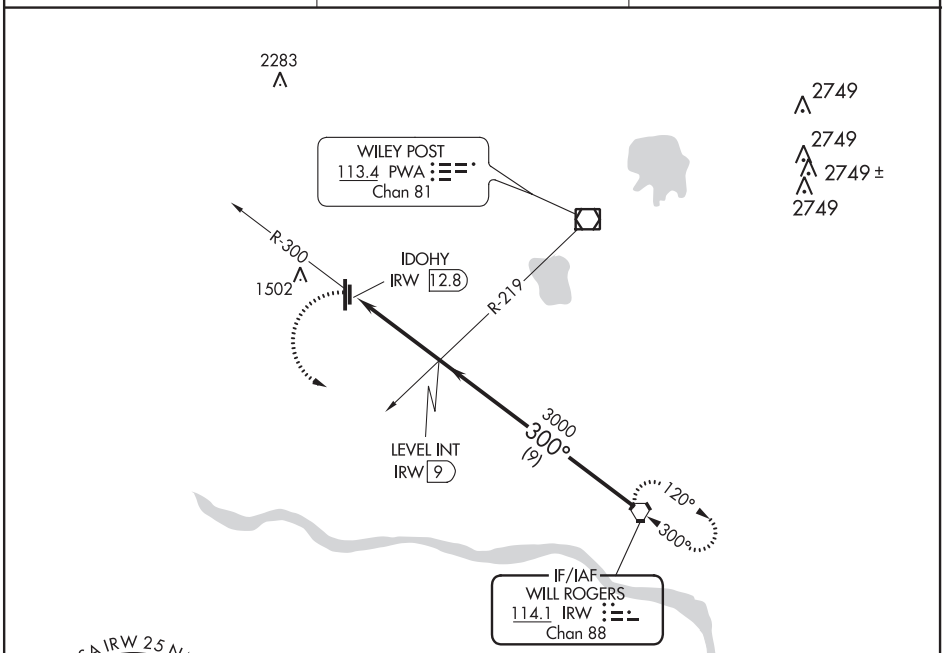
VOR-B
CLARENCE E PAGE MUNI (RCE)

VORTAC IRW	APP CRS	Rwy ldg	N/A
114.1	300°	TDZE	N/A
Chan 88		Apt Elev	1354

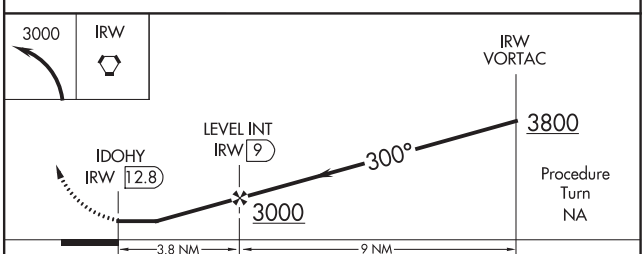
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

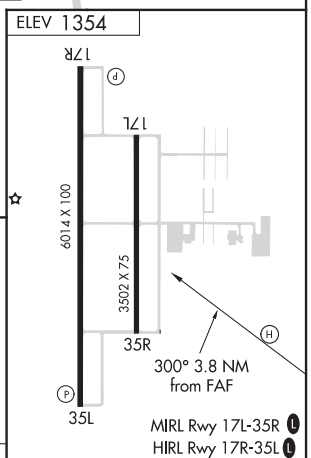
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

AWOS-3	OKE CITY APP CON	UNICOM
125.05	124.6 266.8	123.0 (CTAF) L



Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.





CATEGORY	A	B	C	D
CIRCLING	1860-1	506 (600-1)	1860-1½ 506 (600-1½)	NA

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

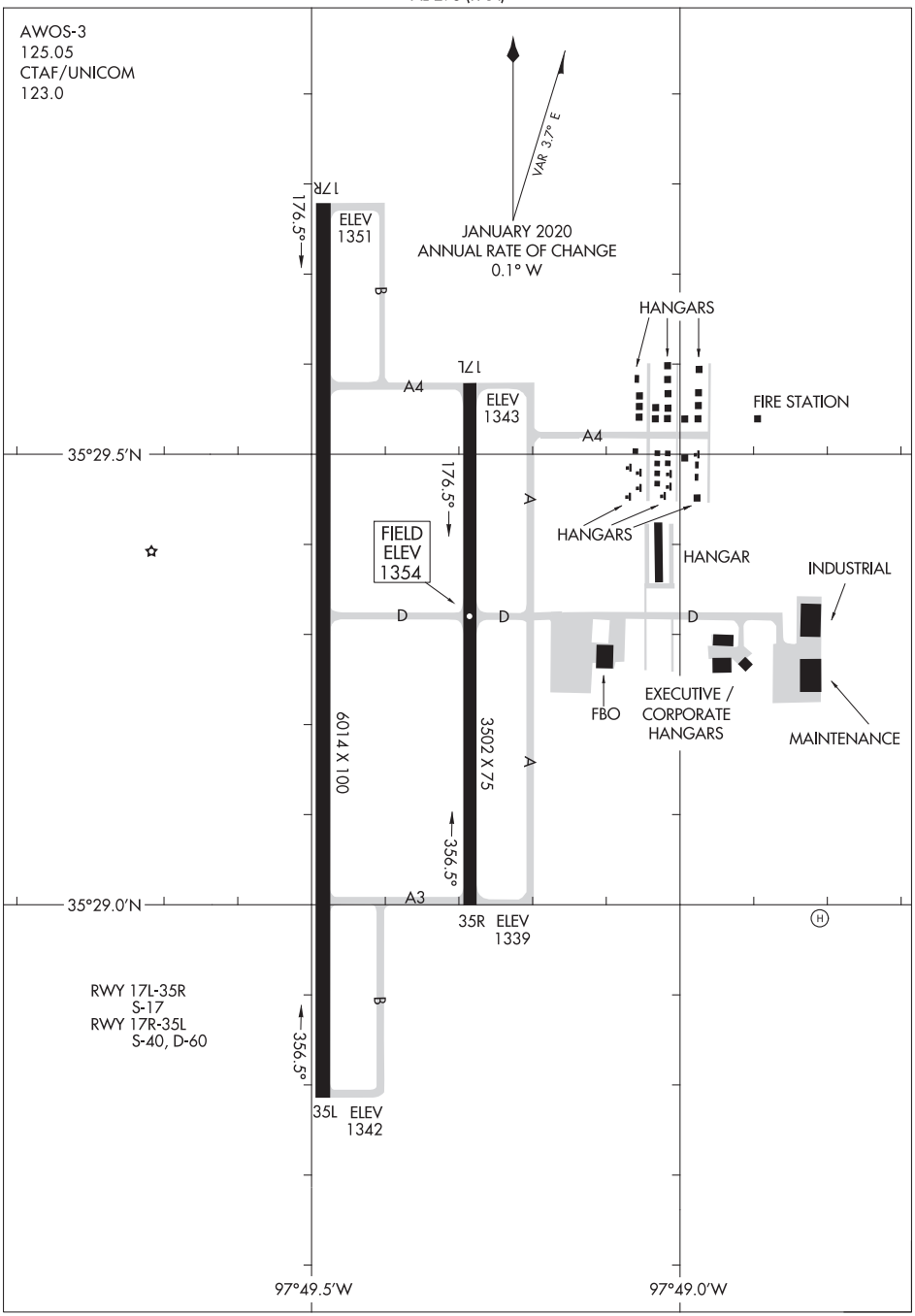
SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

CLARENCE E PAGE MUNI (RCE)
OKLAHOMA CITY, OKLAHOMA

AL-298 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
OKLAHOMA CITY, OKLAHOMA
CLARENCE E PAGE MUNI (RCE)

OKLAHOMA CITY, OKLAHOMA

AL-6749 (FAA)

19339

WAAS CH 81923 W18A	APP CRS 174°	Rwy ldg 5001 TDZE 1177 Apt Elev 1193

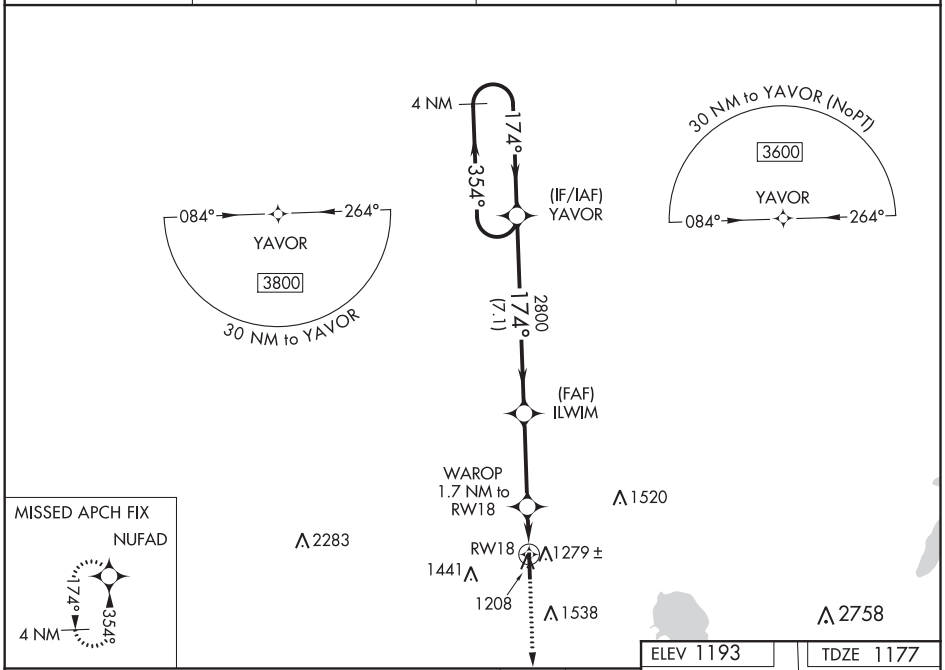
RNAV (GPS) RWY 18

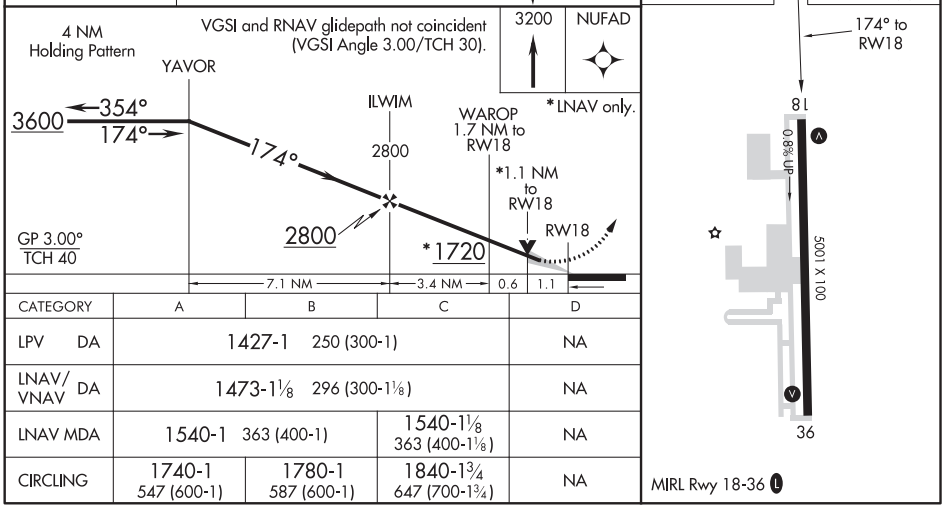
SUNDANCE (HSD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Wiley Post altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 3200 direct NUFAD and hold.

AWOS-3	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1427-1 250 (300-1)			NA
LNAV/VNAV DA	1473-1⅛ 296 (300-1⅛)			NA
LNAV MDA	1540-1 363 (400-1)		1540-1⅛ 363 (400-1⅛)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

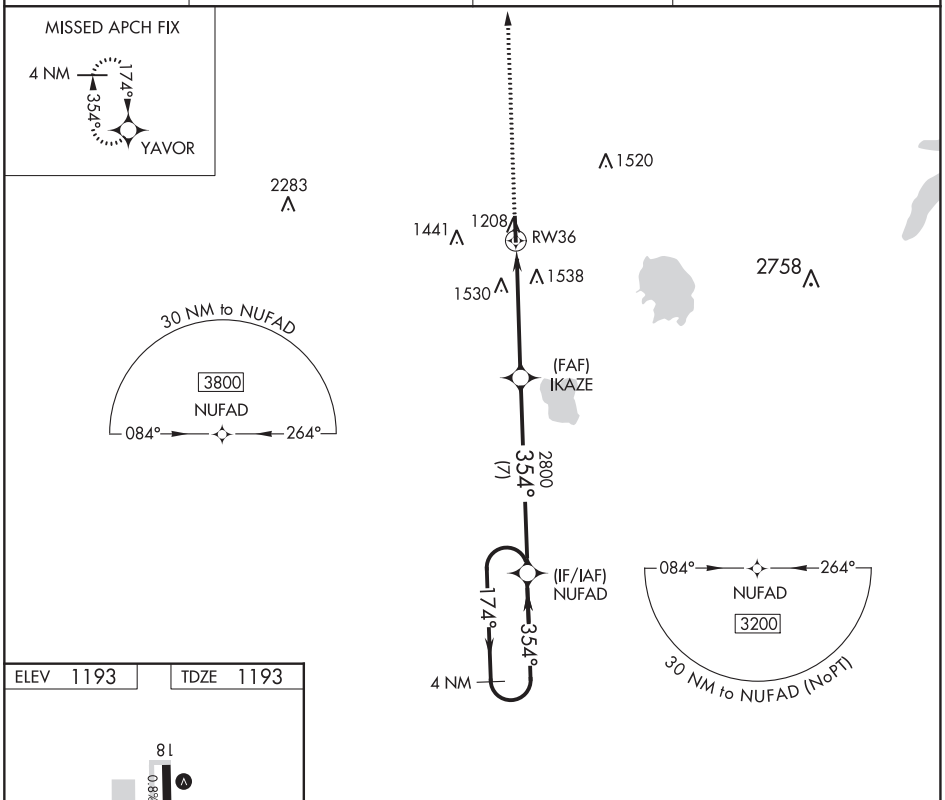
APP CRS	Rwy ldg	5001
354°	TDZE	1193
	Apt Elev	1193

RNAV (GPS) RWY 36
SUNDANCE (HSD)

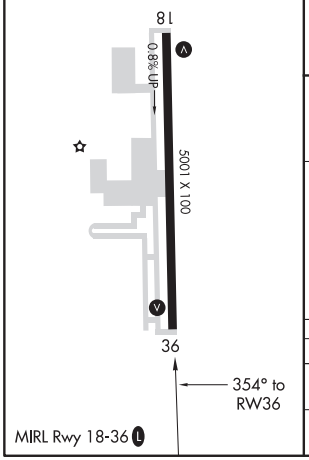
Rwy 36 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

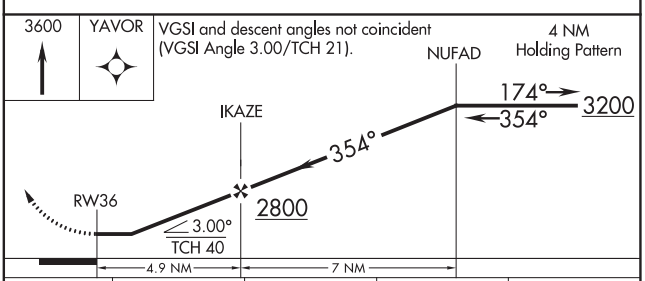
MISSED APPROACH: Climb to 3600 direct YAVOR and hold.

AWOS-3	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF) L



ELEV 1193 TDZE 1193





CATEGORY	A	B	C	D
LNAV MDA	1780-1 587 (600-1)		1780-1¾ 587 (600-1¾)	NA
CIRCLING	1780-1 587 (600-1)		1840-1¾ 647 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-6749 (FAA)

19339

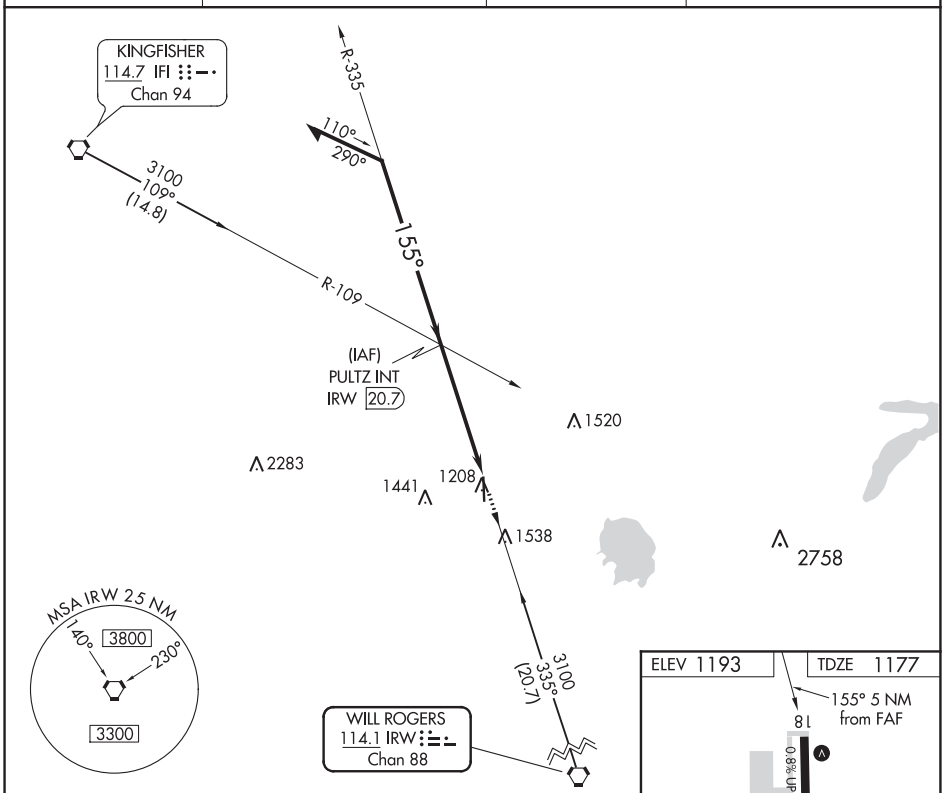
VORTAC IRW	APP CRS	Rwy ldg	5001
114.1	155°	TDZE	1177
Chan 88		Apt Elev	1193

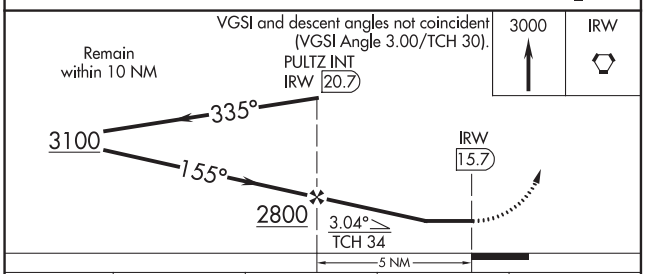
VOR RWY 18
SUNDANCE (HSD)

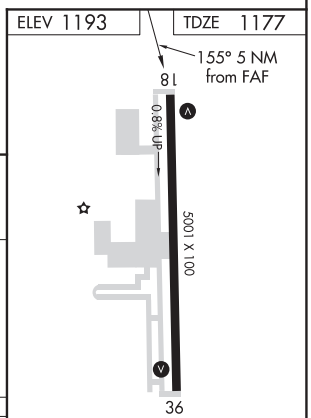
Circling to Rwy 36 NA at night.
NA Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

AWOS-3	OKE CITY APP CON	CLNC DEL	UNICOM
120.975	124.6 266.8	123.7	122.7 (CTAF) L







MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-18	1700-1 523 (600-1)		1700-1½ 523 (600-1½)	NA
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1840-1¾ 647 (700-1¾)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 17L
WILEY POST (PWA)

LOC I-PWA	APP CRS	Rwy ldg	6844
110.15	175°	TDZE	1291
		Apt Elev	1300

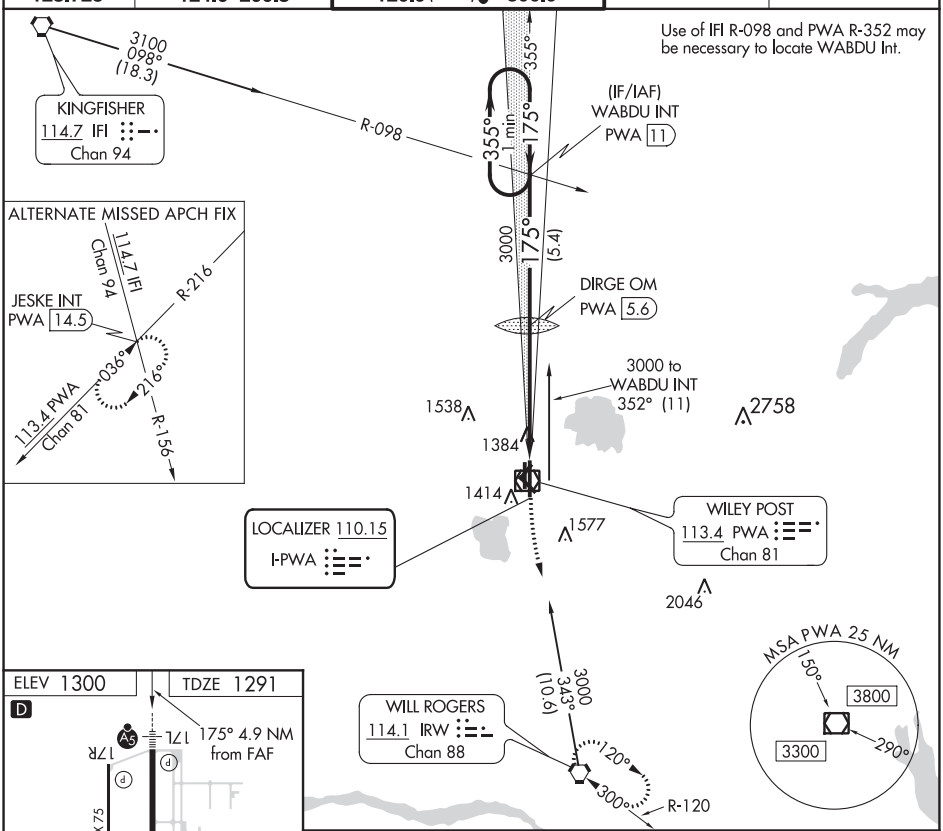
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

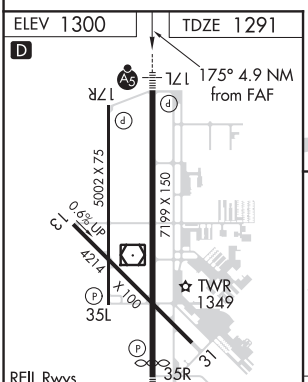
ASR

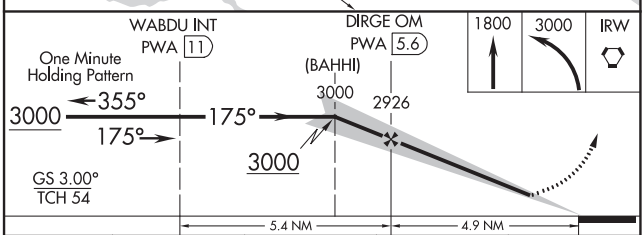
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







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

CATEGORY	A	B	C	D
S-ILS 17L	1491-½ 200 (200-½)			
S-LOC 17L	1660-½ 369 (400-½)			1660-¾ 369 (400-¾)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

19115

ILS or LOC RWY 35R
WILEY POST (PWA)

LOC/DME I-TFM	APP CRS	Rwy ldg	6844
110.15	355°	TDZE	1299
Chan 038 (Y)		Apt Elev	1300

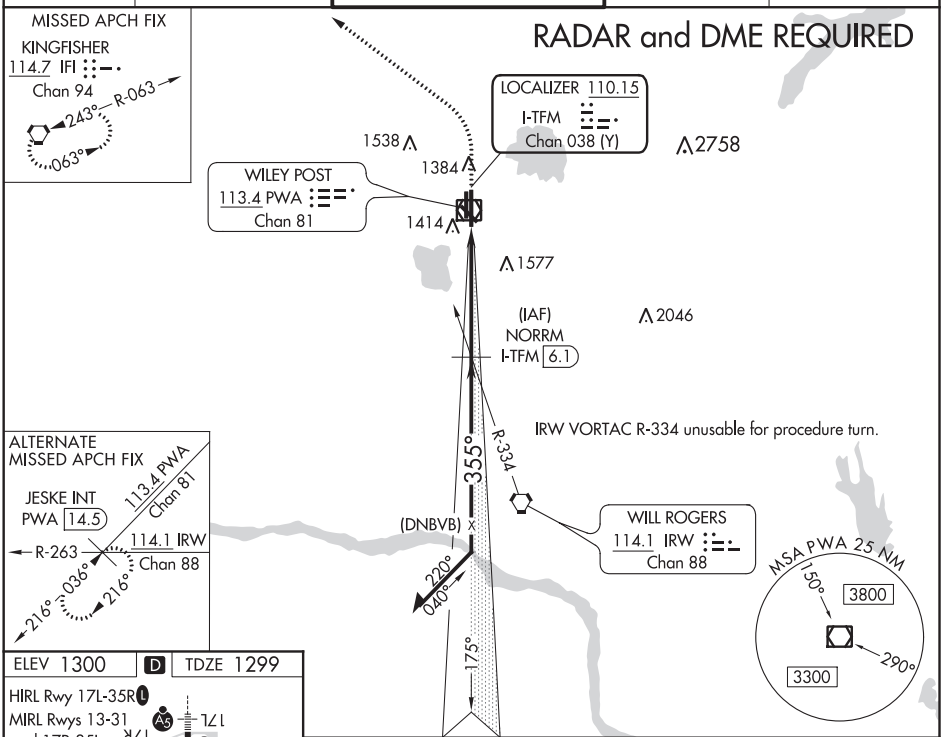
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

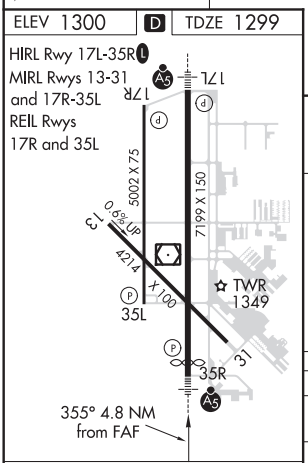
ASR

MALSR

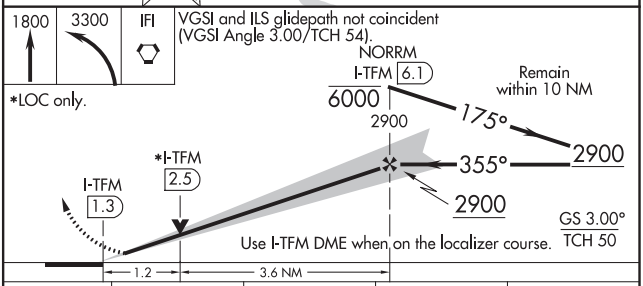
MISSED APPROACH: Climb to 1800 then climbing left turn to 3300 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





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



CATEGORY	A	B	C	D
S-ILS 35R	1499-½ 200 (200-½)			
S-LOC 35R	1740-½ 441 (500-½)		1740-¾ 441 (500-¾)	1740-1 441 (500-1)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17L
WILEY POST (PWA)

WAAS CH 72737 W17A	APP CRS 175°	Rwy ldg 6844 TDZE 1291 Apt Elev 1300

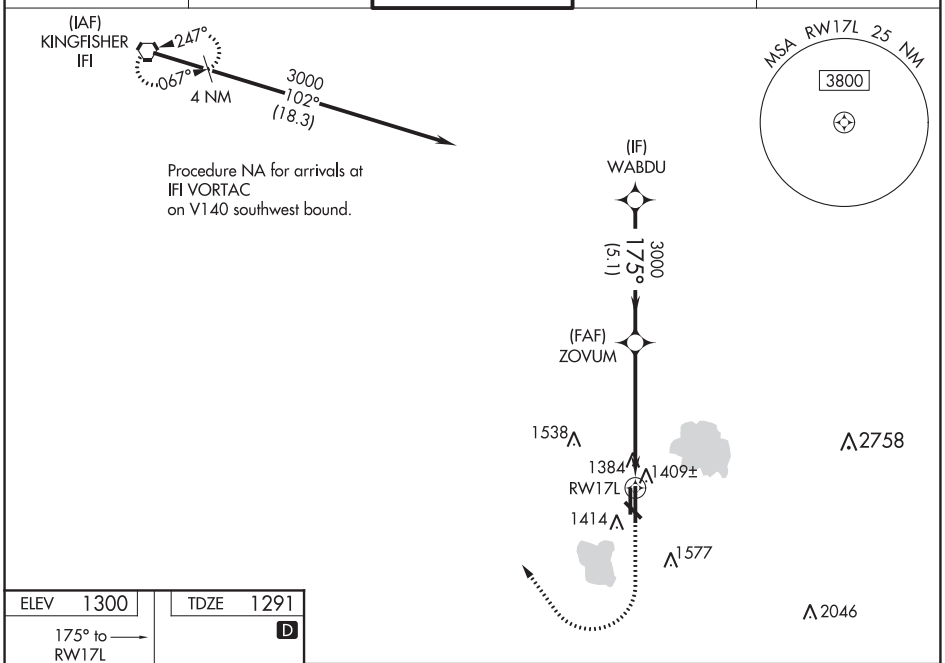
T A ASR

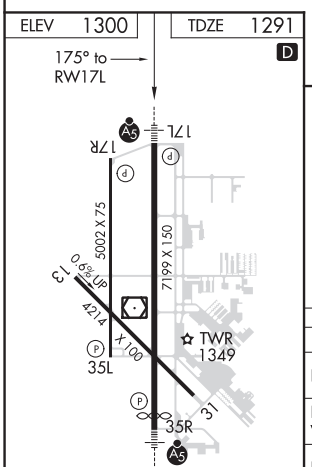
Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). When local altimeter setting not received, use Will Rogers World altimeter setting: Increase all DA 21 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D and Circling Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.

MALSR

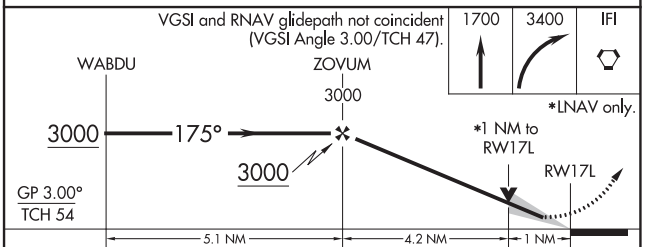
MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95





REIL Rwys 17R and 35L
MIRL Rwys 13-31and 17R-35L
HIRL Rwy 17L-35R L



CATEGORY		A	B	C	D
LPV	DA	1491-½ 200 (200-½)			
LNAV/VNAV	DA	1590-½ 299 (300-½)			
LNAV	MDA	1660-½ 369 (400-½)		1660-⅝ 369 (400-⅝)	
C CIRCLING		1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA | AL-739 (FAA) | 19115

RNAV (GPS) RWY 17R
WILEY POST (PWA)

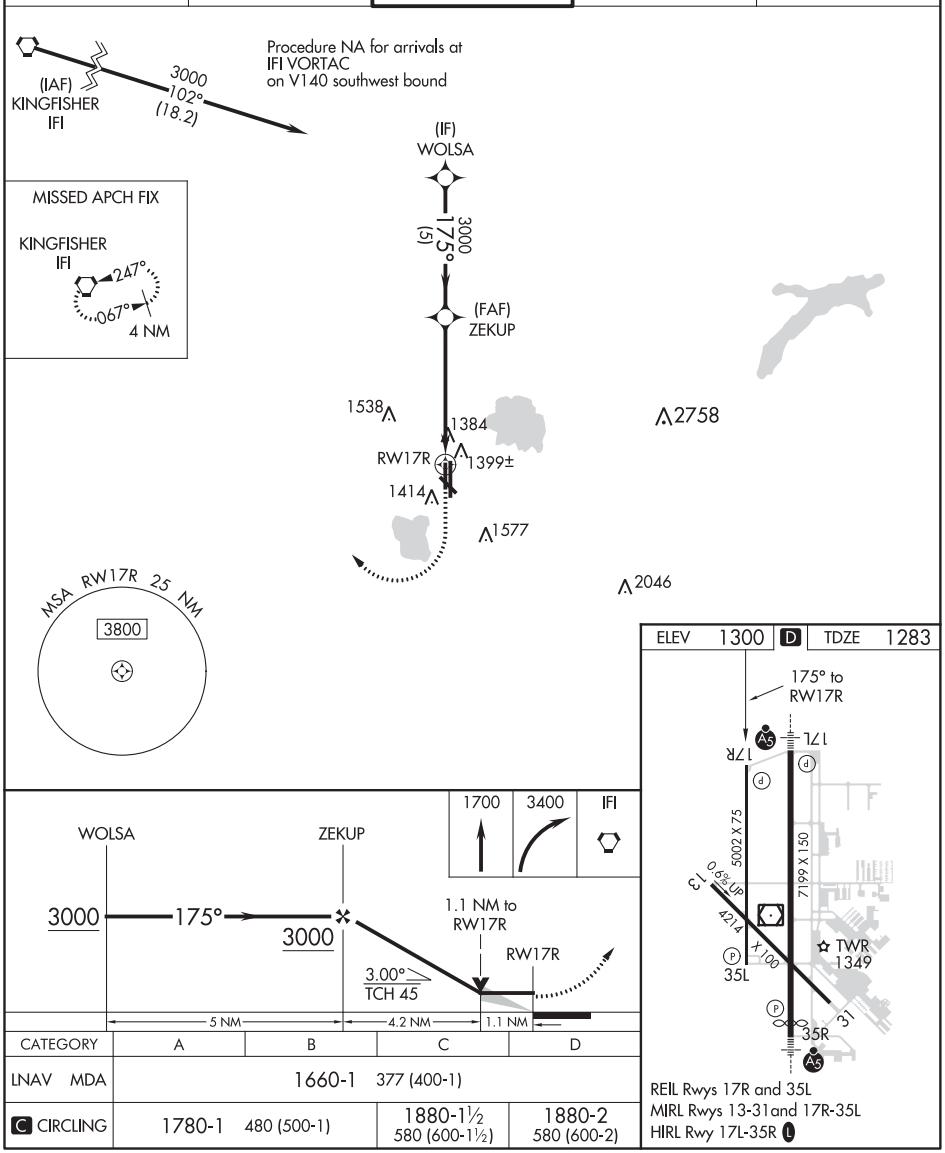
APP CRS	Rwy ldg	5002
175°	TDZE	1283
	Apt Elev	1300

T A ASR

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet: increase LNAV Cat C/D visibility ⅛ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95



CATEGORY	A	B	C	D
LNAV MDA	1660-1 377 (400-1)			
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35L
WILEY POST (PWA)

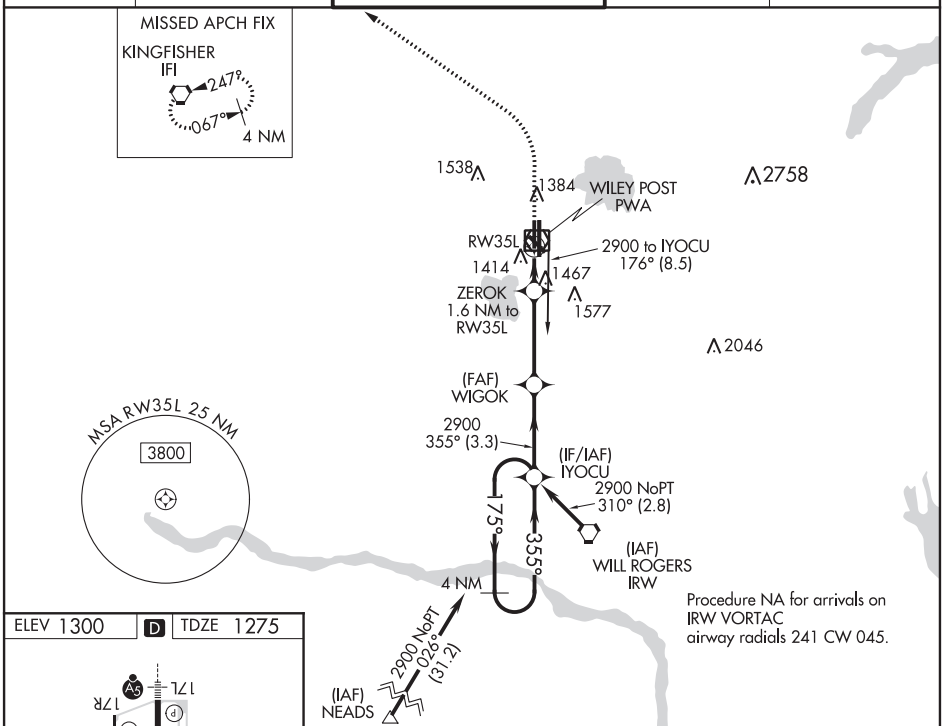
WAAS CH 78437 W35B	APP CRS 355°	Rwy ldg 5001 TDZE 1275 Apt Elev 1300

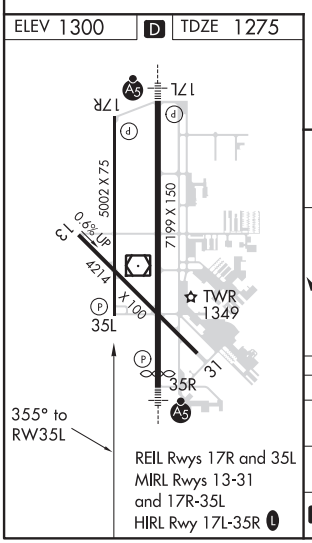
ASR

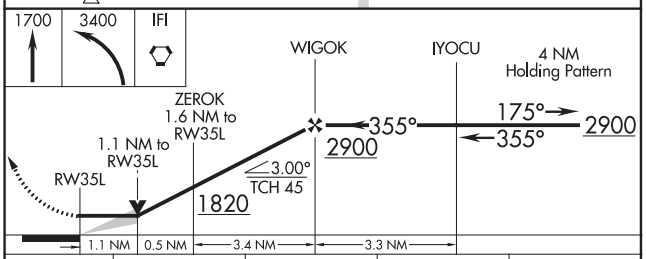
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ⅛ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 direct IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER *	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
LP MDA	1660-1 385 (400-1)		1660-1⅛ 385 (400-1⅛)	
LNAV MDA	1720-1 445 (500-1)		1720-1⅜ 445 (500-1⅜)	
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

19115

RNAV (GPS) RWY 35R
WILEY POST (PWA)

WAAS CH 42716 W35A	APP CRS 355°	Rwy ldg 6844 TDZE 1299 Apt Elev 1300

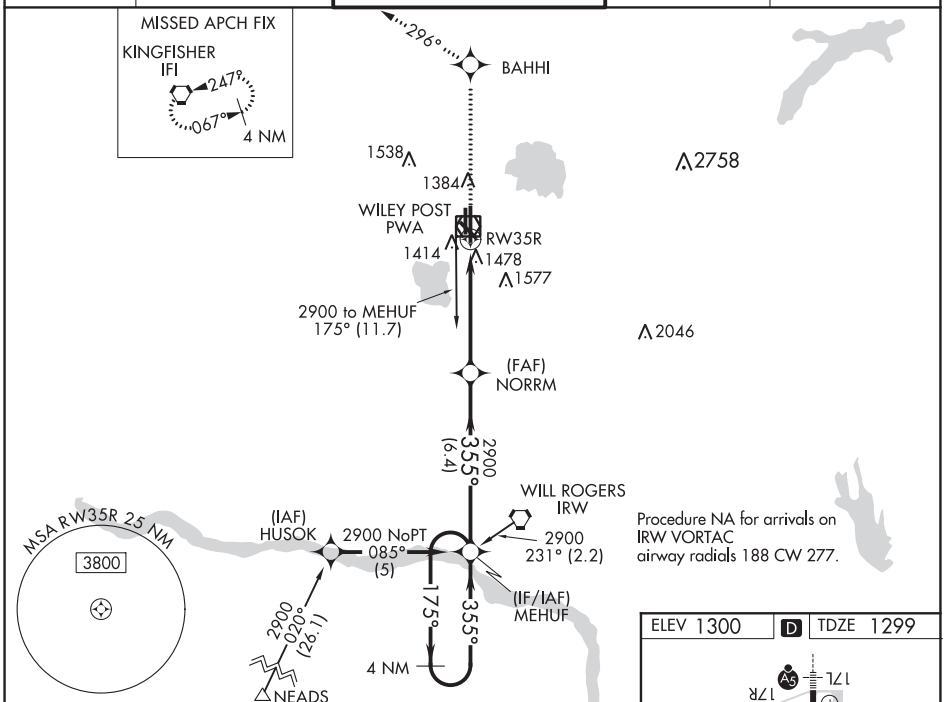
Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

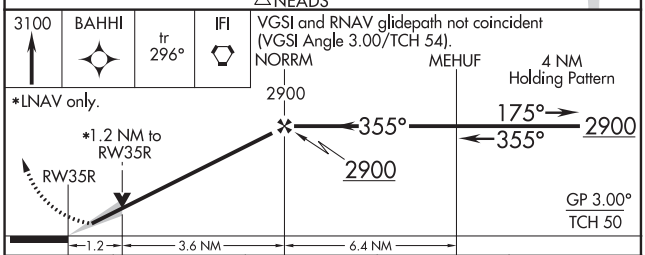
ASR

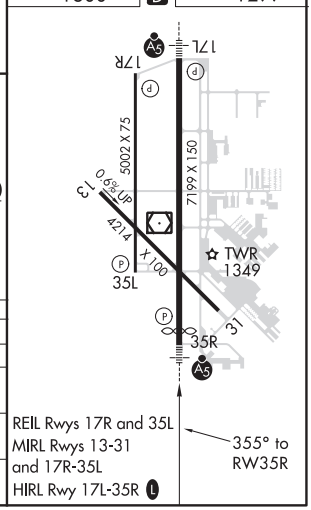
MALSR

MISSED APPROACH: Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	1499-½ 200 (200-½)			
LNAV/VNAV DA	1769-1¼ 470 (500-1¼)			
LNAV MDA	1740-½ 441 (500-½)		1740-¾ 441 (500-¾)	1740-1 441 (500-1)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 17L
WILEY POST (PWA)

VOR/DME PWA	APP CRS	Rwy ldg	6844
113.4	176°	TDZE	1291
Chan 81		Apt Elev	1300

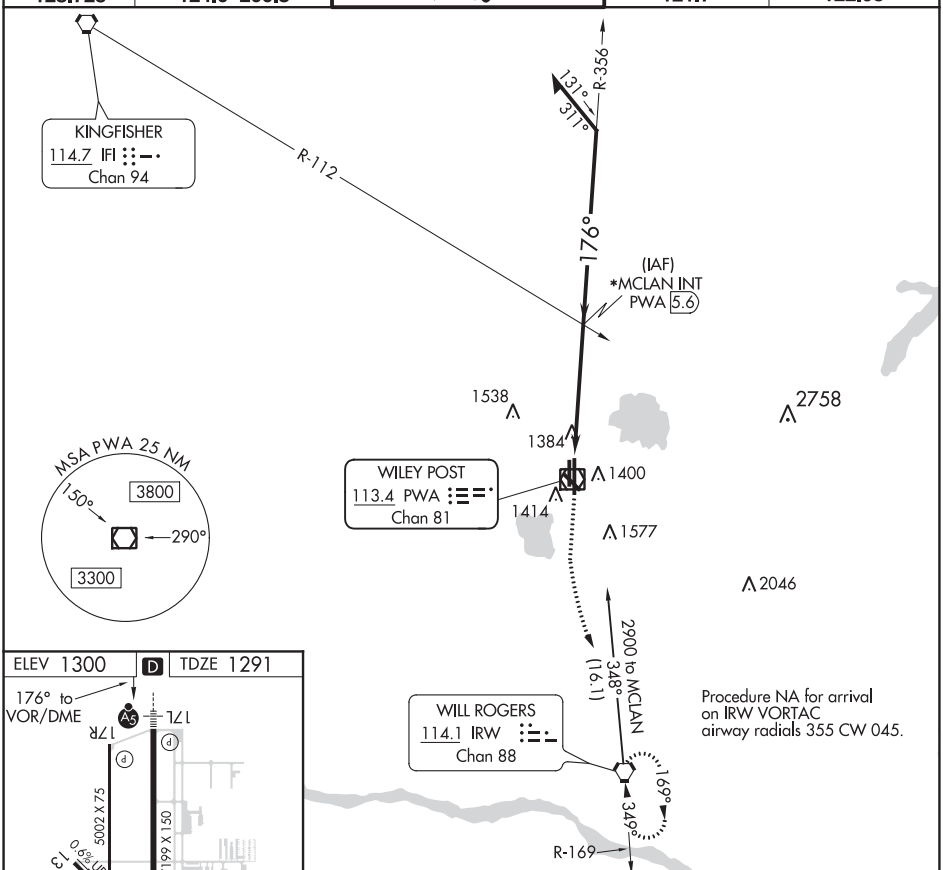
VDP NA when using Will Rogers World altimeter setting. For inop ALS, increase S-17L Cat C/D visibility to 1 SM. For inop ALS, when using Will Rogers World altimeter setting, increase Cat C/D visibility to 1⅛ SM. When local altimeter setting not recieved, use Will Rogers World altimeter setting and increase all MDA 40 feet and increase Cat C/D visibility ⅛ SM. *RADAR fix in lieu of MCLAN INT will be provided on pilot request.

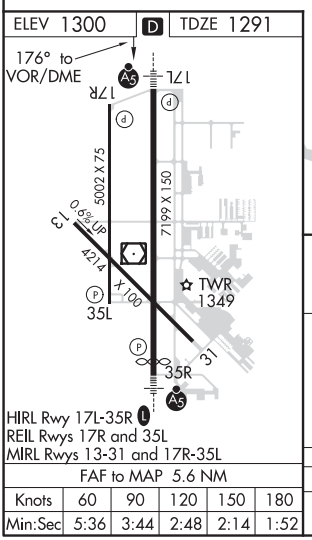
ASR

MALSR

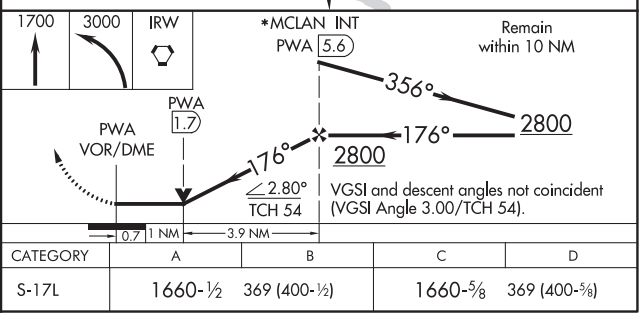
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER*	GND CON	UNICOM
128.725	124.6 266.8	126.9(CTAF) L 306.9	121.7	122.95





FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-17L	1660-½ 369 (400-½)		1660-⅝ 369 (400-⅝)	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

19115

VOR RWY 35R
WILEY POST (PWA)

VOR/DME PWA	APP CRS	Rwy ldg	6844
113.4	348°	TDZE	1299
Chan 81		Apt Elev	1300

ASR: RADAR or DME required. Inop table does not apply.

MALSR

MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95

KINGFISHER 114.7 IFI Chan 94

3300 113° (27.8)

1538 1384 2758 1414 1478 1577 2046

WILEY POST 113.4 PWA Chan 81

(IAF) DICKH PWA 5 RADAR

348°

3000 338° (5.7)

WILL ROGERS 114.1 IRW Chan 88

213° 033° R-168

MSA PWA 25 NM 150° 3800 290° 3300

ELEV 1300 D TDZE 1299

17L 17R 5002 X 75 7199 X 150 0.6% UP 13 4214 X 100 35L 31 35R TWR 1349

3300 IFI

(IAF) DICKH PWA 5 RADAR

Remain within 10 NM

168° 3000 348° 2800

1.8 NM to VOR/DME

PWA VOR/DME

3.04° TCH 50

0.5 1.3 3.2 NM

CATEGORY	A	B	C	D
S-35R	1740-1 441 (500-1)		1740-1¼ 441 (500-1¼)	1740-1½ 441 (500-1½)
C CIRCLING	1780-1 480 (500-1)		1880-1½ 580 (600-1½)	1880-2 580 (600-2)

REIL Rwys 17R and 35L
MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

348° to VOR/DME

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

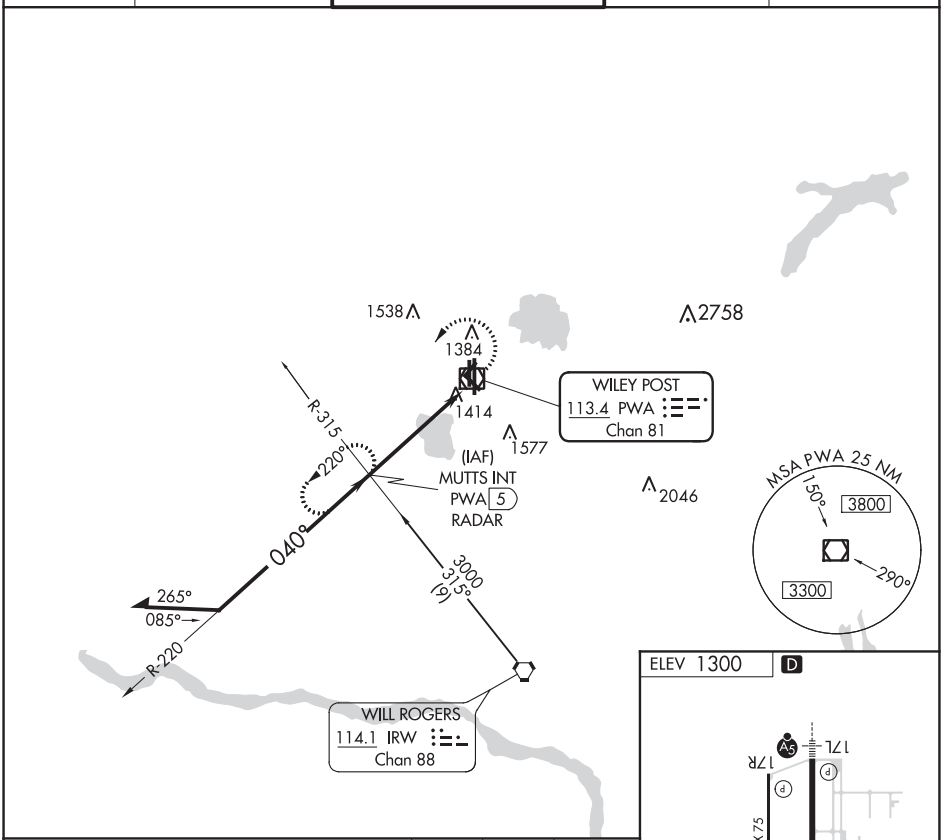
VOR-A
WILEY POST (PWA)

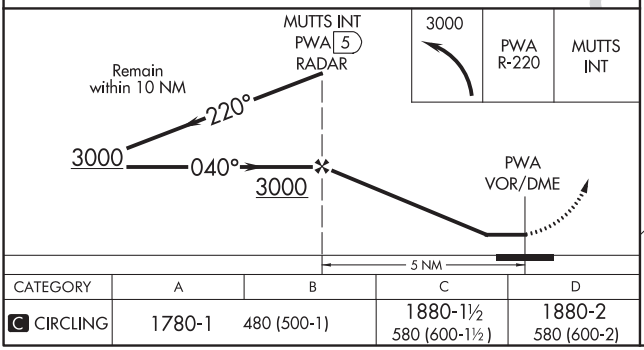
VOR/DME PWA 113.4 Chan 81	APP CRS 040°	Rwy ldg N/A TDZE N/A Apt Elev 1300

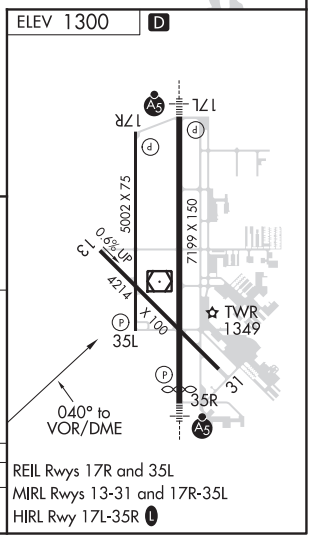
ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

ATIS	OKE CITY APP CON	WILEY POST TOWER ★	GND CON	UNICOM
128.725	124.6 266.8	126.9 (CTAF) L 306.9	121.7	122.95







REIL Rwys 17R and 35L
MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

CATEGORY	A	B	C	D
C CIRCLING	1780-1	480 (500-1)	1880-1½ 580 (600-1½)	1880-2 580 (600-2)

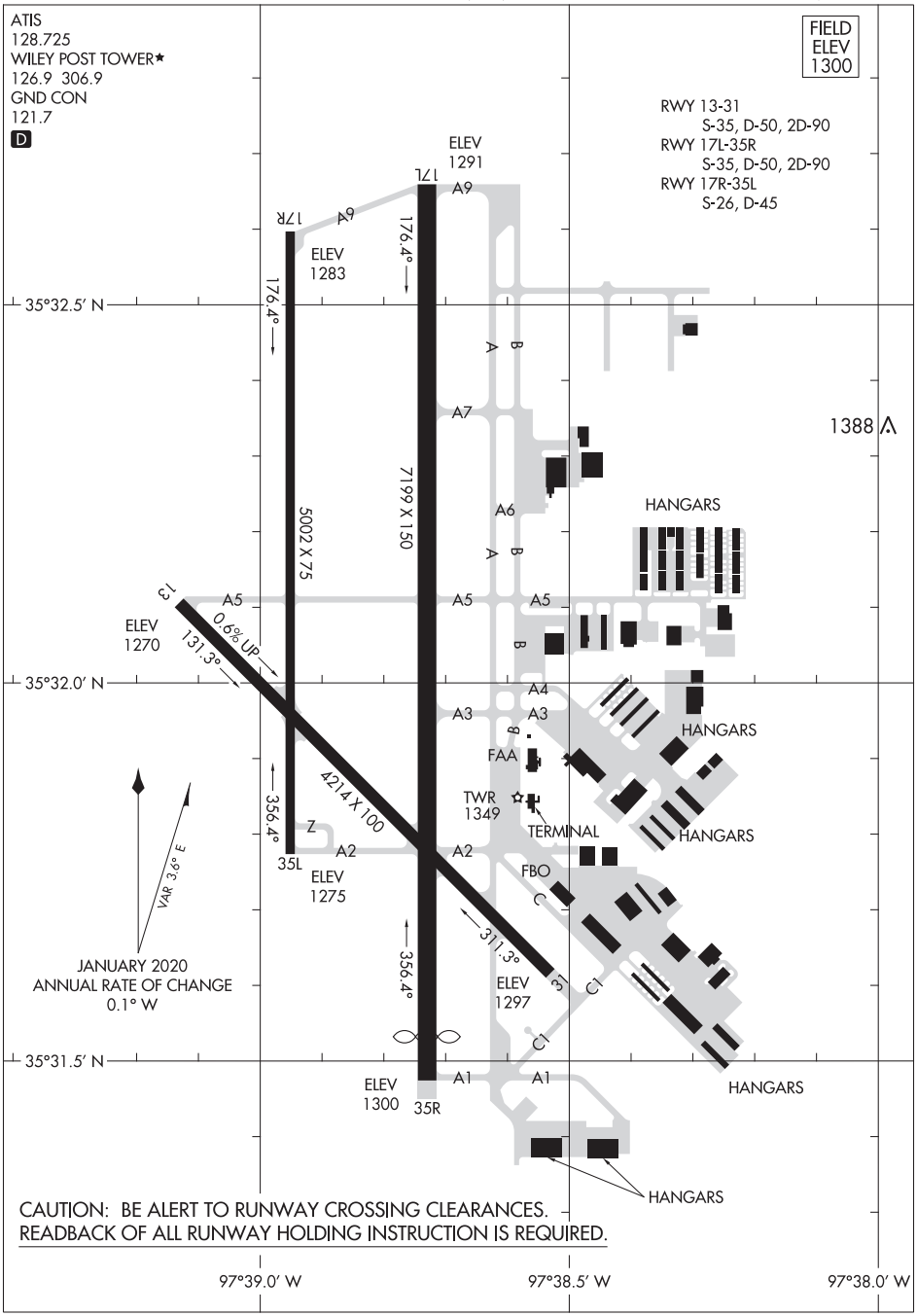
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-739 (FAA)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

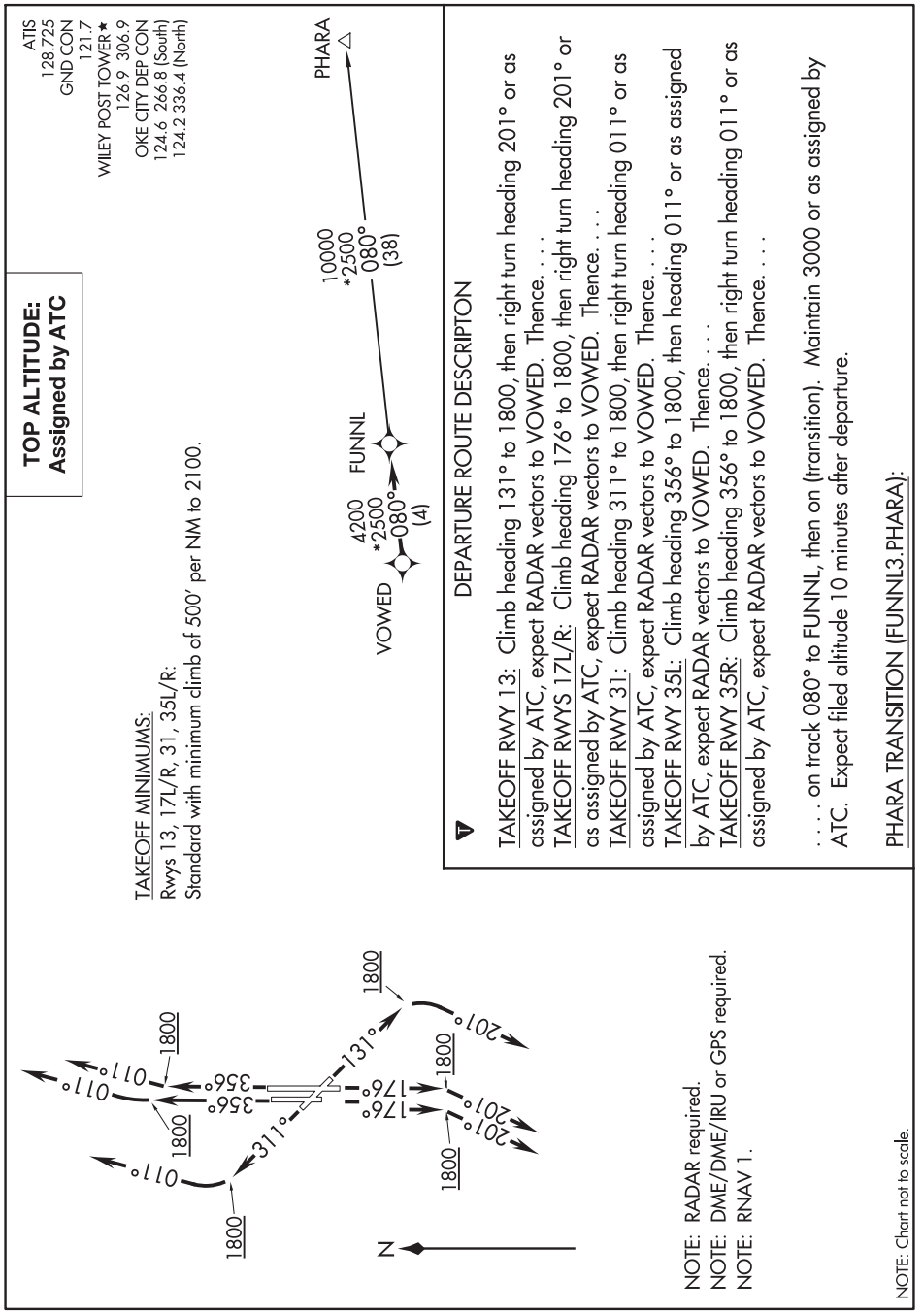


SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

FUNNL THREE DEPARTURE (RNAV)



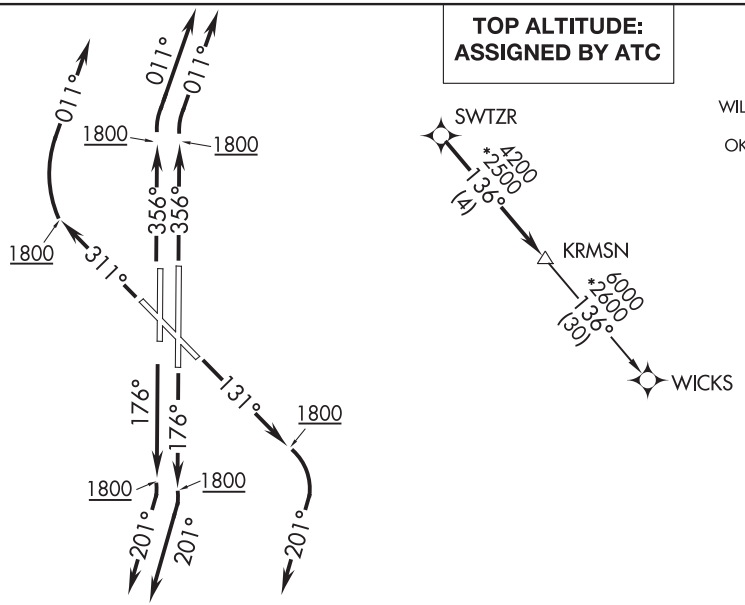
(KRMSN3.KRMSN) 17341 AL-739 (FAA)

KRMSN THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 128.725
GND CON 121.7
WILEY POST TOWER★ 126.9 306.9
OKE CITY DEP CON 124.6 266.8



TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

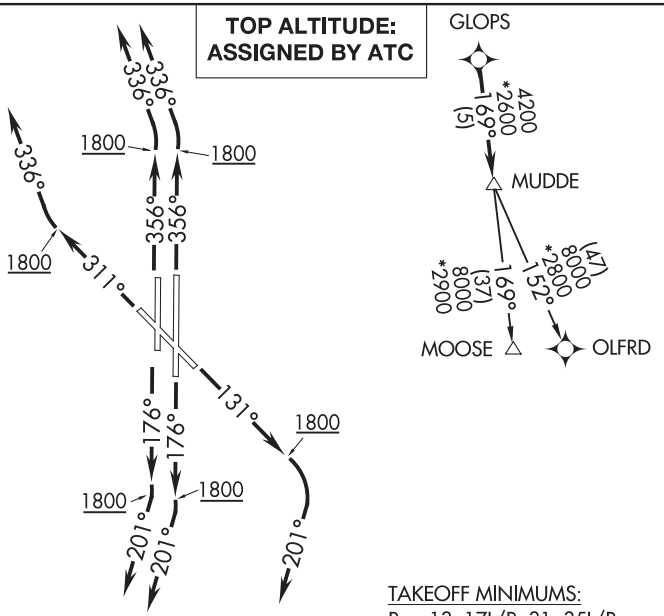
TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .
TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence . . . .

. . . . on track 136° to KRMSN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN3.WICKS):

SC-1, 25 FEB 2021 to 22 APR 2021

MUDDE THREE DEPARTURE (RNAV)



ATIS
128.725
GND CON
121.7
WILEY POST TOWER*
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .
TAKEOFF RWY 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):
OLFRD TRANSITION (MUDDE3.OLFRD):

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

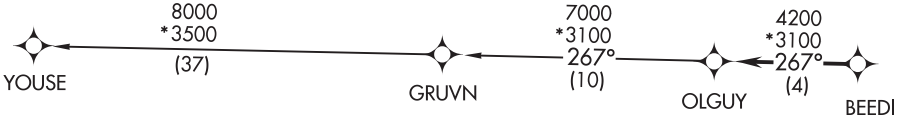
OLGUY THREE DEPARTURE (RNAV)

(OLGUY3.OLGUY) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILEY POST (PWA)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER *
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.



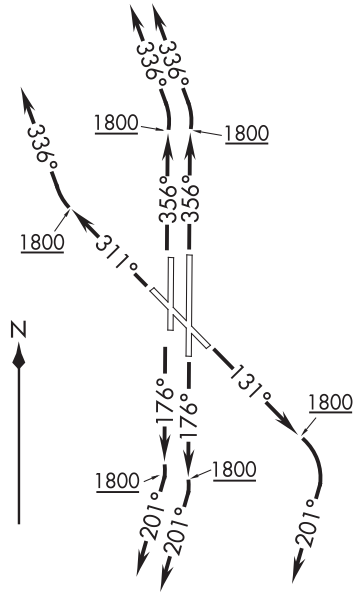
DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN):
YOUSE TRANSITION (OLGUY3.YOUSE):

TOP ALTITUDE: Assigned by ATC



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

NOTE: Chart not to scale.

(OLGUY3.OLGUY) 17341
OLGUY THREE DEPARTURE (RNAV)

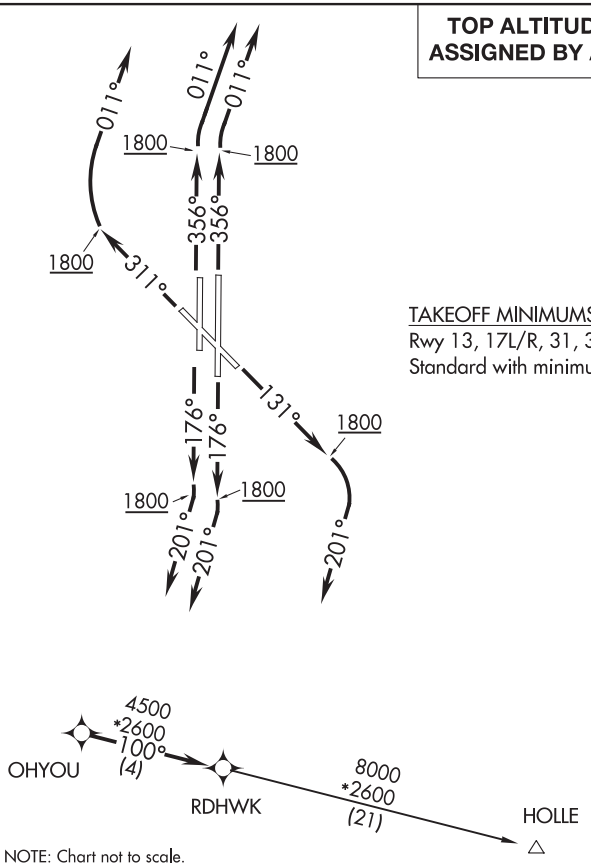
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

ATIS
128.725
GND CON
121.7
WILEY POST TOWER★
126.9 306.9
OKE CITY DEP CON
124.6 266.8 (South)
124.2 336.4 (North)

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

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .
TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

. . . .on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

(SSYKO3.SSYKO) 17341 AL-739 (FAA)

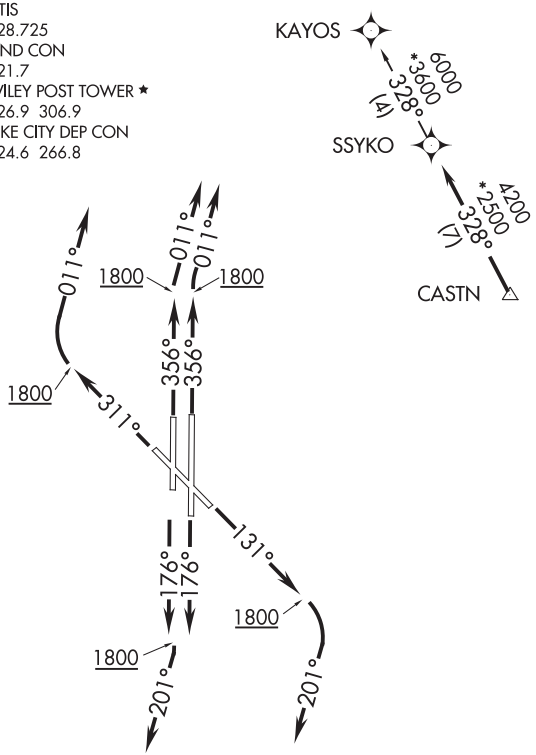
SSYKO THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

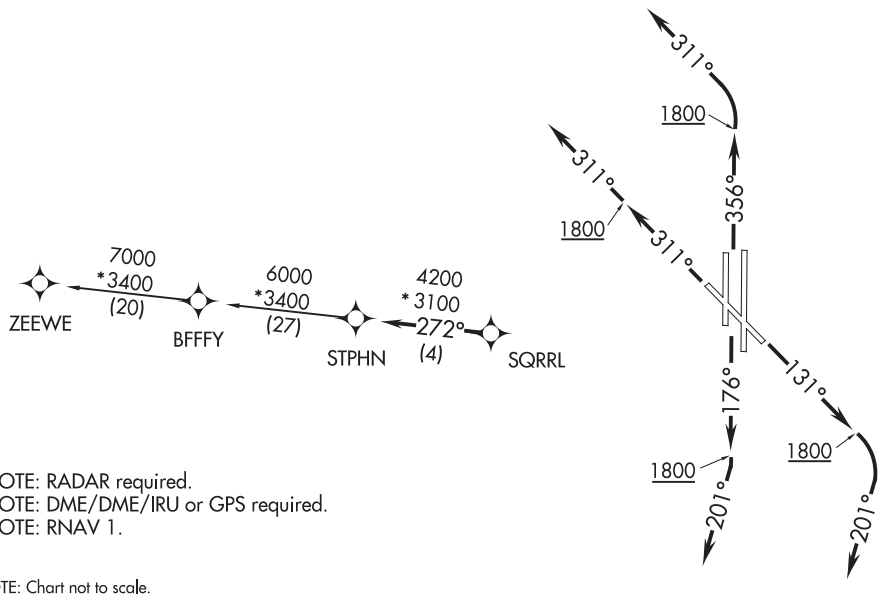
SC-1, 25 FEB 2021 to 22 APR 2021

STPHN THREE DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.

ATIS
128.725
GND CON
121.7
WILEY POST TOWER *
126.9 306.9
OKE CITY DEP CON
124.6 266.8



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):
ZEEWE TRANSITION (STPHN3.ZEEWE):

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

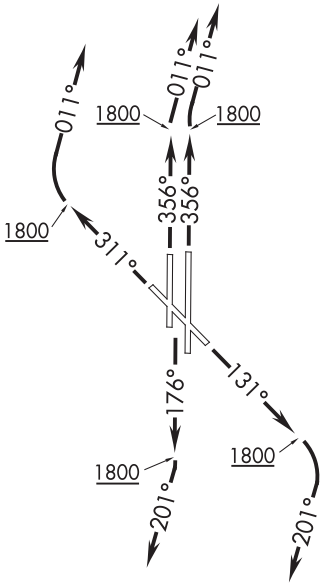
(TEBRD3.TEBRD) 17341 AL-739 (FAA)

TEBRD THREE DEPARTURE (RNAV)

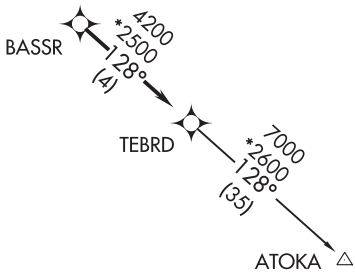
WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

ATIS 128.725
GND CON 121.7
WILEY POST TOWER * 126.9 306.9
OKE CITY DEP CON 124.6 266.8



TAKEOFF MINIMUMS
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500′ per NM to 2100.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

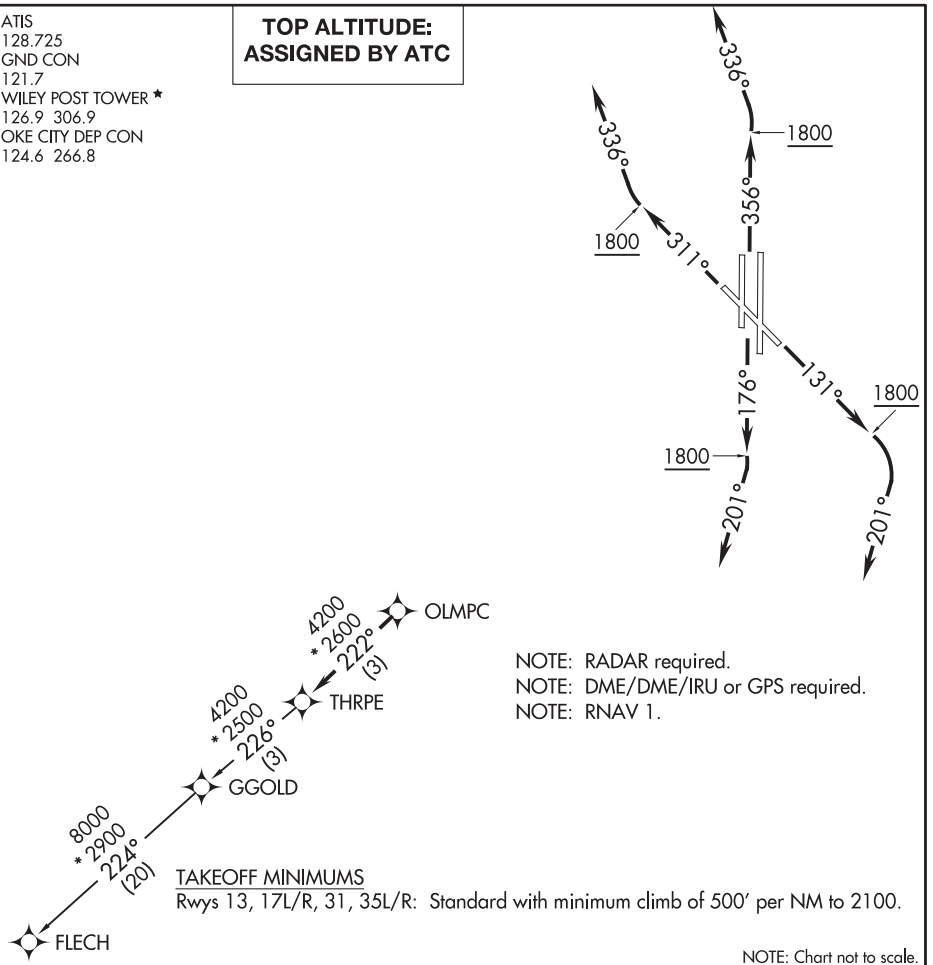
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

THRPE THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC



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

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 35L/R: Climb heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

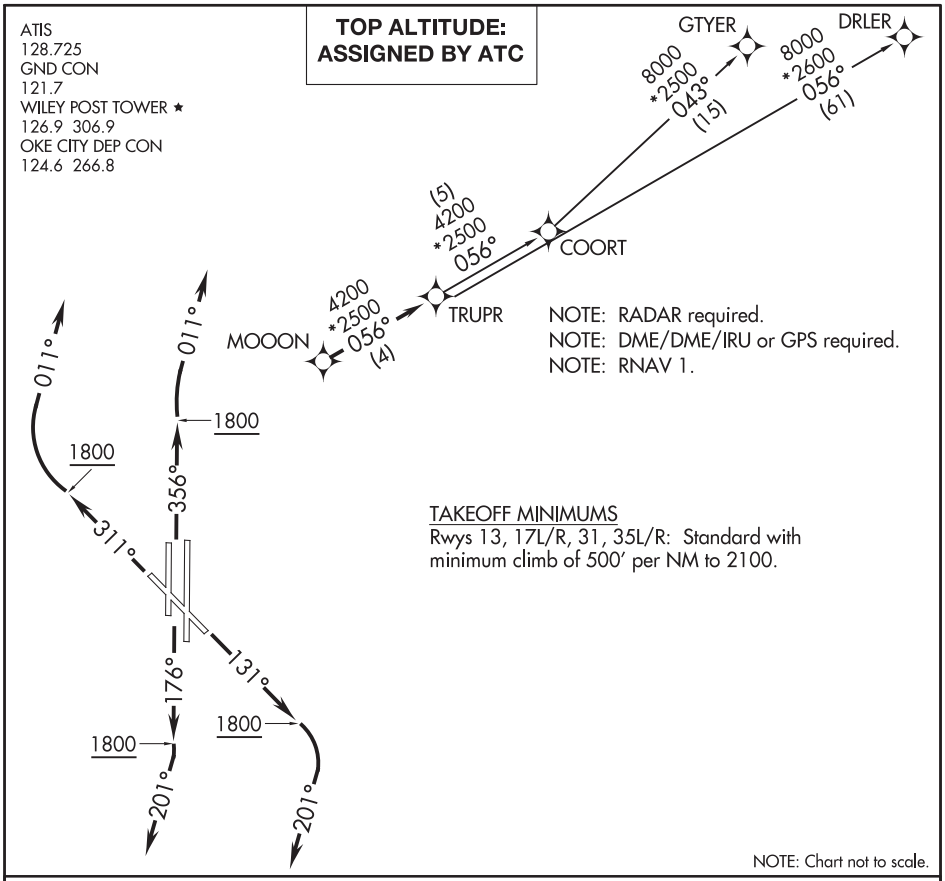
FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

(TRUPR3.TRUPR) 17341 AL-739 (FAA)

TRUPR THREE DEPARTURE (RNAV)

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWYS 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
TAKEOFF RWYS 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .
. . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

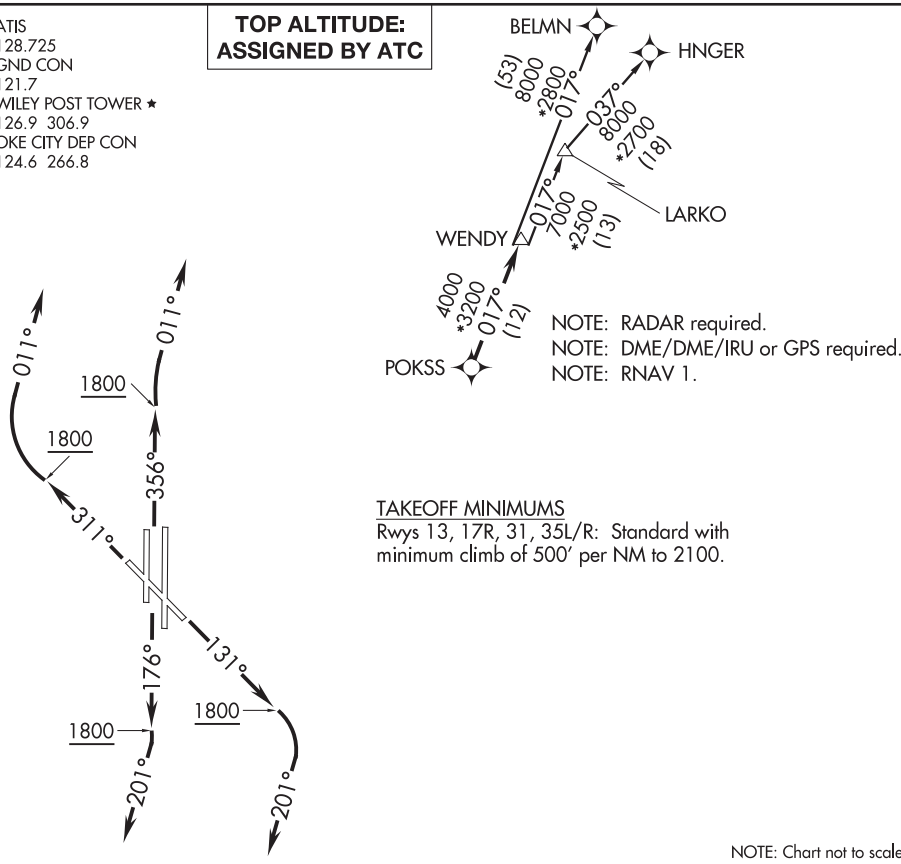
COORT TRANSITION (TRUPR3.COORT)
DRLER TRANSITION (TRUPR3.DRLER)
GTYER TRANSITION (TRUPR3.GTYER)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WENDY THREE DEPARTURE (RNAV)

ATIS
128.725
GND CON
121.7
WILEY POST TOWER ★
126.9 306.9
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC



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

TAKEOFF MINIMUMS
Rwys 13, 17R, 31, 35L/R: Standard with minimum climb of 500′ per NM to 2100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
TAKEOFF RWYS 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .
. . . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)
HNGER TRANSITION (WENDY3.HNGER)
LARKO TRANSITION (WENDY3.LARKO)

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

ILS or LOC RWY 17L
WILL ROGERS WORLD (OKC)

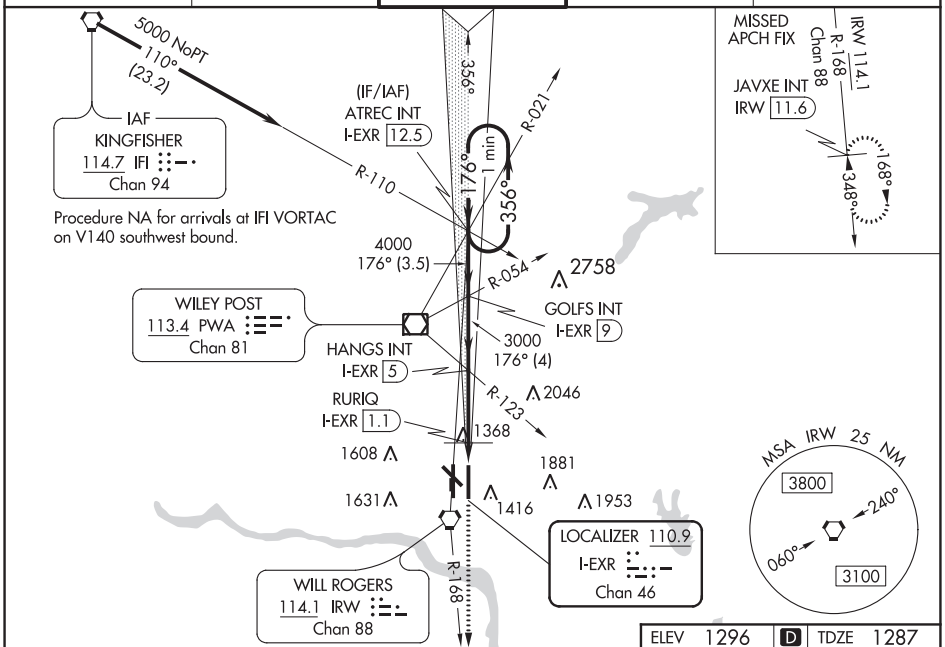
LOC/DME I-EXR	APP CRS	Rwy ldg	9802
110.9	176°	TDZE	1287
Chan 46		Apt Elev	1296

T A ASR — ADF or DME required. For inop ALS, increase S-ILS 17L Cat E visibility to RVR 4000 and S-LOC 17L Cat E visibility to 1⅜ SM and RURIQ Fix Minimums S-LOC 17L Cat E visibility to RVR 6000. Simultaneous approach authorized.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 on heading 180° and on IRW VORTAC R-168 to JAVXE INT/IRW 11.6 DME and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



SC-1, 25 FEB 2021 to 22 APR 2021

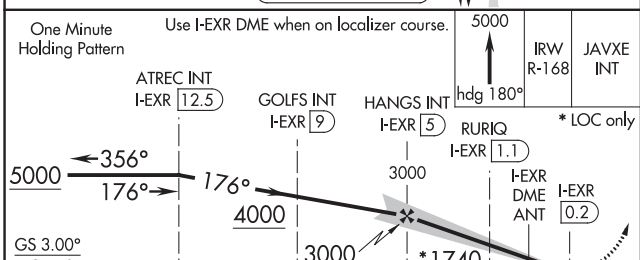
SC-1, 25 FEB 2021 to 22 APR 2021

One Minute Holding Pattern

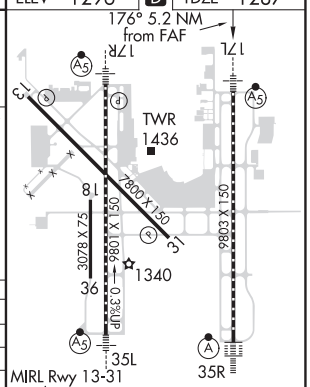
Use I-EXR DME when on localizer course.

5000	IRW R-168	JAVXE INT
hdg 180°		

* LOC only



ELEV 1296 | D | TDZE 1287



MIRL Rwy 13-31
TDZ/CL Rwy 35R
HIRL Rwys 17L-35R and 17R-35L
REIL Rwys 13 and 31

CATEGORY	A	B	C	D	E
S-ILS 17L **	1487/24 200 (200-½)				
S-LOC 17L	1740/24 453 (500-½)		1740/45 453 (500-⅞)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)
RURIQ FIX MINIMUMS					
S-LOC 17L	1680/24 393 (400-½)		1680/35 393 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS or LOC RWY 17R
WILL ROGERS WORLD (OKC)

LOC/DME I-OKC	APP CRS	Rwy ldg	9800
110.7	176°	TDZE	1282
Chan 44		Apt Elev	1296

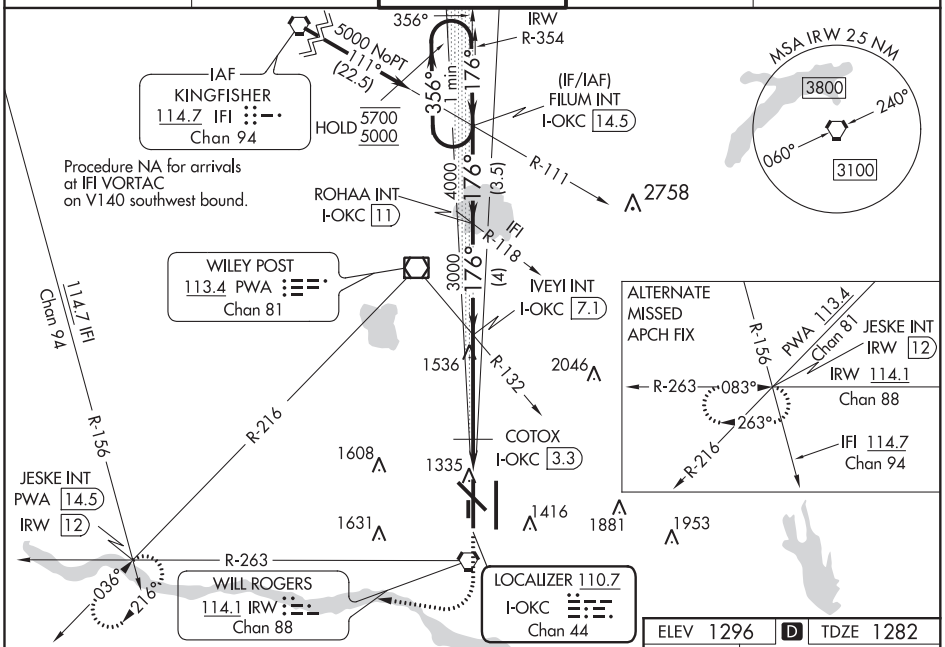
Simultaneous approach authorized. For inop ALS, increase S-ILS 17R Cat E visibility to RVR 4000 and S-LOC 17R Cats C/D/E visibility to 1⅜ SM; increase COTOX FIX minimums S-LOC 17R Cats C/D/E visibility to RVR 5000.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

T A ASR

MALSR A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

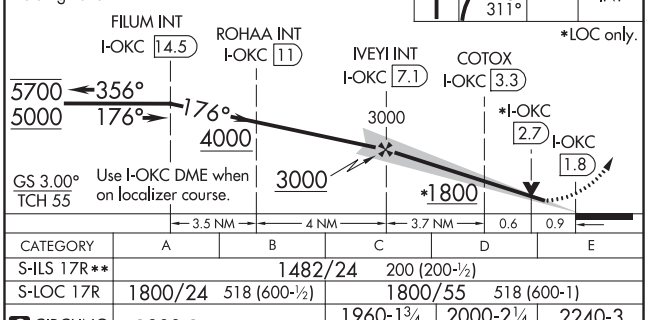


One Minute Holding Pattern

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

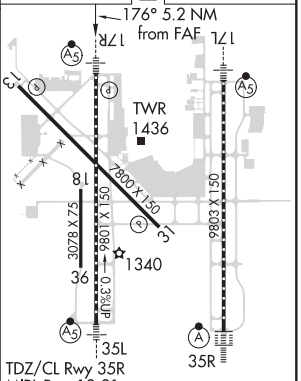
2000	3000	PWA R-216	JESKE INT
	hdg 311°		

*LOC only.



CATEGORY	A	B	C	D	E
S-ILS 17R**	1482/24 200 (200-½)				
S-LOC 17R	1800/24 518 (600-½)		1800/55 518 (600-1)		
C CIRCLING	1800-1 504 (600-1)		1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)
COTOX FIX MINIMUMS					
S-LOC 17R	1620/24 338 (400-½)		1620/26 338 (400-½)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

ELEV 1296 D TDZE 1282



TDZ/CL Rwy 35R
MIRL Rwy 13-31
REIL Rwys 13 and 31
HIRL Rwys 17L-35R and 17R-35L

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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

ILS or LOC RWY 35L
WILL ROGERS WORLD (OKC)

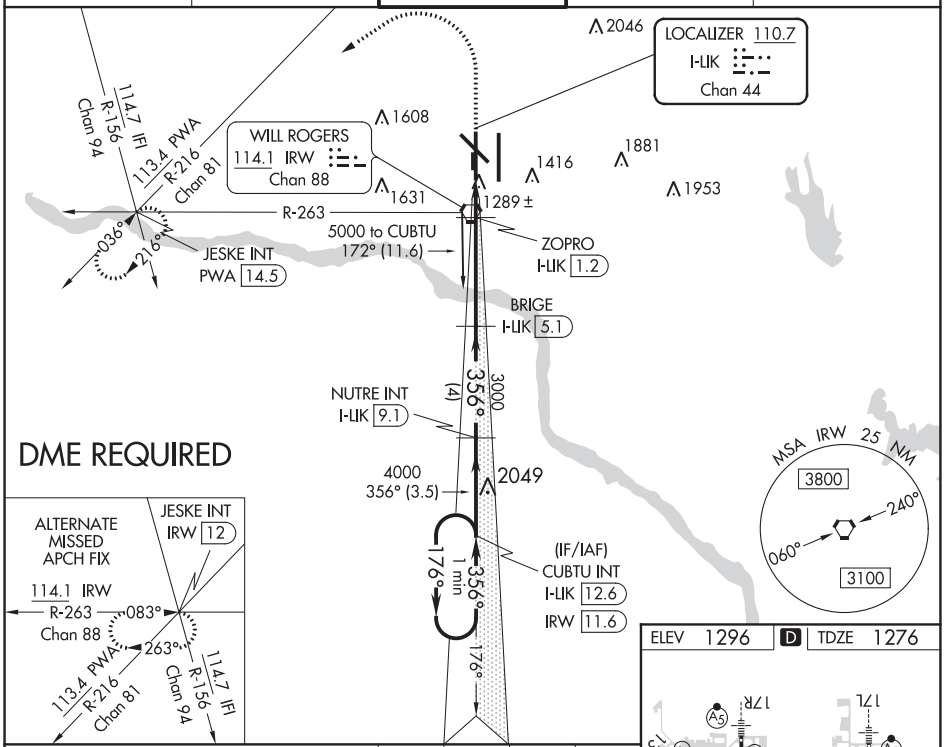
LOC/DME I-LIK	APP CRS	Rwy ldg	9800
110.7	356°	TDZE	1276
Chan 44		Apt Elev	1296

T A ASR — Simultaneous approach authorized. For inop ALS, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC 35L all Cats visibility to RVR 5500. DME required.
** 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 291° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D	E
S-ILS 35L **	1476/24 200 (200-½)				
S-LOC 35L	1640/24 364 (400-½)		1640/35 364 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-RGR	APP CRS	Rwy ldg	9802
110.9	356°	TDZE	1294
Chan 46		Apt Elev	1296

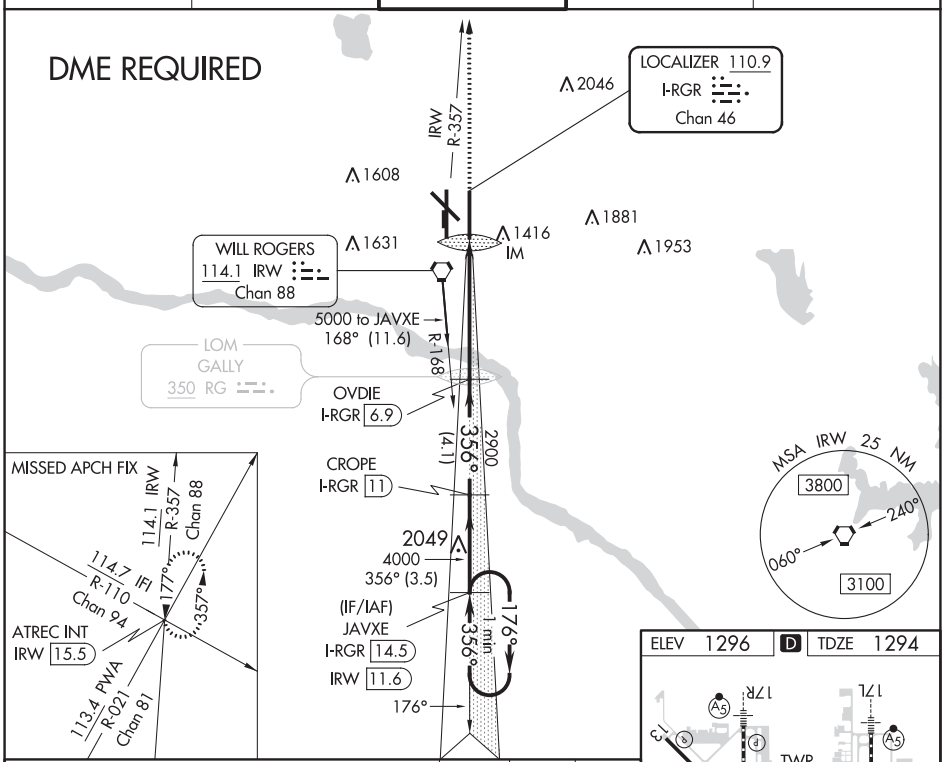
ILS or LOC RWY 35R
WILL ROGERS WORLD (OKC)

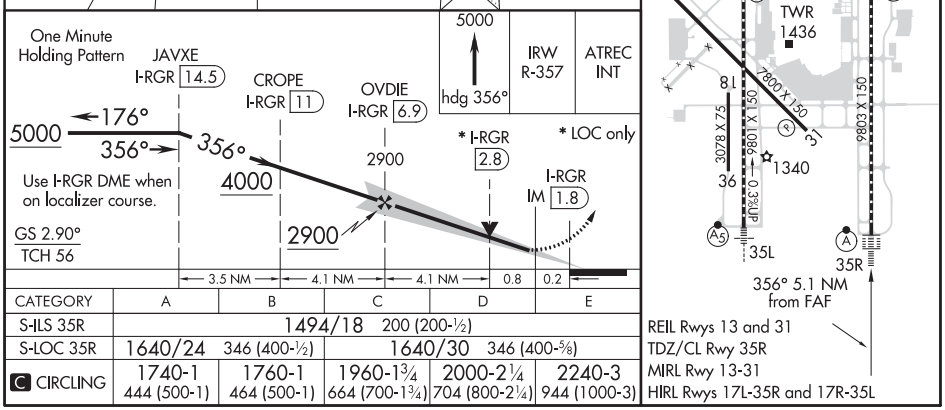
ASR: Simultaneous approach authorized. For inop ALS, increase S-ILS 35R Cat E visibility to RVR 4000 and S-LOC 35R Cats C/D/E visibility to RVR 5500. DME required.

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
S-ILS 35R	1494/18 200 (200-½)				
S-LOC 35R	1640/24 346 (400-½)		1640/30 346 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA | AL-301 (FAA) | 20366

ILS RWY 35R (SA CAT I)
WILL ROGERS WORLD (OKC)

LOC/DME I-RGR	APP CRS	Rwy ldg	9802
110.9	356°	TDZE	1294
Chan 46		Apt Elev	1296

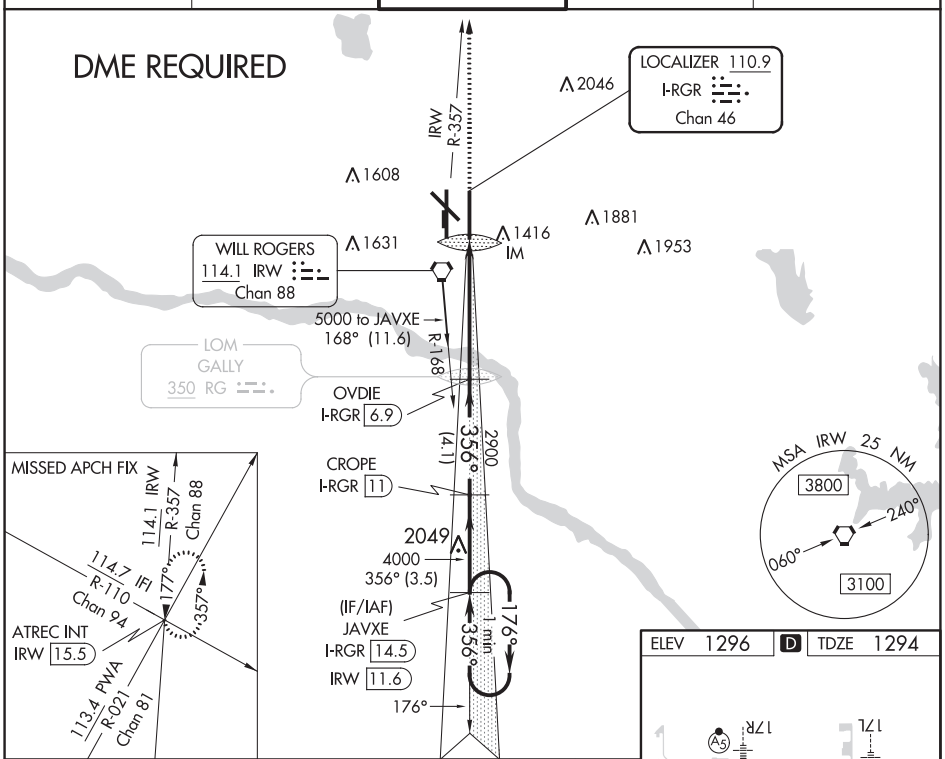
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

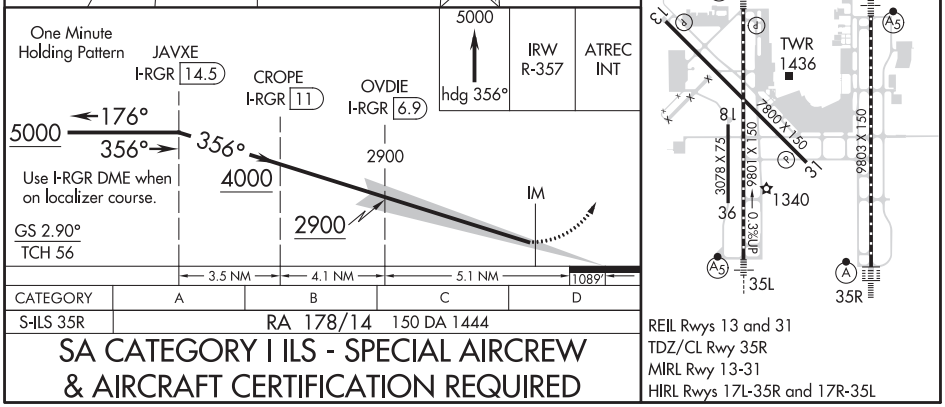
ASR

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
S-ILS 35R	RA 178/14 150 DA 1444			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-RGR	APP CRS	Rwy ldg	9802
110.9	356°	TDZE	1294
Chan 46		Apt Elev	1296

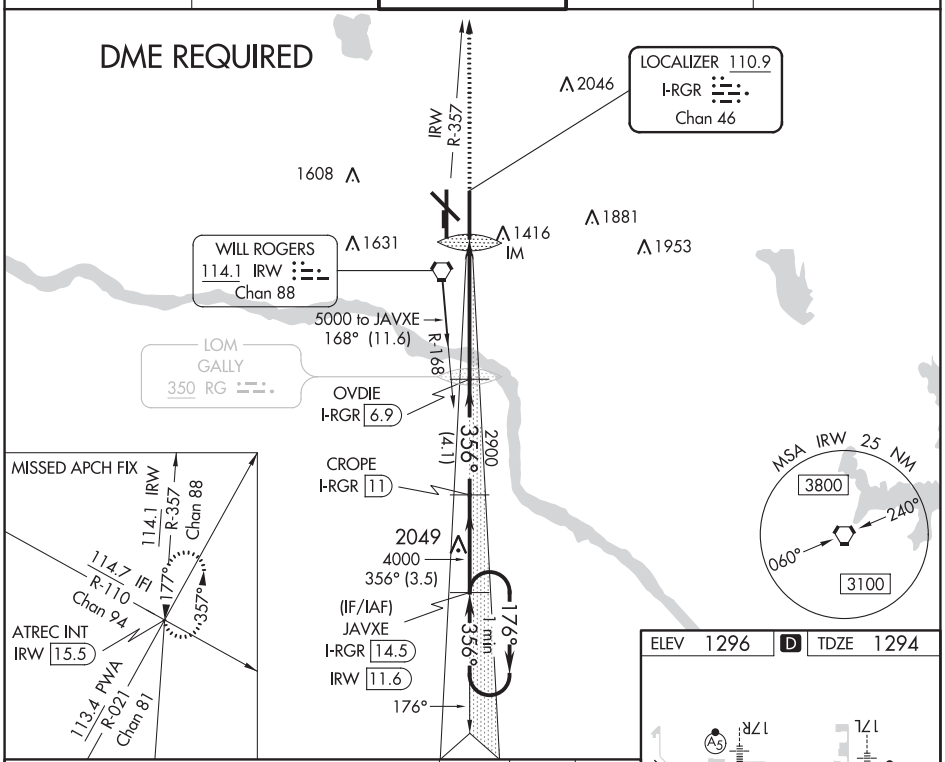
ILS RWY 35R (CAT II)
WILL ROGERS WORLD (OKC)

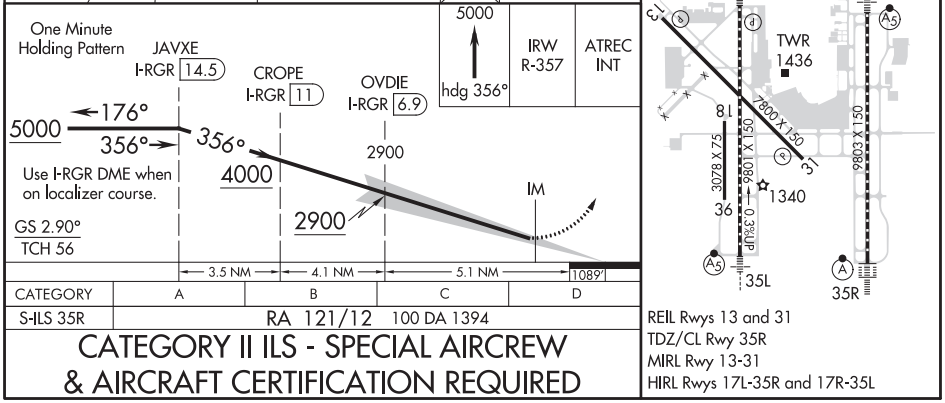
ASR — Simultaneous approach authorized. DME required.

ALSF-2

MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
S-ILS 35R	RA 121/12	100 DA 1394		

REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

ILS RWY 17R (SA CAT II)
WILL ROGERS WORLD (OKC)

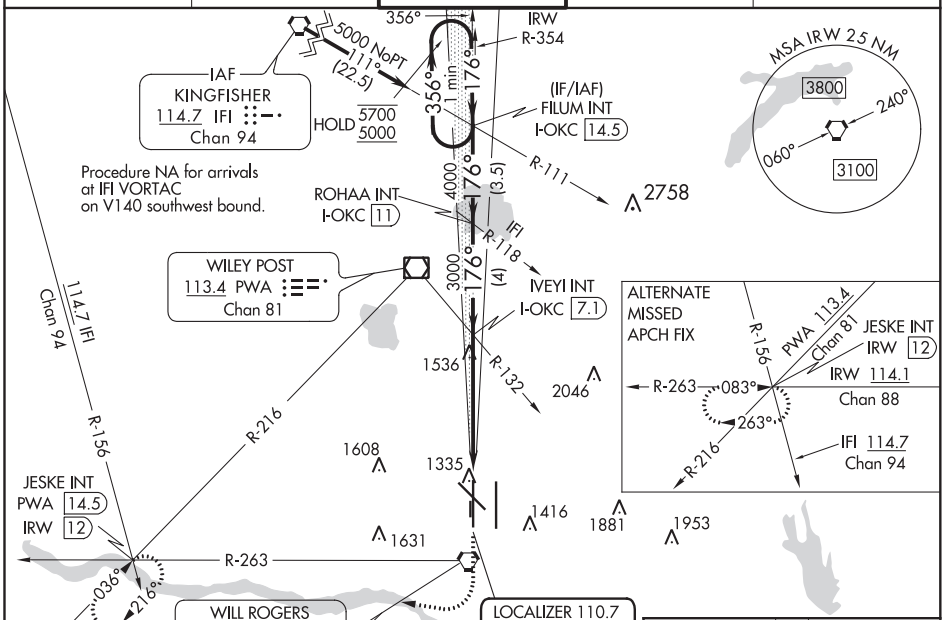
LOC/DME I-OKC	APP CRS	Rwy ldg	9800
110.7	176°	TDZE	1282
Chan 44		Apt Elev	1296

ASR: Simultaneous approach authorized. 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 right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

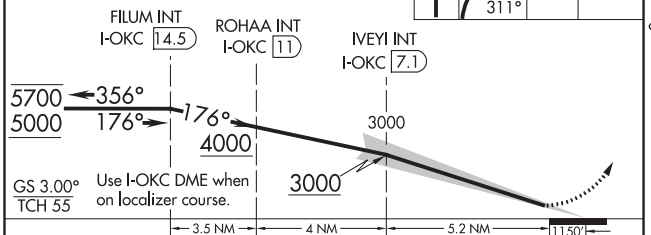
D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



One Minute Holding Pattern

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

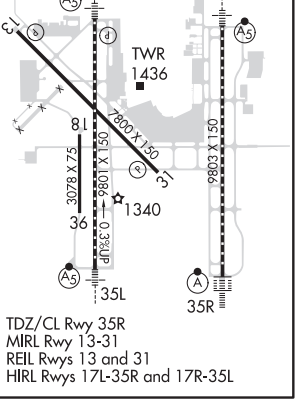
2000	3000 hdg 311°	PWA R-216	JESKE INT



CATEGORY	A	B	C	D
S-ILS 17R	RA 102/12 100 DA 1382			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 1296 | D | TDZE 1282



TDZ/CL Rwy 35R
MIRL Rwy 13-31
REIL Rwys 13 and 31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	9802
176°	TDZE	1287
	Apt Elev	1296

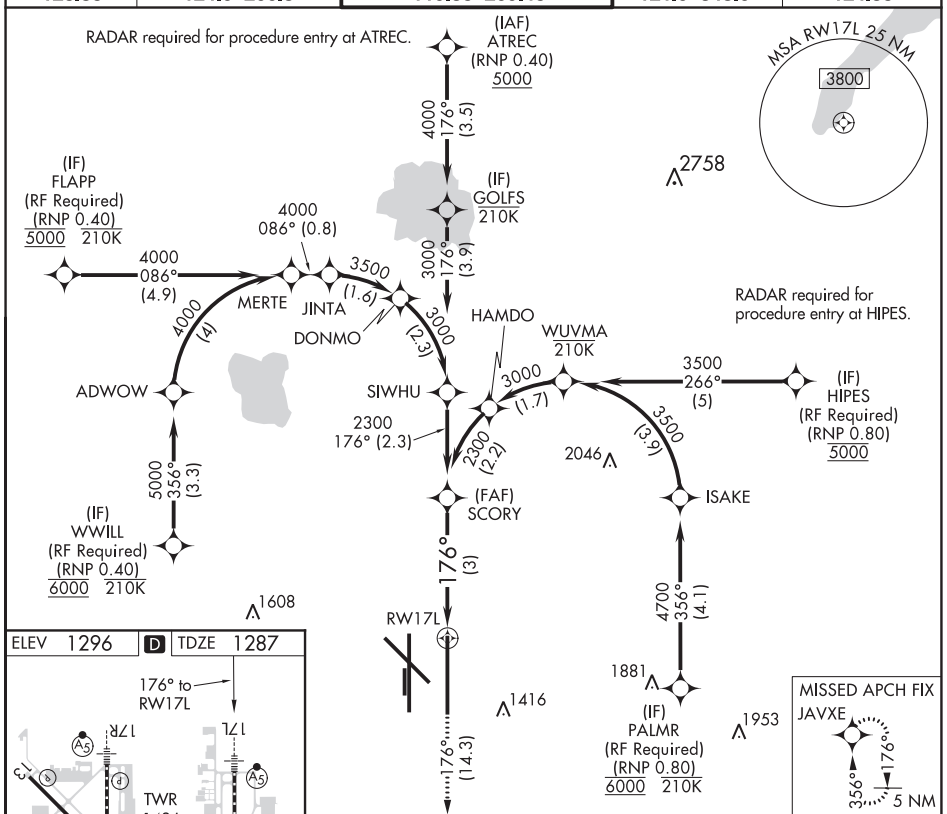
RNAV (RNP) Z RWY 17L
WILL ROGERS WORLD (OKC)

ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 17R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 176° to JAVXE and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



CATEGORY	A	B	C	D
RNP 0.11 DA	1555/24 268 (300-½)			
RNP 0.20 DA	1643/34 356 (400-⅝)			
RNP 0.30 DA	1724/49 437 (500-1)			

AUTHORIZATION REQUIRED

REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

RNAV (RNP) Z RWY 17R
WILL ROGERS WORLD (OKC)

APP CRS	Rwy ldg	9800
176°	TDZE	1282
	Apt Elev	1296

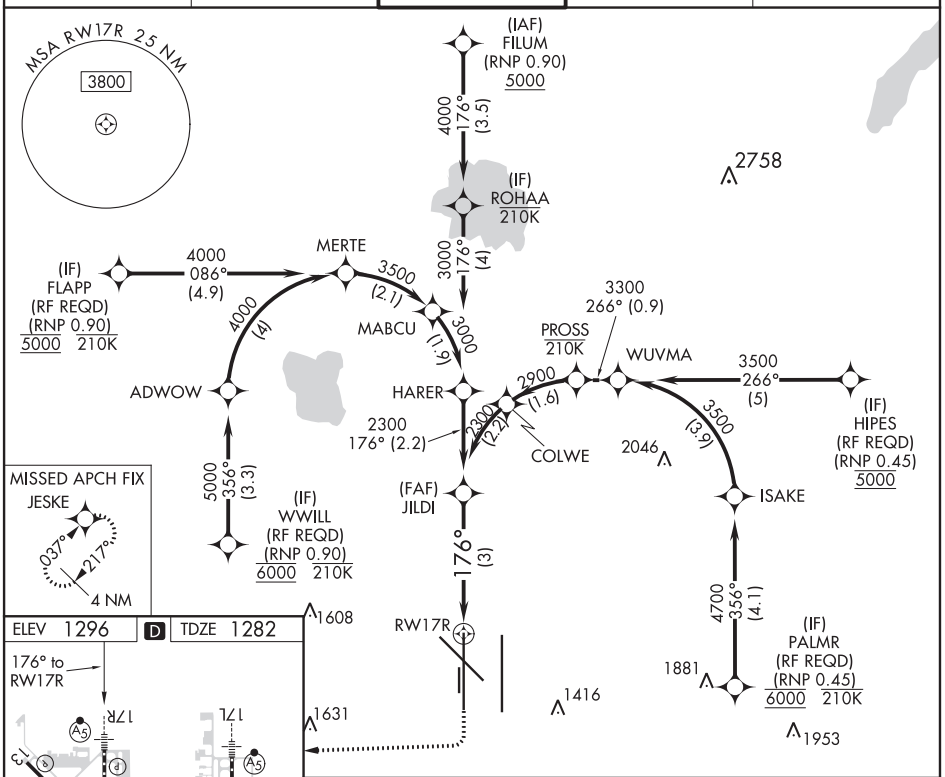
RNP AR APCH.

ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

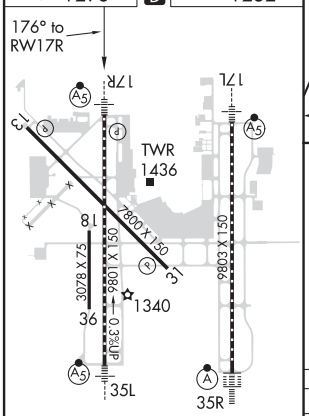
MALSR

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

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35

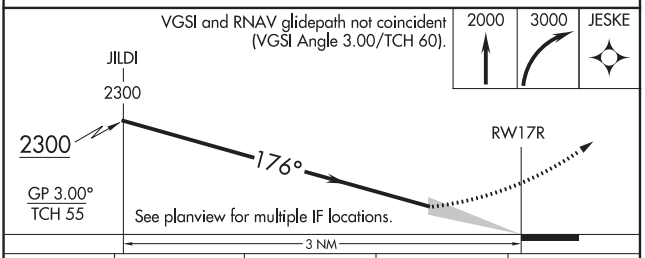


ELEV 1296 D TDZE 1282



REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

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



CATEGORY	A	B	C	D
RNP 0.20 DA	1559/24	277 (300-½)		
RNP 0.30 DA	1677/35	395 (400-⅝)		

AUTHORIZATION REQUIRED

OKLAHOMA CITY, OKLAHOMA
Amdt 2 20JUN19

35°24'N-97°36'W

WILL ROGERS WORLD (OKC)
RNAV (RNP) Z RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	9800
356°	TDZE	1276
	Apt Elev	1296

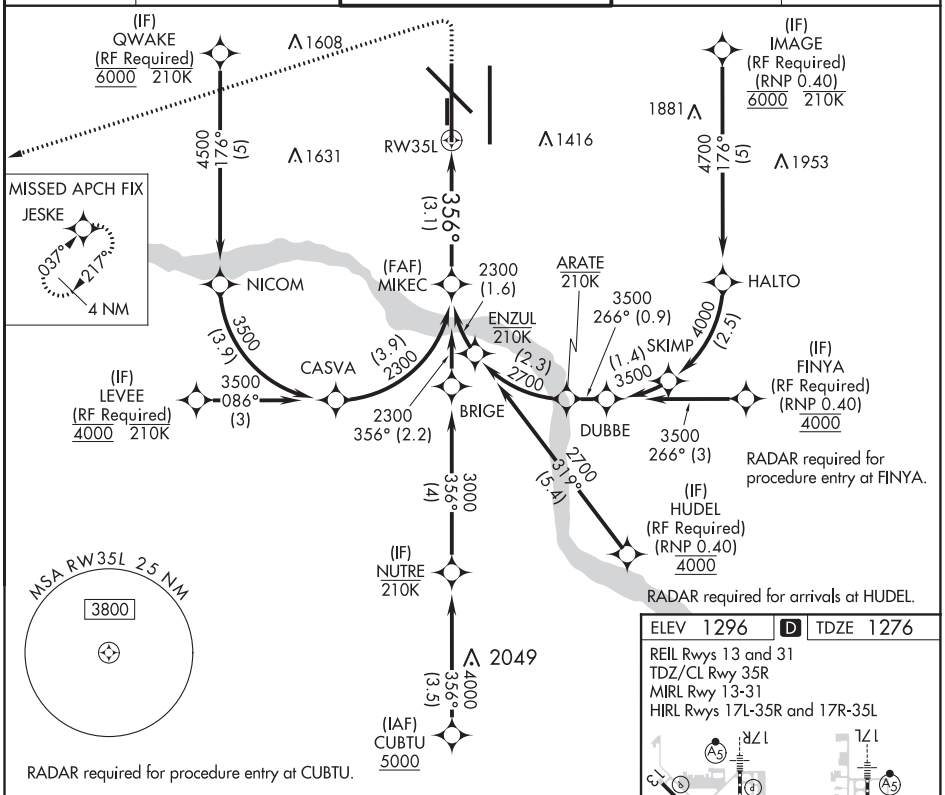
RNAV (RNP) Z RWY 35L
WILL ROGERS WORLD (OKC)

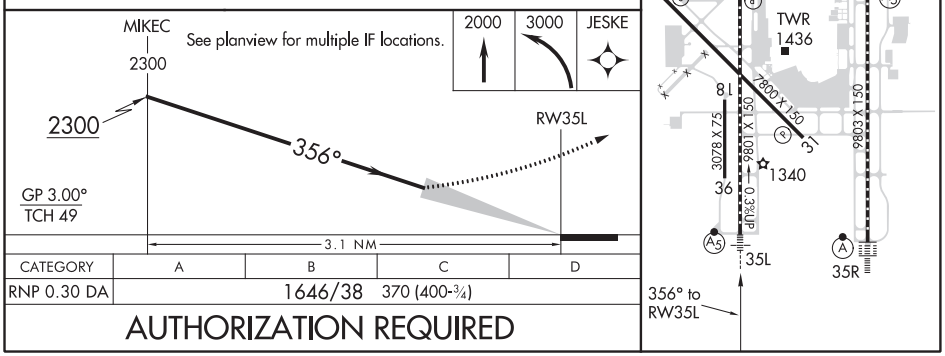
ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

MALSR

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

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
RNP 0.30 DA	1646/38	370 (400-¾)		

AUTHORIZATION REQUIRED

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

RNAV (RNP) Z RWY 35R

WILL ROGERS WORLD (OKC)

APP CRS	Rwy ldg	9802
356°	TDZE	1294
	Apt Elev	1296

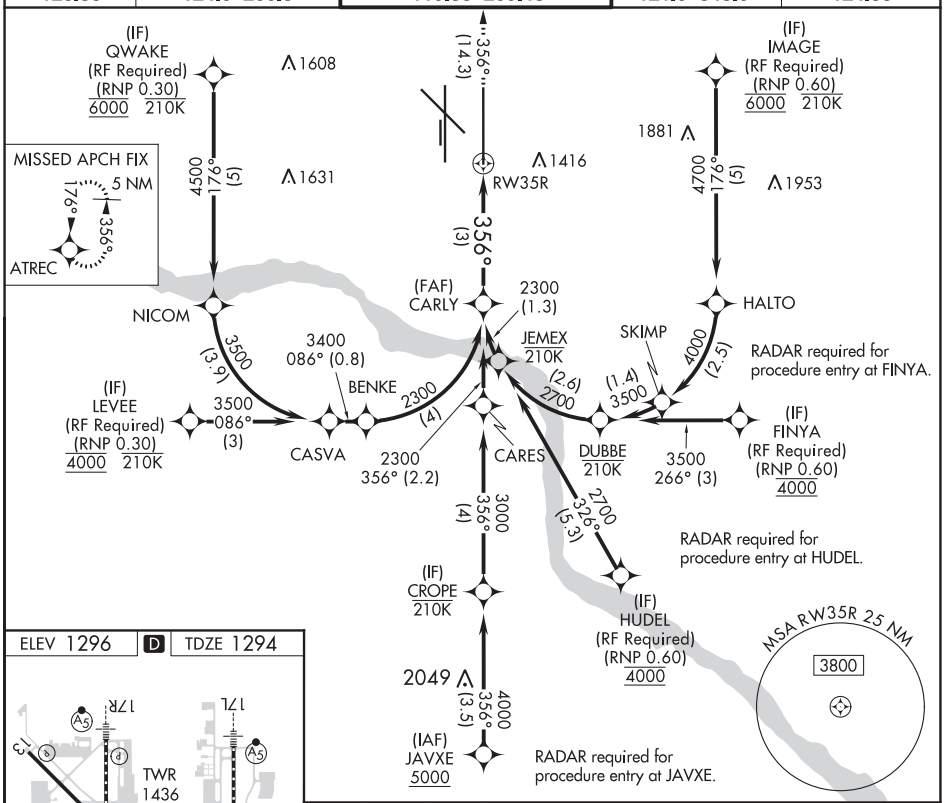
ASR

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35L.
Use of FD or AP providing RNAV track guidance required during simultaneous operations.

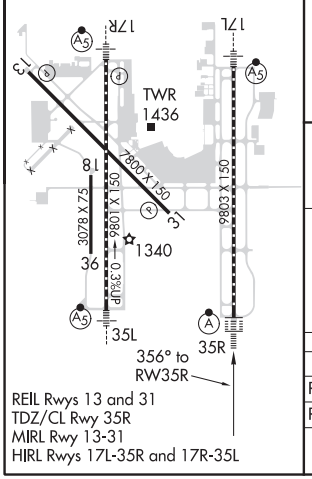
ALSF-2

MISSED APPROACH: Climb to 5000 on track 356° to ATREC and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



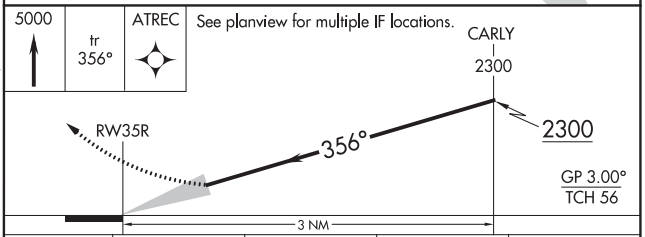
ELEV 1296 | D | TDZE 1294



REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

5000	tr 356°	ATREC

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.16 DA	1570/24 276 (300-½)			
RNP 0.30 DA	1674/39 380 (400-¾)			

AUTHORIZATION REQUIRED

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

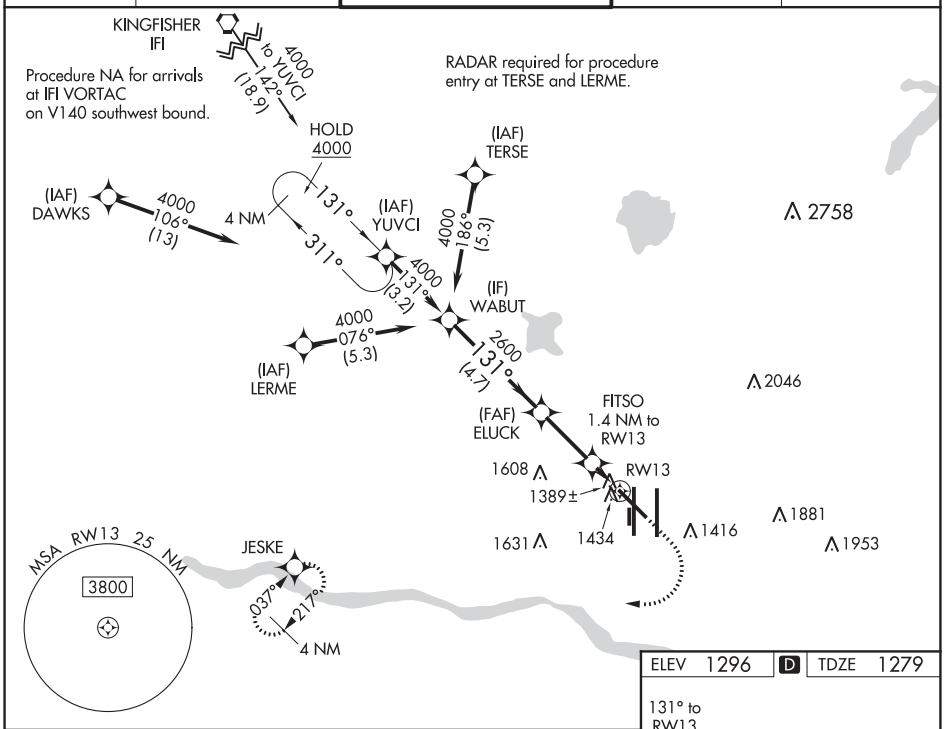
WAAS CH 45625 W13A	APP CRS 131°	Rwy ldg 7800 TDZE 1279 Apt Elev 1296

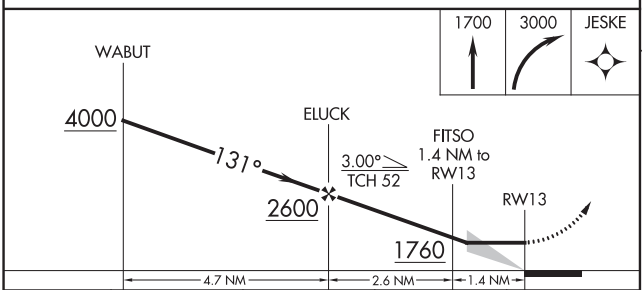
RNAV (GPS) RWY 13
WILL ROGERS WORLD (OKC)

T A ASR — DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.

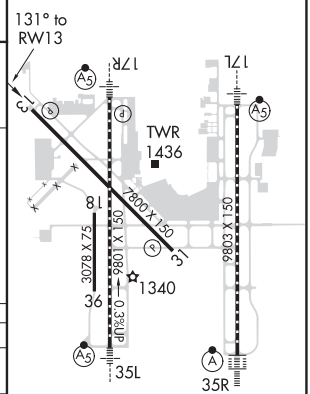
D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D
LP MDA	1640-1 361 (400-1)			
LNAV MDA	1700-1 421 (500-1)		1700-1¼ 421 (500-1¼)	
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

ELEV 1296 D TDZE 1279



REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

RNAV (GPS) RWY 31
WILL ROGERS WORLD (OKC)

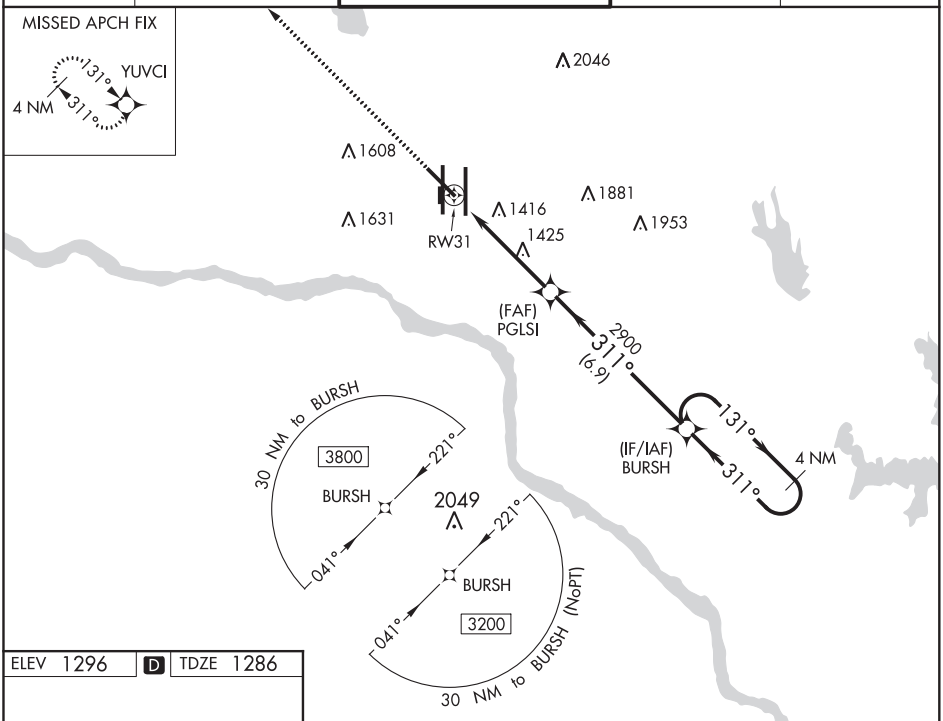
WAAS CH 50225 W31A	APP CRS 311°	Rwy ldg 7800 TDZE 1286 Apt Elev 1296

T A ASR

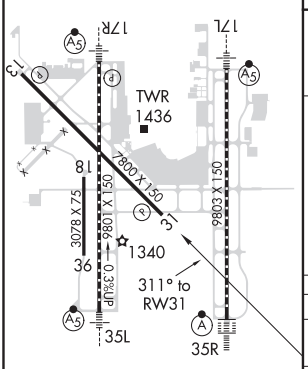
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct YUVCI and hold.

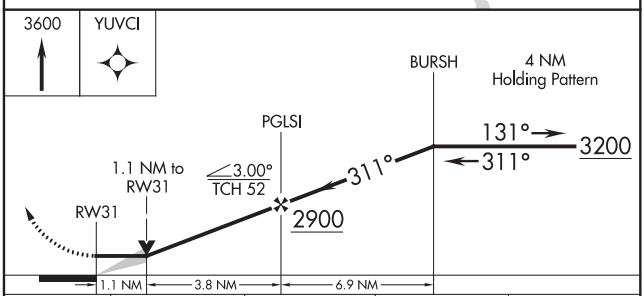
D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



ELEV 1296 | D | TDZE 1286



REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L



CATEGORY	A	B	C	D
LP MDA	1680-1 394 (400-1)		1680-1⅛ 394 (400-1⅛)	
LNAV MDA	1700-1 414 (500-1)		1700-1⅛ 414 (500-1⅛)	
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 56503 W17B	APP CRS 176°	Rwy ldg 9802 TDZE 1287 Apt Elev 1296

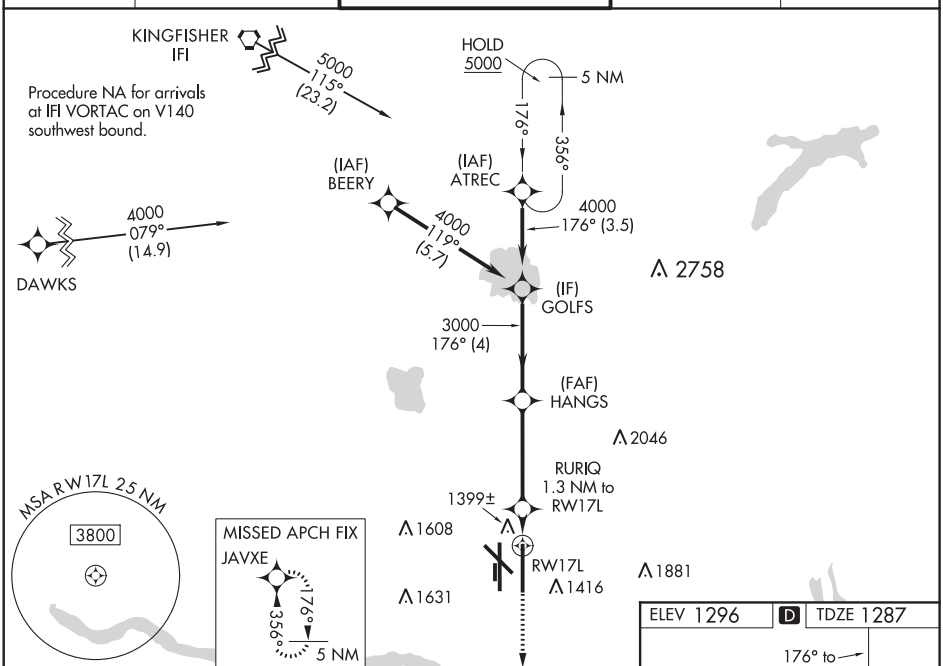
RNAV (GPS) Y RWY 17L
WILL ROGERS WORLD (OKC)

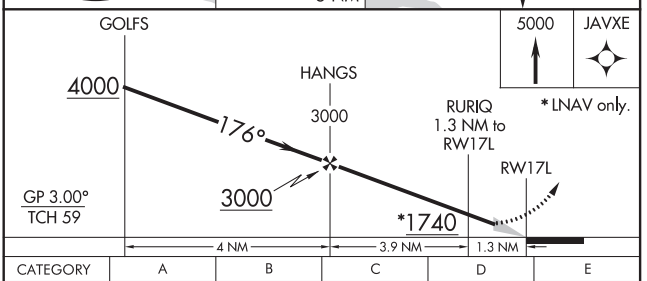
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

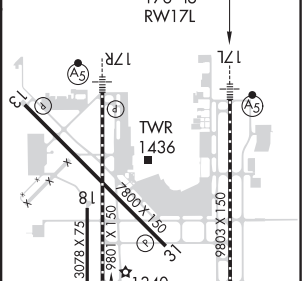
MISSED APPROACH: Climb to 5000 direct JAVXE and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





CATEGORY	A	B	C	D	E
LPV DA**	1487/24 200 (200-½)				
LNAV/VNAV DA	1590/24 303 (300-½)				
LNAV MDA	1660/24 373 (400-½)		1660/35 373 (400-⅝)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)



REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

RNAV (GPS) Y RWY 17R
WILL ROGERS WORLD (OKC)

WAAS CH 50102 W17A	APP CRS 176°	Rwy ldg 9800 TDZE 1282 Apt Elev 1296

RNP APCH.

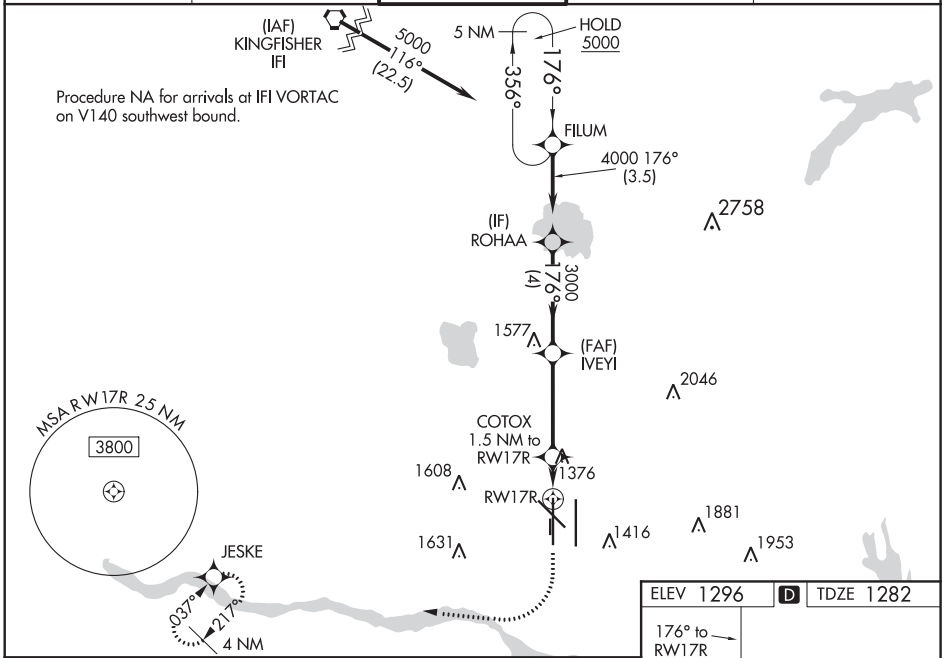
T A ASR

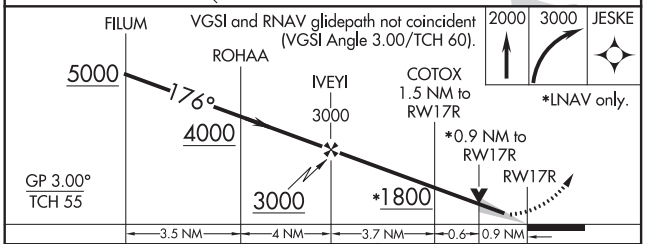
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

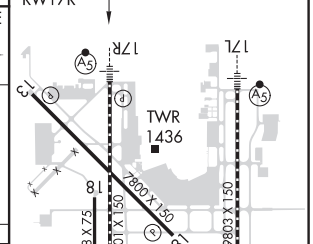
MALSR A5

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

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D
LPV DA **	1482/24 200 (200-½)			
LNAV/VNAV DA	1550/24 268 (300-½)			
LNAV MDA	1640/24 358 (400-½)		1640/30 358 (400-⅝)	
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA
Amdt 6 10SEP20

35°24'N-97°36'W

WILL ROGERS WORLD (OKC)
RNAV (GPS) Y RWY 17R

WAAS CH 56202 W35A	APP CRS 356°	Rwy ldg 9800 TDZE 1276 Apt Elev 1296

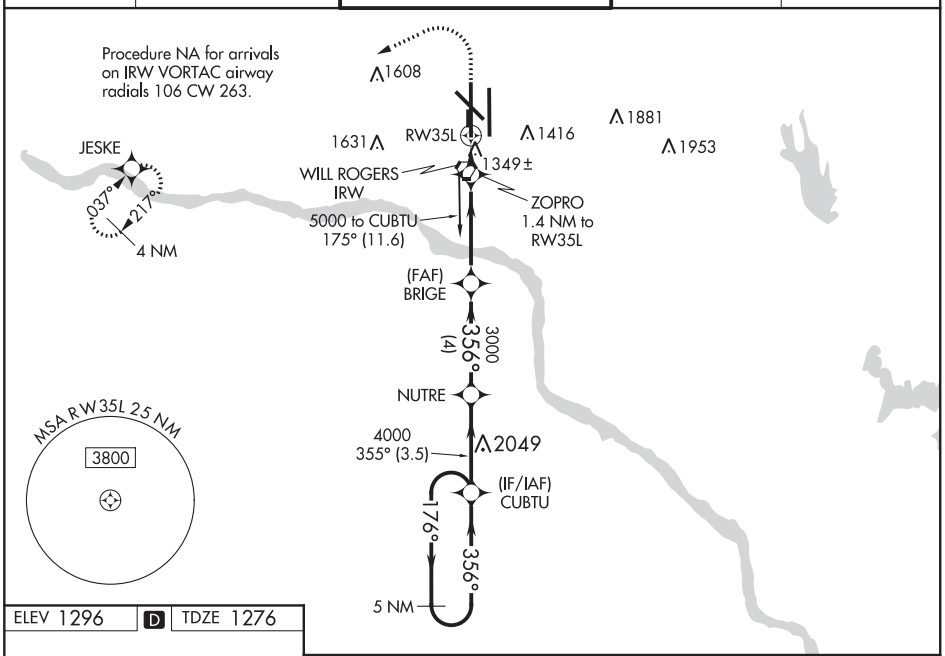
RNAV (GPS) Y RWY 35L
WILL ROGERS WORLD (OKC)

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV Cat A/B visibility to RVR 5500 and Cat C/D/E to RVR 5000. Simultaneous approach authorized with Rwy 35R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.

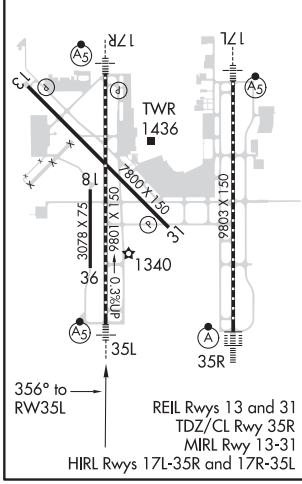
MALSR

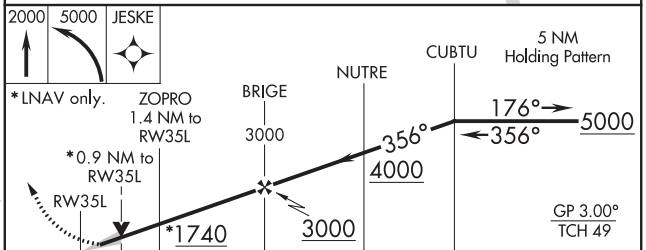
MISSED APPROACH: Climb to 2000 then climbing left turn to 5000 direct JESKE and hold.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35



ELEV 1296 | D | TDZE 1276





CATEGORY	A	B	C	D	E
LPV DA**	1476/24 200 (200-½)				
LNAV/VNAV DA	1543/24 267 (300-½)				
LNAV MDA	1600/24 324 (400-½)		1600/26 324 (400-½)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

AL-301 (FAA)

20366

RNAV (GPS) Y RWY 35R
WILL ROGERS WORLD (OKC)

WAAS CH 61218 W35B	APP CRS 356°	Rwy ldg 9802 TDZE 1294 Apt Elev 1296

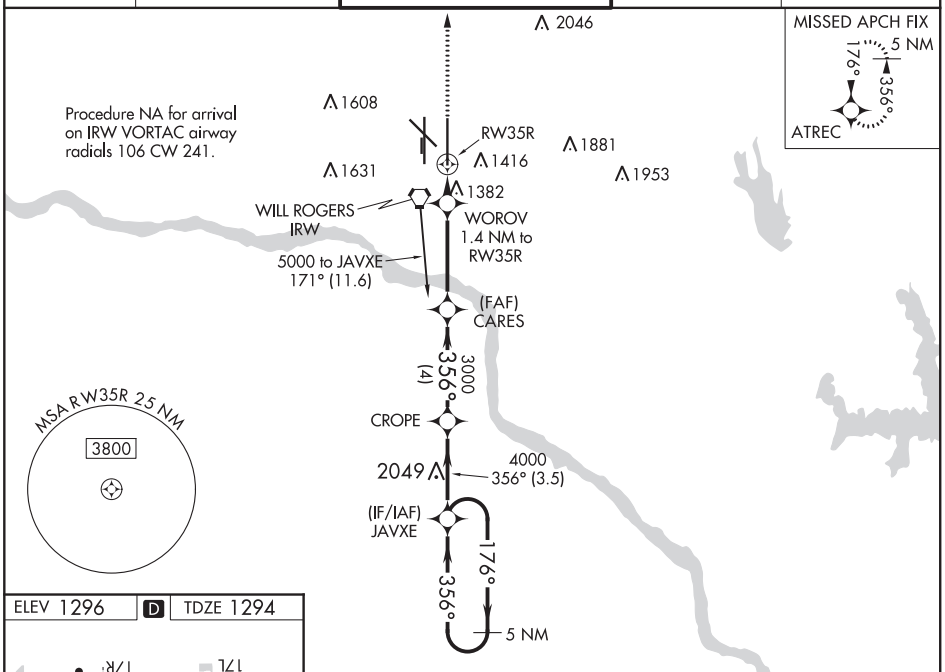
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

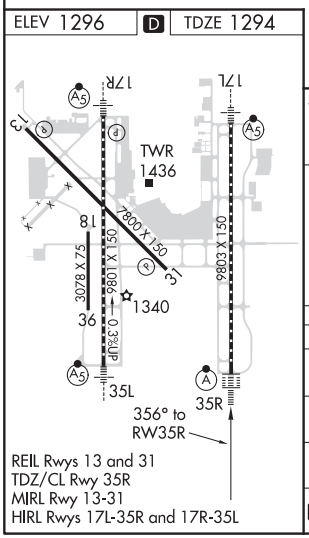
ASR

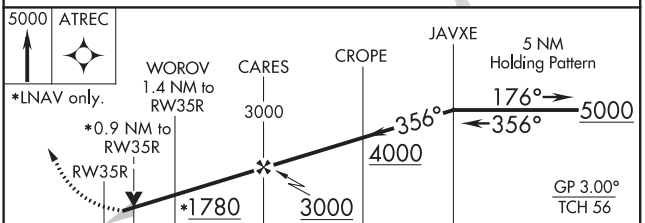
ALSF-2

MISSED APPROACH: Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.

D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35







CATEGORY	A	B	C	D	E
LPV DA	1494/18 200 (200-½)				
LNAV/VNAV DA	1544/24 250 (300-½)				
LNAV MDA	1640/24 346 (400-½)		1640/40 346 (400-¾)		
C CIRCLING	1740-1 444 (500-1)	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA
Amdt 3C 07DEC17

35°24′N-97°36′W

WILL ROGERS WORLD (OKC)
RNAV (GPS) Y RWY 35R

VOR IRW 114.1 Chan 88	APP CRS 190°	Rwy ldg 9803 TDZE 1287 Apt Elev 1296

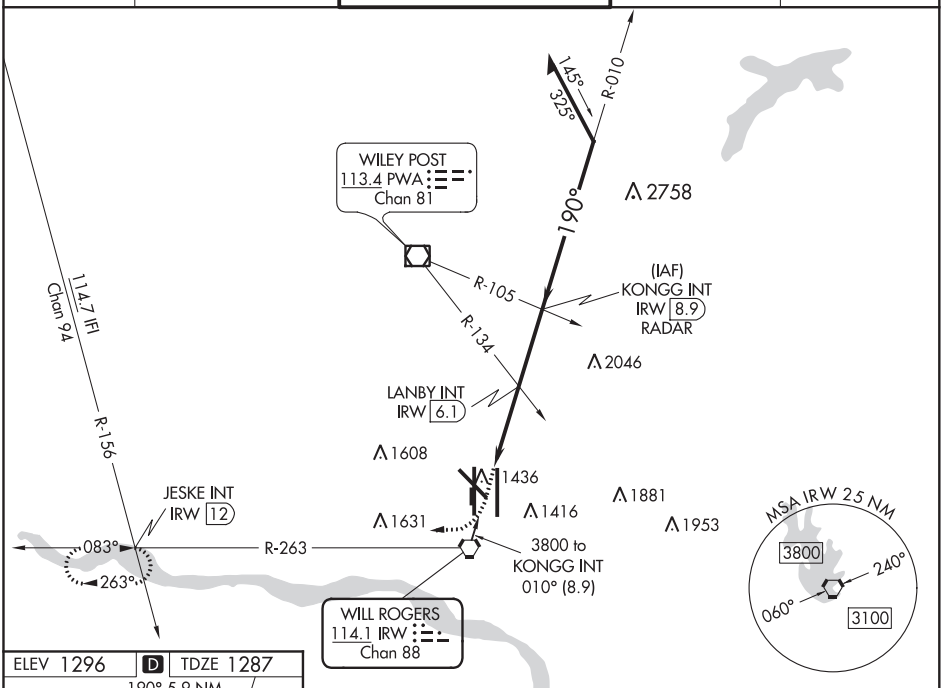
VOR RWY 17L
WILL ROGERS WORLD (OKC)

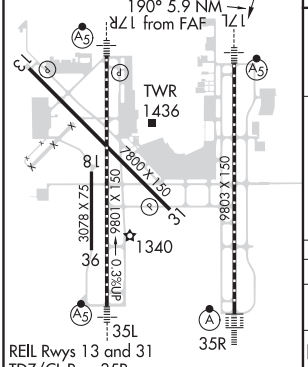
T A ASR Cat E procedure turn NA. Inoperative table does not apply to S-17L all categories and LANBY FIX minimums S-17L Cat E; increase LANBY FIX minimums Cat D visibility to RVR 6000 for inoperative MALSR.

MALSR A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 via IRW VORTAC R-263 to JESKE INT/12 DME and hold.

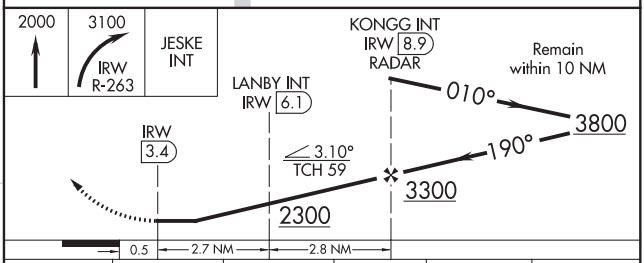
D-ATIS	OKE CITY APP CON	ROGERS TOWER	GND CON	CLNC DEL
125.85	124.6 266.8	119.35 269.45	121.9 348.6	124.35





REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

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



CATEGORY	A	B	C	D	E
S-17L	2300/60 1013(1100-1¼)	2300-1½ 1013(1100-1½)	2300-3 1013 (1100-3)		
C CIRCLING	2300-1¼ 1004(1100-1¼)	2300-1½ 1004(1100-1½)	2300-3 1004 (1100-3)		

LANBY FIX MINIMUMS

S-17L	1680/24 393 (400-½)		1680/50 393 (400-1)	1680-1½ 393 (400-1½)
C CIRCLING	1760-1 464 (500-1)	1960-1¾ 664 (700-1¾)	2000-2¼ 704 (800-2¼)	2240-3 944 (1000-3)

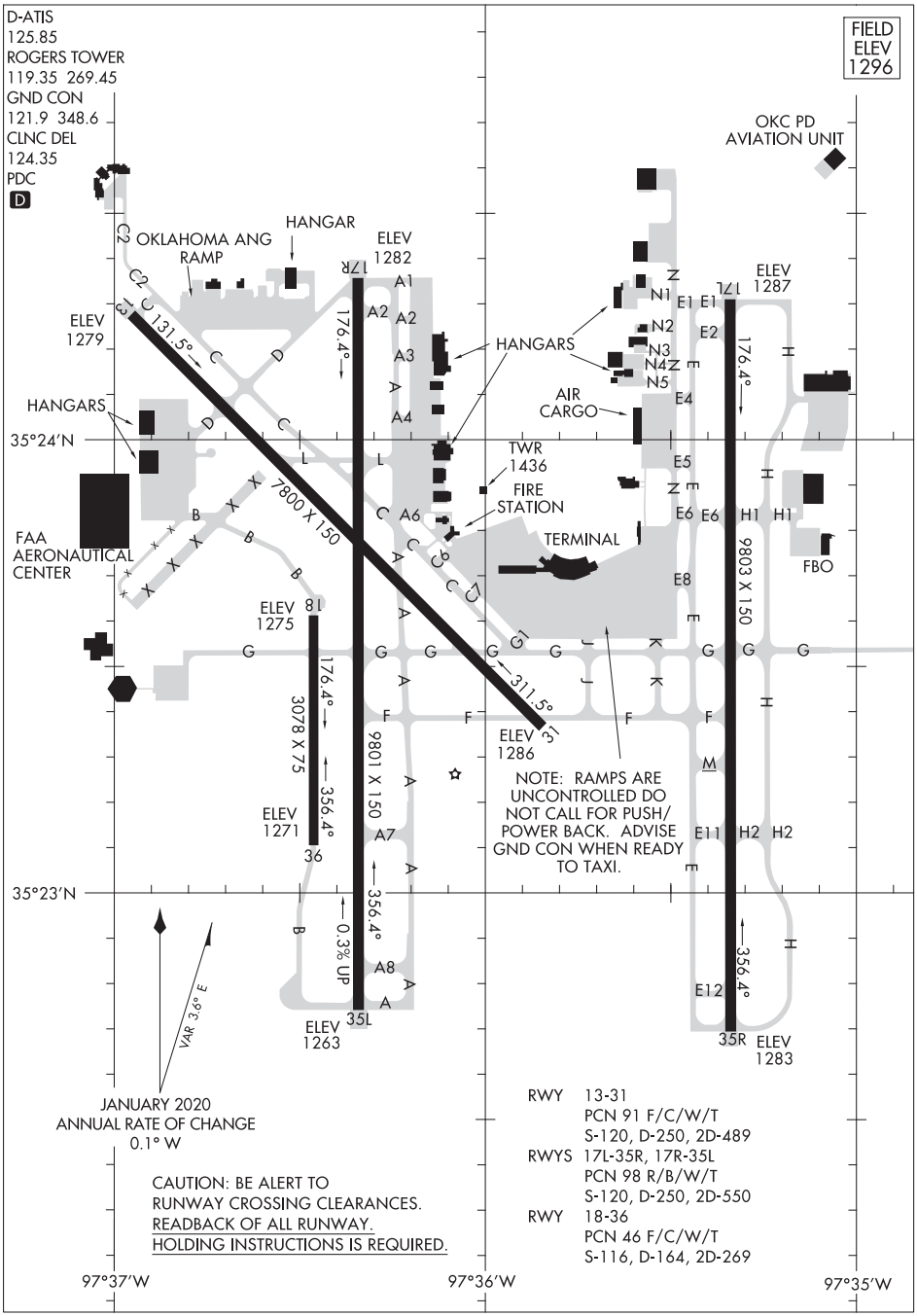
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

20366

AIRPORT DIAGRAM

AL-301 (FAA)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20366
OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

D-ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4

TOP ALTITUDE: Assigned by ATC

N

PHARA △

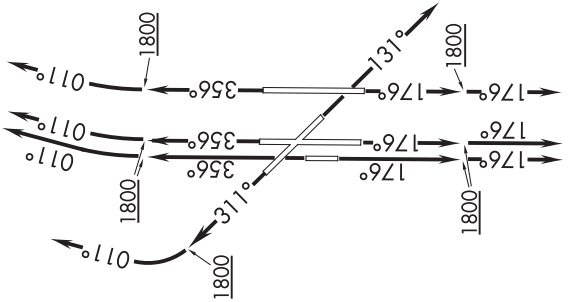
10000
*2500
080°
(38)

FUNNL

VOWED 4200
*2500
080°
(4)

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

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

. . . . on track 080° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA):

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

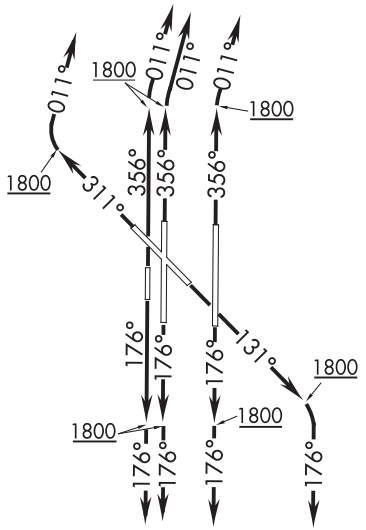
(KRMSN3.KRMSN) 17341 AL-301 (FAA)

KRMSN THREE DEPARTURE (RNAV)

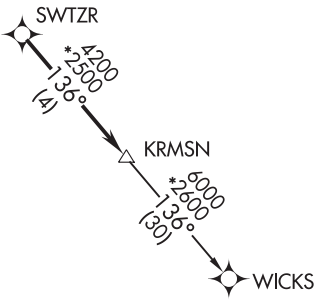
WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

TOP ALTITUDE: ASSIGNED BY ATC

D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4



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



TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 31: Climb heading 311° to 1800, then right turn heading 011° or assigned by ATC, expect RADAR vectors to SWTZR, thence...

TAKEOFF RUNWAY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to SWTZR, thence...

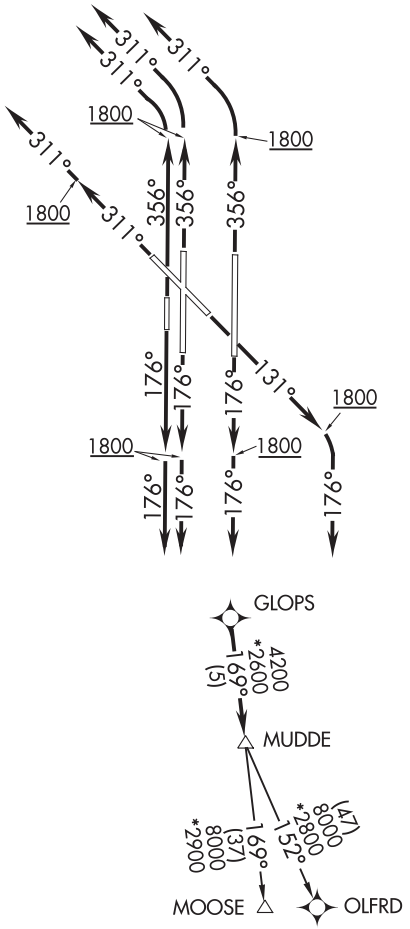
. . . . on track 136° to KRMSN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN3.WICKS):

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: ASSIGNED BY ATC

D-ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.6 266.8



TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.

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

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .
TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

. . . .on track 169° to MUDDE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):
OLFRD TRANSITION (MUDDE3.OLFRD):

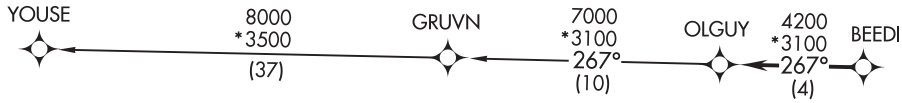
OLGUY THREE DEPARTURE (RNAV)
(OLGUY3.OLGUY) 07DEC17

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.

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



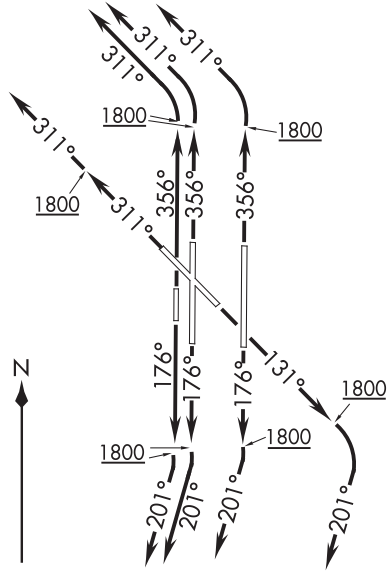
DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN):
YOUSE TRANSITION (OLGUY3.YOUSE):

TOP ALTITUDE: Assigned by ATC

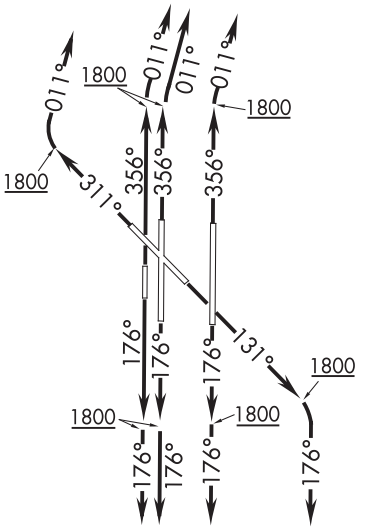


NOTE: Chart not to scale.

RDHWK THREE DEPARTURE (RNAV)

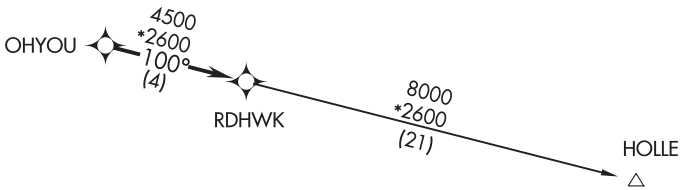
TOP ALTITUDE: ASSIGNED BY ATC

D-ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4



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

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .
TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence. . . .

. . . .on track 100° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

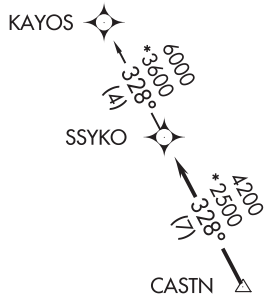
(SSYKO3.SSYKO) 17341 AL-301 (FAA)

SSYKO THREE DEPARTURE (RNAV)

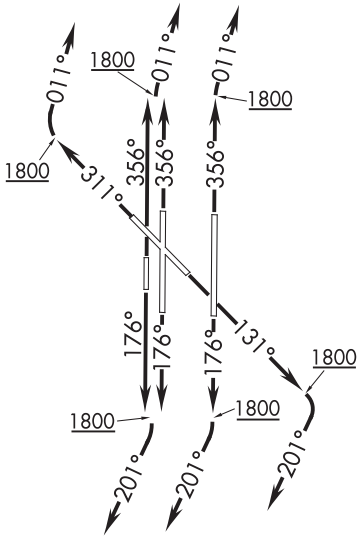
WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

D-ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .
TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

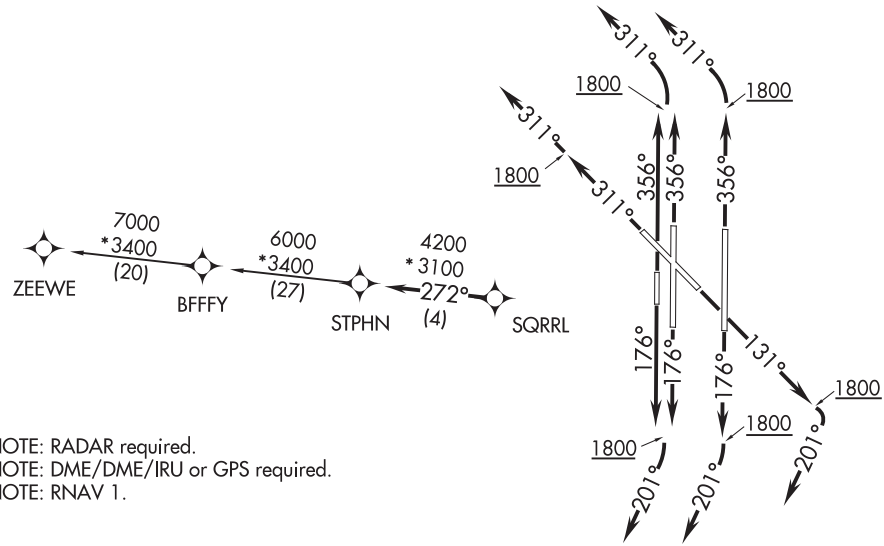
SC-1, 25 FEB 2021 to 22 APR 2021

STPHN THREE DEPARTURE (RNAV)

D-ATIS 125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500′ per NM to 1800.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .
TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):
ZEEWE TRANSITION (STPHN3.ZEEWE):

SC-1, 25 FEB 2021 to 22 APR 2021

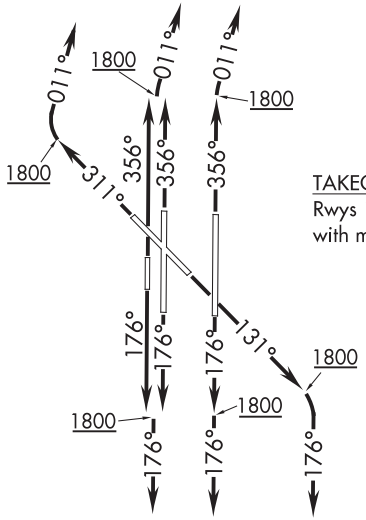
(TEBRD3.TEBRD) 20366 AL-301 (FAA)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

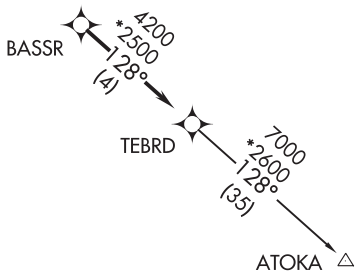
TEBRD THREE DEPARTURE (RNAV)

TOP ALTITUDE: ASSIGNED BY ATC

D-ATIS 125.85
CLNC DEL 124.35
GND CON 121.9 348.6
ROGERS TOWER 119.35 269.45
OKE CITY DEP CON 124.2 336.4



TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.



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

NOTE: Chart not to scale.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

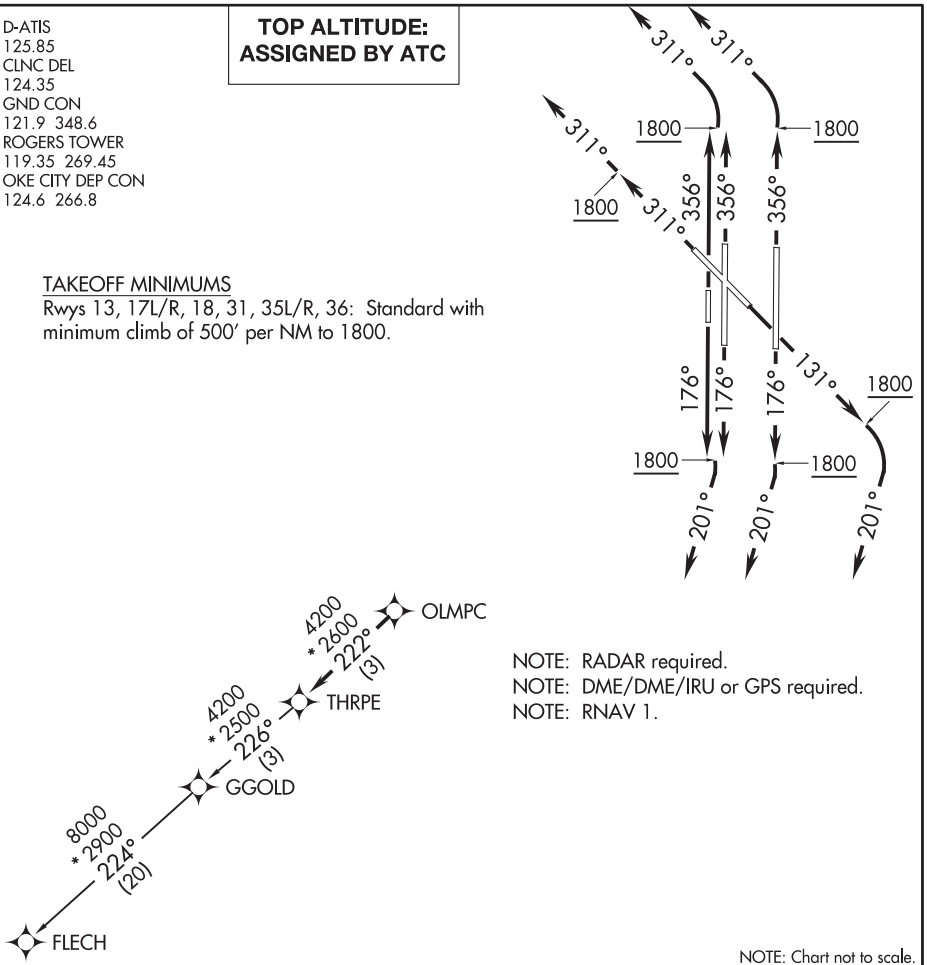
ATOKA TRANSITION (TEBRD3.ATOKA)

THRPE THREE DEPARTURE (RNAV)

D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.6 266.8

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.



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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

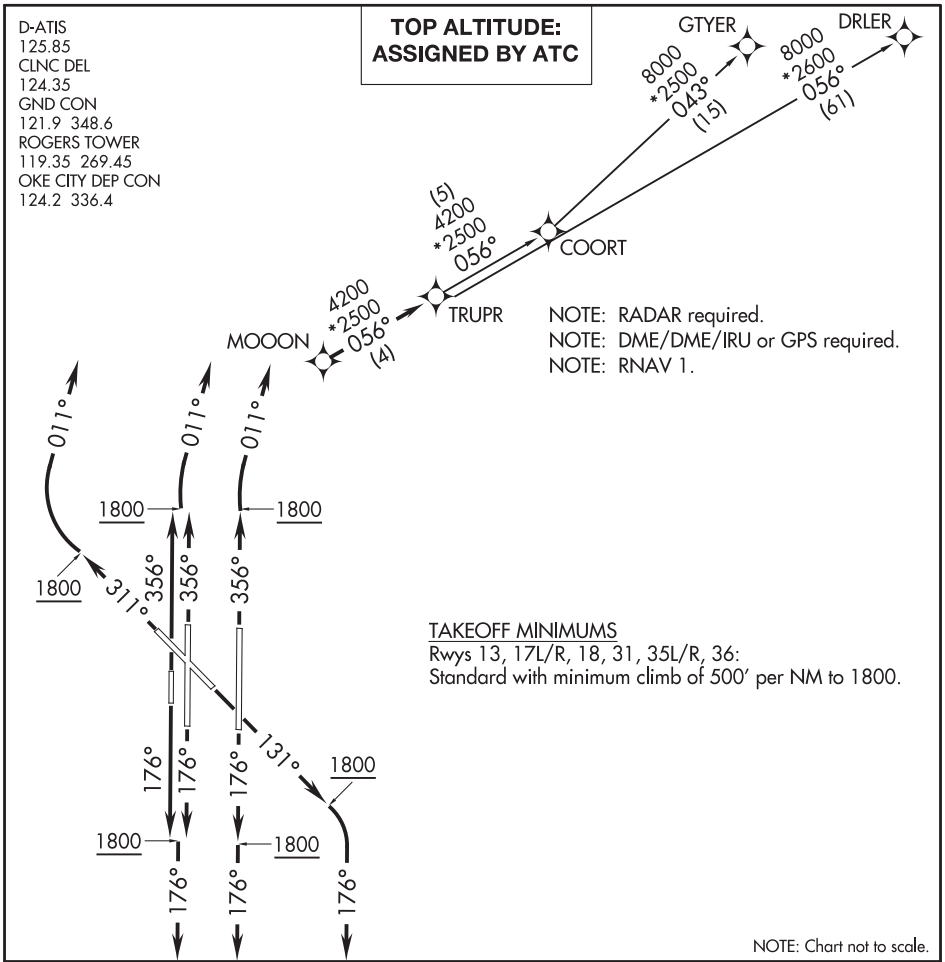
TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
. . . . on track 222° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.
FLECH TRANSITION (THRPE3.FLECH)
GGOLD TRANSITION (THRPE3.GGOLD)

SC-1, 25 FEB 2021 to 22 APR 2021

(TRUPR3.TRUPR) 17341 AL-301 (FAA)

TRUPR THREE DEPARTURE (RNAV)

WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA



DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

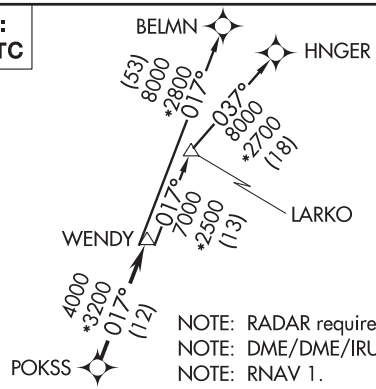
DRLER TRANSITION (TRUPR3.DRLER)

GTYER TRANSITION (TRUPR3.GTYER)

WENDY THREE DEPARTURE (RNAV)

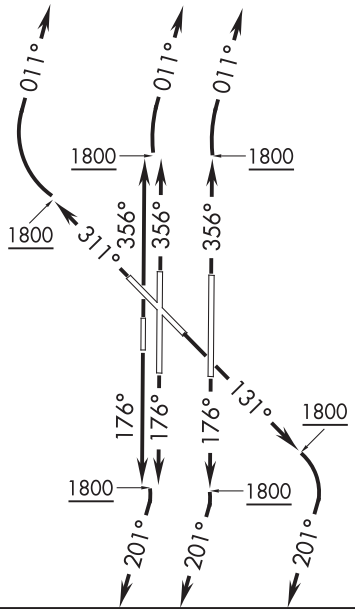
D-ATIS
125.85
CLNC DEL
124.35
GND CON
121.9 348.6
ROGERS TOWER
119.35 269.45
OKE CITY DEP CON
124.2 336.4

TOP ALTITUDE: ASSIGNED BY ATC



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

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500′ per NM to 1800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

. . . . on track 017° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)
HNGER TRANSITION (WENDY3.HNGER)
LARKO TRANSITION (WENDY3.LARKO)

SC-1, 25 FEB 2021 to 22 APR 2021

OKMULGEE, OKLAHOMA | AL-727 (FAA) | 20086

LOC I-OKM	APP CRS	Rwy ldg	5150
109.1	176°	TDZE	720
		Apt Elev	720

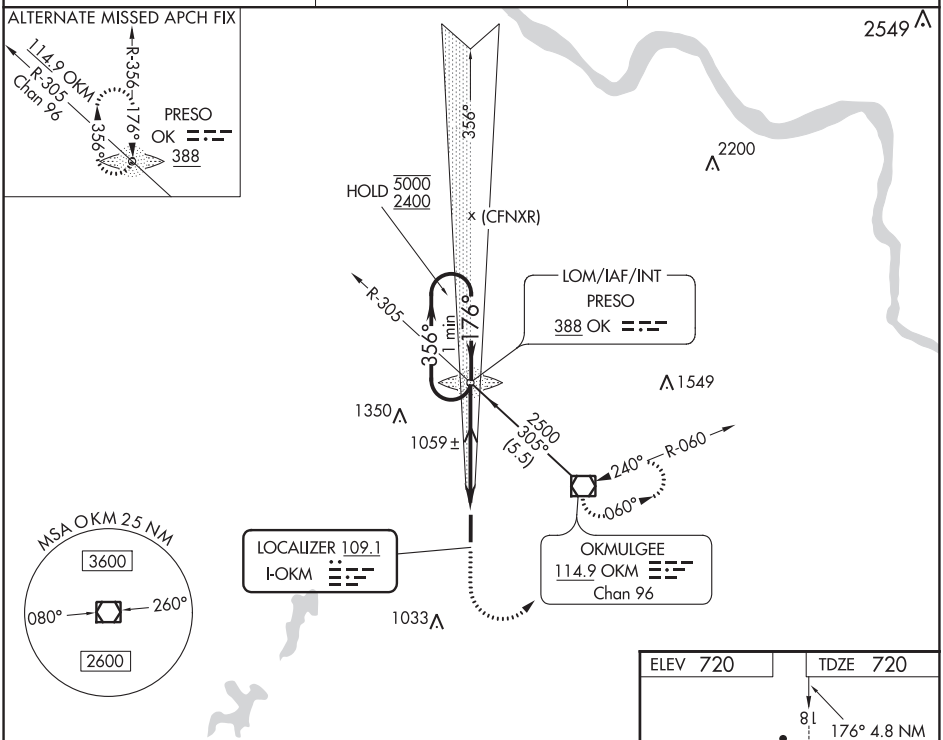
ILS or LOC RWY 18
OKMULGEE RGNL (OKM)

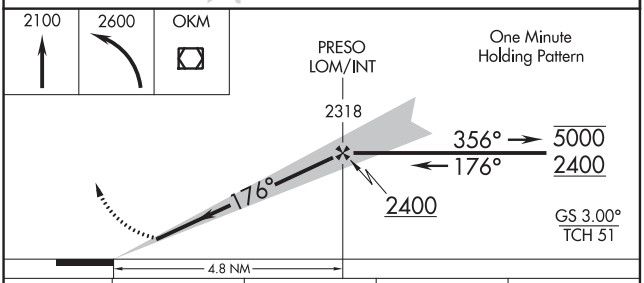
NA

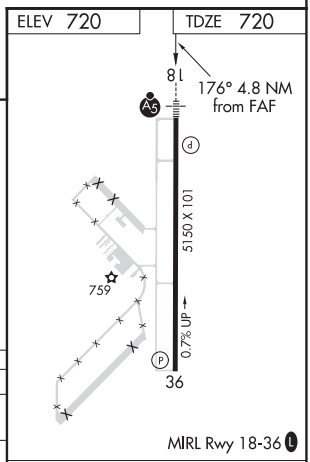
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 18	920-½ 200 (200-½)			NA
S-LOC 18	1320-½ 600 (600-½)		1320-1¼ 600 (600-1¼)	NA
C CIRCLING	1320-1 600 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

MIRL Rwy 18-36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
OKMULGEE RGNL (OKM)

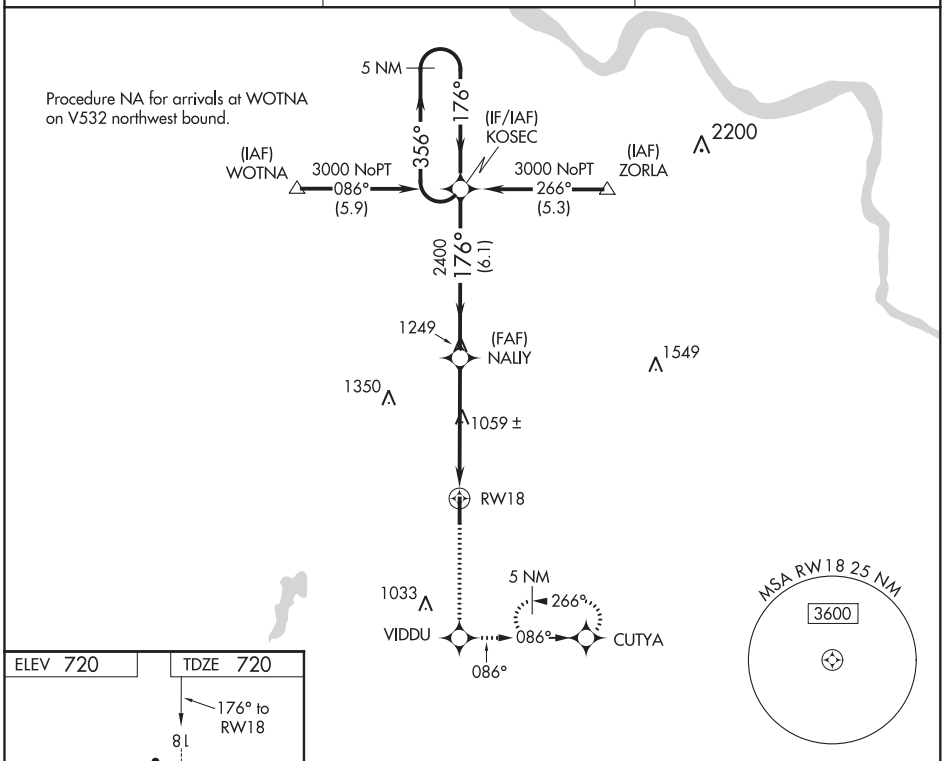
WAAS CH 82105 W18A	APP CRS 176°	Rwy ldg 5150 TDZE 720 Apt Elev 720

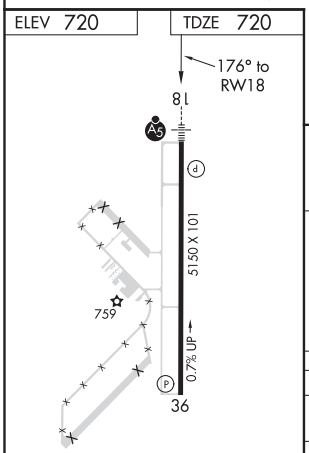
When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase LPV DA to 1050 feet; increase all MDAs 80 feet and visibility Cat C ¼ SM. DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

MALSR A5

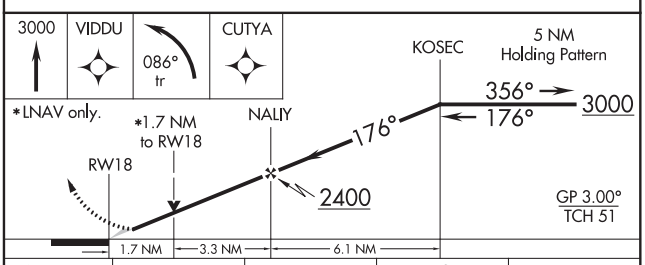
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L





MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	970-½ 250 (300-½)			NA
LNAV MDA	1320-½ 600 (600-½)		1320-1 600 (600-1)	NA
C CIRCLING	1320-1 600 (600-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKMULGEE, OKLAHOMA

AL-727 (FAA)

20198

RNAV (GPS) RWY 36
OKMULGEE RGNL (OKM)

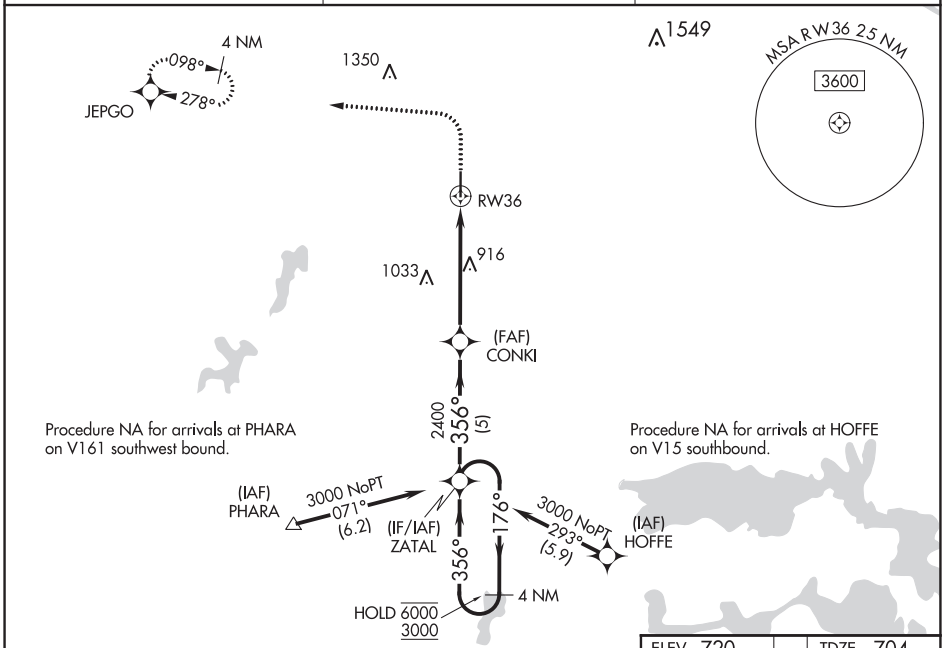
WAAS CH 69242 W36A	APP CRS 356°	Rwy ldg 5150 TDZE 704 Apt Elev 720

RNP APCH.

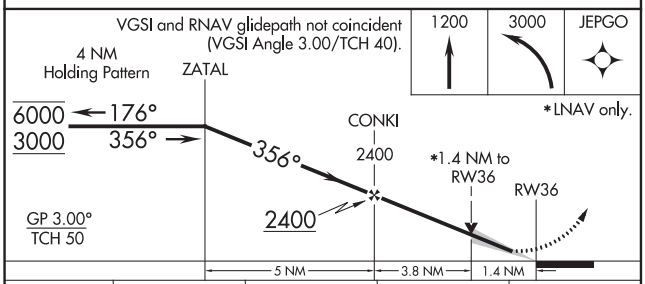
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

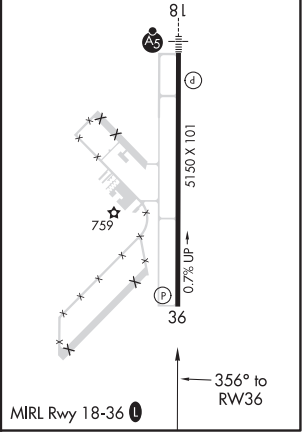
AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L



ELEV 720 | TDZE 704



CATEGORY	A	B	C	D
LPV DA	904-¾ 200 (200-¾)			
LNAV/VNAV DA	954-¾ 250 (300-¾)			
LNAV MDA	1180-1 476 (500-1)		1180-1⅜ 476 (500-1⅜)	
C CIRCLING	1180-1 460 (500-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	1640-3 920 (1000-3)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

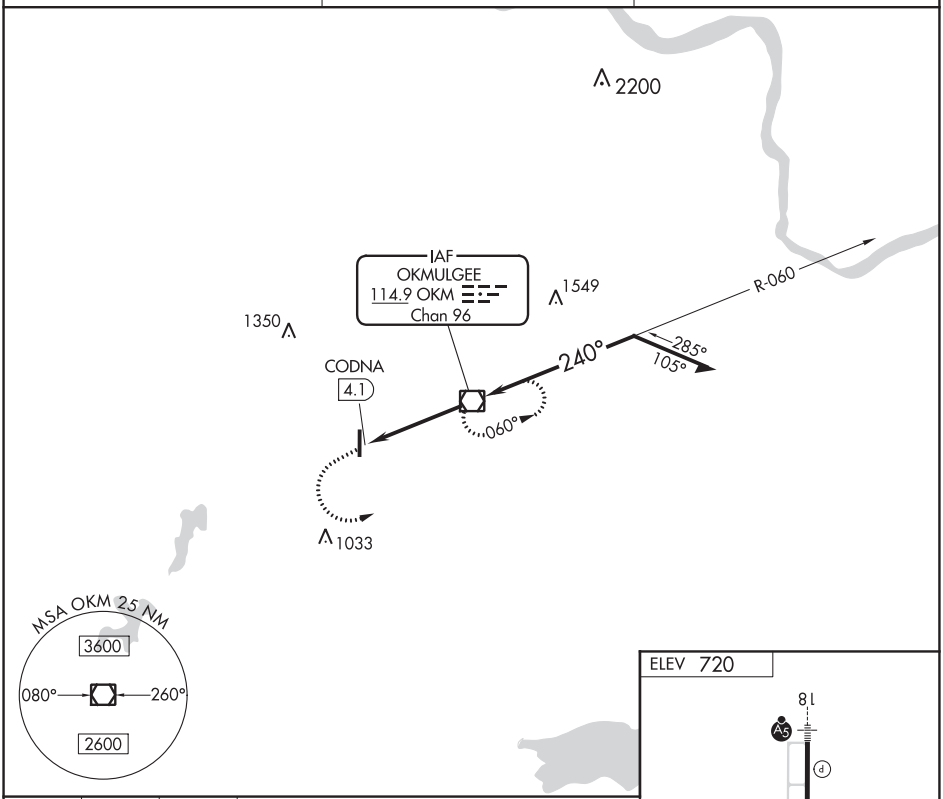
VOR-A
OKMULGEE RGNL (OKM)

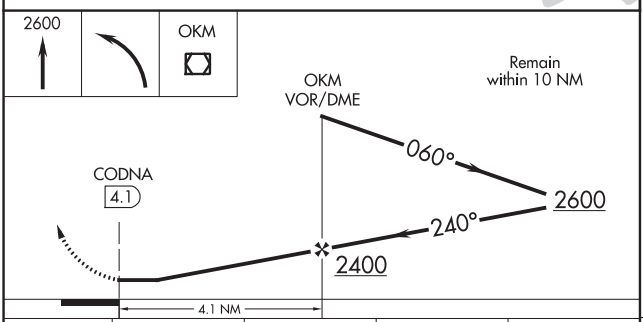
VOR/DME OKM	APP CRS	Rwy ldg	N/A
114.9	240°	TDZE	N/A
Chan 96		Apt Elev	720

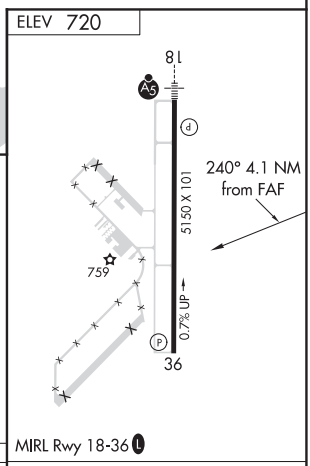
When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

AWOS-3	TULSA APP CON	UNICOM
118.225	119.85 338.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	1140-1 420 (500-1)	1340-1 620 (700-1)	1340-1¾ 620 (700-1¾)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OSCEOLA, ARKANSAS

AL-6994 (FAA)

20366

RNAV (GPS) RWY 19
OSCEOLA MUNI (7M4)

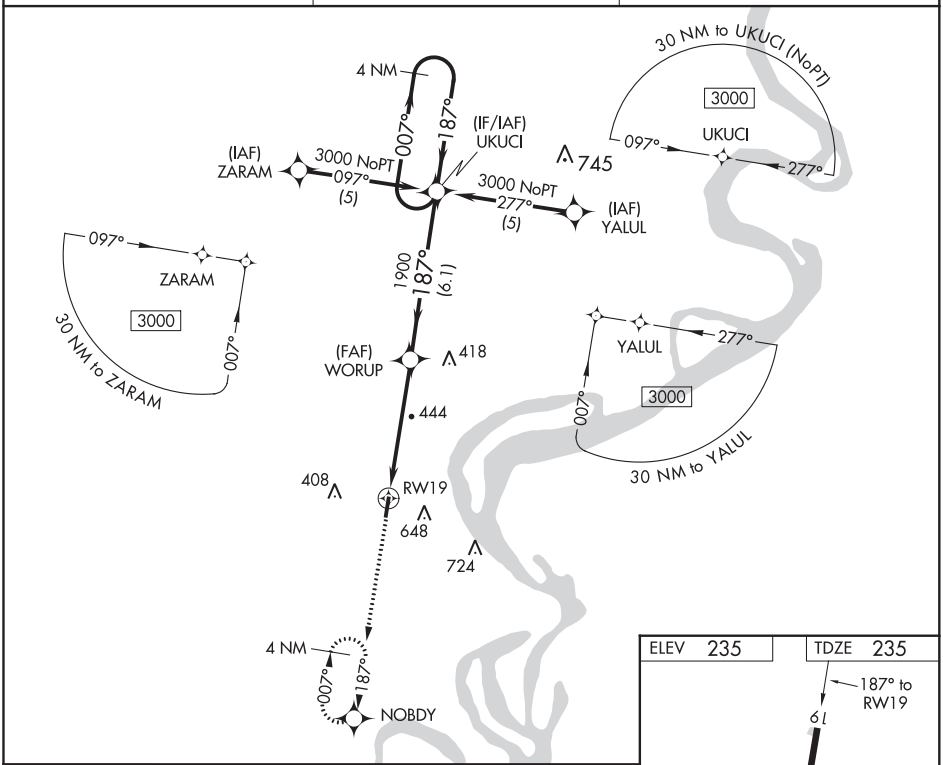
APP CRS	Rwy ldg	3799
187°	TDZE	235
	Apt Elev	235

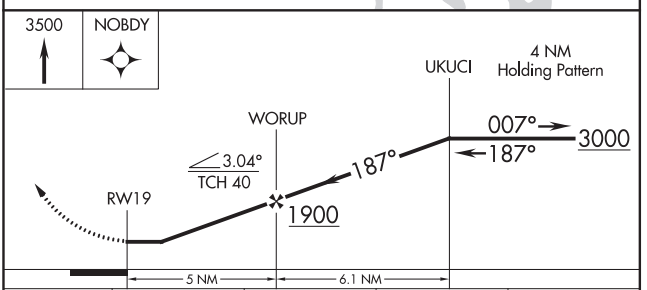
RNP APCH.

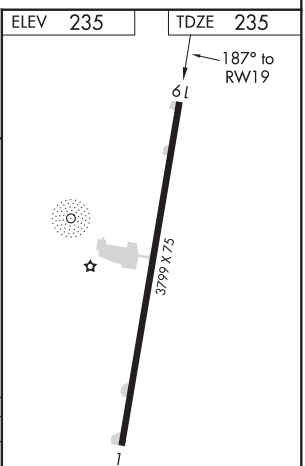
Procedure NA at night.
Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

HKA ASOS	MEMPHIS CENTER	UNICOM
135.025	119.1 291.6	122.8 (CTAF) L







REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

CATEGORY	A	B	C	D
LNAV MDA	740-1 505 (600-1)		740-1⅜ 505 (600-1⅜)	NA
CIRCLING	740-1 505 (600-1)	1060-1¼ 825 (900-1¼)	1060-2½ 825 (900-2½)	NA

OSCEOLA, ARKANSAS
Orig-A 03JAN19

35°41′N-90°01′W

OSCEOLA MUNI (7M4)
RNAV (GPS) RWY 19

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 4
OZARK-FRANKLIN COUNTY (7M5)

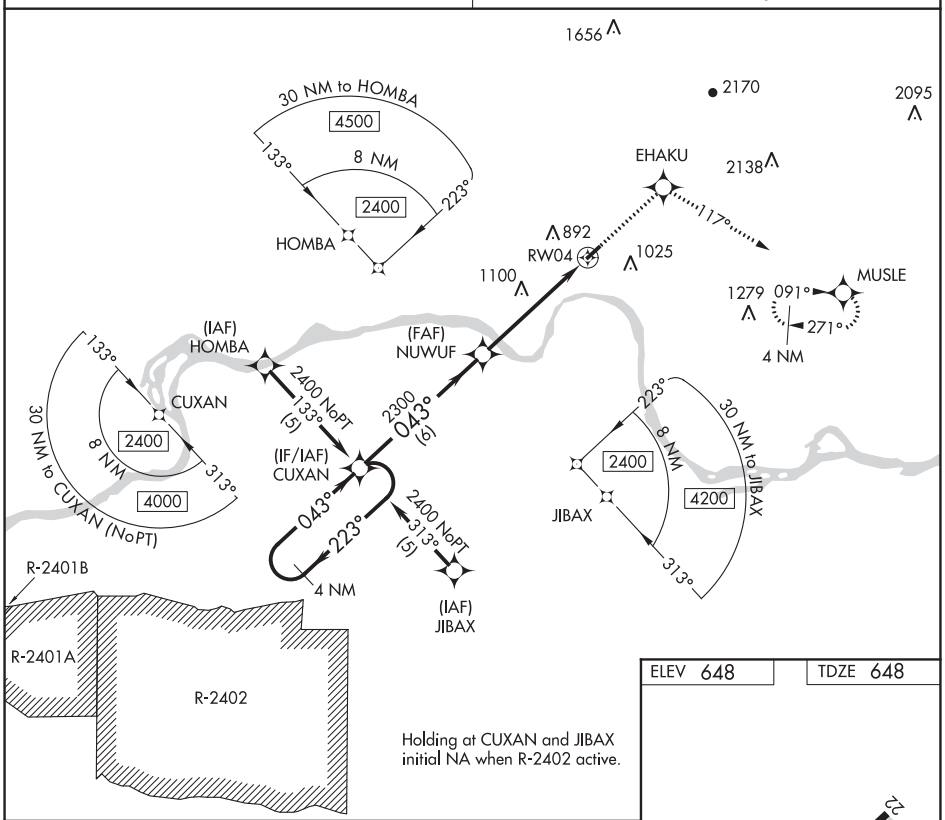
APP CRS		
043°	Rwy ldg	3302
	TDZE	648
	Apt Elev	648

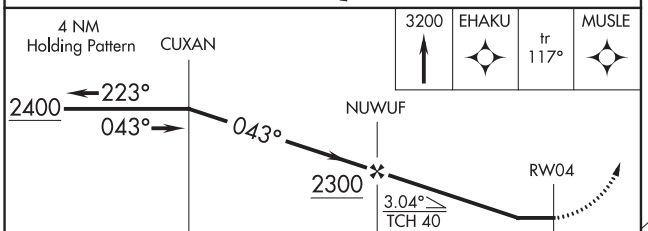
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDA 80 feet; increase LNAV and Circling Cats A and C visibility ¼ mile.

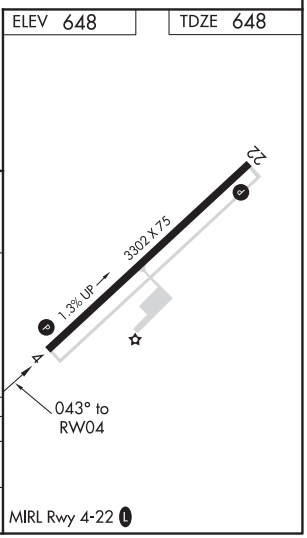
MISSED APPROACH: Climb to 3200 direct EHAKU and on track 117° to MUSLE and hold.

RAZORBACK APP CON ★	UNICOM
120.9 343.75	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA
CIRCLING	1480-1 832 (900-1)	1480-1¼ 832 (900-1¼)	1480-2½ 832 (900-2½)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

PARAGOULD, ARKANSAS AL-5544 (FAA) 20198

RNAV (GPS) RWY 4
KIRK FIELD (PGR)

APP CRS	Rwy ldg	4011
045°	TDZE	290
	Apt Elev	290

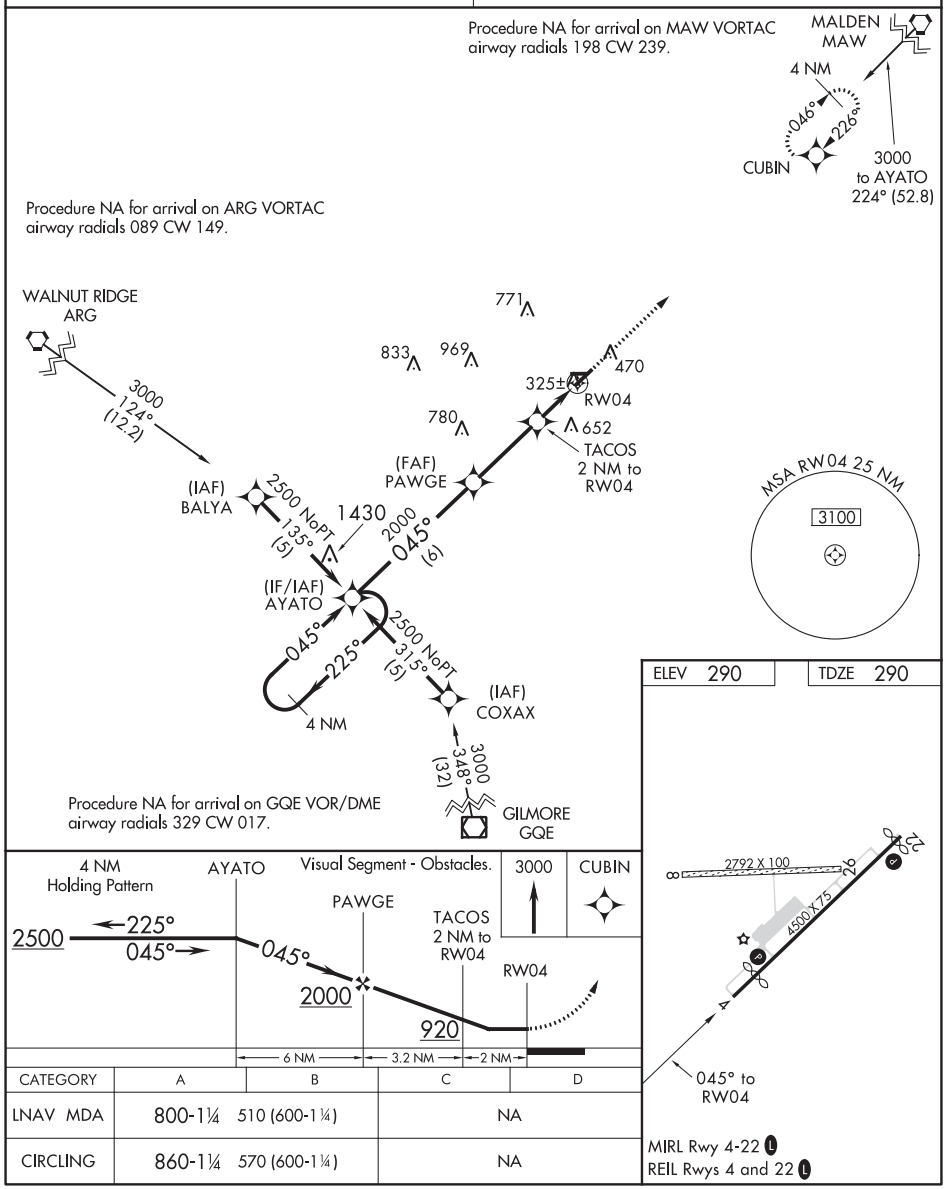
RNP APCH.

Circling NA to Rwys 8 and 26. Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jonesboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	800-1¼ 510 (600-1¼)		NA	
CIRCLING	860-1¼ 570 (600-1¼)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4352
225°	TDZE	289
	Apt Elev	290

RNAV (GPS) RWY 22
KIRK FIELD (PGR)

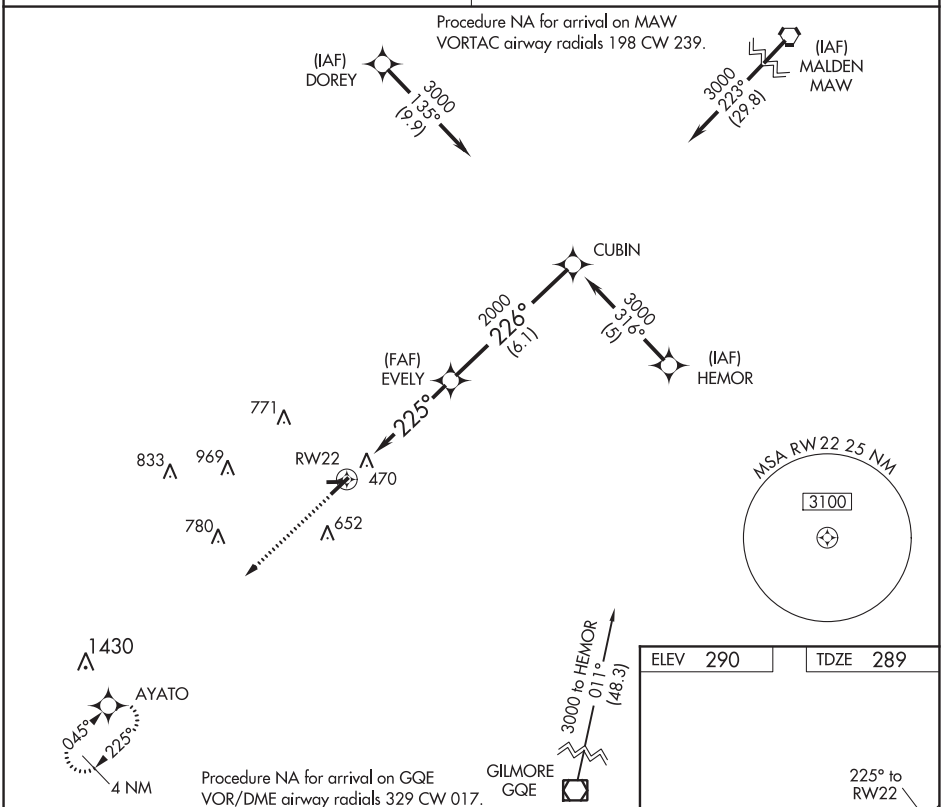
RNP APCH.

Circling NA to Rwys 8 and 26. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Jonesboro altimeter setting.

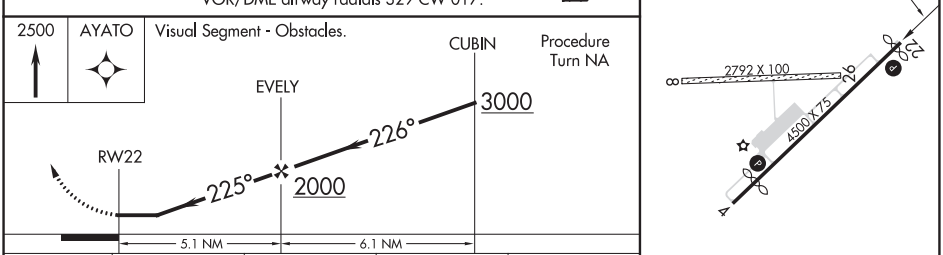
MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L



ELEV	290	TDZE	289



CATEGORY	A	B	C	D
LNAV MDA	820-1¼ 531 (600-1¼)		NA	
CIRCLING	860-1¼ 570 (600-1¼)		NA	

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PARAGOULD, ARKANSAS AL-5544 (FAA) 19059

VOR RWY 4
KIRK FIELD (PGR)

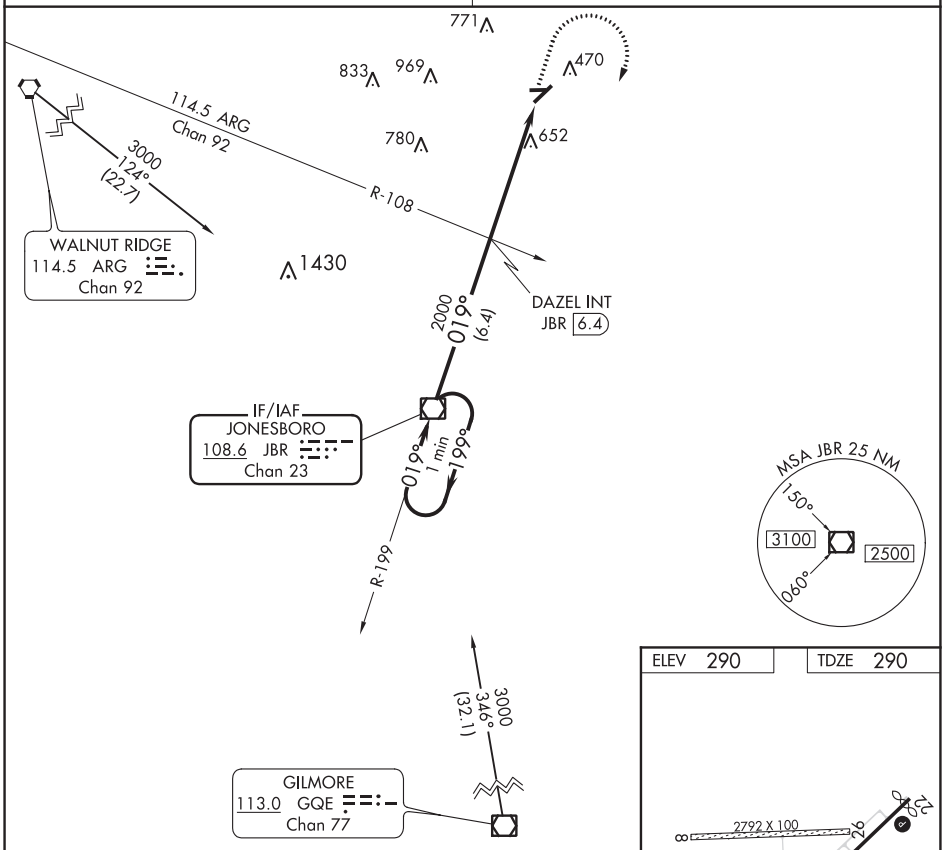
VOR/DME JBR	APP CRS	Rwy ldg	4011
108.6	019°	TDZE	290
Chan 23		Apt Elev	290

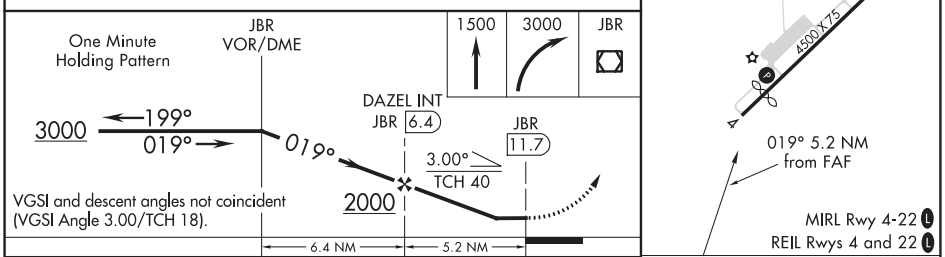
T NA

Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	980-1 690 (700-1)		NA	
CIRCLING	980-1 690 (700-1)		NA	

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17
PAULS VALLEY MUNI (PVJ)

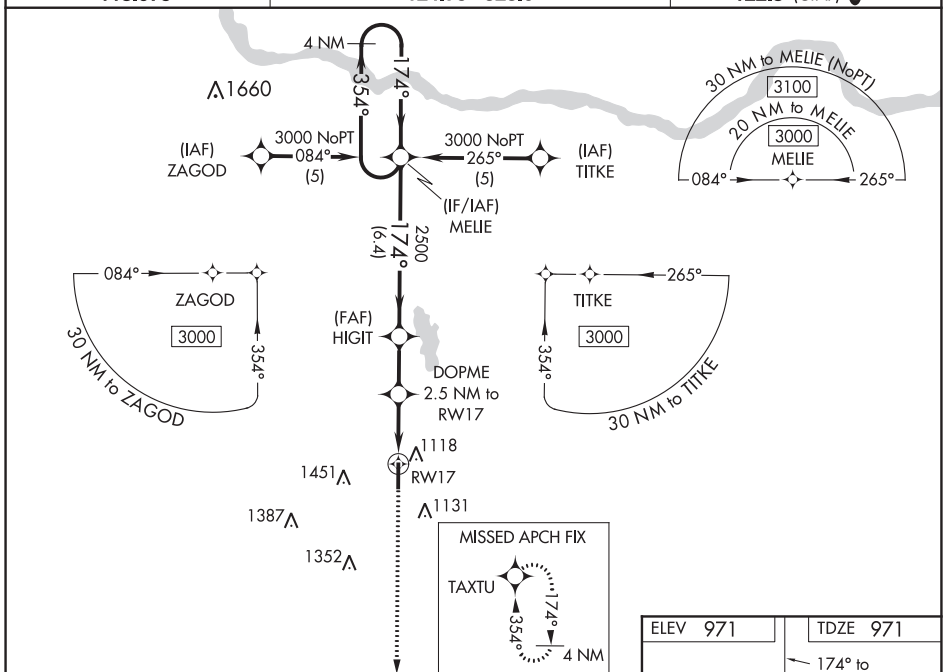
WAAS CH 86718 W17A	APP CRS 174°	Rwy ldg 5001 TDZE 971 Apt Elev 971

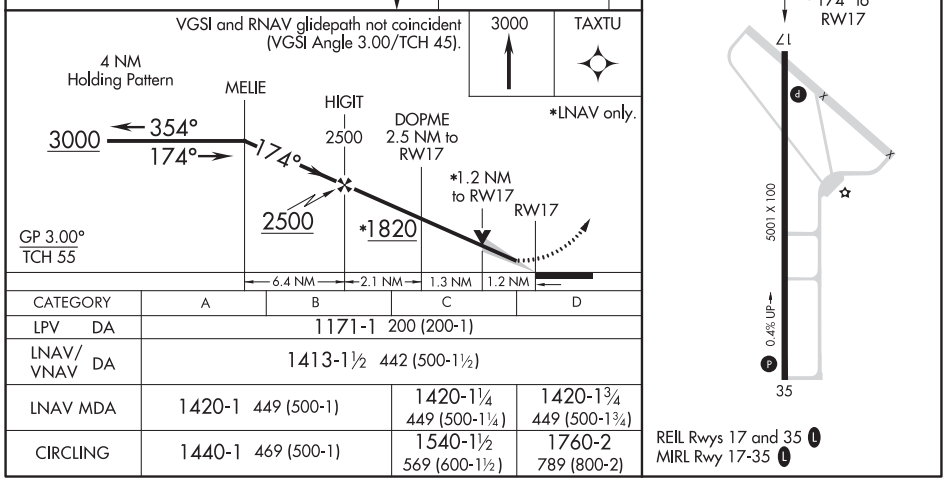
RNP APCH.

When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all DA 97 feet and all MDA 100 feet and LNAV/VNAV visibility ¼ SM all Cats, LNAV Cat C, D visibility ¼ SM and Circling Cat C visibility ¼ SM, and Cat D visibility ½ SM. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.

MISSED APPROACH: Climb to 3000 direct TAXTU and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	124.75 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1171-1 200 (200-1)			
LNAV/VNAV DA	1413-1½ 442 (500-1½)			
LNAV MDA	1420-1 449 (500-1)		1420-1¼ 449 (500-1¼)	1420-1¾ 449 (500-1¾)
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2 789 (800-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PAULS VALLEY, OKLAHOMA

AL-6876 (FAA)

19339

RNAV (GPS) RWY 35

PAULS VALLEY MUNI (PVJ)

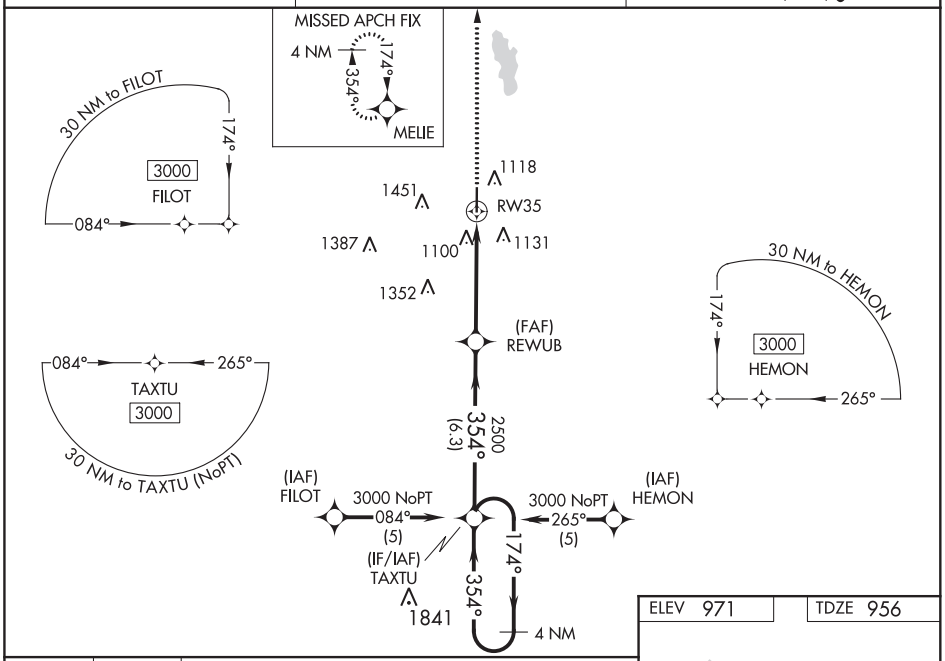
WAAS CH 45716 W35A	APP CRS 354°	Rwy ldg 5001 TDZE 956 Apt Elev 971

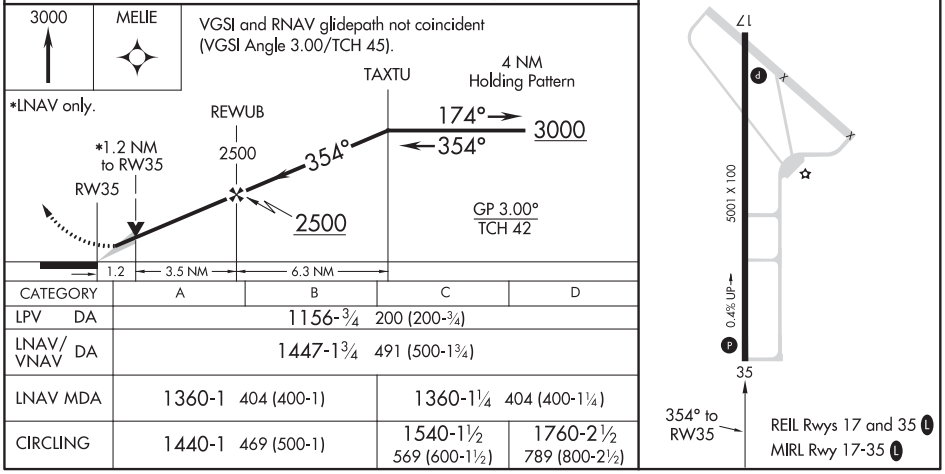
RNP APCH.

When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting: increase all DA 97 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cats C/D and Circling Cat C visibility ¼ SM and Circling Cat D visibility ½ SM. Baro-VNAV and VDP NA when using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.

MISSED APPROACH: Climb to 3000 direct MELIE and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.675	124.75 323.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1156-¾ 200 (200-¾)			
LNAV/VNAV DA	1447-1¾ 491 (500-1¾)			
LNAV MDA	1360-1 404 (400-1)		1360-1¼ 404 (400-1¼)	
CIRCLING	1440-1 469 (500-1)		1540-1½ 569 (600-1½)	1760-2½ 789 (800-2½)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 72921 W17A	APP CRS 174°	Rwy ldg 5103 TDZE 994 Apt Elev 1002

RNAV (GPS) RWY 17
PERRY MUNI (F22)

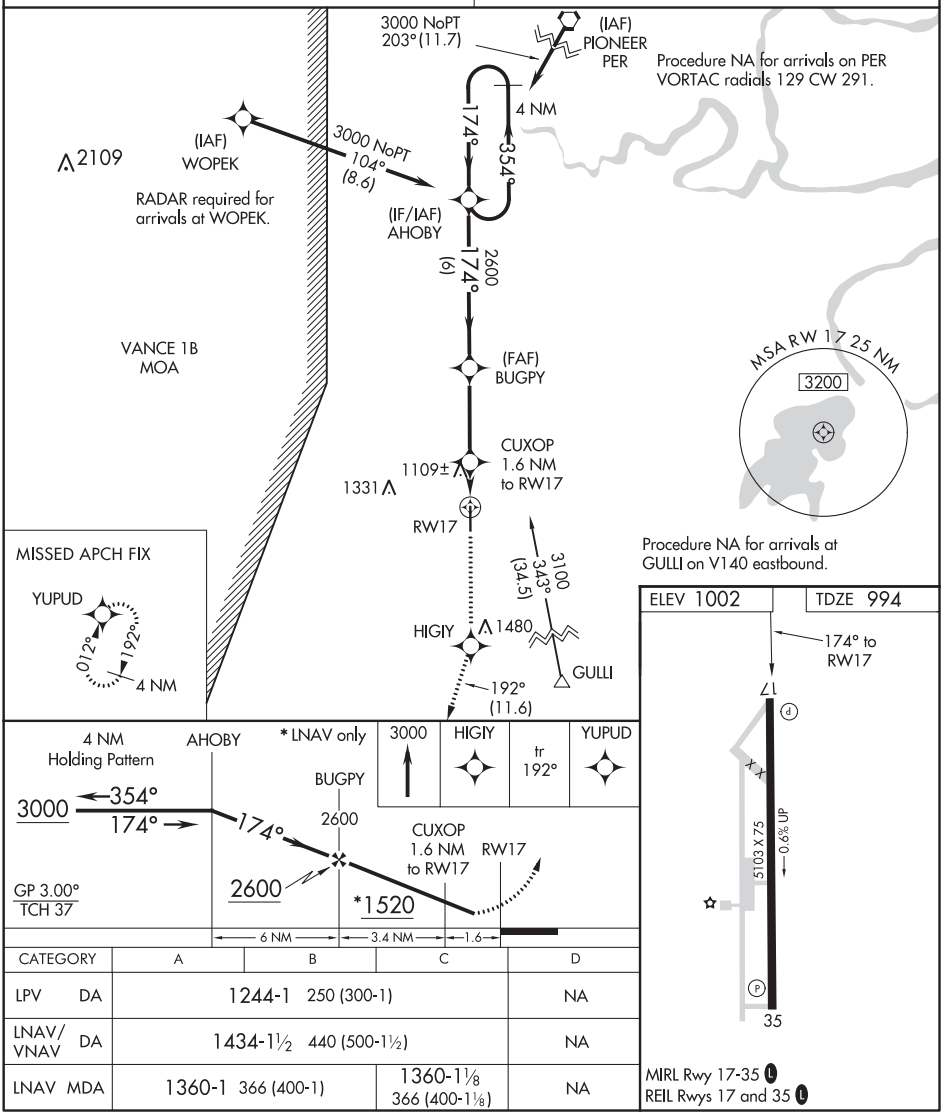
RNP APCH.

Baro-VNAV NA when using KPNC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When VGSI inop, procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet, all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct HIGIY and on track 192° to YUPUD and hold.

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L



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

CATEGORY	A	B	C	D
LPV DA	1244-1 250 (300-1)			NA
LNAV/VNAV DA	1434-1½ 440 (500-1½)			NA
LNAV MDA	1360-1 366 (400-1)		1360-1⅛ 366 (400-1⅛)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PERRY, OKLAHOMA | AL-6798 (FAA) | 18200

WAAS CH 61140 W35A	APP CRS 354°	Rwy ldg 5103 TDZE 1003 Apt Elev 1003

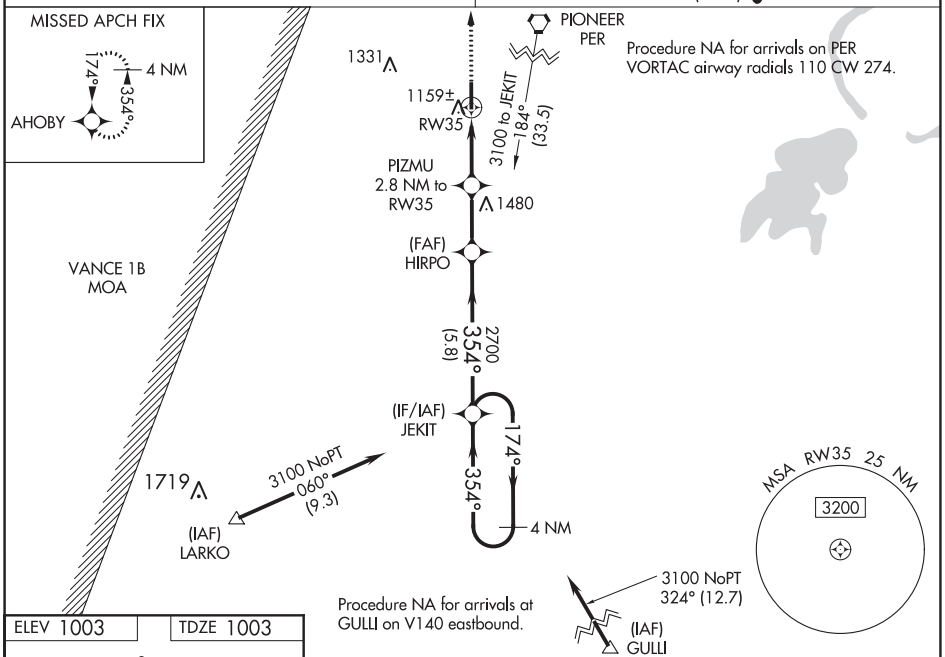
RNAV (GPS) RWY 35
PERRY MUNI (F22)

T
A NA

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ponca City altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet and all visibility ⅛ SM, increase all MDAs 60 feet and Cat C visibility ¼ SM.

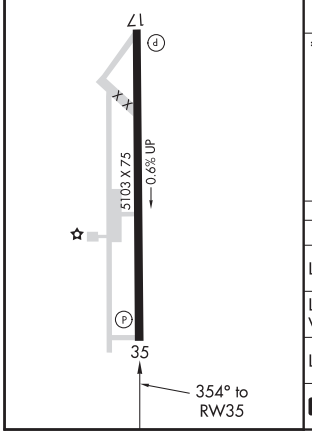
MISSED APPROACH: Climb to 3000 direct AHOBY and hold.

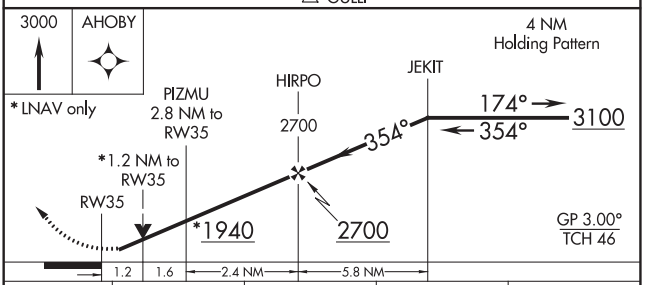
KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L



ELEV 1003	TDZE 1003

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





CATEGORY	A	B	C	D
LPV DA	1253-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1330-1⅛ 327 (400-1⅛)			NA
LNAV MDA	1420-1 417 (500-1)		1420-1⅛ 417 (500-1⅛)	NA
C CIRCLING	1480-1 477 (500-1)		1620-1¾ 617 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

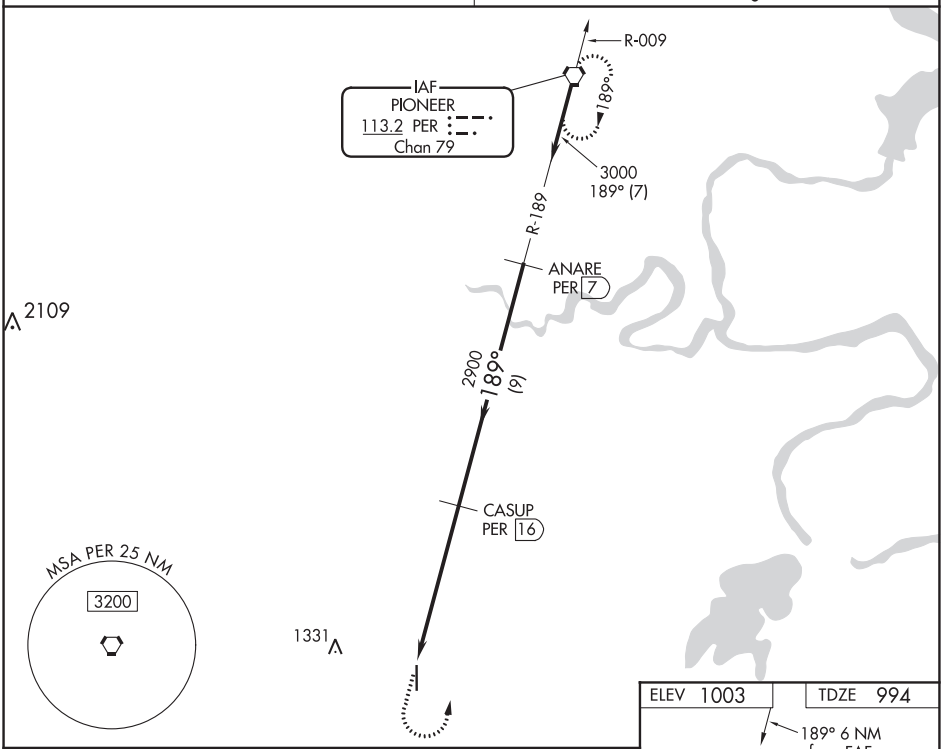
VOR RWY 17
PERRY MUNI (F22)

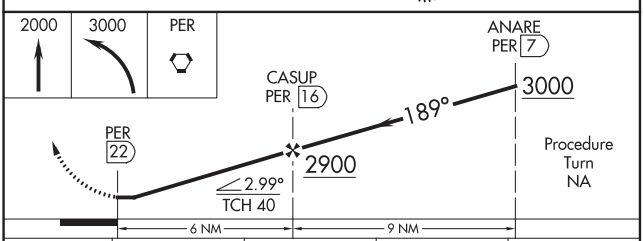
VORTAC PER	APP CRS	Rwy ldg 5103
113.2	189°	TDZE 994
Chan 79		Apt Elev 1003

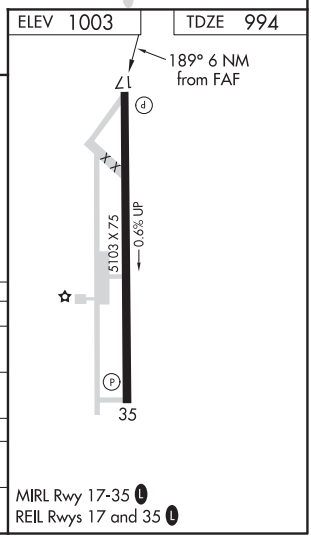
Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. DME required.

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

KANSAS CITY CENTER	UNICOM
127.8 319.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1500-1 506 (500-1)	1500-1¼ 506 (500-1¼)	1500-1½ 506 (500-1½)	NA
C CIRCLING	1500-1 497 (500-1)	1500-1¼ 497 (500-1¼)	1620-1¾ 617 (700-1¾)	NA
PONCA CITY ALTIMETER SETTING MINIMUMS				
S-17	1560-1 566 (600-1)	1560-1¼ 566 (600-1¼)	1560-1⅝ 566 (600-1⅝)	NA
C CIRCLING	1560-1 557 (600-1)	1560-1¼ 557 (600-1¼)	1680-2 677 (700-2)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC I-PBF	APP CRS	Rwy ldg	5998
111.7	178°	TDZE	206
		Apt Elev	206

ILS or LOC RWY 18

PINE BLUFF RGNL AIRPORT GRIDER FIELD (PBF)

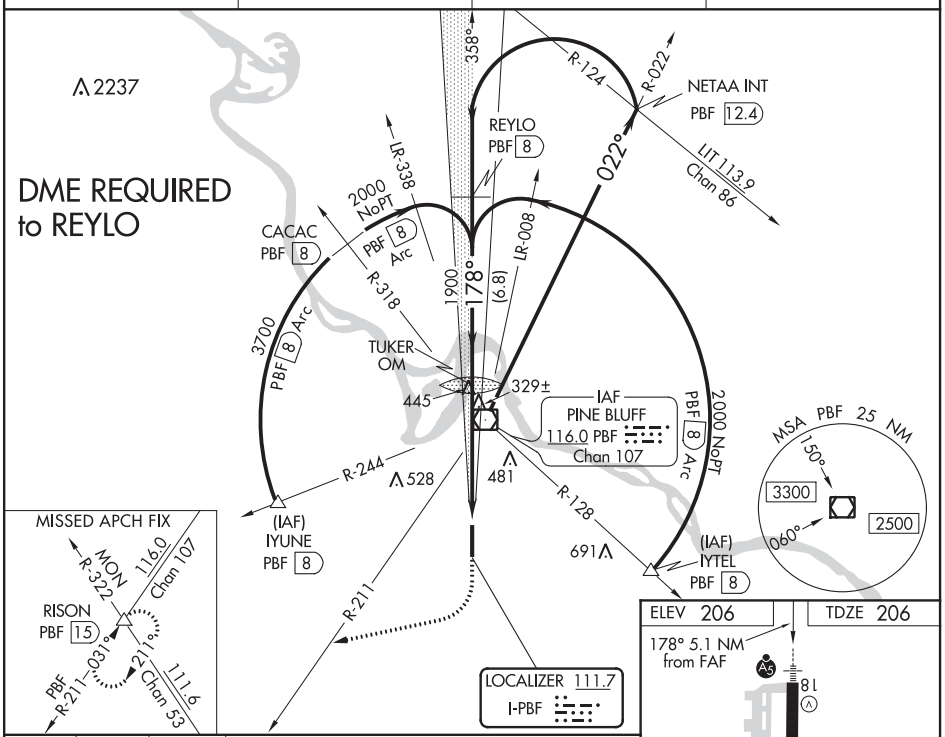
T NA

Inop table does not apply to S-ILS 18. For inop MALSR increase S-LOC 18 Cat A/B/C visibility to 1. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet; increase all MDA 80 feet and S-LOC 18 Cat D visibility ¼ miles. For inop MALSR when using Stuttgart altimeter setting increase S-LOC 18 Cat A/B visibility to 1.

MALSR

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

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



CATEGORY	A	B	C	D
S-ILS 18	466-¾ 260 (300-¾)			
S-LOC 18	580-¾ 374 (400-¾)			
CIRCLING	660-1 454 (500-1)		660-1½ 454 (500-1½)	760-2 554 (600-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 40420 W18A	APP CRS 178°	Rwy ldg 5998 TDZE 206 Apt Elev 206

RNAV (GPS) RWY 18

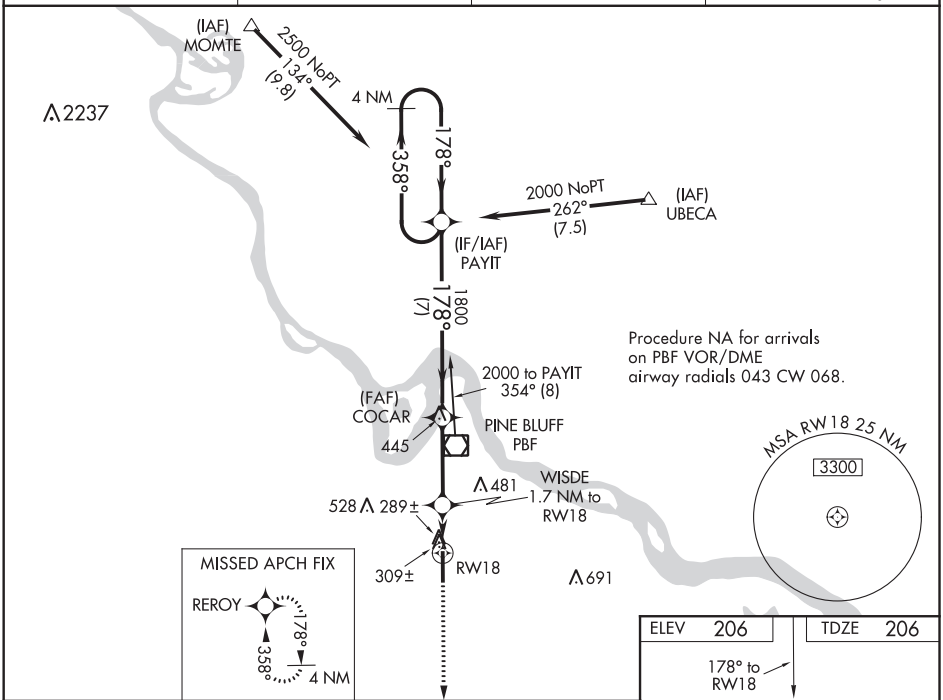
PINE BLUFF RGNL AIRPORT GRIDER FIELD (PBF)

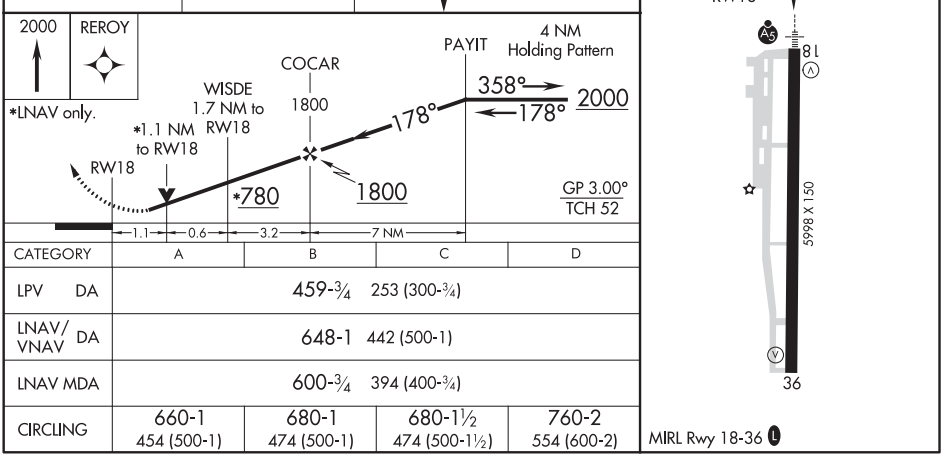
Inoperative table does not apply to LPV. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. For inop MALSR increase LNAV Cats A/B visibility to 1 and Cats C/D visibility to 1⅛. For inop MALSR when using Stuttgart altimeter setting, increase LPV visibility all Cats ¼ mile, increase LNAV visibility Cats A/B ¼ mile and Cats C/D ⅜ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct REROY and hold.

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





CATEGORY	A	B	C	D
LPV DA	459-¾ 253 (300-¾)			
LNAV/VNAV DA	648-1 442 (500-1)			
LNAV MDA	600-¾ 394 (400-¾)			
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1½ 474 (500-1½)	760-2 554 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PINE BLUFF, ARKANSAS

AL-901 (FAA)

19283

WAAS CH 86620 W36A	APP CRS 358°	Rwy ldg 5998 TDZE 202 Apt Elev 206

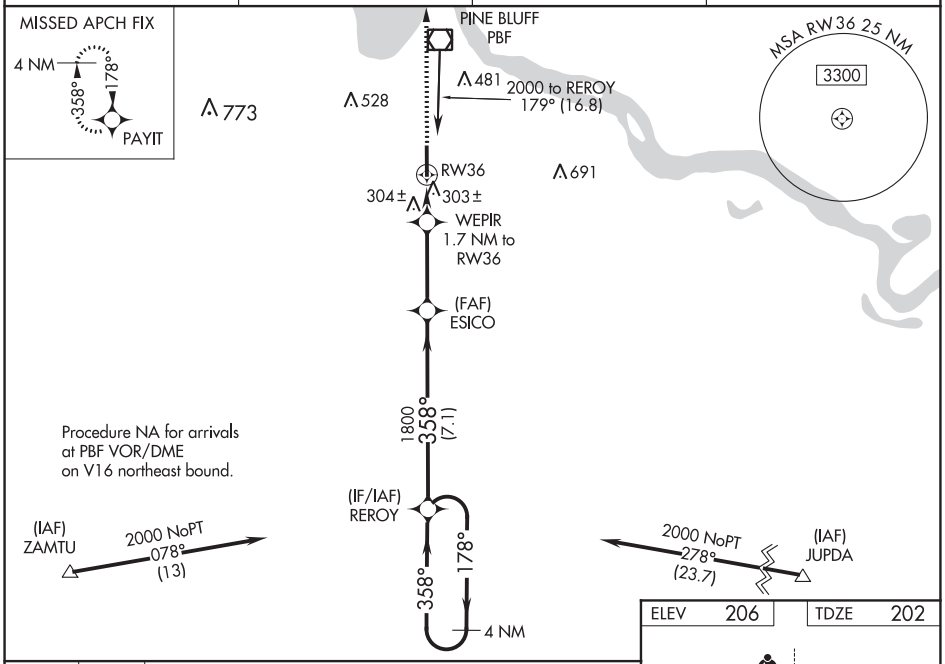
RNAV (GPS) RWY 36

PINE BLUFF RGNL AIRPORT GRIDER FIELD (PBF)

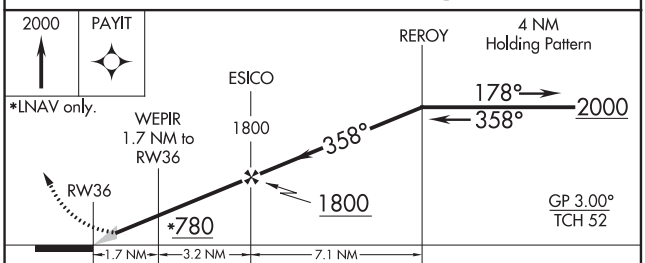
Baro-VNAV NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats ⅛ mile and LNAV visibility Cats C and D ¼ mile.

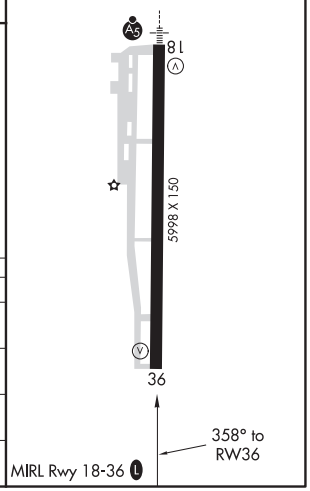
MISSED APPROACH: Climb to 2000 direct PAYIT and hold.

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



ELEV	206	TDZE	202





CATEGORY	A	B	C	D
LPV DA	459-1 250 (300-1)			
LNAV/VNAV DA	487-1 285 (300-1)			
LNAV MDA	600-1 398 (400-1)		600-1⅛ 398 (400-1⅛)	
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	680-1½ 474 (500-1½)	760-2 554 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH **45543** **W18A**	APP CRS **182°**	Rwy ldg **4000** TDZE **273** Apt Elev **273**

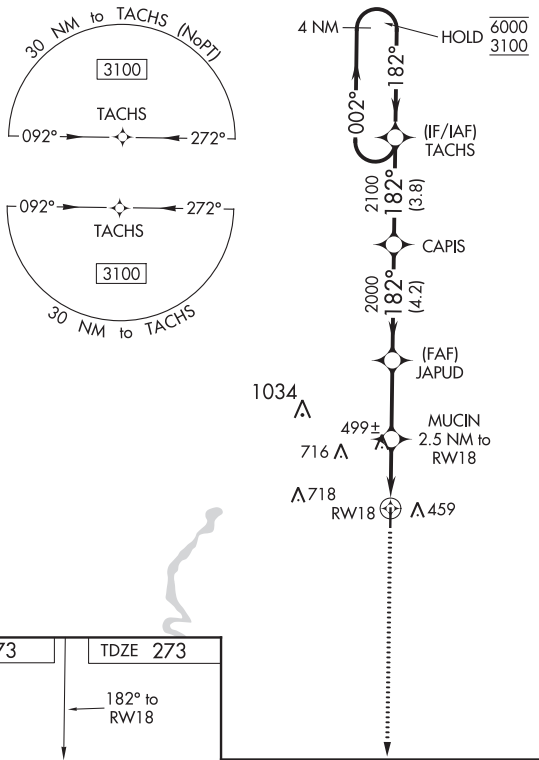
RNAV (GPS) RWY 18
POCAHONTAS MUNI (M7ϕ)

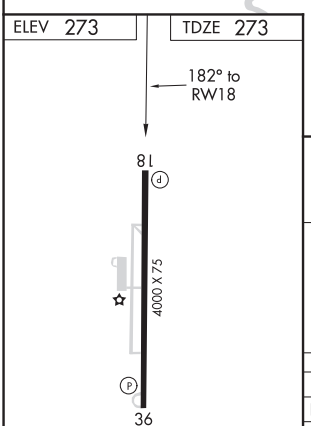
RNP APCH.

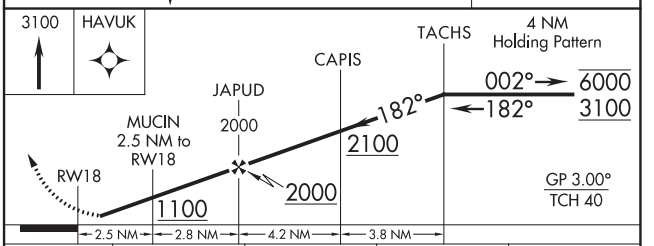
Rwy 18 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Walnut Ridge altimeter setting.

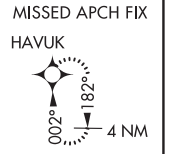
MISSED APPROACH: Climb to 3100 direct HAVUK and hold.

AGR AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	**120.075 289.4**	**122.8** (CTAF) L









CATEGORY	A	B	C	D
LPV DA	571-1 298 (300-1)			
LNAV/VNAV DA	733-1⅜ 460 (500-1⅜)			
LNAV MDA	780-1 507 (600-1)		780-1⅜ 507 (600-1⅜)	
C CIRCLING	900-1 627 (700-1)		1100-2½ 827 (900-2½)	1100-2¾ 827 (900-2¾)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

POCAHONTAS, ARKANSAS

AL-5852 (FAA)

20366

RNAV (GPS) RWY 36
POCAHONTAS MUNI (M70)

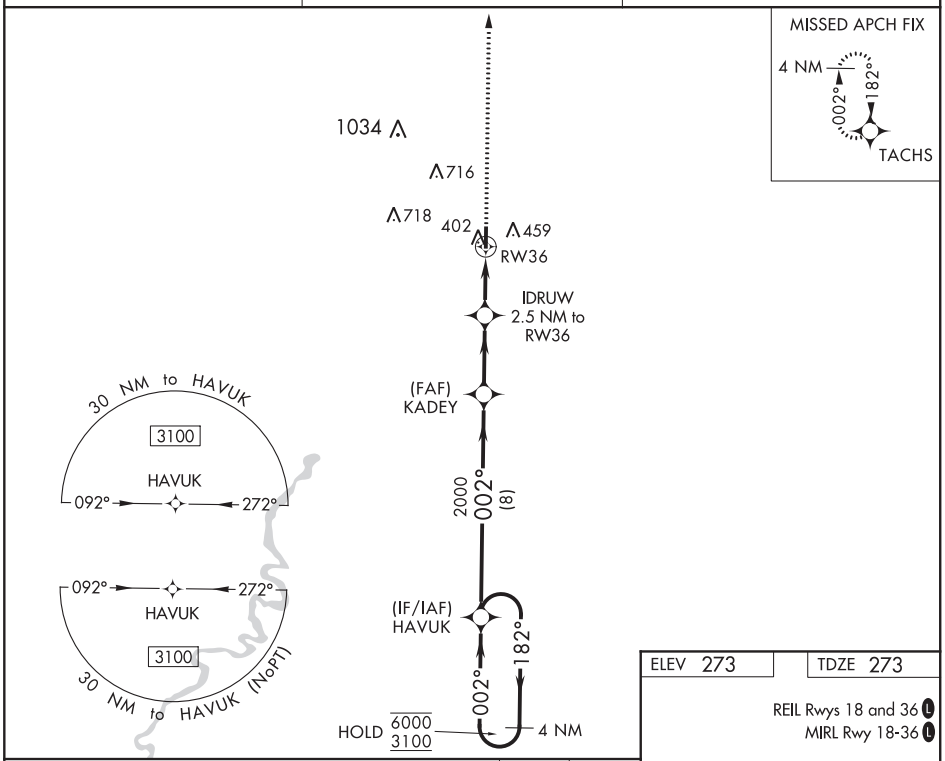
WAAS CH 56342 W36A	APP CRS 002°	Rwy ldg 4000 TDZE 273 Apt Elev 273

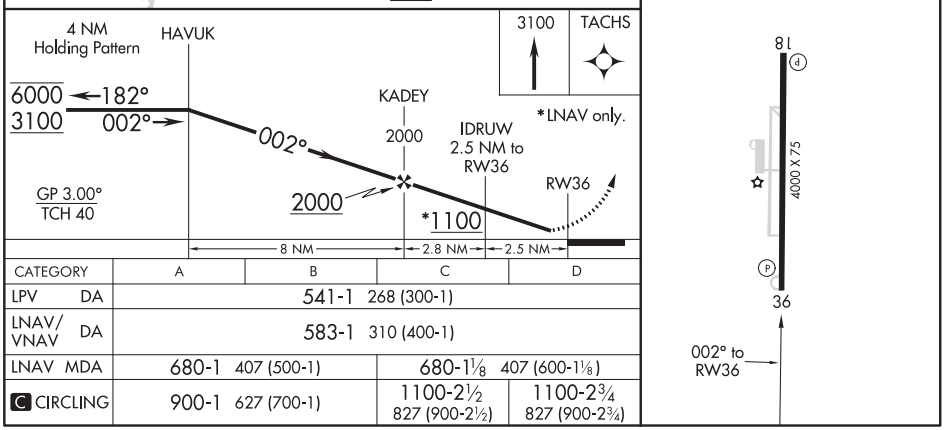
RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Walnut Ridge altimeter setting.

MISSED APPROACH: Climb to 3100 direct TACHS and hold.

ARG AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	541-1 268 (300-1)			
LNAV/VNAV DA	583-1 310 (400-1)			
LNAV MDA	680-1 407 (500-1)		680-1⅛ 407 (600-1⅛)	
C CIRCLING	900-1 627 (700-1)		1100-2½ 827 (900-2½)	1100-2¾ 827 (900-2¾)

POCAHONTAS, ARKANSAS
Orig 13SEP18

36°15N'-90°57'W

POCAHONTAS MUNI (M70)
RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-PNC	APP CRS	Rwy ldg	7201
111.9	175°	TDZE	1004
Chan 56		Apt Elev	1008

ILS or LOC/DME RWY 17

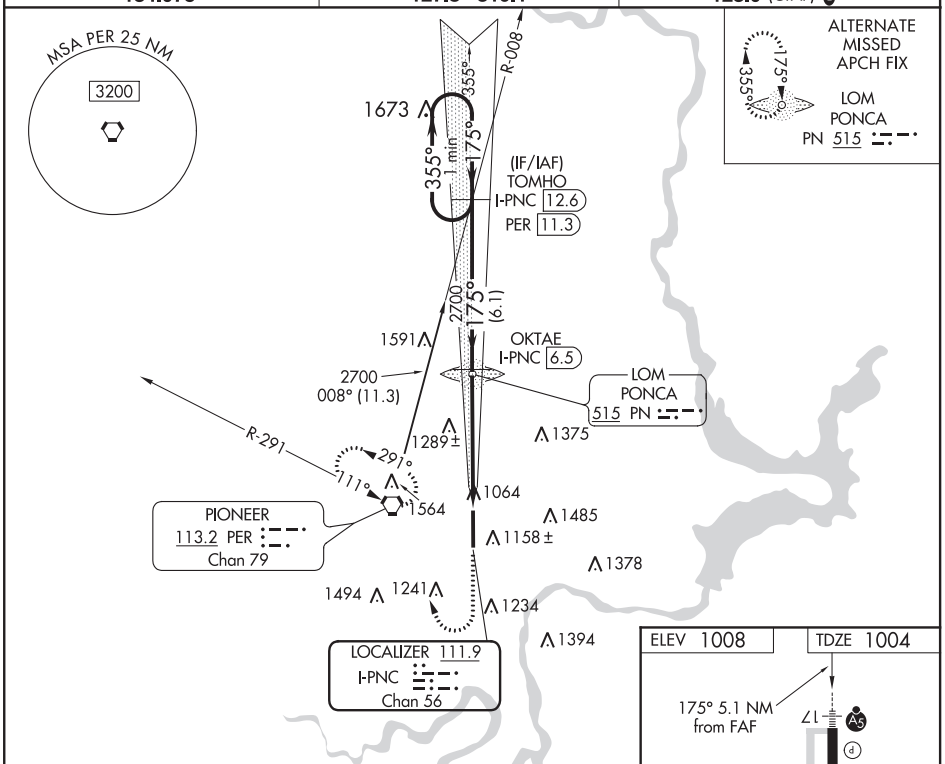
PONCA CITY RGNL (PNC)

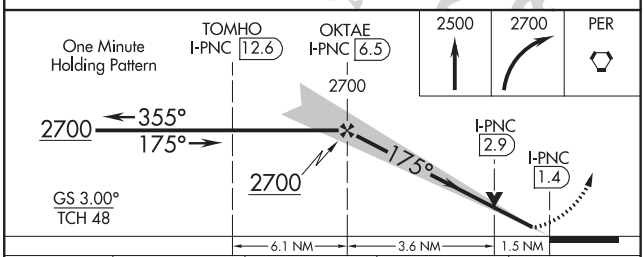
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and Circling Cat C visibility ¼ mile. For inop MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

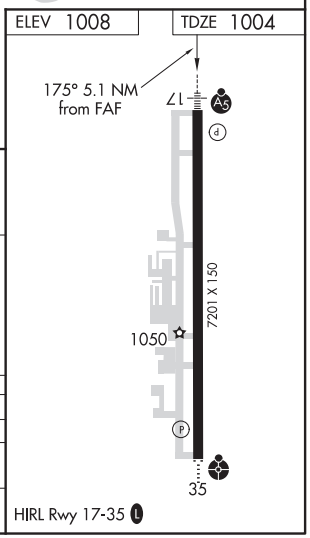
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 17	1204-½ 200 (200-½)			
S-LOC 17	1520-½ 516 (600-½)		1520-1 516 (600-1)	1520-1¼ 516 (600-1¼)
CIRCLING	1520-1 512 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PONCA CITY, OKLAHOMA

AL-603 (FAA)

19339

WAAS CH 50408 W17A	APP CRS 175°	Rwy ldg 7201 TDZE 1004 Apt Elev 1008

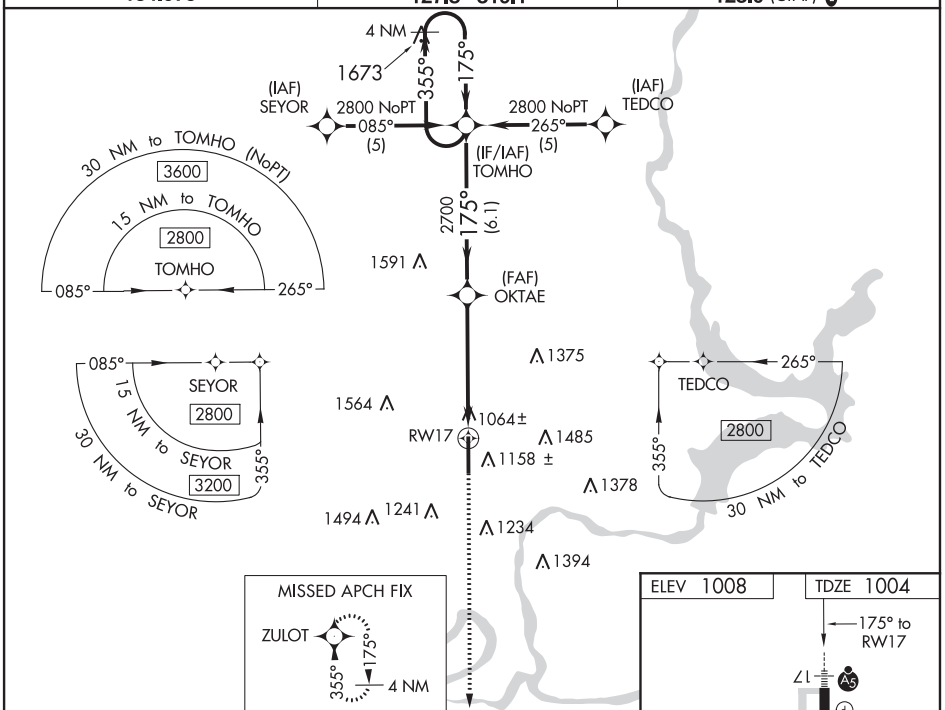
RNAV (GPS) RWY 17
PONCA CITY RGNL (PNC)

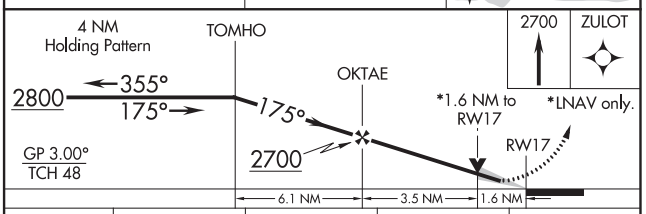
For inop MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and Circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inop MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR

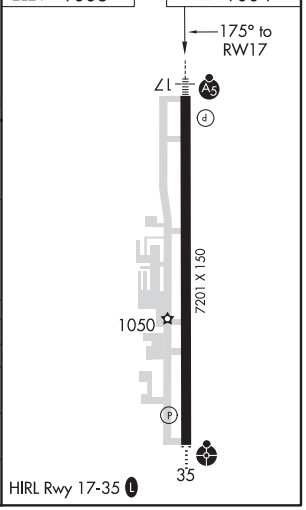
MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1279-½ 275 (300-½)			
LNAV/VNAV DA	1330-¾ 326 (400-¾)			
LNAV MDA	1540-½ 536 (600-½)		1540-1 536 (600-1)	1540-1¼ 536 (600-1¼)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 93808 W35A	APP CRS 355°	Rwy ldg 7201 TDZE 1008 Apt Elev 1008

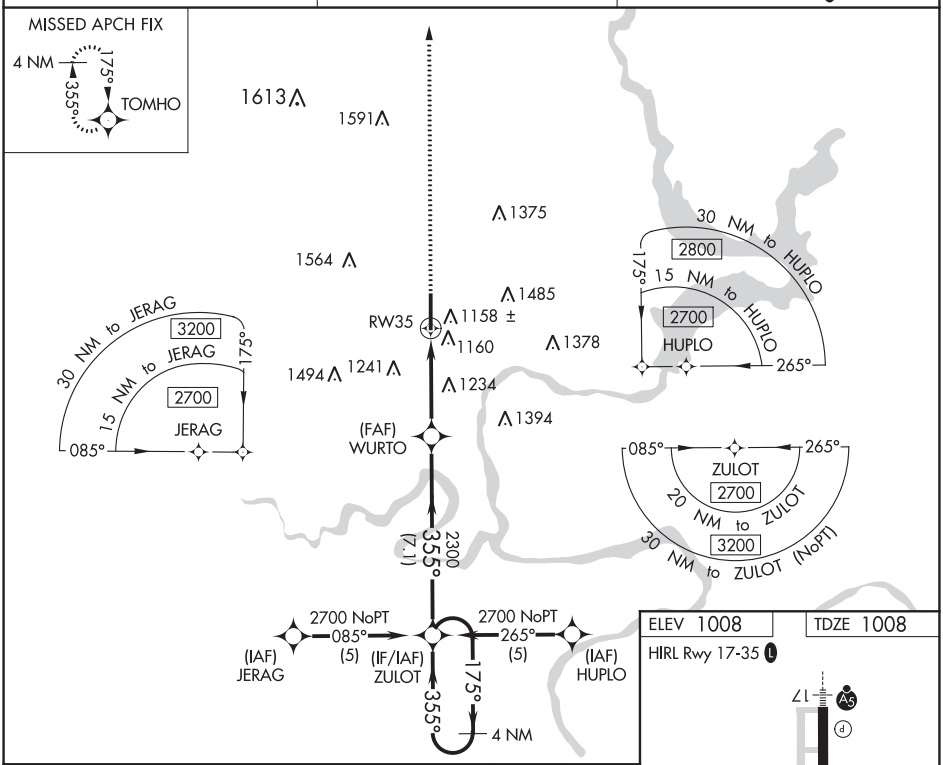
RNAV (GPS) RWY 35
PONCA CITY RGNL (PNC)

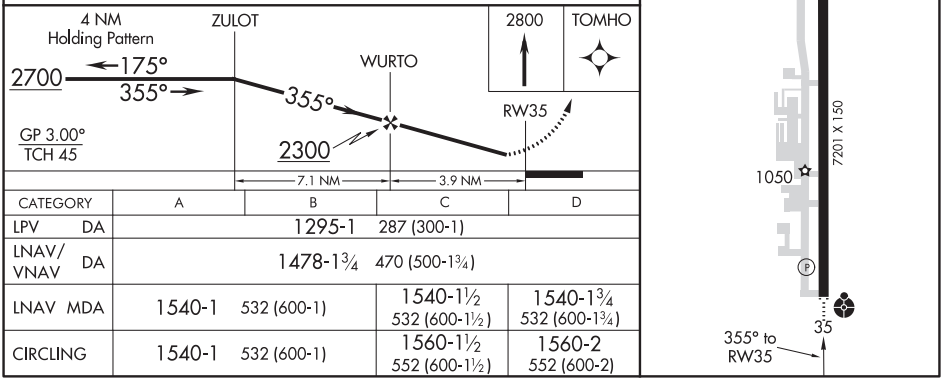
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C Circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1295-1 287 (300-1)			
LNAV/VNAV DA	1478-1¾ 470 (500-1¾)			
LNAV MDA	1540-1 532 (600-1)		1540-1½ 532 (600-1½)	1540-1¾ 532 (600-1¾)
CIRCLING	1540-1 532 (600-1)		1560-1½ 552 (600-1½)	1560-2 552 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

PONCA CITY, OKLAHOMA

AL-603 (FAA)

20198

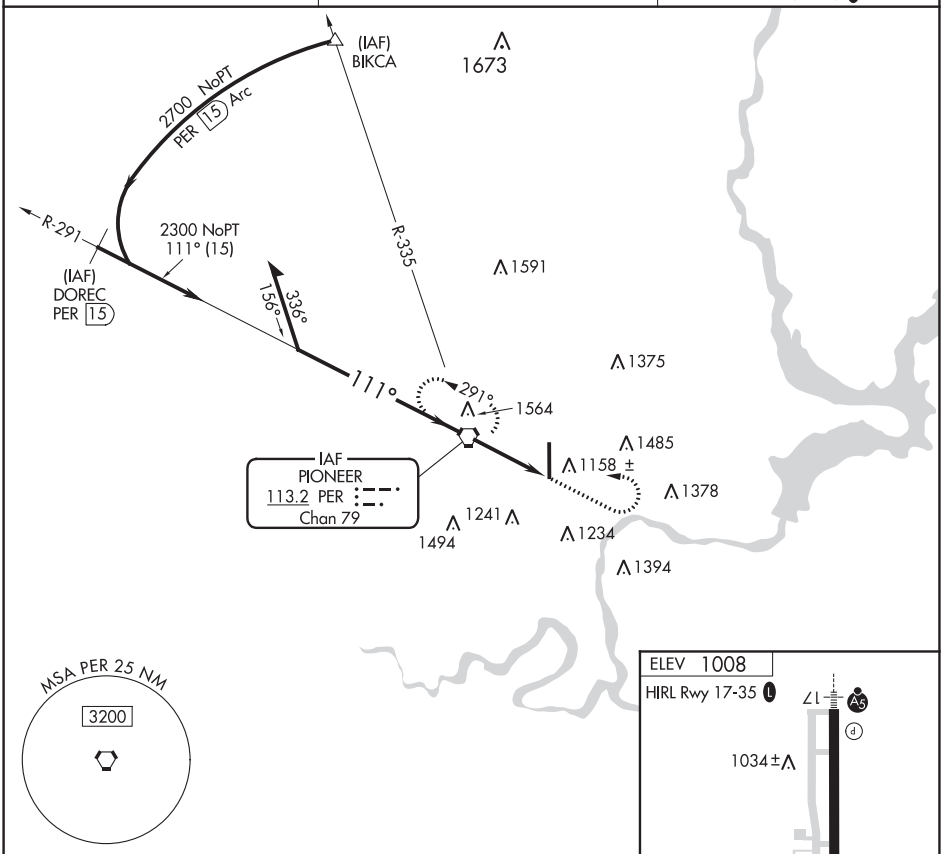
VOR-A

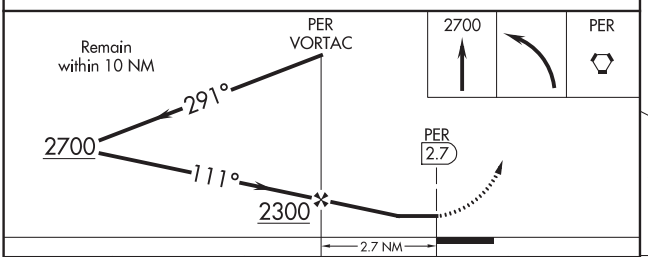
PONCA CITY RGNL (PNC)

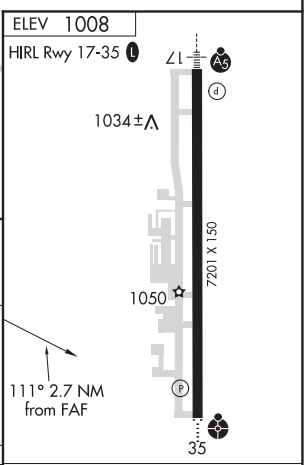
VORTAC PER	APP CRS	Rwy ldg	N/A
113.2	111°	TDZE	N/A
Chan 79		Apt Elev	1008

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
134.075	127.8 319.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1520-1	512 (600-1)	1560-1½ 552 (600-1½)	1560-2 552 (600-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
ROBERT S KERR (RKR)

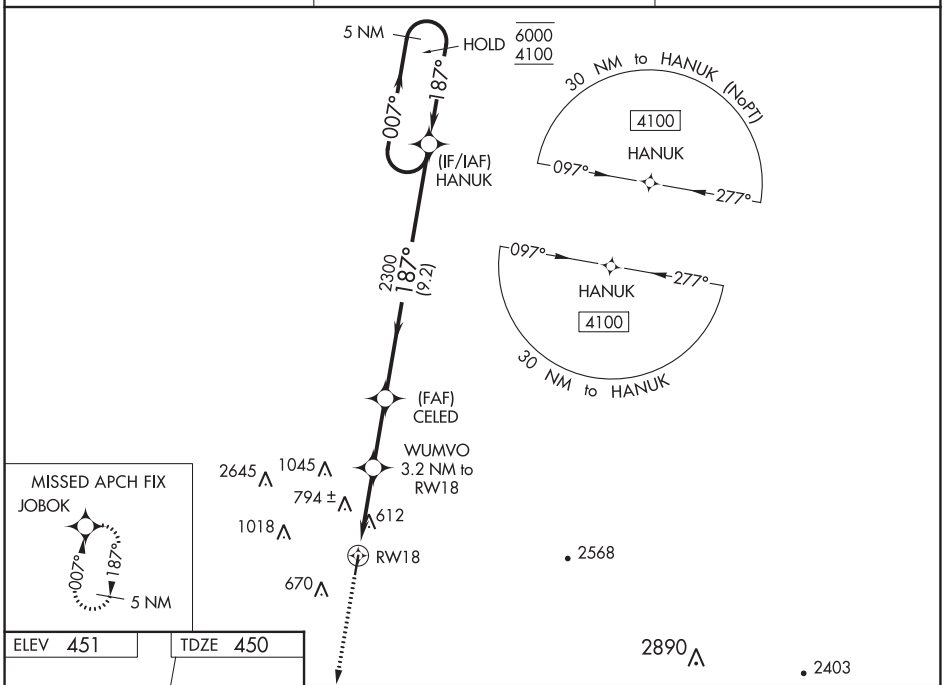
WAAS CH 56443 W18A	APP CRS 187°	Rwy ldg 4007 TDZE 450 Apt Elev 451

RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling NA for Cats C and D west of Rwy 18-36.

MISSED APPROACH: Climb to 4100 direct JOBOK and hold, continue climb-in-hold to 4100.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	700-1 250 (300-1)			
LNAV/VNAV DA	926-1⅜ 476 (500-1⅜)			
LNAV MDA	940-1 490 (500-1)		940-1⅜ 490 (500-1⅜)	
C CIRCLING	1000-1 549 (600-1)	1100-1 649 (700-1)	1100-1¾ 649 (700-1¾)	1160-2¼ 709 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

POTEAU, OKLAHOMA

AL-6321 (FAA)

19339

RNAV (GPS) RWY 36
ROBERT S KERR (RKR)

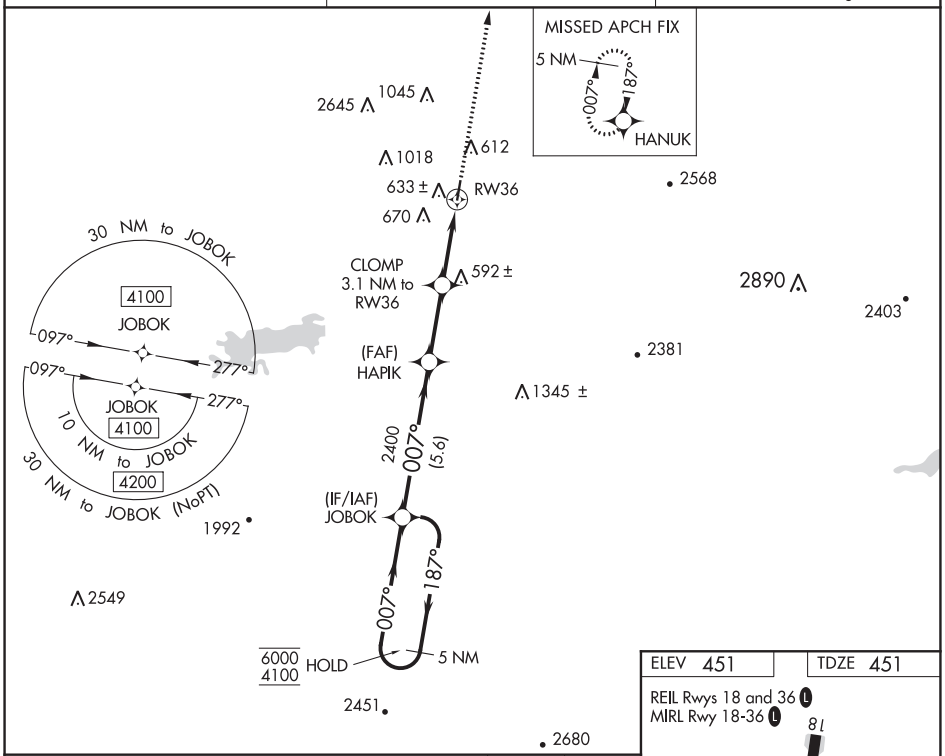
WAAS CH 61143 W36A	APP CRS 007°	Rwy ldg 4007 TDZE 451 Apt Elev 451

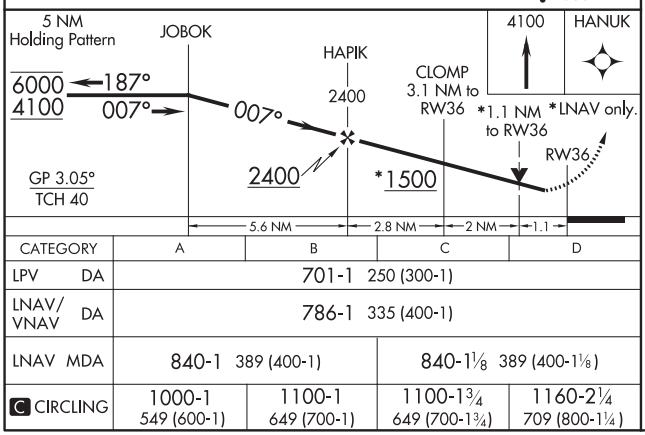
RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA for Cats C and D West of Rwy 18-36.

MISSED APPROACH: Climb to 4100 direct HANUK and hold, continue to climb-in-hold to 4100.

AWOS-3	RAZORBACK APP CON ★	UNICOM
120.625	120.9 343.75	122.8 (CTAF) L

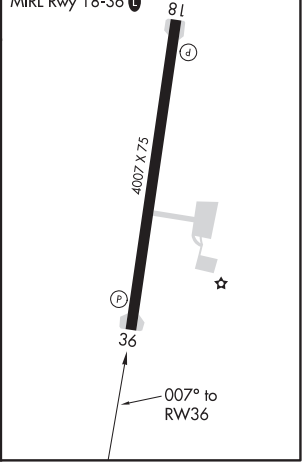




CATEGORY	A	B	C	D
LPV DA	701-1 250 (300-1)			
LNAV/VNAV DA	786-1 335 (400-1)			
LNAV MDA	840-1 389 (400-1)		840-1⅛ 389 (400-1⅛)	
C CIRCLING	1000-1 549 (600-1)	1100-1 649 (700-1)	1100-1¾ 649 (700-1¾)	1160-2¼ 709 (800-1¼)

ELEV 451 | TDZE 451

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



POTEAU, OKLAHOMA
Amdt 1 05DEC19

35° 01′ N-94°37′ W

ROBERT S KERR (RKR)
RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS 177°	Rwy ldg 3490	TDZE 1041	Apt Elev 1041

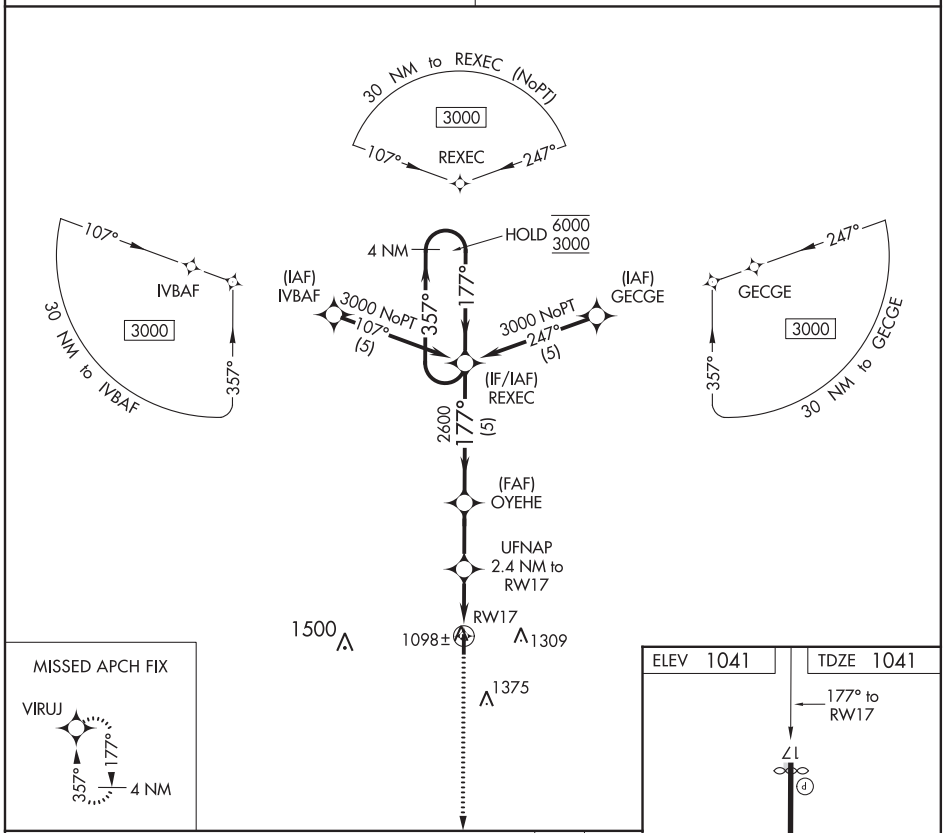
RNAV (GPS) RWY 17
PRAGUE MUNI (O47)

RNP APCH.

NA Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

MISSED APPROACH: Climb to 3000 direct VIRUJ and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 359 (400-1)			NA
C CIRCLING	1480-1 439 (500-1)	1500-1 459 (500-1)	1720-2 679 (700-2)	NA

MIRL Rwy 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PRAGUE, OKLAHOMA

AL-6872 (FAA)

19171

RNAV (GPS)-A

PRAGUE MUNI (O47)

APP CRS	Rwy ldg	3600
357°	TDZE	N/A
	Apt Elev	1041

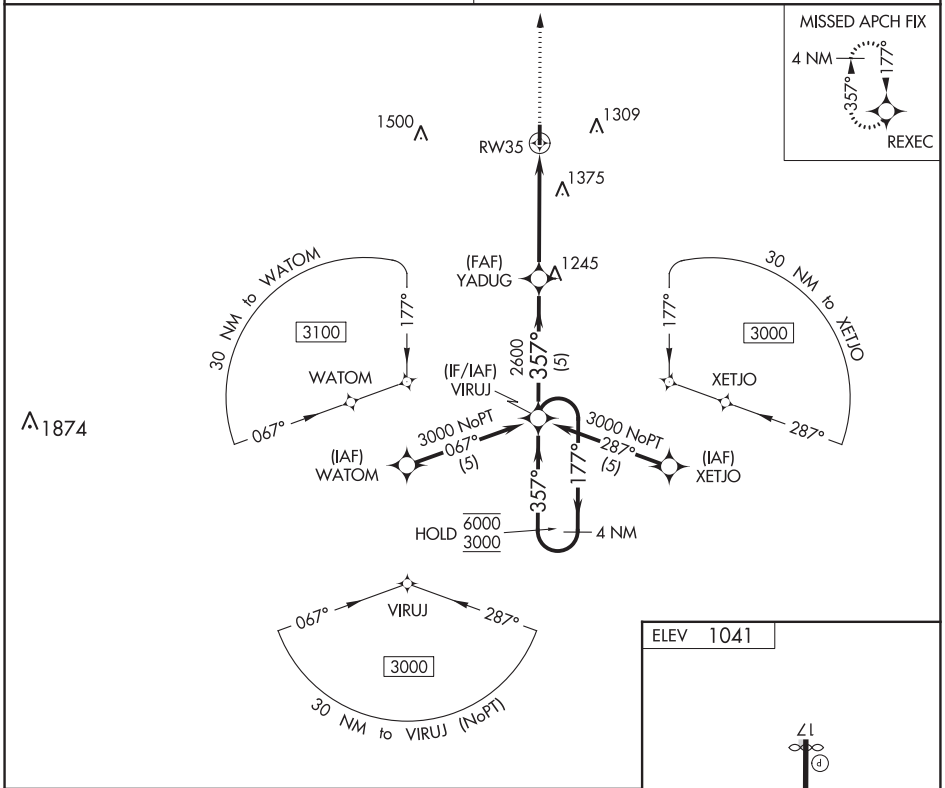
RNP APCH.

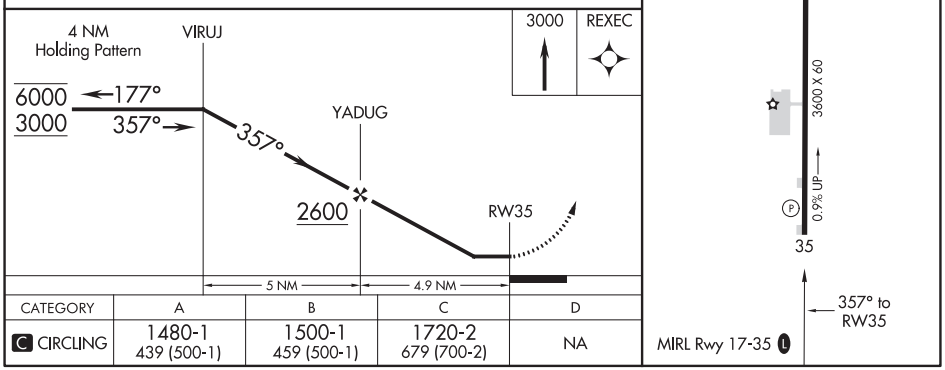
Procedure NA at night.

NA Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

MISSED APPROACH:
Climb to 3000 direct REXEC and hold.

FORT WORTH CENTER	CTAF
132.2 338.35	122.9 L





CATEGORY	A	B	C	D
C CIRCLING	1480-1 439 (500-1)	1500-1 459 (500-1)	1720-2 679 (700-2)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

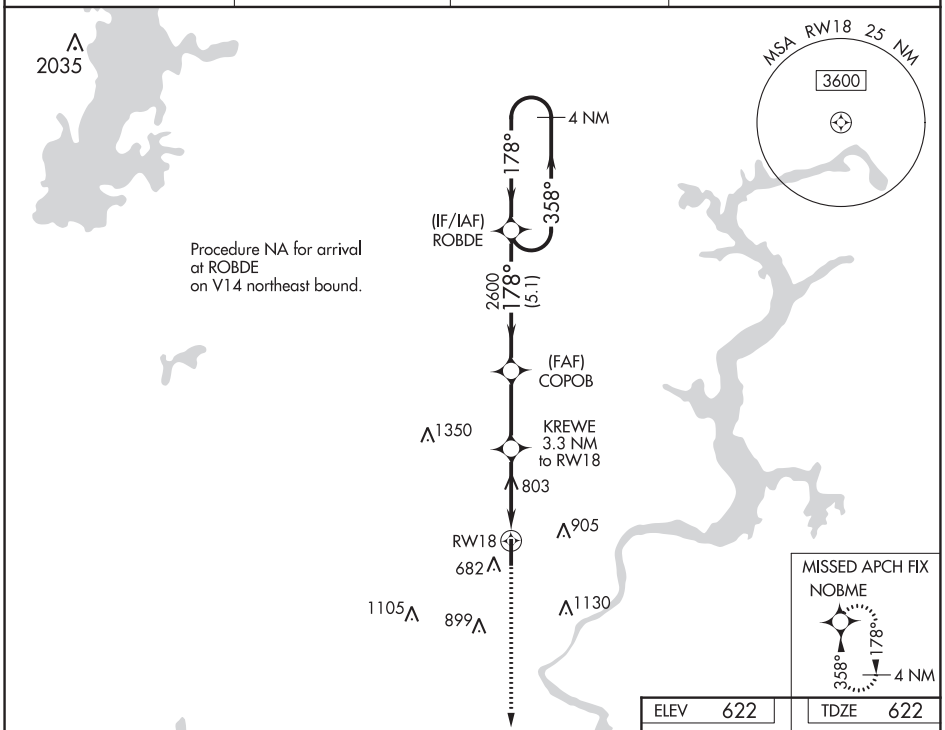
WAAS CH 93938 W18A	APP CRS 178°	Rwy ldg 4992 TDZE 622 Apt Elev 622

RNAV (GPS) RWY 18
MID-AMERICA INDUSTRIAL (H71)

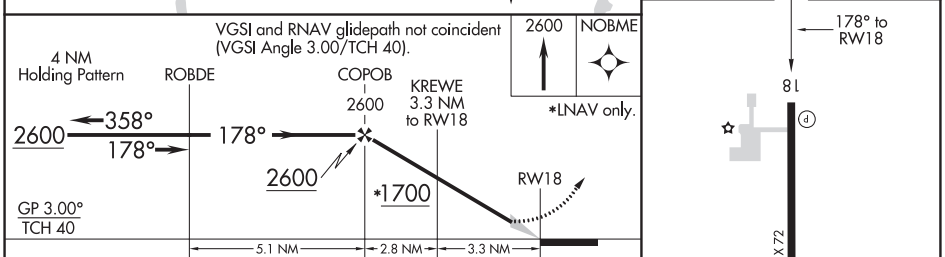
T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA.
Night Landing: Rwy 36 NA. Use Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct NOBME and hold.

AWOS 3-PT	TUL ASOS	TULSA APP CON	UNICOM
120.1	124.9 377.2	119.1 351.8	122.8 (CTAF) L



ELEV 622	TDZE 622



CATEGORY	A	B	C	D
LPV DA	943-1⅛ 321 (400-1⅛)			NA
LNAV/VNAV MDA	1108-1⅝ 486 (500-1⅝)			NA
LNAV MDA	1140-1 518 (600-1)		1140-1⅜ 518 (600-1⅜)	NA
C CIRCLING	1200-1 578 (600-1)		1560-2¾ 938 (1000-2¾)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

PRYOR, OKLAHOMA

AL-5550 (FAA)

19339

RNAV (GPS) RWY 36

MID-AMERICA INDUSTRIAL (H71)

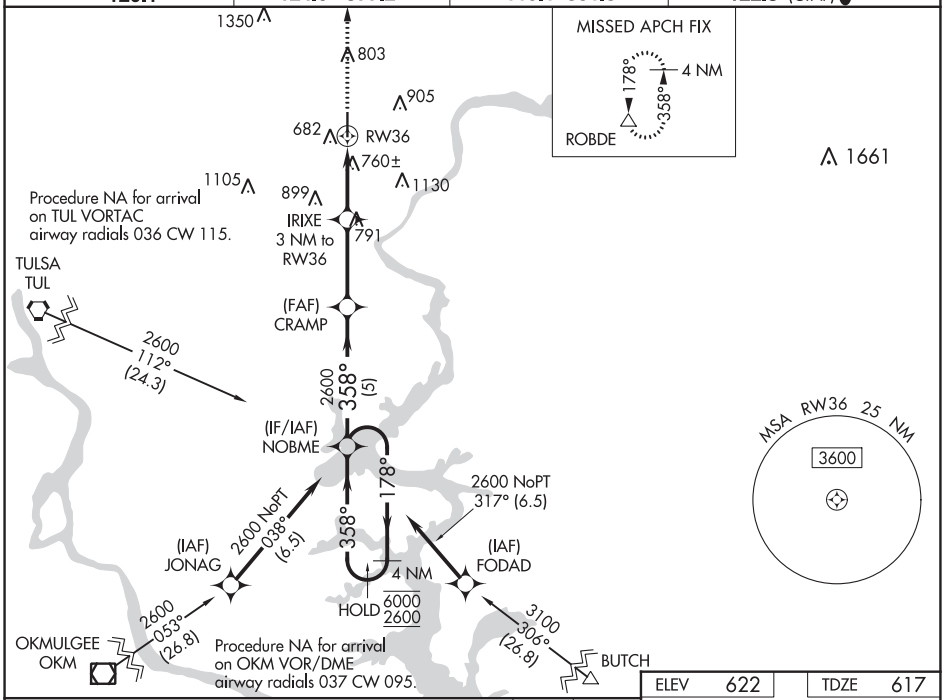
WAAS CH 70340 W36A	APP CRS 358°	Rwy ldg 4992 TDZE 617 Apt Elev 622

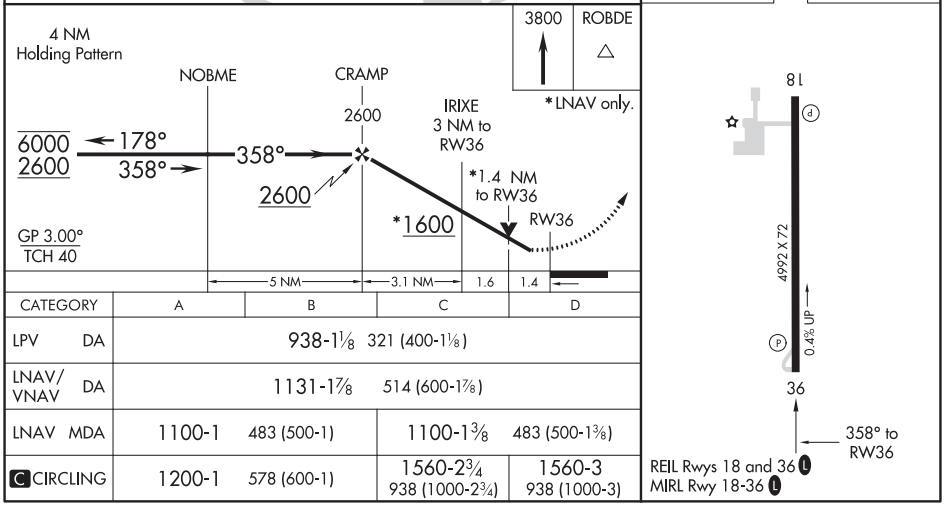
RNP APCH.

Rwy 36 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 3800 direct ROBDE and hold, continue climb-in-hold to 3800.

AWOS 3-PT	TUL ASOS	TULSA APP CON	UNICOM
120.1	124.9 377.2	119.1 351.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	938-1⅛ 321 (400-1⅛)			
LNAV/VNAV DA	1131-1⅞ 514 (600-1⅞)			
LNAV MDA	1100-1 483 (500-1)		1100-1⅜ 483 (500-1⅜)	
C CIRCLING	1200-1 578 (600-1)		1560-2¾ 938 (1000-2¾)	1560-3 938 (1000-3)

PRYOR, OKLAHOMA

Orig-A 05DEC19

36°14′N-95°20′W

MID-AMERICA INDUSTRIAL (H71)

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 20
ROGERS EXECUTIVE-CARTER FIELD (ROG)

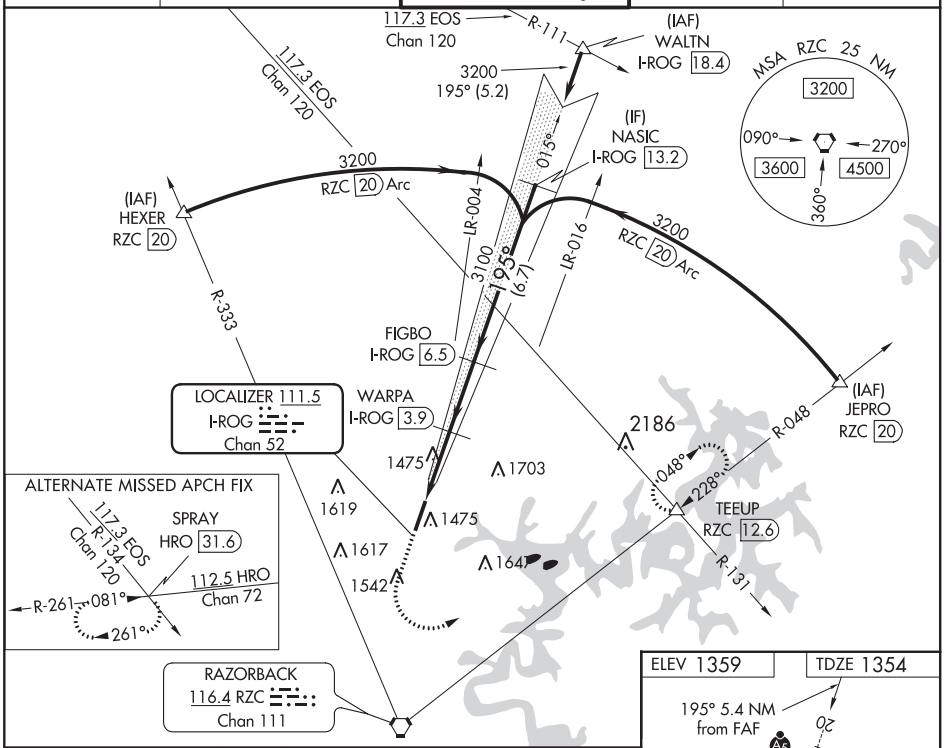
LOC/DME I-ROG	APP CRS	Rwy ldg	6011
111.5	195°	TDZE	1354
Chan 52		Apt Elev	1359

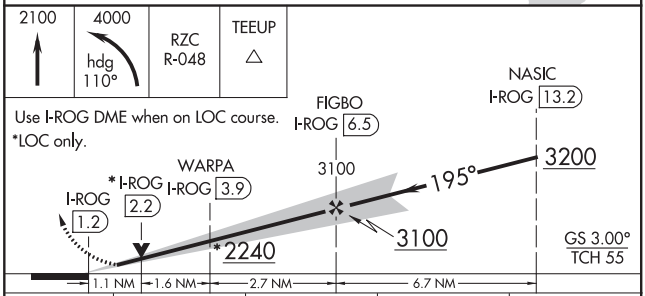
DME Required.
Autopilot coupled approach NA below 1632.

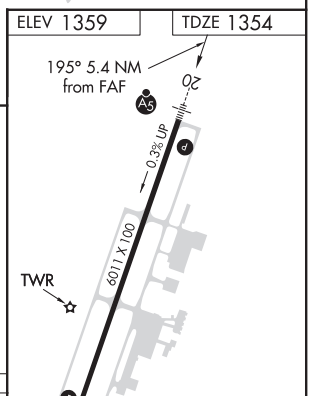
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 on heading 110° and RZC VORTAC R-048 to TEEUP INT/RZC 12.6 DME and hold.

AWOS-3PT	RAZORBACK APP CON ★	ROGERS TOWER ★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75







CATEGORY	A	B	C	D
S-ILS 20	1554-½ 200 (200-½)			
S-LOC 20	1740-½ 386 (400-½)		1740-⅝ 386 (400-⅝)	
C CIRCLING	1820-1 461 (500-1)		2020-1¾ 661 (700-1¾)	2020-2 661 (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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ROGERS, ARKANSAS | AL-5002 (FAA) | 20086

WAAS CH 82640 W02A	APP CRS 015°	Rwy ldg 6011 TDZE 1359 Apt Elev 1359

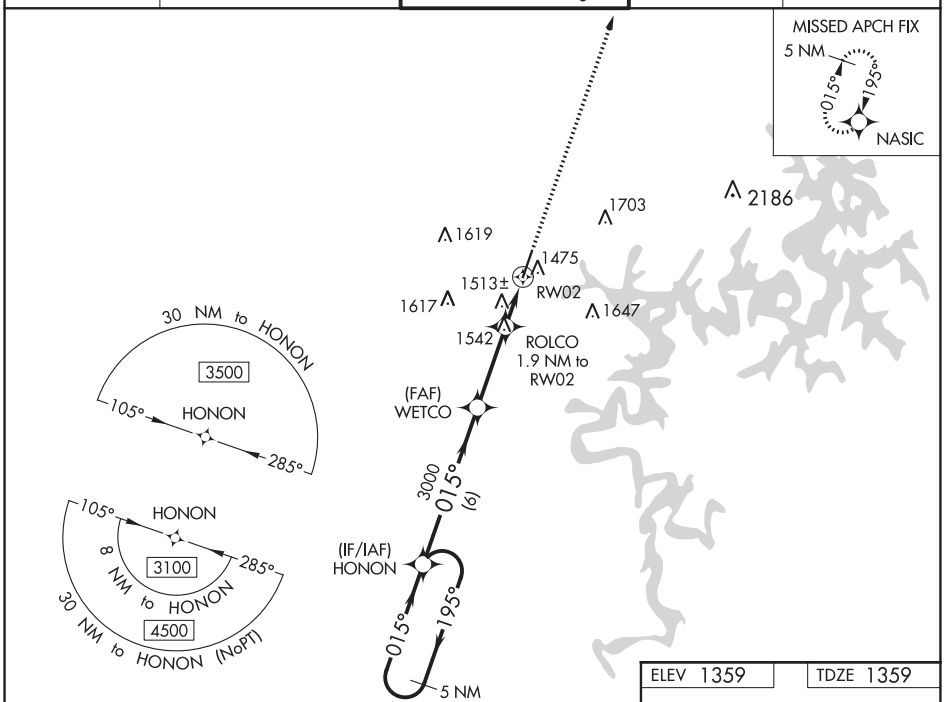
RNAV (GPS) RWY 2

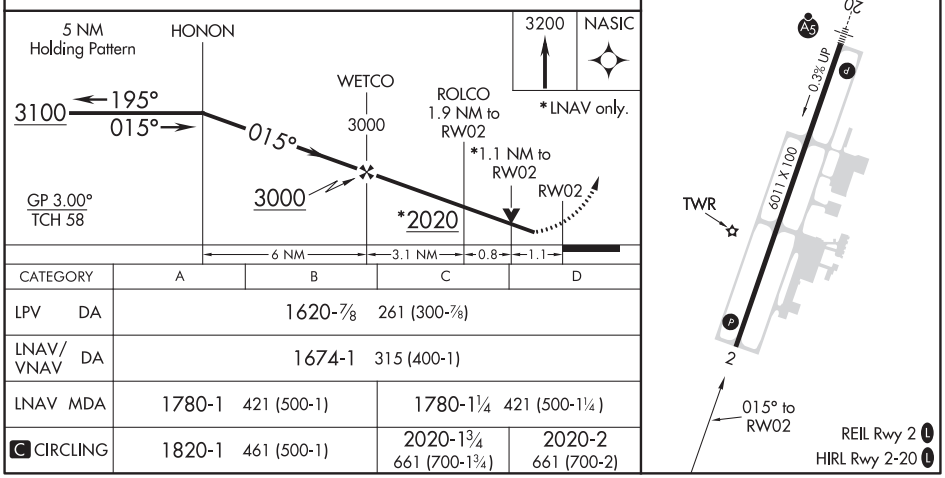
ROGERS EXECUTIVE-CARTER FIELD (ROG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NASIC and hold.

AWOS-3PT	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





CATEGORY	A	B	C	D
LPV DA	1620-⅞ 261 (300-⅞)			
LNAV/VNAV DA	1674-1 315 (400-1)			
LNAV MDA	1780-1 421 (500-1)		1780-1¼ 421 (500-1¼)	
C CIRCLING	1820-1 461 (500-1)		2020-1¾ 661 (700-1¾)	2020-2 661 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 40003 W20A	APP CRS 195°	Rwy ldg 6011 TDZE 1354 Apt Elev 1359

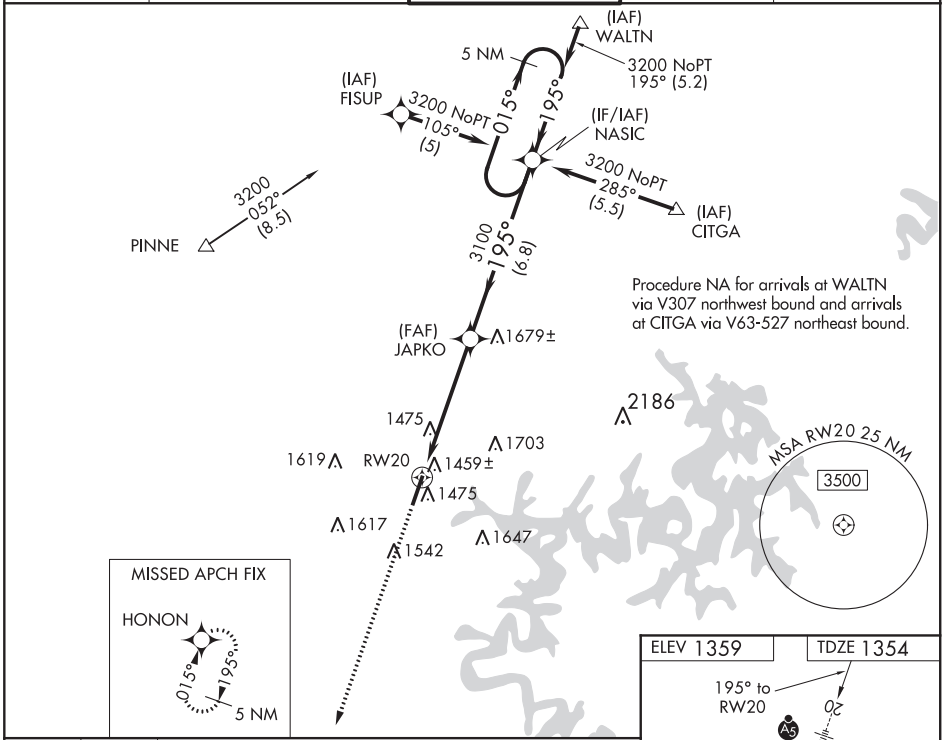
RNAV (GPS) RWY 20
ROGERS EXECUTIVE-CARTER FIELD (ROG)

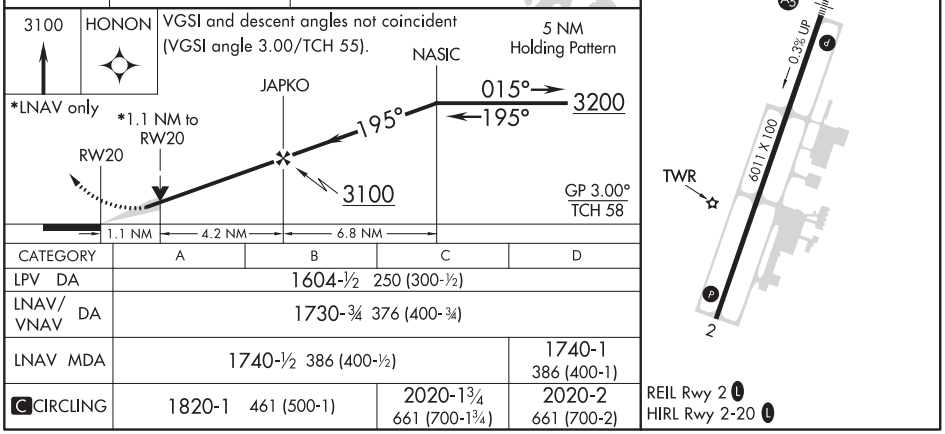
For inop MALSR, increase LNAV Cat D to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. Baro-VNAV and VDP NA when using Bentonville Muni altimeter setting.

MALSR A5

MISSED APPROACH: Climb to 3100 direct HONON and hold.

AWOS-3PT	RAZORBACK APP CON★	ROGERS TOWER★	GND CON	CLNC DEL
134.375	126.6 305.2	119.375 (CTAF) L	118.0	121.75





CATEGORY	A	B	C	D
LPV DA	1604-½ 250 (300-½)			
LNAV/VNAV DA	1730-¾ 376 (400-¾)			
LNAV MDA	1740-½ 386 (400-½)			1740-1 386 (400-1)
C CIRCLING	1820-1 461 (500-1)		2020-1¾ 661 (700-1¾)	2020-2 661 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

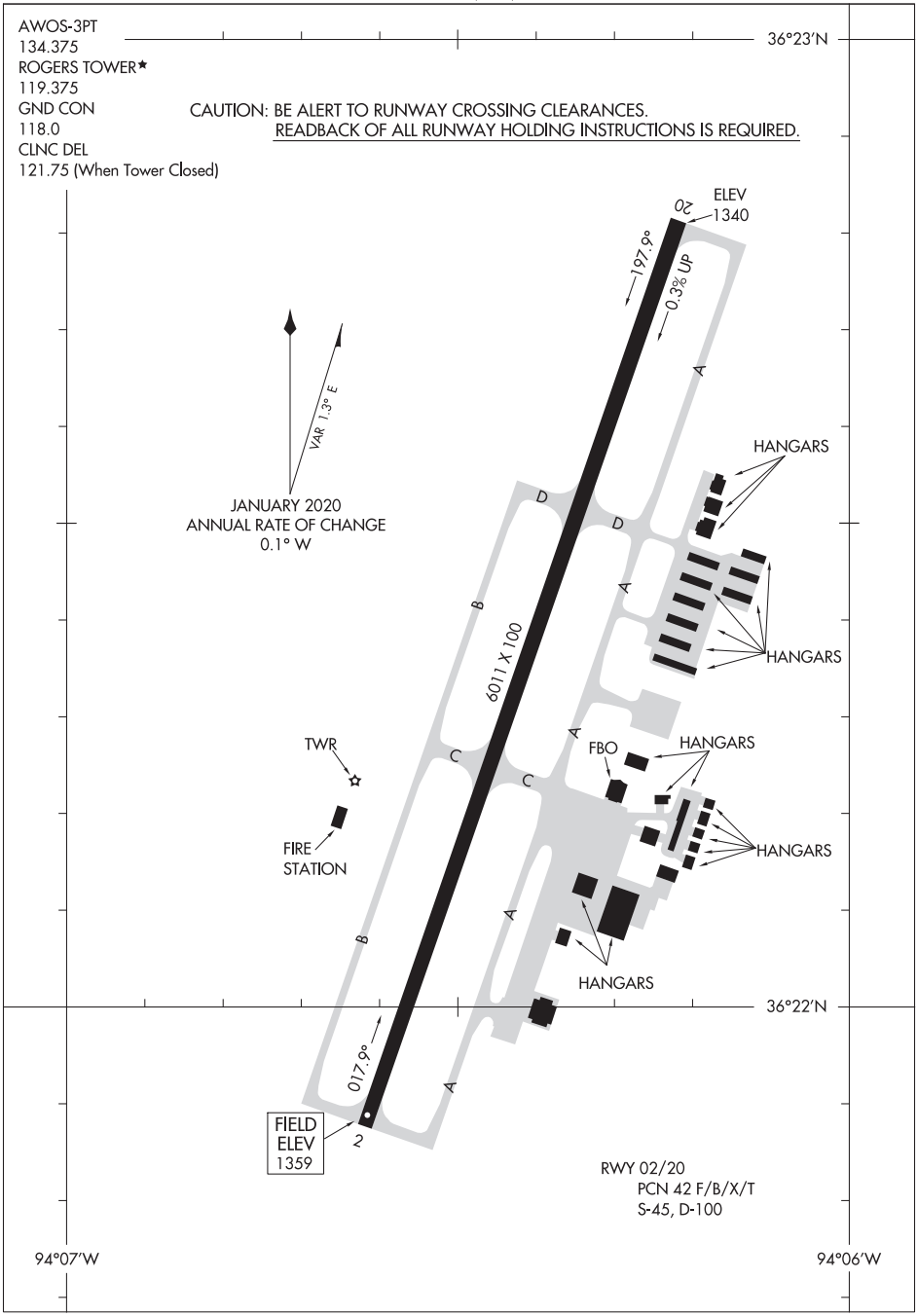
20086

AIRPORT DIAGRAM

ROGERS EXECUTIVE - CARTER FIELD (ROG)

ROGERS, ARKANSAS

AL-5002 (FAA)



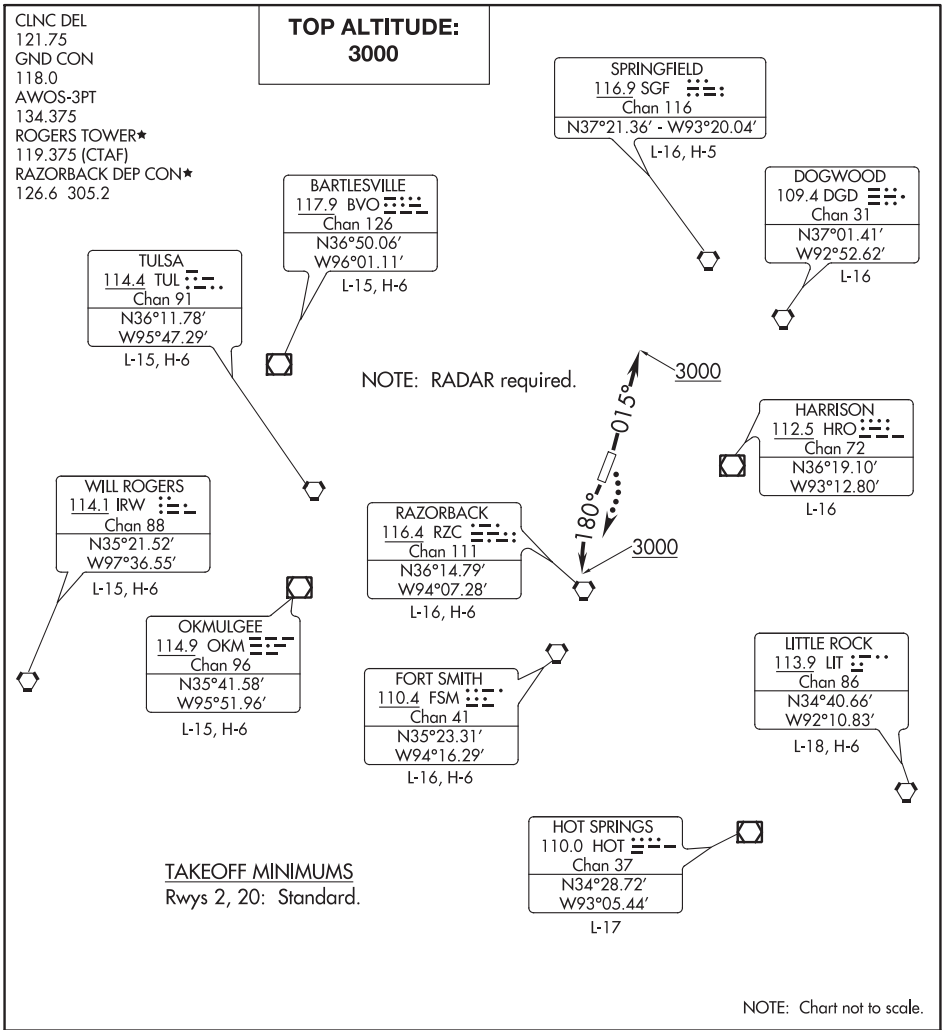
SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
ROGERS, ARKANSAS
ROGERS EXECUTIVE - CARTER FIELD (ROG)

ROGERS THREE DEPARTURE

AL-5002 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 3000, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn to 3000 on heading 180°, thence . . . .

. . . . expect RADAR vectors to assigned route.
Expect clearance to requested altitude ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

RUSSELLVILLE, ARKANSAS

AL-6231 (FAA)

20254

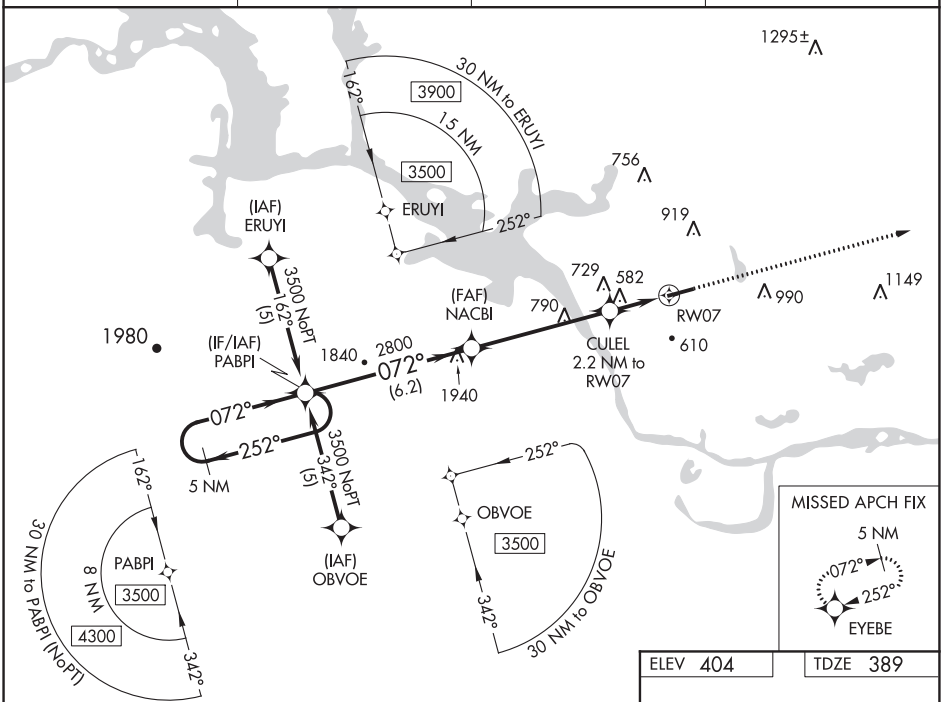
RNAV (GPS) RWY 7
RUSSELLVILLE RGNL (RUE)

WAAS CH 53601 W07A	APP CRS 072°	Rwy ldg 5094 TDZE 389 Apt Elev 404

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L

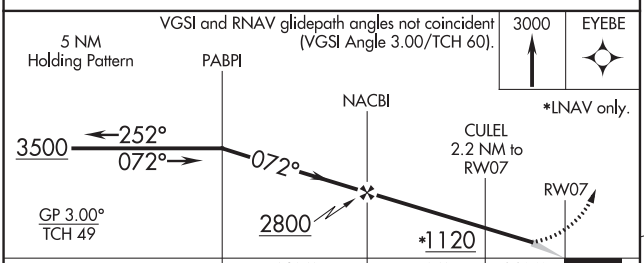


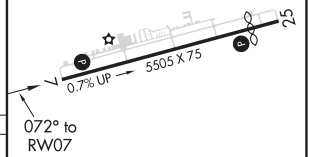
ELEV 404 | TDZE 389

VGSI and RNAV glidepath angles not coincident
(VGSI Angle 3.00/TCH 60).

3000 | EYEBE

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	664-1 275 (300-1)			
LNAV MDA	1000-1 611 (600-1)		1000-1¾ 611 (600-1¾)	1000-2 611 (600-2)
CIRCLING	1140-1 737 (800-1)		1140-2 737 (800-2)	1220-2¾ 817 (900-2¾)

REIL Rwy 7
MIRL Rwy 7-25 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

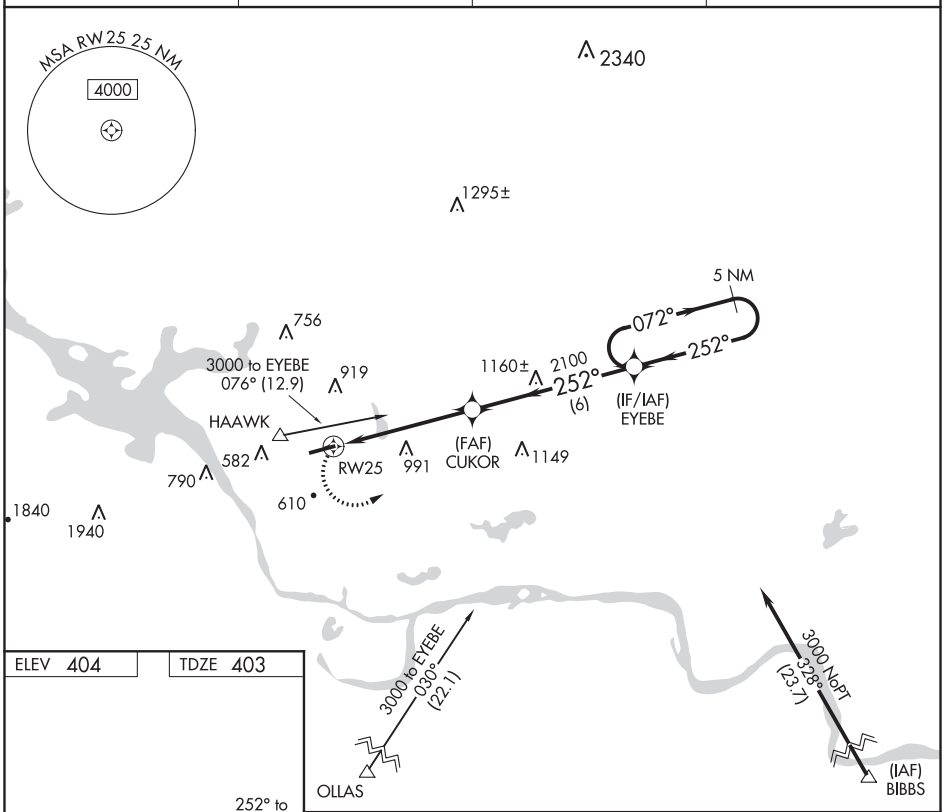
APP CRS	Rwy ldg	4799
252°	TDZE	403
	Apt Elev	404

RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)

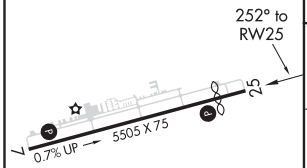
NA — DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 25 NA.

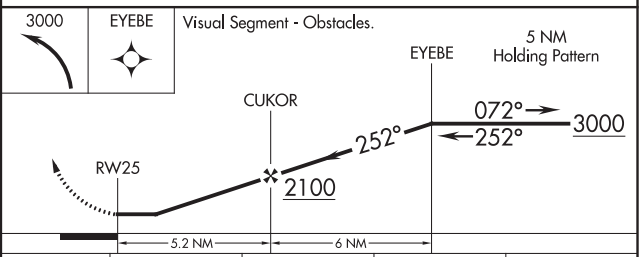
MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L



ELEV 404 TDZE 403





CATEGORY	A	B	C	D
LNAV MDA	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)
CIRCLING	1260-1 857 (900-1)	1260-1¼ 857 (900-1¼)	1260-2½ 857 (900-2½)	1260-2¾ 857 (900-2¾)

REIL Rwy 7
MIRL Rwy 7-25 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

RUSSELLVILLE, ARKANSAS | AL-6231 (FAA) | 20254

NDB-A

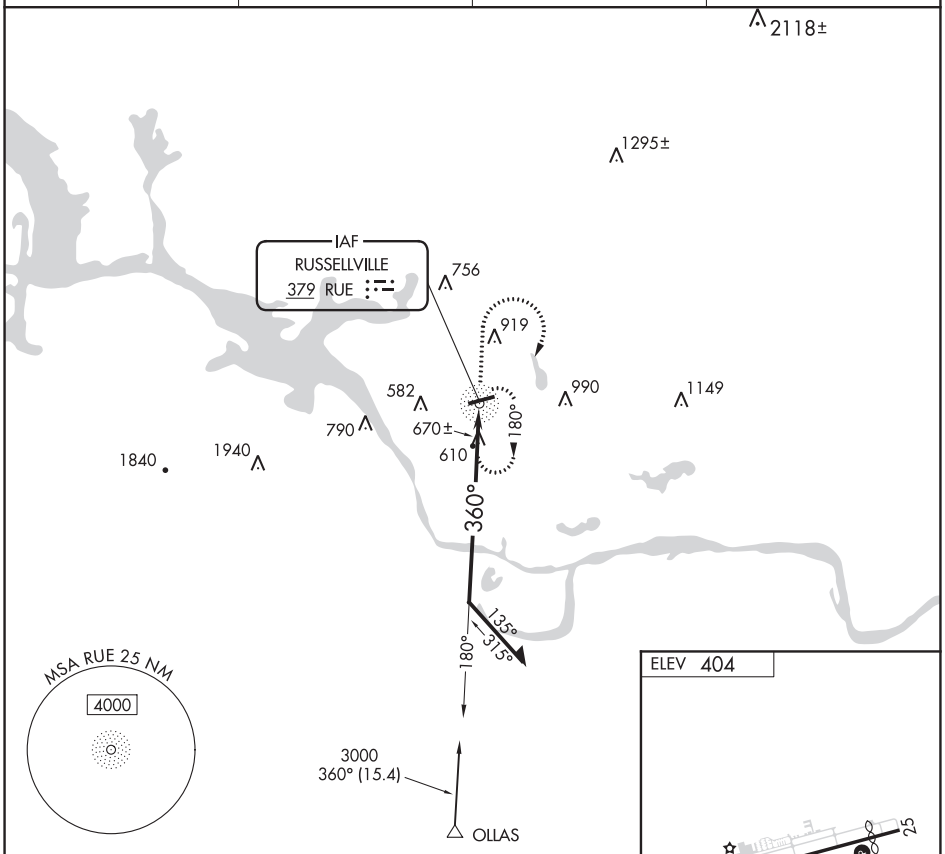
RUSSELLVILLE RGNL (RUE)

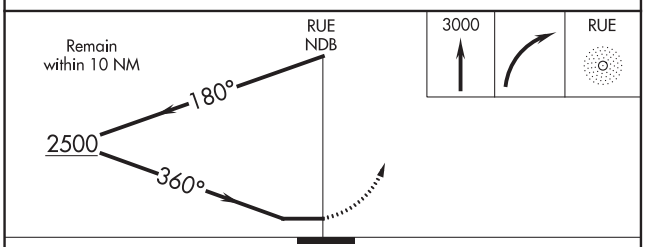
NDB RUE	APP CRS	Rwy Idg	N/A
379	360°	TDZE	N/A
		Apt Elev	404

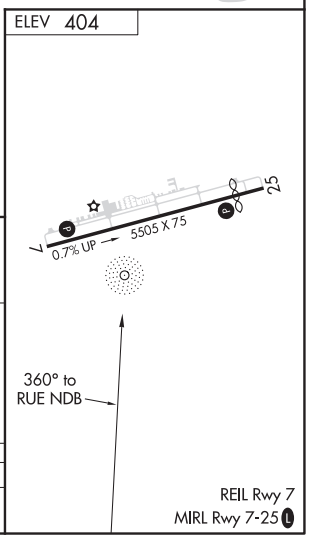
NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

ASOS	RAZORBACK APP CON	MEMPHIS CENTER	UNICOM
132.475	120.9 343.75	128.475 377.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1240-1 836 (900-1)	1240-1¼ 836 (900-1¼)	1240-2½ 836 (900-2½)	1240-2¾ 836 (900-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

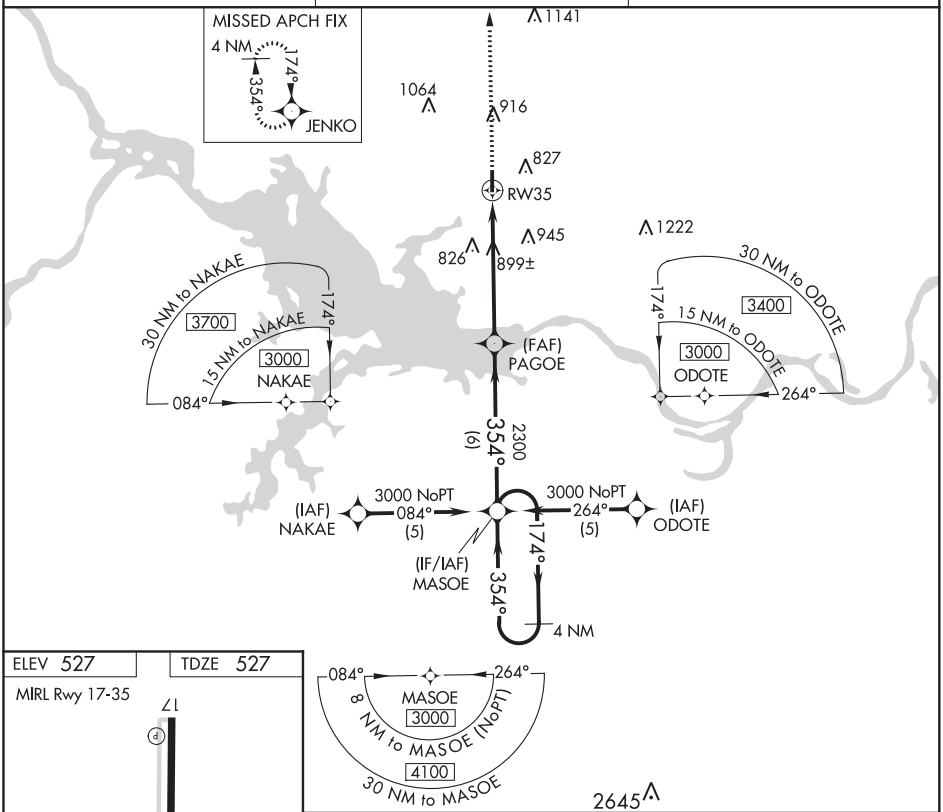
APP CRS	Rwy ldg	4006
354°	TDZE	527
	Apt Elev	527

RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

NA DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below ¾ SM NA.

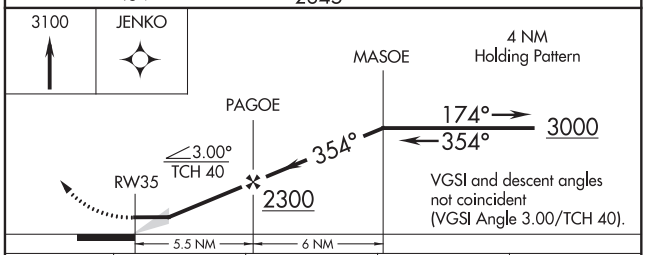
MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3	RAZORBACK APP CON ★	UNICOM
118.475	120.9 343.75	122.7 (CTAF)



ELEV 527 TDZE 527

MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA
CIRCLING	1160-1 633 (700-1)		1160-1¾ 633 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

SAND SPRINGS, OKLAHOMA

AL-6472 (FAA)

19059

RNAV (GPS) RWY 17
WILLIAM R POGUE MUNI (OWP)

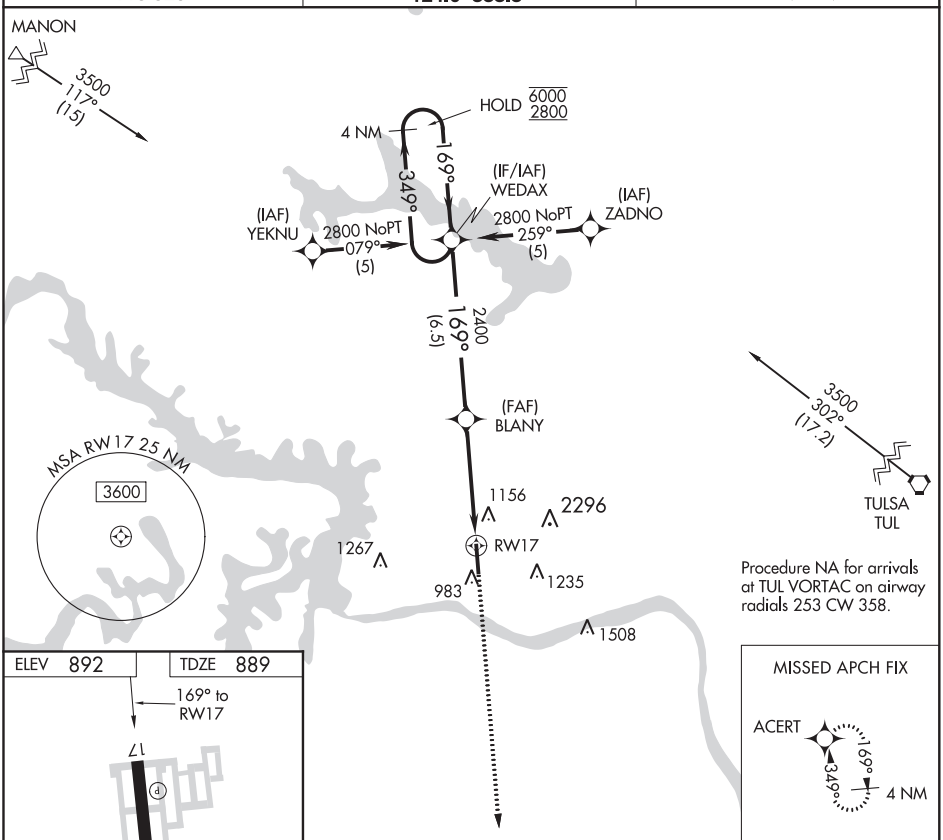
APP CRS	Rwy ldg	5799
169°	TDZE	889
	Apt Elev	892

RNP APCH.

Rwy 17 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. Circling NA for Cat C east of Rwy 17-35.

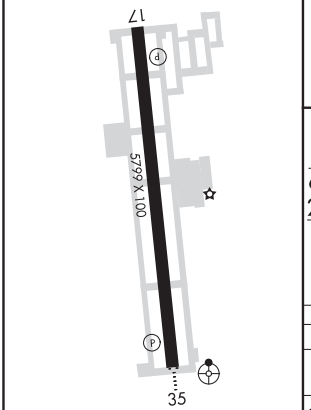
MISSED APPROACH: Climb to 2800 direct ACERT and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)

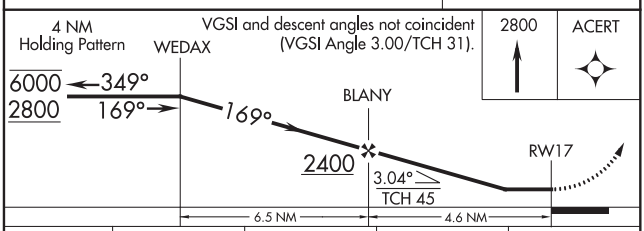


ELEV 892 | TDZE 889

169° to RW17



MIRL Rwy 17-35



CATEGORY	A	B	C	D
LNAV MDA	1420-1 531 (600-1)		1420-1½ 531 (600-1½)	NA
C CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 57912 W35A	APP CRS 349°	Rwy ldg 5799 TDZE 892 Apt Elev 892

RNAV (GPS) RWY 35
WILLIAM R POGUE MUNI (OWP)

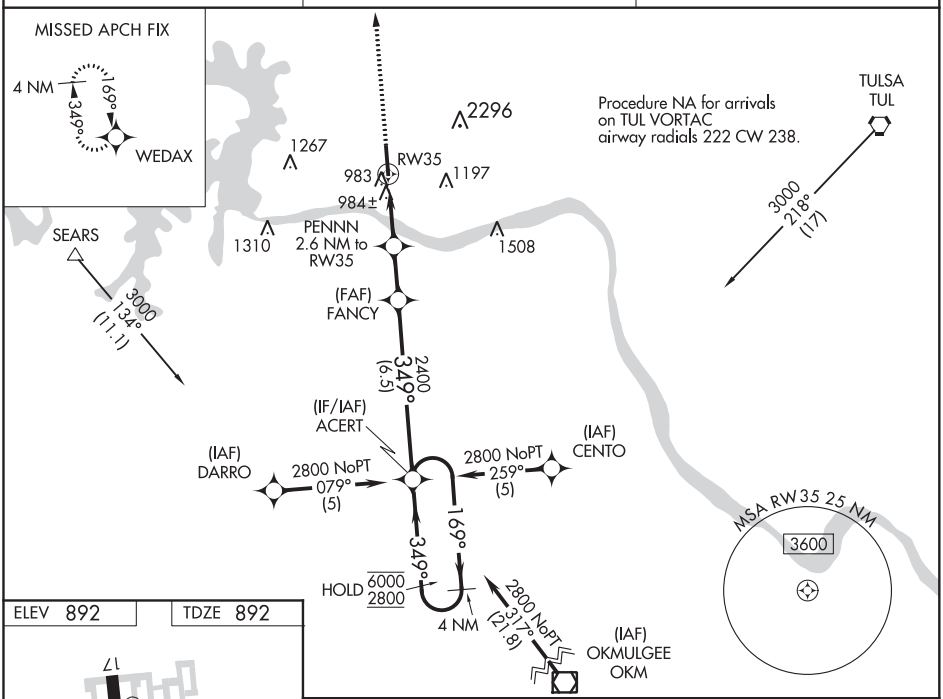
RNP APCH.

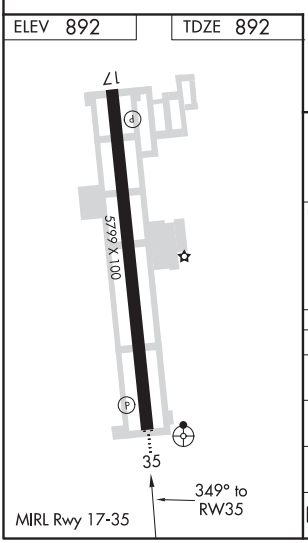
Rwy 35 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. Circling NA for Cat C east of Rwy 17-35. Inop table does not apply.

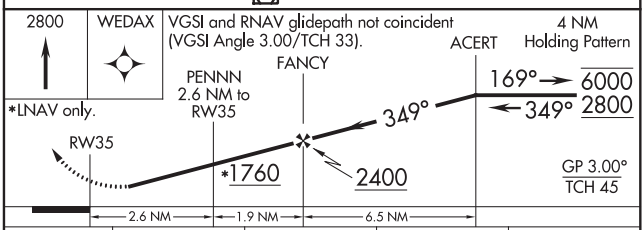
ODALS

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

AWOS-3	TULSA APP CON	UNICOM
118.325	124.0 338.3	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1202-1 310 (400-1)			NA
LNAV/VNAV DA	1317-1½ 425 (500-1½)			NA
LNAV MDA	1240-1 348 (400-1)			NA
C CIRCLING	1440-1 548 (600-1)		1440-1½ 548 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

SEARCY, ARKANSAS | AL-6091 (FAA) | 19059

ILS or LOC RWY 1
SEARCY MUNI (SRC)

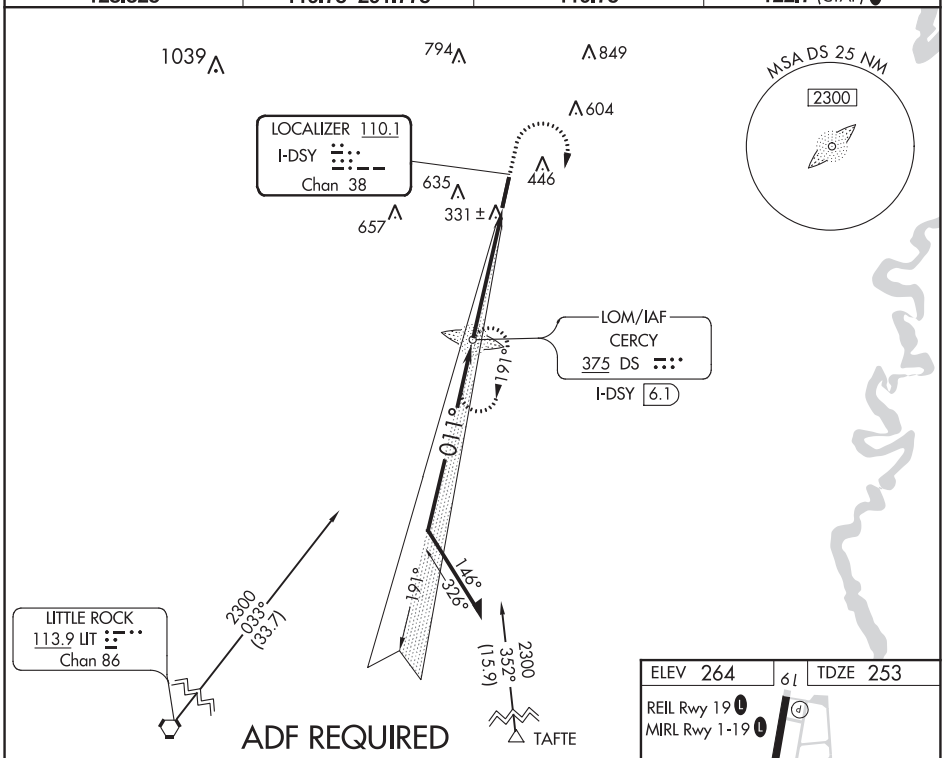
LOC I-DSY	APP CRS	Rwy ldg	6008
110.1	011°	TDZE	253
Chan 38		Apt Elev	264

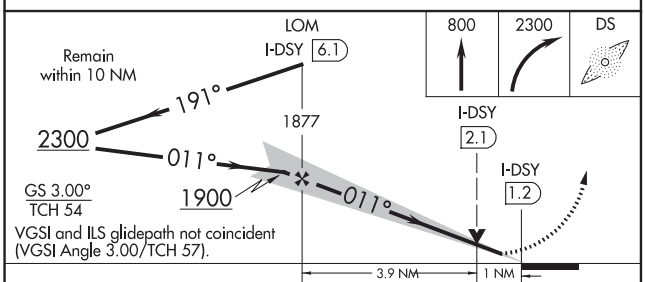
Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. ADF Required.

MALSR

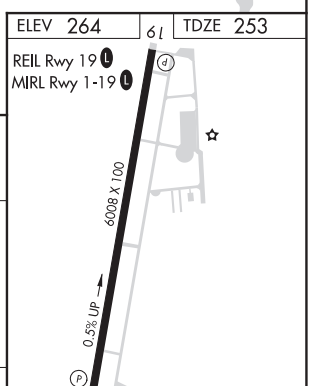
MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 1	453-½ 200 (200-½)			NA
S-LOC 1	600-½ 347 (400-½)			NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



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

SEARCY, ARKANSAS
Orig 27OCT05
35°13′N-91°44′W

SEARCY MUNI (SRC)
ILS or LOC RWY 1

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 81824 W01A	APP CRS 011°	Rwy ldg 6008 TDZE 253 Apt Elev 265

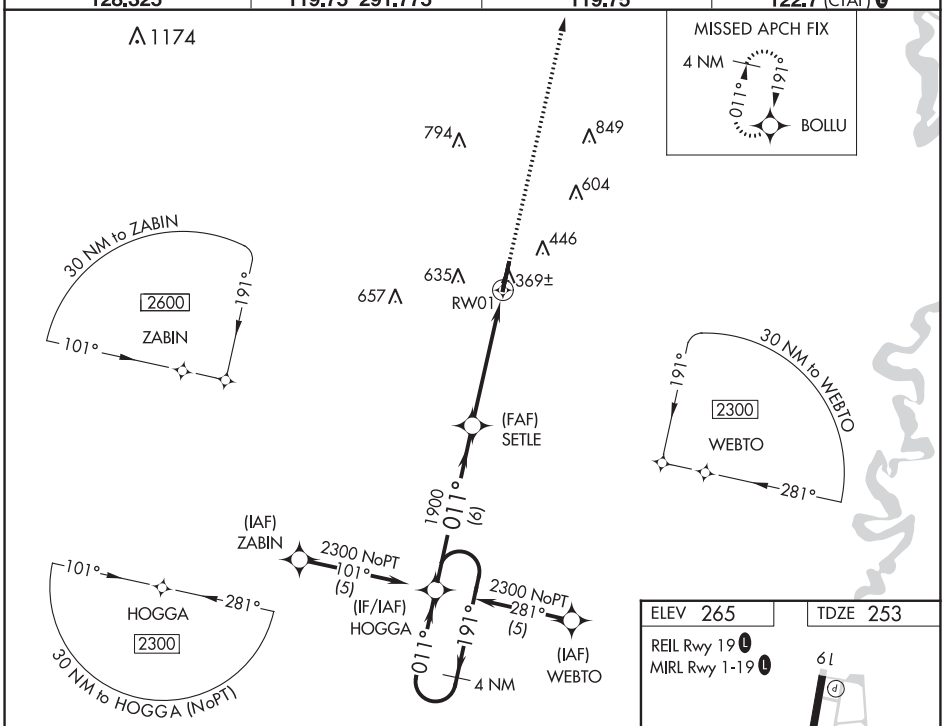
RNAV (GPS) RWY 1
SEARCY MUNI (SRC)

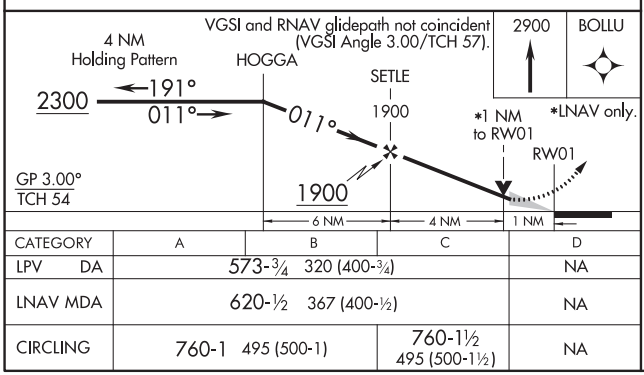
Circling NA for Cat C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. When local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA 87 feet and all MDA 100 feet, increase LPV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR, when using Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L

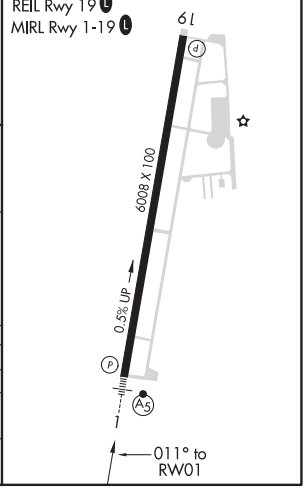




CATEGORY	A	B	C	D
LPV DA	573-¾ 320 (400-¾)			NA
LNAV MDA	620-½ 367 (400-½)			NA
CIRCLING	760-1 495 (500-1)		760-1½ 495 (500-1½)	NA

ELEV 265 TDZE 253

REIL Rwy 19 L
MIRL Rwy 1-19 L



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

SEARCY, ARKANSAS | AL-6091 (FAA) | 21056

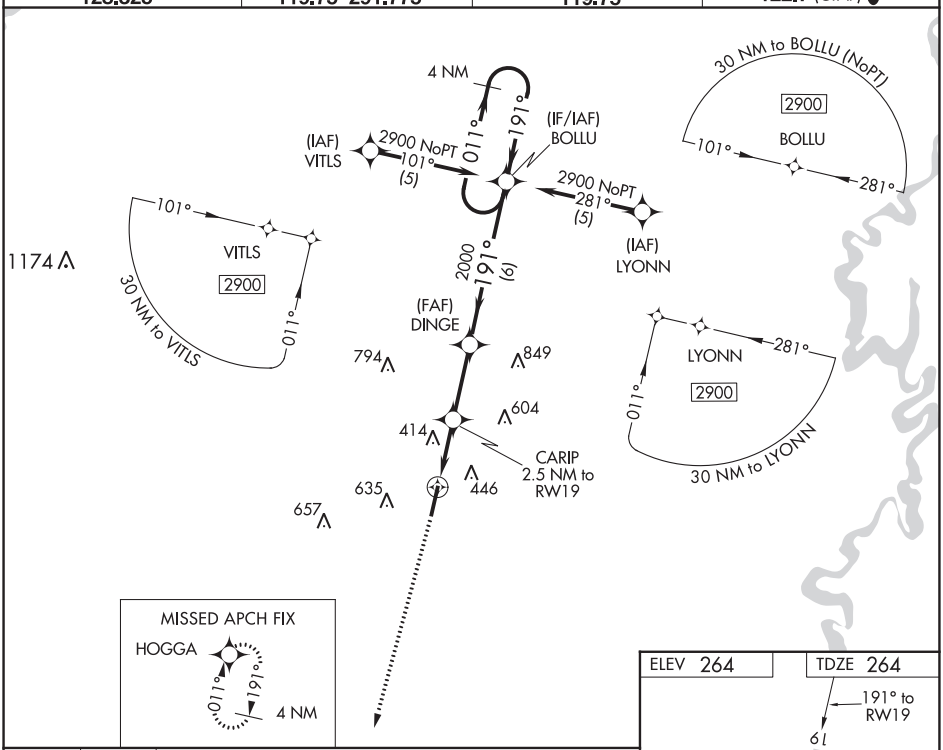
WAAS CH 86224 W19A	APP CRS 191°	Rwy ldg 6008 TDZE 264 Apt Elev 264

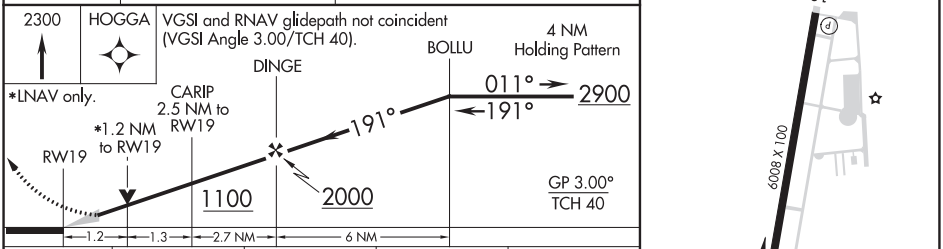
RNAV (GPS) RWY 19
SEARCY MUNI (SRC)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock Bill and Hillary Clinton National/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

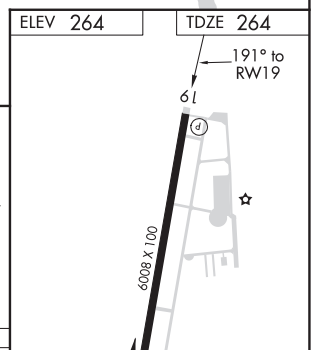
MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
128.325	119.75 291.775	119.75	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	514-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	680-1 416 (500-1)		680-1¼ 416 (500-1¼)	NA
CIRCLING	760-1 496 (500-1)		760-1½ 496 (500-1½)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5004
160°	TDZE	1024
	Apt Elev	1024

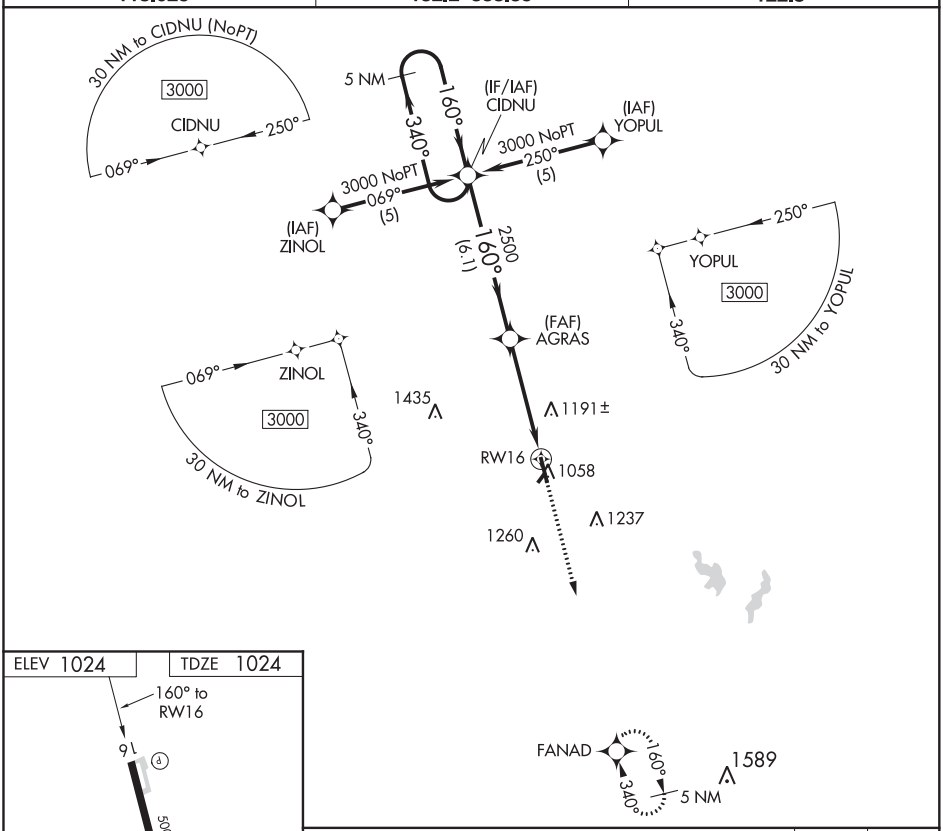
RNAV (GPS) RWY 16
SEMINOLE MUNI (SRE)

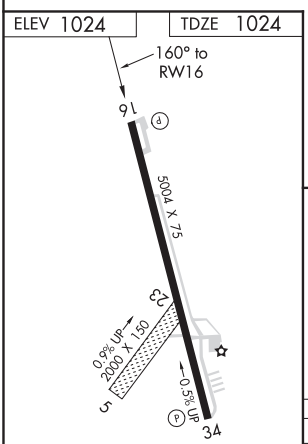
RNP APCH.

Procedure NA at night. Circling NA to Rwys 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

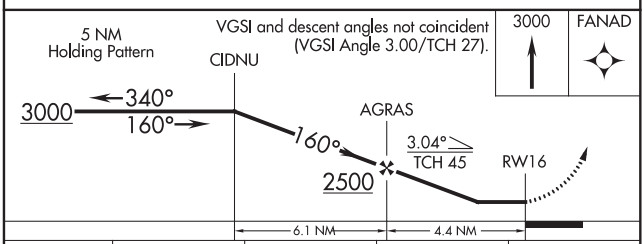
MISSED APPROACH: Climb to 3000 direct FANAD and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8





REIL Rwy 16-34
MIRL Rwy 16-34



CATEGORY	A	B	C	D
LNAV MDA	1500-1 476 (500-1)		1500-1¼ 476 (500-1¼)	NA
CIRCLING	1500-1 476 (500-1)		1560-1½ 536 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SEMINOLE, OKLAHOMA

AL-6450 (FAA)

20282

NDB RWY 16

SEMINOLE MUNI (SRE)

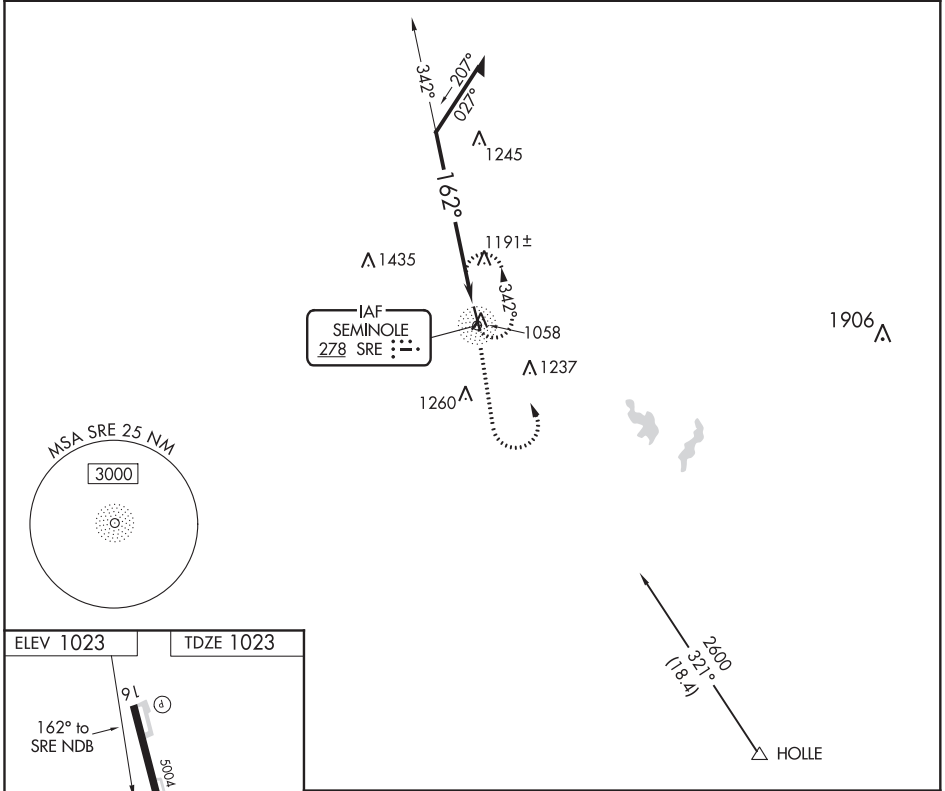
SRE NDB	APP CRS	Rwy ldg	5004
278	162°	TDZE	1023
		Apt Elev	1023

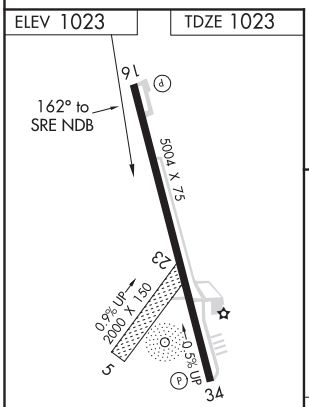
NA

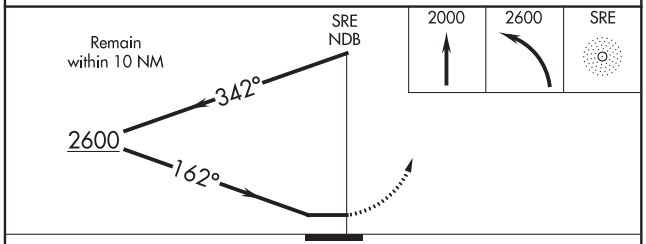
Procedure NA at night. Circling NA to Rwys 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet and increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.625	132.2 338.35	122.8







CATEGORY	A	B	C	D
S-16	1660-1	637 (700-1)	1660-1¾ 637 (700-1¾)	NA
C CIRCLING	1660-1	637 (700-1)	1660-1¾ 637 (700-1¾)	NA

REIL Rwy 16-34
MIRL Rwy 16-34

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 17
SHAWNEE RGNL (SNL)

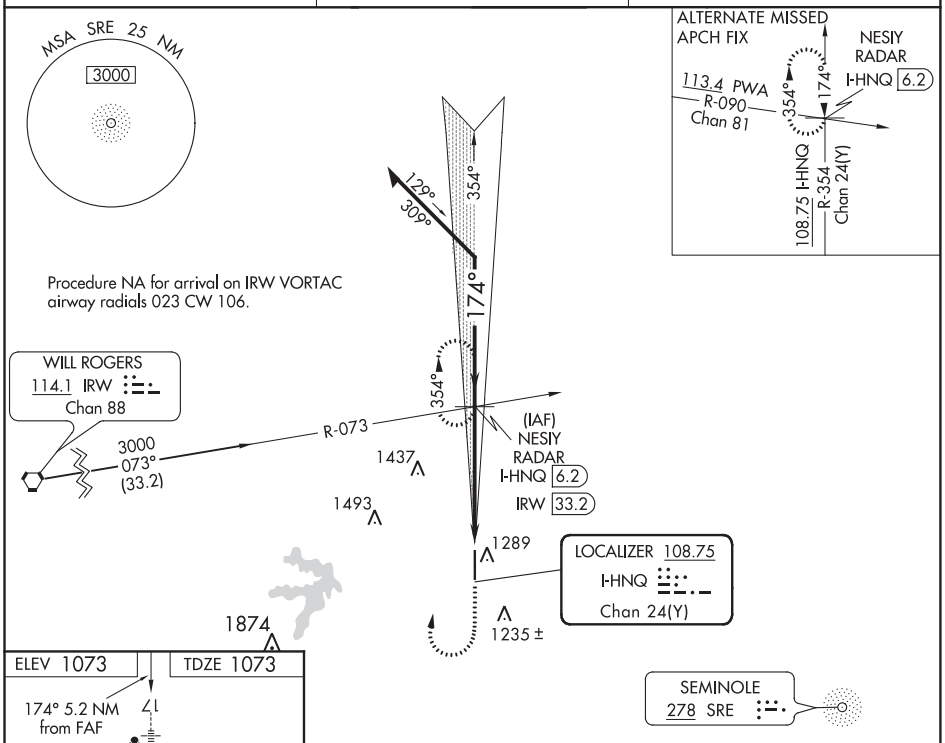
LOC/DME I-HNQ 108.75 Chan 24(Y)	APP CRS 174°	Rwy ldg 5997 TDZE 1073 Apt Elev 1073

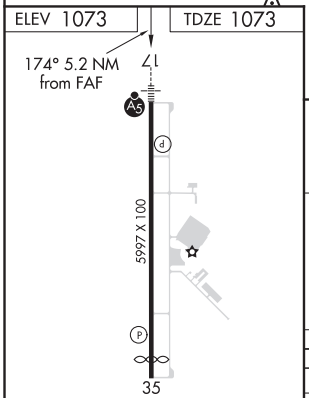
DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 009° and IRW R-073 to NESIY/I-HNQ 6.2 DME/RADAR and hold, continue climb-in-hold to 3000.

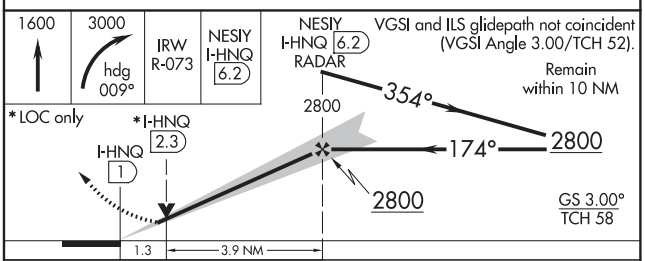
AWOS-3	OKE CITY APP CON	UNICOM
118.275	120.45 288.325	122.7 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwys 17 and 35

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



CATEGORY	A	B	C	D
S-ILS 17	1273-½ 200 (200-½)			NA
S-LOC 17	1520-½ 447 (500-½)		1520-⅞ 447 (500-⅞)	NA
C CIRCLING	1600-1 527 (600-1)		1640-1½ 567 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

SHAWNEE, OKLAHOMA

AL-586 (FAA)

20198

RNAV (GPS) RWY 17

SHAWNEE RGNL (SNL)

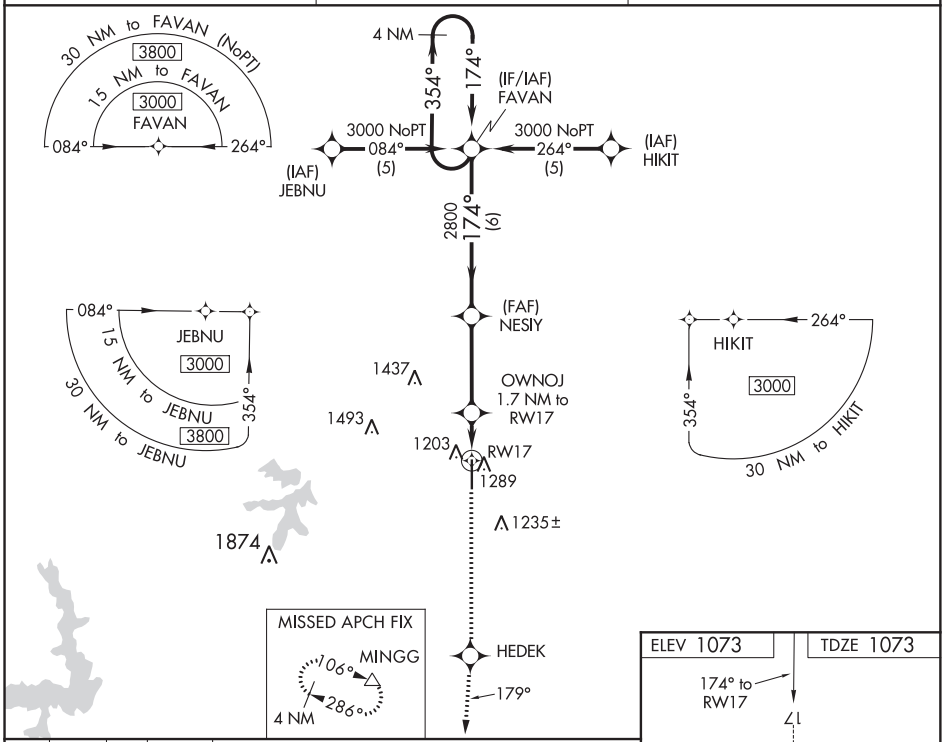
WAAS CH 86919 W17A	APP CRS 174°	Rwy ldg 5997 TDZE 1073 Apt Elev 1073

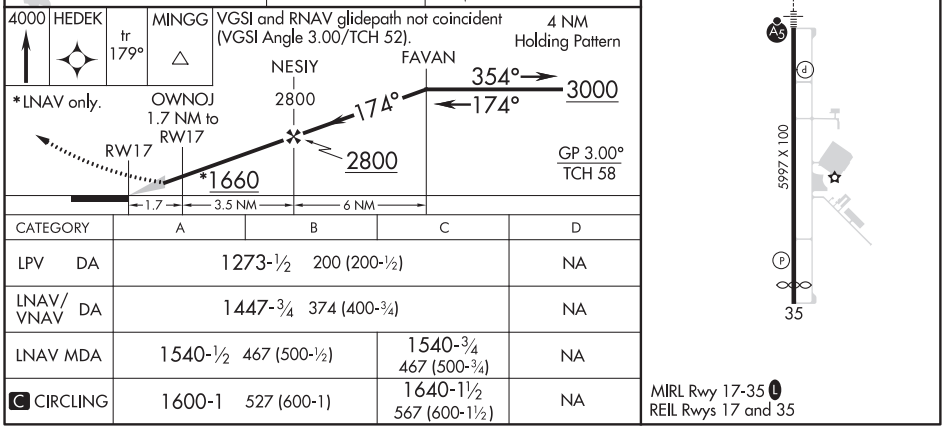
Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1313 feet; increase LNAV/VNAV DA to 1487 feet and visibility ¼ SM; increase all MDAs 40 feet and visibility Cat C ¼ SM.

MALSR

MISSED APPROACH: Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

AWOS-3	OKE CITY APP CON	UNICOM
118.275	120.45 288.325	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1273-½ 200 (200-½)			NA
LNAV/VNAV DA	1447-¾ 374 (400-¾)			NA
LNAV MDA	1540-½ 467 (500-½)		1540-¾ 467 (500-¾)	NA
C CIRCLING	1600-1 527 (600-1)		1640-1½ 567 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

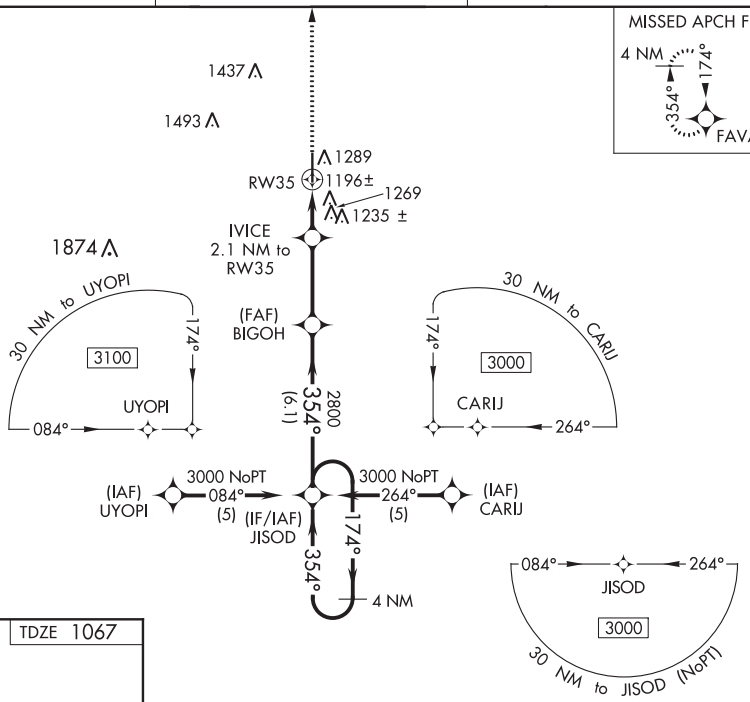
WAAS CH 72818 W35A	APP CRS 354°	Rwy ldg 5593 TDZE 1067 Apt Elev 1073

RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1357 feet; increase LNAV/VNAV DA to 1605 feet and visibility ¼ SM; increase all MDAs 40 feet and visibility Cat C ¼ SM.

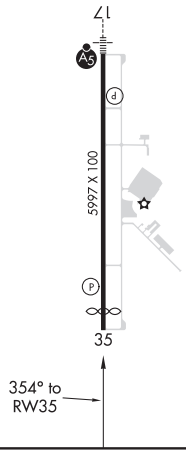
MISSED APPROACH: Climb to 3000 direct FAVAN and hold.

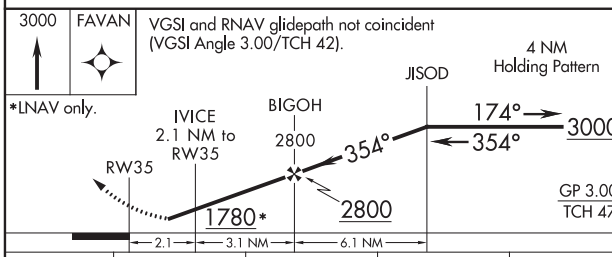
AWOS-3	OKE CITY APP CON	UNICOM
118.275	120.45 288.325	122.7 (CTAF) L



ELEV 1073 | TDZE 1067

MIRL Rwy 17-35 L
REIL Rwys 17 and 35





CATEGORY	A	B	C	D
LPV DA	1317-1 250 (300-1)			NA
LNAV/VNAV DA	1565-1¾ 498 (500-1¾)			NA
LNAV MDA	1520-1 453 (500-1)		1520-1¼ 453 (500-1¼)	NA
C CIRCLING	1600-1 527 (600-1)		1640-1½ 567 (600-1½)	NA

SC-1, 25 FEB 2021 to 22 APR 2021

SHERIDAN, ARKANSAS

AL-10197 (FAA)

20198

RNAV (GPS) RWY 1
SHERIDAN MUNI (9M8)

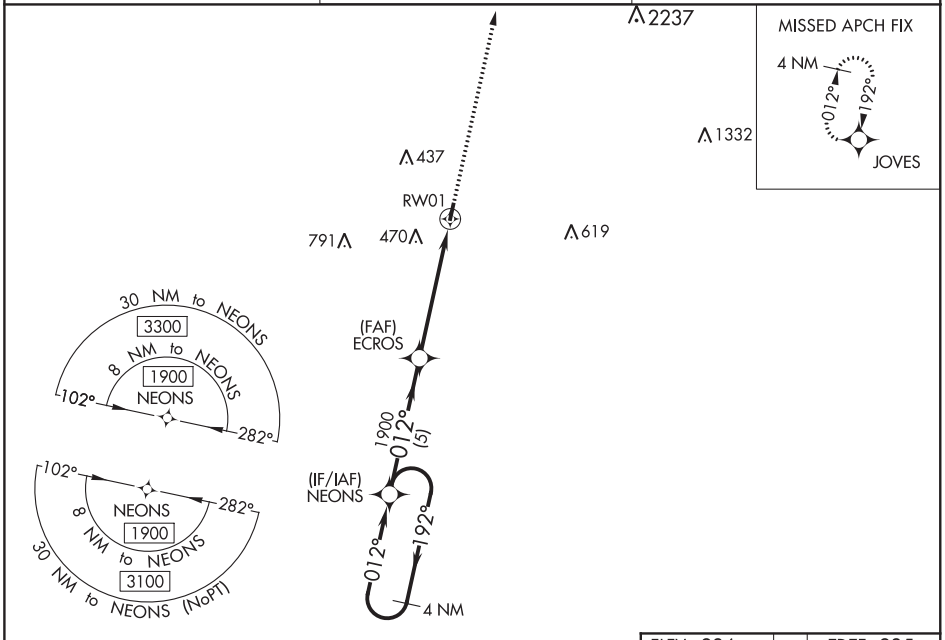
WAAS CH 69637 W01A	APP CRS 012°	Rwy ldg 3202 TDZE 235 Apt Elev 236

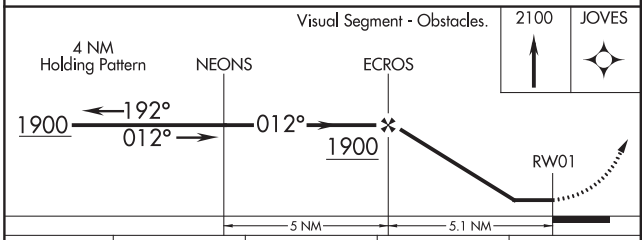
NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all MDA 20 feet: increase LP and LNAV Cat C visibility ⅛ mile, and Circling Cat C visibility ¼ mile.

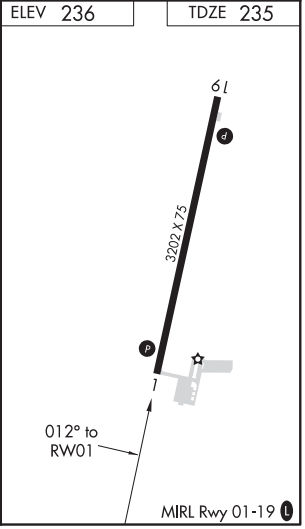
MISSED APPROACH: Climb to 2100 direct JOVES and hold.

PBF ASOS	LITTLE ROCK APP CON	UNICOM
120.775	135.4 353.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	760-1 525 (600-1)		760-1½ 525 (600-1½)	NA
LNAV MDA	800-1 565 (600-1)		800-1⅝ 565 (600-1⅝)	NA
C CIRCLING	800-1 564 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 63237 W19A	APP CRS 192°	Rwy ldg 3202 TDZE 236 Apt Elev 236

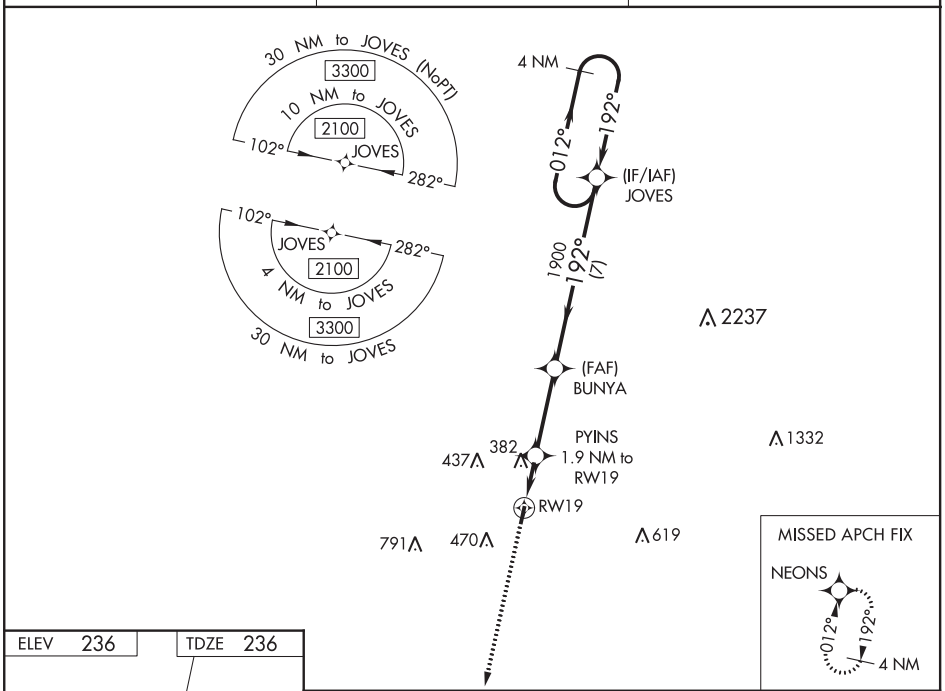
RNAV (GPS) RWY 19
SHERIDAN MUNI (9M8)

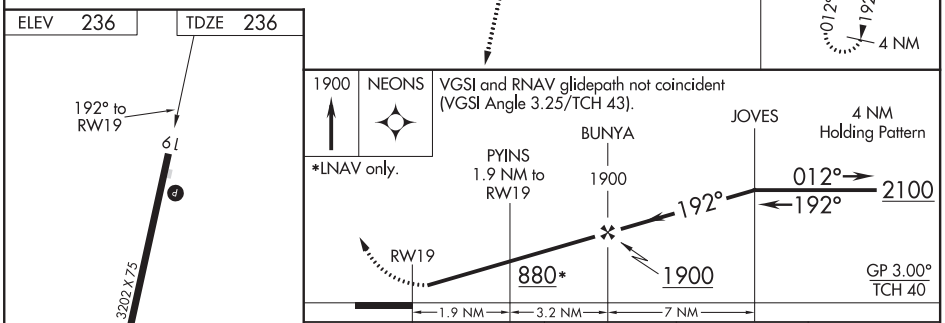
T NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all DA 5 feet and all MDA 20 feet: increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900 direct NEONS and hold.

PBF ASOS	LITTLE ROCK APP CON	UNICOM
120.775	135.4 353.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	590-1¼ 354 (400-1¼)			NA
LNAV/VNAV DA	682-1½ 446 (500-1½)			NA
LNAV MDA	700-1 464 (500-1)		700-1⅜ 464 (500-1⅜)	NA
C CIRCLING	740-1 504 (600-1)	840-1 604 (700-1)	960-2 724 (800-2)	NA

MIRL Rwy 1-19 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

SILOAM SPRINGS, ARKANSAS — AL-5565 (FAA) — 20310

RNAV (GPS) RWY 18

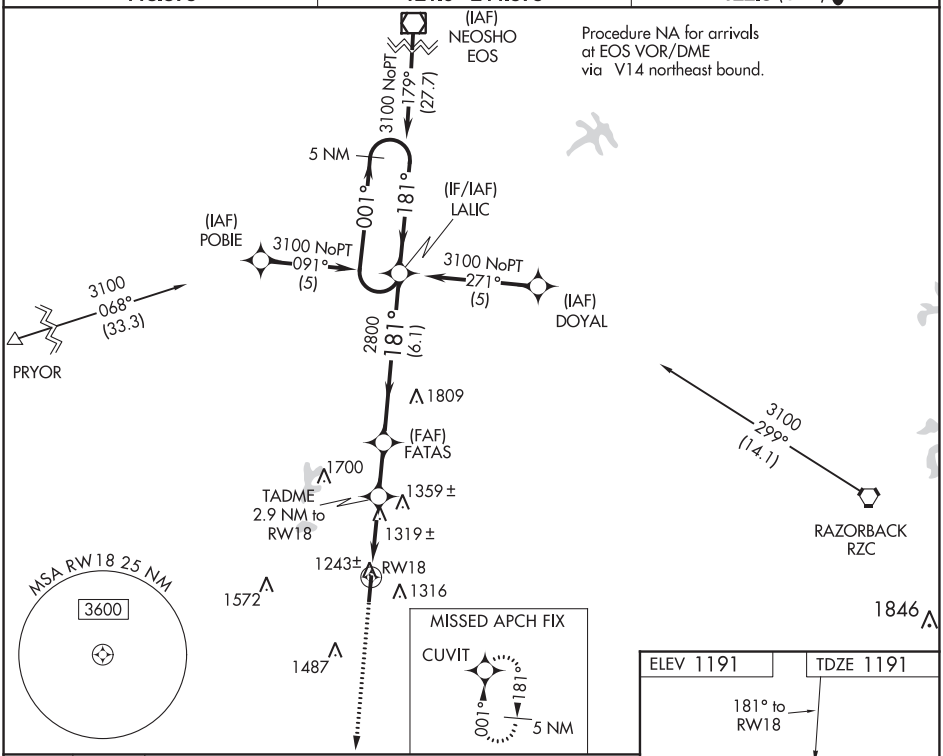
SMITH FIELD (SLG)

WAAS CH 90208 W18A	APP CRS 181°	Rwy ldg 4997 TDZE 1191 Apt Elev 1191

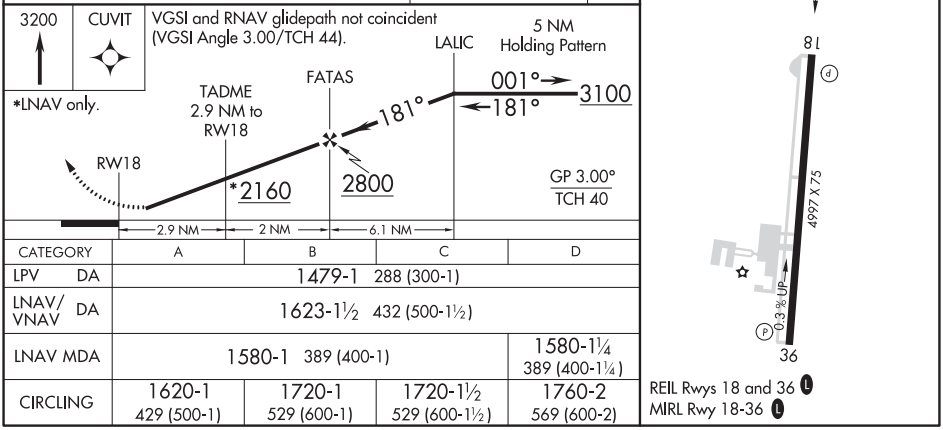
Baro-VNAV NA when using Northwest Arkansas National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas National altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 3200 direct CUVIT and hold.

AWOS-3PT	RAZORBACK APP CON ★	UNICOM
118.375	121.0 244.575	122.8 (CTAF) L



SC-1, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
LPV DA	1479-1 288 (300-1)			
LNAV/VNAV DA	1623-1½ 432 (500-1½)			
LNAV MDA	1580-1 389 (400-1)			1580-1¼ 389 (400-1¼)
CIRCLING	1620-1 429 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

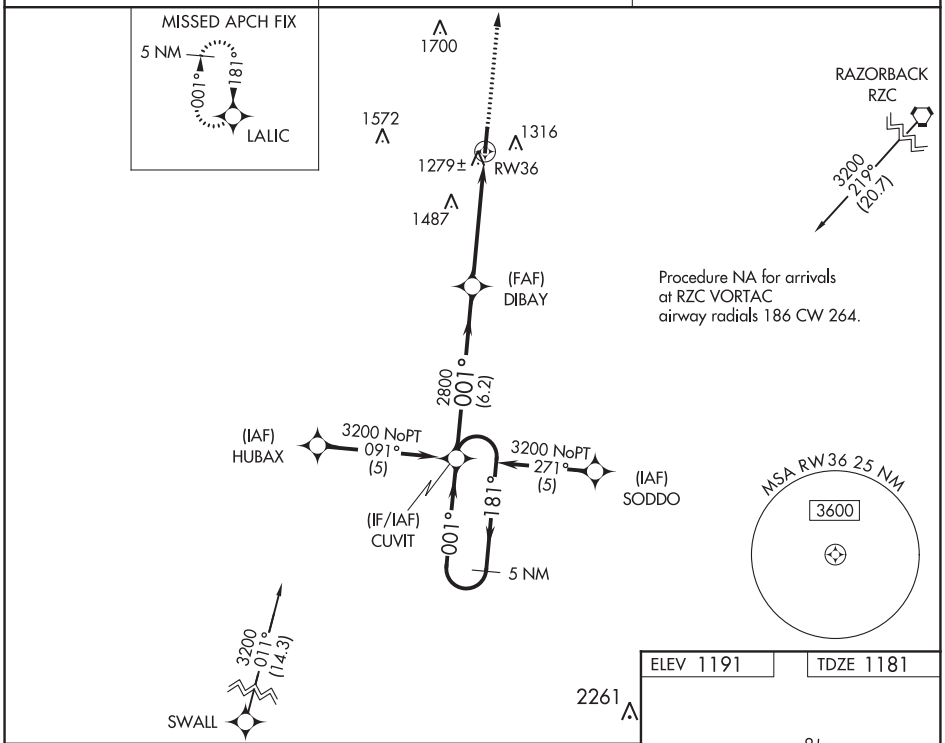
RNAV (GPS) RWY 36
SMITH FIELD (SLG)

WAAS CH 63105 W36A	APP CRS 001°	Rwy ldg 4997 TDZE 1181 Apt Elev 1191

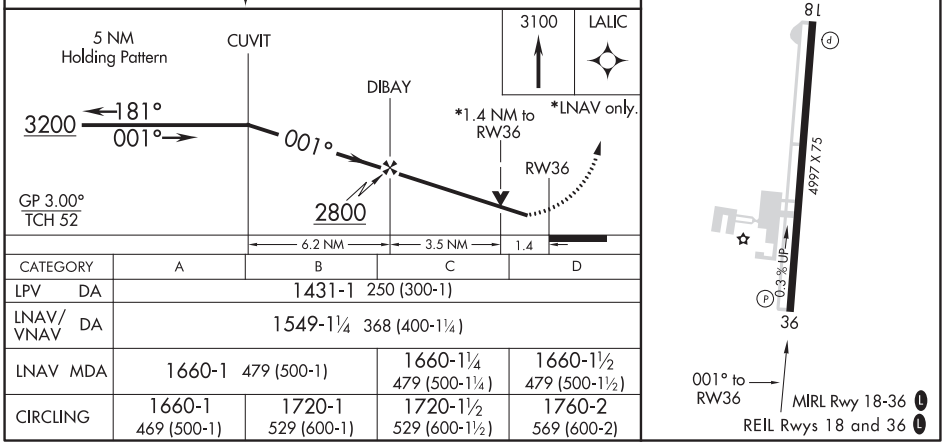
If local altimeter setting not received, use Northwest Arkansas National altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Northwest Arkansas National altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

AWOS-3PT	RAZORBACK APP CON *	UNICOM
118.375	121.0 244.575	122.8 (CTAF) L



ELEV 1191	TDZE 1181



CATEGORY	A	B	C	D
LPV DA	1431-1 250 (300-1)			
LNAV/VNAV DA	1549-1¼ 368 (400-1¼)			
LNAV MDA	1660-1 479 (500-1)		1660-1¼ 479 (500-1¼)	1660-1½ 479 (500-1½)
CIRCLING	1660-1 469 (500-1)	1720-1 529 (600-1)	1720-1½ 529 (600-1½)	1760-2 569 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

SPRINGDALE, ARKANSAS 19283

ILS or LOC RWY 18
SPRINGDALE MUNI (ASG)

LOC I-ASG	APP CRS	Rwy ldg / TDZE / Apt Elev
110.9	183°	4939 / 1351 / 1353

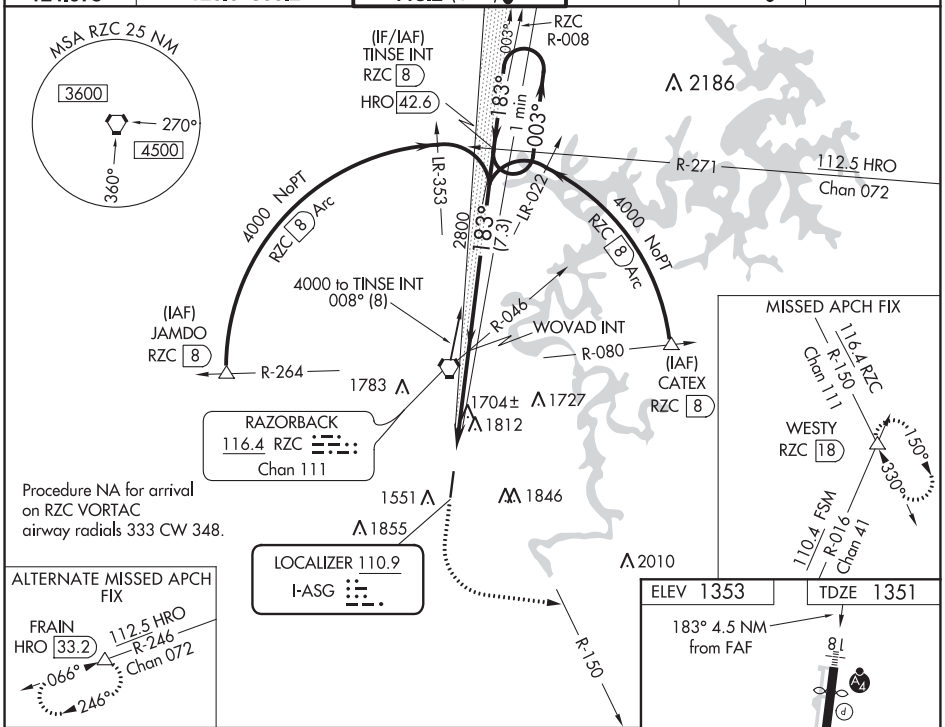
AL-5165 (FAA)

Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to ⅞ SM.

MALSF

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

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	REIL 18, 36	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.8 L	122.95



CATEGORY	A	B	C	D
S-ILS 18	1605-¾ 254 (300-¾)			
S-LOC 18	1960-¾ 609 (700-¾)		1960-1½ 609 (700-1½)	
C CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1¾ 667 (700-1¾)	2220-2¾ 867 (900-2¾)

REIL Rwy 18, 36 L
HIRL Rwy 18-36 L

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS Ch 70312 W18A	APP CRS 183°	Rwy ldg 4939 TDZE 1351 Apt Elev 1353

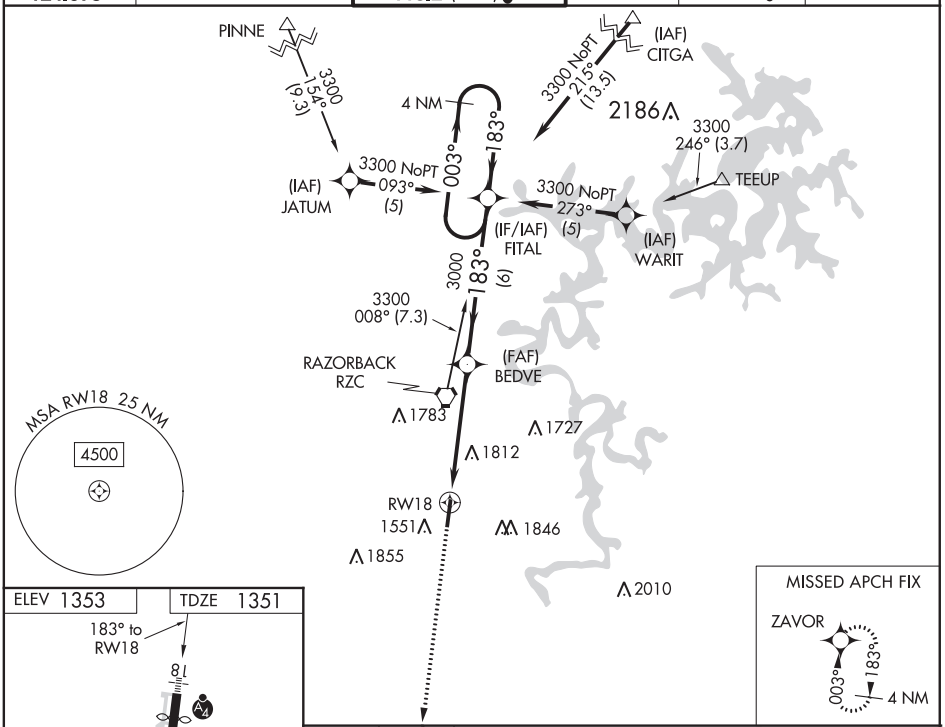
RNAV (GPS) RWY 18
SPRINGDALE MUNI (ASG)

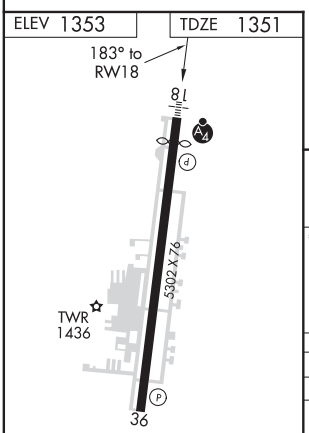
T NA DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅛ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSF, increase LPV all Cats visibility to 1 mile, LNAV Cat C/D visibility to 2 miles. For inoperative MALSF when using Fayetteville/Drake Field altimeter setting, increase LPV all Cats visibility to 1⅛ mile, LNAV Cat C visibility to 2¼ mile. VDP NA when using Fayetteville/Drake Field altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MALSF

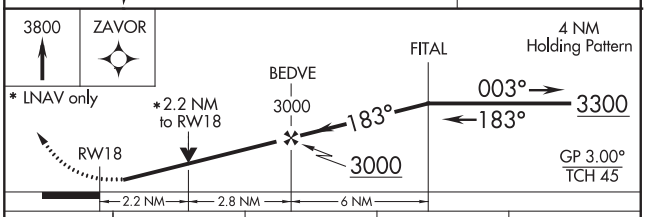
MISSED APPROACH: Climb to 3800 direct ZAVOR and hold.

AWOS-3	RAZORBACK APP CON ★	SPRINGDALE TOWER ★	GND CON	REIL 18, 36	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.8 L	122.95





REIL Rwy 18, 36 L
HIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	1642-¾ 291 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	2080-¾ 729 (800-¾)	2080-1 729 (800-1)	2080-1⅞ 729 (800-1⅞)	
C CIRCLING	2080-1 727 (800-1)		2080-2 727 (800-2)	2220-2¾ 867 (900-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

19283

RNAV (GPS) RWY 36

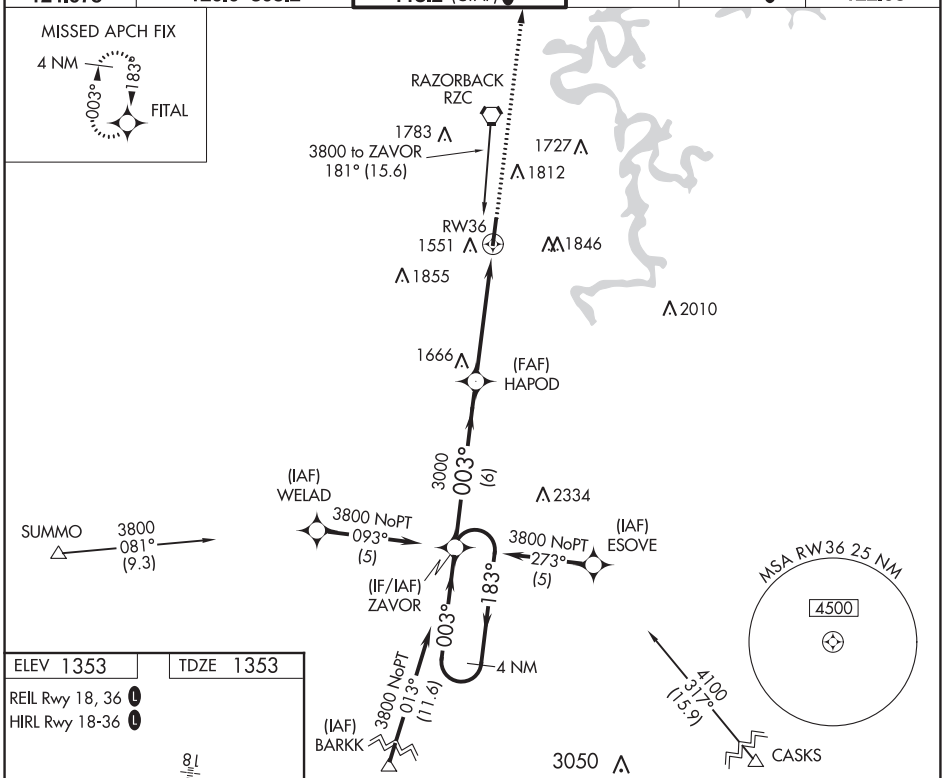
SPRINGDALE MUNI (ASG)

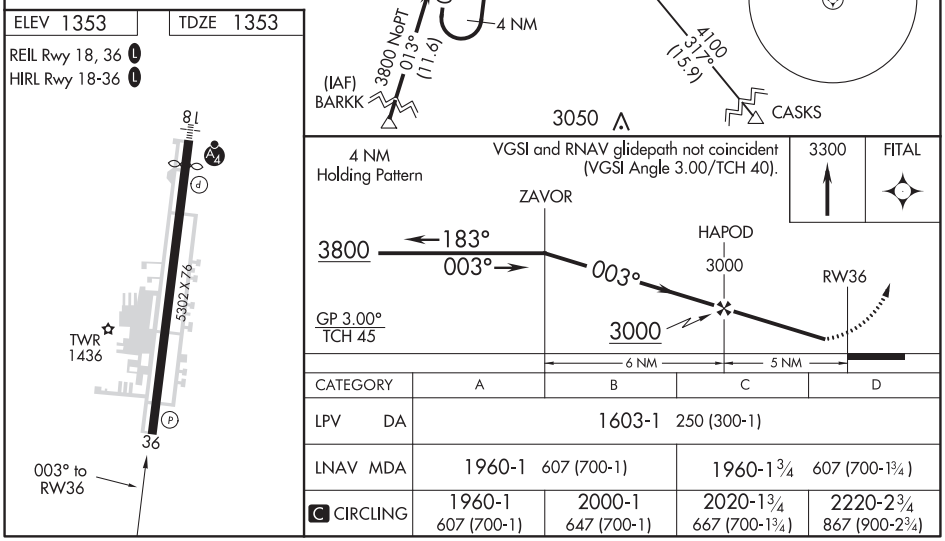
WAAS Ch 77512 W36A	APP CRS 003°	Rwy ldg 5302 TDZE 1353 Apt Elev 1353

DME/DME RNP-0.3 NA. Circling NA east of Rwy 18-36. When local altimeter setting not received, use Fayetteville/Drake Field altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase visibility LNAV Cat C/D ⅛ mile and Circling Cat C/D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3300 direct FITAL and hold.

AWOS-3	RAZORBACK APP CON★	SPRINGDALE TOWER★	GND CON	REIL 18, 36	UNICOM
124.675	126.6 305.2	118.2 (CTAF) L	121.6	122.8 L	122.95



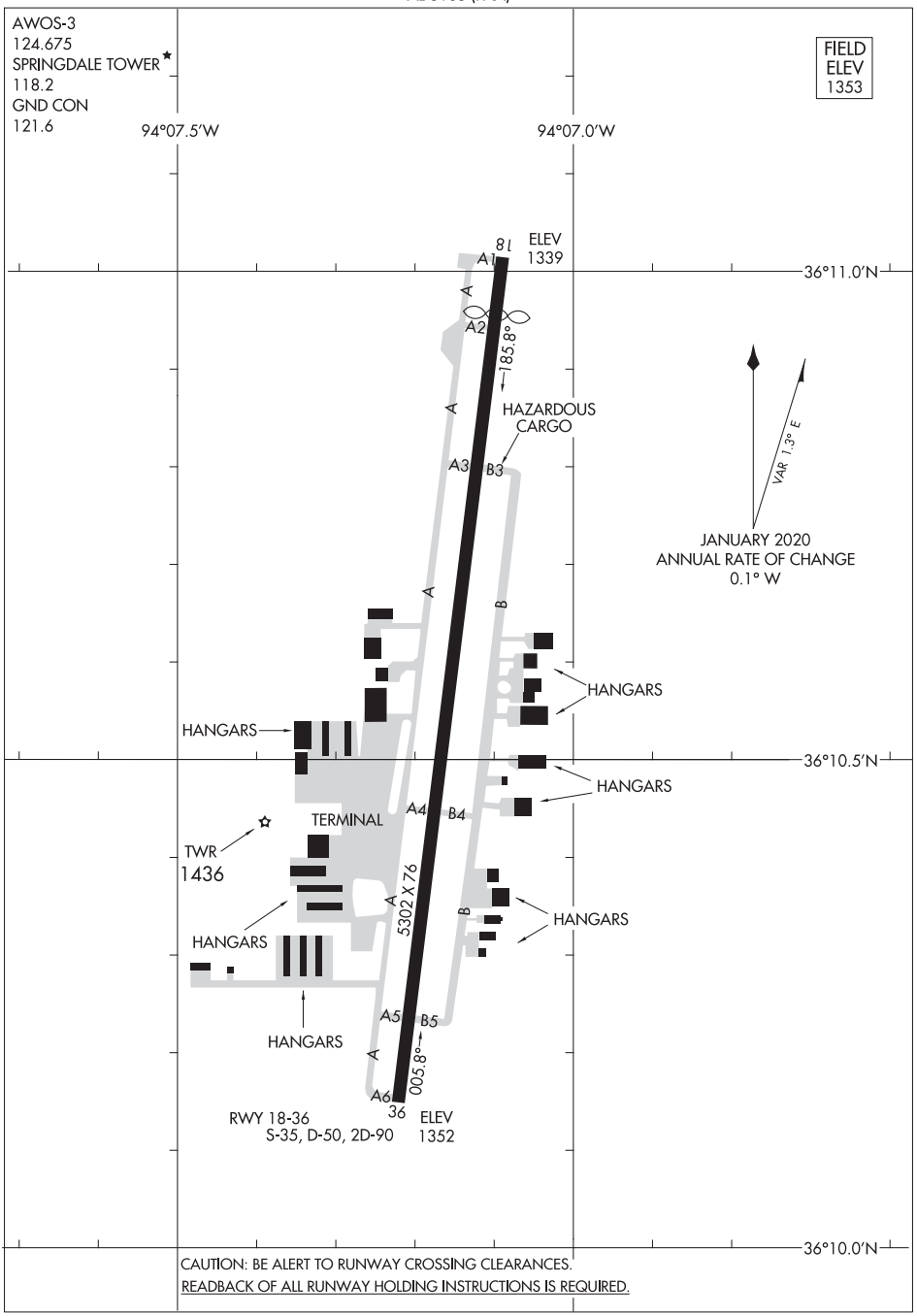


CATEGORY	A	B	C	D
LPV DA	1603-1 250 (300-1)			
LNAV MDA	1960-1 607 (700-1)		1960-1¾ 607 (700-1¾)	
C CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1¾ 667 (700-1¾)	2220-2¾ 867 (900-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AL-5165 (FAA)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

(ASG5.ASG) 20086

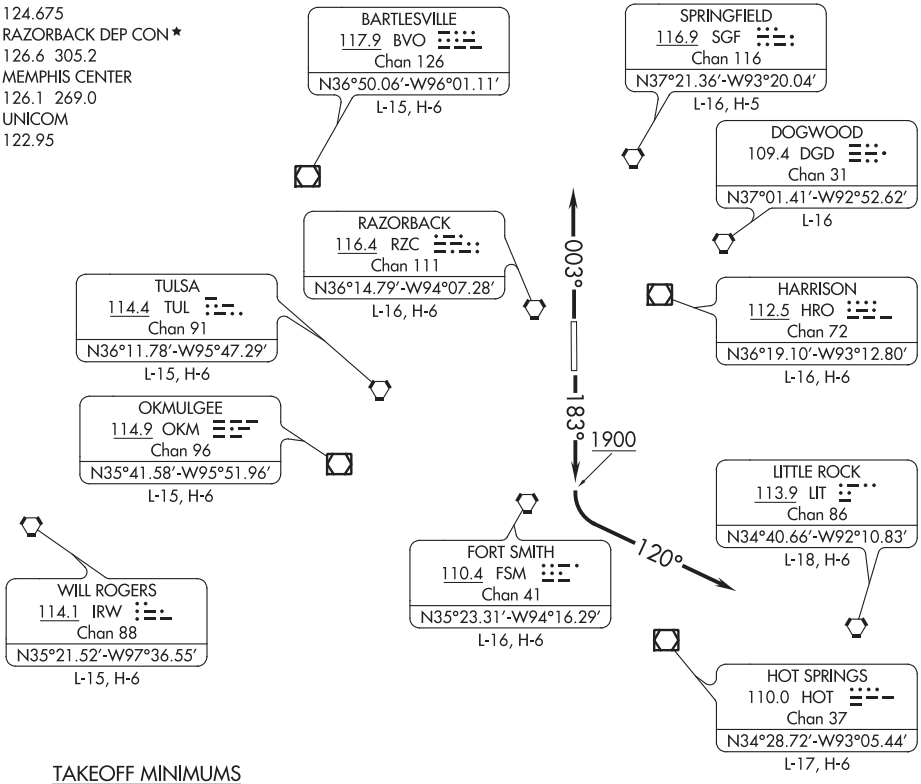
SPRING FIVE DEPARTURE

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS

GND CON
121.6
SPRINGDALE TOWER ★
118.2 (CTAF)
AWOS-3
124.675
RAZORBACK DEP CON ★
126.6 305.2
MEMPHIS CENTER
126.1 269.0
UNICOM
122.95

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS
Rwy 18: Standard.
Rwy 36: 400-2½ or standard with minimum climb of 332′ per NM to 1900.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 183° to 1900, then turn left heading 120°, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 003°, thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 4000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000′ and proceed direct RZC VORTAC, then proceed on course.

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17
STIGLER RGNL (GZL)

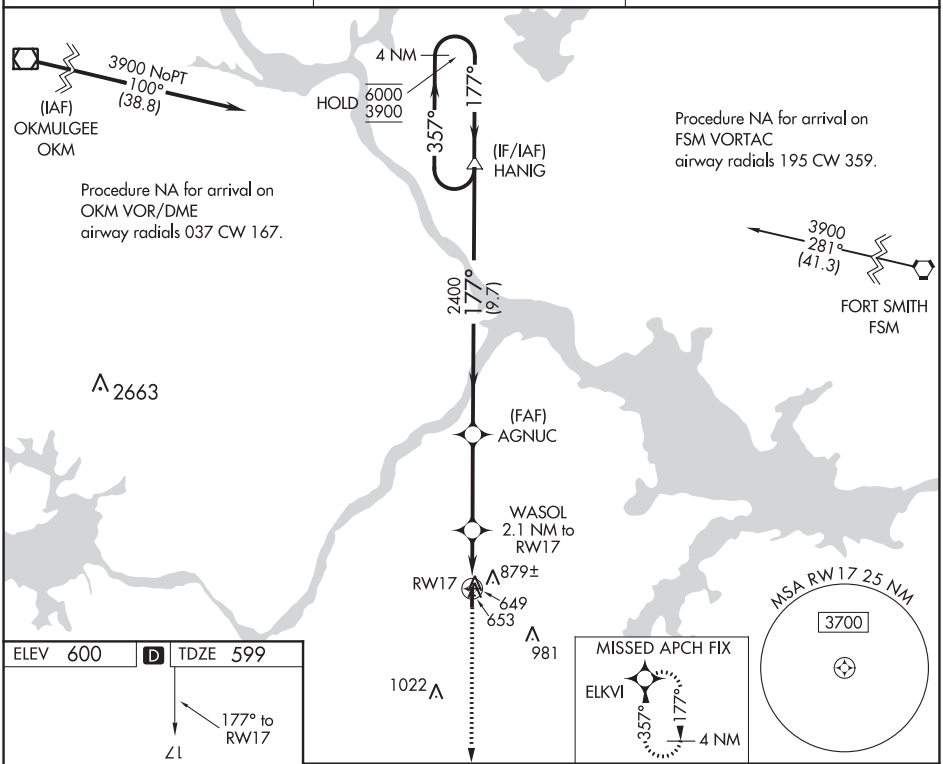
WAAS CH 65822 W17A	APP CRS 177°	Rwy ldg 4200 TDZE 599 Apt Elev 600

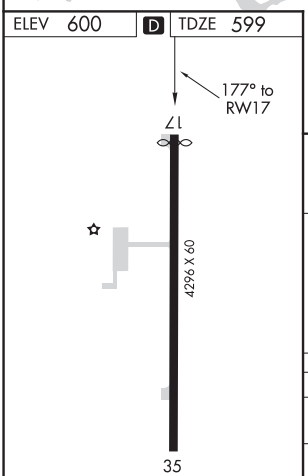
RNP APCH.

Rwy 17 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

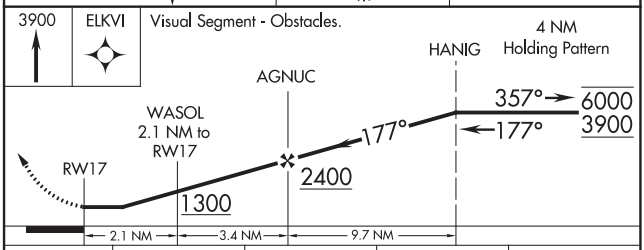
MISSED APPROACH: Climb to 3900 direct ELKVI and hold, continue climb-in-hold to 3900.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9





LIRL Rwy 17-35



CATEGORY	A	B	C	D
LP MDA	900-1 301 (300-1)		NA	
LNAV MDA	1020-1 421 (500-1)		NA	
C CIRCLING	1180-1 580 (600-1)		NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

STIGLER, OKLAHOMA

AL-9467 (FAA)

20198

RNAV (GPS) RWY 35

STIGLER RGNL (GZL)

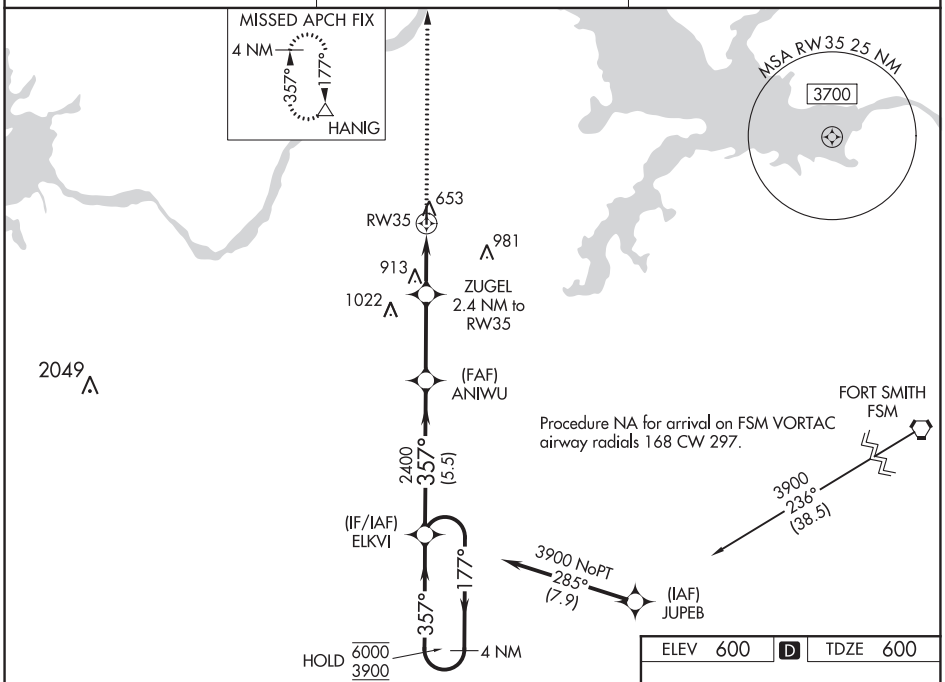
WAAS CH 82522 W35A	APP CRS 357°	Rwy ldg 4296 TDZE 600 Apt Elev 600

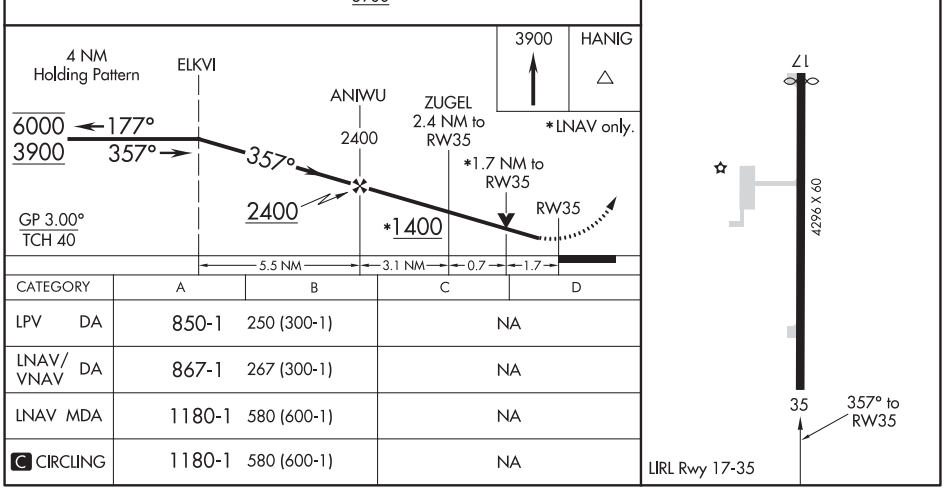
RNP APCH.

Circling Rwy 17 NA at night. Rwy 35 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 3900 direct HANIG and hold.

AWOS-3	FORT WORTH CENTER	CTAF
118.575	132.2 338.35	122.9





CATEGORY	A	B	C	D
LPV DA	850-1	250 (300-1)	NA	
LNAV/VNAV DA	867-1	267 (300-1)	NA	
LNAV MDA	1180-1	580 (600-1)	NA	
C CIRCLING	1180-1	580 (600-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

STIGLER, OKLAHOMA

Amdt 1D 05DEC19

35°17′N-95°06′W

STIGLER RGNL (GZL)

RNAV (GPS) RWY 35

ILS or LOC RWY 17
STILLWATER RGNL (SWO)

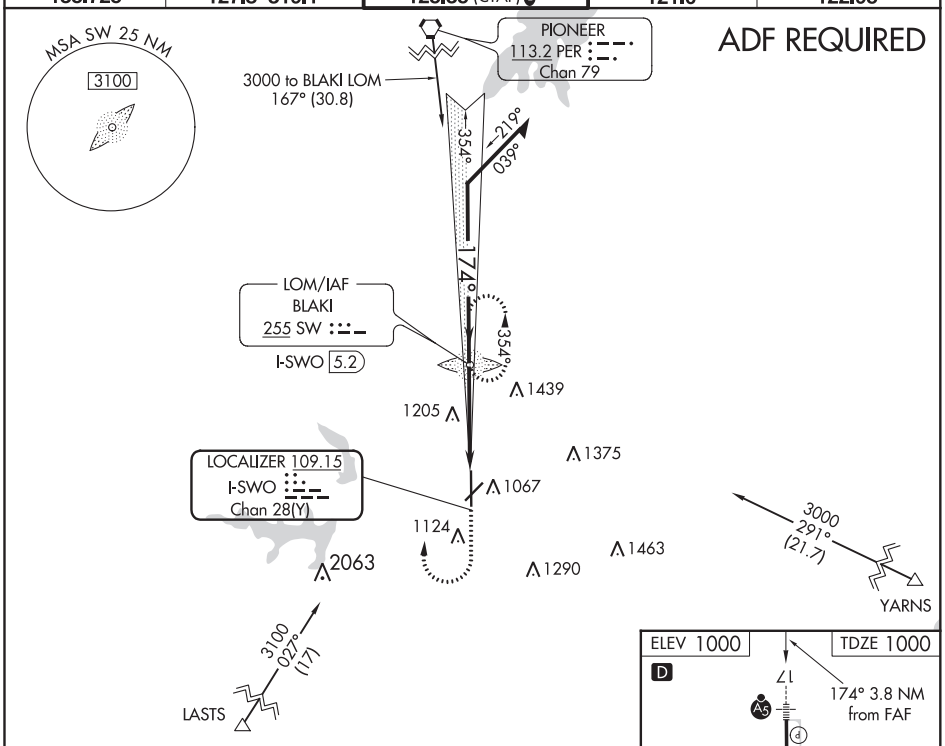
LOC/DME I-SWO	APP CRS	Rwy ldg	7401
109.15	174°	TDZE	1000
Chan 28 (Y)		Apt Elev	1000

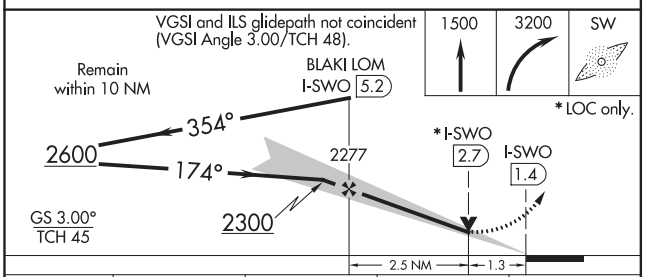
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet; increase S-LOC 17 Cats C/D visibility ¼ mile; increase Circling Cat D visibility ½ mile. For inoperative MALSR when using Ponca City Rgnl altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile. VDP NA with Ponca City Rgnl altimeter setting.

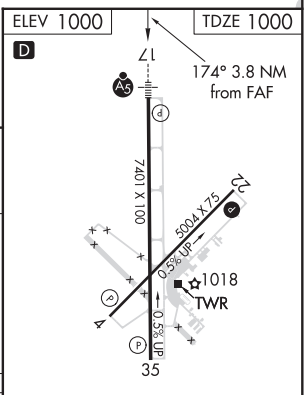
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 17	1200-½ 200 (200-½)			
S-LOC 17	1460-½ 460 (500-½)		1460-¾ 460 (500-¾)	1460-1 460 (500-1)
C CIRCLING	1460-1 460 (500-1)		1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

REIL Rwy 35 L
MIRL Rwys 4-22 and 17-35 L

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

STILLWATER, OKLAHOMA

AL-5151 (FAA)

20142

RNAV (GPS) RWY 17

STILLWATER RGNL (SWO)

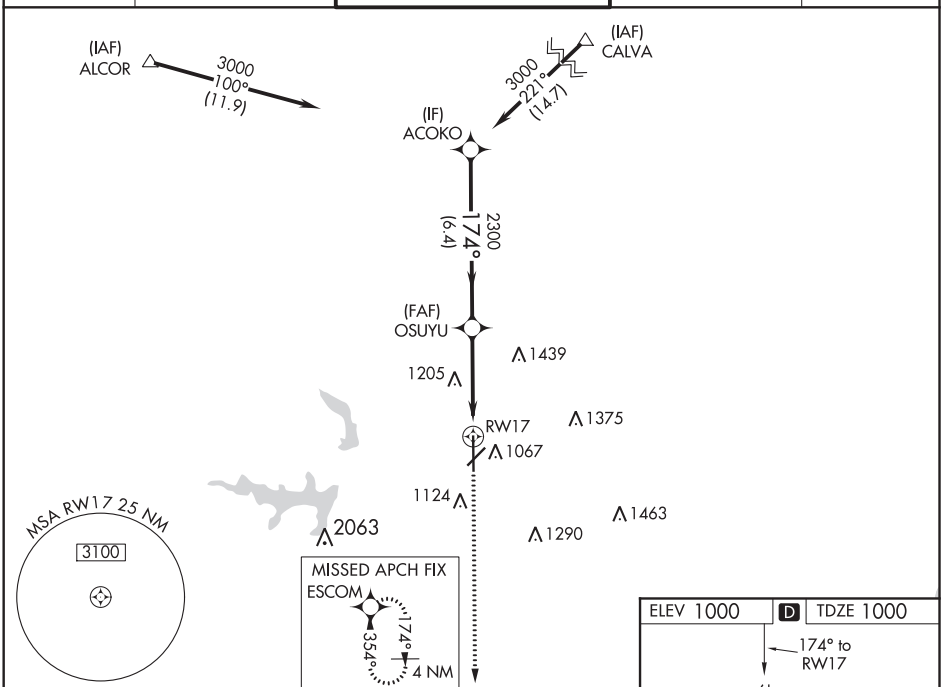
WAAS CH 90108 W17A	APP CRS 174°	Rwy ldg 7401 TDZE 1000 Apt Elev 1000

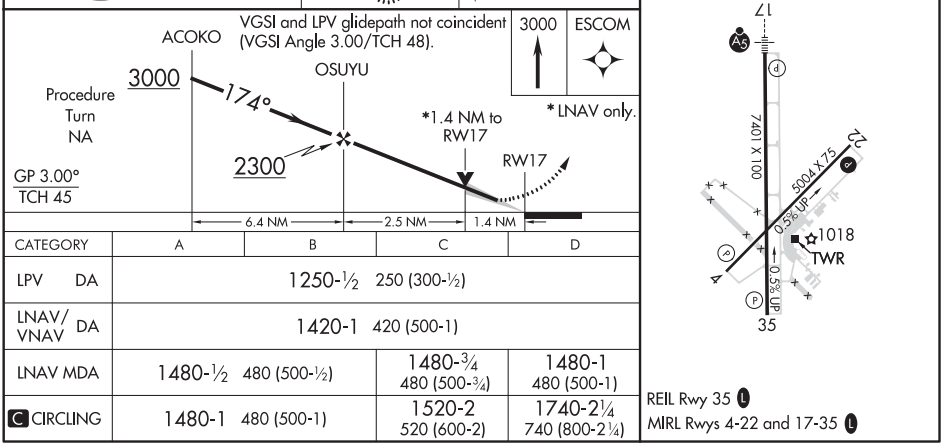
When local altimeter setting not received, use Ponca City Rgnl altimeter setting, increase all DA/MDA 80 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inop MALSR, when using Ponca City Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile; LNAV/VNAV visibility all Cats to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
LPV DA	1250-½ 250 (300-½)			
LNAV/VNAV DA	1420-1 420 (500-1)			
LNAV MDA	1480-½ 480 (500-½)		1480-¾ 480 (500-¾)	1480-1 480 (500-1)
C CIRCLING	1480-1 480 (500-1)		1520-2 520 (600-2)	1740-2¼ 740 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 42633 W35A	APP CRS 354°	Rwy ldg 7401 TDZE 966 Apt Elev 1000

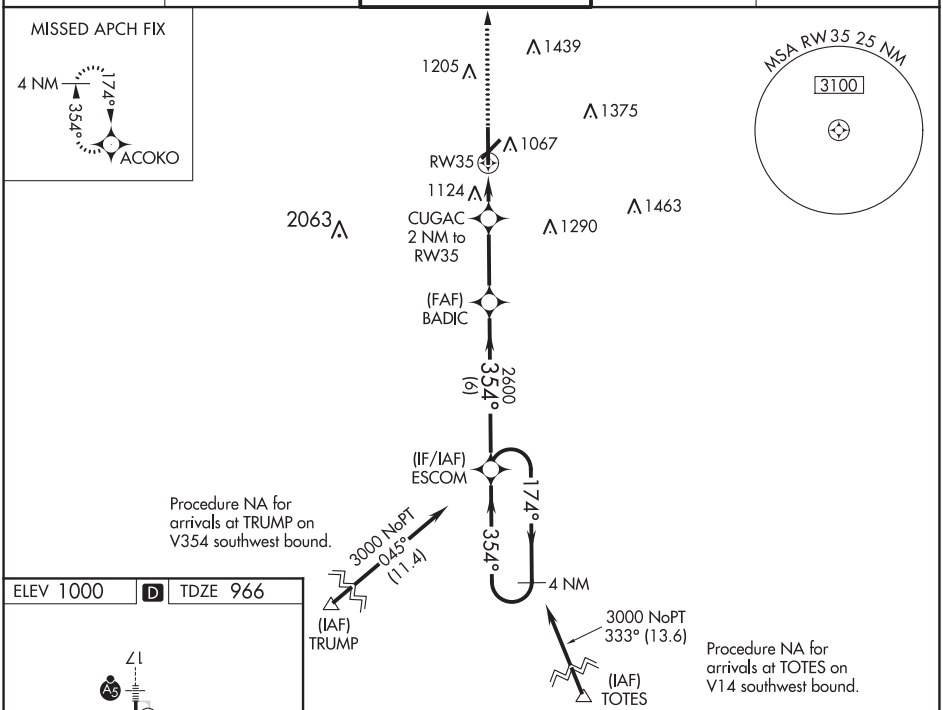
RNAV (GPS) RWY 35
STILLWATER RGNL (SWO)

RNP APCH.

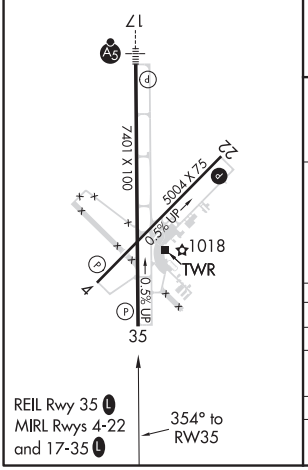
Baro-VNAV NA when using Ponca City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP NA with Ponca City Rgnl altimeter setting. When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDA 80 feet and increase LPV all Cats visibility ⅛ mile, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C/D visibility ¼ mile, Circling Cat D visibility ½ mile.

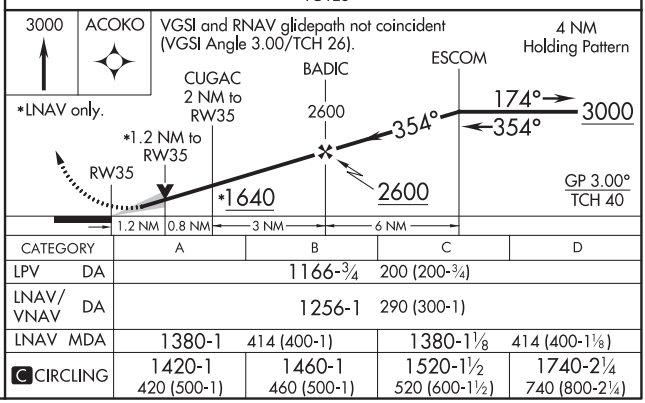
MISSED APPROACH: Climb to 3000 direct ACOKO and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95



ELEV 1000 | D | TDZE 966





CATEGORY	A	B	C	D
LPV DA	1166-¾ 200 (200-¾)			
LNAV/VNAV DA	1256-1 290 (300-1)			
LNAV MDA	1380-1 414 (400-1)		1380-1⅛ 414 (400-1⅛)	
C CIRCLING	1420-1 420 (500-1)	1460-1 460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

STILLWATER, OKLAHOMA

AL-5151 (FAA)

20142

VOR/DME RWY 35

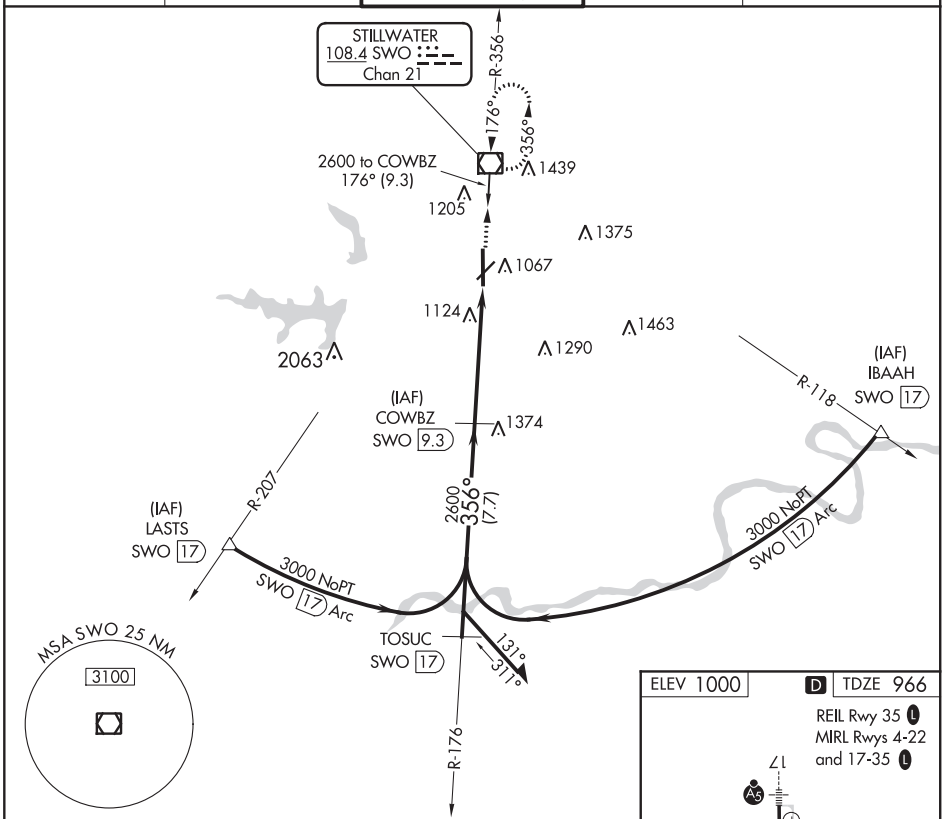
STILLWATER RGNL (SWO)

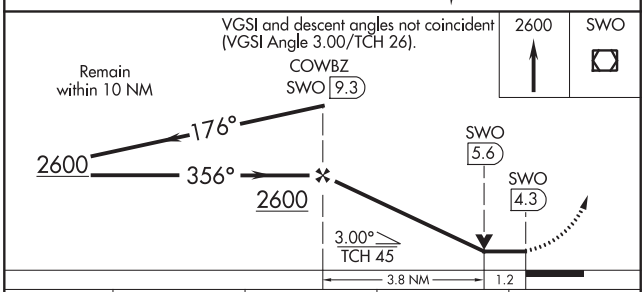
VOR/DME SWO	APP CRS	Rwy ldg 7401
108.4	356°	TDZE 966
Chan 21		Apt Elev 1000

When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet; S-35 Cats C/D visibility ¼ mile; Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting.

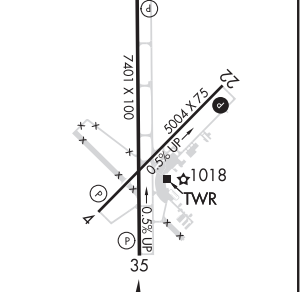
MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95





CATEGORY	A	B	C	D
S-35	1380-1 414 (400-1)		1380-1¼ 414 (400-1¼)	
C CIRCLING	1420-1 420 (500-1)	1460-1 460 (500-1)	1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 17
STILLWATER RGNL (SWO)

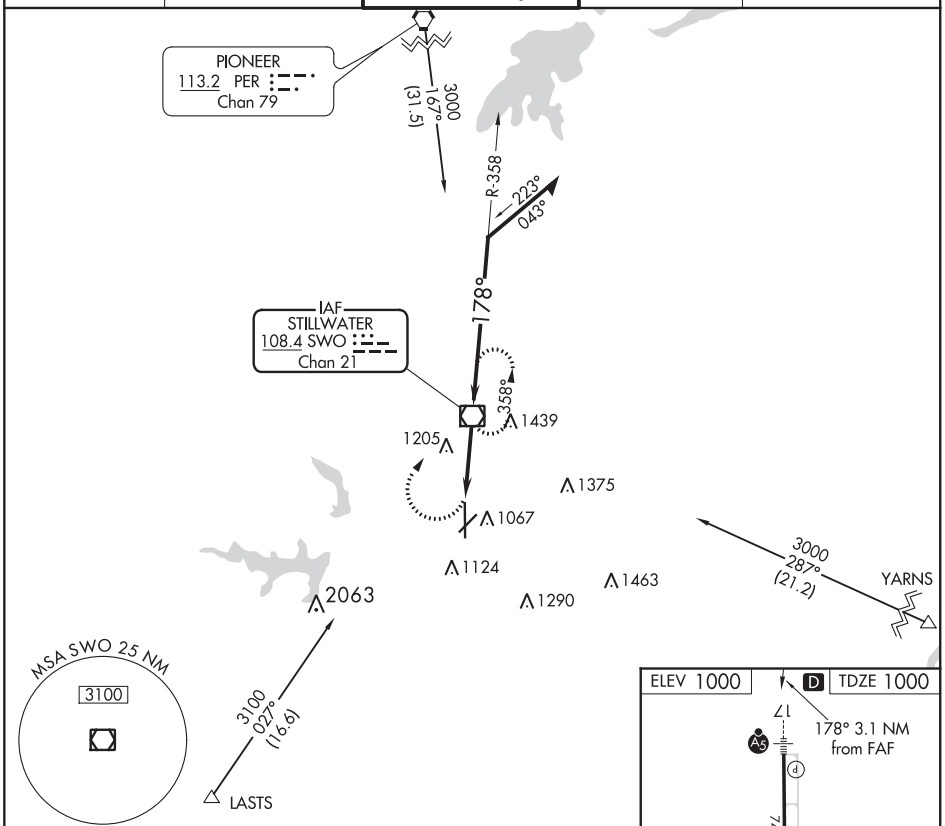
VOR/DME SWO 108.4 Chan 21	APP CRS 178°	Rwy ldg 7401 TDZE 1000 Apt Elev 1000

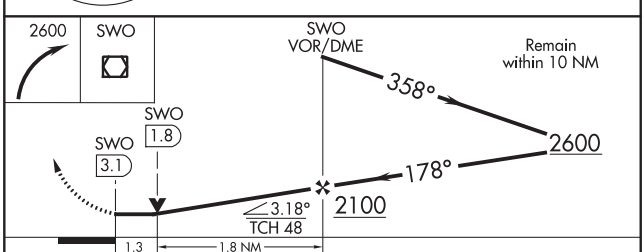
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet and Circling Cat D visibility ½ mile. VDP NA with Ponca City altimeter setting. For inop MALSR increase S-17 Cats A/B visibility to 1 mile. Helicopter visibility reduction below ¾ SM NA.

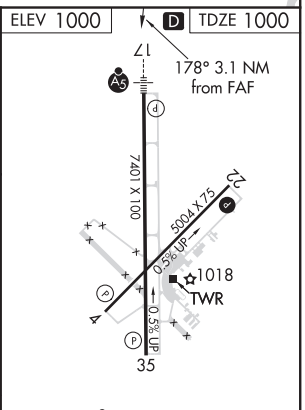
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

ASOS	KANSAS CITY CENTER	STILLWATER TOWER ★	GND CON	UNICOM
135.725	127.8 319.1	125.35 (CTAF) L	121.6	122.95







REIL Rwy 35 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-17	1460-¾ 460 (500-¾)			1460-1 460 (500-1)
C CIRCLING	1460-1 460 (500-1)		1520-1½ 520 (600-1½)	1740-2¼ 740 (800-2¼)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

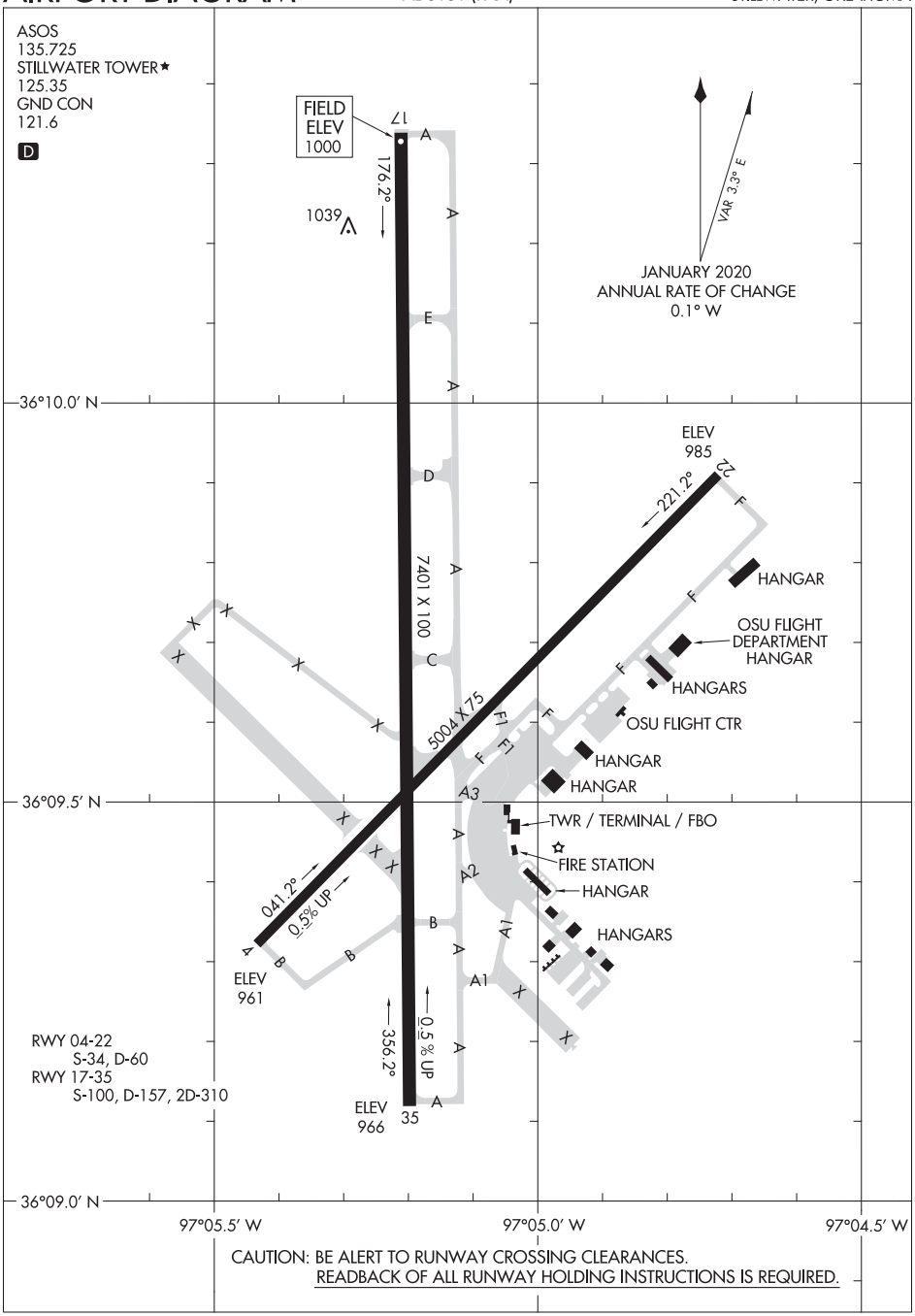
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

20142

AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20142
STILLWATER, OKLAHOMA
STILLWATER RGNL (SWO)

ILS or LOC RWY 36
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)

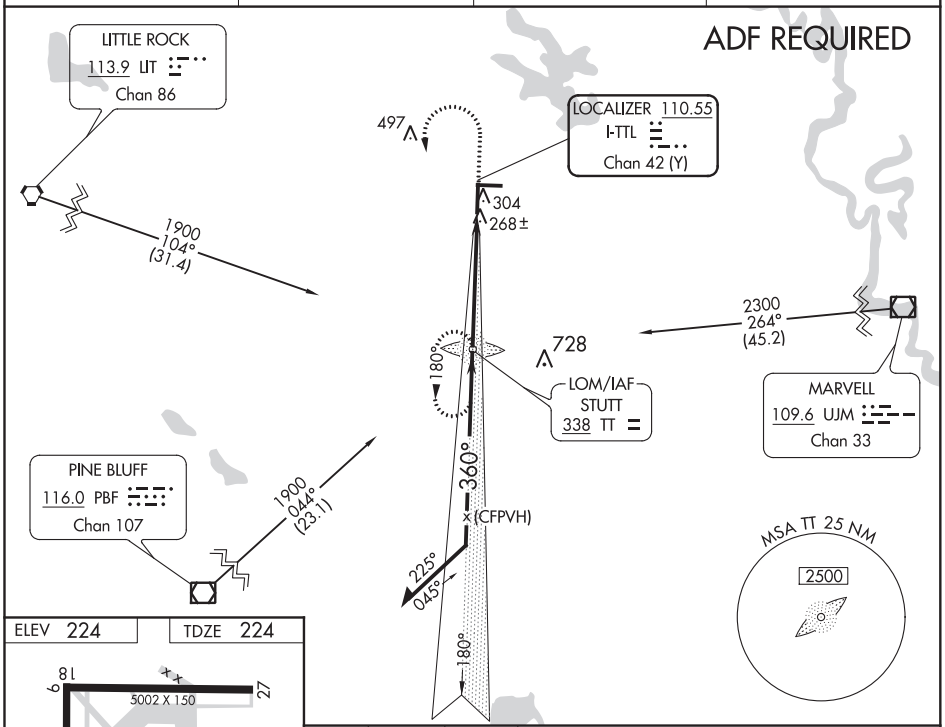
LOC/DME I-TTL	APP CRS	Rwy ldg	6015
110.55	360°	TDZE	224
Chan 42 (Y)		Apt Elev	224

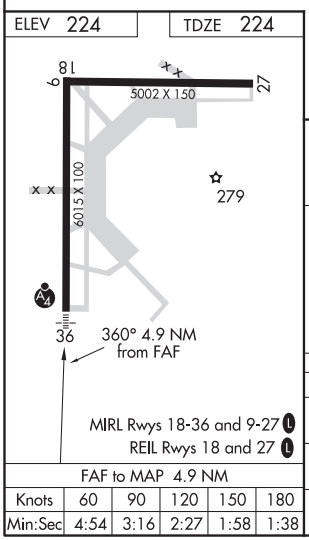
When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DA/MDA 100 feet. VDP NA with Bill and Hillary Clinton National/Adams Field altimeter setting. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase ILS all Cats visibility to 1 mile. Night landing Rwys 9 and 27 NA.

MALSF

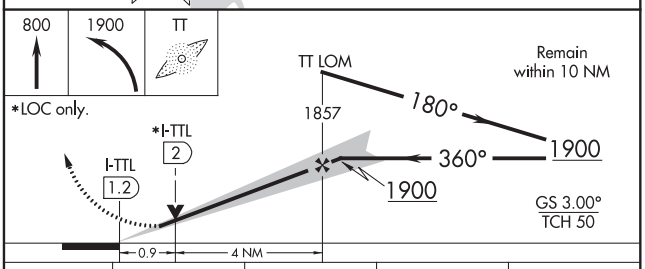
MISSED APPROACH: Climb to 800, then climbing left turn to 1900 direct TT LOM and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





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



CATEGORY	A	B	C	D
S-ILS 36	424-¾ 200 (200-¾)			
S-LOC 36	520-¾ 296 (300-¾)			520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

STUTTGART, ARKANSAS

AL-408 (FAA)

19059

APP CRS	Rwy ldg	5002
090°	TDZE	222
	Apt Elev	224

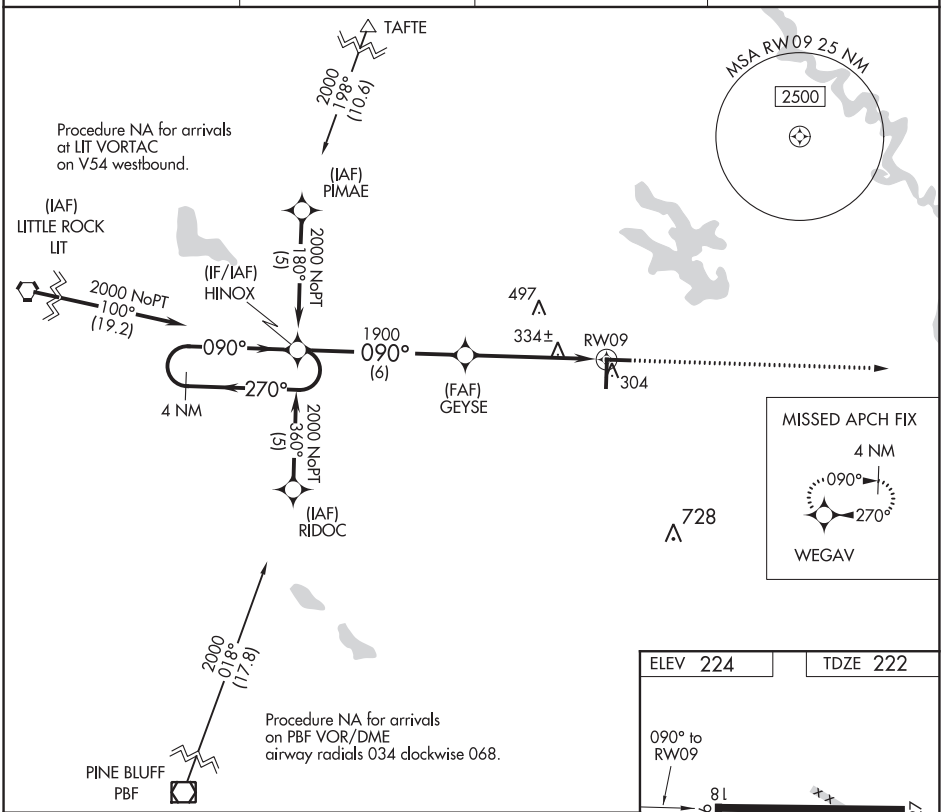
RNAV (GPS) RWY 9

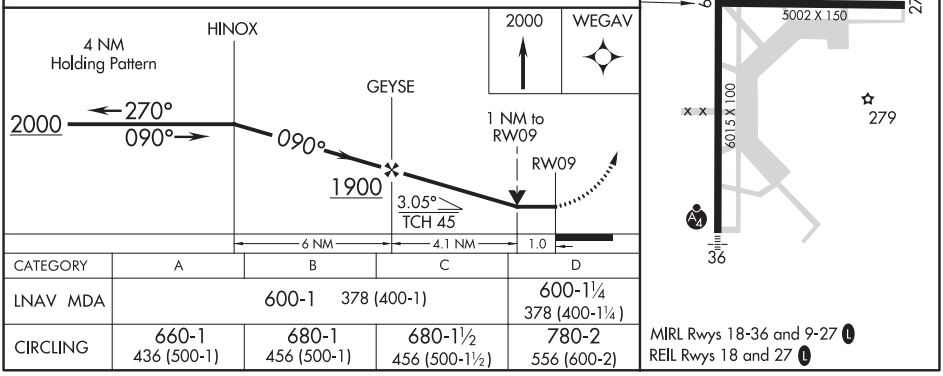
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct WEGAV and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 378 (400-1)			600-1¼ 378 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

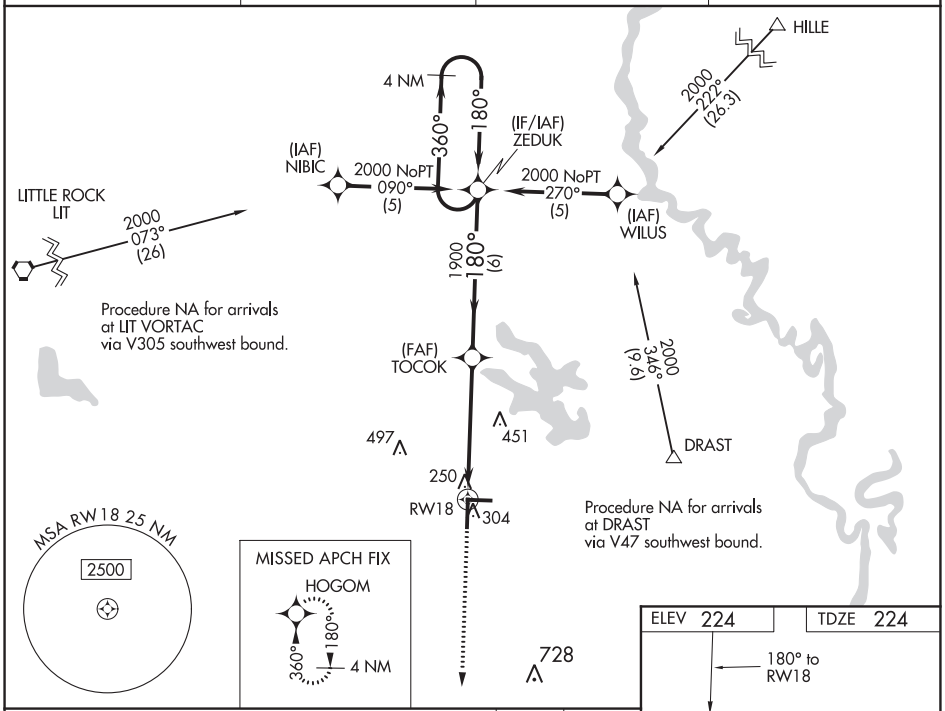
RNAV (GPS) RWY 18
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)

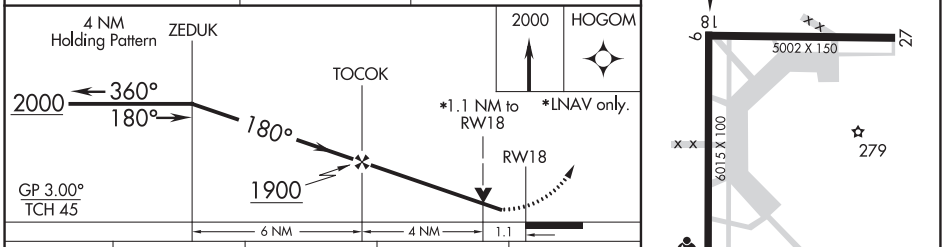
WAAS CH 58303 W18A	APP CRS 180°	Rwy ldg 6015 TDZE 224 Apt Elev 224

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 Bill and Hillary Clinton National/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. Baro-VNAV NA when using Bill and Hillary Clinton National/Adams Field altimeter setting. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-1 250 (300-1)			
LNAV/VNAV DA	520-¾ 296 (300-¾)			520-1 296 (300-1)
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

MIRL Rwys 18-36 and 9-27 L
REIL Rwys 18 and 27 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

STUTTGART, ARKANSAS

AL-408 (FAA)

19059

APP CRS	Rwy ldg	5002
270°	TDZE	222
	Apt Elev	224

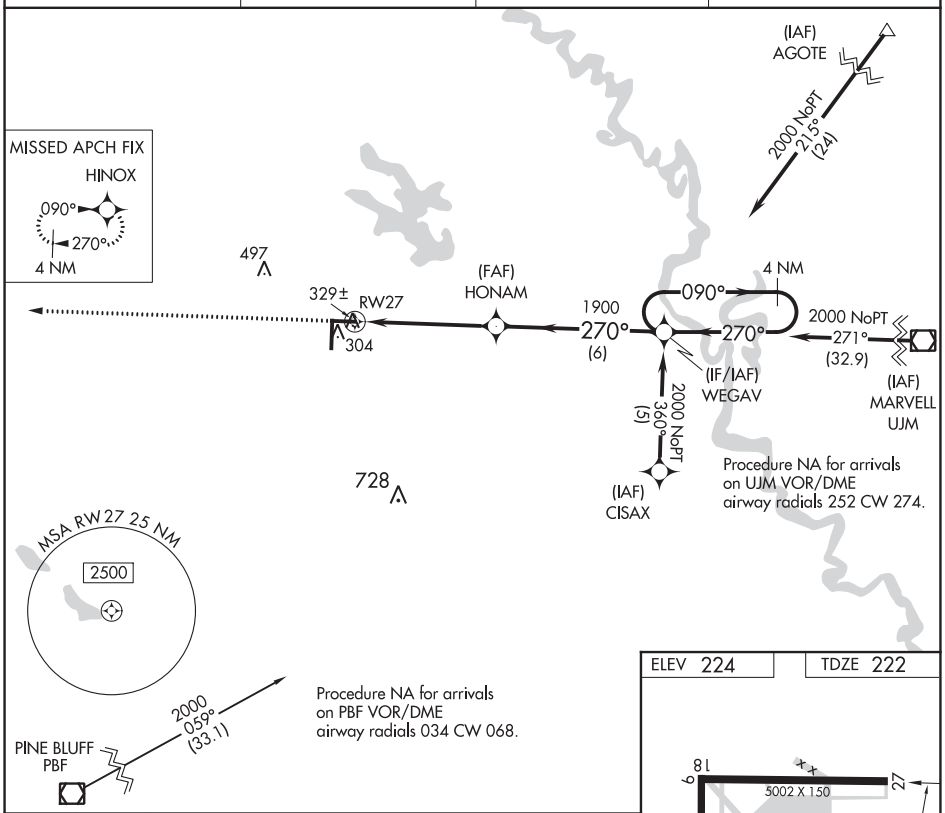
RNAV (GPS) RWY 27

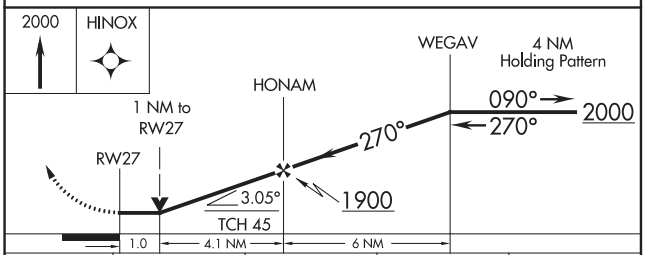
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase all MDA 100 feet. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct HINOX and hold.

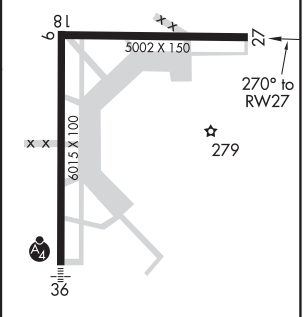
AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 358 (400-1)			
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

ELEV 224 | TDZE 222



MIRL Rwys 18-36 and 9-27 L
REIL Rwys 18 and 27 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 97311 W36A	APP CRS 360°	Rwy ldg 6015 TDZE 224 Apt Elev 224

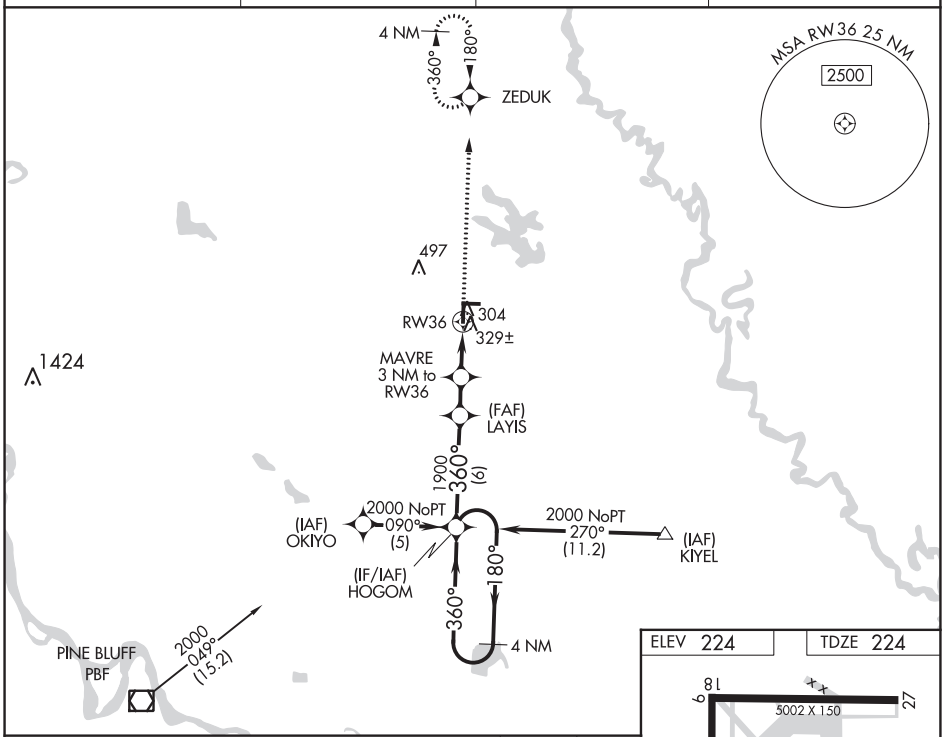
RNAV (GPS) RWY 36
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)

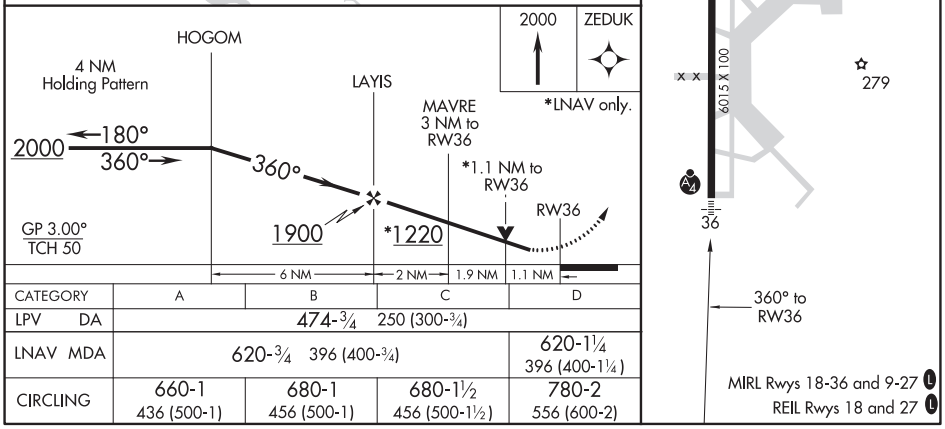
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bill and Hillary Clinton National/Adams Field altimeter setting and increase LPV DA to 556 and all visibilities ⅛ mile, increase all MDA 100 feet. For inop MALSF when using Bill and Hillary Clinton National/Adams Field altimeter setting, increase LPV all Cats visibility to 1⅛ mile. VDP NA when using Bill and Hillary Clinton National/Adams Field altimeter setting.

MALSF

MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

AWOS-3PT	LITTLE ROCK APP CON	CLNC DEL	UNICOM
119.025	135.4 353.6	123.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-¾ 250 (300-¾)			
LNAV MDA	620-¾ 396 (400-¾)			620-1¼ 396 (400-1¼)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	680-1½ 456 (500-1½)	780-2 556 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

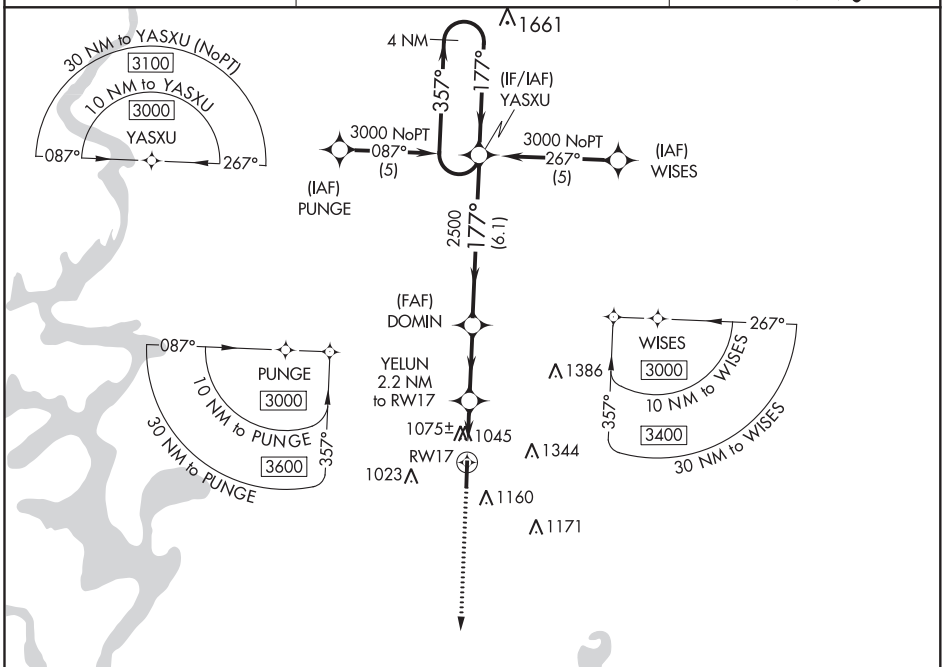
APP CRS	Rwy ldg	5001
177°	TDZE	874
	Apt Elev	874

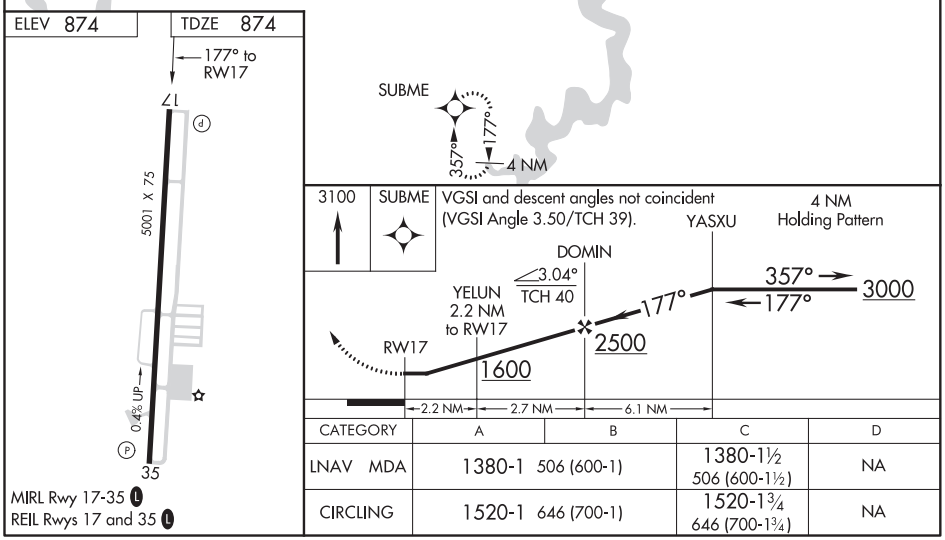
RNAV (GPS) RWY 17
TAHLEQUAH MUNI (TQH)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, Circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1380-1 506 (600-1)		1380-1½ 506 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA

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

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 90207 W35A	APP CRS 357°	Rwy ldg 5001 TDZE 874 Apt Elev 874

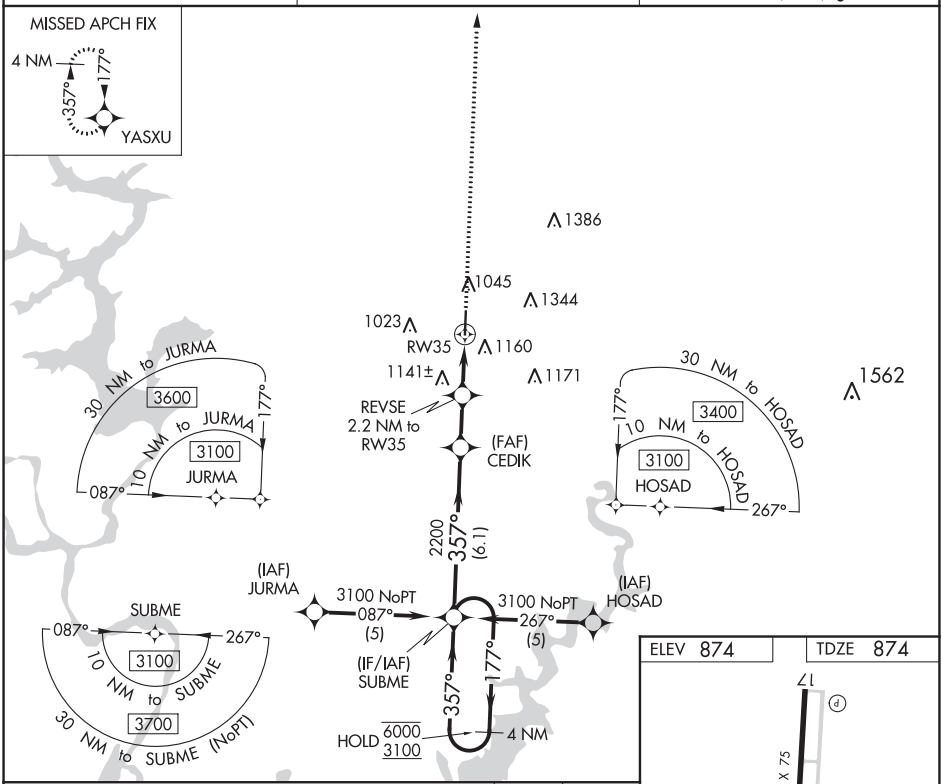
RNAV (GPS) RWY 35
TAHLEQUAH MUNI (TQH)

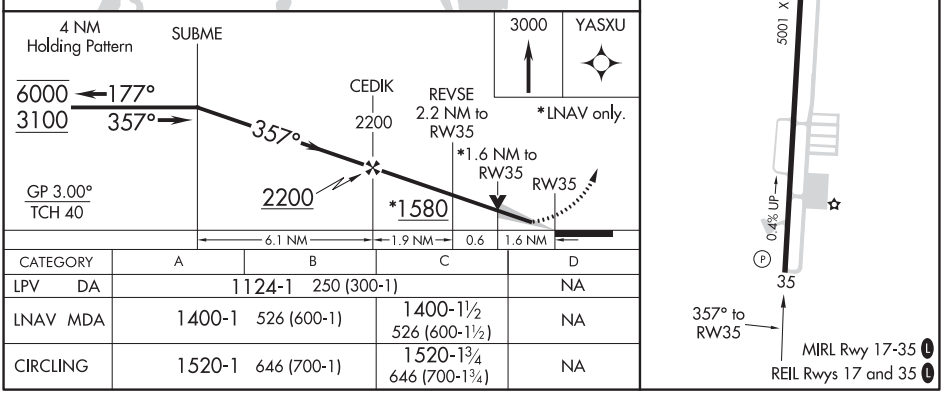
RNP APCH.

When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, Circling Cat B ¼ mile and Cat C ½ mile. VDP NA when using Muskogee altimeter setting.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
118.425	126.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1124-1 250 (300-1)			NA
LNAV MDA	1400-1 526 (600-1)		1400-1½ 526 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)		1520-1¾ 646 (700-1¾)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TEXARKANA, ARKANSAS | AL-420 (FAA) | 19059

ILS or LOC RWY 22
TEXARKANA RGNL-WEBB FIELD (TXK)

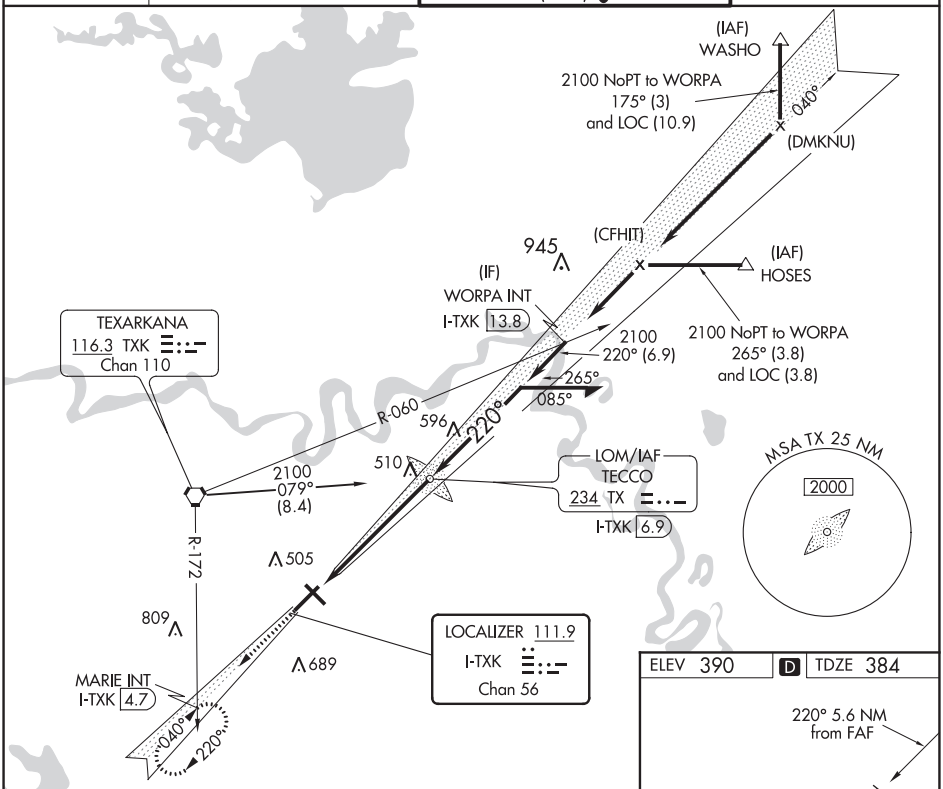
LOC/DME I-TXK	APP CRS	Rwy ldg	6601
111.9	220°	TDZE	384
Chan 56		Apt Elev	390

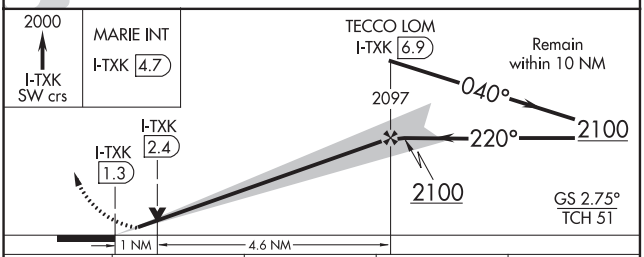
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

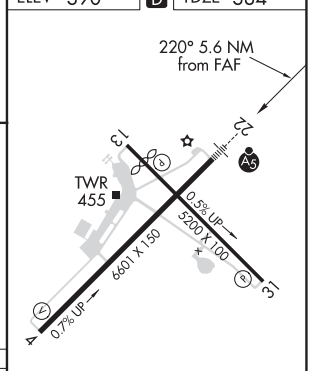
MALSR

MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
S-ILS 22	584-½ 200 (200-½)			
S-LOC 22	760-½ 376 (400-½)			760-¾ 376 (400-¾)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS Ch 93899 W04A	APP CRS 040°	Rwy ldg 6601 TDZE 360 Apt Elev 390

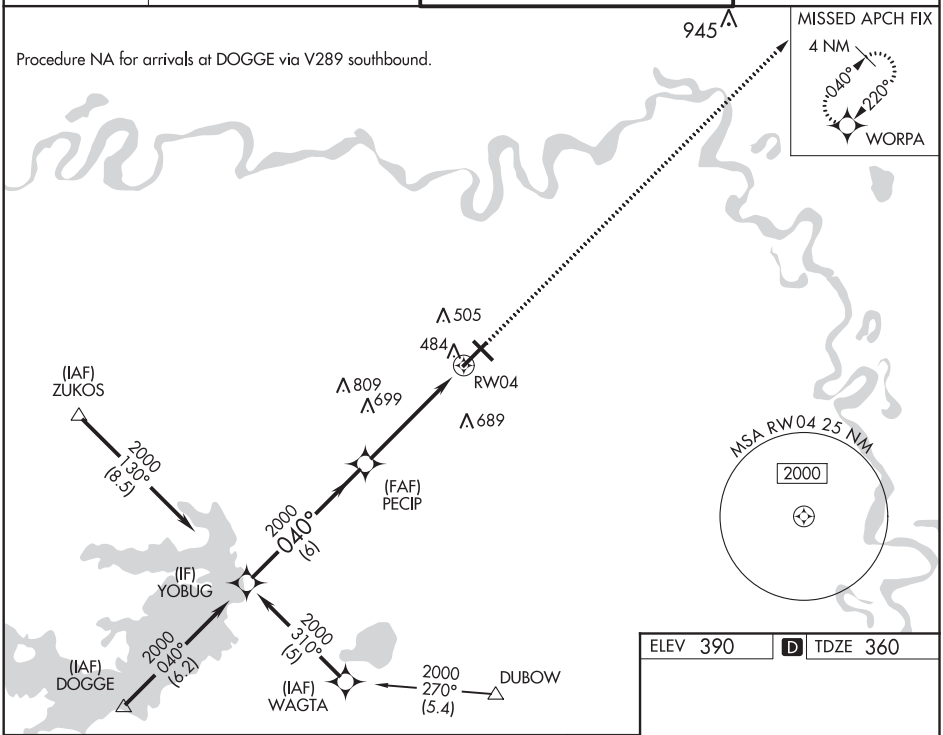
RNAV (GPS) RWY 4
TEXARKANA RGNL-WEBB FIELD (TXK)

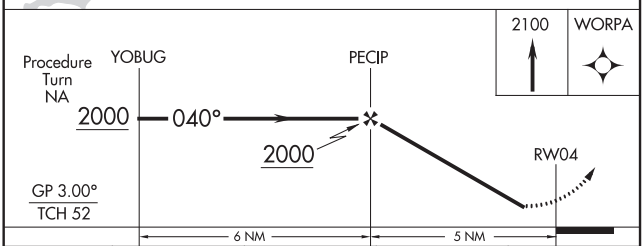
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2100 direct WORPA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225

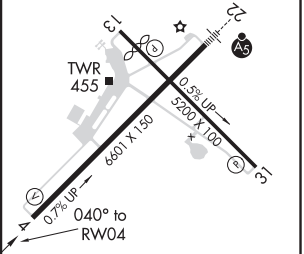
Procedure NA for arrivals at DOGGE via V289 southbound.





CATEGORY	A	B	C	D
LPV DA	613-1 253 (300-1)			
LNAV/VNAV DA	866-1¾ 506 (500-1¾)			
LNAV MDA	900-1 540 (600-1)		900-1½ 540 (600-1½)	900-1¾ 540 (600-1¾)
CIRCLING	900-1¾ 510 (600-1)			1000-2 610 (700-2)

ELEV 390 | D | TDZE 360



MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TEXARKANA, ARKANSAS

AL-420 (FAA)

19283

RNAV (GPS) RWY 13

TEXARKANA RGNL-WEBB FIELD (TXK)

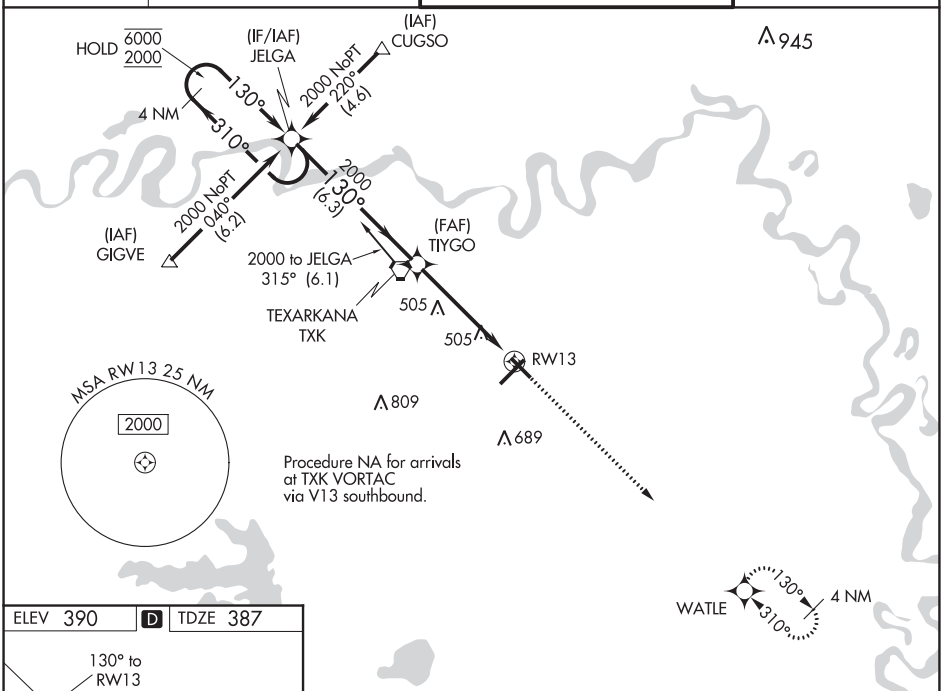
WAAS Ch 87099 W13A	APP CRS 130°	Rwy ldg 4559 TDZE 387 Apt Elev 390

RNP APCH.

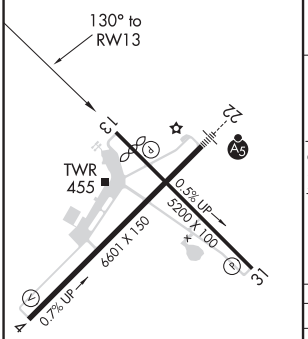
Baro-VNAV and VDP NA when using De Queen altimeter setting. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use De Queen altimeter setting and increase all DA/MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅜ SM, and Circling Cat C/D visibility ¼ SM.

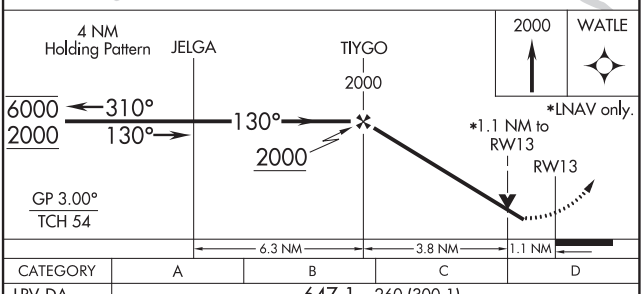
MISSED APPROACH: Climb to 2000 direct WATLE and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



ELEV 390 D TDZE 387





CATEGORY	A	B	C	D
LPV DA	647-1 260 (300-1)			
LNAV/VNAV DA	767-1½ 380 (400-1½)			
LNAV MDA	760-1 373 (400-1)			
CIRCLING	820-1½ 430 (500-1½)	860-1½ 470 (500-1½)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS Ch 53699 W22A	APP CRS 220°	Rwy ldg 6601 TDZE 384 Apt Elev 390

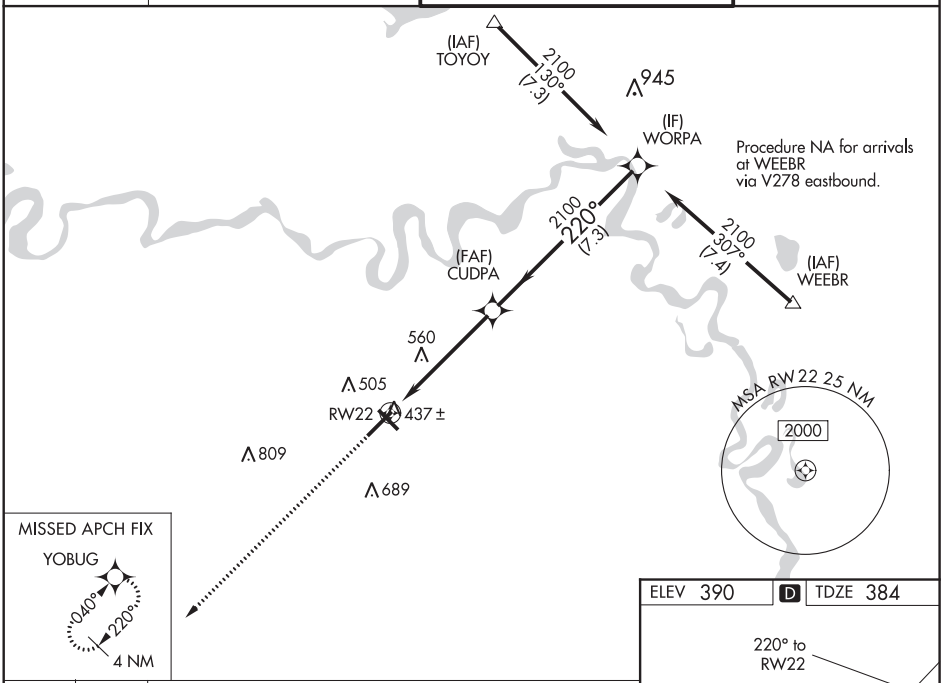
RNAV (GPS) RWY 22
TEXARKANA RGNL-WEBB FIELD (TXK)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼ .

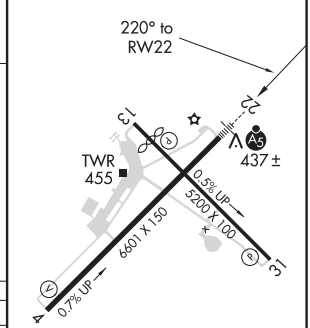
MALSR A5

MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER *	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



ELEV 390 D TDZE 384



MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
LPV DA	634-½ 250 (300-½)			
LNAV/VNAV DA	687-½ 303 (300-½)			687-¾ 303 (300-¾)
LNAV MDA	820-½ 436 (500-½)		820-¾ 436 (500-¾)	820-1 436 (500-1)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TEXARKANA, ARKANSAS

AL-420 (FAA)

21056

RNAV (GPS) RWY 31

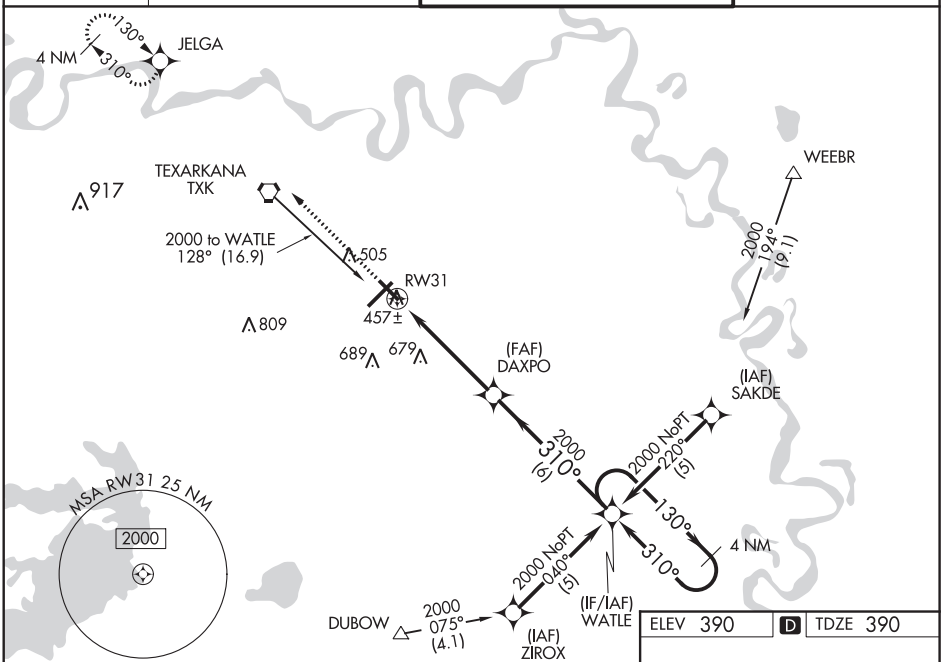
TEXARKANA RGNL-WEBB FIELD (TXK)

WAAS Ch 49199 W31A	APP CRS 310°	Rwy ldg 4559 TDZE 390 Apt Elev 390

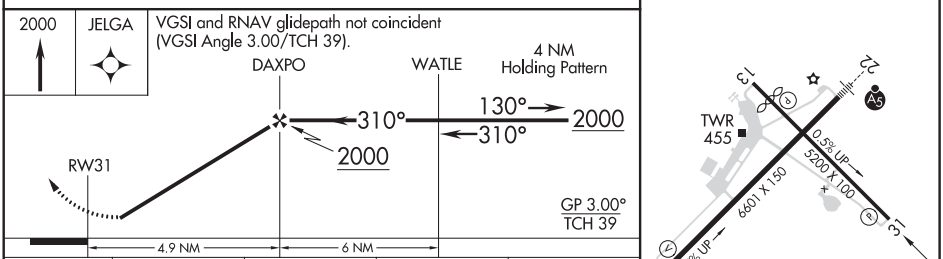
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting. When VGSI inoperative, procedure NA at night.

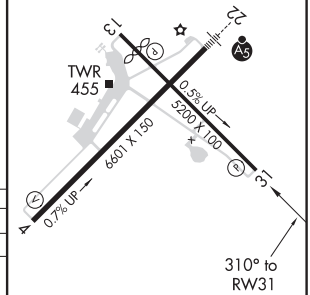
MISSED APPROACH: Climb to 2000 direct JELGA and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225



ELEV 390 | D | TDZE 390





CATEGORY	A	B	C	D
LPV DA	645-1 255 (300-1)			
LNAV/VNAV DA	707-1¼ 317 (400-1¼)			
LNAV MDA	920-1 530 (600-1)		920-1½ 530 (600-1½)	920-1¾ 530 (600-1¾)
CIRCLING	920-1 530 (600-1)		920-1½ 530 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-TXK	APP CRS	Rwy ldg 6601
111.9	040°	TDZE 360
Chan 56		Apt Elev 390

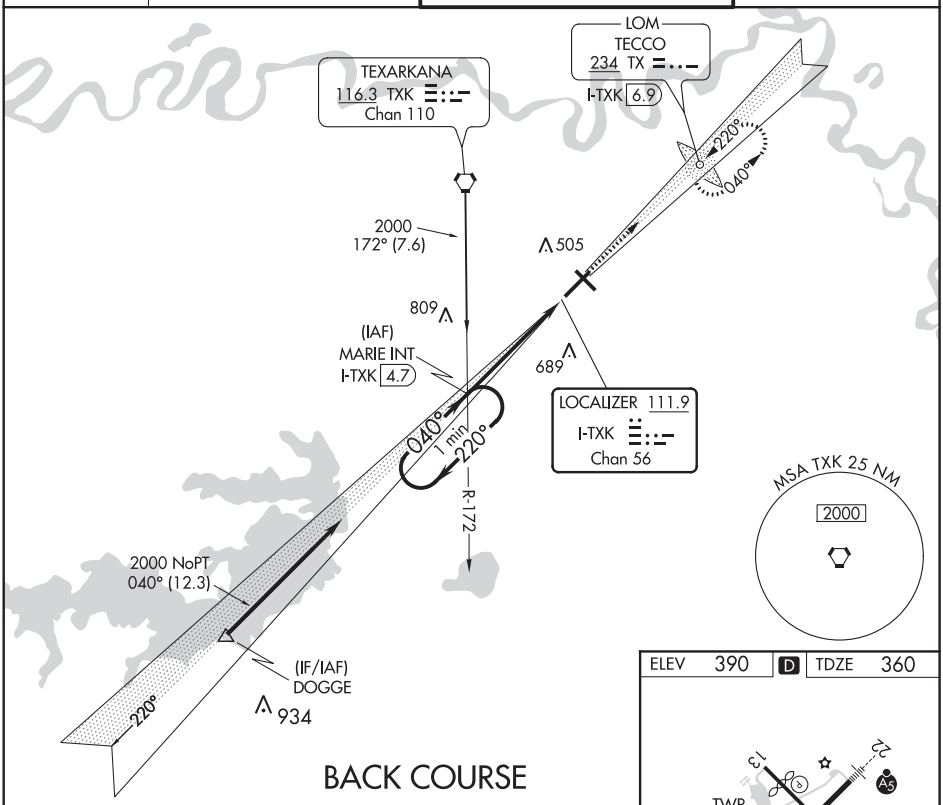
LOC BC RWY 4

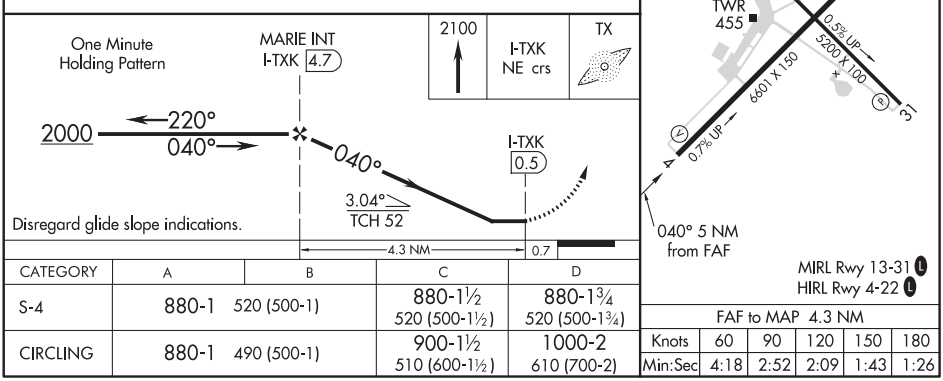
TEXARKANA RGNL-WEBB FIELD (TXK)

Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225





CATEGORY	A	B	C	D
S-4	880-1	520 (500-1)	880-1½ 520 (500-1½)	880-1¾ 520 (500-1¾)
CIRCLING	880-1	490 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TEXARKANA, ARKANSAS

AL-420 (FAA)

19059

VOR RWY 13

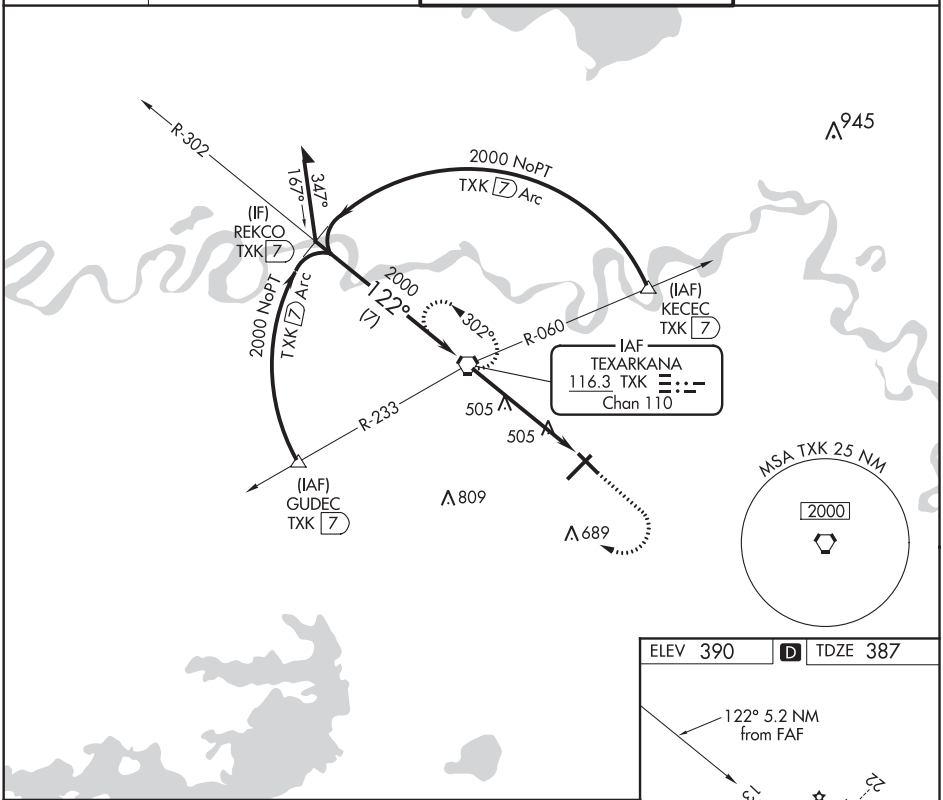
TEXARKANA RGNL-WEBB FIELD (TXK)

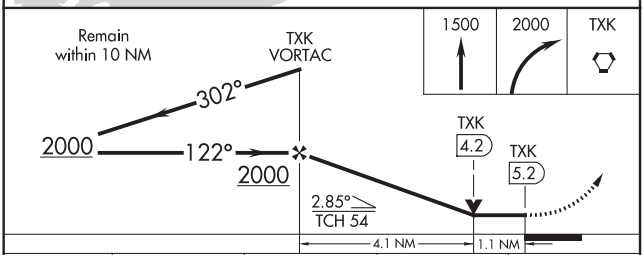
VORTAC TXK	APP CRS	Rwy ldg	4559
116.3	122°	TDZE	387
Chan 110		Apt Elev	390

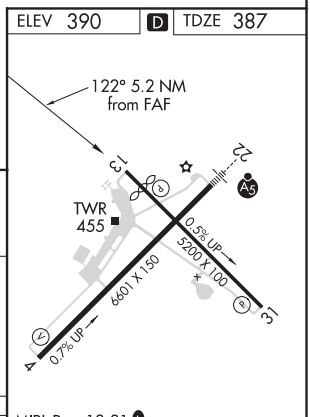
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.
VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

ATIS	FORT WORTH CENTER	TEXARKANA TOWER ★	GND CON
120.2	123.925 269.475	123.875 (CTAF) L 235.625	119.225







CATEGORY	A	B	C	D
S-13	760-1 373 (400-1)			760-1¼ 373 (400-1¼)
CIRCLING	820-1 430 (500-1)	860-1 470 (500-1)	900-1½ 510 (600-1½)	1000-2 610 (700-2)

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

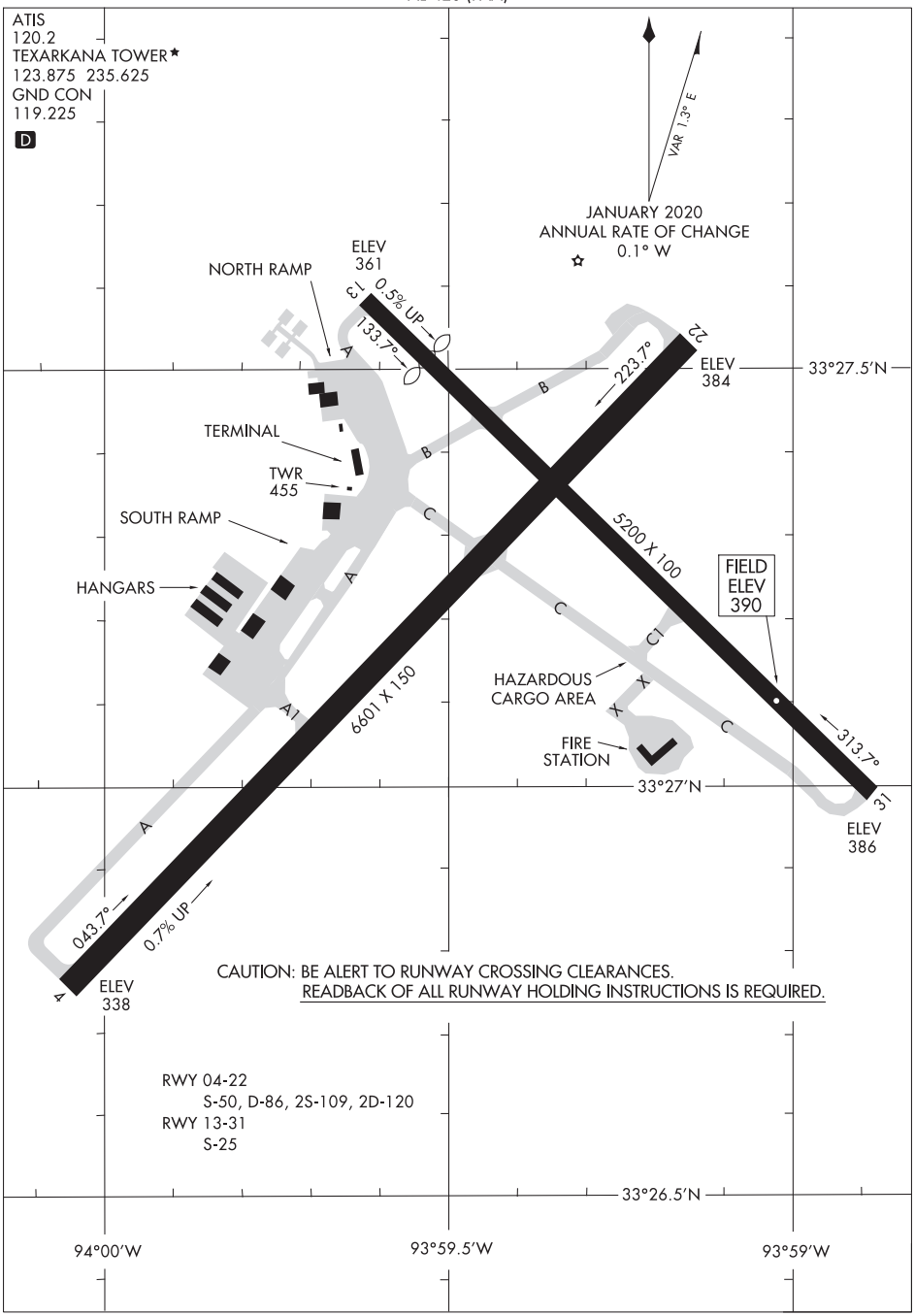
SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

THOMAS, OKLAHOMA

AL-10545 (FAA)

19283

RNAV (GPS) RWY 17

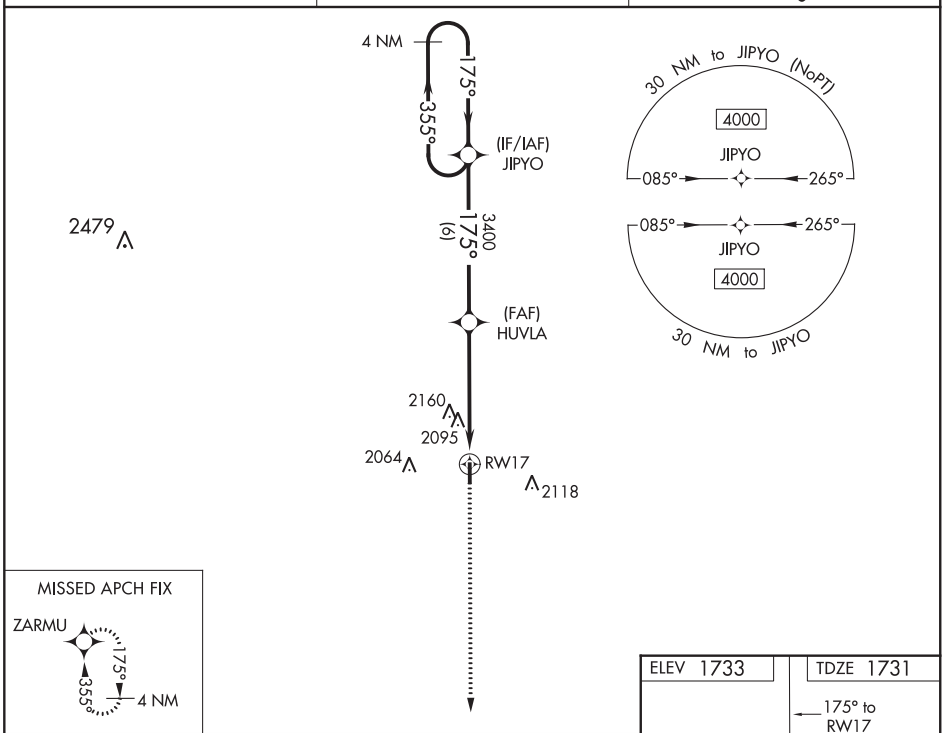
THOMAS MUNI (104)

WAAS CH 61036 W17A	APP CRS 175°	Rwy ldg 3559 TDZE 1731 Apt Elev 1733

T A NA Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ZARMU and hold.

OJA AWOS-3	FORT WORTH CENTER	CTAF
118.575	128.4 269.37	122.9 L



CATEGORY	A	B	C	D
LPV DA	2033-1 302 (300-1)		NA	
LNAV/VNAV DA	2480-3 749 (800-3)		NA	
LNAV MDA	2400-1 669 (700-1)		NA	
C CIRCLING	2400-1 667 (700-1)	2460-1 727 (800-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

THOMAS, OKLAHOMA

Orig 30APR15

35°44'N-98°44'W

THOMAS MUNI (104)

RNAV (GPS) RWY 17

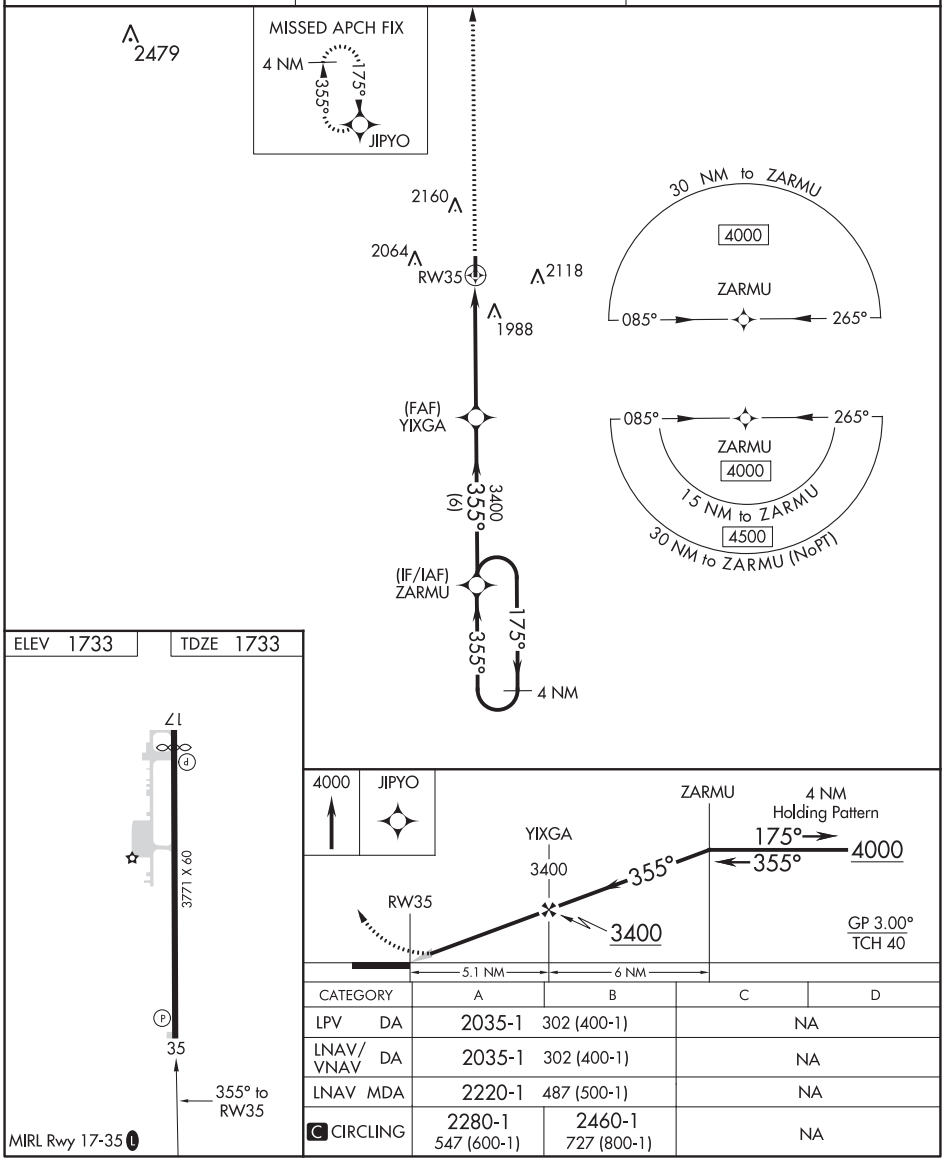
RNAV (GPS) RWY 35
THOMAS MUNI (104)

WAAS CH 65736 W35A	APP CRS 355°	Rwy ldg 3771 TDZE 1733 Apt Elev 1733

Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA operational VGSI required, remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct JIPYO and hold.

OJA AWOS-3	FORT WORTH CENTER	CTAF
118.575	128.4 269.37	122.9 L



CATEGORY		A	B	C	D
LPV	DA	2035-1	302 (400-1)	NA	
LNAV/VNAV	DA	2035-1	302 (400-1)	NA	
LNAV	MDA	2220-1	487 (500-1)	NA	
C CIRCLING		2280-1 547 (600-1)	2460-1 727 (800-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

ILS or LOC/DME Z RWY 18

LOC I-FRJ	APCH CRS	Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291
111.3	177°	

AL-299 [USAF]

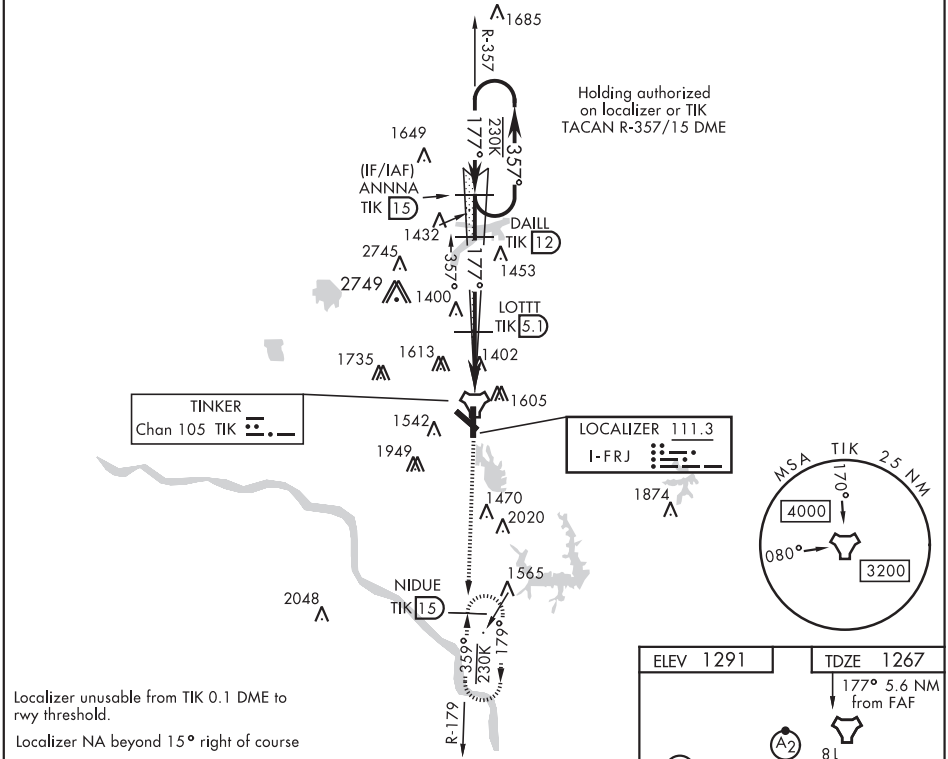
TINKER AFB (KTIK)

* When ALS inop, increase all CAT to 55 and vis to 1 mile.
** CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-179 to NIDUE and hold.

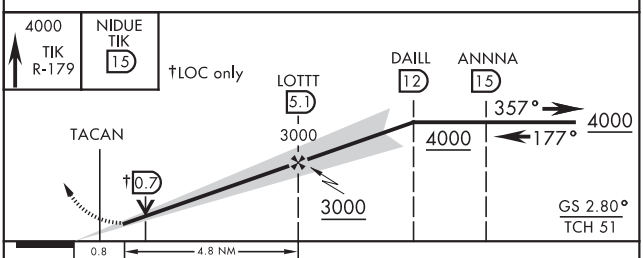
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

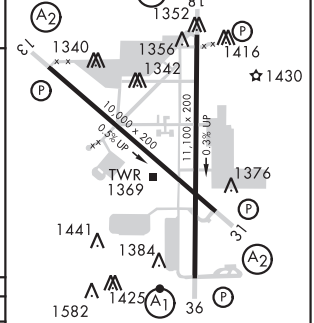


Localizer unusable from TIK 0.1 DME to rwy threshold.

Localizer NA beyond 15° right of course

EMERG SAFE ALT 100 NM 4700 FROM TIK





HIRL Rwy 18-36, 13-31

CATEGORY	A	B	C	D	E
S-ILS 18	1467/40		200	(200-¾)	
S-LOC 18 *	1640/40		373	(400-¾)	
CIRCLING **	1900-1	609 (700-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

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

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC/DME Z RWY 36

TINKER AFB (KTIK)

AL-299 [USAF]

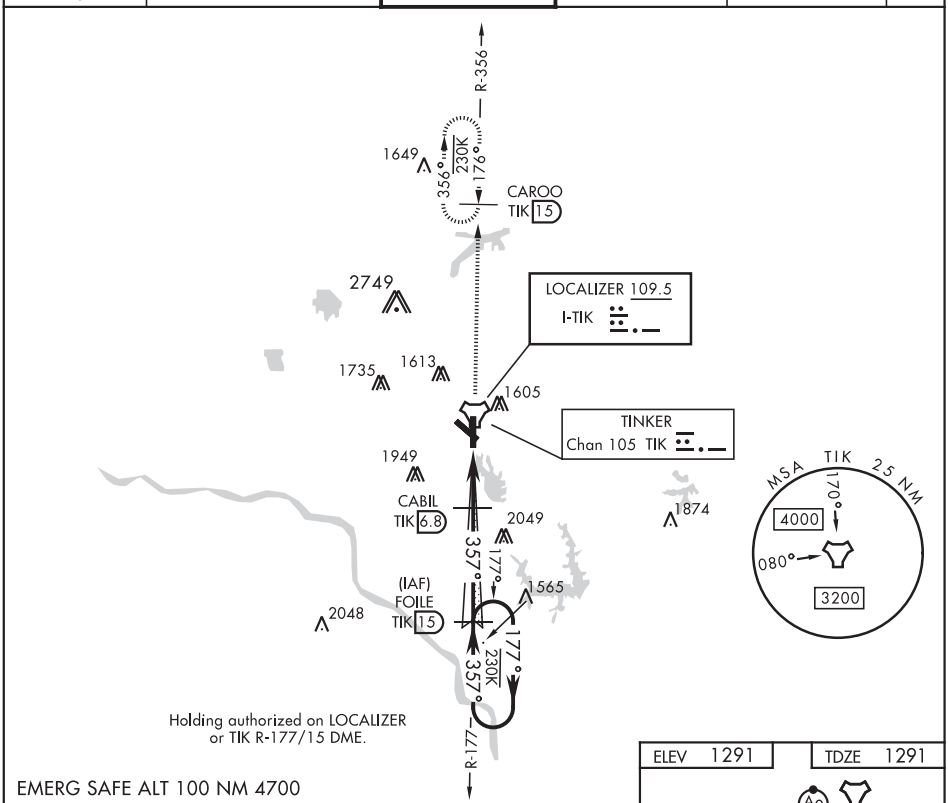
LOC I-TIK	APCH CRS	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291
109.5	357°	

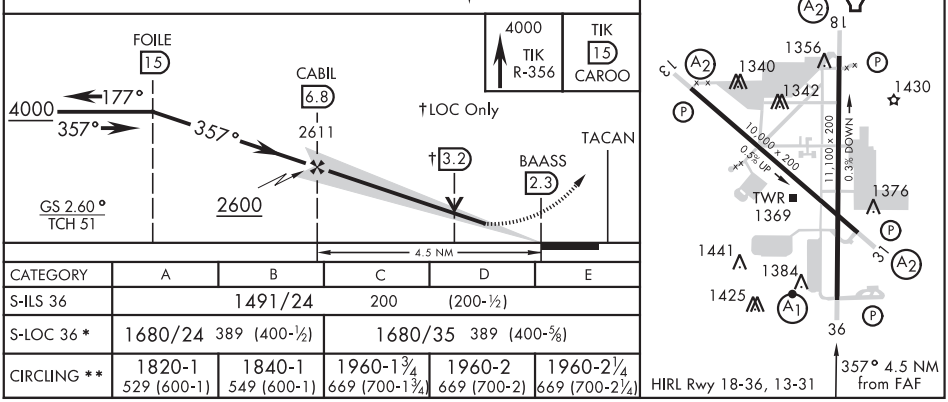
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.
** CAT E Circling NA to Rwy 18 and in sector S of Rwy 13-31 and W of Rwy 18-36.

ALSF-1

MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	





CATEGORY	A	B	C	D	E
S-ILS 36	1491/24 200 (200-½)				
S-LOC 36 *	1680/24 389 (400-½)		1680/35 389 (400-⅝)		
CIRCLING **	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

17285

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	11,100
176°	THRE	1260
	Arpt Elev	1291

AL-299 (USAF)

TINKER AFB (KTIK)

* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

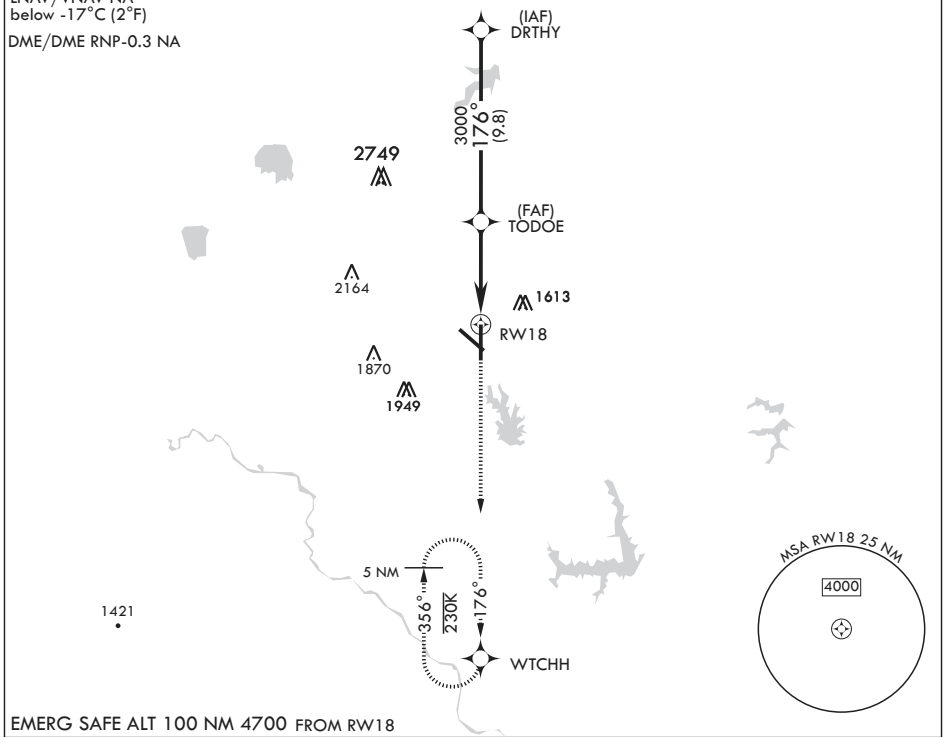
SALS

MISSED APPROACH: Climb to 4000 direct WTCHH waypoint and hold.

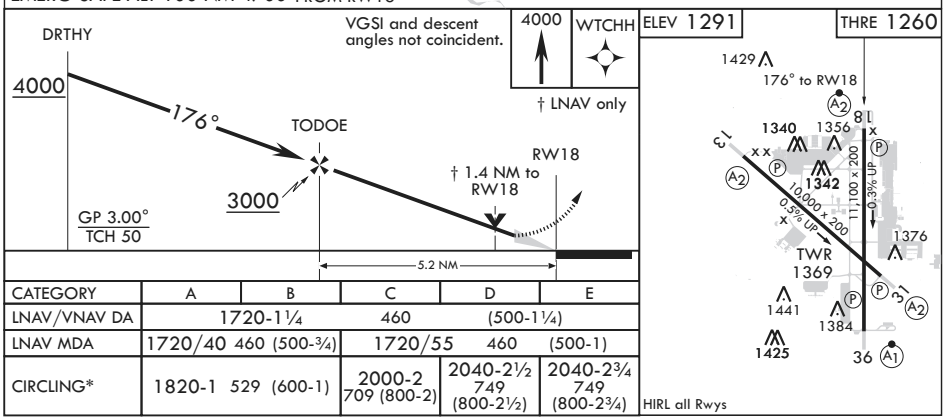
ATIS★	OKE CITY APP CON	TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4700 FROM RW18



CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1720-1¼		460	(500-1¼)	
LNAV MDA	1720/40 460 (500-¾)		1720/55 460 (500-1)		
CIRCLING*	1820-1 529 (600-1)		2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

RNAV (GPS) RWY 36

TINKER AFB (KTIK)

AL-299 (USAF)

APCH CRS	Rwy ldg	11,100
356°	THRE	1291
	Arpt Elev	1291

* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

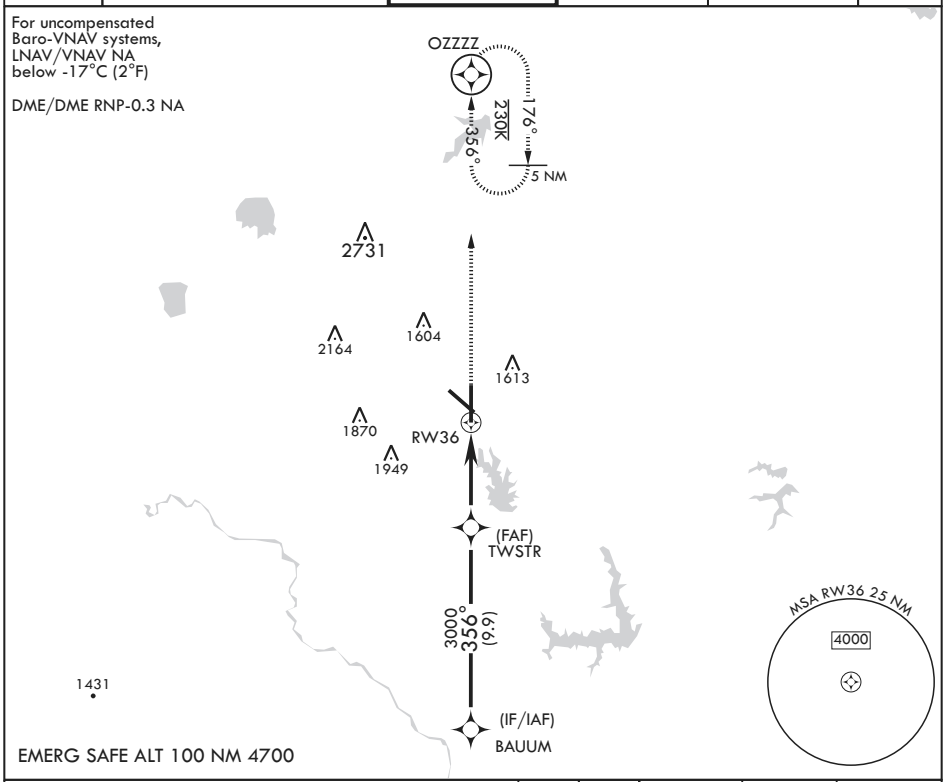
ALSF-1

MISSED APPROACH: Climb to 4000 direct OZZZZ waypoint and hold.

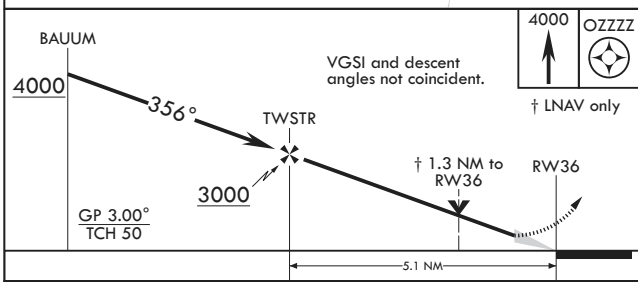
ATIS★	OKE CITY APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

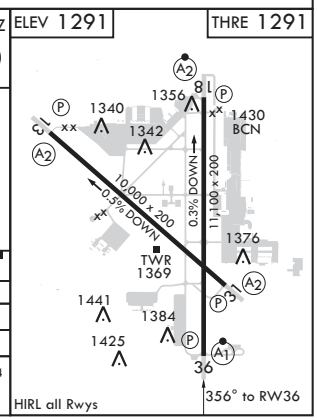
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	1739/53 448 (500-1)				
LNAV MDA	1740/24 449 (500-½)		1740/45 449 (500-⅞)		
CIRCLING*	1820-1 529 (600-1)		2000-2 709 (800-2)	2040-2½ 749 (800-2½)	2040-2¾ 749 (800-2¾)

OKLAHOMA CITY, OKLAHOMA

35°25'N - 97°23'W

TINKER AFB (KTIK)

Orig 07MAR13

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

16287

OKLAHOMA CITY, OKLAHOMA

LOC/DME RWY 31

LOC I-PLH	APCH CRS	Rwy ldg 10,000 TDZE 1276 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	308°			

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

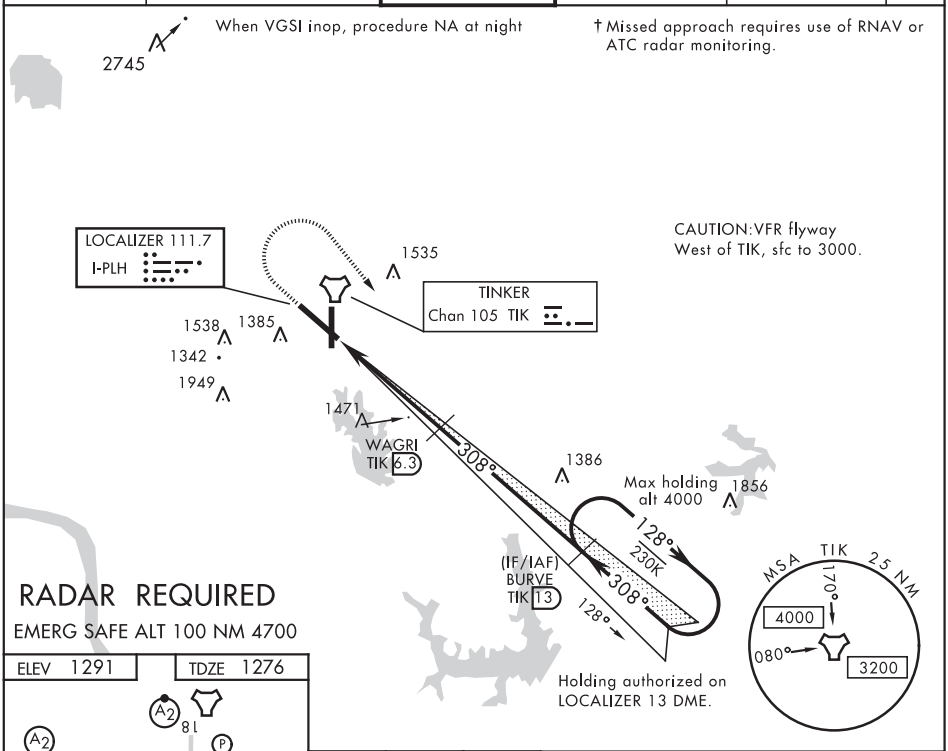
SALS (A2)

† MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME (BURVE) and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	

When VGSI inop, procedure NA at night

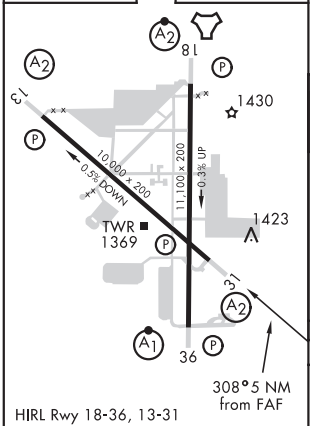
† Missed approach requires use of RNAV or ATC radar monitoring.



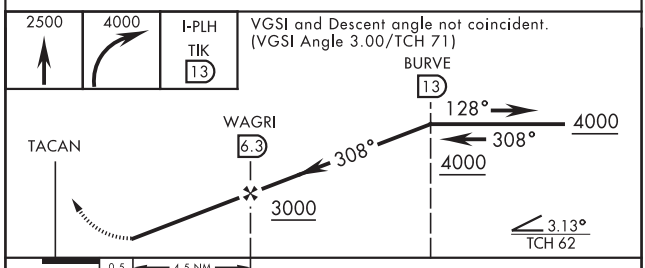
RADAR REQUIRED

EMERG SAFE ALT 100 NM 4700

ELEV 1291	TDZE 1276



HIRL Rwy 18-36, 13-31



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

CATEGORY	A	B	C	D	E
S-LOC 31*	1740/50 464 (500-1)		1740/60 464 (500-1⅛)		
CIRCLING **	1840-1 549 (600-1)		1960-1¾ 669 (700-1¾)	1980-2¼ 689 (700-2¼)	1960-2¼ 669 (700-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA 35°25'N-97°23'W TINKER AFB (KTIK)

Amdt 1 13OCT16

LOC/DME RWY 31

OKLAHOMA CITY, OKLAHOMA

LOC RWY 13

LOC I-EVG	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-299 [USAF]	TINKER AFB (KTIK)
111.7	126°	10,000 / 1241 / 1291		

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

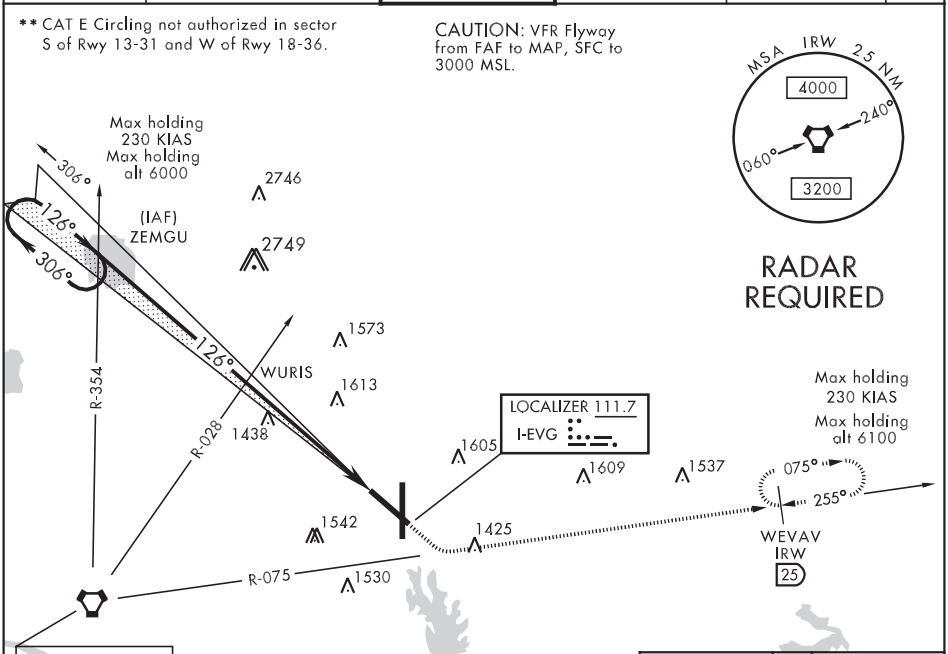
SALS A2

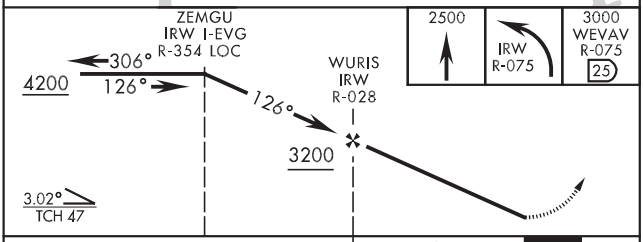
MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME (WEVAV) and hold at 3000.

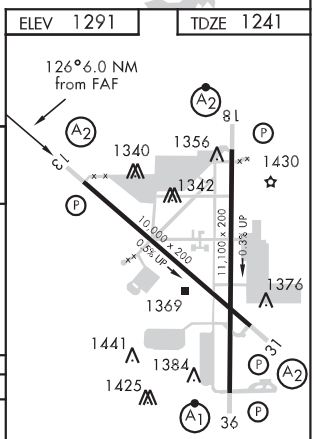
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.







HIRL Rwy 18-36, 13-31

CATEGORY	A	B	C	D	E
S-13 *	1740/40 499 (500-¾)		1740/50 499 (500-1)	1740/60 499 (500-1¼)	1740-1½ 499 (500-1½)
CIRCLING **	1880-1 589 (600-1)		1880-1½ 589 (600-1½)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

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

OKLAHOMA CITY, OKLAHOMA 35° 25′N-97° 23′W TINKER AFB (KTIK)

Amdt 1 10JAN13

LOC RWY 13

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

17313

OKLAHOMA CITY, OKLAHOMA

VOR/DME RWY 13

VOR/DME PWA	APCH CRS	Rwy ldg 10,000
113.4 Chan 81	110°	TDZE 1241 Arpt Elev 1291

AL-299 [USAF]

TINKER AFB (KTIK)

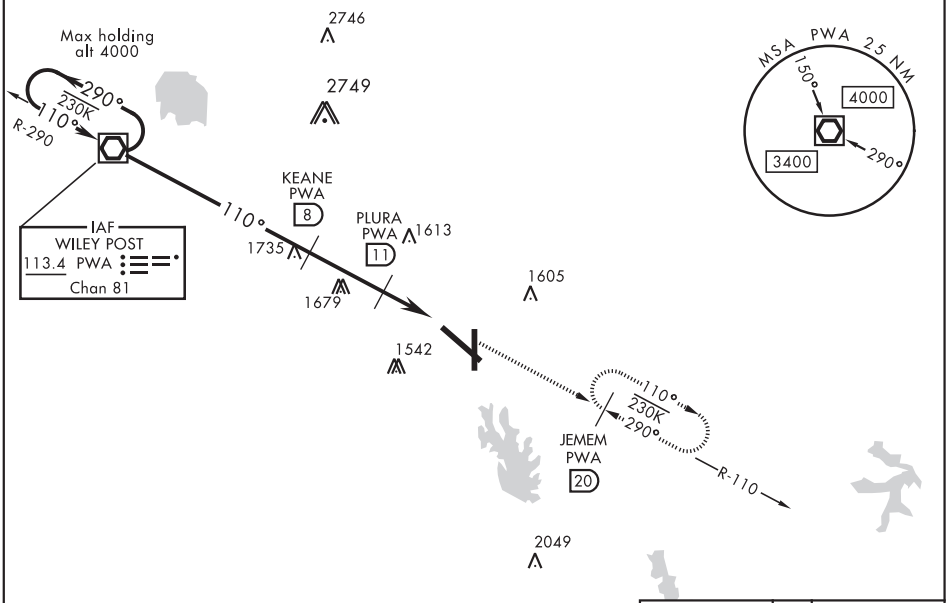
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

SALS A2

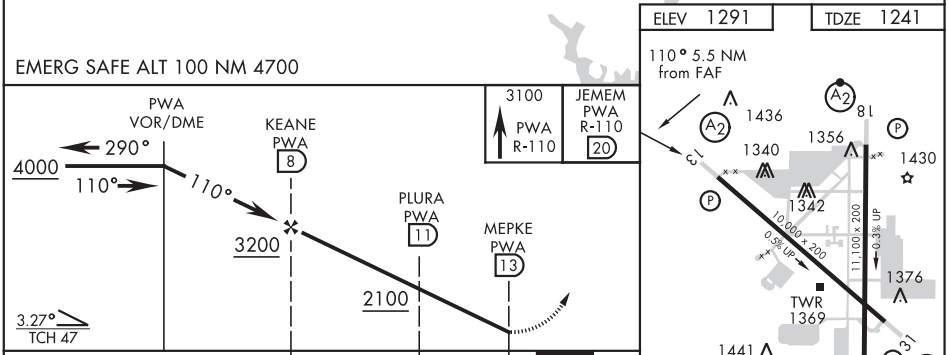
MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME (JEMEM) and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

CAUTION: VFR flyway west of TIK, sfc to 3000



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-13 *	1900/40 659 (700-¾)		1900-1½ 659 (700-1½)	1900-1¾ 659 (700-1¾)	1900-2 659 (700-2)
CIRCLING **	1900-1 609 (700-1)		1900-1¾ 609 (700-1¾)	1980-2¼ 689 (700-2¼)	2040-2¾ 749 (800-2¾)

HIRL Rwy 18-36, 13-31

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 18

TACAN TIK Chan 105	APCH CRS 176°	Rwy ldg 11,100 THRE 1260 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ miles.
** CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

SALS A2

† MISSED APPROACH: Climb to 4000 on TIK TACAN R-179 to NIDUE and hold.

ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	124.2 336.4	124.45 251.05	121.8 275.8	119.7 335.8	

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

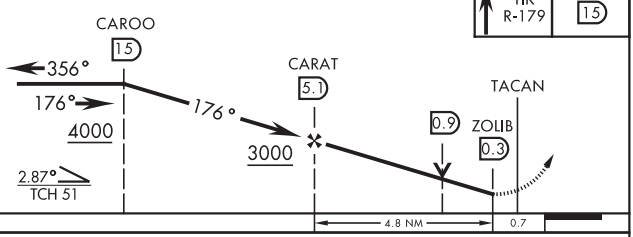
† Missed approach requires use of RNAV or ATC monitoring.

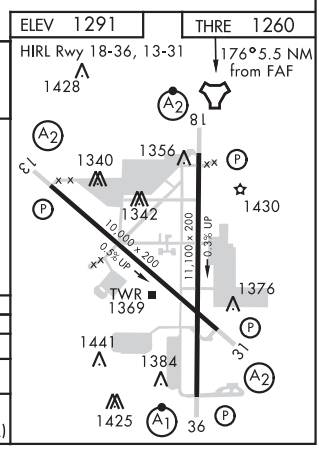
CAUTION: Final approach course offset 710′ left of rwy extended centerline 3000′ from threshold.

TINKER Chan 105 TIK

EMERG SAFE ALT 100 NM 4700 FROM TIK

4000 TIK R-179 | NIDUE TIK 15





CATEGORY	A	B	C	D	E
S-18*	1720/40 460 (500-¾)		1720/55 460 (500-1)		
CIRCLING **	1820-1 529 (600-1)	1840-1 549 (600-1)	1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)

16147

OKLAHOMA CITY, OKLAHOMA

TACAN Z RWY 36

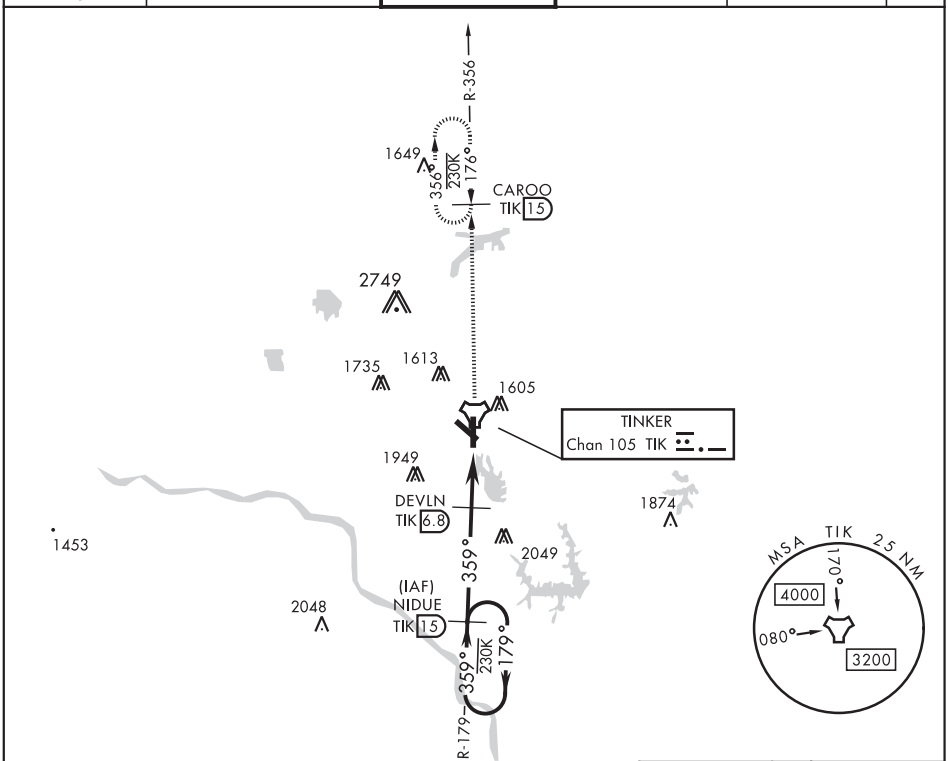
TACAN TIK Chan 105	APCH CRS 359°	Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291	AL-299 [USAF]	TINKER AFB (KTIK)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36. Circling NA to Rwy 18.

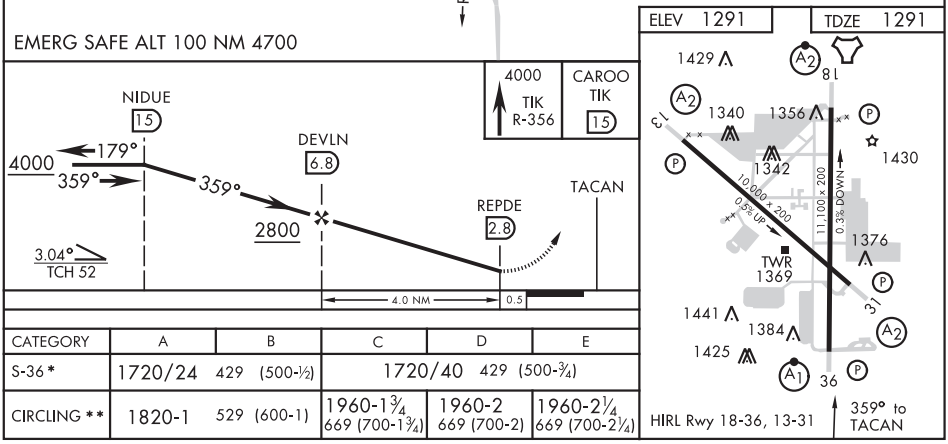
ALSF-1

MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

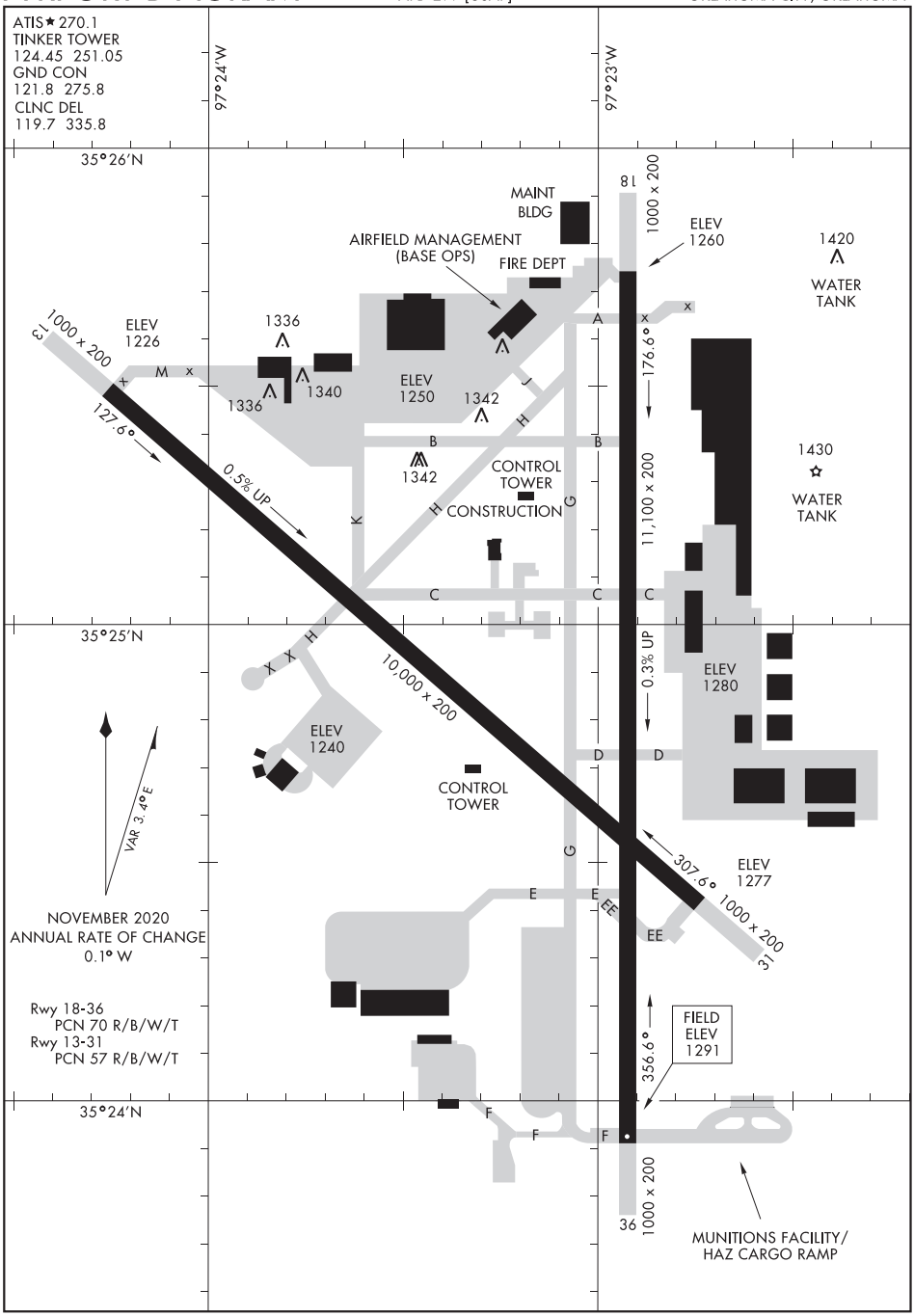
ATIS ★	OKE CITY APP CON	TINKER TOWER	GND CON	CLNC DEL	ASR
270.1	120.45 288.325	124.45 251.05	121.8 275.8	119.7 335.8	



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-36*	1720/24 429 (500-½)		1720/40 429 (500-¾)		
CIRCLING **	1820-1 529 (600-1)		1960-1¾ 669 (700-1¾)	1960-2 669 (700-2)	1960-2¼ 669 (700-2¼)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-5427 (FAA)

20030

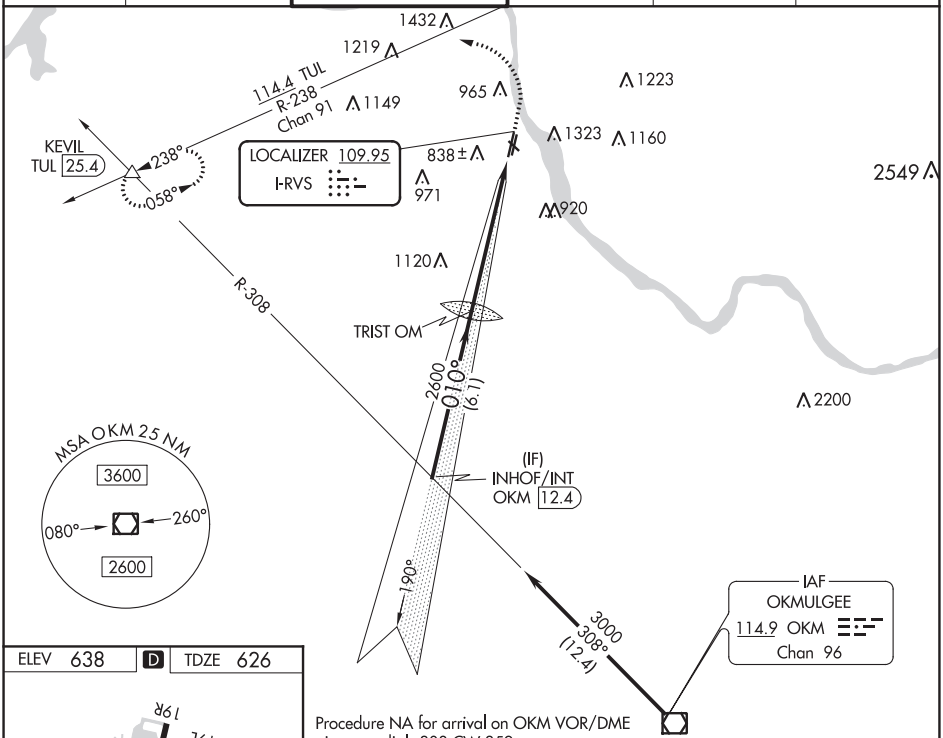
ILS or LOC RWY 1L
RICHARD LLOYD JONES JR (RVS)

LOC I-RVS	APP CRS	Rwy ldg	5102
109.95	010°	TDZE	626
		Apt Elev	638

Circling NA northeast of Rwys 31 and 19L.

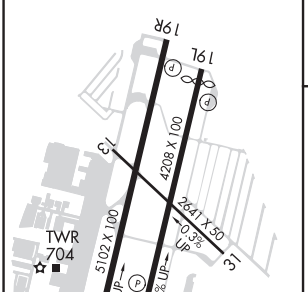
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 on heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95



Procedure NA for arrival on OKM VOR/DME airway radials 308 CW 359.

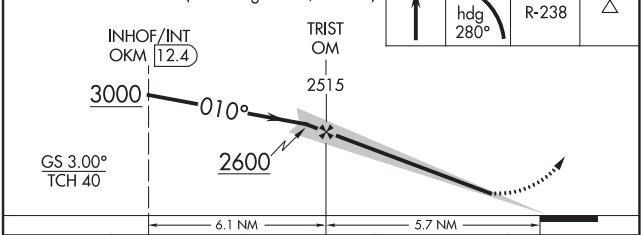
ELEV 638	D	TDZE 626



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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

1500	2600 hdg 280°	TUL R-238	KEVIL



CATEGORY	A	B	C	D
S-ILS 1L	826-¾ 200 (200-¾)			
S-LOC 1L	1220-1 594 (600-1)		1220-1¾ 594 (600-1¾)	
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1360-2¼ 722 (800-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

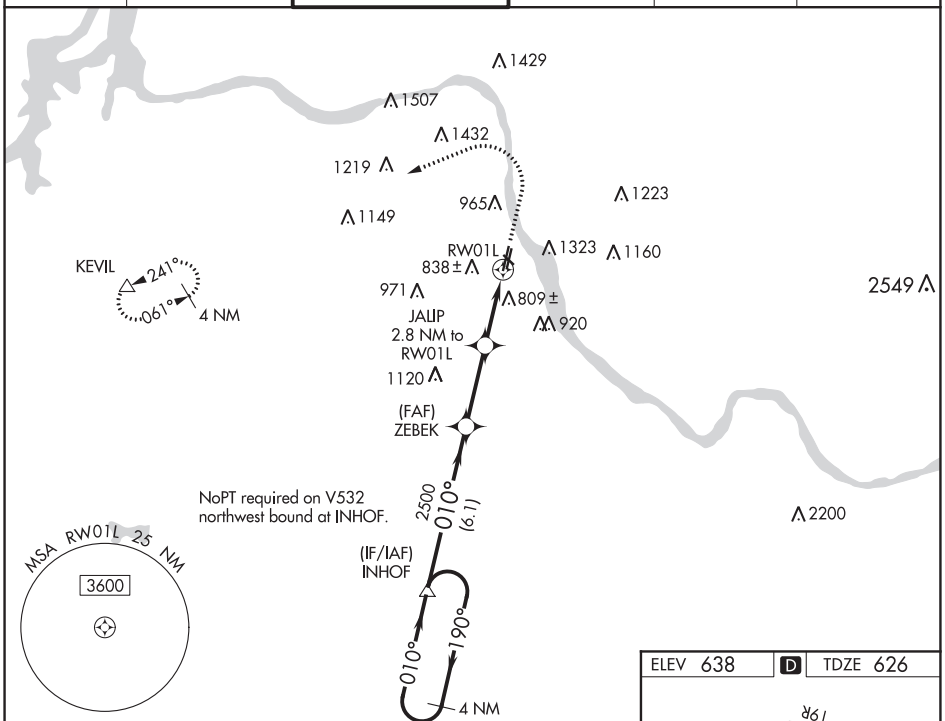
WAAS CH 97321 W01A	APP CRS 010°	Rwy ldg 5102 TDZE 626 Apt Elev 638

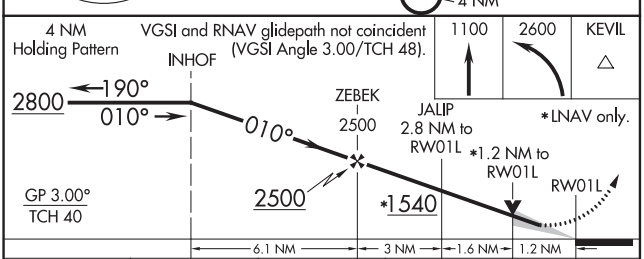
RNAV (GPS) RWY 1L
RICHARD LLOYD JONES JR (RVS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA northeast of Rwys 31 and 19L. DME/DME RNP-0.3 NA.

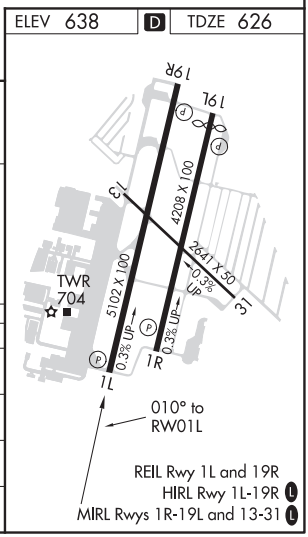
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct KEVIL and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95





CATEGORY	A	B	C	D
LPV DA	826-¾ 200 (200-¾)			
LNAV/VNAV DA	1126-1¾ 500 (500-1¾)			
LNAV MDA	1060-1 434 (500-1)		1060-1¼ 434 (500-1¼)	
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1380-2½ 742 (800-2½)



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-5427 (FAA)

20030

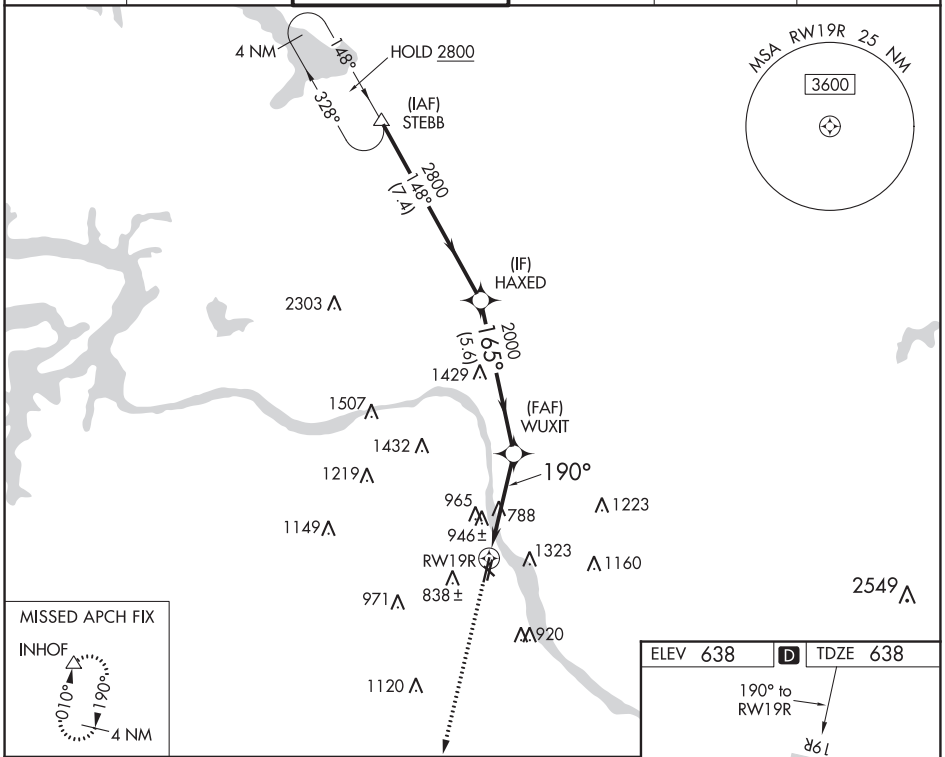
RNAV (GPS) RWY 19R
RICHARD LLOYD JONES JR (RVS)

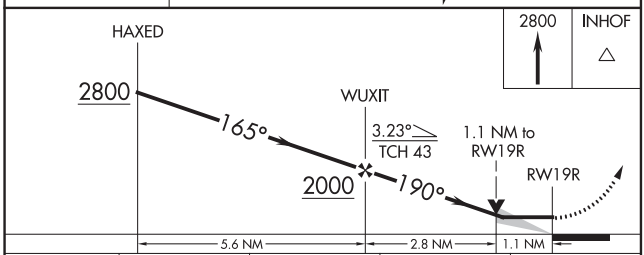
WAAS CH 81939 W19A	APP CRS 190°	Rwy ldg 5102 TDZE 638 Apt Elev 638

Circling NA northeast of Rwys 31 and 19L. DME/DME RNP-0.3 NA.

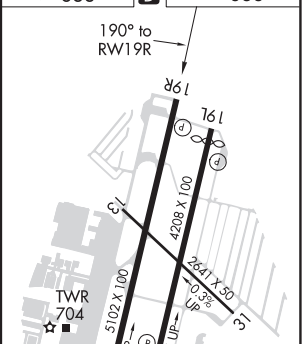
MISSED APPROACH: Climb to 2800 direct INHOF and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER ★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF)	121.7	124.5	122.95





CATEGORY	A	B	C	D
LP MDA	1040-1 402 (500-1)		1040-1⅛ 402 (500-1⅛)	
LNAV MDA	1200-1 562 (600-1)		1200-1⅝ 562 (600-1⅝)	
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1380-2½ 742 (800-2½)



TULSA, OKLAHOMA
Amdt 1 02MAR17

36°02′N-95°59′W

RICHARD LLOYD JONES JR (RVS)
RNAV (GPS) RWY 19R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

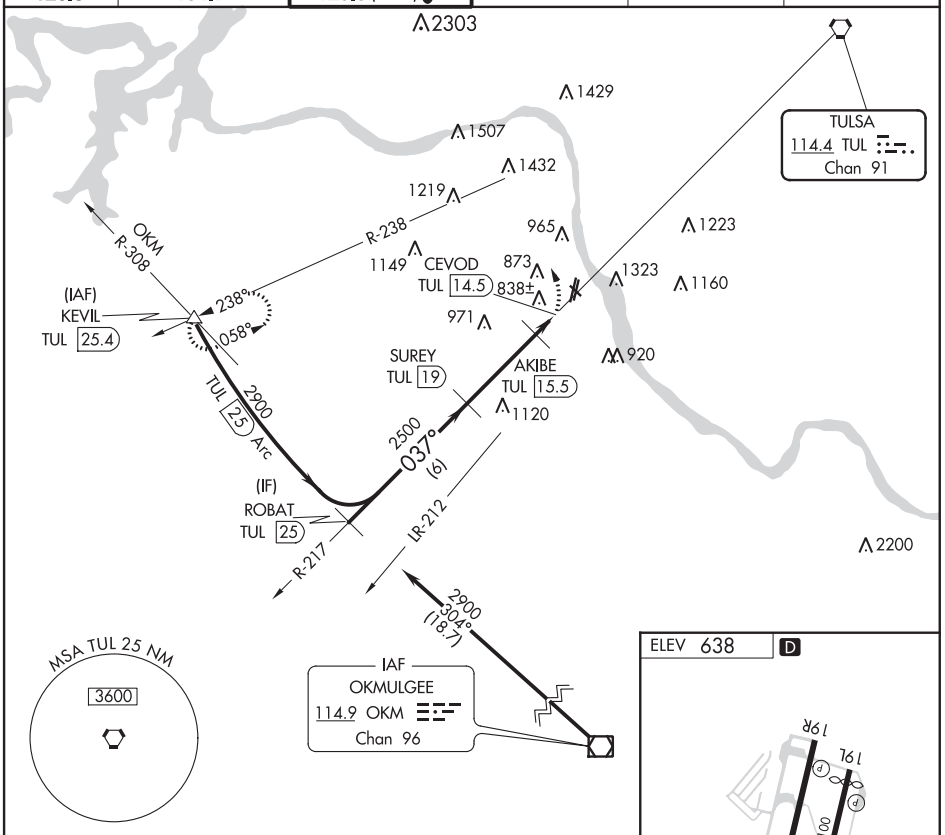
VOR/DME-A
RICHARD LLOYD JONES JR (RVS)

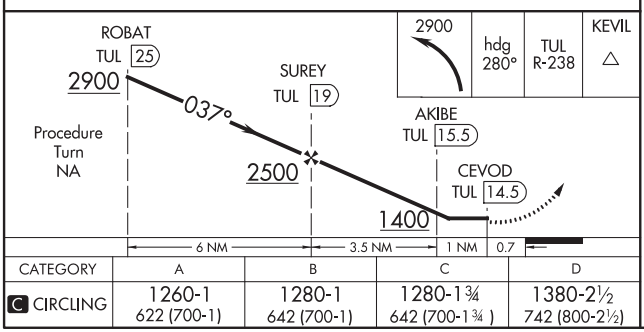
VORTAC TUL	APP CRS	Rwy ldg	N/A
114.4	037°	TDZE	N/A
Chan 91		Apt Elev	638

When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile.

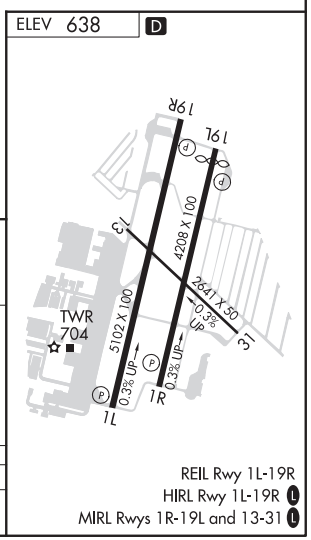
MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS	TULSA APP CON	RIVERSIDE TOWER★	GND CON	CLNC DEL	UNICOM
126.5	134.7	120.3 (CTAF) L	121.7	124.5	122.95





CATEGORY	A	B	C	D
C CIRCLING	1260-1 622 (700-1)	1280-1 642 (700-1)	1280-1¾ 642 (700-1¾)	1380-2½ 742 (800-2½)



REIL Rwy 1L-19R
HIRL Rwy 1L-19R L
MIRL Rwys 1R-19L and 13-31 L

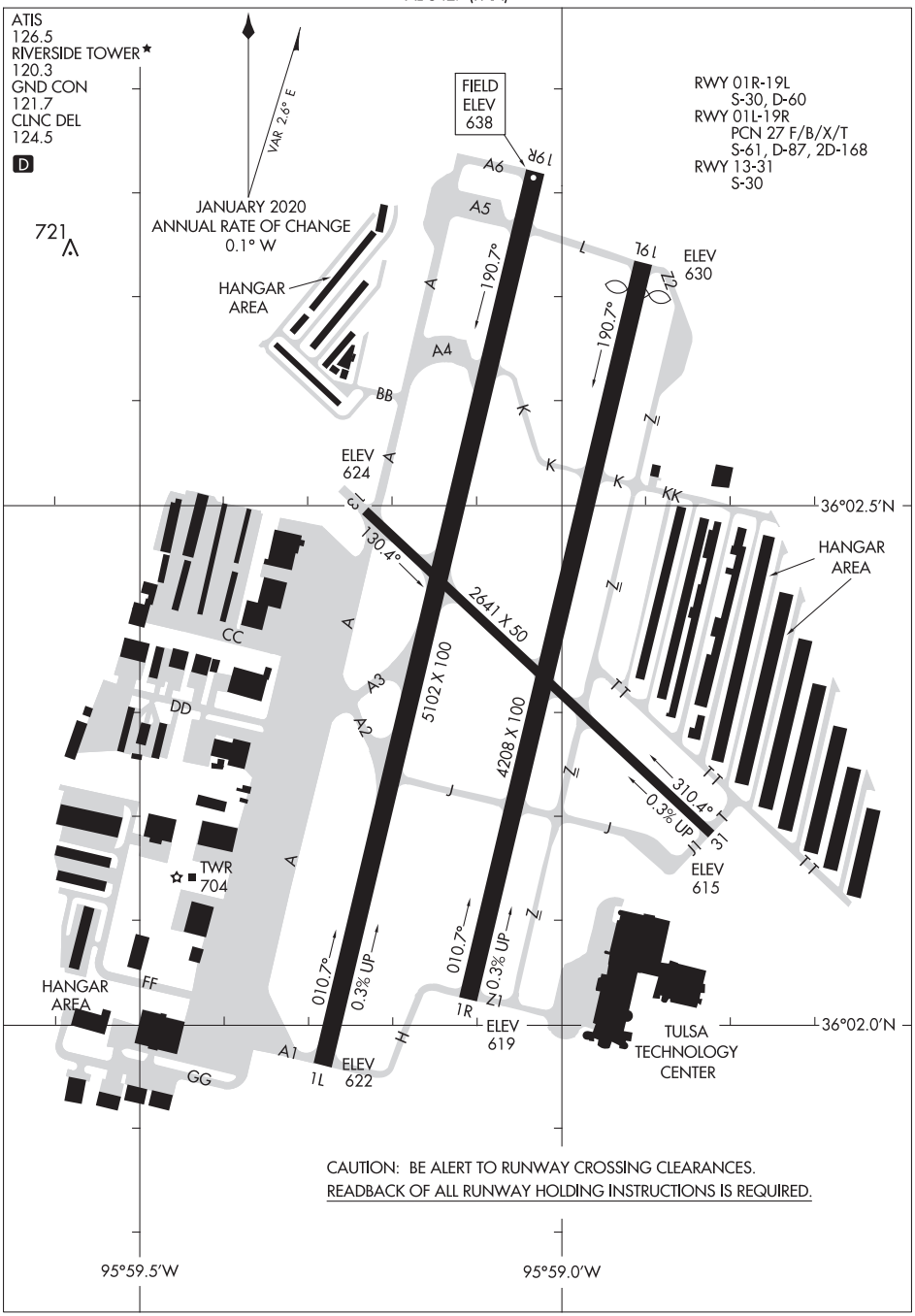
SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5427 (FAA)

RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
TULSA, OKLAHOMA
RICHARD LLOYD JONES JR. (RVS)

TULSA EIGHT DEPARTURE

AL-5427 (FAA)

ATIS
126.5
RIVERSIDE TOWER★
120.3 (CTAF)
CLNC DEL
124.5
TULSA DEP CON
124.0 338.3

TOP ALTITUDE: 15000

CHANUTE
109.2 CNU
Chan 29
N37°37.57′-W95°35.61′
L-10-15, H-5

FARMINGTON
115.7 FAM
Chan 104
N37°40.41′-W90°14.04′
L-16, H-5

NEOSHO
117.3 EOS
Chan 120
N36°50.55′-W94°26.14′
L-16, H-6

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.11′
L-15, H-6

1500
010°
1500
295°
190°
130°
1500
1500

080°
260°
R-080

TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

KINGFISHER
114.7 IFI
Chan 94
N35°48.32′-W98°00.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.31′-W94°16.29′
L-16, H-6

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′
L-17, H-6

TAKEOFF MINIMUMS
Rwy 1L/R, 19L/R: Standard.
Rwy 13: 300-3 or standard with minimum climb of 330′ per NM to 1000.
Rwy 31: 400-2¼ or 300-1 with minimum climb of 315′ per NM to 1100, or standard with minimum climb of 610′ per NM to 900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 010° to 1500, thence. . . .
TAKEOFF RUNWAY 13: Climb on heading 130° to 1500, thence. . . .
TAKEOFF RUNWAYS 19L/R: Climb on heading 190° to 1500, thence. . . .
TAKEOFF RUNWAY 31: Climb on heading 295° to 1500, thence. . . .

. . . .continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

TULSA, OKLAHOMA

AL-432 (FAA)

19115

ILS or LOC RWY 18L
TULSA INTL (TUL)

LOC/DME I-DWE	APP CRS	Rwy ldg	10000
109.7	180°	TDZE	641
Chan 34		Apt Elev	678

DME required for LOC only.
DME or RADAR required for procedure entry.

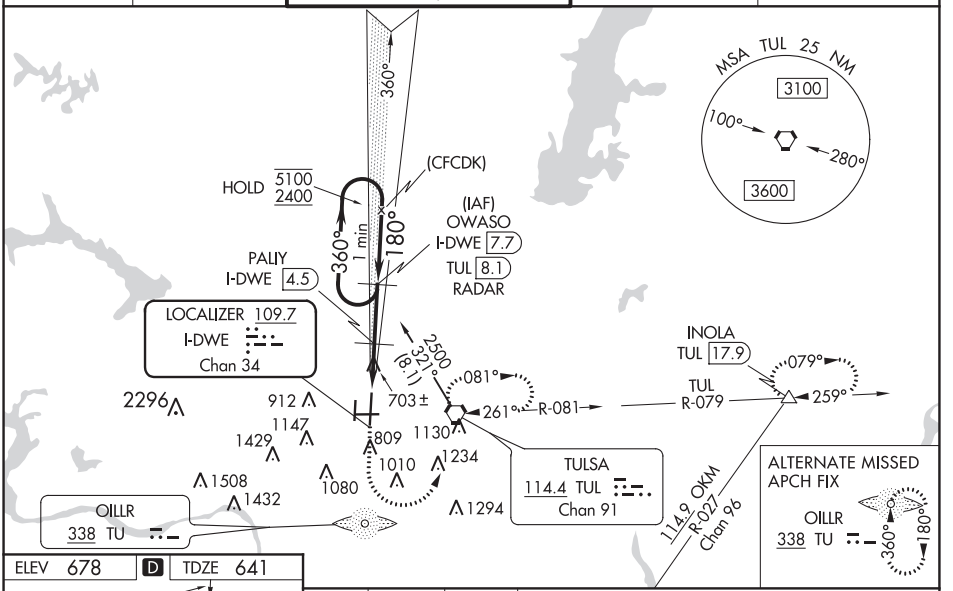
Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1⅝ SM, and PALIY fix minimums S-LOC 18L Cat E visibility to RVR 4500.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

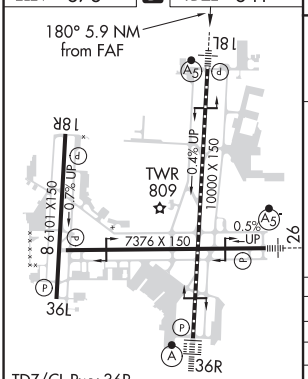
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

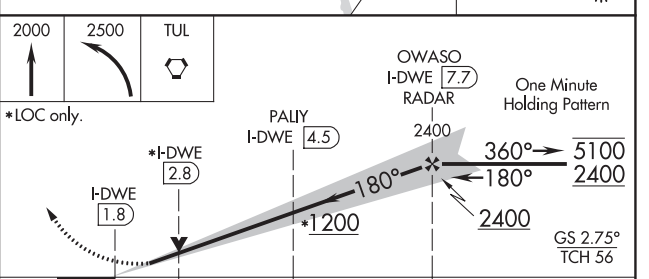


ELEV 678 | D | TDZE 641



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D	E
S-ILS 18L #	841/24 200 (200-½)				
S-LOC 18L	1200/24 559 (600-½)		1200/60 559 (600-1¼)		
C CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
	PALIY FIX MINIMUMS (DME REQUIRED)				
S-LOC 18L	960/24 319 (300-½)		960/40 319 (300-¾)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

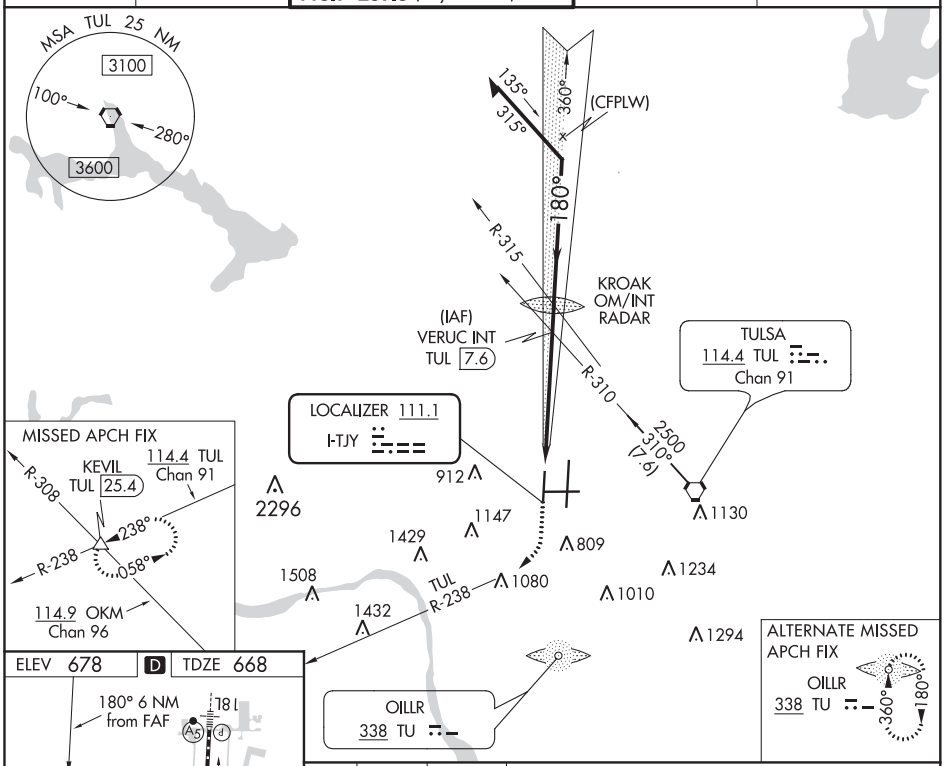
ILS or LOC RWY 18R
TULSA INTL (TUL)

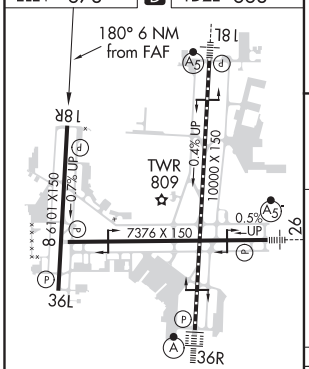
LOC I-TJY	APP CRS	Rwy ldg / TDZE / Apt Elev
111.1	180°	6101 / 668 / 678

T A ASR — Simultaneous approach authorized with Rwy 18L.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

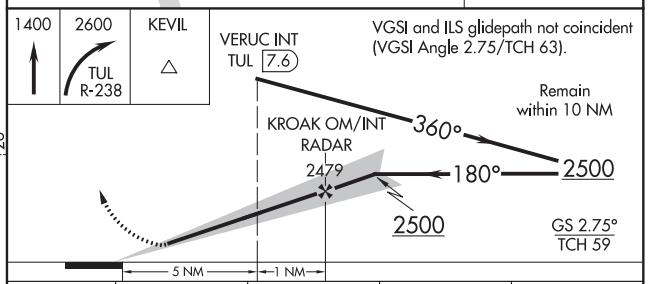
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

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



CATEGORY	A	B	C	D
S-ILS 18R	918-1		250 (300-1)	
S-LOC 18R	1080-1	412 (500-1)	1080-1⅛	412 (500-1⅛)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

20254

ILS or LOC RWY 36R
TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy ldg	10000
110.3	360°	TDZE	650
Chan 40		Apt Elev	678

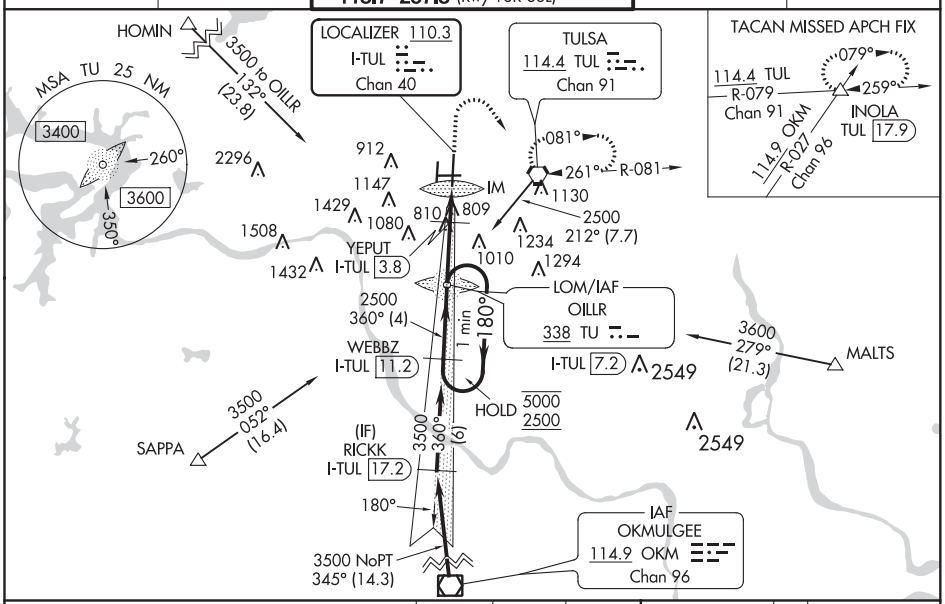
ADF or DME required for procedure entry.

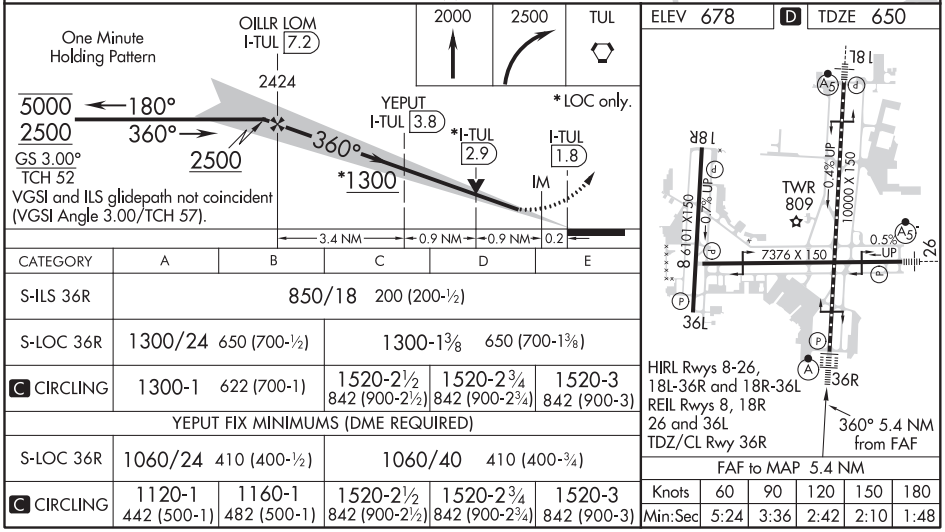
ASR: Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 36R Cat E visibility to 1⅞ SM. YEPUT Fix Minimums: For inop ALS, increase S-LOC 36R Cat C/D/E visibility to RVR 6000. Circling NA for Cat E south of Rwy 8-26.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
S-ILS 36R	850/18 200 (200-½)				
S-LOC 36R	1300/24 650 (700-½)		1300-1⅜ 650 (700-1⅜)		
C CIRCLING	1300-1 622 (700-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
YEPUT FIX MINIMUMS (DME REQUIRED)					
S-LOC 36R	1060/24 410 (400-½)		1060/40 410 (400-¾)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

FAF to MAP 5.4 NM

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

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS RWY 36R (SA CAT I)
TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy ldg 10000
110.3	360°	TDZE 650
Chan 40		Apt Elev 678

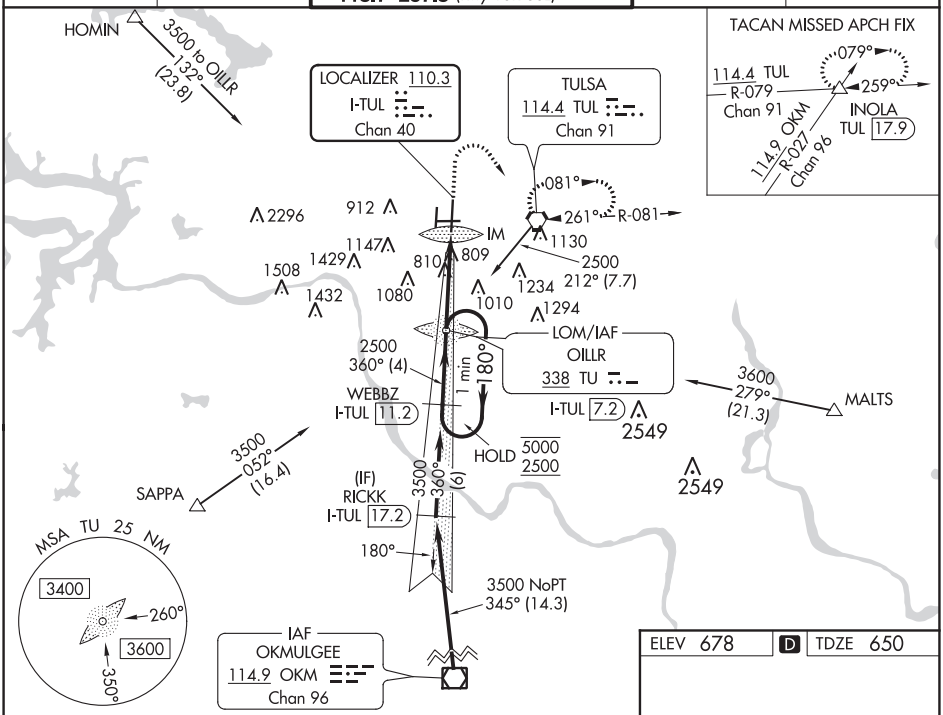
ADF or DME required for procedure entry.

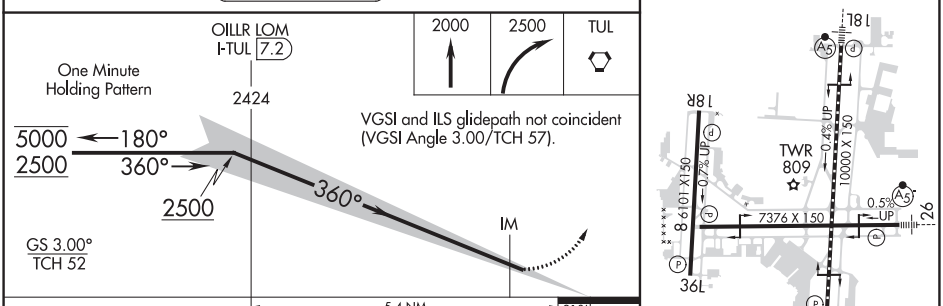
ASR: Simultaneous approach authorized. Requires specific OPSEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D
S-ILS 36R	RA 166/14 150 DA 800			

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

20254

ILS RWY 36R (CAT II)

TULSA INTL (TUL)

LOC/DME I-TUL	APP CRS	Rwy ldg 10000
110.3	360°	TDZE 650
Chan 40		Apt Elev 678

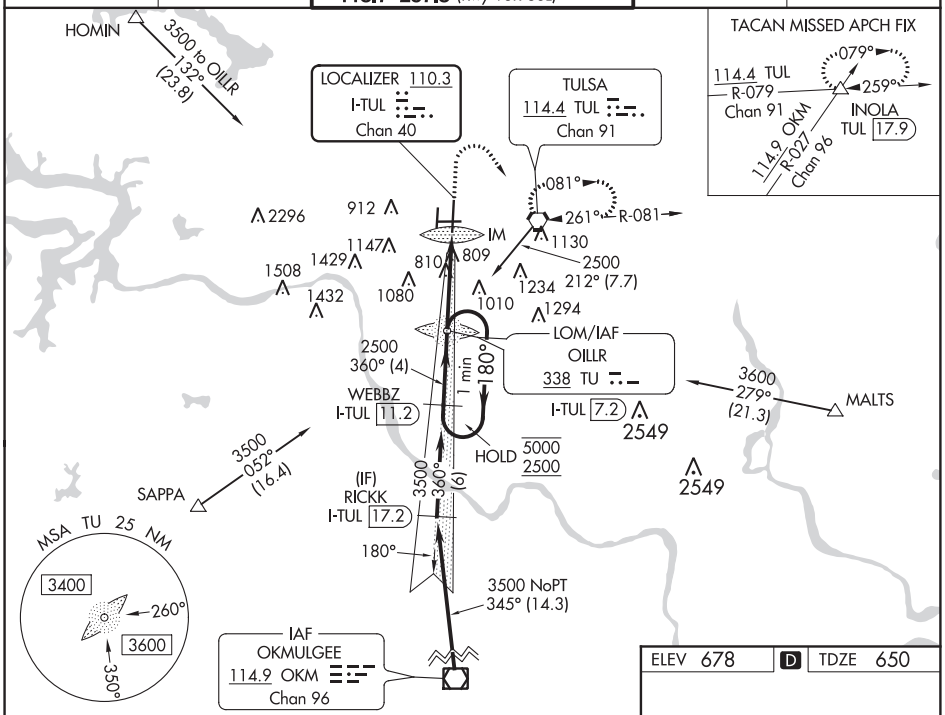
ADF or DME required for procedure entry.

ASR — Simultaneous approach authorized.

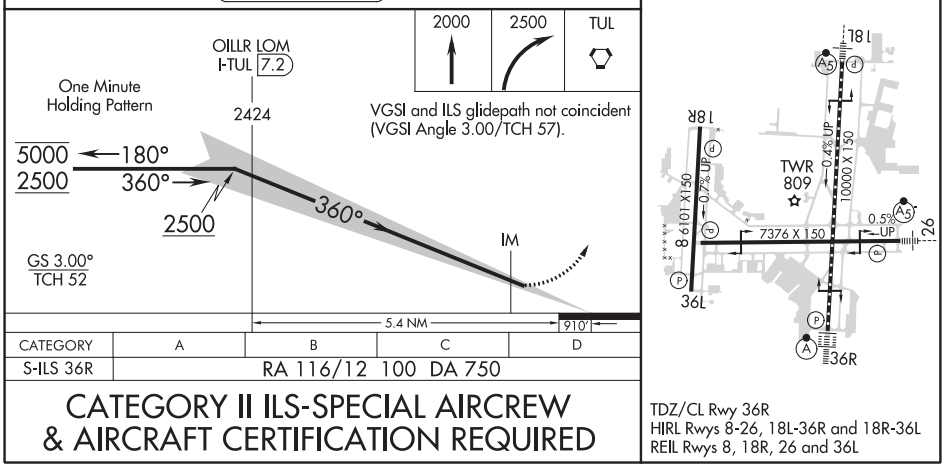
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



SC-1, 25 FEB 2021 to 22 APR 2021



SC-1, 25 FEB 2021 to 22 APR 2021

CATEGORY	A	B	C	D
S-ILS 36R	RA 116/12 100 DA 750			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

RNAV (GPS) RWY 8
TULSA INTL (TUL)

WAAS CH 63131 W08A	APP CRS 086°	Rwy ldg 7376 TDZE 671 Apt Elev 678

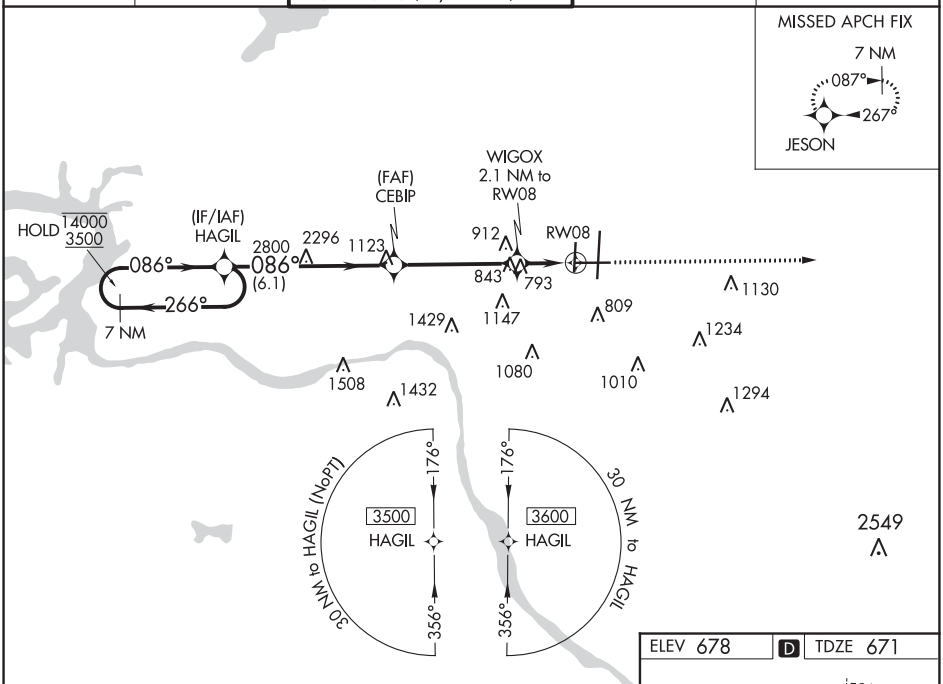
RNP APCH.

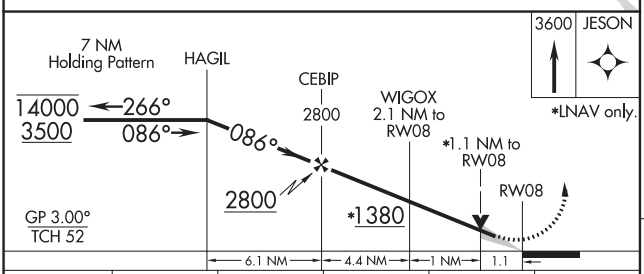
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ASR

MISSED APPROACH: Climb to 3600 direct JESON and hold.

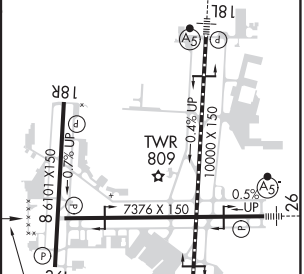
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	921-¾ 250 (300-¾)				
LNAV/VNAV DA	985-1 314 (400-1)				
LNAV MDA	1060-1 389 (400-1)		1060-1⅛ 389 (400-1⅛)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 | D | TDZE 671



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

19003

RNAV (GPS) RWY 18L
TULSA INTL (TUL)

WAAS CH 93504 W18A	APP CRS 180°	Rwy ldg 10000 TDZE 641 Apt Elev 678

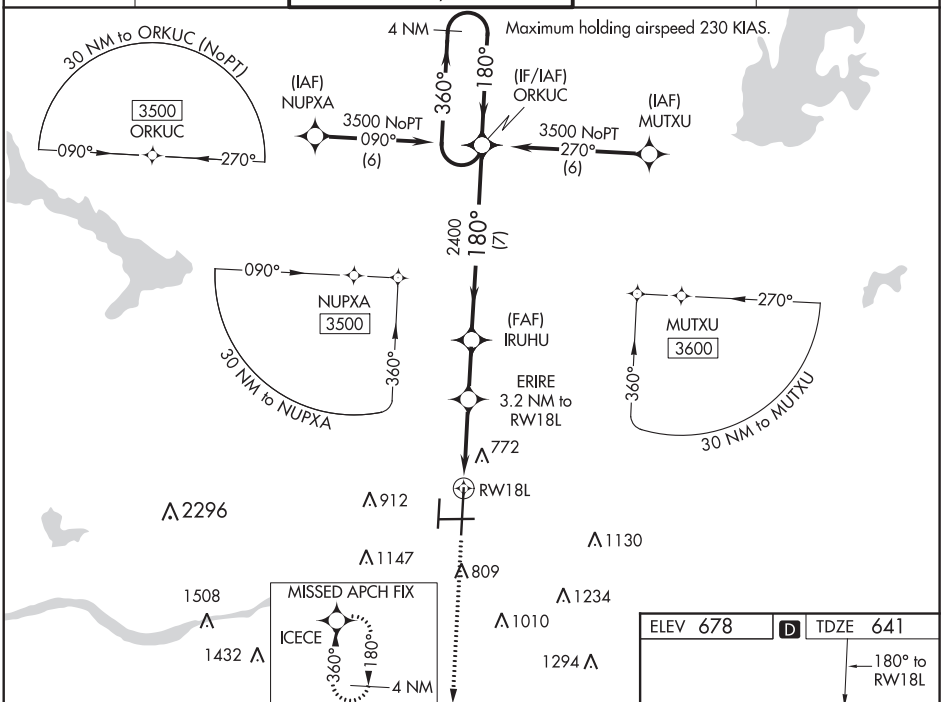
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.
For inop MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1⅝ mile, and LNAV Cat E visibility to 1¼ mile. Simultaneous approach authorized with ILS or LOC Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ASR

MALSR A5

MISSED APPROACH: Climb to 3500 direct ICECE and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

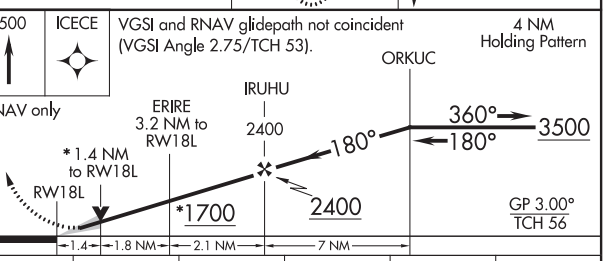


3500 ICECE

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 53).

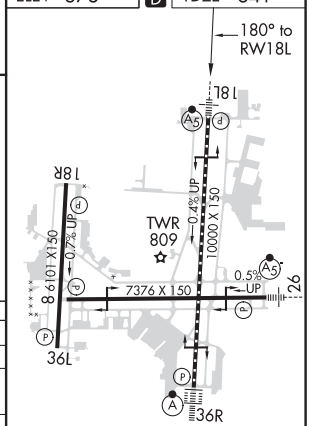
4 NM Holding Pattern

*LNAV only



CATEGORY	A	B	C	D	E
LPV DA	908/24 267 (300-½)				
LNAV/VNAV DA	1128-1¼ 487 (500-1¼)				
LNAV MDA	1080/24 439 (500-½)		1080/40 439 (500-¾)		
CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 D TDZE 641



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 69614 W18B	APP CRS 180°	Rwy ldg 6101 TDZE 668 Apt Elev 678

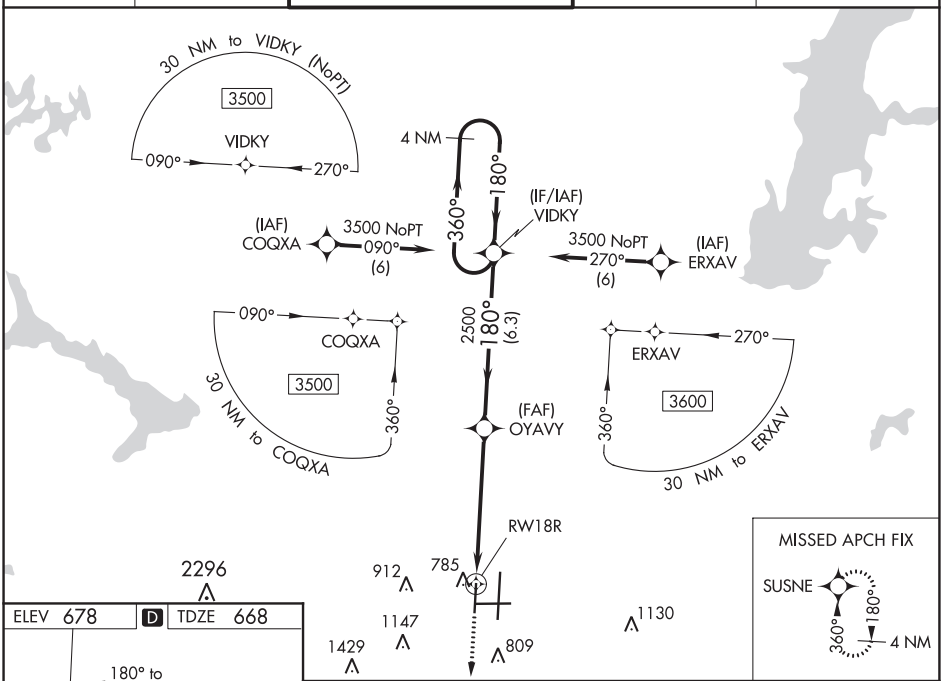
RNAV (GPS) RWY 18R
TULSA INTL (TUL)

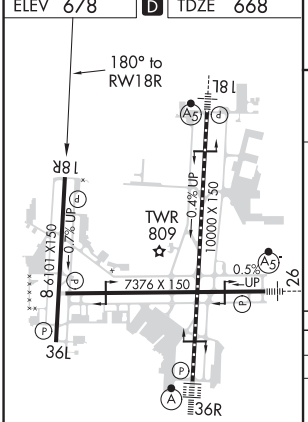
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Simultaneous approach authorized with ILS or LOC Rwy 18L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

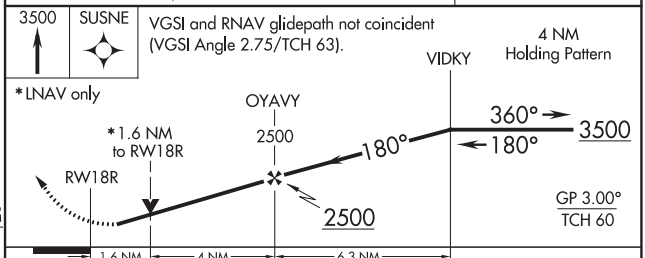
MISSED APPROACH: Climb to 3500 direct SUSNE and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L



CATEGORY	A	B	C	D	E
LPV DA	918-⅞ 250 (300-⅞)				
LNAV/VNAV DA	979-1⅛ 311 (400-1⅛)				
LNAV MDA	1160-1 492 (500-1)		1160-1⅜ 492 (500-1⅜)		
C CIRCLING	1160-1 482 (500-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

19003

RNAV (GPS) RWY 26

TULSA INTL (TUL)

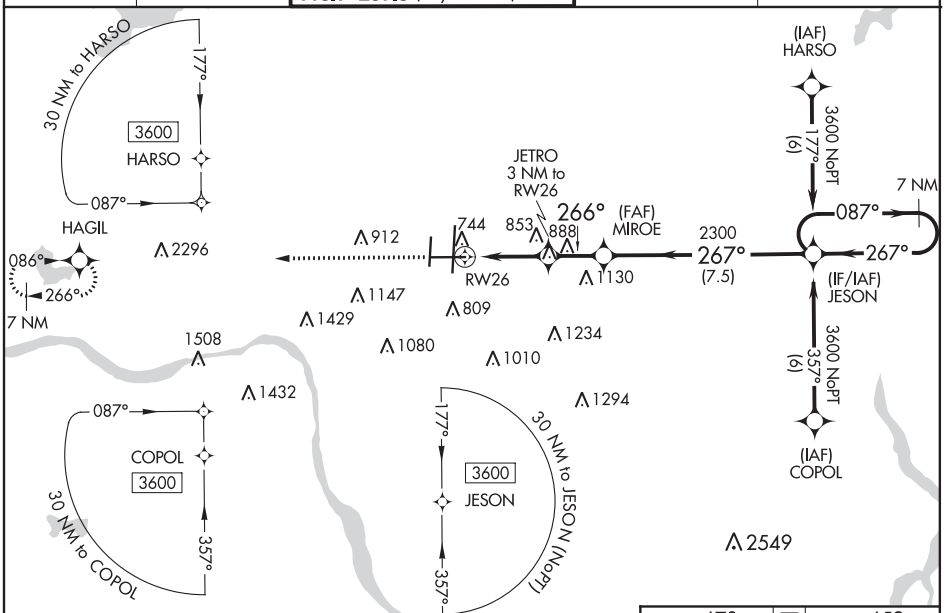
WAAS CH 93814 W26A	APP CRS 266°	Rwy ldg 7376 TDZE 652 Apt Elev 678

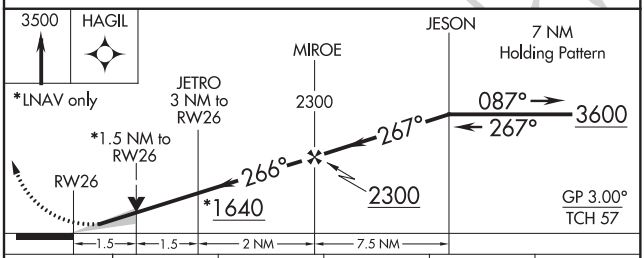
ASR: Inop table does not apply to LPV DA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV DA Cat E visibility to 1½ mile, LNAV MDA Cats A/B visibility to 1 mile and Cat E to 1½ mile. Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

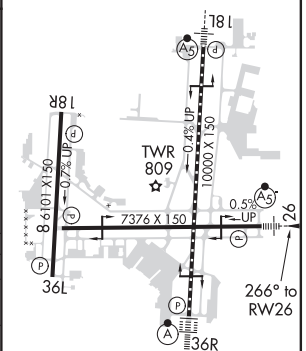
D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
LPV DA	852-¾ 200 (200-¾)				
LNAV/VNAV DA	1089-1 437 (500-1)				
LNAV MDA	1160-¾ 508 (500-¾)		1160-1 508 (500-1)		
C CIRCLING	1160-1 482 (500-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

ELEV 678 | D | TDZE 652



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36L
TULSA INTL (TUL)

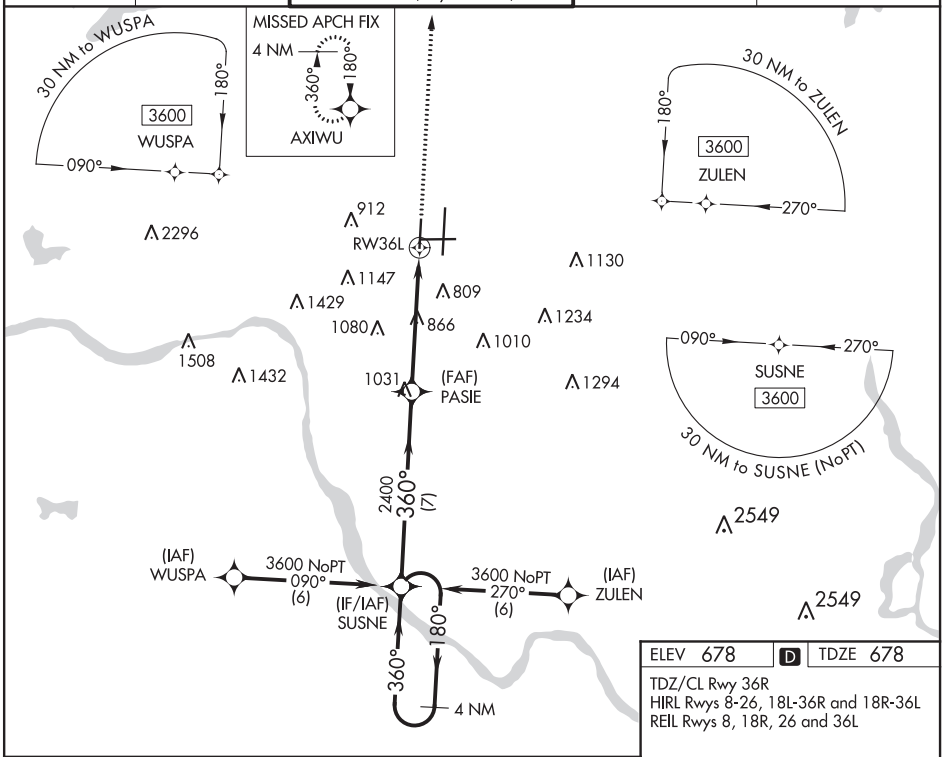
APP CRS	Rwy ldg	6101
360°	TDZE	678
	Apt Elev	678

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 36R and ILS Rwy 36R (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

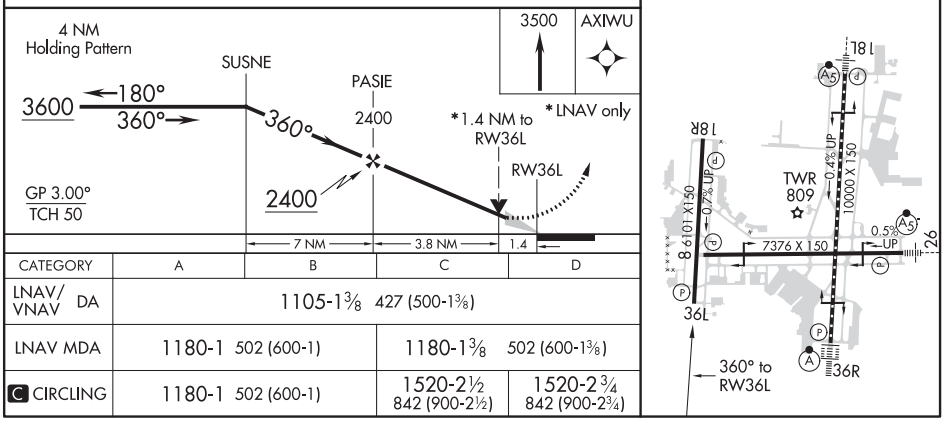
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7



ELEV 678	D	TDZE 678

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L



CATEGORY	A	B	C	D
LNAV/VNAV DA	1105-1⅜ 427 (500-1⅜)			
LNAV MDA	1180-1 502 (600-1)		1180-1⅜ 502 (600-1⅜)	
C CIRCLING	1180-1 502 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

19003

RNAV (GPS) RWY 36R
TULSA INTL (TUL)

WAAS CH 82214 W36A	APP CRS 360°	Rwy ldg 10000 TDZE 650 Apt Elev 678

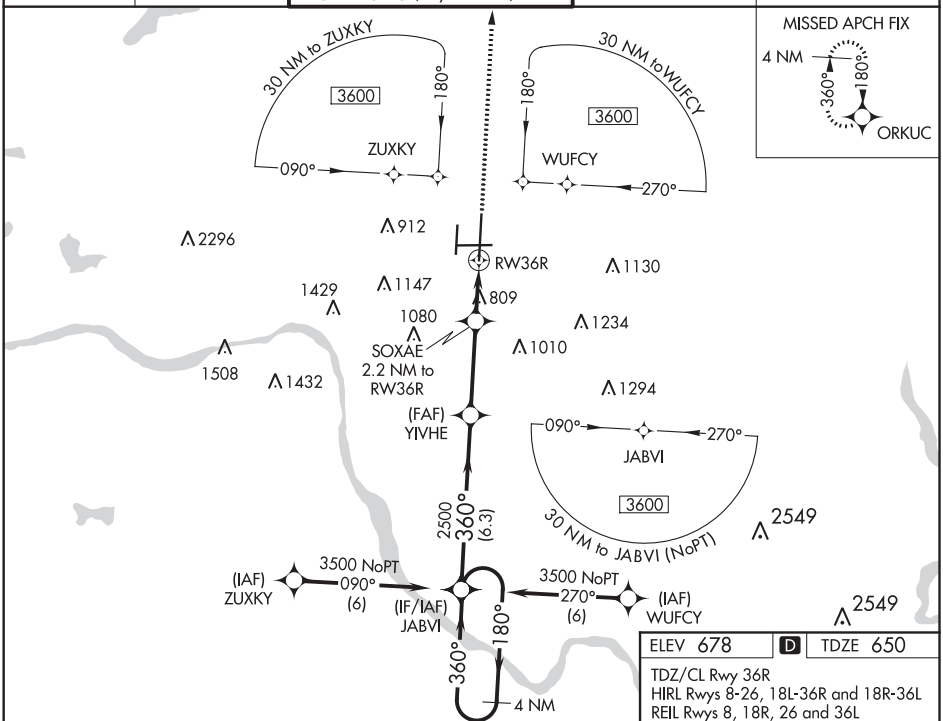
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA. For inop ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1⅝ mile, and LNAV Cats C/D/E visibility to 1⅜ mile.

ASR

ALSF-2

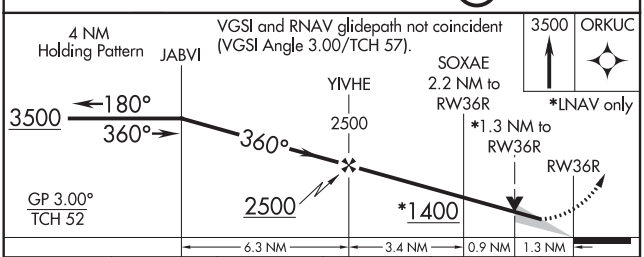
MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

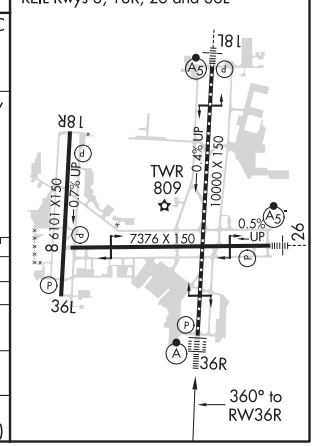


ELEV 678 | D | TDZE 650

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L



CATEGORY	A	B	C	D	E
LPV DA	850/18 200 (200-½)				
LNAV/VNAV DA	1145-1¼ 495 (500-1¼)				
LNAV MDA	1120/24 470 (500-½)		1120/50 470 (500-1)		
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)



VOR/DME RWY 8
TULSA INTL (TUL)

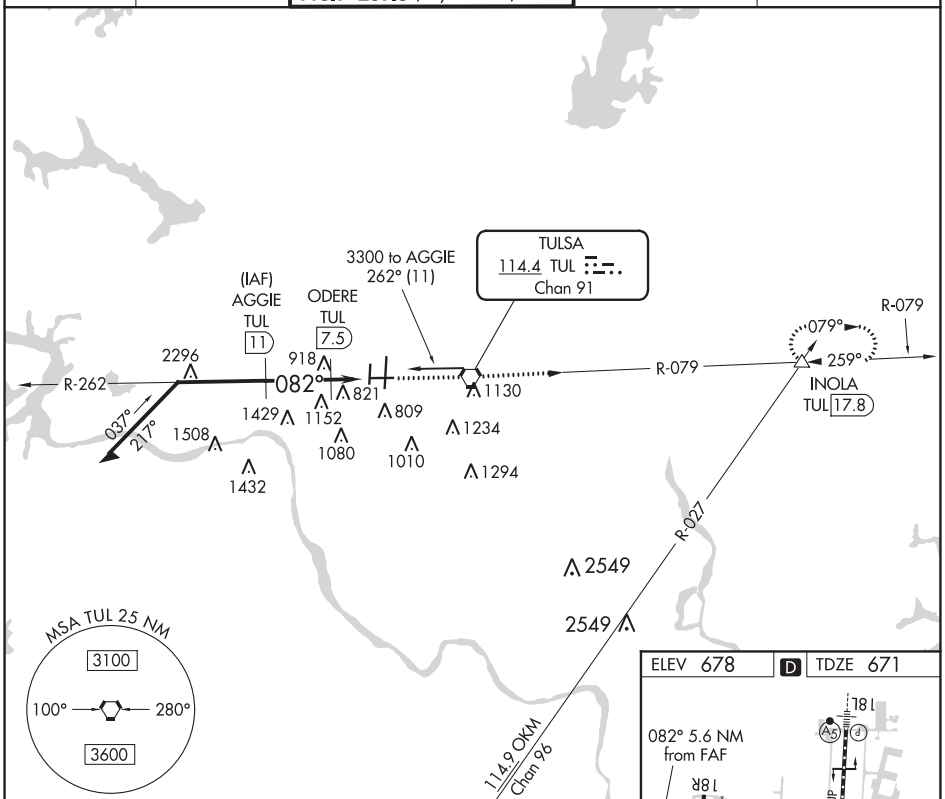
VORTAC TUL	APP CRS	Rwy ldg	7376
114.4	082°	TDZE	671
Chan 91		Apt Elev	678

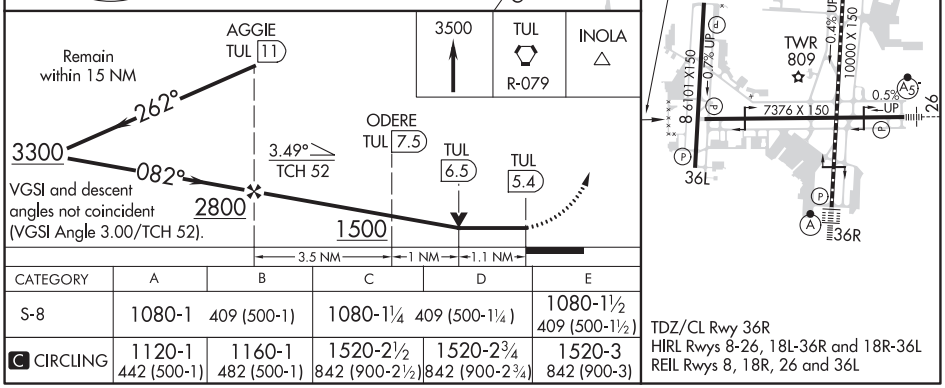
ASR

Circling NA for Cat E south of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
Autopilot coupled approach NA.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7





CATEGORY	A	B	C	D	E
S-8	1080-1 409 (500-1)		1080-1¼ 409 (500-1¼)		1080-1½ 409 (500-1½)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

TULSA, OKLAHOMA

AL-432 (FAA)

19003

VOR or TACAN RWY 26

TULSA INTL (TUL)

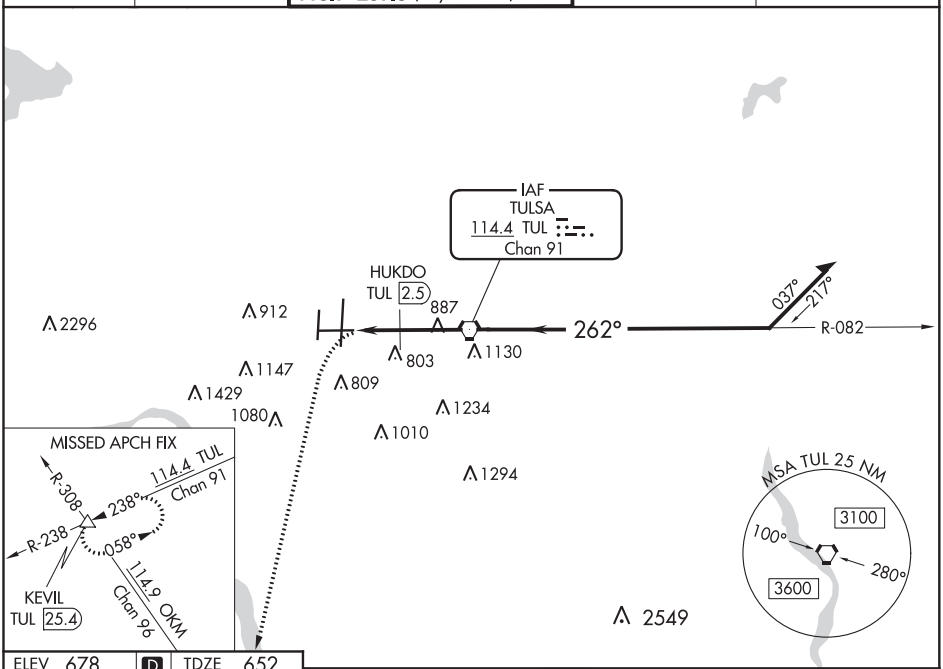
VORTAC TUL 114.4 Chan 91	APP CRS 262°	Rwy ldg 7376 TDZE 652 Apt Elev 678

T A ASR Circling NA for Cat E south of Rwy 8-26. VOR Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1⅝ SM. DME Minimums: For inop ALS, increase Cat A/B visibility to 1 SM and Cat E to 1¼ SM.

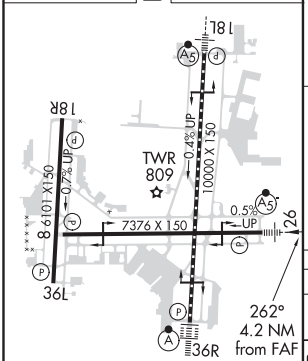
MALSR A5

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

D-ATIS	TULSA APP CON	TULSA TOWER	GND CON	CLNC DEL
124.9 377.2	124.0 338.3	121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)	121.9 348.6	134.05 284.7

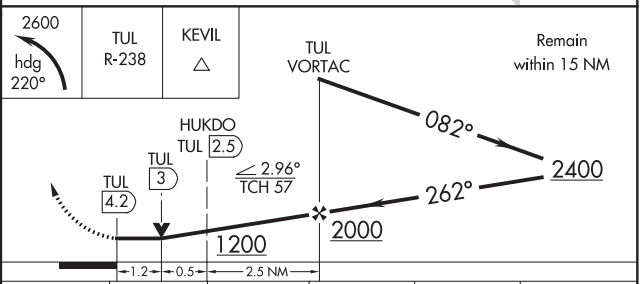


ELEV 678 | D | TDZE 652



TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

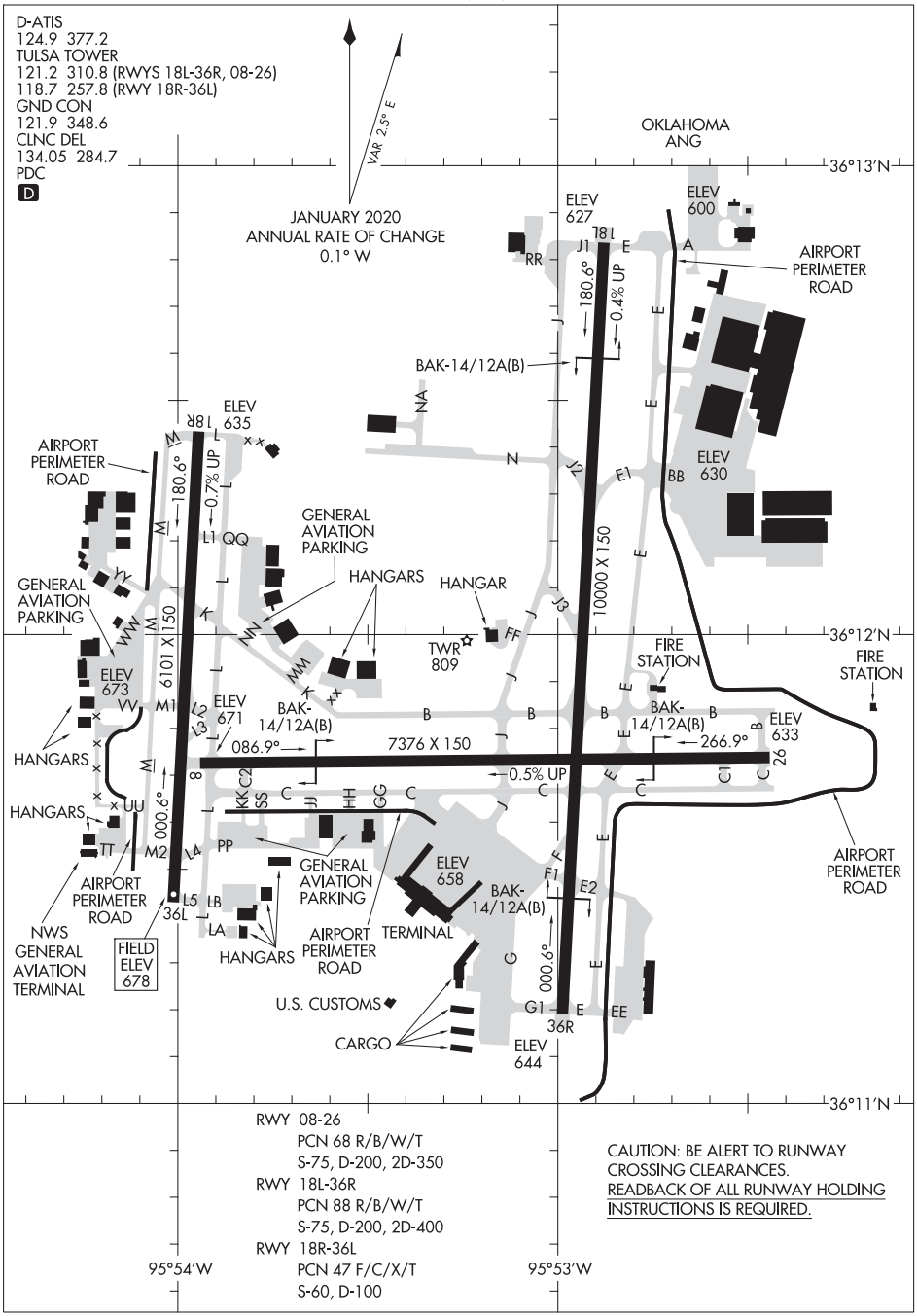
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D	E
S-26	1200-¾ 548 (600-¾)		1200-1¼ 548 (600-1¼)		
C CIRCLING	1200-1 522 (600-1)		1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)
HUKDO FIX MINIMUMS					
S-26	1080-¾ 428 (500-¾)		1080-¾ 428 (500-¾)		1080-¾ 428 (500-¾)
C CIRCLING	1120-1 442 (500-1)	1160-1 482 (500-1)	1520-2½ 842 (900-2½)	1520-2¾ 842 (900-2¾)	1520-3 842 (900-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

(TUL8.TUL) 20086

AL-432 (FAA)

TULSA EIGHT DEPARTURE

TULSA INTL (TUL)
TULSA, OKLAHOMA

TOP ALTITUDE: 15000

D-ATIS
124.9 377.2
TULSA TOWER
118.7 257.8 (Rwy 18R-36L)
121.2 310.8 (Rwys 18L-36R, 8-26)
CLNC DEL
134.05 284.7
TULSA DEP CON
124.0 338.3

CHANUTE
109.2 CNU
Chan 29
N37°37.57′-W95°35.61′
L-10-15, H-5

FARMINGTON
115.7 FAM
Chan 104
N37°40.41′-W90°14.04′
L-16, H-5

NEOSHO
117.3 EOS
Chan 120
N36°50.55′-W94°26.14′
L-16, H-6

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.11′
L-15, H-6

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

KINGFISHER
114.7 IFI
Chan 94
N35°48.32′-W98°00.24′
L-15, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.31′-W94°16.29′
L-16, H-6

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′
L-17, H-6

360° 1100
180° 1100
266° 1100
086° 1100
080°
260°
R-080

TAKEOFF MINIMUMS
Rwys 8, 18L/R, 36L/R: Standard.
Rwy 26: Standard with minimum climb of 225′ per NM to 2900.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 180° to 1100, thence. . . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 360° to 1100, thence. . . .
TAKEOFF RUNWAY 8: Climb on heading 086° to 1100, thence. . . .
TAKEOFF RUNWAY 26: Climb on heading 266° to 1100, thence. . . .

. . . .continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

ILS or LOC RWY 17C

VANCE AFB (KEND)

LOC I-LVC	APCH CRS	Rwy ldg / TDZE / Arpt Elev
108.9	175°	9217 / 1277 / 1307

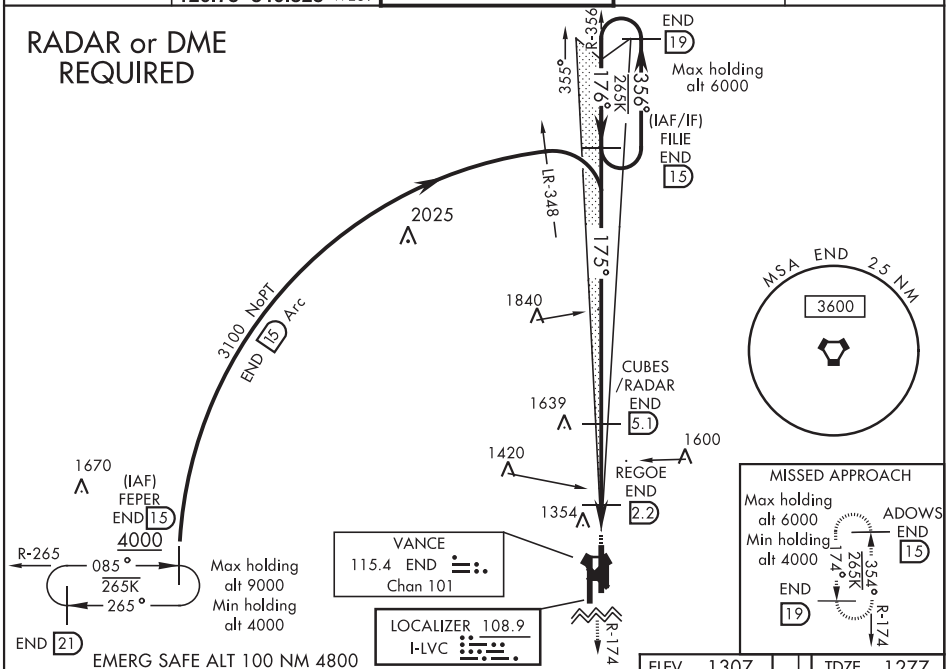
AL-135 [USAF]

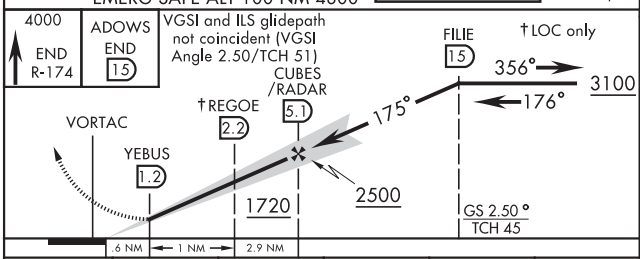
*When ALS inop, increase RVR to 55, vis to 1 mile.
**When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅜ mile.
***Circling not authorized at night to Rwy 35R.

SALSF

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

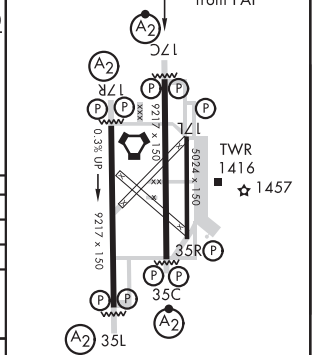




ELEV 1307	TDZE 1277

REIL Rwy 17L
MIRL Rwy 17L-35R

175°4.5 NM from FAF



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

CATEGORY	A	B	C	D	E
S-ILS 17C	1477/40		200	(200-¾)	
S-LOC 17C*	1620/40		343	(400-¾)	
C CIRCLING ***	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT REGOE FIX					
S-LOC 17C **	1720/40 443 (500-¾)		1720/55 443 (500-1)		
C CIRCLING ***	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

ENID, OKLAHOMA
Amdt 1 26MAR20

36°20′N-97°55′W

VANCE AFB (KEND)

ILS or LOC RWY 17C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20254

ENID, OKLAHOMA

ILS or LOC RWY 35C

VANCE AFB (KEND)

LOC I-END	APCH CRS	Rwy ldg	9217
110.1	355°	TDZE	1293
		Arpt Elev	1307

AL-135 [USAF]

RADAR or DME required.

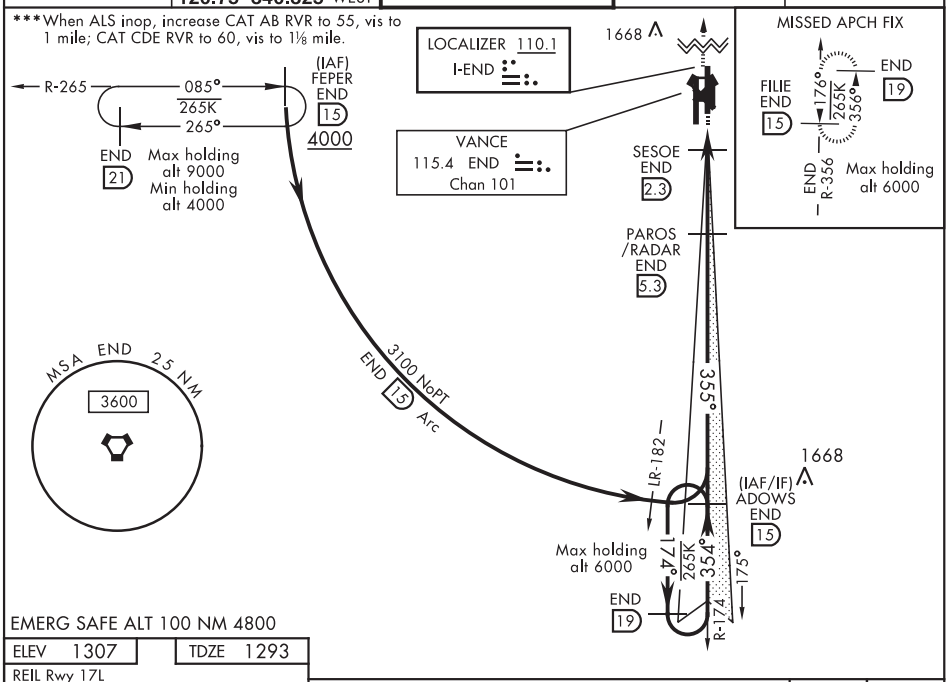
T *When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 50, vis to 1 mile.
**Circling not authorized at night to Rwy 35R.

SALSF A2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

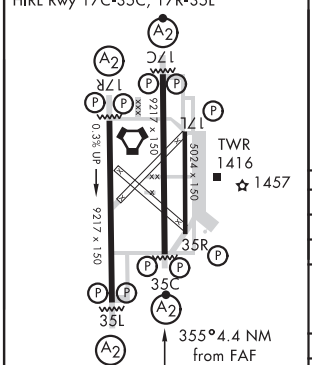
***When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ mile.

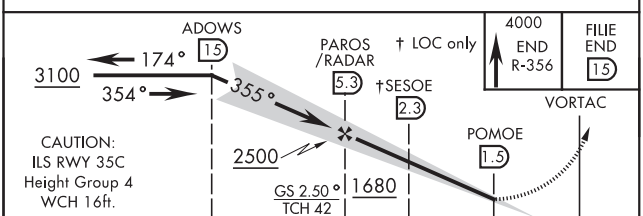


EMERG SAFE ALT 100 NM 4800

ELEV 1307	TDZE 1293

REIL Rwy 17L
MIRL Rwy 17L-35R
HIRL Rwy 17C-35C, 17R-35L





CATEGORY	A	B	C	D	E
S-ILS 35C	1493/40		200	(200-¾)	
S-LOC 35C*	1620/40		327	(400-¾)	
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)
WITHOUT SESOE FIX MINIMUMS					
S-LOC 35C***	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

ENID, OKLAHOMA

Amdt 1 10SEP20

36°20′N-97°55′W

VANCE AFB (KEND)

ILS or LOC RWY 35C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

RNAV (GPS) RWY 17C

AL-135 (USAF)

VANCE AFB (KEND)

APCH CRS	Rwy ldg	9217
175°	TDZE	1277
	Arpt Elev	1307

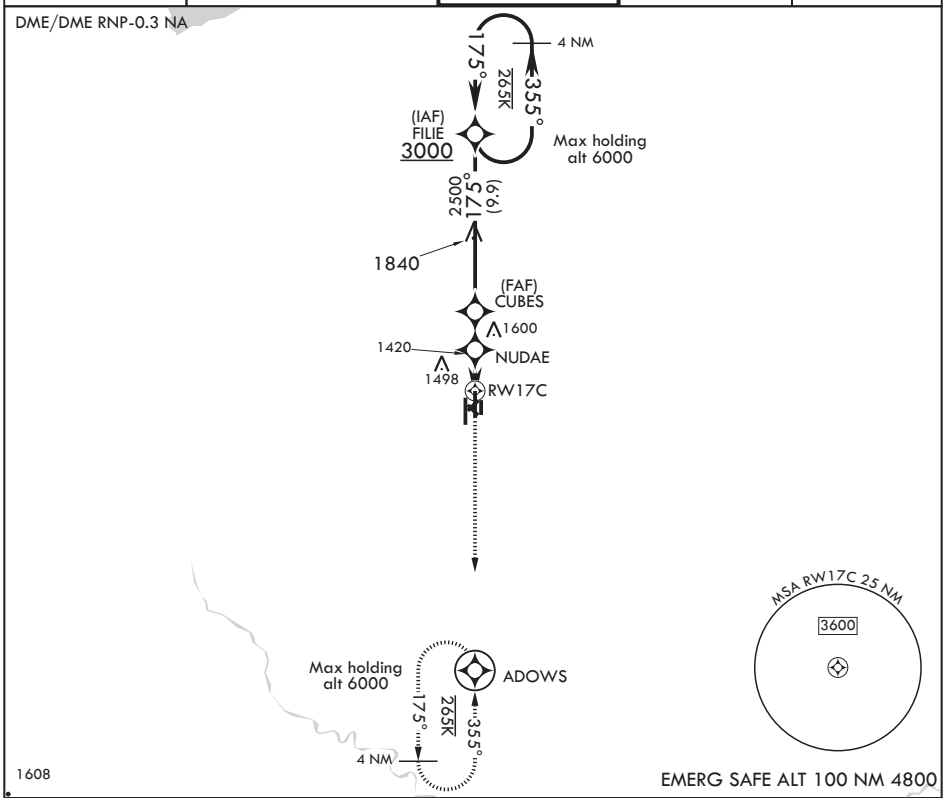
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized at night to RWY 35R.

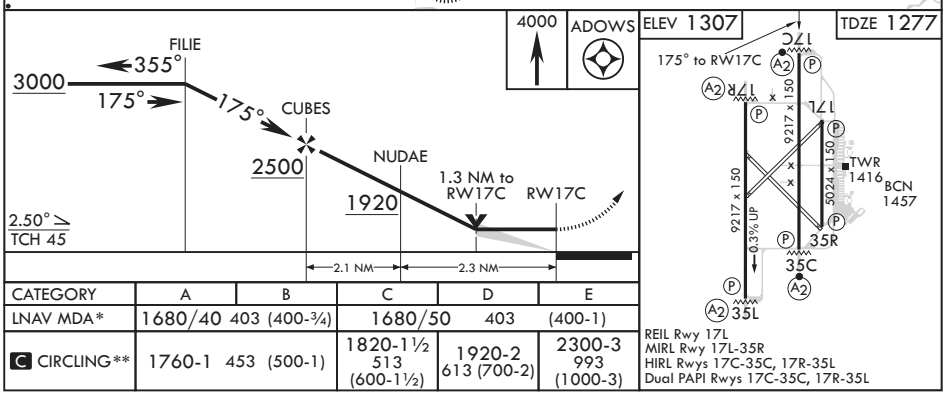
SALS

MISSED APPROACH: Climb to 4000 direct ADOWS and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA





CATEGORY	A	B	C	D	E
LNAV MDA*	1680/40 403 (400-¾)		1680/50 403 (400-1)		
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

Amdt 8 15AUG19

36°20'N - 97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 17C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ENID, OKLAHOMA

RNAV (GPS) RWY 17R

APCH CRS 163°	Rwy ldg 9217 TDZE 1287 Arpt Elev 1307

AL-135 (USAF)

VANCE AFB (KEND)

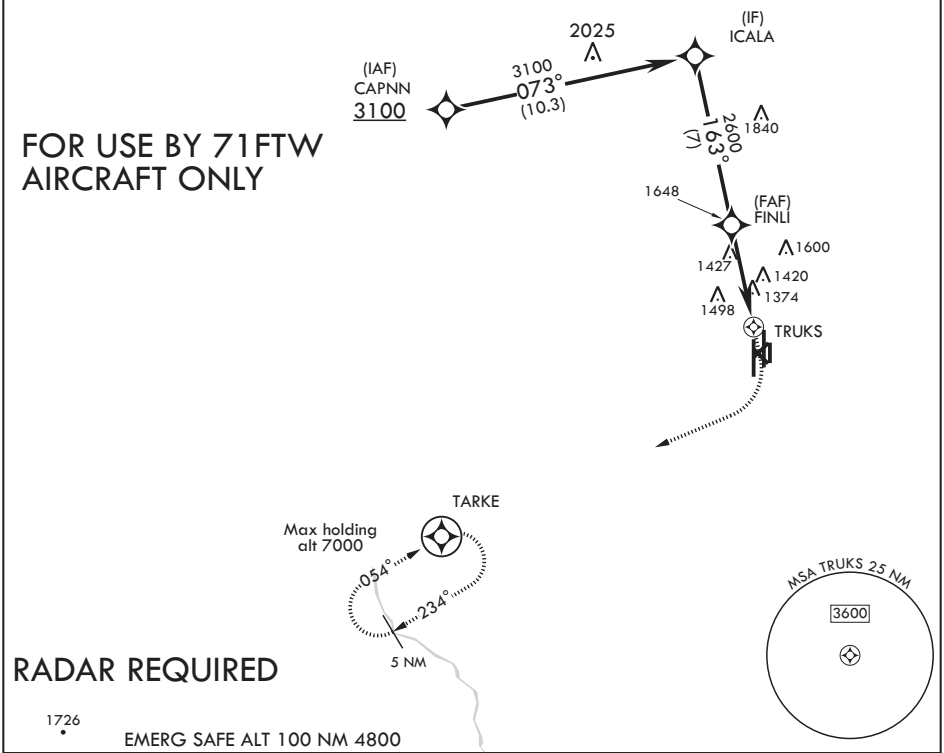
* When ALS inop, increase CAT CDE vis to 1 1/8 miles.
** Circling not authorized at night to RWY 35R.

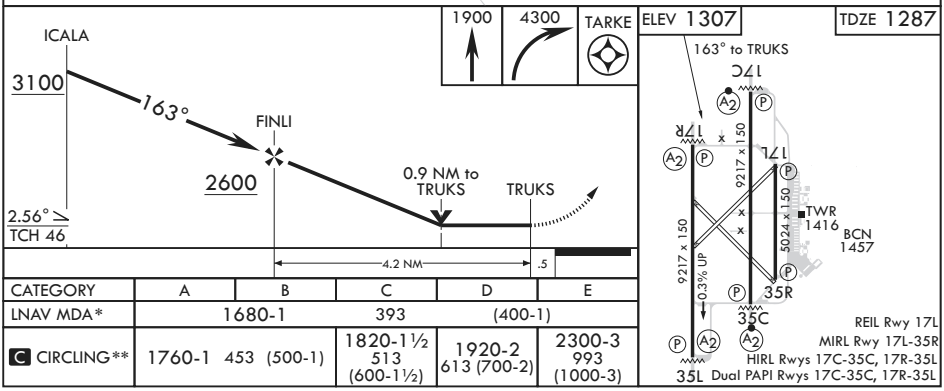
SALS A2

MISSED APPROACH: Climb to 1900, then climbing right turn to 4300 direct TARKE and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA





CATEGORY	A	B	C	D	E
LNAV MDA*	1680-1		393	(400-1)	
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

36°20'N - 97°55'W

VANCE AFB (KEND)

Amdt 5 15AUG19

RNAV (GPS) RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

RNAV (GPS) RWY 35C

APCH CRS 355°	Rwy ldg 9217 TDZE 1293 Arpt Elev 1307

AL-135 (USAF)

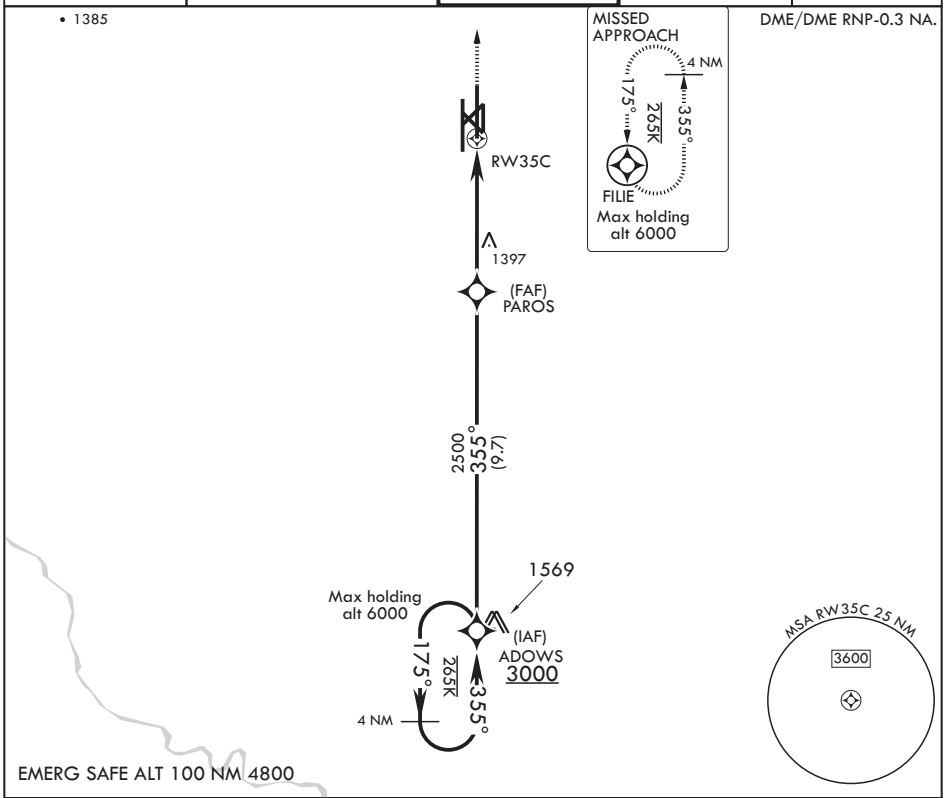
VANCE AFB (KEND)

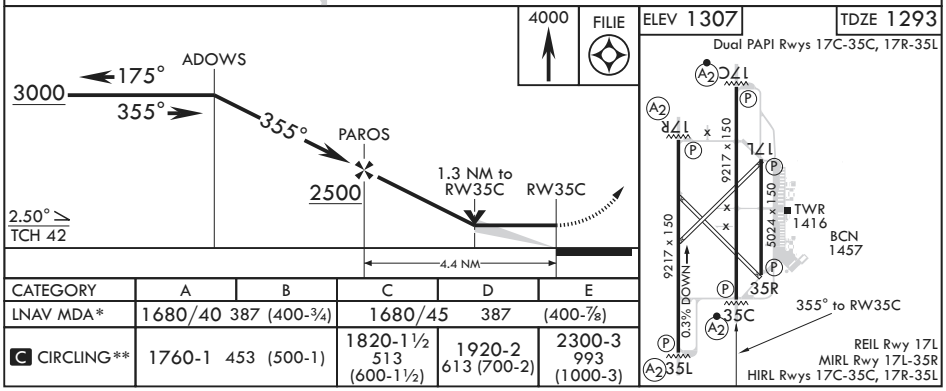
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
** Circling not authorized at night to RWY 35R.

SALS A2

MISSED APPROACH: Climb to 4000 direct FILIE and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
LNAV MDA*	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

Amdt 7 15AUG19

36°20'N - 97°55'W

VANCE AFB (KEND)

RNAV (GPS) RWY 35C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ENID, OKLAHOMA

RNAV (GPS) RWY 35L

APCH CRS	Rwy ldg	9217
003°	TDZE	1307
	Arpt Elev	1307

AL-135 (USAF)

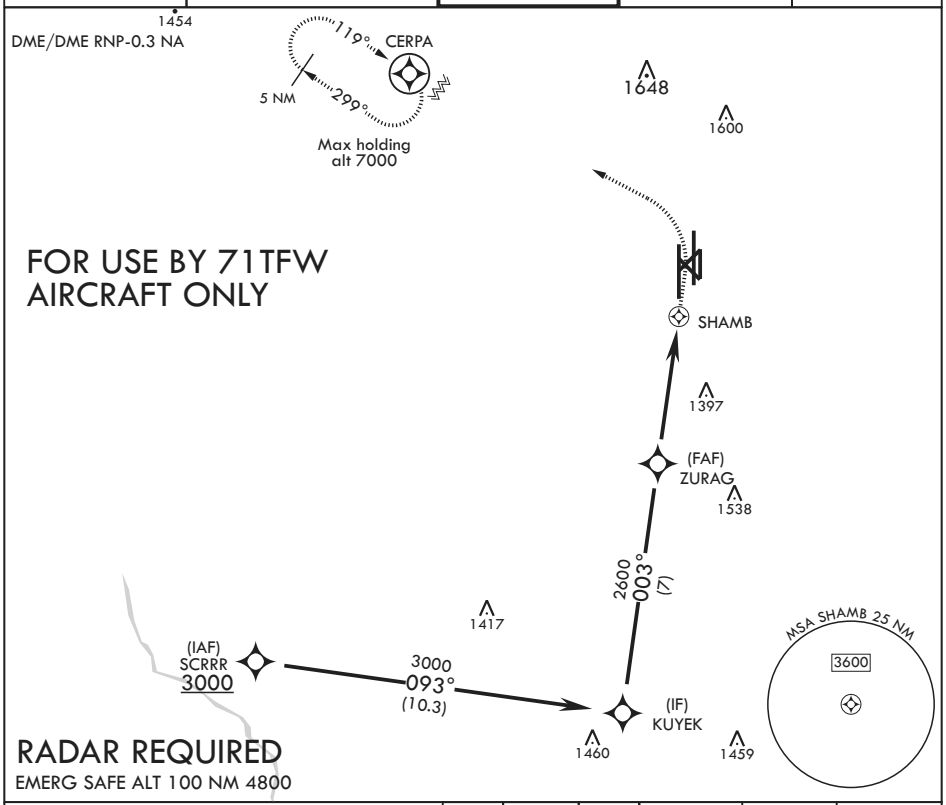
VANCE AFB (KEND)

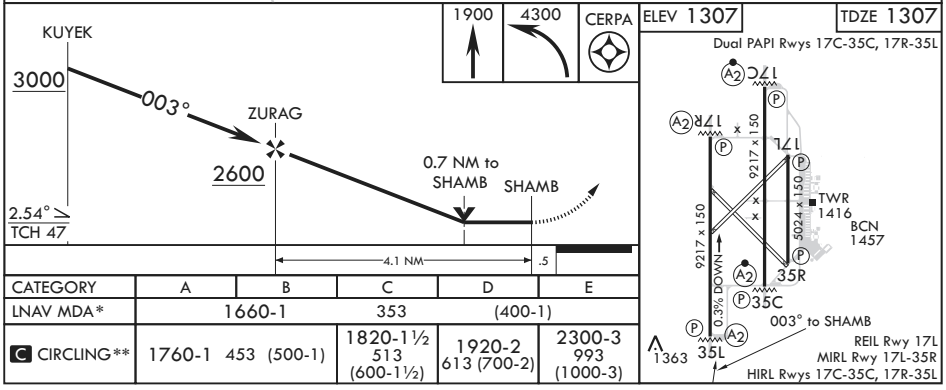
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/8 miles.
* Circling not authorized at night to Rwy 35R.

SALS

MISSED APPROACH: Climb to 1900, then climbing left turn to 4300 direct CERPA and hold.

ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4





CATEGORY	A	B	C	D	E
LNAV MDA*	1660-1		353	(400-1)	
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

RNAV (GPS)-A

APCH CRS 314°	Rwy ldg N/A TDZE N/A Arpt Elev 1307

AL-135 (USAF)

VANCE AFB (KEND)

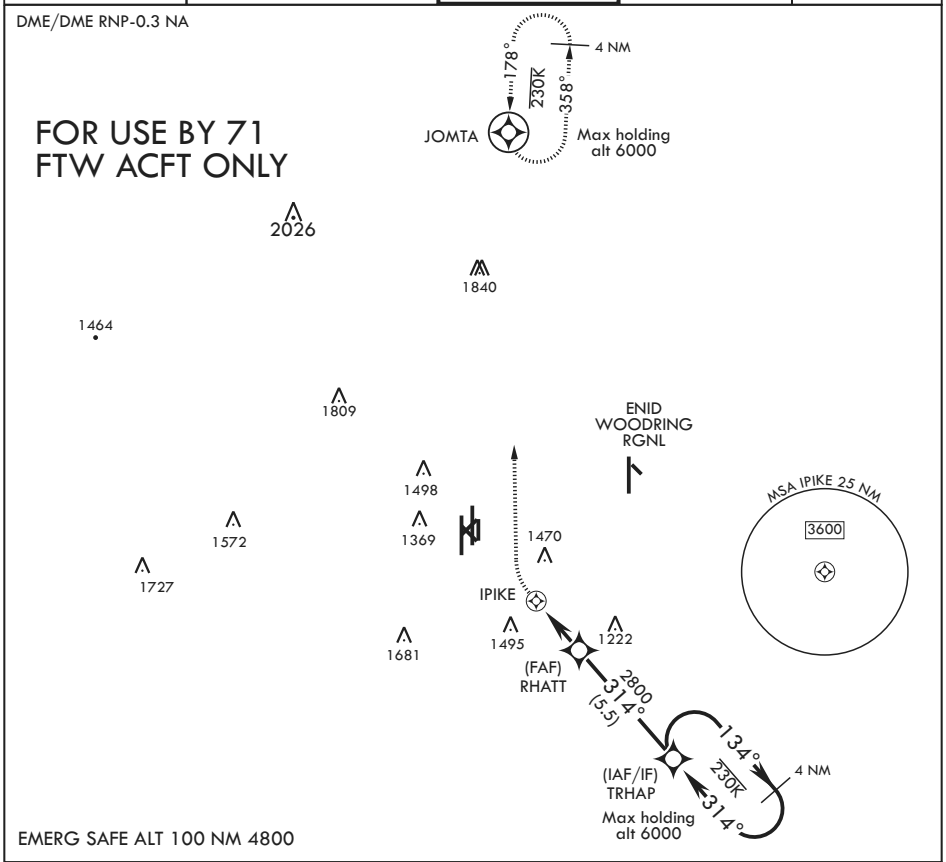
* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb to 1900, then climbing right turn to 4300 direct JOMTA and hold.

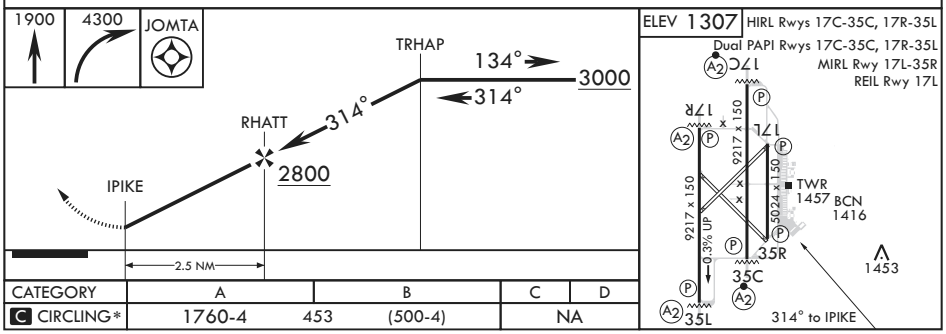
ATIS★	APP CON	TOWER★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA

FOR USE BY 71 FTW ACFT ONLY



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D
C CIRCLING*	1760-4 453	(500-4)	NA	

ENID, OKLAHOMA

36°20'N - 97°55'W

VANCE AFB (KEND)

Amdt 5 15AUG19

RNAV (GPS)-A

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

20198

RNAV (GPS)-B

APCH CRS	Rwy ldg	N/A
199°	TDZE	N/A
	Arpt Elev	1307

AL-135 [USAF]

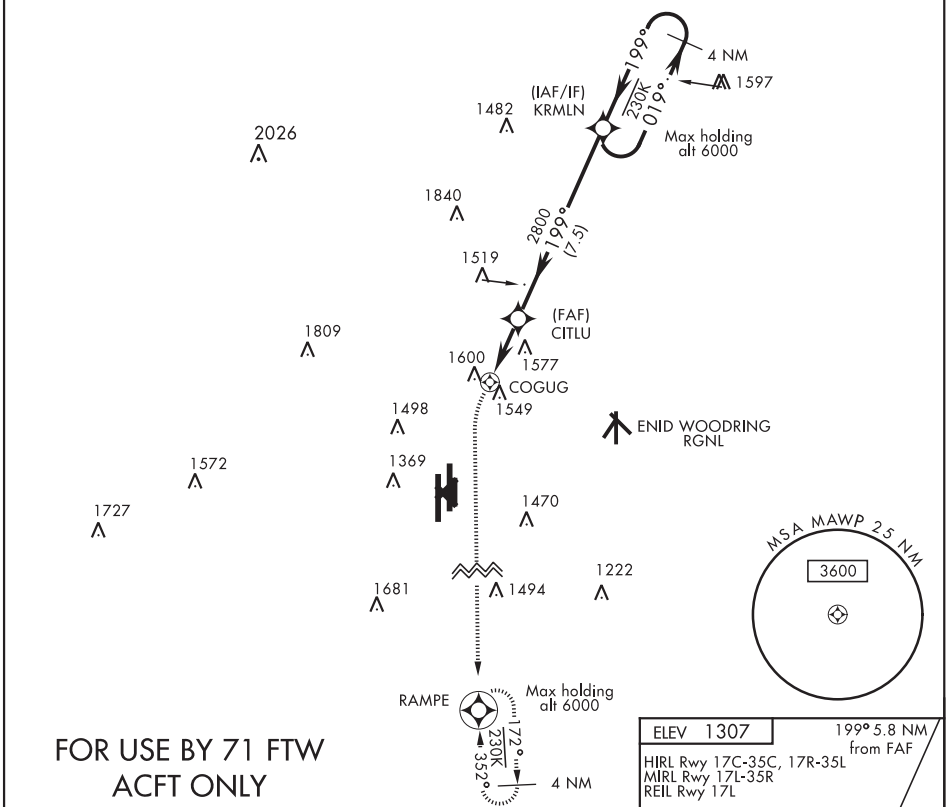
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climbing left turn to 4000 direct to RAMPE and hold.

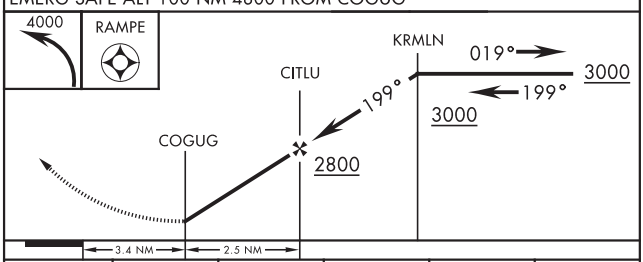
ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 121.3 291.1 WEST	124.05 259.1	121.8 289.4	225.4

DME/DME RNP-0.3 NA



FOR USE BY 71 FTW
ACFT ONLY

EMERG SAFE ALT 100 NM 4800 FROM COGUG

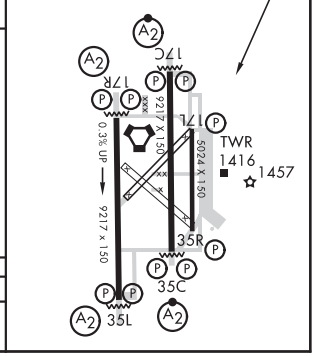


CATEGORY	A	B	C	D	E
C CIRCLING *	1880-4	573	(600-4)	NOT AUTHORIZED	

ELEV 1307

199° 5.8 NM from FAF

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 4 12DEC13

RNAV (GPS)-B

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

VOR/DME-A

VORTAC END 115.4 Chan 101	APCH CRS 314°	Rwy ldg N/A TDZE N/A Arpt Elev 1307

AL-135 [USAF]

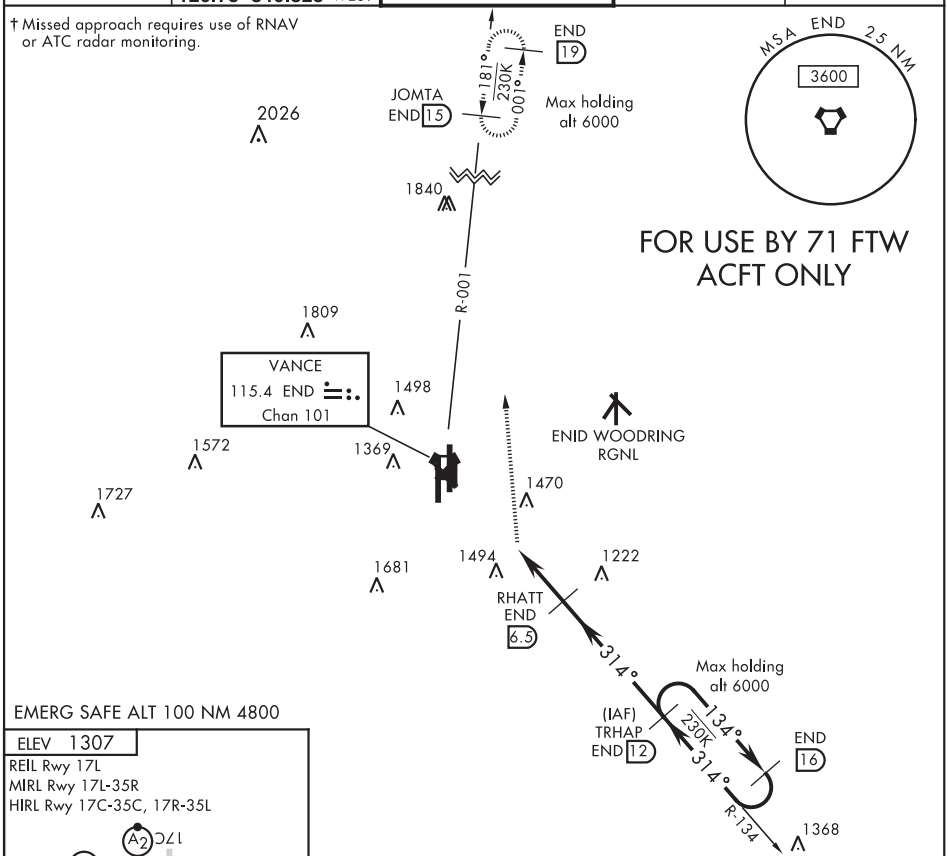
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

† MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

† Missed approach requires use of RNAV or ATC radar monitoring.



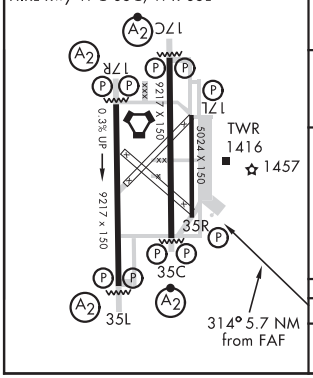
EMERG SAFE ALT 100 NM 4800

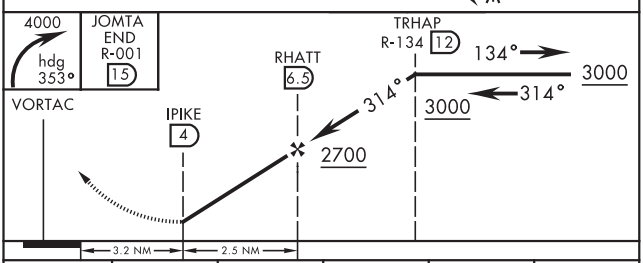
ELEV 1307

REIL Rwy 17L

MIRL Rwy 17L-35R

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





CATEGORY	A	B	C	D	E
C CIRCLING *	1780-4	473 (500-4)	NOT AUTHORIZED		

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 4 06FEB14

VOR/DME-A

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

20198

VOR/DME-B

VORTAC END	APCH CRS	Rwy ldg	N/A
115.4	199°	TDZE	N/A
Chan 101		Arpt Elev	1307

AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

† MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

† Missed approach requires use of RNAV or ATC Radar monitoring.

R-019

END 18

(IAF) KRMLN END 14

199°

230K

019°

1597

Max holding alt 6000

1482

2026

1840

199°

1519

FOR USE BY 71 FTW ACFT ONLY

CITLU END 6.5

1809

1600

1577

1498

ENID WOODRING RGNL

1572

1369

1727

1470

VANCE 115.4 END Chan 101

1494

1222

1681

R-169

MSA END 25 NM 3600

RAMPE END 15

Max holding alt 6000

230K

169°

349°

END 19

EMERG SAFE ALT 100 NM 4800

4000 hdg 175°

RAMPE END R-169 15

KRMLN R-019 14

019°

3000

CITLU 6.5

199°

199°

3000

VORTAC

COGUG 4

2800

3.4 NM

2.5 NM

ELEV 1307

199° 8.9 NM from FAF

REIL Rwy 17L

MIRL Rwy 17L-35R

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

17C

17R

17L

9217 X 150

0.3% UP

5024 X 150

TWR 1416

1457

35R

35C

35L

CATEGORY	A	B	C	D	E
C CIRCLING *	1880-4 573 (600-4)		NOT AUTHORIZED		

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17C

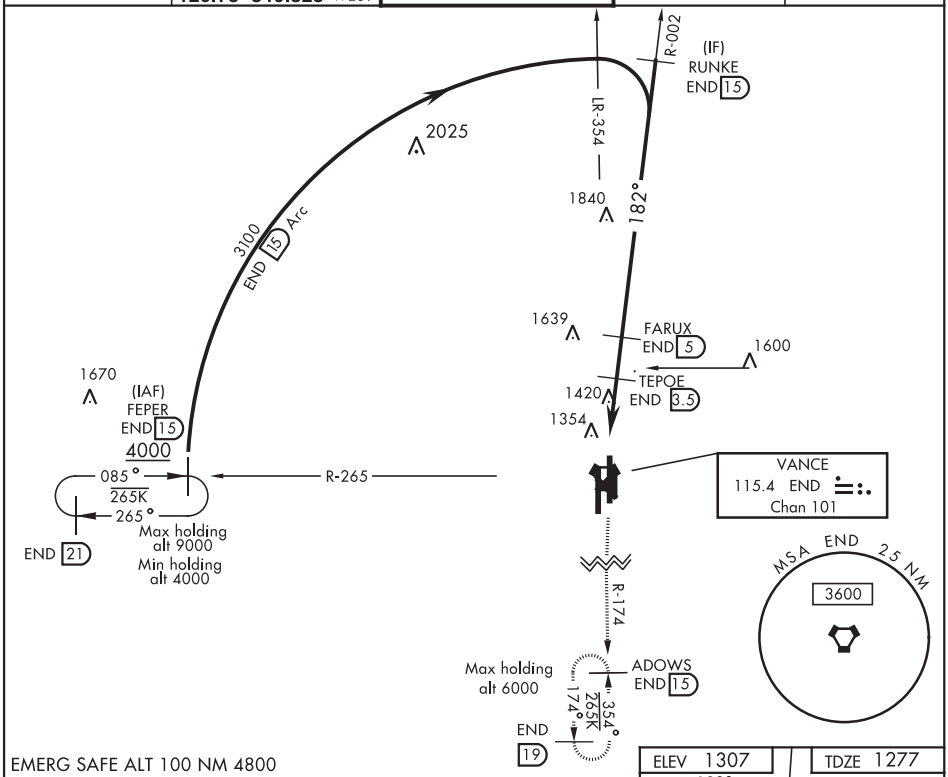
VORTAC END 115.4 Chan 101	APCH CRS 182°	Rwy ldg 9217 TDZE 1277 Arpt Elev 1307	AL-135 [USAF]	VANCE AFB (KEND)

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to Rwy 35R.

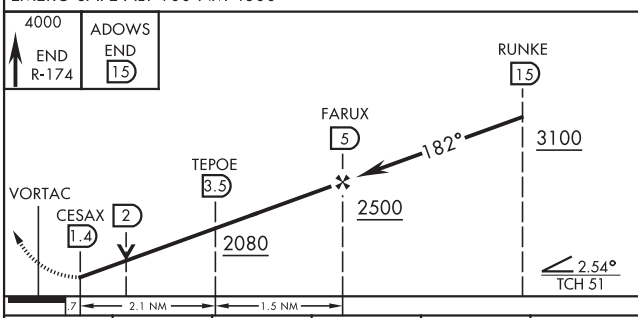
SALSF A2

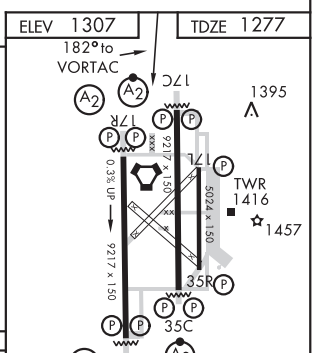
MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-17C *	1680/40 403 (400-¾)		1680/50 403 (400-1)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA 36° 20′N-97° 55′W VANCE AFB (KEND)

Amdt 4 12SEP19

VOR/DME or TACAN RWY 17C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ENID, OKLAHOMA

VOR/DME or TACAN RWY 17R

VORTAC END 115.4 Chan 101	APCH CRS 162°	Rwy ldg 9217 TDZE 1287 Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

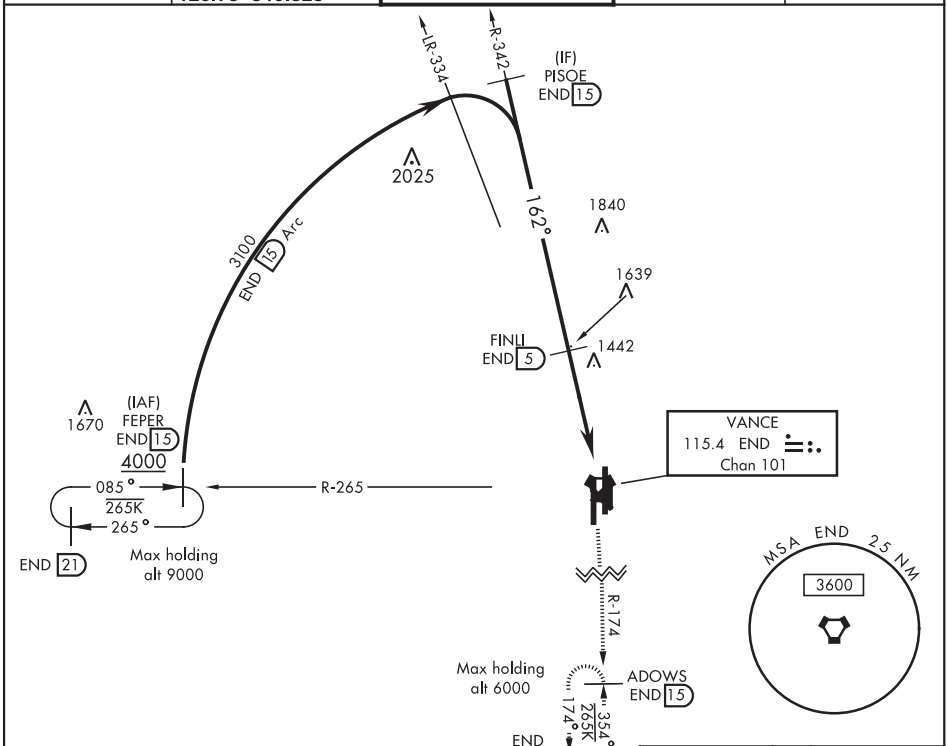
∗ When ALS inop, increase CAT CDE vis to 1¼ miles.

∗∗ Circling not authorized at night to Rwy 35R.

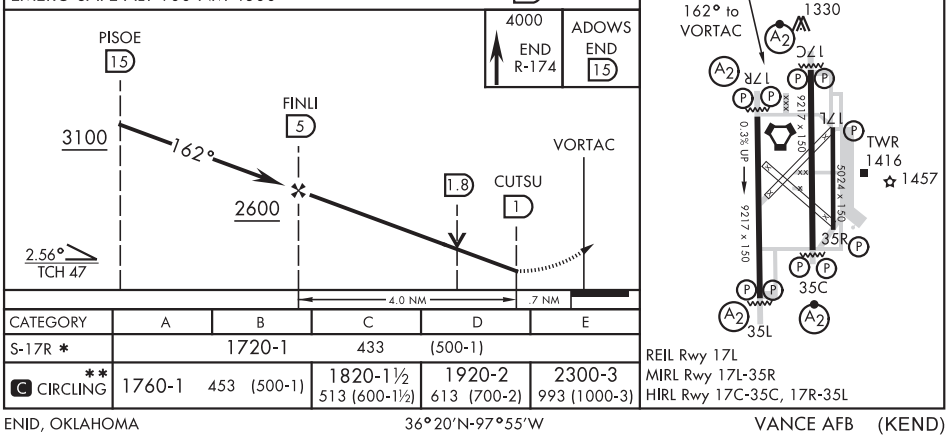
SALS A2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-174 to ADOWS and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-17R ∗	1720-1		433 (500-1)		
C CIRCLING ∗∗	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA

36°20′N-97°55′W

VANCE AFB (KEND)

Amdt 4 12SEP19
TERPS

VOR/DME or TACAN RWY 17R

SC-1, 25 FEB 2021 to 22 APR 2021

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35C

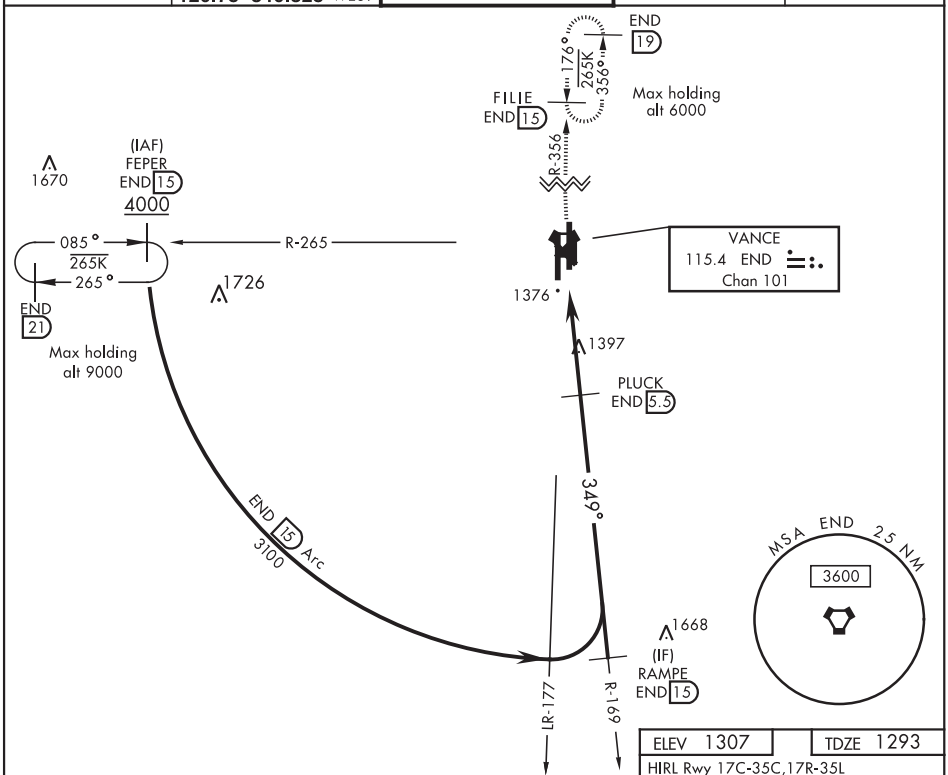
VORTAC END 115.4 Chan 101	APCH CRS 349°	Rwy ldg 9217 TDZE 1293 Arpt Elev 1307	AL-135 [USAF]	VANCE AFB (KEND)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized at night to Rwy 35R.

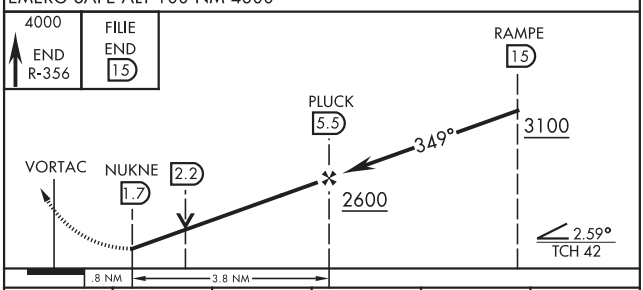
SALSF

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

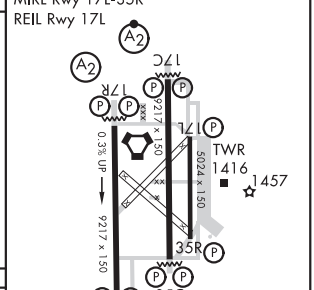


EMERG SAFE ALT 100 NM 4800



ELEV 1307	TDZE 1293

HIRL Rwy 17C-35C,17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



CATEGORY	A	B	C	D	E
S-35C *	1680/40 387 (400-¾)		1680/45 387 (400-⅞)		
** C CIRCLING	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ENID, OKLAHOMA 36°20′N-97°55′W VANCE AFB (KEND)

Amdt 4 12SEP19

VOR/DME or TACAN RWY 35C

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

20198

ENID, OKLAHOMA

VOR/DME or TACAN RWY 35L

VORTAC END 115.4 Chan 101	APCH CRS 003°	Rwy ldg 9217 TDZE 1307 Arpt Elev 1307

AL-135 [USAF]

VANCE AFB (KEND)

* When ALS inop, increase CAT ABCDE vis to 1 mile.
** Circling not authorized at night to Rwy 35R.

SALS A2

MISSED APPROACH: Climb to 4000, intercept END VORTAC R-356 to FILIE and hold.

ATIS ★	VANCE APP CON	VANCE TOWER ★	GND CON	CLNC DEL
115.4 263.15	125.45 388.2 EAST 126.75 346.325 WEST	124.05 259.1	121.8 289.4	225.4

END 19
176°
265K
356°
Max holding alt 6000
FILIE END 15
1600
R-356
1498
(IAF) FEPER END 15
4000
1670
085°
265K
265°
R-265
1726
END 21
Max holding alt 9000
VANCE 115.4 END Chan 101
1373
1397
ZURAG END 5.9
003°
END 15 Arc 310°
MSA END 25 NM
3600
(IF) 1569
WAKEG END 15
LR-191
R-183

EMERG SAFE ALT 100 NM 4800

4000 END R-356	FILIE END 15

WAKEG 15
3100
003°
ZURAG 5.9
2600
2.5
TEBTE 2
VORTAC
2.54°
TCH 49
3.9 NM
.7

CATEGORY	A	B	C	D	E
S-35L*	1680-1		373	(400-1)	
C CIRCLING**	1760-1 453 (500-1)		1820-1½ 513 (600-1½)	1920-2 613 (700-2)	2300-3 993 (1000-3)

ELEV 1307 | TDZE 1307

HIRL Rwy 17C-35C,17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

17C
17R
17L
9217 x 150
9217 x 150
5024 x 150
0.3% DOWN
TWR 1416
1457
35R
35C
35L
003° to VORTAC

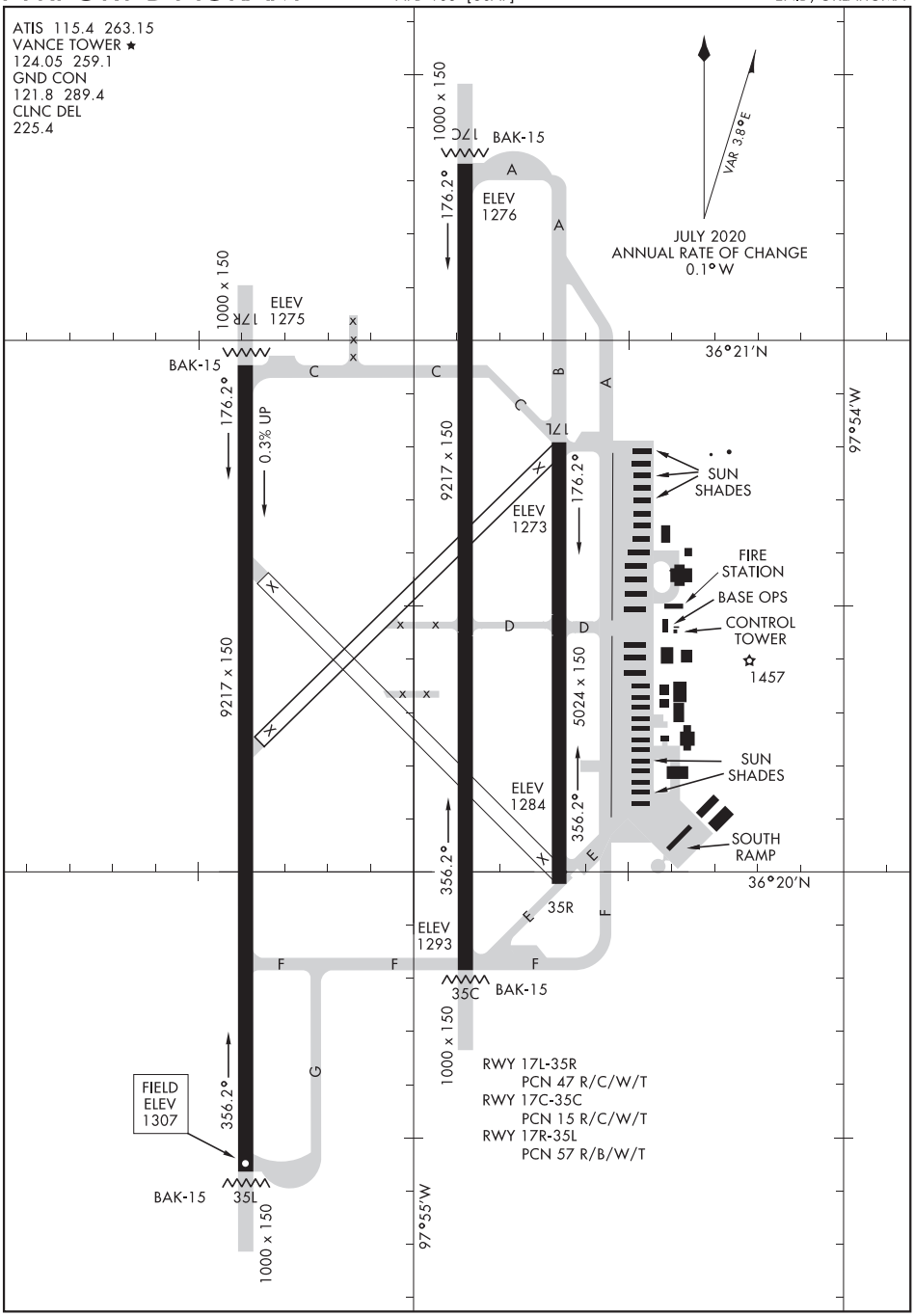
ENID, OKLAHOMA
Amdt 4 12SEP19

36° 20′N-97° 55′W

VANCE AFB (KEND)

VOR/DME or TACAN RWY 35L

SC-1, 25 FEB 2021 to 22 APR 2021



SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

12348

VANCE AFB (KEND)

JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

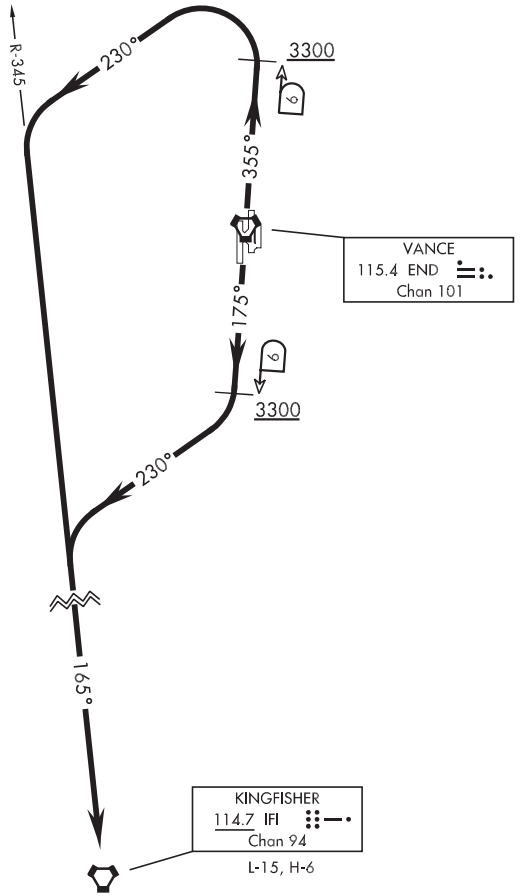
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

Rwy	Knots	60	120	180	240
35L	V/V(fpm)	360	710	1060	1420
35C	V/V(fpm)	380	760	1140	1510
17R	V/V(fpm)	430	850	1270	1690
17C	V/V(fpm)	400	790	1180	1580

ATC Climb Rate to 3300



DME REQUIRED

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.

SAPEE ONE DEPARTURE (RNAV) (SAPEE1•SAPEE)

ENID, OKLAHOMA

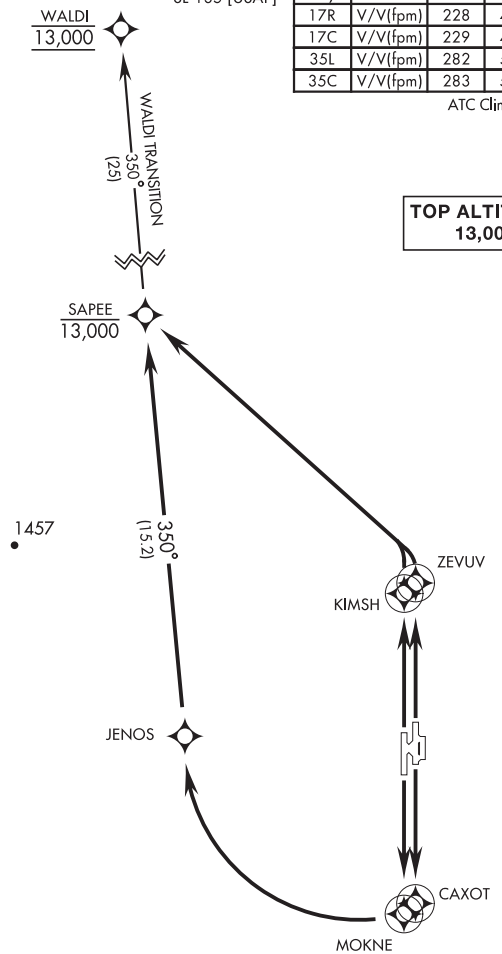
ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

RNAV1-GPS.

SL-135 [USAF]

Rwy	Knots	60	120	180	240	300	360
17R	V/V(fpm)	228	456	684	912	1140	1368
17C	V/V(fpm)	229	458	687	916	1145	1374
35L	V/V(fpm)	282	564	846	1128	1410	1692
35C	V/V(fpm)	283	566	849	1132	1415	1698

ATC Climb Rate to 13,000



EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C: Climb direct CAXOT, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000.

TAKE-OFF RWY 17R: Climb direct MOKNE, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000.

TAKE-OFF RWY 35L: Climb direct KIMSH, then climbing left turn direct to cross SAPEE at or below 13,000.

TAKE-OFF RWY 35C: Climb direct ZEVUV, then climbing left turn direct to cross SAPEE at or below 13,000.

WALDI TRANSITION (SAPEE1.WALDI): From over SAPEE climbing track 350° to cross WALDI at 13,000.

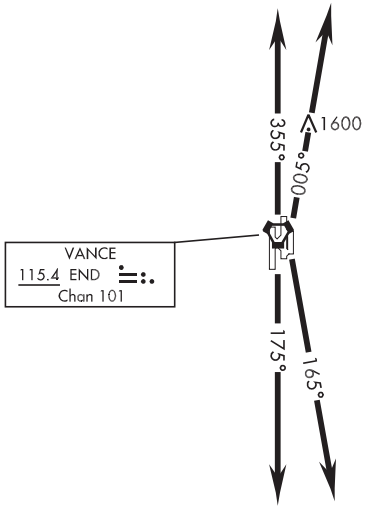
12348

VANCE ONE DEPARTURE

SL-135 [USAF]

VANCE AFB (KEND)
ENID, OKLAHOMA

ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3



RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
HEFNER-EASLEY (H68)

APP CRS	Rwy ldg	3401
176°	TDZE	594
	Apt Elev	598

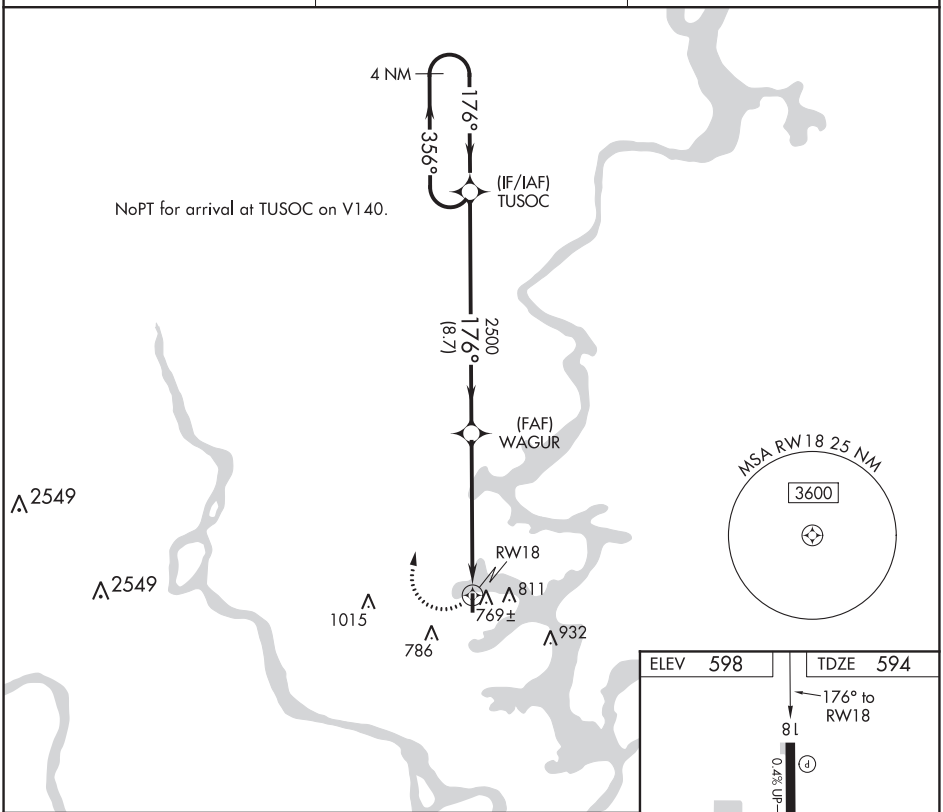
RNP APCH.

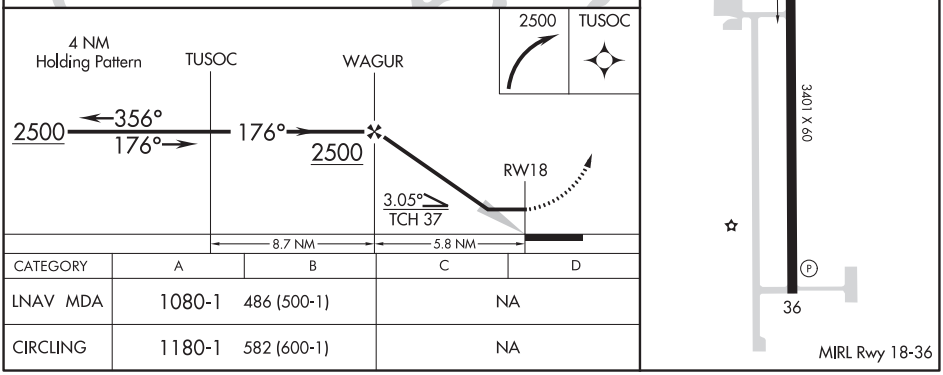
NA

Procedure NA at night.
Use Pryor altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

H71 AWOS-3PT	TULSA APP CON	CTAF
120.1	119.1 351.8	122.9





CATEGORY	A	B	C	D
LNAV MDA	1080-1	486 (500-1)	NA	
CIRCLING	1180-1	582 (600-1)	NA	

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WAGONER, OKLAHOMA

AL-10271 (FAA)

20198

RNAV (GPS) RWY 36

HEFNER-EASLEY (H68)

APP CRS	Rwy ldg	3401
356°	TDZE	599
	Apt Elev	599

RNP APCH.

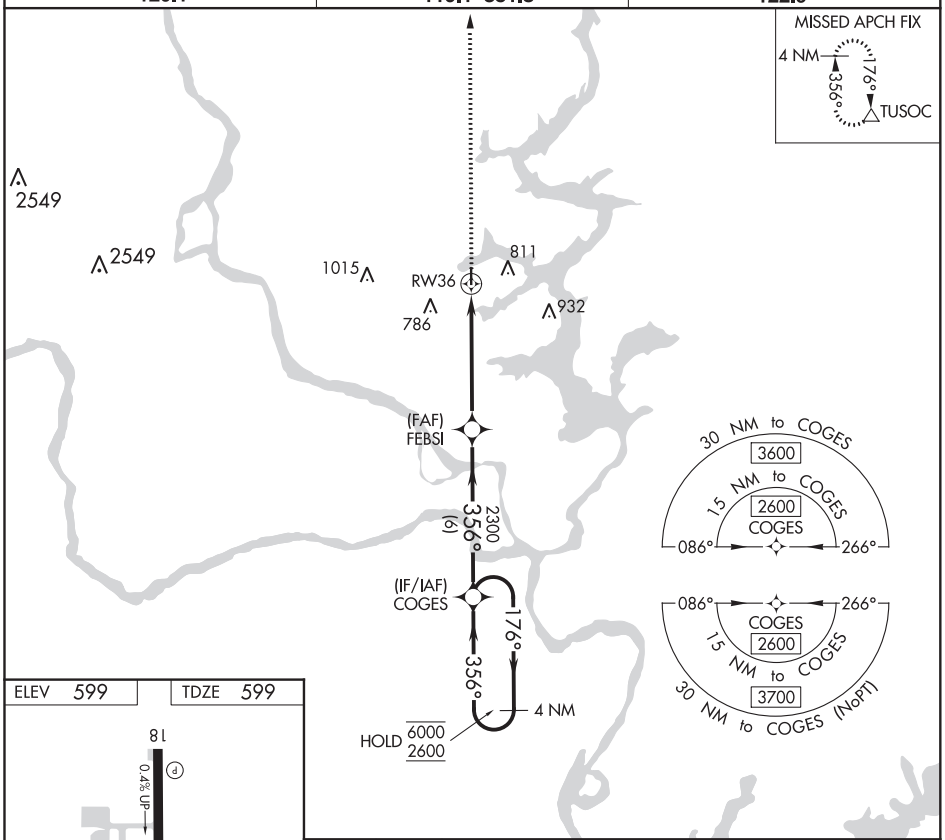
T

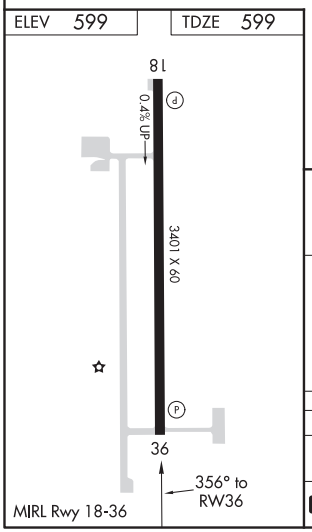
NA

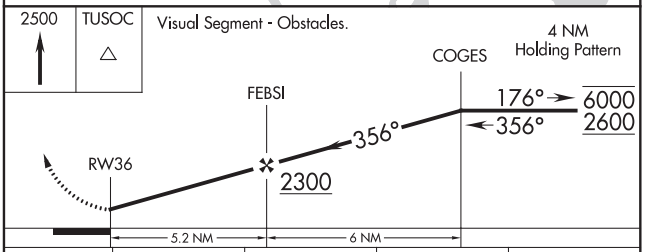
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Pryor altimeter setting.

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

H71 AWOS-3PT	TULSA APP CON	CTAF
120.1	119.1 351.8	122.9







CATEGORY	A	B	C	D
LNAV MDA	1140-1	541 (600-1)	NA	
C CIRCLING	1160-1	561 (600-1)	NA	

WAGONER, OKLAHOMA

Amdt 2 30JAN20

35°58′N-95°21′W

HEFNER-EASLEY (H68)

RNAV (GPS) RWY 36

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 77825 W04A	APP CRS 044°	Rwy ldg 6001 TDZE 279 Apt Elev 279

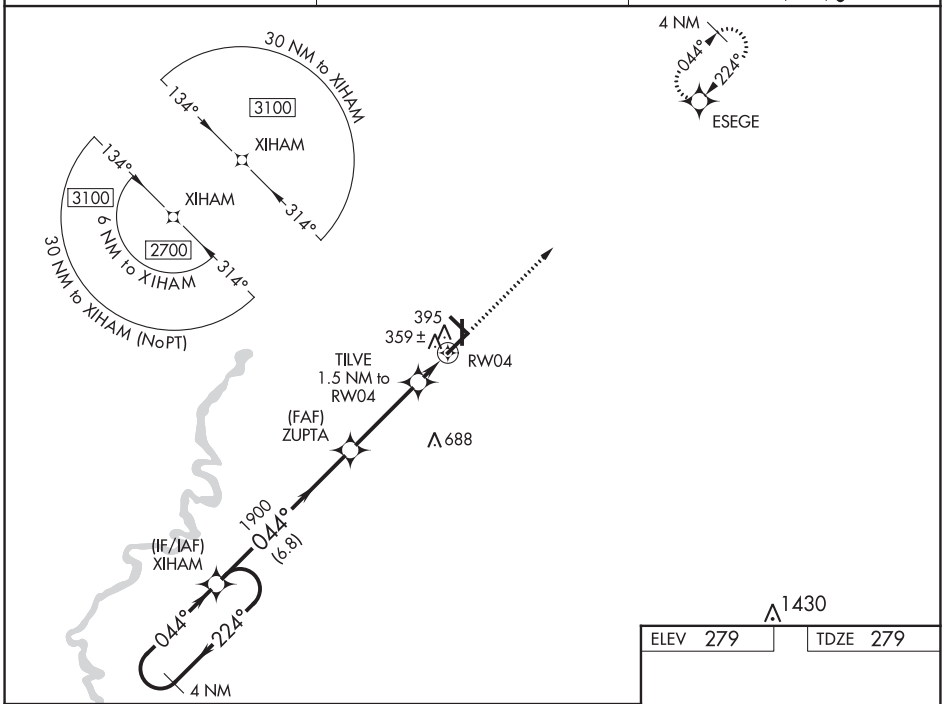
RNAV (GPS) RWY 4
WALNUT RIDGE RGNL (ARG)

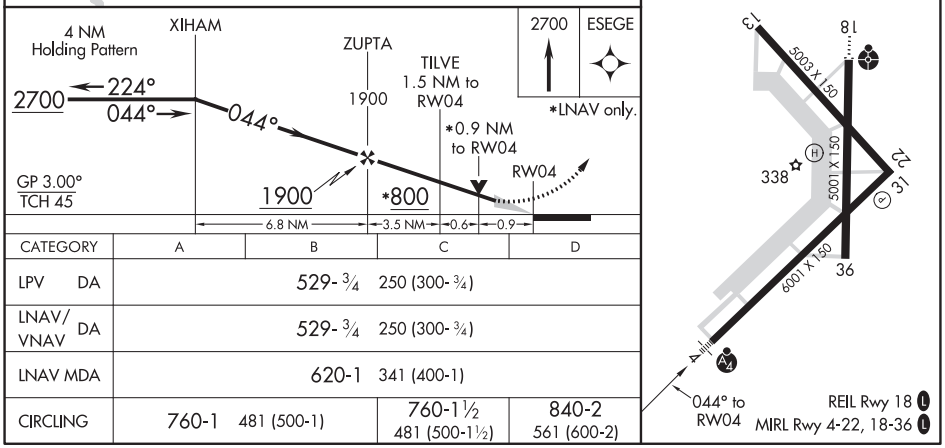
Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting.
When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile.

MALSF

MISSED APPROACH: Climb to 2700 direct ESEGE and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	529- ¾ 250 (300- ¾)			
LNAV/VNAV DA	529- ¾ 250 (300- ¾)			
LNAV MDA	620-1 341 (400-1)			
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

20366

RNAV (GPS) RWY 18
WALNUT RIDGE RGNL (ARG)

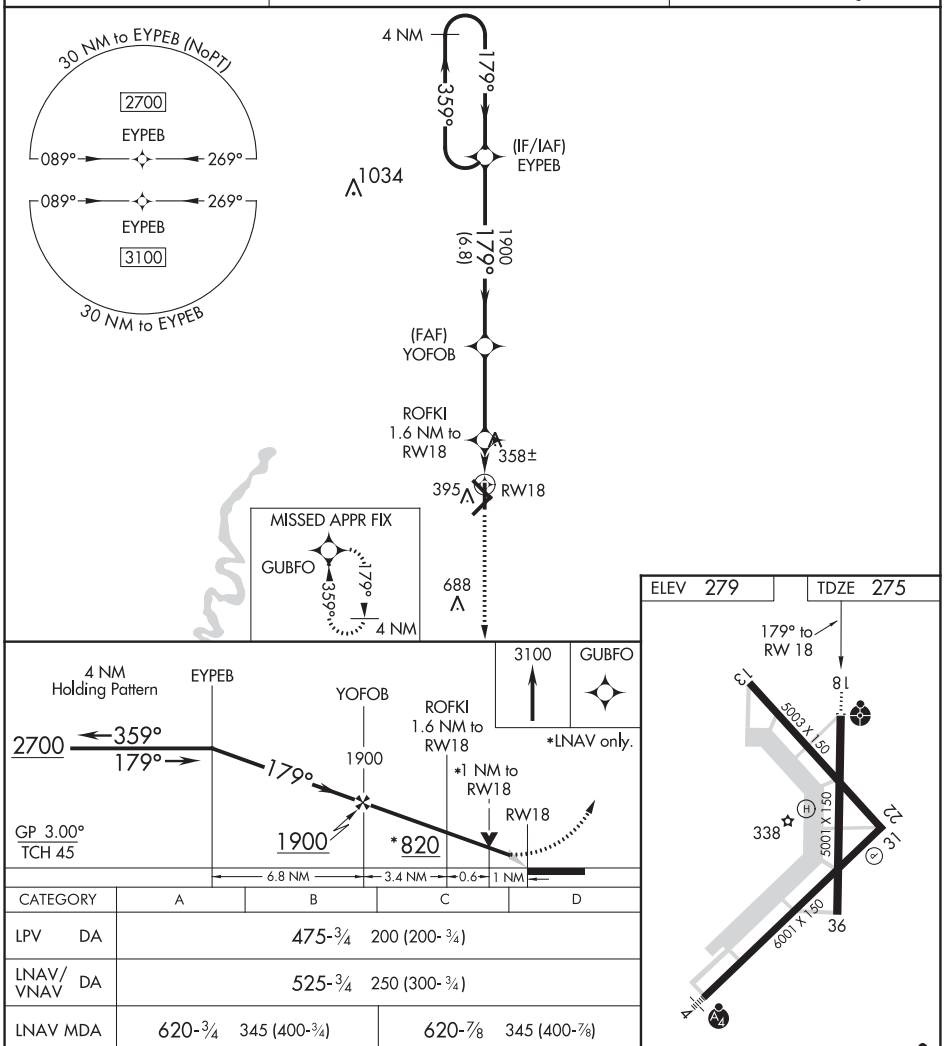
WAAS CH 65925 W18A	APP CRS 179°	Rwy ldg 5001 TDZE 275 Apt Elev 279

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile. For inoperative ODALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. When using Jonesboro altimeter setting; for inoperative ODALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C and D visibility to 1⅛ mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.

ODALS

MISSED APPROACH: Climb to 3100 direct GUBFO and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	475-¾ 200 (200-¾)			
LNAV/VNAV DA	525-¾ 250 (300-¾)			
LNAV MDA	620-¾ 345 (400-¾)		620-⅞ 345 (400-⅞)	
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

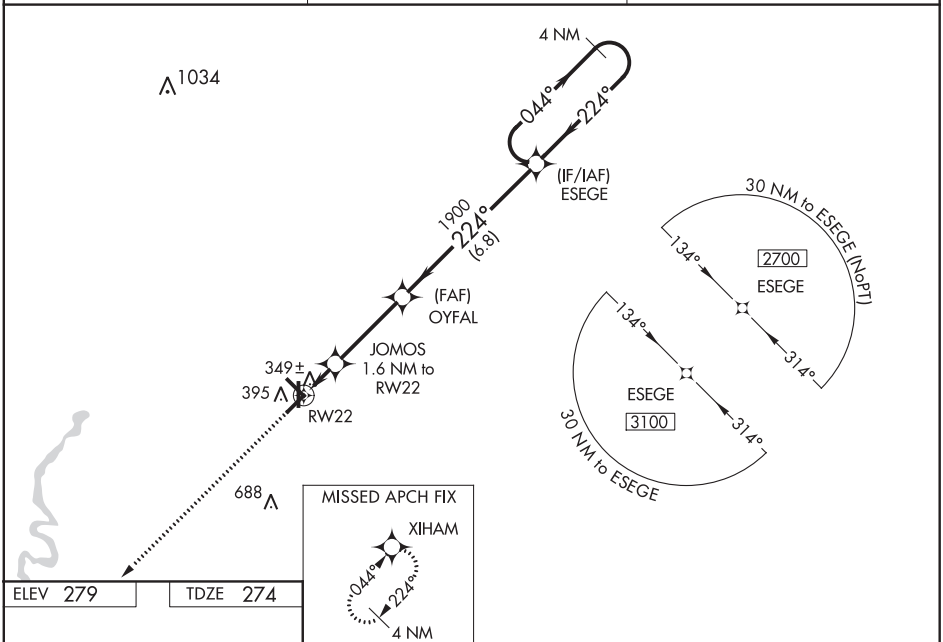
RNAV (GPS) RWY 22
WALNUT RIDGE RGNL (ARG)

WAAS CH 82125 W22A	APP CRS 224°	Rwy ldg 6001 TDZE 274 Apt Elev 279

Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ⅛ mile.

MISSED APPROACH: Climb to 2700 direct XIHAM and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	524-1 250 (300-1)			
LNAV/VNAV DA	524-1 250 (300-1)			
LNAV MDA	600-1 326 (400-1)			
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

WALNUT RIDGE, ARKANSAS

AL-441 (FAA)

20366

RNAV (GPS) RWY 36

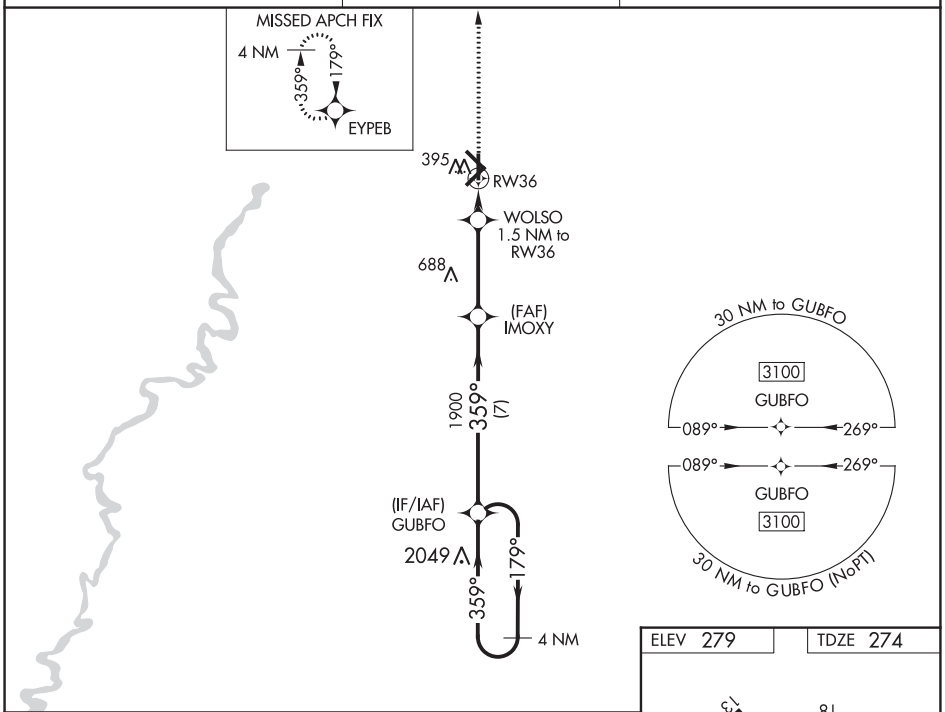
WALNUT RIDGE RGNL (ARG)

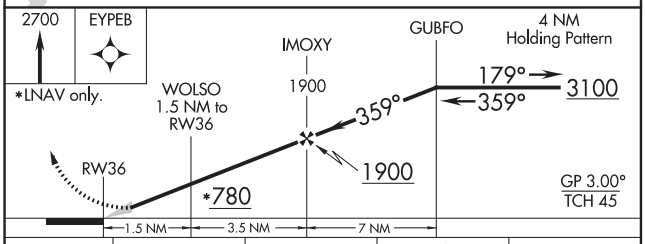
WAAS CH 45825 W36A	APP CRS 359°	Rwy ldg 5001 TDZE 274 Apt Elev 279

Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase all DA 54 feet and all MDA 60 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct EYPEB and hold.

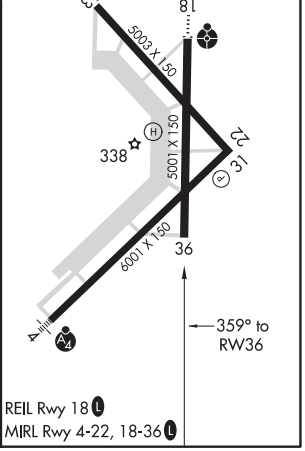
AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	474-1 200 (200-1)			
LNAV/VNAV DA	574-1 300 (300-1)			
LNAV MDA	660-1 386 (400-1)		660-1⅛ 386 (400-1⅛)	
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

ELEV 279 | TDZE 274



REIL Rwy 18 L
MIRL Rwy 4-22, 18-36 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

LOC RWY 18
WALNUT RIDGE RGNL (ARG)

LOC I-ARG	APP CRS	Rwy ldg / TDZE / Apt Elev
111.1	179°	5001 / 275 / 279

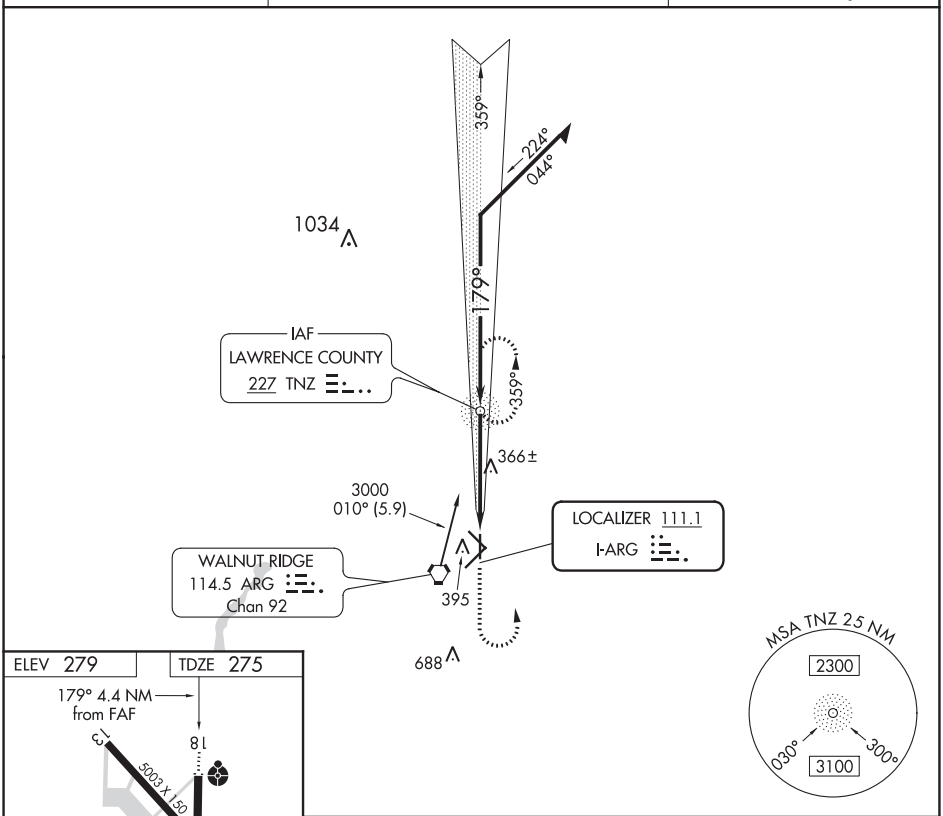
ADF required.

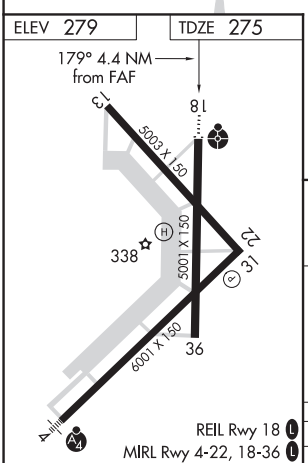
NA Inop table does not apply to S-18 Cat D.

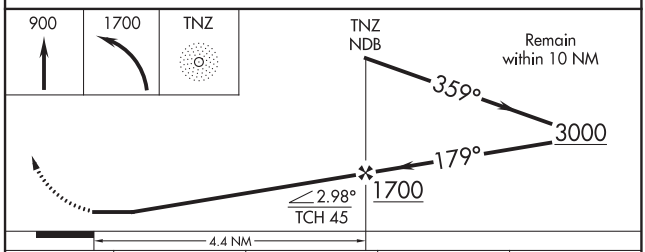
ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
135.925	120.075 289.4	122.8 (CTAF) L







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-18	620-¾ 345 (400-¾)		620-⅞ 345 (400-⅞)	620-1¼ 345 (400-1¼)
CIRCLING	760-1 481 (500-1)		760-1½ 481 (500-1½)	840-2 561 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WARREN, ARKANSAS | AL-5700 (FAA) | 20310

APP CRS	Rwy ldg	3829
030°	TDZE	235
	Apt Elev	235

RNAV (GPS) RWY 3
WARREN MUNI (3M9)

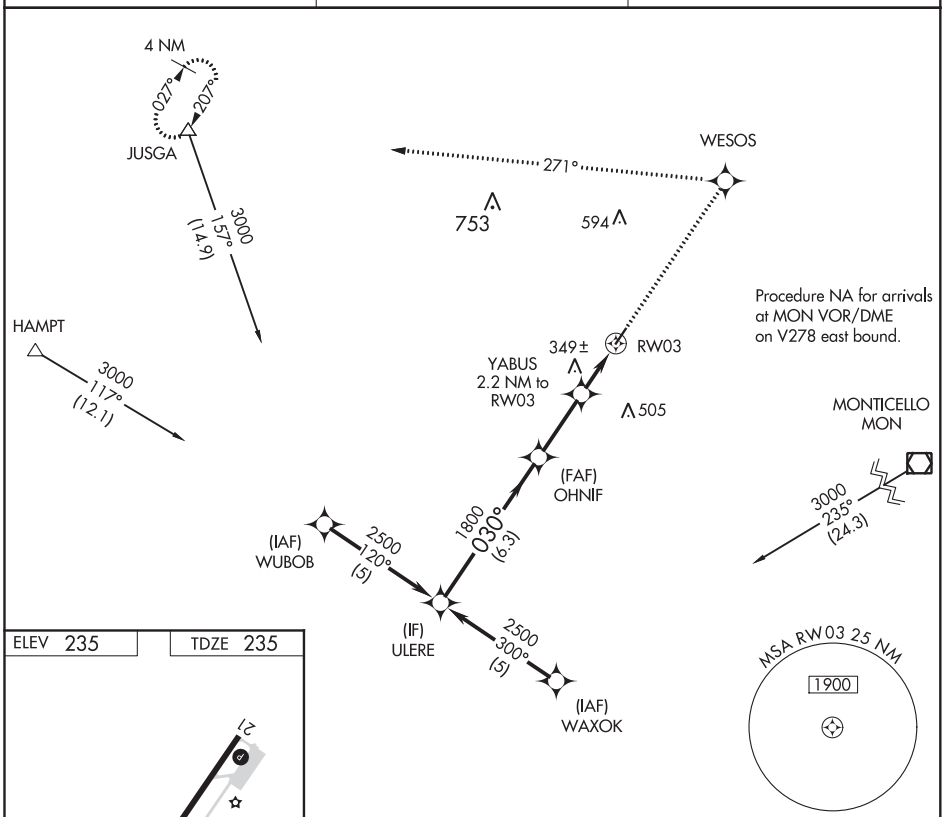
RNP APCH.

Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase MDA 60 feet and LNAV Cat C visibility ⅛ SM.

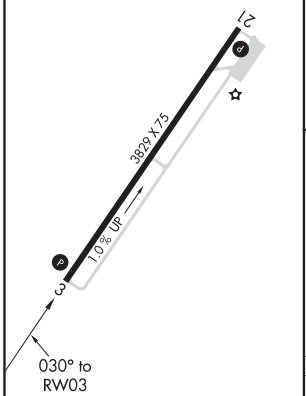
NA

MISSED APPROACH: Climb to 3000 direct WESOS and left turn on 271° track to JUSGA and hold.

LLQ ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9 L

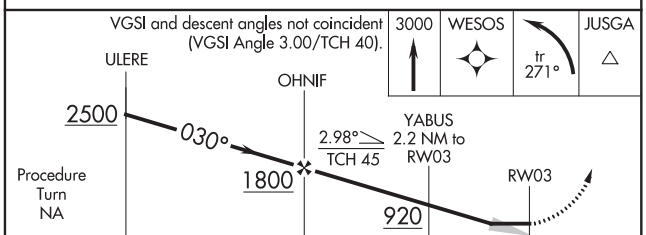


ELEV 235 | TDZE 235



LIRL Rwy 3-21 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
LNAV MDA	660-1 425 (500-1)		660-1¼ 425 (500-1¼)	NA

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS	Rwy ldg	3829
210°	TDZE	235
	Apt Elev	235

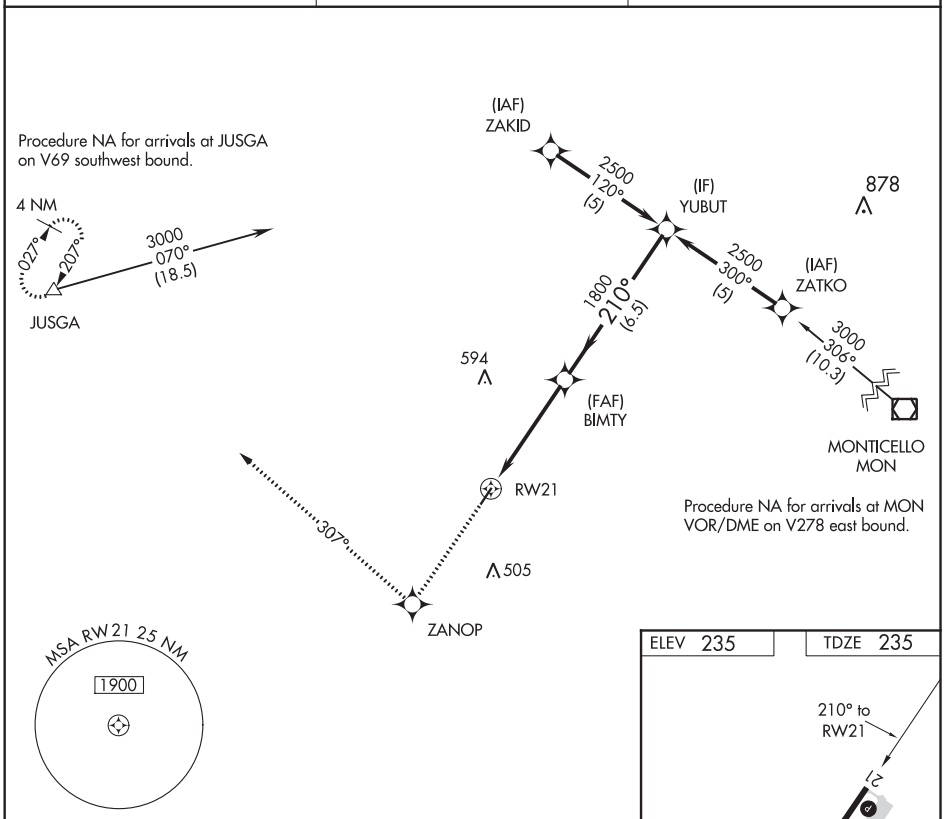
RNP APCH.

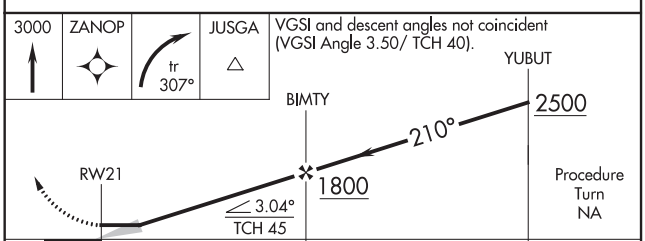
T
A NA

Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.

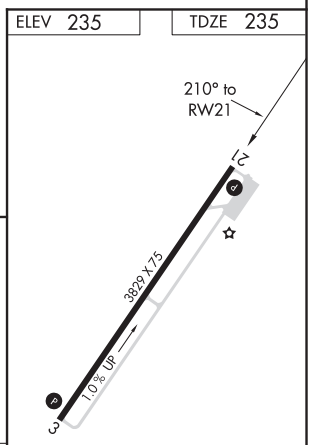
MISSED APPROACH: Climb to 3000 direct ZANOP and right turn on 307° track to JUSGA and hold.

LLQ ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	720-1 485 (500-1)		720-1⅜ 485 (500-1⅜)	NA



LIRL Rwy 3-21 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WARREN, ARKANSAS

AL-5700 (FAA)

20310

VOR/DME-A

WARREN MUNI (3M9)

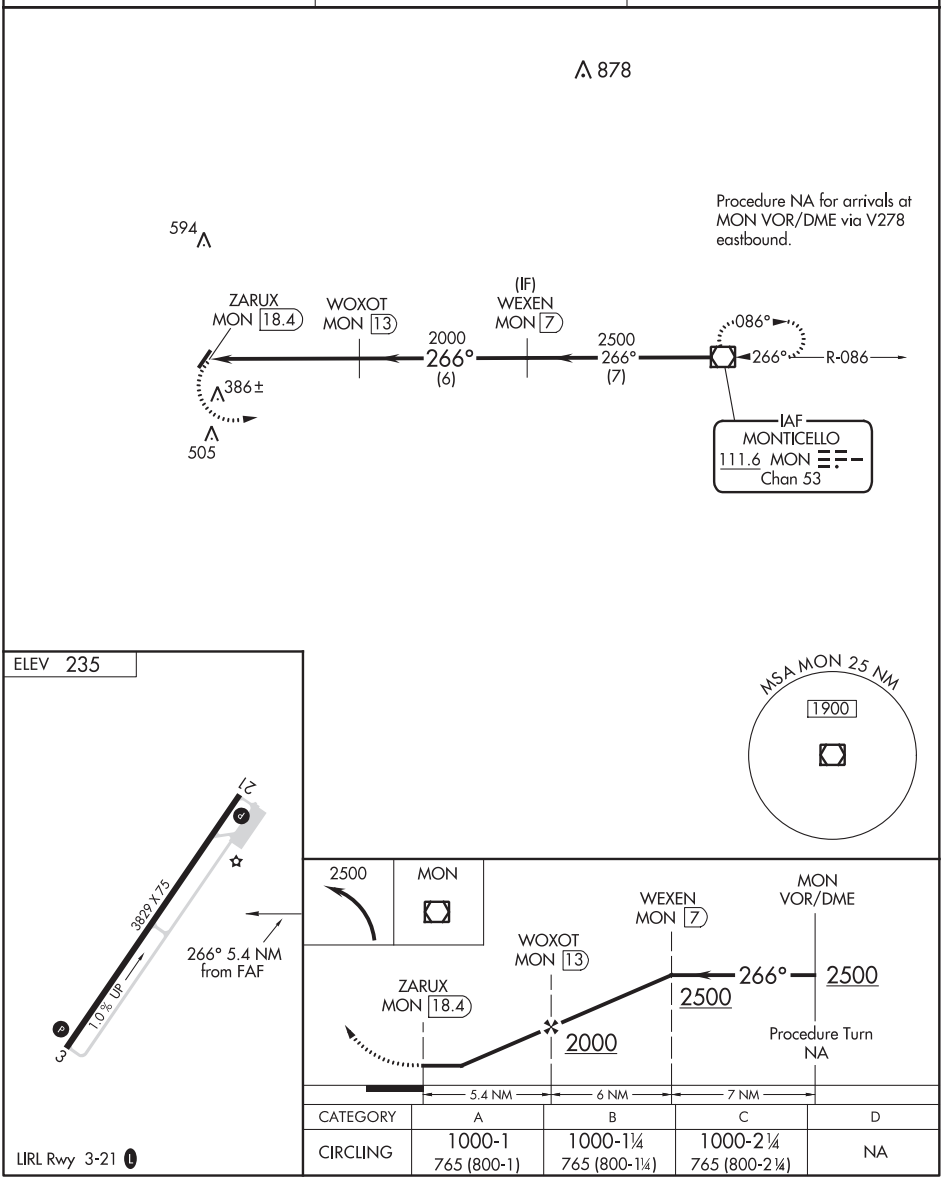
VOR/DME MON	APP CRS	Rwy ldg	N/A
111.6	266°	TDZE	N/A
Chan 53		Apt Elev	235

T
NA

Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

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

LLQ ASOS	MEMPHIS CENTER	CTAF
133.325	135.875 269.35	122.9 L



CATEGORY	A	B	C	D
CIRCLING	1000-1 765 (800-1)	1000-1¼ 765 (800-1¼)	1000-2¼ 765 (800-2¼)	NA

LIRL Rwy 3-21 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4001
173°	TDZE	1551
	Apt Elev	1551

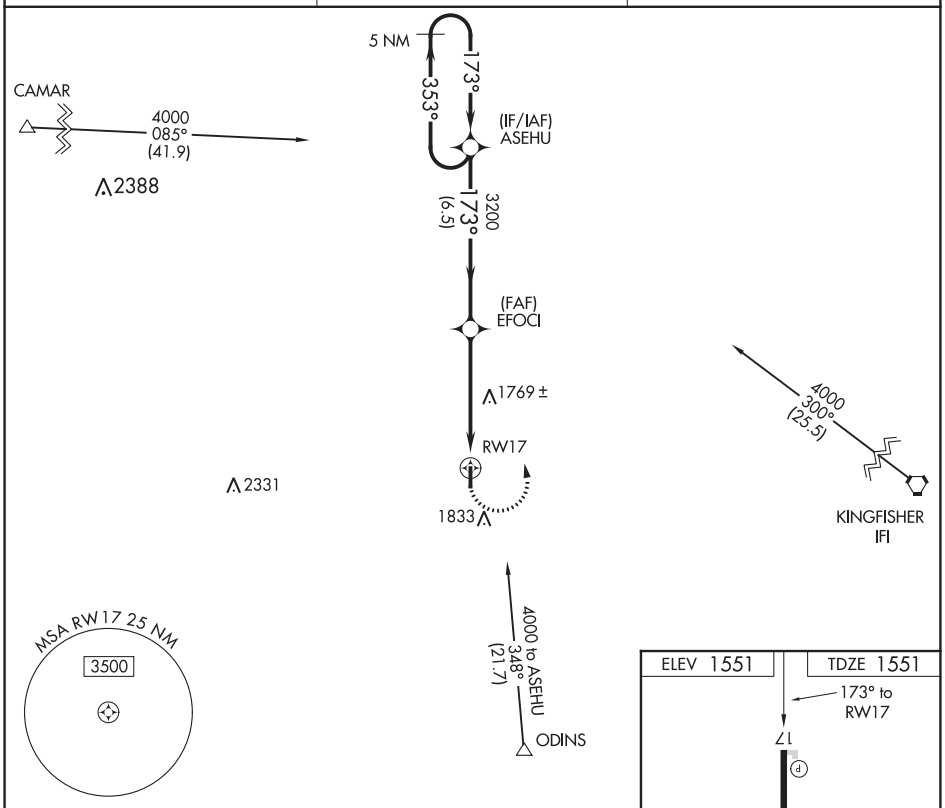
RNAV (GPS) RWY 17
WATONGA RGNL (JWG)

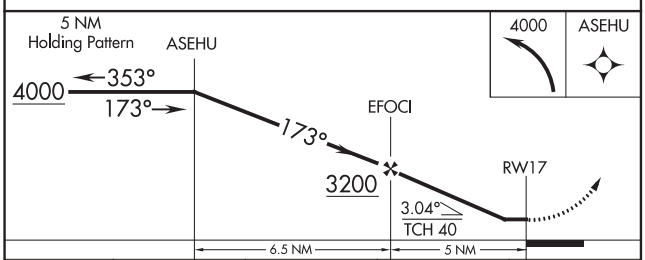
When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase all Cat C visibilities ¼ mile. DME/DME RNP-0.3 NA.

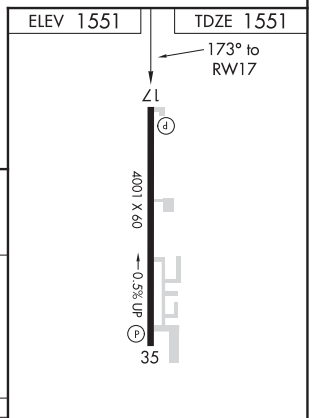
NA

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	126.75 346.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2060-1 509 (600-1)		2060-1½ 509 (600-1½)	NA
CIRCLING	2060-1 509 (600-1)	2240-1 689 (700-1)	2240-2 689 (700-2)	NA

MIRL Rwy 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WATONGA, OKLAHOMA

AL-6530 (FAA)

20198

VOR/DME-A
WATONGA RGNL (JWG)

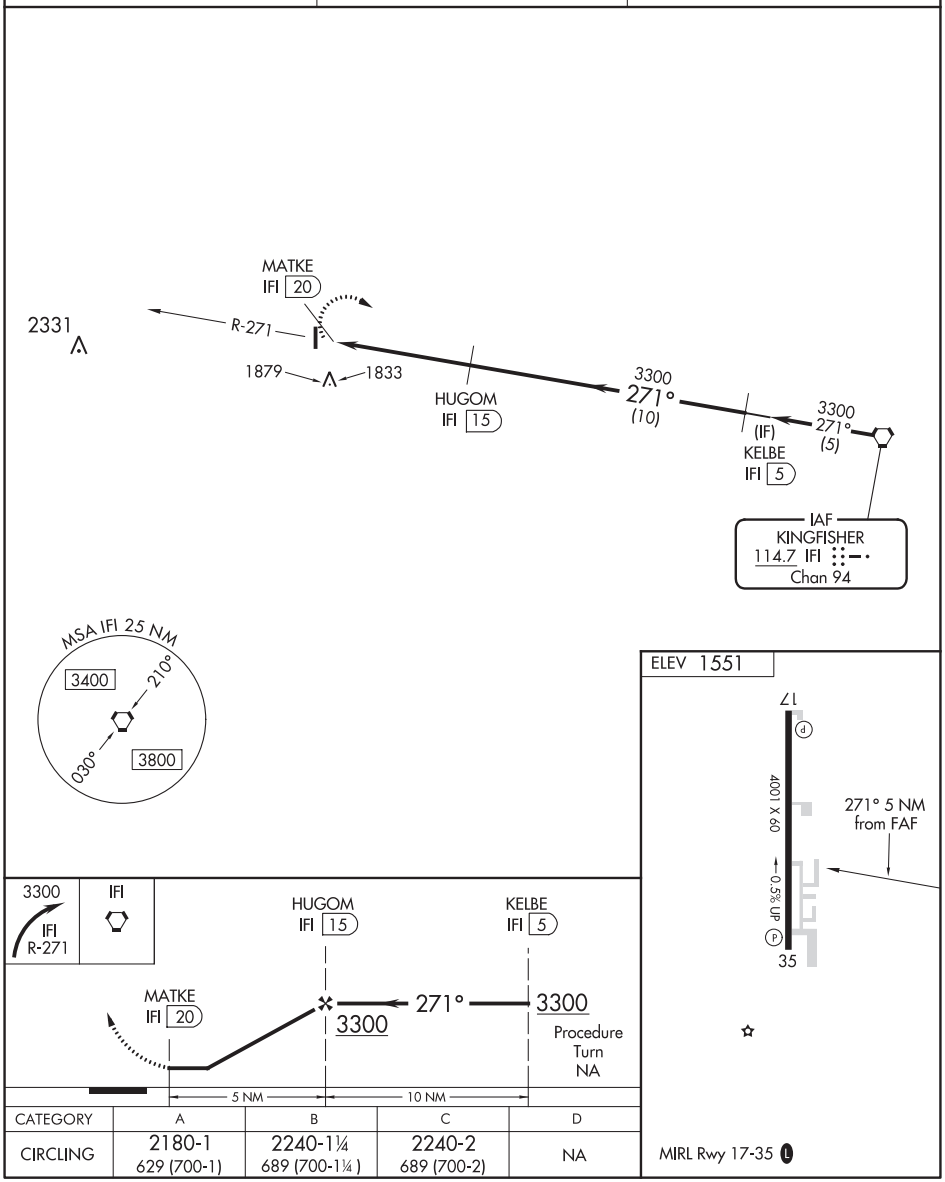
VORTAC IFI	APP CRS	Rwy ldg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	1551

When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

AWOS-3	VANCE APP CON ★	UNICOM
134.175	126.75 346.325	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2180-1 629 (700-1)	2240-1¼ 689 (700-1¼)	2240-2 689 (700-2)	NA

MIRL Rwy 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 82032 W17A	APP CRS 174°	Rwy ldg 5100 TDZE 1605 Apt Elev 1605

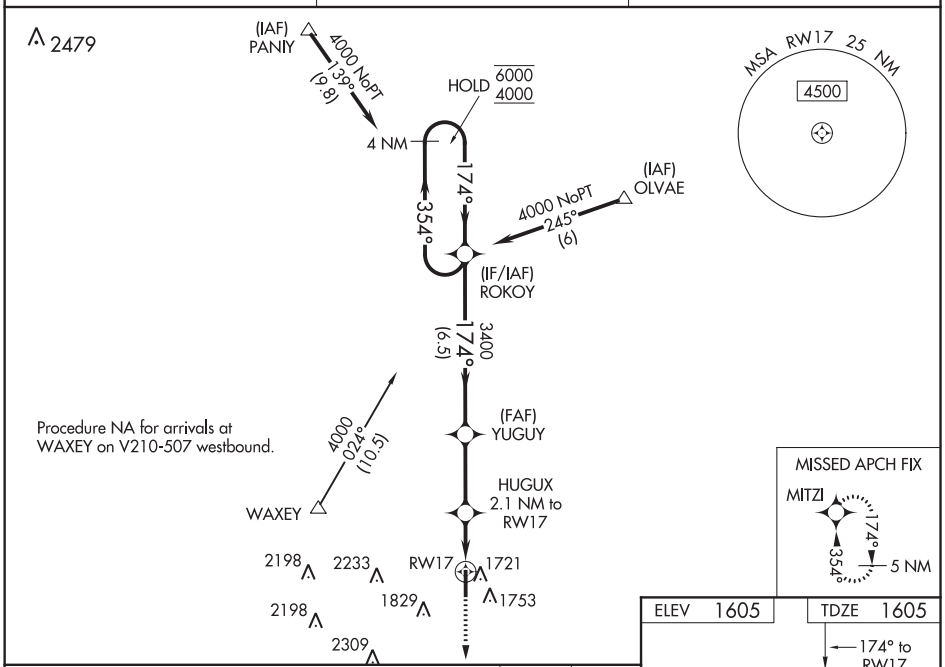
RNAV (GPS) RWY 17
THOMAS P STAFFORD (OJA)

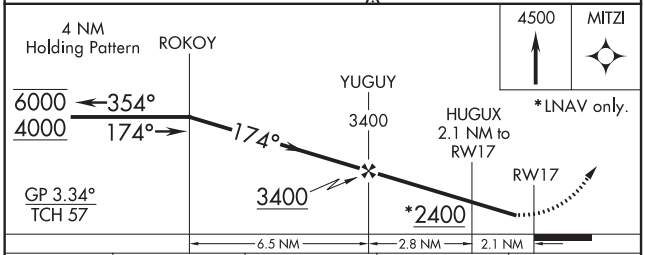
RNP APCH.

T Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Straight-in Rwy 17 at night, Circling Rwy 35 at night, operational VGSI required, remain on or above the VGSI glidepath until threshold.

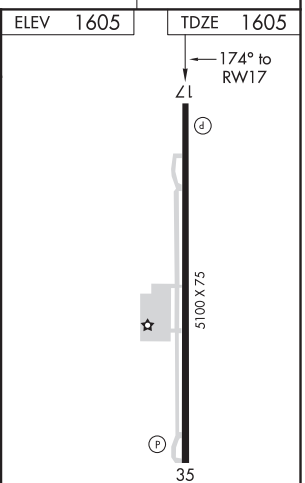
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.37	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1875-1 270 (300-1)			NA
LNAV/VNAV DA	1921-1 316 (400-1)			NA
LNAV MDA	2040-1 435 (500-1)		2040-1¼ 435 (500-1¼)	NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WEATHERFORD, OKLAHOMA

AL-6769 (FAA)

21056

RNAV (GPS) RWY 35
THOMAS P STAFFORD (OJA)

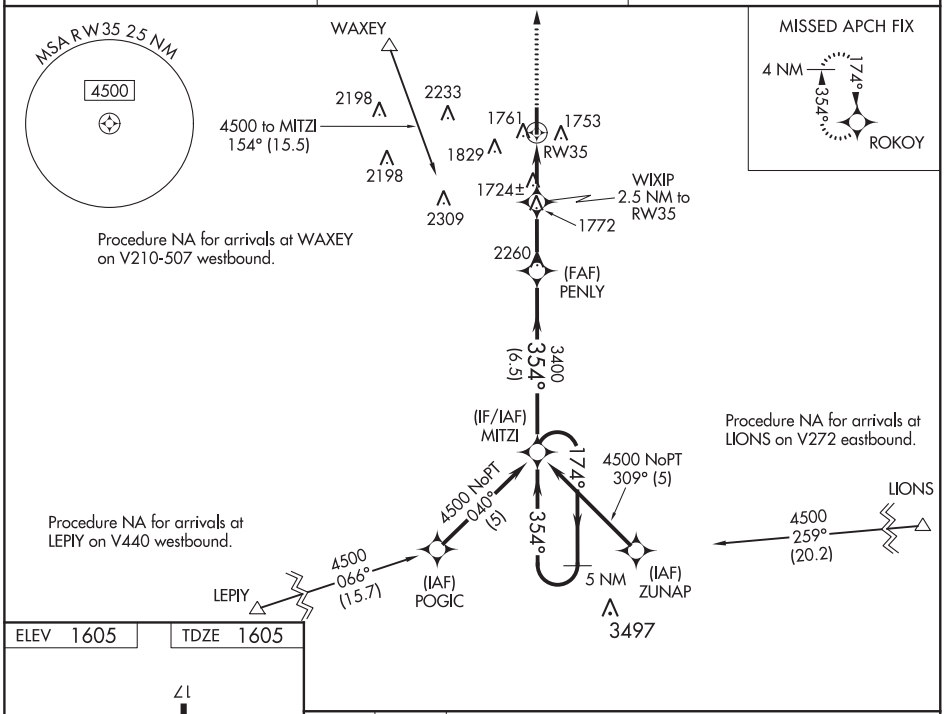
WAAS CH 97534 W35A	APP CRS 354°	Rwy ldg 5100 TDZE 1605 Apt Elev 1605

RNP APCH.

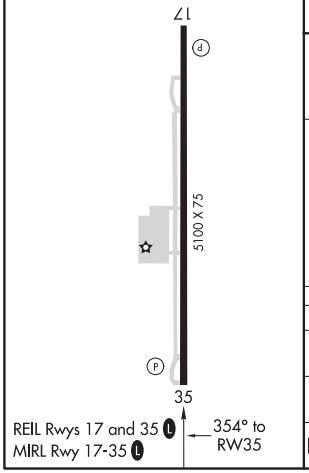
Straight-in Rwy 35 at night, Circling Rwy 17 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Rwy 17 helicopter visibility below 1 SM NA. When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.

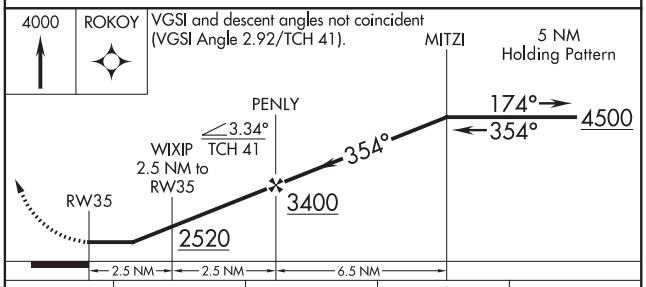
MISSED APPROACH: Climb to 4000 direct ROKOY and hold.

AWOS-3	FORT WORTH CENTER	UNICOM
118.575	128.4 269.37	122.8 (CTAF) L



ELEV 1605 | TDZE 1605





CATEGORY	A	B	C	D
LP MDA	1980-1 375 (400-1)			NA
LNAV MDA	2020-1 415 (500-1)		2020-1⅛ 415 (500-1⅛)	NA
C CIRCLING	2080-1 475 (500-1)	2140-1 535 (600-1)	2380-2¼ 775 (800-2¼)	NA

WEATHERFORD, OKLAHOMA
Amdt 3A 25FEB21

35°33′N-98°40′W

THOMAS P STAFFORD (OJA)
RNAV (GPS) RWY 35

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 17
WEST MEMPHIS MUNI (AWM)

LOC/DME I-LWR	APP CRS	Rwy ldg	6003
110.7	180°	TDZE	213
Chan 44		Apt Elev	213

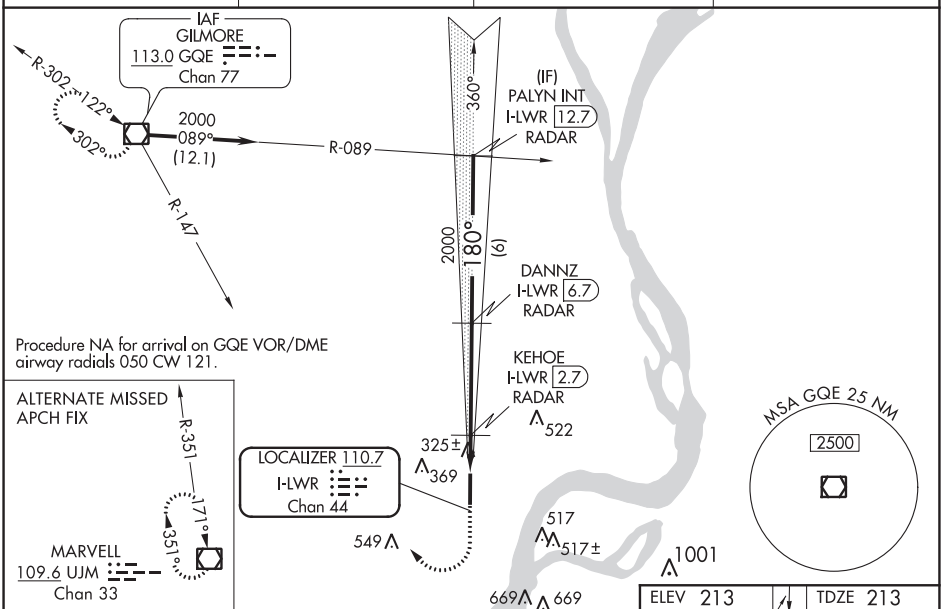
DME or RADAR requried.

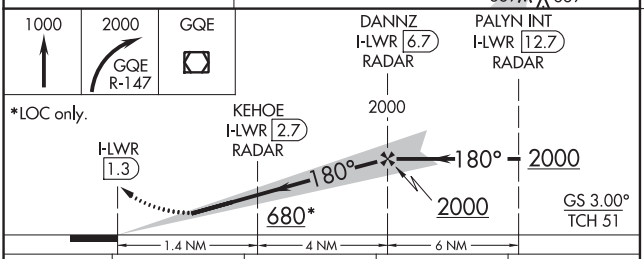
NA For inop ALS, increase S-LOC 17 Cat C/D visibility to 1⅜ SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.

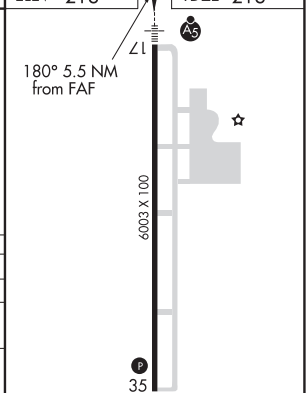
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 17	413-½ 200 (200-½)			
S-LOC 17	680-½ 467 (500-½)		680-1 467 (500-1)	
CIRCLING	680-1 467 (500-1)		680-1½ 467 (500-1½)	780-2 567 (600-2)
KEHOE FIX MINIMUMS				
S-LOC 17	580-½ 367 (400-½)		580-⅝ 367 (400-⅝)	
CIRCLING	640-1 427 (500-1)	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WEST MEMPHIS, ARKANSAS

AL-5386 (FAA)

19059

RNAV (GPS) RWY 17
WEST MEMPHIS MUNI (AWM)

WAAS CH 69316 W17A	APP CRS 180°	Rwy ldg 6003 TDZE 213 Apt Elev 213

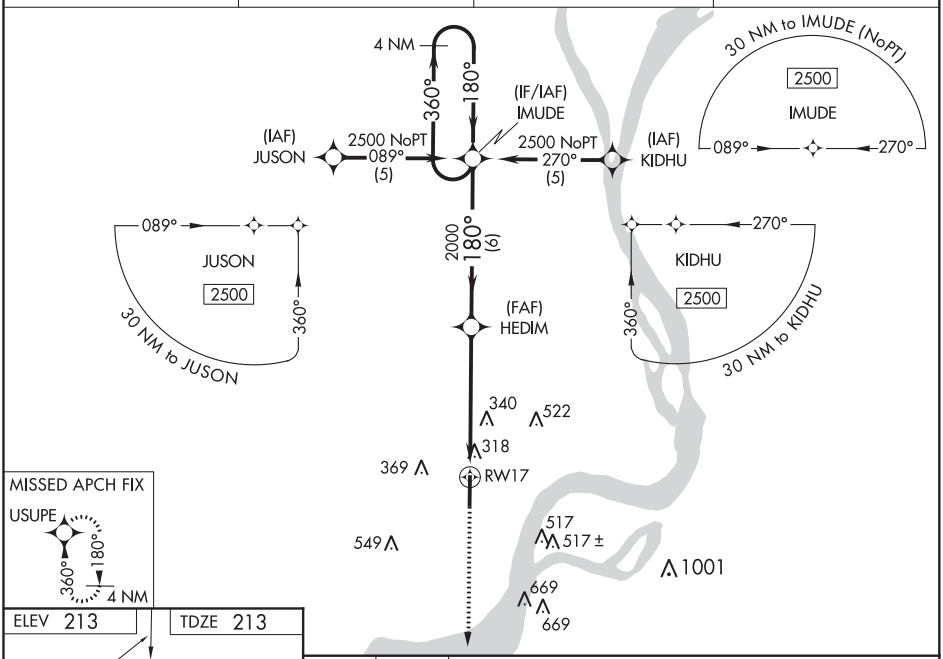
RNP APCH.

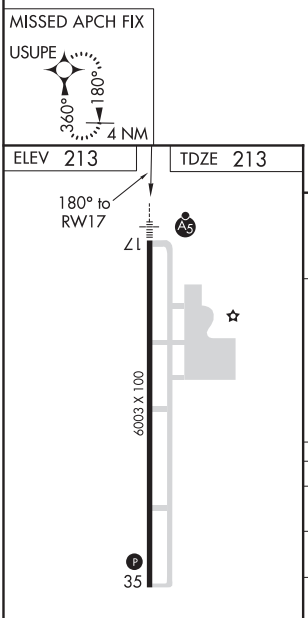
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Memphis Intl altimeter and increase all DA 50 feet and all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting.

MALSR

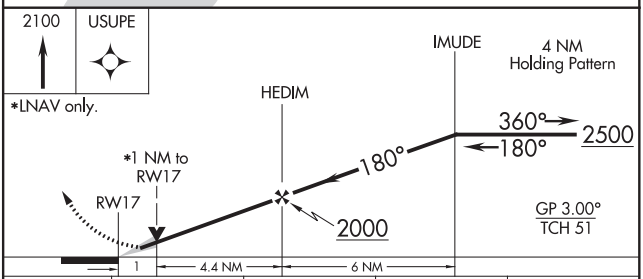
MISSED APPROACH: Climb to 2100 direct USUPE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L





MIRL Rwy 17-35 L
REIL Rwy 35 L



CATEGORY	A	B	C	D
LPV DA	463-½ 250 (300-½)			
LNAV/VNAV DA	594-¾ 381 (400-¾)			
LNAV MDA	600-½ 387 (400-½)		600-⅝ 387 (400-⅝)	600-1 387 (400-1)
CIRCLING	640-1 427 (500-1)	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
WEST MEMPHIS MUNI (AWM)

APP CRS	Rwy ldg	6003
360°	TDZE	213
	Apt Elev	213

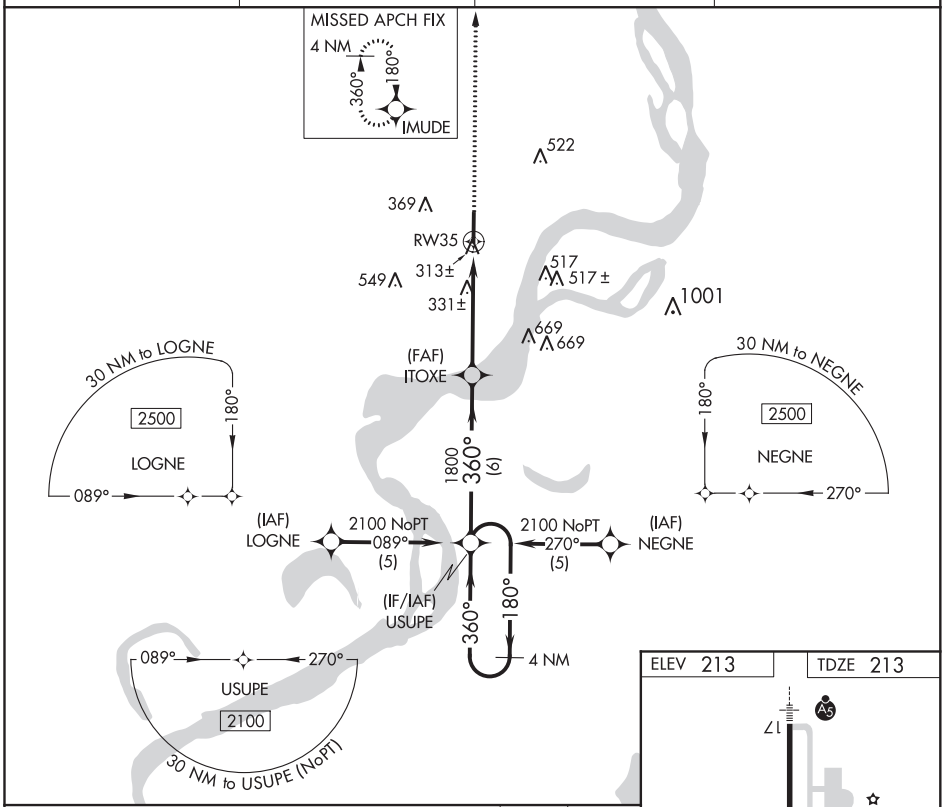
RNP APCH.

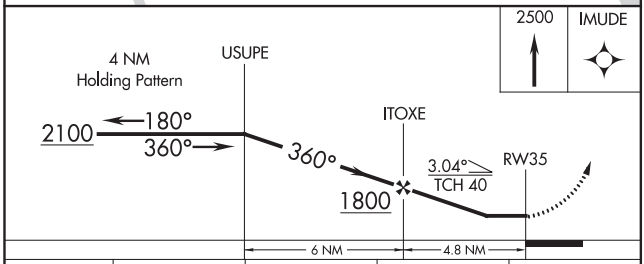
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ¼ mile.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

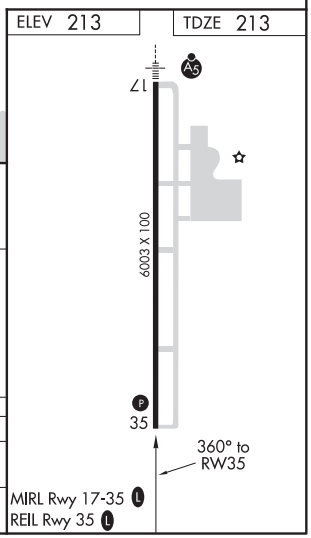
MISSED APPROACH: Climb to 2500 direct IMUDE and hold.

ASOS	MEMPHIS APP CON	CLNC DEL	UNICOM
118.175	119.1 291.6	121.7	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1 387 (400-1)		600-1⅛ 387 (400-1⅛)	600-1¼ 387 (400-1¼)
CIRCLING	640-1 427 (500-1)	680-1 467 (500-1)	680-1½ 467 (500-1½)	780-2 567 (600-2)



SC-1, 25 FEB 2021 to 22 APR 2021
SC-1, 25 FEB 2021 to 22 APR 2021

WOODWARD, OKLAHOMA

AL-6222 (FAA)

20030

RNAV (GPS) RWY 17
WEST WOODWARD (WWR)

WAAS CH 70614 W17A	APP CRS 172°	Rwy ldg 5502 TDZE 2176 Apt Elev 2189

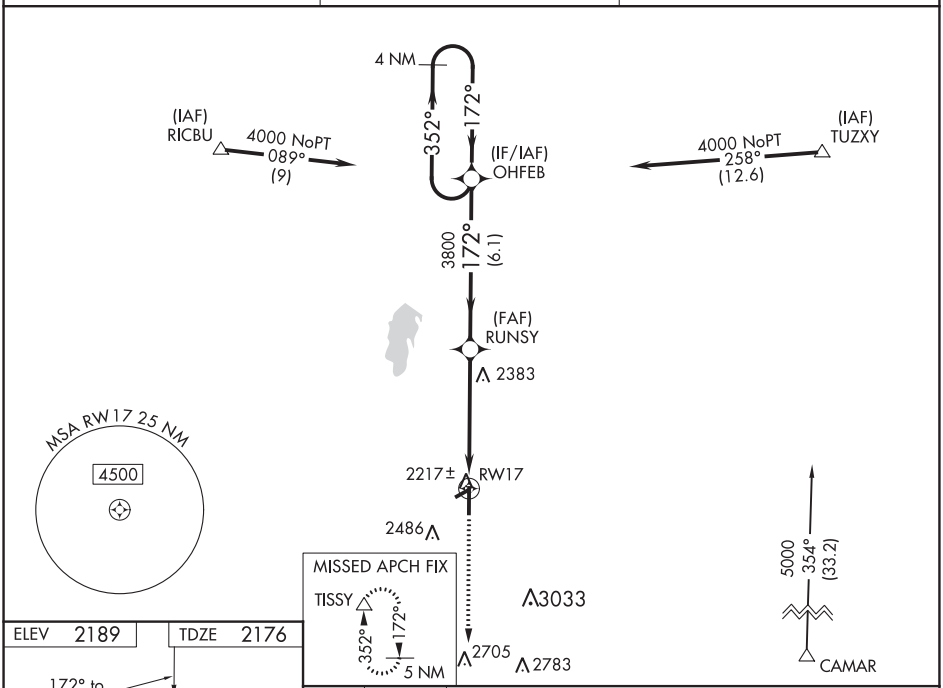
RNP APCH.

Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet. Inop table does not apply. Circling Rwy 5, 23 NA at night.

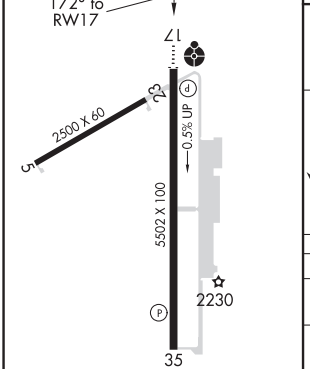
ODALS

MISSED APPROACH: Climb to 4500 direct TISSY and hold.

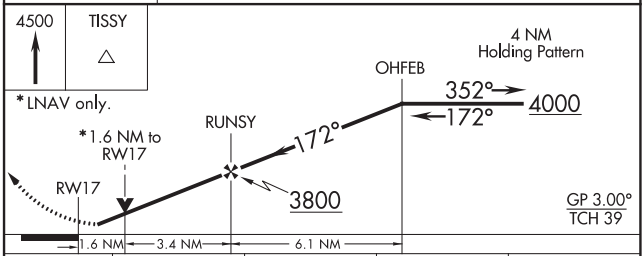
AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF) L



ELEV 2189	TDZE 2176



REIL Rwy 35 L
MIRL Rwy 5-23 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	2426-1 250 (300-1)			
LNAV/VNAV DA	2572-1½ 396 (400-1½)			
LNAV MDA	2700-1 524 (600-1)		2700-1½ 524 (600-1½)	2700-1¾ 524 (600-1¾)
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 40314 W35A	APP CRS 352°	Rwy ldg 5502 TDZE 2189 Apt Elev 2189

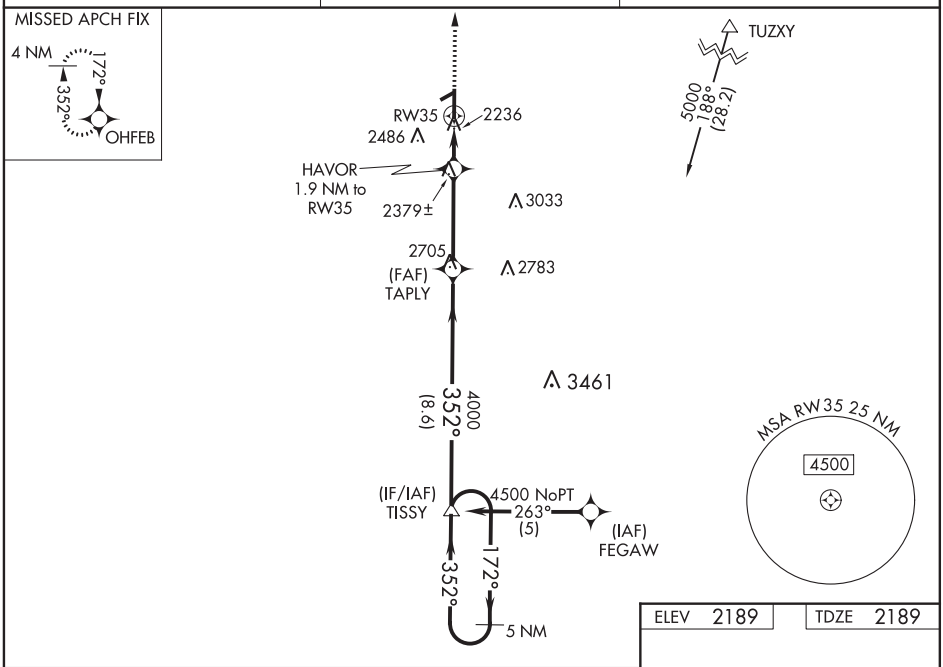
RNAV (GPS) RWY 35
WEST WOODWARD (WWR)

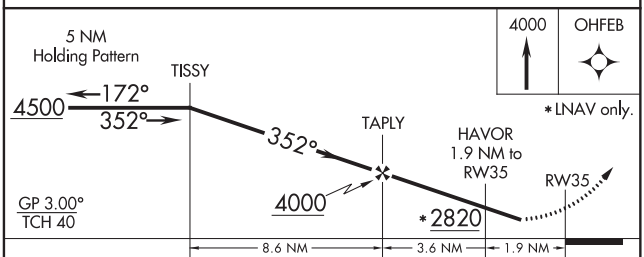
RNP APCH.

Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet and increase LNAV Cat C and D visibility to 1⅝ SM. Circling Rwy 5, 23 NA at night.

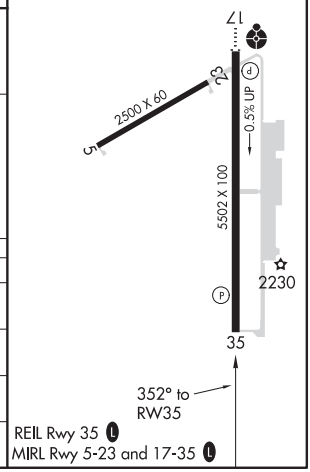
MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2470-1 281 (300-1)			
LNAV/VNAV DA	2506-1¼ 317 (400-1¼)			
LNAV MDA	2700-1 511 (600-1)		2700-1½ 511 (600-1½)	
CIRCLING	2700-1 511 (600-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)



WOODWARD, OKLAHOMA

AL-6222 (FAA)

20198

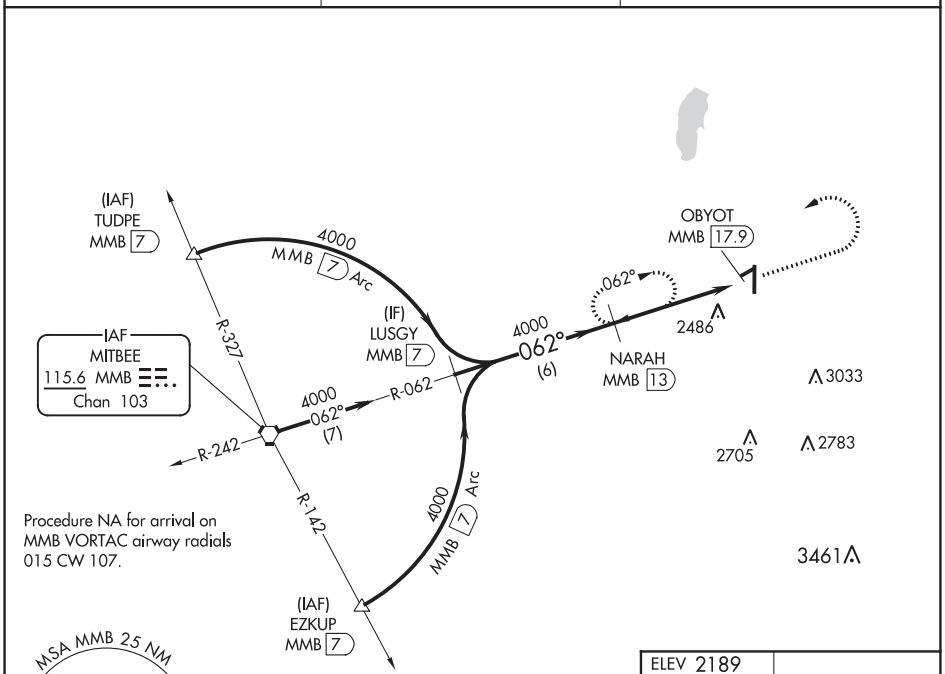
VOR/DME-A
WEST WOODWARD (WWR)

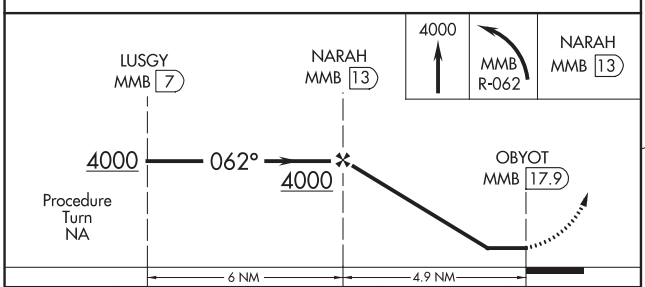
VORTAC MMB	APP CRS	Rwy Idg / TDZE / Apt Elev
115.6 Chan 103	062°	N/A / N/A / 2189

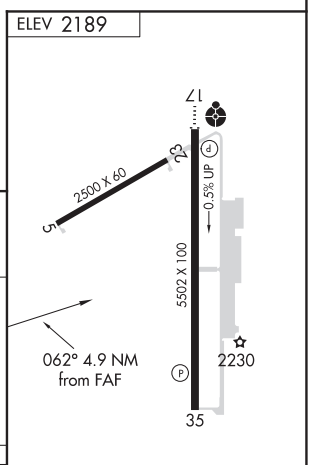
When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet. Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 4000, then left turn via MMB VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.425	126.95 379.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2820-1 631 (700-1)		2860-2 671 (700-2)	2860-2¼ 671 (700-2¼)

REIL Rwy 35 L
MIRL Rwy 5-23 and 17-35 L

SC-1, 25 FEB 2021 to 22 APR 2021

SC-1, 25 FEB 2021 to 22 APR 2021

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

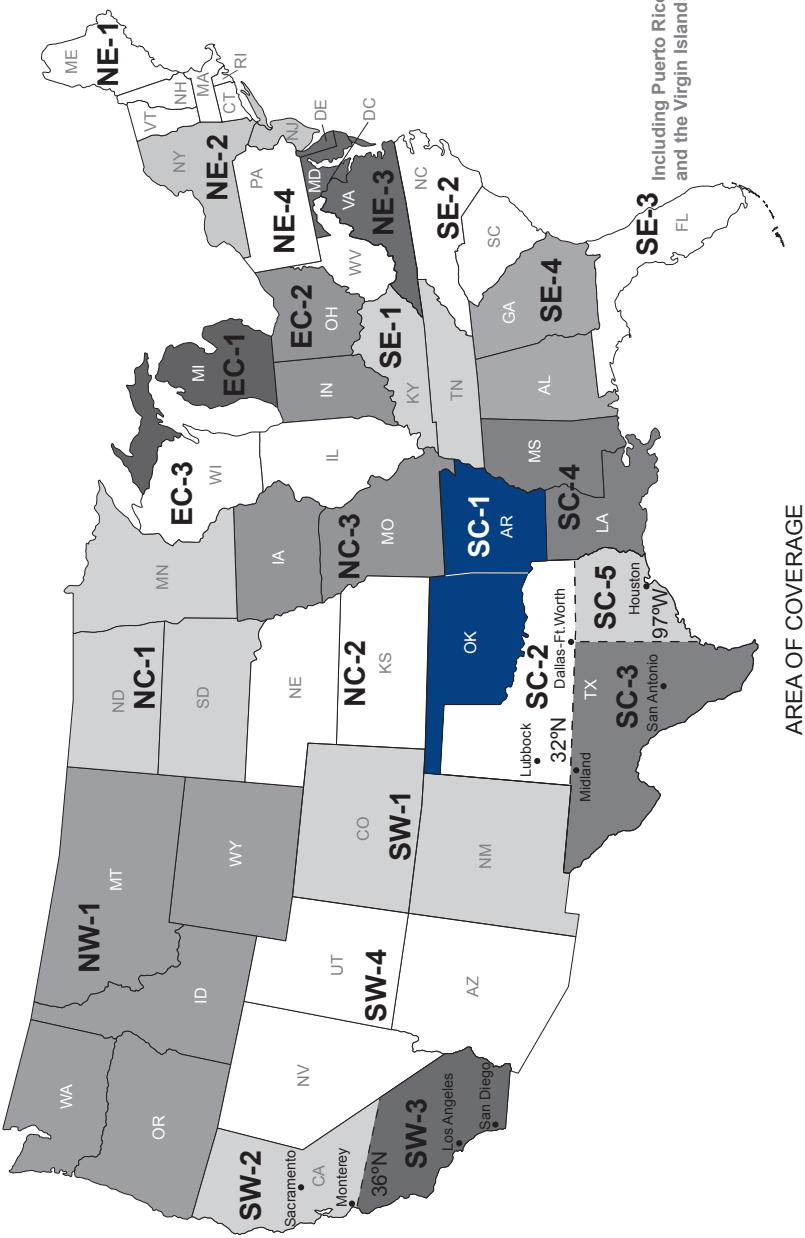
(ft. per min)

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



AREA OF COVERAGE

FAA Product ID: BTPPSC1

NSN 7641015059588

NGA REF. NO. OK-10-2859 TERMXFAABTPPSC1

EFF. DATE 21056