Federal Aviation Administration

U.S. Terminal Procedures Publication

South Central (SC) Vol 4 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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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

FOR PROCUREMENT:
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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

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TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

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

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

Straight-in ILS to Runway 27

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

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

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

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

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

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

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

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

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

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

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

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date

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

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★

To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

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

ABBREVIATIONS

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

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

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LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Missed Approach
090°
270°

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

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

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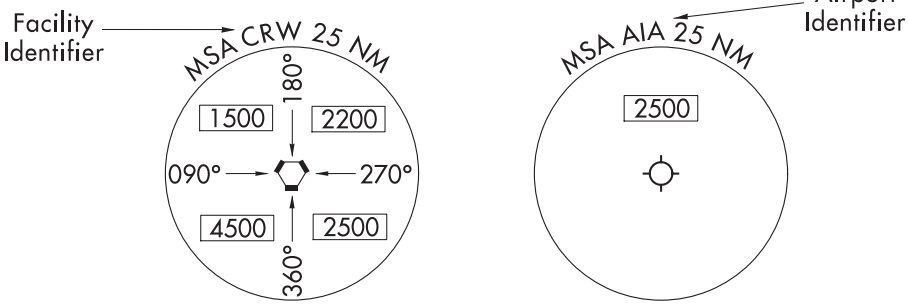
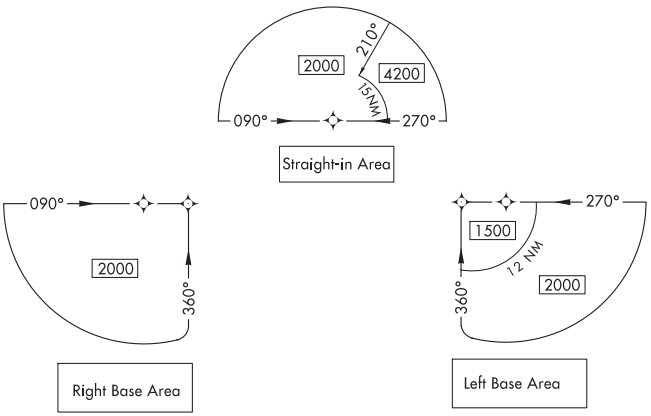
PLANVIEW SYMBOLS

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

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LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

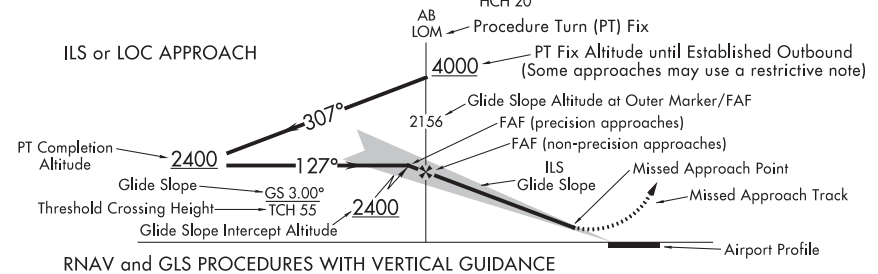
PROFILE VIEW

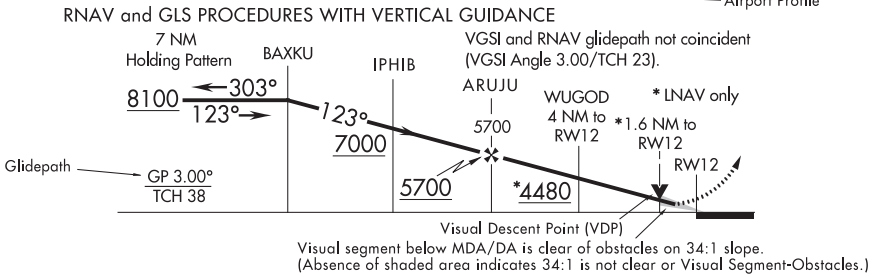
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

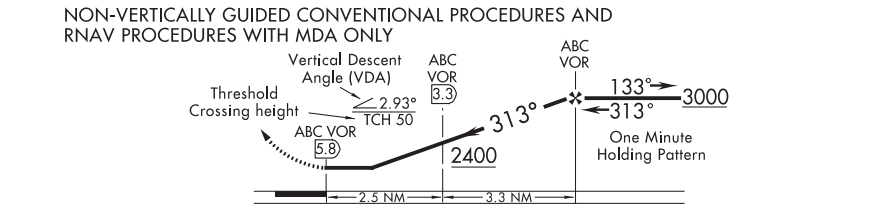
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55

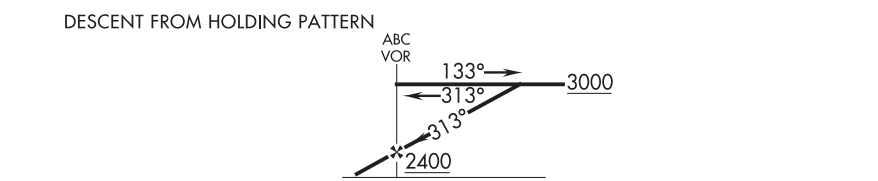
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20









ALTITUDES

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

PROFILE SYMBOLS

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

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LEGEND 19059

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

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, 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)

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LEGEND 19059

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

Closed Runway | Closed Surface | Under Construction | Water Runway

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

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

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

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

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

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

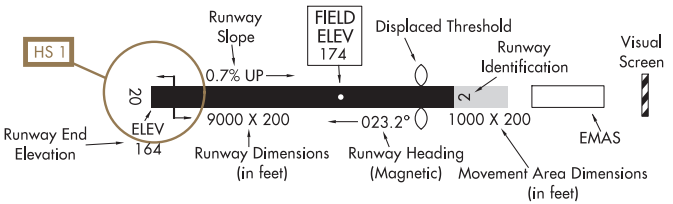
True/magnetic North orientation may vary from diagram to diagram

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

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

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

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



SCOPE

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

LEGEND

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LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

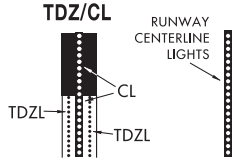
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL

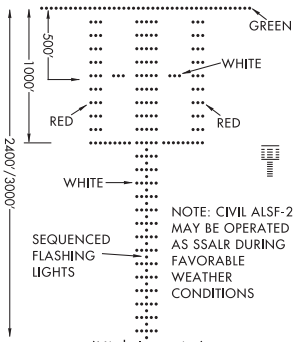


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



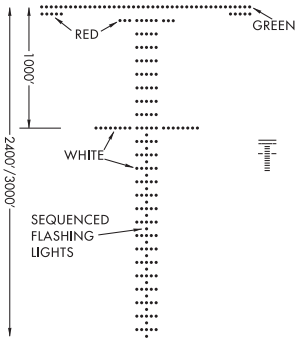
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

APPROACH LIGHTING SYSTEM

A1

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

A2

SALS/SALSF

(High Intensity)

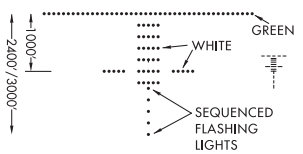
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

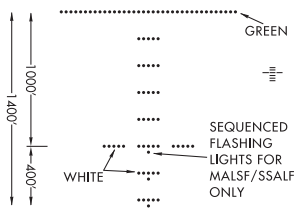
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

A4



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

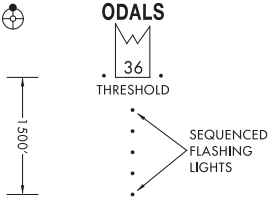
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



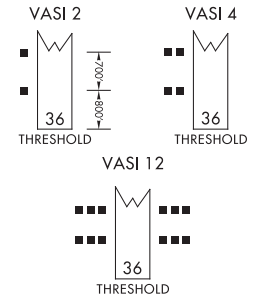
LENGTH 1500 FEET

V VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

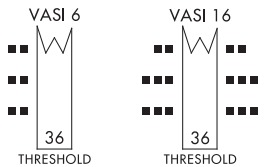
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



V3 VISUAL APPROACH SLOPE INDICATOR

VASI

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



LEGEND 15344

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LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

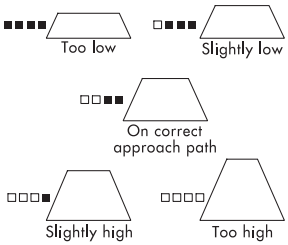
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

(P) PRECISION APPROACH PATH INDICATOR

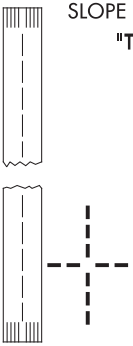
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

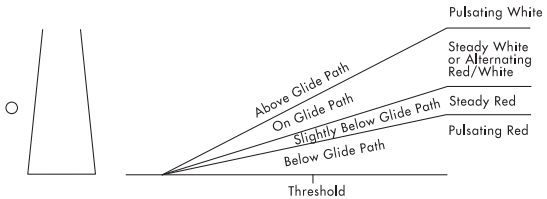
"T"-VASI



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

(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

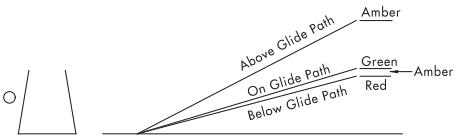
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

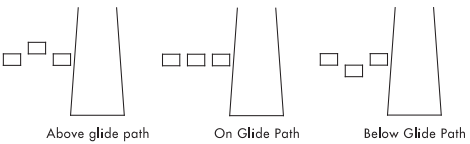
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

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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.

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FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ABBEVILLE, LA
ABBEVILLE CHRIS CRUSTA MEMORIAL(IYA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 1
RNAV (GPS) RWY 34 2
LOC RWY 16 3
VOR/DME-B 4

ABERDEEN/AMORY, MS
MONROE COUNTY(M40)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 18 5
RNAV (GPS) RWY 36 6
VOR RWY 18 7

ACADIANA RGNL
---SEE NEW IBERIA, LA

ALEXANDRIA, LA
ALEXANDRIA INTL(AEX)
TAKEOFF MINIMUMS L
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC RWY 14 8
RNAV (GPS) RWY 14 9
RNAV (GPS) RWY 18 10
RNAV (GPS) RWY 32 11
RNAV (GPS) RWY 36 12
VOR/DME RWY 32 13
VOR RWY 14 14
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TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC/DME RWY 27 16
RNAV (GPS) RWY 09 17
RNAV (GPS) RWY 27 18

ALLEN PARISH
---SEE OAKDALE, LA

BARKSDALE AFB(KBAD)
BOSSIER CITY, LA
RADAR MINIMUMS ..... N
IAPS ..... ILS OR LOC W RWY 33 19
ILS OR LOC Y RWY 15 20
ILS OR LOC Z RWY 15 21
VOR/DME Y RWY 33 22
TACAN Y RWY 15 23
TACAN Y RWY 33 24
AIRPORT DIAGRAM 25

BASTROP, LA
MOREHOUSE MEMORIAL(BQP)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 16 26
RNAV (GPS) RWY 34 27
VOR/DME-A 28
NDB RWY 34 29

BATESVILLE, MS
PANOLA COUNTY(PMU)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 01 30
RNAV (GPS) RWY 19 31
LOC RWY 19 32

BATON ROUGE, LA
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
HOT SPOT ..... P
IAPS ..... ILS OR LOC RWY 13 33
ILS OR LOC/DME RWY 22R 34
ILS RWY 22R (SA CAT I - II) 35
RNAV (GPS) RWY 04L 36
RNAV (GPS) RWY 13 37
RNAV (GPS) RWY 22R 38
RNAV (GPS) RWY 31 39
VOR RWY 04L 40
AIRPORT DIAGRAM 41

BAY ST. LOUIS, MS
STENNIS INTL(HSA)
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS Y OR LOC Y RWY 18 42
ILS Z OR LOC Z RWY 18 43
RNAV (GPS) RWY 18 44
RNAV (GPS) RWY 36 45
NDB RWY 18 46
AIRPORT DIAGRAM 47

BEAUREGARD RGNL
---SEE DE RIDDER, LA

BILOXI, MS
---SEE KEESLER AFB

BOGALUSA, LA
GEORGE R CARR MEMORIAL AIR FIELD(BXA)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 18 48
RNAV (GPS) RWY 36 49
LOC RWY 18 50
VOR/DME-A 51

BOONEVILLE/BALDWYN, MS
BOONEVILLE/BALDWYN(8M1)
TAKEOFF MINIMUMS L
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. 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-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees and poles beginning 1' from DER, 36' left of centerline, up to 98' AGL/112' MSL.
Trees and poles beginning 32' from DER, 14' right of centerline, up to 81' AGL/95' MSL.
Rwy 34, trees beginning 121' from DER, 275' right of centerline, up to 15' AGL/29' MSL.
Trees and pole beginning 1110' from DER, 625' left of centerline, up to 80' AGL/95' MSL.
Transmission tower 4414' from DER, 724' left of centerline, 114' AGL/129' MSL.

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 460' from DER, 365' left of centerline, 25' AGL/254' MSL.
Trees beginning 7' from DER, 61' left of centerline, up to 100' AGL/310' MSL.
Trees beginning 839' from DER, 83' right of centerline, up to 116' AGL/316' MSL.
Rwy 36, trees beginning 241' from DER, 490' left of centerline, up to 83' AGL/303' MSL.
Trees beginning 27' from DER, 426' right of centerline, up to 92' AGL/312' MSL.
Tree 3078' from DER, 276' right of centerline, 81' AGL/301' MSL.

ALEXANDRIA, LA

ALEXANDRIA INTL (AEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees and bush beginning 897' from DER, 210' right of centerline, up to 83' AGL/173' MSL.
Multiple trees and fence beginning 91' from DER, 326' left of centerline, up to 80' AGL/167' MSL.
Rwy 32, multiple trees beginning 1537' from DER, 662' right of centerline, up to 80' AGL/162' MSL.
Rwy 36, multiple trees beginning 1298' from DER, 25' left of centerline, up to 90' AGL/170' MSL.
Multiple trees beginning 1340' from DER, 155' right of centerline, up to 90' AGL/169' MSL.
Antenna, 5041' from DER, 793' left of centerline, 140' AGL/216' MSL.

ALEXANDRIA, LA (CON'T)

ESLER RGNL (ESF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL.
Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL.
Rwy 14, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL.
Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL.
Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL.
Rwy 27, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL.
Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL.
Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL.
Rwy 32, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL.
Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL.
Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL.
Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEMORIAL (BQP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14NOV13 (13318) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 1033' from DER, 591' right of centerline, up to 90' AGL/247' MSL.
Trees beginning 152' from DER, 402' left of centerline, up to 90' AGL/256' MSL.
Rwy 34, tree 394' right of DER, 53' AGL/218' MSL.
Trees beginning 2627' from DER, 119' left of centerline, up to 123' AGL/248' MSL.
Power lines 1700' from DER, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY (PMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 800 before proceeding on course.
Rwy 19, climb heading 191° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 72' from DER, 157' left of centerline, up to 80' AGL/283' MSL.
Trees beginning 129' from DER, 214' right of centerline, up to 100' AGL/305' MSL.
Rwy 19, trees beginning 478' from DER, 19' left of centerline, up to 100' AGL/357' MSL.
Trees beginning 945' from DER, 4' right of centerline, up to 100' AGL/367' MSL.
Poles beginning 49' from DER, 378' left of centerline, up to 35' AGL/298' MSL.
Pole 2102' from DER, 69' right of centerline, 34' AGL/286' MSL.
Vehicle on road 220' from DER, 294' left of centerline, 15' AGL/237' MSL.
Vehicle on road 2233' from DER, 493' right of centerline, 15' AGL/281' MSL.
Terrain 17' from DER, 36' left of centerline, 259' MSL.
Terrain 59' from DER, 210' right of centerline, 224' MSL.
Navaid 267' from DER, 257' left of centerline, 23' AGL/241' MSL.
Building 1995' from DER, 141' right of centerline, 15' AGL/279' MSL.

BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 17SEP15 (15260) (FAA)

TAKEOFF MINIMUMS:

Rwy 22R, 300-2¼ or std. w/ min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 22L, climb heading 220° to 2000 before proceeding on course.
Rwy 22R, climb heading 220° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL.
Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL.
Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL.
Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL.
Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL.
Rwy 4R, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL.
Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL.
Rwy 13, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL.
Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL.
Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL.
Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL.
Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL.

CON'T

BATON ROUGE, LA (CON'T)

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR) (CON'T)

Rwy 13, (CON'T), trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL.
Water tank 1631' from DER, 903' left of centerline, 50' AGL/117' MSL.
Rwy 22L, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL.
Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL.
Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL.
Rwy 22R, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL.
Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL.
Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL.
Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL.
Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL.
Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL.
Rwy 31, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL.
Trees beginning 814' from DER,120' right of centerline, up to 37' AGL/103' MSL.
Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL.
Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL.
Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL.
Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

BOGALUSA, LA

GEORGE R CARR MEMORIAL AIR FIELD (BXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, 500-3 or std. w/min. climb of 253' per NM to 800.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 1273' from DER, 359' right of centerline, up to 89' AGL/200' MSL.
Trees beginning 1463' from DER, 333' left of centerline, up to 92' AGL/203' MSL.
Water tower 2734' from DER, 1047' left of centerline, 151' AGL/262' MSL.
Plant 1.6 NM from DER, 2404' left of centerline, 247' AGL/357' MSL.
Stack 1.6 NM from DER, 2143' left of centerline, 247' AGL/357' MSL.
Rwy 36, building 12' from DER, 305' right of centerline, 11' AGL/130' MSL.
Trees beginning 486' from DER, 459' left of centerline, up to 98' AGL/217' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN (8M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 1250' from DER, 100' right of centerline, 100' AGL/465' MSL.
Trees 3847' from DER, 127' left of centerline, 100' AGL/519' MSL.
Rwy 33, road and vehicle 8' from DER, 188' right of centerline, 15' AGL/394' MSL.

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY (1R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 21JUN18 (18172) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 4, tree, vehicle on road, pole, building beginning 23' from DER, 243' left of centerline, up to 524' MSL.
Tree 42' from DER, 360' right of centerline, 531' MSL.
Tree, pole, building beginning 141' from DER, 194' left of centerline, up to 548' MSL.
Tree 191' from DER, 477' right of centerline, 536' MSL.
Tree, vehicle on road, building, pole beginning 239' from DER, 26' left of centerline, up to 568' MSL.
Tree, pole, building beginning 340' from DER, 17' right of centerline, up to 546' MSL.
Tree, pole, tower beginning 904' from DER, 120' right of centerline, up to 561' MSL.
Tree 1271' from DER, 558' right of centerline, 562' MSL.
Tree, pole beginning 1293' from DER, 283' right of centerline, up to 570' MSL.
Trees beginning 1537' from DER, 375' right of centerline, up to 574' MSL.
Trees beginning 1830' from DER, 307' left of centerline, up to 569' MSL.
Trees beginning 1868' from DER, 382' right of centerline, up to 580' MSL.
Trees beginning 1970' from DER, 86' left of centerline, up to 585' MSL.
Trees beginning 2093' from DER, 27' right of centerline, up to 584' MSL.
Trees beginning 2498' from DER, 18' right of centerline, up to 586' MSL.
Trees beginning 2734' from DER, 134' left of centerline, up to 586' MSL.
Trees beginning 2924' from DER, 101' left of centerline, up to 587' MSL.
Rwy 22, tree, pole beginning 11' from DER, 40' right of centerline, up to 561' MSL.
Tree, pole beginning 126' from DER, 20' left of centerline, up to 557' MSL.
Tree, pole beginning 881' from DER, 10' left of centerline, up to 558' MSL.
Tree 1088' from DER, 543' left of centerline, 567' MSL.
Tree, pole beginning 1094' from DER, 137' left of centerline, up to 583' MSL.
Tree, pole beginning 1253' from DER, 47' left of centerline, up to 586' MSL.
Transmission line, pole, tree beginning 2336' from DER, 39' right of centerline, up to 90' AGL/580' MSL.

BUNKIE, LA
BUNKIE MUNI (2R6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAY09 (09127) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL.
Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS
FLETCHER FIELD (CKM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, building 476' from DER, 495' right of centerline 168' AGL/215' MSL.
Vehicle 995' from DER, 502' left of centerline, 165' AGL/190' MSL.
Trees beginning 5619' from DER, 630' left of centerline, 158' AGL/273' MSL.
Rwy 36, trees beginning 2258' from DER, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS
CLEVELAND MUNI (RNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03APR14 (14093) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 178° to 600 before turning eastbound.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and poles beginning 797' from DER, 29' left and right of centerline, up to 40' AGL/180' MSL.
Rwy 36, poles beginning 1318' from DER, 66' left of centerline, up to 37' AGL/177' MSL.
Tree 1418' from DER, 274' left of centerline, 39' AGL/179' MSL.

COLUMBIA, MS
COLUMBIA-MARION COUNTY (0R0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-obstacles.
DEPARTURE PROCEDURE:
Rwy 23, climb heading 234° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 175' from DER, 414' right of centerline, up to 100' AGL/379' MSL.
Rwy 23, vehicle on road beginning 133' from DER, 46' right of centerline, 17' AGL/266' MSL.
Tree and house beginning 227' from DER, 240' right of centerline, up to 100' AGL/349' MSL.
Trees beginning 357' from DER, 273' left of centerline, up to 100' AGL/349' MSL.

COLUMBUS, MS
COLUMBUS-LOWNDES COUNTY (UBS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 07APR11 (11097) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/ min. climb of 350' per NM to 500.
Rwy 36, 500-3 or std. w/ min. climb of 280' per NM to 900.
DEPARTURE PROCEDURE:
Rwys 18, 36, climb runway heading to 600 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 36, tower 2.5 NM from DER, 3441' left of centerline, 492' AGL/657' MSL.

COLUMBUS AFB (KCBM)
COLUMBUS, MS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27FEB20 (20058)
TAKEOFF OBSTACLE NOTES:
Rwy 13C, trees 2967' from DER, 1009' left of cntrln, 74' AGL/288' MSL.
Trees 3005' from DER, 223' right of cntrln, up to 74' AGL/288' MSL.
Rwy 31C, trees 2340' from DER, 942' right of cntrln, 74' AGL/251' MSL.
Trees 2250' from DER, 769' right of cntrln, 74' AGL/251' MSL.
Rwy 31L, C-5 parked on stub 8 2147' from DER, 490' left of cntrln, 66' AGL/240' MSL.
T1 ramp moc 548' from DER, 169' left of cntrln, 14' AGL/204' MSL.
T1 ramp moc 550' from DER, 268' right of cntrln, 14' AGL/205' MSL.
Rwy 31R, t1 ramp moc 83' from DER, 472' left of cntrln, 14' AGL/197' MSL.
Trees 2124' from DER, 1104' right of cntrln, 74' AGL/251' MSL.

CORINTH, MS

ROSCOE TURNER (CRX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, Vehicle on road 207' from DER, 481' right of centerline, 15' AGL/446' MSL.
Trees 305' from DER, 451' left of centerline, up to 71' AGL/500' MSL.
Trees 633' from DER, 505' right of centerline, up to 79' AGL/520' MSL.
Rwy 36, Trees 1099' from DER, 766' right of centerline, up to 86' AGL/480' MSL.
Trees 1645' from DER, 751' left of centerline, up to 86' AGL/480' MSL.

COUSHATTA, LA

THE RED RIVER (0R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 43' from DER, 237' left of centerline, up to 225' MSL.
NAVAID, pole, tree beginning 113' from DER, 257' right of centerline, up to 56' AGL/215' MSL.
Tree 626' from DER, 383' right of centerline, 241' MSL.
Trees beginning 631' from DER, 490' right of centerline, up to 245' MSL.
Trees, pole beginning 816' from DER, 46' right of centerline, up to 251' MSL.
Tree 1280' from DER, 714' left of centerline, 228' MSL.
Trees beginning 1431' from DER, 628' left of centerline, up to 231' MSL.
Trees beginning 1607' from DER, 119' left of centerline, up to 235' MSL.
Trees beginning 1882' from DER, 765' left of centerline, up to 239' MSL.
Trees beginning 1985' from DER, 135' left of centerline, up to 240' MSL.
Trees beginning 2132' from DER, 297' left of centerline, up to 259' MSL.
Tree 2167' from DER, 148' right of centerline, 256' MSL.
Trees beginning 2175' from DER, 170' right of centerline, up to 257' MSL.
Trees beginning 2279' from DER, 140' left of centerline, up to 265' MSL.
Trees beginning 2290' from DER, 2' right of centerline, up to 263' MSL.
Trees beginning 3611' from DER, 277' left of centerline, up to 268' MSL.
Rwy 36, NAVAID 39' from DER, 110' right of centerline, 2' AGL/179' MSL.
NAVAID 40' from DER, 111' left of centerline, 3' AGL/180' MSL.
Tree 100' from DER, 452' left of centerline, 194' MSL.
Trees, terrain beginning 134' from DER, 231' right of centerline, up to 213' MSL.
Trees beginning 153' from DER, 250' left of centerline, up to 250' MSL.
Trees beginning 742' from DER, 83' right of centerline, up to 283' MSL.
Trees beginning 1523' from DER, 135' left of centerline, up to 261' MSL.
Tree 3492' from DER, 823' left of centerline, 277' MSL.
Tree 3634' from DER, 1134' left of centerline, 282' MSL.
Tree 3724' from DER, 933' left of centerline, 287' MSL.
Trees beginning 3868' from DER, 641' left of centerline, up to 299' MSL.

CRYSTAL SPRINGS, MS

COPIAH COUNTY (M11)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 57' from DER, 506' left of centerline, 407' MSL.
Tree 569' from DER, 491' left of centerline, 425' MSL.
Trees beginning 645' from DER, 588' left of centerline, up to 433' MSL.
Trees beginning 1020' from DER, 191' left of centerline, up to 443' MSL.
Trees beginning 1474' from DER, 209' left of centerline, up to 92' AGL/446' MSL.
Trees beginning 1524' from DER, 156' left of centerline, up to 453' MSL.
Tree 1861' from DER, 839' right of centerline, 446' MSL.
Trees beginning 1909' from DER, 169' left of centerline, up to 101' AGL/456' MSL.
Trees beginning 1936' from DER, 183' left of centerline, up to 107' AGL/461' MSL.
Tree 2148' from DER, 542' right of centerline, 450' MSL.
Tree 2197' from DER, 411' right of centerline, 458' MSL.
Tree 2705' from DER, 1057' left of centerline, 470' MSL.
Tree 2993' from DER, 71' left of centerline, 95' AGL/471' MSL.
Rwy 36, trees beginning 58' from DER, 499' right of centerline, up to 77' AGL/480' MSL.
Trees beginning 350' from DER, 492' right of centerline, up to 487' MSL.
Pole 350' from DER, 587' left of centerline, 462' MSL.
Trees beginning 516' from DER, 508' right of centerline, up to 492' MSL.
Trees beginning 730' from DER, 539' right of centerline, up to 495' MSL.
Pole, vehicles on traverse way beginning 779' from DER, 517' left of centerline, up to 474' MSL.
Trees beginning 845' from DER, 481' right of centerline, up to 510' MSL.
Tree 1014' from DER, 567' right of centerline, 511' MSL.
Trees beginning 1070' from DER, 474' right of centerline, up to 512' MSL.
Tree 1133' from DER, 555' right of centerline, 516' MSL.
Trees beginning 1180' from DER, 440' right of centerline, up to 521' MSL.

CON'T

CRYSTAL SPRINGS, MS (CON'T)

COPIAH COUNTY (M11) (CON'T)

Rwy 36 (CON'T), tree 1247' from DER, 717' left of centerline, 509' MSL.
Trees beginning 1325' from DER, 9' right of centerline, up to 527' MSL.
Trees beginning 1341' from DER, 5' left of centerline, up to 527' MSL.
Tree 1473' from DER, 294' right of centerline, 90' AGL/528' MSL.
Trees beginning 1481' from DER, 14' right of centerline, up to 89' AGL/529' MSL.
Trees beginning 1528' from DER, 1' right of centerline, up to 87' AGL/530' MSL.
Trees beginning 1554' from DER, on centerline, up to 88' AGL/532' MSL.
Trees beginning 1579' from DER, 1' left of centerline, up to 535' MSL.
Trees beginning 1935' from DER, 25' left of centerline, up to 538' MSL.
Trees beginning 1960' from DER, 4' left of centerline, up to 541' MSL.
Trees beginning 2326' from DER, 9' right of centerline, up to 533' MSL.
Trees beginning 2409' from DER, 116' right of centerline, up to 535' MSL.
Trees beginning 2530' from DER, 44' right of centerline, up to 538' MSL.
Trees beginning 3960' from DER, 60' right of centerline, up to 95' AGL/541' MSL.
Trees beginning 4262' from DER, 49' left of centerline, up to 95' AGL/543' MSL.
Trees beginning 4357' from DER, 33' left of centerline, up to 95' AGL/551' MSL.

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK (5R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:
Rwy 34, 400-2 or std. w/min. climb of 280' per NM to 600.

TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 26' from DER, 362' right of centerline, up to 20' AGL/98' MSL.
Trees beginning 1016' from DER, 679' right of centerline up to 70' AGL/145' MSL.
Trees beginning 1833' from DER, 574' right of centerline, up to 81' AGL/150' MSL.
Trees 2251' from DER, 206' right of centerline, up to 75' AGL/138' MSL.
Trees beginning 2277' from DER, 280' left of centerline, up to 82' AGL/145' MSL.
Trees 992' from DER, 590' left of centerline, up to 85' AGL/164' MSL.
Pole 815' from DER 708' left of centerline 37' AGL/115' MSL.
Trees 486' from DER, 538' left of centerline, up to 55' AGL/128' MSL.
Rwy 34, sign 15' from DER, 214' left of centerline, 8' AGL/81' MSL.
NAVAIDs beginning 29' from DER, 110' left of centerline up to 5' AGL/75' MSL.
Trees beginning 81' from DER, 341' right of centerline, up to 8' AGL/81' MSL.
Pole 138' from DER, 483' right of centerline, 41' AGL/109' MSL.
Trees beginning 256' from DER, 521' left of centerline up to 75' AGL/157' MSL.
Telephone line 1377' from DER, 293' left of centerline, 40' AGL/119' MSL.
Telephone line 1376' from DER, 294' right of centerline, 39' AGL/117' MSL.
Trees beginning 1431' from DER, 491' right of centerline, up to 74' AGL/136' MSL.

DE RIDDER, LA

BEAUREGARD RGNL (DRI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:
Rwy 32, 300-2¼ or std. w/min. climb of 215' per NM to 600.

TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road 707' from DER, 613' left of centerline, 15' AGL/224' MSL.
Trees beginning 1307' from DER, 566' right of centerline, up to 100' AGL/299' MSL.
Trees beginning 1765' from DER, 40' right of centerline, up to 100' AGL/309' MSL.
Rwy 18, trees beginning 52' from DER, 222' left of centerline, up to 220' MSL.
Tree 151' from DER, 271' right of centerline, 100' AGL/208' MSL.
Trees beginning 580' from DER, 353' right of centerline, up to 263' MSL.
Rwy 32, vegetation 129' from DER, 162' left of centerline, 203' MSL.
Vegetation 164' from DER, 227' left of centerline, 205' MSL.
Tree, vegetation beginning 251' from DER, 16' left of centerline, up to 248' MSL.
Tree 298' from DER, 189' right of centerline, 216' MSL.
Trees beginning 610' from DER, 141' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 722' from DER, 203' right of centerline, up to 100' AGL/309' MSL.
Tower 1.7 NM from DER, 1400' right of centerline, 275' AGL/479' MSL.
Rwy 36, trees beginning 556' from DER, 351' right of centerline, up to 266' MSL.
Pole 563' from DER, 352' left of centerline, 36' AGL/238' MSL.
Trees beginning 634' from DER, 369' left of centerline, up to 285' MSL.
Trees beginning 650' from DER, 1' left of centerline, up to 295' MSL.
Tree 659' from DER, 558' right of centerline, 270' MSL.
Trees beginning 710' from DER, 465' right of centerline, up to 273' MSL.
Trees beginning 2033' from DER, 140' right of centerline, up to 284' MSL.
Tree 2234' from DER, 372' right of centerline, 290' MSL.
Tree 2304' from DER, 313' right of centerline, 291' MSL.
Trees beginning 2372' from DER, 73' right of centerline, up to 299' MSL.

CON'T

DE RIDDER, LA (CON'T)

BEAUREGARD RGNL (DRI) (CON'T)

Rwy 36 (CON'T), trees beginning 2615' from DER, 219' left of centerline, up to 298' MSL.
Trees beginning 2784' from DER, 184' left of centerline, up to 299' MSL.
Tree 3607' from DER, 540' left of centerline, 305' MSL.
Tree 4277' from DER, 473' left of centerline, 313' MSL.

DREW, MS

RULEVILLE-DREW (M37)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL.
Rwy 36, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.

EUNICE, LA

EUNICE (4R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30OCT03 (03303) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400.
Rwy 34, 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807.
Rwy 16, 133°/56.1 NM.
Rwy 34, 132°/55.4 NM.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1258' from DER, 661' left of centerline, up to 45' AGL/56' MSL.
Multiple trees beginning 127' from DER, 275' right of centerline, up to 45' AGL/53' MSL.
Rwy 36, tree 14' from DER, 454' right of centerline, up to 35' AGL/45' MSL.
Multiple trees beginning 1391' from DER, 449' right of centerline, up to 55' AGL/86' MSL.
Multiple trees beginning 2288' from DER, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL (REG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle 25' from DER, 103' left of centerline, 7' AGL/18' MSL.
Vehicle 42' from DER, 119' left of centerline, 9' AGL/20' MSL.
Tree 115' from DER, 380' left of centerline, 45' MSL.
Tree 131' from DER, 379' right of centerline, 49' MSL.
Tree 360' from DER, 515' right of centerline, 61' MSL.
Tree 380' from DER, 477' left of centerline, 76' MSL.
Trees beginning 836' from DER, 270' right of centerline, up to 115' MSL.
Rwy 35, Rwy lt 5' from DER, 22' right of centerline, 1' AGL/13' MSL.
Rwy lt 6' from DER, 27' left of centerline, 1' AGL/14' MSL.
Tree 190' from DER, 379' left of centerline, 26' MSL.
Tree 197' from DER, 378' right of centerline, 38' MSL.
Trees beginning 679' from DER, 463' left of centerline, up to 76' MSL.
Trees beginning 691' from DER, 402' right of centerline, up to 77' MSL.
Trees beginning 779' from DER, 395' right of centerline, up to 80' MSL.
Trees beginning 863' from DER, 392' right of centerline, up to 81' MSL.
Trees beginning 869' from DER, 436' left of centerline, up to 113' MSL.
Tree 1008' from DER, 393' right of centerline, 84' MSL.
Trees beginning 1031' from DER, 30' right of centerline, up to 110' MSL.
Trees beginning 1720' from DER, 31' left of centerline, up to 116' MSL.
Tree 2808' from DER, 71' right of centerline, 111' MSL.
Trees beginning 2866' from DER, 4' right of centerline, up to 114' MSL.
Trees beginning 3654' from DER, 26' left of centerline, up to 120' MSL.
Tree 3816' from DER, 420' left of centerline, 125' MSL.

GREENVILLE, MS

GREENVILLE MID-DELTA (GLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12DEC13 (13346) (FAA)

DEPARTURE PROCEDURE:

Rwys 18L,18R, climb heading 177° to 800 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 18L, tree 3995' from DER, 1065' left of centerline, 114' AGL/236' MSL.
Tree 3503' from DER, 858 right of centerline, 110' AGL/219' MSL.
Rwy 18R, tree 1207' from DER, 539' right of centerline, 91' AGL/206' MSL.
Tree 3872' from DER, 501' right of centerline, 128' AGL/237' MSL.
Tree 3503' from DER, 705' left of centerline, 110' AGL/219' MSL.

GREENWOOD, MS

GREENWOOD-LEFLORE (GWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 255' per NM to 1000, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, for climb in visual conditions, cross Greenwood-Leflore airport at or above 1000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 95' from DER, 6' left of centerline, up to 49' AGL/240' MSL.
Trees beginning 765' from DER, 42' right of centerline, up to 84' AGL/180' MSL.
Trees beginning 2812' from DER, left and right of centerline, up to 99' AGL/259' MSL.
Trees beginning 1.2 NM from DER, 1608' right of centerline, up to 123' AGL/392' MSL.
Rwy 23, bushes beginning 137' from DER, 219' left of centerline, up to 24' AGL/ 160' MSL.
Bushes and trees beginning 233' from DER, 20' right of centerline, up to 82' AGL/251' MSL.
Trees beginning 1031' from DER, 14' left of centerline, up to 112' AGL/252' MSL.
Rwy 36, sign 25' from DER, 242' right of centerline, 3' AGL/148' MSL.
Trees beginning 743' from DER, 91' left of centerline, up to 95' AGL/257' MSL.
Trees beginning 1037' from DER, 662' right of centerline, up to 45' AGL/242' MSL.

GRENADA, MS

GRENADA MUNI (GNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1 or std. w/ min. climb of 240' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 051° to 700 before turning left.
Rwy 22, climb heading 231° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 320' from DER, 10' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 630' from DER, 650' left of centerline, up to 100' AGL/300' MSL.
Road and vehicles beginning 45' from DER, from 292' left of centerline to 320' right of centerline, up to 15' AGL/215' MSL.
Rwy 13, trees beginning 28' from DER, 60' right of centerline, up to 100' AGL/296' MSL.
Trees beginning 1110' from DER, 11' left of centerline, up to 100' AGL/293' MSL.
Rwy 22, trees beginning 940' from DER, 617' right of centerline, up to 100' AGL/290' MSL.
Pole and trees 874' from DER, 382' left of centerline, 100' AGL/290' MSL.
Rwy 31, vehicle on road 2' from DER, 188' right of centerline, 15' AGL/222' MSL.
Pole 4749' from DER, 1284' left of centerline, 110' AGL/330' MSL.
Trees beginning 192' from DER, 482' right of centerline, up to 100' AGL/359' MSL.
Trees beginning 2442' from DER, 575' left of centerline, up to 100' AGL/361' MSL.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 36, climb heading 013° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL.
Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL.
Rwy 18, trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL.
Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL.
Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL.

CON'T

GULFPORT, MS (CON'T)

GULFPORT-BILOXI INTL (GPT) (CON'T)

Rwy 32, trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL.
Rwy 36, trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL.
Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL.
Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 312° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL.
Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL.
Rwy 18, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL.
Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL.
Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL.
Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL.
Rwy 31, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL.
Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL.
Rwy 36, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL.
Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JAN09 (09015) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 309° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 13, numerous trees beginning 1184' from DER, 26' left of centerline, up to 111' AGL/251' MSL.
Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229'.
Rwy 31, numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL.
Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL (PIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 06DEC18 (18340) (FAA)

DEPARTURE PROCEDURE:

Rwys 18, 36, climb runway heading to 1000 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 50' from DER, 275' right of centerline, 304' MSL.
Tree 194' from DER, 325' right of centerline, 318' MSL.
Trees beginning 346' from DER, 467' left of centerline, up to 329' MSL.
Tree 531' from DER, 466' left of centerline, 331' MSL.
Tree 1019' from DER, 579' right of centerline, 331' MSL.
Trees beginning 1051' from DER, 264' right of centerline, up to 340' MSL.
Tree 1134' from DER, 465' left of centerline, 332' MSL.
Trees beginning 1172' from DER, 371' right of centerline, up to 343' MSL.
Tree 1438' from DER, 536' left of centerline, 342' MSL.
Rwy 36, tree 515' from DER, 551' right of centerline, 326' MSL.
Trees beginning 760' from DER, 639' right of centerline, up to 329' MSL.
Tree 1579' from DER, 660' left of centerline, 345' MSL.
Tree 1840' from DER, 923' left of centerline, 369' MSL.

HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY (M41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (14065) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and vertical structure beginning 1' from DER, 249' right of centerline, up to 76' AGL/627' MSL.
Trees beginning 182' from DER, 390' left of centerline, up to 85' AGL/636' MSL.
Trees and vertical structure beginning 637' from DER, 20' right of centerline, up to 91' AGL/642' MSL.
Trees beginning 701' from DER, 63' left of centerline, up to 96' AGL/647' MSL.
Rwy 36, trees beginning 22' from DER, 283' left of centerline, up to 66' AGL/582' MSL.
Pole and trees beginning 501' from DER, 376' right of centerline, up to 56' AGL/572' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

DEPARTURE PROCEDURE:

Rwy 30, climb heading 304° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL.
Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL.
Rwy 18, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL.
Rwy 30, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL.
Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL.
Rwy 36, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL.
Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1800 before turning East.
Rwy 36, climb heading 360° to 800 before turning East.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL.
Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL.
Rwy 36, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL.
Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL.
Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

JACKSON, MS

HAWKINS FIELD (HKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1¼ or std. w/min. climb of 235' per NM to 600, alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.
Rwy 16, std. w/min climb of 300' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 115° to 900 before proceeding on course.
Rwy 16, climb heading 159° to 1400 before turning right.
Rwy 29, climb heading 295° to 1400 before turning left.
Rwy 34, climb heading 339° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL.
Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL.
Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL.
Rwy 16, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL.
Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL.
Rwy 29, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL.
Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL.
Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL.
Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL.
Rwy 34, terrain 50' from DER, 316' right of centerline, 345' MSL.
Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwy 16R, 200-1¼ or std. w/min. climb of 227' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, trees beginning 1130' from DER, 722' left of centerline, up to 68' AGL/408' MSL.
Trees, beginning 1231' from DER, 321' left of centerline, up to 81' AGL/421' MSL.
Trees beginning 2323' from DER, 158' left of centerline, up to 123' AGL/459' MSL.
Tree 3159' from DER, 169' right of centerline, 108' AGL/435' MSL.
Rwy 16R, trees beginning 1411' from DER, 766' left of centerline, up to 65' AGL/405' MSL.
Tree 3824' from DER, 1210' left of centerline, 86' AGL/426' MSL.
Trees 5211' from DER, 1882' left of centerline, up to 85' AGL/482' MSL.
Trees beginning 2648' from DER, 537' right of centerline, up to 95' AGL/425' MSL.
Rwy 34L, trees beginning 2165' from DER, left and right of centerline, up to 120' AGL/402' MSL.
Rwy 34R, trees beginning 3117' from DER, 953' left of centerline, up to 108' AGL/396' MSL.
Trees beginning 2273' from DER, 1002' right of centerline, up to 93' AGL/374' MSL.

JENNINGS, LA
JENNINGS (3R7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1 or std. w/ min. climb of 400' per NM to 300.
Rwys 17, 35, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 8, vehicles on road 112' from DER, 479' left of centerline, 37' MSL.
Pole 1294' from DER, 177' left of centerline, 43' AGL/65' MSL.
Pole 1458' from DER, 349' left of centerline, 42' AGL/74' MSL.
Pole 1659' from DER, 316' left of centerline, 42' AGL/78' MSL.
Pole 2065' from DER, 241' left of centerline, 41' AGL/85' MSL.
Pole 2278' from DER, 204' left of centerline, 44' AGL/88' MSL.
Rwy 13, tree, pole beginning 689' from DER, 261' left of centerline, up to 71' MSL.
Power lines beginning 1182' from DER, 34' right of centerline, up to 81' AGL/106' MSL.
Power lines, tree beginning 1403' from DER, 20' left of centerline, up to 90' AGL/116' MSL.
Tree 2027' from DER, 490' left of centerline, 126' MSL.
Trees 2102' from DER, 362' left of centerline, 141' MSL.
Tank 3491' from DER, 1087' left of centerline, 172' AGL/197' MSL.
Tree 3495' from DER, 1154' right of centerline, 119' MSL.
Rwy 26, tree 185' from DER, 416' right of centerline, 26' MSL.
Tree 1090' from DER, 65' right of centerline, 56' MSL.
Tree 1137' from DER, 407' left of centerline, 47' MSL.
Tree 1558' from DER, 722' right of centerline, 66' MSL.
Rwy 31, fence 104' from DER, 395' right of centerline, 7' AGL/21' MSL.
Tree 353' from DER, 381' left of centerline, 56' MSL.
Tree, sign beginning 448' from DER, 215' left of centerline, up to 62' MSL.

JONESBORO, LA
JONESBORO (F88)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 211' from DER, 352' right of centerline, up to 100' AGL/349' MSL.
Trees beginning 270' from DER, 462' left of centerline, up to 100' AGL/369' MSL.
Rwy 36, trees beginning 200' from DER, 386' left of centerline, up to 100' AGL/339' MSL.
Trees beginning 375' from DER, 502' right of centerline, up to 100' AGL/339' MSL.

KEESLER AFB (KBIX)
BILOXI, MS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
27FEB20 (20058)
TAKEOFF OBSTACLE NOTES:
Rwy 4, light pole 977' from DER, 764' right of cntrln, 63' AGL/71' MSL.
Trees 1625' from DER, 726' right of cntrln, 51' AGL/62' MSL.
Trees 1977' from DER, 728' right of cntrln, 65' AGL/76' MSL.
Rwy 22, trees 1903' from DER, 668' right of cntrln, 71' AGL/101' MSL.
Trees 2704' from DER, 728' right of cntrln, 70' AGL/96' MSL.
Pylons-street light 1193' from DER, 443' right of cntrln, 30' AGL/61' MSL.
Tower 2631' from DER, 1036' left of cntrln, 58' AGL/82' MSL.
Trees 1803' from DER, 660' left of cntrln, 43' AGL/69' MSL.
Multiple power poles 2709' from DER, 951' left of cntrln, 71' AGL/91' MSL.
Multiple pylons 2670'-3159' from DER, 383'-895' left of cntrln, 65' AGL/107' MSL.
Multiple pylons 3499'-4131' from DER, 117'-1372' right of cntrln, 65' AGL/111' MSL.

KOSCIUSKO, MS
KOSCIUSKO-ATTALA COUNTY (OSX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAY05 (05132) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees 1054' from DER, 503' left of centerline, 100' AGL/559' MSL.
Trees 1172' from DER, 555' right of centerline, 100' AGL/559' MSL.
Terrain 18' from DER, 91' right of centerline, 473' MSL.
Terrain 68' from DER, 485' right of centerline, 473' MSL.
Rwy 32, trees 1676' from DER, 288' right of centerline, 100' AGL/619' MSL.
Trees 1341' from DER, 231' left of centerline, 100' AGL/609' MSL.
Terrain 129' from DER, 139' right of centerline, 502' MSL.
Terrain 182' from DER, 532' right of centerline, 493' MSL.
Terrain 352' from DER, 344' right of centerline, 496' MSL.
Terrain 79' from DER, 254' left of centerline, 486' MSL.
Terrain 525' from DER, 156' right of centerline, 496' MSL.
Terrain 302' from DER, 49' left of centerline, 489' MSL.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 23JUL15 (15204) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4L, trees beginning 257' from DER, 268' left of centerline, up to 100' AGL/139' MSL.
Fence 2506' from DER, 682' left of centerline, 121' AGL/163' MSL.
Pole 2978' from DER, 1061' left of centerline, 121' AGL/163' MSL.
Obstruction lights beginning 155' from DER, 251' right of centerline, up to 54' AGL/83' MSL.
Rwy 4R, vehicle on road 76' from DER, 498' left of centerline, 15' AGL/44' MSL.
Trees beginning 815' from DER, 110' left of centerline, up to 75' AGL/94' MSL.
Light on pole 912' from DER, 738' left of centerline, 32' AGL/71' MSL.
Vehicle on road 25' from DER, 272' right of centerline, 15' AGL/44' MSL.
Trees beginning 31' from DER, 268' right of centerline, up to 100' AGL/103' MSL.
Rwy 11, vehicle on road 37' from DER, 302' left of centerline, 15' AGL/48' MSL.
Trees beginning 553' from DER, 128' left of centerline, up to 87' AGL/91' MSL.
Vehicle on road 20' from DER, 34' right of centerline, 15' AGL/49' MSL.
Trees beginning 522' from DER, 27' right of centerline, up to 83' AGL/87' MSL.
Rwy 22L, poles beginning 1282' from DER, 62' left of centerline, up to 52' AGL/91' MSL.
Trees beginning 1454' from DER, 97' left of centerline, up to 100' AGL/106' MSL.
Terrain and trees beginning 95' from DER, 22' right of centerline, up to 100' AGL/129' MSL.
Railroad 875' from DER, 629' right of centerline, 23' AGL/63' MSL.
poles beginning 899' from DER, 248' right of centerline, up to 50' AGL/89' MSL.
Rwy 22R, tower 2544' from DER, 25' left of centerline, 104' AGL/142' MSL.
Trees, buildings, obstruction lights and antenna beginning 152' from DER, 268' right of centerline, up to 104' AGL/142' MSL.
Rwy 29, trees, towers, poles beginning 925' from DER, 5' left of centerline, up to 110' AGL/150' MSL.
Vehicle on road 12' from DER, 403' right of centerline, 15' AGL/48' MSL.
Trees, towers and poles beginning 63' from DER, 68' right of centerline, up to 130' AGL/165' MSL.

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std. w/ min. climb of 205' per NM to 300. Alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL.
Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL.
Rwy 33, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL.
Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL.
Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

LAKE CHARLES RGNL (LCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, antenna 38' from DER, 396' right of centerline, 8' AGL/23' MSL.
Vehicle on road 457' from DER, 605' left of centerline, up to 15' AGL/34' MSL.
Wire on pole 647' from DER, 530' left of centerline, 30' AGL/50' MSL.
Transmission pole 707' from DER, 602' right of centerline, 42' AGL/57' MSL.
Vehicle on road 710' from DER, 428' left of centerline, 15' AGL/33' MSL.
Transmission pole 767' from DER, 531' left of centerline, 31' AGL/46' MSL.
Transmission pole 825' from DER, 454' right of centerline, 32' AGL/47' MSL.
Pole 862' from DER, 485' right of centerline, 18' AGL/38' MSL.
Wire on pole 863' from DER, 485' right of centerline, 34' AGL/49' MSL.
Rwy 23, multiple trees beginning 19' from DER, left and right of centerline, up to 73' AGL/87' MSL.
Pole 1112' from DER, 130' left of centerline, 14' AGL/50' MSL.
Poles beginning 631' from DER, 283' right of centerline, up to 22' AGL/44' MSL.
Rwy 33, tree 1225' from DER, 622' left of centerline, 34' AGL/44' MSL.

LAUREL, MS

HESLER-NOBLE FIELD (LUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUN82 (82175) (FAA)

DEPARTURE PROCEDURE:

Rwy 13, climb runway heading to 500 before turning.

LEESVILLE, LA
LEESVILLE (L39)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 26' from DER, 78' left of centerline, 100' AGL/359' MSL.
Trees beginning 12' from DER, 210' right of centerline, up to 100' AGL/389' MSL.
Rwy 36, trees beginning 262' from DER, 396' left of centerline, 47' AGL/336' MSL.
Trees beginning 180' from DER, 130' right of centerline, up to 58' AGL/347' MSL.

LEXINGTON, MS
C. A. MOORE (19M)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09JUN83 (83160) (FAA)
DEPARTURE PROCEDURE:
Rwy 19, climb runway heading to 1000 before turning.

LOUISVILLE, MS
LOUISVILLE- WINSTON COUNTY (LMS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 20NOV08 (08325) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 500-2¼ or std. w/min. climb of 400' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 170° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tower 1.7 NM from DER, 2209 left of centerline, 410' AGL/950' MSL.

MADISON, MS
BRUCE CAMPBELL FIELD (MBO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-2 or std. w/min. climb of 267' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL.
Rwy 35, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL.
Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MAGEE, MS
MAGEE MUNI (17M)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29MAY14 (14149) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning abeam DER, 201' left of centerline, up to 100' AGL/649' MSL.
Trees beginning abeam DER, 205' right of centerline, up to 100' AGL/649' MSL.
Trees 562' from DER, 577' right of centerline, up to 100' AGL/ /659' MSL.
Trees beginning 1217' from DER, left and right of centerline, up to 100' AGL/659' MSL.
Rwy 36, trees beginning abeam DER, 165' right of centerline, up to 100' AGL/659' MSL.
Vehicle on road 411' from DER, 423' left of centerline, up to 15' AGL/565' MSL.
Trees 621' from DER, 343' left of centerline, up to 100' AGL/659' MSL.
Trees 1160' from DER, 447' right of centerline, up to 100' AGL/659' MSL.

MANSFIELD, LA
C E 'RUSTY' WILLIAMS (3F3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (11013) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 1182' from DER. left and right of centerline, up to 100' AGL/459' MSL.
Rwy 36, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/439' MSL.

MANY, LA

HART (3R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 117° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 594' left to 598' right of centerline, up to 100' AGL/385' MSL.
Power line/poles beginning 1198' from DER, 309' right of centerline, up to 58' AGL/354' MSL.
Rwy 30, trees beginning 74' from DER, 781' left to 509' right of centerline, up to 100' AGL/391' MSL.
Power line/pole 484' from DER, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS (MMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road beginning 3’ from DER, 210’ left of centerline, up to 15’ AGL/161’ MSL.
Vehicles on road, building, and poles beginning 51’ from DER, 4’ right of centerline, up to 38’ AGL/195’ MSL.
Trees beginning 1171’ from DER, 32’ left of centerline, up to 110’ AGL/265’ MSL.
Trees beginning 1071’ from DER, 4’ right of centerline, up to 110’ AGL/265’ MSL.
Rwy 20, trees beginning 44’ from DER, 389’ right of centerline, up to 85’ AGL/238’ MSL.
Trees 3684’ from DER, 550’ right of centerline, up to 106’ AGL/263’ MSL.

MARKSVILLE, LA

MARKSVILLE MUNI (MKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, light pole 61’ from DER, 459' right of centerline, 5' AGL/84' MSL.
Power pole 287' from DER, 315' right of centerline, 35' AGL/111' MSL.
Water tower 3870' from DER, 1134' left of centerline, 148' AGL/217' MSL.
Tree 1504' from DER, 374' left of centerline, 88' AGL/164' MSL.
Trees beginning 465' from DER, 148' right of centerline, up to 110' AGL/183' MSL.
Rwy 22, trees beginning 248' from DER, 373' left of centerline, up to 100' AGL/173' MSL.
Trees beginning 2571' from DER, 1008' right of centerline, up to 100' AGL/166' MSL.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (18144) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 516’ from DER, 603’ left of centerline, 405’ MSL.
Tree 610’ from DER, 653’ right of centerline, 430’ MSL.
Tree 653’ from DER, 590’ left of centerline, 441’ MSL.
Trees beginning 819’ from DER, 519’ right of centerline, up to 438’ MSL.
Tree 1180’ from DER, 770’ left of centerline, 462’ MSL.
Trees beginning 1265’ from DER, 561’ left of centerline, up to 467’ MSL.
Trees beginning 1496’ from DER, 394’ right of centerline, up to 458’ MSL.
Trees beginning 1575’ from DER, 392’ left of centerline, up to 470’ MSL.
Tree 2734’ from DER, 565’ right of centerline, 459’ MSL.
Tree 2838’ from DER, 421’ right of centerline, 460’ MSL.
Tree 2883’ from DER, 921’ right of centerline, 465’ MSL.
Trees beginning 2940’ from DER, 500’ right of centerline, up to 467’ MSL.
Trees beginning 3291’ from DER, 443’ left of centerline, up to 475’ MSL.
Rwy 34, tree 69’ from DER, 271’ left of centerline, 444’ MSL.
Trees beginning 164’ from DER, 307’ left of centerline, up to 454’ MSL.
Trees beginning 193’ from DER, 493’ left of centerline, up to 459’ MSL.
Trees beginning 667’ from DER, 568’ left of centerline, up to 471’ MSL.
Tree 717’ from DER, 593’ right of centerline, 455’ MSL.
Tree 889’ from DER, 630’ right of centerline, 465’ MSL.
Tree, pole beginning 957’ from DER, 693’ left of centerline, up to 493’ MSL.
Tree 1128’ from DER, 684’ right of centerline, 470’ MSL.
Trees beginning 1258’ from DER, 657’ right of centerline, up to 478’ MSL.
Trees beginning 1821’ from DER, 643’ right of centerline, up to 487’ MSL.
Trees beginning 2745’ from DER, 690’ right of centerline, up to 491’ MSL.
Tree 3017’ from DER, 753’ right of centerline, 501‘ MSL.
Trees beginning 3021’ from DER, 929’ right of centerline, up to 507’ MSL.

MERIDIAN, MS
KEY FIELD (MEI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 07JAN16 (16007) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, 300-1½ or std. w/ min. climb of 280' per NM to 700.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 046° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 323' from DER, 440' right of centerline, 28' AGL/308' MSL.
Vehicles on road 1196' from DER, 421' left of centerline, 17' AGL/341' MSL.
Trees beginning 1435' from DER, 413' left of centerline, up to 90' AGL/389' MSL.
Trees, tank, and tower beginning 2201' from DER, left and right of centerline, up to 80' AGL/399' MSL.
Trees beginning 3688' from DER, 334' left of centerline, up to 104' AGL/403' MSL.
Rwy 4, poles and trees beginning 70' from DER, 278' right of centerline, up to 39' AGL/335' MSL.
Poles, trees, and building beginning 988' from DER, 256' right of centerline, up to 51' AGL/350' MSL.
Tree 1817' from DER, 940' right of centerline, 59' AGL/358' MSL.
Fence 34' from DER, 276' left of centerline, 8' AGL/305' MSL.
Pole, light on pole, tank and railing on tank beginning 863' from DER, up to 32' AGL/330' MSL.
Trees beginning 2493' from DER, 65' left of centerline, up to 80' AGL/379' MSL.
Rwy 19, tower and antenna 481' from DER, 570' left of centerline, 32' AGL/312' MSL.
Tree 1893' from DER, 934' right of centerline, 101' AGL/380' MSL.
Tree 2660' from DER, 1162' left of centerline, 116' AGL/395' MSL.
Rwy 22, trees beginning 1328' from DER, 540' right of centerline, up to 99' AGL/378' MSL.
Trees beginning 1621' from DER, left and right of centerline, up to 108' AGL/387' MSL.
Trees beginning 4365' from DER, 317' right of centerline, up to 62' AGL/441' MSL.
Trees beginning 4519' from DER, left and right of centerline, up to 48' AGL/447' MSL.
Trees beginning 5568 from DER, 1354 right of centerline, up to 55' AGL/454' MSL.
Trees beginning 5650' from DER, 1273' right of centerline, up to 79' AGL/478' MSL.
Trees beginning 5702' from DER, left and right of centerline, up to 69' AGL/488' MSL.
Trees beginning 1.1 NM from DER, 1236' right of centerline, up to 60' AGL/499' MSL.
Trees beginning 1.2 NM from DER, 1490' right of centerline, up to 66' AGL/505' MSL.
Trees beginning 1.2 NM from DER, 712' right of centerline, up to 77' AGL/536' MSL.

MERIDIAN NAS (MC CAIN FIELD) (KNMM)
MERIDIAN, MS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12SEP19 (19255)
TAKEOFF MINIMUMS:
Rwy 1R, 300-1½, or std. w/min climb of 251' per NM to 700.
Rwy 19R, 300-2, or std. w/min climb of 218' per NM to 600.
TAKEOFF OBSTACLE NOTES:
Rwy 1R, terrain 0' from DER, 500' right of cntrln, 329' MSL.
Terrain 381' from DER, 600' left of cntrln, 337' MSL.
Terrain 614' from DER, 617' left of cntrln, 344' MSL.
Terrain 617' from DER, 665' left of cntrln, 345' MSL.
Terrain 644' from DER, 600' left of cntrln, 344' MSL.
Terrain 653' from DER, 675' left of cntrln, 346' MSL.
Terrain 2709' from DER, 1137' left of cntrln, 0' AGL/399' MSL.
Terrain 3148' from DER, 953' left of cntrln, 0' AGL/399' MSL.
Terrain and tree 1.1 NM from DER, 2315' left of cntrln, 0' AGL/499' MSL.
Rwy 10, terrain 0' from DER, 500' right of cntrln, 306' MSL.
Rwy 19R, terrain and tree 1.6 NM from DER, 1202' right of cntrln, 100' AGL/471' MSL.
Terrain 0' from DER, 500' right of cntrln, 257' MSL.
Terrain and tree 1.2 NM from DER, 247' right of cntrln, 85' AGL/424' MSL.
Terrain and tree 4388' from DER, 1108' left of cntrln, 70' AGL/349' MSL.
Terrain and tree 5309' from DER, 1236' left of cntrln, 105' AGL/384' MSL.
Rwy 28, antenna 1661' from DER, 90' left of cntrln, 0' AGL/338' MSL.

MINDEN, LA
MINDEN (MNE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 2' from DER, 134' left of centerline, up to 116' AGL/383' MSL.
Trees beginning 791' from DER, 68' right of centerline, up to 104' AGL/383' MSL.
Rwy 19, trees beginning 232' from DER, 46' left of centerline, up to 103' AGL/352' MSL.
Trees beginning 192' from DER, 12' right of centerline, up to 116' AGL/365' MSL.
Poles beginning 1234' from DER, 226' right of centerline, up to 69' AGL/318' MSL.

MONROE, LA

MONROE RGNL (MLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 07JUL05 (05188) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb via heading 222° to 900 before turning west.
Rwy 32, climb via heading 317° to 900 before turning west.
Rwy 36, climb via heading 357° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 3535' from DER, 1136' left of centerline, 98' AGL/177' MSL.
Tree 995' from DER, 726' left of centerline, 66' AGL/142' MSL.
Tree 2423' from DER, 903' right of centerline, 65' AGL/141' MSL.
Tree 1765' from DER, 773' right of centerline, 44' AGL/120' MSL.
Rwy 14, tree 1409' from DER, 770' left of centerline, 96' AGL/162' MSL.
Rwy 18, tree 1614' from DER, 242' right of centerline, 68' AGL/137' MSL.
Tree 1649' from DER, 45' right of centerline, 71' AGL/140' MSL.
Tree 1659' from DER, 112' left of centerline, 77' AGL/146' MSL.
Tree 1696' from DER, 619' left of centerline, 72' AGL/138' MSL.
Tree 2149' from DER, 102' right of centerline, 76' AGL/145' MSL.
Rwy 22, sign 99' from DER 459' right of centerline, 14' AGL/83' MSL.
Tree 2613' from DER, 1052' right of centerline, 104' AGL/170' MSL.
Rwy 32, tree 2361' from DER, 7' left of centerline, 77' AGL/160' MSL.
Tree 1781' from DER, 342' right of centerline, 66' AGL/149' MSL.
Tree 1709' from DER, 302' right of centerline, 78' AGL/161' MSL.
Tree 2103' from DER, 325' left of centerline, 73' AGL/156' MSL.
Light pole 384' from DER, 491' left of centerline, 18' AGL/97' MSL.
Rwy 36, antenna 3728' from DER, 599' right of centerline, 107' AGL/190' MSL.
Tower 3526' from DER, 478' right of centerline, 100' AGL/179' MSL.
Tree 2756' from DER, 129' right of centerline, 68' AGL/151' MSL.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, multiple trees beginning 1445' from DER, 226' left of centerline, up to 101' AGL/380' MSL.
Multiple trees beginning 17' from DER, 301' right of centerline, up to 99' AGL/334' MSL.
Rwy 18, multiple trees beginning 1060' from DER, 162' le' of centerline, up to 93' AGL/372' MSL.
Multiple trees beginning 788' from DER, 374' right of centerline, up to 90' AGL/369' MSL.
Rwy 31, multiple trees beginning 1320' from DER, 736' left of centerline, up to 105' AGL/364' MSL.
Trees 2129' from DER, 813' right of centerline, 81' AGL/340' MSL.
Rwy 36, multiple trees beginning 935' from DER, 327' left of centerline, up to 47' AGL/306' MSL.
Trees 473' from DER, 517' right of centerline, 79' AGL/338' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1½ or std. w/min. climb of 336' per NM to 600.
Rwy 35, std. w/min. climb of 202' per NM to 800, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE:

Rwy 35, climb heading 342° to 700 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 17, building, poles, beginning 90' from DER, 359' right of centerline, up to 32' AGL/142' MSL,.
Tree 2573' from DER, 1022' right of centerline, 94' AGL/204' MSL.
Rwy 25, tower 1.3 NM from DER, 632' right of centerline, 205' AGL/385' MSL.
Rwy 35, light pole 1975' from DER, 418' right of centerline, 66' AGL/180' MSL.
Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

NEW ALBANY, MS

NEW ALBANY-UNION COUNTY (M72)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298)

TAKEOFF MINIMUMS:

Rwy 18, std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL.
Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL.
Rwy 36, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL.
Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL (ARA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwy 17W, 35W, NA - environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 41' from DER, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA

LAKEFRONT (NEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

Rwy 18R, std. w/ min. climb of 204' per NM to 1400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 1400 before turning right.
Rwys 18L,18R, climb heading 177° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, obstruction light on hangar 80' from DER, 419' right of centerline, 48' AGL/52' MSL.
Obstruction lights on hangars, vehicles on road, and light poles beginning 288' from DER, 162' left of centerline, up to 68' AGL/72' MSL.
Trees beginning 840' from DER, 222' right of centerline, up to 69' AGL/73' MSL.
Light pole 2491' from DER, 254' left of centerline, 68' AGL/72' MSL.
Rwy 18L, antenna 334' from DER, 418' left of centerline, 38' AGL/42' MSL.
Rotating beacon 1451' from DER, 569' left of centerline, 94' AGL/98' MSL.
Obstruction light on hangar 2035' from DER, 35' right of centerline, 58' AGL/62' MSL.
Rwy 18R, obstruction light, pole, tree, vehicles on road, and train on tracks beginning 101' from DER, 175' left centerline, up to 38' AGL/45' MSL.
Obstruction light 106' from DER, on centerline, 12' AGL/19'MSL.
Vehicles on road 296' from DER, on centerline, 15' AGL/22' MSL.
Train on tracks 474' from DER, on centerline, 23' AGL/35' MSL.
Obstruction lights beginning 484' from DER, 504' right of centerline, up to 40' AGL/47' MSL.
Tree 677' from DER, 115' right of centerline, 32' AGL/39' MSL.
Poles beginning 709' from DER, 524' right of centerline, up to 44' AGL/51' MSL.
Pole, elevator, obstruction light on silo, and building beginning 1427' from DER, 421' right of centerline, up to 87' AGL/92' MSL.
Antenna 2817' from DER, 953' left of centerline, 105' AGL/101' MSL.
Tower 2943' from DER, 727' left of centerline, 103' AGL/100' MSL.
Multiple poles and towers beginning 3165' from DER, left and right of centerline, up to 106' AGL/111' MSL.
Tower 2.3 NM from DER, 3397' left of centerline, 369' AGL/373' MSL.
Rwy 27, boats 300' from DER, left to right of centerline, up to 50' MSL.
Obstruction lights on seawall 279' from DER, left to right of centerline, up to 11' AGL/15' MSL.
Rwy 36L, pier 63' from DER, 7' right of centerline, 6' AGL/10' MSL.
Rwy 36R, boats 350' from DER, left to right of centerline, up to 50' MSL.

NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple vehicles on roads beginning 3' from DER, 437' right of centerline, up to 26' AGL/28' MSL.
Multiple trees beginning 493' from DER, 542' right of centerline, up to 38' AGL/40' MSL.
Multiple poles beginning 831' from DER, 583' left of centerline, up to 34' AGL/36' MSL.
Multiple signs beginning 906' from DER, 235' right of centerline, up to 49' AGL/51' MSL.
Multiple buildings beginning 1369' from DER, 679' right of centerline, up to 48' AGL/50' MSL.
Multiple trees beginning 1555' from DER, 574' left of centerline, up to 45' AGL/47' MSL.
Antenna 1888' from DER, 692' right of centerline, 49' AGL/51' MSL.
Obstruction light 1822' from DER, 834' right of centerline, 64' AGL/66' MSL.
Crane 2412' from DER, 487' left of centerline, 81' AGL/83' MSL.
Rwy 11, obstruction light 623' from DER, 620' right of centerline, 21' AGL/25' MSL.
Pole 936' from DER, 663' right of centerline, 25' AGL/29' MSL.
Multiple trees beginning 1051' from DER, 37' left of centerline, up to 96' AGL/100' MSL.
Multiple trees beginning 1919' from DER, 157' right of centerline, up to 81' AGL/85' MSL.
Rwy 20, vehicle on road 201' from DER, 458' left of centerline, 29' AGL/30' MSL.
Sign 708' from DER, 688' left of centerline, 38' AGL/39' MSL.
Rod on building 664' from DER, 249' left of centerline, 23' AGL/24' MSL.
Pole 1124' from DER, 635' left of centerline, 31' AGL/32' MSL.
Multiple poles beginning 1358' from DER, 420' right of centerline, up to 46' AGL/47' MSL.
Tree 2057' from DER, 881' left of centerline, 67' AGL/68' MSL.
Multiple trees beginning 2604' from DER, 622' right of centerline, up to 85' AGL/86' MSL.
Ship 4166' from DER, on centerline, 152' AGL/153' MSL.
Rwy 29, tree 1265' from DER, 748' left of centerline, 58' AGL/59' MSL.
Multiple trees beginning 1541' from DER, 550' right of centerline, up to 65' AGL/66' MSL.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13SEP18 (18256)

TAKEOFF MINIMUMS:

Rwy 14, 300-1¼ w/ min. climb of 538'/NM to 500

DEPARTURE PROCEDURE:

Rwy 4, diverse departures authorized 064° CW 224°. Right turn to departure heading only.
Rwy 22, diverse departures authorized 045° CW 314°.
Rwy 32, diverse departures authorized 141° CW 300° left turn to departure heading only.

TAKEOFF OBSTACLE NOTES:

Rwy 4, building shelter 305' from DER, 569' right of cntrln, 34' AGL/37' MSL.
Rwy 14, windsock 407' inward of DER, 307' left of cntrln, 0' AGL/9' MSL.
Tree NE app Rwy 32 1095' from DER, 1257' left of cntrln, 78' AGL/74' MSL.
Tank 3438' from DER, 1433' left of cntrln, 98' AGL/116' MSL.
Terrain 0' from DER, 500' left of cntrln, 3' MSL.
Terrain 0' from DER, 500' left of cntrln, -1' MSL.
Terrain 0' from DER, 500' right of cntrln, 3' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, fence 97' from DER, 248' right of centerline, 5' AGL/44' MSL.
Pole 1263' from DER, 215' left of centerline, 45' AGL/84' MSL.
Trees beginning 1268' from DER, 127' right of centerline, up to 110' AGL/159' MSL.
Trees beginning 2436' from DER, 26' left of centerline, up to 127' AGL/176' MSL.
Rwy 18, road beginning 86' from DER, 398' right of centerline, up to 15' AGL/49' MSL.
Fence 220' from DER, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH (ACP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 400' from DER, 260' left of centerline, 30' AGL/134' MSL.
Rwy 36, trees 1300' from DER, on centerline, 50' AGL/159' MSL.

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL.
Tree 423' from DER, 602' right of centerline, 85' AGL/396' MSL.
Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL.
Rwy 36, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL.
Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL.
Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL.
Trees beginning 3010' from DER, 1173' right of centerline, up to 106' AGL/427' MSL..

OLIVE BRANCH, MS

OLIVE BRANCH (OLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12DEC13 (13346) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, ground beginning 164' from DER, 385' right of centerline, 401' MSL
Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL.
Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL.
Trees beginning 3028' from DER, 123' left of centerline, up to 93' AGL/483' MSL.
Trees beginning 4193' from DER, left and right of centerline, up to 100' AGL/519' MSL.
Rwy 36, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL.
Trees beginning 2763' from DER, left and right of centerline, up to 100' AGL/479' MSL.

OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD (OPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS: **Rwy 18,** 300-1¼ or std. w/min. climb of 261' per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 6, vehicles on road 499' from DER, on centerline, up to 15' AGL/89' MSL.
Buildings 94' from DER, 367' left of centerline, 25' AGL/99' MSL.
Trees beginning 241' from DER, 274' left of centerline, up to 100' AGL/179' MSL.
Trees beginning 909' from DER, 341' right of centerline, up to 100' AGL/174' MSL.
Buildings 977' from DER, 710' right of centerline, 25' AGL/104' MSL.
Poles beginning 1219' from DER, 626' right of centerline, 50' AGL/124' MSL.
Rwy 18, trees beginning 132' from DER, 271' right of centerline, up to 100' AGL/155' MSL.
Trees beginning 383' from DER, 358' left of centerline, up to 100' AGL/169' MSL.
Tower 6046' from DER, 895' left of centerline, 207' AGL/269' MSL.
Buildings 1072' from DER, 503' left of centerline, 25' AGL/99' MSL.
Pole 2581' from DER, 443' left of centerline, 78' AGL/147' MSL.
Vehicles on road 396' from DER, right and left of centerline, 15' AGL/89' MSL.
Rwy 24, vehicles on road 255' from DER, on centerline, 15' AGL/84' MSL.
Trees beginning 151' from DER, 311' left of centerline, up to 100' AGL/169' MSL.
Buildings 345' from DER, 551' left of centerline, 25' AGL/94' MSL.
Poles beginning 505' from DER, 394' left of centerline, 50' AGL/119' MSL.
Trees beginning 254' from DER, 220' right of centerline, 100' AGL/169' MSL.
Buildings 385' from DER, 269' right of centerline, 25' AGL/94' MSL.
Poles beginning 527' from DER, 299' right of centerline, 50' AGL/119' MSL.
Rwy 36, trees beginning 823' from DER, right and left of centerline, up to 100' AGL/158' MSL.
Pole 1116' from DER, 147' right of centerline, 35' AGL/104' MSL.

OXFORD, MS

UNIVERSITY-OXFORD (UOX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 472' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL.
Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL.
Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL.
Rwy 27, tree 39' from DER, 494' right of centerline, up to 74' AGL/434' MSL.
Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.

PASCAGOULA, MS
TRENT LOTT INTL (PQL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1¼ or std. w/min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
Rwy 35, std. w/min. climb of 217' per NM to 1000 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 35, for climb in visual conditions: cross Trent Lott Intl Airport at or above 800' MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL.
Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL.
Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL.
Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL.
Rwy 35, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA
HARRY P WILLIAMS MEMORIAL (PTN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwys 4W, 22W, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 6, fence 84' from DER, 303' left of centerline, 8'AGL/14' MSL.
Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.
Rwy 24, fence 2' from DER, 443' left of centerline, 4' AGL/11' MSL.
Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL.
Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL..
Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL.

PHILADELPHIA, MS
PHILADELPHIA MUNI (MPE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22OCT09 (09295) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL.
Rwy 36, trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL.
Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS
PICAYUNE MUNI (MJD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
DEPARTURE PROCEDURE:
Rwy 36, climb heading 359° to 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and bushes beginning 76' from DER, 18' left of centerline, up to 20' AGL/69' MSL.
Trees and bushes beginning 211' from DER, 182' right of centerline, up to 28' AGL/77' MSL.
Rwy 36, pole, trees, and bushes beginning 969' from DER, 183' left of centerline, up to 94' AGL/144' MSL.
Pole, bush, and trees beginning 63' from DER, 74' right of centerline, up to 97' AGL/143' MSL.

POLK AAF (KPOE)
FORT POLK, LA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27JUN13 (13178)
TAKEOFF OBSTACLE NOTES:
Rwy 16, Trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL.
Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL.
Rwy 34, Trees beginning 2305' from DER, 470' left of centerline, up to 80' AGL/402' MSL.
Trees beginning 2866' from DER, 1193' right of centerline, up to 449' MSL.

POPLARVILLE, MS

POPLARVILLE-PEARL RIVER COUNTY (M13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-1¾ or std. w/min. climb of 405' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 504' from DER, 530' left of centerline, up to 100' AGL/399' MSL.
Trees beginning 745' from DER, crossing centerline, up to 100' AGL/389' MSL.
Trees beginning 1239' from DER, 450' right of centerline, up to 100' AGL/419' MSL.
Rwy 34, trees beginning 104' from DER, 469' right of centerline, up to 100' AGL/419' MSL.
Trees beginning 436' from DER, 467' left of centerline, up to 100' AGL/409' MSL.
Trees beginning 2720' from DER, 1166' right of centerline, up to 100' AGL/429' MSL.
Tower 1.3 NM from DER, 2414' right of centerline, 335' AGL/665' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, poles and trees beginning 168' from DER, 256' left of centerline, up to 85' AGL/544' MSL.
Trees beginning 231' from DER, 264' right of centerline, up to 72' AGL/511' MSL.
Rwy 30, vehicle on road and trees beginning 91' from DER, 110' le' of centerline, up to 64' AGL/513' MSL.
Trees beginning 673' from DER, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (JVW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb via heading 124° to 2600 before proceeding on course.
Rwy 30, climb via heading 304° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 132' right of centerline, up to 100' AGL/379' MSL.
Trees beginning 1753' from DER, 788' left of centerline, up to 100' AGL/359' MSL.
Rwy 30, pole 1522' from DER, 533' right of centerline, 57' AGL/ 287' MSL.
Trees beginning 593' from DER, 426' right of centerline, up to 100' AGL/339' MSL.
Trees beginning 36' from DER, 163' left of centerline, up to 100' AGL/349' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 104' from DER, 364' right of centerline, 22' AGL/101' MSL.
Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL.
Trees beginning 1874' from DER, 972' right of centerline, up t o 100' AGL/146' MSL.
Rwy 36, trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL.
Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL.
Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

RESERVE, LA

PORT OF SOUTH LOUISIANA EXECUTIVE RGNL (APS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¾ or std. w/ min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL.
Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL.
Poles beginning 1377' from DER, 109' right of centerline, up to 40' AGL/46' MSL.
Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL.
Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL.
Transmission towers beginning 2156' from DER, 151' left of centerline, up to 73' AGL/78' MSL.
Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL.
Transmission tower 3293' from DER, 364' left of centerline, 92' AGL/98' MSL.
Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL.

CON'T

RESERVE, LA (CON'T)

PORT OF SOUTH LOUISIANA EXECUTIVE RGNL (APS) (CON'T)

Rwy 35, rising terrain 14' from DER, 432' right of centerline, 7' MSL.
Rising terrain 14' from DER, 260' left of centerline, 7' MSL.
Trees beginning 424' from DER, 540' left of centerline, up to 74' AGL/78' MSL.
Trees beginning 811' from DER, 621' right of centerline, up to 82' AGL/86' MSL.
Trees beginning 1091' from DER, 44' left of centerline, up to 87' AGL/91' MSL.
Trees beginning 1142' from DER, 100' right of centerline, up to 44' AGL/48' MSL.
Trees beginning 1438' from DER, 60' left of centerline, up to 88' AGL/92' MSL.
Trees beginning 1526' from DER, 9' right of centerline, up to 92' AGL/96' MSL.
Trees beginning 2394' from DER, 40' right of centerline, up to 100' AGL/104' MSL.
Trees beginning 2698' from DER, 13' left of centerline, up to 98' AGL/102' MSL.

RIPLEY, MS

RIPLEY (25M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:
Rwy 21, climb heading 213° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL.
Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL.
Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL.
Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL.
Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL.
Rwy 21, multiple trees beginning 198' from DER, 189' left of centerline, up to 100' AGL/519' MSL.
Multiple trees beginning 333' from DER, 307' right of centerline, up to 100' AGL/519' MSL.

RUSTON, LA

RUSTON RGNL (RSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 18, rising terrain beginning 197' from DER, 259' right of centerline, up to 325' MSL.
Trees beginning 123' from DER, 78' left of centerline, up to 100' AGL/411' MSL.
Fences beginning 617' from DER, 234' left of centerline, up to 9' AGL/330' MSL.
Vehicles on road beginning 652' from DER, 291' left of centerline, up to 18' AGL/339' MSL.
Pole 1183' from DER, 516' right of centerline, 25' AGL/346' MSL.
Trees beginning 1193' from DER, 23' right of centerline, up to 100' AGL/429' MSL.
Rwy 36, rising terrain and trees beginning 69' from DER, 290' right of centerline, up to 100' AGL/349' MSL.
Trees beginning 2308' from DER, 195' left of centerline, up to 100' AGL/389' MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN (DTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:
Rwy 23, 300-1½ or std. w/min. climb of 215' per NM to 500.
Rwy 32, std. w/min. climb of 215' per NM to 2700.

DEPARTURE PROCEDURE:
Rwy 23, climb heading 234° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees 102' from DER, 137' right of centerline, up to 80' AGL/245' MSL.
Trees 151' from DER, 247' left of centerline, up to 80' AGL/230' MSL.
Rwy 14, building 24' from DER, 466' right of centerline, 12' AGL/191' MSL.
Barge 1502' from DER, left and right of centerline, 60' AGL/238' MSL.
Trees 1626' from DER, 25' right of centerline, up to 100' AGL/281' MSL.
Trees 497' from DER, 73' left of centerline, up to 100' AGL/279' MSL.
Rwy 23, rod on hanger 24' from DER, 304' left of centerline, 30' AGL/204' MSL.
Vehicle on road 180' from DER, left and right of centerline, 15' AGL/188' MSL.
Trees 734' from DER, 278' left of centerline, up to 80' AGL/229' MSL.
Tower 1.2 NM from DER, 1698' right of centerline, 203' AGL/363' MSL.
Tower 1.2 NM from DER, 901' right of centerline, 197' AGL/365' MSL.
Pole 3891' from DER, 196' right of centerline, 125' AGL/295' MSL.
Rwy 32, fence 12' from DER, 242' right of centerline, 10' AGL/180' MSL.
Vehicles on road 71' from DER, left and right of centerline, up to 15' AGL/185' MSL.
Tree 282' from DER, 556' right of centerline, 80' AGL/249' MSL.
Trees beginning 373' from DER, 411' left of centerline, up to 90' AGL/262' MSL.
Barge 1164' from DER, left and right of centerline, 60' AGL/238' MSL.
Trees beginning 2029' from DER, 51' left of centerline, up to 110' AGL/267' MSL.

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 225' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Shreveport Regional airport at or above 1000 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, beginning 34' from DER, 150' left of centerline, up to 2' AGL/231' MSL.
Tree 1306' from DER, 757' left of centerline, 267' MSL.
Tree 1353' from DER, 784' left of centerline, 271' MSL.
Trees beginning 1499' from DER, 699' left of centerline, up to 290' MSL.
Tree 1499' from DER, 856' right of centerline, 66' AGL/280' MSL.
Trees beginning 1527' from DER, 21' right of centerline, up to 81' AGL/295' MSL.
Tree 1960' from DER, 848' left of centerline, 73' AGL/291' MSL.
Stack 1.2 NM from DER, 2437' left of centerline, 175' AGL/416' MSL.
Tank 1.3 NM from DER, 1984' left of centerline, 214' AGL/440' MSL.
Tower 2.5 NM from DER, 262' right of centerline, 420' AGL/661' MSL.
Rwy 14, pole 67' from DER, 4' right of centerline, 5' AGL/227' MSL.
Traverse way 193' from DER, 513' left of centerline, 228' MSL.
Pole beginning 727' from DER, 0' of centerline, up to 16' AGL/245' MSL.
Pole, NAVAID beginning 727' from DER, 27' left of centerline, up to 16' AGL/245' MSL.
Pole 867' from DER, 579' left of centerline, 25' AGL/246' MSL.
Pole beginning 960' from DER, 0' of centerline, up to 25' AGL/252' MSL.
Trees beginning 1033' from DER, 175' left of centerline, up to 257' MSL.
Pole 1116' from DER, 333' right of centerline, 22' AGL/254' MSL.
Trees beginning 1147' from DER, 512' left of centerline, up to 266' MSL.
Pole, tree beginning 1156' from DER, 0' of centerline, up to 26' AGL/257' MSL.
Trees beginning 1315' from DER, 167' right of centerline, up to 260' MSL.
Tree 1477' from DER, 261' left of centerline, 267' MSL.
Tree 1547' from DER, 169' right of centerline, 264' MSL.
Trees beginning 1587' from DER, 368' left of centerline, up to 277' MSL.
Tree 1743' from DER, 634' left of centerline, 285' MSL.
Trees beginning 1803' from DER, 292' left of centerline, up to 288' MSL.
Tree 2136' from DER, 1070' right of centerline, 296' MSL.
Trees beginning 2143' from DER, 303' left of centerline, up to 293' MSL.
Trees beginning 2327' from DER, 317' left of centerline, up to 295' MSL.
Trees beginning 2409' from DER, 66' right of centerline, up to 316' MSL.
Tree 2570' from DER, 913' left of centerline, 297' MSL.
Tree, pole beginning 2573' from DER, 111' right of centerline, up to 329' MSL.
Trees beginning 2621' from DER, 117' left of centerline, up to 299' MSL.
Trees beginning 2809' from DER, 91' left of centerline, up to 301' MSL.
Trees beginning 2899' from DER, 89' right of centerline, up to 331' MSL.
Tree 3110' from DER, 349' left of centerline, 302' MSL.
Tree 3808' from DER, 1279' right of centerline, 336' MSL.
Trees beginning 3817' from DER, 84' right of centerline, up to 340' MSL.
Trees beginning 3968' from DER, 1172' right of centerline, up to 348' MSL.
Trees beginning 4046' from DER, 457' right of centerline, up to 359' MSL.
Trees beginning 4229' from DER, 244' right of centerline, up to 366' MSL.
Trees beginning 4354' from DER, 142' left of centerline, up to 342' MSL.
Tree 4549' from DER, 429' left of centerline, 346' MSL.
Trees beginning 4575' from DER, 298' left of centerline, up to 358' MSL.
Rwy 24, terrain 4' from DER, 194' right of centerline, 239' MSL.
Terrain 6' from DER, 335' right of centerline, 240' MSL.
Traverse way 170' from DER, 494' right of centerline, 254' MSL.
Pole, transmission line beginning 1017' from DER, 178' left of centerline, up to 47' AGL/274' MSL.
Pole beginning 1117' from DER, 13' left of centerline, up to 49' AGL/277' MSL.
Tree 2366' from DER, 945' right of centerline, 301' MSL.
Tree 2375' from DER, 974' left of centerline, 54' AGL/308' MSL.
Tree 2396' from DER, 1093' right of centerline, 308' MSL.
Trees beginning 2438' from DER, 5' left of centerline, up to 64' AGL/319' MSL.
Tree 2515' from DER, 981' right of centerline, 71' AGL/309' MSL.
Trees beginning 2586' from DER, 19' right of centerline, up to 78' AGL/317' MSL.
Trees beginning 2774' from DER, 25' left of centerline, up to 81' AGL/333' MSL.
Trees beginning 2797' from DER, 55' right of centerline, up to 320' MSL.
Trees beginning 2820' from DER, 1' right of centerline, up to 324' MSL.
Trees beginning 2843' from DER, 338' left of centerline, up to 83' AGL/354' MSL.
Trees beginning 2851' from DER, 16' left of centerline, up to 356' MSL.
Trees beginning 2873' from DER, 289' right of centerline, up to 327' MSL.
Trees beginning 2882' from DER, 19' right of centerline, up to 80' AGL/331' MSL.
Trees beginning 2941' from DER, 26' right of centerline, up to 90' AGL/339' MSL.
Trees beginning 2949' from DER, 73' left of centerline, up to 87' AGL/358' MSL.
Trees beginning 2997' from DER, 83' right of centerline, up to 343' MSL.

CON'T

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV) (CON'T)

Rwy 24 (CON'T), trees beginning 3067' from DER, 112' right of centerline, up to 346' MSL.
Trees beginning 3182' from DER, 37' left of centerline, up to 93' AGL/359' MSL.
Trees beginning 3229' from DER, 15' left of centerline, up to 94' AGL/360' MSL.
Tree, spire beginning 3235' from DER, 1' right of centerline, up to 359' MSL.
Trees beginning 3294' from DER, 82' left of centerline, up to 362' MSL.
Trees beginning 3306' from DER, 8' left of centerline, up to 103' AGL/365' MSL.
Trees beginning 3440' from DER, 2' left of centerline, up to 103' AGL/366' MSL.
Trees beginning 4394' from DER, 183' left of centerline, up to 103' AGL/367' MSL.
Rwy 32, tree 999' from DER, 632' right of centerline, 294' MSL.
Trees beginning 1197' from DER, 732' right of centerline, up to 299' MSL.
Sign 1945' from DER, 776' left of centerline, 44' AGL/310' MSL.
Trees beginning 2220' from DER, 591' right of centerline, up to 327' MSL.

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL.
Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL.
Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 6' from DER, 146' left of centerline, up to 273' MSL.
Tree 816' from DER, 716' right of centerline, 67' AGL/287' MSL.
Trees beginning 1096' from DER, 293' left of centerline, up to 277' MSL.
Trees beginning 1166' from DER, 91' right of centerline, up to 291' MSL.
Trees beginning 1331' from DER, 6' right of centerline, up to 91' AGL/293' MSL.
Trees beginning 1345' from DER, 41' left of centerline, up to 280' MSL.
Trees beginning 1437' from DER, 21' left of centerline, up to 283' MSL.
Trees beginning 1552' from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1648' from DER, 2' right of centerline, up to 307' MSL.
Trees beginning 1812' from DER, 6' left of centerline, up to 297' MSL.
Trees beginning 1840' from DER, 120' left of centerline, up to 298' MSL.
Trees beginning 1854' from DER, 47' left of centerline, up to 302' MSL.
Trees beginning 1871' from DER, 141' left of centerline, up to 113' AGL/305' MSL.
Trees beginning 1972' from DER, 34' right of centerline, up to 311' MSL.
Trees beginning 2051' from DER, 8' left of centerline, up to 83' AGL/309' MSL.
Trees beginning 2333' from DER, 16' left of centerline, up to 103' AGL/318' MSL.
Trees beginning 2342' from DER, 32' right of centerline, up to 83' AGL/312' MSL.
Trees beginning 2542' from DER, 2' right of centerline, up to 98' AGL/319' MSL.
Trees beginning 2844' from DER, 267' left of centerline, up to 96' AGL/319' MSL.
Trees beginning 2938' from DER, 771' left of centerline, up to 324' MSL.
Trees beginning 3100' from DER, 676' left of centerline, up to 99' AGL/331' MSL.
Trees beginning 3257' from DER, 537' right of centerline, up to 99' AGL/336' MSL.
Rwy 36, tree 36' from DER, 115' left of centerline, 7' AGL/210' MSL.
Tree 109' from DER, 249' left of centerline, 5' AGL/211' MSL.
Terrain 191' from DER, 489' left of centerline, 212' MSL.
Terrain 408' from DER, 573' left of centerline, 217' MSL.
Trees beginning 757' from DER, 676' right of centerline, up to 82' AGL/278' MSL.
Tree 1026' from DER, 683' left of centerline, 86' AGL/292' MSL.
Trees beginning 1127' from DER, 671' right of centerline, up to 80' AGL/283' MSL.
Tree 1174' from DER, 802' left of centerline, 110' AGL/317' MSL.
Trees beginning 1212' from DER, 4' left of centerline, up to 112' AGL/319' MSL.
Trees beginning 1575' from DER, 63' right of centerline, up to 82' AGL/286' MSL.
Tree 2080' from DER, 35' right of centerline, 289' MSL.
Trees beginning 2106' from DER, 104' right of centerline, up to 292' MSL.
Trees beginning 2129' from DER, 9' right of centerline, up to 295' MSL.
Tree 2182' from DER, 322' right of centerline, 296' MSL.
Trees beginning 2210' from DER, 77' right of centerline, up to 297' MSL.
Trees beginning 2242' from DER, 113' right of centerline, up to 298' MSL.
Trees beginning 2261' from DER, 4' right of centerline, up to 301' MSL.
Trees beginning 2283' from DER, 49' right of centerline, up to 305' MSL.
Trees beginning 2487' from DER, 30' right of centerline, up to 106' AGL/310' MSL.

STARKVILLE, MS

GEORGE M BRYAN (STF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 52' from DER,395' right of centerline up to 79' AGL/378' MSL.
Trees 1037' from DER, 463' left of centerline, 45' AGL/365' MSL.
Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL.
Rwy 36, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL.
Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL.
Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL.
Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL.
Rwy 19, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL.
Rwy 32, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL.
Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.
Rwy 1, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL.
Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FIELD (UXL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL.
Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL.
Rwy 33, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL.
Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH/VICKSBURG, MS, LA

VICKSBURG TALLULAH RGNL (TVR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 200' from DER, 349' right of centerline, 6' AGL/91' MSL.
Pole 1410' from DER, 512' right of centerline, 35' AGL/121' MSL.
Trees beginning 1514' from DER, 881' left of centerline, up to 114' AGL/203' MSL.
Trees 3258' from DER, 129' right of centerline, 94' AGL/179' MSL.
Rwy 36, trees beginning 2382' from DER, 73' left of centerline, up to 89' AGL/177' MSL.

THIBODAUX, LA

THIBODAUX MUNI (L83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 1' from DER, 335' left of centerline, 10' MSL.
Vehicle on road 7' from DER, 187' left of centerline, up to 15' AGL/24' MSL.
Vehicle on road 11' from DER, 200' right of centerline, up to 15' AGL/24' MSL.
Trees 144' from DER, 412 right of centerline, up to 100' AGL/109' MSL.
Trees beginning 685' from DER, 62' right of centerline, up to 100' AGL/109' MSL.
Tower 4157' from DER, 1355' right of centerline, 122' AGL/139' MSL.
Rwy 26, trees beginning at DER, 135' left of centerline, up to 100' AGL/104' MSL.
Trees beginning at DER, 146' right of centerline, up to 100' AGL/104' MSL.
Trees and power lines beginning 2445' from DER, left and right of centerline, up to 100' AGL/104' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 1211' from DER, 803' right of centerline, 70' AGL/258' MSL.

TUPELO, MS

TUPELO RGNL (TUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, runway lights 5' from DER, 4' left and right of centerline, 1' AGL/347' MSL.
Trees beginning 1202' from DER, 804' left of centerline up to 100' AGL/400' MSL.

VICKSBURG, MS

VICKSBURG MUNI (VKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/min. climb of 290' per NM to 800 or 900 2-1/2 for VCOA.
Rwy 19, 300-2 or std. w/min. climb of 425' per NM to 400.

VCOA:

Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vicksburg Muni Airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vegetation, fence beginning 1' from DER, 293' right of centerline, up to 12' AGL/114' MSL.
Pole, fence beginning 146' from DER, 295' right of centerline, up to 26' AGL/128' MSL.
Traverse way beginning 193' from DER, 9' left of centerline, up to 41' AGL/136' MSL.
Pole, traverse way beginning 352' from DER, 218' right of centerline, up to 38' AGL/139' MSL.
Pole 397' from DER, 315' right of centerline, 41' AGL/141' MSL.
Tree, traverse way, pole beginning 438' from DER, 234' left of centerline, up to 59' AGL/152' MSL.
Tree 468' from DER, 432' right of centerline, 76' AGL/175' MSL.
Tree 683' from DER, 579' left of centerline, 81' AGL/174' MSL.
Trees beginning 775' from DER, 239' right of centerline, up to 86' AGL/182' MSL.
Trees beginning 905' from DER, 463' left of centerline, up to 85' AGL/176' MSL.
Tree 1364' from DER, 45' right of centerline, 79' AGL/185' MSL.
Tree 1365' from DER, 208' right of centerline, 80' AGL/189' MSL.
Tree 1470' from DER, 183' left of centerline, 80' AGL/177' MSL.
Trees beginning 1727' from DER, 76' left of centerline, up to 118' AGL/208' MSL.
Trees beginning 1736' from DER, 5' right of centerline, up to 113' AGL/211' MSL.
Trees beginning 2628' from DER, 119' left of centerline, up to 118' AGL/209' MSL.
Trees beginning 2832' from DER, 153' right of centerline, up to 122' AGL/219' MSL.
Stack 2.2 NM from DER, 2896' left of centerline, 502' AGL/592' MSL.
Rwy 19, fence beginning 13' from DER, 78' right of centerline, up to 30' AGL/135' MSL.
Trees beginning 176' from DER, 237' right of centerline, up to 88' AGL/193' MSL.
Tree 235' from DER, 177' left of centerline, 9' AGL/110' MSL.
Trees beginning 1518' from DER, 70' left of centerline, up to 83' AGL/181' MSL.
Trees beginning 2008' from DER, 682' left of centerline, up to 105' AGL/203' MSL.
Trees beginning 2544' from DER, 3' left of centerline, up to 124' AGL/217' MSL.
Trees beginning 2632' from DER, 246' right of centerline, up to 100' AGL/196' MSL.
Trees beginning 2848' from DER, 173' right of centerline, up to 94' AGL/208' MSL.
Tree 2898' from DER, 597' left of centerline, 120' AGL/241' MSL.
Tree, building, pole beginning 2971' from DER, 42' left of centerline, up to 131' AGL/255' MSL.
Tree 3317' from DER, 331' right of centerline, 85' AGL/217' MSL.
Tree, pole beginning 3693' from DER, 251' left of centerline, up to 124' AGL/295' MSL.
Trees beginning 3836' from DER, 625' right of centerline, up to 119' AGL/245' MSL.
Tree 3899' from DER, 143' right of centerline, 111' AGL/252' MSL.
Trees beginning 3950' from DER, 321' right of centerline, up to 129' AGL/264' MSL.
Tree, traverse way beginning 4060' from DER, 28' left of centerline, up to 112' AGL/302' MSL.
Tree, pole beginning 4219' from DER, 53' right of centerline, up to 109' AGL/283' MSL.
Tree, pole beginning 4465' from DER, 99' left of centerline, up to 126' AGL/316' MSL.
Tree 5091' from DER, 1507' right of centerline, 85' AGL/284' MSL.
Trees beginning 5195' from DER, 20' right of centerline, up to 110' AGL/299' MSL.
Trees beginning 5197' from DER, 1197' left of centerline, up to 132' AGL/326' MSL.
Trees beginning 5747' from DER, 69' left of centerline, up to 139' AGL/329' MSL.
Trees beginning 1 NM from DER, 570' left of centerline, up to 116' AGL/334' MSL.
Tree 1 NM from DER, 297' right of centerline, 106' AGL/302' MSL.
Tree, pole beginning 1 NM from DER, 1084' left of centerline, up to 118' AGL/340' MSL.
Tree 1 NM from DER, 26' right of centerline, 121' AGL/305' MSL.
Tree 1.1 NM from DER, 1925' right of centerline, 136' AGL/351' MSL.
Trees beginning 1.1 NM from DER, 106' left of centerline, up to 107' AGL/355' MSL.
Tree, building beginning 1.1 NM from DER, 287' right of centerline, up to 96' AGL/359' MSL.
Trees beginning 1.2 NM from DER, 69' right of centerline, up to 104' AGL/365' MSL.
Tree, tower beginning 1.2 NM from DER, 855' right of centerline, up to 116' AGL/374' MSL.
Trees beginning 1.4 NM from DER, 1371' left of centerline, up to 107' AGL/356' MSL.
Tree 1.6 NM from DER, 1820' left of centerline, 110' AGL/361' MSL.

VIDALIA, LA
CONCORDIA PARISH (0R4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
DEPARTURE PROCEDURE:
Rwy 14, climb heading 144° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 37' from DER, 244' right of centerline, up to 41' AGL/92' MSL.
Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL.
Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL.
T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL.
Rwy 32, pole 6' from DER, 420' left of centerline, 29' AGL/81' MSL.
Trees beginning 803' from DER, 299' left of centerline, up to 31' AGL/82' MSL.
Trees beginning 844' from DER, 432' right of centerline, up to 79' AGL/130' MSL.
Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA
VIVIAN (3F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 09APR09 (09099) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 200-1¼ or std. w/ min. climb of 303' per NM to 600.
Rwy 27, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 088° to 1900 before turning left.
Rwy 27, climb heading 268° to 1900 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL.
Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL.
Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL.
Rwy 27, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WEST POINT, MS
MCCHAREN FIELD (M83)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 06MAR14 (14065) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-1¾ or std. w/min. climb of 370' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 18, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL.
Terrain beginning 146' from DER, 22' left of centerline, up to 207' MSL.
Fence 200' from DER, on centerline, up to 4' AGL/213' MSL.
Terrain 151' from DER, 232' right of centerline, 207' MSL.
Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL.
Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL.
Rwy 36, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL.
Terrain 243' from DER, 262' left of centerline, 214' MSL.
Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL.
Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL.
Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' MSL.

WINNFIELD, LA
DAVID G. JOYCE (0R5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL.
Trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL.
Rwy 27, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL.
Trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (5A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 400-2¾ or std. w/min. climb of 215' per NM to 900. Alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, Climb heading 030° to 1000 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 21, Tower 2.1 NM from DER, 2789' right of centerline, 350' AGL/703' MSL.

YAZOO CITY, MS

YAZOO COUNTY (87I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 684' from DER, 131' left of centerline, up to 100' AGL/202' MSL.
Trees beginning 1016' from DER, 103' right of centerline, up to 100' AGL/200' MSL.
Rwy 35, trees beginning 2616' from DER, 837' left of centerline, up to 100' AGL/200' MSL.
Trees beginning 303' from DER, 1228' right of centerline, up to 100' AGL/200' MSL.

SC-4, 25 FEB 2021 to 22 APR 2021

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

ABBEVILLE, LA
ABBEVILLE CHRIS CRUSTA
MEMORIAL (IYA)……..**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

ALEXANDRIA, LA
ESLER RGNL (ESF)……..**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

BASTROP, LA
MOREHOUSE
MEMORIAL (BQP)……**RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

BATON ROUGE, LA
BATON ROUGE METROPOLITAN,
RYAN FIELD (BTR)……..…**ILS or LOC Rwy 13**[124]
ILS or LOC/DME Rwy 22R[124]
RADAR-1[25]
RNAV (GPS) Rwy 4L[4]
RNAV (GPS) Rwy 13[45]
RNAV (GPS) Rwy 22R[45]
RNAV (GPS) Rwy 31[45]
VOR Rwy 4L[34]
[1]ILS, Category C, 800-2; Category D, 800-2½;
LOC, Category D, 800-2½.
[2]NA when control tower closed.
[3]Categories C, D, 800-2½.
[4]NA when local weather not available.
[5]Category D, 800-2½.

BAY ST LOUIS, MS
STENNIS
INTL (HSA)……..……**LS Y or LOC Y Rwy 18**[1]
ILS Z or LOC Z Rwy 18[1]
NDB Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.
Category D, 800-2½; Category E, 800-2¾.
[1]NA when control tower closed.

NAME — ALTERNATE MINIMUMS

BOGALUSA, LA
GEORGE R CARR MEMORIAL
FLD (BXA)…….....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLARKSDALE, MS
FLETCHER
FIELD (CKM)……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

CLEVELAND, MS
CLEVELAND
MUNI (RNV)……...**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

COLUMBUS/WEST POINT/ STARKVILLE, MS
GOLDEN TRIANGLE
RGNL (GTR)……**ILS or LOC Rwy 18**[1]
ILS or LOC Rwy 36[23]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 36[4]
NA when local weather not available.
[1]LOC, Category D, 800-2¼; Category E, 800-2½.
[2]ILS, LOC, Categories A, B, 900-2;
Category C, 900-2½; Category D, 900-2¾;
Category E, 900-3.
[3]NA when control tower closed.
[4]Category D, 800-2¼; Category E, 800-2½.

CORINTH, MS
ROSCOE
TURNER (CRX)……..**ILS or LOC Rwy 18**[1]
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
NA when local weather not available.
[1]LOC, Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

DE RIDDER, LA
BEAUREGARD
RGNL (DRI).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GALLIANO, LA
SOUTH LAFOURCHE LEONARD
MILLER JR (GAO).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

GONZALES, LA
LOUISIANA RGNL (REG).....**RNAV (GPS) Rwy 35**
Category D, 800-2¼.

GREENVILLE, MS
GREENVILLE-MID
DELTA (GLH).....**ILS or LOC Rwy 18L**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R
VOR/DME Rwy 18R[1]
NA when local weather not available.
[1]Categories A, B, C, D, 800-2¼.

GREENWOOD, MS
GREENWOOD-
LEFLORE (GWO).....**ILS or LOC Rwy 18**[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR Rwy 5[2]
NA when local weather not available.
[1]ILS, LOC, Category C, 900-2½; Category D, 1000-3.
[2]Category C, 900-2½; Category D, 1000-3.

GRENADA, MS
GRENADA
MUNI (GNF).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
NA when local weather not available.
Category C, 800-2¼; Category D, 900-2¾.

NAME ALTERNATE

GULFPORT, MS
GULFPORT-BILOXI
INTL (GPT).....**ILS Z or LOC Z Rwy 14**[12]
ILS Z or LOC Z Rwy 32[34]
RADAR-1[5]
RNAV (GPS) Rwy 14[16]
RNAV (GPS) Rwy 18[6]
RNAV (GPS) Rwy 32[6]
RNAV (GPS) Rwy 36[6]
VOR Y Rwy 14[6]
VOR Y Rwy 32[6]
VOR Z Rwy 32[5]
VOR Z or TACAN Z Rwy 14[15]
[1]NA when local weather not available.
[2]LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[3]NA when control tower closed.
[4]ILS, Category B, 700-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾; LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[5]Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
[6]Category C, 800-2¼; Category D, 800-2½.

HAMMOND, LA
HAMMOND NORTHSHORE
RGNL (HDC).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
NA when local weather not available.

HATTIESBURG, MS
HATTIESBURG BOBBY L. CHAIN
MUNI (HBG).....**RNAV (GPS) Y Rwy 13**
NA when local weather not available.

HATTIESBURG/LAUREL, MS
HATTIESBURG-LAUREL
RGNL (PIB).....**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

HOUMA, LA
HOUMA-TERREBONNE
(HUM).....**COPTER VOR/DME Rwy 12**
ILS or LOC Rwy 18[23]
RNAV (GPS) Rwy 12[1]
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 36
VOR/DME Rwy 30
NA when local weather not available.
[1]Category D, 800-2¼.
[2]NA when control tower closed.
[3]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

JACKSON, MS

HAWKINS FIELD (HKS).....**ILS or LOC Rwy 16**[12]
RNAV (GPS) Rwy 16[3]
RNAV (GPS) Rwy 34[3]

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 800-2¼; Category D, 1000-3.
[3]Category C, 800-2¼; Category D, 1000-3.

JACKSON-MEDGAR WILEY EVERS INTL (JAN).....**ILS or LOC Rwy 16L**[123]
ILS or LOC Rwy 34L[123]
RADAR-1[4]
RNAV (GPS) Rwy 16L[35]
RNAV (GPS) Rwy 16R[35]
RNAV (GPS) Rwy 34L[35]
RNAV (GPS) Rwy 34R[35]
VOR/DME or TACAN Rwy 16L[35]
VOR/DME or TACAN Rwy 16R[35]
VOR/DME or TACAN Rwy 34L[35]
VOR/DME or TACAN Rwy 34R[35]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 700-2½; LOC, Category E, 800-2½.
[3]NA when local weather not available.
[4]Category E, 800-2¼.
[5]Category E, 800-2½.

JENNINGS, LA

JENNINGS (3R7).....**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT).....**ILS or LOC Rwy 4R**[12]
ILS or LOC Rwy 22L[123]
RADAR-1[3]
RNAV (GPS) Rwy 4R[2]
RNAV (GPS) Rwy 22L[2]
RNAV (GPS) Rwy 29[2]
VOR/DME Rwy 11[2]

[1]ILS, Category D, 700-2.
[2]NA when local weather not available.
[3]NA when control tower closed.

LAKE CHARLES, LA

CHENNAULT INTL (CWF).....**ILS or LOC Rwy 15**[1]
RNAV (GPS) Rwy 15[2]
RNAV (GPS) Rwy 33[3]

NA when local weather not available.
[1]LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼.
[3]Category D, 800-2½.

NAME ALTERNATE

LAKE CHARLES, LA (CON'T)

LAKE CHARLES RGNL (LCH).....**ILS or LOC Rwy 15**[12]
LOC BC Rwy 33[1]
RADAR-1[3]
RNAV (GPS) Rwy 15[45]
RNAV (GPS) Rwy 33[45]

[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]When control tower closed, ASR NA.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LAUREL, MS

HESLER-NOBLE FILED (LUL).....**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A

NA when local weather not available.
Category C, 900-2¼; Category D, 900-2¾.

MADISON, MS

BRUCE CAMPBELL FIELD (MBO).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 17

NA when local weather not available.
Category D, 800-2¼.

MANSFIELD, LA

C E 'RUSTY' WILLIAMS (3F3).....**RNAV (GPS) Rwy 18**

NA when local weather not available.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (MCB).....**ILS or LOC Rwy 16**[1]
RNAV (GPS) Rwy 16[2]
RNAV (GPS) Rwy 34[2]
VOR/DME-A[23]

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

NAME ALTERNATE MINIMUMS

MERIDIAN, MS

KEY FIELD (MEI)……...**ILS or LOC Rwy 1**[123]
ILS or LOC Rwy 19[136]
RNAV (GPS) Rwy 1[37]
RNAV (GPS) Rwy 4[34]
RNAV (GPS) Rwy 19[35]
RNAV (GPS) Rwy 22[34]
VOR-A[7]

[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 700-2; Category D, 900-2¾; Category E, 900-3. LOC, Category D, 900-2¾; Category E, 900-3.
[3]NA when local weather not available.
[4]Category D, 900-2¾.
[5]Category D, 900-2¾; Category E, 900-3.
[6]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 900-2¾; Category E, 900-3; LOC, Category C, 800-2¼; Category D, 900-2¾; Category E, 900-3.
[7]Category D, 900-2¾; Category E, 900-3.

MINDEN, LA

MINDEN (MNE)...……..**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
VOR/DME-A[1]

NA when local weather not available.
[1]Categories A, B, 1300-2; Categories C, D, 1300-3.

MONROE, LA

MONROE
RGNL (MLU)....….....**ILS or LOC Rwy 4**[123]
ILS or LOC Rwy 22[2]
RADAR-1[24]
RNAV (GPS) Rwy 4[14]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 32[14]
VOR/DME Rwy 4[4]
VOR/DME Rwy 32[4]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 1100-3.
[4]Category D, 1100-3.

NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS
COUNTY (HEZ)……**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

NATCHITOCHES, LA

NATCHITOCHES
RGNL (IER)……**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE

NEW IBERIA, LA

ACADIANA RGNL (ARA)…..**ILS or LOC Rwy 35**[12]
VOR or TACAN Rwy 17[3]
VOR Rwy 35[3]

[1]NA when LFT APP CON closed.
[2]LOC, Category E, 900-3.
[3]Category E, 900-3.

NEW ORLEANS, LA

LAKEFRONT (NEW)……..**ILS or LOC Rwy 18R**[12]
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
VOR/DME Rwy 36L

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

LOUIS ARMSTRONG
NEW ORLEANS INTL (MSY)…….**LOC Rwy 20**
Category D, 800-2¼.

OAKDALE, LA

ALLEN PARISH (ACP)……..**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH (OLV)…….**ILS or LOC Rwy 18**[12]
LOC Rwy 36[23]
RNAV (GPS) Rwy 18[3]
RNAV (GPS) Rwy 36[3]

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

OPELOUSAS, LA

ST LANDRY PARISH-AHART
FIELD (OPL)…….....**VOR Rwy 36**

NA when local weather not available.
Category D, 800-2¼.

OXFORD, MS

UNIVERSITY-
OXFORD (UOX)...……..**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR/DME-A

NA when local weather not available.
Category C, 1000-2¾; Category D, 1000-3.

PASCAGOULA, MS

TRENT LOTT
INTL (PQL)...……..**ILS or LOC Rwy 17**[1]
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]ILS, LOC, Category A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

NAME ALTERNATE MINIMUMS

PATTERSON, LA
HARRY P WILLIAMS
MEMORIAL (PTN)……..**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

PHILADELPHIA, MS
PHILADELPHIA
MUNI (MPE)……..**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

PICAYUNE, MS
PICAYUNE
MUNI (MJD)...……...**RNAV (GPS) Y Rwy 18**
RNAV (GPS) Z Rwy 18[1]
RNAV (GPS) Rwy 36[1]
VOR-A
NA when local weather not available.
[1]Category D, 1000-3.

RAYMOND, MS
JOHN BELL
WILLIAMS (JVW)...……**ILS or LOC Rwy 12**[1]
RNAV (GPS) Rwy 12[2]
RNAV (GPS) Rwy 30[2]
NA when local weather not available
[1]ILS, Category C, 800-2, Category D, 800-2¼;
LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

RESERVE, LA
PORT OF SOUTH LOUISIANA EXECUTIVE
RGNL (APS)……..**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR Rwy 35
NA when local weather not available.
Category C, 900-2½.

RUSTON, LA
RUSTON RGNL (RSN)…….**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

SHREVEPORT, LA
SHREVEPORT
DOWNTOWN (DTN)……**LOC Rwy 14**[123]
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 14[13]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 32[3]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE

SHREVEPORT, LA (CON'T)
SHREVEPORT
RGNL (SHV)……**ILS or LOC Rwy 14**[1]
ILS or LOC Rwy 32[2]
LOC Rwy 6[3]
RADAR-1[3]
RNAV (GPS) Rwy 6[4]
RNAV (GPS) Rwy 14[4]
RNAV (GPS) Rwy 24[4]
RNAV (GPS) Rwy 32[4]
[1]ILS, Category C, 800-2; Category D, 900-2¾;
Category E, 900-3. LOC, Category D, 900-2¾;
Category E, 900-3.
[2]ILS, Category C, 800-2; Category D, 900-2¾.
LOC, Category D, 900-2¾.
[3]Category D, 900-2¾; Category E, 900-3.
[4]Category D, 900-2¾.

SLIDELL, LA
SLIDELL (ASD)…….....**RNAV (GPS) Rwy 36**
NA when local weather not available.

STARKVILLE, MS
GEORGE M
BRYAN (STF)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 36[1]
Category D, 800-2¼.
[1]NA when local weather not available.

SULPHUR, LA
SOUTHLAND FIELD (UXL)……**LOC Rwy 15**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.

TALLULAH, LA
VICKSBURG TALLULAH
RGNL (TVR)……..……**RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

TUNICA, MS
TUNICA MUNI (UTA)……**ILS or LOC Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

TUPELO, MS
TUPELO RGNL (TUP)……...**COPTER VOR 023°**[4]
ILS Y or LOC Y Rwy 36[1]
ILS Z or LOC Z Rwy 36[24]
RNAV (GPS) Rwy 18[34]
RNAV (GPS) Rwy 36[34]
VOR Rwy 18[34]
[1]ILS, NA when local weather not available;
Category D, 800-2½. LOC, NA.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when local weather not available.

ALTERNATE MINS

21056

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE
VICKSBURG, MS			
VICKSBURG MUNI (VKS)	**RNAV (GPS) Rwy 1**[1]		
	RNAV (GPS) Rwy 19[2]		

[1]Category D, 800-2½.
[2]Category C, 800-2¼; Category D, 800-2½.

SC-4, 25 FEB 2021 to 22 APR 2021

ALTERNATE MINS

21056

M6

ALEXANDRIA INTL (AEX), LA (Amdt 2, 14149 USAF) ELEV **89**

RADAR[1 4] **- (E)** 119.675 239.0 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	14	3.0°/55/1040	ABCDE	**284**-½	200	(200-½)
ASR	14[3]		AB	**600**-½	516	(600-½)
			CDE	**600**-1	516	(600-1)
	32		AB	**680**-1	591	(600-1)
			CDE	**680**-1¾	591	(600-1¾)
CIR	14		AB	**660**-1	571	(600-1)
			C	**720**-1¾	631	(700-1¾)
			D	**840**-2½	751	(800-2½)
			E	**840**-2¾	751	(800-2¾)
	32		AB	**680**-1	591	(600-1)
			C	**720**-1¾	631	(720-1¾)
			D	**840**-2½	751	(800-2½)
			E	**840**-2¾	751	(800-2¾)

[1]Military Use Only.
[2]When ALS inop increase CAT ABCDE vis to ¾ mile.
[3]When ALS inop increase CAT AB vis to 1 mile, CAT CDE vis to 1⅝ miles.
[4]GCA-Opr Tue-Fri 1300-2200Z++ or by NOTAM.

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BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF) ELEV **165**

RADAR[1] **- (E)** 118.6 119.9 125.1 335.55 350.2

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	15		AB	**640**/24	477	(500-½)
			CDE	**640**/50	477	(500-1)
	33		AB	**640**/24	479	(500-½)
			CDE	**640**/50	479	(500-1)
C CIR[3]	ALL RWY		ABC	**NOT AUTHORIZED**		
			D	**760**-2	595	(600-2)
			E	**780**-2¼	615	(700-2¼)

[1]Opr 1200-0500Z++.
[2]When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
[3]Circling not authorized W of Rwy.

SC-4, 25 FEB 2021 to 22 APR 2021

BATON ROUGE, LA

Amdt 11, 20AUG15 (15232) (FAA) ELEV **70**

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

RADAR-1 120.3 278.3 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	31		ABCD	**520**-1	450	(500-1)				
	13		AB	**560**-¾	493	(500-¾)	CD	**560**-1	493	(500-1)
	22R		AB	**620**/40	550	(600-¾)	CD	**620**/60	550	(600-1¼)
	4L		AB	**620**-1¼	551	(600-1¼)	CD	**620**-1⅝	551	(600-1⅝)
C CIRCLING	ALL RWY		A	**620**-1¼	550	(600-1¼)	B	**660**-1¼	590	(600-1¼)
			C	**780**-2	710	(800-2)	D	**840**-2½	770	(800-2½)

When control tower closed, ASR NA.
For inoperative MALS, increase S-31 CATs C/D visibility to 1⅜ mile.
For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1⅜ mile.

GULFPORT, MS

Amdt 7, 07DEC17 (17341) (FAA) ELEV **29**

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32		AB	**440**/24	412	(500-½)	CDE	**440**/40	412	(500-¾)
	14		AB	**560**/24	533	(600-½)	CDE	**560**/55	533	(600-1¼)
C CIRCLING	ALL RWY		A	**560**-1	531	(600-1)	B	**640**-1	611	(700-1)
			C	**820**-2¼	791	(800-2¼)	D	**820**-2½	791	(800-2½)
			E	**820**-2¾	791	(800-2¾)				

When control tower closed, ASR NA.
For inoperative ALS, increase ASR S-14 CAT E visibility to 1½ SM; increase ASR S-32 CAT C, D, and E visibility to RVR 6000.

JACKSON, MS

Amdt 12, 30APR15 (15120) (FAA) ELEV **346**

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	16L		AB	**740**/24	428	(400-½)	CDE	**740**/40	428	(400-¾)
	16R		AB	**740**-1	420	(400-1)	CDE	**740**-1⅛	420	(400-1⅛)
	34L		AB	**820**/40	491	(500-¾)	CDE	**820**/50	491	(500-1)
	34R		AB	**840**/55	494	(500-1¼)	CDE	**840**-1⅜	494	(500-1⅜)
C CIRCLING	ALL RWY		AB	**880**-1	534	(600-1)	C	**900**-1½	554	(600-1½)
			D	**960**-2	614	(700-2)	E	**1040**-2½	694	(700-2½)

When control tower closed, procedure NA.
CAT E Circling not authorized southwest of runway 16R-34L.
Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.
Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1⅜.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW), MS (Moscow) (15036 USN)

ELEV **539**

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	32		CD	**1500**-3	961	(1000-3)
CIR[1]	ALL RWY		CD	**1500**-3	961	(1000-3)

[1]Procedure NA at night.

LAFAYETTE, LA

Amdt 11, 20JUN19 (19171) (FAA) ELEV **42**

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

RADAR-1 121.1 363.0 T A

	RWY	GP/TCH/ RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	29		ABCD	**380**-1	338	(400-1)				
	4R		AB	**500**-1	460	(500-1)	CD	**500**-1⅜	460	(500-1⅜)
	11		AB	**540**-1	498	(500-1)	CD	**540**-1⅜	498	(500-1⅜)
C CIRCLING	ALL RWY		A	**540**-1	498	(500-1)	B	**580**-1	538	(600-1)
			C	**700**-1¾	658	(700-1¾)	D	**700**-2	658	(700-2)

When control tower closed, ASR NA.
Rwy 4R, Rwy 11, Rwy 29 helicopter visibility reduction below ¾ SM not authorized.

LAKE CHARLES, LA

Amdt 1B, 31MAY12 (14149) (FAA) ELEV **17**

CHENNAULT INTL (CWF)

RADAR- 1 119.8 282.3 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		AB	**580**-1	564	(600-1)	CDE	**580**-1⅝	564	(600-1⅝)
	15		AB	**620**-¾	606	(700-¾)	CDE	**620**-1⅜	606	(700-1⅜)
CIRCLING	ALL RWY		AB	**640**-1	623	(700-1)	C	**640**-1¾	623	(700-1¾)
			D	**640**-2	623	(700-2)	E	**880**-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.
For inoperative MALSR, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1¾.
Rwy 15: visibility reduction by helicopters NA.
Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA

Amdt 5D, 05NOV20 (20310) (FAA) ELEV **15**

LAKE CHARLES RGNL(LCH)

RADAR-1 119.35 353.75 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	33		ABC	**380**-¾	369	(400-¾)	D	**380**-1¼	369	(400-1¼)
	5		ABC	**380**-1	366	(400-1)	D	**380**-1¼	366	(400-1¼)
	15		AB	**440**/24	428	(500-½)	C	**440**/40	428	(500-¾)
			D	**440**/50	428	(500-1)				
	23		AB	**440**-1	425	(500-1)	CD	**440**-1¼	425	(500-1¼)
C CIRCLING	ALL RWY		A	**440**-1	425	(500-1)	B	**480**-1	465	(500-1)
			C	**580**-1½	565	(600-1½)	D	**680**-2	665	(700-2)

When control tower closed, ASR NA.

MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (Amdt 3, 19339 USN) ELEV **316**

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	19L	3.0°/45/1055	ABCDE	**416**-½	100	(100-½)
	1L[2]	3.0°/34/738	ABCDE	**454**-½	200	(200-½)
	1R	3.0°/36/839	ABCDE	**470**-¾	200	(200-¾)
	19R	3.0°/36/853	ABCDE	**494**-¾	200	(200-¾)
PAR W/O GS[1]	19R[12]		ABCDE	**640**-1	346	(400-1)
	1R[11]		ABCDE	**640**-1	370	(400-1)
	19L[3]		AB	**740**-⅝	424	(500-⅝)
			CDE	**740**-¾	424	(500-¾)
	1L[4 11]		AB	**760**-⅝	506	(500-⅝)
			CDE	**760**-1	506	(500-1)
ASR[9]	28[8]		ABCDE	**680**-1	375	(400-1)
	1R[6]		AB	**700**-1	430	(400-1)
			CDE	**700**-1¼	430	(400-1¼)
	1L[4 5]		AB	**760**-⅝	506	(500-⅝)
			CDE	**760**-1	506	(500-1)
	19L[4]		AB	**800**-⅝	484	(500-⅝)
			CDE	**800**-1	484	(500-1)
	19R[7]		AB	**740**-1	446	(500-1)
			CDE	**740**-1⅜	446	(500-1⅜)
	10[10]		AB	**740**-1	436	(500-1)
			CDE	**740**-1¼	436	(500-1¼)
CIR	All Rwy		AB	**840**-1	524	(600-1)
			C	**840**-1½	524	(600-1½)
			D	**880**-2	564	(600-2)
			E	**1080**-2¾	764	(800-2¾)

[1]No-NOTAM MP sked: PAR 1300-1700Z++ Tue. PAR and PAR W/O GS apch not avbl dur this time.
[2]When ALS inop, increase vis CAT ABCDE to ¾ mile.
[3]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.
[4]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅜ miles.
[5]Step Down at 2.5 NM from thld, 1020 min.
[6]Step Down at 3 NM from thld, 1080 min.
[7]Step Down at 2 NM from thld, 880 min.
[8]Step Down at 2 NM from thld, 980 min.
[9]No-NOTAM MP sked: DASR 11 1300-1700Z++ Tue. No ASR apch dur this time.
[10]Step Down at 3 NM from thld, 1220 min.
[11]Step Down at 3 NM from thld, 1140 min.
[12]Step Down at 2 NM from thld, 860 min.

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV **79**

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	4		AB	**560**/40	484	(500-¾)	CD	**560**/50	484	(500-1)
	22		AB	**560**-¾	485	(500-¾)	CD	**560**-1	485	(500-1)
C CIRCLING	ALL RWY		AB	**580**-1¼	501	(600-1¼)	C	**740**-1¾	661	(700-1¾)
			D	**1160**-3	1081	(1100-3)				

When control tower closed, ASR NA.
Circling Rwy 14 NA at night.
For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ⅜ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅜ SM.

SC-4, 25 FEB 2021 to 22 APR 2021

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20310

N6

NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA — ELEV 2

(Amdt 3, 19339 USN)

RADAR[1] **- (E)** 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	4[2]	3.0°/51/967	ABCDE	**98**-¼	100	(100-¼)
	22[3 10]	3.0°/40/814	ABCDE	**249**-½	250	(300-½)
PAR W/O GS	4[4]		AB	**420**-½	422	(500-½)
			CDE	**420**-¾	422	(500-¾)
	22[5 13]		AB	**340**-½	341	(400-½)
			CDE	**340**-⅝	341	(400-⅝)
ASR	14[9 11]		AB	**480**-1	478	(500-1)
			CDE	**480**-1⅜	478	(500-1⅜)
	4[6 9]		AB	**520**-½	522	(600-½)
			CDE	**520**-1	522	(600-1)
	22[7 12]		AB	**580**-½	581	(600-½)
			CDE	**580**-1¼	581	(600-1¼)
	32[8 9]		AB	**580**-1	578	(600-1)
			CDE	**580**-1⅜	578	(600-1⅜)
CIR[9]	Rwy 04/14 /22/32		AB	**580**-1	578	(600-1)
			C	**580**-1⅝	578	(600-1⅝)
			D	**640**-2	638	(700-2)
			E	**640**-2¼	638	(700-2¼)

NOTE: Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.
[1]No-NOTAM preventive maint Mon 1300-1800Z++.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]When ALS inop, increase vis CAT ABCDE to ⅞ mile.
[4]When ALS inop, increase vis CAT AB 1 mile, CAT CDE to 1¼ miles.
[5]When ALS inop, increase vis CAT ABCDE to 1 mile.
[6]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅝ miles.
[7]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¾ miles.
[8]When ALS inop, increase vis CAT CDE to 1⅝ miles.
[9]CAT E circling not authorized NW of Rwy 4-22.
[10]CAUTION: WCH group 4 16' is less than minimum of 20'.
[11]Step Down Fix at 2 NM from thld, 680 min.
[12]Step Down Fix at 3 NM from thld, 800 min.
[13]Step Down Fix at 2 NM from RPI 640 min.

POLK AAF (KPOE), LA (FORT POLK) (RADAR 1 Amdt 4C, RADAR 2 Orig, 20086 USA)

RADAR - (E) 123.7 261.3 T NA Opr 1400-0600Z++ exc hol. ELEV **330**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	34	3.0°/42/799	AB	**579**-½	256	(300-½)
			CD	**579**-¾	256	(300-¾)
ASR	34		AB	**760**-¾	482	(500-¾)
			CD	**760**-1	482	(500-1)
	16		AB	**800**-1	472	(500-1)
			CD	**800**-1⅜	472	(500-1⅜)
CIR	ALL RWY		AB	**820**-1	490	(500-1)
			C	**820**-1½	490	(500-1½)
			D	**880**-2	550	(600-2)

[1]Rwy 34 VGSI and PAR glidepath not coincident.

SHREVEPORT, LA Amdt 6A, 05NOV20 (20310) (FAA) ELEV **258**

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	32		AB	**720**/40	498	(500-¾)
			CDE	**720**/50	498	(500-1)
	14		AB	**800**/40	542	(600-¾)
			CDE	**800**/60	542	(600-1¼)
	6		AB	**800**-1¼	562	(600-1¼)
			CDE	**800**-1⅝	562	(600-1⅝)
C CIRCLING	ALL RWY		AB	**800**-1¼	542	(600-1¼)
			C	**980**-2	722	(800-2)
			D	**1100**-2¾	842	(900-2¾)
			E	**1100**-3	842	(900-3)

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS, increase S-14 Cat E visibility to 1⅝ SM and S-32 Cat C/D/E visibility to 1⅜ SM.
When control tower closed, ASR NA.

15344

THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR LOUISIANA AND MISSISSIPPI

SC-4, 25 FEB 2021 to 22 APR 2021

15344

20366

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*
BATON ROUGE, LA		
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13-31 and Rwy 04L-22R.
	HS 2	Rwy 04R-22L and Twy E in close proximity.
	HS 3	Twy F turning onto Twy E and Rwy 13-31.
	HS 4	Rwy 13 and Rwy 04R-22L.
COLUMBUS, MS		
COLUMBUS AFB (CBM)	HS 1	Maintain vigilance numerous twys in area of Rwy 13R.
HOUMA, LA		
HOUMA-TERREBONNE (HUM)	HS 1	Twy H, Twy E, Twy B at Rwy 18-36 & Rwy 12-30.
	HS 2	Remain alert due to numerous helicopter operations
LAFAYETTE, LA		
LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)	HS 1	Twy D, Twy C: Ramp congestion and short taxi to Rwy 11.
	HS 2	Twy B, Twy J, Twy F: Confusing geometry with INT of Rwy 04L-22R and Rwy 11-29.
	HS 3	Rwy 22L arriving large aircraft exiting on Twy H: Do not enter Twy F.
NEW ORLEANS, LA		
LAKEFRONT (NEW)	HS 1	Twy F south of Rwy 09-27.
	HS 2	Twy F at Apch end Rwy 27.
	HS 3	Twy B at Rwy 36L.
NEW ORLEANS, LA		
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	High speed exit can be confused for Twy F crossing Rwy 11-29.
	HS 2	Rwy 11 green painted overrun mistaken for Twy E.
	HS 3	Rwy 11-29 and Twy C.

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

20366

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(AWDAD.AWDAD1) 20198 AL-609 (FAA)

AWDAD ONE ARRIVAL

NEW ORLEANS, LOUISIANA

ARRIVAL ROUTE DESCRIPTION

FIGHTING TIGER TRANSITION (LSU.AWDAD1): From over LSU VORTAC on LSU R-135 to AWDAD INT.

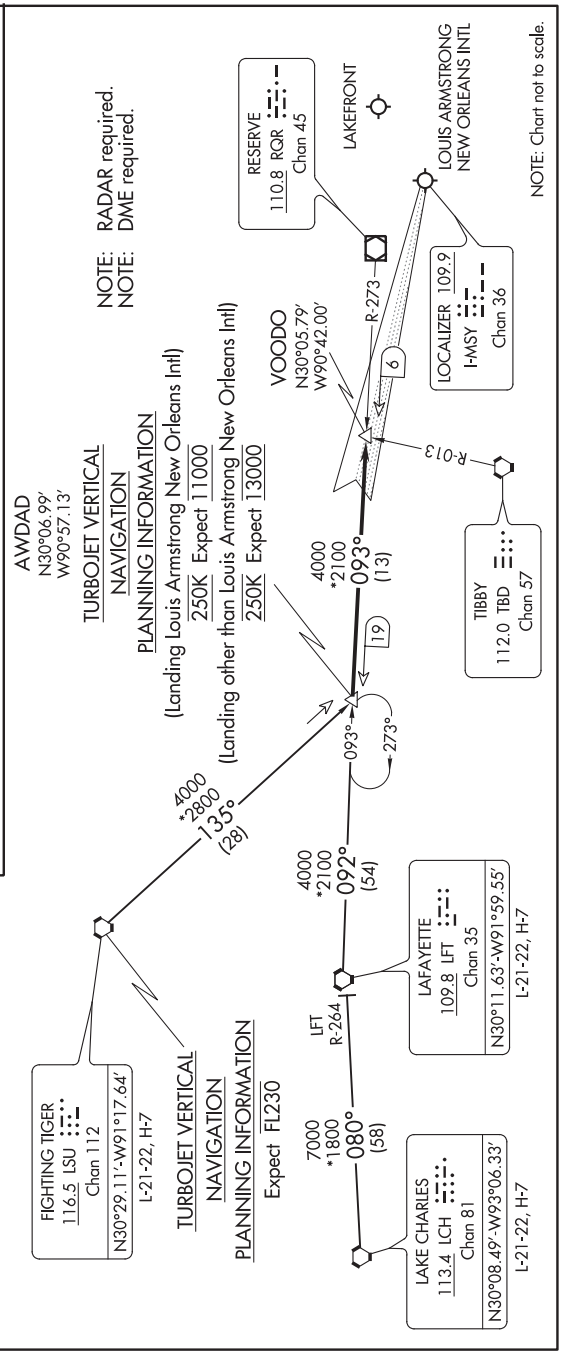
LAFAYETTE TRANSITION (LFT.AWDAD1): From over LFT VOTRAC on LFT R-092 and RQR R-273 to AWDAD INT.

LAKE CHARLES TRANSITION (LCH.AWDAD1): From over LCH VORTAC on LCH R-080 and LFT R-264 to LFT VORTAC then on LFT R-092 and RQR R-273 to AWDAD INT.

From over AWDAD INT on RQR VOR/DME R-273 to VOODO INT.

LANDING KMSY RWY 11: Intercept I-MSY localizer and expect clearance for ILS RWY 11 approach.

LANDING OTHER: Expect vectors to final approach course.



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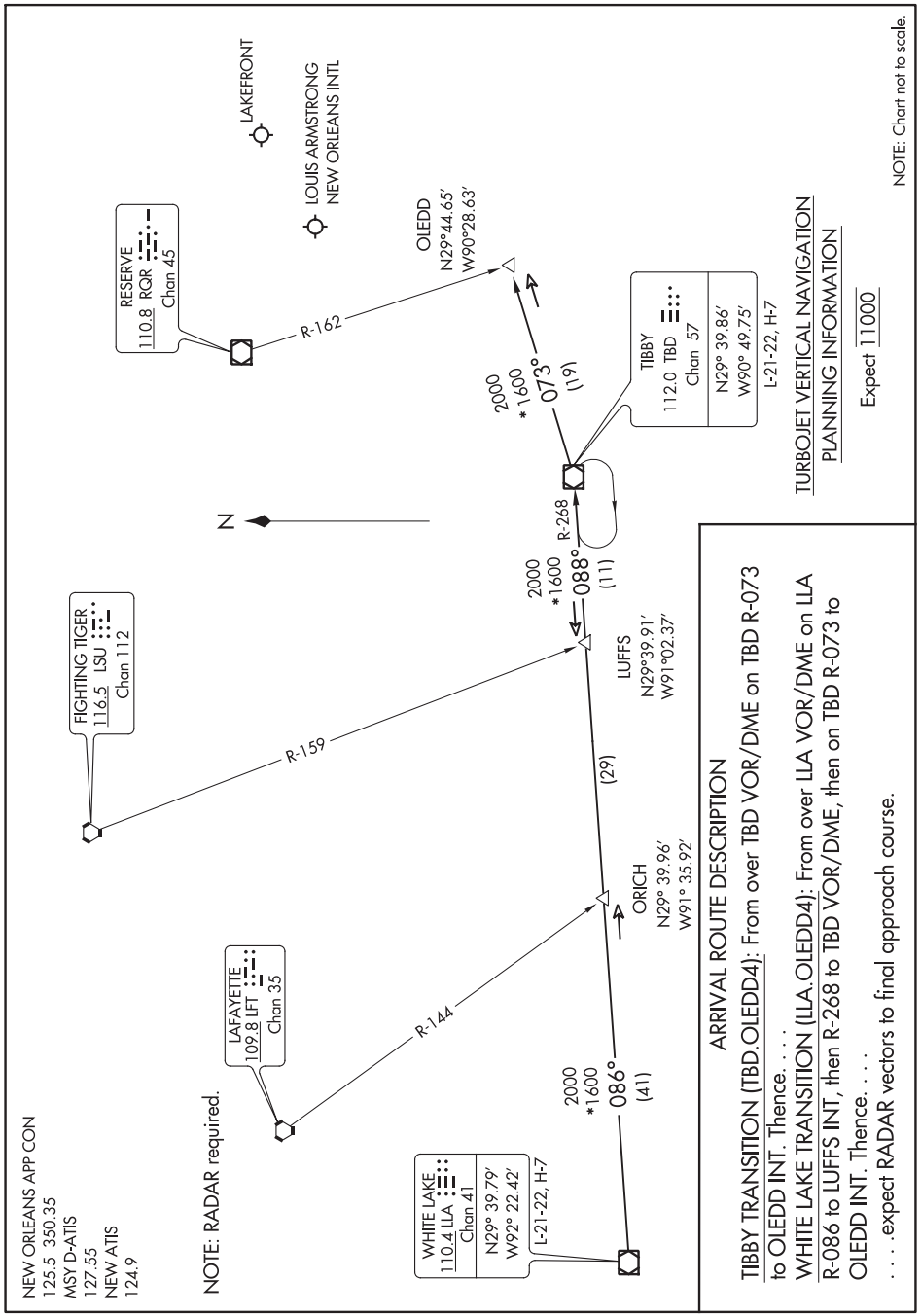
AWDAD ONE ARRIVAL

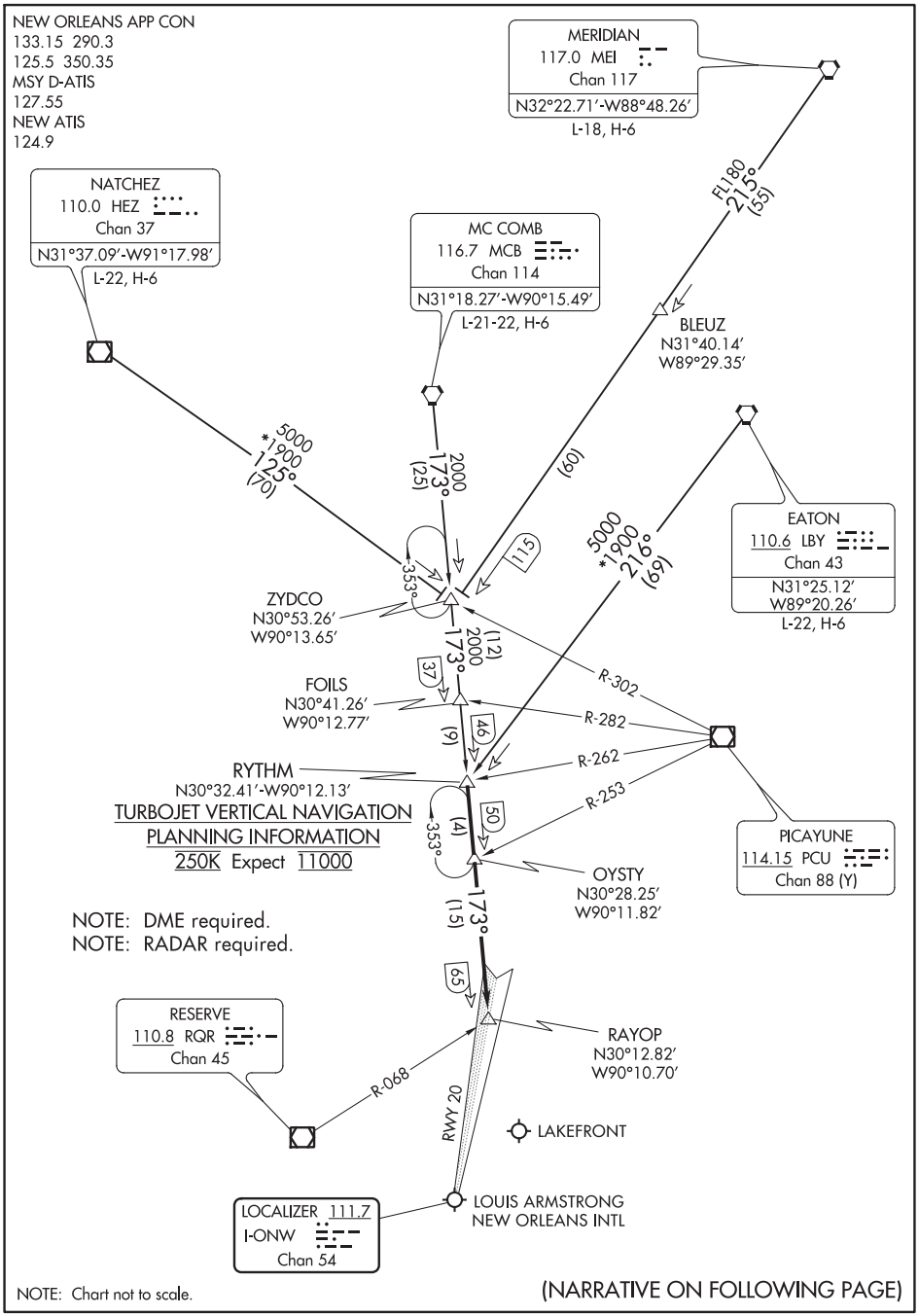
NEW ORLEANS, LOUISIANA


NEW ORLEANS APP CON
125.5 350.35
MSY D-ATIS
127.55
NEW ATIS
124.9
NOTE: RADAR required.
FIGHTING TIGER
116.5 LSU
Chan 112
LAFAYETTE
109.8 LFT
Chan 35
WHITE LAKE
110.4 LLA
Chan 41
N29° 39.79′
W92° 22.42′
L-21-22, H-7
RESERVE
110.8 RQR
Chan 45
LAKEFRONT
LOUIS ARMSTRONG
NEW ORLEANS INTL
N
R-159
R-144
R-162
R-268
2000
*1600
086°
(41)
(29)
2000
*1600
088°
(11)
2000
*1600
073°
(19)
ORICH
N29° 39.96′
W91° 35.92′
LUFFS
N29°39.91′
W91°02.37′
OLEDD
N29°44.65′
W90°28.63′
TIBBY
112.0 TBD
Chan 57
N29° 39.86′
W90° 49.75′
L-21-22, H-7
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 11000
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
TIBBY TRANSITION (TBD.OLEDD4): From over TBD VOR/DME on TBD R-073 to OLEDD INT. Thence. . . .
WHITE LAKE TRANSITION (LLA.OLEDD4): From over LLA VOR/DME on LLA R-086 to LUFFS INT, then R-268 to TBD VOR/DME, then on TBD R-073 to OLEDD INT. Thence. . . .
. . . .expect RADAR vectors to final approach course.

(RYTHM.RYTHM4) 20254 AL-609 (FAA)

RYTHM FOUR ARRIVAL

NEW ORLEANS, LOUISIANA



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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RYTHM FOUR ARRIVAL

NEW ORLEANS, LOUISIANA

(RYTHM.RYTHM4) 15OCT15

ARRIVAL ROUTE DESCRIPTION

EATON TRANSITION (LBY.RYTHM4): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
MC COMB TRANSITION (MCB.RYTHM4): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM4): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM4): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .

. . . .from over RYTHM INT via MCB R-173 to RAYOP INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 20: Intercept I-ONW localizer course and expect clearance for LOC Rwy 20 approach.
LANDING OTHER RUNWAYS: Expect vectors to final approach course.

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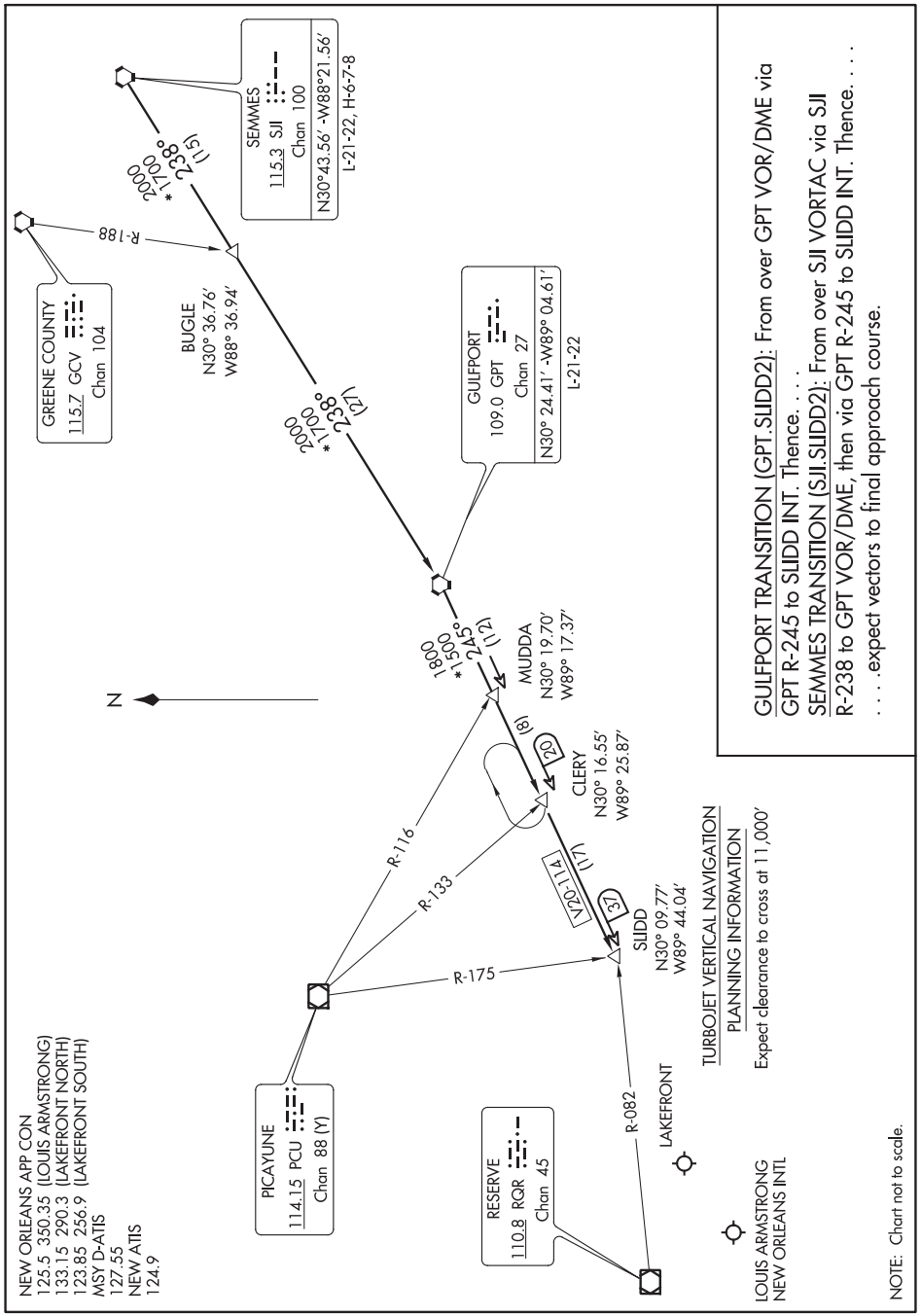
(SLIDD.SLIDD2) 20254

SLIDD TWO ARRIVAL

AL-609 (FAA)

NEW ORLEANS, LOUISIANA



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SLIDD TWO ARRIVAL

NEW ORLEANS, LOUISIANA

(SLIDD.SLIDD2) 06NOV97

WAAS CH 78023 W16A	APP CRS 157°	Rwy ldg 5000 TDZE 16 Apt Elev 16

RNAV (GPS) RWY 16

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

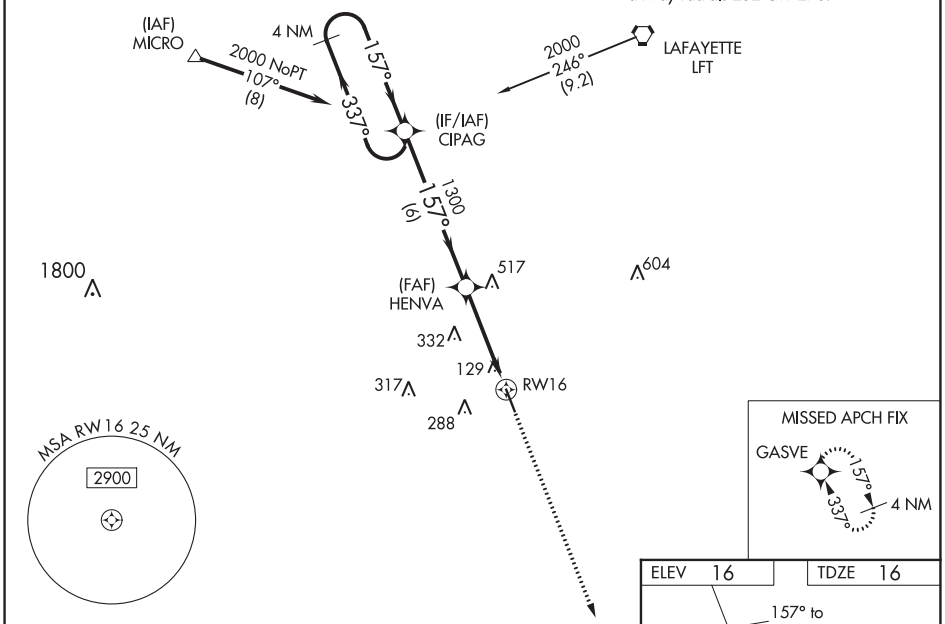
RNP APCH.

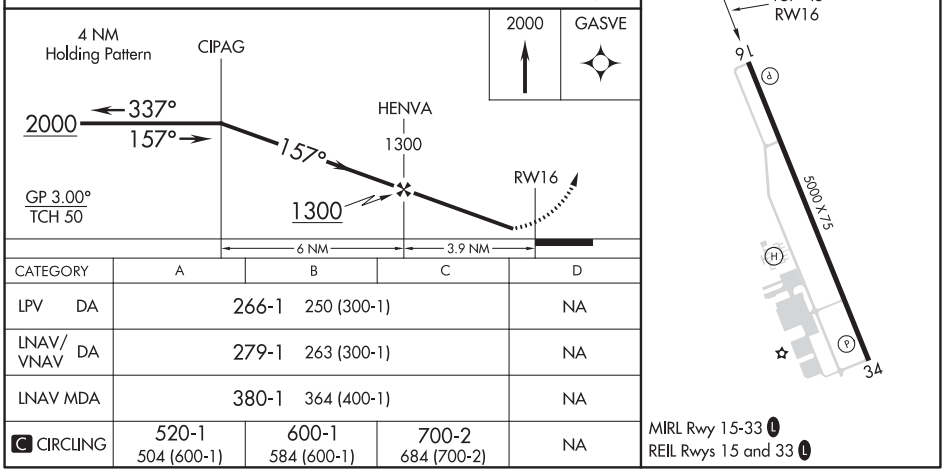
Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 2000 direct GASVE and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L

Procedure NA for arrivals on LFT VORTAC airway radials 252 CW 278.





CATEGORY	A	B	C	D
LPV DA	266-1 250 (300-1)			NA
LNAV/VNAV DA	279-1 263 (300-1)			NA
LNAV MDA	380-1 364 (400-1)			NA
C CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA

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ABBEVILLE, LOUISIANA | AL-5541 (FAA) | 20282

RNAV (GPS) RWY 34

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

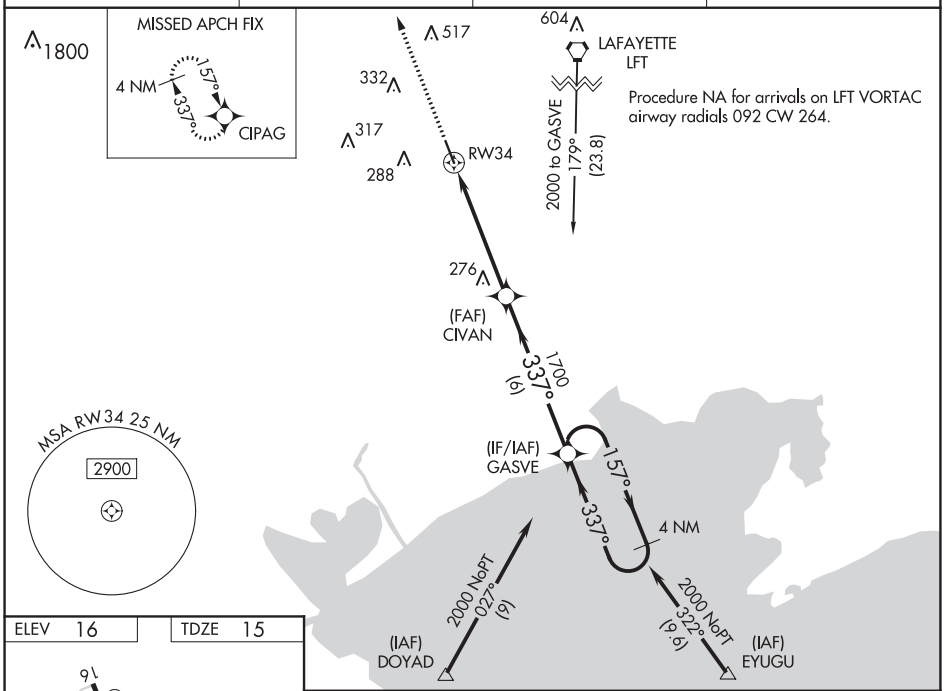
WAAS CH 45823 W34A	APP CRS 337°	Rwy ldg 5000 TDZE 15 Apt Elev 16

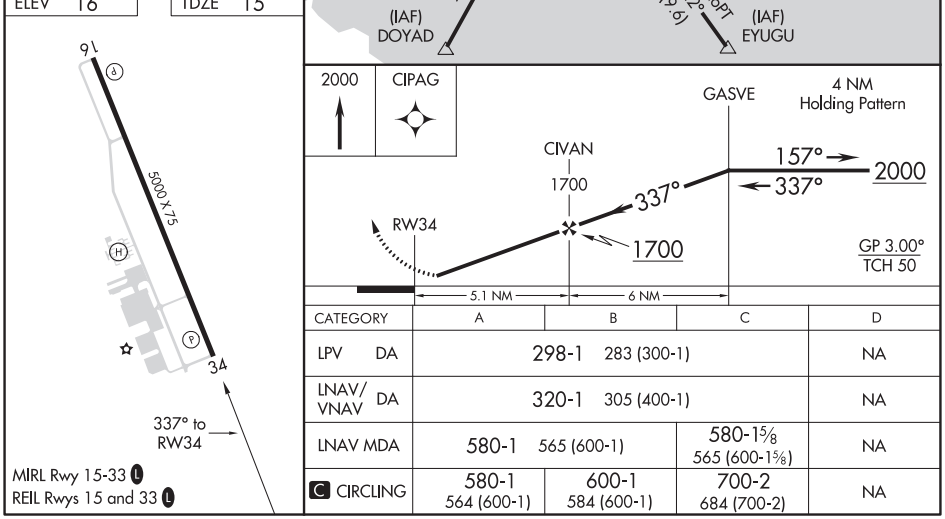
RNP APCH.

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	298-1 283 (300-1)			NA
LNAV/VNAV DA	320-1 305 (400-1)			NA
LNAV MDA	580-1 565 (600-1)		580-1⅝ 565 (600-1⅝)	NA
C CIRCLING	580-1 564 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

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LOC RWY 16

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

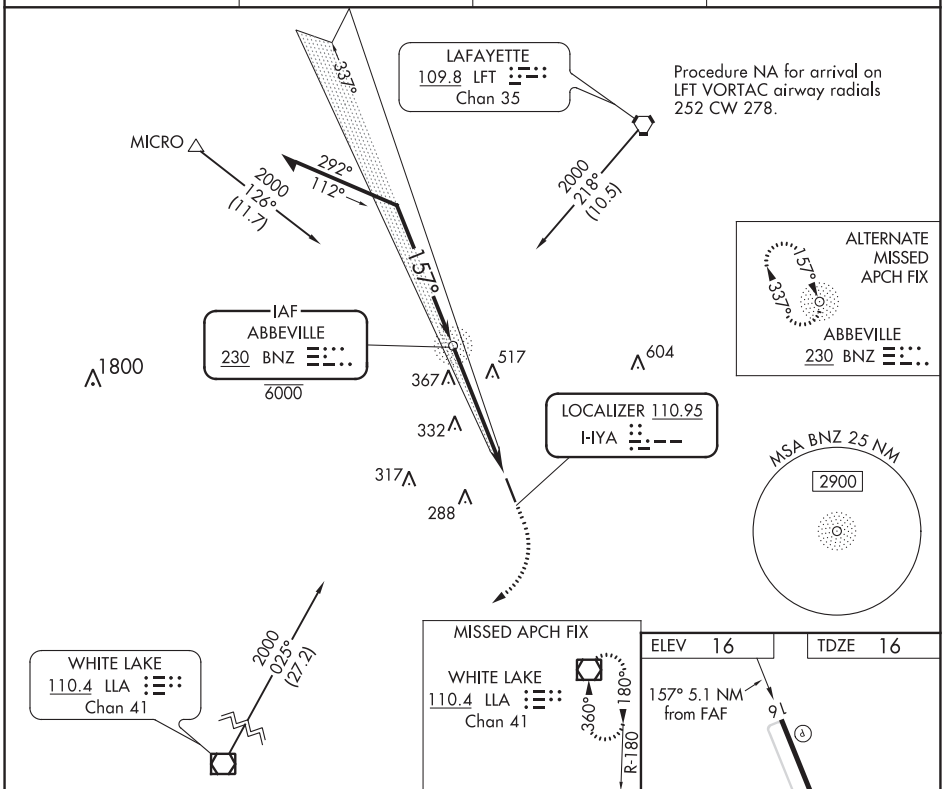
LOC I-IYA	APP CRS	Rwy ldg	5000
110.95	157°	TDZE	16
		Apt Elev	16

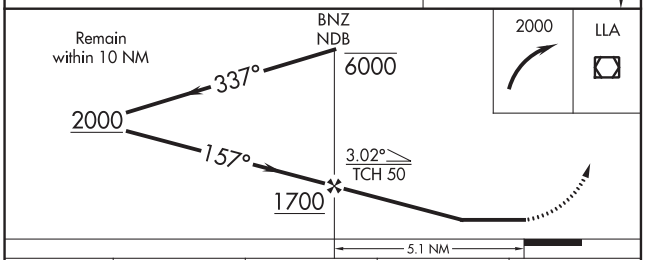
ADF required.

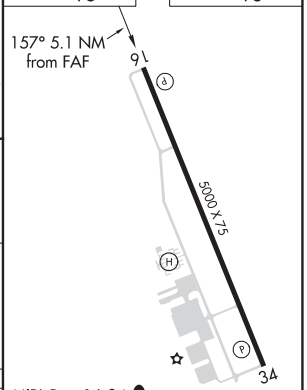
T NA — Rwy 16 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet and increase S-16 Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2000 direct LLA VOR/DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L







MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

CATEGORY	A	B	C	D
S-16	520-1 504 (600-1)		520-1⅜ 504 (600-1⅜)	NA
C CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-1)	NA

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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ABBEVILLE, LOUISIANA | AL-5541 (FAA) | 20282

VOR/DME-B

ABBEVILLE CHRIS CRUSTA MEMORIAL (IYA)

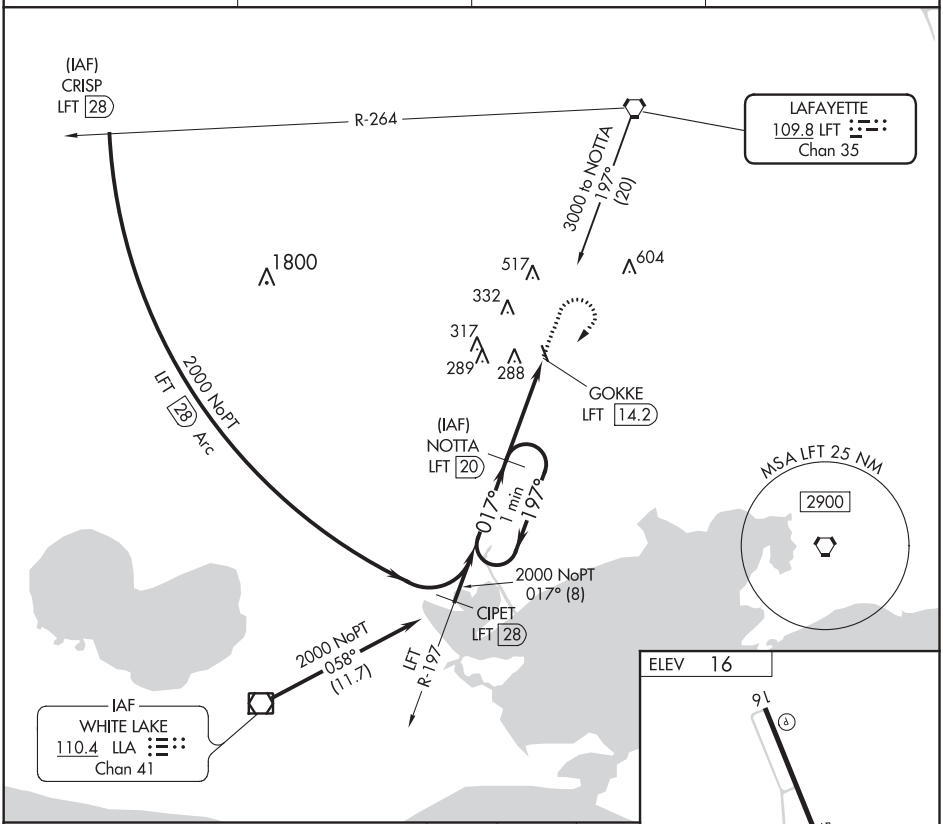
VORTAC LFT	APP CRS	Rwy ldg	N/A
109.8	017°	TDZE	N/A
Chan 35		Apt Elev	16

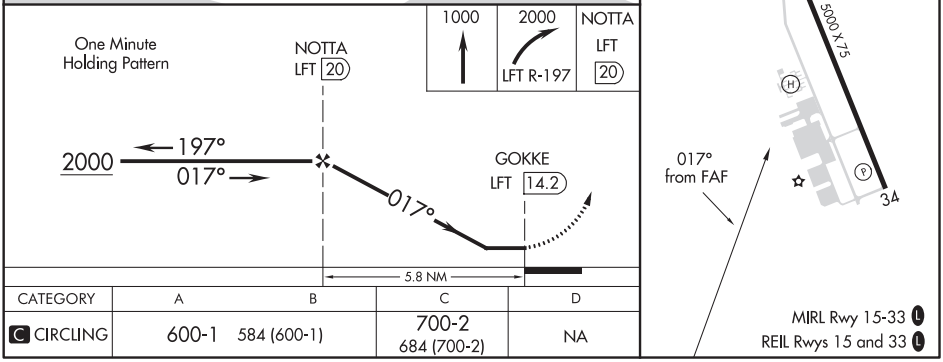
T
A NA

When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

AWOS-3	LAFAYETTE APP CON ★	GCO	UNICOM
118.875	121.1 268.7	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	600-1	584 (600-1)	700-2 684 (700-2)	NA

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RNAV (GPS) RWY 18
MONROE COUNTY (M40)

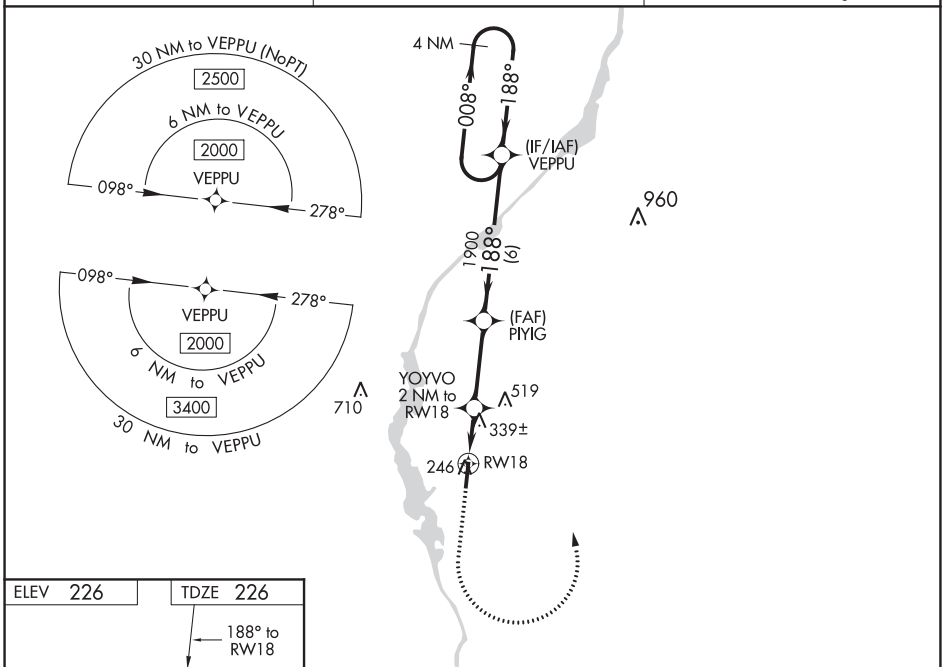
WAAS CH 56604 W18A	APP CRS 188°	Rwy ldg 4999 TDZE 226 Apt Elev 226

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

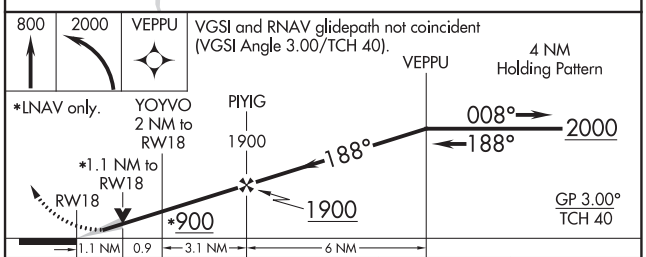
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct VEPPU and hold.

AWOS-3P	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L



ELEV 226	TDZE 226

REIL Rwy 18 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	476-¾ 250 (300-¾)			
LNAV/VNAV DA	504-⅞ 278 (300-⅞)			
LNAV MDA	600-1 374 (400-1)			
C CIRCLING	660-1 434 (500-1)	680-1 454 (500-1)	820-1½ 594 (600-1½)	860-2 634 (700-2)

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ABERDEEN/AMORY, MISSISSIPPI

AL-5655 (FAA)

19283

RNAV (GPS) RWY 36
MONROE COUNTY (M40)

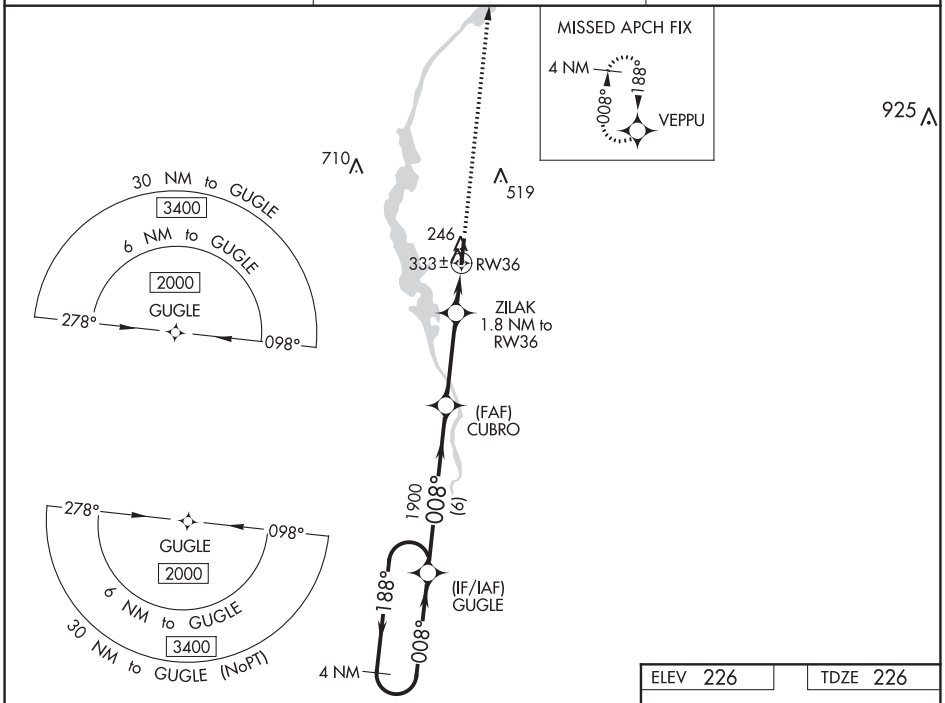
WAAS CH 70414 W36A	APP CRS 008°	Rwy ldg 4999 TDZE 226 Apt Elev 226

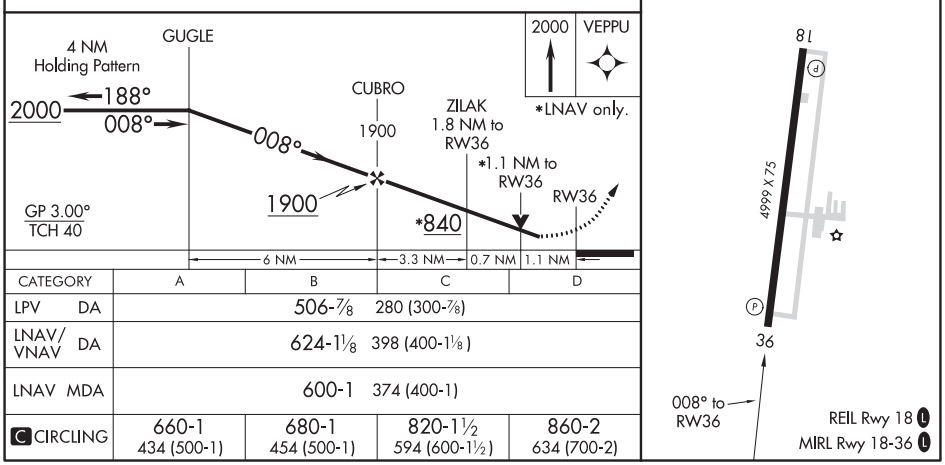
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3P	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	506-⅞ 280 (300-⅞)			
LNAV/VNAV DA	624-1⅛ 398 (400-1⅛)			
LNAV MDA	600-1 374 (400-1)			
C CIRCLING	660-1 434 (500-1)	680-1 454 (500-1)	820-1½ 594 (600-1½)	860-2 634 (700-2)

ABERDEEN/AMORY, MISSISSIPPI
Amdt 2 24MAY18

33°52'N-88°29'W

MONROE COUNTY (M40)
RNAV (GPS) RWY 36

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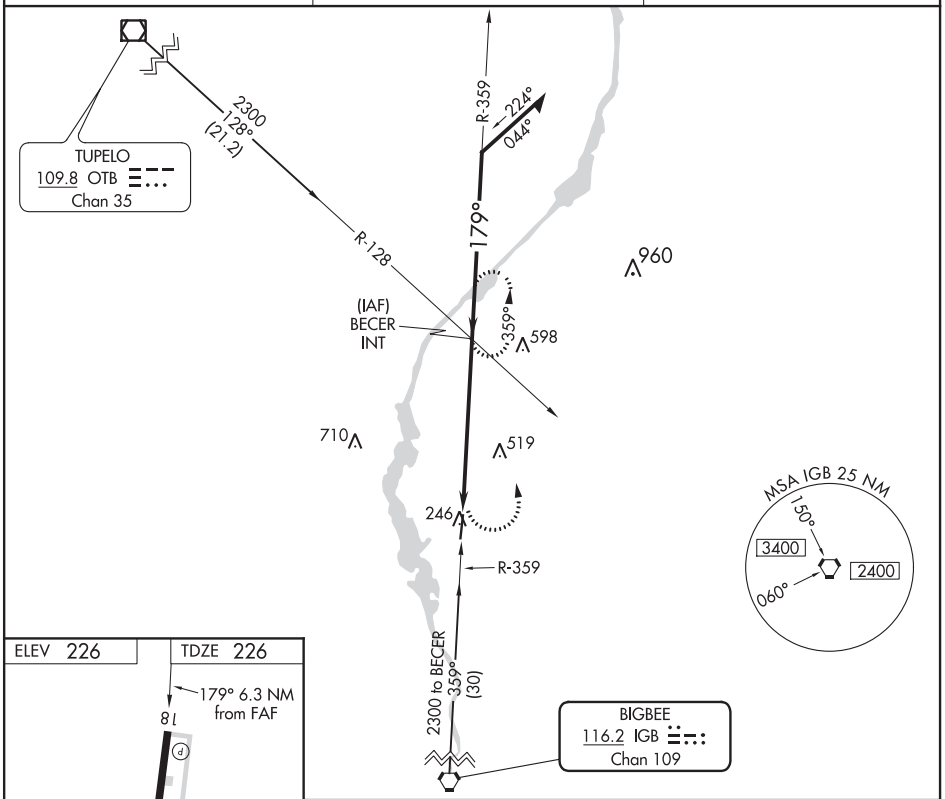
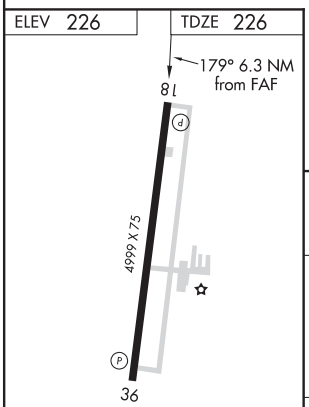
VOR RWY 18
MONROE COUNTY (M40)

VORTAC IGB 116.2 Chan 109	APP CRS 179°	Rwy ldg 4999 TDZE 226 Apt Elev 226

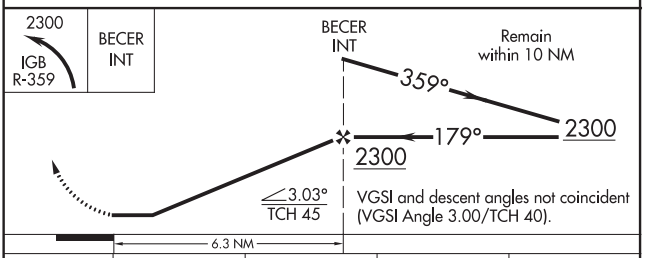
MISSED APPROACH: Climbing left turn to 2300 on IGB VORTAC R-359 to BECER INT and hold.

AWOS-3P	COLUMBUS APP CON *	UNICOM
118.475	126.075 239.25	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L



FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-18	880-1 654 (700-1)		880-1⅞ 654 (700-1⅞)	
C CIRCLING	880-1 654 (700-1)	880-1¼ 654 (700-1¼)	880-1⅞ 654 (700-1⅞)	880-2 654 (700-2)

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LOC I-ERJ	APP CRS	Rwy ldg 9352
110.1	141°	TDZE 85
		Apt Elev 89

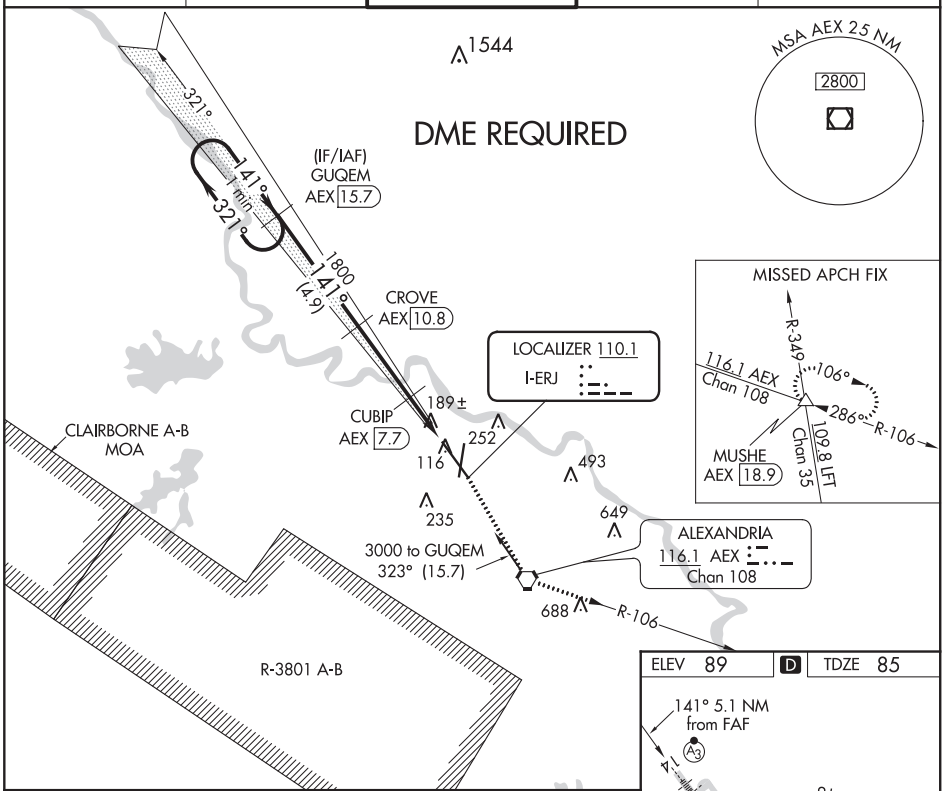
ILS or LOC RWY 14
ALEXANDRIA INTL (AEX)

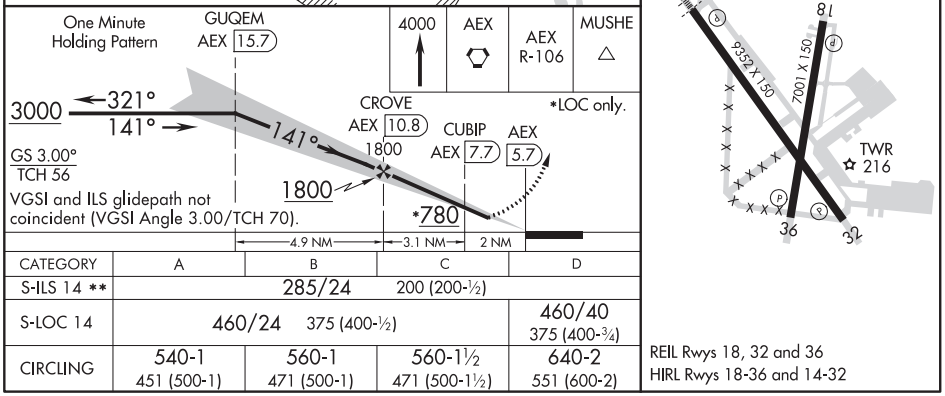
DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, RADAR and DME required. DME required. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

SSALR

MISSED APPROACH: Climb to 4000 direct AEX VORTAC and on AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
S-ILS 14 **	285/24 200 (200-½)			
S-LOC 14	460/24 375 (400-½)			460/40 375 (400-¾)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

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WAAS CH 56417 W14A	APP CRS 141°	Rwy ldg 9352 TDZE 85 Apt Elev 89

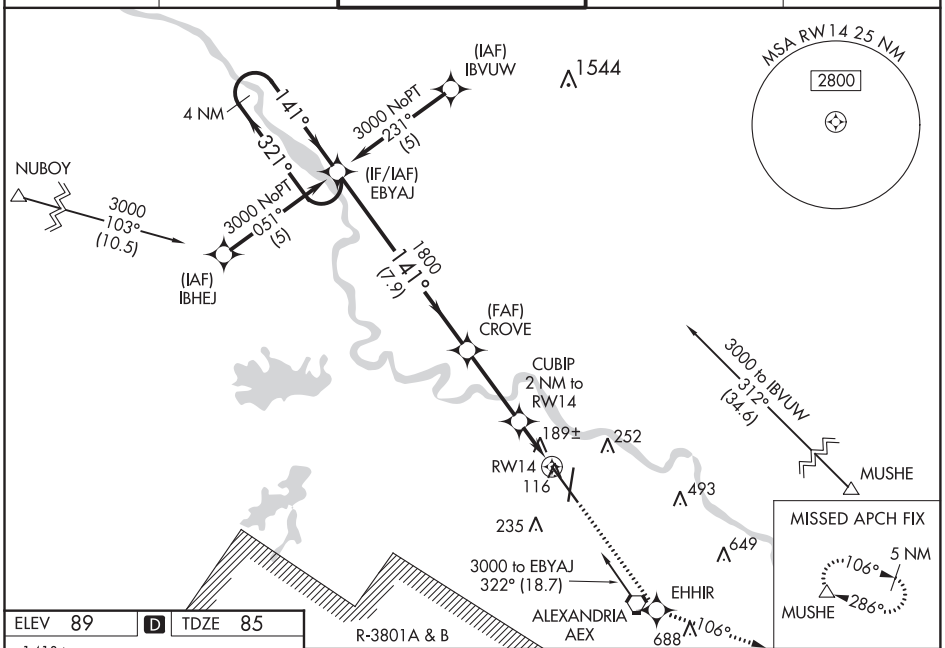
RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)

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). For inop SSALR increase LNAV Cat D visibility to RVR 6000. RADAR required when R-3801 A-B in use. **RVR 1800 authorized with use of FD or AP or HUD to DA.

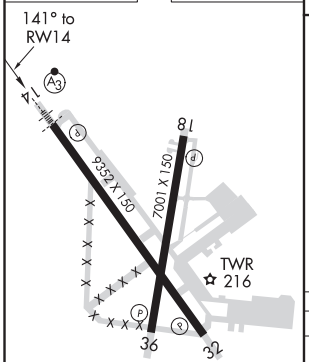
SSALR

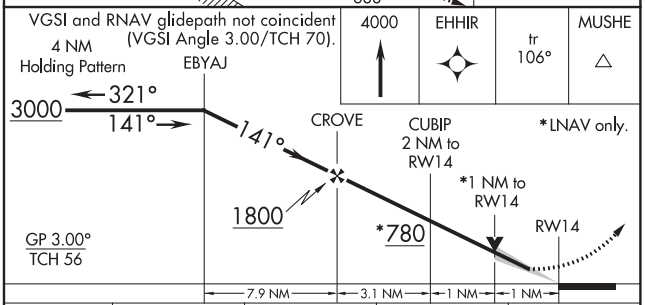
MISSED APPROACH: Climb to 4000 direct EHHIR and via track 106° to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9



ELEV 89 | D | TDZE 85





CATEGORY	A	B	C	D
LPV DA**	285/24 200 (200-½)			
LNAV/VNAV DA	488/50 403 (400-1)			
LNAV MDA	480/24 395 (400-½)			480/50 395 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

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ALEXANDRIA, LOUISIANA

AL-13 (FAA)

19115

RNAV (GPS) RWY 18

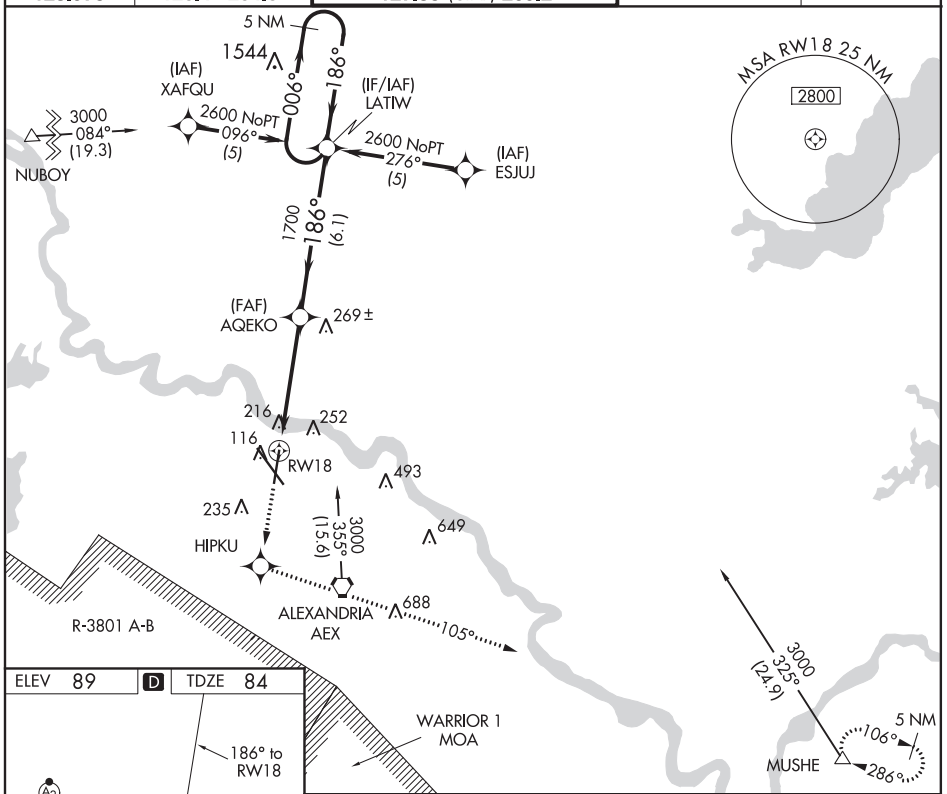
ALEXANDRIA INTL (AEX)

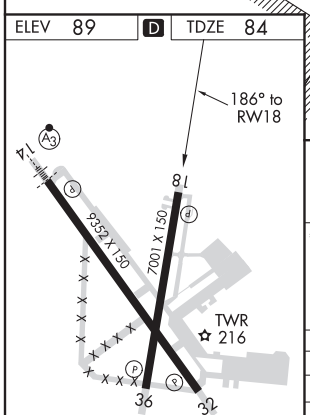
WAAS CH 61200 W18A	APP CRS 186°	Rwy ldg 7001 TDZE 84 Apt Elev 89

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visbility reduction by helicopters NA.

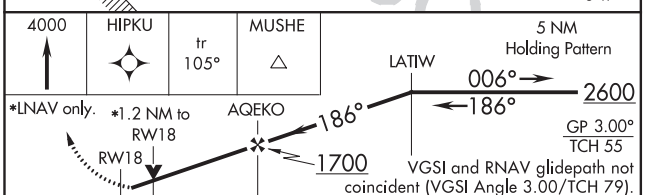
MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9





REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	395-1 311 (400-1)			
LNAV/VNAV DA	539-1½ 455 (500-1½)			
LNAV MDA	520-1 436 (500-1)		520-1¼ 436 (500-1¼)	520-1½ 436 (500-1½)
CIRCLING	540-1½ 451 (500-1½)	560-1½ 471 (500-1½)		640-2 551 (600-2)

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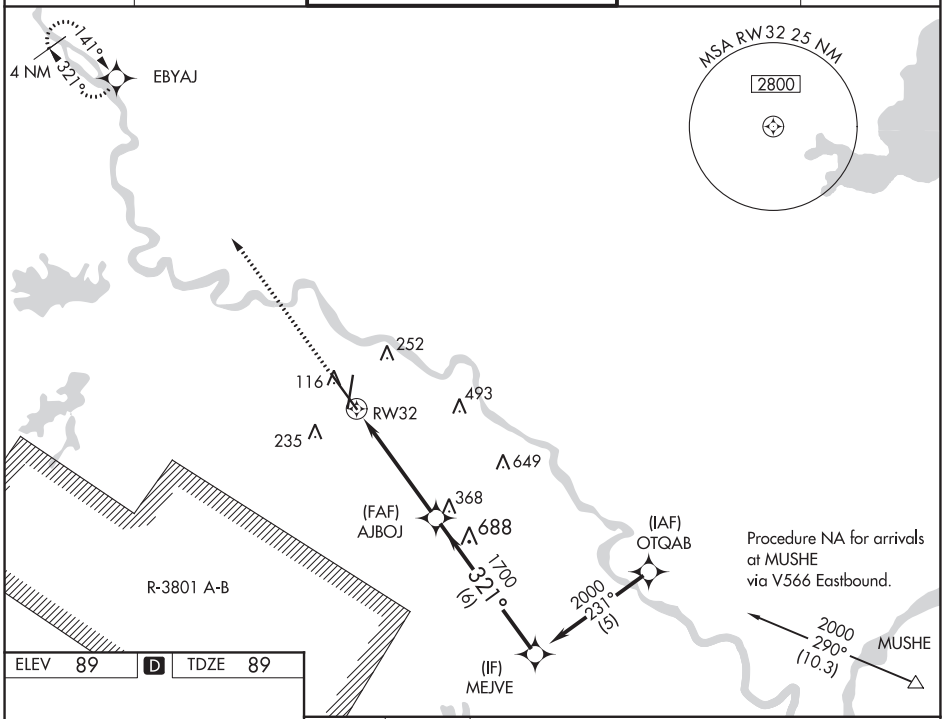
WAAS CH 50110 W32A	APP CRS 321°	Rwy ldg 9352 TDZE 89 Apt Elev 89

RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)

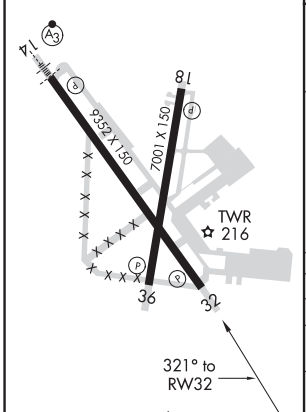
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.

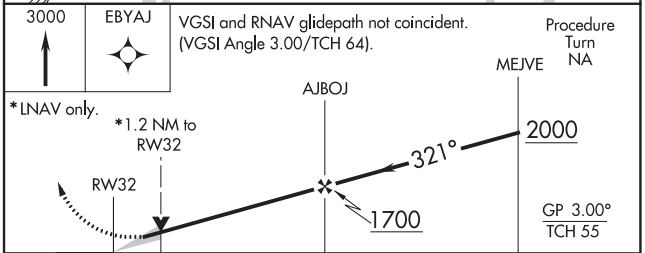
ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9



ELEV 89 | D | TDZE 89



REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
LPV DA	340/50 251 (300-1)			
LNAV/VNAV DA	460/60 371 (400-1¼)			
LNAV MDA	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

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ALEXANDRIA, LOUISIANA

AL-13 (FAA)

19115

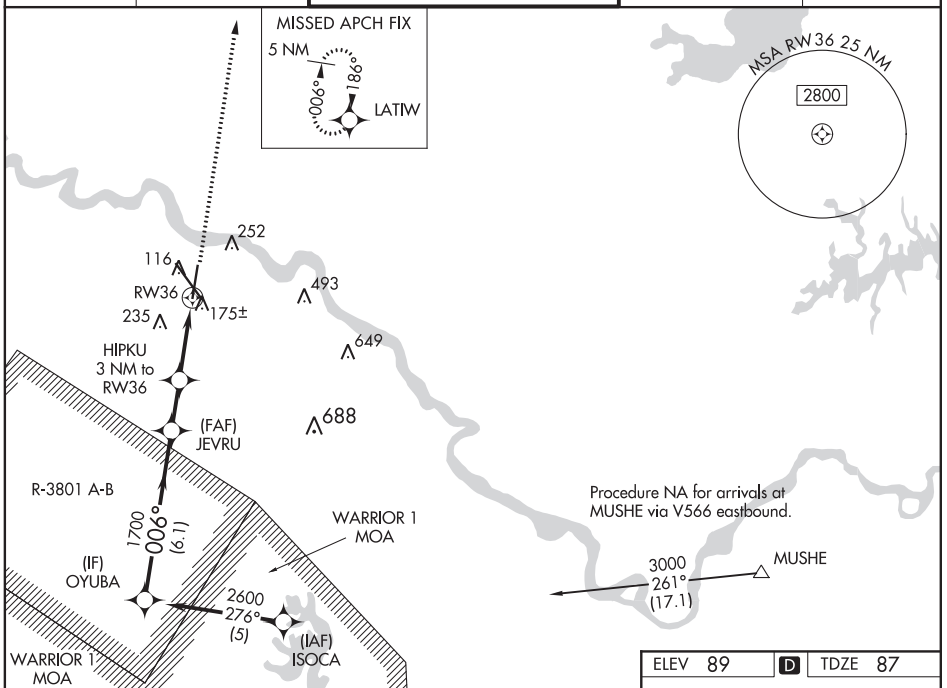
RNAV (GPS) RWY 36
ALEXANDRIA INTL (AEX)

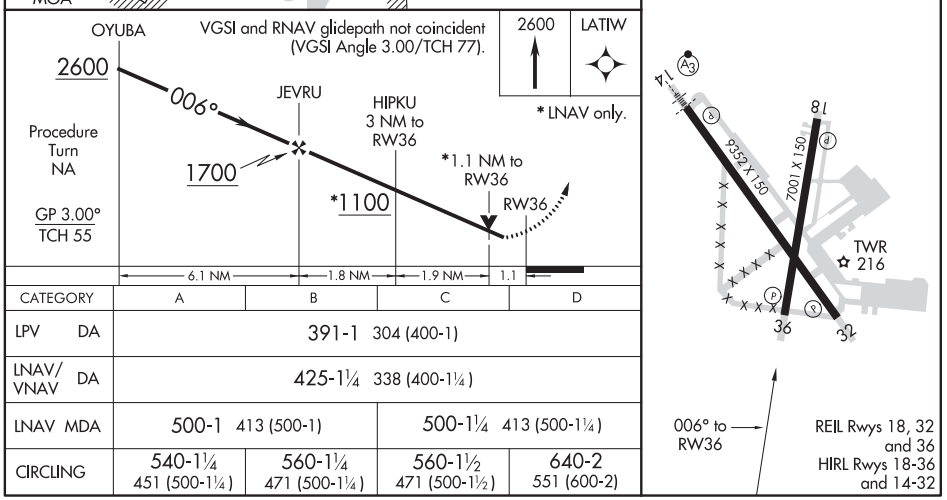
WAAS CH 58100 W36A	APP CRS 006°	Rwy ldg 7001 TDZE 87 Apt Elev 89

DME/DME RNP-0.3 NA. When R-3801 A-B in use, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct LATIW and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9





CATEGORY	A	B	C	D
LPV DA	391-1 304 (400-1)			
LNAV/VNAV DA	425-1¼ 338 (400-1¼)			
LNAV MDA	500-1 413 (500-1)		500-1¼ 413 (500-1¼)	
CIRCLING	540-1¼ 451 (500-1¼)	560-1¼ 471 (500-1¼)	560-1½ 471 (500-1½)	640-2 551 (600-2)

ALEXANDRIA, LOUISIANA
Orig-B 17AUG17

31°20′N-92°33′W

ALEXANDRIA INTL (AEX)
RNAV (GPS) RWY 36

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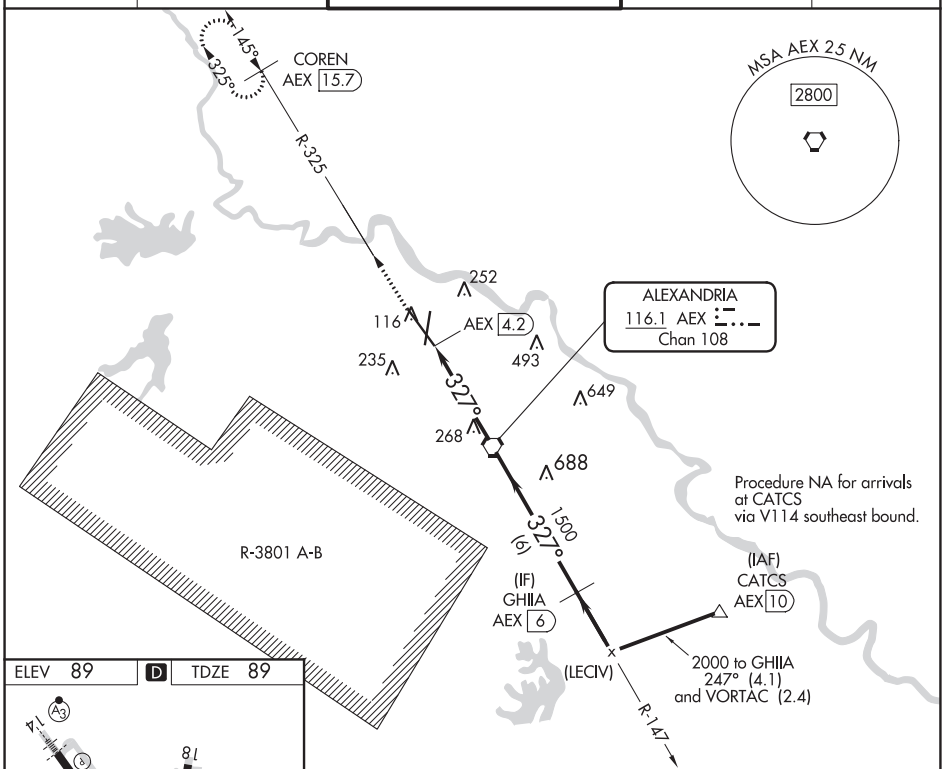
VOR/DME RWY 32
ALEXANDRIA INTL (AEX)

VORTAC AEX	APP CRS	Rwy ldg	9352
116.1	327°	TDZE	89
Chan 108		Apt Elev	89

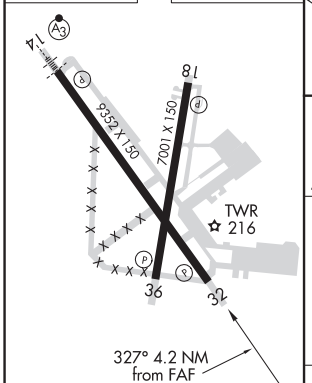
RADAR required when R-3801 A-B in use.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

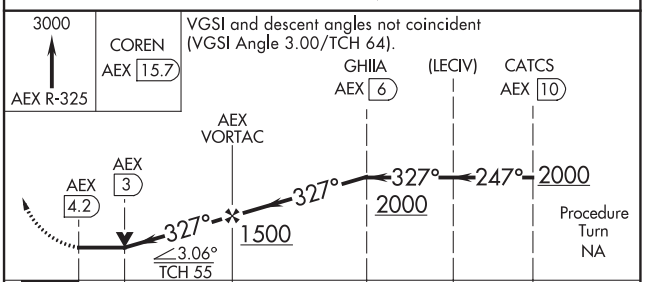
ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9



ELEV 89 | D | TDZE 89



REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32



CATEGORY	A	B	C	D
S-32	520/50 431 (500-1)		520/60 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

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ALEXANDRIA, LOUISIANA

AL-13 (FAA)

19255

VOR RWY 14
ALEXANDRIA INTL (AEX)

VORTAC AEX	APP CRS	Rwy ldg	9352
116.1	145°	TDZE	85
Chan 108		Apt Elev	89

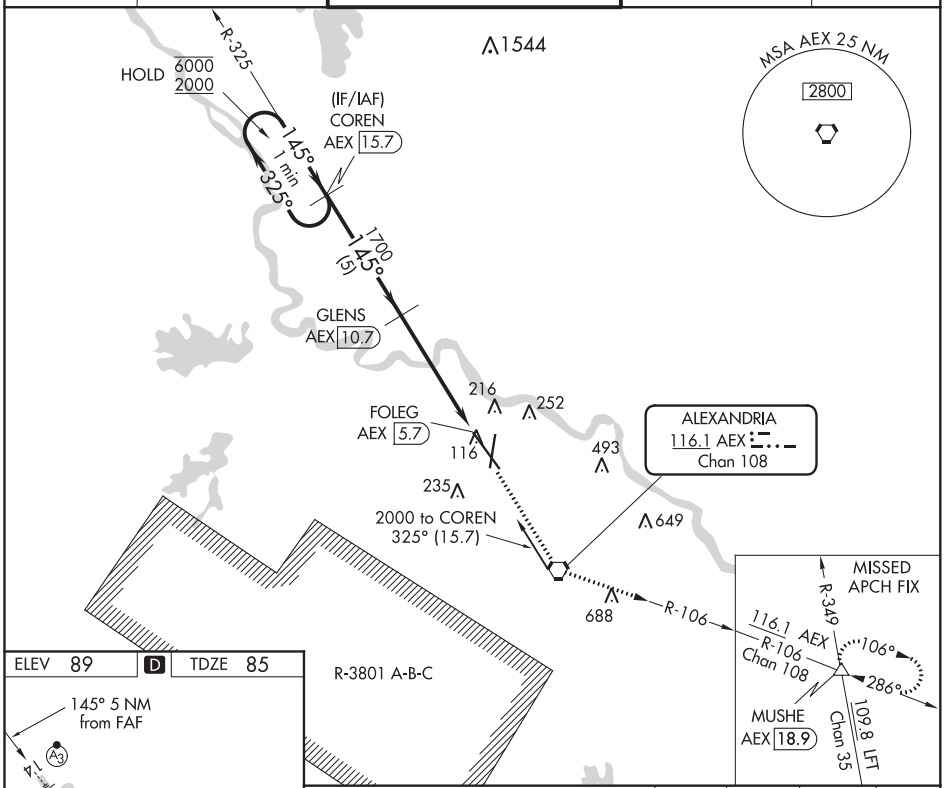
DME required.

When R-3801B active, RADAR required.

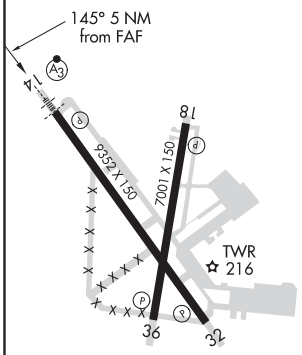
SSALR

MISSED APPROACH: Climb to 4000 direct AEX VORTAC, then on AEX VORTAC R-106 to MUSHE INT and hold.

ASOS	POLK APP CON	ALEXANDRIA TOWER	GND CON	CLNC DEL
123.975	125.4 254.8	127.35 (CTAF) 269.2	121.9 372.0	121.9



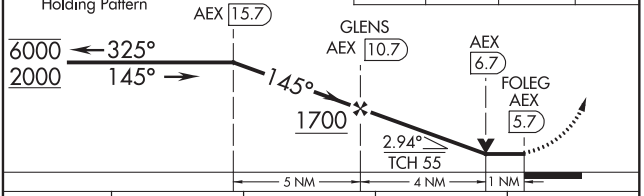
ELEV 89 | D | TDZE 85



REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 70).

4000	AEX	AEX R-106	MUSHE



CATEGORY	A	B	C	D
S-14	480/24 395 (400-½)		480/35 395 (400-⅝)	480/55 395 (400-1)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	560-1½ 471 (500-1½)	640-2 551 (600-2)

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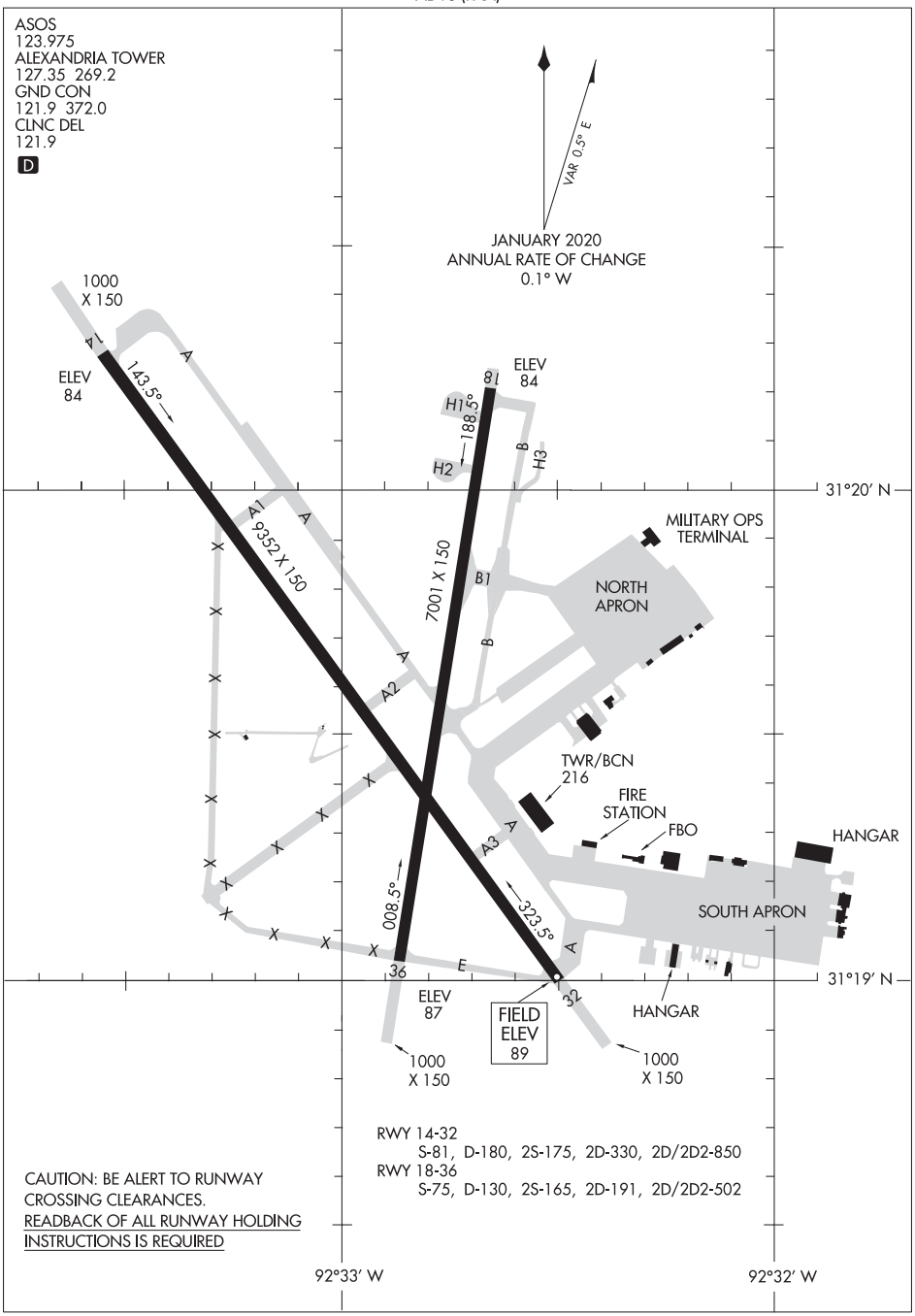
AL-13 (FAA)



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ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

19283

ILS or LOC/DME RWY 27

ESLER RGNL (ESF)

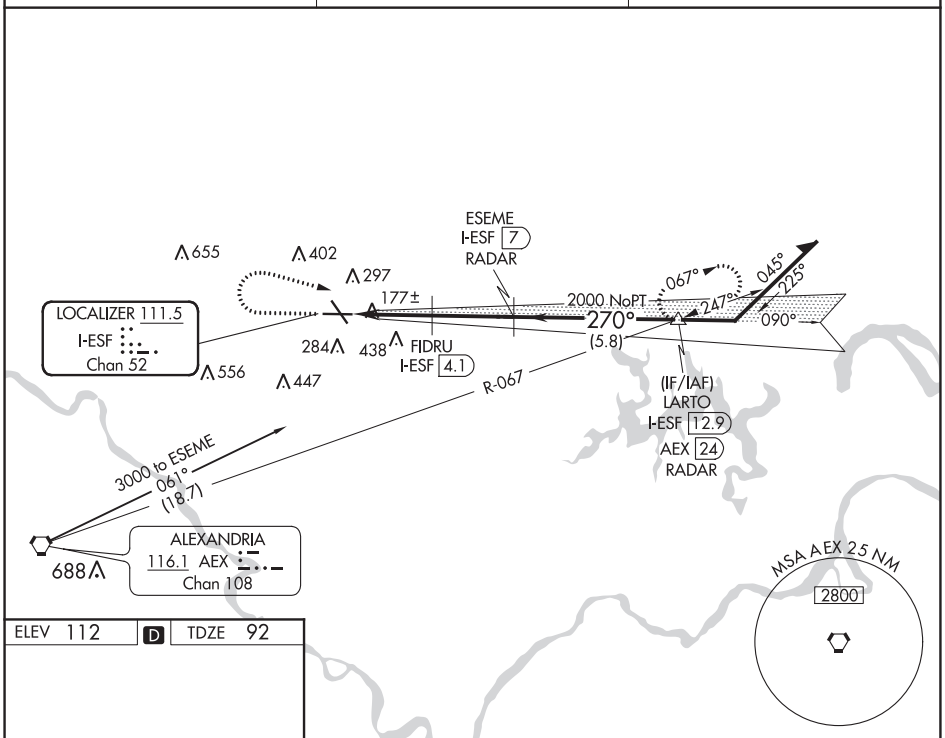
LOC I-ESF 111.5 Chan 52	APP CRS 270°	Rwy ldg 5999 TDZE 92 Apt Elev 112

When VGSI inop, Circling Rwy 14-32 NA at night. DME or Radar required. VDP NA with Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 27 Cat C/D visibility to 1⅛ mile.

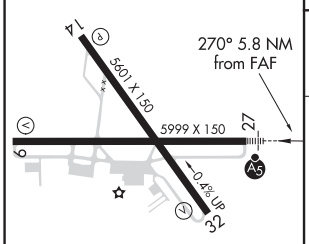
MALSR

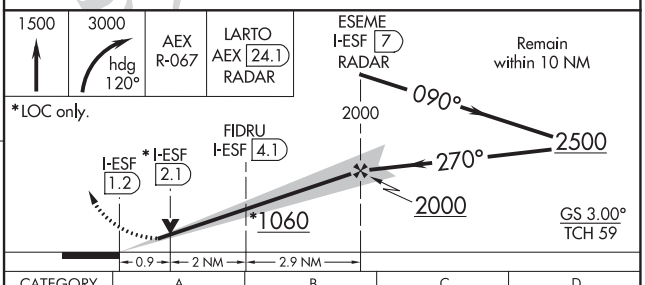
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 120° and on AEX VORTAC R-067 to LARTO/ AEX 24.1 DME/RADAR and hold.

ESF ASOS	POLK APP CON	UNICOM
119.425	125.4 254.8	122.8 (CTAF)



ELEV 112 | D | TDZE 92





CATEGORY	A	B	C	D
S-ILS 27	292-½ 200 (200-½)			
S-LOC 27	440-½ 348 (400-½)		440-⅝ 348 (400-⅝)	
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	740-2 628 (700-2)

REIL Rwys 9, 14 and 32

MIRL Rwy 14-32

HIRL Rwy 9-27

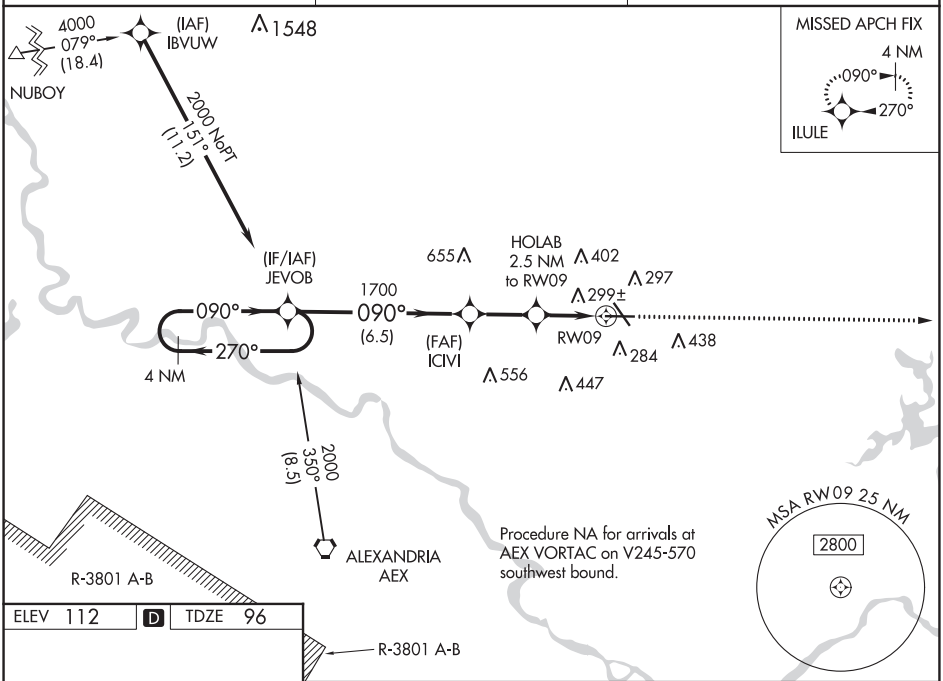
RNAV (GPS) RWY 9
ESLER RGNL (ESF)

WAAS CH 77617 W09A	APP CRS 090°	Rwy ldg 5999 TDZE 96 Apt Elev 112

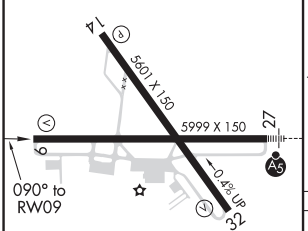
When VGSI inop, Circling Rwy 14/32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile.

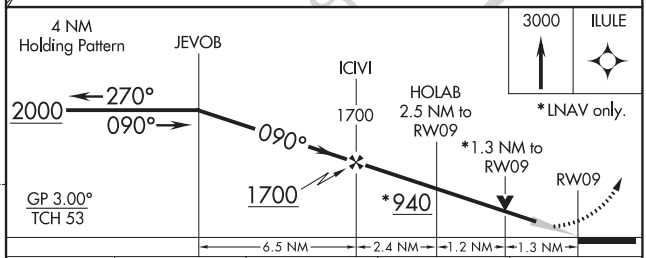
MISSED APPROACH: Climb to 3000 direct ILULE and hold.

ESF ASOS	POLK APP CON	UNICOM
119.425	125.4 254.8	122.8 (CTAF) L



ELEV 112 | D | TDZE 96





CATEGORY	A	B	C	D
LPV DA	296-¾ 200 (200-¾)			
LNAV/VNAV DA	609-1¾ 513 (500-1¾)			
LNAV MDA	560-1 464 (500-1)		560-1⅜ 464 (500-1⅜)	
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	740-2 628 (700-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

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ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

19283

RNAV (GPS) RWY 27

ESLER RGNL (ESF)

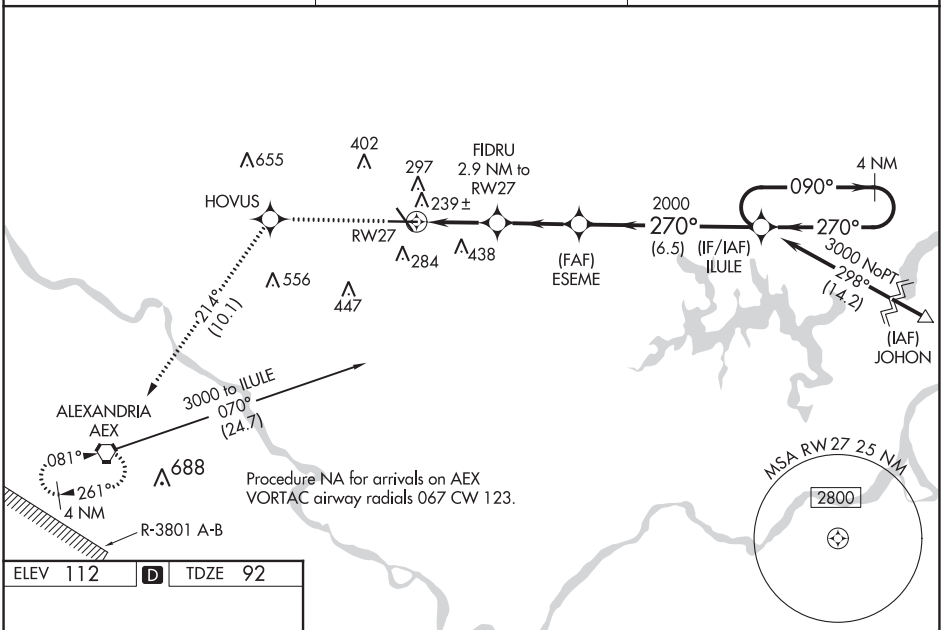
WAAS CH 61103 W27A	APP CRS 270°	Rwy ldg 5999 TDZE 92 Apt Elev 112

When VGSI inop, Circling Rwy 14-32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ mile. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C/D visibility to 1⅛. For inoperative MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅛ mile.

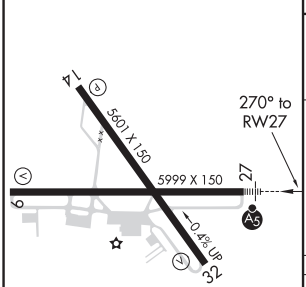
MALSR

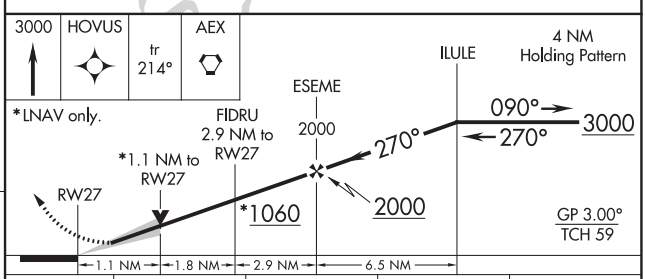
MISSED APPROACH: Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

ESF ASOS	POLK APP CON	UNICOM
119.425	125.4 254.8	122.8 (CTAF) L



ELEV 112 D TDZE 92





CATEGORY	A	B	C	D
LPV DA	292-½ 200 (200-½)			
LNAV/VNAV DA	422-⅝ 330 (400-⅝)			
LNAV MDA	500-½ 408 (400-½)		500-¾ 408 (400-¾)	
CIRCLING	600-1 488 (500-1)		600-1½ 488 (500-1½)	740-2 628 (700-2)

REIL Rwys 9, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 9-27 L

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BOSSIER CITY, LOUISIANA

ILS or LOC W RWY 33

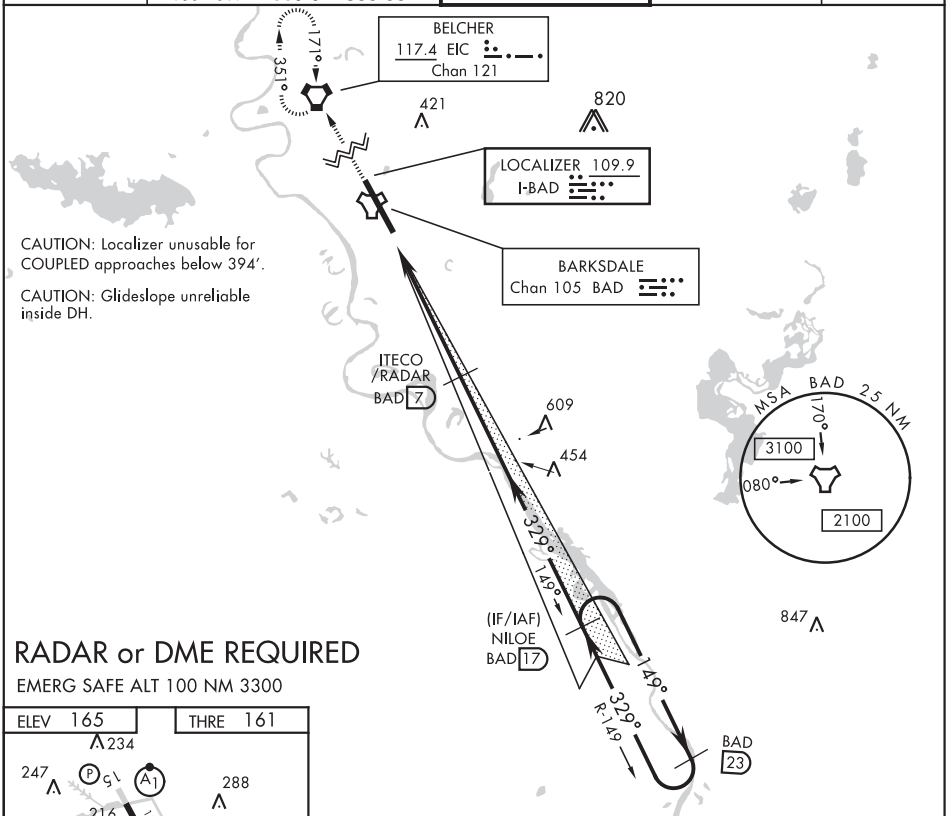
LOC I-BAD	APCH CRS	Rwy ldg 11,758 THRE 161 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)
109.9	329°			

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** 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.

ALSF-1

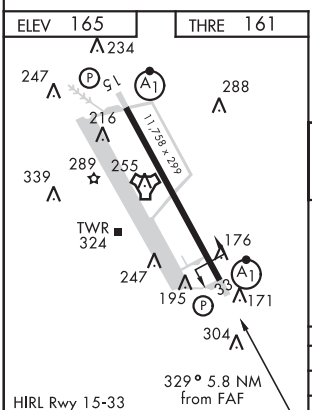
MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

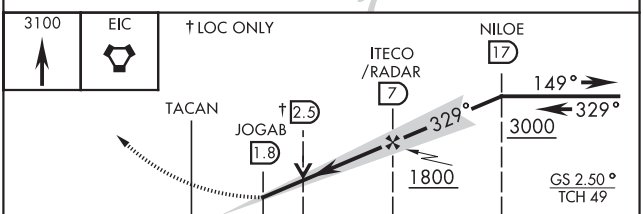
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-ILS 33 *	361/24 200 (200-½)				
S-LOC 33 **	560/24 399 (400-½)		560/35 399 (400-⅝)		
C CIRCLING ***	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

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15176

BOSSIER CITY, LOUISIANA

ILS or LOC Y RWY 15

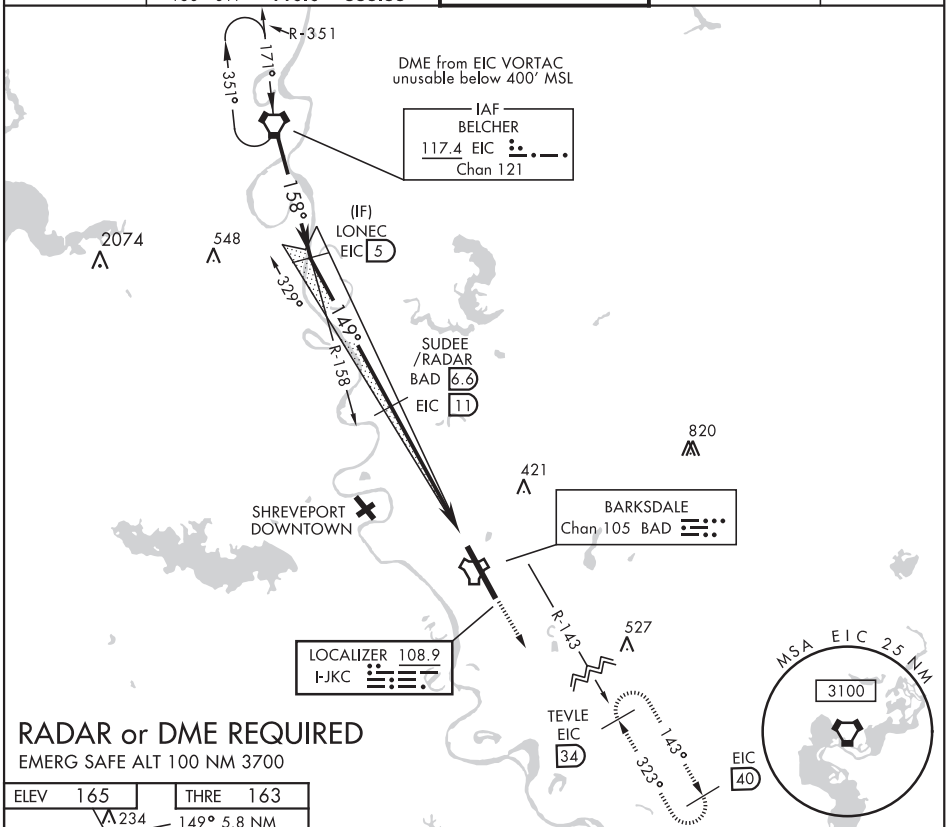
LOC I-JKC	APCH CRS	Rwy ldg 11,758 THRE 163 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)
108.9	149°			

* When ALS inop, increase RVR to 40 and vis to ¾ 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.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left turn to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	



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		D	E
S-ILS 15*	363/24		200 (200-½)		
S-LOC 15**	640/24	477 (500-½)		640/50	477 (500-1)
*** C CIRCLING	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

BOSSIER CITY, LOUISIANA 32°30'N-93°40'W BARKSDALE AFB (KBAD)

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ILS or LOC Y RWY 15

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BOSSIER CITY, LOUISIANA

ILS or LOC Z RWY 15

LOC I-JKC	APCH CRS	Rwy ldg 11,758 THRE 163 Arpt Elev 165
108.9	149°	

AL-391 [USAF]

BARKSDALE AFB (KBAD)

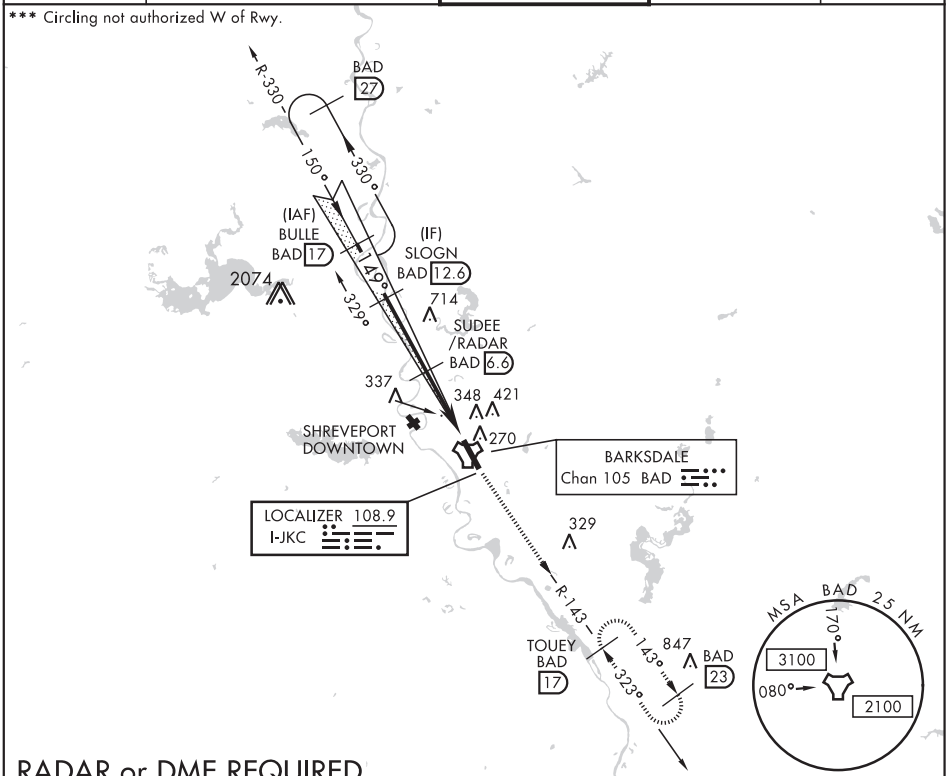
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.

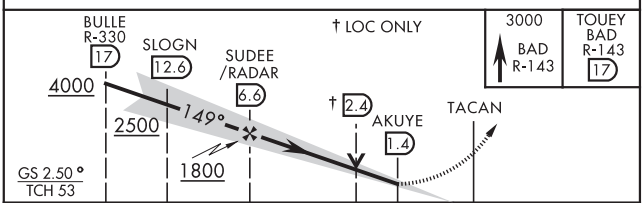
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	

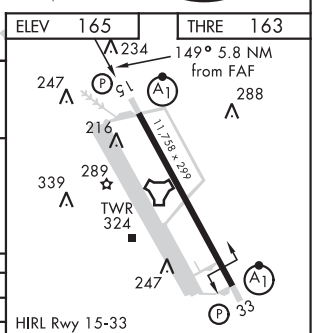
*** Circling not authorized W of Rwy.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-ILS 15 *	363/24 200 (200-½)				
S-LOC 15 **	640/24 477 (500-½)		640/50 477 (500-1)		
*** C CIRCLING	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

BOSSIER CITY, LOUISIANA 32°30′N-93°40′W BARKSDALE AFB (KBAD)

Amdt 6 25JUN15

ILS or LOC Z RWY 15

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BOSSIER CITY, LOUISIANA

VOR/DME Y RWY 33

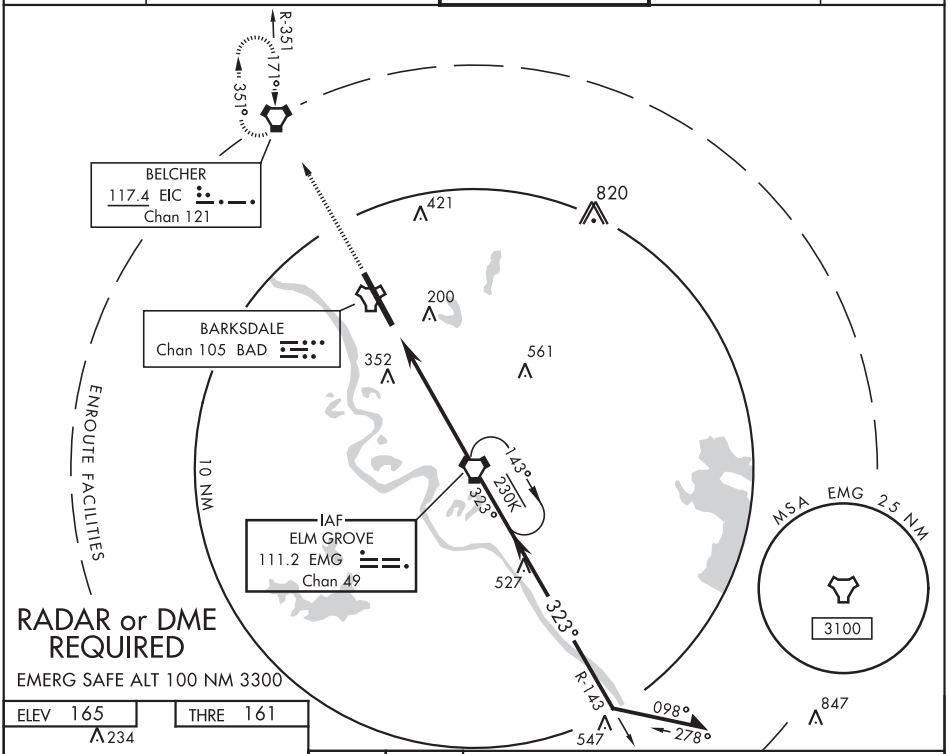
VORTAC EMG 111.2 Chan 49	APCH CRS 323°	Rwy ldg 11,758 THRE 161 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)

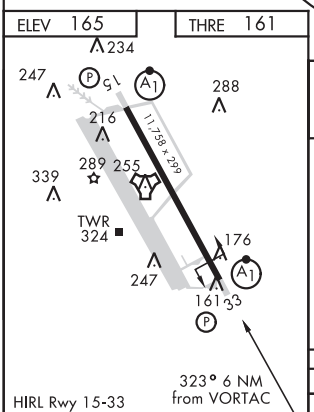
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized W of Rwy.

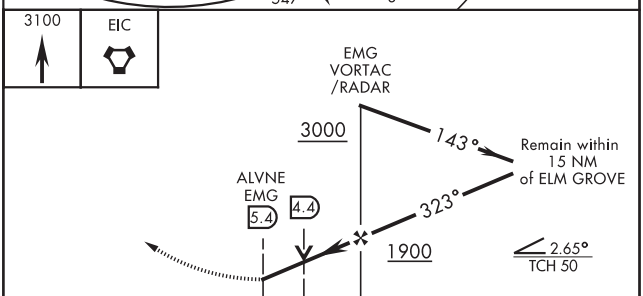
ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	







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	E
S-VOR 33 *	640/24 479 (500-½)		640/50 479 (500-1)		
C CIRCLING **	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

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BOSSIER CITY, LOUISIANA

TACAN Y RWY 15

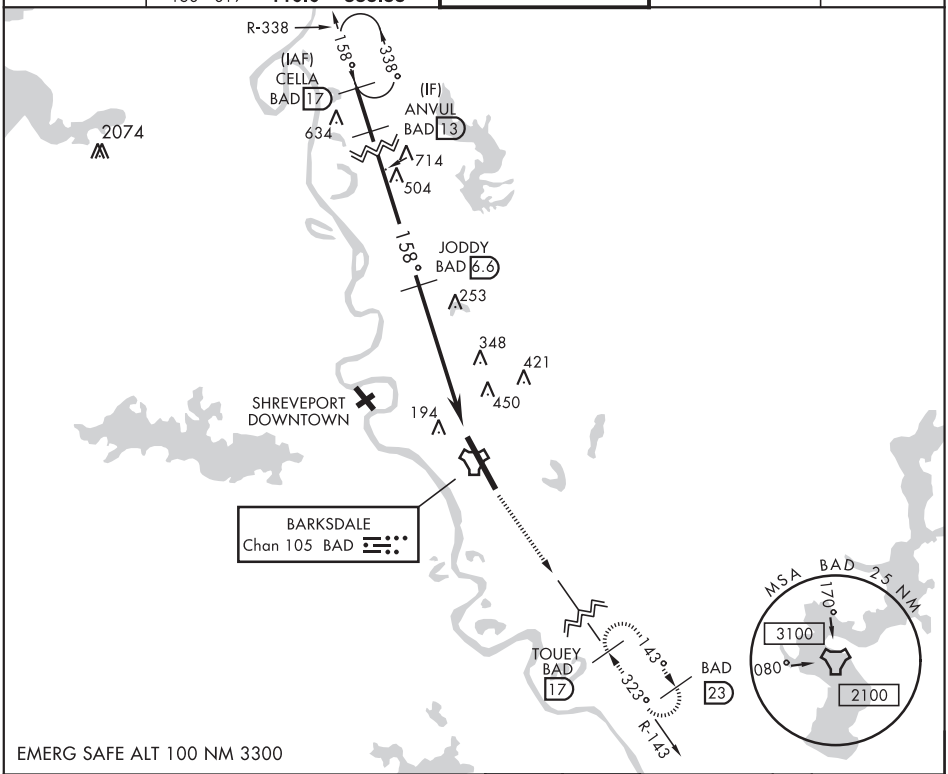
TACAN BAD Chan 105	APCH CRS 158°	Rwy ldg 11,758 THRE 163 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)

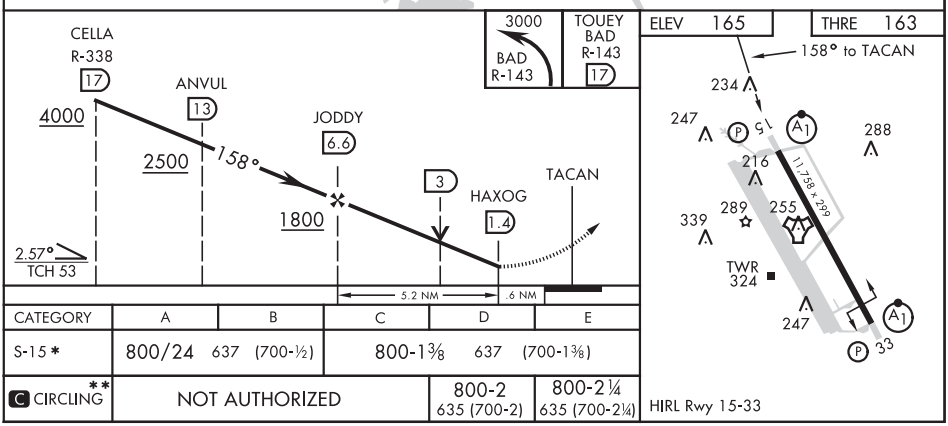
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile CAT CDE vis to 1¾ miles.
** Circling not authorized W of Rwy.

ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-143 direct TOUEY and hold.

ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	





CATEGORY	A	B	C	D	E
S-15 *	800/24 637 (700-½)		800-1⅜ 637 (700-1⅜)		
C CIRCLING **	NOT AUTHORIZED			800-2 635 (700-2)	800-2¼ 635 (700-2¼)

BOSSIER CITY, LOUISIANA 32°30′N-93°40′W BARKSDALE AFB (KBAD)

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TACAN Y RWY 15

SC-4, 25 FEB 2021 to 22 APR 2021

15176

BOSSIER CITY, LOUISIANA

TACAN Y RWY 33

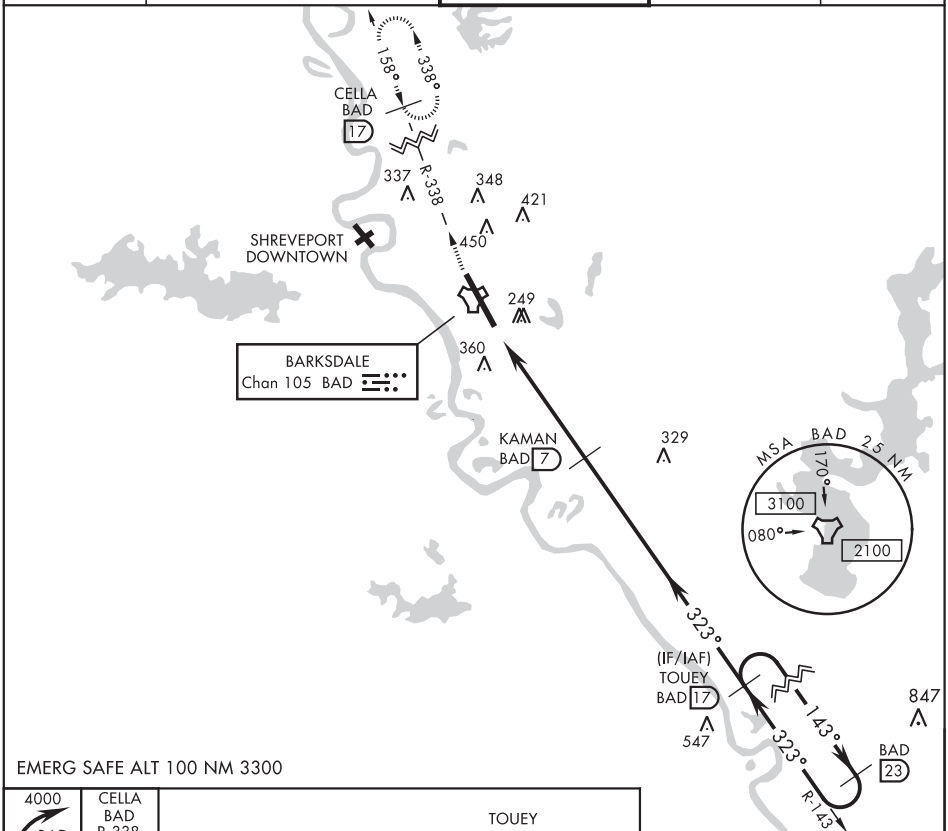
TACAN BAD Chan 105	APCH CRS 323°	Rwy ldg 11,758 THRE 161 Arpt Elev 165	AL-391 [USAF]	BARKSDALE AFB (KBAD)

* 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.

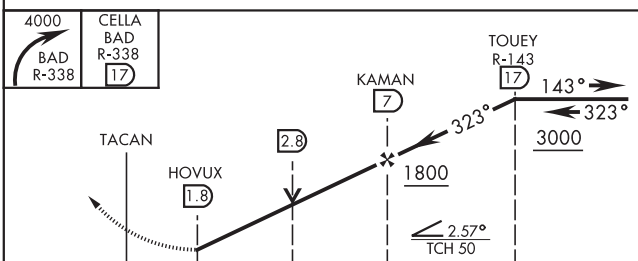
ALSF-1

MISSED APPROACH: Climb to 4000 via BAD R-338 direct CELLA and hold.

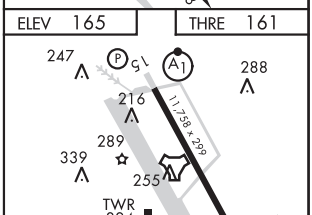
ATIS	SHREVEPORT APP CON	BARKSDALE TOWER	GND CON	ASR
307.025	320°-152° 123.75 360.725 153°-319° 119.9 335.55	128.25 278.3	121.8 253.5	



EMERG SAFE ALT 100 NM 3300



ELEV 165 | THRE 161



HIRL Rwy 15-33 323° to TACAN

CATEGORY	A	B	C	D	E
S-33 *	640/24 479 (500-½)		640/50 479 (500-1)		
C CIRCLING **	NOT AUTHORIZED			760-2 595 (600-2)	780-2¼ 615 (700-2¼)

BOSSIER CITY, LOUISIANA 32° 30′N-93° 40′W BARKSDALE AFB (KBAD)

Amdt 6 25JUN15

TACAN Y RWY 33

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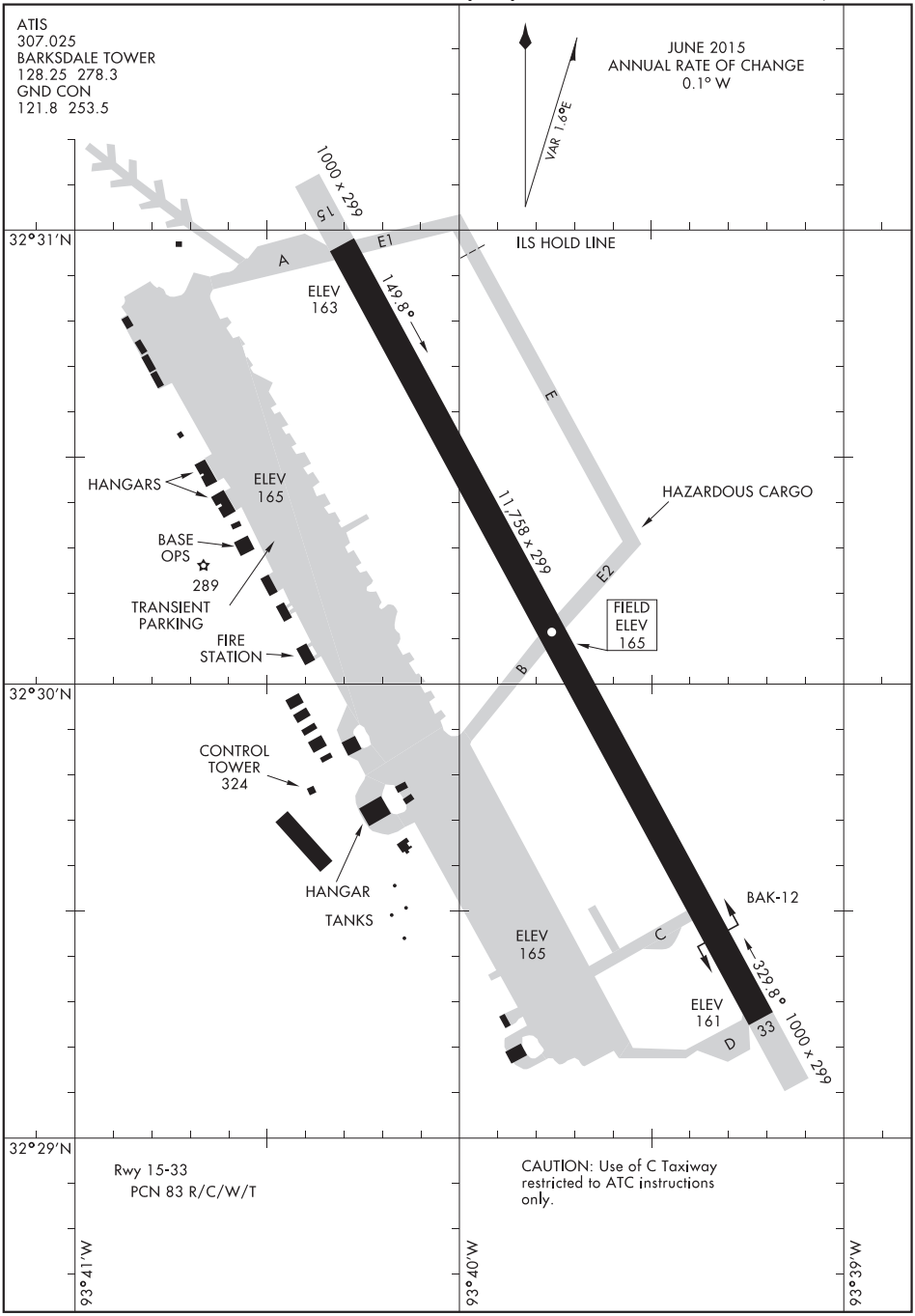

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BASTROP, LOUISIANA | AL-5566 (FAA) | 20198

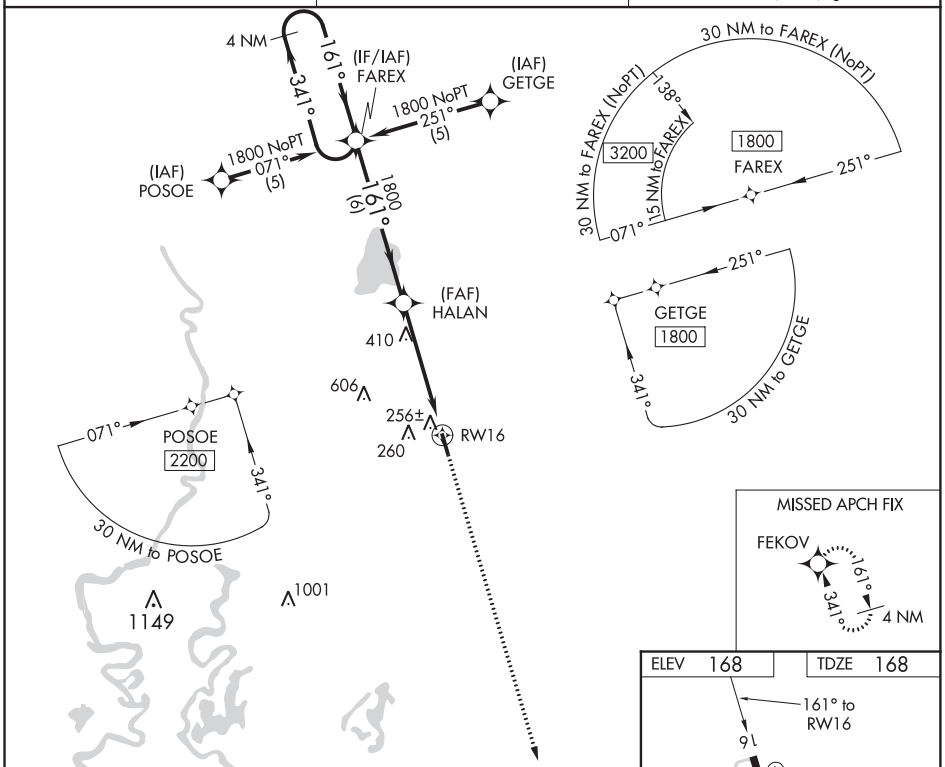
RNAV (GPS) RWY 16
MOREHOUSE MEMORIAL (BQP)

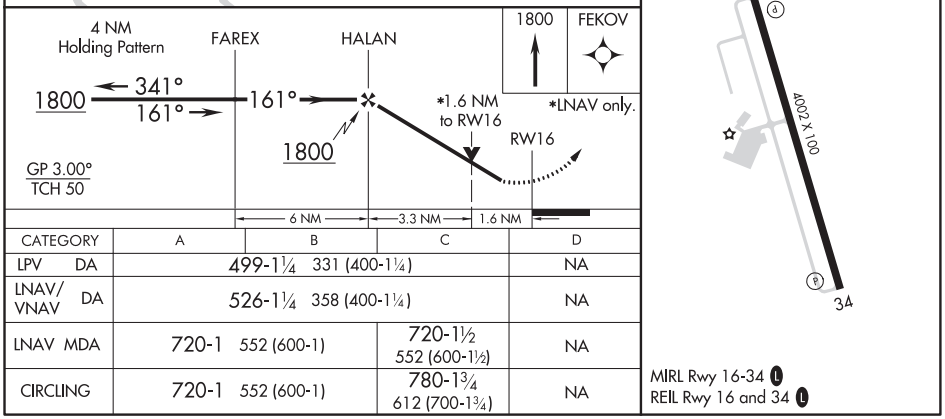
WAAS CH 58307 W16A	APP CRS 161°	Rwy ldg 4002 TDZE 168 Apt Elev 168

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH: Climb to 1800 direct FEKOV and hold.

AWOS-3PT	MONROE APP CON *	UNICOM
118.375	126.9 307.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	499-1¼ 331 (400-1¼)			NA
LNAV/VNAV DA	526-1¼ 358 (400-1¼)			NA
LNAV MDA	720-1 552 (600-1)		720-1½ 552 (600-1½)	NA
CIRCLING	720-1 552 (600-1)		780-1¾ 612 (700-1¾)	NA

MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

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SC-4, 25 FEB 2021 to 22 APR 2021

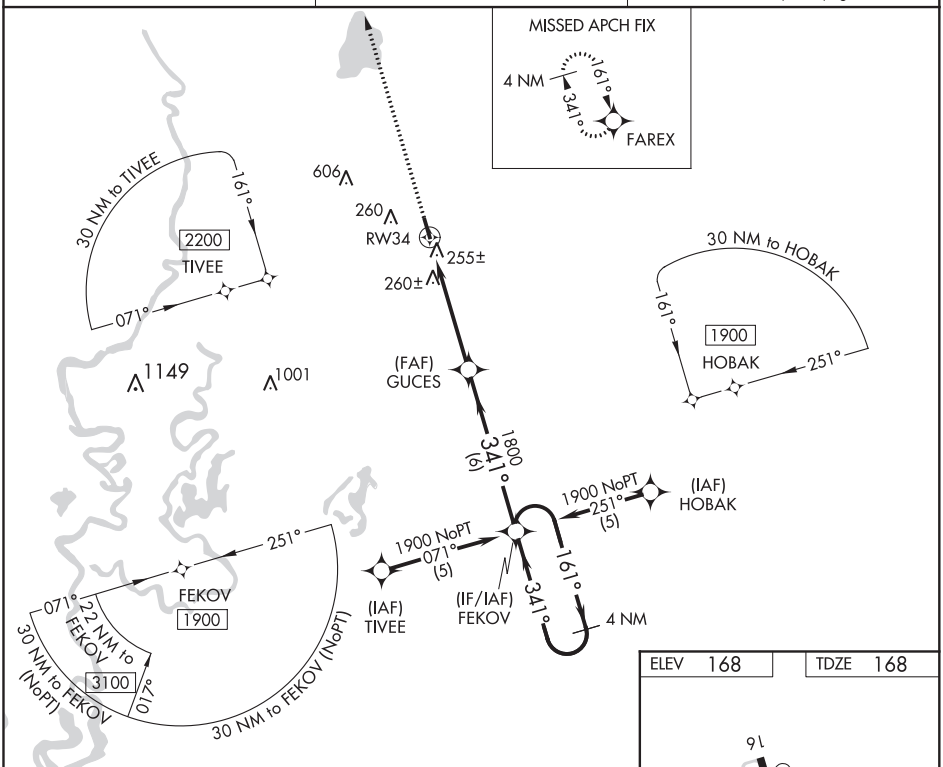
RNAV (GPS) RWY 34
MOREHOUSE MEMORIAL (BQP)

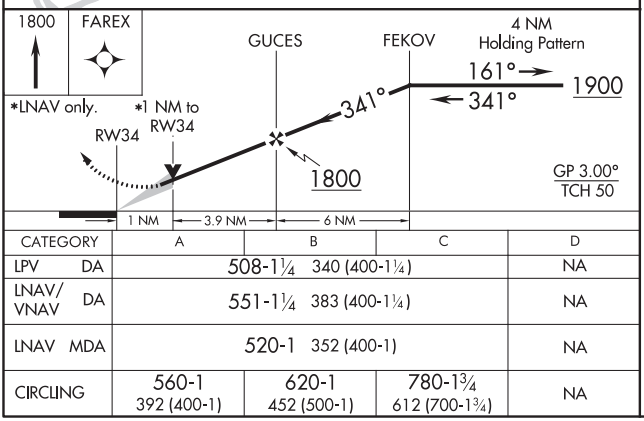
WAAS CH 90308 W34A	APP CRS 341°	Rwy ldg 4002 TDZE 168 Apt Elev 168

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

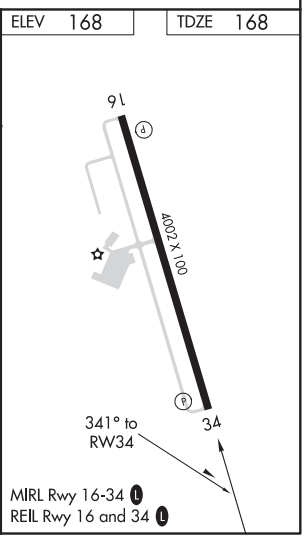
MISSED APPROACH: Climb to 1800 direct FAREX and hold.

AWOS-3PT	MONROE APP CON ★	UNICOM
118.375	126.9 307.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	508-1¼ 340 (400-1¼)			NA
LNAV/VNAV DA	551-1¼ 383 (400-1¼)			NA
LNAV MDA	520-1 352 (400-1)			NA
CIRCLING	560-1 392 (400-1)	620-1 452 (500-1)	780-1¾ 612 (700-1¾)	NA



SC-4, 25 FEB 2021 to 22 APR 2021
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BASTROP, LOUISIANA

AL-5566 (FAA)

20198

VOR/DME-A

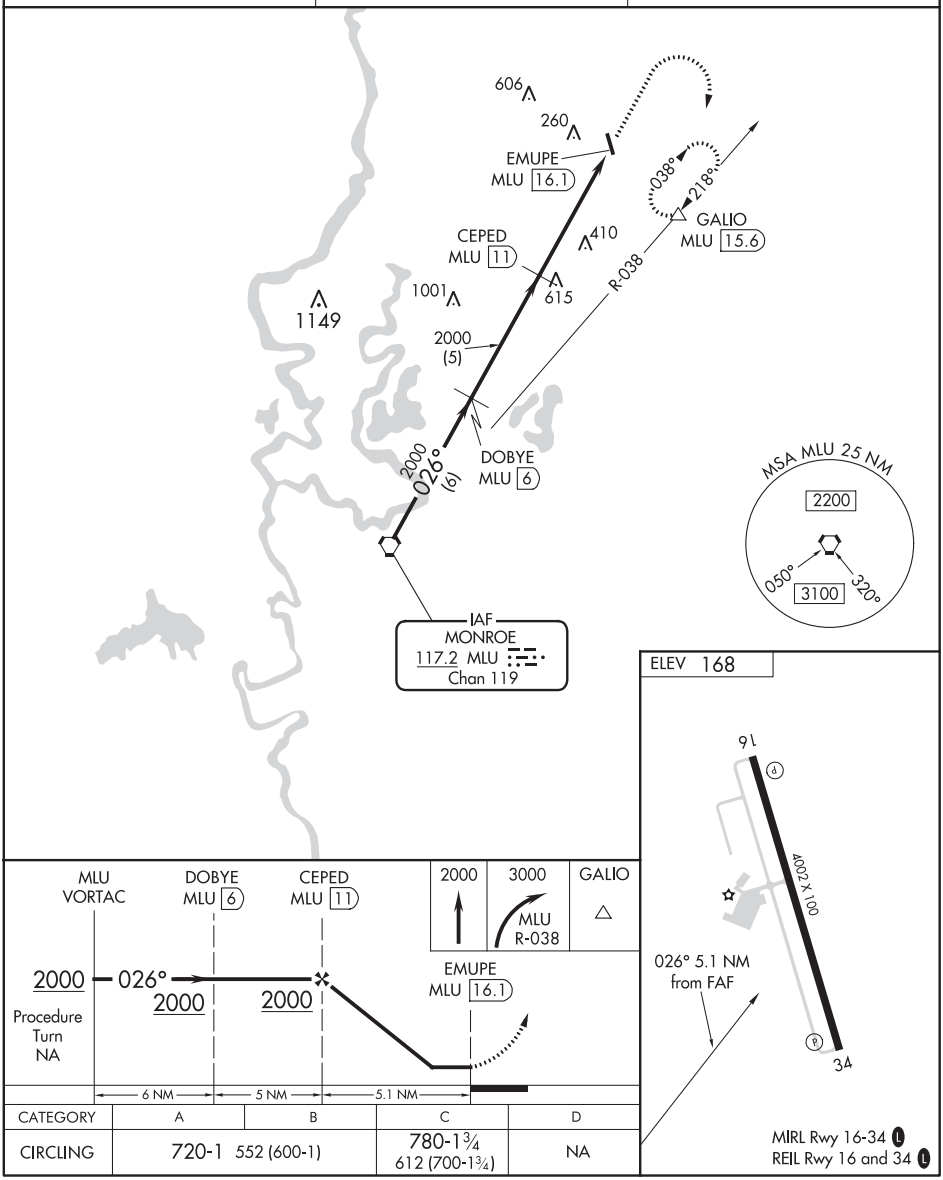
MOREHOUSE MEMORIAL (BQP)

VORTAC MLU	APP CRS	Rwy ldg	N/A
117.2	026°	TDZE	N/A
Chan 119		Apt Elev	168

When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.

AWOS-3PT	MONROE APP CON ★	UNICOM
118.375	126.9 307.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	720-1 552 (600-1)		780-1¾ 612 (700-1¾)	NA

MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

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NDB RWY 34

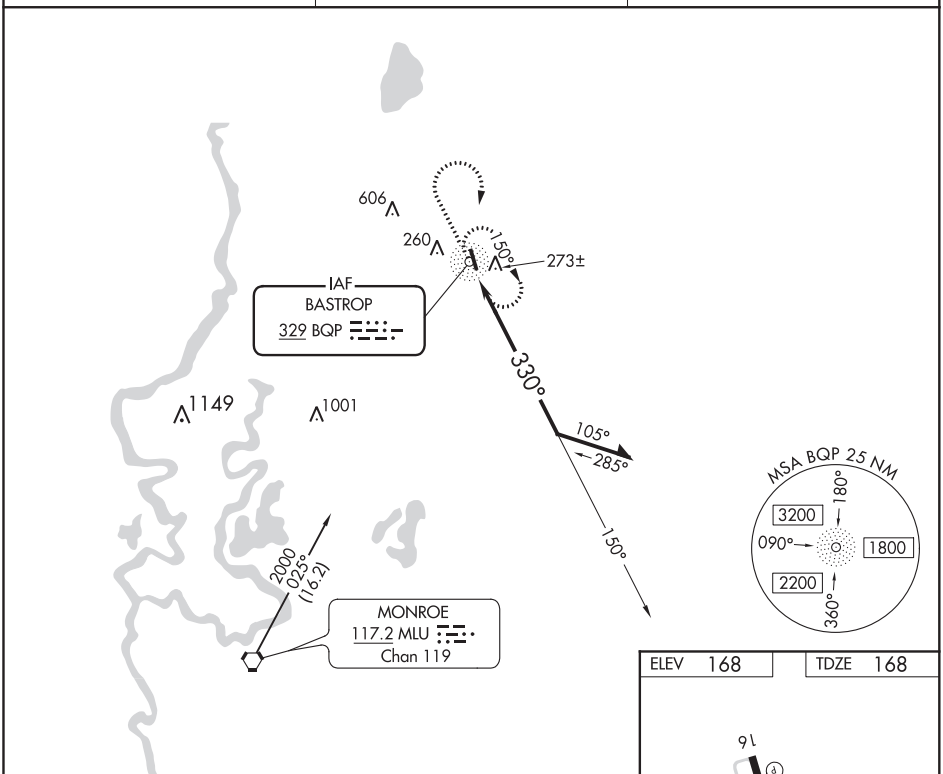
MOREHOUSE MEMORIAL (BQP)

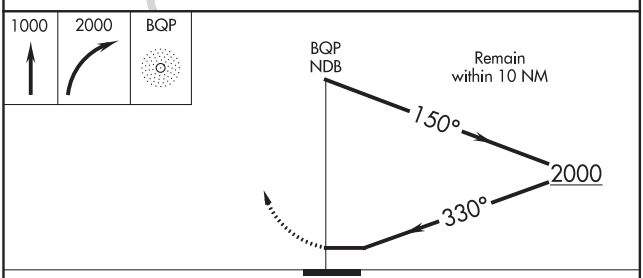
NDB BQP	APP CRS	Rwy ldg	4002
329	330°	TDZE	168
		Apt Elev	168

When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

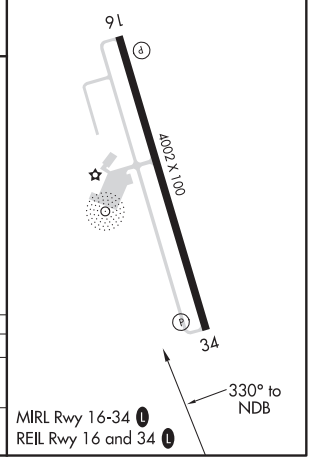
AWOS-3PT	MONROE APP CON ★	UNICOM
118.375	126.9 307.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-34	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	NA
CIRCLING	820-1 652 (700-1)		820-1¾ 652 (700-1¾)	NA

ELEV 168 TDZE 168



MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

19115

RNAV (GPS) RWY 1

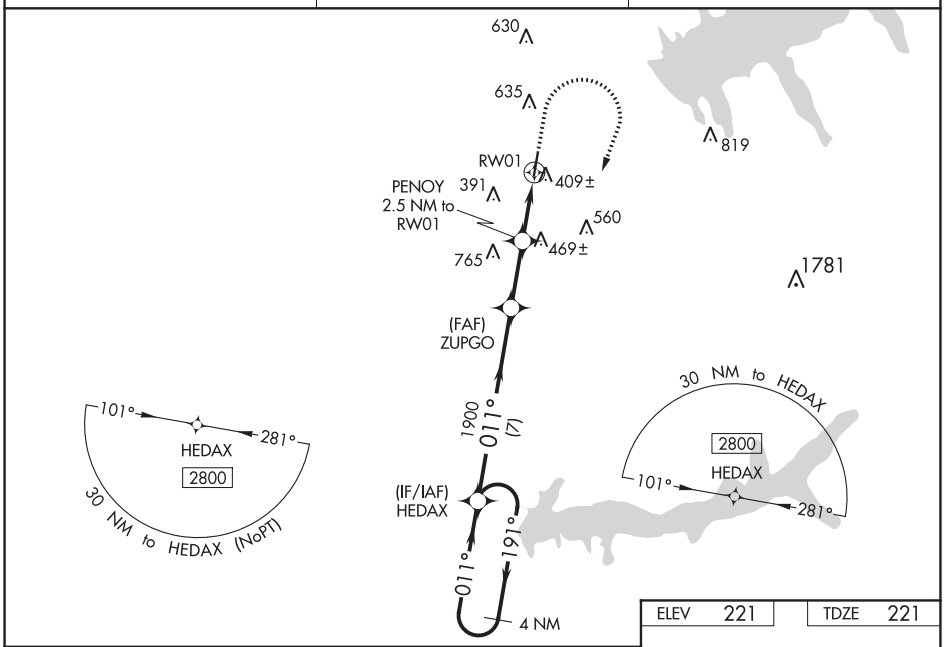
PANOLA COUNTY (PMU)

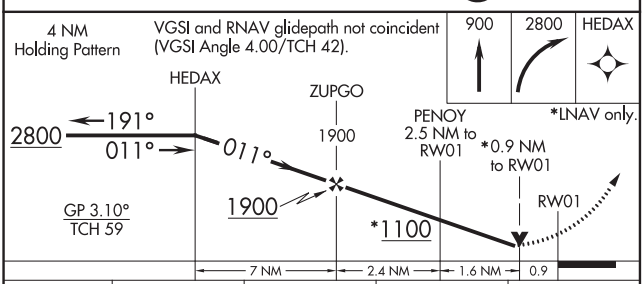
WAAS CH 58134 W01A	APP CRS 011°	Rwy ldg 4412 TDZE 221 Apt Elev 221

T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altimeter setting. When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ⅛ mile, and Circling Cats B, C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 2800 direct HEDAX and hold.

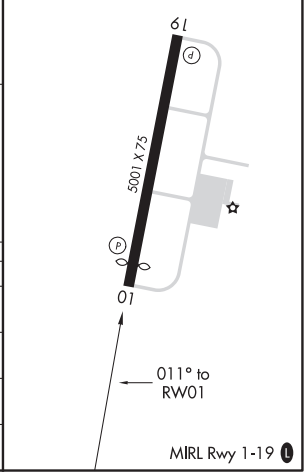
AWOS-3PT	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	614-1¼ 393 (400-1¼)			
LNAV/VNAV DA	661-1⅜ 440 (500-1⅜)			
LNAV MDA	660-1 439 (500-1)		660-1¼ 439 (500-1¼)	
C CIRCLING	740-1 519 (600-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)

ELEV 221 TDZE 221



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

BATESVILLE, MISSISSIPPI

Amdt 1A 04FEB16

34°22'N-89°54'W

PANOLA COUNTY (PMU)

RNAV (GPS) RWY 1

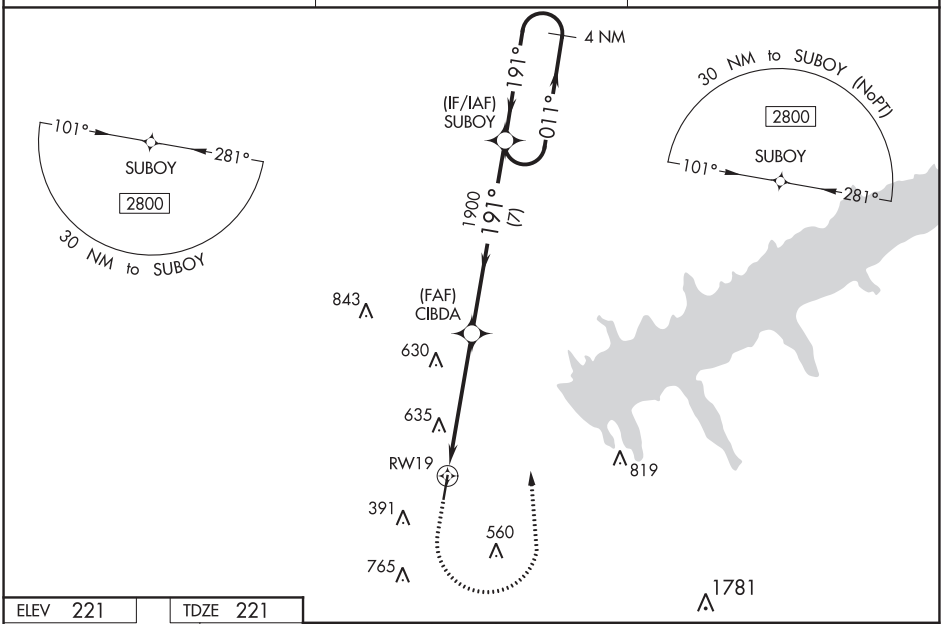
WAAS CH 72834 W19A	APP CRS 191°	Rwy ldg 5001 TDZE 221 Apt Elev 221

RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

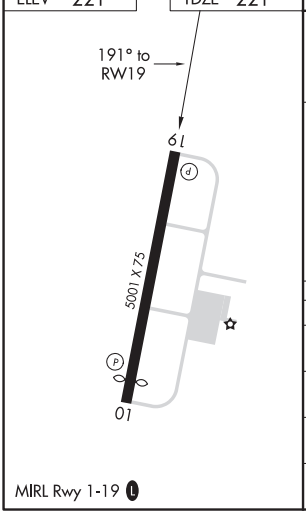
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting. When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA.

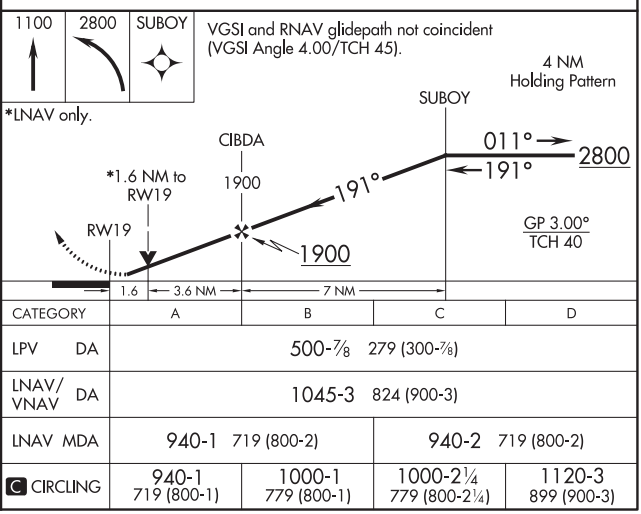
MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L



ELEV 221 TDZE 221





CATEGORY	A	B	C	D
LPV DA	500-⅞ 279 (300-⅞)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
C CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)

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BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

20086

LOC RWY 19

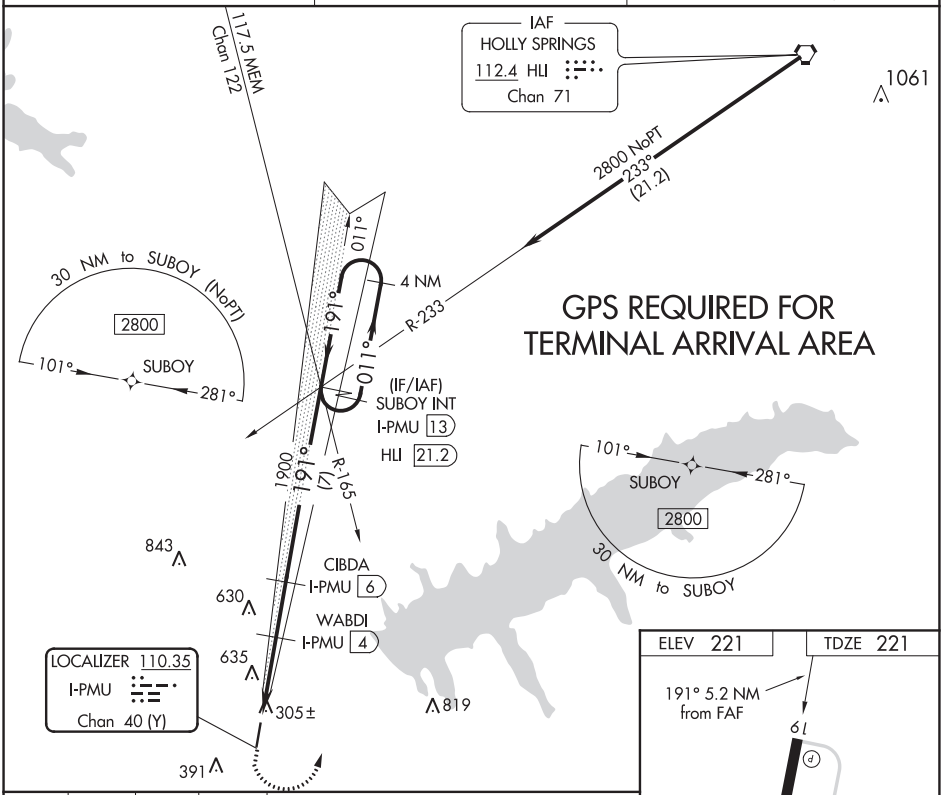
PANOLA COUNTY (PMU)

LOC/DME I-PMU	APP CRS	Rwy ldg	5001
110.35	191°	TDZE	221
Chan 40 (Y)		Apt Elev	221

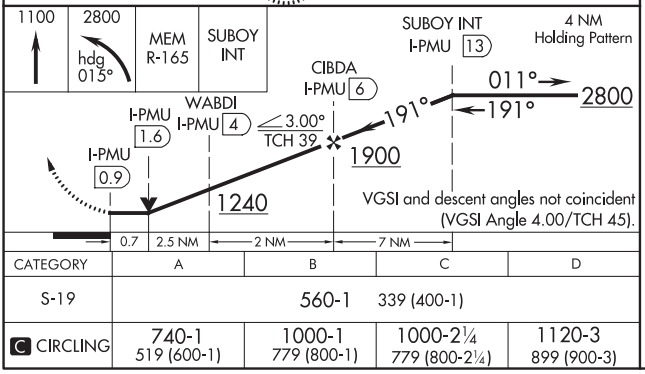
T A NA When local altimeter setting not received, use Oxford altimeter setting and increase all MDA 80 feet, increase S-19 Cats C, D visibility and Circling Cats B, C visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ NA. VDP NA when using Oxford altimeter setting. DME required.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 on heading 015°and MEM VORTAC R-165 to SUBOY INT/13 DME and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.225	128.5 381.4	122.8 (CTAF) L

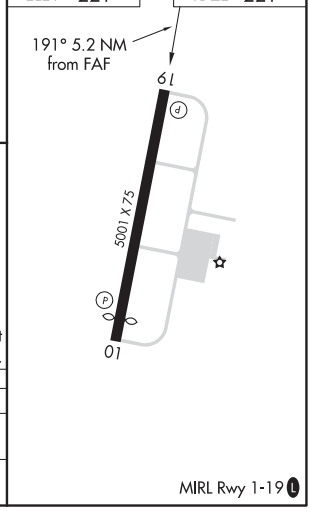


1100	2800	MEM R-165	SUBOY INT
	hdg 015°		



CATEGORY	A	B	C	D
S-19	560-1 339 (400-1)			
C CIRCLING	740-1 519 (600-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)

ELEV 221	TDZE 221



MIRL Rwy 1-19 L

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ILS or LOC RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

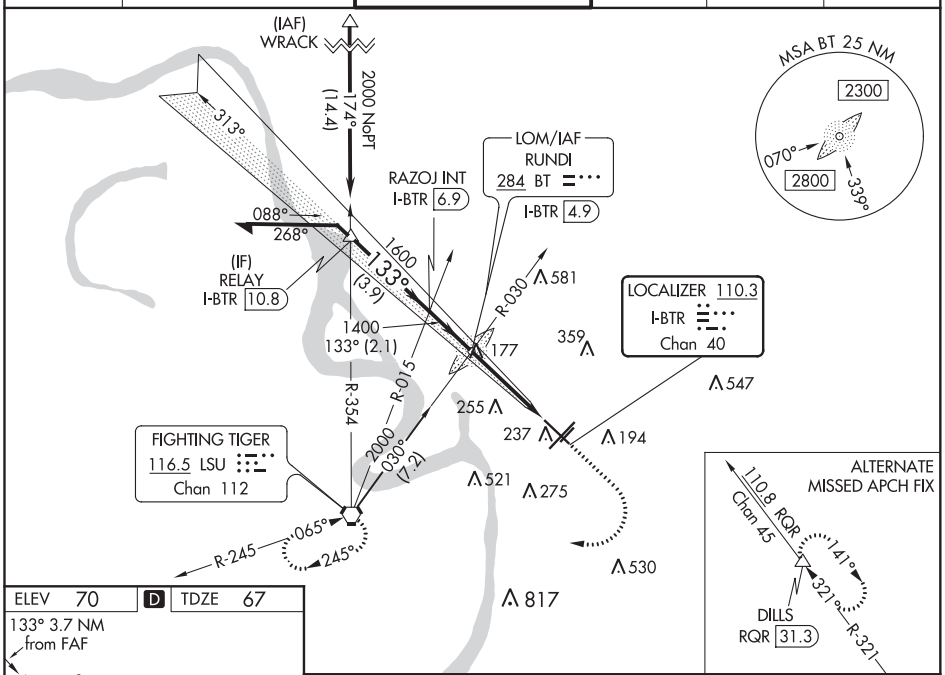
LOC/DME I-BTR	APP CRS	Rwy ldg	6408
110.3	133°	TDZE	67
Chan 40		Apt Elev	70

ASR: For inop MALSR when using Hammond altimeter setting, increase S-ILS 13 all Cats visibility to ⅞ mile, and S-LOC 13 visibility to 1⅜ mile. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 13 Cats C and D visibility ¼ mile, increase Circling Cats C and D visibility ¼ mile. For inop MALSR, increase S-LOC 13 Cats C and D to 1⅛ mile.

MALSR

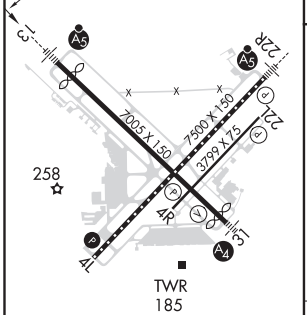
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



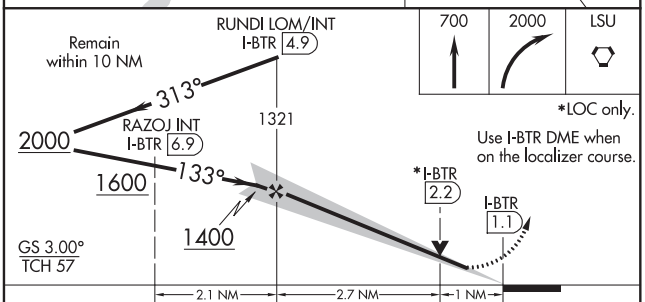
ELEV 70	D	TDZE 67

133° 3.7 NM from FAF



TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	267-½ 200 (200-½)			
S-LOC 13	480-½ 413 (500-½)		480-¾ 413 (500-¾)	
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

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BATON ROUGE, LOUISIANA — AL-40 (FAA) — 19227

ILS or LOC/DME RWY 22R
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

LOC/DME I-CLZ	APP CRS	Rwy ldg 7500
108.7	223°	TDZE 70
Chan 24		Apt Elev 70

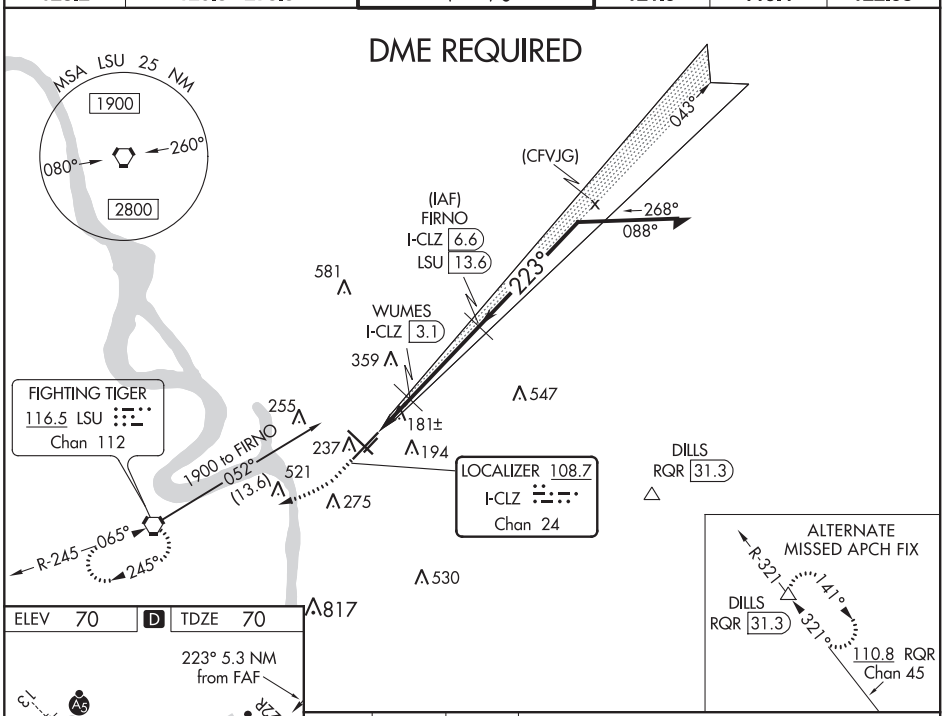
When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase S-ILS 22R all Cats visibility to RVR 2200; increase S-LOC 22R Cat C/D visibility to RVR 5000. For inop MALSR when using Hammond altimeter setting, increase S-ILS 22R all Cats visibility to RVR 4500, and S-LOC 22R Cat C/D visibility to 1⅜ mile. For inop MALSR, increase S-LOC 22R Cat C/D visibility to RVR 5500.
VDP NA with Hammond altimeter setting.

ASR

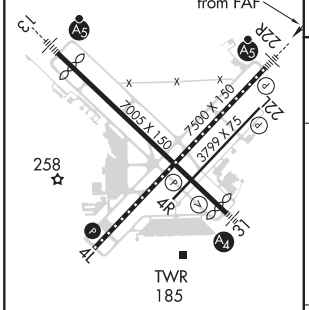
MALSR

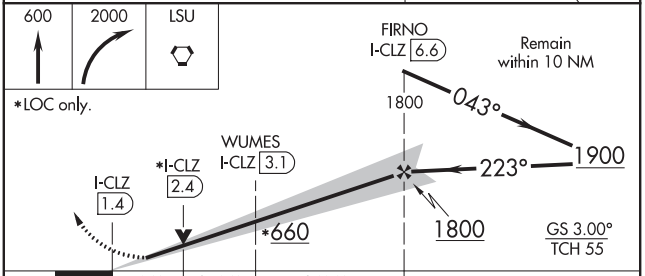
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 | D | TDZE 70





CATEGORY	A	B	C	D
S-ILS 22R	270/18 200 (200-½)			
S-LOC 22R	440/24 370 (400-½)		440/35 370 (400-⅝)	
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

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LOC/DME I-CLZ 108.7 Chan 24	APP CRS 223°	Rwy ldg 7500 TDZE 70 Apt Elev 70

ILS RWY 22R (SA CAT I & II)
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

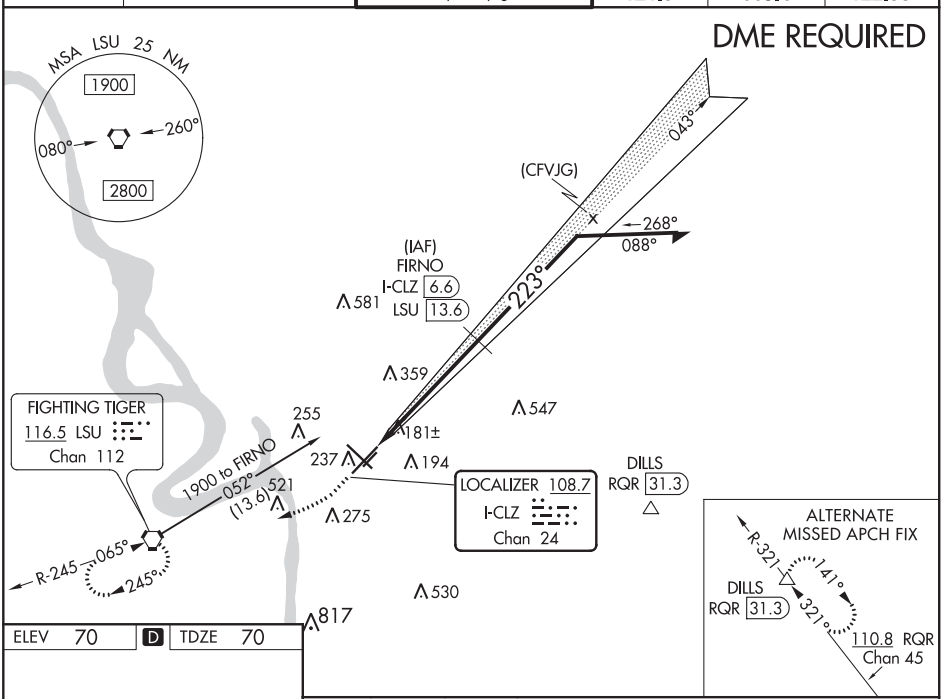
ASR

SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
SA CAT I/II: Procedure NA when tower closed.

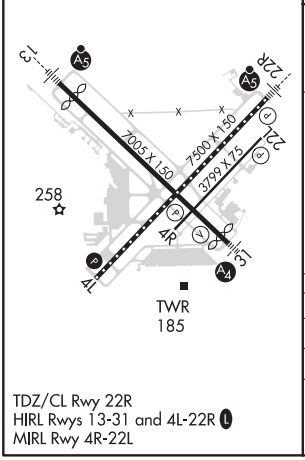
MALSR

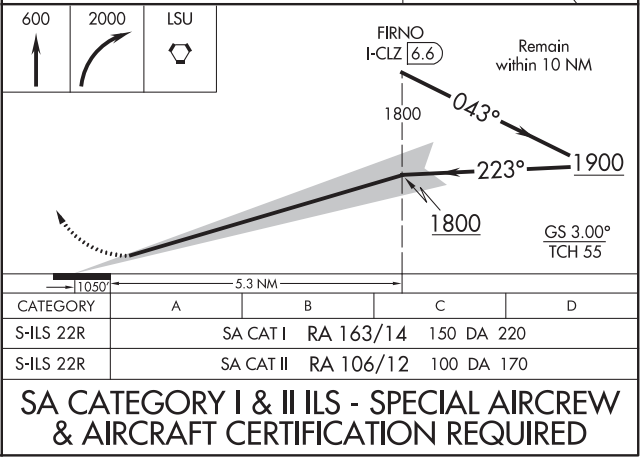
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 D TDZE 70





CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I RA 163/14		150 DA 220	
S-ILS 22R	SA CAT II RA 106/12		100 DA 170	

TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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BATON ROUGE, LOUISIANA — AL-40 (FAA) — 19227

RNAV (GPS) RWY 4L
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

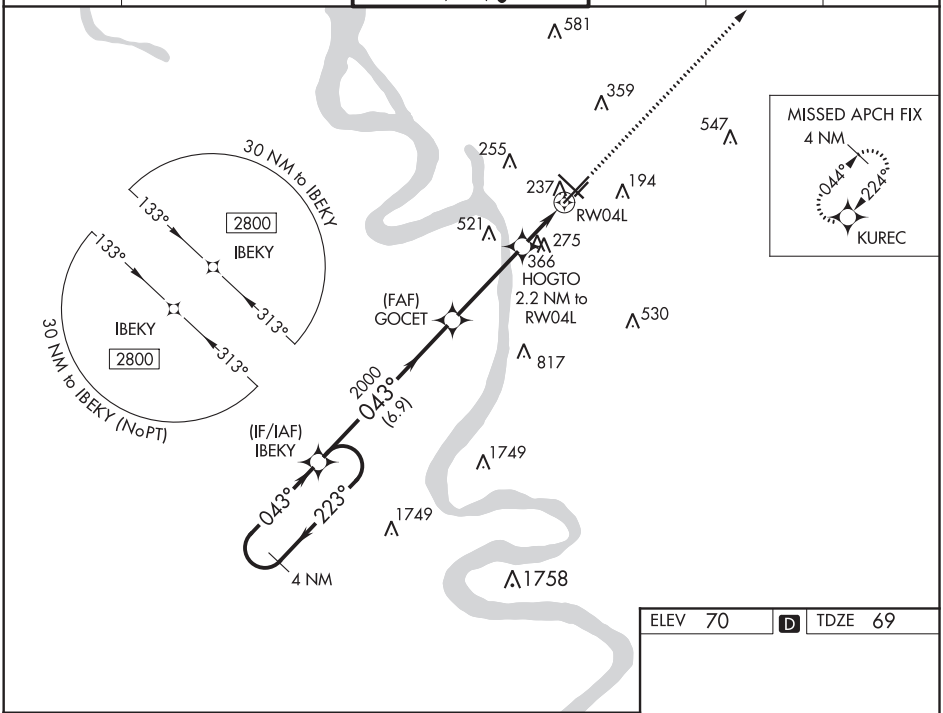
WAAS CH 81825 W04A	APP CRS 043°	Rwy ldg 7500 TDZE 69 Apt Elev 70

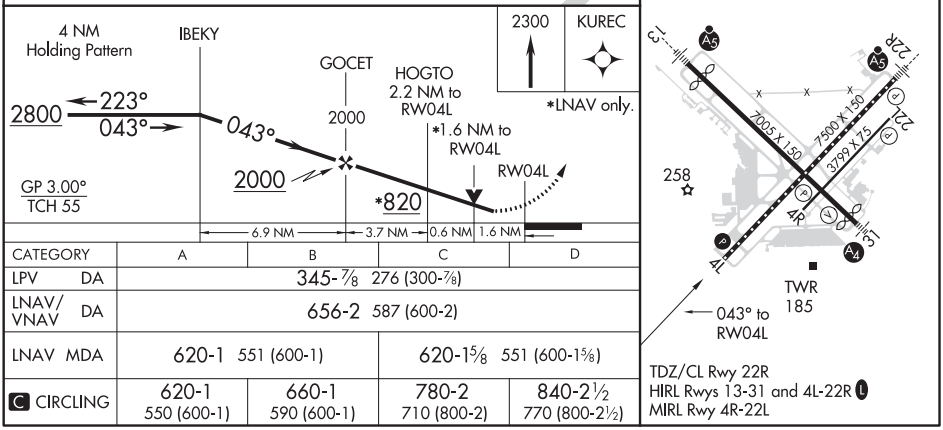
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

ASR

MISSED APPROACH: Climb to 2300 direct KUREC and hold.

ATIS	BATON ROUGE APP CON★	RYAN TOWER★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95





CATEGORY	A	B	C	D
LPV DA	345-⅞ 276 (300-⅞)			
LNAV/VNAV DA	656-2 587 (600-2)			
LNAV MDA	620-1 551 (600-1)		620-1⅝ 551 (600-1⅝)	
C CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

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WAAS CH 72817 W13A	APP CRS 133°	Rwy ldg 6408 TDZE 67 Apt Elev 70

RNAV (GPS) RWY 13

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

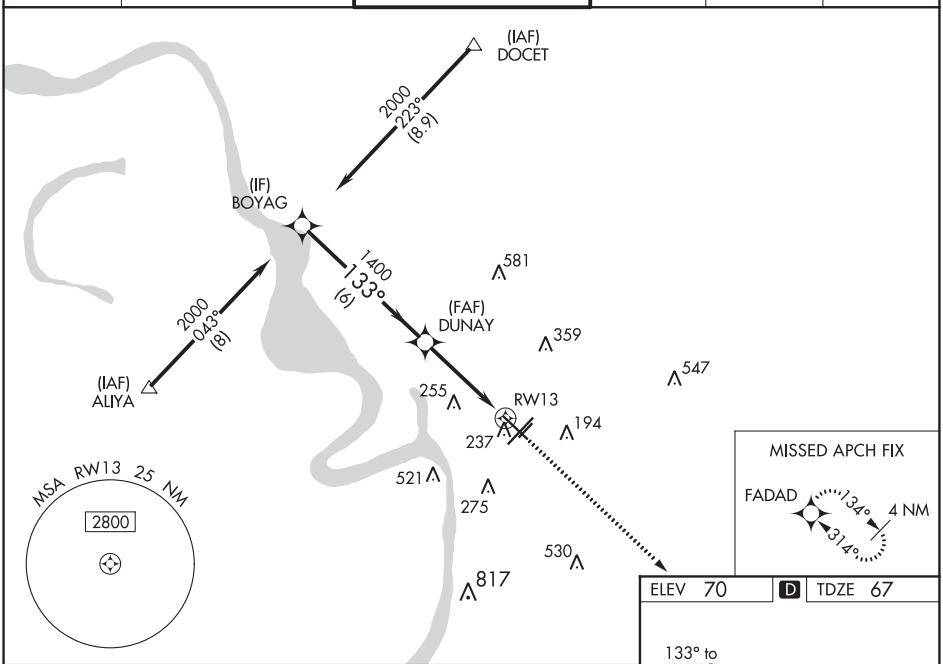
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C and D visibility ⅜ mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to ⅞ mile, LNAV Cat C and D visibility to 1⅝ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

ASR

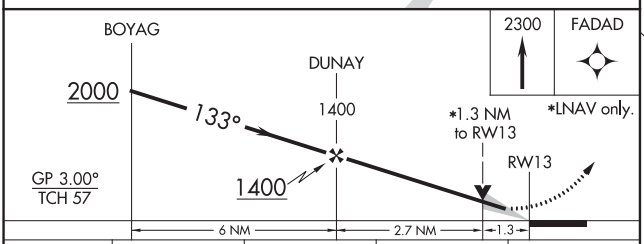
MALSR

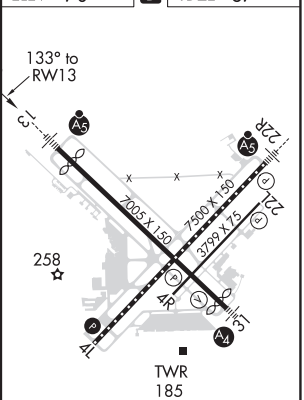
MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 D TDZE 67





CATEGORY	A	B	C	D
LPV DA	267-½ 200 (200-½)			
LNAV/VNAV DA	465-⅞ 398 (400-⅞)			
LNAV MDA	540-½ 473 (500-½)		540-1 473 (500-1)	
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

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BATON ROUGE, LOUISIANA — AL-40 (FAA) — 19227

RNAV (GPS) RWY 22R
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

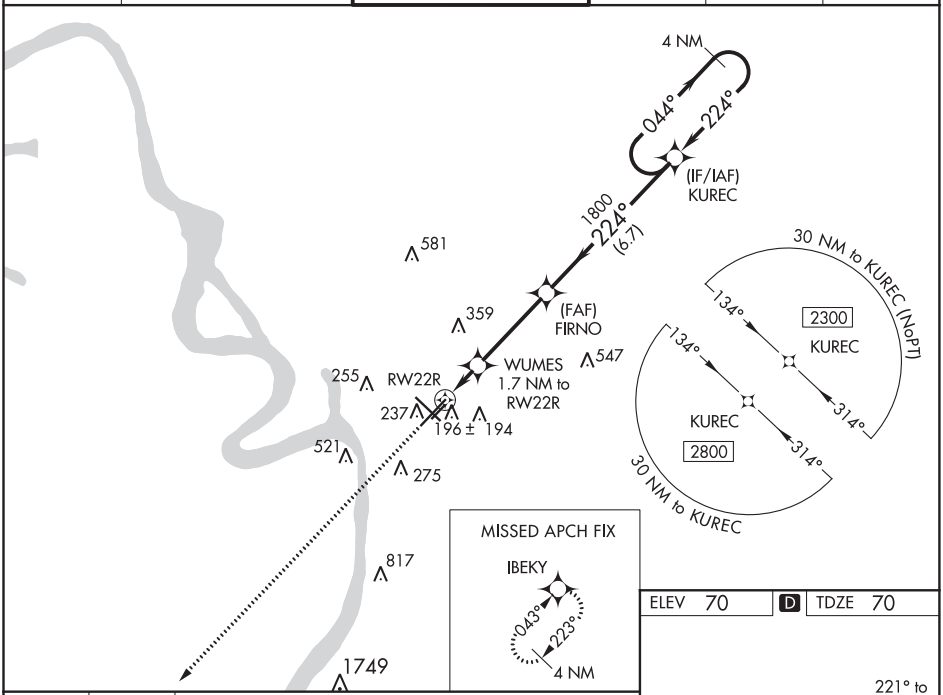
WAAS CH 86225 W22A	APP CRS 224°	Rwy ldg 7500 TDZE 70 Apt Elev 70

T A ASR — Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cat C/D visibility to RVR 5000, and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to RVR 4500, and LNAV C/D visibility to 1⅜ mile.

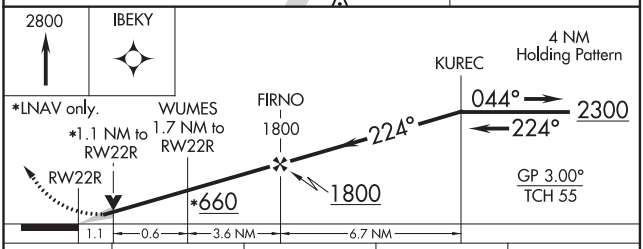
MALSR A5

MISSED APPROACH: Climb to 2800 direct IBEKY and hold.

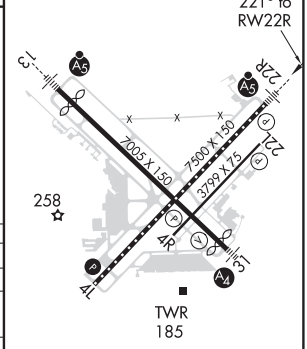
ATIS	BATON ROUGE APP CON★	RYAN TOWER★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 — D — TDZE 70



CATEGORY	A	B	C	D
LPV DA	270/18 200 (200-½)			
LNAV/VNAV DA	486/45 416 (500-⅞)			
LNAV MDA	460/24 390 (400-½)		460/35 390 (400-⅝)	
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)



TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

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SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 90125 W31A	APP CRS 314°	Rwy ldg 6691 TDZE 69 Apt Elev 70

RNAV (GPS) RWY 31

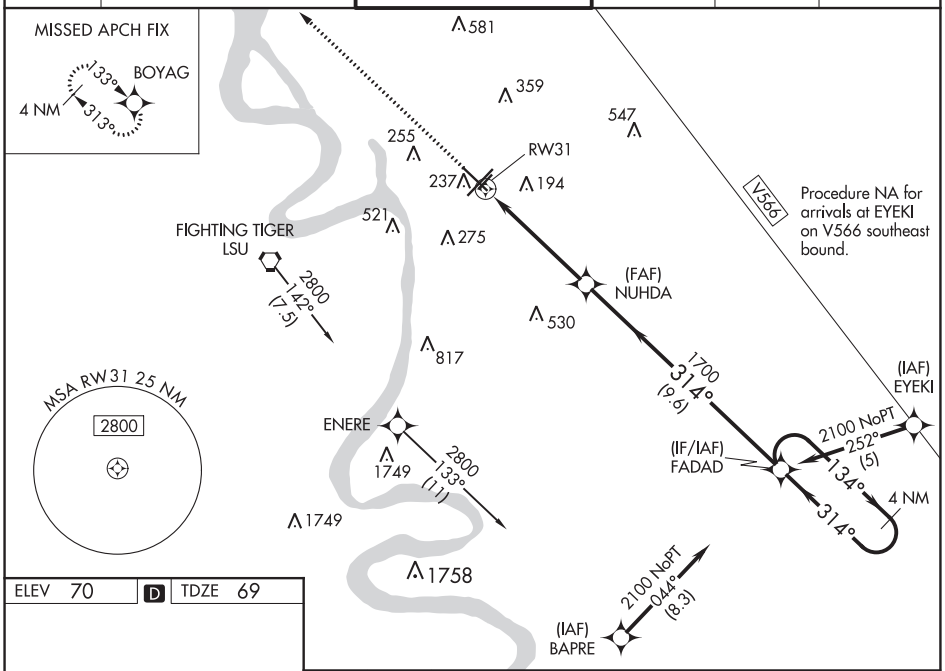
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

RNP APCH.

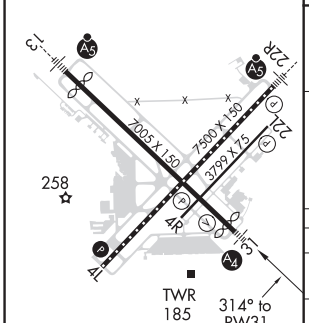
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALS, increase LNAV Cat C/D visibility to 1⅜ mile. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ⅜ mile, and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.

MALS: MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

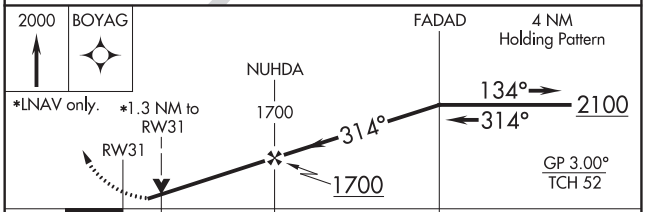
ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95



ELEV 70 | D | TDZE 69



TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	366-¾ 297 (300-¾)			
LNAV/VNAV DA	446-¾ 377 (400-¾)			
LNAV MDA	520-¾ 451 (500-¾)		520-1 451 (500-1)	
C CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

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BATON ROUGE, LOUISIANA

AL-40 (FAA)

19227

VOR RWY 4L

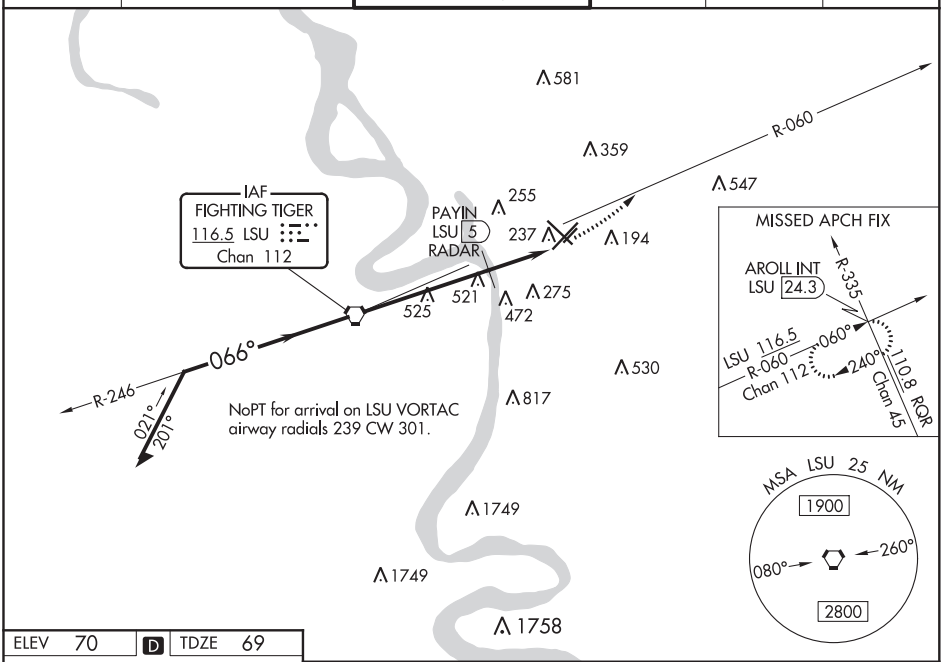
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

VORTAC LSU	APP CRS	Rwy ldg 7500
116.5	066°	TDZE 69
Chan 112		Apt Elev 70

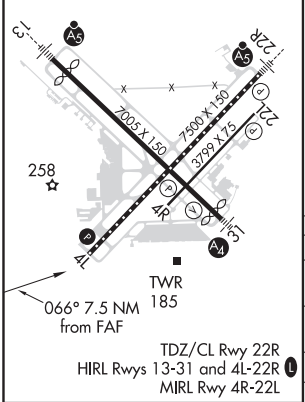
T A ASR Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility ¼ mile and Circling Cat D visibility ½ mile, PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA when using Hammond altimeter setting.

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	CLNC DEL	UNICOM
125.2	120.3 278.3	118.45 (CTAF) L 257.8	121.9	119.4	122.95

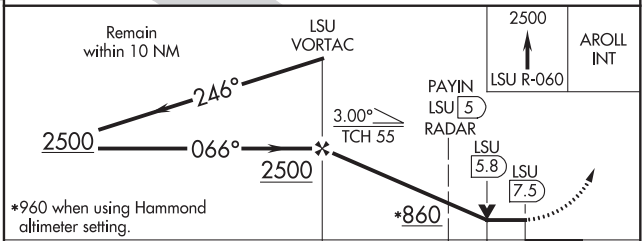


ELEV 70	D	TDZE 69



TDZ/CL Rwy 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 7.5 NM					
Knots	60	90	120	150	180
Min:Sec	7:30	5:00	3:45	3:00	2:30



CATEGORY	A	B	C	D
S-4L	860-1 791 (800-1)	860-1¼ 791 (800-1¼)	860-2½ 791 (800-2½)	
C CIRCLING	860-1 790 (800-1)	860-1¼ 790 (800-1¼)	860-2½ 790 (800-2½)	
PAYIN FIX MINIMUMS				
S-4L	640-1 571 (600-1)		640-1⅝ 571 (600-1⅝)	
C CIRCLING	640-1 570 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021

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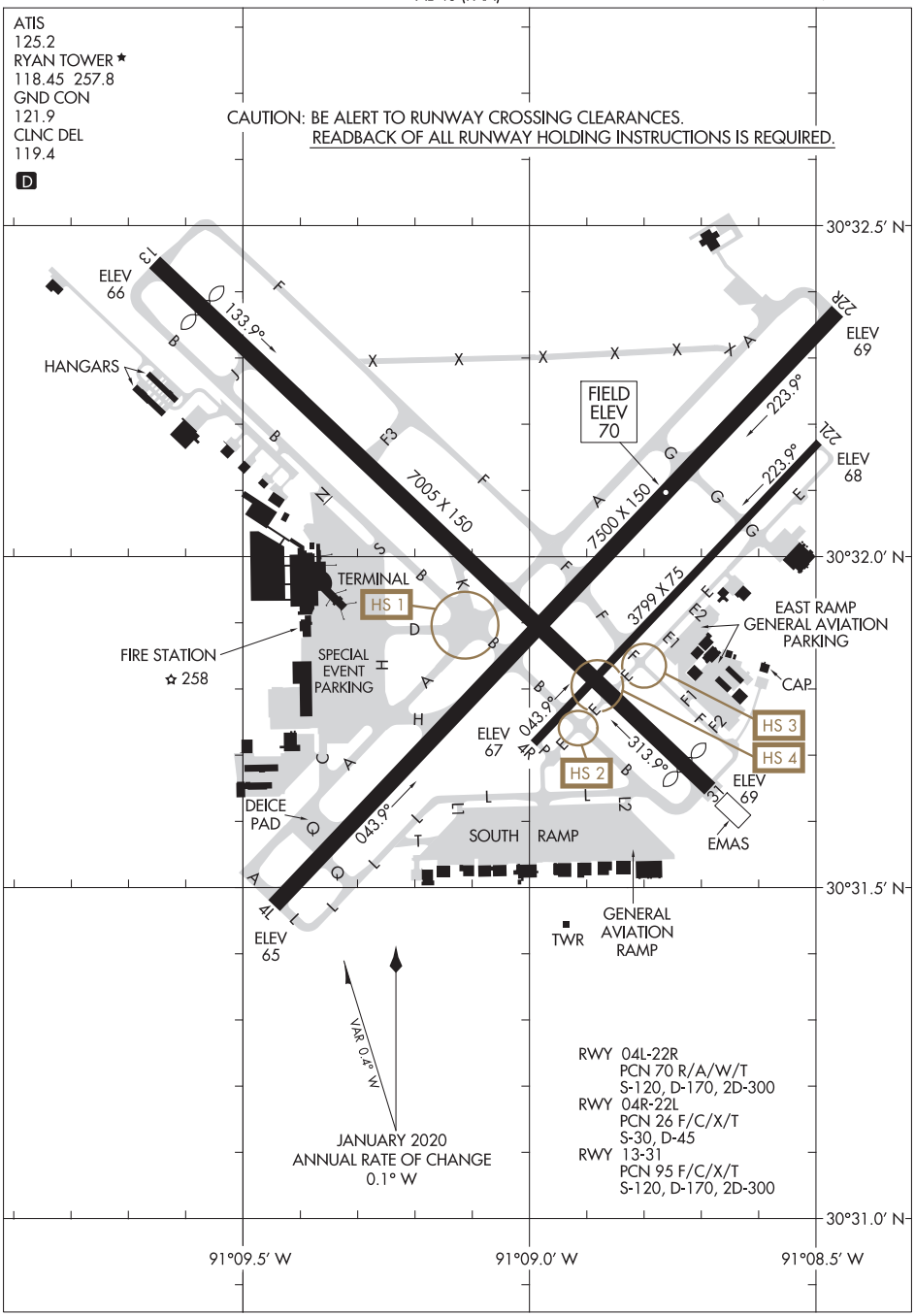
BATON ROUGE, LOUISIANA
Amdt 18A 15OCT15

30°32′N-91°09′W

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

VOR RWY 4L



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

BAY ST. LOUIS, MISSISSIPPI — AL-5860 (FAA) — 21056

ILS Y or LOC Y RWY 18

STENNIS INTL (HSA)

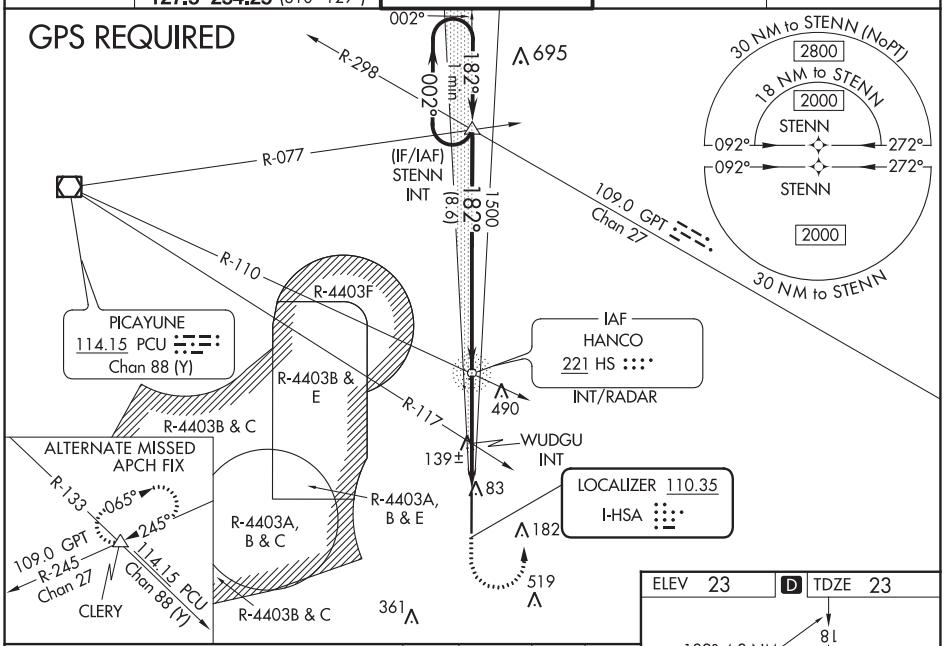
LOC I-HSA	APP CRS	Rwy ldg / TDZE / Apt Elev
110.35	182°	8497 / 23 / 23

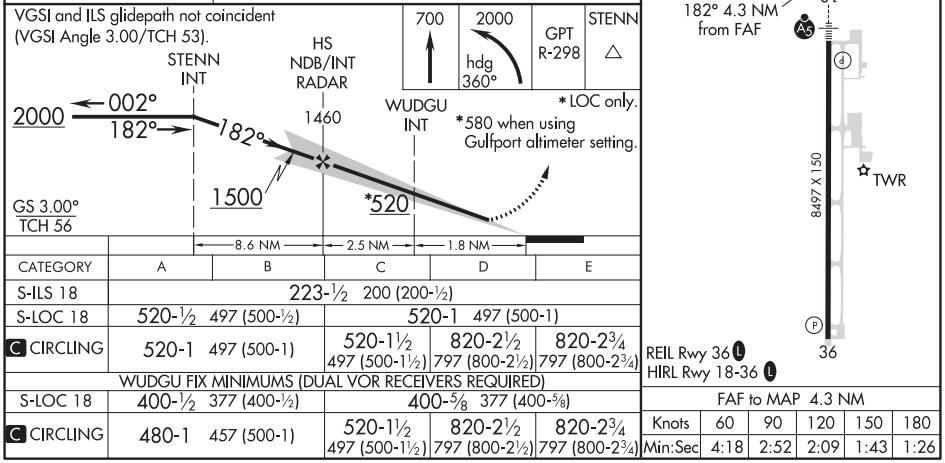
Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility ⅛ mile, Circling Cat C visibility ⅛ mile and Cats D/E visibility ¼ mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility ⅛ mile, and Circling Cats D/E visibility ¼ mile. For inop MALSR, increase S-ILS 18 Cat E visibility to ¾ mile, and S-LOC 18 Cats C/D/E visibility to 1⅜ mile. WUDGU fix minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile and S-LOC 18 Cat E visibility to 1⅝ mile. WUDGU fix minimums: increase S-LOC 18 Cat E visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 360° and on GPT VORTAC R-298 to STENN and hold.

AWOS-3PT	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) L	121.725	122.95





CATEGORY	A	B	C	D	E
S-ILS 18	223-½ 200 (200-½)				
S-LOC 18	520-½ 497 (500-½)		520-1 497 (500-1)		
C CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	400-½ 377 (400-½)		400-⅝ 377 (400-⅝)		
C CIRCLING	480-1 457 (500-1)		520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

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LOC I-HSA	APP CRS	Rwy ldg	8497
110.35	182°	TDZE	23
		Apt Elev	23

ILS Z or LOC Z RWY 18

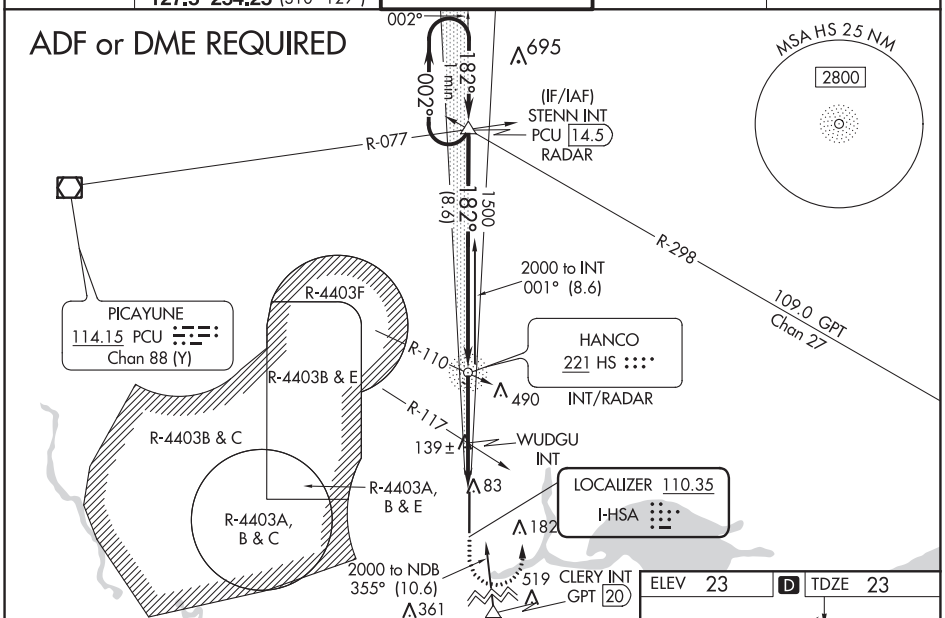
STENNIS INTL (HSA)

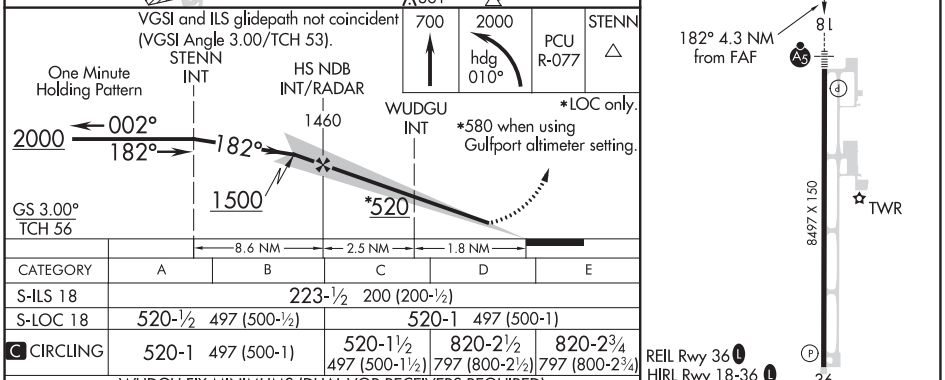
A Circling NA for Cat E W of Rwy 18-36. ADF or DME required. When local altimeter setting not recieved, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility ⅛ mile, Circling Cat C visibility ⅛ mile and Cats D/E visibility ¼ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility ⅛ mile, and Circling Cats D/E ¼ mile. For inop MALSR, increase S-ILS 18 Cat E visibility to ¾ mile, and S-LOC 18 Cats C/D/E visibility to 1⅜ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile and S-LOC Cat E visibility to 1⅝ mile. WUDGU FIX minimums: increase S-LOC 18 Cat E visibility to 1¼ mile.

MALSR A5

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 010° and on PCU VOR/DME R-077 to STENN INT and hold.

AWOS-3PT	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) L	121.725	122.95





CATEGORY	A	B	C	D	E
S-ILS 18	223-½ 200 (200-½)				
S-LOC 18	520-½ 497 (500-½)		520-1 497 (500-1)		
C CIRCLING	520-1 497 (500-1)		520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)
WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 18	400-½ 377 (400-½)		400-⅝ 377 (400-⅝)		
C CIRCLING	480-1 457 (500-1)		520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SC-4, 25 FEB 2021 to 22 APR 2021

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

21056

RNAV (GPS) RWY 18

STENNIS INTL (HSA)

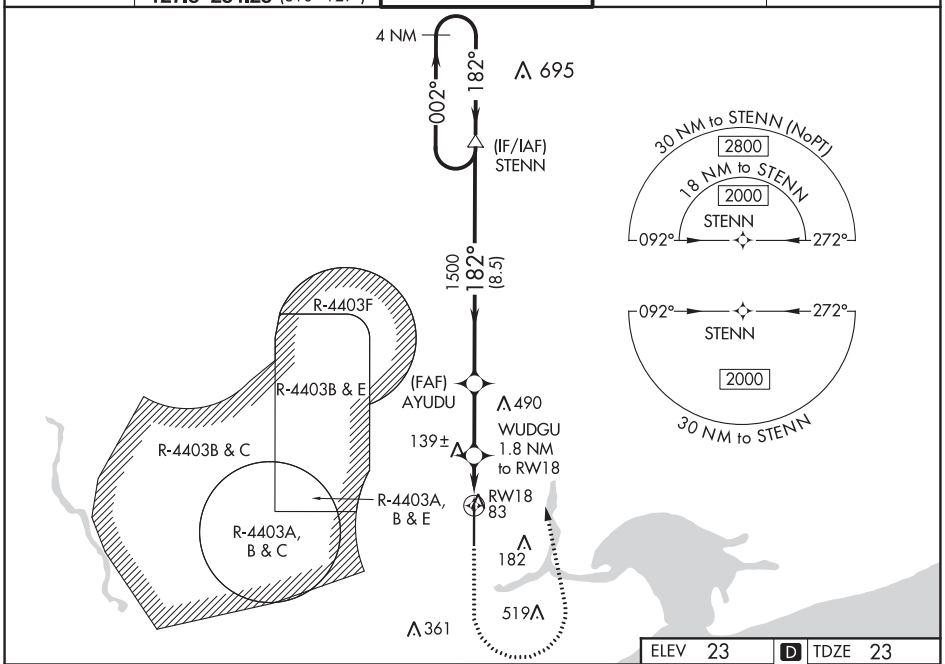
WAAS CH 58224 W18A	APP CRS 182°	Rwy ldg 8497 TDZE 23 Apt Elev 23

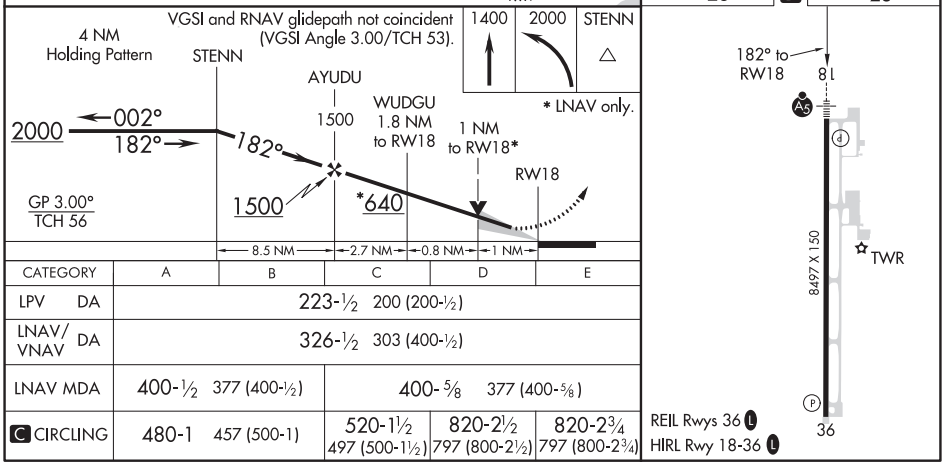
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E west of Rwy 18-36. Baro-VNAV and VDP NA when using Gulfport altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gulfport altimeter setting: increase LPV DA to 247 feet; increase LNAV/VNAV DA to 373 feet; increase all MDA 60 feet and LNAV Cats C/D/E visibility ⅛ mile, and Circling Cats D/E visibility ¼ mile. For inop MALSR, increase LNAV Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase LNAV Cat E visibility to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 2000 direct STENN and hold.

AWOS-3PT	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) L	121.725	122.95





CATEGORY	A	B	C	D	E
LPV DA	223-½ 200 (200-½)				
LNAV/VNAV DA	326-½ 303 (400-½)				
LNAV MDA	400-½ 377 (400-½)		400-⅝ 377 (400-⅝)		
C CIRCLING	480-1 457 (500-1)		520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)

BAY ST. LOUIS, MISSISSIPPI
Amdt 2 26MAY16

30°22'N-89°27'W

STENNIS INTL (HSA)

RNAV (GPS) RWY 18

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

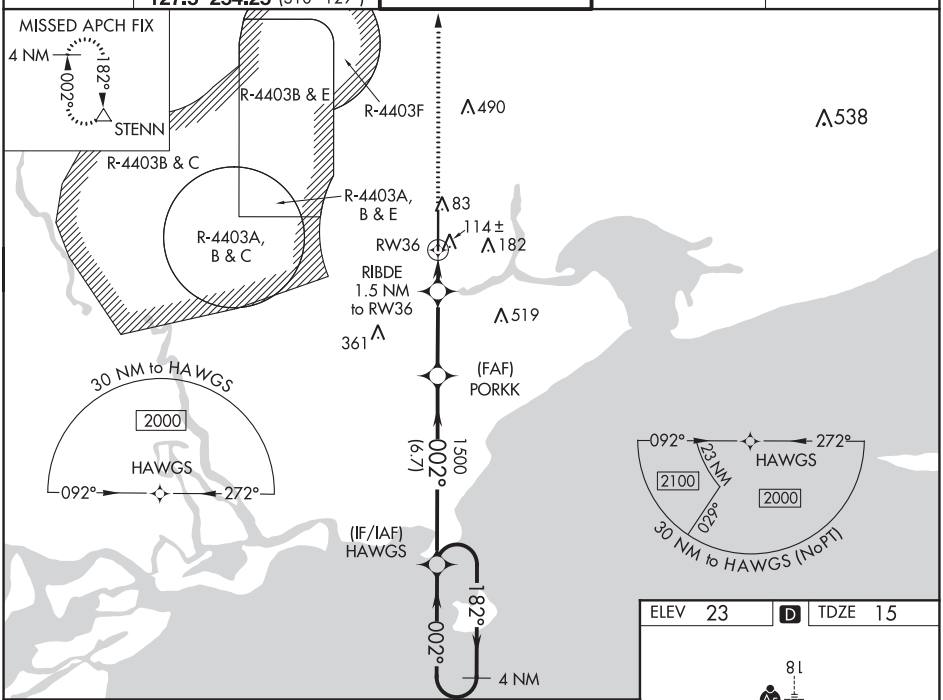
WAAS CH 63109 W36A	APP CRS 002°	Rwy ldg 8497 TDZE 15 Apt Elev 23

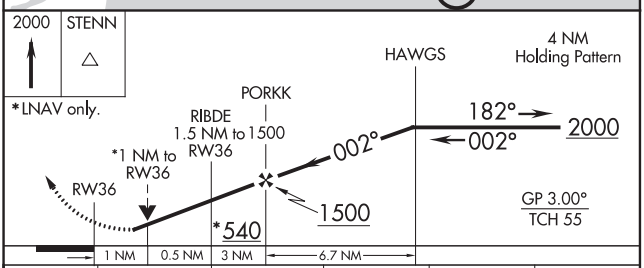
RNAV (GPS) RWY 36
STENNIS INTL (HSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D/E and Circling Cats D/E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

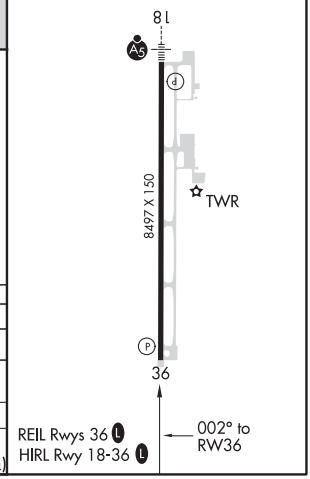
AWOS-3PT	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) L	121.725	122.95





CATEGORY	A	B	C	D	E
LPV DA	285-⅞ 270 (300-⅞)				
LNAV/VNAV DA	297-⅞ 282 (300-⅞)				
LNAV MDA	380-1 365 (400-1)				
C CIRCLING	480-1 457 (500-1)	520-1½ 497 (500-1½)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)	

ELEV 23 D TDZE 15



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SC-4, 25 FEB 2021 to 22 APR 2021

BAY ST. LOUIS, MISSISSIPPI — AL-5860 (FAA) — 21056

NDB RWY 18

STENNIS INTL (HSA)

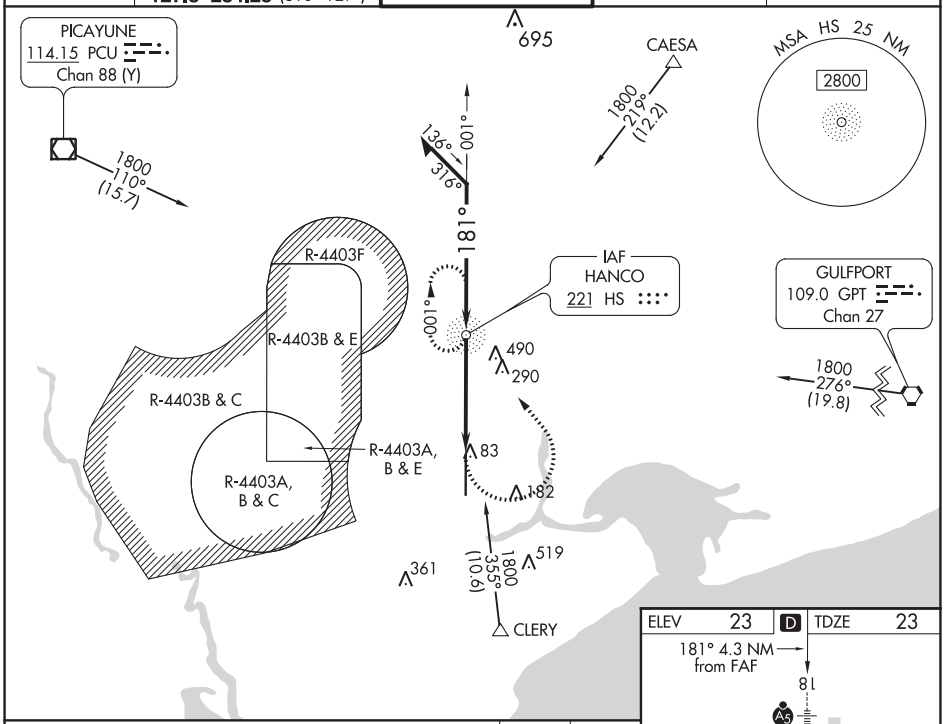
NDB HS	APP CRS	Rwy ldg / TDZE / Apt Elev
221	181°	8497 / 23 / 23

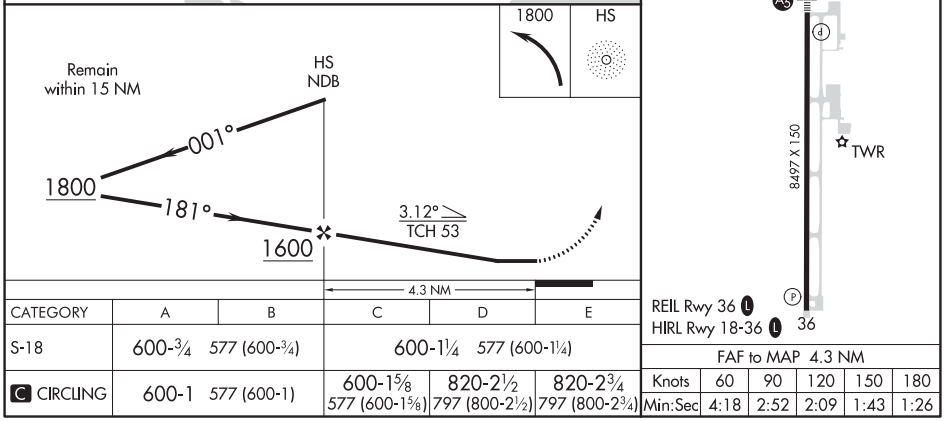
Procedure NA when R4403B and R4403E are active. Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received use Gulfport altimeter setting and increase all MDAs 60 feet and increase S-18 Cat C/D/E and Circling Cat C visibility ⅛ SM and Circling Cat D/E visibility ¼ SM. For inop ALS, increase S-18 Cat A/B visibility to 1 SM, and Cat C/D/E visibility to 1⅝ SM. For inop ALS when using Gulfport altimeter setting, increase Cat C/D/E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3PT	GULFPORT APP CON ★	STENNIS TOWER ★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) L	121.725	122.95





CATEGORY	A	B	C	D	E
S-18	600-¾ 577 (600-¾)		600-1¼ 577 (600-1¼)		
C CIRCLING	600-1 577 (600-1)		600-1⅝ 577 (600-1⅝)	820-2½ 797 (800-2½)	820-2¾ 797 (800-2¾)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

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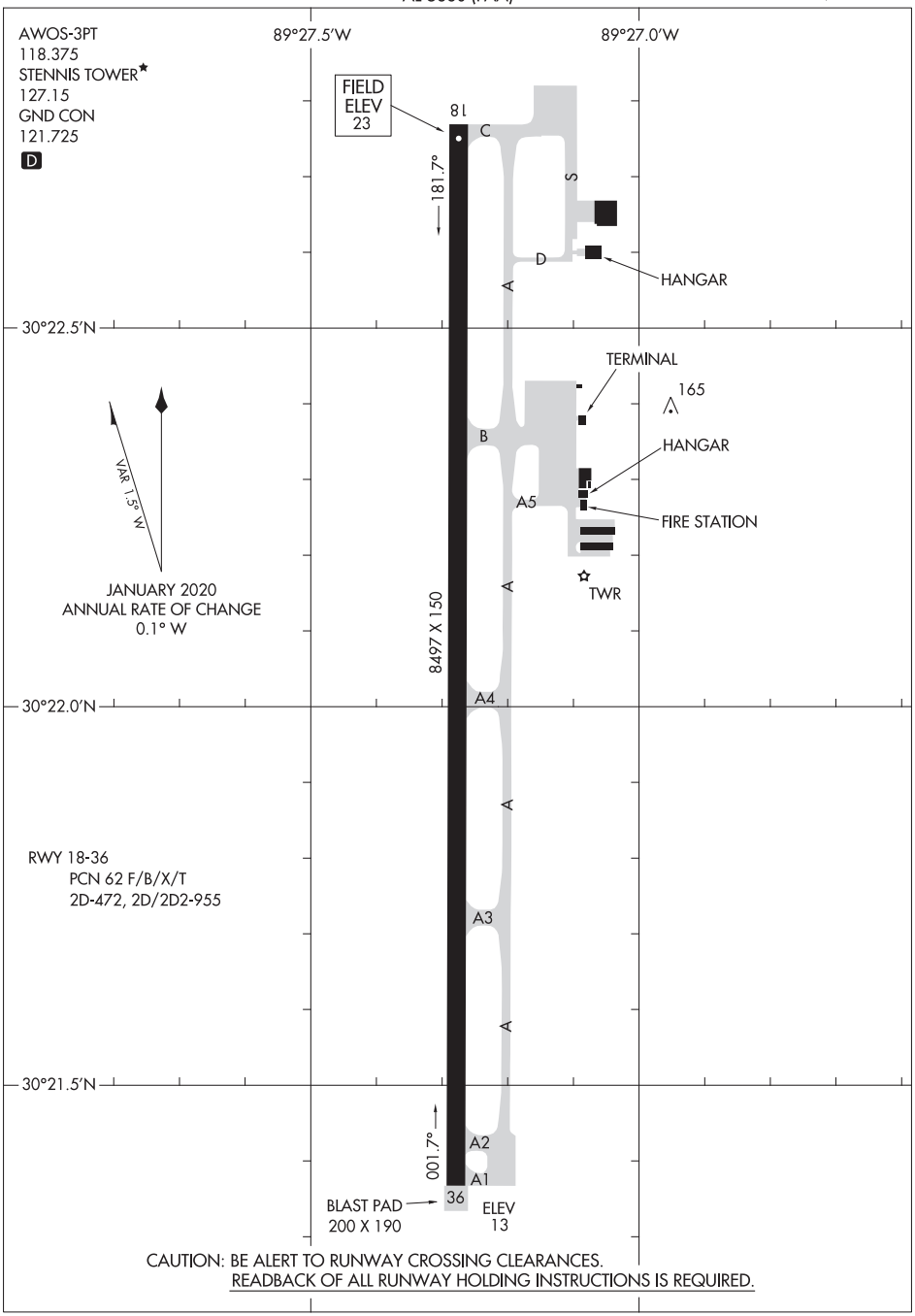
SC-4, 25 FEB 2021 to 22 APR 2021

AL-5860 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

BOGALUSA, LOUISIANA AL-6397 (FAA) 20086

WAAS CH 72613 W18A	APP CRS 183°	Rwy ldg 5002 TDZE 119 Apt Elev 119

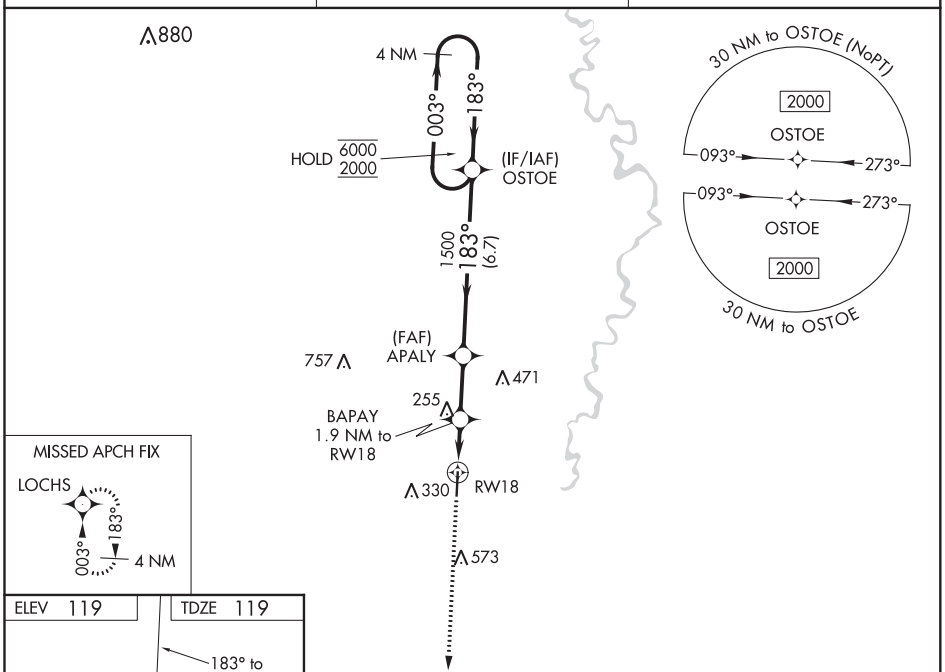
RNAV (GPS) RWY 18
GEORGE R CARR MEMORIAL AIR FIELD (BXA)

RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
118.025	126.8 327.8	122.8 (CTAF) L



ELEV 119 TDZE 119

CATEGORY	A	B	C	D
LPV DA	387-1 268 (300-1)			NA
LNAV/VNAV DA	554-1⅜ 435 (500-1⅜)			NA
LNAV MDA	520-1 401 (500-1)		520-1⅛ 401 (500-1⅛)	NA
CIRCLING	620-1 501 (600-1)	640-1 521 (600-1)	720-1¾ 601 (700-1¾)	NA

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

SC-4, 25 FEB 2021 to 22 APR 2021

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WAAS CH 62913 W36A	APP CRS 003°	Rwy ldg 5002 TDZE 117 Apt Elev 119

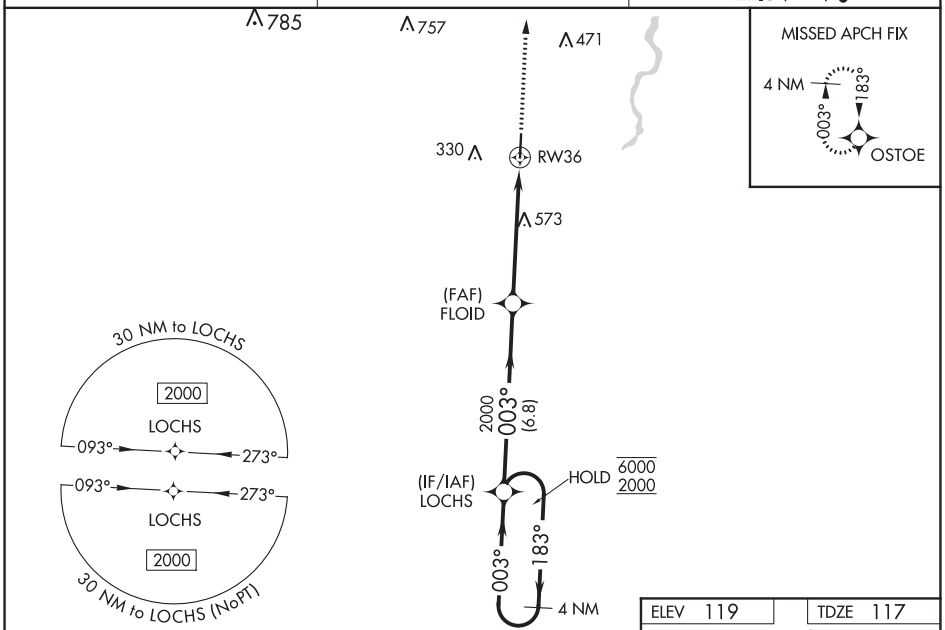
RNAV (GPS) RWY 36
GEORGE R CARR MEMORIAL AIR FIELD (BXA)

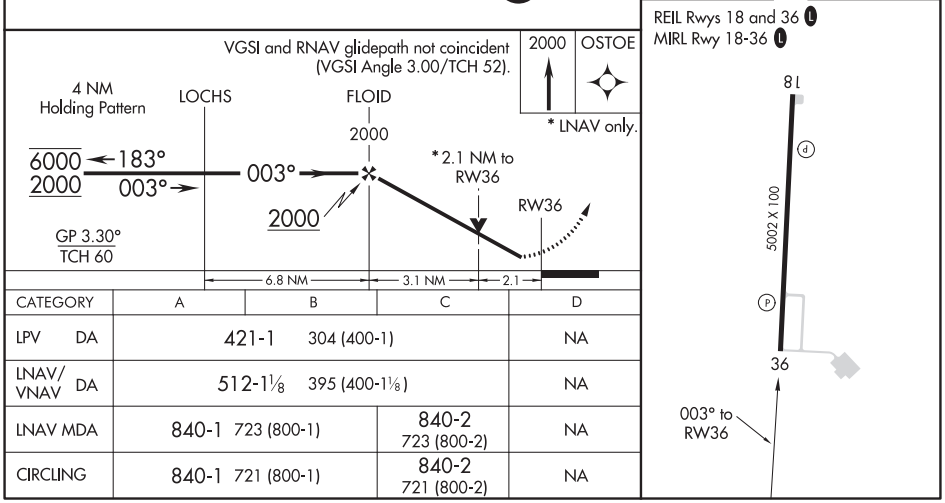
RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
118.025	126.8 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	421-1 304 (400-1)			NA
LNAV/VNAV DA	512-1⅛ 395 (400-1⅛)			NA
LNAV MDA	840-1 723 (800-1)		840-2 723 (800-2)	NA
CIRCLING	840-1 721 (800-1)		840-2 721 (800-2)	NA

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BOGALUSA, LOUISIANA | AL-6397 (FAA) | 20254

LOC RWY 18

GEORGE R CARR MEMORIAL AIR FIELD (BXA)

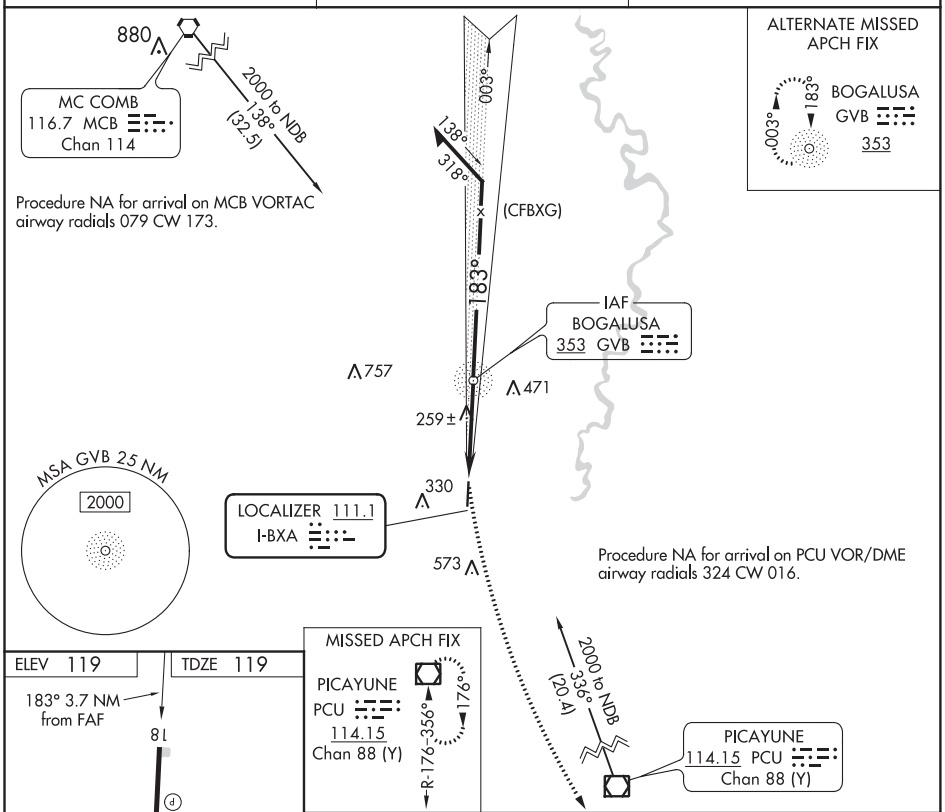
LOC I-BXA	APP CRS	Rwy ldg	5002
111.1	183°	TDZE	119
		Apt Elev	119

ADF required

NA

MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
118.025	126.8 327.8	122.8 (CTAF) L



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

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-18	520-1 401 (500-1)		520-1⅛ 401 (500-1⅛)	NA
CIRCLING	620-1 501 (600-1)	640-1 521 (600-1)	720-1¾ 601 (700-1¾)	NA

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

PCU VOR/DME	APP CRS	Rwy ldg	N/A
114.15	150°	TDZE	N/A
Chan 88 (Y)		Apt Elev	119

VOR/DME-A

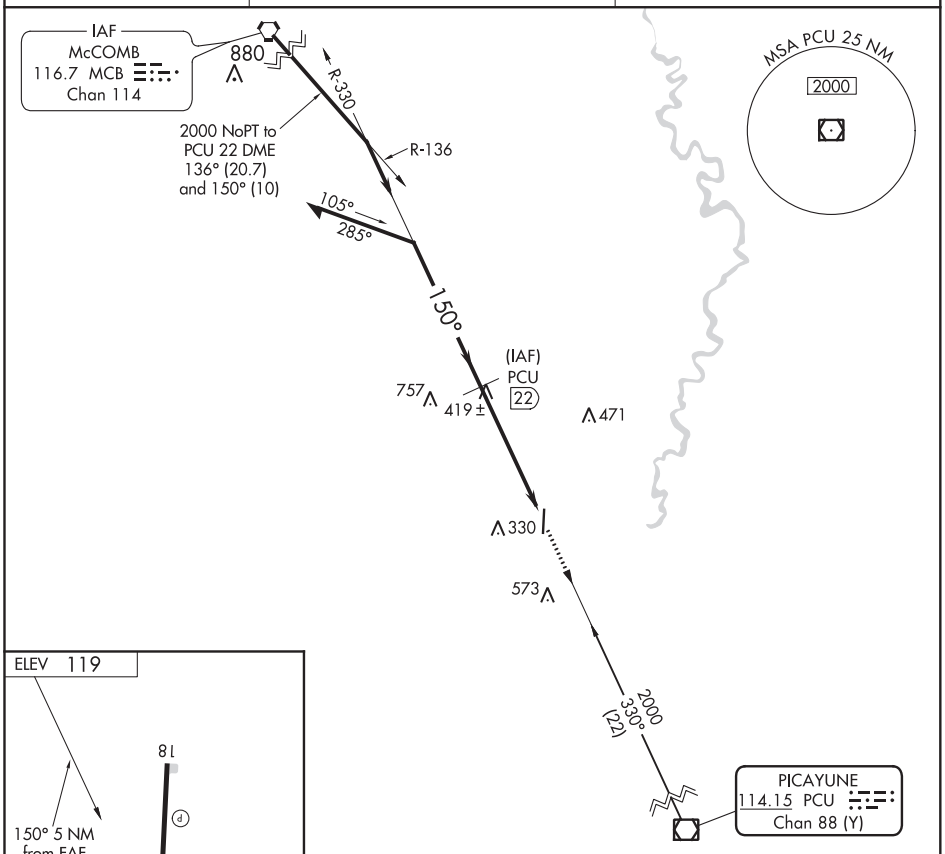
GEORGE R CARR MEMORIAL AIR FIELD (BXA)

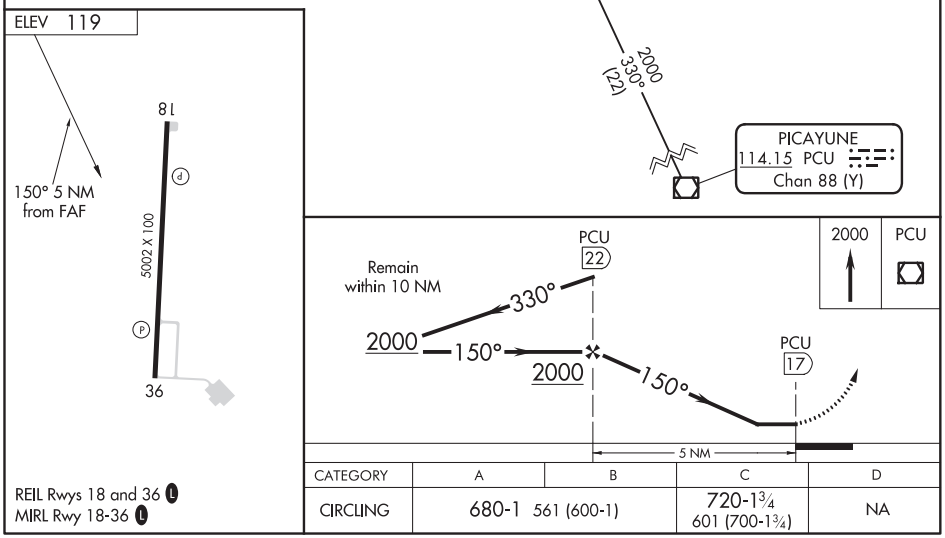
NA

If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.

AWOS-3PT	HOUSTON CENTER	UNICOM
118.025	126.8 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	680-1 561 (600-1)		720-1¾ 601 (700-1¾)	NA

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

SC-4, 25 FEB 2021 to 22 APR 2021

BOONEVILLE/BALDWYN, MISSISSIPPI AL-6948 (FAA) 19283

WAAS CH 49234 W15A	APP CRS 147°	Rwy ldg 5003 TDZE 392 Apt Elev 392

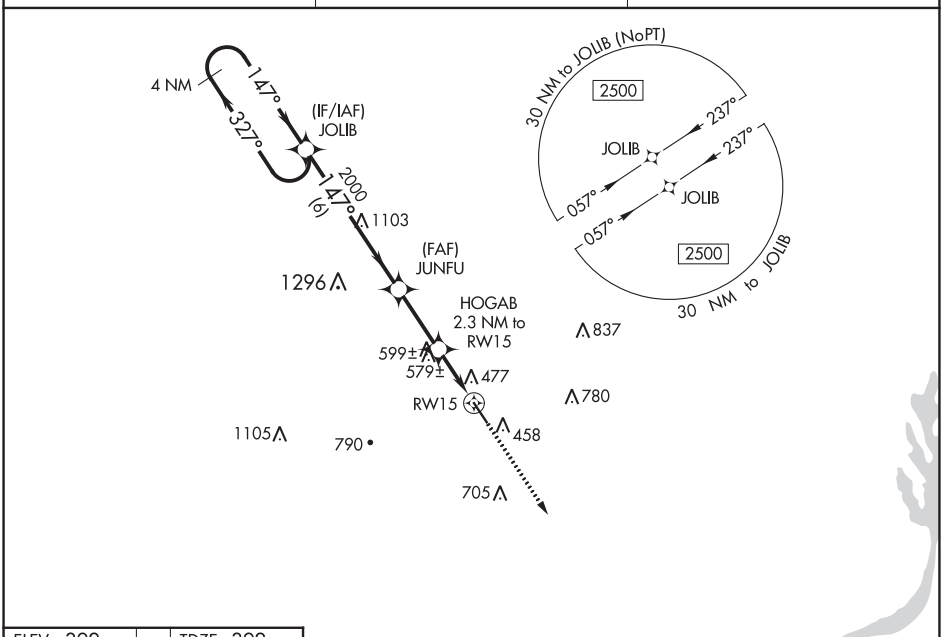
RNAV (GPS) RWY 15
BOONEVILLE/BALDWYN (8M1)

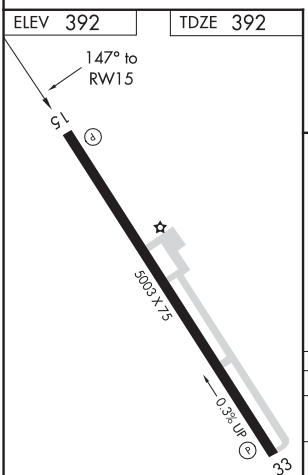
RNP APCH.

Baro-VNAV NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all DA 4 feet, and all MDA 20 feet. Rwy 15 helicopter visibility reduction below ¾ SM NA.

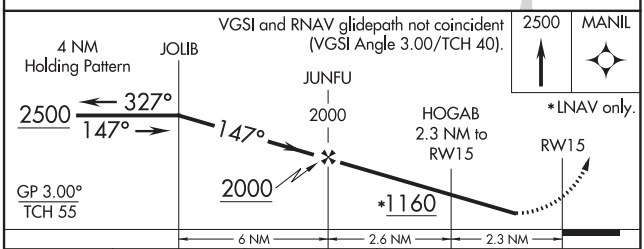
MISSED APPROACH: Climb to 2500 direct MANIL and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L





MIRL Rwy 15-33 L
REIL Rwy 15 and 33



CATEGORY	A	B	C	D
LPV DA	777-1¼ 385 (400-1¼)			
LNAV/VNAV DA	842-1½ 450 (500-1½)			
LNAV MDA	880-1 488 (500-1)		880-1⅜ 488 (500-1⅜)	

SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 87134 W33A	APP CRS 328°	Rwy ldg 5003 TDZE 384 Apt Elev 392

RNAV (GPS) RWY 33
BOONEVILLE/BALDWYN (8M1)

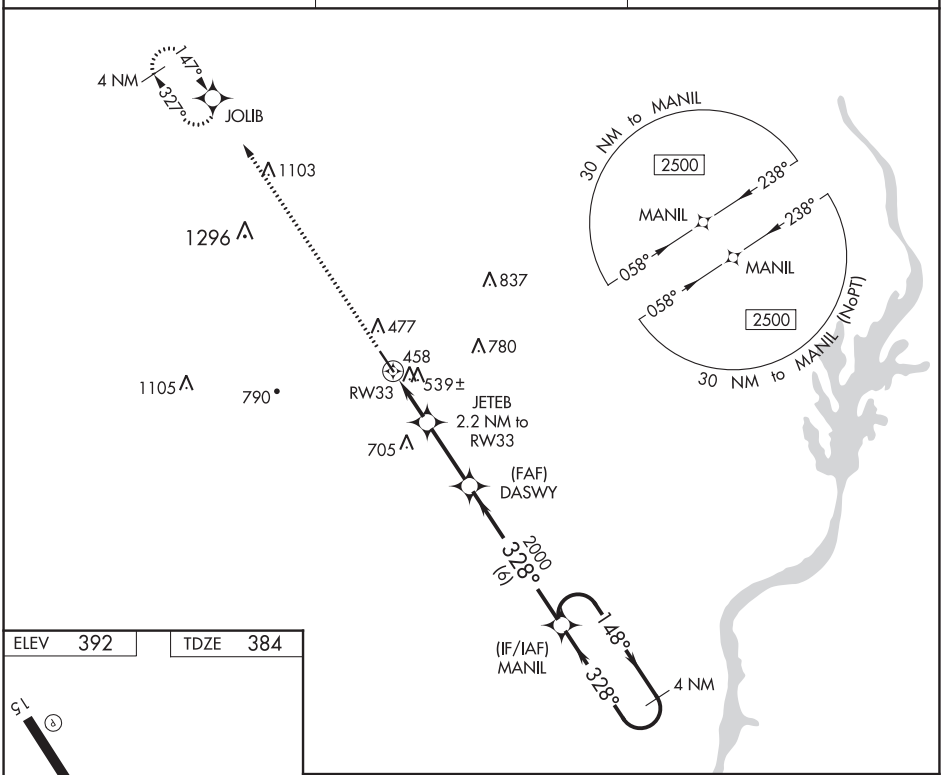
RNP APCH.

NA

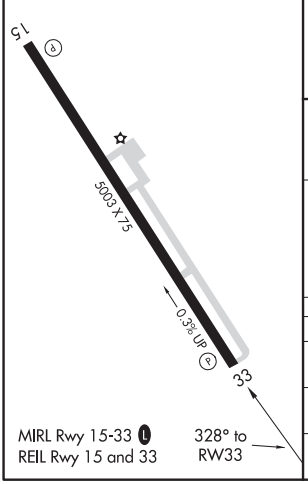
Baro-VNAV NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct JOLIB and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L

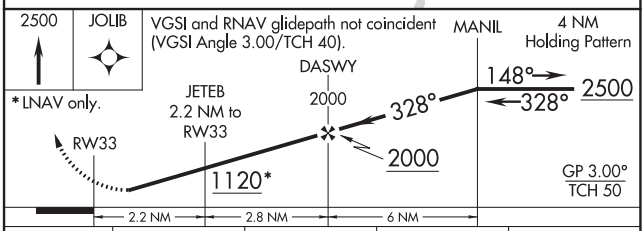


ELEV 392	TDZ 384



MIRL Rwy 15-33 L
REIL Rwy 15 and 33

328° to RW33



CATEGORY	A	B	C	D
LPV DA	688-1 304 (300-1)			
LNAV/VNAV DA	783-1⅜ 399 (400-1⅜)			
LNAV MDA	860-1 476 (500-1)		860-1⅜ 476 (500-1⅜)	

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

BOONEVILLE/BALDWYN, MISSISSIPPI AL-6948 (FAA) 20254

VOR-A
BOONEVILLE/BALDWYN (8M1)

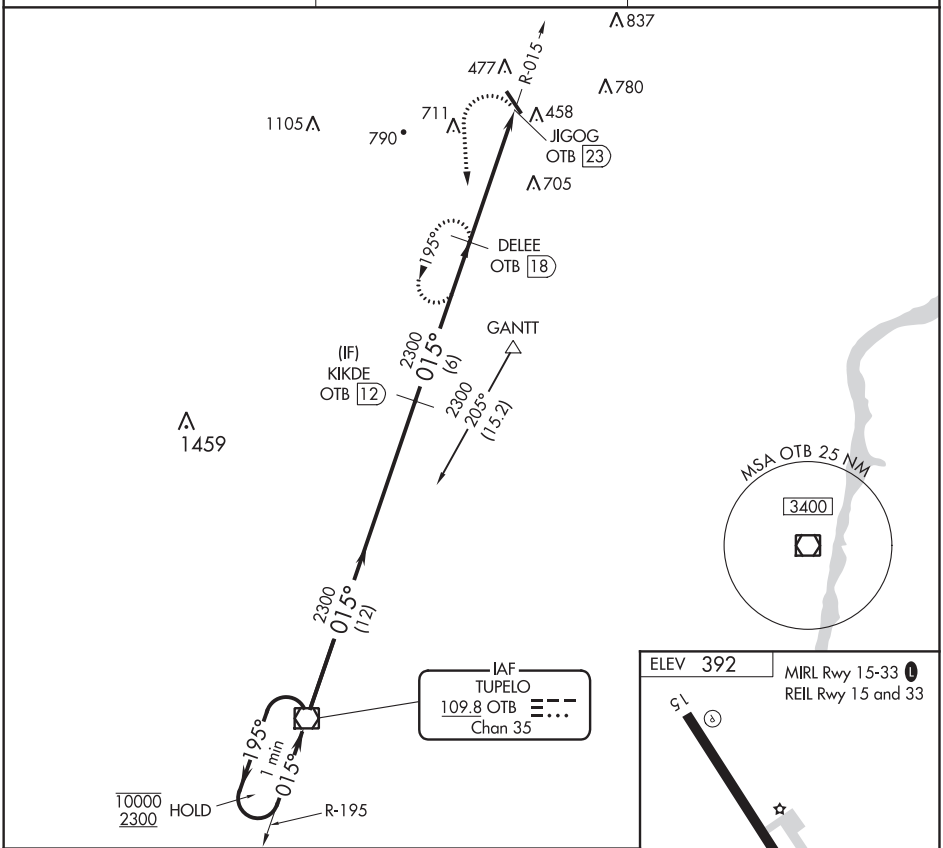
VOR/DME OTB	APP CRS	Rwy ldg	N/A
109.8	015°	TDZE	N/A
Chan 35		Apt Elev	392

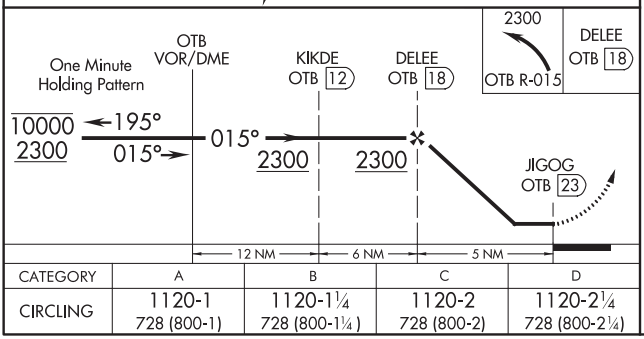
DME required. RNAV 1-GPS or RADAR required for procedure entry.

T A NA Use Corinth altimeter setting, when not received, use Tupelo altimeter setting and increase all MDA 20 feet and increase Cats C/D visibility ¼ mile.

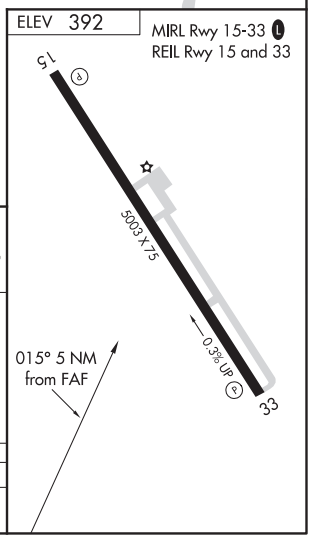
MISSED APPROACH: Climbing left turn to 2300 on OTB VOR/DME R-015 to DELEE/OTB 18 DME and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1120-1 728 (800-1)	1120-1¼ 728 (800-1¼)	1120-2 728 (800-2)	1120-2¼ 728 (800-2¼)



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4006
225°	TDZE	488
	Apt Elev	492

RNAV (GPS) RWY 22
BROOKHAVEN-LINCOLN COUNTY (1R7)

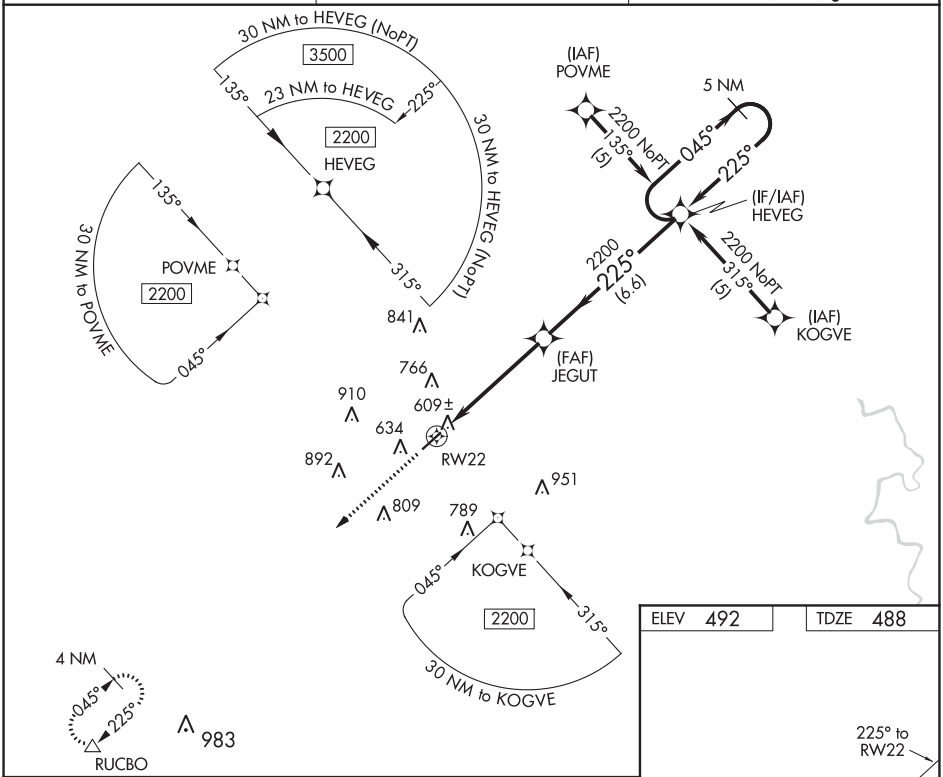
RNP APCH.

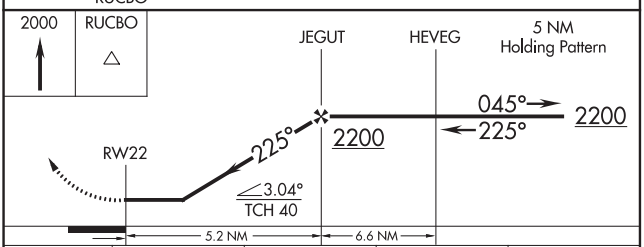
VDP NA when using McComb altimeter setting. When local altimeter not received, use McComb altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ mile. Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

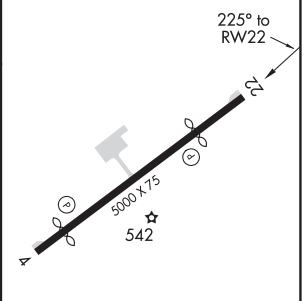
AWOS-3P	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	960-1 472 (500-1)		960-1¼ 472 (500-1¼)	NA
CIRCLING	960-1 468 (500-1)	1080-1 588 (600-1)	1080-1½ 588 (600-1½)	NA

ELEV 492 TDZE 488



MIRL Rwy 4-22 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

BUNKIE, LOUISIANA | AL-6010 (FAA) | 19199

RNAV (GPS) RWY 18
BUNKIE MUNI (2R6)

APP CRS	Rwy ldg	3005
179°	TDZE	60
	Apt Elev	62

RNP APCH.

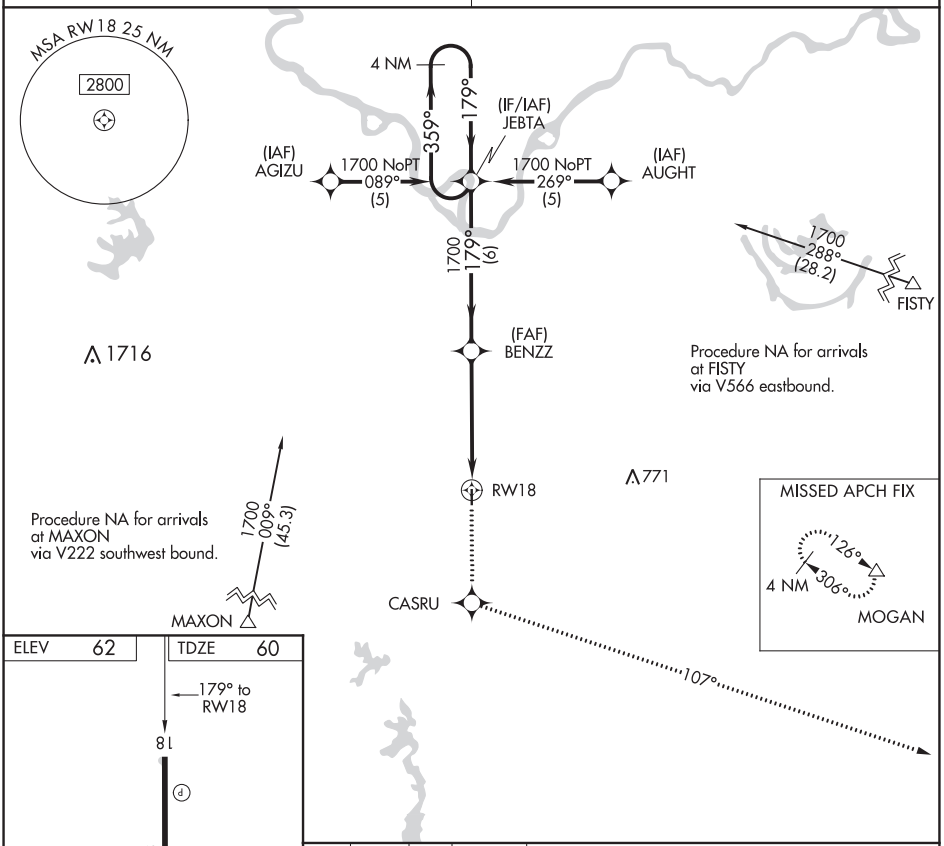
NA

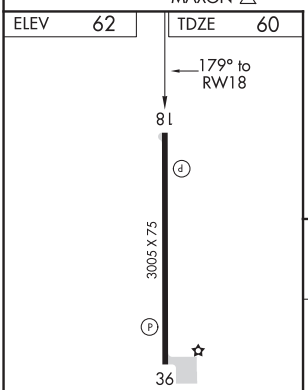
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

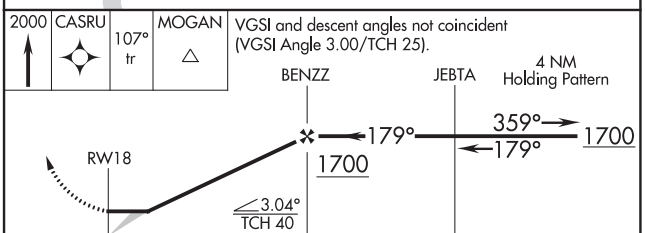
MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

POLK APP CON
125.4 302.2

CTAF
122.9 L







CATEGORY	A	B	C	D
LNAV MDA	600-1 540 (600-1)		NA	

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

SC-4, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3005
359°	TDZE	60
	Apt Elev	62

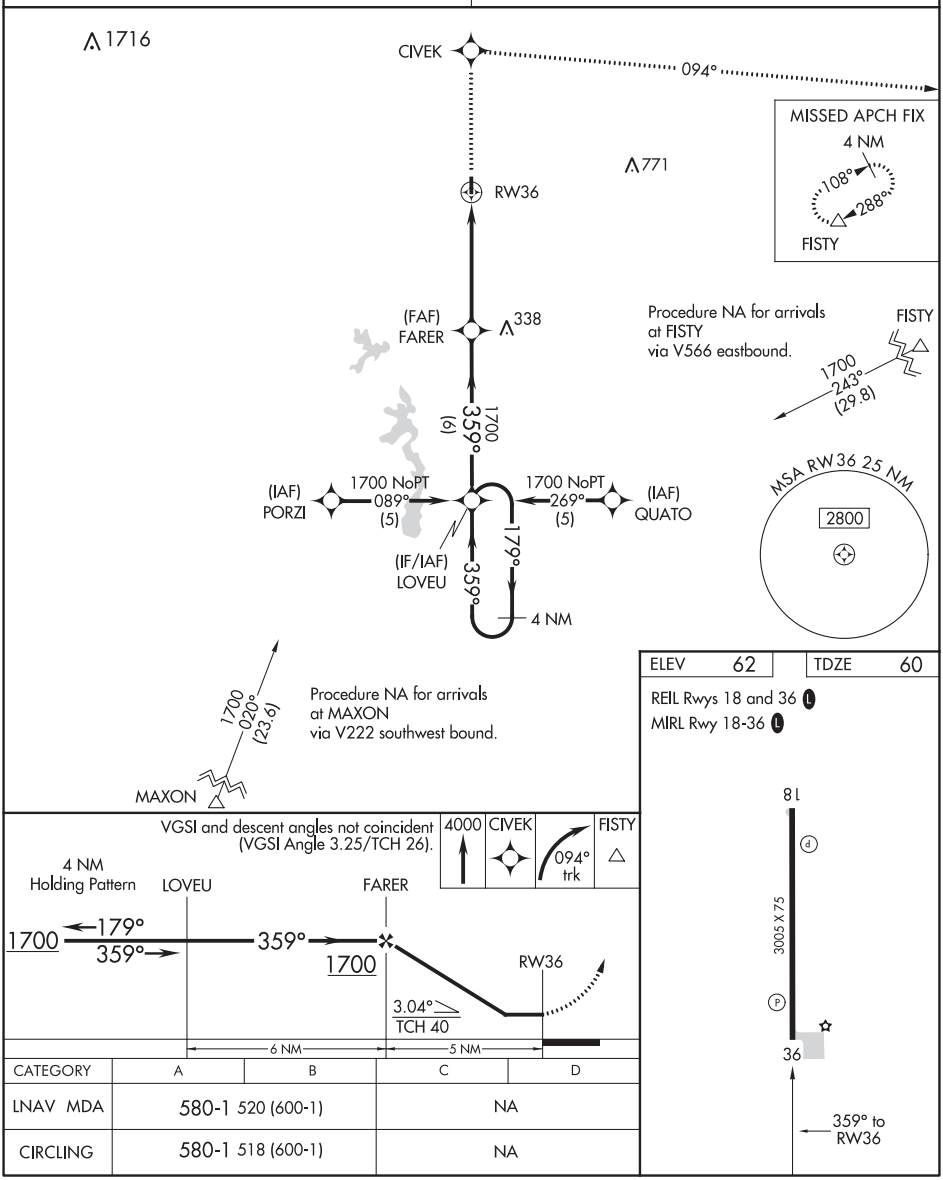
RNAV (GPS) RWY 36
BUNKIE MUNI (2R6)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

POLK APP CON
125.4 302.2

CTAF
122.9 L



CATEGORY	A	B	C	D
LNAV MDA	580-1 520 (600-1)		NA	
CIRCLING	580-1 518 (600-1)		NA	

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

BUNKIE, LOUISIANA

AL-6010 (FAA)

20254

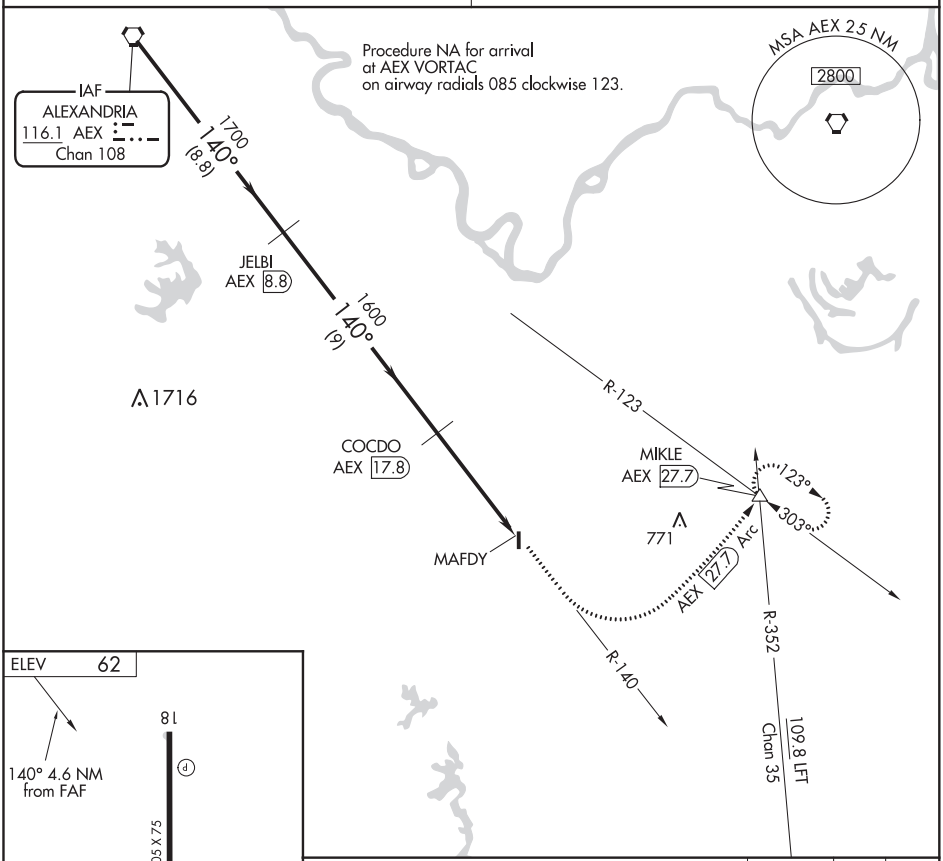
VOR/DME-A
BUNKIE MUNI (2R6)

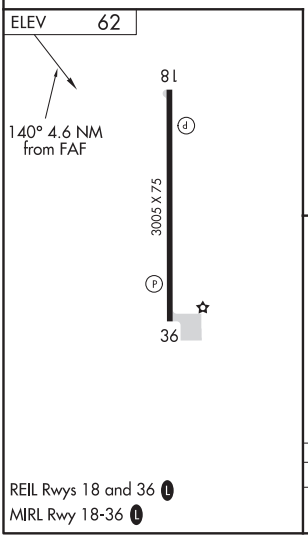
VORTAC AEX 116.1 Chan 108	APP CRS 140°	Rwy ldg N/A TDZE N/A Apt Elev 62

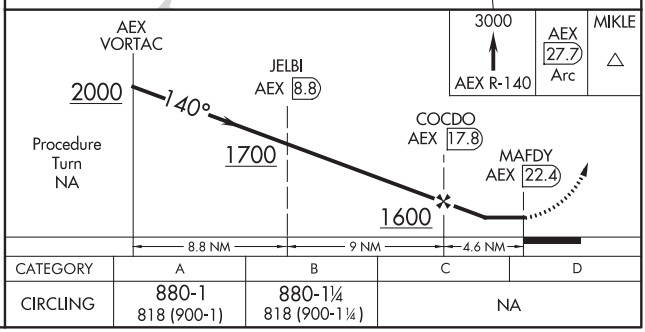
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

POLK APP CON	CTAF
125.4 302.2	122.9 L







CATEGORY	A	B	C	D
CIRCLING	880-1 818 (900-1)	880-1¼ 818 (900-1¼)	NA	

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

BUNKIE, LOUISIANA
Amdt 6 07MAY09

30°57′N-92°14′W

BUNKIE MUNI (2R6)
VOR/DME-A

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

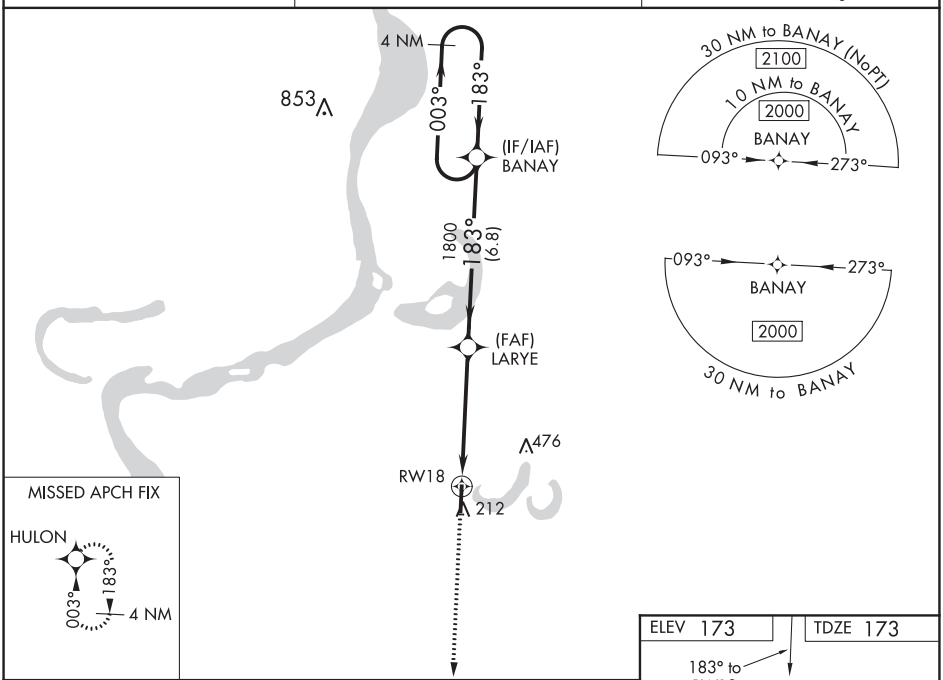
WAAS CH 72619 W18A	APP CRS 183°	Rwy ldg 5404 TDZE 173 Apt Elev 173

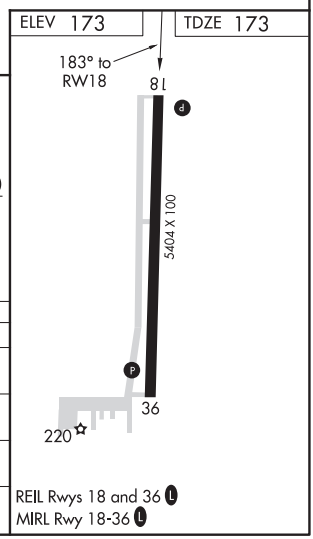
RNAV (GPS) RWY 18
FLETCHER FIELD (CKM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tunica altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 483 feet, LNAV/VNAV DA to 647 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ SM, LNAV/VNAV all Cats visibility ¼ SM, and LNAV Cat C/D visibility ⅛ SM. Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2000 direct HULON and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L





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

CATEGORY	A	B	C	D
LPV DA	423-⅞ 250 (300-⅞)			
LNAV/VNAV DA	587-1⅜ 414 (500-1⅜)			
LNAV MDA	640-1 467 (500-1)		640-1⅜ 467 (500-1⅜)	
C CIRCLING	740-1 567 (600-1)		780-1¾ 607 (700-1¾)	780-2 607 (700-2)

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CLARKSDALE, MISSISSIPPI — AL-5734 (FAA) — 18144

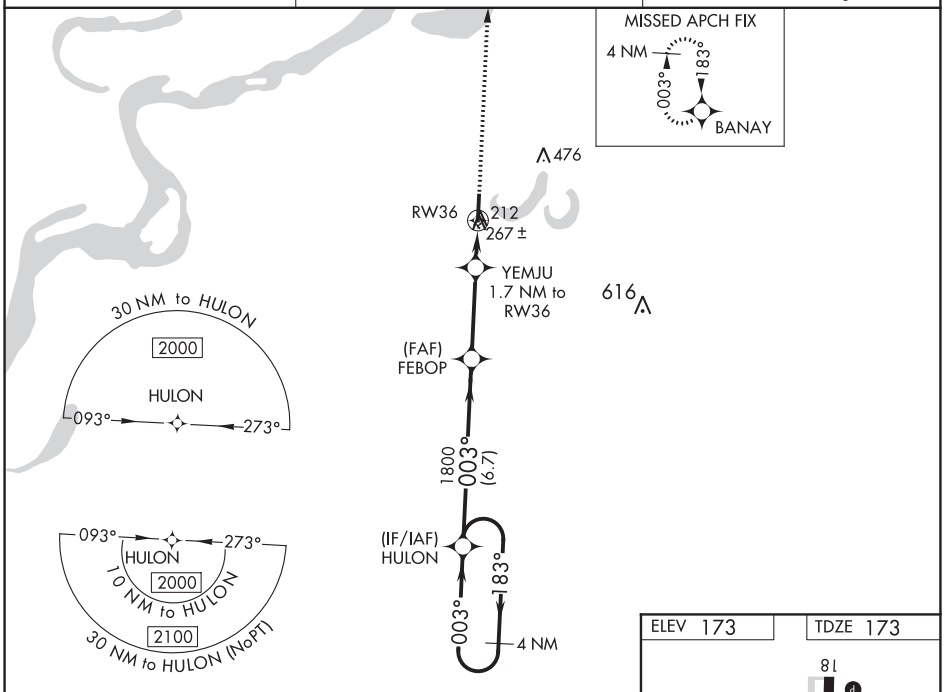
WAAS CH 40120 W36A	APP CRS 003°	Rwy ldg 5404 TDZE 173 Apt Elev 173

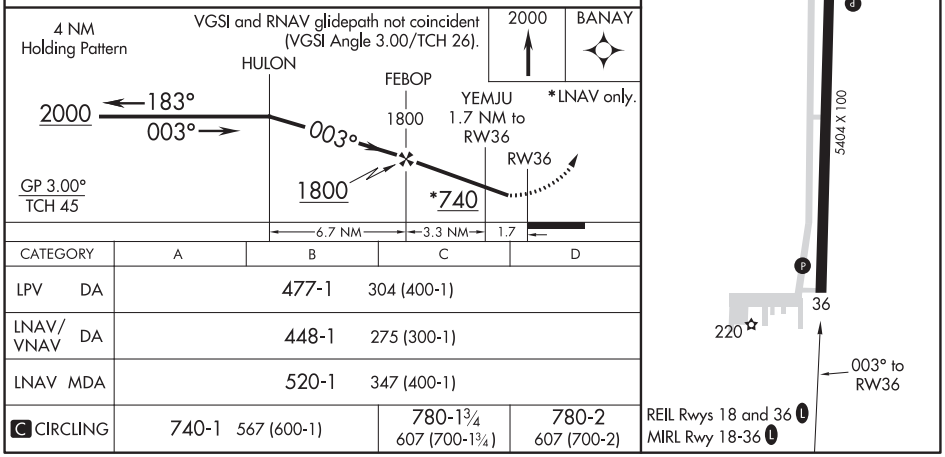
RNAV (GPS) RWY 36
FLETCHER FIELD (CKM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 537 feet, LNAV/VNAV DA to 508 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ⅛ SM, and LNAV Cat C/D visibility ⅛ SM. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
120.675	135.3 335.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	477-1 304 (400-1)			
LNAV/VNAV DA	448-1 275 (300-1)			
LNAV MDA	520-1 347 (400-1)			
C CIRCLING	740-1 567 (600-1)		780-1¾ 607 (700-1¾)	780-2 607 (700-2)

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SC-4, 25 FEB 2021 to 22 APR 2021

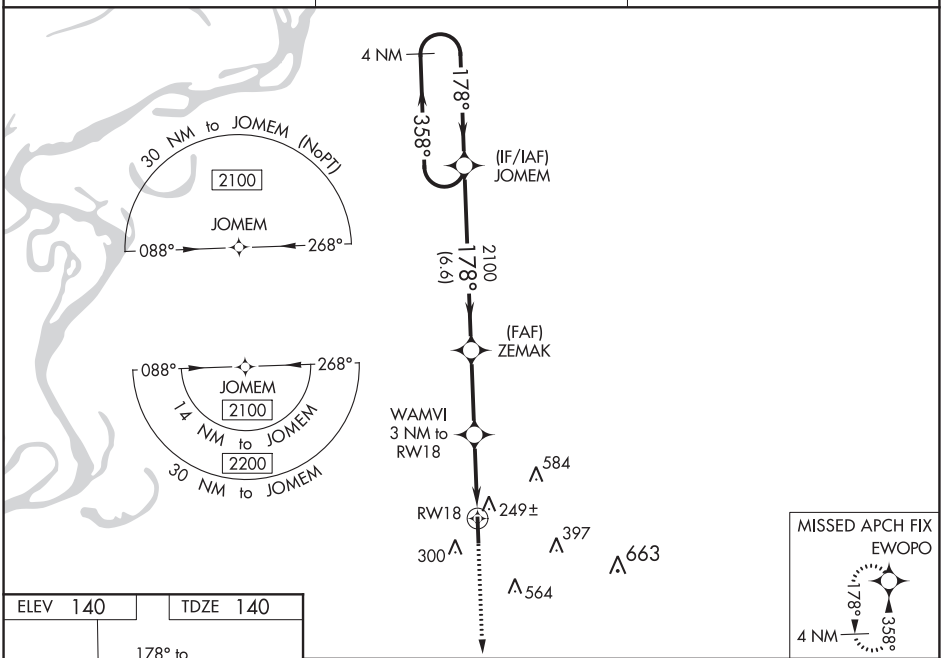
RNAV (GPS) RWY 18
CLEVELAND MUNI (RNV)

WAAS CH 58322 W18A	APP CRS 178°	Rwy ldg 5005 TDZE 140 Apt Elev 140

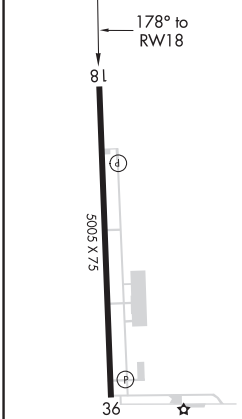
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile, increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct EWOPO and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L



ELEV 140 TDZE 140



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

CATEGORY	A	B	C	D
LPV DA	390-⅞ 250 (300-⅞)			
LNAV/VNAV DA	549-1⅜ 409 (500-1⅜)			
LNAV MDA	500-1 360 (400-1)			
C CIRCLING	600-1 460 (500-1)		900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)

CLEVELAND, MISSISSIPPI — AL-5921 (FAA) — 19199

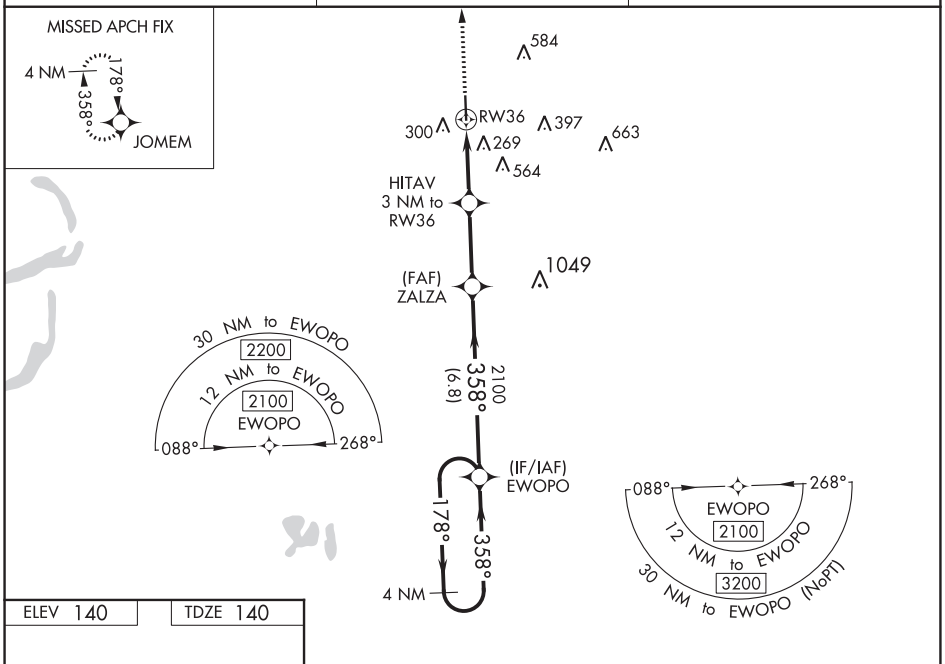
RNAV (GPS) RWY 36
CLEVELAND MUNI (RNV)

WAAS CH 86823 W36A	APP CRS 358°	Rwy ldg 5005 / TDZE 140 / Apt Elev 140

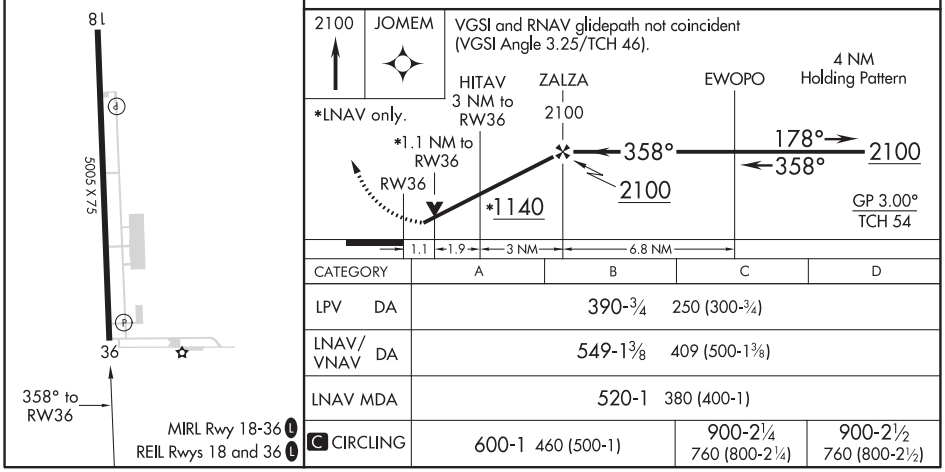
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ⅛ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct JOMEM and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L



ELEV 140 | TDZE 140



CATEGORY	A	B	C	D
LPV DA	390-¾ 250 (300-¾)			
LNAV/VNAV DA	549-1⅜ 409 (500-1⅜)			
LNAV MDA	520-1 380 (400-1)			
C CIRCLING	600-1 460 (500-1)		900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)

CLEVELAND, MISSISSIPPI — CLEVELAND MUNI (RNV)

Orig-C 22JUN17 — 33°46′N-90°45′W — RNAV (GPS) RWY 36

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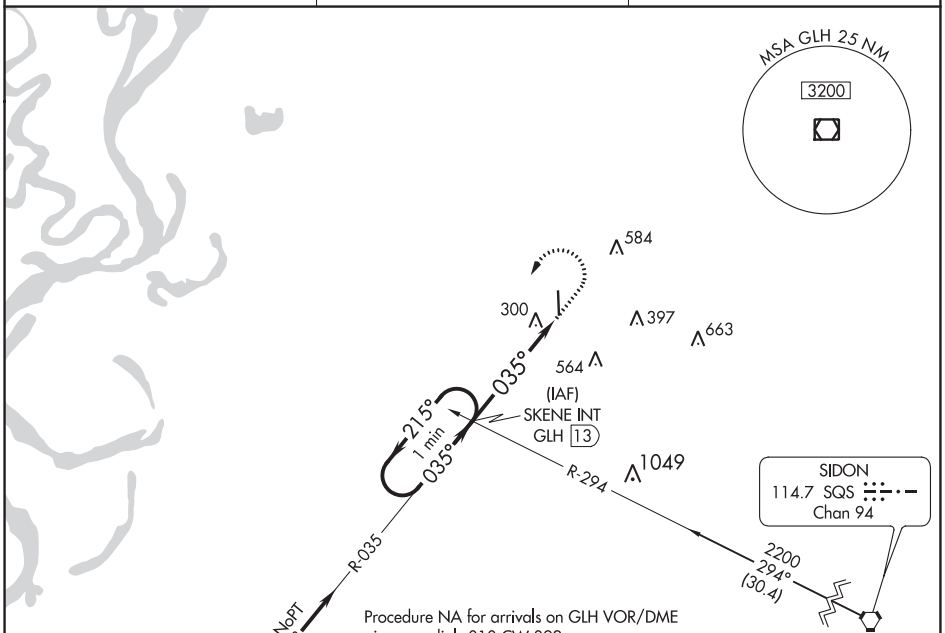
VOR-A
CLEVELAND MUNI (RNV)

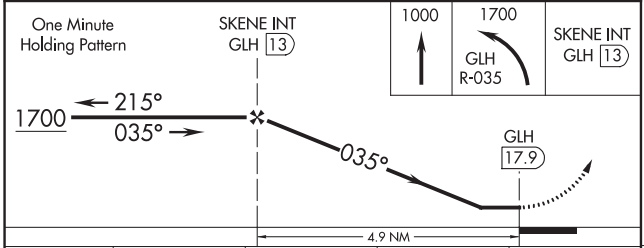
VOR/DME GLH	APP CRS	Rwy ldg	N/A
114.25	035°	TDZE	N/A
Chan 89 (Y)		Apt Elev	140

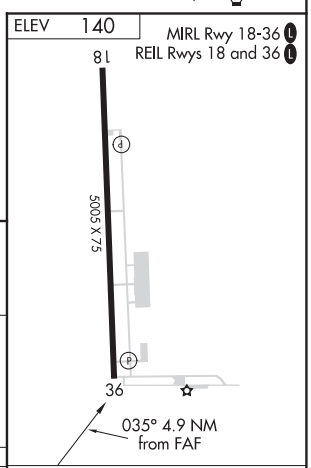
When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 on GLH VOR/DME R-035 to SKENE INT/GLH 13 DME and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
124.175	135.875 269.35	122.725 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	880-1	740 (800-1)	900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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SC-4, 25 FEB 2021 to 22 APR 2021

COLUMBIA, MISSISSIPPI

AL-6418 (FAA)

19115

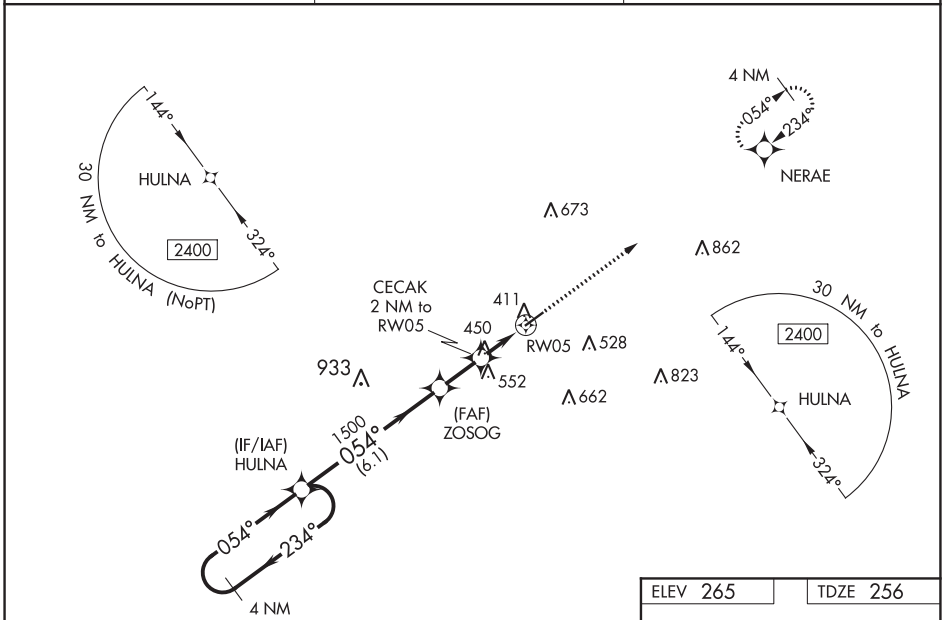
RNAV (GPS) RWY 5
COLUMBIA-MARION COUNTY (ØRØ)

WAAS CH 81836 W05A	APP CRS 054°	Rwy ldg 4460 TDZE 256 Apt Elev 265

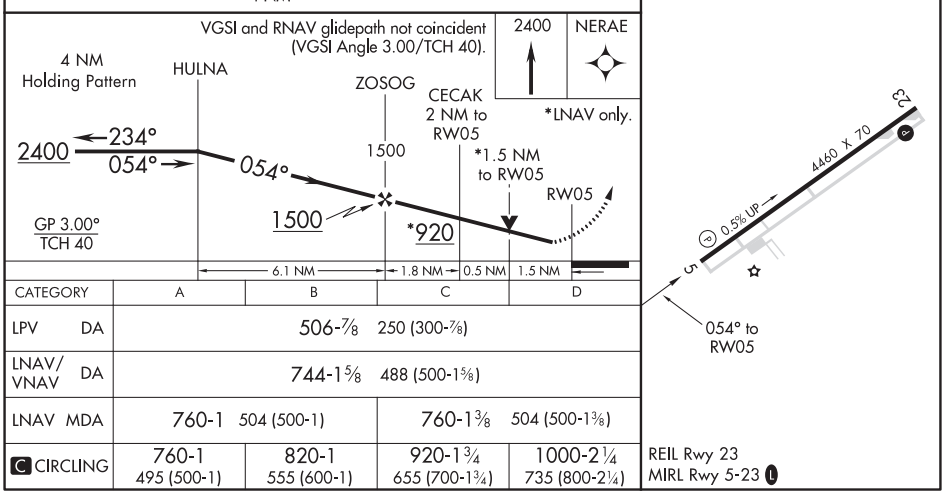
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattisburgh-Laurel altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ⅜ mile. VDP and Baro-VNAV NA when using Hattisburgh-Laurel altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2400 direct NERAE and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
120.675	126.8 327.8	122.8 (CTAF) L



SC-4, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
LPV DA	506-⅞ 250 (300-⅞)			
LNAV/VNAV DA	744-1⅝ 488 (500-1⅝)			
LNAV MDA	760-1 504 (500-1)		760-1⅜ 504 (500-1⅜)	
C CIRCLING	760-1 495 (500-1)	820-1 555 (600-1)	920-1¾ 655 (700-1¾)	1000-2¼ 735 (800-2¼)

REIL Rwy 23
MIRL Rwy 5-23 L

SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 56236 W23A	APP CRS 234°	Rwy ldg 4460 TDZE 265 Apt Elev 265

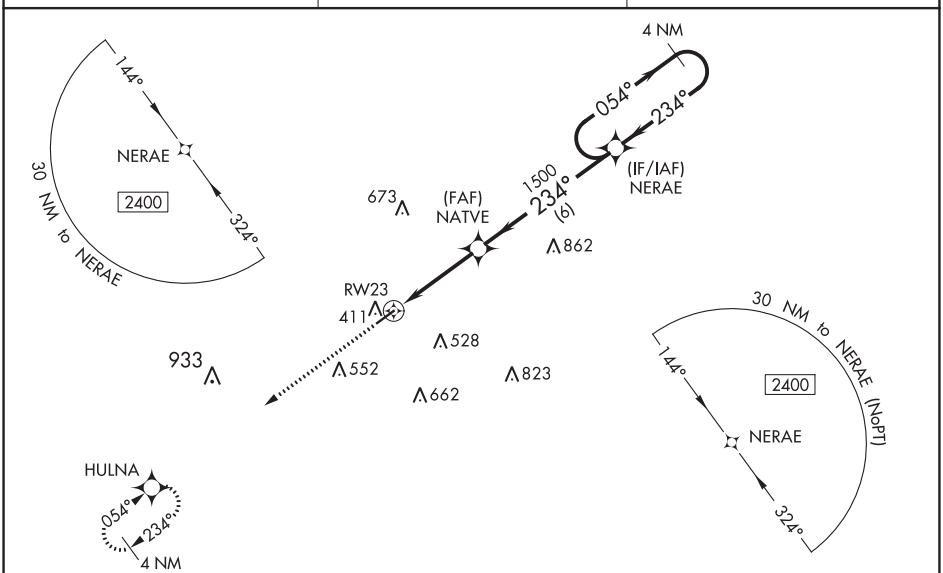
RNAV (GPS) RWY 23
COLUMBIA-MARION COUNTY (ØRØ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ⅛ mile. VDP and Baro-VNAV NA when using Hattiesburg-Laurel altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

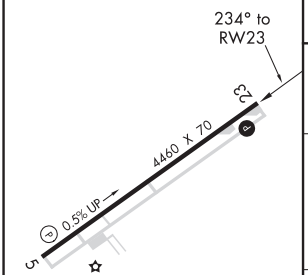
NA

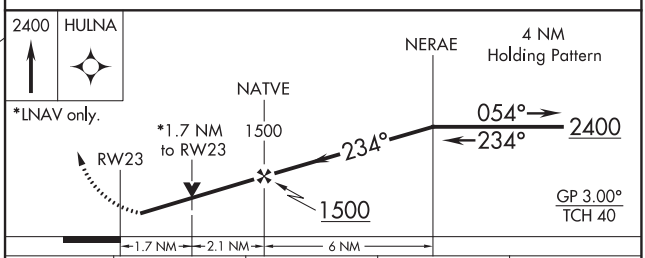
MISSED APPROACH: Climb to 2400 direct HULNA and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
120.675	126.8 327.8	122.8 (CTAF) L



ELEV 265 | TDZE 265





CATEGORY	A	B	C	D
LPV DA	534-⅞ 269 (300-⅞)			
LNAV/VNAV DA	766-1¾ 501 (600-1¾)			
LNAV MDA	860-1 595 (600-1)		860-1¾ 595 (600-1¾)	
C CIRCLING	860-1 595 (600-1)		920-1¾ 655 (700-1¾)	1000-2¼ 735 (800-2¼)

REIL Rwy 23
MIRL Rwy 5-23 L

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

COLUMBUS, MISSISSIPPI — AL-5006 (FAA) — 19115

WAAS CH 50540 W18A	APP CRS 182°	Rwy ldg 4503 TDZE 188 Apt Elev 188

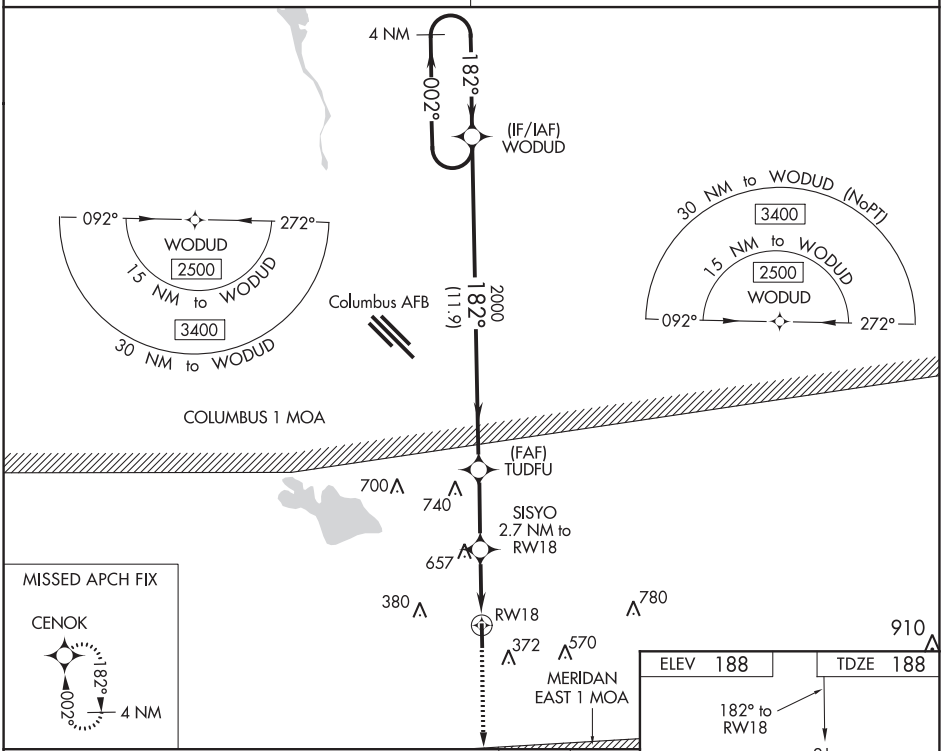
RNAV (GPS) RWY 18
COLUMBUS-LOWNDES COUNTY (UBS)

T A NA — DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet. Baro-VNAV NA.

MISSED APPROACH: Climb to 2500 direct CENOK and hold.

COLUMBUS APP CON ★ 135.6 323.275

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	469-1 281 (300-1)			
LNAV/VNAV DA	1107-4 919 (1000-4)			
LNAV MDA	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½ 812 (900-2½)	
C CIRCLING	1000-1¼ 812 (900-1¼)		1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)

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WAAS CH 61340 W36A	APP CRS 002°	Rwy ldg 4503 TDZE 187 Apt Elev 188

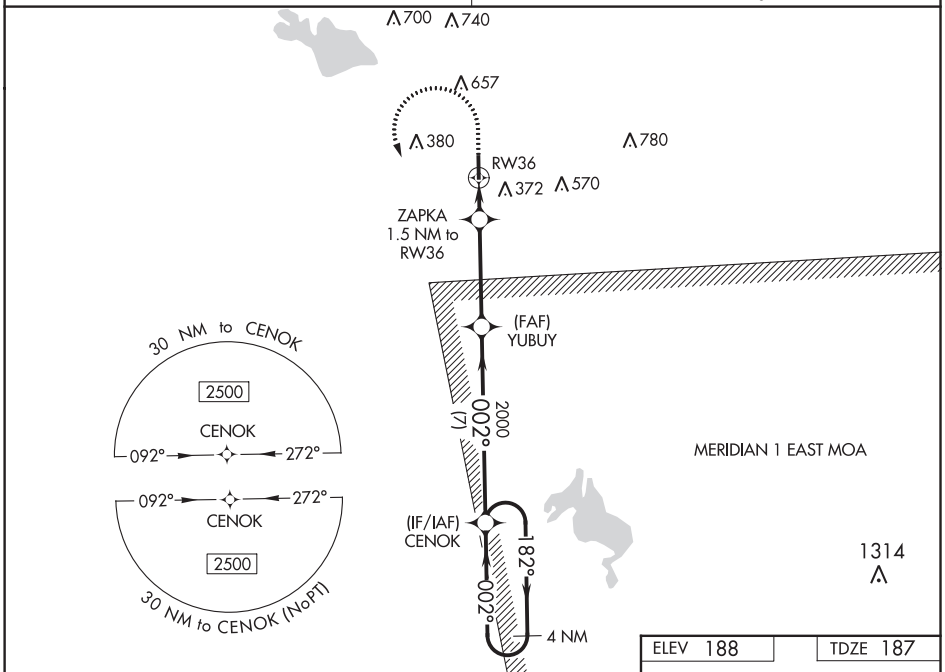
RNAV (GPS) RWY 36
COLUMBUS-LOWNDES COUNTY (UBS)

RNP APCH.

T A NA Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet, increase LPV and LNAV/VNAV all Cats visibilities to 1⅛ SM. Baro-VNAV NA.

MISSED APPROACH: Climb to 740 then climbing left turn to 2500 direct CENOK and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L

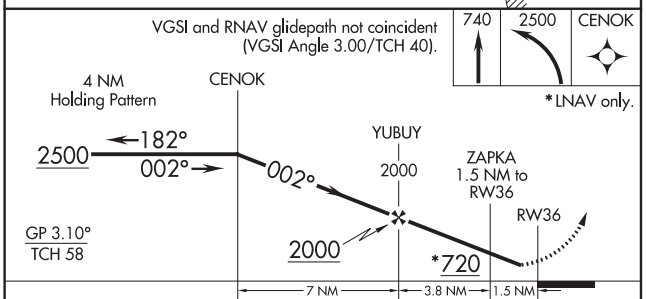


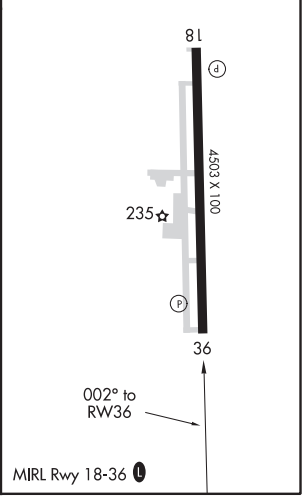
ELEV 188	TDZE 187

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

740	2500	CENOK

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	527-1 340 (400-1)			
LNAV/VNAV DA	526-1 339 (400-1)			
LNAV MDA	600-1 413 (500-1)		600-1⅛ 413 (500-1⅛)	
C CIRCLING	760-1 572 (600-1)	780-1 592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)

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SC-4, 25 FEB 2021 to 22 APR 2021

COLUMBUS, MISSISSIPPI | AL-5006 (FAA) | 20254

VORTAC IGB 116.2 Chan 109	APP CRS 096°	Rwy ldg N/A TDZE N/A Apt Elev 188

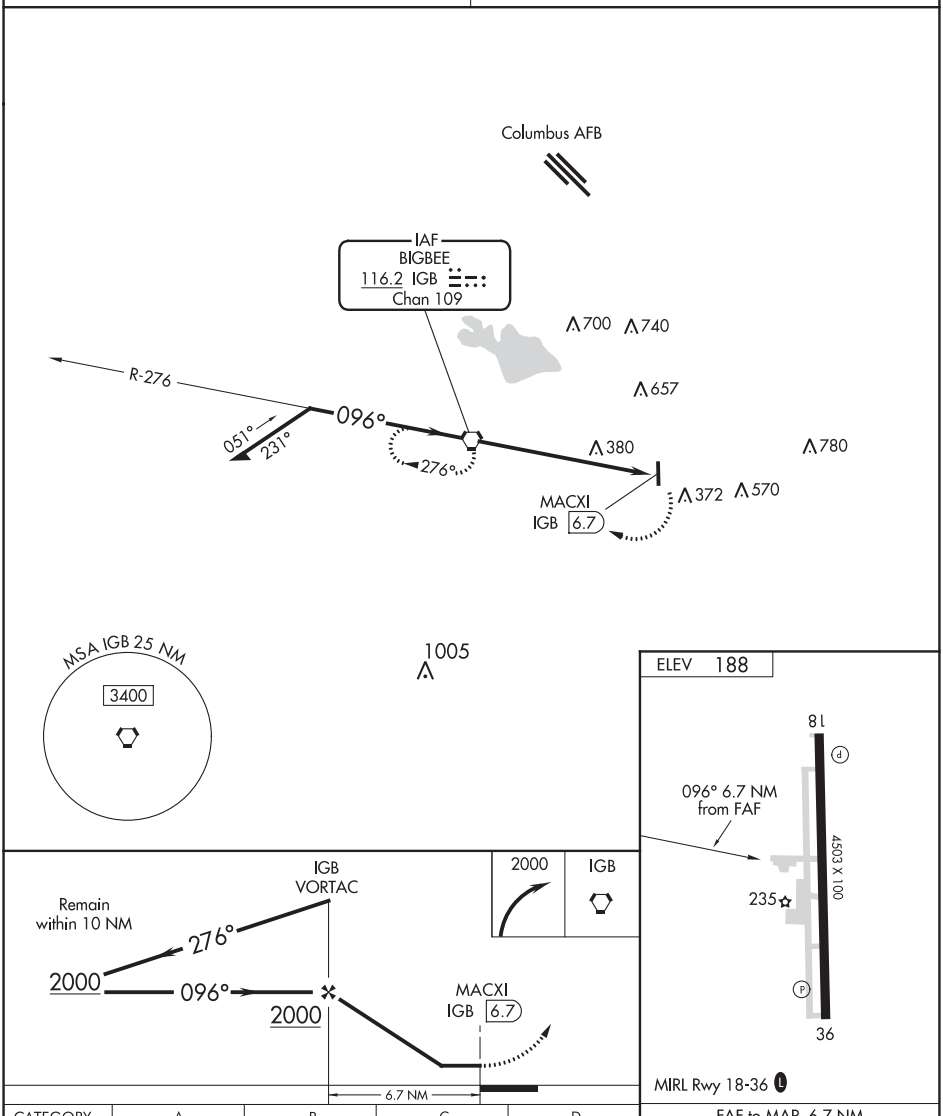
VOR-A
COLUMBUS-LOWNDES COUNTY (UBS)

Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

COLUMBUS APP CON ★	UNICOM
135.6 323.275	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	780-1 592 (600-1)		1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SC-4, 25 FEB 2021 to 22 APR 2021

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COLUMBUS, MISSISSIPPI

ILS or LOC Y RWY 13C

COLUMBUS AFB (KCBM)

AL-91 [USAF]

LOC I-CBM	APCH CRS
109.3	135°

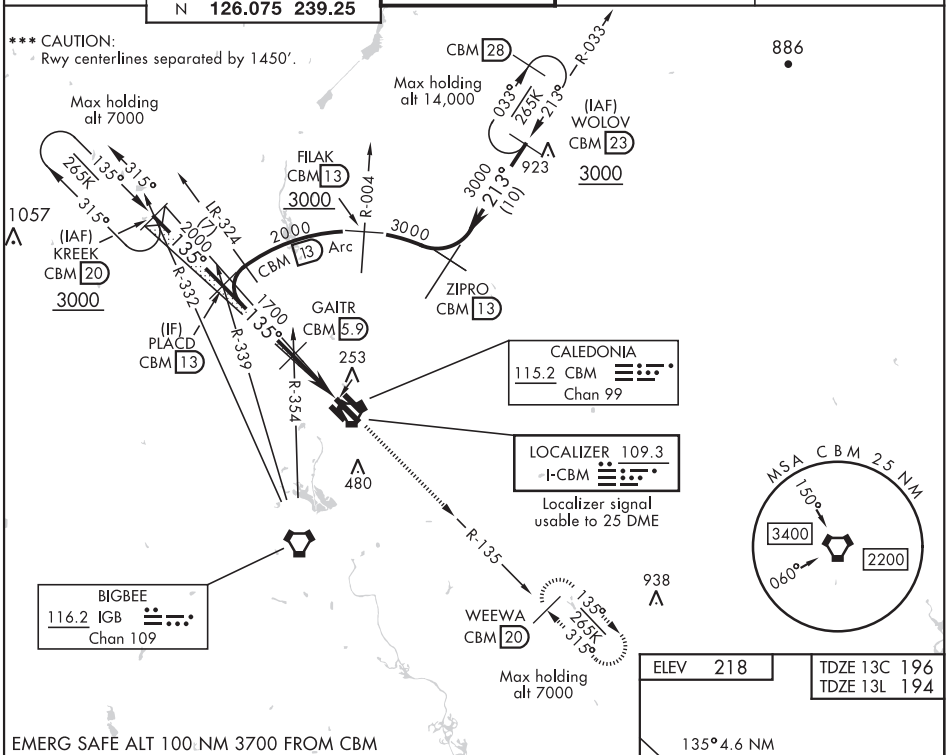
	13C	13L
Rwy ldg	12,004	8001
TDZE	196	194
Arpt Elev	218	218

T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb heading 135° to intercept the CBM VORTAC R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000

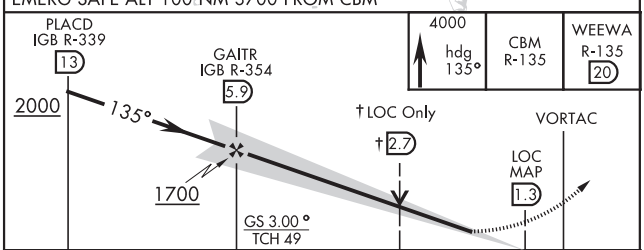
ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

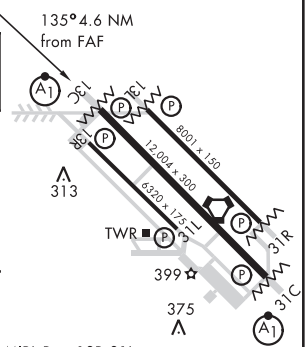


ELEV 218

TDZE 13C 196
TDZE 13L 194

EMERG SAFE ALT 100 NM 3700 FROM CBM





MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 13C *	396/24 200 (200-½)				
S-LOC 13C **	680/24 484 (500-½)		680/50 484 (500-1)		
SIDESTEP *** RWY 13L	680/55 486 (500-1)		680-1⅜ 486 (500-1⅜)		
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	780-2 562 (600-2)	1220-3 1002 (1100-3)

FAF to MAP 4.6 NM

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

COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Amdt 1 13AUG20

ILS or LOC Y RWY 13C

SC-4, 25 FEB 2021 to 22 APR 2021

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COLUMBUS, MISSISSIPPI

ILS or LOC Y RWY 31C

AL-91 [USAF] COLUMBUS AFB (KCBM)

LOC I-TBB	APCH CRS
108.7	315°

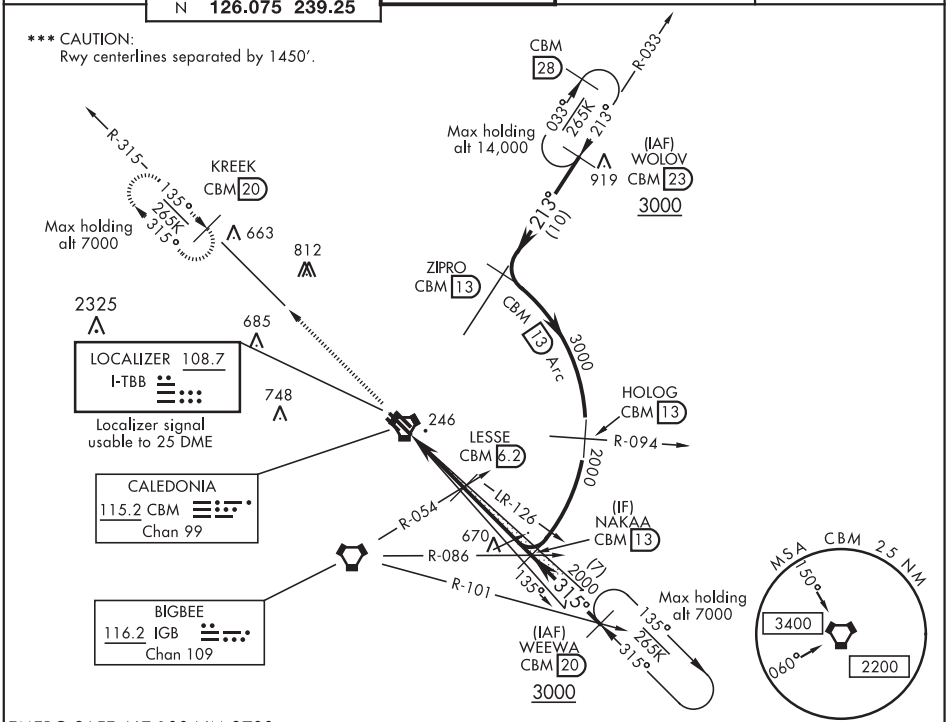
	31C	31R
Rwy ldg	12,004	8001
TDZE	213	218
Arpt Elev	218	218

T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.

ALSF-1

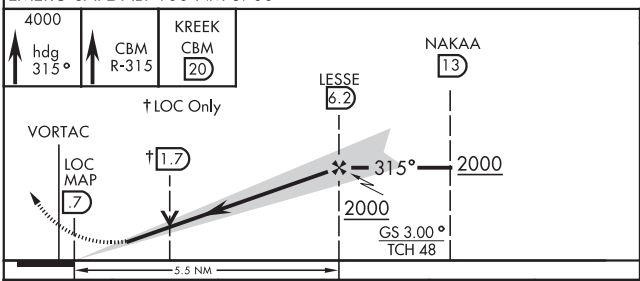
MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



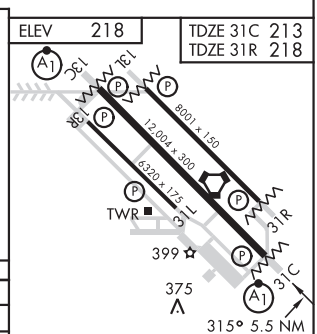
EMERG SAFE ALT 100 NM 3700

4000 hdg 315°	CBM R-315	KREEK CBM 20



ELEV 218

TDZE 31C 213
TDZE 31R 218



MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C	D	E
S-ILS 31C *	413/24 200 (200-½)				
S-LOC 31C **	580/24 367 (400-½)		580/35 367 (400-⅝)		
SIDESTEP *** RWY 31R	580/55 362 (400-1)				
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	780-2 562 (600-2)	1220-3 1002 (1100-3)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

COLUMBUS, MISSISSIPPI 33°39'N-88°27'W COLUMBUS AFB (KCBM)

Amdt 1 13AUG20

ILS or LOC Y RWY 31C

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COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13C

APCH CRS 135°	Rwy ldg 12,004 TDZE 196 Arpt Elev 218

AL-91 (USAF)

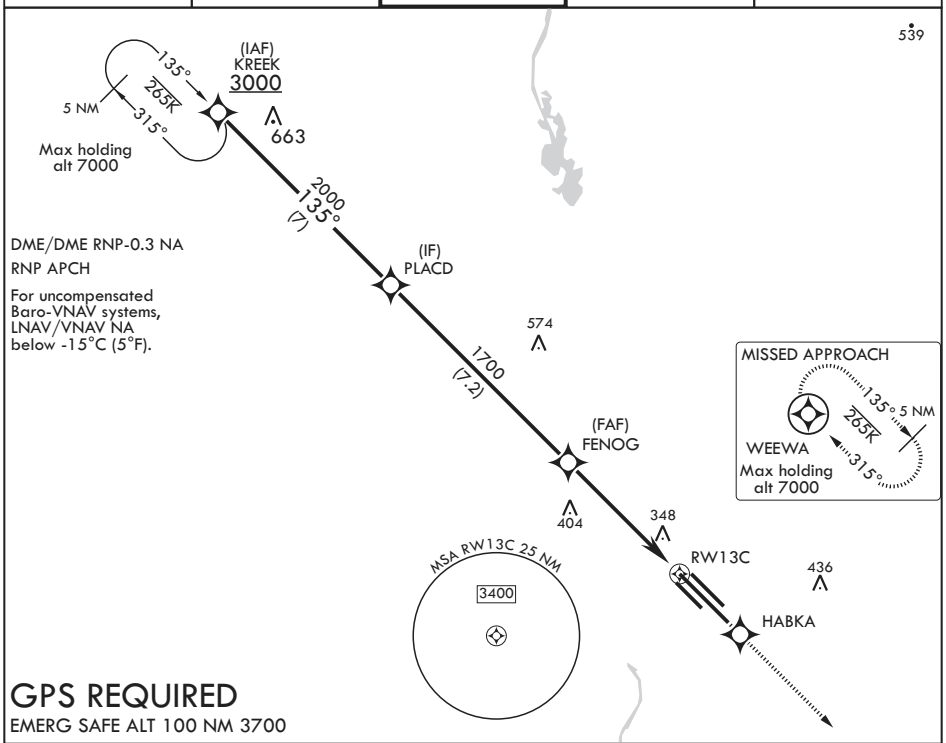
COLUMBUS AFB (KCBM)

* When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 4000 direct HABKA, direct track to WEEWA and hold as published.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55



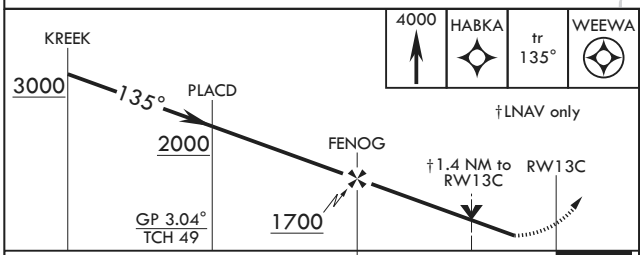
DME/DME RNP-0.3 NA

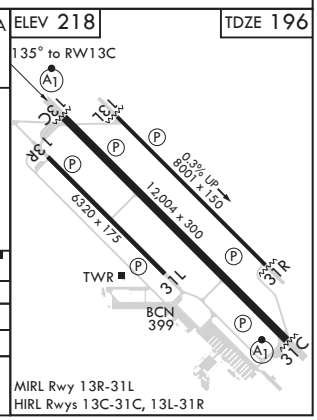
RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F).

GPS REQUIRED

EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	680/50 484 (500-½)		484 (500-1)		
LNAV MDA**	680/24 484 (500-½)		680/50 484 (500-1)		
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	780-2 562 (600-2)	1240-3 1022 (1100-3)

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COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13L

APCH CRS 135°	Rwy ldg 8001 TDZE 194 Arpt Elev 218

AL-91 (USAF)

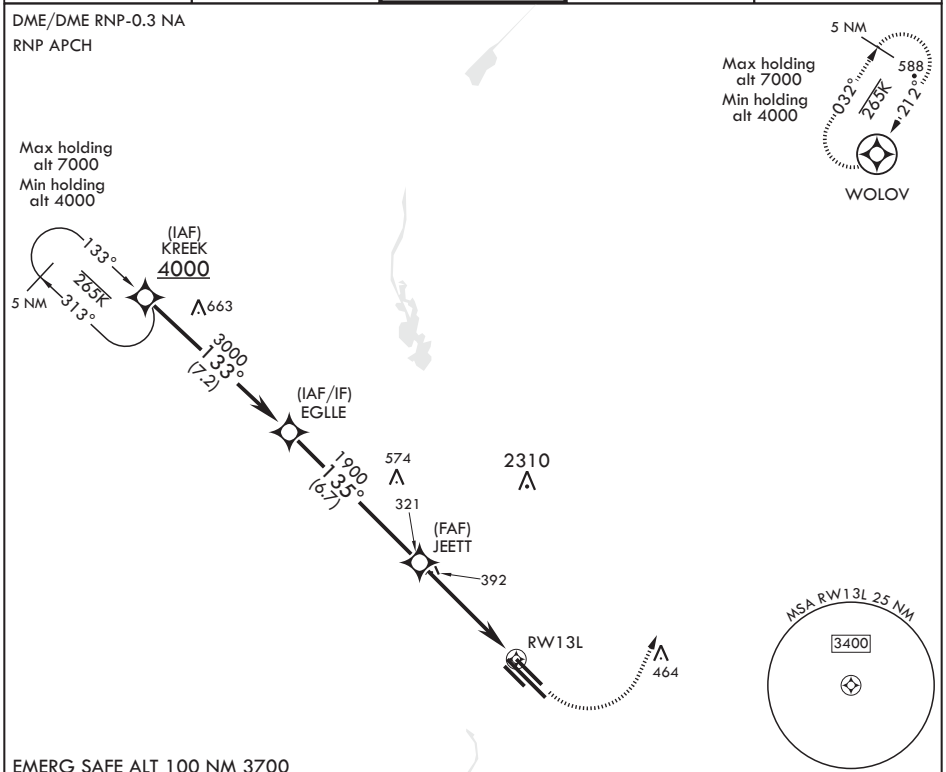
COLUMBUS AFB (KCBM)

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct WOLOV and hold.

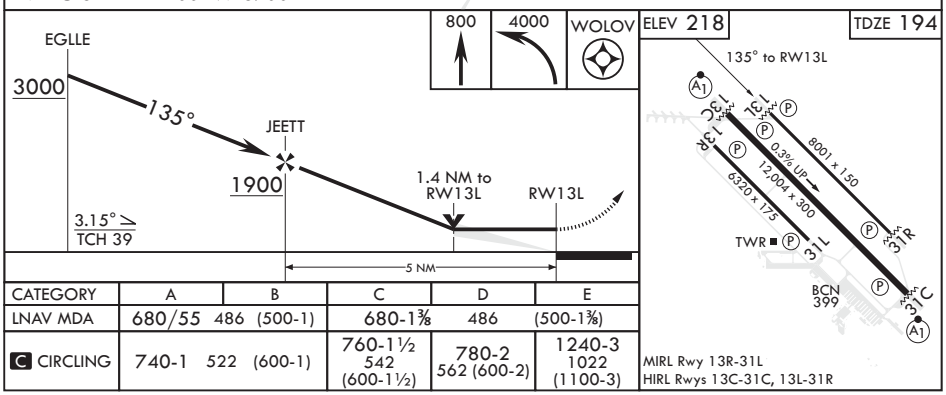
ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55

DME/DME RNP-0.3 NA

RNP APCH



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA	680/55 486 (500-1)		680-1⅜ 486 (500-1⅜)		
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	780-2 562 (600-2)	1240-3 1022 (1100-3)

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COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31C

AL-91 (USAF)

COLUMBUS AFB (KCBM)

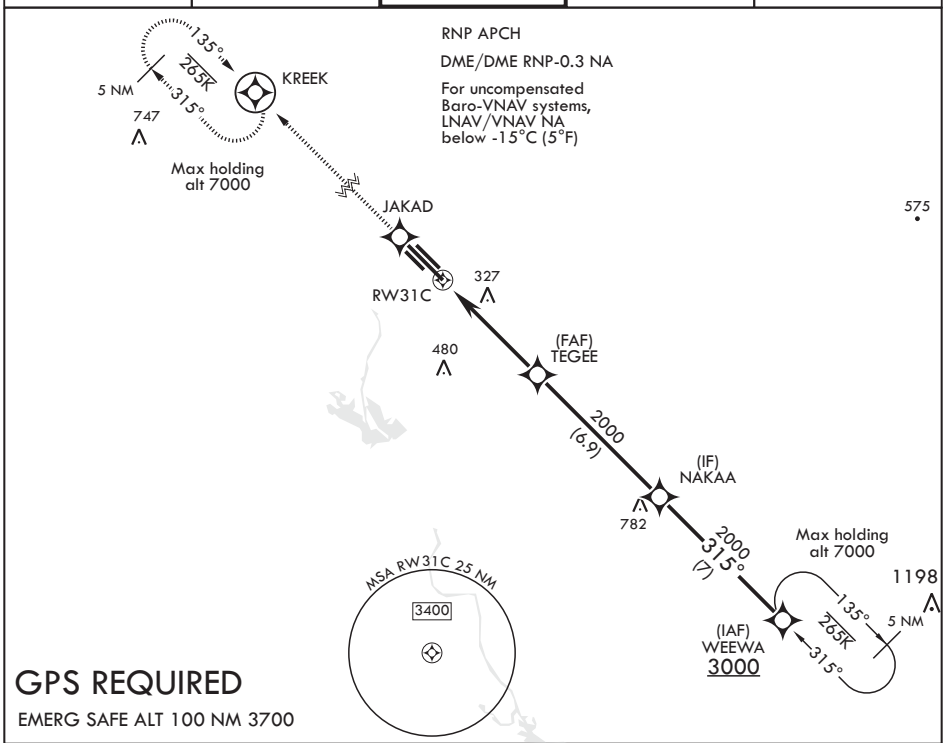
APCH CRS		
315°	Rwy ldg	12,004
	TDZE	213
	Arpt Elev	218

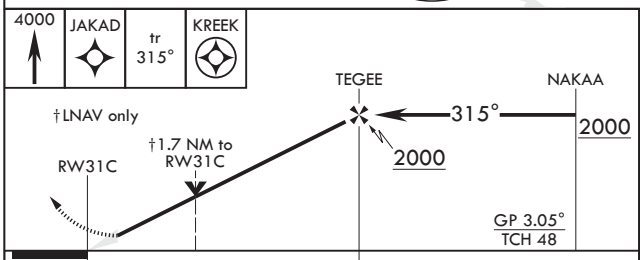
* When ALS inop, increase vis to 1 1/4 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/4 miles.

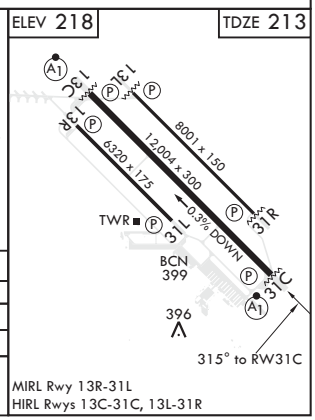
ALSF-1

MISSED APPROACH: Climb to 4000 direct JAKAD, direct KREEK and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55







CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	640/40		427	(500-¾)	
LNAV MDA**	800/24 587 (600-½)		800-1¼ 587 (600-1¼)		
C CIRCLING	800-1 582 (600-1)		800-1¾ 582 (600-1¾)	800-2 582 (600-2)	1240-3 1022 (1100-3)

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COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31R

APCH CRS 315°	Rwy ldg 8001 TDZE 218 Arpt Elev 218

AL-91 (USAF)

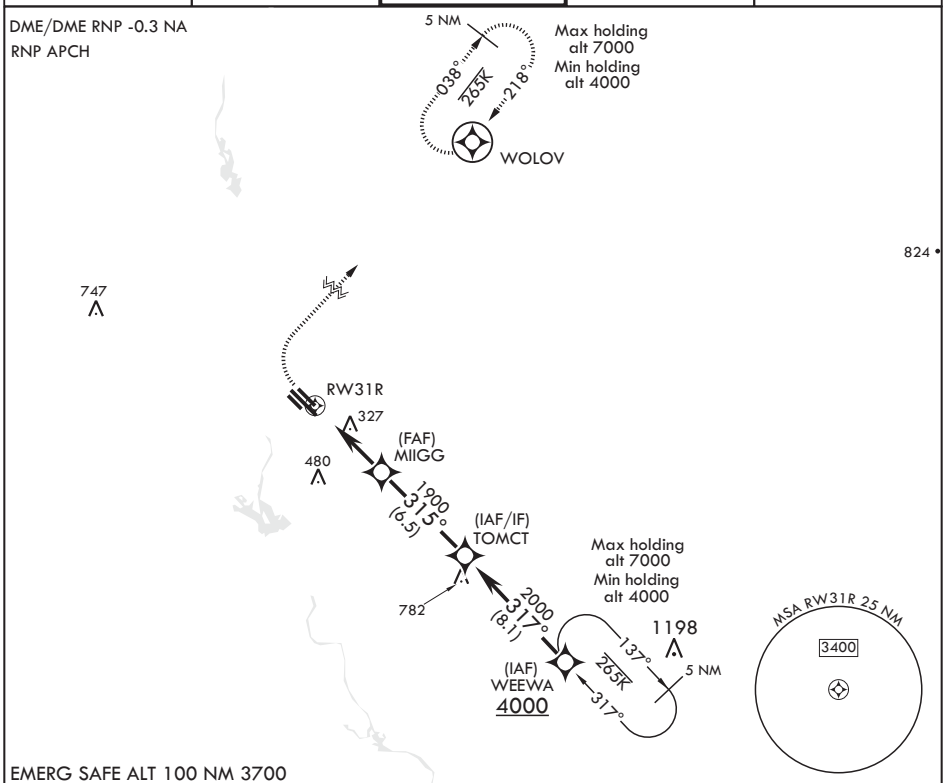
COLUMBUS AFB (KCBM)

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct WOLOV and hold.

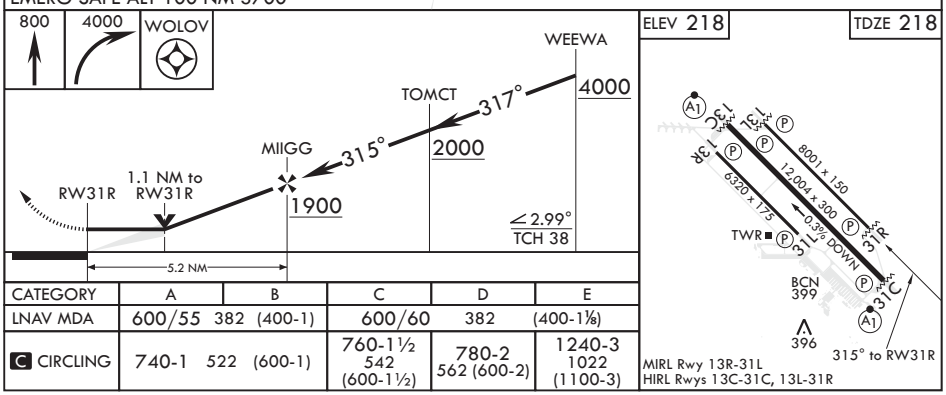
ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55

DME/DME RNP -0.3 NA

RNP APCH



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV MDA	600/55	382 (400-1)	600/60	382	(400-1⅛)
C CIRCLING	740-1	522 (600-1)	760-1½ 542 (600-1½)	780-2 562 (600-2)	1240-3 1022 (1100-3)

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 1 27FEB20

RNAV (GPS) RWY 31R

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COLUMBUS, MISSISSIPPI

RNAV (GPS) E

APCH CRS	Rwy ldg	N/A
090°	TDZE	N/A
	Arpt Elev	218

AL-91 (USAF)

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

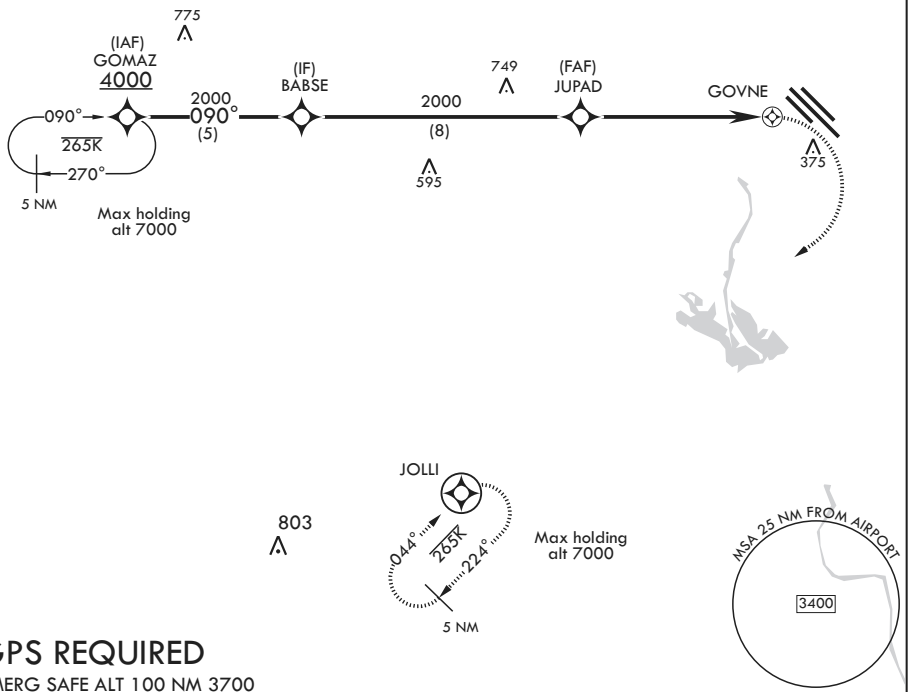
ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55

522

DME/DME RNP-0.3 NA
RNP APCH

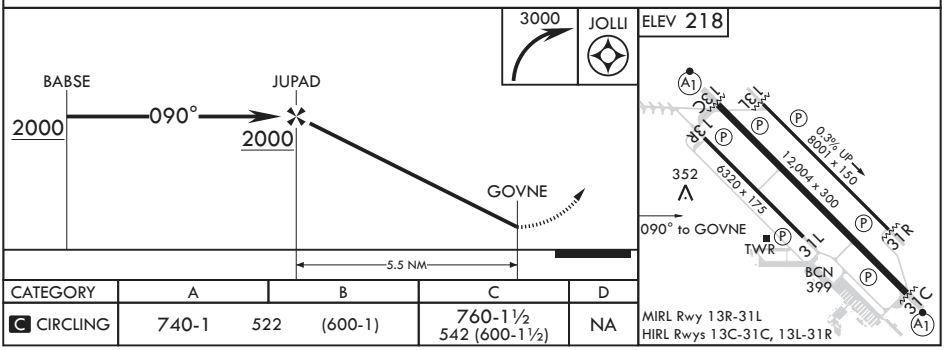
FOR USE BY 14
FTW ACFT ONLY

775



GPS REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	NA

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 3 27FEB20

RNAV (GPS) E

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COLUMBUS, MISSISSIPPI

RNAV (GPS) F

APCH CRS 359°	Rwy ldg N/A TDZE N/A Arpt Elev 218

AL-91 (USAF)

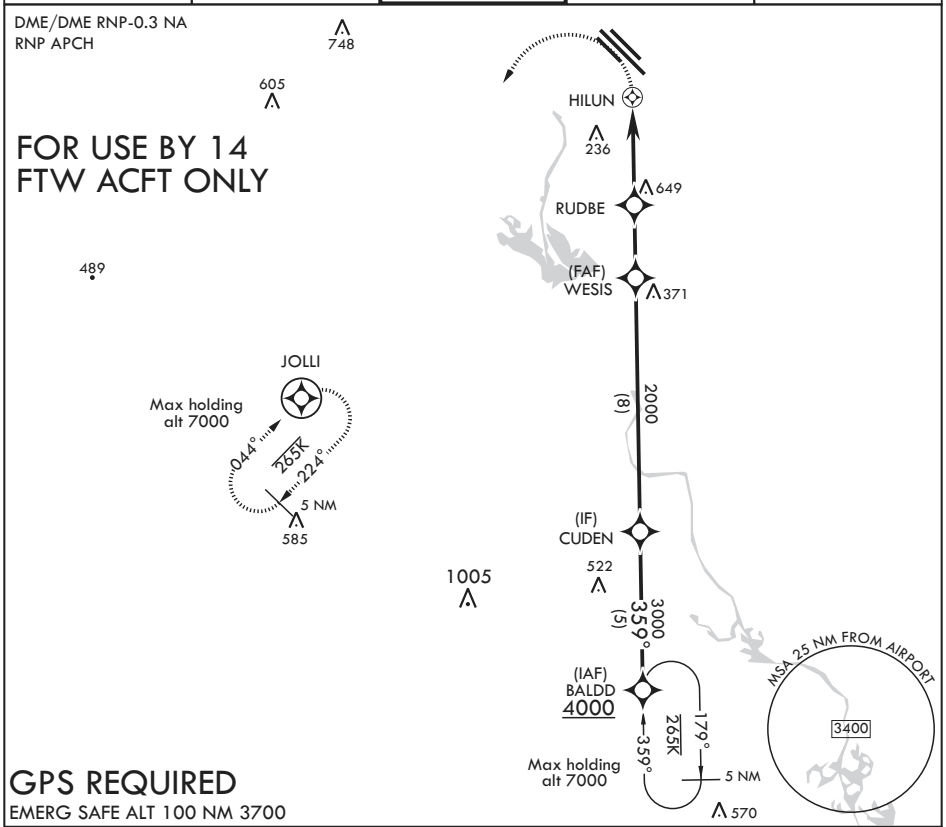
COLUMBUS AFB (KCBM)

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

ATIS	APP CON	TOWER	GND CON	CLNC DEL
115.2 273.5	126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	126.65 379.925	121.9 275.8	269.55

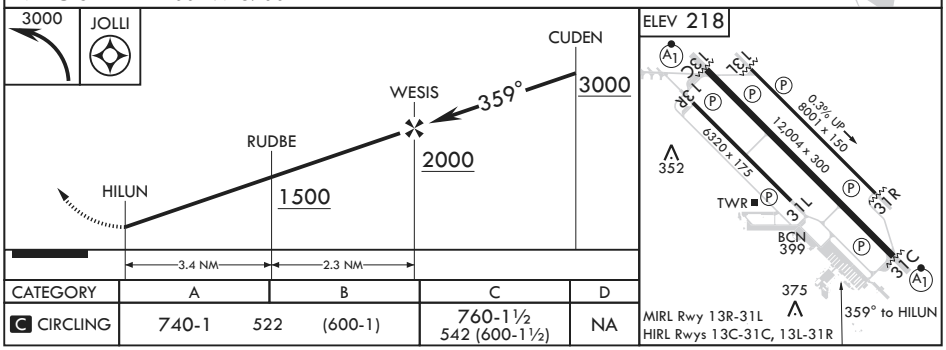
DME/DME RNP-0.3 NA
RNP APCH

FOR USE BY 14 FTW ACFT ONLY



GPS REQUIRED

EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D
C CIRCLING	740-1 522 (600-1)		760-1½ 542 (600-1½)	NA

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 4 27FEB20

RNAV (GPS) F

SC-4, 25 FEB 2021 to 22 APR 2021

COLUMBUS, MISSISSIPPI

VOR/DME A

VORTAC CBM 115.2 Chan 99	APCH CRS 090°	Rwy ldg N/A THRE N/A Arpt Elev 218

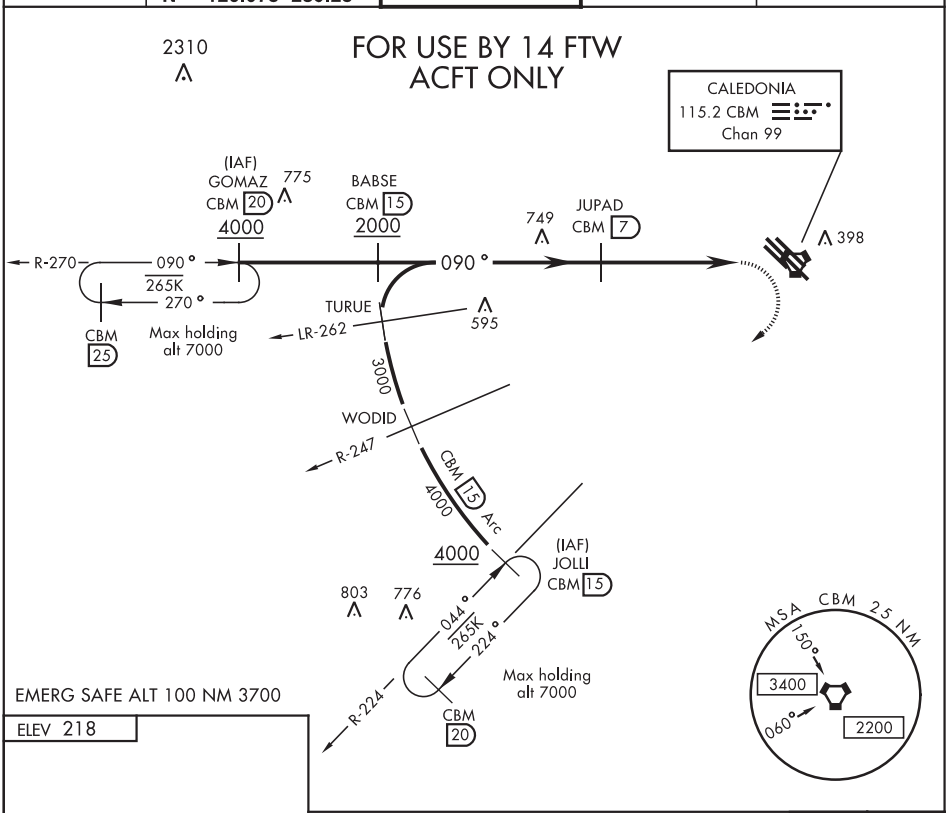
AL-91 [USAF]

COLUMBUS AFB (KCBM)

* Circling authorized to Rwy 13R/Rwy 31L only.

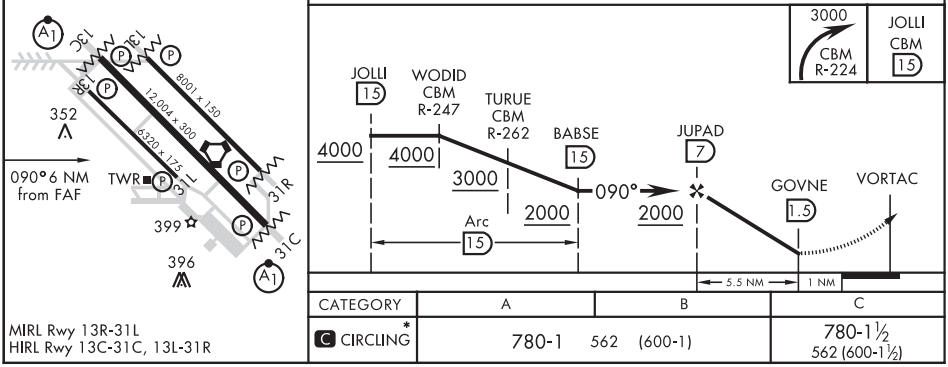
MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLLI (CBM R-224/15) and hold. Maintain 3000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55



EMERG SAFE ALT 100 NM 3700

ELEV 218



MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

CATEGORY	A	B	C
C CIRCLING *	780-1 562 (600-1)		780-1½ 562 (600-1½)

COLUMBUS, MISSISSIPPI
Amdt 5 24JUL14

33°39′N-88°27′W

COLUMBUS AFB (KCBM)

VOR/DME A

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COLUMBUS, MISSISSIPPI

VOR/DME or TACAN RWY 13L

VORTAC CBM 115.2 Chan 99	APCH CRS 142°	Rwy ldg 8001 THRE 192 Arpt Elev 218

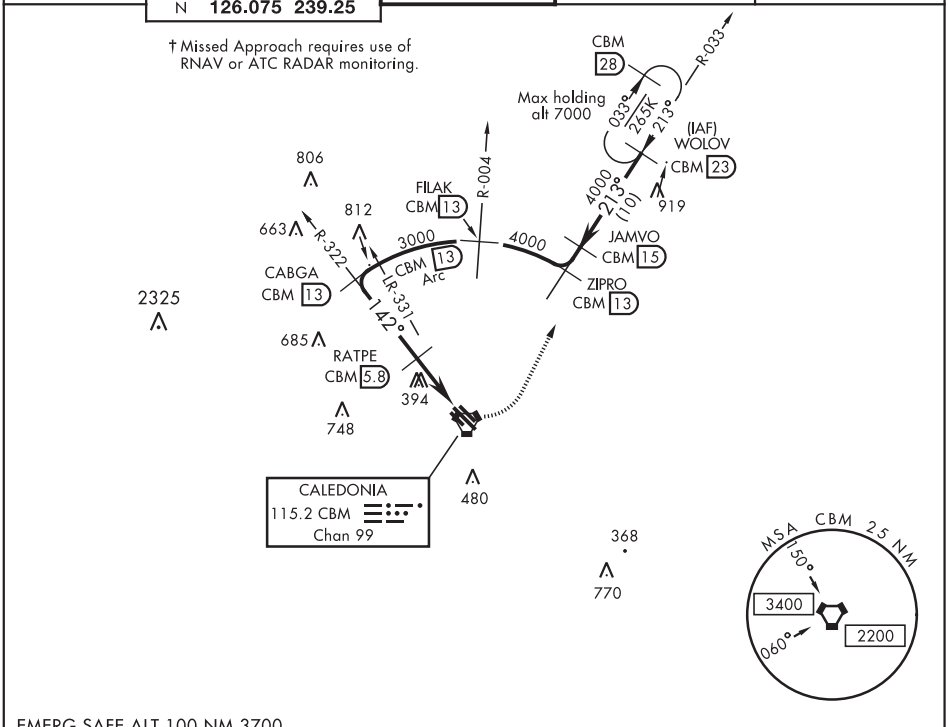
AL-91 [USAF]

COLUMBUS AFB (KCBM)

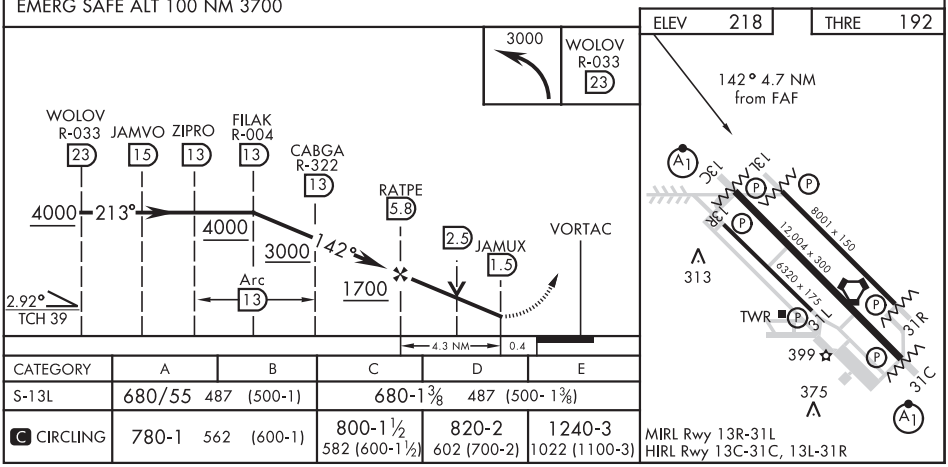
† MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Maintain 3000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

† Missed Approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	680/55 487 (500-1)		680-1 3/8 487 (500- 1 3/8)		
C CIRCLING	780-1 562 (600-1)		800-1 1/2 582 (600-1 1/2)	820-2 602 (700-2)	1240-3 1022 (1100-3)

COLUMBUS, MISSISSIPPI

33° 39′N-88° 27′W

COLUMBUS AFB (KCBM)

Orig 05JAN17

VOR/DME or TACAN RWY 13L

SC-4, 25 FEB 2021 to 22 APR 2021

COLUMBUS, MISSISSIPPI

VOR/DME or TACAN RWY 31R

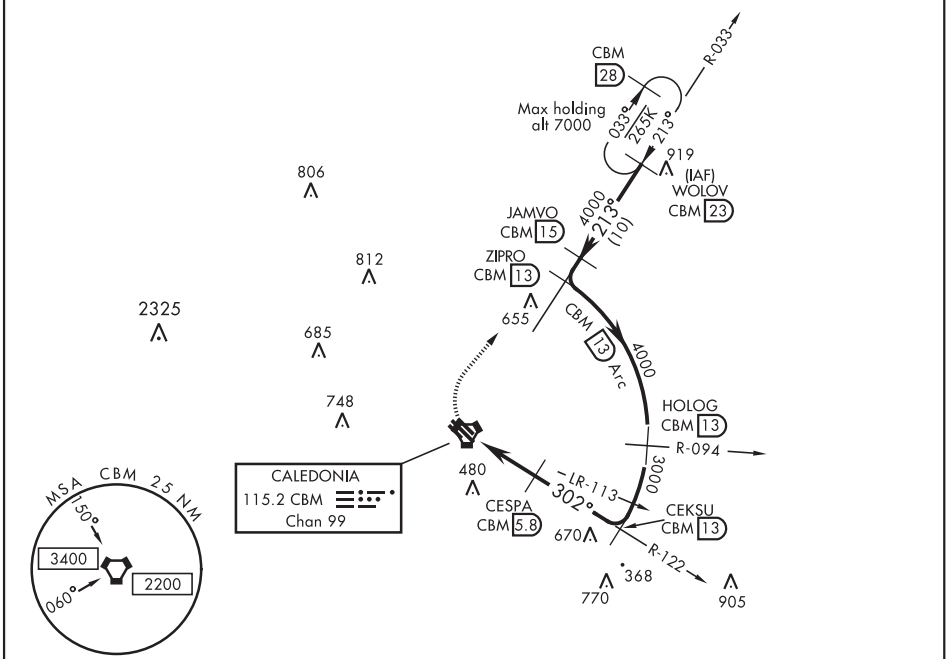
VORTAC CBM	APCH CRS	Rwy ldg	8001
115.2	302°	THRE	217
Chan 99		Arpt Elev	218

AL-91 [USAF] COLUMBUS AFB (KCBM)

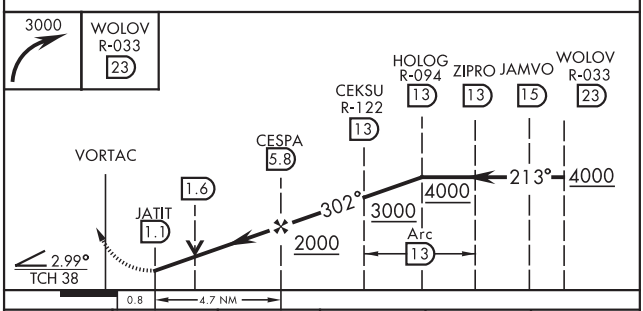
†MISSED APPROACH: Climbing right turn to WOLOV and hold as published. Maintain 3000.

ATIS	COLUMBUS APP CON	COLUMBUS TOWER	GND CON	CLNC DEL
115.2 273.5	SE 134.55 350.3 SW 135.6 323.275 N 126.075 239.25	126.65 379.925	121.9 275.8	269.55

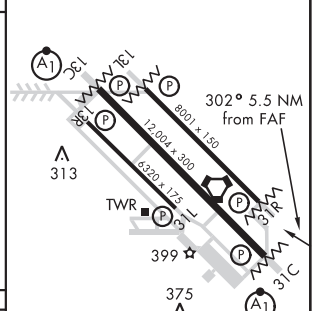
† Missed Approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3700



ELEV	218	THRE	217



CATEGORY	A	B	C	D	E
S-31R	680/55 467 (500-1)		680-1⅜ 467 (500-1⅜)		
C CIRCLING	780-1 562 (600-1)		800-1½ 582 (600-1½)	820-2 602 (700-2)	1240-3 1022 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

COLUMBUS, MISSISSIPPI 33°39′N-88°27′W COLUMBUS AFB (KCBM)

Orig 05JAN17

VOR/DME or TACAN RWY 31R

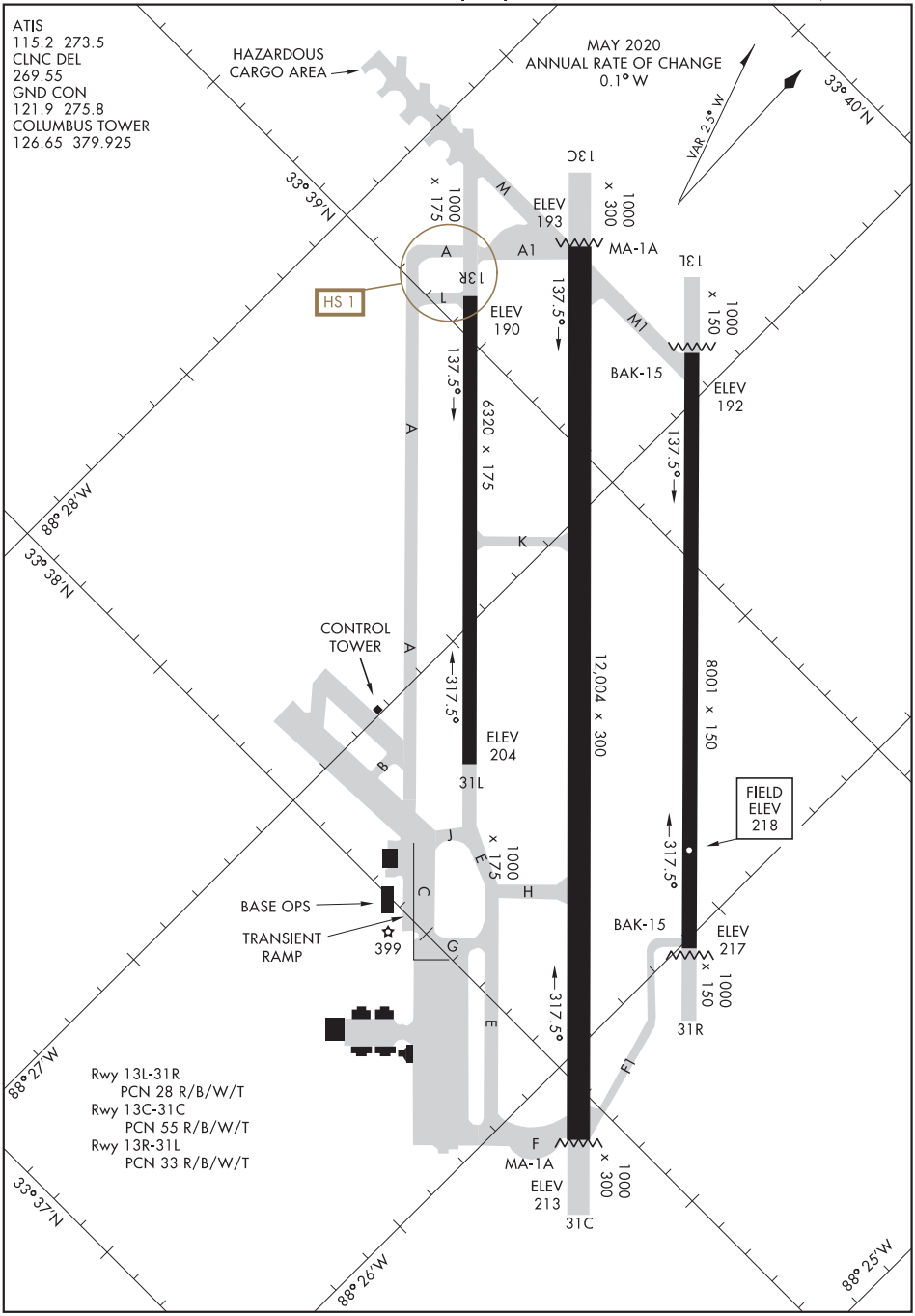
SC-4, 25 FEB 2021 to 22 APR 2021

20142

AIRPORT DIAGRAM

AFD-91 [USAF]

COLUMBUS AFB (KCBM)
COLUMBUS, MISSISSIPPI



SC-4, 25 FEB 2021 to 22 APR 2021

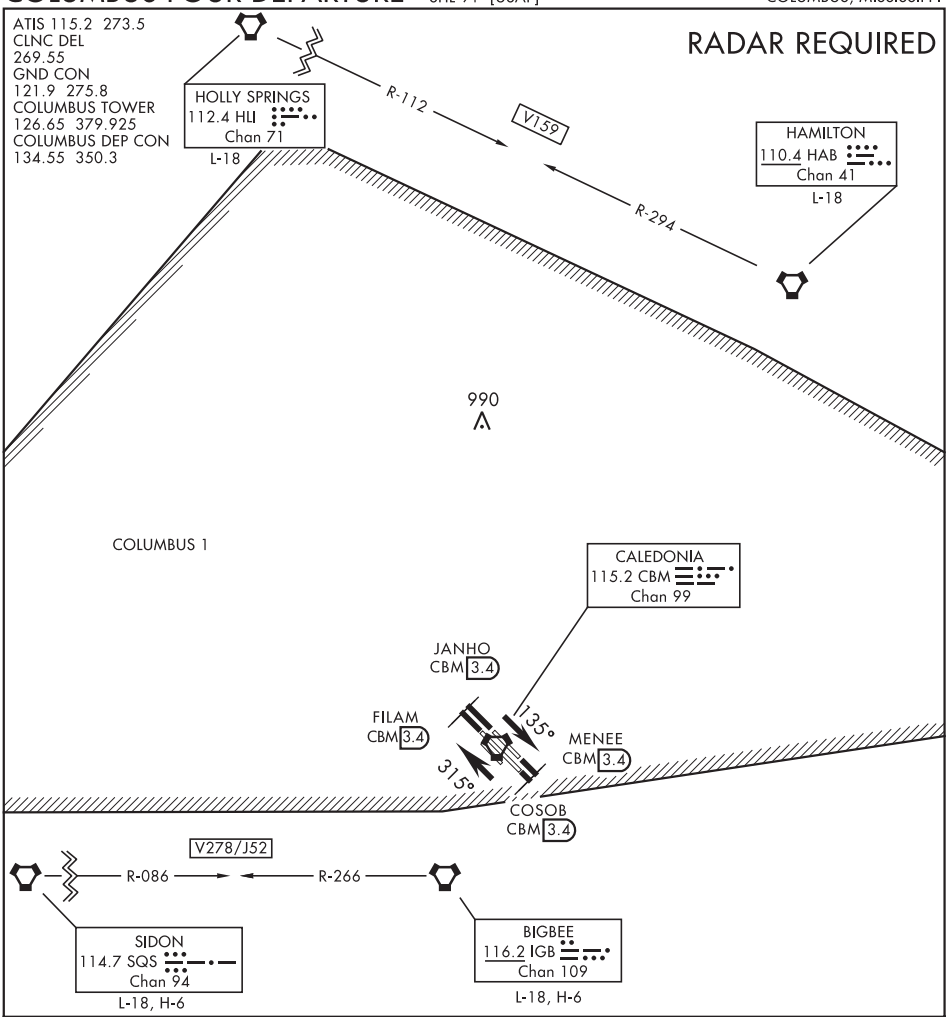
SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

COLUMBUS FOUR DEPARTURE

SHL-91 [USAF]



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110′ into the overrun and 4′ high.

TAKE-OFF RWY 13C: Climb on heading 135° to intercept CBM VORTAC R-138, direct COSOB (CBM R-138/3.4 DME), then via ATC instructions.

TAKE-OFF RWY 13L: Climb on heading 135° to intercept CBM VORTAC R-132, direct MENEE (CBM R-132/3.4DME), then via ATC instructions.

TAKE-OFF RWY 31C: Climb on heading 315° to intercept CBM VORTAC R-312, direct FILAM (CBM R-312/3.4 DME), then via ATC instructions.

TAKE-OFF RWY 31R: Climb heading 315° to intercept CBM VORTAC R-318, direct JANHO (CBM R-318/3.4 DME), then via ATC instructions.

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COLUMBUS FOUR DEPARTURE
COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

COLUMBUS/WESTPOINT/STARKVILLE, MISSISSIPPI AL-5855 (FAA) 20114

LOC I-GTR	APP CRS	Rwy ldg 8003
110.7	182°	TDZE 264
		Apt Elev 264

ILS or LOC RWY 18
GOLDEN TRIANGLE RGNL (GTR)

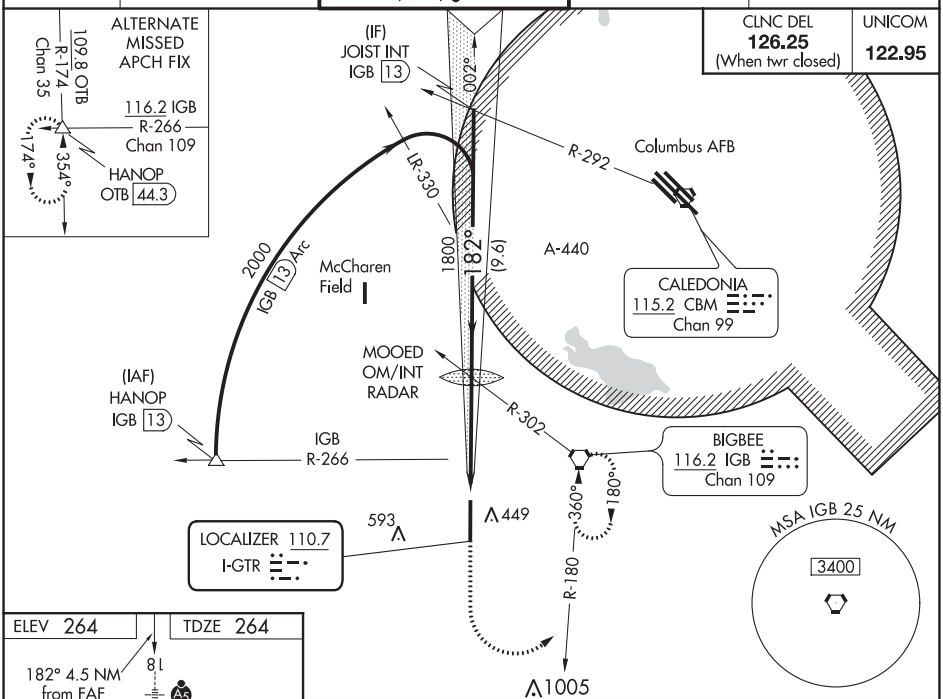
A For inop MALSR, increase S-ILS 18 Cat E visibility to ¾ mile, S-LOC 18 Cat E visibility to 1⅛ mile. When local altimeter setting not received, use Columbus AFB altimeter setting and increase DA 39 feet and all MDA 40 feet; increase S-LOC 18 Cats C/D/E visibility to ¾ mile. For inop MALSR when using Columbus AFB altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile, S-LOC 18 Cat E visibility to 1¼ mile.

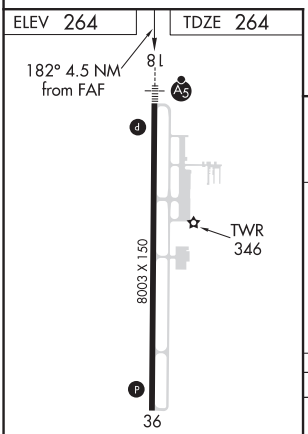
MALSR A5

MISSED APPROACH: Climb to 800 then climbing left turn to 2100 on heading 090° and on IGB R-180 to IGB VORTAC and hold.

ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER ★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

CLNC DEL	UNICOM
126.25 (When twr closed)	122.95



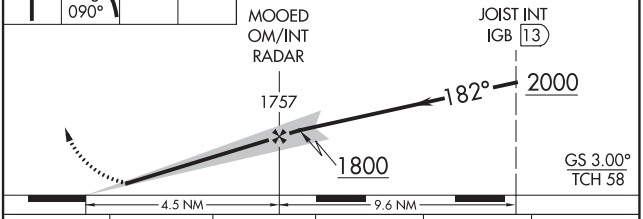


HIRL Rwy 18-36 L

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

800	2100 hdg 090°	IGB R-180	IGB

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 56).



CATEGORY	A	B	C	D	E
S-ILS 18	464-½ 200 (200-½)				
S-LOC 18	660-½ 396 (400-½)		660-⅝ 396 (400-⅝)		
C CIRCLING	760-1 496 (500-1)		960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

ILS or LOC RWY 36
GOLDEN TRIANGLE RGNL (GTR)

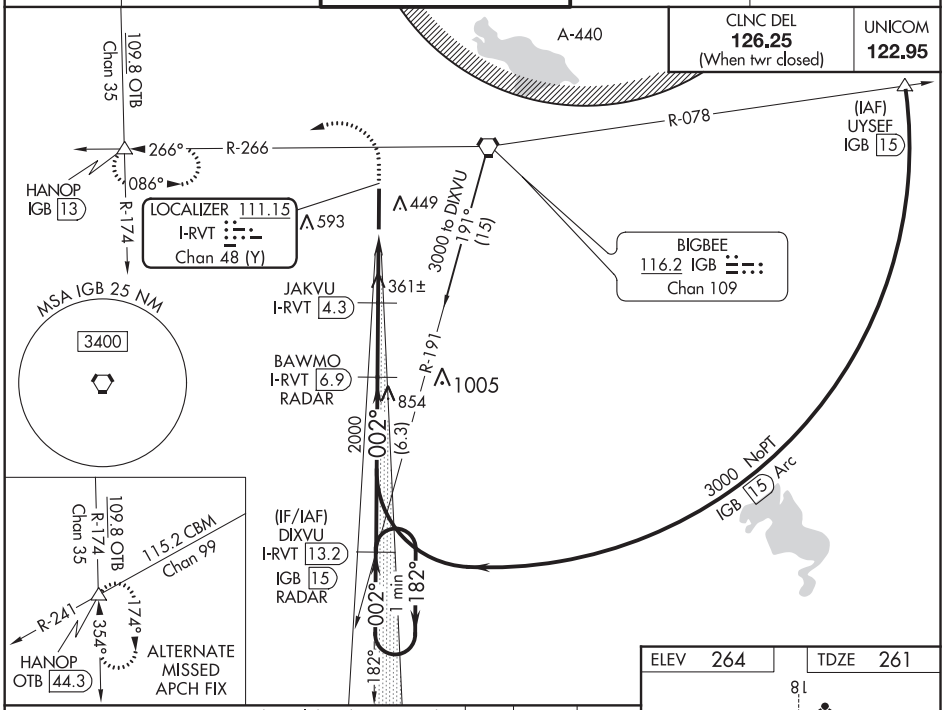
LOC/DME I-RVT	APP CRS	Rwy ldg	8003
111.15	002°	TDZE	261
Chan 48 (Y)		Apt Elev	264

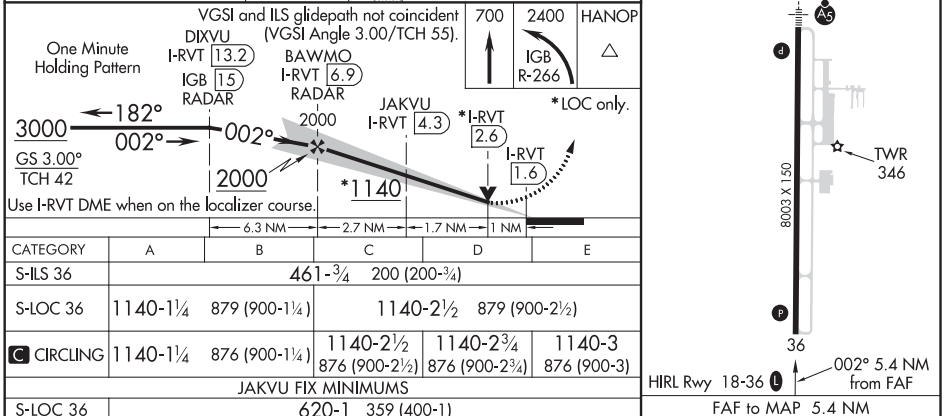
A DME or RADAR Required. VDP NA when using Columbus AFB altimeter setting. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase Circling Cats C/D ¼ mile, increase JAKVU Fix Minimums S-LOC 36 Cats C/D/E visibility ⅛ mile and Circling Cats C/D/E visibility ¼ mile.

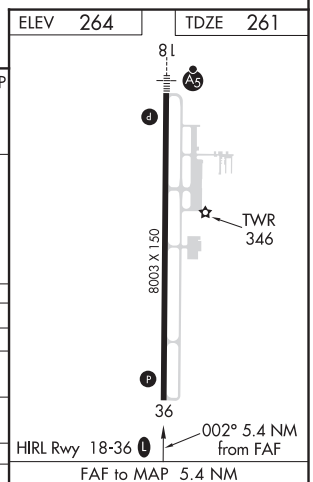
MISSED APPROACH: Climb to 700 then climbing left turn to 2400 on IGB VORTAC R-266 to HANOP INT/IGB 13 DME and hold.

ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

CLNC DEL 126.25 (When twr closed) | UNICOM 122.95







CATEGORY	A	B	C	D	E
S-ILS 36	461-¾ 200 (200-¾)				
S-LOC 36	1140-1¼ 879 (900-1¼)		1140-2½ 879 (900-2½)		
C CIRCLING	1140-1¼ 876 (900-1¼)		1140-2½ 876 (900-2½)	1140-2¾ 876 (900-2¾)	1140-3 876 (900-3)
JAKVU FIX MINIMUMS					
S-LOC 36	620-1 359 (400-1)				
C CIRCLING	760-1 496 (500-1)		960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

FAF to MAP 5.4 NM

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

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WAAS CH 63203 W18A	APP CRS 182°	Rwy ldg 8003 TDZE 264 Apt Elev 264

RNAV (GPS) RWY 18
GOLDEN TRIANGLE RGNL (GTR)

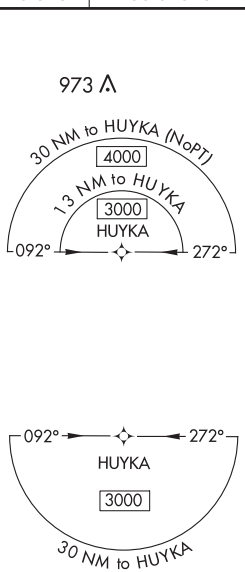
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility ½ mile, increase LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D/E visibility ⅛ mile. For inop MALSR when using Columbus AFB altimeter setting, increase LPV Cat E visibility ¼ mile, increase LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

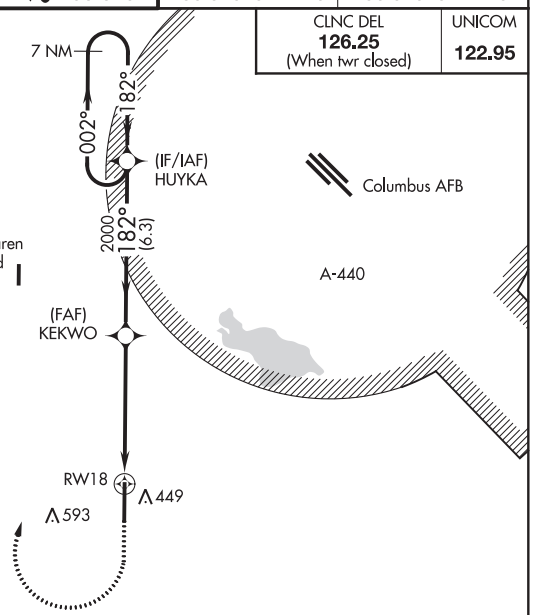
MALSR

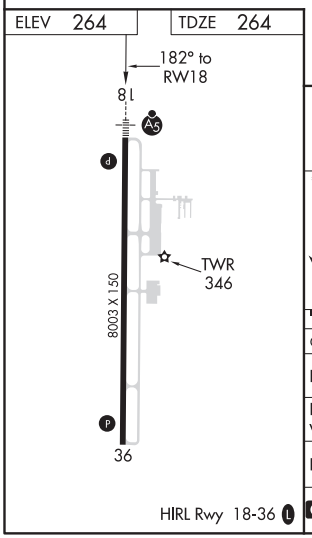
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct HUYKA and hold.

ATIS	COLUMBUS APP CON★	GOLDEN TRIANGLE TOWER★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) (L) 298.875	135.375 322.475	135.375 322.475

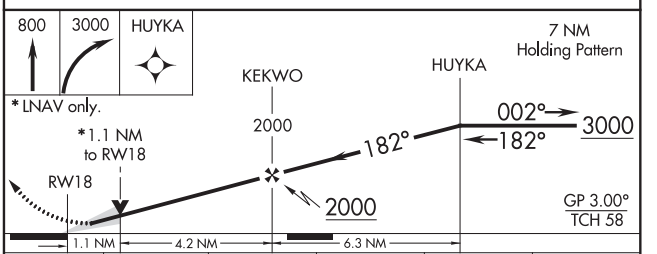
CLNC DEL	UNICOM
126.25 (When twr closed)	122.95







HIRL Rwy 18-36 (L)



CATEGORY	A	B	C	D	E
LPV DA	464-½ 200 (200-½)				
LNAV/VNAV DA	670-⅞ 406 (500-⅞)				
LNAV MDA	660-½ 396 (400-½)		660-⅝ 396 (400-⅝)		
(C) CIRCLING	760-1 496 (500-1)		960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

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WAAS CH 99600 W36A	APP CRS 002°	Rwy ldg 8003 TDZE 261 Apt Elev 264

RNAV (GPS) RWY 36
GOLDEN TRIANGLE RGNL (GTR)

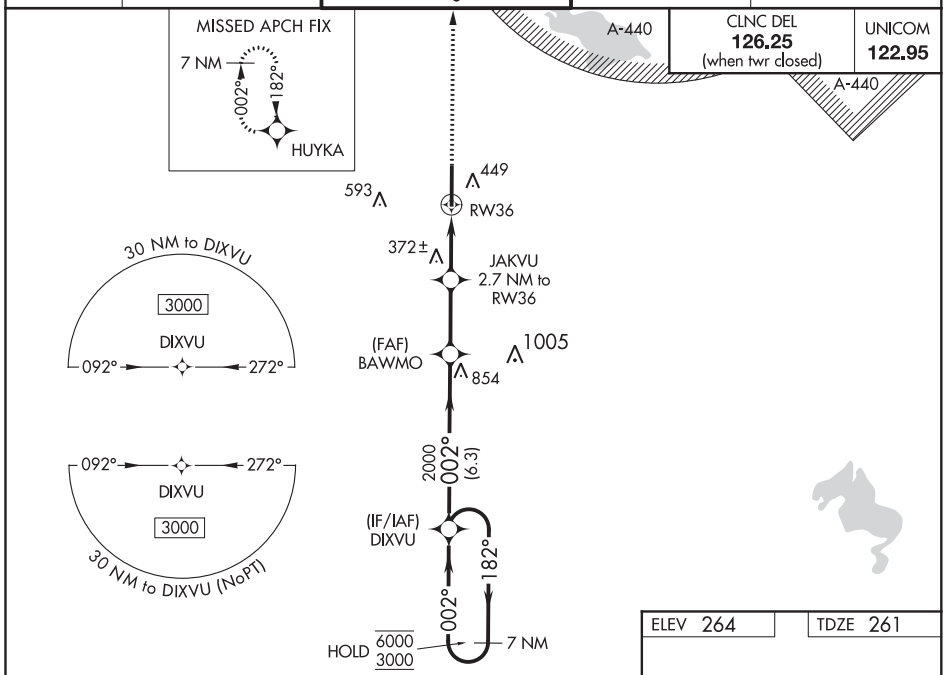
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Columbus AFB altimeter setting: increase LPV DA to 500 feet, LNAV/VNAV DA to 593 feet and LNAV/VNAV visibility ⅛ SM; increase all MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUYKA and hold.

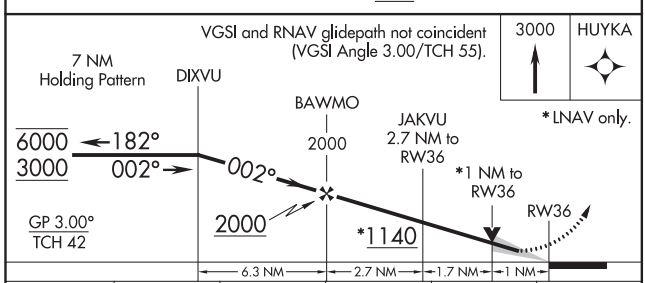
ATIS	COLUMBUS APP CON ★	GOLDEN TRIANGLE TOWER ★	GND CON	CLNC DEL
126.375	135.6 323.275	118.2 (CTAF) L 298.875	135.375 322.475	135.375 322.475

CLNC DEL 126.25 (when twr closed) | UNICOM 122.95



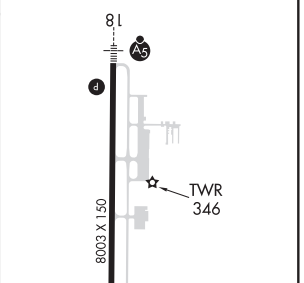
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

3000 HUYKA



*LNAV only.

ELEV 264 | TDZE 261



CATEGORY	A	B	C	D	E
LPV DA	461-¾ 200 (200-¾)				
LNAV/VNAV DA	554-⅞ 293 (300-⅞)				
LNAV MDA	640-1 379 (400-1)		640-1⅛ 379 (400-1⅛)		
C CIRCLING	760-1 496 (500-1)		960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)

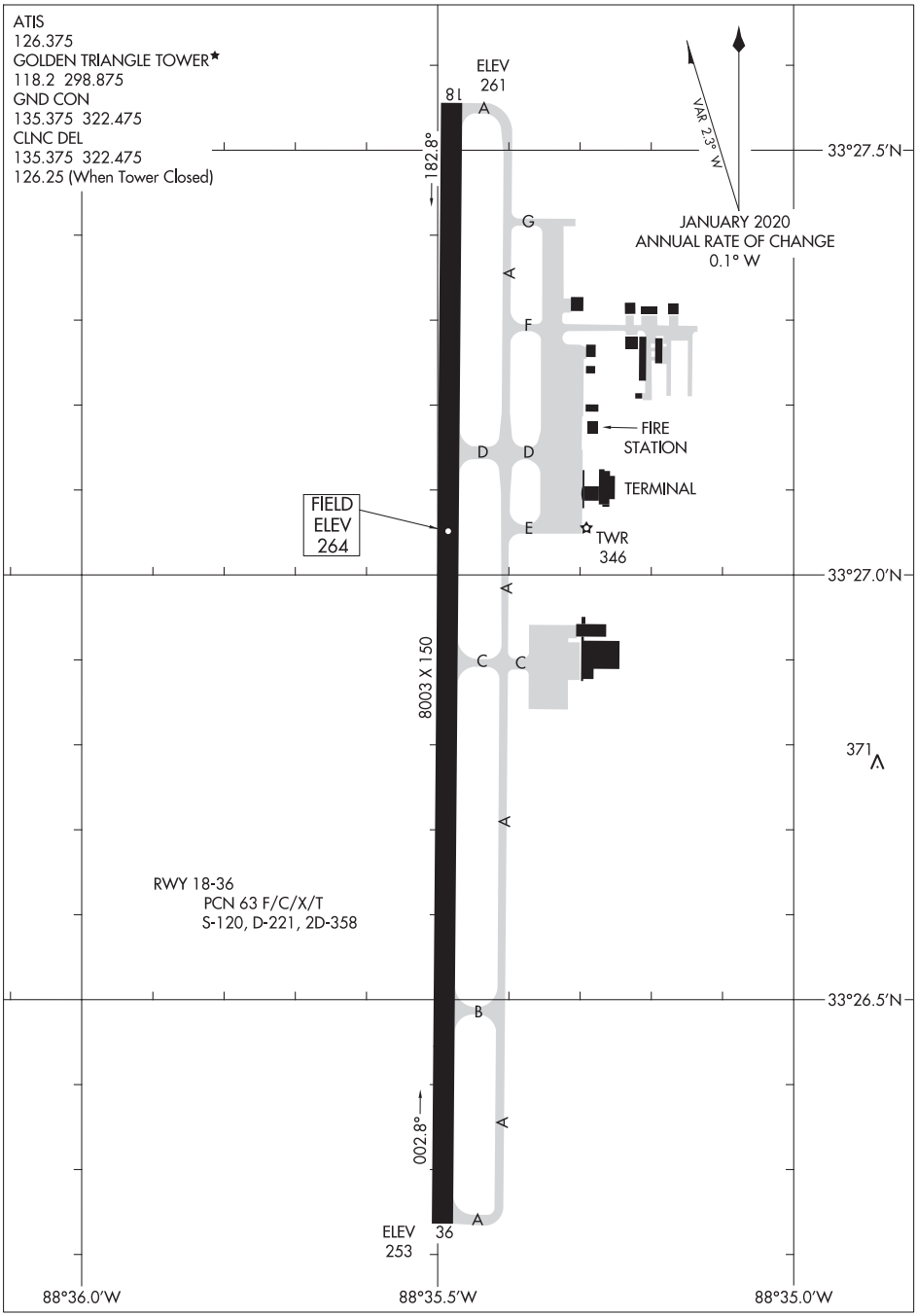
20086

AIRPORT DIAGRAM

AL-5855 (FAA)

GOLDEN TRIANGLE RGNL (GTR)

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI



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SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI

GOLDEN TRIANGLE RGNL (GTR)

20086

ILS or LOC RWY 18
ROSCOE TURNER (CRX)

LOC I-UUR	APP CRS	Rwy ldg	6500
111.1	176°	TDZE	414
		Apt Elev	425

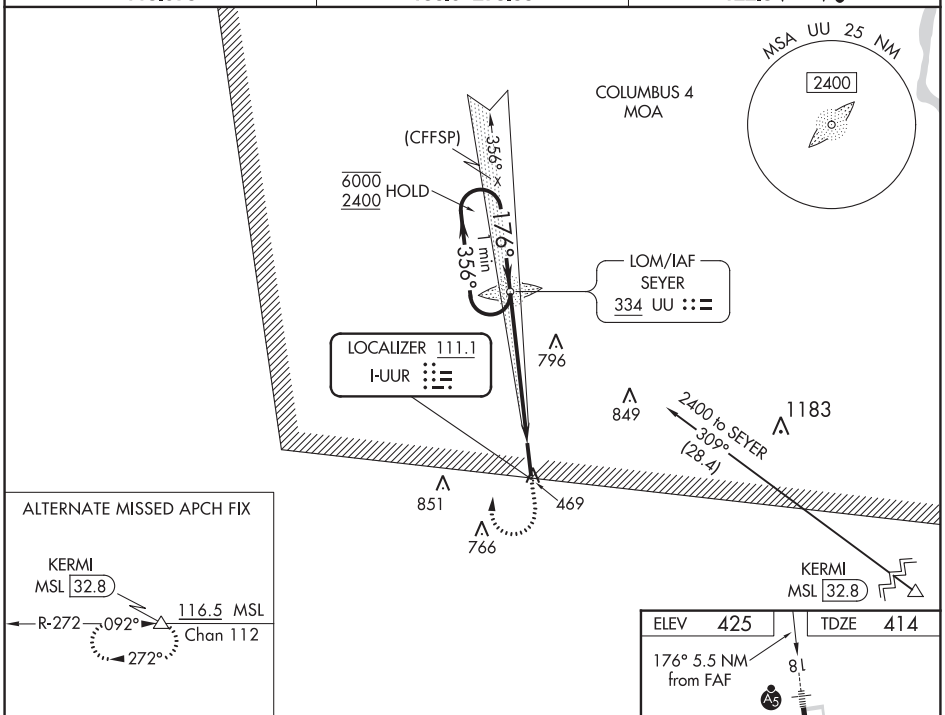
ADF required. DME required.

When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682 and all MDAs 80 feet and increase S-LOC 18 Cat C/D visibility to 1½ SM, Circling Cat C to 2 SM, Cat D to 2¾ SM. For inop ALS when using Selmer altimeter setting, increase S-ILS 18 all Cats visibility to ⅞ SM. Autopilot coupled approach NA below 1040.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

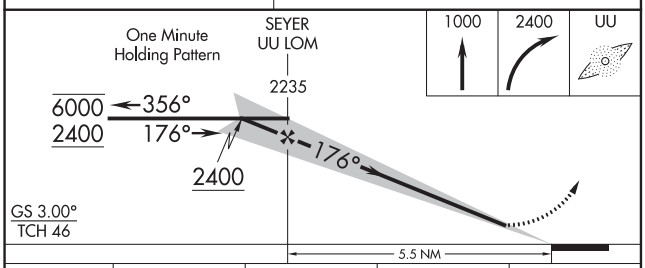
AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF)

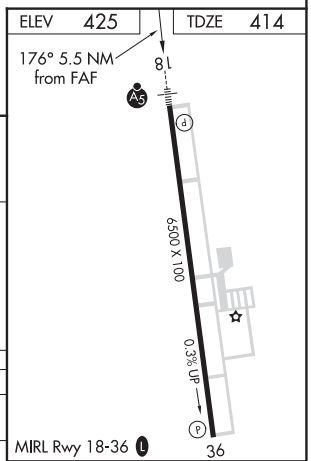


ALTERNATE MISSED APCH FIX

KERMI MSL 32.8

R-272 092° 272° 116.5 MSL Chan 112





CATEGORY	A	B	C	D
S-ILS 18	614-½ 200 (200-½)			
S-LOC 18	1020-½ 606 (600-½)		1020-1⅜ 606 (600-1⅜)	
C CIRCLING	1020-1 595 (600-1)		1080-1¾ 655 (700-1¾)	1160-2¼ 735 (800-2¼)

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-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

CORINTH, MISSISSIPPI

AL-5867 (FAA)

20058

RNAV (GPS) RWY 18
ROSCOE TURNER (CRX)

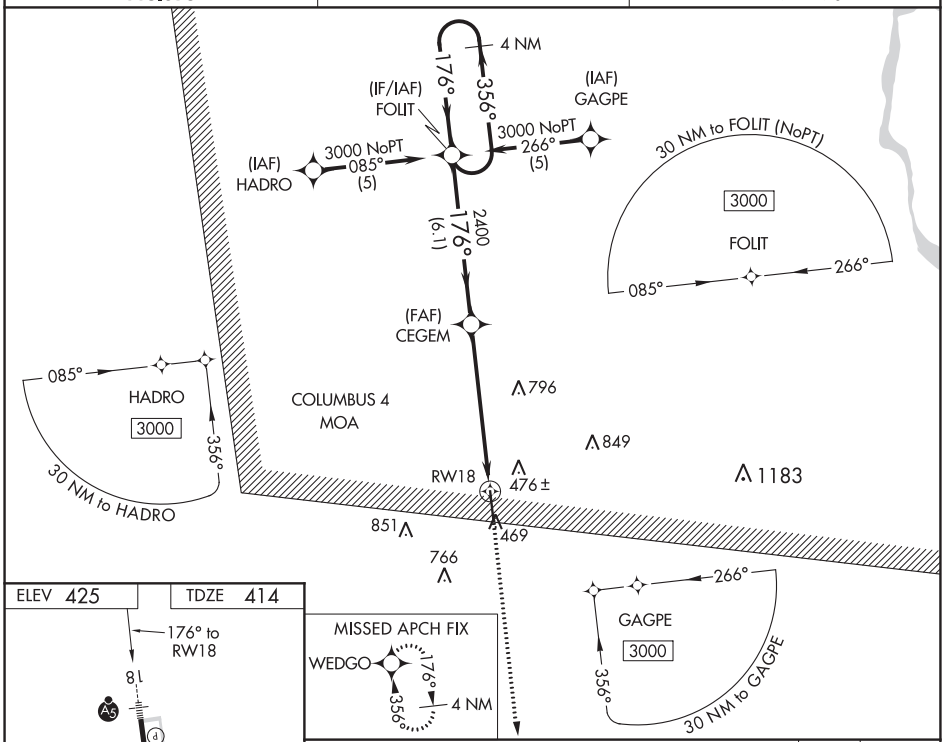
WAAS CH 72806 W18A	APP CRS 176°	Rwy ldg 6500 TDZE 414 Apt Elev 425

Baro-VNAV NA when using Selmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

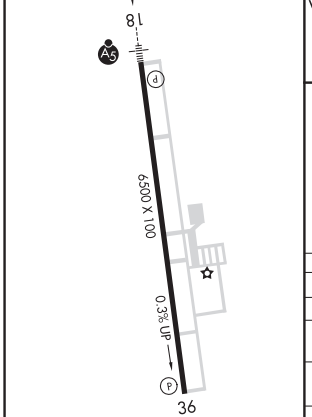
MALSR

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

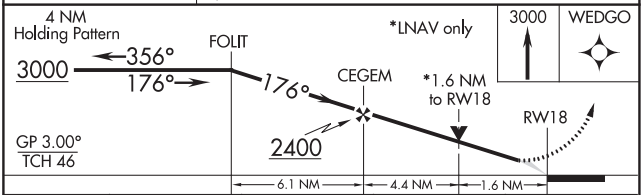
AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L



ELEV 425 | TDZE 414



MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	614-½ 200 (200-½)			
LNAV/VNAV DA	744-¾ 330 (400-¾)			
LNAV MDA	940-½ 526 (600-½)		940-1 526 (600-1)	940-1¼ 526 (600-1¼)
C CIRCLING	940-1 515 (600-1)		1080-1¾ 655 (700-1¾)	1160-2¼ 735 (800-2¼)

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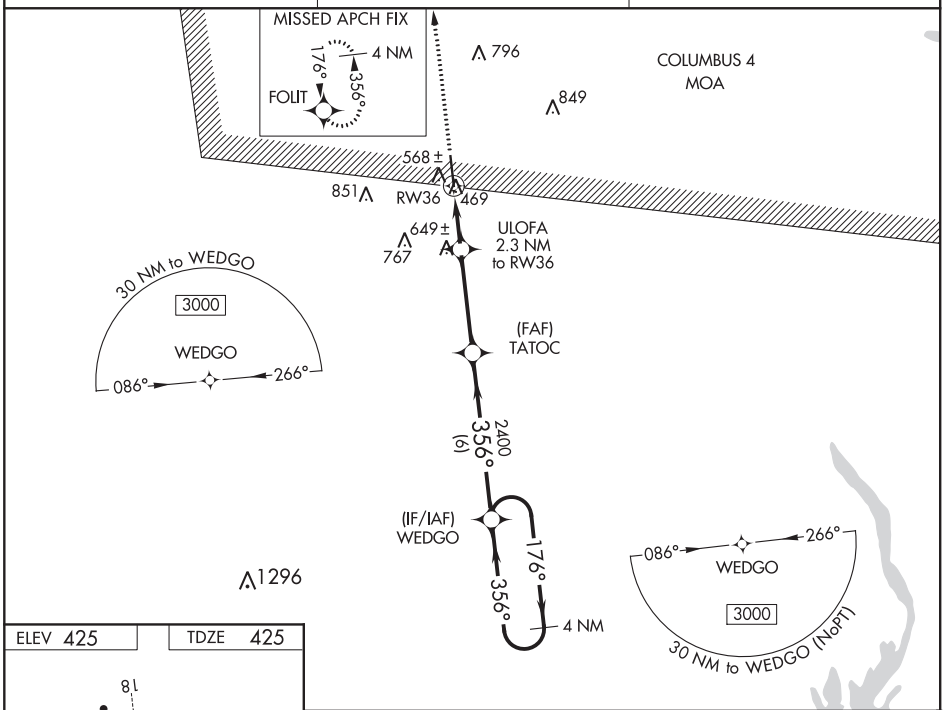
WAAS CH 48832 W36A	APP CRS 356°	Rwy ldg 6500 TDZE 425 Apt Elev 425

RNAV (GPS) RWY 36
ROSCOE TURNER (CRX)

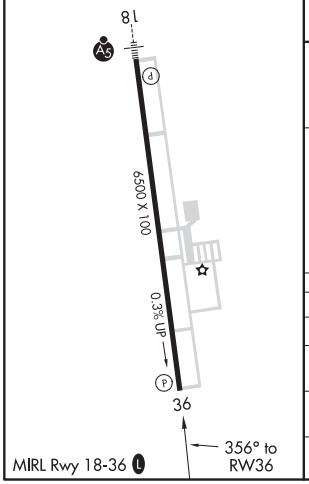
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tupelo altimeter setting and increase all DA 103 feet, and all MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility 3/8 mile, and LNAV Cats C/D and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Tupelo altimeter setting. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

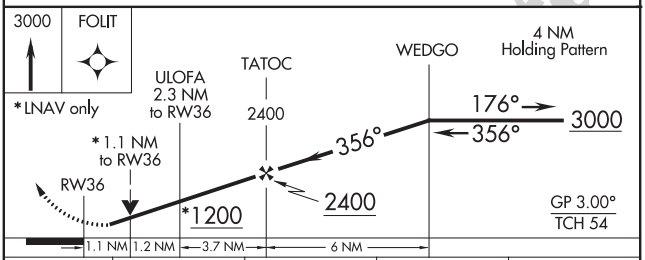
AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 273.55	122.8 (CTAF) L



ELEV 425 TDZE 425



MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	696-7/8 271 (300-7/8)			
LNAV/VNAV DA	729-1 304 (400-1)			
LNAV MDA	820-1 395 (400-1)		820-1 1/8 395 (400-1 1/8)	
C CIRCLING	900-1 475 (500-1)		1080-1 3/4 655 (700-1 3/4)	1160-2 1/4 735 (600-2 1/4)

SC-4, 25 FEB 2021 to 22 APR 2021

COUSHATTA, LOUSIANA | AL-10410 (FAA) | 20198

RNAV (GPS) RWY 18

THE RED RIVER (ØR7)

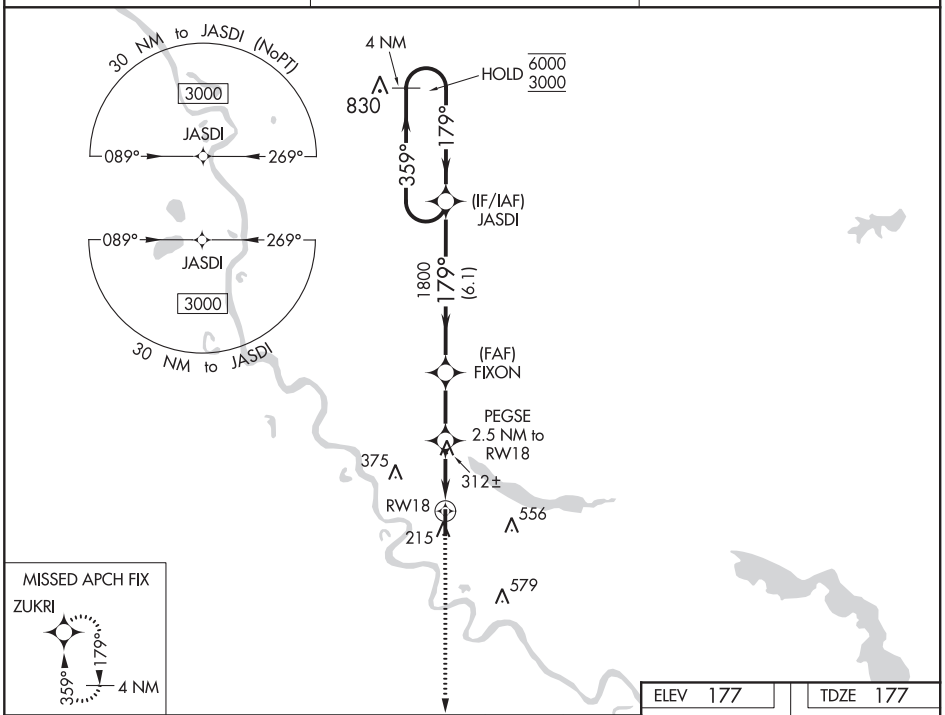
WAAS CH 93842 W18A	APP CRS 179°	Rwy ldg 5002 TDZE 177 Apt Elev 177

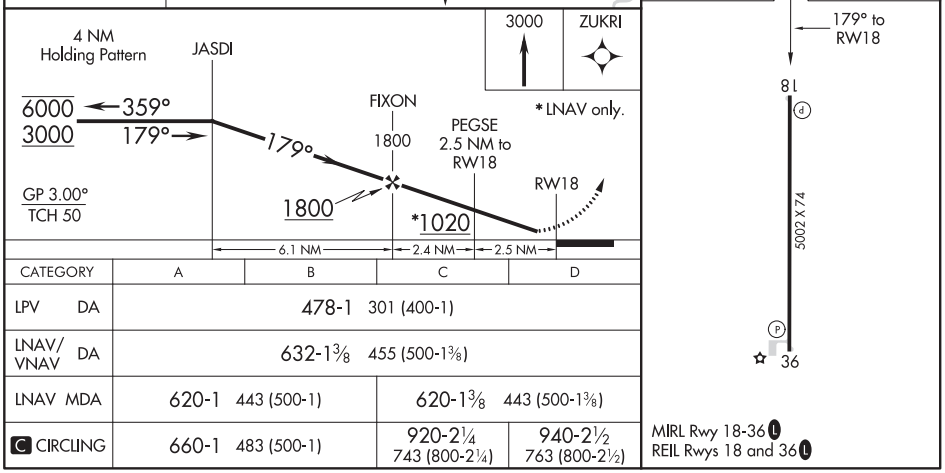
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
NA Baro-VNAV NA. Use Natchitoches altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZUKRI and hold, continue climb in hold to 3000.

IER AWOS-3	POLK APP CON	CTAF
119.025	132.05 254.8	122.9 L





CATEGORY	A	B	C	D
LPV DA	478-1 301 (400-1)			
LNAV/VNAV DA	632-1⅜ 455 (500-1⅜)			
LNAV MDA	620-1 443 (500-1)		620-1⅜ 443 (500-1⅜)	
C CIRCLING	660-1 483 (500-1)		920-2¼ 743 (800-2¼)	940-2½ 763 (800-2½)

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APP CRS	Rwy ldg	4007
176°	TDZE	435
	Apt Elev	435

RNAV (GPS) RWY 18
COPIAH COUNTY (M11)

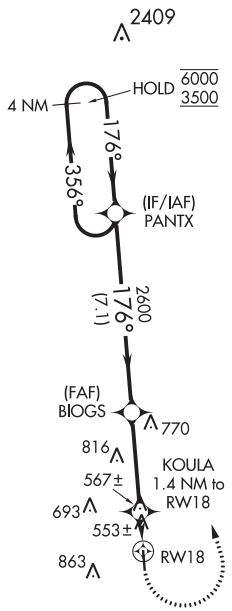
RNP APCH.

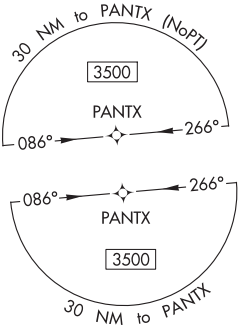
NA

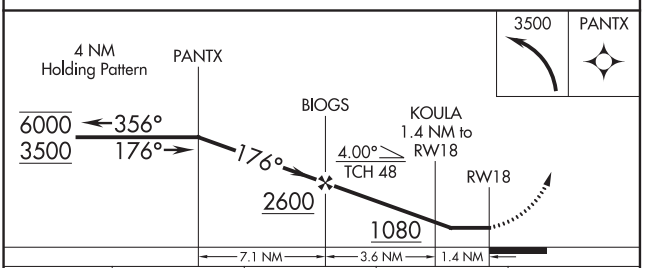
Rwy 18 helicopter visibility reduction below 1 SM NA. Use Brookhaven altimeter setting, when not received, use Hawkins Field altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing left turn to 3500 direct PANTX and hold, continue climb-in-hold to 3500.

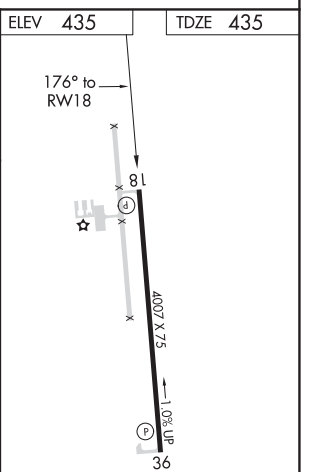
1R7 AWOS-3P	MEMPHIS CENTER	CTAF
118.125	132.5 259.1	122.9







CATEGORY	A	B	C	D
LNAV MDA	860-1 425 (500-1)		NA	
C CIRCLING	940-1 505 (600-1)	1140-1 705 (800-1)	NA	



MIRL Rwy 18-36
REIL Rwys 18 and 36

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

CRYSTAL SPRINGS, MISSISSIPPI — AL-11437 (FAA) — 19283

RNAV (GPS) RWY 36

COPIAH COUNTY (M11)

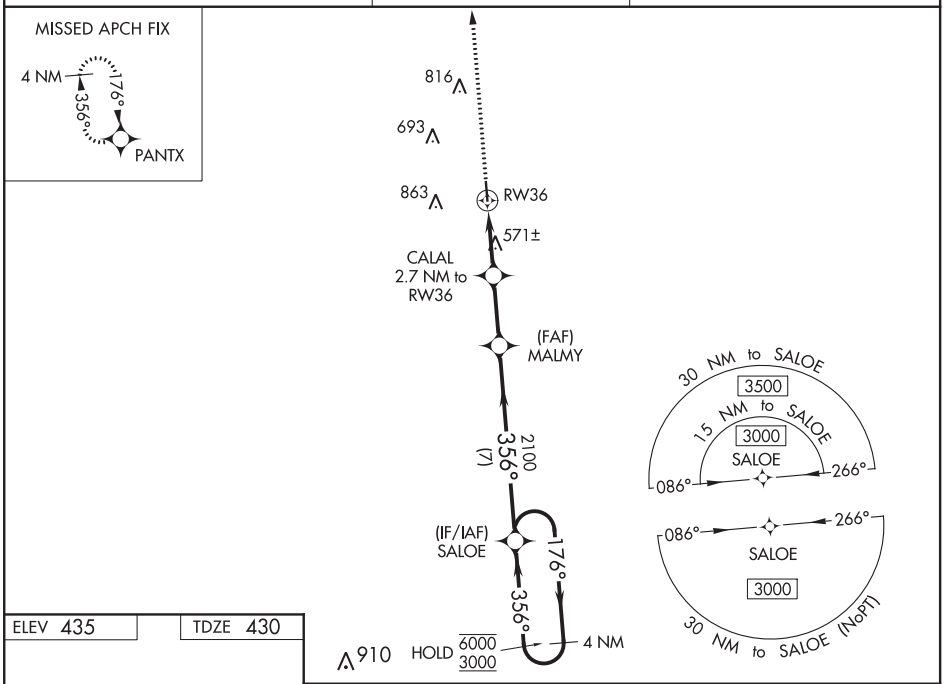
WAAS CH 53542 W36A	APP CRS 356°	Rwy ldg 4007 TDZE 430 Apt Elev 435

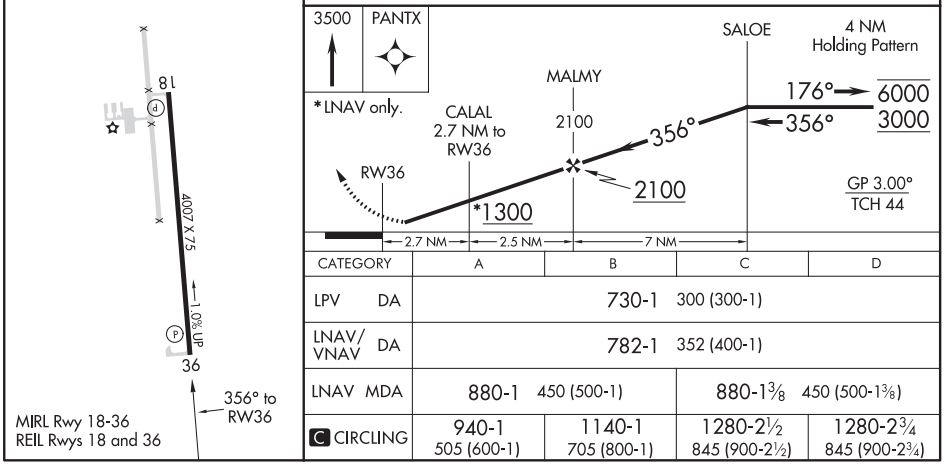
RNP APCH.

Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Brookhaven altimeter setting, when not received, use Hawkins Field altimeter setting and increase LPV DA to 766, LNAV/VNAV DA to 806 and all MDA 40 feet, and increase Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3500 direct PANTX and hold, continue climb-in-hold to 3500.

1R7 AWOS-3P	MEMPHIS CENTER	CTAF
118.125	132.5 259.1	122.9





CATEGORY	A	B	C	D
LPV DA	730-1 300 (300-1)			
LNAV/VNAV DA	782-1 352 (400-1)			
LNAV MDA	880-1 450 (500-1)		880-1⅜ 450 (500-1⅜)	
C CIRCLING	940-1 505 (600-1)	1140-1 705 (800-1)	1280-2½ 845 (900-2½)	1280-2¾ 845 (900-2¾)

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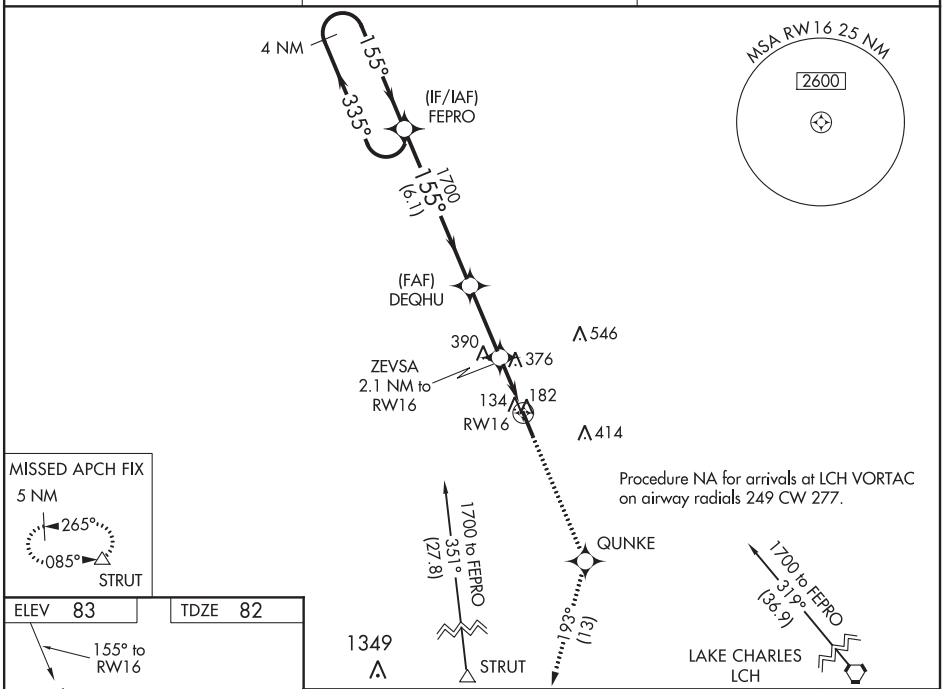
WAAS CH 45737 W16A	APP CRS 155°	Rwy ldg 4997 TDZE 82 Apt Elev 83

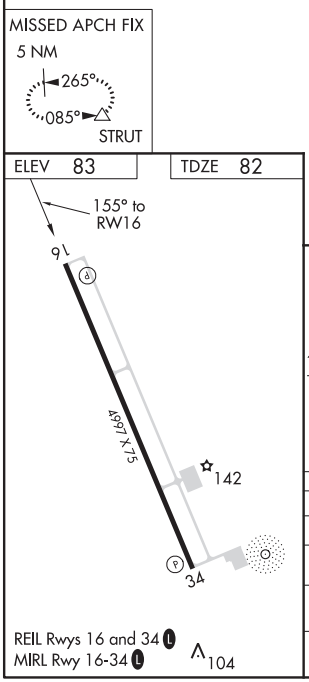
RNAV (GPS) RWY 16
DE QUINCY INDUSTRIAL AIRPARK (5R8)

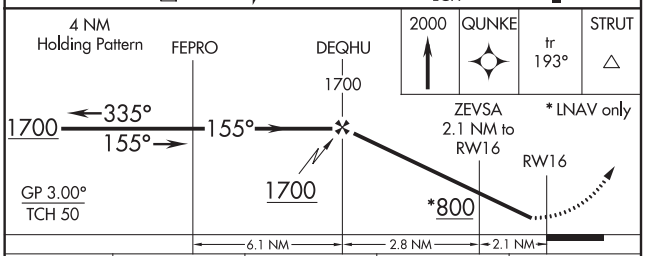
T A NA Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats ⅛, LNAV/VNAV all Cats ¼ and LNAV and Circling Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.

MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.

AWOS-3PT	LAKE CHARLES APP CON *	UNICOM
121.2	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	365-1 283 (300-1)			NA
LNAV/VNAV DA	799-2½ 717 (800-2½)			NA
LNAV MDA	700-1 618 (700-1)		700-1¾ 618 (700-1¾)	NA
C CIRCLING	700-1 617 (700-1)	740-1 657 (700-1)	740-1¾ 657 (700-1¾)	NA

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SC-4, 25 FEB 2021 to 22 APR 2021

DE QUINCY, LOUISIANA | AL-5940 (FAA) | 21028

RNAV (GPS) RWY 34

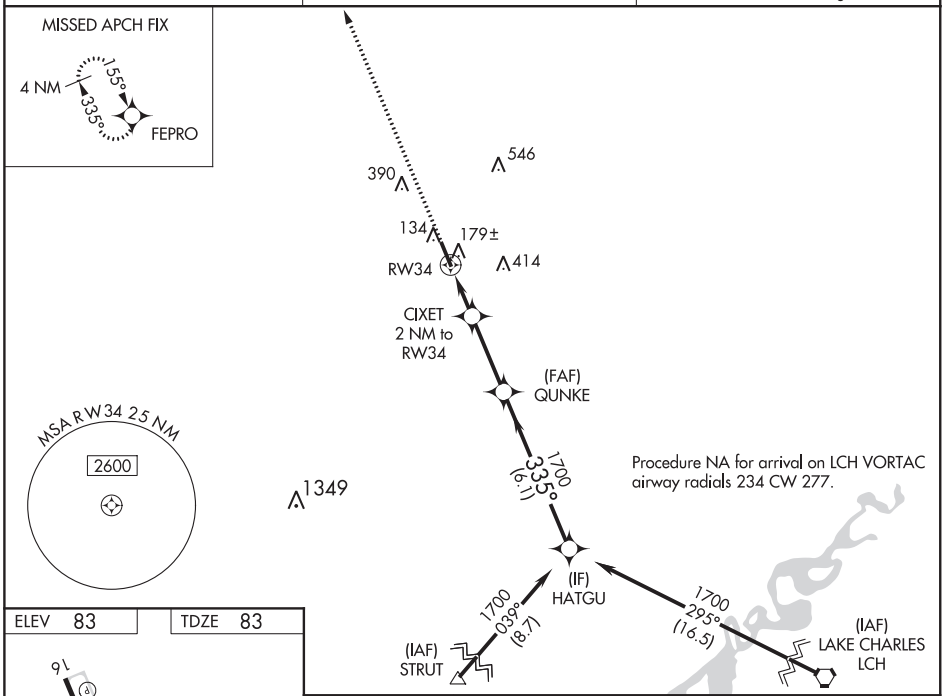
DE QUINCY INDUSTRIAL AIRPARK (5R8)

WAAS CH 87036 W34A	APP CRS 335°	Rwy ldg 4997	TDZE 83	Apt Elev 83

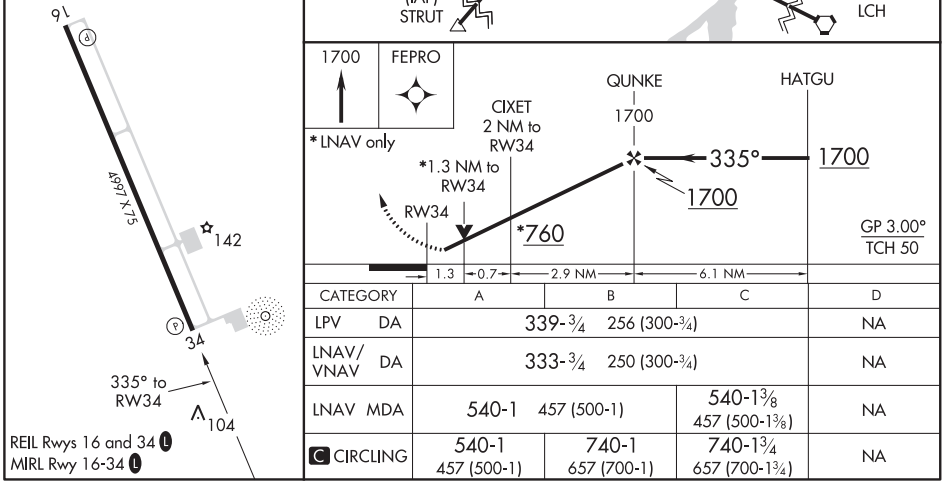
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, LNAV and Circling Cat C visibility ⅝ mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

AWOS-3PT	LAKE CHARLES APP CON ★	UNICOM
121.2	119.35 282.3	122.8 (CTAF) L



ELEV 83 | TDZE 83



CATEGORY	A	B	C	D
LPV DA	339-¾ 256 (300-¾)			NA
LNAV/VNAV DA	333-¾ 250 (300-¾)			NA
LNAV MDA	540-1 457 (500-1)		540-1⅜ 457 (500-1⅜)	NA
C CIRCLING	540-1 457 (500-1)	740-1 657 (700-1)	740-1¾ 657 (700-1¾)	NA

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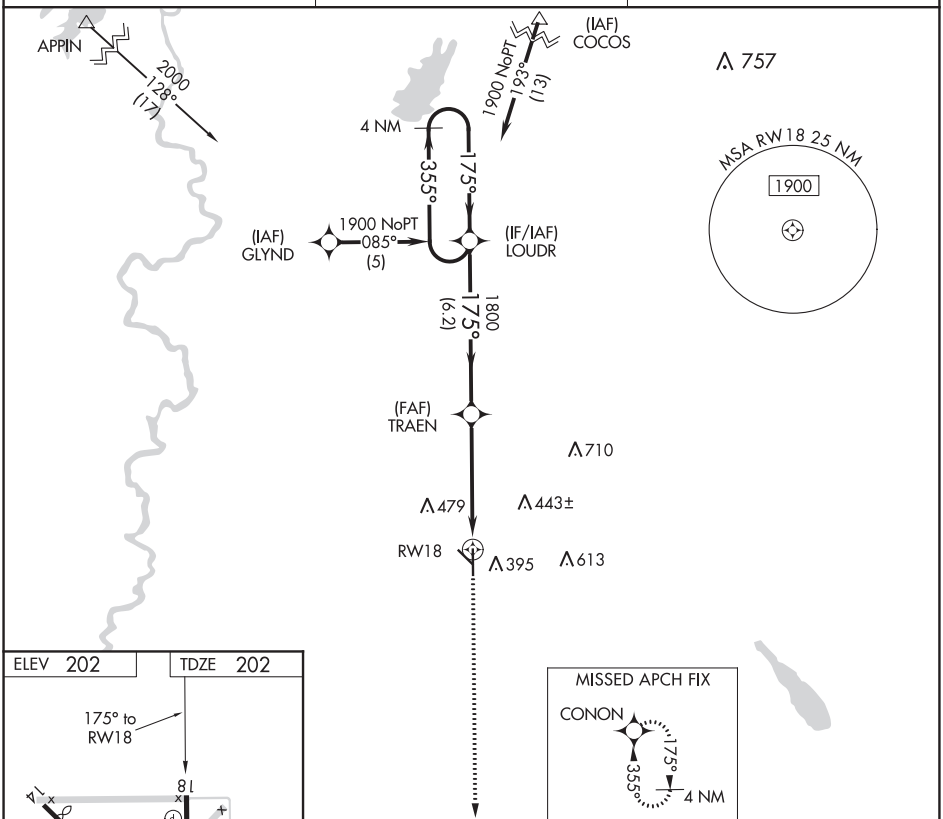
APP CRS	Rwy ldg	5495
175°	TDZE	202
	Apt Elev	202

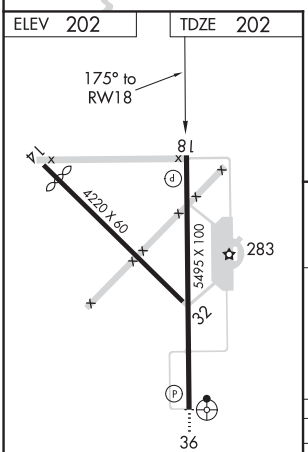
RNAV (GPS) RWY 18
BEAUREGARD RGNL (DRI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

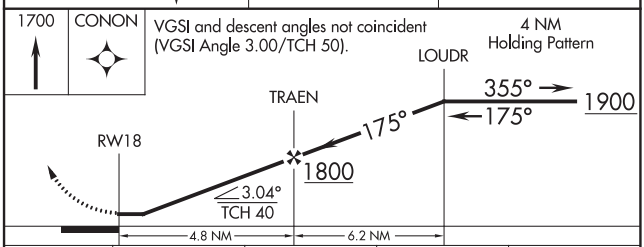
MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) L





REIL Rwy 18 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	680-1 478 (500-1)		680-1¼ 478 (500-1¼)	680-1½ 478 (500-1½)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

DE RIDDER, LOUISIANA

AL-116 (FAA)

20366

RNAV (GPS) RWY 36

BEAUREGARD RGNL (DRI)

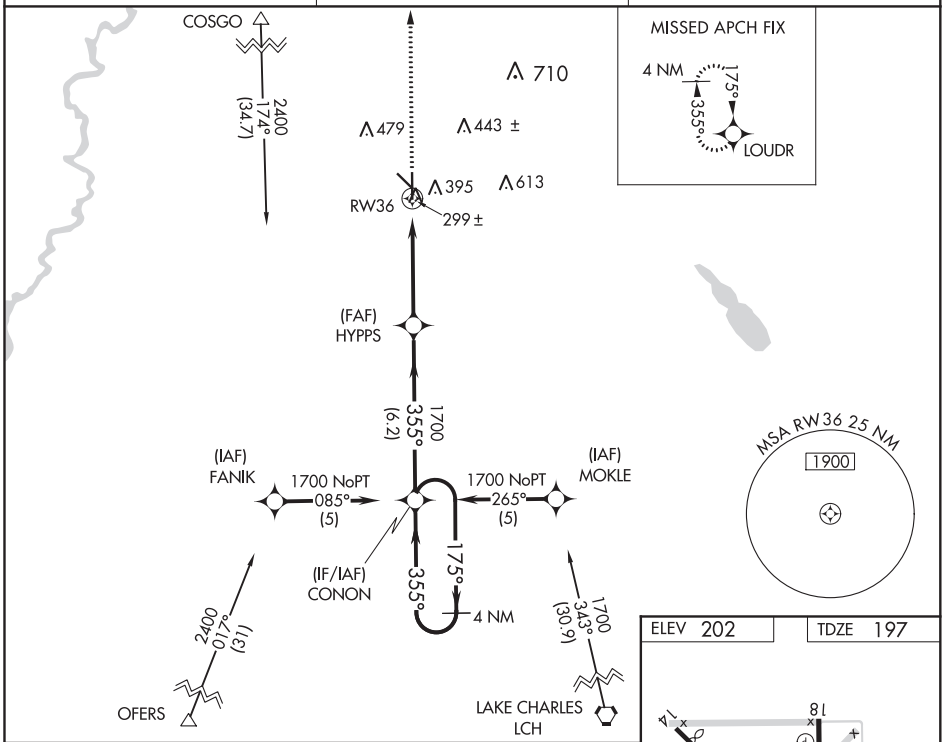
APP CRS	Rwy ldg	5495
355°	TDZE	197
	Apt Elev	202

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

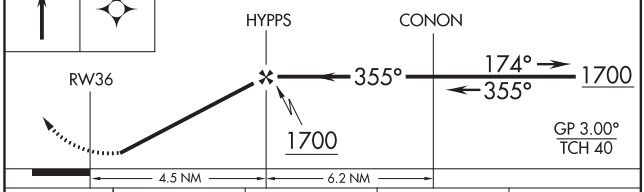
AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) L



1900	LOUDR

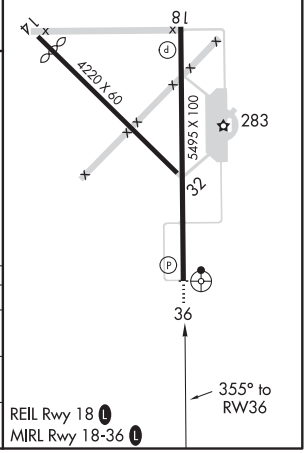
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)		660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

ELEV 202 | TDZE 197



REIL Rwy 18 L
MIRL Rwy 18-36 L

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SC-4, 25 FEB 2021 to 22 APR 2021

LOC I-DRI	APP CRS	Rwy ldg	5495
111.1	355°	TDZE	197
		Apt Elev	202

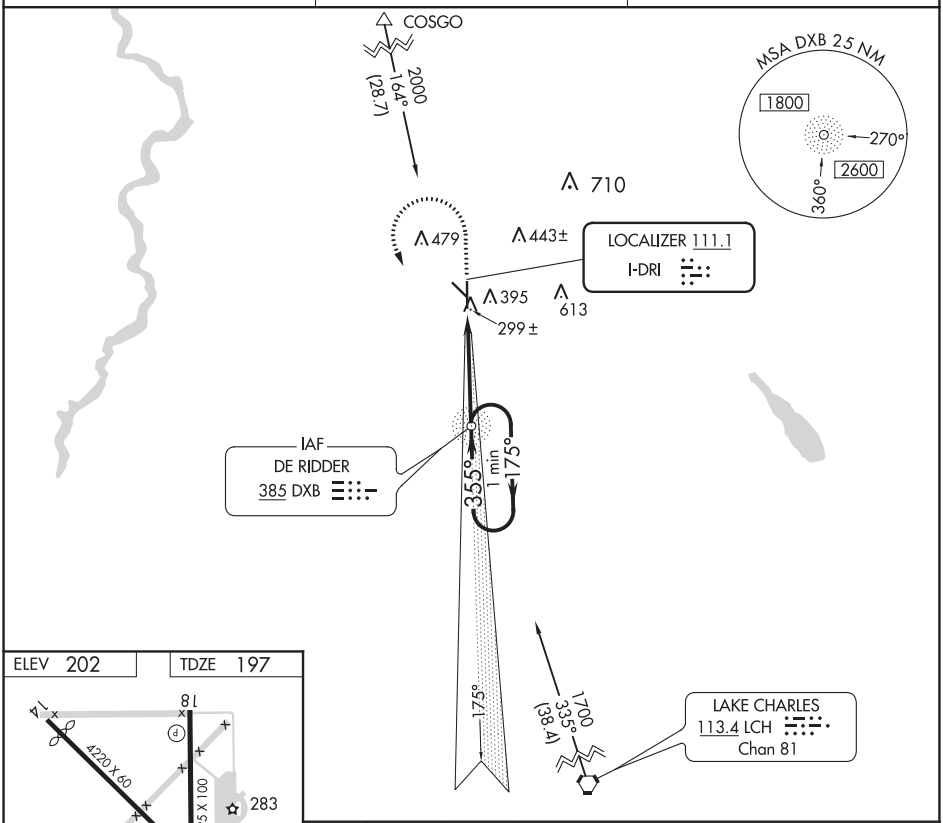
LOC RWY 36
BEAUREGARD RGNL (DRI)

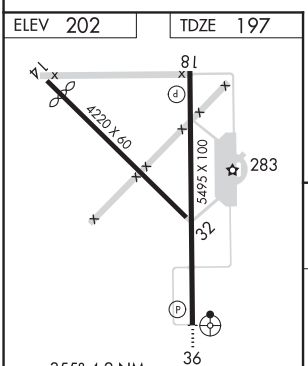
T A NA — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS

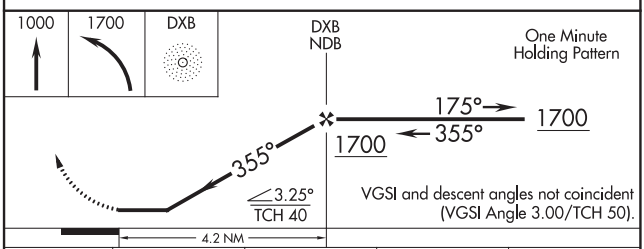
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) L





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
S-36	560-1 363 (400-1)			560-1¼ 363 (400-1¼)
CIRCLING	720-1 518 (600-1)		720-1½ 518 (600-1½)	780-2 578 (600-2)

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SC-4, 25 FEB 2021 to 22 APR 2021

NDB RWY 36
BEAUREGARD RGNL (DRI)

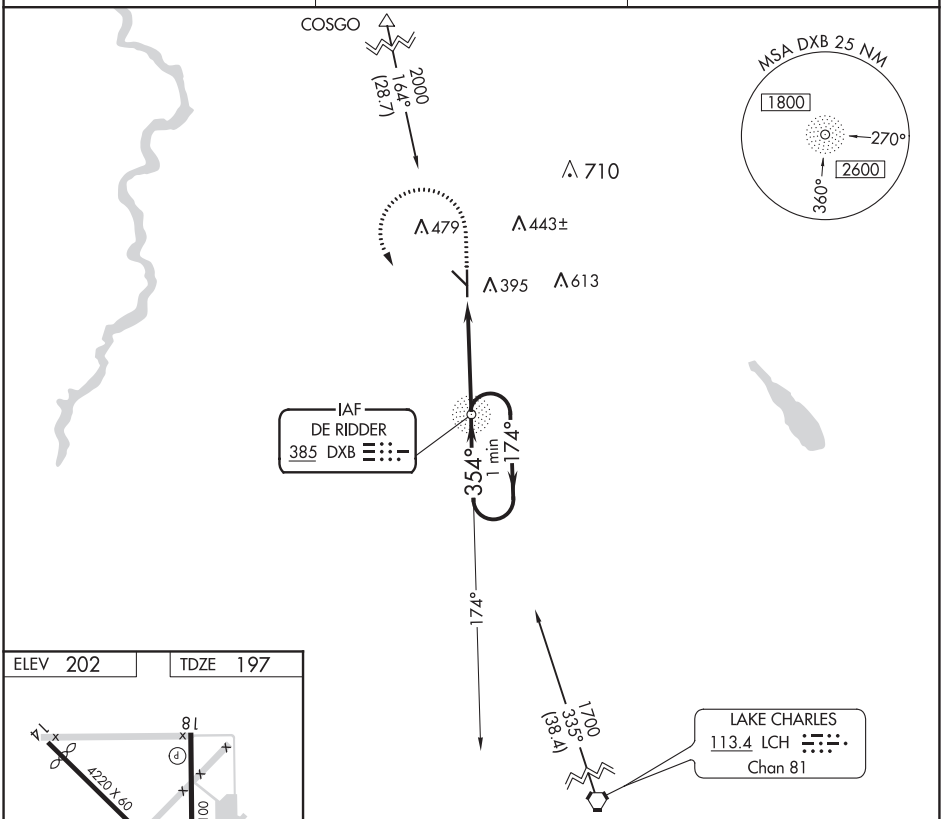
NDB DXB	APP CRS	Rwy ldg	5495
385	354°	TDZE	197
		Apt Elev	202

T NA — Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

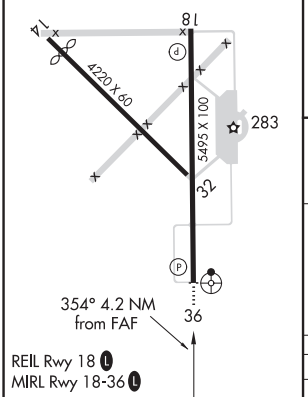
ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.225	123.7 261.3	122.8 (CTAF) L

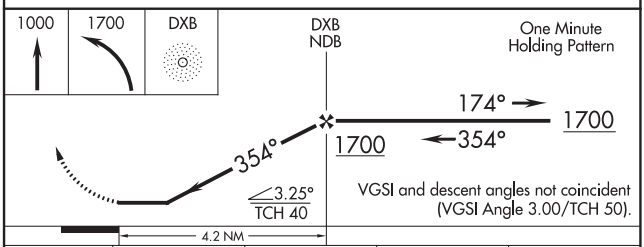


ELEV 202 TDZE 197



REIL Rwy 18 L
MIRL Rwy 18-36 L

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
S-36	700-1	503 (500-1)	700-1½	503 (500-1½)
CIRCLING	720-1	518 (600-1)	720-1½ 518 (600-1½)	780-2 578 (600-2)

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APP CRS	Rwy ldg	3000
180°	TDZE	137
	Apt Elev	137

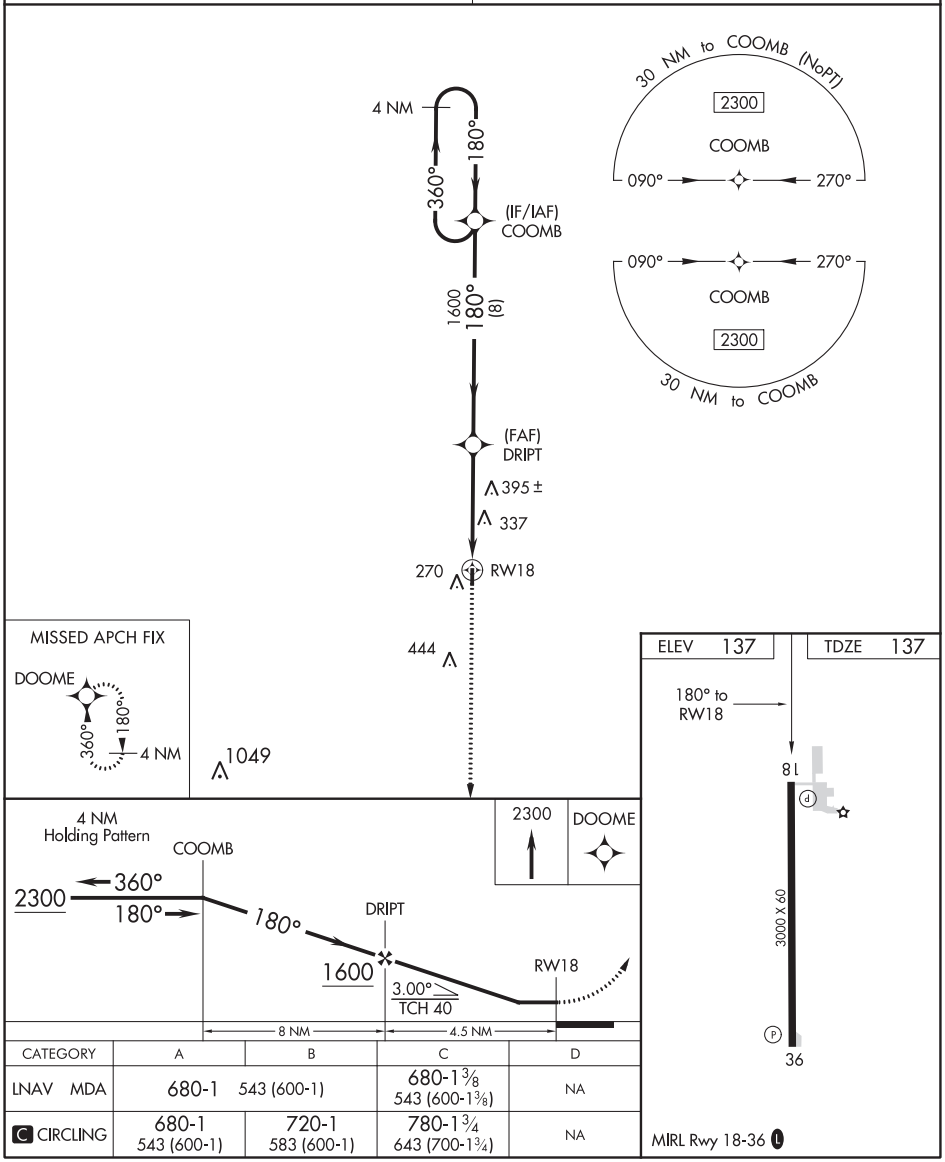
RNAV (GPS) RWY 18
RULEVILLE-DREW (M37)

NA

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	680-1 543 (600-1)		680-1⅜ 543 (600-1⅜)	NA
C CIRCLING	680-1 543 (600-1)	720-1 583 (600-1)	780-1¾ 643 (700-1¾)	NA

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DREW, MISSISSIPPI | AL-5859 (FAA) | 19115

RNAV (GPS) RWY 36
RULEVILLE-DREW (M37)

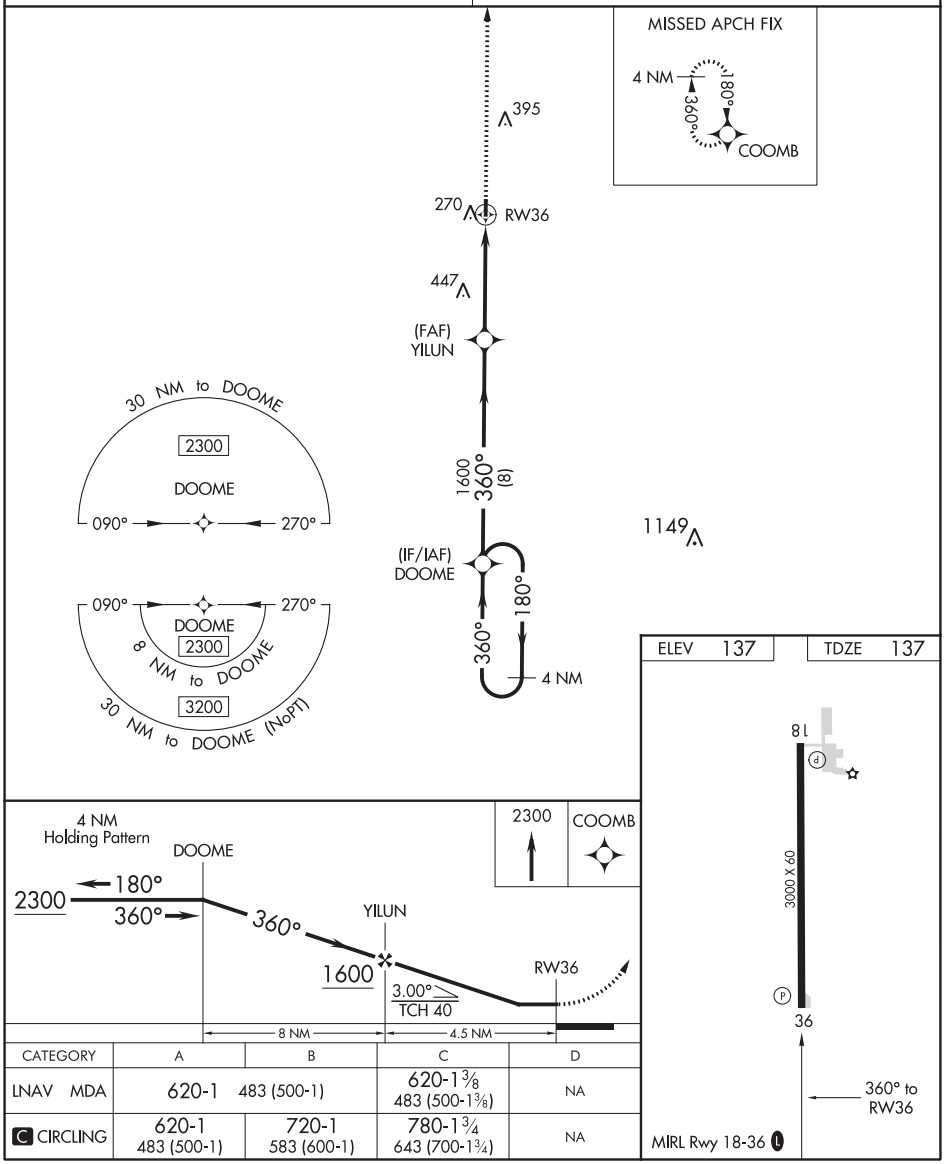
APP CRS	Rwy ldg	3000
360°	TDZE	137
	Apt Elev	137

NA

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	620-1 483 (500-1)		620-1⅜ 483 (500-1⅜)	NA
C CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1¾ 643 (700-1¾)	NA

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VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	324°	TDZE	N/A
Chan 94		Apt Elev	137

VOR-A

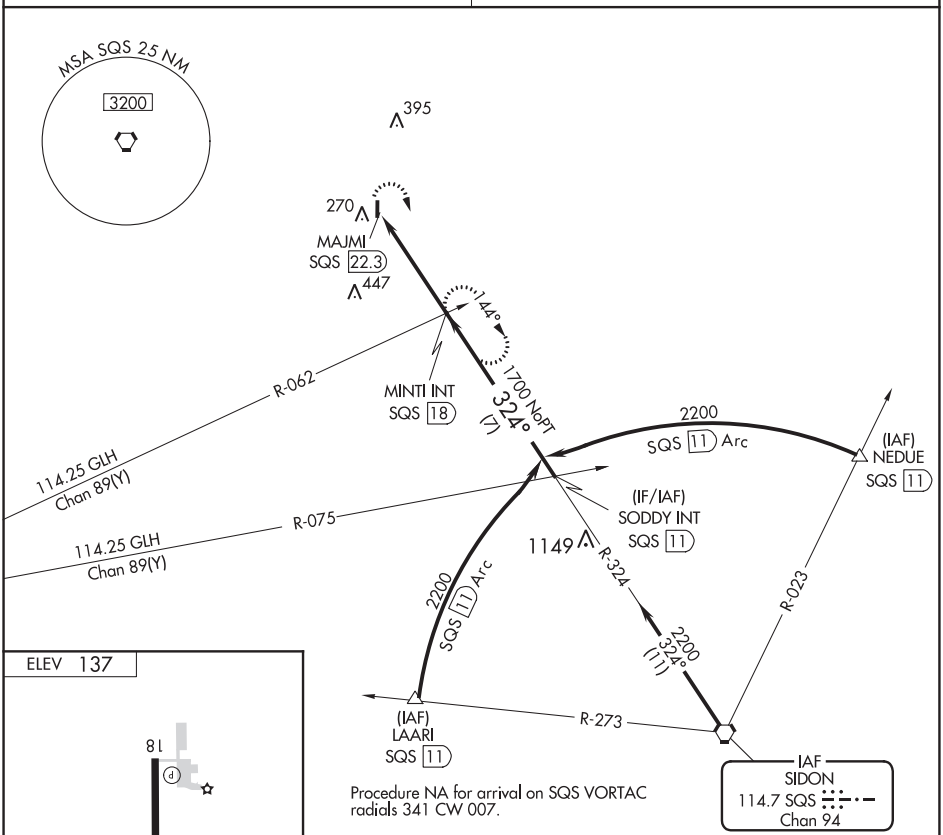
RULEVILLE-DREW (M37)

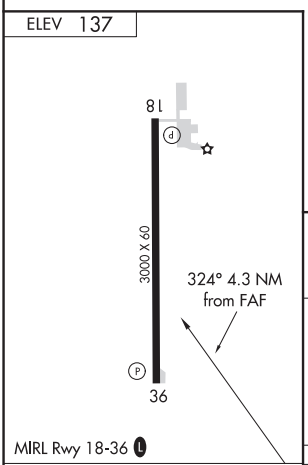
Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

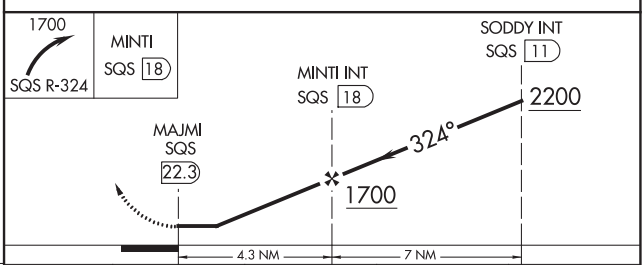
NA

MISSED APPROACH: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

MEMPHIS CENTER	CTAF
135.875 269.35	122.9 L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
C CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1¾ 643 (700-1¾)	NA

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SC-4, 25 FEB 2021 to 22 APR 2021

EUNICE, LOUISIANA | AL-5524 (FAA) | 19283

RNAV (GPS) RWY 16
EUNICE (4R7)

APP CRS	Rwy ldg	5001
164°	TDZE	40
	Apt Elev	42

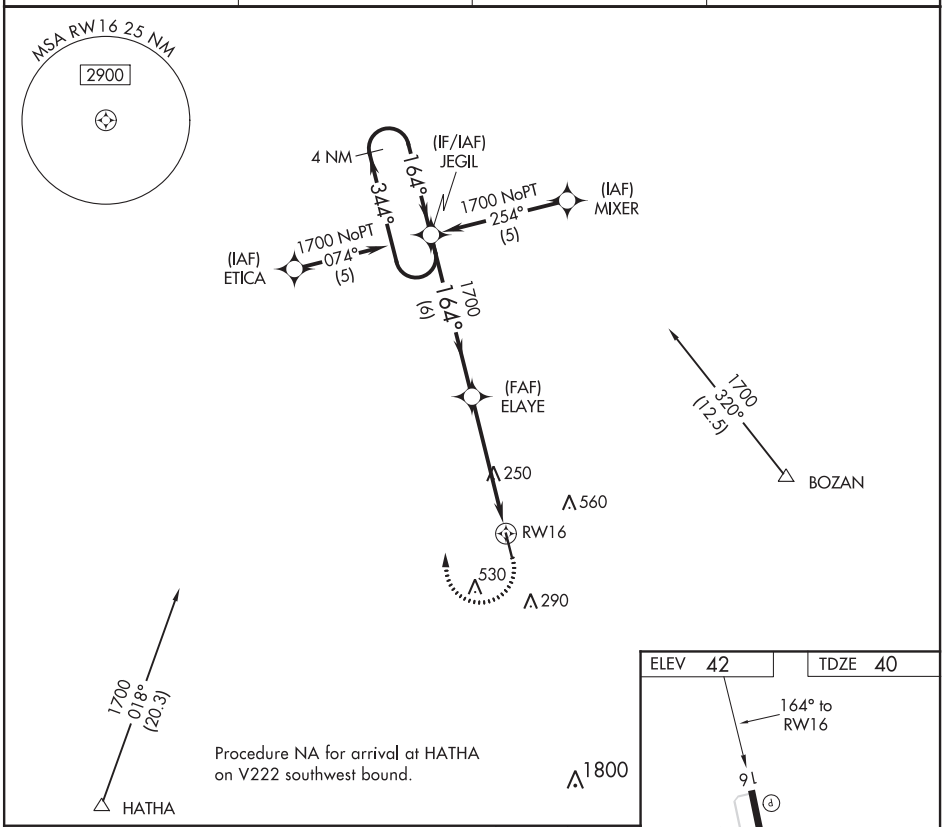
RNP APCH.

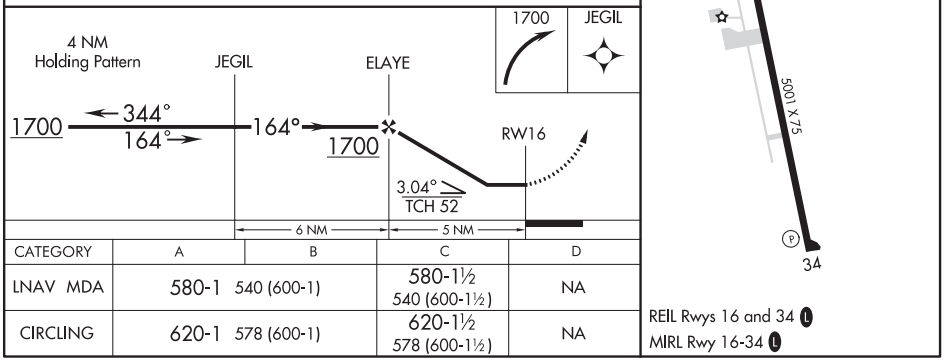
Use Lafayette Rgnl/Paul Fournet Field altimeter setting. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

LFT ASOS	LAFAYETTE APP CON ★	GCO	UNICOM
134.05	128.7 268.7	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1 540 (600-1)		580-1½ 540 (600-1½)	NA
CIRCLING	620-1 578 (600-1)		620-1½ 578 (600-1½)	NA

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APP CRS	Rwy ldg	5001
355°	TDZE	42
	Apt Elev	42

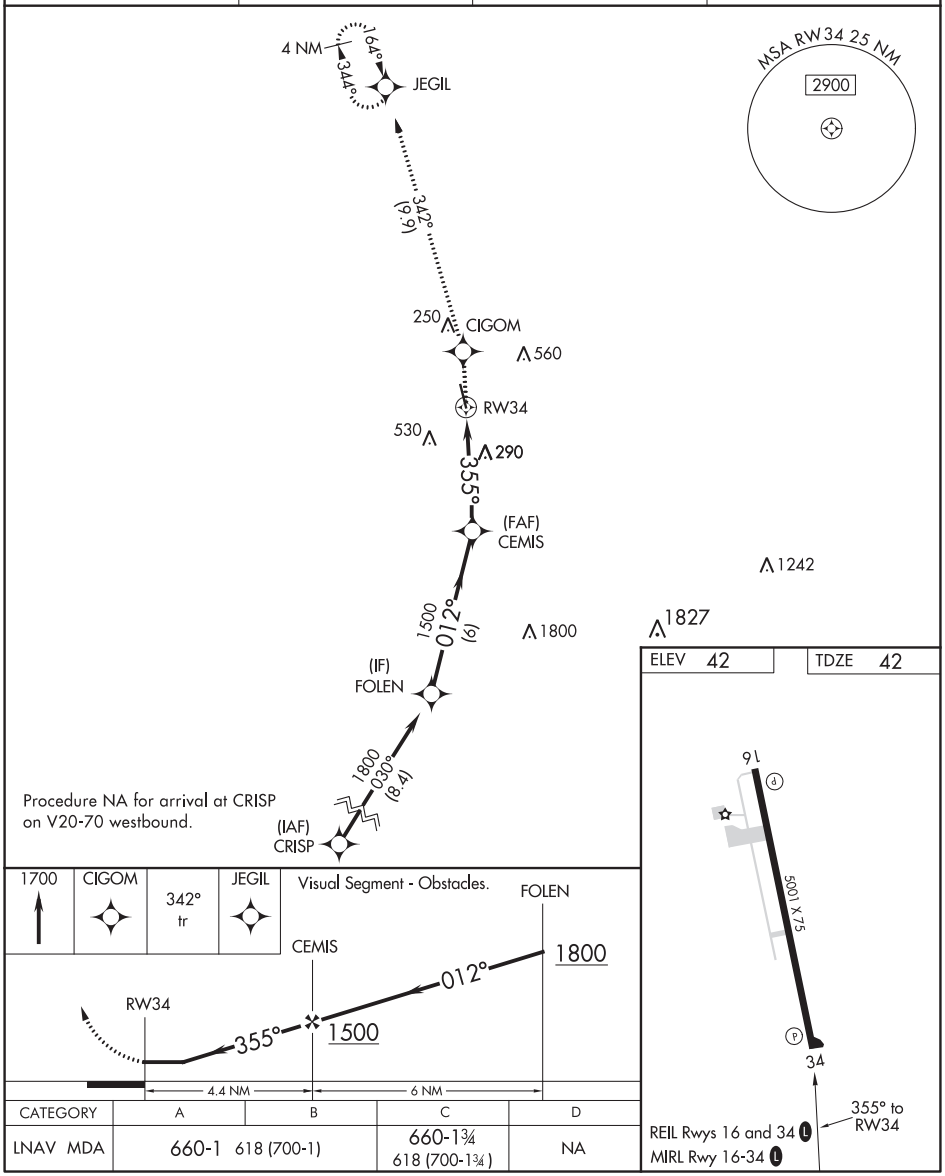
RNAV (GPS) RWY 34
EUNICE (4R7)

RNP APCH.

NA Procedure NA at night. Rwy 34 helicopter visiblility reduction below 1 SM NA. Use Lafayette Rgnl/Paul Fournet Field altimeter setting.

MISSED APPROACH: Climb to 1700 direct CIGOM and on 342° track to JEGIL and hold.

LFT ASOS	LAFAYETTE APP CON ★	GCO	UNICOM
134.05	128.7 268.7	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	660-1 618 (700-1)		660-1¾ 618 (700-1¾)	NA

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GALLIANO, LOUISIANA

AL-9049 (FAA)

20142

ILS or LOC RWY 36

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

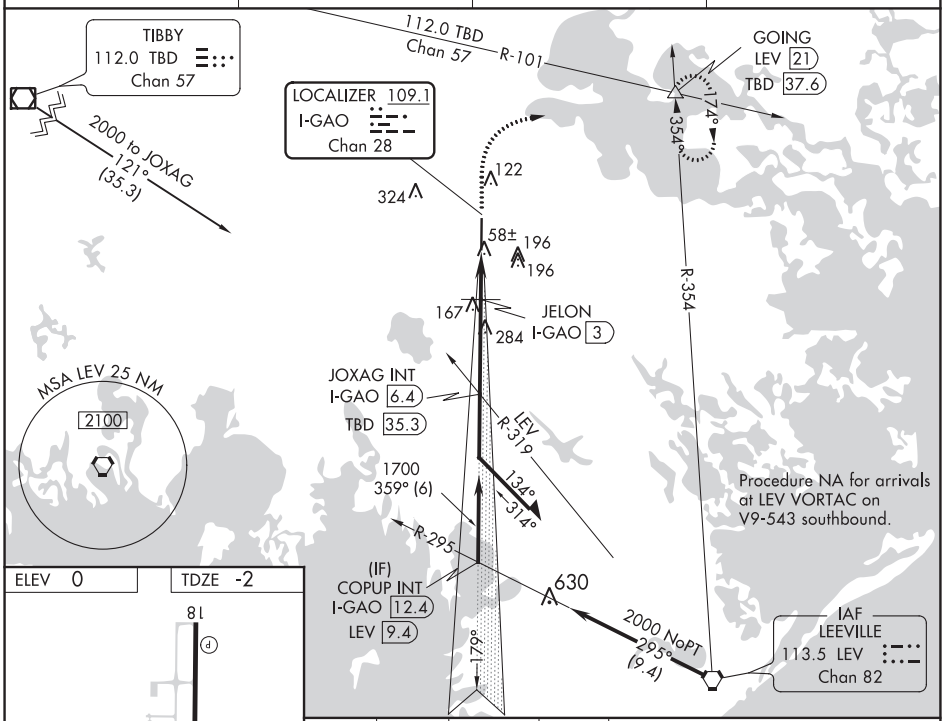
LOC/DME I-GAO	APP CRS	Rwy ldg	6500
109.1	359°	TDZE	-2
Chan 28		Apt Elev	0

DME required.

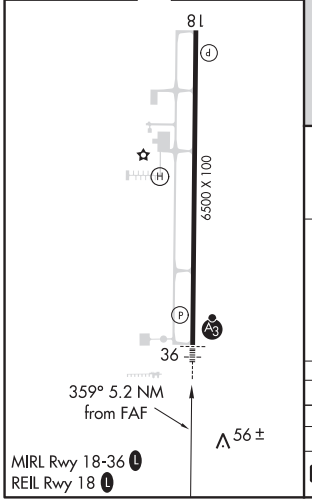
SSALR

MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 on heading 050° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

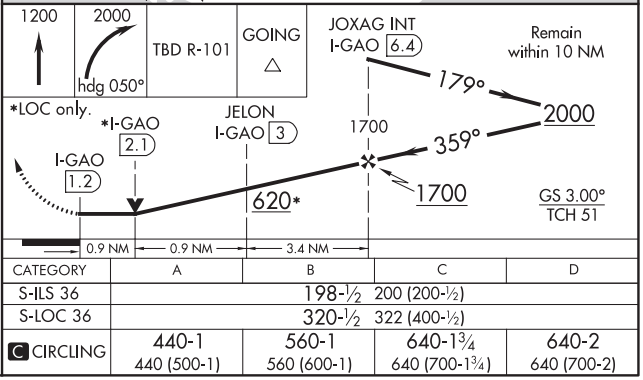
AWOS-3PT	NEW ORLEANS APP CON		CLNC DEL	UNICOM
118.175	120.85	256.9	120.85	123.0 (CTAF)



ELEV 0 | TDZE -2



MIRL Rwy 18-36
REIL Rwy 18



CATEGORY	A	B	C	D
S-ILS 36	198-½ 200 (200-½)			
S-LOC 36	320-½ 322 (400-½)			
C CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)

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WAAS CH 61308 W18A	APP CRS 179°	Rwy ldg 6500 TDZE 0 Apt Elev 0

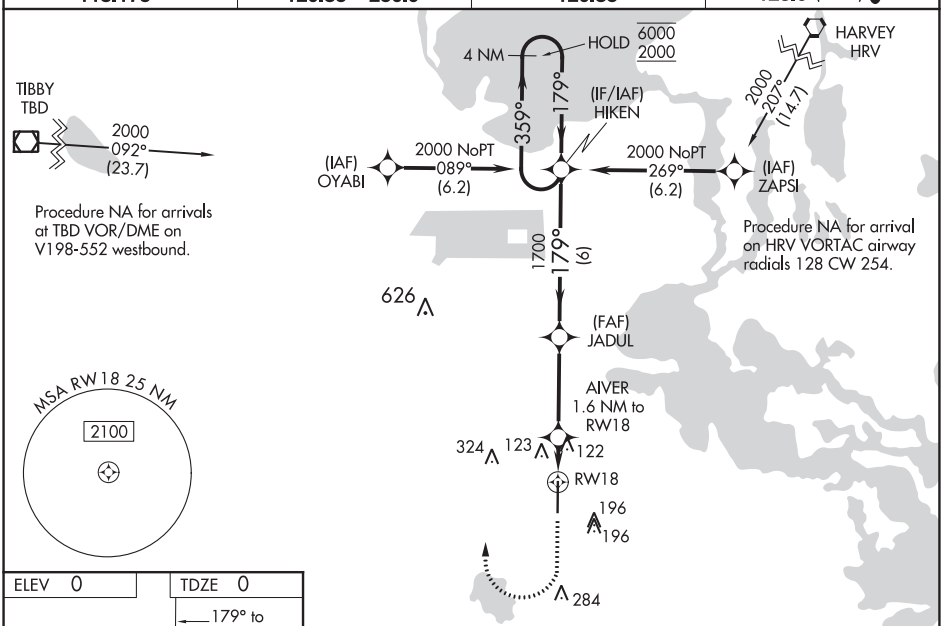
RNAV (GPS) RWY 18
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

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. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cat A and B visibility ¼ mile and Cat C and D visibility ⅛ mile, LNAV Cat C and D visibility ⅜ mile and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 520 then climbing right turn to 2000 direct HIKEN and hold.

AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
118.175	120.85 256.9	120.85	123.0 (CTAF) L



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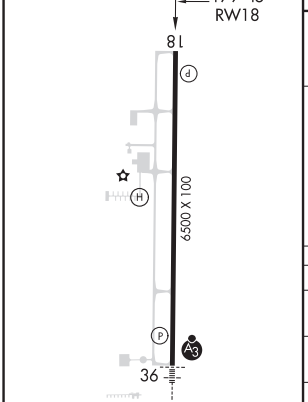
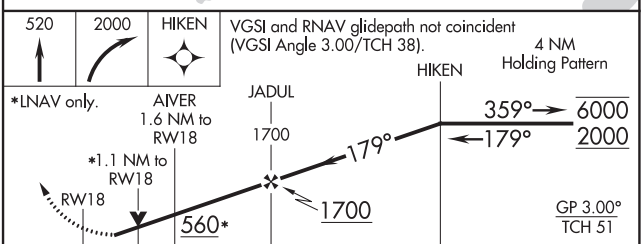
ELEV 0	TDZE 0



MIRL Rwy 18-36 L
REIL Rwy 18 L



CATEGORY	A	B	C	D
LPV DA	319-1 319 (400-1)			
LNAV/VNAV DA	284-⅞ 284 (300-⅞)		284-1 284 (300-1)	
LNAV MDA	380-1 380 (400-1)		380-1¾ 380 (400-1¾)	380-2 380 (400-2)
C CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)

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GALLIANO, LOUISIANA

AL-9049 (FAA)

20142

WAAS CH 69608 W36A	APP CRS 359°	Rwy ldg 6500 TDZE -2 Apt Elev 0

RNAV (GPS) RWY 36

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

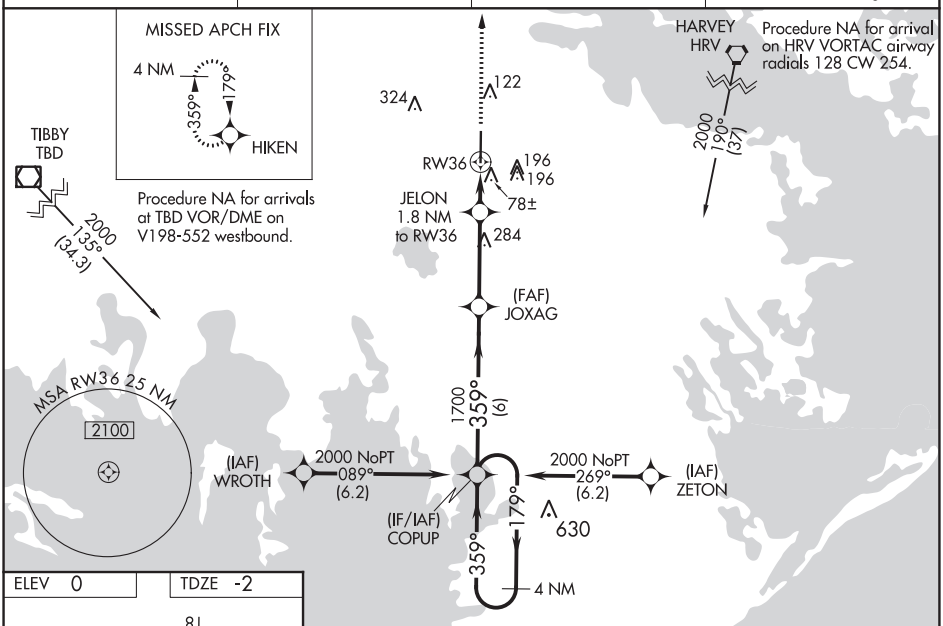
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C and D visibility to 1 SM. When local altimeter setting not received,use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 275 feet, LNAV/VNAV DA to 325 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C and D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM. For inop ALS, when using Louis Armstrong New Orleans Intl altimeter setting, increase LPV and LNAV/VNAV all Cats visibility ⅜ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

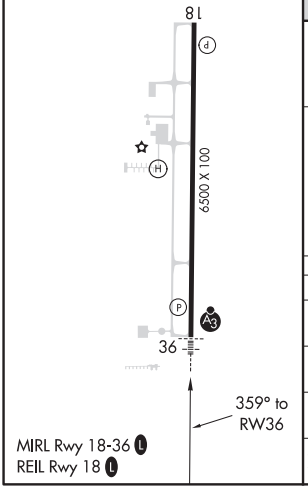
SSALR

MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

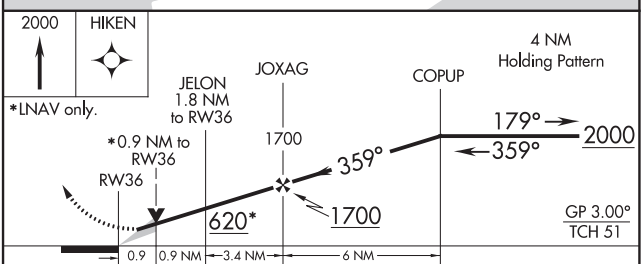
AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
118.175	120.85 256.9	120.85	123.0 (CTAF) L



ELEV 0 TDZE -2



MIRL Rwy 18-36 L
REIL Rwy 18 L



CATEGORY	A	B	C	D
LPV DA	198-½ 200 (200-½)			
LNAV/VNAV DA	248-½ 250 (300-½)			
LNAV MDA	340-½ 342 (400-½)		340-⅝ 342 (400-⅝)	
C CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)

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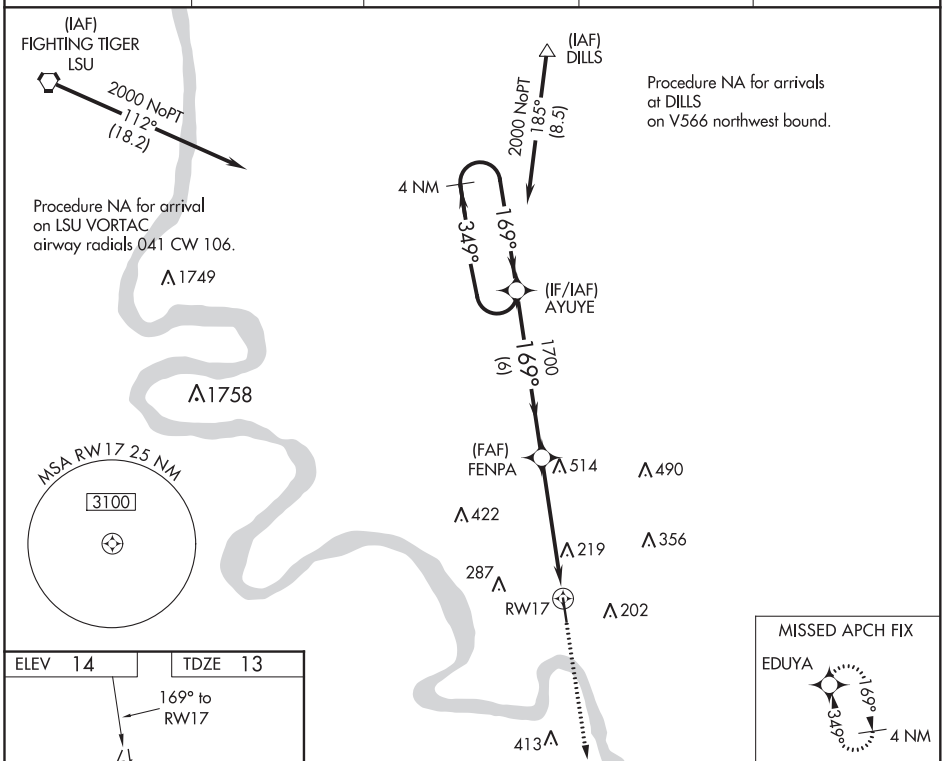
WAAS CH 78429 W17A	APP CRS 169°	Rwy ldg 5003 TDZE 13 Apt Elev 14

RNAV (GPS) RWY 17
LOUISIANA RGNL (REG)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Baton Rouge altimeter setting.
NA Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

REG AWOS-3PT	BTR ASOS	BATON ROUGE APP CON★	GCO	UNICOM
121.175	125.2	126.5 278.3	135.075	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	407-1⅜ 394 (400-1⅜)			
LNAV/VNAV DA	471-1⅝ 458 (500-1⅝)			
LNAV MDA	540-1 527 (600-1)		540-1½ 527 (600-1½)	
C CIRCLING	540-1 526 (600-1)	600-1 586 (600-1)	760-2¼ 746 (800-2¼)	760-2½ 746 (800-2½)

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GONZALES, LOUISIANA

AL-9076 (FAA)

21028

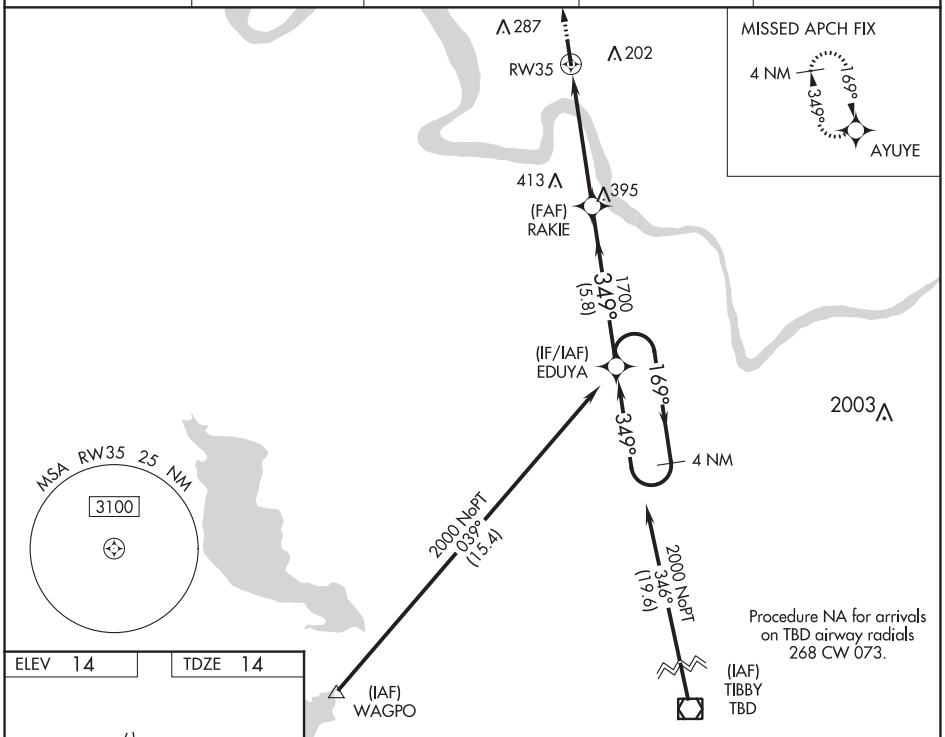
RNAV (GPS) RWY 35
LOUISIANA RGNL (REG)

WAAS CH 45940 W35A	APP CRS 349°	Rwy ldg 5003 TDZE 14 Apt Elev 14

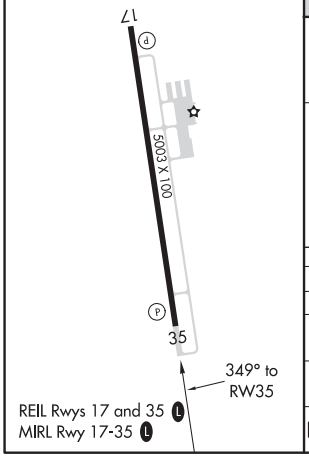
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

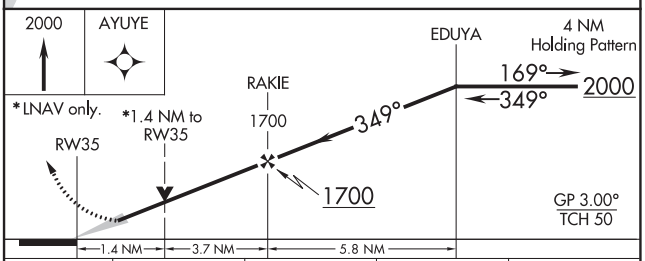
MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

REG AWOS-3PT	BTR ASOS	BATON ROUGE APP CON★	GCO	UNICOM
121.175	125.2	126.5 278.3	135.075	123.0 (CTAF) L



ELEV 14 | TDZE 14





CATEGORY	A	B	C	D
LPV DA	264-¾ 250 (300-¾)			
LNAV/VNAV DA	417-1⅜ 403 (500-1⅜)			
LNAV MDA	500-1 486 (500-1)		500-1⅜ 486 (500-1⅜)	
C CIRCLING	500-1 486 (500-1)	520-1 506 (600-1)	700-2 686 (700-2)	700-2¼ 686 (700-2¼)

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VOR-A
LOUISIANA RGNL (REG)

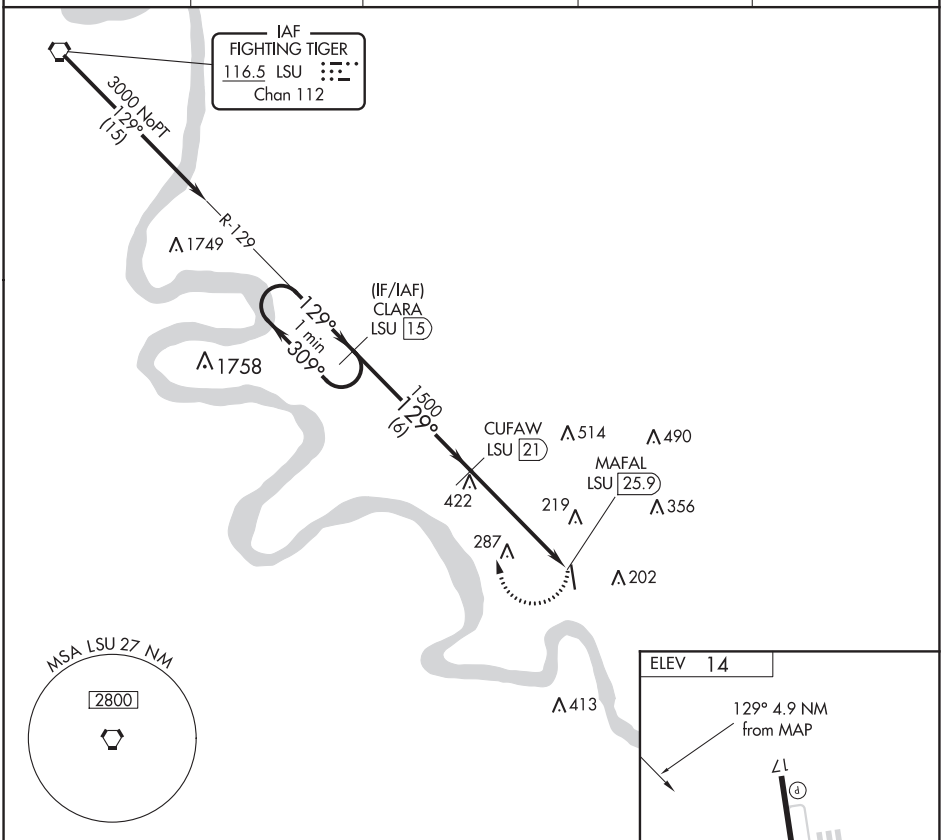
VORTAC LSU 116.5 Chan 112	APP CRS 129°	Rwy ldg N/A TDZE N/A Apt Elev 14

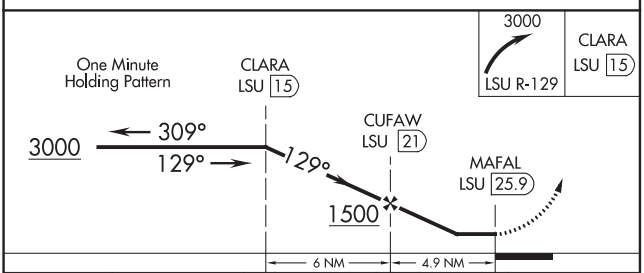
NA

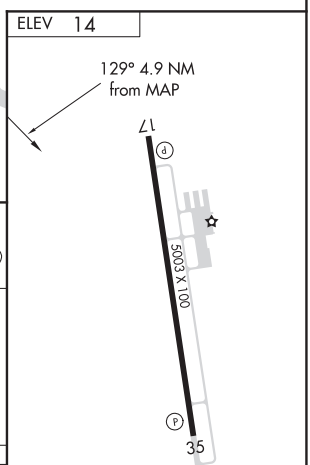
DME required. Use Baton Rouge altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/15 DME and hold.

REG AWOS-3PT	BTR ASOS	BATON ROUGE APP CON★	GCO	UNICOM
121.175	125.2	126.5 278.3	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2¼ 786 (800-2¼)	800-2½ 786 (800-2½)

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

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

GREENVILLE, MISSISSIPPI — AL-572 (FAA) — 20086

ILS or LOC RWY 18L
GREENVILLE MID-DELTA (GLH)

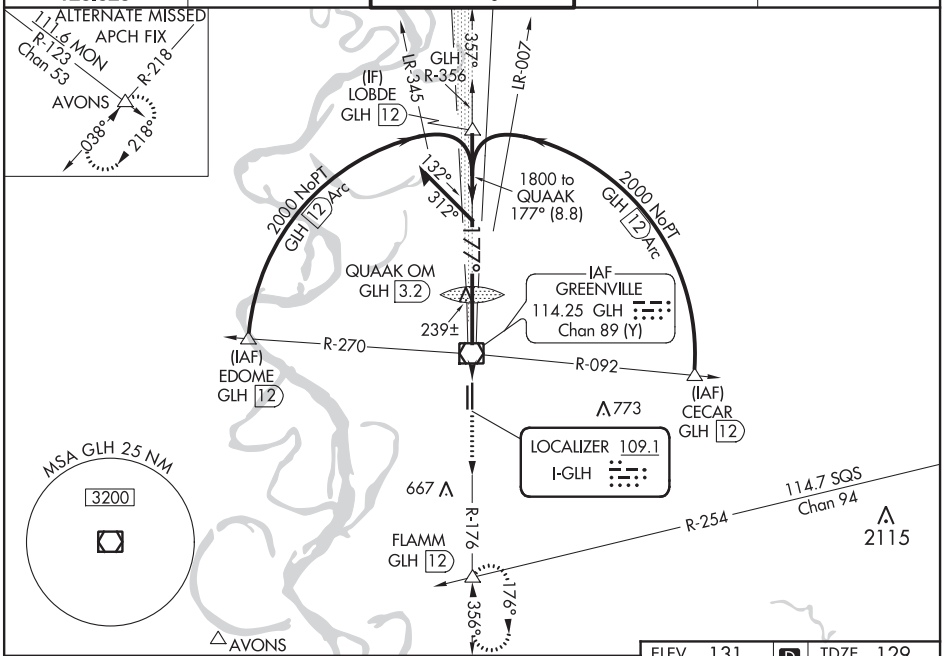
LOC I-GLH	APP CRS	Rwy ldg	7981
109.1	177°	TDZE	129
		Apt Elev	131

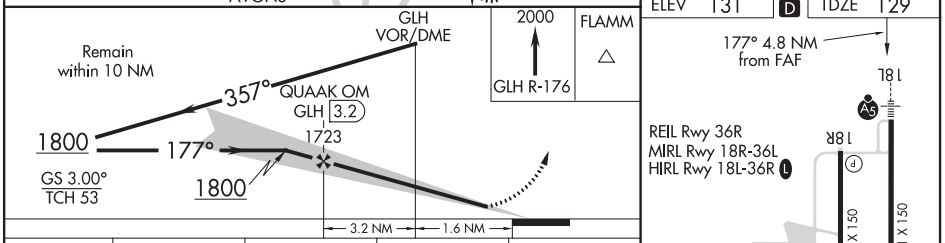
When local altimeter setting not received, use Greenwood altimeter setting. For inop MALSR when using Greenwood altimeter setting, increase S-ILS 18L and S-LOC 18L all Cats visibility ½ mile.

MALSR

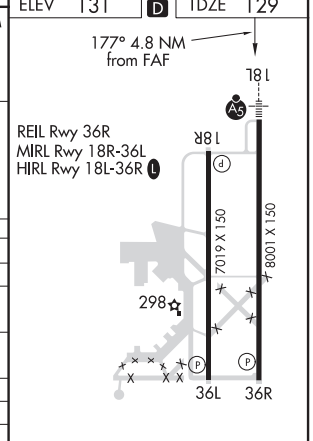
MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
S-ILS 18L	329/24 200 (200-½)			
S-LOC 18L	500/24 371 (400-½)			500/40 371 (400-¾)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)
GREENWOOD ALTIMETER SETTING MINIMUMS				
S-ILS 18L	529/40 400 (400-¾)			
S-LOC 18L	700/40 571 (600-¾)		700/50 571 (600-1)	700/60 571 (600-1¼)
CIRCLING	800-1¼ 669 (700-1¼)		800-2 669 (700-2)	800-2¼ 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-4, 25 FEB 2021 to 22 APR 2021
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RNAV (GPS) RWY 18L
GREENVILLE MID-DELTA (GLH)

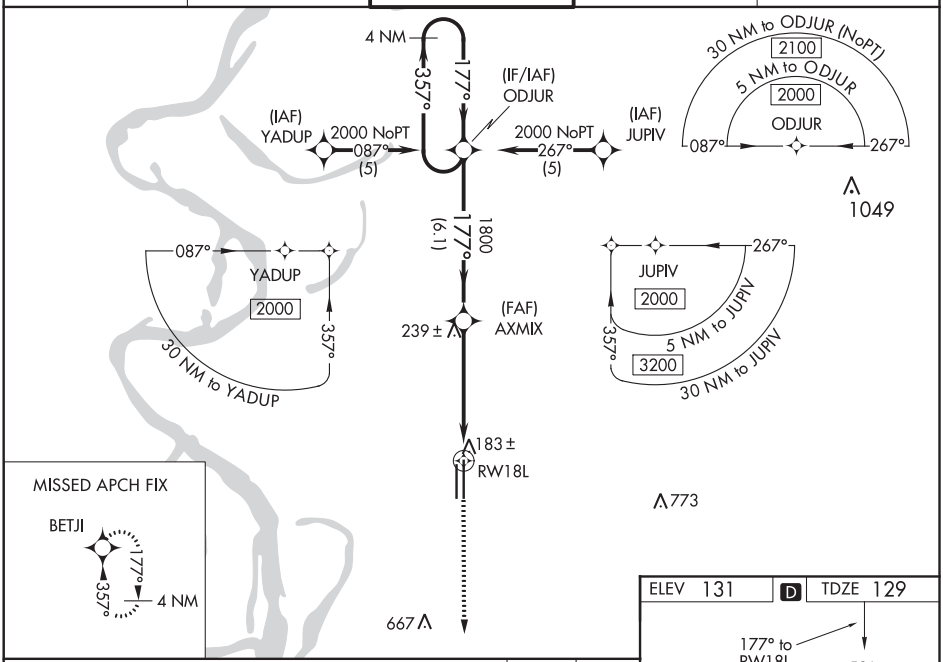
WAAS CH 97411 W18A	APP CRS 177°	Rwy ldg 7981 TDZE 129 Apt Elev 131

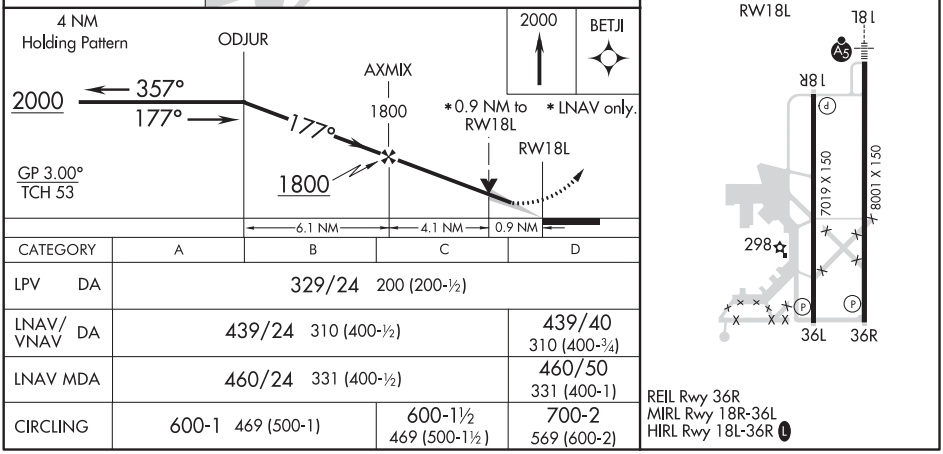
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Inop table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 437, LNAV/VNAV DA to 547, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inop MALSR, increase LNAV/VNAV visibility all Cats to RVR 5000. For inop MALSR when using Greenwood altimeter setting, increase LPV visibility all Cats to RVR 5000.

MALSR

MISSED APPROACH: Climb to 2000 direct BETJI and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER*	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	329/24 200 (200-½)			
LNAV/VNAV DA	439/24 310 (400-½)			439/40 310 (400-¾)
LNAV MDA	460/24 331 (400-½)			460/50 331 (400-1)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

19115

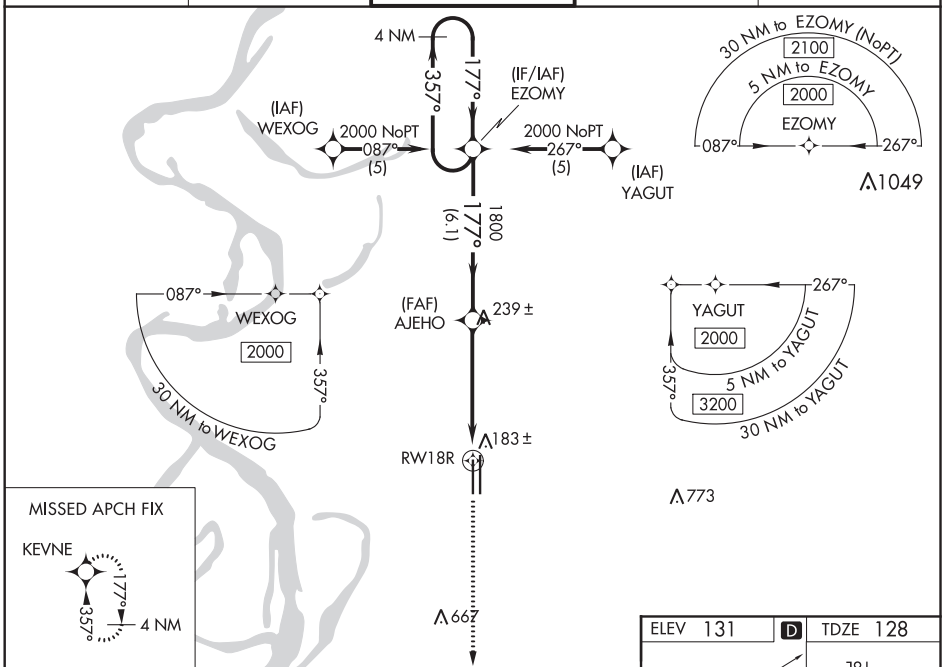
RNAV (GPS) RWY 18R
GREENVILLE MID-DELTA (GLH)

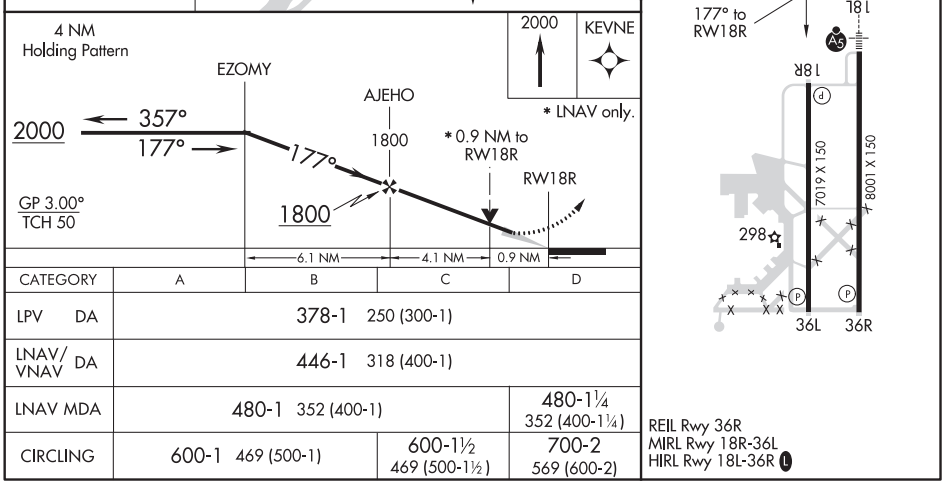
WAAS CH 70411 W18B	APP CRS 177°	Rwy ldg 7019 TDZE 128 Apt Elev 131

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 486, increase LNAV/VNAV DA to 554, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER*	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





CATEGORY	A	B	C	D
LPV DA	378-1 250 (300-1)			
LNAV/VNAV DA	446-1 318 (400-1)			
LNAV MDA	480-1 352 (400-1)			480-1¼ 352 (400-1¼)
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

GREENVILLE, MISSISSIPPI

Orig-A 12DEC13

33°29′N-90°59′W

GREENVILLE MID-DELTA (GLH)

RNAV (GPS) RWY 18R

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

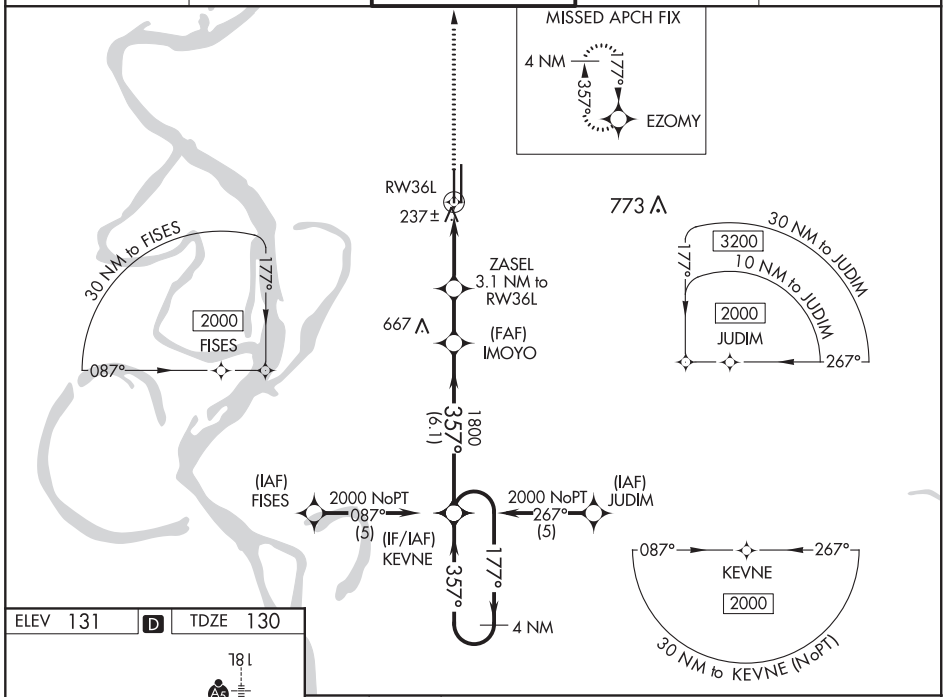
WAAS CH 77611 W36A	APP CRS 357°	Rwy ldg 7019 TDZE 130 Apt Elev 131

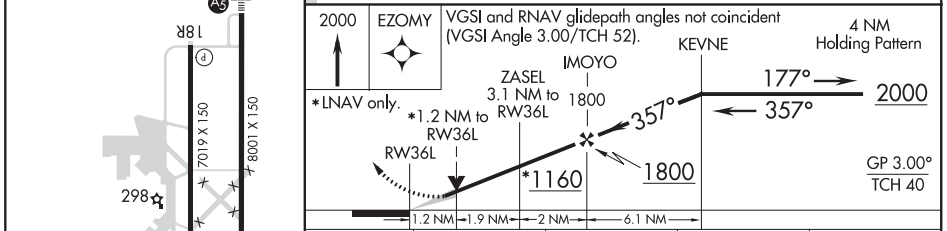
RNAV (GPS) RWY 36L
GREENVILLE MID-DELTA (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 575, increase LNAV/VNAV DA to 620, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

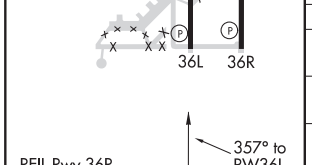
MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





ELEV 131 D TDZE 130



REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

CATEGORY	A	B	C	D
LPV DA	467-1¼ 337 (400-1¼)			
LNAV/VNAV DA	512-1¼ 382 (400-1¼)			
LNAV MDA	540-1 410 (500-1)		540-1¼ 410 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

19115

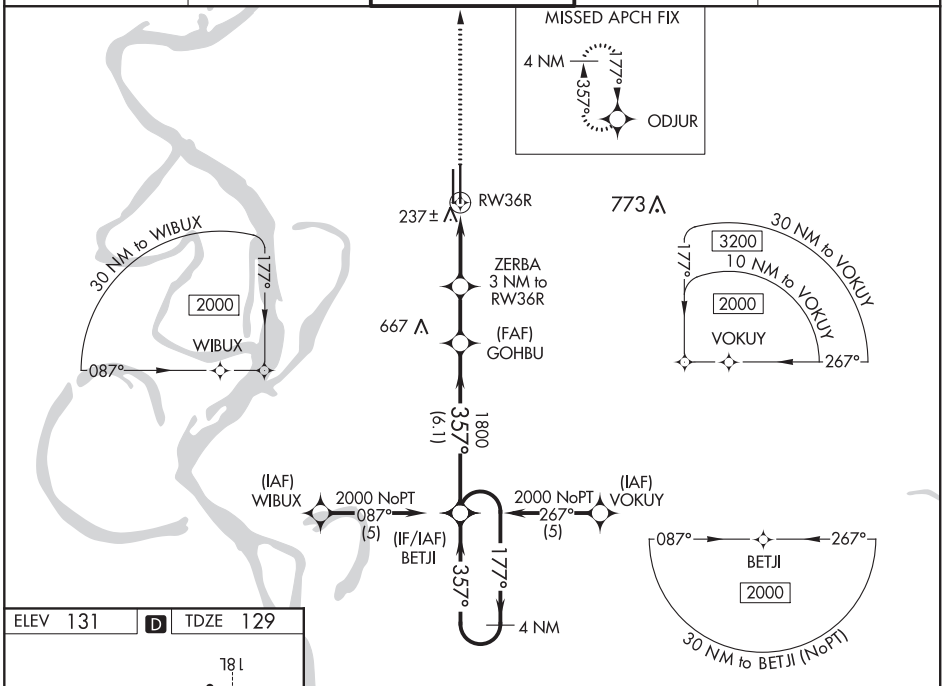
RNAV (GPS) RWY 36R
GREENVILLE MID-DELTA (GLH)

WAAS CH 81911 W36B	APP CRS 357°	Rwy ldg 8001 TDZE 129 Apt Elev 131

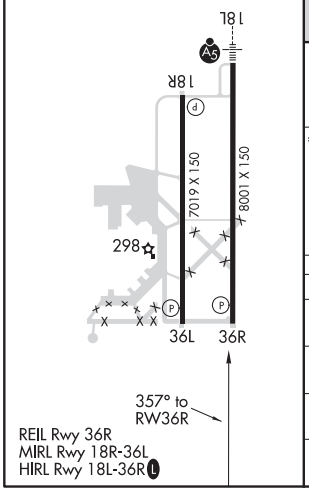
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 620, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

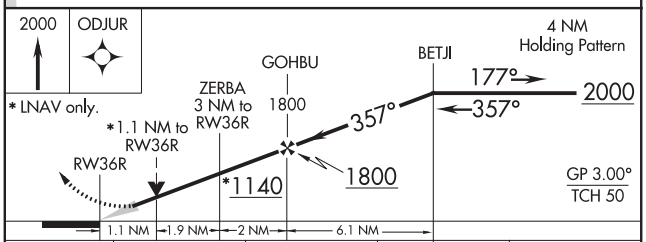
MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95



ELEV 131 D TDZE 129





CATEGORY	A	B	C	D
LPV DA	379-1 250 (300-1)			
LNAV/VNAV DA	512-1¼ 383 (400-1¼)			
LNAV MDA	540-1 411 (500-1)		540-1¼ 411 (500-1¼)	
CIRCLING	600-1 469 (500-1)		600-1½ 469 (500-1½)	700-2 569 (600-2)

GREENVILLE, MISSISSIPPI

Orig-A 12DEC13

33°29′N-90°59′W

GREENVILLE MID-DELTA (GLH)

RNAV (GPS) RWY 36R

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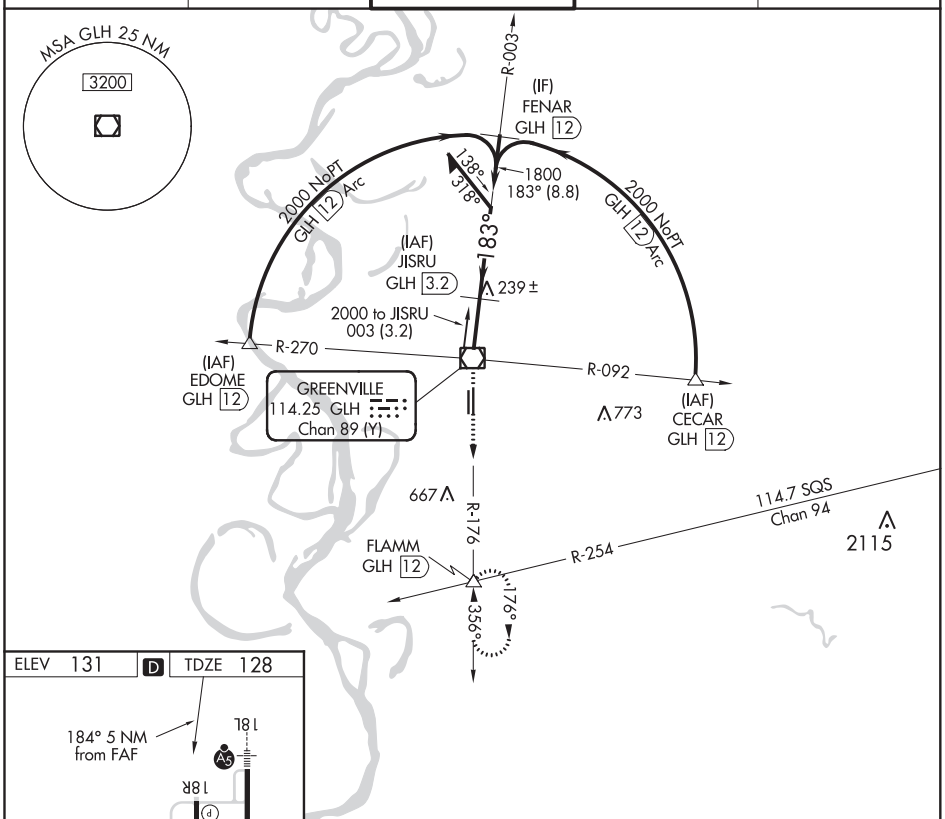
VOR/DME RWY 18R
GREENVILLE MID-DELTA (GLH)

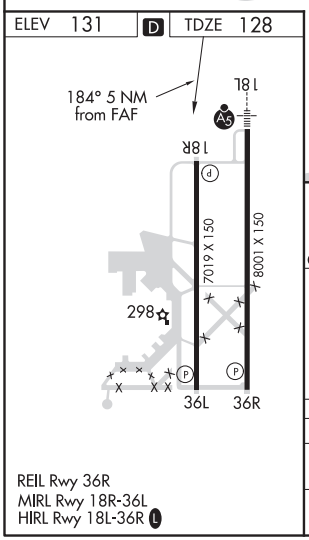
VOR/DME GLH	APP CRS	Rwy ldg	7019
114.25	183°	TDZE	128
Chan 89 (Y)		Apt Elev	131

When local altimeter setting not received, use Greenwood altimeter setting and increase all MDA 120 feet.

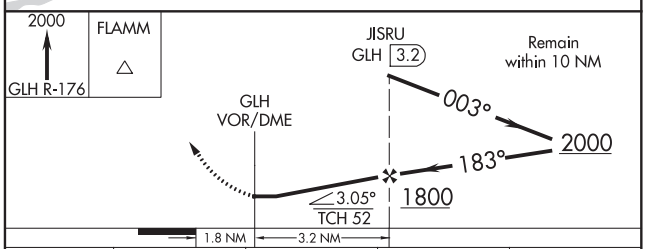
MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.

ASOS	MEMPHIS CENTER	GREENVILLE TOWER ★	GND CON	UNICOM
125.525	135.875 269.35	119.0 (CTAF) L 256.9	121.8 256.9	122.95





REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L



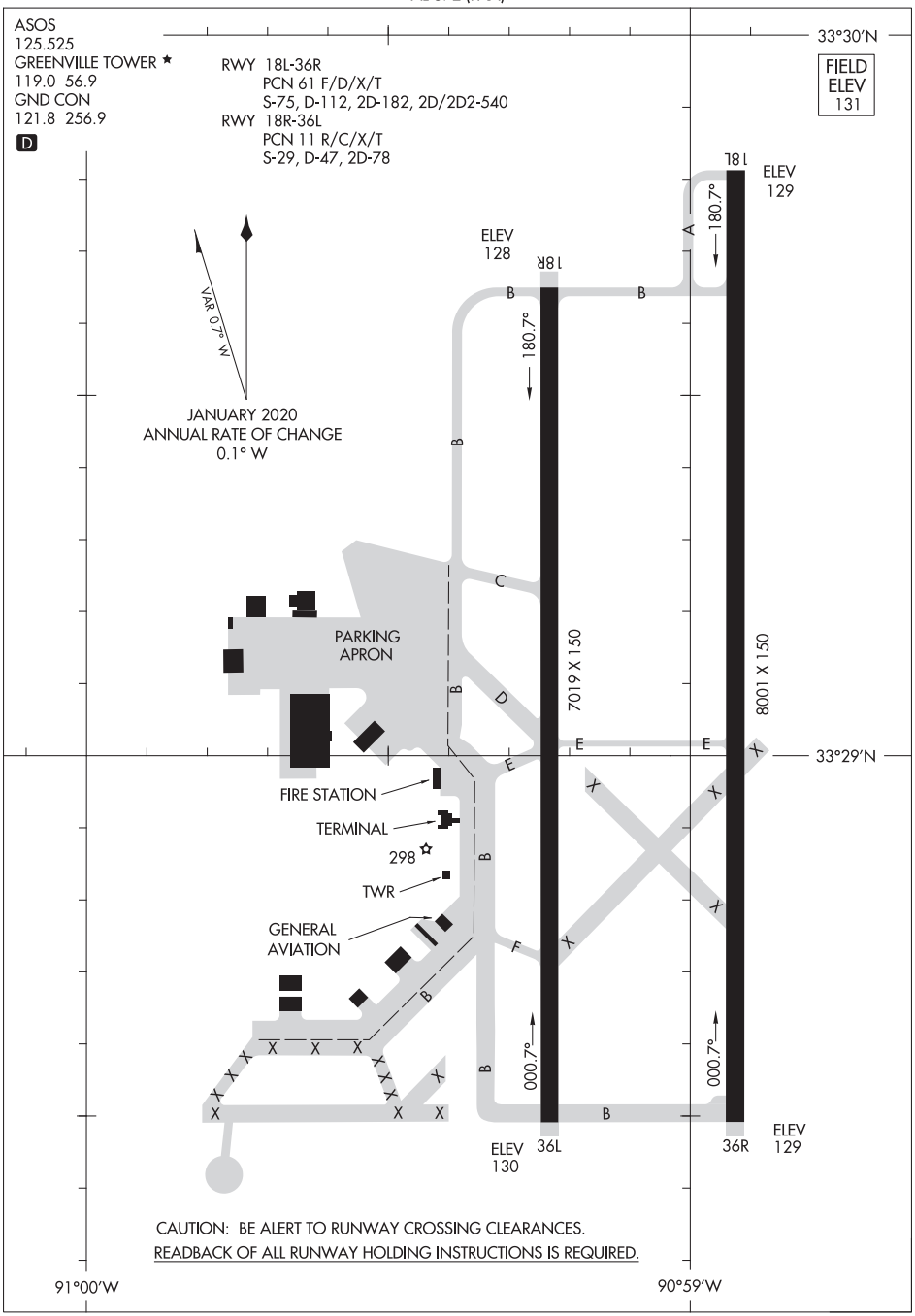
CATEGORY	A	B	C	D
S-18R	500-2¼ 372 (400-2¼)			
CIRCLING	600-2¼ 469 (500-2¼)			700-2¼ 569 (600-2¼)

20086

AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE MID-DELTA (GLH)
GREENVILLE, MISSISSIPPI



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
GREENVILLE, MISSISSIPPI
GREENVILLE MID-DELTA (GLH)

LOC I-GWO	APP CRS	Rwy ldg	6501
111.3	182°	TDZE	145
		Apt Elev	162

ILS or LOC RWY 18

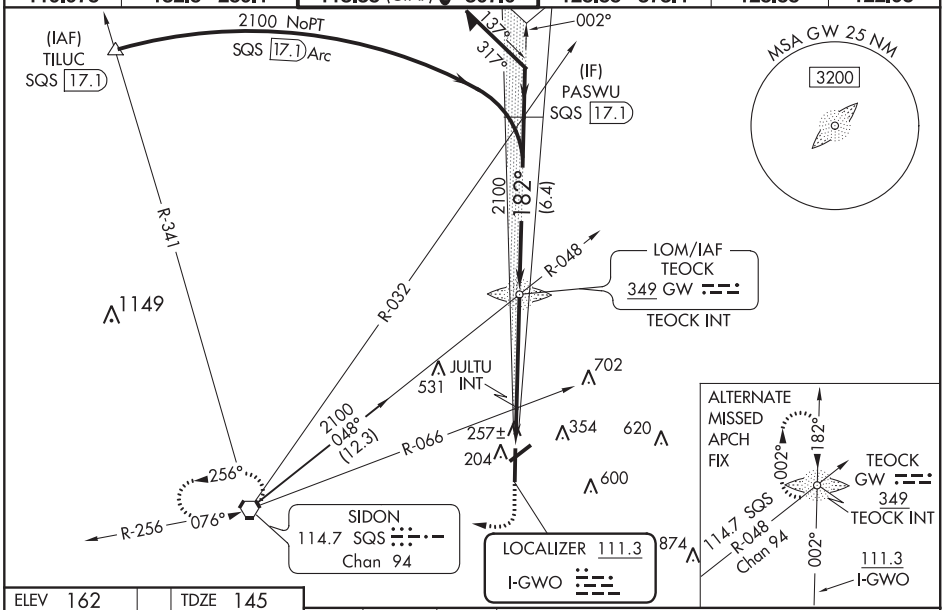
GREENWOOD-LEFLORE (GWO)

When local altimeter setting not received, use Greenville altimeter setting: increase DA to 580 feet and all visibilities ¼ SM; increase all MDAs 120 feet and visibility S-LOC 18 Cat C/D ¼ SM and Circling Cat C ½ SM and JULTU FIX minimums S-LOC 18 Cat C/D ¼ SM and Circling Cat C ½ SM. For inop ALS, increase S-LOC 18 Cat A/B visibility to 1 SM, and Cat C/D to 1⅜ SM, and JULTU FIX minimums S-LOC 18 all Cats to 1 SM. For inop ALS when using Greenville altimeter setting, increase S-ILS 18 all Cats visibility to 1½ SM, and S-LOC 18 Cat A/B to 1 SM, and JULTU FIX minimums S-LOC 18 Cat A/B to 1 SM, and Cat C/D to 1⅜ SM. Circling Rwy 5, 23, 27 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA. Rwy 5, 23, 27 helicopter visibility reduction below 1 SM NA.

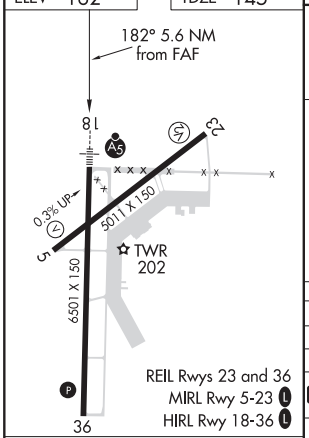
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

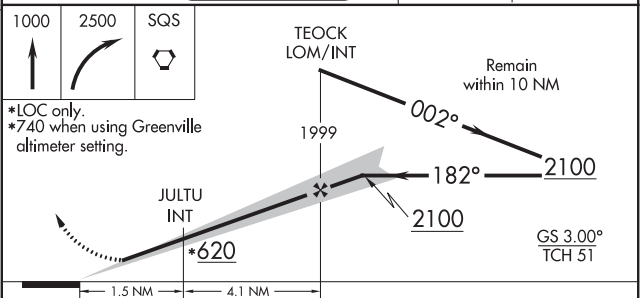
ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95



ELEV 162 TDZE 145



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-ILS 18	471-¾ 326 (400-¾)			
S-LOC 18	620-¾ 475 (500-¾)		620-1 475 (500-1)	
C CIRCLING	760-1 598 (600-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)
JULTU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 18	520-¾ 375 (400-¾)			
C CIRCLING	760-1 598 (600-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)

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SC-4, 25 FEB 2021 to 22 APR 2021

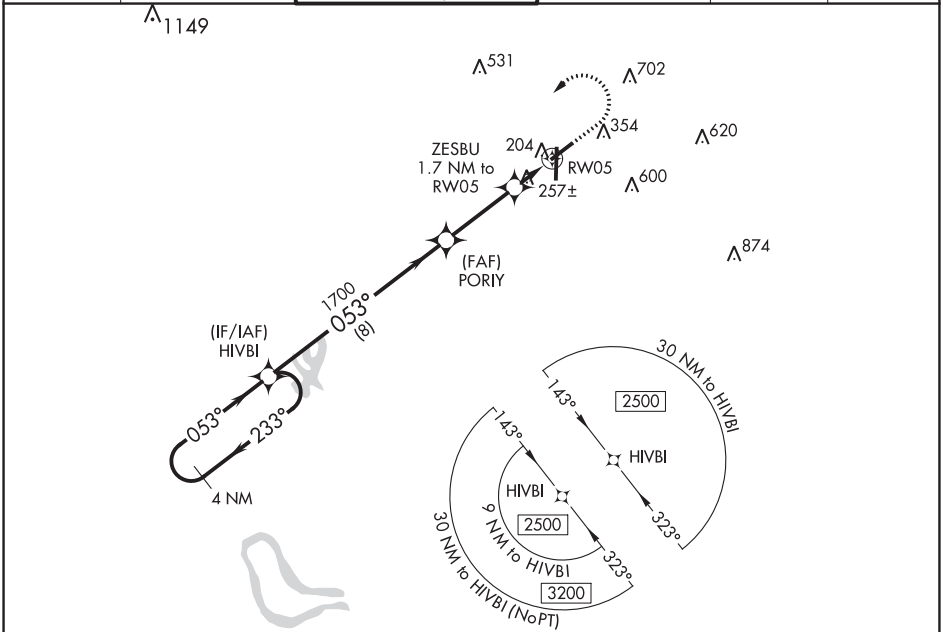
WAAS CH 69526 W05A	APP CRS 053°	Rwy ldg 5011 TDZE 149 Apt Elev 162

RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAS 120 feet and visibility LP Cats C/D ⅜ SM, LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23, 27 NA at night. Rwy 5, 23, 27 helicopter visibility reduction below 1 SM NA.

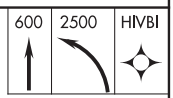
MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.

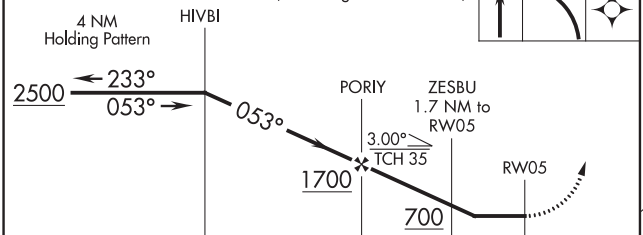
ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95

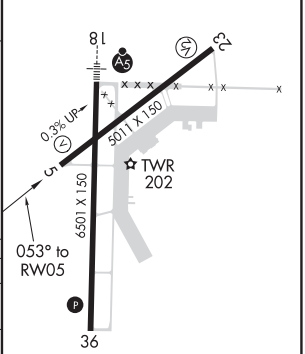


ELEV 162 TDZE 149

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 33).







CATEGORY	A	B	C	D
LP MDA	520-1 371 (400-1)			
LNAV MDA	540-1 391 (400-1)		540-1⅛ 391 (400-1⅛)	
C CIRCLING	760-1 598 (600-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)

REIL Rwys 23 and 36
MIRL Rwy 5-23 L
HIRL Rwy 18-36 L

SC-4, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
GREENWOOD-LEFLORE (GWO)

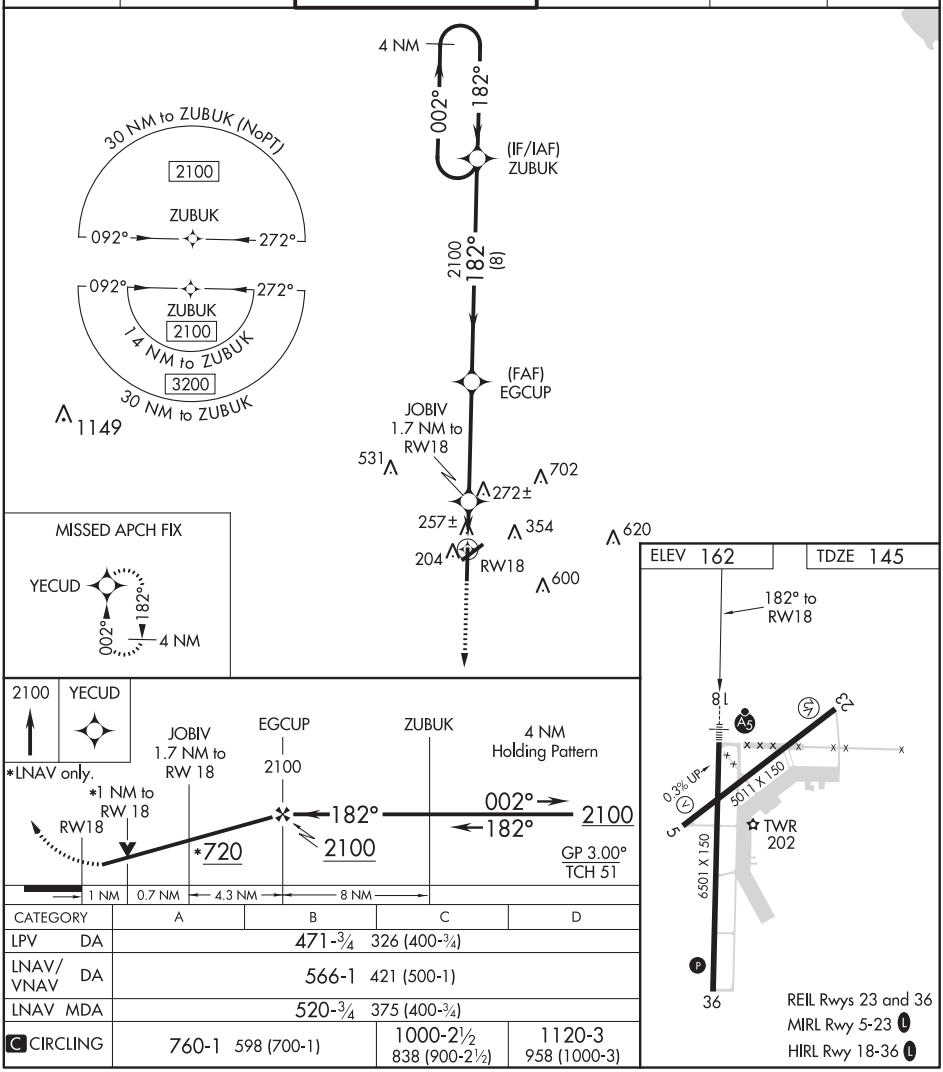
WAAS CH 50199 W18A	APP CRS 182°	Rwy ldg 6501 TDZE 145 Apt Elev 162

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop ALS when using Greenville altimeter setting, increase LPV all Cats visibility to 1½ SM, and LNAV/VNAV all Cats to 1¾ SM, and LNAV Cat A/B to 1 SM, and Cat C/D to 1⅜ SM. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 580 feet and visibility ¼ SM, LNAV/VNAV DA to 675 feet and visibility ⅜ SM; increase all MDAS 120 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV all Cats to 1 SM. Rwy 18 helicopter visibility reduction below ¾ SM NA. Rwy 5, 23, 27 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 23, 27 NA at night.

MALSR

MISSED APPROACH: Climb to 2100 direct YECUD and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95



CATEGORY	A	B	C	D
LPV DA	471-¾ 326 (400-¾)			
LNAV/VNAV DA	566-1 421 (500-1)			
LNAV MDA	520-¾ 375 (400-¾)			
C CIRCLING	760-1 598 (700-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

GREENWOOD, MISSISSIPPI

AL-181 (FAA)

21056

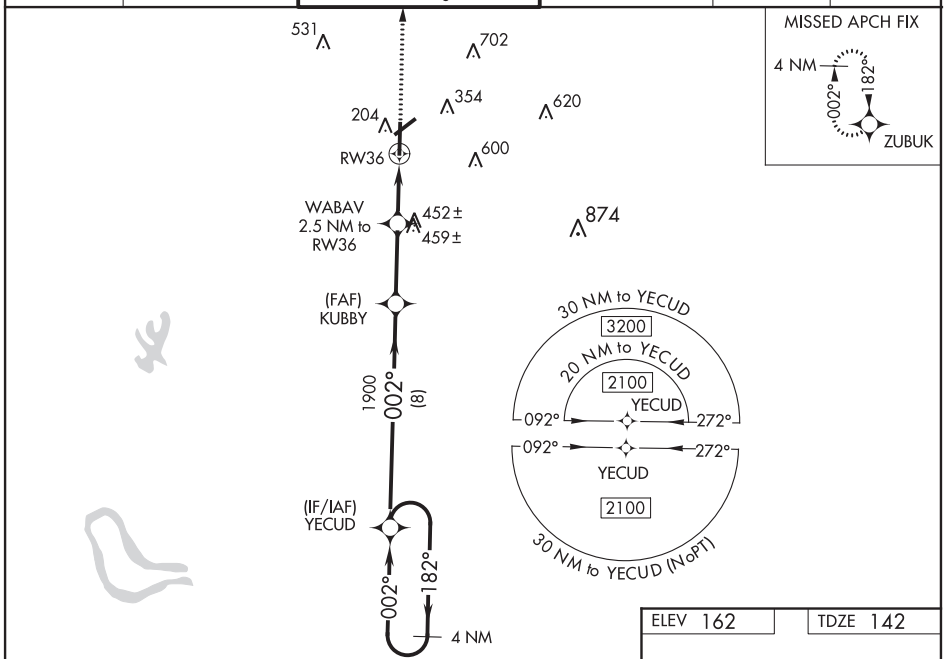
RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

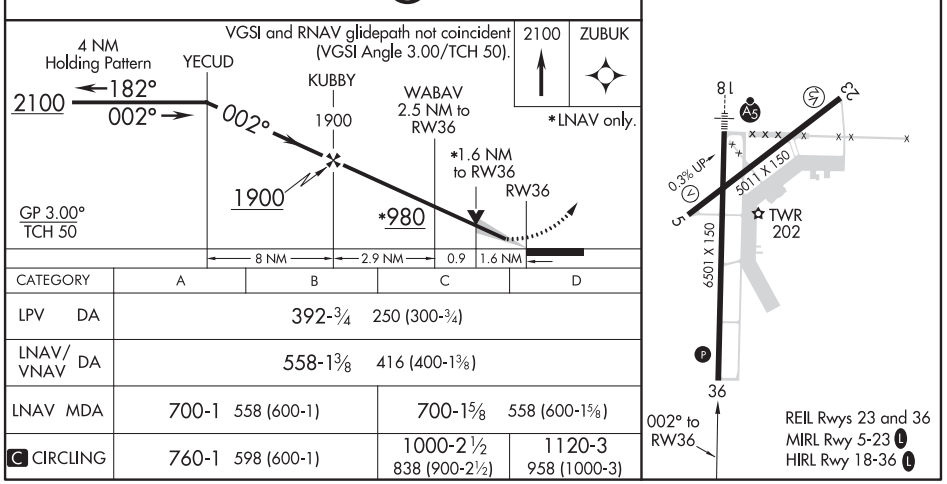
WAAS CH 69631 W36A	APP CRS 002°	Rwy ldg 6501 TDZE 142 Apt Elev 162

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-8°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greenville altimeter setting. Rwy 5, 23, 27 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 23, 27 NA at night. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 501 feet and visibility ½ SM, LNAV/VNAV DA to 667 feet and visibility ⅜ SM; increase all MDAs 120 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM.

MISSED APPROACH: Climb to 2100 direct ZUBUK and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





CATEGORY	A	B	C	D
LPV DA	392-¾ 250 (300-¾)			
LNAV/VNAV DA	558-1⅜ 416 (400-1⅜)			
LNAV MDA	700-1 558 (600-1)		700-1⅝ 558 (600-1⅝)	
C CIRCLING	760-1 598 (600-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)

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VORTAC SQS 114.7 Chan 94	APP CRS 076°	Rwy ldg 5011 TDZE 149 Apt Elev 162

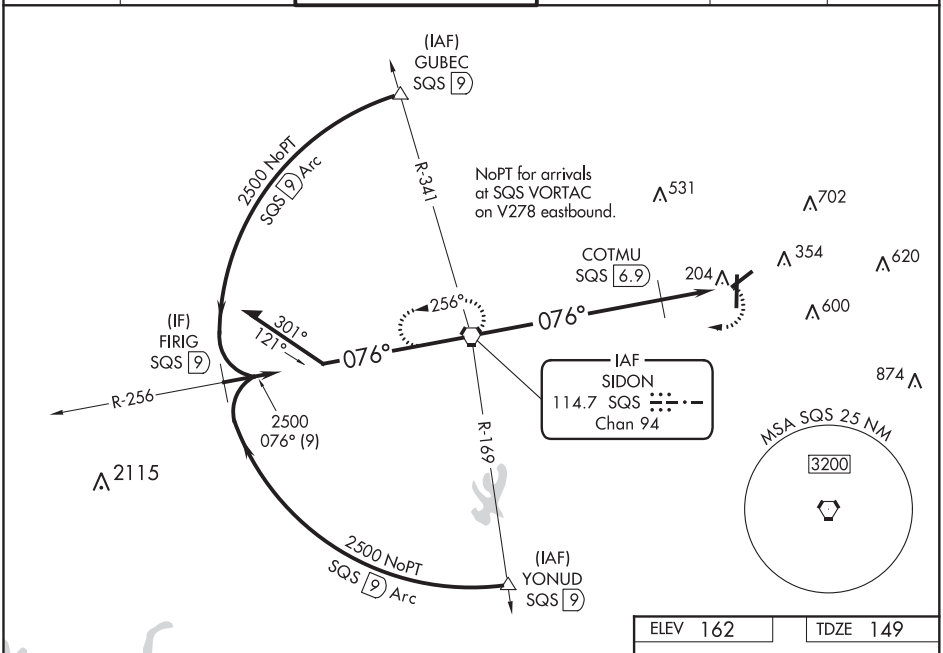
VOR RWY 5

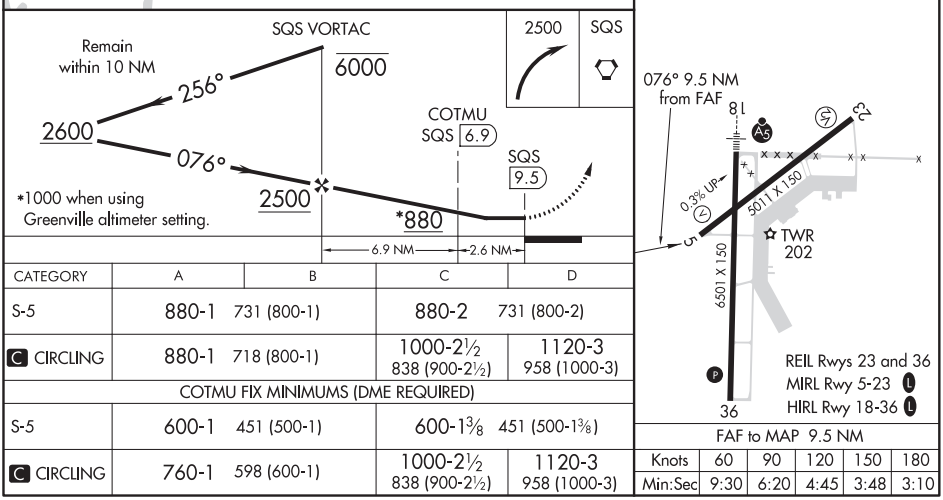
GREENWOOD-LEFLORE (GWO)

When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility S-5 Cat B and Circling Cat A/B ¼ SM, and S-5 Cat C/D and Circling Cat C ½ SM and COTMU Fix Minimums S-5 Cat C/D ¼ SM and Circling Cat C½ SM. Rwy 5, 23, 27 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23, 27 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct SQS VORTAC and hold.

ASOS	MEMPHIS CENTER	GREENWOOD TOWER ★	GND CON	CLNC DEL	UNICOM
119.975	132.5 259.1	118.35 (CTAF) L 367.6	125.55 373.4	125.55	122.95





CATEGORY	A	B	C	D
S-5	880-1 731 (800-1)		880-2 731 (800-2)	
C CIRCLING	880-1 718 (800-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)
COTMU FIX MINIMUMS (DME REQUIRED)				
S-5	600-1 451 (500-1)		600-1⅜ 451 (500-1⅜)	
C CIRCLING	760-1 598 (600-1)		1000-2½ 838 (900-2½)	1120-3 958 (1000-3)

FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

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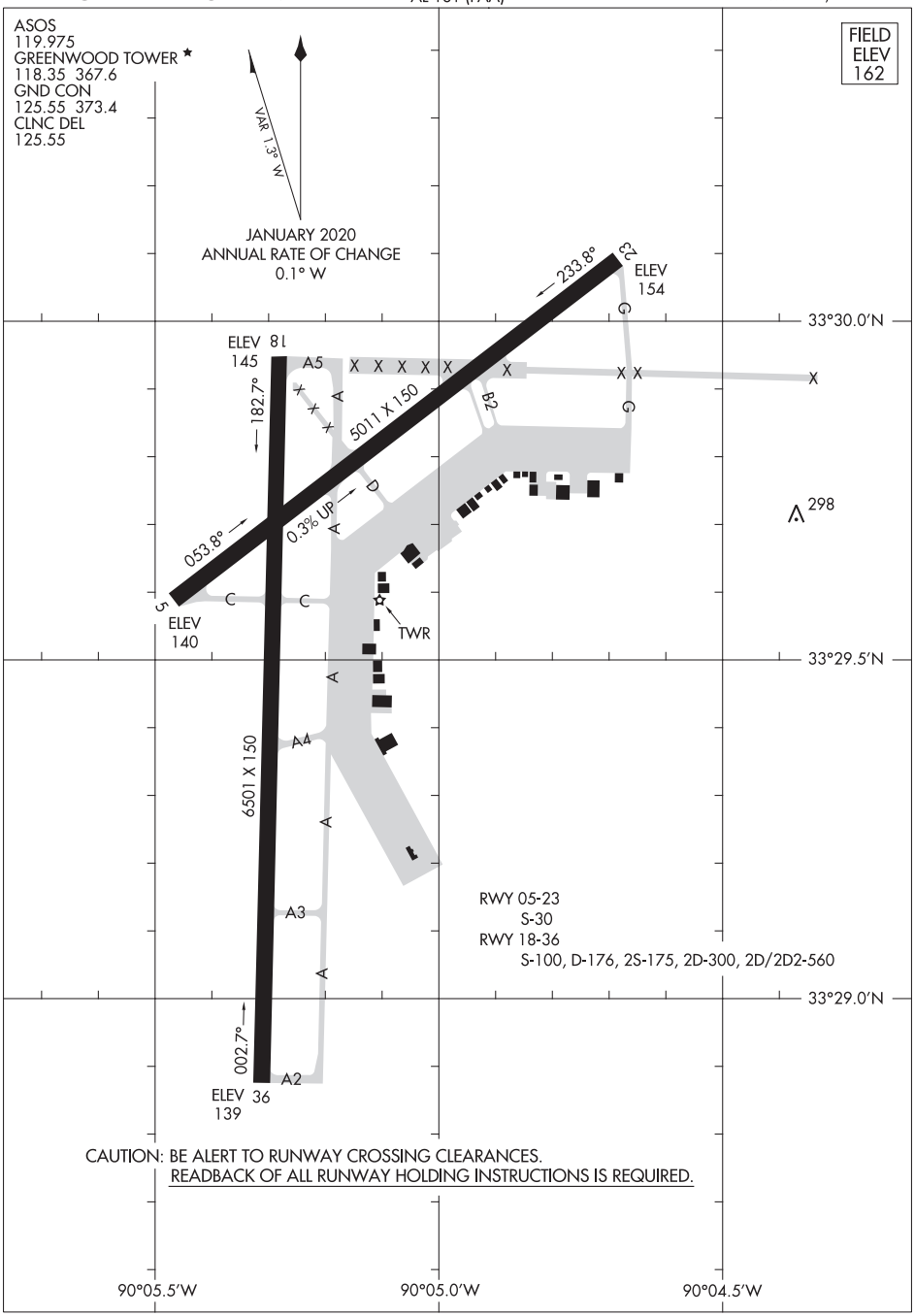
20086

AIRPORT DIAGRAM

GREENWOOD-LEFLORE (GWO)
GREENWOOD, MISSISSIPPI

AL-181 (FAA)



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AIRPORT DIAGRAM
20086
GREENWOOD, MISSISSIPPI
GREENWOOD-LEFLORE (GWO)

APP CRS	Rwy ldg	4998
051°	TDZE	197
	Apt Elev	208

RNAV (GPS) RWY 4

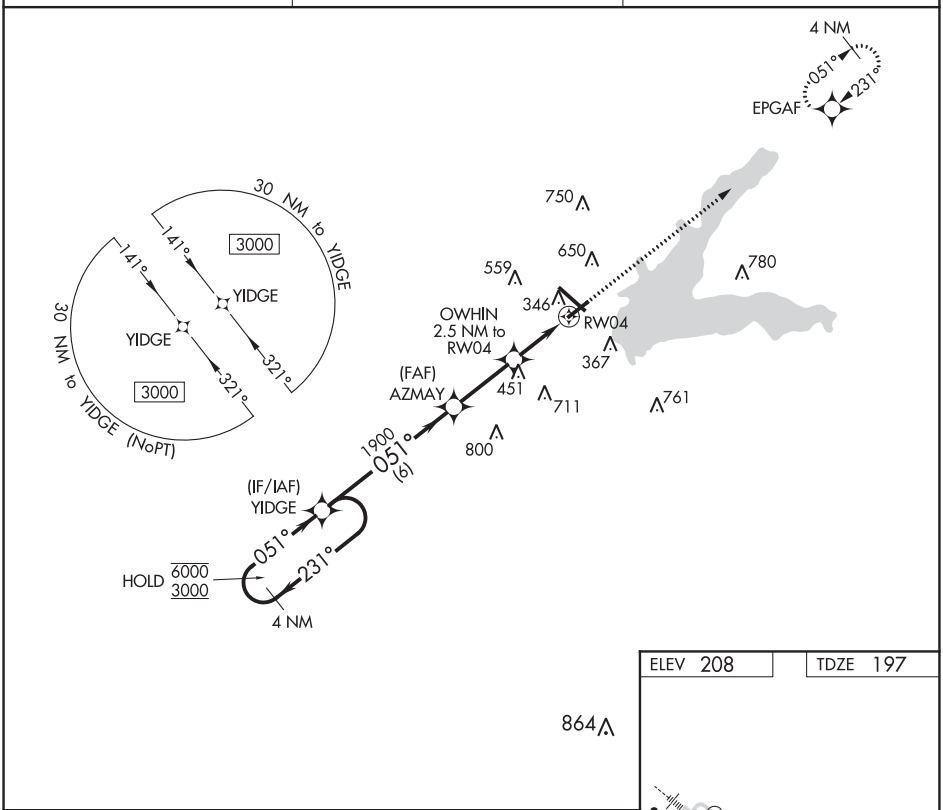
GRENADA MUNI (GNF)

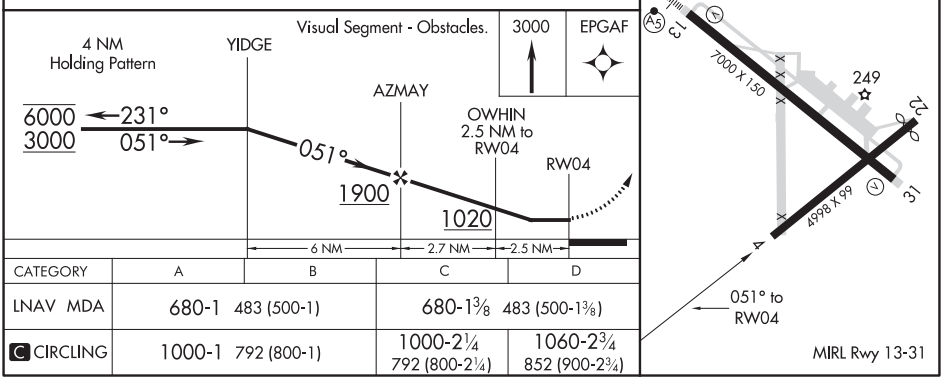
RNP APCH.

Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM.

MISSED APPROACH: Climb to 3000 direct EPGAF and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.025	128.5 381.4	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	680-1 483 (500-1)		680-1⅜ 483 (500-1⅜)	
C CIRCLING	1000-1 792 (800-1)		1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

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SC-4, 25 FEB 2021 to 22 APR 2021

GRENADA, MISSISSIPPI — AL-6569 (FAA) — 20310

RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

WAAS CH 97328 W13A	APP CRS 131°	Rwy ldg 7000 TDZE 208 Apt Elev 208

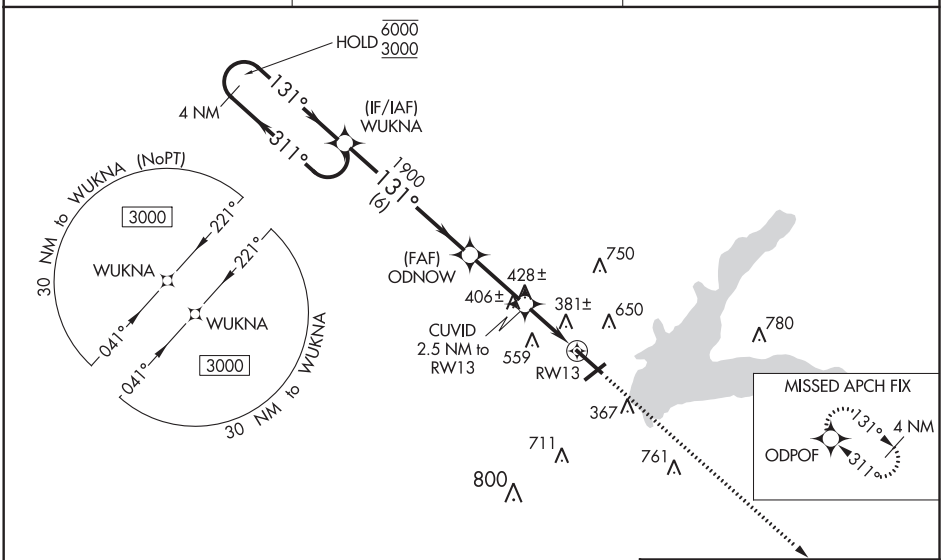
RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1⅜ SM. When local altimeter setting not received, use Greenwood altimeter setting: Increase all DAs 65 feet; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM. For inop ALS when using Greenwood altimeter setting, increase LPV all Cats visibility to ⅞ SM and LNAV/VNAV all Cats visibility to 1½ SM. Circling Rwy 4, 22 NA at night.

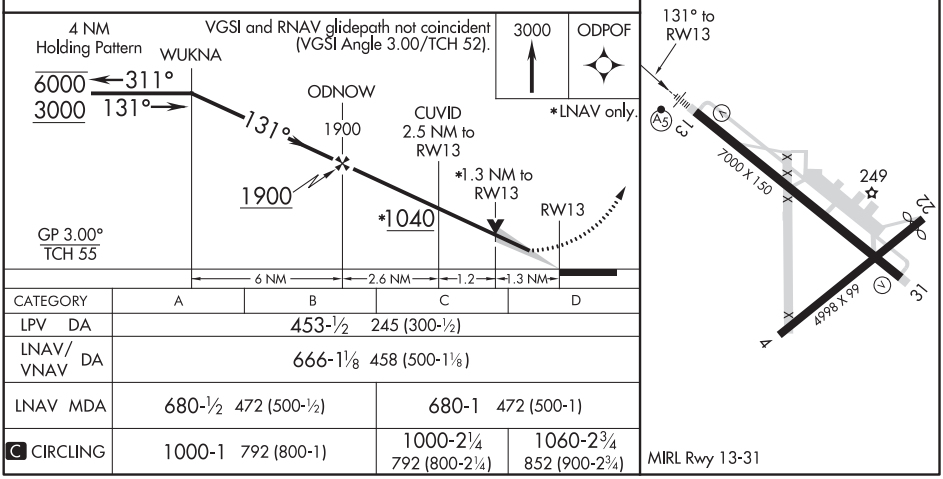
MALSR

MISSED APPROACH: Climb to 3000 direct ODPOF and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.025	128.5 381.4	122.8 (CTAF)



SC-4, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
LPV DA	453-½ 245 (300-½)			
LNAV/VNAV DA	666-1⅛ 458 (500-1⅛)			
LNAV MDA	680-½ 472 (500-½)		680-1 472 (500-1)	
C CIRCLING	1000-1 792 (800-1)		1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

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APP CRS	Rwy ldg	4726
231°	TDZE	201
	Apt Elev	208

RNAV (GPS) RWY 22

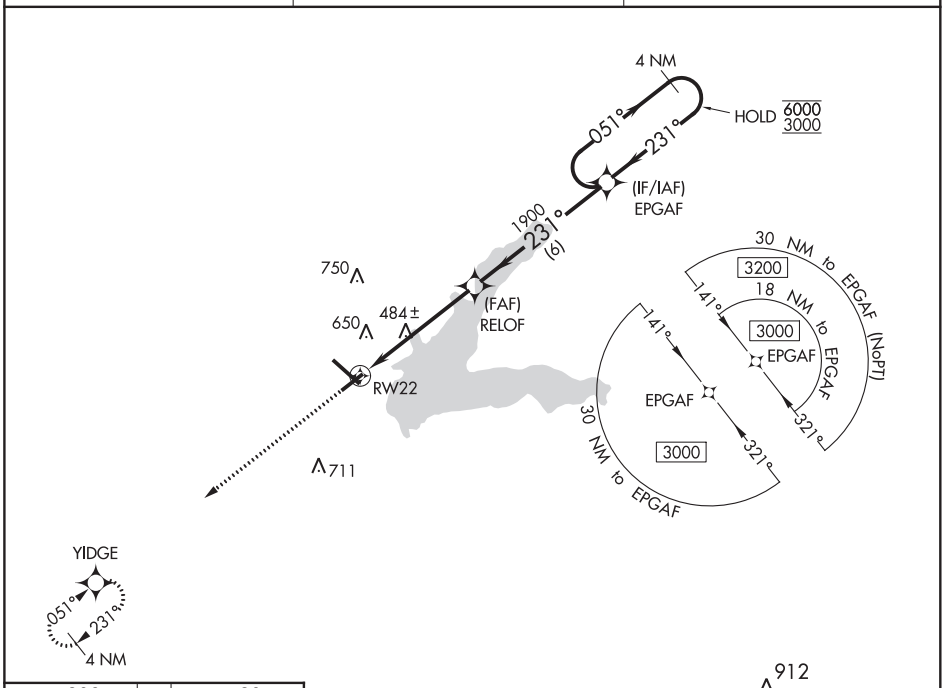
GRENADA MUNI (GNF)

RNP APCH.

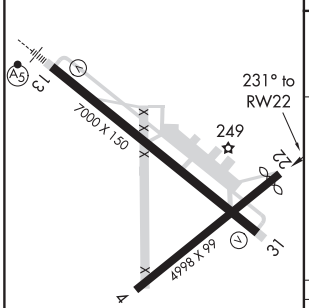
Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM.

MISSED APPROACH: Climb to 3000 direct YIDGE and hold.

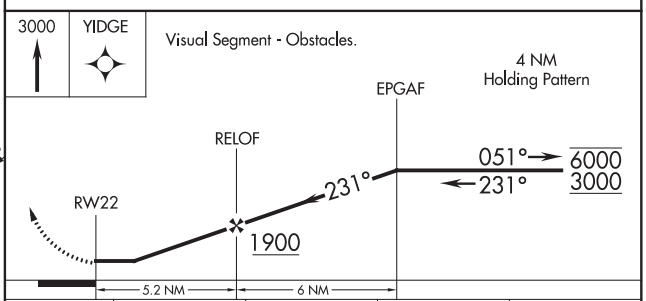
AWOS-3PT	MEMPHIS CENTER	UNICOM
118.025	128.5 381.4	122.8 (CTAF)



ELEV 208 TDZE 201



MIRL Rwy 13-31



CATEGORY	A	B	C	D
LNAV MDA	740-1 539 (600-1)		740-1½ 539 (600-1½)	
C CIRCLING	1000-1 792 (800-1)		1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

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GRENADA, MISSISSIPPI — AL-6569 (FAA) — 20310

RNAV (GPS) RWY 31
GRENADA MUNI (GNF)

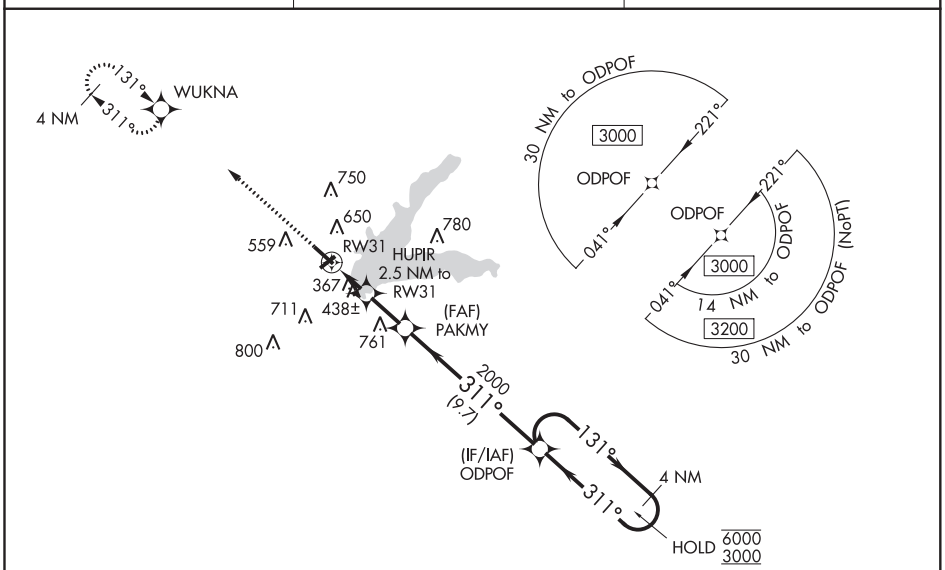
WAAS CH 40029 W31A	APP CRS 311°	Rwy ldg 7000 TDZE 202 Apt Elev 208

RNP APCH.

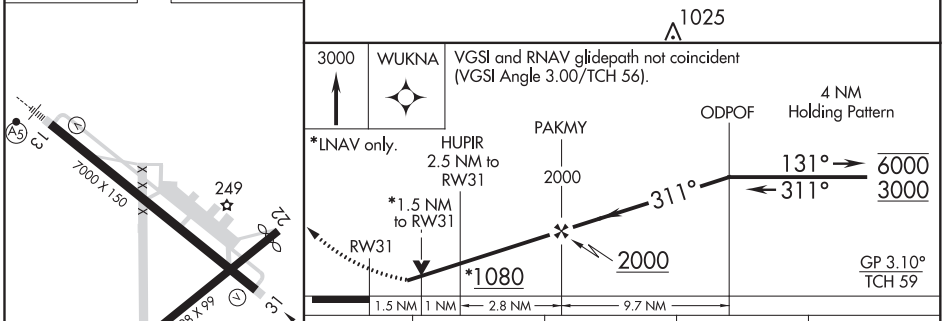
Baro-VNAV and VDP NA when using Greenwood altimeter setting. Rwy 31 helicopter visibility reduction below ¾SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received use Greenwood altimeter setting: increase all DAs 65 feet and visibility LNAV/VNAV Cat C and D ⅛SM; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ⅜SM. Circling Rwy 4, 22, NA at night.

MISSED APPROACH: Climb to 3000 direct WUKNA and hold.

AWOS-3PT	MEMPHIS CENTER	UNICOM
118.025	128.5 381.4	122.8 (CTAF)



ELEV 208 | TDZE 202



CATEGORY		A	B	C	D
LPV	DA	513-1 311 (400-1)			
LNAV/VNAV	DA	679-1½ 477 (500-1½)			
LNAV	MDA	720-1 518 (600-1)		720-1¼ 518 (600-1¼)	
C CIRCLING		1000-1 792 (800-1)		1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

MIRL Rwy 13-31

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ILS Z or LOC Z RWY 14
GULFPORT-BILOXI INTL (GPT)

LOC I-GPT	APP CRS	Rwy ldg / TDZE / Apt Elev
110.9	137°	9002 / 27 / 28

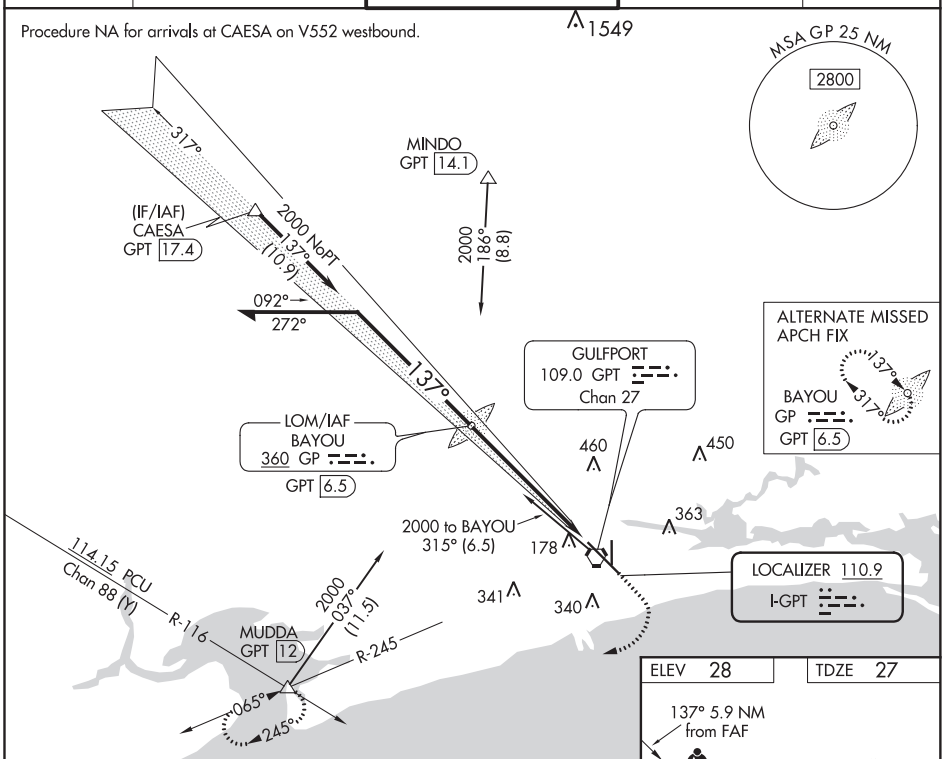
For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

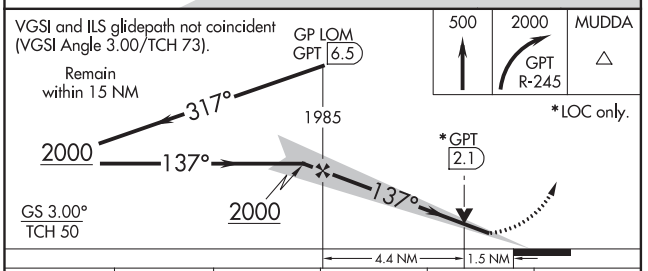
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA on V552 westbound.



SC-4, 25 FEB 2021 to 22 APR 2021

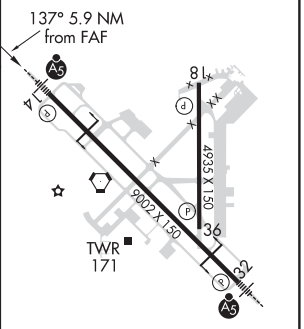
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).



500	2000	MUDDA
↑	GPT R-245	△

*LOC only.

ELEV 28	TDZE 27



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D	E
S-ILS 14**	227/24 200 (200-½)				
S-LOC 14	560/24 533 (600-½)		560/55 533 (600-1)		
C CIRCLING	560-1 532 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	820-2¾ 792 (800-2¾)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

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GULFPORT, MISSISSIPPI — AL-576 (FAA) — 20254

ILS Z or LOC Z RWY 32

GULFPORT-BILOXI INTL (GPT)

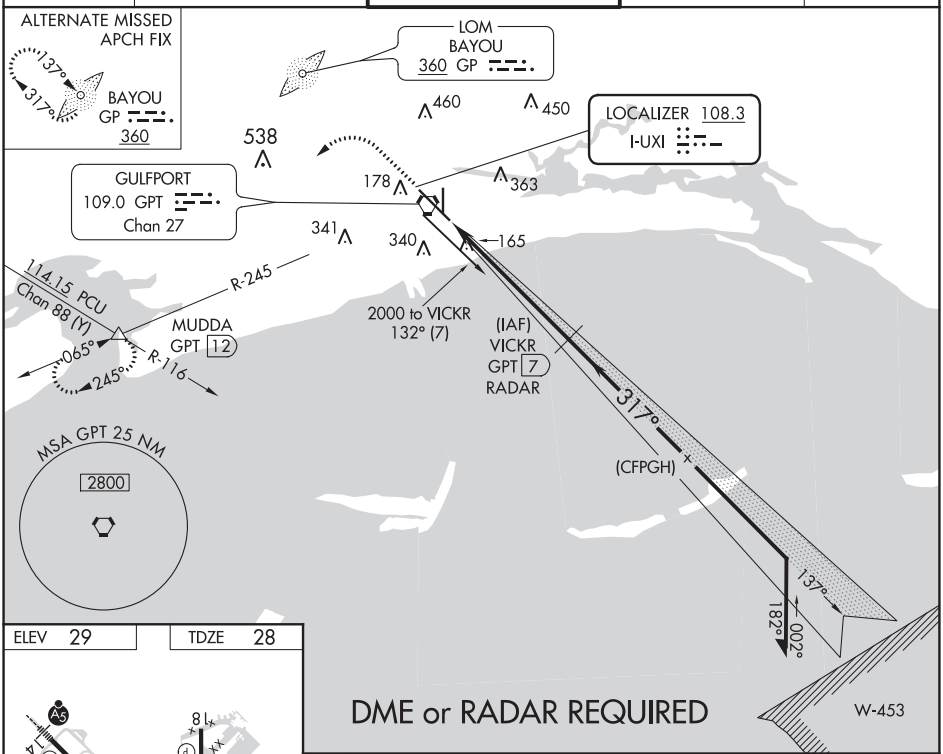
LOC I-UXI	APP CRS	Rwy ldg	9002
108.3	317°	TDZE	28
		Apt Elev	29

T A ASR — DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required. DME or RADAR required, except DME required when control tower closed. For inop ALS, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat C/D/E visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

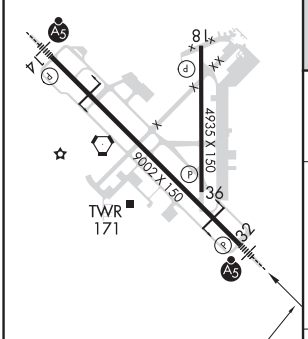
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



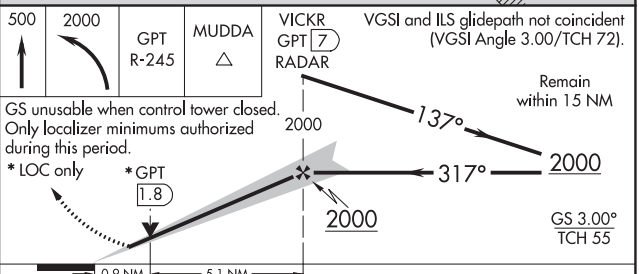
ELEV 29	TDZE 28



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

317° 6 NM from FAF

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	E
S-ILS 32 **	228/24 200 (200-½)				
S-LOC 32	380/24 352 (400-½)		380/30 352 (400-⅝)		
C CIRCLING	500-1 471 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)	820-2¾ 791 (800-2¾)

GULFPORT, MISSISSIPPI
Amdt 5 07DEC17

30°24′N-89°04′W

GULFPORT-BILOXI INTL (GPT)
ILS Z or LOC Z RWY 32

SC-4, 25 FEB 2021 to 22 APR 2021

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LOC I-GPT	APP CRS	Rwy ldg	9002
110.9	137°	TDZE	27
		Apt Elev	28

ILS Z RWY 14 (SA CAT II)
GULFPORT-BILOXI INTL (GPT)

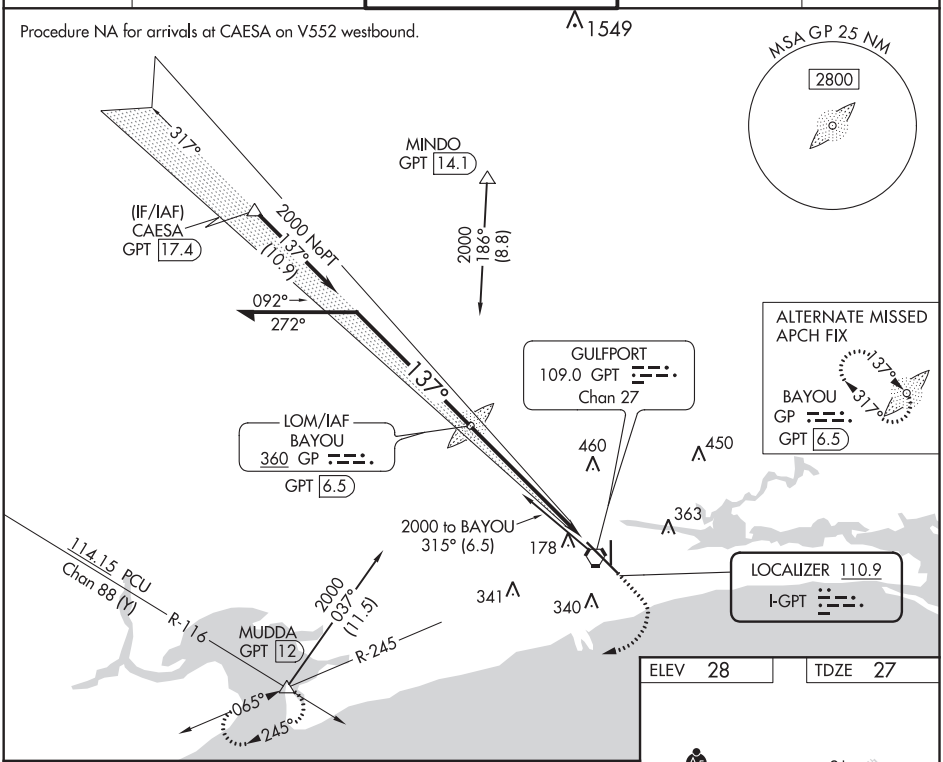
T A ASR — Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

MALSR A5

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

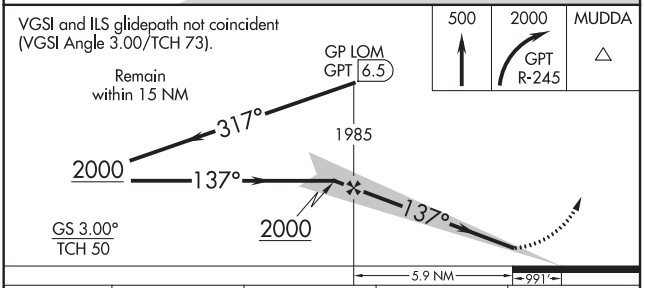
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95

Procedure NA for arrivals at CAESA on V552 westbound.



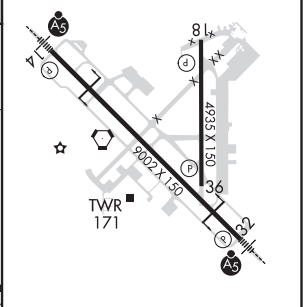
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 73).

Remain within 15 NM



500	2000	MUDDA
↑	GPT R-245	△

ELEV 28 | TDZE 27



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-ILS 14	CAT II RA 113/12 100 DA 127			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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GULFPORT, MISSISSIPPI

AL-576 (FAA)

20366

RNAV (GPS) RWY 14

GULFPORT-BILOXI INTL (GPT)

WAAS CH 97301 W14A	APP CRS 137°	Rwy ldg 9002 TDZE 27 Apt Elev 28

RNP APCH.

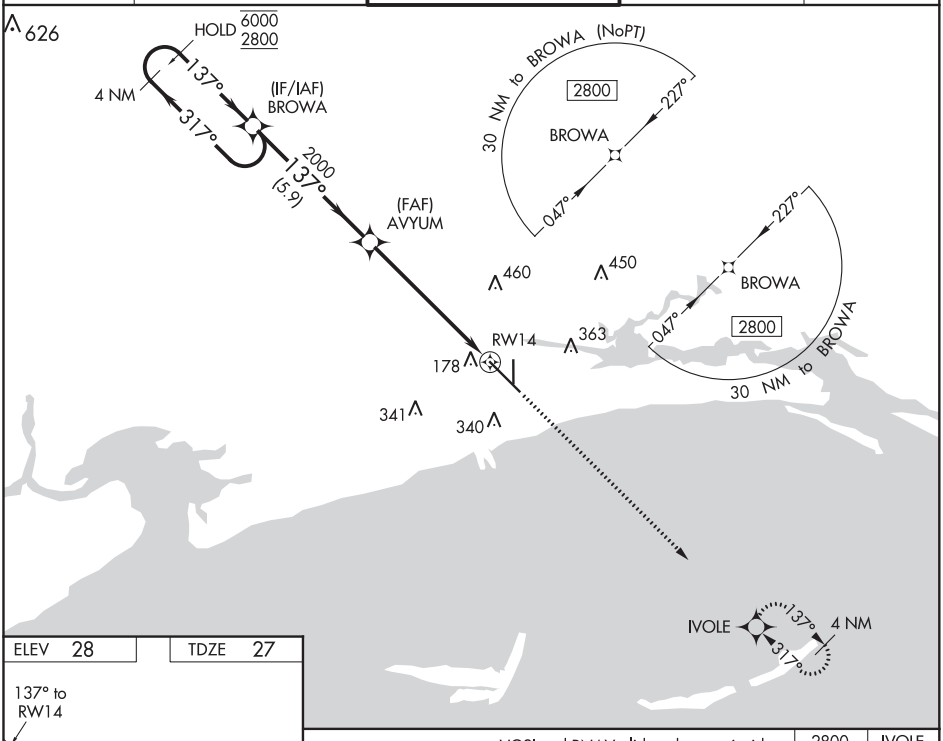
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

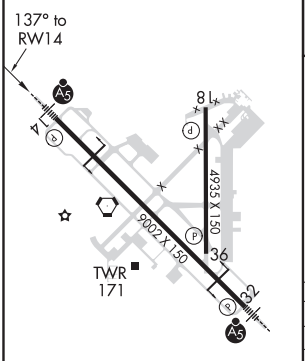
MALSR

MISSED APPROACH: Climb to 2800 direct IVOLE and hold.

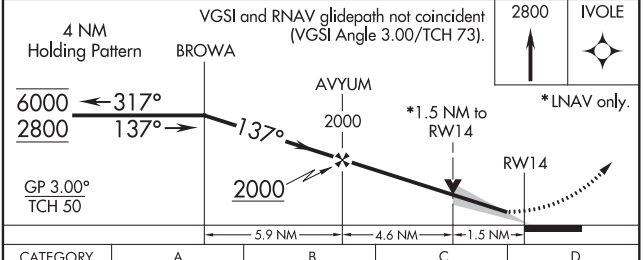
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



ELEV 28 | TDZE 27



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA**	227/24 200 (200-½)			
LNAV/VNAV DA	404/35 377 (400-⅝)			
LNAV MDA	580/24 553 (600-½)		580/60 553 (600-1¼)	
C CIRCLING	580-1 552 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)

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GULFPORT, MISSISSIPPI
Amdt 2A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 14

RNAV (GPS) RWY 18

GULFPORT-BILOXI INTL (GPT)

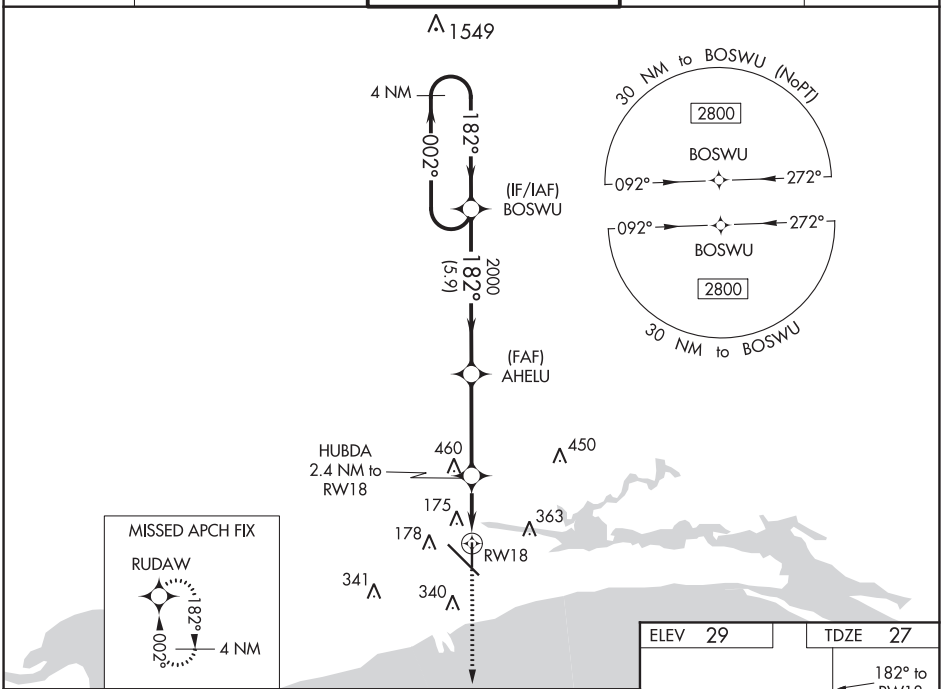
WAAS CH 69512 W18A	APP CRS 182°	Rwy ldg 4935 TDZE 27 Apt Elev 29

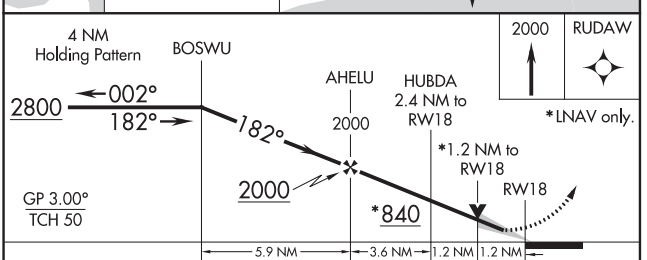
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

ASR

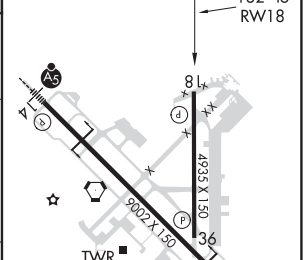
MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

ATIS	GULFPORT APP CON *	GULFPORT TOWER *	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	227-¾ 200 (200-¾)			
LNAV/VNAV DA	433-1⅛ 406 (500-1⅛)			
LNAV MDA	440-1 413 (500-1)		440-1⅛ 413 (500-1⅛)	
C CIRCLING	500-1 471 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

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GULFPORT, MISSISSIPPI

AL-576 (FAA)

19115

RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

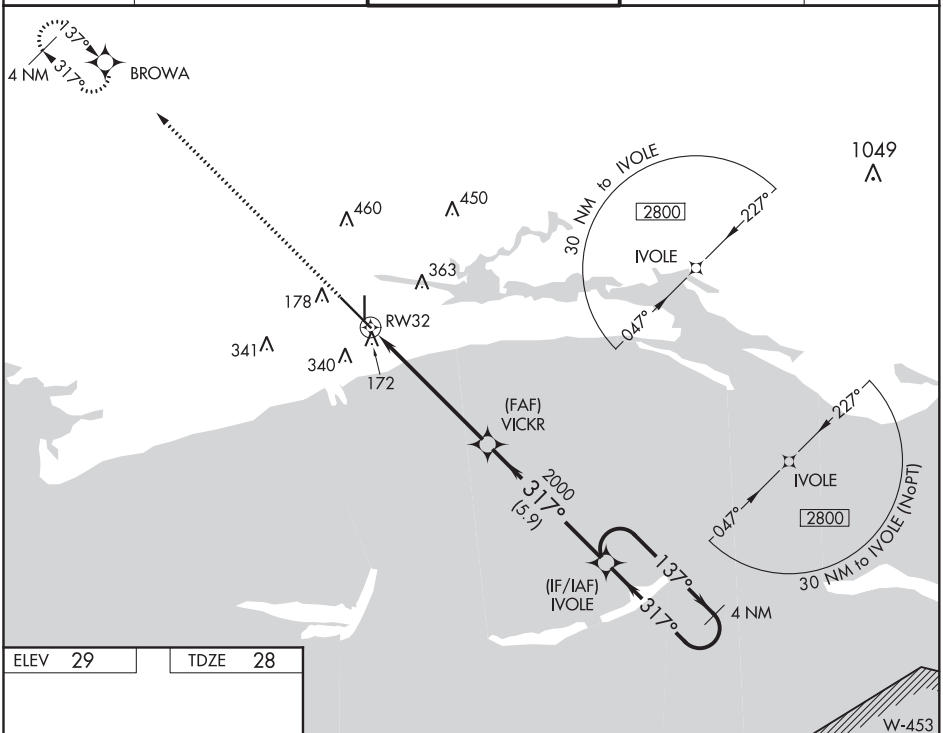
WAAS CH 56207 W32A	APP CRS 317°	Rwy ldg 9002 TDZE 28 Apt Elev 29

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D to RVR 6000. # RVR 1800 authorized with use of FD or AP or HUD to DA.

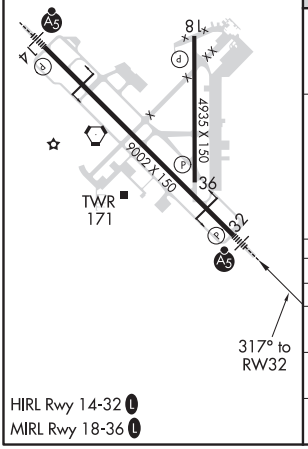
MALSR

MISSED APPROACH: Climb to 2000 direct BROWA and hold.

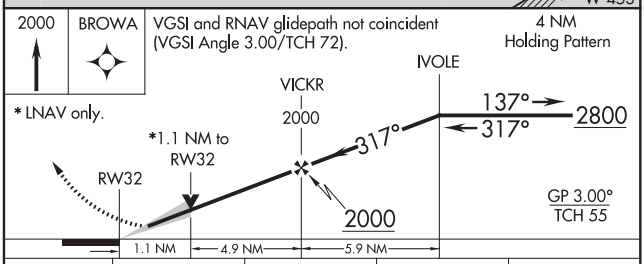
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



ELEV 29 | TDZE 28



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L



* LNAV only.

CATEGORY	A	B	C	D
LPV DA #	228/24 200 (200-½)			
LNAV/VNAV DA	446/50 418 (500-1)			
LNAV MDA	440/24 412 (500-½)			
C CIRCLING	500-1 471 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)

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RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

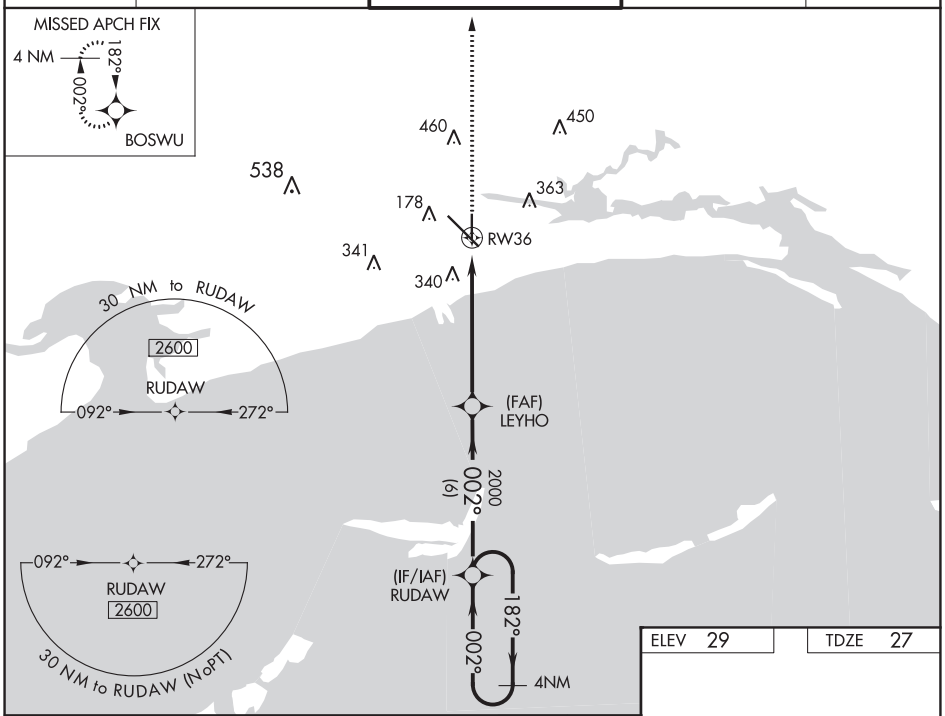
WAAS CH 42812 W36A	APP CRS 002°	Rwy ldg 4935 TDZE 27 Apt Elev 29

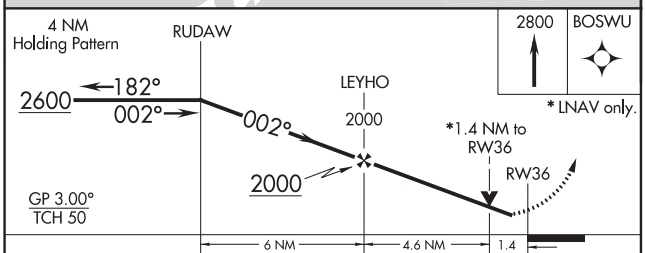
T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F).
Rwy 36 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

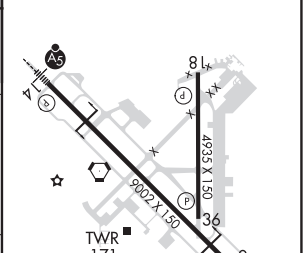
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	277-¾ 250 (300-¾)			
LNAV/VNAV DA	334-⅞ 307 (400-⅞)			
LNAV MDA	520-1 493 (500-1)		520-1⅜ 493 (500-1⅜)	
C CIRCLING	520-1 491 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)

ELEV 29 TDZE 27



GULFPORT, MISSISSIPPI

AL-576 (FAA)

20254

VOR Y RWY 14
GULFPORT-BILOXI INTL (GPT)

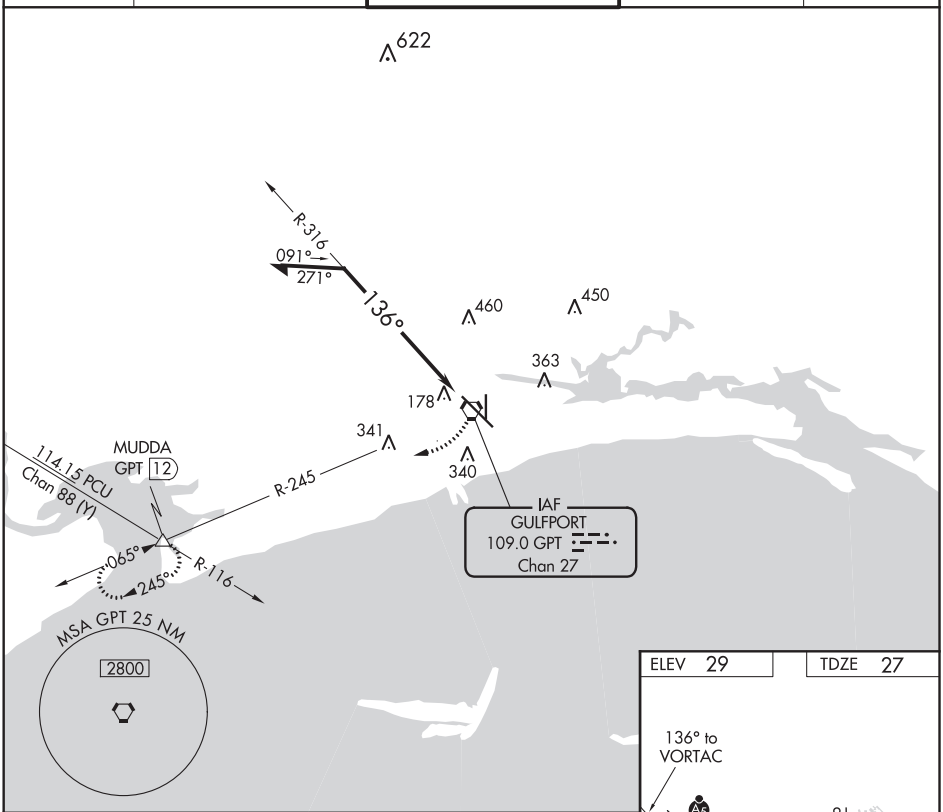
VORTAC GPT	APP CRS	Rwy ldg	9002
109.0	136°	TDZE	27
Chan 27		Apt Elev	29

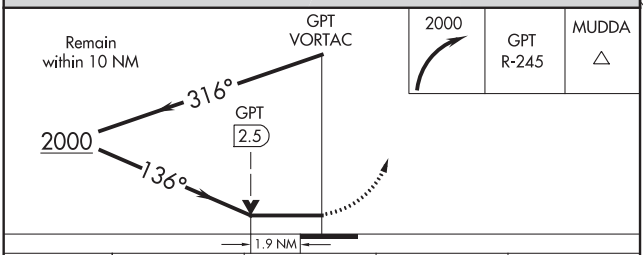
T
A
ASR

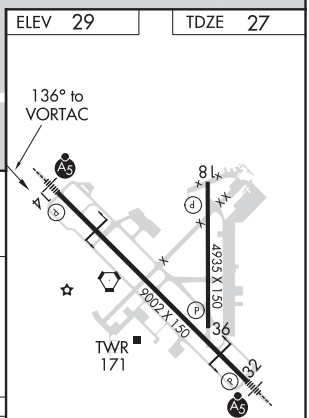
MALSR A5

MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







CATEGORY	A	B	C	D
S-14	680/24	653 (700-½)	680-1⅜	653 (700-1⅜)
C CIRCLING	680-1	651 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)

HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

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VOR Y RWY 32
GULFPORT-BILOXI INTL (GPT)

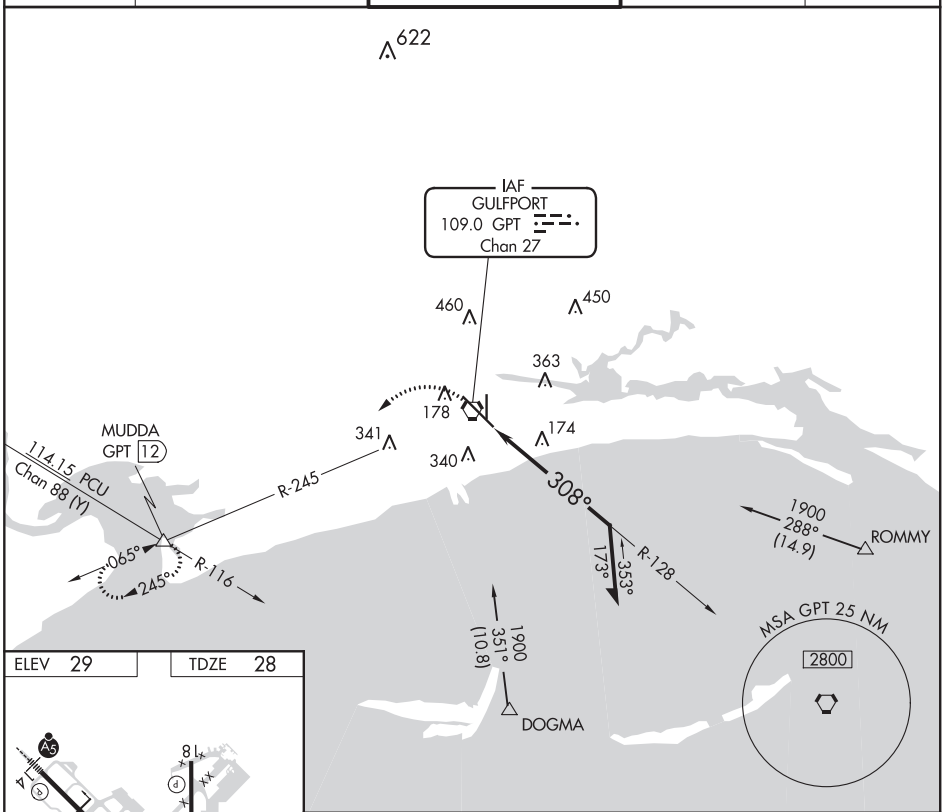
VORTAC GPT	APP CRS	Rwy ldg 9002
109.0	308°	TDZE 28
Chan 27		Apt Elev 29

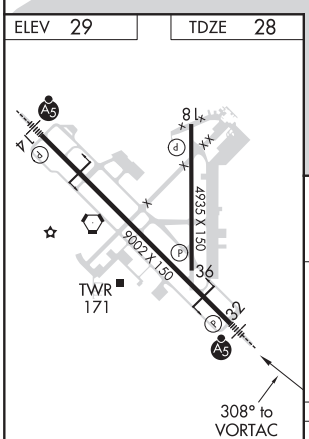
T A ASR

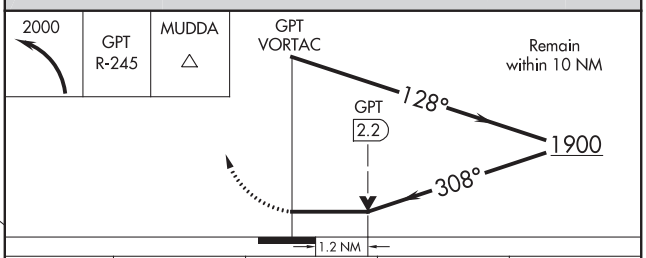
MALSR A5

MISSED APPROACH: Climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95







HIRL Rwy 14-32 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-32	480/24 452 (500-½)		480/45 452 (500-⅞)	
C CIRCLING	500-1 471 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)

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GULFPORT, MISSISSIPPI

AL-576 (FAA)

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VOR Z RWY 32

GULFPORT-BILOXI INTL (GPT)

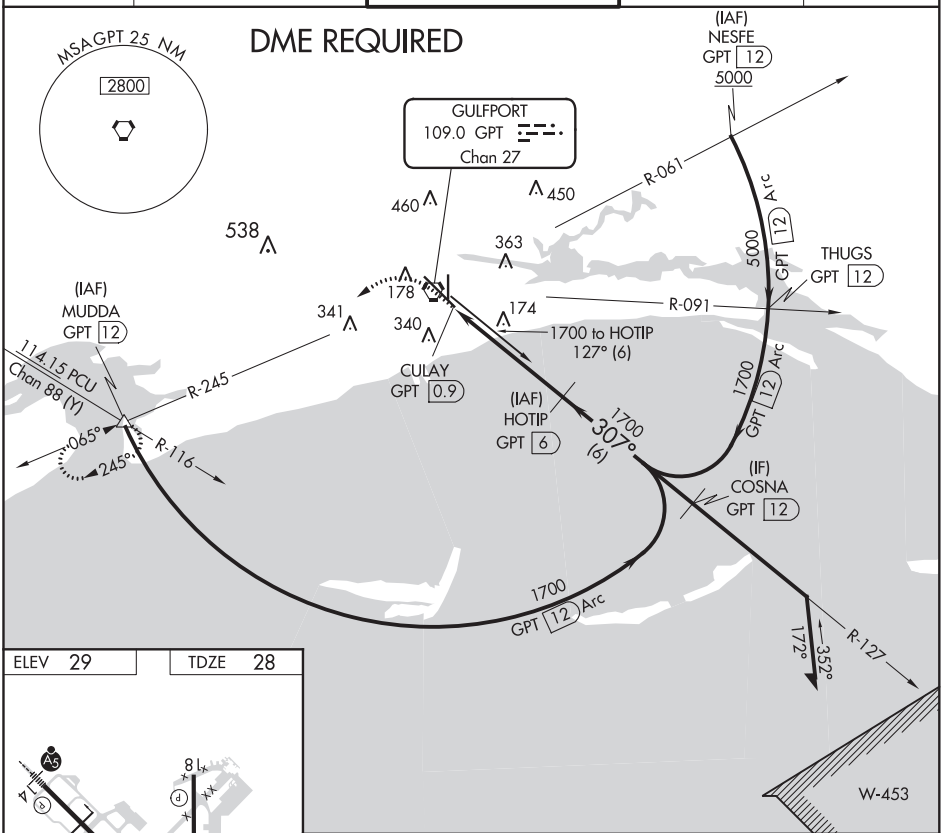
VORTAC GPT 109.0 Chan 27	APP CRS 307°	Rwy ldg 9002 TDZE 28 Apt Elev 29

T A ASR — DME required. For inop ALS, increase S-32 Cat C/D/E to RVR 6000.

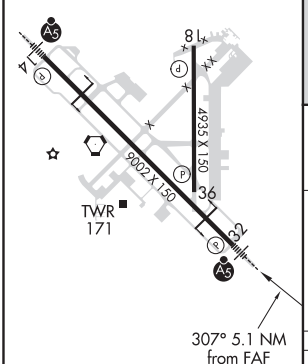
MALSR A5

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

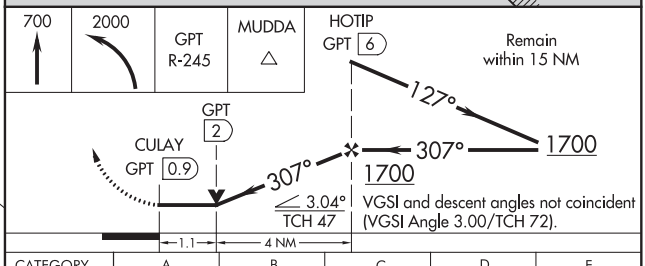
ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95



ELEV 29 | TDZE 28



HIRL Rwy 14-32 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D	E
S-32	440/24 412 (500-½)		440/40 412 (500-¾)		
C CIRCLING	500-1 471 (500-1)	640-1 611 (700-1)	820-2¼ 791 (800-2¼)	820-2½ 791 (800-2½)	820-2¾ 791 (800-2¾)

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VOR Z or TACAN Z RWY 14

GULFPORT-BILOXI INTL (GPT)

VORTAC GPT 109.0 Chan 27	APP CRS 140°	Rwy ldg 9002 TDZE 27 Apt Elev 28

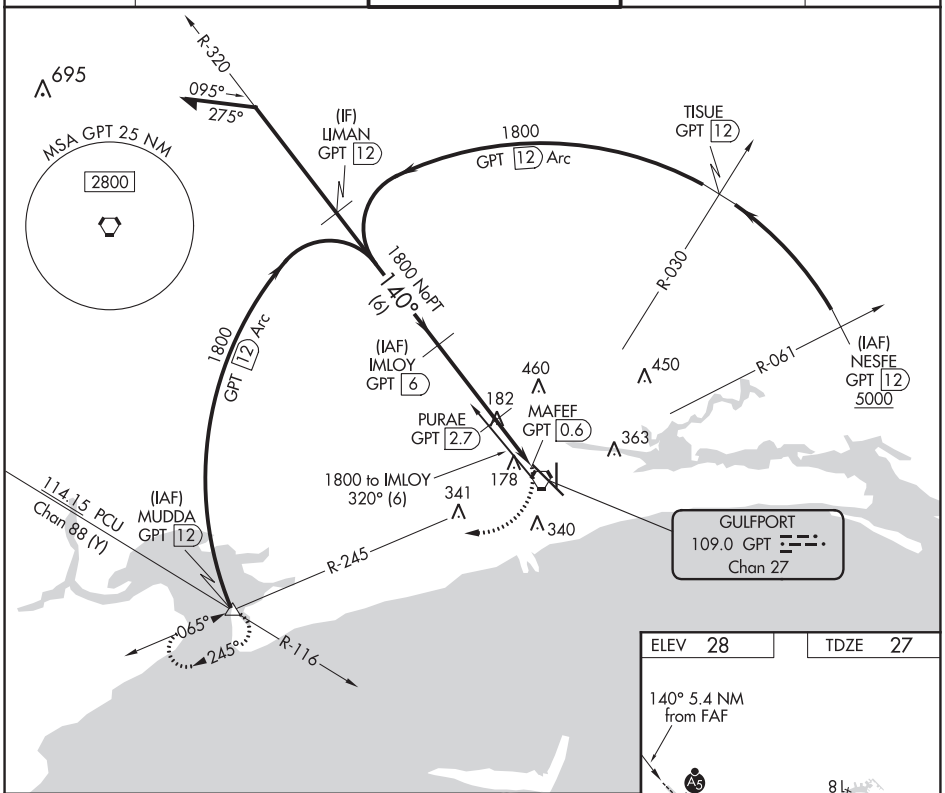
DME required.

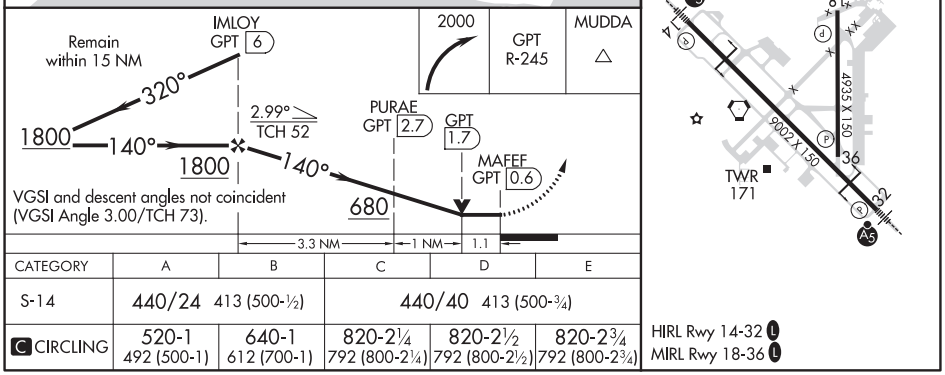
For inop ALS, increase S-14 Cat C/D/E visibility to RVR 6000.

MALSR

MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS	GULFPORT APP CON ★	GULFPORT TOWER ★	GND CON	UNICOM
119.45	127.5 254.25	123.7 (CTAF) L 339.8	120.4 348.6	122.95





CATEGORY	A	B	C	D	E
S-14	440/24 413 (500-½)		440/40 413 (500-¾)		
C CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	820-2¾ 792 (800-2¾)

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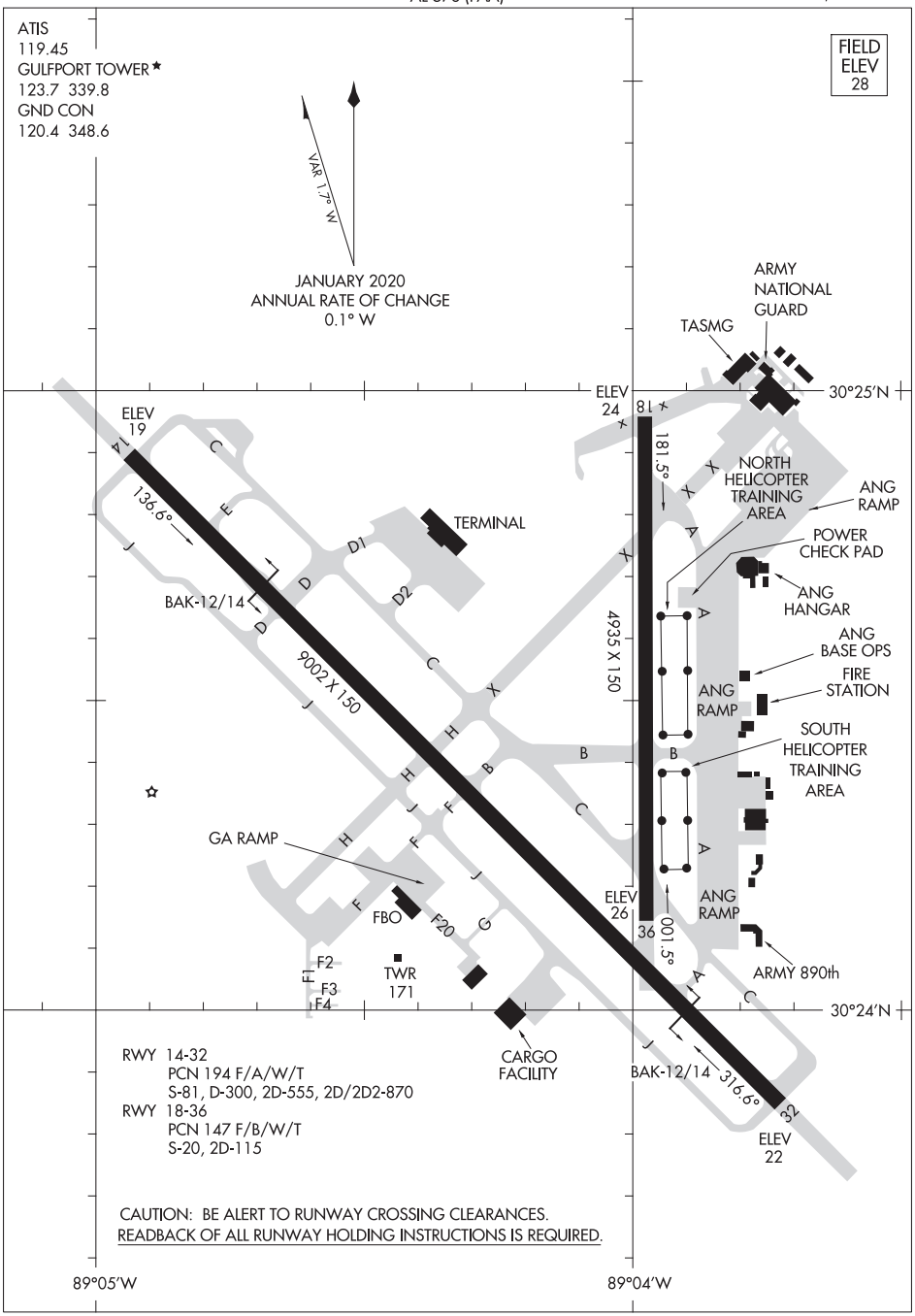
AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI



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SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20254
GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

LOC I-HPF	APP CRS	Rwy ldg	5001
111.5	180°	TDZE	44
		Apt Elev	47

ILS or LOC RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

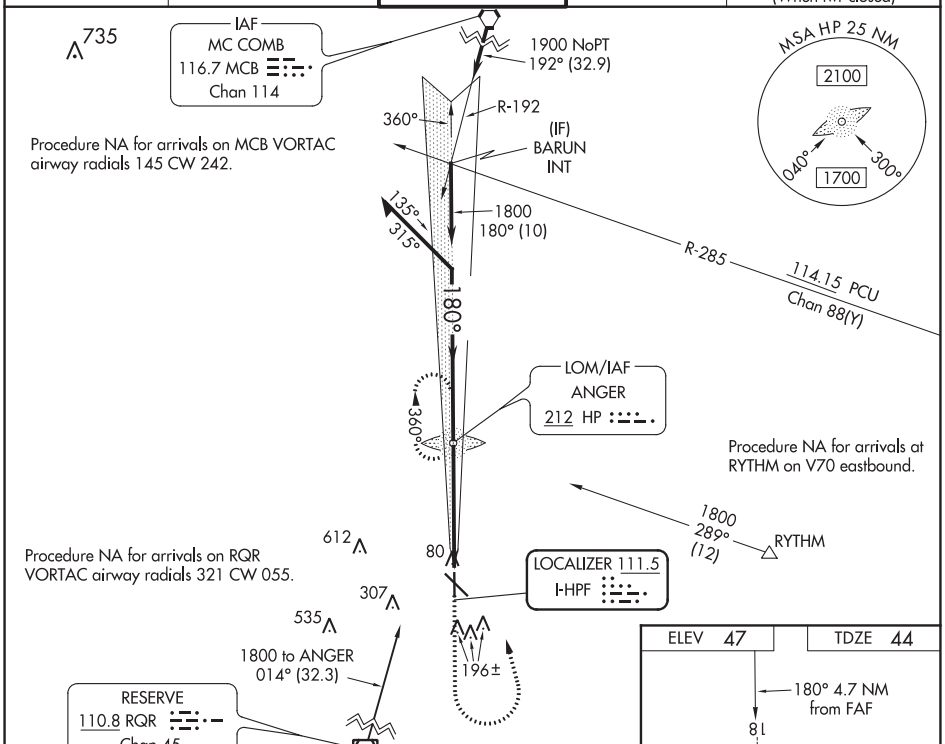
ADF required.

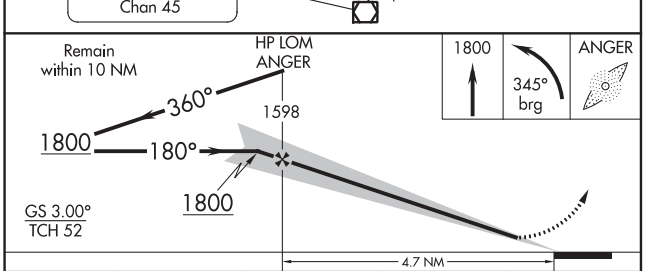
NA For inop ALS, increase S-LOC 18 Cat C/D visibility to 1⅜ SM.

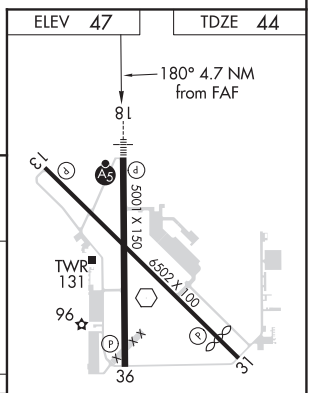
MALSR

MISSED APPROACH: Climb to 1800 then left turn on 345° bearing to ANGER LOM and hold.

ATIS	NEW ORLEANS APP CON	HAMMOND TOWER ★	GND CON	CLNC DEL
118.325	119.3 350.35	120.575 (CTAF)	119.85	119.3 (When twr closed)







REIL Rwys 13, 31 and 36
MIRL Rwys 13-31 and 18-36

CATEGORY	A	B	C	D
S-ILS 18	244-½ 200 (200-½)			
S-LOC 18	540-½ 496 (500-½)		540-1 496 (500-1)	
C CIRCLING	540-1 493 (500-1)		620-1½ 573 (600-1½)	920-2¾ 873 (900-2¾)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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HAMMOND, LOUISIANA | AL-6035 (FAA) | 20086

WAAS CH 45818 W18A	APP CRS 180°	Rwy ldg 5001 TDZE 44 Apt Elev 47

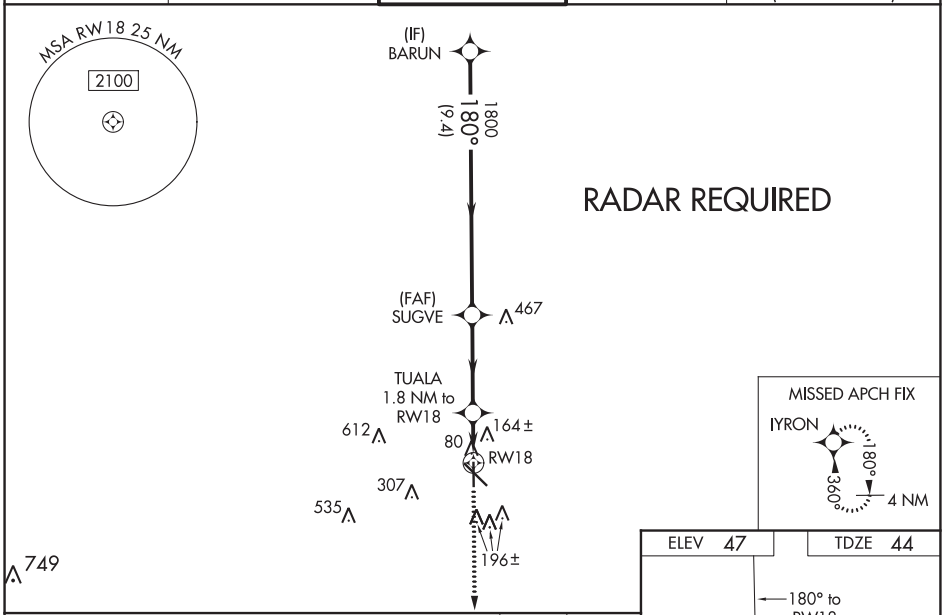
RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2200 direct IYRON and hold.

ATIS	NEW ORLEANS APP CON	HAMMOND TOWER ★	GND CON	CLNC DEL
118.325	119.3 350.35	120.575 (CTAF) L	119.85	119.3 (When twr closed)



CATEGORY	A	B	C	D
LPV DA	244-½ 200 (200-½)			
LNAV/VNAV DA	466-1 422 (500-1)			
LNAV MDA	460-½ 416 (500-½)		460-¾ 416 (500-¾)	460-1 416 (500-1)
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

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APP CRS	Rwy ldg	5812
315°	TDZE	43
	Apt Elev	47

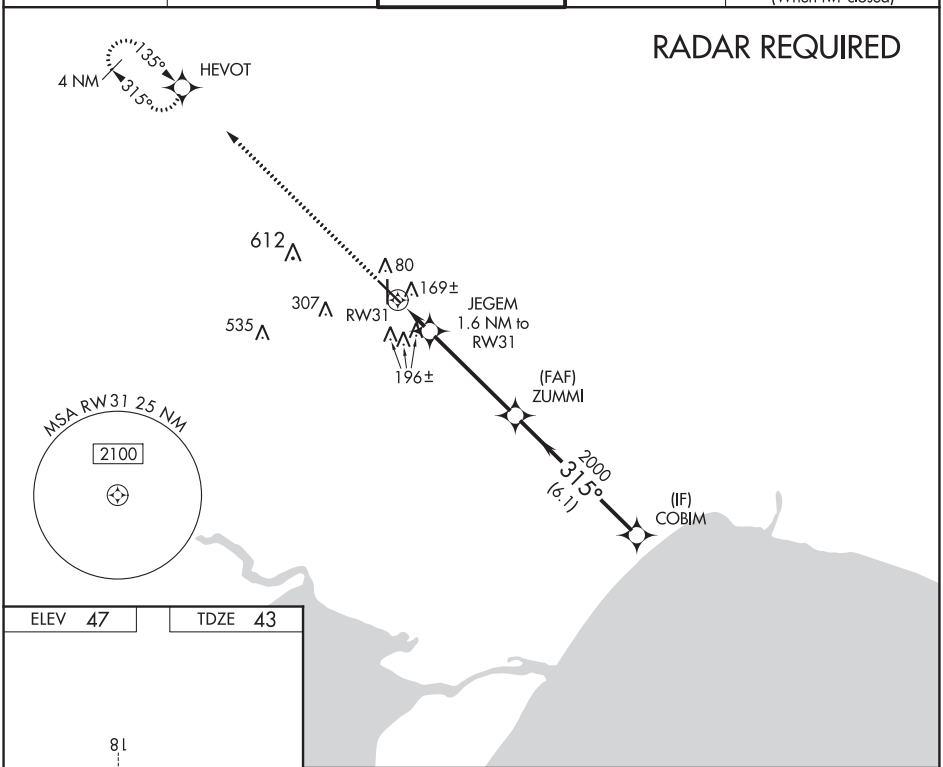
RNAV (GPS) RWY 31
HAMMOND NORTHSHORE RGNL (HDC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 100 feet, and increase LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV Cat D visibility ½ mile.
VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

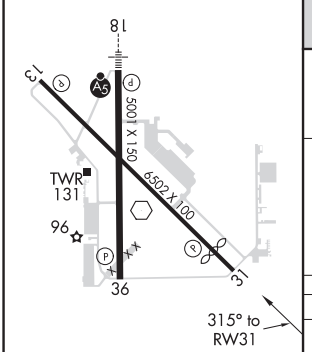
MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

ATIS	NEW ORLEANS APP CON	HAMMOND TOWER ★	GND CON	CLNC DEL
118.325	119.3 350.35	120.575 (CTAF) L	119.85	119.3 (When twr closed)

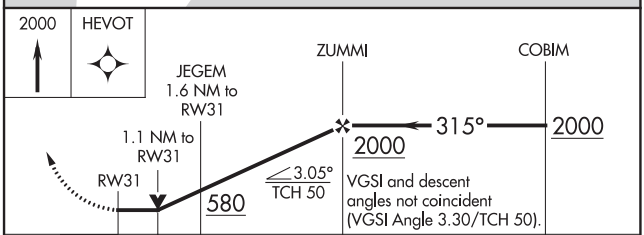
RADAR REQUIRED



ELEV 47 TDZE 43



REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

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HAMMOND, LOUISIANA | AL-6035 (FAA) | 20086

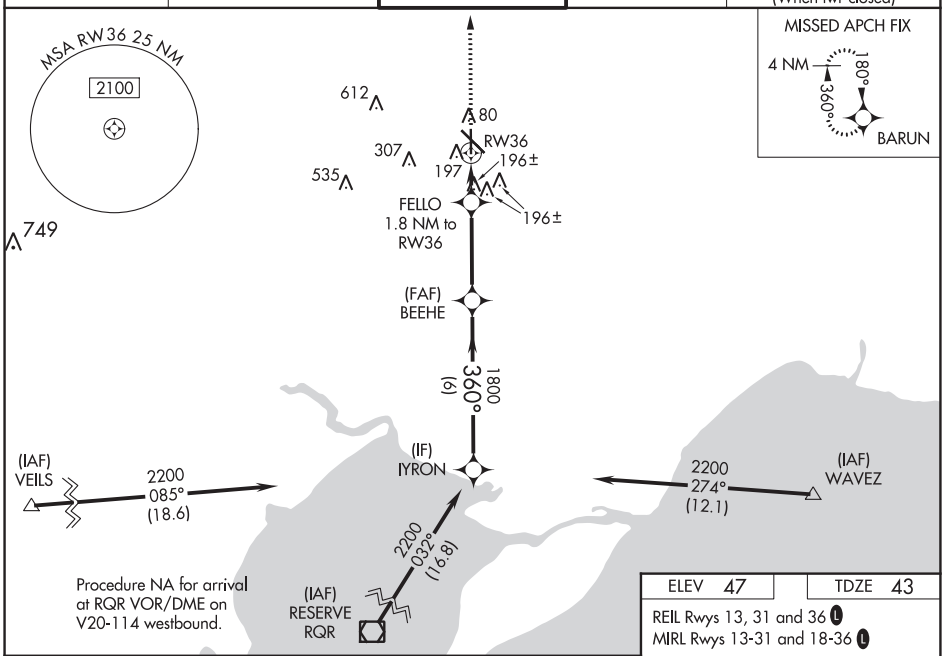
WAAS CH 42718 W36A	APP CRS 360°	Rwy ldg 5001 TDZE 43 Apt Elev 47

RNAV (GPS) RWY 36
HAMMOND NORTHSHORE RGNL (HDC)

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C and Circling Cat D ¼ mile, and LNAV Cat D ½ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct BARUN and hold.

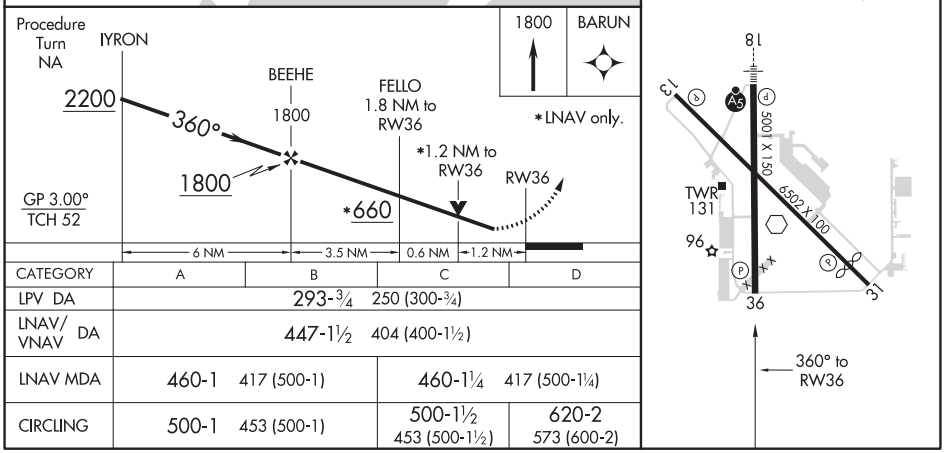
ATIS	NEW ORLEANS APP CON	HAMMOND TOWER ★	GND CON	CLNC DEL
118.325	119.3 350.35	120.575 (CTAF) L	119.85	119.3 (When twr closed)



Procedure NA for arrival at RQR VOR/DME on V20-114 westbound.

ELEV 47	TDZE 43

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	293-¾ 250 (300-¾)			
LNAV/VNAV DA	447-1½ 404 (400-1½)			
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	500-1 453 (500-1)		500-1½ 453 (500-1½)	620-2 573 (600-2)

HAMMOND, LOUISIANA
Orig 29JUL10

30°31′N-90°25′W

HAMMOND NORTHSHORE RGNL (HDC)
RNAV (GPS) RWY 36

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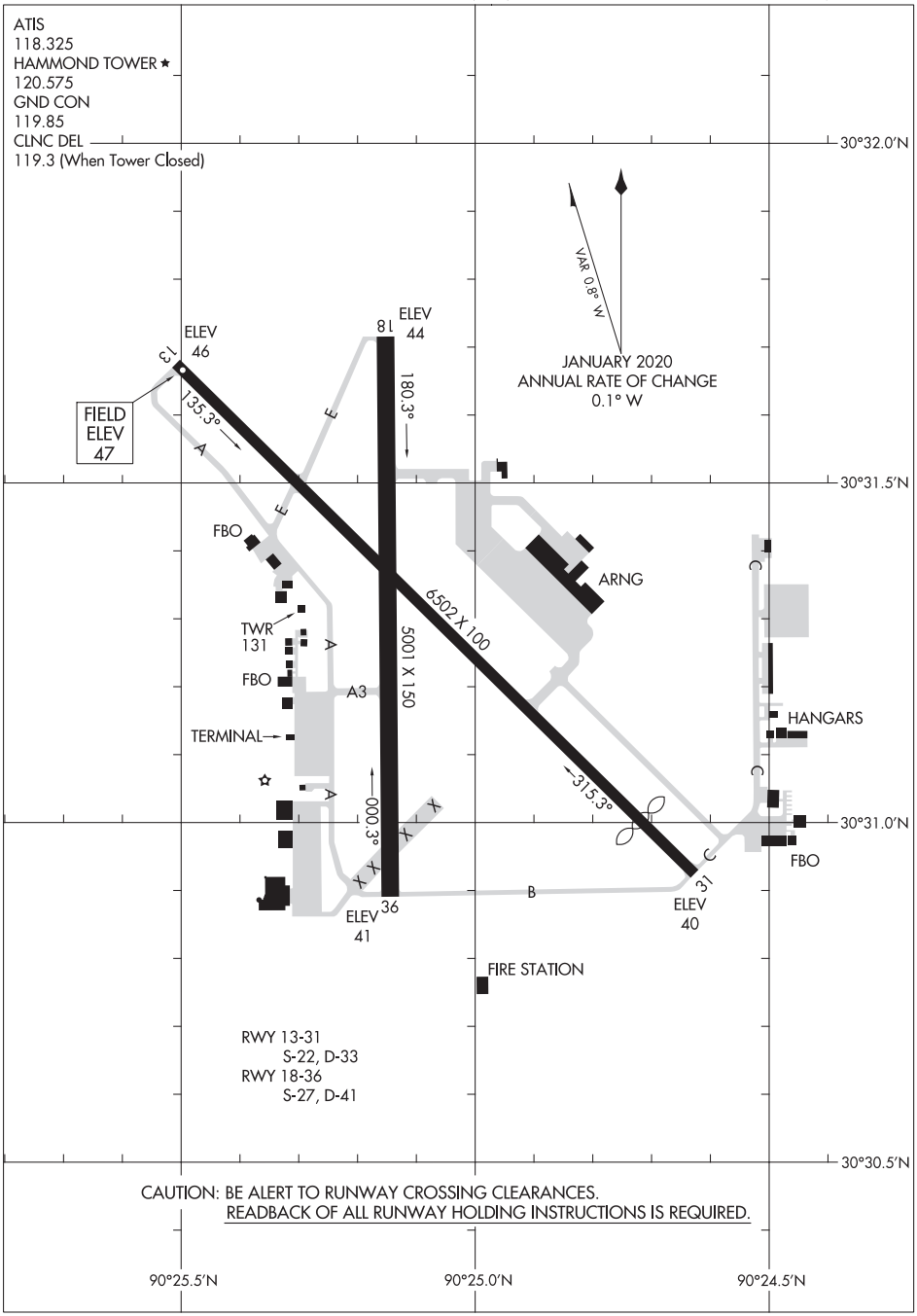
SC-4, 25 FEB 2021 to 22 APR 2021



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

HATTIESBURG, MISSISSIPPI

AL-853 (FAA)

19115

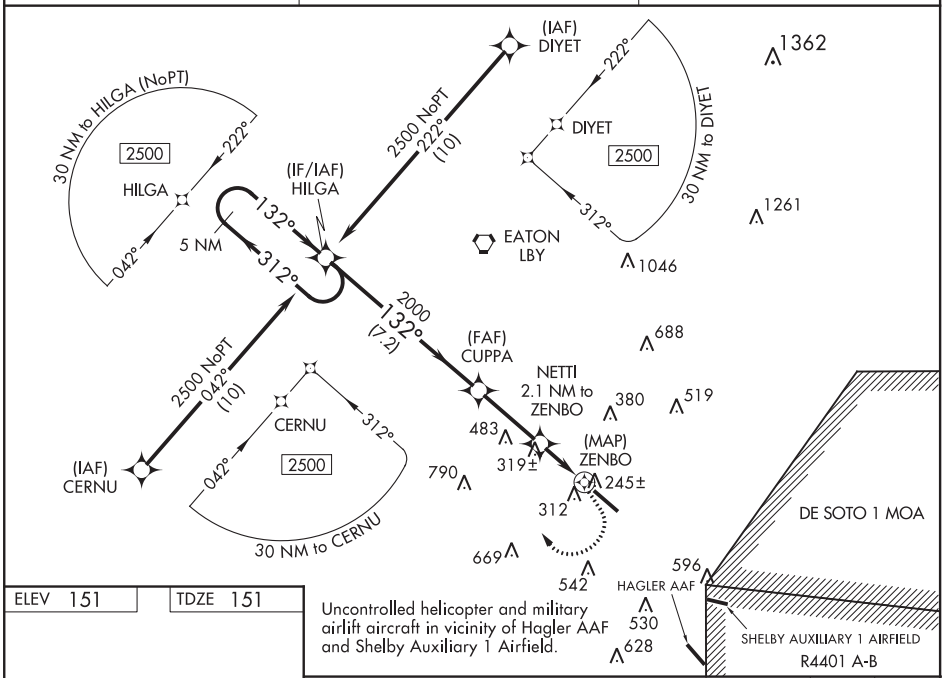
RNAV (GPS) Y RWY 13
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

WAAS CH 86720 W13B	APP CRS 132°	Rwy ldg 5098 TDZE 151 Apt Elev 151

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. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 51 feet and all MDA 60 feet. Increase LPV all Cats and LNAV Cat C/D visibility ⅛ mile and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

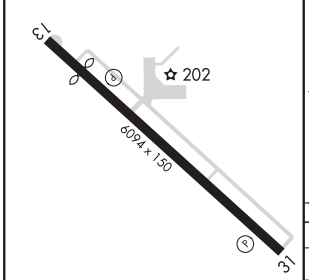
MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L

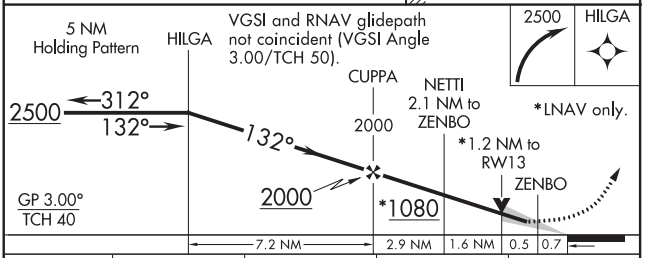


Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.

ELEV 151 | TDZE 151



REIL Rwy 13 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	442-1 291 (300-1)			
LNAV/VNAV DA	523-1¼ 372 (400-1¼)			
LNAV MDA	580-1 429 (500-1)		580-1¼ 429 (500-1¼)	
CIRCLING	620-1 469 (500-1)	700-1 549 (600-1)	700-1½ 549 (600-1½)	720-2 569 (600-2)

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RNAV (GPS) Z RWY 13
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

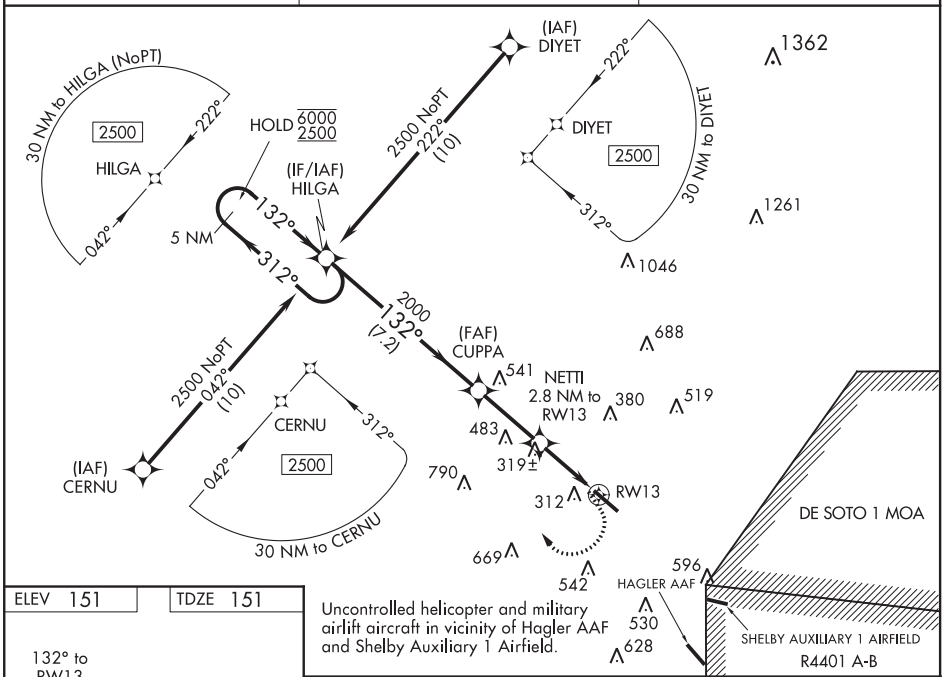
WAAS CH 86403 W13A	APP CRS 132°	Rwy ldg 5098 TDZE 151 Apt Elev 151

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
Cat D aircraft require ATC approval when R-4401 is active.

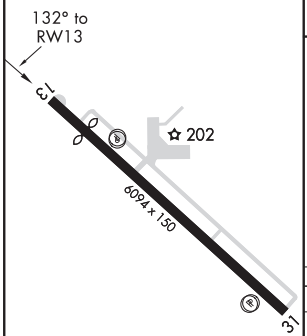
MISSED APPROACH:
Climb to 600 then climbing right turn to 2500 direct HILGA and hold.

ASOS	HOUSTON CENTER	UNICOM
135.425	126.8 327.8	122.8 (CTAF) L

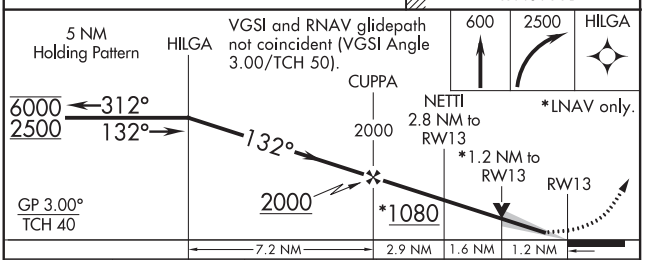


Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.

ELEV 151	TDZE 151



REIL Rwy 13 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	351-¾ 200 (200-¾)			
LNAV/VNAV DA	473-1 322 (400-1)			
LNAV MDA	580-1 429 (500-1)		580-1¼ 429 (500-1¼)	
CIRCLING	620-1 469 (500-1)	700-1 549 (600-1)	700-1½ 549 (600-1½)	720-2 569 (600-2)

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(LBY2.LBY) 20086

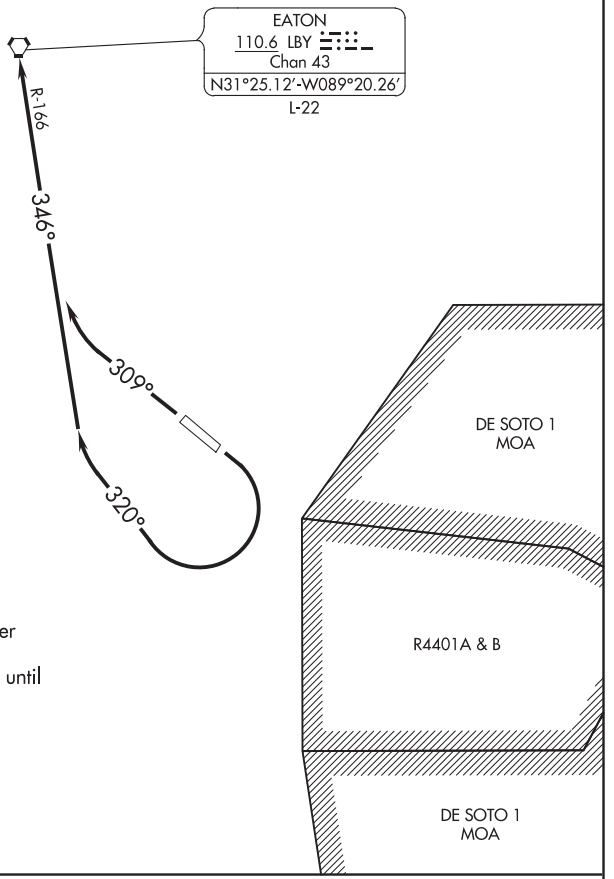
AL-853 (FAA)

EATON TWO DEPARTURE

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS:
Rwy 13: ATC climb of 300′ per NM to 600.
Rwy 13: Do not exceed 230K until established on heading 320°.
Rwy 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence. . . .
TAKEOFF RWY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence. . . .

. . . .maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

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ILS or LOC RWY 18
HATTIESBURG-LAUREL RGNL (PIB)

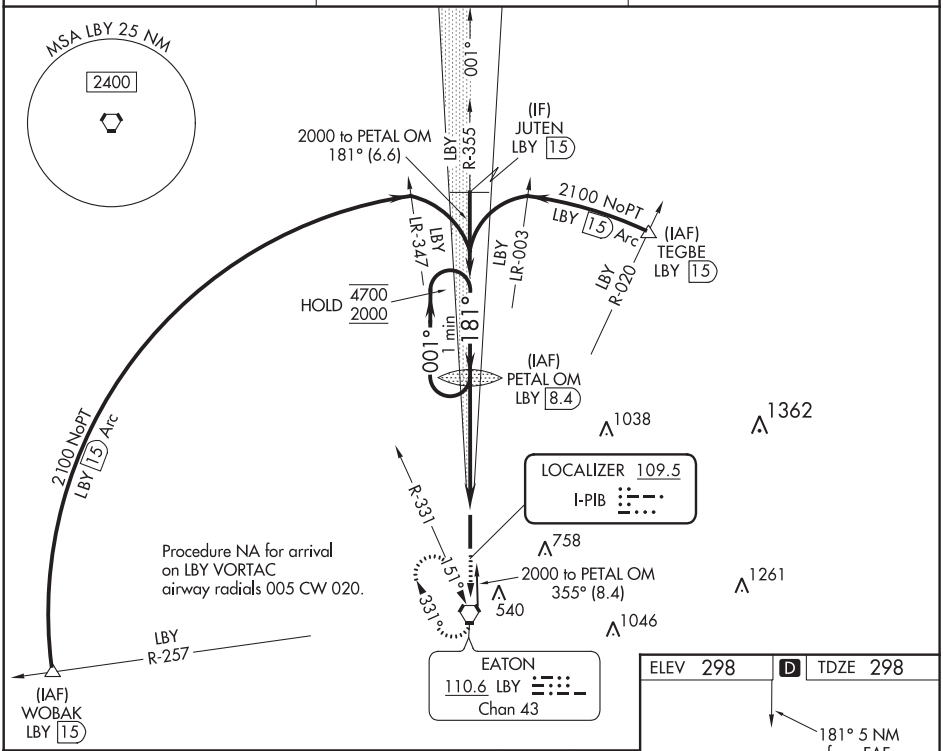
LOC I-PIB	APP CRS	Rwy ldg	6502
109.5	181°	TDZE	298
		Apt Elev	298

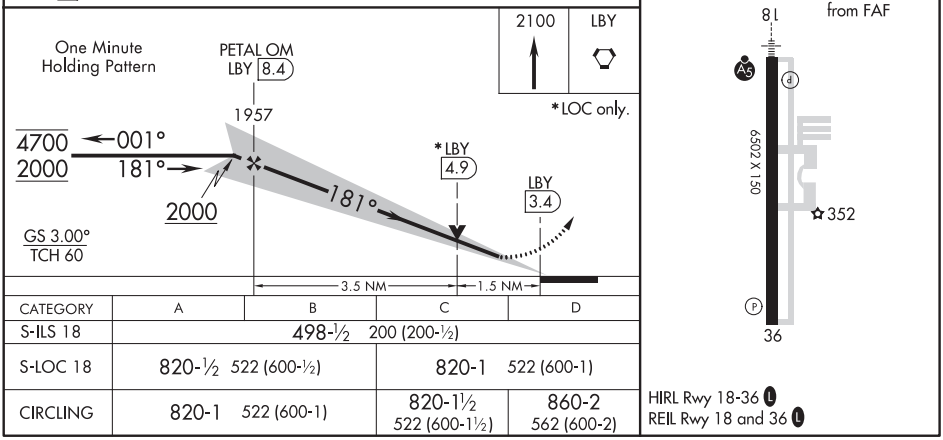
DME required.
T
A NA

MALSR A5

MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3PT	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 18	498-½ 200 (200-½)			
S-LOC 18	820-½ 522 (600-½)		820-1 522 (600-1)	
CIRCLING	820-1 522 (600-1)		820-1½ 522 (600-1½)	860-2 562 (600-2)

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HATTIESBURG-LAUREL, MISSISSIPPI

AL-6134 (FAA)

19227

RNAV (GPS) RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

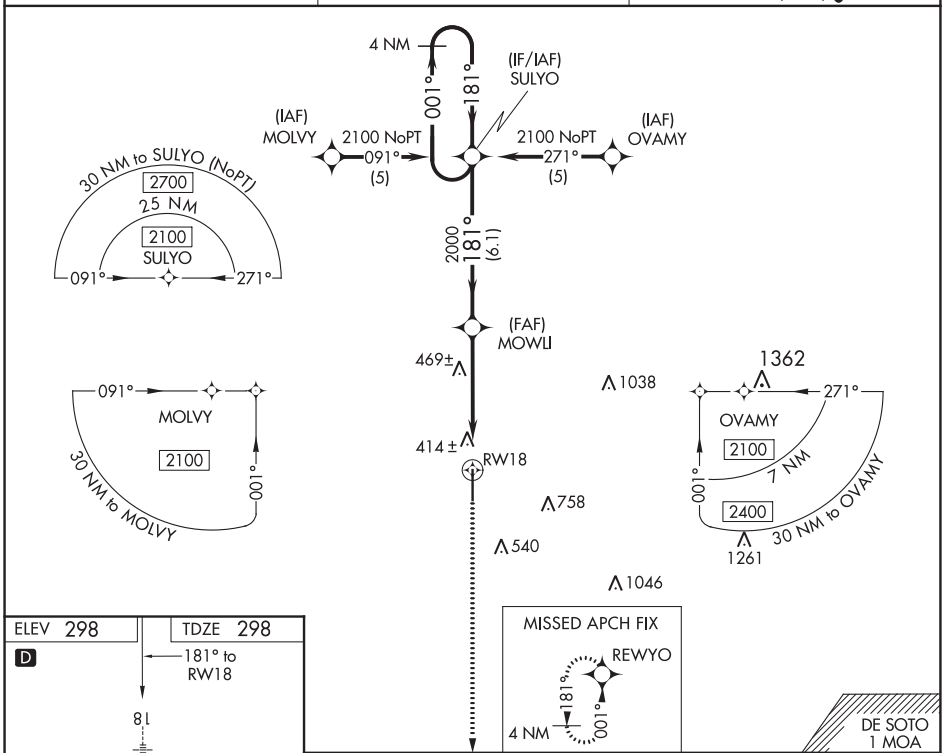
WAAS CH 49201 W18A	APP CRS 181°	Rwy ldg 6502 TDZE 298 Apt Elev 298

For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Bobby L. Chain Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA with Bobby L. Chain Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct REWYO and hold.

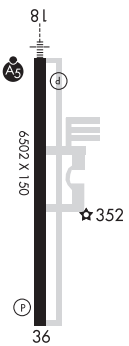
AWOS-3PT	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF) L



ELEV 298 | TDZE 298

D

181° to RW18



HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L

CATEGORY	A	B	C	D
LPV DA	498-½ 200 (200-½)			
LNAV/VNAV DA	691-¾ 393 (400-¾)			
LNAV MDA	720-½ 422 (500-½)		720-¾ 422 (500-¾)	720-1 422 (500-1)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

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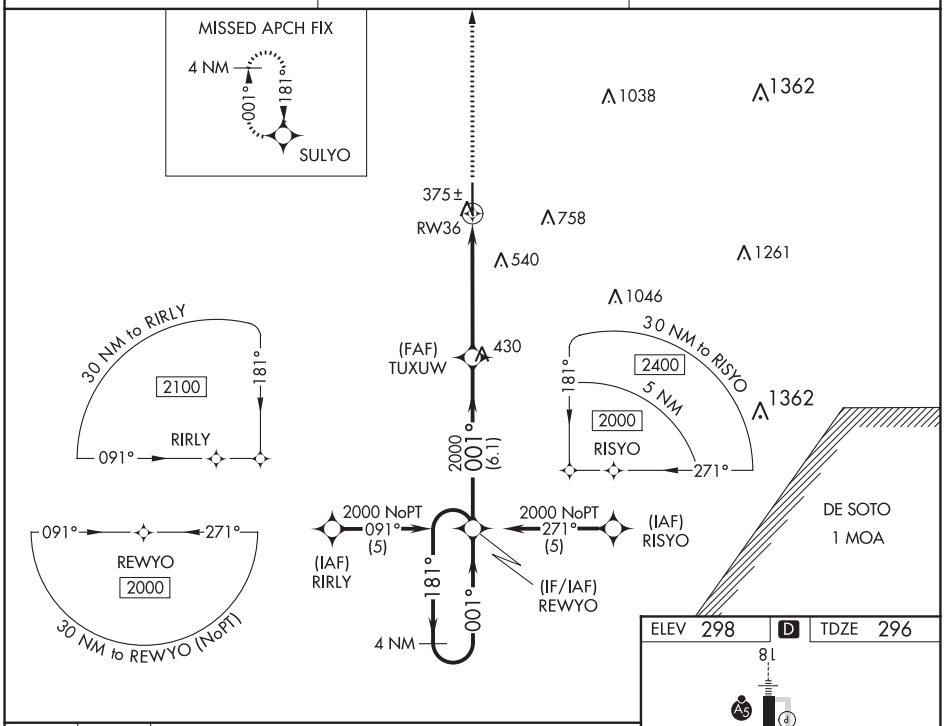
WAAS CH **93901** **W36A**	APP CRS **001°**	Rwy ldg **6502** TDZE **296** Apt Elev **298**

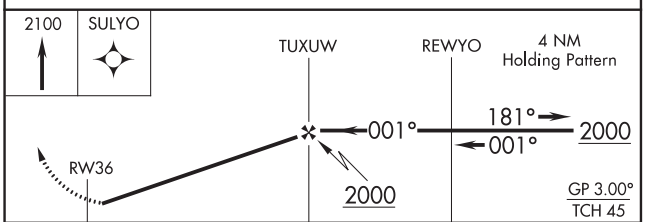
RNAV (GPS) RWY 36
HATTIESBURG-LAUREL RGNL (PIB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L. Chain Muni altimeter setting and increase all DA 51 feet and increase all MDA 60 feet, and increase LNAV MDA Cat C and D visibility ¼ mile. Baro-VNAV NA when using Hattiesburg Bobby L. Chain Muni altimeter setting.

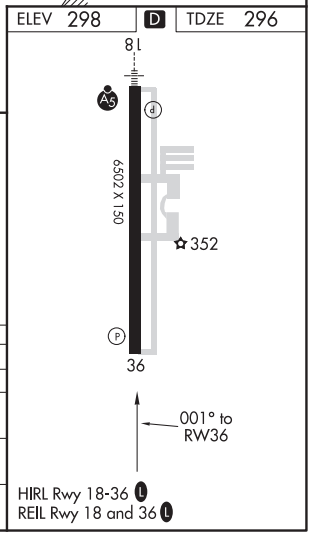
MISSED APPROACH: Climb to 2100 direct SULYO and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
128.325	**126.8 327.8**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/VNAV DA	625-1¼ 329 (400-1¼)			
LNAV MDA	680-1 384 (400-1)			680-1¼ 384 (400-1¼)
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)



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SC-4, 25 FEB 2021 to 22 APR 2021

HATTIESBURG-LAUREL, MISSISSIPPI

AL-6134 (FAA)

20254

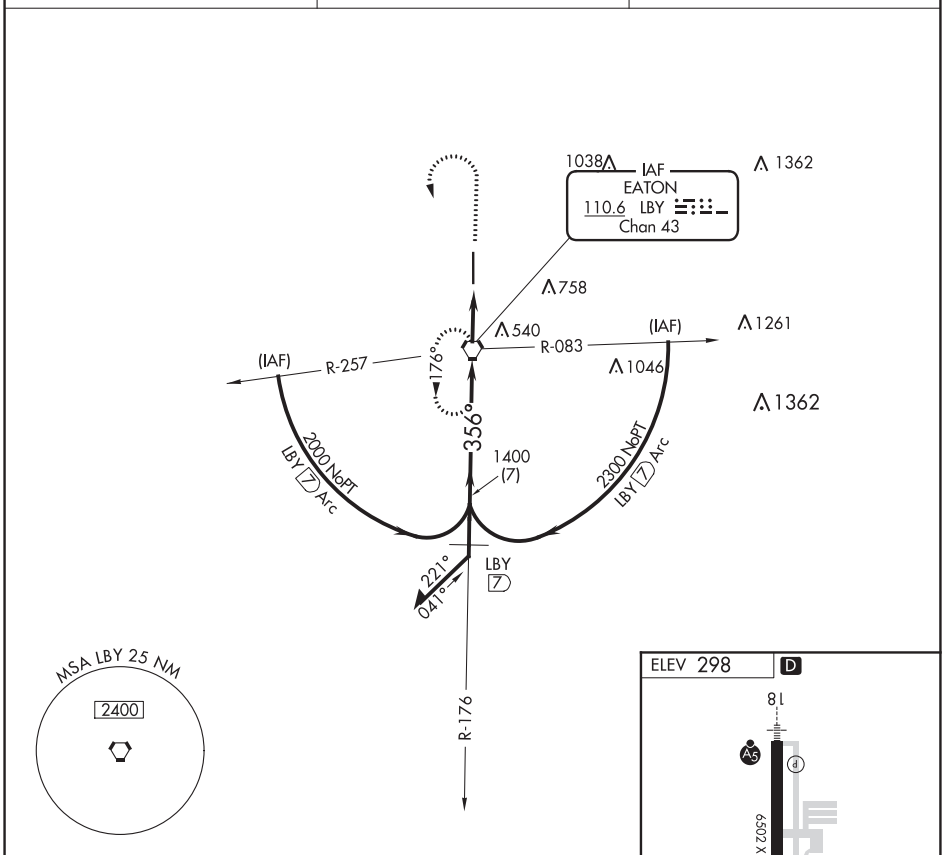
VOR-A

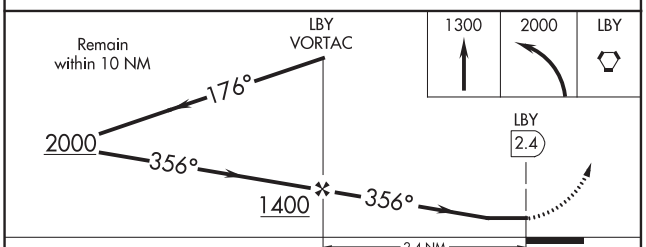
HATTIESBURG-LAUREL RGNL (PIB)

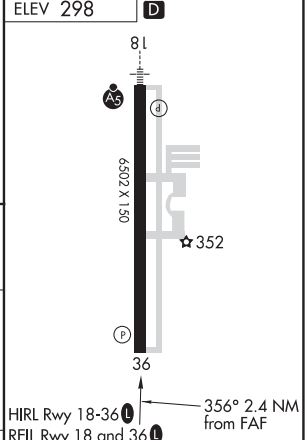
VORTAC LBY	APP CRS	Rwy ldg	N/A
110.6	356°	TDZE	N/A
Chan 43		Apt Elev	298

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
128.325	126.8 327.8	123.0 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	740-1 442 (500-1)	760-1 462 (500-1)	760-1½ 462 (500-1½)	860-2 562 (600-2)

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

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SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 58338 W18A	APP CRS 181°	Rwy ldg 3202 TDZE 548 Apt Elev 551

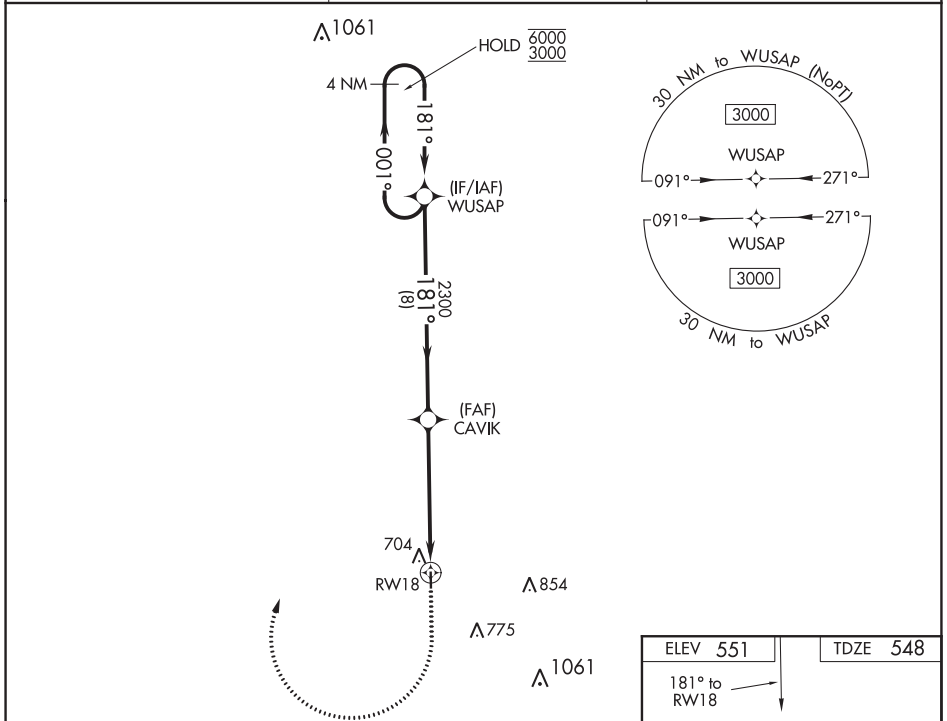
RNAV (GPS) RWY 18
HOLLY SPRINGS-MARSHALL COUNTY (M41)

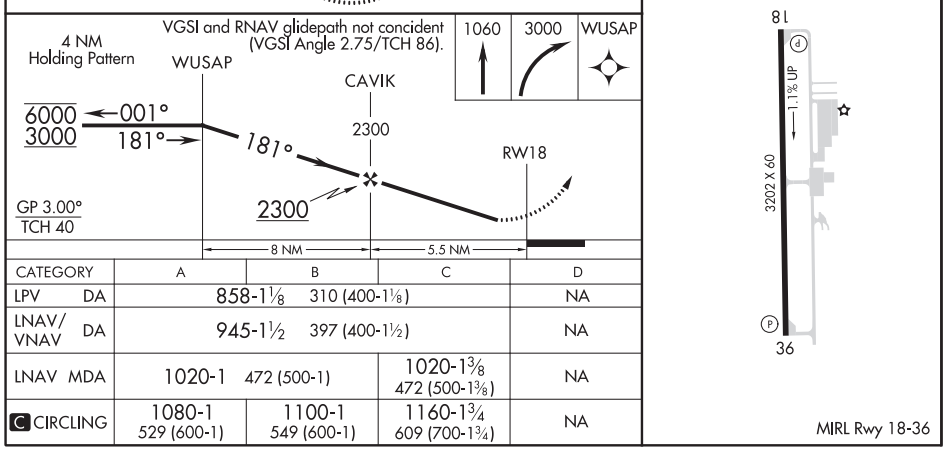
RNP APCH.

T NA Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 870, and all visibilities ⅛ SM; increase LNAV/VNAV DA to 957 and all MDAs 20 feet.

MISSED APPROACH: Climb to 1060 then climbing right turn to 3000 direct WUSAP and hold.

OLV AWOS-3	MEMPHIS APP CON	UNICOM
119.925	125.8 338.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	858-1⅛ 310 (400-1⅛)			NA
LNAV/VNAV DA	945-1½ 397 (400-1½)			NA
LNAV MDA	1020-1 472 (500-1)		1020-1⅜ 472 (500-1⅜)	NA
C CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1160-1¾ 609 (700-1¾)	NA

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HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

19283

RNAV (GPS) RWY 36

HOLLY SPRINGS-MARSHALL COUNTY (M41)

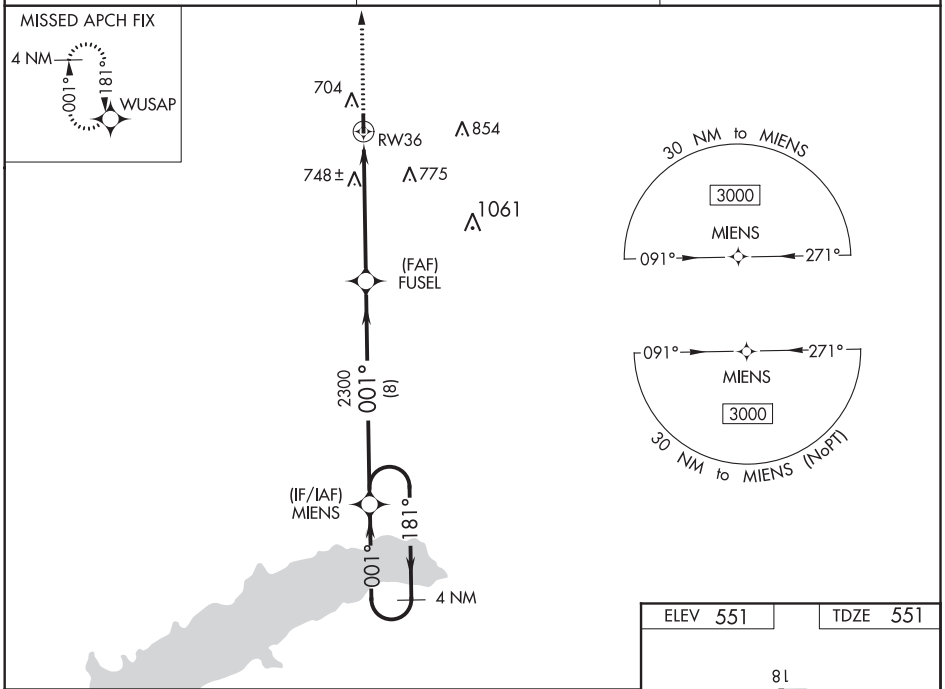
WAAS CH 63238 W36A	APP CRS 001°	Rwy ldg 3202 TDZE 551 Apt Elev 551

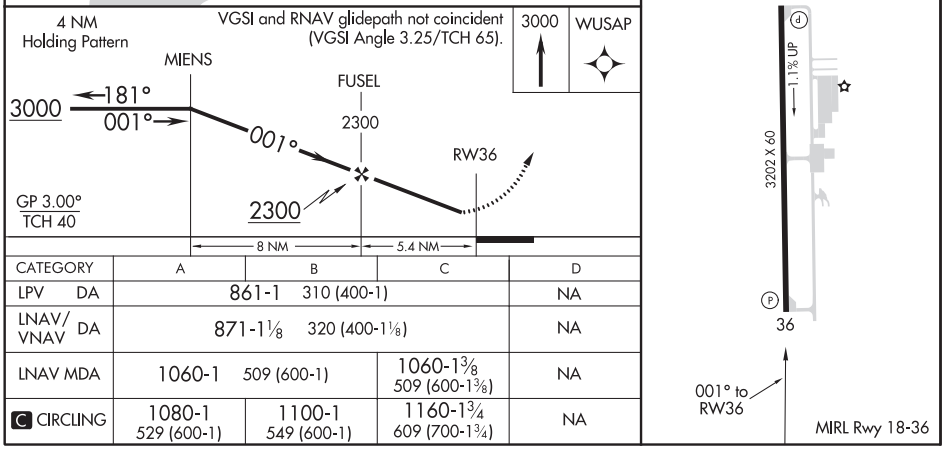
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾SM NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 873, LNAV/VNAV DA to 883 and all MDA 20 feet; increase LPV all Cats and LNAV Cat C visibility ⅛ mile.

NA

MISSED APPROACH: Climb to 3000 direct WUSAP and hold.

OLV AWOS-3	MEMPHIS APP CON	UNICOM
119.925	125.8 338.3	122.8 (CTAF)





CATEGORY	A	B	C	D
LPV DA	861-1 310 (400-1)			NA
LNAV/VNAV DA	871-1⅛ 320 (400-1⅛)			NA
LNAV MDA	1060-1 509 (600-1)		1060-1⅜ 509 (600-1⅜)	NA
C CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1160-1¾ 609 (700-1¾)	NA

HOLLY SPRINGS, MISSISSIPPI
Orig 21JUL16

34°48′ N-89°31′ W

HOLLY SPRINGS-MARSHALL COUNTY (M41)
RNAV (GPS) RWY 36

SC-4, 25 FEB 2021 to 22 APR 2021

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ILS or LOC RWY 18
HOUMA-TERREBONNE (HUM)

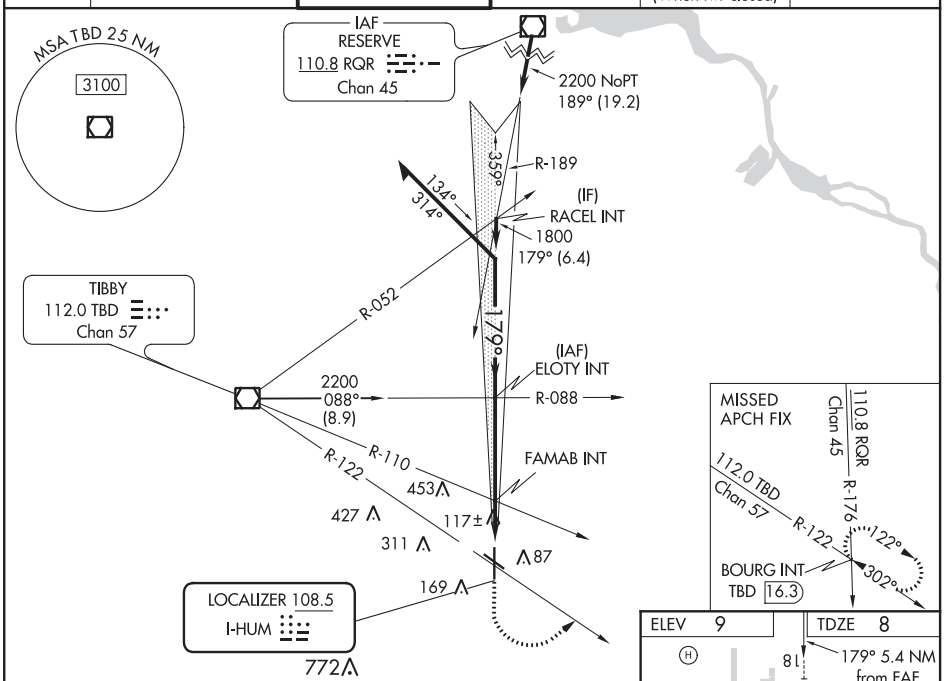
LOC I-HUM	APP CRS	Rwy ldg	6508
108.5	179°	TDZE	8
		Apt Elev	9

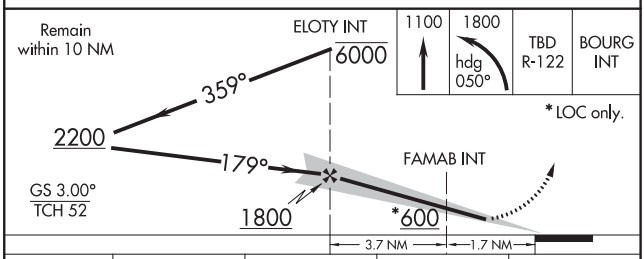
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase DA to 285 feet; increase all MDA 80 feet and S-LOC 18 Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. For inop ALS increase S-LOC 18 Cat C/D visibility to 1 SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ⅞ SM.

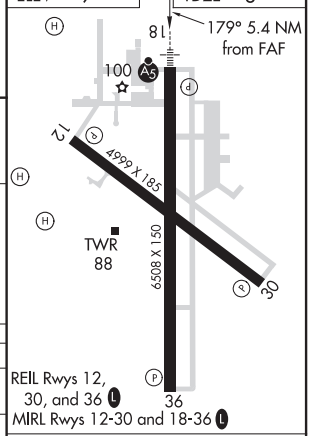
MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 on heading 050° and TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95







CATEGORY	A	B	C	D
S-ILS 18	208-½ 200 (200-½)			
S-LOC 18	380-½ 372 (400-½)		380-⅝ 372 (400-⅝)	
C CIRCLING	480-1 471 (500-1)		760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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SC-4, 25 FEB 2021 to 22 APR 2021

HOUMA, LOUISIANA

AL-5037 (FAA)

20198

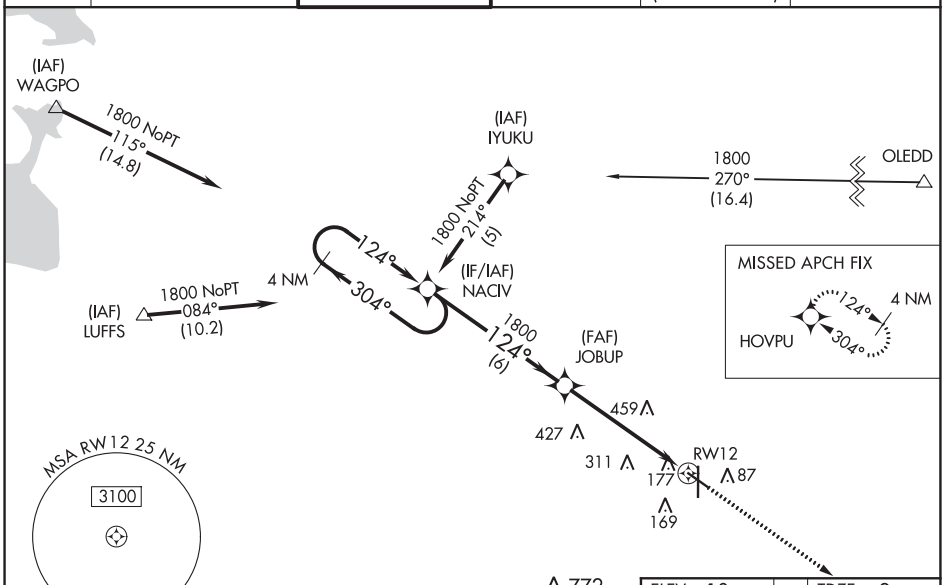
RNAV (GPS) RWY 12
HOUMA-TERREBONNE (HUM)

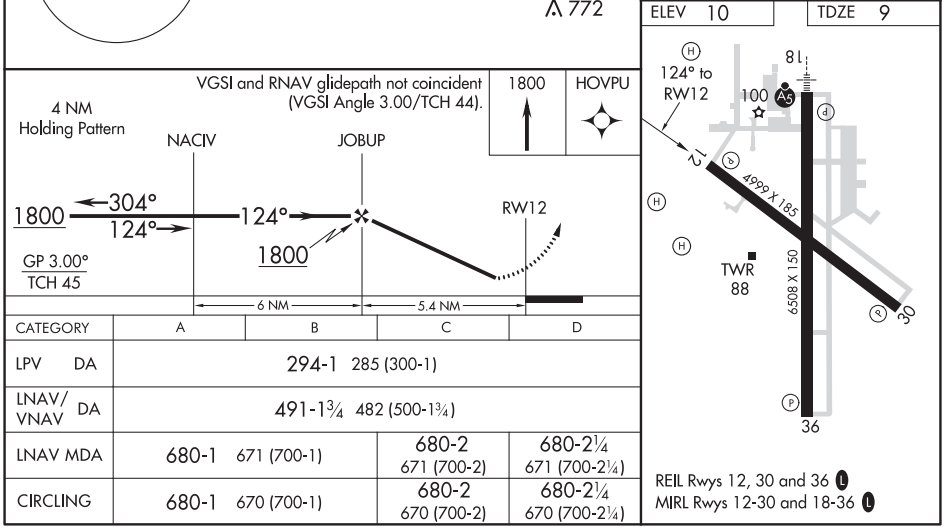
WAAS CH 56313 W12A	APP CRS 124°	Rwy ldg 4999 TDZE 9 Apt Elev 10

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	294-1 285 (300-1)			
LNAV/VNAV DA	491-1¾ 482 (500-1¾)			
LNAV MDA	680-1 671 (700-1)		680-2 671 (700-2)	680-2¼ 671 (700-2¼)
CIRCLING	680-1 670 (700-1)		680-2 670 (700-2)	680-2¼ 670 (700-2¼)

REIL Rwys 12, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

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RNAV (GPS) RWY 18
HOUMA-TERREBONNE (HUM)

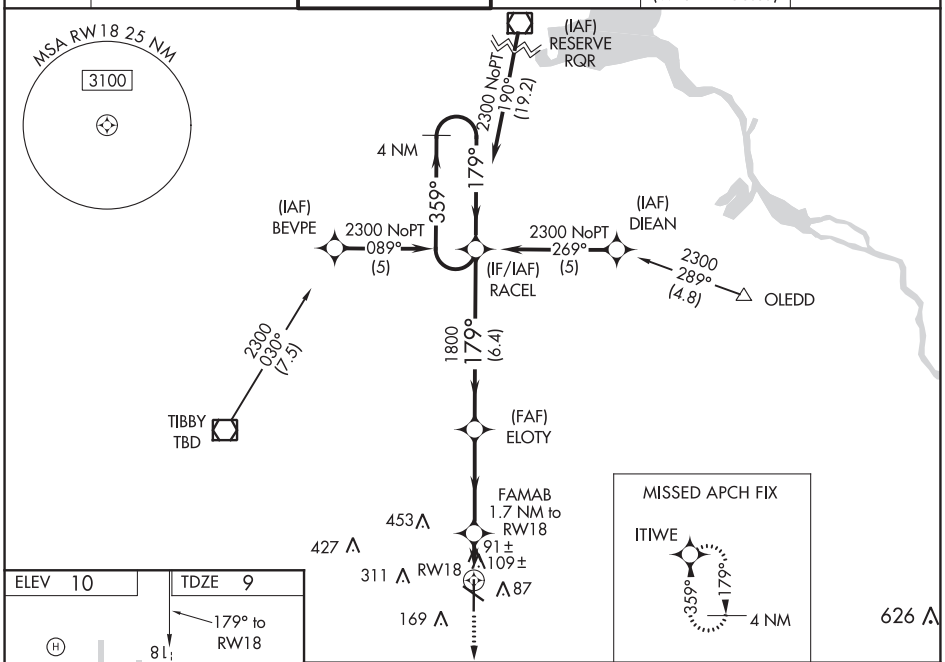
WAAS CH 99413 W18A	APP CRS 179°	Rwy ldg 6508 TDZE 9 Apt Elev 10

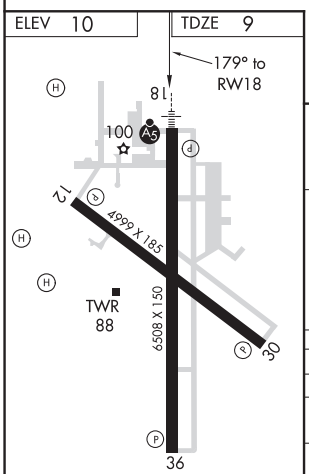
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

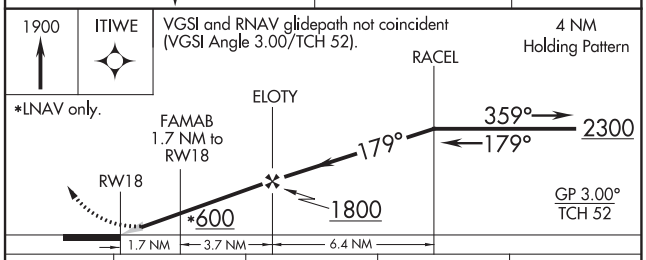
MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95





REIL Rwys 12, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	209-½ 200 (200-½)			
LNAV/VNAV DA	450-1 441 (500-1)			
LNAV MDA	440-½ 431 (500-½)		440-¾ 431 (500-¾)	440-1 431 (500-1)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

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HOUMA, LOUISIANA AL-5037 (FAA) 20198

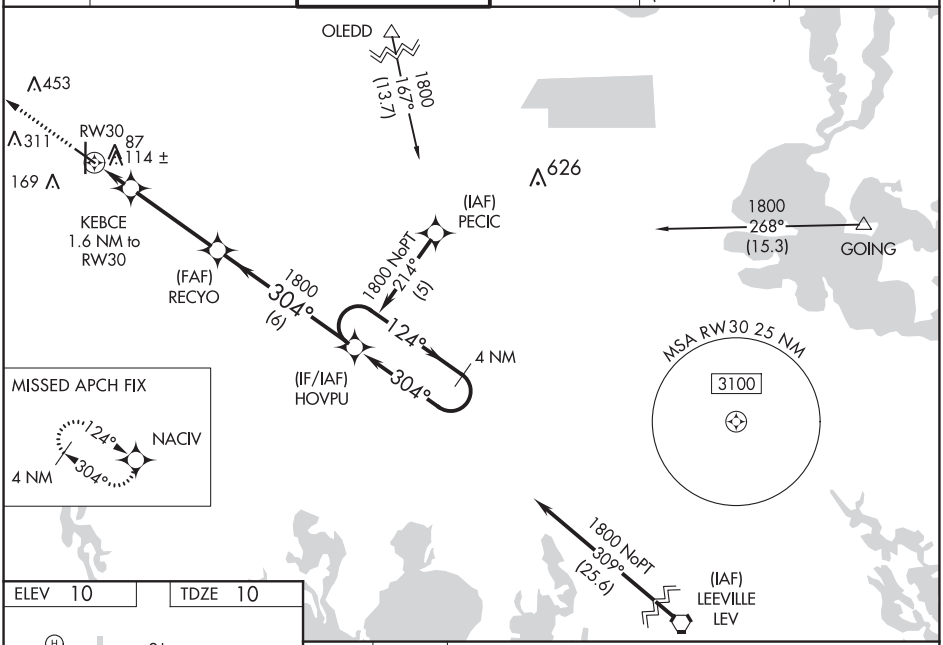
RNAV (GPS) RWY 30
HOUMA-TERREBONNE (HUM)

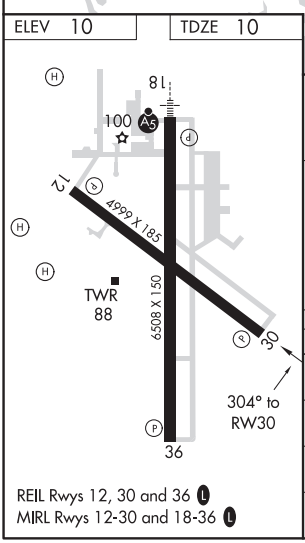
WAAS CH 61013 W30A	APP CRS 304°	Rwy ldg 4999 TDZE 10 Apt Elev 10

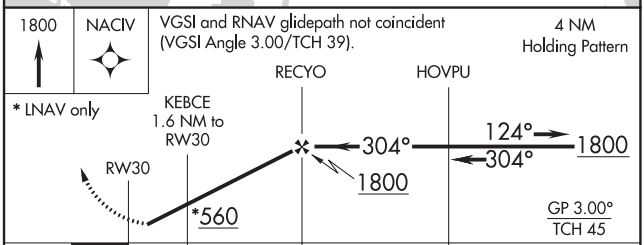
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct NACIV and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95







CATEGORY	A	B	C	D
LPV DA	260-1 250 (300-1)			
LNAV/VNAV DA	413-1½ 403 (500-1½)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

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HOUMA, LOUISIANA
Orig 02JUL09

29°34′N-90°40′W

HOUMA-TERREBONNE (HUM)
RNAV (GPS) RWY 30

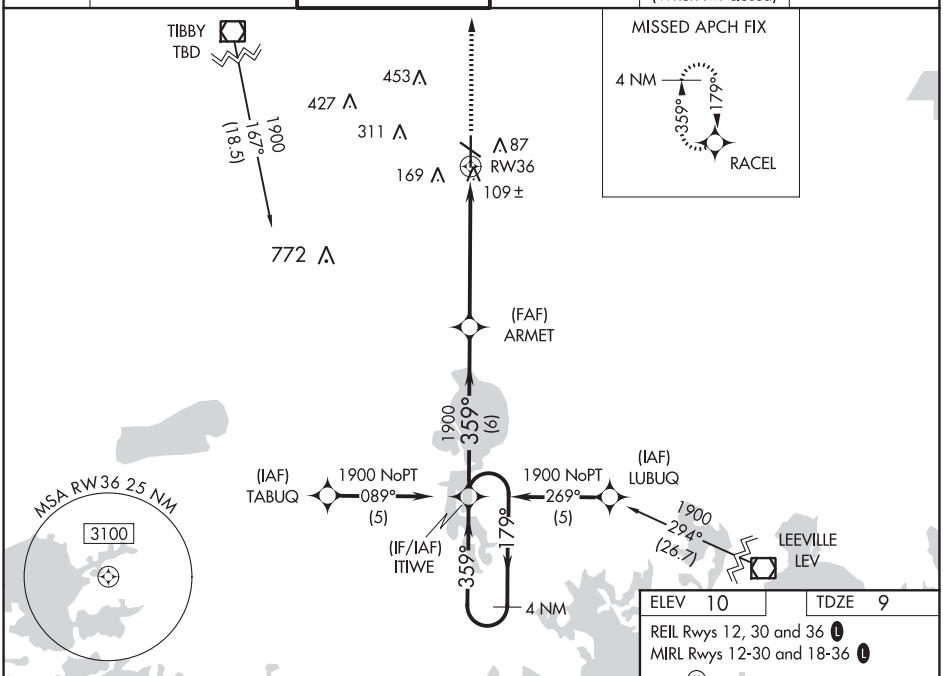
RNAV (GPS) RWY 36
HOUMA-TERREBONNE (HUM)

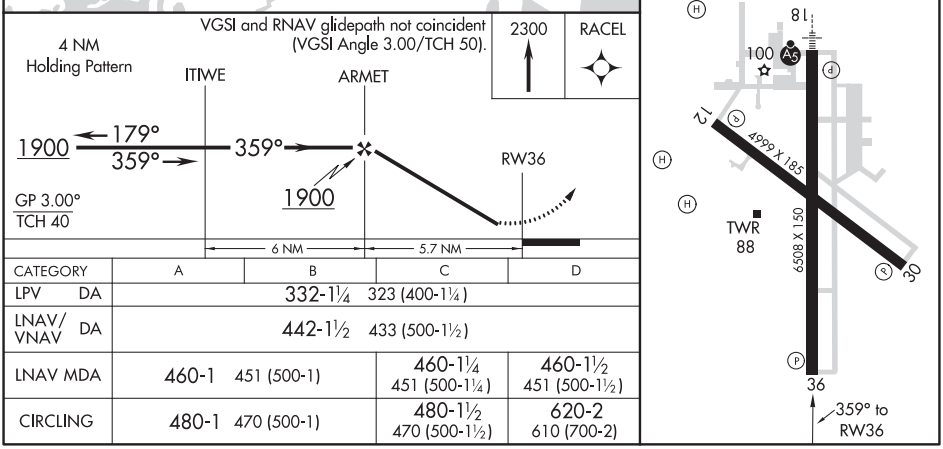
WAAS CH 56413 W36A	APP CRS 359°	Rwy ldg 6508 TDZE 9 Apt Elev 10

Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	332-1¼ 323 (400-1¼)			
LNAV/VNAV DA	442-1½ 433 (500-1½)			
LNAV MDA	460-1 451 (500-1)		460-1¼ 451 (500-1¼)	460-1½ 451 (500-1½)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

ELEV 10 TDZE 9
REIL Rwys 12, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

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HOUMA, LOUISIANA

AL-5037 (FAA)

20198

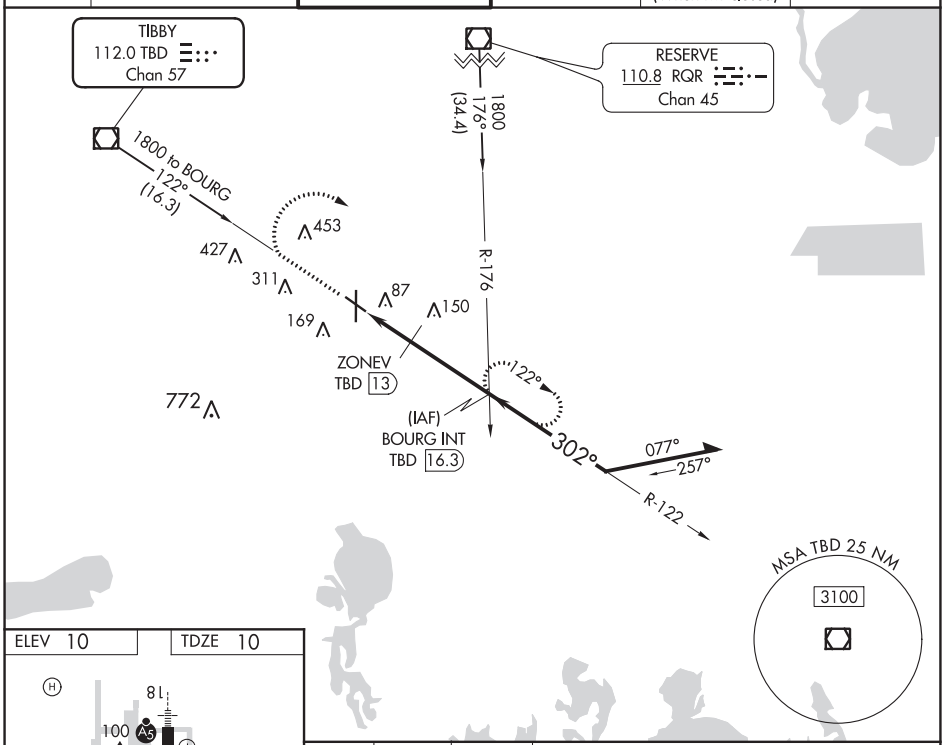
VOR/DME RWY 30
HOUMA-TERREBONNE (HUM)

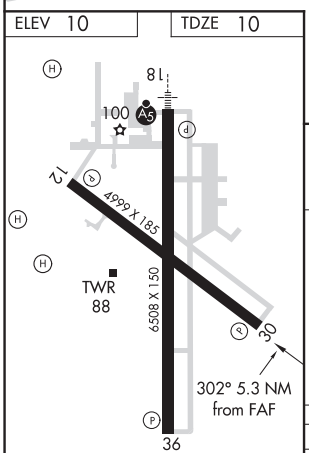
VOR/DME TBD	APP CRS	Rwy ldg	4999
112.0	302°	TDZE	10
Chan 57		Apt Elev	10

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

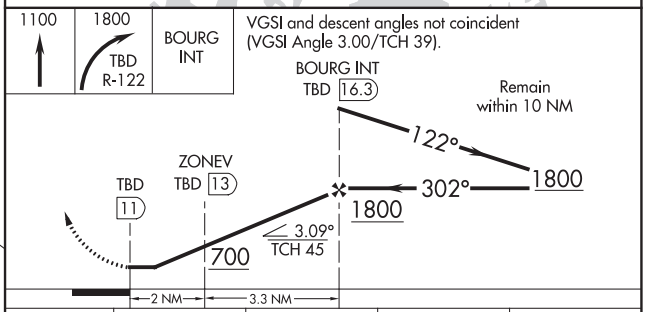
MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95





REIL Rwys 12, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
S-30	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	480-1 470 (500-1)		480-1½ 470 (500-1½)	620-2 610 (700-2)

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COPTER VOR/DME RWY 12

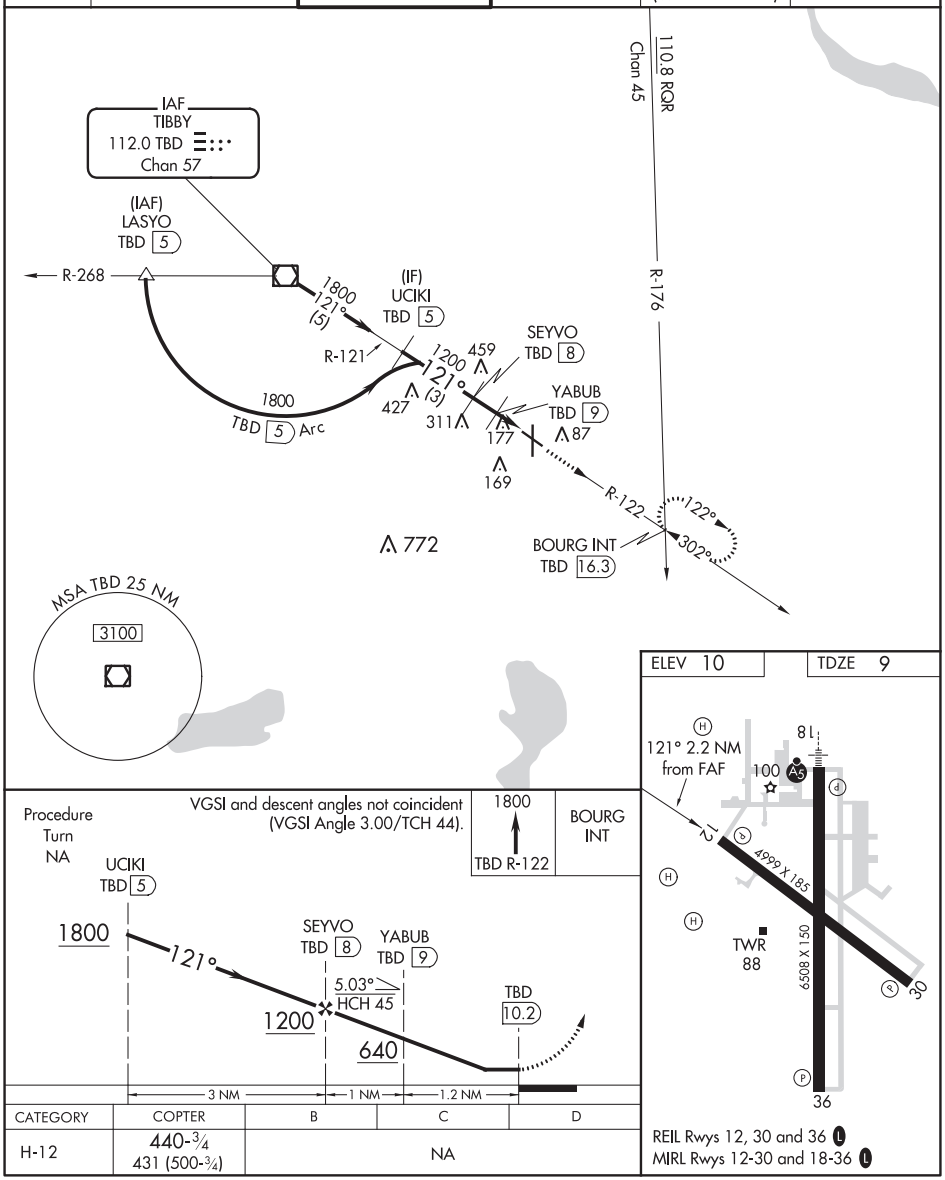
HOUMA-TERREBONNE (HUM)

VOR/DME TBD 112.0 Chan 57	APP CRS 121°	Rwy ldg 4999 TDZE 9 Apt Elev 10

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER ★	GND CON	CLNC DEL	UNICOM
120.25	118.9 350.35	125.3 (CTAF) L 346.3	123.875	118.9 (When twr closed)	122.95



CATEGORY	COPTER	B	C	D
H-12	440-¾ 431 (500-¾)	NA		

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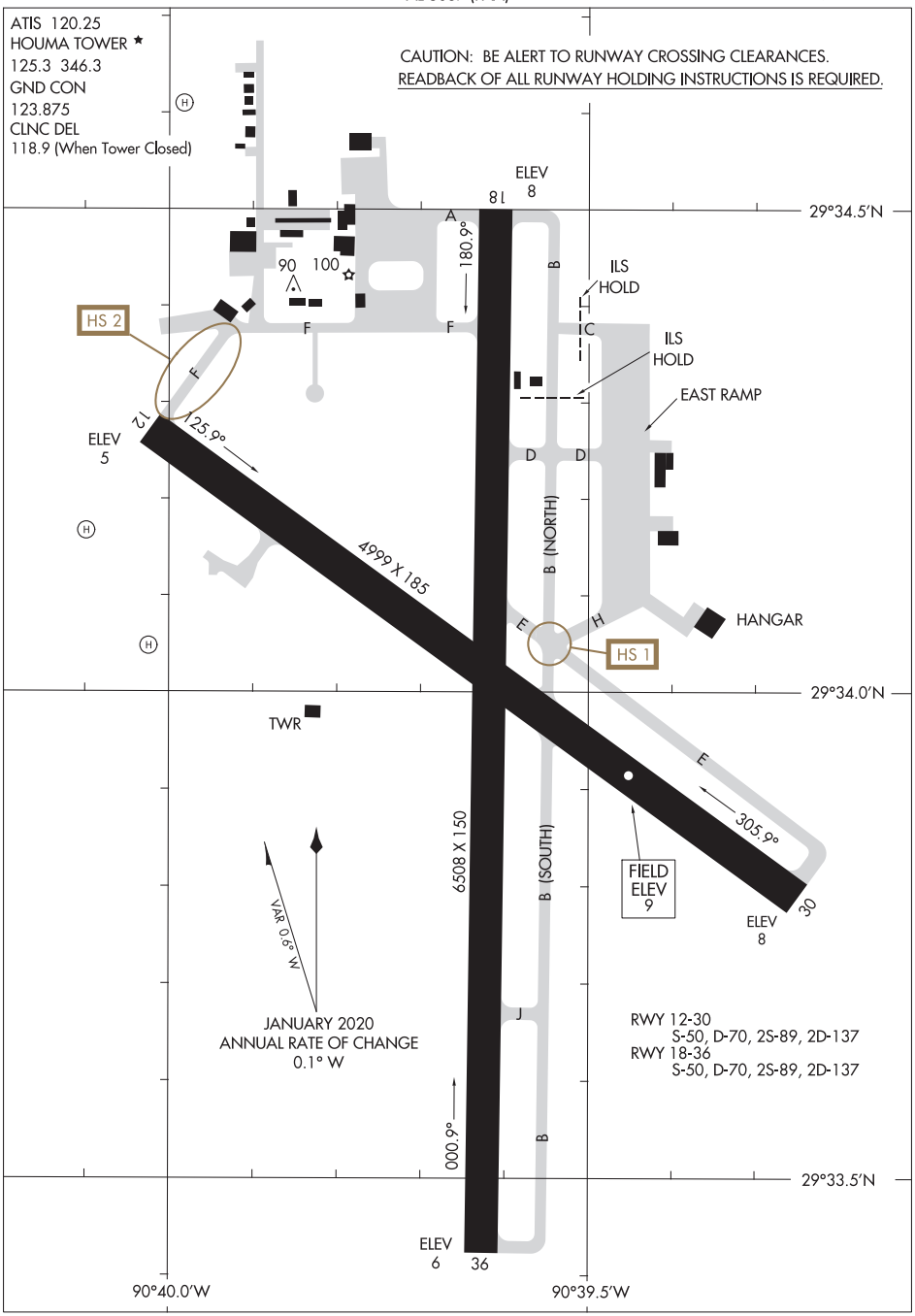
AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA



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AIRPORT DIAGRAM
20198
HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 18
INDIANOLA MUNI (IDL)

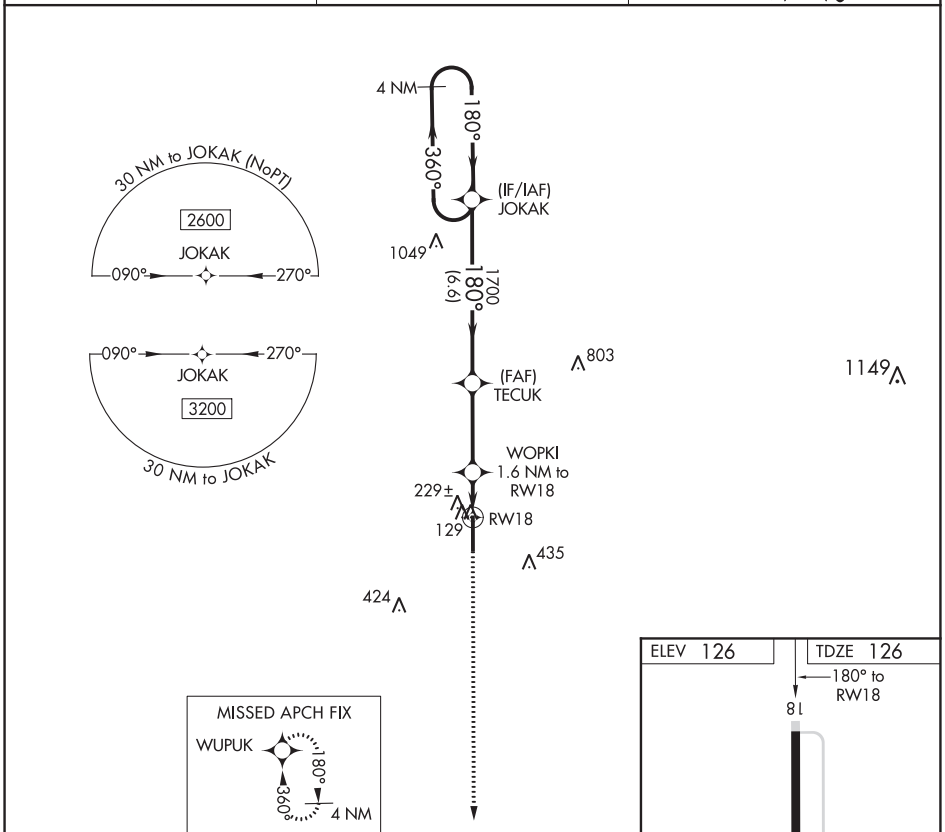
APP CRS	Rwy ldg	7004
180°	TDZE	126
	Apt Elev	126

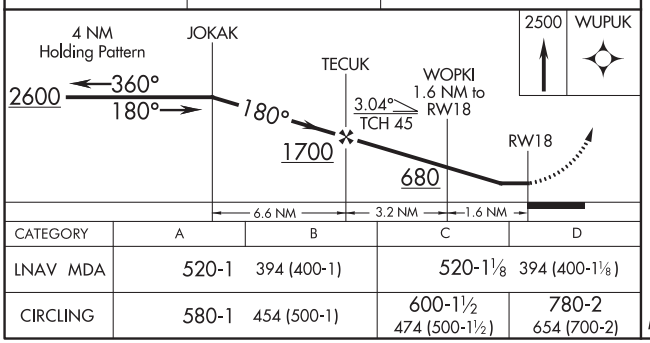
NA

DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in/Circling to Rwy 18 NA at night. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase LNAV Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile.

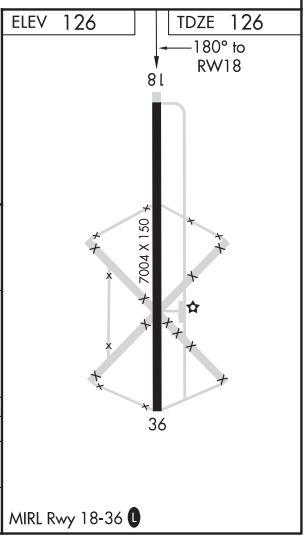
MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GLH ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	520-1 394 (400-1)		520-1⅛ 394 (400-1⅛)	
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)



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INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

19283

RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

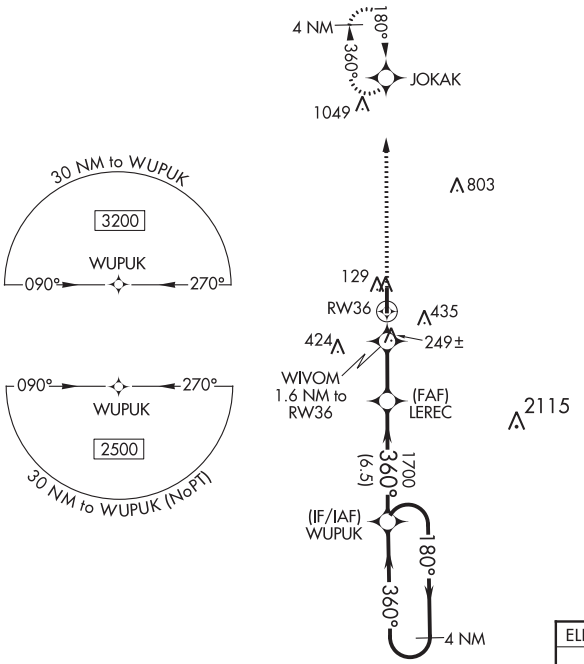
WAAS CH 69319 W36A	APP CRS 360°	Rwy ldg 7004 TDZE 120 Apt Elev 126

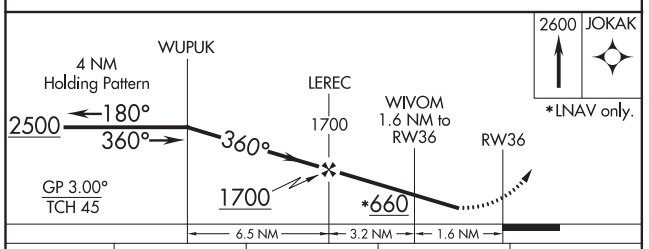
Night landing: Rwy 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA. Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase LPV DA to 507 and increase all Cats visibility ⅛ mile, increase LNAV/VNAV DA to 465, increase all Cats visibility ⅛ mile, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GLH ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L

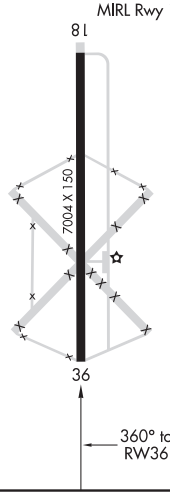




CATEGORY	A	B	C	D
LPV DA	470-1⅛ 350 (400-1⅛)			
LNAV/VNAV DA	428-1 308 (400-1)			
LNAV MDA	540-1 420 (500-1)		540-1⅛ 420 (500-1⅛)	
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

ELEV 126 | TDZE 120

MIRL Rwy 18-36 L



INDIANOLA, MISSISSIPPI
Amdt 2A 10DEC15

33°29′N-90°40′W

INDIANOLA MUNI (IDL)

RNAV (GPS) RWY 36

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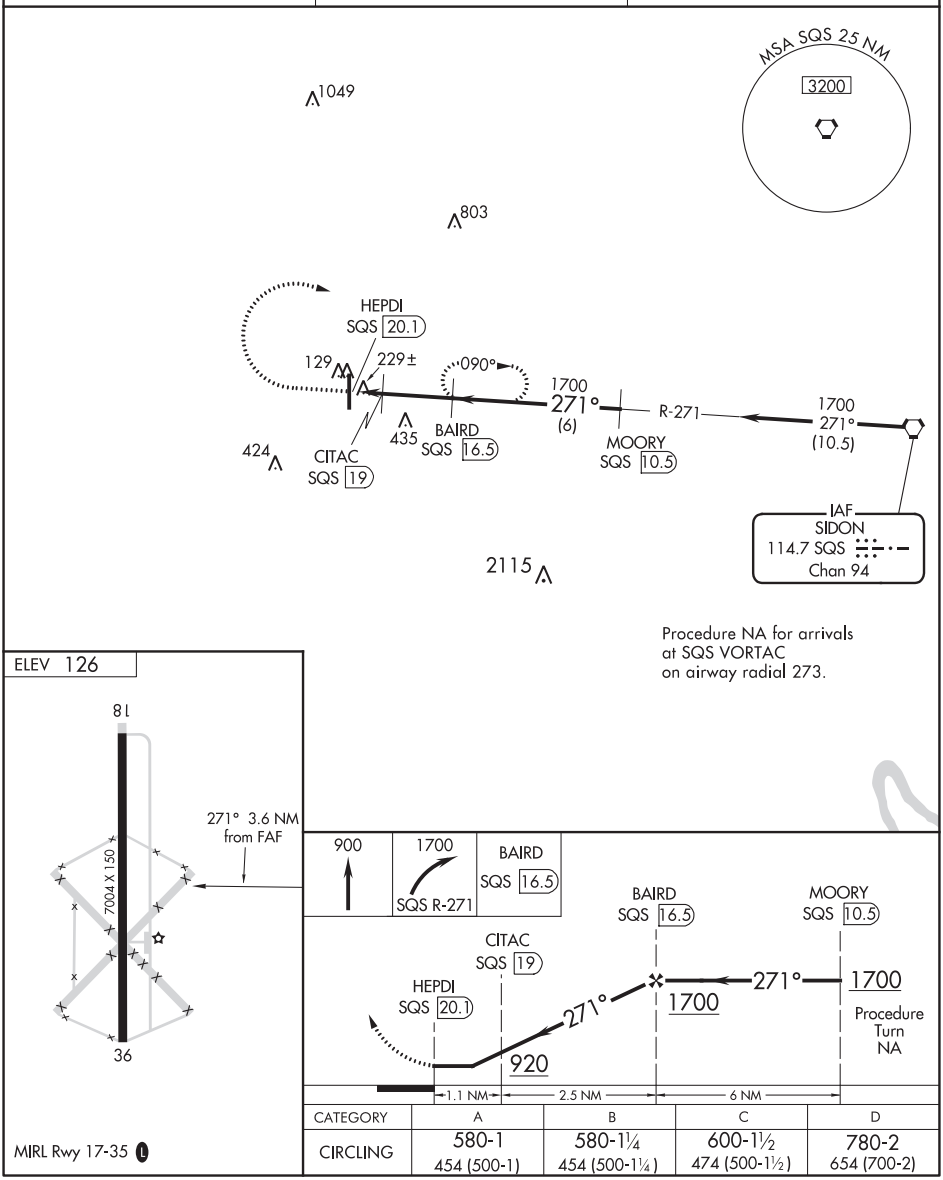
VOR/DME-A
INDIANOLA MUNI (IDL)

VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	271°	TDZE	N/A
Chan 94		Apt Elev	126

Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.

GLH ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)	580-1¼ 454 (500-1¼)	600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 L

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INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

20254

VOR/DME-B
INDIANOLA MUNI (IDL)

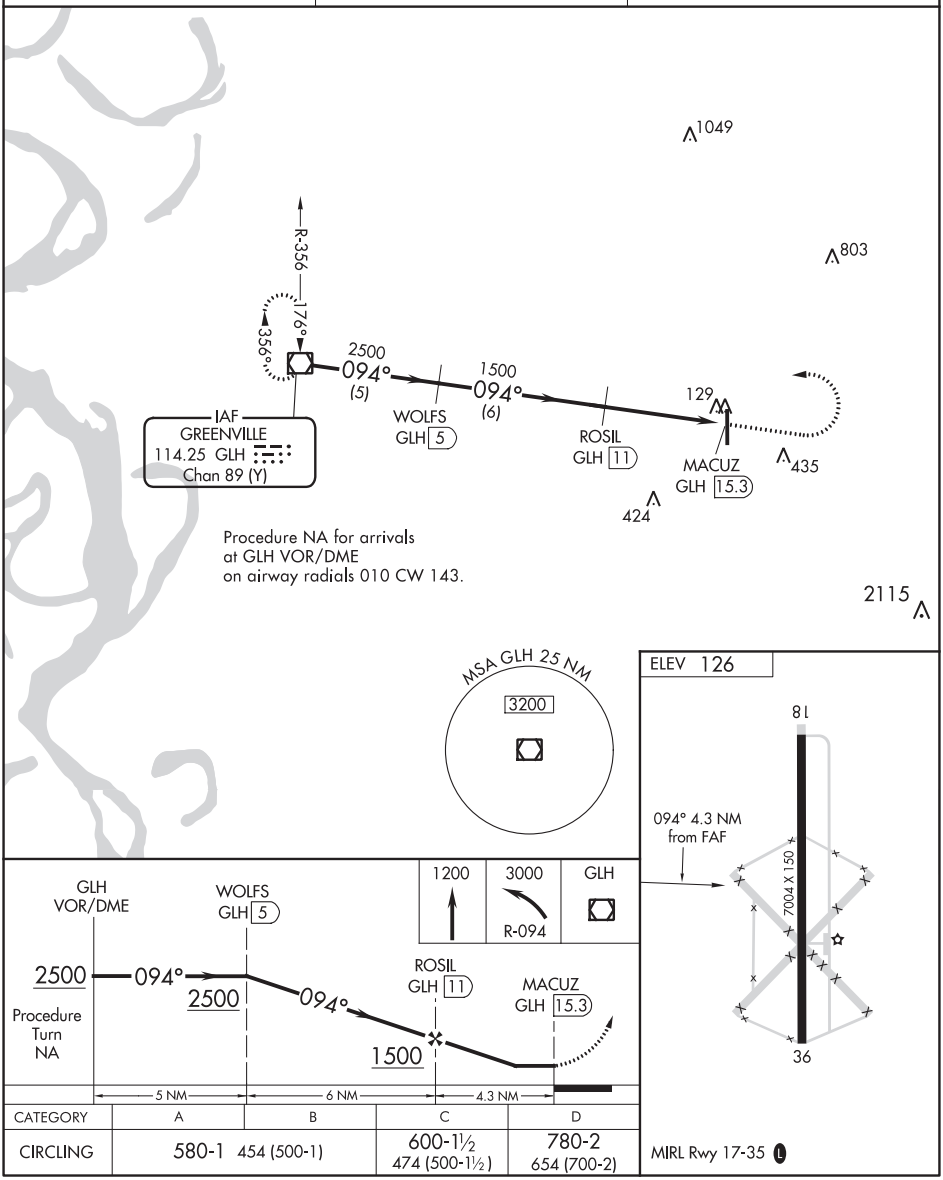
VOR/DME GLH	APP CRS	Rwy ldg	N/A
114.25	094°	TDZE	N/A
Chan 89 (Y)		Apt Elev	126

T A NA

Use Greenville altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

GLH ASOS	MEMPHIS CENTER	UNICOM
125.525	135.875 269.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	580-1 454 (500-1)		600-1½ 474 (500-1½)	780-2 654 (700-2)

MIRL Rwy 17-35 L

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ILS or LOC RWY 16
HAWKINS FIELD (HKS)

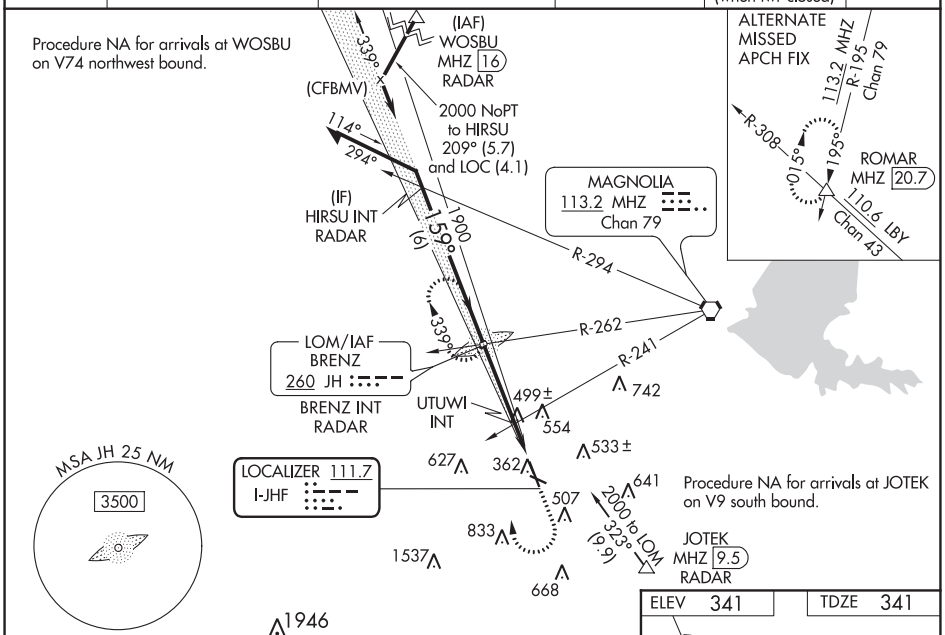
LOC I-JHF	APP CRS	Rwy ldg	5387
111.7	159°	TDZE	341
		Apt Elev	341

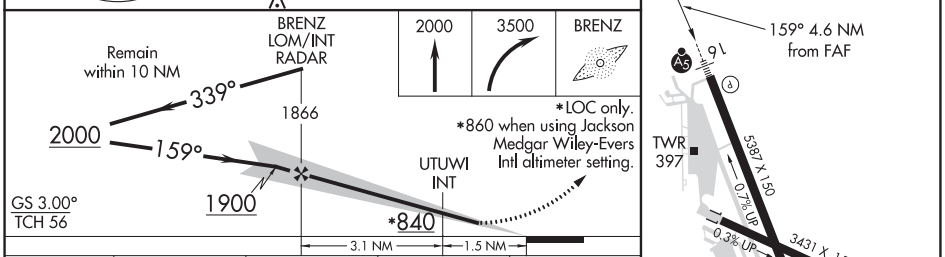
When local altimeter setting not received, use Jackson Medgar Wiley-Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile and UTUWI fix Circling Cat C visibility ¼ mile. For inop MALSR, increase S-LOC 16 Cats C/D visibility ⅜. Increase UTUWI fix S-LOC 16 Cats C/D visibility ⅜. For inop MALSR when using Jackson Medgar Wiley-Evers Intl altimeter setting increase S-LOC Cats C/D visibility ⅜ mile. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 direct BRENZ LOM and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL (when twr closed)	UNICOM
120.625	123.9 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 16	541-½ 200 (200-½)			
S-LOC 16	840-½ 499 (500-½)		840-1 499 (500-1)	
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 16	760-½ 419 (500-½)		760-¾ 419 (500-¾)	
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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JACKSON, MISSISSIPPI

AL-206 (FAA)

20142

RNAV (GPS) RWY 16

HAWKINS FIELD (HKS)

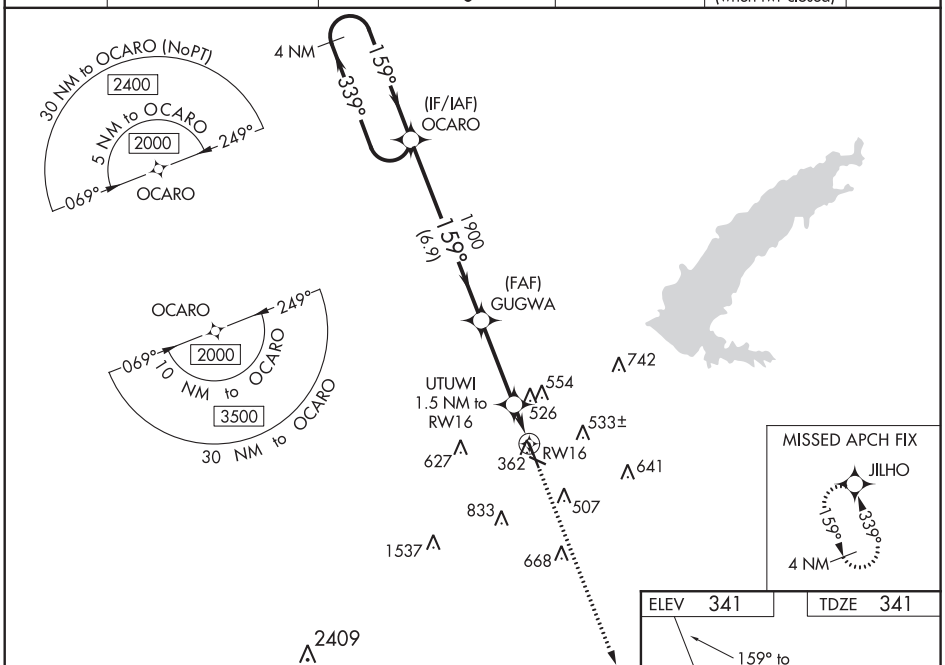
WAAS CH 50316 W16A	APP CRS 159°	Rwy ldg 5387 TDZE 341 Apt Elev 341

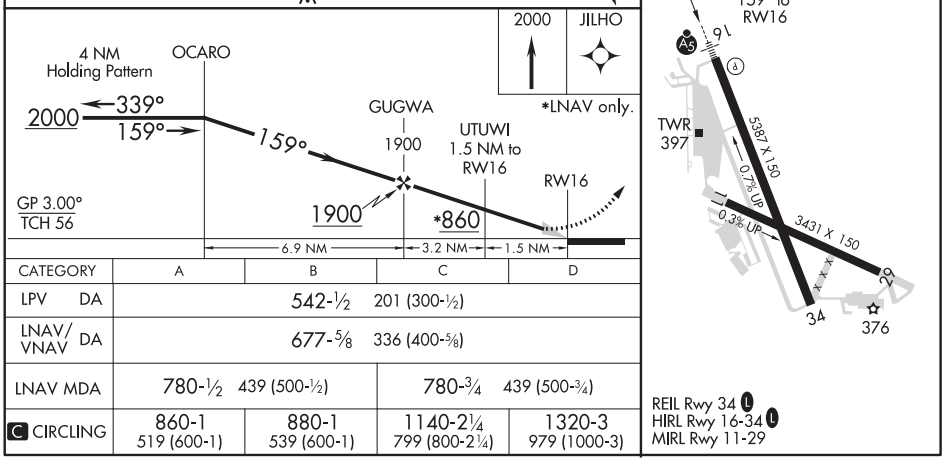
T A Baro-VNAV NA when using Jackson Medgar Wiley-Evers Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Medgar Wiley-Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅛ mile and Circling Cat C ¼ mile. For inop MALSR when using Jackson Medgar Wiley-Evers Intl altimeter setting increase LNAV/VNAV all Cats to 1⅛.

MALSR

MISSED APPROACH: Climb to 2000 direct JILHO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9 (when twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	542-½ 201 (300-½)			
LNAV/VNAV DA	677-⅝ 336 (400-⅝)			
LNAV MDA	780-½ 439 (500-½)		780-¾ 439 (500-¾)	
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)

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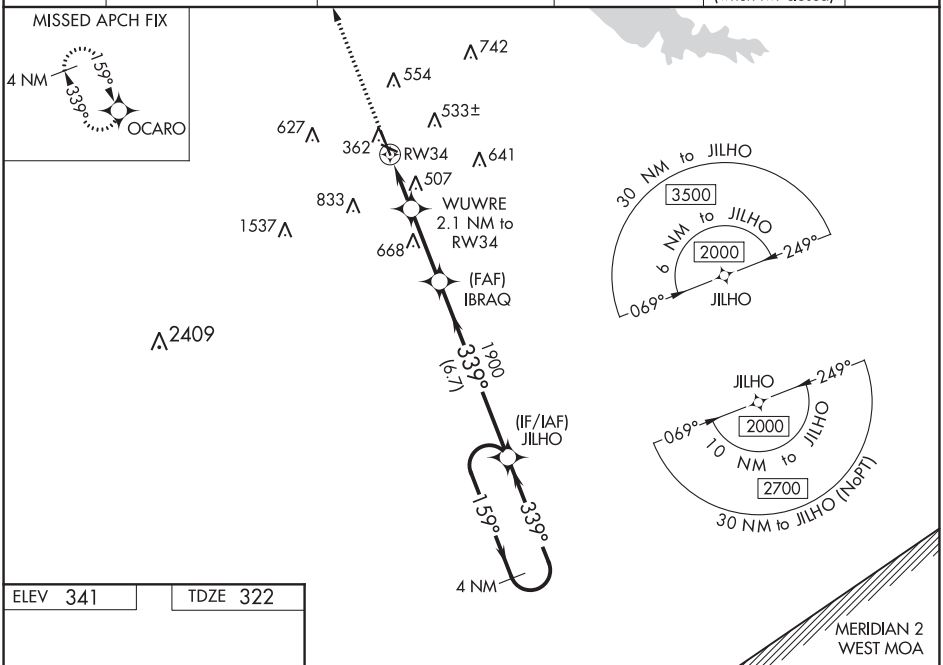
WAAS CH 56416 W34A	APP CRS 339°	Rwy ldg 5387 TDZE 322 Apt Elev 341

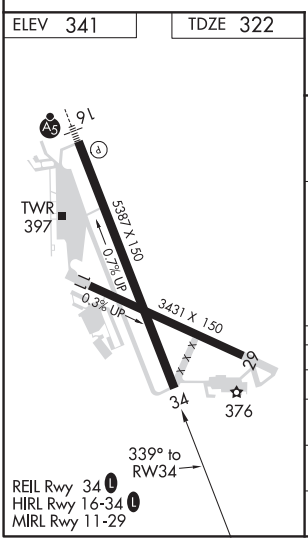
RNAV (GPS) RWY 34
HAWKINS FIELD (HKS)

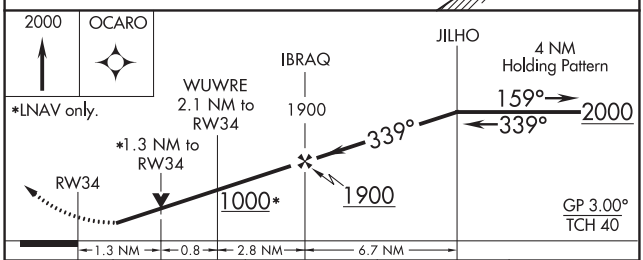
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile. Rwy 34 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct OCARO and hold.

ASOS	JACKSON APP CON ★	HAWKINS TOWER ★	GND CON	CLNC DEL	UNICOM
120.625	123.9 319.2	119.65 (CTAF) L 257.8	121.9 239.0	121.9 (when twr closed)	122.95







CATEGORY	A	B	C	D
LPV DA	588-⅞ 266 (300-⅞)			
LNAV/VNAV DA	670-1⅛ 348 (400-1⅛)			
LNAV MDA	760-1 438 (500-1)		760-1⅜ 438 (500-1⅜)	
C CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)

SC-4, 25 FEB 2021 to 22 APR 2021
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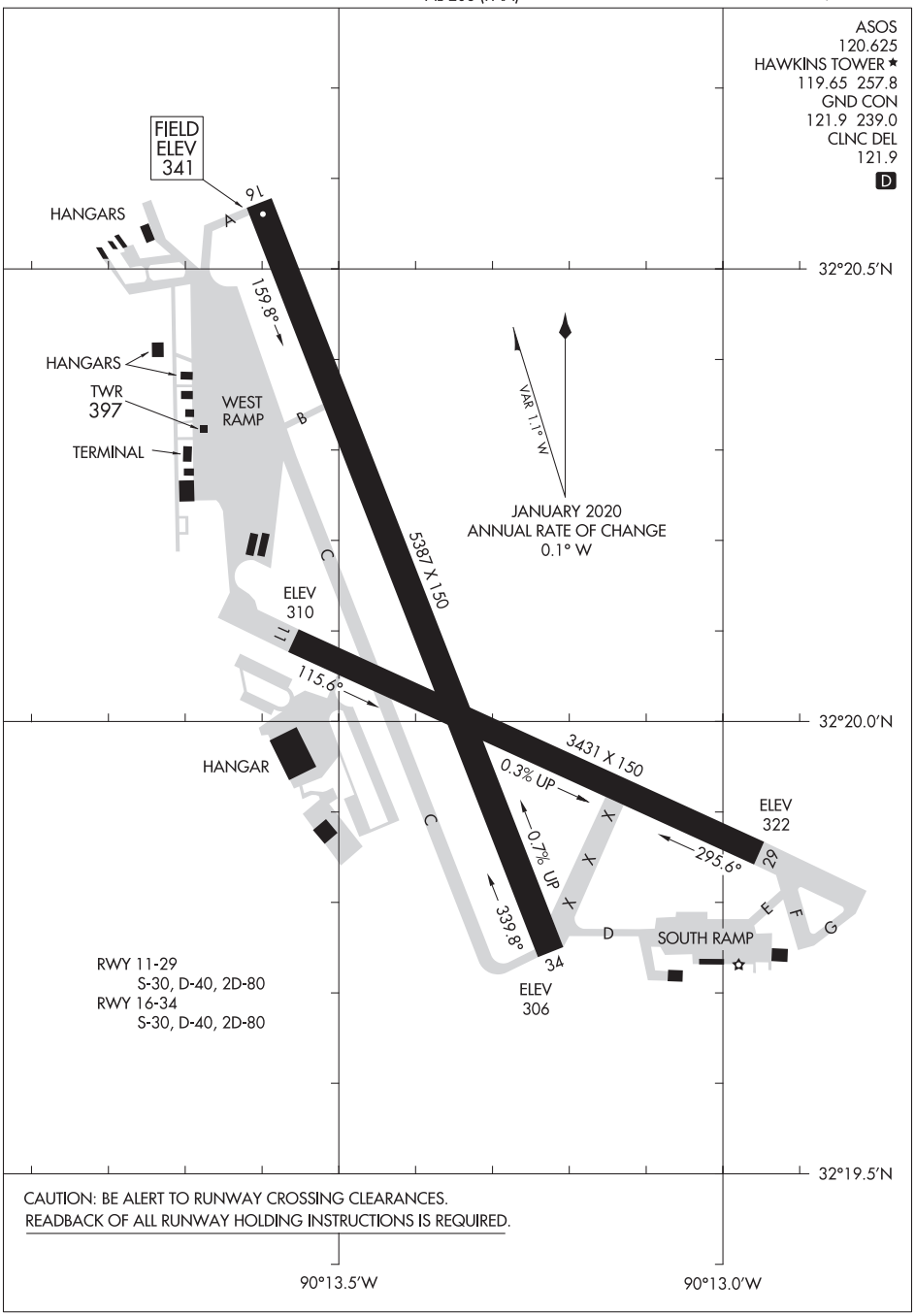
20086

AIRPORT DIAGRAM

AL-206 (FAA)

HAWKINS FIELD (HKS)
JACKSON, MISSISSIPPI



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AIRPORT DIAGRAM
20086
JACKSON, MISSISSIPPI
HAWKINS FIELD (HKS)

ILS or LOC RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

LOC I-JAN	APP CRS	Rwy ldg	8500
110.5	159°	TDZE	312
		Apt Elev	346

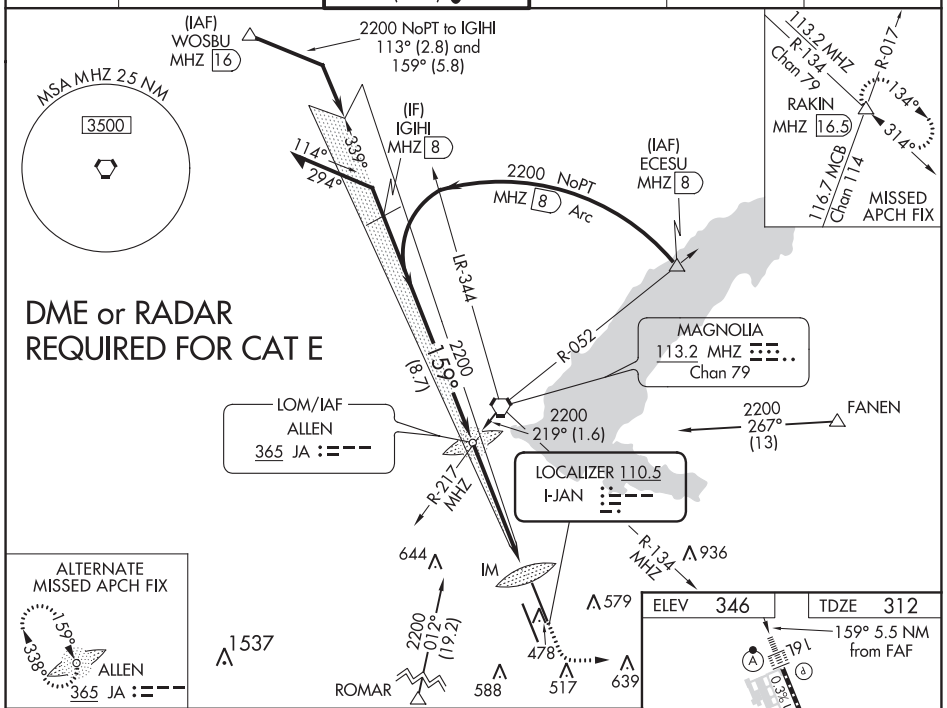
T A ASR

Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1⅜ SM. For inop ALS when using Hawkins Field altimeter setting, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1½ SM. Procedure turn NA for Cat E.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold.

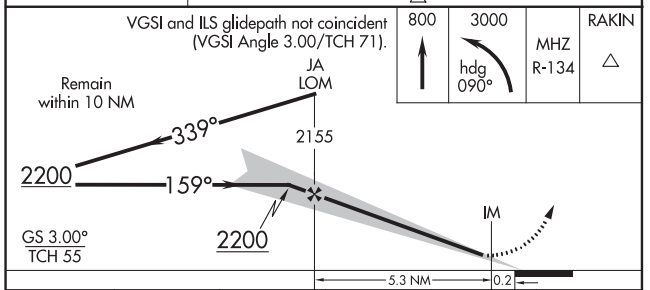
ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	122.95



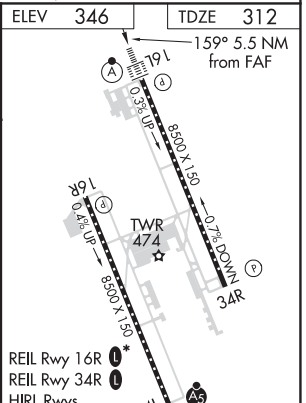
DME or RADAR
REQUIRED FOR CAT E

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

800	3000	MHZ	RAKIN
	hdg 090°	R-134	



ELEV	346	TDZE	312



CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				
S-LOC 16L	820/24 508 (500-½)		820/55 508 (500-1)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (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

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JACKSON, MISSISSIPPI — AL-5132 (FAA) — 20310

ILS or LOC RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

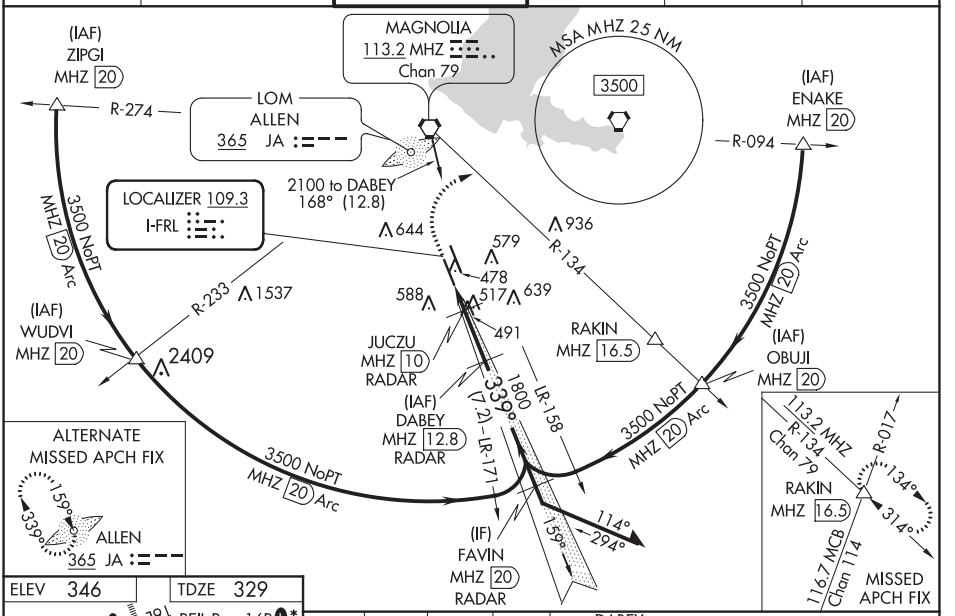
LOC I-FRL	APP CRS	Rwy ldg / TDZE / Apt Elev
109.3	339°	8500 / 329 / 346

Circling NA for Cat E southwest of Rwy 16R-34L. DME or RADAR required. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet; increase S-ILS 34L visibility to RVR 4000. For inop ALS, ASR increase S-ILS 34L CAT E visibility to RVR 4000 and S-LOC 34L all Cats visibility to 1⅜ SM. For inop ALS when using Hawkins Field altimeter setting, increase S-LOC 34L Cat E visibility to 1½ SM. Inop table does not apply to S-ILS 34L when using Hawkins Field altimeter setting. Rwy 34L helicopter visibility reduction below RVR 4000 NA. Procedure turn NA for Cat E. #DME from MHZ VORTAC.

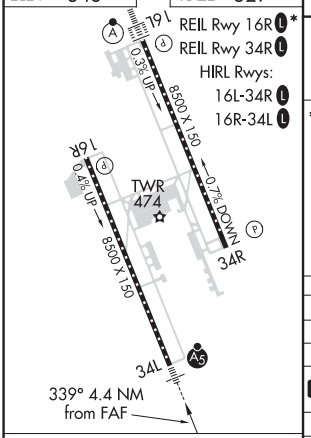
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 070° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

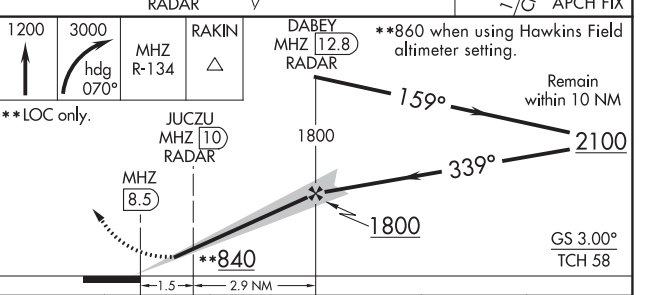
ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L*	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95



ELEV 346 | TDZE 329



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	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L	840/40 511 (500-¾)		840/55 511 (500-1)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)
JUCZU DME MINIMUMS #					
S-LOC 34L	760/40 431 (500-¾)				
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

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ILS RWY 16L (SA CAT I)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

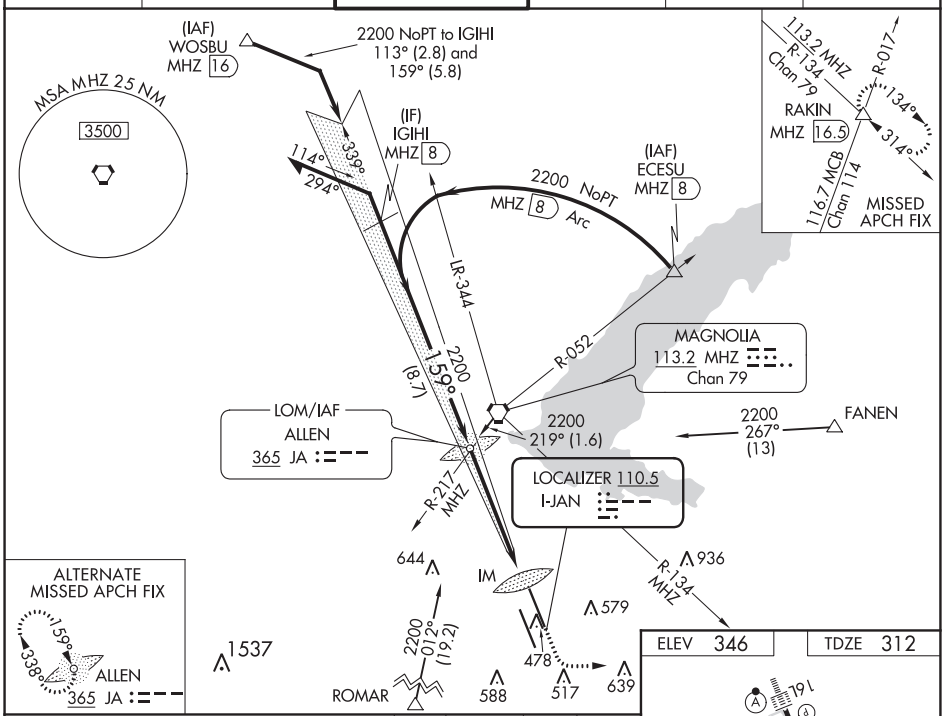
LOC I-JAN	APP CRS	Rwy ldg / TDZE / Apt Elev
110.5	159°	8500 / 312 / 346

ASR: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA. When control tower closed, procedure NA. When local altimeter setting not received, procedure NA.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

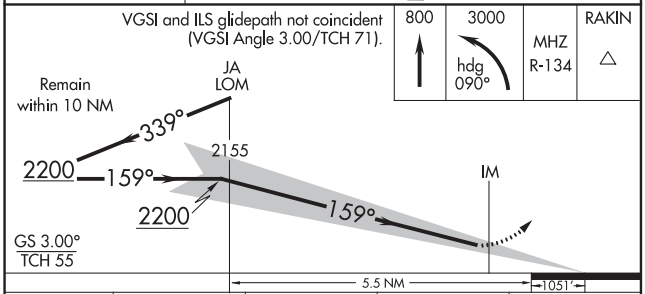
ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95



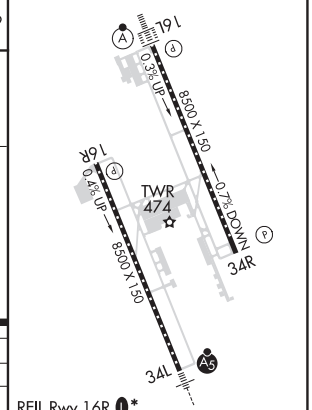
ELEV 346	TDZE 312

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

800	3000	MHZ	RAKIN
	hdg 090°	R-134	



CATEGORY	A	B	C	D
S-ILS 16L	RA 169/14 150 DA 462			



REIL Rwy 16R L*
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JACKSON, MISSISSIPPI

AL-5132 (FAA)

20310

ILS RWY 16L (CAT II & III)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

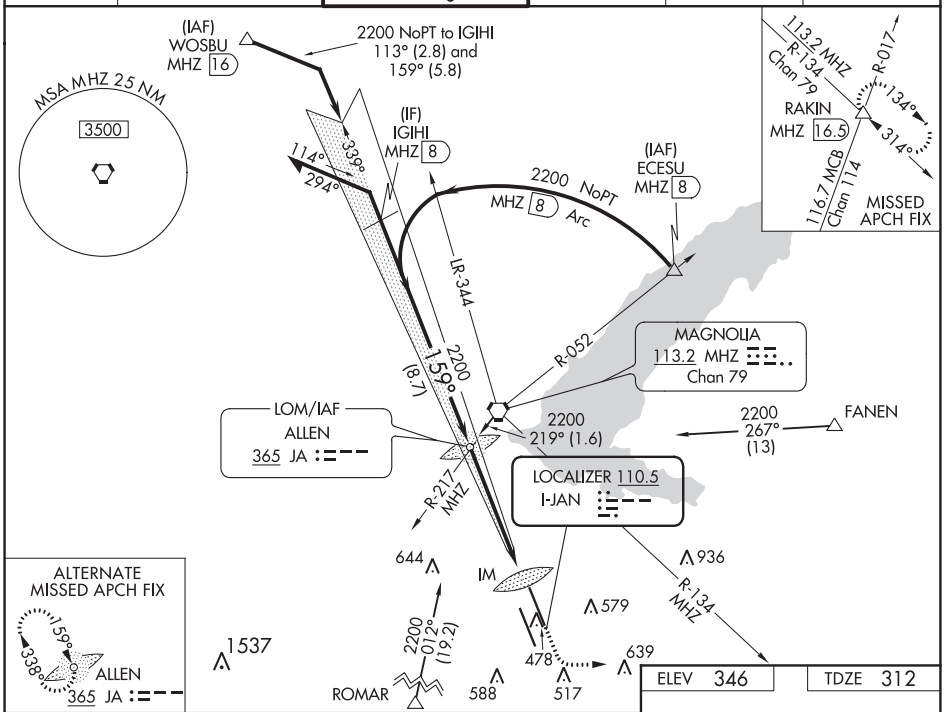
LOC I-JAN	APP CRS	Rwy ldg	8500
110.5	159°	TDZE	312
		Apt Elev	346

When control tower closed, procedure NA.
When local altimeter setting not received, procedure NA.
ASR

ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

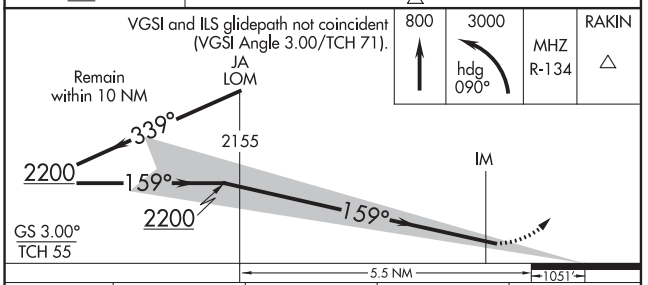
ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95

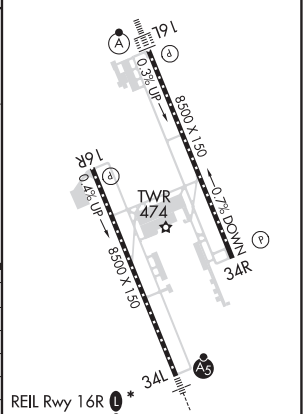


ELEV 346 | TDZE 312

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

800	3000	MHZ	RAKIN
	hdg 090°	R-134	





REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L

CATEGORY	A	B	C	D
S-ILS 16L	CAT II RA 119/12 100 DA 412			
S-ILS 16L	CAT IIIA RVR 07			
S-ILS 16L	CAT IIIB RVR 06			
S-ILS 16L	CAT IIIC NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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WAAS CH 72911 W16A	APP CRS 159°	Rwy ldg 8500 TDZE 312 Apt Elev 346

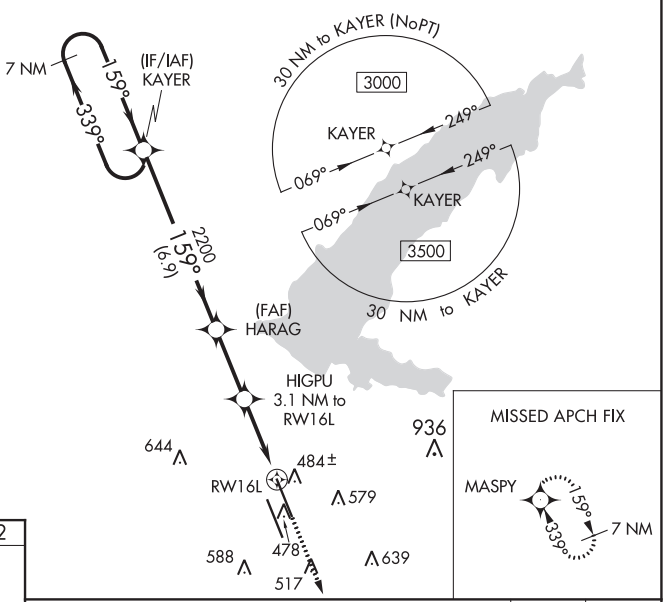
RNAV (GPS) RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

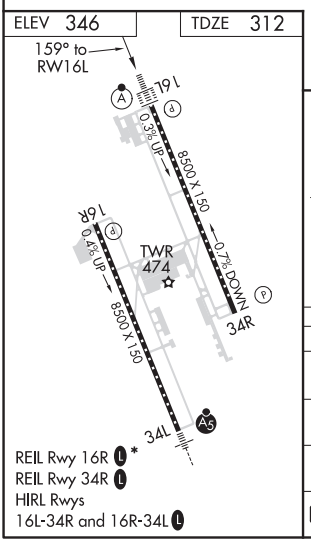
T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Circling NA for Cat E southwest of Rwy 16R-34L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1⅜ SM. For inop ALS when using Hawkins Field altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1⅜ SM.

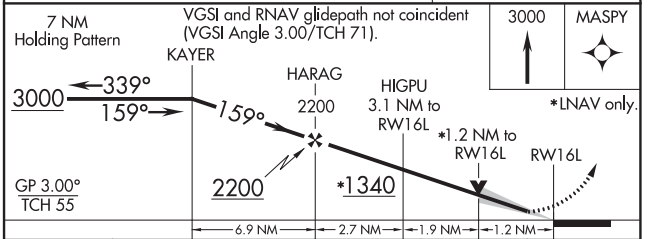
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	122.95







CATEGORY	A	B	C	D	E
LPV DA	512/18 200 (200-½)				
LNAV/VNAV DA	652/31 340 (400-⅝)				
LNAV MDA	760/24 448 (500-½)		760/45 448 (500-⅞)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

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JACKSON, MISSISSIPPI

AL-5132 (FAA)

19115

RNAV (GPS) RWY 16R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

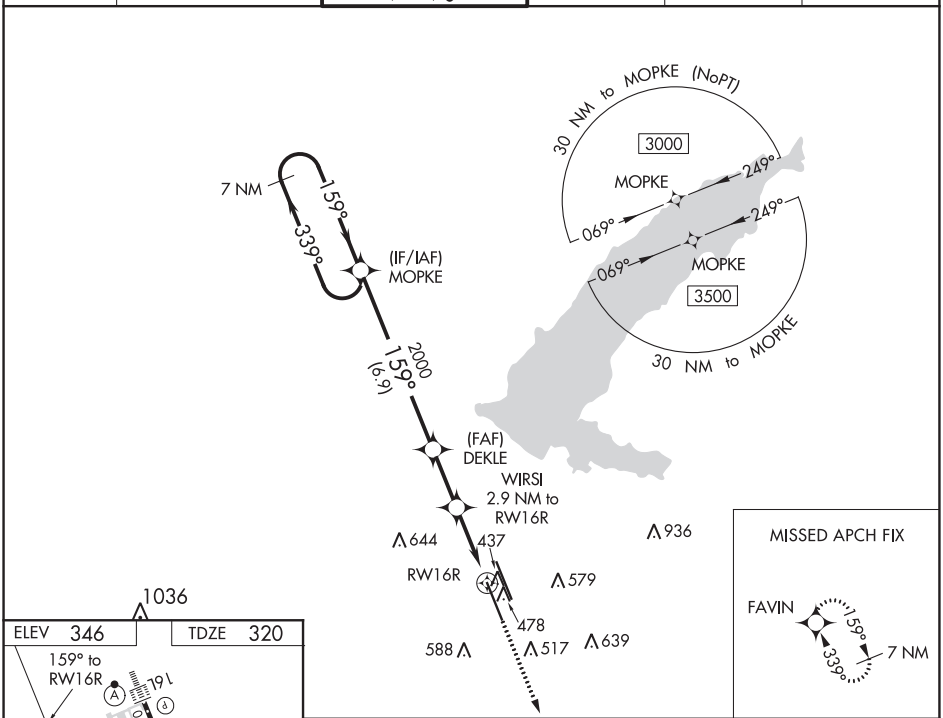
WAAS CH 49211 W16B	APP CRS 159°	Rwy ldg 8500 TDZE 320 Apt Elev 346

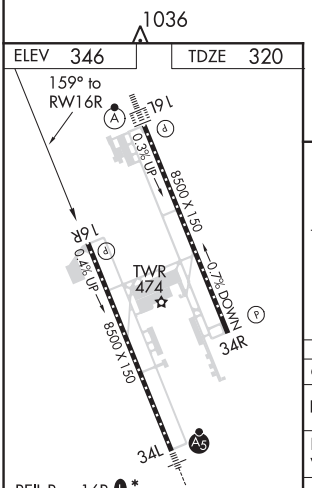
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Circling NA for Cat E southwest of Rwy 16R-34L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility ⅛ SM. Rwy 16R helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

ASR

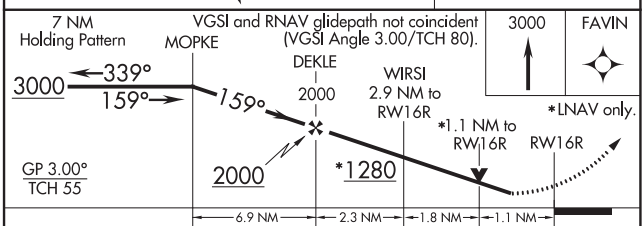
MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95





REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L



CATEGORY	A	B	C	D	E
LPV DA	621-1 301 (300-1)				
LNAV/VNAV DA	638-1 318 (300-1)				
LNAV MDA	720-1 400 (400-1)		720-1⅛ 400 (400-1⅛)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

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WAAS CH 61301 W34A	APP CRS 339°	Rwy ldg 8500 TDZE 329 Apt Elev 346

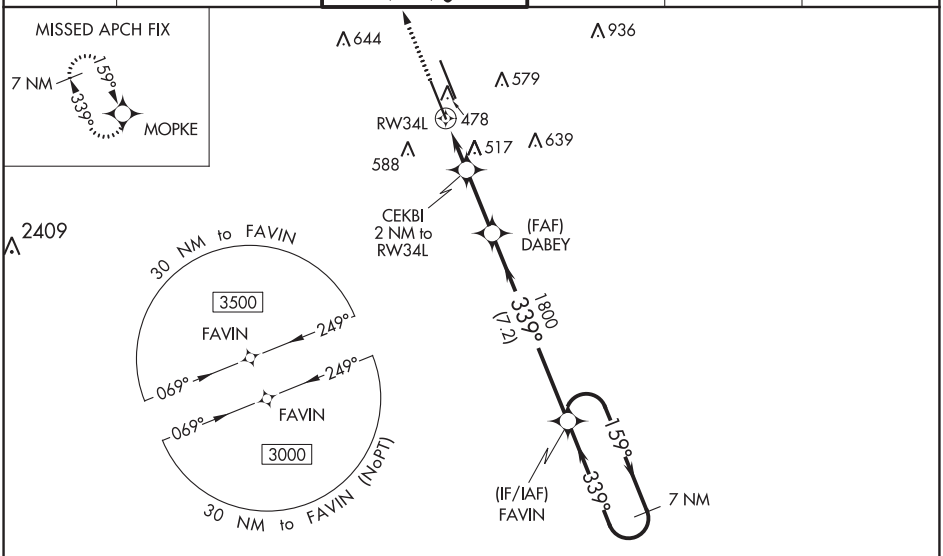
RNAV (GPS) RWY 34L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

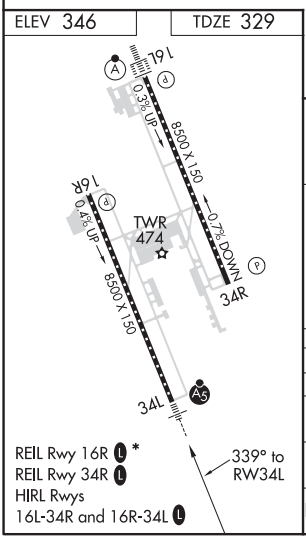
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Circling NA for Cat E southwest of Rwy 16R-34L. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to RVR 5000. For inop ALS, increase LNAV/VNAV Cat E visibility to 1⅞ SM and LNAV Cat E visibility to 1⅜ SM. For inop ALS when using Hawkins Field altimeter setting, increase LPV Cat E visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1⅞ SM, and LNAV Cat E visibility to 1⅜ SM. Inop table does not apply to LPV. Rwy 34L helicopter visibility reduction below RVR 4000 NA.

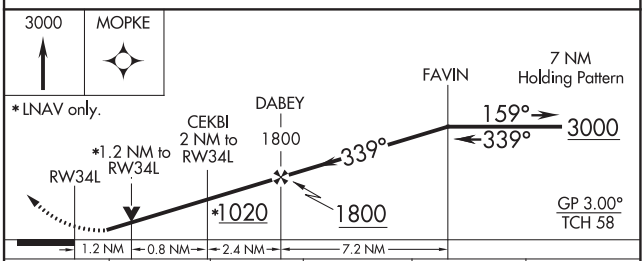
MALSR

MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95







CATEGORY	A	B	C	D	E
LPV DA	579/40 250 (300-¾)				
LNAV/VNAV DA	875-1⅜ 546 (600-1⅜)				
LNAV MDA	780/40 451 (500-¾)		780/45 451 (500-⅞)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

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JACKSON, MISSISSIPPI

AL-5132 (FAA)

19115

RNAV (GPS) RWY 34R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

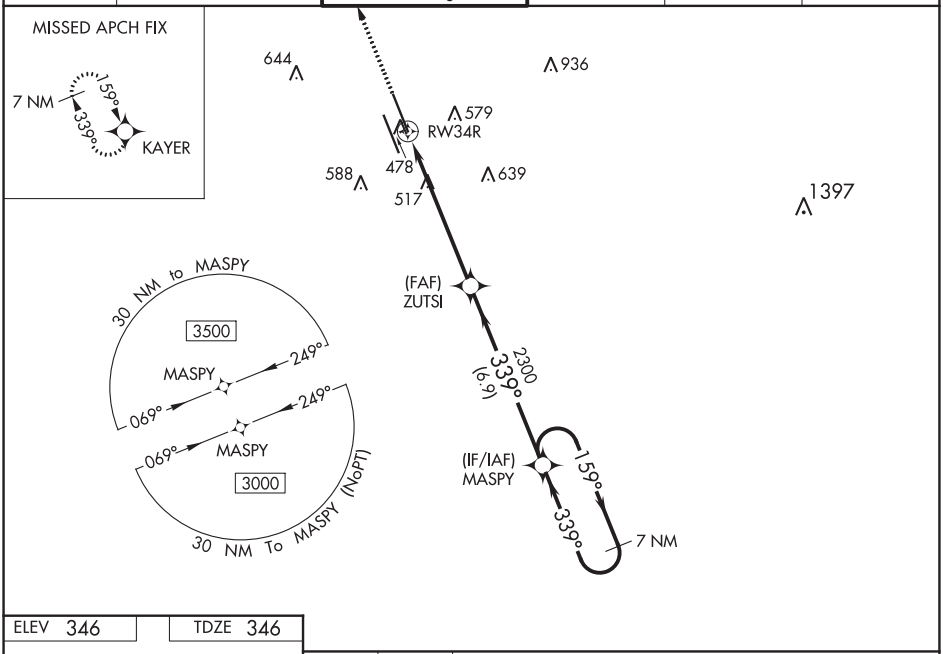
WAAS CH 45811 W34B	APP CRS 339°	Rwy ldg 8500 TDZE 346 Apt Elev 346

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Circling NA for Cat E southwest of Rwy 16R-34L. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. Helicopter visibility reduction below ¾ SM NA.

ASR

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95



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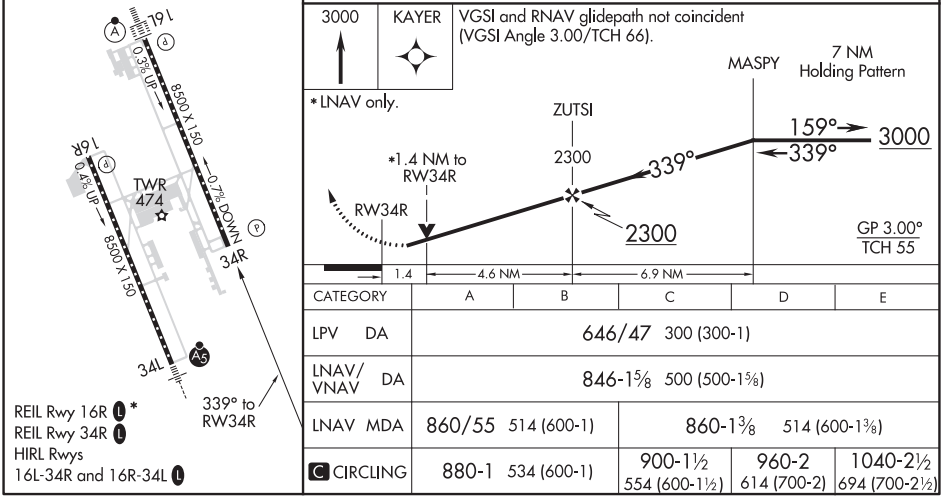


CATEGORY	A	B	C	D	E
LPV DA	646/47 300 (300-1)				
LNAV/VNAV DA	846-1⅝ 500 (500-1⅝)				
LNAV MDA	860/55 514 (600-1)		860-1⅜ 514 (600-1⅜)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 25 FEB 2021 to 22 APR 2021

VOR/DME or TACAN RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MHZ VORTAC	APP CRS	Rwy ldg	8500
113.2	171°	TDZE	312
Chan 79		Apt Elev	346

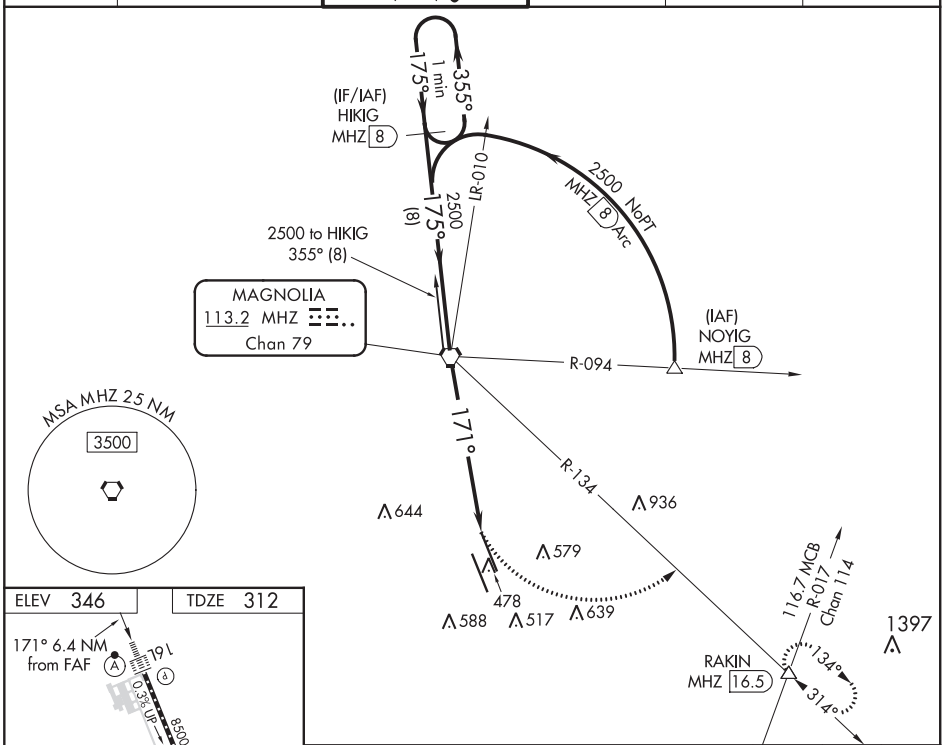
T A ASR

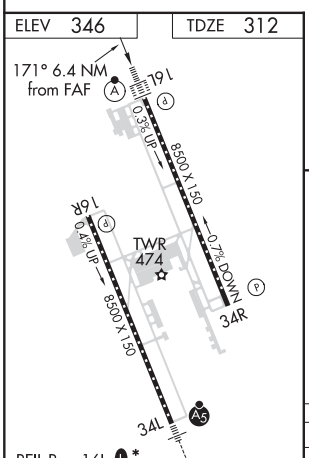
VDP NA with Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-16L Cats C/D/E visibility to 1¼ mile. For inop ALSF, increase S-16L Cats A/B visibility to 1 mile; Cat E to 1⅝. For inop ALSF when using Hawkins Field altimeter setting, increase S-16L Cats A/B visibility to 1 mile, and Cats C/D/E visibility to 1⅝. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

ALSF-2

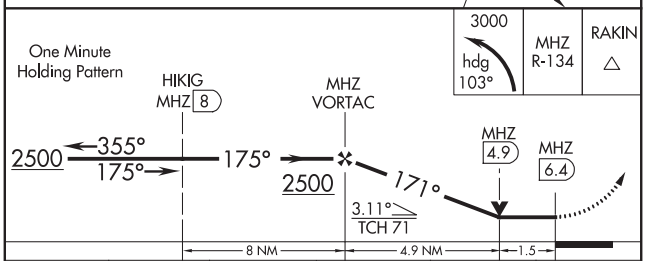
MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L*	122.95





REIL Rwy 16L L*
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L



CATEGORY	A	B	C	D	E
S-16L	860/40 548 (600-¾)		860/60 548 (600-1¼)		
C CIRCLING	880-1 534 (600-1)		900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

JACKSON, MISSISSIPPI

AL-5132 (FAA)

20310

MHZ VORTAC	APP CRS	Rwy ldg	8500
113.2	175°	TDZE	320
Chan 79		Apt Elev	346

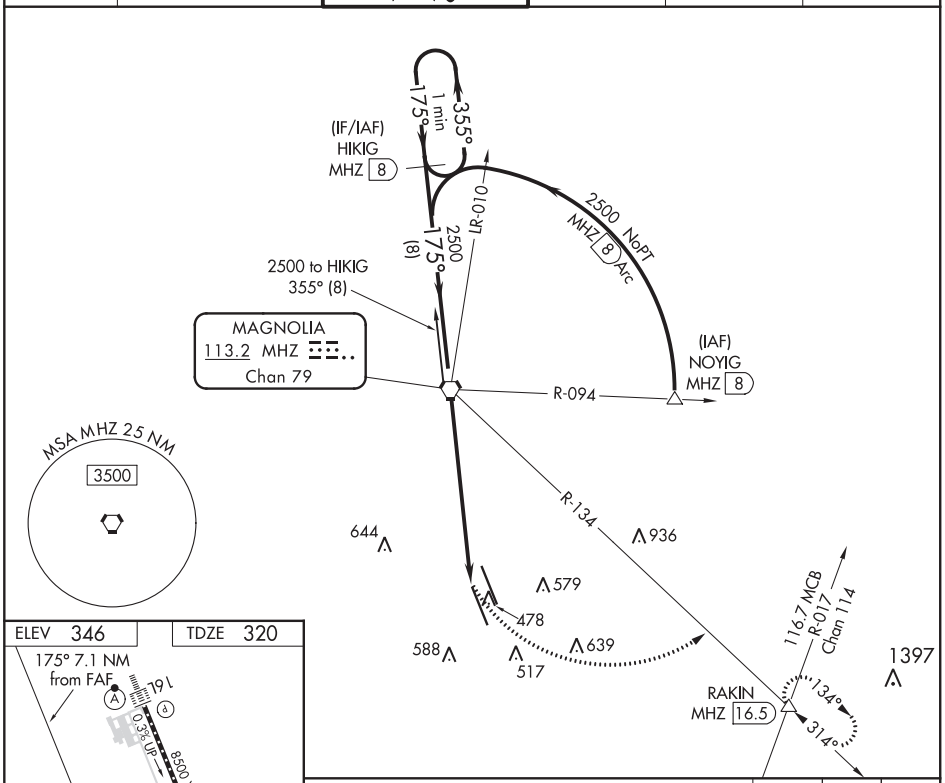
VOR/DME or TACAN RWY 16R

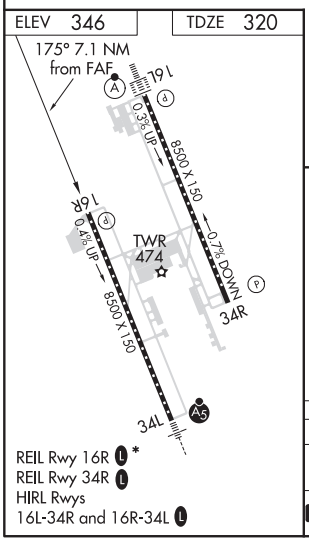
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

T A ASR VDP NA with Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility ⅛ mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

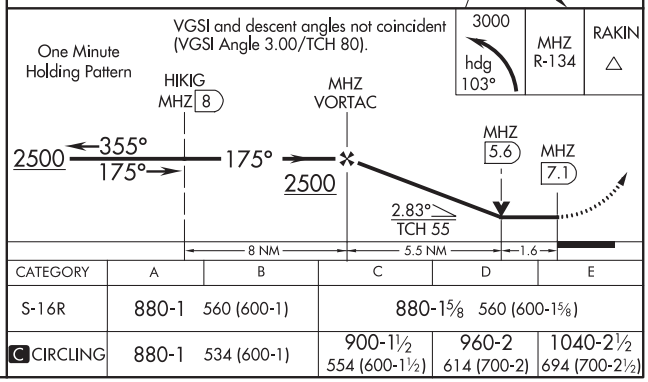
MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON		UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6	120.7 L *	122.95





REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L



CATEGORY	A	B	C	D	E
S-16R	880-1	560 (600-1)	880-1⅝ 560 (600-1⅝)		
C CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

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VORTAC MHZ	APP CRS	Rwy ldg	8500
113.2	352°	TDZE	329
Chan 79		Apt Elev	346

VOR/DME or TACAN RWY 34L

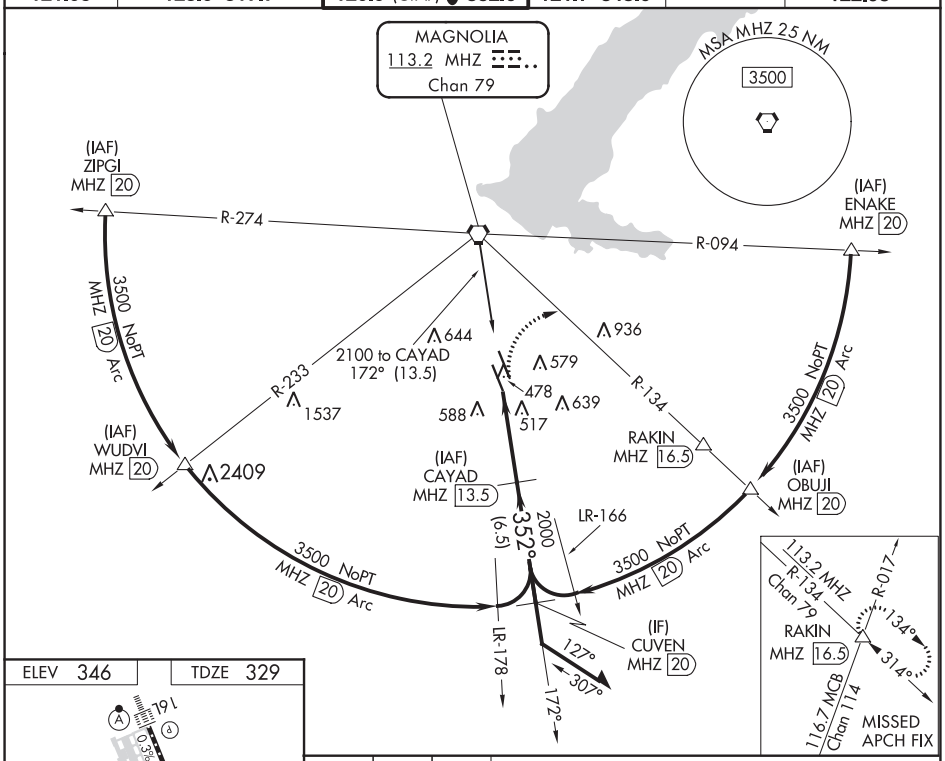
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

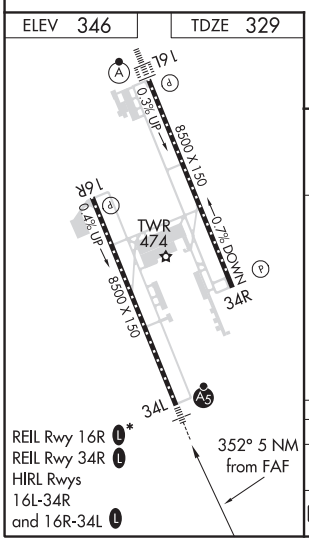
T A ASR When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-34L Cats C/D/E visibility ⅛ mile. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

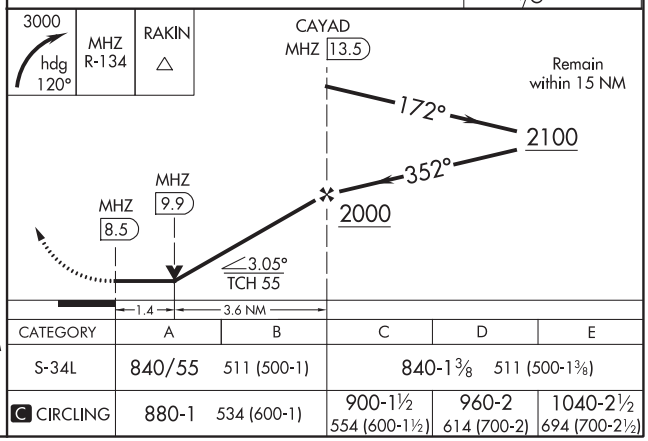
MALSR

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D	E
S-34L	840/55	511 (500-1)	840-1⅜	511 (500-1⅜)	
C CIRCLING	880-1	534 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

JACKSON, MISSISSIPPI

AL-5132 (FAA)

20310

VOR/DME or TACAN RWY 34R

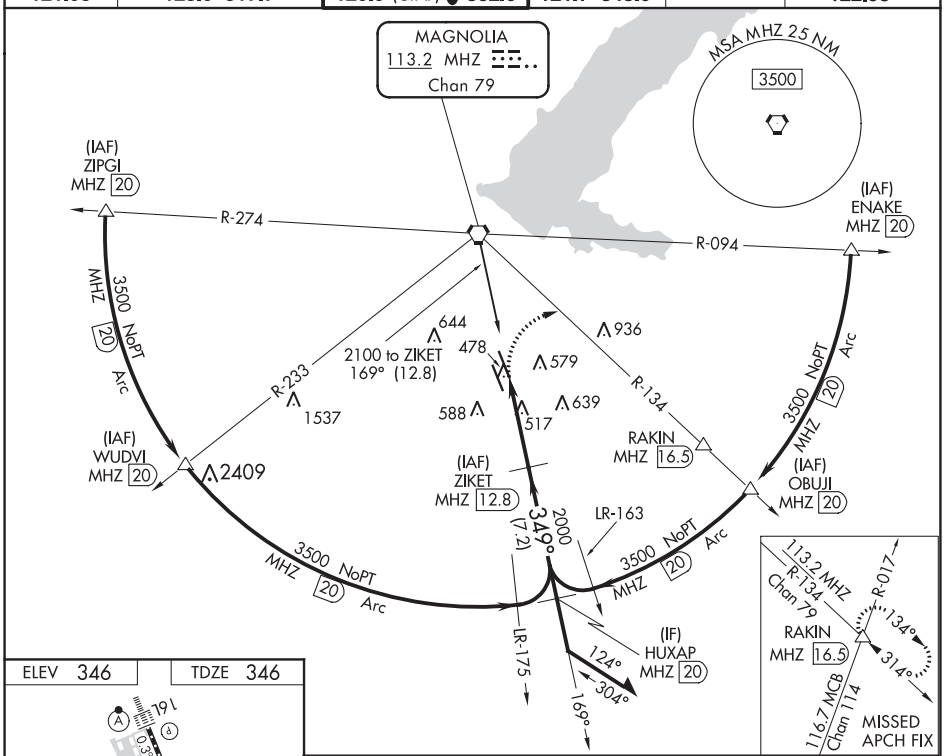
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

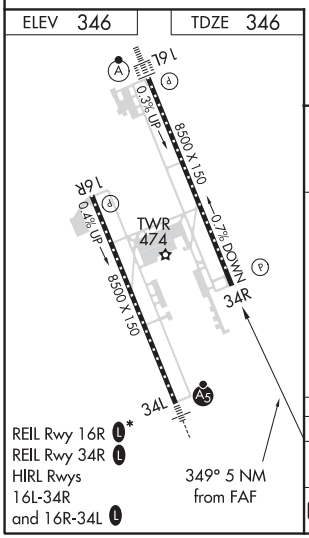
VORTAC MHZ	APP CRS	Rwy ldg	8500
113.2	349°	TDZE	346
Chan 79		Apt Elev	346

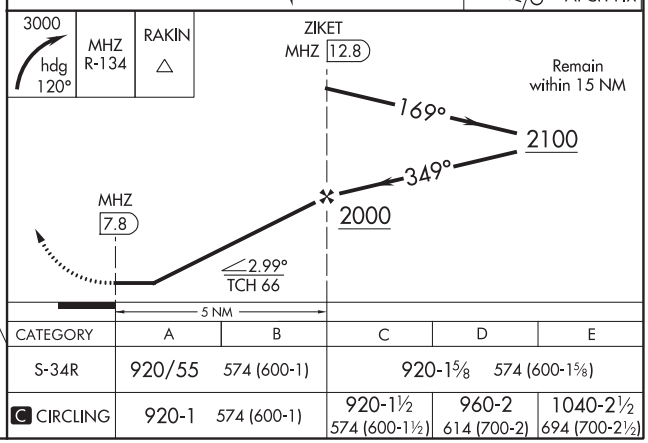
When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet; increase S-34R Cats C/D/E visibility ⅛ mile. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS	JACKSON APP CON★	JACKSON TOWER★	GND CON	120.7 L *	UNICOM
121.05	123.9 317.7	120.9 (CTAF) L 352.0	121.7 348.6		122.95







CATEGORY	A	B	C	D	E
S-34R	920/55	574 (600-1)	920-1⅝	574 (600-1⅝)	
C CIRCLING	920-1	574 (600-1)	920-1½ 574 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI

Orig-B 17SEP15

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VOR/DME or TACAN RWY 34R

SC-4, 25 FEB 2021 to 22 APR 2021

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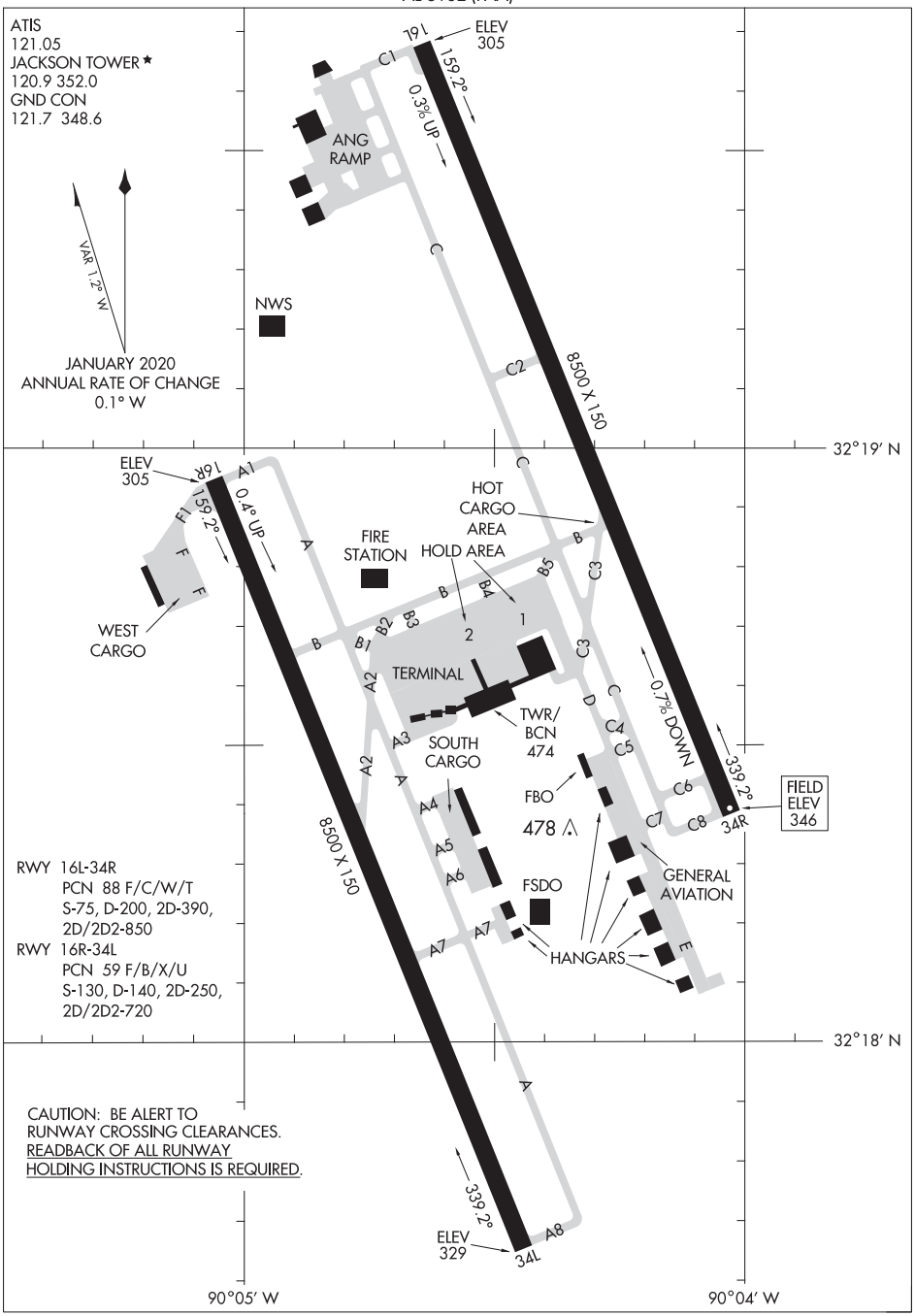

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SC-4, 25 FEB 2021 to 22 APR 2021

JENNINGS, LOUISIANA

AL-5716 (FAA)

20198

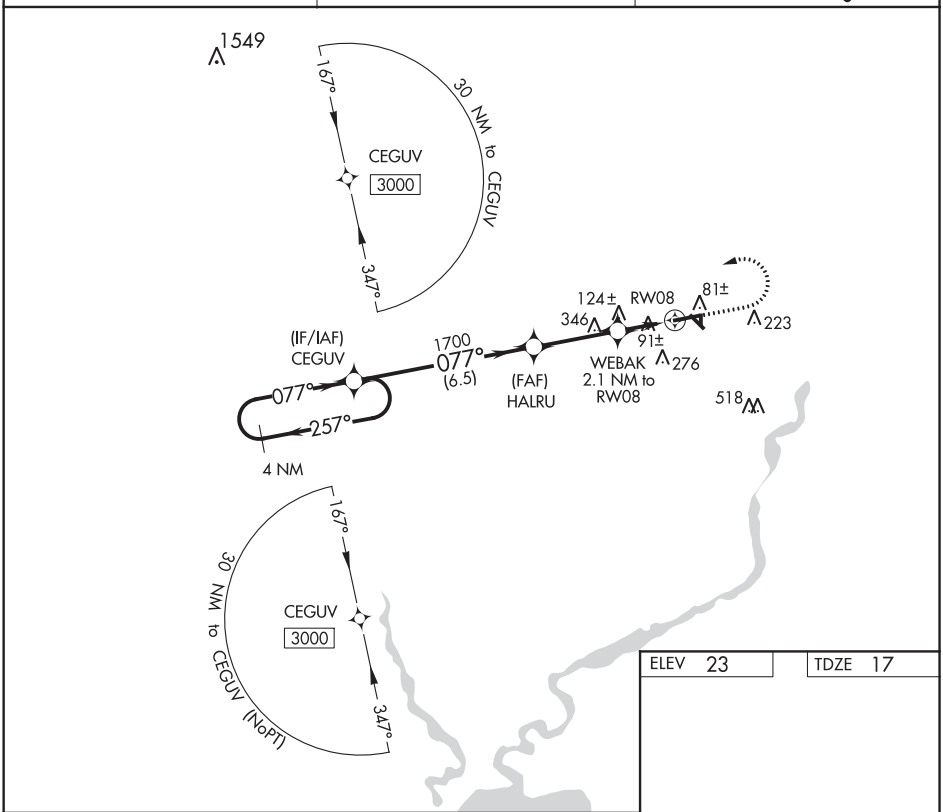
RNAV (GPS) RWY 8
JENNINGS (3R7)

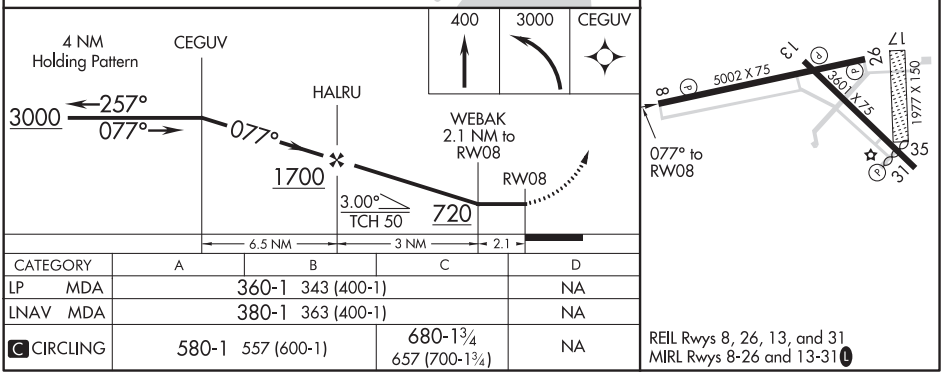
WAAS CH 90436 W08A	APP CRS 077°	Rwy ldg 5002 TDZE 17 Apt Elev 23

DME/DME RNP-0.3 NA. Night landing: Rwy 08, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all MDA 80 ft, LP Cat C visibility ¼ mile, LNAV Cat C visibility ⅜ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 400 then climbing left turn to 3000 direct CEGUV and hold.

AWOS-3PT	LAKE CHARLES APP CON★	UNICOM
121.150	119.8 282.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	360-1 343 (400-1)			NA
LNAV MDA	380-1 363 (400-1)			NA
C CIRCLING	580-1 557 (600-1)		680-1¾ 657 (700-1¾)	NA

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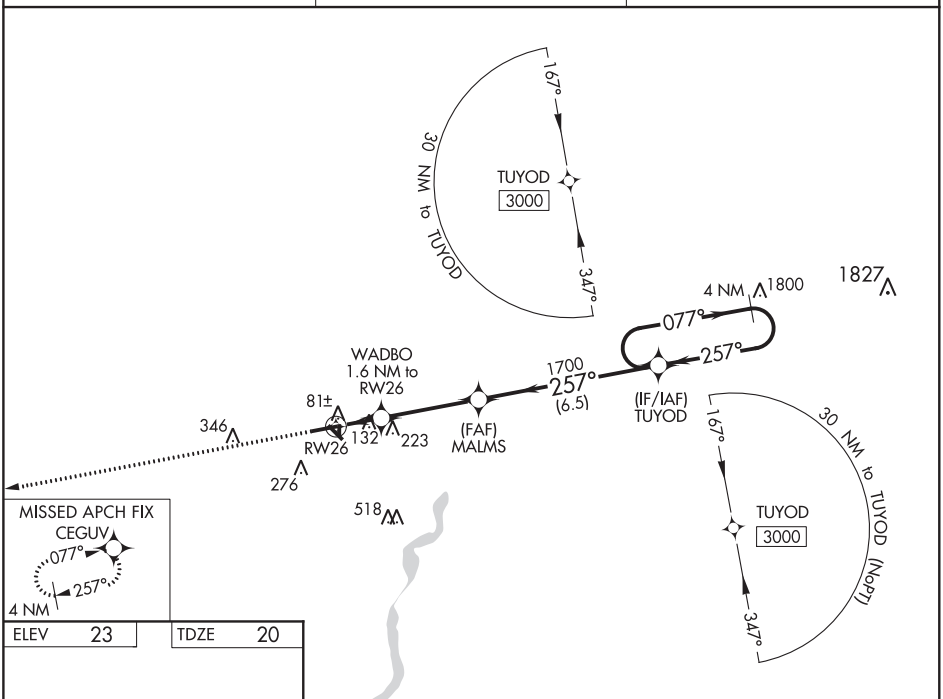
RNAV (GPS) RWY 26
JENNINGS (3R7)

WAAS CH 90236 W26A	APP CRS 257°	Rwy ldg 5002 TDZE 20 Apt Elev 23

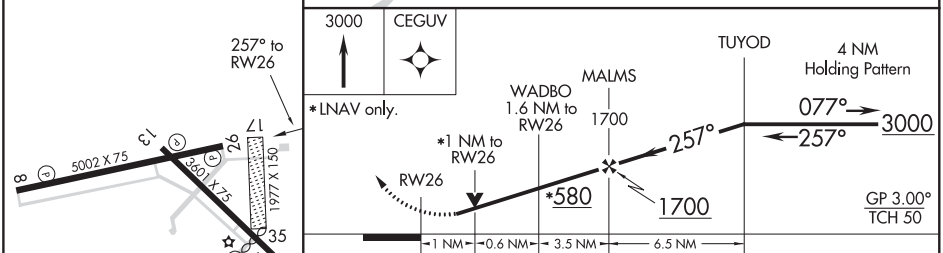
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV/Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CEGUV and hold.

AWOS-3PT	LAKE CHARLES APP CON ★	UNICOM
121.150	119.8 282.3	122.8 (CTAF) L



ELEV 23	TDZE 20



CATEGORY		A	B	C	D
LPV	DA	290-⅞ 270 (300-⅞)			NA
LNAV/VNAV	DA	300-⅞ 280 (300-⅞)			NA
LNAV	MDA	400-1 380 (400-1)			NA
C CIRCLING		580-1 557 (600-1)		680-1¾ 657 (700-1¾)	NA

REIL Rwys 8, 26, 13, and 31
MIRL Rwys 8-26 and 13-31 L

SC-4, 25 FEB 2021 to 22 APR 2021

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JONESBORO, LOUISIANA

AL-6456 (FAA)

19115

RNAV (GPS) RWY 18

JONESBORO (F88)

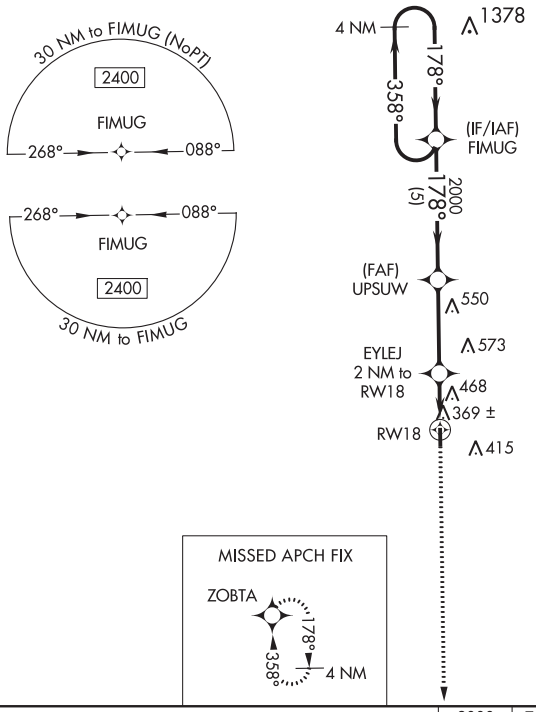
WAAS CH 86728 W18A	APP CRS 178°	Rwy ldg 3204 TDZE 255 Apt Elev 256

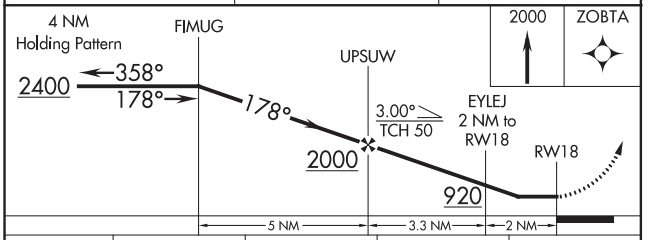
NA

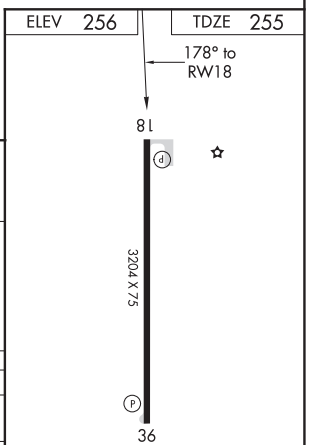
Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDA 60 feet, and LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 2000 direct ZOBTA and hold.

MONROE APP CON ★	(CTAF)
126.9 307.9	122.9 L







CATEGORY	A	B	C	D
LP MDA	620-1 365 (400-1)			NA
LNAV MDA	720-1 465 (500-1)		720-1⅜ 465 (500-1⅜)	NA
CIRCLING	780-1 524 (600-1)		780-1½ 524 (600-1½)	NA

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

SC-4, 25 FEB 2021 to 22 APR 2021

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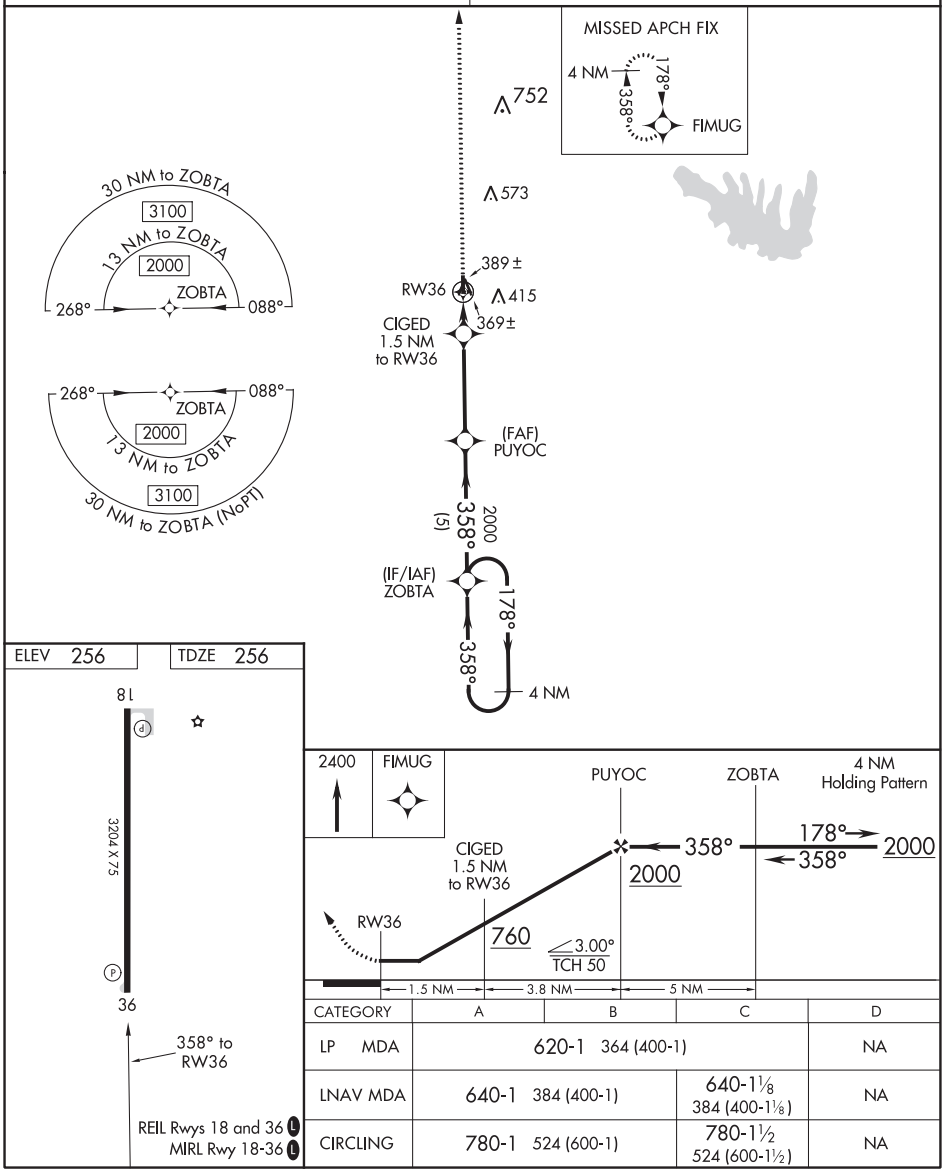
WAAS CH 72628 W36A	APP CRS 358°	Rwy ldg 3204 TDZE 256 Apt Elev 256

RNAV (GPS) RWY 36
JONESBORO (F88)

Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDA 60 feet, and increase LP and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct FIMUG and hold.

MONROE APP CON ★	(CTAF)
126.9 307.9	122.9 L



CATEGORY	A	B	C	D
LP MDA	620-1 364 (400-1)			NA
LNAV MDA	640-1 384 (400-1)		640-1⅛ 384 (400-1⅛)	NA
CIRCLING	780-1 524 (600-1)		780-1½ 524 (600-1½)	NA

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SC-4, 25 FEB 2021 to 22 APR 2021

20058

BILOXI, MISSISSIPPI

ILS or LOC RWY 22

LOC I-BIX	APCH CRS	Rwy ldg	6631
109.7	217°	TDZE	19
		Arpt Elev	33

AL-49 [USAF] KEESLER AFB (KBIX)

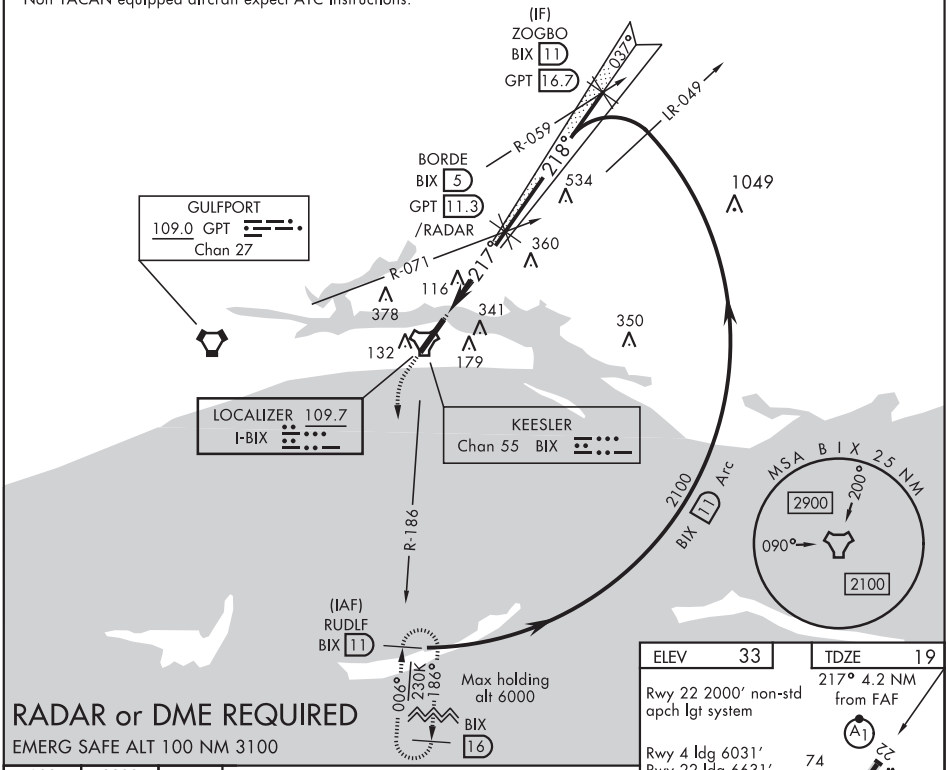
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

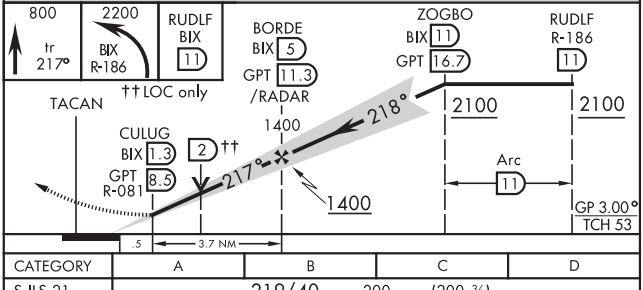
ALSF-1 A1

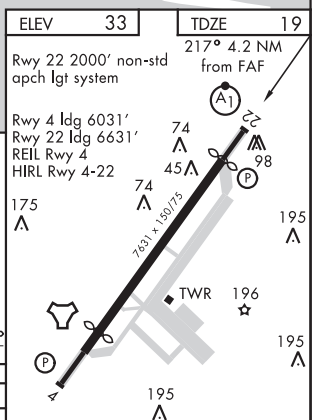
† MISSED APPROACH: Climb to 800 tracking 217°, upon reaching 800 turn left to intercept BIX TACAN R-186 climbing to 2200 to 11 DME (RUDLF) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

† Missed approach requires use of RNAV or ATC RADAR monitoring.
Non-TACAN equipped aircraft expect ATC instructions.







CATEGORY	A	B	C	D
S-ILS 21	219/40 200 (200-¾)			
S-LOC 21*	460/40 441 (500-¾)		460/55 441 (500-1)	
C CIRCLING	600-1 567 (600-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

BILOXI, MISSISSIPPI 30° 25'N-88° 55'W KEESLER AFB (KBIX)

Orig 27FEB20

ILS or LOC RWY 22

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	6031
037°	TDZE	23
	Arpt Elev	33

AL-49 (USAF)

KEESLER AFB (KBIX)

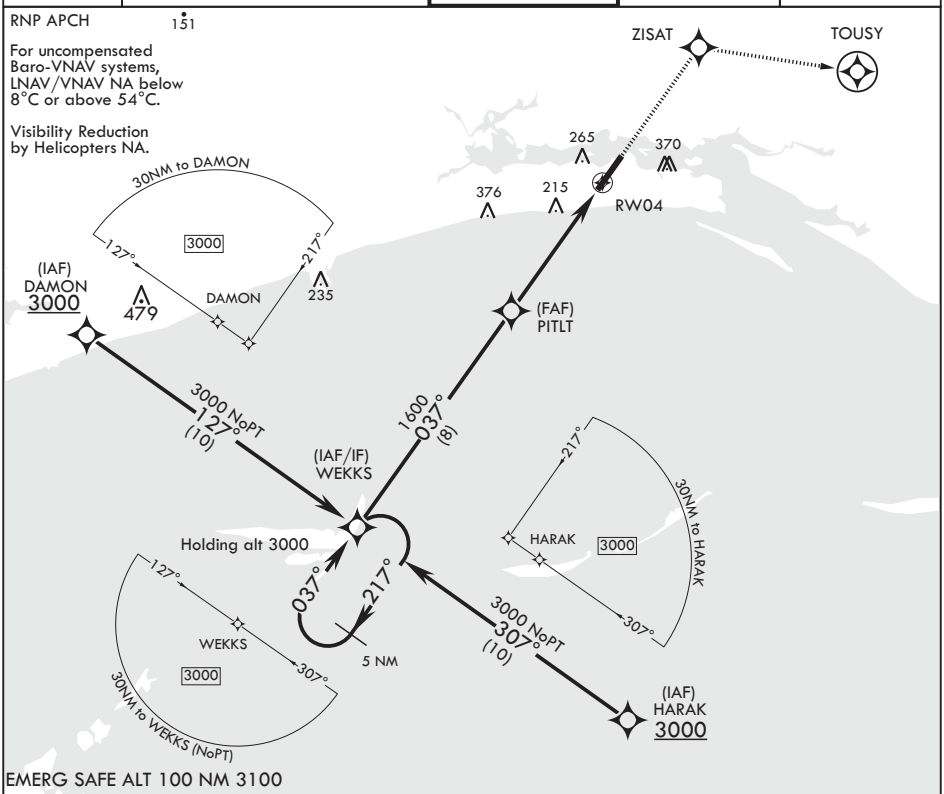
MISSED APPROACH: Climb to 2100 direct ZISAT and track 101° to TOUSY. Expect ATC instructions.

ATIS	GULFPORT APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
281.55	124.6 354.1 130° - 309° 127.5 254.25 310° - 129°	120.75 269.075	121.8 275.8	121.8 275.8

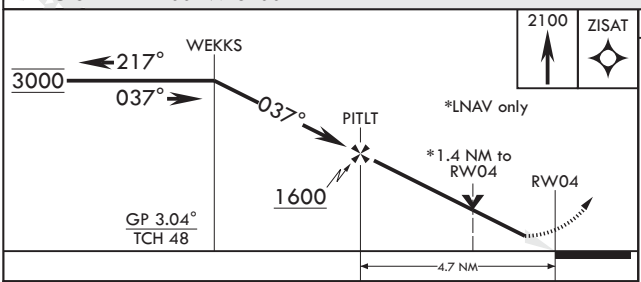
RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°C or above 54°C.

Visibility Reduction by Helicopters NA.

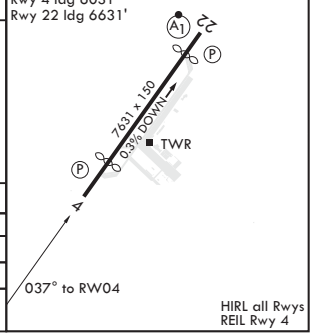


EMERG SAFE ALT 100 NM 3100



ELEV 33 | TDZE 23

Rwy 22 2000' non-std apch lgt system
Rwy 4 ldg 6031'
Rwy 22 ldg 6631'



HIRL all Rwys
REIL Rwy 4

CATEGORY	A	B	C	D
LNAV/VNAV DA	520-1⅜ 497 (500-1⅜)			
LNAV MDA	520/55 497 (500-1)		520-1⅜ 497 (500-1⅜)	
C CIRCLING	600-1 567 (600-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

BILOXI, MISSISSIPPI

Orig 27FEB20

30°25'N - 88°55'W

KEESLER AFB (KBIX)

RNAV (GPS) RWY 4

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

20114

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 22

KEESLER AFB (KBIX)

AL-49 (USAF)

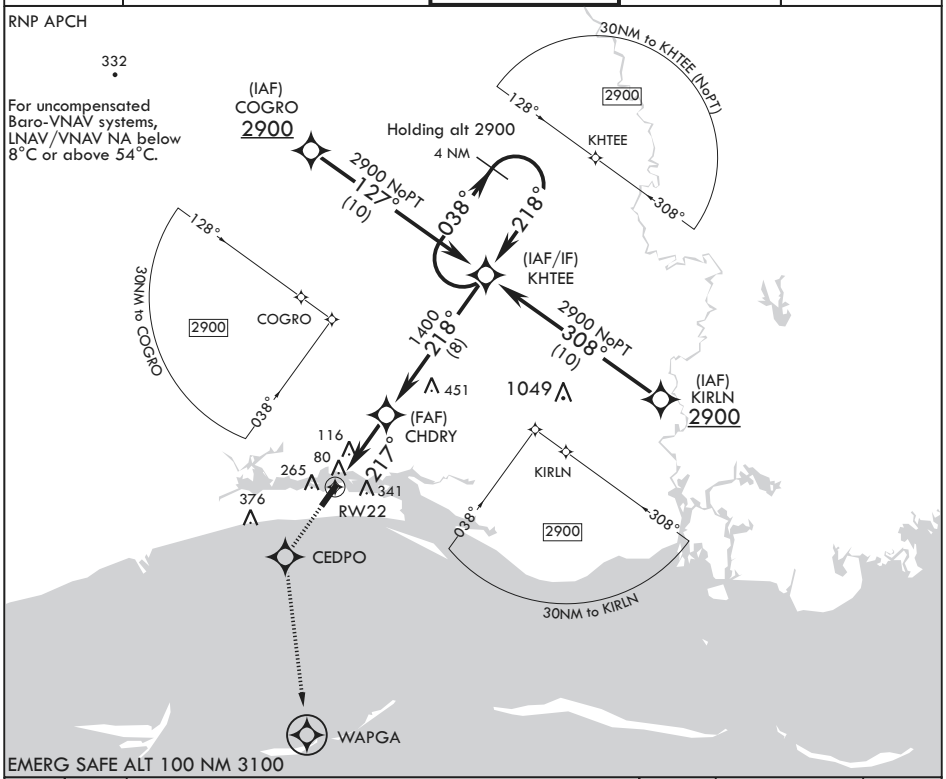
APCH CRS	Rwy ldg	6631
217°	TDZE	19
	Arpt Elev	33

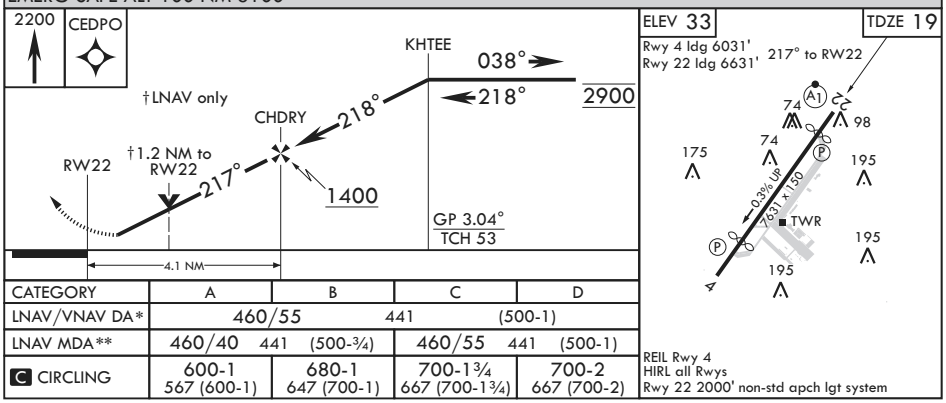
* When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2200 direct CEDPO and track 175° to WAPGA. Expect ATC instructions.

ATIS	GULFPORT APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
281.55	124.6 354.1 130° - 309° 127.5 254.25 310° - 129°	120.75 269.075	121.8 275.8	121.8 275.8





CATEGORY	A	B	C	D
LNAV/VNAV DA*	460/55 441 (500-1)			
LNAV MDA**	460/40 441 (500-¾)		460/55 441 (500-1)	
C CIRCLING	600-1 567 (600-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

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BILOXI, MISSISSIPPI

TACAN RWY 4

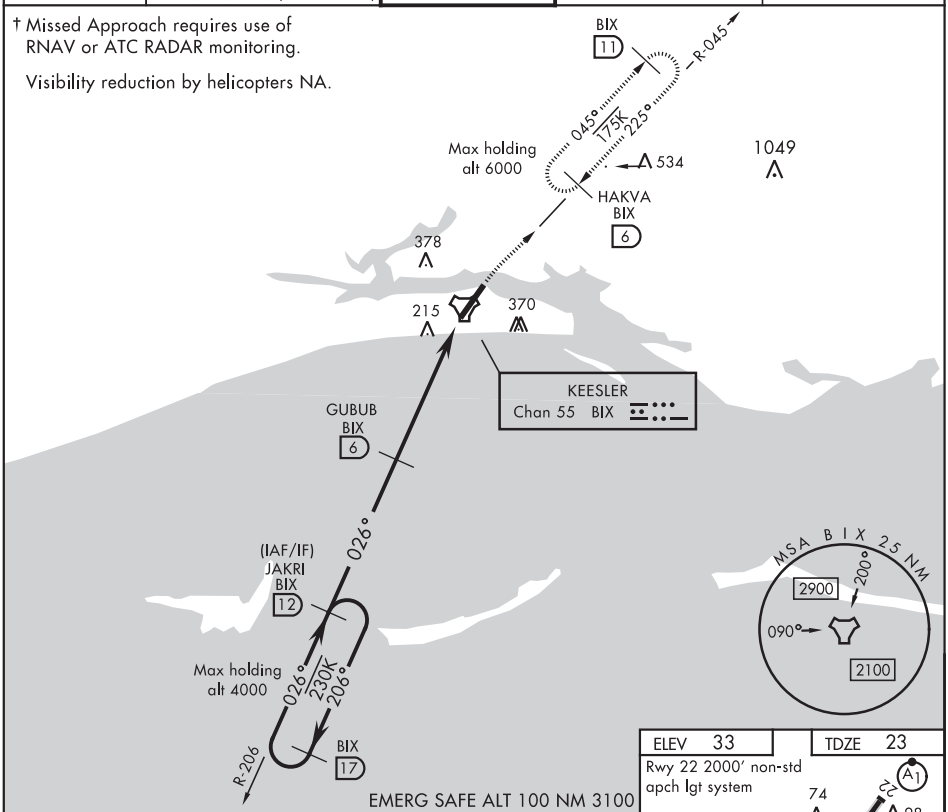
TACAN BIX Chan 55	APCH CRS 026°	Rwy ldg 6031 TDZE 23 Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

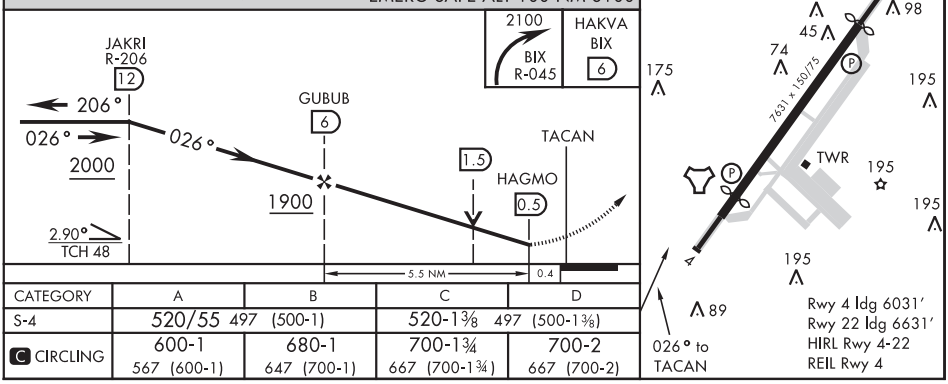
†MISSED APPROACH: Turn right climbing to 2100 to intercept BIX TACAN R-045 to 6 DME (HAKVA) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

† Missed Approach requires use of RNAV or ATC RADAR monitoring.

Visibility reduction by helicopters NA.





CATEGORY	A	B	C	D
S-4	520/55 497 (500-1)		520-1⅜ 497 (500-1⅜)	
C CIRCLING	600-1 567 (600-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

BILOXI, MISSISSIPPI 30° 25′N-88° 55′W KEESLER AFB (KBIX)

Orig 23APR20

TACAN RWY 4

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BILOXI, MISSISSIPPI

TACAN RWY 22

TACAN BIX Chan 55	APCH CRS 222°	Rwy ldg 6631 TDZE 19 Arpt Elev 33

AL-49 [USAF] KEESLER AFB (KBIX)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1¾ miles.

ALSF-1

† MISSED APPROACH: Climb to 800 tracking 215°, then turn left to intercept BIX R-186 to 11 DME (RUDLF) climbing to 2200 and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

† Missed Approach requires use of RNAV or ATC RADAR monitoring.

BIX 16
R-042
738
042°
175K
222°
Max holding alt 6000
(IAF/IF) GEVTE BIX 11
1049
DUDKE BIX 5
222°
360
378
341
KEESLER Chan 55 BIX
R-186
RUDLF BIX 11
Max holding alt 4300
006°
230K
186°
BIX 16
EMERG SAFE ALT 100 NM 3100

MSA BIX 25 NM
200°
2900
090°
2100

800 tr 215°
2200 BIX R-186

GEVTE R-042 11
042°
222°
2100
DUDKE 5
222°
1400
TACAN
FABMI 1.4
2.6
2.97°
TCH 55
.6
3.6 NM

ELEV 33
TDZE 19
Rwy 4 ldg 6031′
Rwy 22 ldg 6631′
HIRL Rwy 4-22
REIL Rwy 4
222° to TACAN
69
74
98
45
74
175
195
7631 × 150/75
TWR
195
195
195
Rwy 22 2000′ non-std apch lgt system

CATEGORY	A	B	C	D
S-22*	640/40 621 (700-¾)		640-1½ 621 (700-1½)	
C CIRCLING	640-1 607 (700-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

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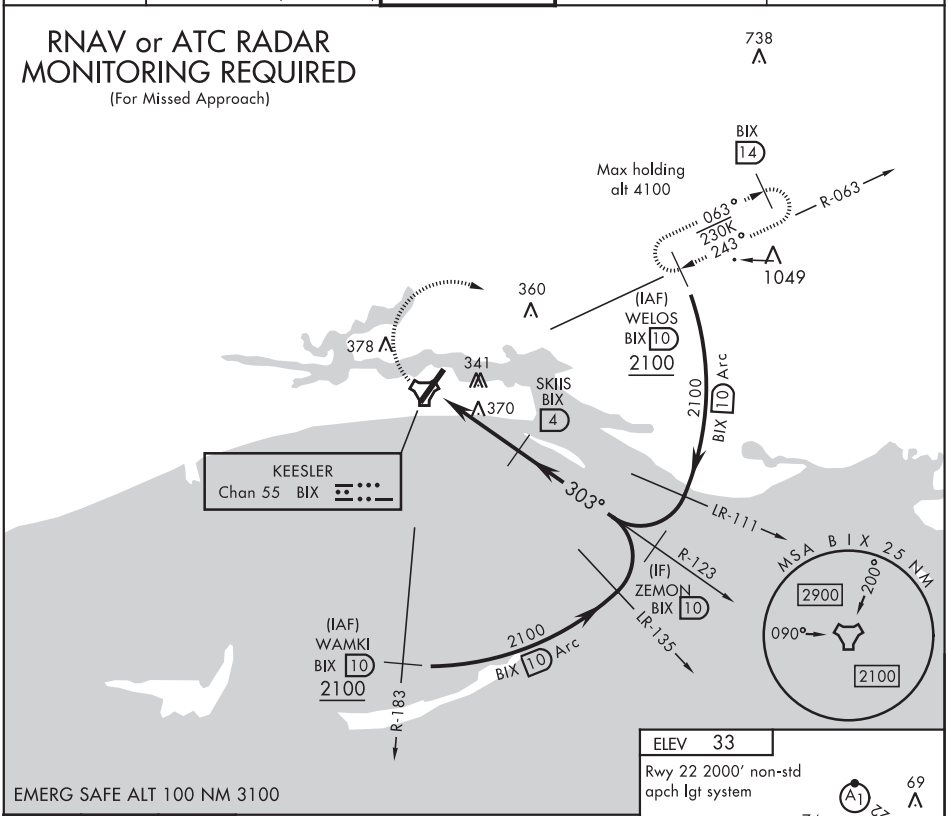
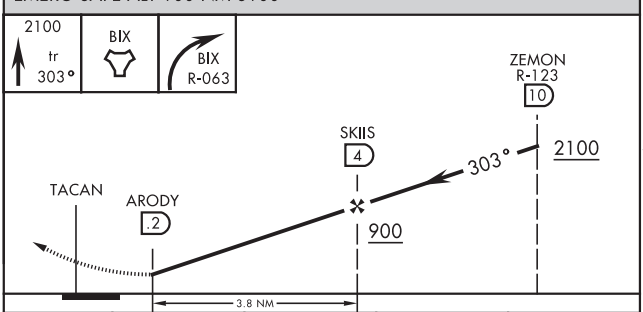
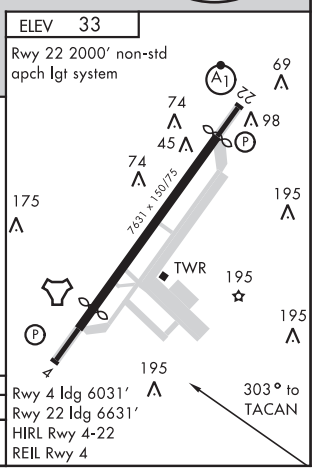
TACAN BIX Chan 55	APCH CRS 303°	Rwy ldg N/A THRE N/A Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

MISSED APPROACH: Climb tracking 303° to BIX TACAN then right turn to intercept BIX R-063 climbing to 2100 to 10 DME (WELOS) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8







CATEGORY	A	B	C	D
C CIRCLING	640-1 607 (700-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

BILOXI, MISSISSIPPI

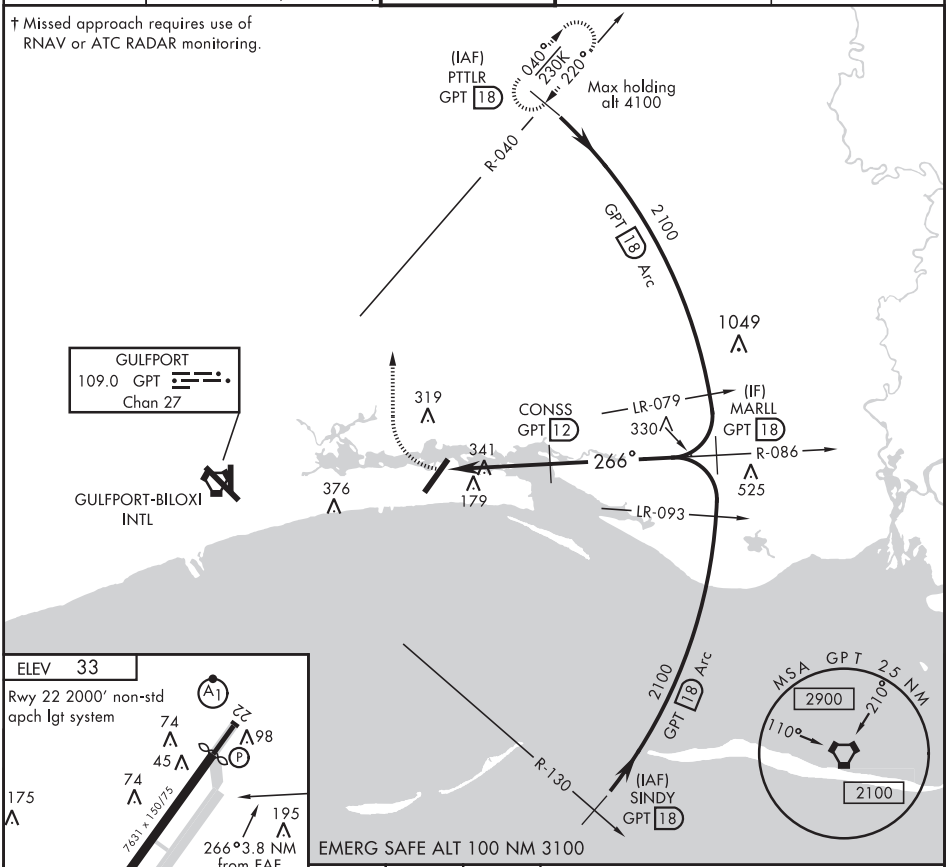
TACAN-B

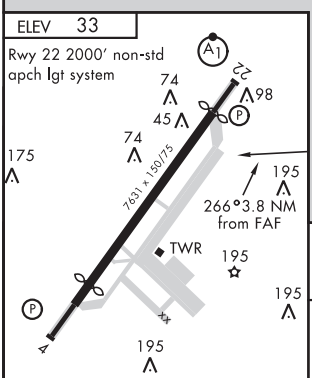
VORTAC GPT 109.0 Chan 27	APCH CRS 266°	Rwy ldg N/A TDZE N/A Arpt Elev 33	AL-49 [USAF]	KEESLER AFB (KBIX)

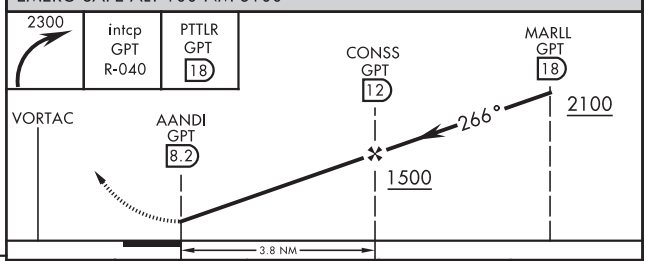
† MISSED APPROACH: Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTTLR (R-040/18 DME) and hold.

ATIS	GULFPORT APP CON	KEESLER TOWER ★	GND CON	CLNC DEL
281.55	124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	120.75 269.075	121.8 275.8	121.8 275.8

† Missed approach requires use of RNAV or ATC RADAR monitoring.







FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
C CIRCLING	640-1 607 (700-1)	680-1 647 (700-1)	700-1¾ 667 (700-1¾)	700-2 667 (700-2)

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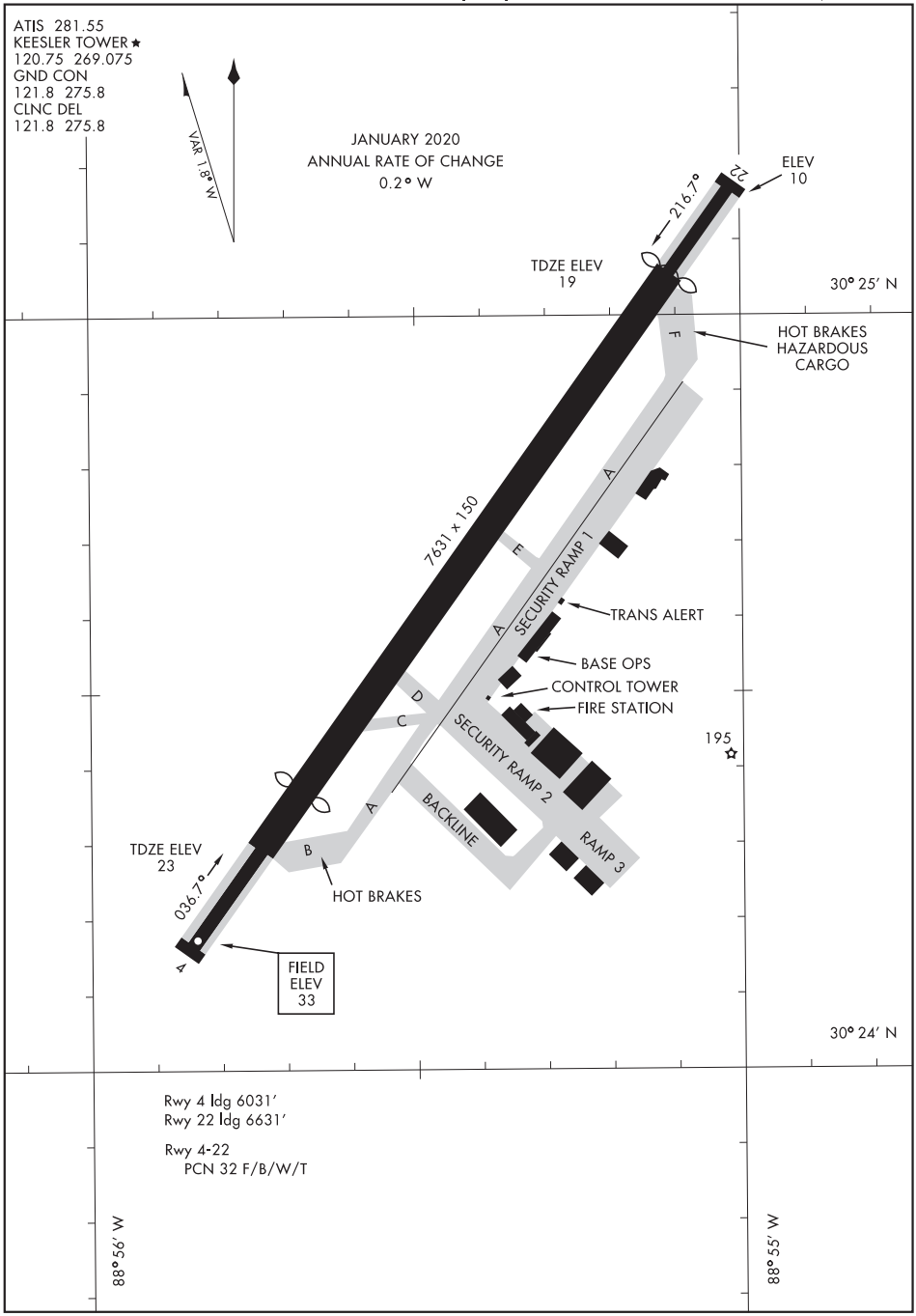

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KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

20310

RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

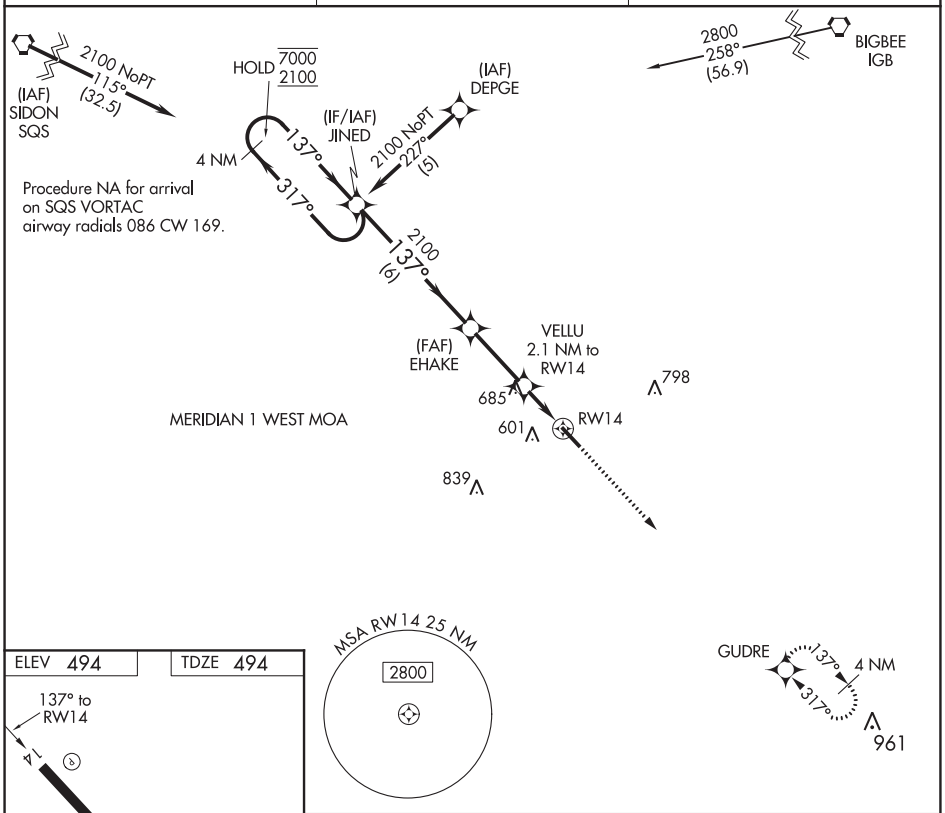
APP CRS	Rwy ldg	5009
137°	TDZE	494
	Apt Elev	494

RNP APCH.

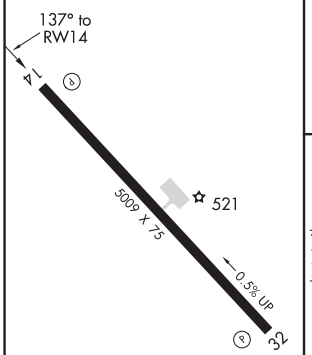
Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet and LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

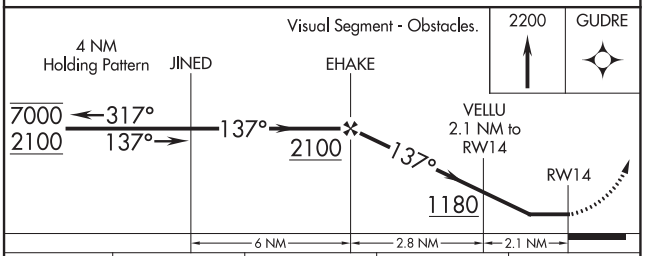
MPE AWOS-3P	MEMPHIS CENTER	CTAF
118.725	132.75 350.25	122.9 L



ELEV 494 | TDZE 494



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA
CIRCLING	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA

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APP CRS	Rwy ldg	5009
317°	TDZE	480
	Apt Elev	494

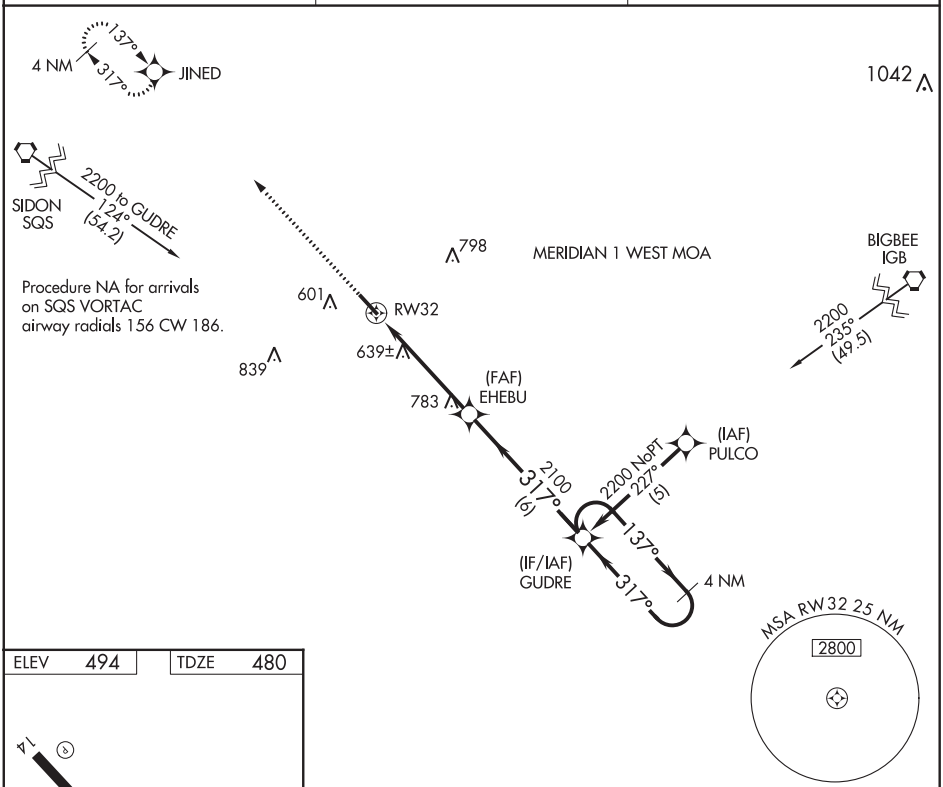
RNAV (GPS) RWY 32
KOSCIUSKO-ATTALA COUNTY (OSX)

T A NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ⅜ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

MPE AWOS-3P	MEMPHIS CENTER	CTAF
118.725	132.75 350.25	122.9 L



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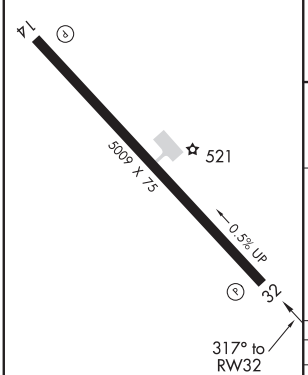
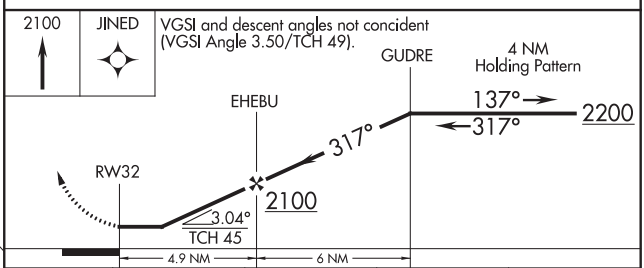
ELEV 494	TDZE 480



MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	960-1 480 (500-1)		960-1⅜ 480 (500-1⅜)	NA
CIRCLING	1020-1 526 (600-1)		1020-1½ 526 (600-1½)	NA

LAFAYETTE, LOUISIANA

AL-865 (FAA)

20114

ILS or LOC RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

LOC/DME I-TYN	APP CRS	Rwy ldg 8000
110.9	036°	TDZE 40
Chan 46		Apt Elev 42

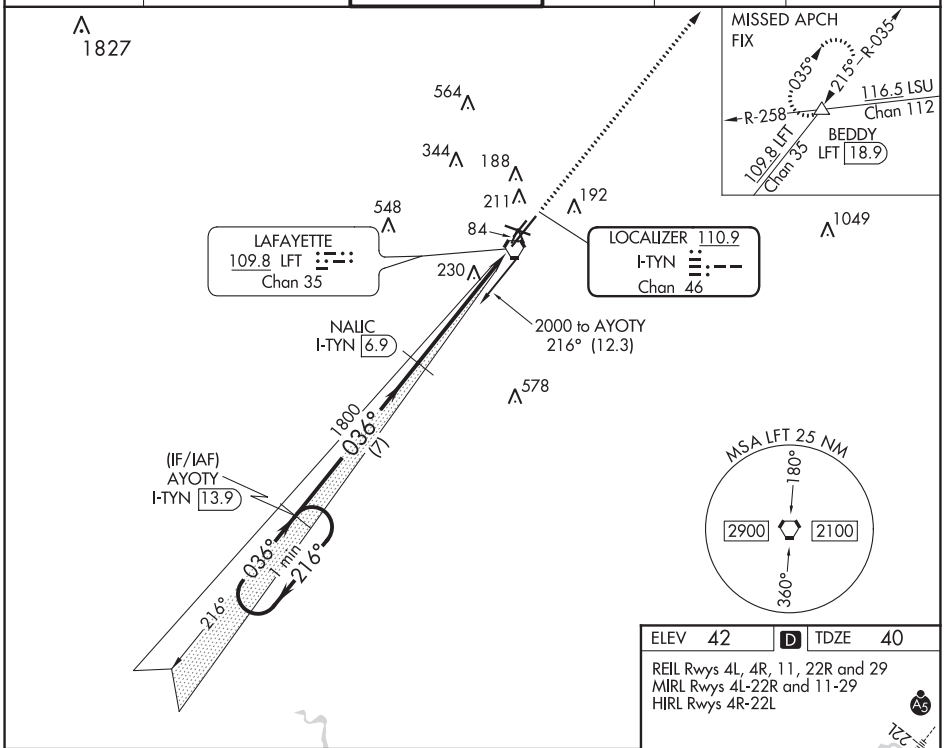
DME required for procedure entry and for LOC only.

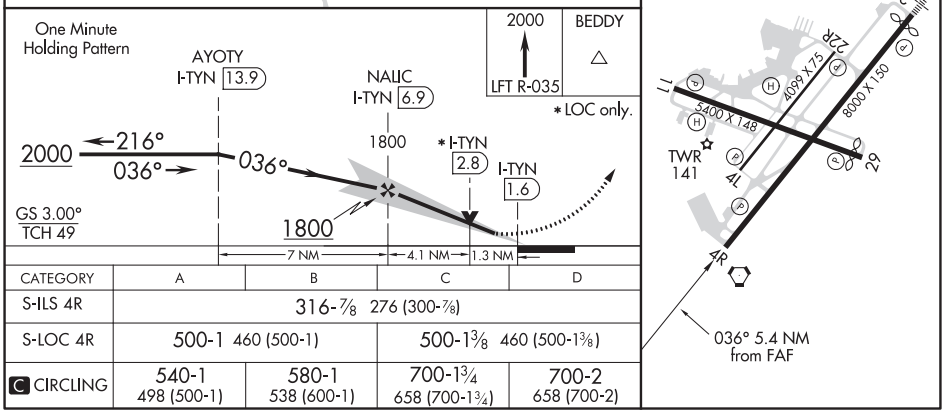
ASR

Rwy 4R helicopter visibility reduction below ¾ SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R visibility all Cats ⅛ SM, Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 on LFT R-035 to BEDDY INT/LFT 18.9 DME and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
S-ILS 4R	316-⅞ 276 (300-⅞)			
S-LOC 4R	500-1 460 (500-1)		500-1⅜ 460 (500-1⅜)	
C CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

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ILS or LOC RWY 22L
LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

LOC/DME I-LFT	APP CRS	Rwy ldg	7659
109.5	216°	TDZE	38
Chan 32		Apt Elev	42

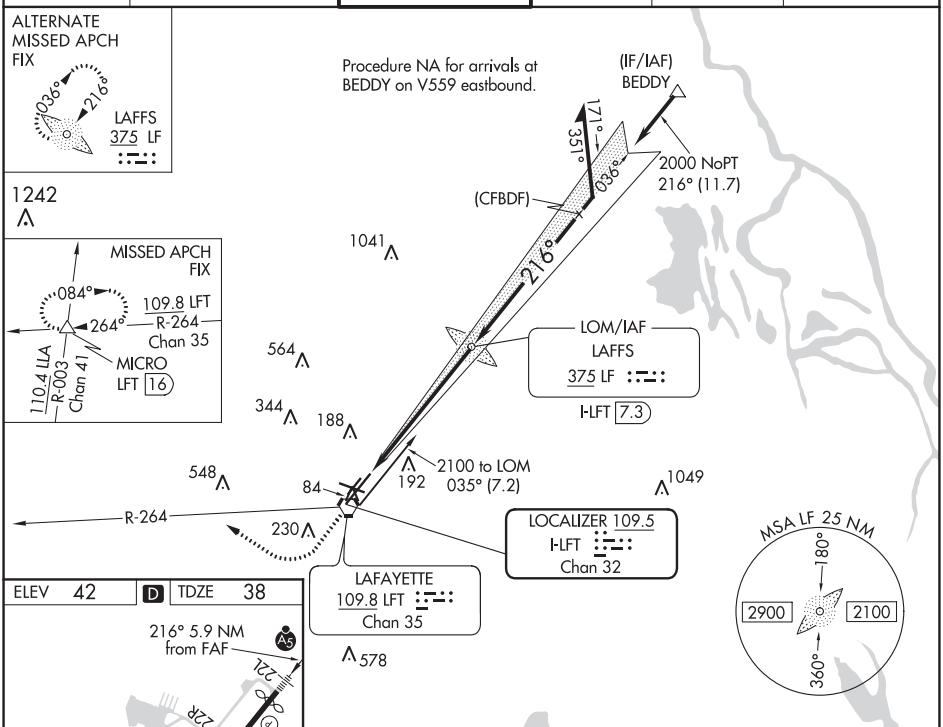
VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase DA to 267 feet; increase all MDA 40 feet and S-LOC 22L visibility Cat C/D to RVR 5000 and Circling visibility Cat C/D ¼ SM. For inop MALSR when using Acadiana Rgnl altimeter setting, increase S-LOC 22L Cat C and D visibility to 1⅜ mile.
**RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Acadiana Rgnl altimeter setting).

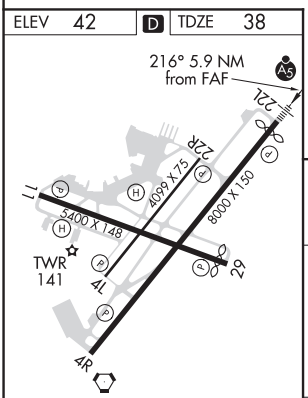
ASR

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on LFT VORTAC R-264 to MICRO INT/ LFT 16 DME and hold.

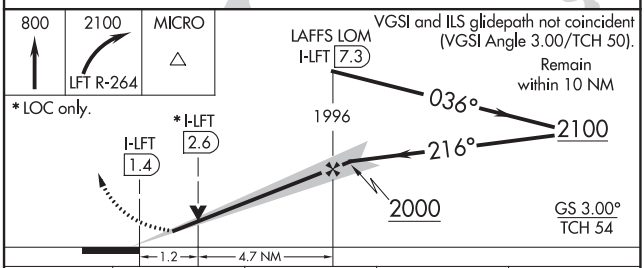
ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 22L**	238/24		200 (200-½)	
S-LOC 22L	480/24	442 (500-½)	480/45	442 (500-⅞)
C CIRCLING	540-1	580-1	700-1¾	700-2
	498 (500-1)	538 (600-1)	658 (700-1¾)	658 (700-2)

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LAFAYETTE, LOUISIANA | AL-865 (FAA) | 19283

RNAV (GPS) RWY 4R
LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

WAAS CH 45903 W04A	APP CRS 036°	Rwy ldg 8000 TDZE 40 Apt Elev 42

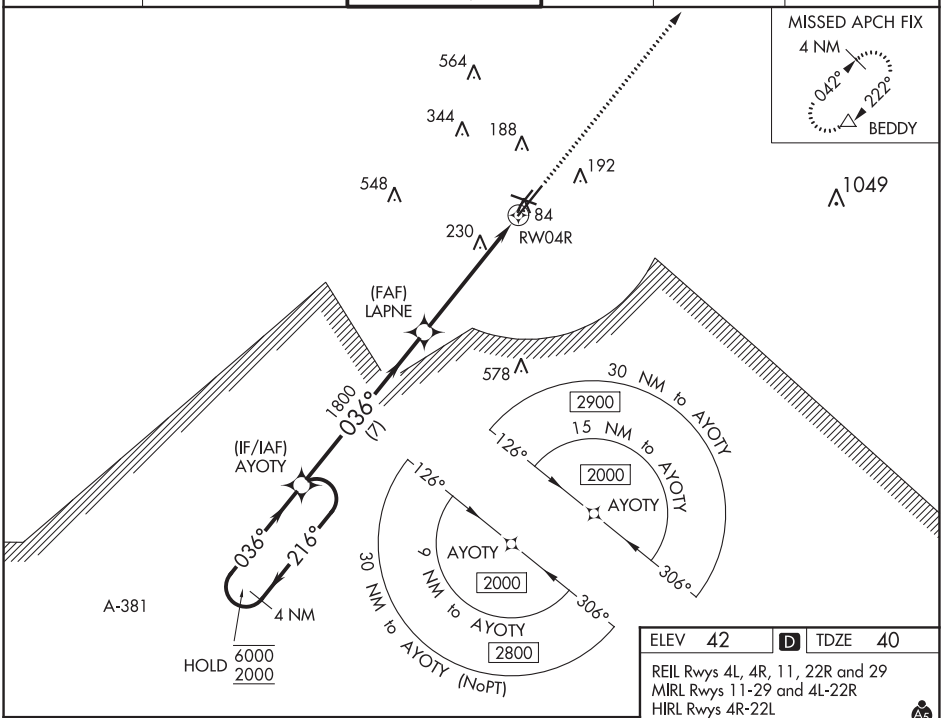
RNP APCH.

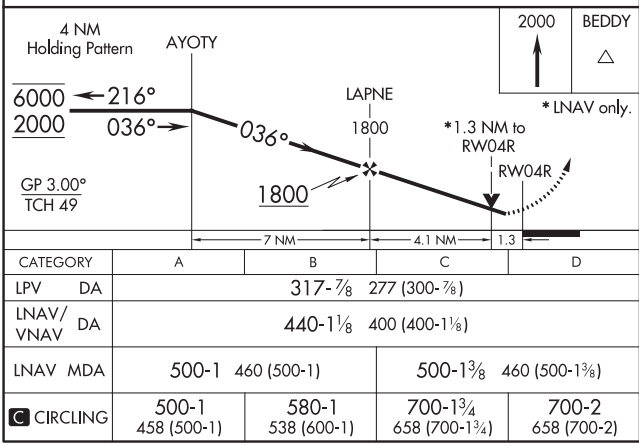
ASR

Rwy 4R helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct BEDDY and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 257.8	121.8	125.55	122.95

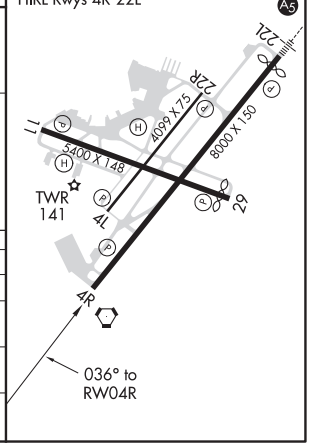




CATEGORY	A	B	C	D
LPV DA	317-⅞ 277 (300-⅞)			
LNAV/VNAV DA	440-1⅛ 400 (400-1⅛)			
LNAV MDA	500-1 460 (500-1)		500-1⅜ 460 (500-1⅜)	
C CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

ELEV 42 | D | TDZE 40

REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwys 4R-22L



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WAAS CH 50503 W22A	APP CRS 216°	Rwy ldg 7659 TDZE 38 Apt Elev 42

RNAV (GPS) RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

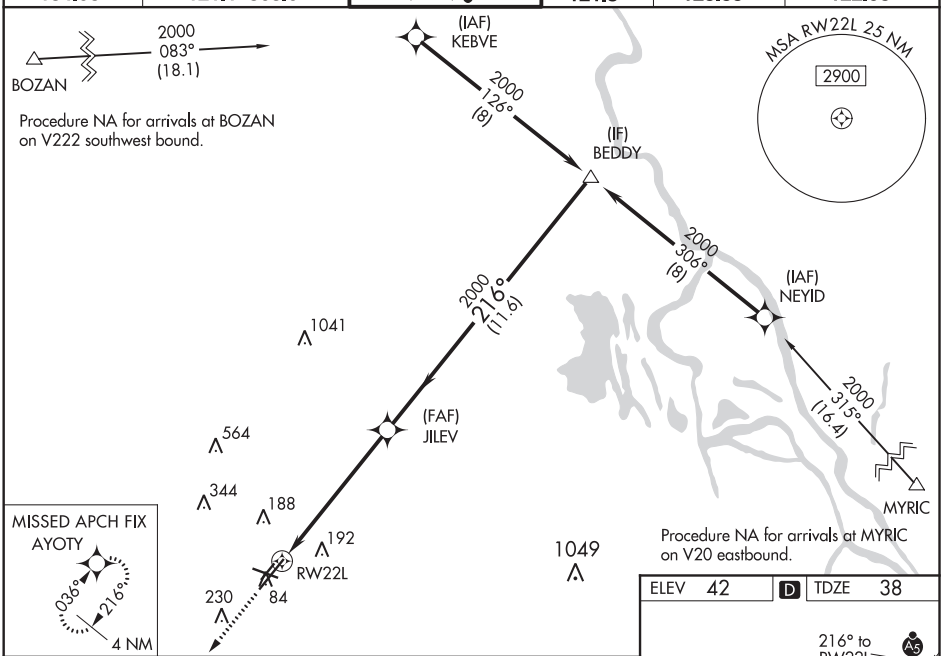
RNP APCH.

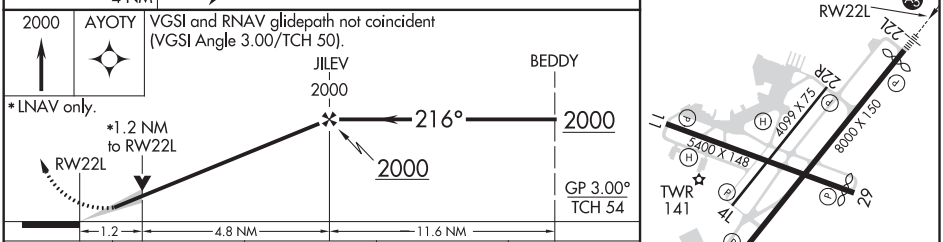
ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 3500, increase Circling visibility Cat C/D ¼ SM. For inop MALSR, increase LNAV Cats C and D visibility ⅜ mile. For inop MALSR, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 6000. Baro-VNAV NA when using Acadiana Rgnl altimeter setting.

MALSR

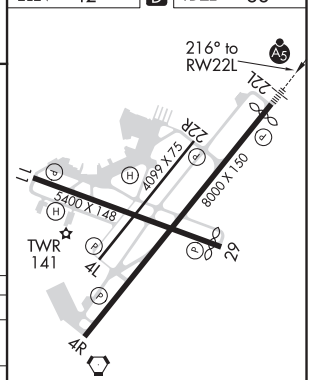
MISSED APPROACH: Climb to 2000 direct AYOTY and hold.

ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





ELEV 42 | D | TDZE 38



CATEGORY	A	B	C	D
LPV DA	238/24 200 (200-½)			
LNAV/VNAV DA	349/24 311 (400-½)			
LNAV MDA	480/24 442 (500-½)		480/45 442 (500-⅞)	
C CIRCLING	540-1 498 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

LAFAYETTE, LOUISIANA

AL-865 (FAA)

19283

RNAV (GPS) RWY 29

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

WAAS CH 45703 W29A	APP CRS 287°	Rwy ldg 5150 TDZE 42 Apt Elev 42

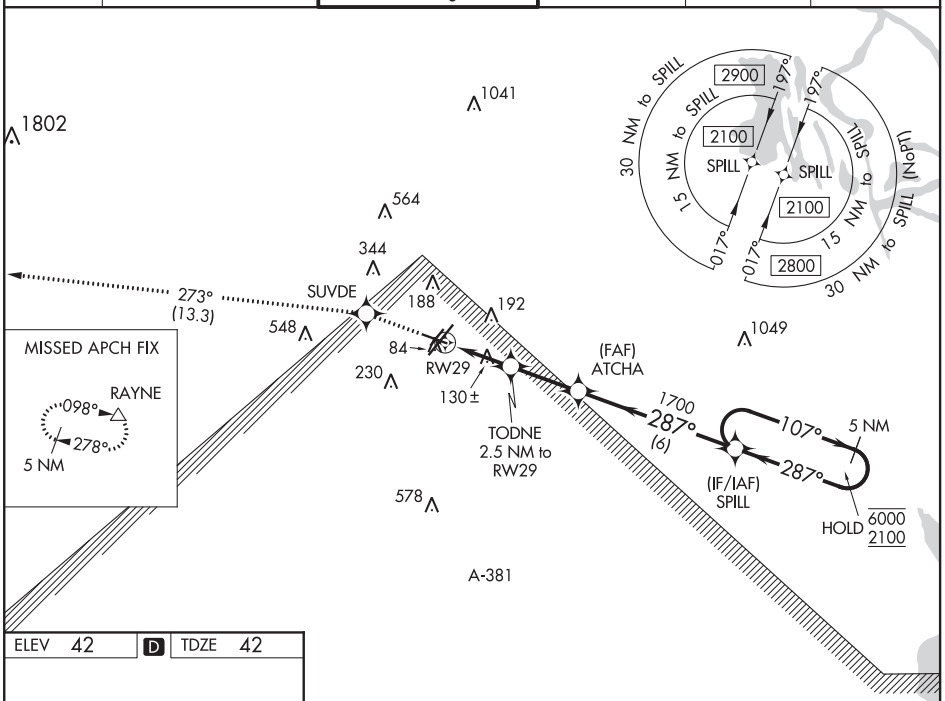
RNP APCH.

ASR

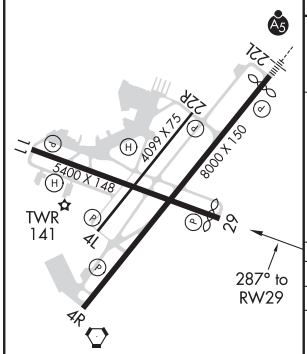
Rwy 29 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

MISSED APPROACH:
Climb to 2800 direct SUVDE and on track 273° to RAYNE and hold.

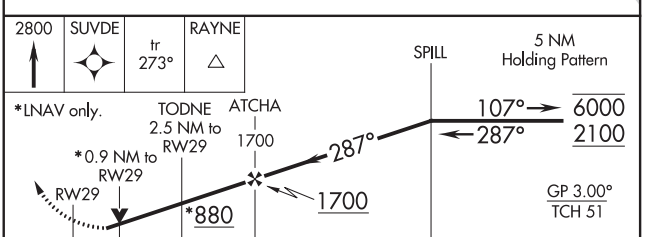
ATIS	LAFAYETTE APP CON ★	LAFAYETTE TOWER ★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95



ELEV 42 | D | TDZE 42



REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L



CATEGORY	A	B	C	D
LPV DA	292-¾ 250 (300-¾)			
LNAV/VNAV DA	292-¾ 250 (300-¾)			
LNAV MDA	380-1 338 (400-1)			
C CIRCLING	500-1 458 (500-1)	580-1 538 (600-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)

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SC-4, 25 FEB 2021 to 22 APR 2021

VOR/DME RWY 11

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

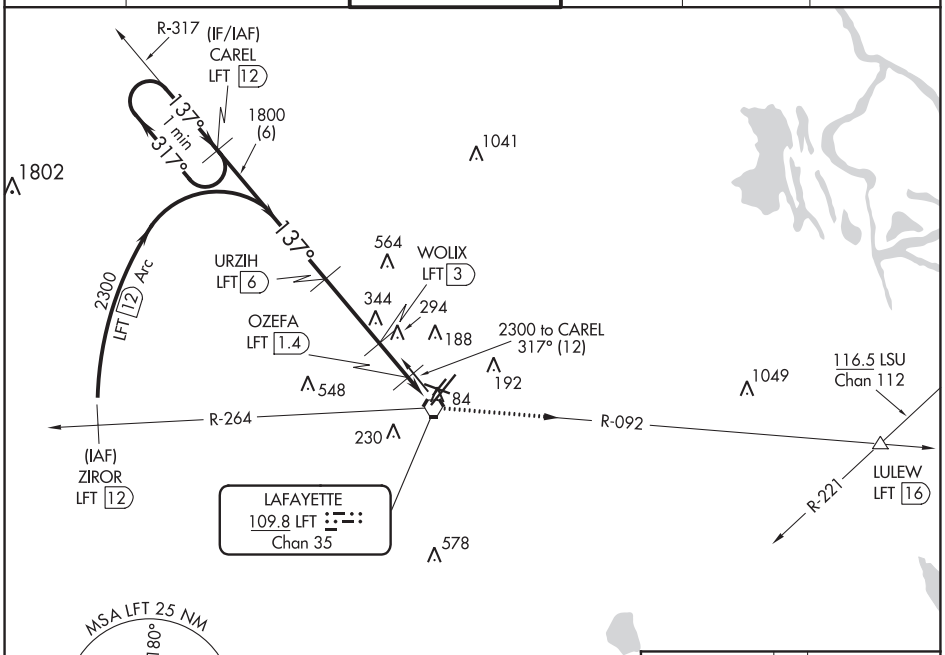
VORTAC LFT 109.8 Chan 35	APP CRS 137°	Rwy ldg 5400 TDZE 42 Apt Elev 42

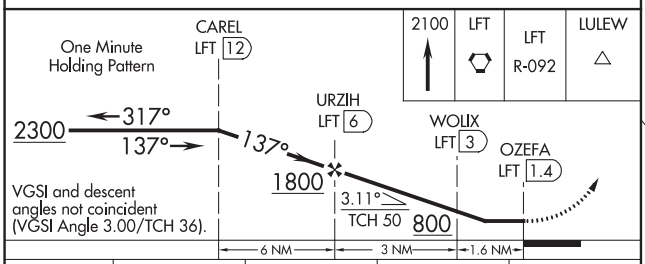
ASR

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling visibility Cat C/D ¼ SM.

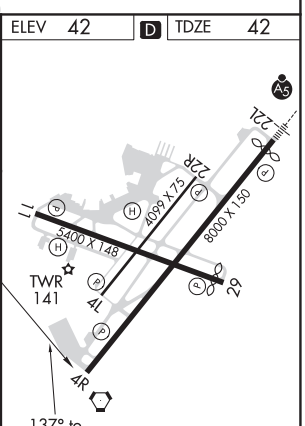
MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.

ATIS	LAFAYETTE APP CON★	LAFAYETTE TOWER★	GND CON	CLNC DEL	UNICOM
134.05	121.1 363.0	118.5 (CTAF) L 257.8	121.8	125.55	122.95





CATEGORY	A	B	C	D
S-11	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	660-2 618 (700-2)
C CIRCLING	660-1	618 (700-1)	700-1¾ 658 (700-1¾)	700-2 658 (700-2)



REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29, and 4L-22R
HIRL Rwys 4R-22L

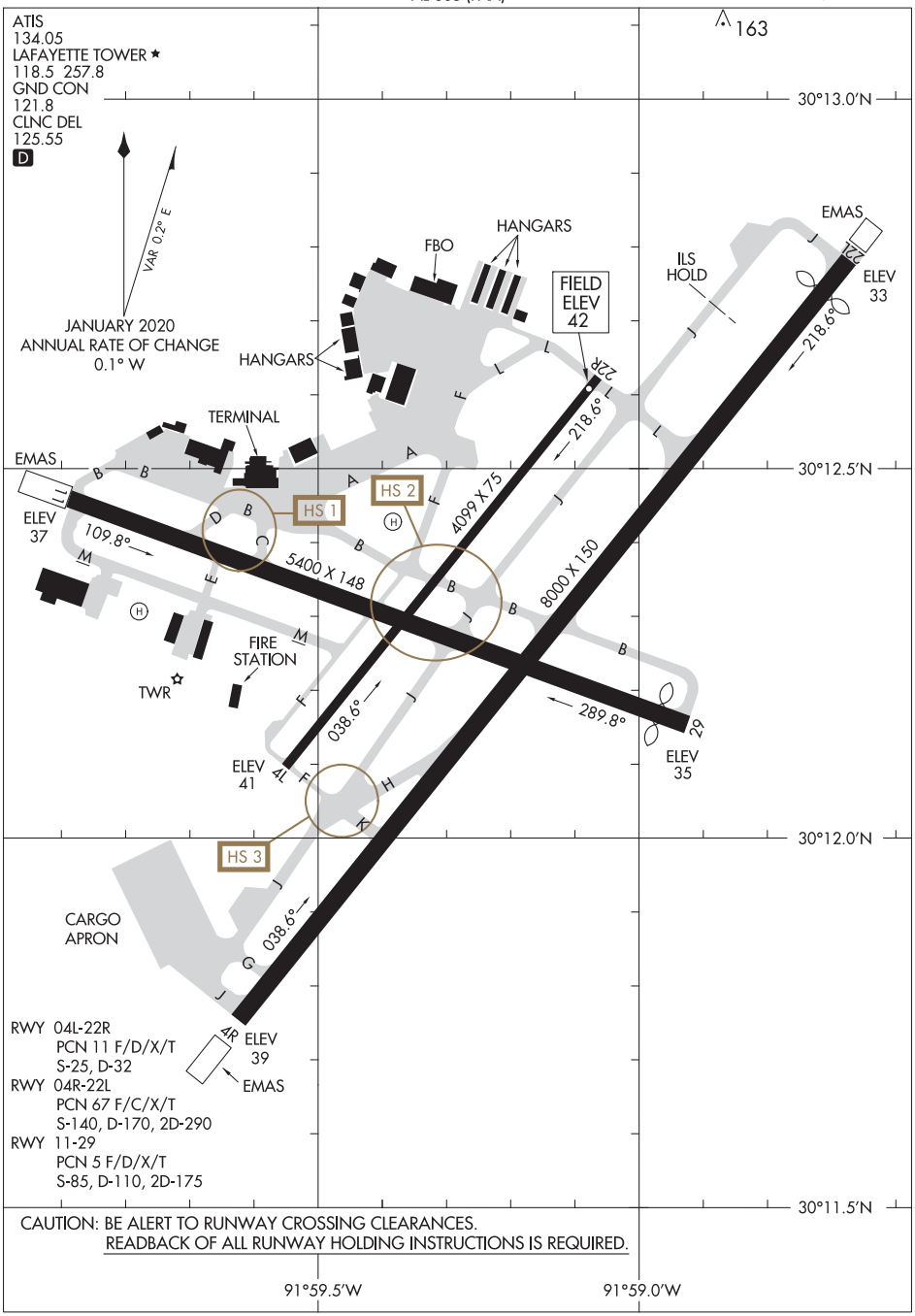
SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)
AL-865 (FAA)
LAFAYETTE, LOUISIANA



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AIRPORT DIAGRAM
20086
LAFAYETTE, LOUISIANA
LAFAYETTE RGNL/PAUL FOURNET FIELD (LFT)

ILS or LOC RWY 15
CHENNAULT INTL (CWF)

LOC I-CWF	APP CRS	Rwy ldg	10702
110.7	150°	TDZE	16
		Apt Elev	17

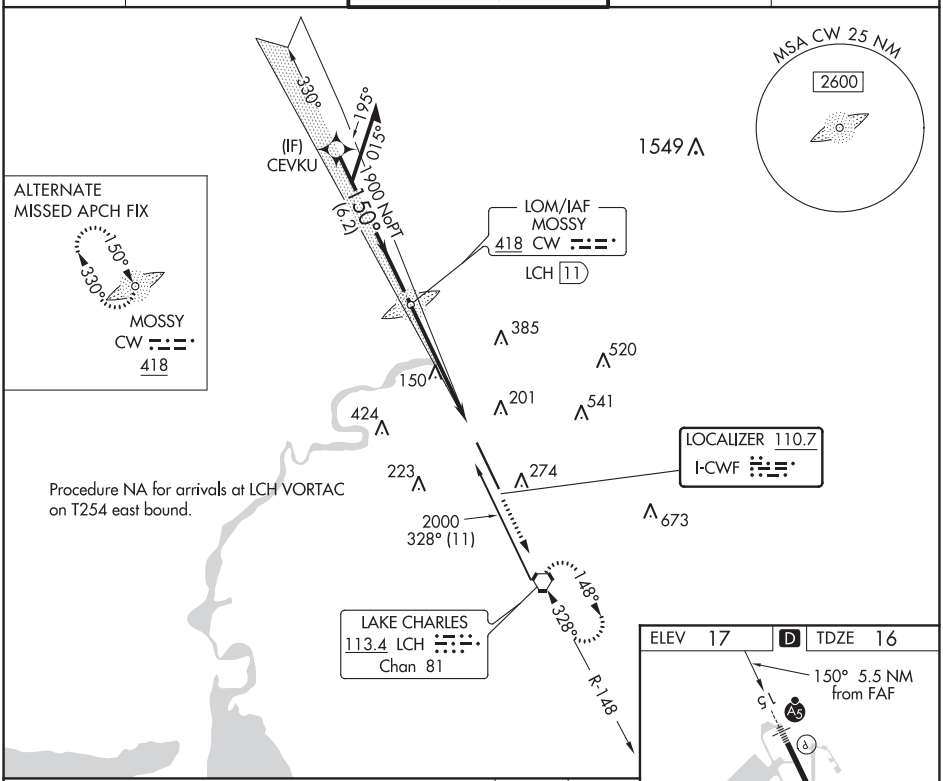
From CEVKU: RNAV 1-GPS required.

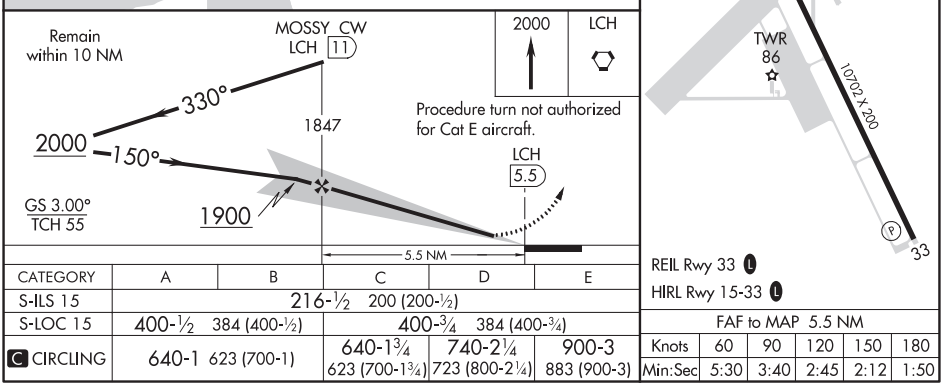
T A ASR When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 37 feet and all MDA 40 feet. For inop ALS, increase S-ILS 15 Cat E visibility to ¾ SM, and S-LOC 15 Cats C/D/E to 1⅛ SM. For inop ALS when using Lake Charles altimeter settings, increase S-ILS 15 Cat E visibility to ¾ SM, and S-LOC 15 Cat E to 1¼ SM.

MALSR A5

MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON ★		CHENNAULT TOWER ★		GND CON		UNICOM
120.0	119.8	282.3	124.2 (CTAF) L	290.4	121.65	275.8	122.95





CATEGORY	A	B	C	D	E
S-ILS 15	216-½ 200 (200-½)				
S-LOC 15	400-½ 384 (400-½)		400-¾ 384 (400-¾)		
C CIRCLING	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	740-2¼ 723 (800-2¼)	900-3 883 (900-3)

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

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LAKE CHARLES, LOUISIANA | AL-5111 (FAA) | 19115

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

WAAS CH 45502 W15A	APP CRS 150°	Rwy ldg 10702 TDZE 16 Apt Elev 17

RNP APCH.

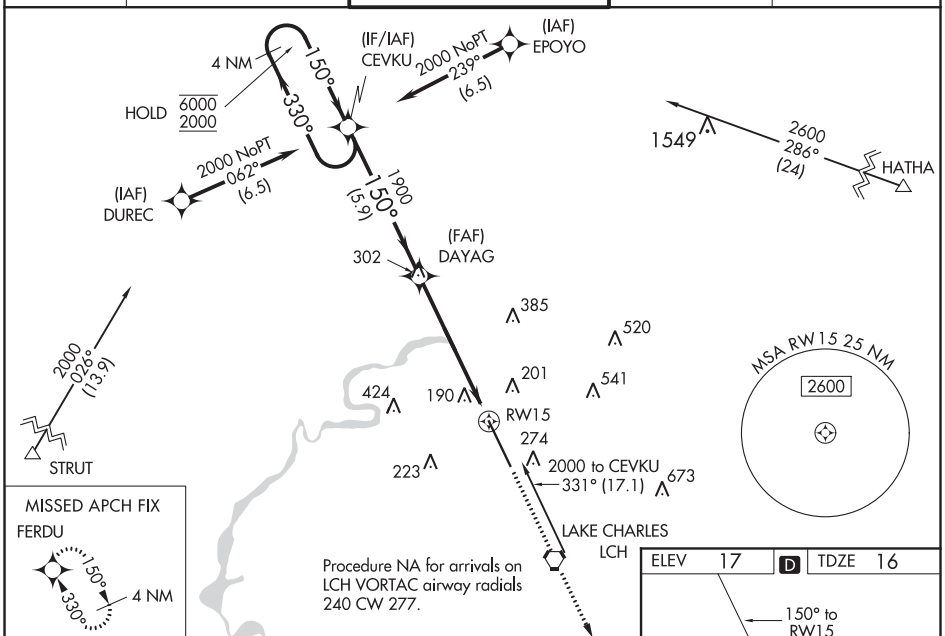
ASR

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 43°C. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 16 feet and all MDAs DA 20 feet, increase LNAV Cats C/D visibility 1/8 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM. For inop ALS when using Lake Charles Rgnl altimeter setting increase LNAV/VNAV visibility all Cats to 1 3/8 SM.

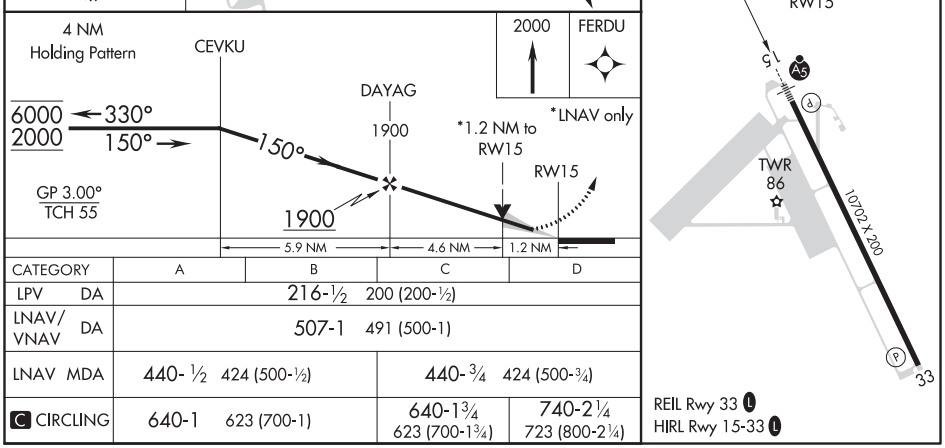
MALSR

MISSED APPROACH: Climb to 2000 direct FERDU and hold.

ATIS	LAKE CHARLES APP CON★	CHENNAULT TOWER★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



MISSED APCH FIX
FERDU
150°
330°
4 NM



CATEGORY	A	B	C	D
LPV DA	216-½ 200 (200-½)			
LNAV/VNAV DA	507-1 491 (500-1)			
LNAV MDA	440- ½ 424 (500-½)		440- ¾ 424 (500-¾)	
C CIRCLING	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	740-2¼ 723 (800-2¼)

LAKE CHARLES, LOUISIANA
Amdt 1 03JAN19

30°13′N-93°09′W

CHENNAULT INTL (CWF)
RNAV (GPS) RWY 15

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WAAS CH 65817 W33A	APP CRS 330°	Rwy ldg 10702 TDZE 17 Apt Elev 17

RNAV (GPS) RWY 33
CHENNAULT INTL (CWF)

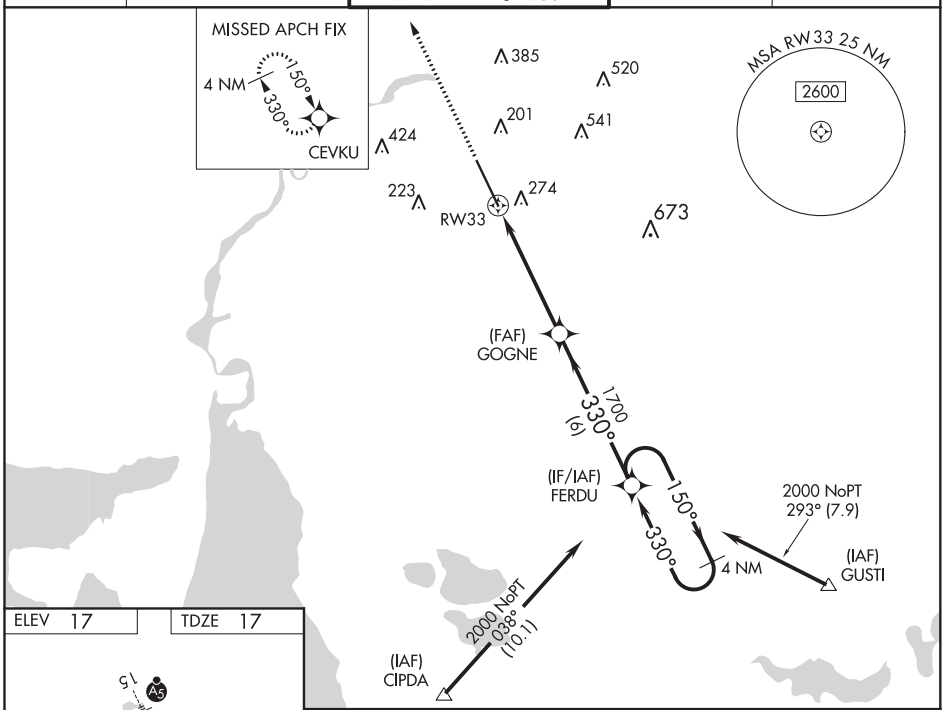
RNP APCH.

Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. VDP NA when using Lake Charles Rgnl altimeter setting. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: increase LPV DA to 232 feet; increase LNAV/VNAV DA to 510 feet; increase all MDA 20 feet and LNAV visibility Cat C ⅛ SM and Circling Cat D ¼ SM.

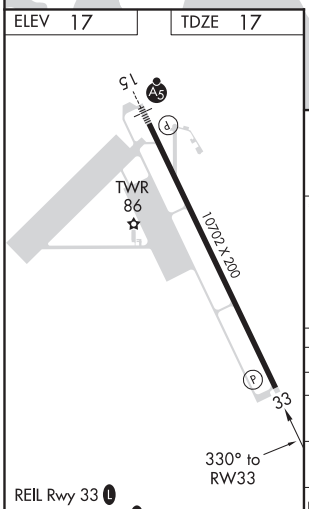
ASR

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

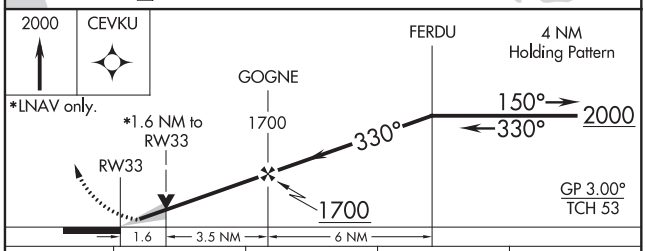
ATIS	LAKE CHARLES APP CON ★	CHENNAULT TOWER ★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) L 290.4	121.65 275.8	122.95



ELEV 17 TDZE 17



REIL Rwy 33 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	217-¾ 200 (200-¾)			
LNAV/VNAV DA	494-1¾ 477 (500-1¾)			
LNAV MDA	580-1 563 (600-1)		580-1⅝ 563 (600-1⅝)	580-1¾ 563 (600-1¾)
C CIRCLING	640-1 623 (700-1)		640-1¾ 623 (700-1¾)	740-2¼ 723 (800-2¼)

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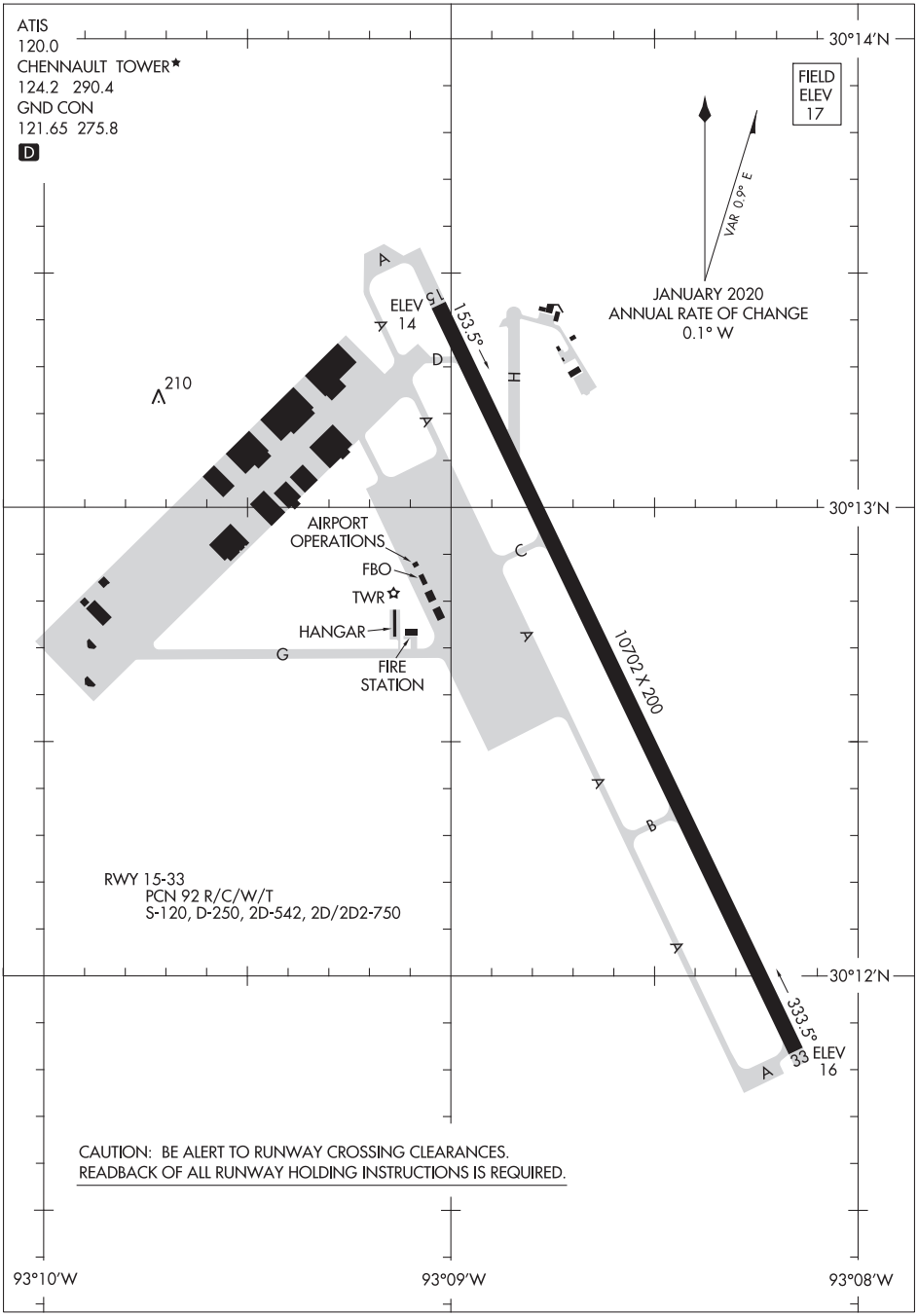
20142

AIRPORT DIAGRAM

AL-5111 (FAA)

CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA



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AIRPORT DIAGRAM
20142
LAKE CHARLES, LOUISIANA
CHENNAULT INTL (CWF)

ILS or LOC RWY 15
LAKE CHARLES RGNL (LCH)

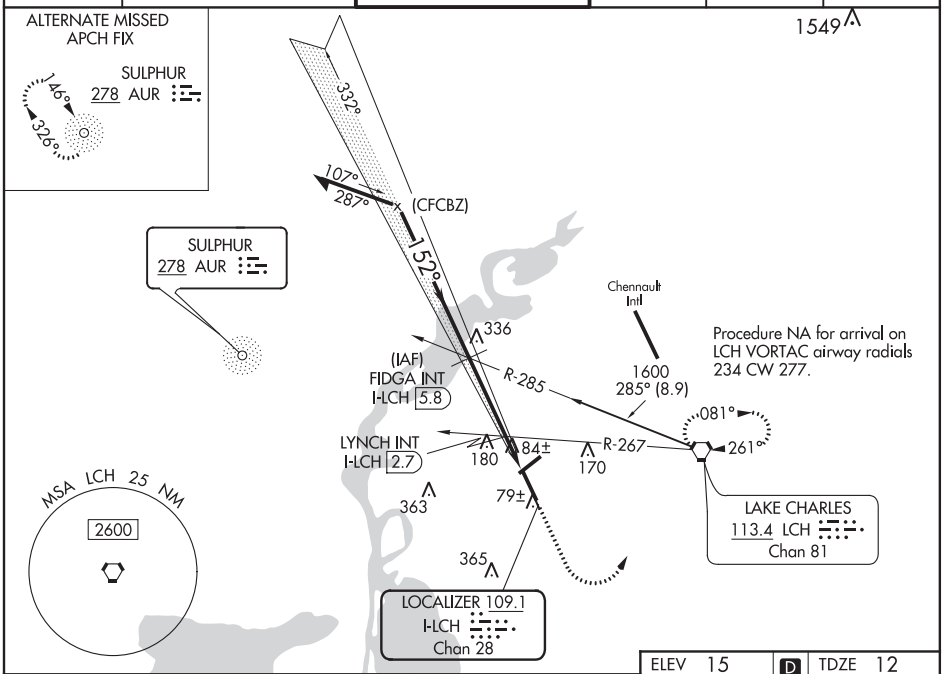
LOC/DME I-LCH	APP CRS	Rwy ldg	6500
109.1	152°	TDZE	12
Chan 28		Apt Elev	15

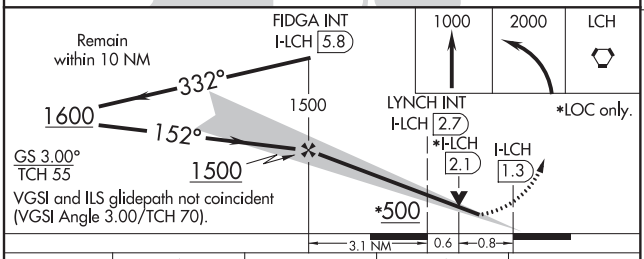
For inop ALS, increase S-LOC 15 Cats C and D visibility to 1⅜ mile.
** RVR 1800 authorized with use of FD or AP or HUD to DA.
ASR

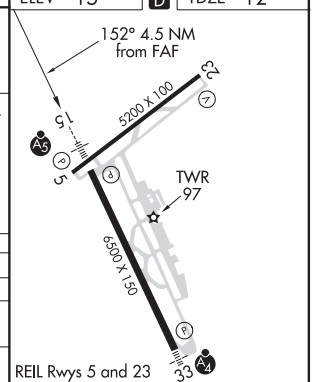
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON ★	LAKE CHARLES TOWER ★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95







CATEGORY	A	B	C	D
S-ILS 15 **	212/24 200 (200-½)			
S-LOC 15	500/24 488 (500-½)		500/50 488 (500-1)	
C CIRCLING	500-1 485 (500-1)		580-1½ 565 (600-1½)	680-2 665 (700-2)
LYNCH FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 15	340/24 328 (400-½)		340/26 328 (400-½)	
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

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

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LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

19227

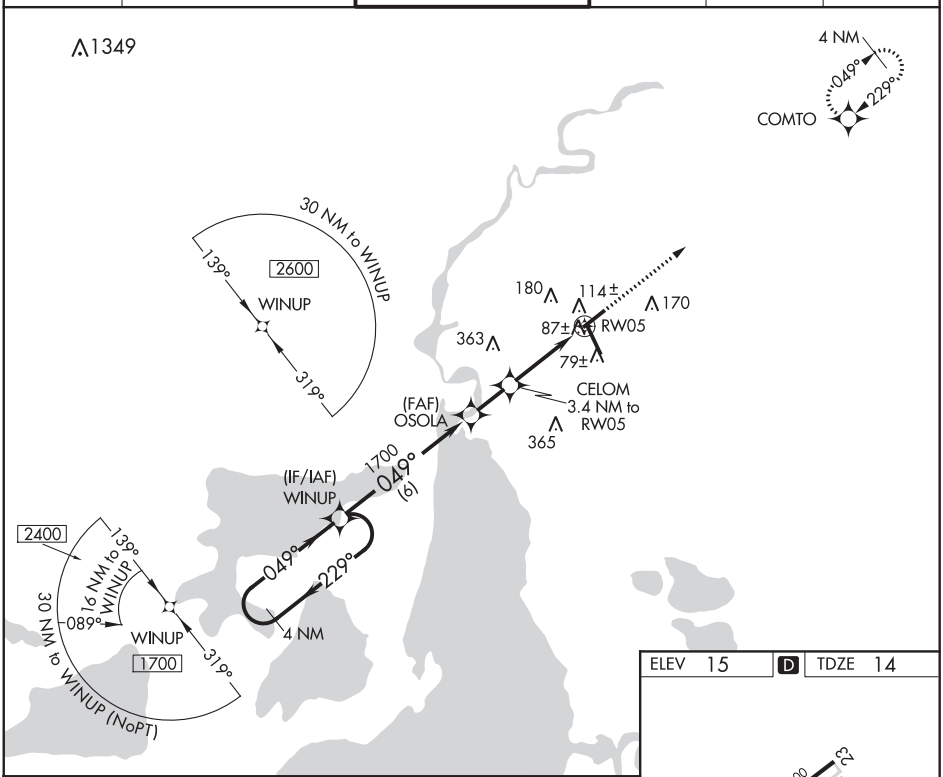
RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

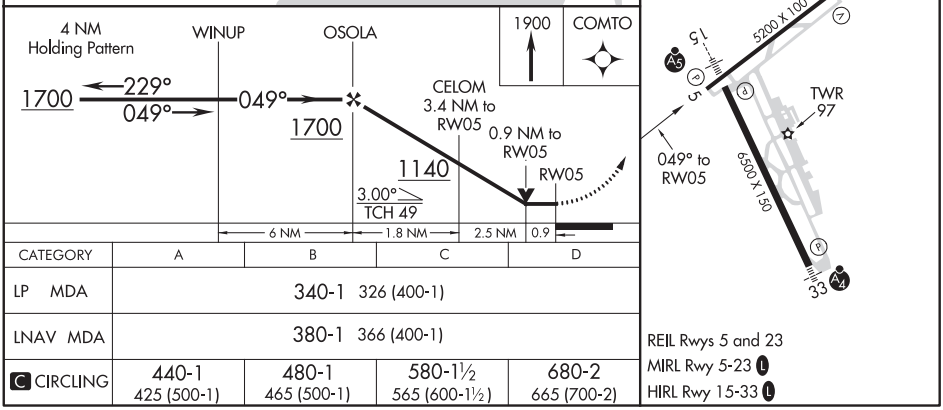
WAAS CH 69440 W05A	APP CRS 049°	Rwy ldg 5200 TDZE 14 Apt Elev 15

ASR: Rwy 5 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1900 direct COMTO and hold.

ATIS	LAKE CHARLES APP CON *	LAKE CHARLES TOWER *	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
LP MDA	340-1 326 (400-1)			
LNAV MDA	380-1 366 (400-1)			
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

WAAS CH 65629 W15A	APP CRS 152°	Rwy ldg 6500 TDZE 12 Apt Elev 15

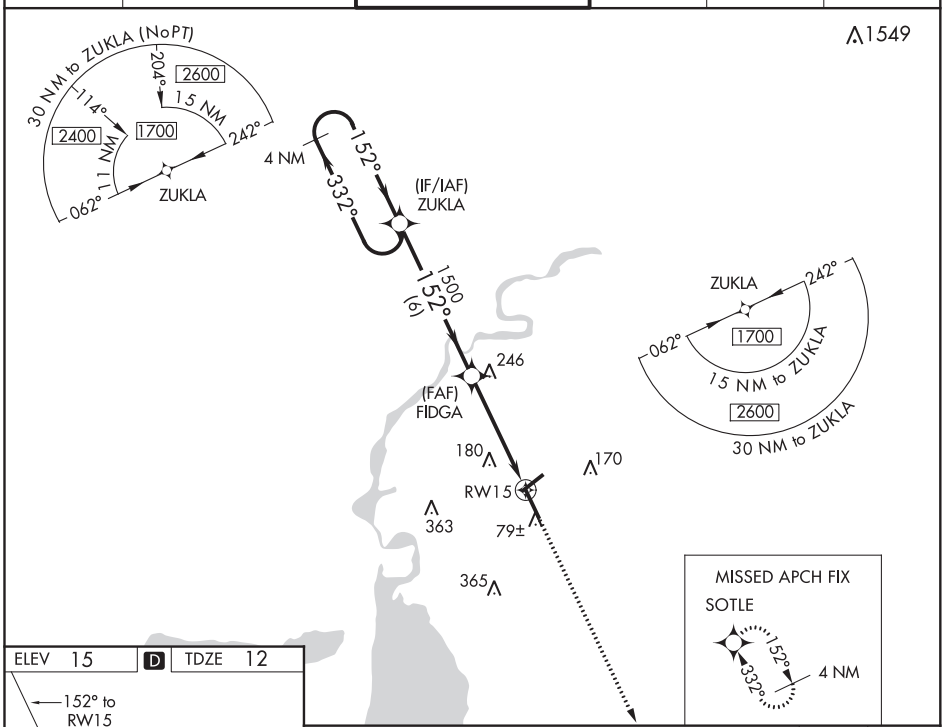
RNP APCH.

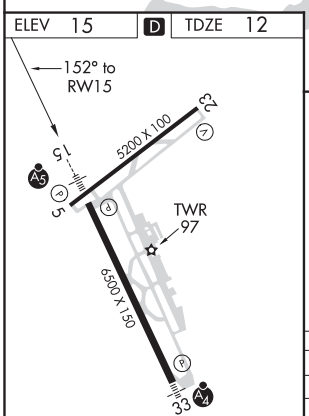
T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV below -3°C (27°F) or above 43°C (109°F). For inop MALSR, increase LNAV-VNAV all Cats visibility to ⅞ and LNAV Cats C and D to 1⅜ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

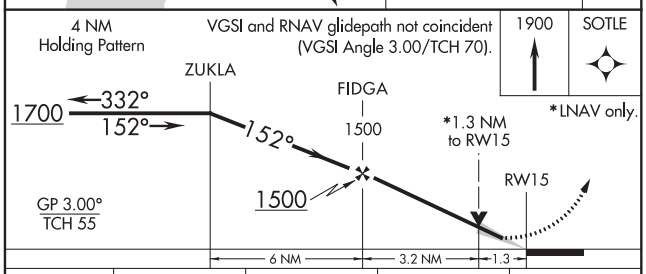
MISSED APPROACH: Climb to 1900 direct SOTLE and hold.

ATIS	LAKE CHARLES APP CON ★	LAKE CHARLES TOWER ★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





REIL Rwys 5 and 23
MIRL Rwy 5-23 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	212/24 200 (200-½)			
LNAV/VNAV DA	301/24 289 (300-½)			
LNAV MDA	500/24 488 (500-½)		500/50 488 (500-1)	
C CIRCLING	500-1 485 (500-1)		580-1½ 565 (600-1½)	680-2¼ 665 (700-2¼)

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LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

19227

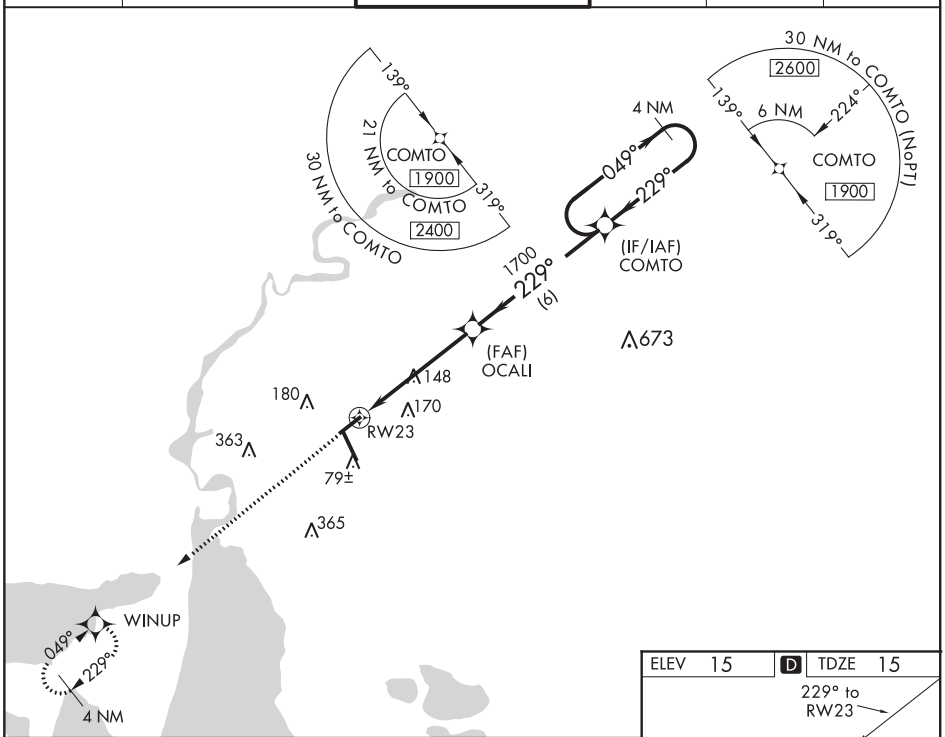
RNAV (GPS) RWY 23
LAKE CHARLES RGNL (LCH)

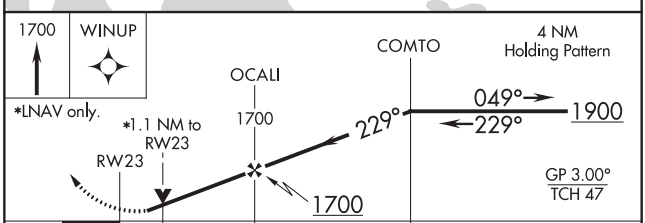
WAAS CH 61041 W23A	APP CRS 229°	Rwy ldg 5200 TDZE 15 Apt Elev 15

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 54°C (130°F). Rwy 23 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

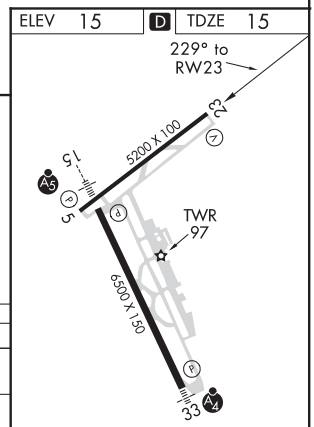
MISSED APPROACH: Climb to 1700 direct WINUP and hold.

ATIS	LAKE CHARLES APP CON *	LAKE CHARLES TOWER *	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
LPV DA	265-¾ 250 (300-¾)			
LNAV/VNAV DA	301-⅞ 286 (300-⅞)			
LNAV MDA	400-1 385 (400-1)		400-1⅛ 385 (400-1⅛)	
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)



REIL Rwys 5 and 23
MIRL Rwy 5-23 L
HIRL Rwy 15-33 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 33
LAKE CHARLES RGNL (LCH)

WAAS CH 56215 W33A	APP CRS 332°	Rwy ldg 6500 TDZE 11 Apt Elev 15

RNP APCH.

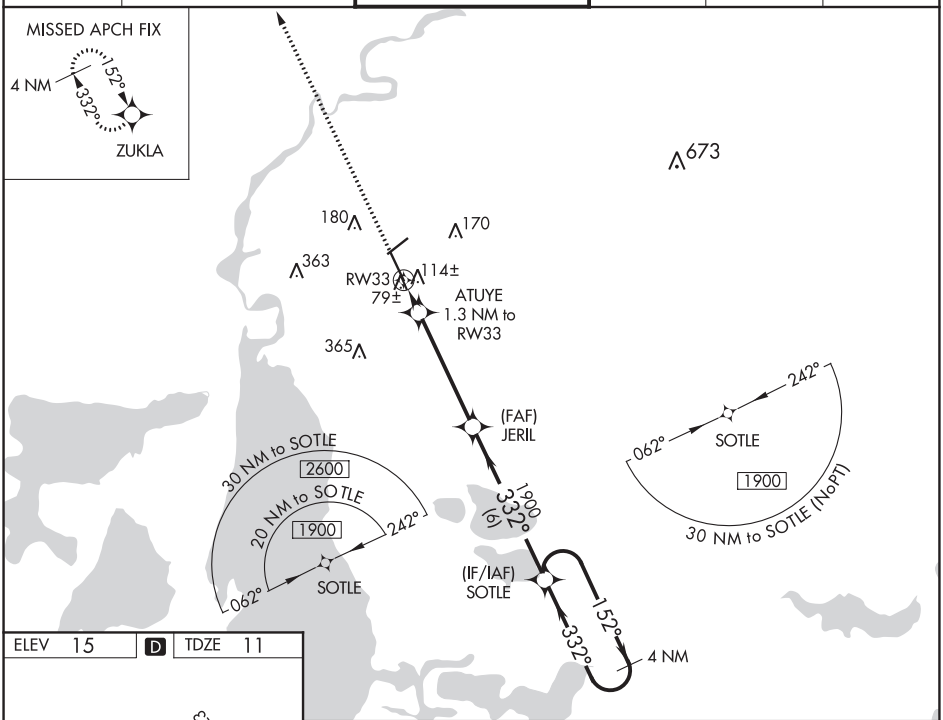
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 7/8 and LNAV all Cats visibility to 1 mile.

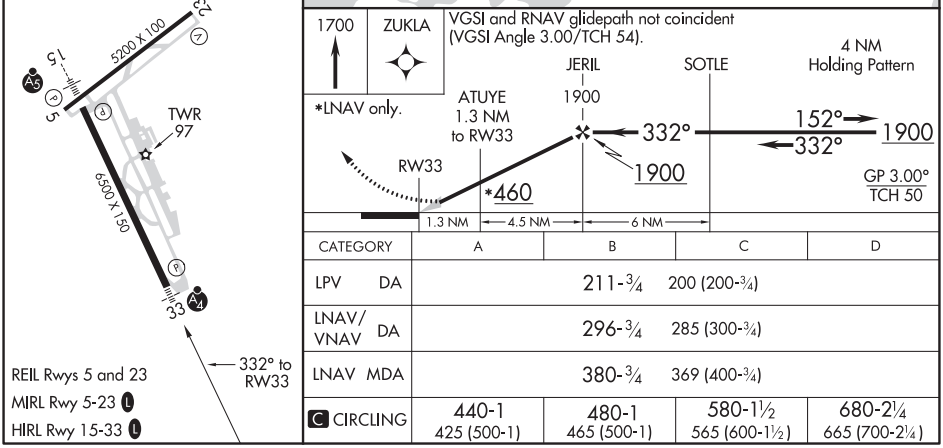
ASR

MALSF

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
LPV DA	211-¾ 200 (200-¾)			
LNAV/VNAV DA	296-¾ 285 (300-¾)			
LNAV MDA	380-¾ 369 (400-¾)			
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2¼ 665 (700-2¼)

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LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

19227

LOC BC RWY 33
LAKE CHARLES RGNL (LCH)

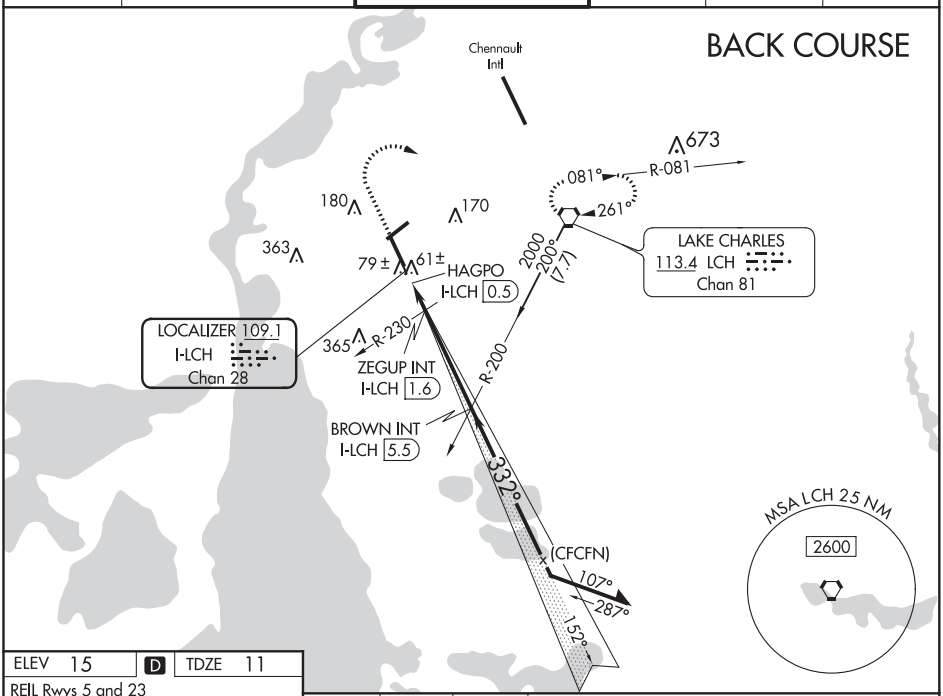
LOC I-LCH	APP CRS	Rwy ldg	6500
109.1	332°	TDZE	11
Chan 28		Apt Elev	15

ASR: For inop MALSF, increase S-33 Cat D visibility to 1¾ mile. For inop MALSF, increase ZEGUP Fix Minimums S-33 Cats C and D visibility to ⅞ mile.

MALSF

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC and hold.

ATIS	LAKE CHARLES APP CON★	LAKE CHARLES TOWER★	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95

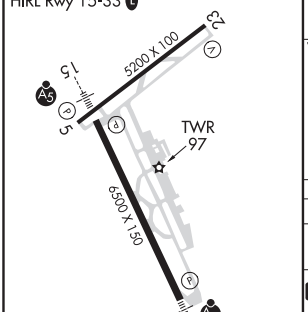


ELEV 15 | D | TDZE 11

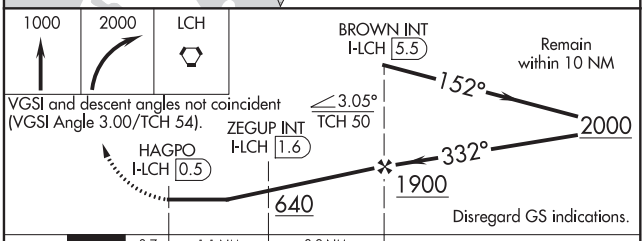
REIL Rwys 5 and 23

MIRL Rwy 5-23 L

HIRL Rwy 15-33 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-33	640-¾ 629 (700-¾)		640-1½ 629 (700-1½)	
C CIRCLING	640-1 625 (700-1)		640-1¾ 625 (700-1¾)	680-2 665 (700-2)
ZEGUP FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-33	320-¾ 309 (400-¾)			
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

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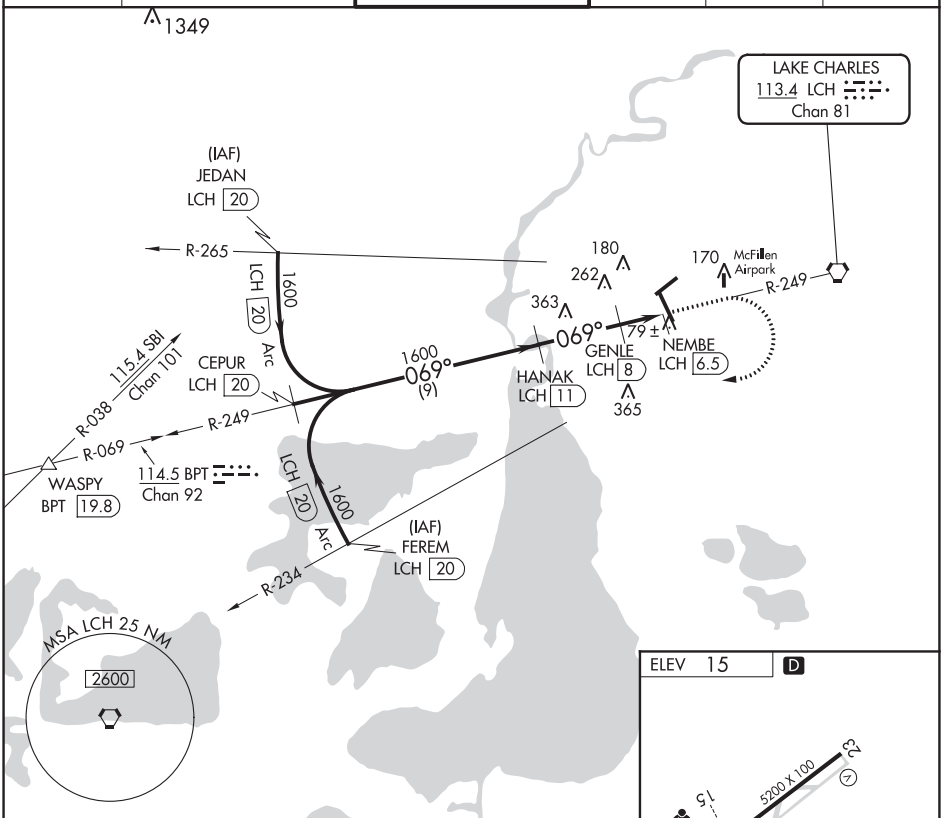
VOR/DME-B
LAKE CHARLES RGNL (LCH)

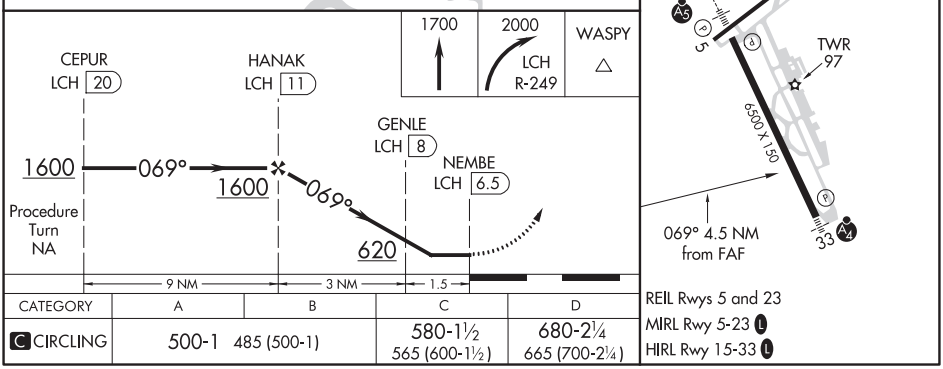
VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy ldg N/A TDZE N/A Apt Elev 15

NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY INT.

ATIS	LAKE CHARLES APP CON*	LAKE CHARLES TOWER*	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95





CATEGORY	A	B	C	D
C CIRCLING	500-1 485 (500-1)		580-1½ 565 (600-1½)	680-2¼ 665 (700-2¼)

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LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

20282

VOR-A

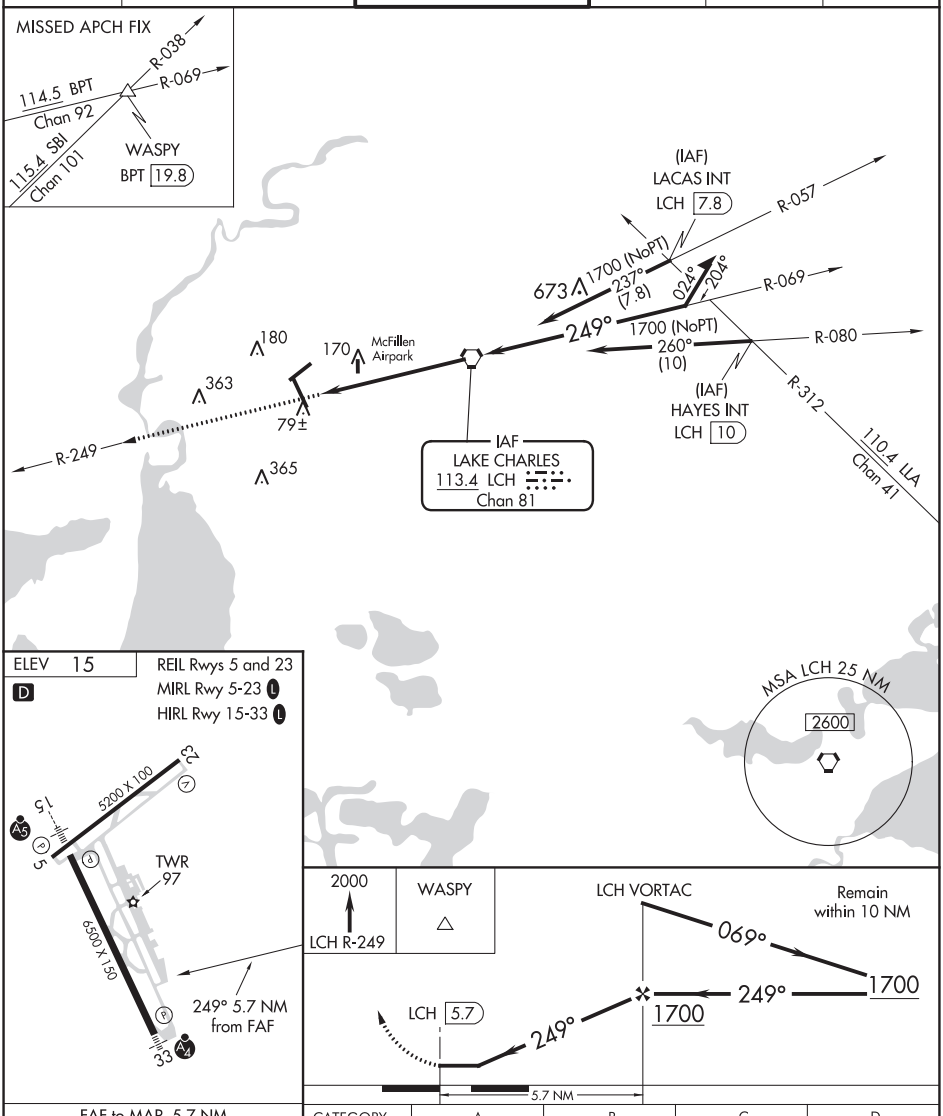
LAKE CHARLES RGNL (LCH)

VORTAC LCH 113.4 Chan 81	APP CRS 249°	Rwy ldg N/A TDZE N/A Apt Elev 15

T
A NA
ASR

MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

ATIS	LAKE CHARLES APP CON*	LAKE CHARLES TOWER*	GND CON	CLNC DEL	UNICOM
118.75	119.35 353.75	120.7 (CTAF) L 257.8	121.8	126.25	122.95



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
C CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2¼ 665 (700-2¼)

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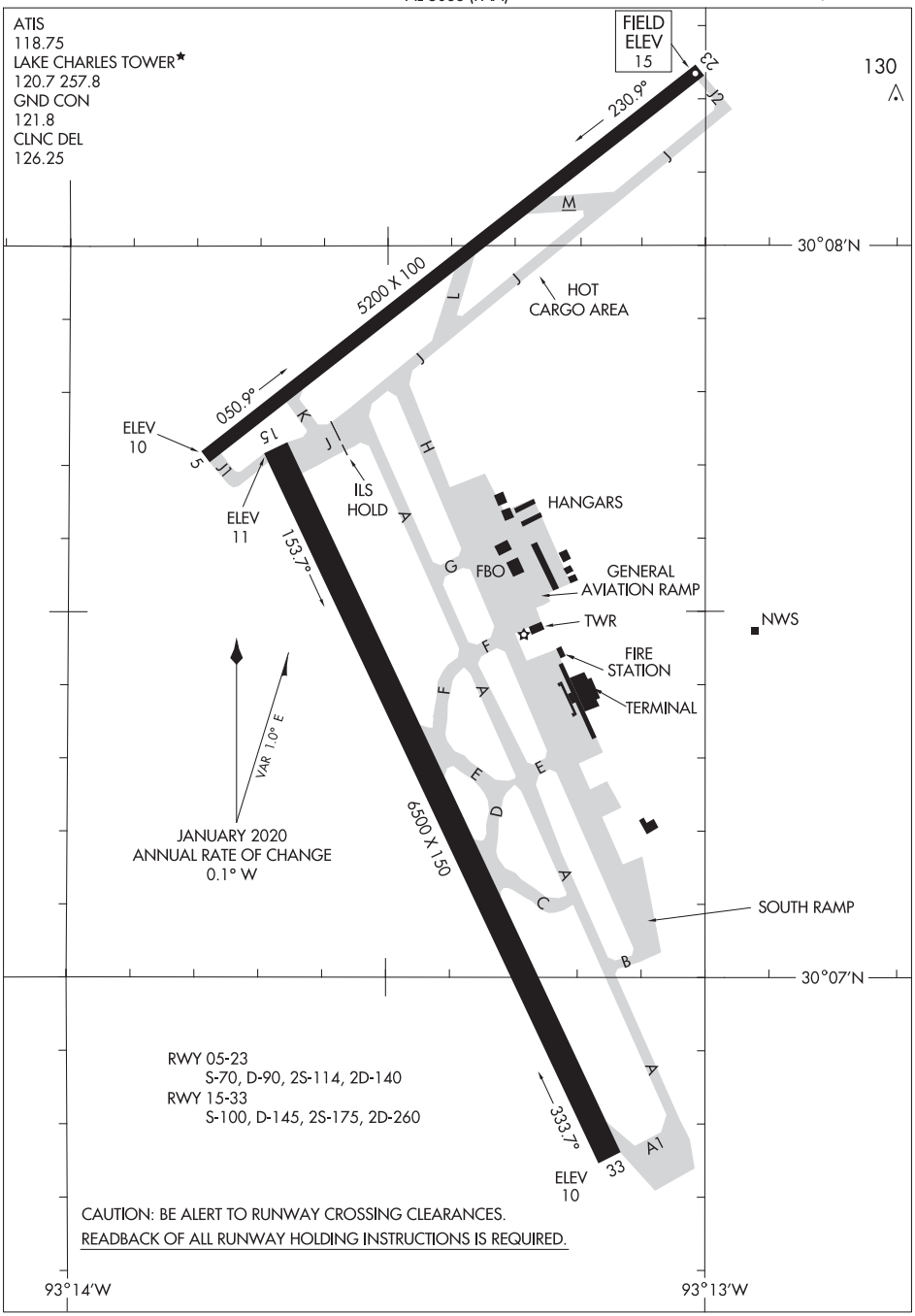

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LAUREL, MISSISSIPPI

AL-5185 (FAA)

20282

RNAV (GPS) RWY 13
HESLER-NOBLE FIELD (LUL)

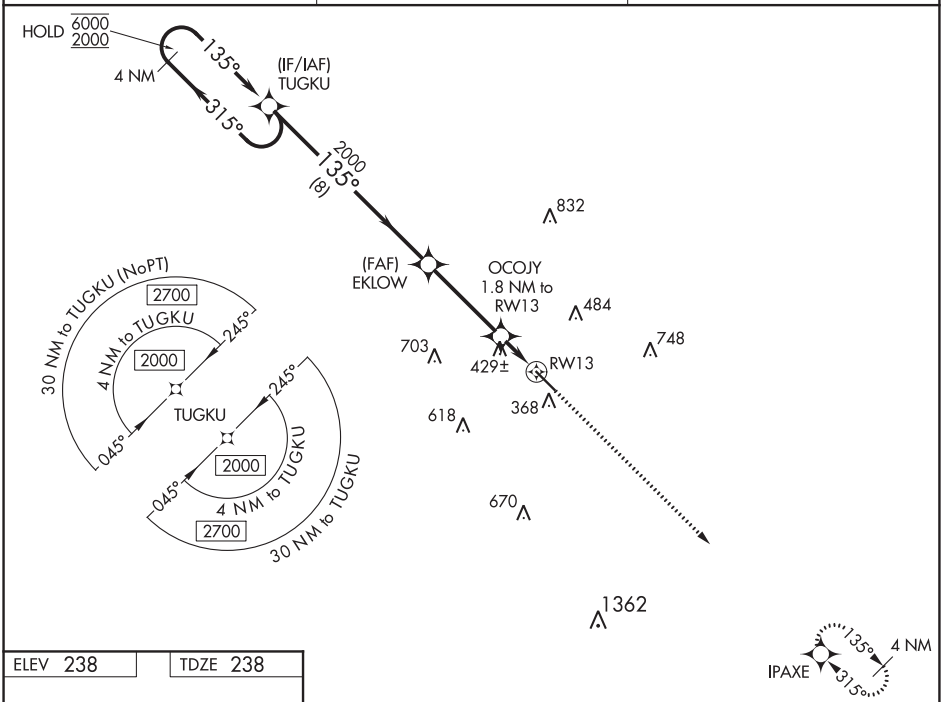
WAAS CH 45704 W13A	APP CRS 135°	Rwy ldg 5513 TDZE 238 Apt Elev 238

RNP APCH.

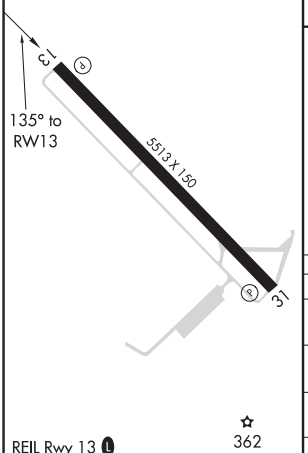
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct IPAXE and hold.

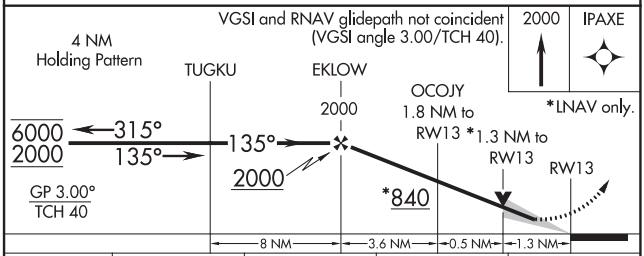
AWOS-3PT	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



ELEV 238 | TDZE 238



REIL Rwy 13 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	488-1 250 (300-1)			
LNAV/VNAV DA	759-1¾ 521 (600-1¾)			
LNAV MDA	680-1 442 (500-1)		680-1⅜ 442 (500-1⅜)	680-2 442 (500-2)
C CIRCLING	700-1 462 (500-1)	800-1 562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)

RNAV (GPS) RWY 31
HESLER-NOBLE FIELD (LUL)

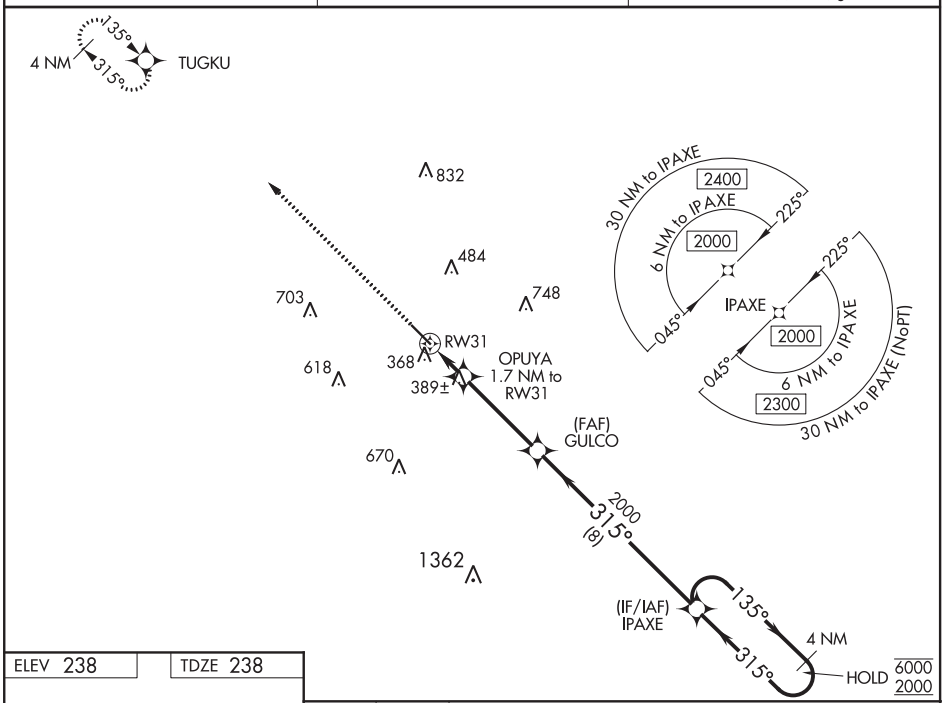
WAAS CH 86404 W31A	APP CRS 315°	Rwy ldg 5513 TDZE 238 Apt Elev 238

RNP APCH.

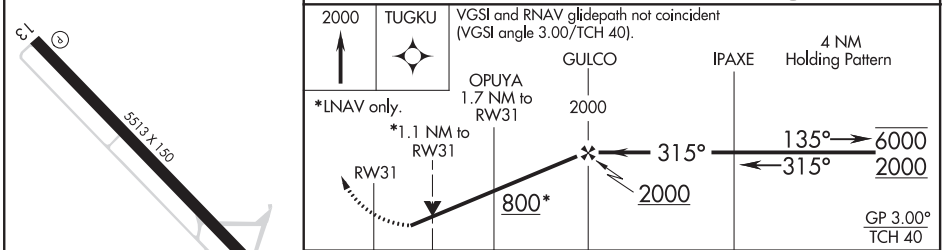
Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct TUGKU and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



ELEV 238	TDZE 238



CATEGORY	A	B	C	D
LPV DA	524-1 286 (300-1)			
LNAV/VNAV DA	554-1 316 (400-1)			
LNAV MDA	640-1 402 (500-1)		640-1⅛ 402 (500-1⅛)	
C CIRCLING	700-1 462 (500-1)	800-1 562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)

REIL Rwy 13 L
HIRL Rwy 13-31 L

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LAUREL, MISSISSIPPI

AL-5185 (FAA)

20254

VOR-A

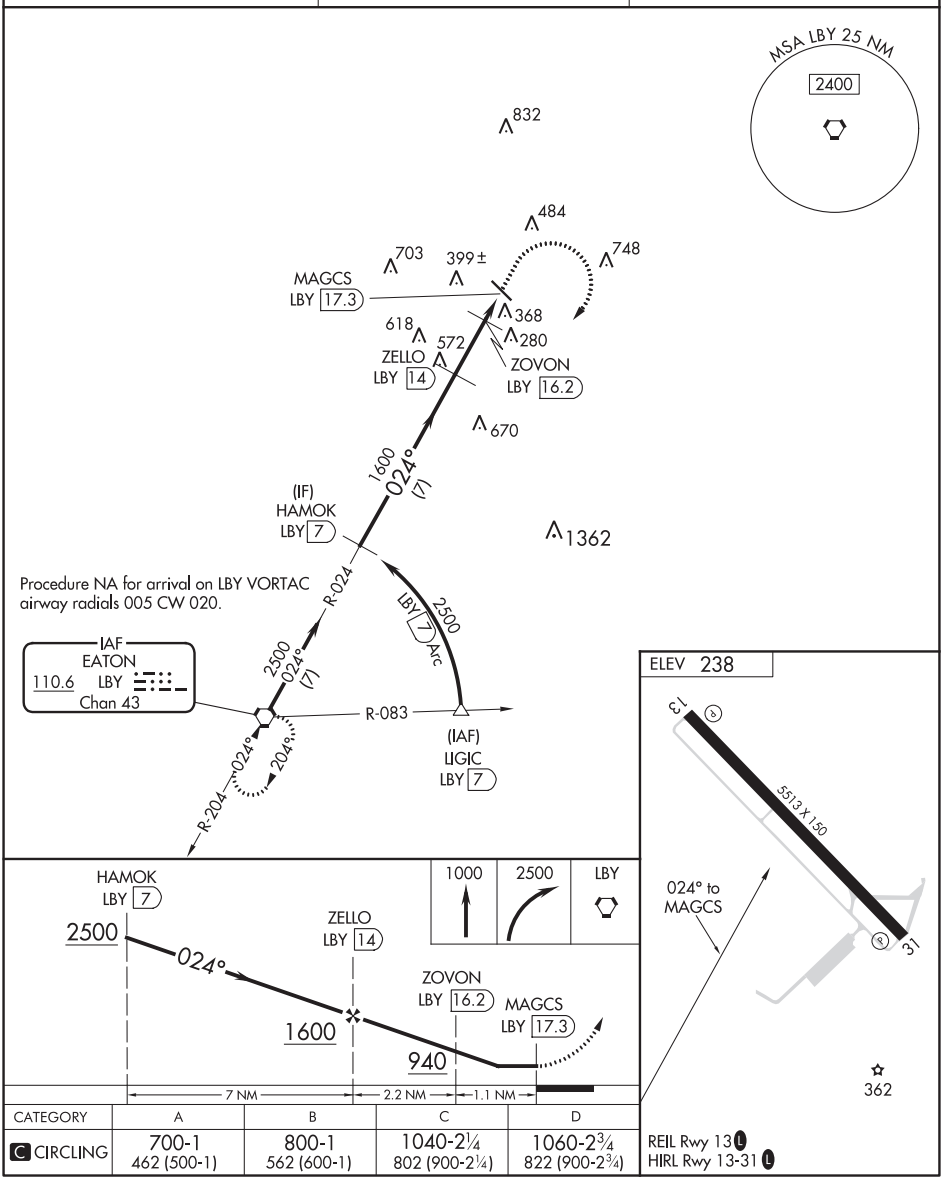
HESLER-NOBLE FIELD (LUL)

VORTAC LBY	APP CRS	Rwy ldg	N/A
110.6	024°	TDZE	N/A
Chan 43		Apt Elev	238

DME required.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct LBY VORTAC and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
119.275	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	700-1 462 (500-1)	800-1 562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)

REIL Rwy 13 L
HIRL Rwy 13-31 L

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RNAV (GPS) RWY 18
LEESVILLE (L39)

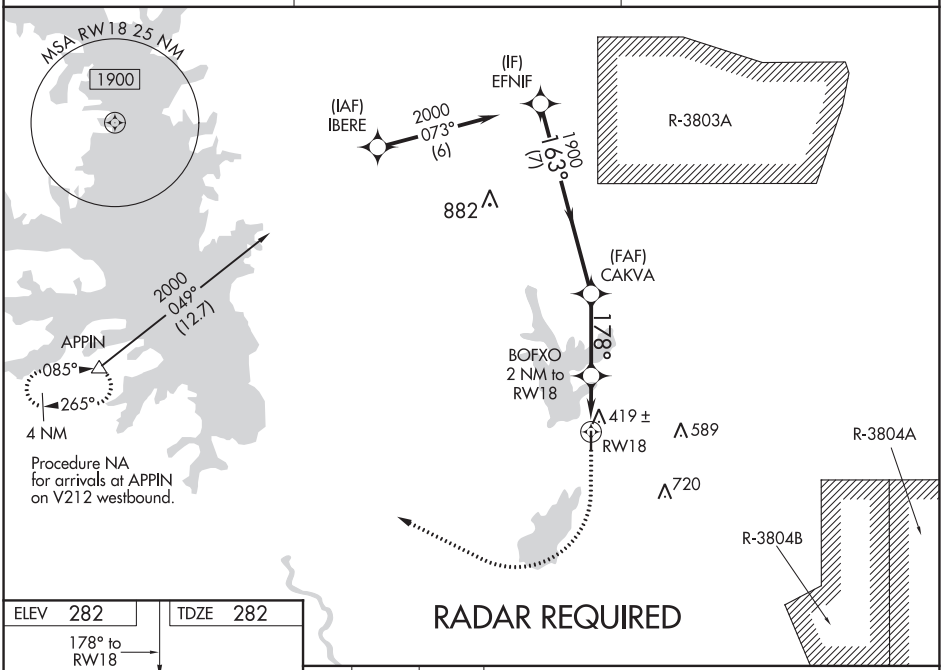
WAAS CH 77725 W18A	APP CRS 178°	Rwy ldg 3807 TDZE 282 Apt Elev 282

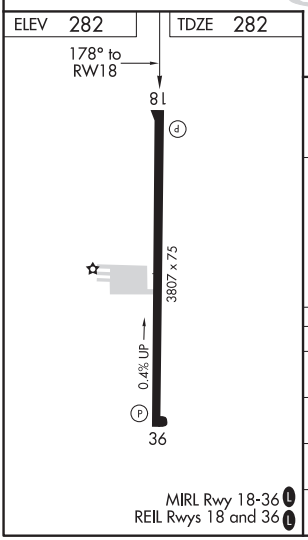
T
A NA

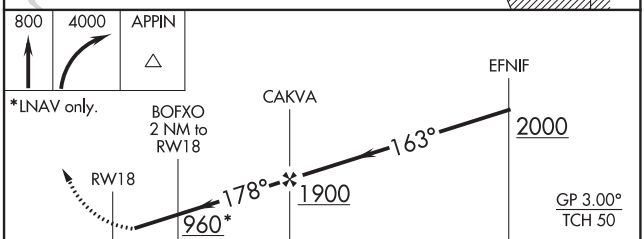
When VGSI inop, Circling Rwy 36 NA at night. Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat C visibility to 1⅜ mile.

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct APPIN and hold.

KPOE ATIS	POLK APP CON	UNICOM
134.85 282.2	123.7 261.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	564-1 282 (300-1)			NA
LNAV/VNAV DA	622-1⅛ 340 (400-1⅛)			NA
LNAV MDA	720-1 438 (500-1)		720-1¼ 438 (500-1¼)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	800-1½ 518 (600-1½)	NA

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LEESVILLE, LOUISIANA

AL-9048 (FAA)

20198

RNAV (GPS) RWY 36
LEESVILLE (L39)

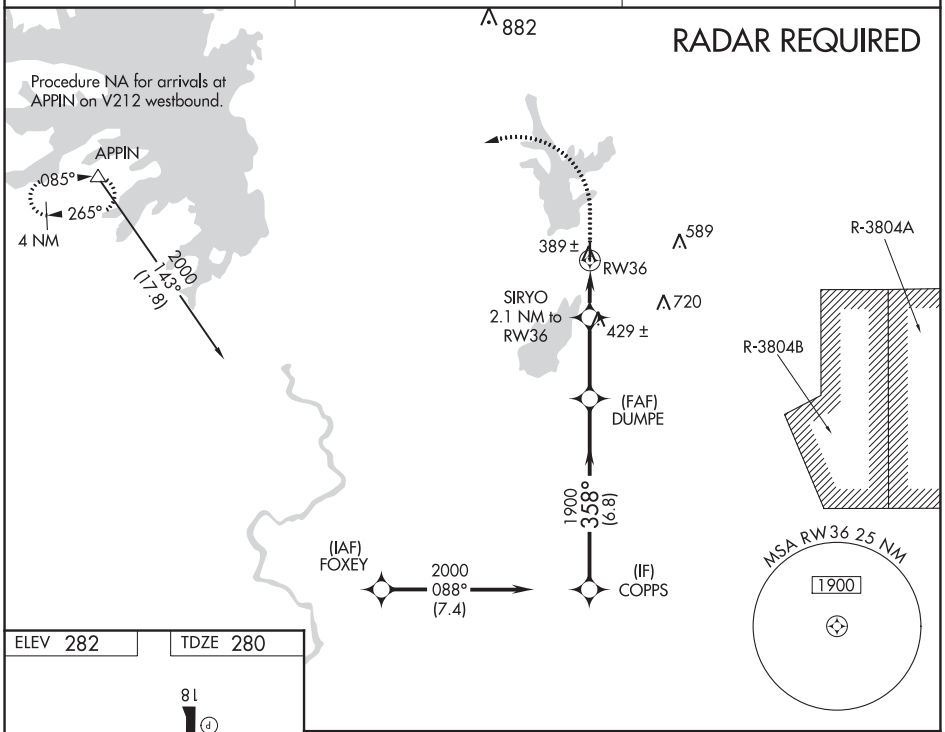
WAAS CH 40325 W36A	APP CRS 358°	Rwy ldg 3807 TDZE 280 Apt Elev 282

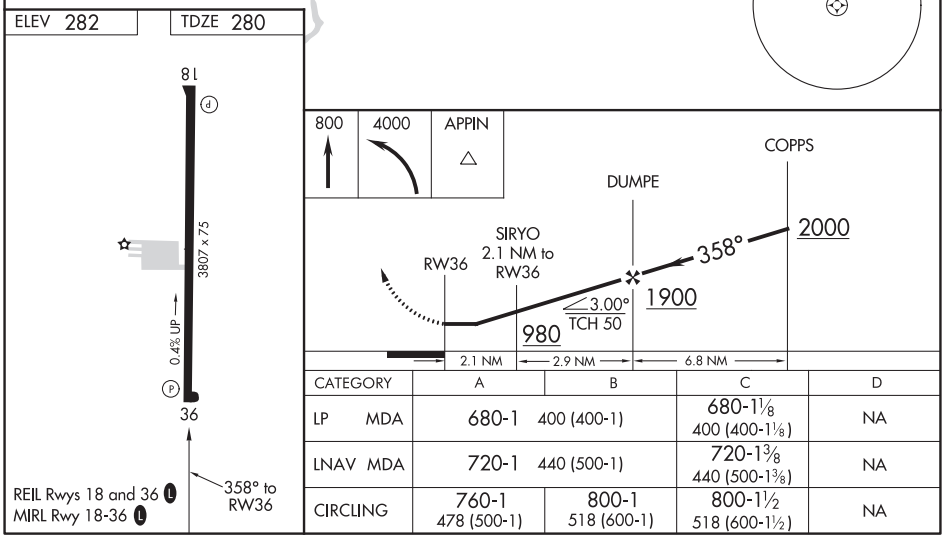
NA

When VGSI inop, Staight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all MDA 40 feet and increase LP Cat C visibility to 1⅜ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

KPOE ATIS	POLK APP CON	UNICOM
134.85 282.2	123.7 261.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	680-1 400 (400-1)		680-1⅛ 400 (400-1⅛)	NA
LNAV MDA	720-1 440 (500-1)		720-1⅜ 440 (500-1⅜)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	800-1½ 518 (600-1½)	NA

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VORTAC SQS	APP CRS	Rwy ldg	N/A
114.7	145°	TDZE	N/A
Chan 94		Apt Elev	340

VOR/DME or GPS-A

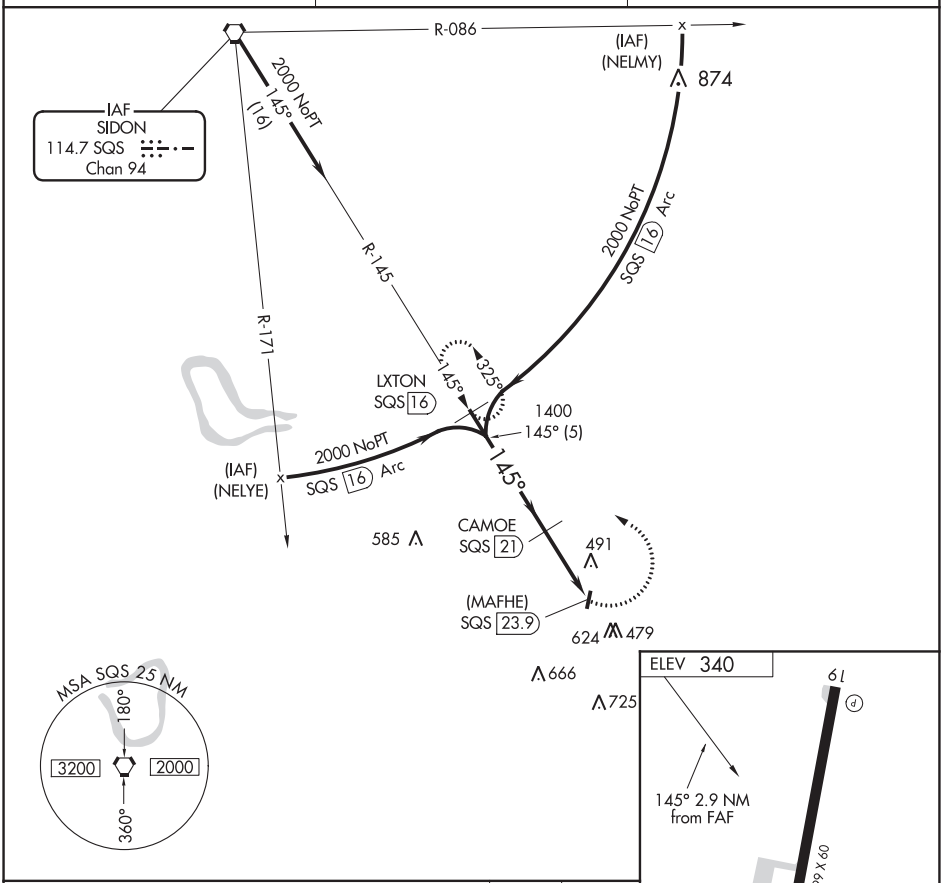
C A MOORE (19M)

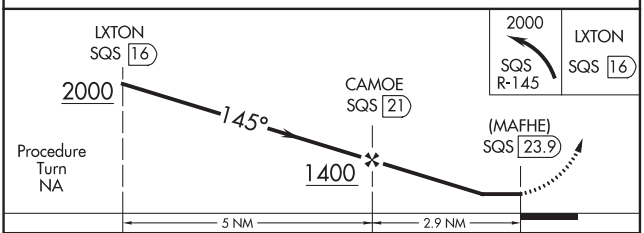
Use Greenwood altimeter setting.
Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

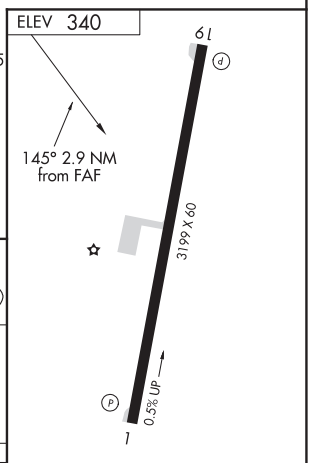
NA

MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.

GWO ASOS	MEMPHIS CENTER	CTAF
119.975	132.5 259.1	122.9







CATEGORY	A	B	C	D
CIRCLING	880-1 540 (600-1)	880-1¼ 540 (600-1¼)	1020-2 680 (700-2)	NA

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LOUISVILLE, MISSISSIPPI AL-5868 (FAA) 19283

WAAS CH 70336 W17A	APP CRS 170°	Rwy ldg 4519 TDZE 574 Apt Elev 574

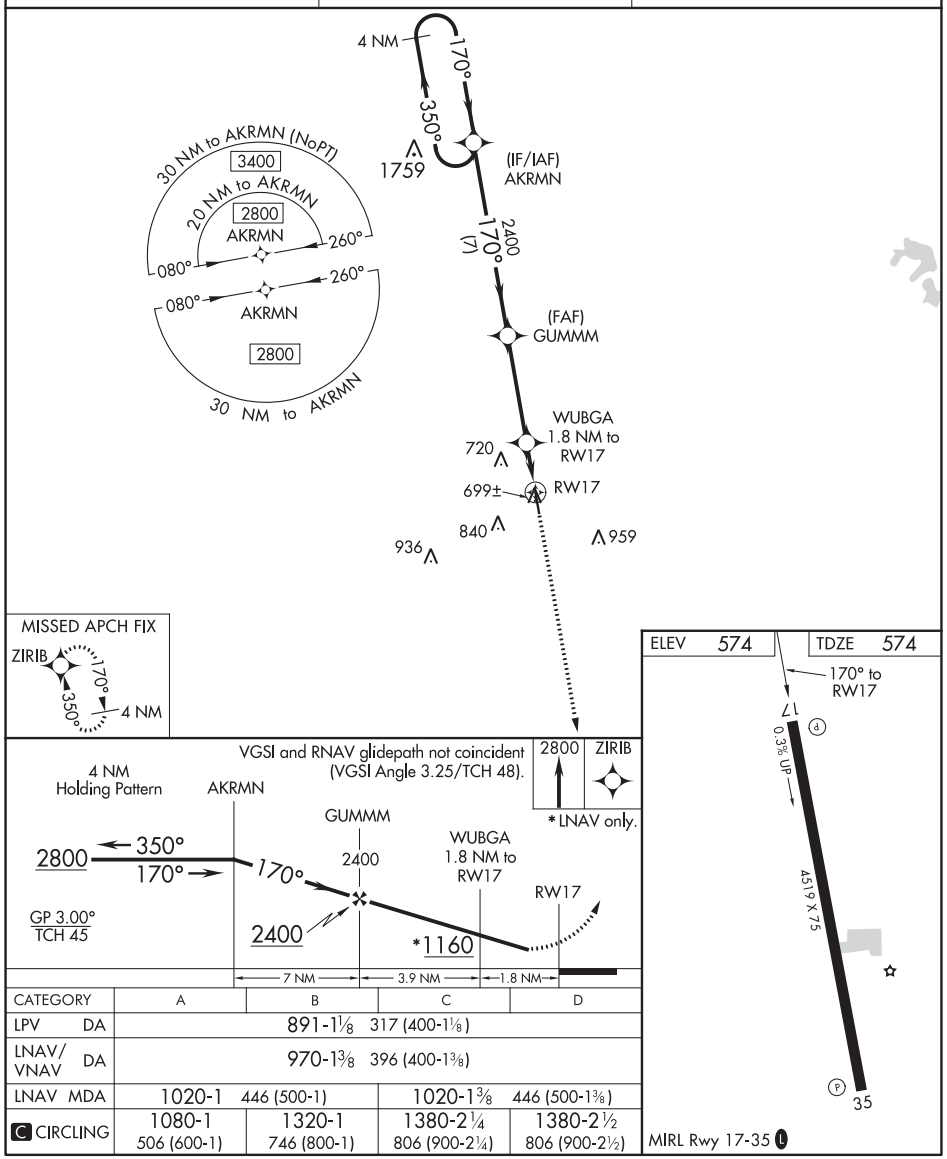
RNAV (GPS) RWY 17
LOUISVILLE WINSTON COUNTY (LMS)

T A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Philadelphia Muni altimeter setting; when not received, use George M Bryan altimeter setting and increase LPV DA to 907 feet and all visibilities ⅛ mile; LNAV/VNAV DA to 986 feet all visibilities ⅛ mile; increase all MDA 20 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct ZIRIB and hold.

MPE AWOS-3P	MEMPHIS CENTER	UNICOM
118.725	132.75 350.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	891-1⅛ 317 (400-1⅛)			
LNAV/VNAV DA	970-1⅜ 396 (400-1⅜)			
LNAV MDA	1020-1 446 (500-1)		1020-1⅜ 446 (500-1⅜)	
C CIRCLING	1080-1 506 (600-1)	1320-1 746 (800-1)	1380-2¼ 806 (900-2¼)	1380-2½ 806 (900-2½)

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WAAS CH 53335 W35A	APP CRS 350°	Rwy ldg 4519 TDZE 574 Apt Elev 574

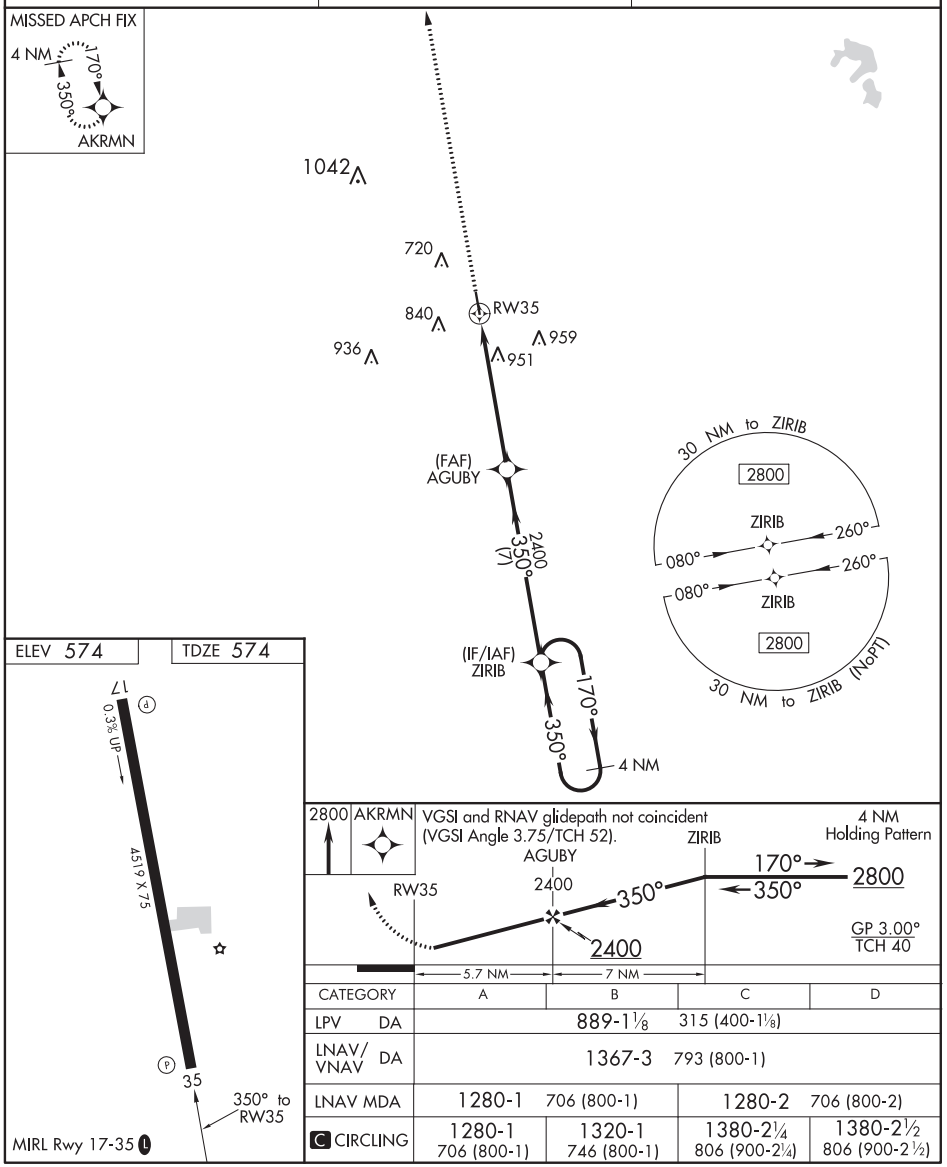
RNAV (GPS) RWY 35
LOUISVILLE WINSTON COUNTY (LMS)

T A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Philadelphia Muni altimeter setting; when not received, use George M Bryan altimeter setting and increase all LPV DA to 905 feet and LNAV/VNAV DA to 1383 feet; increase all MDA 20 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

MPE AWOS-3P	MEMPHIS CENTER	UNICOM
118.725	132.75 350.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	889-1⅛ 315 (400-1⅛)			
LNAV/VNAV DA	1367-3 793 (800-1)			
LNAV MDA	1280-1 706 (800-1)		1280-2 706 (800-2)	
C CIRCLING	1280-1 706 (800-1)	1320-1 746 (800-1)	1380-2¼ 806 (900-2¼)	1380-2½ 806 (900-2½)

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MADISON, MISSISSIPPI

AL-5164 (FAA)

19283

RNAV (GPS) RWY 17
BRUCE CAMPBELL FIELD (MBO)

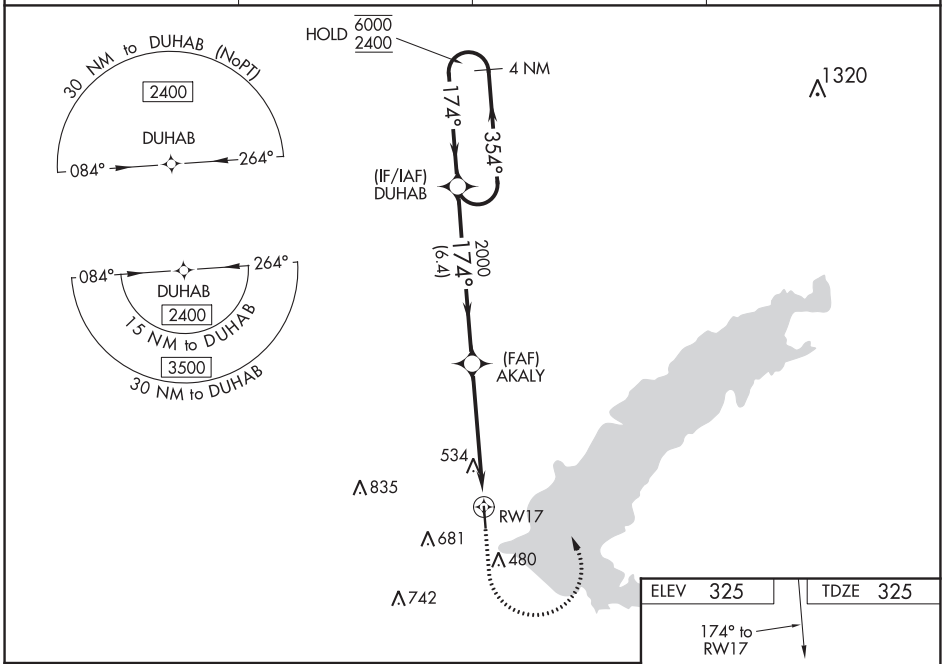
WAAS CH 69231 W17A	APP CRS 174°	Rwy ldg 4444 TDZE 325 Apt Elev 325

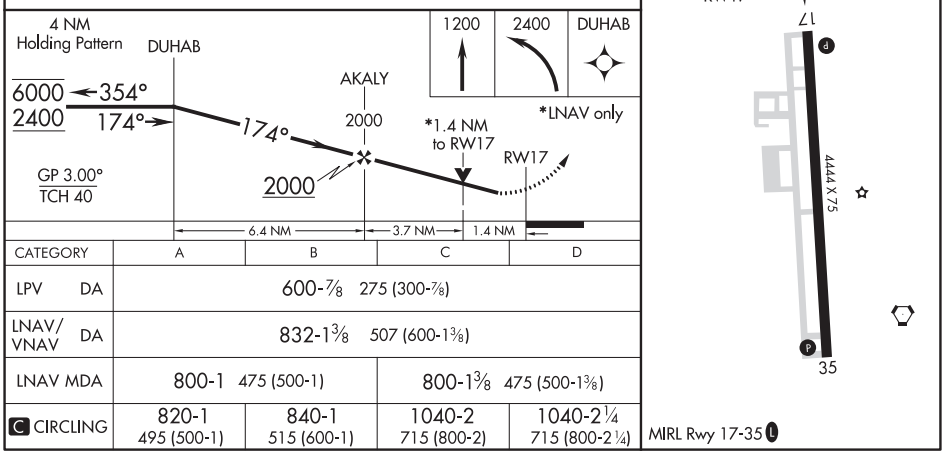
RNP APCH.

Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimter setting. Rwy 17 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 Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 21 feet and all MDA 40 feet, and increase LNAV/VNAV visibility ⅛ SM, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct DUHAB and hold.

AWOS-3PT	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	600-⅞ 275 (300-⅞)			
LNAV/VNAV DA	832-1⅜ 507 (600-1⅜)			
LNAV MDA	800-1 475 (500-1)		800-1⅜ 475 (500-1⅜)	
C CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2¼ 715 (800-2¼)

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WAAS CH 72631 W35A	APP CRS 354°	Rwy ldg 4444 TDZE 324 Apt Elev 325

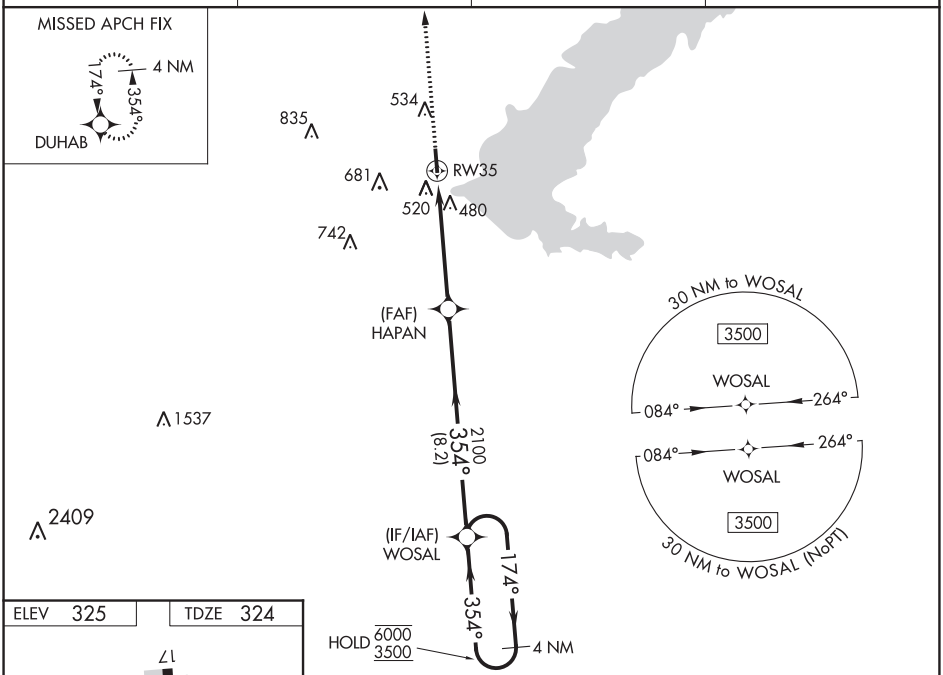
RNAV (GPS) RWY 35
BRUCE CAMPBELL FIELD (MBO)

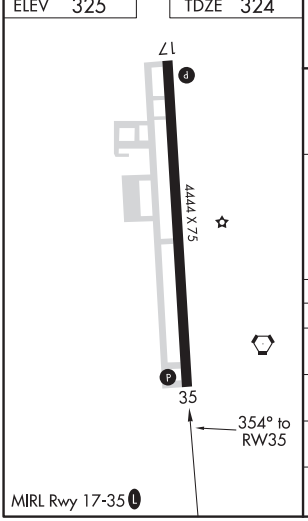
RNP APCH.

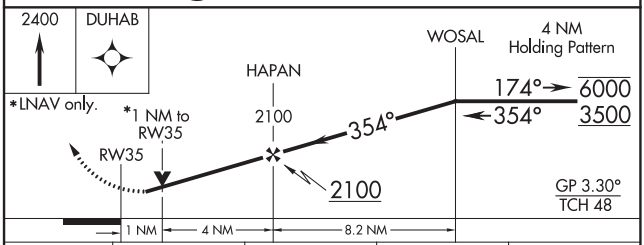
T A Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 21 feet and visibility ⅛ SM, increase all MDA 40 feet and Circling Cat C/D visibility ¼ SM.

MISSED APPROACH: Climb to 2400 direct DUHAB and hold.

AWOS-3PT	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	643- ⅞ 319 (400-⅞)			
LNAV/VNAV DA	750-1¼ 426 (500-1¼)			
LNAV MDA	780-1 456 (500- 1)		780-1⅜ 456 (500-1⅜)	
C CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2¼ 715 (800-2¼)

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MADISON, MISSISSIPPI — AL-5164 (FAA) — 20310

VOR RWY 17

BRUCE CAMPBELL FIELD (MBO)

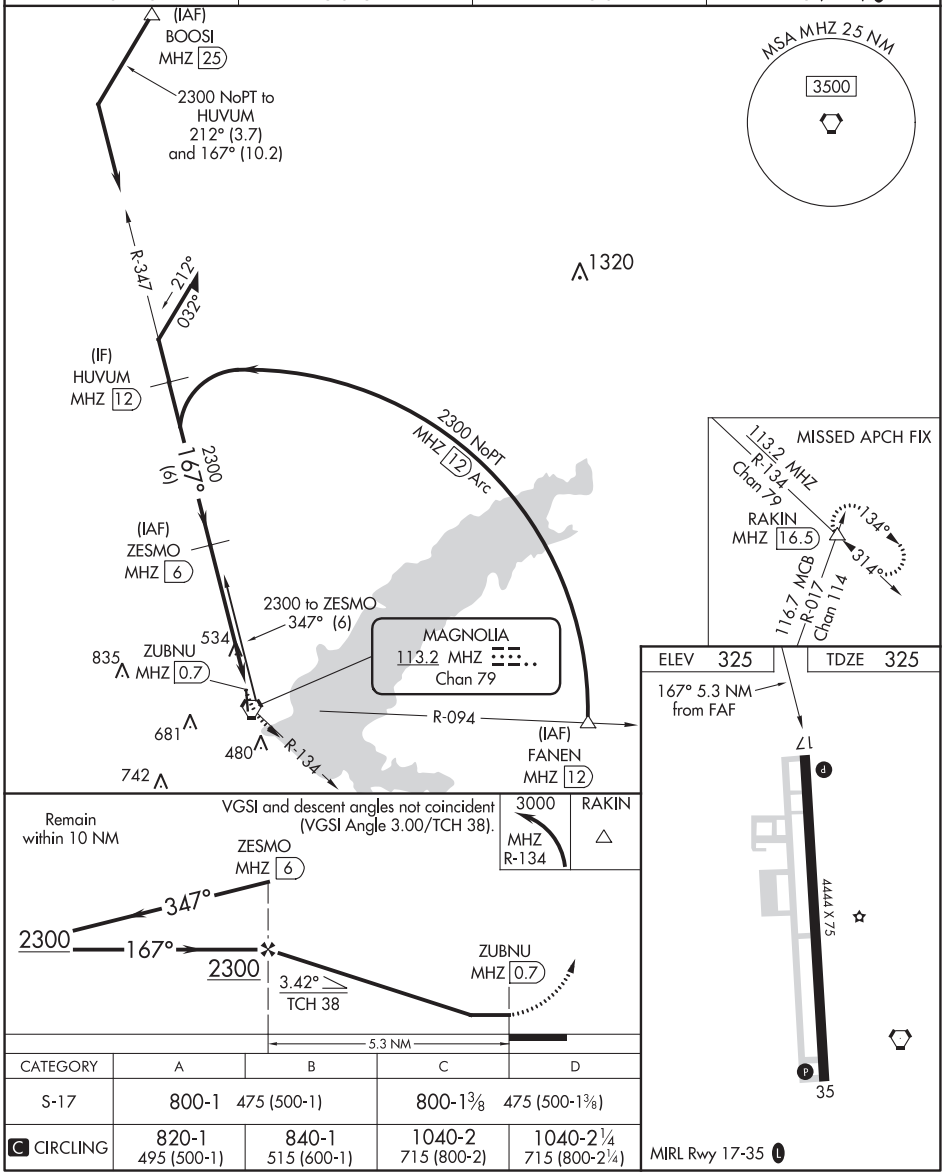
VORTAC MHZ	APP CRS	Rwy ldg	4444
113.2	167°	TDZE	325
Chan 79		Apt Elev	325

DME required.

Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all MDA 40 feet, and Circling Cats C/D ¼ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climbing left turn to 3000 on MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME.

AWOS-3PT	JACKSON APP CON ★	CLNC DEL	UNICOM
119.125	123.9 317.7	125.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	800-1 475 (500-1)		800-1⅜ 475 (500-1⅜)	
C CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2¼ 715 (800-2¼)

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WAAS CH 62835 W18A	APP CRS 180°	Rwy ldg 3103 TDZE 555 Apt Elev 555

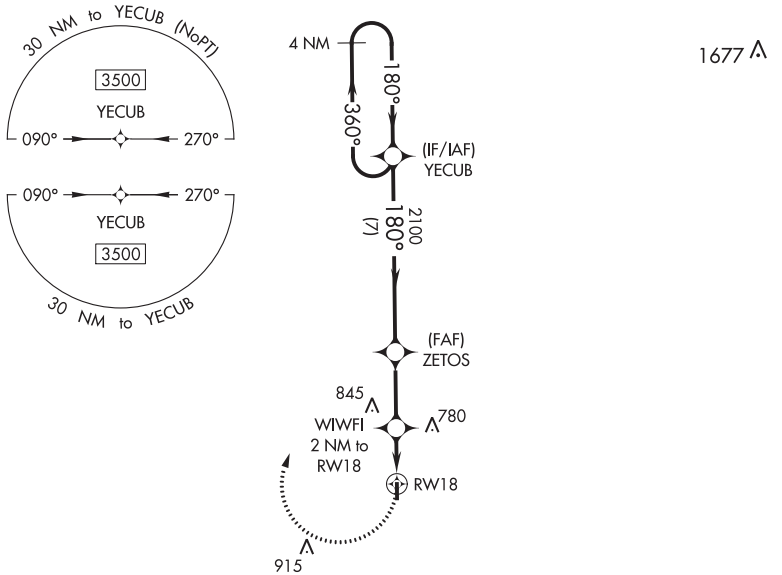
RNAV (GPS) RWY 18

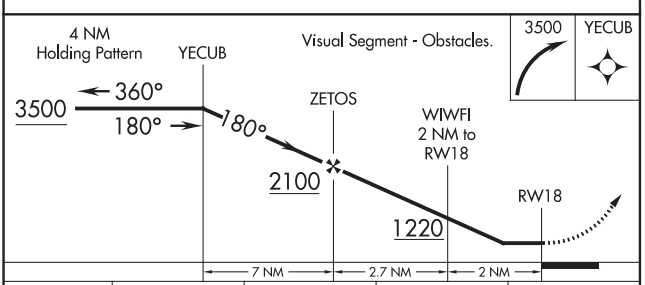
MAGEE MUNI (17M)

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

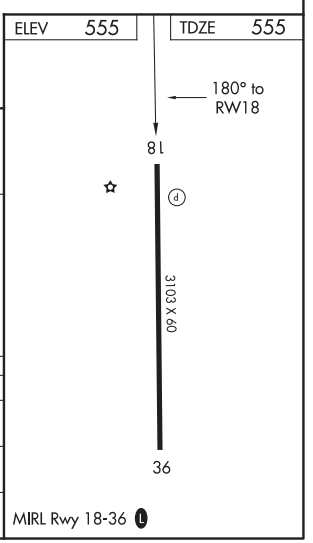
MISSED APPROACH: Climbing right turn 3500 direct YECUB and hold.

1R7 AWOS-3P	JAN ASOS	MEMPHIS CENTER	UNICOM
118.125	121.05	125.975 307.275	122.8 (CTAF)





CATEGORY	A	B	C	D
LP MDA	1060-1 505 (600-1)		1060-1⅜ 505 (600-1⅜)	NA
LNAV MDA	1080-1 525 (600-1)		1080-1½ 525 (600-1½)	NA
C CIRCLING	1080-1 525 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA



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MAGEE, MISSISSIPPI — AL-9829 (FAA) — 21056

RNAV (GPS) RWY 36

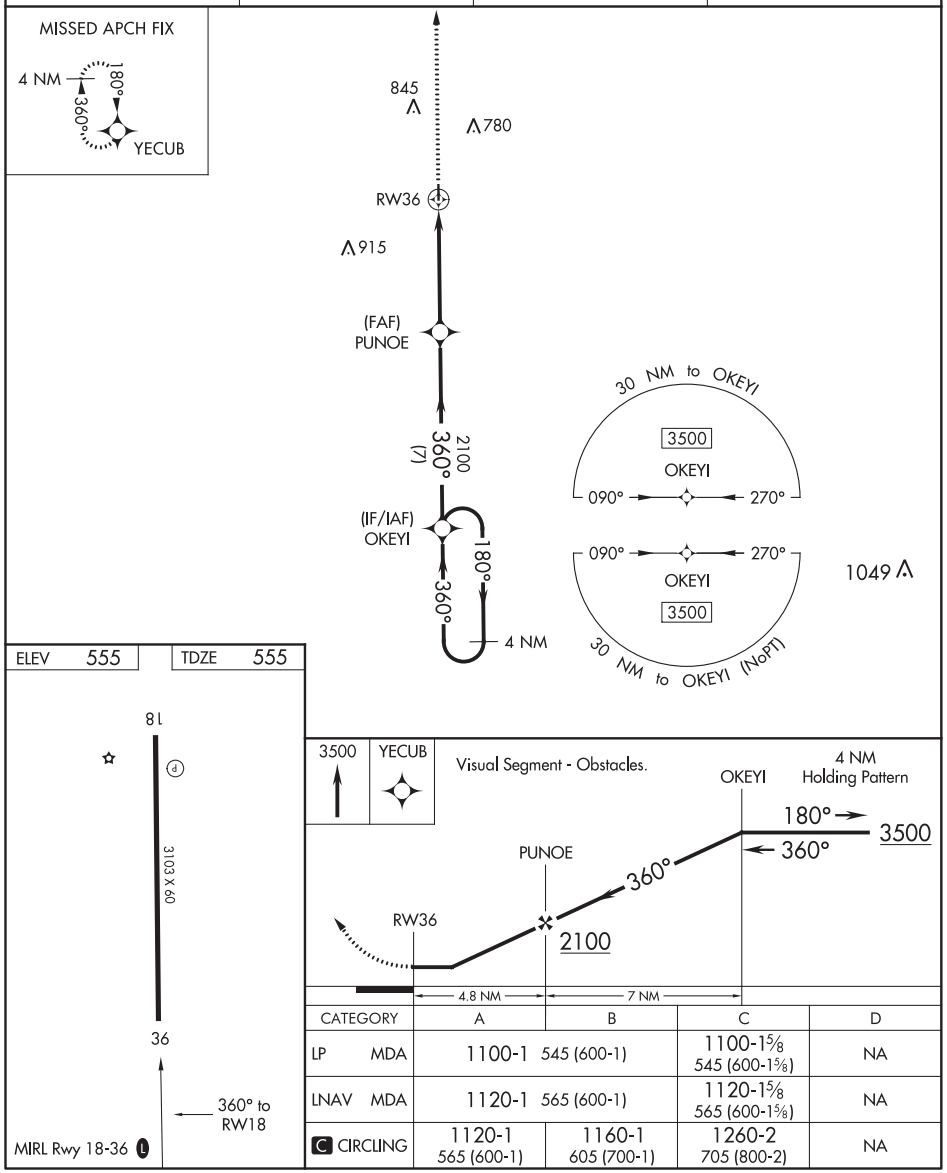
MAGEE MUNI (17M)

WAAS CH 69235 W36A	APP CRS 360°	Rwy ldg 3103 TDZE 555 Apt Elev 555

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct YECUB and hold.

1R7 AWOS-3P	JAN ASOS	MEMPHIS CENTER	UNICOM
118.125	121.05	125.975 307.275	122.8 (CTAF)



CATEGORY	A	B	C	D
LP MDA	1100-1 545 (600-1)		1100-1⅝ 545 (600-1⅝)	NA
LNAV MDA	1120-1 565 (600-1)		1120-1⅝ 565 (600-1⅝)	NA
C CIRCLING	1120-1 565 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA

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RNAV (GPS) RWY 18
C E 'RUSTY' WILLIAMS (3F3)

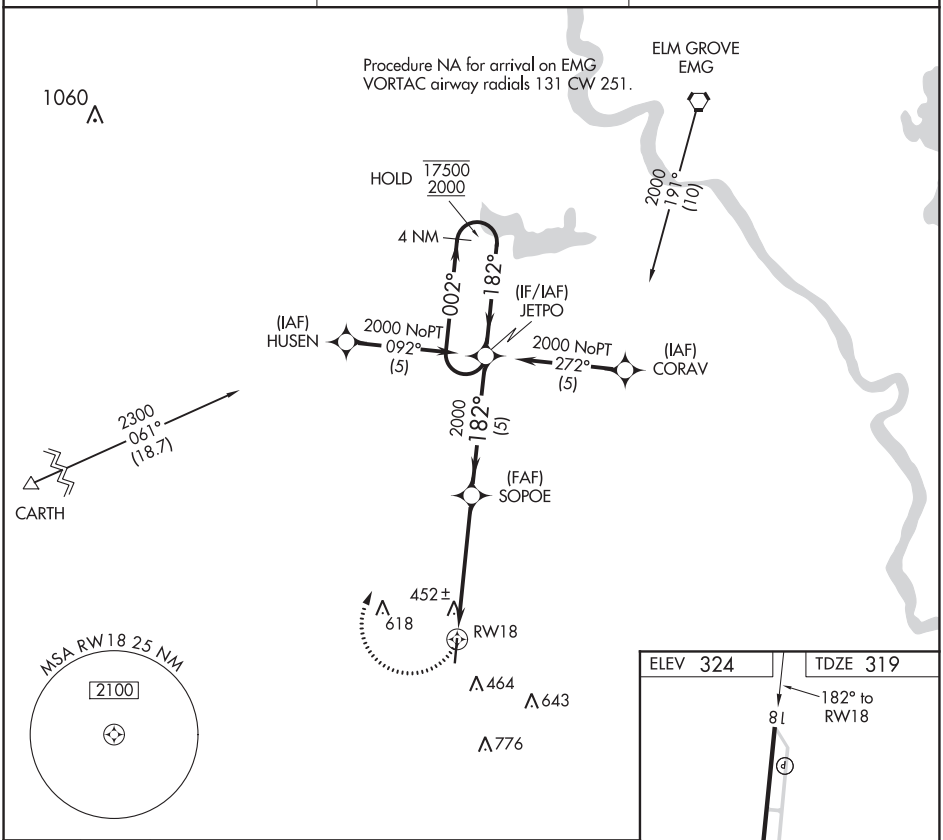
APP CRS	Rwy ldg	5005
182°	TDZE	319
	Apt Elev	324

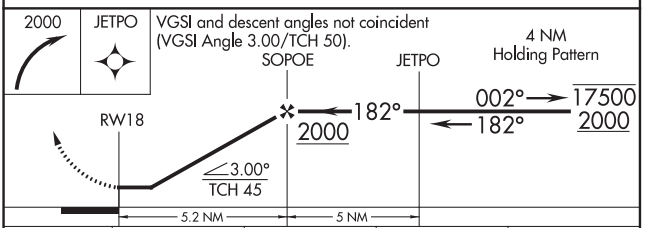
RNP APCH.

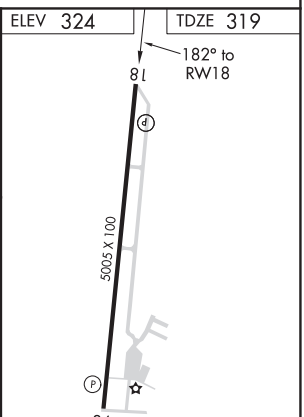
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter not received, use Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JETPO and hold.

AWOS-3PT	SHREVEPORT APP CON ★	UNICOM
119.125	119.9 335.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1 461 (500-1)		780-1¼ 461 (500-1¼)	NA
CIRCLING	880-1 556 (600-1)		880-1½ 556 (600-1½)	NA

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

SC-4, 25 FEB 2021 to 22 APR 2021

MANY, LOUISIANA

20254

RNAV (GPS) RWY 12

HART (3R4)

AL-6220 (FAA)

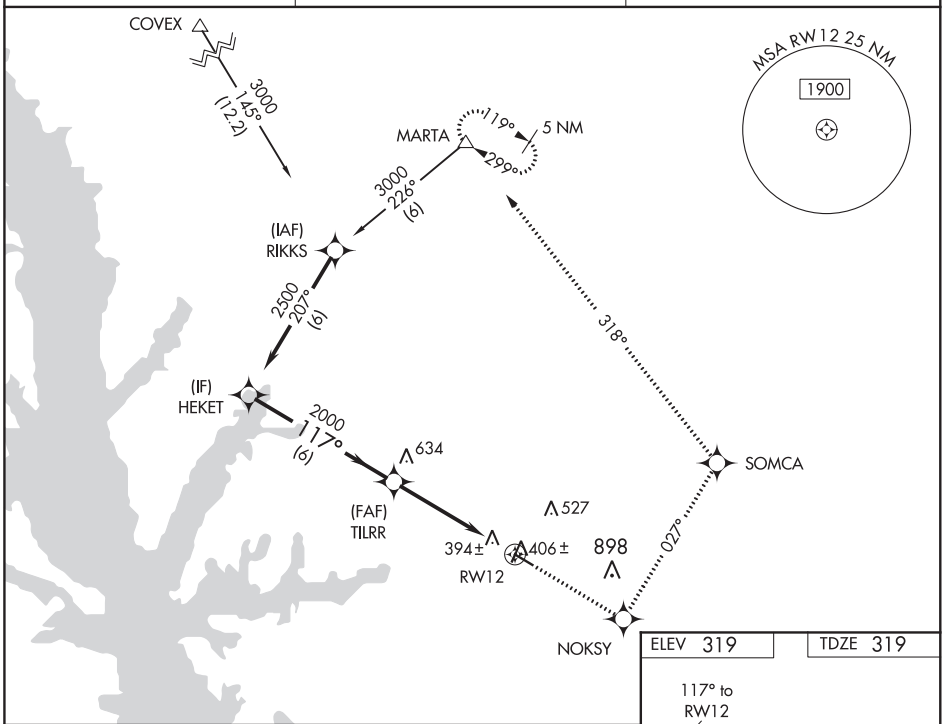
WAAS CH 78015 W12A	APP CRS 117°	Rwy ldg 4402 TDZE 319 Apt Elev 319

RNP APCH.

Baro-VNAV NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

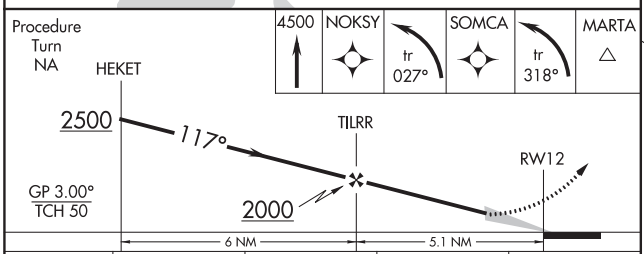
MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

POLK APP CON	GCO	UNICOM
123.7 261.3	135.075	122.8 (CTAF) L

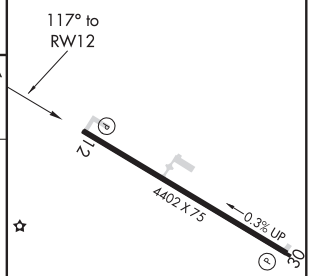


4500	NOKSY	tr 027°	SOMCA	tr 318°	MARTA

Procedure Turn NA



ELEV 319 | TDZE 319



CATEGORY	A	B	C	D
LPV DA	713-1¼ 394 (400-1¼)			NA
LNAV/VNAV DA	765-1½ 446 (500-1½)			NA
LNAV MDA	820-1 501 (600-1)		820-1½ 501 (600-1½)	NA
CIRCLING	900-1 581 (600-1)		900-1½ 581 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

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APP CRS	Rwy ldg	4402
282°	TDZE	311
	Apt Elev	319

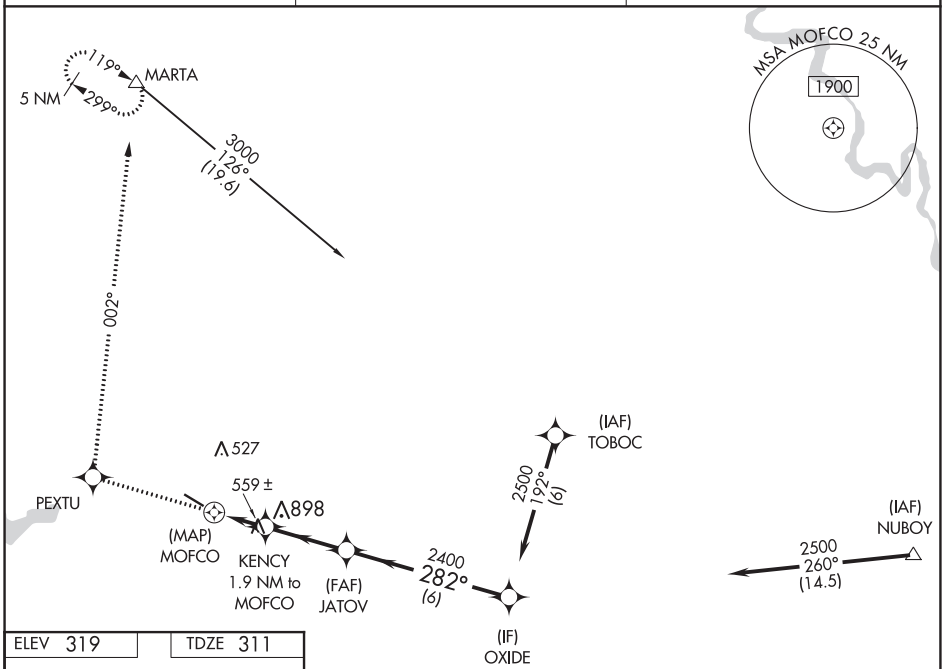
RNAV (GPS) RWY 30
HART (3R4)

RNP APCH.

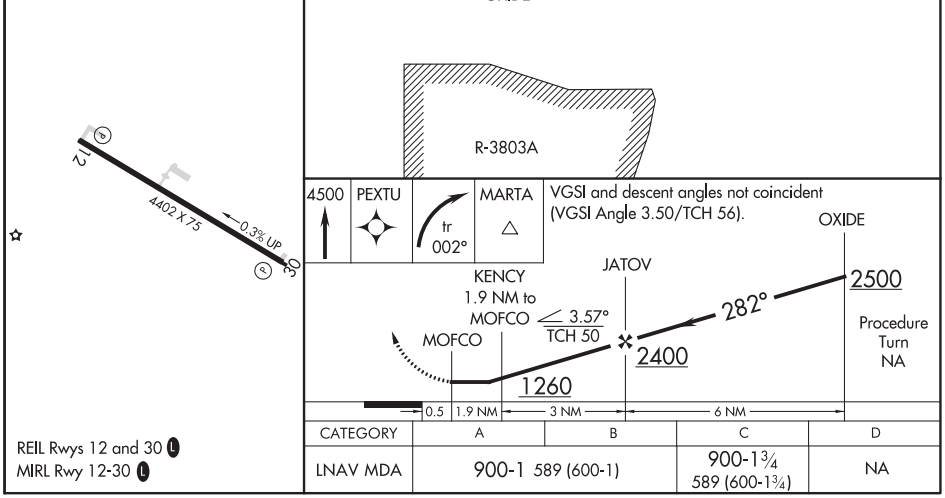
Rwy 30 helicopter visibility reduction below ¾ SM NA.
Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

POLK APP CON	GCO	UNICOM
123.7 261.3	135.075	122.8 (CTAF) L



ELEV 319 TDZE 311



REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

CATEGORY	A	B	C	D
LNAV MDA	900-1 589 (600-1)		900-1¾ 589 (600-1¾)	NA

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MARKS, MISSISSIPPI

AL-5691 (FAA)

19283

RNAV (GPS) RWY 2

SELFS (MMS)

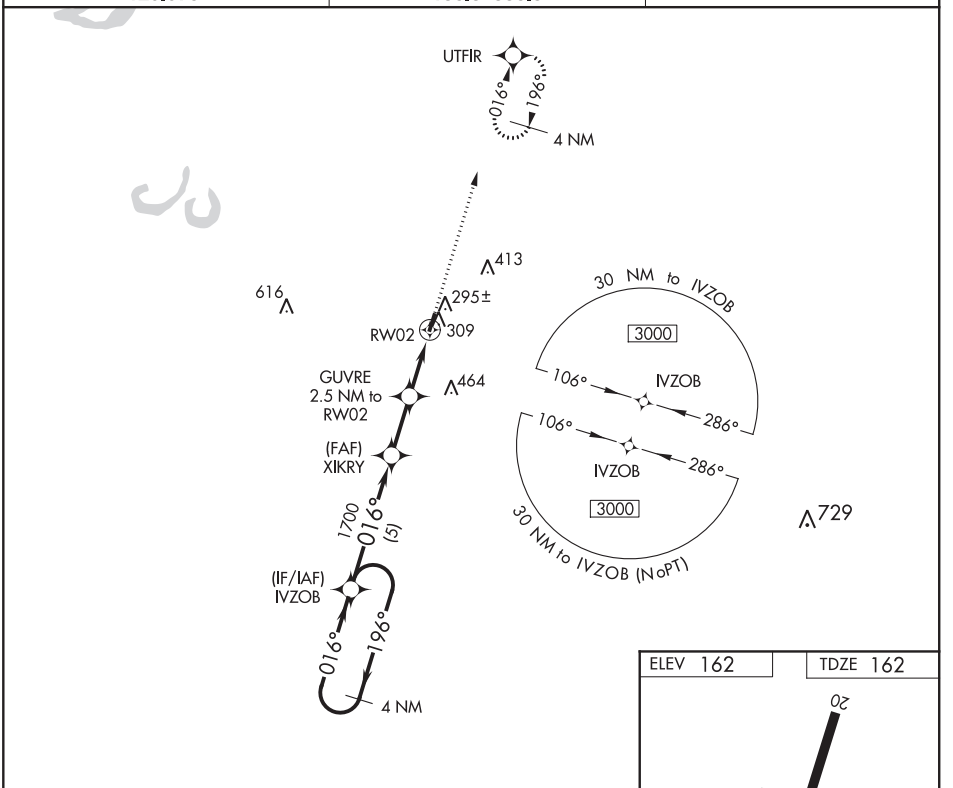
WAAS CH 99734 W02A	APP CRS 016°	Rwy ldg 3346 TDZE 162 Apt Elev 162

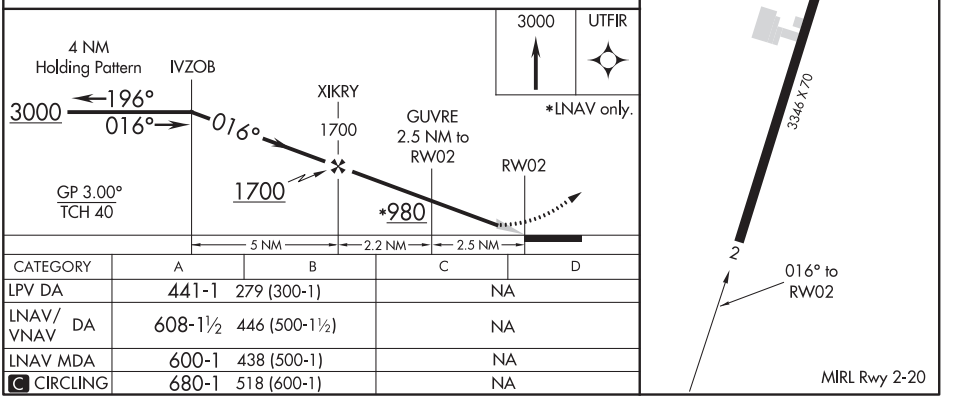
T A NA

Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1⅛ mile and LNAV/VNAV all Cats visibility to 1⅝ mile.

MISSED APPROACH: Climb to 3000 direct UTFIR and hold, continue climb-in-hold to 3000.

CKM AWOS-3	MEMPHIS CENTER	CTAF
120.675	135.3 335.8	122.9





CATEGORY	A	B	C	D
LPV DA	441-1	279 (300-1)	NA	
LNAV/VNAV DA	608-1½	446 (500-1½)	NA	
LNAV MDA	600-1	438 (500-1)	NA	
C CIRCLING	680-1	518 (600-1)	NA	

MARKS, MISSISSIPPI
Amdt 1A 11DEC14

34°14′N-90°17′W

SELFS (MMS)

RNAV (GPS) RWY 2

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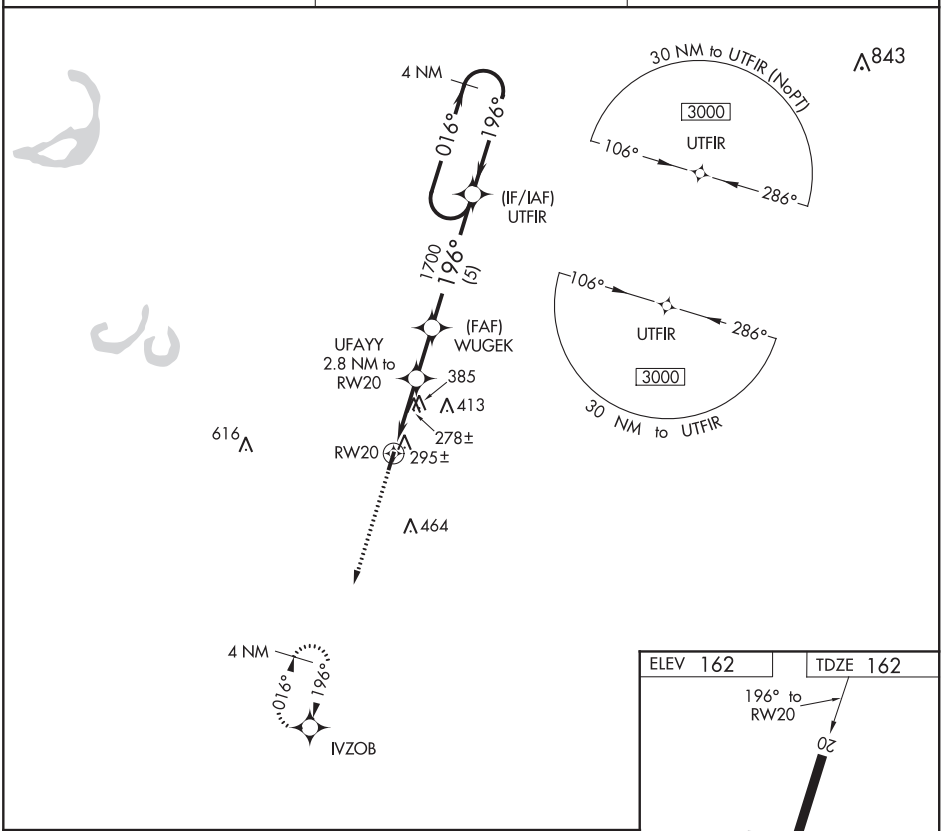
WAAS CH 69634 W20A	APP CRS 196°	Rwy ldg 3346 TDZE 162 Apt Elev 162

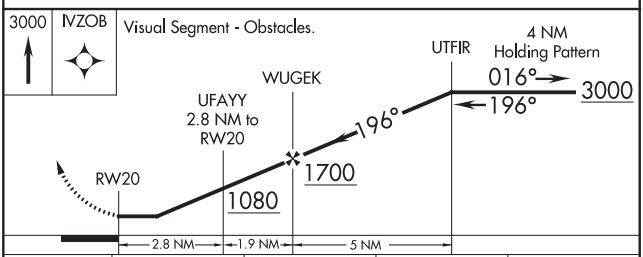
RNAV (GPS) RWY 20
SELFS (MMS)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night.

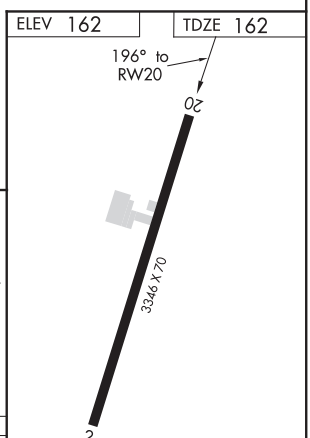
MISSED APPROACH: Climb to 3000 direct IVZOB and hold, continue climb-in-hold to 3000.

CKM AWOS-3	MEMPHIS CENTER	CTAF
120.675	135.3 335.8	122.9





CATEGORY	A	B	C	D
LP MDA	600-1 438 (500-1)		NA	
LNAV MDA	680-1 518 (600-1)		NA	
C CIRCLING	680-1 518 (600-1)		NA	



MIRL Rwy 2-20

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MARKSVILLE, LOUISIANA

AL-6259 (FAA)

21056

RNAV (GPS) RWY 4
MARKSVILLE MUNI (MKV)

APP CRS	Rwy ldg	3799
043°	TDZE	77
	Apt Elev	79

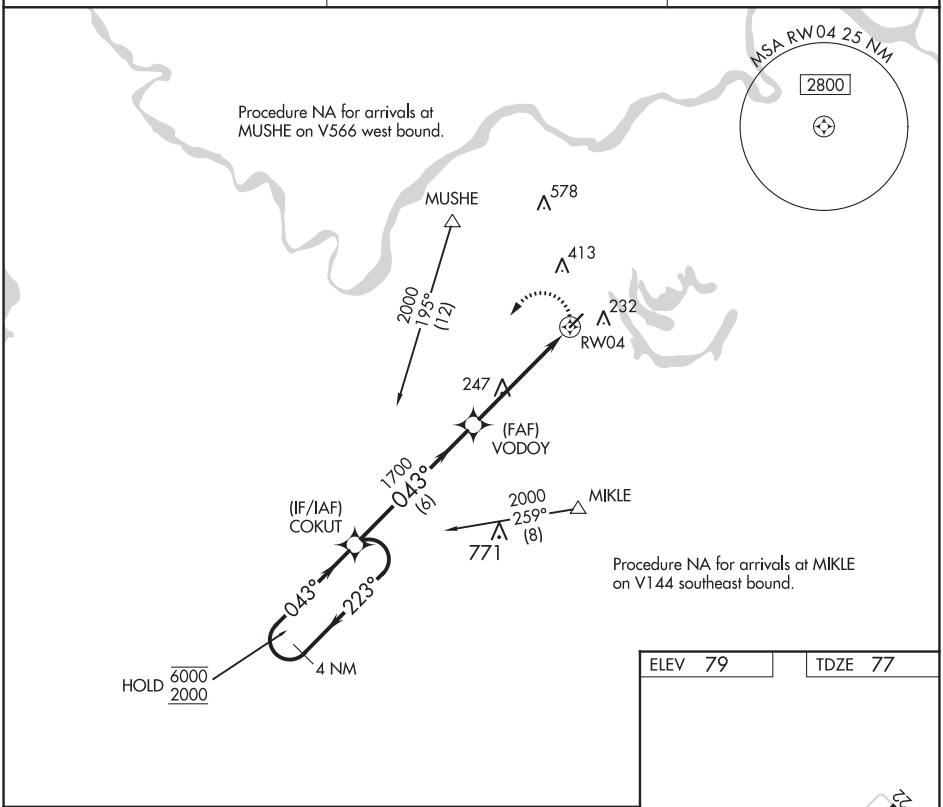
RNP APCH.

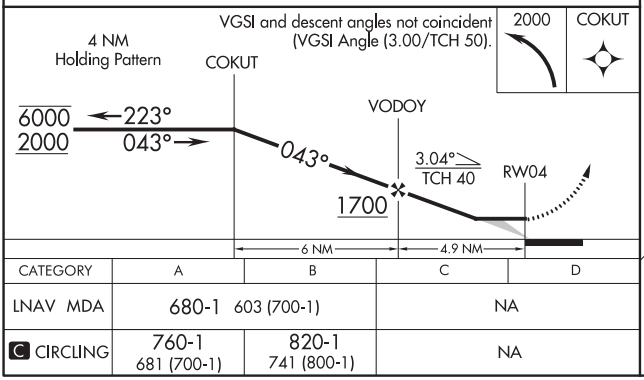
T
A NA

Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl.

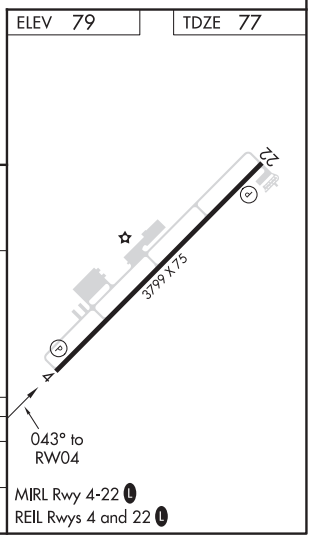
MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

ESF ASOS	POLK APP CON	CTAF
119.425	125.4 302.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	680-1 603 (700-1)		NA	
C CIRCLING	760-1 681 (700-1)	820-1 741 (800-1)	NA	



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VOR-A
MARKSVILLE MUNI (MKV)

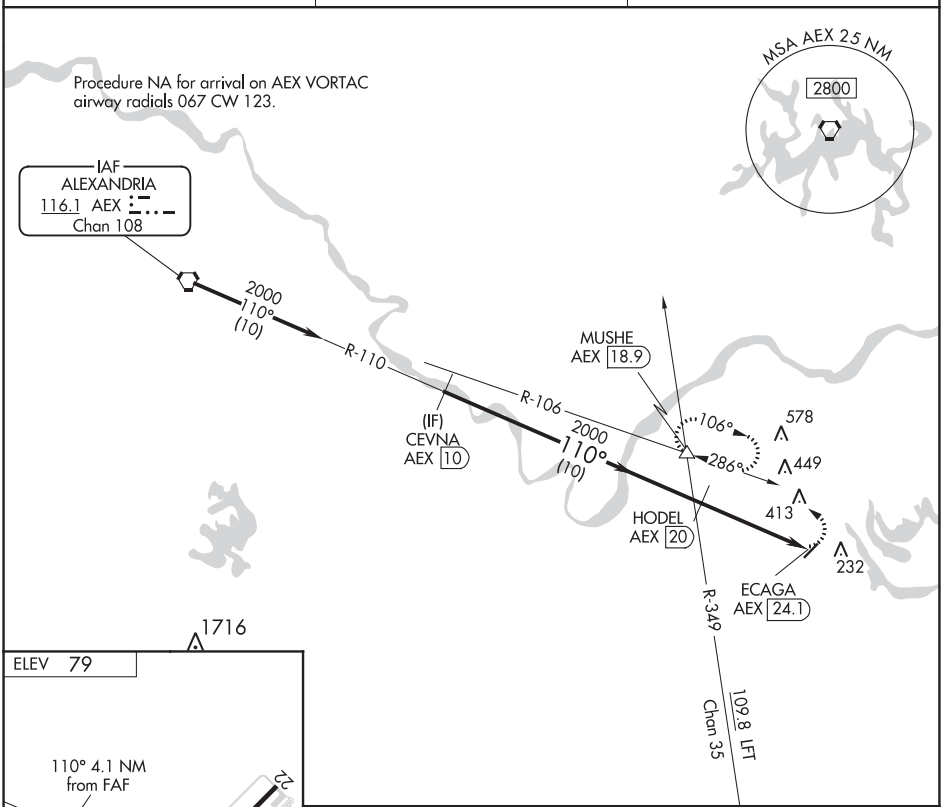
VORTAC AEX 116.1 Chan 108	APP CRS 110°	Rwy ldg N/A TDZE N/A Apt Elev 79

DME required.

Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not recevied, not available, use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 on AEX VORTAC R-106 to MUSHE INT/AEX 18.9 DME and hold, continue climb-in-hold to 4000.

ESF ASOS	POLK APP CON	CTAF
119.425	125.4 302.2	122.9 L



CATEGORY	A	B	C	D
C CIRCLING	760-1 681 (700-1)	820-1¼ 741 (800-1¼)	NA	

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

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MC COMB, MISSISSIPPI

AL-5753 (FAA)

18144

ILS or LOC RWY 16

MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (MCB)

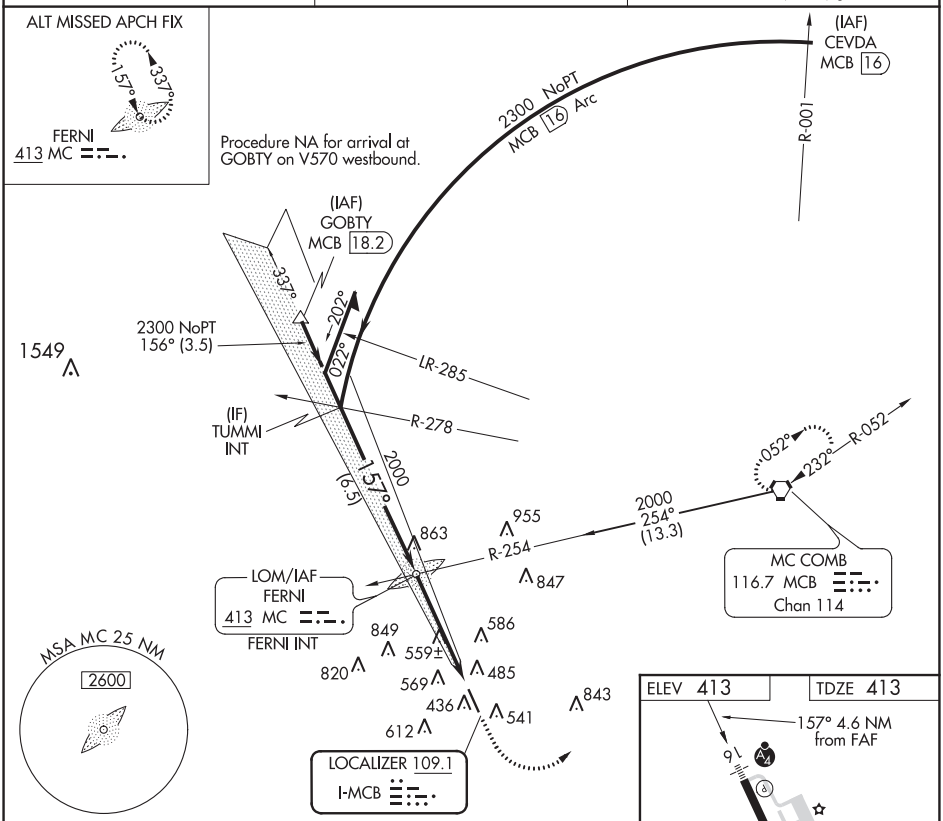
LOC I-MCB	APP CRS	Rwy ldg	5000
109.1	157°	TDZE	413
		Apt Elev	413

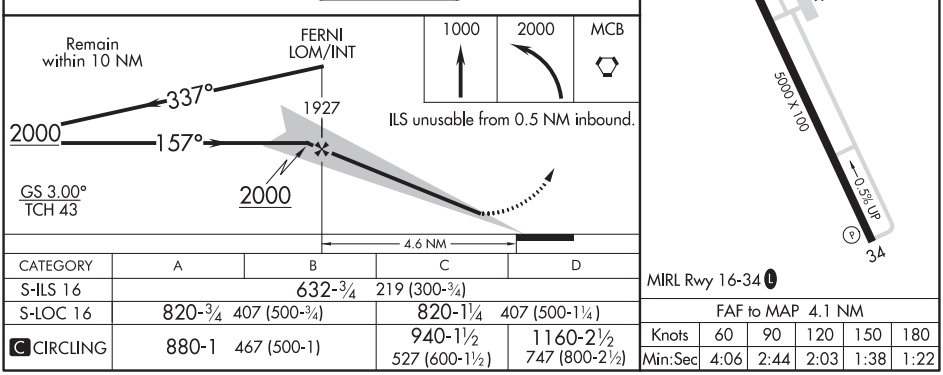
Inop table does not apply to S-ILS 16 all Cats and S-LOC 16 Cats C and D.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 16	632-¾ 219 (300-¾)			
S-LOC 16	820-¾ 407 (500-¾)		820-1¼ 407 (500-1¼)	
C CIRCLING	880-1 467 (500-1)		940-1½ 527 (600-1½)	1160-2½ 747 (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

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WAAS CH 72824 W16A	APP CRS 157°	Rwy ldg 5000 TDZE 413 Apt Elev 413

RNAV (GPS) RWY 16

MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (MCB)

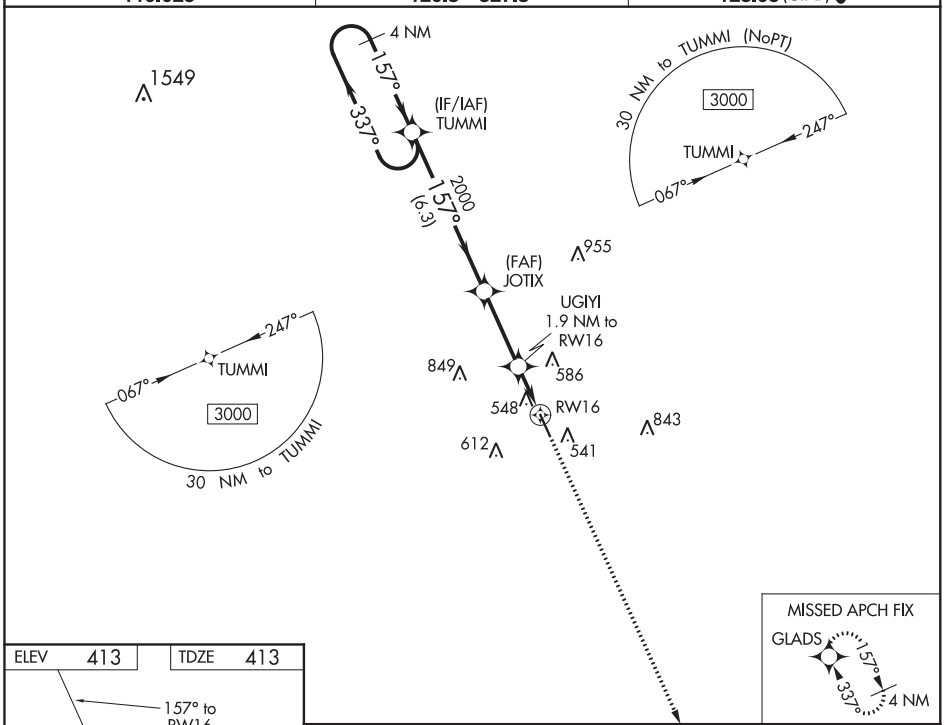
RNP APCH.

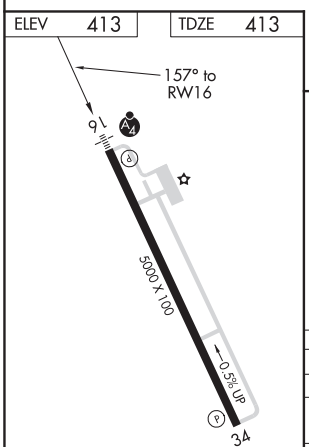
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM .

MALSF

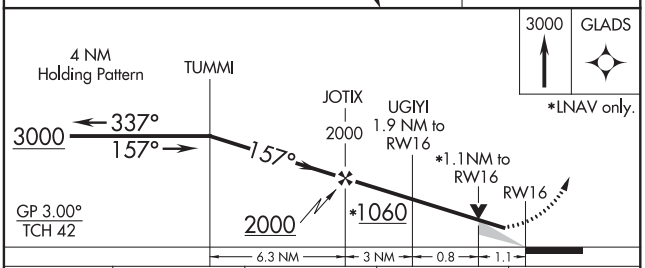
MISSED APPROACH: Climb to 3000 direct GLADS and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	615-¾ 202 (300-¾)			
LNAV/VNAV DA	709-¾ 296 (300-¾)			
LNAV MDA	800-¾ 387 (400-¾)		800-⅞ 387 (400-⅞)	
C CIRCLING	880-1 467 (500-1)		940-1½ 527 (600-1½)	1160-2½ 747 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
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MCCOMB, MISSISSIPPI

AL-5753 (FAA)

20086

RNAV (GPS) RWY 34

MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (MCB)

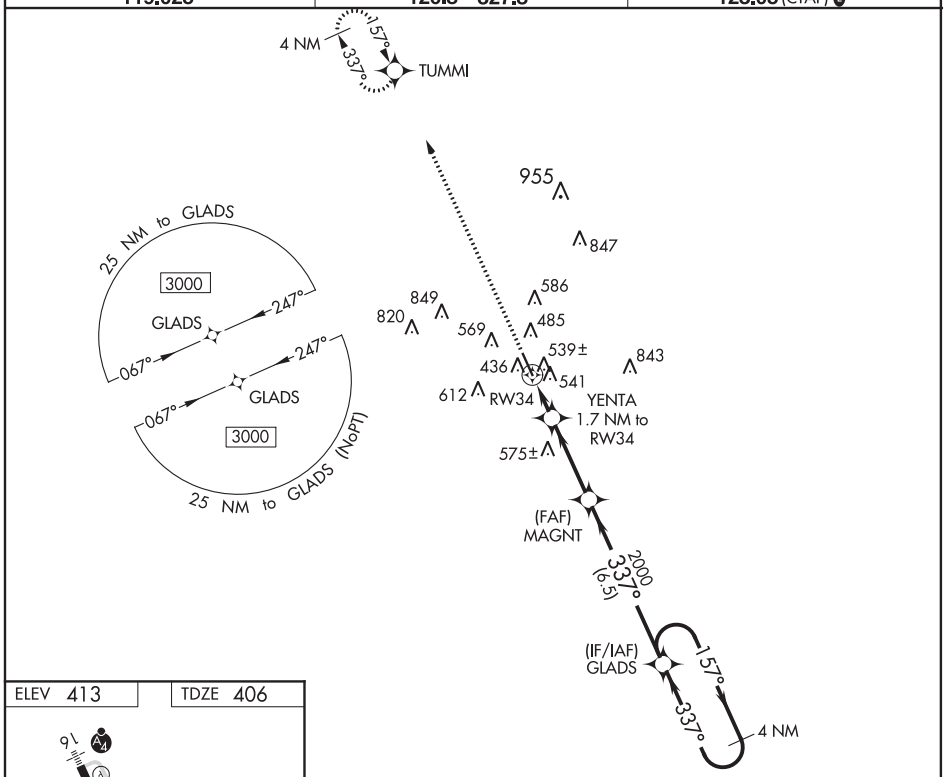
WAAS CH 77808 W34A	APP CRS 337°	Rwy ldg 5000 TDZE 406 Apt Elev 413

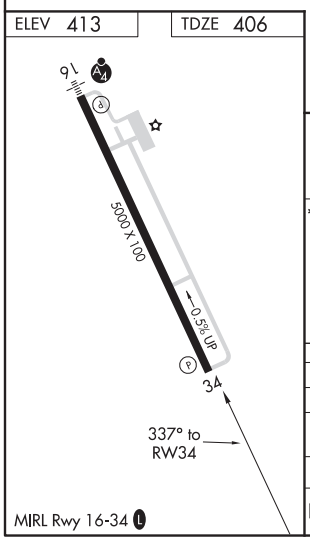
RNP APCH.

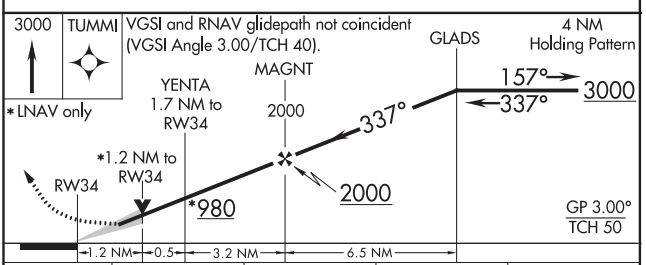
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct TUMMI and hold.

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	606-¾ 200 (200-¾)			
LNAV/VNAV DA	739-1 333 (400-1)			
LNAV MDA	800-1 394 (400-1)		800-1⅛ 394 (400-1⅛)	
C CIRCLING	880-1 467 (500-1)		940-1½ 527 (600-1½)	1160-2½ 747 (800-2½)

MIRL Rwy 16-34 L

SC-4, 25 FEB 2021 to 22 APR 2021

VOR/DME-A

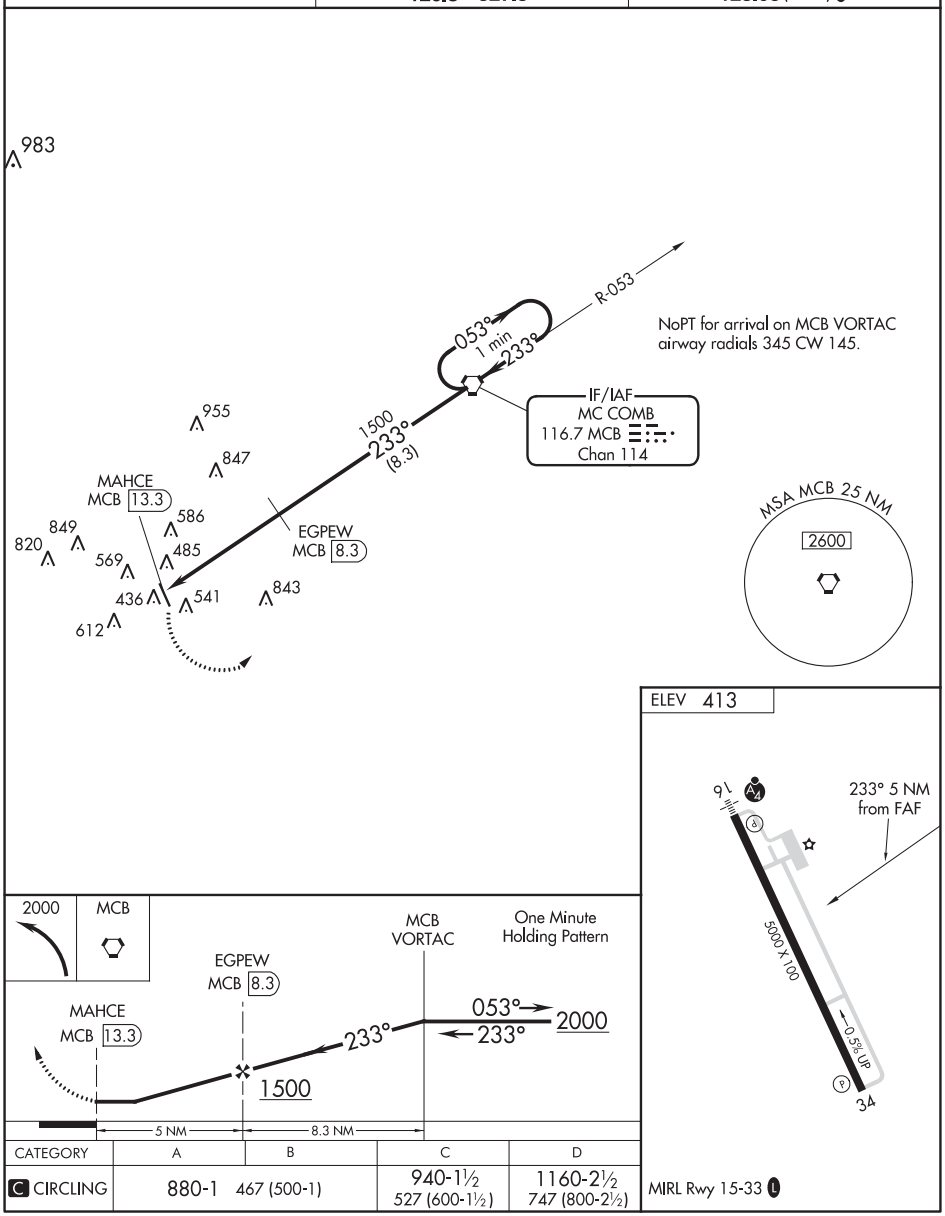
MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD (MCB)

VORTAC MCB	APP CRS	Rwy ldg	N/A
116.7	233°	TDZE	N/A
Chan 114		Apt Elev	413

T A When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

ASOS	HOUSTON CENTER	UNICOM
119.025	126.8 327.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	880-1	467 (500-1)	940-1½ 527 (600-1½)	1160-2½ 747 (800-2½)

MIRL Rwy 15-33 L

SC-4, 25 FEB 2021 to 22 APR 2021

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MERIDIAN, MISSISSIPPI

AL-254 (FAA)

20366

ILS or LOC RWY 1
KEY FIELD (MEI)

LOC I-MEI	APP CRS	Rwy ldg / TDZE / Apt Elev
110.1	011°	9013 / 289 / 298

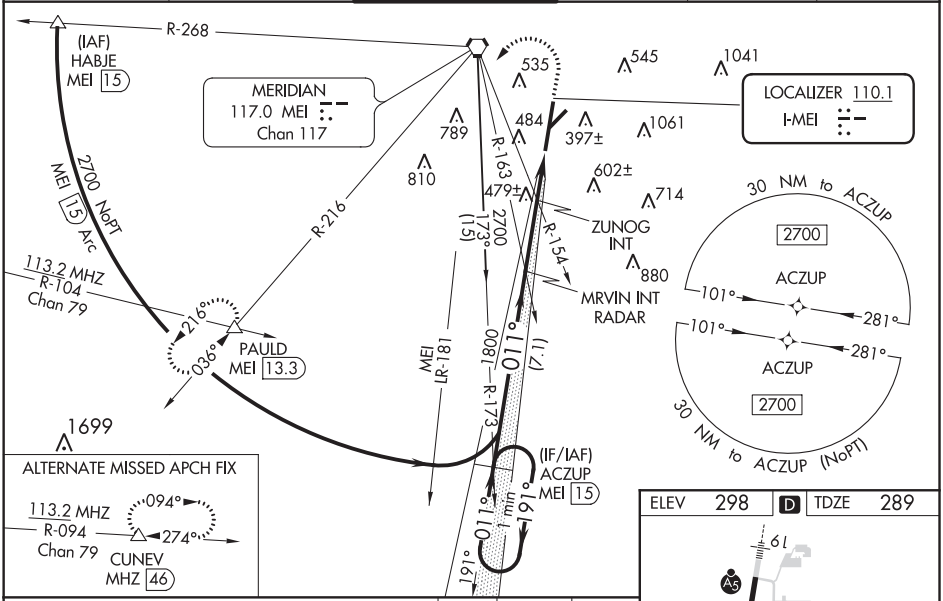
RNAV 1- GPS or DME required for procedure entry.

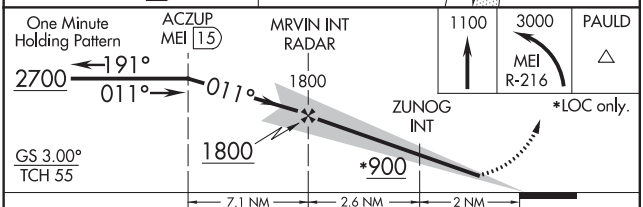
T A Circling NA southeast of Rwys 1 and 22. When local altimeter not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 3500, S-LOC 1 Cat B visibility to RVR 4000, Cat C, D, and E visibility ⅜ mile, and Circling Cats B and D visibility ¼ mile, Cat C visibility ½ mile; increase ZUNOG Fix minimums S-LOC 1 Cats C, D, and E to RVR 6000, and Circling Cat C visibility ½ mile, Cat D and E visibility ¼ mile. For inop MALSR when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000 and S-LOC 1 Cat E visibility to 1⅝ mile; increase ZUNOG Fix minimums S-LOC 1 Cat E visibility to 2 miles. Circling Rwy 22 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hattiesburg-Laurel Rgnl altimeter setting).

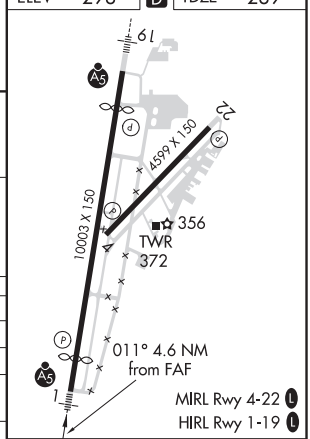
MALSR A5

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 1	** 489/24 200 (200-½)				
S-LOC 1	900/24 611 (700-½)		900-1⅜ 611 (700-1⅜)		
C CIRCLING	900-1 602 (700-1)		960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)
ZUNOG FIX MINIMUMS					
S-LOC 1	700/24 411 (500-½)		700/40 411 (500-¾)		
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

FAF to MAP 4.6 NM

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

SC-4, 25 FEB 2021 to 22 APR 2021

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ILS or LOC RWY 19
KEY FIELD (MEI)

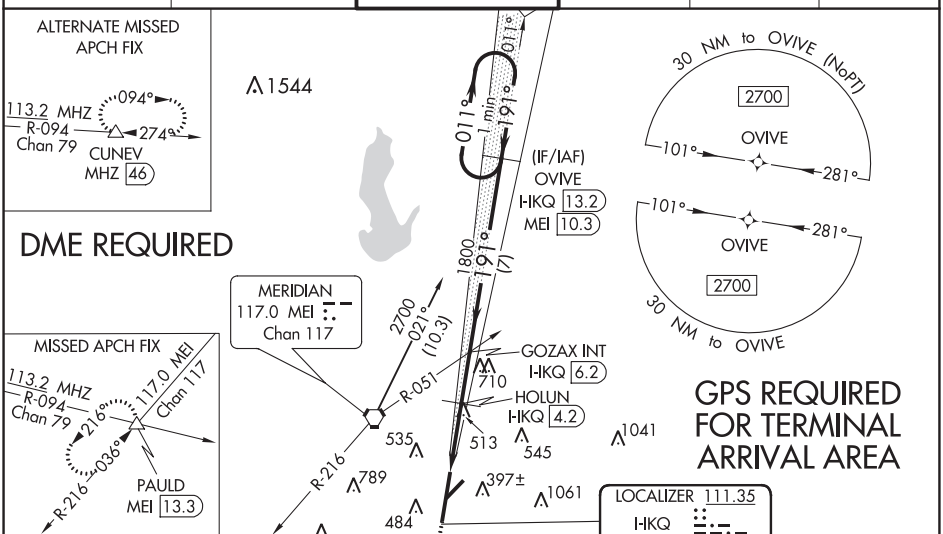
LOC/DME I-IKQ	APP CRS	Rwy ldg	9013
111.35	191°	TDZE	293
Chan 50 (Y)		Apt Elev	298

When local altimeter not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase S-ILS 19 all Cats visibility to RVR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility ¼ mile and Cat C visibility ½ mile; increase HOLUN Fix minimums S-LOC Cats C, D and E to 1⅜ mile, and Circling Cat C visibility ½ mile, and Cat D visibility ¼ mile. For inop MALSR, increase S-ILS 19 all Cats visibility to RVR 6000, and S-LOC 19 Cat E to 2 miles; increase HOLUN fix minimums S-LOC 19 Cat E visibility to 1⅜ mile. For inop MALSR when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1⅝ mile, and S-LOC 19 Cat E to 2½ miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwy 22 NA. Circling NA southeast of Rwys 1 and 22. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

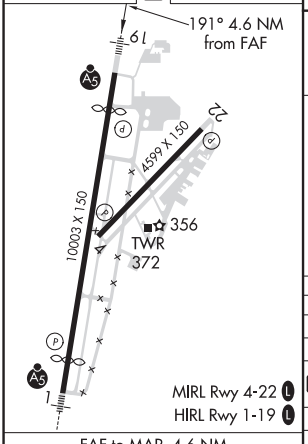
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 250° and MEI VORTAC R-216 to PAULD INT/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95



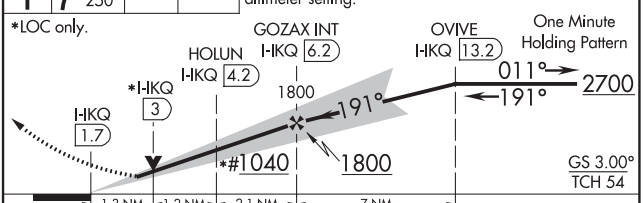
ELEV 298	D	TDZE 293



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1000	3000	MEI	PAULD
	hdg 250°	R-216	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). #1180 when using Hattiesburg-Laurel Rgnl altimeter setting.



CATEGORY	A	B	C	D	E
S-ILS 19	633/40 340 (400-¾)				
S-LOC 19	1040/40 747 (800-¾)		1040-1¾ 747 (800-1¾)		
C CIRCLING	1040-1 742 (800-1)	1040-1¼ 742 (800-1¼)	1040-2¼ 742 (800-2¼)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)
HOLUN FIX MINIMUMS					
S-LOC 19	780/40 487 (500-¾)		780/50 487 (500-1)		
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

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MERIDIAN, MISSISSIPPI

AL-254 (FAA)

20366

RNAV (GPS) RWY 1

KEY FIELD (MEI)

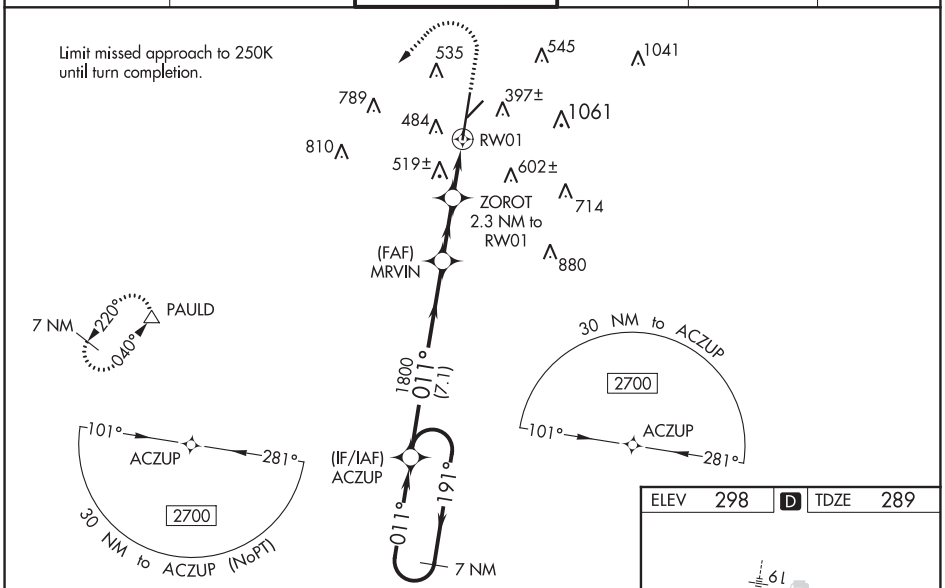
WAAS CH 86500 W01A	APP CRS 011°	Rwy ldg 9013 TDZE 289 Apt Elev 298

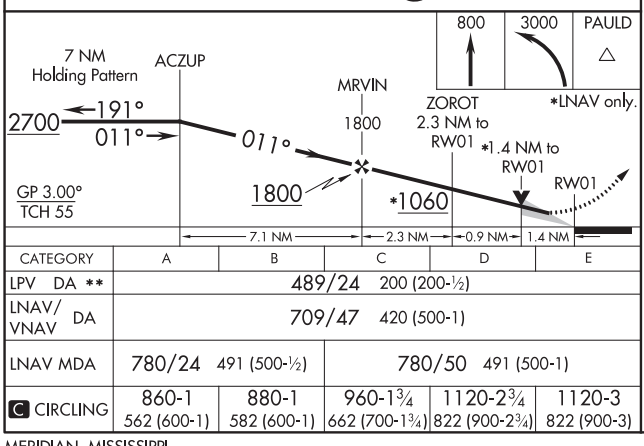
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 3100, LNAV/VNAV all Cats and LNAV Cats C, D, and E visibilities to 1⅜ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSR increase LPV Cat E to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1⅜ mile. For inop MALSR when using Hattiesburg-Laurel Rgnl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1⅝ mile, and LNAV Cat E visibility to 1¾ mile. VDP and Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MALSR

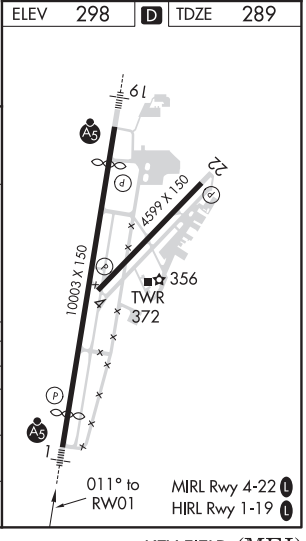
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LPV DA **	489/24 200 (200-½)				
LNAV/VNAV DA	709/47 420 (500-1)				
LNAV MDA	780/24 491 (500-½)		780/50 491 (500-1)		
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)



MERIDIAN, MISSISSIPPI
Amdt 3C 07DEC17

32°20'N-88°45'W

KEY FIELD (MEI)

RNAV (GPS) RWY 1

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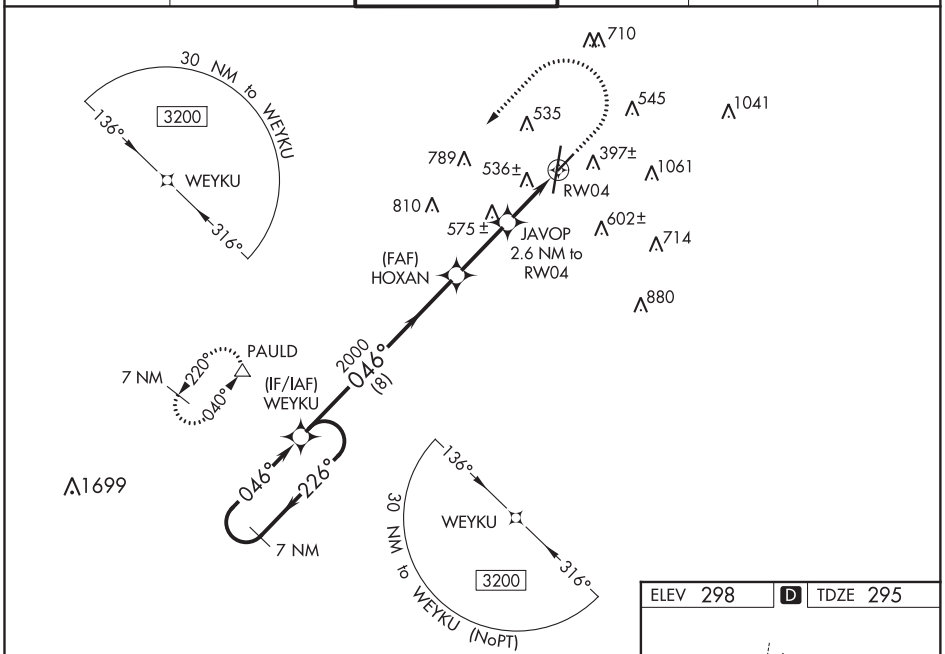
RNAV (GPS) RWY 4
KEY FIELD (MEI)

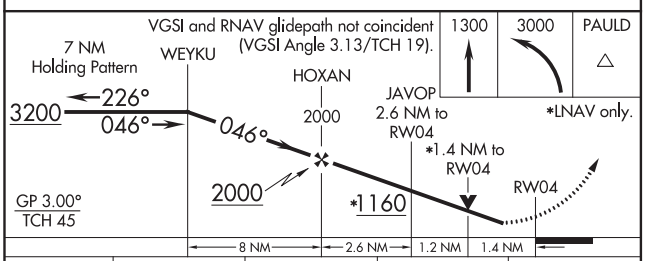
WAAS CH 42533 W04A	APP CRS 046°	Rwy ldg 4599 TDZE 295 Apt Elev 298

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

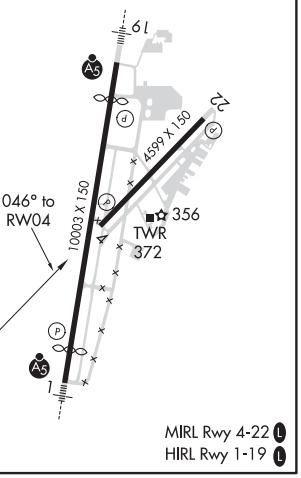
ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95





CATEGORY	A	B	C	D
LPV DA	576-⅞ 281 (300-⅞)			
LNAV/VNAV DA	849-1⅞ 554 (600-1⅞)			
LNAV MDA	800-1 505 (600-1)		800-1⅜ 505 (600-1⅜)	
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)

ELEV 298 D TDZE 295



MERIDIAN, MISSISSIPPI

AL-254 (FAA)

20366

RNAV (GPS) RWY 19
KEY FIELD (MEI)

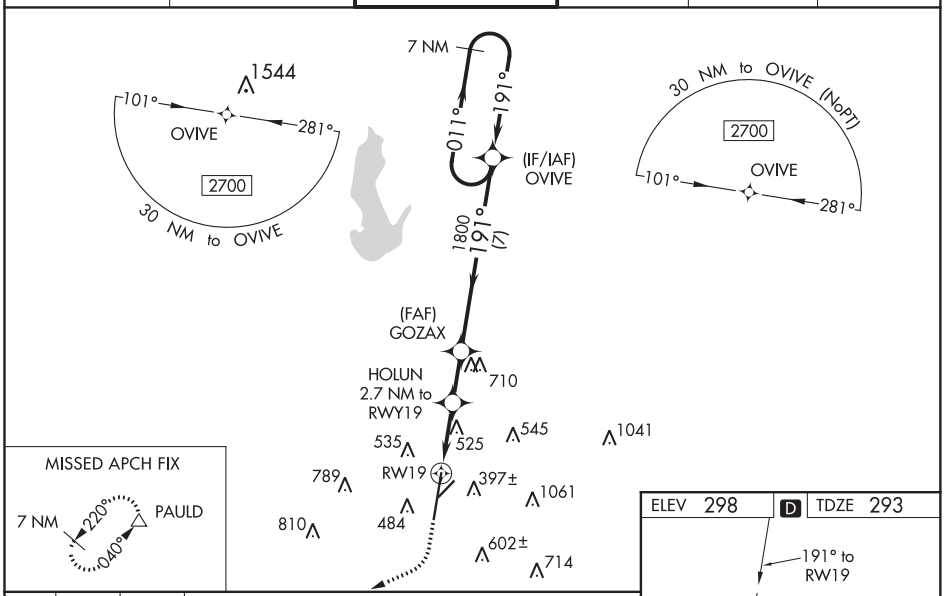
WAAS CH 61003 W19A	APP CRS 191°	Rwy ldg 9013 TDZE 293 Apt Elev 298

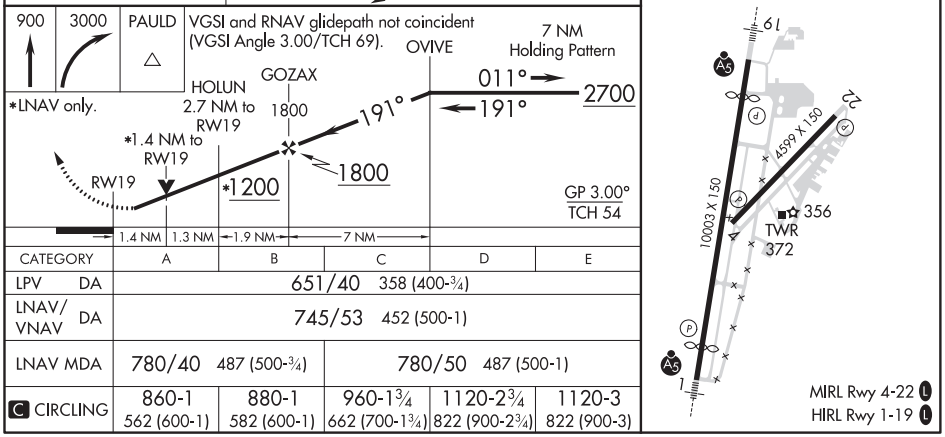
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1⅜ mile, and Circling Cat C visiblity ½ mile and Cat D visibility ¼ mile. For inop MALSR increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1⅜ mile. For inop MALSR when using Hattiesburg-Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1⅜ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
LPV DA	651/40 358 (400-¾)				
LNAV/VNAV DA	745/53 452 (500-1)				
LNAV MDA	780/40 487 (500-¾)		780/50 487 (500-1)		
C CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

SC-4, 25 FEB 2021 to 22 APR 2021

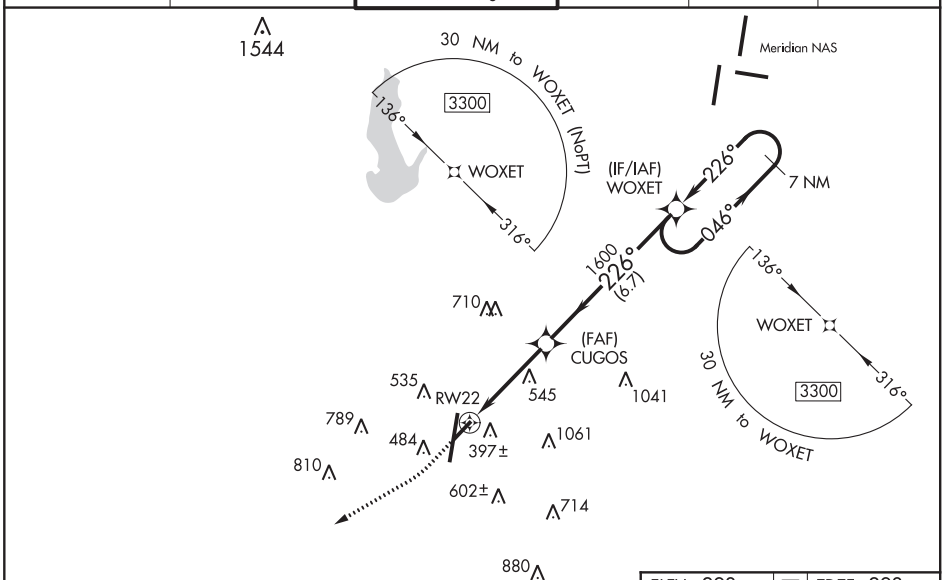
WAAS CH 48833 W22A	APP CRS 226°	Rwy ldg 4599 TDZE 298 Apt Elev 298

RNAV (GPS) RWY 22
KEY FIELD (MEI)

Baro-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat B ¼ mile, Cat C and D visibility ⅝ mile, and Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwy 22 NA at night.

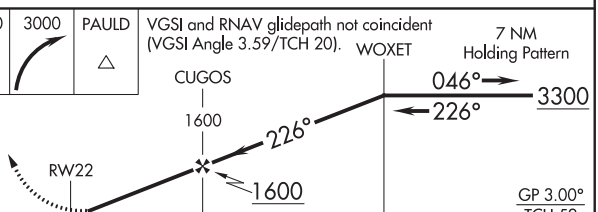
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95



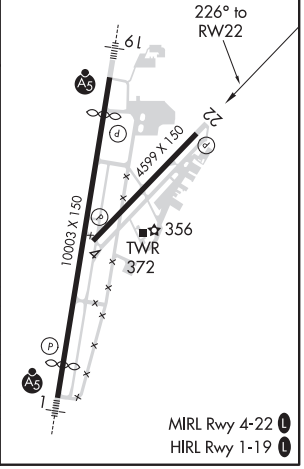
1000	3000	PAULD

VGSI and RNAV glidepath not coincident (VGSI Angle 3.59/TCH 20).



CATEGORY	A	B	C	D
LPV DA	562-1 264 (300-1)			
LNAV/VNAV DA	822-1¾ 524 (600-1¾)			
LNAV MDA	940-1 642 (700-1)		940-1⅞ 642 (700-1⅞)	
C CIRCLING	940-1 642 (700-1)		960-2 662 (700-2)	1120-2¾ 822 (900-2¾)

ELEV 298 D TDZE 298



SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

20366

VOR-A

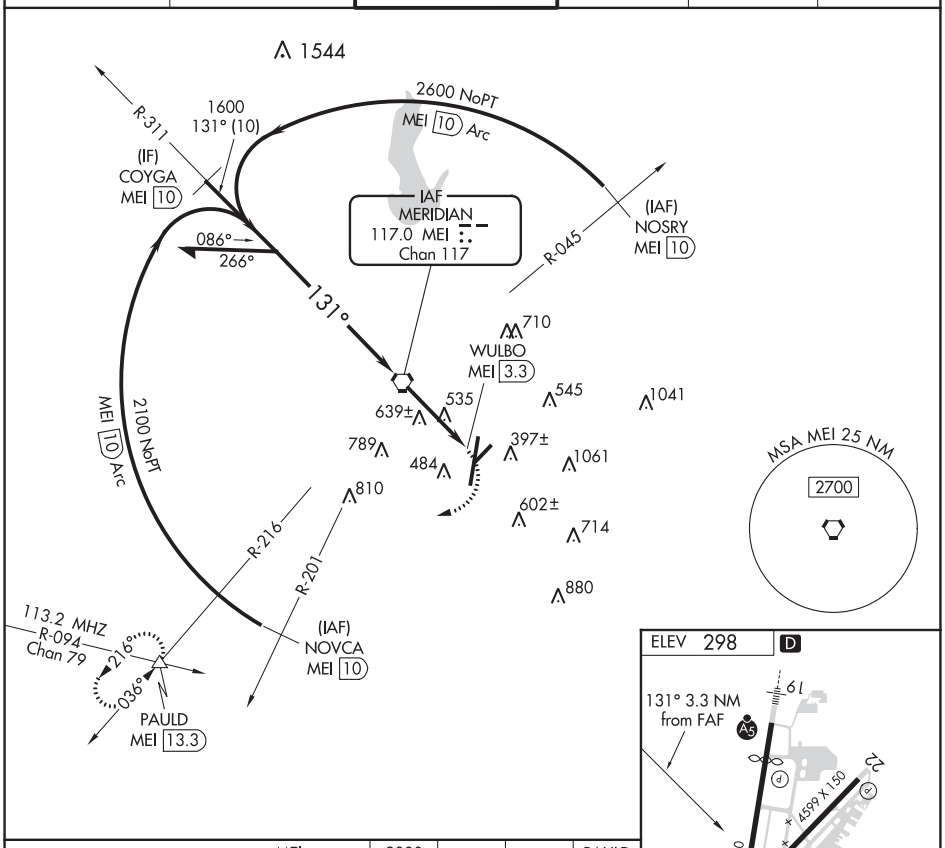
KEY FIELD (MEI)

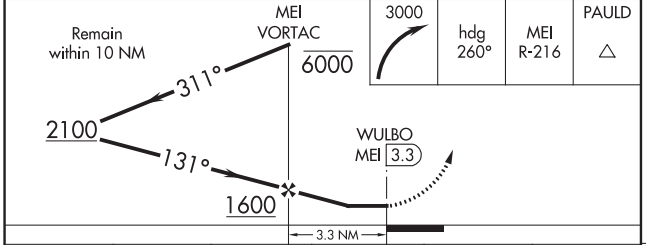
VORTAC MEI 117.0 Chan 117	APP CRS 131°	Rwy ldg N/A TDZE N/A Apt Elev 298

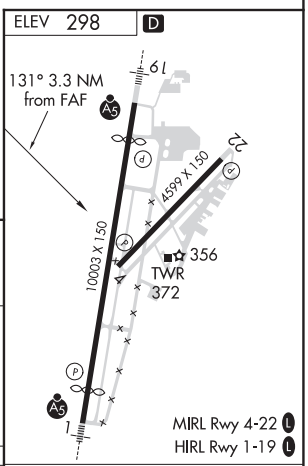
T A Circling to Rwy 22 NA at night. Circling NA southeast of Rwys 1 and 22. When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C visibility ½ mile and Cat D visibility ¼ mile. Procedure turn NA for Cat E.

MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI R-216 to PAULD INT/MEI 13.3 DME and hold.

ATIS	MERIDIAN APP CON ★	KEY TOWER ★	GND CON	CLNC DEL	UNICOM
126.475 291.675	120.5 269.325	133.975 (CTAF) L 257.8	121.9 348.6	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
C CIRCLING	900-1	602 (700-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

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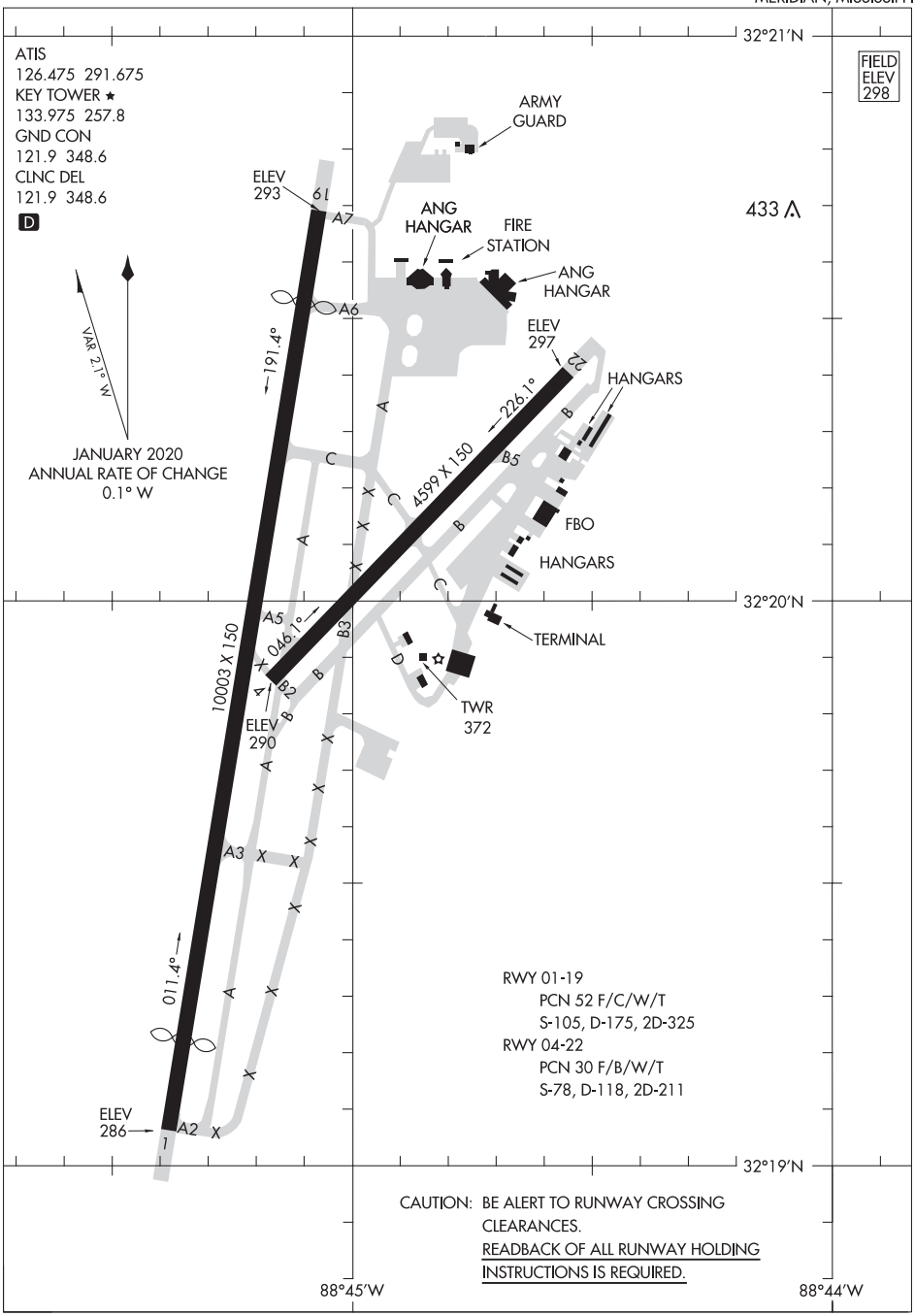

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MERIDIAN, MISSISSIPPI

ILS or LOC/DME RWY 19L

LOC I-NMM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.7	191°	8001 / 316 / 316

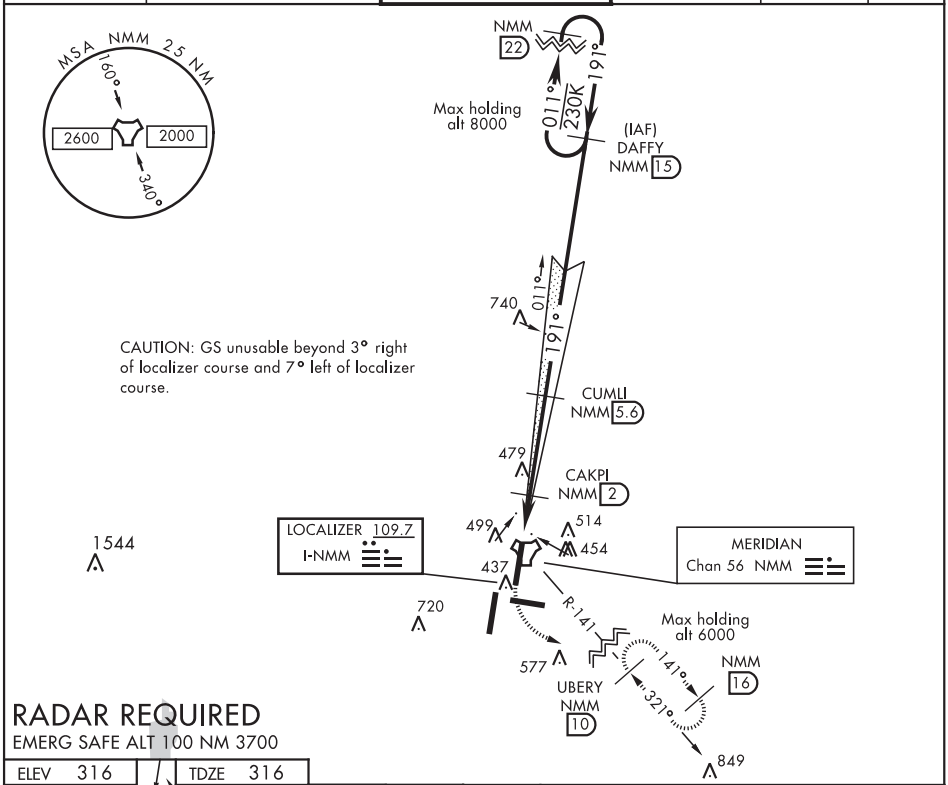
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase all CAT vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

MALSR (A5)

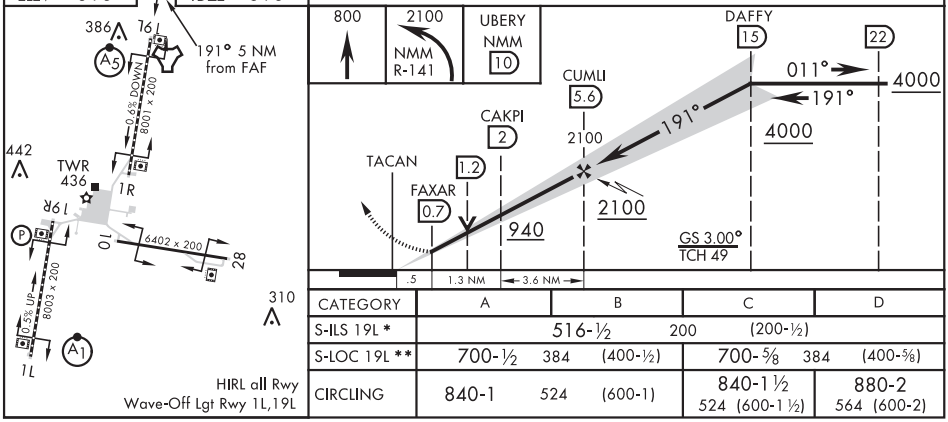
MISSED APPROACH: Climb to 800, then climbing left turn to 2100 to intercept NMM R-141 to UBERY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



RADAR REQUIRED
EMERG SAFE ALT 100 NM 3700

ELEV 316	TDZE 316



CATEGORY	A	B	C	D
S-ILS 19L *	516-½ 200 (200-½)			
S-LOC 19L **	700-½ 384 (400-½)		700-⅝ 384 (400-⅝)	
CIRCLING	840-1 524 (600-1)		840-1½ 524 (600-1½)	880-2 564 (600-2)

MERIDIAN, MISSISSIPPI 32°33′N-88°33′W MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 2 12SEP19

ILS or LOC/DME RWY 19L

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MERIDIAN, MISSISSIPPI

RNAV (GPS) RWY 1L

APCH CRS 011°	Rwy ldg 8003 TDZE 254 Arpt Elev 316

AL-5079 (USN)

MERIDIAN NAS (MC CAIN FLD) (KNMM)

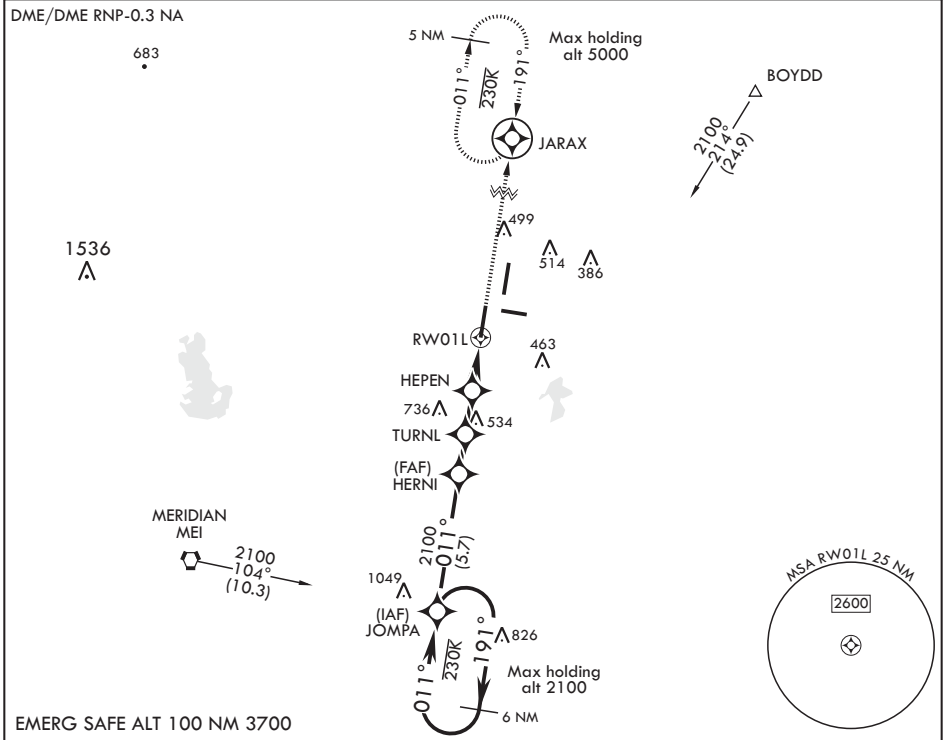
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2100 direct JARAX and hold.

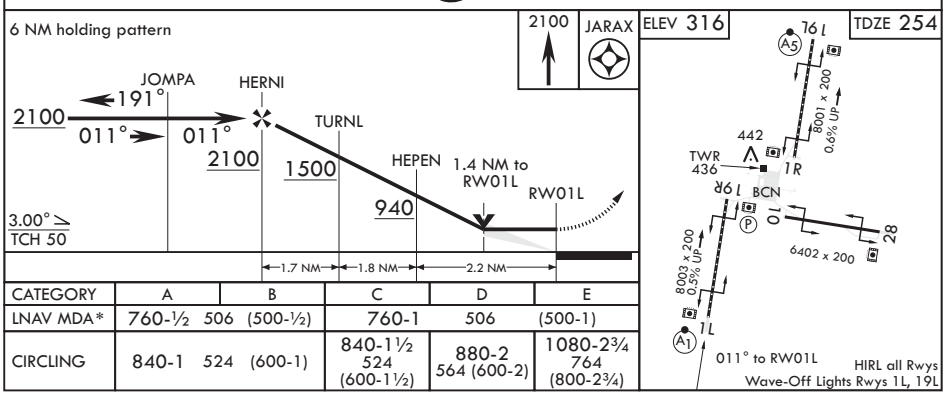
ATIS★	APP CON	MC CAIN TOWER★	MC CAIN GND CON	CLNC DEL	ASR/PAR
290.525	119.2 348.7 E 379.275 N 120.5 269.325 S 120.95 276.4 W	126.2 340.2 RWY 01L, 19L AND 28 126.2 360.2 RWY 01R, 19R AND 10	336.4	301.0	

DME/DME RNP-0.3 NA



EMERG SAFE ALT 100 NM 3700

6 NM holding pattern



CATEGORY	A	B	C	D	E
LNAV MDA*	760-½ 506 (500-½)		760-1 506 (500-1)		
CIRCLING	840-1 524 (600-1)		840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

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MERIDIAN, MISSISSIPPI

RNAV (GPS) RWY 19L

APCH CRS	Rwy ldg	8001
191°	TDZE	316
	Arpt Elev	316

AL-5079 (USN)

MERIDIAN NAS (MC CAIN FLD) (KNMM)

* When ALS inop, increase CAT AB vis to 1 mile, increase CAT CDE to 1 3/8 miles.
** When ALS inop, increase vis to 1 3/8 miles.

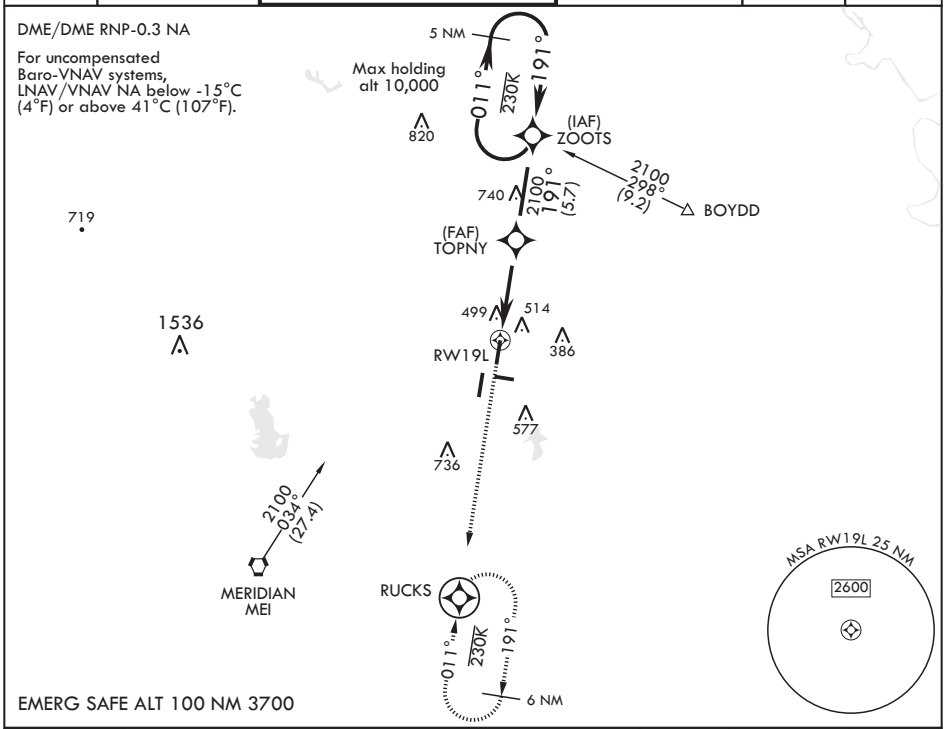
MALSR A5

MISSED APPROACH: Climb to 2100 direct RUCKS and hold.

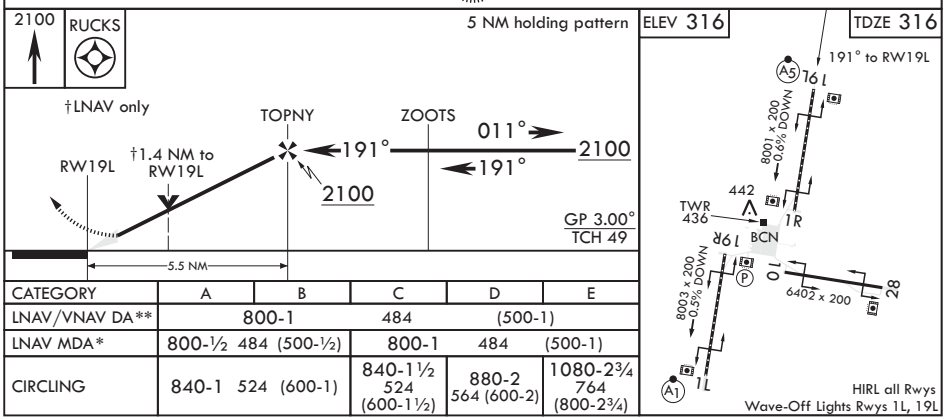
ATIS★	APP CON	MC CAIN TOWER★	MC CAIN GND CON	CLNC DEL	ASR/PAR
290.525	119.2 348.7 E 379.275 N 120.5 269.325 S 120.95 276.4 W	126.2 340.2 RWY 01L, 19L AND 28 126.2 360.2 RWY 01R, 19R AND 10	336.4	301.0	

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F).



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
LNAV/VNAV DA**	800-1 484			(500-1)	
LNAV MDA*	800-½ 484 (500-½)		800-1 484 (500-1)		
CIRCLING	840-1 524 (600-1)		840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

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MERIDIAN, MISSISSIPPI

TACAN RWY 1L

TACAN NMM Chan 56	APCH CRS 025°	Rwy ldg 8003 TDZE 254 Arpt Elev 316

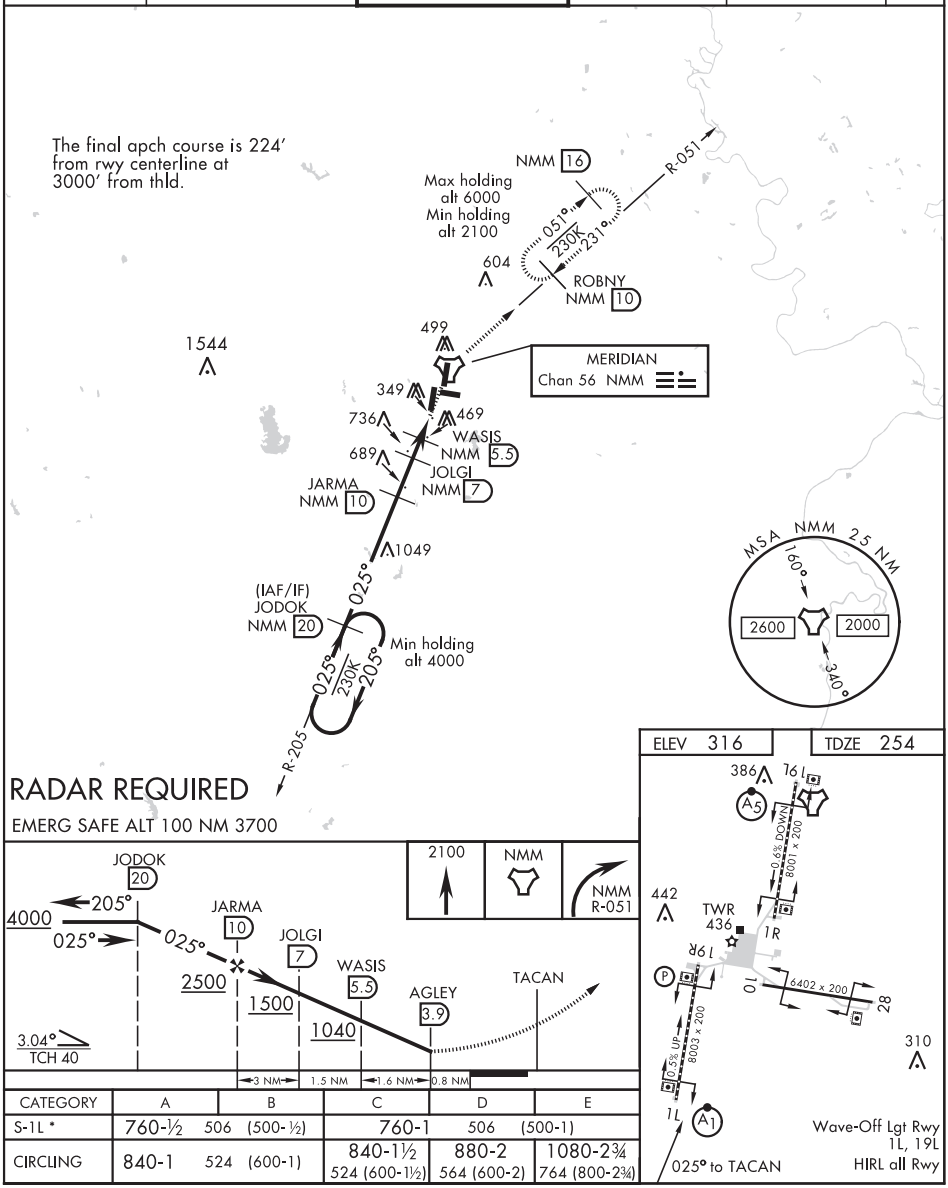
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-051 to ROBNY and hold.

ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



CATEGORY	A	B	C	D	E
S-1L *	760-½ 506 (500-½)		760-1 506 (500-1)		
CIRCLING	840-1 524 (600-1)		840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

MERIDIAN, MISSISSIPPI 32°33′ N -88°33′ W MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 1 07NOV19

TACAN RWY 1L

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19255

MERIDIAN, MISSISSIPPI

TACAN RWY 19L

TACAN NMM Chan 56	APCH CRS 181°	Rwy ldg 8001 TDZE 316 Arpt Elev 316

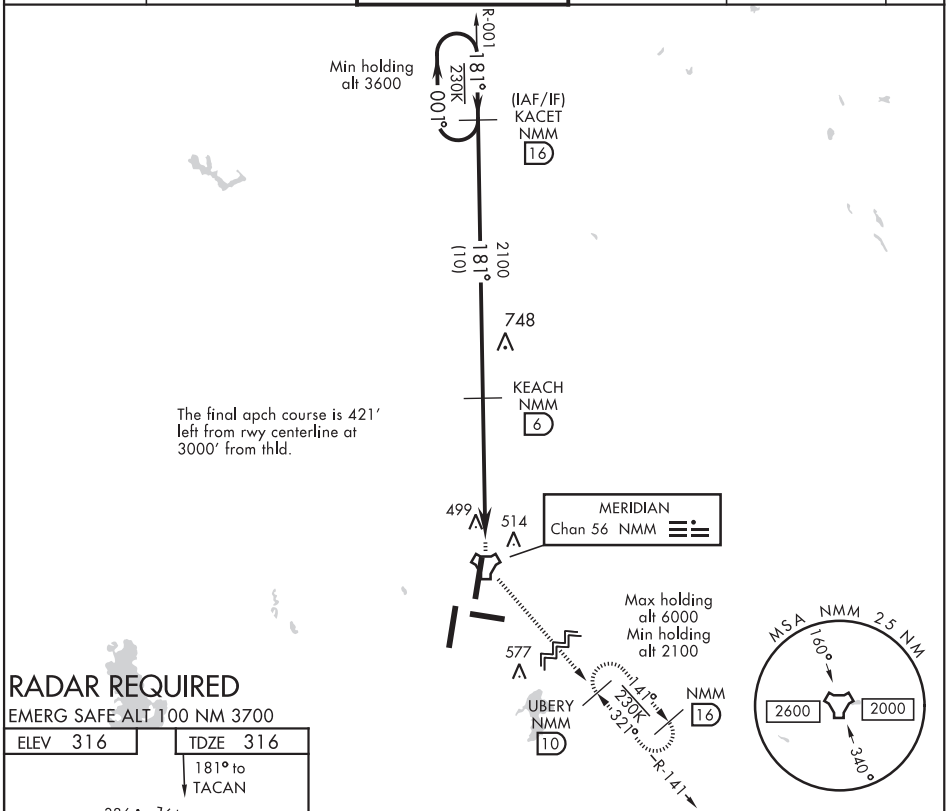
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT AB vis to 1 mile; CDE vis to 1⅜ miles.

MALSR A5

MISSED APPROACH: Climb to 2100 direct NMM TACAN then via R-141 to UBERY and hold.

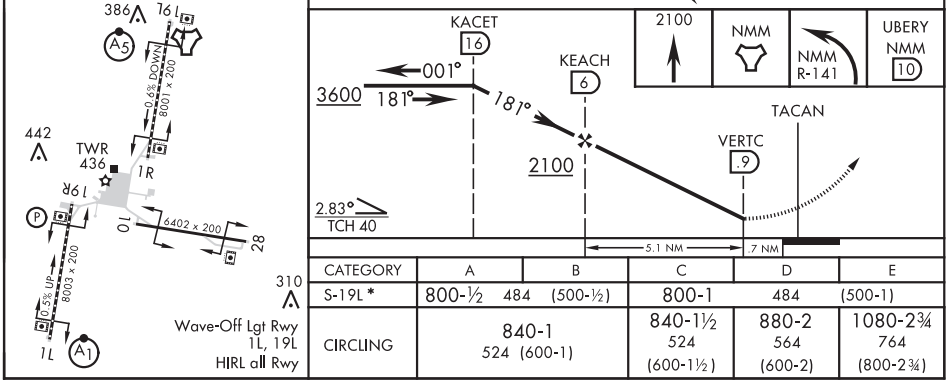
ATIS ★	MERIDIAN APP CON	NAVY MC CAIN TOWER ★	GND CON	CLNC DEL	ASR/PAR
290.525	120.95 276.4	126.2 340.2	336.4	301.0	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 316	TDZE 316



CATEGORY	A	B	C	D	E
S-19L *	800-½ 484 (500-½)		800-1 484 (500-1)		
CIRCLING	840-1 524 (600-1)		840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

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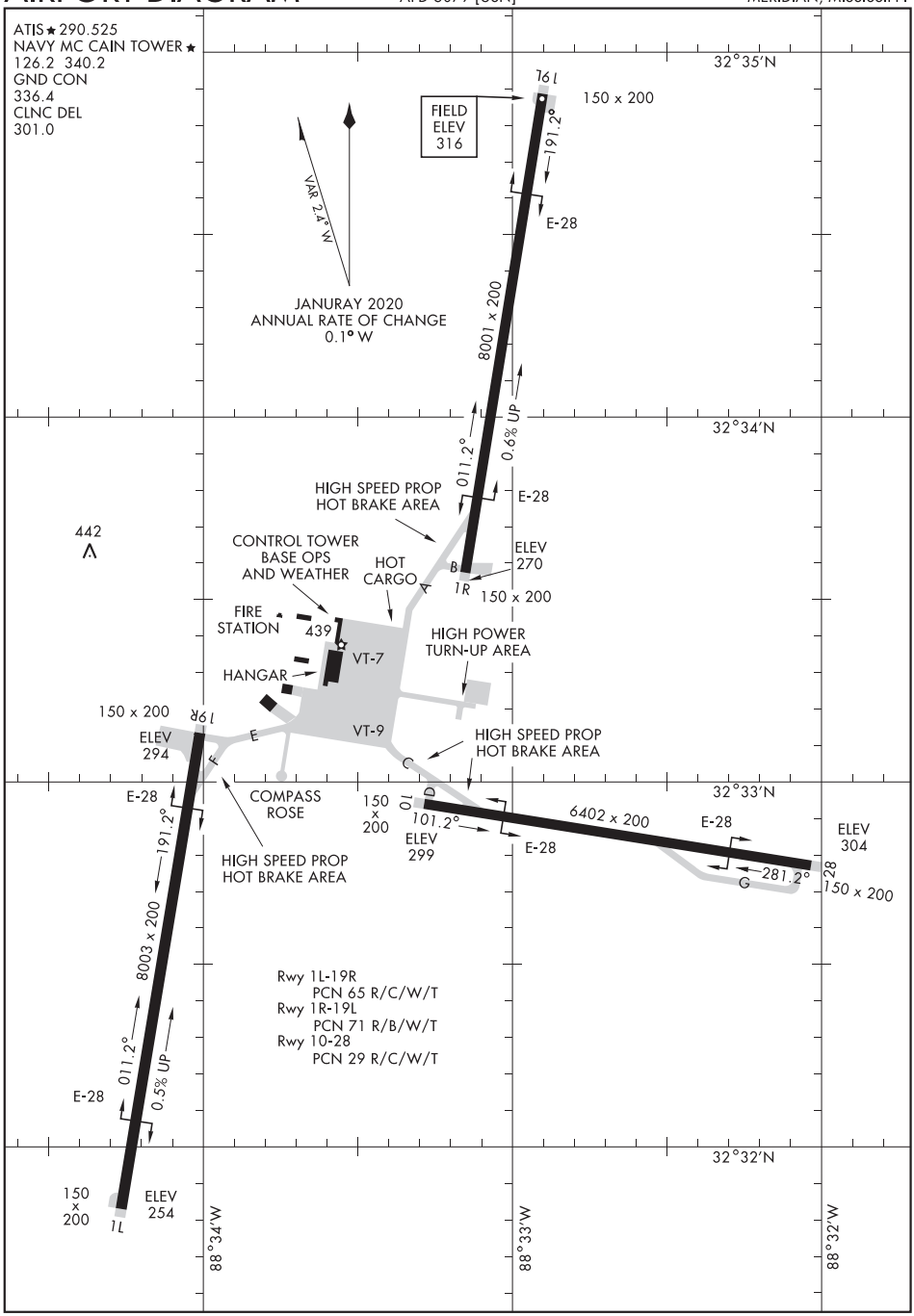

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MINDEN, LOUISIANA

AL-6064 (FAA)

20198

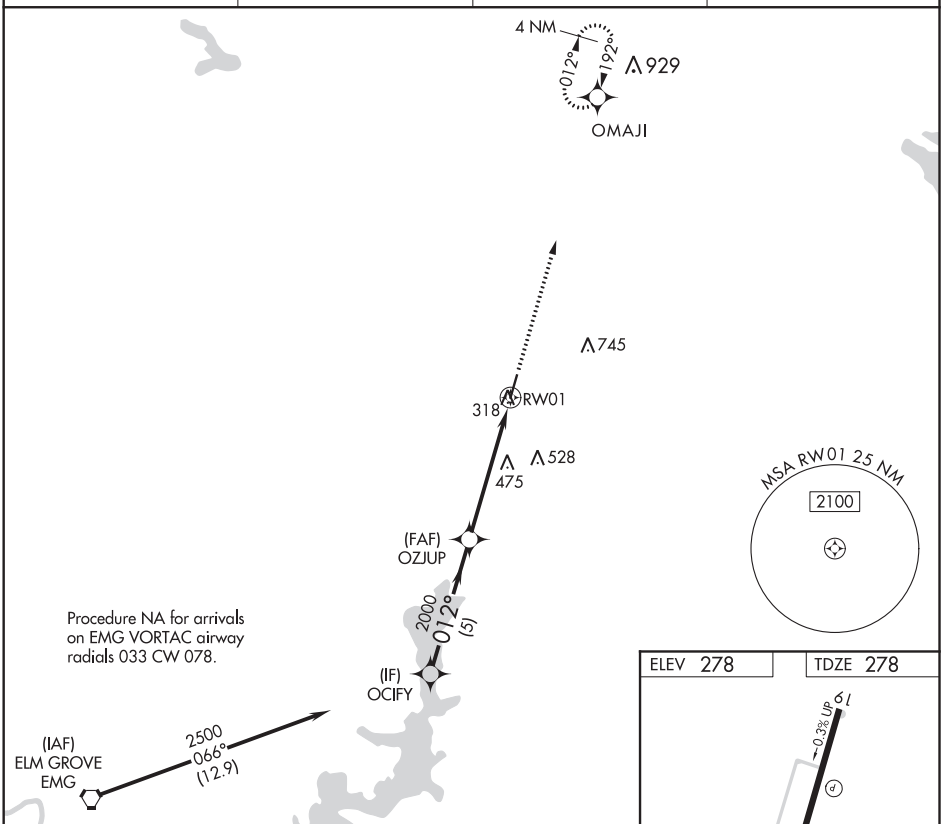
RNAV (GPS) RWY 1
MINDEN (MNE)

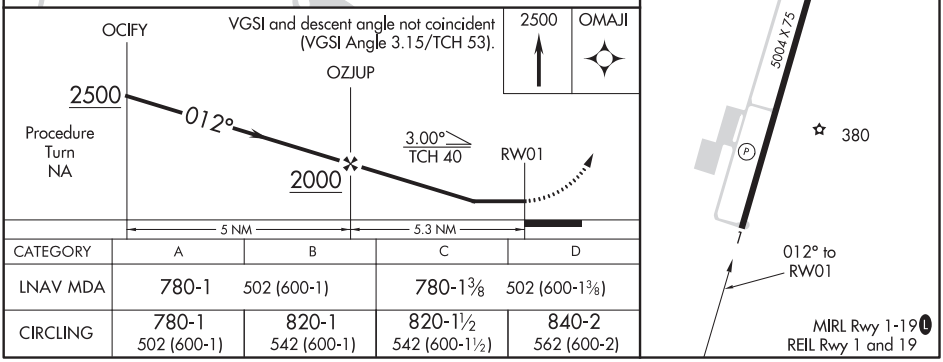
APP CRS	Rwy ldg	5004
012°	TDZE	278
	Apt Elev	278

When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting and increase all MDA 80 feet: visibility LNAV Cat C and D and Circling Cat C to 1¾.

MISSED APPROACH: Climb to 2500 direct OMAJI and hold.

AWOS-3PT	SHREVEPORT APP CON	GCO	UNICOM
119.325	123.75 360.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	780-1 502 (600-1)		780-1⅜ 502 (600-1⅜)	
CIRCLING	780-1 502 (600-1)	820-1 542 (600-1)	820-1½ 542 (600-1½)	840-2 562 (600-2)

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RNAV (GPS) RWY 19
MINDEN (MNE)

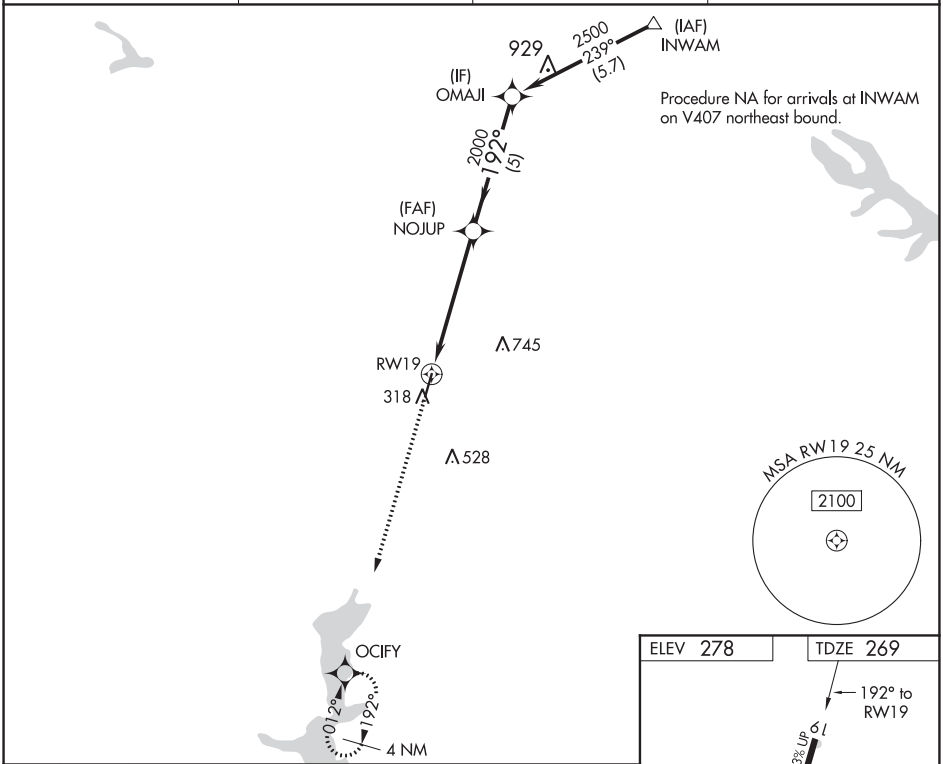
APP CRS	Rwy ldg	5004
192°	TDZE	269
	Apt Elev	278

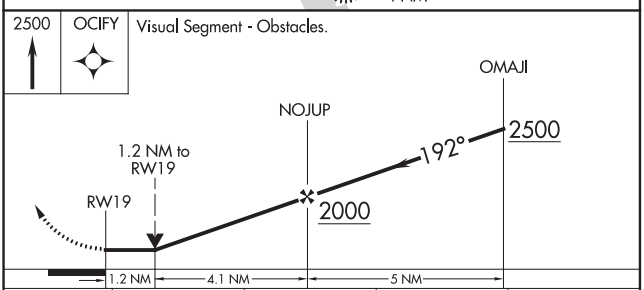
RNP APCH.

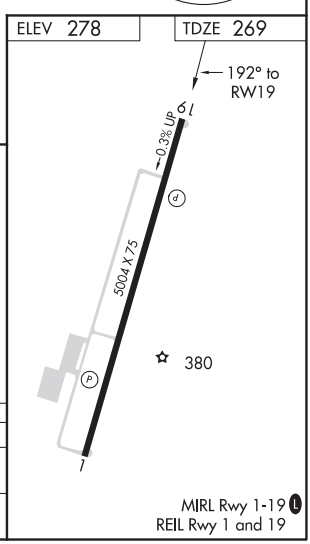
Rwy 19 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Barksdale AFB altimeter setting and increase all MDA 80 feet: increase visibility LNAV Cats C and D and Circling Cat C to 1 ¾ SM.

MISSED APPROACH: Climb to 2500 direct OCIFY and hold.

AWOS-3PT	SHREVEPORT APP CON	GCO	UNICOM
119.325	123.75 360.725	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	820-1 551 (600-1)		820-1⅝ 551 (600-1⅝)	
CIRCLING	820-1 542 (600-1)		820-1⅝ 542 (600-1⅝)	840-2 562 (600-2)

MINDEN, LOUISIANA

AL-6064 (FAA)

21056

VOR/DME-A

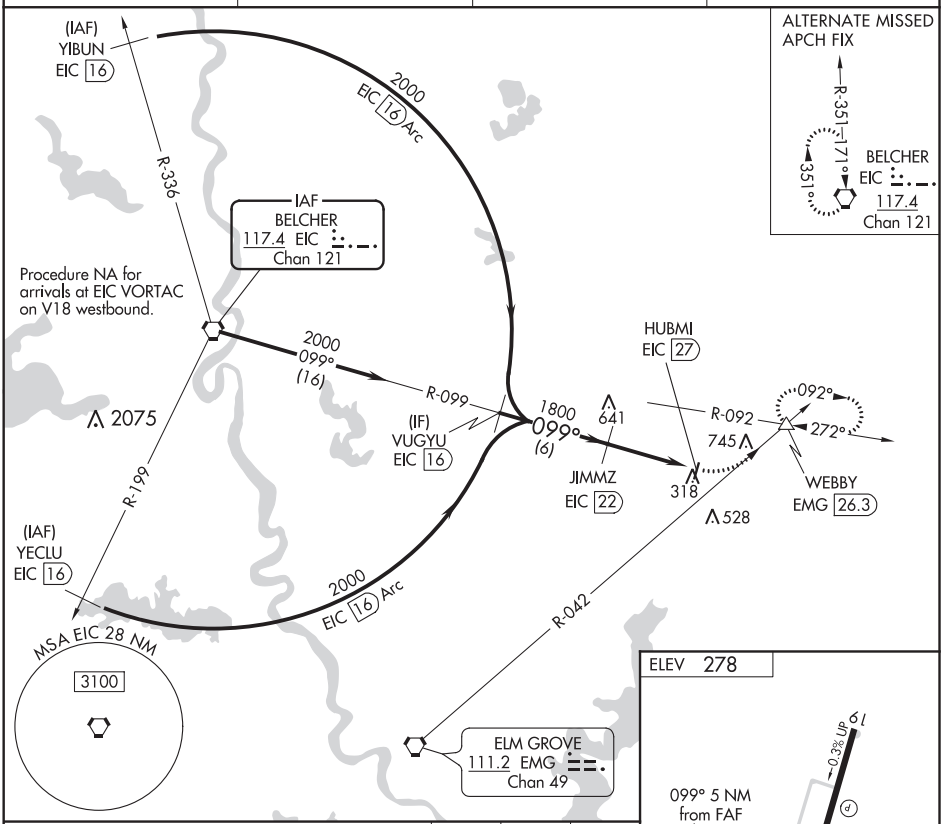
MINDEN (MNE)

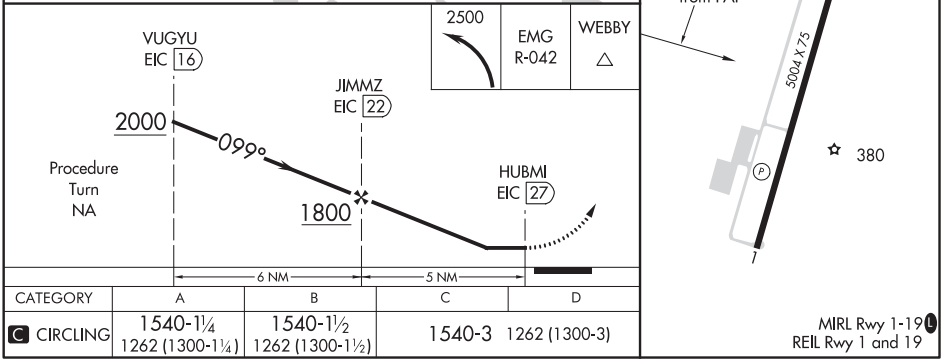
VORTAC EIC	APP CRS	Rwy ldg	N/A
117.4	099°	TDZE	N/A
Chan 121		Apt Elev	278

When VGSI inoperative, procedure NA at night. When local altimeter setting not received, use Barksdale AFB altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 and EMG VORTAC R-042 to WEBBY INT/EMG 26.3 DME and hold.

AWOS-3PT	SHREVEPORT APP CON		GCO	UNICOM
119.325	123.75	360.725	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1540-1¼ 1262 (1300-1¼)	1540-1½ 1262 (1300-1½)	1540-3 1262 (1300-3)	

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ILS or LOC RWY 4
MONROE RGNL (MLU)

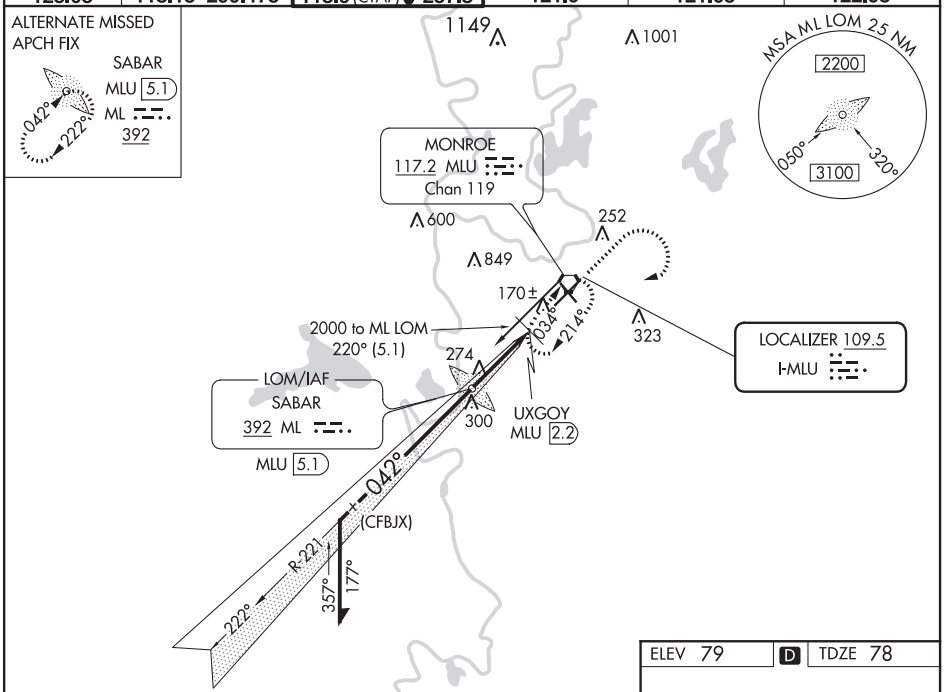
LOC I-MLU	APP CRS	Rwy ldg	7505
109.5	042°	TDZE	78
		Apt Elev	79

ADF or DME required for procedure entry.
Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 4 Cat C/D visibility to 1⅜ SM.
UXGOY FIX MINIMUMS: For inop ALS, increase S-LOC 4 Cat C/D visibility to RVR 5500.
ASR **RVR 1800 authorized with the use of FD or AP or HUD to DA.
DME from MLU VORTAC.

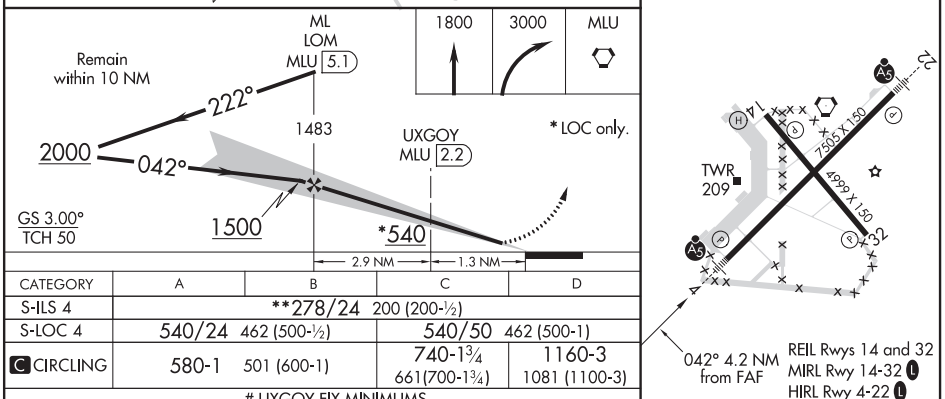
MALSR A5

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON *	MONROE TOWER *	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ELEV 79 D TDZE 78



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-ILS 4	**278/24 200 (200-½)			
S-LOC 4	540/24 462 (500-½)		540/50 462 (500-1)	
C CIRCLING	580-1 501 (600-1)		740-1¾ 661(700-1¾)	1160-3 1081 (1100-3)
# UXGOY FIX MINIMUMS				
S-LOC 4	420/24 342 (400-½)		420/30 342 (400-⅝)	
C CIRCLING	580-1 501 (600-1)		740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

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MONROE, LOUISIANA

AL-270 (FAA)

20282

ILS or LOC RWY 22
MONROE RGNL (MLU)

LOC I-MZR	APP CRS	Rwy ldg	7505
109.5	222°	TDZE	78
		Apt Elev	79

DME or RADAR required for procedure entry.

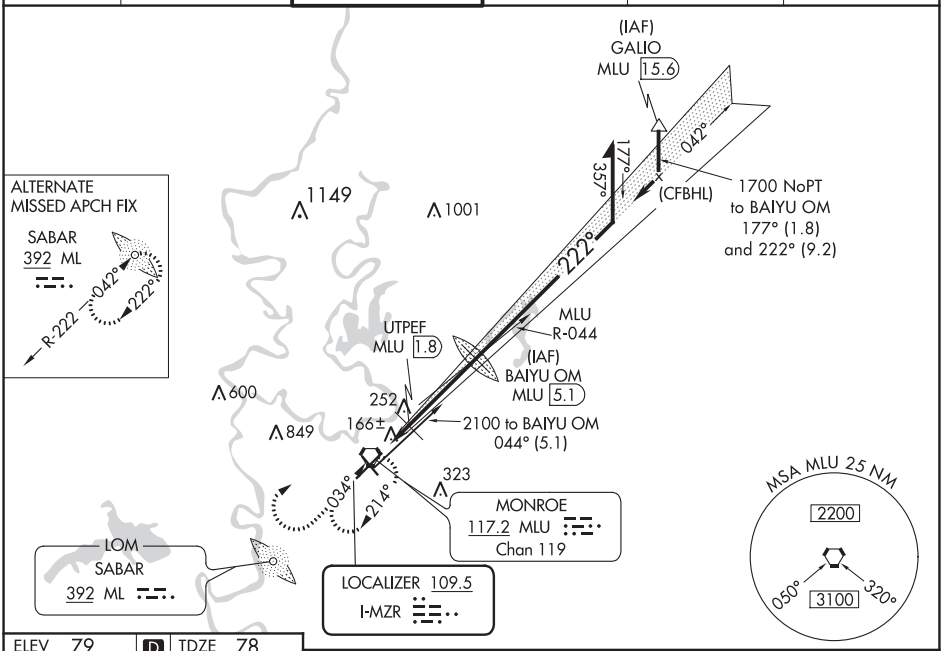
Circling Rwy 14 NA at night.
DME from MLU VORTAC.

ASR

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) (L) 257.8	121.9	121.65	122.95



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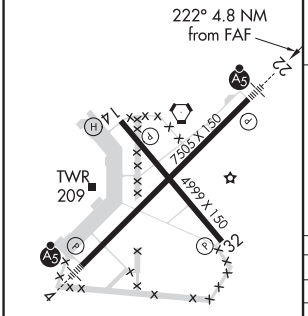
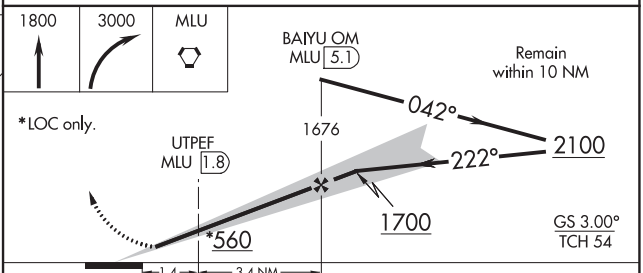
SC-4, 25 FEB 2021 to 22 APR 2021

ELEV 79 (D) TDZE 78



REIL Rwys 14 and 32
MIRL Rwy 14-32 (L)
HIRL Rwy 4-22 (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
S-ILS 22	278-½ 200 (200-½)			
S-LOC 22	560-½ 482 (500-½)		560-1 482 (500-1)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)
# UTPEF FIX MINIMUMS				
S-LOC 22	420-½ 342 (400-½)		420-⅝ 342 (400-⅝)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

RNAV (GPS) RWY 4
MONROE RGNL (MLU)

WAAS CH 56410 W04A	APP CRS 042°	Rwy ldg 7505 TDZE 78 Apt Elev 79

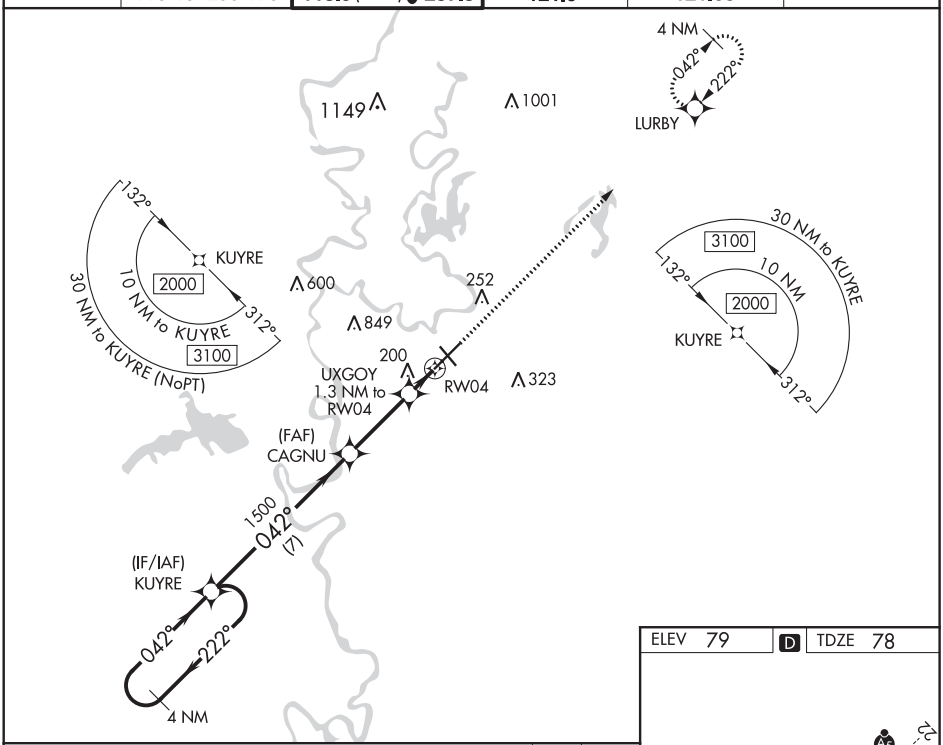
RNP APCH.

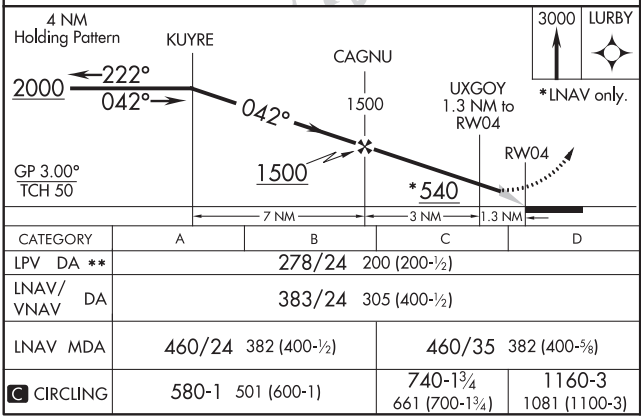
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling Rwy 14 NA at night.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct LURBY and hold.

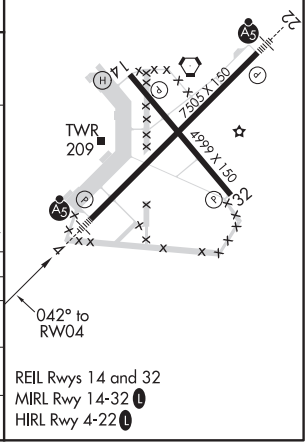
ATIS	MONROE APP CON★	MONROE TOWER★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95





CATEGORY	A	B	C	D
LPV DA **	278/24 200 (200-½)			
LNAV/VNAV DA	383/24 305 (400-½)			
LNAV MDA	460/24 382 (400-½)		460/35 382 (400-⅝)	
C CIRCLING	580-1 501 (600-1)		740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

ELEV 79 D TDZE 78



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 25 FEB 2021 to 22 APR 2021

MONROE, LOUISIANA

AL-270 (FAA)

20282

RNAV (GPS) RWY 14
MONROE RGNL (MLU)

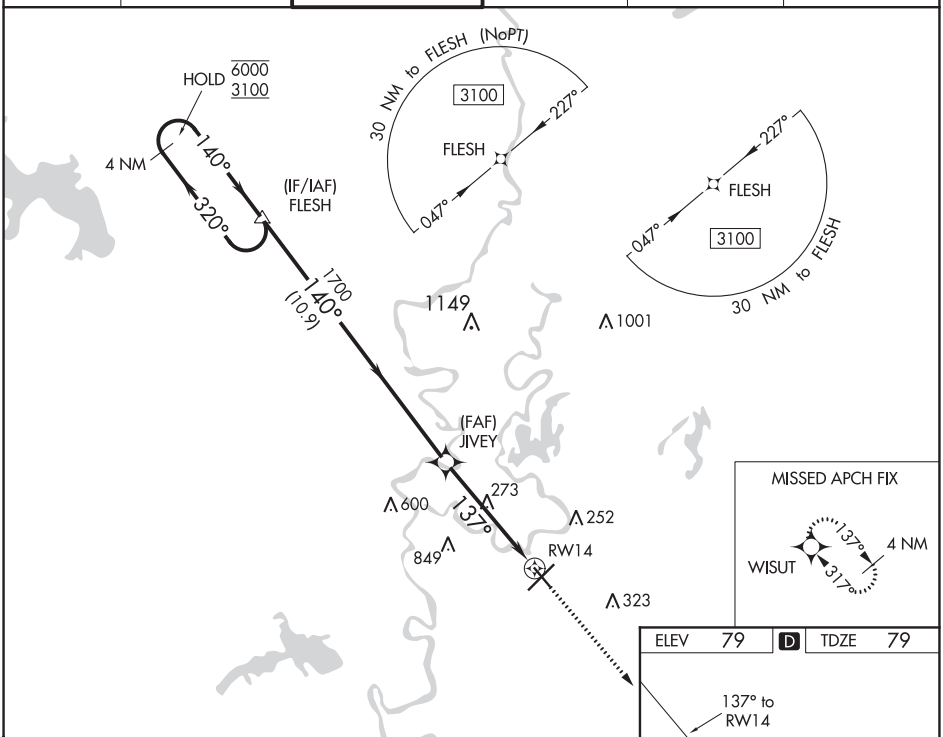
WAAS CH 90542 W14A	APP CRS 137°	Rwy ldg 4999 TDZE 79 Apt Elev 79

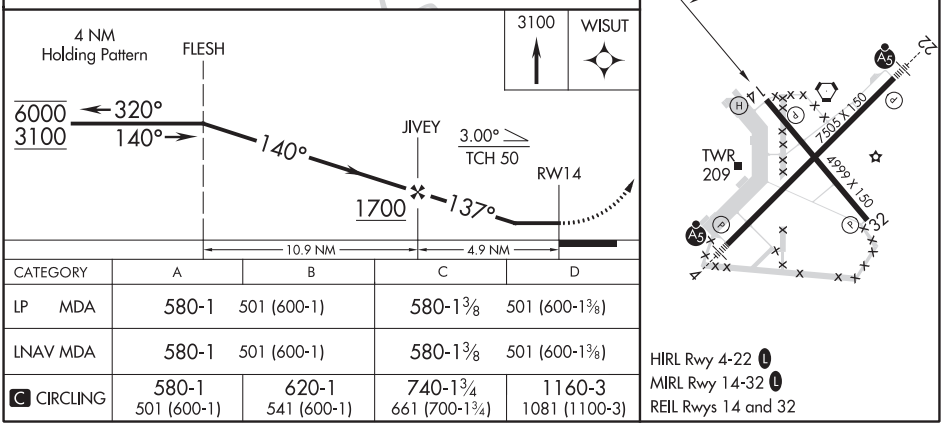
RNP APCH.

Rwy 14 helicopter visibility reduction below 1 SM NA.
Straight-In and Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3100 direct WISUT and hold. Continue climb-in-hold to 3100.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95





CATEGORY	A	B	C	D
LP MDA	580-1 501 (600-1)		580-1⅜ 501 (600-1⅜)	
LNAV MDA	580-1 501 (600-1)		580-1⅜ 501 (600-1⅜)	
C CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

MONROE, LOUISIANA
Orig 28FEB19

32°31′ N-92°02′ W

MONROE RGNL (MLU)
RNAV (GPS) RWY 14

SC-4, 25 FEB 2021 to 22 APR 2021

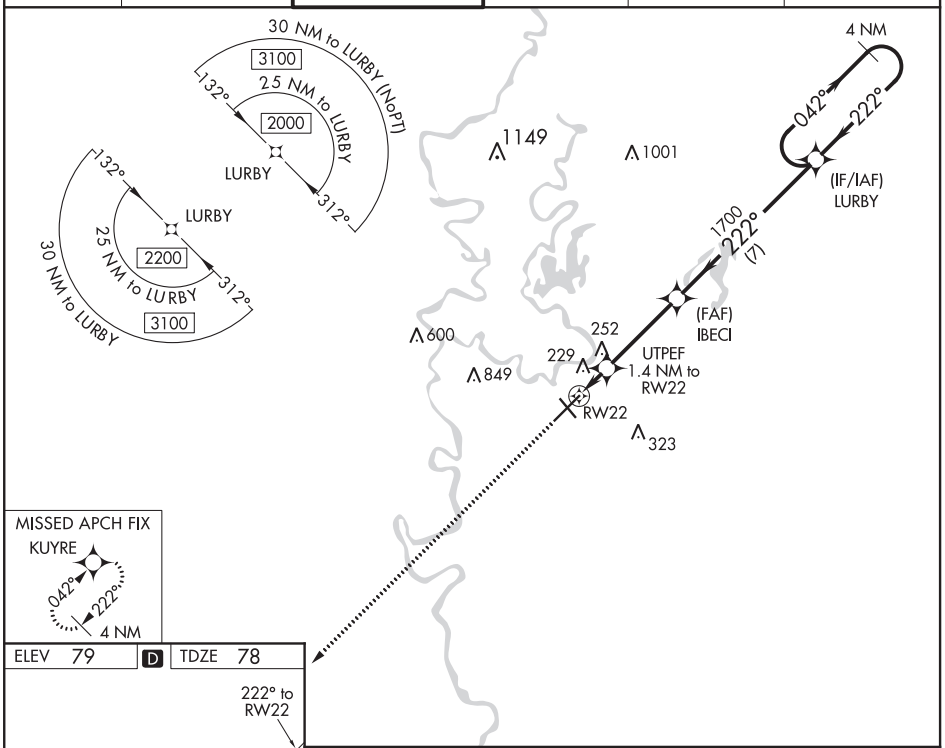
SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 70510 W22A	APP CRS 222°	Rwy ldg 7505 TDZE 78 Apt Elev 79

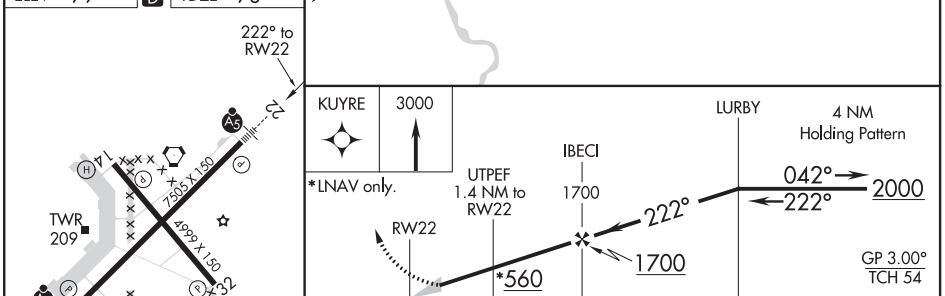
RNAV (GPS) RWY 22
MONROE RGNL (MLU)

ASR	MALSR	MISSED APPROACH:
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. Circling Rwy 14 NA at night. Rwy 14 Helicopter visibility reduction below 1 SM not authorized.	A5	Climb to 3000 direct KUYRE and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ELEV 79	D	TDZE 78



CATEGORY	A	B	C	D
LPV DA	278-½ 200 (200-½)			
LNAV/VNAV DA	393-½ 315 (400-½)			
LNAV MDA	520-½ 442 (500-½)		520-¾ 442 (500-¾)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

MONROE, LOUISIANA

AL-270 (FAA)

20282

RNAV (GPS) RWY 32
MONROE RGNL (MLU)

WAAS CH 56428 W32A	APP CRS 317°	Rwy ldg 4999 TDZE 78 Apt Elev 79

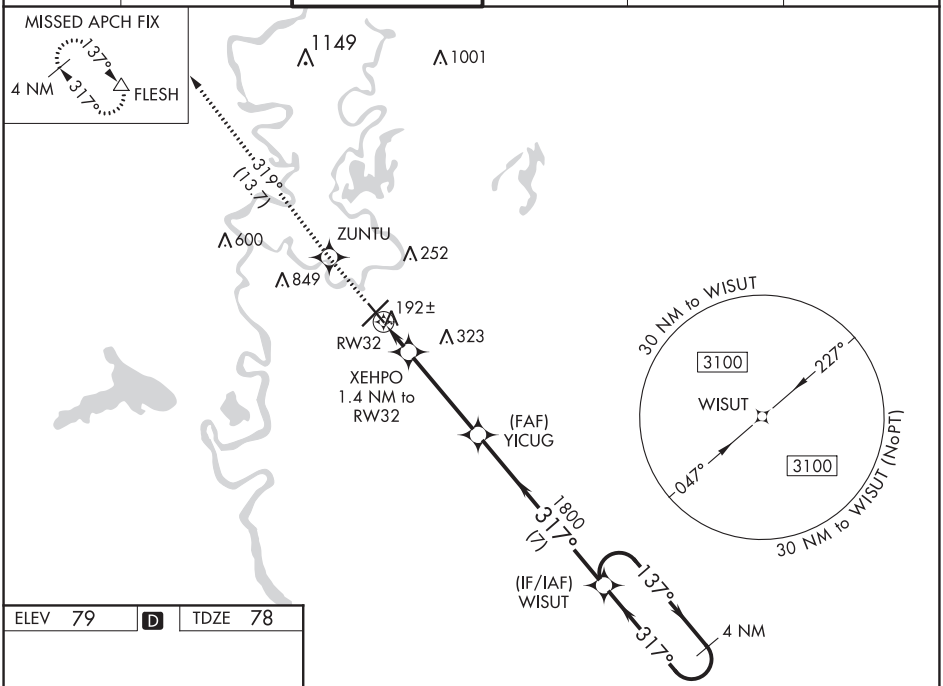
RNP APCH.

T
A
ASR

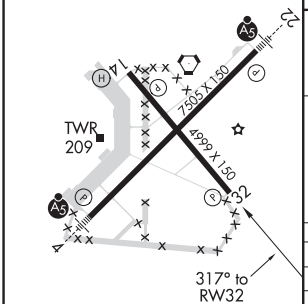
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3000 direct ZUNTU on track 319° to FLESH and hold.

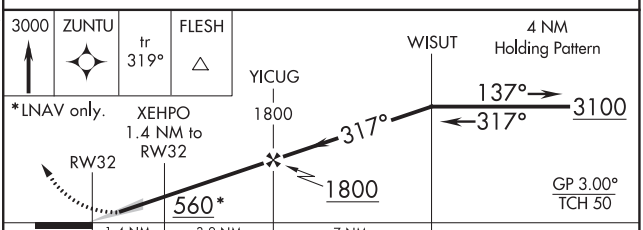
ATIS	MONROE APP CON ★		MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15	290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ELEV 79 D TDZE 78



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L



CATEGORY		A	B	C	D
LPV	DA	328-1 250 (300-1)			
LNAV/VNAV	DA	356-1 278 (300-1)			
LNAV	MDA	460-1 382 (400-1)		460-1⅛ 382 (400-1⅛)	
C CIRCLING		580-1 501 (600-1)		740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

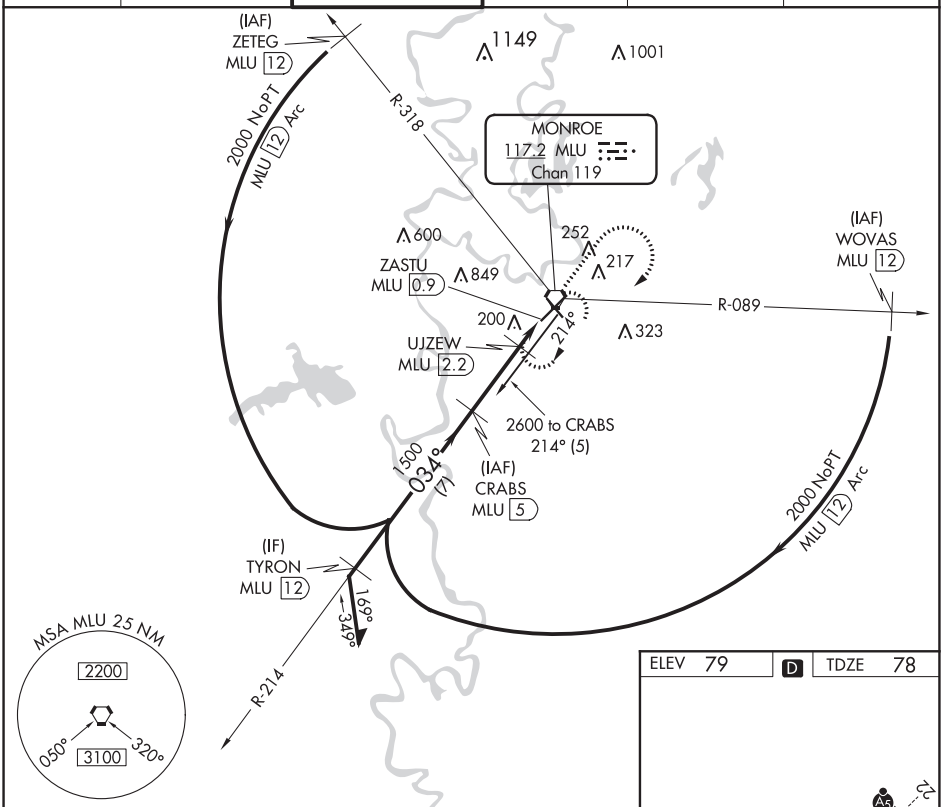
VOR/DME RWY 4
MONROE RGNL (MLU)

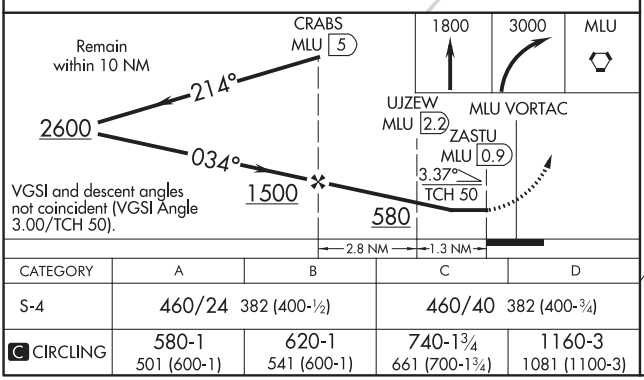
VORTAC MLU 117.2 Chan 119	APP CRS 034°	Rwy ldg 7505 TDZE 78 Apt Elev 79

T A ASR — Circling to Rwy 14 NA at night.

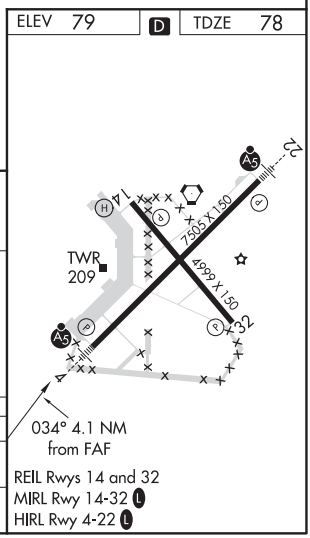
MALSR A5 — MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95





CATEGORY	A	B	C	D
S-4	460/24 382 (400-½)		460/40 382 (400-¾)	
C CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)



MONROE, LOUISIANA

AL-270 (FAA)

20282

VOR/DME RWY 22

MONROE RGNL (MLU)

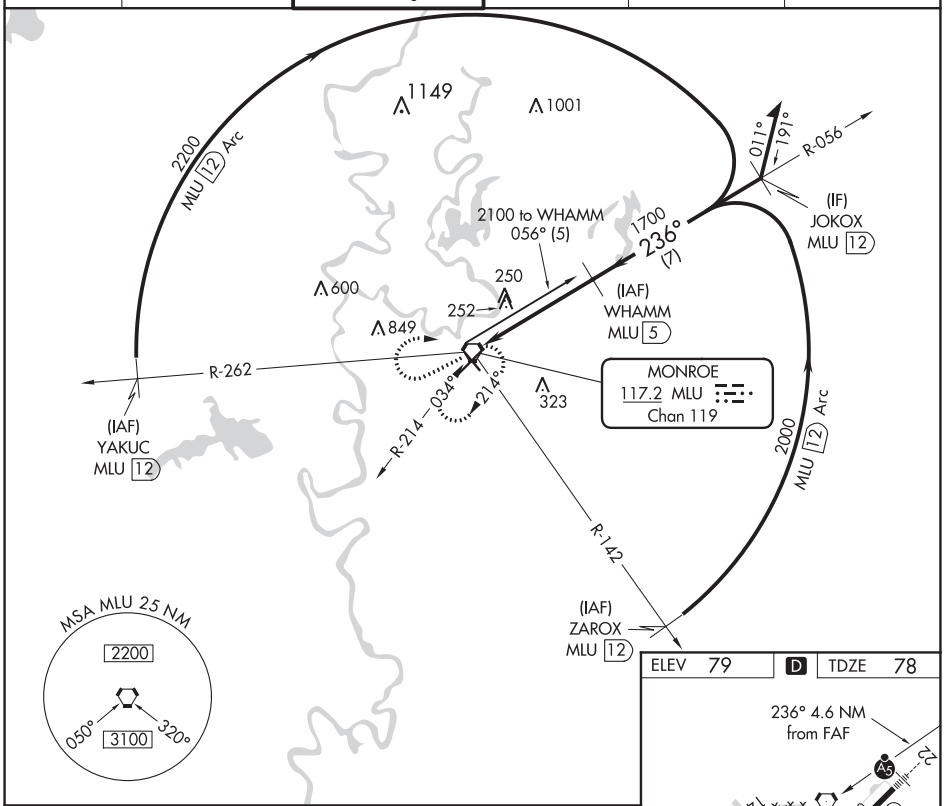
VORTAC MLU	APP CRS	Rwy ldg	7505
117.2	236°	TDZE	78
Chan 119		Apt Elev	79

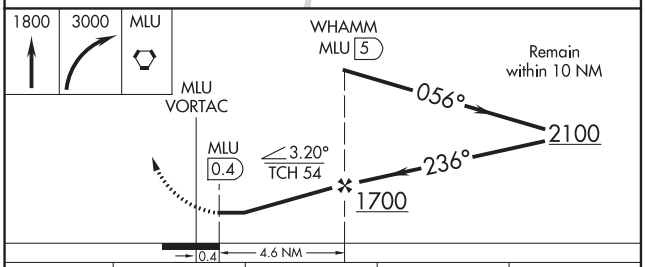
ASR: For inop MALSR, increase S-22 Cats A and B visibility to 1 mile. Rwy 22 helicopter visibility reduction below ¾SM NA. Circling Rwy 14 NA at night.

MALSR

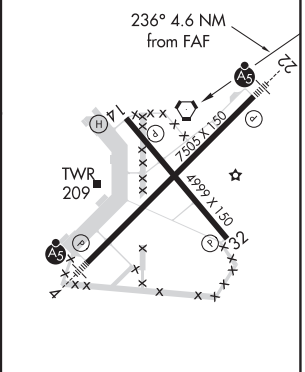
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95





ELEV 79 | D | TDZE 78



CATEGORY	A	B	C	D
S-22	560-¾ 482 (500-¾)		560-1 482 (500-1)	
CIRCLING	580-1 501 (600-1)		620-1½ 541 (600-1½)	640-2 561 (600-2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 25 FEB 2021 to 22 APR 2021

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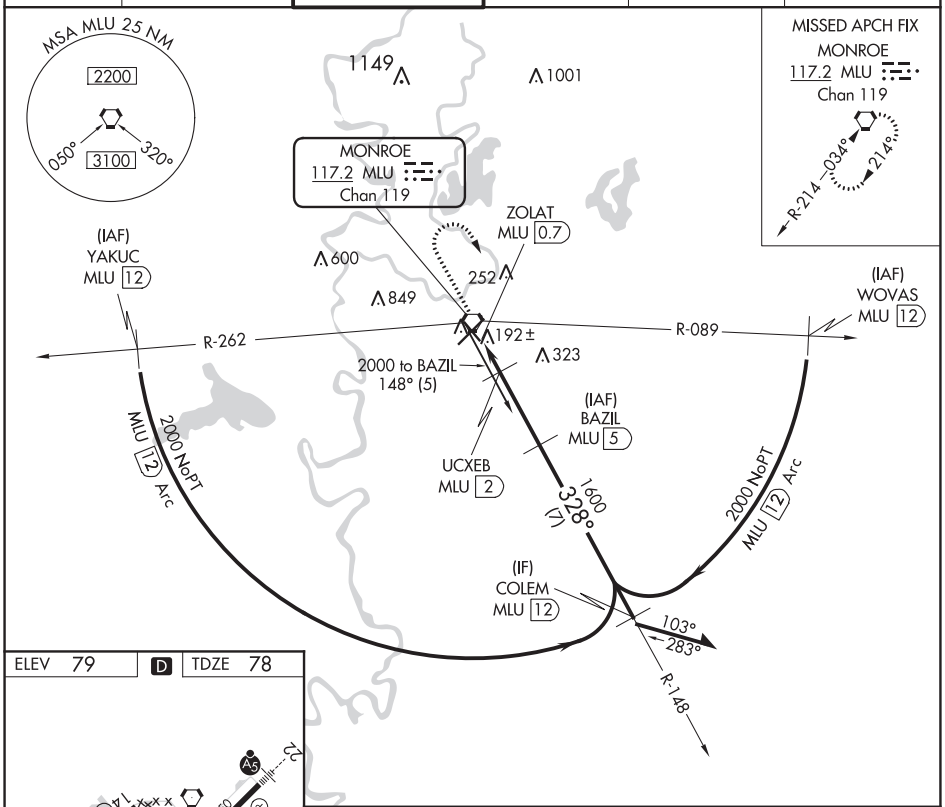
VOR/DME RWY 32
MONROE RGNL (MLU)

VORTAC MLU	APP CRS	Rwy ldg	4999
117.2	328°	TDZE	78
Chan 119		Apt Elev	79

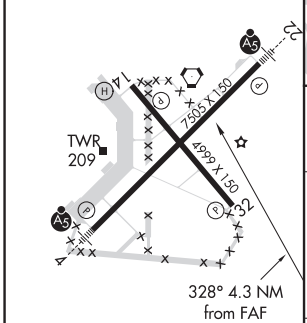
T A ASR — Circling to Rwy 14 NA at night.

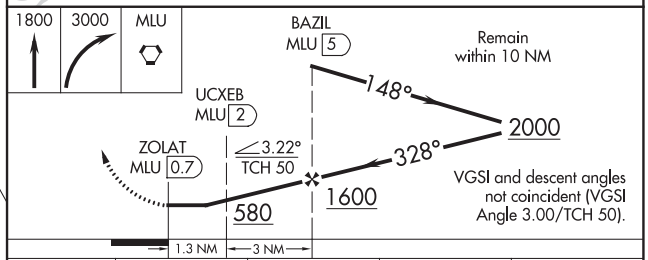
MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

ATIS	MONROE APP CON ★	MONROE TOWER ★	GND CON	CLNC DEL	UNICOM
125.05	118.15 290.475	118.9 (CTAF) L 257.8	121.9	121.65	122.95



ELEV 79 | D | TDZE 78





REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

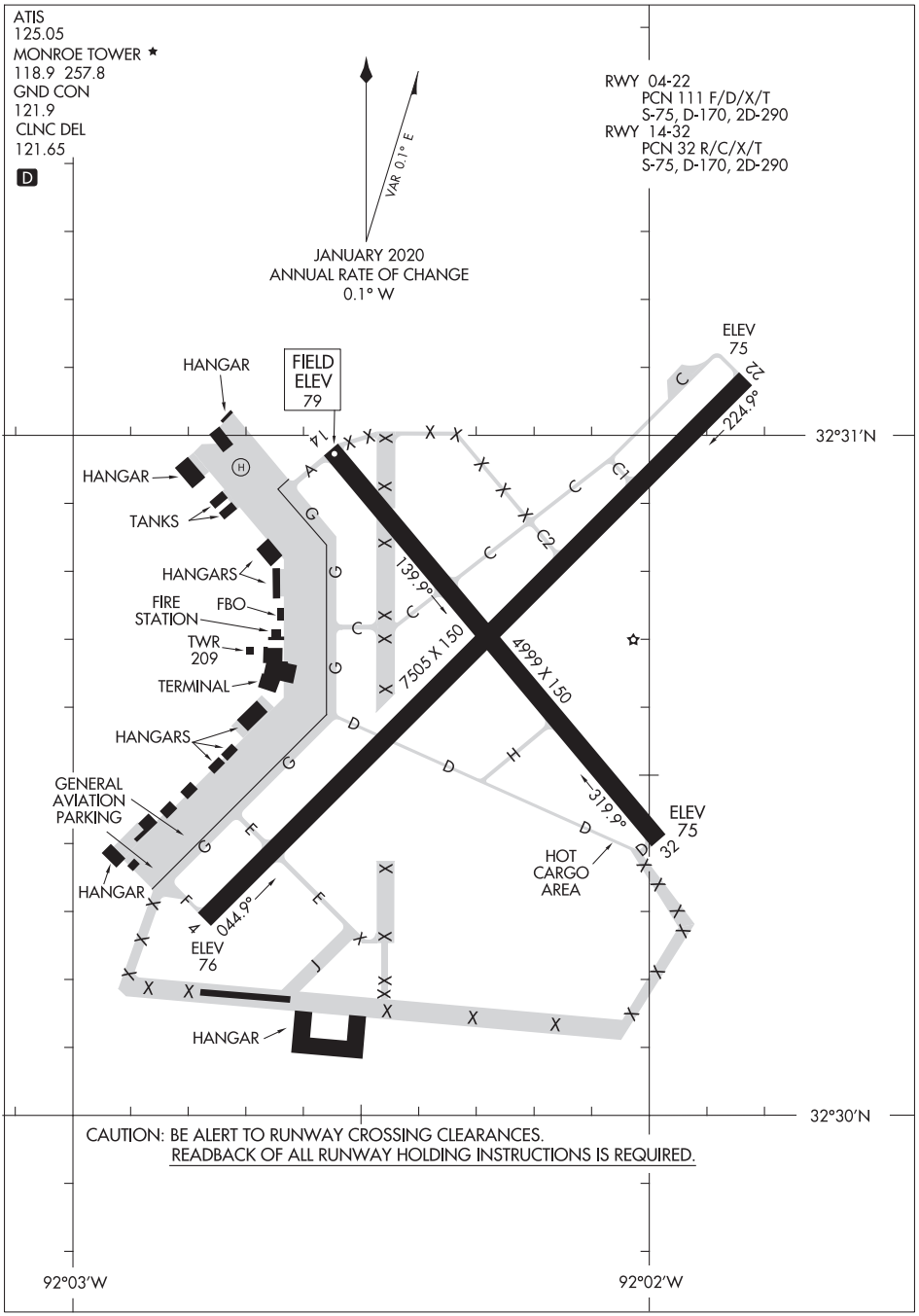
CATEGORY	A	B	C	D
S-32	460-1	382 (400-1)	460-1⅛	382 (400-1⅛)
C CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)

20366

AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20366
MONROE, LOUISIANA
MONROE RGNL (MLU)

LOC I-HEZ	APP CRS	Rwy ldg	6500
111.35	136°	TDZE	266
		Apt Elev	272

ILS or LOC RWY 13
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

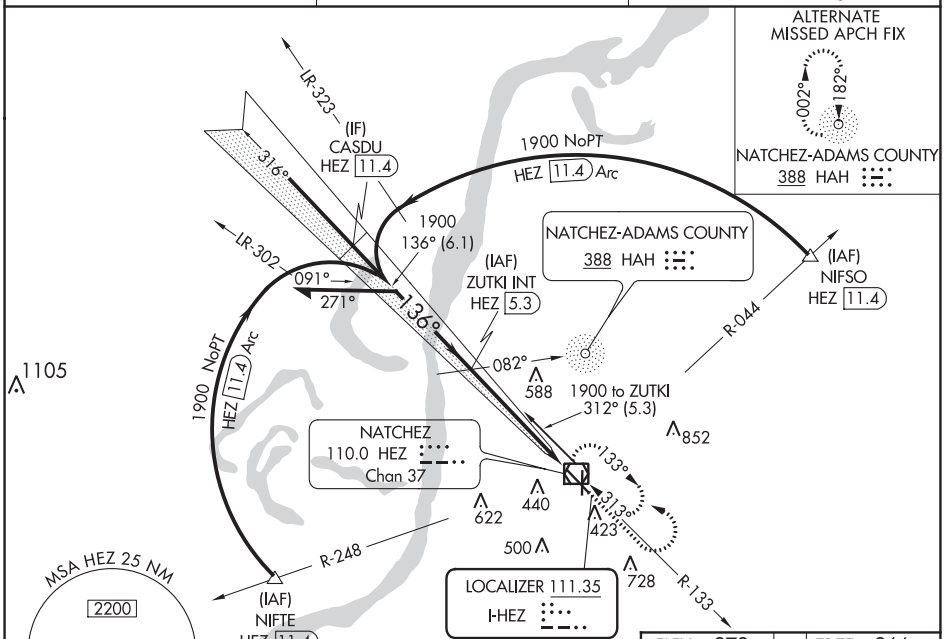
ADF or DME required for procedure entry.

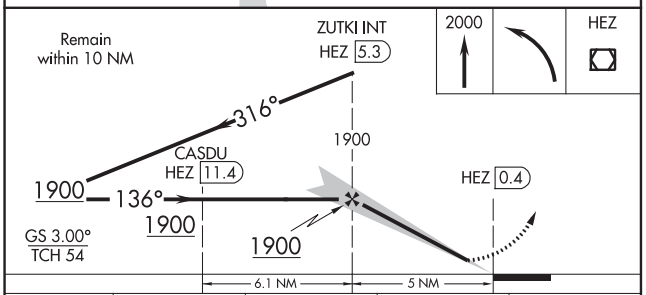
Circling to Rwy 36 NA at night.
NA For inop ALS, increase S-LOC 13 Cat C and D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

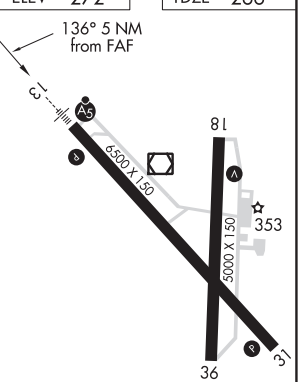
AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 13	466-½ 200 (200-½)			
S-LOC 13	760-½ 494 (500-½)		760-1 494 (500-1)	
C CIRCLING	760-1 488 (500-1)	800-1 528 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

ELEV 272	TDZE 266



HIRL Rwy 13-31
MIRL Rwy 18-36 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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SC-4, 25 FEB 2021 to 22 APR 2021

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

20142

RNAV (GPS) RWY 13

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

WAAS CH 50505 W13A	APP CRS 136°	Rwy ldg 6500 TDZE 266 Apt Elev 272

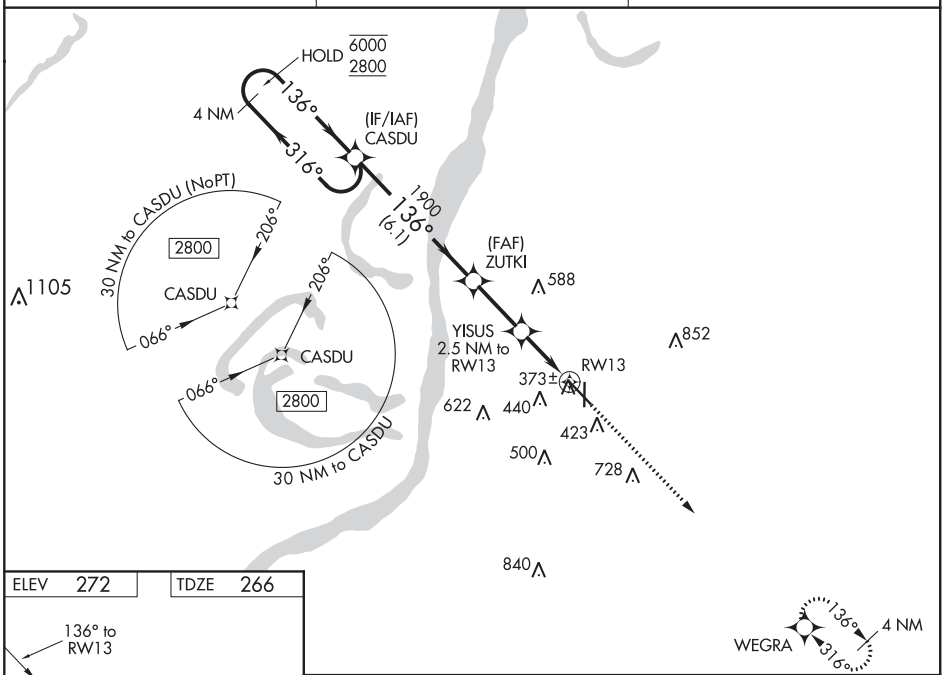
RNP APCH.

Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cat C and D visibility to 1⅛ SM.

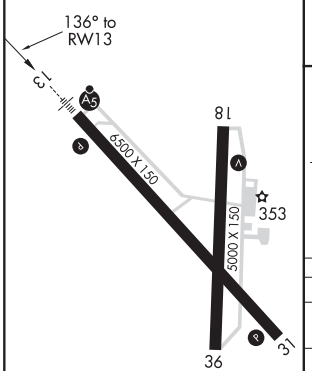
MALSR

MISSED APPROACH: Climb to 2800 direct WEGRA and hold.

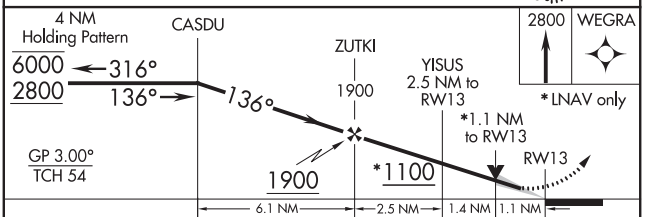
AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF)



ELEV 272 TDZE 266



HIRL Rwy 13-31
MIRL Rwy 18-36 (L)



CATEGORY	A	B	C	D
LPV DA	466-½ 200 (200-½)			
LNAV/VNAV DA	534-½ 268 (300-½)			
LNAV MDA	680-½ 414 (500-½)		680-¾ 414 (500-¾)	
(C) CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

NATCHEZ, MISSISSIPPI
Amdt 1B 21MAY20

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)
31°37′N-91°18′W

RNAV (GPS) RWY 13

SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 45734 W18A	APP CRS 181°	Rwy ldg 5000 TDZE 272 Apt Elev 272

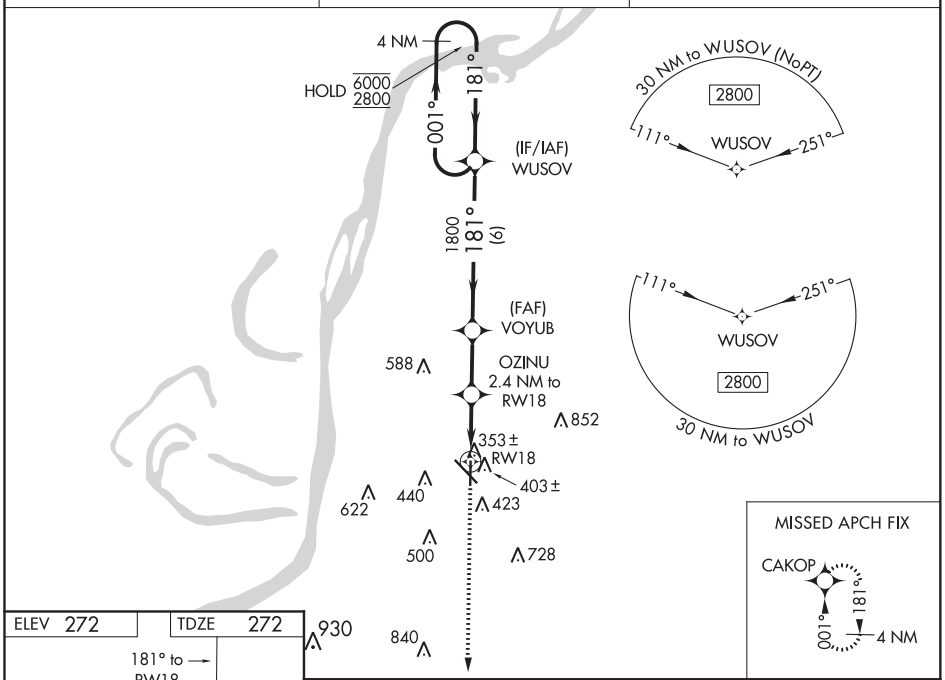
RNAV (GPS) RWY 18
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

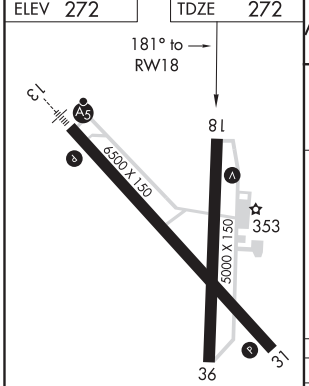
RNP APCH.

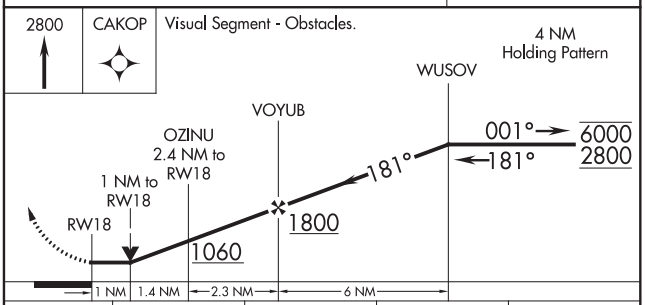
Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct CAKOP and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	620-1 348 (400-1)			
LNAV MDA	660-1 388 (400-1)		660-1⅛ 388 (400-1⅛)	
C CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 25 FEB 2021 to 22 APR 2021

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

20198

RNAV (GPS) RWY 31

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

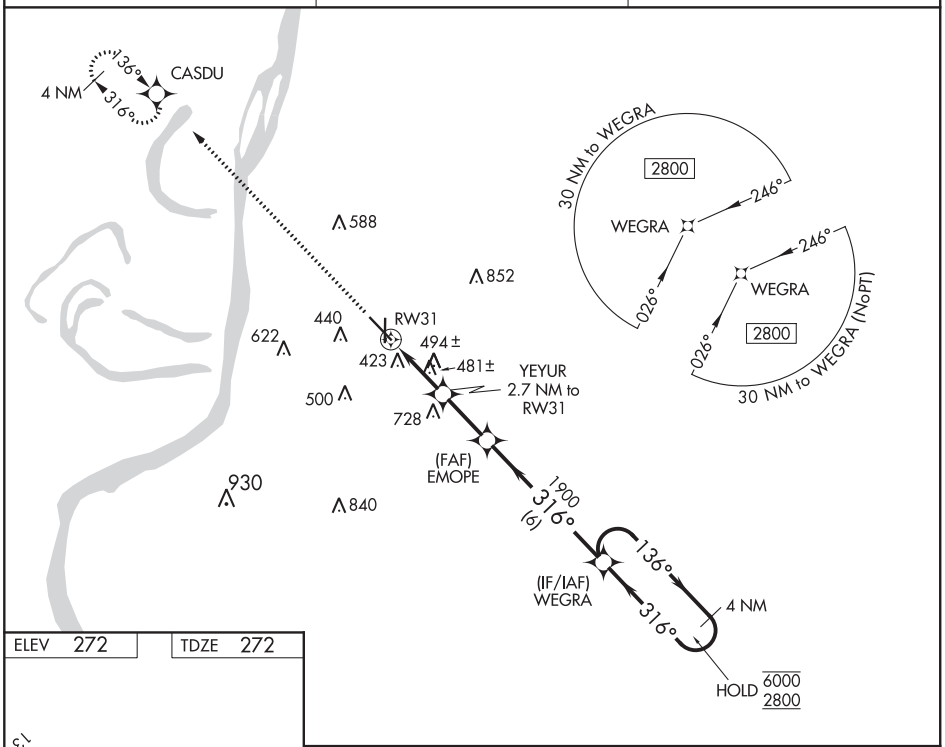
WAAS CH 90334 W31A	APP CRS 316°	Rwy ldg 6500 TDZE 272 Apt Elev 272

RNP APCH.

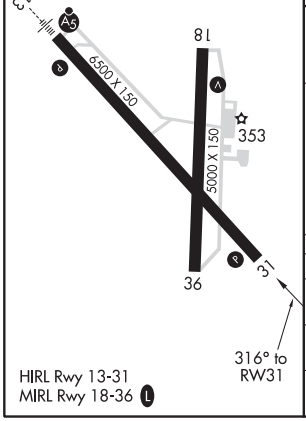
Circling to Rwy 36 NA at night.
Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.

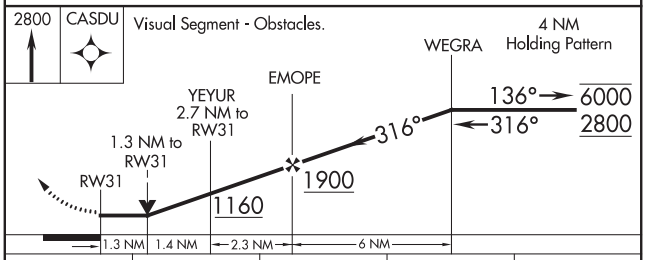
AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L



ELEV 272 | TDZE 272



HIRL Rwy 13-31
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LP MDA	740-1 468 (500-1)		740-1⅜ 468 (500-1⅜)	
LNAV MDA	800-1 528 (600-1)		800-1½ 528 (600-1½)	
C CIRCLING	800-1 528 (600-1)		1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

SC-4, 25 FEB 2021 to 22 APR 2021

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WAAS CH 77734 W36A	APP CRS 001°	Rwy ldg 5000 TDZE 272 Apt Elev 272

RNAV (GPS) RWY 36

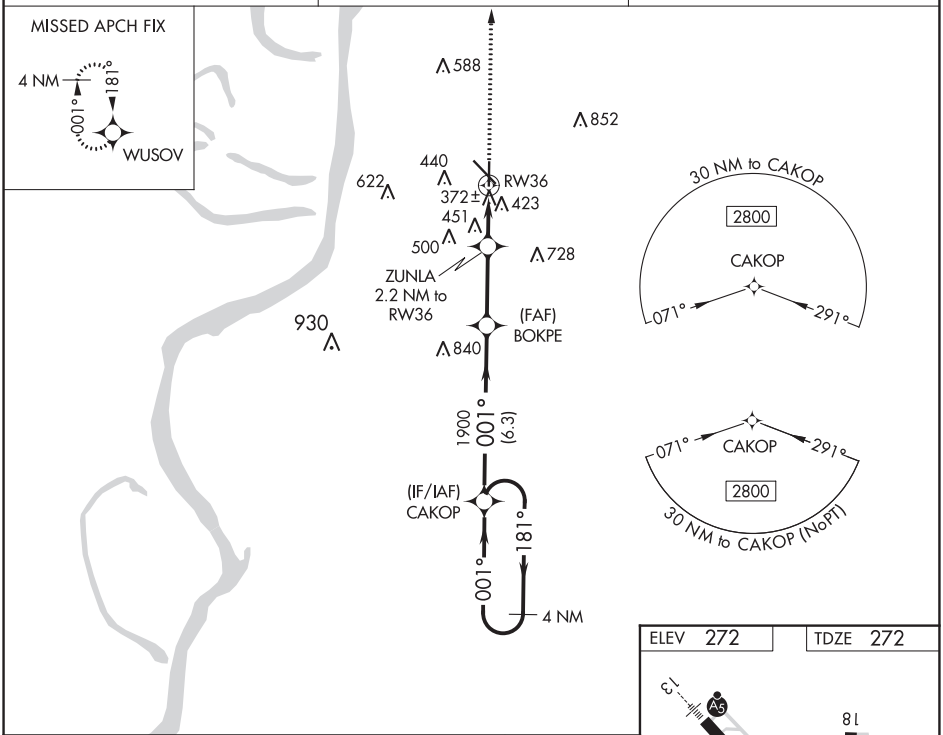
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

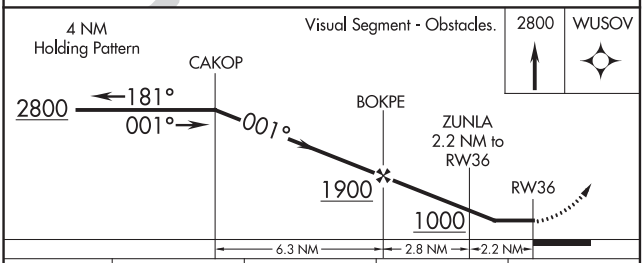
RNP APCH.

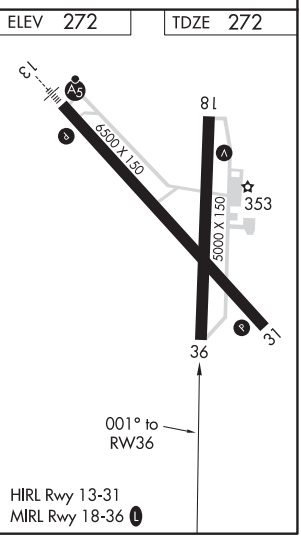
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet; increase LP and LNAV Cats C/D visibility ⅜ SM. Increase Circling Cats C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	660-1 388 (400-1)		660-1⅛ 388 (400-1⅛)	
LNAV MDA	720-1 488 (500-1)		720-1⅜ 488 (500-1⅜)	
C CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

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NATCHEZ, MISSISSIPPI

AL-967 (FAA)

20254

VOR/DME HEZ	APP CRS	Rwy ldg	5000
110.0	197°	TDZE	272
Chan 37		Apt Elev	272

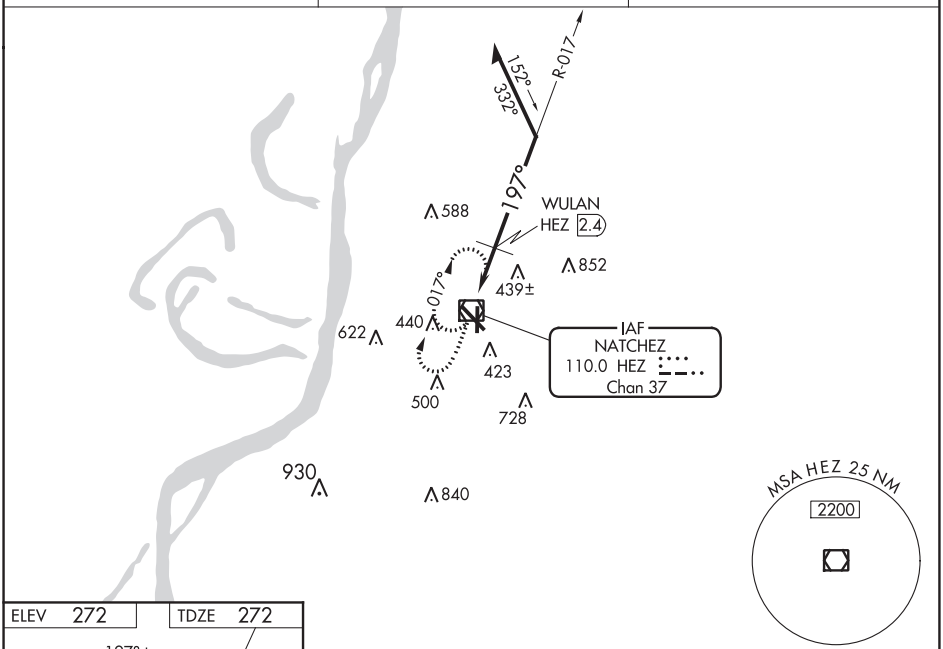
VOR RWY 18

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

Circling to Rwy 36 NA at night.
Rwy 18 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling Rwy 18 NA at night.

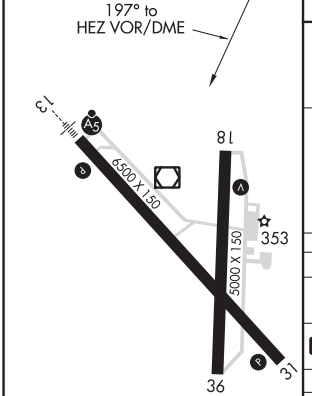
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 in HEZ VOR/DME holding pattern, continue climb-in-hold to 2000.

AWOS-3PT	HOUSTON CENTER	UNICOM
124.675	120.975 299.6	122.8 (CTAF) L

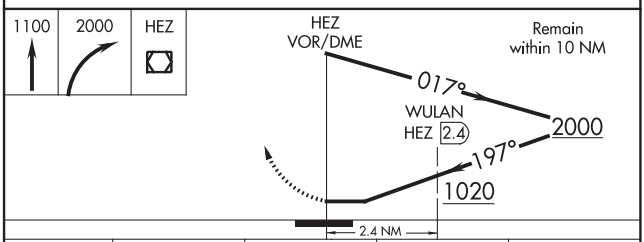


ELEV 272 | TDZE 272

197° to HEZ VOR/DME



HIRL Rwy 13-31
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-18	1020-1 748 (800-1)	1020-1¼ 748 (800-1¼)	1020-2	748 (800-2)
C CIRCLING	1020-1 748 (800-1)	1020-1¼ 748 (800-1¼)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)
WULAN FIX MINIMUMS				
S-18	700-1	428 (500-1)	700-1¼	428 (500-1¼)
C CIRCLING	740-1 468 (500-1)	800-1 528 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

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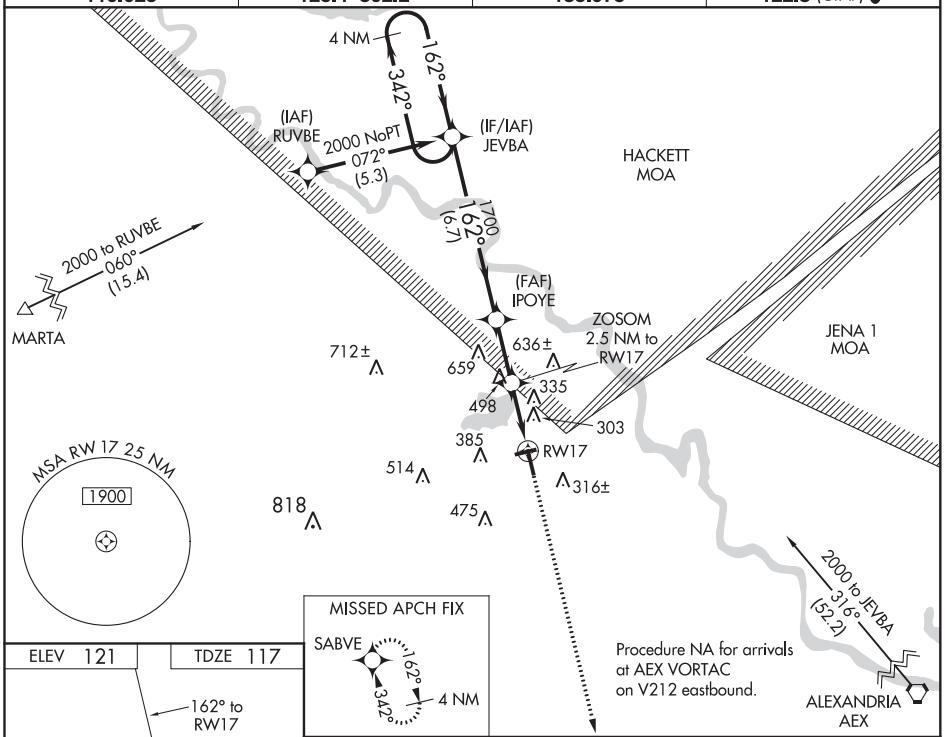
WAAS CH 77810 W17A	APP CRS 162°	Rwy ldg 5003 TDZE 117 Apt Elev 121

RNAV (GPS) RWY 17
NATCHITOCHES RGNL (IER)

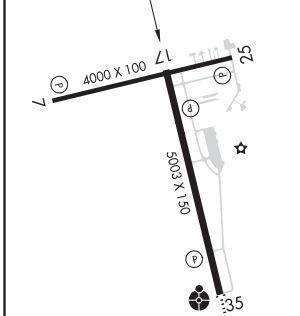
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ⅜ mile all Cats, LNAV Cat C ⅜ mile and Circling Cat C ¼ mile. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting.

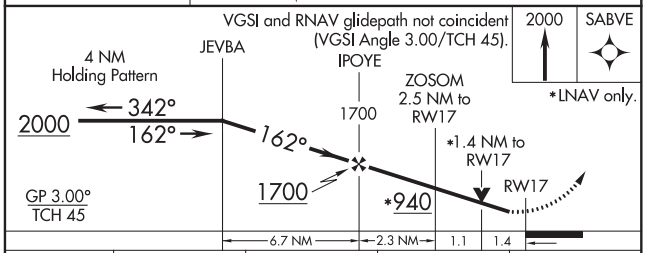
MISSED APPROACH: Climb to 2000 direct SABVE and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L



ELEV 121 | TDZE 117





CATEGORY	A	B	C	D
LPV DA	367-¾ 250 (300-¾)			NA
LNAV/VNAV DA	658-1⅞ 541 (600-1⅞)			NA
LNAV MDA	620-1 503 (500-1)		620-1⅜ 503 (500-1⅜)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

MIRL Rwys 7-25 and 17-35 L
REIL Rwys 7 and 17 L

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NATCHITOCHES, LOUISIANA

AL-5912 (FAA)

19115

RNAV (GPS) RWY 35
NATCHITOCHES RGNL (IER)

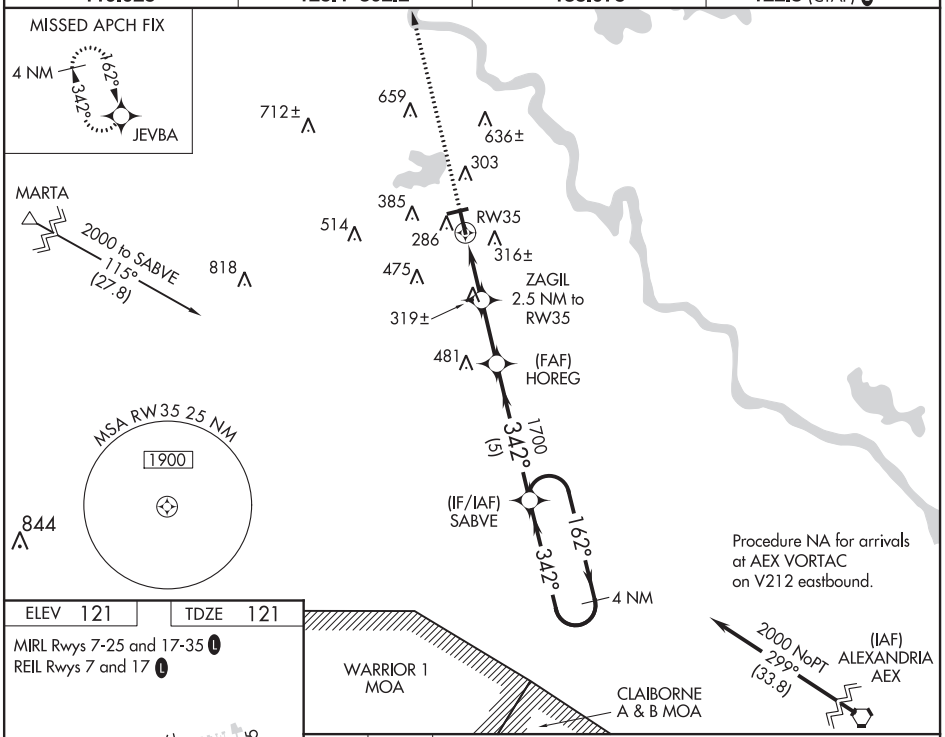
WAAS CH 86510 W35A	APP CRS 342°	Rwy ldg 5003 TDZE 121 Apt Elev 121

Inoperative table does not apply to LPV all Cats, and LNAV Cats A and B. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility ⅛ mile.

ODALS

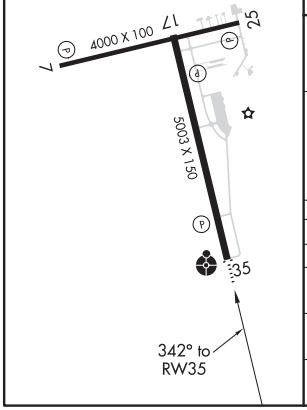
MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

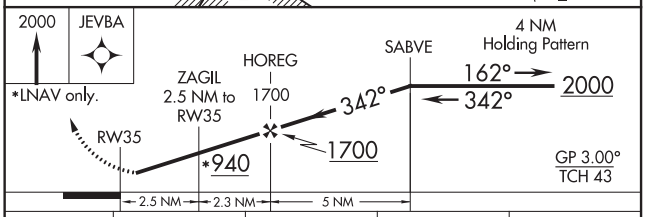
AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L



ELEV 121	TDZE 121

MIRL Rwys 7-25 and 17-35 L
REIL Rwys 7 and 17 L





CATEGORY	A	B	C	D
LPV DA	371-1 250 (300-1)			NA
LNAV/VNAV DA	486-1⅛ 365 (400-1⅛)			NA
LNAV MDA	580-1 459 (500-1)		580-1⅛ 459 (500-1⅛)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

LOC RWY 35
NATCHITOCHES RGNL (IER)

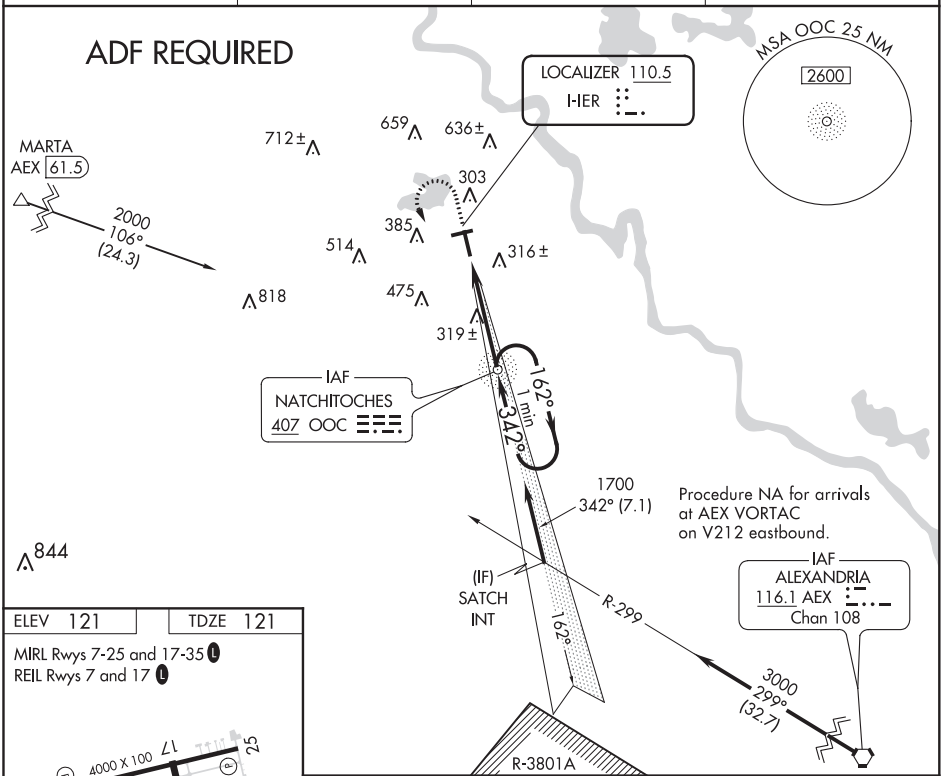
LOC I-IER	APP CRS	Rwy ldg	5003
110.5	342°	TDZE	121
		Apt Elev	121

T NA — Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and all Cat C visibilities ¼ mile. For inoperative ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility ⅛ mile. Inoperative table does not apply to S-35 Cat A/B. ADF Required.

ODALS

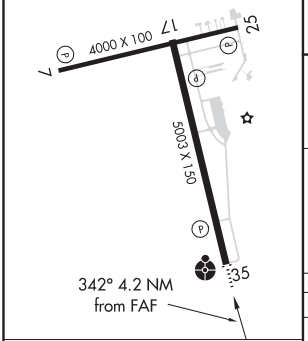
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

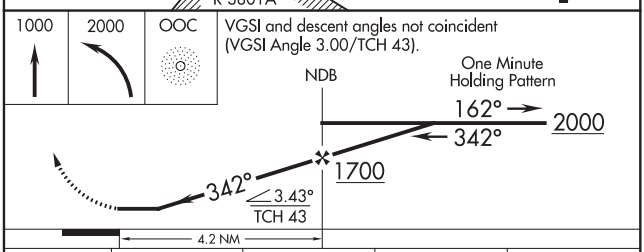


ELEV 121 | TDZE 121

MIRL Rwys 7-25 and 17-35 L
REIL Rwys 7 and 17 L



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
S-35	580-1 459 (500-1)		580-1 1/8 459 (500-1 1/8)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	740-1 3/4 619 (700-1 3/4)	NA

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NATCHITOCHES, LOUISIANA

AL-5912 (FAA)

19115

NDB RWY 35

NATCHITOCHES RGNL (IER)

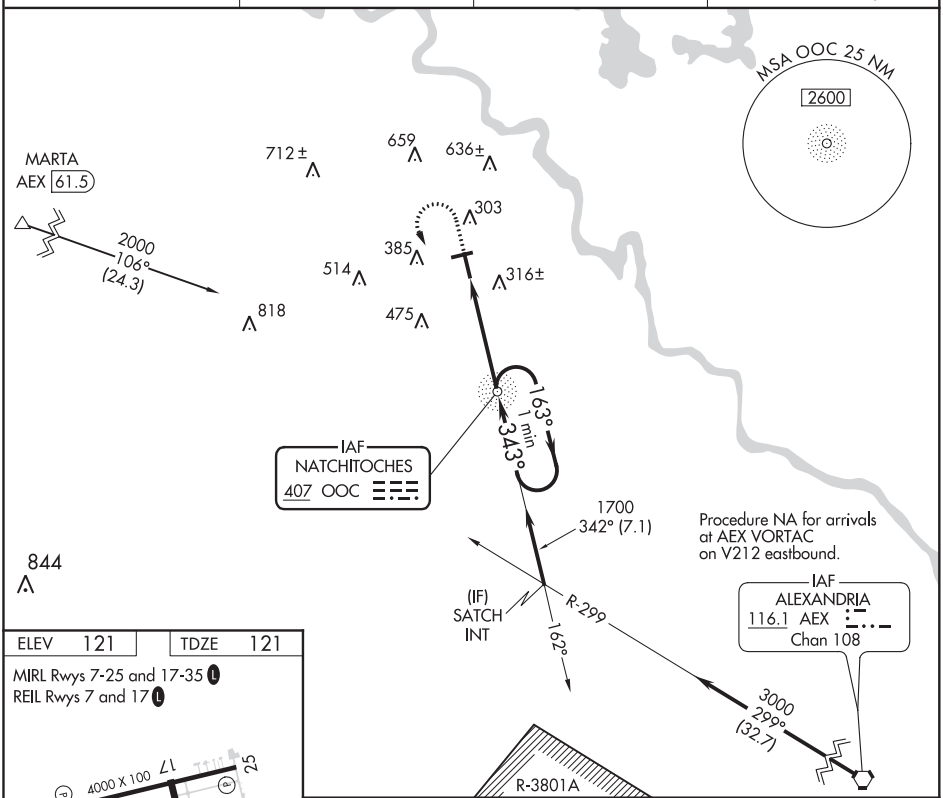
NDB OOC	APP CRS	Rwy ldg	5003
407	343°	TDZE	121
		Apt Elev	121

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35 Cat C visibility ⅛ mile, Circling Cat C visibility ¼ mile. For inoperative ODALS increase S-35 Cat C visibility ⅛ mile. Inoperative table does not apply to S-35 Cat A/B.

ODALS

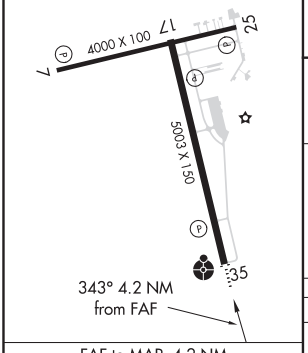
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3	POLK APP CON	GCO	UNICOM
119.025	125.4 302.2	135.075	122.8 (CTAF) L

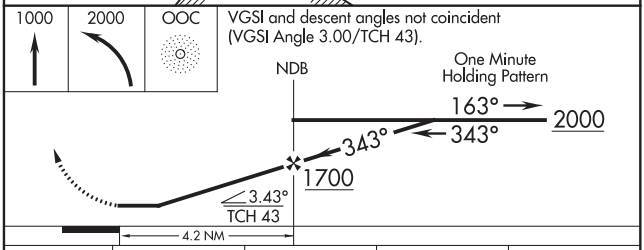


ELEV 121	TDZE 121

MIRL Rwys 7-25 and 17-35 L
REIL Rwys 7 and 17 L



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
S-35	720-1 599 (600-1)		720-1⅝ 599 (600-1⅝)	NA
CIRCLING	720-1 599 (600-1)	740-1 619 (700-1)	740-1¾ 619 (700-1¾)	NA

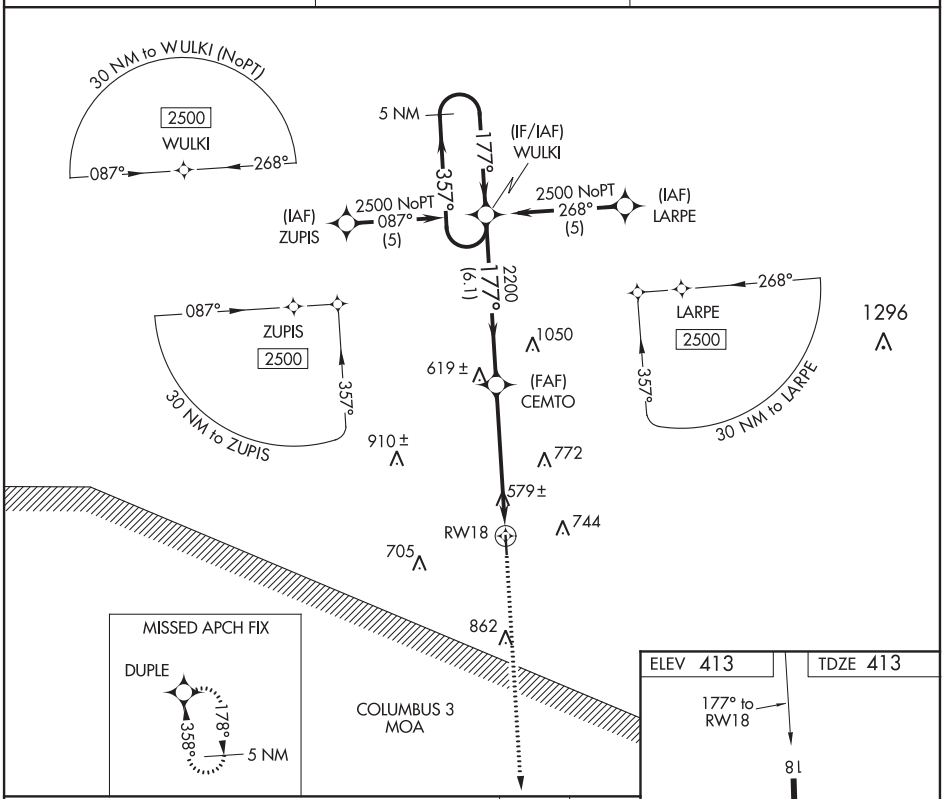
APP CRS	Rwy ldg	3903
177°	TDZE	413
	Apt Elev	413

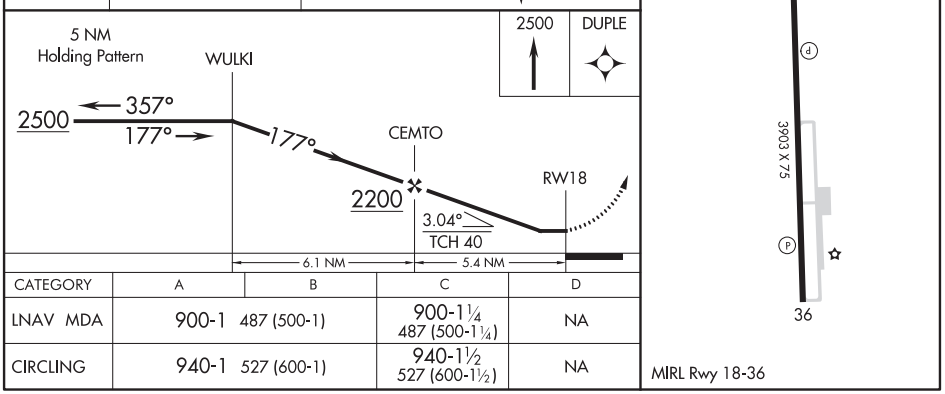
RNAV (GPS) RWY 18
NEW ALBANY-UNION COUNTY (M72)

T A NA — Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUP ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	900-1 487 (500-1)		900-1¼ 487 (500-1¼)	NA
CIRCLING	940-1 527 (600-1)		940-1½ 527 (600-1½)	NA

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NEW ALBANY, MISSISSIPPI

AL-10266 (FAA)

19283

APP CRS	Rwy ldg	3903
357°	TDZE	413
	Apt Elev	413

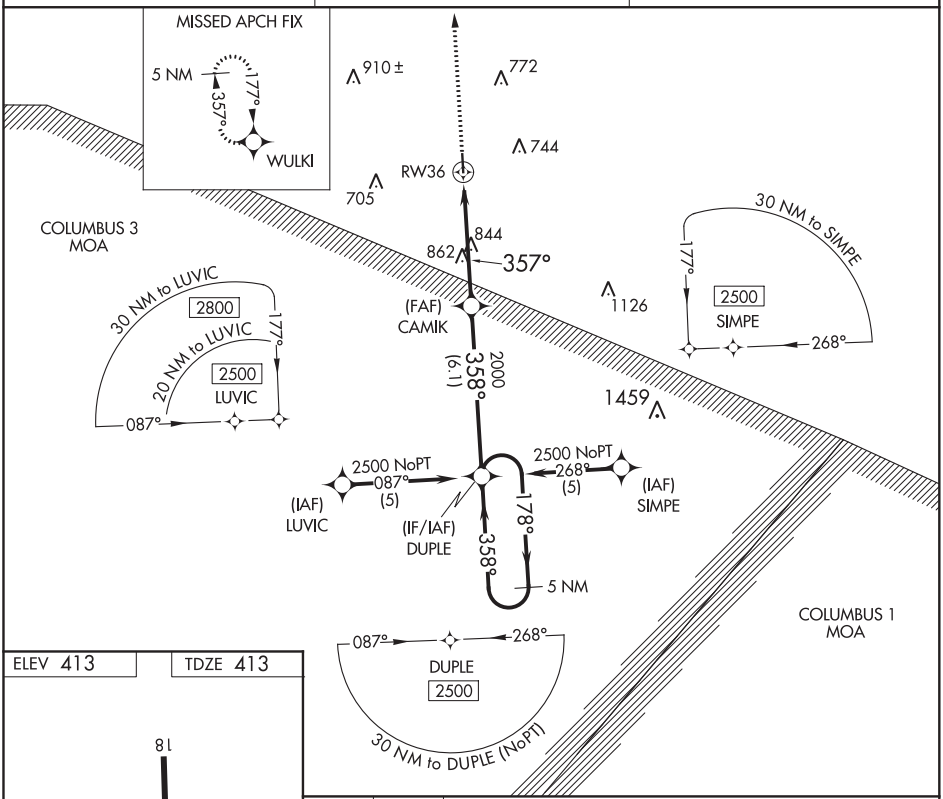
RNAV (GPS) RWY 36
NEW ALBANY-UNION COUNTY (M72)

T A NA

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

TUP ASOS	MEMPHIS CENTER	UNICOM
133.525	135.9 273.55	122.8 (CTAF)



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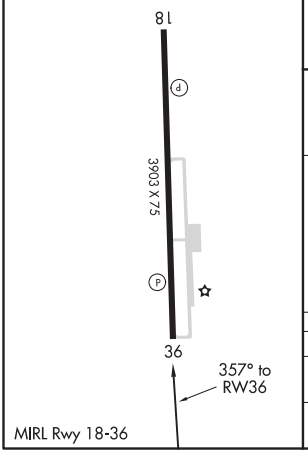
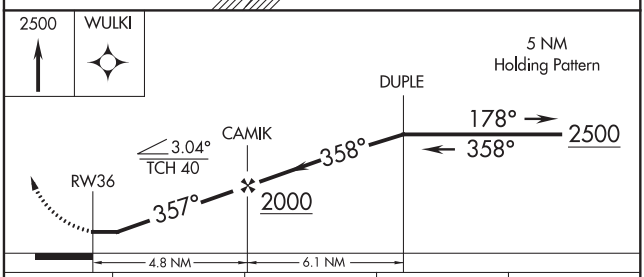
ELEV 413 | TDZE 413





CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2¼ 807 (900-2¼)	NA

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NEW ALBANY, MISSISSIPPI
Orig 25OCT07

34°33′N-89°01′W

NEW ALBANY-UNION COUNTY (M72)
RNAV (GPS) RWY 36

ILS or LOC RWY 35
ACADIANA RGNL (ARA)

LOC/DME I-ARA	APP CRS	Rwy ldg	8002
108.9	348°	TDZE	21
Chan 26		Apt Elev	24

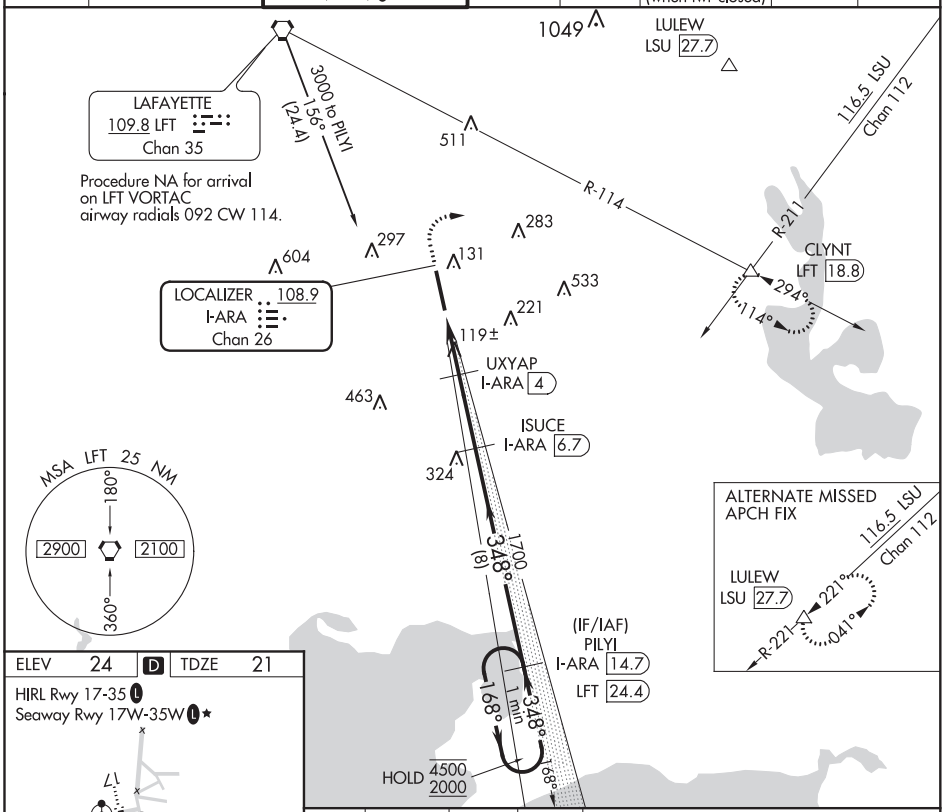
DME required for procedure entry. DME required for LOC only.

Circling NA to Rwys 17W and 35W. For inop ALS increase S-ILS 35 Cat E visibility to ¾ SM and S-LOC 35 Cats C/D/E visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM	L ★
133.325	121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7	118.05	122.95	122.7



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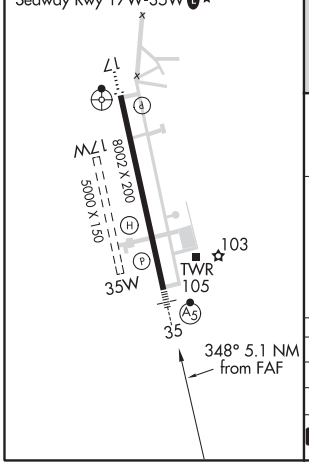
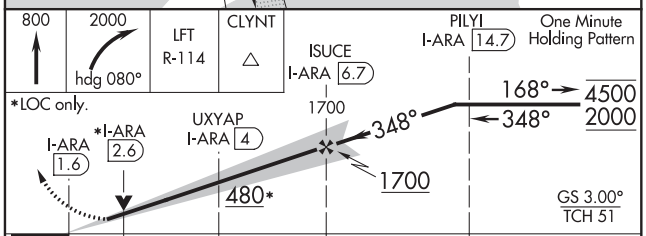
ELEV 24 | D | TDZE 21

HIRL Rwy 17-35 L
Seaway Rwy 17W-35W L ★





CATEGORY	A	B	C	D	E
S-ILS 35	221-½ 200 (200-½)				
S-LOC 35	380-½ 359 (400-½)		380-⅝ 359 (400-⅝)		
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

20366

RNAV (GPS) RWY 17
ACADIANA RGNL (ARA)

WAAS CH 82501 W17A	APP CRS 168°	Rwy ldg 8002 TDZE 24 Apt Elev 24

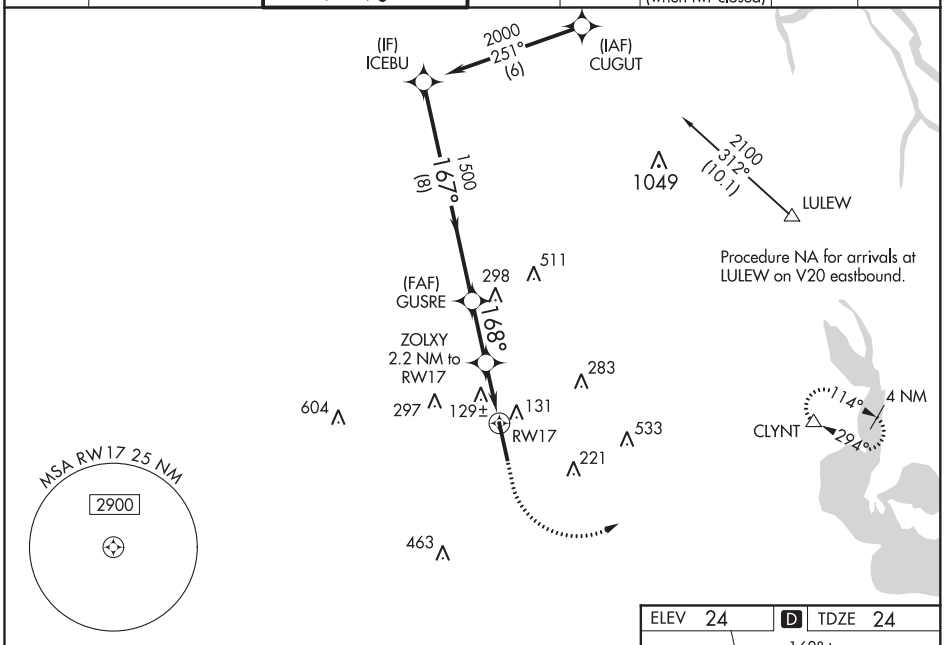
RNP APCH.

Circling NA to Rwys 17W and 35W. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D visibility to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct CLYNT and hold.

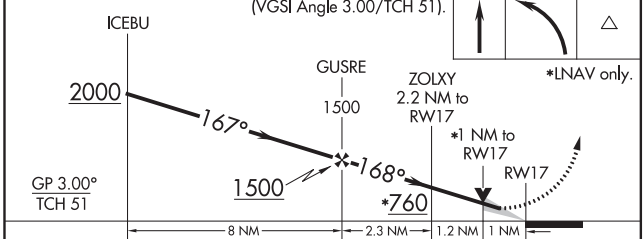
ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM	L ★
133.325	121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7	118.05 (when twr closed)	122.95	122.7



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).

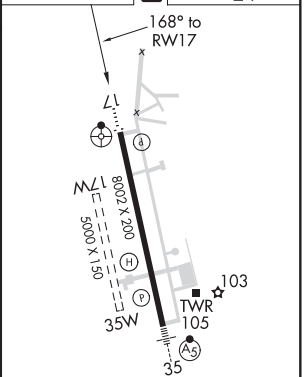
480 | 2000 | CLYNT

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	274-¾ 250 (300-¾)			
LNAV/VNAV DA	420-1⅛ 396 (400-1⅛)			
LNAV MDA	380-¾ 356 (400-¾)		380-⅞ 356 (400-⅞)	
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)

ELEV 24 | D | TDZE 24



HIRL Rwy 17-35 L

Seaway Rwy 17W-35W L ★

NEW IBERIA, LOUISIANA

Amdt 1B 15AUG19

30°02'N-91°53'W

ACADIANA RGNL (ARA)

RNAV (GPS) RWY 17

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35
ACADIANA RGNL (ARA)

WAAS CH 40301 W35A	APP CRS 348°	Rwy ldg 8002 TDZE 21 Apt Elev 24

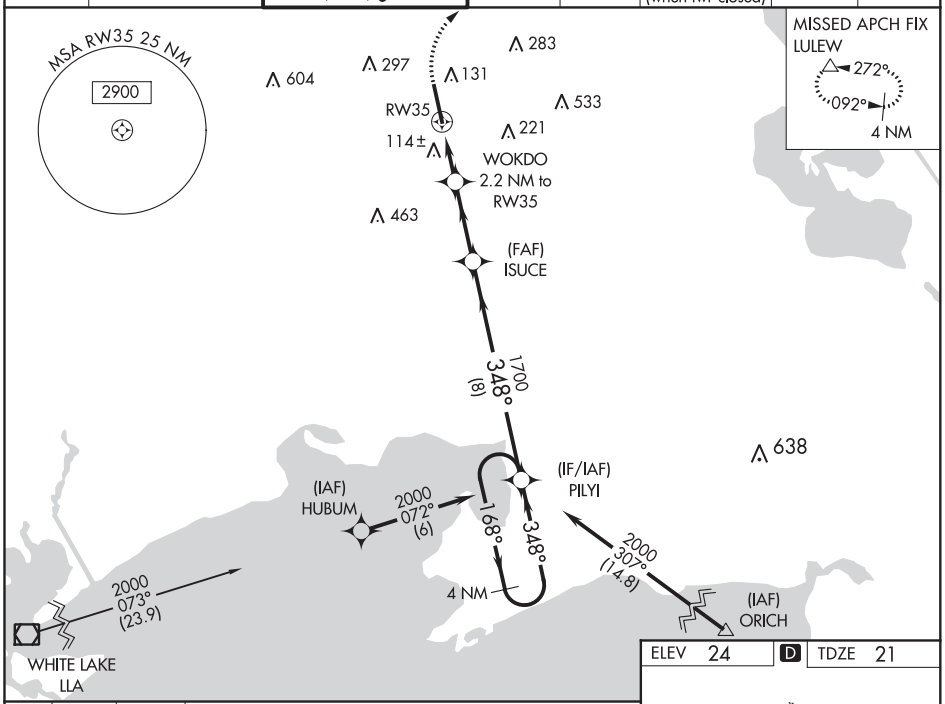
RNP APCH.

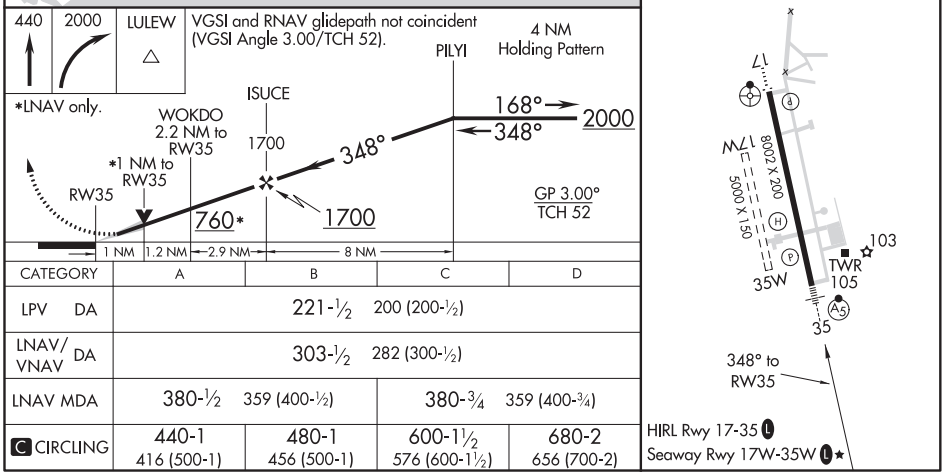
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM and LNAV Cats C/D visibility to 1 SM. Circling NA to Rwys 17W and 35W.

MALSR

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct LULEW and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM	L ★
133.325	121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7	118.05	122.95	122.7





CATEGORY	A	B	C	D
LPV DA	221-½ 200 (200-½)			
LNAV/VNAV DA	303-½ 282 (300-½)			
LNAV MDA	380-½ 359 (400-½)		380-¾ 359 (400-¾)	
C CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)

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NEW IBERIA, LOUISIANA | AL-5040 (FAA) | 20142

VOR RWY 35
ACADIANA RGNL (ARA)

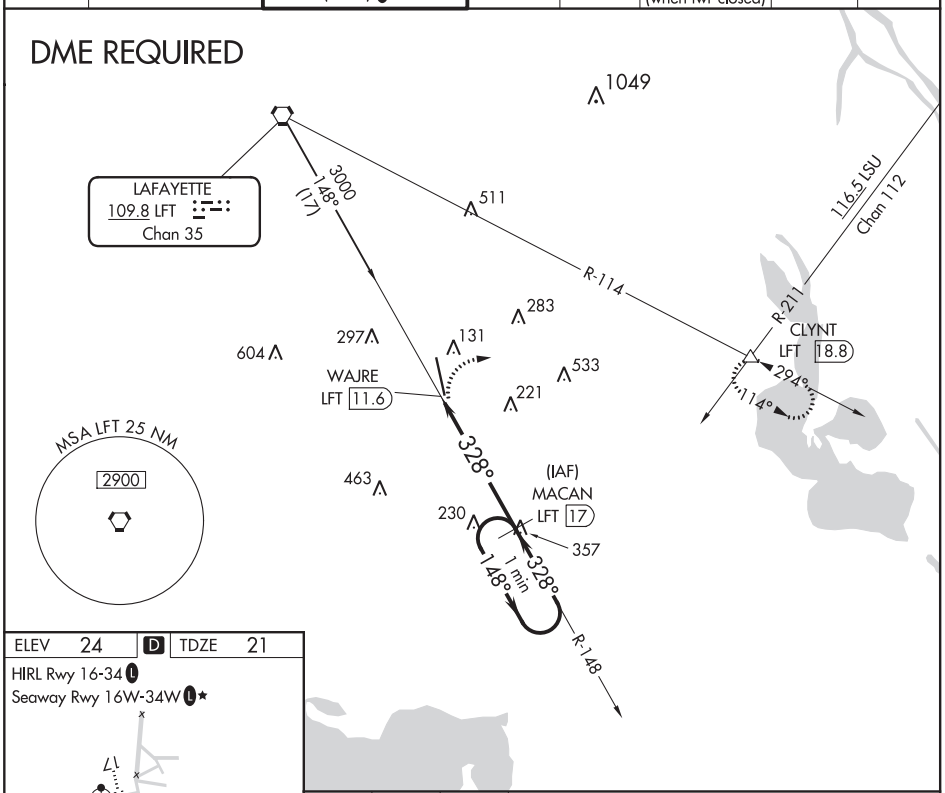
VORTAC LFT	APP CRS	Rwy ldg	8002
109.8	328°	TDZE	21
Chan 35		Apt Elev	24

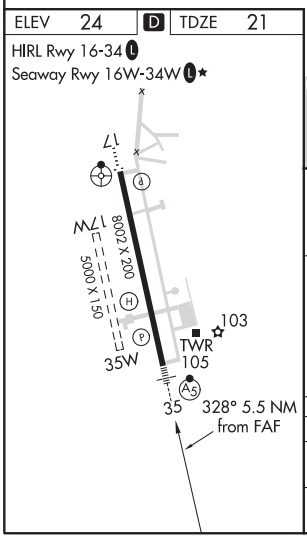
Circling NA to Rwys 17W and 35W.
DME required.
Inop table does not apply.

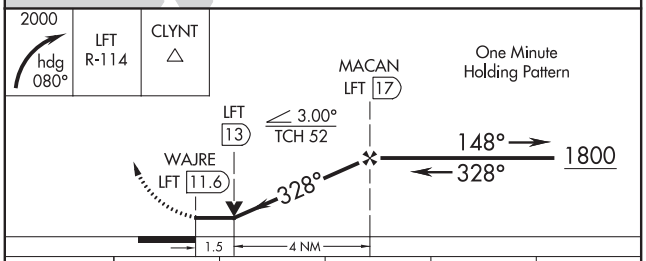
MALSR

MISSED APPROACH: Climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

ASOS	LAFAYETTE APP CON★	ACADIANA TOWER★	GND CON	CLNC DEL	CLNC DEL	UNICOM	L★
133.325	121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7	118.05 (when twr closed)	122.95	122.7







CATEGORY	A	B	C	D	E
S-35	540-½ 519 (600-½)		540-1⅜ 519 (600-1⅜)		
C CIRCLING	540-1 516 (600-1)		600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)

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SC-4, 25 FEB 2021 to 22 APR 2021

VORTAC LFT	APP CRS	Rwy ldg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 17

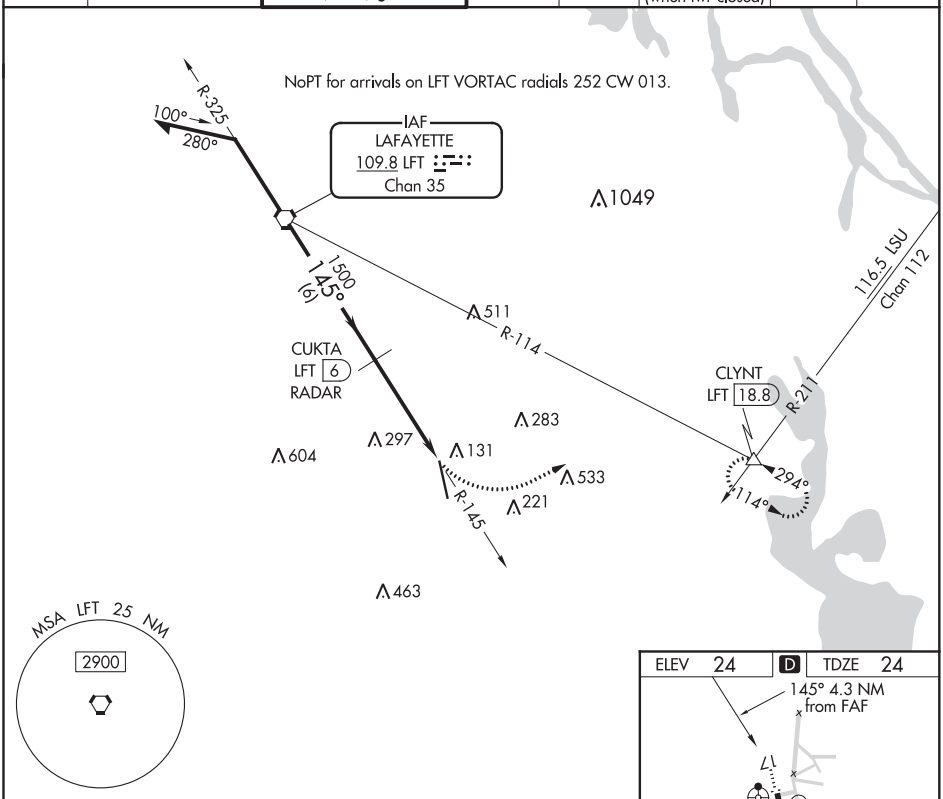
ACADIANA RGNL (ARA)

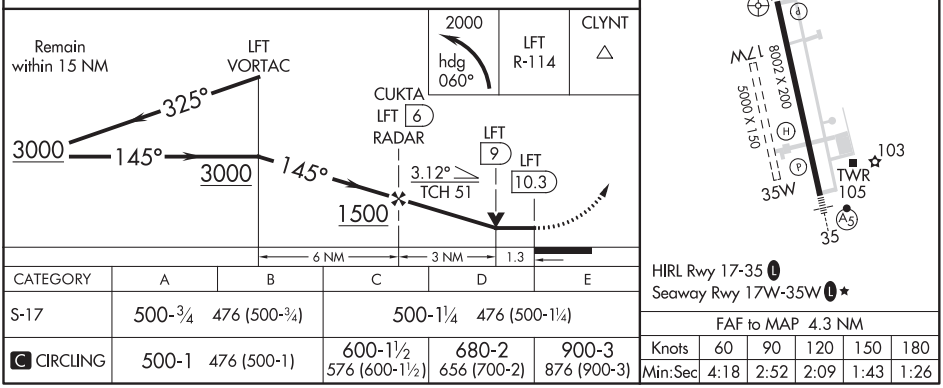
Circling NA to Rwys 17W and 35W.
DME or RADAR required.
For inop ALS, increase S-17 Cat E visibility to 1⅜ mile.

ODALS

MISSED APPROACH: Climbing left turn to 2000 on heading 060° and LFT VORTAC R-114 to CLYNT INT/18.8 DME and hold.

ASOS	LAFAYETTE APP CON ★	ACADIANA TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM	L ★
133.325	121.1 268.7	125.0 (CTAF) L 239.3	121.7	121.7	118.05	122.95	122.7





CATEGORY	A	B	C	D	E
S-17	500-¾ 476 (500-¾)		500-1¼ 476 (500-1¼)		
C CIRCLING	500-1 476 (500-1)		600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

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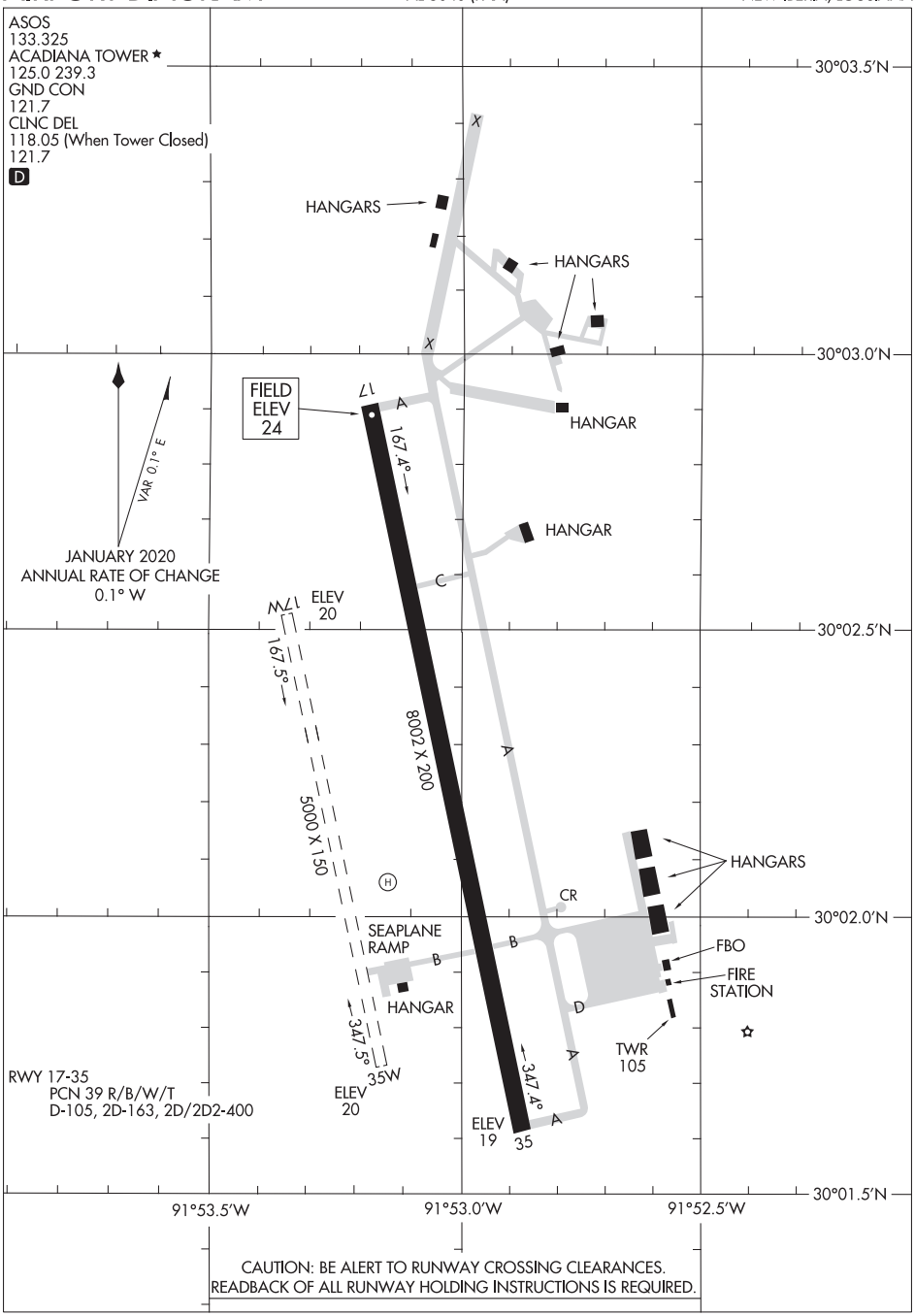
20086

AIRPORT DIAGRAM

AL-5040 (FAA)

ACADIANA RGNL (ARA)
NEW IBERIA, LOUSIANA



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
NEW IBERIA, LOUSIANA
ACADIANA RGNL (ARA)

ILS or LOC RWY 18R
LAKEFRONT (NEW)

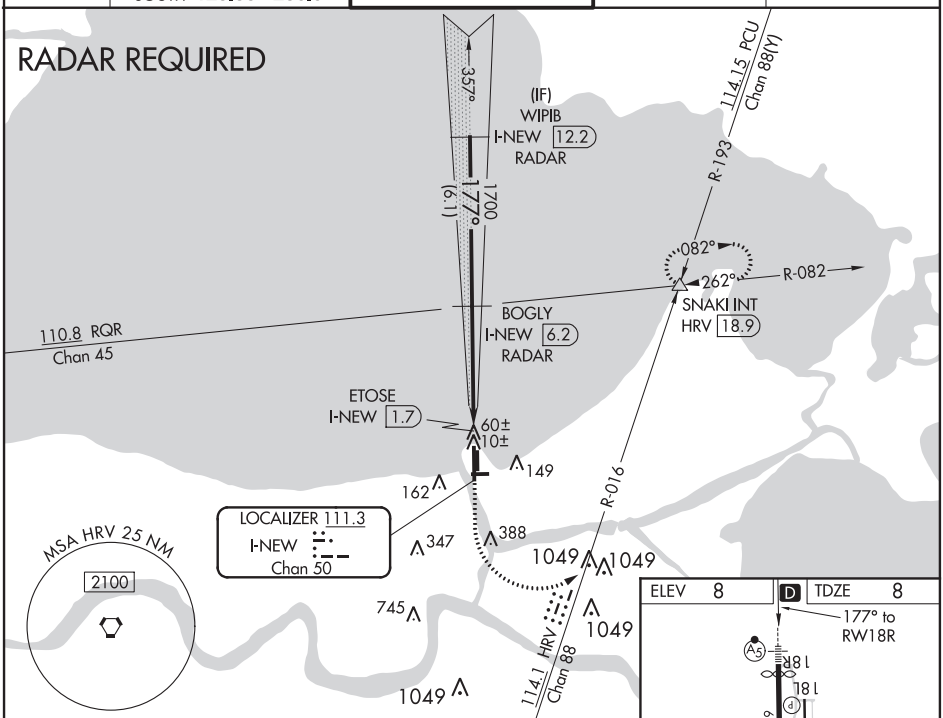
LOC/DME I-NEW	APP CRS	Rwy ldg	5510
111.3	177°	TDZE	8
Chan 50		Apt Elev	8

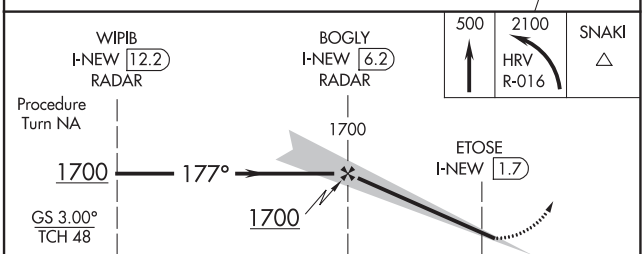
Inoperative table does not apply to S-ILS 18R. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase S-LOC 18R Cats A-C visibility to 1 mile. For inoperative MALSR, increase S-LOC 18R all Cats visibility to 1 mile. DME or Radar required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase Circling Cat D visibility ¼ mile.

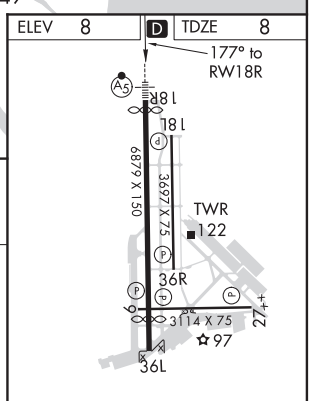
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on HRV VORTAC R-016 to SNAKI INT and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4







MIRL Rwys 9-27 and 18R-36L (L)
MIRL Rwys 18L-36R
REIL Rwys 9, 18L, 36L and 36R

CATEGORY	A	B	C	D
S-ILS 18R	258-¾ 250 (300-¾)			
S-LOC 18R	320-¾ 312 (400-¾)			
CIRCLING	460-1 452 (500-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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NEW ORLEANS, LOUISIANA

AL-288 (FAA)

19227

RNAV (GPS) RWY 18R
LAKEFRONT (NEW)

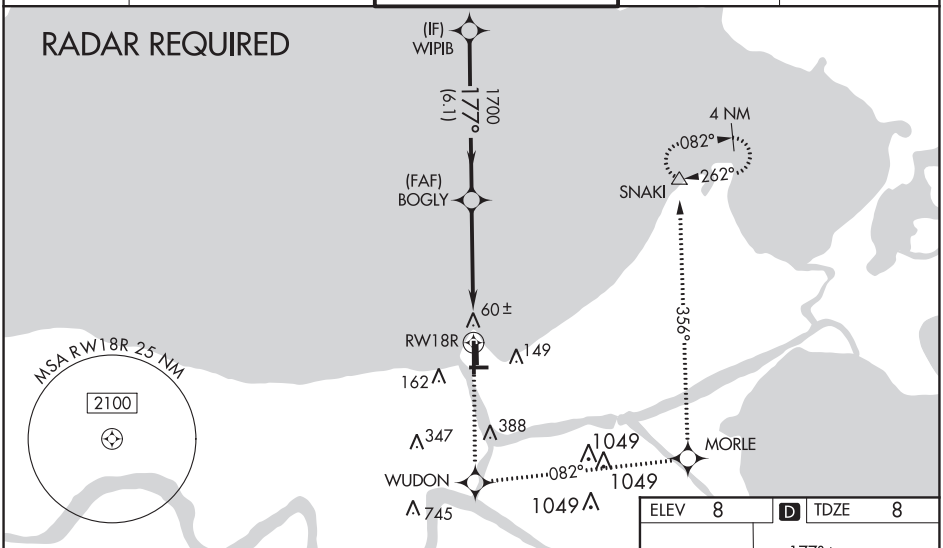
WAAS CH 61302 W18A	APP CRS 177°	Rwy ldg 5510 TDZE 8 Apt Elev 8

Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase LNAV Cat A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2100 direct WUDON and left turn on track 082° to MORLE and on track 356° to SNAKI and hold.

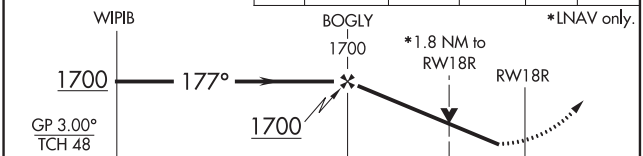
ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4



2100	WUDON	tr 082°	MORLE	tr 356°	SNAKI

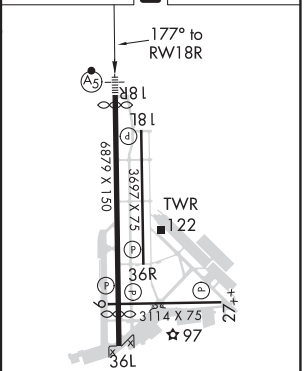
Procedure Turn NA

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	521-1¼ 513 (600-1¼)			
LNAV MDA	640-¾ 632 (700-¾)		640-1¼ 632 (700-1¼)	640-1½ 632 (700-1½)
CIRCLING	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	660-2 652 (700-2)

ELEV 8 | D | TDZE 8



MIRL Rwys 9-27 and 18R-36L (L)
MIRL Rwys 18L-36R
REIL Rwys 9, 18L, 36L and 36R

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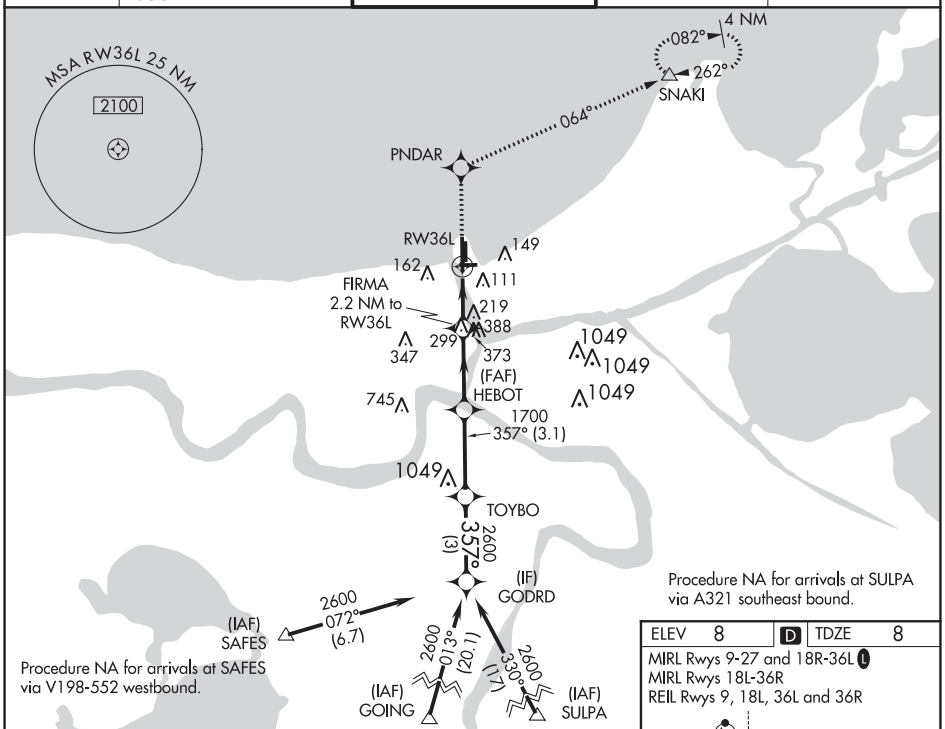
RNAV (GPS) RWY 36L
LAKEFRONT (NEW)

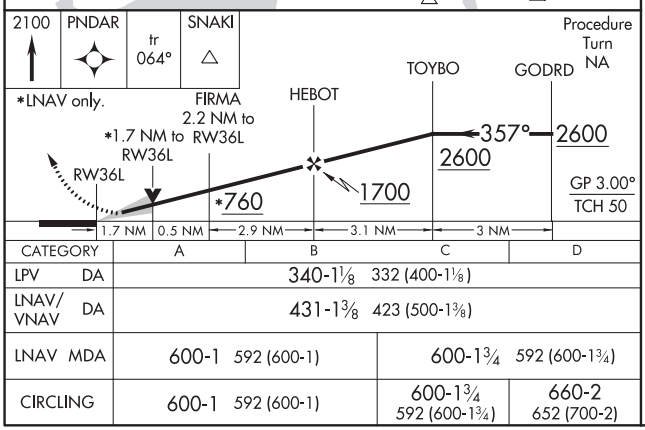
WAAS CH 86913 W36A	APP CRS 357°	Rwy ldg 5135 TDZE 8 Apt Elev 8

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 369 feet, LNAV/VNAV DA to 460 feet and all visibilities ⅛ mile; increase all MDA 40 feet and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER ★	GND CON	CLNC DEL
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4

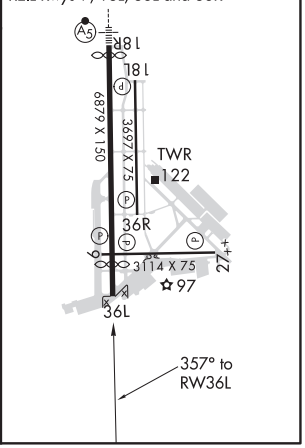




CATEGORY	A	B	C	D
LPV DA	340-1⅛ 332 (400-1⅛)			
LNAV/VNAV DA	431-1⅜ 423 (500-1⅜)			
LNAV MDA	600-1 592 (600-1)		600-1¾ 592 (600-1¾)	
CIRCLING	600-1 592 (600-1)		600-1¾ 592 (600-1¾)	660-2 652 (700-2)

ELEV 8	D	TDZE 8

MIRL Rwys 9-27 and 18R-36L L
MIRL Rwys 18L-36R
REIL Rwys 9, 18L, 36L and 36R



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SC-4, 25 FEB 2021 to 22 APR 2021

NEW ORLEANS, LOUISIANA

AL-288 (FAA)

19227

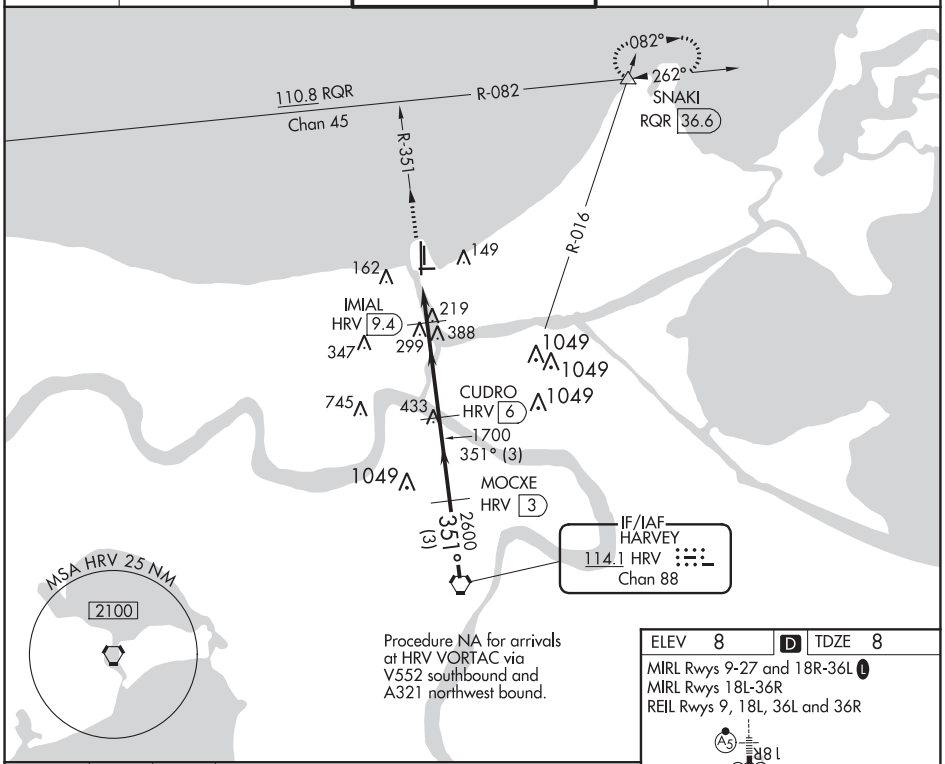
VOR/DME RWY 36L
LAKEFRONT (NEW)

VORTAC HRV	APP CRS	Rwy ldg 5135
114.1	351°	TDZE 8
Chan 88		Apt Elev 8

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

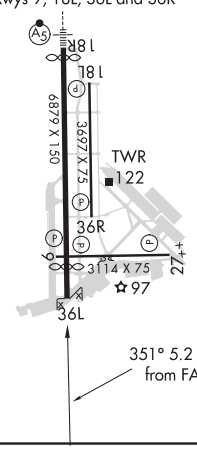
MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

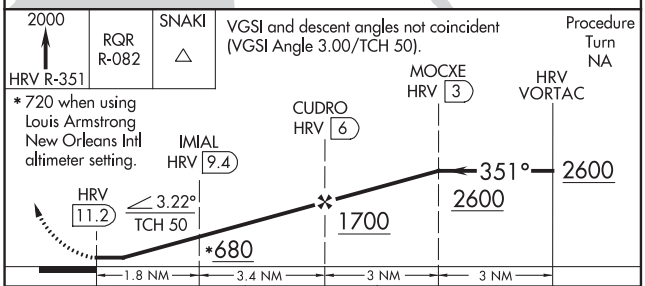
ATIS	NEW ORLEANS APP CON	LAKEFRONT TOWER *	GND CON	CLNC DEL
124.9	NORTH 133.15 290.3 SOUTH 123.85 256.9	119.9 (CTAF)	121.7	127.4



ELEV 8	D	TDZE 8

MIRL Rwys 9-27 and 18R-36L L
MIRL Rwys 18L-36R
REIL Rwys 9, 18L, 36L and 36R





CATEGORY	A	B	C	D
S-36L	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	520-1 512 (600-1)		520-1½ 512 (600-1½)	660-2 652 (700-2)

SC-4, 25 FEB 2021 to 22 APR 2021

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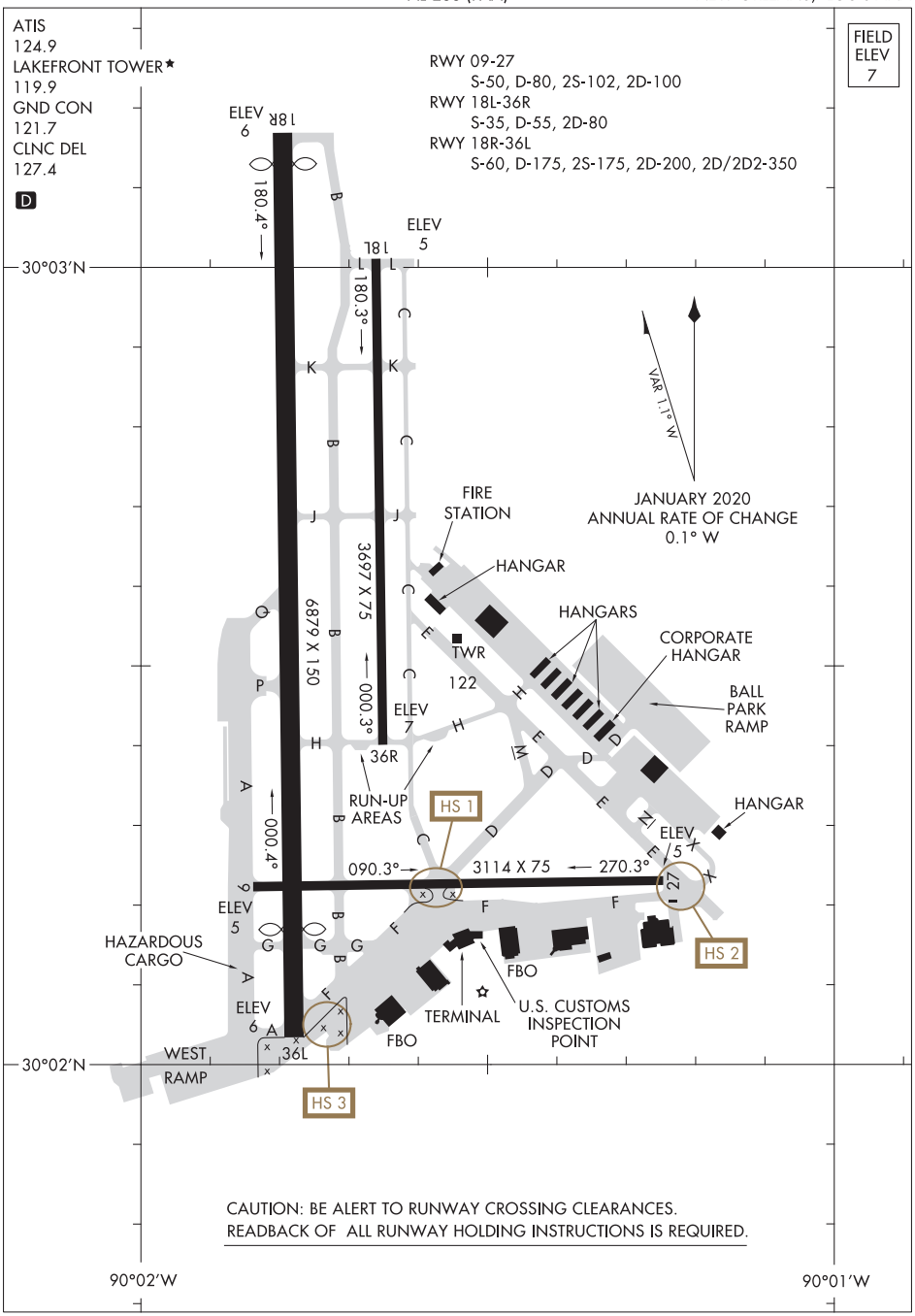


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

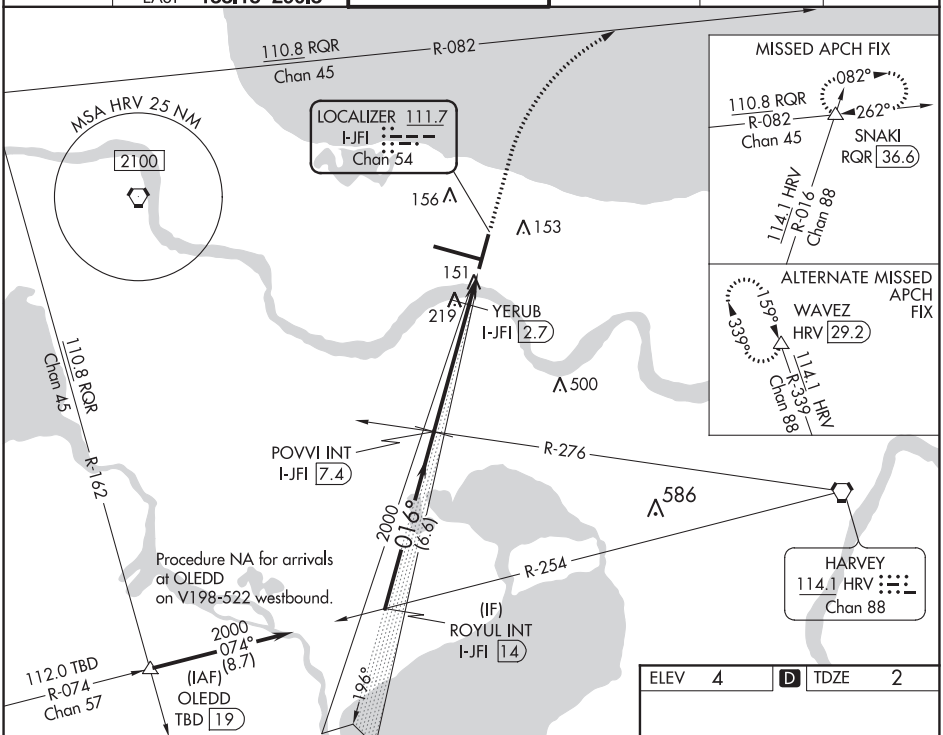
LOC/DME I-JFI 111.7 Chan 54	APP CRS 016°	Rwy ldg 7001 TDZE 2 Apt Elev 4

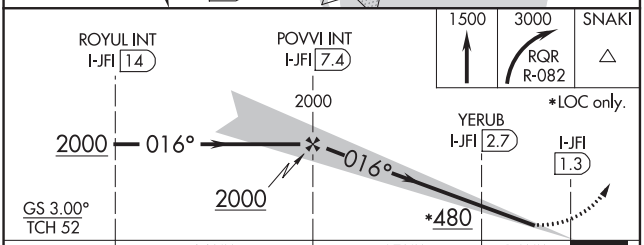
ILS or LOC RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

Autopilot coupled approach NA below 808. Rwy 2 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on RQR VOR/DME R-082 to SNAKI INT/RQR 36.6 DME and hold.

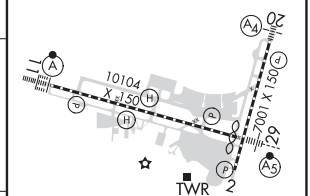
D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	





CATEGORY	A	B	C	D
S-ILS 2	411/60 409 (500-1¼)			
S-LOC 2	480/55 478 (500-1)		480-1⅜ 478 (500-1⅜)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	580-2 576 (600-2)
YERUB FIX MINIMUMS				
S-LOC 2	420/55 418 (500-1)		420/60 418 (500-1¼)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	580-2 576 (600-2)

ELEV 4 | D | TDZE 2



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-4, 25 FEB 2021 to 22 APR 2021

LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy ldg 9800 TDZE 4 Apt Elev 4

ILS or LOC RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

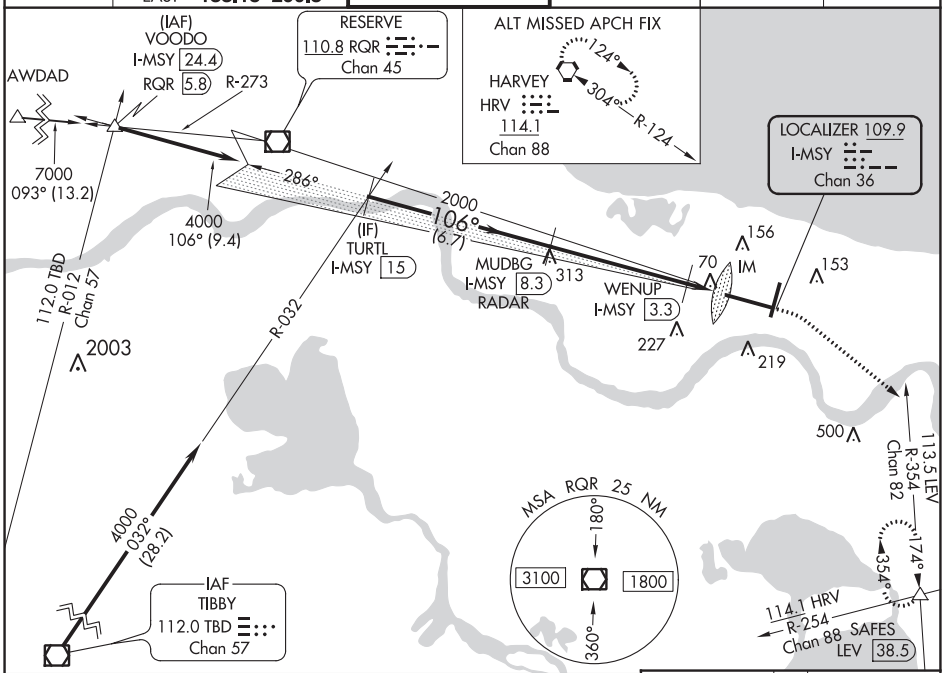
RADAR or DME required.

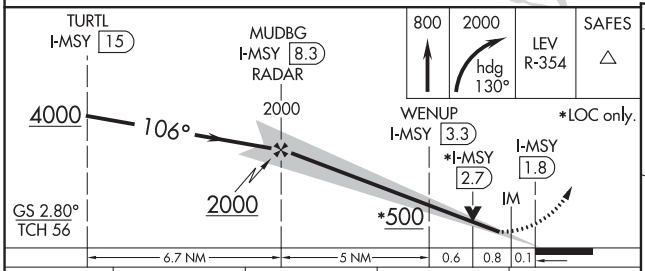
For inop ALS, increase S-LOC 11 Cat C/D visibility to 1⅜ SM and increase WENUP fix minimums S-LOC 11 Cat C/D visibility to RVR 4500.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



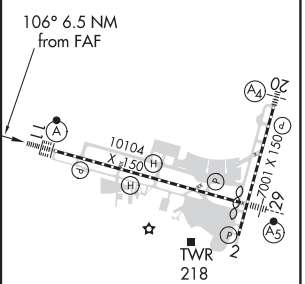


800	2000	LEV R-354	SAFES
↑	hdg 130°		△

*LOC only.

CATEGORY	A	B	C	D
S-ILS 11	204/18 200 (200-½)			
S-LOC 11	500/24 496 (500-½)		500/50 496 (500-1)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)
WENUP FIX MINIMUMS				
S-LOC 11	320/24 316 (400-½)			
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

ELEV 4 | D TDZE 4



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SC-4, 25 FEB 2021 to 22 APR 2021
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LOC/DME I-HOX	APP CRS	Rwy ldg	9800
109.9	286°	TDZE	2
Chan 36		Apt Elev	4

ILS or LOC RWY 29

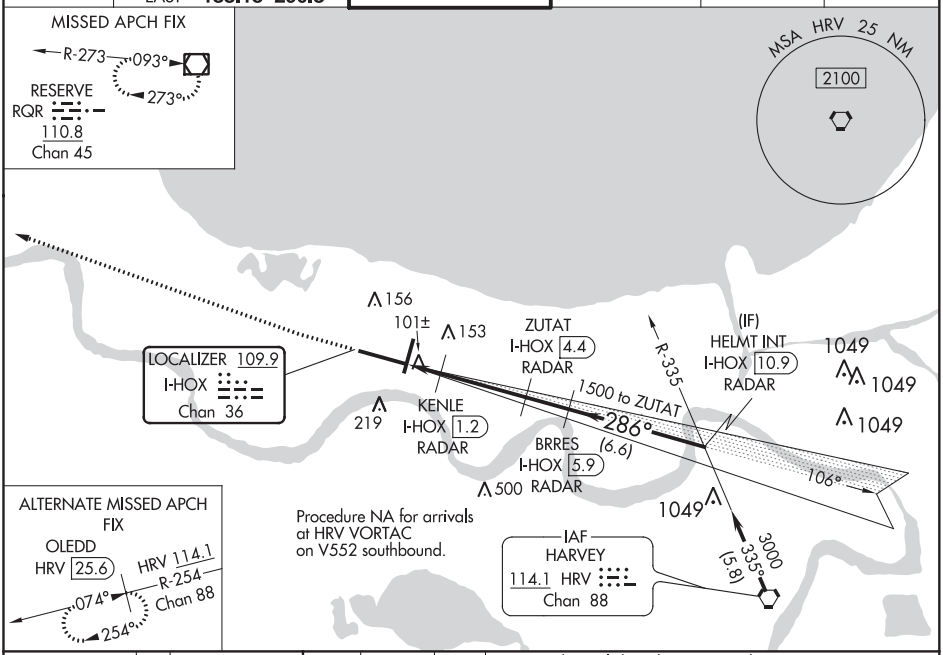
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

T DME or RADAR required. For inop MALSR, increase S-LOC 29 Cat C/D visibility to 1⅜ mile and increase KENLE Fix Minimums S-LOC 29 Cat C/D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

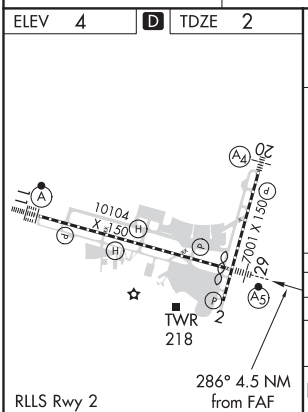
MALSR A5

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	

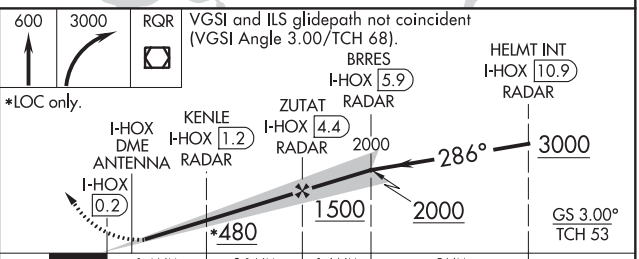


ELEV 4 | D | TDZE 2



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

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



CATEGORY	A	B	C	D
S-ILS 29**	202/24 200 (200-½)			
S-LOC 29	480/24 478 (500-½)		480/50 478 (500-1)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)
KENLE FIX MINIMUMS				
S-LOC 29	360/24 358 (400-½)		360/30 358 (400-⅝)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

SC-4, 25 FEB 2021 to 22 APR 2021
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LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy ldg 9800 TDZE 4 Apt Elev 4

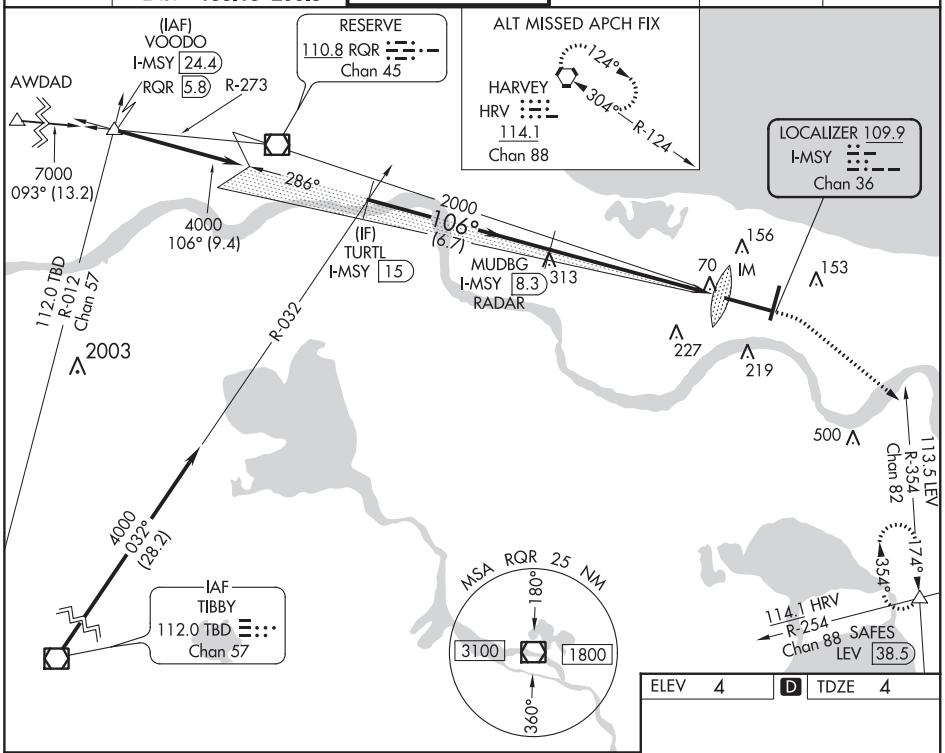
ILS RWY 11 (SA CAT I)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required.
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

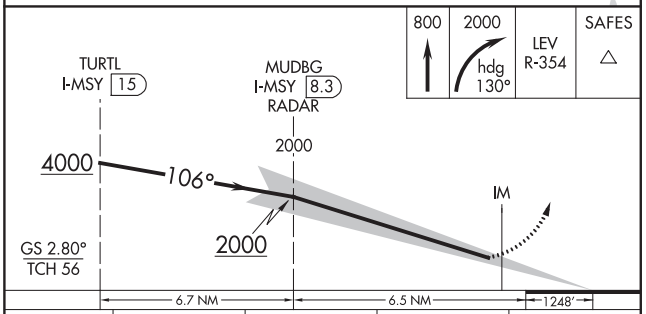
ALSF-2

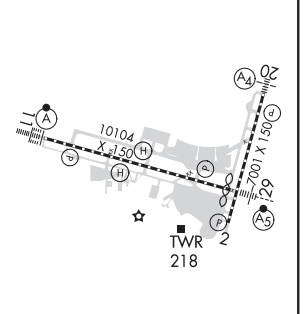
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



ELEV 4	D	TDZE 4





CATEGORY	A	B	C	D
S-ILS 11	RA 150/14 150 DA 154			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

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NEW ORLEANS, LOUISIANA | AL-609 (FAA) | 20254

ILS RWY 11 (CAT II & III)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

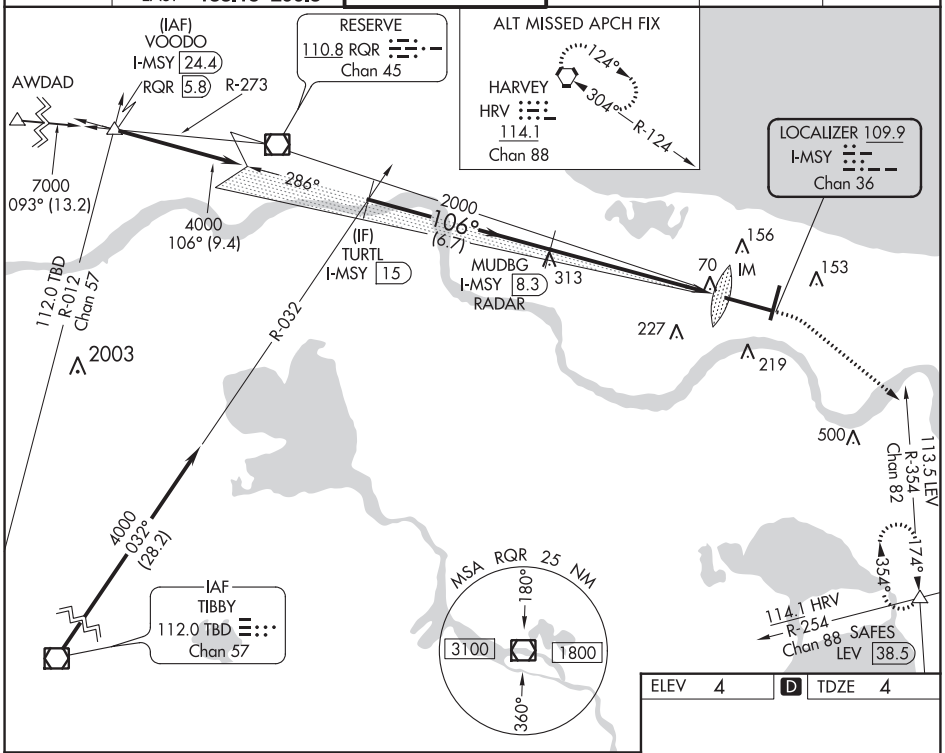
LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy ldg 9800 TDZE 4 Apt Elev 4

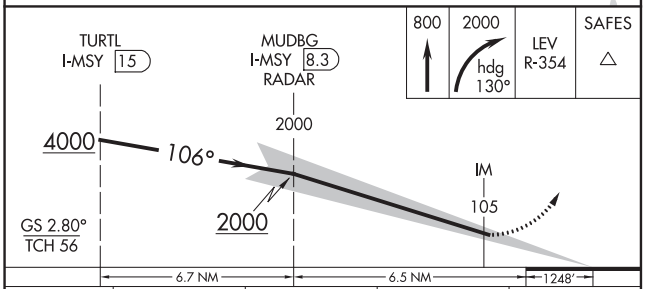
RADAR or DME required.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	

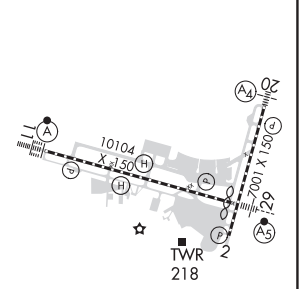




CATEGORY	A	B	C	D
S-ILS 11	CAT II RA 100/12 100 DA 104			
S-ILS 11	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 4 | D | TDZE 4



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

SC-4, 25 FEB 2021 to 22 APR 2021

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APP CRS	Rwy ldg	9800
106°	TDZE	4
	Apt Elev	4

RNAV (RNP) Z RWY 11

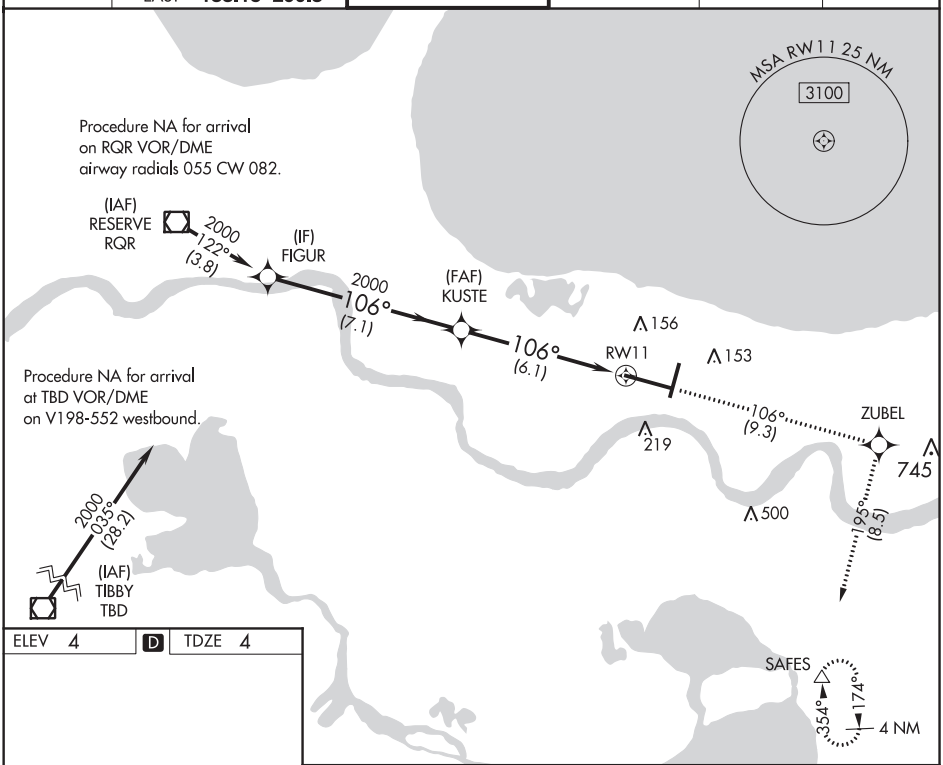
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. For inop ALSF-2, increase RNP 0.30 all Cats visibility to RVR 6000.

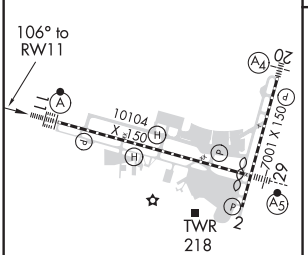
ALSF-2

MISSED APPROACH: Climb to 2000 on track 106° to ZUBEL and on track 195° to SAFES and hold.

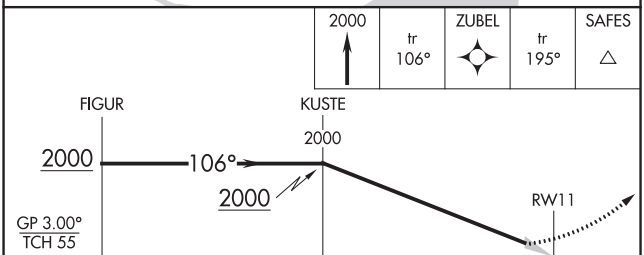
D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



ELEV 4	D	TDZE 4



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways



CATEGORY	A	B	C	D
RNP 0.14 DA	304/24	300 (300-½)		
RNP 0.30 DA	367/40	363 (400-¾)		

AUTHORIZATION REQUIRED

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APP CRS	Rwy ldg	7001
197°	TDZE	-1
	Apt Elev	4

RNAV (RNP) Z RWY 20

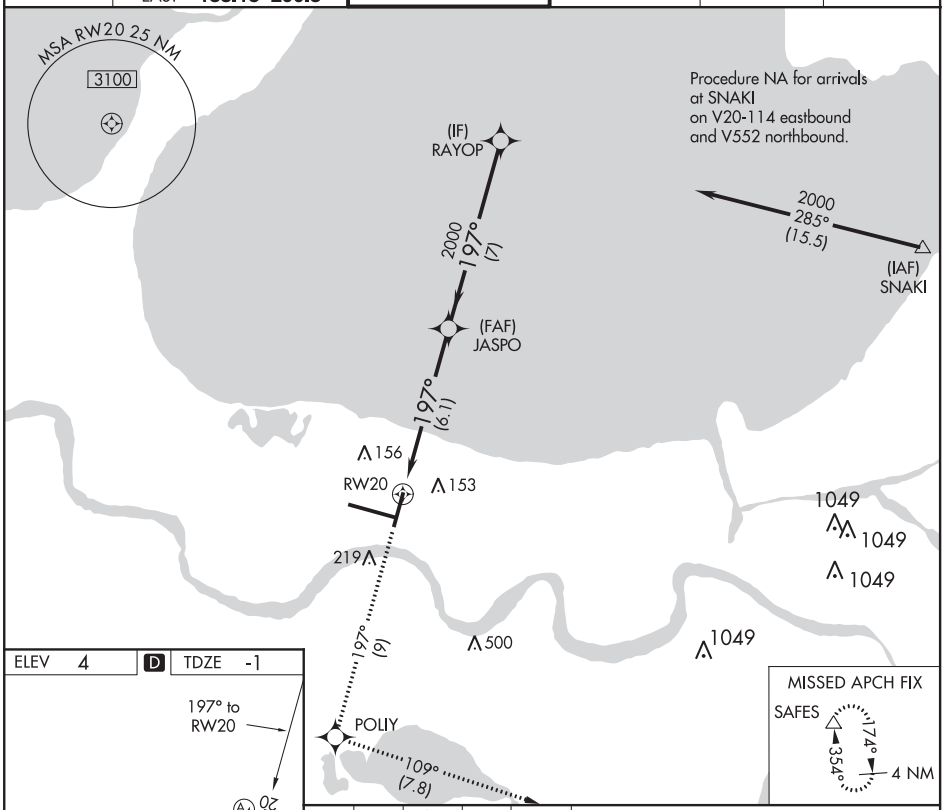
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS required. For inop MALS, increase RNP 0.11 all Cats visibility to 1¼ mile, increase RNP 0.30 Cat D visibility to 1⅜ mile.

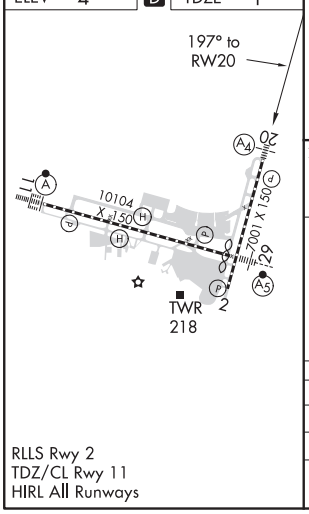
MALS

MISSED APPROACH: Climb to 2000 on track 197° to POLIY and track 109° to SAFES and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



ELEV 4 | D | TDZE -1



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

CATEGORY	A	B	C	D
RNP 0.11 DA	363/45	364 (400-⅞)		
RNP 0.30 DA	414/60	415 (500-1¼)		

AUTHORIZATION REQUIRED

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APP CRS	Rwy ldg	9800
287°	TDZE	2
	Apt Elev	4

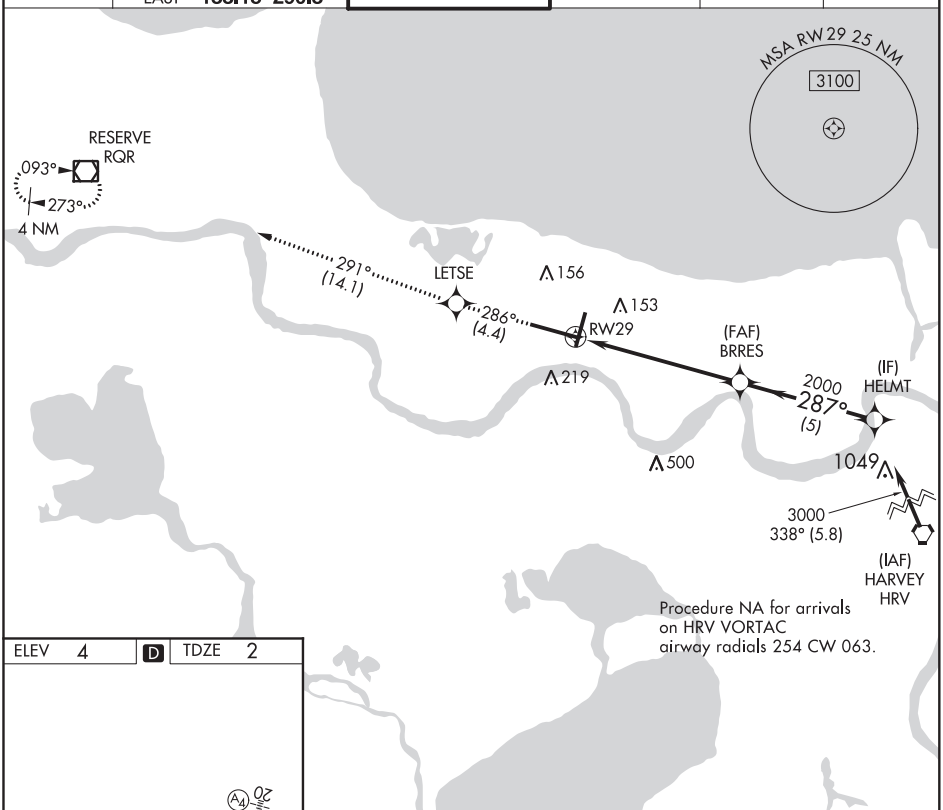
RNAV (RNP) Z RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.

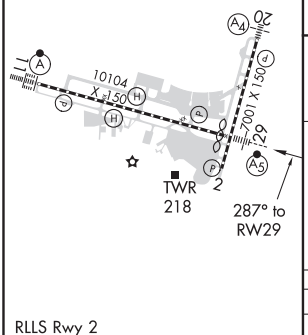
MALSR

MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



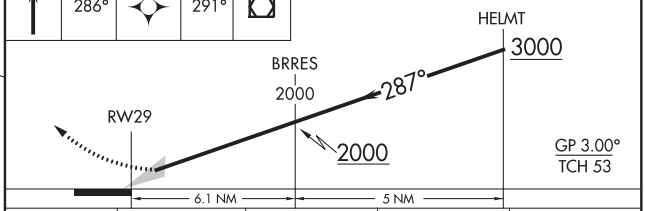
ELEV 4 | D | TDZE 2



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

3000	tr 286°	LETSE	tr 291°	RQR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
RNP 0.30 DA	382/40 380 (400-¾)			

AUTHORIZATION REQUIRED

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SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 49220 W02A	APP CRS 016°	Rwy ldg 7001 TDZE 2 Apt Elev 4

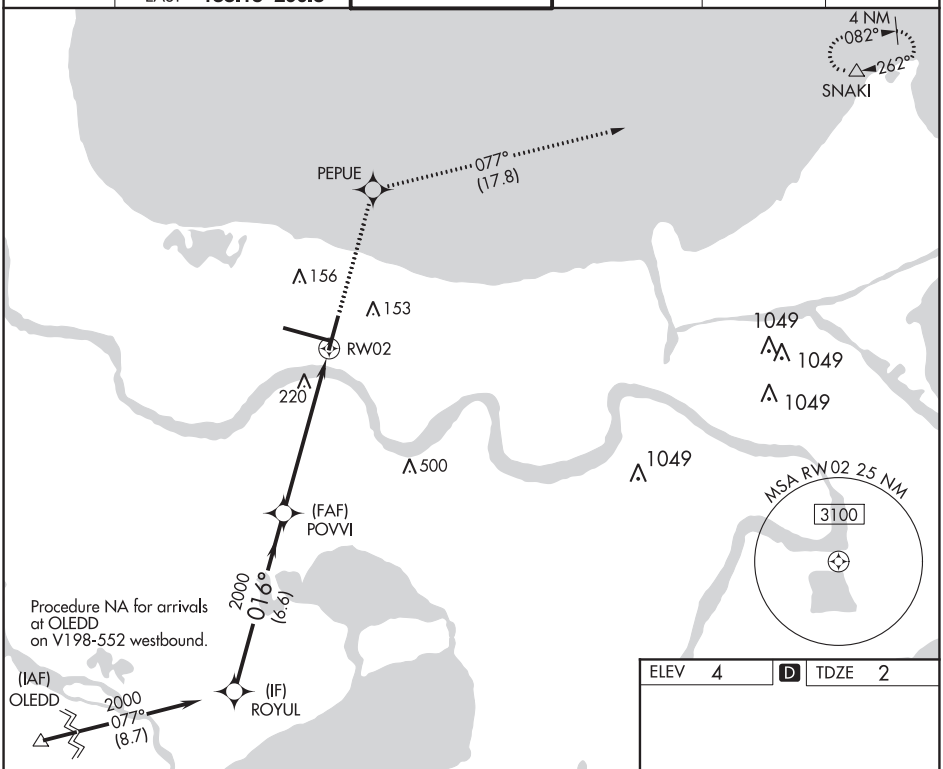
RNAV (GPS) RWY 2

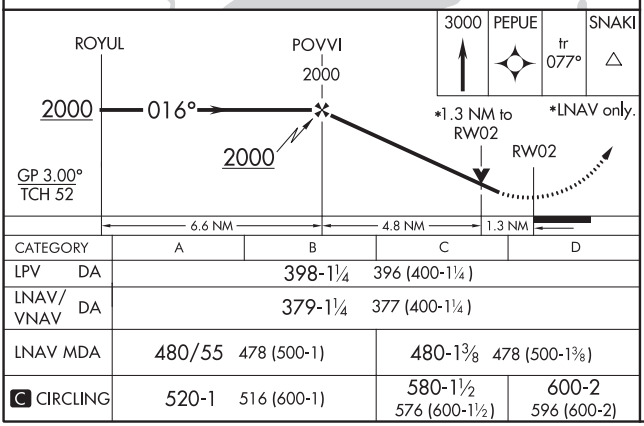
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA.

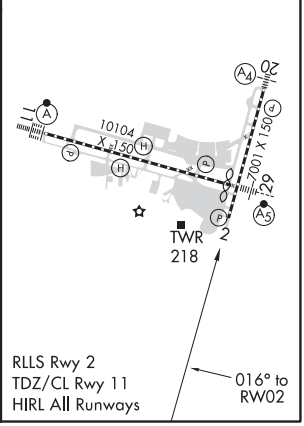
MISSED APPROACH: Climb to 3000 direct PEPUE and on track 077° to SNAKI and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	





CATEGORY	A	B	C	D
LPV DA	398-1¼ 396 (400-1¼)			
LNAV/VNAV DA	379-1¼ 377 (400-1¼)			
LNAV MDA	480/55 478 (500-1)		480-1⅜ 478 (500-1⅜)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)



SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 61319 W11A	APP CRS 106°	Rwy ldg 9800 TDZE 4 Apt Elev 4

RNAV (GPS) Y RWY 11

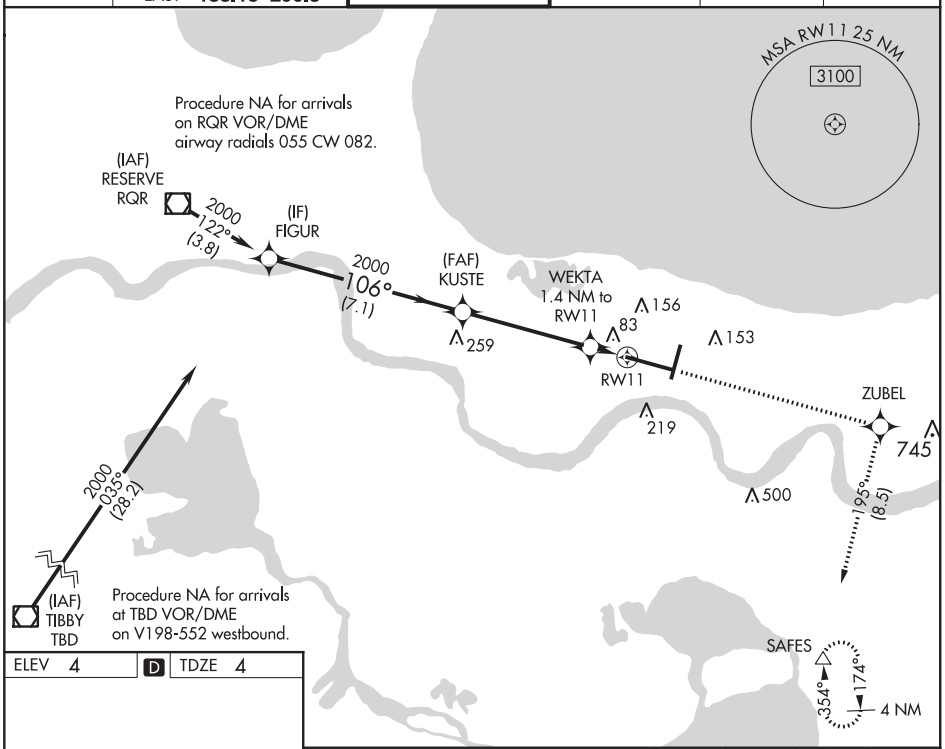
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 4000.

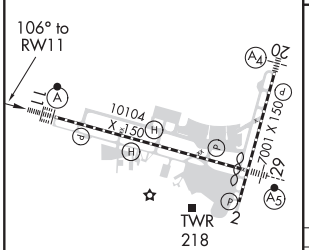
ALSF-2

MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 195° to SAFES and hold.

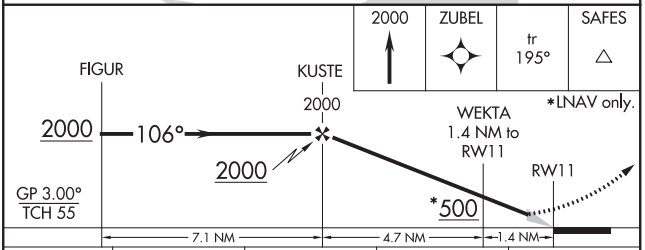
D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



ELEV 4 | D | TDZE 4



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways



CATEGORY	A	B	C	D
LPV DA	204/18 200 (200-½)			
LNAV/VNAV DA	254/24 250 (300-½)			
LNAV MDA	340/24 336 (400-½)		340/26 336 (400-½)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

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WAAS CH 40007 W20A	APP CRS 197°	Rwy ldg 7001 TDZE -1 Apt Elev 4

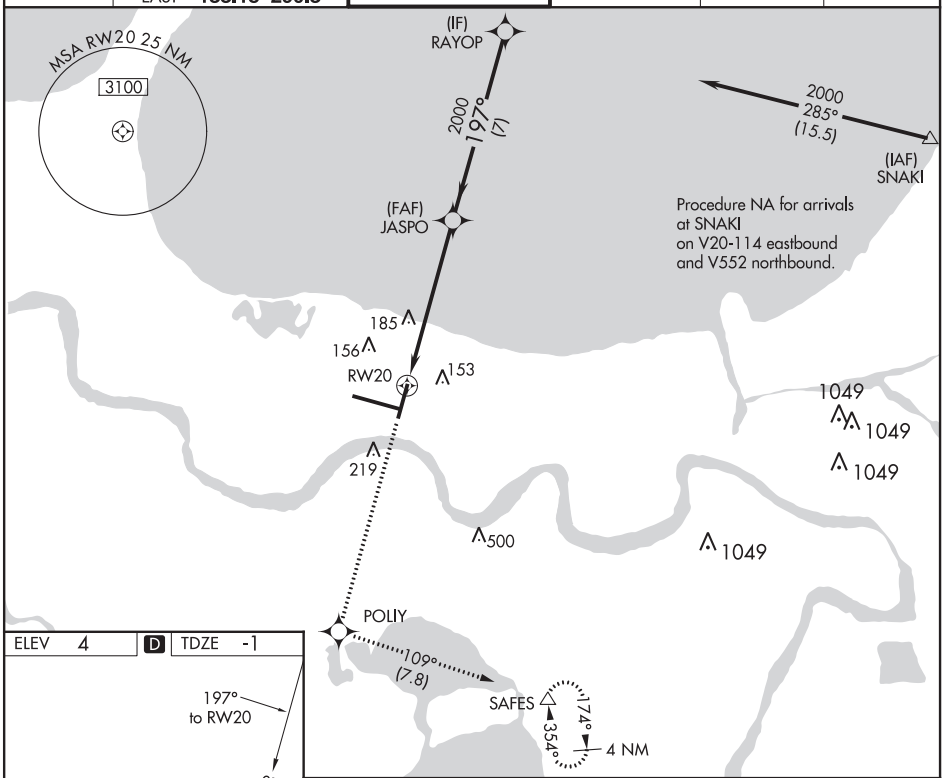
RNAV (GPS) Y RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

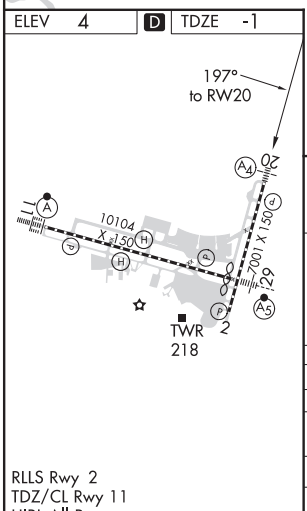
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase LNAV/VNAV Cat D visibility to RVR 5000; increase LNAV Cat C/D visibility to 1⅜ mile.

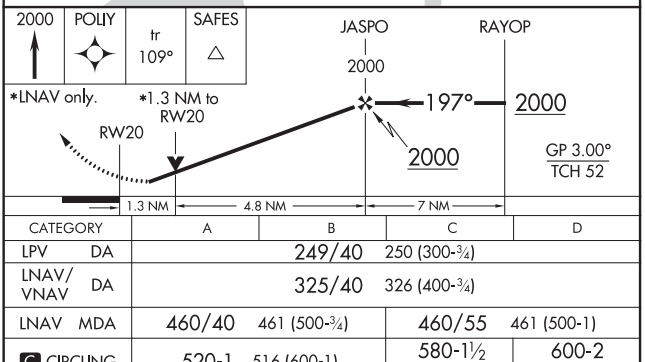
MALS

MISSED APPROACH: Climb to 2000 direct POLIY and on track 109° to SAFES and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	







CATEGORY	A	B	C	D
LPV DA	249/40 250 (300-¾)			
LNAV/VNAV DA	325/40 326 (400-¾)			
LNAV MDA	460/40 461 (500-¾)		460/55 461 (500-1)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 49006 W29A	APP CRS 287°	Rwy ldg 9800 TDZE 2 Apt Elev 4

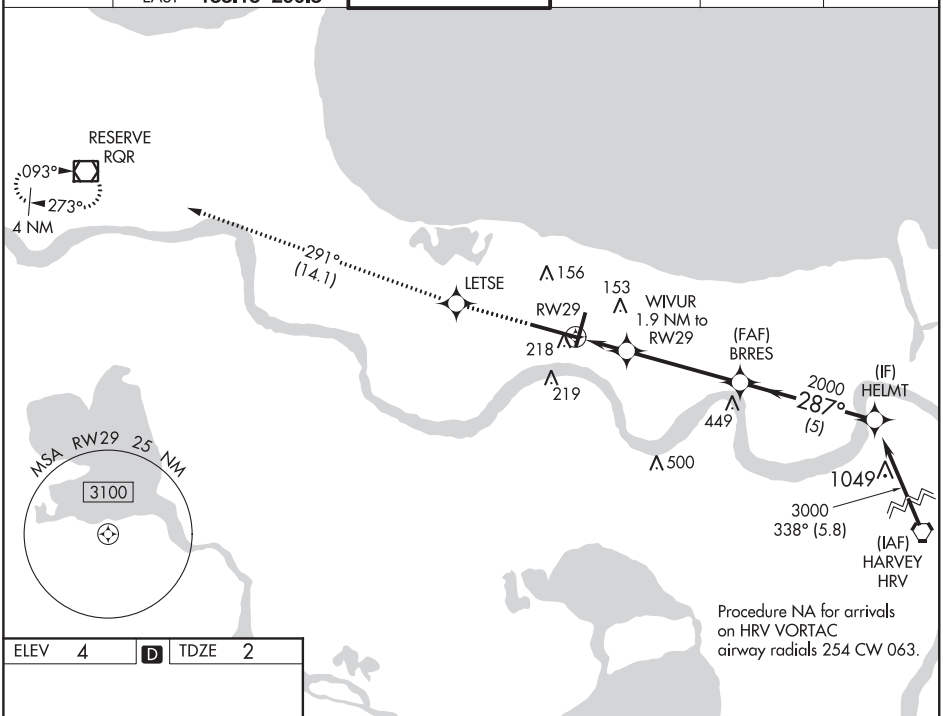
RNAV (GPS) Y RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (31°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase Cat C/D visibility to 1⅜ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

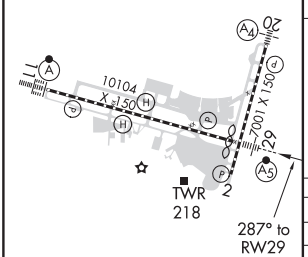
MALSR

MISSED APPROACH: Climb to 3000 direct LETSE and on track 291° to RQR VOR/DME and hold.

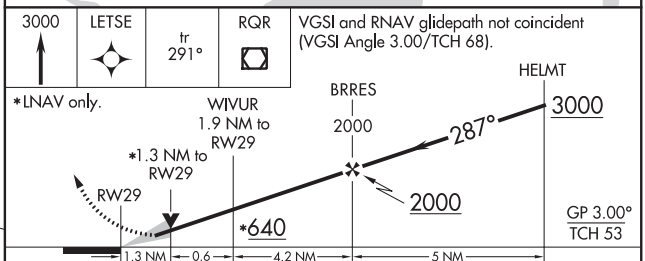
D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



ELEV 4 | D | TDZE 2



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways



CATEGORY	A	B	C	D
LPV DA **	202/24 200 (200-½)			
LNAV/VNAV DA	380/40 378 (400-¾)			
LNAV MDA	480/24 478 (500-½)		480/50 478 (500-1)	
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

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LOC RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

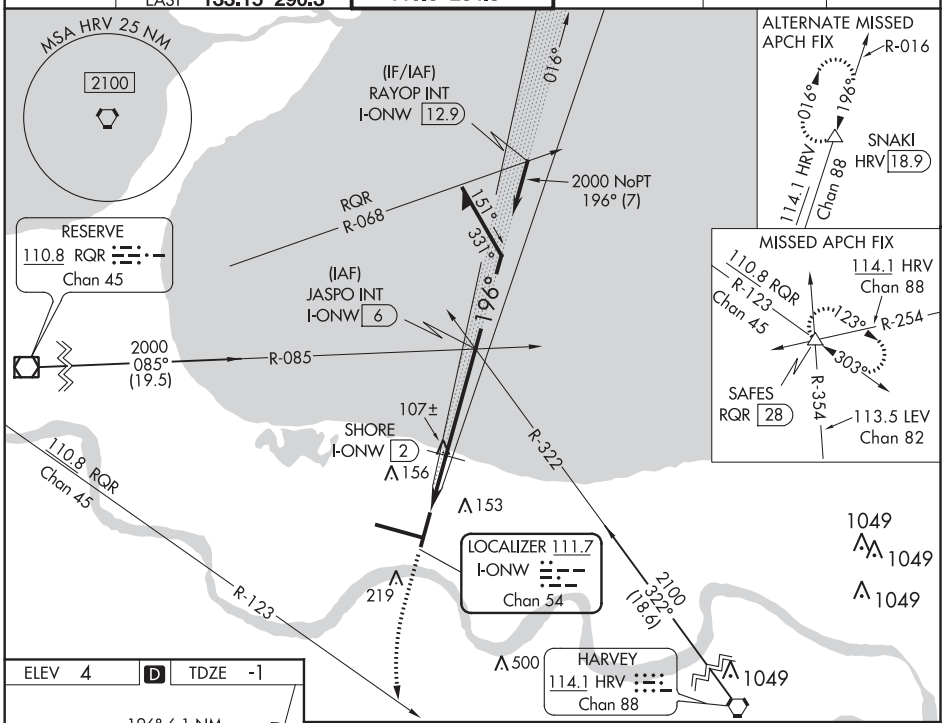
LOC/DME I-ONW	APP CRS	Rwy ldg 7001
111.7	196°	TDZE -1
Chan 54		Apt Elev 4

For inop MALS when using SHORE Fix Minimums, increase S-20 Cat D visibility to RVR 5500. Helicopter visibility reduction below RVR 4000 NA. For inop MALS, increase S-20 Cat D visibility to 2 miles.

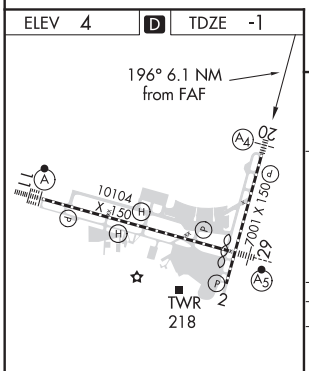
MALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 on heading 180° and RQR VOR/DME R-123 to SAFES INT/RQR 28 DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	

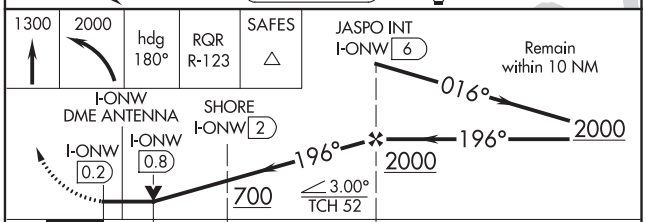


ELEV 4	D	TDZE -1



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-20	700/40 701 (700-¾)		700-1¾ 701 (700-1¾)	
C CIRCLING	700-1 696 (700-1)		700-2 696 (700-2)	700-2¼ 696 (700-2¼)
SHORE FIX MINIMUMS				
S-20	360/40 361 (400-¾)			
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

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VOR/DME RWY 11

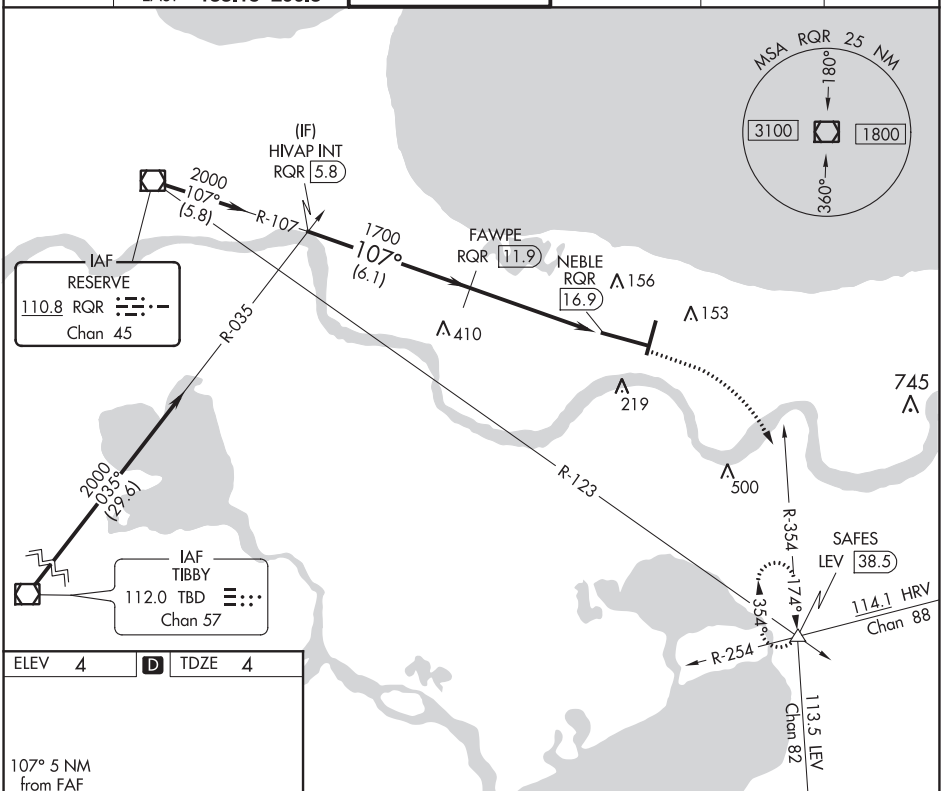
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

VOR/DME RQR	APP CRS	Rwy ldg	9800
110.8	107°	TDZE	4
Chan 45		Apt Elev	4

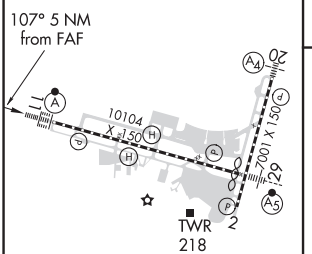
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON	CLNC DEL	CPDLC
127.55	WEST 125.5 350.35 EAST 133.15 290.3	119.5 254.3	121.9 273.525	126.575	



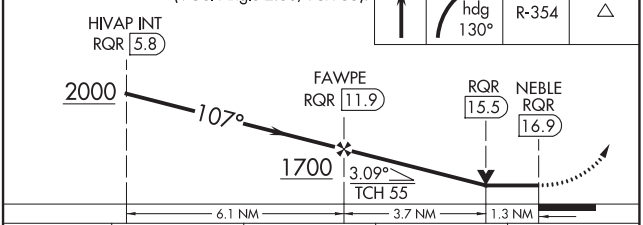
ELEV 4	D	TDZE 4



RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 55).

800	2000	LEV	SAFES
↑	hdg 130°	R-354	△



CATEGORY	A	B	C	D
S-11	460/24 456 (500-½)			
C CIRCLING	520-1 516 (600-1)		580-1½ 576 (600-1½)	600-2 596 (600-2)

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SC-4, 25 FEB 2021 to 22 APR 2021

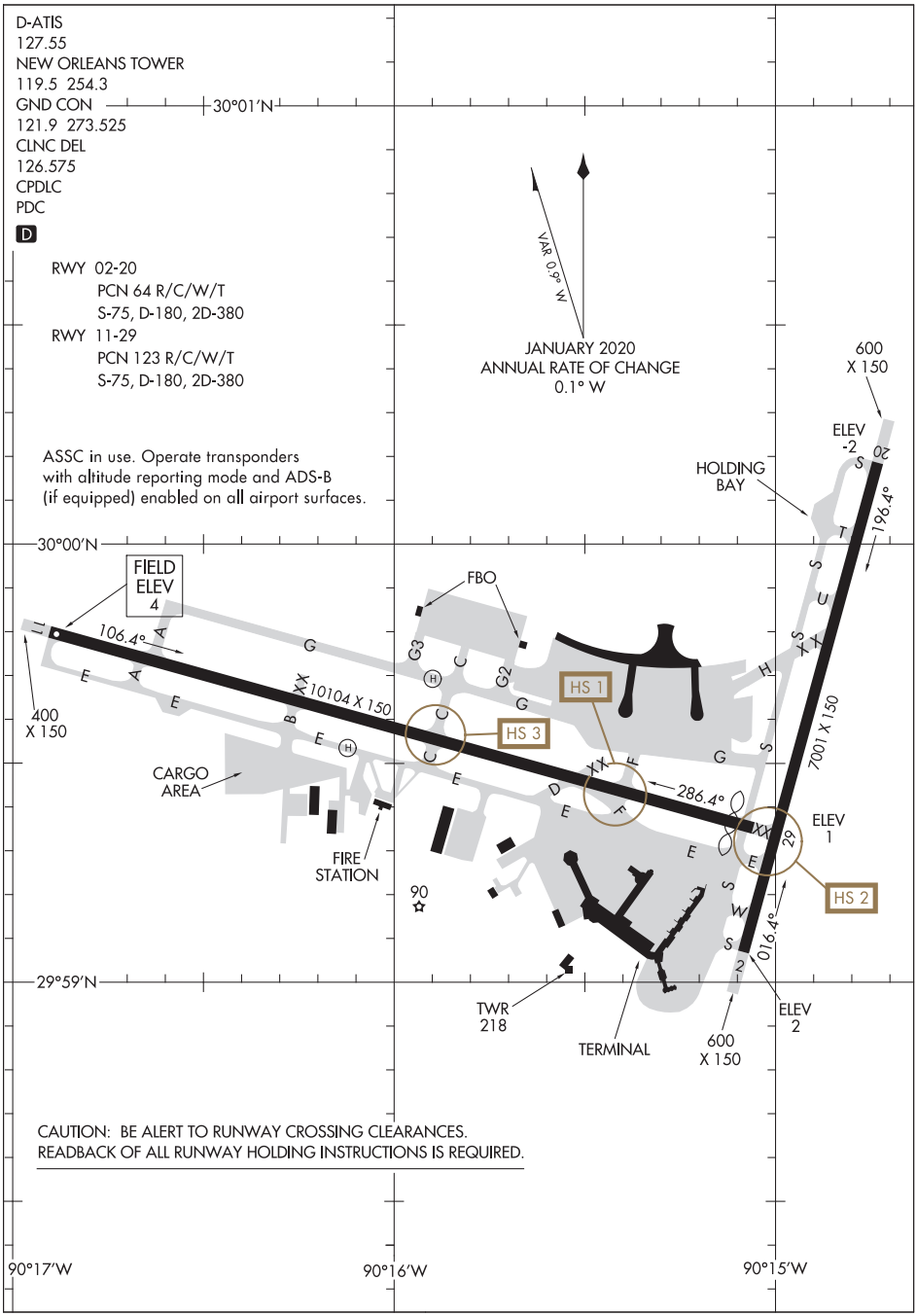
20366

AIRPORT DIAGRAM

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

AL-609 (FAA)

NEW ORLEANS, LOUISIANA



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

20366

NEW ORLEANS, LOUISIANA

ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

LOC I-NBG	APCH CRS	Rwy ldg 10,001 TDZE -2 Arpt Elev 2
109.5	044°	

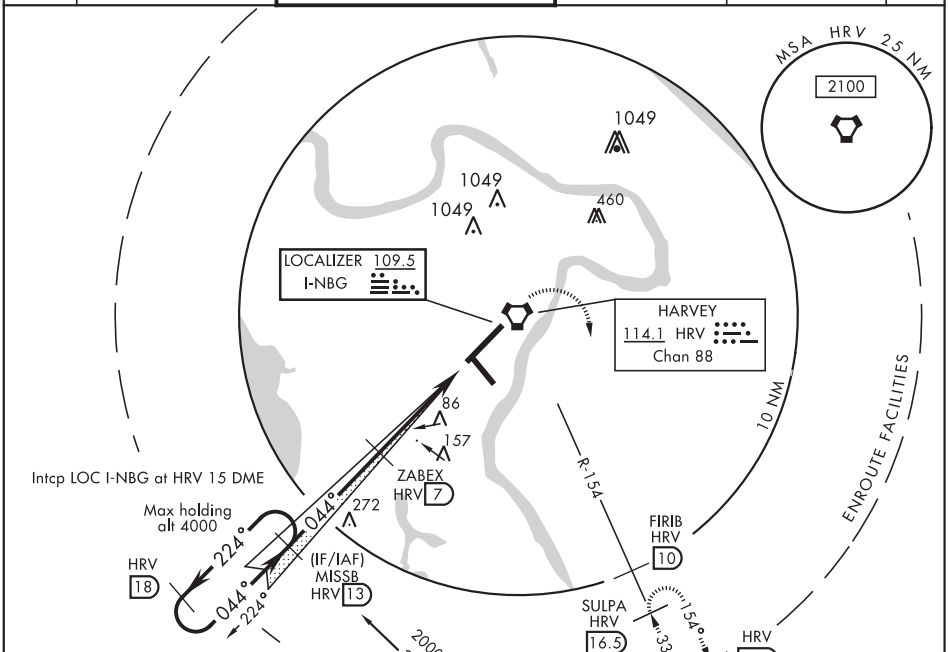
AL-630 [USN]

* When ALS inop, increase vis CAT ABCDE to ¾ mile.
** When ALS inop, increase vis CAT AB to 1 mile; CAT CDE to 1⅛ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 2100 direct HRV VORTAC then climbing right turn intercept HRV R-154 to SULPA and hold. Cross FIRIB at 2000.

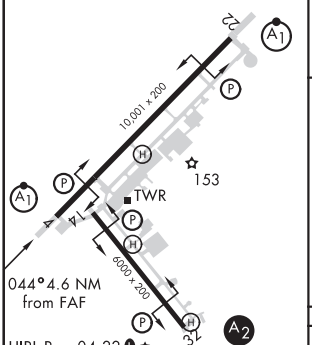
ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 340.2 (CTAF)	121.6 270.35	128.35 263.0	



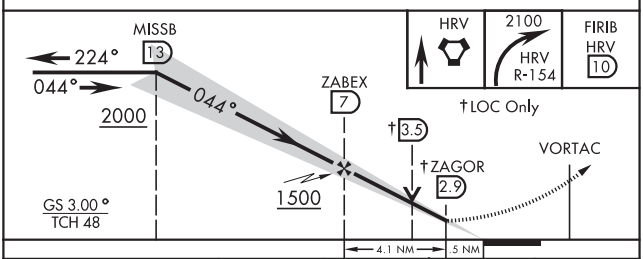
SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

ELEV 2 | TDZE -2



EMERG SAFE ALT 100 NM 3100



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

CATEGORY	A	B	C	D	E
S-ILS 4 *	198- ½ 200 (200-½)				
S-LOC 4 **	400-½ 402 (400-½)		400-¾ 402 (400-¾)		
*** C CIRCLING	580-1 578 (600-1)		580-1½ 578 (600-1½)	640-2 638 (700-2)	640-2¼ 638 (700-2¼)

NEW ORLEANS, LOUISIANA

29°50′N-90°02′W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

Amdt 2 13SEP18

ILS or LOC/DME RWY 4

19115

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 4

AL-630 (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

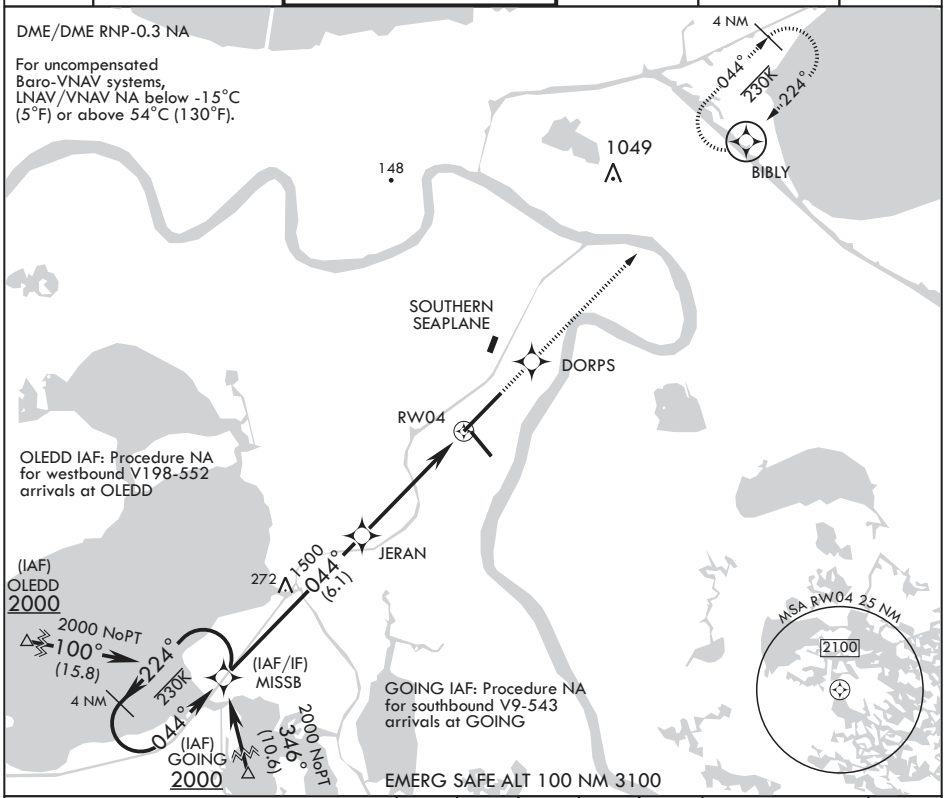
APCH CRS	Rwy ldg	10,001
044°	TDZE	-2
	Arpt Elev	2

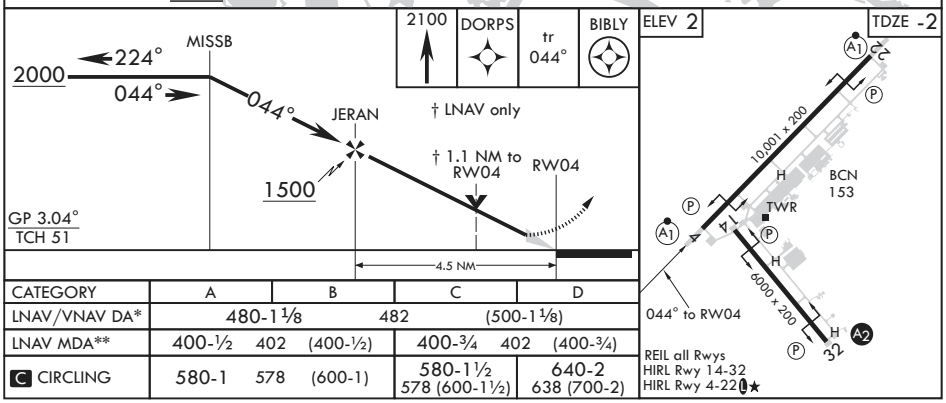
T * When ALS inop, increase vis CAT ABCD to 1 5/8 mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2100 direct DORPS track 044° to BIBLY and hold.

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 ★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	





CATEGORY	A	B	C	D
LNAV/VNAV DA*	480-1⅛ 482 (500-1⅛)			
LNAV MDA**	400-½ 402 (400-½)		400-¾ 402 (400-¾)	
C CIRCLING	580-1 578 (600-1)		580-1½ 578 (600-1½)	640-2 638 (700-2)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 14

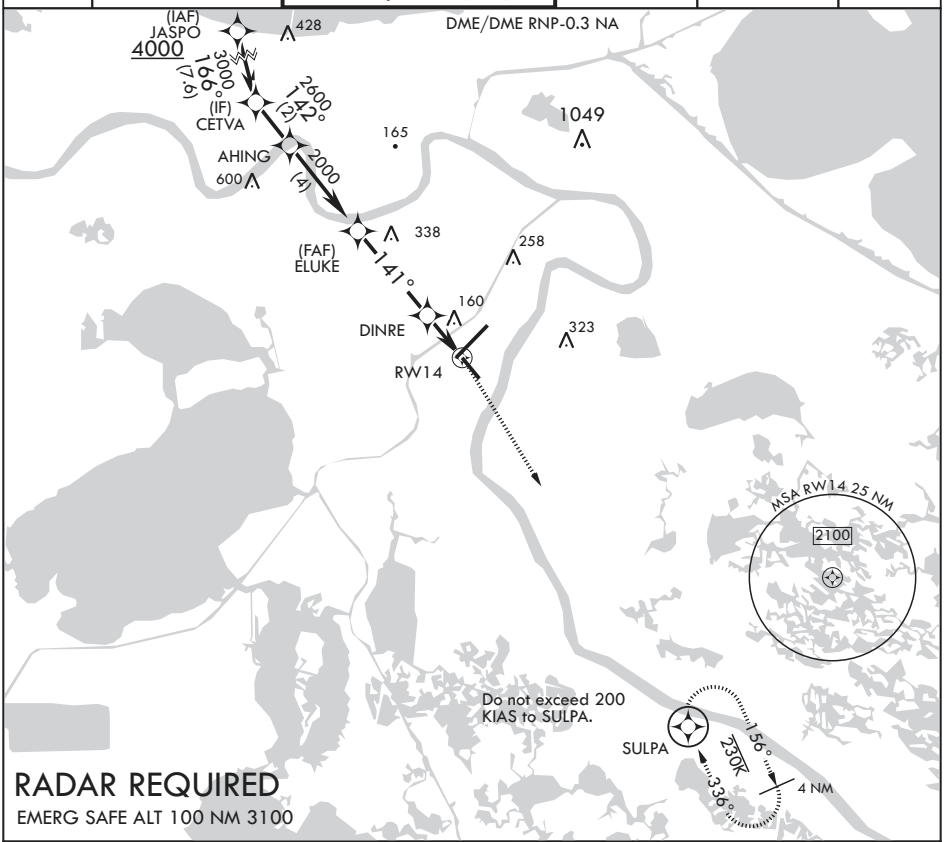
AL-630 (USN)

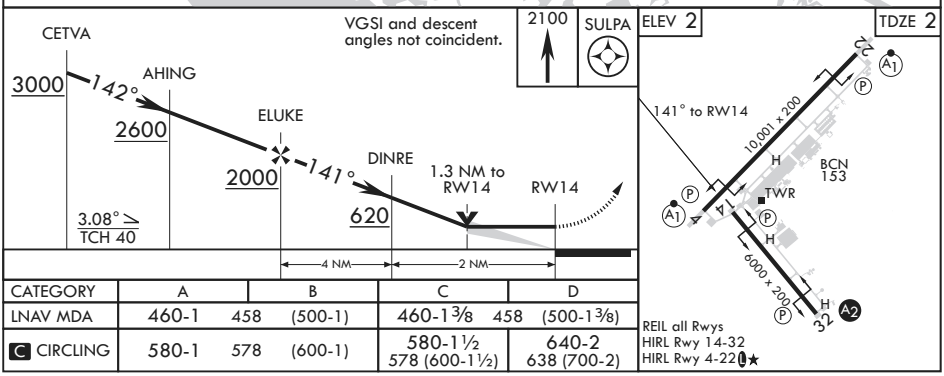
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

APCH CRS	Rwy ldg	6000
141°	TDZE	2
	Arpt Elev	2

MISSED APPROACH: Climb to 2100 direct SULPA and hold.

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 0★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	





CATEGORY	A	B	C	D
LNAV MDA	460-1 458	(500-1)	460-1 3/8 458	(500-1 3/8)
C CIRCLING	580-1 578	(600-1)	580-1 1/2 578	(600-1 1/2)
			640-2 638	(700-2)

NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 1 13SEP18

RNAV (GPS) RWY 14

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

18256

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 22

AL-630 (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

WAAS CH 60141 W22A	APCH CRS 224°	Rwy ldg 10,001 TDZE -1 Arpt Elev 2

* When ALS inop, increase vis CAT ABCD to 3/4 mile.
** When ALS inop, increase vis CAT ABCD to 1 3/4 miles.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 direct AMUPE track 224° to MISSB and hold.

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 ★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

(IAF/IF) BIBLY

1049

148

1049

1044

1600 224° (6)

2000 314° (9.8)

(FAF) MACKV

RW22

323

268

AMUPE

(IAF) KOCEL 2000

RADAR REQUIRED

4 NM 224° 230R 044°

MISSB

475

MSA RW22 25 NM 2100

EMERG SAFE ALT 100 NM 3100

2000 | AMUPE | tr 224° | MISSB

BIBLY KOCEL

314° 2000 2000

† LNAV only

MACKV 224°

RW22 † 1.4 NM to RW22

1600

GP 3.04° TCH 48

4.8 NM

ELEV 2 TDZE -1

22 (A1) (P) 224° to RW22

10,001 x 200 H

BCN 153

(P) TWR (A1) (P) H

6000 x 200 H (P) 32 (A2)

REIL all Rwys
HIRL Rwy 14-32
HIRL Rwy 4-22★

CATEGORY	A	B	C	D
LPV DA*	199-½ 200 (200-½)			
LNAV/VNAV DA**	520-1¼ 521 (600-1¼)			
LNAV MDA***	480-½ 481 (500-½)		480-1 481 (500-1)	
C CIRCLING	580-1 578 (600-1)		580-1½ 578 (600-1½)	640-2 638 (700-2)

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SC-4, 25 FEB 2021 to 22 APR 2021

NEW ORLEANS, LOUISIANA

RNAV (GPS) RWY 32

AL-630 (USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

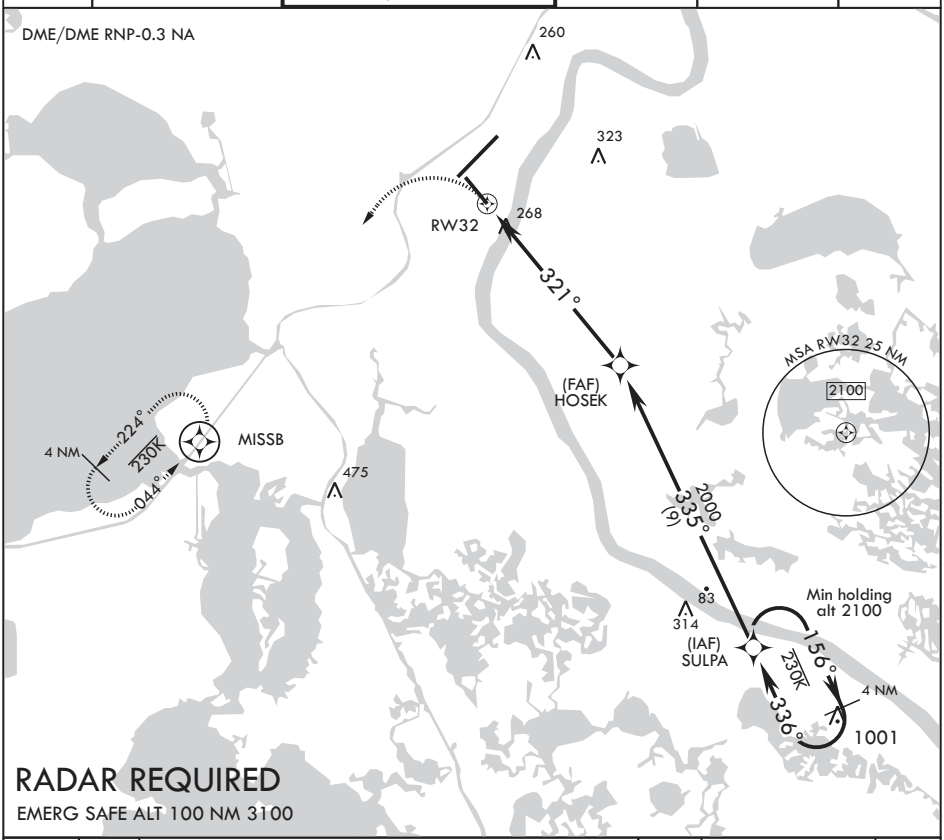
APCH CRS	Rwy ldg	6000
321°	TDZE	2
	Arpt Elev	2

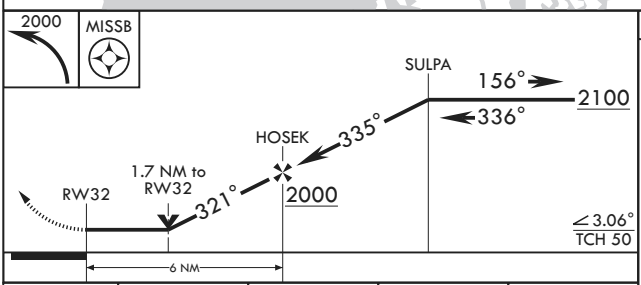
* When ALS inop, increase CAT CD vis to 1 5/8 miles.

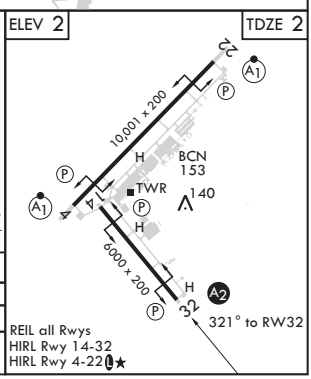
SALS A2

MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold, do not exceed 250 KIAS until turn completion.

ATIS★	APP CON/DEP CON	NAVY NEW ORLEANS TOWER★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 ★ 340.2 (CTAF)	121.6 270.35	128.35 263.0	







CATEGORY	A		B	C		D
LNAV MDA*	580-1	578	(600-1)	580-1⅜	578	(600-1⅜)
C CIRCLING	580-1	578	(600-1)	580-1⅝ 578 (600-1⅝)		640-2 638 (700-2)

NEW ORLEANS, LOUISIANA

Amdt 2 15AUG19

29°50'N - 90°02'W

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 32

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SC-4, 25 FEB 2021 to 22 APR 2021

18256

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VORTAC HRV	APCH CRS	Rwy ldg 10,001
114.1	046°	TDZE -2
Chan 88		Arpt Elev 2

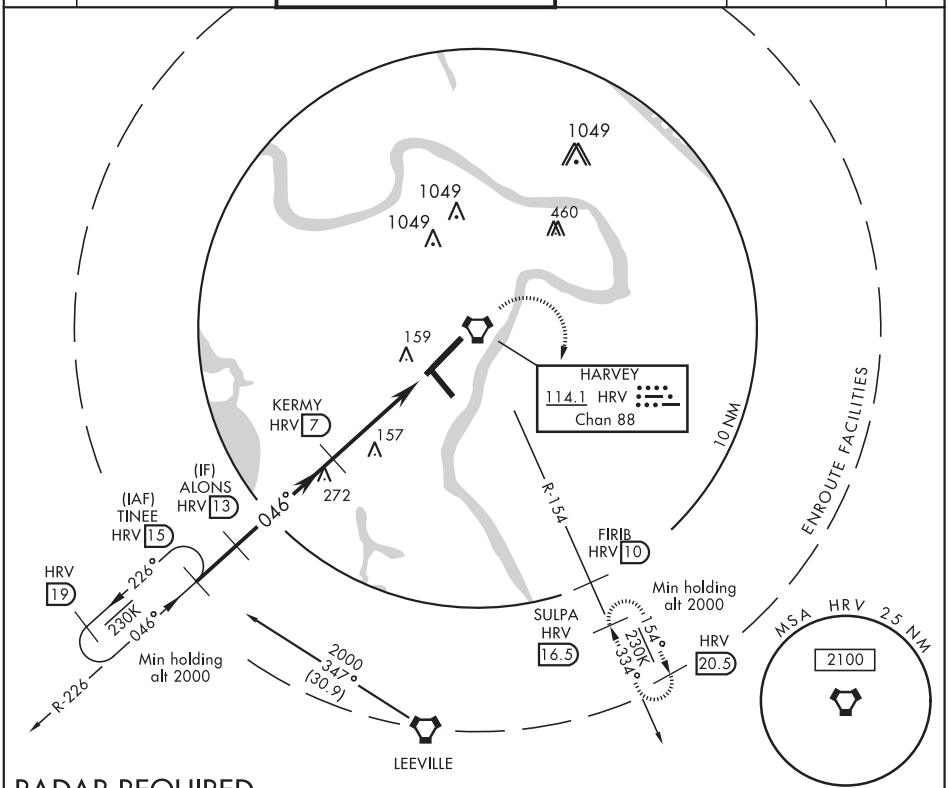
AL-630 [USN]

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

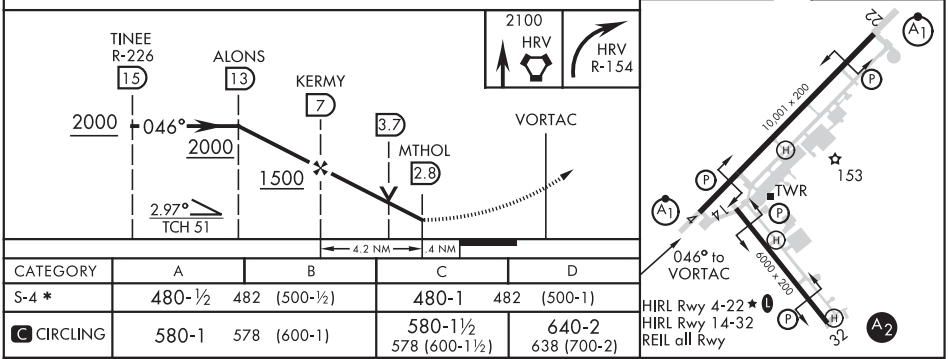
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2100, intercept HRV R-154 to SULPA and hold. Cross FIRIB (HRV R-154/10) at 2000.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	L 123.8 340.2 (CTAF)	121.6 270.35	128.35 263.0	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-4 *	480-½ 482 (500-½)		480-1 482 (500-1)	
C CIRCLING	580-1 578 (600-1)		580-1½ 578 (600-1½)	640-2 638 (700-2)

NEW ORLEANS, LOUISIANA

29° 50′N-90° 02′W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

Amdt 2 13SEP18

VOR/DME or TACAN RWY 4

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NEW ORLEANS, LOUISIANA

VOR/DME or TACAN RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

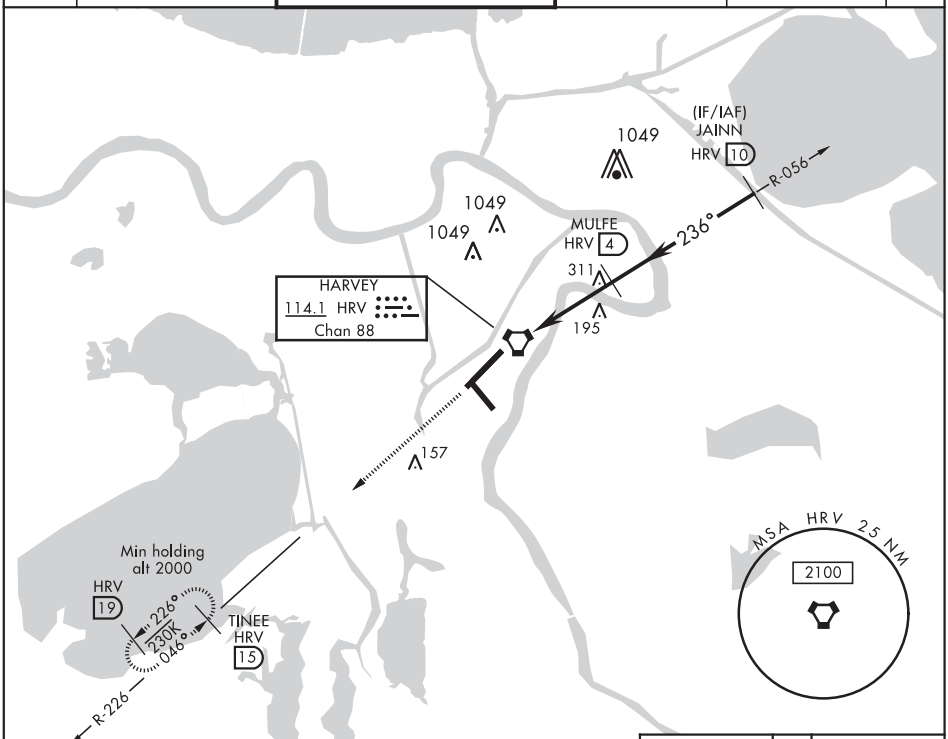
VORTAC HRV 114.1 Chan 88	APCH CRS 236°	Rwy ldg 10,001 TDZE -1 Arpt Elev 2	AL-630 [USN]

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

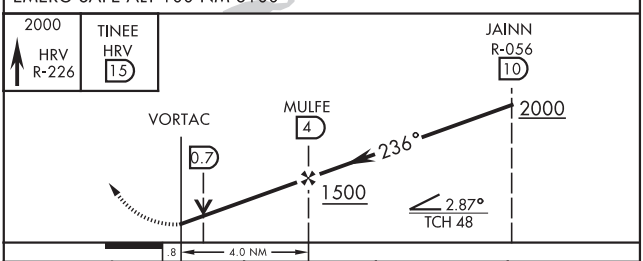
MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

ATIS ★	NEW ORLEANS APP CON	NAVY NEW ORLEANS TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.55	123.85 256.9	123.8 340.2 (CTAF)	121.6 270.35	128.35 263.0	

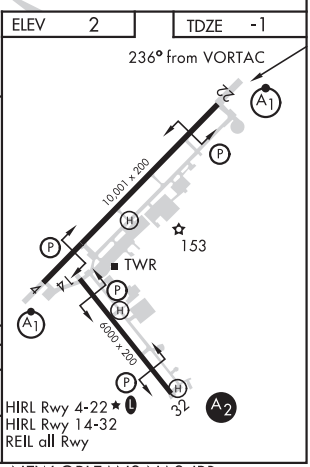


RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-22 *	500-½ 501 (500-½)		500-1 501 (500-1)	
C CIRCLING	580-1 578 (600-1)		580-1½ 578 (600-1½)	640-2 638 (700-2)



NEW ORLEANS, LOUISIANA
Amdt 2 13SEP18

29°50′N-90°02′W

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

VOR/DME or TACAN RWY 22

SC-4, 25 FEB 2021 to 22 APR 2021

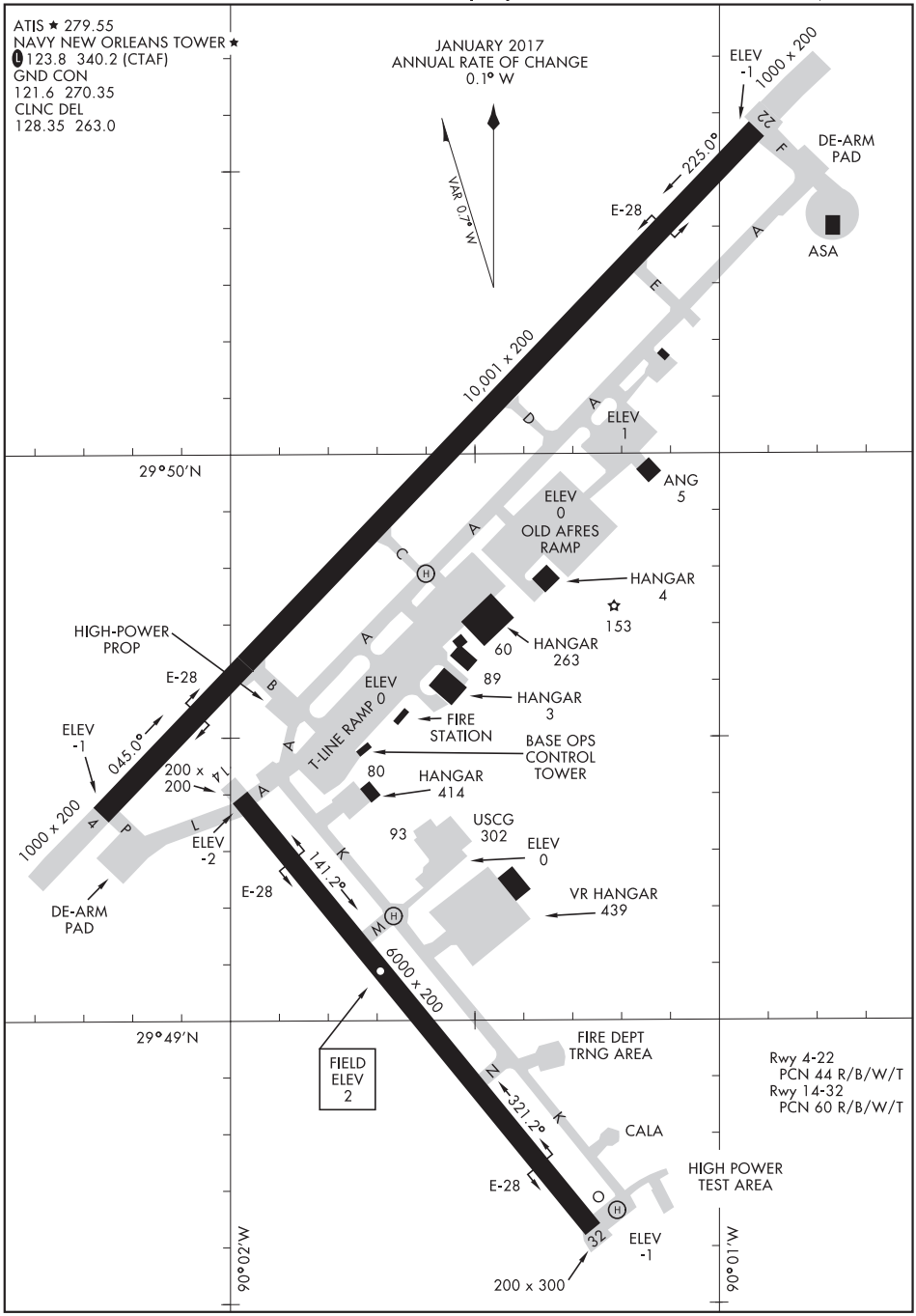
SC-4, 25 FEB 2021 to 22 APR 2021

17005

AIRPORT DIAGRAM

AFD-630 [USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUISIANA



SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS CH 86942 W18A	APP CRS 184°	Rwy ldg 5003 TDZE 39 Apt Elev 39

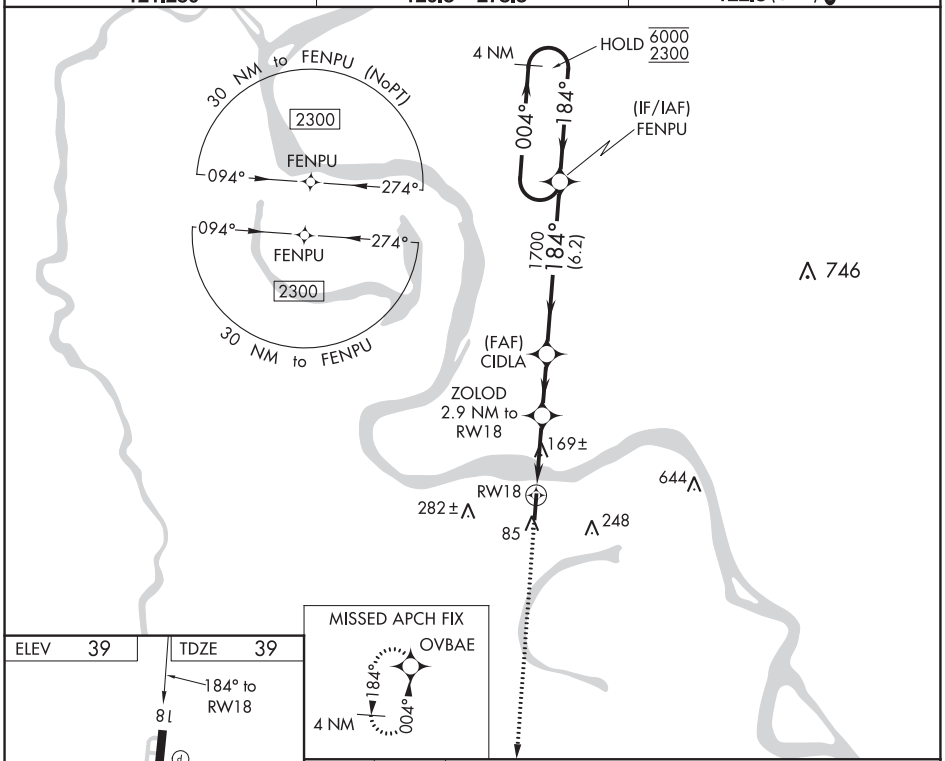
RNAV (GPS) RWY 18
FALSE RIVER RGNL (HZR)

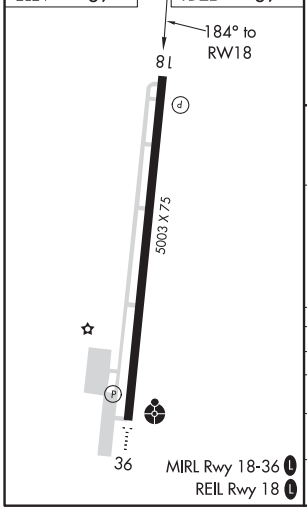
RNP APCH.

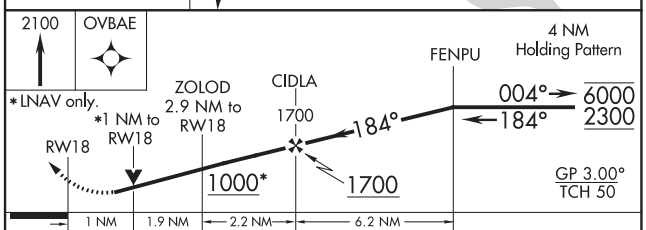
T Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility ⅛ SM; increase all MDA 60 feet, and LNAV Cat C/D and Circling Cat C visibility ¼ SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Baro-VNAV and VDP NA when using Baton Rouge altimeter setting.

MISSED APPROACH: Climb to 2100 direct OVBAE and hold.

AWOS-3PT	BATON ROUGE APP CON★	UNICOM
121.250	120.3 278.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	347-⅞ 308 (400-⅞)			
LNAV/VNAV DA	317-⅞ 278 (300-⅞)			
LNAV MDA	420-1 381 (400-1)		420-1⅛ 381 (400-1⅛)	
C CIRCLING	480-1 441 (500-1)	520-1 481 (500-1)	600-1½ 561 (600-1½)	600-2 561 (600-2)

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NEW ROADS, LOUISIANA

AL-6238 (FAA)

20310

RNAV (GPS) RWY 36

FALSE RIVER RGNL (HZR)

WAAS CH 42607 W36A	APP CRS 004°	Rwy ldg 5003 TDZE 36 Apt Elev 39

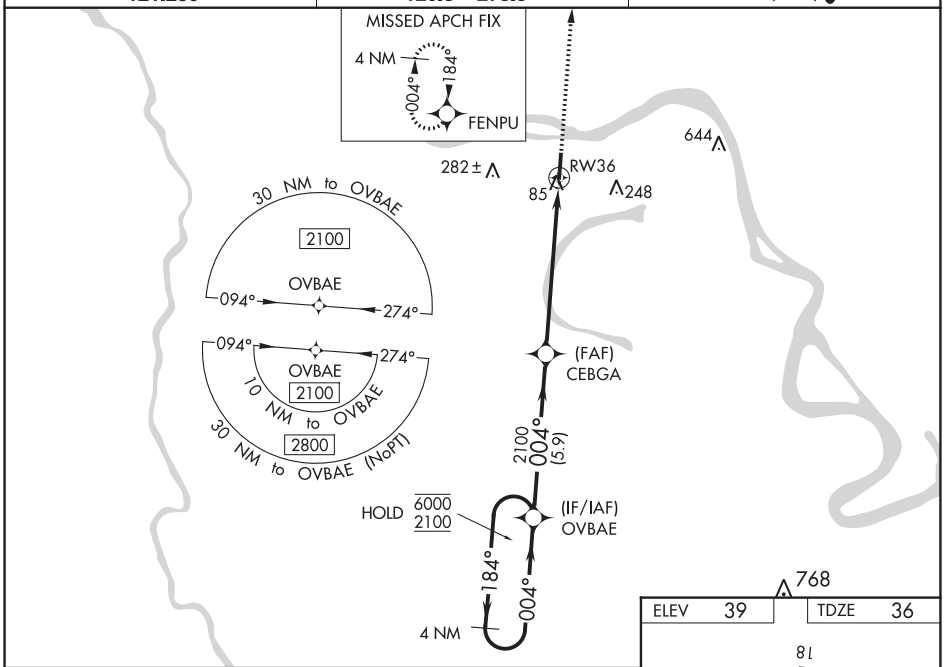
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Baton Rouge altimeter setting. When local altimeter setting not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility ⅛ SM; increase all MDA 60 feet, and LNAV Cat C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. For inop ALS, increase LNAV/VNAV Cats A/B visibility to ⅞ mile. For inop ALS when using Baton Rouge altimeter setting, increase LNAV/VNAV visibility to 1 SM and LNAV Cat C/D visibility to 1⅝ SM.

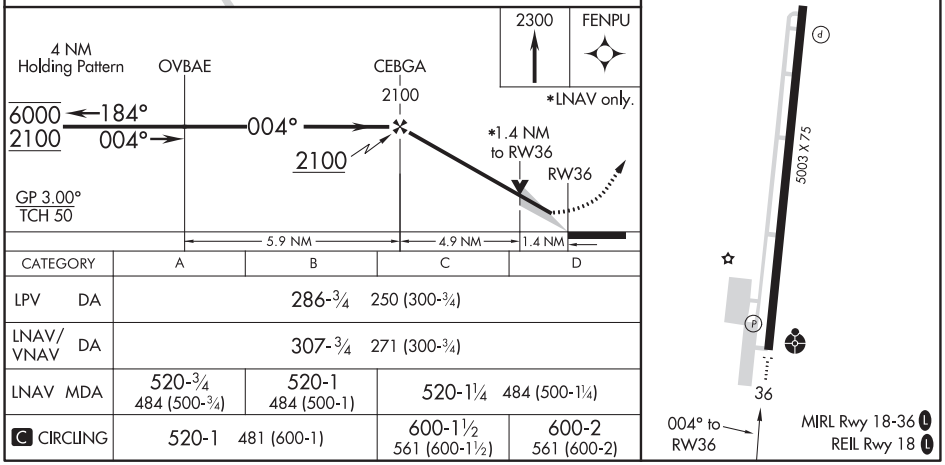
ODALS

MISSED APPROACH: Climb to 2300 direct FENPU and hold.

AWOS-3PT	BATON ROUGE APP CON★	UNICOM
121.250	120.3 278.3	122.8 (CTAF) L



ELEV	39	TDZE	36



CATEGORY	A	B	C	D
LPV DA	286-¾ 250 (300-¾)			
LNAV/VNAV DA	307-¾ 271 (300-¾)			
LNAV MDA	520-¾ 484 (500-¾)	520-1 484 (500-1)	520-1¼ 484 (500-1¼)	
C CIRCLING	520-1 481 (600-1)		600-1½ 561 (600-1½)	600-2 561 (600-2)

LOC RWY 36
FALSE RIVER RGNL (HZR)

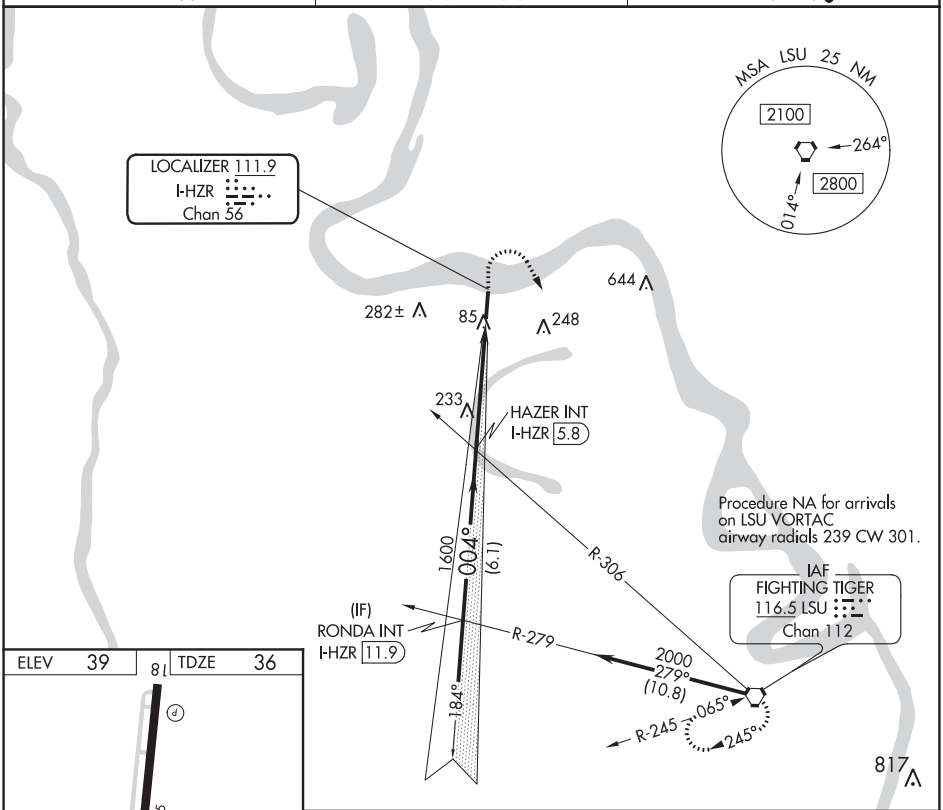
LOC/DME I-HZR	APP CRS	Rwy ldg	5003
111.9	004°	TDZE	36
Chan 56		Apt Elev	39

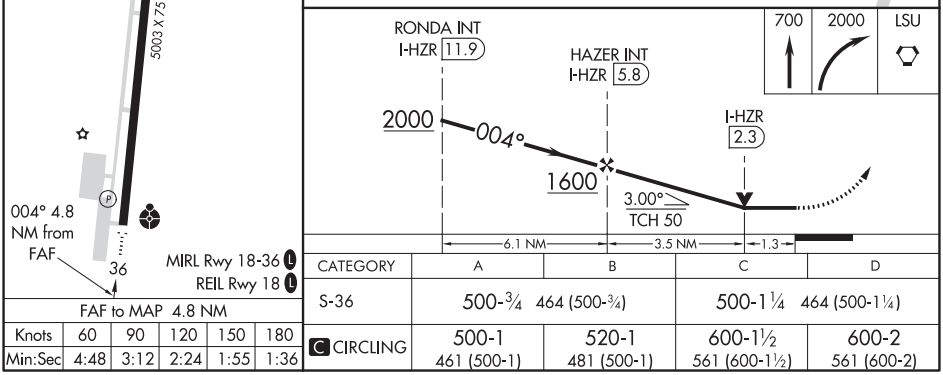
When local altimeter setting not received, use Baton Rouge altimeter setting and increase all MDA 60 feet; increase S-36 Cat C/D visibility to 1⅜ SM and Circling Cat C to 1¾ SM.

ODALS

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.

AWOS-3PT	BATON ROUGE APP CON★	UNICOM
121.250	120.3 278.3	122.8 (CTAF) 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
S-36	500-¾ 464 (500-¾)		500-1¼ 464 (500-1¼)	
C CIRCLING	500-1 461 (500-1)	520-1 481 (500-1)	600-1½ 561 (600-1½)	600-2 561 (600-2)

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OAKDALE, LOUISIANA | AL-9133 (FAA) | 19199

RNAV (GPS) RWY 18
ALLEN PARISH (ACP)

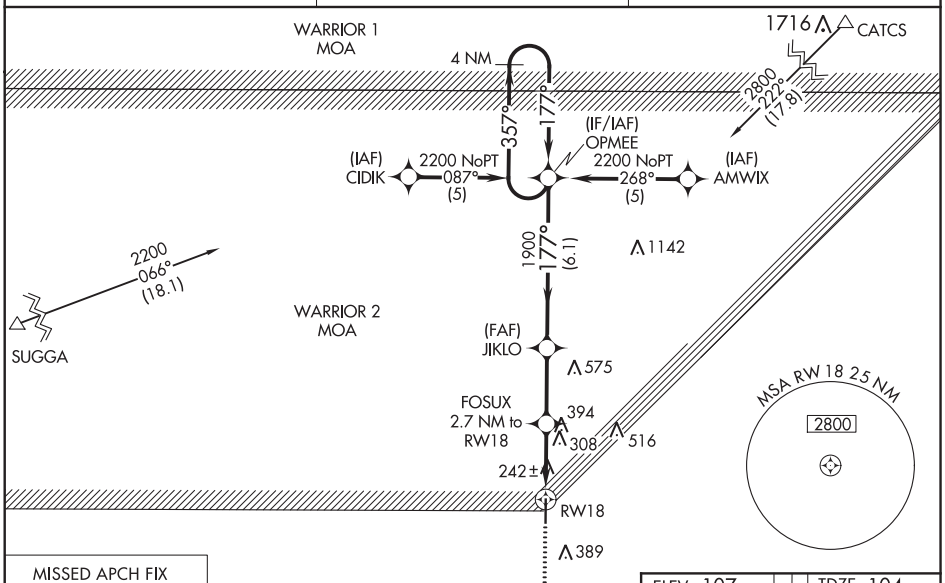
WAAS CH 77914 W18A	APP CRS 177°	Rwy ldg 5000 TDZE 104 Apt Elev 107

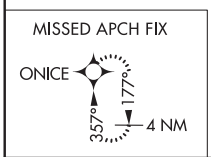
RNP APCH.

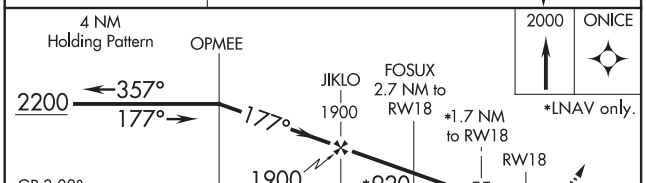
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all DA 84 feet; increase all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ SM and increase LNAV Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

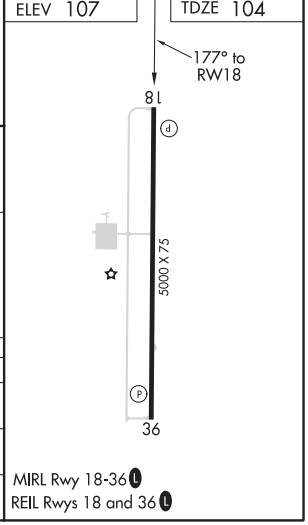
AWOS-3PT	POLK APP CON	UNICOM
118.275	123.7 261.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	515-1½ 411 (500-1½)			NA
LNAV/VNAV DA	549-1½ 445 (500-1½)			NA
LNAV MDA	700-1 596 (600-1)		700-1¾ 596 (600-1¾)	NA



OAKDALE, LOUISIANA
Orig-A 18JUL19

30°45'N-92°41'W

ALLEN PARISH (ACP)
RNAV (GPS) RWY 18

SC-4, 25 FEB 2021 to 22 APR 2021

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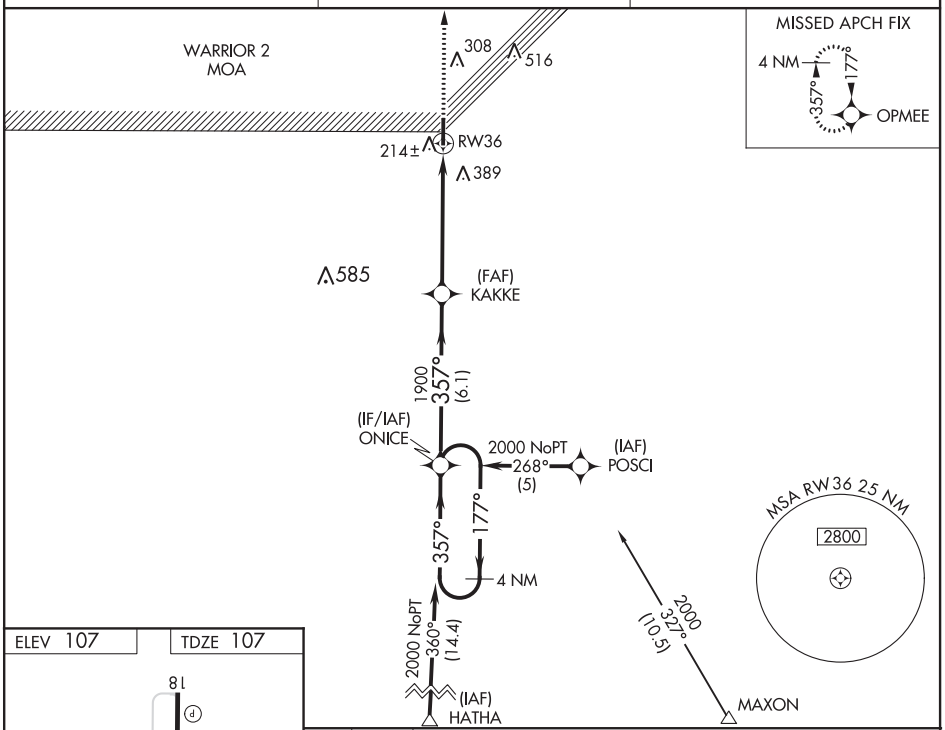
RNAV (GPS) RWY 36
ALLEN PARISH (ACP)

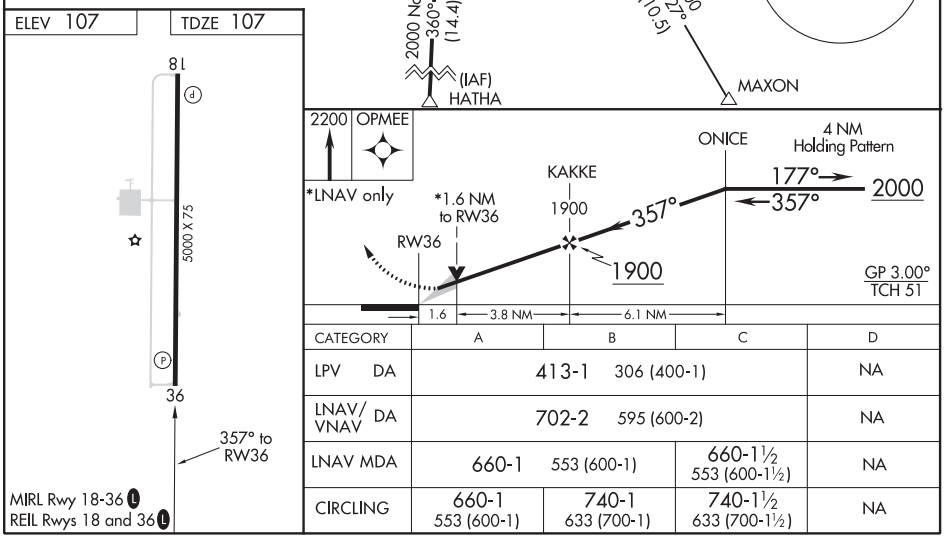
WAAS CH 49214 W36A	APP CRS 357°	Rwy ldg 5000 TDZE 107 Apt Elev 107

Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

AWOS-3PT	POLK APP CON	UNICOM
118.275	123.7 261.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	413-1 306 (400-1)			NA
LNAV/VNAV DA	702-2 595 (600-2)			NA
LNAV MDA	660-1 553 (600-1)		660-1½ 553 (600-1½)	NA
CIRCLING	660-1 553 (600-1)	740-1 633 (700-1)	740-1½ 633 (700-1½)	NA

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OKOLONA, MISSISSIPPI

AL-6780 (FAA)

19115

RNAV (GPS) RWY 18

OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

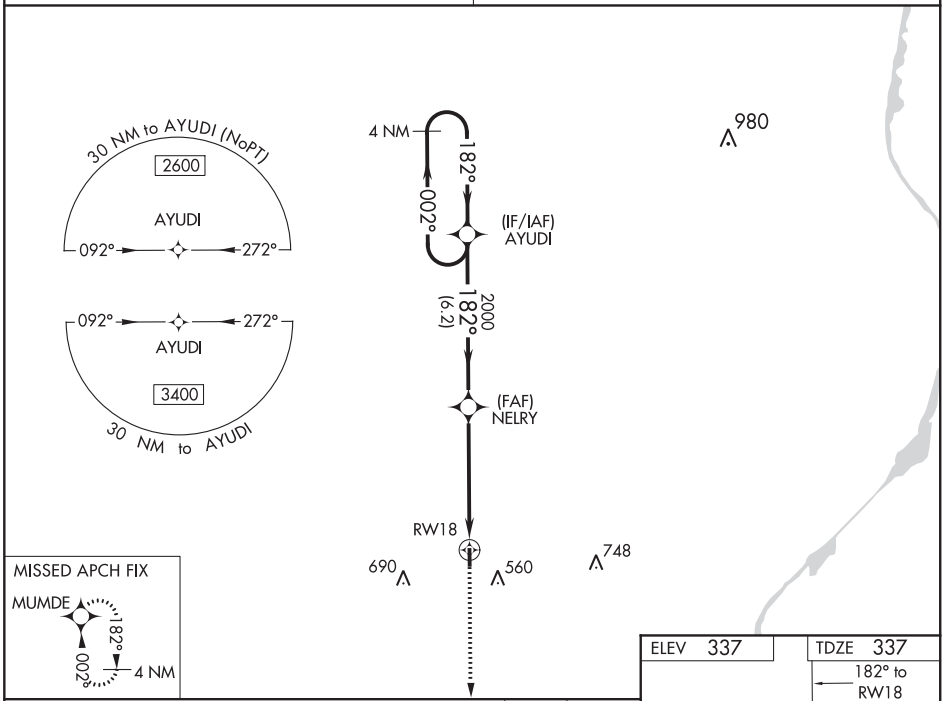
WAAS CH 53535 W18A	APP CRS 182°	Rwy ldg 3197 TDZE 337 Apt Elev 337

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C visibility ½ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L



CATEGORY	A	B	C	D
LPV DA	624-1 287 (300-1)			NA
LNAV/VNAV DA	669-1⅛ 332 (400-1⅛)			NA
LNAV MDA	820-1 483 (500-1)		820-1⅜ 483 (500-1⅜)	NA
C CIRCLING	920-1 583 (600-1)		1080-2¼ 743 (800-2¼)	NA

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WAAS CH 99535 W36A	APP CRS 002°	Rwy ldg 3197 TDZE 337 Apt Elev 337

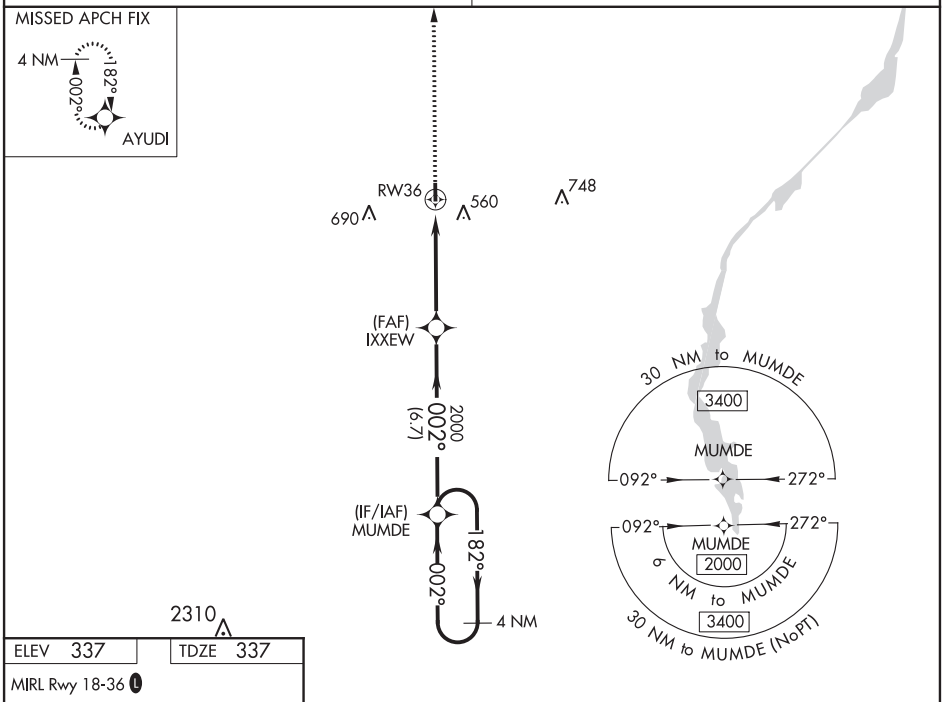
RNAV (GPS) RWY 36
OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

NA

MISSED APPROACH: Climb to 2600 direct AYUDI and hold.

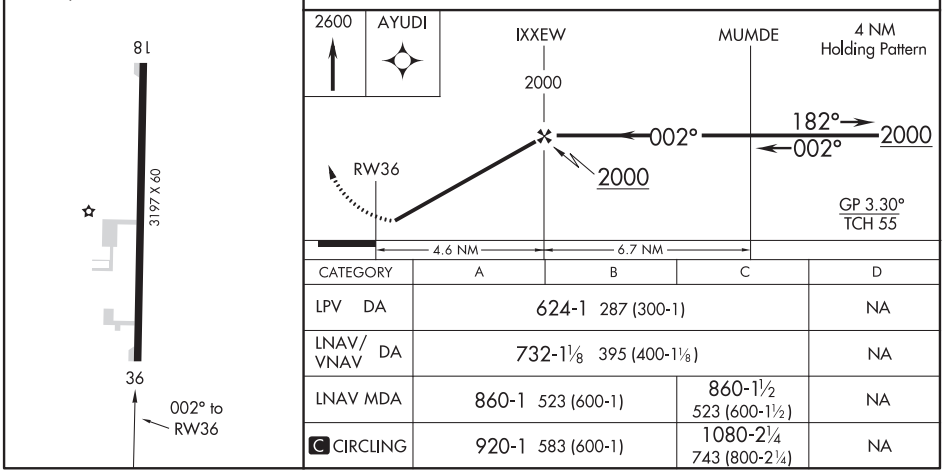
COLUMBUS APP CON *	CTAF
126.075 229.15	122.9 L



2310

ELEV 337	TDZE 337

MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LPV DA	624-1 287 (300-1)			NA
LNAV/VNAV DA	732-1⅛ 395 (400-1⅛)			NA
LNAV MDA	860-1 523 (600-1)		860-1½ 523 (600-1½)	NA
C CIRCLING	920-1 583 (600-1)		1080-2¼ 743 (800-2¼)	NA

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OLIVE BRANCH, MISSISSIPPI — AL-5883 (FAA) — 20086

ILS or LOC RWY 18
OLIVE BRANCH (OLV)

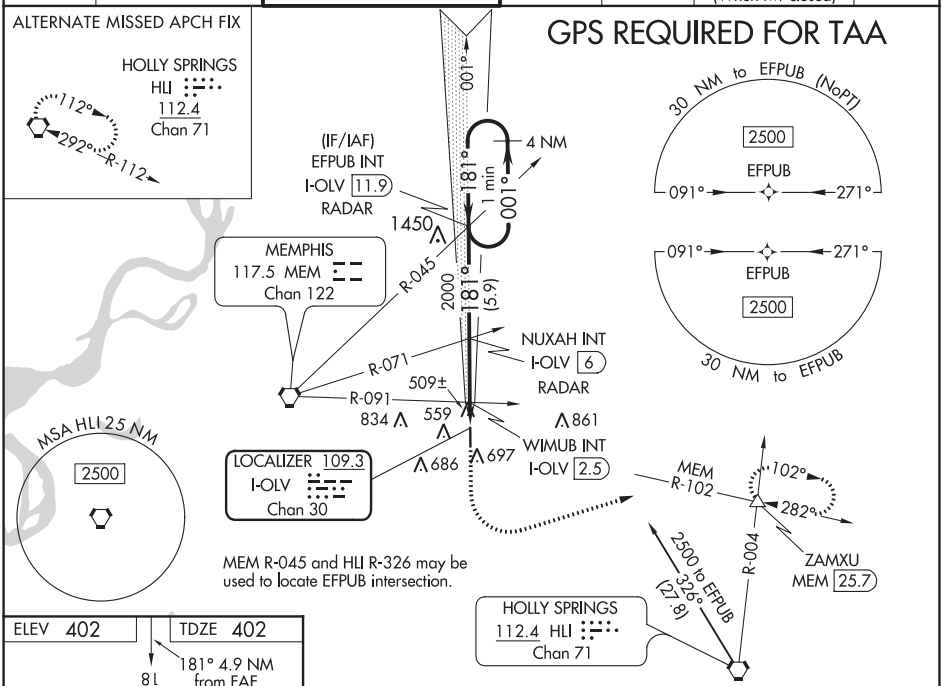
LOC/DME I-OLV	APP CRS	Rwy ldg	6000
109.3	181°	TDZE	402
Chan 30		Apt Elev	402

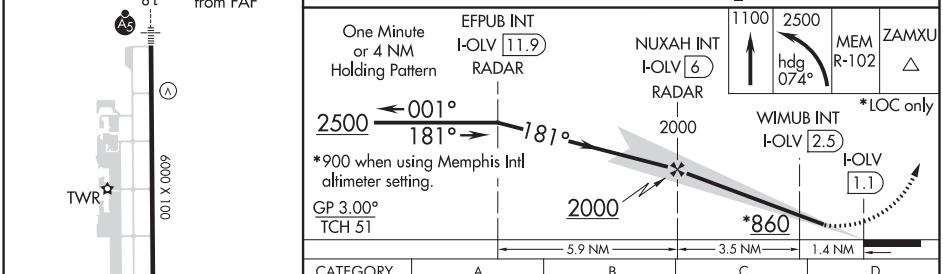
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 18 Cats C and D visibility ⅛ mile and Circling Cats C and D visibility ¼ mile; increase WIMUB fix minimums Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 on heading 074° and on MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.925	125.8 338.3	125.275 (CTAF) L	121.2	121.2	121.3	122.95





CATEGORY	A	B	C	D
S-ILS 18	602-½ 200 (200-½)			
S-LOC 18	860-½ 458 (500-½)		860-⅞ 458 (500-⅞)	
C CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)
WIMUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 18	760-½ 358 (400-½)		760-⅝ 358 (400-⅝)	
C CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SC-4, 25 FEB 2021 to 22 APR 2021

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WAAS CH 61199 W18A	APP CRS 181°	Rwy ldg 6000 TDZE 402 Apt Elev 402

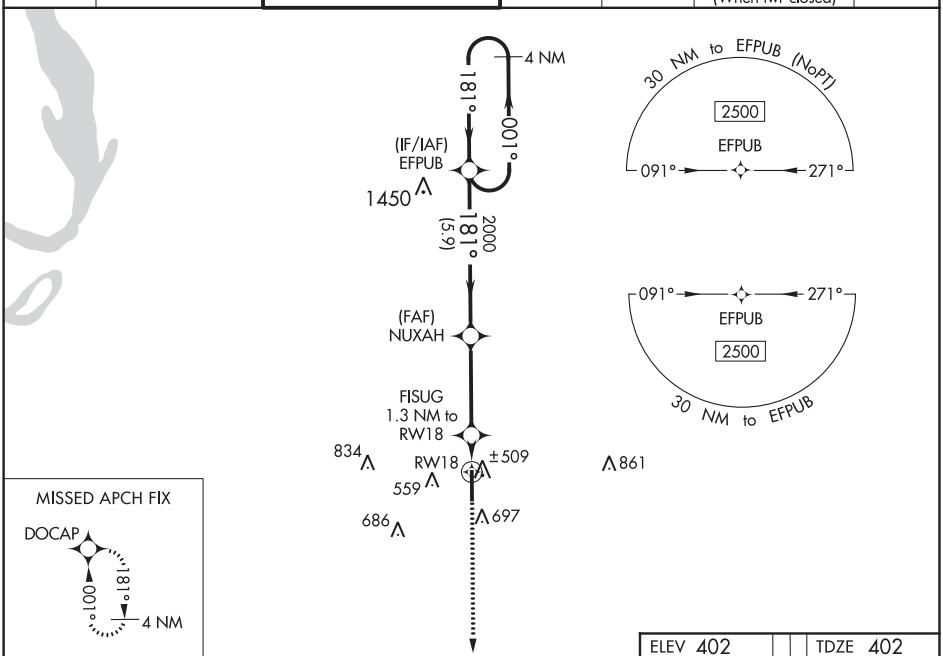
RNAV (GPS) RWY 18
OLIVE BRANCH (OLV)

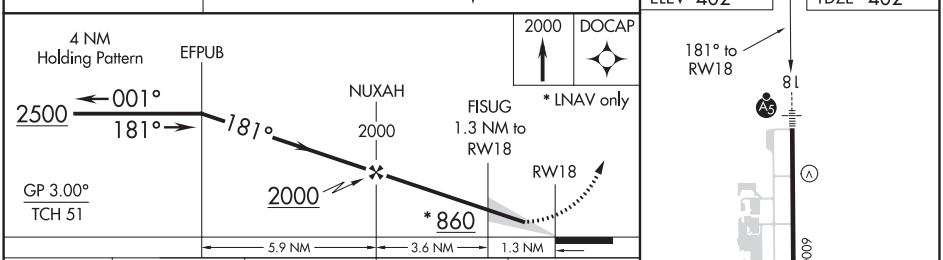
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and Circling Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct DOCAP and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.925	125.8 338.3	125.275 (CTAF) L	121.2	121.2	121.3	122.95





CATEGORY	A	B	C	D
LPV DA	602-½ 200 (200-½)			
LNAV/VNAV DA	691-½ 289 (300-½)			
LNAV MDA	760-½ 358 (400-½)		760-⅝ 358 (400-⅝)	
C CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)

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OLIVE BRANCH, MISSISSIPPI — AL-5883 (FAA) — 20086

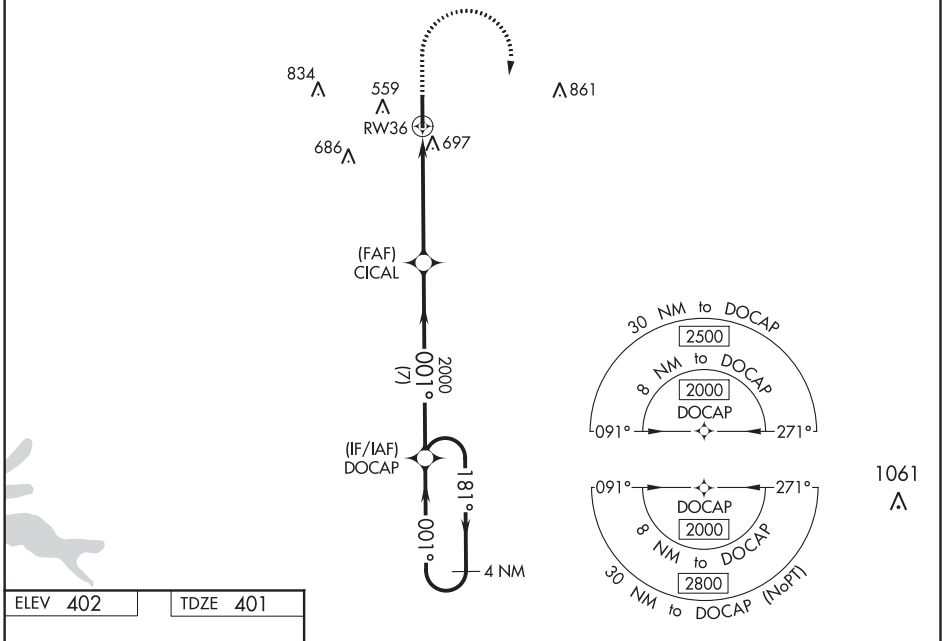
WAAS CH 86735 W36A	APP CRS 001°	Rwy ldg 6000 TDZE 401 Apt Elev 402

RNAV (GPS) RWY 36
OLIVE BRANCH (OLV)

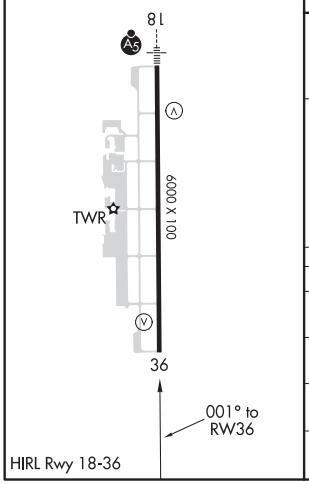
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Memphis Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

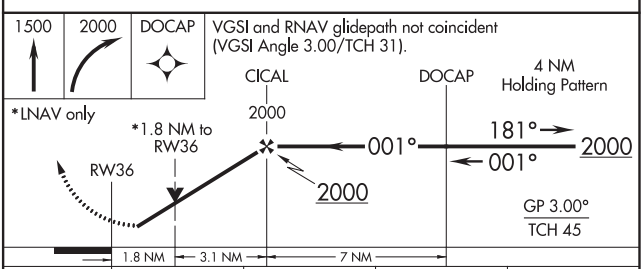
MISSED APPROACH: Climb to1500 then climbing right turn to 2000 direct DOCAP and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.925	125.8 338.3	125.275 (CTAF) L	121.2	121.2	121.3	122.95



ELEV 402 | TDZE 401





CATEGORY	A	B	C	D
LPV DA	709-1 308 (400-1)			
LNAV/VNAV DA	915-1¾ 514 (600-1¾)			
LNAV MDA	1000-1 599 (600-1)		1000-1¾ 599 (600-1¾)	
C CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021

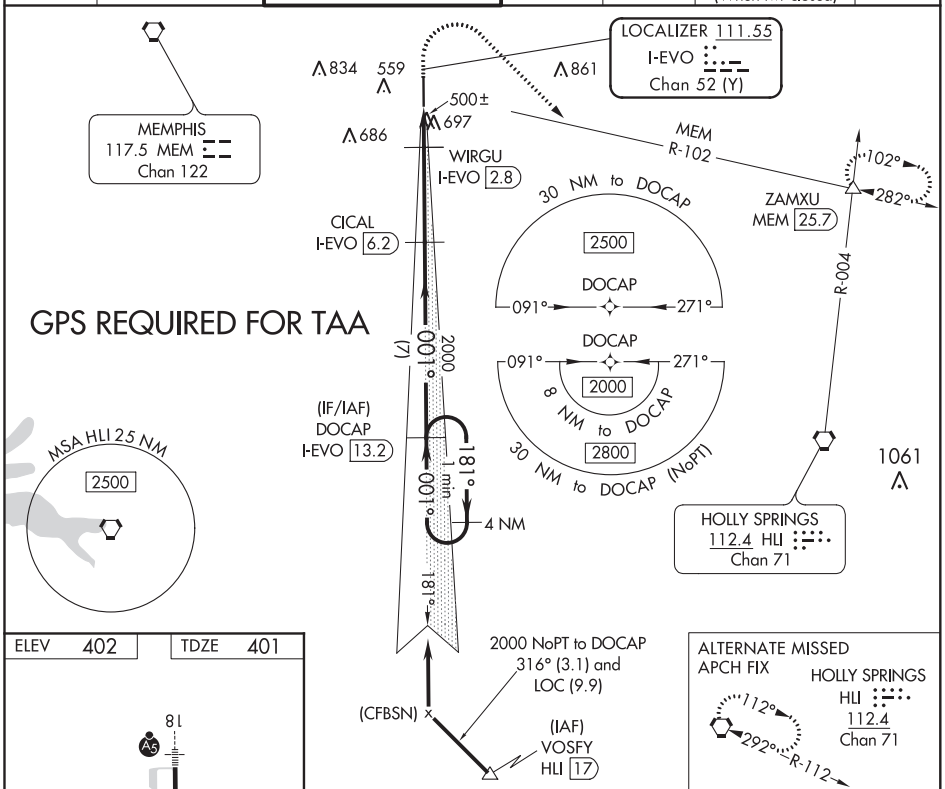
LOC RWY 36
OLIVE BRANCH (OLV)

LOC/DME I-EVO	APP CRS	Rwy ldg	6000
111.55	001°	TDZE	401
Chan 52 (Y)		Apt Elev	402

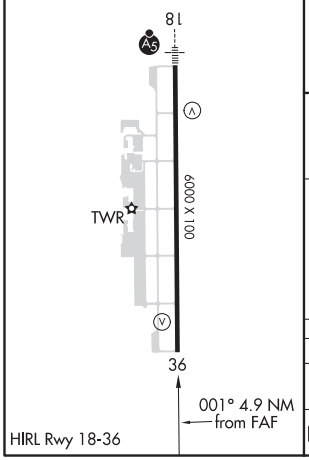
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 36 Cats C and D visibility ⅛ mile and Circling Cats C and D visibility ¼ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU/MEM 25.7 DME and hold.

ATIS	MEMPHIS APP CON	OLIVE BRANCH TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.925	125.8 338.3	125.275 (CTAF) L	121.2	121.2	121.3	122.95



ELEV 402 TDZE 401



HIRL Rwy 18-36

CATEGORY	A	B	C	D
S-36	760-1 359 (400-1)			
C CIRCLING	1060-1 658 (700-1)		1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)

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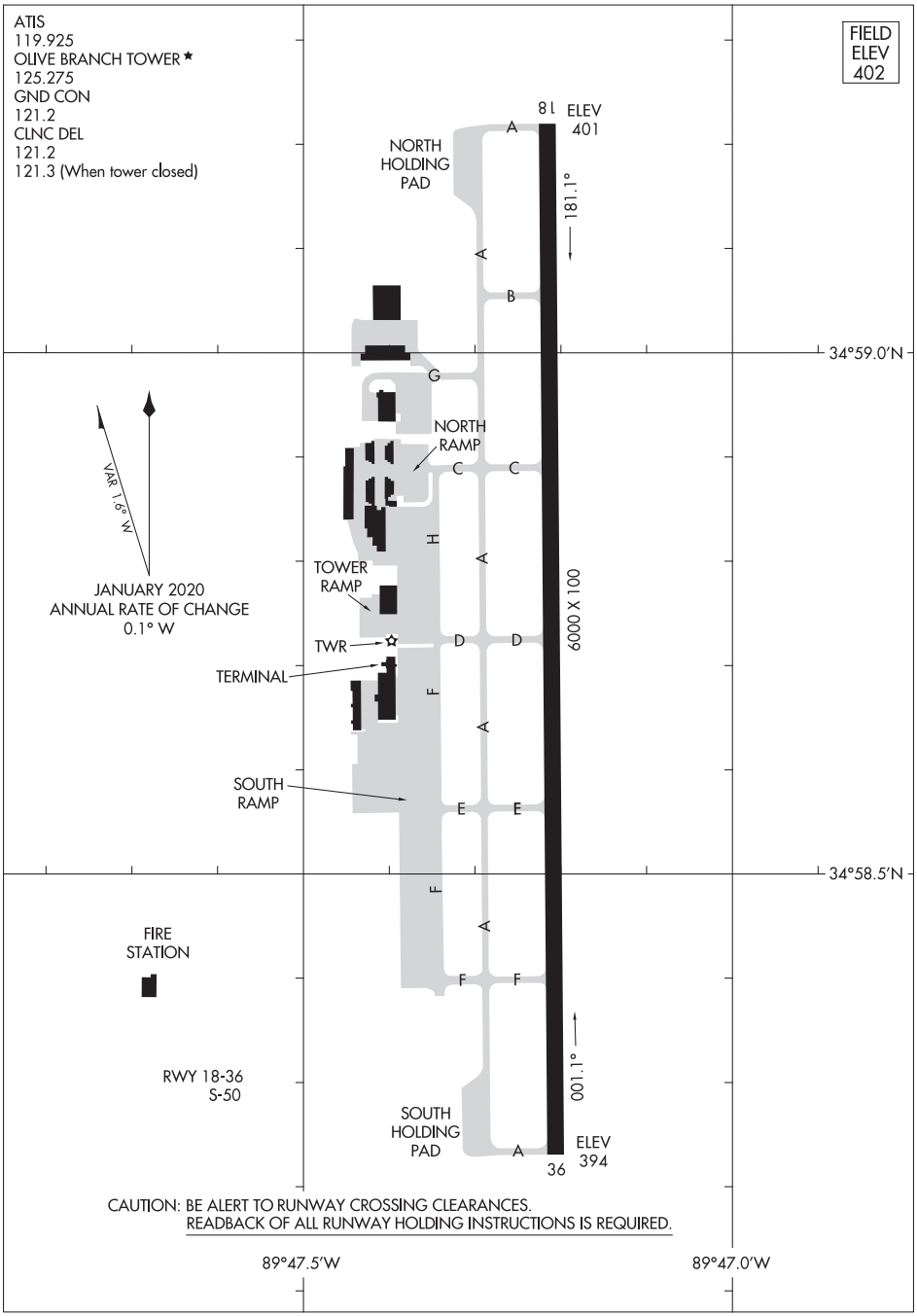
SC-4, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5883 (FAA)

OLIVE BRANCH (OLV)
OLIVE BRANCH, MISSISSIPPI



SC-4, 25 FEB 2021 to 22 APR 2021

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AIRPORT DIAGRAM
20086
OLIVE BRANCH, MISSISSIPPI
OLIVE BRANCH (OLV)

WAAS CH 86229 W18A	APP CRS 179°	Rwy ldg 5849 TDZE 71 Apt Elev 75

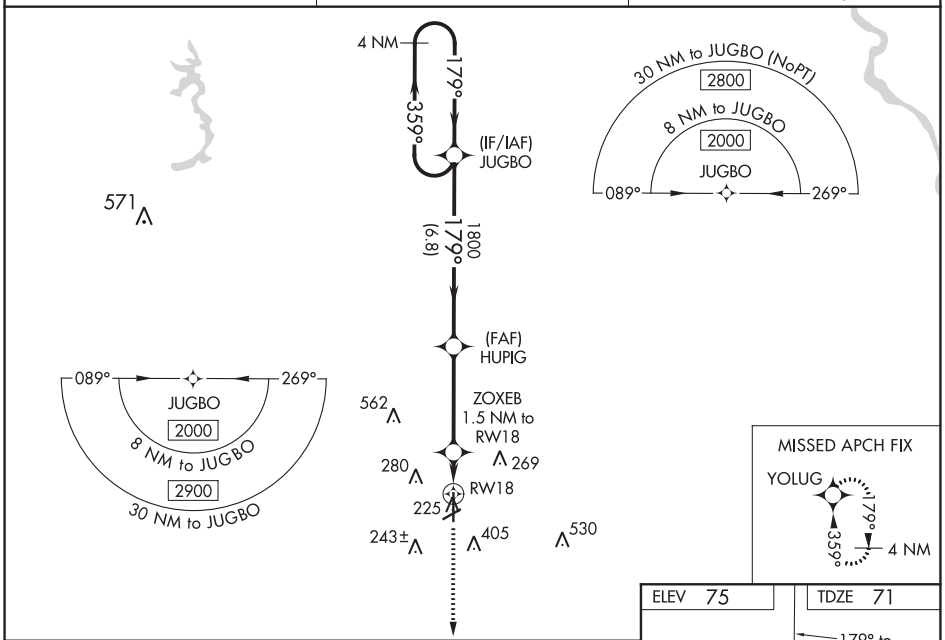
RNAV (GPS) RWY 18
ST LANDRY PARISH-AHART FIELD (OPL)

T
A NA

Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility and LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

AWOS-3PT	LAFAYETTE APP CON ★	UNICOM
118.775	128.7 268.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	321-1 250 (300-1)			
LNAV/VNAV DA	386-1 315 (400-1)			
LNAV MDA	480-1 409 (500-1)		480-1⅛ 409 (500-1⅛)	
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

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

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OPELOUSAS, LOUISIANA — AL-5775 (FAA) — 19283

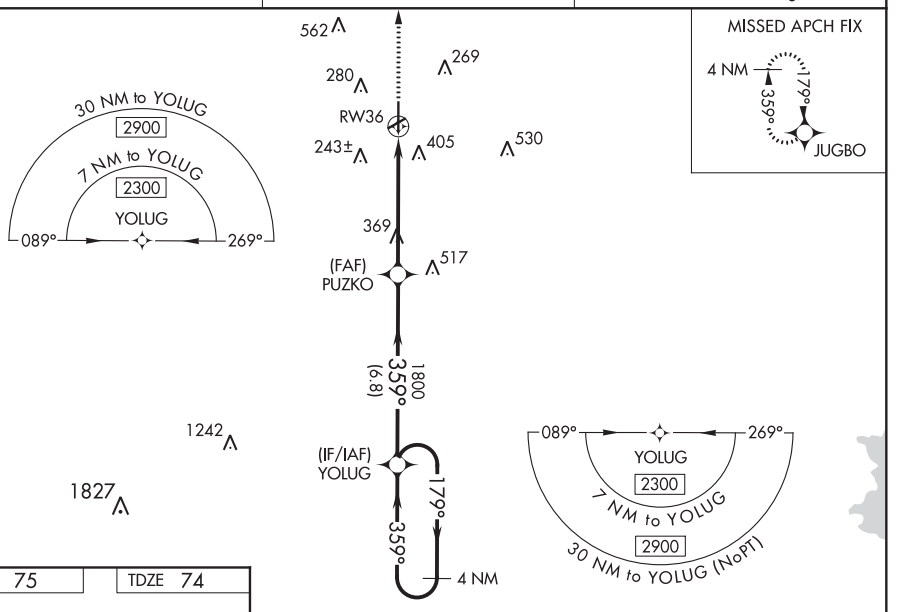
WAAS CH 73027 W36A	APP CRS 359°	Rwy ldg 5210 TDZE 74 Apt Elev 75

RNAV (GPS) RWY 36
ST LANDRY PARISH-AHART FIELD (OPL)

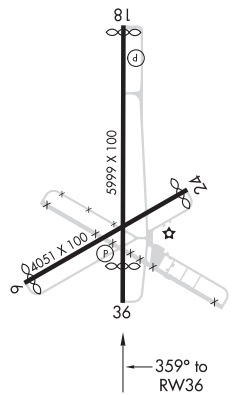
Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cat C and D visibility ⅛ mile and LNAV/VNAV all Cats and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

AWOS-3PT	LAFAYETTE APP CON ★	UNICOM
118.775	128.7 268.7	123.0 (CTAF) L



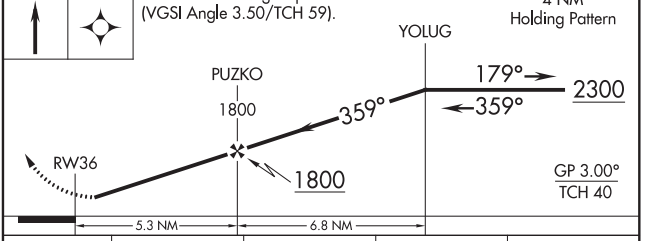
ELEV 75	TDZE 74



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

2000 | JUGBO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 59).



CATEGORY	A	B	C	D
LPV DA	351-1 277 (300-1)			
LNAV/VNAV DA	693-2¼ 619 (700-2¼)			
LNAV MDA	620-1 546 (600-1)		620-1⅝ 546 (600-1⅝)	
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	780-2¼ 705 (800-2¼)

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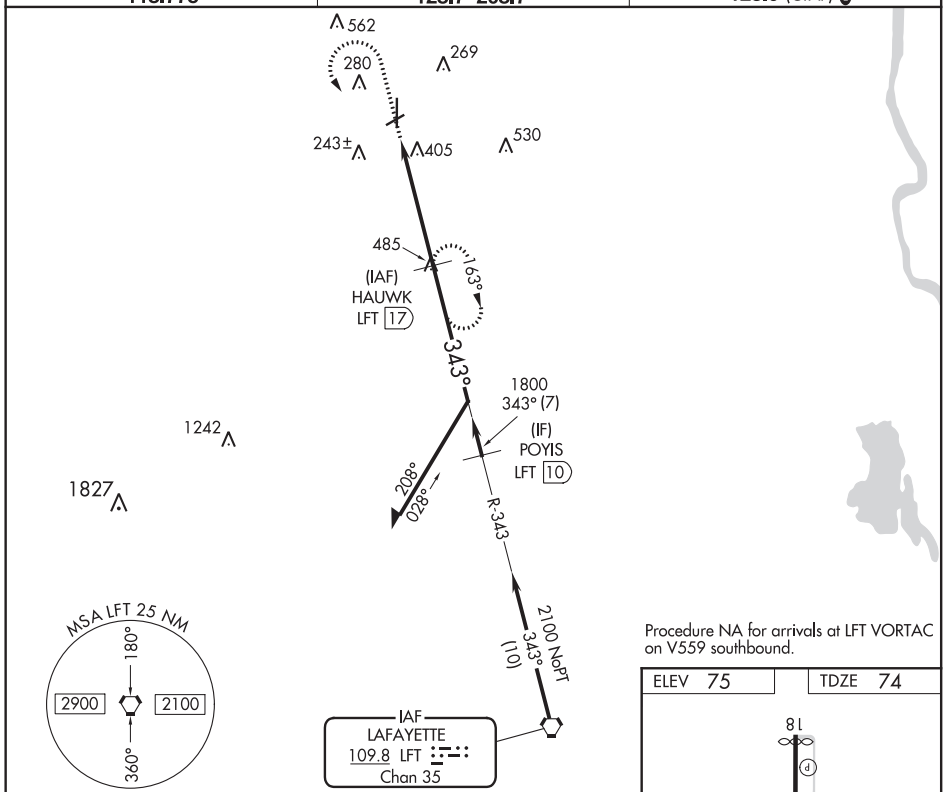
VOR RWY 36
ST LANDRY PARISH-AHART FIELD (OPL)

VORTAC LFT	APP CRS	Rwy ldg	5210
109.8	343°	TDZE	74
Chan 35		Apt Elev	75

DME required.
Circling Rwy 6, 24 NA at night.
Rwy 36 helicopter visibility reduction below ¾ SM NA.

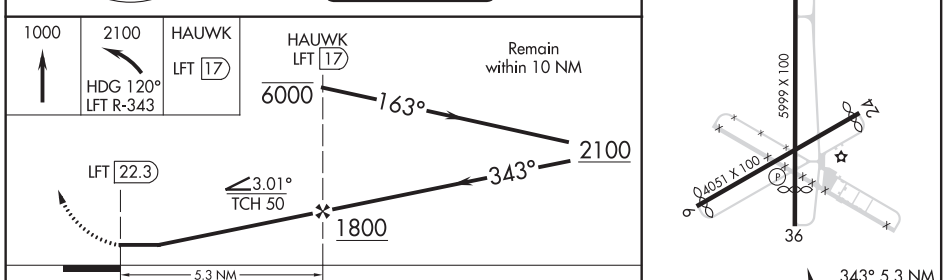
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 120° and LFT R-343 to HAUWK/17 DME and hold.

AWOS-3PT	LAFAYETTE APP CON ★	UNICOM
118.775	128.7 268.7	123.0 (CTAF) L



Procedure NA for arrivals at LFT VORTAC on V559 southbound.

ELEV 75	TDZE 74



CATEGORY	A	B	C	D
S-36	720-1 646 (700-1)	720-1¼ 646 (700-1¼)	720-1⅞ 646 (700-1⅞)	720-2 646 (700-2)
CIRCLING	780-1 705 (800-1)	780-1¼ 705 (800-1¼)	780-2 705 (800-2)	780-2¼ 705 (800-2¼)

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

SC-4, 25 FEB 2021 to 22 APR 2021
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OXFORD, MISSISSIPPI

AL-5327 (FAA)

19115

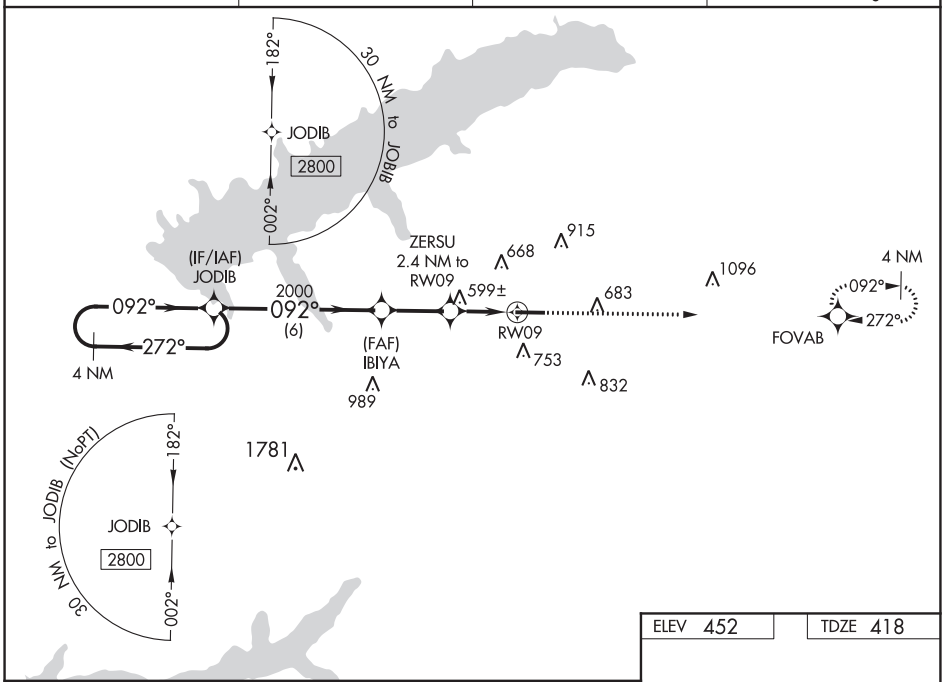
RNAV (GPS) RWY 9
UNIVERSITY-OXFORD (UOX)

WAAS CH 77800 W09A	APP CRS 092°	Rwy ldg 5600 TDZE 418 Apt Elev 452

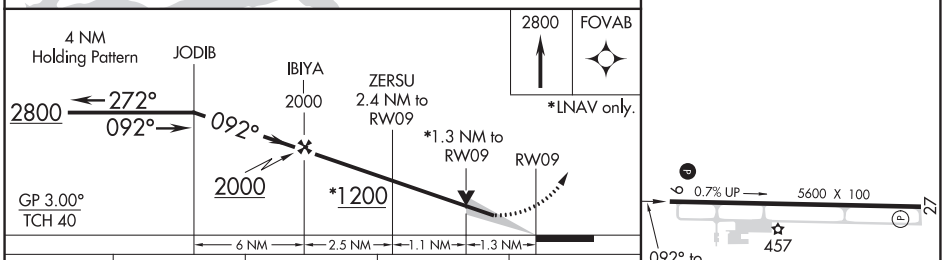
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Olive Branch altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C, D and Circling Cat C visibilities ¼ mile. Baro-VNAV and VDP NA when using Olive Branch altimeter setting.

MISSED APPROACH: Climb to 2800 direct FOVAB and hold.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 381.4	135.075	123.0 (CTAF) L



ELEV 452 | TDZE 418



CATEGORY	A	B	C	D
LPV DA	668-¾ 250 (300-¾)			
LNAV/VNAV DA	872-1½ 454 (500-1½)			
LNAV MDA	860-1 442 (500-1)		860-1⅜ 442 (500-1⅜)	
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 25 FEB 2021 to 22 APR 2021

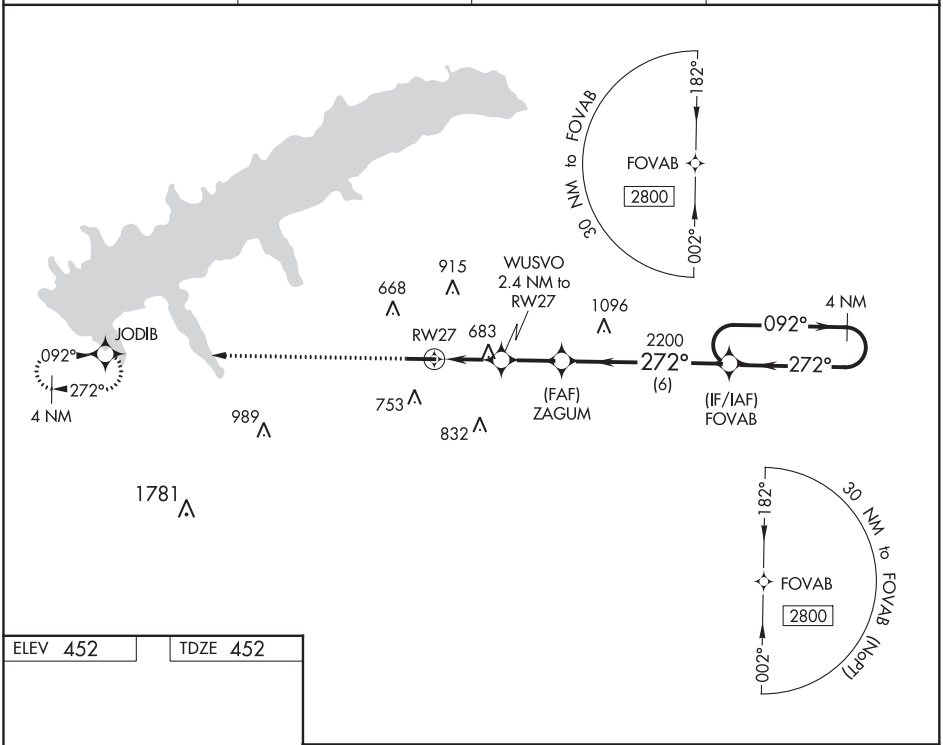
RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)

WAAS CH 63235 W27A	APP CRS 272°	Rwy ldg 5600 TDZE 452 Apt Elev 452

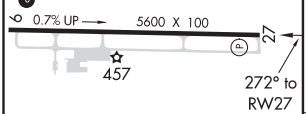
DME/DME RNP-0.3 NA. VDP NA with Olive Branch altimeter setting. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase LNAV and LP Cats C, D visibilities ⅜ mile, and Circling Cat C visibility ¼ mile. Rwy 27 helicopter visibility reduction below ¾ SM NA.

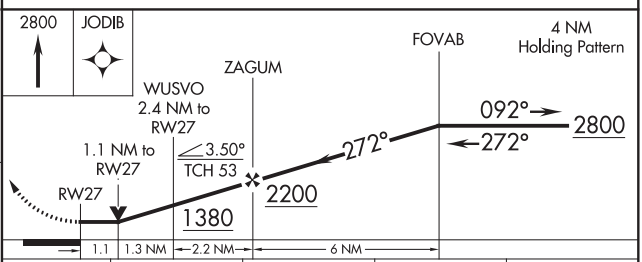
MISSED APPROACH: Climb to 2800 direct JODIB and hold.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 381.4	135.075	123.0 (CTAF) L



ELEV 452	TDZE 452





CATEGORY	A	B	C	D
LP MDA	940-1 488 (500-1)		940-1⅜ 488 (500-1⅜)	
LNAV MDA	960-1 508 (600-1)		960-1⅜ 508 (600-1⅜)	
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

MIRL Rwy 9-27 L
REIL Rwy 27

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OXFORD, MISSISSIPPI

AL-5327 (FAA)

20086

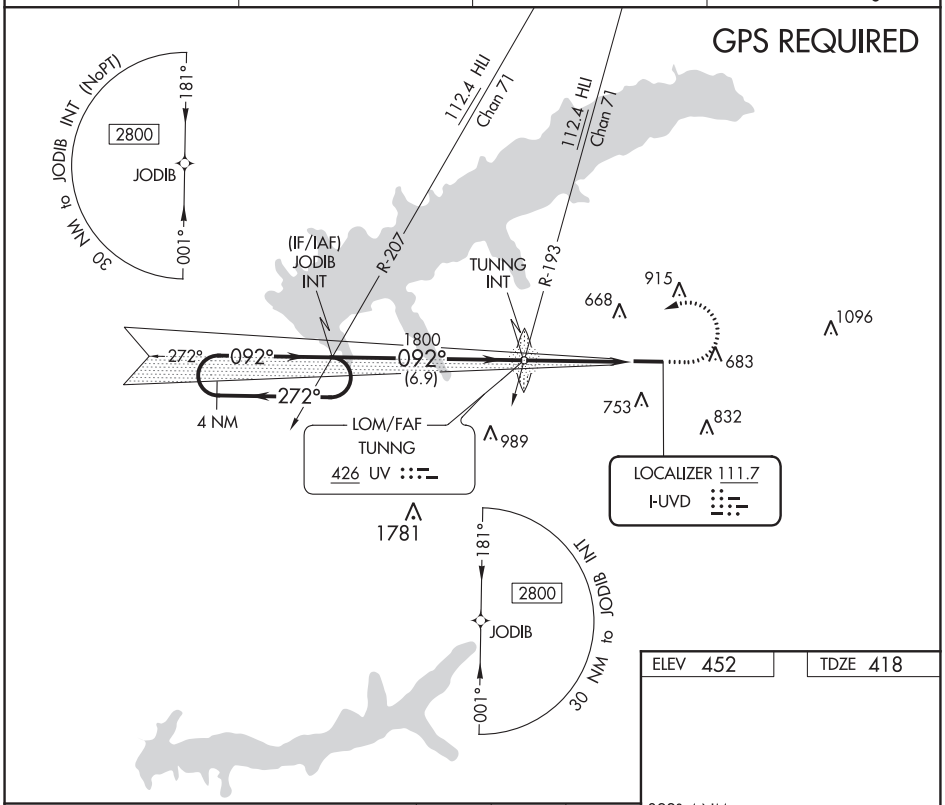
LOC Y RWY 9
UNIVERSITY-OXFORD (UOX)

LOC I-UVD	APP CRS	Rwy ldg	5600
111.7	092°	TDZE	418
		Apt Elev	452

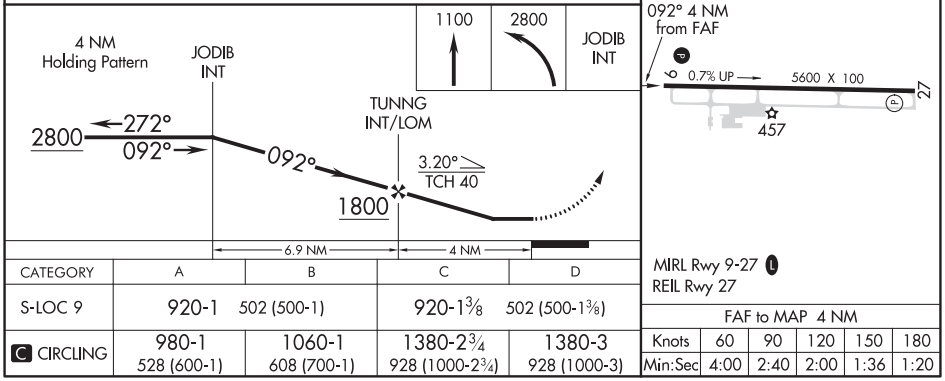
GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility ⅜ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JODIB INT and hold.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 381.4	135.075	123.0 (CTAF) L



SC-4, 25 FEB 2021 to 22 APR 2021



CATEGORY	A	B	C	D
S-LOC 9	920-1 502 (500-1)		920-1⅜ 502 (500-1⅜)	
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

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

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OXFORD, MISSISSIPPI
Orig 13NOV14

34°23′N-89°32′W

UNIVERSITY-OXFORD (UOX)
LOC Y RWY 9

LOC Z RWY 9
UNIVERSITY-OXFORD (UOX)

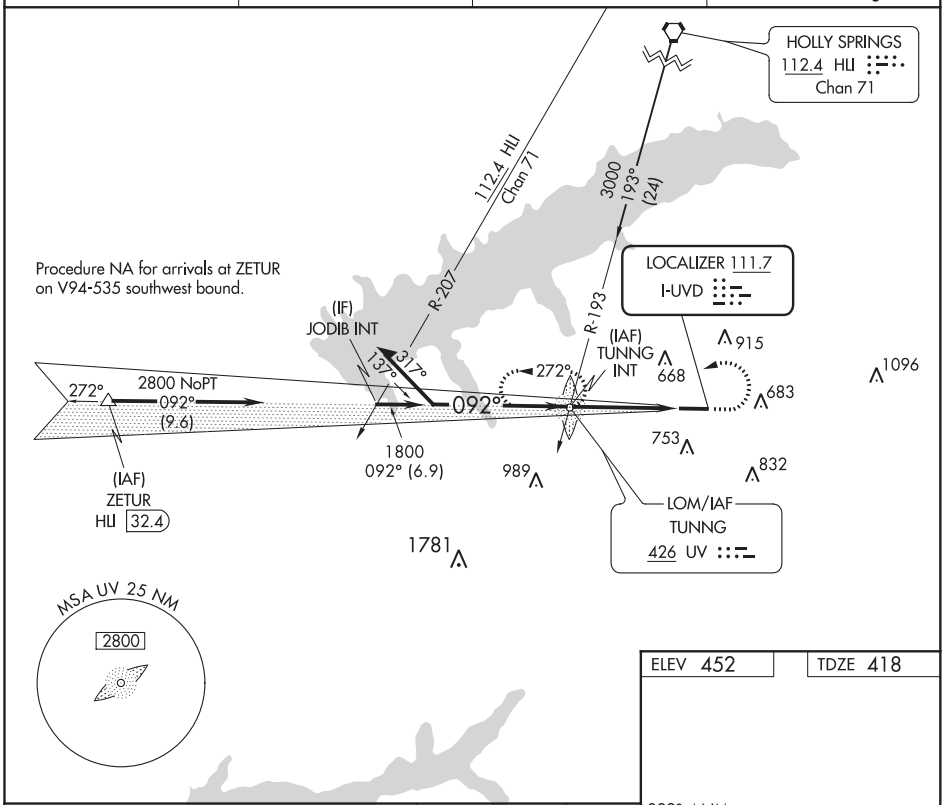
LOC I-UVD	APP CRS	Rwy ldg	5600
111.7	092°	TDZE	418
		Apt Elev	452

T A NA

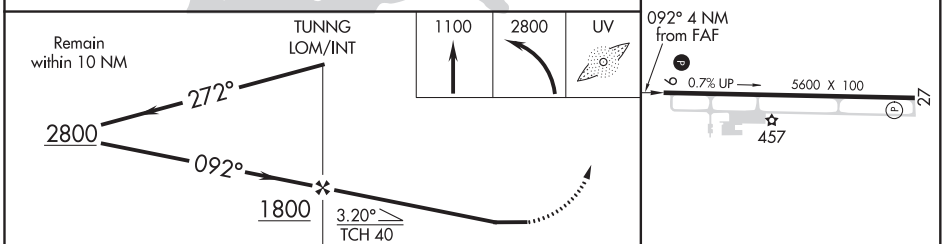
ADF required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility ⅜ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 381.4	135.075	123.0 (CTAF) L



ELEV 452	TDZE 418



MIRL Rwy 9-27 L
REIL Rwy 27

CATEGORY	A	B	C	D
S-LOC 9	920-1 502 (500-1)		920-1⅜ 502 (500-1⅜)	
C CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

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

OXFORD, MISSISSIPPI

AL-5327 (FAA)

20086

VOR/DME-A

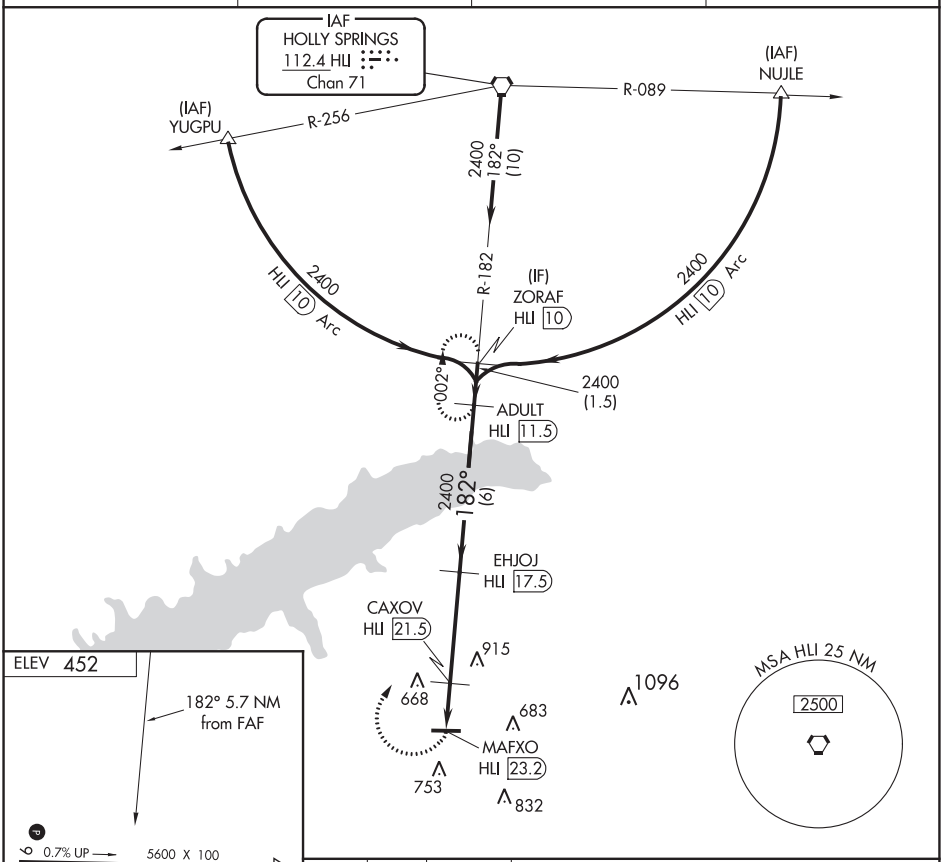
UNIVERSITY-OXFORD (UOX)

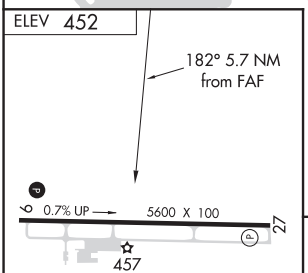
VORTAC HLI	APP CRS	Rwy ldg	N/A
112.4	182°	TDZE	N/A
Chan 71		Apt Elev	452

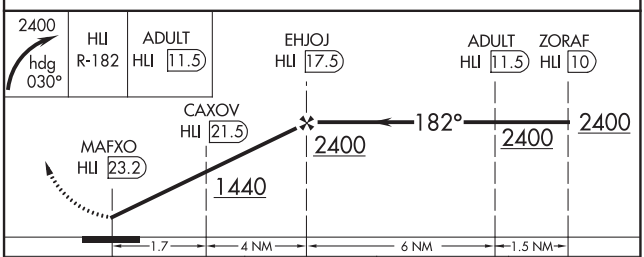
When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet, increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2400 on heading 030° and on HLI R-182 to ADULT/HLI 11.5 DME and hold.

AWOS-3PT	MEMPHIS CENTER	GCO	UNICOM
132.725	128.5 381.4	135.075	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	980-1 528 (600-1)	1060-1¼ 608 (700-1¼)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)

MIRL Rwy 9-27 L
REIL Rwy 27

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ILS or LOC RWY 17
TRENT LOTT INTL (PQL)

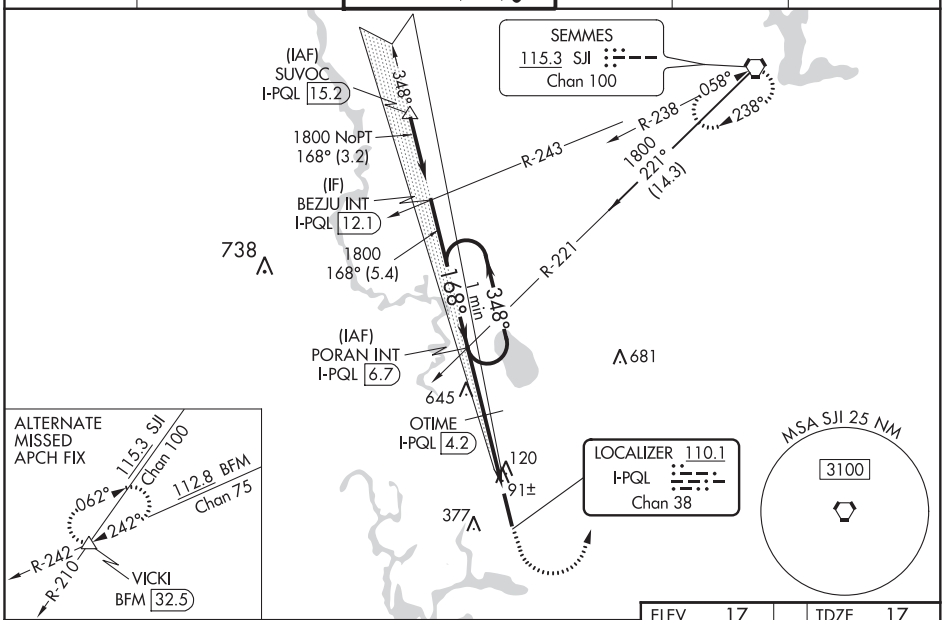
LOC/DME I-PQL	APP CRS	Rwy ldg 6500
110.1	168°	TDZE 17
Chan 38		Apt Elev 17

When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase DA to 292 feet; increase all MDA 80 feet and S-LOC 17 visibility Cat B ¼ mile, and Cats C and D ½ mile, increase Circling visibility Cats B and C ¼ mile. OTIME Fix Minimums, increase S-LOC 17 visibility Cats C and D ⅛ mile and Circling Cats C and D ½ mile. For inop MALSRs when using Mobile Rgnl altimeter setting increase S-ILS all Cats visibility to ⅞ mile.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

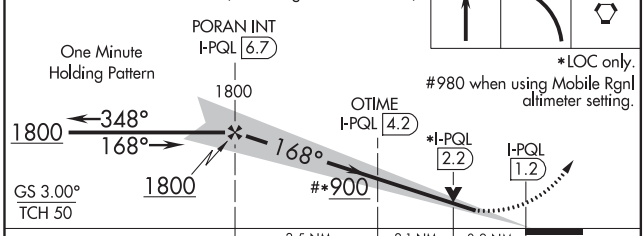
ATIS	MOBILE APP CON★	TRENT LOTT TOWER★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).

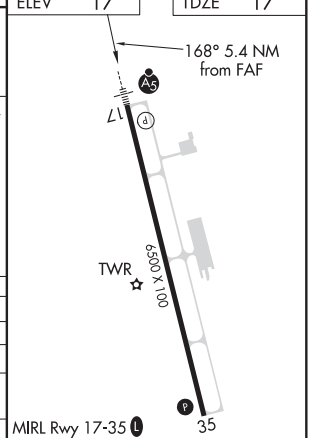
900	2000	SJI
↑	⌒	⬡

*LOC only.
#980 when using Mobile Rgnl altimeter setting.



CATEGORY	A	B	C	D
S-ILS 17	217-½ 200 (200-½)			
S-LOC 17	900-¾ 883 (900-¾)		900-2 883 (900-2)	
C CIRCLING	900-1¼ 883 (900-1¼)		900-2¾ 883 (900-2¾)	900-3 883 (900-3)
OTIME FIX MINIMUMS				
S-LOC 17	360-½ 343 (400-½)		360-⅝ 343 (400-⅝)	
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

ELEV 17 TDZE 17



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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SC-4, 25 FEB 2021 to 22 APR 2021

PASCAGOULA, MISSISSIPPI

AL-5404 (FAA)

19115

RNAV (GPS) RWY 17
TRENT LOTT INTL (PQL)

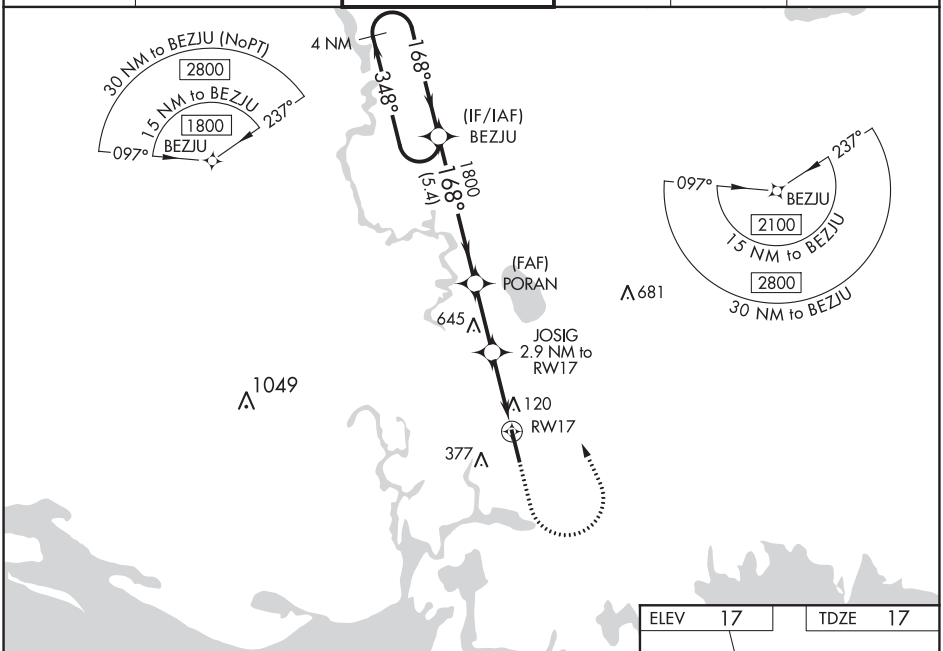
WAAS CH 58204 W17A	APP CRS 168°	Rwy ldg 6500 TDZE 17 Apt Elev 17

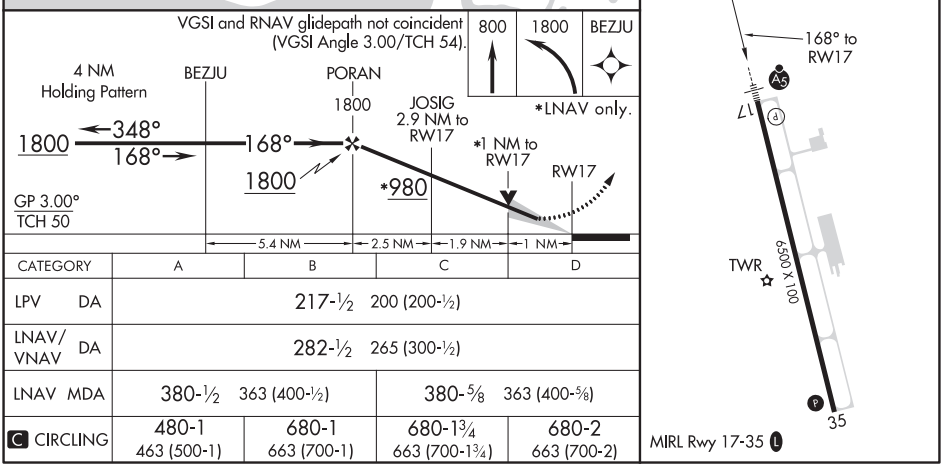
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting: increase LPV DA to 292 feet and LNAV/VNAV DA to 357 feet. Increase LNAV/VNAV visibility ⅛ mile all Cats; increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile and Circling Cat C/D visibility ½ mile. Baro-VNAV and VDP NA with Mobile Rgnl altimeter setting. For inop MALSRs when using Mobile Rgnl altimeter setting increase LPV all Cats visibility to ⅞ mile.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1800 direct BEZJU and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8





CATEGORY	A	B	C	D
LPV DA	217-½ 200 (200-½)			
LNAV/VNAV DA	282-½ 265 (300-½)			
LNAV MDA	380-½ 363 (400-½)		380-⅝ 363 (400-⅝)	
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

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RNAV (GPS) RWY 35

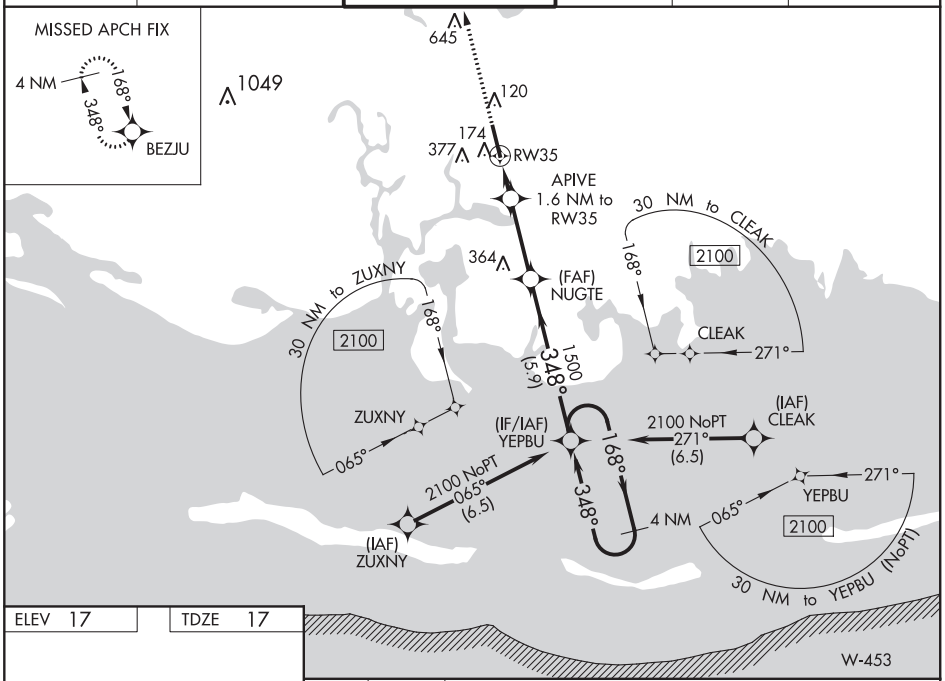
TRENT LOTT INTL (PQL)

WAAS CH 72904 W35A	APP CRS 348°	Rwy ldg 6500 TDZE 17 Apt Elev 17

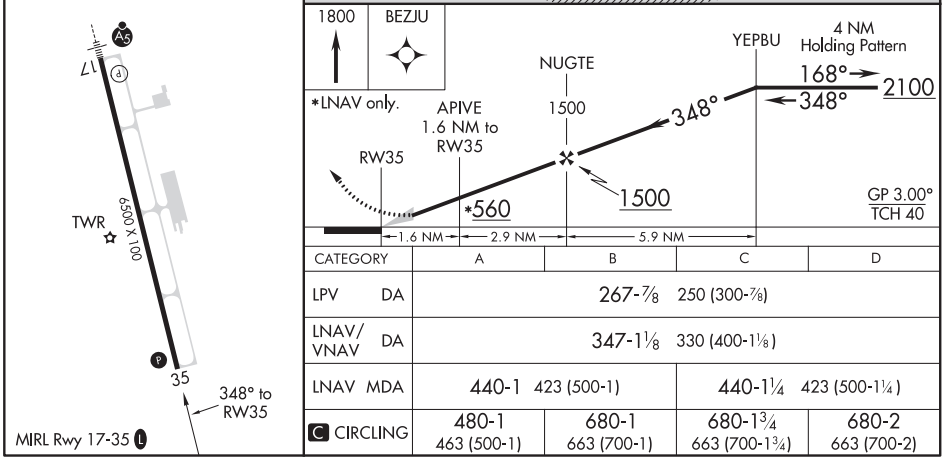
T A: Baro-VNAV NA when using Mobile Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase LPV DA to 342 feet, LNAV/VNAV DA to 422 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cats C/D ⅛ mile and Circling visibility Cats C/D ½ mile.

MISSED APPROACH: Climb to 1800 direct BEZJU and hold.

ATIS	MOBILE APP CON ★	TRENT LOTT TOWER ★	GND CON	CLNC DEL	UNICOM
135.175	121.0 307.1	118.575 (CTAF) L	121.725	121.725	122.8



ELEV 17 TDZE 17



CATEGORY	A	B	C	D
LPV DA	267-⅞ 250 (300-⅞)			
LNAV/VNAV DA	347-1⅛ 330 (400-1⅛)			
LNAV MDA	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
C CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)	680-2 663 (700-2)

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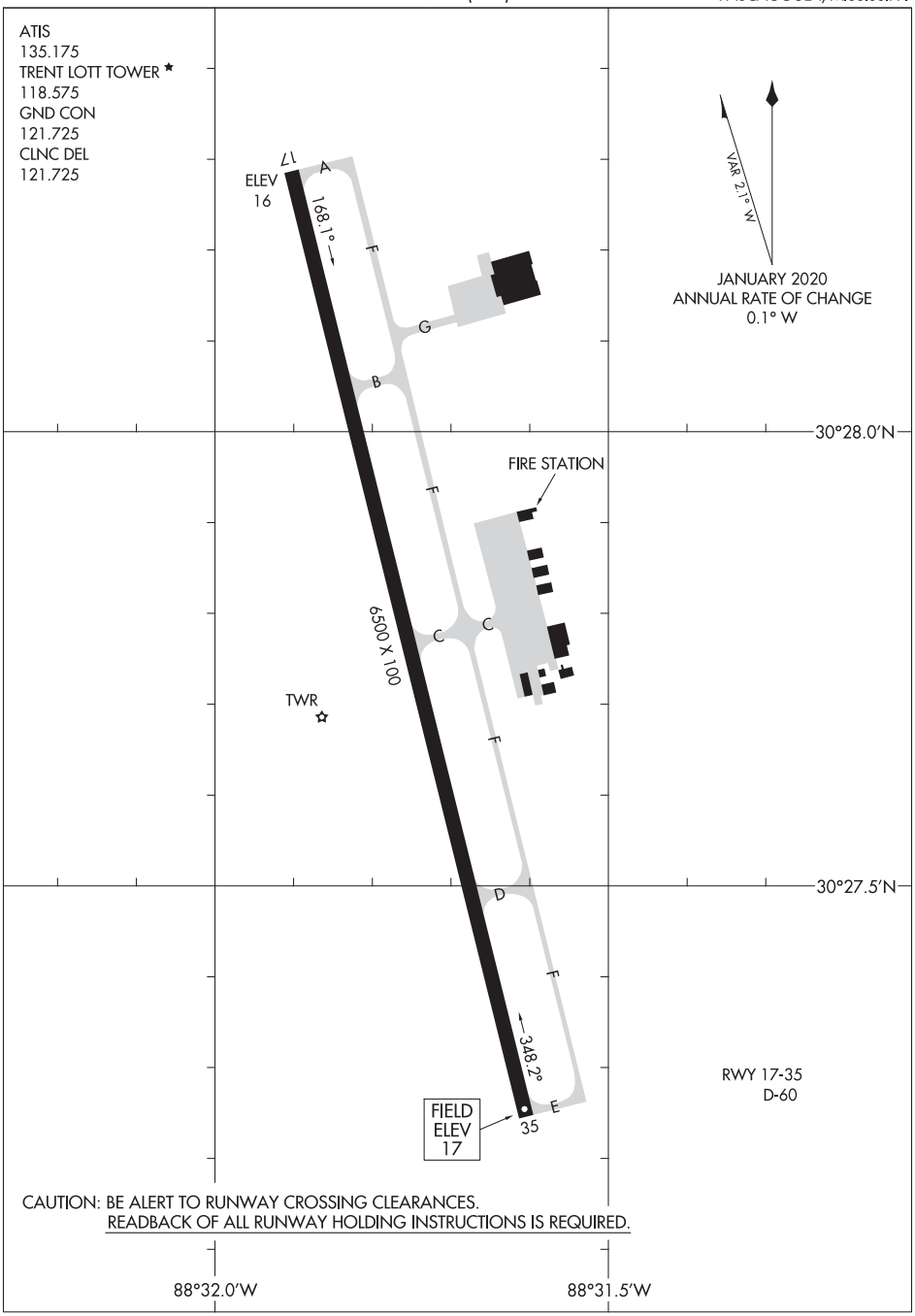
SC-4, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5404 (FAA)

TRENT LOTT INTL (PQL)
PASCAGOULA, MISSISSIPPI



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SC-4, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
PASCAGOULA, MISSISSIPPI
TRENT LOTT INTL (PQL)

ILS or LOC RWY 24
HARRY P WILLIAMS MEMORIAL (PTN)

LOC/DME I-PTN 108.3 Chan 20	APP CRS 238°	Rwy ldg 5399 TDZE 9 Apt Elev 9

DME required.

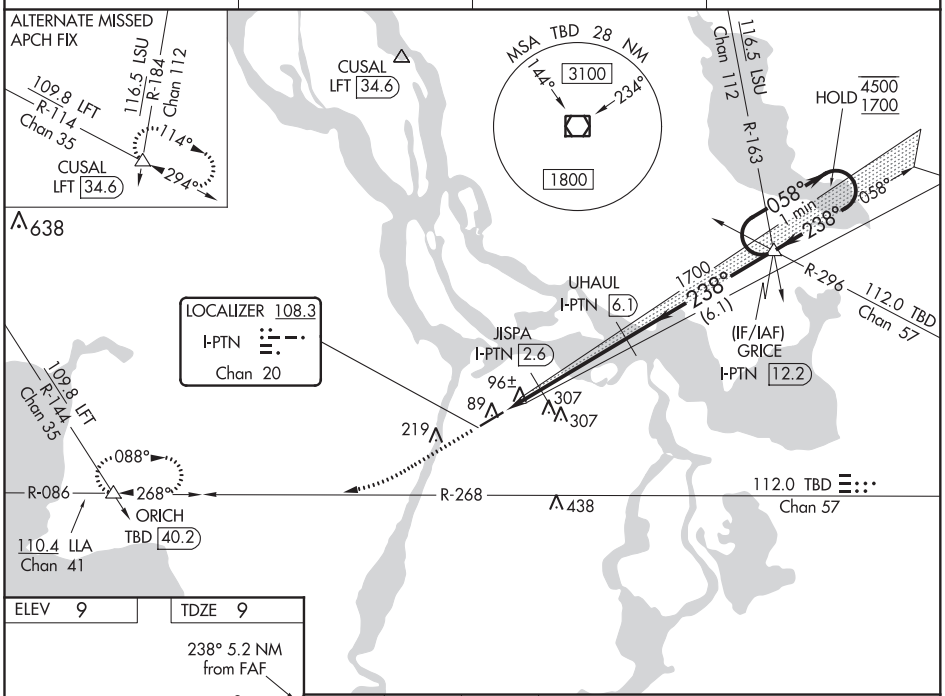
Circling NA to Rwys 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.

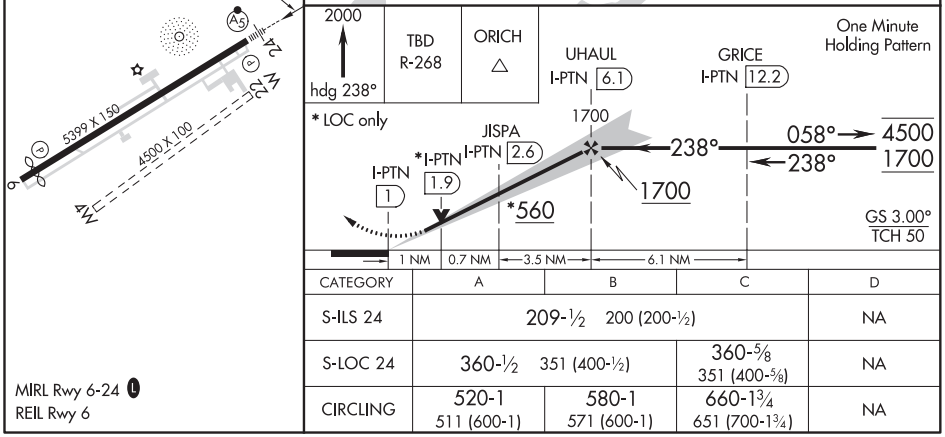
NA

MALSR

MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/ TBD 40.2 DME and hold.

AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
134.575	124.3 350.35	124.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 24	209-½ 200 (200-½)			NA
S-LOC 24	360-½ 351 (400-½)		360-⅝ 351 (400-⅝)	NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	660-1¾ 651 (700-1¾)	NA

MIRL Rwy 6-24 L
REIL Rwy 6

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PATTERSON, LOUISIANA

AL-5717 (FAA)

19283

RNAV (GPS) RWY 6
HARRY P WILLIAMS MEMORIAL (PTN)

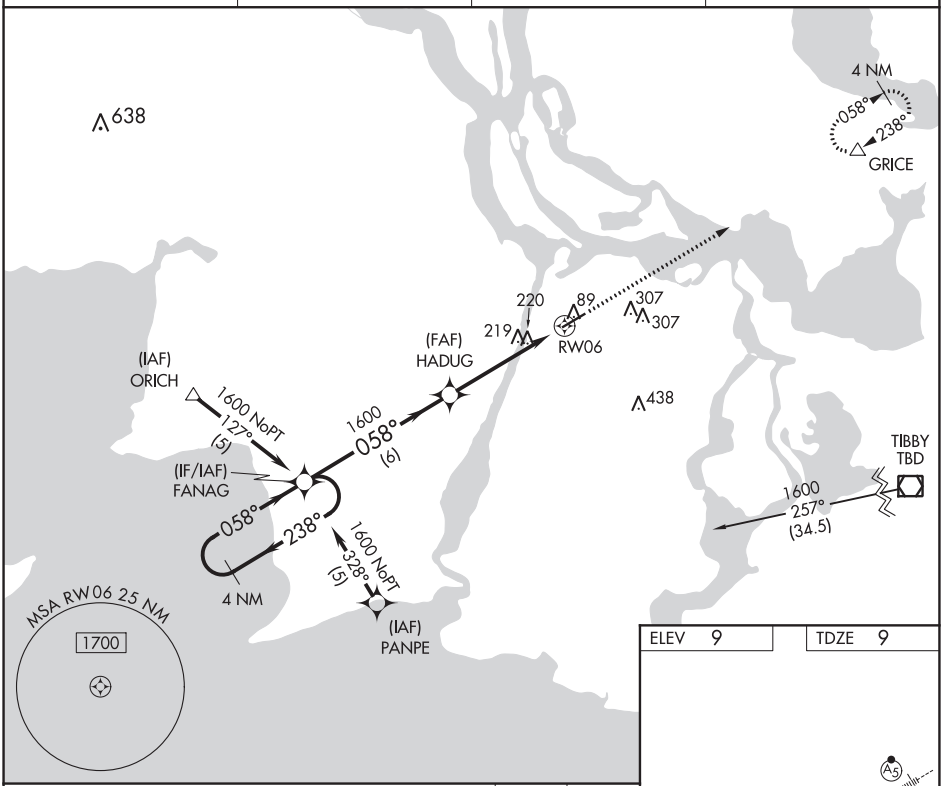
APP CRS	Rwy ldg	5005
058°	TDZE	9
	Apt Elev	9

RNP APCH.

Circling NA to Rwy 4W and 22W. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE and hold.

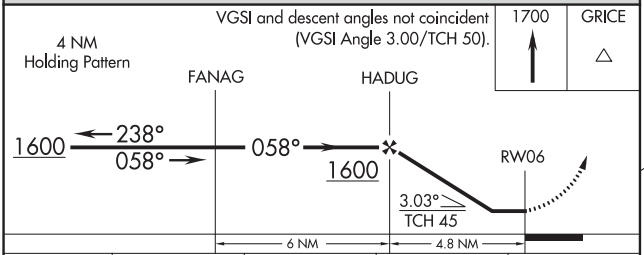
AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
134.575	124.3 350.35	124.3	122.8 (CTAF) L

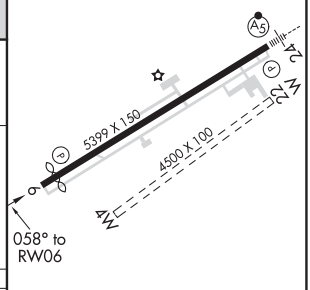


ELEV 9 | TDZE 9

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

1700 | GRICE





CATEGORY	A	B	C	D
LNAV MDA	540-1 531 (600-1)		540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	580-1 571 (600-1)	660-1¾ 651 (700-1¾)	NA

REIL Rwy 6
MIRL Rwy 6-24 L

RNAV (GPS) RWY 24
HARRY P WILLIAMS MEMORIAL (PTN)

WAAS CH 40320 W24A	APP CRS 238°	Rwy ldg 5399 TDZE 9 Apt Elev 9

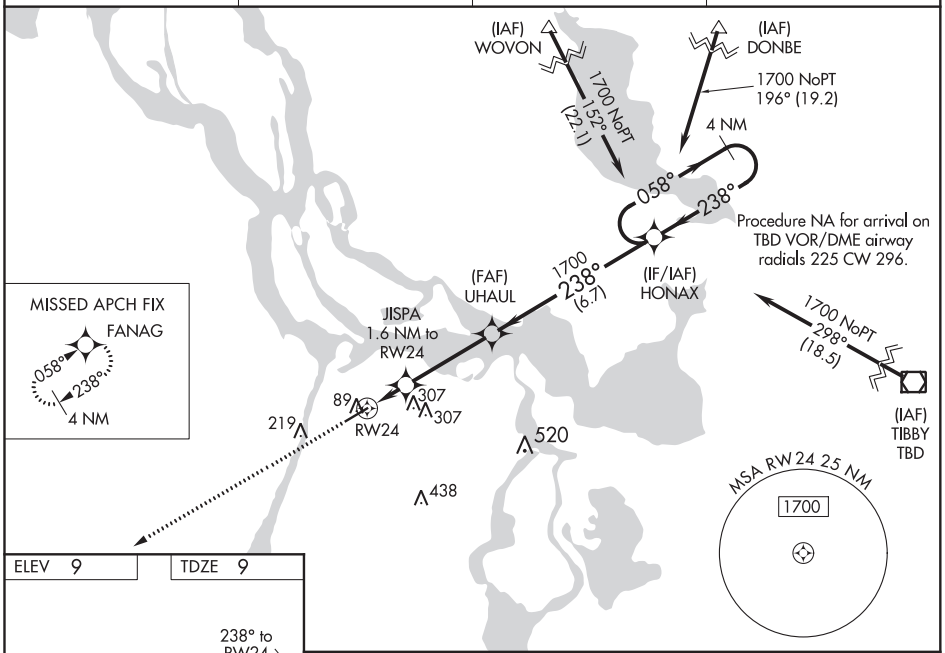
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats visibility to 1⅛ mile, and LNAV Cat C visibility to 1⅜ mile. When VGSI inop, Circling Rwy 6 NA at night.

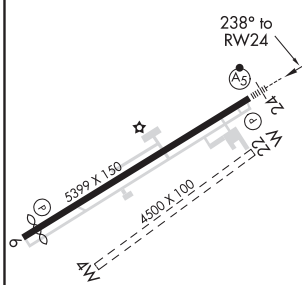
MALSR

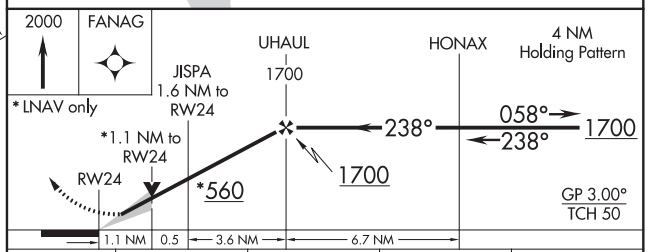
MISSED APPROACH: Climb to 2000 direct FANAG and hold.

AWOS-3PT	NEW ORLEANS APP CON	CLNC DEL	UNICOM
134.575	124.3 350.35	124.3	122.8 (CTAF) L



ELEV 9 TDZE 9





CATEGORY	A	B	C	D
LPV DA	209-½ 200 (200-½)			NA
LNAV/VNAV DA	259-½ 250 (300-½)			NA
LNAV MDA	400-½ 391 (400-½)		400-⅝ 391 (400-⅝)	NA
CIRCLING	520-1 511 (600-1)	580-1 571 (600-1)	660-1¾ 651 (700-1¾)	NA

REIL Rwy 6
MIRL Rwy 6-24 L

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PHILADELPHIA, MISSISSIPPI

AL-6960 (FAA)

18088

RNAV (GPS) RWY 18

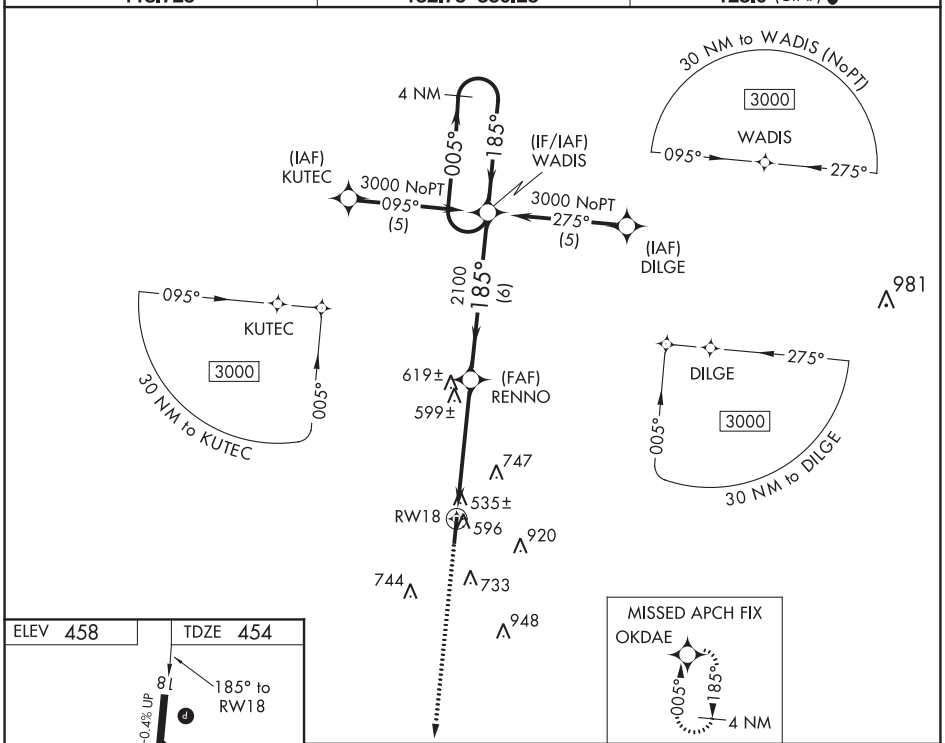
PHILADELPHIA MUNI (MPE)

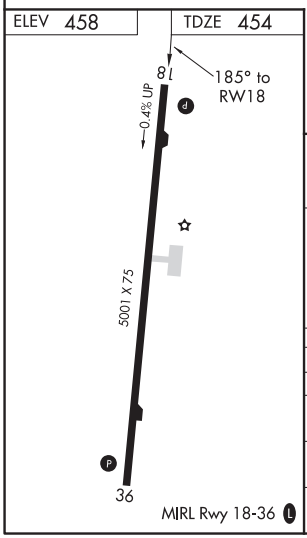
WAAS CH 78115 W18A	APP CRS 185°	Rwy ldg 5001 TDZE 454 Apt Elev 458

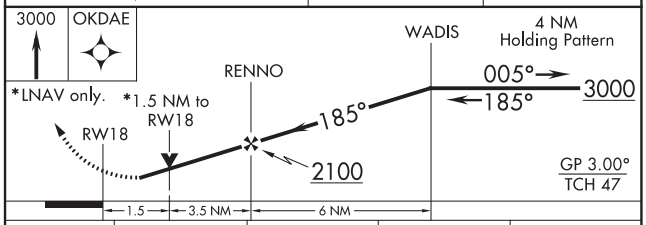
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
118.725	132.75 350.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	774-1¼ 320 (400-1¼)			
LNAV/VNAV DA	850-1½ 396 (400-1½)			
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)

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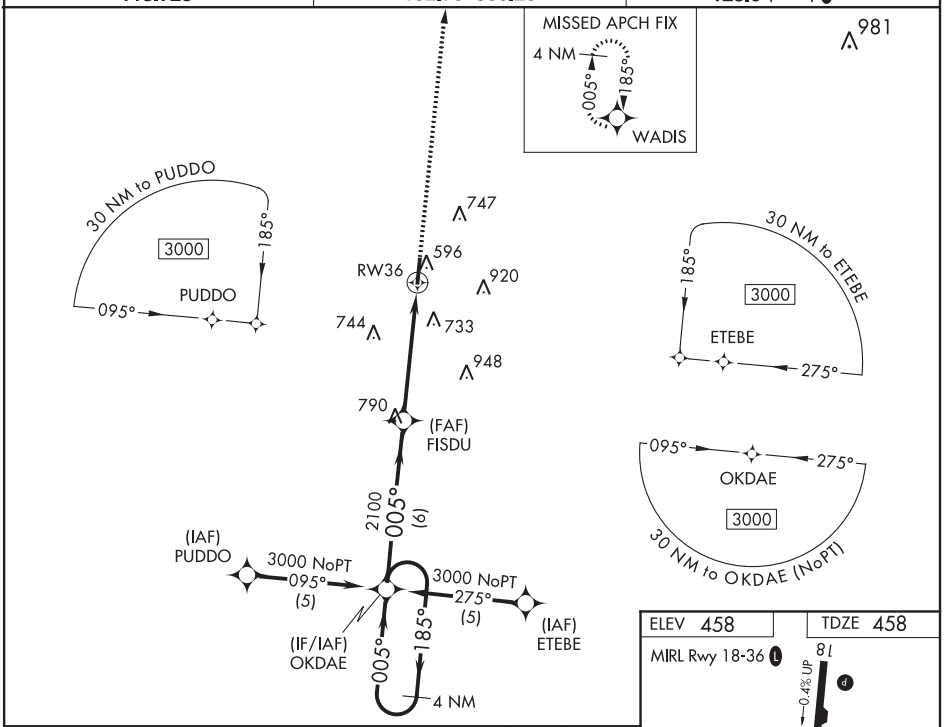
RNAV (GPS) RWY 36
PHILADELPHIA MUNI (MPE)

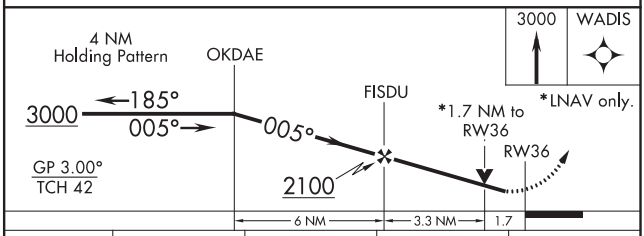
WAAS CH 48915 W36A	APP CRS 005°	Rwy ldg 5001 TDZE 458 Apt Elev 458

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

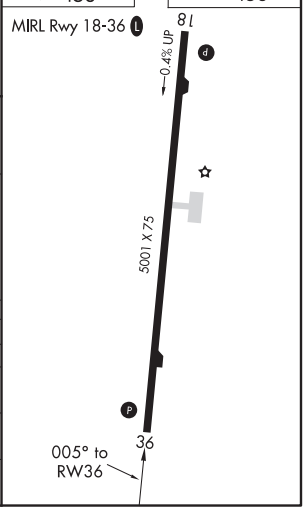
MISSED APPROACH: Climb to 3000 direct WADIS and hold.

AWOS-3P	MEMPHIS CENTER	UNICOM
118.725	132.75 350.25	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	838-1¼ 380 (400-1¼)			
LNAV/VNAV DA	1107-2¼ 649 (700-2¼)			
LNAV MDA	1040-1 582 (600-1)		1040-1½ 582 (600-1½)	1040-1¾ 582 (600-1¾)
CIRCLING	1060-1 602 (700-1)		1060-1¾ 602 (700-1¾)	1060-2 602 (700-2)



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PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

21056

RNAV (GPS) RWY 36

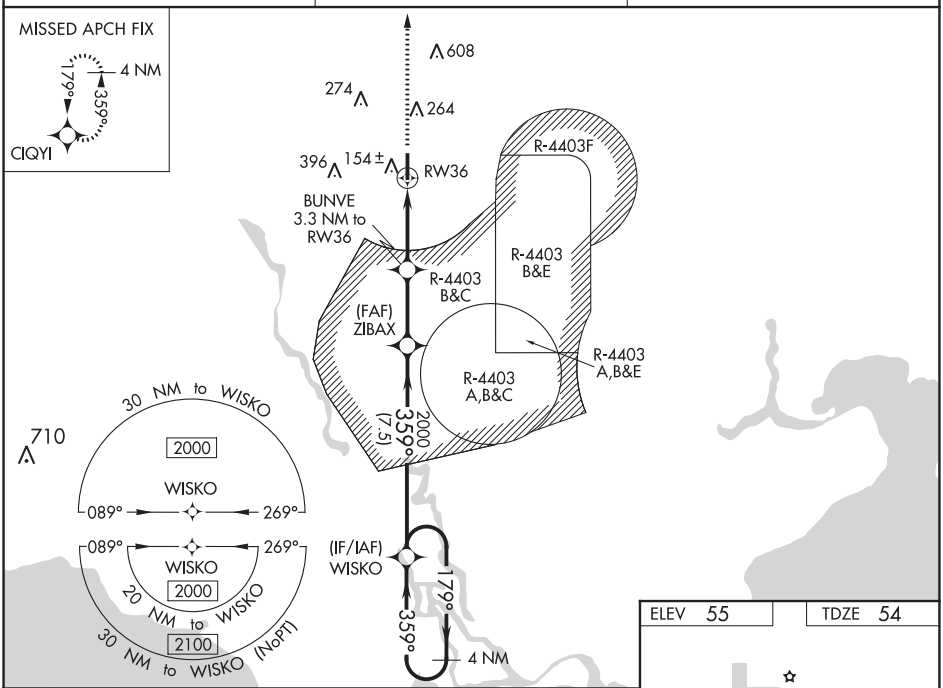
PICAYUNE MUNI (MJD)

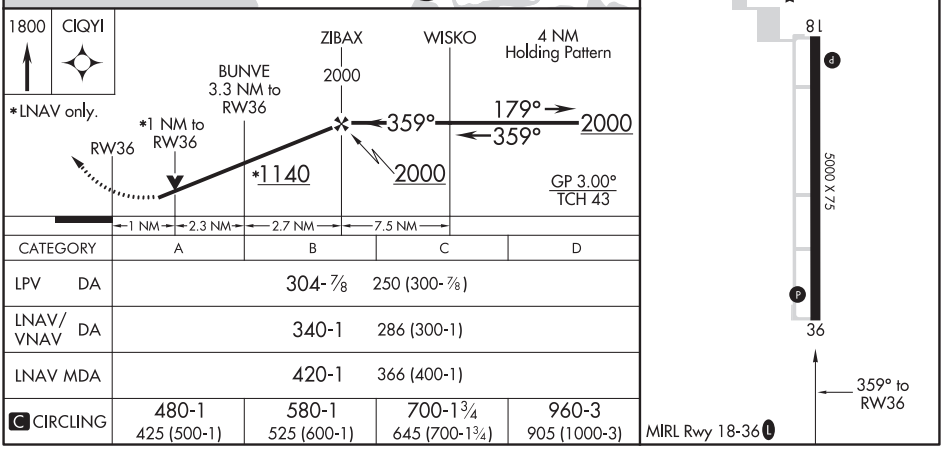
WAAS CH 42909 W36A	APP CRS 359°	Rwy ldg 5000 TDZE 54 Apt Elev 55

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 338 and all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 374 and all Cats visibility ⅛ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ⅛ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 direct CIQYI and hold.

AWOS-3PT	GULFPORT APP CON*	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	304-⅞ 250 (300-⅞)			
LNAV/VNAV DA	340-1 286 (300-1)			
LNAV MDA	420-1 366 (400-1)			
C CIRCLING	480-1 425 (500-1)	580-1 525 (600-1)	700-1¾ 645 (700-1¾)	960-3 905 (1000-3)

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WAAS CH 42938 W18A	APP CRS 179°	Rwy ldg 5000 TDZE 55 Apt Elev 55

RNAV (GPS) Y RWY 18

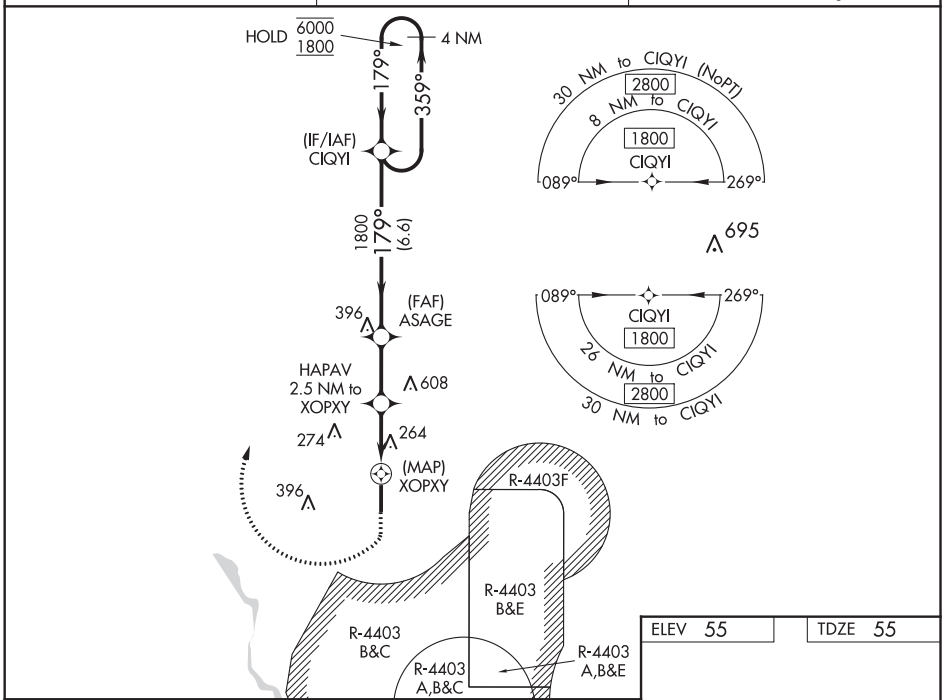
PICAYUNE MUNI (MJD)

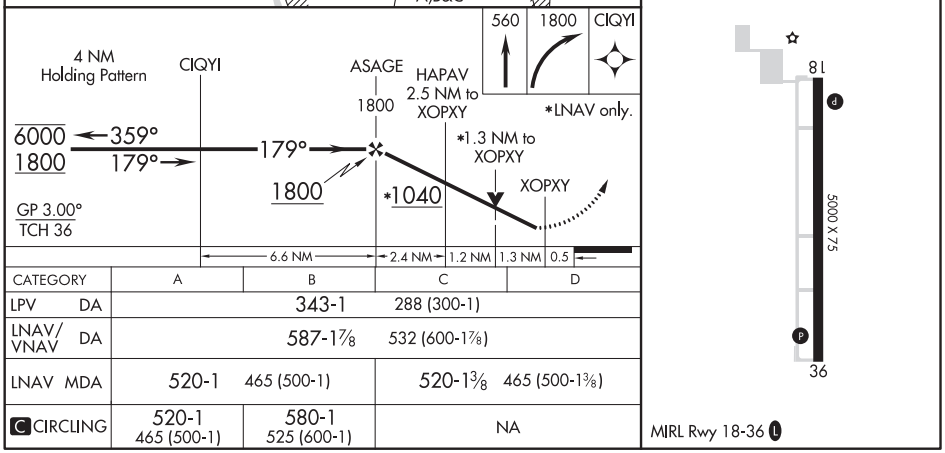
RNP APCH.

Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 5°C. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats ⅛ mile; increase LNAV/VNAV DA to 621 and visibility all Cats ⅛ mile; increase all MDA 40 feet. Procedure NA when R-4403 B/C/E is active.

MISSED APPROACH: (Do not exceed 185K) Climb to 560 then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT	GULFPORT APP CON ★	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	343-1		288 (300-1)	
LNAV/VNAV DA	587-1⅞		532 (600-1⅞)	
LNAV MDA	520-1 465 (500-1)		520-1⅜ 465 (500-1⅜)	
C CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	NA	

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PICAYUNE, MISSISSIPPI — AL-9504 (FAA) — 21056

RNAV (GPS) Z RWY 18

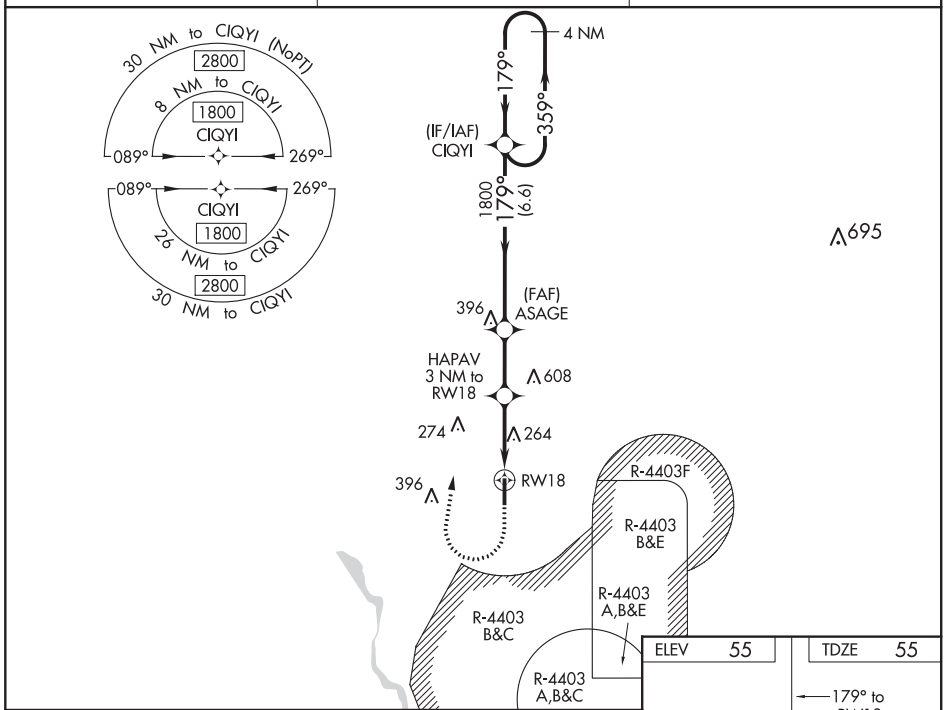
PICAYUNE MUNI (MJD)

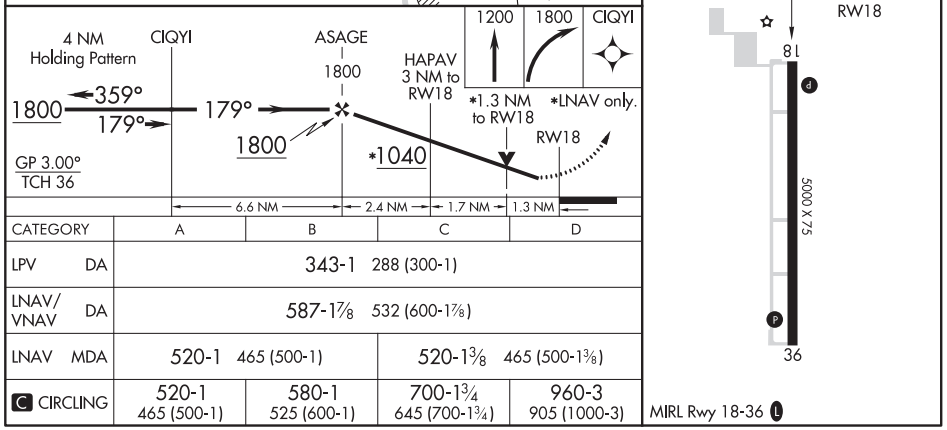
WAAS CH 99310 W18B	APP CRS 179°	Rwy ldg 5000 TDZE 55 Apt Elev 55

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 B, C, or E is active.
When local altimeter setting not received, used Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats ⅛ mile; increase LNAV/VNAV DA to 621 and visibility all Cats ⅛ mile; increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT	GULFPORT APP CON ★	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	343-1 288 (300-1)			
LNAV/VNAV DA	587-1⅞ 532 (600-1⅞)			
LNAV MDA	520-1 465 (500-1)		520-1⅜ 465 (500-1⅜)	
C CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	700-1¾ 645 (700-1¾)	960-3 905 (1000-3)

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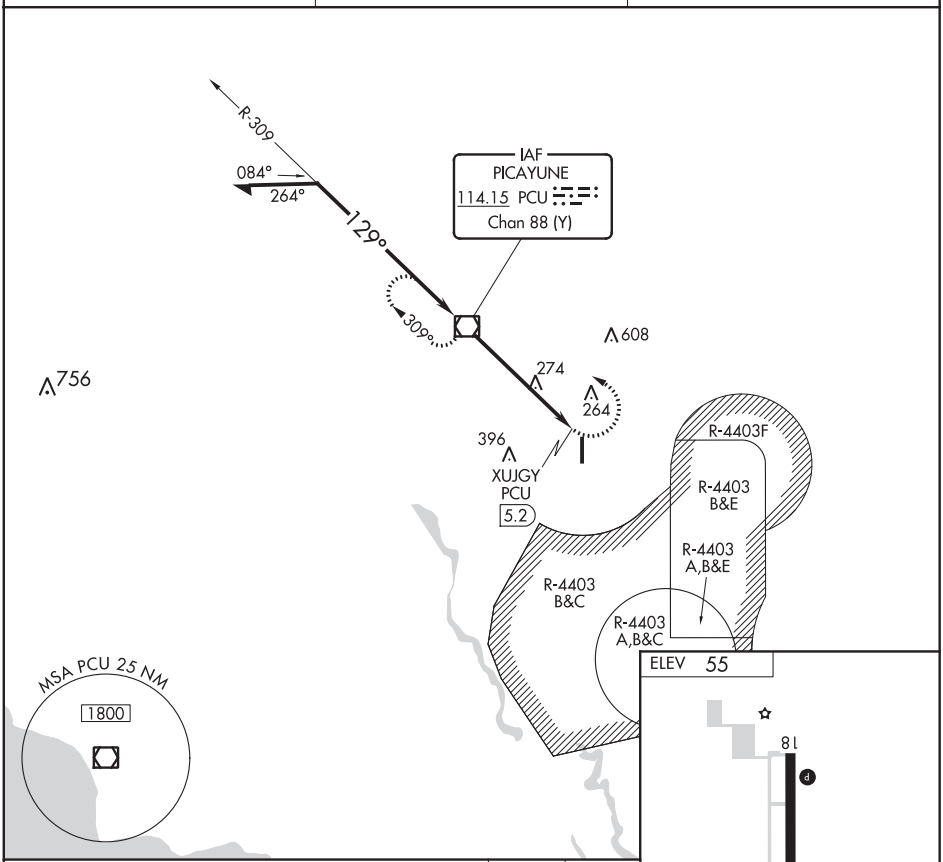
VOR/DME PCU	APP CRS	Rwy ldg	5000
114.15	129°	TDZE	N/A
Chan 88 (Y)		Apt Elev	55

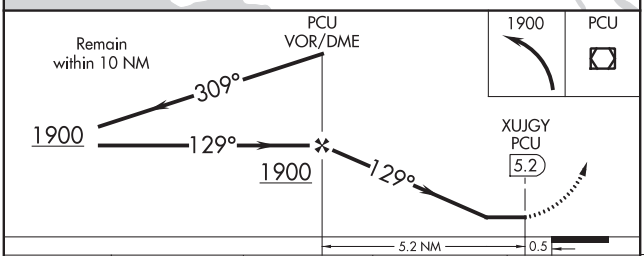
VOR-A
PICAYUNE MUNI (MJD)

When local altimeter setting not received, used Stennis Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.

AWOS-3PT	GULFPORT APP CON★	UNICOM
119.075	124.6 354.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	540-1 485 (500-1)	580-1 525 (600-1)	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

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SC-4, 25 FEB 2021 to 22 APR 2021

20086

FORT POLK, LOUISIANA

RNAV (GPS) RWY 16

APCH CRS	Rwy ldg	3913
158°	THRE	328
	Arpt Elev	330

AL-5096 [USA]

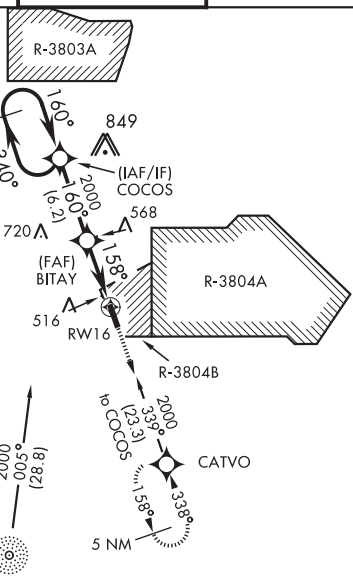
POLK AAF (KPOE)

MISSED APPROACH: Climb to 2000 direct CATVO and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 282.2	123.7 261.3	119.0 257.75	121.8 239.25	

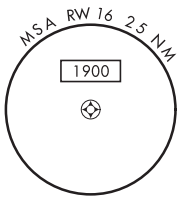
Helicopter visibility reduction below ¾ miles NA.

DME/DME RNP-0.3 NA

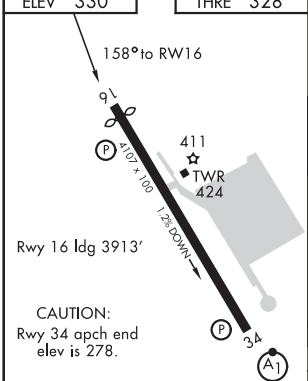


RADAR required for arrivals at DXB NDB and CATVO.

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM north of COCOS.



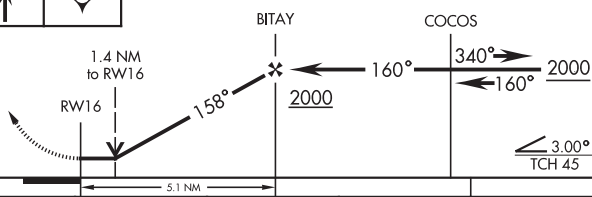
ELEV 330 THRE 328



HIRL Rwy 16-34
REIL Rwy 16-34

2000 CATVO

VGSI and descent angles not coincident.



CATEGORY	A		B	C		D
LNAV MDA	800-1	472	(500-1)	800-1⅜	472	(500-1⅜)
CIRCLING	820-1	490	(500-1)	820-1½ 490 (500-1½)		880-2 550 (600-2)

FORT POLK, LOUISIANA 31° 03'N-93° 11'W POLK AAF (KPOE)

Amdt 1A 26MAR20

RNAV (GPS) RWY 16

SC-4, 25 FEB 2021 to 22 APR 2021

FORT POLK, LOUISIANA

RNAV (GPS) RWY 34

APCH CRS	Rwy ldg	4107
338°	THRE	278
	Arpt Elev	330

AL-5096 [USA]

POLK AAF (KPOE)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ mile.

ALSF-1

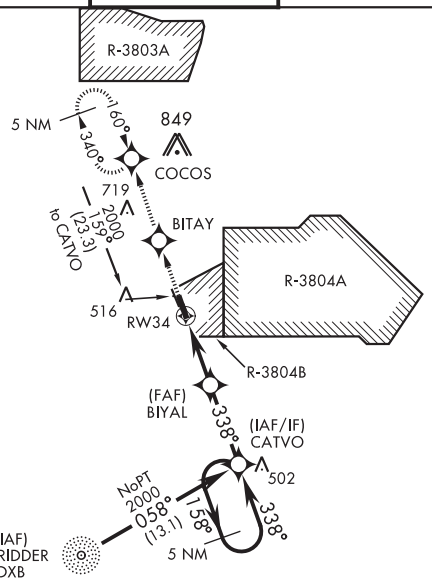
MISSED APPROACH: Climb to 2000 direct BITAY and on track 340° to COCOS and hold.

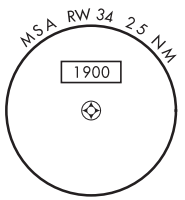
ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 282.2	123.7 261.3	119.0 257.75	121.8 239.25	

DME/DME RNP-0.3 NA

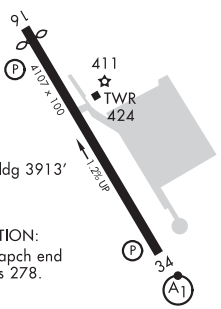
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM north of COCOS.

RADAR required for arrivals at DXB NDB and CATVO.





ELEV 330 THRE 278

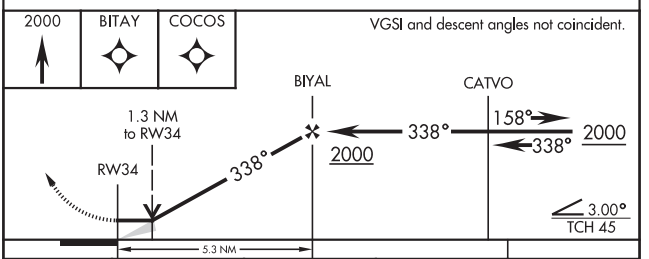


Rwy 16 ldg 3913'

CAUTION:
Rwy 34 apch end elev is 278.

HIRL Rwy 16-34
REIL Rwy 16-34

338° to RW34



CATEGORY	A		B	C		D
LNAV MDA*	760-¾	482	(500-¾)	760-1	482	(500-1)
CIRCLING	820-1	490	(500-1)	820-1½ 490 (500-1½)		880-2 550 (600-2)

FORT POLK, LOUISIANA

31° 03'N-93° 11'W

POLK AAF (KPOE)

Amdt 1A 26MAR20

RNAV (GPS) RWY 34

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

FORT POLK, LOUISIANA

20086

VOR RWY 16

POLK AAF (KPOE)

VOR FXU	APCH CRS	Rwy ldg	3913
108.4	158°	THRE	328
		Arpt Elev	330

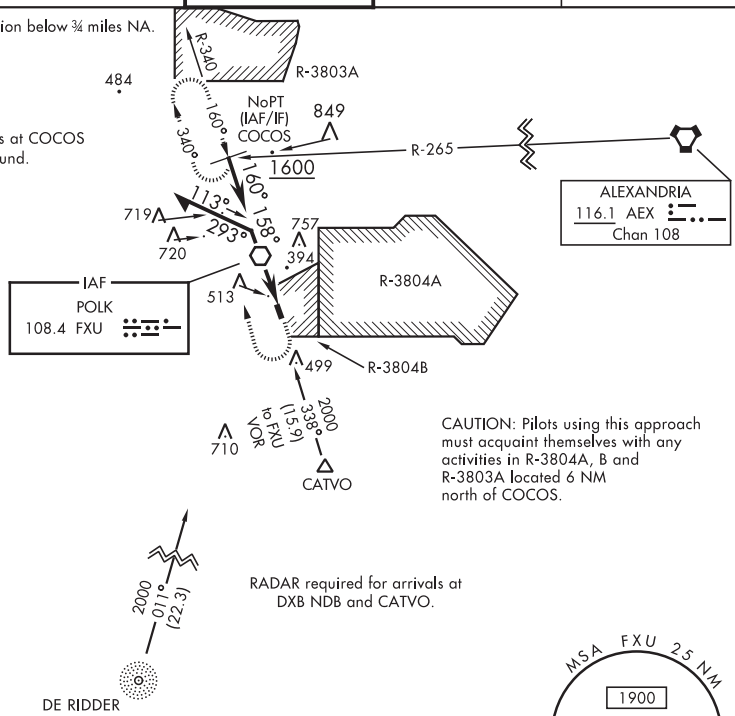
AL-5096 [USA]

MISSED APPROACH: Climbing right turn to 2000 on FXU VOR R-340 to COCOS int and hold.

ATIS	POLK APP CON	POLK TOWER	GND CON	ASR/PAR
134.85 282.2	123.7 261.3	119.0 257.75	121.8 239.25	

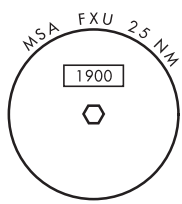
Helicopter visibility reduction below ¾ miles NA.

Procedure NA for arrivals at COCOS on V212 westbound.

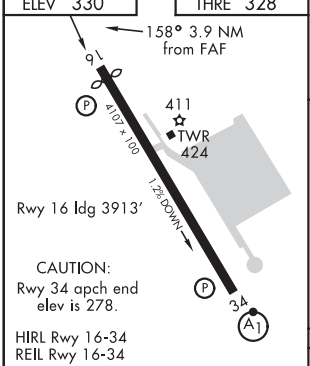


CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6 NM north of COCOS.

RADAR required for arrivals at DXB NDB and CATVO.



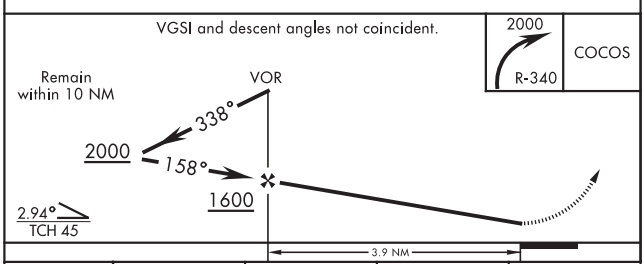
ELEV 330	THRE 328



CAUTION:
Rwy 34 apch end elev is 278.

HIRL Rwy 16-34
REIL Rwy 16-34

VGSI and descent angles not coincident.



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A		B	C		D
S-16	780-1	452	(500-1)	780-1⅜	452	(500-1⅜)
CIRCLING	820-1	490	(500-1)	820-1½ 490 (500-1½)		880-2 550 (600-2)

FORT POLK, LOUISIANA

31°03'N-93°11'W

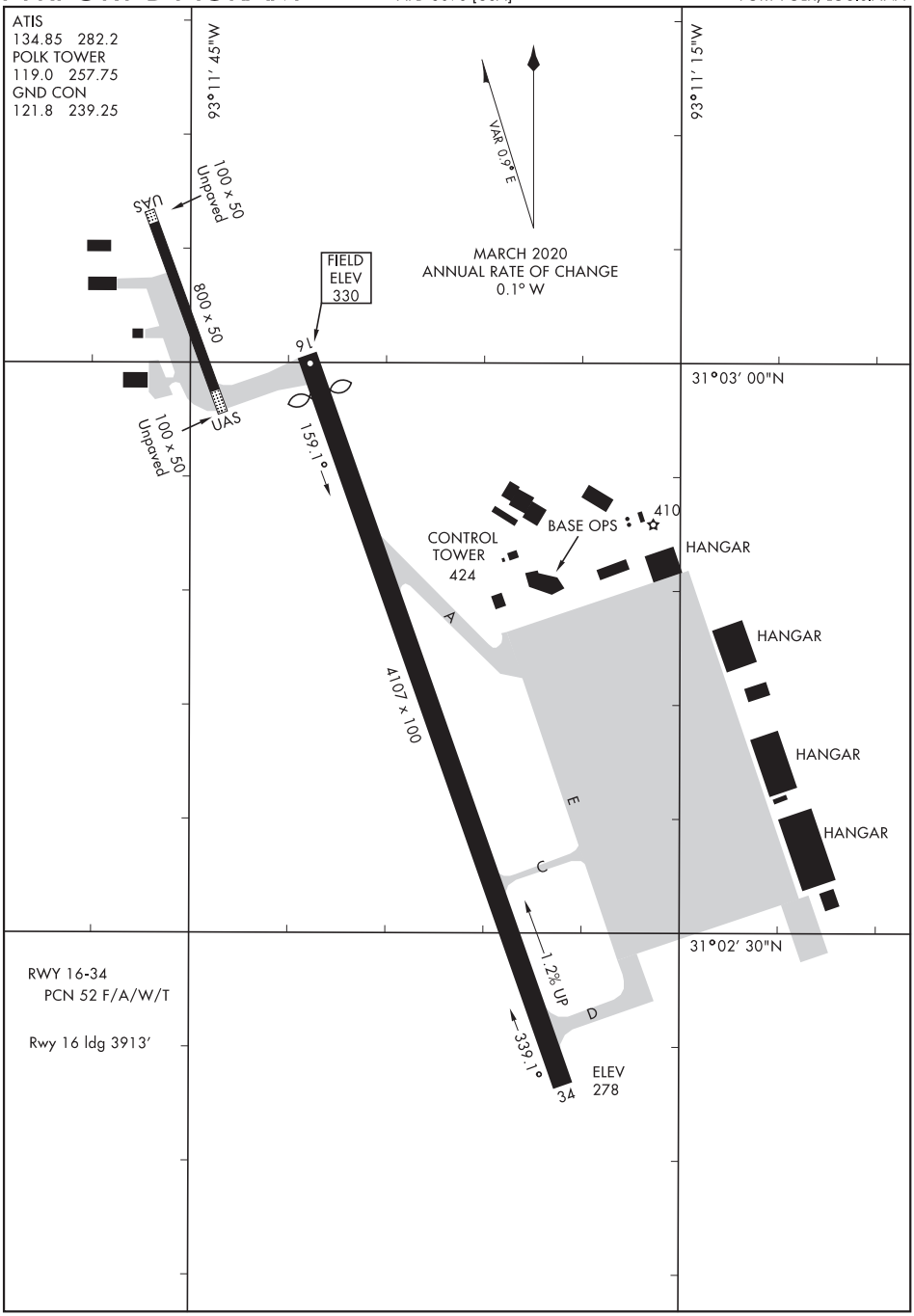
POLK AAF (KPOE)

Orig A 26MAR20

VOR RWY 16

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021


ATIS
134.85 282.2
POLK TOWER
119.0 257.75
GND CON
121.8 239.25
93°11′ 45"W
93°11′ 15"W
VAR 0.9° E
MARCH 2020
ANNUAL RATE OF CHANGE
0.1° W
100 x 50
Unpaved
S5
800 x 50
FIELD
ELEV
330
16
100 x 50
Unpaved
S4
159.1°
31°03′ 00"N
410
BASE OPS
CONTROL
TOWER
424
HANGAR
HANGAR
HANGAR
HANGAR
A
4107 x 100
E
C
1.2% UP
D
31°02′ 30"N
RWY 16-34
PCN 52 F/A/W/T
Rwy 16 ldg 3913′
339.1°
34
ELEV
278

POPLARVILLE, MISSISSIPPI

AL-11024 (FAA)

19283

RNAV (GPS)-A

POPLARVILLE-PEARL RIVER COUNTY (M13)

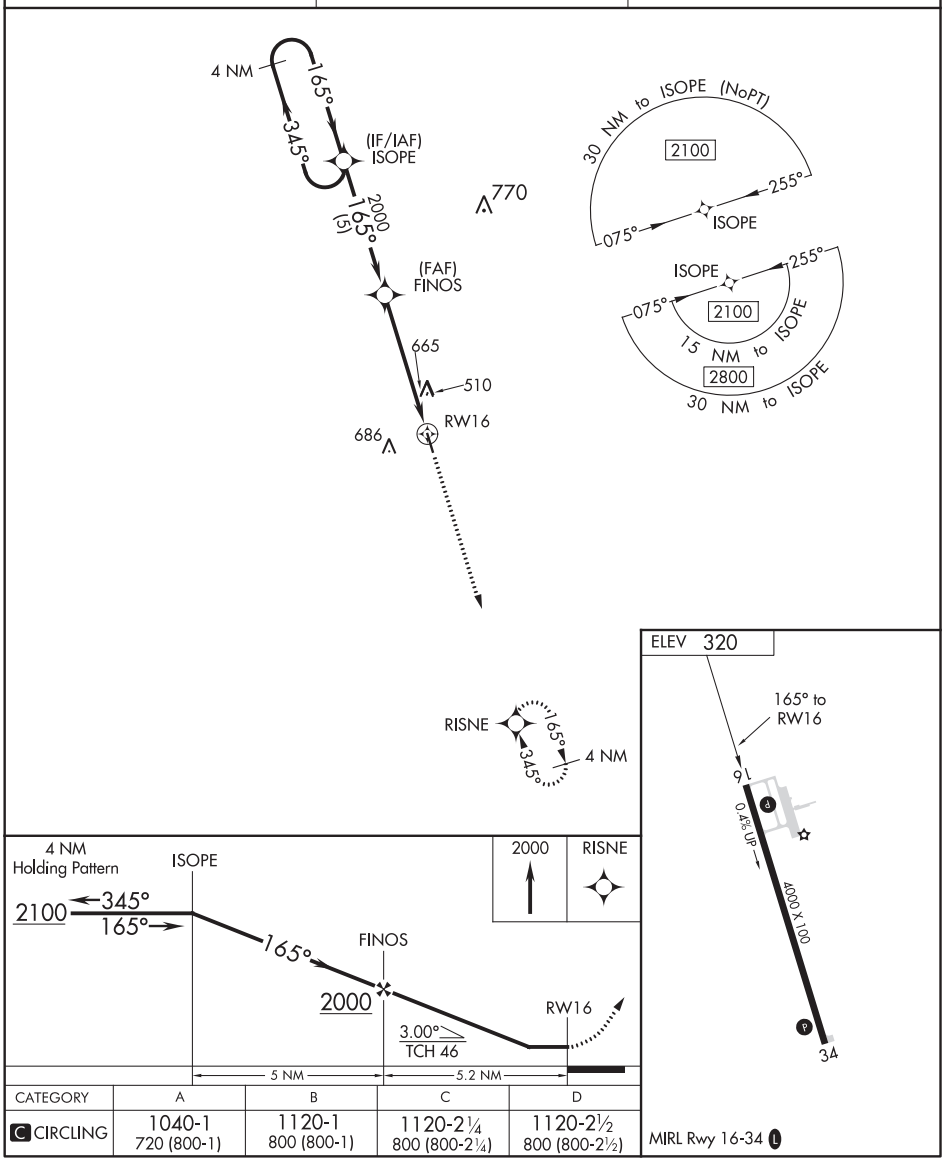
APP CRS	Rwy ldg	N/A
165°	TDZE	N/A
	Apt Elev	320

DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2000 direct RISNE and hold.

BXA AWOS-3PT	GULFPORT APP CON	CTAF
118.025	124.6 354.1	122.9 L



CATEGORY	A	B	C	D
C CIRCLING	1040-1 720 (800-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)

MIRL Rwy 16-34 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	N/A
345°	TDZE	N/A
	Apt Elev	320

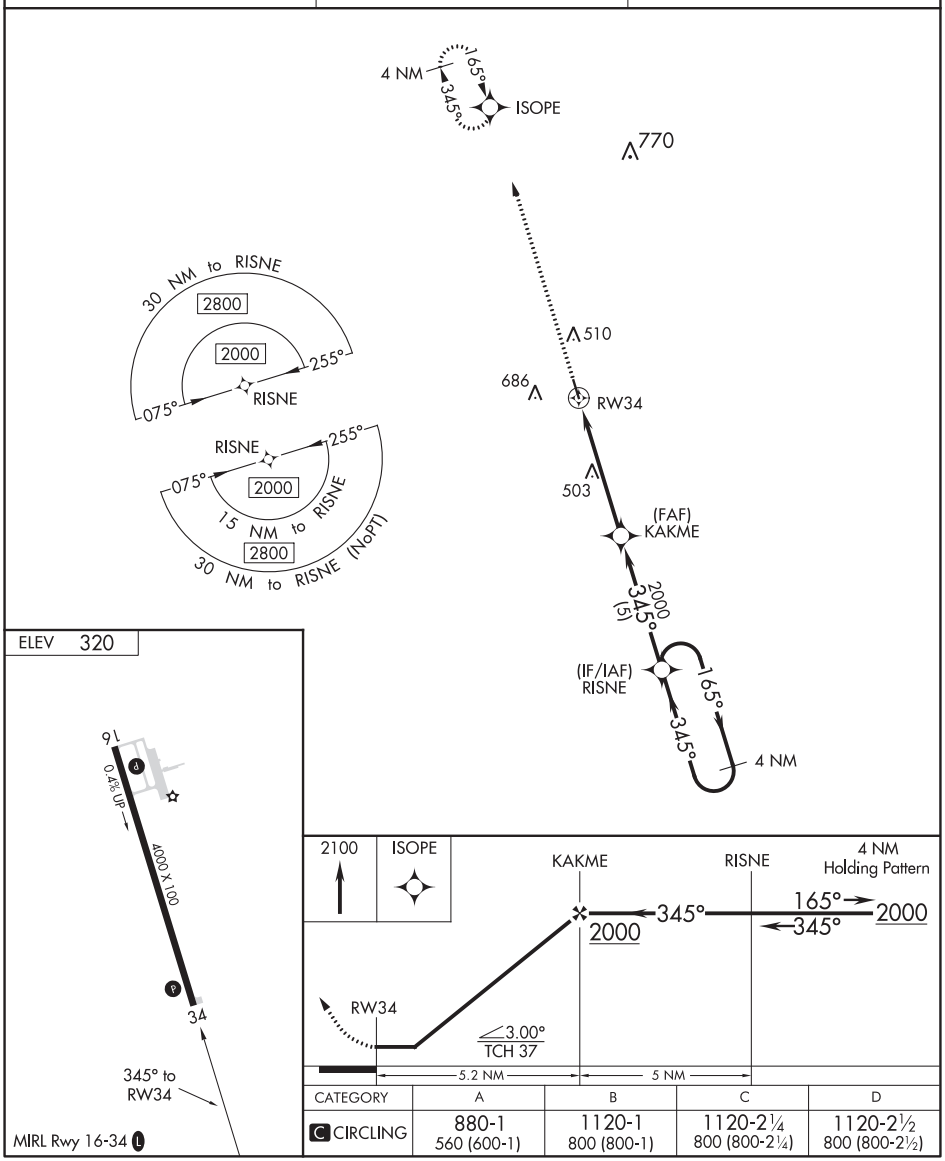
RNAV (GPS)-B
POPLARVILLE-PEARL RIVER COUNTY (M13)

DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2100 direct ISOPE and hold.

BXA AWOS-3PT	GULFPORT APP CON	CTAF
118.025	124.6 354.1	122.9 L



CATEGORY	A	B	C	D
C CIRCLING	880-1 560 (600-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

PRENTISS, MISSISSIPPI | AL-6873 (FAA) | 19283

WAAS CH 90408 W12A	APP CRS 124°	Rwy ldg 3197 TDZE 455 Apt Elev 455

RNAV (GPS) RWY 12

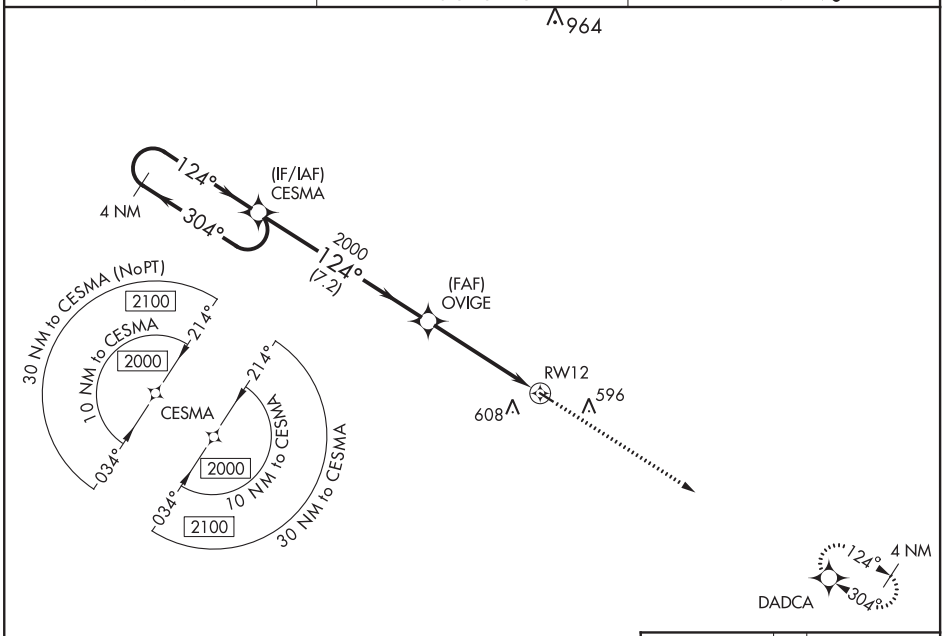
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

RNP APCH.

T A NA Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg-Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

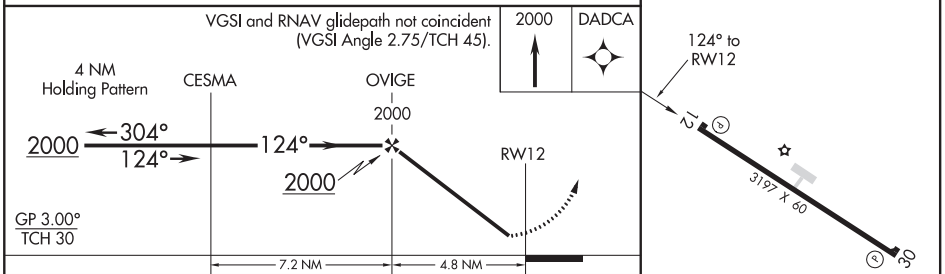
1R7 AWOS-3P	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L



ELEV 455 | TDZE 455

VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 45).

2000 | DADCA



CATEGORY		A	B	C	D
LPV	DA	770-1⅛	315 (400-1⅛)	NA	
LNAV/VNAV	DA	959-1¾	504 (600-1¾)	NA	
LNAV	MDA	1020-1	565 (600-1)	NA	
C CIRCLING		1080-1	625 (700-1)	NA	

MIRL Rwy 12-30 L

PRENTISS, MISSISSIPPI
Amdt 1B 06DEC18

31°36′N-89°54′W

PRENTISS-JEFFERSON DAVIS COUNTY (M43)
RNAV (GPS) RWY 12

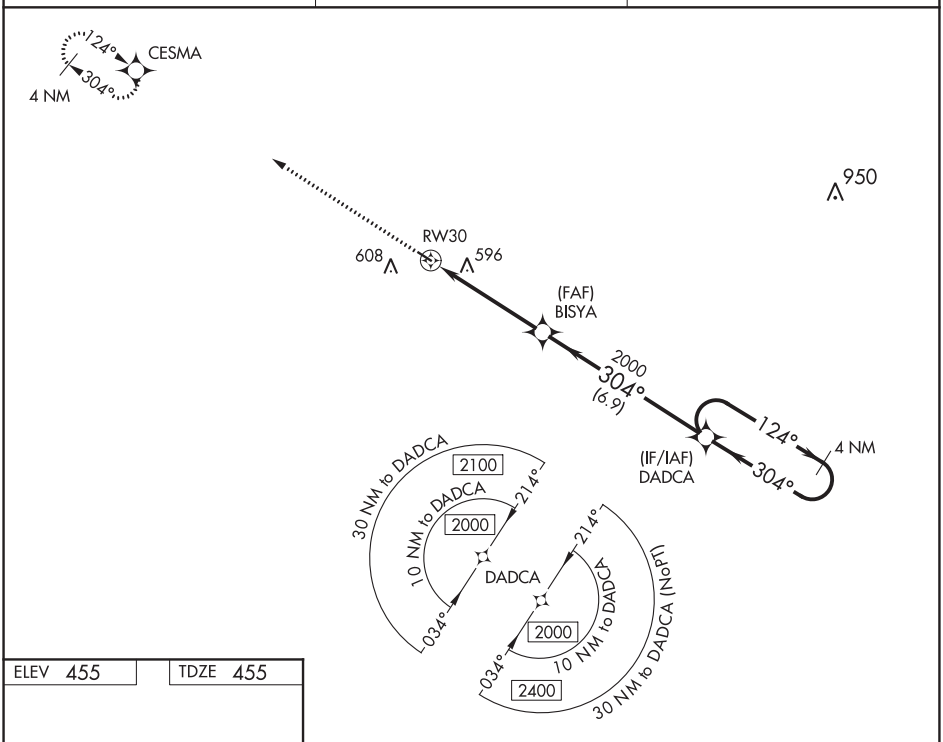
SC-4, 25 FEB 2021 to 22 APR 2021

WAAS CH 61208 W30A	APP CRS 304°	Rwy ldg 3197 TDZE 455 Apt Elev 455

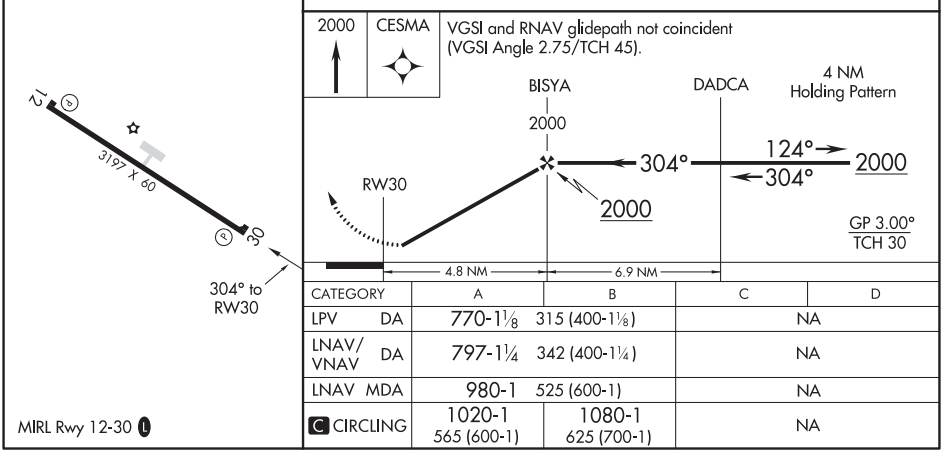
RNAV (GPS) RWY 30
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

T A NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct CESMA and hold.

1R7 AWOS-3P	HOUSTON CENTER	UNICOM
118.125	126.8 327.8	122.8 (CTAF) L



ELEV 455 TDZE 455



CATEGORY	A	B	C	D
LPV DA	770-1⅛	315 (400-1⅛)	NA	
LNAV/VNAV DA	797-1¼	342 (400-1¼)	NA	
LNAV MDA	980-1	525 (600-1)	NA	
C CIRCLING	1020-1 565 (600-1)	1080-1 625 (700-1)	NA	

MIRL Rwy 12-30 L

SC-4, 25 FEB 2021 to 22 APR 2021

RAYMOND, MISSISSIPPI — AL-6778 (FAA) — 20310

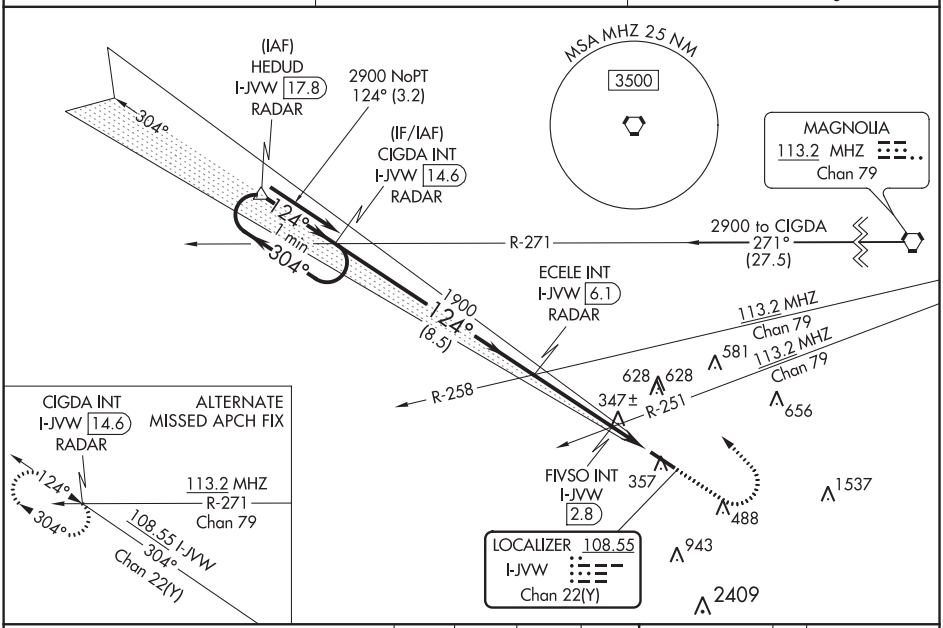
ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

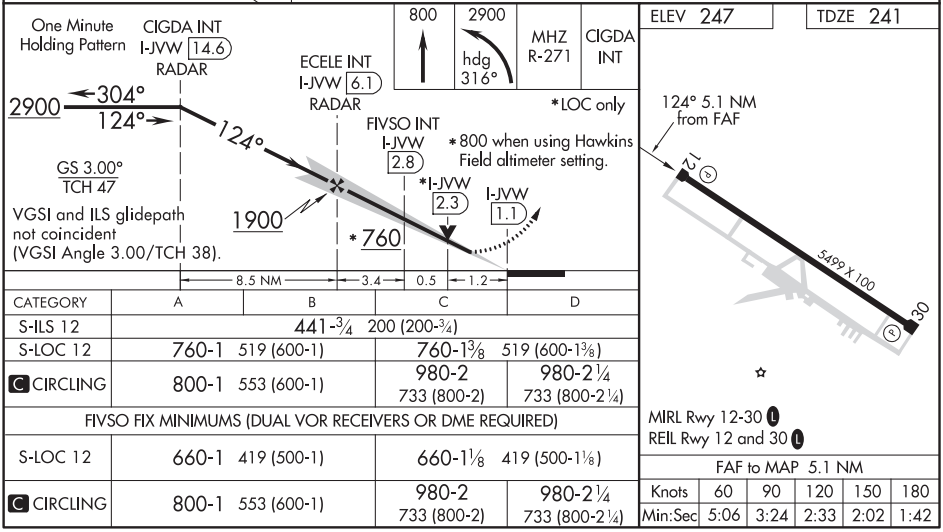
LOC/DME I-JVW	APP CRS	Rwy ldg	5499
108.55	124°	TDZE	241
Chan 22 (Y)		Apt Elev	247

VDP NA with Hawkins Field altimeter setting. Circling NA for Cat D southwest of Rwy 12-30. When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, S-LOC 12 Cat C and D visibilities ¼ mile, and Circling Cat C and D visibilities ¼ mile, increase FIVSO fix minimums S-LOC 12 Cat C and D visibilities ¼ mile and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

AWOS-3PT	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 12	441-¾ 200 (200-¾)			
S-LOC 12	760-1 519 (600-1)		760-1⅜ 519 (600-1⅜)	
C CIRCLING	800-1 553 (600-1)		980-2 733 (800-2)	980-2¼ 733 (800-2¼)
FIVSO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 12	660-1 419 (500-1)		660-1⅛ 419 (500-1⅛)	
C CIRCLING	800-1 553 (600-1)		980-2 733 (800-2)	980-2¼ 733 (800-2¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

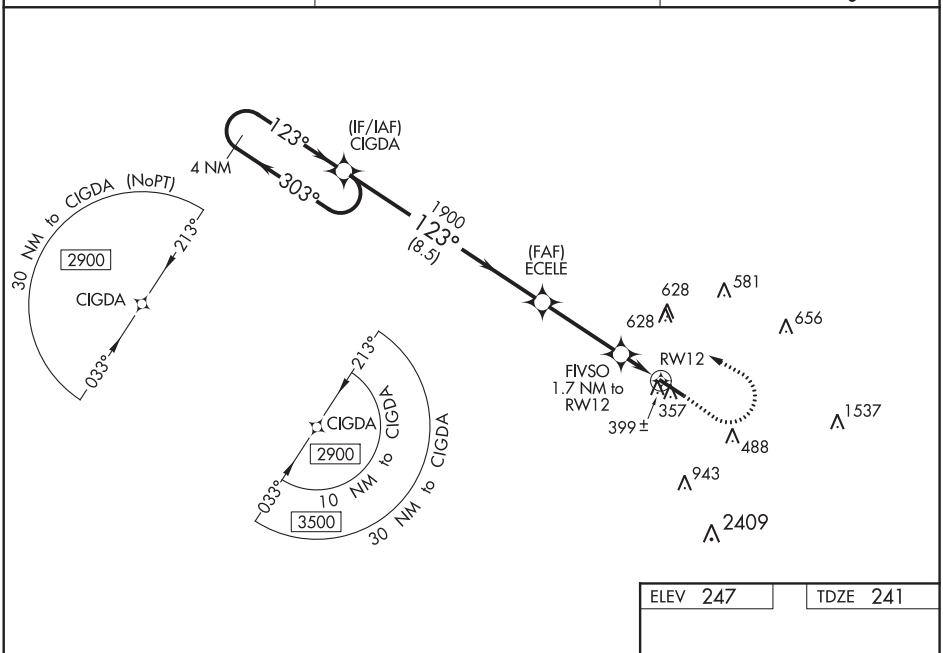
WAAS CH 50205 W12A	APP CRS 123°	Rwy ldg 5499 TDZE 241 Apt Elev 247

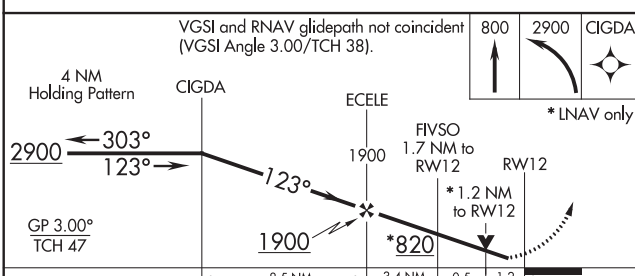
RNAV (GPS) RWY 12
JOHN BELL WILLIAMS (JVW)

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. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Field altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ⅛ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

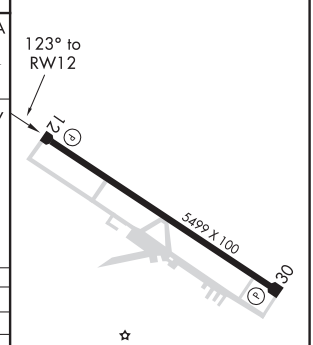
AWOS-3PT	JACKSON APP CON ★	UNICOM
118.675	125.25 319.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	441-¾ 200 (200-¾)			
LNAV/VNAV DA	662-1⅜ 421 (500-1⅜)			
LNAV MDA	660-1 419 (500-1)		660-1⅛ 419 (500-1⅛)	
C CIRCLING	800-1 553 (600-1)		980-2 733 (800-2)	980-2¼ 733 (800-2¼)

ELEV 247 TDZE 241



MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

SC-4, 25 FEB 2021 to 22 APR 2021

RAYMOND, MISSISSIPPI
Amdt 3B 20AUG15
32°18'N-90°25'W
JOHN BELL WILLIAMS (JVW)
RNAV (GPS) RWY 12
355

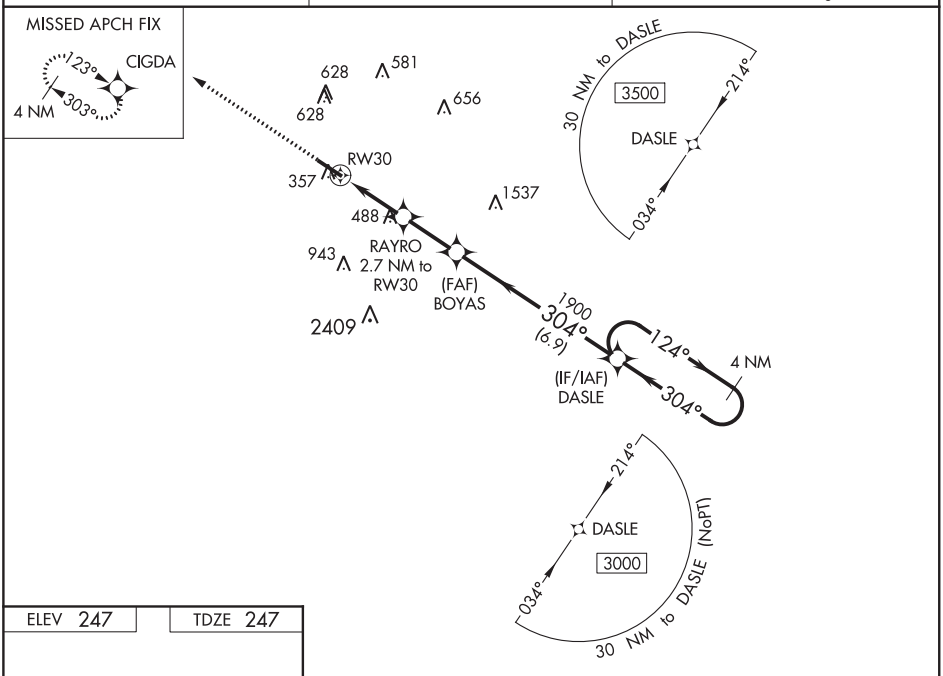
WAAS CH 78034 W30A	APP CRS 304°	Rwy ldg 5499 TDZE 247 Apt Elev 247

RNAV (GPS) RWY 30
JOHN BELL WILLIAMS (JVW)

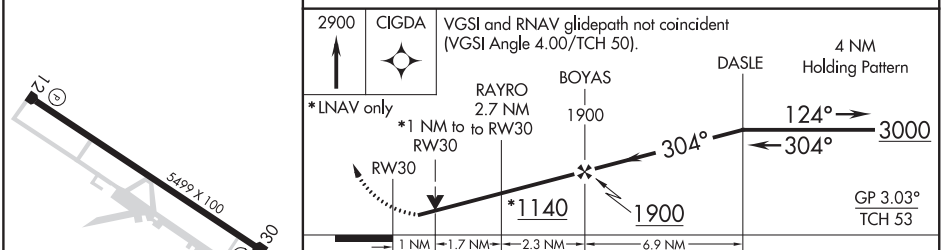
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Field altimeter setting increase all DA/MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅛ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 2900 direct CIGDA and hold.

AWOS-3PT	JACKSON APP CON★	UNICOM
118.675	125.25 319.2	123.0 (CTAF) L



ELEV 247 TDZE 247



CATEGORY	A	B	C	D
LPV DA	513-⅞ 266 (300-⅞)			
LNAV/VNAV DA	699-1½ 452 (500-1½)			
LNAV MDA	740-1 493 (500-1)		740-1⅜ 493 (500-1⅜)	
C CIRCLING	740-1 493 (500-1)	760-1 513 (600-1)	980-2 733 (800-2)	980-2¼ 733 (800-2¼)

MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

SC-4, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 18
JOHN H HOOKS JR MEMORIAL (M79)

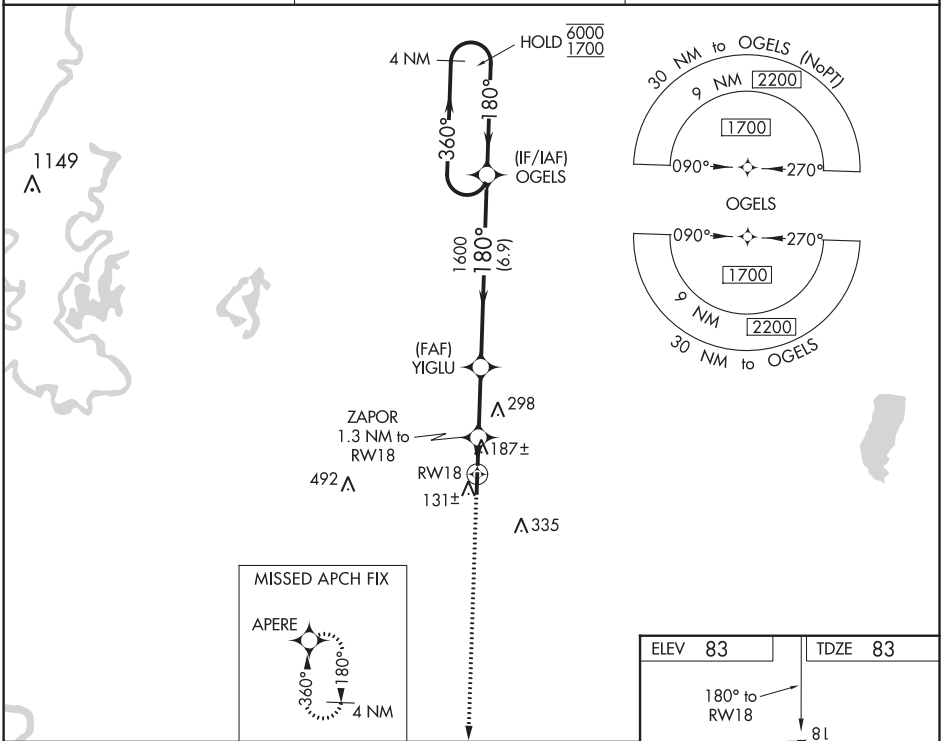
WAAS CH 58011 W18A	APP CRS 180°	Rwy ldg 3998 TDZE 83 Apt Elev 83

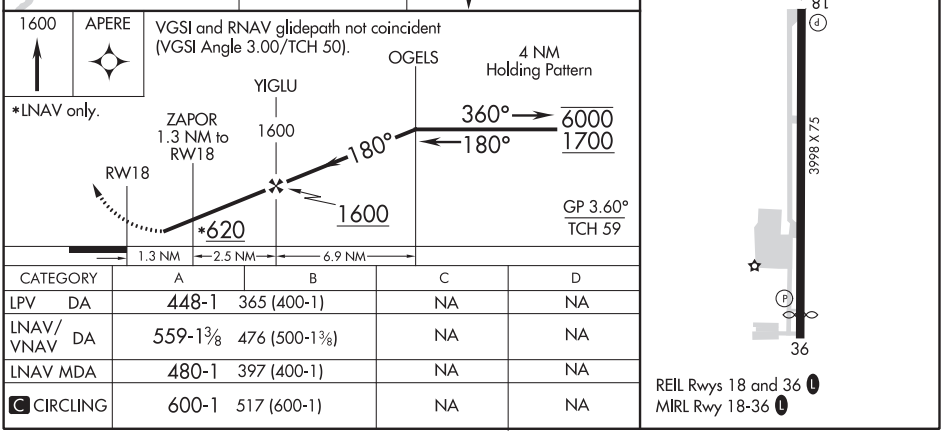
RNP APCH.

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ⅛ SM. Baro-VNAV NA.

MISSED APPROACH: Climb to 1600 direct APERE and hold.

MLU ASOS	MONROE APP CON *	UNICOM
125.05	126.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	448-1	365 (400-1)	NA	NA
LNAV/VNAV DA	559-1⅜	476 (500-1⅜)	NA	NA
LNAV MDA	480-1	397 (400-1)	NA	NA
C CIRCLING	600-1	517 (600-1)	NA	NA

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

RAYVILLE, LOUISIANA

AL-6352 (FAA)

19283

RNAV (GPS) RWY 36
JOHN H HOOKS JR MEMORIAL (M79)

WAAS CH 78111 W36A	APP CRS 360°	Rwy ldg 3707 TDZE 83 Apt Elev 83

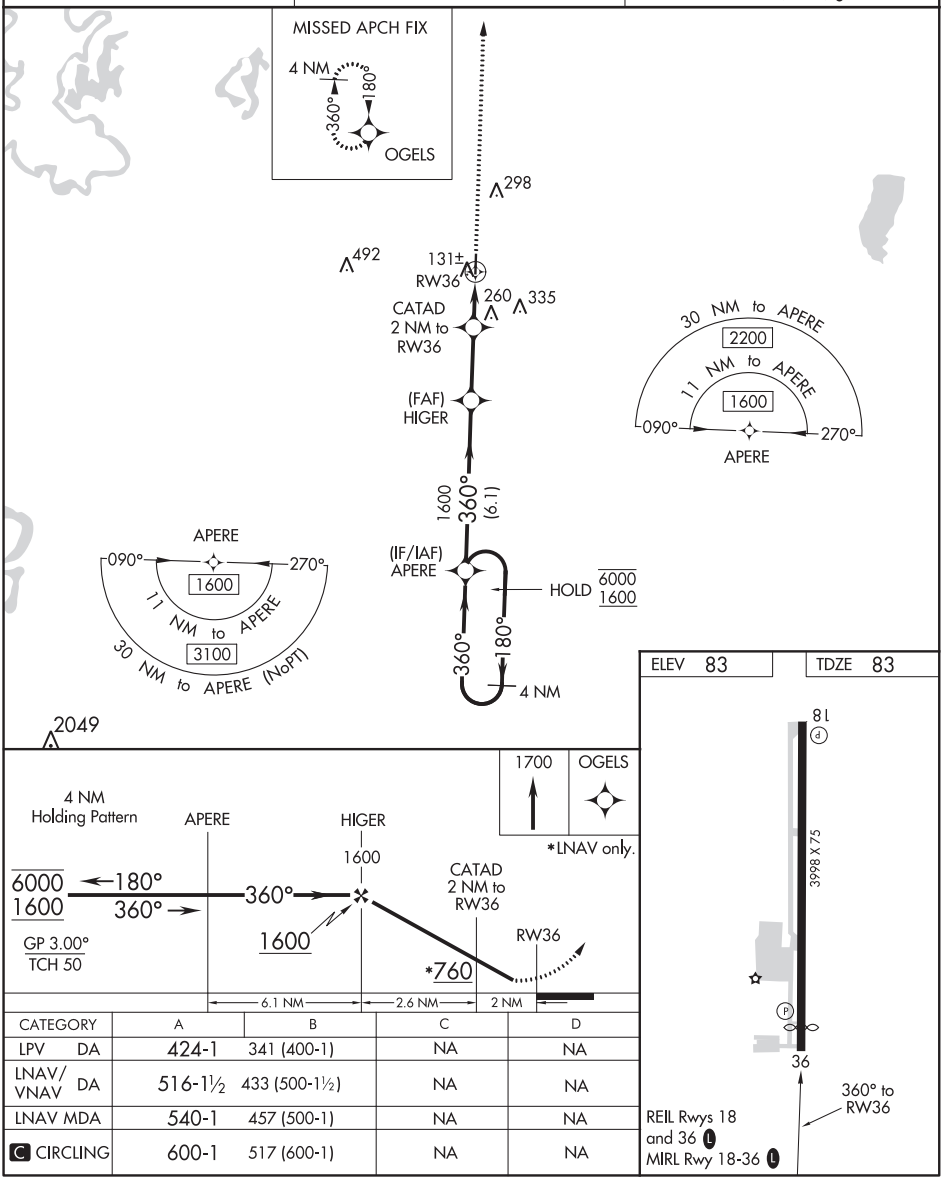
RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all DA/MDA 20 feet and increase LNAV/VNAV all Cats visibility ⅛ SM. Baro-VNAV NA.

NA

MISSED APPROACH: Climb to 1700 direct OGELS and hold.

MLU ASOS	MONROE APP CON *	UNICOM
125.05	126.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	424-1	341 (400-1)	NA	NA
LNAV/VNAV DA	516-1½	433 (500-1½)	NA	NA
LNAV MDA	540-1	457 (500-1)	NA	NA
C CIRCLING	600-1	517 (600-1)	NA	NA

RAYVILLE, LOUISIANA
Amdt 2B 25APR19

32°29′N-91°46′W

JOHN H HOOKS JR MEMORIAL (M79)
RNAV (GPS) RWY 36

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

VOR/DME-A

JOHN H HOOKS JR MEMORIAL (M79)

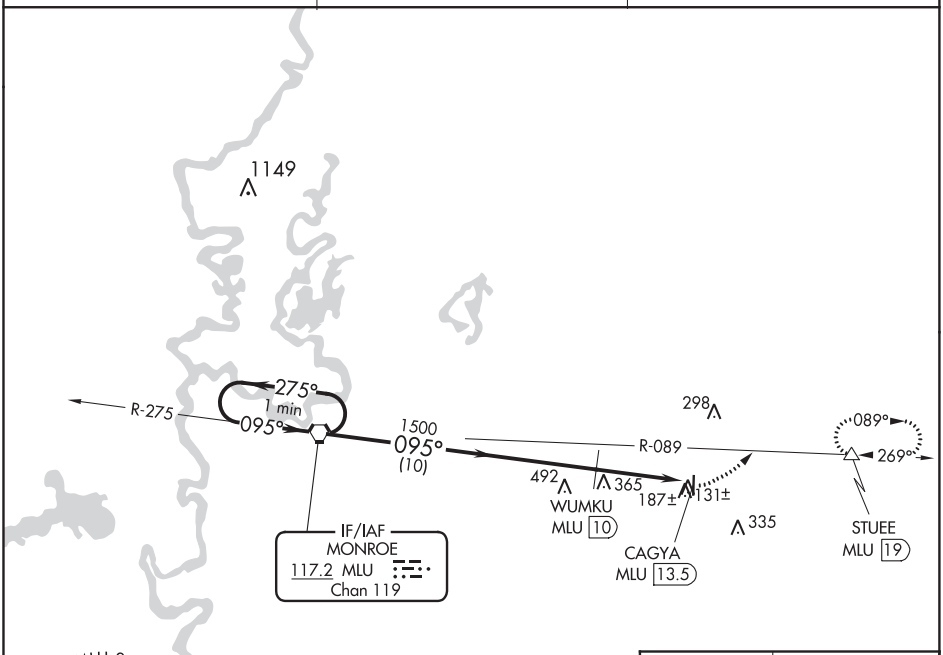
VORTAC MLU	APP CRS	Rwy ldg	N/A
117.2	095°	TDZE	N/A
Chan 119		Apt Elev	83

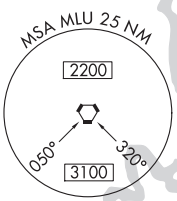
Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all MDA 20 feet.

NA

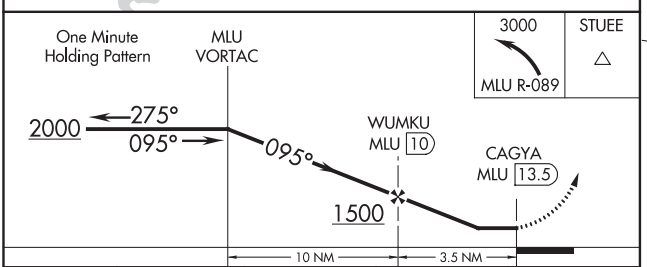
MISSED APPROACH: Climbing left turn to 3000 on MLU VORTAC R-089 to STUEE/MLU 19 DME and hold, continue climb-in-hold to 3000.

MLU ASOS	MONROE APP CON ★	UNICOM
125.05	126.9	122.8 (CTAF) L

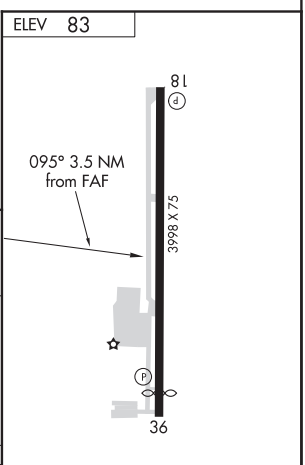




NoPT for arrival on MLU VORTAC airway radials 157 CW 318.



CATEGORY	A	B	C	D
C CIRCLING	600-1 517 (600-1)		NA	



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

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RESERVE, LOUISIANA

AL-9134 (FAA)

19115

APP CRS	Rwy ldg	4405
173°	TDZE	6
	Apt Elev	7

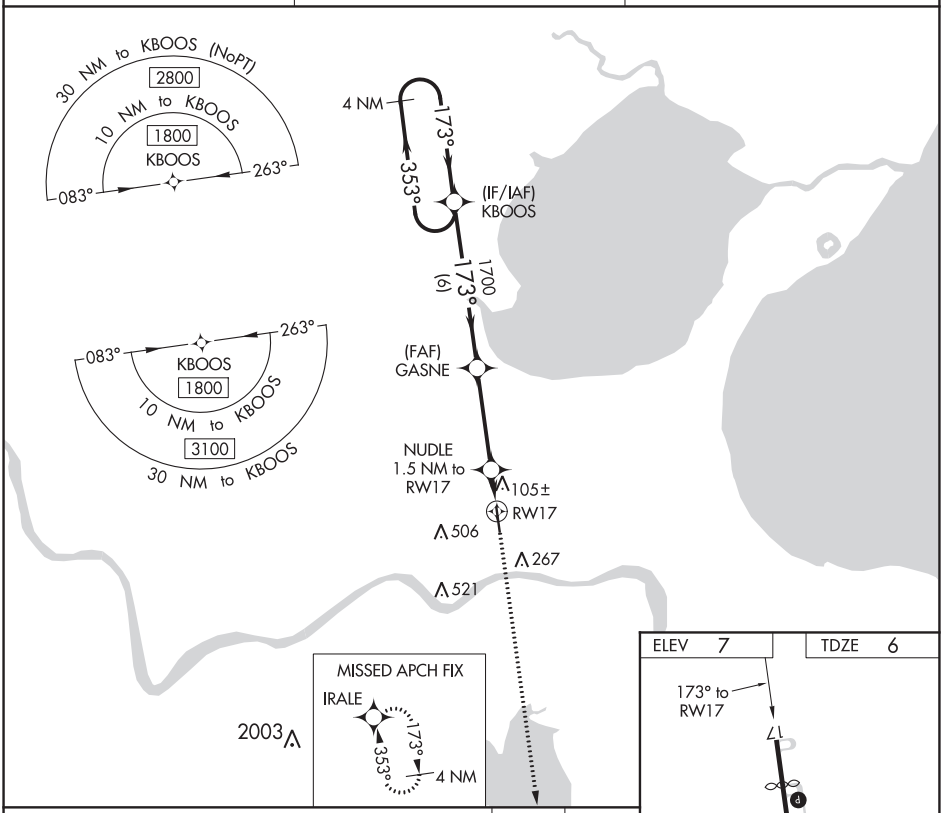
RNAV (GPS) RWY 17

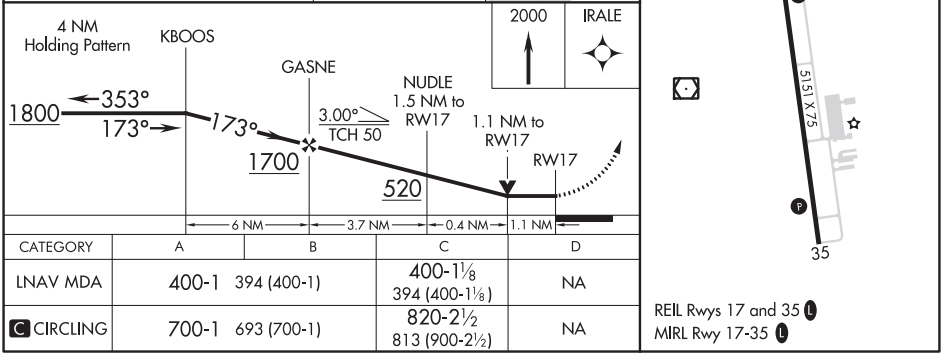
PORT OF SOUTH LOUISIANA EXECUTIVE RGNL (APS)

Rwy 17 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ SM. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

AWOS-3PT	NEW ORLEANS APP CON	UNICOM
125.45	125.5 350.35	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	400-1 394 (400-1)		400-1⅛ 394 (400-1⅛)	NA
C CIRCLING	700-1 693 (700-1)		820-2½ 813 (900-2½)	NA

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

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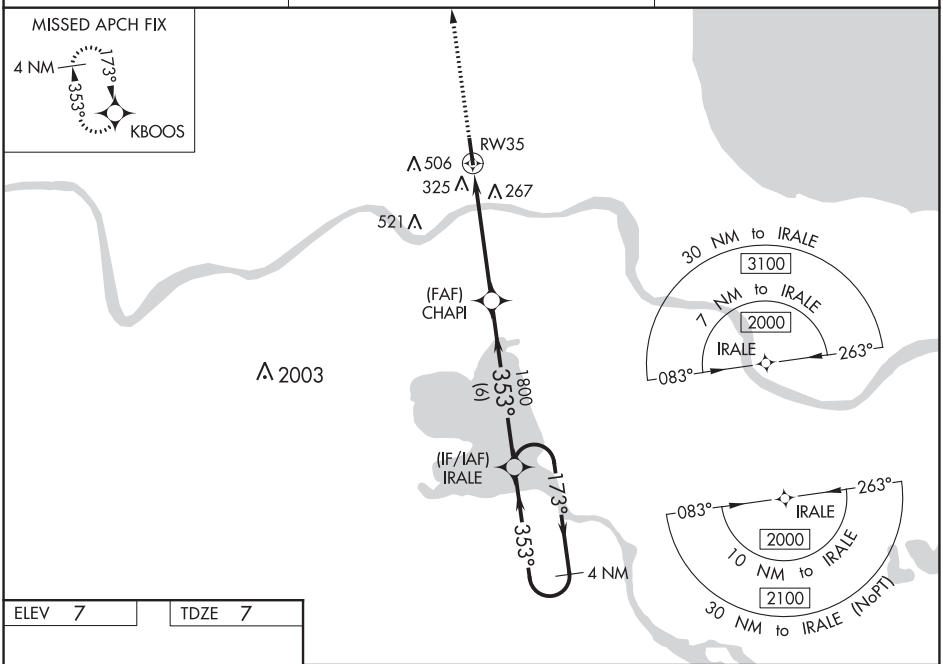
WAAS CH 87111 W35A	APP CRS 353°	Rwy ldg 5151 TDZE 7 Apt Elev 7

RNAV (GPS) RWY 35
PORT OF SOUTH LOUISIANA EXECUTIVE RGNL (APS)

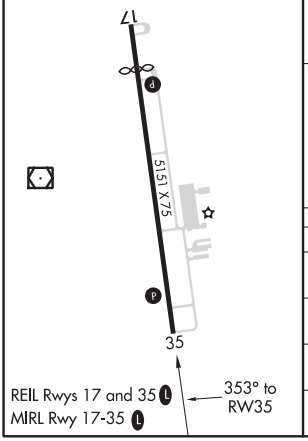
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 318 feet, LNAV/VNAV DA to 618 feet, all visibilities ⅛ SM; increase all MDA 60 feet and LNAV visibility Cat C ⅛ SM. Baro-VNAV and VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

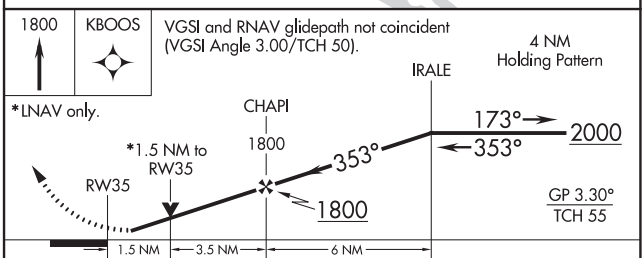
MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

AWOS-3PT	NEW ORLEANS APP CON	UNICOM
125.45	125.5 350.35	122.7 (CTAF) L



ELEV 7 | TDZE 7





CATEGORY	A	B	C	D
LPV DA	276-⅞ 269 (300-⅞)			NA
LNAV/VNAV DA	576-1¾ 569 (600-1¾)			NA
LNAV MDA	580-1 573 (600-1)		580-1⅝ 573 (600-1⅝)	NA
C CIRCLING	700-1 693 (700-1)		820-2½ 813 (900-2½)	NA

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RESERVE, LOUISIANA

AL-9134 (FAA)

20254

VOR RWY 35

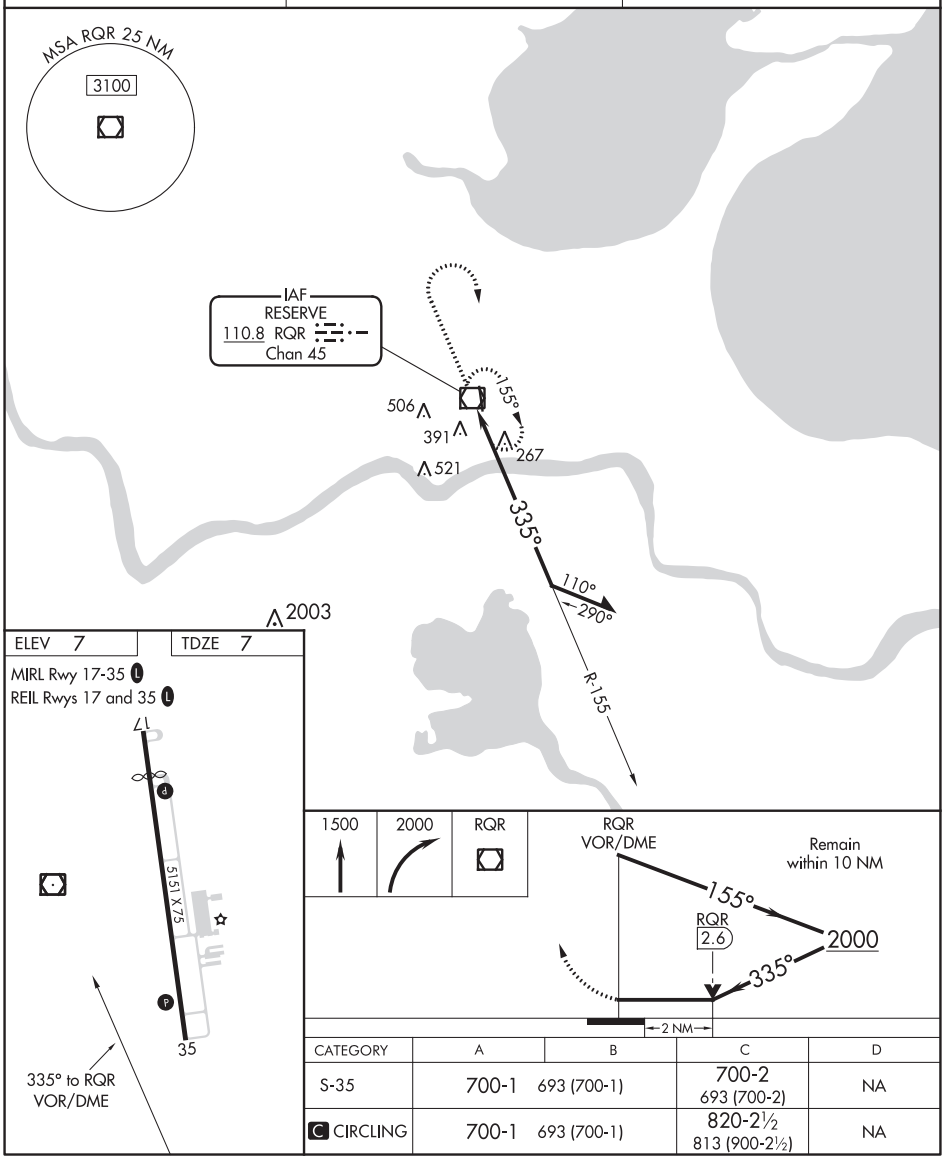
PORT OF SOUTH LOUISIANA EXECUTIVE RGNL (APS)

VOR/DME RQR	APP CRS	Rwy ldg 5151
110.8	335°	TDZE 7
Chan 45		Apt Elev 7

Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 60 feet, increase S-35 and Circling Cat B visibility ¼ SM. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

AWOS-3PT	NEW ORLEANS APP CON	UNICOM
125.45	125.5 350.35	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-35	700-1	693 (700-1)	700-2 693 (700-2)	NA
C CIRCLING	700-1	693 (700-1)	820-2½ 813 (900-2½)	NA

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APP CRS	Rwy ldg	4400
033°	TDZE	458
	Apt Elev	467

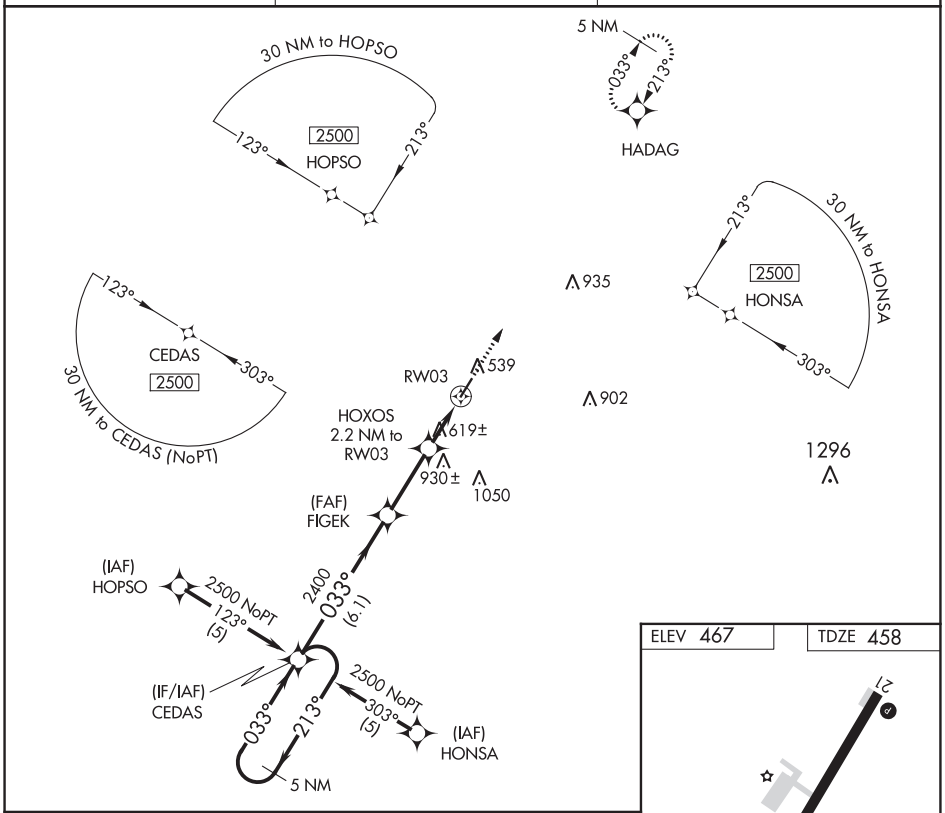
RNAV (GPS) RWY 3
RIPLEY (25M)

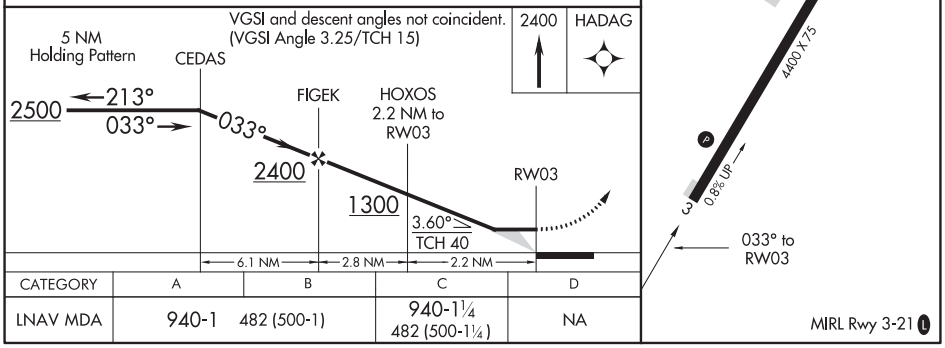
RNP APCH.

T A NA Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct HADAG and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 260.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1 482 (500-1)		940-1¼ 482 (500-1¼)	NA

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RIPLEY, MISSISSIPPI AL-6339 (FAA) 19283

APP CRS	Rwy ldg	4400
213°	TDZE	467
	Apt Elev	467

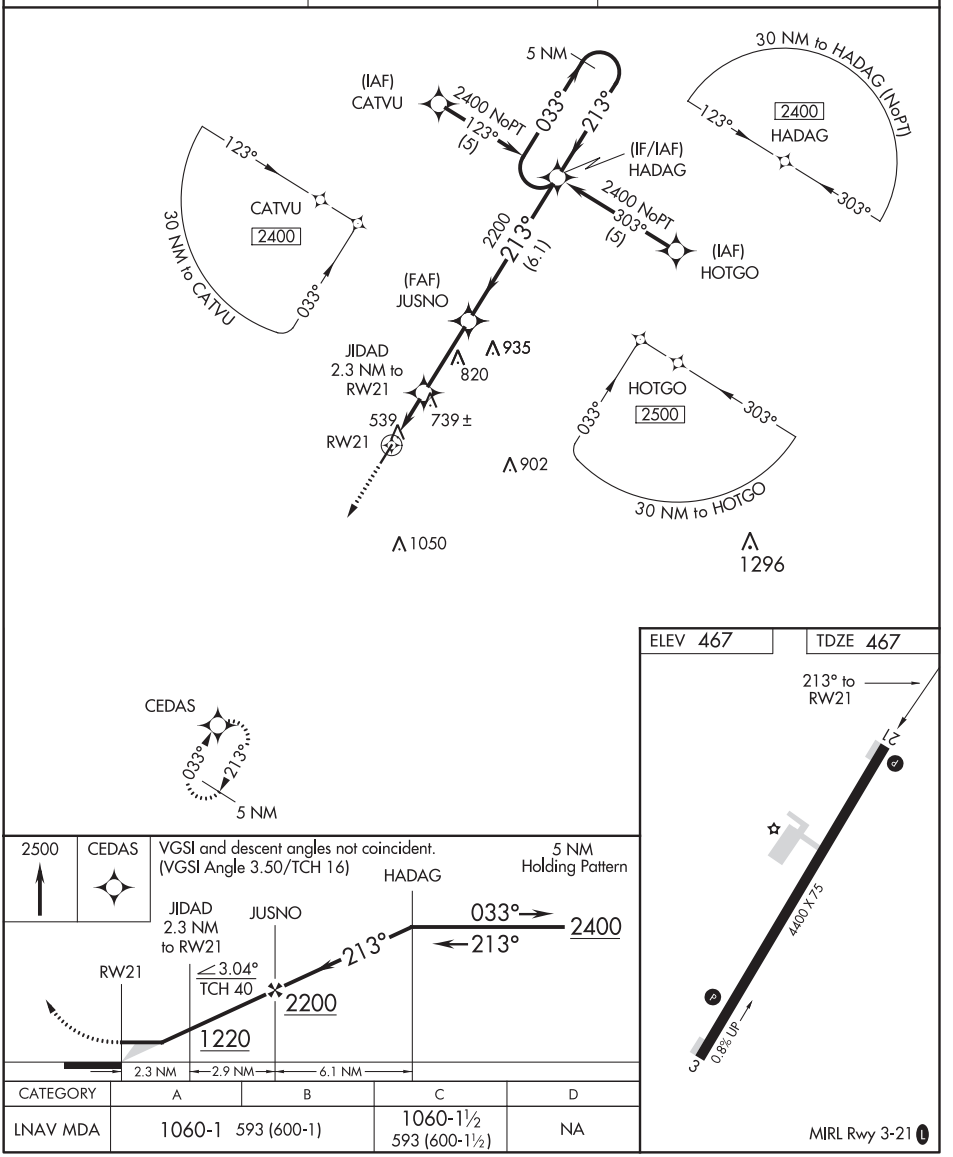
RNAV (GPS) RWY 21
RIPLEY (25M)

RNP APCH.

Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility ¼ mile. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 260.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1060-1 593 (600-1)		1060-1½ 593 (600-1½)	NA

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VOR/DME-A
RIPLEY (25M)

VORTAC HLI	APP CRS	Rwy ldg N/A
112.4	094°	TDZE N/A
Chan 71		Apt Elev 467

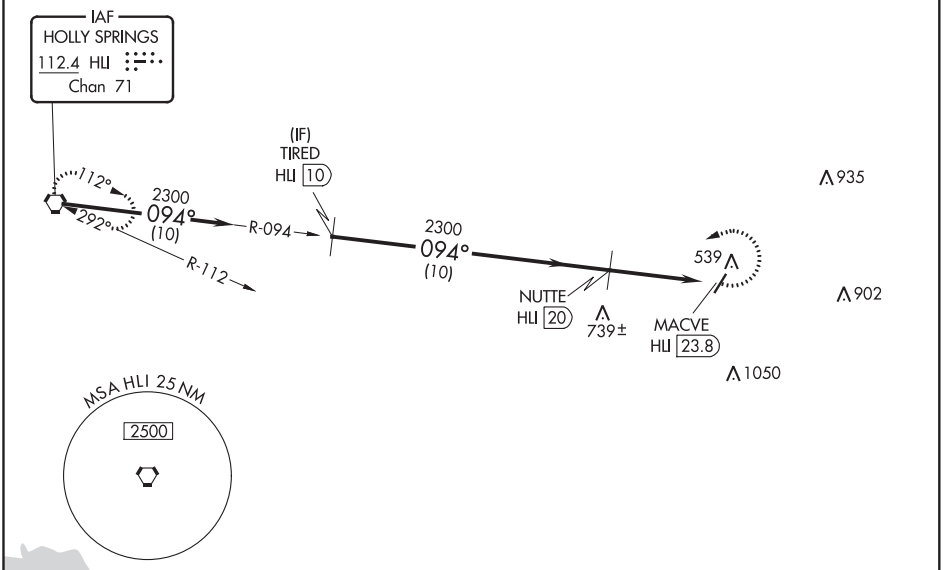
Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase Cat D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

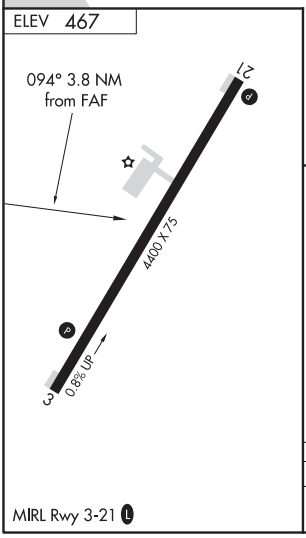
NA

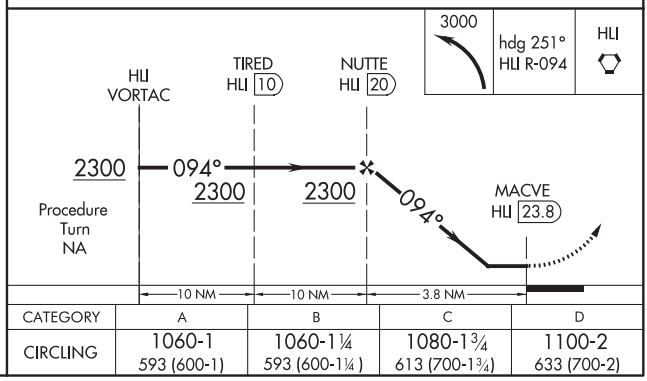
MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

CRX AWOS-3PT	MEMPHIS CENTER	UNICOM
118.675	135.9 260.6	122.8 (CTAF) L

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.







CATEGORY	A	B	C	D
CIRCLING	1060-1 593 (600-1)	1060-1¼ 593 (600-1¼)	1080-1¾ 613 (700-1¾)	1100-2 633 (700-2)

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RUSTON, LOUISIANA

AL-9201 (FAA)

18144

RNAV (GPS) RWY 18
RUSTON RGNL (RSN)

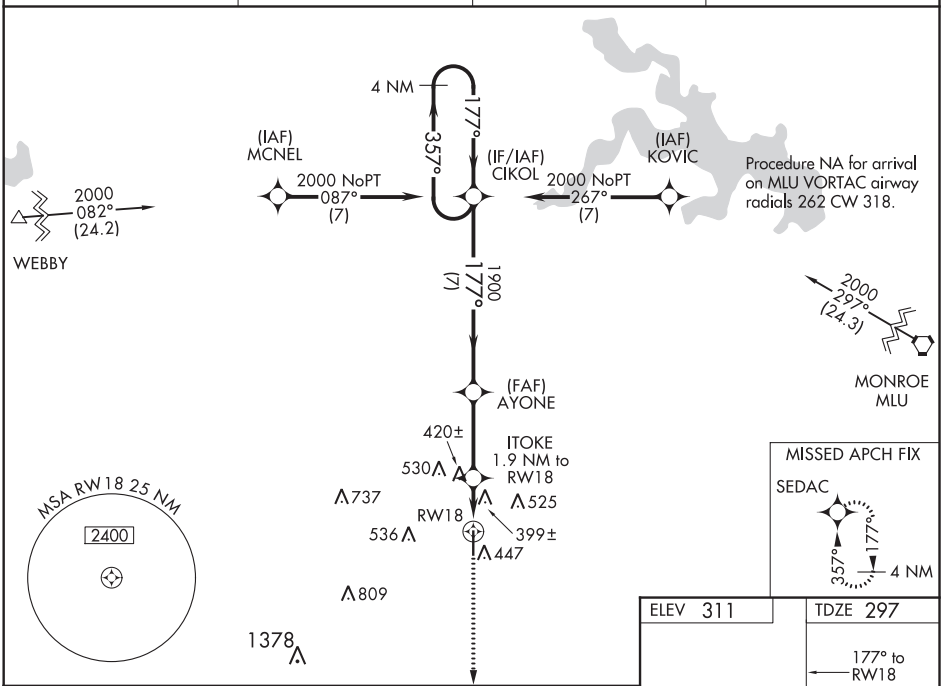
WAAS CH 87121 W18A	APP CRS 177°	Rwy ldg 5000 TDZE 297 Apt Elev 311

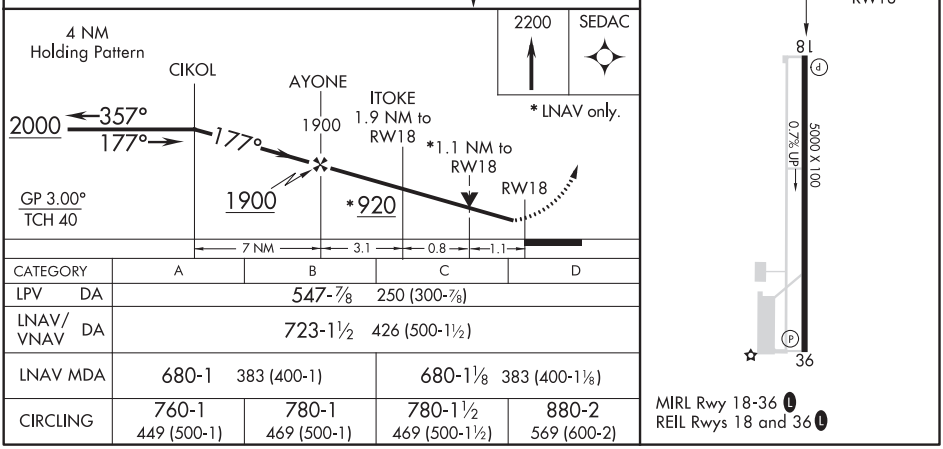
RNP APCH.

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). Rwy 18 helicopter visibility reduction below ¾ SM NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2200 direct SEDAC and hold.

AWOS-3PT	MONROE APP CON*	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	547-⅞ 250 (300-⅞)			
LNAV/VNAV DA	723-1½ 426 (500-1½)			
LNAV MDA	680-1 383 (400-1)		680-1⅛ 383 (400-1⅛)	
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	780-1½ 469 (500-1½)	880-2 569 (600-2)

RNAV (GPS) RWY 36
RUSTON RGNL (RSN)

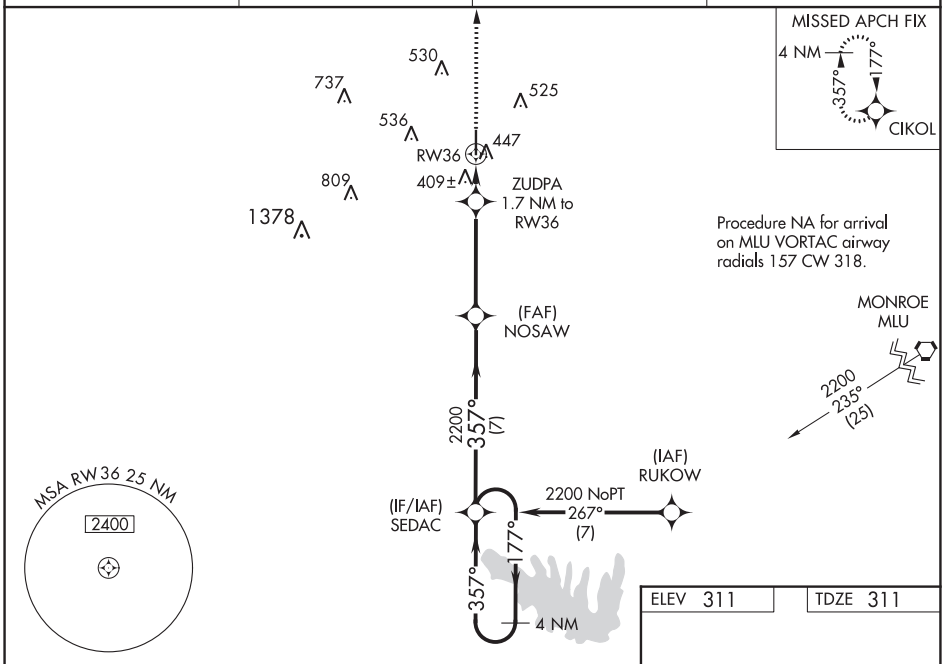
WAAS CH 86722 W36A	APP CRS 357°	Rwy ldg 5000 TDZE 311 Apt Elev 311

RNP APCH.

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile and LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct CIKOL and hold.

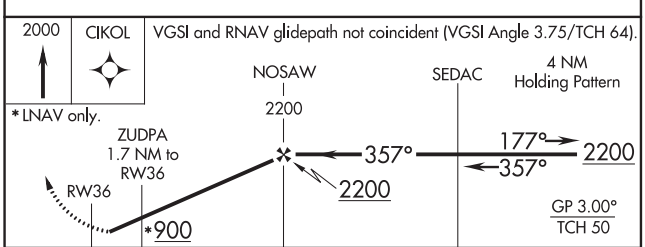
AWOS-3PT	MONROE APP CON★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L

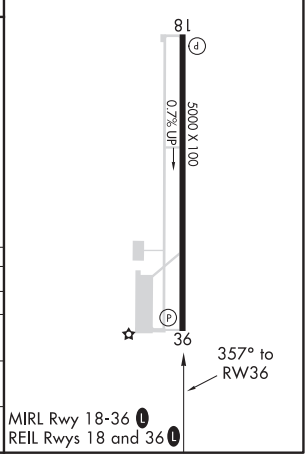


ELEV 311 TDZE 311

2000 CIKOL VGSI and RNAV glidepath not coincident (VGSI Angle 3.75/TCH 64).

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	625-1 314 (400-1)			
LNAV/VNAV DA	706-1¼ 395 (400-1¼)			
LNAV MDA	700-1 389 (400-1)		700-1⅛ 389 (400-1⅛)	
CIRCLING	760-1 449 (500-1)	780-1 469 (500-1)	780-1½ 469 (500-1½)	880-2 569 (600-2)

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RUSTON, LOUISIANA

AL-9201 (FAA)

20254

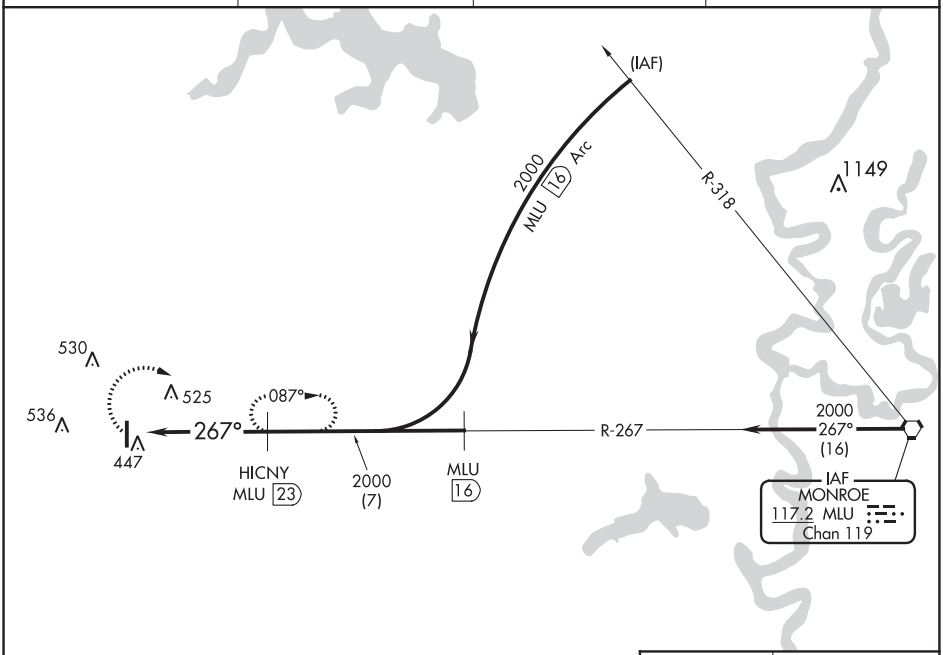
VOR/DME-A
RUSTON RGNL (RSN)

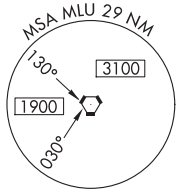
VORTAC MLU	APP CRS	Rwy ldg	N/A
117.2	267°	TDZE	N/A
Chan 119		Apt Elev	311

If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

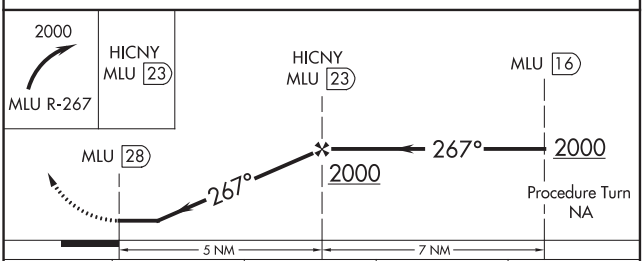
MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold.

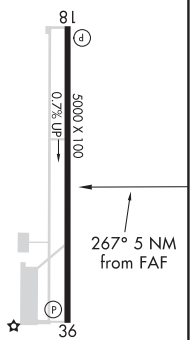
AWOS-3PT	MONROE APP CON★		CLNC DEL	UNICOM
119.525	126.9	307.9	118.8	122.7 (CTAF) L





ELEV 311





CATEGORY	A	B	C	D
CIRCLING	920-1 609 (700-1)	920-1¼ 609 (700-1¼)	920-1¾ 609 (700-1¾)	920-2 609 (700-2)

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

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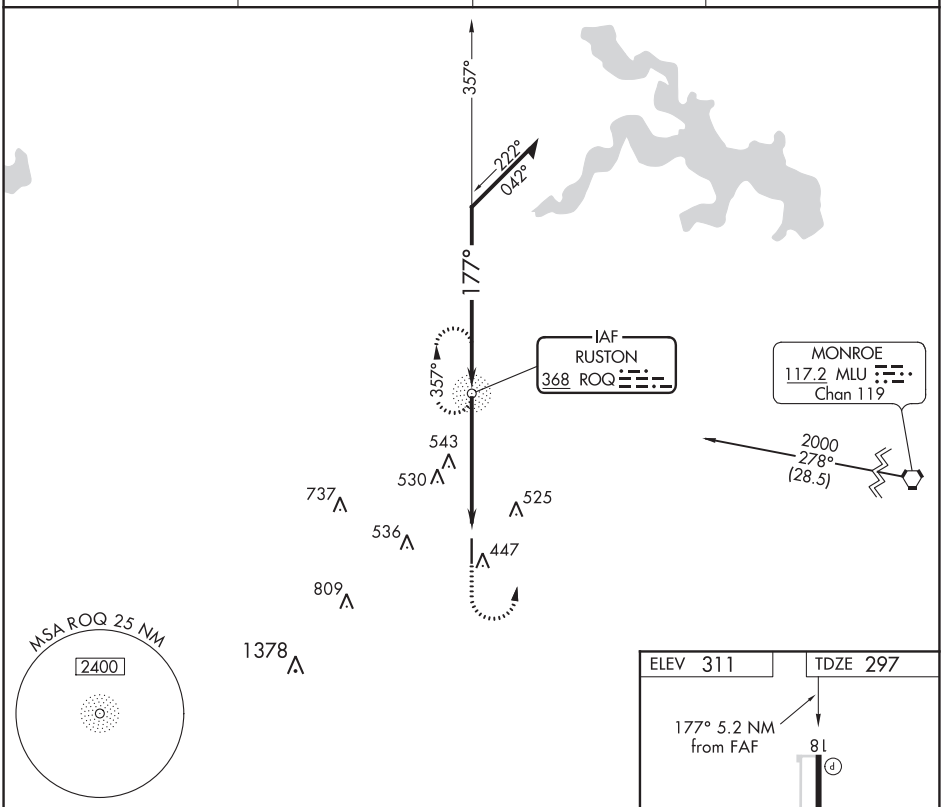
NDB RWY 18
RUSTON RGNL (RSN)

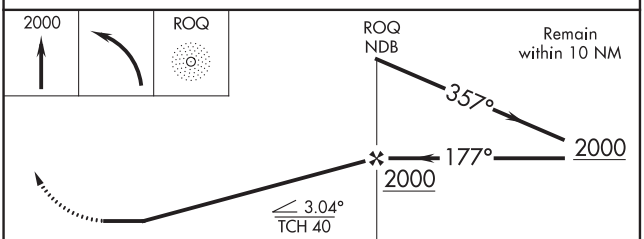
NDB ROQ	APP CRS	Rwy ldg / TDZE / Apt Elev
368	177°	5000 / 297 / 311

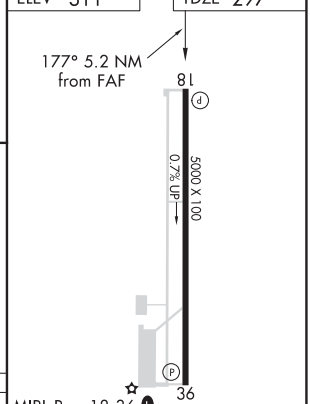
NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold.

AWOS-3PT	MONROE APP CON ★	CLNC DEL	UNICOM
119.525	126.9 307.9	118.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	900-1	603 (600-1)	900-1¾ 603 (600-1¾)	900-2 603 (600-2)
CIRCLING	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	900-2 589 (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

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SHREVEPORT, LOUISIANA | AL-392 (FAA) | 20366

APP CRS	Rwy ldg	4200
064°	TDZE	178
	Apt Elev	179

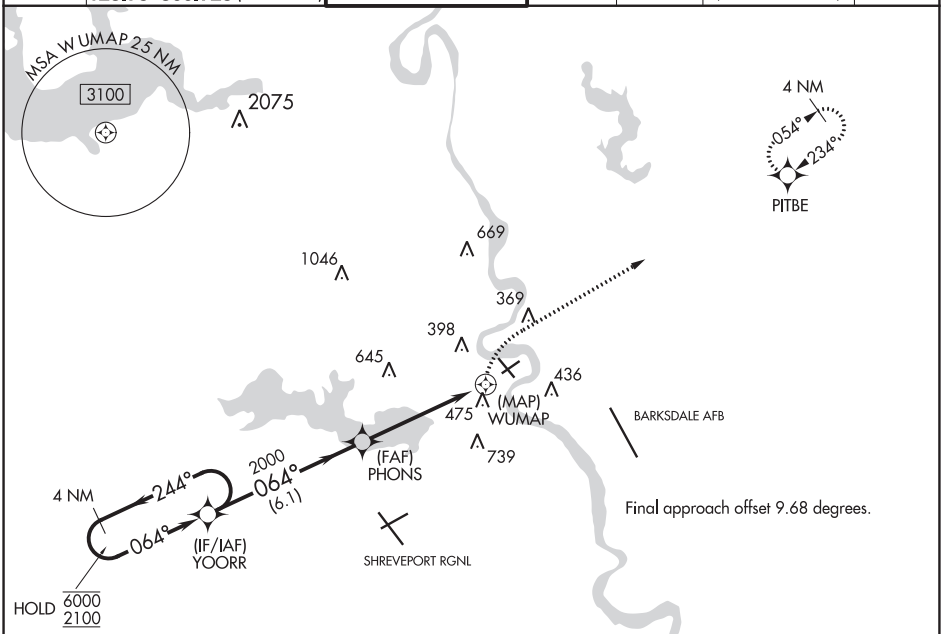
RNAV (GPS) RWY 5
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.

Circling Rwy 23, 32 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.

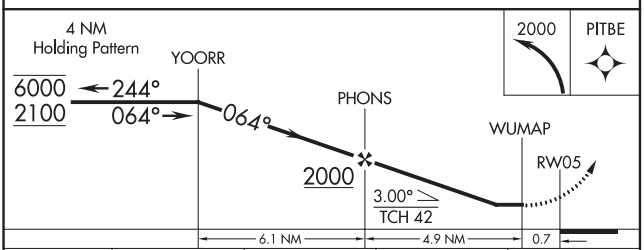
MISSED APPROACH: Climbing left turn to 2000 direct PITBE and hold.

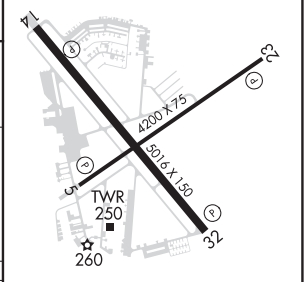
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9	122.95



Final approach offset 9.68 degrees.

ELEV 179	TDZE 178





CATEGORY	A	B	C	D
LNAV MDA	720-1 542 (600-1)		NA	
C CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	NA	

MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23, and 32

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WAAS CH 97399 W14A	APP CRS 139°	Rwy ldg 5016 TDZE 179 Apt Elev 179

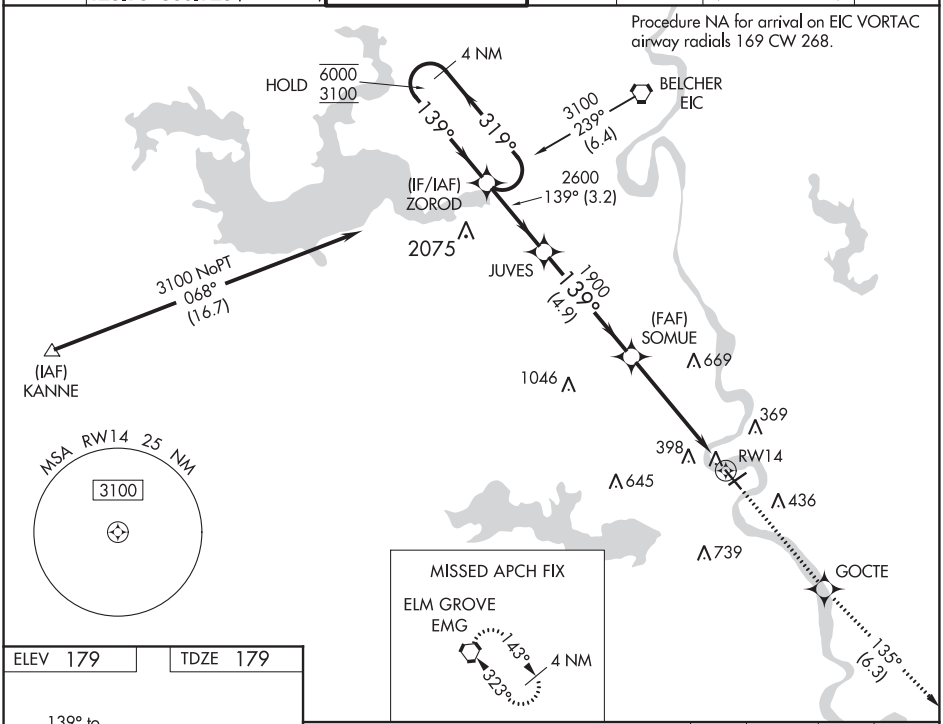
RNAV (GPS) RWY 14
SHREVEPORT DOWNTOWN (DTN)

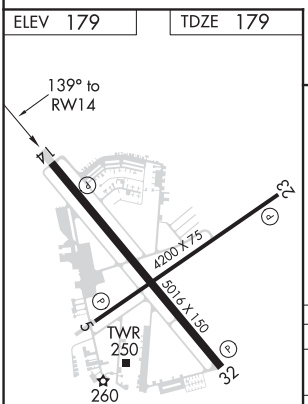
RNP APCH.

T Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

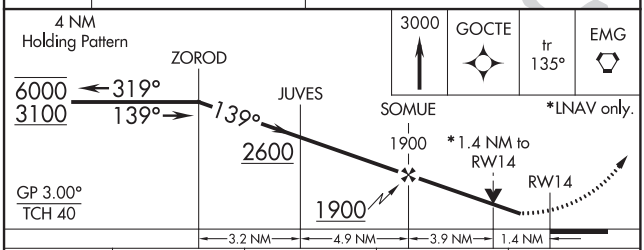
MISSED APPROACH: Climb to 3000 direct GOCTE and on track 135° to EMG VORTAC and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)	122.95





MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23, and 32



CATEGORY	A	B	C	D
LPV DA	429-⅞ 250 (300-⅞)			
LNAV/VNAV DA	510-1 331 (400-1)			
LNAV MDA	680-1 501 (600-1)		680-1⅜ 501 (600-1⅜)	
C CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	1100-2¾ 921 (1000-2¾)	1100-3 921 (1000-3)

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SHREVEPORT, LOUISIANA | AL-392 (FAA) | 20338

RNAV (GPS) RWY 23
SHREVEPORT DOWNTOWN (DTN)

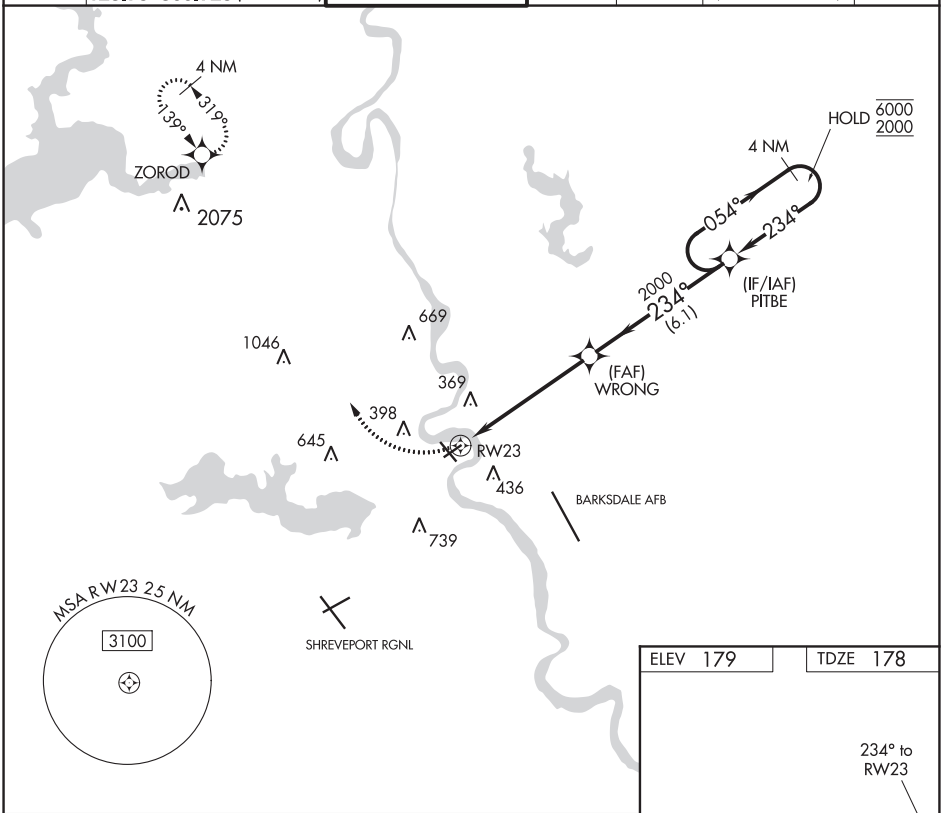
APP CRS	Rwy ldg	4200
234°	TDZE	178
	Apt Elev	179

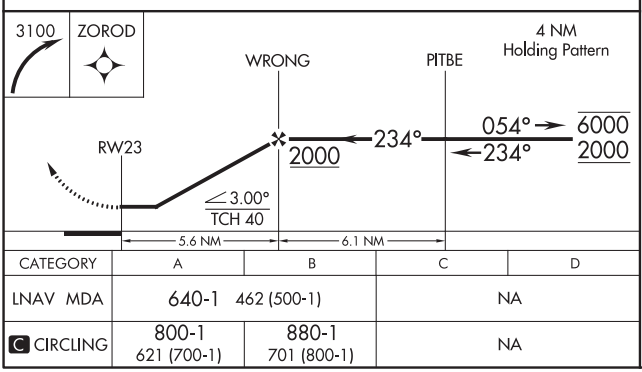
RNP APCH.

Circling Rwy 23, 32 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.

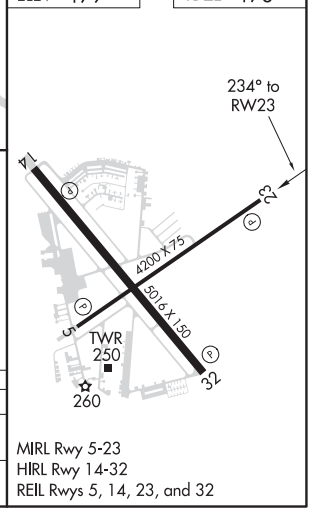
MISSED APPROACH: Climbing right turn to 3100 direct ZOROD and hold.

ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9	122.95





CATEGORY	A	B	C	D
LNAV MDA	640-1 462 (500-1)		NA	
C CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	NA	



MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23, and 32

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SHREVEPORT, LOUISIANA
Orig-A 03DEC20

32°32′N-93°45′W

SHREVEPORT DOWNTOWN (DTN)
RNAV (GPS) RWY 23

RNAV (GPS) RWY 32
SHREVEPORT DOWNTOWN (DTN)

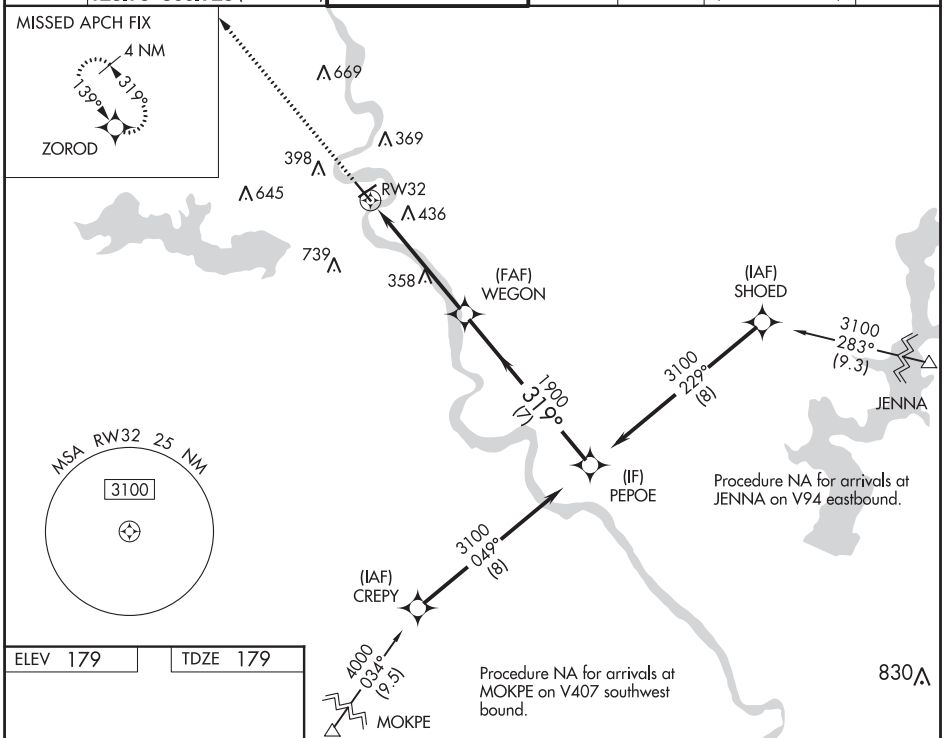
WAAS CH 58140 W32A	APP CRS 319°	Rwy ldg 5016 TDZE 179 Apt Elev 179

RNP APCH.

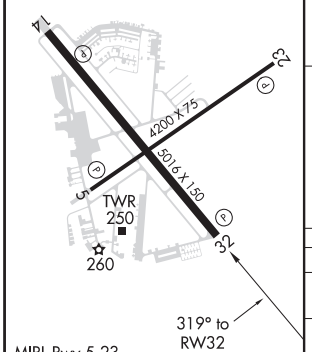
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night. Circling Rwy 5, 23, 32 NA at night.

MISSED APPROACH: Climb to 3100 direct ZOROD and hold.

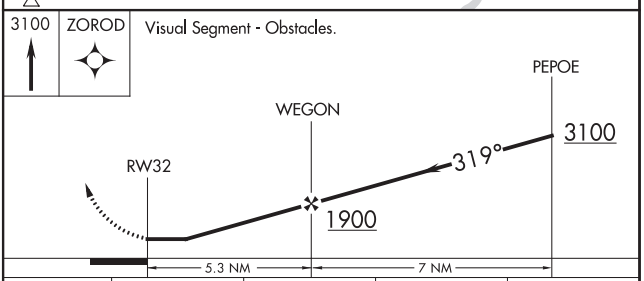
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9	122.95



ELEV 179 TDZE 179



MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23, and 32



CATEGORY	A	B	C	D
LP MDA	620-1 441 (500-1)		620-1 3/8 441 (500-1 3/8)	
LNAV MDA	740-1 561 (600-1)		740-1 5/8 561 (600-1 5/8)	
C CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2 3/4 921 (1000-2 3/4)	1100-3 921 (1000-3)

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SHREVEPORT, LOUISIANA — AL-392 (FAA) — 21056

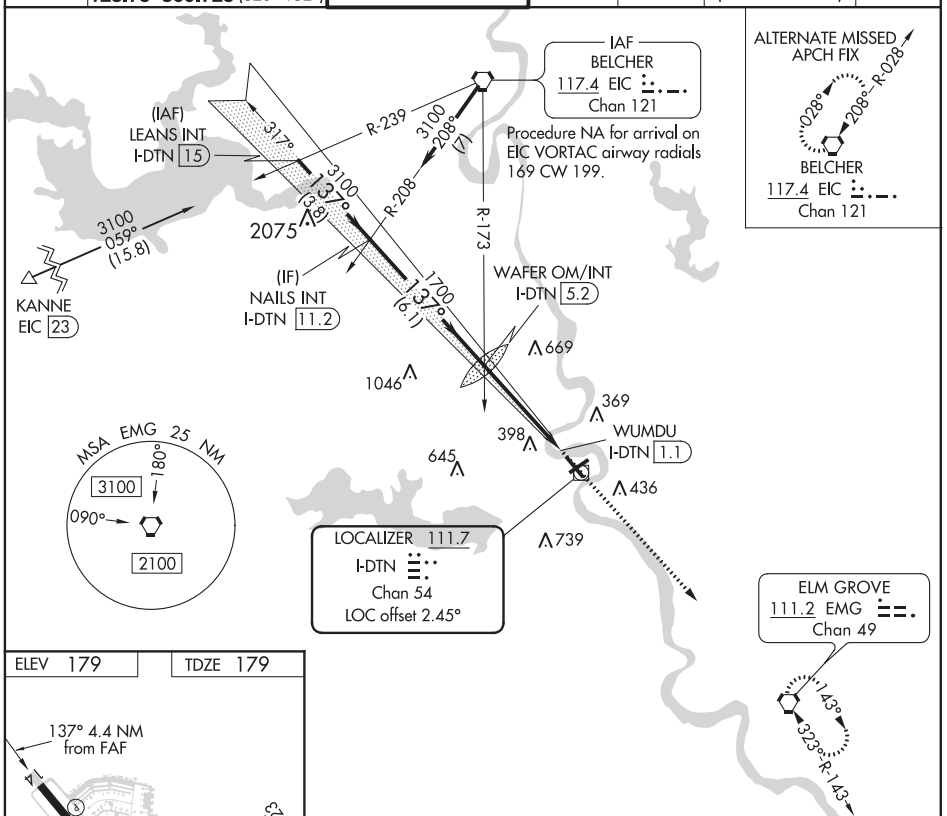
LOC RWY 14
SHREVEPORT DOWNTOWN (DTN)

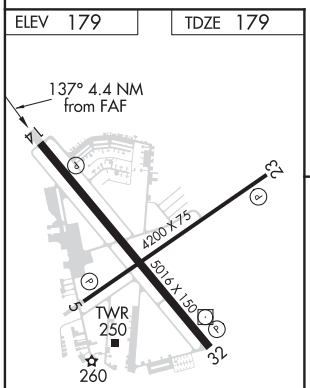
LOC/DME I-DTN	APP CRS	Rwy ldg	5016
111.7	137°	TDZE	179
Chan 54		Apt Elev	179

Night landing: Rwy 5, 23, 32 NA.

MISSED APPROACH: Climb to 2000 direct EMG VORTAC and hold.

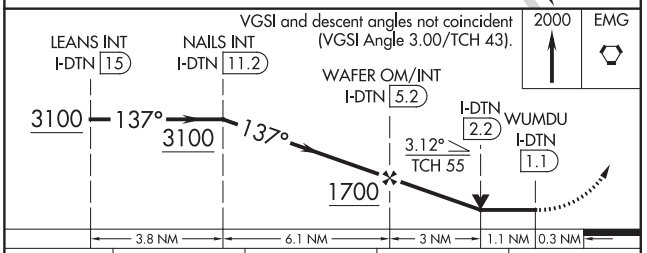
ASOS	SHREVEPORT APP CON	DOWNTOWN TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.525	119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	120.225 (CTAF) 284.6	121.65	121.65	119.9 (When twr closed)	122.95





MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

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



CATEGORY	A	B	C	D
S-LOC 14	680-1 501 (600-1)		680-1⅜ 501 (600-1⅜)	
C CIRCLING	800-1 621 (700-1)	880-1 701 (800-1)	1100-2¾ 921 (1000-2¾)	1100-3 921 (1000-3)

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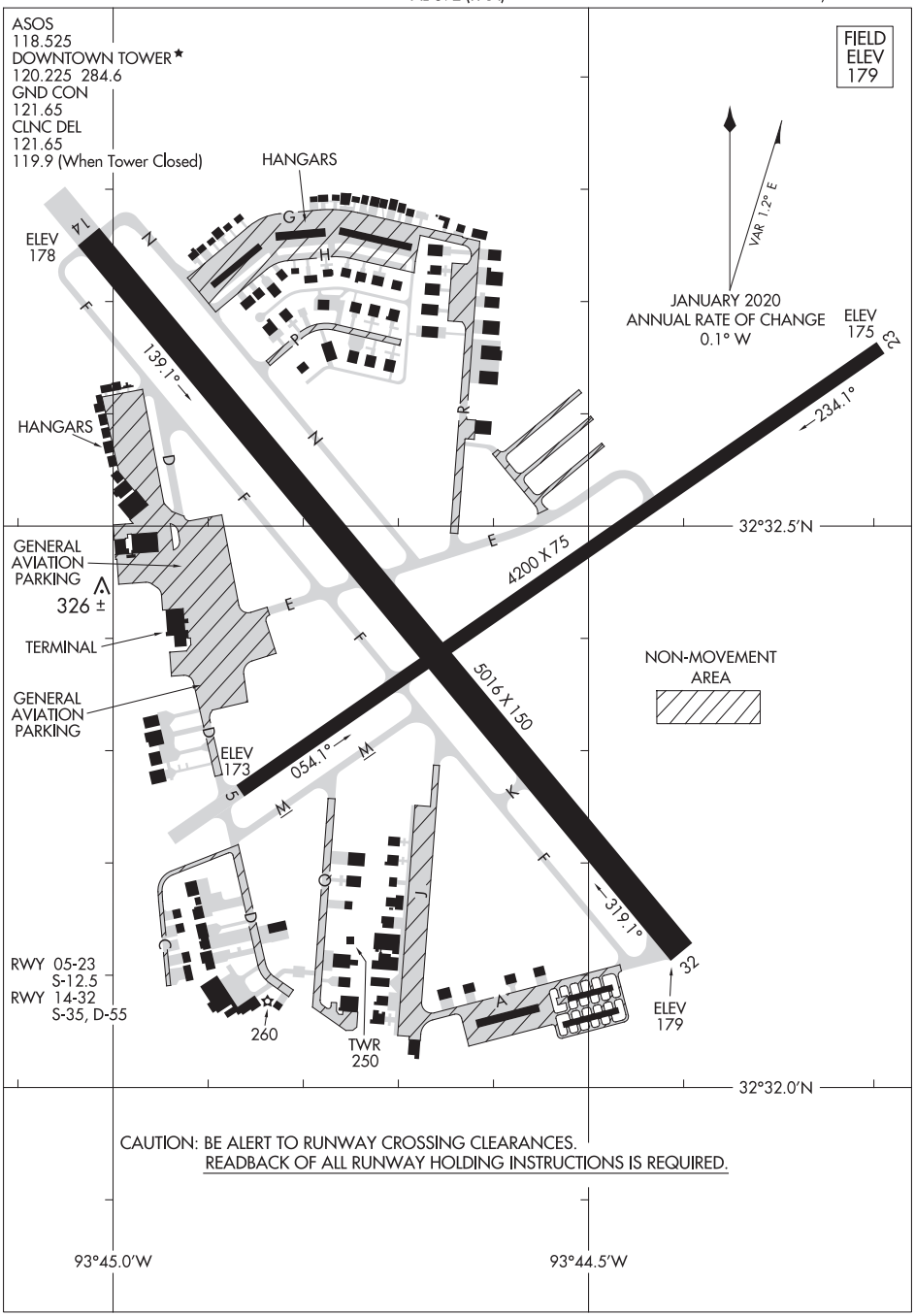

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SHREVEPORT, LOUISIANA AL-884 (FAA) 21056

ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)

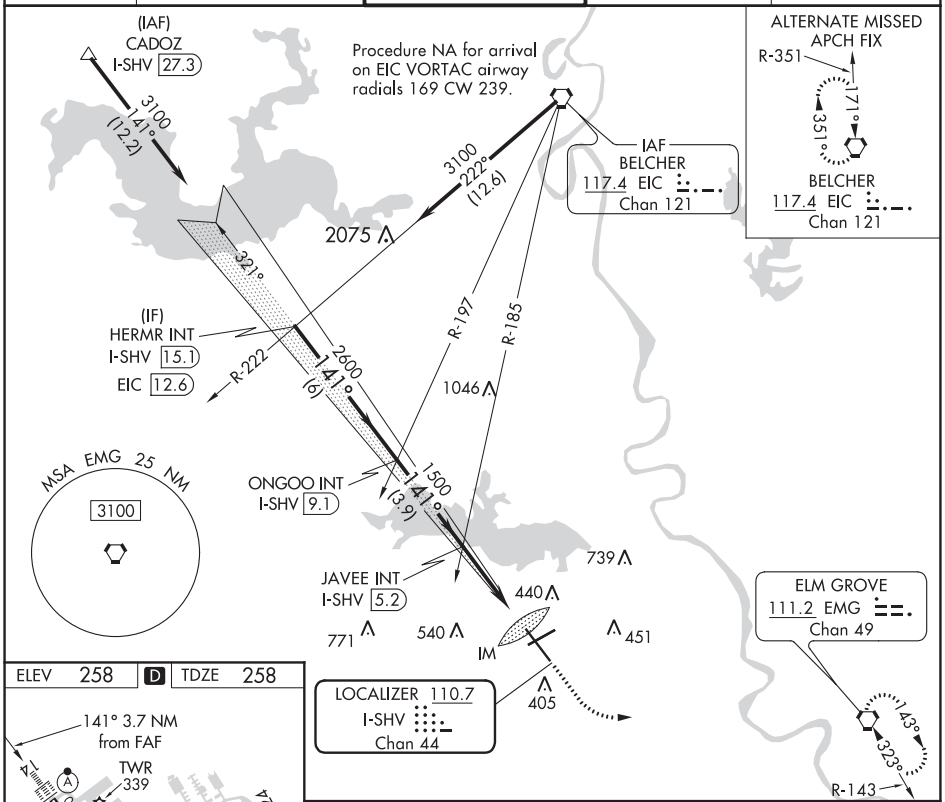
LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy ldg 7976 TDZE 258 Apt Elev 258

T A ASR For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1¼ SM.

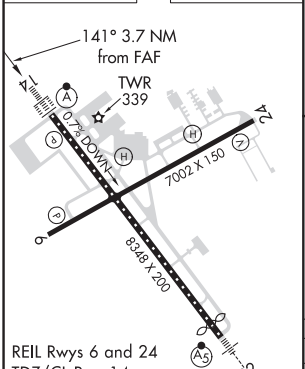
ALSF-2 (A)

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65

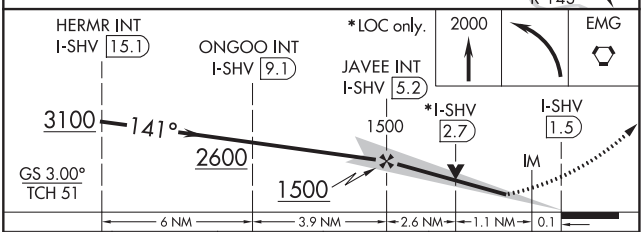


ELEV 258 D TDZE 258



REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				
S-LOC 14	680/24 422 (500-½)		680/40 422 (500-¾)		
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)

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SHREVEPORT, LOUISIANA
Amdt 26A 06DEC18

32°27′N-93°50′W

SHREVEPORT RGNL (SHV)
ILS or LOC RWY 14

ILS or LOC RWY 32
SHREVEPORT RGNL (SHV)

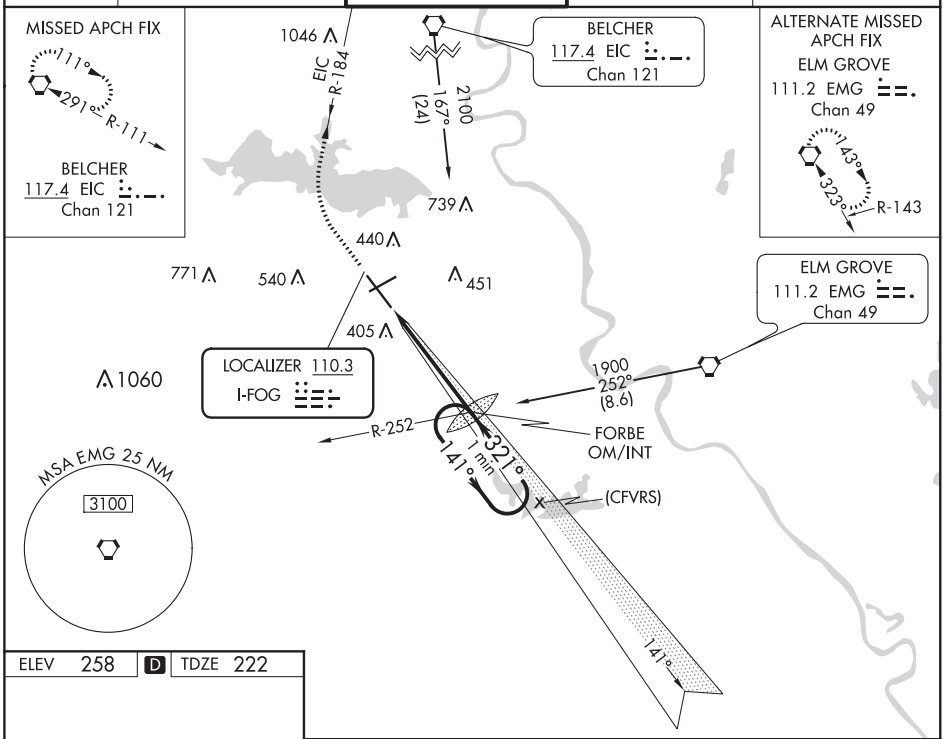
LOC I-FOG	APP CRS	Rwy ldg / TDZE / Apt Elev
110.3	321°	7976 / 222 / 258

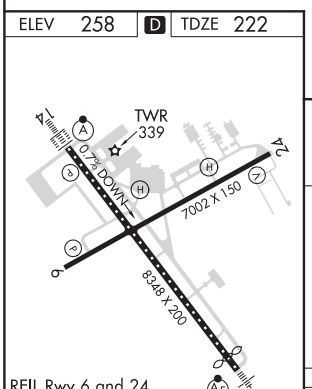
T A ASR: Inop table does not apply to S-ILS 32 all Cats. For inop ALS, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1⅜ SM. Rwy 32, helicopter visibility reduction below RVR 4000 NA.

MALSR

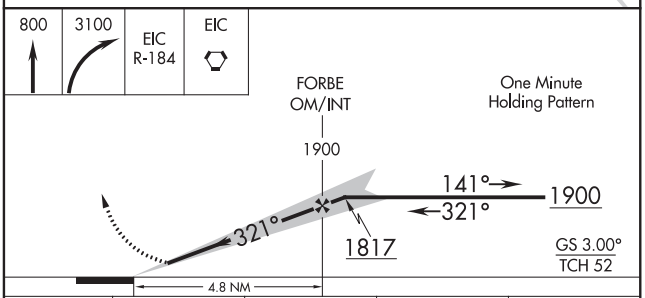
MISSED APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65





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 32	422/40 200 (200-¾)			
S-LOC 32	720/40 498 (500-¾)		720/50 498 (500-1)	
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

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SHREVEPORT, LOUISIANA

AL-884 (FAA)

21056

ILS RWY 14 (CAT II)
SHREVEPORT RGNL (SHV)

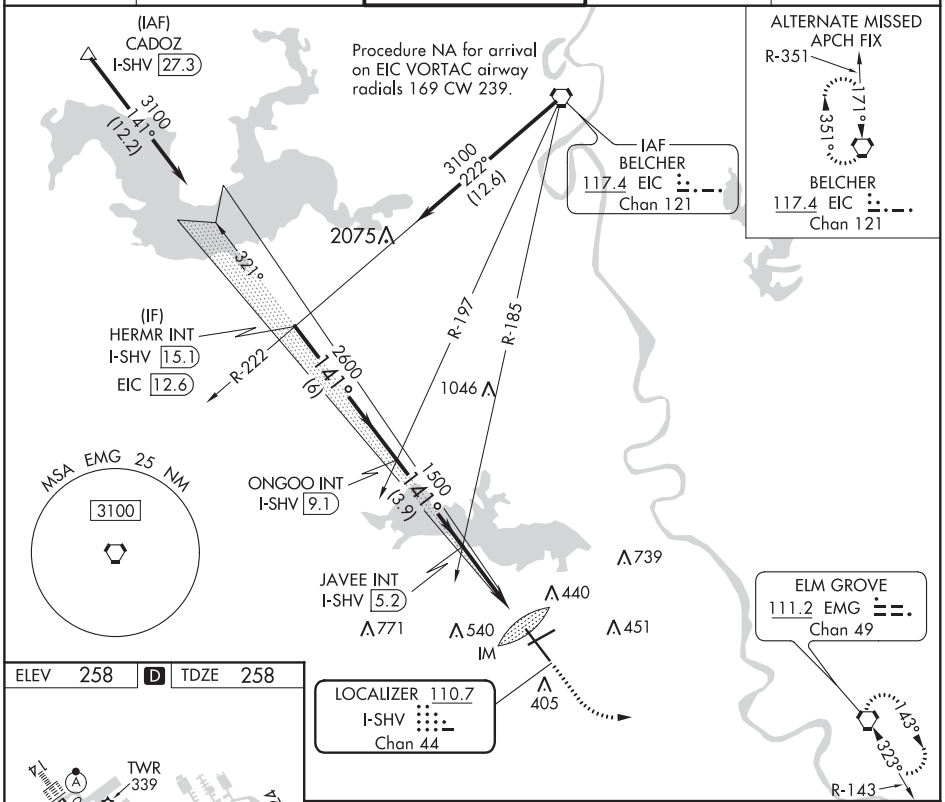
LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy ldg 7976 TDZE 258 Apt Elev 258

ASR

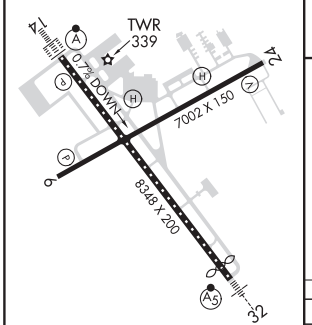
ALSF-2

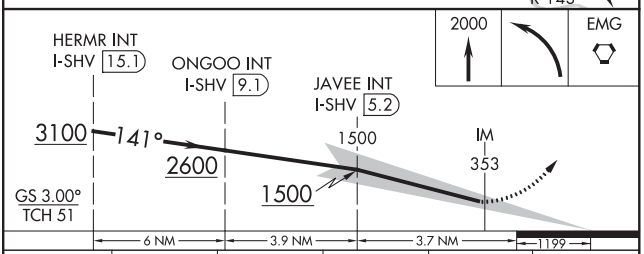
MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65



ELEV 258	D	TDZE 258





CATEGORY	A	B	C	D	E
S-ILS 14	RA 93/12 100 DA 358				

REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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APP CRS	Rwy ldg	6202
059°	TDZE	238
	Apt Elev	258

RNAV (GPS) RWY 6
SHREVEPORT RGNL (SHV)

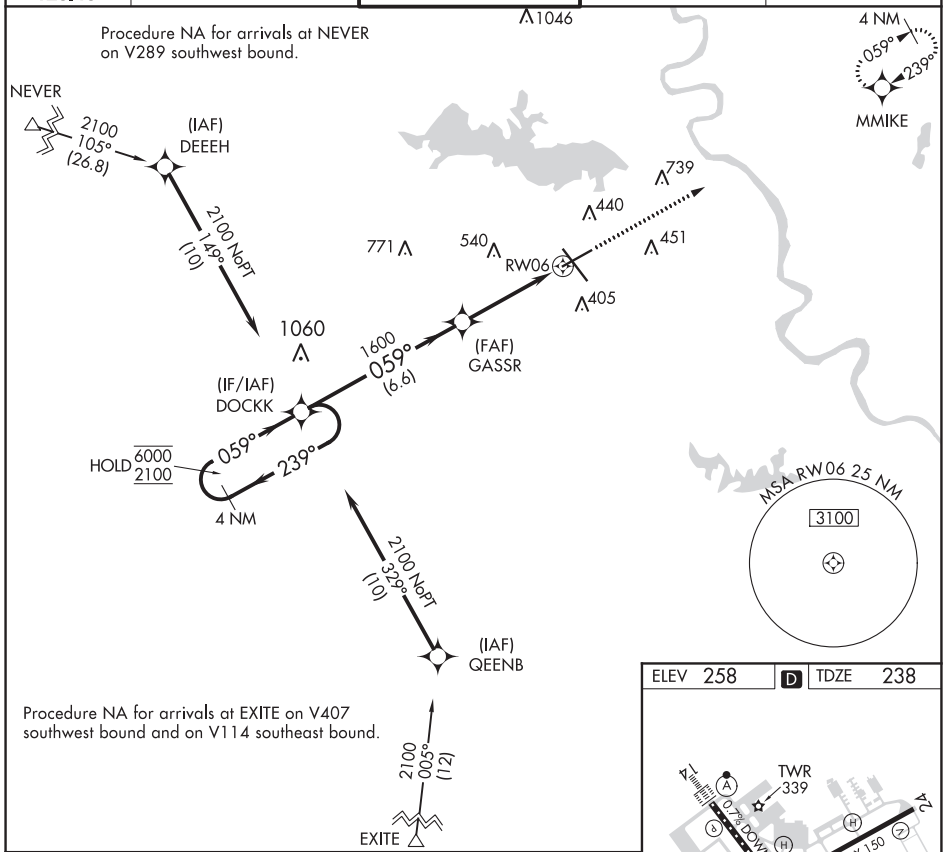
RNP APCH.

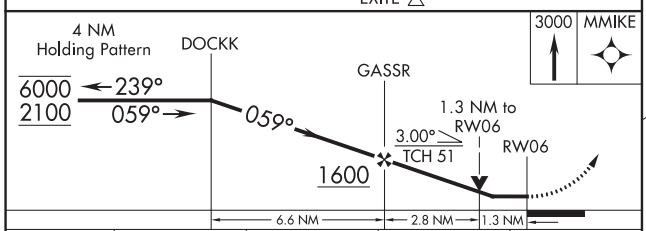
ASR

Rwy 6 helicopter visibility reduction below ¾ SM NA.

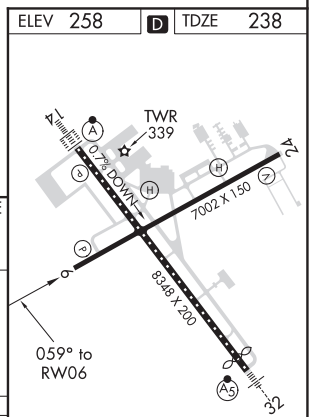
MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65





CATEGORY	A	B	C	D
LNAV MDA	700-1 462 (500-1)		700-1⅜ 462 (500-1⅜)	
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)



REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

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SHREVEPORT, LOUISIANA

AL-884 (FAA)

20254

RNAV (GPS) RWY 14
SHREVEPORT RGNL (SHV)

WAAS CH 45913 W14A	APP CRS 141°	Rwy ldg 7976 TDZE 258 Apt Elev 258

RNP APCH.

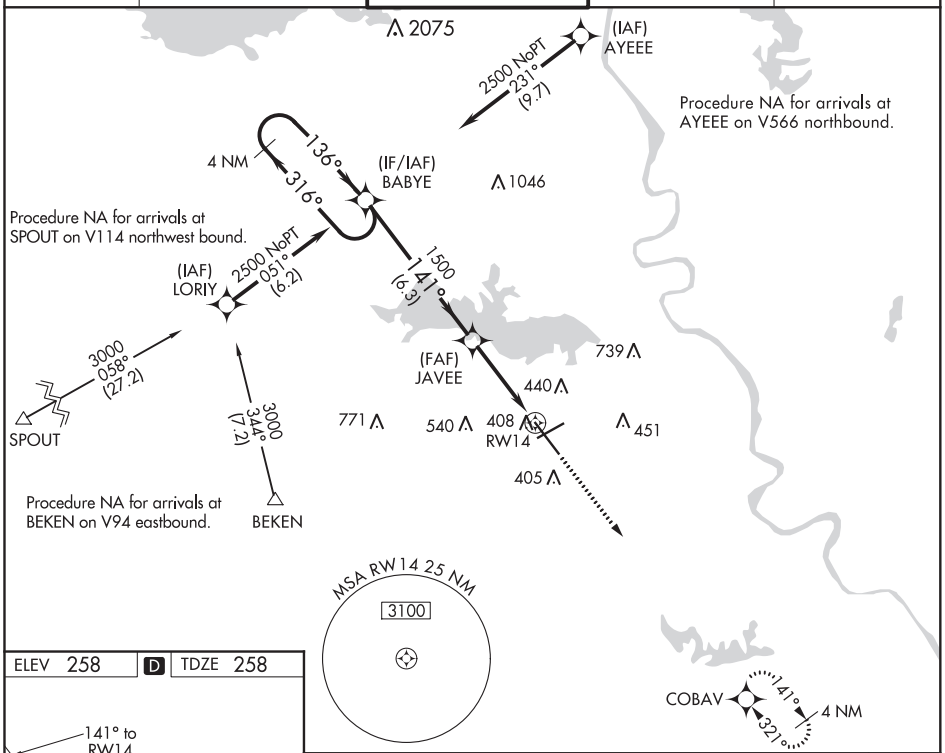
ASR

For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

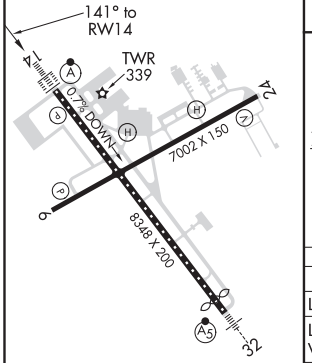
ALSF-2

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

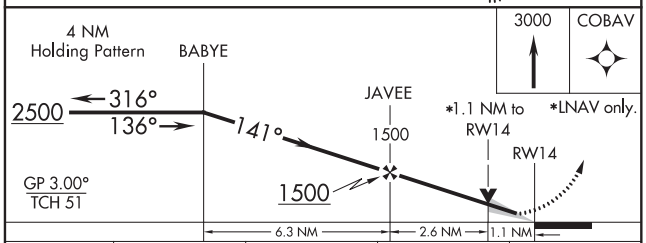
ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65



ELEV 258 | D | TDZE 258



REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24



CATEGORY		A	B	C	D
LPV	DA	458/18 200 (200-½)			
LNAV/VNAV	DA	640/40 382 (400-¾)			
LNAV	MDA	660/24 402 (500-½)		660/40 402 (500-¾)	
C CIRCLING		760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

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WAAS CH 97638 W24A	APP CRS 239°	Rwy ldg 6202 TDZE 237 Apt Elev 258

RNAV (GPS) RWY 24
SHREVEPORT RGNL (SHV)

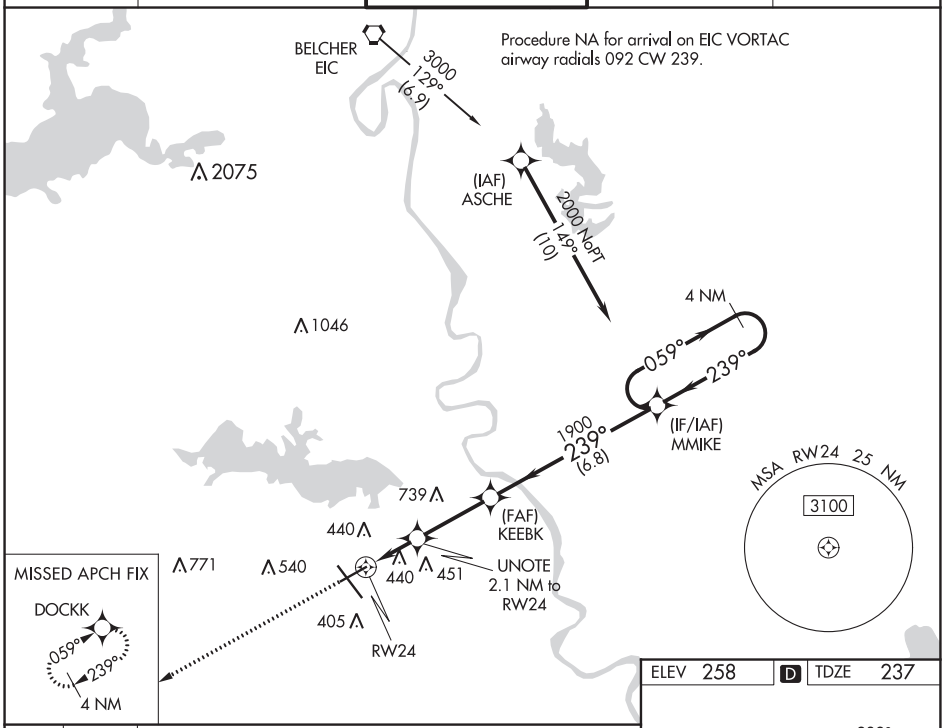
RNP APCH.

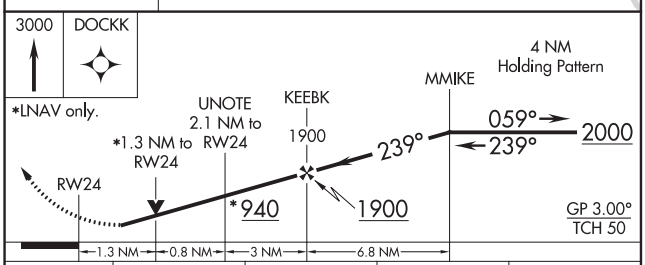
ASR

Rwy 24, helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

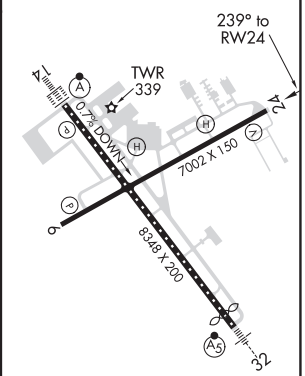
MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65





ELEV 258 | D | TDZE 237



CATEGORY	A	B	C	D
LPV DA	487-⅞ 250 (300-⅞)			
LNAV/VNAV DA	749-1¾ 512 (500-1¾)			
LNAV MDA	700-1 463 (500-1)		700-1⅜ 463 (500-1⅜)	
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

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SHREVEPORT, LOUISIANA | AL-884 (FAA) | 20254

RNAV (GPS) RWY 32
SHREVEPORT RGNL (SHV)

WAAS CH 77913 W32A	APP CRS 321°	Rwy ldg 7976 TDZE 222 Apt Elev 258

RNP APCH.

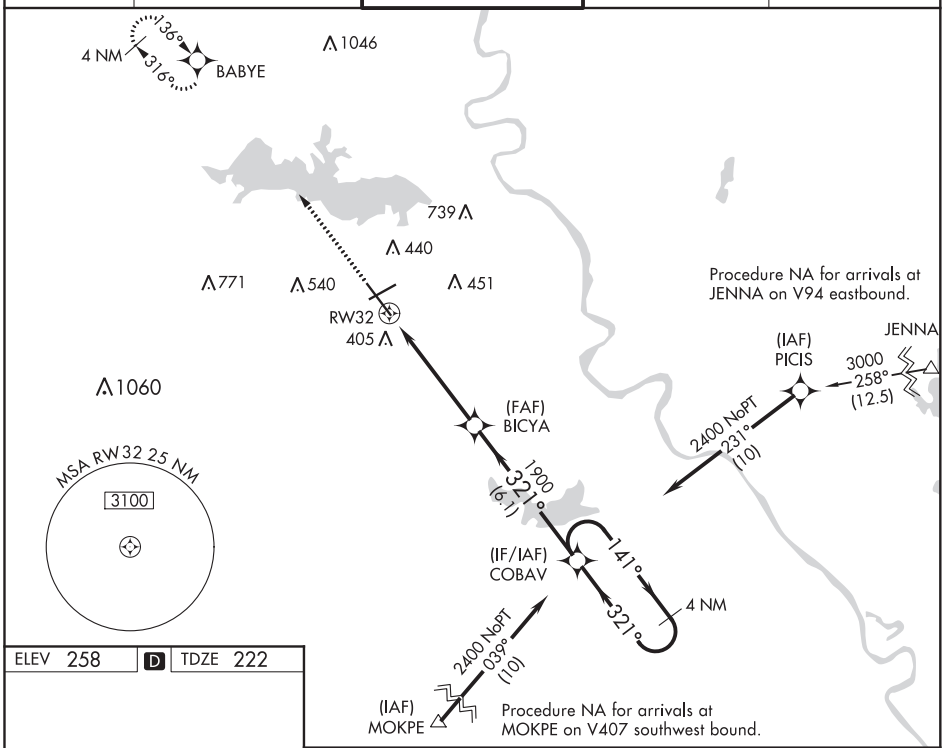
T Rwy 32, helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A and B visibility to RVR 5500.

A ASR

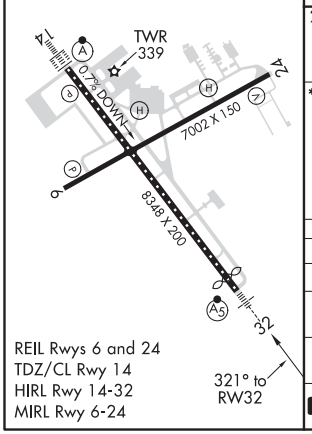
MALSR A5

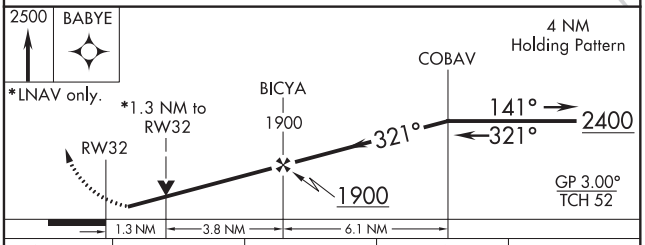
MISSED APPROACH: Climb to 2500 direct BABYE and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65



ELEV 258 | D | TDZE 222





CATEGORY	A	B	C	D
LPV DA	422/40 200 (200-¾)			
LNAV/VNAV DA	623/45 401 (400-⅞)			
LNAV MDA	680/40 458 (500-¾)		680/45 458 (500-⅞)	
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

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LOC/DME I-MWP	APP CRS	Rwy ldg	6202
109.1	059°	TDZE	238
Chan 28		Apt Elev	258

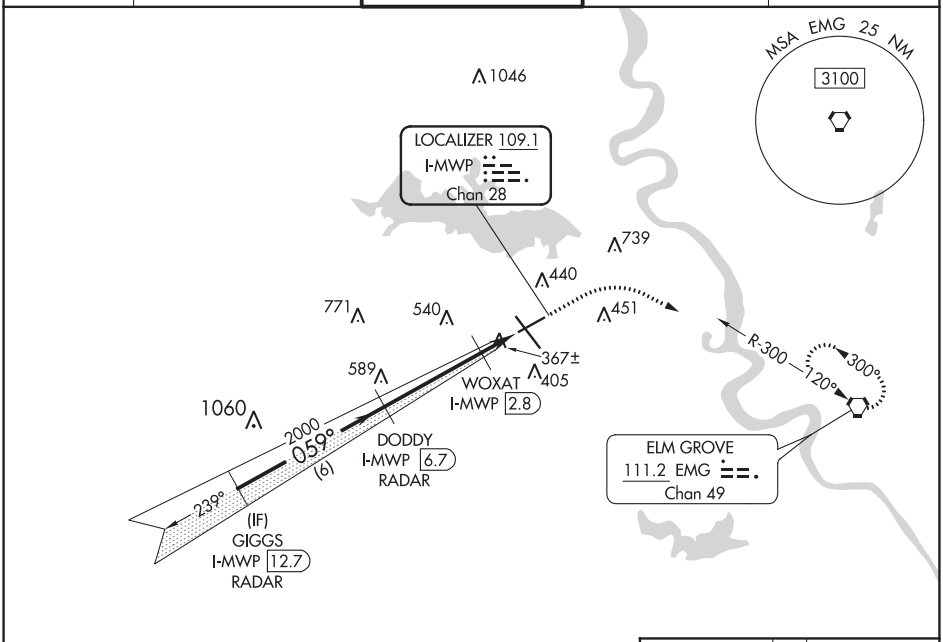
LOC RWY 6
SHREVEPORT RGNL (SHV)

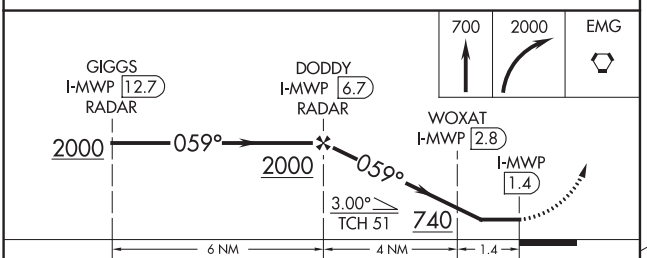
RADAR required for procedure entry. RADAR or DME required.

T A ASR — Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct EMG VORTAC and hold.

ATIS	SHREVEPORT APP CON	SHREVEPORT TOWER	GND CON	CLNC DEL
128.45	119.9 335.55	121.4 236.775	121.175 236.775	124.65





CATEGORY	A	B	C	D	E
S-LOC 6	740-1 502 (500-1)		740-1⅜ 502 (500-1⅜)		
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)
WOXAT FIX MINIMUMS					
S-LOC 6	620-1 382 (400-1)		620-1⅛ 382 (400-1⅛)		
C CIRCLING	760-1 502 (600-1)		980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)

ELEV 258 | D | TDZE 238

REIL Rwys 6 and 24
HIRL Rwy 14-32
MIRL Rwy 6-24
TDZ/CL Rwy 14

FAF to MAP 5.4 NM

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

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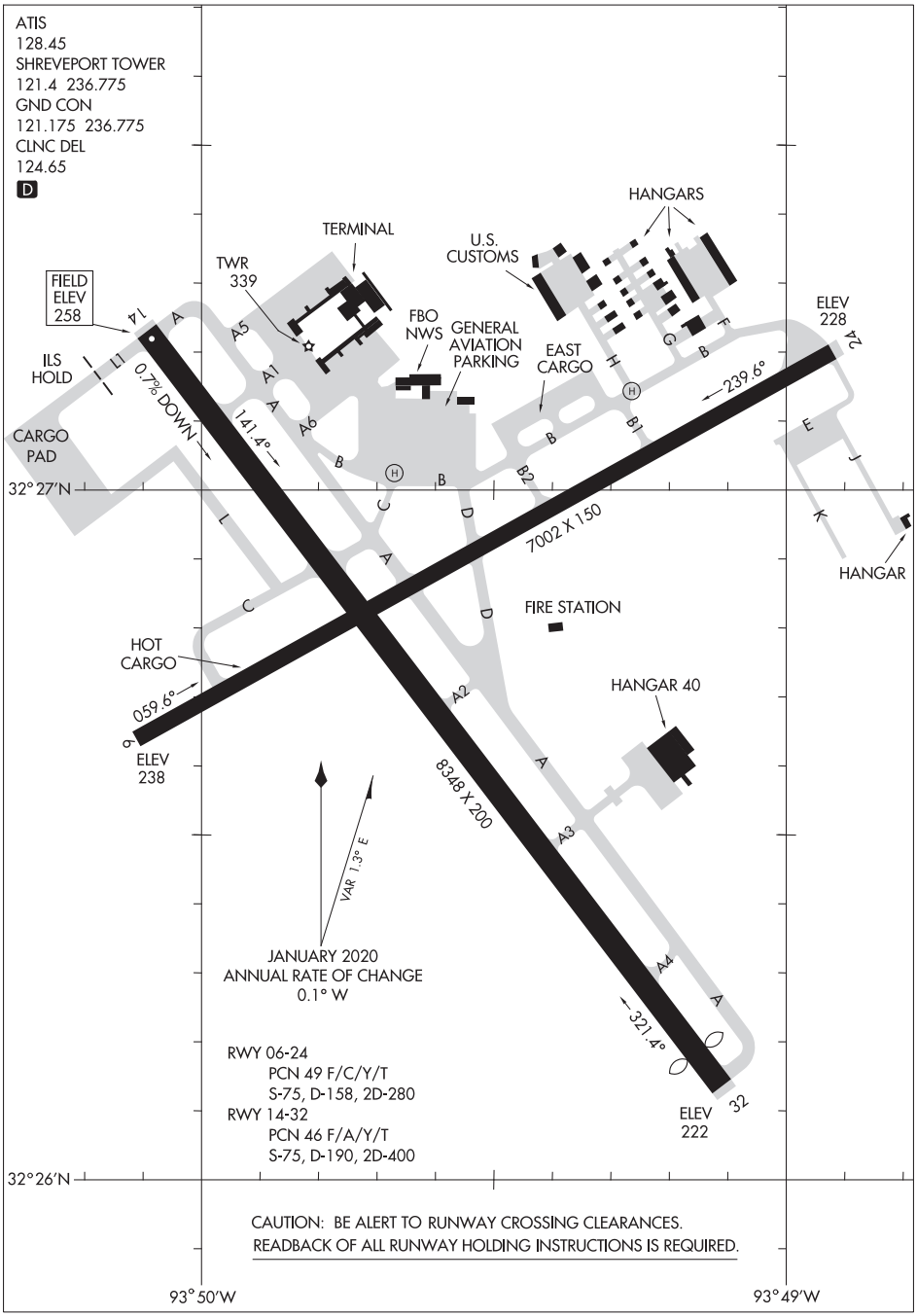
20198

AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA



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AIRPORT DIAGRAM
20198
SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

APP CRS	Rwy ldg	4058
178°	TDZE	28
	Apt Elev	28

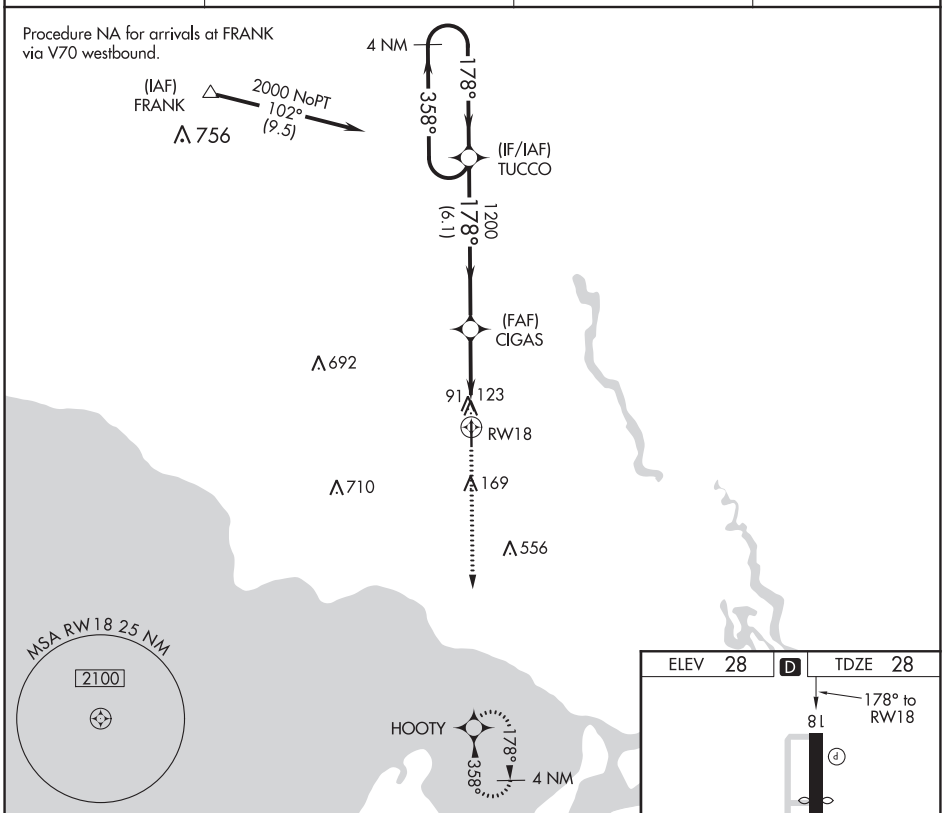
RNAV (GPS) RWY 18
SLIDELL (ASD)

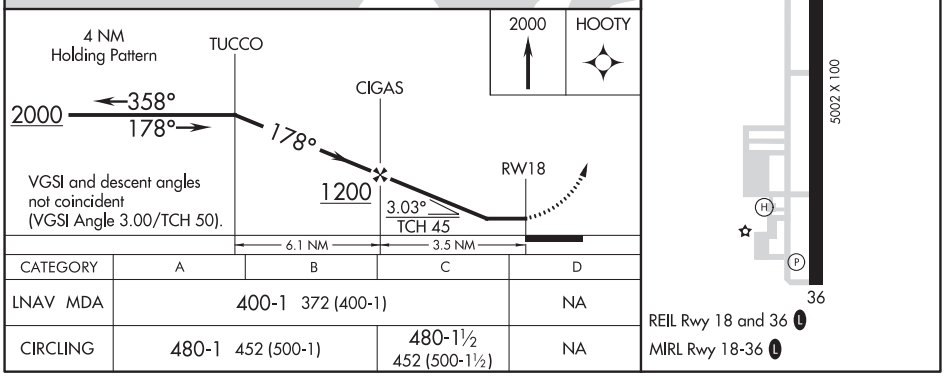
NA

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	400-1 372 (400-1)			NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA

SLIDELL, LOUISIANA

AL-5806 (FAA)

20086

RNAV (GPS) RWY 36
SLIDELL (ASD)

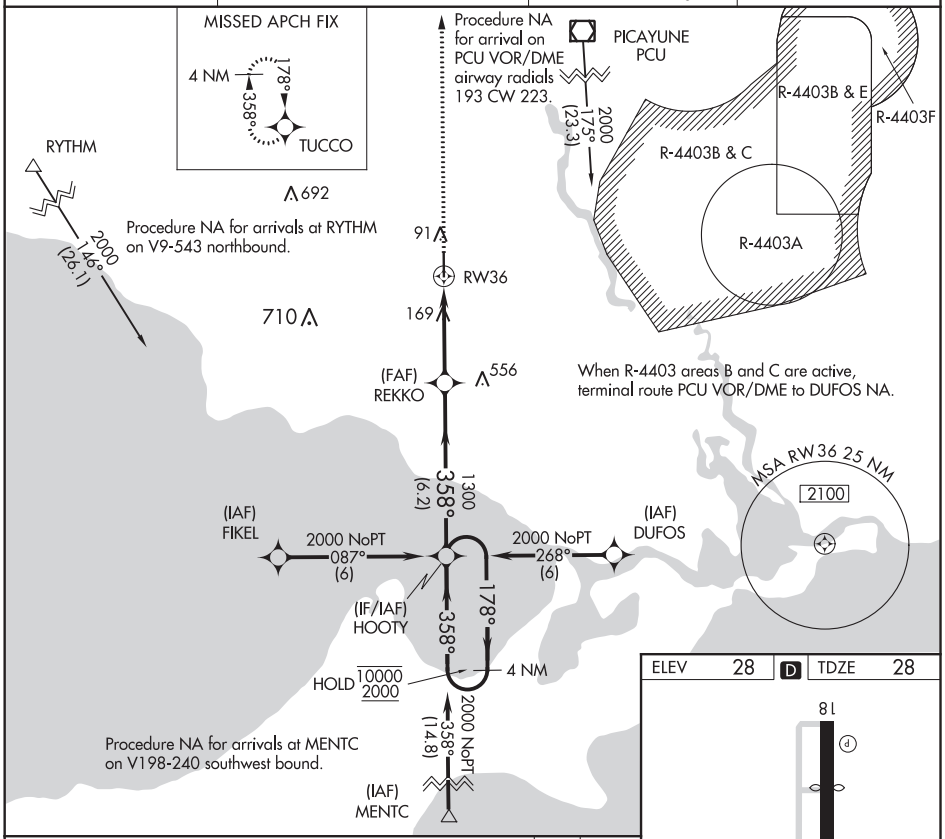
APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

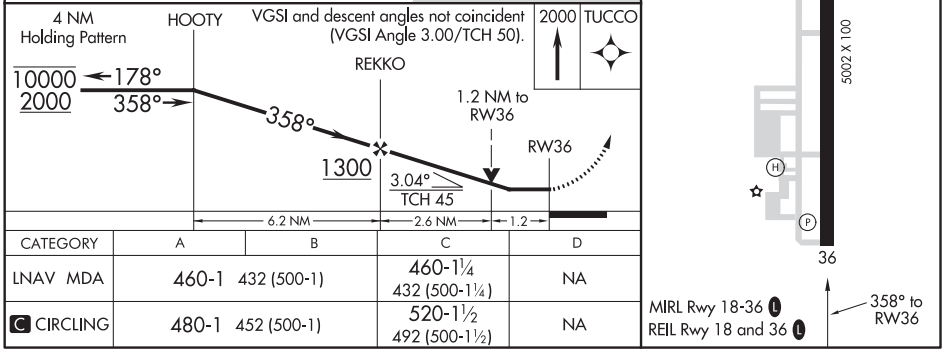
RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
C CIRCLING	480-1 452 (500-1)		520-1½ 492 (500-1½)	NA

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SLIDELL, LOUISIANA
Orig-E 26MAR20

30°21′N-89°49′W

SLIDELL (ASD)
RNAV (GPS) RWY 36

VOR/DME RWY 18
SLIDELL (ASD)

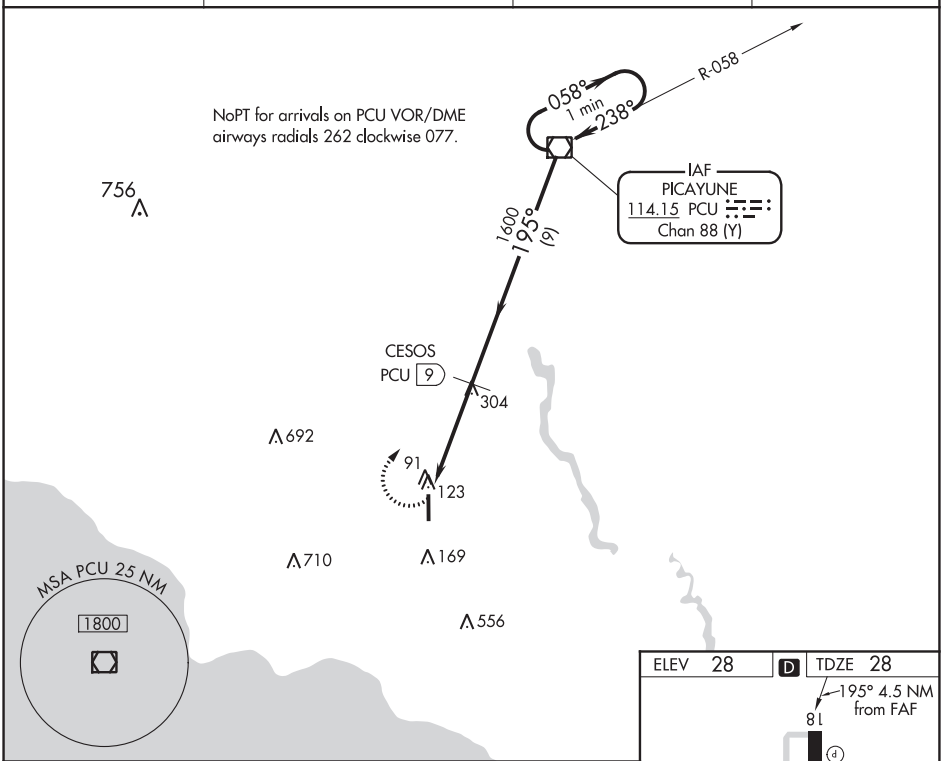
VOR/DME PCU	APP CRS	Rwy ldg 4058
114.15	195°	TDZE 28
Chan 88 (Y)		Apt Elev 28

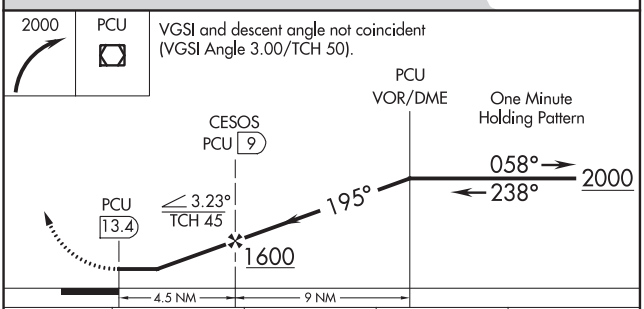
T NA

Night landing Rwy 18 NA.
Helicopter visibility reduction below 1 SM NA.

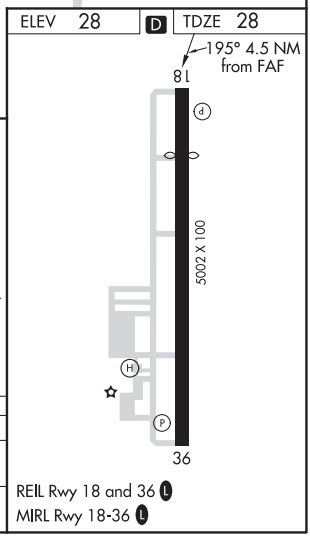
MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

ASOS	NEW ORLEANS APP CON	UNICOM	GCO
132.475	133.15 290.3	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
S-18	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	NA
CIRCLING	480-1 452 (500-1)		480-1½ 452 (500-1½)	NA



SPRINGHILL, LOUISIANA | AL-6288 (FAA) | 20198

RNAV (GPS) RWY 18
SPRINGHILL (SPH)

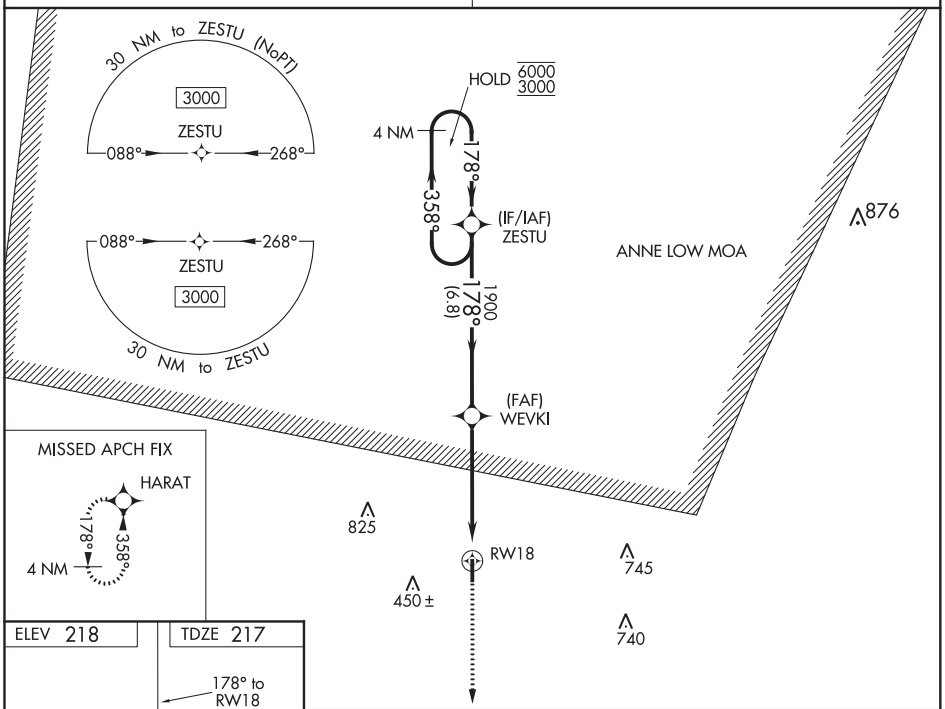
WAAS CH 86541 W18A	APP CRS 178°	Rwy ldg 4202 TDZE 217 Apt Elev 218

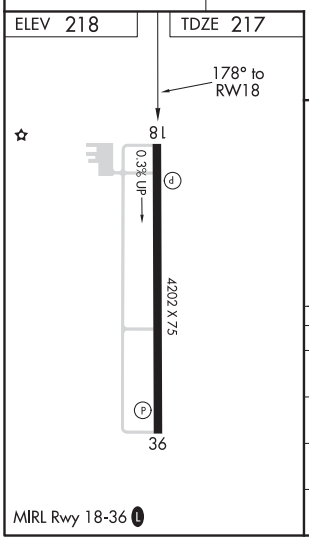
RNP APCH.

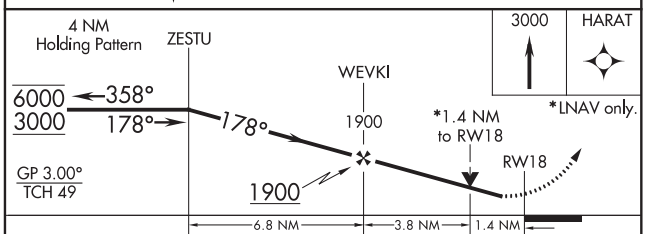
NA — Rwy 18 helicopter visibility reduction below ¾ NA.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct HARAT and hold.

SHREVEPORT APP CON	UNICOM
123.75 360.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	498-⅞ 281 (300-⅞)			NA
LNAV/VNAV DA	496-⅞ 279 (300-⅞)			NA
LNAV MDA	700-1 483 (500-1)		700-1⅜ 483 (500-1⅜)	NA
C CIRCLING	700-1 482 (500-1)		820-1½ 602 (700-1½)	NA

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WAAS CH 61024 W36A	APP CRS 358°	Rwy ldg 4202 TDZE 218 Apt Elev 218

RNAV (GPS) RWY 36
SPRINGHILL (SPH)

RNP APCH.

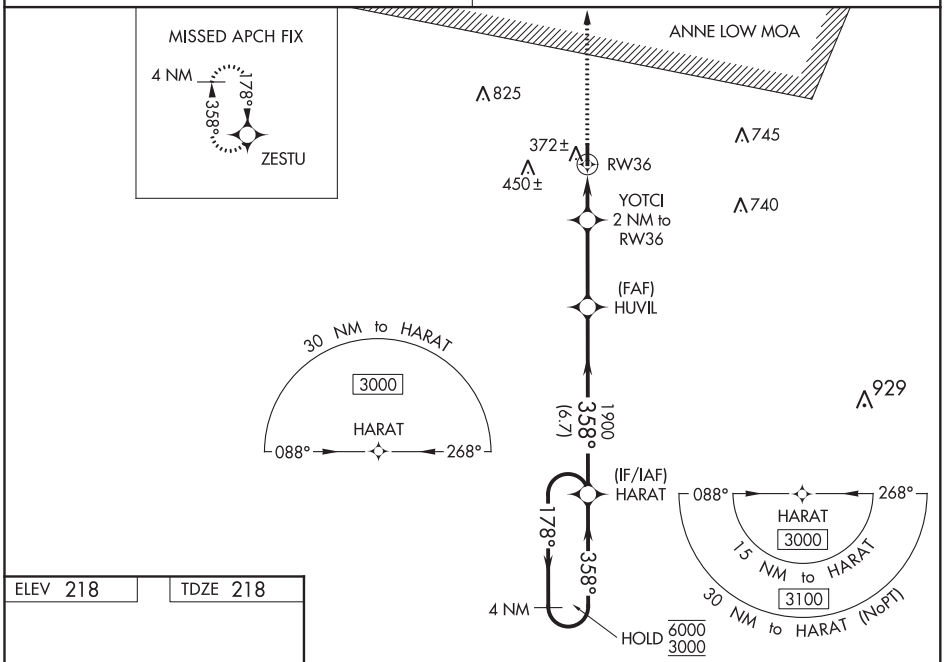
NA

Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

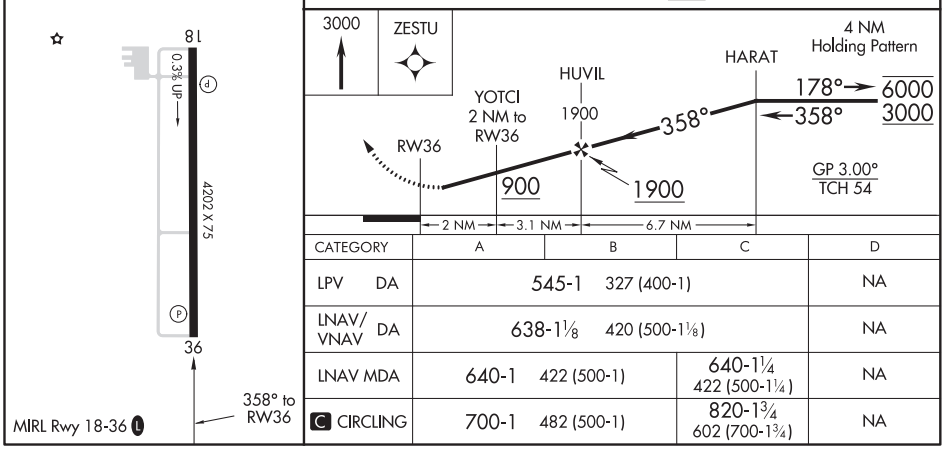
MISSED APPROACH: Climb to 3000 direct ZESTU and hold.

SHREVEPORT APP CON
123.75 360.725

UNICOM
122.8 (CTAF)



ELEV 218 TDZE 218



MIRL Rwy 18-36

CATEGORY	A	B	C	D
LPV DA	545-1 327 (400-1)			NA
LNAV/VNAV DA	638-1⅛ 420 (500-1⅛)			NA
LNAV MDA	640-1 422 (500-1)		640-1¼ 422 (500-1¼)	NA
C CIRCLING	700-1 482 (500-1)		820-1¾ 602 (700-1¾)	NA

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STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

19115

RNAV (GPS) RWY 18
GEORGE M BRYAN (STF)

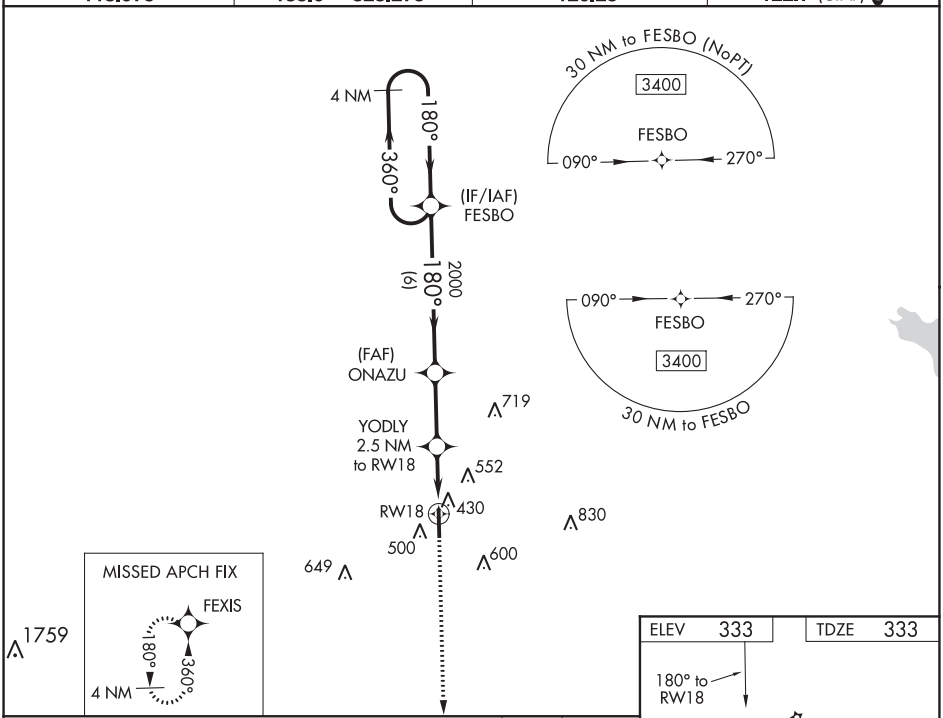
WAAS CH 50419 W18A	APP CRS 180°	Rwy ldg 4171 TDZE 333 Apt Elev 333

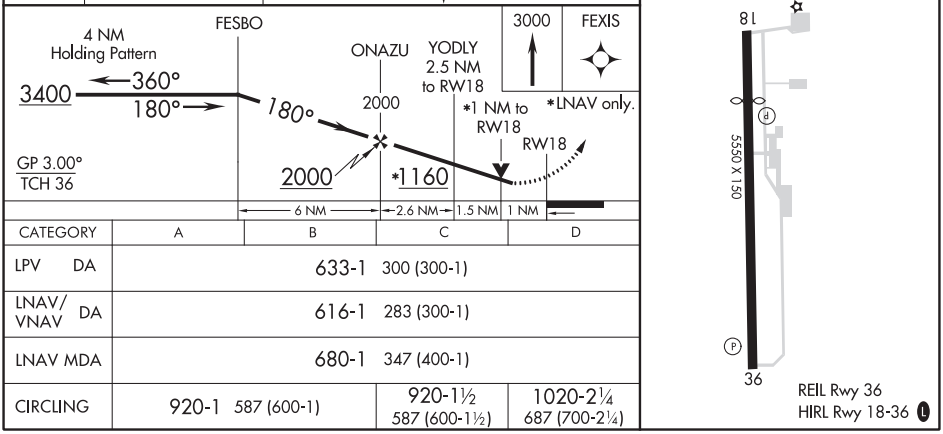
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEXIS and hold.

AWOS-3PT	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	633-1 300 (300-1)			
LNAV/VNAV DA	616-1 283 (300-1)			
LNAV MDA	680-1 347 (400-1)			
CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)

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WAAS CH 53604 W36A	APP CRS 360°	Rwy ldg 5550 THRE 321 Apt Elev 333

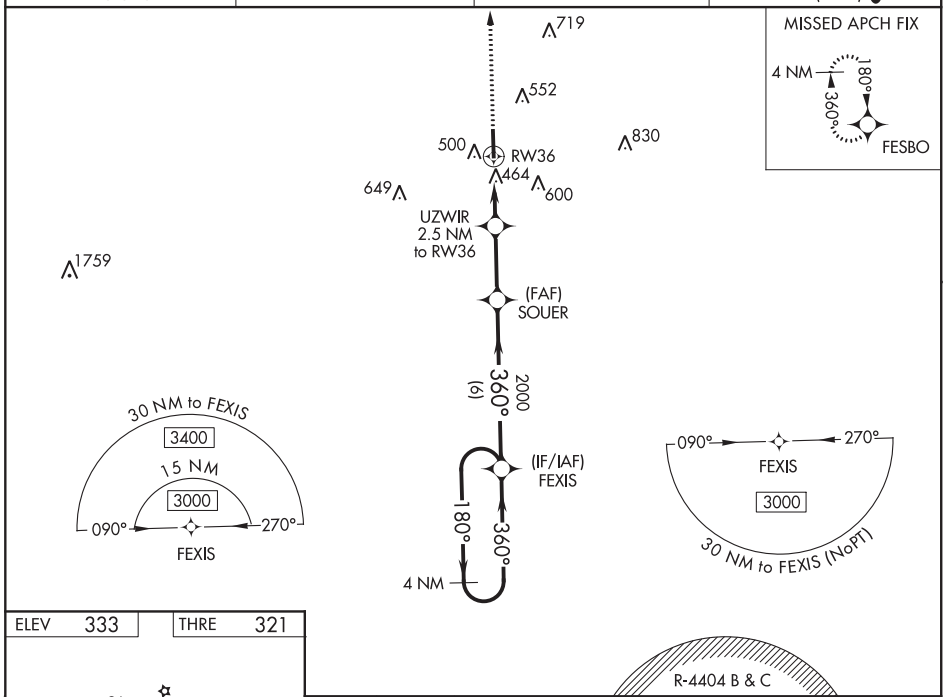
RNAV (GPS) RWY 36
GEORGE M BRYAN (STF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA/MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. When VGSI inop, Circling Rwy 18 NA at night.

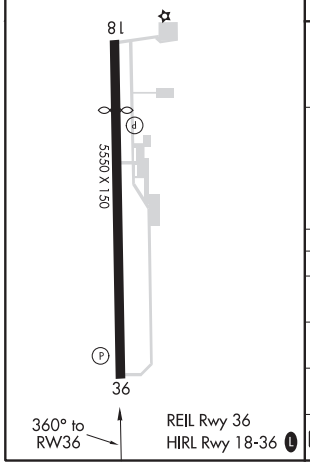
T NA

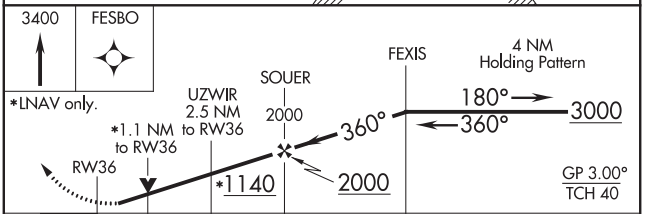
MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3PT	COLUMBUS APP CON*	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L



ELEV 333 THRE 321





CATEGORY	A	B	C	D
LPV DA	521-¾ 200 (200-¾)			
LNAV/VNAV DA	645-1⅛ 324 (400-1⅛)			
LNAV MDA	720-1 399 (400-1)		720-1⅛ 399 (400-1⅛)	
C CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)

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SC-4, 25 FEB 2021 to 22 APR 2021

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

20198

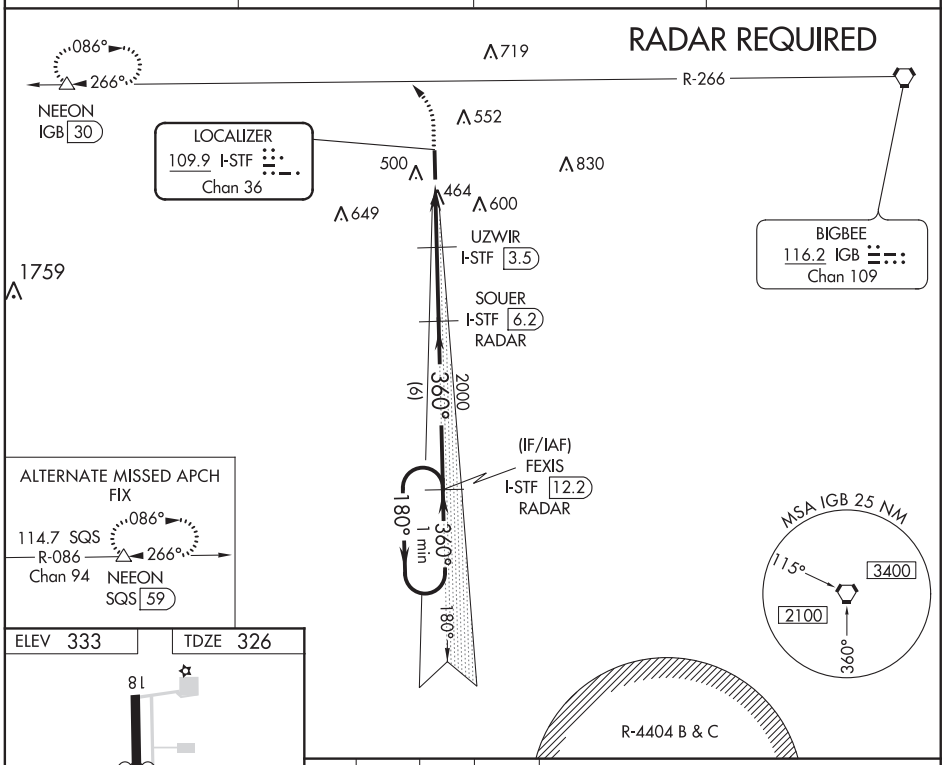
LOC/DME RWY 36
GEORGE M BRYAN (STF)

LOC/DME I-STF	APP CRS	Rwy ldg	5550
109.9	360°	TDZE	326
Chan 36		Apt Elev	333

T A NA DME Required. When local altimeter setting not received, use Golden Triangle altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Golden Triangle altimeter setting.

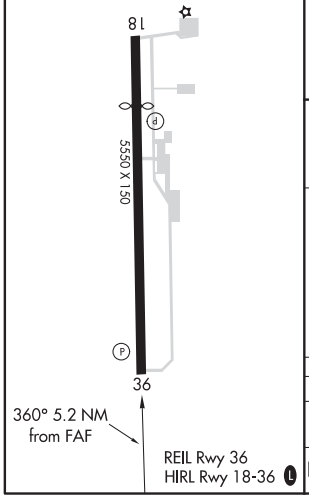
MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB 30 DME and hold.

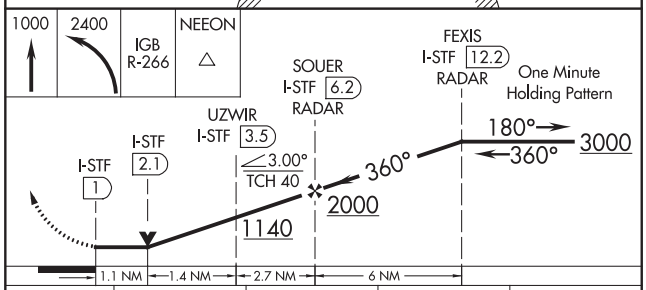
AWOS-3PT	COLUMBUS APP CON ★	CLNC DEL	UNICOM
118.975	135.6 323.275	126.25	122.7 (CTAF) L



ALTERNATE MISSED APCH
FIX
114.7 SQS
R-086
Chan 94
086°
266°
NEEON
SQS 59

ELEV 333 | TDZE 326





CATEGORY	A	B	C	D
S-36	720-1 395 (400-1)		720-1⅛	395 (400-1⅛)
C CIRCLING	920-1 587 (600-1)		920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)

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STARKVILLE, MISSISSIPPI
Amdt 1B 13SEP18

33°26′N-88°51′W

GEORGE M BRYAN (STF)
LOC/DME RWY 36

RNAV (GPS)-A

OKTIBBEHA (M51)

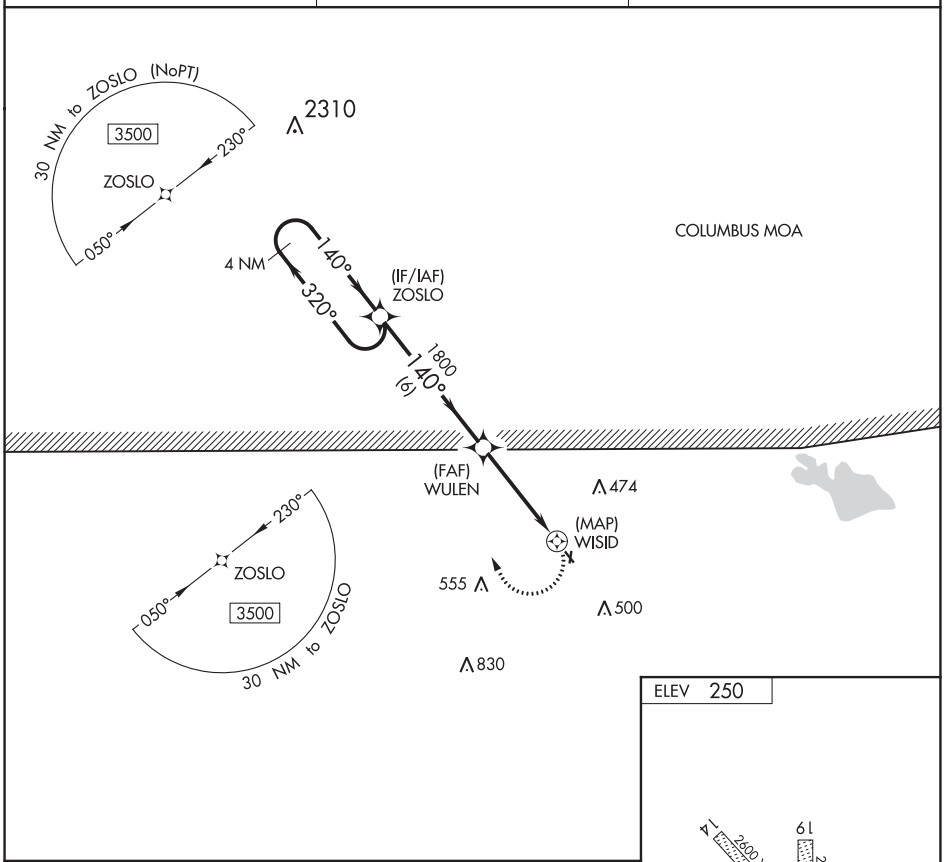
APP CRS	Rwy ldg	N/A
140°	TDZE	N/A
	Apt Elev	250

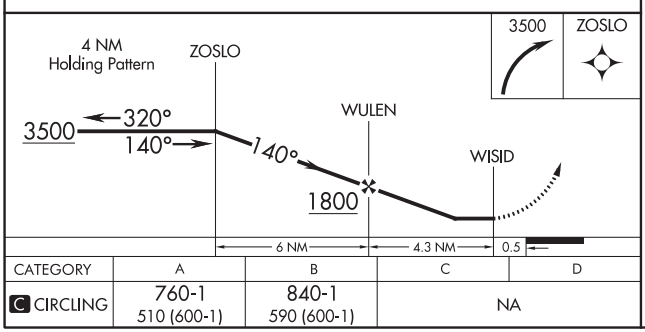
T
A NA

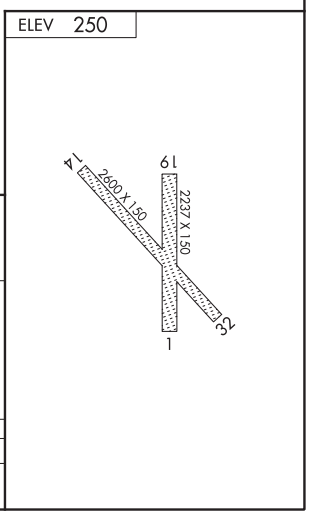
DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.

GTR AWOS-3PT	COLUMBUS APP CON ★	UNICOM
126.375	135.6 323.275	122.8 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	760-1 510 (600-1)	840-1 590 (600-1)	NA	

SULPHUR, LOUISIANA | AL-6934 (FAA) | 20142

WAAS CH 86711 W15A	APP CRS 146°	Rwy ldg 5001 TDZE 10 Apt Elev 10

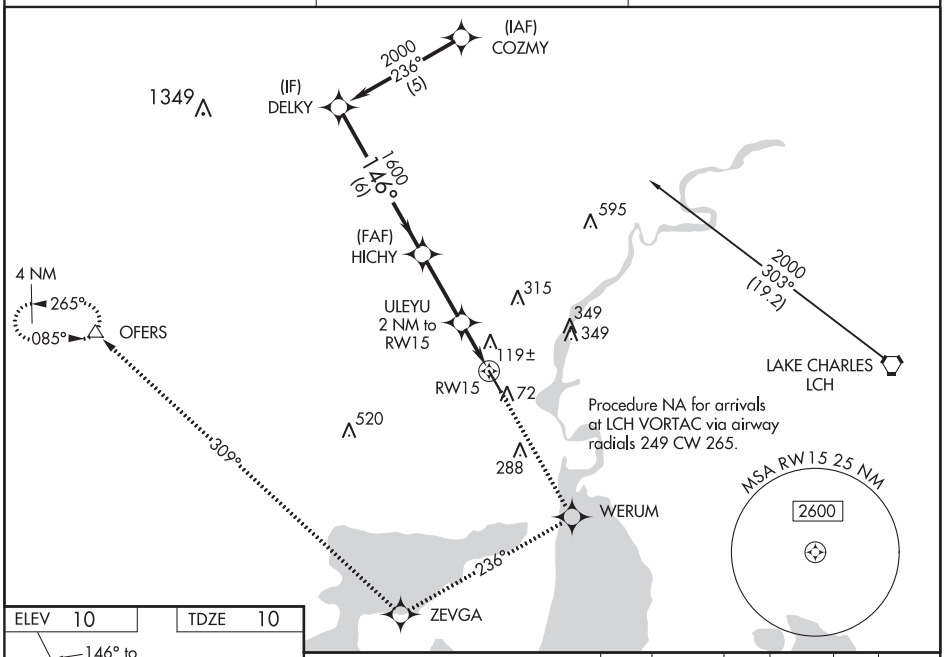
RNAV (GPS) RWY 15
SOUTHLAND FIELD (UXL)

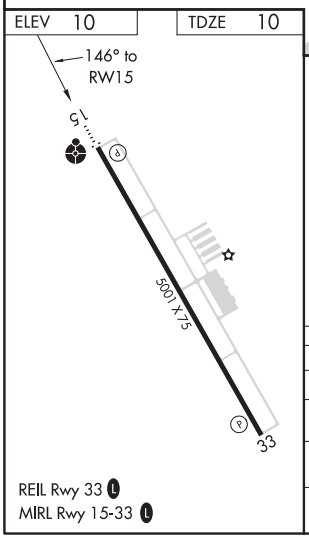
Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

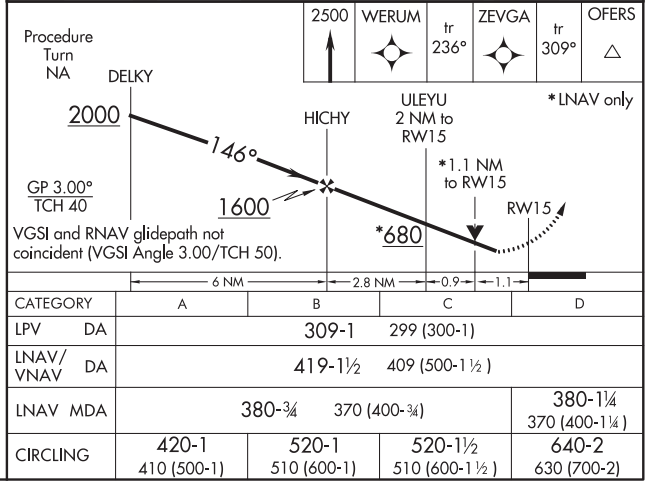
ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

AWOS-3PT	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	309-1 299 (300-1)			
LNAV/VNAV DA	419-1½ 409 (500-1½)			
LNAV MDA	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

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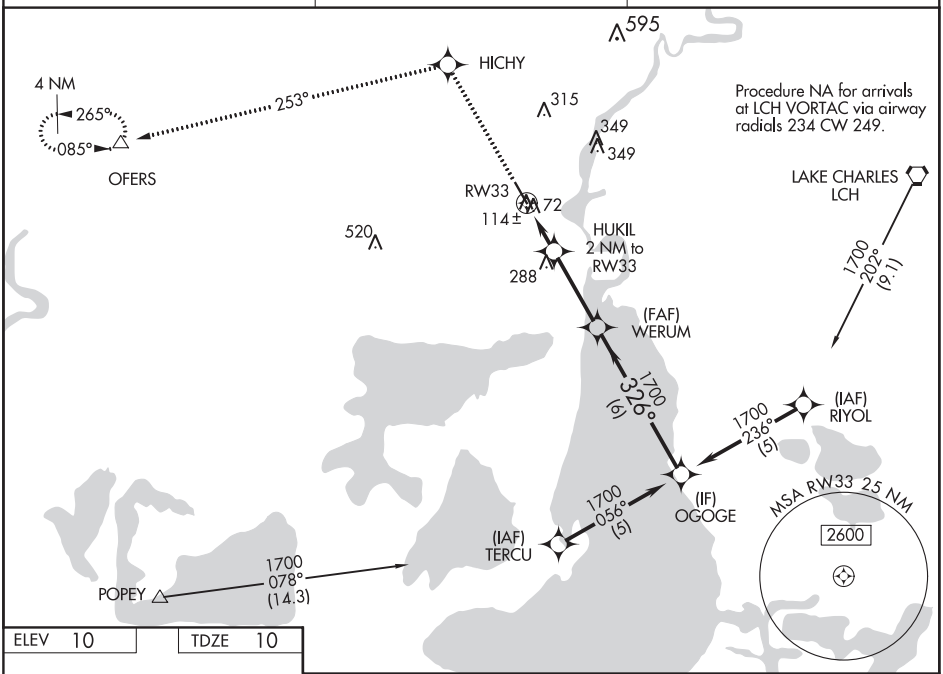
WAAS CH 99610 W33A	APP CRS 326°	Rwy ldg 5001 TDZE 10 Apt Elev 10

RNAV (GPS) RWY 33
SOUTHLAND FIELD (UXL)

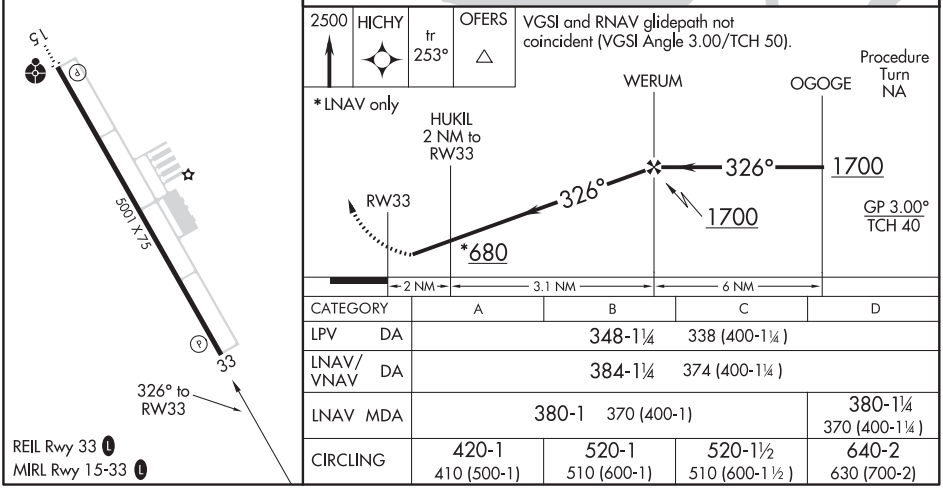
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3PT	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L



ELEV 10 | TDZE 10



CATEGORY	A	B	C	D
LPV DA	348-1¼ 338 (400-1¼)			
LNAV/VNAV DA	384-1¼ 374 (400-1¼)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

REIL Rwy 33 L
MIRL Rwy 15-33 L

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SULPHUR, LOUISIANA | AL-6934 (FAA) | 20142

LOC RWY 15
SOUTHLAND FIELD (UXL)

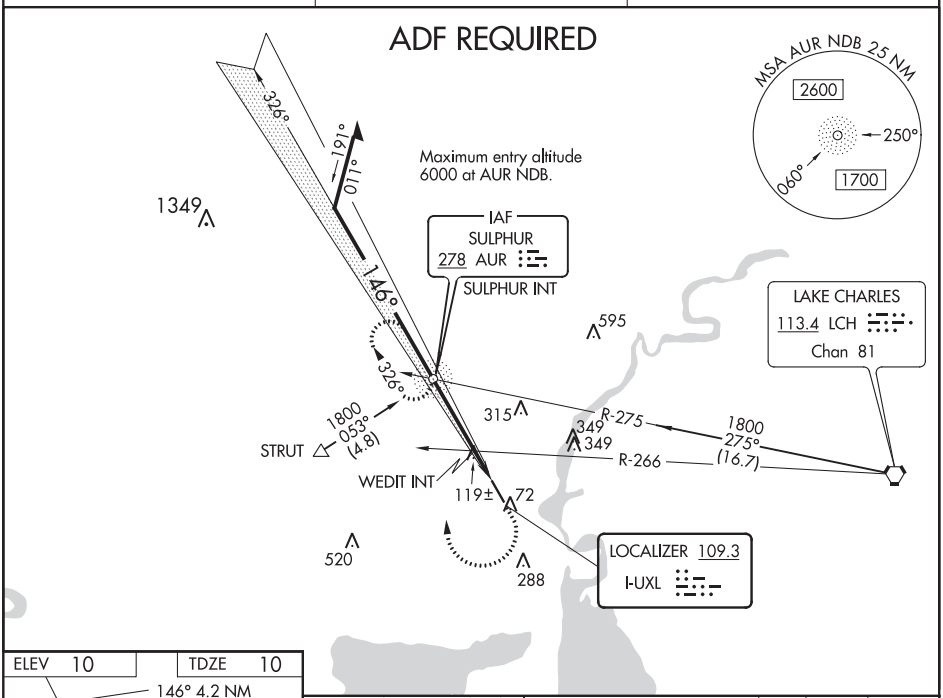
LOC I-UXL	APP CRS	Rwy ldg	5001
109.3	146°	TDZE	10
		Apt Elev	10

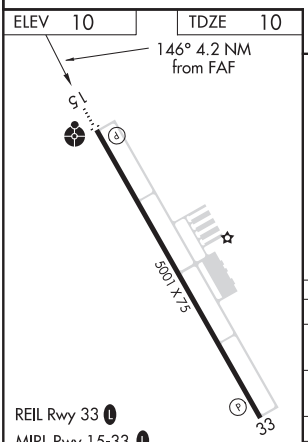
Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

ODALS

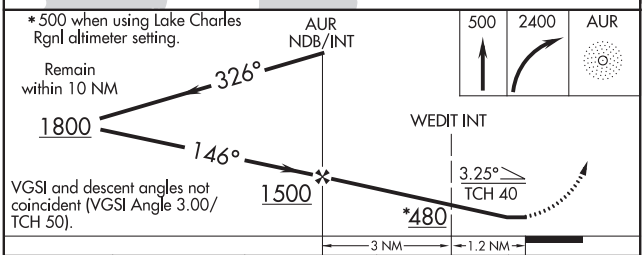
MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

AWOS-3PT	LAKE CHARLES APP CON *	UNICOM
118.175	119.35 282.3	122.8 (CTAF) L





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
S-15	480-¾ 470 (500-¾)		480-1¼ 470 (500-1¼)	480-1½ 470 (500-1½)
CIRCLING	480-1 470 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)
WEDIT FIX MINIMUMS				
S-15	380-¾ 370 (400-¾)			380-1¼ 370 (400-1¼)
CIRCLING	420-1 410 (500-1)	520-1 510 (600-1)	520-1½ 510 (600-1½)	640-2 630 (700-2)

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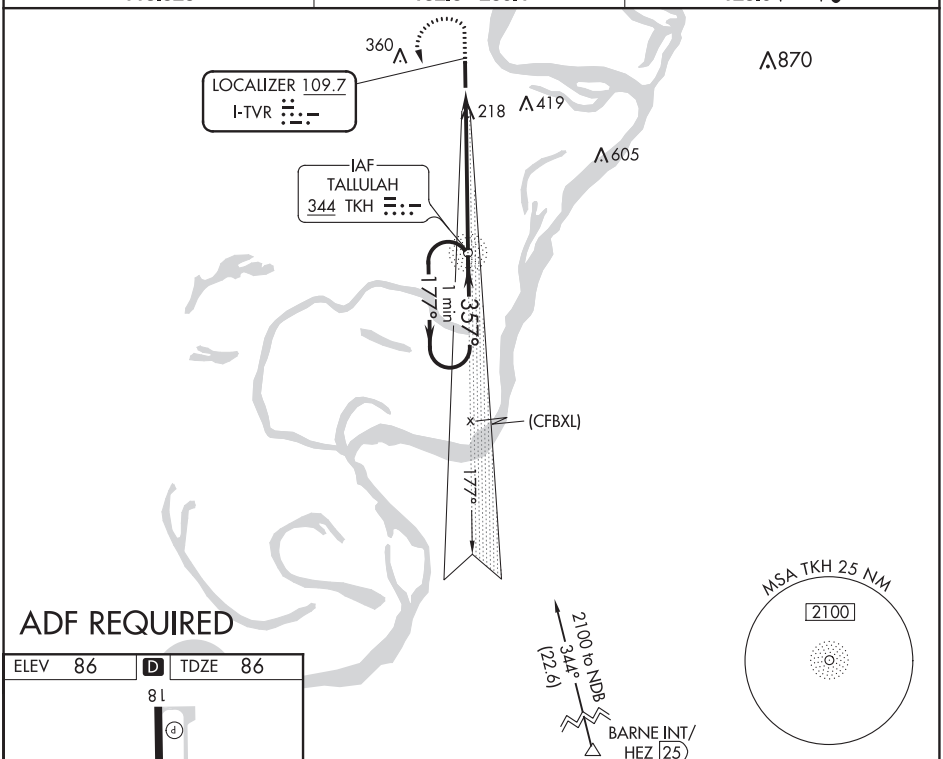
LOC I-TVR	APP CRS	Rwy ldg	5002
109.7	357°	TDZE	86
		Apt Elev	86

ILS or LOC RWY 36
VICKSBURG TALLULAH RGNL (TVR)

T A NA — ADF required. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase S-ILS 36 DA to 309 feet; increase all MDA 40 feet and visibility Cats C and D ¼ mile.

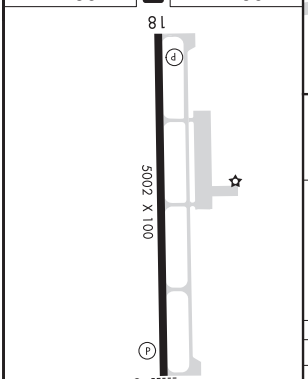
SSALR A3 — MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct TKH NDB and hold.

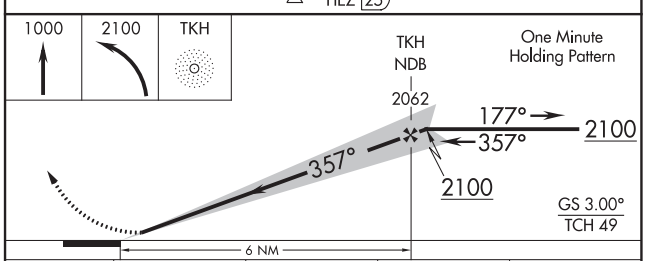
ASOS	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L



ADF REQUIRED

ELEV 86	D	TDZE 86





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 36	286-½ 200 (200-½)			
S-LOC 36	540-½ 454 (500-½)		540-⅞ 454 (500-⅞)	
C CIRCLING	540-1 454 (500-1)		720-1¾ 634 (700-1¾)	720-2 634 (700-2)

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TALLULAH, LOUISIANA

AL-9196 (FAA)

19115

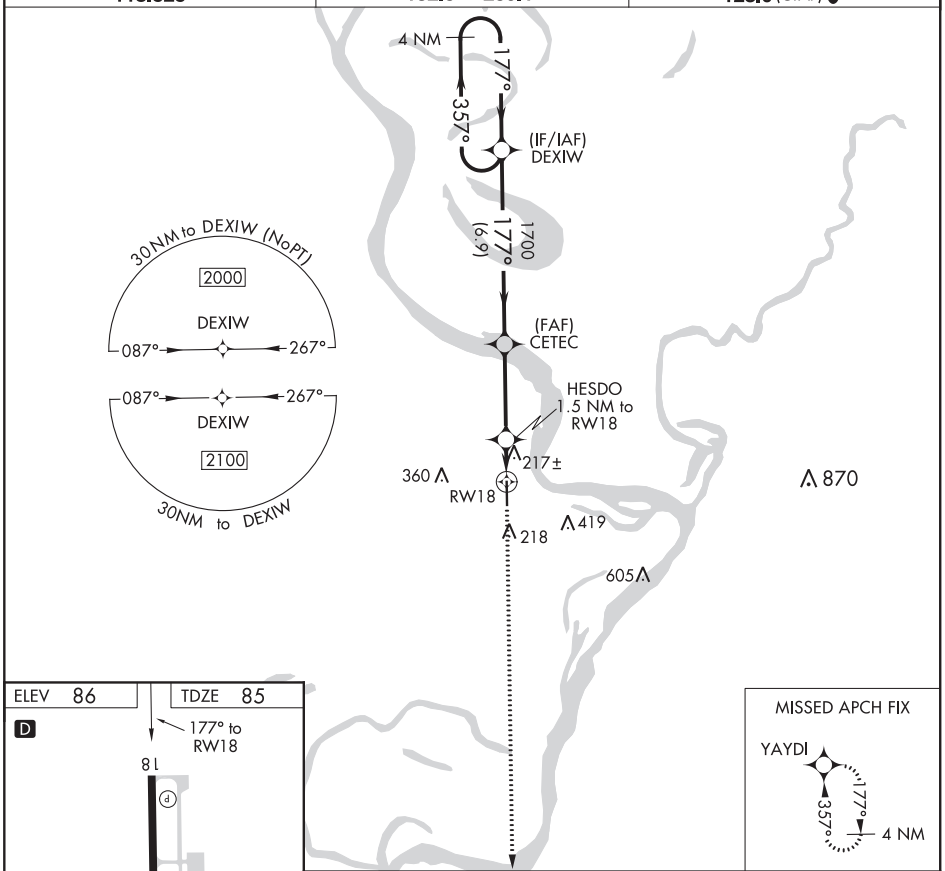
RNAV (GPS) RWY 18
VICKSBURG TALLULAH RGNL (TVR)

APP CRS	Rwy ldg	5002
177°	TDZE	85
	Apt Elev	86

T DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS	MEMPHIS CENTER	UNICOM
118.525	132.5 259.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	480-1 395 (400-1)		480-1⅛ 395 (400-1⅛)	
C CIRCLING	540-1 454 (500-1)		720-1¾ 634 (700-1¾)	720-2 634 (700-2)

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RNAV (GPS) RWY 36
VICKSBURG TALLULAH RGNL (TVR)

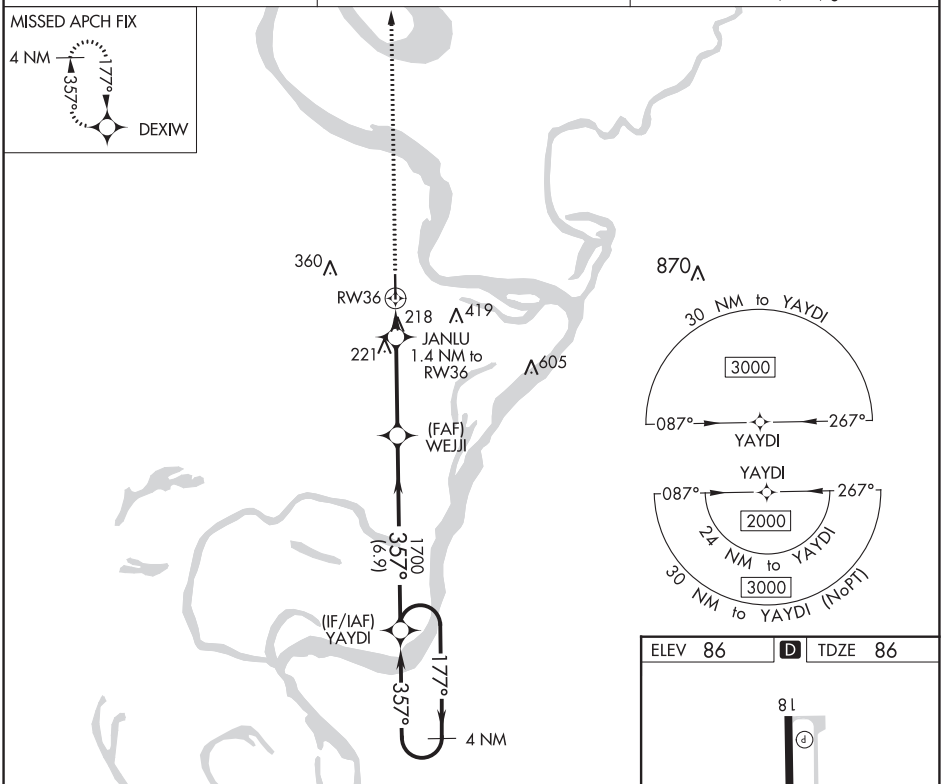
WAAS Chan **99700** **W36A**	APP CRS **357°**	Rwy ldg **5002** TDZE **86** Apt Elev **86**

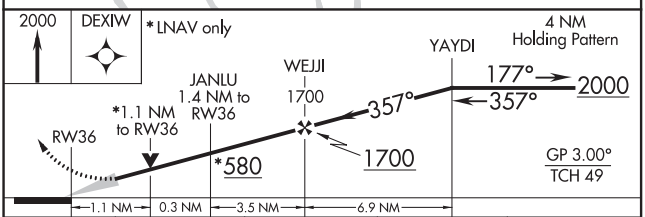
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase LPV DA to 309 feet, LNAV/VNAV DA to 516 feet all visibilities ⅛ mile; increase all MDA 40 feet and visibility Cats C/D ¼ mile. Baro-VNAV and VDP NA with Vicksburg Muni, MS altimeter setting.

SSALR (A3)

MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

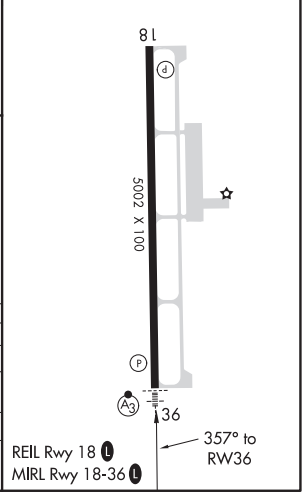
ASOS	MEMPHIS CENTER	UNICOM
118.525	**132.5 259.1**	**123.0** (CTAF) L





CATEGORY	A	B	C	D
LPV DA	286-½ 200 (200-½)			
LNAV/VNAV DA	493-⅞ 407 (500-⅞)			
LNAV MDA	480-½ 394 (400-½)		480-⅝ 394 (400-⅝)	
C CIRCLING	540-1 454 (500-1)		720-1¾ 634 (700-1¾)	720-2 634 (700-2)

ELEV 86 | D | TDZE 86



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THIBODAUX, LOUISIANA

AL-6136 (FAA)

20254

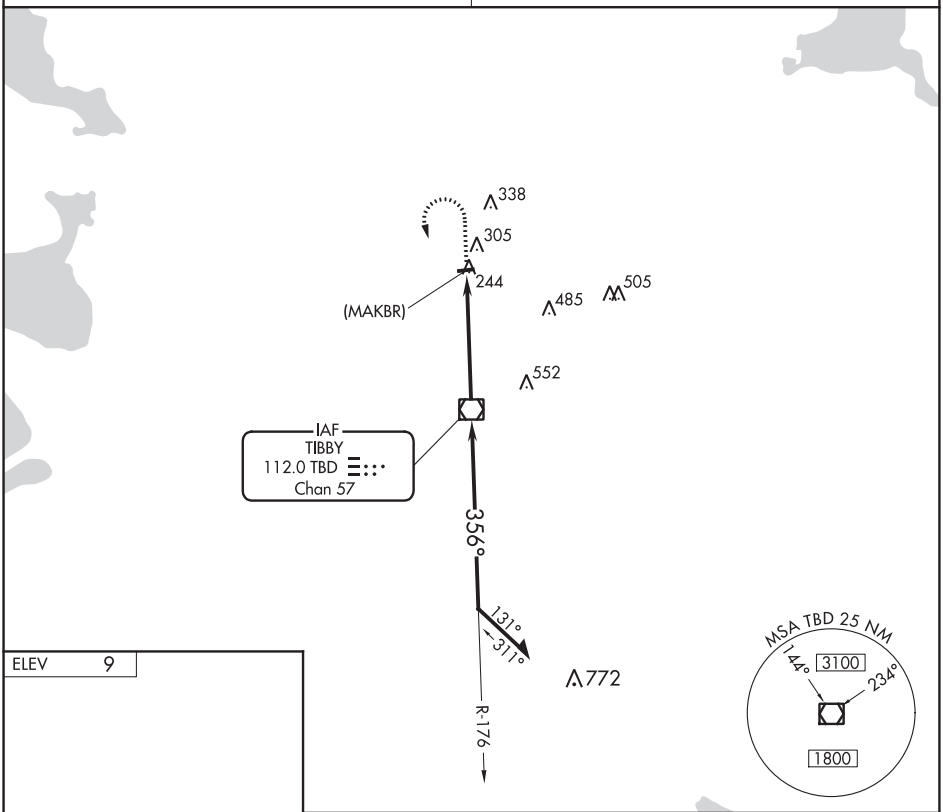
VOR or GPS-A
THIBODAUX MUNI (L83)

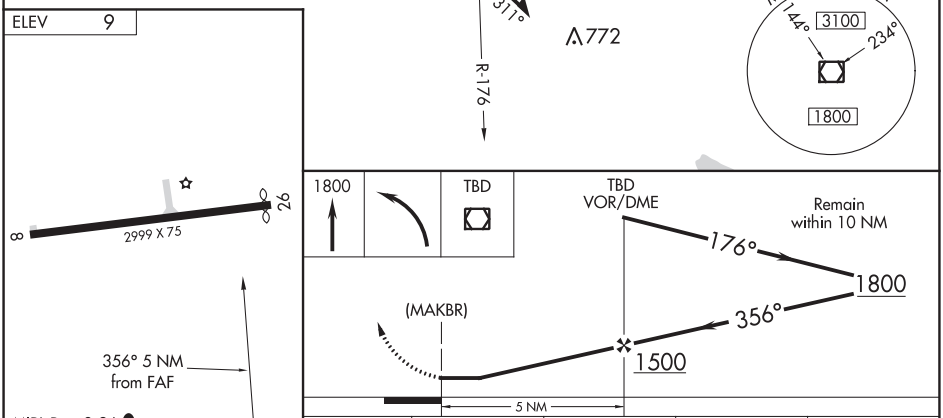
VOR/DME TBD 112.0 Chan 57	APP CRS 356°	Rwy ldg N/A TDZE N/A Apt Elev 9

Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.

MISSED APPROACH: Climb to 1800 then left turn direct TBD VOR/DME.

NEW ORLEANS APP CON	UNICOM
118.9 256.9	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	620-1	611 (700-1)	NA	
NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS				
CIRCLING	760-1 751 (800-1)	760-1¼ 751 (800-1¼)	NA	

ILS or LOC RWY 35
TUNICA MUNI (UTA)

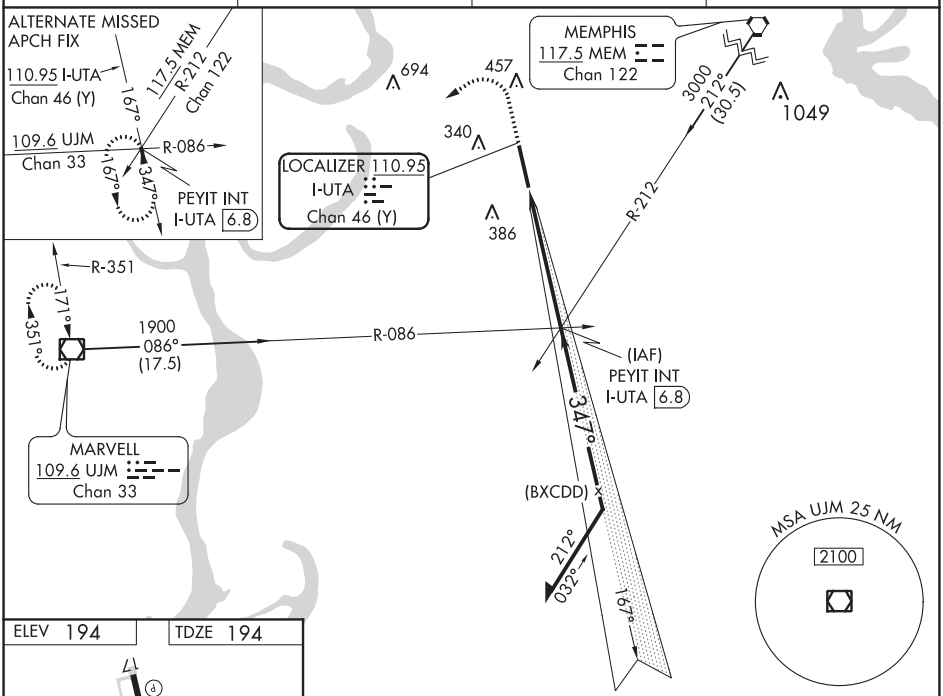
LOC I-UTA	APP CRS	Rwy ldg	8500
110.95	347°	TDZE	194
Chan 46 (Y)		Apt Elev	194

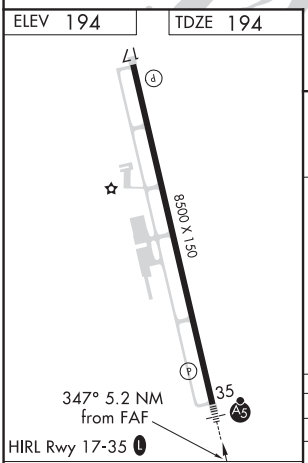
VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR

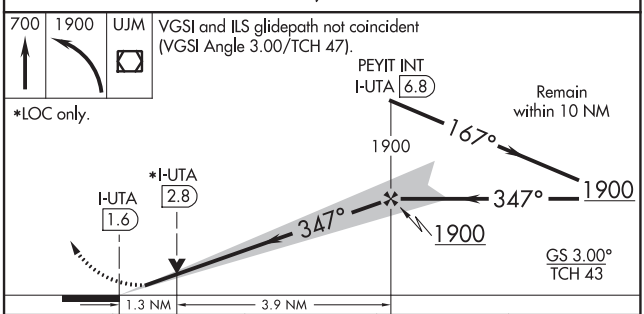
MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3	MEMPHIS APP CON	CLNC DEL	UNICOM
118.075	119.1 291.6	118.9	123.0 (CTAF)





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 35	394-½ 200 (200-½)			
S-LOC 35	640-½ 446 (500-½)		640-⅞ 446 (500-⅞)	
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

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TUNICA, MISSISSIPPI

20254

WAAS CH **56212** **W17A**	APP CRS **167°**	Rwy ldg **8500** TDZE **194** Apt Elev **194**

AL-9521 (FAA)

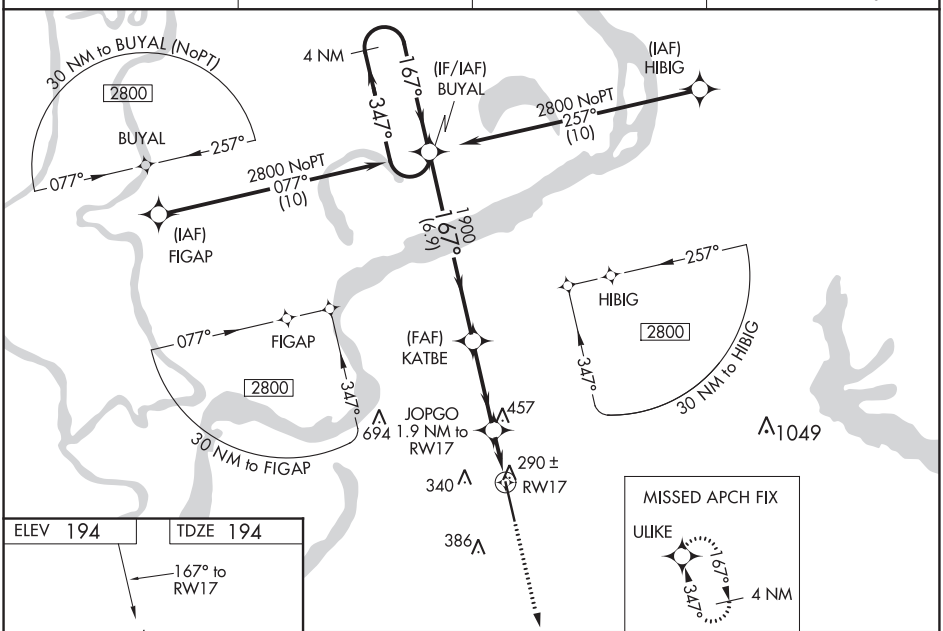
RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

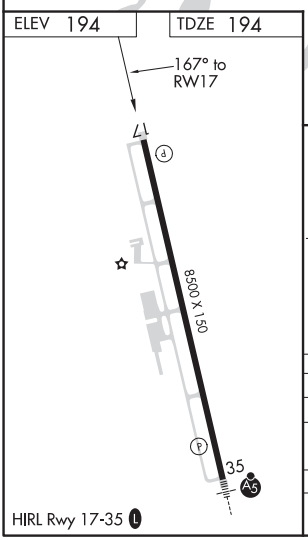
RNP APCH.

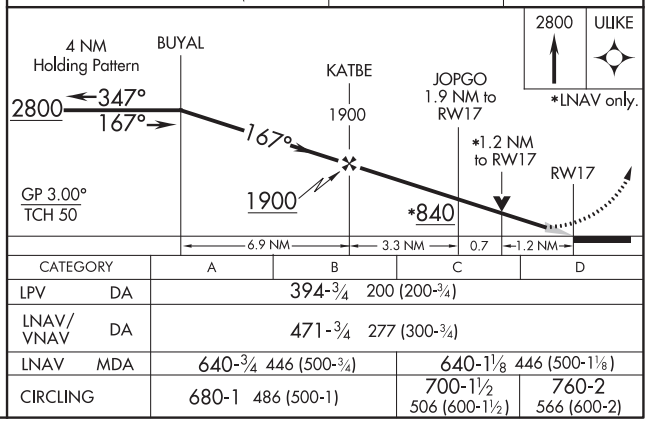
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop ALS, increase LNAV/VNAV visibility all Cats to ⅞ SM, and LNAV Cats C, D visibility to 1⅜ SM. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cats to 1 SM, and Circling Cat C visibility to 1¾ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats C/D visibility to 1⅝ SM.

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

AWOS-3	MEMPHIS APP CON	CLNC DEL	UNICOM
118.075	**119.1 291.6**	**118.9**	**123.0** (CTAF) L







CATEGORY		A	B	C	D
LPV	DA	394-¾ 200 (200-¾)			
LNAV/VNAV	DA	471-¾ 277 (300-¾)			
LNAV	MDA	640-¾ 446 (500-¾)		640-1⅛ 446 (500-1⅛)	
CIRCLING		680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

TUNICA, MISSISSIPPI
Amdt 3A 28FEB19

34°41′N-90°21′W

TUNICA MUNI (UTA)
RNAV (GPS) RWY 17

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RNAV (GPS) RWY 35
TUNICA MUNI (UTA)

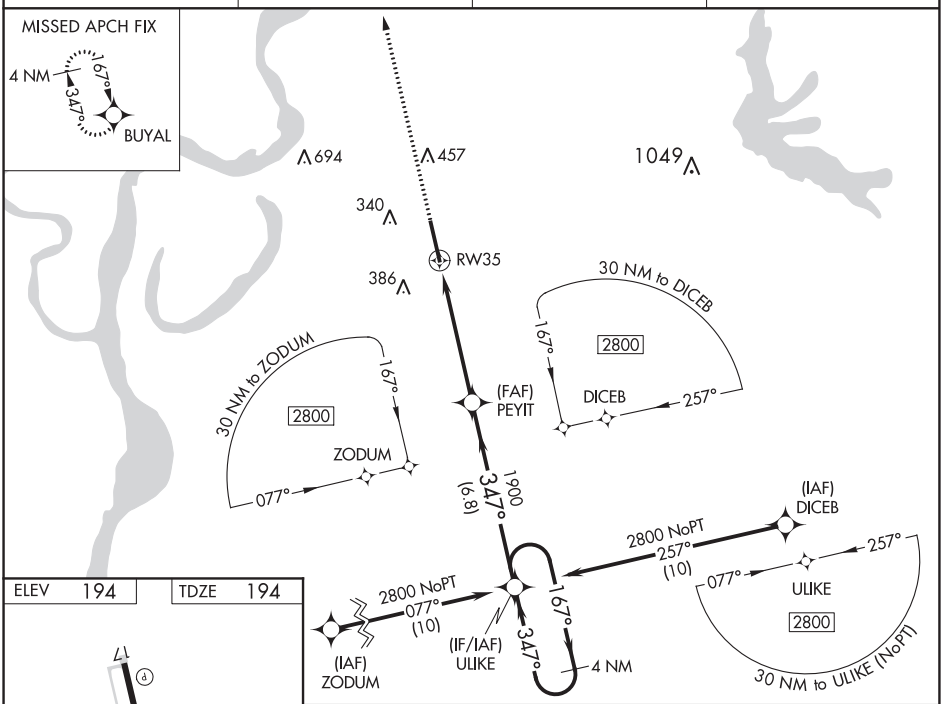
WAAS CH 60912 W35A	APP CRS 347°	Rwy ldg 8500 TDZE 194 Apt Elev 194

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 530, and all MDA 100 feet; increase LNAV/VNAV visibility all Cats ⅛ mile, increase LNAV Cat C, D and Circling Cat C visibility ¼ mile. For inop MALSR when using Memphis altimeter setting, increase LPV all Cats visibility to ⅞ mile.

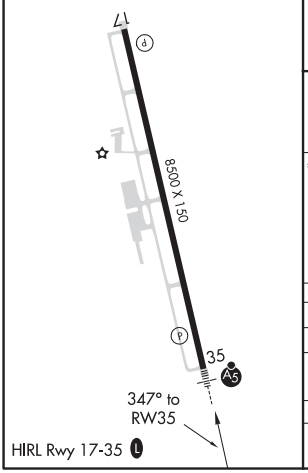
MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

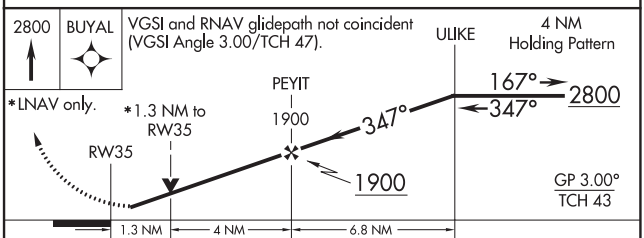
AWOS-3	MEMPHIS APP CON	CLNC DEL	UNICOM
118.075	119.1 291.6	118.9	123.0 (CTAF) L



ELEV 194 | TDZE 194



HIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	394-½ 200 (200-½)			
LNAV/VNAV DA	444-½ 250 (300-½)			
LNAV MDA	640-½ 446 (500-½)		640-⅞ 446 (500-⅞)	
CIRCLING	680-1 486 (500-1)		700-1½ 506 (600-1½)	760-2 566 (600-2)

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TUPELO, MISSISSIPPI — AL-854 (FAA) — 20058

ILS Y or LOC Y RWY 36
TUPELO RGNL (TUP)

LOC/DME I-TUP	APP CRS	Rwy ldg	7150
108.5	002°	TDZE	347
Chan 22		Apt Elev	347

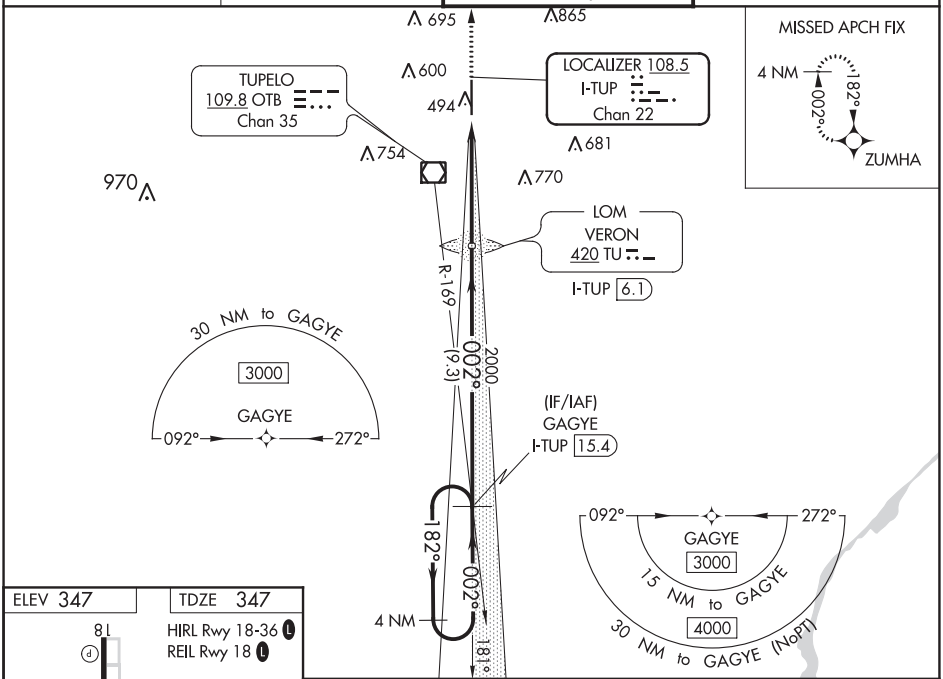
RNAV 1-GPS required.
DME or ADF required for LOC only.

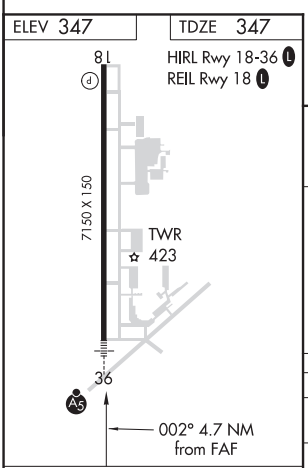
When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase S-LOC 36 Cat C and D visibility ⅜ SM and Circling Cat C and D visibility ½ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility ½ SM. VDP NA when using Columbus AFB altimeter setting. Autopilot coupled approach NA below 650 feet.

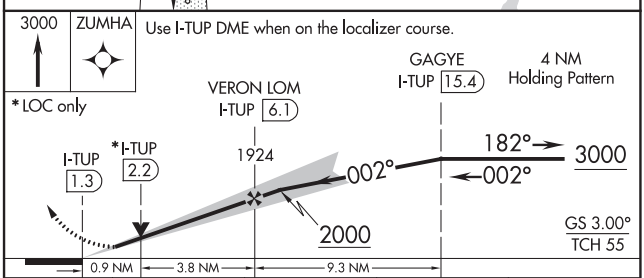
MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







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 36	547-½ 200 (200-½)			
S-LOC 36	700-½ 353 (400-½)		700-⅝ 353 (400-⅝)	
C CIRCLING	820-1 473 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

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ILS Z or LOC Z RWY 36

TUPELO RGNL (TUP)

LOC/DME I-TUP	APP CRS	Rwy ldg	7150
108.5	002°	TDZE	347
Chan 22		Apt Elev	347

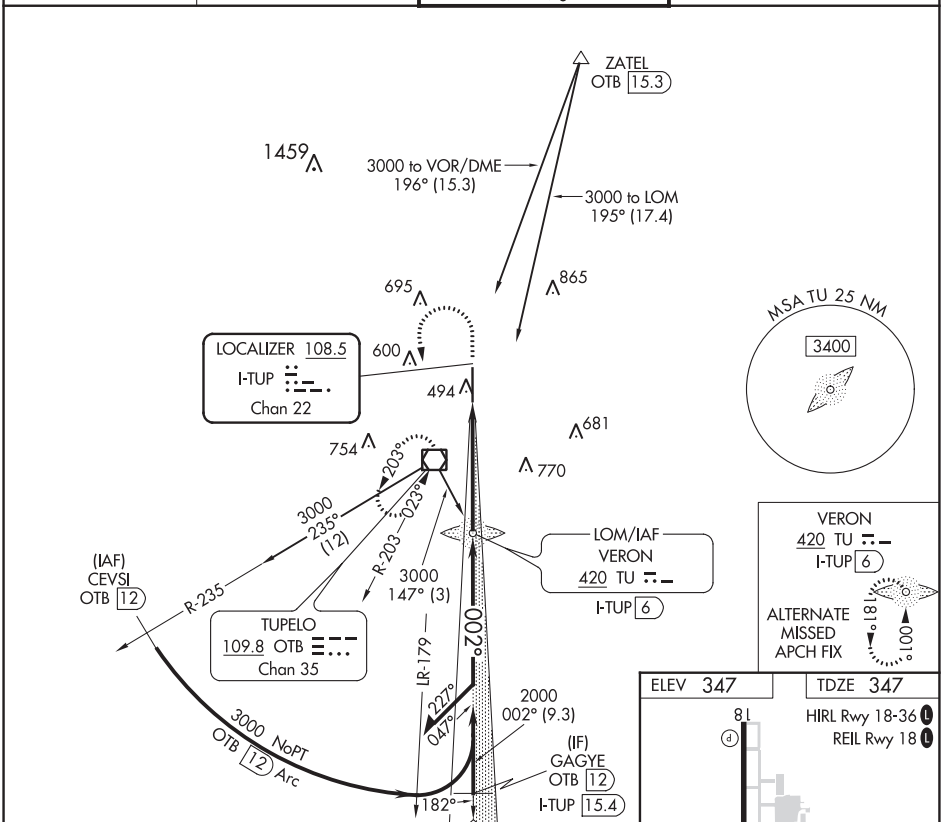
ADF or DME required.

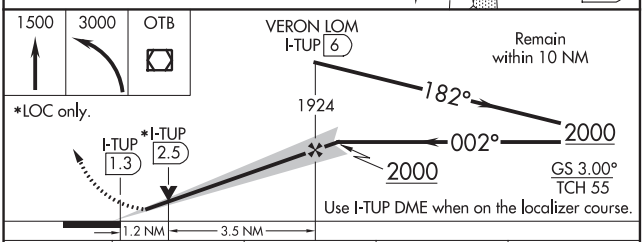
Autopilot coupled approach NA below 650.

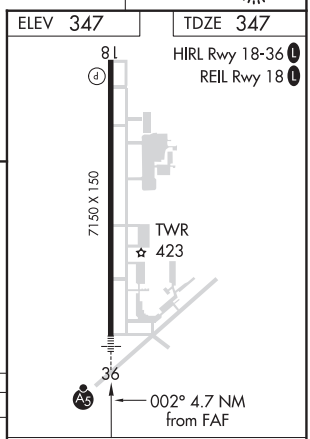
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OTB VOR/DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S-ILS 36	547-½ 200 (300-½)			
S-LOC 36	800-½ 453 (500-½)		800-⅞ 453 (500-⅞)	
C CIRCLING	820-1 473 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

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-4, 25 FEB 2021 to 22 APR 2021

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TUPELO, MISSISSIPPI

AL-854 (FAA)

19115

RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

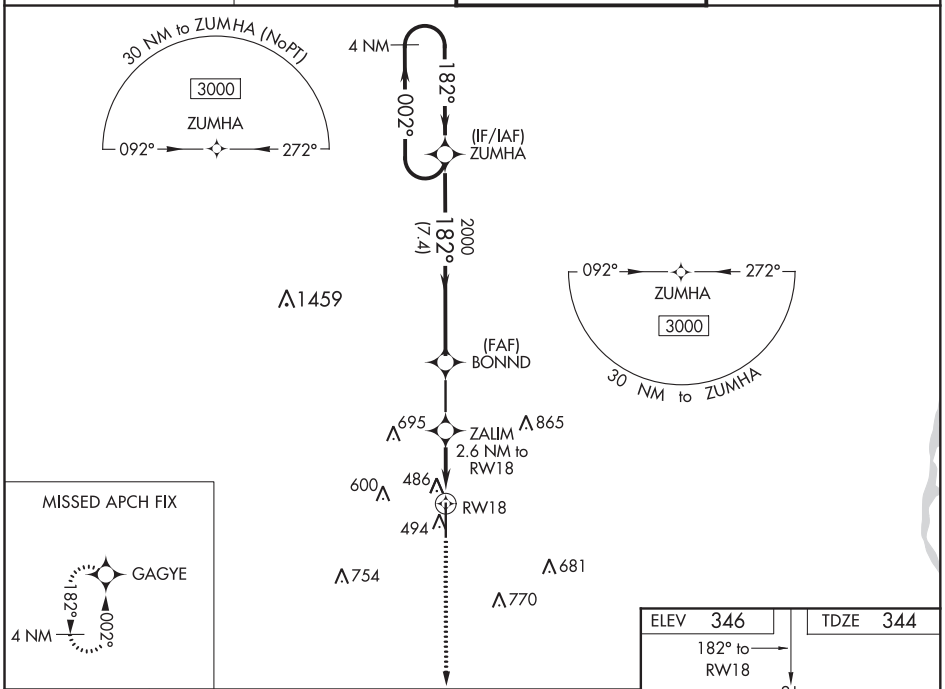
WAAS CH 77712 W18A	APP CRS 182°	Rwy ldg 7150 TDZE 344 Apt Elev 346

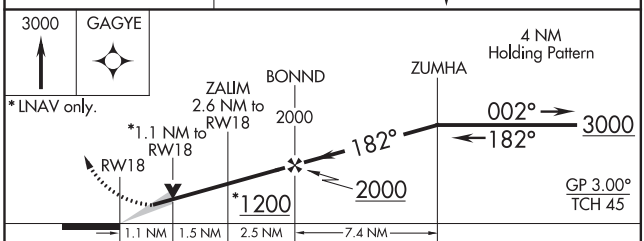
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ¼ mile and Circling Cats C and D ½ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

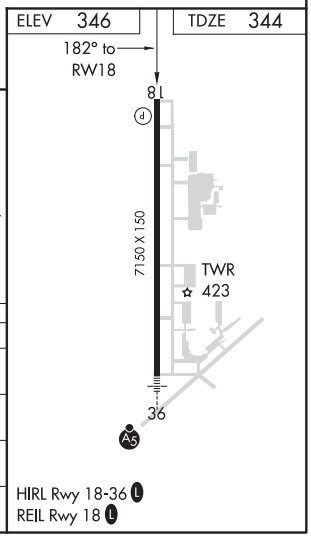
MISSED APPROACH: Climb to 3000 direct GAGYE and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275





CATEGORY	A	B	C	D
LPV DA	544-¾ 200 (200-¾)			
LNAV/VNAV DA	659-1 315 (400-1)			
LNAV MDA	740-1 396 (400-1)		740-1⅛ 396 (400-1⅛)	
C CIRCLING	820-1 474 (500-1)		900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)



SC-4, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36
TUPELO RGNL (TUP)

WAAS CH 93712 W36A	APP CRS 002°	Rwy ldg 7150 TDZE 346 Apt Elev 346

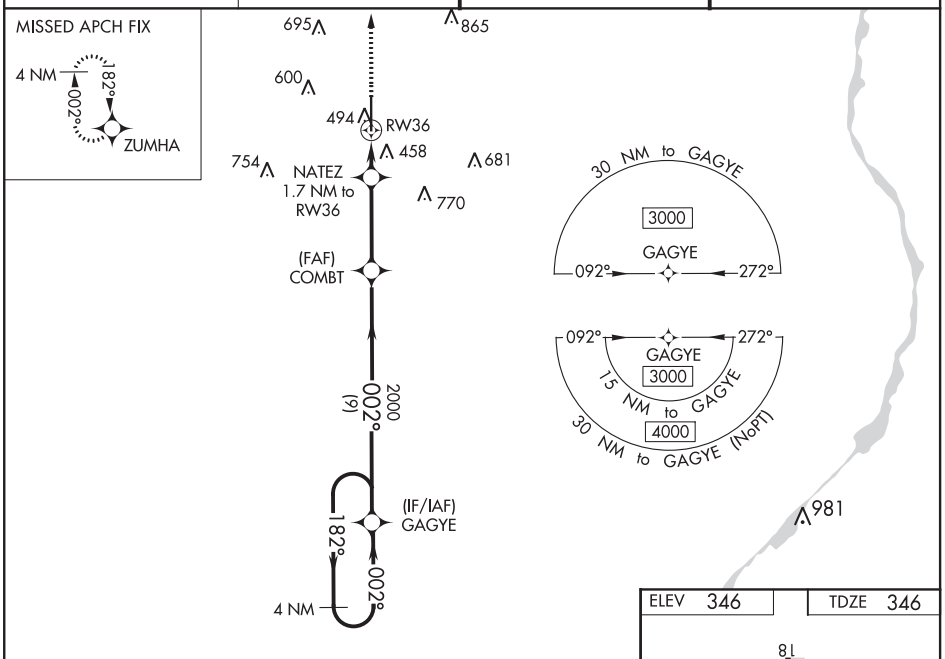
RNP APCH.

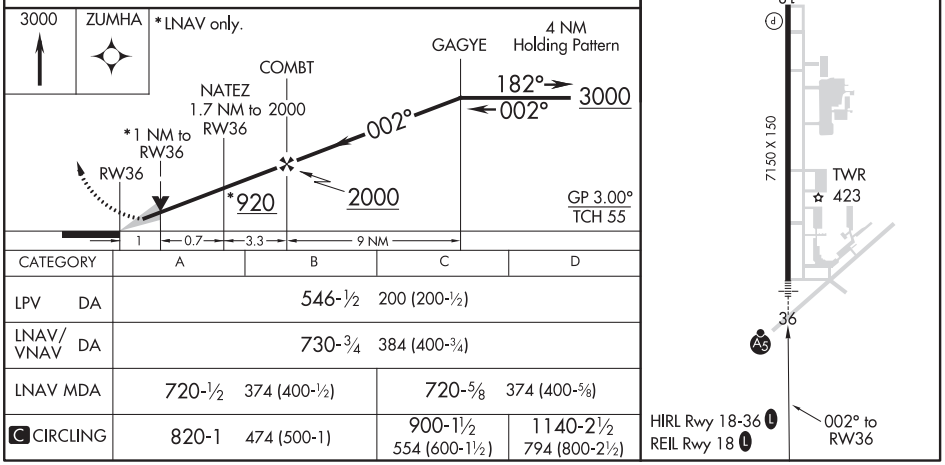
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ⅜ mile and Circling Cats C and D ½ mile. For inop ALS when using Columbus AFB altimeter setting, increase LPV all Cats visibility ½ SM. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275





CATEGORY	A	B	C	D
LPV DA	546-½ 200 (200-½)			
LNAV/VNAV DA	730-¾ 384 (400-¾)			
LNAV MDA	720-½ 374 (400-½)		720-⅝ 374 (400-⅝)	
C CIRCLING	820-1 474 (500-1)		900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

TUPELO, MISSISSIPPI | AL-854 (FAA) | 20058

VOR RWY 18
TUPELO RGNL (TUP)

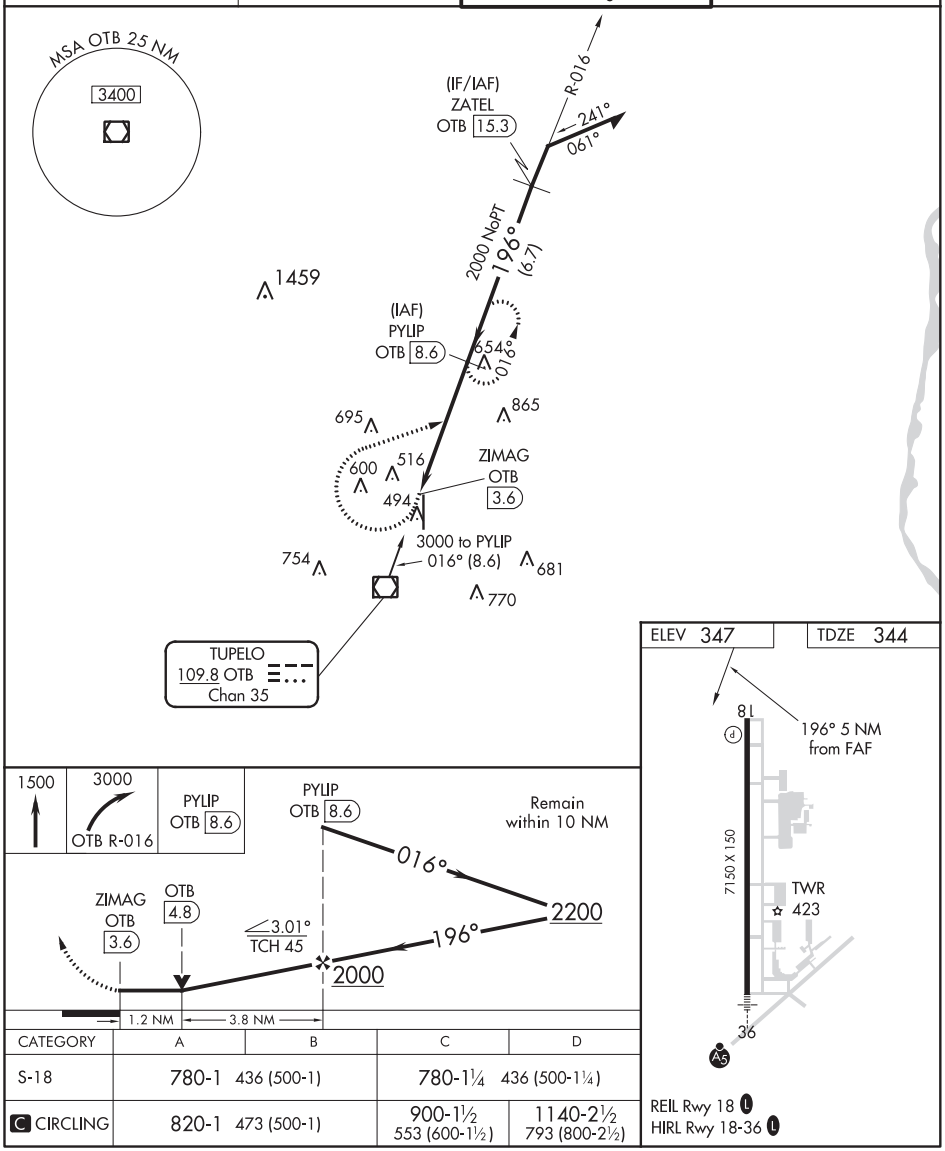
VOR/DME OTB	APP CRS	Rwy ldg	7150
109.8	196°	TDZE	344
Chan 35		Apt Elev	347

RADAR required for procedure entry. DME required.

When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cat C/D visibility ⅜ SM; increase Circling Cat C/D visibility ½ SM. VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275



CATEGORY	A	B	C	D
S-18	780-1 436 (500-1)		780-1¼ 436 (500-1¼)	
C CIRCLING	820-1 473 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

NDB RWY 36
TUPELO RGNL (TUP)

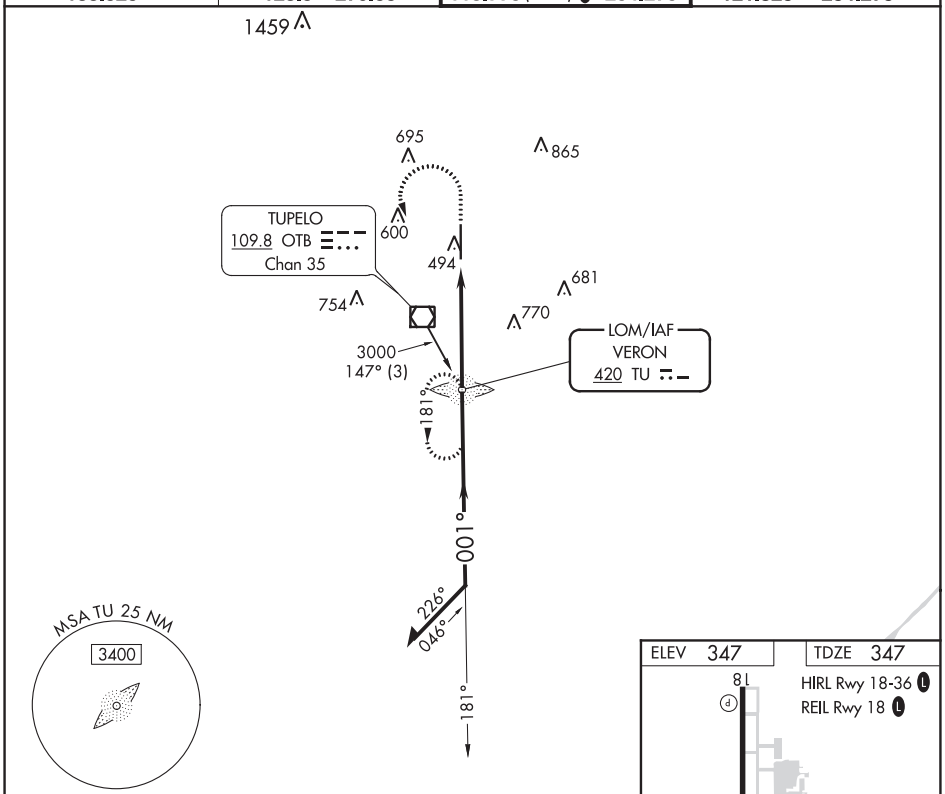
LOM TU	APP CRS	Rwy ldg	7150
420	001°	TDZE	347
		Apt Elev	347

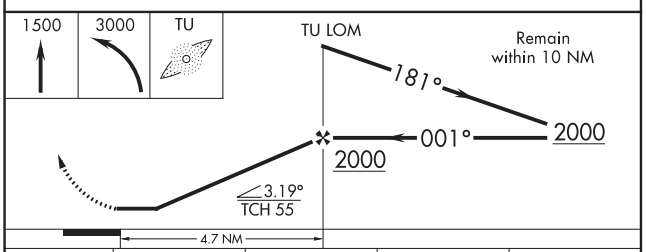
When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet, increase S-36 Cats C and D visibility ⅜ SM and Circling Cats C and D ½ SM. For inop ALS, increase S-36 Cat A and B visibility to 1 SM and Cat C and D to 1⅜ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-36 Cat A and B visibility to 1 SM and Cat C and D to 1¾ SM.

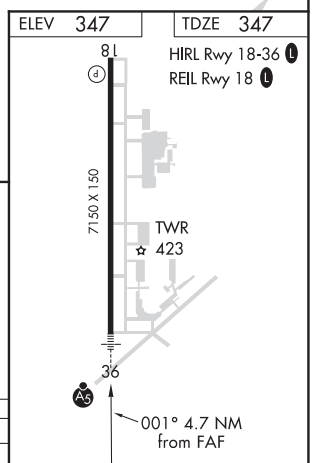
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct TU LOM and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	A	B	C	D
S- 36	840-¾ 493 (500-¾)		840-1 493 (500-1)	
C CIRCLING	840-1 493 (500-1)		900-1½ 553 (600-1½)	1140-2½ 793 (800-2½)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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TUPELO, MISSISSIPPI

AL-854 (FAA)

20058

COPTER VOR 023°

TUPELO RGNL (TUP)

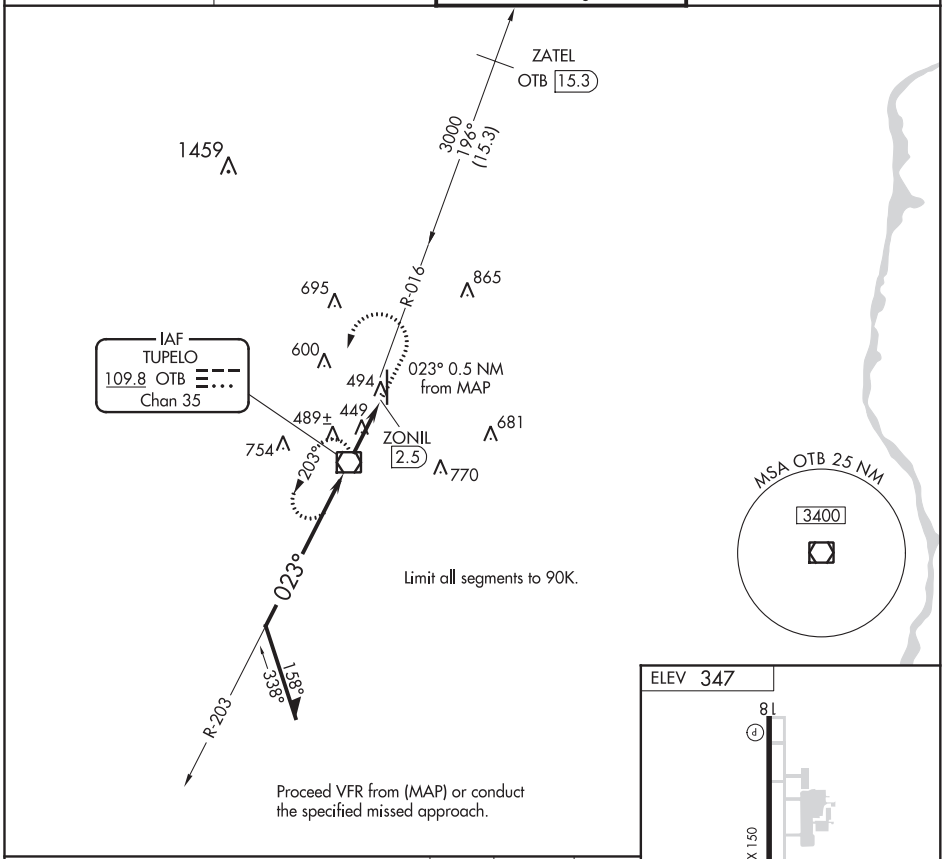
VOR/DME OTB	APP CRS	Rwy ldg	N/A
109.8	023°	TDZE	N/A
Chan 35		Apt Elev	347

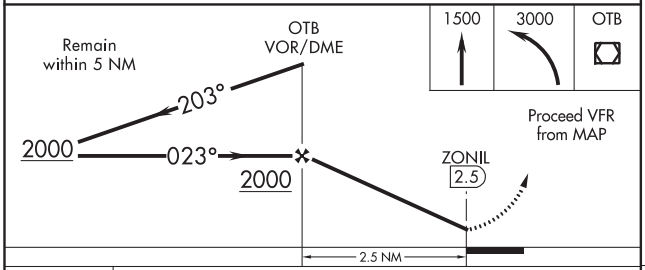
RADAR required for procedure entry. DME required.

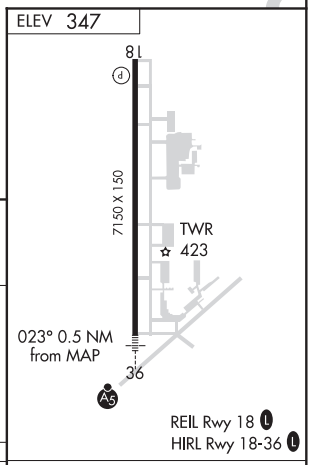
When local altimeter setting not received, use Columbus AFB altimeter setting and increase MDA 120 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn 3000 direct OTB VOR/DME and hold.

ASOS	MEMPHIS CENTER	TUPELO TOWER ★	GND CON
133.525	128.5 279.55	118.775 (CTAF) L 254.275	121.825 254.275







CATEGORY	COPTER
H-023	700-1 353 (400-1)

FAF to MAP 2.5 NM

Knots	45	60	75	90	105
Min:Sec	3:20	2:30	2:00	1:40	1:26

TUPELO, MISSISSIPPI
Orig-B 27FEB20

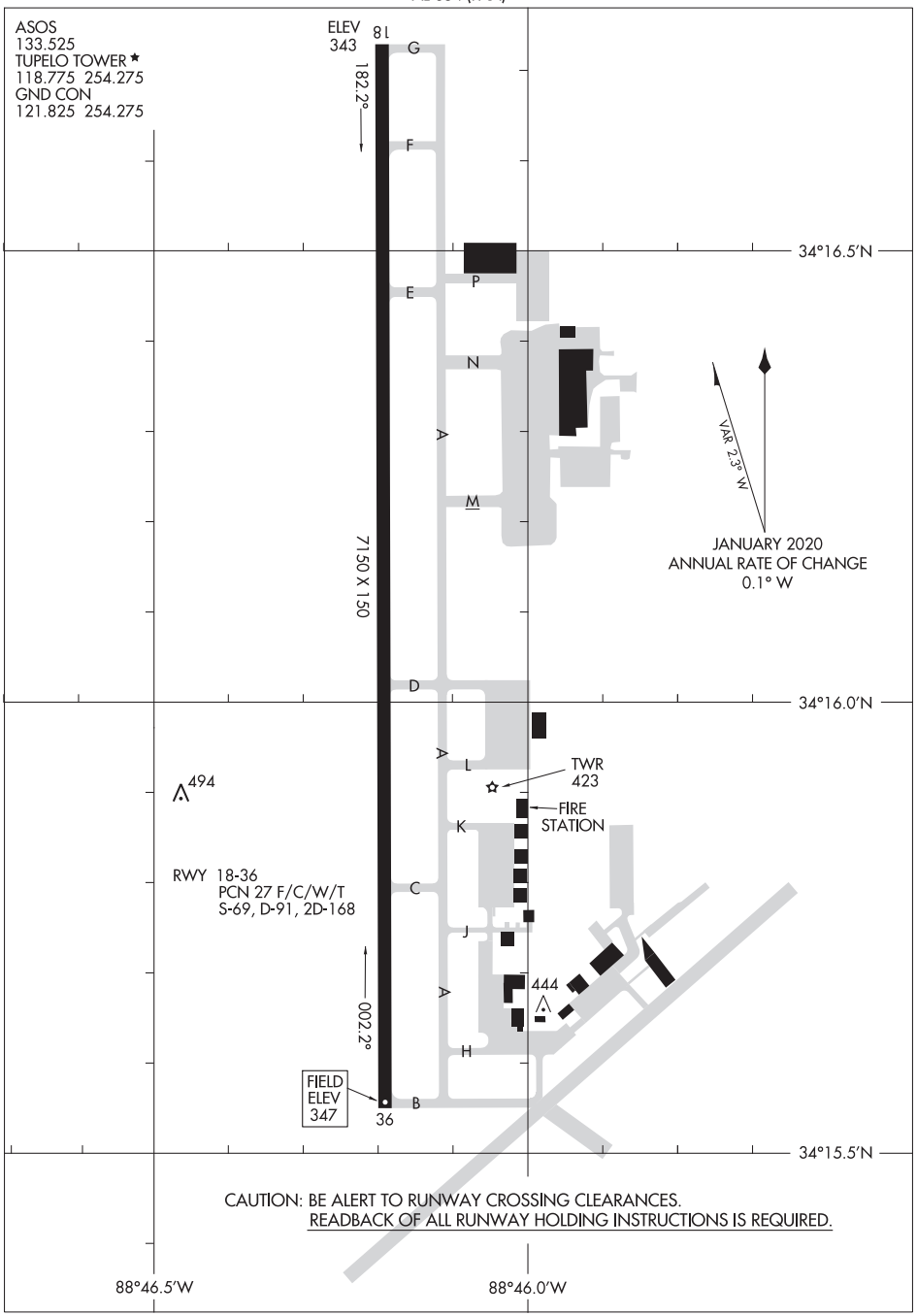
34°16′N-88°46′W

TUPELO RGNL (TUP)

COPTER VOR 023°

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021


AL-854 (FAA)
ASOS
133.525
TUPELO TOWER ★
118.775 254.275
GND CON
121.825 254.275
ELEV
343
18
182.2°
G
F
E
P
N
A
M
7150 X 150
D
34°16.5'N
34°16.0'N
34°15.5'N
VAR 2.3° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
494
A
L
TWR
423
FIRE
STATION
K
RWY 18-36
PCN 27 F/C/W/T
S-69, D-91, 2D-168
C
J
A
444
002.2°
H
FIELD
ELEV
347
36
B
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
88°46.5'W
88°46.0'W

VICKSBURG, MISSISSIPPI

AL-879 (FAA)

20198

RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

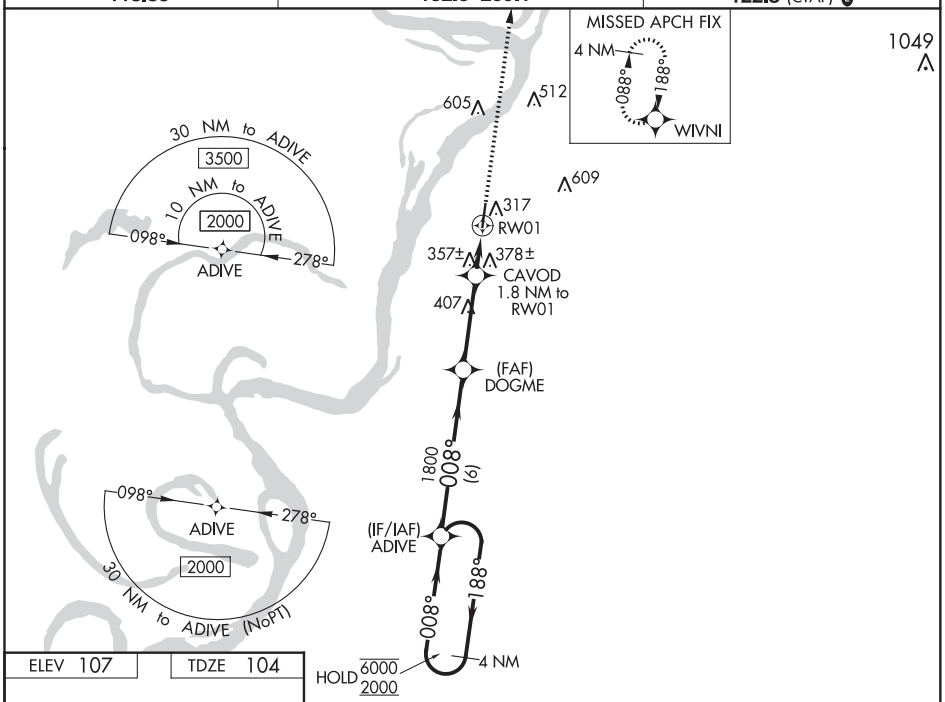
WAAS CH 66030 W01A	APP CRS 008°	Rwy ldg 4702 TDZE 104 Apt Elev 107

RNP APCH.

Circling NA for Cat D west of Rwy 1-19. Procedure NA at night.
Rwy 1 helicopter visibility reduction below 1 SM NA.

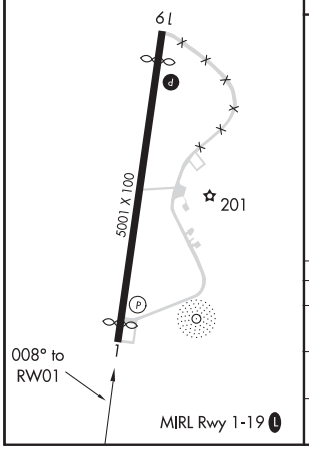
MISSED APPROACH: Climb to 2000 direct WIVNI and hold.

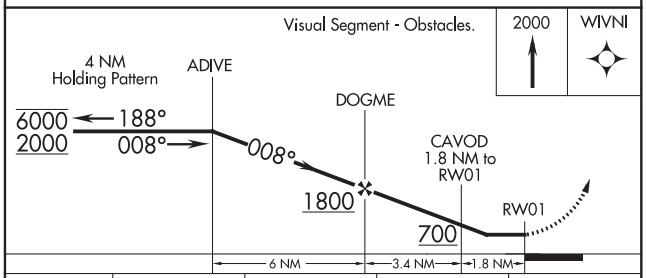
AWOS-3	MEMPHIS CENTER	UNICOM
118.85	132.5 259.1	122.8 (CTAF)



SC-4, 25 FEB 2021 to 22 APR 2021

ELEV 107	TDZE 104





CATEGORY	A	B	C	D
LP MDA	620-1	516 (600-1)	620-1 3/8	516 (600-1 3/8)
LNAV MDA	640-1	536 (600-1)	640-1 1/2	536 (600-1 1/2)
CIRCLING	700-1	593 (600-1)	700-1 1/2 593 (600-1 1/2)	860-2 1/2 753 (800-2 1/2)

VICKSBURG, MISSISSIPPI
Amdt 1B 13SEP18

32°14′N-90°56′W

VICKSBURG MUNI (VKS)
RNAV (GPS) RWY 1

RNAV (GPS) RWY 19
VICKSBURG MUNI (VKS)

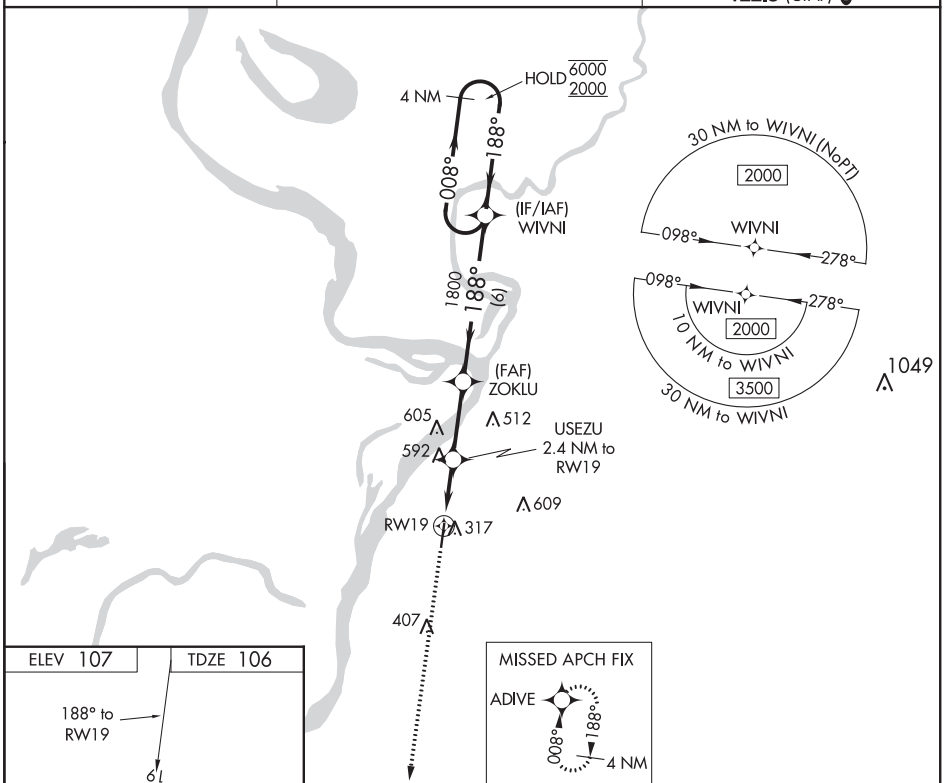
WAAS CH 60932 W19A	APP CRS 188°	Rwy ldg 4529 TDZE 106 Apt Elev 107

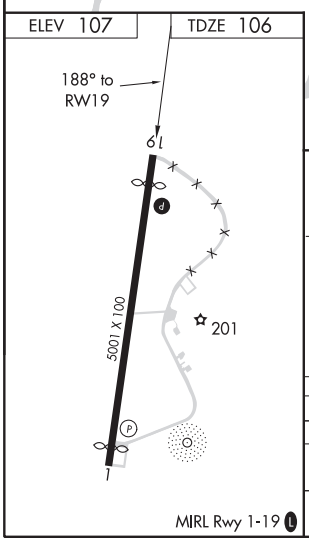
RNP APCH.

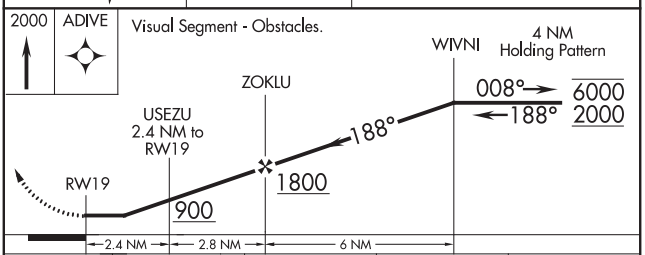
Circling NA for Cat D west of Rwy 1-19. Procedure NA at night.
Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ADIVE and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
118.85	132.5 259.1	122.8 (CTAF)







CATEGORY	A	B	C	D
LP MDA	660-1	554 (600-1)	660-1⅝	554 (600-1⅝)
LNAV MDA	860-1 754 (800-1)	860-1¼ 754 (800-1¼)	860-2	754 (800-2)
CIRCLING	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2¼ 753 (800-2¼)	860-2½ 753 (800-2½)

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

VIDALIA, LOUISIANA | AL-10383 (FAA) | 20198

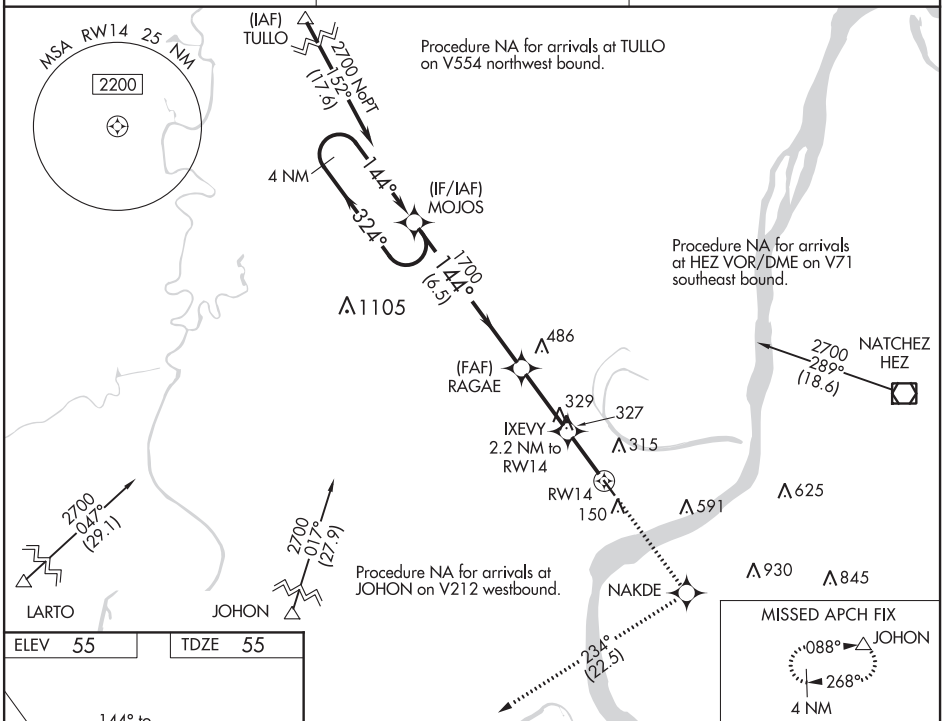
RNAV (GPS) RWY 14
CONCORDIA PARISH (ØR4)

WAAS CH 78337 W14A	APP CRS 144°	Rwy ldg 3701	
		TDZE	55
		Apt Elev	55

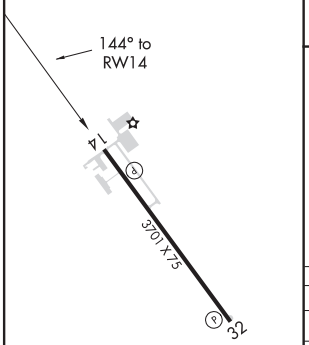
T A NA DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all DA 48 feet and all MDA 60 feet and increase LPV all Cats, LNAV/VNAV all Cats, and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ⅛ mile. Baro-VNAV NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct NAKDE and on track 234° to JOHON and hold.

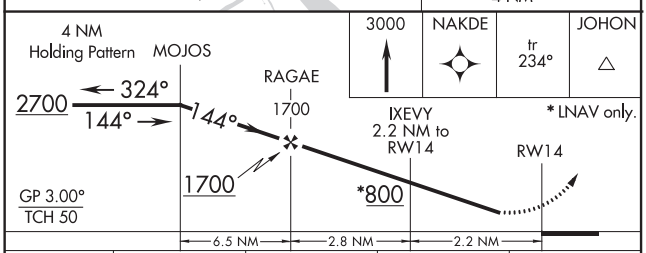
AWOS-3	HOUSTON CENTER	UNICOM
118.2	120.975 299.6	122.8 (CTAF) L



ELEV 55 | TDZE 55



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA	409-1⅛ 354 (400-1⅛)			NA
LNAV/VNAV DA	541-1⅝ 486 (500-1⅝)			NA
LNAV MDA	640-1 585 (600-1)		640-1¾ 585 (600-1¾)	NA
C CIRCLING	680-1 625 (700-1)		960-2¾ 905 (1000-2¾)	NA

SC-4, 25 FEB 2021 to 22 APR 2021
SC-4, 25 FEB 2021 to 22 APR 2021

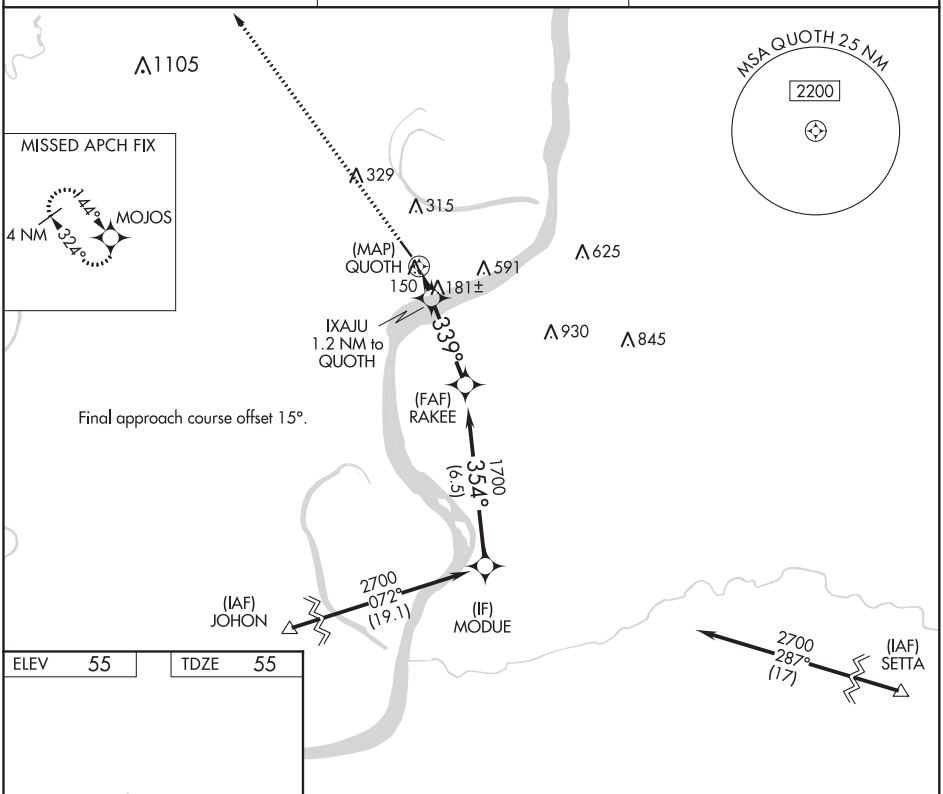
RNAV (GPS) RWY 32
CONCORDIA PARISH (ØR4)

APP CRS	Rwy ldg	3701
339°	TDZE	55
	Apt Elev	55

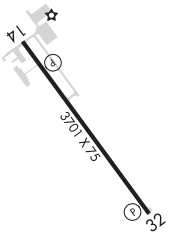
T A NA — DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

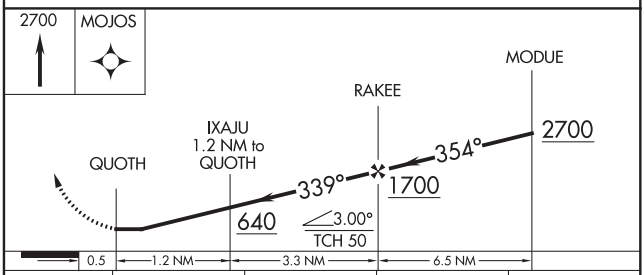
MISSED APPROACH: Climb to 2700 direct MOJOS and hold.

AWOS-3	HOUSTON CENTER	UNICOM
118.2	120.975 299.6	122.8 (CTAF) L



ELEV 55 | TDZE 55





CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1⅜ 445 (500-1⅜)	NA
C CIRCLING	680-1 625 (700-1)		960-2¾ 905 (1000-2¾)	NA

REIL Rwy 14 and 32 L
MIRL Rwy 14-32 L

SC-4, 25 FEB 2021 to 22 APR 2021

SC-4, 25 FEB 2021 to 22 APR 2021

VIVIAN, LOUISIANA | AL-5713 (FAA) | 20030

APP CRS	Rwy ldg	2998
088°	TDZE	260
	Apt Elev	260

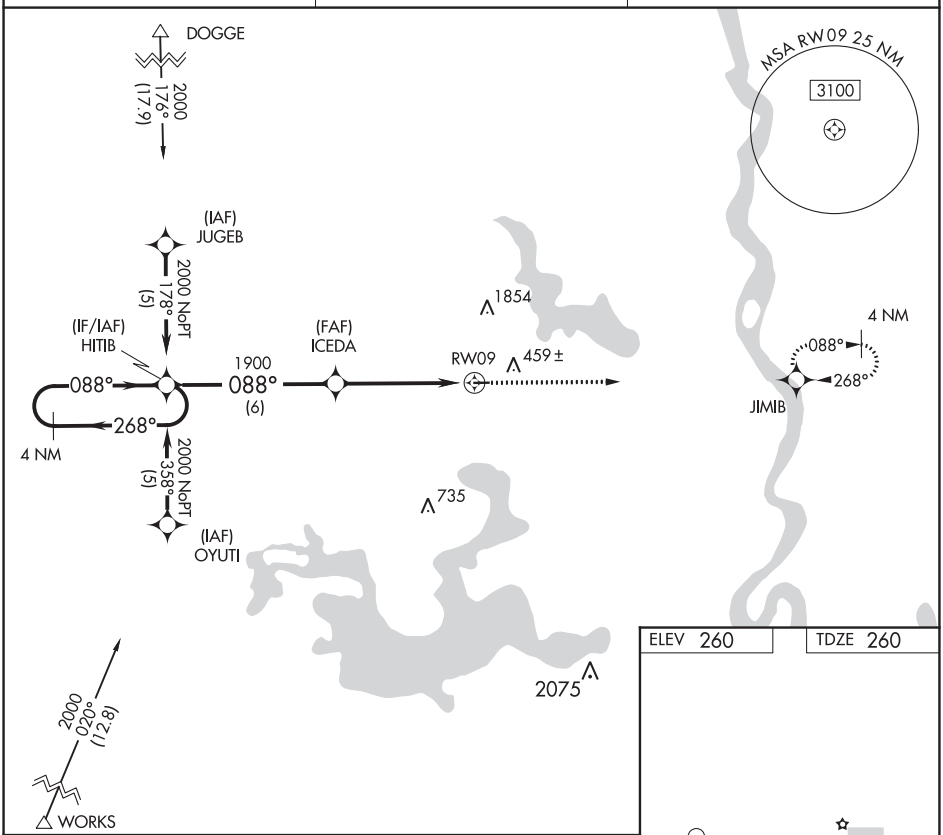
RNAV (GPS) RWY 9
VIVIAN (3F4)

RNP APCH.

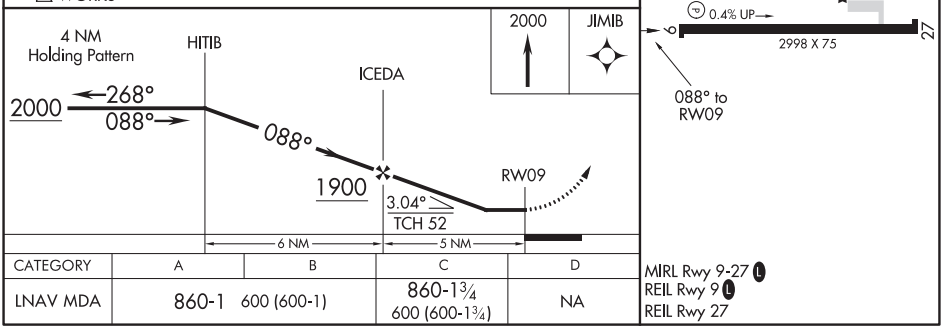
NA — Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

SHREVEPORT APP CON	GCO	UNICOM
119.9 335.55	135.075	122.8 (CTAF) L



ELEV 260 | TDZE 260



CATEGORY	A	B	C	D
LNAV MDA	860-1 600 (600-1)		860-1¾ 600 (600-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L
REIL Rwy 27

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APP CRS	Rwy ldg	2998
268°	TDZE	260
	Apt Elev	260

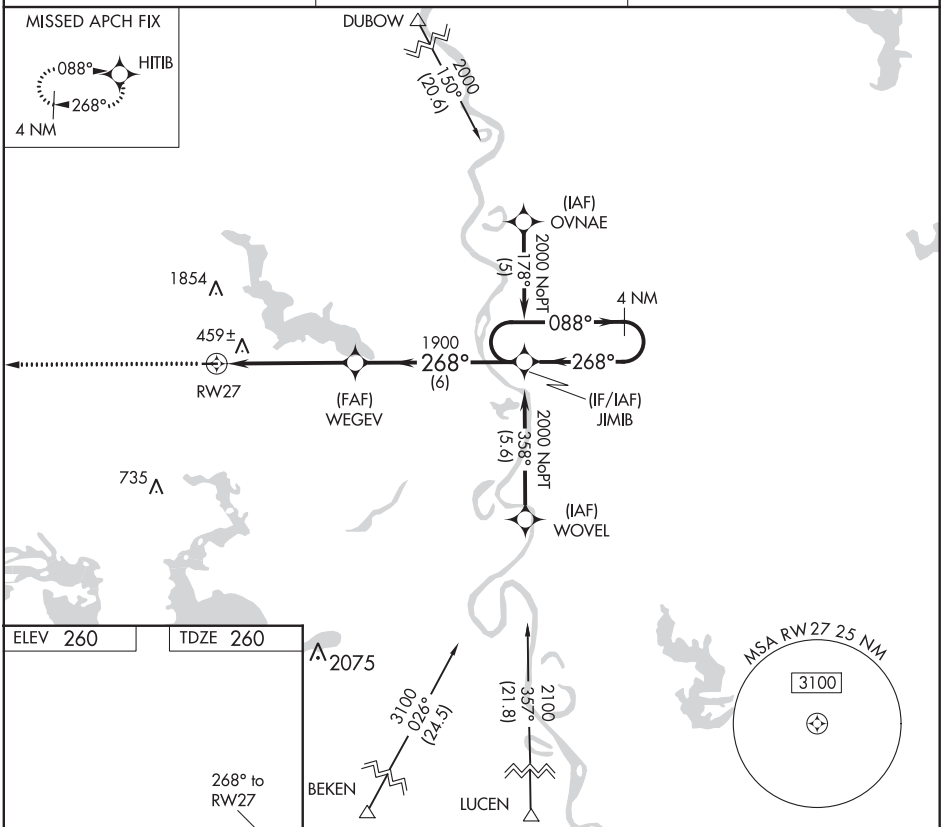
RNAV (GPS) RWY 27
VIVIAN (3F4)

RNP APCH.

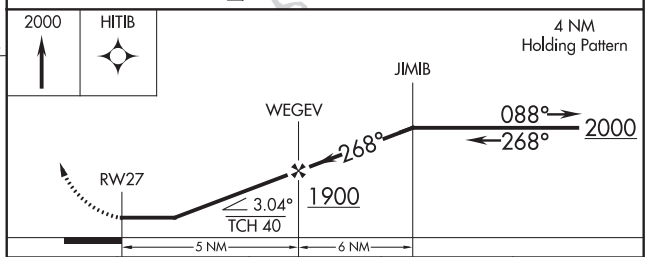
NA Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON	GCO	UNICOM
119.9 335.55	135.075	122.8 (CTAF) L



ELEV 260 TDZE 260



MIRL Rwy 9-27 L
REIL Rwy 9 L
REIL Rwy 27

CATEGORY	A	B	C	D
LNAV MDA	860-1 600 (600-1)		860-1¾ 600 (600-1¾)	NA

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VIVIAN, LOUISIANA | AL-5713 (FAA) | 20254

VOR/DME-A
VIVIAN (3F4)

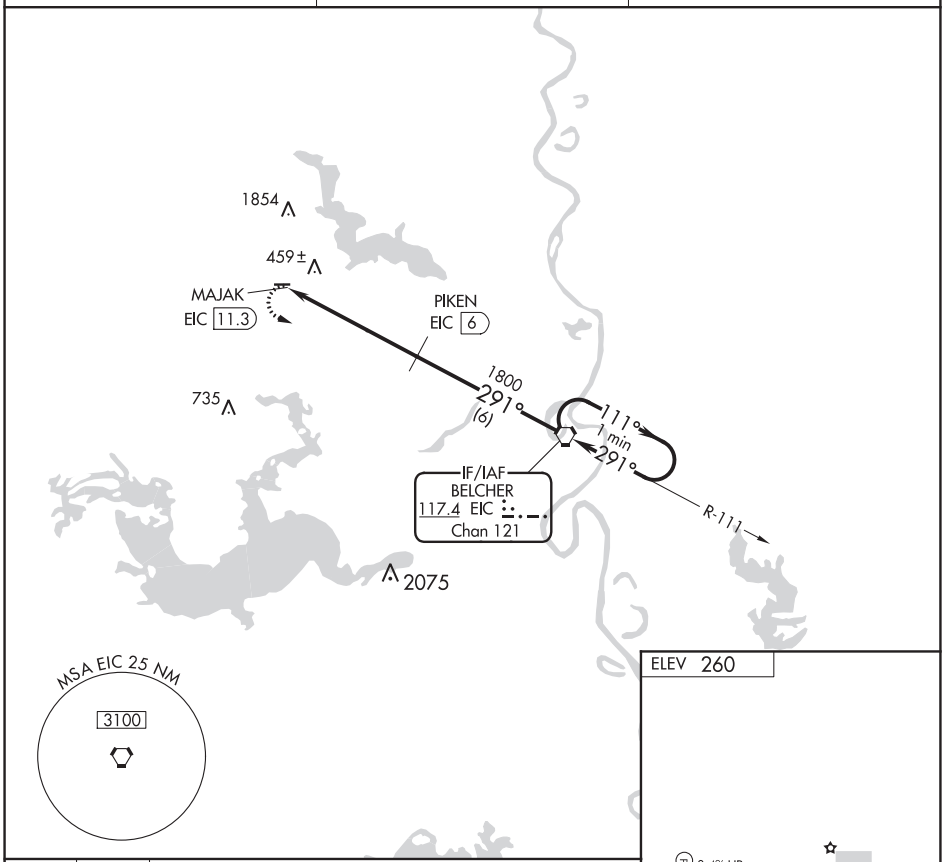
VORTAC EIC	APP CRS	Rwy ldg	N/A
117.4	291°	TDZE	N/A
Chan 121		Apt Elev	260

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Helicopter visibilty reduction below 1 SM NA.

NA

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

SHREVEPORT APP CON	GCO	UNICOM
119.9 335.55	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	860-1	600 (600-1)	880-1¾ 620 (700-1¾)	NA

MIRL Rwy 9-27 L
REIL Rwy 9 L
REIL Rwy 27

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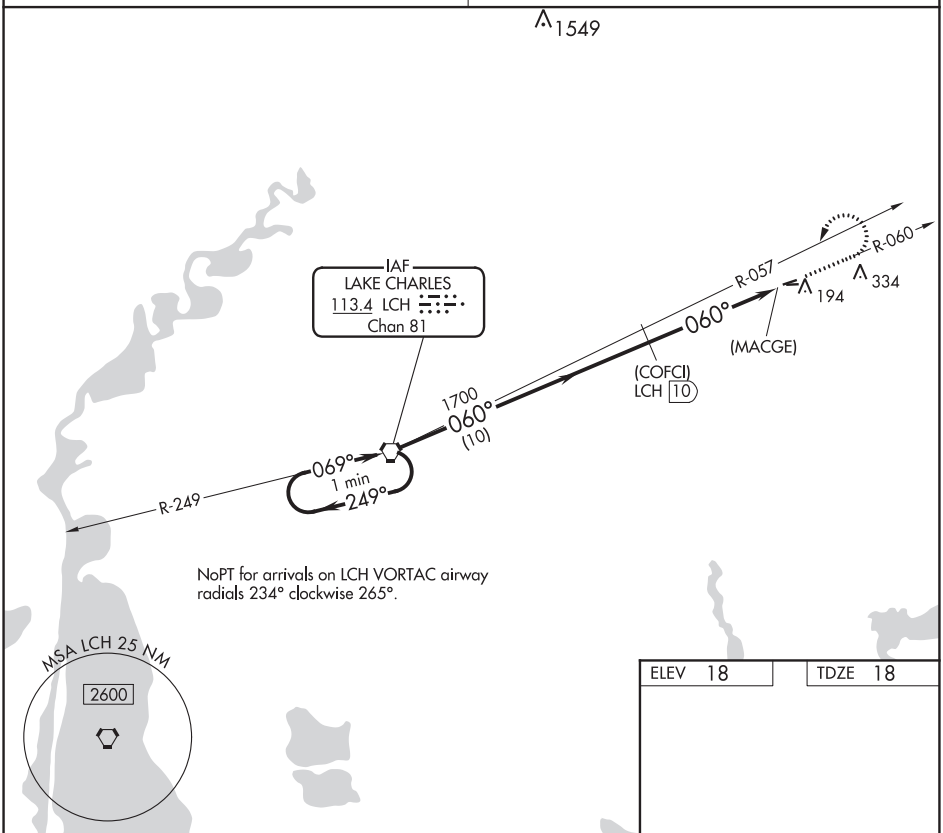
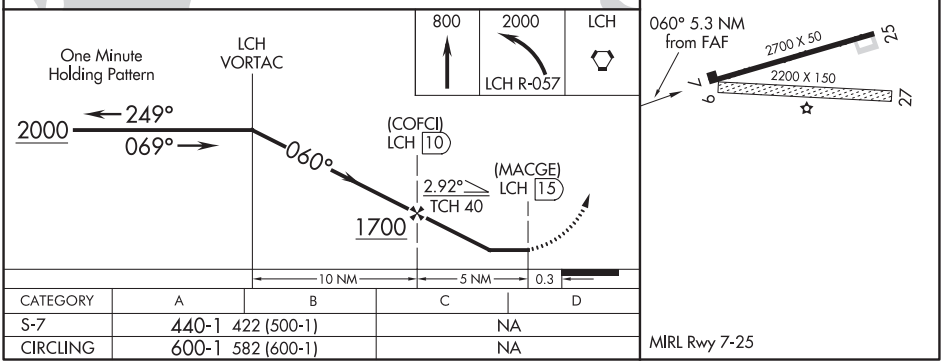
VOR/DME or GPS RWY 7
WELSH (6R1)

VORTAC LCH 113.4 Chan 81	APP CRS 060°	Rwy ldg 2700 TDZE 18 Apt Elev 18

NA Use Lake Charles altimeter setting.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.
LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF)



ELEV 18	TDZE 18



CATEGORY	A	B	C	D
S-7	440-1 422 (500-1)		NA	
CIRCLING	600-1 582 (600-1)		NA	

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WEST POINT, MISSISSIPPI | AL-5878 (FAA) | 20282

RNAV (GPS) RWY 18
MCCHAREN FIELD (M83)

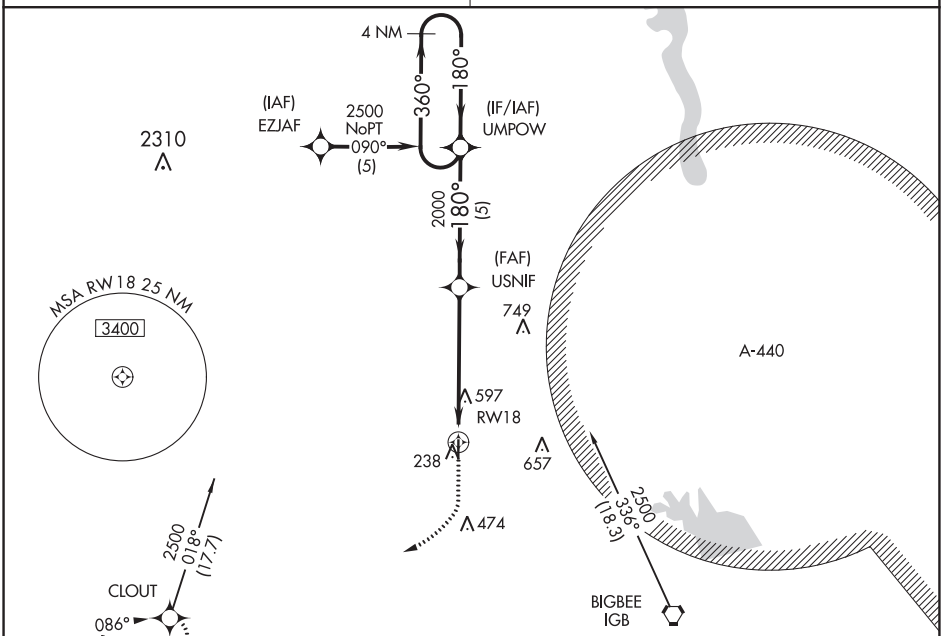
APP CRS	Rwy ldg	3460
180°	TDZE	205
	Apt Elev	205

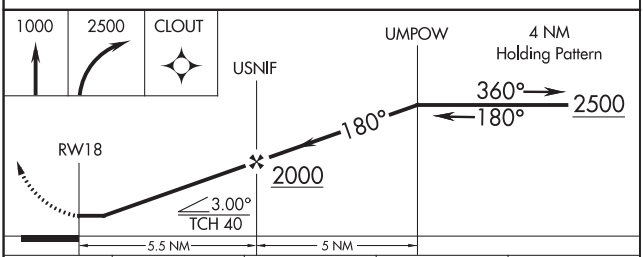
Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

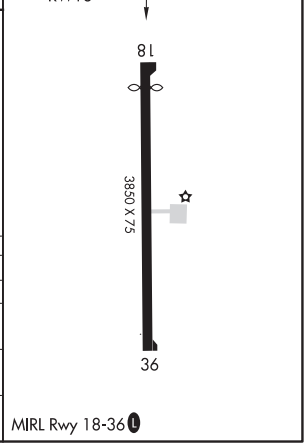
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★	CTAF
135.6 323.275	122.9 L





ELEV 205 | TDZE 205



MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	980-1 775 (800-1)	980-1¼ 775 (800-1¼)	980-2½ 775 (800-2½)	NA
C CIRCLING	980-1 775 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

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APP CRS	Rwy ldg	3850
360°	TDZE	203
	Apt Elev	205

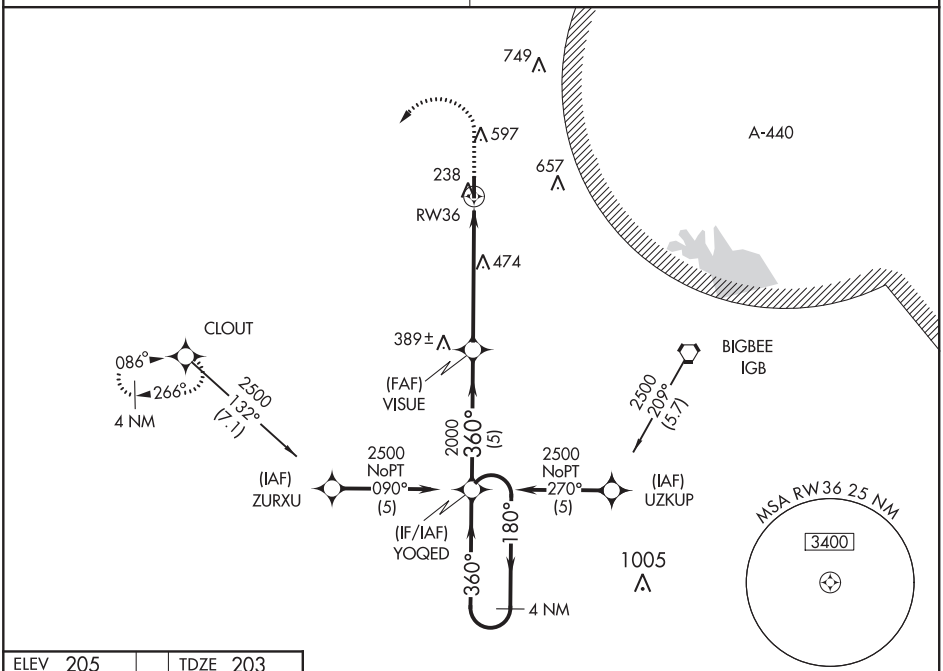
RNAV (GPS) RWY 36
MCCHAREN FIELD (M83)

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

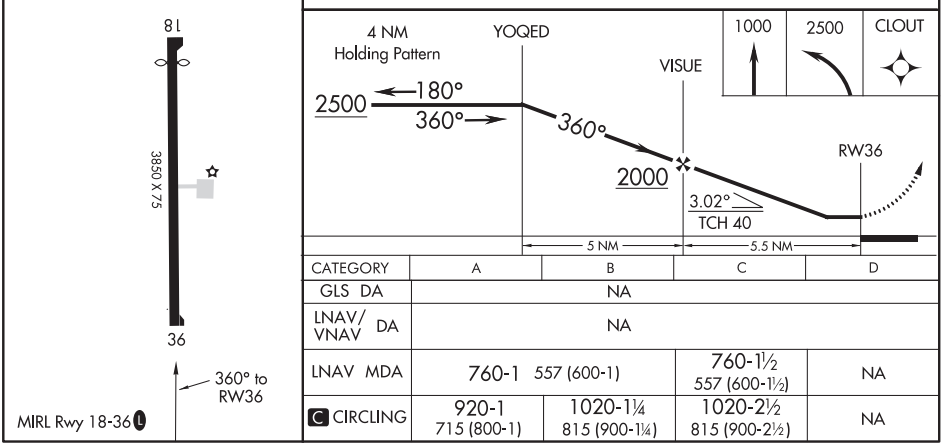
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON ★	CTAF
135.6 323.275	122.9 L



ELEV 205	TDZE 203



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	760-1 557 (600-1)		760-1½ 557 (600-1½)	NA
C CIRCLING	920-1 715 (800-1)	1020-1¼ 815 (900-1¼)	1020-2½ 815 (900-2½)	NA

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WEST POINT, MISSISSIPPI

AL-5878 (FAA)

20282

VOR/DME-B

MCCHAREN FIELD (M83)

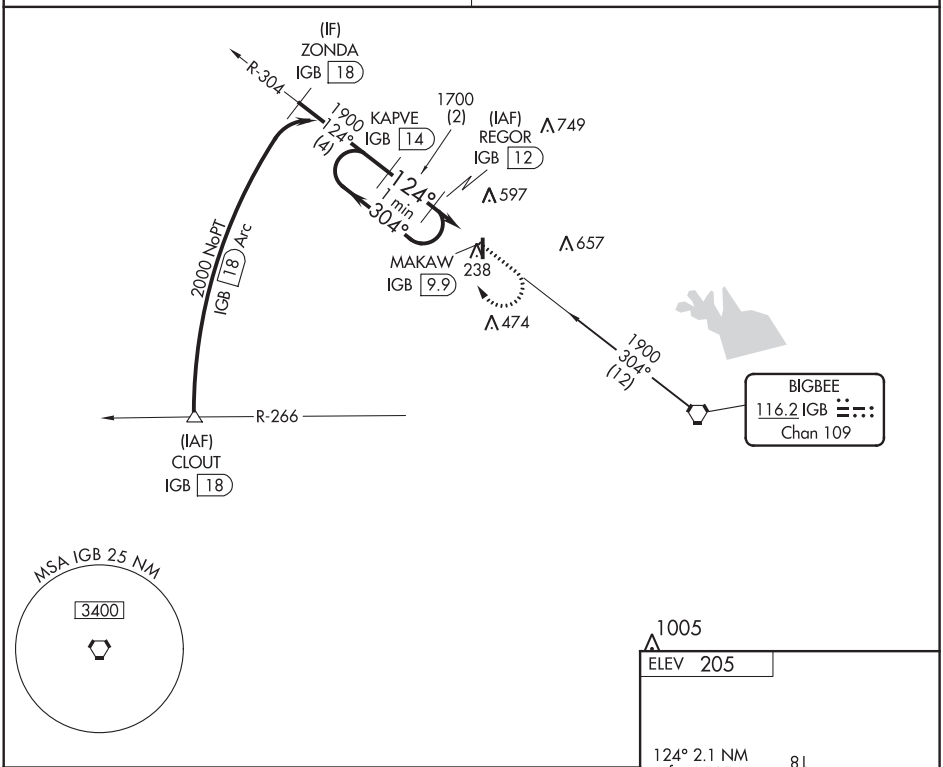
VORTAC IGB 116.2 Chan 109	APP CRS 124°	Rwy ldg N/A TDZE N/A Apt Elev 205

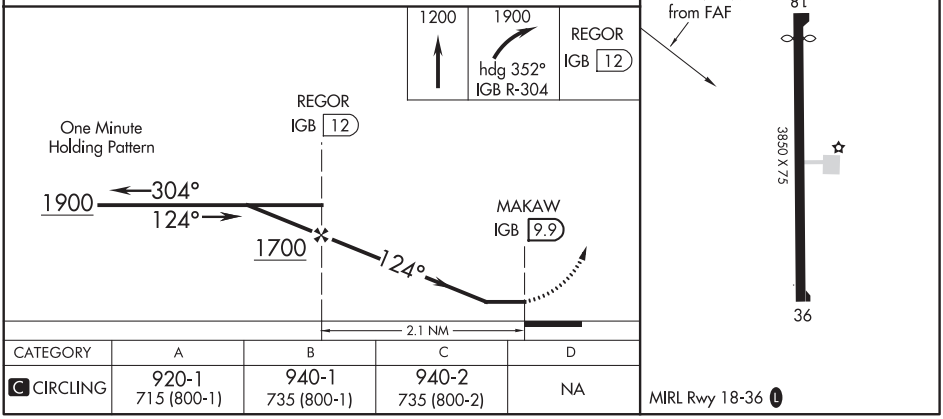
Use Golden Triangle RgnI altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

COLUMBUS APP CON ★	CTAF
135.6 323.275	122.9 L





CATEGORY	A	B	C	D
C CIRCLING	920-1 715 (800-1)	940-1 735 (800-1)	940-2 735 (800-2)	NA

MIRL Rwy 18-36 L

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SC-4, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	3002
087°	TDZE	146
	Apt Elev	146

RNAV (GPS) RWY 9
DAVID G JOYCE (ØR5)

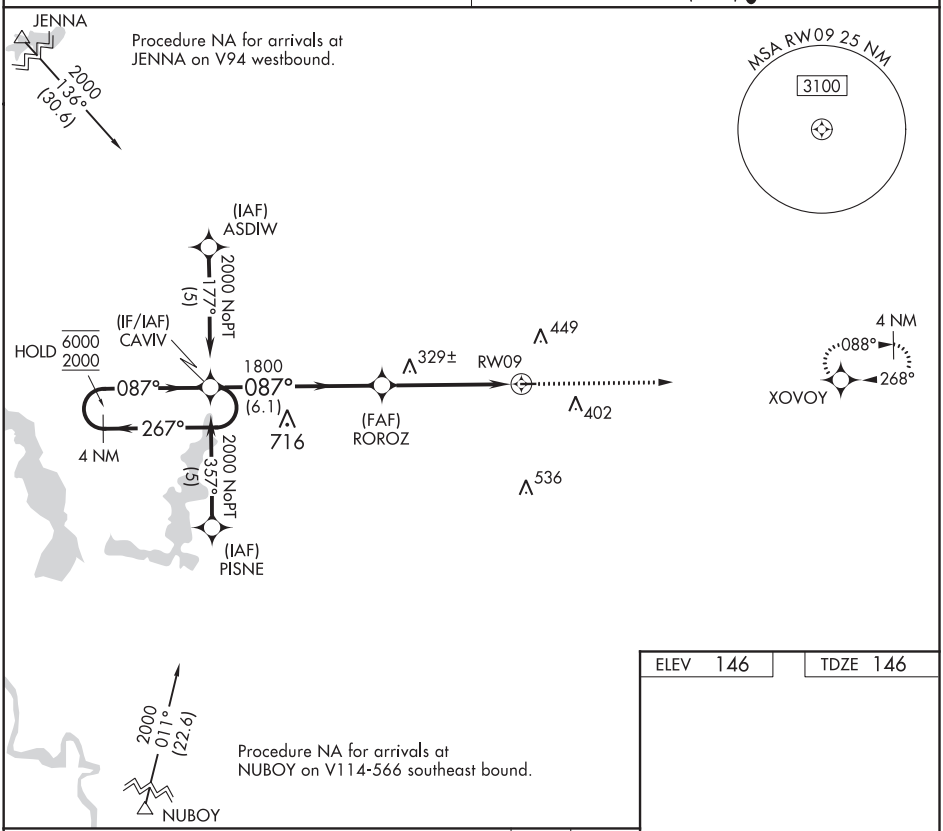
RNP APCH.

Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct XOVOY and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L



ELEV 146	TDZE 146

CATEGORY	A	B	C	D
LNAV MDA	780-1 634 (700-1)		NA	
CIRCLING	780-1 634 (700-1)	900-1 754 (800-1)	NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27

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SC-4, 25 FEB 2021 to 22 APR 2021

WINNFIELD, LOUISIANA | AL-6264 (FAA) | 21056

APP CRS	Rwy ldg	3002
267°	TDZE	146
	Apt Elev	146

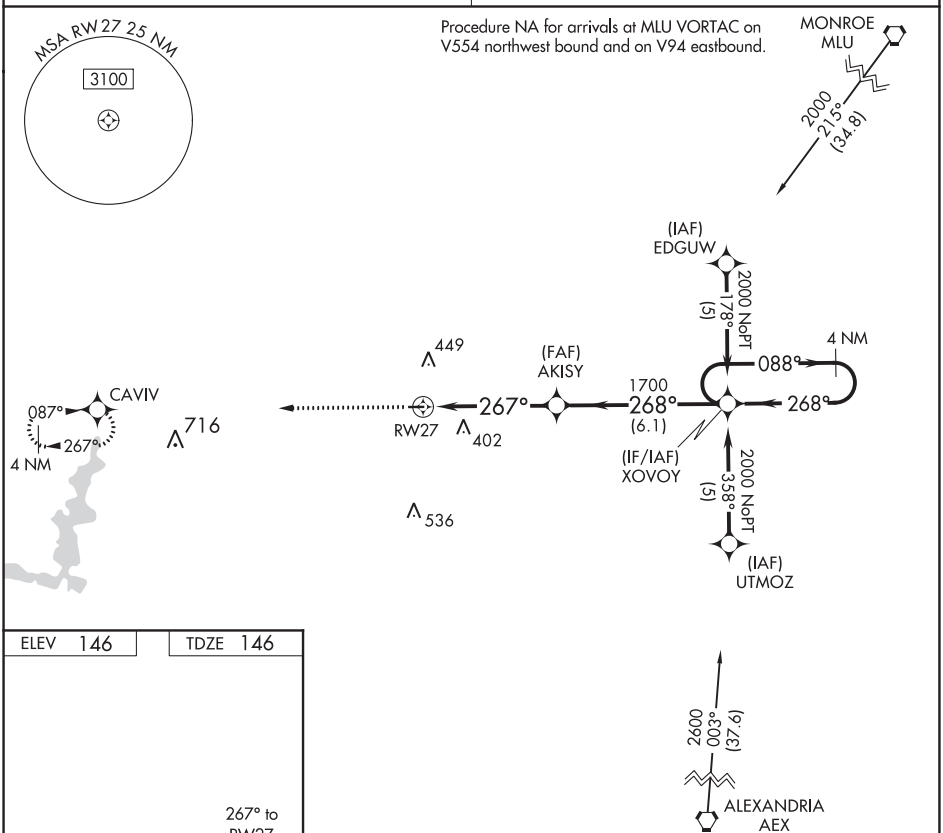
RNAV (GPS) RWY 27
DAVID G JOYCE (ØR5)

RNP APCH.

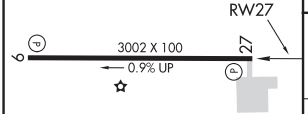
NA — Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

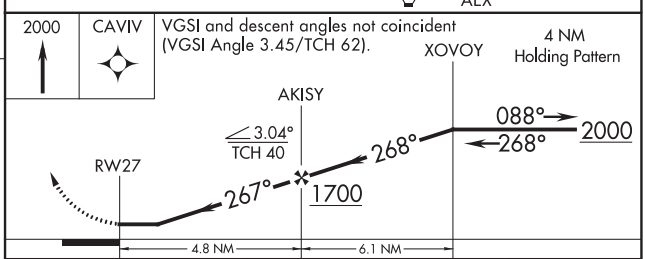
MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

POLK APP CON	UNICOM
125.4 302.2	122.7 (CTAF) L



ELEV 146 | TDZE 146





CATEGORY	A	B	C	D
LNAV MDA	740-1 594 (600-1)		NA	

MIRL Rwy 9-27 L
REIL Rwys 9 and 27

SC-4, 25 FEB 2021 to 22 APR 2021
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APP CRS	Rwy ldg	4000
030°	TDZE	360
	Apt Elev	364

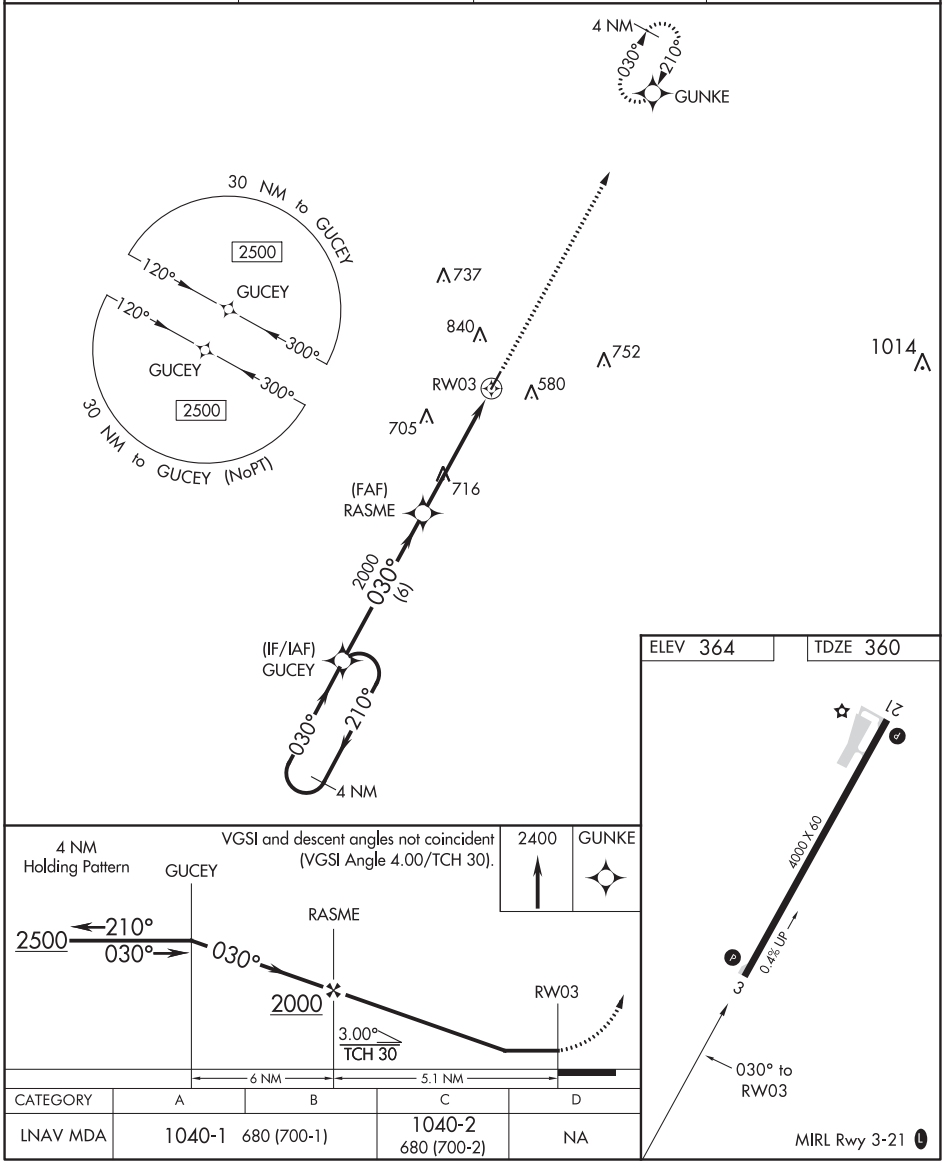
RNAV (GPS) RWY 3
WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH.

Use Grenada altimeter setting, when not received, use Greenwood altimeter setting. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct GUNKE and hold.

AWOS-3PT	GNF AWOS-3PT	MEMPHIS CENTER	CTAF
120.175	118.025	128.5 279.55	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1040-1 680 (700-1)		1040-2 680 (700-2)	NA

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WINONA, MISSISSIPPI

AL-9742 (FAA)

19283

WAAS CH 53431 W21A	APP CRS 210°	Rwy ldg 4000 TDZE 364 Apt Elev 364

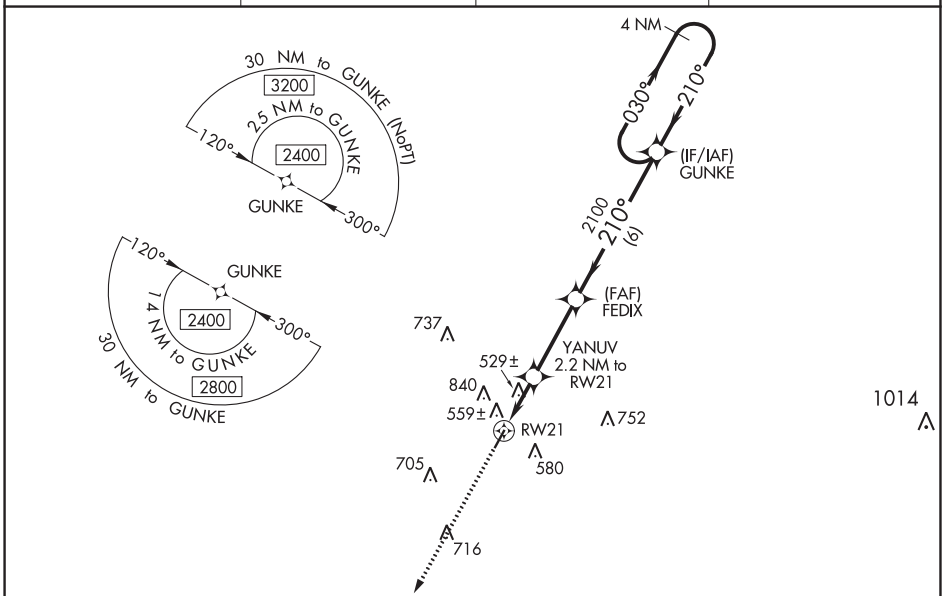
RNAV (GPS) RWY 21

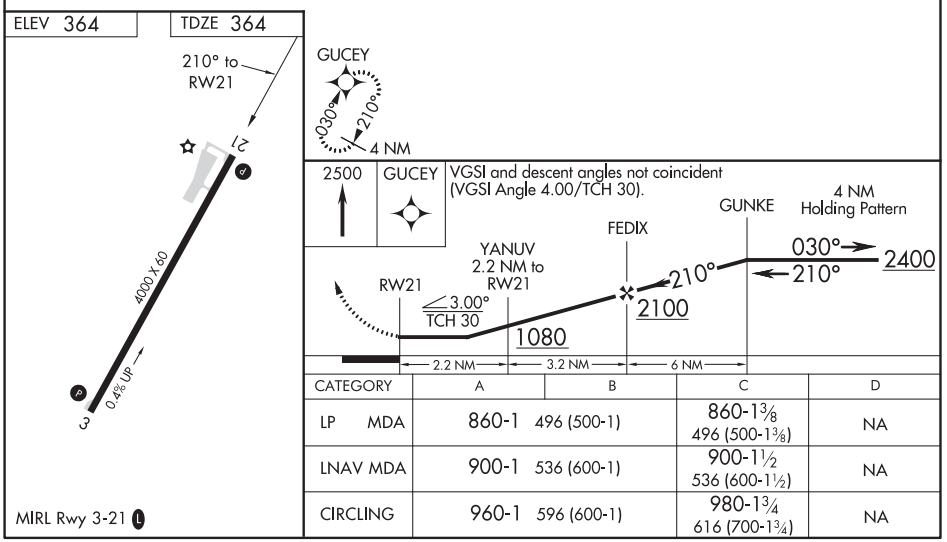
WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting; when not received, use Greenwood altimeter setting. Circling NA NW of Rwy 3-21. DME/DME RNP-0.3 NA. Rwy 3, 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct GUCEY and hold.

AWOS-3PT	GNF AWOS-3PT	MEMPHIS CENTER	CTAF
120.175	118.025	128.5 279.55	122.9 L





CATEGORY	A	B	C	D
LP MDA	860-1 496 (500-1)		860-1⅜ 496 (500-1⅜)	NA
LNAV MDA	900-1 536 (600-1)		900-1½ 536 (600-1½)	NA
CIRCLING	960-1 596 (600-1)		980-1¾ 616 (700-1¾)	NA

MIRL Rwy 3-21 L

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WAAS CH 48931 W17A	APP CRS 174°	Rwy ldg 5001 TDZE 105 Apt Elev 105

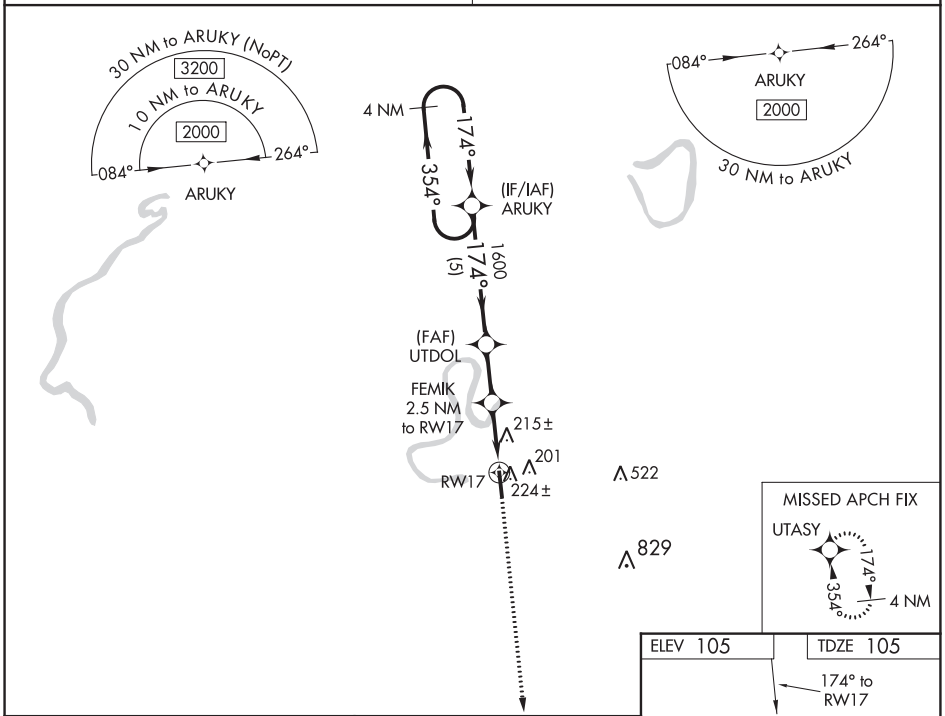
RNAV (GPS) RWY 17
YAZOO COUNTY (87I)

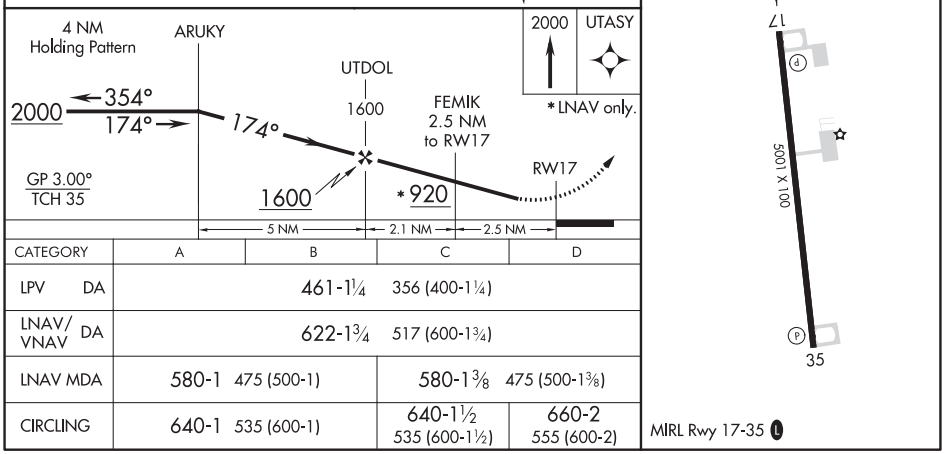
T
A NA

Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LNAV/VNAV visibility all Cats ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct UTASY and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	461-1¼ 356 (400-1¼)			
LNAV/VNAV DA	622-1¾ 517 (600-1¾)			
LNAV MDA	580-1 475 (500-1)		580-1⅜ 475 (500-1⅜)	
CIRCLING	640-1 535 (600-1)		640-1½ 535 (600-1½)	660-2 555 (600-2)

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YAZOO CITY, MISSISSIPPI | AL-6977 (FAA) | 19227

RNAV (GPS) RWY 35
YAZOO COUNTY (87I)

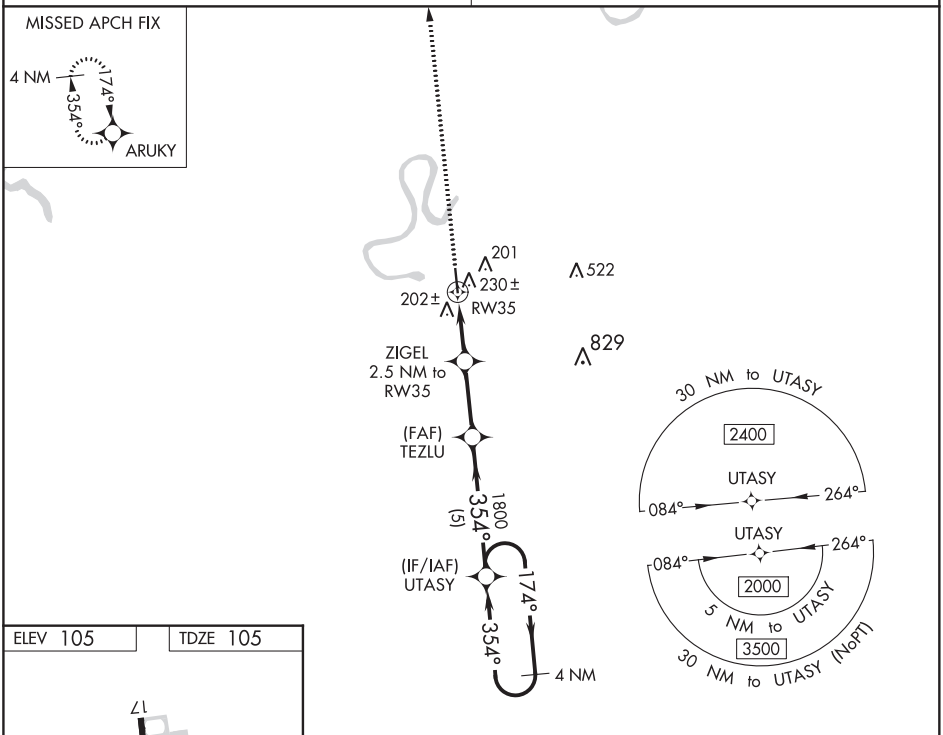
WAAS CH 99431 W35A	APP CRS 354°	Rwy ldg 5001 TDZE 105 Apt Elev 105

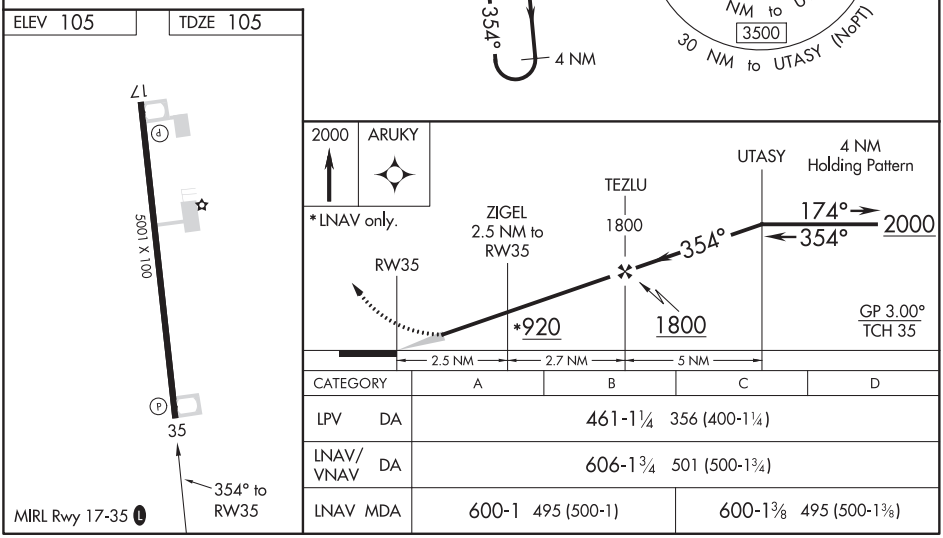
RNP APCH.

Baro-VNAV NA.
NA
Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct ARUKY and hold.

MEMPHIS CENTER	UNICOM
132.5 259.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	461-1¼ 356 (400-1¼)			
LNAV/VNAV DA	606-1¾ 501 (500-1¾)			
LNAV MDA	600-1 495 (500-1)		600-1⅜ 495 (500-1⅜)	

YAZOO CITY, MISSISSIPPI
Orig-B 15AUG19

32°53′N-90°28′W

YAZOO COUNTY (87I)
RNAV (GPS) RWY 35

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CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

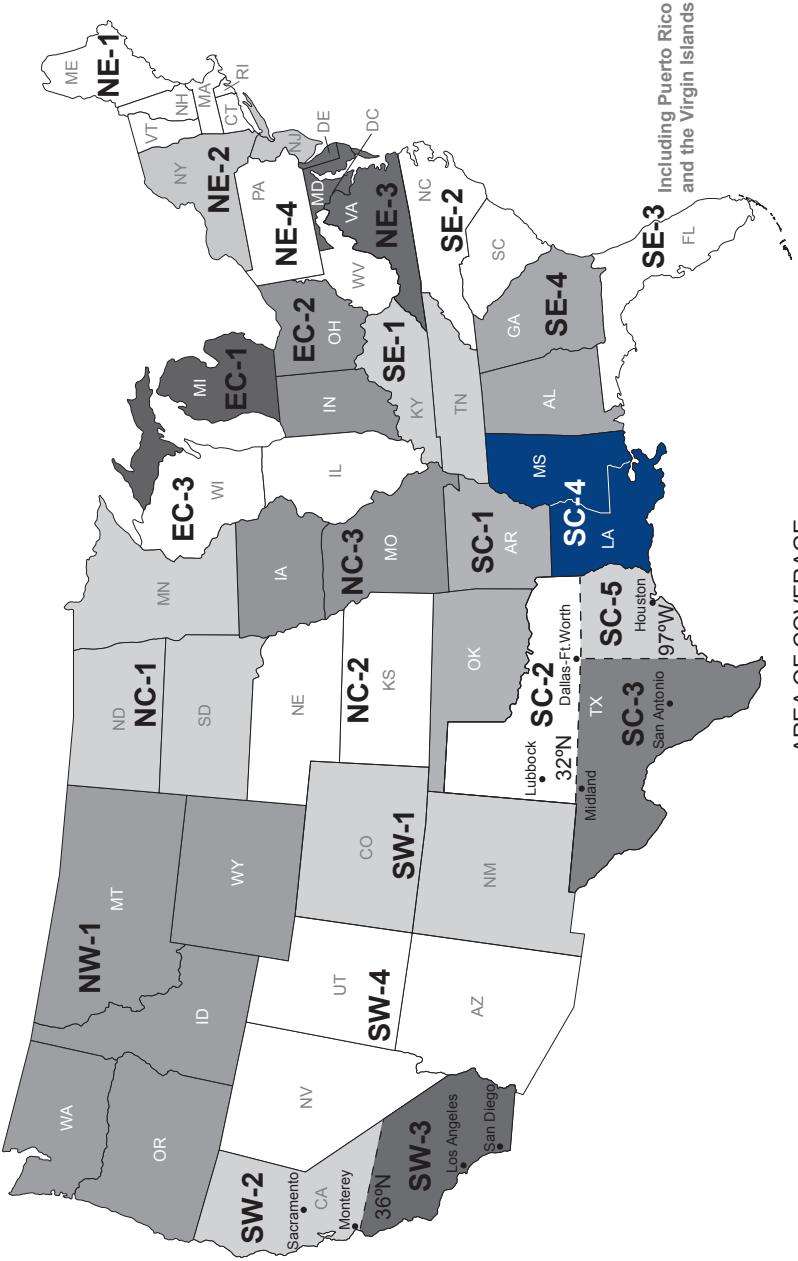
(ft. per min)

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: BTPPSC4

NSN 7641015059589

NGA REF. NO. OK-10-2859 TERMXFAABTPPSC4

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