Federal Aviation Administration

TM

# U.S. Terminal Procedures Publication

## Southeast (SE) Vol 1 of 4

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**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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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†<br>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<br>288 (300-1) |
| CIRCLING | 1540-1<br>361 (400-1) | 1640-1<br>461 (500-1) | 1640-1½<br>461 (500-1½) | 1740-2<br>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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# TERMS/LANDING MINIMA DATA 19339

## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

### C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

### Comparable Values of RVR and Visibility

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

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

## RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

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

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

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

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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.<br>#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)

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)

# 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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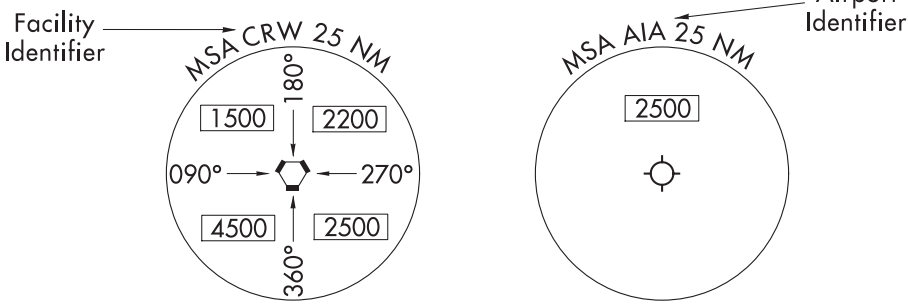
LEGEND 20086

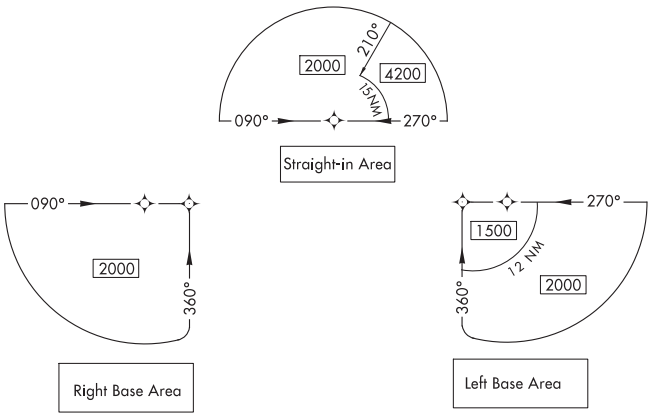
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

### OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy







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# LEGEND 20198

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

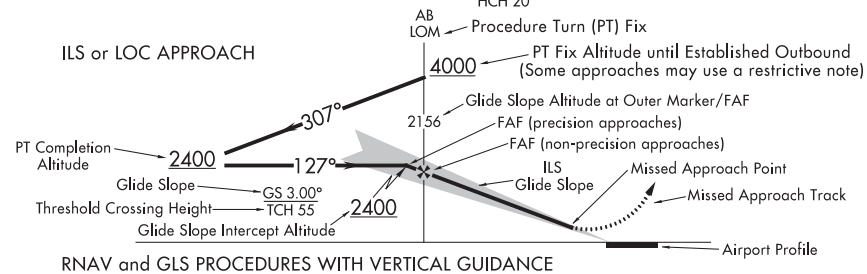
### PROFILE VIEW

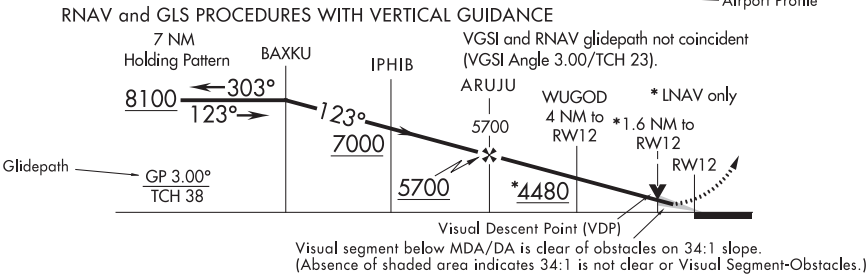
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

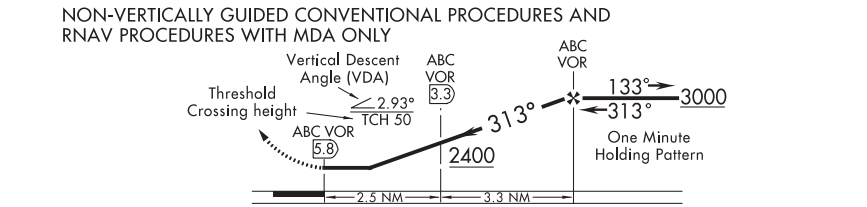
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

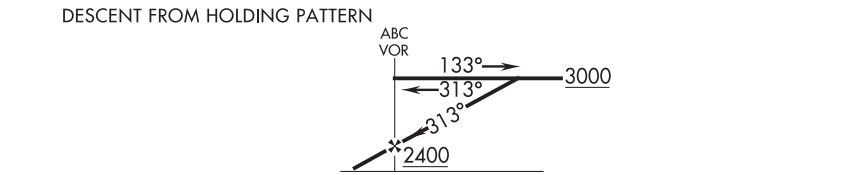
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

### 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)

H Heliport

Civil, Military, Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil, Military, Joint Civil-Military

### MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

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LEGEND 19059

19339

# LEGEND

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

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

Closed Runway | Closed Surface | Under Construction | Water Runway

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

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

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

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

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

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

Helicopter Alighting Areas

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

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

Runway TDZ elevation.....TDZE 123

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

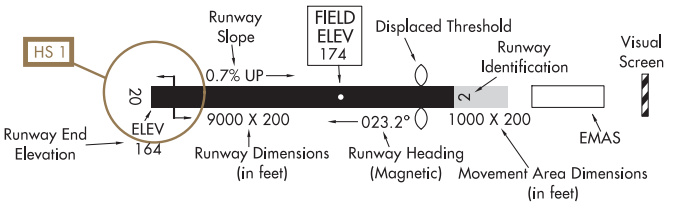
True/magnetic North orientation may vary from diagram to diagram

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

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

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

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




SCOPE

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



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# LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

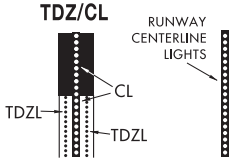
## APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

### RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**

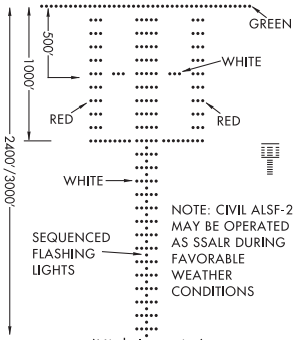



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

### APPROACH LIGHTING SYSTEM

A

**ALSF-2**



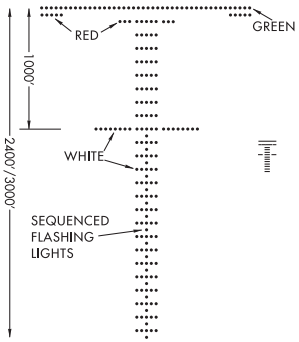

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

### APPROACH LIGHTING SYSTEM

A1

**ALSF-1**




(High Intensity)
LENGTH 2400/3000 FEET

### SHORT APPROACH LIGHTING SYSTEM

A2

**SALS/SALSF**

(High Intensity)

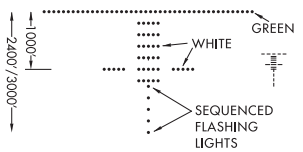
SAME AS INNER 1500' OF ALSF-1

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

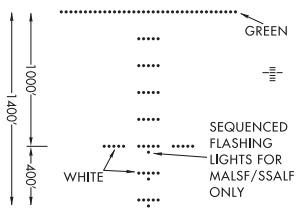
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

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

A4




LENGTH 1400 FEET

### MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

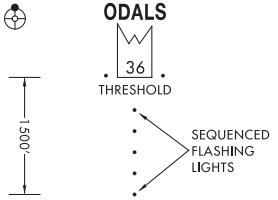
A5

**MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**



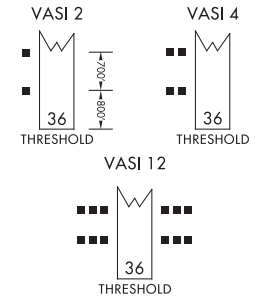

LENGTH 1500 FEET

### V VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

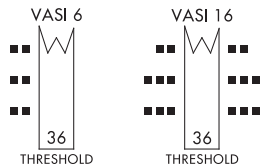
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




### V3 VISUAL APPROACH SLOPE INDICATOR

**VASI**

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

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LEGEND 15344

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

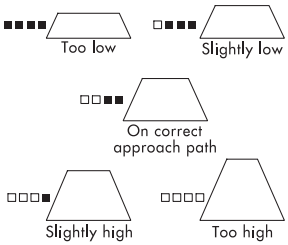
# APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

## (P) PRECISION APPROACH PATH INDICATOR

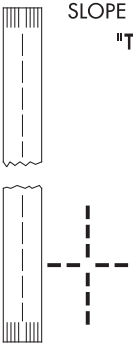
**PAPI**




Legend: □ White ■ Red

## (V1) "T"-VISUAL APPROACH SLOPE INDICATOR

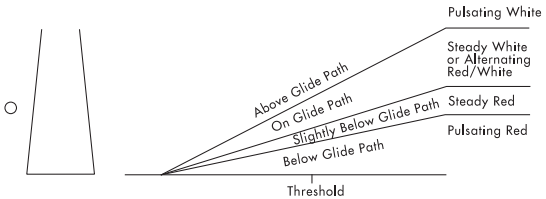
**"T"-VASI**



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

## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

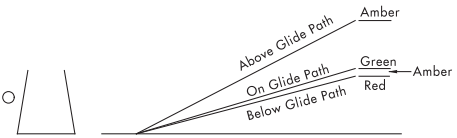
**PVASI**




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

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

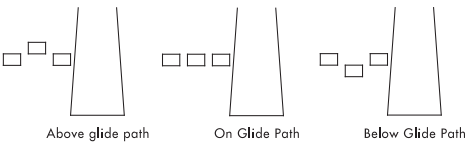
**TRCV**




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

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




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



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# 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

**ABERNATHY FIELD**
**---SEE PULASKI, TN**

**ADDINGTON FIELD**
**---SEE ELIZABETHTOWN, KY**

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

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

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

**BARKLEY RGNL**
**---SEE PADUCAH, KY**

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

**BENTON COUNTY**
**---SEE CAMDEN, TN**

**BIG SANDY RGNL**
**---SEE PRESTONSBURG, KY**

**BLUE GRASS**
**---SEE LEXINGTON, KY**

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

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

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

**BOWMAN FIELD**
**---SEE LOUISVILLE, KY**

**BRECKINRIDGE COUNTY**
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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.

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## ASHLAND, KY

### ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**CON'T**

## ASHLAND, KY (CON'T)

### ASHLAND RGNL (DWU) (CON'T)

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

## ATHENS, TN

### MCMINN COUNTY (MMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:
**Rwy 2,** 400-2¾ or std. w/ min. climb of 400' per NM to 1200 or 1800-3 for VCOA.
**Rwy 20,** 300-1½ or std. w/ min. climb of 285' per NM to 3900 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:
**Rwy 2,** climb on heading 022° to 2200 before turning right.
**Rwy 20,** climb on heading 202° to 1900 before turning left.

VCOA:
**All Rwys,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross McMinn County airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
**Rwy 2,** fence 40' from DER, 262' left of centerline, 1' AGL/882' MSL.
Tree, building beginning 146' from DER, 322' left of centerline, up to 885' MSL.
Fence 337' from DER, 549' right of centerline, 14' AGL/907' MSL.
Fence 359' from DER, 358' left of centerline, 2' AGL/887' MSL.
Tree 420' from DER, 506' right of centerline, 980' MSL.
Trees, fence beginning 502' from DER, 485' right of centerline, up to 997' MSL.
Fence 515' from DER, 396' left of centerline, 5' AGL/891' MSL.
Trees, fence, building, terrain beginning 632' from DER, 34' right of centerline, up to 1013' MSL.
Tree 1351' from DER, 537' left of centerline, 952' MSL.
Tree 1352' from DER, 599' left of centerline, 954' MSL.
Tree 1437' from DER, 600' left of centerline, 958' MSL.
Trees beginning 1464' from DER, 42' left of centerline, up to 990' MSL.
Tree 3592' from DER, 1361' left of centerline, 1020' MSL.
Tree 3794' from DER, 1419' left of centerline, 1052' MSL.
Trees beginning 3812' from DER, 1161' left of centerline, up to 1064' MSL.
beginning 4156' from DER, 955' right of centerline, up to 1017' MSL.
Tree 4349' from DER, 1636' right of centerline, 1020' MSL.
Trees beginning 4384' from DER, 1329' right of centerline, up to 1033' MSL.
Trees beginning 4677' from DER, 1063' right of centerline, up to 1039' MSL.
Trees, building beginning 4834' from DER, 1051' left of centerline, up to 100' AGL/1079' MSL.
Trees beginning 4991' from DER, 1387' right of centerline, up to 1048' MSL.
Trees beginning 5015' from DER, 1051' left of centerline, up to 1072' MSL.
Trees, building beginning 5066' from DER, 1092' left of centerline, up to 1076' MSL.
Trees beginning 5369' from DER, 1696' left of centerline, up to 1079' MSL.
Building 1 NM from DER, 1842' right of centerline, 1062' MSL.
Tree 1.4 NM from DER, 2857' left of centerline, 1097' MSL.
Trees beginning 1.5 NM from DER, 2501' left of centerline, up to 1114' MSL.
Tree 1.5 NM from DER, 2867' left of centerline, 1142' MSL.
Trees beginning 1.5 NM from DER, 2801' left of centerline, up to 1187' MSL.
Tree, building beginning 1.6 NM from DER, 2566' left of centerline, up to 1225' MSL.
Trees beginning 1.9 NM from DER, 2151' left of centerline, up to 1240' MSL.
Trees beginning 2 NM from DER, 2130' left of centerline, up to 1260' MSL.
Trees beginning 2.1 NM from DER, 1745' left of centerline, up to 1271' MSL.
Tree 2.2 NM from DER, 1882' left of centerline, 1246' MSL.
**Rwy 20,** tree 2' from DER, 243' right of centerline, 861' MSL.
Trees beginning 43' from DER, 216' right of centerline, up to 868' MSL.
Trees beginning 283' from DER, 407' left of centerline, up to 858' MSL.
Tree 364' from DER, 438' left of centerline, 864' MSL.
Trees beginning 912' from DER, 549' right of centerline, up to 872' MSL.

## BARDSTOWN, KY
SAMUELS FIELD (BRY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29MAR18 (18088) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** traverse way, fence beginning 3' from DER, 250' left of centerline, up to 674' MSL.
Tree 332' from DER, 561' left of centerline, 66' AGL/694' MSL.
Trees beginning 332' from DER, 394' left of centerline, up to 64' AGL/695' MSL.
Trees beginning 362' from DER, 364' left of centerline, up to 63' AGL/706' MSL.
Trees beginning 385' from DER, 367' left of centerline, up to 84' AGL/709' MSL.
Trees beginning 387' from DER, 372' left of centerline, up to 86' AGL/718' MSL.
Tree 437' from DER, 574' right of centerline, 72' AGL/702' MSL.
Trees beginning 446' from DER, 319' left of centerline, up to 86' AGL/728' MSL.
Trees beginning 470' from DER, 429' right of centerline, up to 85' AGL/711' MSL.
Trees beginning 556' from DER, 417' right of centerline, up to 84' AGL/713' MSL.
Trees beginning 569' from DER, 365' right of centerline, up to 103' AGL/720' MSL.
Trees beginning 722' from DER, 417' right of centerline, up to 94' AGL/724' MSL.
Trees beginning 749' from DER, 405' right of centerline, up to 95' AGL/729' MSL.
Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.
Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.
Trees beginning 3127' from DER, 799' left of centerline, up to 92' AGL/752' MSL.
Trees beginning 3373' from DER, 615' left of centerline, up to 100' AGL/758' MSL.
**Rwy 21,** catenary 4' from DER, 422' left of centerline, 28' AGL/650' MSL.
Terrain 42' from DER, 228' right of centerline, 639' MSL.
Fence 90' from DER, 247' right of centerline, 6' AGL/642' MSL.
Fence 107' from DER, 246' right of centerline, 8' AGL/643' MSL.
Catenary, transmission line, tree beginning 122' from DER, 214' left of centerline, up to 35' AGL/657' MSL.
Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.
Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.
Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.
Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.
Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.
Tree, pole beginning 1355' from DER, 36' left of centerline, up to 60' AGL/688' MSL.
Tree 1604' from DER, 87' right of centerline, 79' AGL/698' MSL.
Trees beginning 1621' from DER, 71' right of centerline, up to 76' AGL/700' MSL.
Trees beginning 1651' from DER, 59' right of centerline, up to 82' AGL/712' MSL.
Tree 1725' from DER, 391' left of centerline, 73' AGL/700' MSL.
Trees beginning 1805' from DER, 93' left of centerline, up to 91' AGL/715' MSL.
Trees beginning 2555' from DER, 94' left of centerline, up to 101' AGL/734' MSL.
Trees beginning 2742' from DER, 65' right of centerline, up to 88' AGL/722' MSL.

## BOLIVAR, TN
WILLIAM L. WHITEHURST FIELD (M08)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01DEC77 (77335) (FAA)
TAKEOFF MINIMUMS:
**Rwy 1,** 200-1.
**Rwy 19,** 300-1.

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

## BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI)

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

AMDT 7A 09NOV17 (17313) (FAA)

DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

## CAMDEN, TN

BENTON COUNTY (0M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27AUG09 (09239) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 037° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL.
Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL.
Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL.
**Rwy 22,** trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL.
Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.

## CAMPBELL AAF (KHOP)

FORT CAMPBELL, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

08MAY08 (08129)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** touchdown reflector 85’ from DER, 109’ left of centerline, 4’ AGL/564’ MSL.
Touchdown reflector 104’ from DER, 109’ right of centerline, 4’ AGL/563’ MSL.
**Rwy 23,** tree line 1029’ from DER, 541’ left of centerline, 60’ AGL/590’ MSL.
**Rwy 36,** tree line 1199’ from DER, 591’ left of centerline, 60’ AGL/607’ MSL.

## CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

## CENTERVILLE, TN

### CENTERVILLE MUNI (GHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## CHATTANOOGA, TN

### LOVELL FIELD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15,** 300-2¼ or std. w/min. climb of 375' per NM to 1100.
**Rwy 33,** 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:

**Rwy 2,** climb heading 022° to 2400 before turning.
**Rwy 15,** climb heading 150° to 1400 before turning.
**Rwy 20,** climb heading 202° to 2200 before turning.
**Rwy 33,** climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2**, vegetation 279' from DER, 555' left of centerline, 676' MSL.
Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.
Tree 869' from DER, 600' left of centerline, 720' MSL.
Tree 918' from DER, 623' right of centerline, 718' MSL.
Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.
Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.
Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.
Tree 2045' from DER, 915' right of centerline, 742' MSL.
Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.
**Rwy 15,** pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.
Tank 164' from DER, 489' left of centerline, 687' MSL.
Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.
Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.
Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.
Terrain, vehicles on road, and trees beginning 424' from DER, 40' right of centerline, up to 764' MSL.
Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.
Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.
Tree 745' from DER, 618' right of centerline, 771' MSL.
Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.
Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.
Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.
Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.
Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.
Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.
Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.
Pole 3005' from DER, 899' right of centerline, 798' MSL.
Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.
Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.
Tree 3439' from DER, 1408' left of centerline, 781' MSL.

**CON'T**



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

## CHATTANOOGA, TN (CON'T)

### LOVELL FIELD (CHA) (CON'T)

**Rwy 15 (CON'T),** trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.
Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.
Tree 3764' from DER, 1357' left of centerline, 797' MSL.
Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.
Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.
Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.
Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.
Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.
Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.
Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.
Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.
Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.
Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.
Tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.
Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.
Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.
Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.
Building 1.0 NM from DER, 25' right of centerline, 831' MSL.
Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.
Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.
Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.
Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.
Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.
Trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.
Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.
Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.
Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.
Tree 1.1 NM from DER, 440' right of centerline, 906' MSL.
Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.
Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.
Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.
Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.
**Rwy 20,** lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.
Tree 611' from DER, 585' left of centerline, 735' MSL.
Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.
Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.
Tree 2714' from DER, 1047' right of centerline, 758' MSL.
Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.
Trees beginning 2905' from DER, 791' right of centerline, up to 771' MSL.
Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/786' MSL.
**Rwy 33,** tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.
Terrain 67' from DER, 377' right of centerline, 677' MSL.
Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.
Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.
Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.
Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.
Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.
Trees beginning 2014' from DER, 18' left of centerline, up to 93' AGL/750' MSL.
Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.
Trees beginning 2136' from DER, 54' left of centerline, up to 108' AGL/759' MSL.
Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.
Tree 2295' from DER, 588' right of centerline, 766' MSL.
Tree 2327' from DER, 464' right of centerline, 768' MSL.
Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.
Tree 2403' from DER, 622' right of centerline, 782' MSL.
Tree 2411' from DER, 389' right of centerline, 784' MSL.
Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.
Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.
Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.
Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.
Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.
Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.
Electrical system and trees beginning 3996' from DER, 8' left of centerline, up to 119' AGL/817' MSL.
Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.
Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.
Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.
Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.
Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.
Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.
Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.
Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.
**CON'T**

## CHATTANOOGA, TN (CON'T)

LOVELL FIELD (CHA) (CON'T)

**Rwy 33 (CON'T),** trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.
Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.
Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.
Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.
Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.
Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.
Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.
Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.
Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.
Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.
Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.
Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.
Trees beginning 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.
Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' MSL.
Trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.
Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.
Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.
Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.
Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.
Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.
Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.

## CLARKSVILLE, TN

OUTLAW FIELD (CKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28SEP06 (06271) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## CLEVELAND, TN

CLEVELAND RGNL JETPORT (RZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## COLUMBIA-MT. PLEASANT, TN

MAURY COUNTY (MRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35,** NA - Environmental.

**Rwy 6,** 300-1½ or std. w/min. climb of 301' per NM to 1100.

**Rwy 24,** 400-2¼ or std. w/min. climb of 278' per NM to 1200.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## COPPERHILL, TN

MARTIN CAMPBELL FIELD (1A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** std. w/min. climb of 433' per NM to 3000, or 2400-3 for climb in visual conditions.

**Rwy 20,** std. w/min. climb of 402' per NM to 3900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 2,** climb heading 019° to 4000 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course.

**Rwy 20,** climb heading 199°to 3900 before proceeding on course or for climb in visual conditions cross Martin Campbell Field at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 28' from DER, 133' left of centerline, up to 100' AGL/2186' MSL.
Trees beginning 104' from DER, 144' right of centerline, up to 100' AGL/1860' MSL.
**Rwy 20,** trees beginning 1' from DER, 163' left of centerline, up to 100' AGL/1827' MSL.
Terrain 119' from DER, 2' left of centerline, 1775' MSL.
Trees beginning 4' from DER, 156' right of centerline, up to 100' AGL/1827' MSL.

## COVINGTON, KY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
**Rwy 18C,** trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
**Rwy 18R,** trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
**Rwy 36C,** trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
**Rwy 36R,** light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

## COVINGTON, TN

COVINGTON MUNI (M04)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** vehicle on road 513' from DER, 13' right of centerline, up to 15' AGL/294' MSL.
**Rwy 19,** fence beginning 150' from DER, 248' right of centerline, up to 2' AGL/284' MSL.
Trees beginning 500' from DER, 60' left of centerline, up to 55' AGL/356' MSL.
Building and trees beginning 1793' from DER, 304' right of centerline, up to 60' AGL/372' MSL.

## CROSSVILLE, TN

CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 04SEP03 (03247) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees 31' from DER, 499' left of centerline, 60' AGL/1905' MSL.
Trees 572' from DER, 499' left of centerline, 75' AGL/1889' MSL.
Trees 8' from DER, 438' right of centerline, 30' AGL/1873' MSL.
Bush 76' from DER, 213' right of centerline, 8' AGL/1872' MSL.
**Rwy 26,** tree 43' from DER, 468' left of centerline, 26' AGL/1910' MSL.
Numerous trees 94 to 576' from DER, 355 to 583' right of centerline, 40 to 70' AGL/1901 to 1927' MSL.
Pole 141' from DER, 474' right of centerline, 50' AGL/1914' MSL.
Tree 1083' from DER, 363' right of centerline, 74' AGL/1922' MSL.
Tree 343' from DER, 538' left of centerline, 68' AGL/1939' MSL.

## CYNTHIANA, KY

CYNTHIANA-HARRISON COUNTY (0I8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

**Rwy 11,** 300-1½ or std. w/ min. climb of 510' per NM to 1000.
**Rwy 29,** 300-1¼ or std. w/ min. climb of 240' per NM to 1000.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL.
Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL.
Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL.
Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL.
Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL.
Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
Terrain beginning 1881' from DER, 4' right of centerline. up to 859' MSL.
Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.
Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL.
Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.
Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.
Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.
Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.
**Rwy 29,** runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.
Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.
Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.
Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.
Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.
Multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL.
Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.
Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL.
Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.
Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

## DANVILLE, KY

STUART POWELL FIELD (DVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 12,** trees beginning 1938' from DER, 603' left of centerline, up to 100' AGL/1100' MSL.
**Rwy 30,** trees and building beginning 8' from DER, 269' left of centerline, up to 100' AGL/1080' MSL.
Trees and obstruction light DME, beginning 459' from DER, 114' right of centerline, up to 100' AGL/1105' MSL.

## DAYTON, TN
MARK ANTON (2A0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
**Rwy 3,** 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
**Rwy 3,** climb heading 033° to 2100 before turning left.
**Rwy 21,** climb heading 213° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.
Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.
Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.
**Rwy 21,** rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

## DICKSON, TN
DICKSON MUNI (M02)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 18OCT12 (12292) (FAA)
TAKEOFF MINIMUMS:
**Rwy 17,** 400-2 or std. w/min. climb of 362' per NM to 1400.
DEPARTURE PROCEDURE:
**Rwy 17,** climb runway heading to 1400 before turning.
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** trees 1230' from DER, 809' right of centerline, up to 100' AGL/1019' MSL.
Tower 9464' from DER, 2386' right of centerline, 306' AGL/1246' MSL.
**Rwy 35,** trees beginning 85' from DER, left and right of centerline, up to 100' AGL/1039' MSL.
Vehicle on road 203' from DER, 266' left of centerline, 15' AGL/920' MSL.

## DYERSBURG, TN
DYERSBURG RGNL (DYR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAY11 (11125) (FAA)
TAKEOFF MINIMUMS:
**Rwys 16, 34,** NA - Obstacles.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 183' from DER, 411' left of centerline, up to 101' AGL/400' MSL.
**Rwy 22,** trees beginning 1484' from DER, 771' left of centerline, up to 112' AGL/381' MSL.
Trees beginning 1396' from DER, 420' right of centerline, up to 128' AGL/387' MSL.

## ELIZABETHTON, TN
ELIZABETHTON MUNI (0A9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16AUG18 (18228) (FAA)
TAKEOFF MINIMUMS:
**Rwy 6,** NA-obstacles.
**Rwy 24,** 600-2 w/ min climb of 415' per NM to 7000 or 3500-3 for VCOA.
DEPARTURE PROCEDURE:
**Rwy 24,** climb heading 244° to 3300 before proceeding on course.
VCOA:
**Rwy 24,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elizabethton Muni Airport at or above 4900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 24,** numerous trees beginning 1655' from DER, 931' right of centerline, up to 100' AGL/2099' MSL.
Numerous trees 1.36 NM from DER, 2353' left of centerline, up to 100' AGL/2179' MSL.
Power line 5898' from DER, 973' left of centerline, up to 200' AGL/1759' MSL.
Power line 1.13 NM from DER, 584' right of centerline, up to 200' AGL/1849' MSL.

## ELIZABETHTOWN, KY
ADDINGTON FIELD (EKX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08JUN06 (06159) (FAA)
DEPARTURE PROCEDURE:
**Rwy 5,** climb via heading 050° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees beginning 1404' from DER, 466' left of centerline, up to 96' AGL/835' MSL.
**Rwy 23,** multiple trees and power lines beginning 7' from DER, 372' left of centerline, up to 100' AGL/899' MSL.
Multiple trees and power lines beginning 2416' from DER, 25' right of centerline, up to 100' AGL/869' MSL.

## FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

## FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** terrain 5' from DER, 495' right of centerline, 985' MSL.
Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL.
Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL.
Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL.
**Rwy 20,** trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL.
Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL.
Tree 1428' from DER, on centerline, 100' AGL/1014' MSL.
Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

## FLEMINGSBURG, KY

FLEMING-MASON (FGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** tree 53' from DER, 498' right of centerline, 50' AGL/929' MSL.
**Rwy 25,** tree 126' from DER, 158' right of centerline, 34' AGL/914' MSL.
Tree 525' from DER, 152' right of centerline, 41' AGL/921' MSL.
Tree 505' from DER, 127' right of centerline, 38' AGL/918' MSL.
Tree 587' from DER, 201' right of centerline, 40' AGL/920' MSL.

## FRANKFORT, KY

CAPITAL CITY (FFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 285' from DER, 76' right of centerline, up to 100' AGL/887' MSL.
Pole 2549' from DER, 484' right of centerline, 34' AGL/855' MSL.
Terrain beginning 25' from DER, left and right of centerline up to 837' MSL.
Trees beginning 1638' from DER, 14' left of centerline, up to 100' AGL/903' MSL.
Vehicle 946' from DER, 17' AGL/836' MSL.
**Rwy 25,** trees beginning 199' from DER, 98' right of centerline, up to 100' AGL/892' MSL.
Navaid and vehicle beginning 226' from DER, 256' right of centerline, up to 17' AGL/840' MSL.
Terrain beginning 2' from DER, left and right of centerline, 850' MSL.
Trees beginning 510' from DER, 69' left of centerline, up to 100' AGL/879' MSL.
Poles beginning 198' from DER, 527' left of centerline, up to 38' AGL/852' MSL.
Vehicle and building beginning 449' from DER, 434' left of centerline, up to 17' AGL/837' MSL.

## GALLATIN, TN

MUSIC CITY EXECUTIVE (XNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35,** 300-1½ or std. w/min. climb of 305' per NM to 900.

DEPARTURE PROCEDURES:

**Rwy 35,** climb heading 353° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 99' from DER, left and right of centerline, up to 91' AGL/586' MSL.
Pole 537' from DER, 605' left of centerline, 34' AGL/549' MSL.
Trees beginning 940' from DER, left and right of centerline, up to 83' AGL/570' MSL.
**Rwy 35,** TL towers and poles beginning 131' from DER, left and right of centerline, up to 25' AGL/624' MSL.
Terrain beginning 171' from DER, 447' left of centerline, up to 592' MSL.
Vehicles on road beginning 199' from DER, left and right of centerline, up to 17' AGL/605' MSL.
Trees and poles beginning 923' from DER, left and right of centerline, up to 91' AGL/702' MSL.
Buildings beginning 1023' from DER, left and right of centerline, up to 26' AGL/623' MSL.
TL towers beginning 1311' from DER, 452' left of centerline, up to 97' AGL/702' MSL.
Trees and poles beginning 3251' from DER, left and right of centerline, up to 96' AGL/718' MSL.
TL towers beginning 4374' from DER, 428' left of centerline, up to 95' AGL/722' MSL.

## GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY RGNL (27K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** Trees 3572' from DER, 162' left of centerline, 95' AGL/1042' MSL.

**Rwy 21,** Vehicle on road 270' from DER, 51' left of centerline, 15' AGL/944' MSL.

## GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** 300-1½ or std. w/ min. climb of 633' per NM to 1000.

**Rwy 26,** 300-1 or std. w/ min. climb of 297' per NM to 1000.

DEPARTURE PROCEDURE:

**Rwy 8,** climb heading 075° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** tree 2118' from DER, 1048' left of centerline, up to 100' AGL/889' MSL.

Tree 2336' from DER, 909' left of centerline, up to 100' AGL/869' MSL.

Terrain beginning 49' from DER, 9' left of centerline, up to 785' MSL.

Terrain beginning 183' from DER, 69' right of centerline, up to 728' MSL.

**Rwy 26,** multiple trees beginning 2098' from DER, left and right of centerline, up to 100' AGL/869' MSL.

## GODMAN AAF (KFTK)

FORT KNOX, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURE:

**Rwy 15,** 300-1.

**Rwys 15, 18, 33, 36,** climb runway heading to 1200 before turning.

## GREENEVILLE, TN

GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-2 w/min. climb of 250' per NM to 4000, or 2700-3 for climb in visual conditions.

**Rwy 23,** 300-1 w/min. climb of 285' per NM to 4400, or std. w/min. climb of 340' per NM to 4400, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 5,** climb on heading 054° to 4000 before turning right.

**Rwy 23,** climb on heading 234° to 4400 before turning left.

VCOA:

**All Rwys,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Greeneville Muni airport at or above 4200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.

Lighting 20' from DER, 88' right of centerline, 2' AGL/1603' MSL.

Terrain, vegetation beginning 65' from DER, 304' right of centerline, up to 1633' MSL.

Tree 85' from DER, 392' left of centerline, 1617' MSL.

Trees beginning 414' from DER, 346' right of centerline, up to 1645' MSL.

Trees beginning 543' from DER, 430' right of centerline, up to 1669' MSL.

Tree 1374' from DER, 746' right of centerline, 1728' MSL.

Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.

Tree, vegetation, terrain, fence beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.

Trees beginning 3257' from DER, 17' left of centerline, up to 1716' MSL.

Trees beginning 3439' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.

Trees beginning 3540' from DER, 318' right of centerline, up to 1810' MSL.

Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.

Trees beginning 3861' from DER, 50' left of centerline, up to 1724' MSL.

Trees beginning 3917' from DER, 18' right of centerline, up to 1857' MSL.

Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.

Tree 4783' from DER, 6' left of centerline, 1740' MSL.

Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.

Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.

Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.

Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.

Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.

Tree 1 NM from DER, 197' left of centerline, 1805' MSL.

Trees beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.

**CON'T**

## GREENEVILLE, TN (CON'T)

GREENEVILLE MUNI (GCY) (CON'T)

**Rwy 5 (CON'T),** tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.
Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.
**Rwy 23,** tree, lighting, sign beginning 111' from DER, 29' left of centerline, up to 83' AGL/1629' MSL.
Tree 2912' from DER, 1183' left of centerline, 129' AGL/1666' MSL.
Tree 3817' from DER, 1398' right of centerline, 1698' MSL.
Trees beginning 3998' from DER, 1398' right of centerline, up to 1728' MSL.
Trees beginning 4318' from DER, 1417' right of centerline, up to 1768' MSL.
Trees beginning 4362' from DER, 1332' right of centerline, up to 1773' MSL.

## GREENVILLE, KY

MUHLENBURG COUNTY (M21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:
**Rwy 6,** 300-1¾.
**Rwy 24,** 400-3 or std. w/min. climb of 465' per NM to 1000.

TAKEOFF OBSTACLE NOTES:
**Rwy 6,** terrain and trees beginning 246' from DER. 221' left of centerline, up to 100' AGL/539' MSL.
Terrain and trees beginning 1089' from DER, 35' right of centerline, up to 100' AGL/559' MSL.
Trees 1415' from DER, 195' right of centerline, up to 100' AGL/609' MSL.
Trees 1.1 NM from DER, 2312' left of centerline, up to 100' AGL/689' MSL.
Trees 1.4 NM from DER, 2564' left of centerline, up to 100' AGL/669' MSL.
**Rwy 24,** trees beginning 518' from DER, 363' left of centerline, up to 100' AGL/519' MSL.
Terrain and trees beginning 328' from DER, 502' right of centerline, up to 100' AGL/539' MSL.
Trees 2659' from DER, 326' left of centerline, up to 100' AGL/569' MSL.
Tower 2.4 NM from DER, 4098' left of centerline, 218' AGL/818' MSL.

## HARDINSBURG, KY

BRECKINRIDGE COUNTY (I93)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

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

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

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

## HARLAN, KY

### TUCKER-GUTHRIE MEMORIAL (I35)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** std. w/min. climb of 470' per NM to 4200 or 2800-3 for climb in visual conditions.

**Rwy 26,** 1000-3 w/min. climb of 430' per NM to 3000 or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 8,** climb on heading 080° to 4200 before proceeding on course.

**Rwy 26,** climb on heading 250° to 4200 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees beginning 350' from DER, 97' right of centerline, up to 100' AGL/1619' MSL.
Trees beginning 359' from DER, 126' right of centerline, up to 100' AGL/1739' MSL.
Trees beginning 1105' from DER, 308' right of centerline, up to 100' AGL/1779' MSL.
Trees beginning 1471' from DER, 369' right of centerline, up to 100' AGL/1819' MSL.
Trees beginning 3951' from DER, 826' right of centerline, up to 100' AGL/1859' MSL.
Trees beginning 1.9 NM from DER, 3003' right of centerline, up to 100' AGL/2099' MSL.
Trees beginning 2.2 NM from DER, 2674' right of centerline, up to 100' AGL/2299' MSL.
Trees beginning 2.5 NM from DER, 1549' right of centerline, up to 100' AGL/2139' MSL.

**Rwy 26,** trees beginning 113' from DER, 220' left of centerline, up to 100' AGL/1539' MSL.
Trees beginning 187' from DER, 147' right of centerline, up to 100' AGL/1619' MSL.
Trees beginning 2112' from DER, 677' right of centerline, up to 100' AGL/1739' MSL.
Trees beginning 2913' from DER, 944' right of centerline, up to 100' AGL/1819' MSL.
Tower 1.5 NM from DER, 1294' left of centerline, 343' AGL/1802' MSL.
Trees beginning 1.7 NM from DER, 3222' right of centerline, up to 100' AGL/2139' MSL.

## HARTFORD, KY

### OHIO COUNTY (JQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL.
Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL.
Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.

**Rwy 21,** trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.
Trees beginning 95' from DER, 279' left of centerline, up to 100' AGL/568' MSL.

## HAZARD, KY

### WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6 ,** 500-2¾.

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

**Rwy 24,** 500-2½.

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

DEPARTURE PROCEDURE:

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

**Rwy 14,** rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL.
Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.
Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.

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

**Rwy 32,** multiple poles, buildings and antenna beginning 34' from DER, 471' left of centerline, up to 80' AGL/1279' MSL.
Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.
Multiple trees beginning 997' from DER, left and right of centerline, up to 100' AGL/1539' MSL.

## HENDERSON, KY

### HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:
**Rwy 9,** climb heading 089° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:
**Rwy 9,** vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL.
Poles beginning 422' from DER, 355' left of centerline, up to 36' AGL/421' MSL.
Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL.
Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.
Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.
**Rwy 27,** vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL.
Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.
Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.
Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' MSL.

## HOHENWALD, TN

### JOHN A. BAKER FIELD (0M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MAR10 (10070) (FAA)

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

TAKEOFF OBSTACLE NOTES:
**Rwy 2,** vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.
Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.
Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.
**Rwy 20,** trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.
Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL.
Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

## HOPKINSVILLE, KY

### HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18DEC08 (08353) (FAA)

TAKEOFF MINIMUMS:
**Rwy 8,** 300-1 or std. w/ min. climb of 275' per NM to 800.
**Rwy 26,** 300-1½ or std. w/ min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE:
**Rwy 8,** climb heading 080° to 800 before proceeding on course.
**Rwy 26,** climb heading 258° to 1100 before turning north.

TAKEOFF OBSTACLE NOTES:
**Rwy 8,** trees beginning 2876' from DER, 97' right of centerline, up to 100' AGL/669' MSL.
Power lines 3454' from DER, 852' left of centerline, 79' AGL/658' MSL.
Trees beginning 3463' from DER, 1049' left of centerline, up to 100' AGL/739' MSL.
**Rwy 26,** trees beginning 61' from DER, 2' left of centerline, up to 100' AGL/639' MSL.
Trees beginning 758' from DER, 353' right of centerline, up to 100' AGL/629' MSL.
Tower 2260' from DER, 582' left of centerline, 130' AGL/670' MSL.
Elevator, 1.4 miles from DER, 1278' right of centerline, 201' AGL/780' MSL.

## HUMBOLDT, TN

### HUMBOLDT MUNI (M53)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:
**Rwy 4,** climb on heading 075° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 17' from DER, 275' right of centerline, up to 84' AGL/494' MSL.
Trees beginning 66' from DER, 291' left of centerline, up to 472' MSL.
Trees beginning 342' from DER, 205' left of centerline, up to 476' MSL.
Trees beginning 802' from DER, 323' left of centerline, up to 478' MSL.
Trees beginning 936' from DER, 402' left of centerline, up to 485' MSL.
Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.
Trees beginning 1080' from DER, 28' right of centerline, up to 91' AGL/505' MSL.
**Rwy 22,** tree 61' from DER, 234' right of centerline, 435' MSL.
Traverse way beginning 80' from DER, 245' left of centerline, up to 416' MSL.
Trees, transmission line beginning 150' from DER, 0' right of centerline, up to 91' AGL/483' MSL.
Pole 265' from DER, 297' left of centerline, 437' MSL.
Trees beginning 493' from DER, 173' left of centerline, up to 444' MSL.
Trees beginning 584' from DER, 126' left of centerline, up to 449' MSL.
Trees beginning 622' from DER, 189' left of centerline, up to 480' MSL.
Trees, transmission line beginning 850' from DER, 16' left of centerline, up to 481' MSL.

## HUNTINGDON, TN

CARROLL COUNTY (HZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL.
Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL.
**Rwy 19,** trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' MSL.

## JACKSBORO, TN

COLONEL TOMMY C STINER AIRFIELD(JAU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** NA-obstacles.
**Rwy 5,** std. w/min. climb of 477' per NM to 2400, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

## JACKSON, KY

JULIAN CARROLL (JKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** tree and vertical structure beginning 31' from DER, 368' right of centerline, up to 79' AGL/1426' MSL.
Trees beginning 48' from DER, 33' left of centerline, up to 78' AGL/1426' MSL.
Trees beginning 831' from DER, 504' right of centerline, up to 54' AGL/1431' MSL.
Tree 1614' from DER, 712' right of centerline, 94' AGL/1436' MSL.
**Rwy 19,** tree 79' from DER, 503' left of centerline, 111' AGL/1403' MSL.
Tree, vertical structure and fence beginning 160' from DER, 334' right of centerline, up to 103' AGL/1415' MSL.
Tree and bush beginning 170' from DER, 25' left of centerline, up to 95' AGL/1417' MSL.
Tree, fence and vertical structure beginning 241' from DER, 335' right of centerline, up to 75' AGL/1432' MSL.
Tree, fence and vertical structure beginning 320' from DER, 357' left of centerline, up to 106' AGL/1428' MSL.
Tree 438' from DER, 537' left of centerline, 93' AGL/1434' MSL.
Tree 567' from DER, 610' left of centerline, 80' AGL/1437' MSL.

## JACKSON, TN

MC KELLAR-SIPES RGNL (MKL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28FEB19 (19059) (FAA)

DEPARTURE PROCEDURE:

**Rwy 2,** climb heading 023° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL.
Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL.
Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL.
Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.
**Rwy 11,** trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL.
Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL.
**Rwy 20,** vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL.
Trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL.
Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL.
Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.
**Rwy 29,** light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL.
Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL.
Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL.
Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

## JAMESTOWN, KY

RUSSELL COUNTY (K24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JAN08 (08017) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees 2071' from DER, 234' right of centerline, 54' AGL/1012' MSL.

**Rwy 35,** trees 2500' from DER, 99' left of centerline, 65' AGL/1076' MSL.

## JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

**Rwy 36,** trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

## JASPER, TN

MARION COUNTY-BROWN FIELD (APT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** std. w/ min. climb of 460' per NM to 2600 or 2000-3 for climb in visual conditions.

**Rwy 22,** std. w/ min. climb of 305' per NM to 2300.

DEPARTURE PROCEDURE:

**Rwy 22,** climb heading 230° to 2300 before turning on course.

VCOA:

**Rwy 4,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Marion County-Brown Field at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees, vegetation beginning 163' from DER, 161' left of centerline, up to 758' MSL.
Trees, vegetation beginning 691' from DER, 9' left of centerline, up to 764' MSL.
Trees beginning 1199' from DER, 87' right of centerline, up to 683' MSL.
Tree 1478' from DER, 120' right of centerline, 700' MSL.
Tree 1586' from DER, 74' right of centerline, 708' MSL.
Trees beginning 1658' from DER, 24' right of centerline, up to 711' MSL.
Trees beginning 2386' from DER, 34' right of centerline, up to 716' MSL.
Tree 2825' from DER, 57' right of centerline, 718' MSL.

**Rwy 22,** trees, transmission line beginning 129' from DER, 3' left of centerline, up to 685' MSL.
Trees, pole beginning 151' from DER, 19' right of centerline, up to 674' MSL.
Tree 1073' from DER, 141' right of centerline, 680' MSL.
Trees beginning 1110' from DER, 177' left of centerline, up to 686' MSL.
Trees, transmission line, pole beginning 1121' from DER, 19' right of centerline, up to 682' MSL.
Trees, pole, transmission line beginning 1202' from DER, 54' left of centerline, up to 687' MSL.
Trees beginning 1539' from DER, 77' right of centerline, up to 691' MSL.
Tree 1604' from DER, 157' left of centerline, 695' MSL.
Trees beginning 1715' from DER, 199' right of centerline, up to 701' MSL.
Trees beginning 1777' from DER, 64' right of centerline, up to 709' MSL.
Tree 1983' from DER, 33' left of centerline, 708' MSL.
Tree 2053' from DER, 294' right of centerline, 716' MSL.
Tree 2061' from DER, 231' left of centerline, 712' MSL.
Tree 2077' from DER, 135' left of centerline, 715' MSL.
Trees beginning 2084' from DER, 22' left of centerline, up to 723' MSL.
Trees beginning 2087' from DER, 167' right of centerline, up to 724' MSL.
Trees beginning 2216' from DER, 10' right of centerline, up to 728' MSL.
Trees beginning 2270' from DER, 89' left of centerline, up to 729' MSL.
Tree 3580' from DER, 206' right of centerline, 731' MSL.
Tree 3646' from DER, 160' left of centerline, 753' MSL.
Tree 3658' from DER, 65' right of centerline, 740' MSL.
Tree 3659' from DER, 43' left of centerline, 757' MSL.
Tree 3677' from DER, 211' right of centerline, 746' MSL.
Trees beginning 3742' from DER, 27' right of centerline, up to 756' MSL.
Trees beginning 3769' from DER, 23' left of centerline, up to 758' MSL.

## KNOXVILLE, TN

### KNOXVILLE DOWNTOWN ISLAND (DKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 26AUG10 (10238) (FAA)

TAKEOFF MINIMUMS:

**Rwy 8,** 400-2¼ or std. w/ min. climb of 395' per NM to 1400.

**Rwy 26,** 500-2¾ w/ min. climb of 204' per NM to 1400 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 8,** climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL.
Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL.

**Rwy 26,** trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL.
Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL.
Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL.
Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

### MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:

**Rwys 5L/R,** Climb direct VXV VORTAC then on VXV VORTAC R-053 northeast bound to 4100 before proceeding on course.

**Rwys 23L/R,** Climb on VXV VORTAC R-226 southwest bound to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 5L,** poles beginning 1735' from DER, 925' left of centerline, up to 66' AGL/1045' MSL.

**Rwy 5R,** terrain 52' from DER, 489' left of centerline, 967' MSL.
Poles beginning 94' from DER, 438' right of centerline, up to 45' AGL/976' MSL.

**Rwy 23L,** catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL.
Transmission line tower 3884' from DER, 1003' left of centerline, 137' AGL/1049' MSL.

## LAFAYETTE, TN

### LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL.
Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL.

**Rwy 19,** tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL.
Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL.
Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL.
Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

## LAWRENCEBURG, TN

### LAWRENCEBURG-LAWRENCE COUNTY (2M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees 10' from DER, 466' right of centerline, 100' AGL/1019' MSL.
Vehicle on road 200' from DER, 526' left of centerline, 15' AGL/944' MSL.

**Rwy 35,** trees 300' left of centerline, 100' AGL/1029' MSL.
Trees, power lines and vehicle on road 1395' from DER, on centerline, up to 100' AGL/1059' MSL.

## LEBANON, TN

LEBANON MUNI (M54)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** NA-Obstacles.

**Rwy 19,** std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 19,** for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL.
Road 348' from DER, 166' right of centerline, 15' AGL/568' MSL.
Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL.
Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL.
**Rwy 19,** trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL.
Road 334' from DER, 206' right of centerline, 15' AGL/607' MSL.
Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

## LEITCHFIELD, KY

LEITCHFIELD-GRAYSON CO (M20)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## LEWISBURG, TN

ELLINGTON (LUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUN14 (14177) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20,** 500-2¾ or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE:

**Rwy 20,** climb heading 201° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees and navaid beginning 5' from DER, 496' right of centerline, up to 55' AGL/765' MSL.
Navaid 8' from DER, 112' left of centerline, 10' AGL/710' MSL.
Vehicles on road beginning 353' from DER, 594' right of centerline, up to 15' AGL/727' MSL.
Trees beginning 405' from DER, 569' left of centerline, up to 43' AGL/753' MSL.
Trees beginning 2071' from DER, 321' left of centerline, up to 89' AGL/789' MSL.
Trees and tower beginning 2182' from DER, 117' right of centerline, up to 117' AGL/798' MSL.
**Rwy 20,** trees and poles beginning 38' from DER, 418' left of centerline, up to 80' AGL/790' MSL.
Sign, trees, poles, vehicles on road, windsock and buildings beginning 56' from DER, 246' right of centerline, up to 76' AGL/786' MSL.
Trees beginning 1988' from DER, 701' left of centerline, up to 76' AGL/806' MSL.
Trees beginning 1857' from DER, 466' right of centerline, up to 86' AGL/806' MSL.

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

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

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

## LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## LONDON, KY

LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## LOUISVILLE, KY

BOWMAN FIELD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 16DEC10 (10350) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## LOUISVILLE, KY (CON'T)

### LOUISVILLE MUHAMMAD ALI INTL (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

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

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

TAKEOFF OBSTACLE NOTES:

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

## MADISONVILLE, KY

### MADISONVILLE RGNL (2I0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## MADISONVILLE, TN

MONROE COUNTY (MNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.

**Rwy 23,** climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.

**Rwy 23,** trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

## MARION, KY

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:

**Rwy 25,** 300-1½ or std. w/ min. climb of 215' per NM to 900.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 64' from DER, 281' left of centerline, up to 89' AGL/716' MSL.

Fence post 93' from DER, 248' left of centerline, 6' AGL/1632' MSL.

Trees beginning 2656' from DER, left and right of centerline, up to 100' AGL/749' MSL.

**Rwy 25,** trees beginning 123' from DER, 314' right of centerline, up to 52' AGL/701' MSL.

Trees beginning 291' from DER, 303' left of centerline, up to 62' AGL/711' MSL.

Pole 1150' from DER, 331' left of centerline, 35' AGL/686' MSL.

Trees beginning 2034' from DER, left and right of centerline, up to 100' AGL/819' MSL.

## MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.

Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL.

Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.

Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.

Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.

**Rwy 19**, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.

Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.

Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.

Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL.

Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.

Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.

Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.

Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

## MC MINNVILLE, TN

WARREN COUNTY MEML (RNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (20310) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 23,** fence 198' from DER, 349' right of centerline, 11' AGL/1044' MSL.

Tree, building beginning 246' from DER, 263' right of centerline, up to 16' AGL/1046' MSL.

Tree 551' from DER, 641' left of centerline, 70' AGL/1117' MSL.

Tree 904' from DER, 383' right of centerline, 70' AGL/1112' MSL.

Tree, building, pole beginning 925' from DER, 340' left of centerline, up to 75' AGL/1130' MSL.

Tree, pole, transmission line beginning 1218' from DER, 496' right of centerline, up to 90' AGL/1146' MSL.

Tree, pole, transmission line, road beginning 1748' from DER, 113' right of centerline, up to 93' AGL/1169' MSL.

Trees beginning 2289' from DER, 50' left of centerline, up to 105' AGL/1133' MSL.

Tree, pole, transmission line, building beginning 2611' from DER, 223' left of centerline, up to 114' AGL/1139' MSL.

Trees beginning 3101' from DER, 623' left of centerline, up to 125' AGL/1177' MSL.

## MEMPHIS, TN

### GENERAL DEWITT SPAIN (M01)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08MAR12 (12068) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.

**Rwy 35,** climb heading 347° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.
Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.
Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.
**Rwy 35,** trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.
Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.
Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.

### MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 17AUG17 (17229) (FAA)

DEPARTURE PROCEDURE:

**Rwy 36C,** climb heading 360° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.
**Rwy 18R,** VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.
Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.
**Rwy 27,** trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.
**Rwy 36C,** light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

## MIDDLESBORO, KY

### MIDDLESBORO-BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** std. w/ min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions.
**Rwy 28,** NA-obstacles.

DEPARTURE PROCEDURE:

**Rwy 10,** climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro-Bell County Airport at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL.
Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL.
Trees 617' from DER, 100' AGL/1249' MSL.
Tower 5066' from DER, 1033'left of centerline, 198' AGL/1335' MSL.
Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1379' MSL.
Trees 1.67 NM from DER, 1900' left of centerline, 100' AGL/1599' MSL.
Numerous trees beginning 2 NM from DER, 3200' left and right of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL.
200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

## MILLINGTON, TN

### CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 185° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 164' from DER, 423' right of centerline, up to 100' AGL/329' MSL.
Trees beginning 1292' from DER, 496' left of centerline, up to 100' AGL/379' MSL.
Power line and poles beginning 2114' from DER, left to right of centerline, up to 105' AGL/331' MSL.
**Rwy 36,** trees beginning 173' from DER, 500' right of centerline, up to 100' AGL/368' MSL.
Trees beginning 2377' from DER, 19' left of centerline, up to 100' AGL/352' MSL.

## MILLINGTON, TN (CON'T)

MILLINGTON-MEMPHIS (NQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## MONTICELLO, KY

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## MOREHEAD, KY

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** std. w/ min. climb of 375' per NM to 3700, or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

**Rwy 5,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moore-Murrell Airport at or above 2400 then on VXV VORTAC R-060 inbound to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

## MOUNT STERLING, KY

MOUNT STERLING-MONTGOMERY COUNTY (IOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24,** 3500-3 for VCOA.

VCOA:

**All Rwys,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County Airport at or above 5600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees 36' from DER, 304' right of centerline, 100' AGL/2330' MSL.
Vehicles on road 854' from DER, 668'right of centerline, up to 15' AGL/2374' MSL.
Trees 1544' from DER, 851' left of centerline, 100' AGL/2341' MSL.
Trees, tower beginning 1806' from DER, 347' right of centerline, up to 100' AGL/2480' MSL.
**Rwy 24,** vehicles on road 44' from DER, 239' left of centerline, up to 15' AGL/2256' MSL.
Trees, vehicles on road beginning 145' from DER, 319' left of centerline, up to 100' AGL/2341' MSL.
Trees beginning 646' from DER, 168' right of centerline, up to 100' AGL/2341' MSL.

## MURFREESBORO, TN

MURFREESBORO MUNI (MBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## MURRAY, KY

### KYLE-OAKLEY FIELD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## NASHVILLE, TN

### JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

### NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## ONEIDA, TN

### SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## OWENSBORO, KY

OWENSBORO-DAVIESS COUNTY RGNL (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** 400-2 or std. w/ min. climb of 340' per NM to 1000.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, building, pole beginning 288' from DER, 455' left of centerline, up to 444' MSL.
Tree 1489' from DER, 428' right of centerline, 448' MSL.
Trees beginning 1546' from DER, 463' right of centerline, up to 454' MSL.
Pole beginning 1835' from DER, 204' left of centerline, up to 45' AGL/452' MSL.
Pole 1863' from DER, 412' left of centerline, 49' AGL/457' MSL.
Trees beginning 1898' from DER, 350' left of centerline, up to 461' MSL.
Tree 2130' from DER, 700' right of centerline, 53' AGL/458' MSL.
Tree 2191' from DER, 533' left of centerline, 57' AGL/465' MSL.
Trees beginning 2282' from DER, 482' left of centerline, up to 468' MSL.
Tree 2364' from DER, 642' left of centerline, 474' MSL.
Spire 2403' from DER, 894' left of centerline, 85' AGL/491' MSL.
Tree 2498' from DER, 494' right of centerline, 468' MSL.
Tree 2654' from DER, 628' right of centerline, 64' AGL/470' MSL.
Tree 2714' from DER, 599' right of centerline, 471' MSL.
**Rwy 18,** terrain 224' from DER, 555' right of centerline, 403' MSL.
**Rwy 24,** trees beginning 1281' from DER, 726' right of centerline, up to 79' AGL/479' MSL.
Trees beginning 2223' from DER, 82' right of centerline, up to 482' MSL.
Tree 2589' from DER, 963' left of centerline, 71' AGL/471' MSL.
Tree 2952' from DER, 1290' left of centerline, 86' AGL/485' MSL.
**Rwy 36,** tank, building beginning 395' from DER, 544' left of centerline, up to 19' AGL/433' MSL.
Trees beginning 478' from DER, 500' right of centerline, up to 435' MSL.
Tree 940' from DER, 496' left of centerline, 443' MSL.
Tree 1035' from DER, 502' right of centerline, 439' MSL.

## PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 75' from DER, 299' left of centerline, 14' AGL/389' MSL.
Vegetation 131' from DER, 247' left of centerline, 395' MSL.
Trees, beginning 289' from DER, 475' left of centerline, up to 74' AGL/449' MSL.
Tree 696' from DER, 590' right of centerline, 427' MSL.
Trees, pole, electrical system, beginning 938' from DER, 2' right of centerline, up to 86' AGL/469' MSL.
Tree 1702' from DER, 489' left of centerline, 452' MSL.
Trees, beginning 1894' from DER, 441' left of centerline, up to 96' AGL/463' MSL.
Trees, beginning 2014' from DER, 4' left of centerline, up to 104' AGL/470' MSL.
Tree 3508' from DER, 883' right of centerline, 102' AGL/474' MSL.
**Rwy 14,** terrain 3' from DER, 497' right of centerline, 413' MSL.
Tree 142' from DER, 287' right of centerline, 13' AGL/420' MSL.
Tree 223' from DER, 271' right of centerline, 23' AGL/427' MSL.
Tree 1000' from DER, 205' right of centerline, 57' AGL/437' MSL.
Tree 1104' from DER, 396' right of centerline, 83' AGL/462' MSL.
Trees beginning 1143' from DER, 14' right of centerline, up to 89' AGL/469' MSL.
Tree 1160' from DER, 413' left of centerline, 101' AGL/481' MSL.
Trees beginning 1245' from DER, 63' left of centerline, up to 99' AGL/483' MSL.
Trees beginning 1665' from DER, 50' right of centerline, up to 69' AGL/471' MSL.
Trees beginning 1740' from DER, 13' right of centerline, up to 87' AGL/489' MSL.
Trees beginning 1933' from DER, 56' left of centerline, up to 99' AGL/491' MSL.
Trees beginning 1947' from DER, 4' left of centerline, up to 90' AGL/495' MSL.
Trees beginning 2483' from DER, 276' right of centerline, up to 69' AGL/504' MSL.
Tree 2559' from DER, 1068' right of centerline, 78' AGL/514' MSL.
Trees beginning 2837' from DER, 36' left of centerline, up to 89' AGL/498' MSL.
Trees beginning 2873' from DER, 265' right of centerline, up to 91' AGL/536' MSL.
Trees beginning 2966' from DER, 120' left of centerline, up to 92' AGL/504' MSL.
Trees beginning 3024' from DER, 11' left of centerline, up to 94' AGL/506' MSL.
Trees beginning 3041' from DER, 67' left of centerline, up to 93' AGL/510' MSL.
Trees beginning 3367' from DER, 178' right of centerline, up to 101' AGL/544' MSL.
Trees beginning 3818' from DER, 498' left of centerline, up to 93' AGL/519' MSL.
Tree 3987' from DER, 642' left of centerline, 91' AGL/520' MSL.
Trees beginning 5038' from DER, 962' right of centerline, up to 113' AGL/553' MSL.

**CON'T**
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## PADUCAH, KY (CON'T)

BARKLEY RGNL (PAH) (CON'T)

**Rwy 23,** vegetation 3' from DER, 423' right of centerline, 17' AGL/426' MSL.
Trees beginning 24' from DER, 408' right of centerline, up to 43' AGL/445' MSL.
Tree 442' from DER, 570' right of centerline, 33' AGL/452' MSL.
Tree 572' from DER, 629' left of centerline, 467' MSL.
Tree 576' from DER, 602' right of centerline, 32' AGL/457' MSL.
Trees beginning 971' from DER, 582' left of centerline, up to 73' AGL/483' MSL.
Tree, traverses ways beginning 975' from DER, 651' right of centerline, up to 53' AGL/466' MSL.
Trees beginning 1414' from DER, 812' right of centerline, up to 56' AGL/494' MSL.
Trees beginning 2629' from DER, 963' left of centerline, up to 95' AGL/513' MSL.
Tree 2970' from DER, 1263' left of centerline, 93' AGL/514' MSL.
Trees beginning 3940' from DER, 359' left of centerline, up to 67' AGL/517' MSL.
Tree 4238' from DER, 216' left of centerline, 56' AGL/518' MSL.
Trees beginning 4363' from DER, 416' left of centerline, up to 82' AGL/528' MSL.
**Rwy 32,** terrain 18' from DER, 452' left of centerline, 393' MSL.
Tree 217' from DER, 386' right of centerline, 28' AGL/416' MSL.
Tree 376' from DER, 533' right of centerline, 458' MSL.
Trees, pole beginning 378' from DER, 380' right of centerline, up to 83' AGL/460' MSL.
Tree 507' from DER, 363' left of centerline, 30' AGL/422' MSL.
Tree, pole beginning 611' from DER, 23' right of centerline, up to 82' AGL/463' MSL.
Tree 812' from DER, 326' left of centerline, 46' AGL/432' MSL.
Tree 886' from DER, 477' left of centerline, 65' AGL/437' MSL.
Trees beginning 1066' from DER, 226' left of centerline, up to 71' AGL/444' MSL.
Trees beginning 1605' from DER, 5' left of centerline, up to 97' AGL/459' MSL.
Trees beginning 1976' from DER, 442' right of centerline, up to 89' AGL/467' MSL.
Trees beginning 2289' from DER, 475' right of centerline, up to 104' AGL/471' MSL.
Tree 2519' from DER, 14' left of centerline, 88' AGL/460' MSL.
Trees beginning 2532' from DER, 6' left of centerline, up to 87' AGL/464' MSL.
Tree 2687' from DER, 1041' right of centerline, 102' AGL/482' MSL.
Trees beginning 2689' from DER, 531' left of centerline, up to 90' AGL/468' MSL.
Tree 2999' from DER, 174' left of centerline, 103' AGL/469' MSL.
Trees beginning 3022' from DER, 113' right of centerline, up to 132' AGL/487' MSL.
Trees beginning 3187' from DER, 356' right of centerline, up to 143' AGL/497' MSL.

## PARIS, TN

HENRY COUNTY (PHT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (10070) (FAA)

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

## PIKEVILLE, KY

PIKE COUNTY-HATCHER FIELD (PBX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

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

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

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

## PINE KNOT, KY

MC CREARY COUNTY (18I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13NOV14 (14317) (FAA)

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

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

## PORTLAND, TN

PORTLAND MUNI (1M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

## PULASKI, TN

ABERNATHY FIELD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUL16 (16203) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

## ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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

## ROGERSVILLE, TN

HAWKINS COUNTY (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

## RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY (4M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.
Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.
Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.
Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.
Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.
Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.
Tree 1418' from DER, 638' right of centerline, 61' AGL/693' MSL.
Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.
Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.
Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.
Catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.
Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.
Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.
Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.
**Rwy 25,** traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.
Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

## SABRE AAF (FORT CAMPBELL) (EOD)
CLARKSVILLE, TN
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 23JUN16 (16175)
**Rwy 23,** Vehicle on road 134' from DER, 259' right of centerline, up to 15' AGL/604' MSL..

## SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30JUL09 (09211) (FAA)
TAKEOFF MINIMUMS:
**Rwy 19,** 400-2¼ or std. w/min. climb of 260' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL.
**Rwy 19,** trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

## SELMER, TN
ROBERT SIBLEY (SZY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** terrain beginning 71' from DER, 154' right of centerline, up to 644' MSL.
Trees beginning 104' from DER, 405' right of centerline, up to 76' AGL/695' MSL.
Pole 1208' from DER, 810' right of centerline, 28' AGL/687' MSL.
Pole 1857' from DER, 380' right of centerline, 45' AGL/664' MSL.
**Rwy 35,** vehicles on roadway 107' from DER, on centerline, up to 15' AGL/622' MSL.
Trees beginning 95' from DER, 206' right of centerline, up to 51' AGL/645' MSL.

## SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE (GKT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 26MAY16 (16147) (FAA)
TAKEOFF MINIMUMS:
**Rwy 10,** std. w/min. climb of 320' per NM to 2900 or 900-2½ for climb in visual conditions.
**Rwy 28,** 400-2¾ or std. w/min. climb of 210' per NM to 1500 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur not later than 1200' prior to DER.
DEPARTURE PROCEDURE:
**Rwy 10,** Climbing left turn on VXV VORTAC R-090 westbound to VXV VORTAC to 5000 before proceeding on course. For climb in visual conditions: cross Gatlinburg-Pigeon Forge airport westbound on VXV VORTAC R-102 at or above 1900 MSL to VXV VORTAC; continue climb to 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
**Rwy 28,** Climb on heading 282° and on VXV VORTAC R-102 to VXV VORTAC to 5000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 10,** trees beginning 194' from DER, 378' right of centerline, up to 80' AGL/1123' MSL.
Trees beginning 300' from DER, 350' left of centerline, up to 80' AGL/1123' MSL.
Trees beginning 716' from DER, 255' left of centerline, up to 85' AGL/1131' MSL.
Power line 941' from DER, 602' right of centerline, 55' AGL/1079' MSL.
**Rwy 28,** trees beginning 184' from DER, 259' left of centerline, up to 45' AGL/1071' MSL.
Trees beginning 949' from DER, 376' right of centerline, up to 45' AGL/1116' MSL.
Tower 1119' from DER, 624' right of centerline, 78' AGL/1079' MSL.
Tower 2.2 NM from DER, 2629' right of centerline, 175' AGL/1359' MSL.

## SHELBYVILLE, TN

BOMAR FIELD-SHELBYVILLE MUNI (SYI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 180° to 1600 before turning left.

**Rwy 36,** climb heading 345° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

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

## SMITHVILLE, TN

SMITHVILLE MUNI (0A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## SMYRNA, TN

SMYRNA (MQY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20OCT11 (11293) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 006° to 1200 before turning northeast.

TAKEOFF OBSTACLE NOTES:

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

## SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

## TAZEWELL, TN

NEW TAZEWELL MUNI (3A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7,** NA-Environmental and obstacles.

**Rwy 25,** 300-1 w/min. climb of 480' per NM to 2700, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 250° to 2500 before proceeding on course.

VCOA:

**Rwy 25,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

## TOMPKINSVILLE, KY

TOMPKINSVILLE-MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL.

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

## TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 1,** climb on heading 011° to 1200 before proceeding on course.

**Rwy 19,** climb on heading 191° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, tree, fence beginning 7' from DER, 157' left of centerline, up to 44' AGL/402' MSL.
Tree, fence beginning 45' from DER, 228' right of centerline, up to 44' AGL/394' MSL.
Trees beginning 337' from DER, 267' right of centerline, up to 43' AGL/398' MSL.
Tree, tower beginning 942' from DER, 352' right of centerline, up to 48' AGL/418' MSL.
Tree, pole beginning 1011' from DER, 265' left of centerline, up to 65' AGL/437' MSL.
Tree, pole, traverse way, antenna beginning 1060' from DER, 4' left of centerline, up to 80' AGL/461' MSL.
Tree, tower beginning 1088' from DER, 342' right of centerline, up to 63' AGL/434' MSL.
Tree, pole beginning 1137' from DER, 220' right of centerline, up to 85' AGL/448' MSL.
Tree, pole beginning 1266' from DER, 26' left of centerline, up to 84' AGL/472' MSL.
Trees beginning 1366' from DER, 72' right of centerline, up to 80' AGL/450' MSL.
Tree, building beginning 1916' from DER, 74' left of centerline, up to 69' AGL/477' MSL.
Trees beginning 2022' from DER, 89' right of centerline, up to 71' AGL/451' MSL.
Tree, pole, building, tower beginning 2250' from DER, 72' left of centerline, up to 82' AGL/483' MSL.
Trees beginning 2447' from DER, 419' right of centerline, up to 65' AGL/461' MSL.
Tree, pole beginning 2480' from DER, 491' right of centerline, up to 61' AGL/464' MSL.
Tree 3078' from DER, 984' right of centerline, 86' AGL/469' MSL.
Trees beginning 3182' from DER, 1105' right of centerline, up to 95' AGL/471' MSL.
Trees beginning 3574' from DER, 121' right of centerline, up to 75' AGL/474' MSL.
Trees beginning 4148' from DER, 1099' left of centerline, up to 88' AGL/501' MSL.
Tree, pole beginning 4576' from DER, 1065' left of centerline, up to 76' AGL/536' MSL.
Tree, tower, pole, building beginning 4762' from DER, 578' left of centerline, up to 80' AGL/567' MSL.
Tree, pole, tower, tree beginning 5573' from DER, 119' left of centerline, up to 83' AGL/588' MSL.
Tree 1 NM from DER, 2033' right of centerline, 100' AGL/520' MSL.
Tree 1.4 NM from DER, 2773' left of centerline, 100' AGL/579' MSL.
**CON'T**

## TRENTON, TN (CON'T)

GIBSON COUNTY (TGC) (CON'T)

**Rwy 19,** lighting 38' from DER, 111' right of centerline, 23' AGL/360' MSL.
Trees beginning 138' from DER, 286' right of centerline, up to 89' AGL/425' MSL.
Tree 209' from DER, 485' left of centerline, 62' AGL/397' MSL.
Tree 222' from DER, 254' left of centerline, 62' AGL/398' MSL.
Tree 267' from DER, 380' left of centerline, 66' AGL/401' MSL.
Tree 469' from DER, 465' left of centerline, 98' AGL/431' MSL.
Tree 501' from DER, 432' right of centerline, 107' AGL/439' MSL.
Trees beginning 510' from DER, 28' right of centerline, up to 120' AGL/451' MSL.
Tree 574' from DER, 618' left of centerline, 108' AGL/440' MSL.
Trees beginning 633' from DER, 56' left of centerline, up to 111' AGL/442' MSL.
Trees beginning 2171' from DER, 169' left of centerline, up to 101' AGL/453' MSL.

## TULLAHOMA, TN

TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

**Rwys 9, 27,** NA - Environmental.

TAKEOFF OBSTACLE NOTES:

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

## UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

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

## WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09AUG79 (79221) (FAA)

TAKEOFF MINIMUMS:

**Rwys 3, 21,** 200-1.

## WILLIAMSBURG, KY

### WILLIAMSBURG-WHITLEY COUNTY (BYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwy 2,** 300-1¼ or std. w/ min. climb of 280' per NM to 1400.

**Rwy 20,** std. w/ min. climb of 350' per NM to 2500, or 1400-3 for VCOA.

DEPARTURE PROCEDURE:

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

**Rwy 20,** climb on heading 203° to 2000 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** tree 182' from DER, 250' left of centerline, 1184' MSL.
Tree 231' from DER, 243' left of centerline, 1195' MSL.
Trees beginning 1270' from DER, 592' right of centerline, up to 1225' MSL.
Trees beginning 1519' from DER, 684' left of centerline, up to 1263' MSL.
Tree 2306' from DER, 665' right of centerline, 1245' MSL.
Tree 3204' from DER, 1087' right of centerline, 1262' MSL.
Tree 3563' from DER, 466' left of centerline, 1268' MSL.
Tree 3644' from DER, 329' left of centerline, 1270' MSL.
Tree 3697' from DER, 126' left of centerline, 1273' MSL.
Tree 3704' from DER, 369' left of centerline, 1276' MSL.
Trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.
Tree 4152' from DER, 311' left of centerline, 1282' MSL.
Trees beginning 4285' from DER, 24' right of centerline, up to 1296' MSL.
Tree 4355' from DER, 75' left of centerline, 1300' MSL.
Trees beginning 4406' from DER, 12' left of centerline, up to 1316' MSL.
Trees beginning 4451' from DER, 125' right of centerline, up to 1297' MSL.
Trees beginning 4504' from DER, 151' right of centerline, up to 1303' MSL.
Trees beginning 4536' from DER, 170' right of centerline, up to 1304' MSL.
Tree, terrain beginning 4720' from DER, 2' right of centerline, up to 1328' MSL.
Tree, terrain beginning 4986' from DER, on centerline, up to 1329' MSL.
Tree 5424' from DER, 43' left of centerline, 1322' MSL.

**Rwy 20,** tree 177' from DER, 347' left of centerline, 1165' MSL.
Tree 306' from DER, 466' left of centerline, 1192' MSL.
Tree, fence beginning 348' from DER, 409' left of centerline, up to 1217' MSL.
Trees beginning 405' from DER, 399' left of centerline, up to 1223' MSL.
Tree 1230' from DER, 787' right of centerline, 1187' MSL.
Tree 1411' from DER, 321' right of centerline, 1195' MSL.

## WINCHESTER, TN

### WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.
Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.
Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.
Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.
Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.

**Rwy 36,** rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.
Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.
Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

**GALLATIN, TN**
MUSIC CITY
EXECUTIVE (XNX)…….....**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**[1]
**VOR-A**
Category D, 800-2¼.
[1]NA when local weather not available.

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

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

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

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

NAME ALTERNATE MINIMUMS

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

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

## PADUCAH, KY
BARKLEY RGNL (PAH)……**ILS or LOC Rwy 5[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 14[2]**
**RNAV (GPS) Rwy 23[2]**
**RNAV (GPS) Rwy 32[2]**
**VOR Rwy 5[2]**
**VOR Rwy 23[2]**
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

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

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

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

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

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

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

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

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

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

| NAME | ALTERNATE MINIMUMS | NAME | ALTERNATE MINIMUMS |
|---|---|---|---|

**SPRINGFIELD, KY**

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

**WILLIAMSBURG, KY**

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

**WINCHESTER, TN**

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

## RADAR INSTRUMENT APPROACH MINIMUMS

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

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

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

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



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

### MC GHEE TYSON (TYS)

**RADAR-1** 123.9 360.8 T A

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

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



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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
19339

N1

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

**RADAR - (E)** 118.1 340.9 T A NA

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



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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
19339

N2

12264

## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

12264



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## HOT SPOTS

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

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

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| COVINGTON, KY | | |
| CINCINNATI/NORTHERN KENTUCKY INTL (CVG) | HS 1 | Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27. |
| KNOXVILLE, TN | | |
| MC GHEE TYSON (TYS) | HS 1 | Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A. |
| | HS 2 | Ramp exit Twy R5 short distance from Twy A. |
| LEXINGTON, KY | | |
| BLUE GRASS (LEX) | HS 1 | Rwy 27 apch hold occurs prior to Rwy 22 hold line. |
| LOUISVILLE, KY | | |
| BOWMAN FIELD (LOU) | HS 1 | Twys int in close proximity to the crossing rwy. |
| LOUISVILLE, KY | | |
| LOUISVILLE MUHAMMAD ALI INTL (SDF) | HS 1 | Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D. |
| | HS 2 | Frequent crossings at Twy B and Twy C during Rwy 29 operations. |
| | HS 3 | Twy B, Twy C, Twy G, and Twy M- complex int. |
| MEMPHIS, TN | | |
| MEMPHIS INTL (MEM) | HS 1 | Rwy 18C APCH hold is East of Twy S. |
| | HS 2 | Twy departure risk: Rwy 36L and Twy M. |
| NASHVILLE, TN | | |
| NASHVILLE INTL (BNA) | HS 1 | Twy T3/Twy K, Twy T4 and Rwy 20C. |
| | HS 2 | Twy S and Rwy 20C. |
| OWENSBORO, KY | | |
| OWENSBORO-DAVIESS COUNTY RGNL (OWB) | HS 1 | Northbound traffic on Twy C misses a required turn onto Twy E. |
| PADUCAH, KY | | |
| BARKLEY RGNL (PAH) | HS 1 | Rwy 14-32 at Twy F confused as a twy. |
| | HS 2 | Rwy 05-23 at Twy C confused as a twy. |
| | HS 3 | Twy W South at Rwy 05: Short taxi after turn. |
| SMYRNA, TN | | |
| SMYRNA (MQY) | HS 1 | Maintain vigilance direct access from ramps to both rwys and high volume ops. |
| | HS 2 | Maintain vigilance high volume ops. |
| | HS 3 | Maintain vigilance Hold Short Lines further back than expected. |

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

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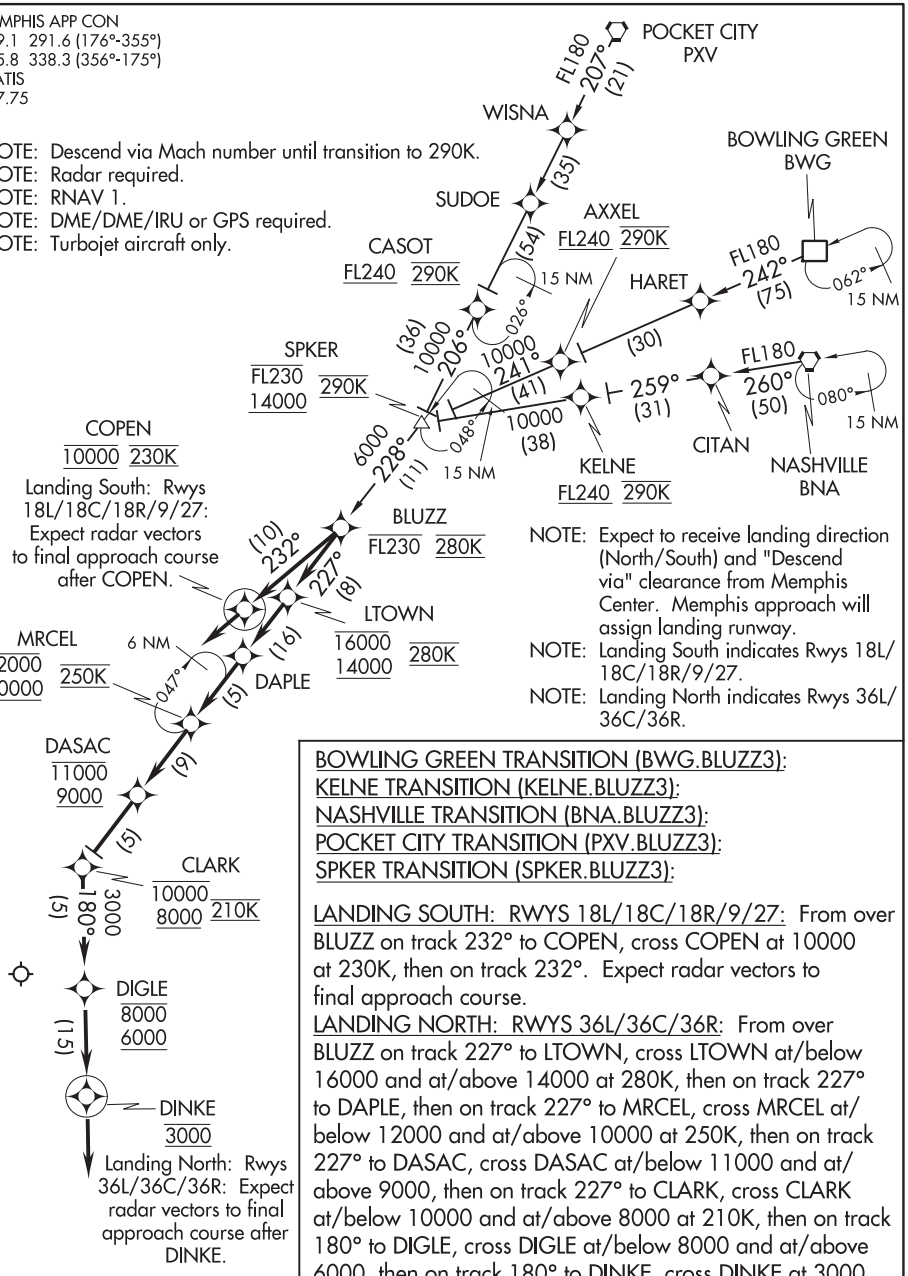
(BLUZZ.BLUZZ3) 20254 AL-253 (FAA)

# BLUZZ THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

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

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




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

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

LANDING SOUTH: RWYS 18L/18C/18R/9/27: From over BLUZZ on track 232° to COPEN, cross COPEN at 10000 at 230K, then on track 232°. Expect radar vectors to final approach course.

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

NOTE: Chart not to scale.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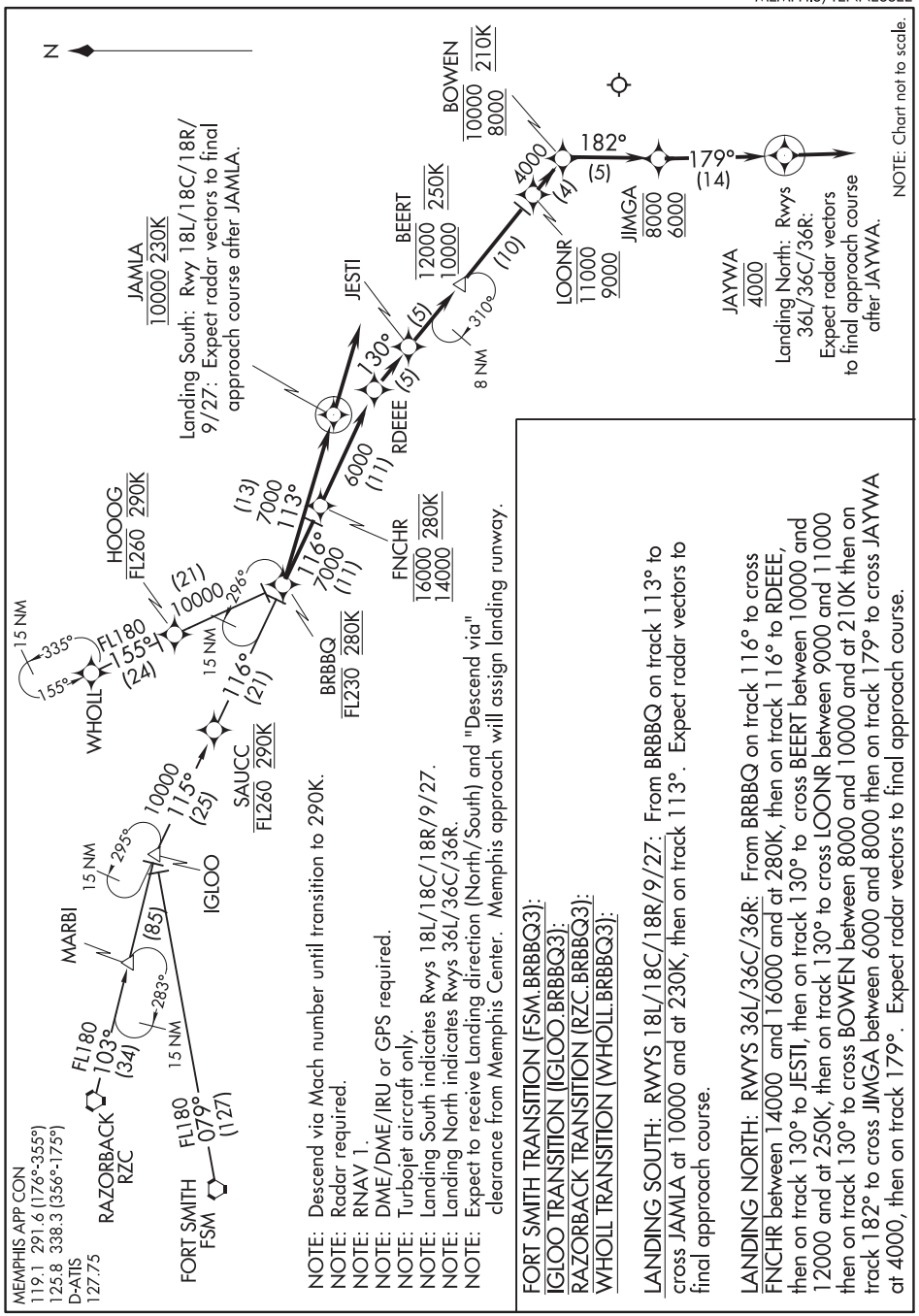
BLUZZ THREE ARRIVAL (RNAV)
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

# BRBBQ THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE




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

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

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

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



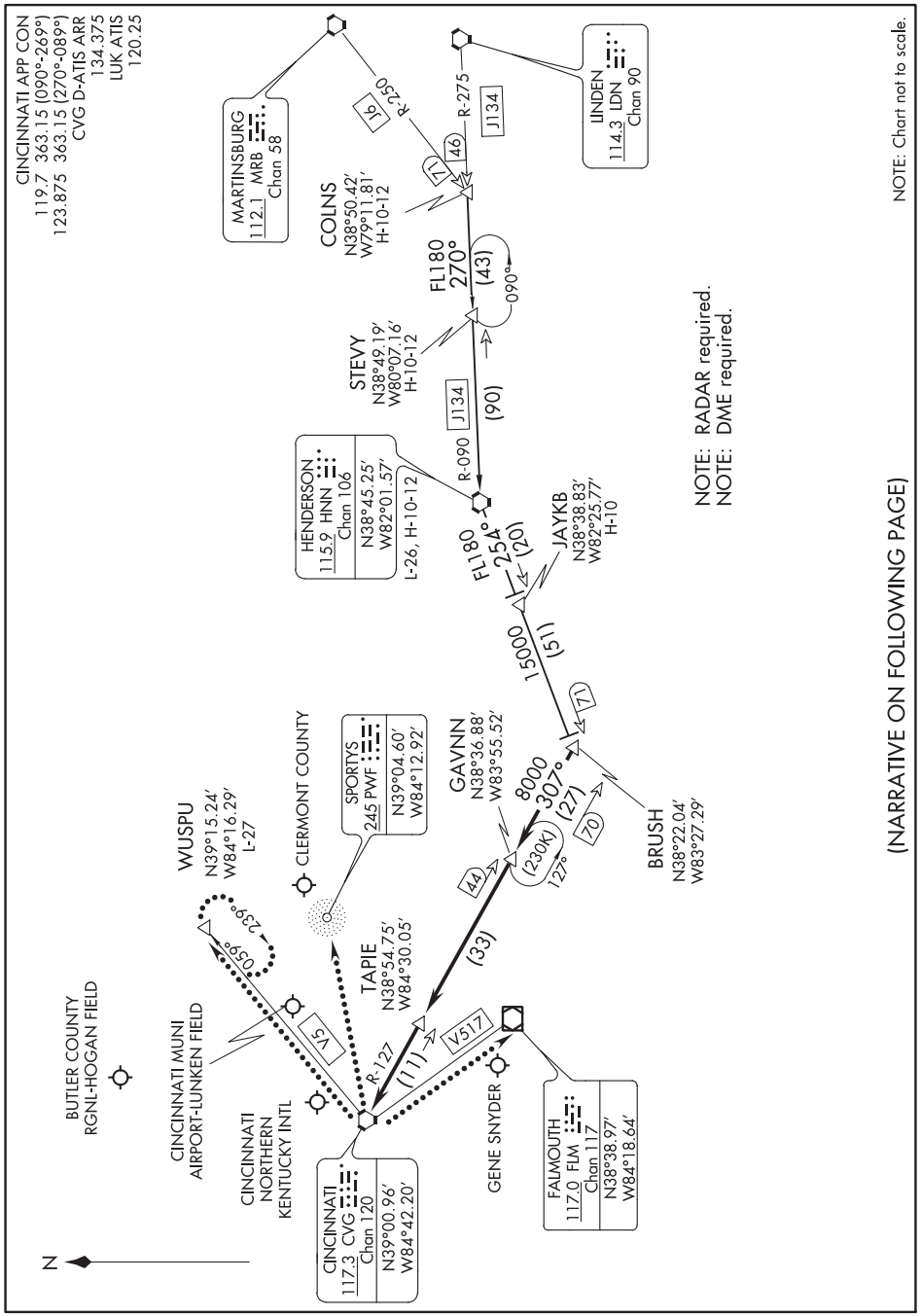
BRBBQ THREE ARRIVAL (RNAV)
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

(BRUSH.BRUSH4) 20198

AL-655 (FAA)

# BRUSH FOUR ARRIVAL

CINCINNATI, OHIO



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BRUSH FOUR ARRIVAL

CINCINNATI, OHIO

(BRUSH.BRUSH4) 16JUL20

ARRIVAL ROUTE DESCRIPTION

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

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

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

LOST COMMUNICATIONS

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

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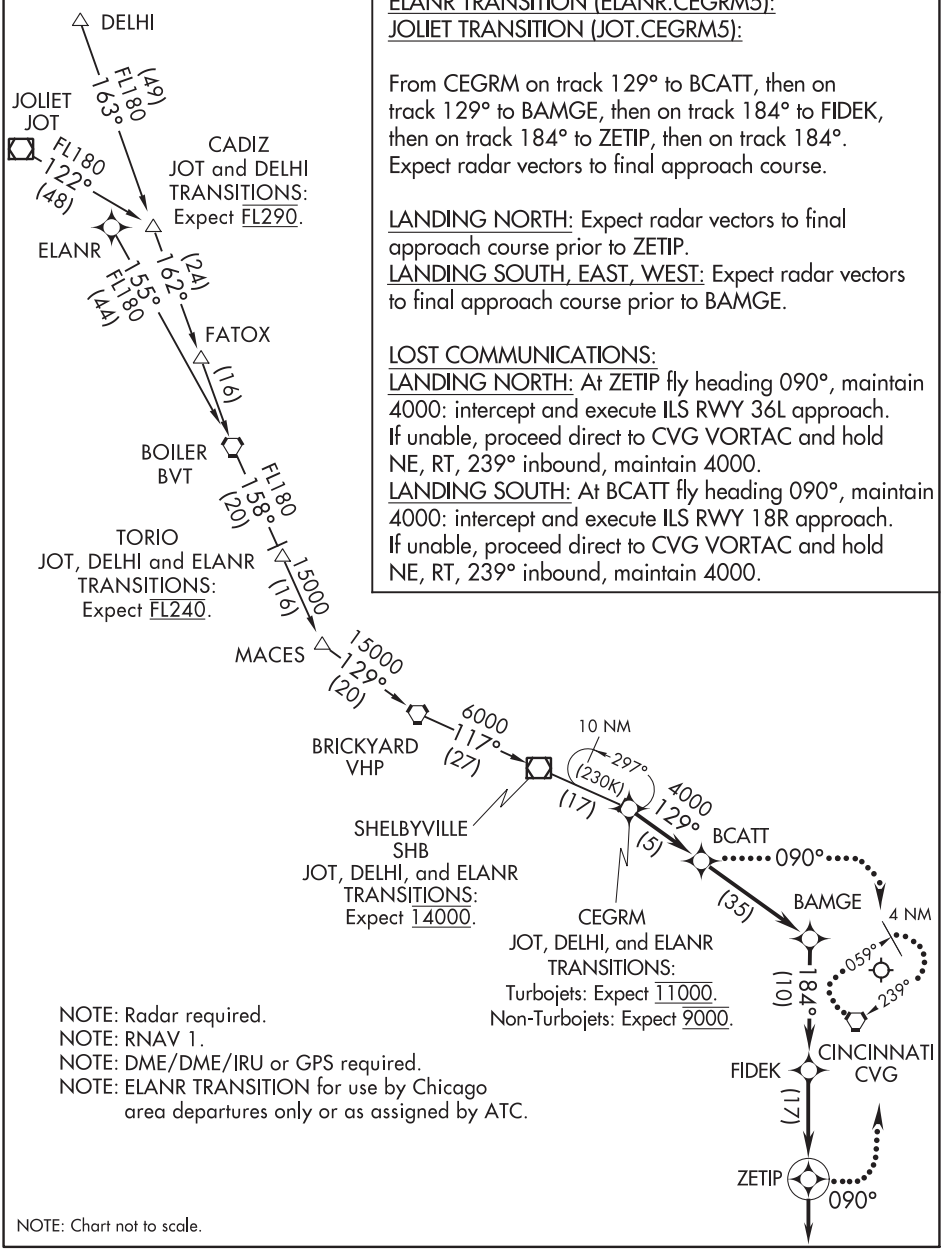
(CEGRM.CEGRM5) 20198

# CEGRM FIVE ARRIVAL (RNAV)

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

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




## ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

NOTE: Chart not to scale.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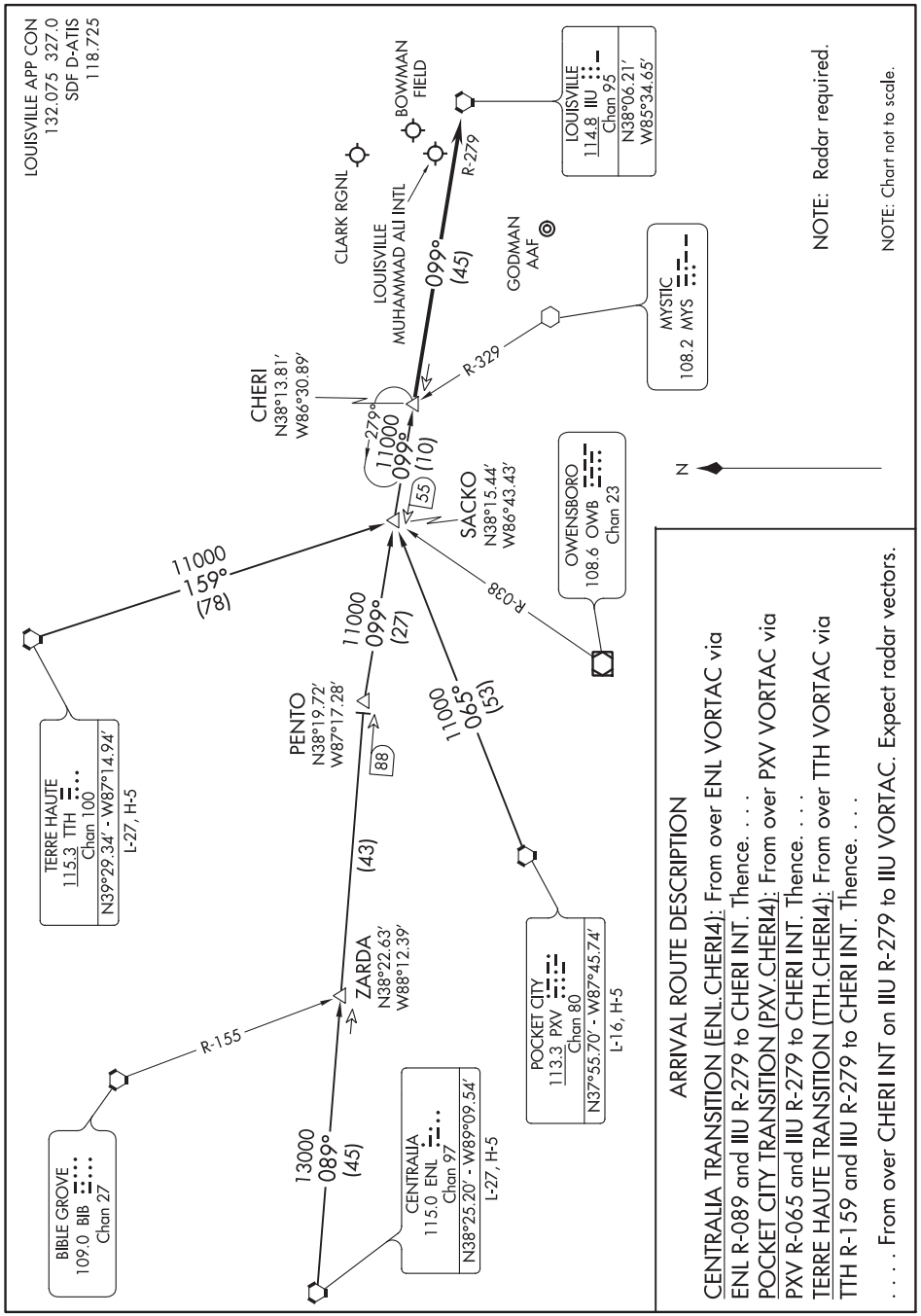
# CHERI FOUR ARRIVAL

LOUISVILLE, KENTUCKY

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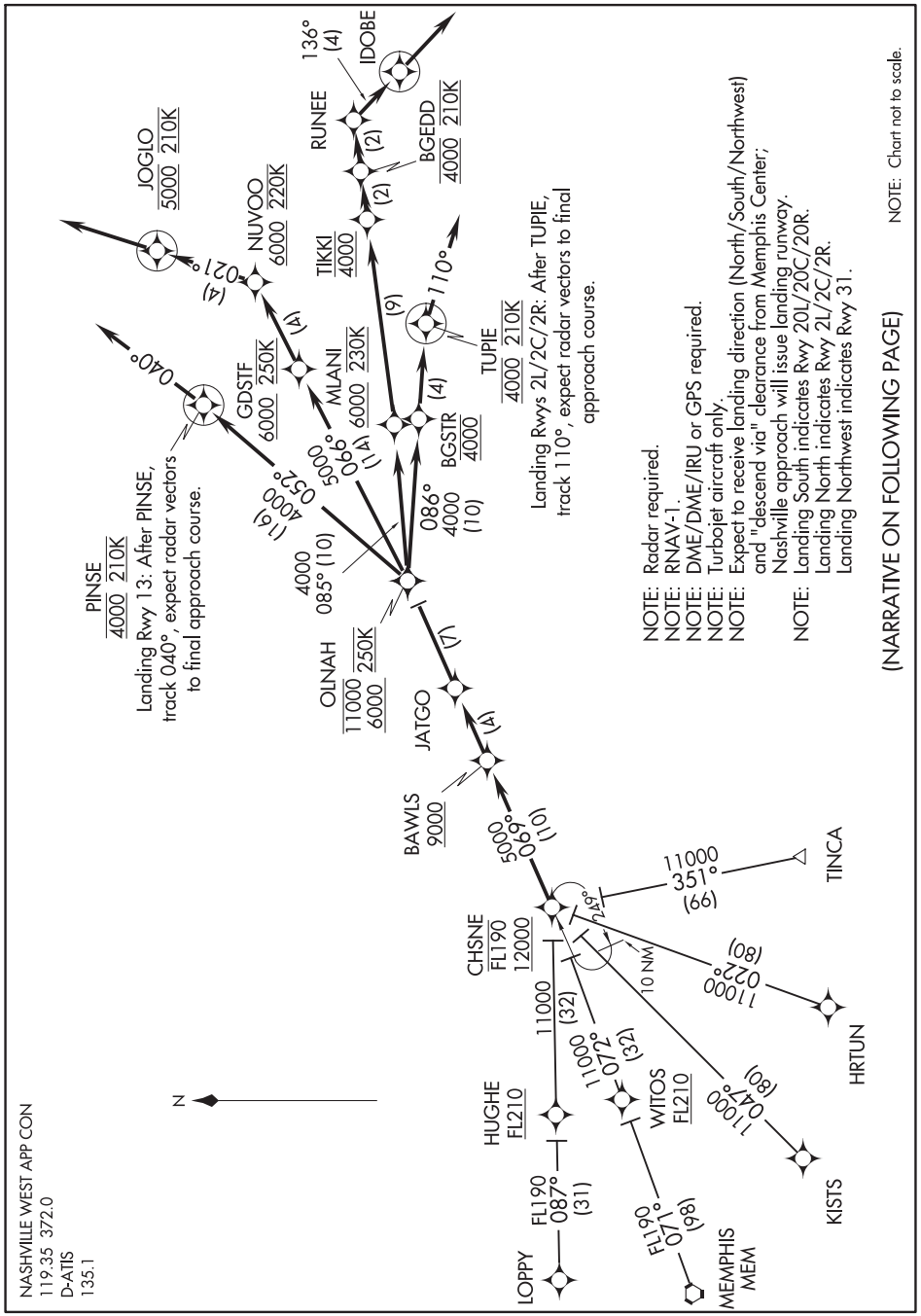
(CHSNE.CHSNE2) 17117 AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

# CHSNE TWO ARRIVAL (RNAV)



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CHSNE TWO ARRIVAL (RNAV)

(CHSNE.CHSNE2) 24JUL14

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

## ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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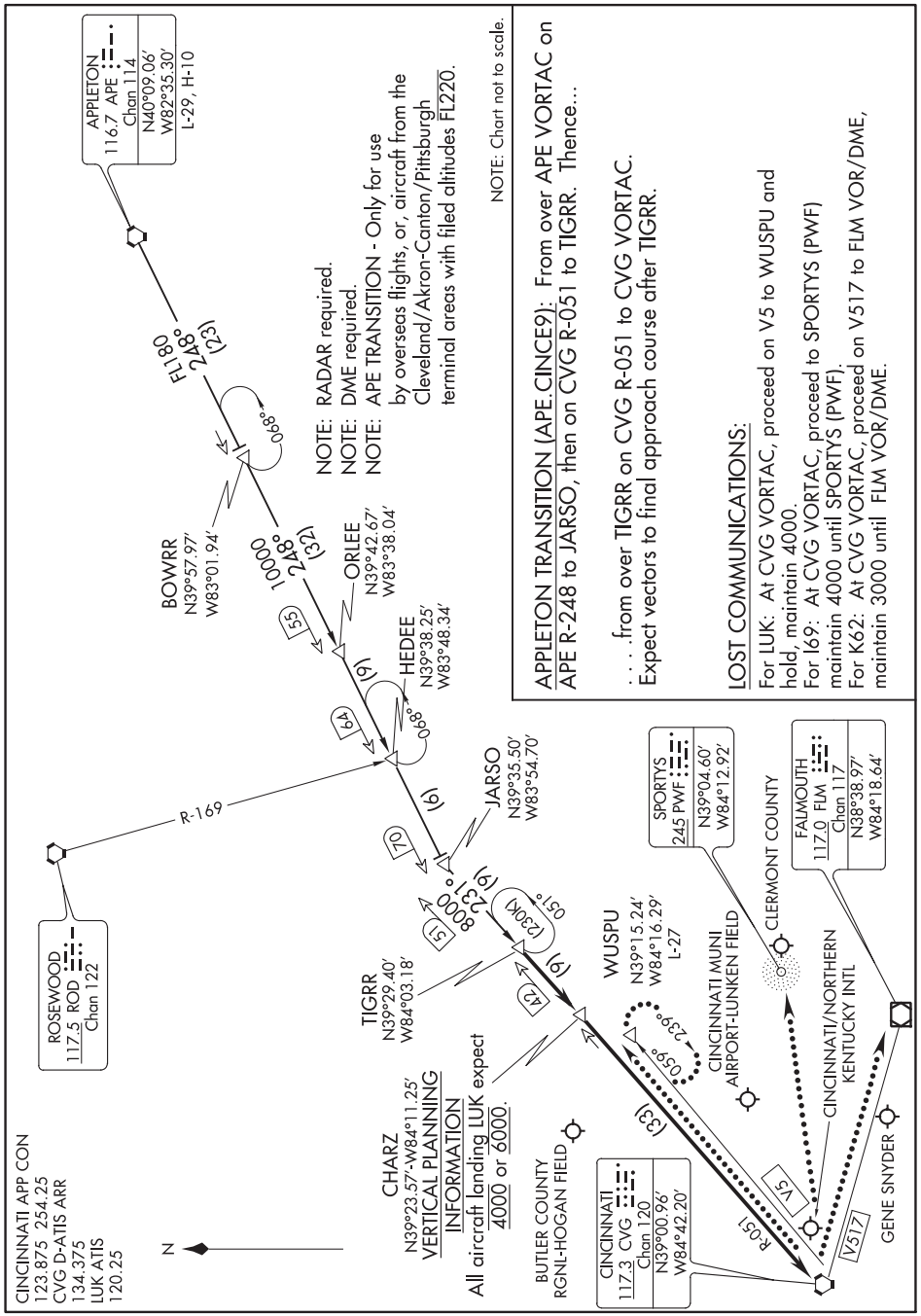
(TIGRR.CINCE9) 20198

AL-655 (FAA)

# CINCE NINE ARRIVAL

CINCINNATI, OHIO

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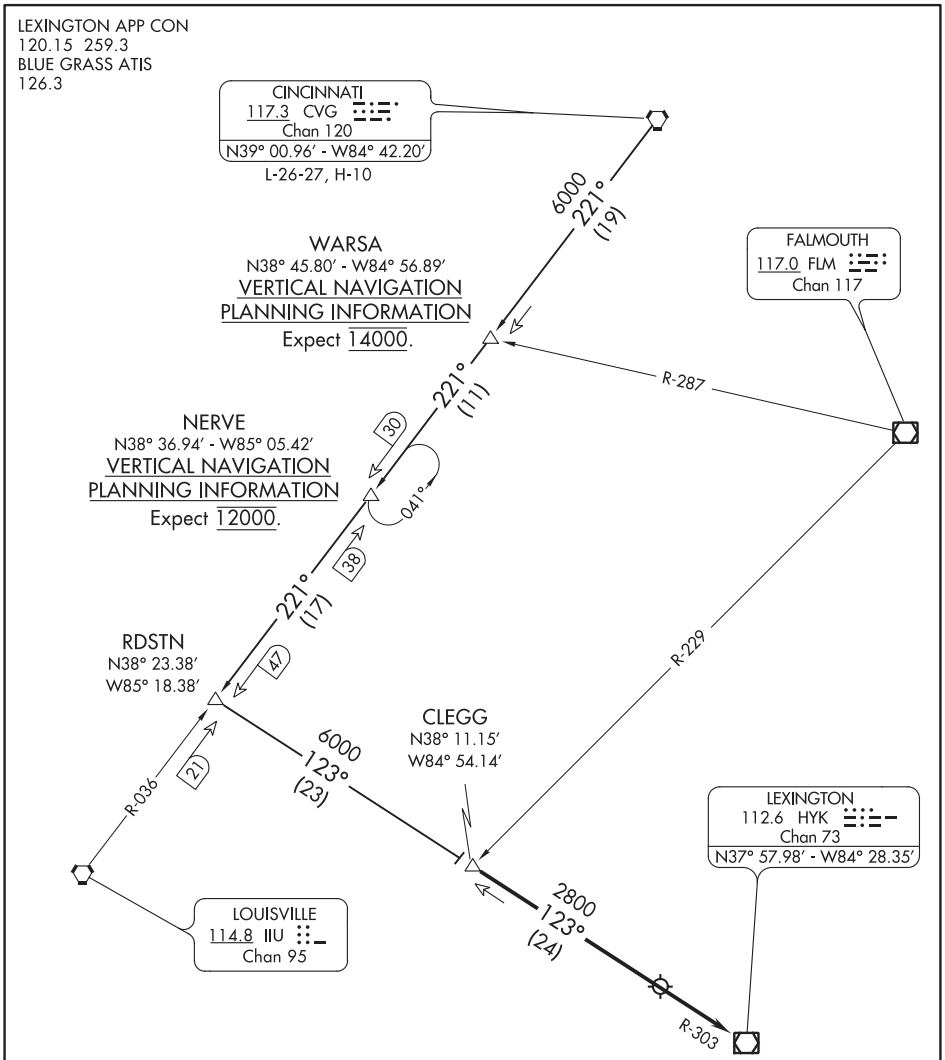
CINCE NINE ARRIVAL

CINCINNATI, OHIO

(TIGRR.CINCE9) 05DEC19

# CLEGG FIVE ARRIVAL




## ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: Radar Required.
NOTE: DME Required.

NOTE: Chart not to scale.



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(CONDR.CONDR3) 18032

AL-253 (FAA)

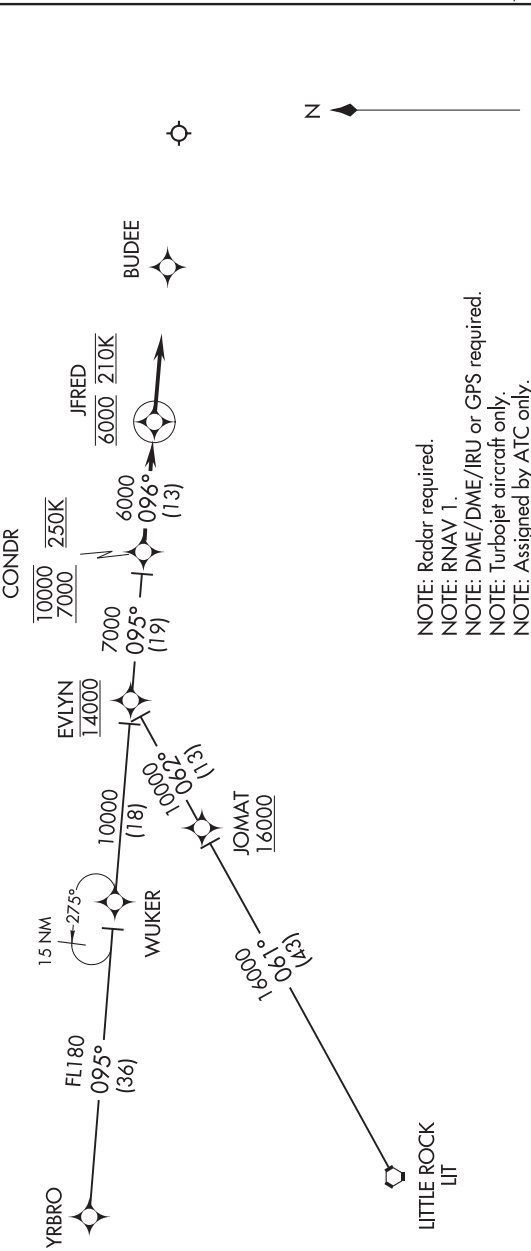
# CONDR THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

## ARRIVAL ROUTE DESCRIPTION

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

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




NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Assigned by ATC only.

NOTE: Chart not to scale.

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

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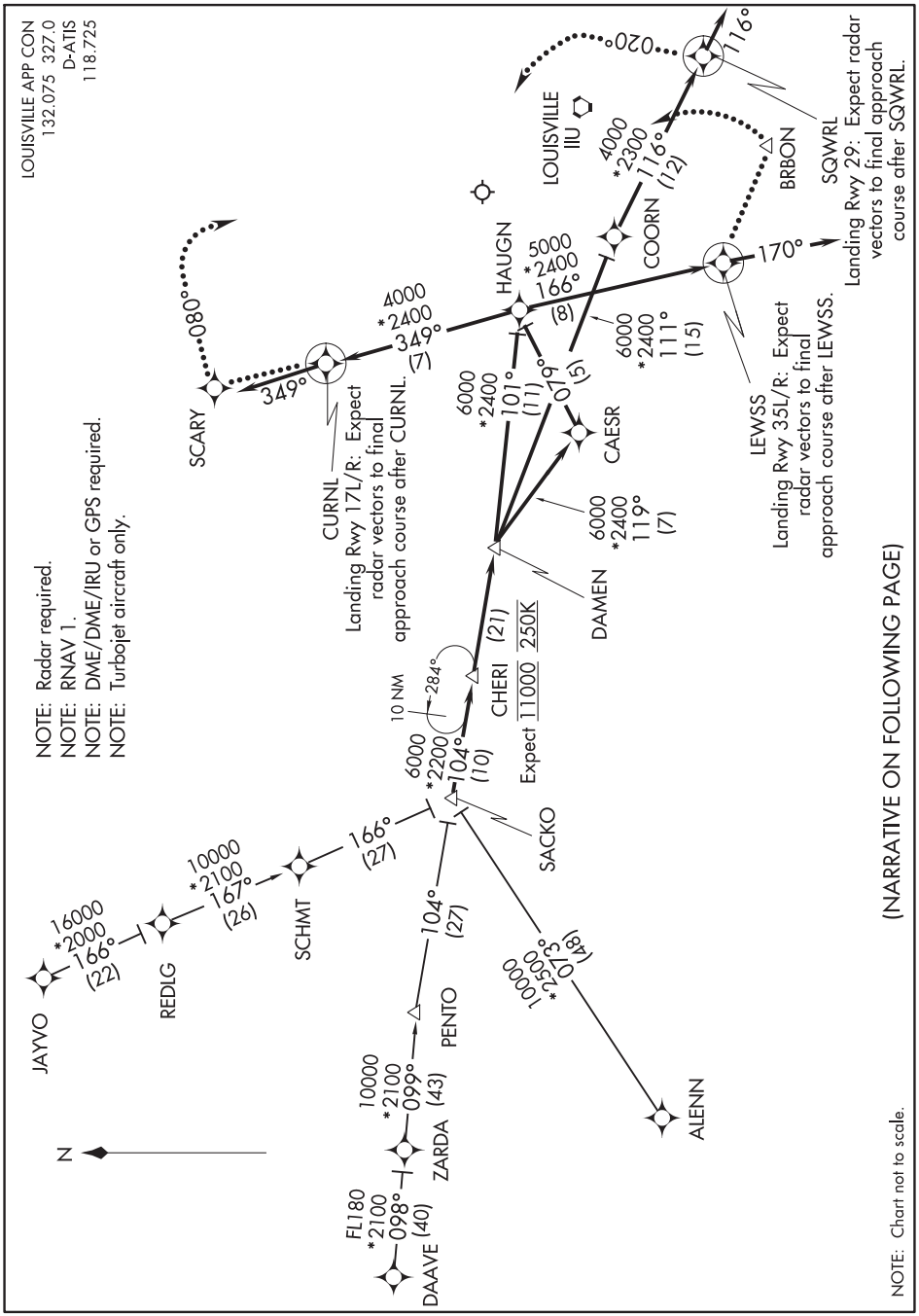
CONDR THREE ARRIVAL (RNAV)
(CONDR.CONDR3) 01FEB18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

# DAMEN FIVE ARRIVAL (RNAV)





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

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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


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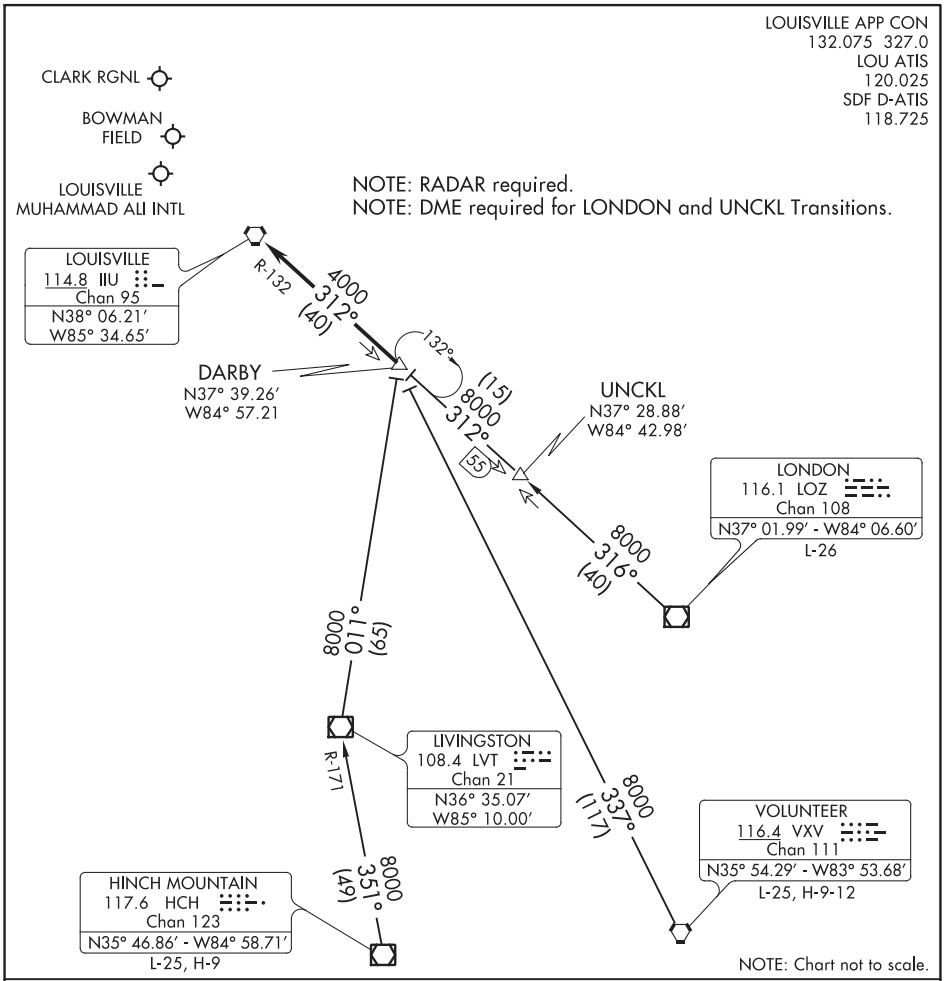
# DARBY SEVEN ARRIVAL

LOUISVILLE, KENTUCKY




## ARRIVAL ROUTE DESCRIPTION

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

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



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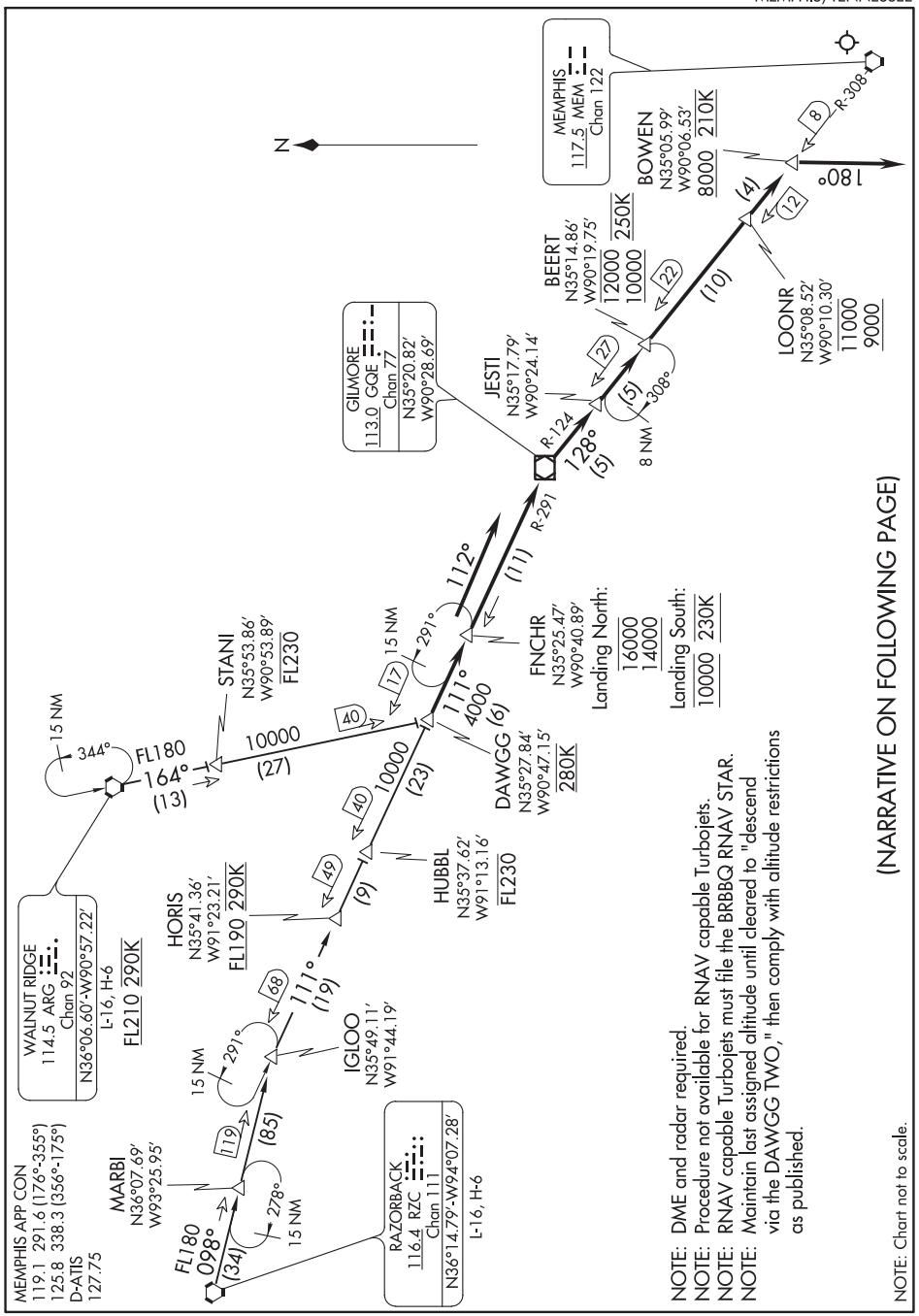
(DAWGG.DAWGG2) 20226

AL-253 (FAA)

# DAWGG TWO ARRIVAL

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



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DAWGG TWO ARRIVAL

(DAWGG.DAWGG2) 29MAY14

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

# DAWGG TWO ARRIVAL

## ARRIVAL ROUTE DESCRIPTION

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

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

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

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


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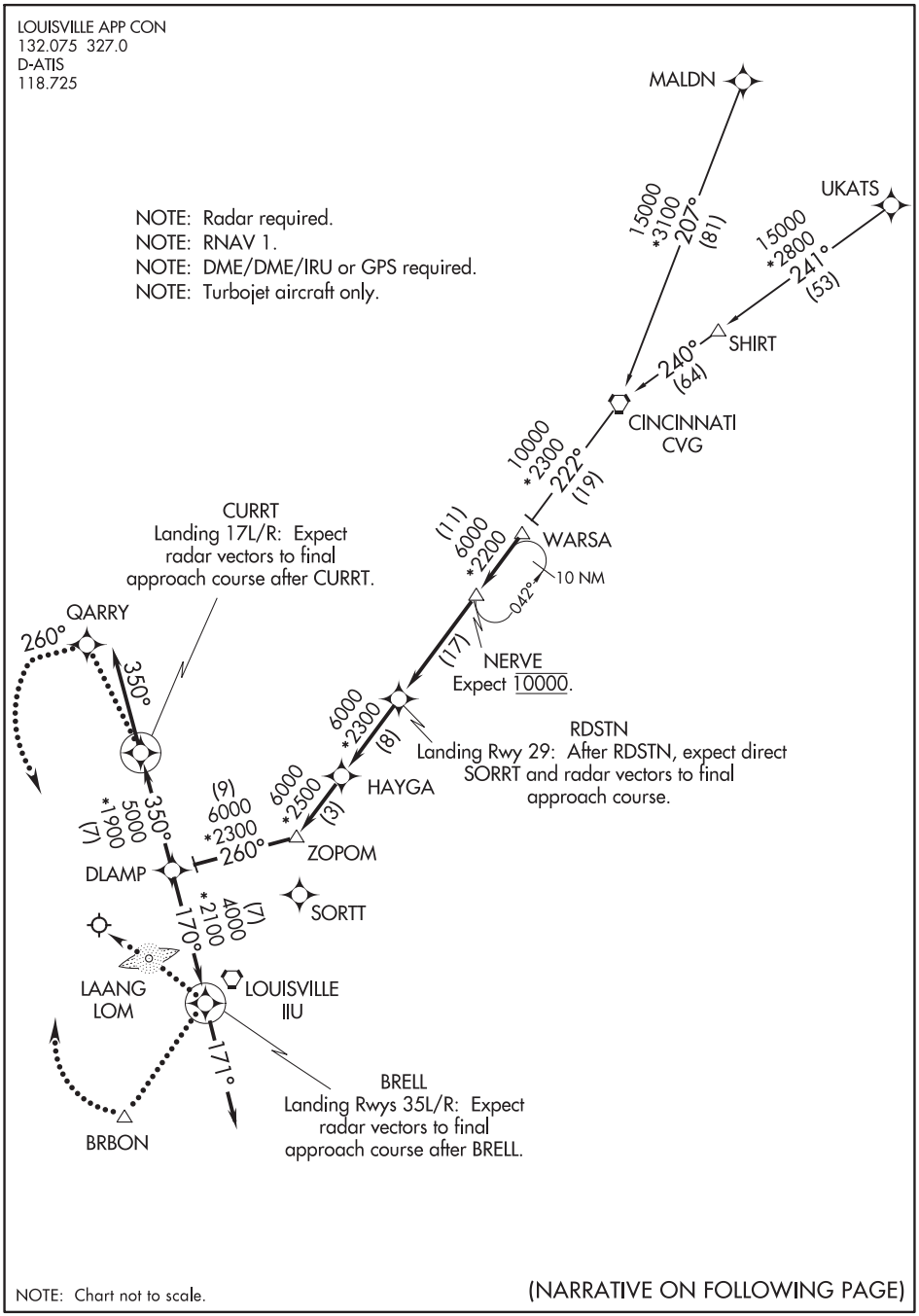
(WARSA.DLAMP6) 19227 AL-239 (FAA)

# DLAMP SIX ARRIVAL (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



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DLAMP SIX ARRIVAL (RNAV)
(WARSA.DLAMP6) 15AUG19
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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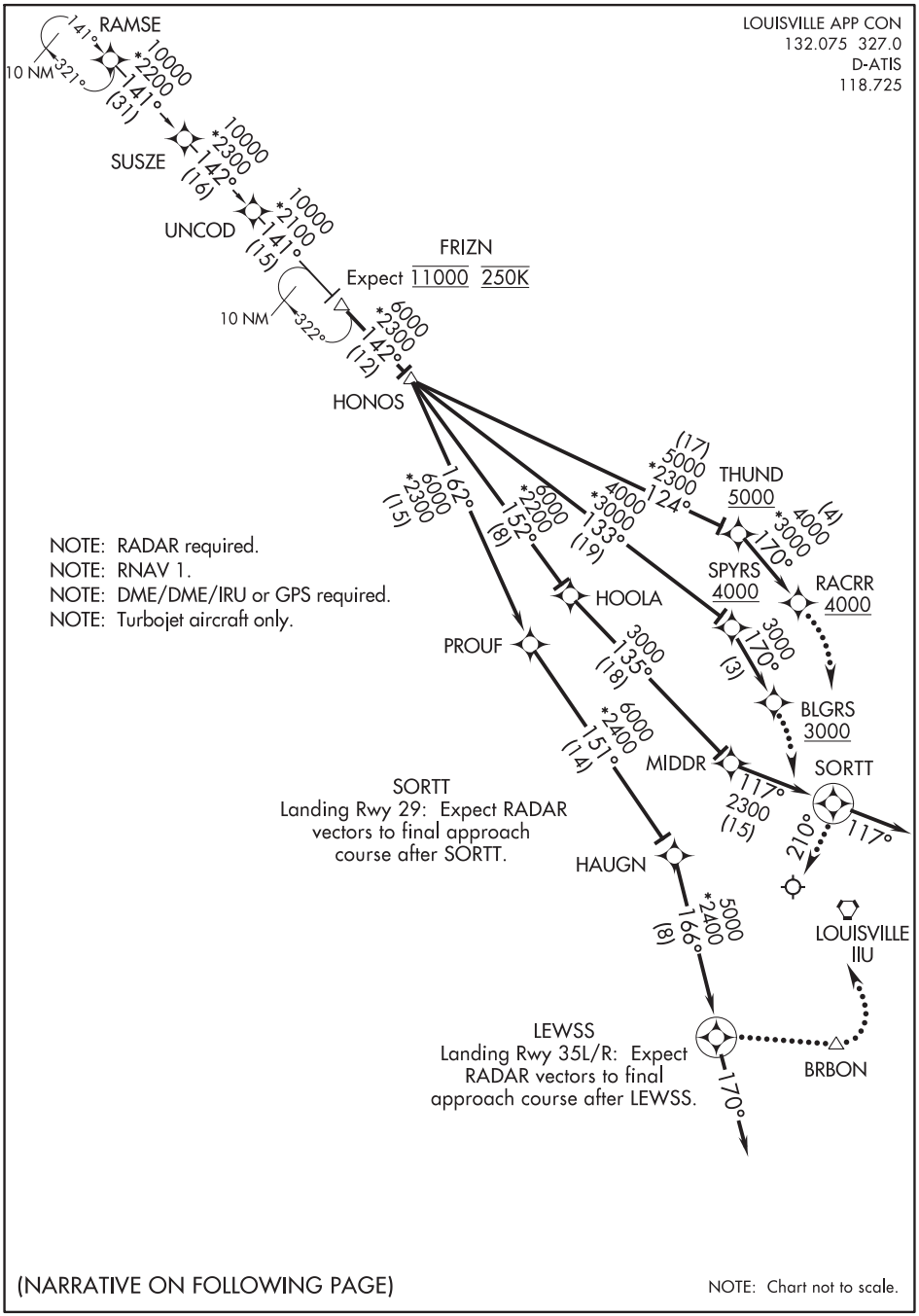
(FRIZN.FRIZN5) 19227 AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

# FRIZN FIVE ARRIVAL (RNAV)




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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FRIZN FIVE ARRIVAL (RNAV)

(FRIZN.FRIZN5) 15AUG19

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

RAMSE TRANSITION (RAMSE.FRIZN5)

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

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

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

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

COLNS TRANSITION (COLNS.GAVNN5):

HENDERSON TRANSITION (HNN.GAVNN5):

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

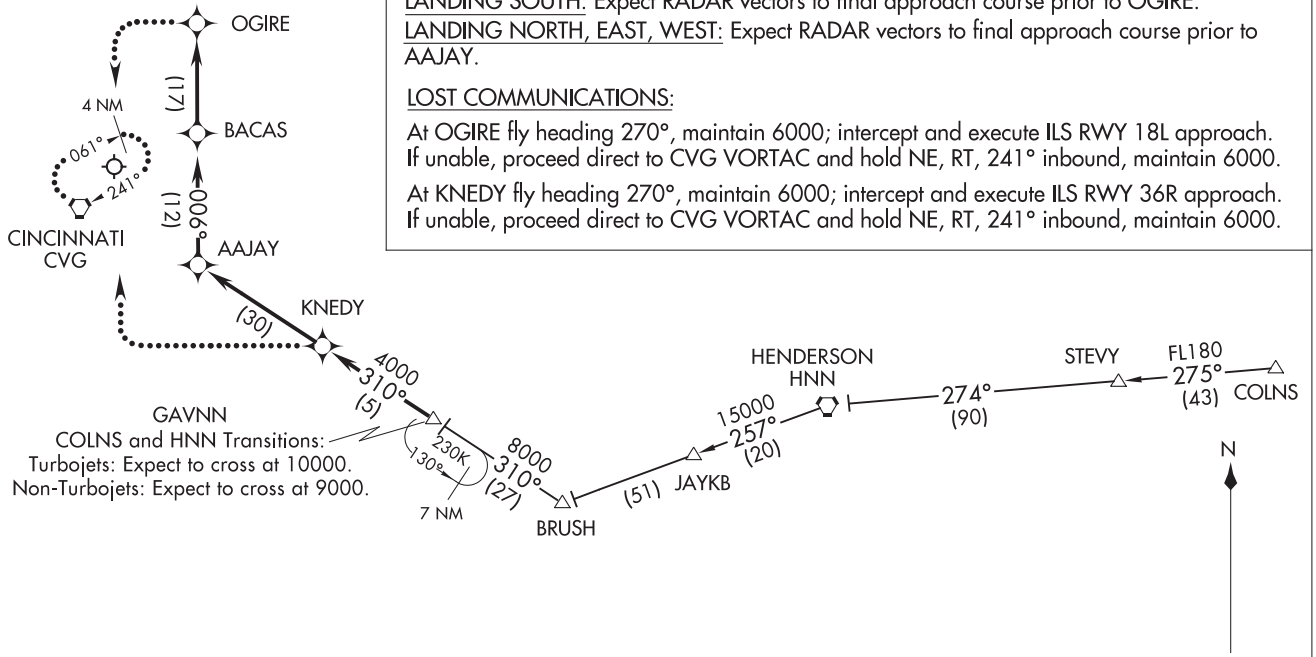
LANDING SOUTH: Expect RADAR vectors to final approach course prior to OGIRE.

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

LOST COMMUNICATIONS:

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

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




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

NOTE: Chart not to scale.

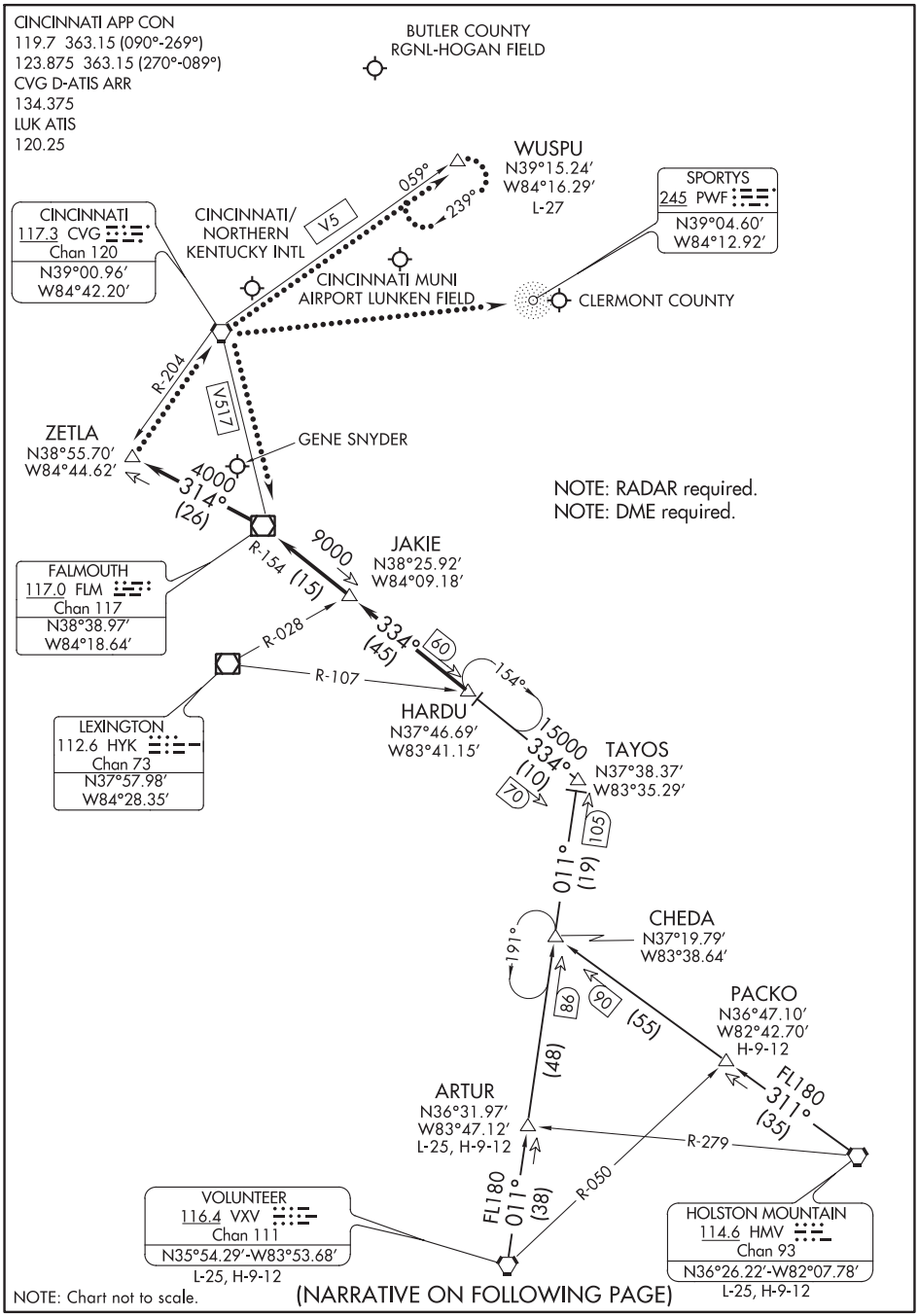
(GAVNN.GAVNN5) 20198
GAVNN FIVE ARRIVAL (RNAV)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

AL-655 (FAA)

Z21

# HARDU FIVE ARRIVAL

CINCINNATI, OHIO

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HARDU FIVE ARRIVAL

CINCINNATI, OHIO



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ARRIVAL ROUTE DESCRIPTION

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

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

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

LOST COMMUNICATIONS

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

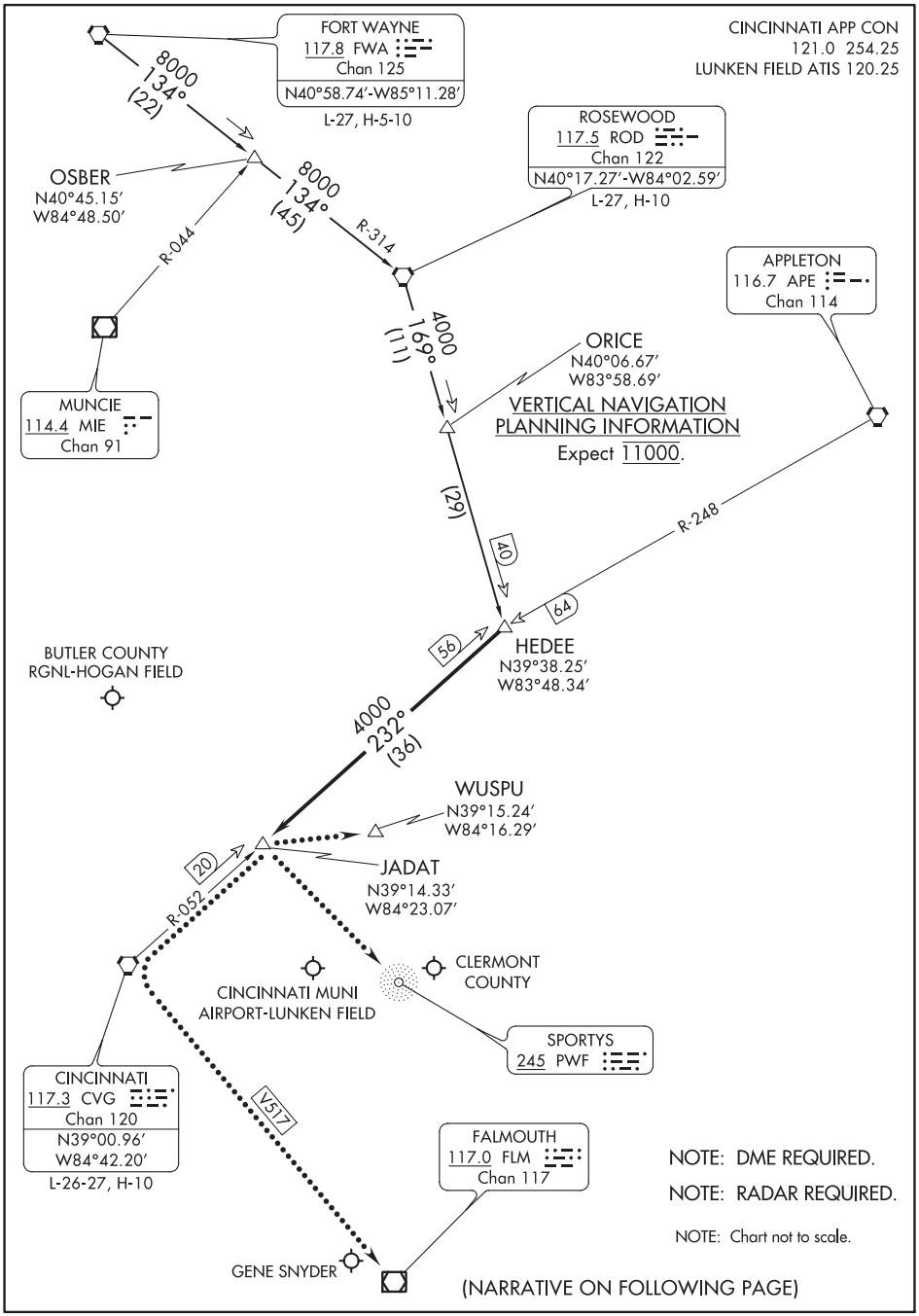
For HAO: At ZETLA, proceed to CVG VORTAC. Maintain 3000 until CVG VORTAC.

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

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

# HEDEE FOUR ARRIVAL

CINCINNATI, OHIO



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HEDEE FOUR ARRIVAL

CINCINNATI, OHIO

ARRIVAL ROUTE DESCRIPTION

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

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

LOST COMMUNICATION PROCEDURE

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

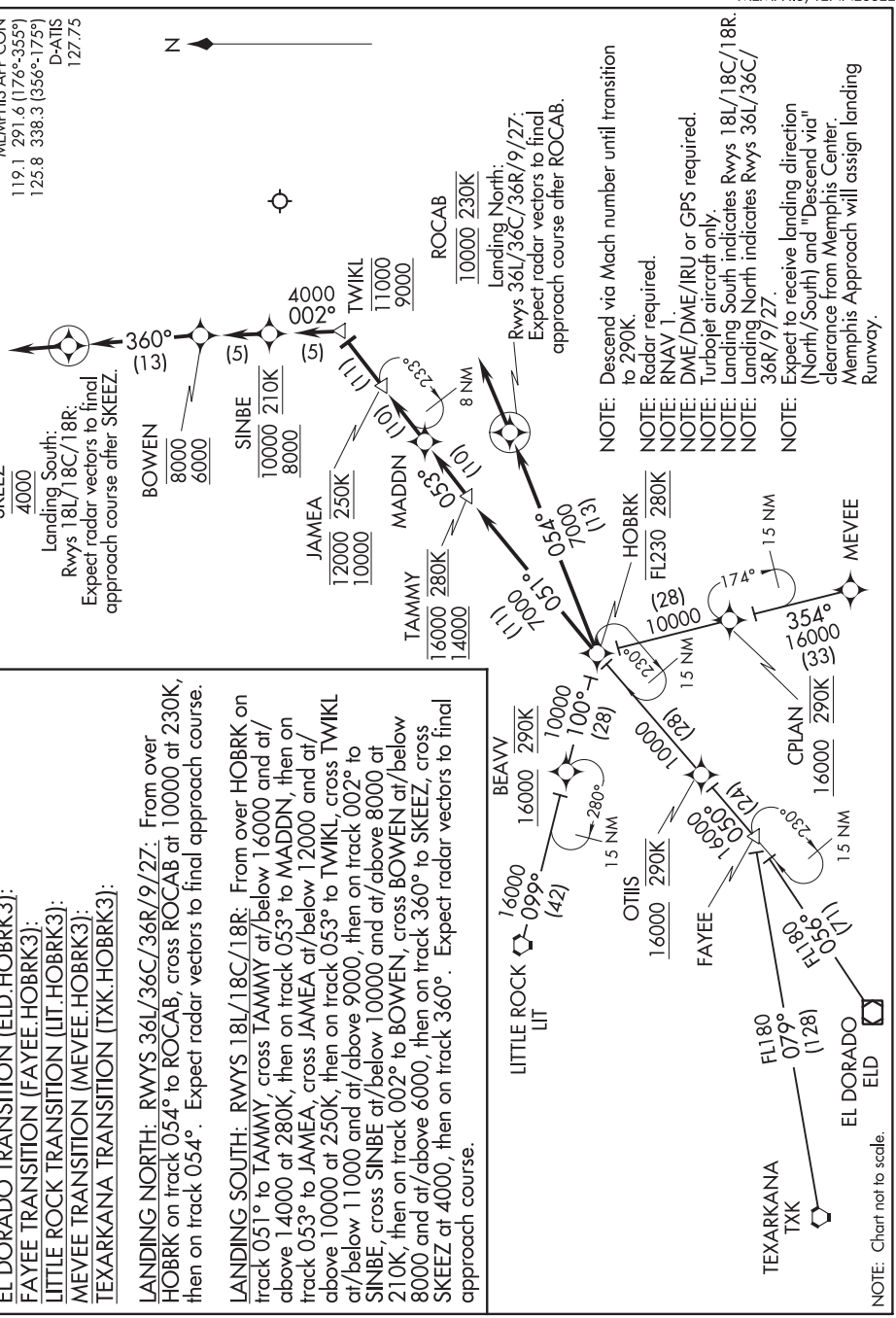
# HOBRK THREE ARRIVAL (RNAV)



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

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

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



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HOBRK THREE ARRIVAL (RNAV)



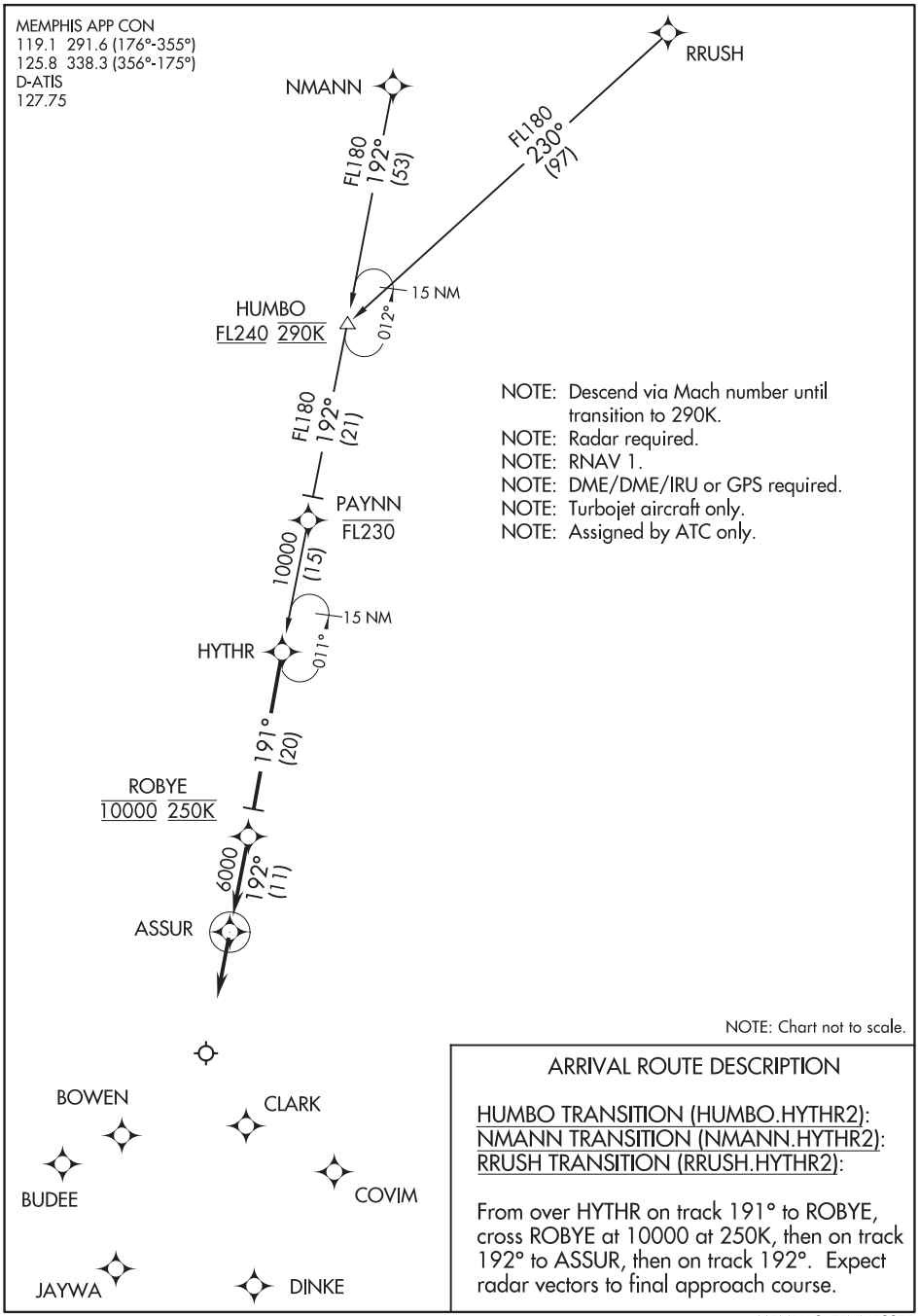
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

(HYTHR.HYTHR2) 18032

AL-253 (FAA)

# HYTHR TWO ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE




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

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

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

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



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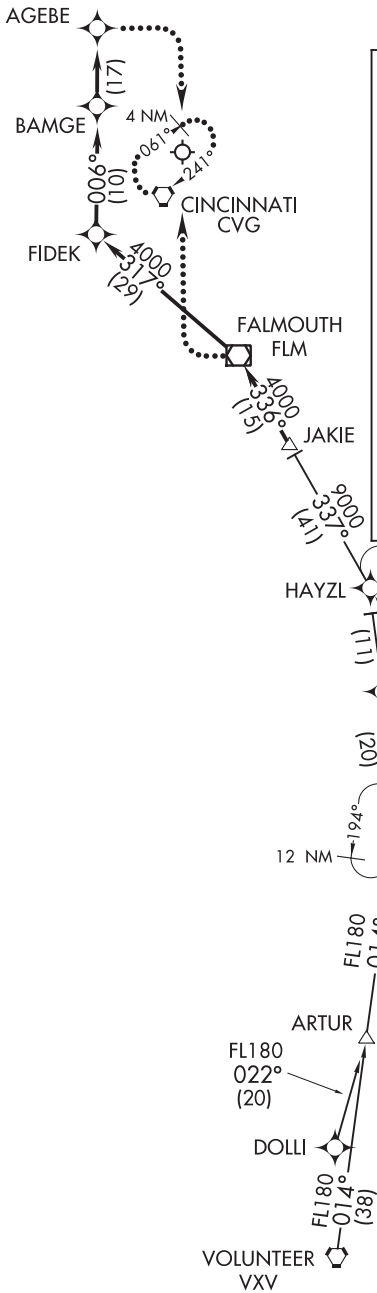
HYTHR TWO ARRIVAL (RNAV)
(HYTHR.HYTHR2) 01FEB18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

D-ATIS ARR
134.375
CINCINNATI APP CON
119.7 254.25




## ARRIVAL ROUTE DESCRIPTION

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

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

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

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

NOTE: Chart not to scale.

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# LUGOH THREE ARRIVAL
(LUGOH.LUGOH3) 24MAY18

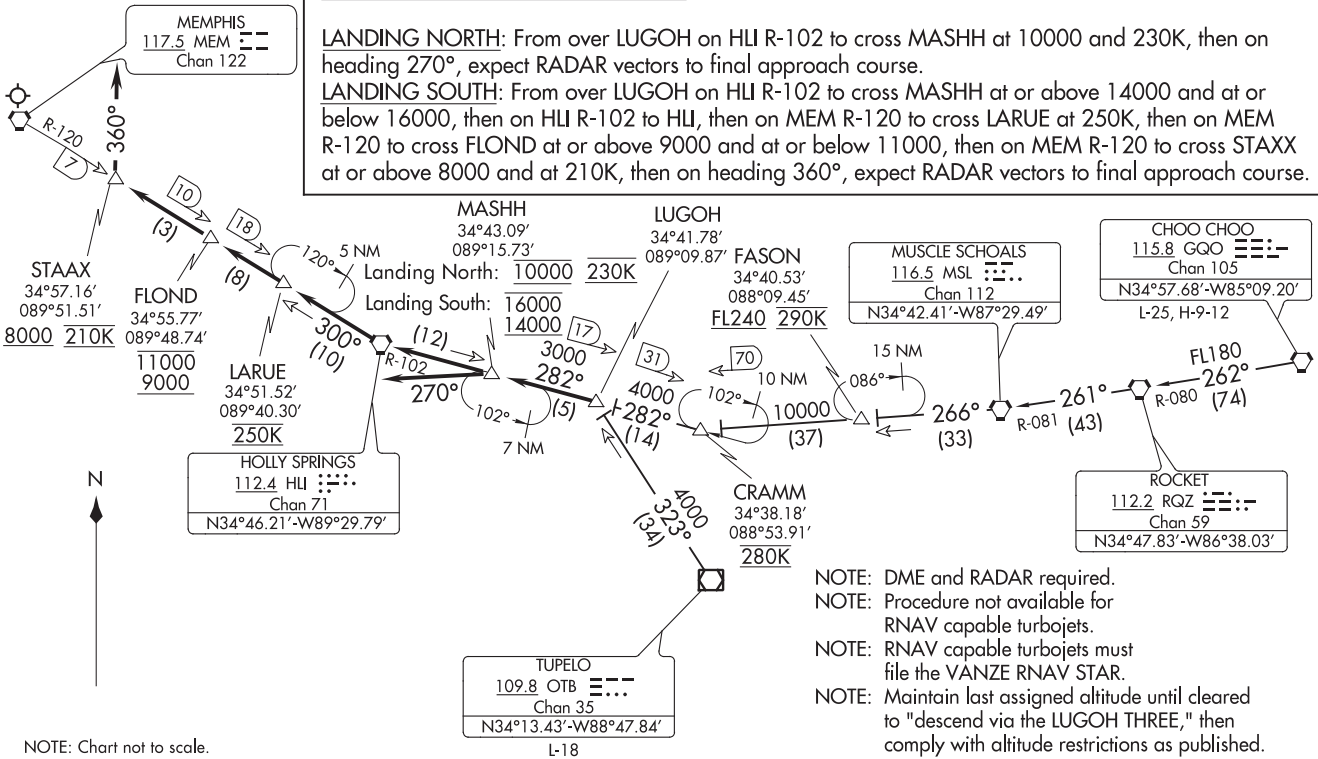
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

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

## ARRIVAL ROUTE DESCRIPTION

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

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




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

NOTE: Chart not to scale.

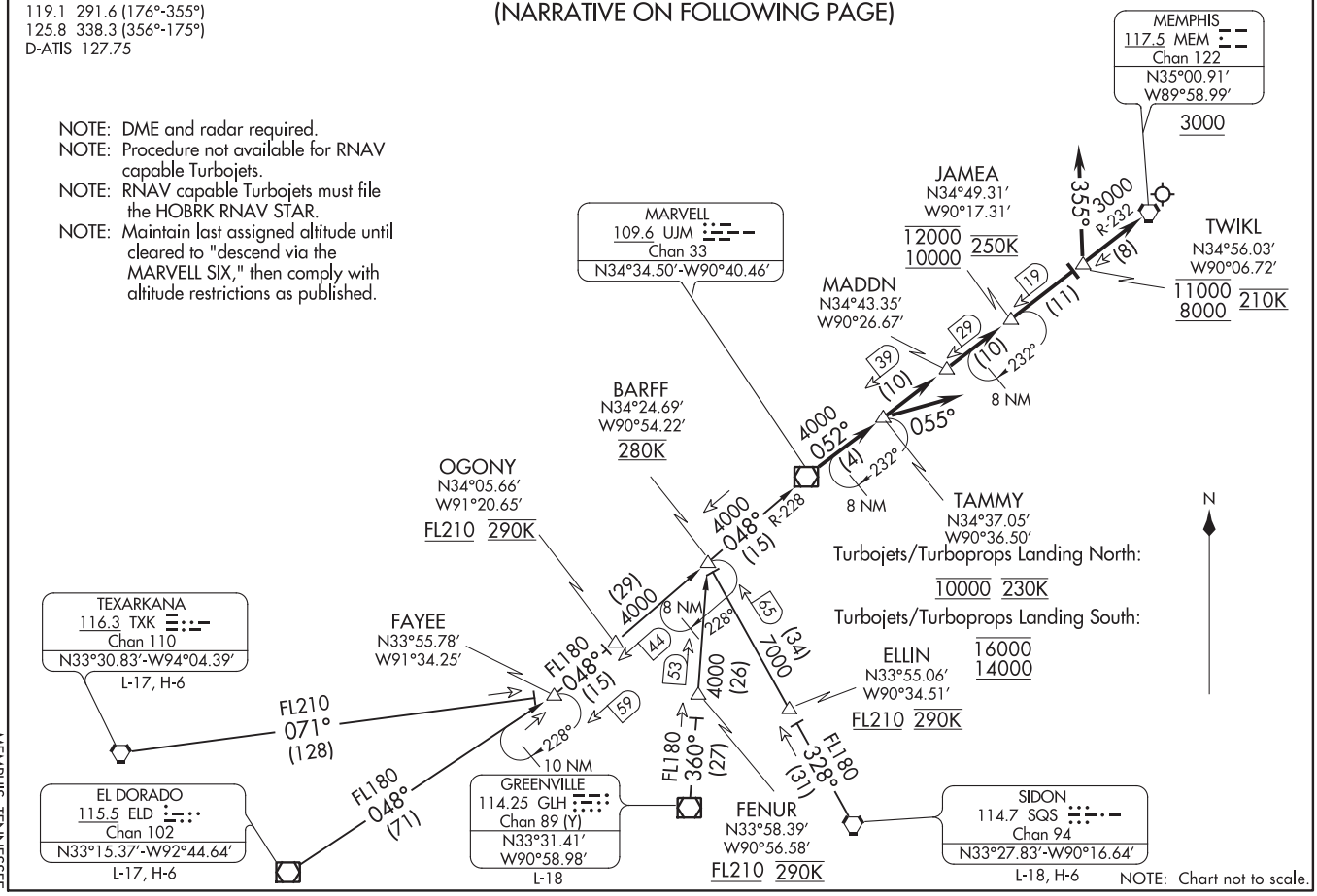
(LUGOH.LUGOH3) 20366
LUGOH THREE ARRIVAL
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

# MARVELL SIX ARRIVAL
(UJM.UJM6) 10NOV16

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME and radar required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the HOBRK RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the MARVELL SIX," then comply with altitude restrictions as published.




NOTE: Chart not to scale.

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)



(UJM.UJM6) 20086
MARVELL SIX ARRIVAL

AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

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

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

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

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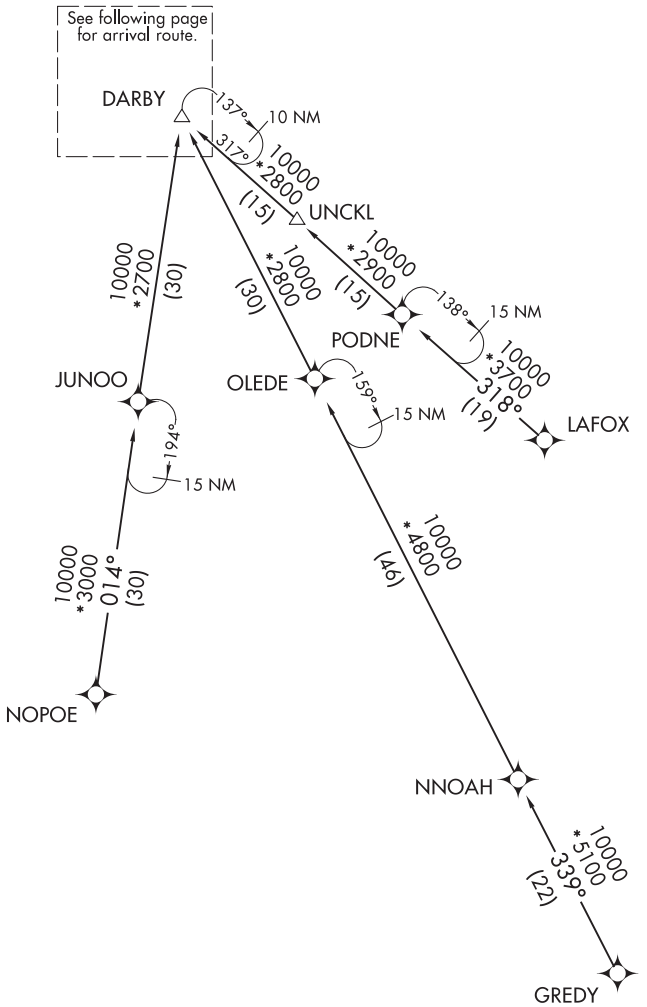
# MAUDD SIX ARRIVAL (RNAV) Transition Routes



LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

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




NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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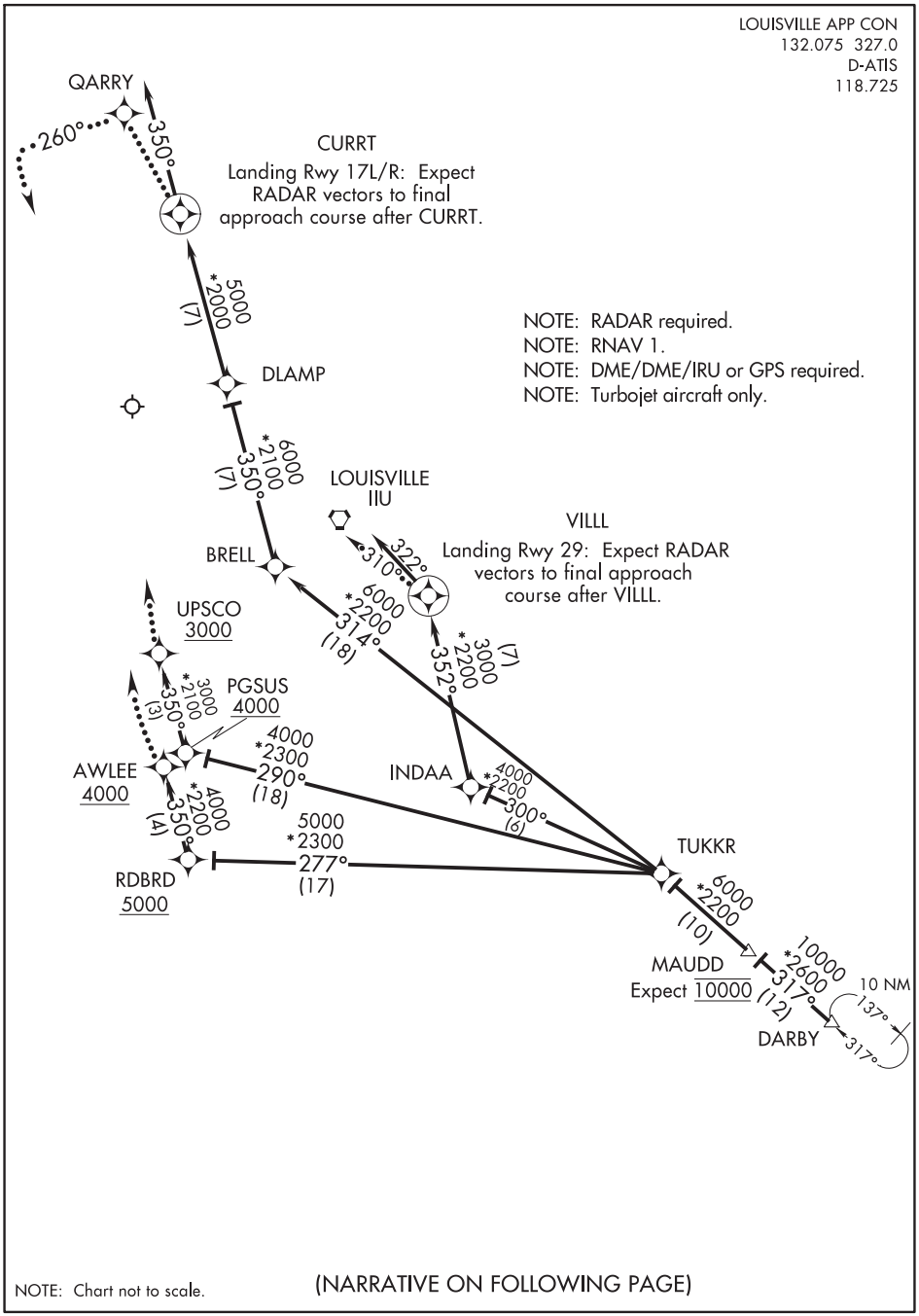
(DARBY.MAUDD6) 19227 AL-239 (FAA) LOUISVILLE MUHAMMAD ALI INTL (SDF)

# MAUDD SIX ARRIVAL (RNAV) Arrival Routes

LOUISVILLE, KENTUCKY




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

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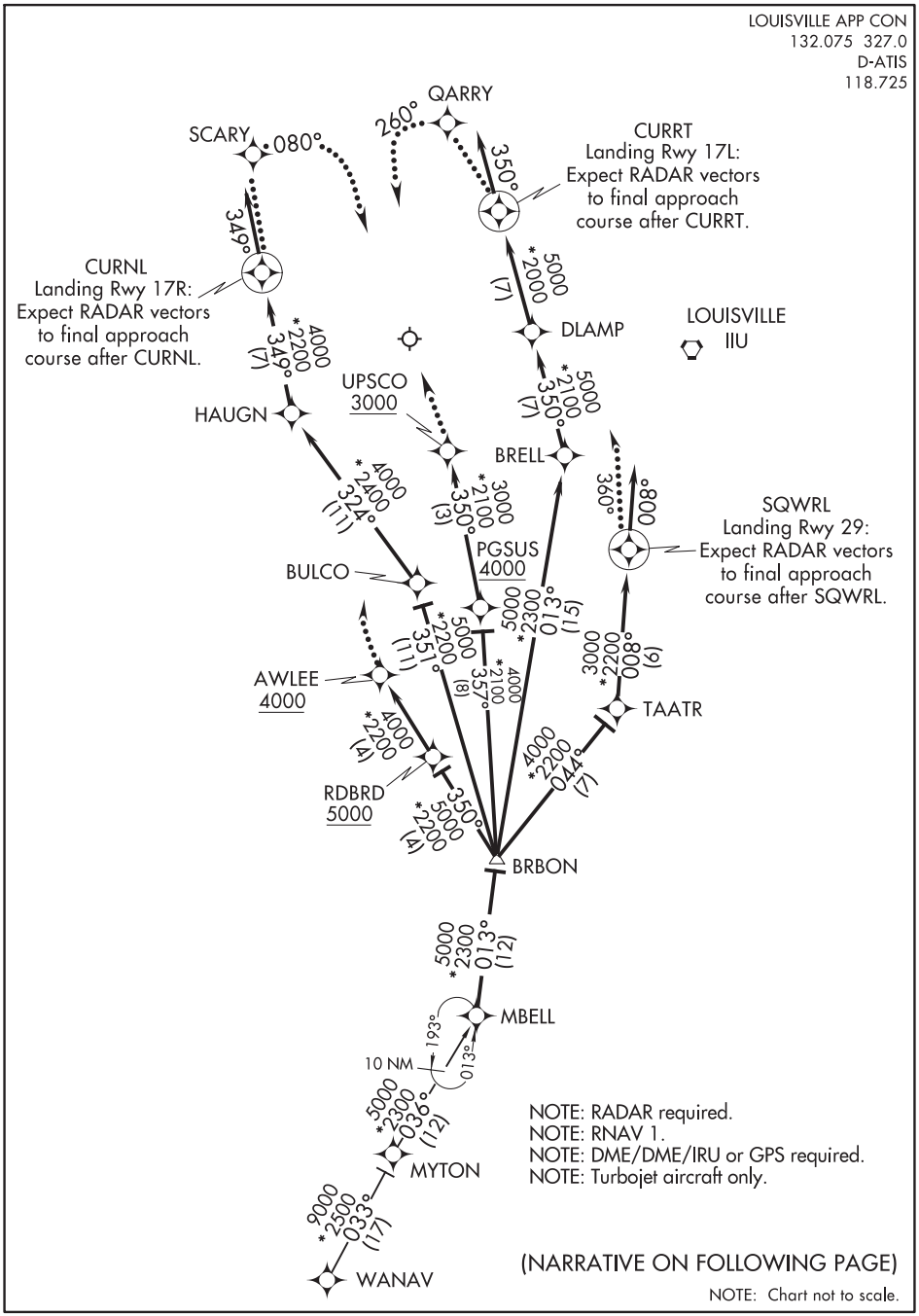
(MBELL.MBELL4) 19227 AL-239 (FAA)

# MBELL FOUR ARRIVAL (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY




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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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MBELL FOUR ARRIVAL (RNAV)

(MBELL.MBELL4) 15AUG19

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

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

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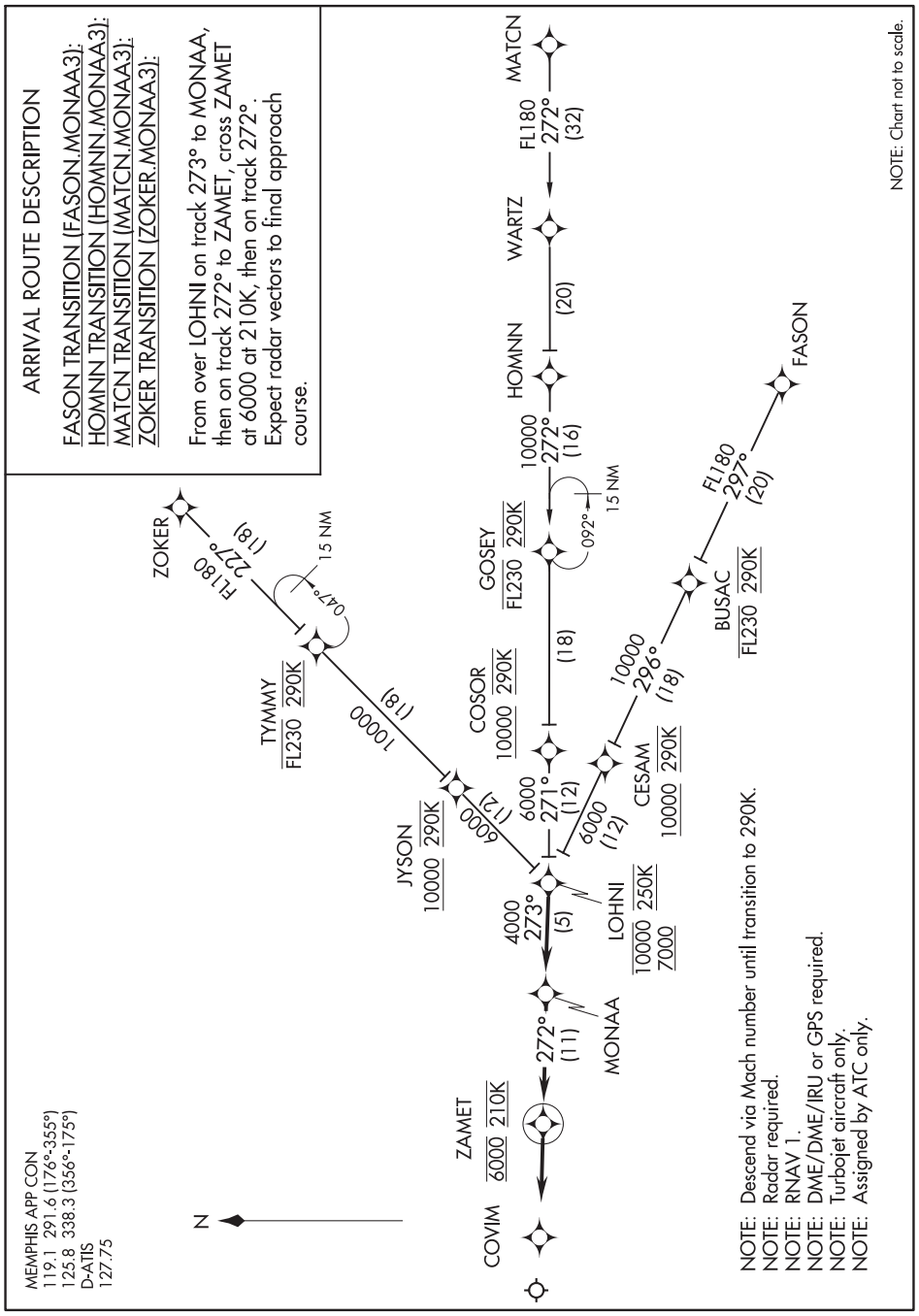
(MONAA.MONAA3) 18032 AL-253 (FAA)

# MONAA THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

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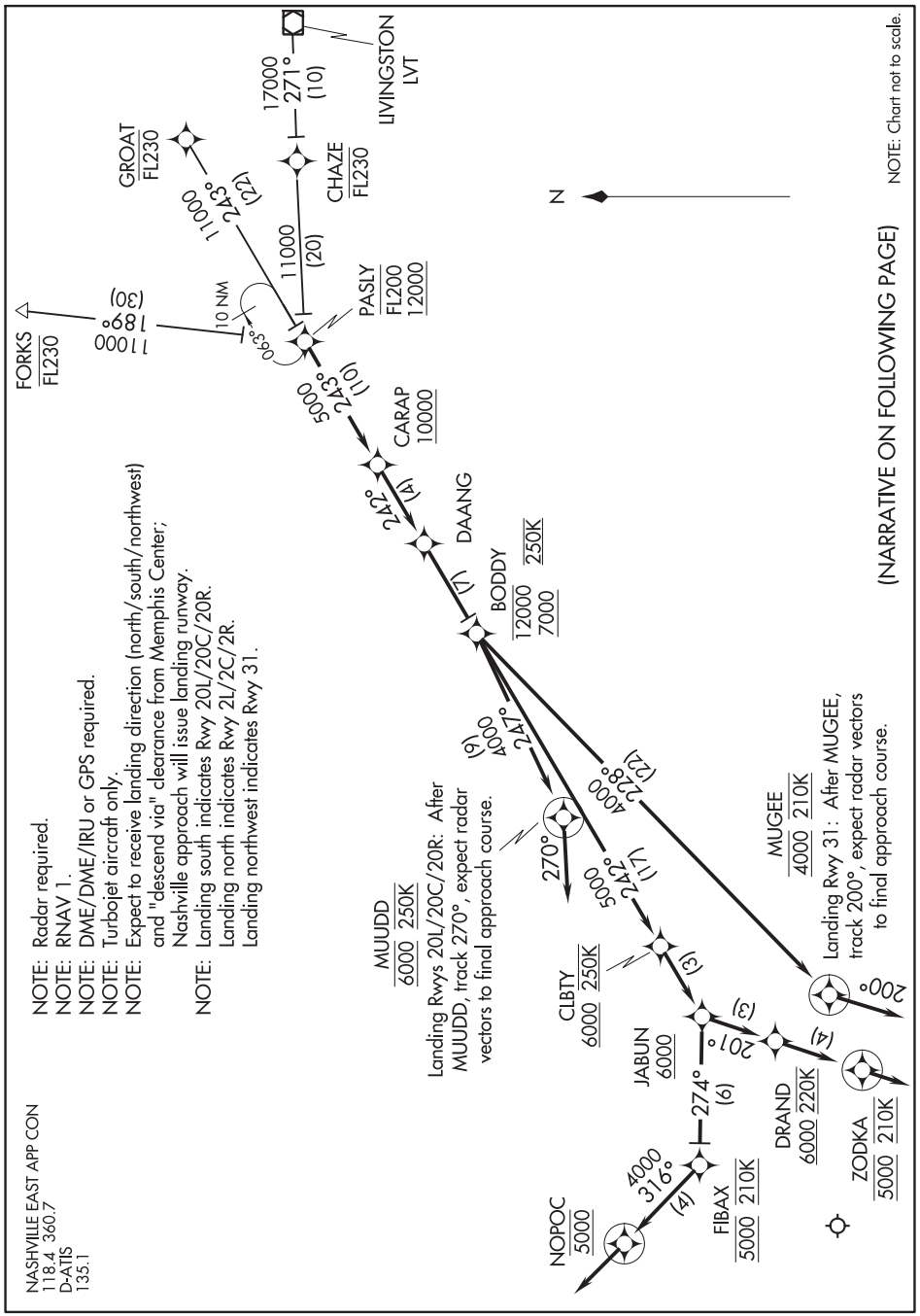
MONAA THREE ARRIVAL (RNAV)

(MONAA.MONAA3) 01FEB18

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

# PASLY FOUR ARRIVAL (RNAV)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE



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PASLY FOUR ARRIVAL (RNAV)

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

ARRIVAL ROUTE DESCRIPTION

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

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

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

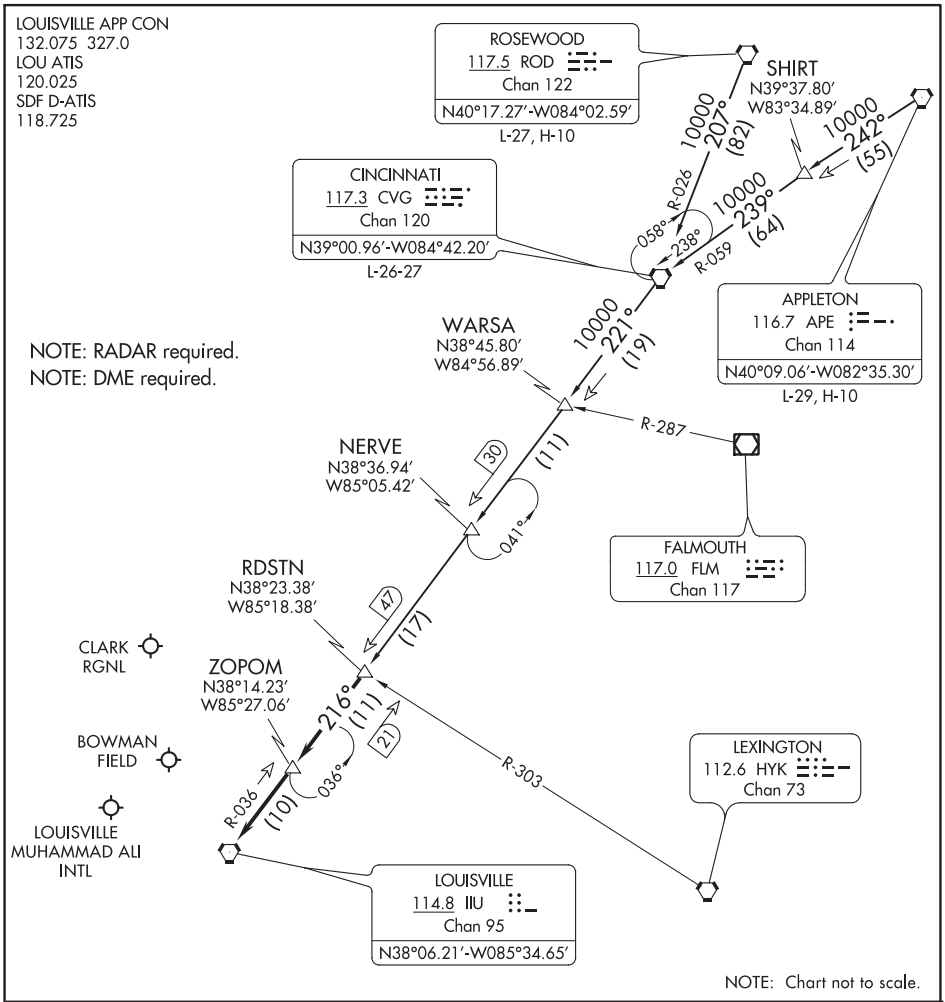
LANDING SOUTH RWYS 20L/20C/20R: From over BODDY on track 247° to cross MUUDD at 6000 and at 250K, then on track 270°. Expect radar vectors to final approach course.

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

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

# REDSTONE SIX ARRIVAL

LOUISVILLE, KENTUCKY




## ARRIVAL ROUTE DESCRIPTION

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

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



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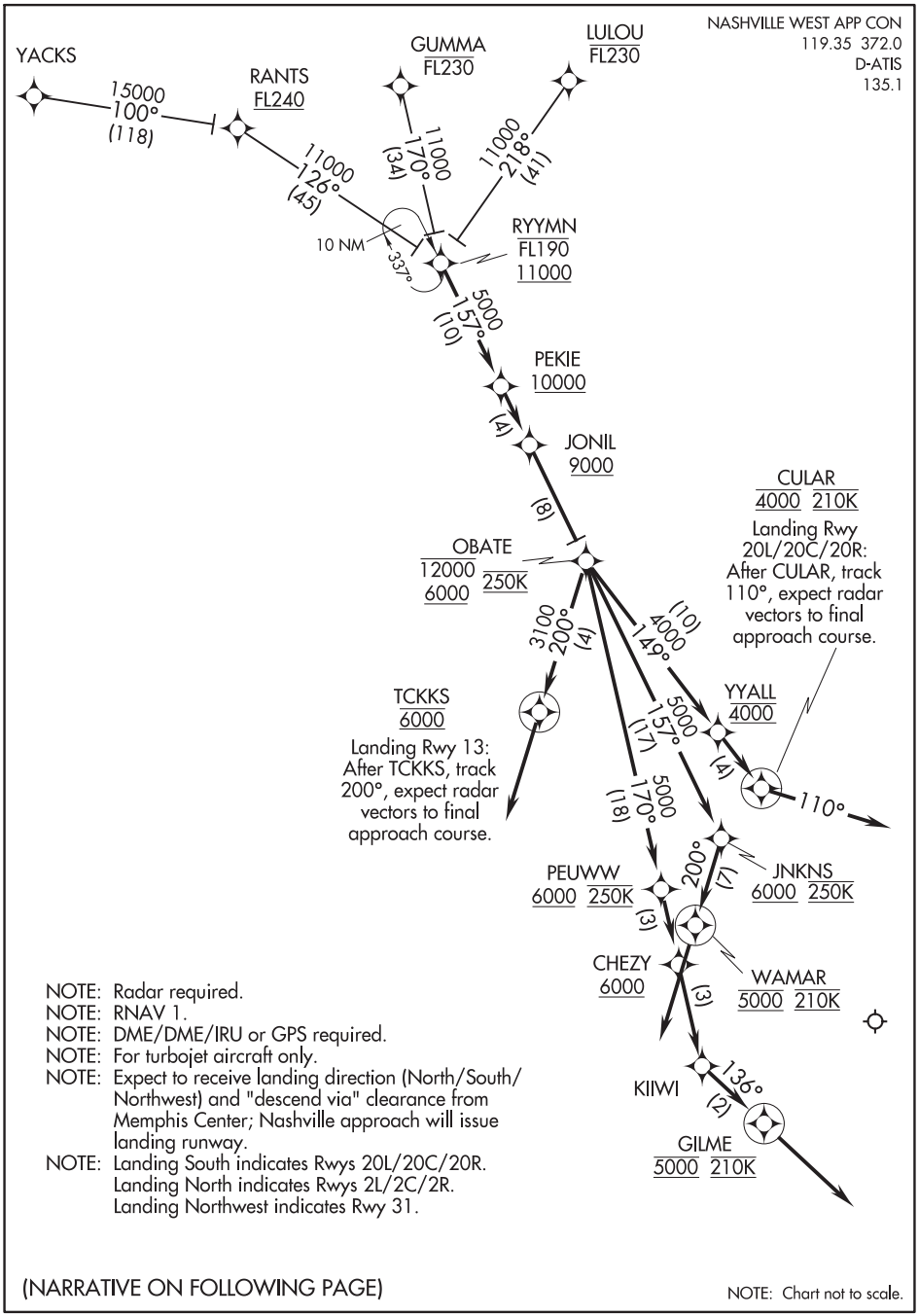
(RYYMN.RYYMN2) 20254 AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

# RYYMN TWO ARRIVAL (RNAV)




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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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RYYMN TWO ARRIVAL (RNAV)
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)
(RYYMN.RYYMN2) 24JUL14

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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(SARGO.SARGO3) 20198
SARGO THREE ARRIVAL (RNAV)
AL-655 (FAA)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY



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

CENTRALIA TRANSITION (ENL.SARGO3):
POCKET CITY TRANSITION (PXV.SARGO3):

From over SARGO on track 065° to TYOTA, then on track 065° to FIDEK, then on track 004° to BAMGE, then on track 004° to AGEBE, then on heading 004°. Expect radar vectors to final approach course.

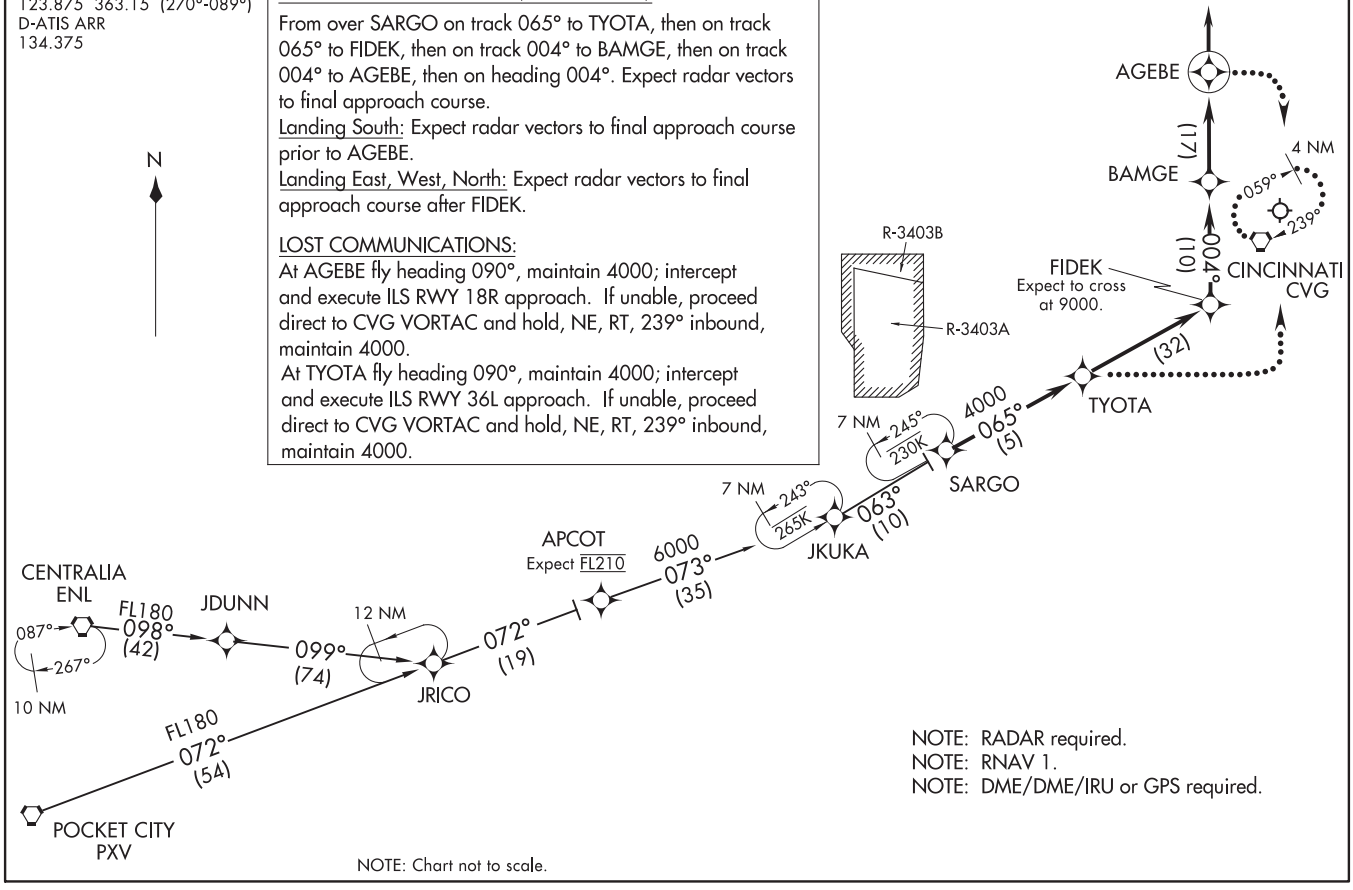
Landing South: Expect radar vectors to final approach course prior to AGEBE.

Landing East, West, North: Expect radar vectors to final approach course after FIDEK.

LOST COMMUNICATIONS:

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

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



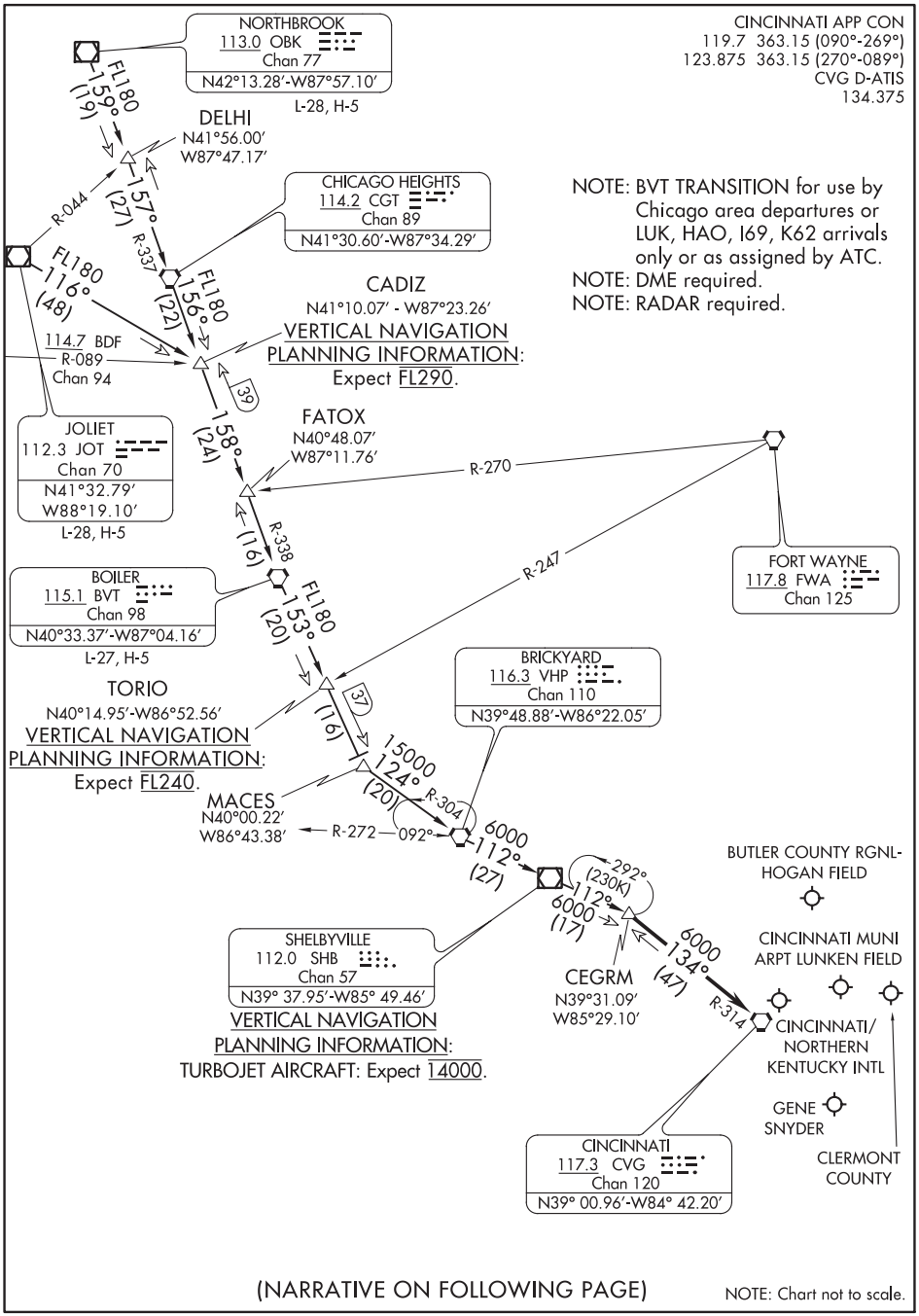

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

# SHELBYVILLE SIX ARRIVAL

AL-655 (FAA)

COVINGTON, KENTUCKY




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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SHELBYVILLE SIX ARRIVAL

COVINGTON, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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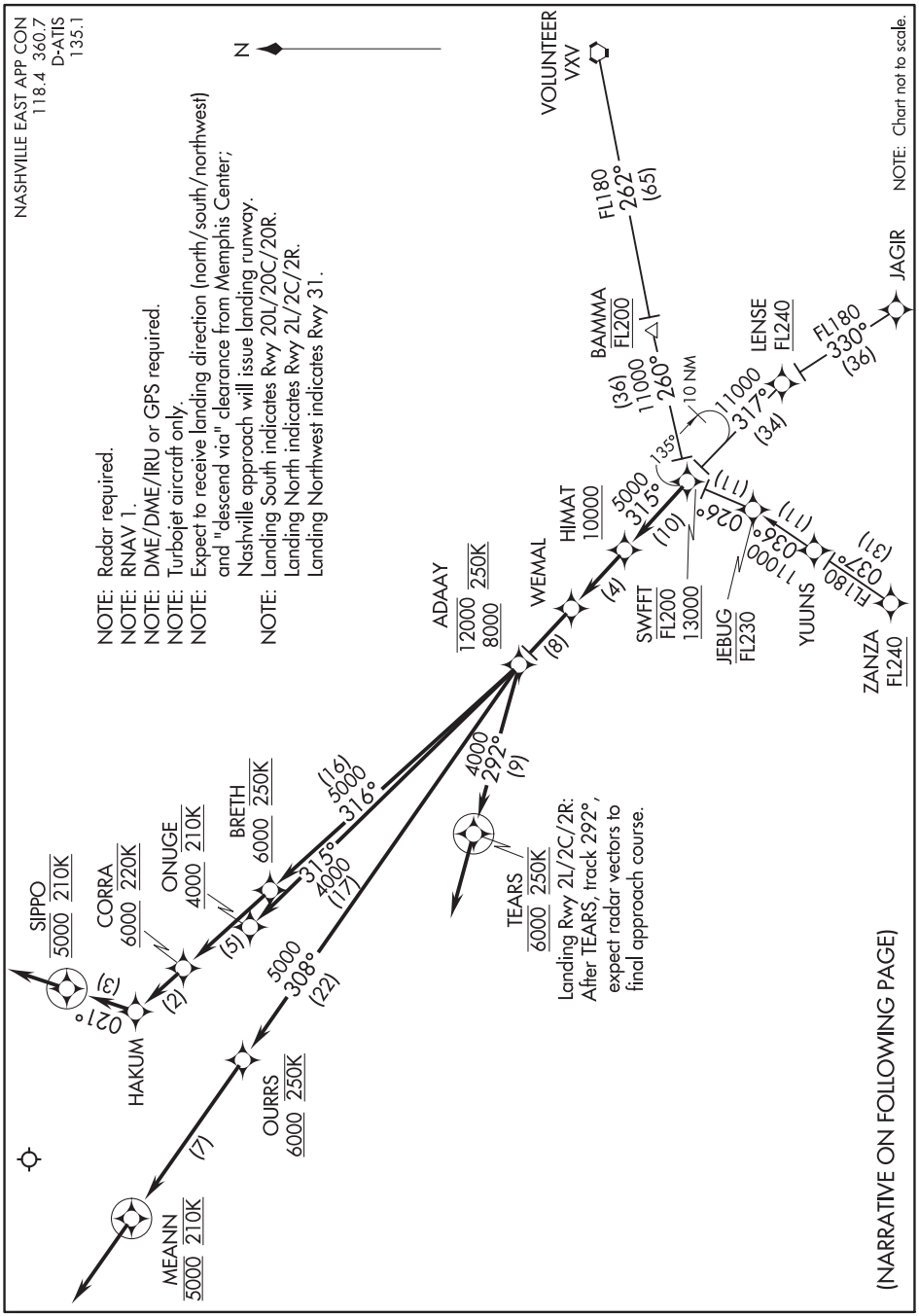
# SWFFT TWO ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)

VOLUNTEER TRANSITION (VXV.SWFFT2)

ZANZA TRANSITION (ZANZA.SWFFT2)

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

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

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

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

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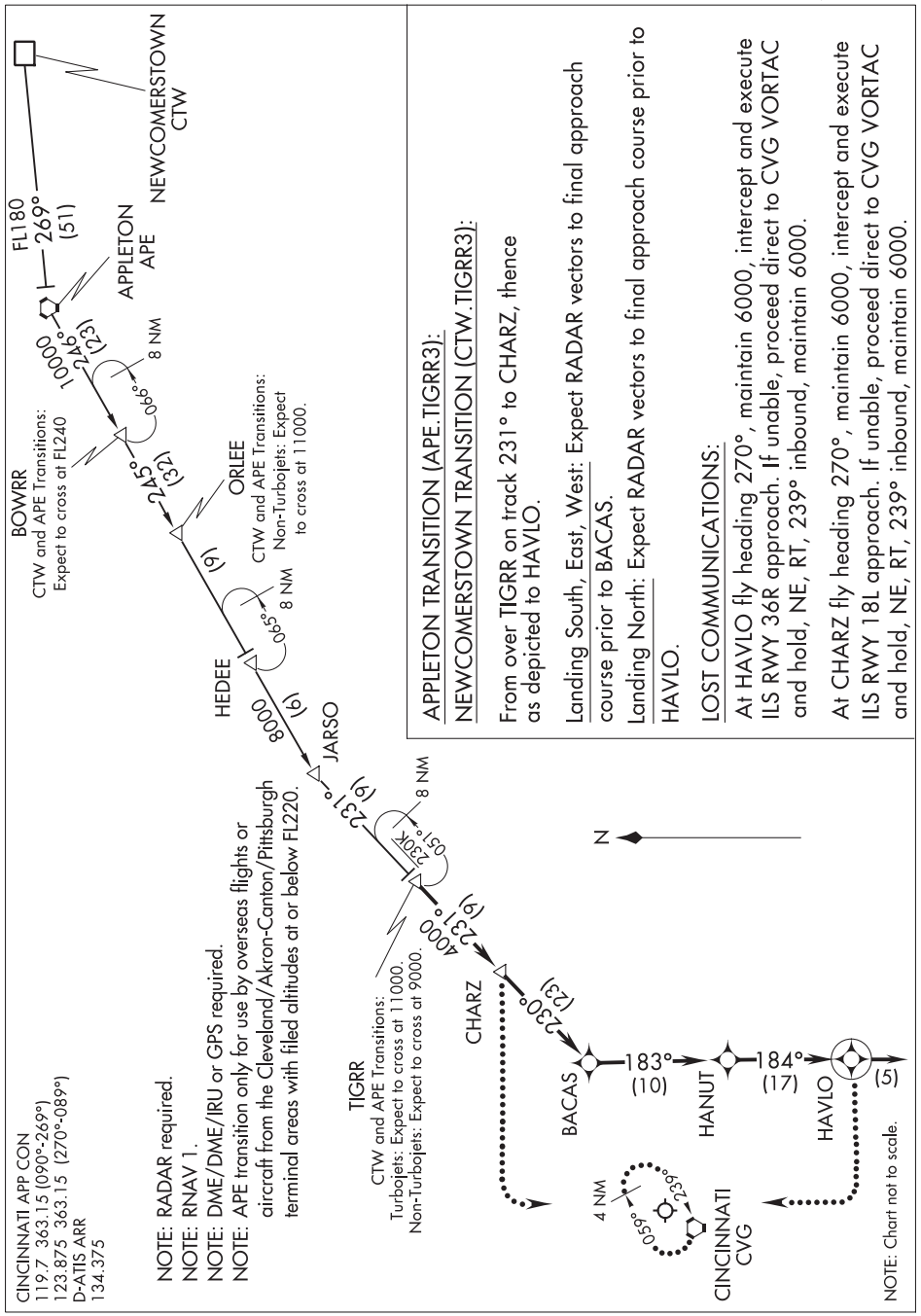


SE-1, 25 FEB 2021 to 22 APR 2021

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(VANZE.VANZE2) 18032

AL-253 (FAA)

# VANZE TWO ARRIVAL (RNAV)

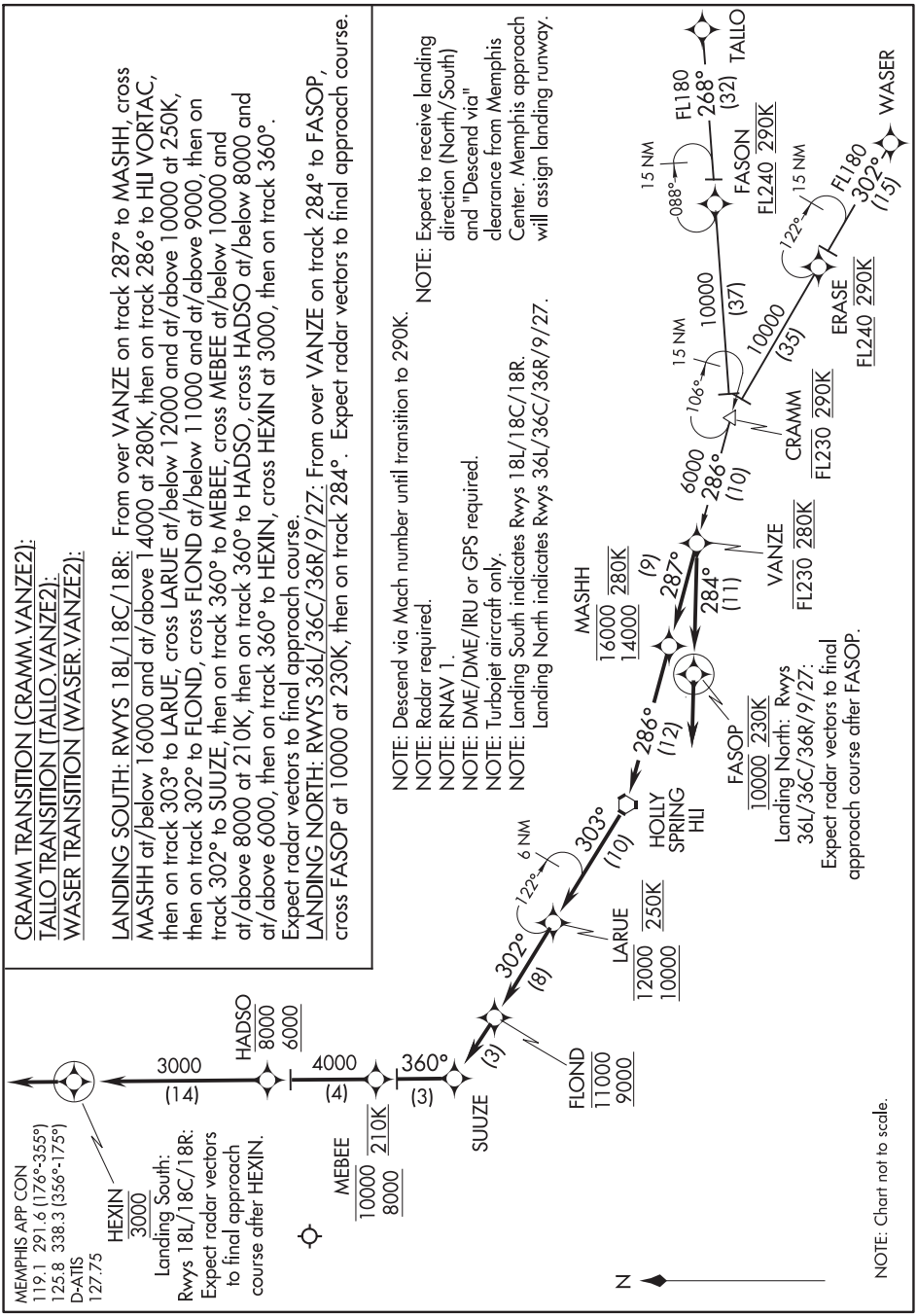
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

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

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

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

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




NOTE: Chart not to scale.

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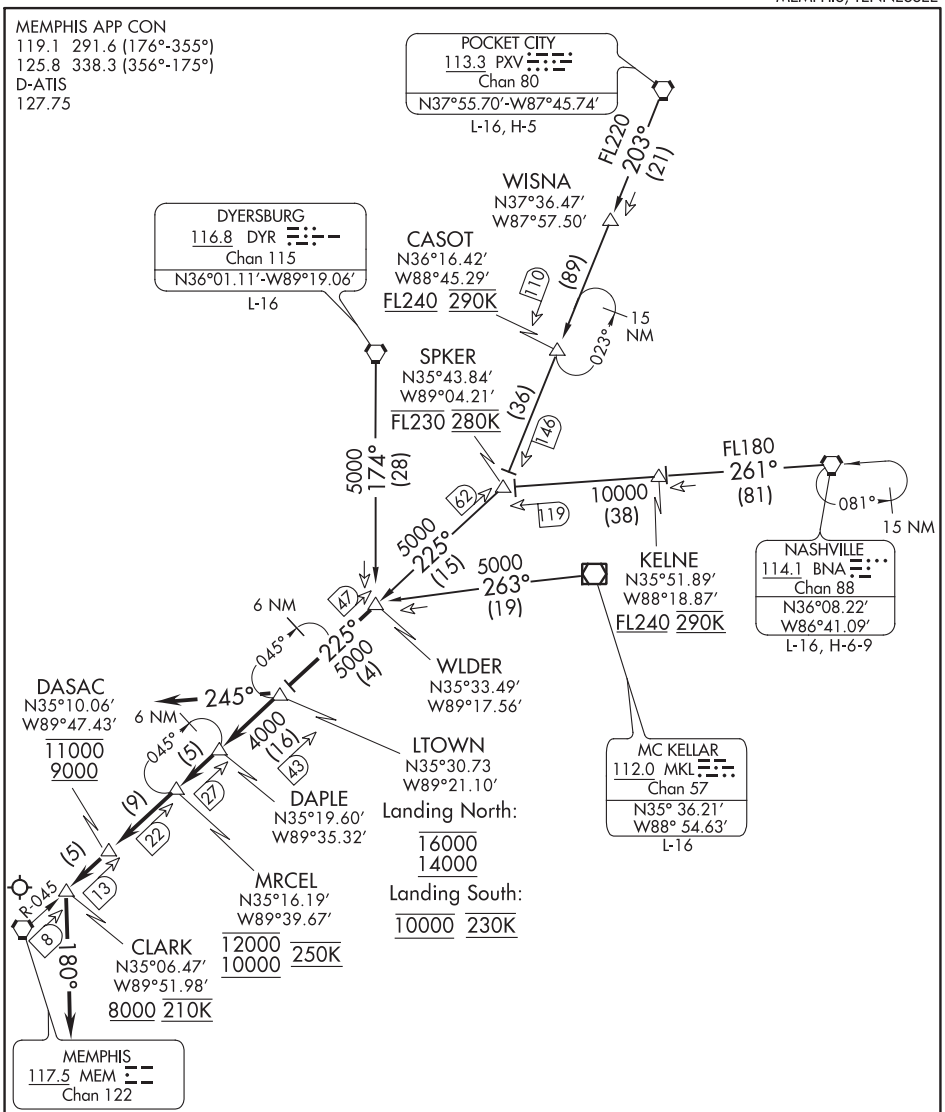
# WLDER NINE ARRIVAL




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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-1, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

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

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

LANDING SOUTH: From over WLDER/MEM 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect radar vectors to final approach course.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| WAAS CH 72723 W10A | APP CRS 103° | Rwy ldg 5402<br>TDZE 547<br>Apt Elev 547 |
|---|---|---|

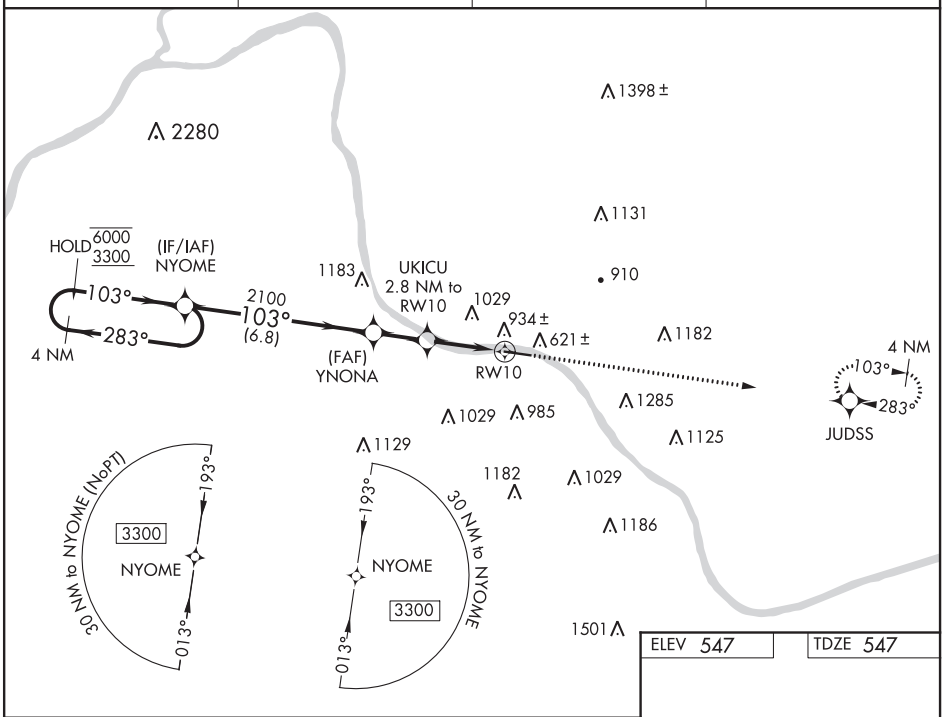
# RNAV (GPS) RWY 10
## ASHLAND RGNL (DWU)

RNP APCH.

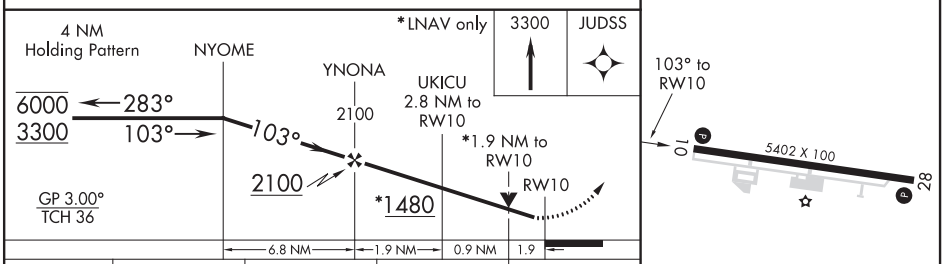
Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

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

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




ELEV 547 TDZE 547




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

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

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

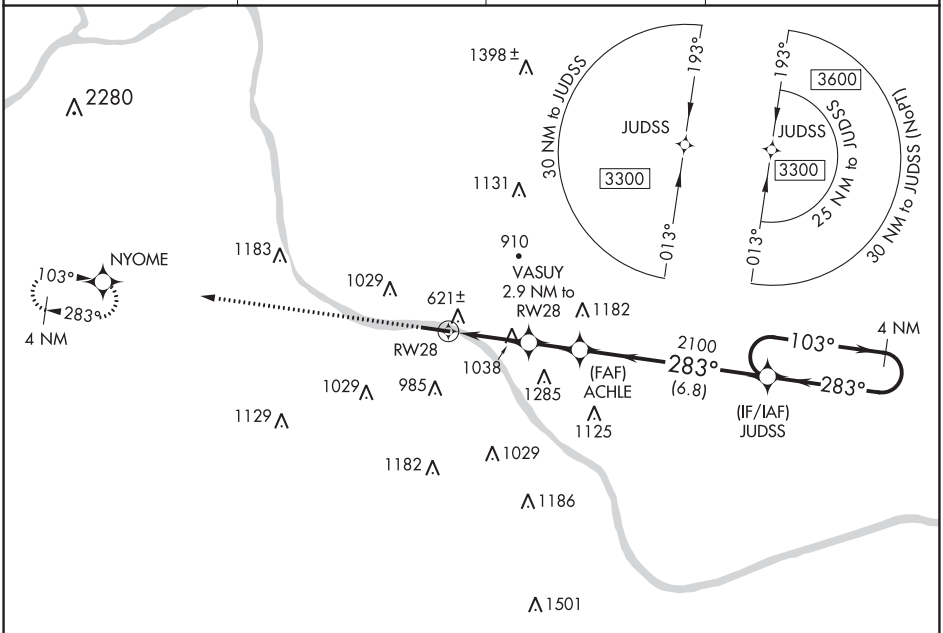
# RNAV (GPS) RWY 28
## ASHLAND RGNL (DWU)

| WAAS CH 62923 W28A | APP CRS 283° | Rwy ldg 5402<br>TDZE 546<br>Apt Elev 546 |
|---|---|---|

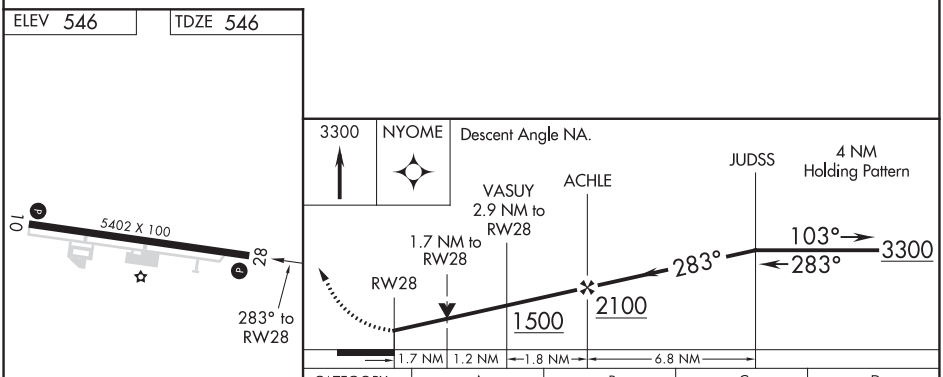
DME/DME RNP-0.3 NA. When local altimeter setting not received; use Huntington altimeter setting, increase all MDA 80 feet and all Circling visibilities ¼ mile. VDP NA when using Huntington altimeter setting.

MISSED APPROACH: Climb to 3300 direct NYOME and hold.

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




ELEV 546 | TDZE 546




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

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

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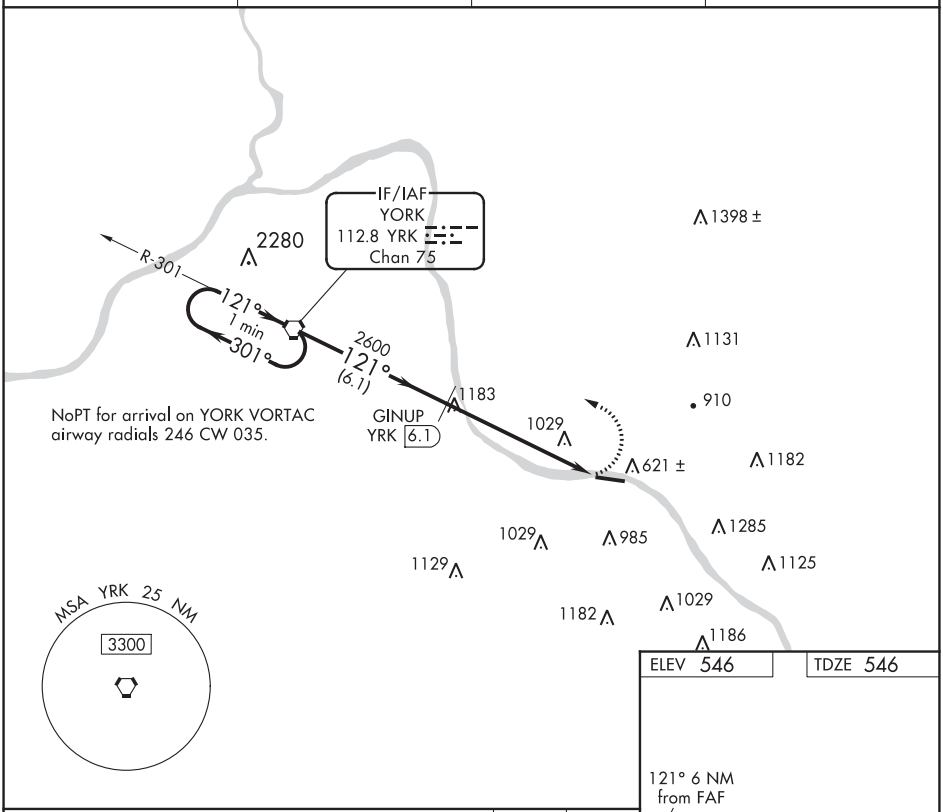
| VORTAC YRK | APP CRS | Rwy ldg | 5402 |
|---|---|---|---|
| 112.8 | 121° | TDZE | 546 |
| Chan 75 | | Apt Elev | 546 |

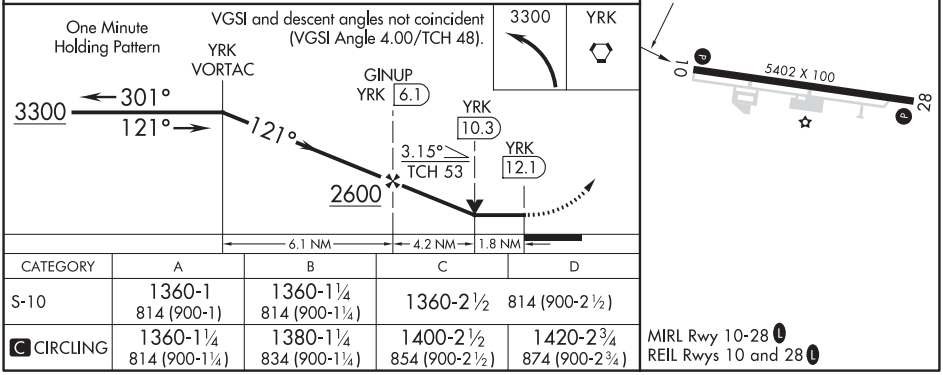
# VOR/DME RWY 10
## ASHLAND RGNL (DWU)

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

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

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




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

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

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ATHENS, TENNESSEE AL-5791 (FAA) 19059

# RNAV (GPS) RWY 2
## MCMINN COUNTY (MMI)

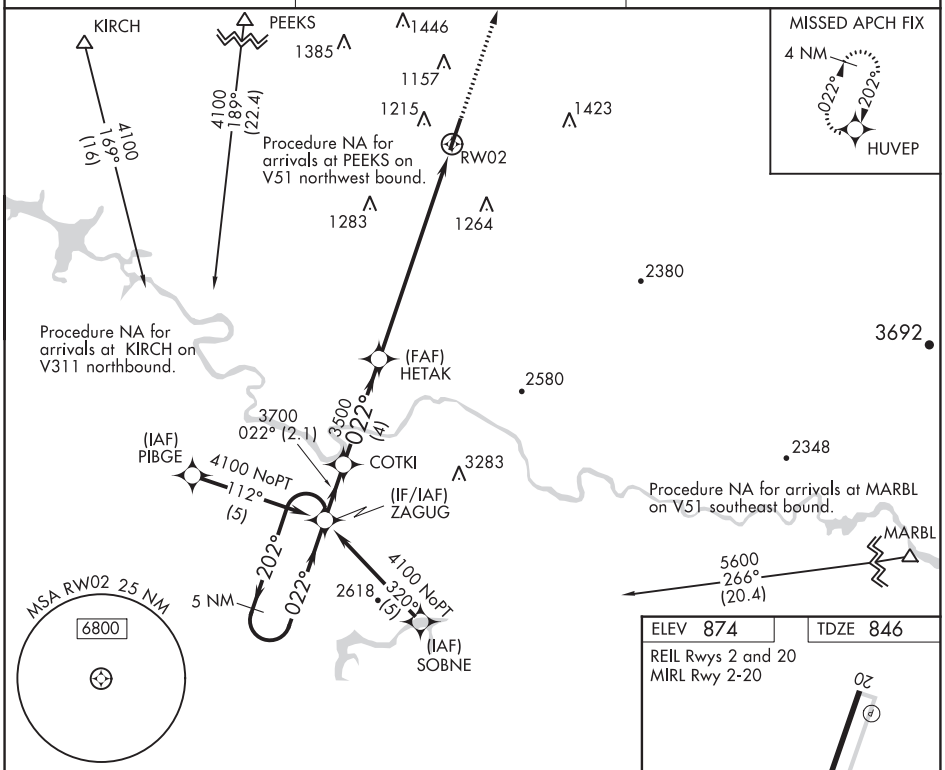
| APP CRS | Rwy ldg | 5501 |
|---|---|---|
| 022° | TDZE | 846 |
| | Apt Elev | 874 |

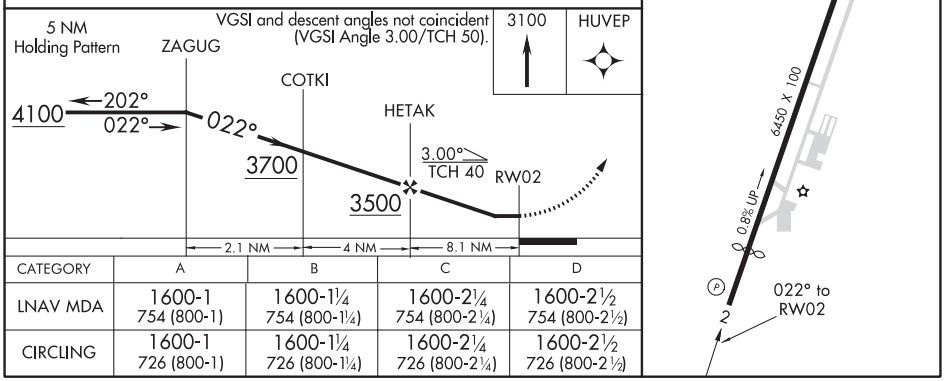
NA

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

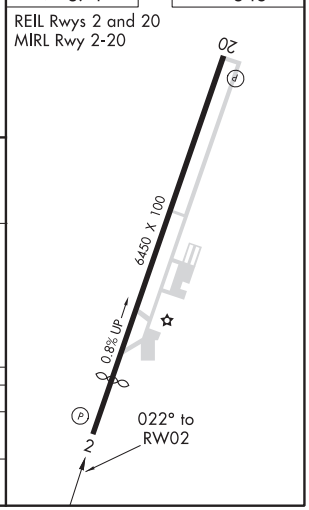
MISSED APPROACH: Climb to 3100 direct HUVEP and hold.

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




| ELEV 874 | TDZE 846 |
|---|---|
| REIL Rwys 2 and 20<br>MIRL Rwy 2-20 | |




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

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

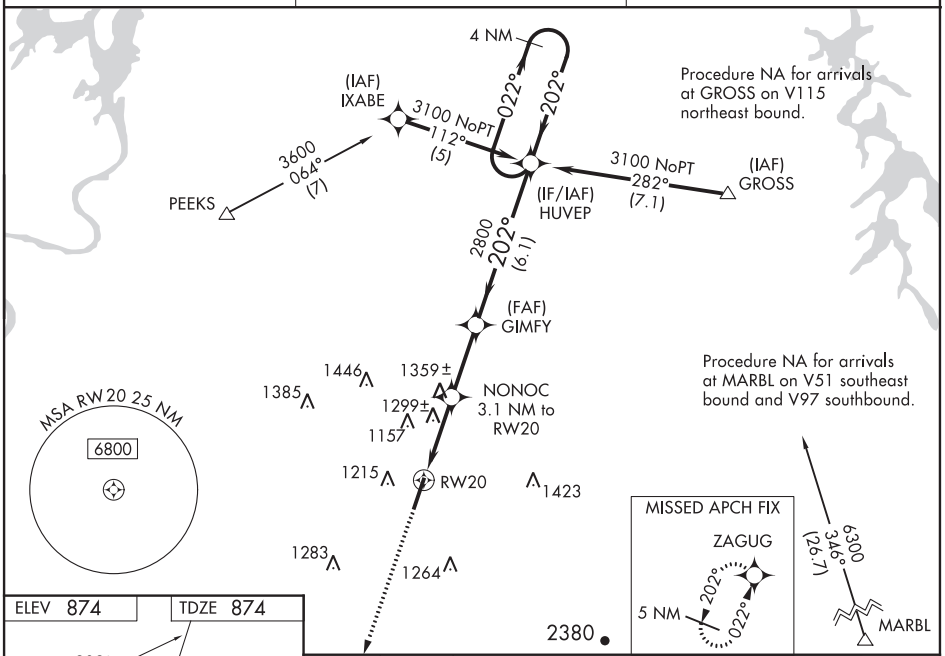
# RNAV (GPS) RWY 20
## MCMINN COUNTY (MMI)

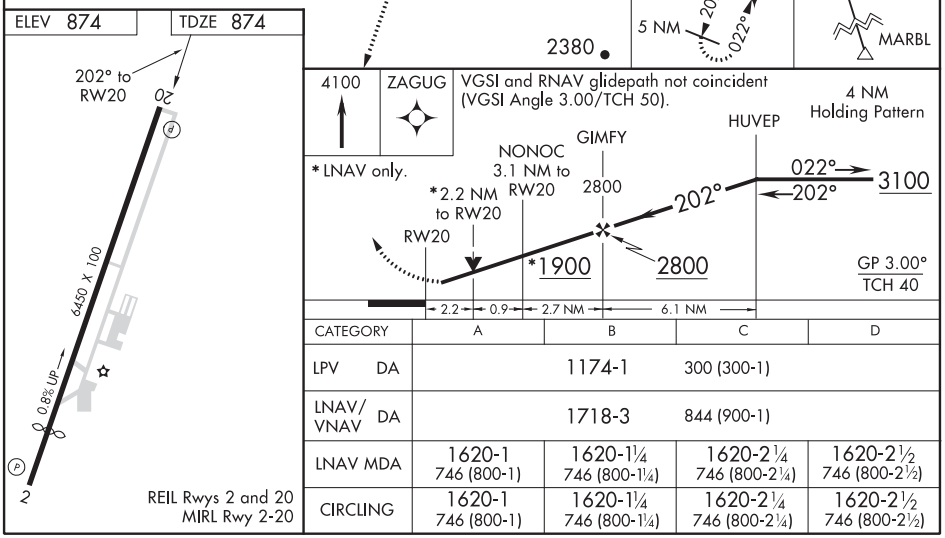
Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-16°C (4°F) or above 54° (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase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

NA

MISSED APPROACH: Climb to 4100 direct ZAGUG and hold.

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




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



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ATHENS, TENNESSEE AL-5791 (FAA) 20254

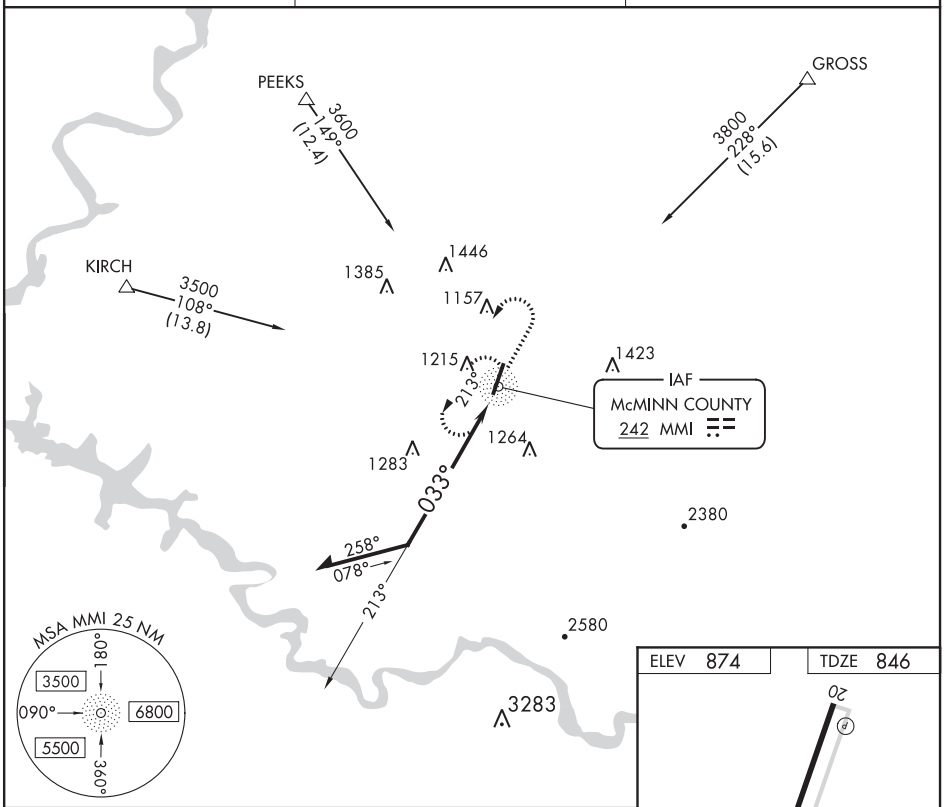
# NDB RWY 2
## MCMINN COUNTY (MMI)

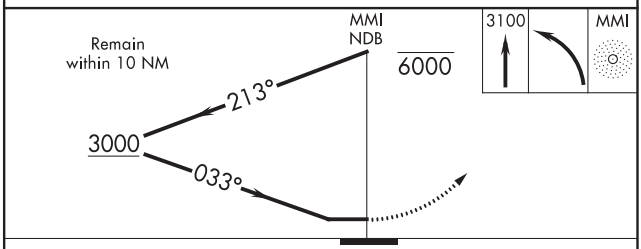
| NDB MMI | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 242 | 033° | TDZE | 846 |
| | | Apt Elev | 874 |

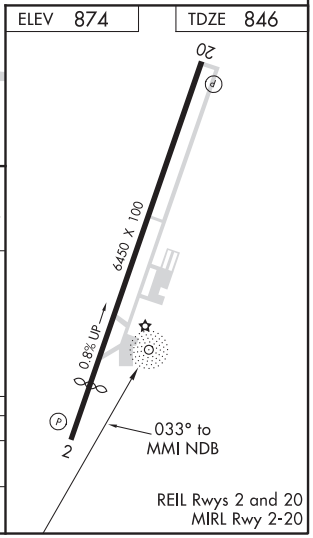
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 120 feet, all Cat A, B and D visibility ¼ mile and all Cat C visibility ½ mile. Night Landing: Rwy 2 NA.

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

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




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

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

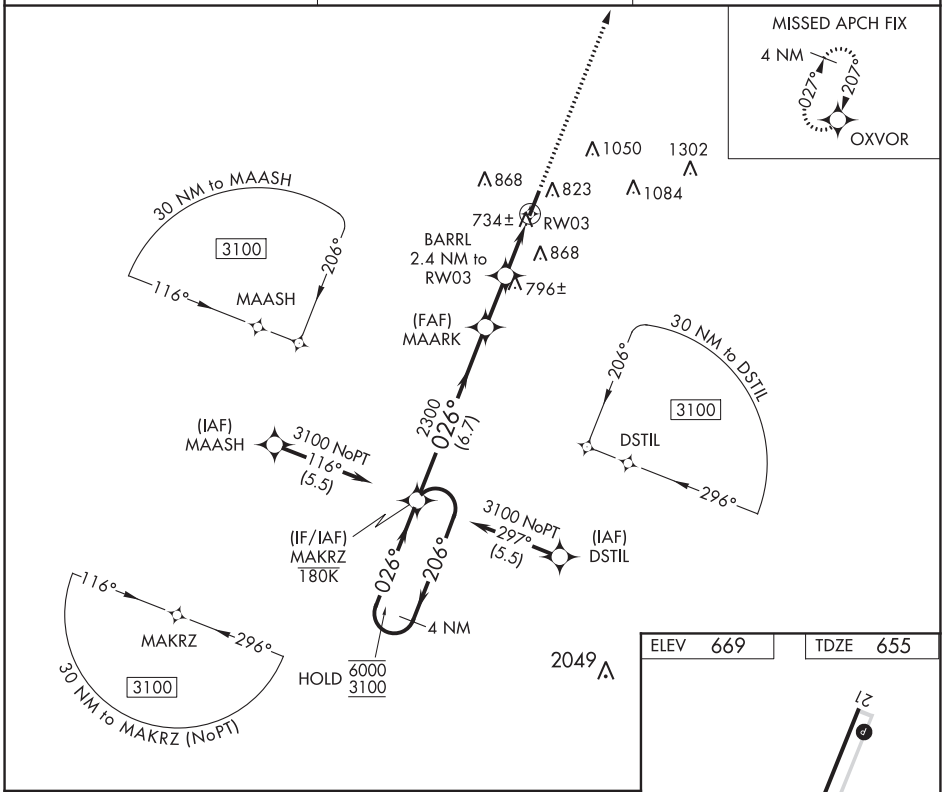
# RNAV (GPS) RWY 3
## SAMUELS FIELD (BRY)

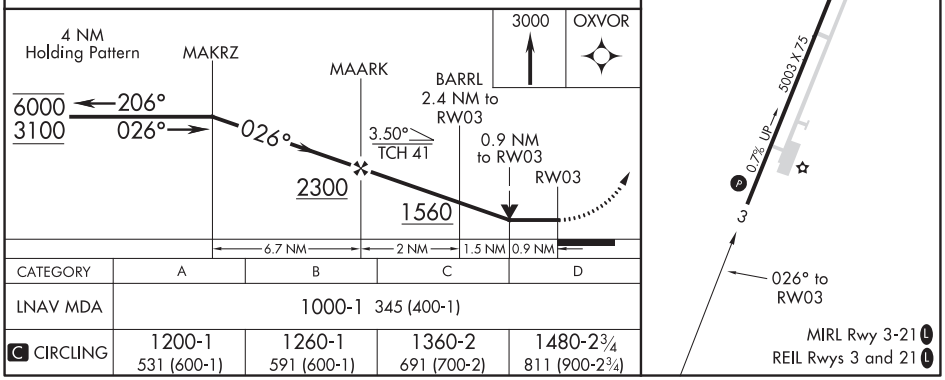
RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

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




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

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BARDSTOWN, KENTUCKY | AL-5539 (FAA) | 19283

| WAAS CH 77816 W21A | APP CRS 207° | Rwy ldg 5003<br>TDZE 669<br>Apt Elev 669 |
|---|---|---|

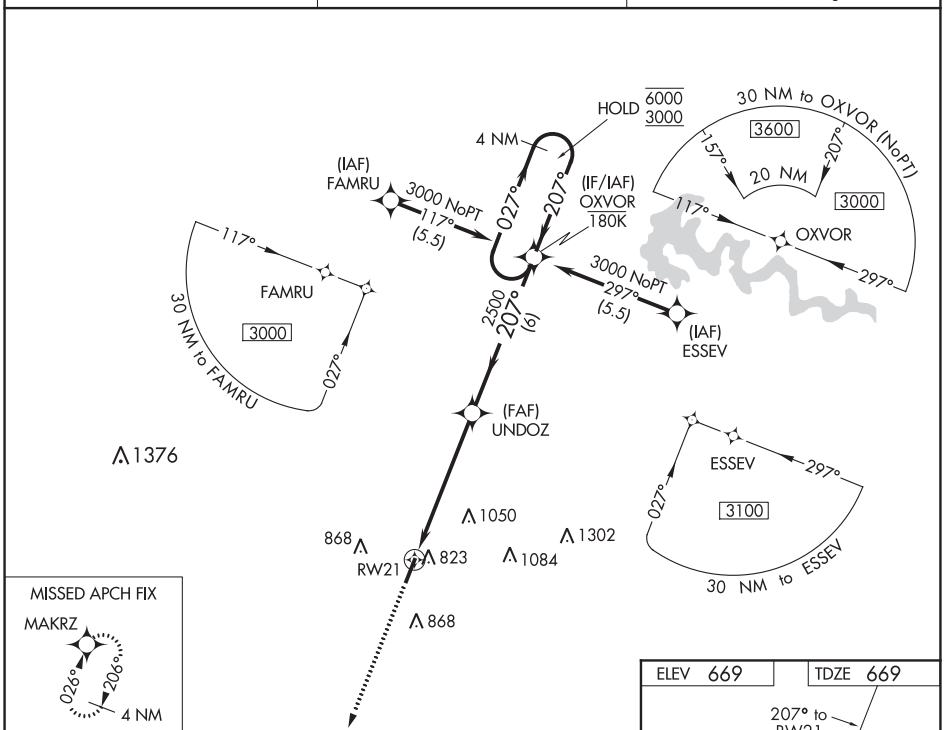
# RNAV (GPS) RWY 21
## SAMUELS FIELD (BRY)

RNP APCH.

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

MISSED APPROACH: Climb to 3100 direct MAKRZ and hold.

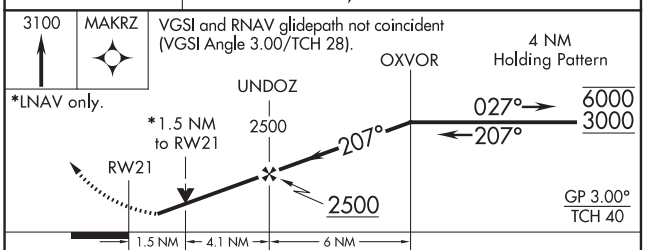
| AWOS-3 | LOUISVILLE APP CON | UNICOM |
|---|---|---|
| 119.925 | 132.075 327.0 | 122.8 (CTAF) L |




3100 | MAKRZ

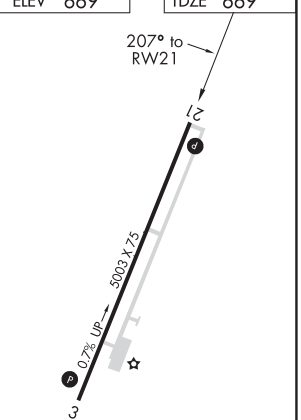
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

*LNAV only.




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

ELEV 669 | TDZE 669




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

BARDSTOWN, KENTUCKY
Amdt 1A 10OCT19

37°49′N-85°30′W

SAMUELS FIELD (BRY)
RNAV (GPS) RWY 21

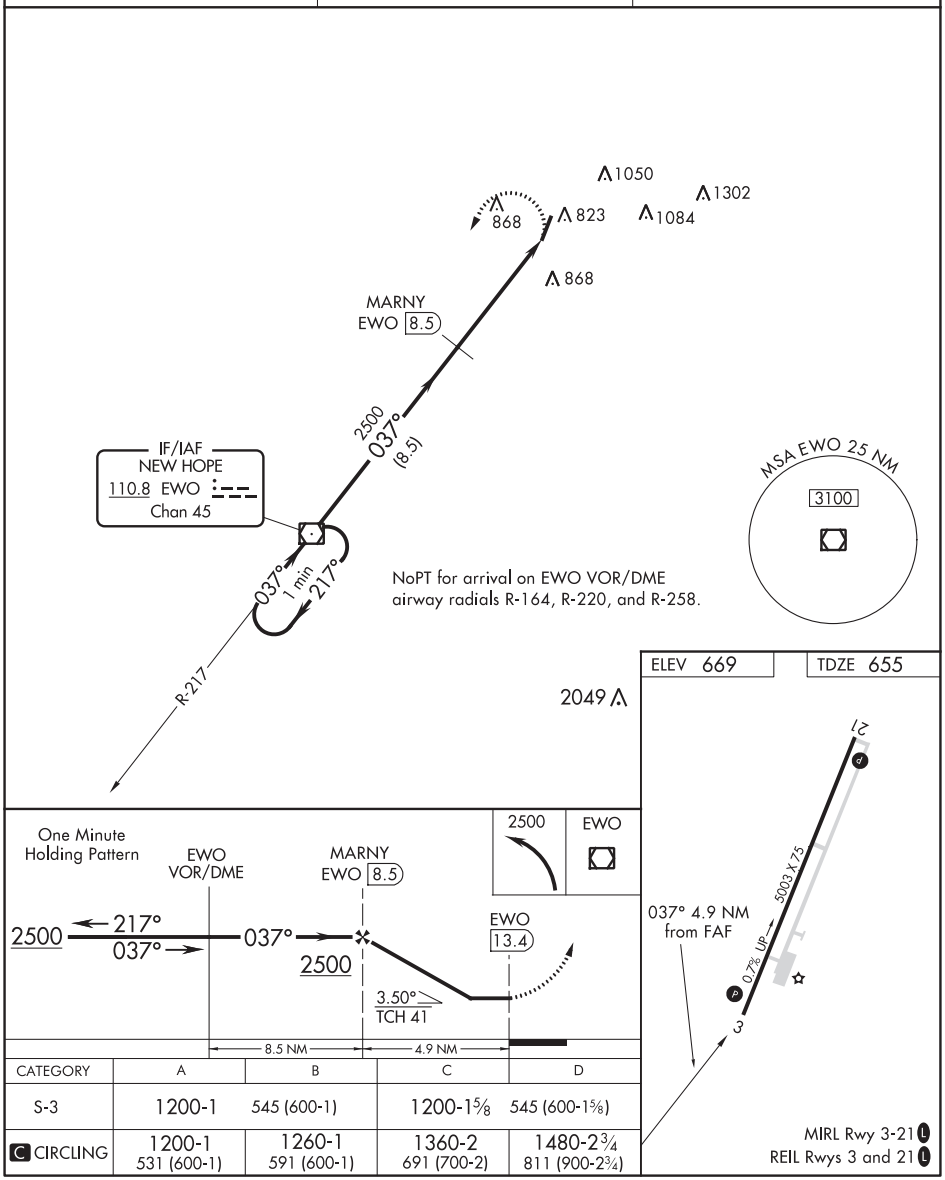
# VOR RWY 3
## SAMUELS FIELD (BRY)

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

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

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

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

BOLIVAR, TENNESSEE

AL-6392 (FAA)

20198

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

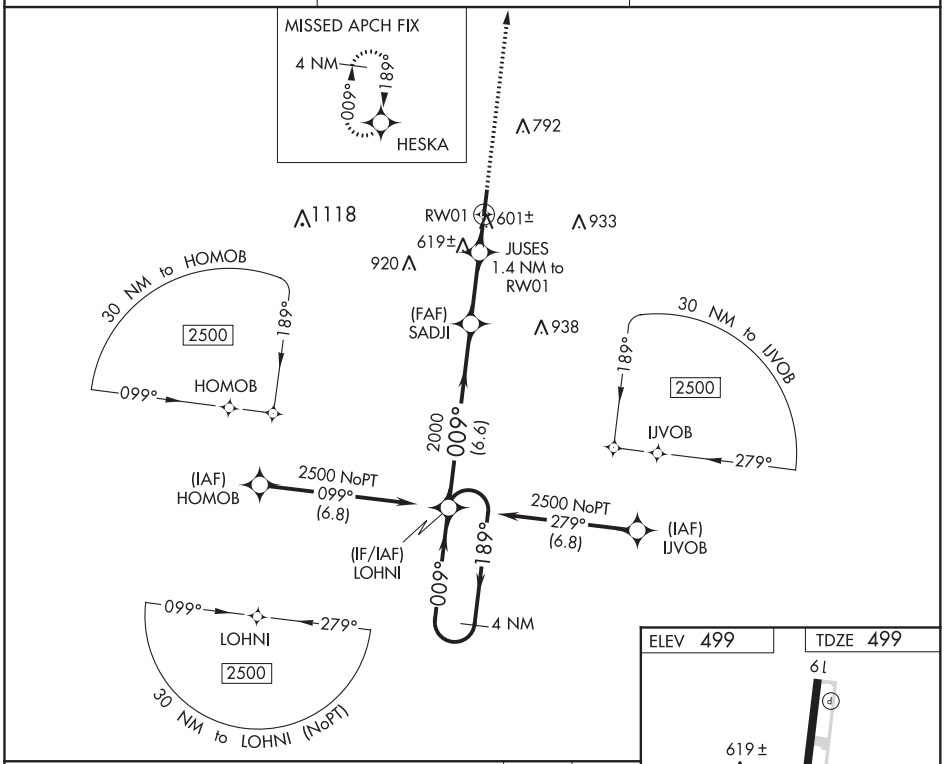
| WAAS CH 86935 W01A | APP CRS 009° | Rwy ldg 5007<br>TDZE 499<br>Apt Elev 499 |
|---|---|---|

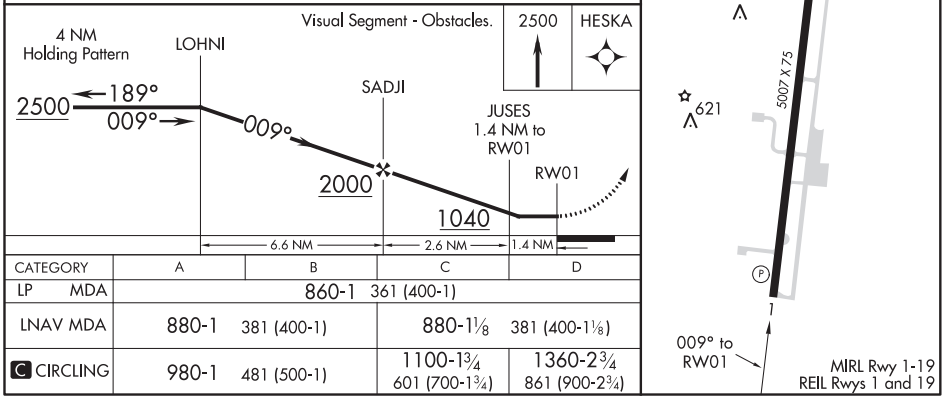
T NA

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

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 63035 W19A | APP CRS 189° | Rwy ldg 5007<br>TDZE 497<br>Apt Elev 499 |
|---|---|---|

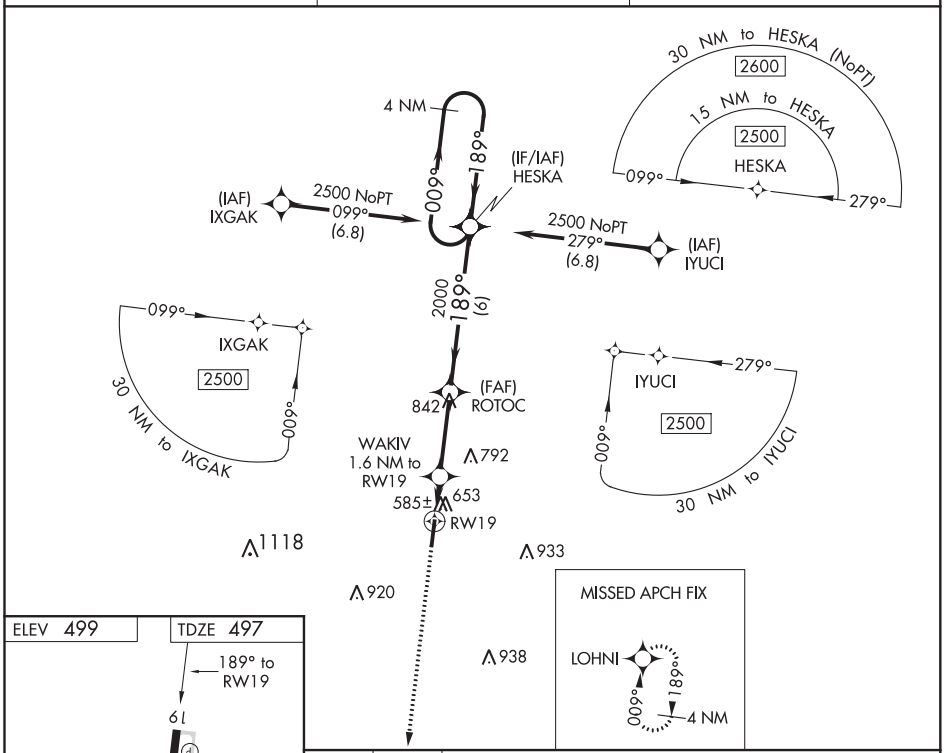
# RNAV (GPS) RWY 19
## WILLIAM L WHITEHURST FIELD (MØ8)

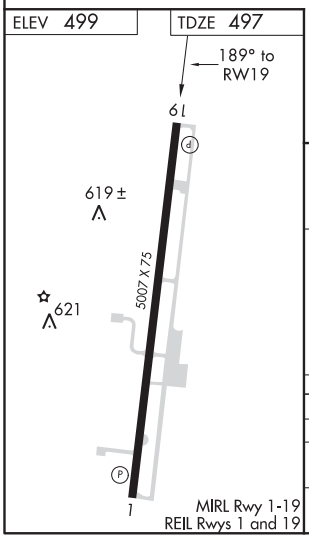
T NA

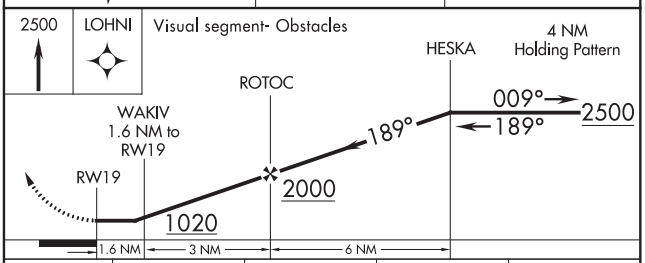
DME/DME RNP-0.3 NA. When local altimeter setting not received,use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities ¼ mile, increase LNAV Cats C/D visibilities ⅛ mile and Circling Cats C/D visibilities ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA.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

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

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




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




SE-1, 25 FEB 2021 to 22 APR 2021

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

20254

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

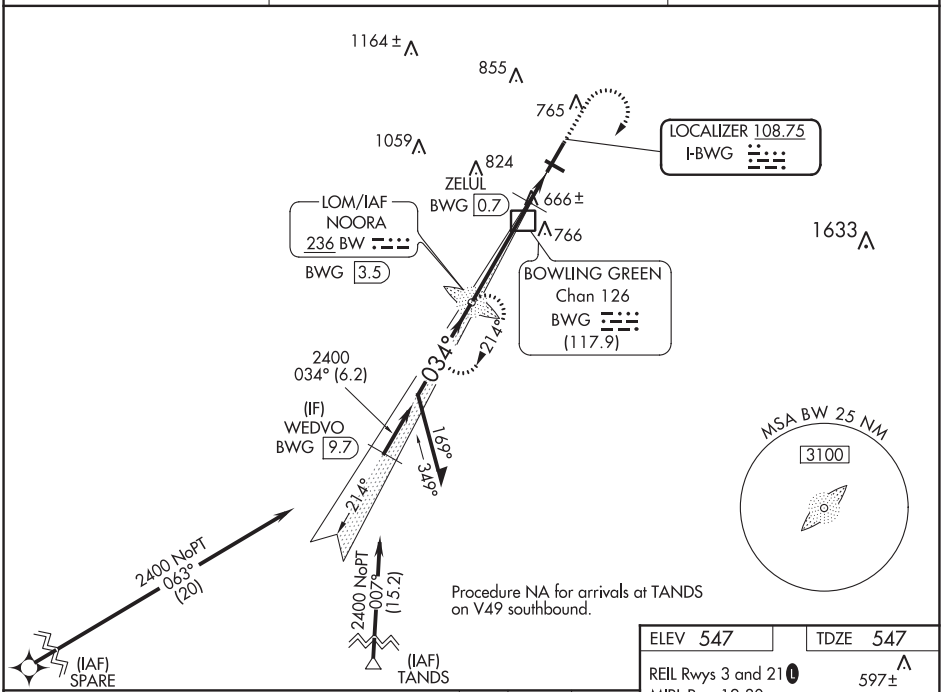
| LOC I-BWG | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 108.75 | 034° | TDZE | 547 |
| | | Apt Elev | 547 |

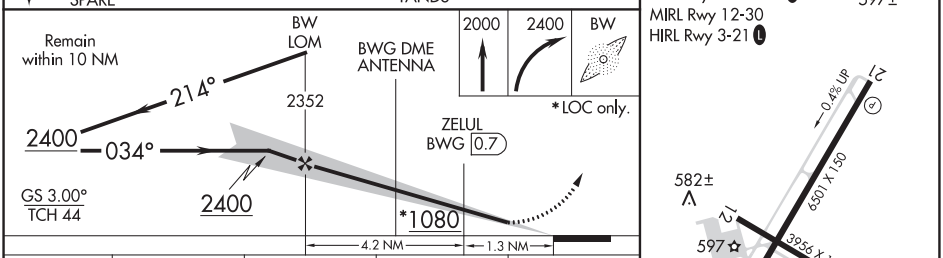
ADF required.
RNAV-1 GPS or RADAR required for procedure entry.

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

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

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




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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

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

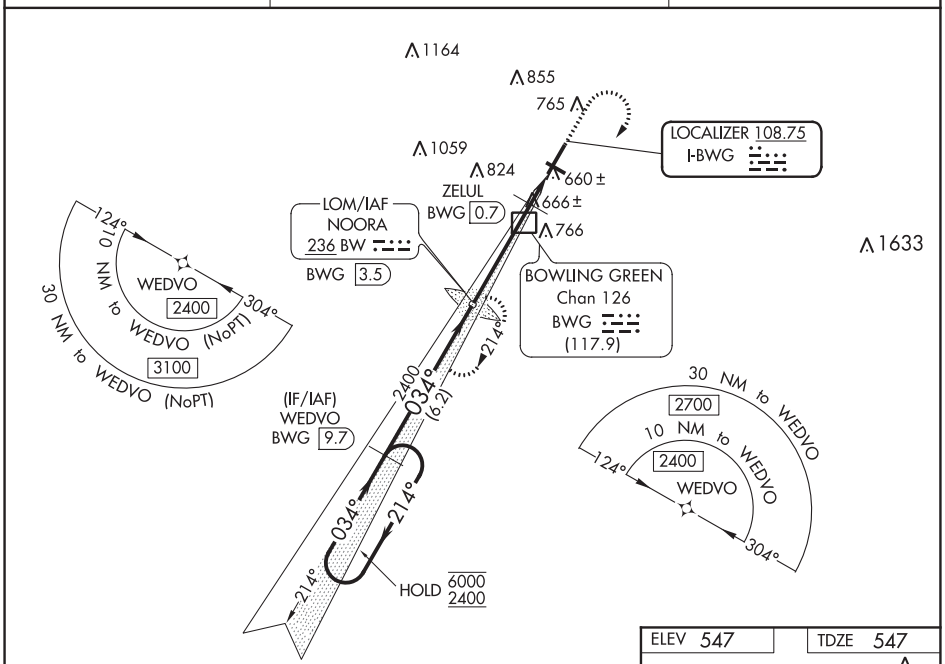
# ILS Z or LOC Z RWY 3
## BOWLING GREEN-WARREN COUNTY RGNL (BWG)

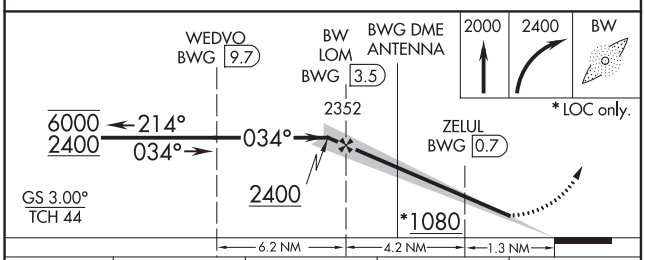
RNAV 1-GPS required.

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

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

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

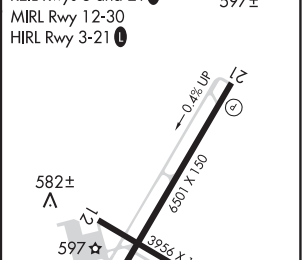



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 747-¾ 200 (200-¾) | | | |
| S-LOC 3 | 1080-1 533 (600-1) | | 1080-1½ 533 (600-1½) | |
| C CIRCLING | 1080-1 533 (600-1) | 1120-1 573 (600-1) | 1160-1¾ 613 (700-1¾) | 1200-2 653 (700-2) |
| ZELUL FIX MINIMUMS ** | | | | |
| S-LOC 3 | 920-1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

ELEV 547 TDZE 547

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

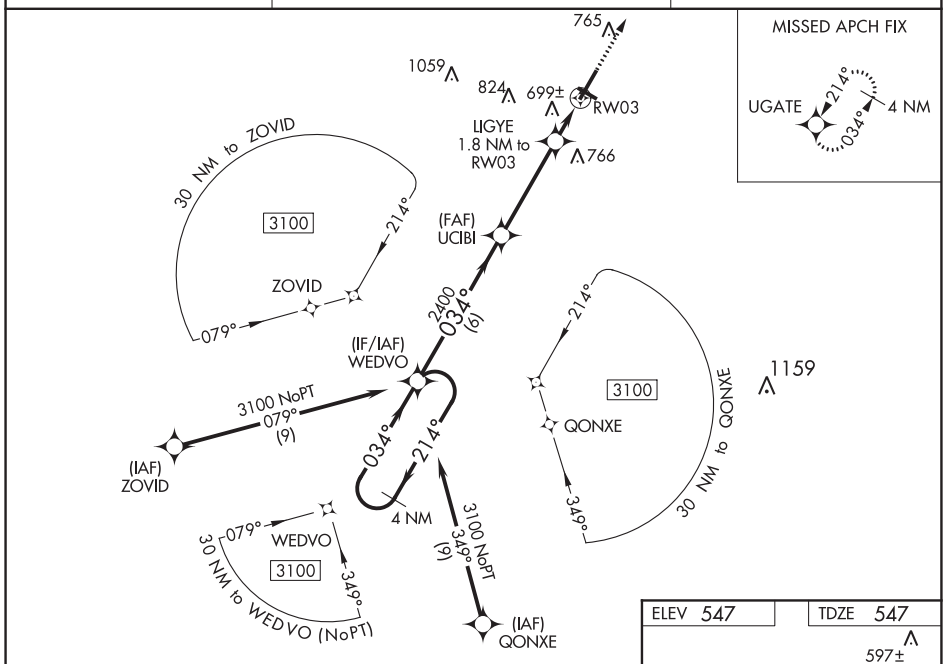
| WAAS CH 69510 W03A | APP CRS 034° | Rwy ldg 6501 TDZE 547 Apt Elev 547 |
|---|---|---|

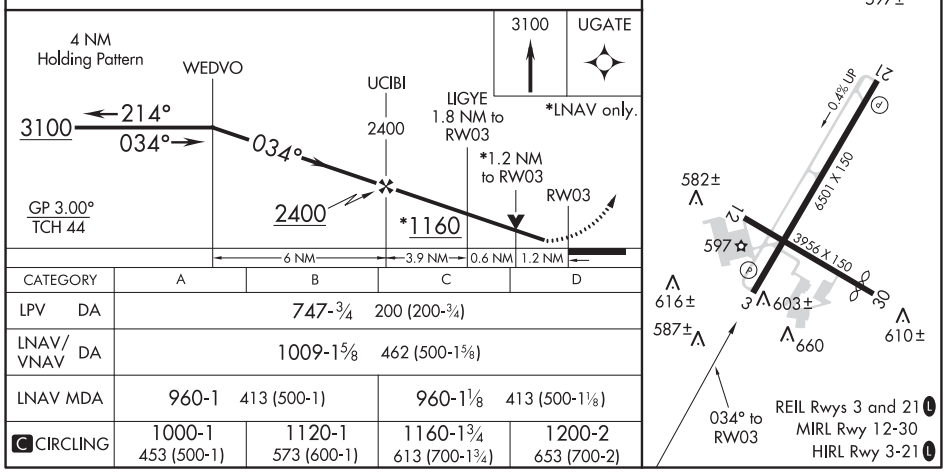
# RNAV (GPS) RWY 3
## BOWLING GREEN-WARREN COUNTY RGNL (BWG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA.When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats ⅛ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

MISSED APPROACH: Climb to 3100 direct UGATE and hold.

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




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




SE-1, 25 FEB 2021 to 22 APR 2021

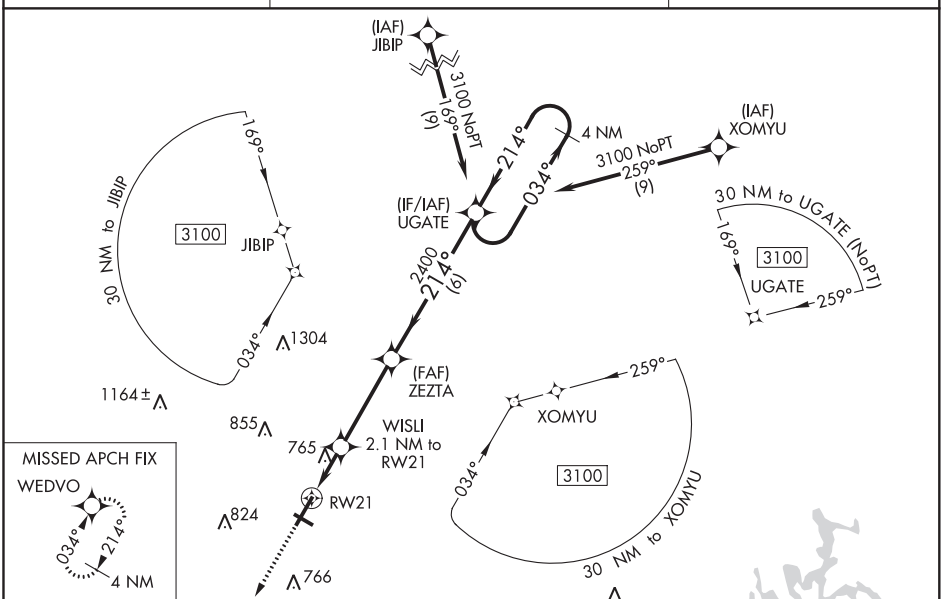
| WAAS CH 57907 W21A | APP CRS 214° | Rwy ldg 6501 TDZE 522 Apt Elev 547 |
|---|---|---|

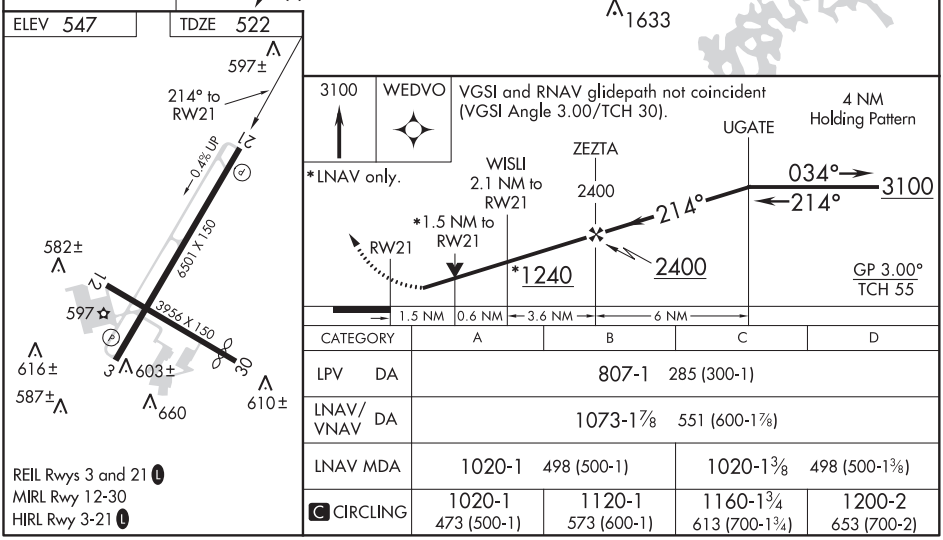
# RNAV (GPS) RWY 21
## BOWLING GREEN-WARREN COUNTY RGNL (BWG)

Baro-VNAV NA when using Glasgow Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Glasgow Muni altimeter setting and increase all DA 77 feet all MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats ⅜ mile and LNAV and Circling Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 30 NA.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

19283

# NDB RWY 3

## BOWLING GREEN-WARREN COUNTY RGNL (BWG)

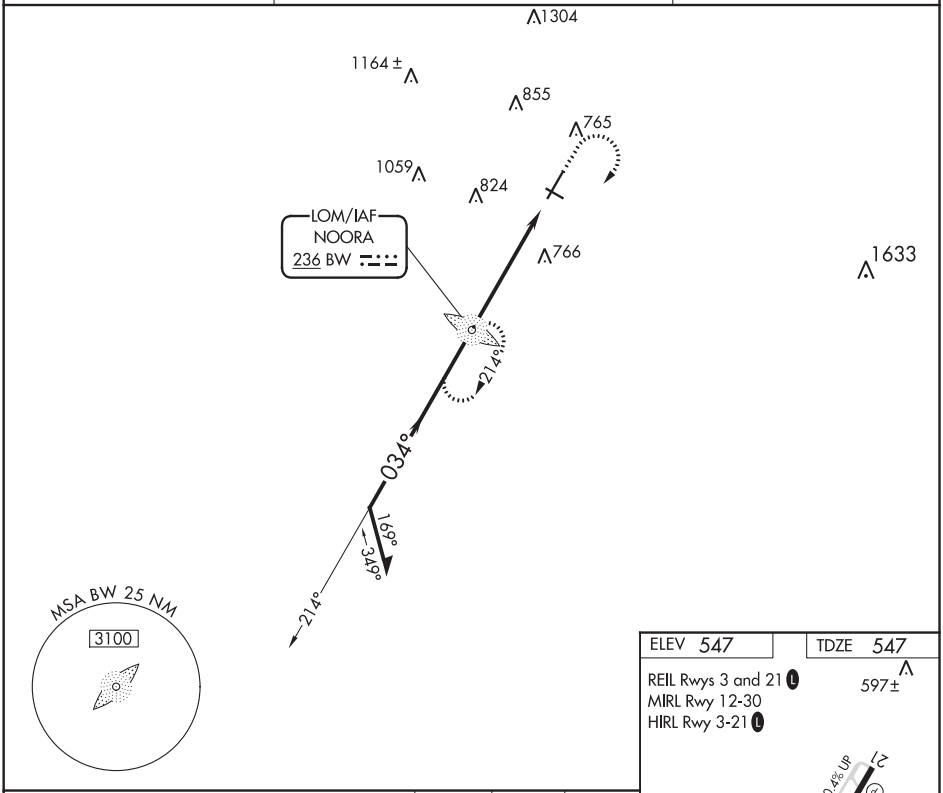
| LOM BW | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 236 | 034° | 6501 / 547 / 547 |

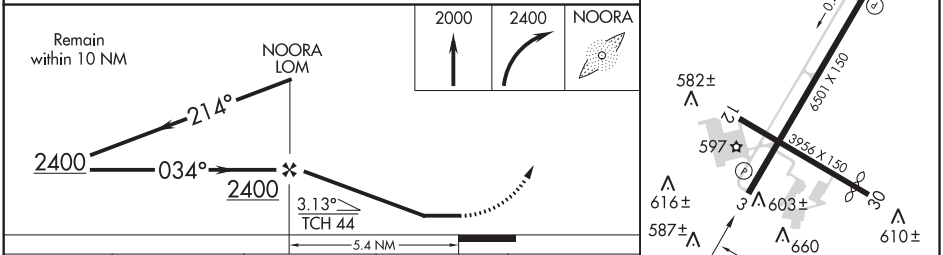
T

A NA Circling to Rwy 30 NA at night.

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

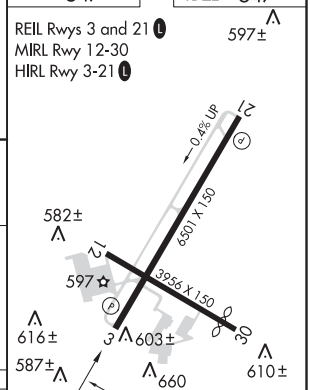
| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 127.825 | 133.85 317.6 | 123.0 (CTAF) L |




ELEV 547 | TDZE 547

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




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

FAF to MAP 5.4 NM

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

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

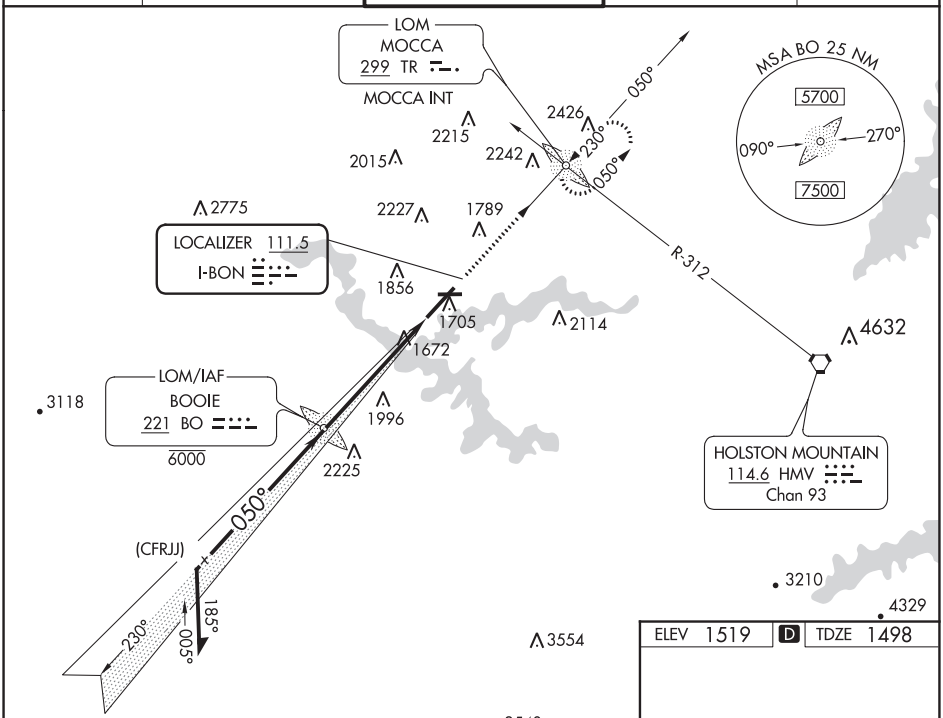
# ILS or LOC RWY 5
## TRI-CITIES (TRI)

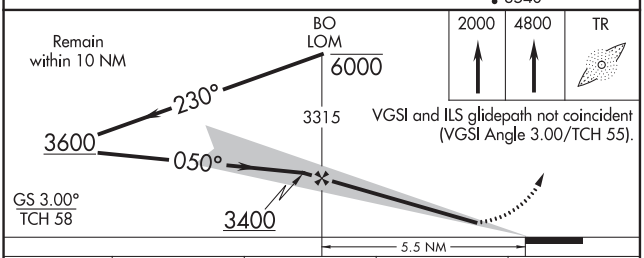
ADF required. RADAR required for procedure entry.

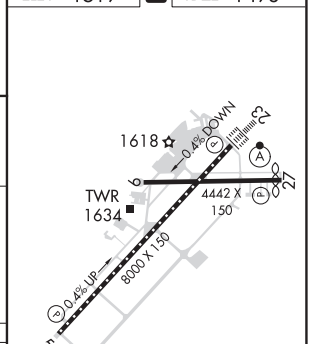
Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.

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

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




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

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



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

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

# ILS or LOC RWY 23
## TRI-CITIES (TRI)

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

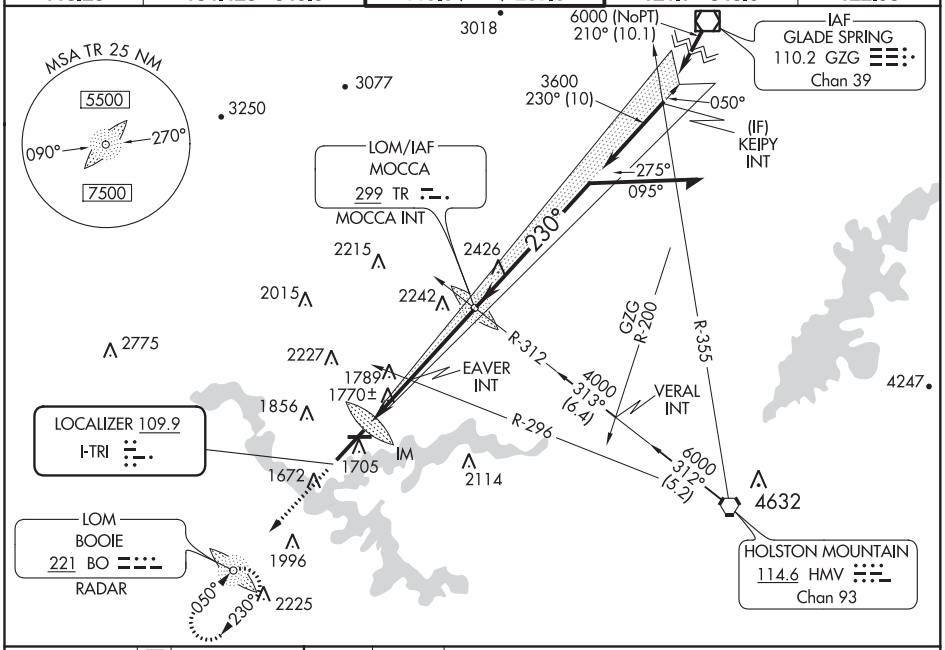
ADF or RADAR required.

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

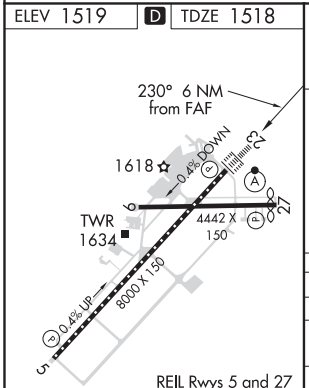
ALSF-2

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

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

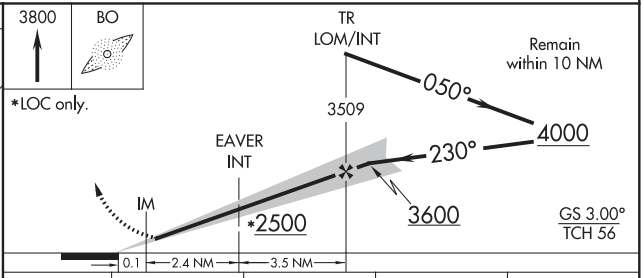



ELEV 1519 D TDZE 1518




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

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




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

SE-1, 25 FEB 2021 to 22 APR 2021

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20254

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

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

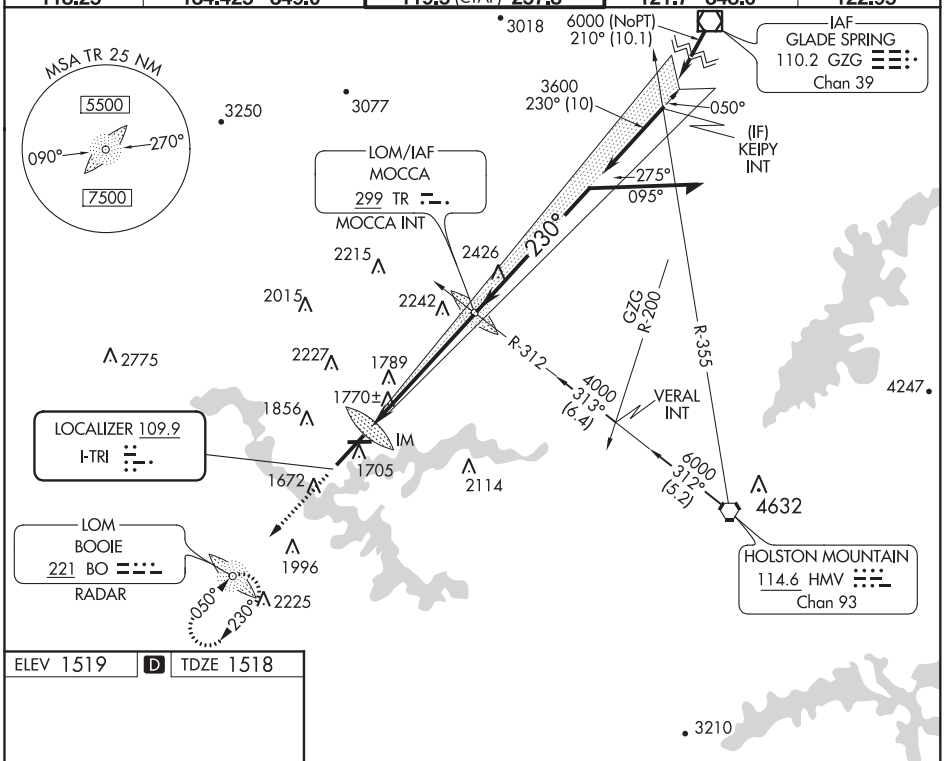
ADF or RADAR required.

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

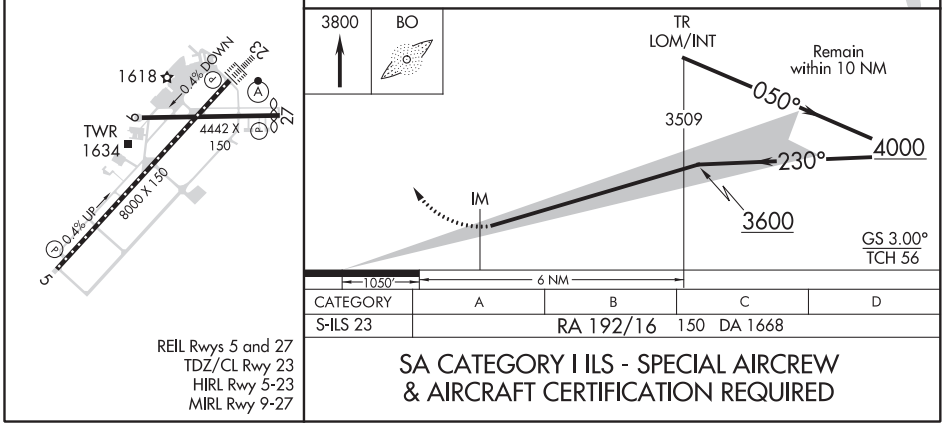
ALSF-2

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

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




ELEV 1519 | D | TDZE 1518




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

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

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

SE-1, 25 FEB 2021 to 22 APR 2021

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

20254

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

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

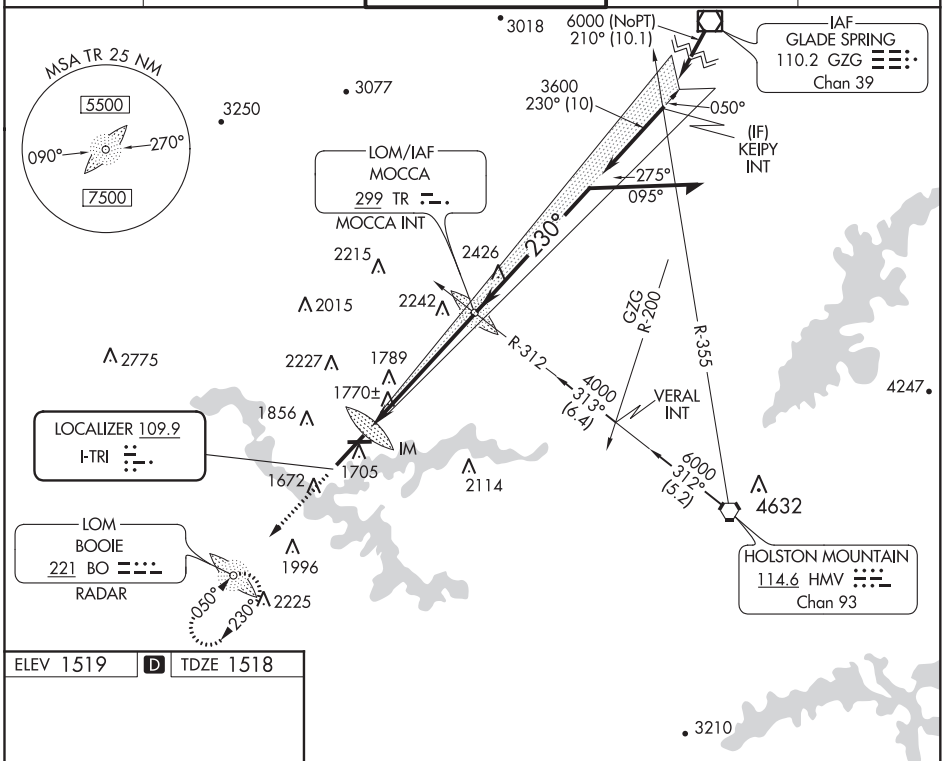
ADF or RADAR required.

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

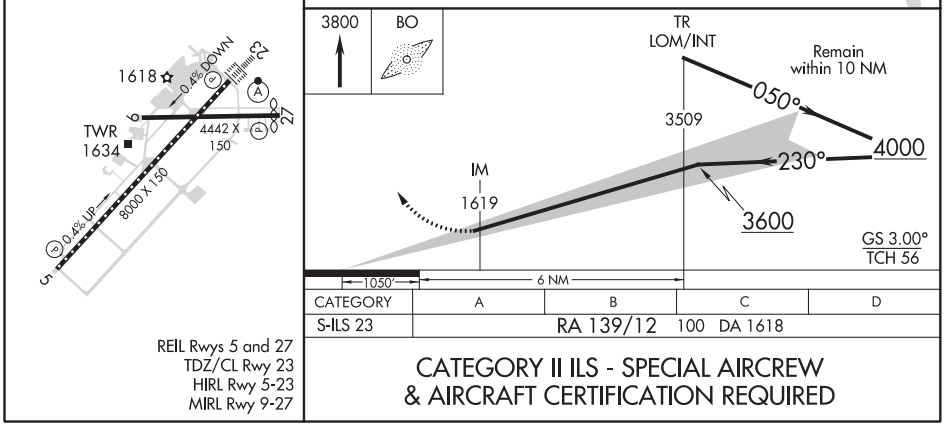
ALSF-2

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

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




ELEV 1519 | D | TDZE 1518




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

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

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 65726 W05A | APP CRS 050° | Rwy ldg 8000<br>TDZE 1498<br>Apt Elev 1519 |
|---|---|---|

# RNAV (GPS) RWY 5

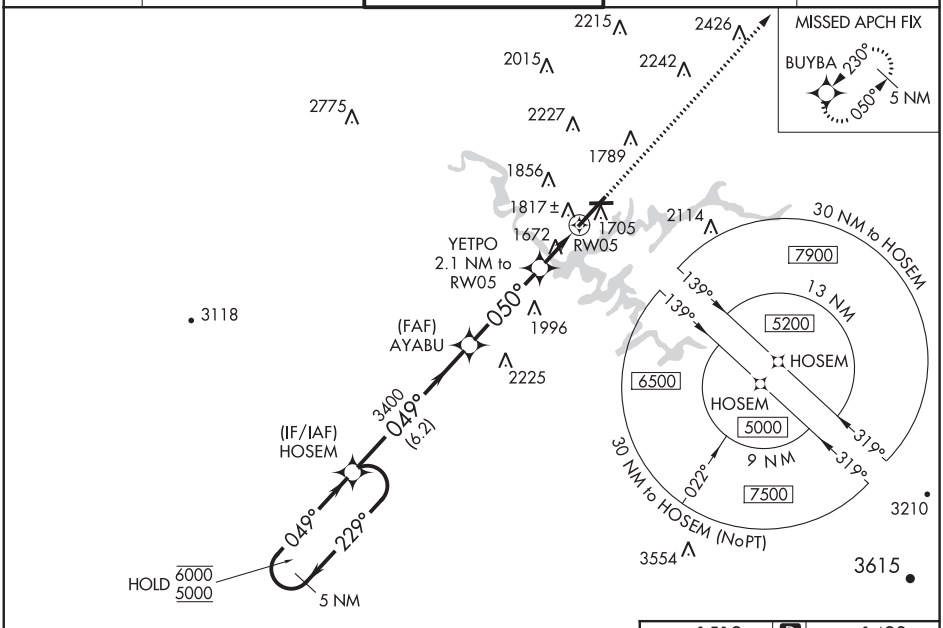
TRI-CITIES (TRI)

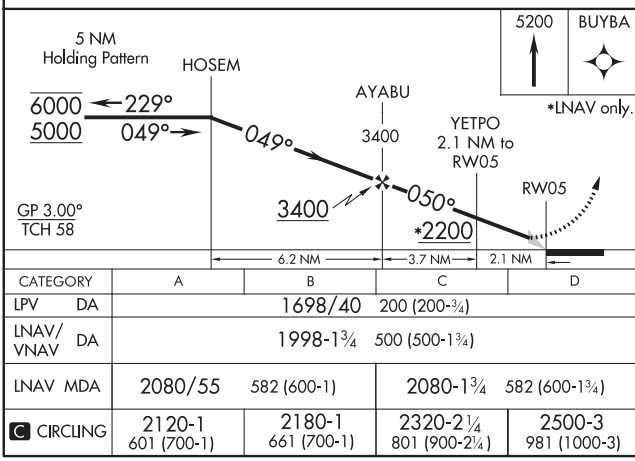
RNP APCH.

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

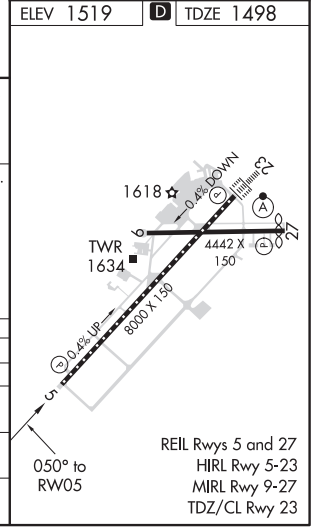
MISSED APPROACH: Climb to 5200 direct BUYBA and hold.

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




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






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

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

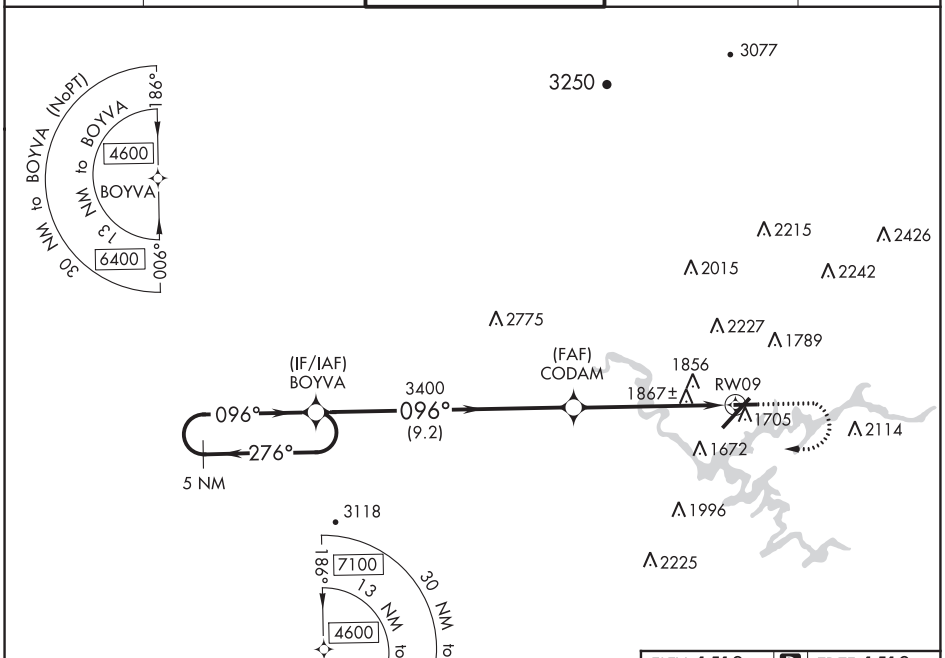
| APP CRS | Rwy ldg | 4320 |
|---|---|---|
| 096° | TDZE | 1519 |
| | Apt Elev | 1519 |

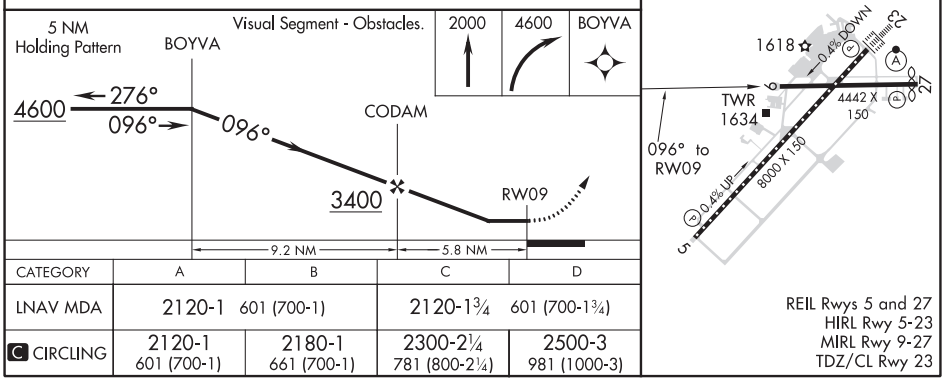
# RNAV (GPS) RWY 9
## TRI-CITIES (TRI)

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

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

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




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

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 77626 W23A | APP CRS 230° | Rwy ldg 8000<br>TDZE 1518<br>Apt Elev 1519 |
|---|---|---|

# RNAV (GPS) RWY 23

TRI-CITIES (TRI)

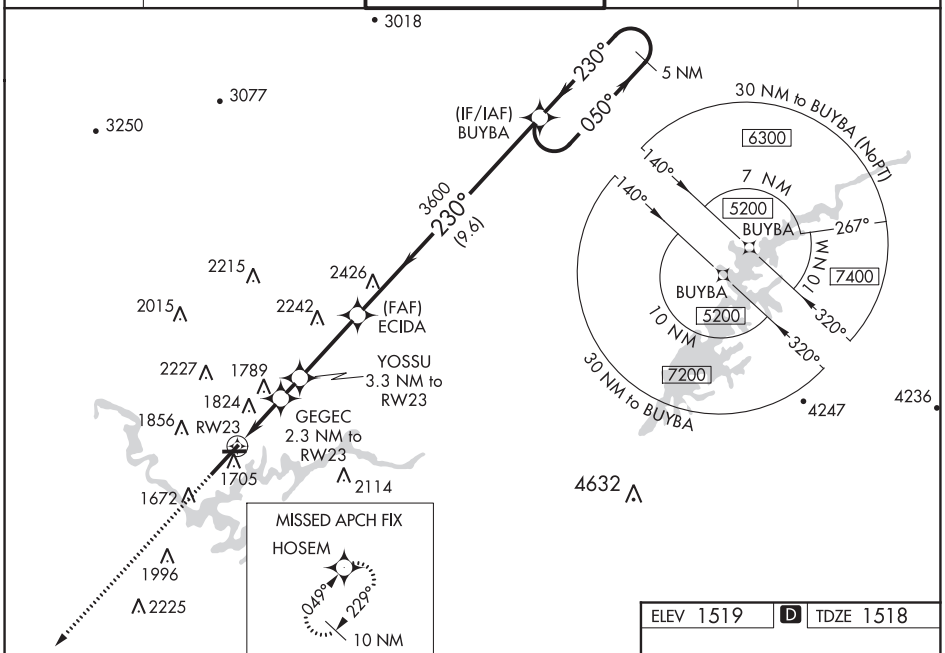
RNP APCH.

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

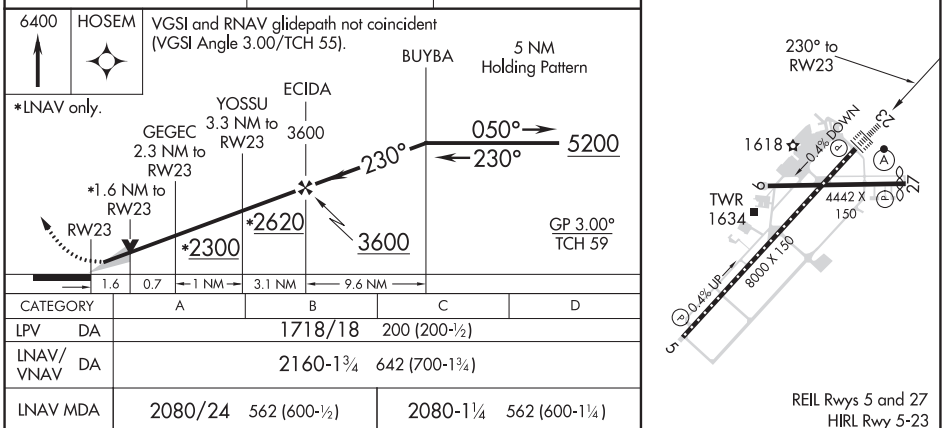
ALSF-2

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

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




SE-1, 25 FEB 2021 to 22 APR 2021




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



SE-1, 25 FEB 2021 to 22 APR 2021

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

| WAAS CH 63140 W27A | APP CRS 276° | Rwy ldg 4056<br>TDZE 1518<br>Apt Elev 1519 |
|---|---|---|

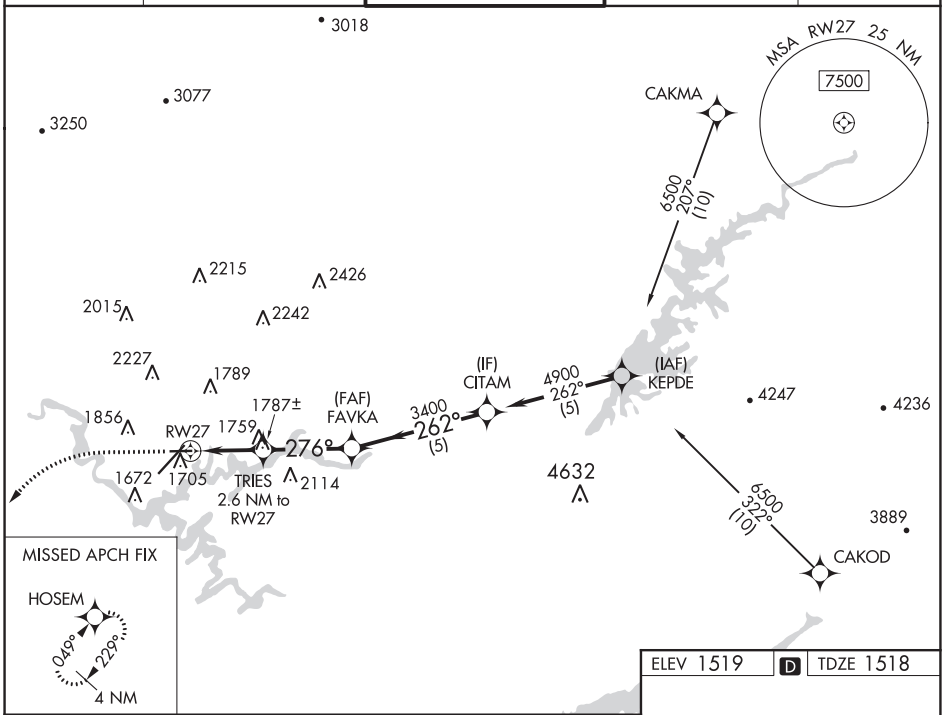
# RNAV (GPS) RWY 27
## TRI-CITIES (TRI)

RNP APCH.

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

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

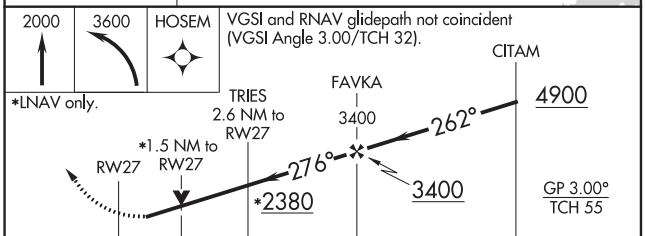
| ATIS | TRI-CITY APP CON ★ | TRI-CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.25 | 134.425 349.0 | 119.5 (CTAF) 257.8 | 121.7 348.6 | 122.95 |




| 2000 | 3600 | HOSEM |
|---|---|---|

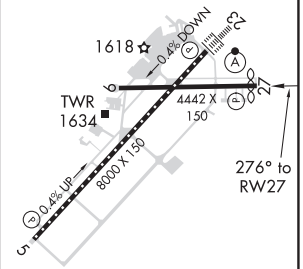
*LNAV only.

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




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

ELEV 1519 D TDZE 1518




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

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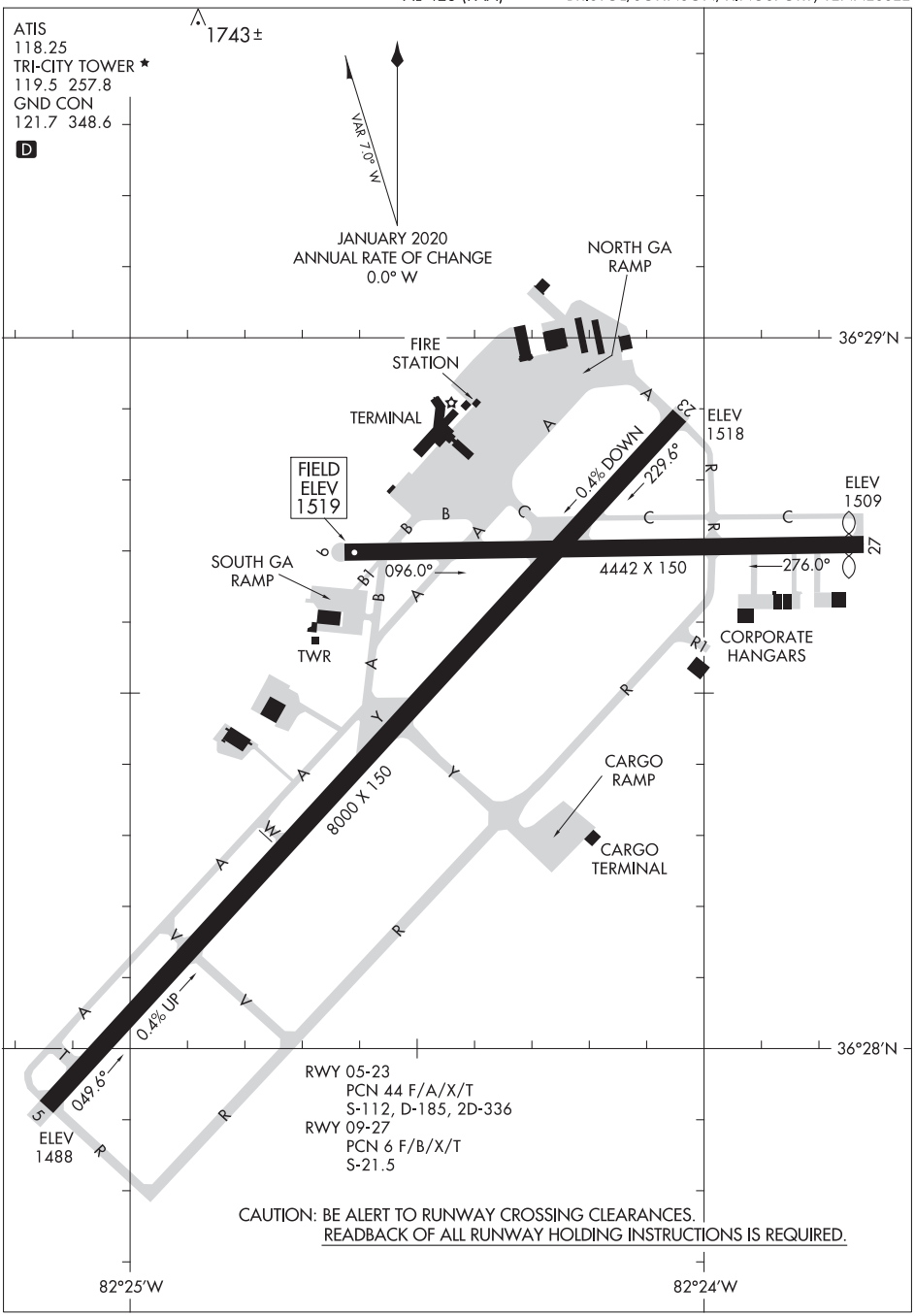
SE-1, 25 FEB 2021 to 22 APR 2021




SE-1, 25 FEB 2021 to 22 APR 2021

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(TRI3.TRI) 20366

# TRICITIES THREE DEPARTURE (OBSTACLE)

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

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

GLADE SPRING
110.2 GZG
Chan 39

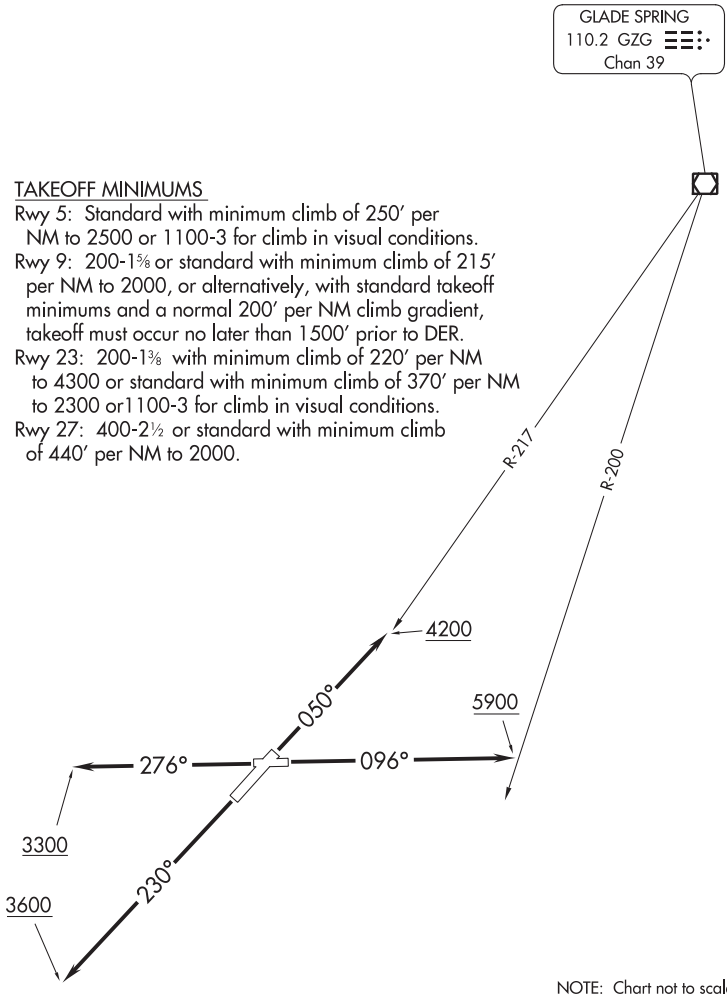
TAKEOFF MINIMUMS

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

Rwy 9: 200-1⅝ or standard with minimum climb of 215′ per NM to 2000, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

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

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




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

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

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

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

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

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

TAKEOFF OBSTACLE NOTES

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

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

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

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

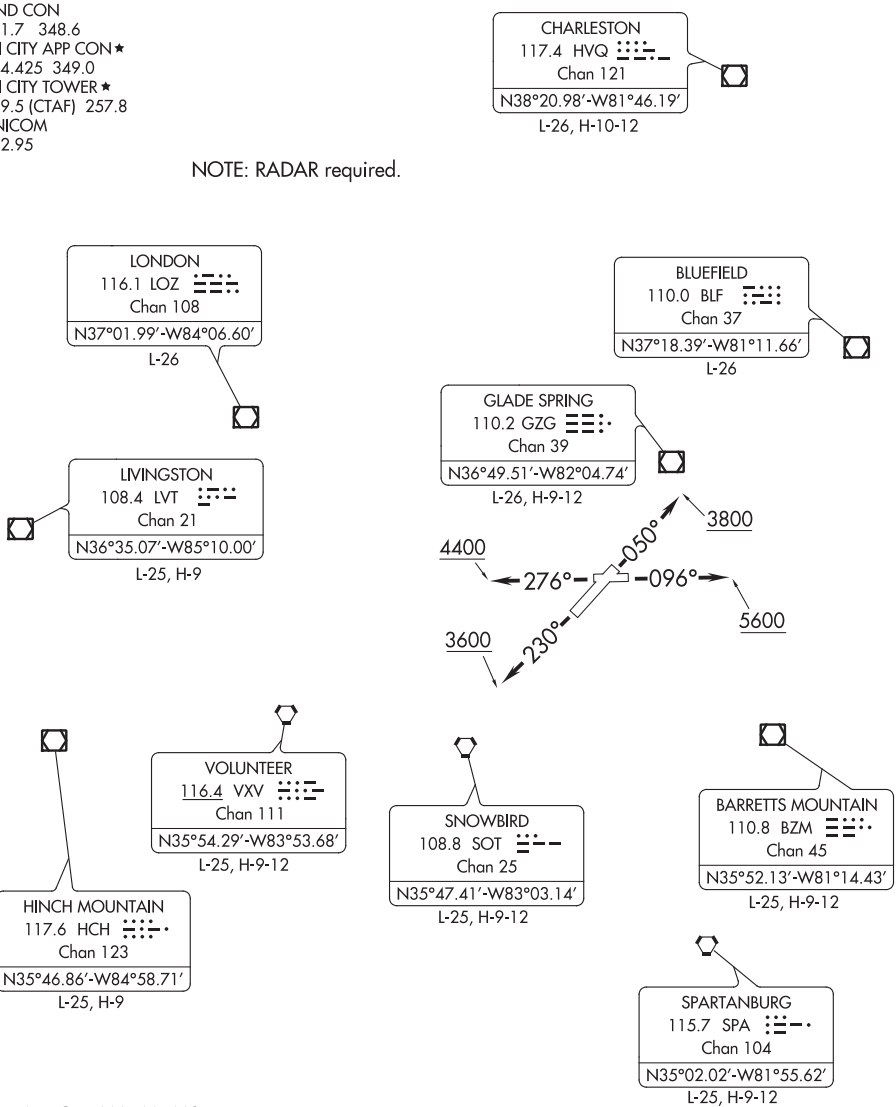
(KINGS2.KINGS) 20198

# KINGS TWO DEPARTURE

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

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

NOTE: RADAR required.




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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

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

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

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

CAMDEN, TENNESSEE

AL-6386 (FAA)

19311

# RNAV (GPS) RWY 4
## BENTON COUNTY (ØM4)

| WAAS CH 77814 W04A | APP CRS 037° | Rwy ldg 5001<br>TDZE 468<br>Apt Elev 468 |
|---|---|---|

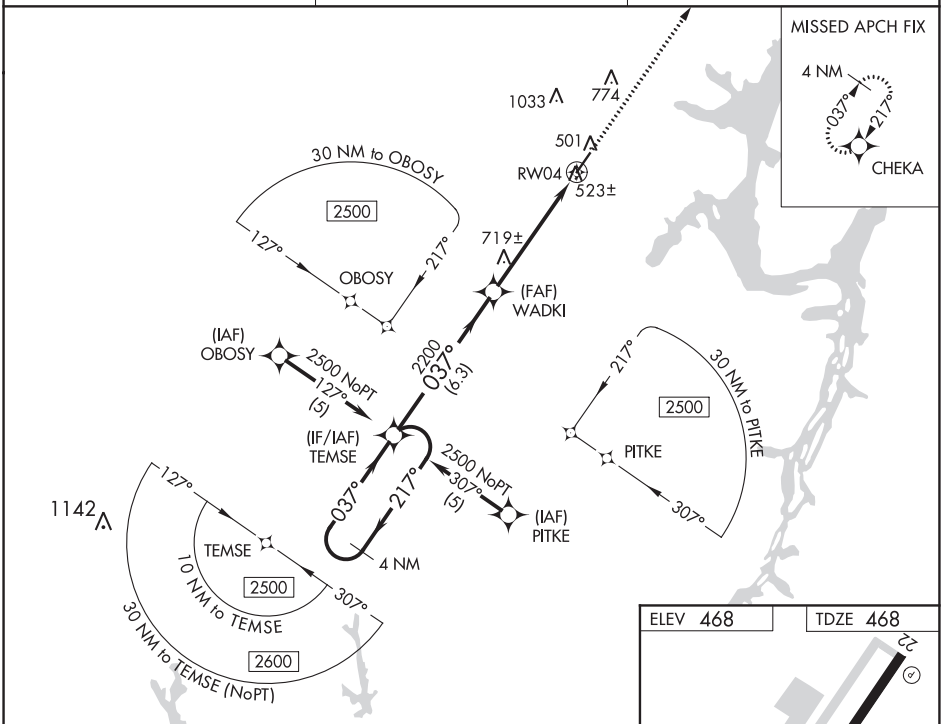
RNP APCH.

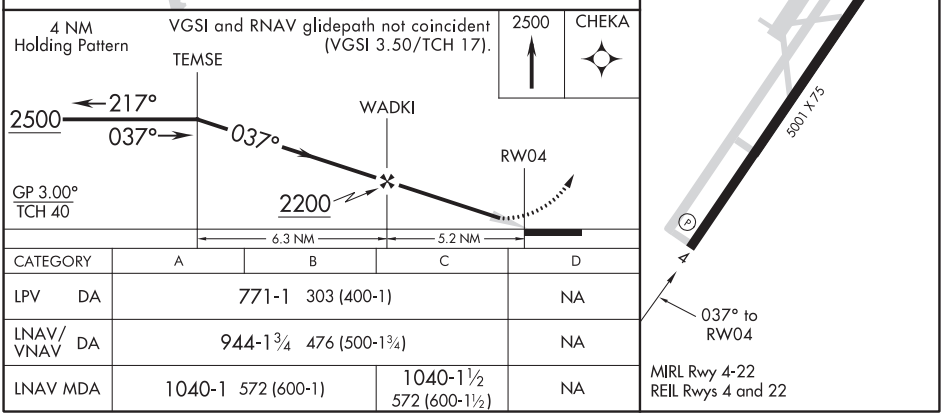
Baro-VNAV NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

CAMDEN, TENNESSEE
Orig-B 07NOV19

36°01′N-88°07′W

BENTON COUNTY (ØM4)
RNAV (GPS) RWY 4

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

AL-6386 (FAA)

# RNAV (GPS) RWY 22
## BENTON COUNTY (ØM4)

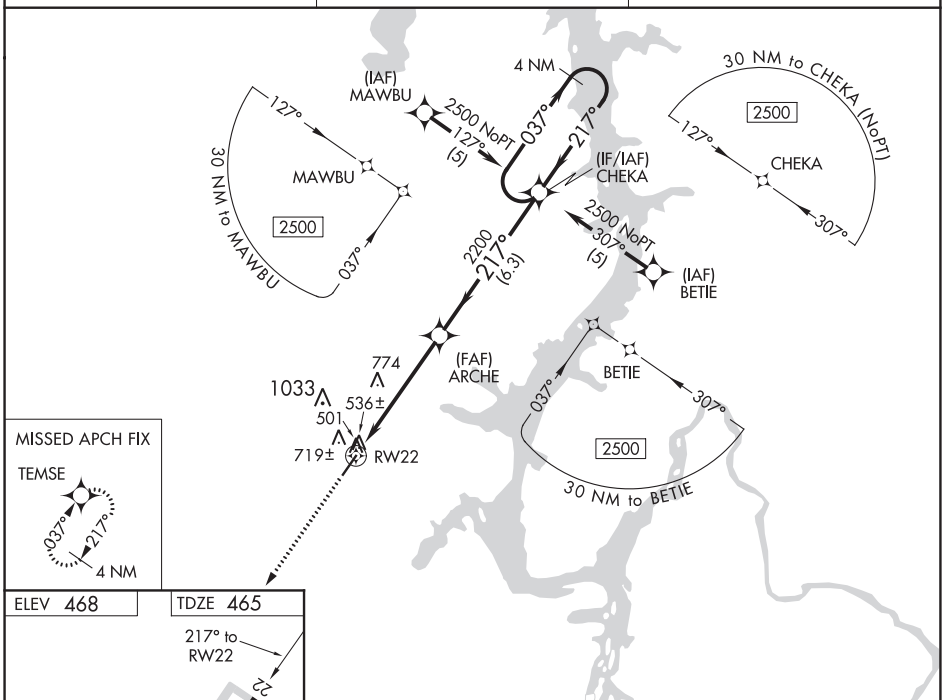
RNP APCH.

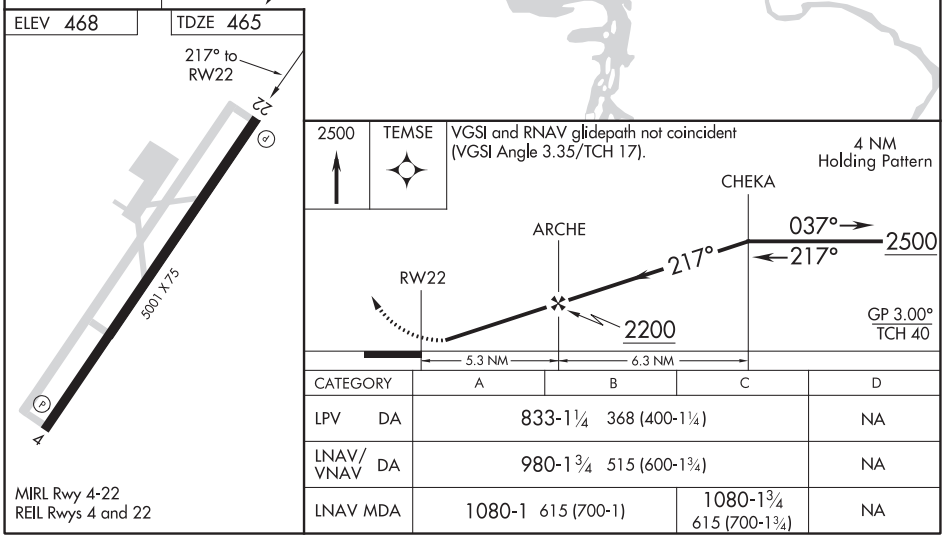
NA

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

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

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




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




SE-1, 25 FEB 2021 to 22 APR 2021

19339

FORT CAMPBELL, KENTUCKY

# ILS or LOC RWY 23

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

AL-679 [USA] CAMPBELL AAF (KHOP)

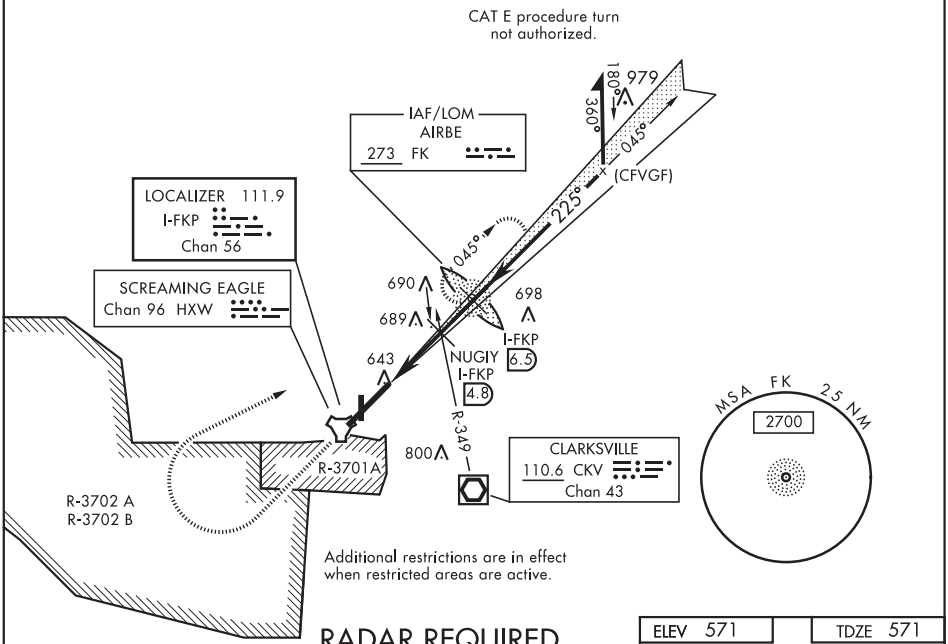
T *When ALS inop, increase CAT E RVR to 40. RVR 18 authorized with use of FD or AP or HUD to DA.

SSALR A3

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

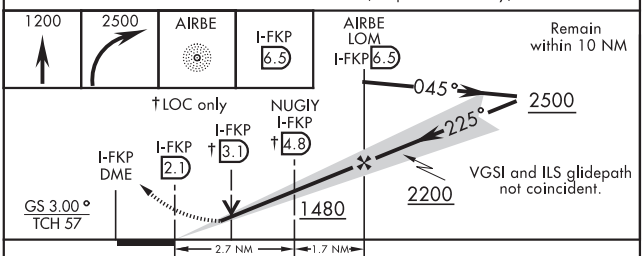
| ATIS | CAMPBELL APP CON | CAMPBELL TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 125.175 308.4 | 118.1 269.525 | 120.9 278.8 | 121.8 266.8 | 138.8 | |

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

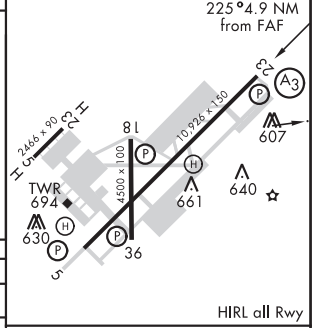



## RADAR REQUIRED

(for procedure entry)




ELEV 571 TDZE 571




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23 * | 771/24 200 (200-½) | | | | |
| S-LOC 23** | 940/24 369 (400-½) | | 940/40 369 (400-¾) | | |
| *** C CIRCLING | 1060-1 489 (500-1) | | 1060-1½ 489 (500-1½) | 1140-2 569 (600-2) | |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

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

Amdt 13 05DEC19

ILS or LOC RWY 23

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

FORT CAMPBELL, KENTUCKY

# RNAV (GPS) RWY 18

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

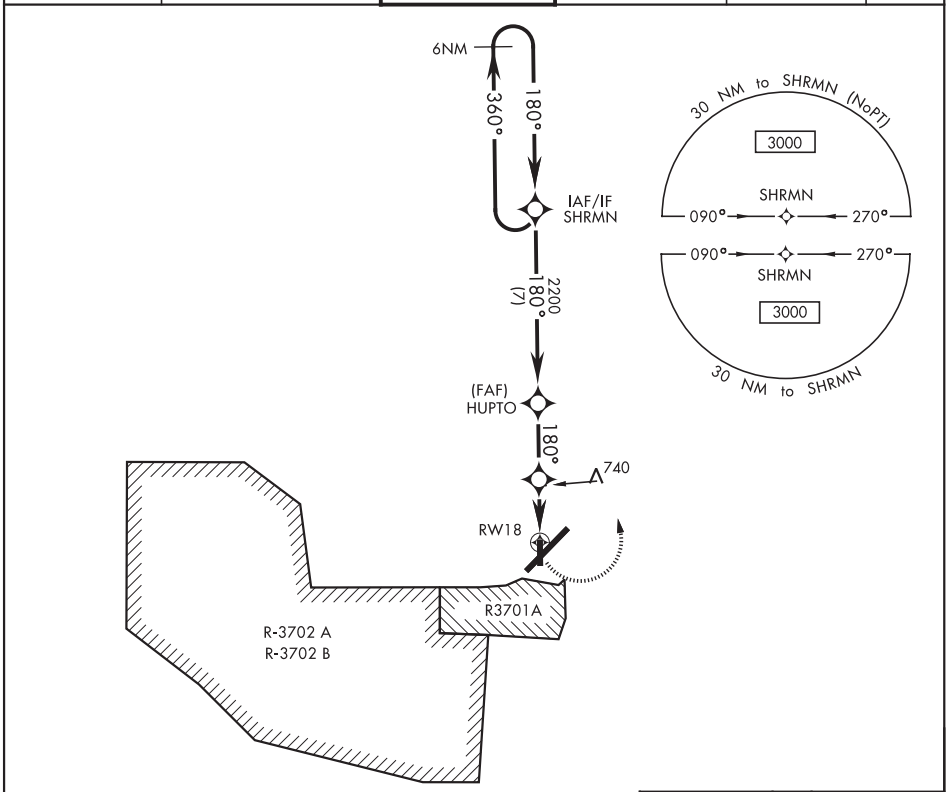
AL-679 [USA]

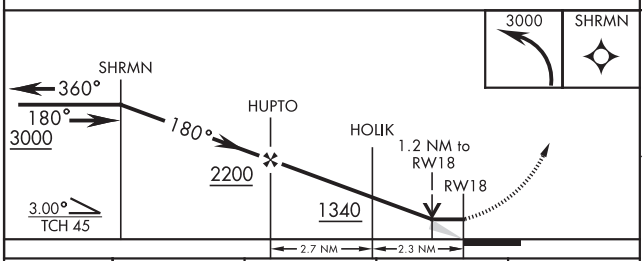
CAMPBELL AAF (KHOP)

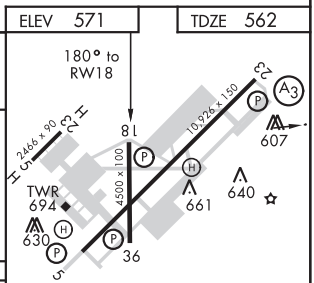
* Circling NA SE of RWY 5-23.
DME/DME RNP-0.3 NA.

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

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




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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

18284

FORT CAMPBELL, KENTUCKY

# RNAV (GPS) RWY 23

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

AL-679 [USA]

CAMPBELL AAF (KHOP)

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

SSALR A3

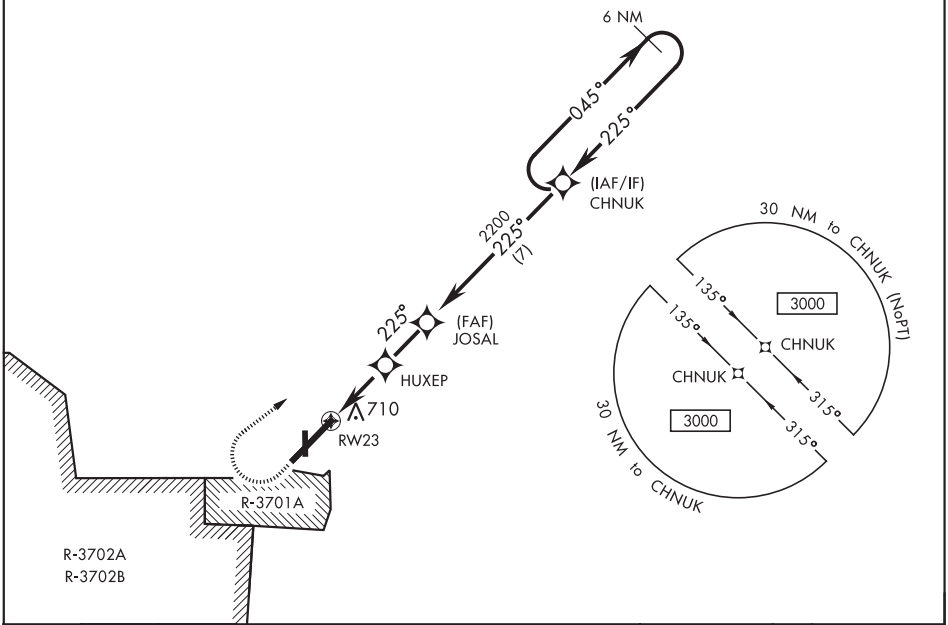
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

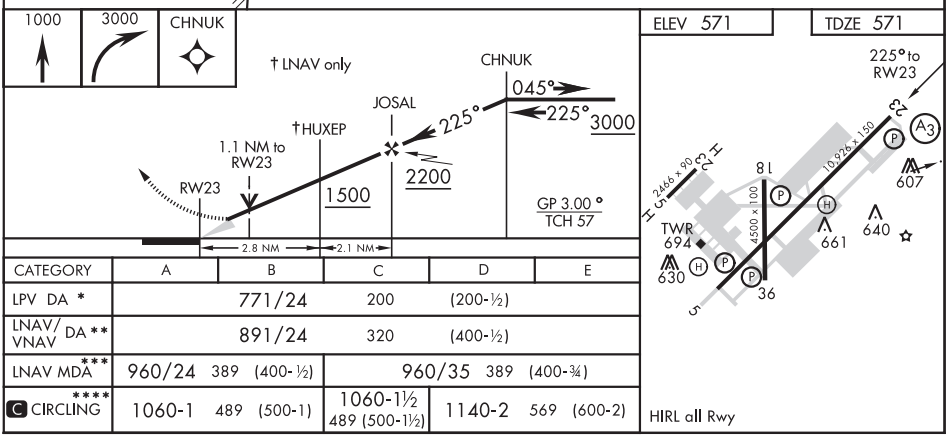
| ATIS | CAMPBELL APP CON | CAMPBELL TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 125.175 308.4 | 118.1 269.525 | 120.9 278.8 | 121.8 266.8 | 138.8 | |

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

DME/DME RNP-0.3 NA.

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




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

HIRL all Rwy

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

Amdt 1A 24MAY18

RNAV (GPS) RWY 23

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

FORT CAMPBELL, KENTUCKY

# TACAN RWY 23

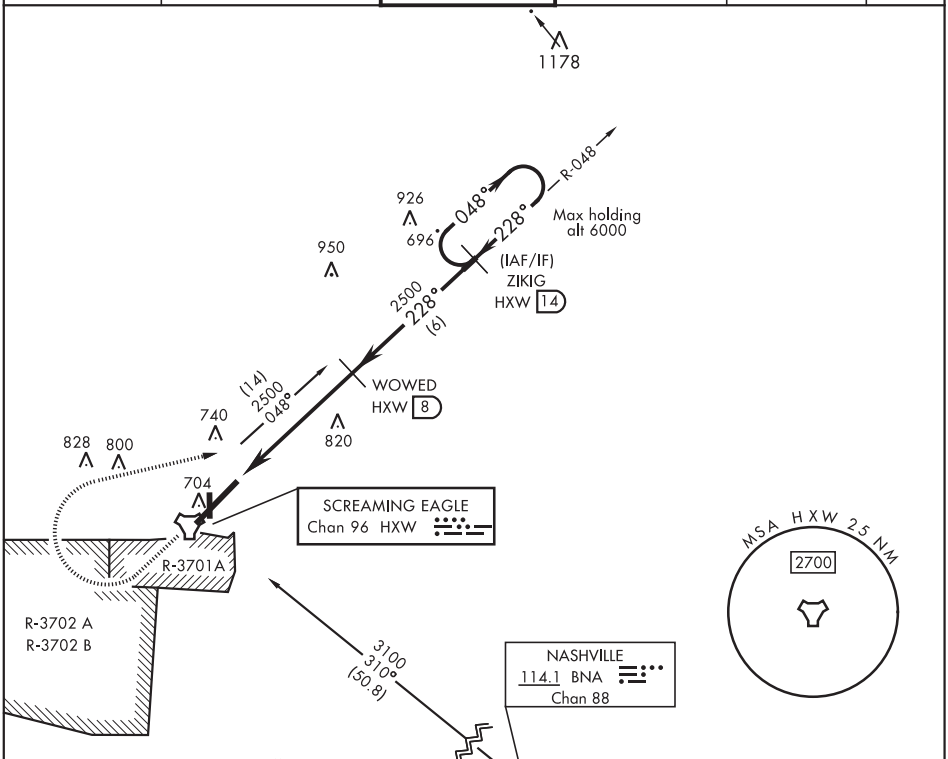
| TACAN HXW Chan 96 | APCH CRS 228° | Rwy ldg 10,926 TDZE 571 Arpt Elev 571 | AL-679 [USA] | CAMPBELL AAF (KHOP) |
|---|---|---|---|---|

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

SSALR A3

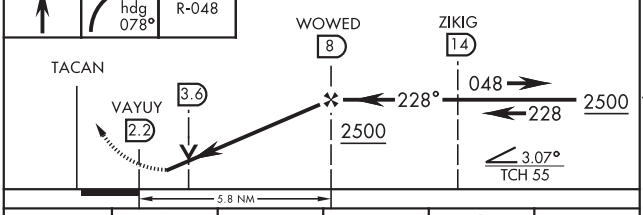
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on hdg 078° and HXW TACAN R-048 to ZIKIG/ HXW 14 DME and hold.

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



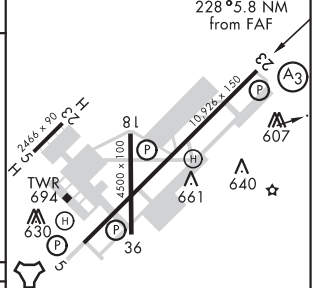

| 1200 | 2500 hdg 078° | HXW R-048 |
|---|---|---|

VGSI and descent angles not coincident.




ELEV 571 | TDZE 571

228° 5.8 NM from FAF




HIRL all Rwy

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

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

Orig B 05DEC19

TACAN RWY 23

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19339

FORT CAMPBELL, KENTUCKY

# NDB RWY 23

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

AL-679 [USA]

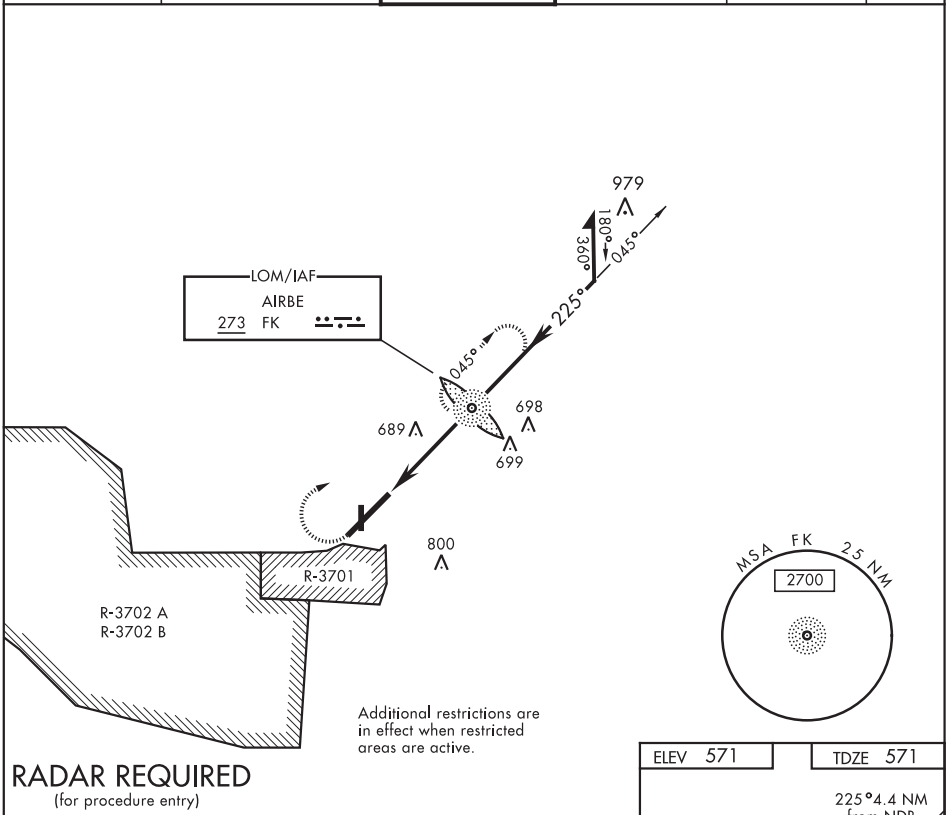
CAMPBELL AAF (KHOP)

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

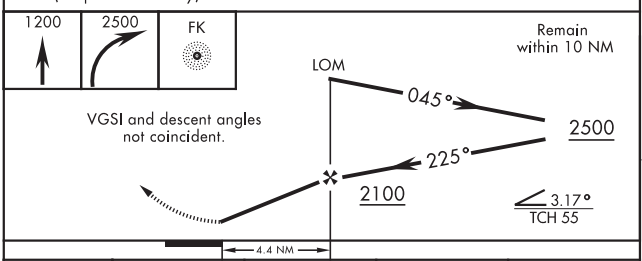
SSALR A3

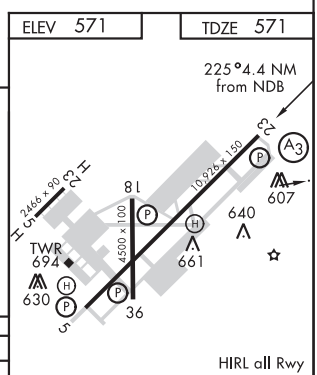
MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and hold.

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




RADAR REQUIRED
(for procedure entry)




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

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

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

Amdt 12 05DEC19

NDB RWY 23

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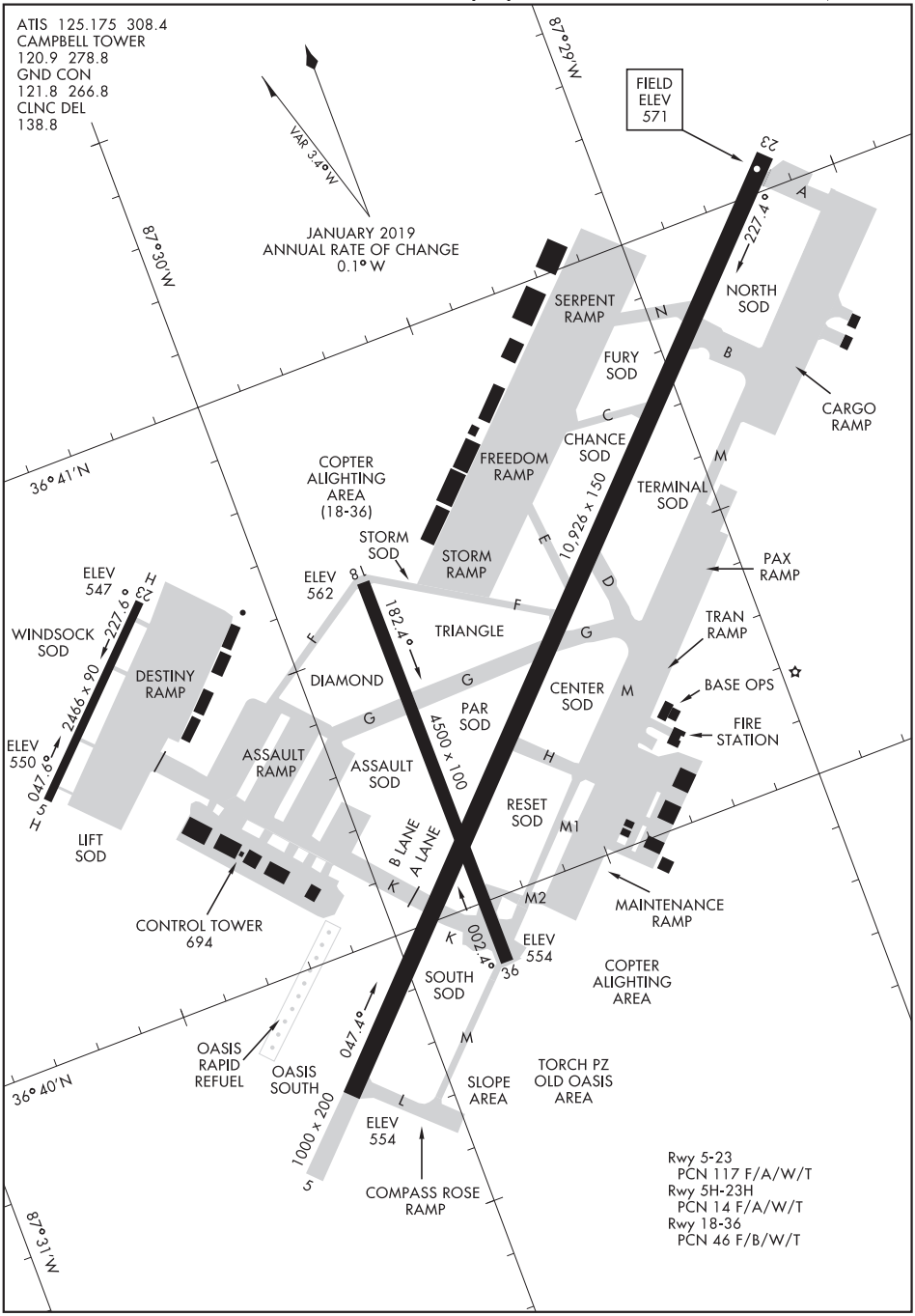
SE-1, 25 FEB 2021 to 22 APR 2021


ATIS 125.175 308.4
CAMPBELL TOWER
120.9 278.8
GND CON
121.8 266.8
CLNC DEL
138.8
VAR 3.4°W
JANUARY 2019
ANNUAL RATE OF CHANGE
0.1° W
87°29'W
87°30'W
87°31'W
36°41'N
36°40'N
FIELD
ELEV
571
23
A
227.4°
NORTH
SOD
SERPENT
RAMP
N
FURY
SOD
B
CARGO
RAMP
C
CHANCE
SOD
M
TERMINAL
SOD
COPTER
ALIGHTING
AREA
(18-36)
FREEDOM
RAMP
10,926 x 150
STORM
SOD
STORM
RAMP
E
D
PAX
RAMP
ELEV
547
H
23
227.6°
WINDSOCK
SOD
ELEV
562
8
182.4°
F
TRIANGLE
G
TRAN
RAMP
DESTINY
RAMP
2466 x 90
DIAMOND
G
CENTER
SOD
M
BASE OPS
PAR
SOD
FIRE
STATION
ELEV
550
047.6°
5
ASSAULT
RAMP
ASSAULT
SOD
4500 x 100
H
RESET
SOD
M1
LIFT
SOD
B LANE
A LANE
K
M2
MAINTENANCE
RAMP
CONTROL TOWER
694
K
002.4°
ELEV
554
36
COPTER
ALIGHTING
AREA
SOUTH
SOD
047.4°
M
OASIS
RAPID
REFUEL
OASIS
SOUTH
SLOPE
AREA
TORCH PZ
OLD OASIS
AREA
L
1000 x 200
ELEV
554
5
COMPASS ROSE
RAMP
Rwy 5-23
PCN 117 F/A/W/T
Rwy 5H-23H
PCN 14 F/A/W/T
Rwy 18-36
PCN 46 F/B/W/T

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

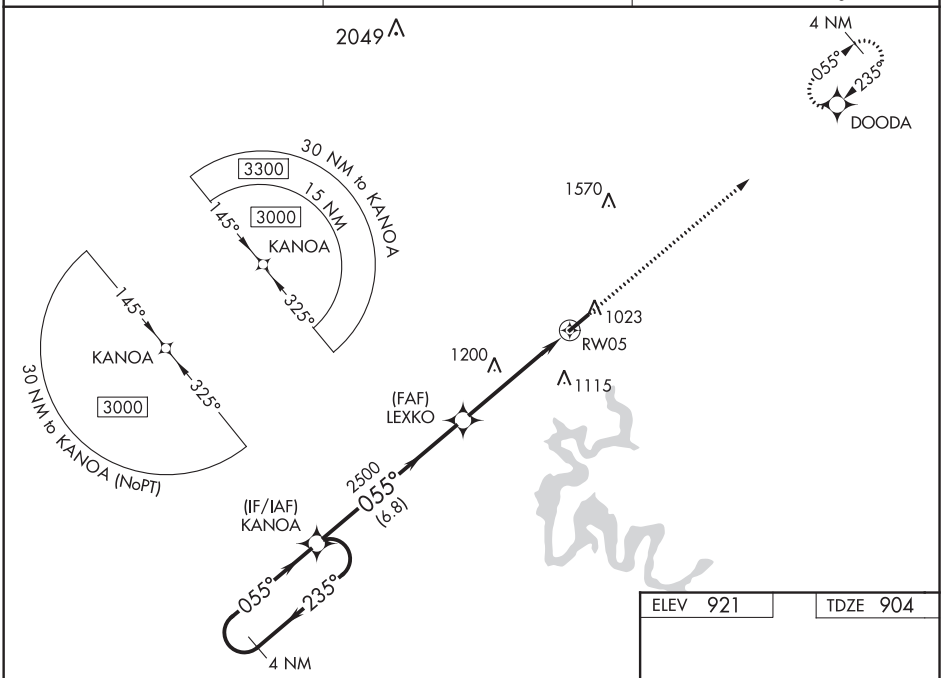
| WAAS CH 90223 W05A | APP CRS 055° | Rwy ldg 5003<br>TDZE 904<br>Apt Elev 921 |
|---|---|---|

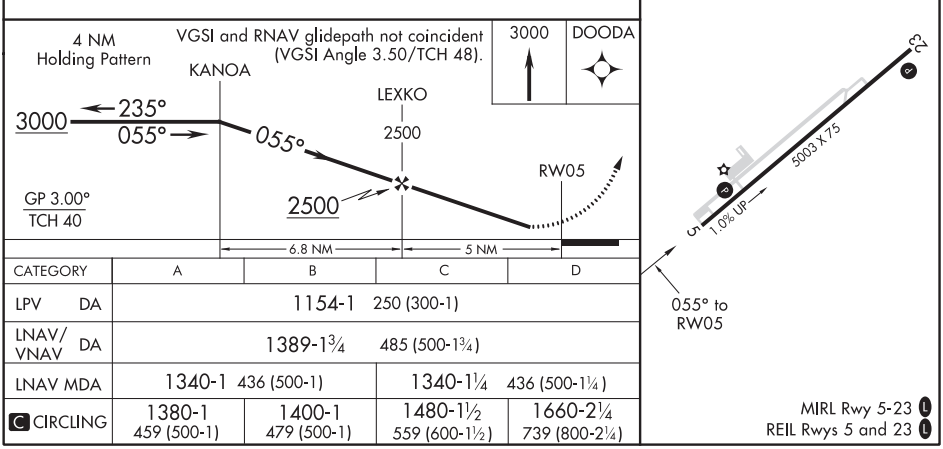
# RNAV (GPS) RWY 5
## TAYLOR COUNTY (AAS)

T A NA Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

MISSED APPROACH: Climb to 3000 direct DOODA and hold.

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




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

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




SE-1, 25 FEB 2021 to 22 APR 2021

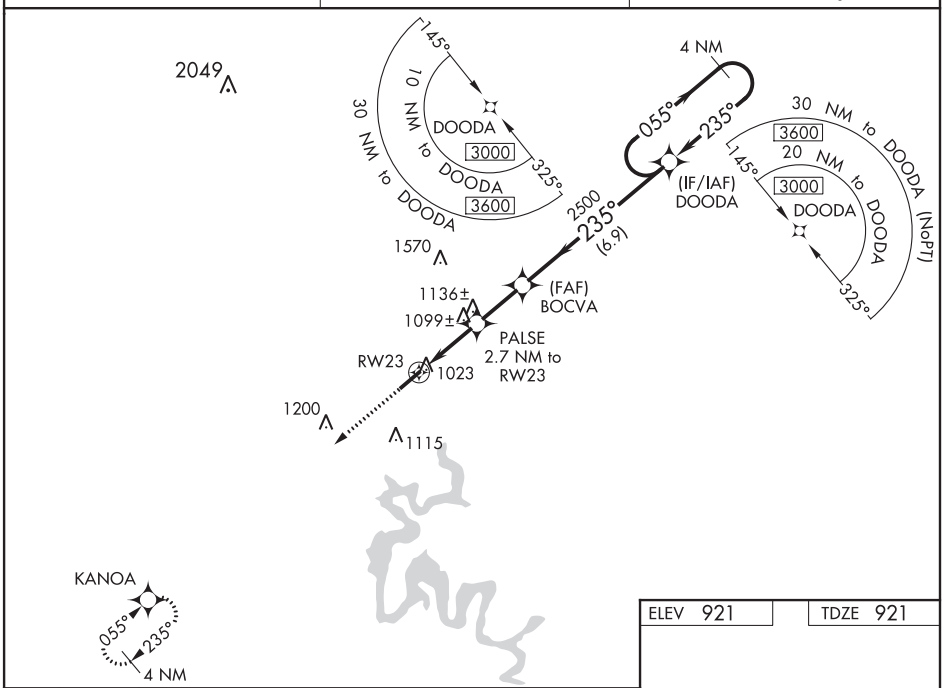
| WAAS CH 50223 W23A | APP CRS 235° | Rwy ldg 5003<br>TDZE 921<br>Apt Elev 921 |
|---|---|---|

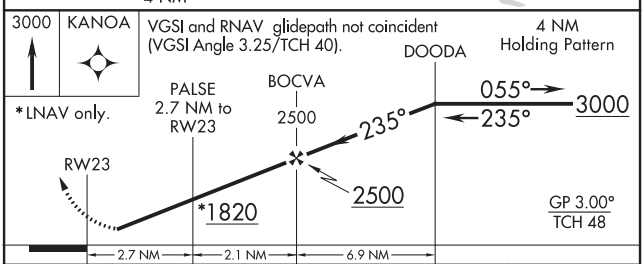
# RNAV (GPS) RWY 23
## TAYLOR COUNTY (AAS)

T NA Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅜ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct KANOA and hold.

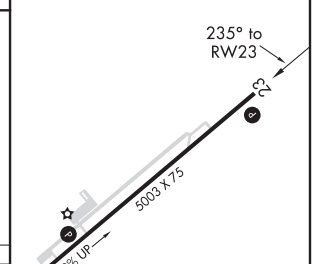
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 121.175 353.65 | 122.7 (CTAF) L |




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

| ELEV 921 | TDZE 921 |
|---|---|




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



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

CAMPBELLSVILLE, KENTUCKY AL-5210 (FAA) 20254

# VOR/DME-A

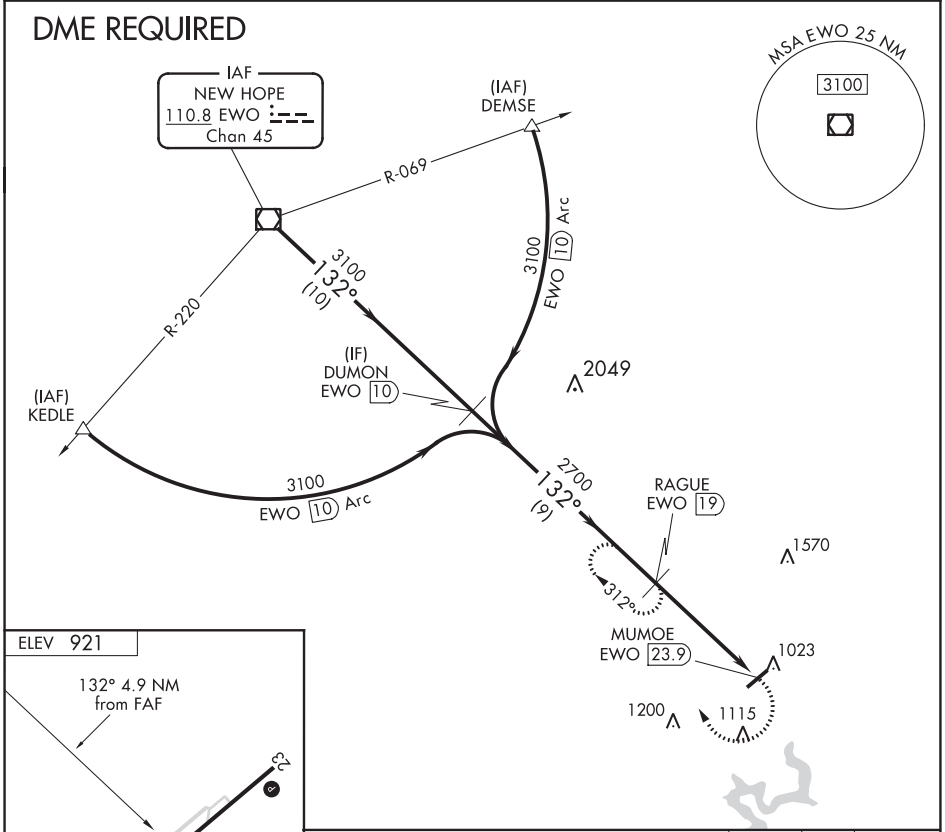
TAYLOR COUNTY (AAS)

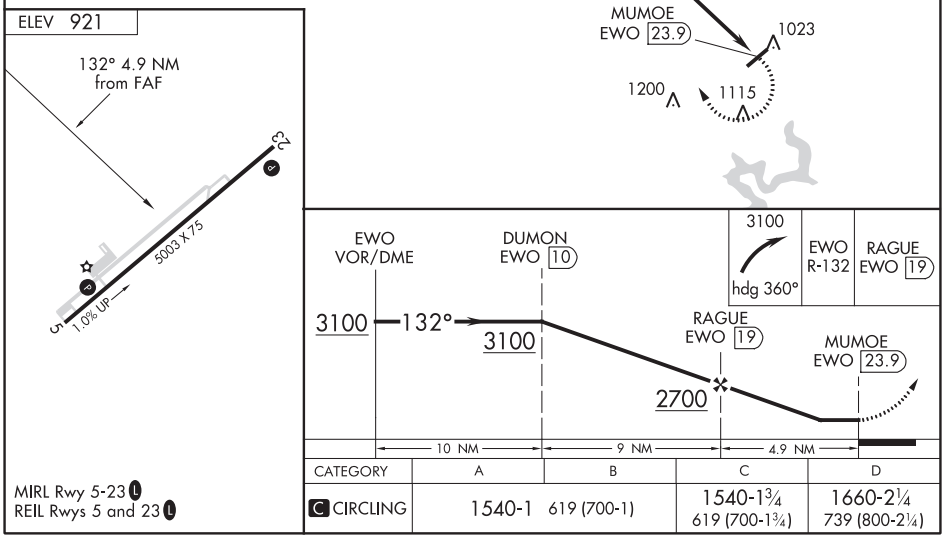
| VOR/DME EWO 110.8 Chan 45 | APP CRS 132° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 921 |
|---|---|---|

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

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

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




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

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

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| APP CRS | Rwy ldg | 4002 |
|---|---|---|
| 021° | TDZE | 765 |
| | Apt Elev | 765 |

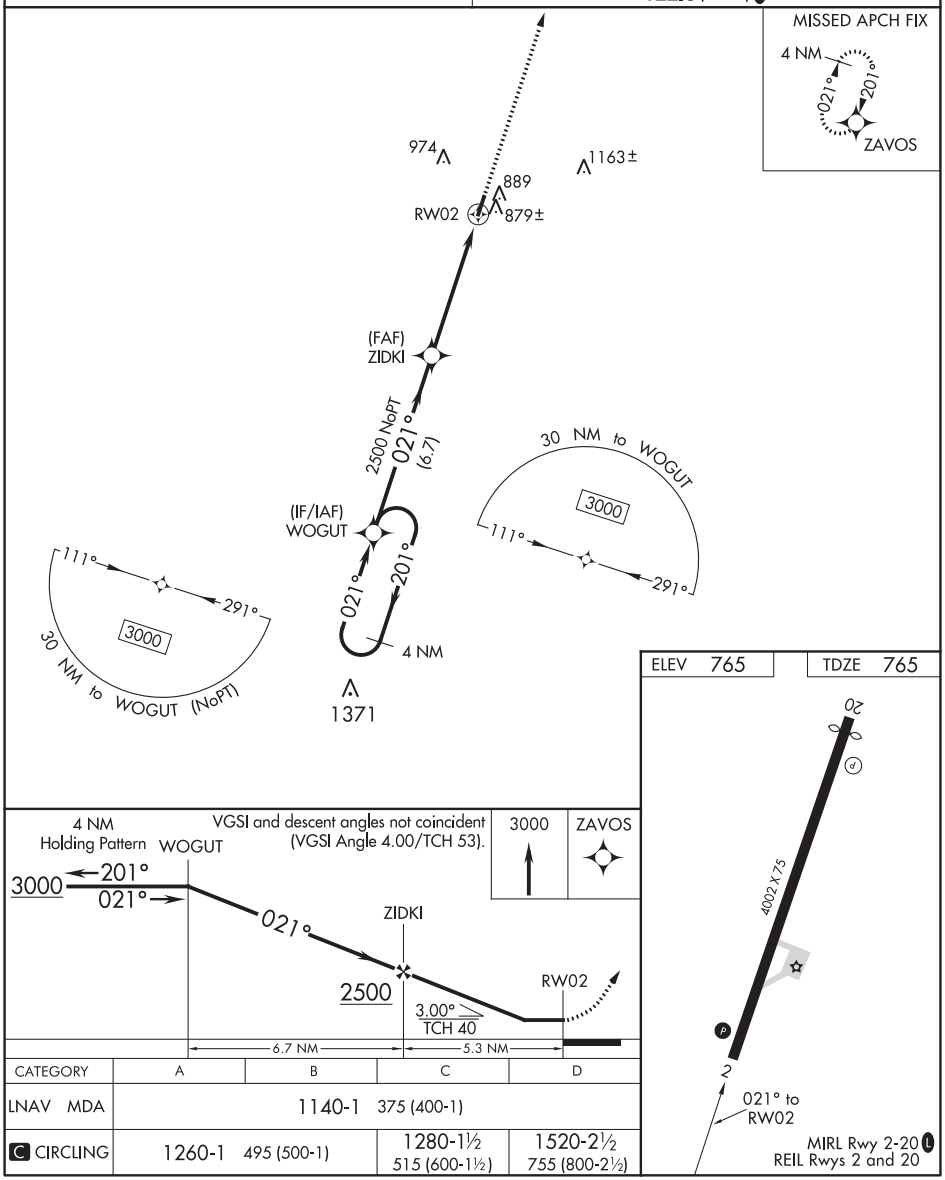
# RNAV (GPS) RWY 2
## CENTERVILLE MUNI (GHM)

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ⅜ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZAVOS and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 125.85 379.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 375 (400-1) | | | |
| C CIRCLING | 1260-1 495 (500-1) | | 1280-1½ 515 (600-1½) | 1520-2½ 755 (800-2½) |



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# RNAV (GPS) RWY 20

CENTERVILLE MUNI (GHM)

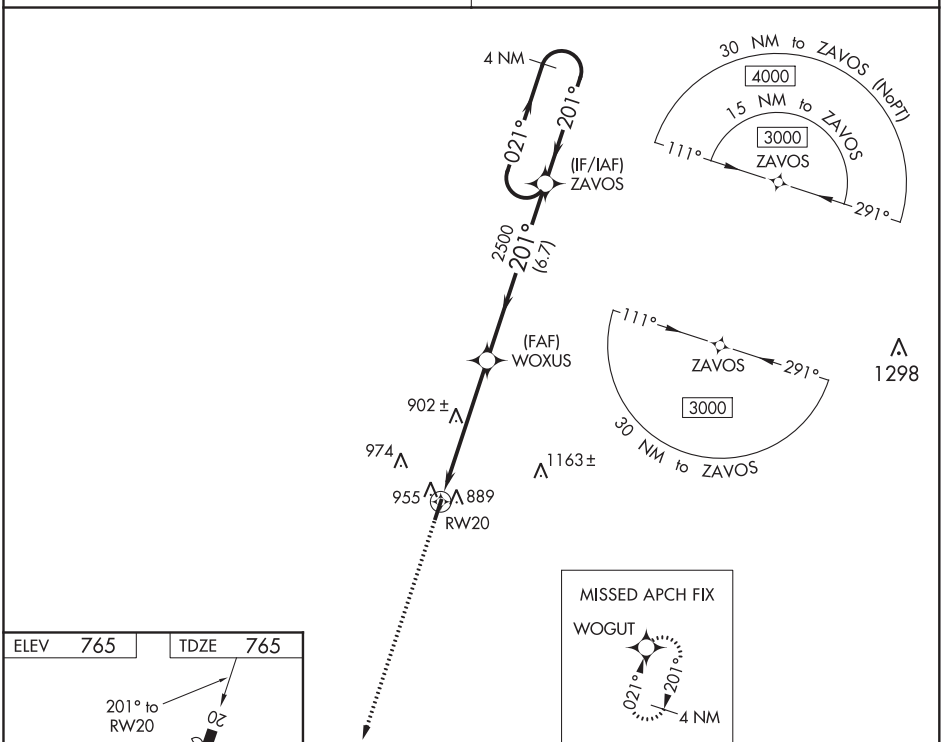
| WAAS CH 48838 W20A | APP CRS 201° | Rwy ldg 3752 TDZE 765 Apt Elev 765 |
|---|---|---|

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ⅛ mile. Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

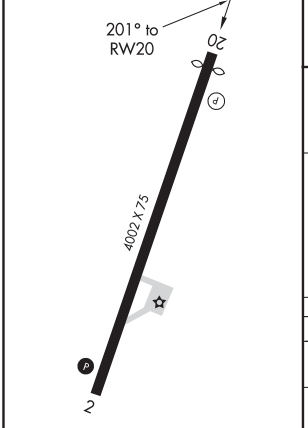
NA

MISSED APPROACH: Climb to 3000 direct WOGUT and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 125.85 379.25 | 122.8 (CTAF) L |




ELEV 765 TDZE 765

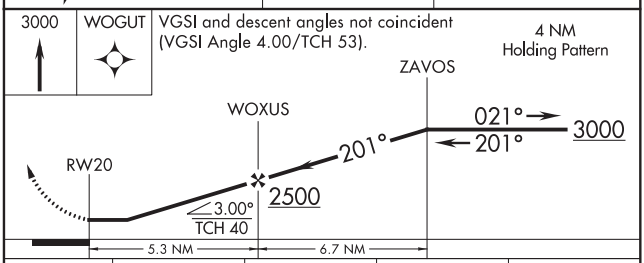



MIRL Rwy 2-20 L
REIL Rwys 2 and 20

3000 WOGUT

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 395 (400-1) | | 1160-1⅛ 395 (400-1⅛) | |
| LNAV MDA | 1220-1 455 (500-1) | | 1220-1⅜ 455 (500-1⅜) | |
| C CIRCLING | 1260-1 495 (500-1) | | 1280-1½ 515 (600-1½) | 1520-2½ 755 (800-2½) |

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# ILS or LOC RWY 2
## LOVELL FIELD (CHA)

| LOC I-CGW | APP CRS | Rwy ldg | 7100 |
|---|---|---|---|
| 108.3 | 022° | TDZE | 683 |
| | | Apt Elev | 683 |

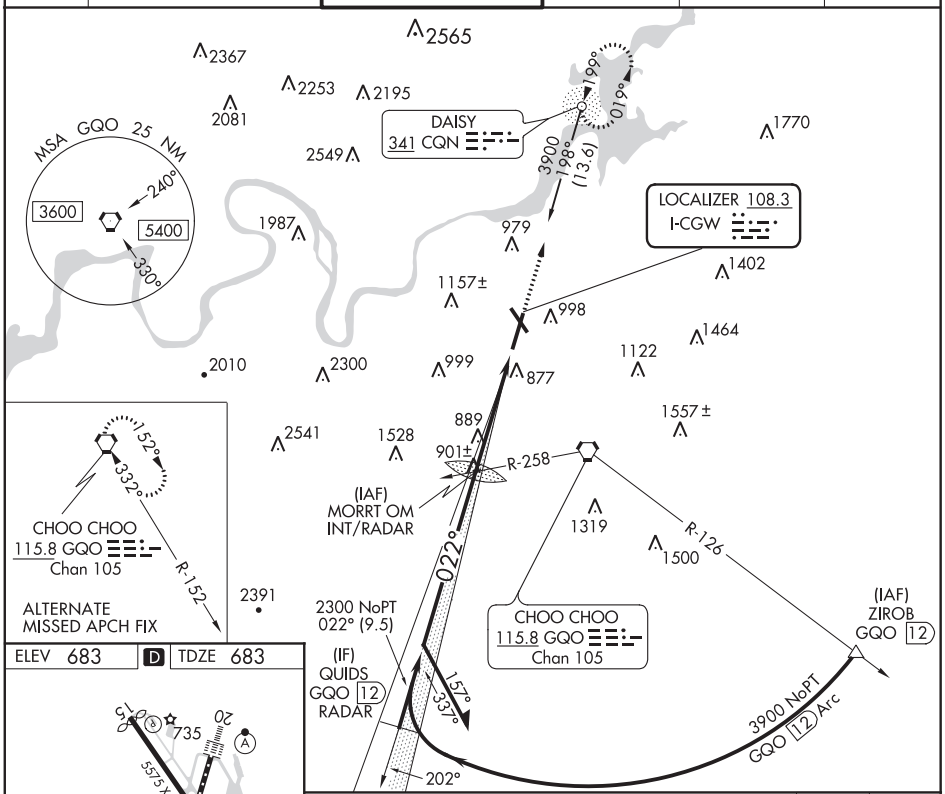
ADF required.

Circling Rwy 15, 33 NA at night.
For inop ALS, increase S-LOC 2 Cats C and D visibility to 1⅜ SM.

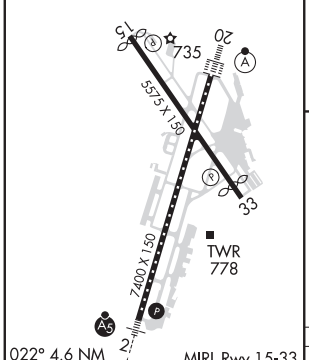
MALSR

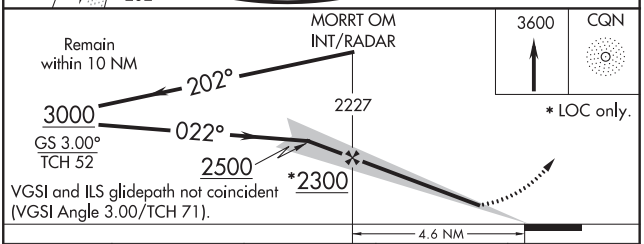
MISSED APPROACH: Climb to 3600 direct CQN NDB and hold, continue climb-in-hold to 3600.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




ELEV 683 | D | TDZE 683




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 883/24 200 (200-½) | | | |
| S-LOC 2 | 1200/24 517 (600-½) | | 1200/55 517 (600-1) | 1200/60 517 (600-1¼) |
| C CIRCLING | 1300-1 617 (700-1) | 1340-1 657 (700-1) | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |

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# ILS or LOC RWY 20
## LOVELL FIELD (CHA)

| LOC I-CHA | APP CRS | Rwy ldg | 7400 |
|---|---|---|---|
| 109.5 | 202° | TDZE | 673 |
| | | Apt Elev | 683 |

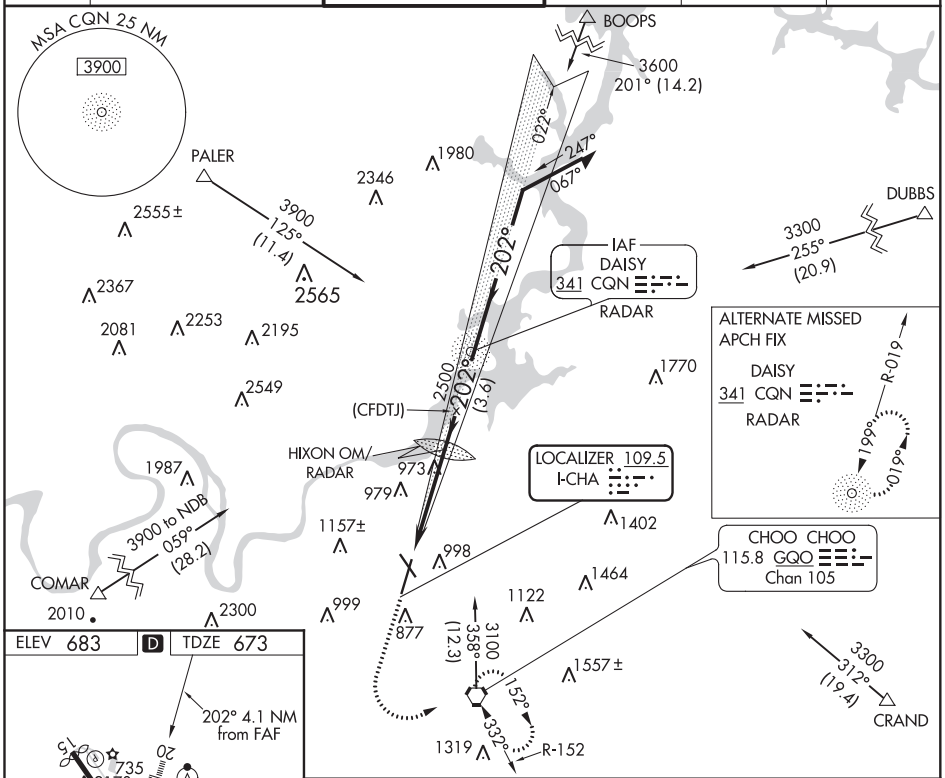
ADF or RADAR required for procedure entry.

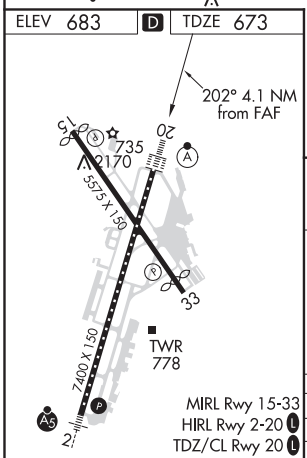
Circling to Rwy 15, 33 NA at night. For inop ALS, increase S-LOC 20 Cat A/B RVR to 5500 and Cat C/D visibility to 1 5/8 SM. Disregard inner marker indication.

ALSF-2

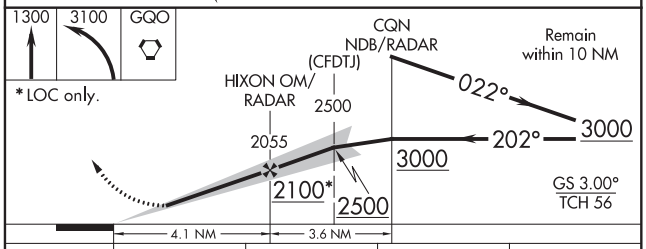
MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold, continue climb-in-hold to 3100.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 873/18 | | 200 (200-½) | |
| S-LOC 20 | 1240/24 | 567 (600-½) | 1240-1¼ | 567 (600-1¼) |
| C CIRCLING | 1300-1 617 (700-1) | 1340-1 657 (700-1) | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |



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# ILS RWY 20 (CAT II)
## LOVELL FIELD (CHA)

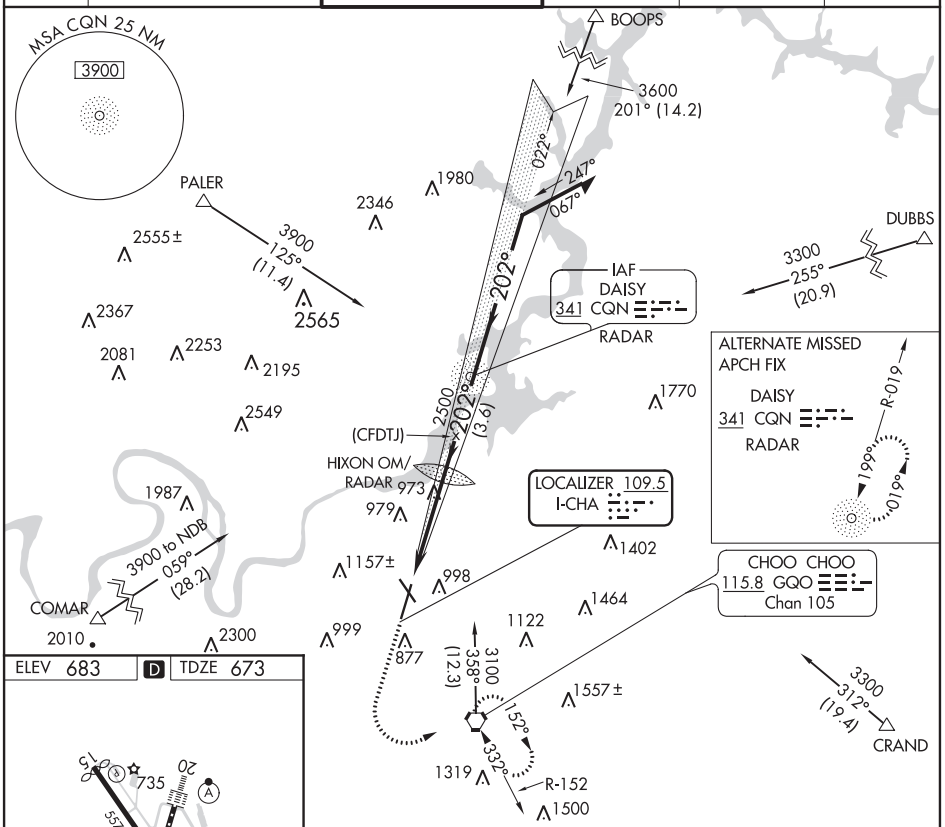
| LOC I-CHA | APP CRS | Rwy ldg | 7400 |
|---|---|---|---|
| 109.5 | 202° | TDZE | 673 |
| | | Apt Elev | 683 |

ADF or RADAR required for procedure entry.
When control tower closed, Cat II ILS NA.
Disregard inner marker indication.

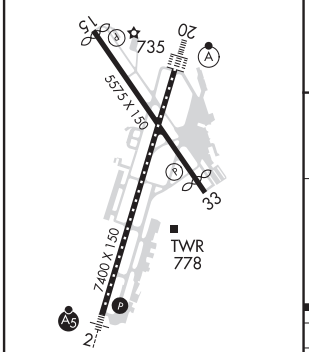
ALSF-2

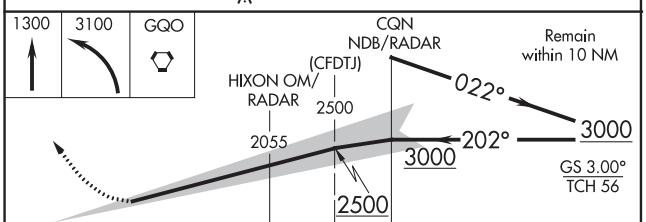
MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GQO VORTAC and hold, continue climb-in-hold to 3100.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




ELEV 683 D TDZE 673




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | RA 103/12 100 DA 773 | | | |

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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CHATTANOOGA, TENNESSEE AL-79 (FAA) 20198

# RNAV (GPS) RWY 2
## LOVELL FIELD (CHA)

| WAAS CH 65605 W02A | APP CRS 022° | Rwy ldg 7100<br>TDZE 683<br>Apt Elev 683 |
|---|---|---|

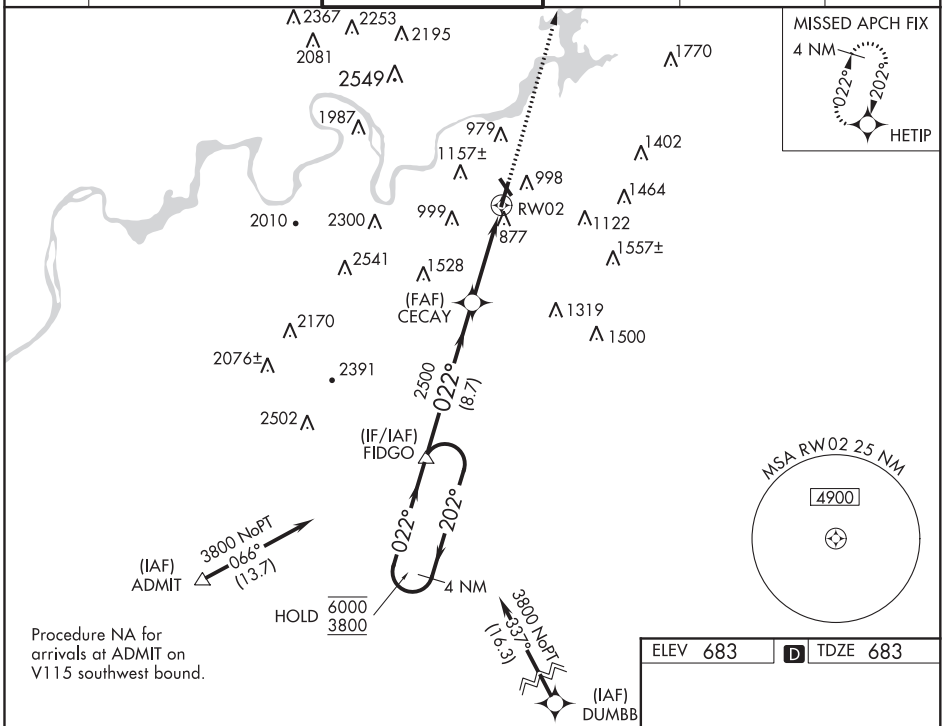
RNP APCH.

Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3800 direct HETIP and hold.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |



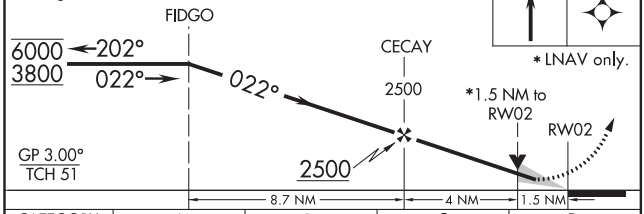

Procedure NA for arrivals at ADMIT on V115 southwest bound.

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 71).

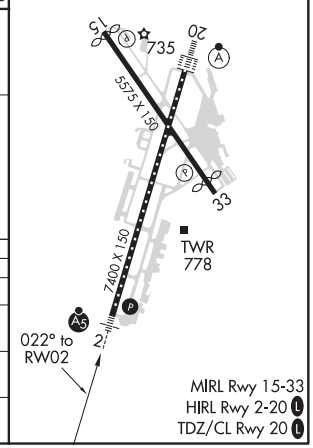
3800 HETIP

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 883/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1197/60 514 (600-1¼) | | | |
| LNAV MDA | 1200/24 517 (600-½) | | 1200/55 517 (600-1) | 1200/60 517 (600-1¼) |
| C CIRCLING | 1300-1 617 (700-1) | 1340-1 657 (700-1) | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |

ELEV 683 D TDZE 683




CHATTANOOGA, TENNESSEE LOVELL FIELD (CHA)
Amdt 1A 03JAN19 35°02'N-85°12'W
RNAV (GPS) RWY 2

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| APP CRS | Rwy ldg | 5469 |
|---|---|---|
| 150° | TDZE | 671 |
| | Apt Elev | 683 |

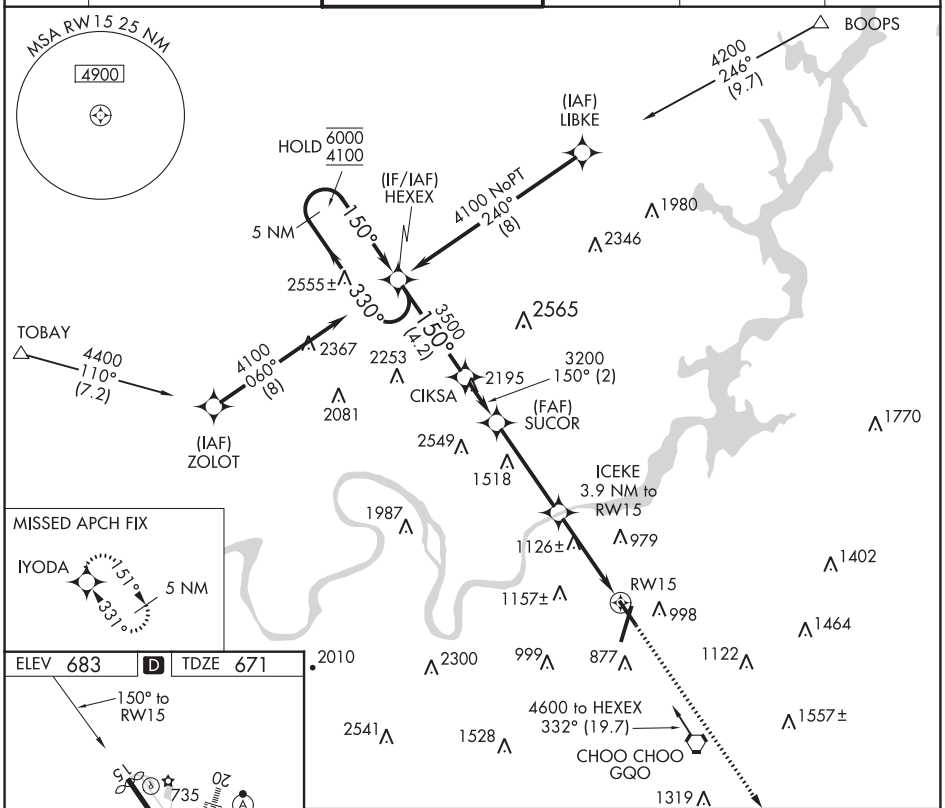
# RNAV (GPS) RWY 15
## LOVELL FIELD (CHA)

RNP APCH.

Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 direct IYODA and hold.

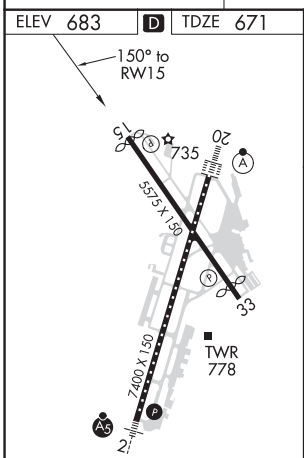
| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |



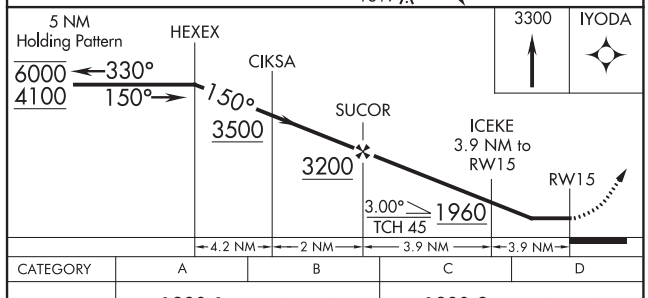




ELEV 683 D TDZE 671




MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 709 (700-1) | 1380-2 | 709 (700-2) |
| C CIRCLING | 1380-1 | 697 (700-1) | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |



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# RNAV (GPS) RWY 20
## LOVELL FIELD (CHA)

| WAAS CH 70305 W20A | APP CRS 202° | Rwy ldg 7400 TDZE 673 Apt Elev 683 |
|---|---|---|

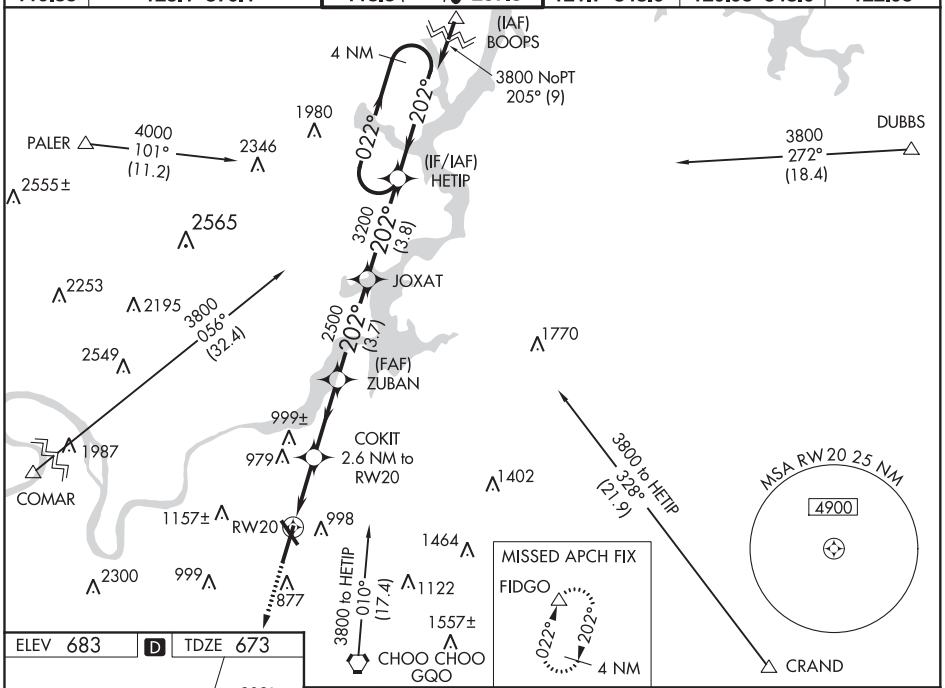
RNP APCH.

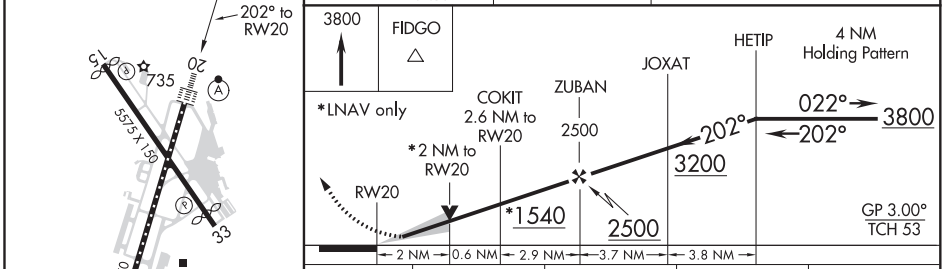
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Circling Rwy 15, 33 NA at night. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat A/B. For inop ALS, increase LNAV Cat C/D visibility to 1⅞ SM.

ALSF-2

MISSED APPROACH: Climb to 3800 direct FIDGO and hold.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 873/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1281-1¾ 608 (600-1¾) | | | |
| LNAV MDA | 1340-1 667 (700-1) | | 1340-1½ 667 (700-1½) | |
| C CIRCLING | 1340-1 657 (700-1) | | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |

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| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 331° | TDZE | 672 |
| | Apt Elev | 683 |

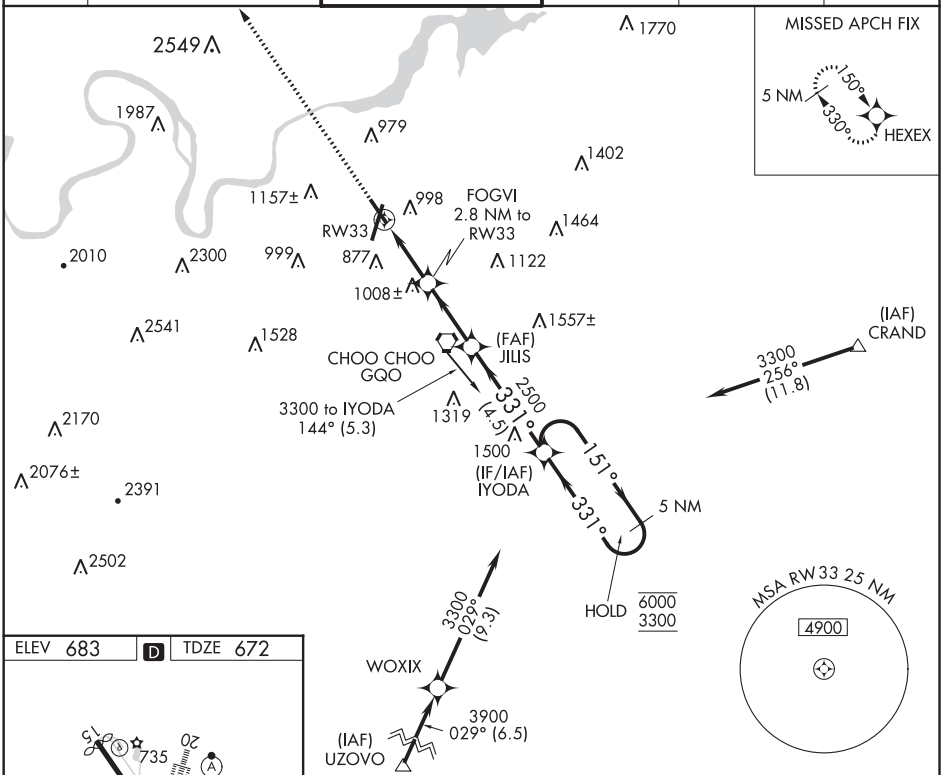
# RNAV (GPS) RWY 33
## LOVELL FIELD (CHA)

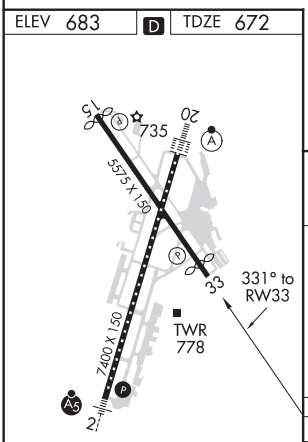
RNP APCH.

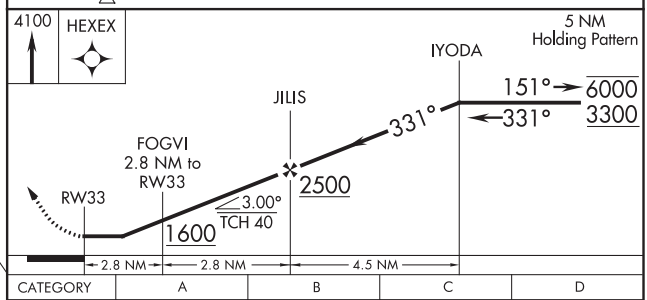
Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4100 direct HEXEX and hold.

| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 848 (900-1) | 1520-1¼ 848 (900-1¼) | 1520-2½ 848 (900-2½) | |
| C CIRCLING | 1520-1¼ 837 (900-1¼) | | 1520-2½ 837 (900-2½) | 1580-3 897 (900-3) |

MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

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CHATTANOOGA, TENNESSEE — AL-79 (FAA) — 20198

# VOR RWY 33
## LOVELL FIELD (CHA)

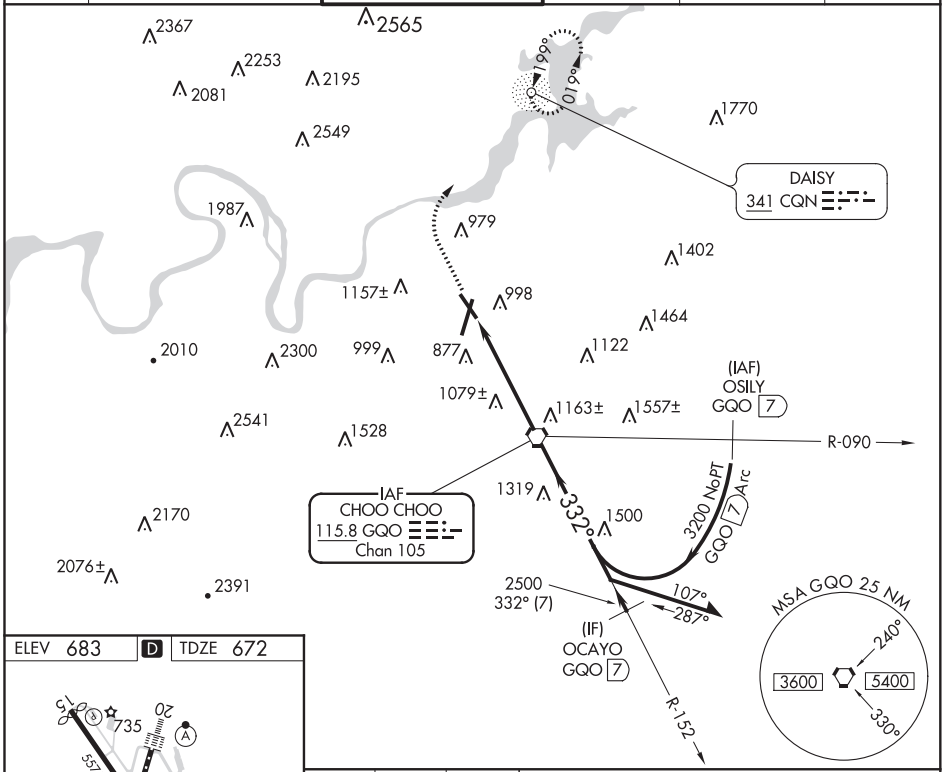
| VORTAC GQO 115.8 Chan 105 | APP CRS 332° | Rwy ldg 5000 TDZE 672 Apt Elev 683 |
|---|---|---|

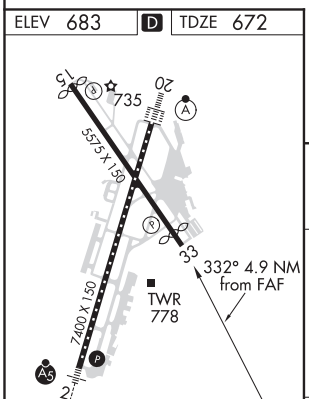
ADF required.

T Rwy 33 helicopter visibility reduction below 1 SM NA.
A Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CQN NDB and hold.

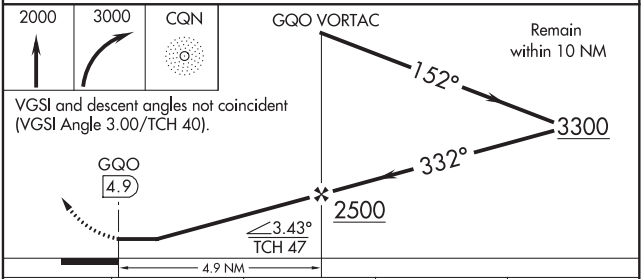
| ATIS | CHATTANOOGA APP CON ★ | CHATTANOOGA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.85 | 125.1 379.1 | 118.3 (CTAF) L 257.8 | 121.7 348.6 | 120.95 348.6 | 122.95 |




MIRL Rwy 15-33
HIRL Rwy 2-20 L
TDZ/CL Rwy 20 L

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




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1340-1 | 668 (700-1) | 1340-1¾ 668 (700-1¾) | 1340-2 668 (700-2) |
| C CIRCLING | 1340-1 | 657 (700-1) | 1480-2¼ 797 (800-2¼) | 1580-3 897 (900-3) |

SE-1, 25 FEB 2021 to 22 APR 2021

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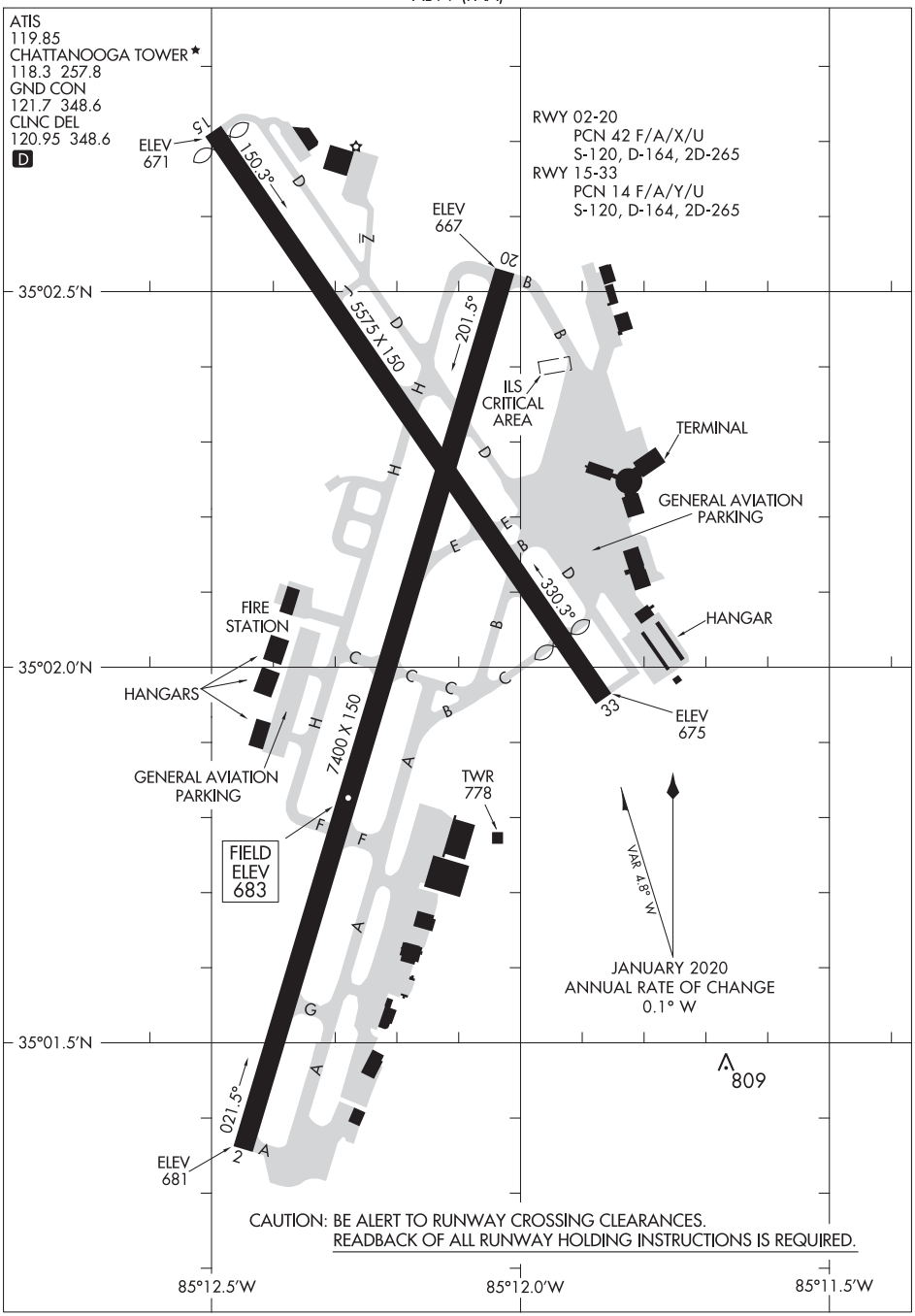
AL-79 (FAA)




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

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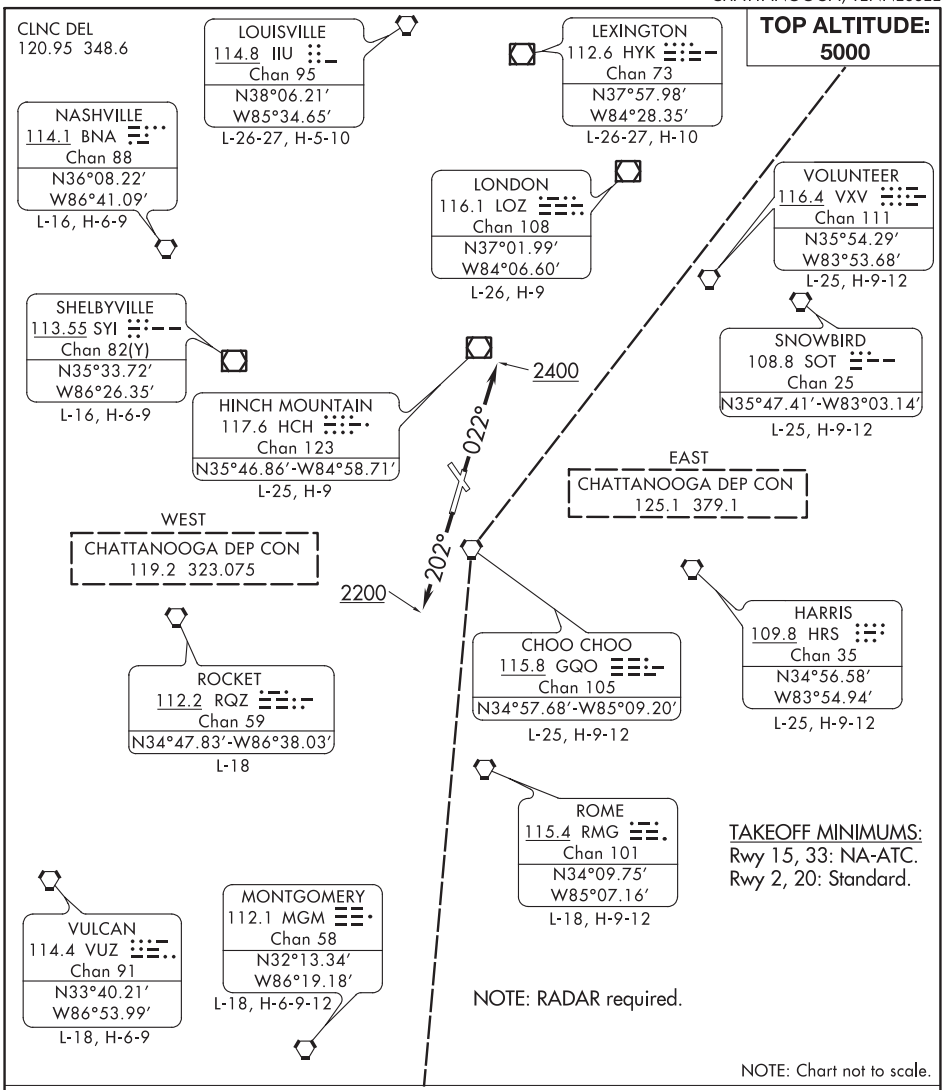
(CHA7.CHA) 20310

AL-79 (FAA)

# CHATTANOOGA SEVEN DEPARTURE

LOVELL FIELD (CHA)
CHATTANOOGA, TENNESSEE




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....
TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence....

....expect vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.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# RNAV (GPS) RWY 17
## OUTLAW FIELD (CKV)

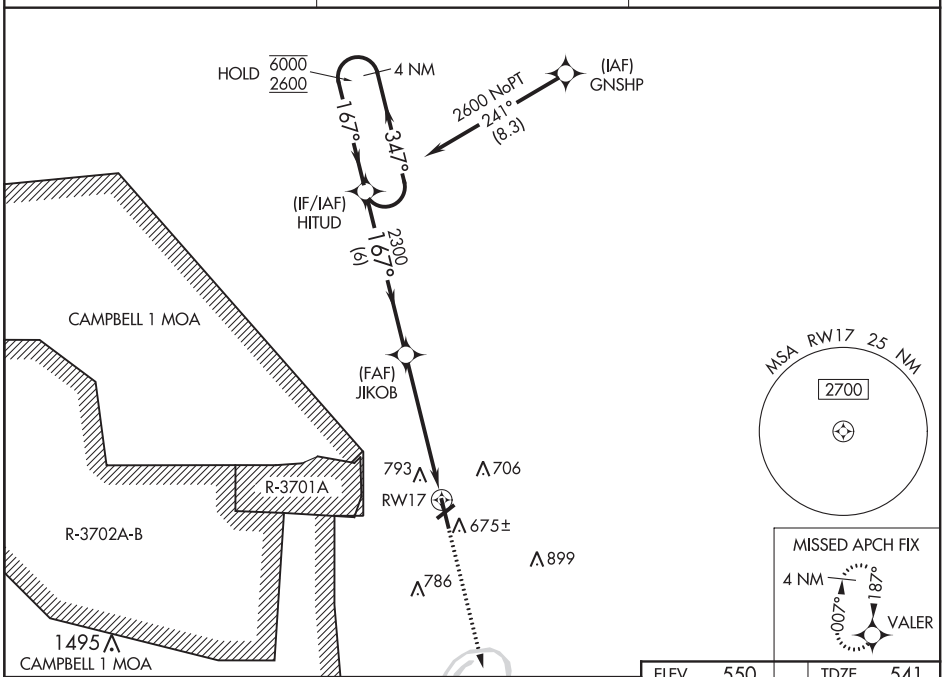
| WAAS CH 69439 W17A | APP CRS 167° | Rwy ldg 5999 TDZE 541 Apt Elev 550 |
|---|---|---|

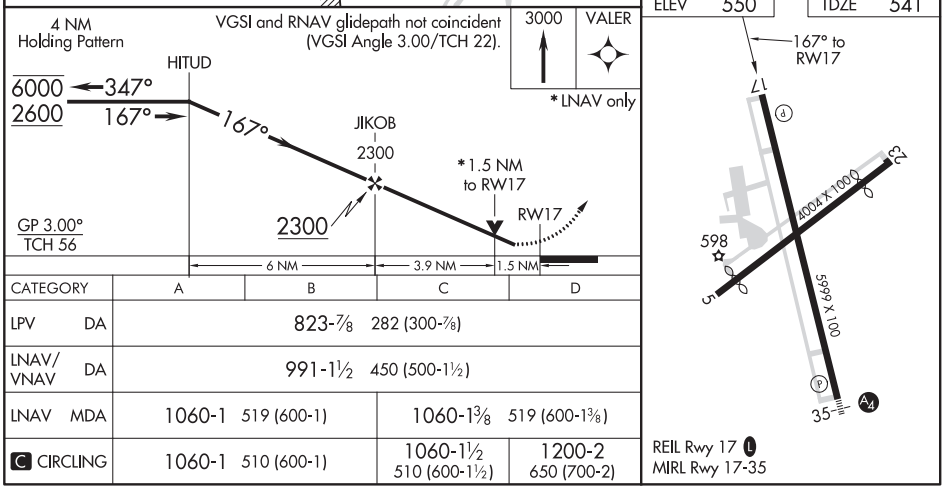
RNP APCH.

Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct VALER and hold.

| ASOS | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 134.575 | 134.35 307.025 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 823-⅞ 282 (300-⅞) | | | |
| LNAV/VNAV DA | 991-1½ 450 (500-1½) | | | |
| LNAV MDA | 1060-1 519 (600-1) | | 1060-1⅜ 519 (600-1⅜) | |
| C CIRCLING | 1060-1 510 (600-1) | | 1060-1½ 510 (600-1½) | 1200-2 650 (700-2) |



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CLARKSVILLE, TENNESSEE — AL-5311 (FAA) — 19171

# RNAV (GPS) RWY 35
## OUTLAW FIELD (CKV)

| WAAS CH 58300 W35A | APP CRS 347° | Rwy ldg 5999<br>TDZE 550<br>Apt Elev 550 |
|---|---|---|

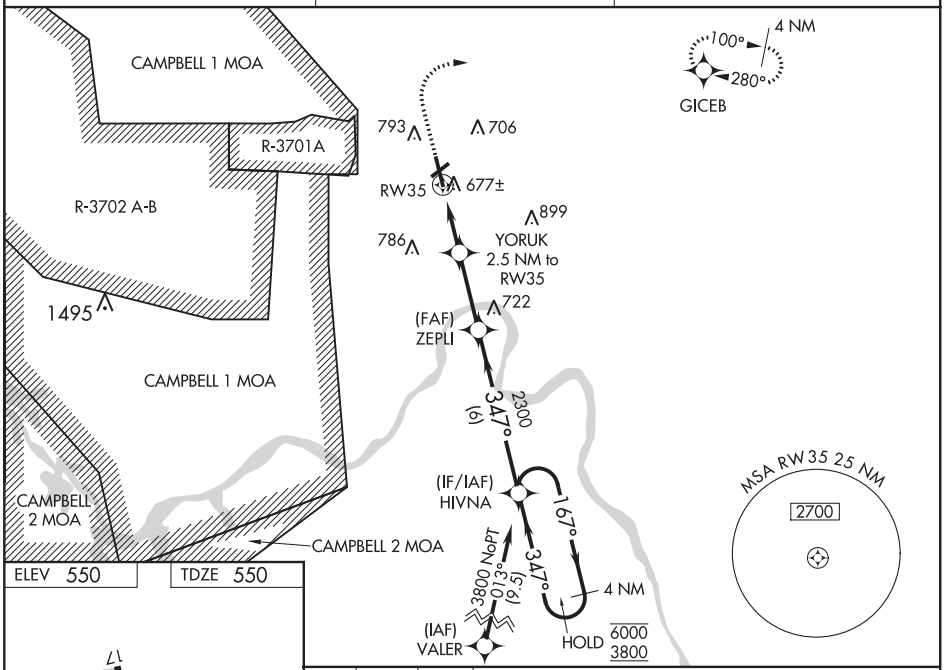
RNP APCH.

Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

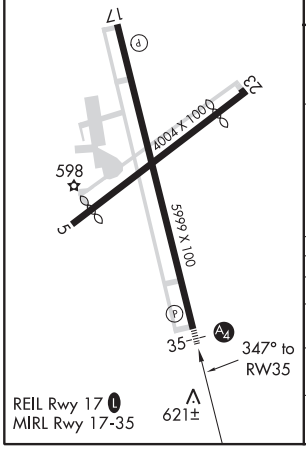
MALS

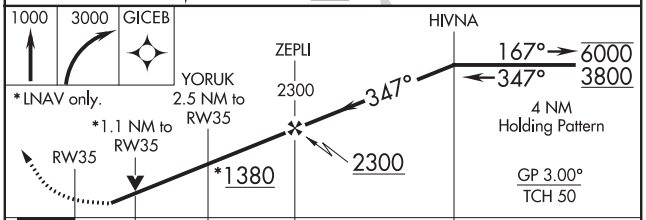
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

| ASOS | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 134.575 | 134.35 307.025 | 122.8 (CTAF) L |




ELEV 550 | TDZE 550




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 805-¾ 255 (300-¾) | | | |
| LNAV/VNAV DA | 838-¾ 288 (300-¾) | | | |
| LNAV MDA | 940-¾ 390 (400-¾) | | 940-⅞ 390 (400-⅞) | |
| C CIRCLING | 1000-1 450 (500-1) | 1020-1 470 (500-1) | 1020-1½ 470 (500-1½) | 1200-2 650 (700-2) |



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# LOC RWY 35
## OUTLAW FIELD (CKV)

| LOC I-CKV | APP CRS | Rwy ldg | 5999 |
|---|---|---|---|
| 111.7 | 347° | TDZE | 550 |
| | | Apt Elev | 550 |

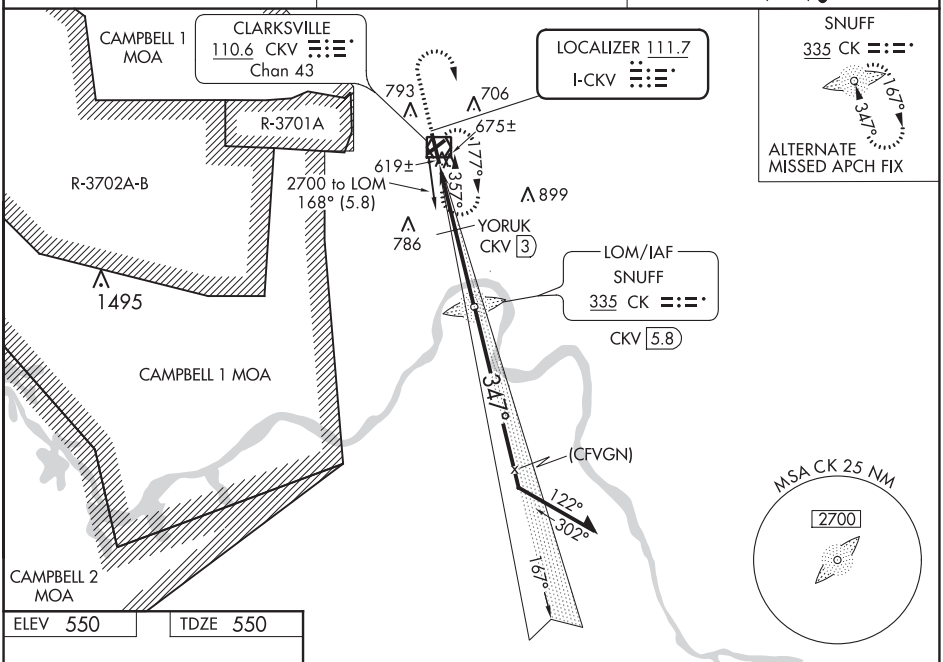
ADF required.
RADAR required.

Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting. *DME from CKV VOR/DME.

MALS

MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

| ASOS | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 134.575 | 134.35 307.025 | 122.8 (CTAF) |

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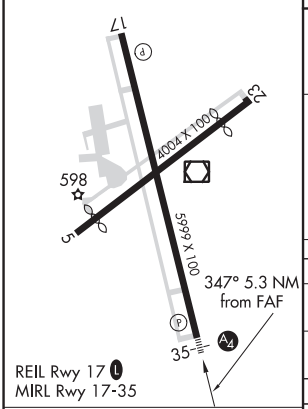
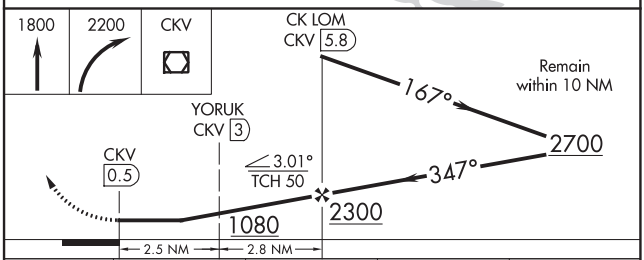
ELEV 550 TDZE 550




| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 35 | 1080-¾ 530 (600-¾) | | 1080-1¼ 530 (600-1¼) | |
| C CIRCLING | 1080-1 530 (600-1) | | 1080-1½ 530 (600-1½) | 1200-2 650 (700-2) |
| | YORUK FIX MINIMUMS * (DME REQUIRED) | | | |
| S-LOC 35 | 880-¾ 330 (400-¾) | | | |
| C CIRCLING | 1000-1 450 (500-1) | 1020-1 470 (500-1) | 1020-1½ 470 (500-1½) | 1200-2 650 (700-2) |

CLARKSVILLE, TENNESSEE AL-5311 (FAA) 20254

# VOR RWY 35
## OUTLAW FIELD (CKV)

| VOR/DME CKV | APP CRS | Rwy ldg | 5999 |
|---|---|---|---|
| 110.6 | 357° | TDZE | 550 |
| Chan 43 | | Apt Elev | 550 |

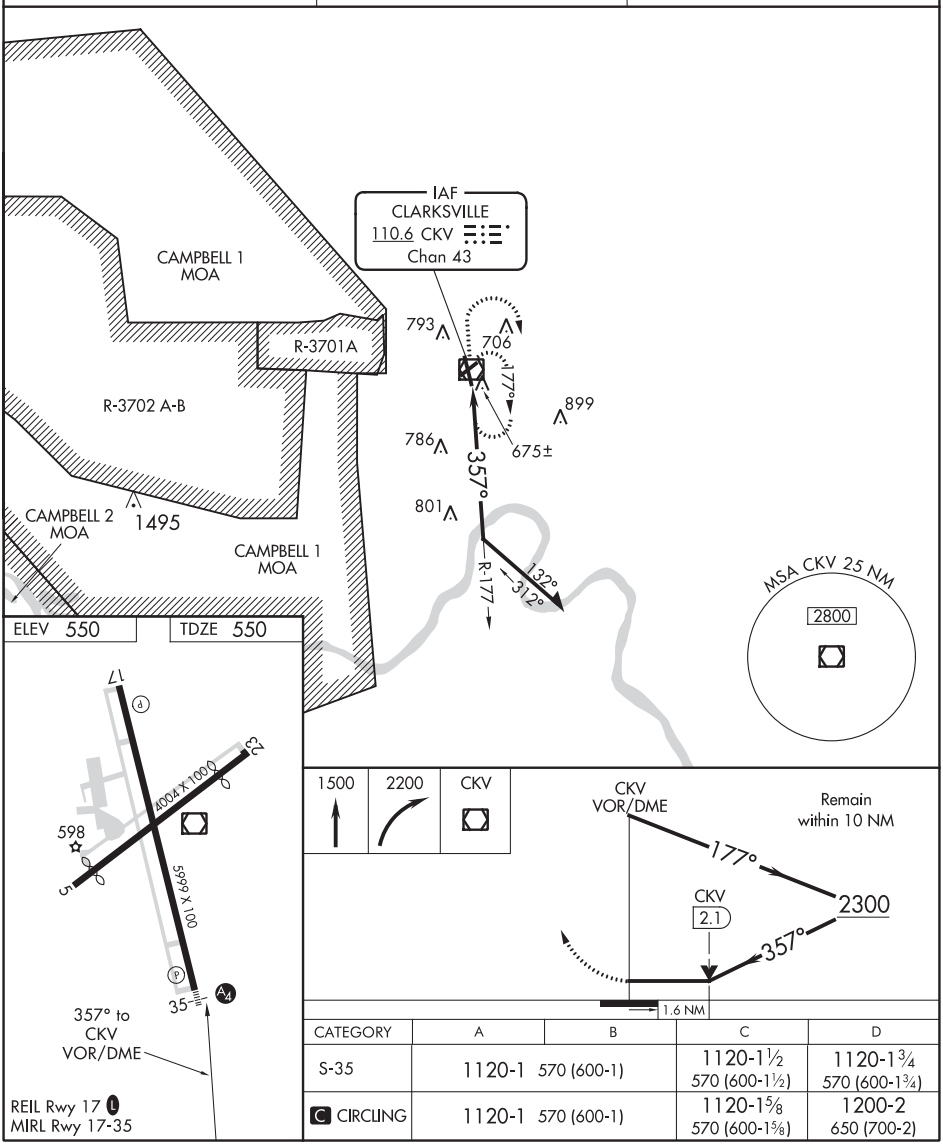
RADAR required for procedure entry.

Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS A4

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

| ASOS | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 134.575 | 134.35 307.025 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1120-1 570 (600-1) | | 1120-1½ 570 (600-1½) | 1120-1¾ 570 (600-1¾) |
| C CIRCLING | 1120-1 570 (600-1) | | 1120-1⅝ 570 (600-1⅝) | 1200-2 650 (700-2) |

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| WAAS CH 99632 W03A | APP CRS 034° | Rwy ldg 6200<br>TDZE 834<br>Apt Elev 866 |
|---|---|---|

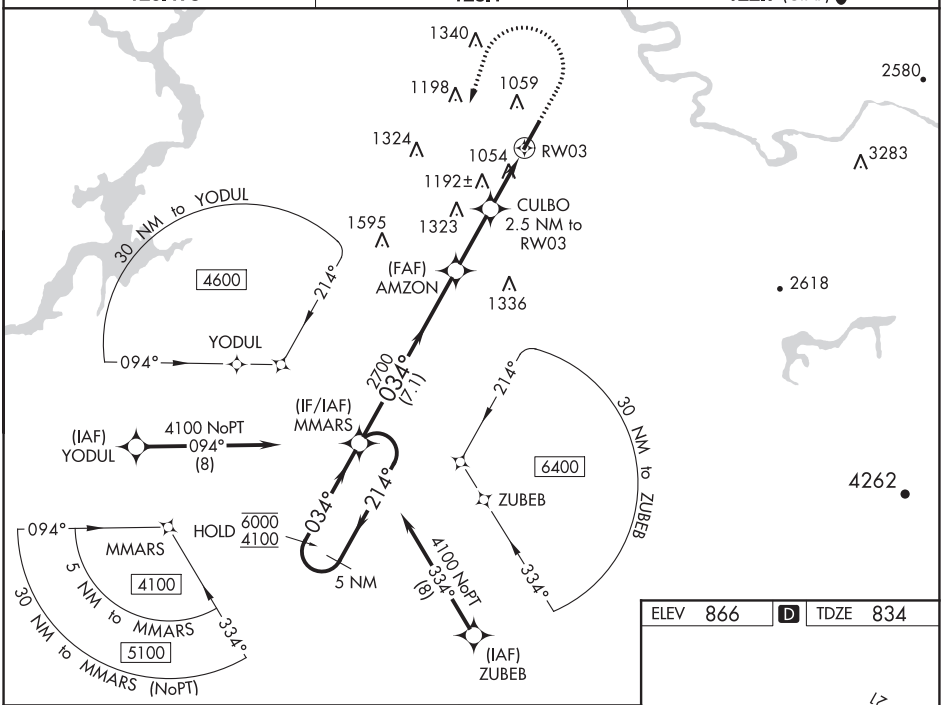
# RNAV (GPS) RWY 3
## CLEVELAND RGNL JETPORT (RZR)

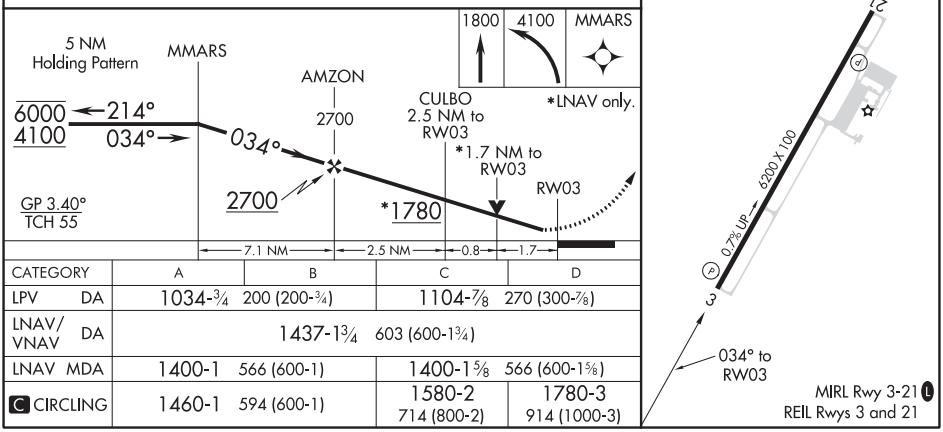
RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 20°C.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4100 direct MMARS and hold.

| AWOS-3 | CHATTANOOGA APP CON★ | UNICOM |
|---|---|---|
| 120.475 | 125.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1034-¾ 200 (200-¾) | | 1104-⅞ 270 (300-⅞) | |
| LNAV/VNAV DA | 1437-1¾ 603 (600-1¾) | | | |
| LNAV MDA | 1400-1 566 (600-1) | | 1400-1⅝ 566 (600-1⅝) | |
| C CIRCLING | 1460-1 594 (600-1) | | 1580-2 714 (800-2) | 1780-3 914 (1000-3) |



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CLEVELAND, TENNESSEE | AL-10974 (FAA) | 19059

| WAAS CH 45731 W21A | APP CRS 214° | Rwy ldg 6200<br>TDZE 866<br>Apt Elev 866 |
|---|---|---|

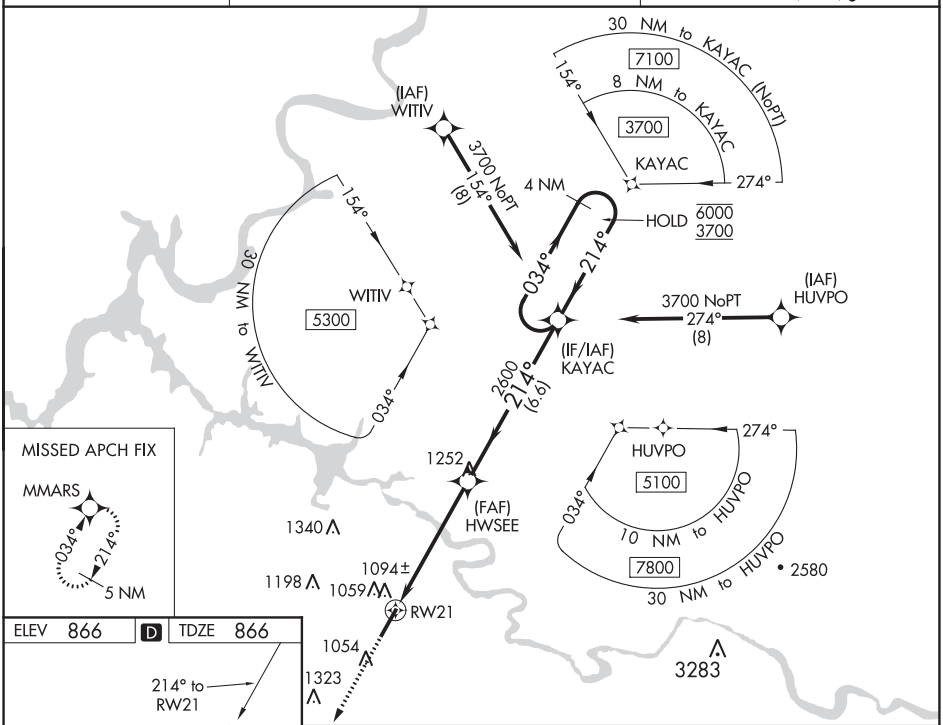
# RNAV (GPS) RWY 21
## CLEVELAND RGNL JETPORT (RZR)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

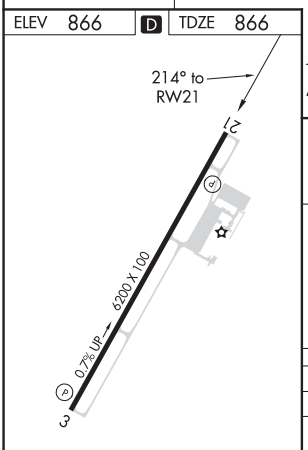
MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

| AWOS-3 | CHATTANOOGA APP CON★ | UNICOM |
|---|---|---|
| 120.475 | 125.1 | 122.7 (CTAF) L |

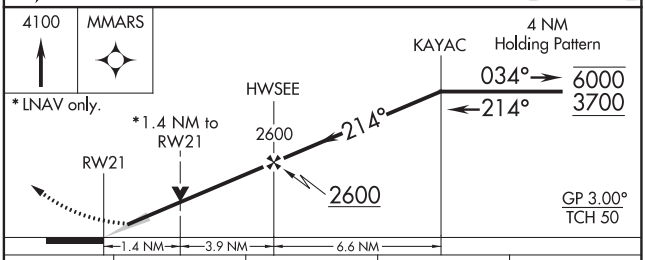









MIRL Rwy 3-21 L
REIL Rwys 3 and 21




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1066-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1276-1⅛ 410 (500-1⅛) | | | |
| LNAV MDA | 1360-1 494 (500-1) | | 1360-1⅜ 494 (500-1⅜) | |
| C CIRCLING | 1460-1 594 (600-1) | | 1580-2 714 (800-2) | 1780-3 914 (1000-3) |

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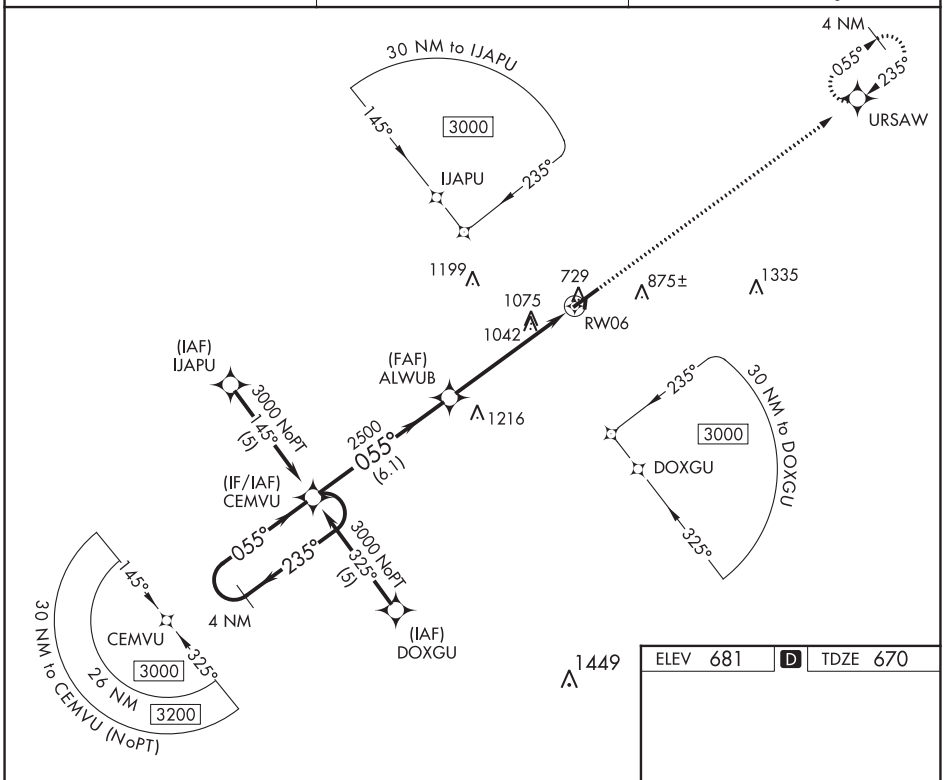
| APP CRS | Rwy ldg | 5600 |
|---|---|---|
| 055° | TDZE | 670 |
| | Apt Elev | 681 |

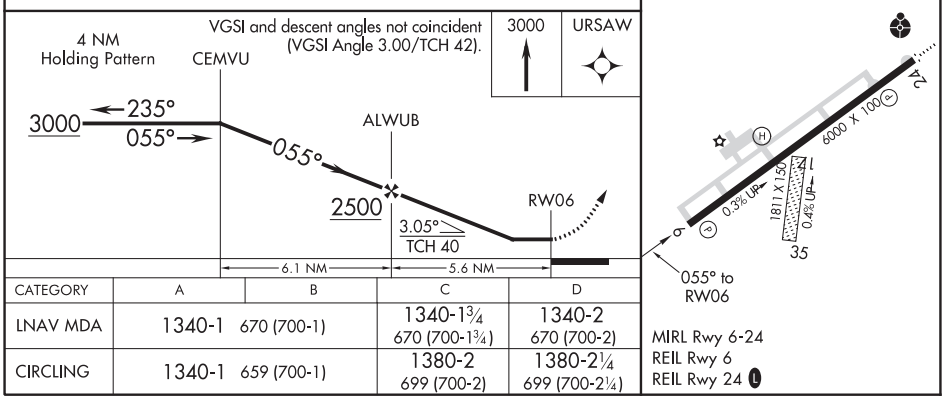
# RNAV (GPS) RWY 6
## MAURY COUNTY (MRC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl. altimeter setting and increase all MDA 120 feet and increase LNAV Cat B visibility ¼ mile, Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile, Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct URSAW and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.625 | 125.85 379.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 670 (700-1) | | 1340-1¾ 670 (700-1¾) | 1340-2 670 (700-2) |
| CIRCLING | 1340-1 659 (700-1) | | 1380-2 699 (700-2) | 1380-2¼ 699 (700-2¼) |

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COLUMBIA/MT.PLEASANT, TENNESSEE AL-5706 (FAA) 20366

# RNAV (GPS) RWY 24
## MAURY COUNTY (MRC)

| WAAS CH 69515 W24A | APP CRS 235° | Rwy ldg 6000<br>TDZE 681<br>Apt Elev 681 |
|---|---|---|

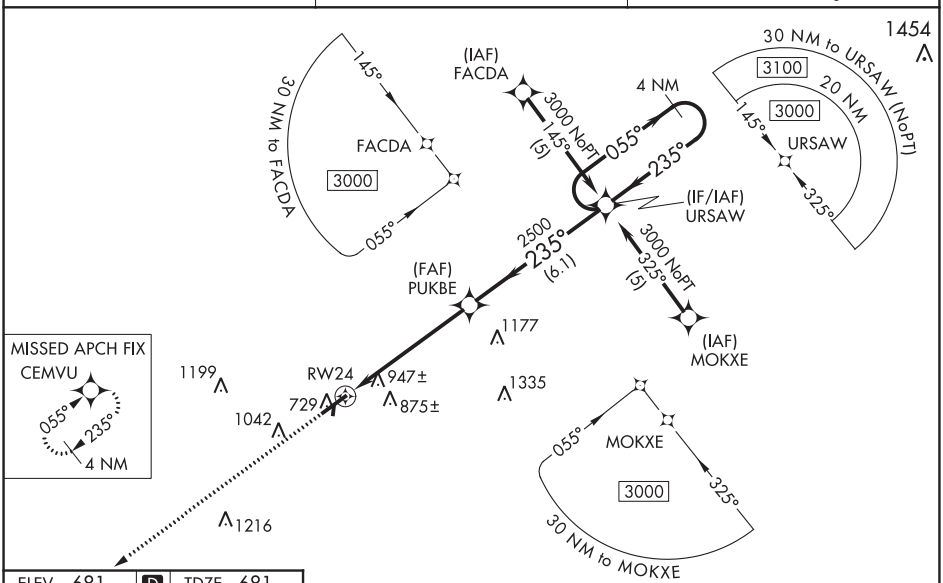
RNP APCH.

Inop table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 109 feet and all MDA 120 feet and increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C and D visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

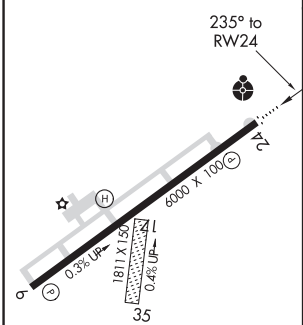
ODALS

MISSED APPROACH: Climb to 3000 direct CEMVU and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.625 | 125.85 379.25 | 122.8 (CTAF) L |




| ELEV 681 | D | TDZE 681 |
|---|---|---|

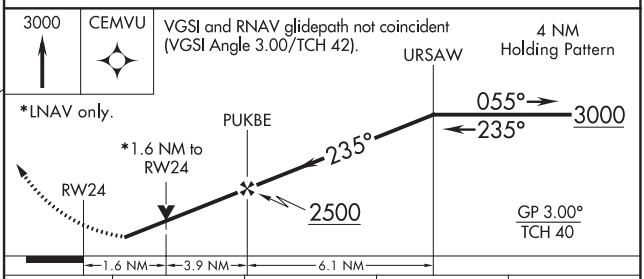



MIRL Rwy 6-24
REIL Rwy 6
REIL Rwy 24 L

3000 CEMVU

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 981-1 300 (300-1) | | | |
| LNAV/VNAV DA | 1329-2¼ 648 (700-2¼) | | | |
| LNAV MDA | 1220-¾ 539 (600-¾) | | 1220-1½ 539 (600-1½) | 1220-1¾ 539 (600-1¾) |
| CIRCLING | 1320-1 639 (700-1) | | 1380-2 699 (700-2) | 1420-2¼ 739 (800-2¼) |



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| WAAS CH 82724 W02A | APP CRS 019° | Rwy ldg 3500<br>TDZE 1772<br>Apt Elev 1789 |
|---|---|---|

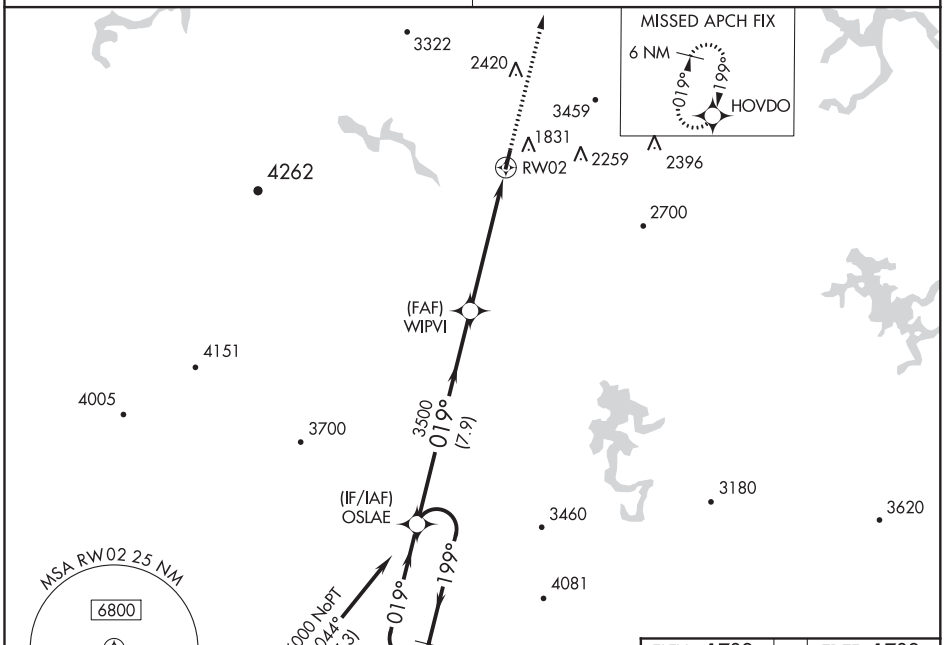
# RNAV (GPS) RWY 2
## MARTIN CAMPBELL FIELD (1A3)

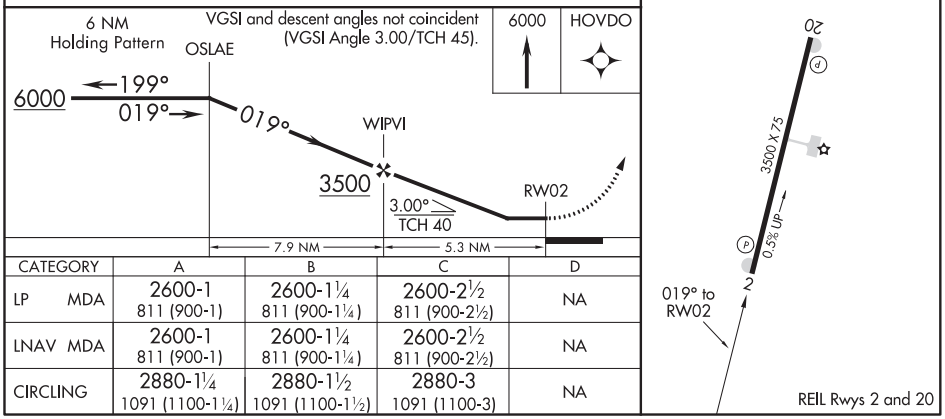
T A NA

DME/DME RNP-0.3 NA. Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet, and increase LNAV Cats A and B visibility ¼ mile and Cat C ½ mile, and LP Cat A ¼ mile. Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

| ATLANTA CENTER | (CTAF) |
|---|---|
| 133.1 342.425 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2600-1<br>811 (900-1) | 2600-1¼<br>811 (900-1¼) | 2600-2½<br>811 (900-2½) | NA |
| LNAV MDA | 2600-1<br>811 (900-1) | 2600-1¼<br>811 (900-1¼) | 2600-2½<br>811 (900-2½) | NA |
| CIRCLING | 2880-1¼<br>1091 (1100-1¼) | 2880-1½<br>1091 (1100-1½) | 2880-3<br>1091 (1100-3) | NA |

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COPPERHILL, TENNESSEE AL-10398 (FAA) 19311

| WAAS CH 86825 W20A | APP CRS 199° | Rwy ldg 3500<br>TDZE 1789<br>Apt Elev 1789 |
|---|---|---|

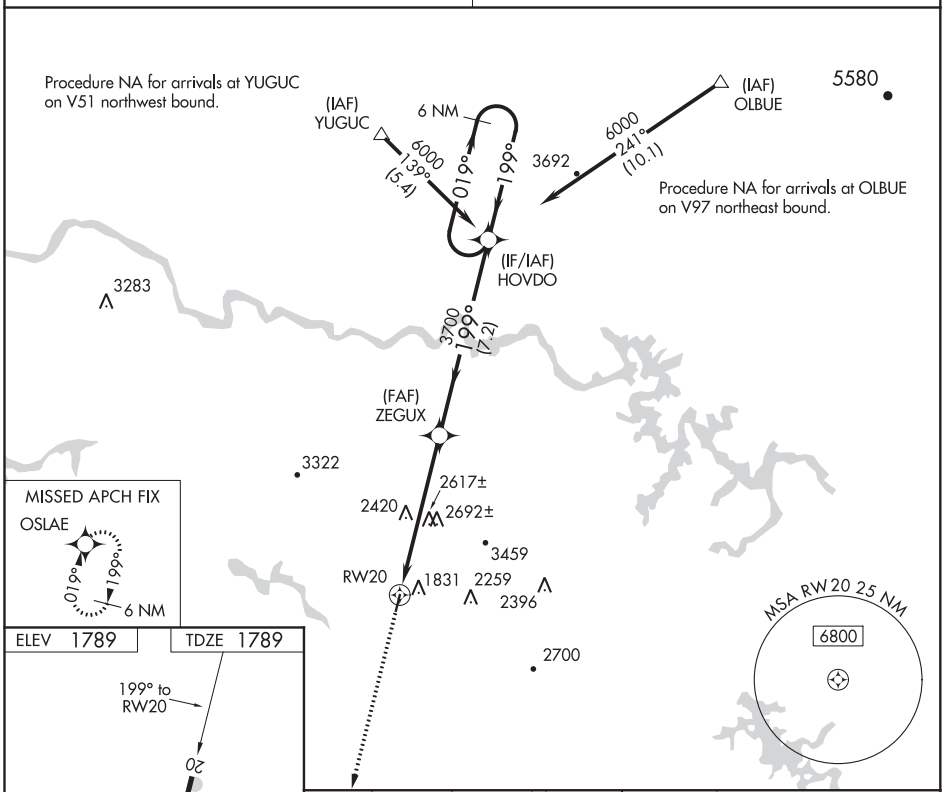
# RNAV (GPS) RWY 20
## MARTIN CAMPBELL FIELD (1A3)

RNP APCH.

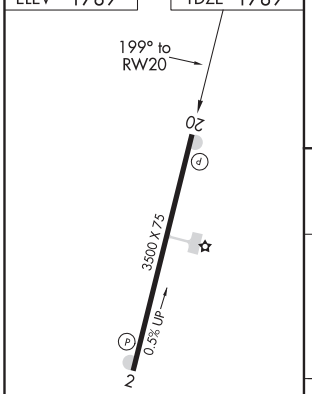
Use Western Carolina Rgnl altimeter setting, when not received, use Dalton Muni altimeter setting and increase all MDA 160 feet. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

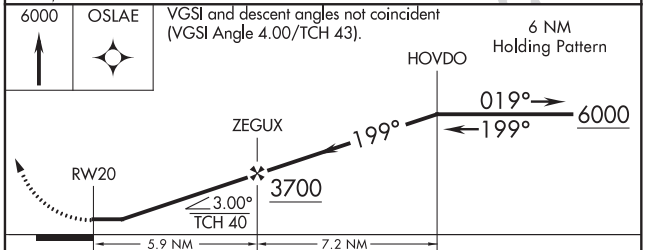
MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.

| ATLANTA CENTER | CTAF |
|---|---|
| 133.1 342.425 | 122.9 |




| ELEV 1789 | TDZE 1789 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2940-1¼<br>1151 (1200-1¼) | 2940-1½<br>1151 (1200-1½) | 2940-3<br>1151 (1200-3) | NA |
| LNAV MDA | 3020-1¼<br>1231 (1300-1¼) | 3020-1½<br>1231 (1300-1½) | 3020-3<br>1231 (1300-3) | NA |

REIL Rwys 2 and 20

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# ILS or LOC RWY 9

## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

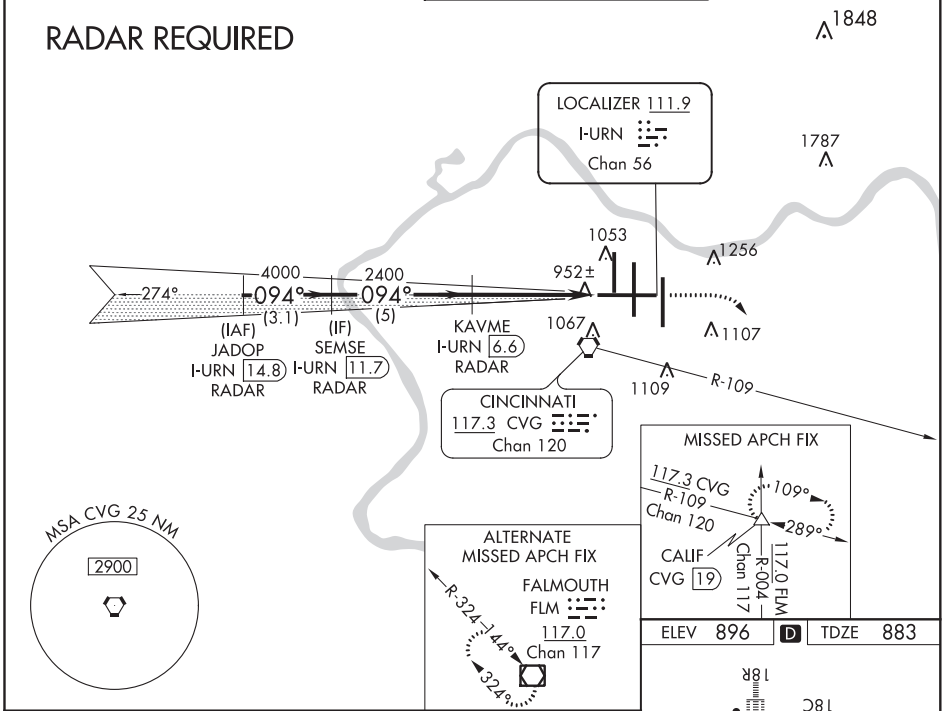
| LOC/DME I-URN | APP CRS | Rwy ldg | 11640 |
|---|---|---|---|
| 111.9 | 094° | TDZE | 883 |
| Chan 56 | | Apt Elev | 896 |

For inoperative MALSR, increase S-LOC 9 Cat D visibility to RVR 5000. DME or radar required.

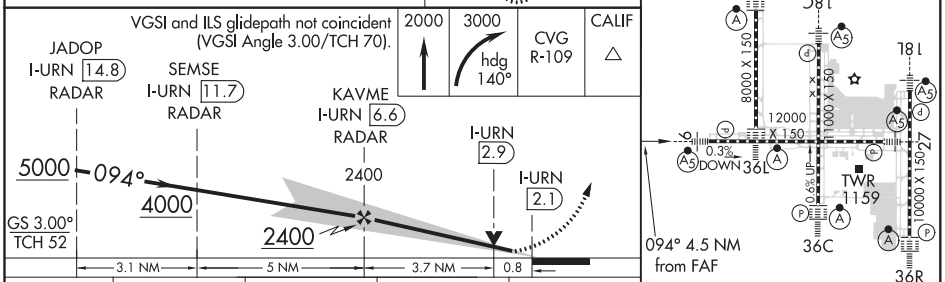
MALSR

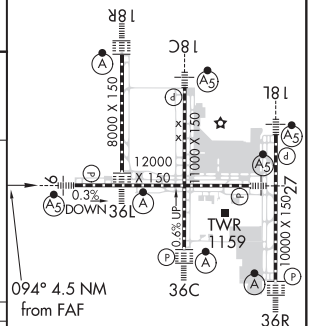
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via heading 140° and CVG R-109 to CALIF INT/19 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| ELEV 896 | D | TDZE 883 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 1083/18 200 (200-½) | | | |
| S-LOC 9 | 1220/24 337 (400-½) | | | 1220/40 337 (400-¾) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

HIRL all Rwys
TDZ/CL all Rwys except 27

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

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# ILS or LOC RWY 18C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| LOC/DME I-SIC | APP CRS | Rwy ldg | 11000 |
|---|---|---|---|
| 111.55 | 186° | TDZE | 875 |
| Chan 52 (Y) | | Apt Elev | 896 |

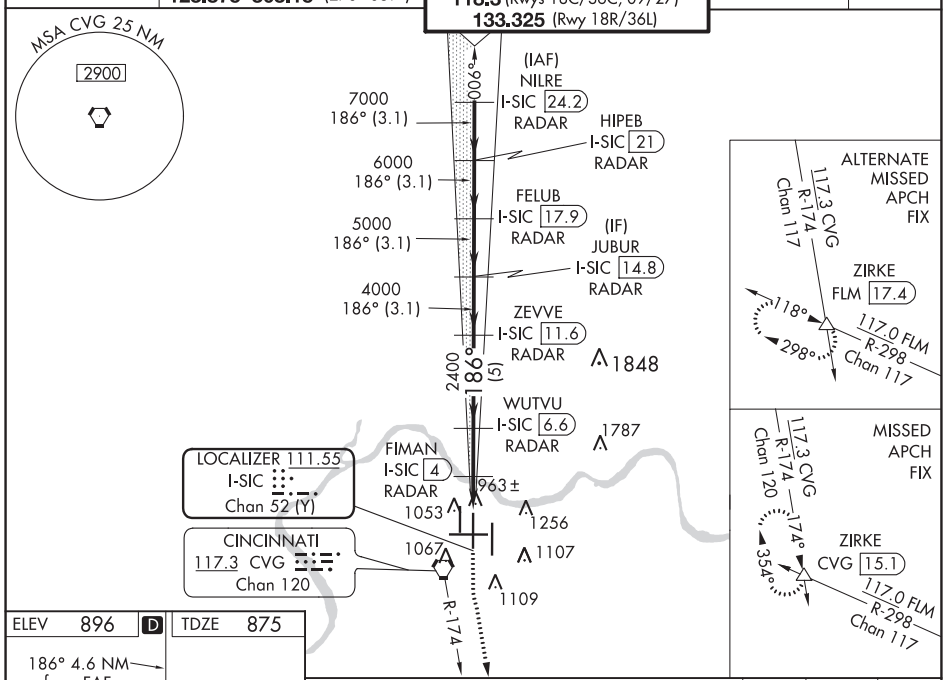
RADAR required for procedure entry.
DME or RADAR required.

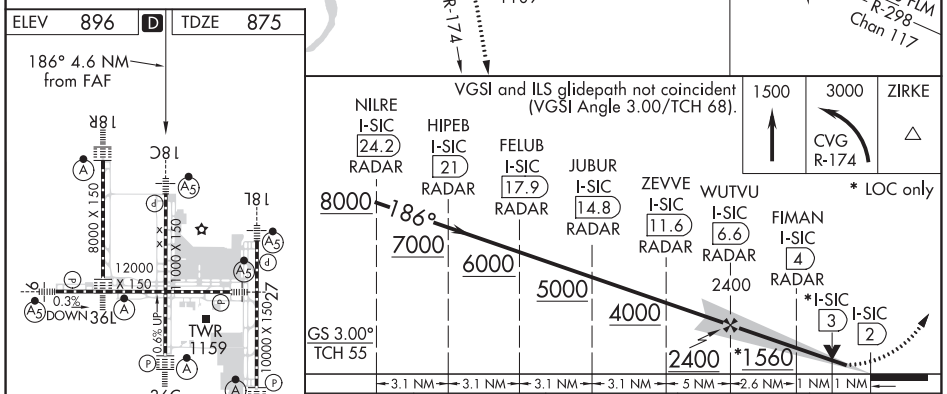
Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (Rwy 18L/36R)<br>118.3 (Rwys 18C/36C, 09/27)<br>133.325 (Rwy 18R/36L) | 121.7 | 127.175 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18C | 1075/18 200 (200-½) | | | |
| S-LOC 18C | 1260/24 385 (400-½) | | 1260/35 385 (400-⅝) | |
| C CIRCLING | 1460-1 564 (600-1) | | 1560-1¾ 664 (700-1¾) | 1560-2 664 (700-2) |

HIRL all Rwys
TDZ/CL all Rwys except 27

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# ILS or LOC RWY 18L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

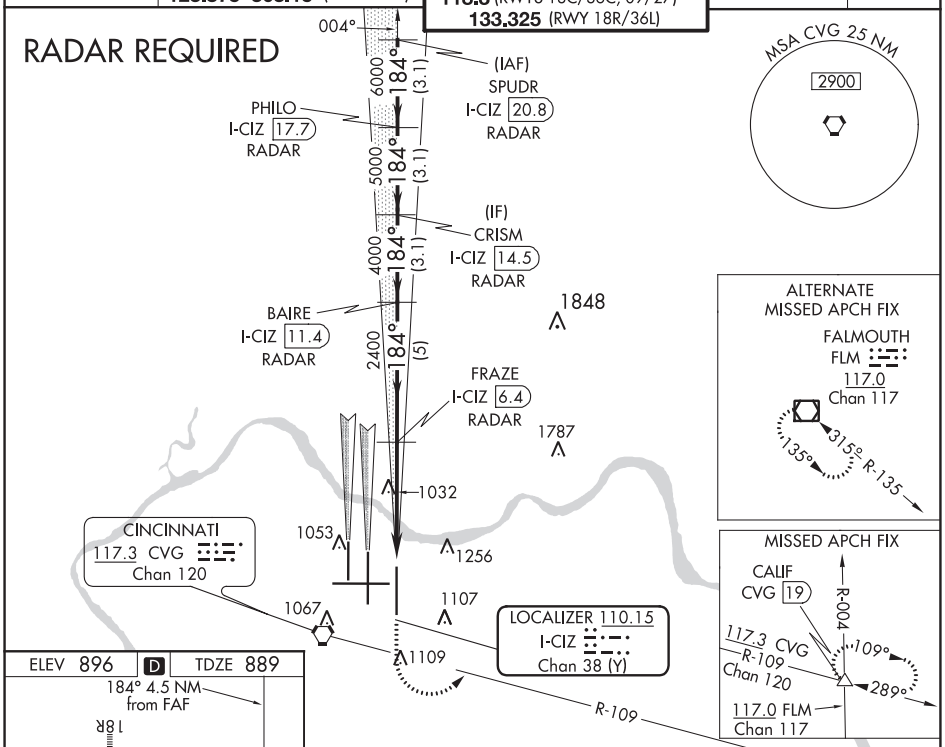
| LOC/DME I-CIZ 110.15 Chan 38 (Y) | APP CRS 184° | Rwy ldg 10000 TDZE 889 Apt Elev 896 |
|---|---|---|

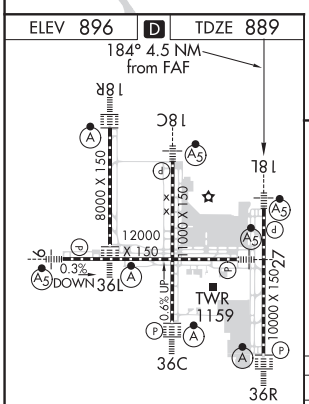
Simultaneous approach authorized with Rwy 18C and 18R. DME or radar required. For inoperative MALSR, increase S-LOC 18L Cat C and D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-109 to CALIF INT/CVG 19 DME and hold.

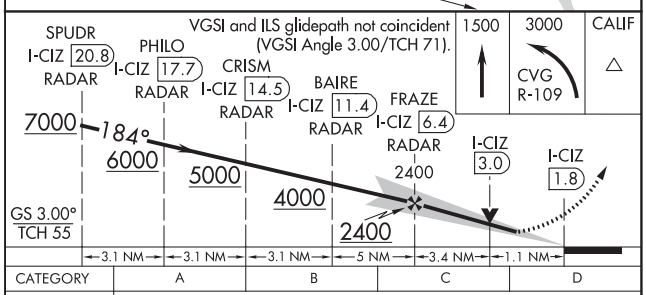
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




HIRL all Rwys
TDZ/CL all Rwys except 27

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 1089/18 200 (200-½) | | | |
| S-LOC 18L | 1300/24 411 (500-½) | | 1300/40 411 (500-¾) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |



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# ILS or LOC RWY 18R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

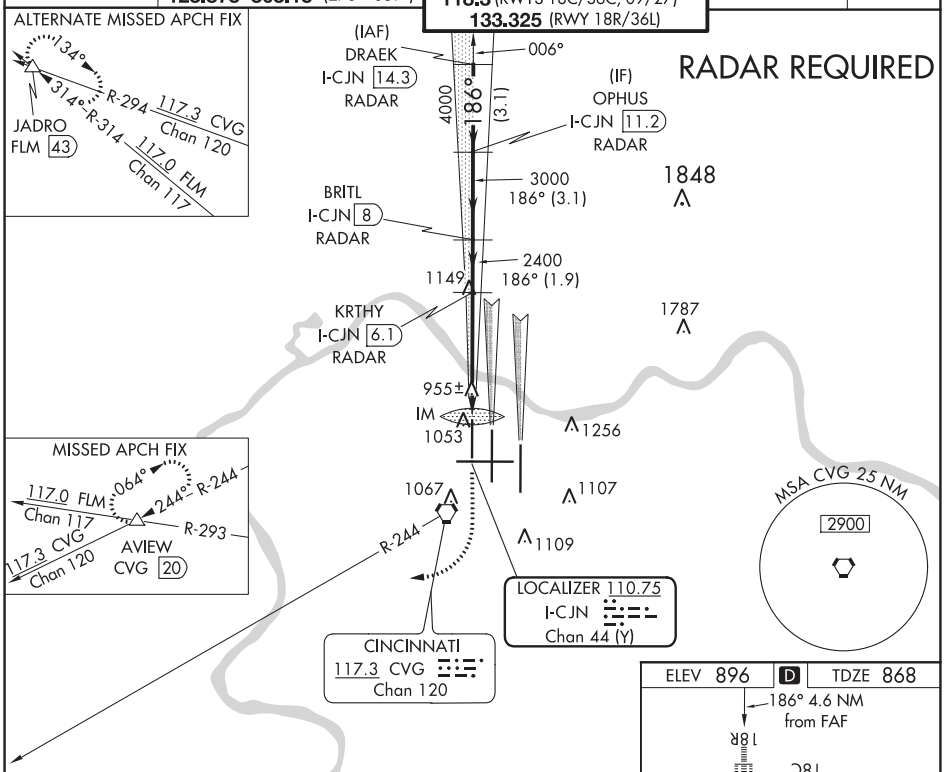
| LOC/DME I-CJN | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.75 | 186° | TDZE | 868 |
| Chan 44 (Y) | | Apt Elev | 896 |

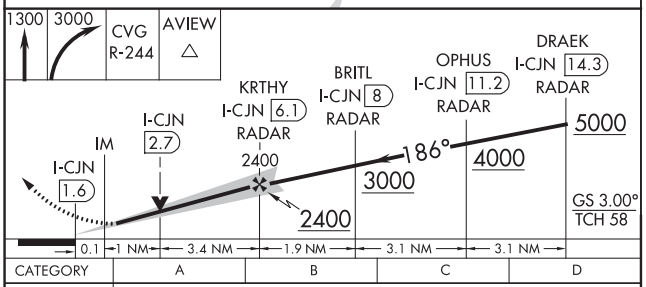
Simultaneous approach authorized with Rwy 18C and 18L. DME or radar required.

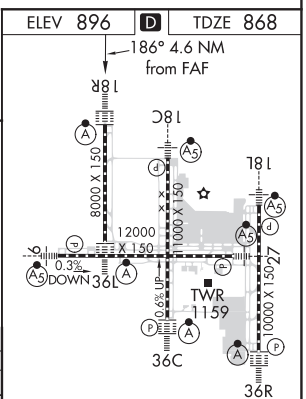
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

| D-ATIS | | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR | DEP | 119.7 363.15 (090°- 269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 | 127.175 |
| 134.375 | 135.3 | 123.875 363.15 (270°- 089°) | 118.3 (RWYS 18C/36C, 09/27) | | |
| | | | 133.325 (RWY 18R/36L) | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | 1068/18 200 (200-½) | | | |
| S-LOC 18R | 1300/24 432 (500-½) | | 1300/40 432 (500-¾) | 1300/50 432 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

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# ILS or LOC RWY 27
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| LOC I-JDP | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.7 | 276° | 12000 / 875 / 896 |

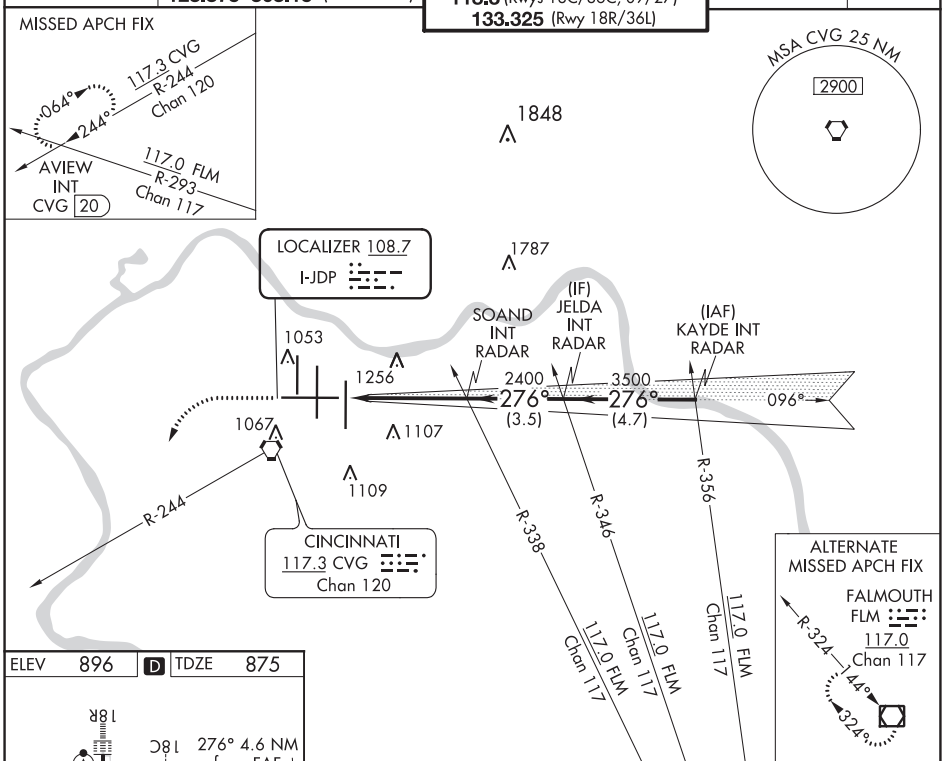
RADAR required for procedure entry.

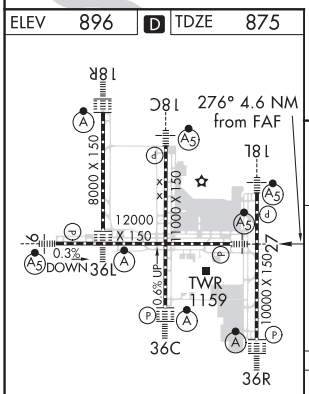
T ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

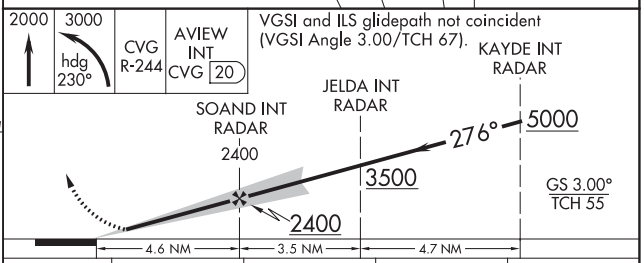
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°- 269°)<br>123.875 363.15 (270°- 089°) | 118.975 360.85 (Rwy 18L/36R)<br>118.3 (Rwys 18C/36C, 09/27)<br>133.325 (Rwy 18R/36L) | 121.7 | 127.175 |




HIRL all Rwys
TDZ/CL all Rwys except 27

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 ** | 1075/24 200 (200-½) | | | |
| S-LOC 27 | 1420/24 545 (600-½) | | 1420/60 545 (600-1¼) | |
| C CIRCLING | 1460-1 564 (600-1) | | 1560-1¾ 664 (700-1¾) | 1560-2 664 (700-2) |



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| LOC/DME I-CVG | APP CRS | Rwy ldg 11000 |
|---|---|---|
| 109.9 | 006° | TDZE 851 |
| Chan 36 | | Apt Elev 896 |

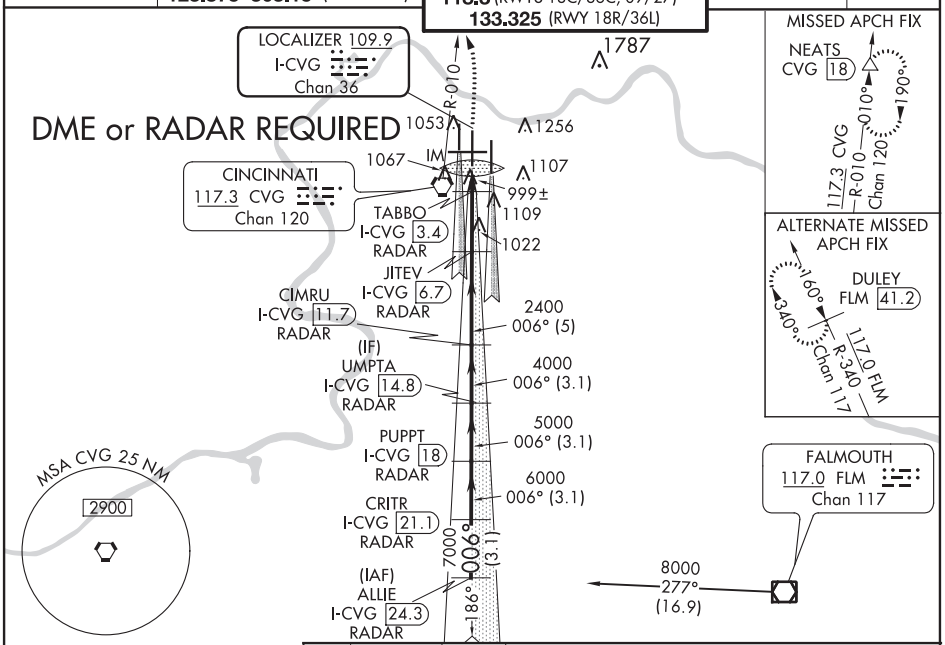
# ILS or LOC RWY 36C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized with Rwy 36L/R.
DME required.

ALSF-2

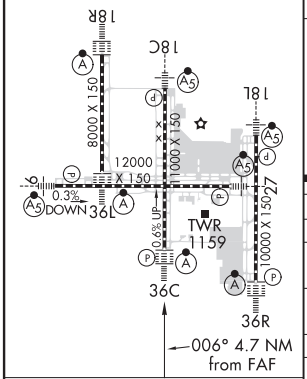
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS/CVG 18 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| ELEV 896 | D | TDZE 851 |
|---|---|---|

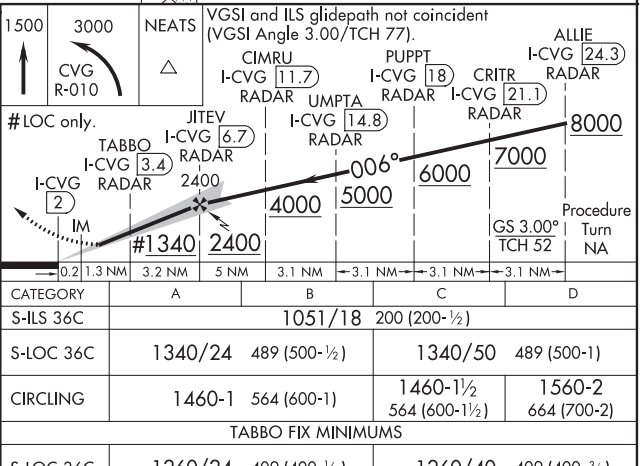
TDZ/CL all Rwys except 27
HIRL all Rwys




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| 1500 | 3000 | NEATS |
|---|---|---|
| | CVG R-010 | |

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36C | 1051/18 200 (200-½) | | | |
| S-LOC 36C | 1340/24 489 (500-½) | | 1340/50 489 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |
| TABBO FIX MINIMUMS | | | | |
| S-LOC 36C | 1260/24 409 (400-½) | | 1260/40 409 (400-¾) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

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# ILS or LOC RWY 36L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

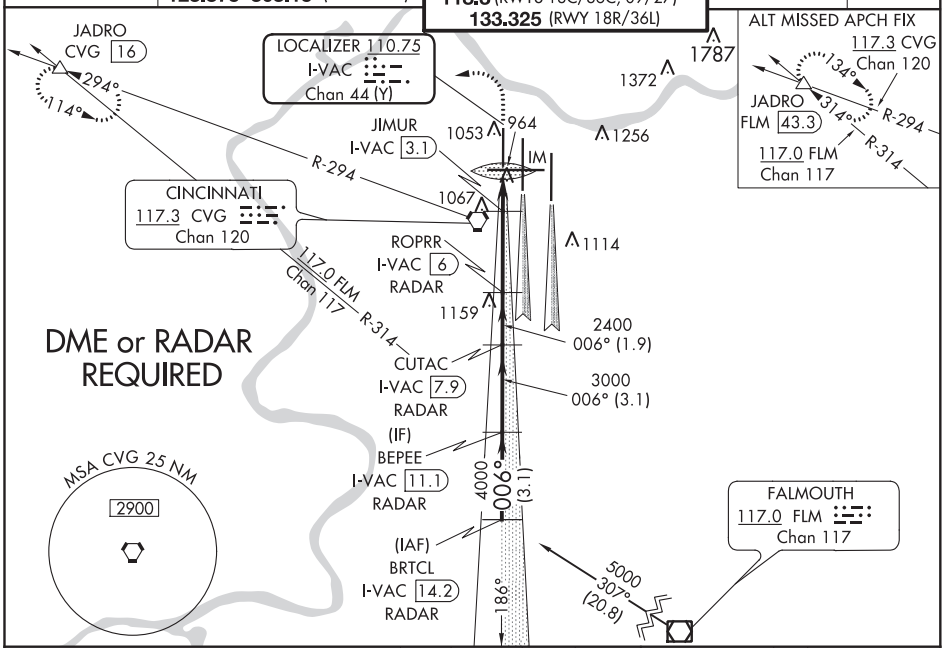
| LOC/DME I-VAC | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.75 | 006° | TDZE | 873 |
| Chan 44 (Y) | | Apt Elev | 896 |

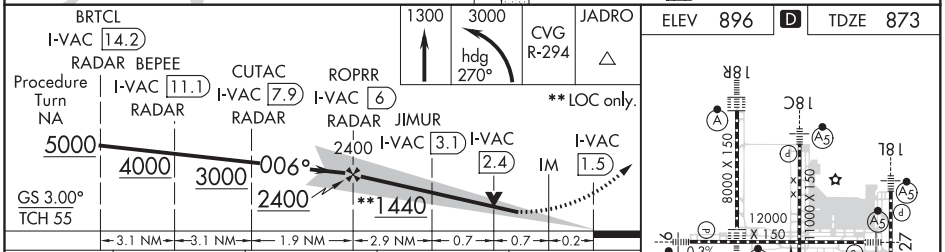
T A Simultaneous approach authorized with Rwy 36C and 36R. DME required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

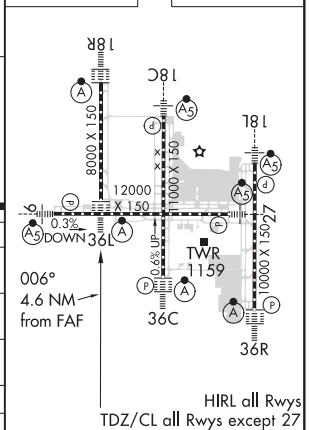
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | 1073/18 200 (200-½) | | | |
| S-LOC 36L | 1440/24 567 (600-½) | | 1440/60 567 (600-1¼) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |
| JIMUR FIX MINIMUMS | | | | |
| S-LOC 36L | 1220/24 347 (400-½) | | 1220/30 347 (400-⅝) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

ELEV 896 D TDZE 873




| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

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# ILS or LOC RWY 36R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

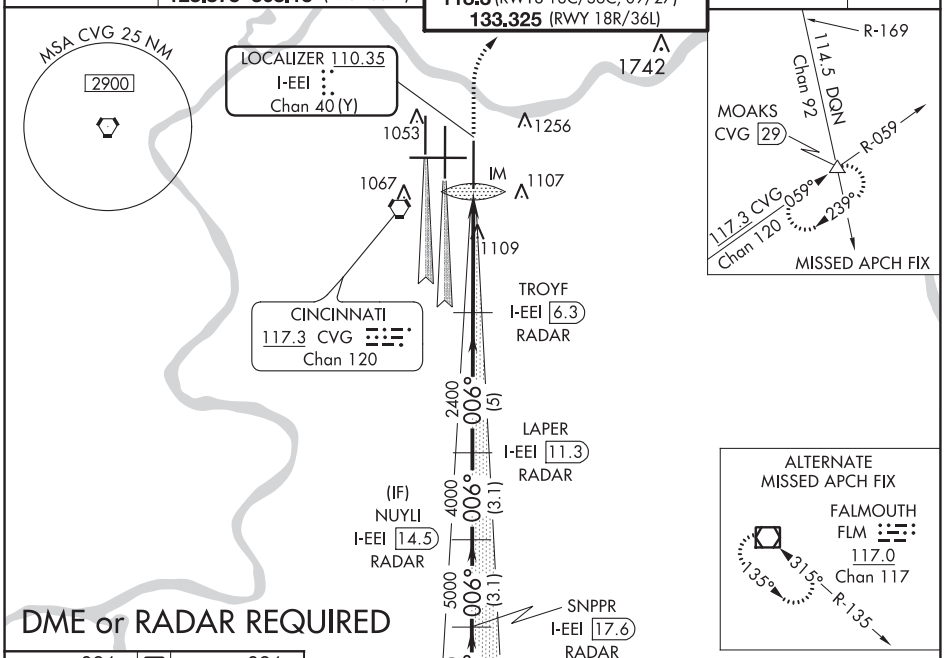
| LOC/DME I-EEI | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 110.35 | 006° | TDZE | 896 |
| Chan 40 (Y) | | Apt Elev | 896 |

Simultaneous approach authorized with Rwy 36C and 36L.
DME or radar required.

ALSF-2

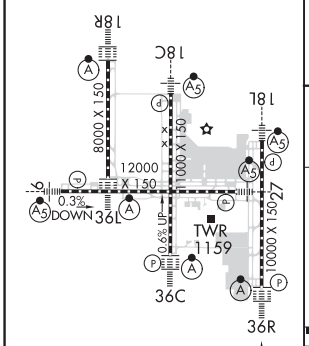
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




DME or RADAR REQUIRED

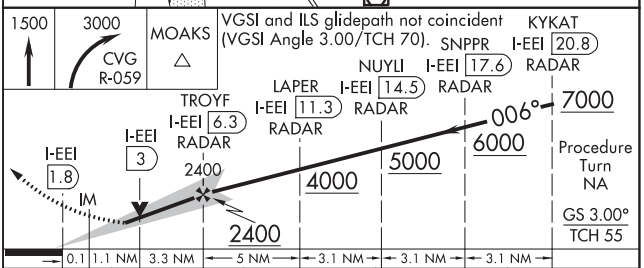
ELEV 896 | D | TDZE 896




TDZ/CL all
Rwys except 27
HIRL all Rwys

006° 4.5 NM from FAF

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | 1096/18 200 (200-½) | | | |
| S-LOC 36R | 1360/24 464 (500-½) | | 1360/50 464 (500-1) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

COVINGTON, KENTUCKY
Amdt 8B 31MAY12

39°03′N-84°40′W

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
ILS or LOC RWY 36R

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# ILS RWY 18C (SA CAT I & II)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| LOC/DME I-SIC | APP CRS | Rwy ldg | 11000 |
|---|---|---|---|
| 111.55 | 186° | TDZE | 875 |
| Chan 52 (Y) | | Apt Elev | 896 |

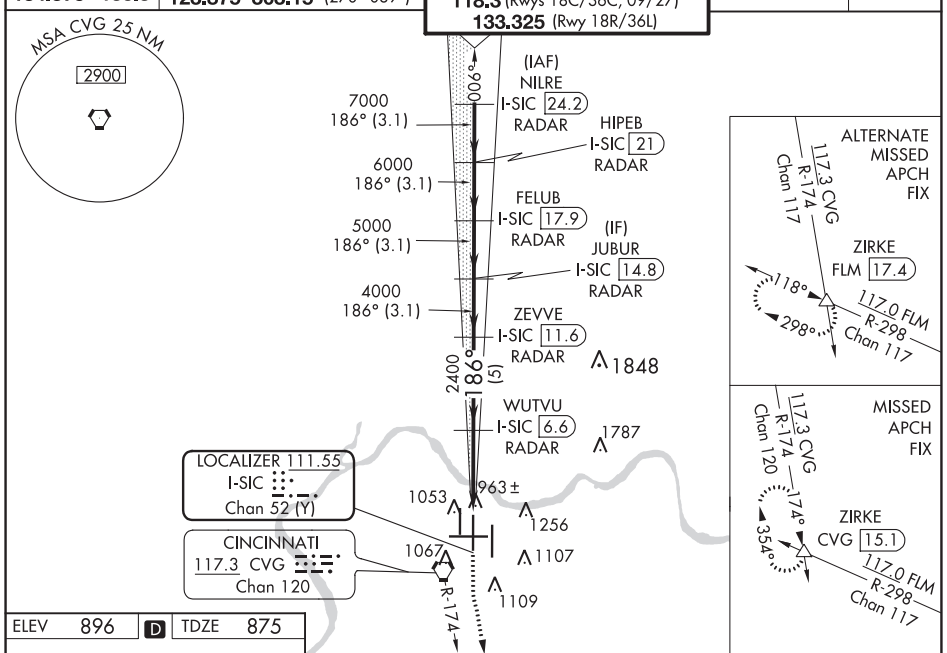
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

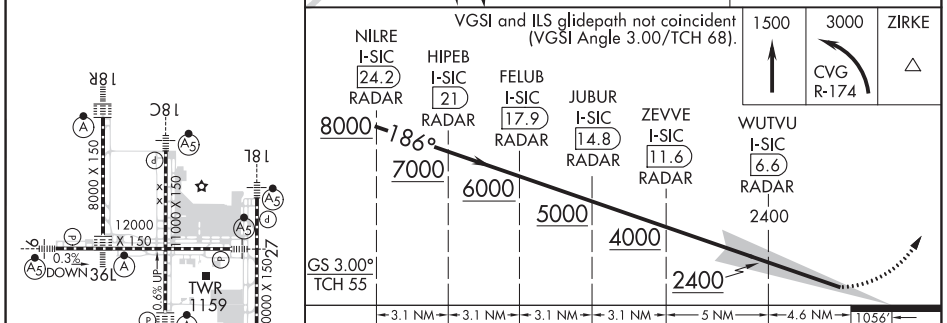
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (Rwy 18L/36R)<br>118.3 (Rwys 18C/36C, 09/27)<br>133.325 (Rwy 18R/36L) | 121.7 | 127.175 |




ELEV 896 D TDZE 875




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18C | SA CAT I RA 191/16 150 DA 1025 | | | |
| S-ILS 18C | SA CAT II RA 100/12 100 DA 975 | | | |

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

HIRL all Rwys
TDZ/CL all Rwys except 27

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| LOC I-JDP | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.7 | 276° | 12000 / 875 / 896 |

# ILS RWY 27 (SA CAT I & II)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

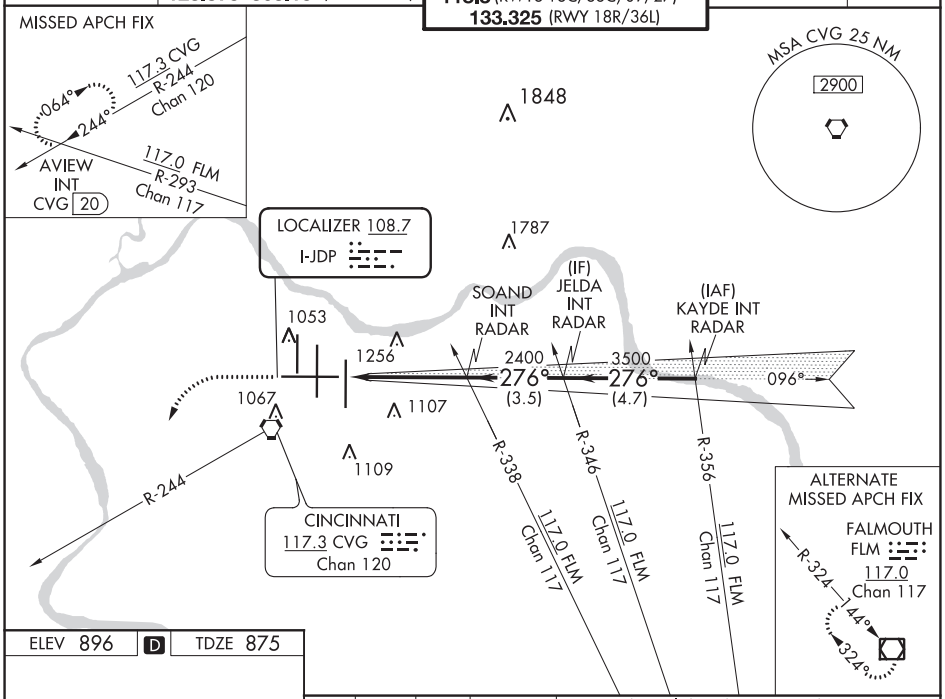
RADAR required for procedure entry.

SA Cat I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA Cat II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

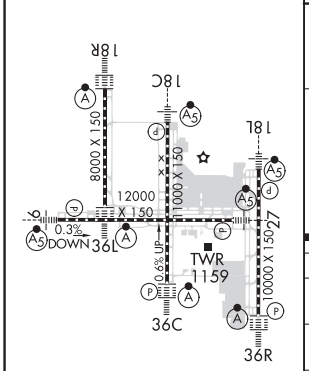
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°- 269°)<br>123.875 363.15 (270°- 089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |



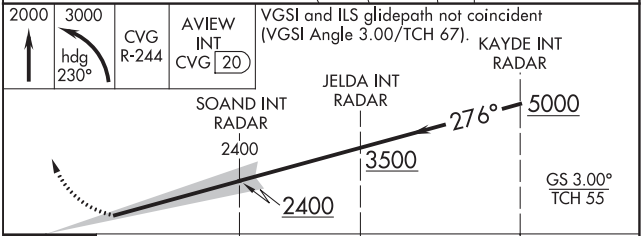

ELEV 896 D TDZE 875




HIRL all Rwys
TDZ/CL all Rwys except 27

2000 | 3000 hdg 230° | CVG R-244 | AVIEW INT CVG 20

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | SA CAT I RA 137/14 150 DA 1025 | | | |
| S-ILS 27 | SA CAT II RA 90/12 100 DA 975 | | | |

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




SE-1, 25 FEB 2021 to 22 APR 2021

# ILS RWY 18R (CAT II)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

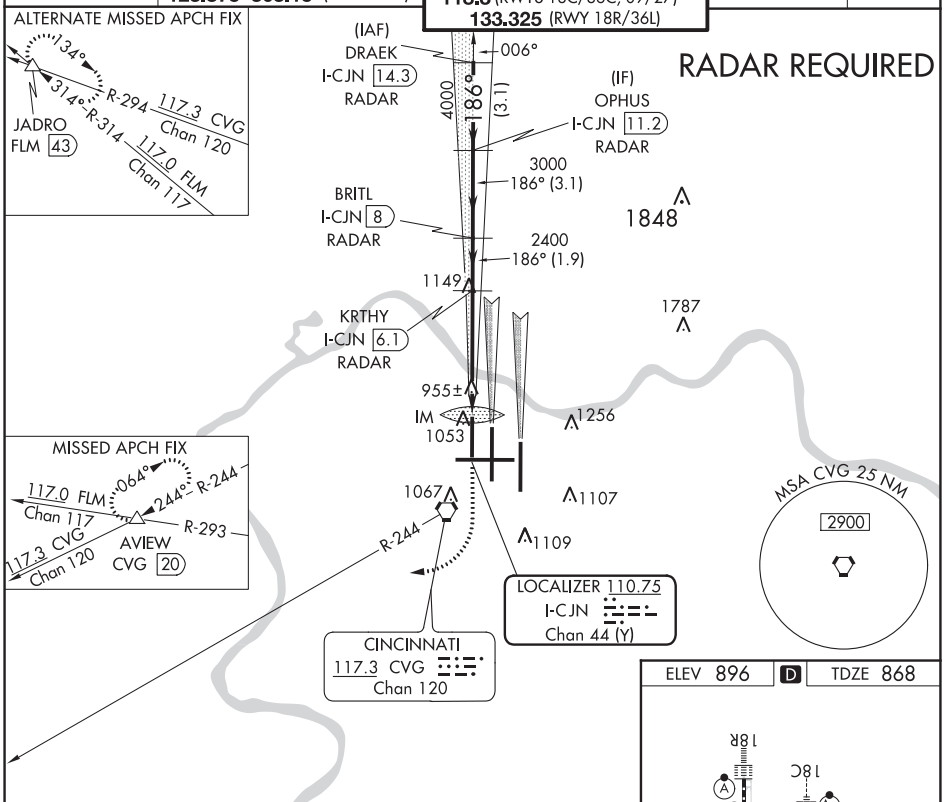
| LOC/DME I-CJN | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.75 | 186° | TDZE | 868 |
| Chan 44 (Y) | | Apt Elev | 896 |

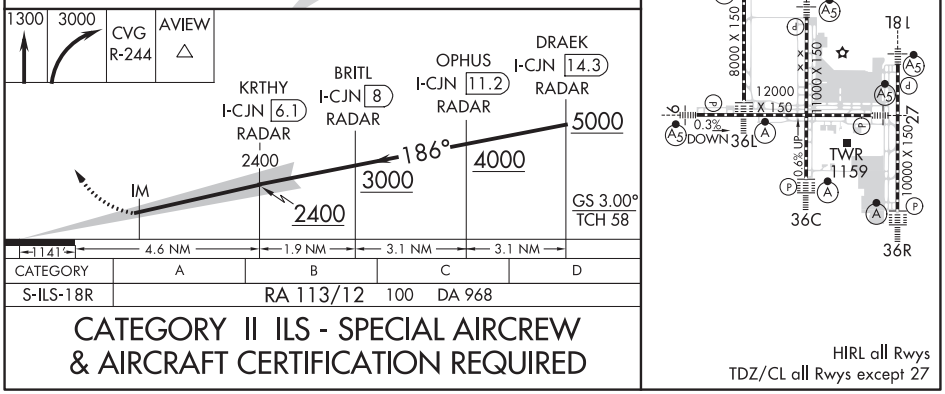
Simultaneous approach authorized with Rwy 18C and 18L. DME or radar required.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/ CVG 20 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SE-1, 25 FEB 2021 to 22 APR 2021
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COVINGTON, KENTUCKY

AL-655 (FAA)

20310

# ILS RWY 36L (CAT II)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

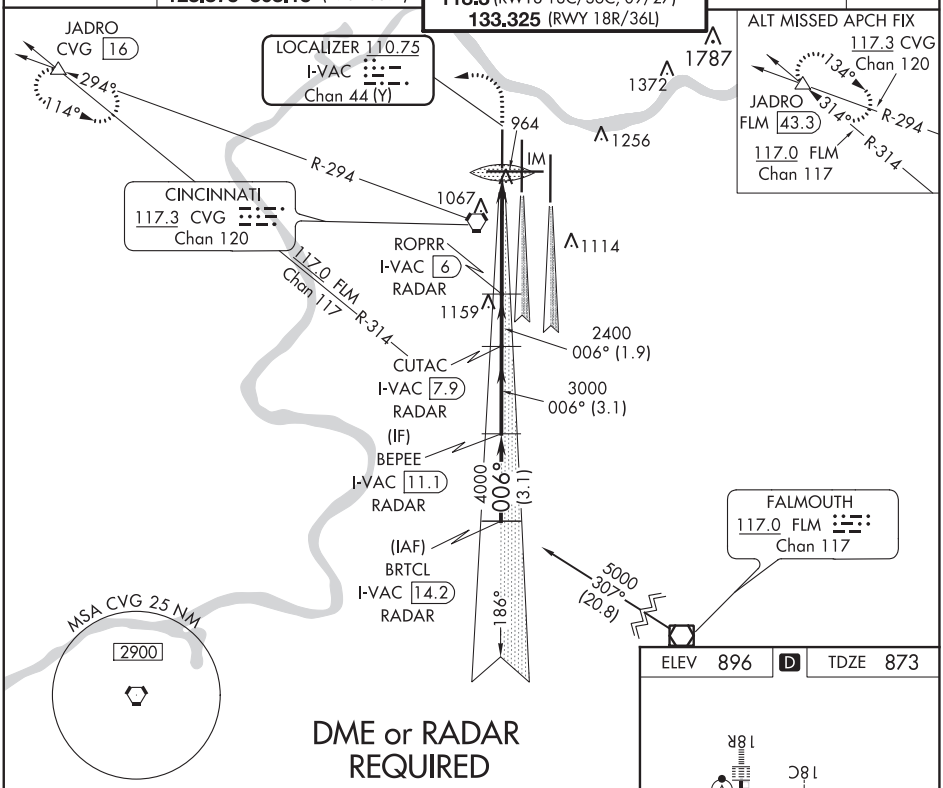
| LOC/DME I-VAC | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.75 | 006° | TDZE | 873 |
| Chan 44 (Y) | | Apt Elev | 896 |

Simultaneous approach authorized with Rwy 36C and 36R. DME required.

ALSF-2

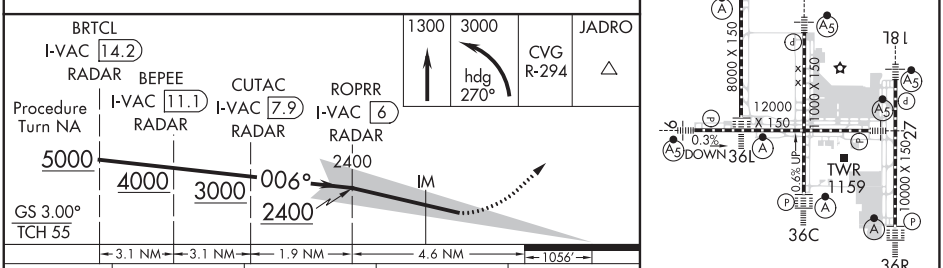
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

| D-ATIS | | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR | DEP | 119.7 363.15 (090°-269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 | 127.175 |
| 134.375 | 135.3 | 123.875 363.15 (270°-089°) | 118.3 (RWYS 18C/36C, 09/27) | | |
| | | | 133.325 (RWY 18R/36L) | | |




DME or RADAR REQUIRED

ELEV 896 | D | TDZE 873




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-36L | RA 98/12 100 DA 973 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 25 FEB 2021 to 22 APR 2021

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# ILS RWY 36C (CAT II & III)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

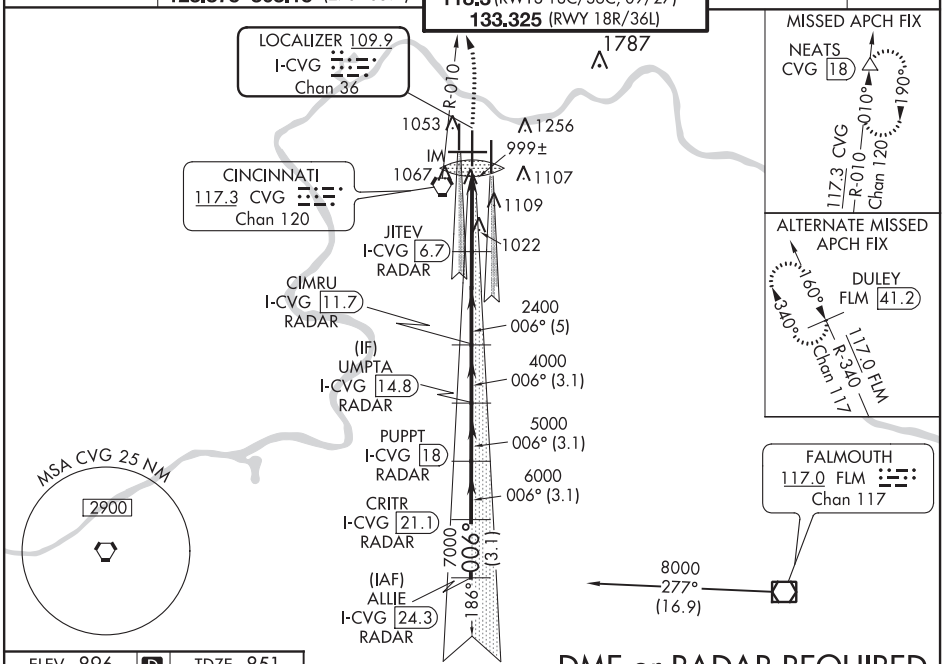
| LOC/DME I-CVG 109.9 Chan 36 | APP CRS 006° | Rwy ldg 11000 TDZE 851 Apt Elev 896 |
|---|---|---|

Simultaneous approach authorized with Rwy 36L/R.
DME required.

ALSF-2

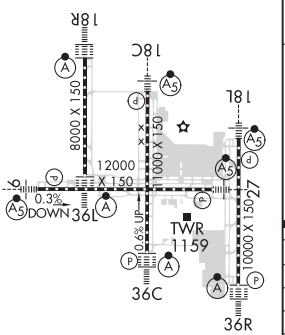
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




DME or RADAR REQUIRED

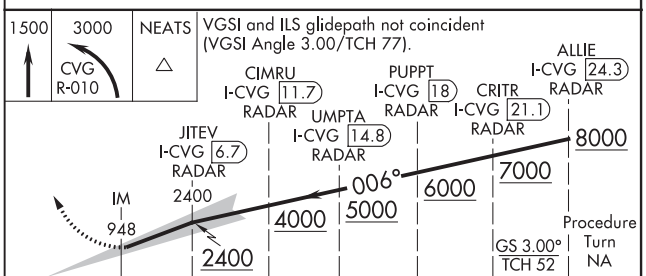
ELEV 896 | D | TDZE 851




HIRL all Rwys
TDZ/CL all Rwys except 27

1500 | 3000 CVG R-010 | NEATS

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-36C | CAT II RA 134/12 | 100 | DA 951 | |
| S-ILS 36C | CAT IIIa | RVR 07 | | |
| S-ILS 36C | CAT IIIb | RVR 06 | | |
| S-ILS 36C | CAT IIIc | NA | | |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED


SE-1, 25 FEB 2021 to 22 APR 2021

COVINGTON, KENTUCKY

AL-655 (FAA)

20310

# ILS RWY 36R (CAT II & III)
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

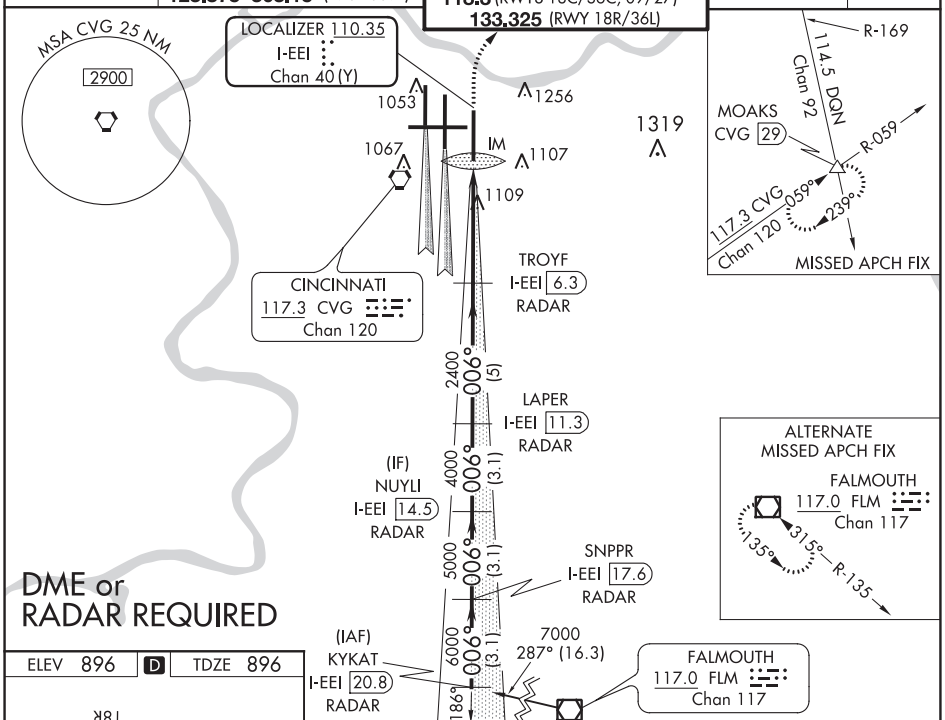
| LOC/DME I-EEI | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 110.35 | 006° | TDZE | 896 |
| Chan 40 (Y) | | Apt Elev | 896 |

Simultaneous approach authorized with Rwy 36C and 36L. DME or radar required.

ALSF-2

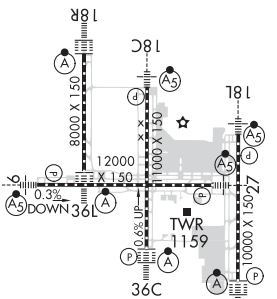
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CVG R-059 to MOAKS Int/CVG 29 DME and hold.

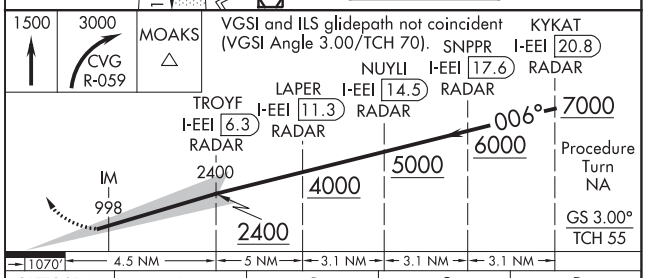
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




DME or RADAR REQUIRED

| ELEV 896 | D | TDZE 896 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | CAT II RA 98/12 100 DA 996 | | | |
| S-ILS 36R | CAT IIIa RVR 07 | | | |
| S-ILS 36R | CAT IIIb RVR 06 | | | |
| S-ILS 36R | CAT IIIc NA | | | |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

| APP CRS | Rwy ldg | 11640 |
|---|---|---|
| 094° | TDZE | 883 |
| | Apt Elev | 896 |

# RNAV (RNP) Z RWY 9
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

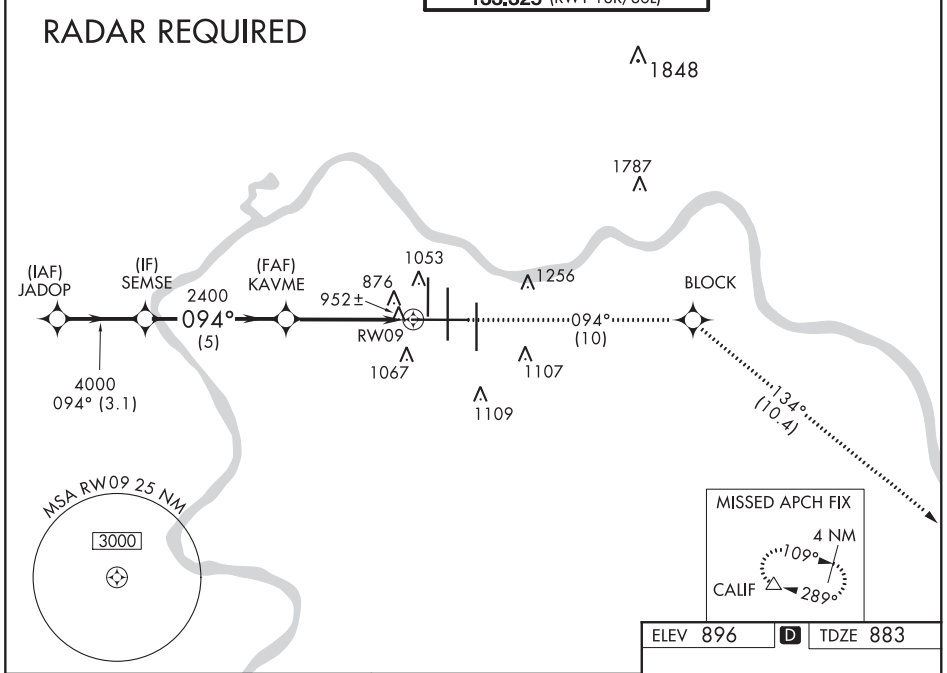
NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.18 visibility to RVR 5000, RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 via 094° track to BLOCK and via 134° track to CALIF and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

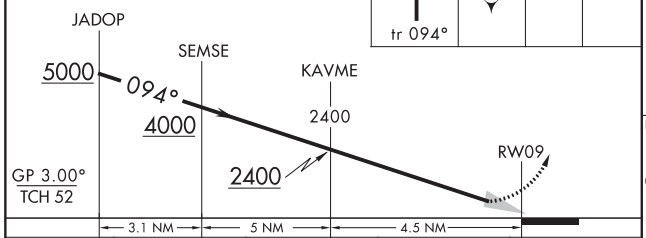
RADAR REQUIRED

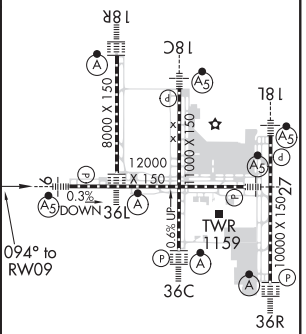



ELEV 896 D TDZE 883

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

| 3000 | BLOCK | tr 134° | CALIF |
|---|---|---|---|
| tr 094° | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | 1199/24 316 (400-½) | | | |
| RNP 0.30 DA | 1233/40 350 (400-¾) | | | |

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 25 FEB 2021 to 22 APR 2021

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| APP CRS | Rwy ldg | 11000 |
|---|---|---|
| 184° | TDZE | 875 |
| | Apt Elev | 896 |

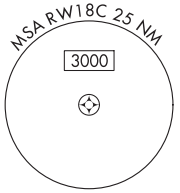
# RNAV (RNP) Z RWY 18C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative SSALR, increase RNP 0.15 visibility to 1½, RNP 0.30 visibility to 1¾. Simultaneous approach authorized with Rwy 18L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

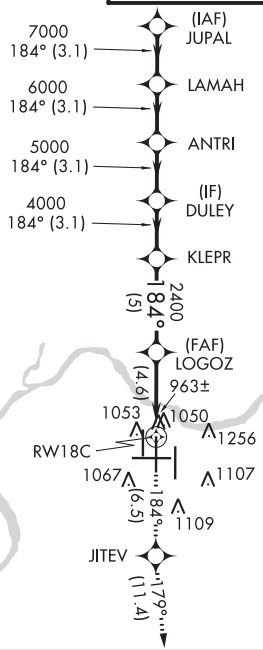
MALSR

MISSED APPROACH: Climb to 3000 via 184° track to JITEV and via 179° track to ZIRKE and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°- 269°)<br>123.875 363.15 (270°- 089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

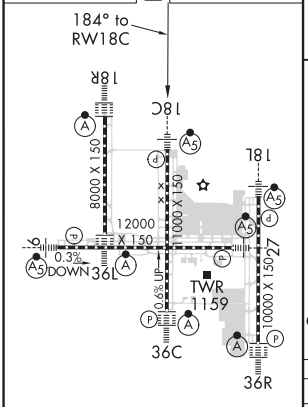



RADAR REQUIRED




MISSED APCH FIX

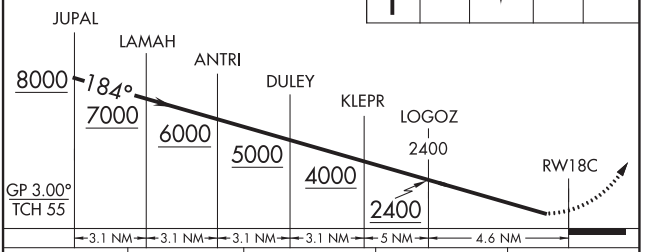
ELEV 896 D TDZE 875




HIRL all Rwys
TDZ/CL all Rwys except 27

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

| 3000 | tr 184° | JITEV | tr 179° | ZIRKE |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1321/50 446 (500-1) | | | |
| RNP 0.30 DA | 1389/60 514 (600-1¼) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 184° | TDZE | 889 |
| | Apt Elev | 896 |

# RNAV (RNP) Z RWY 18L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.21 and RNP 0.25 visibility to RVR 6000, RNP 0.30 visibility to 2. GPS Required. Simultaneous approach authorized with Rwy 18C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 3000 via 184° track to LAPER and via 134° track to FLM VOR/DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

RADAR REQUIRED

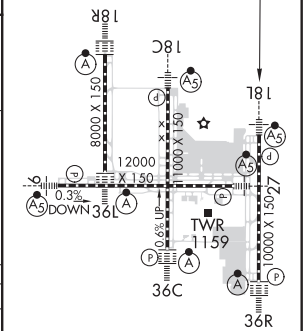
(IAF) SPUDR
6000 184° (3.1)
PHILO
5000 184° (3.1)
(IF) CRISM
4000 184° (3.1)
BAIRE
2400 184° (5)
(FAF) FRAZE
(4.5)
RW18L
1848 1787 1256 1050 1053 1067 1107 1109
(11.2) 184°
LAPER
134° (20.6)

MSA RW18L 25 NM
3000

MISSED APCH FIX
FALMOUTH FLM
135° 315°
4 NM

ELEV 896 D TDZE 889

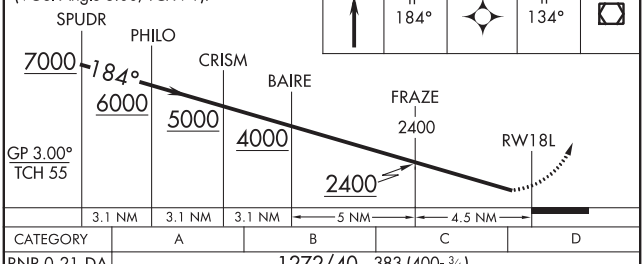
184° to RW18L




HIRL all Rwys
TDZ/CL all Rwys except 27

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

| 3000 | tr 184° | LAPER | tr 134° | FLM |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.21 DA | 1272/40 383 (400-¾) | | | |
| RNP 0.25 DA | 1283/50 394 (400-1) | | | |
| RNP 0.30 DA | 1472-1½ 583 (600-1½) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

COVINGTON, KENTUCKY | AL-655 (FAA) | 20310

# RNAV (RNP) Z RWY 18R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 184° | TDZE | 868 |
| | Apt Elev | 896 |

For inoperative ALSF, increase RNP 0.29 visibility to RVR 6000, RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). GPS required. Simultaneous approach authorized with Rwy 18C/L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

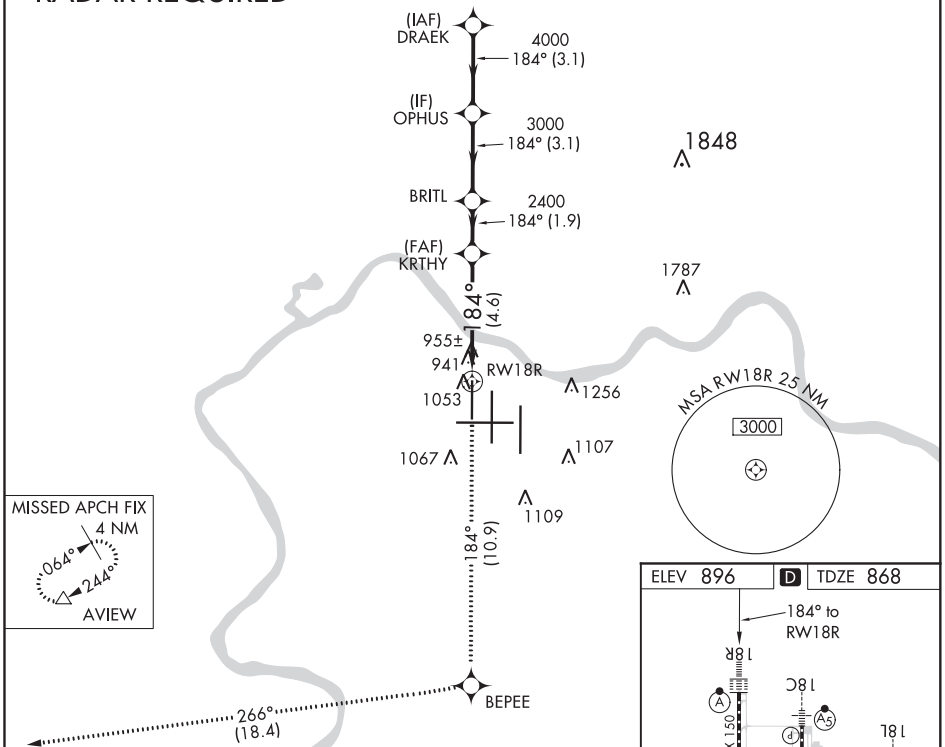
NA

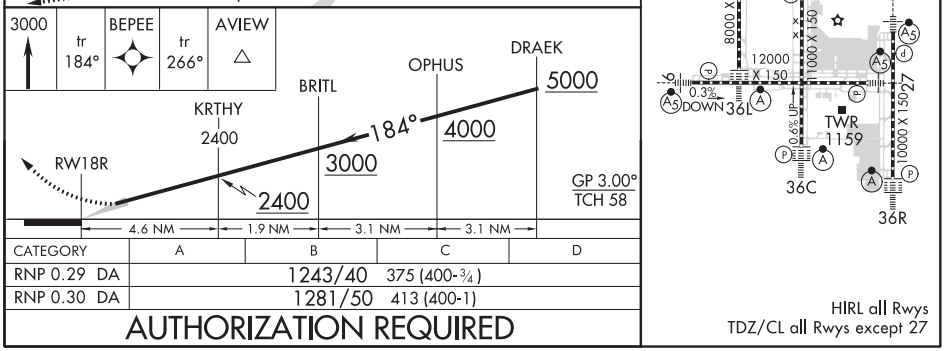
ALSF-2

MISSED APPROACH: Climb to 3000 via 184° track to BEPEE and via 266° track to AVIEW and hold.

| D-ATIS | | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR | DEP | 119.7 363.15 (090°-269°) | 118.975 360.85 (RWY 18L/36R) | 121.7 | 127.175 |
| 134.375 | 135.3 | 123.875 363.15 (270°-089°) | 118.3 (RWYS 18C/36C, 09/27) | | |
| | | | 133.325 (RWY 18R/36L) | | |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.29 DA | 1243/40 375 (400-¾) | | | |
| RNP 0.30 DA | 1281/50 413 (400-1) | | | |

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Z RWY 27
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

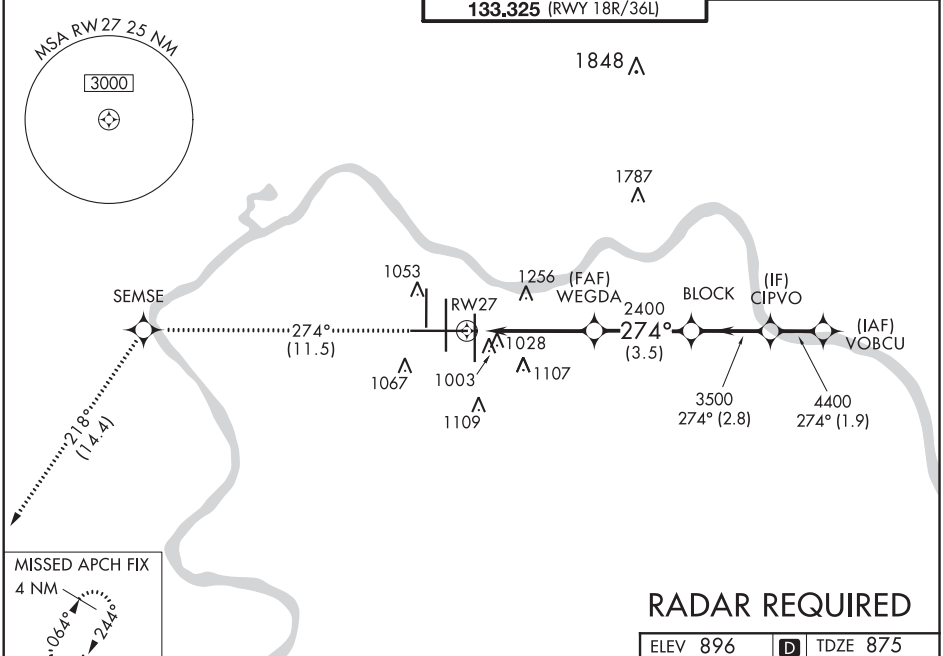
| APP CRS | Rwy ldg | 12000 |
|---|---|---|
| 274° | TDZE | 875 |
| | Apt Elev | 896 |

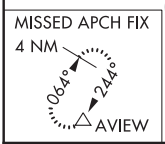
NA — For uncompensated Baro-VNAV systems, procedure NA below -16° C (4° F) or above 47° C (116° F). For inoperative MALSR, increase RNP 0.15 visibility to 1½, RNP 0.23 visibility to 1¾, RNP 0.30 visibility to 2. Visibility reduction by helicopters NA. GPS Required.

MALSR

MISSED APPROACH: Climb to 3000 via 274° track to SEMSE and via 218° track to AVIEW and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |



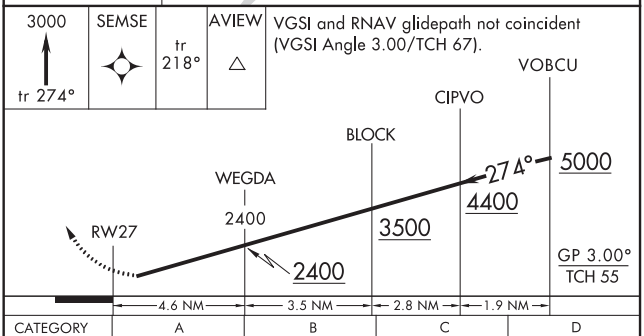



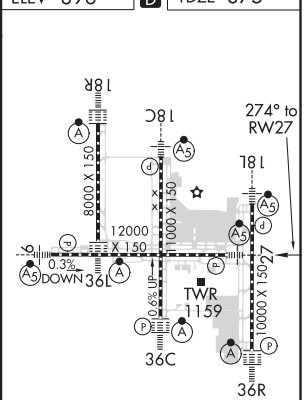

RADAR REQUIRED

| ELEV 896 | D | TDZE 875 |
|---|---|---|

| 3000 | SEMSE | tr 218° | AVIEW |
|---|---|---|---|
| tr 274° | | | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 1296/50 421 (400-1) | | | |
| RNP 0.23 DA | 1378/60 503 (500-1¼) | | | |
| RNP 0.30 DA | 1445-1½ 570 (600-1½) | | | |

AUTHORIZATION REQUIRED

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | 11000 |
|---|---|---|
| 004° | TDZE | 851 |
| | Apt Elev | 896 |

# RNAV (RNP) Z RWY 36C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NA For uncompensated Baro-VNAV systems, Procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.24 visibility to 1½, RNP 0.30 visibility 1¾. GPS required. Simultaneous approach authorized with Rwy 36L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to LOGOZ and via 005° track to NEATS and hold.

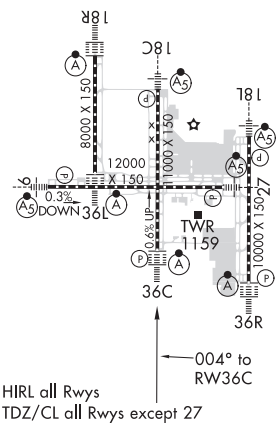
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

MISSED APCH FIX
NEATS
010°
190°
4 NM

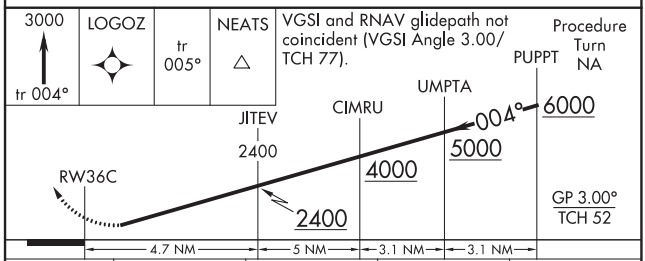
MSA RW36C 25 NM
3000

1848
1787
LOGOZ
005° (10.4)
004° (6.4)
1053
1256
RW36C
1067
1107
927±
1109
974±
(4.7)
(FAF)
JITEV
2400
004°
(5)
CIMRU
4000
004° (3.1)
(IF)
UMPTA
5000
004° (3.1)
PUPPT
Procedure NA for arrivals at DARKS via V97 southbound.
Procedure NA for arrivals at FLM VOR/DME via V517 southeast bound.
6000
347°
(8.2)
(IAF)
DARKS
7000
271°
(14.5)
FALMOUTH
FLM

ELEV 896 D TDZE 851




HIRL all Rwys
TDZ/CL all Rwys except 27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.24 DA | 1295/50 444 (400-1) | | | |
| RNP 0.30 DA | 1318/60 467 (500-1¼) | | | |

**AUTHORIZATION REQUIRED**

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 004° | TDZE | 873 |
| | Apt Elev | 896 |

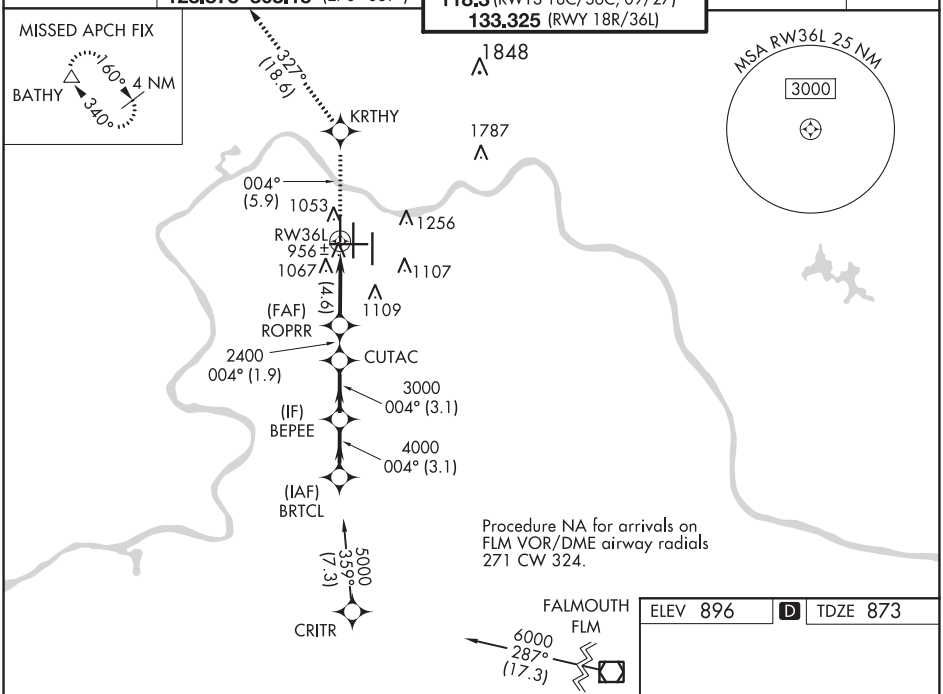
# RNAV (RNP) Z RWY 36L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

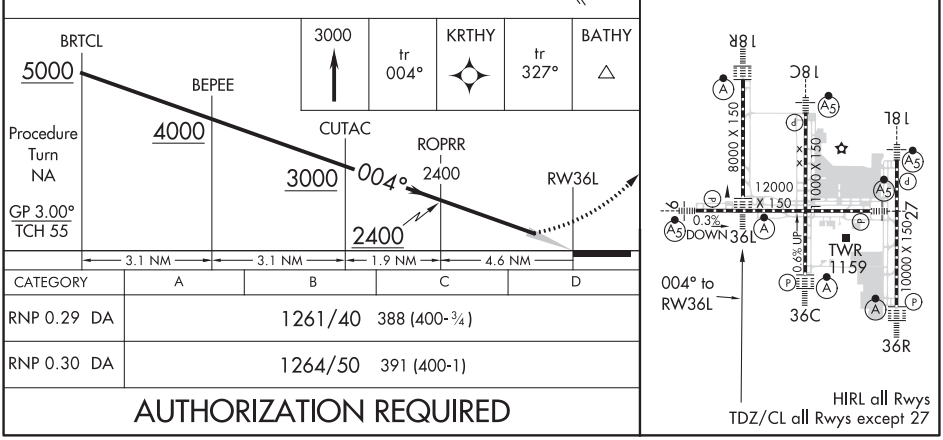
T A NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.29 and RNP 0.30 visibility to RVR 6000. Simultaneous approach authorized with Rwy 36C/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to KRTHY and via 327° track to BATHY and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.29 DA | 1261/40 388 (400-¾) | | | |
| RNP 0.30 DA | 1264/50 391 (400-1) | | | |

**AUTHORIZATION REQUIRED**



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

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 004° | TDZE | 896 |
| | Apt Elev | 896 |

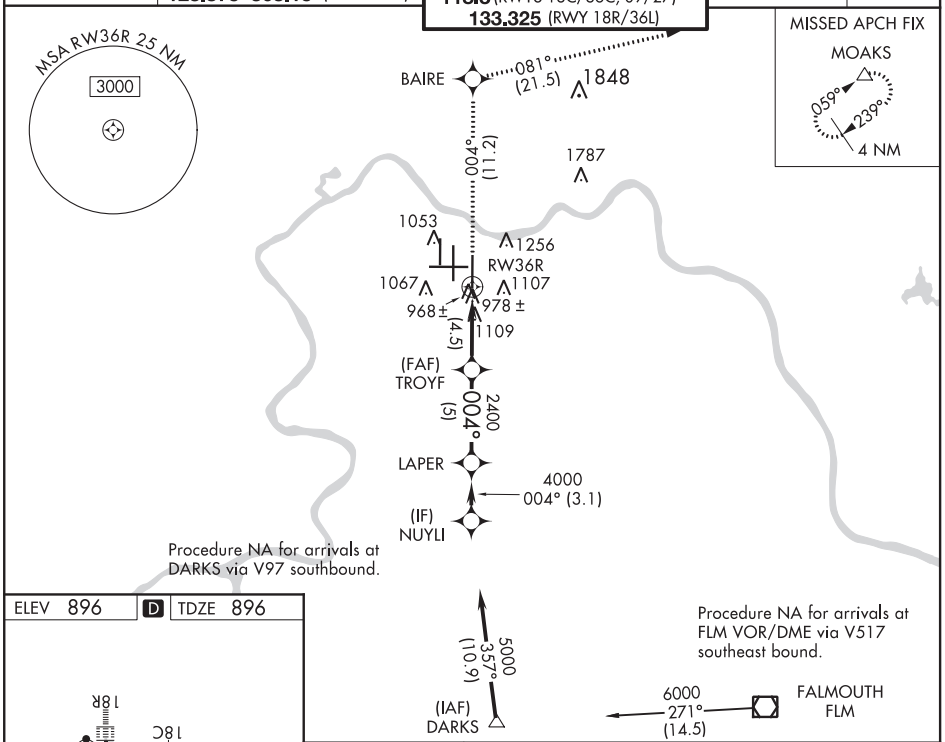
# RNAV (RNP) Z RWY 36R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below NA-16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.16 and RNP 0.20 visibility to RVR 6000, RNP 0.30 visibility to 1½. Simultaneous approach authorized with Rwy 36L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

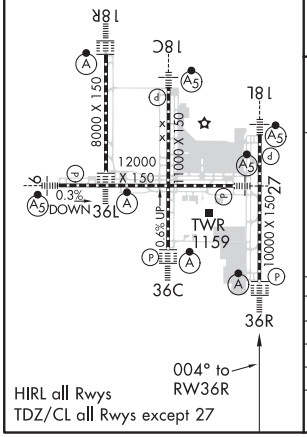
ALSF-2

MISSED APPROACH: Climb to 3000 via 004° track to BAIRE and via 081° track to MOAKS and hold.

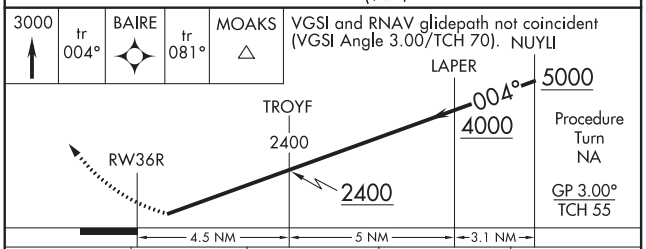
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




ELEV 896 | D | TDZE 896




HIRL all Rwys
TDZ/CL all Rwys except 27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 1284/40 | 388 (400-¾) | | |
| RNP 0.20 DA | 1295/50 | 399 (400-1) | | |
| RNP 0.30 DA | 1329/50 | 433 (500-1) | | |

**AUTHORIZATION REQUIRED**




SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 65709 W09A | APP CRS 094° | Rwy ldg 11640<br>TDZE 883<br>Apt Elev 896 |
|---|---|---|

# RNAV (GPS) Y RWY 9
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

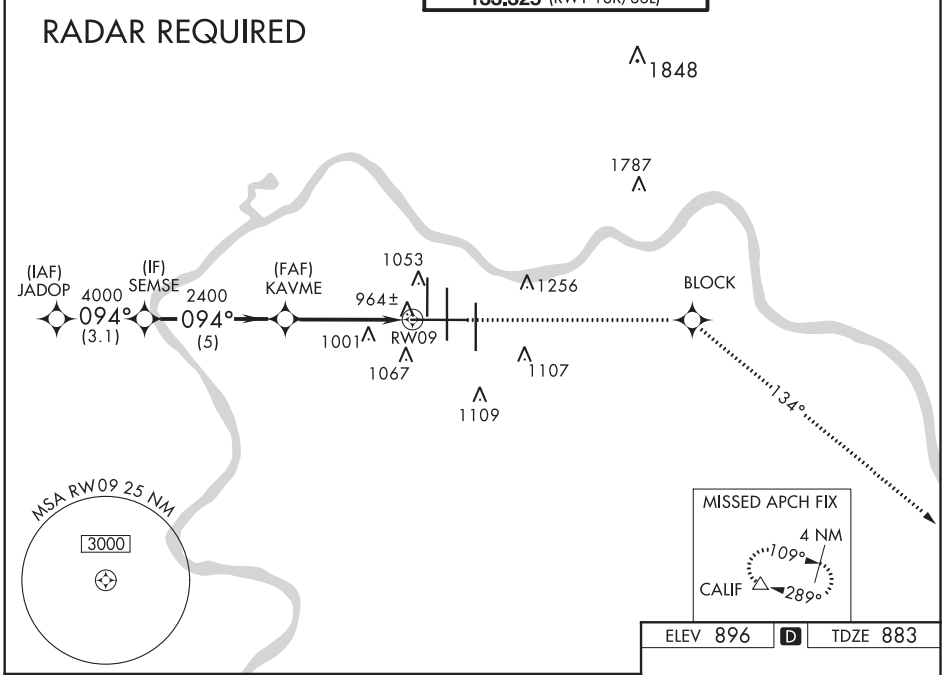
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and on 134° track to CALIF and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

RADAR REQUIRED

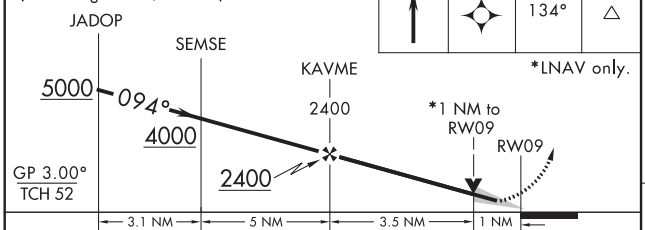


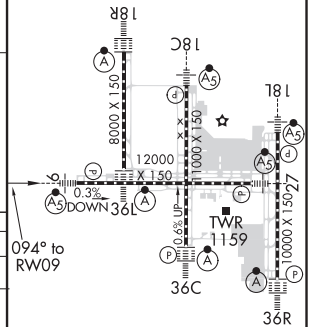

ELEV 896 | D | TDZE 883

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

| 3000 | BLOCK | tr 134° | CALIF |
|---|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1083/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1297/50 414 (500-1) | | | |
| LNAV MDA | 1260/24 377 (400-½) | | | 1260/50 377 (400-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

HIRL all Rwys
TDZ/CL all Rwys except 27

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SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 86803 W18B | APP CRS 184° | Rwy ldg 11000 TDZE 875 Apt Elev 896 |
|---|---|---|

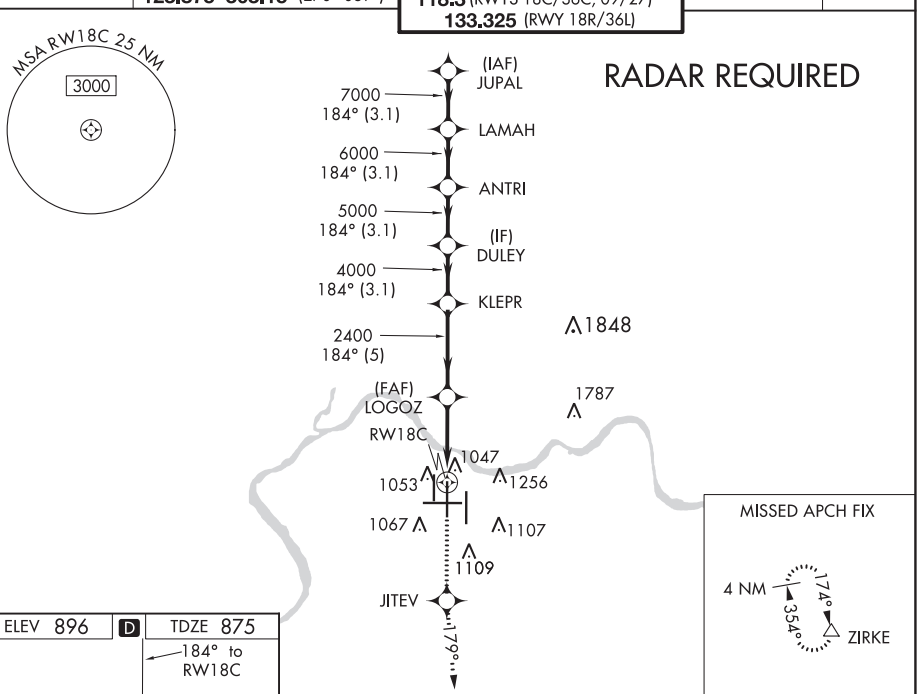
# RNAV (GPS) Y RWY 18C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

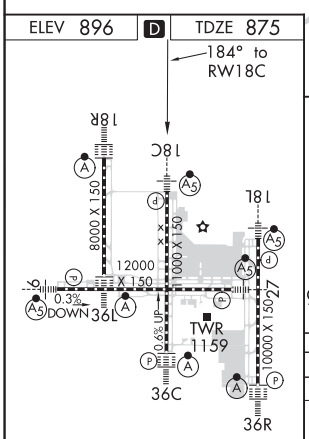
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

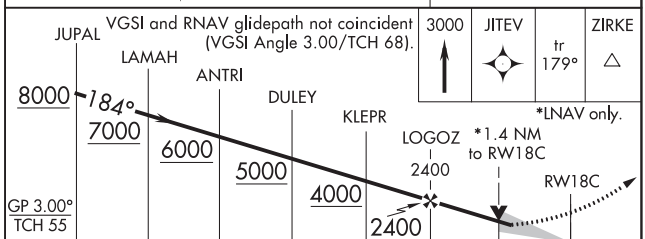
MISSED APPROACH: Climb to 3000 direct JITEV and on 179° track to ZIRKE and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




HIRL all Rwys
TDZ/CL all Rwys except 27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1075/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1398/60 523 (600-1¼) | | | |
| LNAV MDA | 1360/24 485 (500-½) | | 1360/40 485 (500-¾) | 1360/50 485 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |




SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 40103 W18A | APP CRS 184° | Rwy ldg 10000 TDZE 889 Apt Elev 896 |
|---|---|---|

# RNAV (GPS) Y RWY 18L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

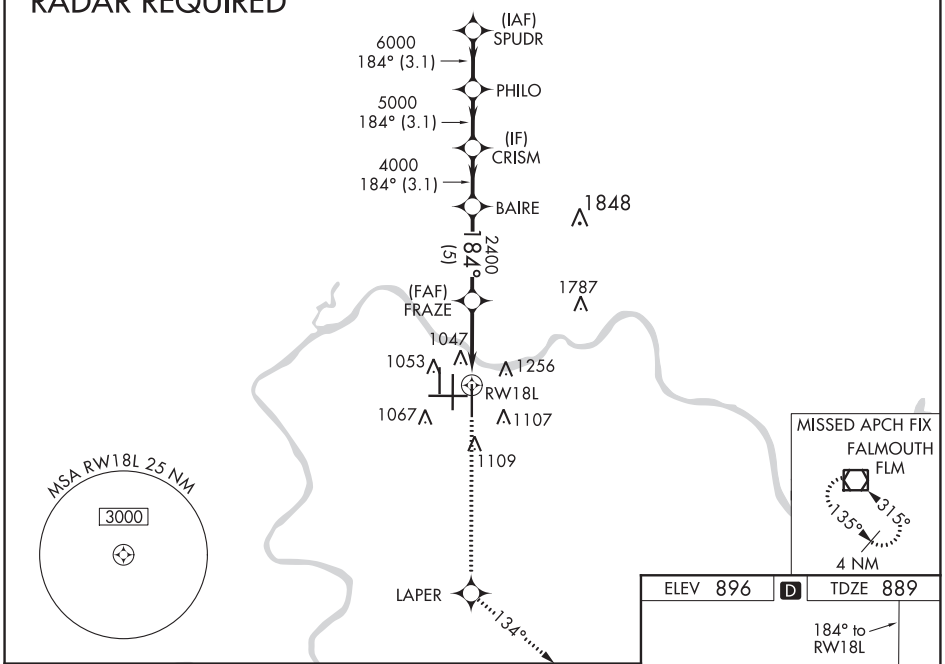
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

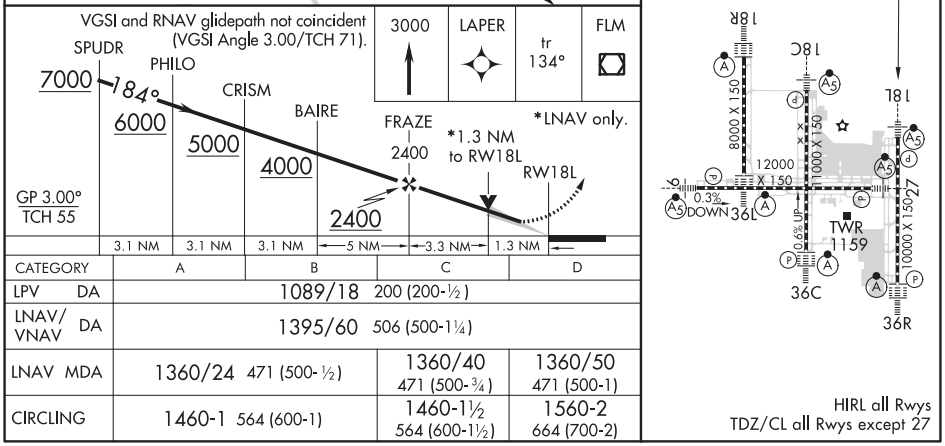
MISSED APPROACH: Climb to 3000 direct LAPER and on 134° track to FLM VOR/DME and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

RADAR REQUIRED




ELEV 896 | D | TDZE 889




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1089/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1395/60 506 (500-1¼) | | | |
| LNAV MDA | 1360/24 471 (500-½) | | 1360/40 471 (500-¾) | 1360/50 471 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

HIRL all Rwys
TDZ/CL all Rwys except 27

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COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

| WAAS CH 58099 W18D | APP CRS 184° | Rwy ldg 8000<br>TDZE 868<br>Apt Elev 896 |
|---|---|---|

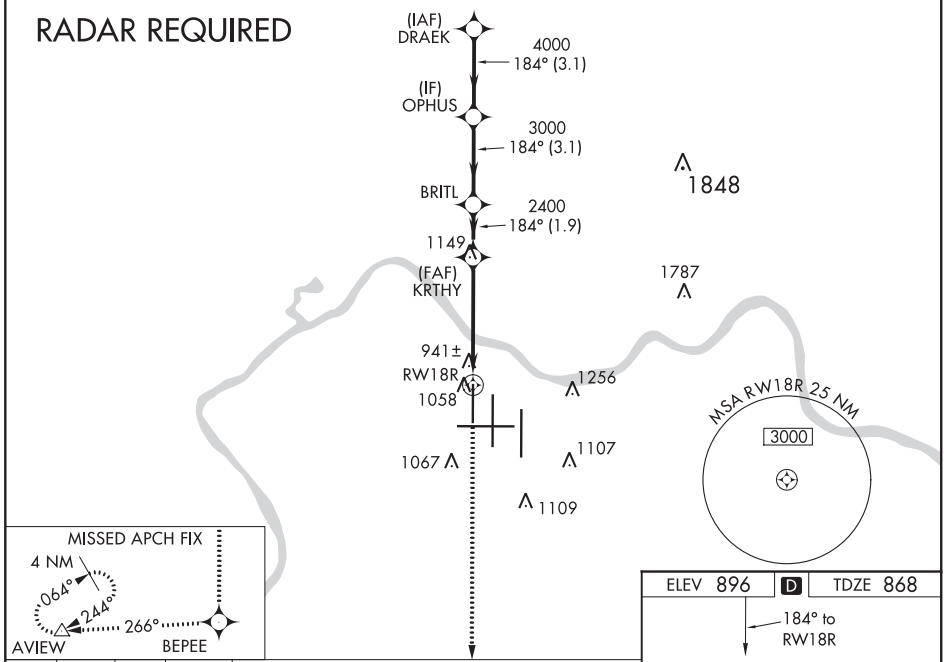
# RNAV (GPS) Y RWY 18R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 18L/C. LNAV prodedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

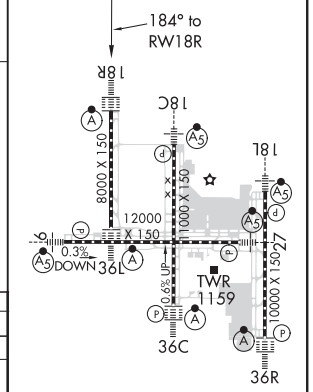
MISSED APPROACH: Climb to 3000 direct BEPEE and on 266° track to AVIEW and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1068/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1321/50 453 (500-1) | | | |
| LNAV MDA | 1320/24 452 (500-½) | | 1320/40 452 (500-¾) | 1320/50 452 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

ELEV 896 D TDZE 868




HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 86809 W27A | APP CRS 274° | Rwy ldg 12000 TDZE 875 Apt Elev 896 |
|---|---|---|

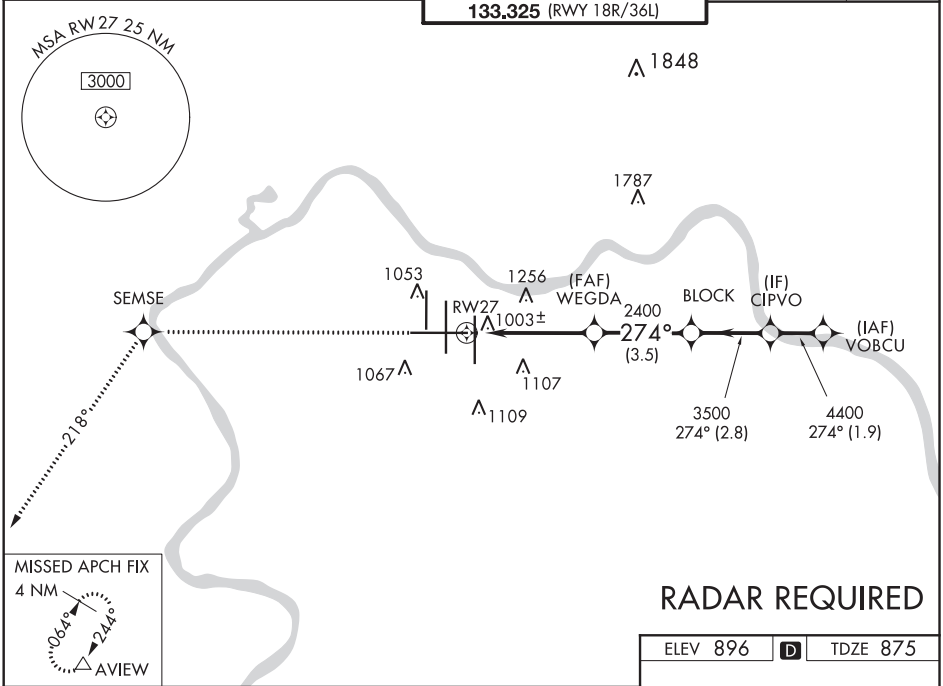
# RNAV (GPS) Y RWY 27
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

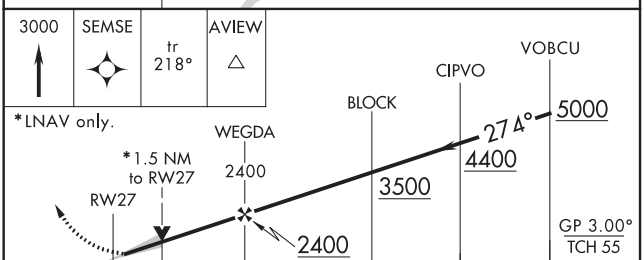
MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE then via 218° track to AVIEW and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |

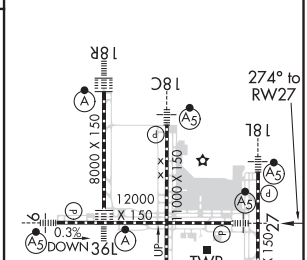



RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | **1075/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1349/60 474 (500-1¼) | | | |
| LNAV MDA | 1420/24 545 (600-½) | | 1420/60 545 (600-1¼) | |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

ELEV 896 D TDZE 875




HIRL all Rwys
TDZ/CL all Rwys except 27



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| WAAS CH 97609 W36B | APP CRS 004° | Rwy ldg 11000 TDZE 851 Apt Elev 896 |
|---|---|---|

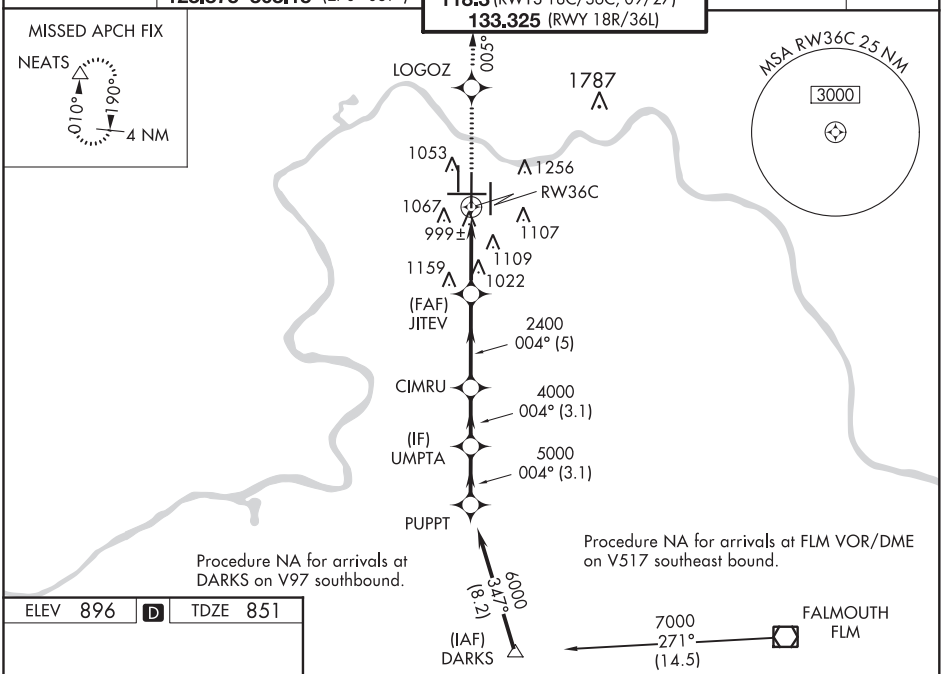
# RNAV (GPS) Y RWY 36C
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

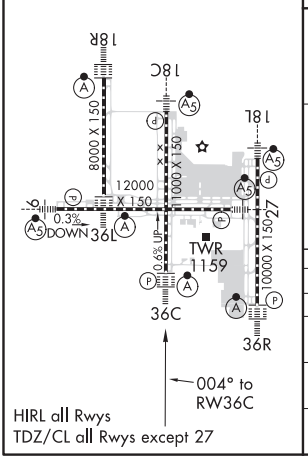
ALSF-2

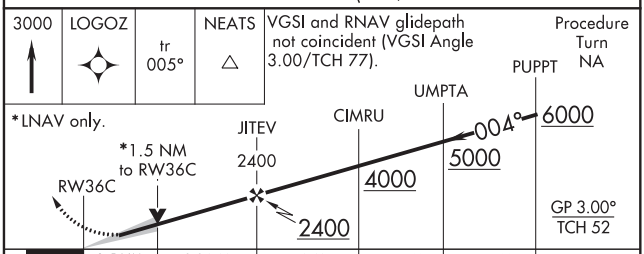
MISSED APPROACH: Climb to 3000 direct LOGOZ and on 005° track to NEATS and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




ELEV 896 D TDZE 851




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1051/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1347/60 496 (500-1¼) | | | |
| LNAV MDA | 1400/24 549 (600-½) | | 1400/50 549 (600-1) | 1400/60 549 (600-1¼) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

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| WAAS | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| CH 49099 | 004° | TDZE | 873 |
| W36A | | Apt Elev | 896 |

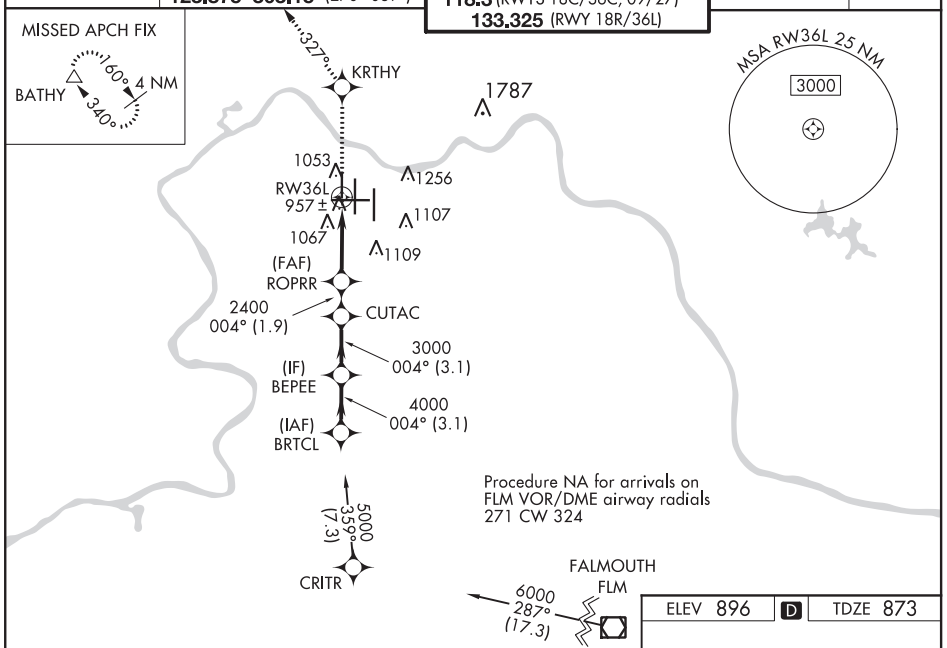
# RNAV (GPS) Y RWY 36L
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

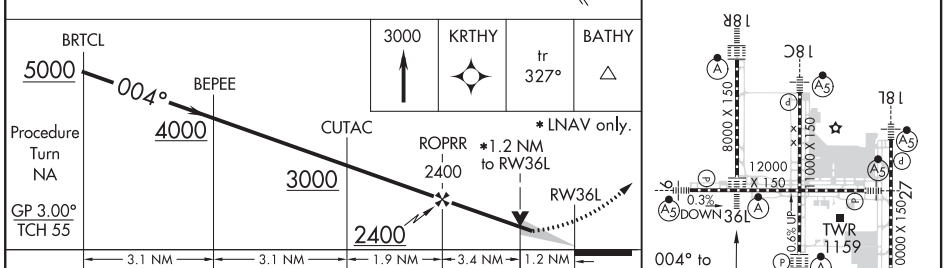
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and on 327° track to BATHY and hold.

| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1073/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1383/60 510 (500-1¼) | | | |
| LNAV MDA | 1300/24 427 (500-½) | | 1300/40 427 (500-¾) | 1300/50 427 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

ELEV 896 D TDZE 873




HIRL all Rwys
TDZ/CL all Rwys except 27



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SE-1, 25 FEB 2021 to 22 APR 2021

COVINGTON, KENTUCKY — AL-655 (FAA) — 20310

| WAAS CH 42709 W36D | APP CRS 004° | Rwy ldg 10000<br>TDZE 896<br>Apt Elev 896 |
|---|---|---|

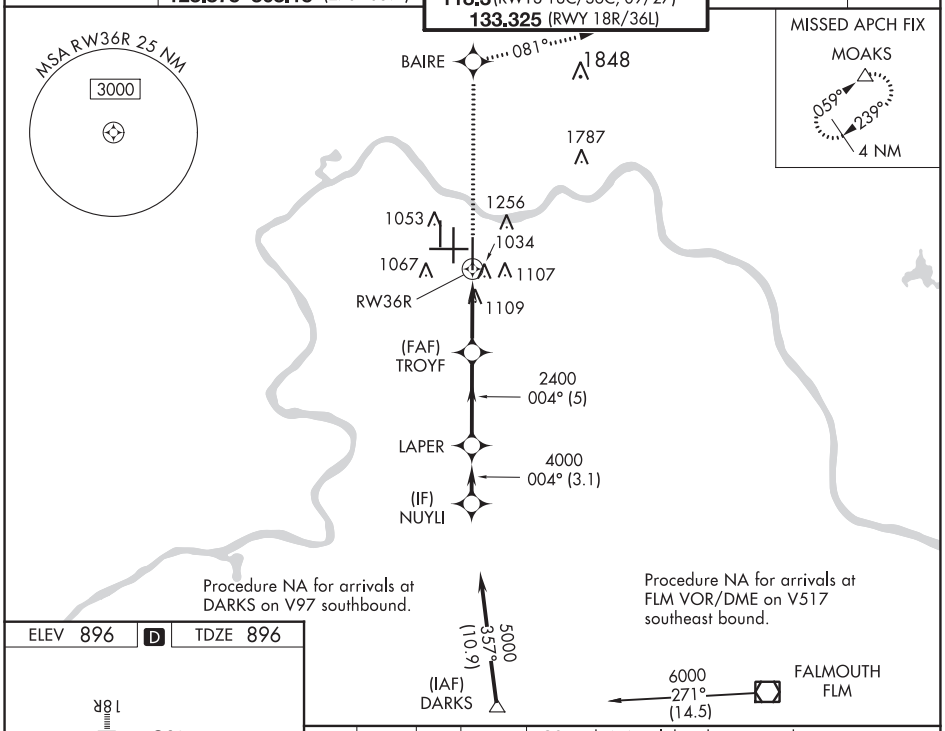
# RNAV (GPS) Y RWY 36R
## CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 36L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

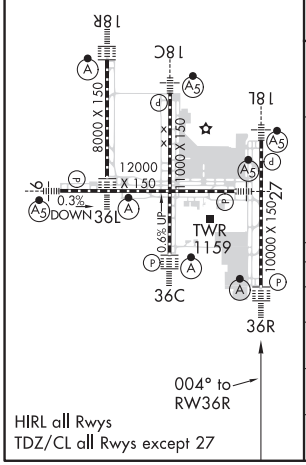
ALSF-2

MISSED APPROACH: Climb to 3000 direct to BAIRE and on 81° track to MOAKS and hold.

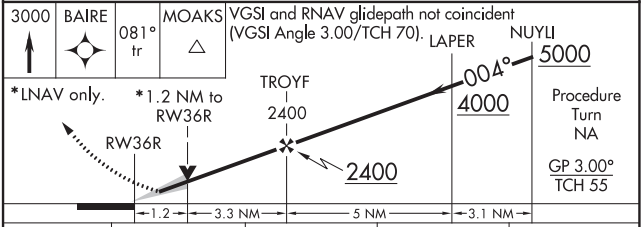
| D-ATIS ARR | D-ATIS DEP | CINCINNATI APP CON | CINCINNATI TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 134.375 | 135.3 | 119.7 363.15 (090°-269°)<br>123.875 363.15 (270°-089°) | 118.975 360.85 (RWY 18L/36R)<br>118.3 (RWYS 18C/36C, 09/27)<br>133.325 (RWY 18R/36L) | 121.7 | 127.175 |




ELEV 896 | D | TDZE 896




HIRL all Rwys
TDZ/CL all Rwys except 27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1096/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1340/50 444 (500-1) | | | |
| LNAV MDA | 1360/24 464 (500-½) | | 1360/40 464 (500-¾) | 1360/50 464 (500-1) |
| CIRCLING | 1460-1 564 (600-1) | | 1460-1½ 564 (600-1½) | 1560-2 664 (700-2) |

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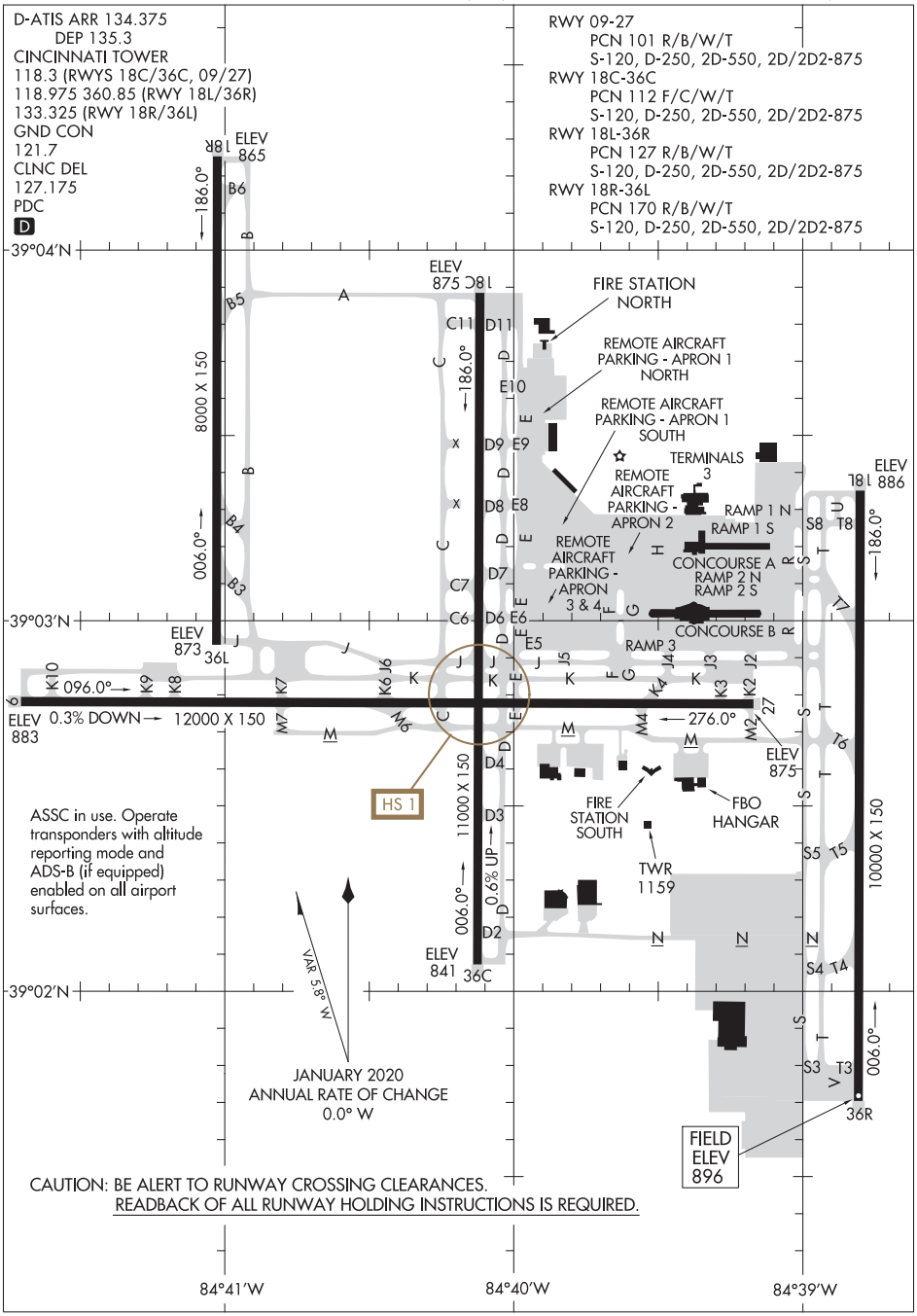
SE-1, 25 FEB 2021 to 22 APR 2021

D-ATIS ARR 134.375
DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 09/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
PDC
D

RWY 09-27
PCN 101 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-875
RWY 18C-36C
PCN 112 F/C/W/T
S-120, D-250, 2D-550, 2D/2D2-875
RWY 18L-36R
PCN 127 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-875
RWY 18R-36L
PCN 170 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-875




ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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

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(BLGRS4.CVG) 20086

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

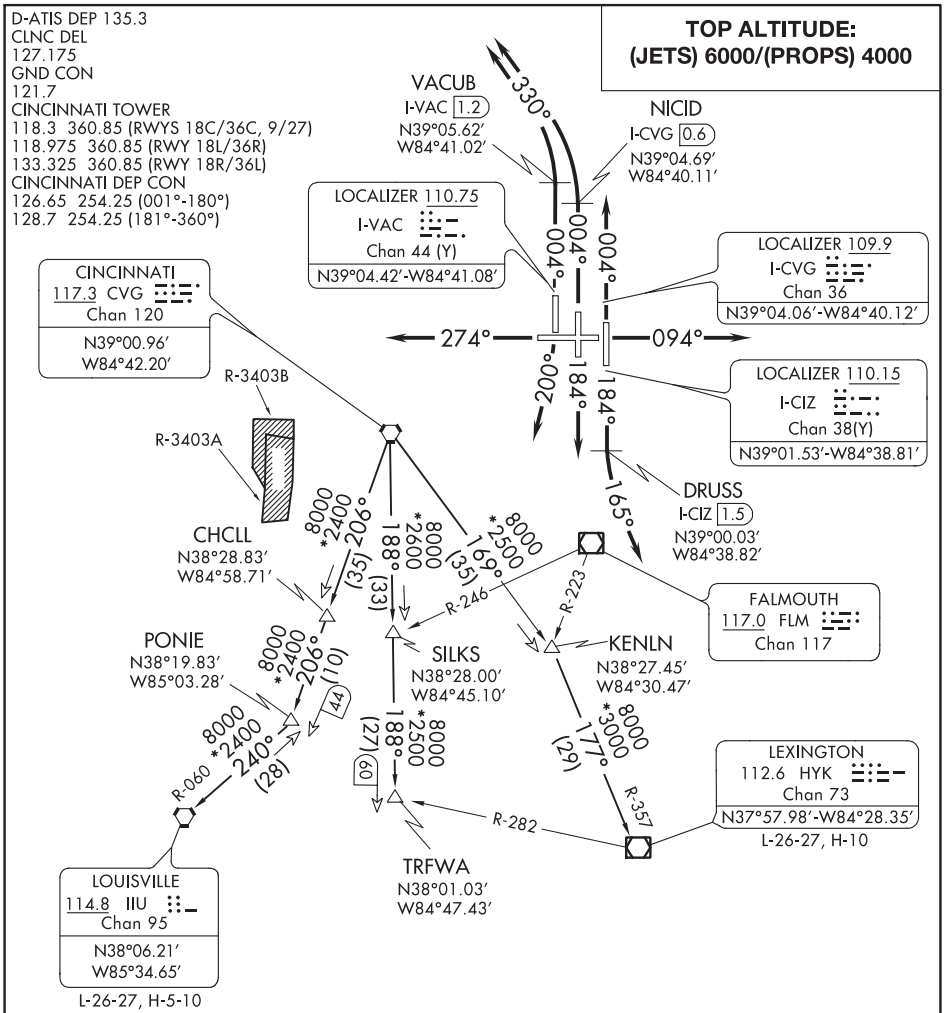
# BLUEGRASS FOUR DEPARTURE

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

**TOP ALTITUDE:**
**(JETS) 6000/(PROPS) 4000**




TAKEOFF MINIMUMS
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: DME required Rwy 18L/36L/36C.
NOTE: DME required for Louisville transition.
NOTE: RADAR required.
NOTE: TURBOJETS accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence . . .
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence . . .
TAKEOFF RUNWAY 18R: Turn right heading 200°, thence . . .
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence . . .
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence . . .
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence . . .
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence . . .

. . . on RADAR vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

LEXINGTON TRANSITION (BLGRS4.HYK): From over CVG VORTAC on CVG R-169 and HYK R-357 to HYK VOR/DME.
LOUISVILLE TRANSITION (BLGRS4.IIU): From over CVG VORTAC on CVG R-206 and IIU R-060 to IIU VORTAC.
TRFWA TRANSITION (BLGRS4.TRFWA): From over CVG VORTAC on CVG R-188 to TRFWA.

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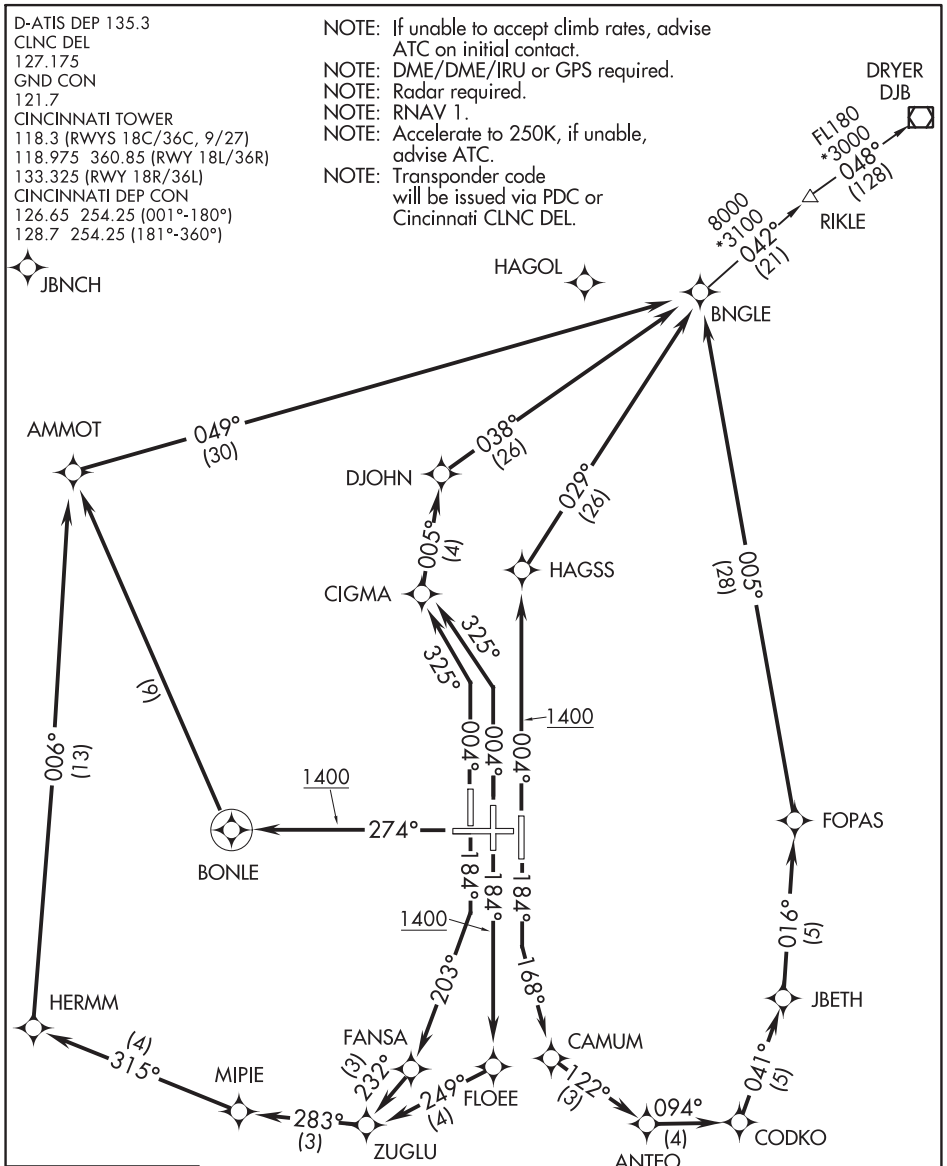
(BNGLE4.BNGLE) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# BNGLE FOUR DEPARTURE (RNAV)

AL-655 (FAA) COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.




**TOP ALTITUDE:**
(JETS/PROPS)
6000 4000

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE4.DJB):

RIKLE TRANSITION (BNGLE4.RIKLE):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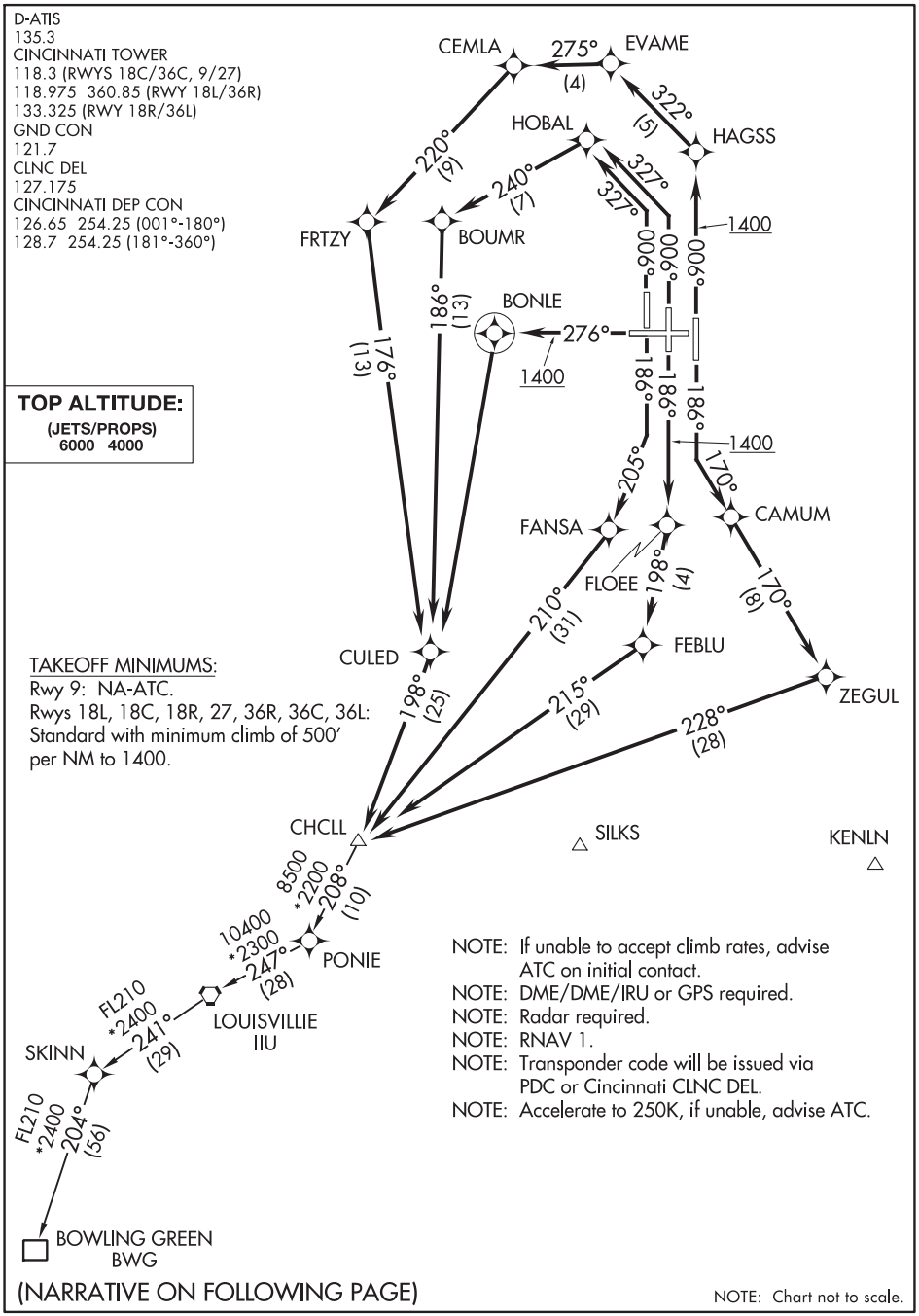
(CHCLL5.CHCLL) 20254

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# CHCLL FIVE DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY




**TOP ALTITUDE:**
(JETS/PROPS)
6000 4000

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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CHCLL FIVE DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(CHCLL5.CHCLL) 10SEPT20

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 170° to CAMUM, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on depicted route to CHCLL, thence. . . .
TAKEOFF RUNWAY 36C, 36L: Climb on heading 006° to intercept course 327° to HOBAL, then on depicted route to CHCLL, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL5.BWG):
LOUISVILLE TRANSITION (CHCLL5.IIU):

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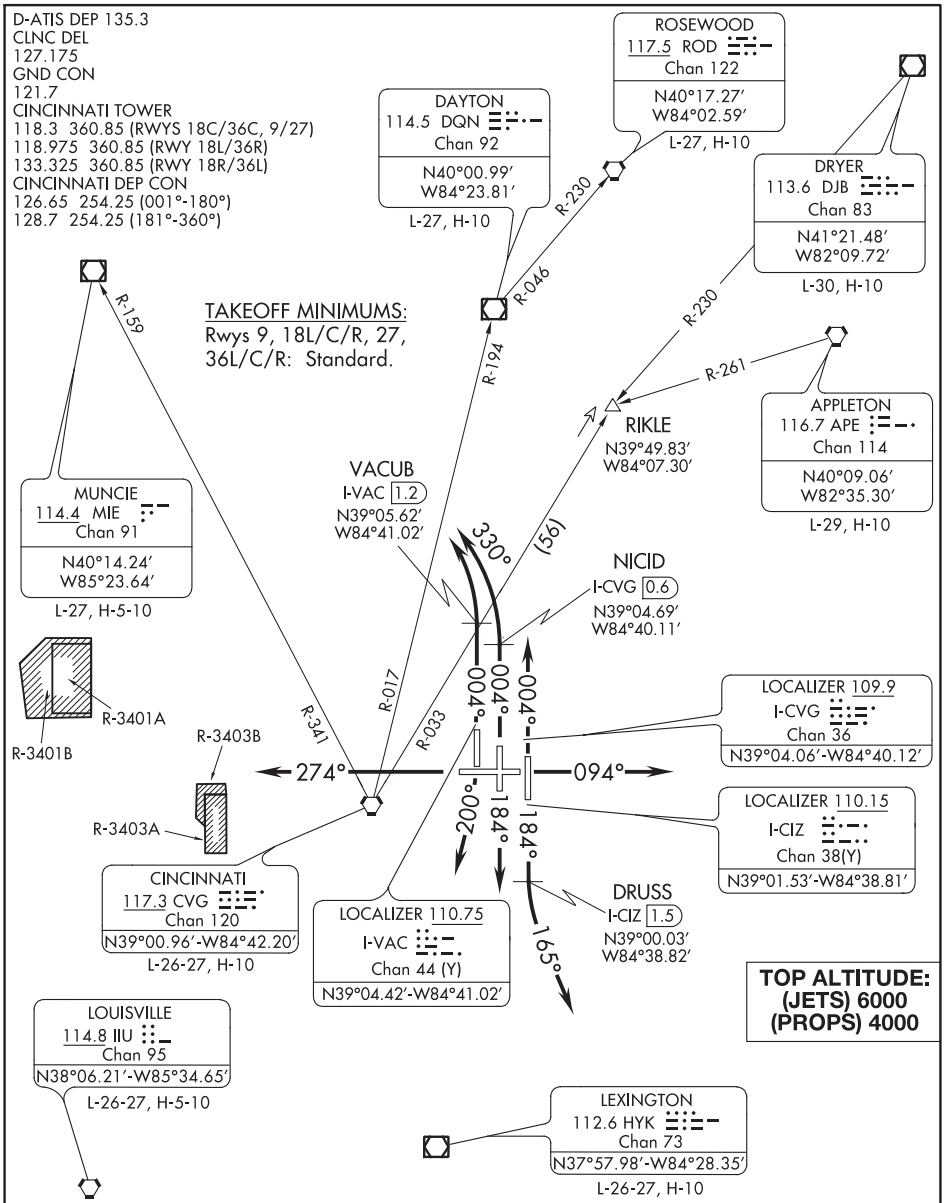
SE-1, 25 FEB 2021 to 22 APR 2021

(CVG5.CVG) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# CINCINNATI FIVE DEPARTURE

AL-655 (FAA) COVINGTON, KENTUCKY




NOTE: DME required Rwys 18L/36L/36C.

NOTE: RADAR required.

NOTE: TURBOJETS: Accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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SE-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RWY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RWY 18R: Turn right heading 200°, thence....
TAKEOFF RWY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RWY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RWY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RWY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RWY 36R: Climb heading 004° or as assigned, thence....

....on radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.


SE-1, 25 FEB 2021 to 22 APR 2021

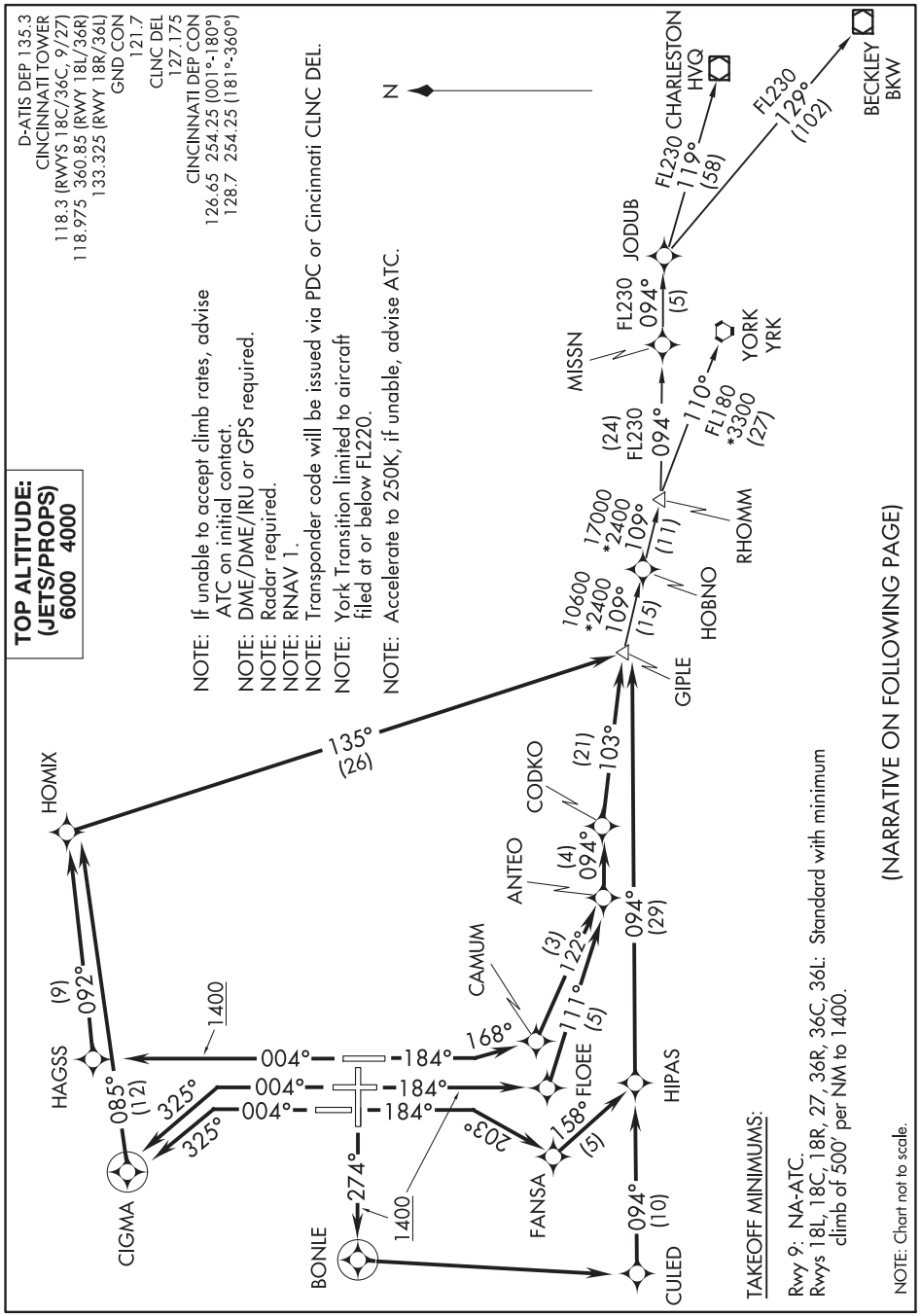
(GIPLE6.GIPLE) 19339

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# GIPLE SIX DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY






SE-1, 25 FEB 2021 to 22 APR 2021

GIPLE SIX DEPARTURE (RNAV)

(GIPLE6.GIPLE) 29MAR18

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn on track 094° to HIPAS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE6.BKW):

CHARLESTON TRANSITION (GIPLE6.HVQ):

JODUB TRANSITION (GIPLE6.JODUB):

YORK TRANSITION (GIPLE6.YRK):

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(HAGOL4.HAGOL) 20198

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

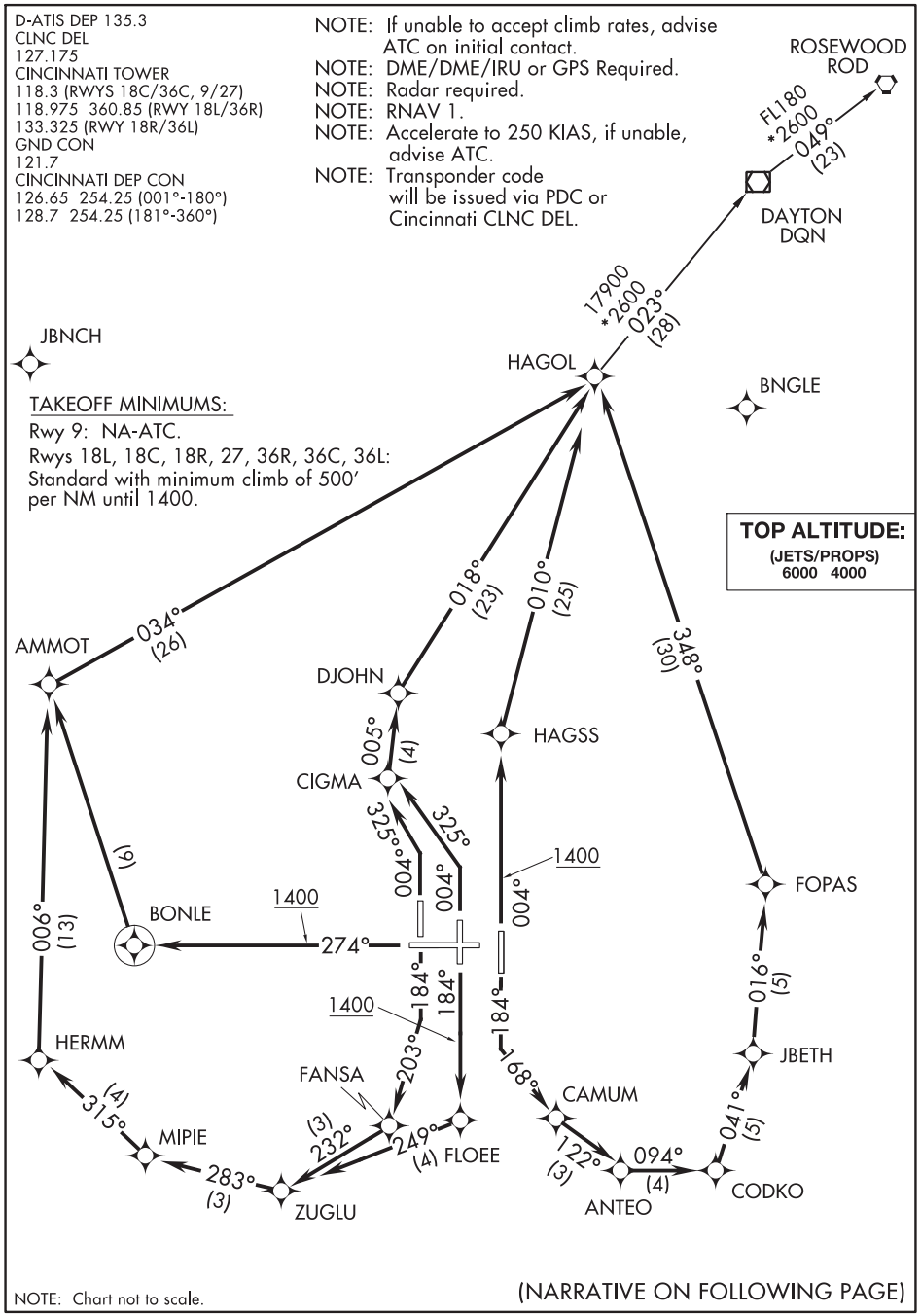
# HAGOL FOUR DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CLNC DEL
127.175
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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HAGOL FOUR DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(HAGOL4.HAGOL) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten (10) minutes after departure.

DAYTON TRANSITION (HAGOL4.DQN):
ROSEWOOD TRANSITION (HAGOL4.ROD):


SE-1, 25 FEB 2021 to 22 APR 2021

(JBNCH5.JBNCH) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

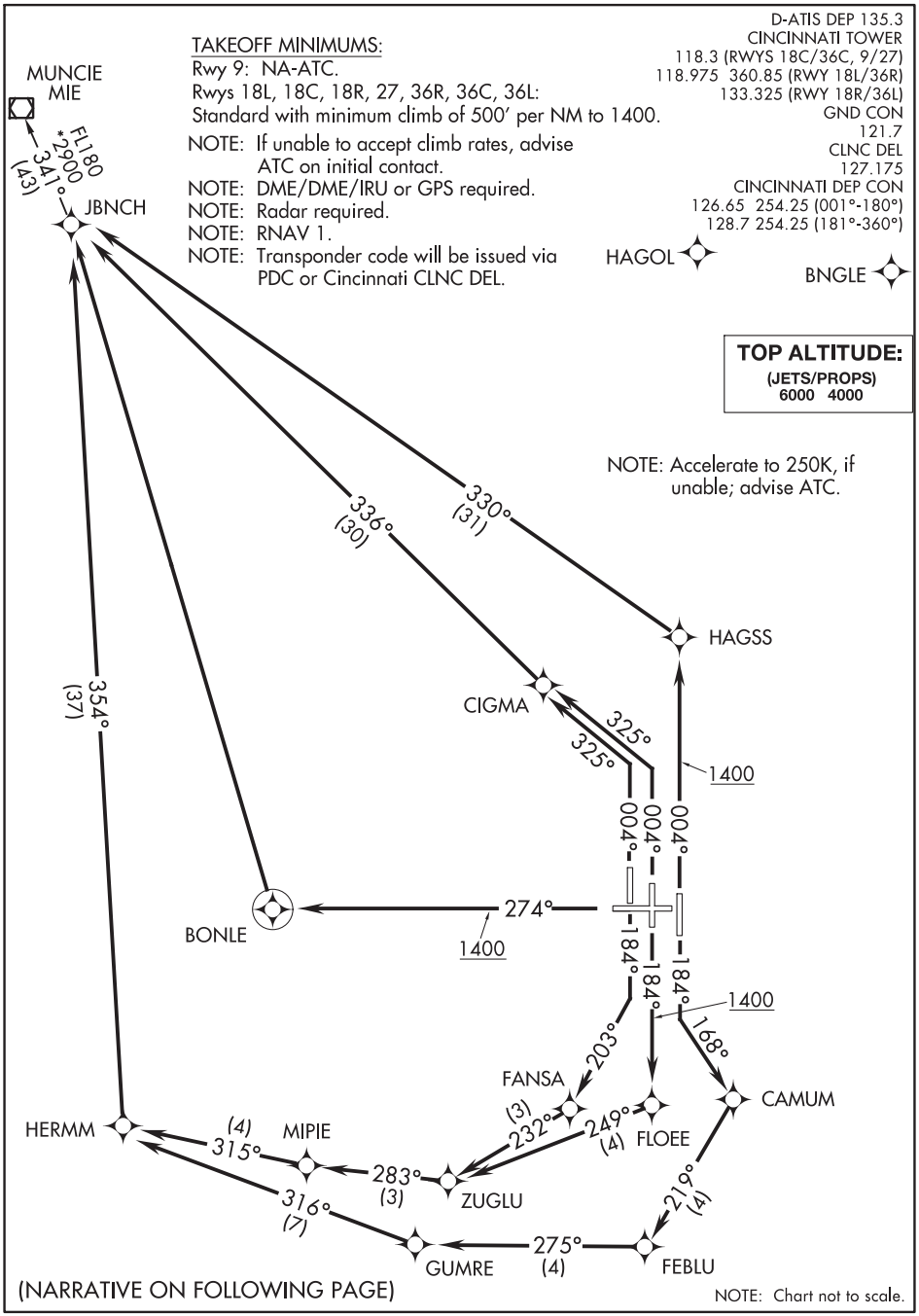
# JBNCH FIVE DEPARTURE (RNAV)

AL-655 (FAA) COVINGTON, KENTUCKY

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
127.175
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-1, 25 FEB 2021 to 22 APR 2021

JBNCH FIVE DEPARTURE (RNAV) COVINGTON, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH5.MIE):

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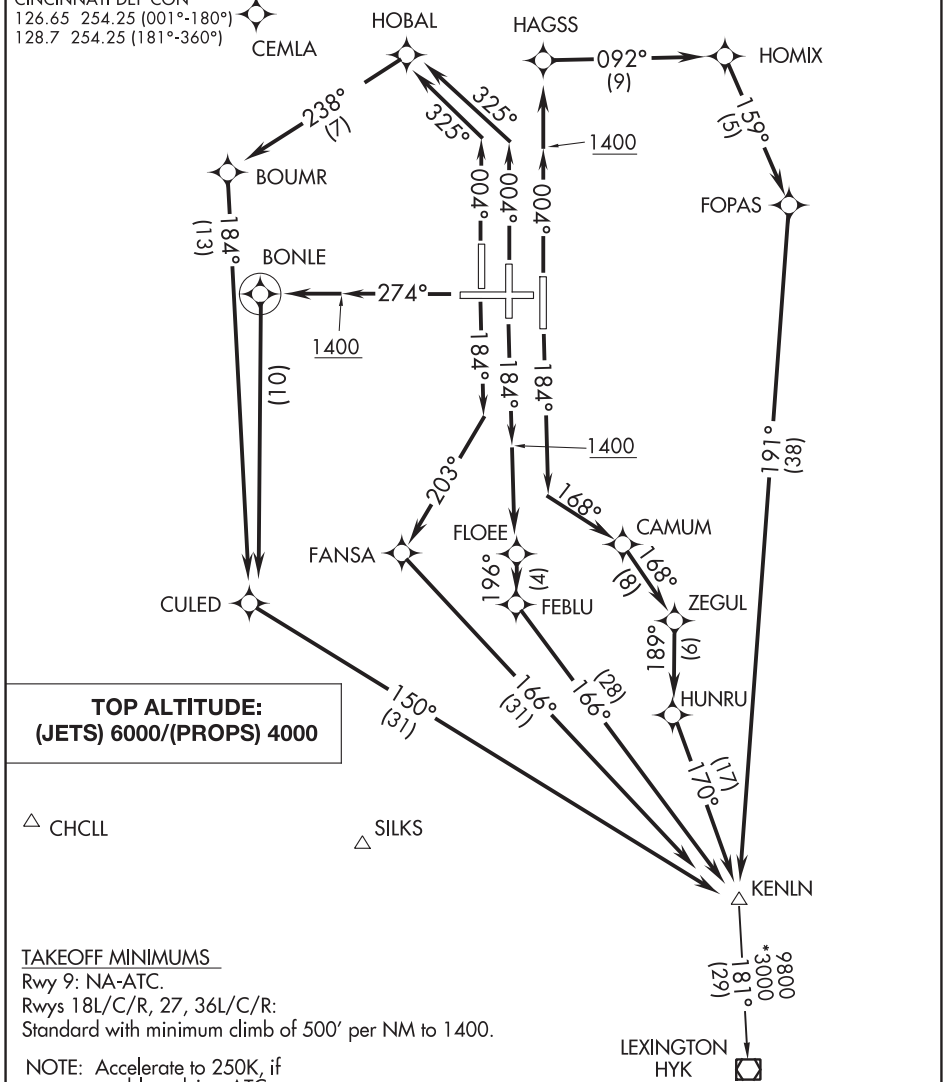
(KENLN5.KENLN) 19339

# KENLN FIVE DEPARTURE (RNAV)

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

D-ATIS DEP 135.3
CLNC DEL
127.175
GND CON
121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.




**TOP ALTITUDE:**
**(JETS) 6000/(PROPS) 4000**

TAKEOFF MINIMUMS
Rwy 9: NA-ATC.
Rwys 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 1400.

NOTE: Accelerate to 250K, if unable, advise ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

. . . . turbo jet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN5.HYK)

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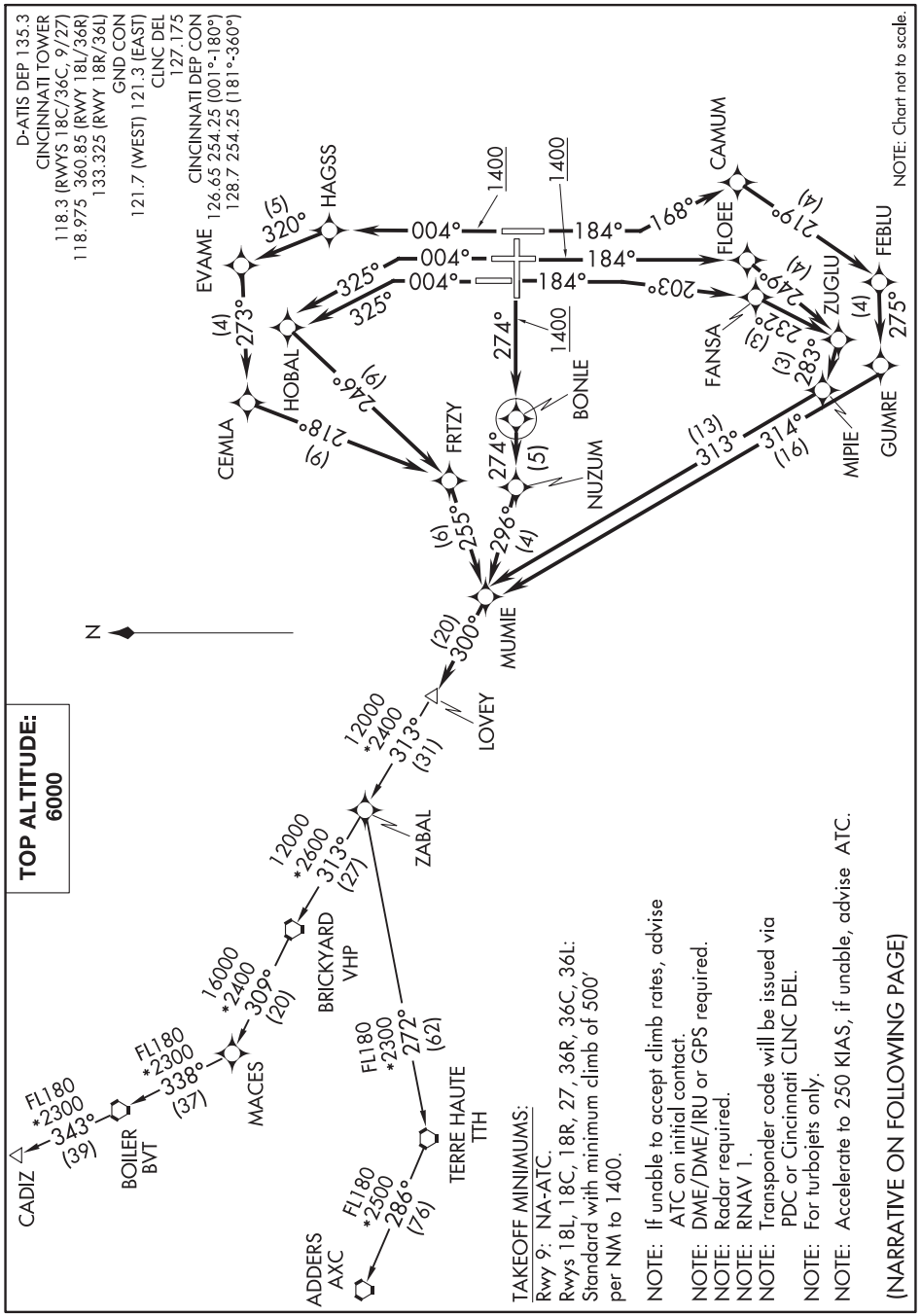
(LOVEY6.LOVEY) 19339

# LOVEY SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY



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LOVEY SIX DEPARTURE (RNAV)

(LOVEY6.LOVEY) 10DEC15

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY6.AXC):

CADIZ TRANSITION (LOVEY6.CADIZ):

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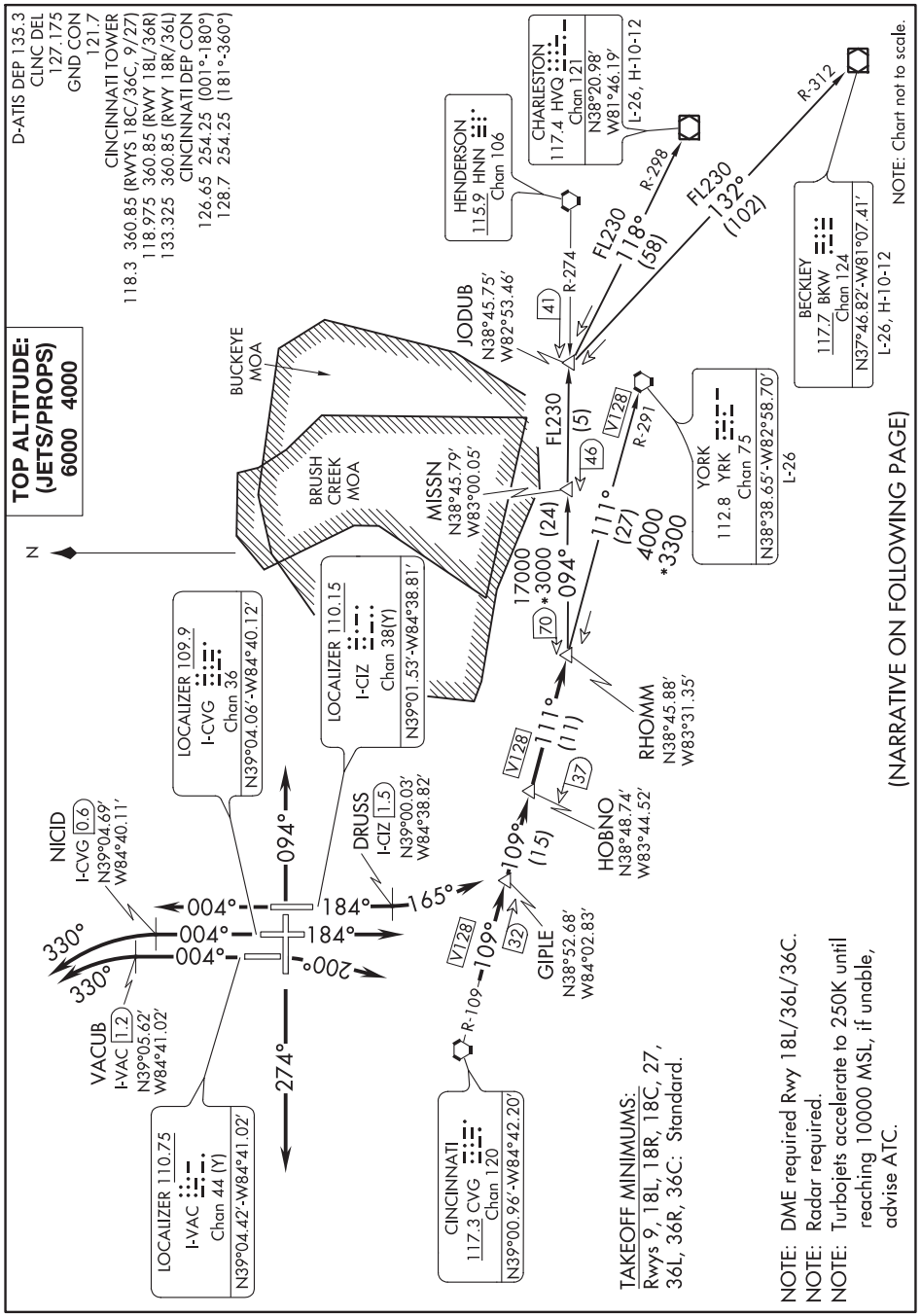
(RHOMM4.RHOMM) 20198

# RHOMM FOUR DEPARTURE

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

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RHOMM FOUR DEPARTURE

COVINGTON, KENTUCKY

(RHOMM4.RHOMM) 29MAR18

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RUNWAY 18R: Turn right heading 200°, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence....

....expect radar vectors to CVG R-109, then CVG R-109 to HOBNO, then via YRK R-291 to RHOMM. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to requested altitude/flight level ten (10) minutes after departure. Cross RHOMM at or above 17000 (JODUB, BECKLEY, CHARLESTON transition).

BECKLEY TRANSITION (RHOMM4.BKW): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230, then via BKW R-312 to BKW VOR/DME.

CHARLESTON TRANSITION (RHOMM4.HVQ): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230 (ATC), then via HVQ R-298 to HVQ VOR/DME.

JODUB TRANSITION (RHOMM4.JODUB): From over RHOMM turn left via HNN R-274 to JODUB, cross MISSN at or above FL230.

YORK TRANSITION (RHOMM4.YRK): From over RHOMM via YRK R-291 to YRK VORTAC.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC. THE YORK TRANSITION IS LIMITED TO AIRCRAFT FILED AT OR BELOW FL220.

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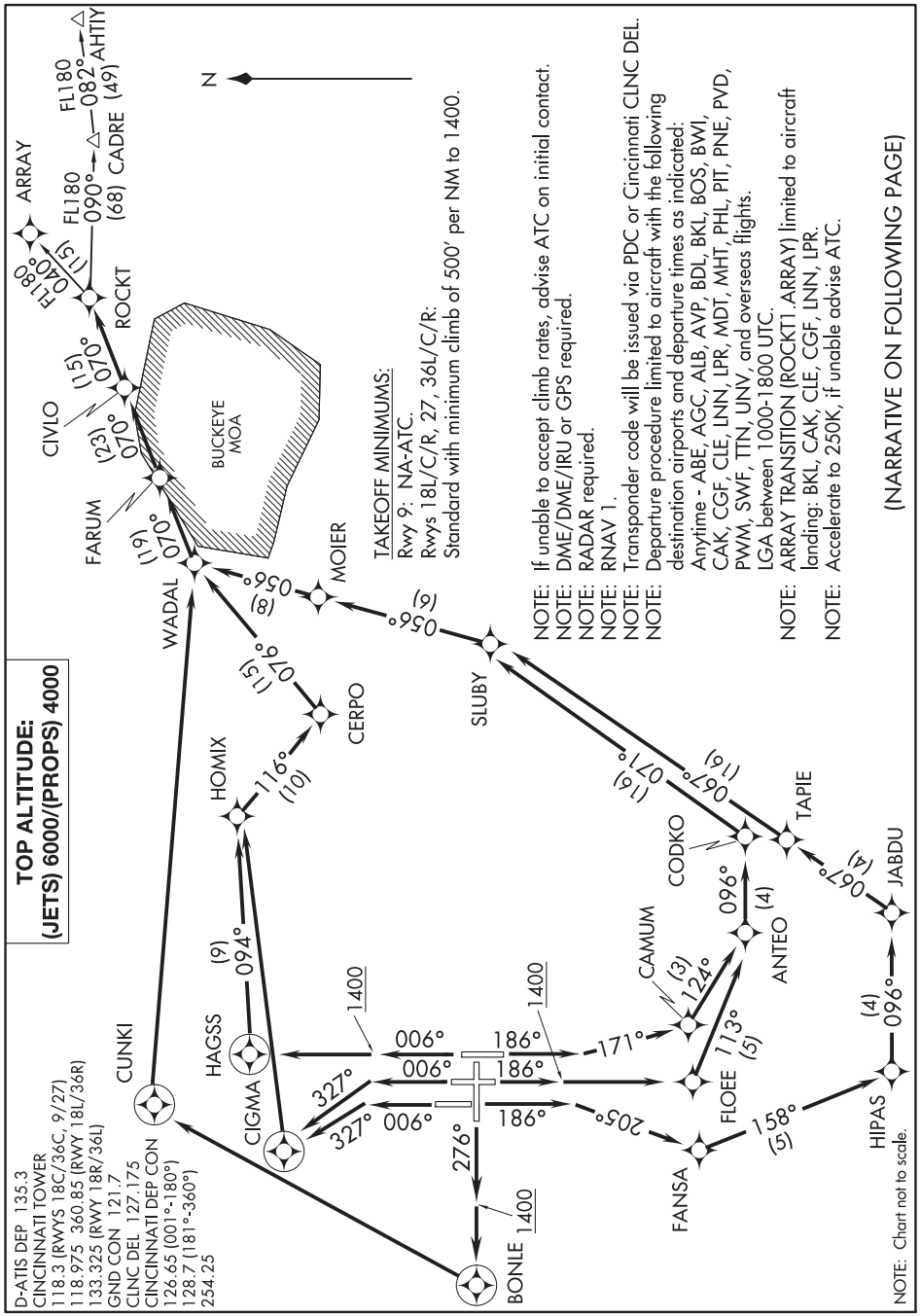
(ROCKT1.ROCKT) 19339

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# ROCKT ONE DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



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ROCKT ONE DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(ROCKT1.ROCKT) 15AUG19

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 186° to intercept course 171° to CAMUM, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 186° to 1400, then direct FLOEE, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 186° to intercept course 205° to FANSA, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 276° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 006° to 1400, then direct HAGSS, then on depicted route to WADAL, thence. . . .
TAKEOFF RUNWAY 36L/C: Climb heading 006° to intercept course 327° to CIGMA, then right turn direct HOMIX, then on depicted route to WADAL, thence. . . .

. . . . on depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT1.AHTIY)
ARRAY TRANSITION (ROCKT1.ARRAY)

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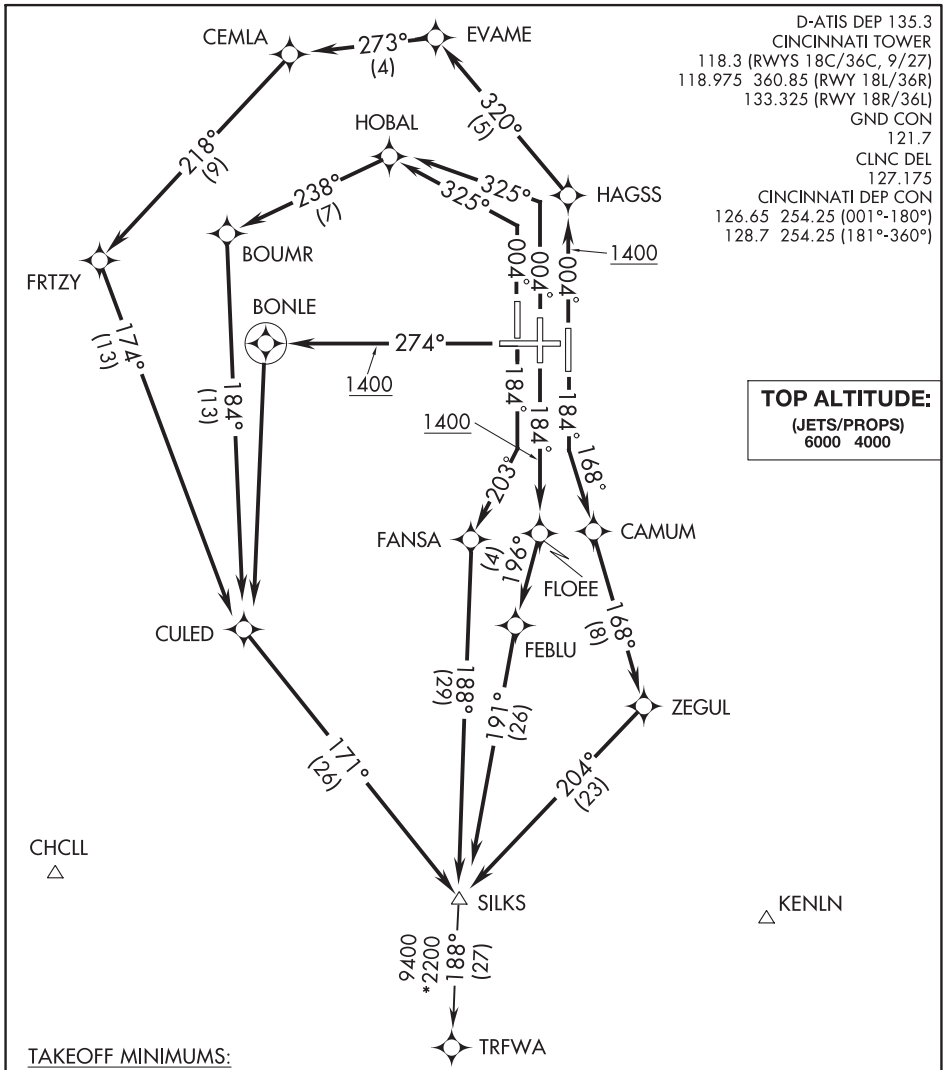
(SILKS4.SILKS) 20198

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# SILKS FOUR DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY




TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Accelerate to 250K, if unable, advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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SILKS FOUR DEPARTURE (RNAV)

COVINGTON, KENTUCKY

(SILKS4.SILKS) 10DEC15

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS4.TRFWA):

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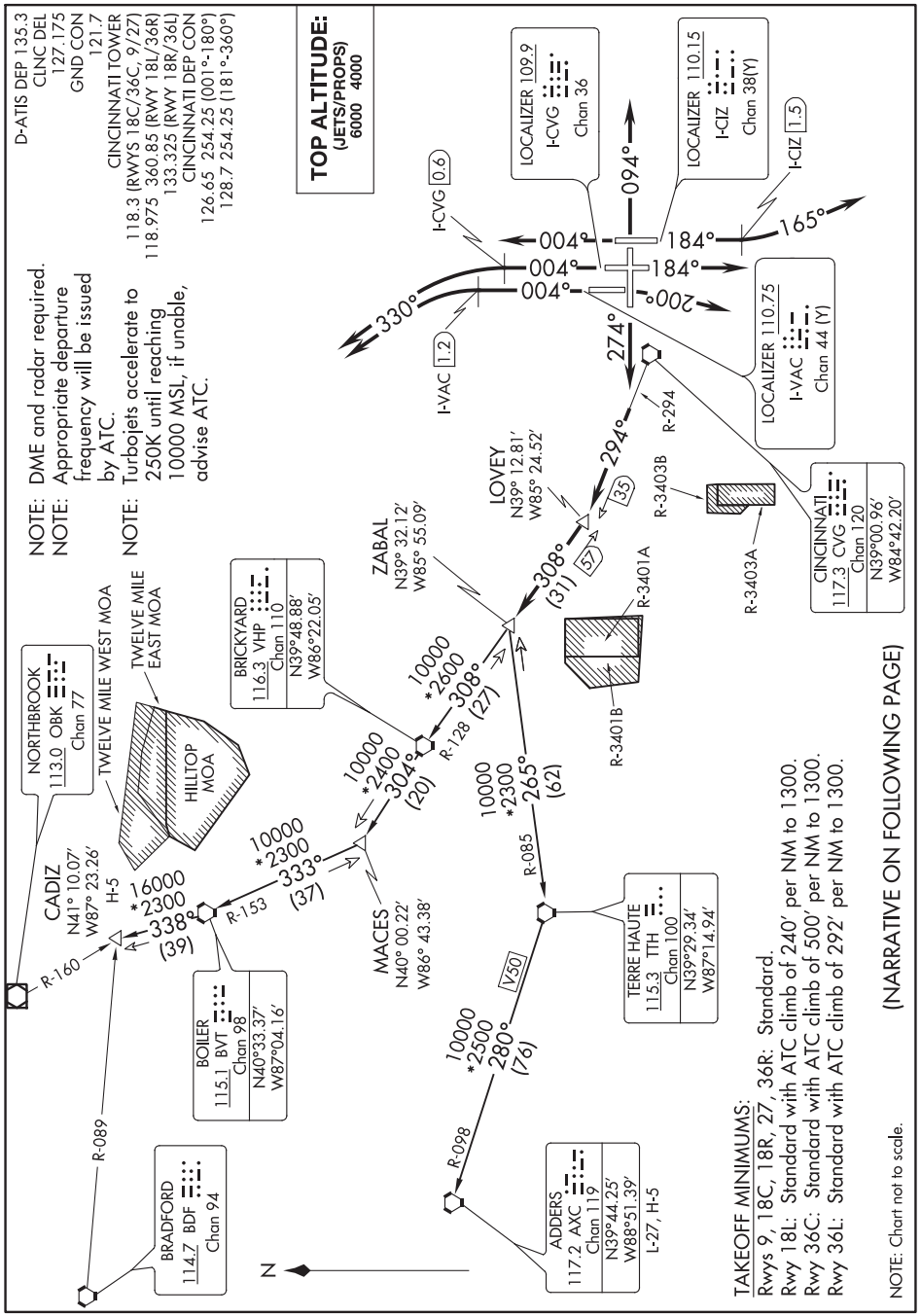
(WHWTR9.ZABAL) 20198 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

# WHITEWATER NINE DEPARTURE

AL-655 (FAA) COVINGTON, KENTUCKY

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WHITEWATER NINE DEPARTURE COVINGTON, KENTUCKY

(WHWTR9.ZABAL) 10DEC15 CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, Thence....
TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence....
TAKEOFF RUNWAY 27: Climb heading 274° or as assigned by ATC, Thence....
TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, Thence....
TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°. Thence....
TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned by ATC, Thence....

....expect radar vectors to CVG R-294, then via CVG R-294 to LOVEY/CVG 35 DME, then via VHP R-128 to ZABAL/VHP 26.7 DME, then via transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within10 minutes after departure.

ADDERS TRANSITION (WHWTR9.AXC): From over ZABAL via TTH R-085 to TTH VORTAC, then via TTH R-280 and AXC R-098 to AXC VORTAC.
CADIZ TRANSITION (WHWTR9.CADIZ): From over ZABAL via VHP R-128 to VHP VORTAC, then via VHP R-304 to MACES , then via BVT R-153 to BVT VORTAC, then via BVT R-338 to CADIZ.


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COVINGTON,TENNESSEE

AL-6303 (FAA)

19059

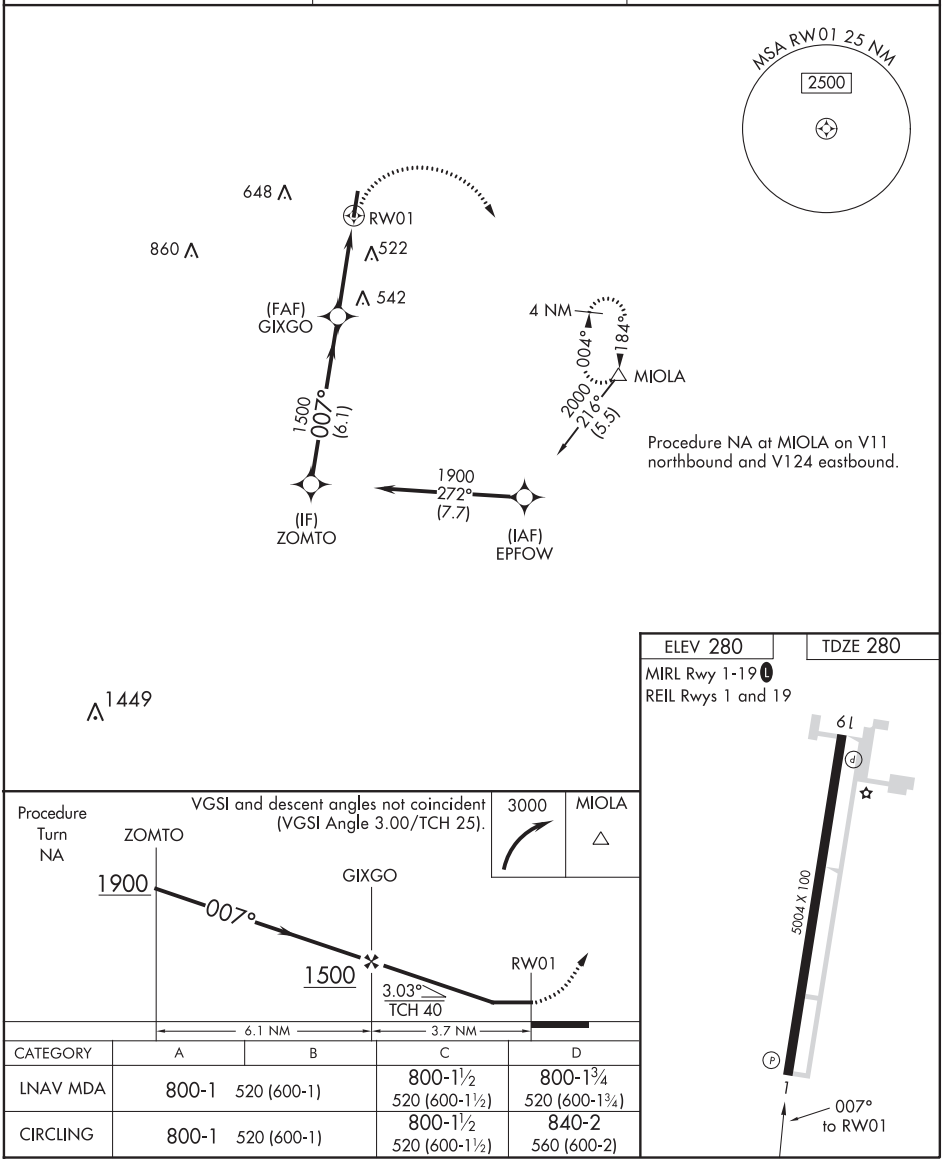
# RNAV (GPS) RWY 1
## COVINGTON MUNI (MØ4)

| APP CRS | Rwy ldg | 5004 |
|---|---|---|
| 007° | TDZE | 280 |
| | Apt Elev | 280 |

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase LNAV Cats C/D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct MIOLA and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.575 | 125.8 338.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 520 (600-1) | | 800-1½ 520 (600-1½) | 800-1¾ 520 (600-1¾) |
| CIRCLING | 800-1 520 (600-1) | | 800-1½ 520 (600-1½) | 840-2 560 (600-2) |

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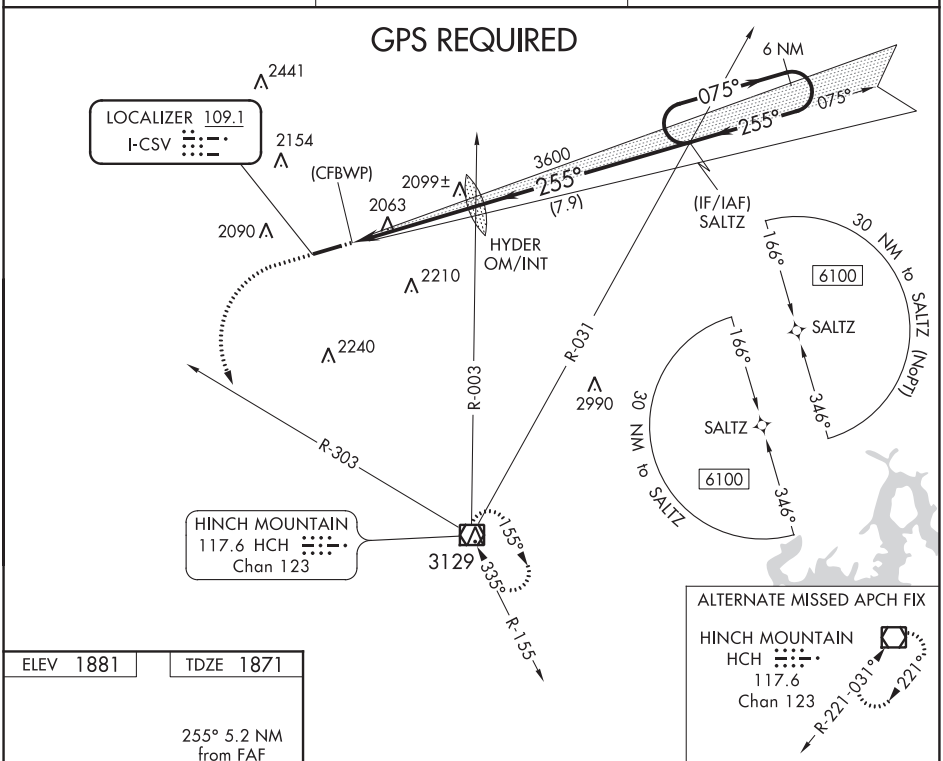
| LOC I-CSV | APP CRS | Rwy ldg | 5418 |
|---|---|---|---|
| 109.1 | 255° | TDZE | 1871 |
| | | Apt Elev | 1881 |

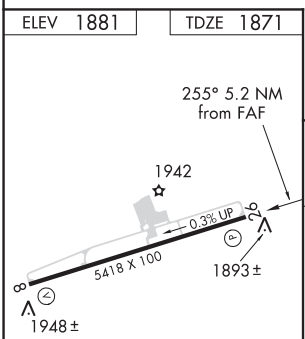
# ILS Y or LOC Y RWY 26

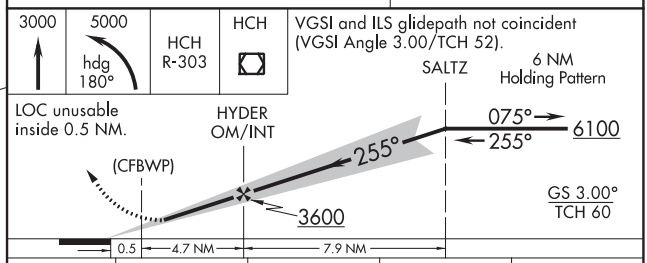
## CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

| ASOS | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.6 254.3 | 122.7 (CTAF) L |




REIL Rwy 26
HIRL Rwy 8-26 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 2090-¾ 219 (300-¾) | | | |
| S-LOC 26 | 2440-1 569 (600-1) | | 2440-1⅝ 569 (600-1⅝) | |
| C CIRCLING | 2440-1 559 (600-1) | | 2440-1⅝ 559 (600-1⅝) | 2540-2 659 (700-2) |

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CROSSVILLE, TENNESSEE | AL-5051 (FAA) | 19115

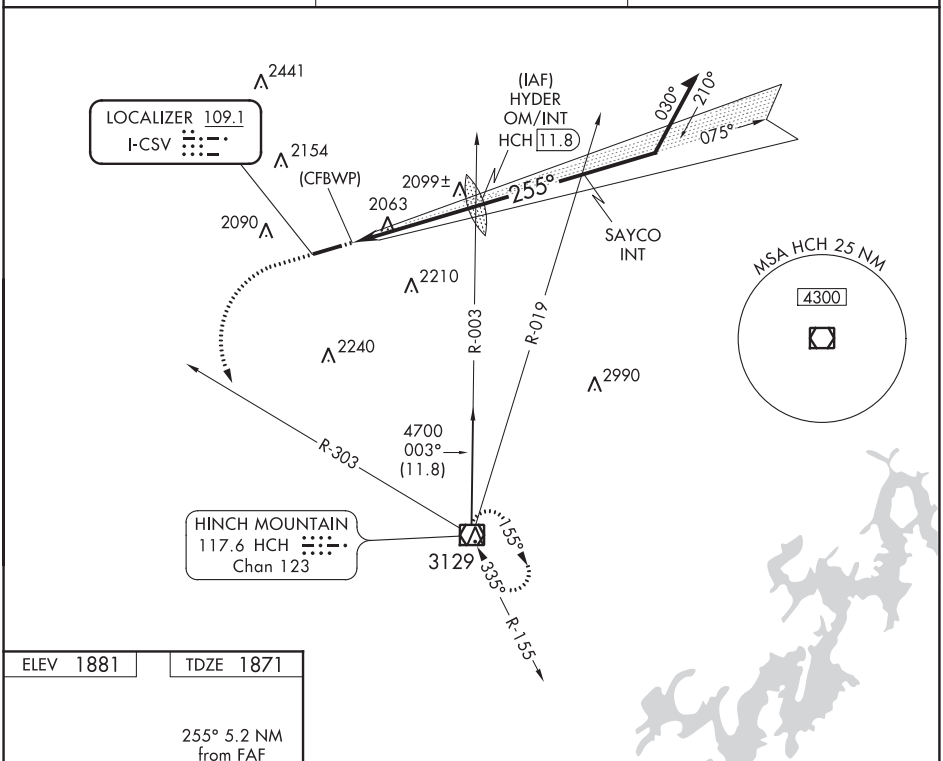
# ILS Z or LOC Z RWY 26

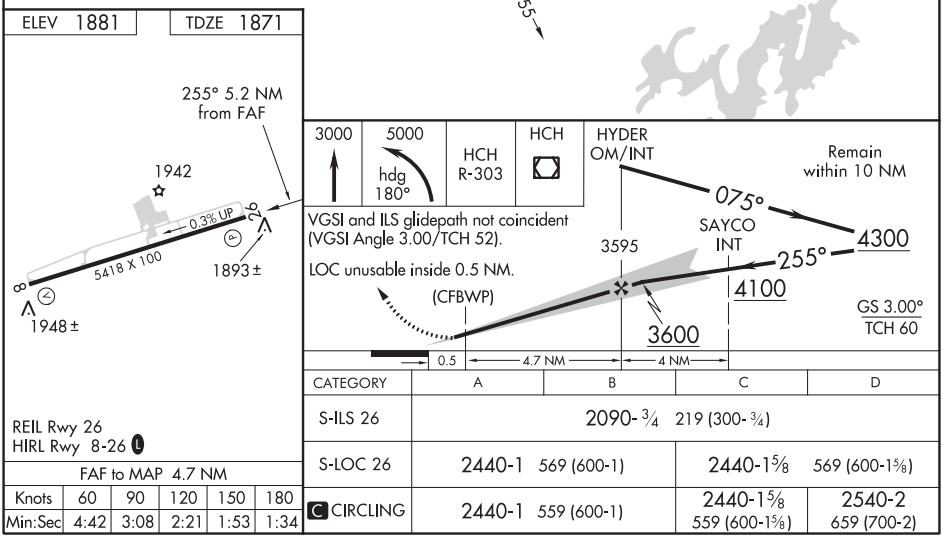
## CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

| LOC I-CSV | APP CRS | Rwy ldg | 5418 |
|---|---|---|---|
| 109.1 | 255° | TDZE | 1871 |
| | | Apt Elev | 1881 |

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

| ASOS | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.6 254.3 | 122.7 (CTAF) L |




REIL Rwy 26
HIRL Rwy 8-26 L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 2090-¾ 219 (300-¾) | | | |
| S-LOC 26 | 2440-1 569 (600-1) | | 2440-1⅝ 569 (600-1⅝) | |
| C CIRCLING | 2440-1 559 (600-1) | | 2440-1⅝ 559 (600-1⅝) | 2540-2 659 (700-2) |



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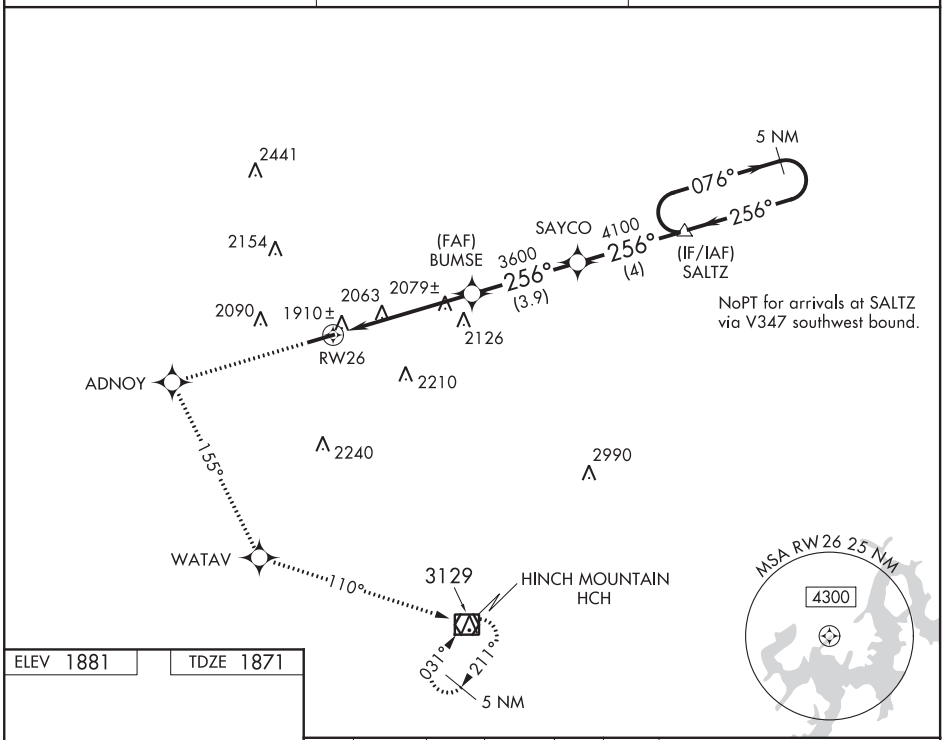
| WAAS CH 65911 W26A | APP CRS 256° | Rwy ldg 5418<br>TDZE 1871<br>Apt Elev 1881 |
|---|---|---|

# RNAV (GPS) RWY 26
## CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

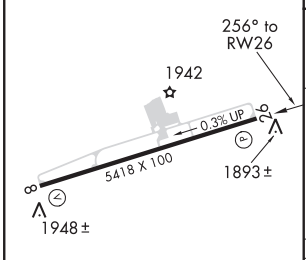
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

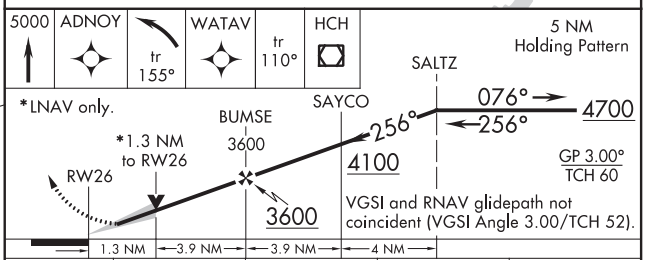
MISSED APPROACH: Climb to 5000 direct ADNOY and left turn on track 155° to WATAV and on track 110° to HCH VOR/DME and hold.

| ASOS | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.6 254.3 | 122.7 (CTAF) L |




ELEV 1881 TDZE 1871




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2071-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 2170-1 299 (300-1) | | | |
| LNAV MDA | 2440-1 569 (600-1) | | 2440-1⅝ 569 (600-1⅝) | |
| C CIRCLING | 2440-1 559 (600-1) | | 2440-1½ 559 (600-1½) | 2540-2 639 (700-2) |

REIL Rwy 26
HIRL Rwy 8-26 L

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CROSSVILLE, TENNESSEE AL-5051 (FAA) 20254

# VOR-A

## CROSSVILLE MEMORIAL-WHITSON FIELD (CSV)

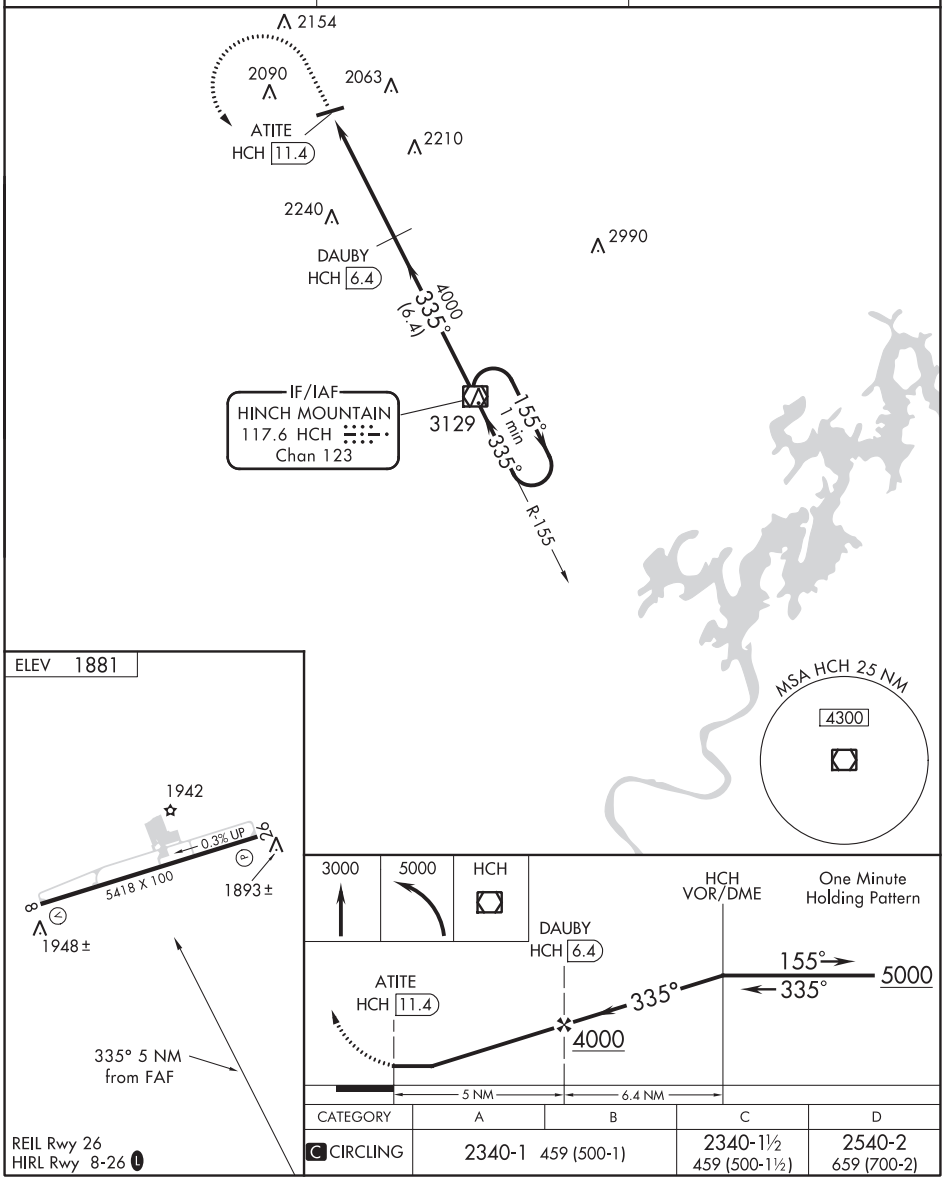
| VOR/DME HCH | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.6 | 335° | TDZE | N/A |
| Chan 123 | | Apt Elev | 1881 |

T
A NA

DME required.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct HCH VOR/DME and hold.

| ASOS | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.6 254.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2340-1 459 (500-1) | | 2340-1½ 459 (500-1½) | 2540-2 659 (700-2) |

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| WAAS CH 62837 W11A | APP CRS 111° | Rwy ldg 3850<br>TDZE 721<br>Apt Elev 721 |
|---|---|---|

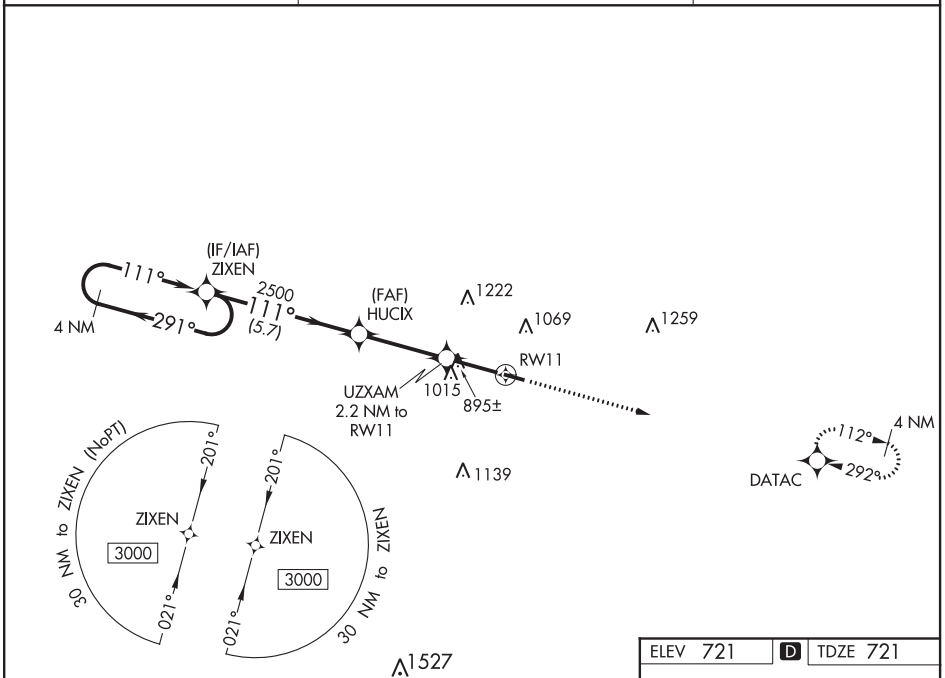
# RNAV (GPS) RWY 11
## CYNTHIANA-HARRISON COUNTY (ØI8)

T
A NA

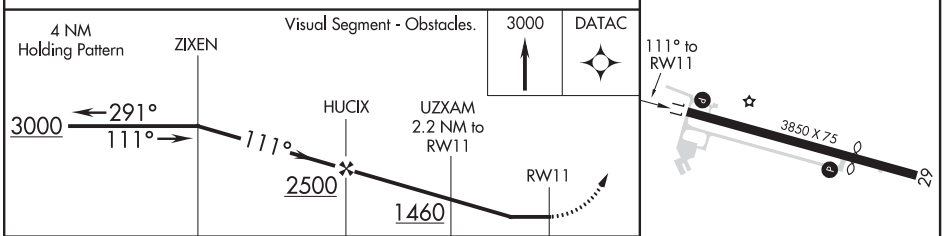
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct DATAC and hold.

| GEORGETOWN-SCOTT COUNTY RGNL AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 119.975 | 120.15 259.3 (040°-220°)<br>120.75 298.9 (221°-039°) | 122.8 (CTAF) L |




| ELEV 721 | D | TDZE 721 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1220-1 499 (500-1) | | NA | |
| LNAV MDA | 1300-1 579 (600-1) | | NA | |
| C CIRCLING | 1340-1 619 (700-1) | 1440-1 719 (800-1) | NA | |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

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CYNTHIANA, KENTUCKY | AL-10745 (FAA) | 20198

# RNAV (GPS) RWY 29

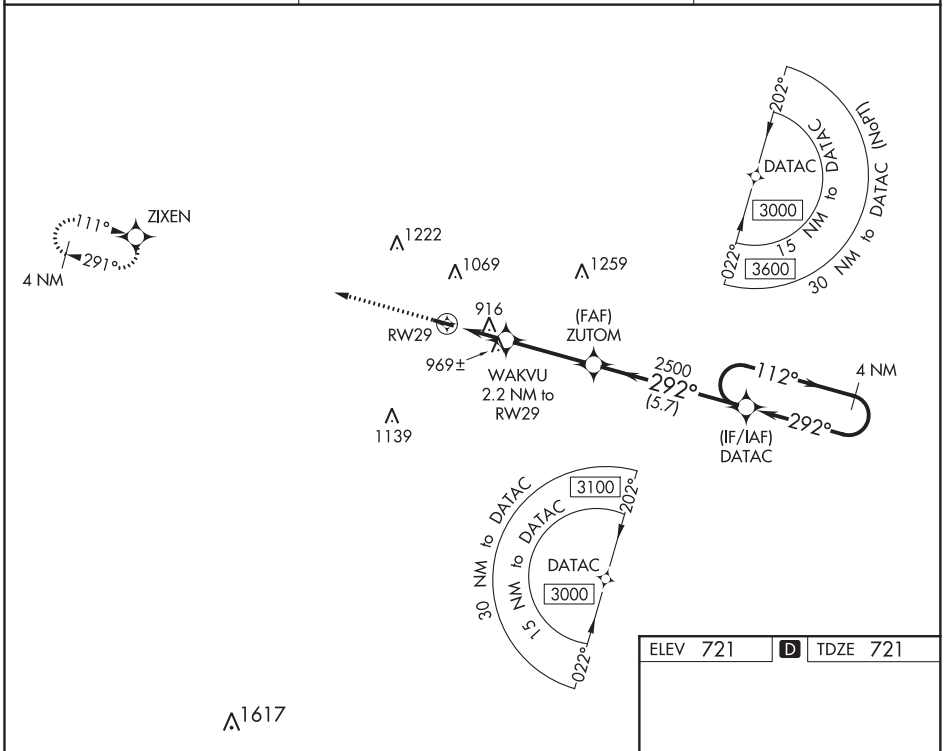
## CYNTHIANA-HARRISON COUNTY (ØI8)

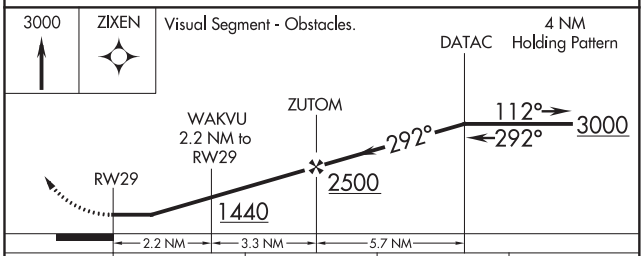
| WAAS CH 42537 W29A | APP CRS 292° | Rwy ldg 2756<br>TDZE 721<br>Apt Elev 721 |
|---|---|---|

T NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.

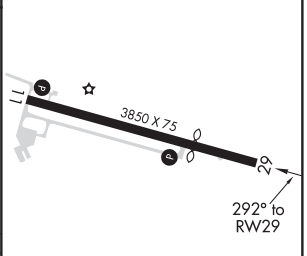
| GEORGETOWN-SCOTT COUNTY RGNL AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 119.975 | 120.15 259.3 (040°-220°)<br>120.75 298.9 (221°-039°) | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1240-1 519 (600-1) | | NA | |
| LNAV MDA | 1280-1 559 (600-1) | | NA | |
| C CIRCLING | 1340-1 619 (700-1) | 1440-1 719 (800-1) | NA | |

ELEV 721 | D | TDZE 721




MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

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| WAAS CH 93706 W12A | APP CRS 124° | Rwy ldg 5000<br>TDZE 1017<br>Apt Elev 1022 |
|---|---|---|

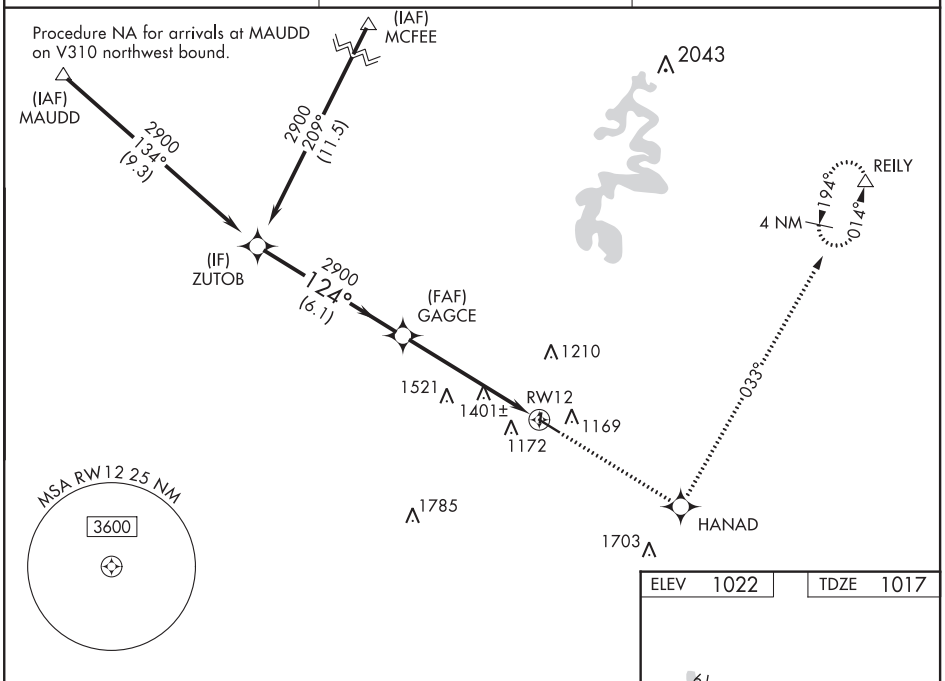
# RNAV (GPS) RWY 12
## STUART POWELL FIELD (DVK)

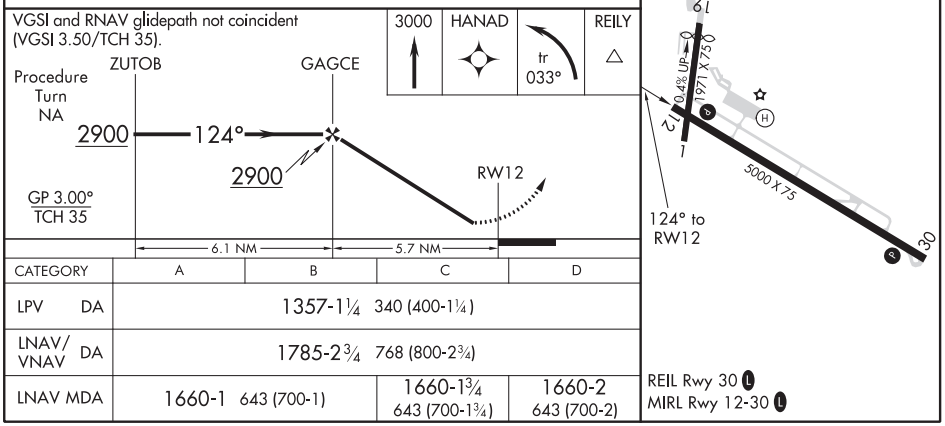
RNP APCH.

NA When local altimeter setting not received, use Lexington altimeter setting: increase all DA/MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats and LNAV all Cats visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 47° C. Baro-VNAV NA when using Lexington altimeter setting. Rwy 12 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HANAD and left turn on 033° track to REILY and hold.

| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 128.325 | 120.15 259.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1357-1¼ 340 (400-1¼) | | | |
| LNAV/VNAV DA | 1785-2¾ 768 (800-2¾) | | | |
| LNAV MDA | 1660-1 643 (700-1) | | 1660-1¾ 643 (700-1¾) | 1660-2 643 (700-2) |



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DANVILLE, KENTUCKY AL-6504 (FAA) 19171

| WAAS CH 70506 W30A | APP CRS 305° | Rwy ldg 5000<br>TDZE 1016<br>Apt Elev 1022 |
|---|---|---|

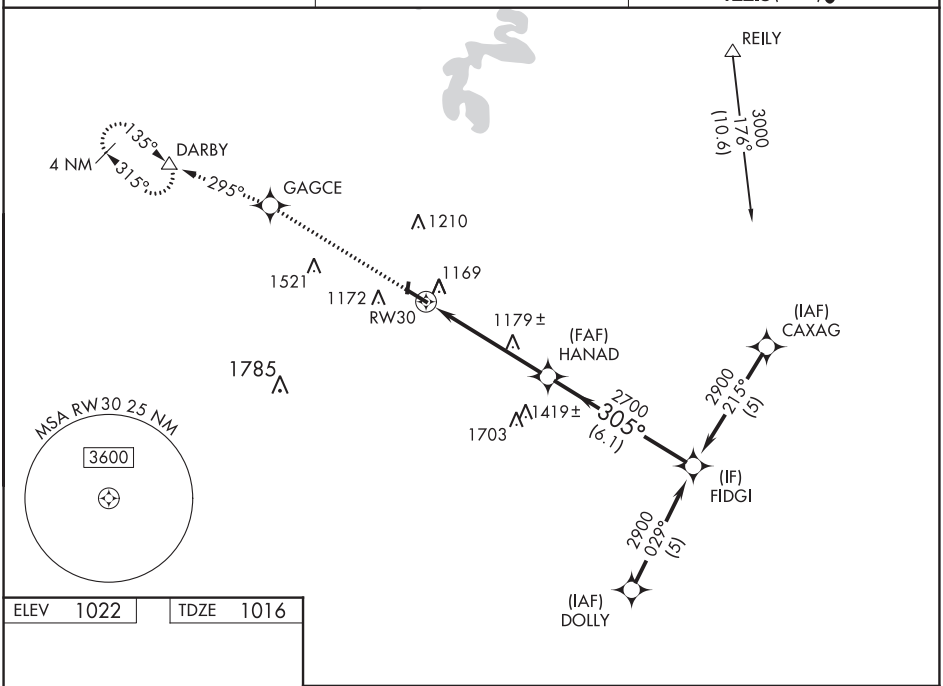
# RNAV (GPS) RWY 30
## STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all DAs/MDAs 80 feet, LPV all visibilities ¼ mile, LNAV/VNAV all visibilities ¼ mile, LNAV Cat C/D and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (114° F). VDP and Baro-VNAV NA when using Lexington altimeter setting. DME/DME RNP-0.3 NA. Rwy 30 helicopter visibility reduction below ¾ SM NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

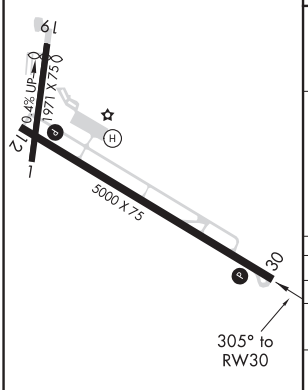
V NA

MISSED APPROACH: Climb to 3000 direct GAGCE and on 295° track to DARBY and hold.

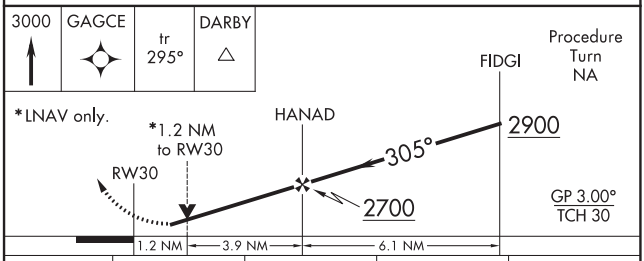
| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 128.325 | 120.15 259.3 | 122.8 (CTAF) L |




| ELEV 1022 | TDZE 1016 |
|---|---|




REIL Rwy 30 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1282-1 266 (300-1) | | | |
| LNAV/VNAV DA | 1439-1½ 423 (500-1½) | | | |
| LNAV MDA | 1440-1 424 (500-1) | | 1440-1¼ 424 (500-1¼) | |
| CIRCLING | 1480-1 458 (500-1) | 1560-1 538 (600-1) | 1560-1½ 538 (600-1½) | 1720-2¼ 698 (700-2¼) |

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| LOC/DME I-PQQ | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 108.9 | 305° | TDZE | 1016 |
| Chan 26 | | Apt Elev | 1022 |

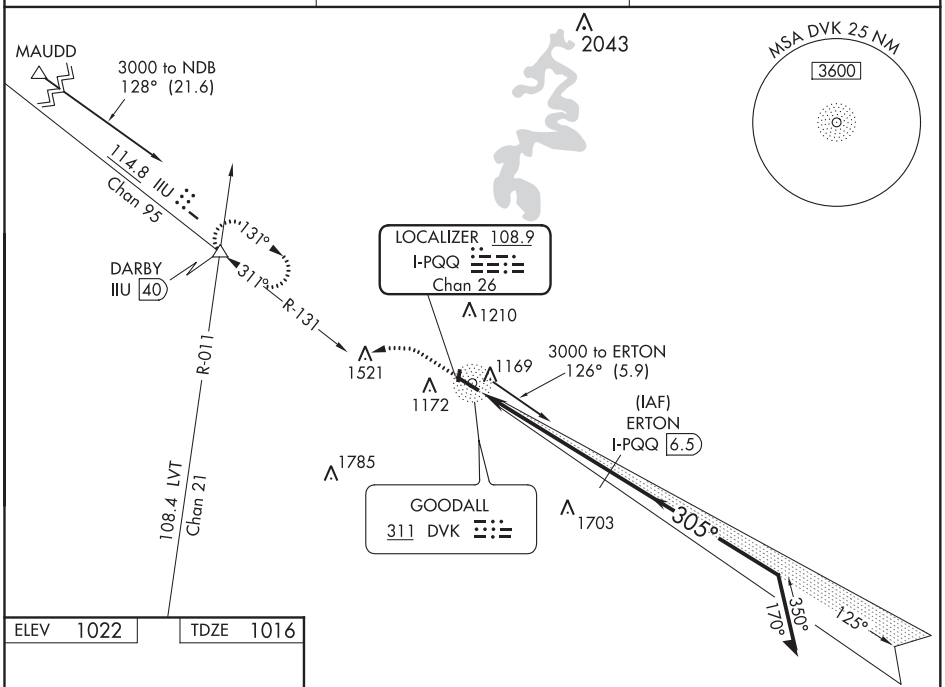
# LOC RWY 30
## STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-30 Cat C-D visibility and Circling Cat C-D visibility ¼ mile. Rwy 30 helicopter visibility reduction below ¾ SM NA. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. DME required. Circling Rwy 1, 19 NA at night.

NA

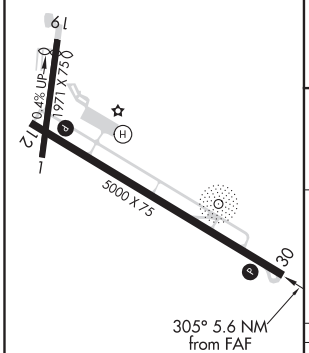
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU R-131 to DARBY INT and hold.

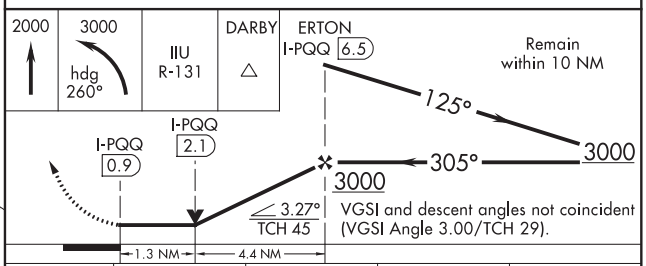
| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 128.325 | 120.15 259.3 | 122.8 (CTAF) L |




DME REQUIRED

| ELEV 1022 | TDZE 1016 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 1440-1 | 424 (500-1) | 1440-1¼ | 424 (500-1¼) |
| CIRCLING | 1480-1<br>458 (500-1) | 1560-1<br>538 (600-1) | 1560-1½<br>538 (600-1½) | 1720-2¼<br>698 (700-2¼) |

REIL Rwy 30 L
MIRL Rwy 12-30 L

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| NDB DVK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 311 | 211° | TDZE | N/A |
| | | Apt Elev | 1022 |

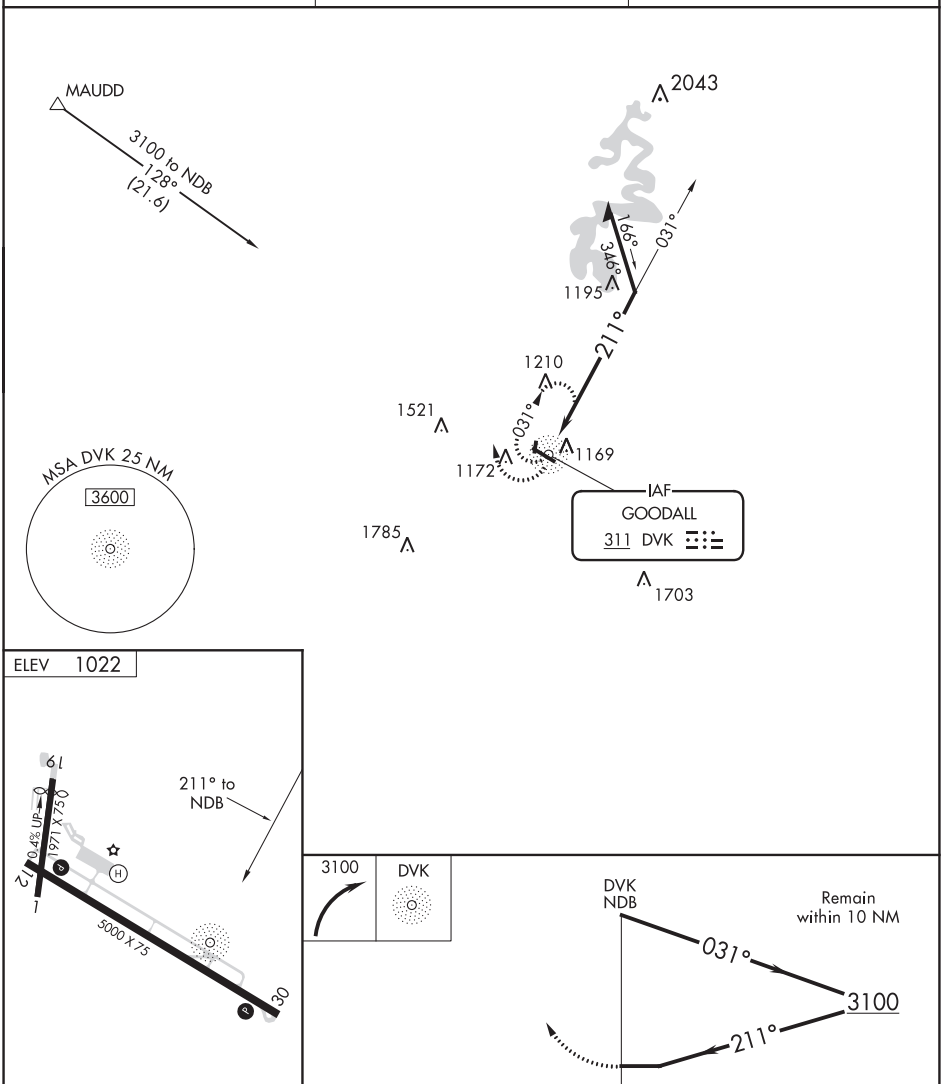
# NDB-A
## STUART POWELL FIELD (DVK)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

NA

MISSED APPROACH: Climbing right turn to 3100 in DVK NDB holding pattern.

| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 128.325 | 120.15 259.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1600-1 | 578 (600-1) | 1600-1½ 578 (600-1½) | 1720-2¼ 698 (700-2¼) |

REIL Rwy 30 L
MIRL Rwy 12-30 L

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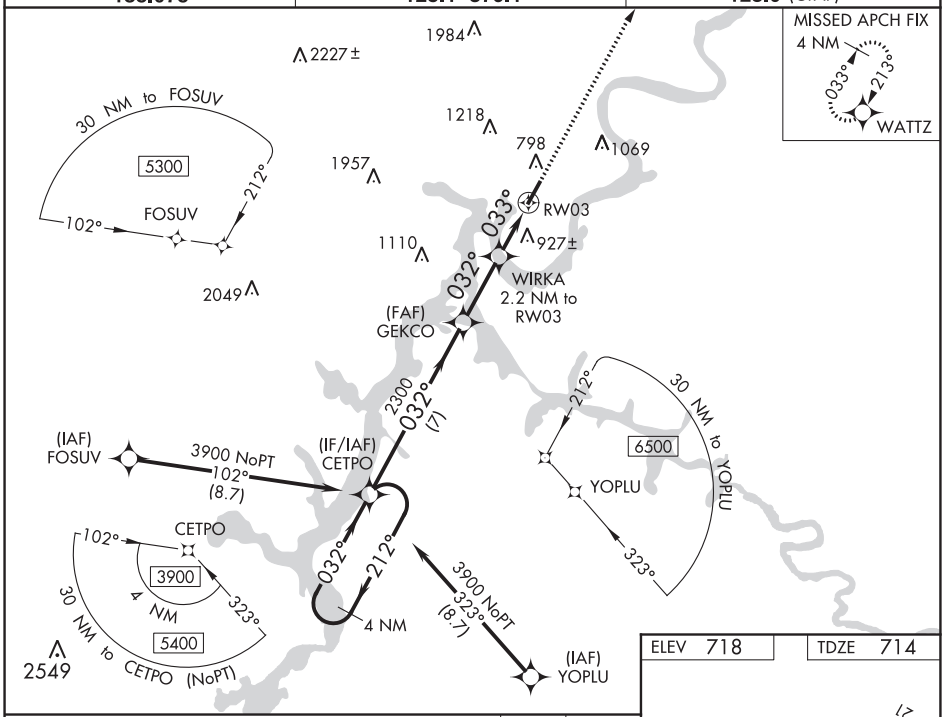
# RNAV (GPS) RWY 3
## MARK ANTON (2AØ)

| WAAS CH 86922 W03A | APP CRS 033° | Rwy ldg 5001 TDZE 714 Apt Elev 718 |
|---|---|---|

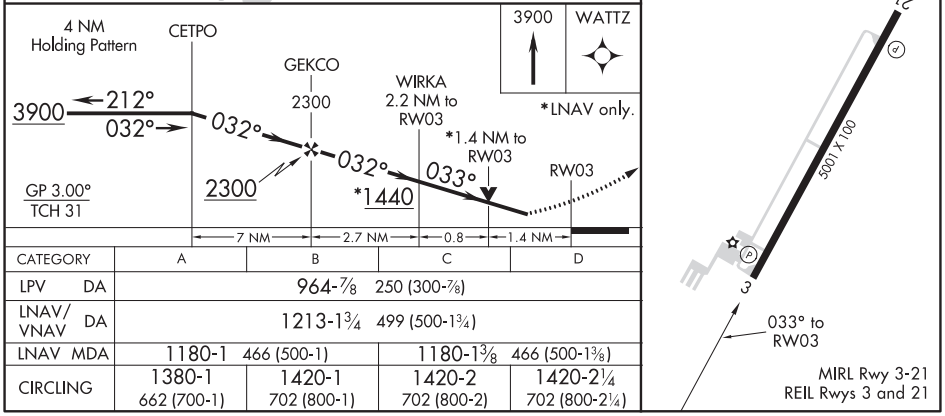
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP NA with Chattanooga altimeter setting. When VGSI inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Rwy 3 helicopter visibility reduction below ¾ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3900 direct WATTZ and hold.

| AWOS-3 | CHATTANOOGA APP CON ★ | UNICOM |
|---|---|---|
| 135.075 | 125.1 379.1 | 123.0 (CTAF) |




ELEV 718 TDZE 714




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 964-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1213-1¾ 499 (500-1¾) | | | |
| LNAV MDA | 1180-1 466 (500-1) | | 1180-1⅜ 466 (500-1⅜) | |
| CIRCLING | 1380-1 662 (700-1) | 1420-1 702 (800-1) | 1420-2 702 (800-2) | 1420-2¼ 702 (800-2¼) |



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DAYTON, TENNESSEE

AL-6420 (FAA)

19059

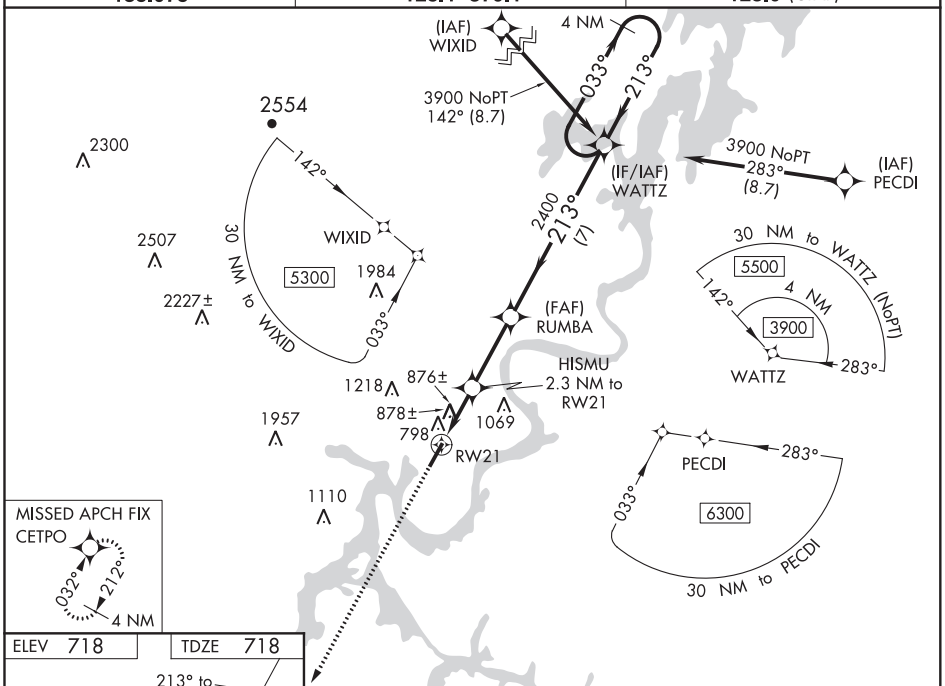
# RNAV (GPS) RWY 21
## MARK ANTON (2AØ)

| WAAS CH 70522 W21A | APP CRS 213° | Rwy ldg 5001 TDZE 718 Apt Elev 718 |
|---|---|---|

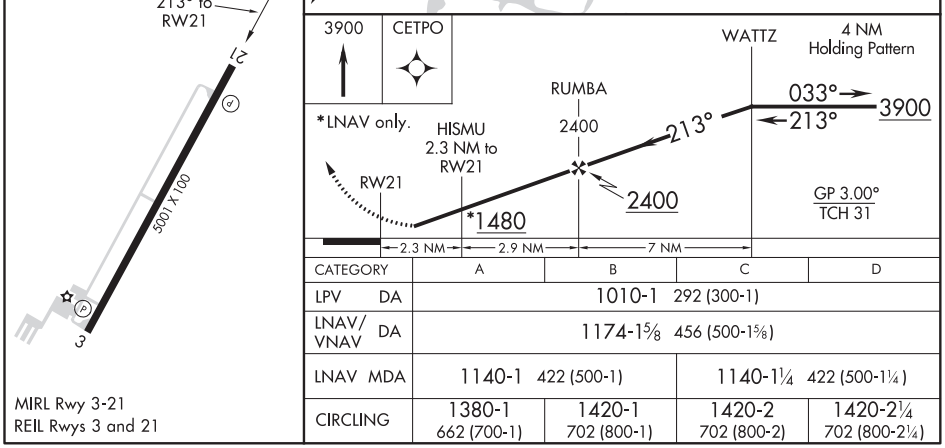
T A NA Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C and D visibility ⅛ mile. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

| AWOS-3 | CHATTANOOGA APP CON ★ | UNICOM |
|---|---|---|
| 135.075 | 125.1 379.1 | 123.0 (CTAF) |




ELEV 718 TDZE 718




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1010-1 292 (300-1) | | | |
| LNAV/VNAV DA | 1174-1⅝ 456 (500-1⅝) | | | |
| LNAV MDA | 1140-1 422 (500-1) | | 1140-1¼ 422 (500-1¼) | |
| CIRCLING | 1380-1 662 (700-1) | 1420-1 702 (800-1) | 1420-2 702 (800-2) | 1420-2¼ 702 (800-2¼) |

MIRL Rwy 3-21
REIL Rwys 3 and 21

DAYTON, TENNESSEE
Amdt 1A 22JUN17

35°29′N-84°56′W

MARK ANTON (2AØ)
RNAV (GPS) RWY 21

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| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 173° | TDZE | 892 |
| | Apt Elev | 892 |

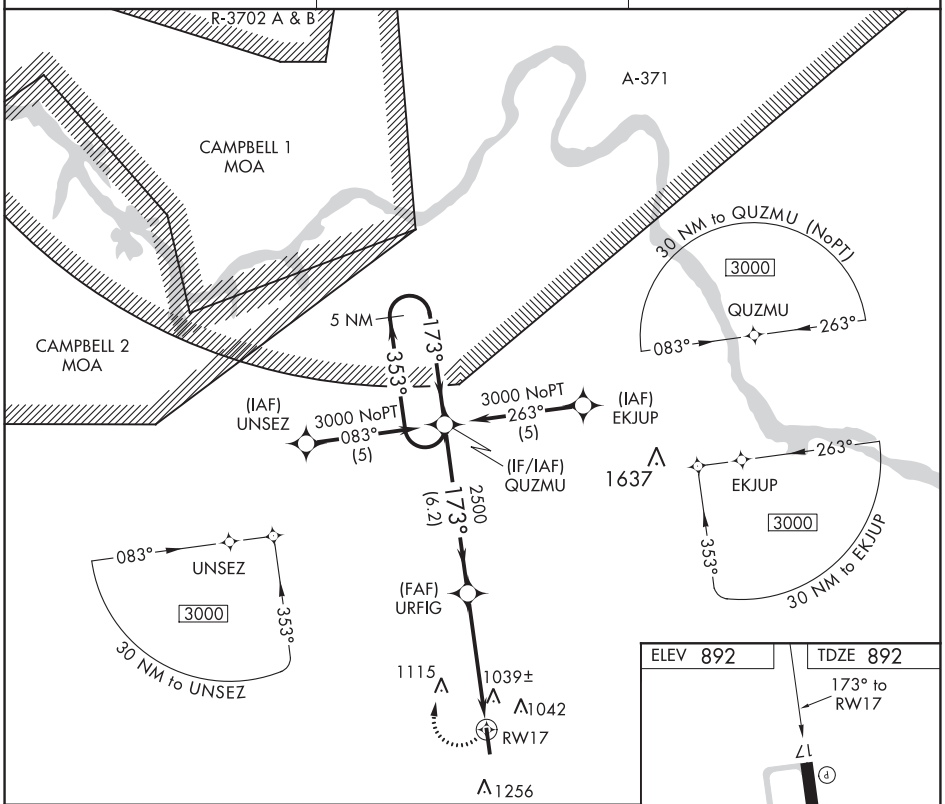
# RNAV (GPS) RWY 17
## DICKSON MUNI (MØ2)

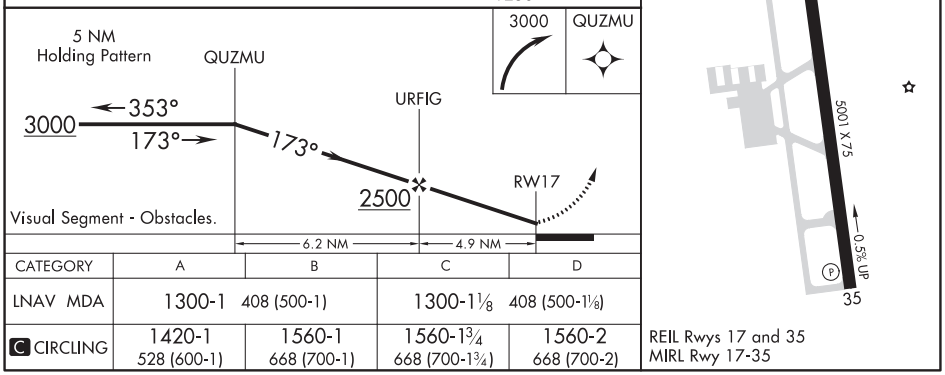
Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility ¼ mile and LNAV Cat D and Circling Cat C/D ½ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 123.875 | 125.85 379.25 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 408 (500-1) | | 1300-1⅛ 408 (500-1⅛) | |
| C CIRCLING | 1420-1 528 (600-1) | 1560-1 668 (700-1) | 1560-1¾ 668 (700-1¾) | 1560-2 668 (700-2) |

REIL Rwys 17 and 35
MIRL Rwy 17-35

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DYERSBURG, TENNESSEE AL-966 (FAA) 20086

# RNAV (GPS) RWY 4
## DYERSBURG RGNL (DYR)

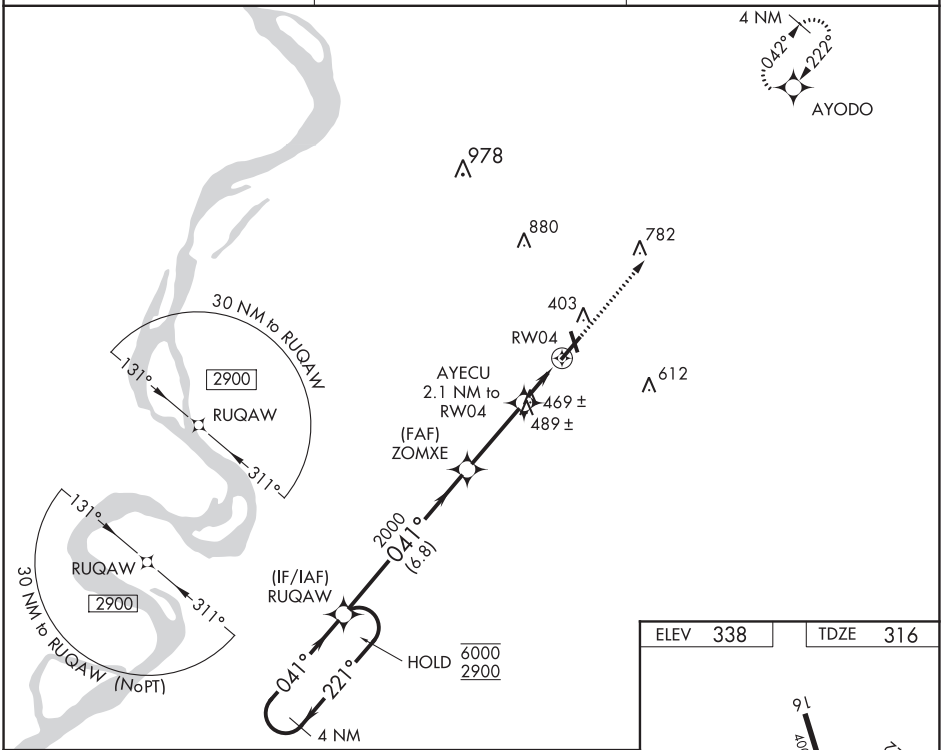
| WAAS CH 82320 W04A | APP CRS 041° | Rwy ldg 5698<br>TDZE 316<br>Apt Elev 338 |
|---|---|---|

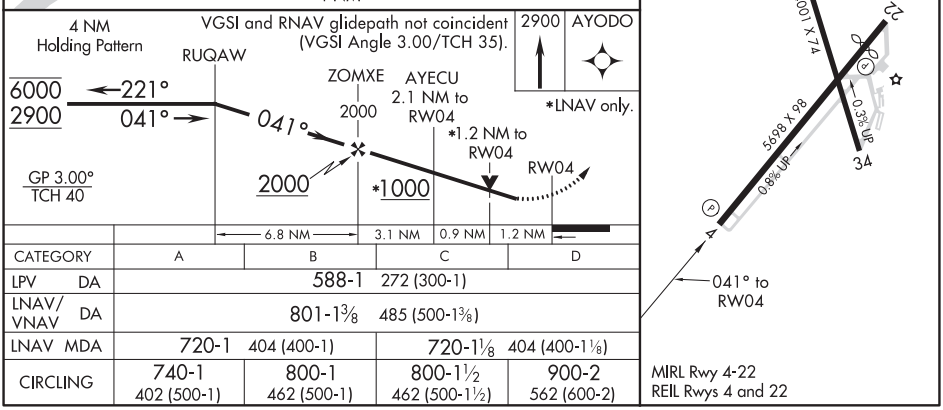
RNP APCH.

Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

| AWOS-3PT | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 134.65 316.15 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 588-1 272 (300-1) | | | |
| LNAV/VNAV DA | 801-1⅜ 485 (500-1⅜) | | | |
| LNAV MDA | 720-1 404 (400-1) | | 720-1⅛ 404 (400-1⅛) | |
| CIRCLING | 740-1 402 (500-1) | 800-1 462 (500-1) | 800-1½ 462 (500-1½) | 900-2 562 (600-2) |



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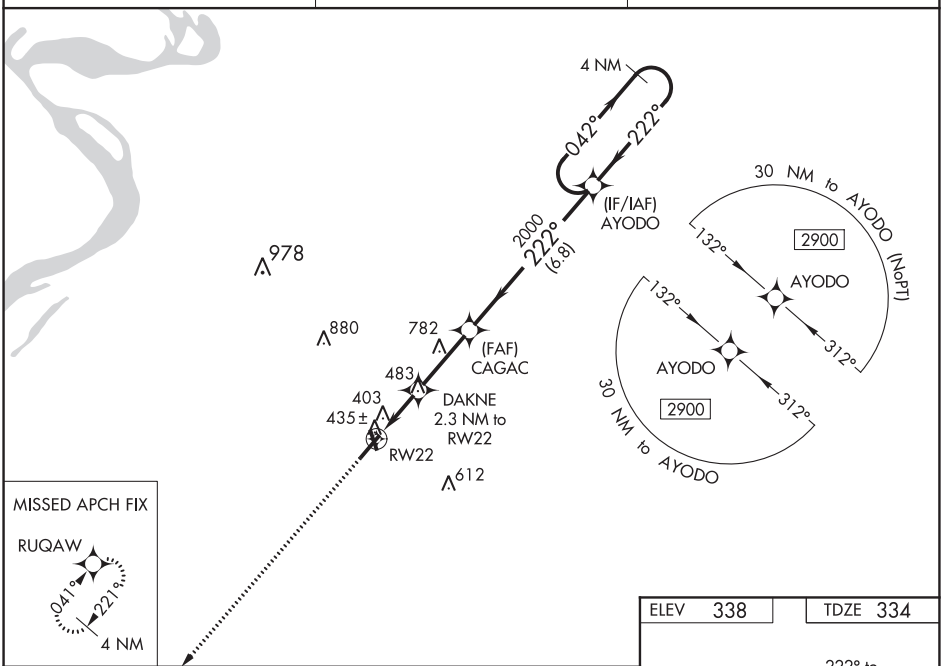
| WAAS CH 86320 W22A | APP CRS 222° | Rwy ldg 5004<br>TDZE 334<br>Apt Elev 338 |
|---|---|---|

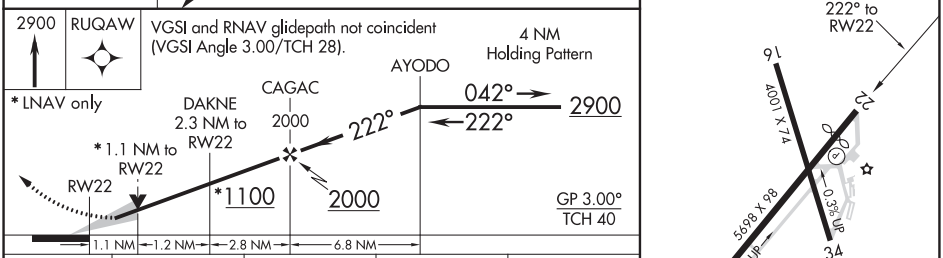
# RNAV (GPS) RWY 22
## DYERSBURG RGNL (DYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Blytheville Muni altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Blytheville Muni altimeter setting: increase LPV DA to 644 feet and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats ⅛ mile and LNAV/VNAV visibility all Cats and LNAV Cats C/D visibility ¼ mile. Night landing: Rwy 16, 34 NA.

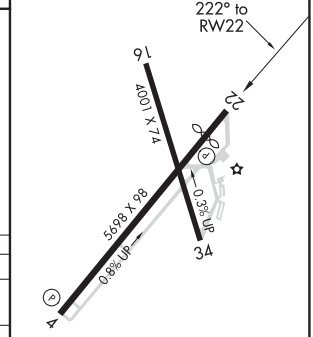
MISSED APPROACH: Climb to 2900 direct RUQAW and hold.

| AWOS-3PT | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 134.65 316.15 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 584-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 616-⅞ 282 (300-⅞) | | | |
| LNAV MDA | 700-1 366 (400-1) | | | |
| CIRCLING | 740-1<br>402 (500-1) | 800-1<br>462 (500-1) | 800-1½<br>462 (500-1½) | 900-2<br>562 (600-2) |




MIRL Rwy 4-22
REIL Rwys 4 and 22



SE-1, 25 FEB 2021 to 22 APR 2021
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DYERSBURG, TENNESSEE

AL-966 (FAA)

20254

# VOR-A

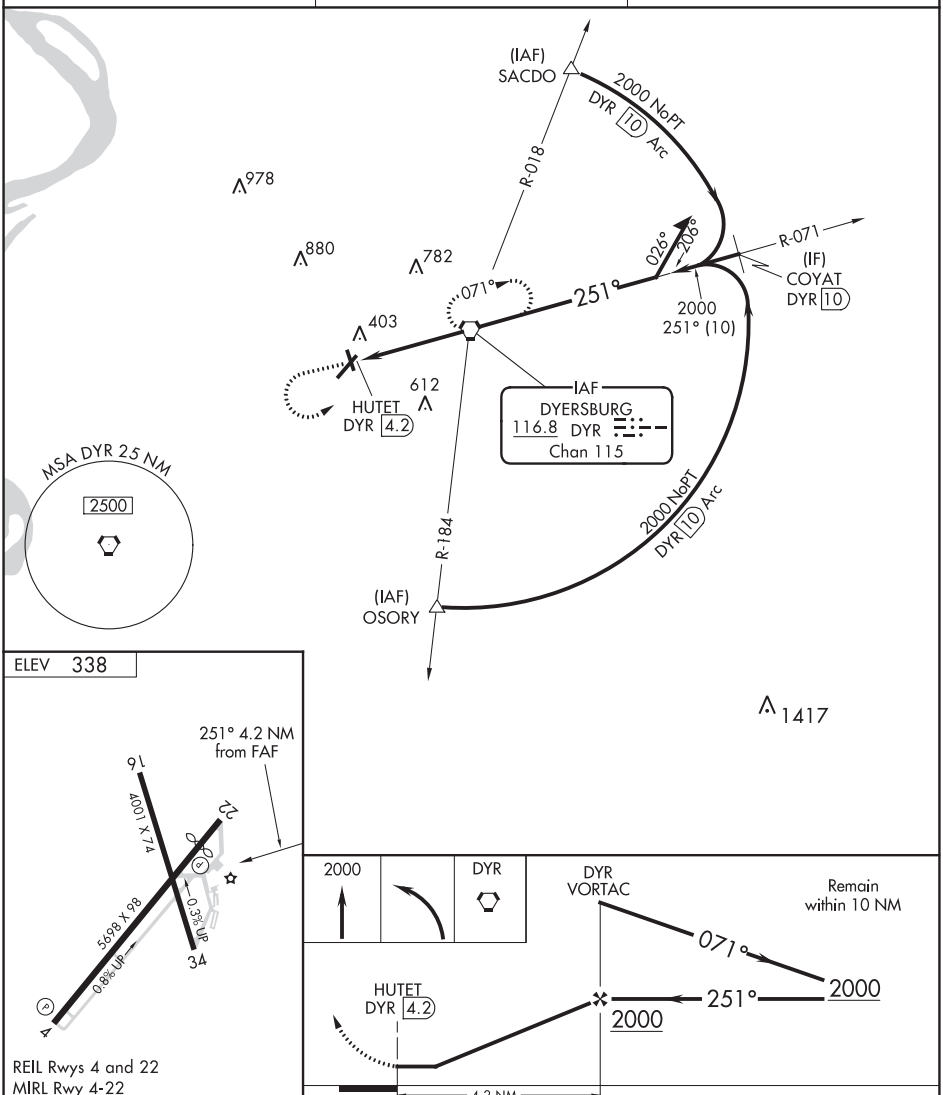
## DYERSBURG RGNL (DYR)

| VORTAC DYR | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.8 | 251° | TDZE | N/A |
| Chan 115 | | Apt Elev | 338 |

When local altimeter setting not received, use Blytheville Muni altimeter setting and increase all MDA 60 feet. Night landing: Rwy 16, 34 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 then left turn direct DYR VORTAC and hold.

| AWOS-3PT | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.625 | 134.65 316.15 | 123.05 (CTAF) |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1<br>402 (500-1) | 800-1<br>462 (500-1) | 800-1½<br>462 (500-1½) | 900-2<br>562 (600-2) |

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| APP CRS | Rwy ldg | 4904 |
|---|---|---|
| 064° | TDZE | 1555 |
| | Apt Elev | 1593 |

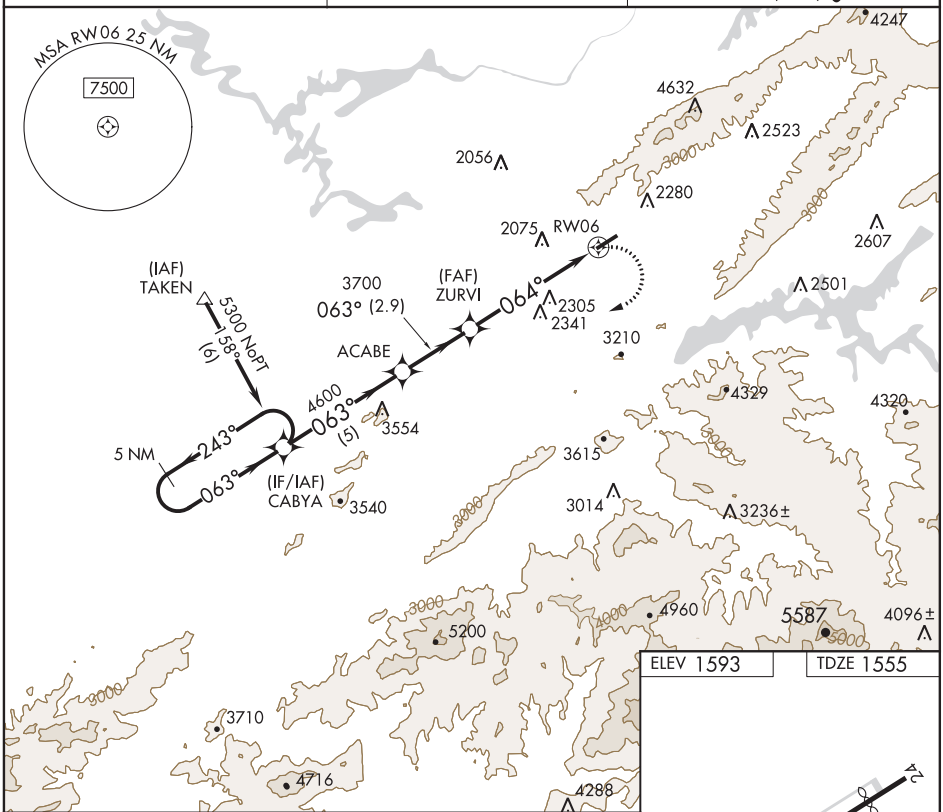
# RNAV (GPS) RWY 6
## ELIZABETHTON MUNI (ØA9)

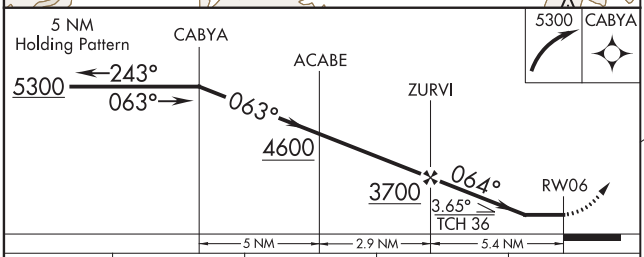
Circling NA northwest of Rwy 6-24. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Tri-Cities altimeter setting and increase all MDA 60 feet.

-12°C

MISSED APPROACH: Climbing right turn to 5300 direct CABYA and hold.

| AWOS-3PT | TRI CITY APP CON ★ | UNICOM |
|---|---|---|
| 135.675 | 134.425 349.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3240-1¼<br>1685 (1700-1¼) | 3240-1½<br>1685 (1700-1½) | 3240-3<br>1685 (1700-3) | NA |
| CIRCLING | 3240-1¼<br>1647 (1700-1¼) | 3240-1½<br>1647 (1700-1½) | 3240-3<br>1647 (1700-3) | NA |

REIL Rwy 6 L
LIRL Rwy 6-24 L

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SE-1, 25 FEB 2021 to 22 APR 2021

ELIZABETHTOWN, KENTUCKY AL-6712 (FAA) 20254

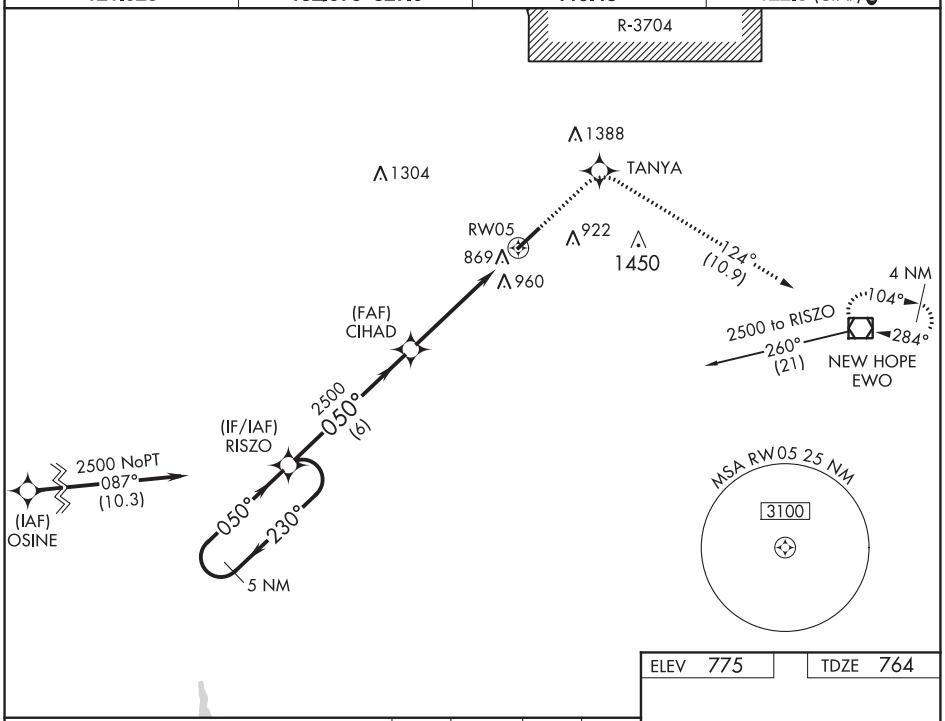
| WAAS CH 77700 W05A | APP CRS 050° | Rwy ldg 6001<br>TDZE 764<br>Apt Elev 775 |
|---|---|---|

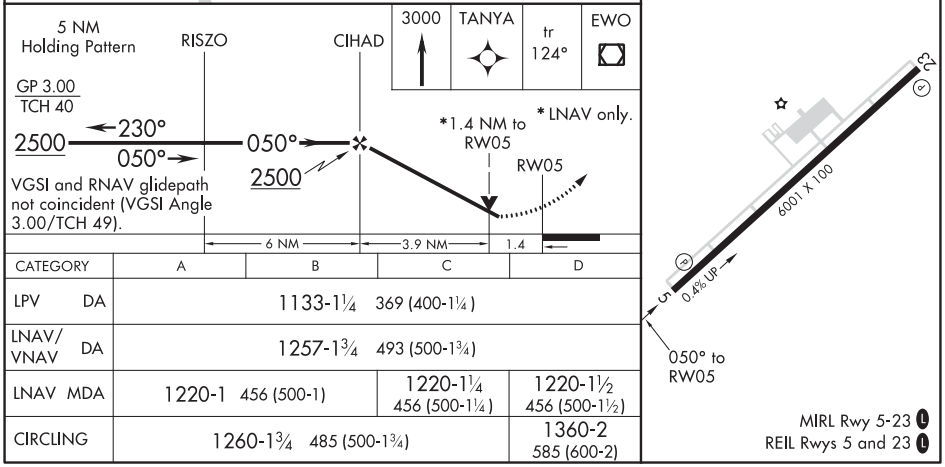
# RNAV (GPS) RWY 5
## ADDINGTON FIELD (EKX)

T A NA DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct TANYA and via 124° track to EWO VOR/DME and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.025 | 132.075 327.0 | 119.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1133-1¼ 369 (400-1¼) | | | |
| LNAV/VNAV DA | 1257-1¾ 493 (500-1¾) | | | |
| LNAV MDA | 1220-1 456 (500-1) | | 1220-1¼ 456 (500-1¼) | 1220-1½ 456 (500-1½) |
| CIRCLING | 1260-1¾ 485 (500-1¾) | | | 1360-2 585 (600-2) |

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

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| APP CRS | Rwy ldg | 6001 |
|---|---|---|
| 240° | TDZE | 775 |
| | Apt Elev | 775 |

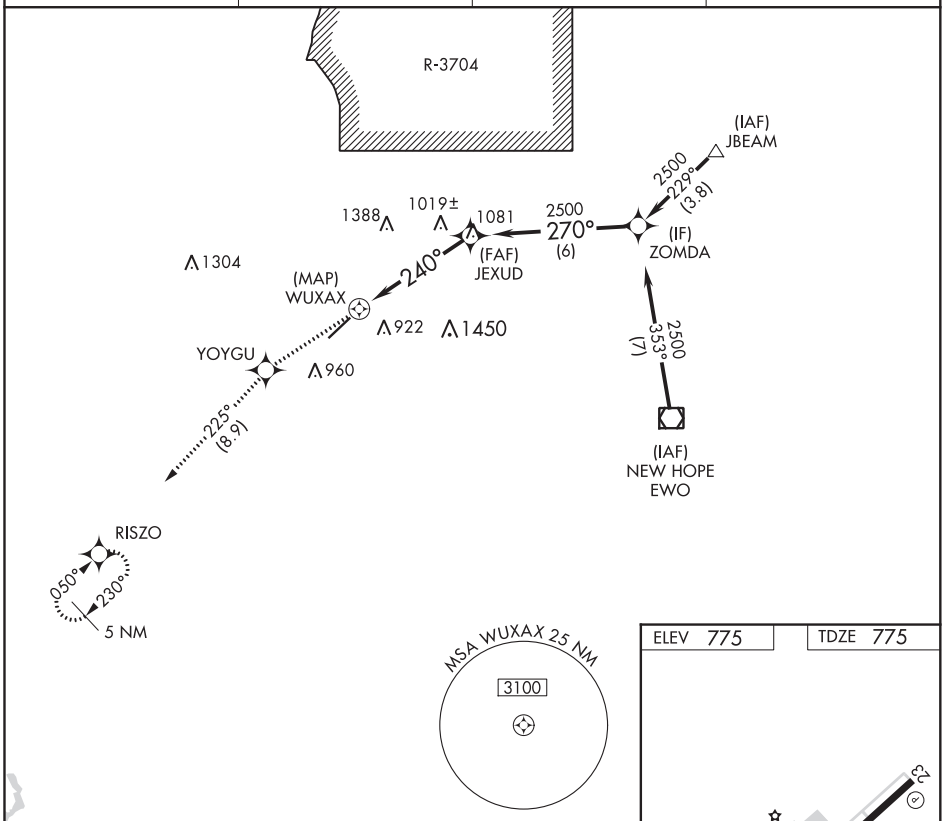
# RNAV (GPS) RWY 23
## ADDINGTON FIELD (EKX)

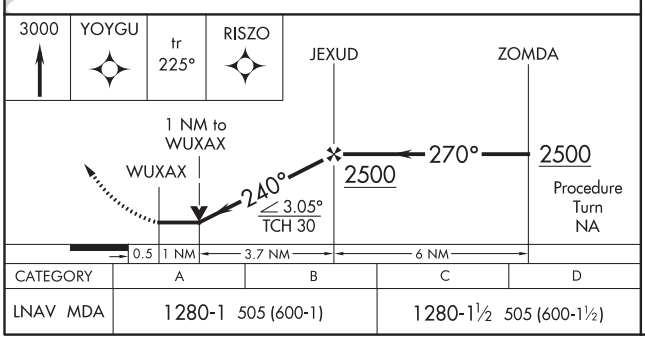
RNP APCH.

T A NA — If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet. VDP NA when using Louisville Muhammad Ali Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct YOYGU and via 225° track to RISZO and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.025 | 132.075 327.0 | 119.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 505 (600-1) | | 1280-1½ 505 (600-1½) | |

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




SE-1, 25 FEB 2021 to 22 APR 2021

ELIZABETHTOWN, KENTUCKY AL-6712 (FAA) 20254

| LOC/DME I-ADR | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| 109.75 | 050° | TDZE | 764 |
| Chan 34 (Y) | | Apt Elev | 775 |

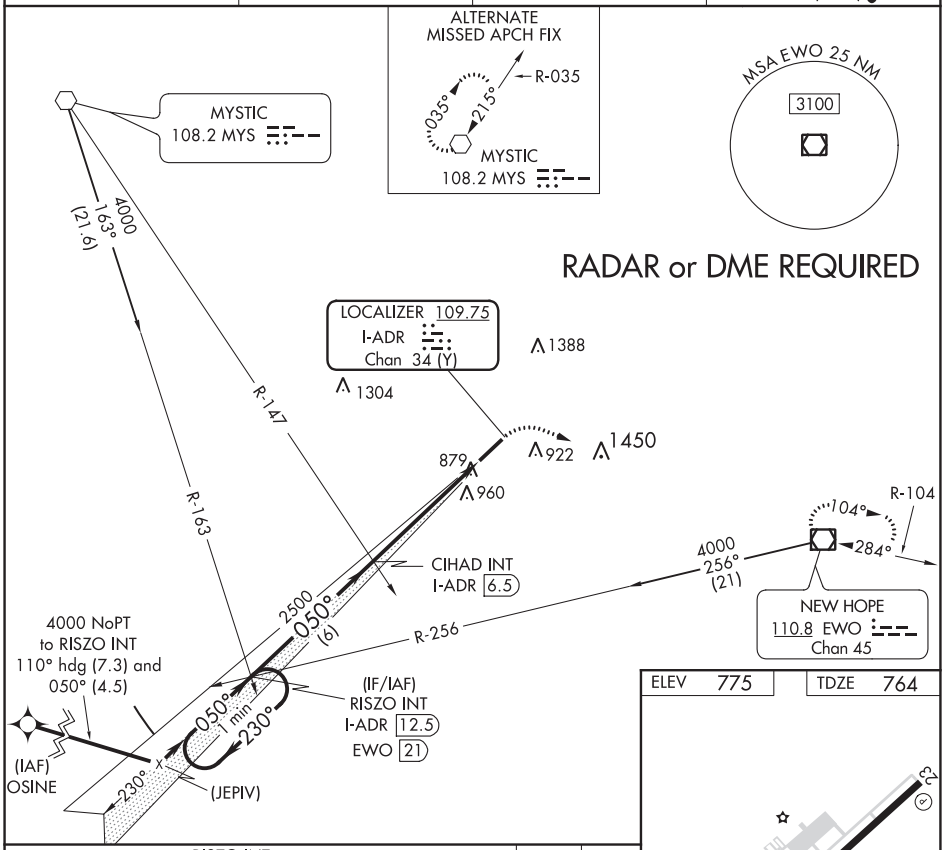
# LOC RWY 5
## ADDINGTON FIELD (EKX)

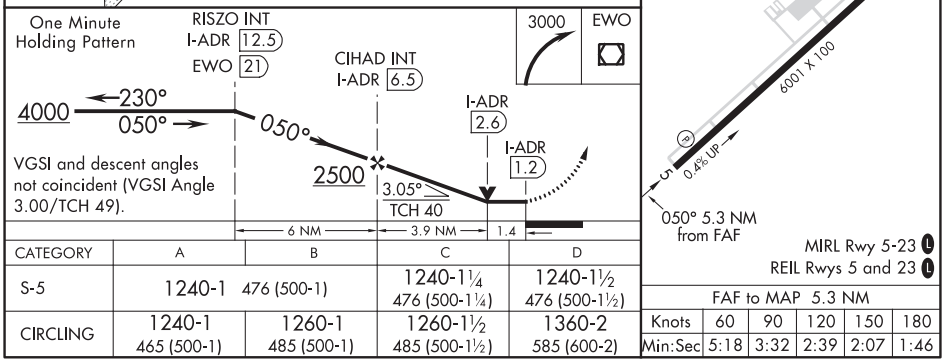
If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet. Visibility reduction by Helicopters NA.

NA

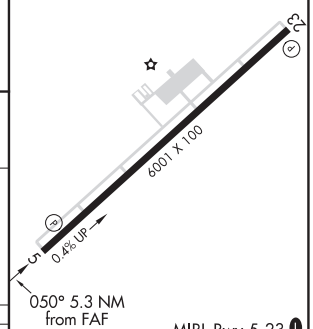
MISSED APPROACH: Climbing right turn to 3000 direct EWO VOR/DME and hold.

| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.025 | 132.075 327.0 | 119.45 | 122.8 (CTAF) L |




| ELEV 775 | TDZE 764 |
|---|---|




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1240-1 476 (500-1) | | 1240-1¼ 476 (500-1¼) | 1240-1½ 476 (500-1½) |
| CIRCLING | 1240-1 465 (500-1) | 1260-1 485 (500-1) | 1260-1½ 485 (500-1½) | 1360-2 585 (600-2) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

ELIZABETHTOWN, KENTUCKY
Orig 05JUL07

37°41′N-85°56′W

ADDINGTON FIELD (EKX)
LOC RWY 5

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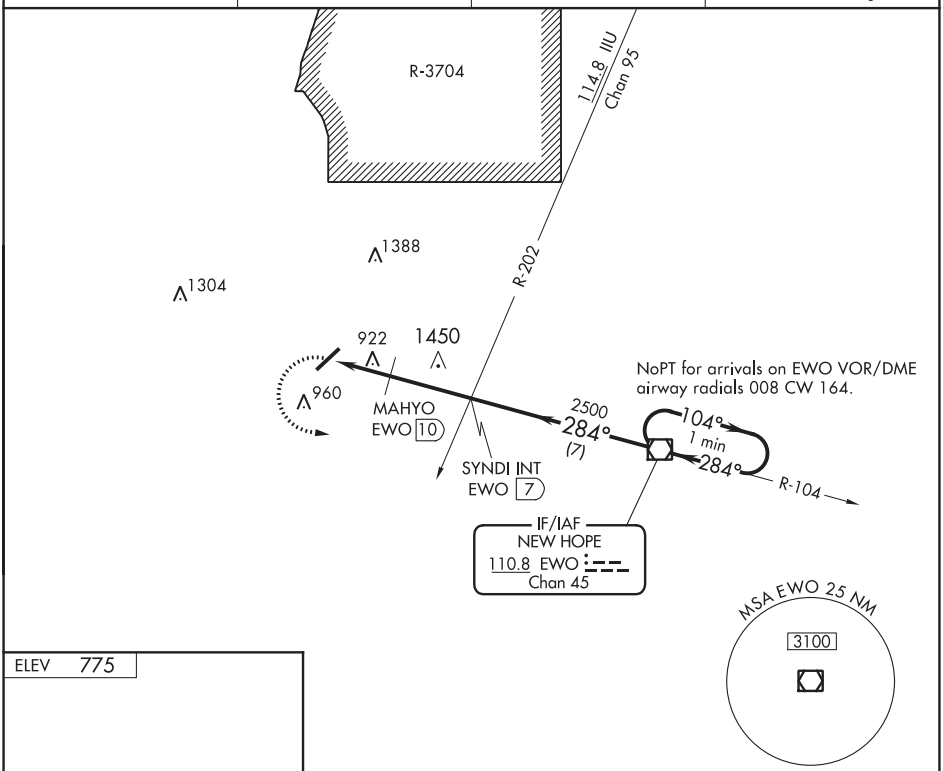
| VOR/DME EWO 110.8 Chan 45 | APP CRS 284° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 775 |
|---|---|---|

# VOR-A
## ADDINGTON FIELD (EKX)

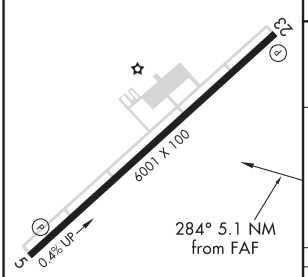
T A NA — If local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all MDAs 120 feet.

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

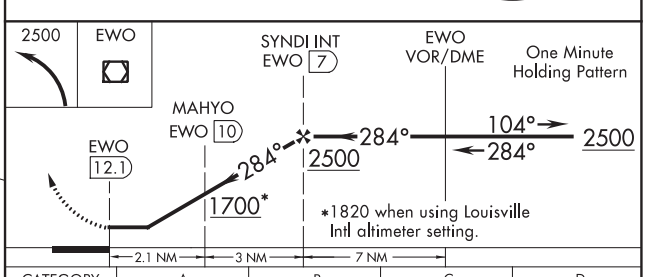
| AWOS-3 | LOUISVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 121.025 | 132.075 327.0 | 119.45 | 122.8 (CTAF) L |




ELEV 775




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




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

| MAHYO FIX MINIMUMS | | | | |
|---|---|---|---|---|
| CATEGORY | A | B | C | D |
| CIRCLING | 1700-1¼ 925 (1000-1¼) | | 1700-2¾ 925 (1000-2¾) | 1700-3 925 (1000-3) |
| CIRCLING | 1240-1 465 (500-1) | 1260-1 485 (500-1) | 1260-1½ 485 (500-1½) | 1360-2 585 (600-2) |



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SE-1, 25 FEB 2021 to 22 APR 2021

FALMOUTH, KENTUCKY AL-6864 (FAA) 20030

# RNAV (GPS) RWY 21
## GENE SNYDER (K62)

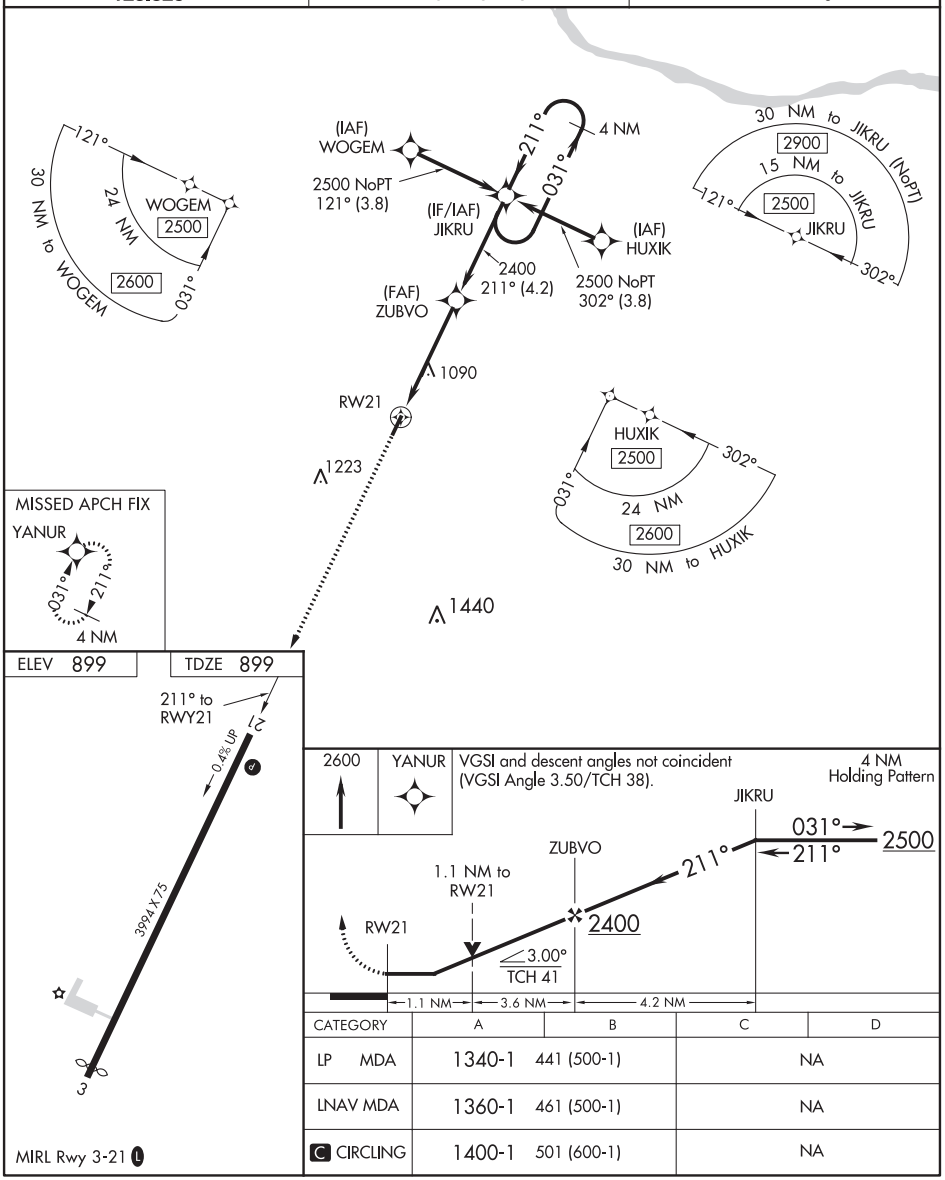
| WAAS CH 40036 W21A | APP CRS 211° | Rwy ldg 3894 TDZE 899 Apt Elev 899 |
|---|---|---|

T NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct YANUR and hold.

| AWOS-3 | CINCINNATI APP CON | UNICOM |
|---|---|---|
| 123.825 | 121.0 254.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1340-1 441 (500-1) | | NA | |
| LNAV MDA | 1360-1 461 (500-1) | | NA | |
| C CIRCLING | 1400-1 501 (600-1) | | NA | |

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SE-1, 25 FEB 2021 to 22 APR 2021

| VOR/DME FLM 117.0 Chan 117 | APP CRS 315° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 899 |
|---|---|---|

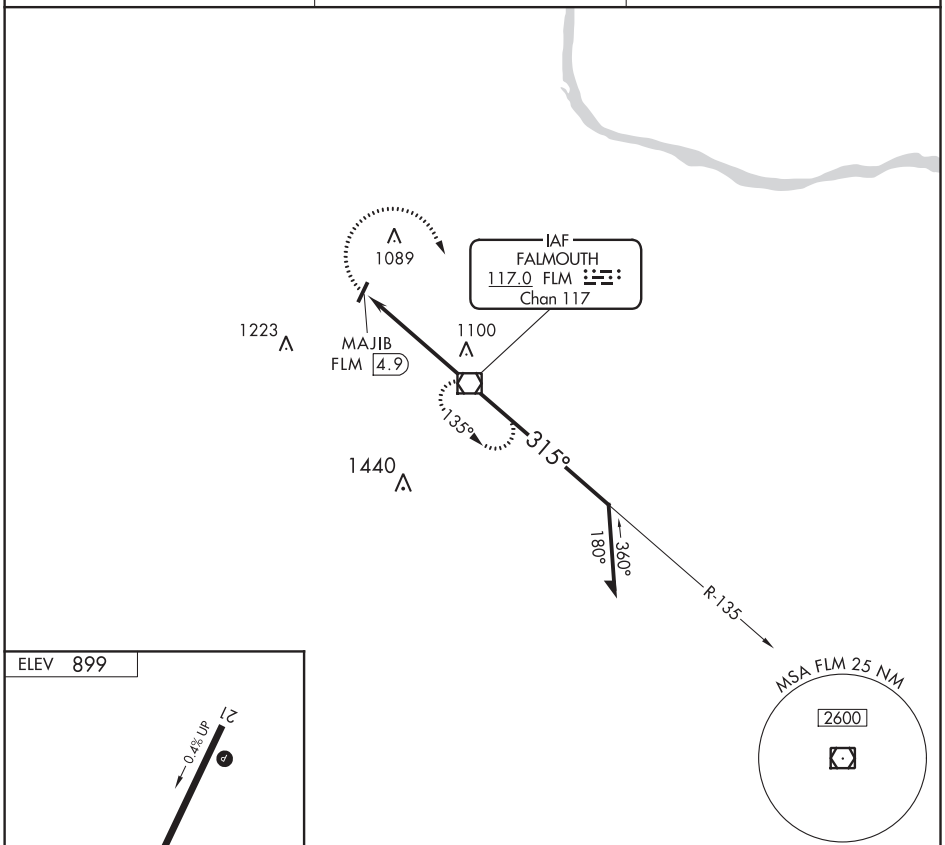
# VOR-A
## GENE SNYDER (K62)

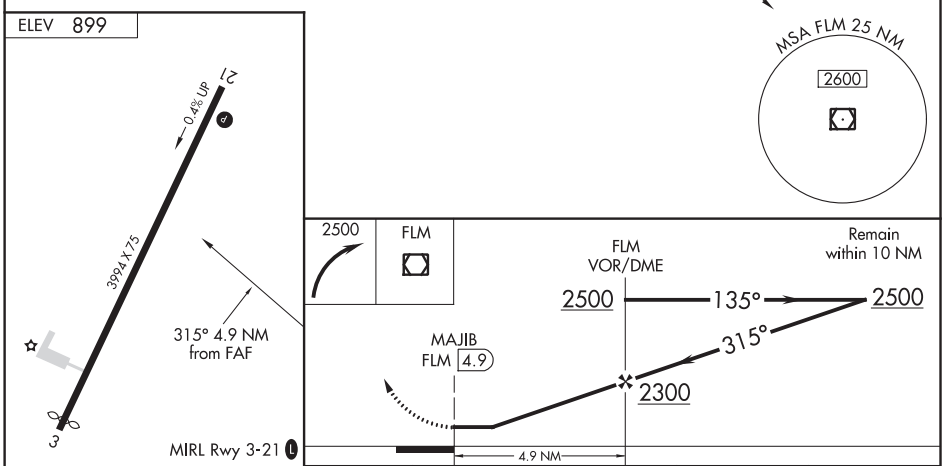
T A NA — Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

| AWOS-3 | CINCINNATI APP CON | UNICOM |
|---|---|---|
| 123.825 | 121.0 254.25 | 122.7 (CTAF) L |






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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1400-1 | 501 (600-1) | NA | |

FAYETTEVILLE, TENNESSEE | AL-5856 (FAA) | 20198

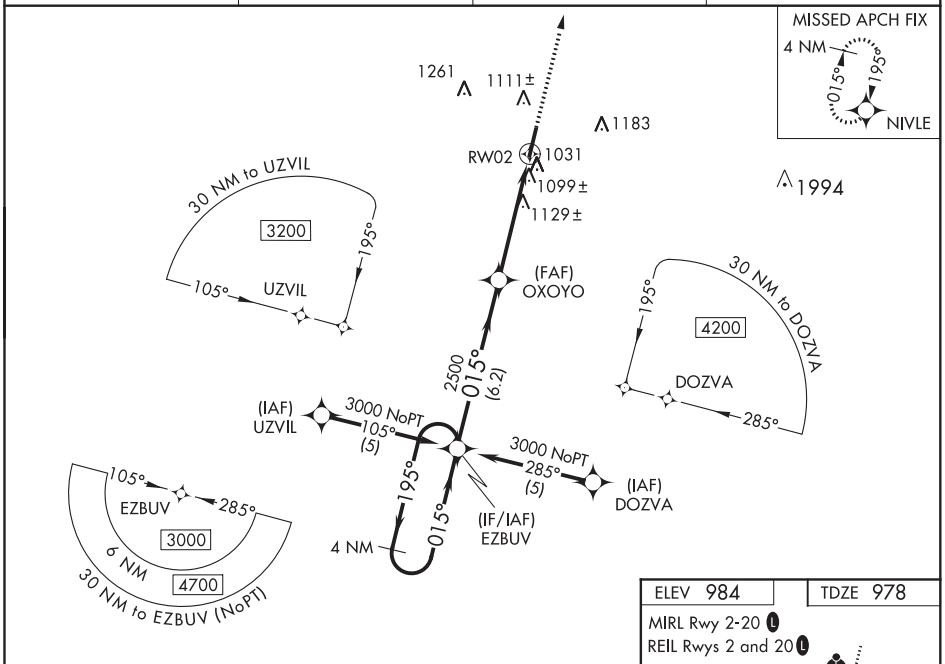
| WAAS CH 61017 W02A | APP CRS 015° | Rwy ldg 5500<br>TDZE 978<br>Apt Elev 984 |
|---|---|---|

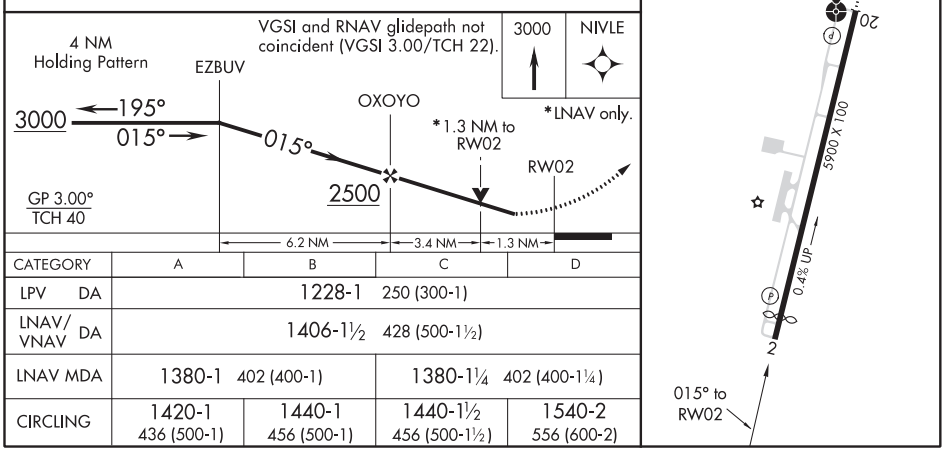
# RNAV (GPS) RWY 2
## FAYETTEVILLE MUNI (FYM)

T A NA Baro-VNAV NA when using Huntsville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet; increase LPV all Cats, LNAV Cat C and Circling Cat D visibility ¼ mile and LNAV/VNAV all Cats and LNAV Cat D visibility ½ mile. VDP NA when using Huntsville altimeter setting.

MISSED APPROACH: Climb to 3000 direct NIVLE and hold.

| AWOS-3 | HUNTSVILLE APP CON * | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 135.275 | 125.6 354.1 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1228-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1406-1½ 428 (500-1½) | | | |
| LNAV MDA | 1380-1 402 (400-1) | | 1380-1¼ 402 (400-1¼) | |
| CIRCLING | 1420-1 436 (500-1) | 1440-1 456 (500-1) | 1440-1½ 456 (500-1½) | 1540-2 556 (600-2) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 65717 W20A | APP CRS 195° | Rwy ldg 5900 TDZE 984 Apt Elev 984 |
|---|---|---|

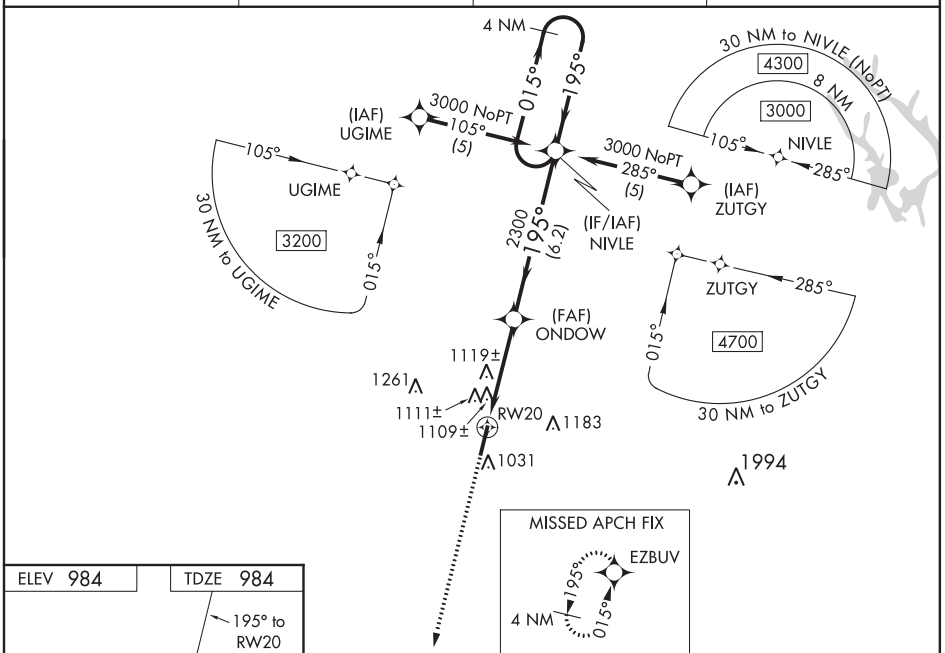
# RNAV (GPS) RWY 20
## FAYETTEVILLE MUNI (FYM)

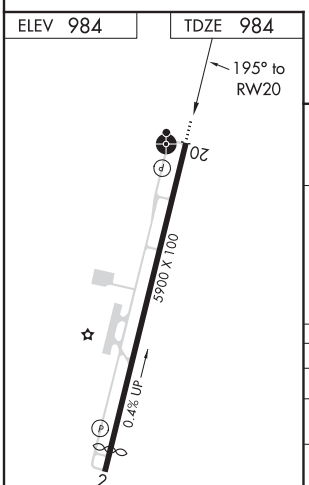
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Huntsville altimeter setting and increase all DA 113 feet and all MDA 120 feet, increase LPV all Cats and LNAV Cat C and D visibility ½ mile, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Huntsville altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville altimeter setting.

ODALS

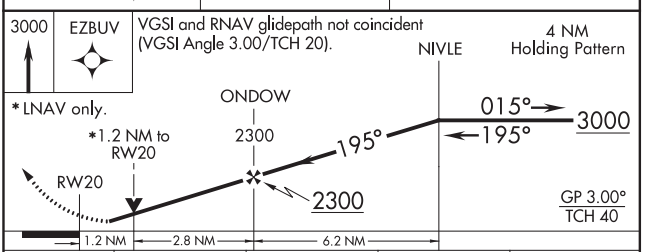
MISSED APPROACH: Climb to 3000 direct EZBUV and hold.

| AWOS-3 | HUNTSVILLE APP CON * | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 135.275 | 125.6 354.1 | 121.725 | 122.8 (CTAF) L |




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1260-1 276 (300-1) | | | |
| LNAV/VNAV DA | 1448-1¾ 464 (500-1¾) | | | |
| LNAV MDA | 1380-¾ 396 (400-¾) | | | 1380-1¼ 396 (400-1¼) |
| CIRCLING | 1420-1 436 (500-1) | 1440-1 456 (500-1) | 1440-1½ 456 (500-1½) | 1540-2 556 (600-2) |



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

FAYETTEVILLE, TENNESSEE | AL-5856 (FAA) | 20198

# VOR/DME RWY 2
## FAYETTEVILLE MUNI (FYM)

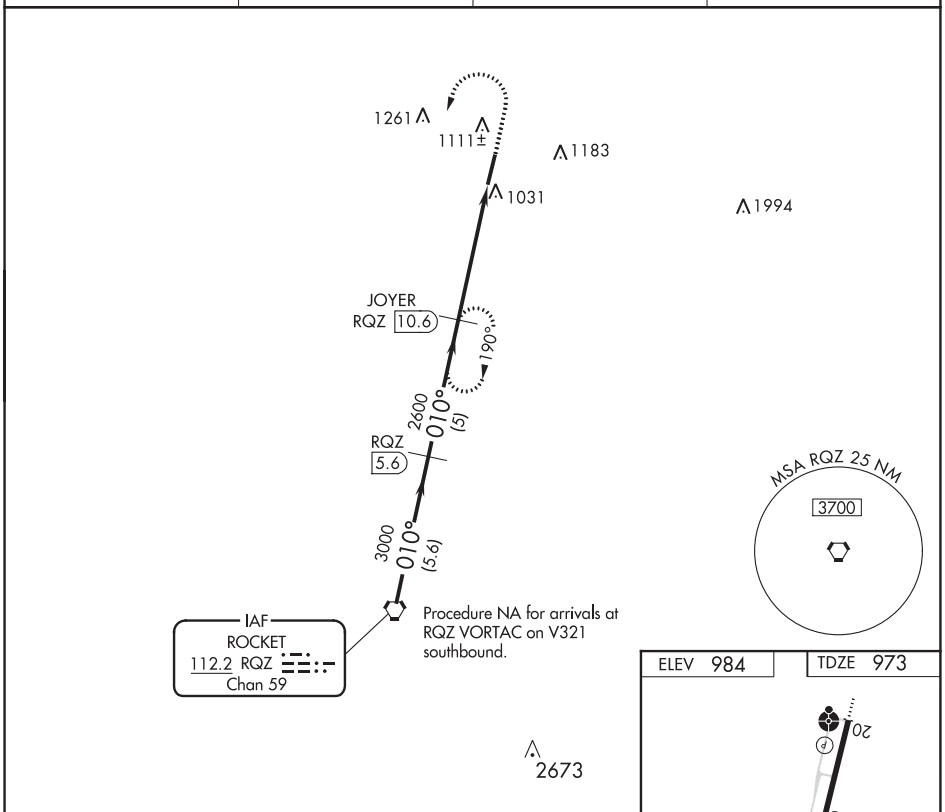
| VORTAC RQZ | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 112.2 | 010° | TDZE | 973 |
| Chan 59 | | Apt Elev | 984 |

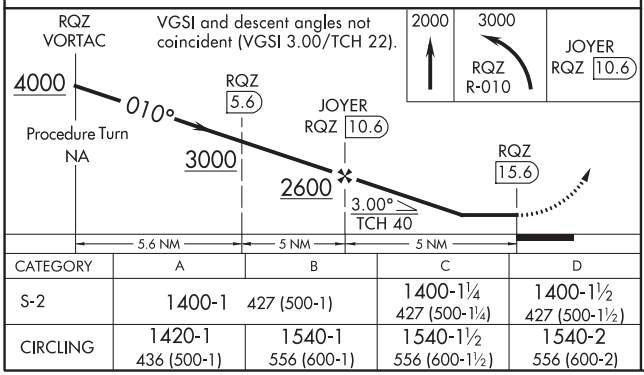
When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¼ mile, Circling Cat C visibility ½ mile, and Circling Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

NA

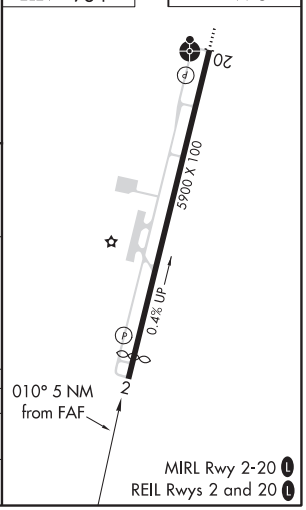
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

| AWOS-3 | HUNTSVILLE APP CON ★ | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 135.275 | 125.6 354.1 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1400-1 427 (500-1) | | 1400-1¼ 427 (500-1¼) | 1400-1½ 427 (500-1½) |
| CIRCLING | 1420-1 436 (500-1) | 1540-1 556 (600-1) | 1540-1½ 556 (600-1½) | 1540-2 556 (600-2) |




SE-1, 25 FEB 2021 to 22 APR 2021

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| WAAS CH 56312 W07A | APP CRS 072° | Rwy ldg 4703<br>TDZE 913<br>Apt Elev 913 |
|---|---|---|

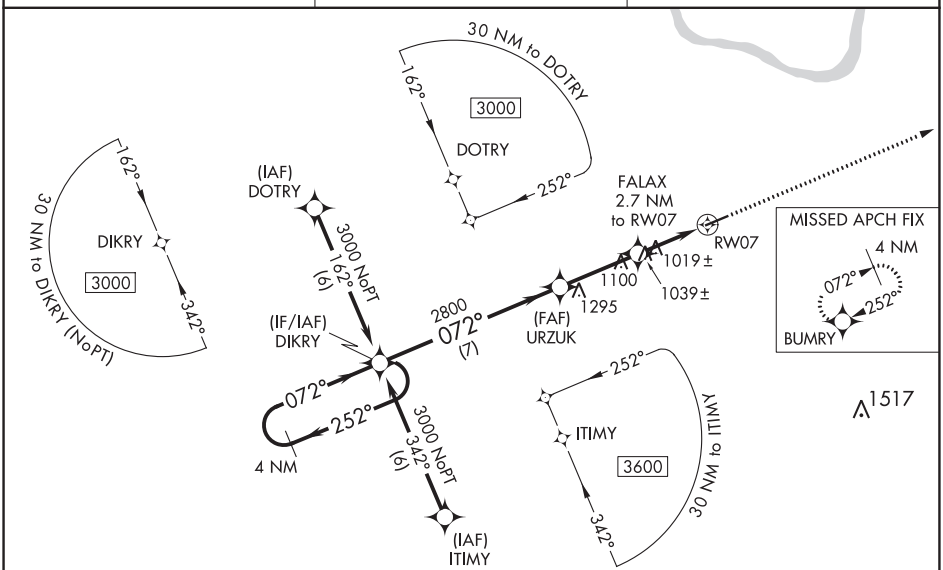
# RNAV (GPS) RWY 7
## FLEMING-MASON (FGX)

RNP APCH.

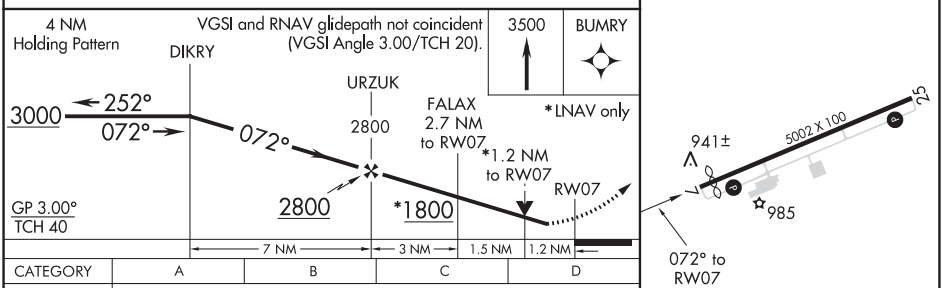
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting: increase LPV DA to 1290 and all visibilities ¼ SM; increase LNAV/VNAV DA to 1383 feet and all visibilities ½ SM; increase all MDA 140 feet and LNAV Cat C visibility ¼ SM and Cat D ½ SM.

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 124.225 360.725 | 123.0 (CTAF) L |




| ELEV 913 | D | TDZE 913 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1163-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1256-1¼ 343 (400-1¼) | | | |
| LNAV MDA | 1320-1 407 (500-1) | | 1320-1¼ 407 (500-1¼) | |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

FLEMINGSBURG, KENTUCKY AL-6296 (FAA) 20366

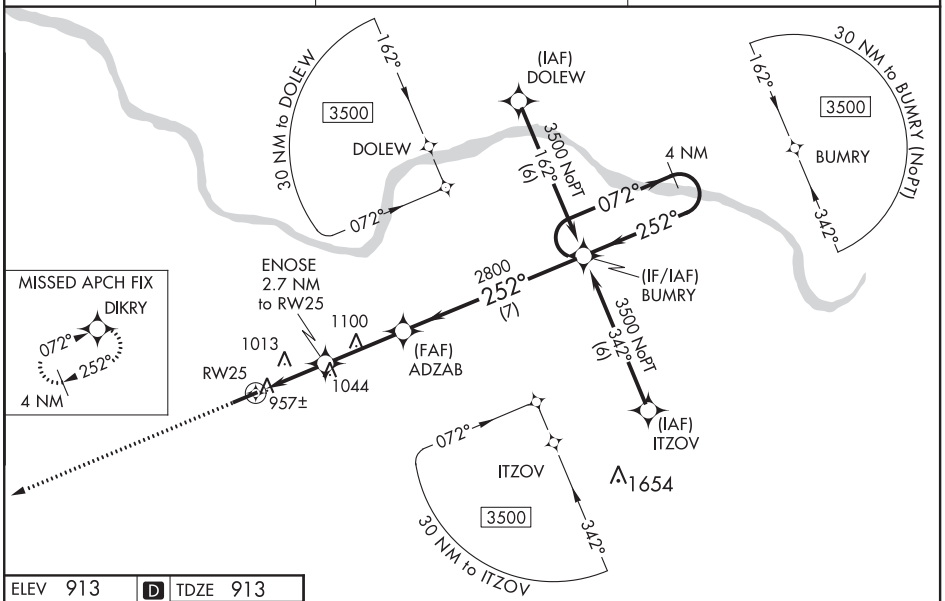
| WAAS CH 69212 W25A | APP CRS 252° | Rwy ldg 4703<br>TDZE 913<br>Apt Elev 913 |
|---|---|---|

# RNAV (GPS) RWY 25
## FLEMING-MASON (FGX)

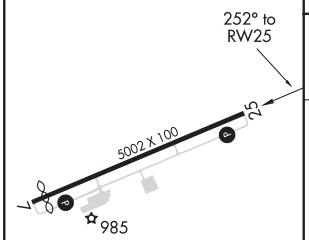
Baro-VNAV NA when using Lexington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290, LNAV/VNAV DA to 1344 feet. Increase LPV visibility ¼ mile, LNAV/VNAV visibility ½ mile. Increase all MDA 140 feet. Increase LNAV Cat C visibility ½ mile, Cat D ¼ mile. Increase Circling Cats C/D visibility ¼ mile.

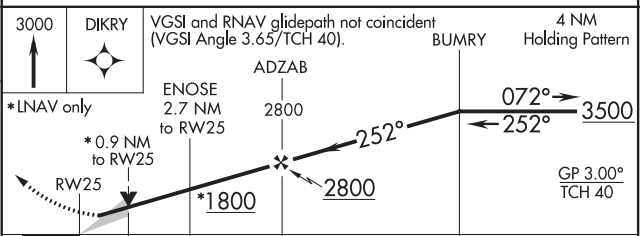
MISSED APPROACH: Climb to 3000 direct DIKRY and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 124.225 360.725 | 123.0 (CTAF) L |




ELEV 913 D TDZE 913




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1163-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1217-1 304 (400-1) | | | |
| LNAV MDA | 1280-1 367 (400-1) | | | 1280-1¼ 367 (400-1¼) |
| CIRCLING | 1360-1 447 (500-1) | 1380-1 467 (500-1) | 1380-1½ 467 (500-1½) | 1480-2 567 (600-2) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SE-1, 25 FEB 2021 to 22 APR 2021

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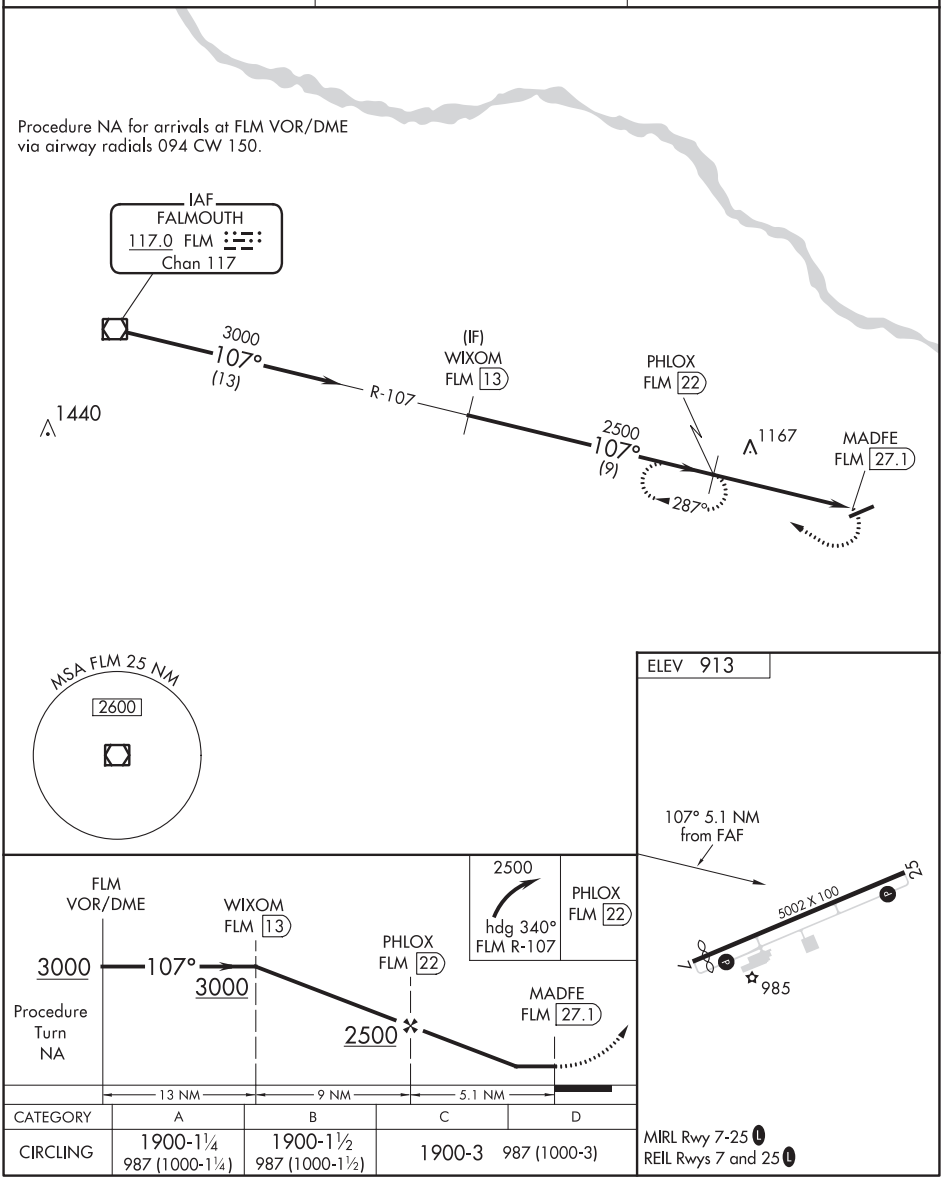
| VOR/DME FLM 117.0 Chan 117 | APP CRS 107° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 913 |
|---|---|---|

# VOR/DME-A
## FLEMING-MASON (FGX)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 124.225 360.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1900-1¼<br>987 (1000-1¼) | 1900-1½<br>987 (1000-1½) | 1900-3 987 (1000-3) | |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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SE-1, 25 FEB 2021 to 22 APR 2021

FRANKFORT, KENTUCKY AL-5024 (FAA) 19171

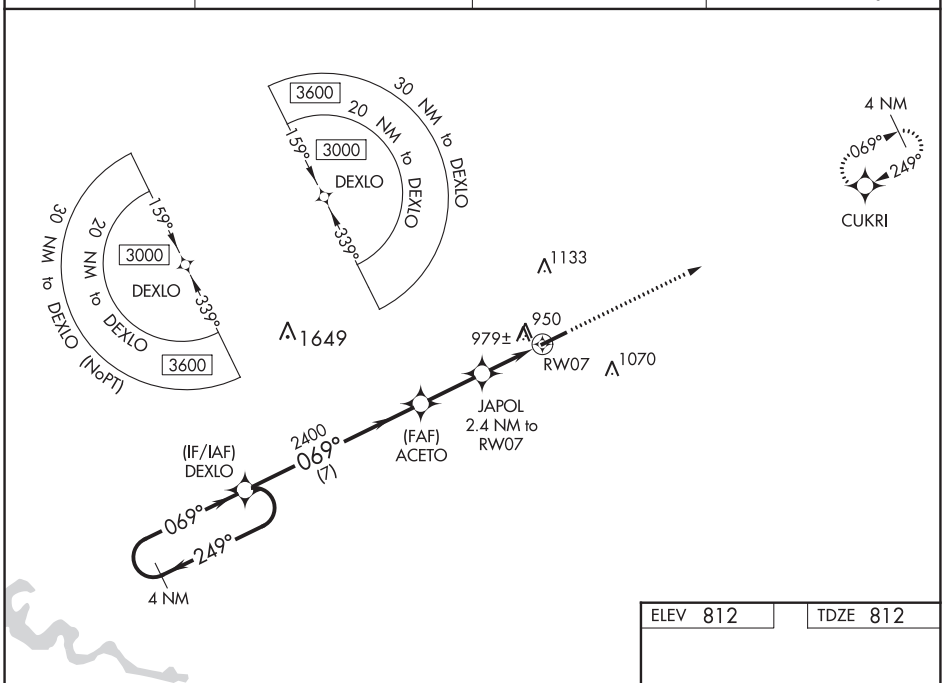
# RNAV (GPS) RWY 7
## CAPITAL CITY (FFT)

| WAAS CH 77831 W07A | APP CRS 069° | Rwy ldg 5506<br>TDZE 812<br>Apt Elev 812 |
|---|---|---|

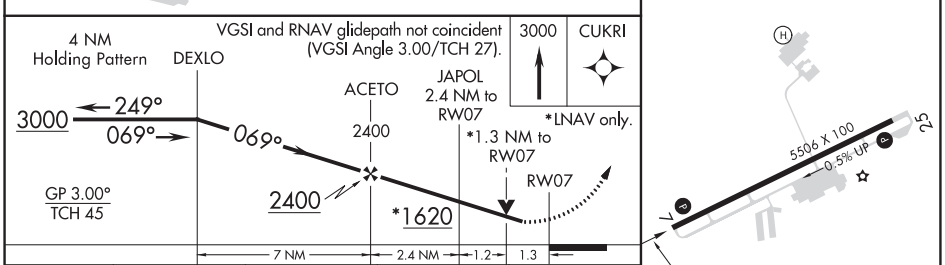
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ¼ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ⅛ mile, and Circling visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CUKRI and hold.

| ASOS | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.75 298.9 | 118.65 | 122.8 (CTAF) L |




| ELEV 812 | TDZE 812 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1087-⅞ 275 (300-⅞) | | | |
| LNAV/VNAV DA | 1231-1⅜ 419 (500-1⅜) | | | |
| LNAV MDA | 1240-1 428 (500-1) | | 1240-1¼ 428 (500-1¼) | |
| C CIRCLING | 1280-1 468 (500-1) | 1380-1 568 (600-1) | 1440-1¾ 628 (700-1¾) | 1440-2 628 (700-2) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



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

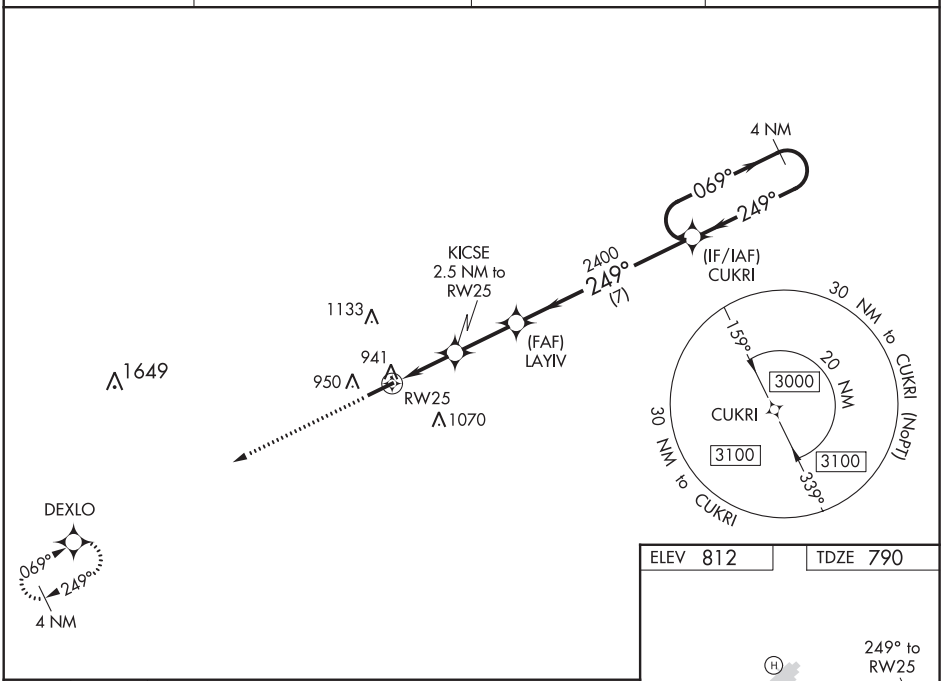
| WAAS CH 56531 W25A | APP CRS 249° | Rwy ldg 5506 TDZE 790 Apt Elev 812 |
|---|---|---|

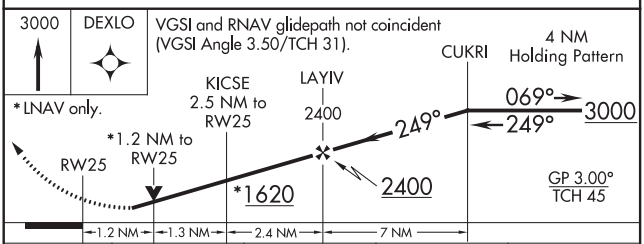
# RNAV (GPS) RWY 25
## CAPITAL CITY (FFT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ⅛ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct DEXLO and hold.

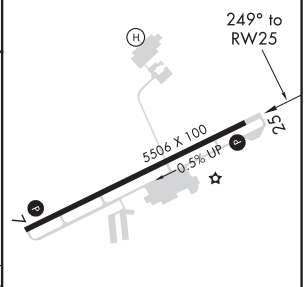
| ASOS | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.75 298.9 | 118.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1098-1 308 (300-1) | | | |
| LNAV/VNAV DA | 1109-1⅛ 319 (300-1⅛) | | | |
| LNAV MDA | 1200-1 410 (400- 1) | | 1200-1⅛ 410 (400-1⅛) | |
| C CIRCLING | 1280-1 468 (500-1) | 1380-1 568 (600-1) | 1440-1¾ 628 (700-1¾) | 1440-2 628 (700-2) |

ELEV 812 TDZE 790




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



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FRANKFORT, KENTUCKY | AL-5024 (FAA) | 20254

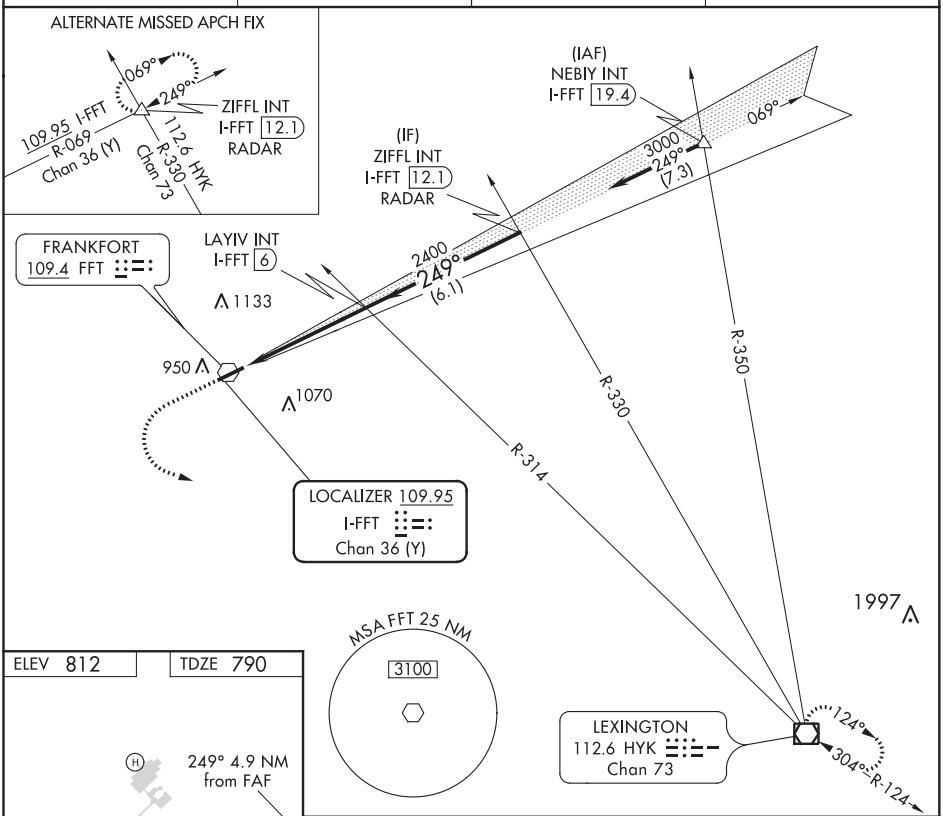
# LOC RWY 25
## CAPITAL CITY (FFT)

| LOC/DME I-FFT | APP CRS | Rwy ldg | 5506 |
|---|---|---|---|
| 109.95 | 249° | TDZE | 790 |
| Chan 36 (Y) | | Apt Elev | 812 |

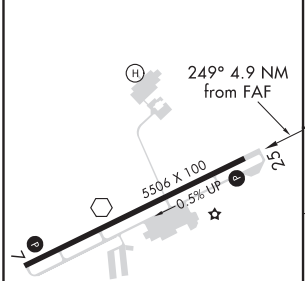
T NA Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to 1½ mile and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

| ASOS | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.75 298.9 | 118.65 | 122.8 (CTAF) L |

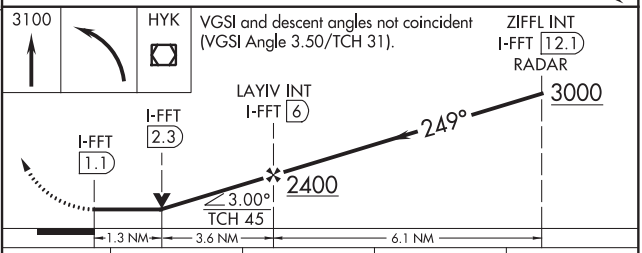



ELEV 812 | TDZE 790




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1280-1 490 (500-1) | | 1280-1⅜ 490 (500-1⅜) | |
| C CIRCLING | 1280-1 468 (500-1) | 1380-1 568 (600-1) | 1440-1¾ 628 (700-1¾) | 1440-2 628 (700-2) |




SE-1, 25 FEB 2021 to 22 APR 2021

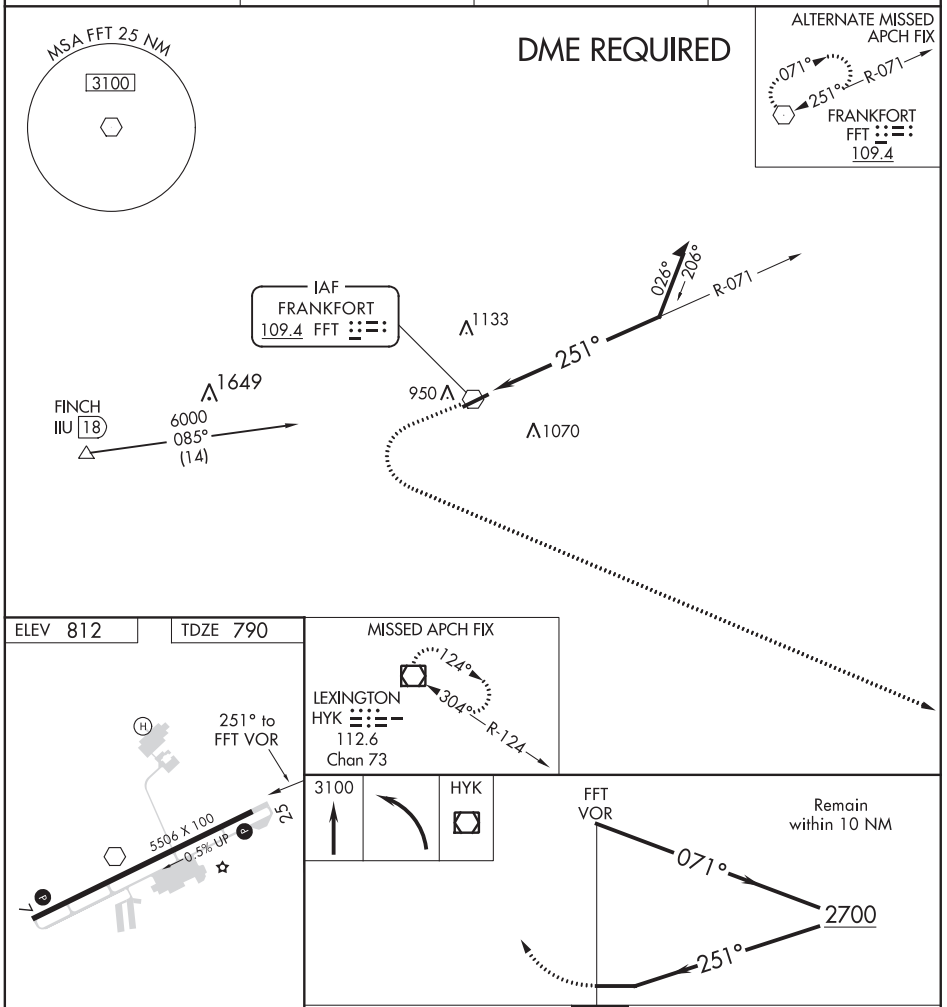
# VOR RWY 25
## CAPITAL CITY (FFT)

| VOR FFT | APP CRS | Rwy ldg | 5506 |
|---|---|---|---|
| 109.4 | 251° | TDZE | 790 |
| | | Apt Elev | 812 |

Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility ⅛ mile, and increase Circling Cat C ⅛ mile, and Cat D ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

| ASOS | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.75 298.9 | 118.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1440-1 | 650 (700-1) | 1440-1⅞ | 650 (700-1⅞) |
| C CIRCLING | 1440-1 | 628 (700-1) | 1440-1⅞ 628 (700-1⅞) | 1440-2 628 (700-2) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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SE-1, 25 FEB 2021 to 22 APR 2021

GALLATIN, TENNESSEE — AL-5646 (FAA) — 21056

# RNAV (GPS) RWY 17
## MUSIC CITY EXECUTIVE (XNX)

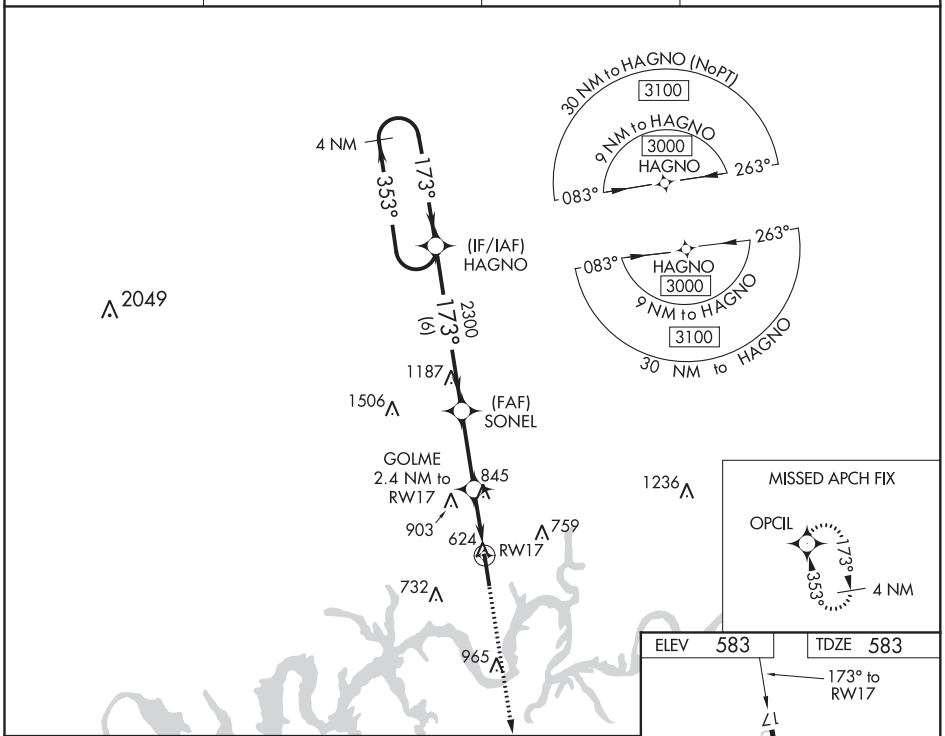
| WAAS CH 70725 W17A | APP CRS 173° | Rwy ldg 6300<br>TDZE 583<br>Apt Elev 583 |
|---|---|---|

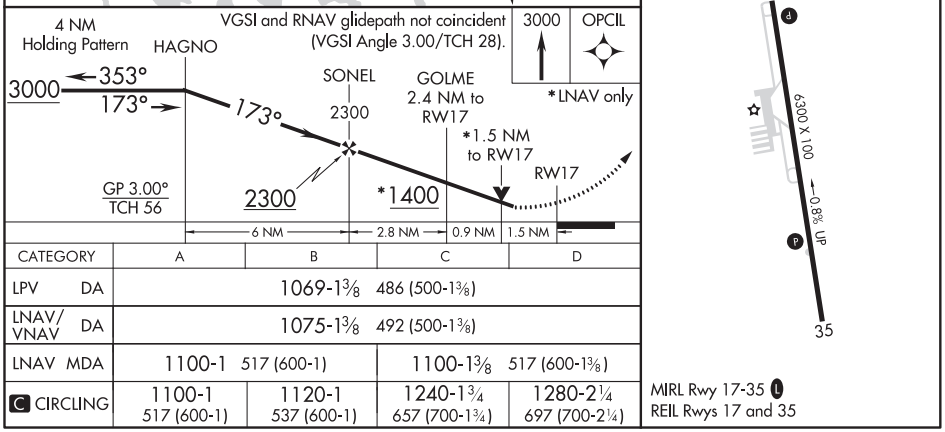
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OPCIL and hold.

| AWOS-3 | NASHVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 118.4 360.7 | 135.075 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1069-1⅜ 486 (500-1⅜) | | | |
| LNAV/VNAV DA | 1075-1⅜ 492 (500-1⅜) | | | |
| LNAV MDA | 1100-1 517 (600-1) | | 1100-1⅜ 517 (600-1⅜) | |
| C CIRCLING | 1100-1 517 (600-1) | 1120-1 537 (600-1) | 1240-1¾ 657 (700-1¾) | 1280-2¼ 697 (700-2¼) |



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# RNAV (GPS) RWY 35
## MUSIC CITY EXECUTIVE (XNX)

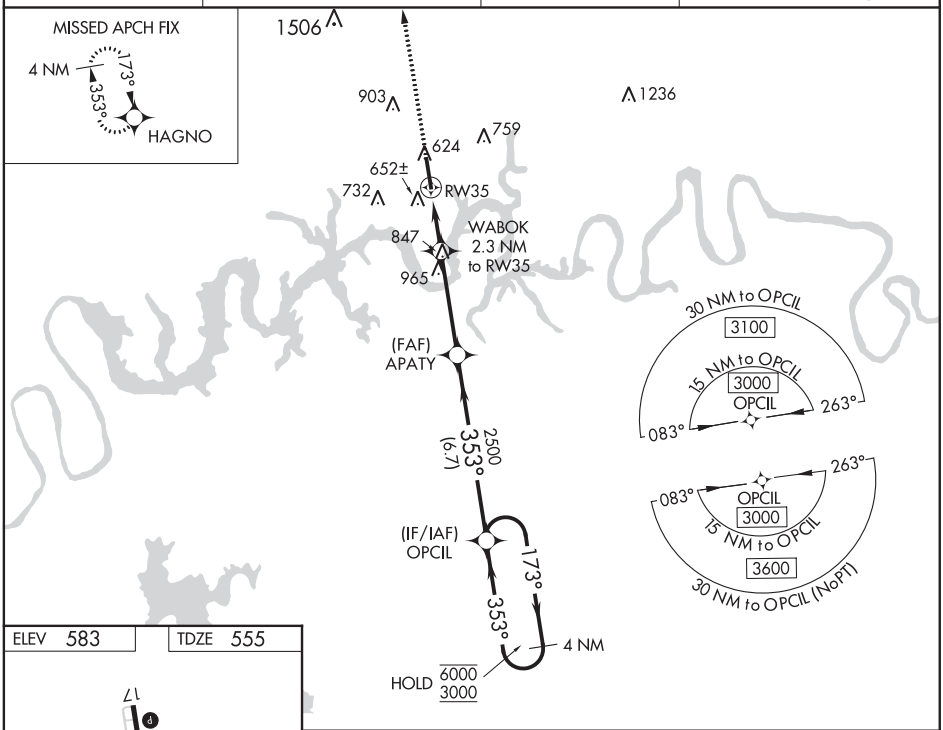
| WAAS CH 65627 W35A | APP CRS 353° | Rwy ldg 6300 TDZE 555 Apt Elev 583 |
|---|---|---|

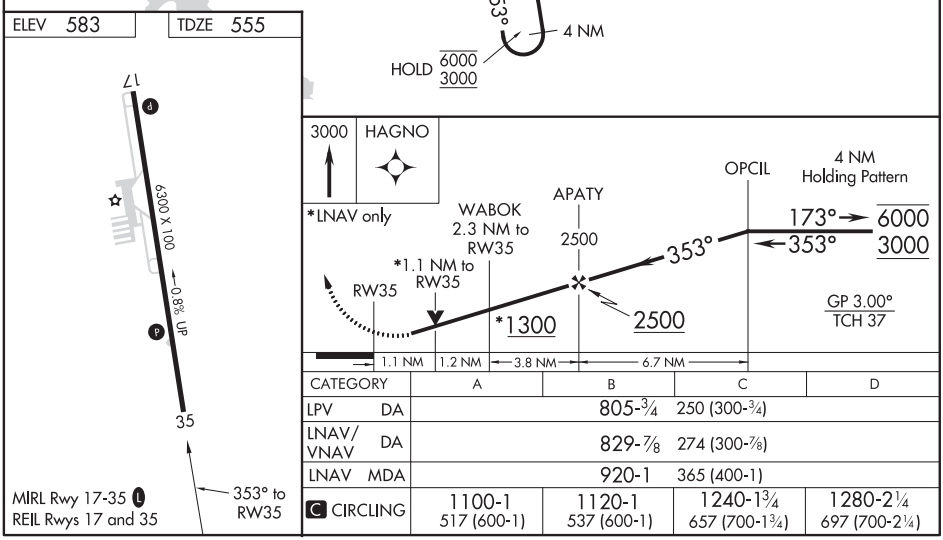
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HAGNO and hold.

| AWOS-3 | NASHVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 118.4 360.7 | 135.075 | 123.05 (CTAF) L |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 805-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 829-⅞ 274 (300-⅞) | | | |
| LNAV MDA | 920-1 365 (400-1) | | | |
| C CIRCLING | 1100-1 517 (600-1) | 1120-1 537 (600-1) | 1240-1¾ 657 (700-1¾) | 1280-2¼ 697 (700-2¼) |



SE-1, 25 FEB 2021 to 22 APR 2021
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GALLATIN, TENNESSEE | AL-5646 (FAA) | 20254

# VOR-A
## MUSIC CITY EXECUTIVE (XNX)

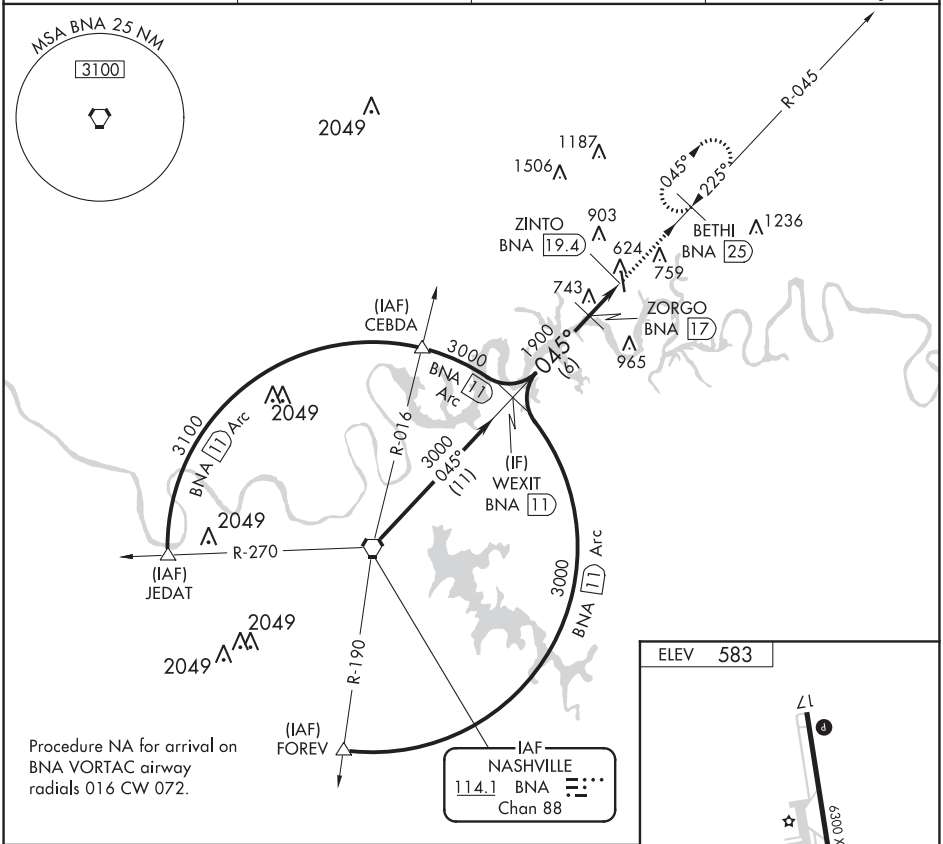
| VORTAC BNA | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.1 | 045° | TDZE | N/A |
| Chan 88 | | Apt Elev | 583 |

DME required.

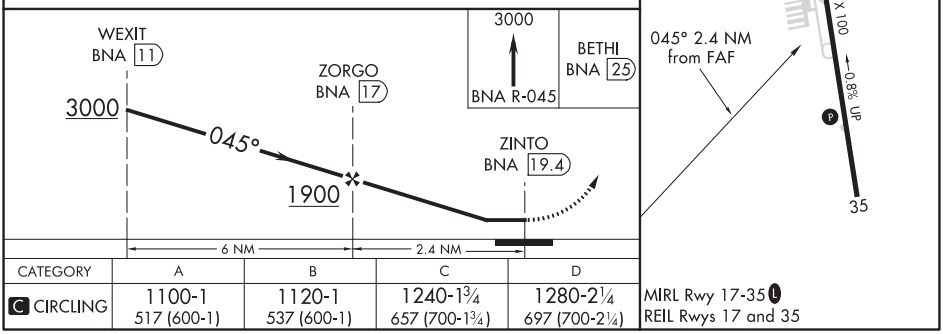
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | NASHVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 132.725 | 118.4 360.7 | 135.075 | 123.05 (CTAF) L |




Procedure NA for arrival on BNA VORTAC airway radials 016 CW 072.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1100-1<br>517 (600-1) | 1120-1<br>537 (600-1) | 1240-1¾<br>657 (700-1¾) | 1280-2¼<br>697 (700-2¼) |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SE-1, 25 FEB 2021 to 22 APR 2021

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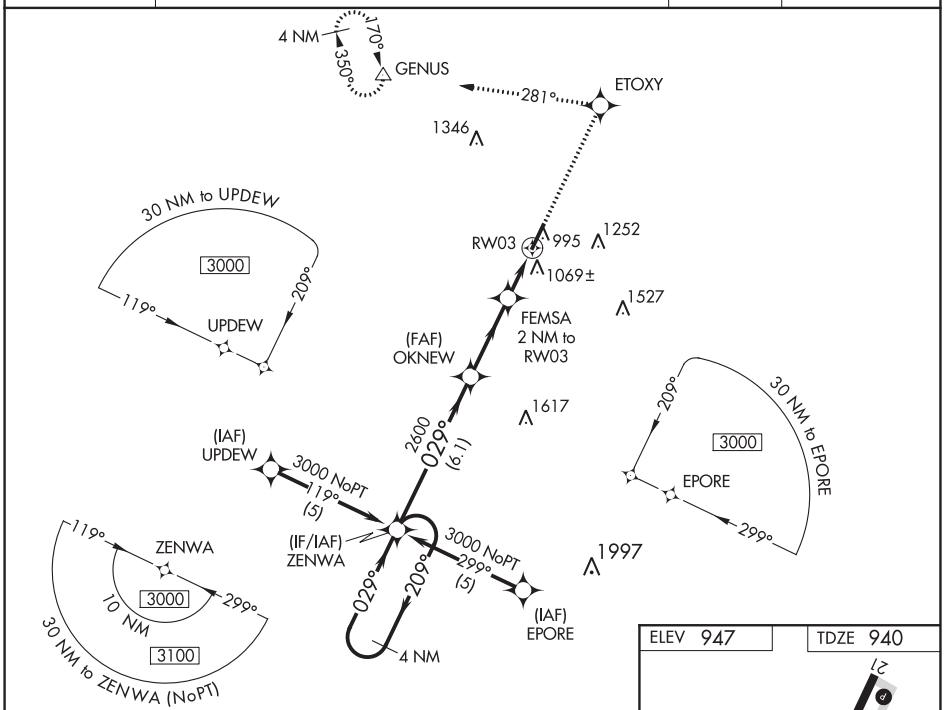
| WAAS CH 56309 W03A | APP CRS 029° | Rwy ldg 5498<br>TDZE 940<br>Apt Elev 947 |
|---|---|---|

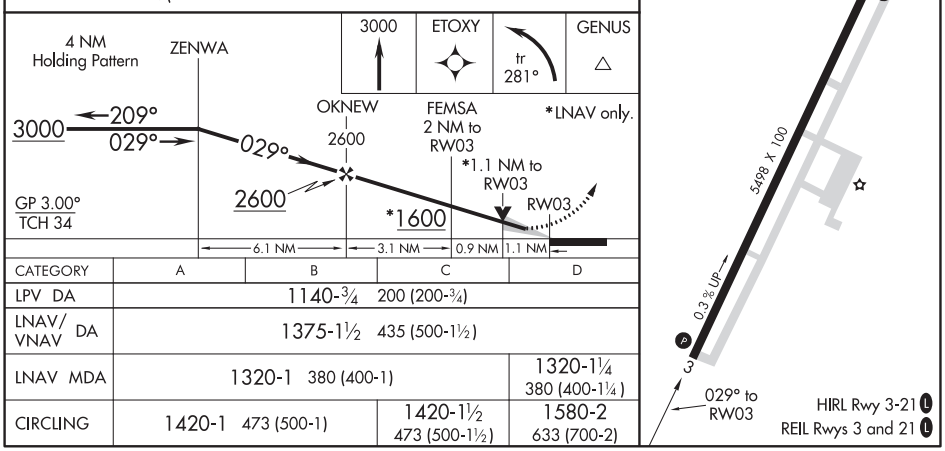
# RNAV (GPS) RWY 3
## GEORGETOWN-SCOTT COUNTY RGNL (27K)

T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

| AWOS-3 | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | 127.425 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1140-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1375-1½ 435 (500-1½) | | | |
| LNAV MDA | 1320-1 380 (400-1) | | | 1320-1¼ 380 (400-1¼) |
| CIRCLING | 1420-1 473 (500-1) | | 1420-1½ 473 (500-1½) | 1580-2 633 (700-2) |



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GEORGETOWN, KENTUCKY

AL-9191 (FAA)

18088

# RNAV (GPS) Y RWY 21
## GEORGETOWN-SCOTT COUNTY RGNL (27K)

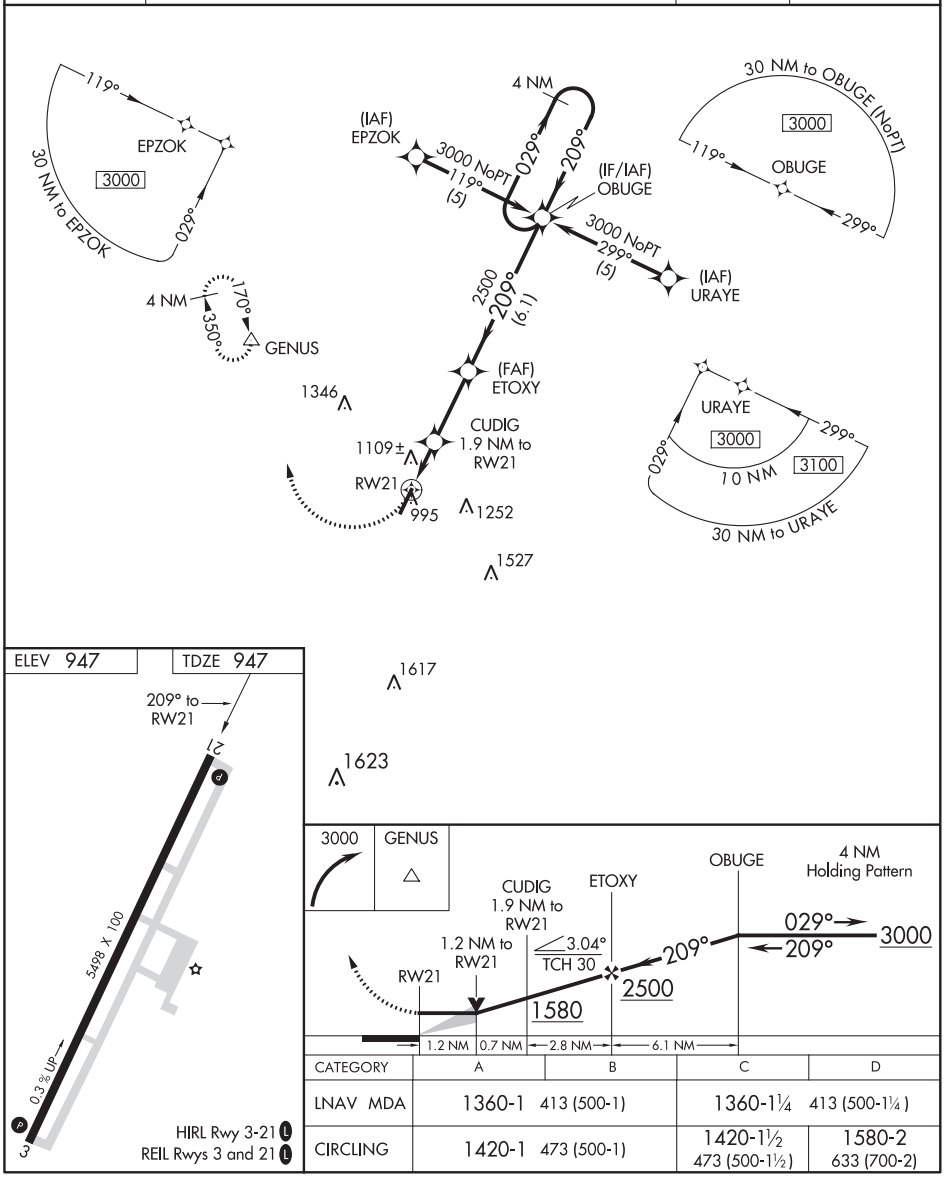
| APP CRS | Rwy ldg | 5498 |
|---|---|---|
| 209° | TDZE | 947 |
| | Apt Elev | 947 |

T NA

DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase LNAV and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

| AWOS-3 | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | 127.425 | 123.0 (CTAF) L |




ELEV 947 | TDZE 947




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 413 (500-1) | | 1360-1¼ 413 (500-1¼) | |
| CIRCLING | 1420-1 473 (500-1) | | 1420-1½ 473 (500-1½) | 1580-2 633 (700-2) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

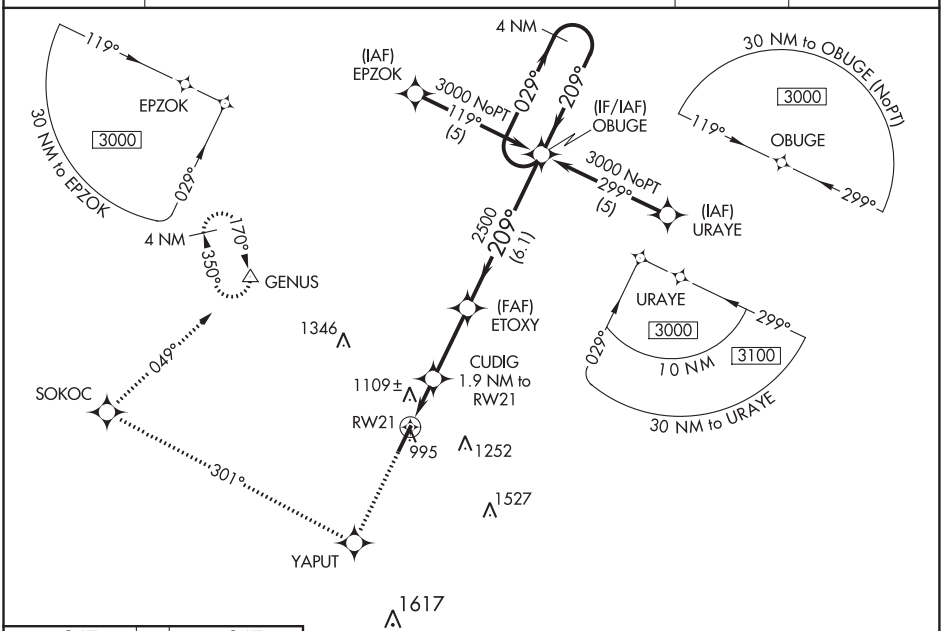
| WAAS CH 48909 W21A | APP CRS 209° | Rwy ldg 5498 TDZE 947 Apt Elev 947 |
|---|---|---|

# RNAV (GPS) Z RWY 21
## GEORGETOWN-SCOTT COUNTY RGNL (27K)

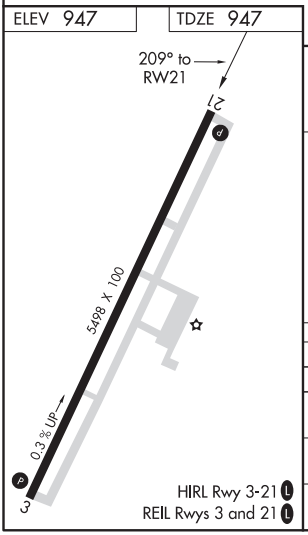
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1185, LNAV/VNAV DA to 1459, and all MDA 40 feet; increase LPV all Cats and LNAV Cat D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

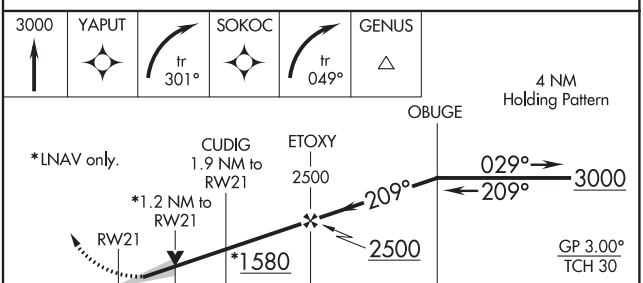
| AWOS-3 | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) | 127.425 | 123.0 (CTAF) L |




ELEV 947 TDZE 947




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1147-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1421-1¾ 474 (500-1¾) | | | |
| LNAV MDA | 1360-1 413 (500-1) | | 1360-1¼ 413 (500-1¼) | |
| CIRCLING | 1420-1 473 (500-1) | | 1420-1½ 473 (500-1½) | 1580-2 633 (700-2) |



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GEORGETOWN, KENTUCKY

AL-9191 (FAA)

18088

# VOR RWY 3

## GEORGETOWN-SCOTT COUNTY RGNL (27K)

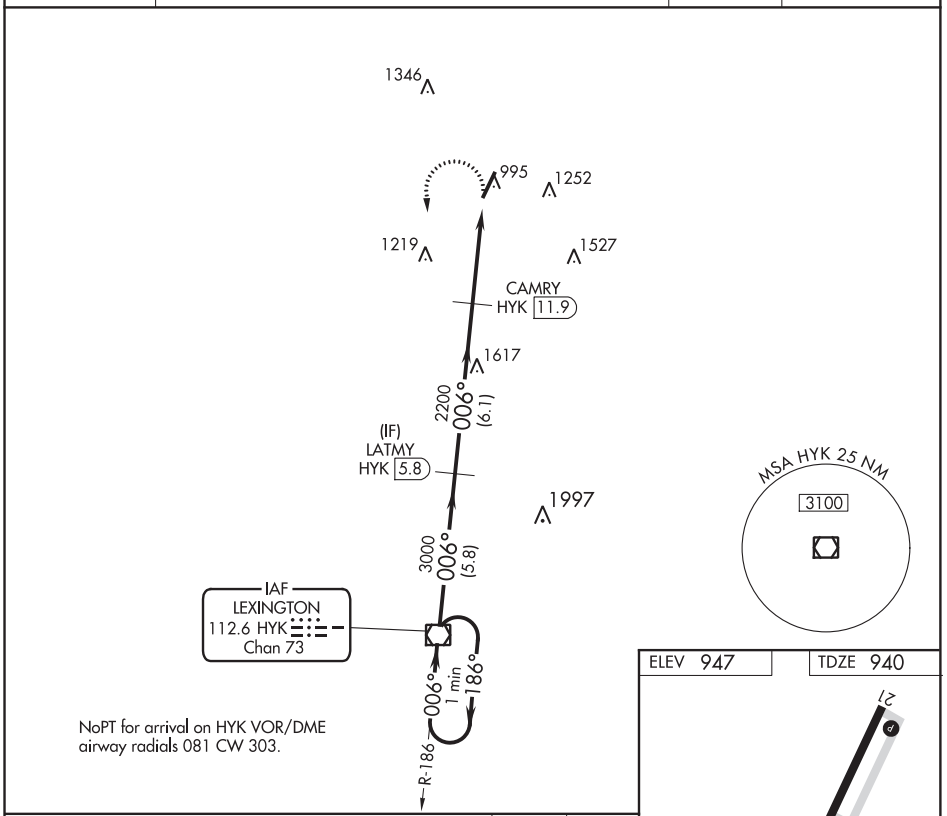
| VOR/DME HYK 112.6 Chan 73 | APP CRS 006° | Rwy ldg 5498<br>TDZE 940<br>Apt Elev 947 |
|---|---|---|

T NA

DME required.
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet; increase Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct HYK VOR/DME and hold.

| AWOS-3 | LEXINGTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.975 | 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°) | 127.425 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1480-1 540 (600-1) | | 1480-1½ 540 (600-1½) | 1480-1¾ 540 (600-1¾) |
| CIRCLING | 1480-1 533 (600-1) | | 1480-1½ 533 (600-1½) | 1580-2 633 (700-2) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 77607 W08A | APP CRS 075° | Rwy ldg 5000<br>TDZE 709<br>Apt Elev 716 |
|---|---|---|

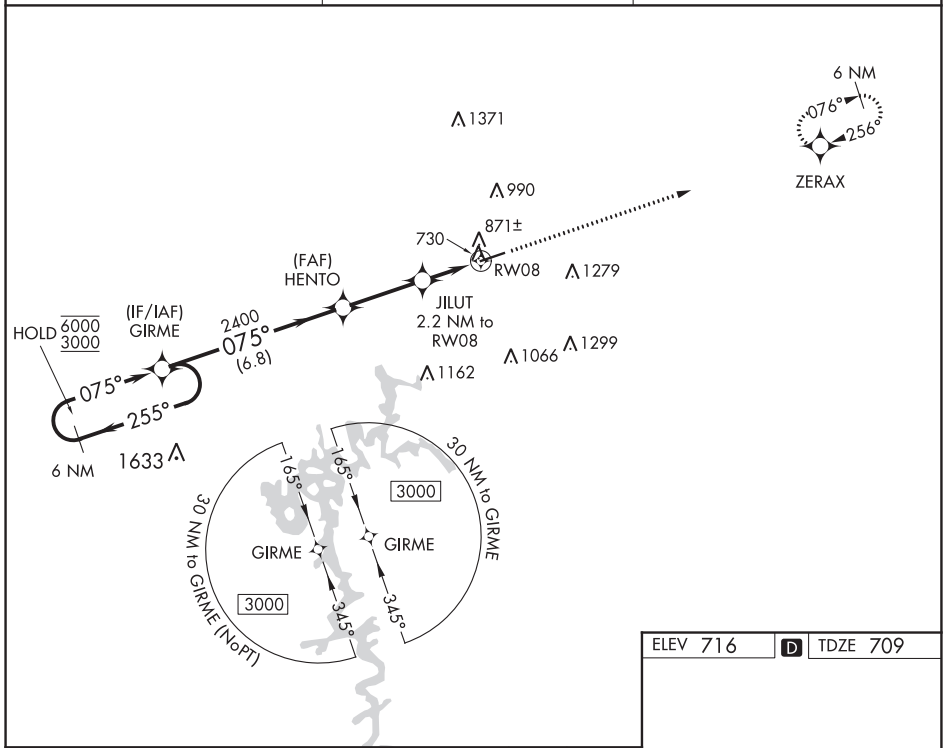
# RNAV (GPS) RWY 8
## GLASGOW MUNI (GLW)

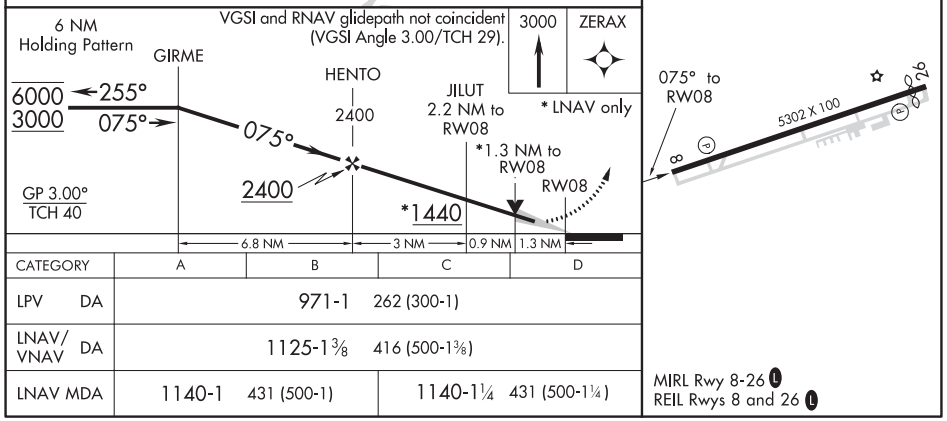
RNP APCH.

Circling to Rwy 26 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.9 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 971-1 262 (300-1) | | | |
| LNAV/VNAV DA | 1125-1⅜ 416 (500-1⅜) | | | |
| LNAV MDA | 1140-1 431 (500-1) | | 1140-1¼ 431 (500-1¼) | |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

GLASGOW, KENTUCKY | AL-5818 (FAA) | 20198

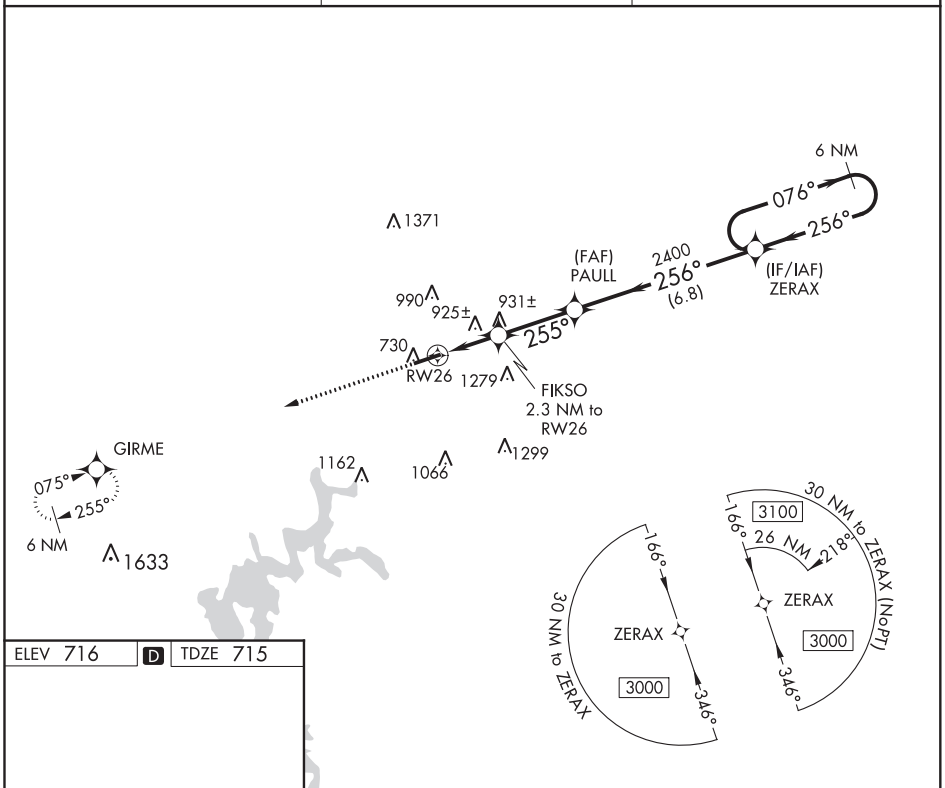
# RNAV (GPS) RWY 26
## GLASGOW MUNI (GLW)

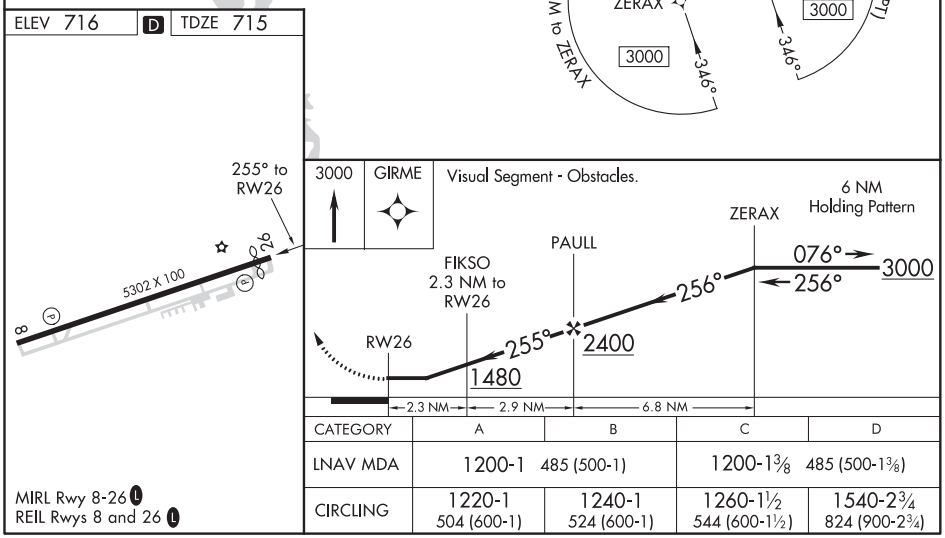
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 255° | TDZE | 715 |
| | Apt Elev | 716 |

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDA 160 feet, LNAV Cat C and D visibility ½ mile, Circling Cat C ½ mile, Cat D ¼ mile. Night landing: Rwy 26 NA.

MISSED APPROACH: Climb to 3000 direct GIRME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.9 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 485 (500-1) | | 1200-1⅜ 485 (500-1⅜) | |
| CIRCLING | 1220-1 504 (600-1) | 1240-1 524 (600-1) | 1260-1½ 544 (600-1½) | 1540-2¾ 824 (900-2¾) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

FORT KNOX, KENTUCKY

# ILS or LOC/DME RWY 18

| LOC/DME I-FTK | APCH CRS | Rwy ldg 5184 |
|---|---|---|
| 108.95 | 180° | THRE 754 |
| Chan 26 (Y) | | Arpt Elev 754 |

AL-151 [USA] GODMAN AAF (KFTK)

*S-ILS 18 mins NA when train is on track North and East of Rwy 18, control twr will advise when train is on track. S-ILS 18 mins NA when control twr closed.
**Circling NA E of Rwy 18-36.

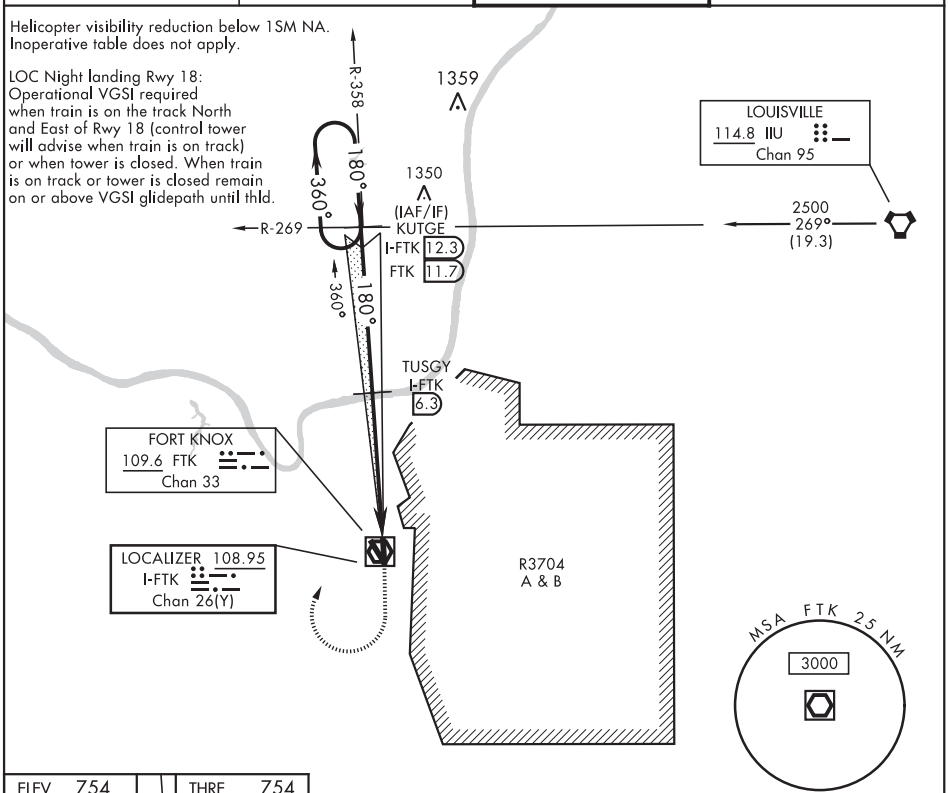
SSALR

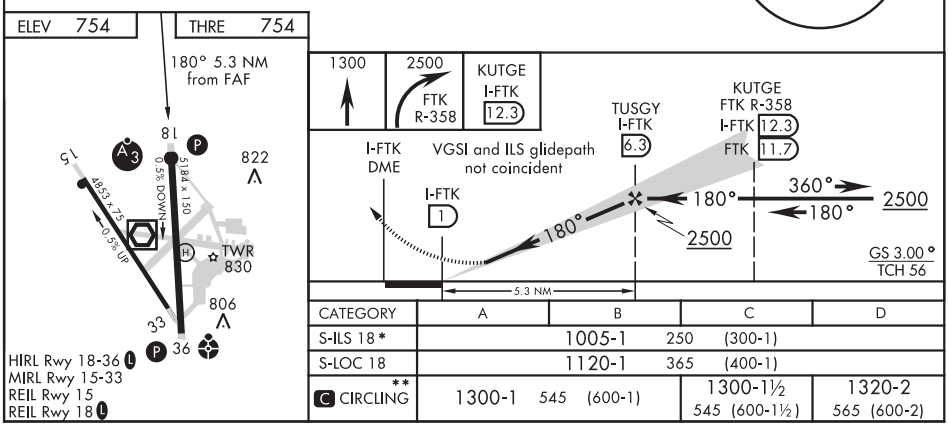
MISSED APPROACH: Climb to 1300, then climbing right turn to 2500 on heading 030° to intercept FTK VOR/DME R-358 to KUTGE INT/I-FTK 12.3 DME and hold.

| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) | 121.9 239.3 |

Helicopter visibility reduction below 1SM NA. Inoperative table does not apply.

LOC Night landing Rwy 18: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18* | 1005-1 250 (300-1) | | | |
| S-LOC 18 | 1120-1 365 (400-1) | | | |
| C CIRCLING** | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Orig C 08OCT20

ILS or LOC/DME RWY 18





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20282

FORT KNOX, KENTUCKY

# RNAV (GPS) RWY 15

| APCH CRS | Rwy ldg | 4853 |
|---|---|---|
| 151° | TDZE | 754 |
| | Arpt Elev | 754 |

AL-151 [USA]

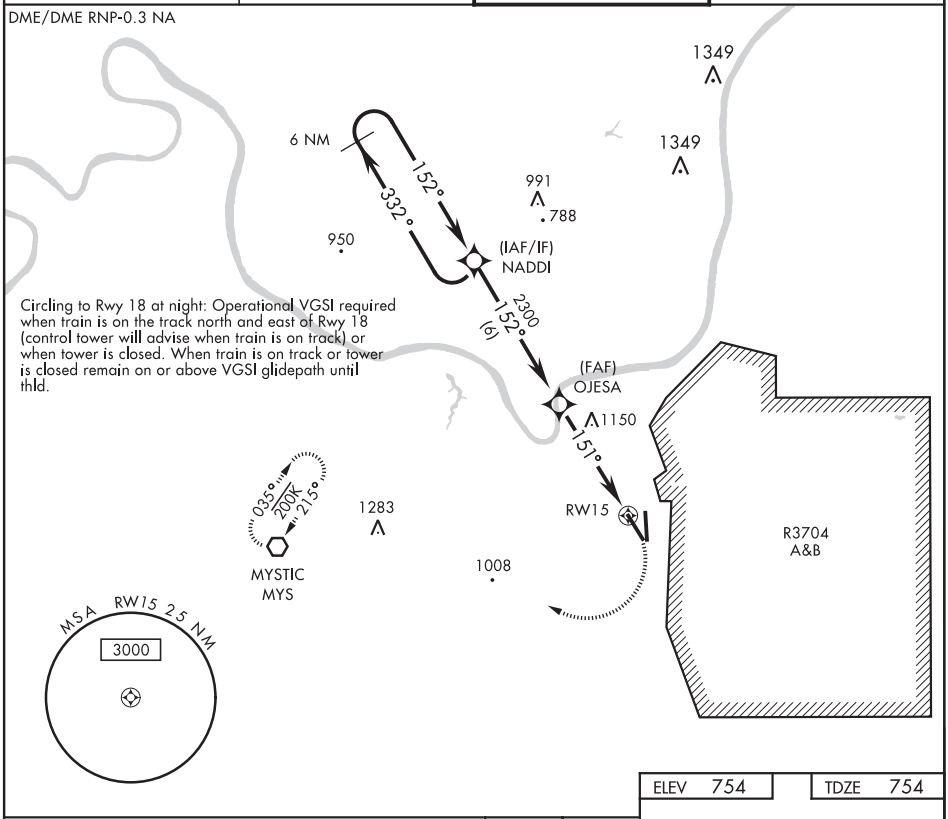
GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

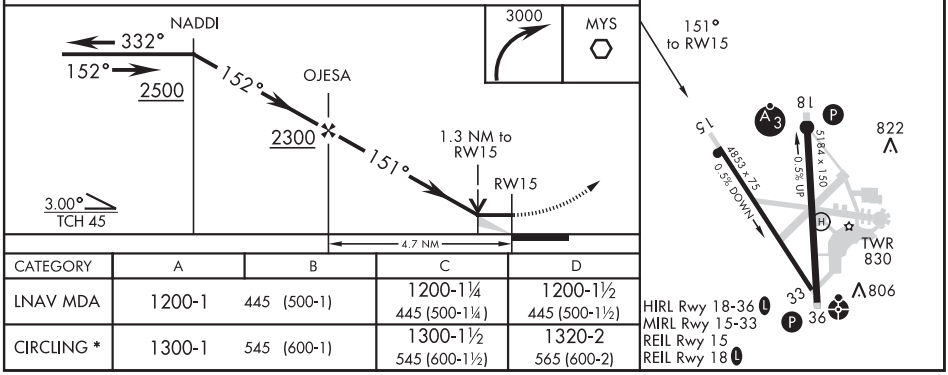
MISSED APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.

| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) | 121.9 239.3 |

DME/DME RNP-0.3 NA




Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 445 (500-1) | | 1200-1¼ 445 (500-1¼) | 1200-1½ 445 (500-1½) |
| CIRCLING * | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY

37°54′N-85°58′W

GODMAN AAF (KFTK)

Orig B 08OCT20

RNAV (GPS) RWY 15

SE-1, 25 FEB 2021 to 22 APR 2021

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FORT KNOX, KENTUCKY

# RNAV (GPS) RWY 18

| APCH CRS | Rwy ldg | 5184 |
|---|---|---|
| 180° | TDZE | 754 |
| | Arpt Elev | 754 |

AL-151 [USA]

GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

SSALR

MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.

| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) | 121.9 239.3 |

Vis reduction by helicopters NA.

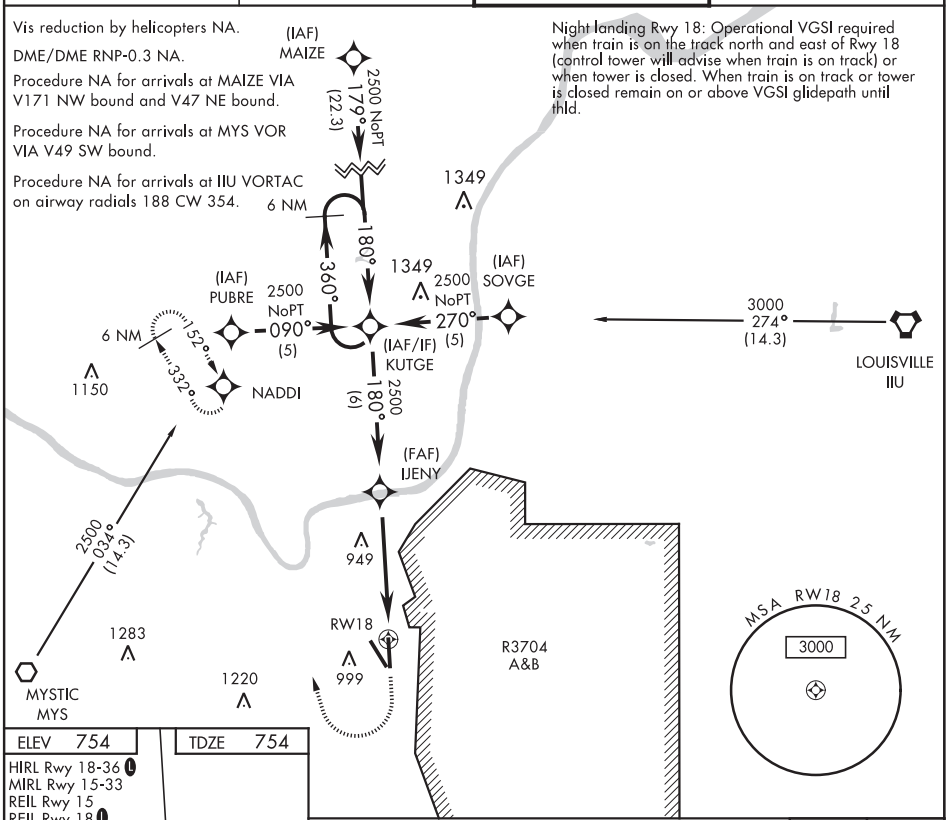
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at MAIZE VIA V171 NW bound and V47 NE bound.

Procedure NA for arrivals at MYS VOR VIA V49 SW bound.

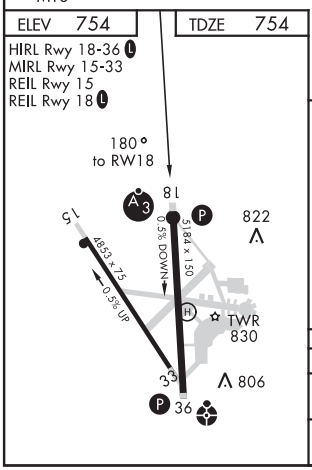
Procedure NA for arrivals at IIU VORTAC on airway radials 188 CW 354.

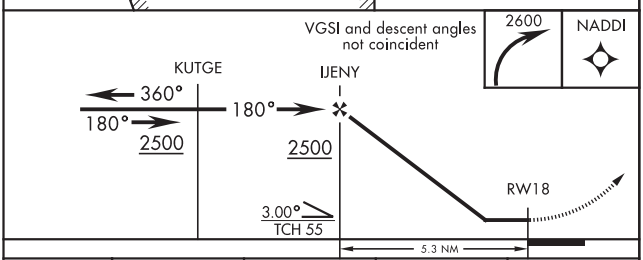
Night landing Rwy 18: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.




| ELEV 754 | TDZE 754 |
|---|---|

HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 445 (500-1) | | 1200-1¼ 445 (500-1¼) | 1200-1½ 445 (500-1½) |
| CIRCLING * | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY

37°54′N-85°58′W

GODMAN AAF (KFTK)

Orig B 08OCT20

RNAV (GPS) RWY 18

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

20282

FORT KNOX, KENTUCKY

# RNAV (GPS) RWY 36

| APCH CRS | Rwy ldg | 5184 |
|---|---|---|
| 015° | TDZE | 741 |
| | Arpt Elev | 754 |

AL-151 [USA]

GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

ODALS

MISSED APPROACH: Climbing left turn to 2500 direct HONAL and hold.

| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) | 121.9 239.3 |

DME/DME RNP-0.3 NA

Vis reduction by helicopters NA.
Inoperative table does not apply.

Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

MYSTIC
MYS
2500
138°
(15.3)
1283
1008
982
869
RW36
R3704
A&B
JILNO
1292
(FAF)
FOGPE
1019
2500
015°
(6)
1401
1017
1304
(IAF/IF)
HONAL
1450
2500 NoPT
290°
(17)
1044
015°
195°
6 NM
MSA RW 36 25 NM
3000
(IAF)
NEW HOPE
EWO
2500 NoPT
056°
(18)
(IAF)
OSINE

ELEV 754 TDZE 741

HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18

VGSI and descent angles not coincident.

2500 HONAL

HONAL FOGPE JILNO
195° 015°
015° 2500
2500
1580
1.2 NM to RW36
RW36
3.00°
TCH 55
2.9 NM 2.5 NM

15 4853 x 75 0.5% UP
81 5184 x 150 0.5% UP
822
TWR 830
806
33 36
015° to RW36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 419 (500-1) | | 1160-1¼ 419 (500-1¼) | |
| CIRCLING * | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Orig B 08OCT20

RNAV (GPS) RWY 36



SE-1, 25 FEB 2021 to 22 APR 2021

# VOR/DME RWY 15

| VOR/DME FTK 109.6 Chan 33 | APCH CRS 146° | Rwy ldg 4853 TDZE 754 Arpt Elev 754 |
|---|---|---|

AL-151 [USA] GODMAN AAF (KFTK)

* Circling not authorized E of Rwy 18-36.

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

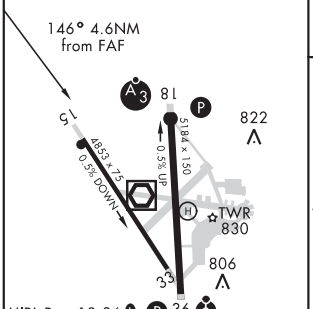
| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) L | 121.9 239.3 |

Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

R-326
146°
326°
(IAF/IF) ZOGUN FTK 11.5
146°
GODTY FTK 5
949
920
R3704 A&B
FORT KNOX 109.6 FTK Chan 33
1019
3000 033° (12)
1283
1238
1292
MYSTIC 108.2 MYS
MSA FTK 25 NM
3000

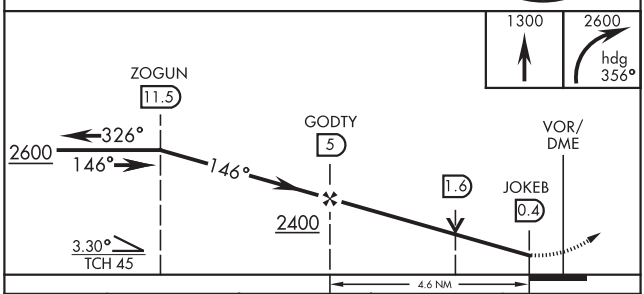
ELEV 754 TDZE 754

146° 4.6NM from FAF




HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1200-1 445 (500-1) | | 1200-1⅜ 445 (500-1⅜) | |
| C CIRCLING* | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY

20282

# VOR/DME RWY 18

| VOR/DME FTK 109.6 Chan 33 | APCH CRS 186° | Rwy ldg 5184 TDZE 754 Arpt Elev 754 |
|---|---|---|

AL-151 [USA] GODMAN AAF (KFTK)

* When ALS inop, increase CAT CD visibility to 1⅛ mile.
** Circling NA E of Rwy 18-36.

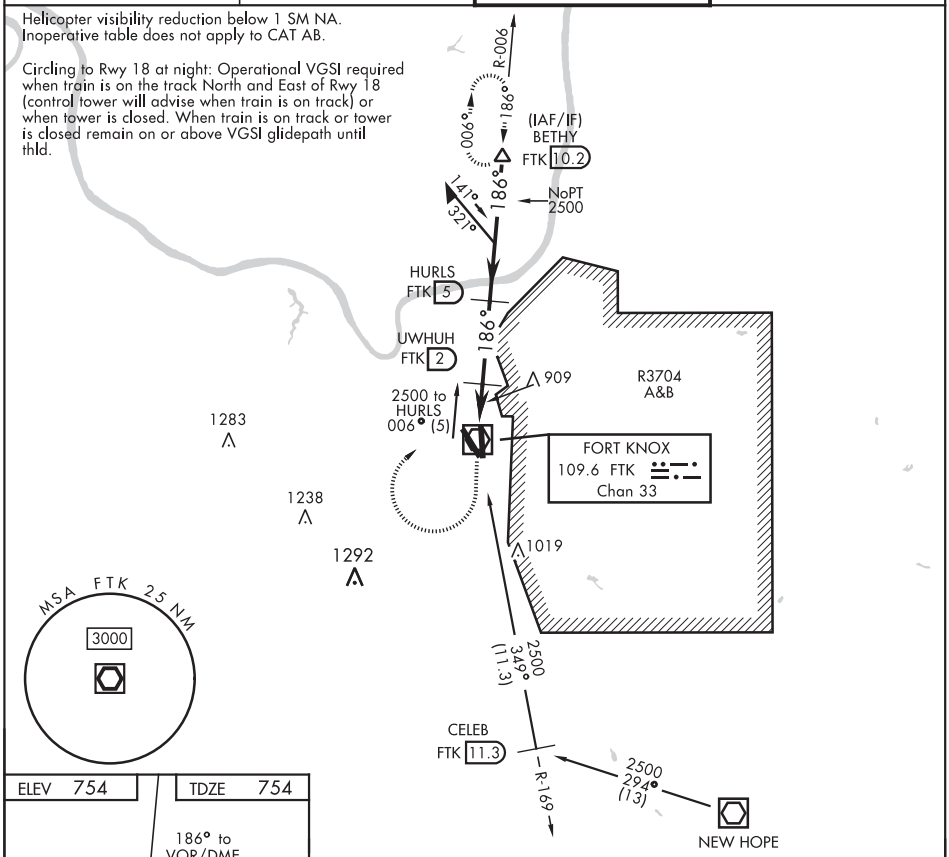
SSALR A3

MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.

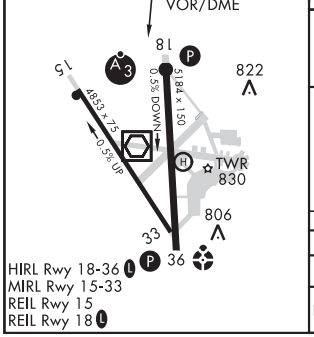
| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) L | 121.9 239.3 |

Helicopter visibility reduction below 1 SM NA.
Inoperative table does not apply to CAT AB.

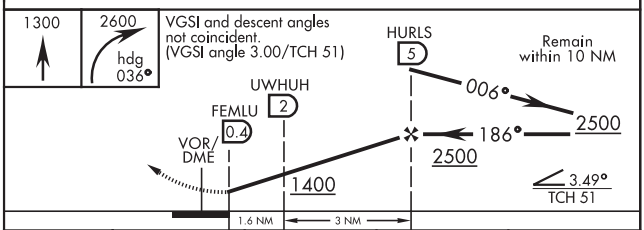
Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.




| ELEV 754 | TDZE 754 |
|---|---|




HIRL Rwy 18-36 L
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 * | 1160-1 405 (500-1) | | | |
| C CIRCLING ** | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Amdt 1B 08OCT20

VOR/DME RWY 18



SE-1, 25 FEB 2021 to 22 APR 2021

FORT KNOX, KENTUCKY

# VOR/DME RWY 36

| VOR/DME FTK 109.6 Chan 33 | APCH CRS 349° | Rwy ldg 5184 TDZE 741 Arpt Elev 754 | AL-151 [USA] | GODMAN AAF (KFTK) |
|---|---|---|---|---|

T * When ALS inop increase CAT D vis to 1⅜ mile.
** Circling not authorized E of Rwy 18-36.

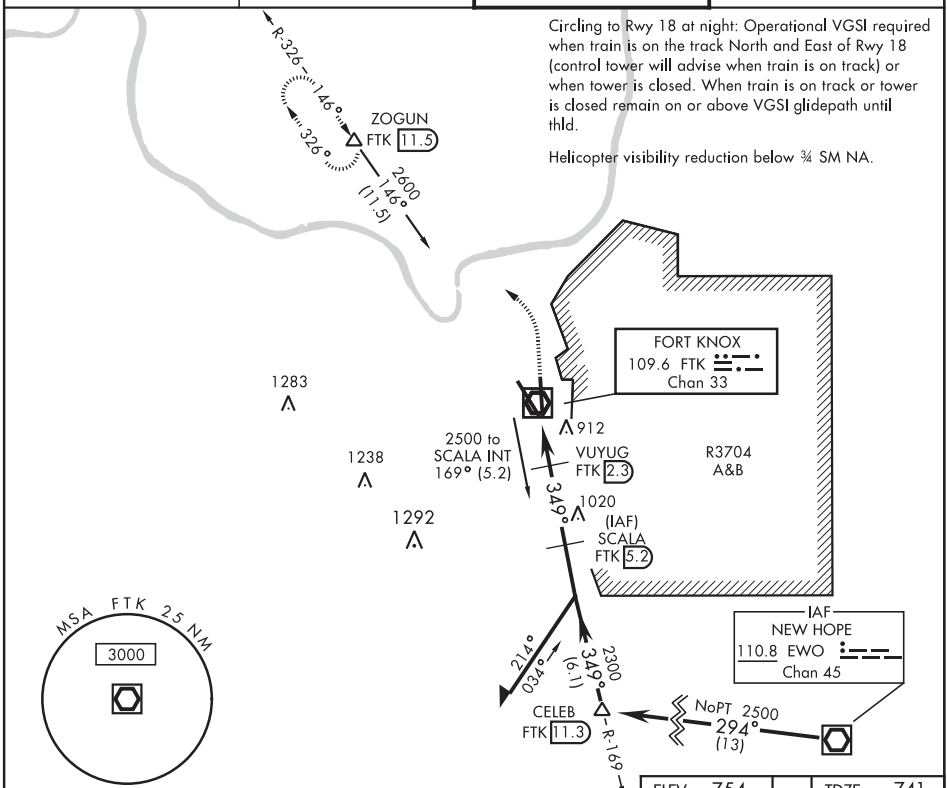
ODALS

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

| ATIS★ | LOUISVILLE APP CON | GODMAN TOWER★ | GND CON |
|---|---|---|---|
| 109.6 | 132.075 327.0 | 133.35 (CTAF) L | 121.9 239.3 |

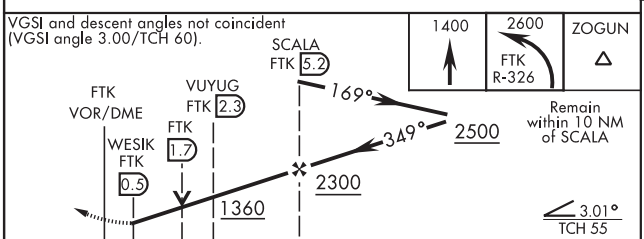
Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

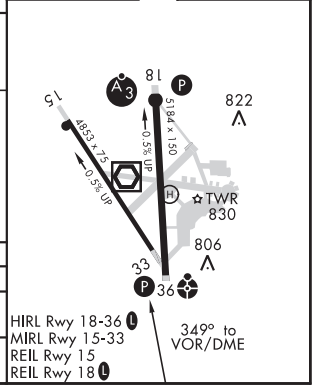
Helicopter visibility reduction below ¾ SM NA.




| ELEV 754 | TDZE 741 |
|---|---|

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 60).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36* | 1180-¾ 439 (500-¾) | | 1180-1⅛ 439 (500-1⅛) | |
| C CIRCLING** | 1300-1 545 (600-1) | | 1300-1½ 545 (600-1½) | 1320-2 565 (600-2) |

FORT KNOX, KENTUCKY 37°54′N-85°58′W GODMAN AAF (KFTK)

Amdt 1B 08OCT20

VOR/DME RWY 36



SE-1, 25 FEB 2021 to 22 APR 2021

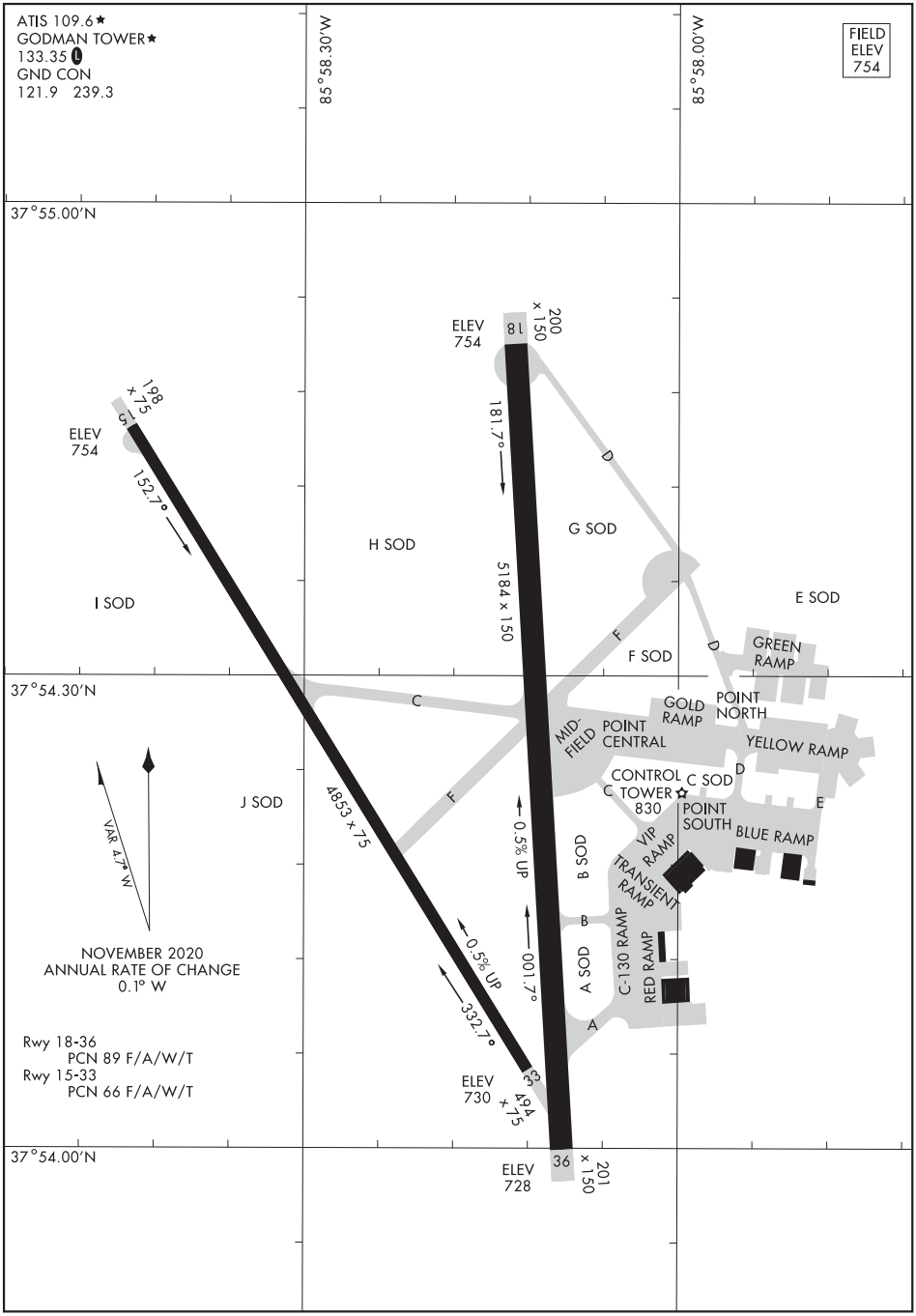
20310

# AIRPORT DIAGRAM

GODMAN AAF (KFTK)

AFD-151 [USA]

FORT KNOX, KENTUCKY




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

FORT KNOX, KENTUCKY

GODMAN AAF (KFTK)

| WAAS CH 58330 W05A | APP CRS 054° | Rwy ldg 6300<br>TDZE 1608<br>Apt Elev 1608 |
|---|---|---|

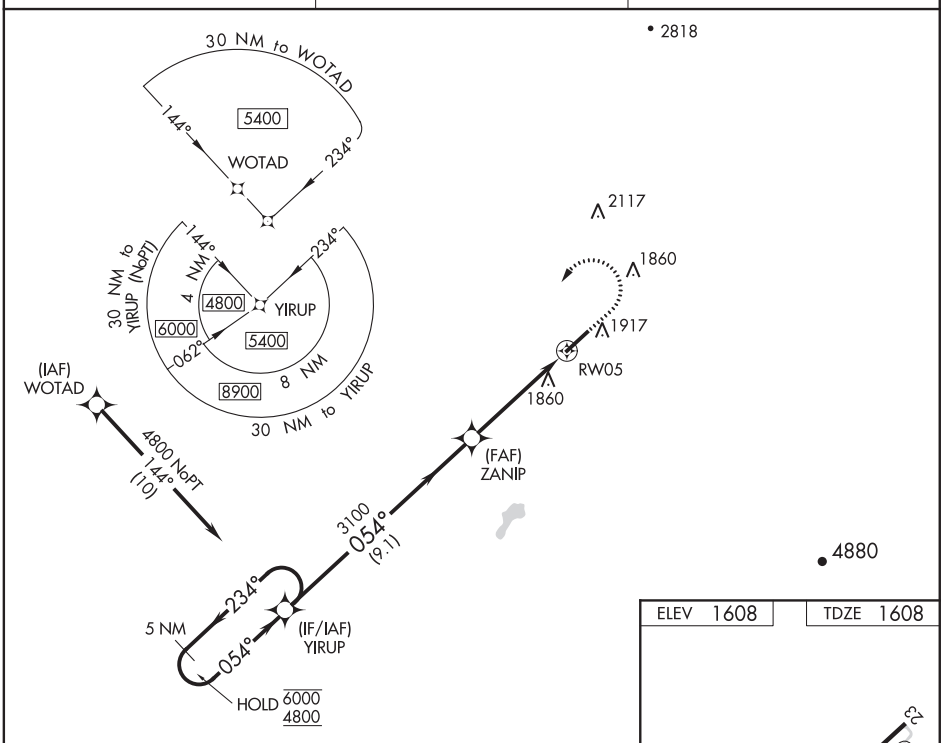
# RNAV (GPS) RWY 5
## GREENEVILLE MUNI (GCY)

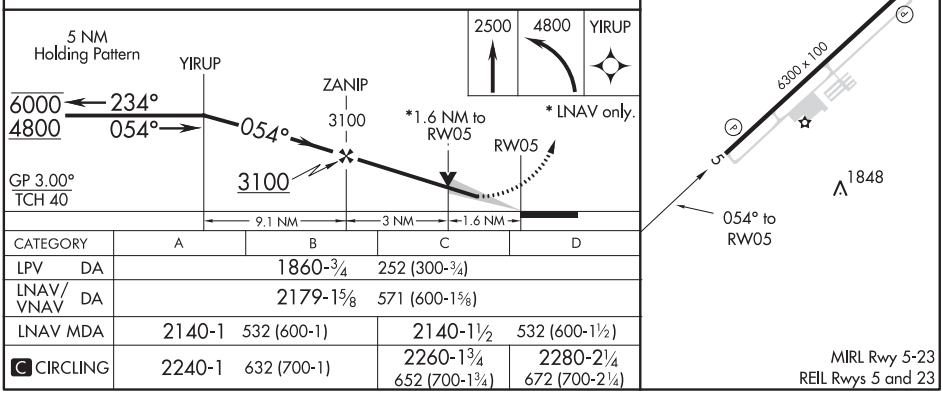
RNP APCH.

Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

| AWOS-3 | TRI-CITY APP CON ★ | UNICOM |
|---|---|---|
| 128.425 | 128.05 317.5 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1860-¾ 252 (300-¾) | | | |
| LNAV/VNAV DA | 2179-1⅝ 571 (600-1⅝) | | | |
| LNAV MDA | 2140-1 532 (600-1) | | 2140-1½ 532 (600-1½) | |
| C CIRCLING | 2240-1 632 (700-1) | | 2260-1¾ 652 (700-1¾) | 2280-2¼ 672 (700-2¼) |

MIRL Rwy 5-23
REIL Rwys 5 and 23

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

GREENVILLE, KENTUCKY

AL-6345 (FAA)

19339

# RNAV (GPS) RWY 6

## MUHLENBERG COUNTY (M21)

| WAAS CH 56527 W06A | APP CRS 059° | Rwy ldg 4999<br>TDZE 420<br>Apt Elev 428 |
|---|---|---|

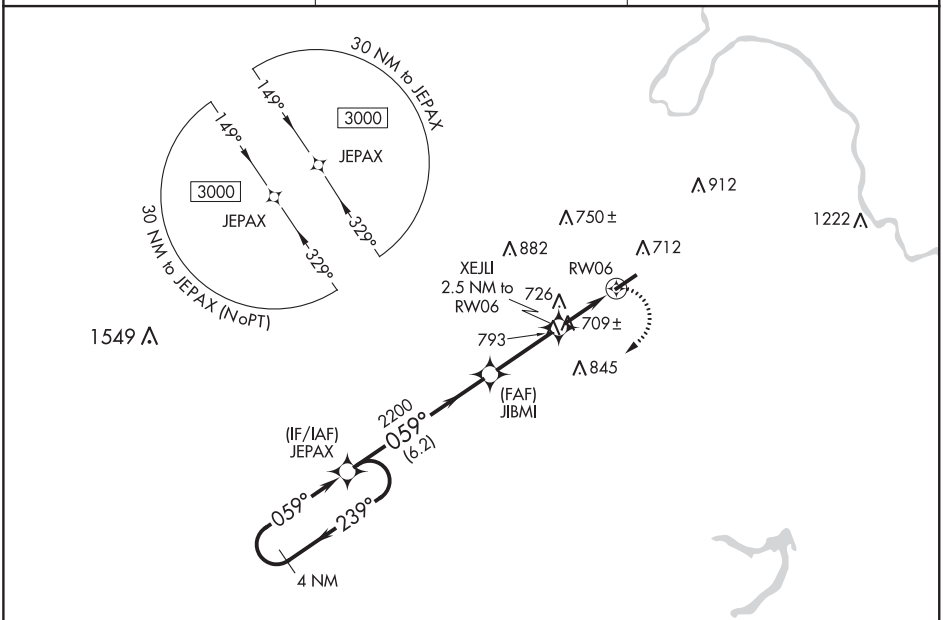
RNP APCH.

When local altimeter setting not received, use Owensboro altimeter setting and increase all MDA 80 feet. Increase LP Cats C/D visibility ⅛ mile, LNAV Cat B and Circling Cats B/D visibility ¼ mile, and LNAV Cats C/D and Circling Cat C visibility ½ mile. Rwy 6, helicopter visibility reduction below ¾ SM NA.

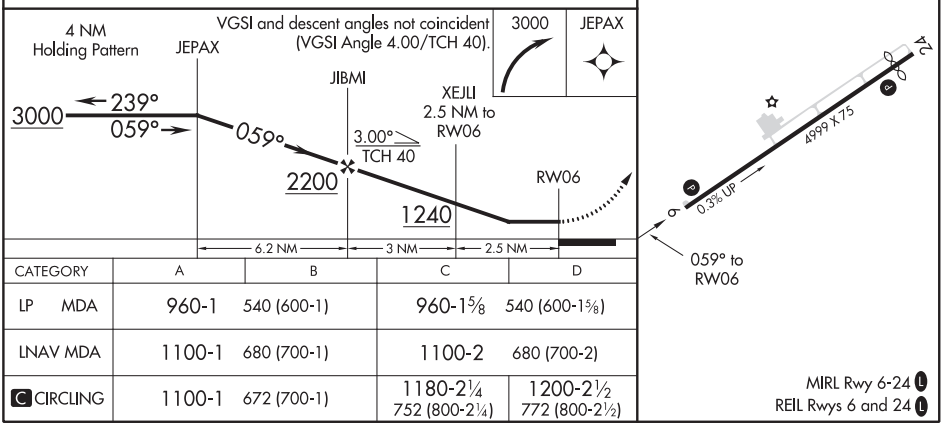
NA

MISSED APPROACH: Climbing right turn to 3000 direct JEPAX and hold.

| AWOS-3 | CAMPBELL APP CON * | UNICOM |
|---|---|---|
| 120.45 | 118.1 269.525 | 123.0 (CTAF) L |




ELEV 428 D TDZE 420




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 960-1 540 (600-1) | | 960-1⅝ 540 (600-1⅝) | |
| LNAV MDA | 1100-1 680 (700-1) | | 1100-2 680 (700-2) | |
| C CIRCLING | 1100-1 672 (700-1) | | 1180-2¼ 752 (800-2¼) | 1200-2½ 772 (800-2½) |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

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# RNAV (GPS) RWY 24
## MUHLENBERG COUNTY (M21)

| WAAS CH 99627 W24A | APP CRS 239° | Rwy ldg 4600<br>TDZE 428<br>Apt Elev 428 |
|---|---|---|

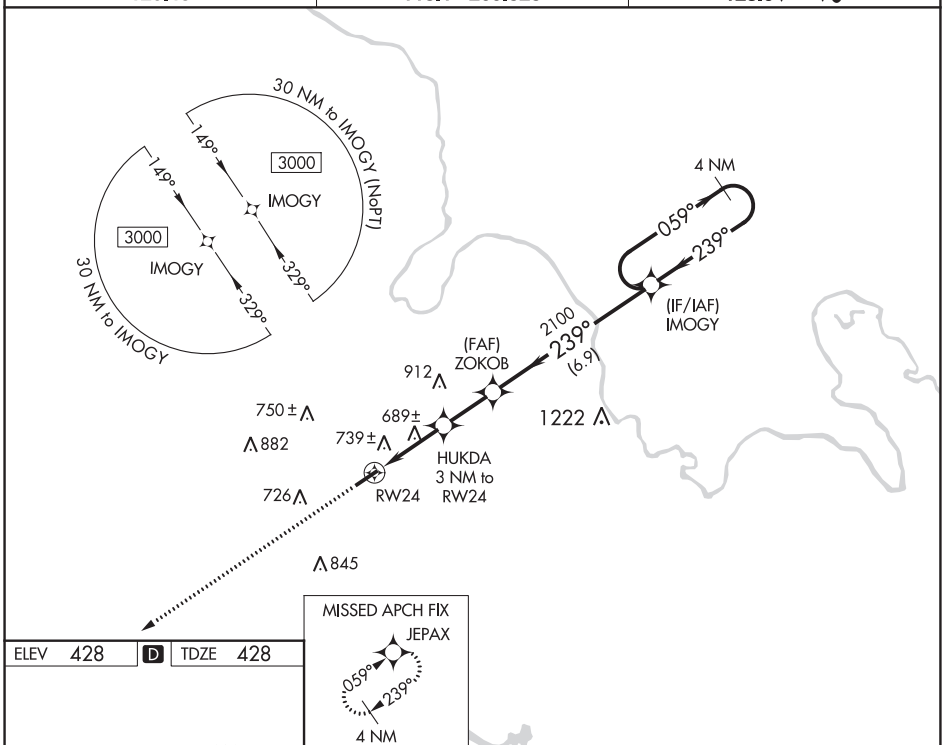
RNP APCH.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet. Increase LP Cats C/D visibility ⅜ SM and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction below 1 SM NA.

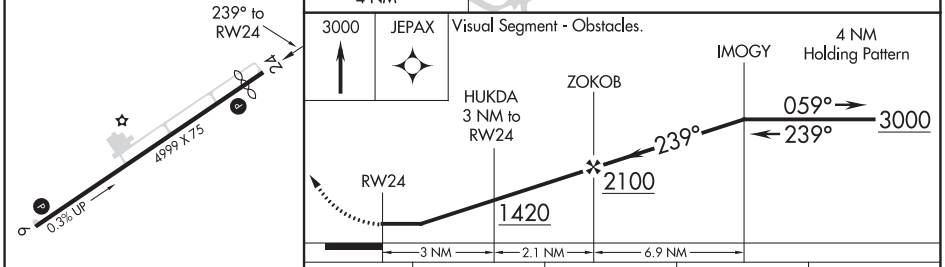
NA

MISSED APPROACH: Climb to 3000 direct JEPAX and hold.

| AWOS-3 | CAMPBELL APP CON ★ | UNICOM |
|---|---|---|
| 120.45 | 118.1 269.525 | 123.0 (CTAF) L |




ELEV 428 D TDZE 428




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 940-1 | 512 (600-1) | 940-1⅜ | 512 (600-1⅜) |
| LNAV MDA | 1000-1 | 572 (600-1) | 1000-1⅝ | 572 (600-1⅝) |
| C CIRCLING | 1040-1<br>612 (700-1) | 1080-1<br>652 (700-1) | 1180-2¼<br>752 (800-2¼) | 1200-2½<br>772 (800-2½) |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

HARDINSBURG, KENTUCKY

AL-10748 (FAA)

19283

# RNAV (GPS) RWY 10

## BRECKINRIDGE COUNTY (I93)

| WAAS CH 90442 W10A | APP CRS 101° | Rwy ldg 4000<br>TDZE 728<br>Apt Elev 732 |
|---|---|---|

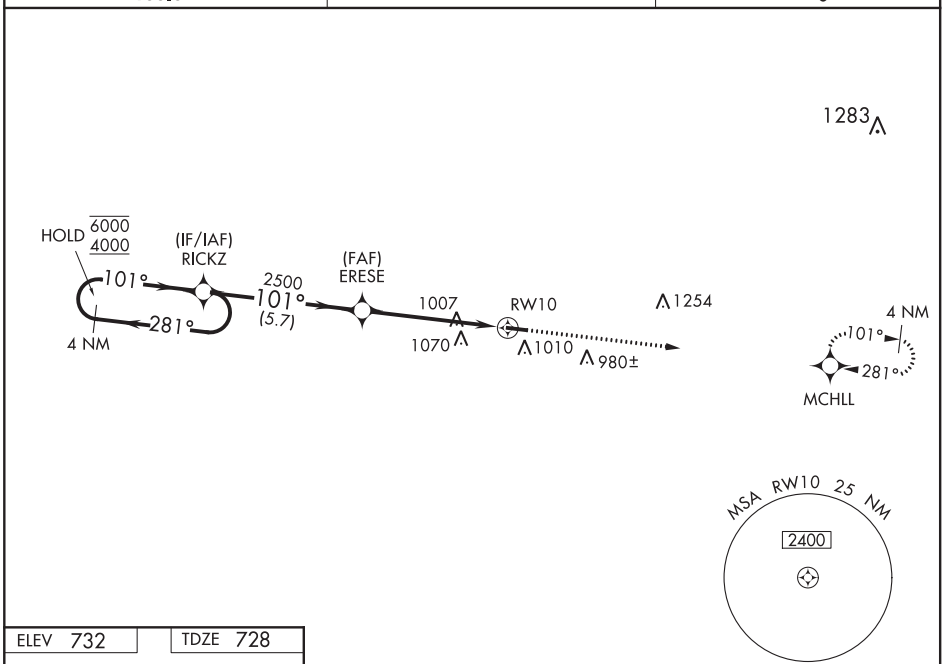
RNP APCH.

T
A NA

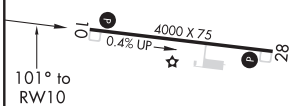
Rwy 10 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.

| FTK ASOS * | LOUISVILLE APP CON | CTAF |
|---|---|---|
| 109.6 | 132.075 327.0 | 122.9 L |



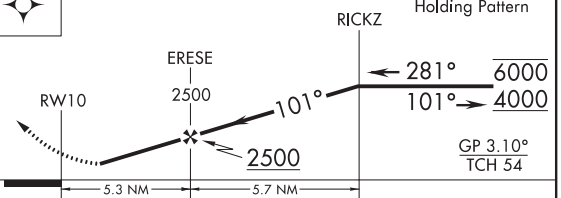

ELEV 732 | TDZE 728




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

4000 | MCHLL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1036-1 308 (400-1) | | | |
| LNAV/VNAV DA | 1184-1⅜ 456 (500-1⅜) | | | |
| LNAV MDA | 1380-1 652 (700-1) | | 1380-1⅞ 652 (700-1⅞) | |
| C CIRCLING | 1380-1 648 (700-1) | 1480-1 748 (800-1) | 1480-2¼ 748 (800-2¼) | 1480-2½ 748 (800-2½) |



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| WAAS CH 77842 W28A | APP CRS 281° | Rwy ldg 4000<br>TDZE 732<br>Apt Elev 732 |
|---|---|---|

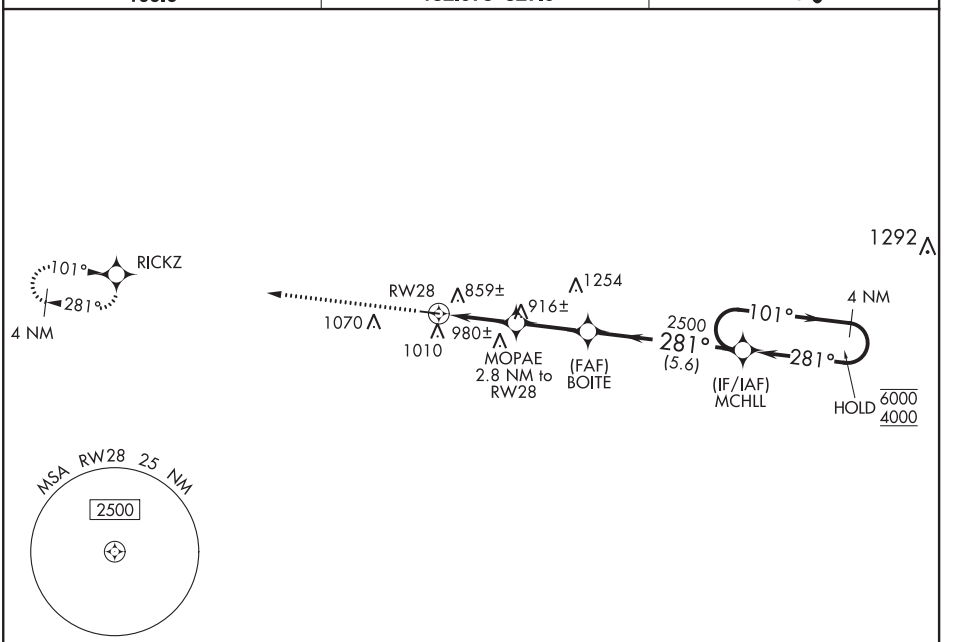
# RNAV (GPS) RWY 28
## BRECKINRIDGE COUNTY (I93)

RNP APCH.

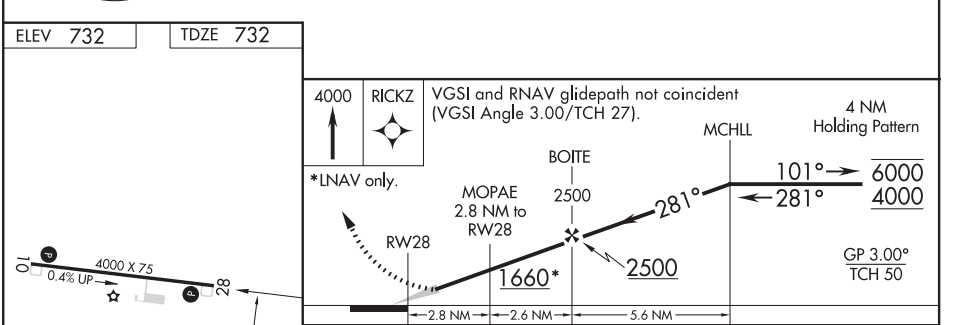
Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.

| FTK ASOS * | LOUISVILLE APP CON | CTAF |
|---|---|---|
| 109.6 | 132.075 327.0 | 122.9 L |




| ELEV 732 | TDZE 732 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1040-1 308 (400-1) | | | |
| LNAV/VNAV DA | 1178-1⅜ 446 (500-1⅜) | | | |
| LNAV MDA | 1180-1 448 (500-1) | | 1180-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 1380-1 648 (700-1) | 1480-1 748 (800-1) | 1480-2¼ 748 (800-2¼) | 1480-2½ 748 (800-2½) |

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

HARLAN, KENTUCKY AL-10235 (FAA) 20142

# RNAV (GPS)-A

## TUCKER-GUTHRIE MEMORIAL (I35)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 070° | TDZE | N/A |
| | Apt Elev | 1564 |

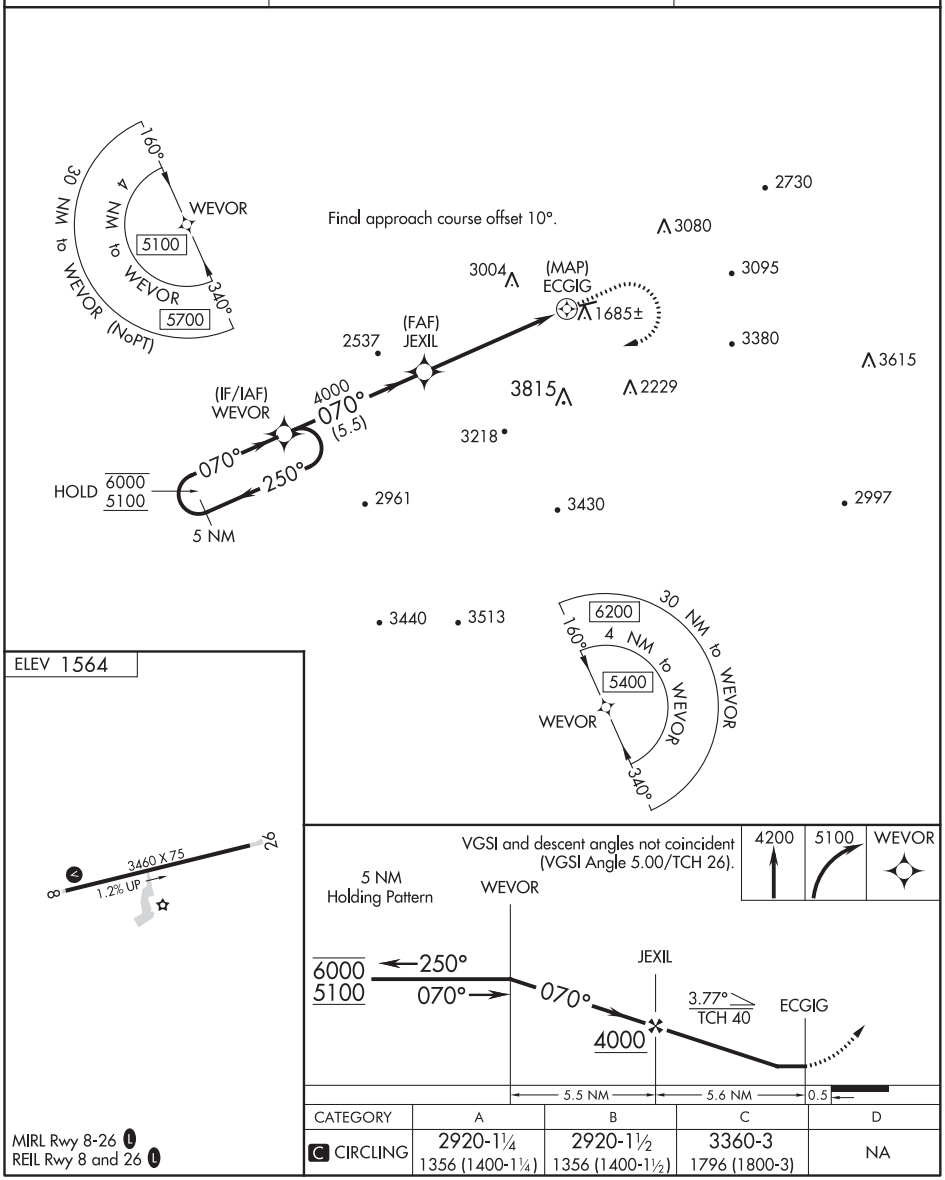
RNP APCH.

Circling NA north of Rwy 8-26. Procedure NA at night.

Rwy 8 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.35 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2920-1¼<br>1356 (1400-1¼) | 2920-1½<br>1356 (1400-1½) | 3360-3<br>1796 (1800-3) | NA |

MIRL Rwy 8-26 L

REIL Rwy 8 and 26 L

HARLAN, KENTUCKY

Amdt 1 21MAY20

36°52′N-83°22′W

TUCKER-GUTHRIE MEMORIAL (I35)

RNAV (GPS)-A



SE-1, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 3
## OHIO COUNTY (JQD)

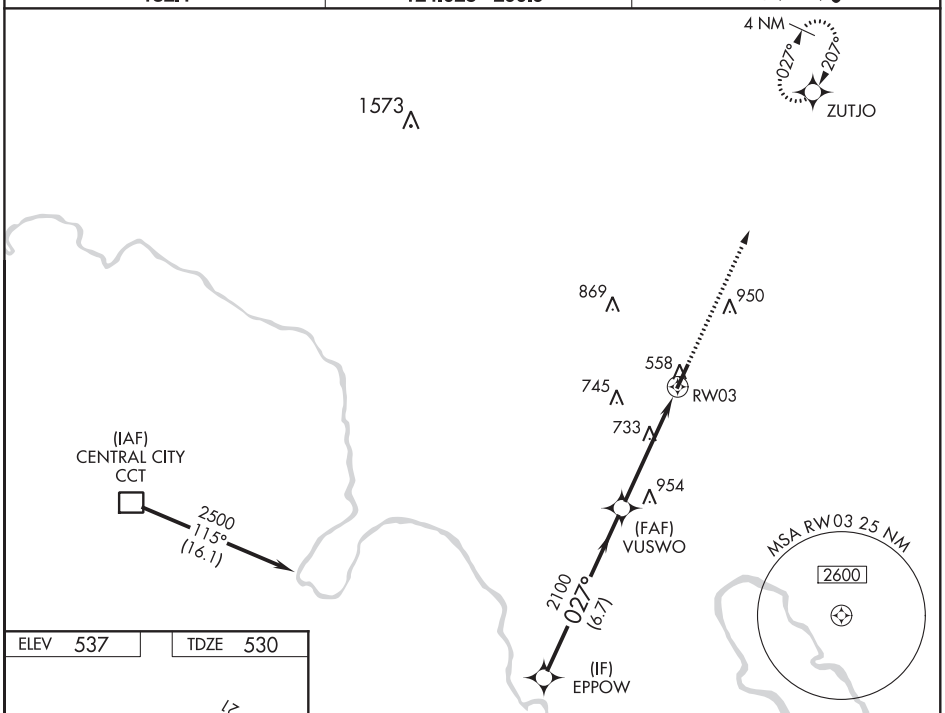
| WAAS CH 45926 W03A | APP CRS 027° | Rwy ldg 5003 TDZE 530 Apt Elev 537 |
|---|---|---|

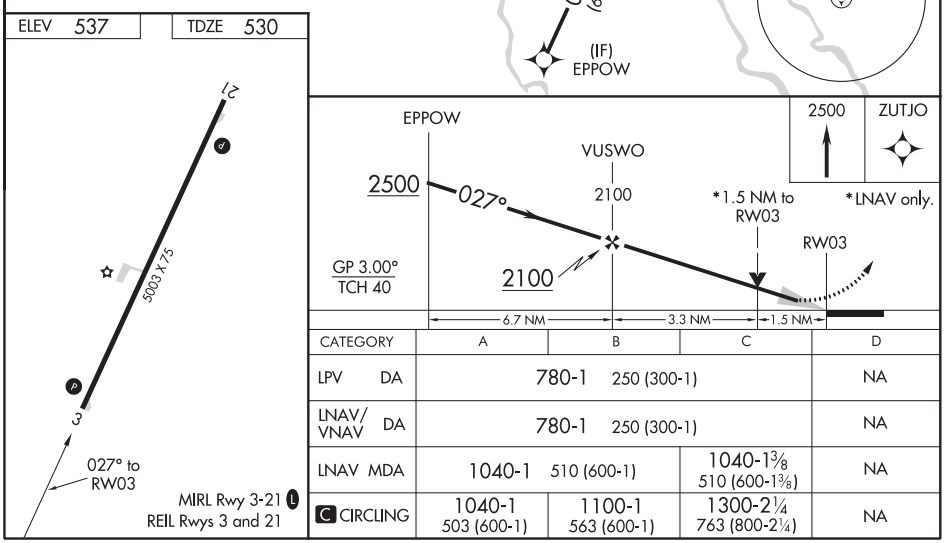
RNP APCH.

Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ⅜ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2500 direct ZUTJO and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 132.1 | 124.025 290.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 780-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 780-1 250 (300-1) | | | NA |
| LNAV MDA | 1040-1 510 (600-1) | | 1040-1⅜ 510 (600-1⅜) | NA |
| C CIRCLING | 1040-1 503 (600-1) | 1100-1 563 (600-1) | 1300-2¼ 763 (800-2¼) | NA |



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SE-1, 25 FEB 2021 to 22 APR 2021

HARTFORD, KENTUCKY | AL-9266 (FAA) | 20310

# RNAV (GPS) RWY 21
## OHIO COUNTY (JQD)

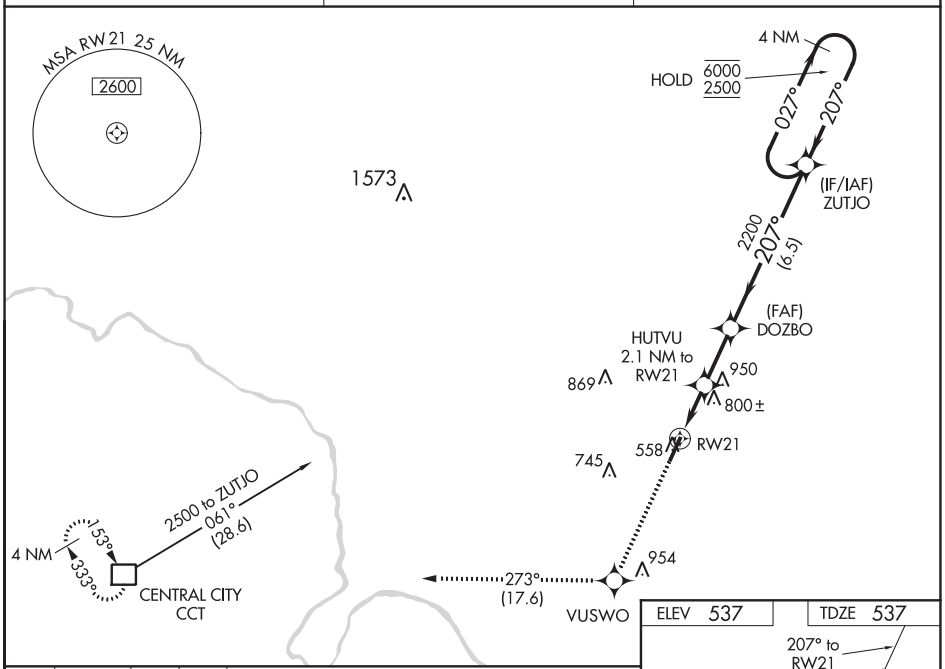
| WAAS CH 90526 W21A | APP CRS 207° | Rwy ldg 5003<br>TDZE 537<br>Apt Elev 537 |
|---|---|---|

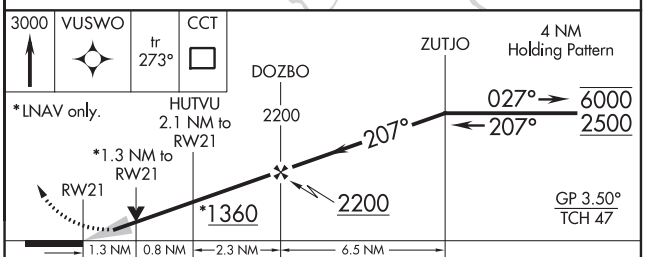
RNP APCH.

Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 858 feet, increase LNAV/VNAV DA to 1082 feet. Increase all MDA 80 feet, increase LNAV/VNAV visibilities all Cats ¼ SM, increase LNAV and Circling Cat C visibility ¼ SM.

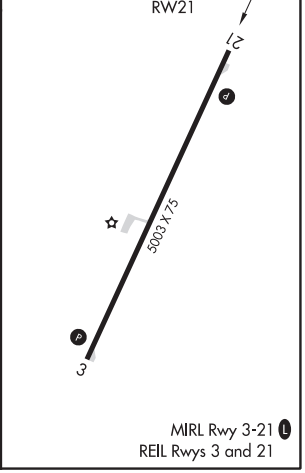
MISSED APPROACH: Climb to 3000 direct VUSWO and on track 273° to CCT DME and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 132.1 | 124.025 290.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 787-1 250 (300-1) | | 807-1 270 (300-1) | NA |
| LNAV/VNAV DA | 1011-1⅜ 474 (500-1⅜) | | | NA |
| LNAV MDA | 1060-1 523 (600-1) | | 1060-1½ 523 (600-1½) | NA |
| C CIRCLING | 1060-1 523 (600-1) | 1100-1 563 (600-1) | 1300-2¼ 763 (800-2¼) | NA |

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| WAAS CH 69323 W14A | APP CRS 145° | Rwy ldg 5499<br>TDZE 1243<br>Apt Elev 1256 |
|---|---|---|

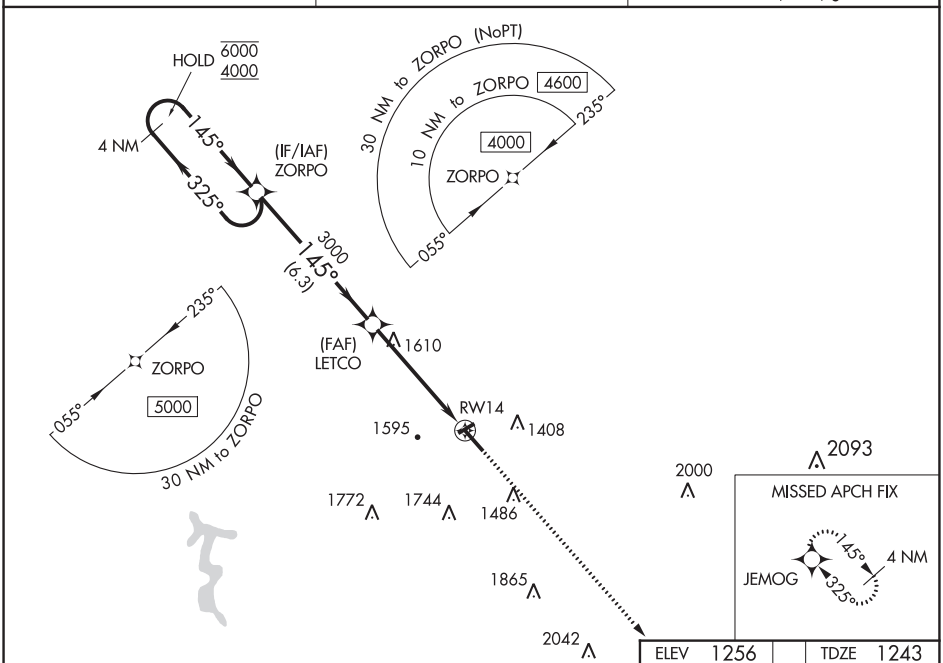
# RNAV (GPS) RWY 14
## WENDELL H FORD (CPF)

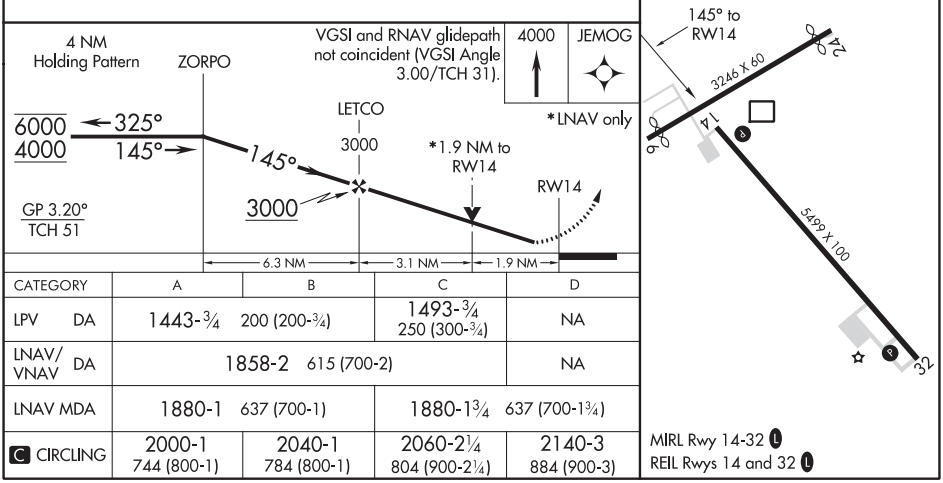
RNP APCH.

Circling Rwy 24, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct JEMOG and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.575 257.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1443-¾ 200 (200-¾) | | 1493-¾ 250 (300-¾) | NA |
| LNAV/VNAV DA | 1858-2 615 (700-2) | | | NA |
| LNAV MDA | 1880-1 637 (700-1) | | 1880-1¾ 637 (700-1¾) | |
| C CIRCLING | 2000-1 744 (800-1) | 2040-1 784 (800-1) | 2060-2¼ 804 (900-2¼) | 2140-3 884 (900-3) |

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HAZARD, KENTUCKY

AL-9256 (FAA)

21056

# RNAV (GPS) RWY 32

## WENDELL H FORD (CPF)

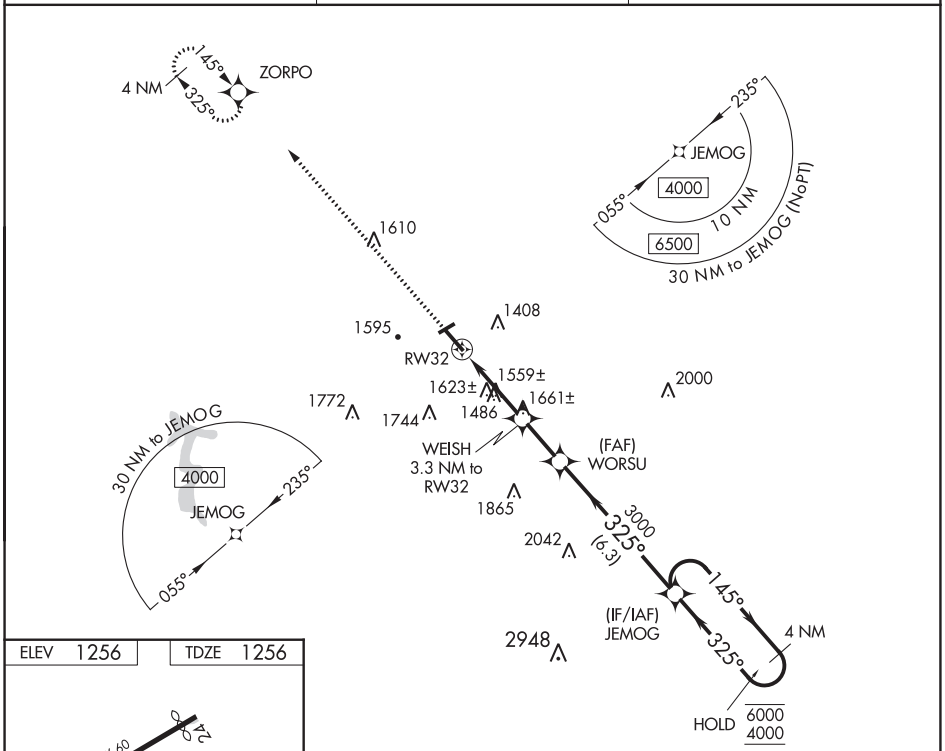
| WAAS CH 56423 W32A | APP CRS 325° | Rwy ldg 5499<br>TDZE 1256<br>Apt Elev 1256 |
|---|---|---|

RNP APCH.

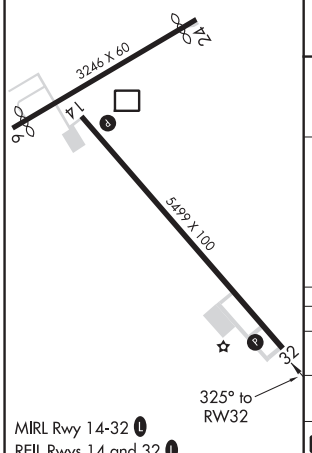
Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night.

MISSED APPROACH: Climb to 4000 direct ZORPO and hold.

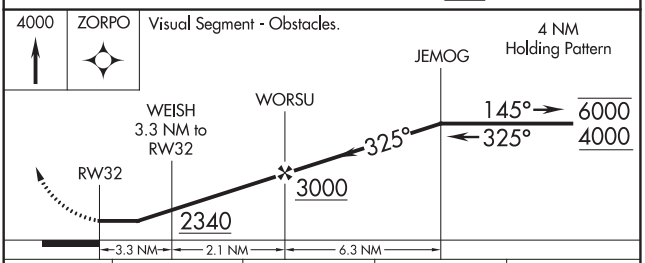
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.575 257.85 | 122.7 (CTAF) L |




ELEV 1256 TDZE 1256




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1820-1 564 (600-1) | | 1820-1⅝ 564 (600-1⅝) | |
| LNAV MDA | 1880-1 624 (700-1) | | 1880-1¾ 624 (700-1¾) | |
| C CIRCLING | 2000-1 744 (800-1) | 2040-1 784 (800-1) | 2060-2¼ 804 (900-2¼) | 2140-3 884 (900-3) |

HAZARD, KENTUCKY
Orig-D 26MAR20

37°23′N-83°16′W

WENDELL H FORD (CPF)

RNAV (GPS) RWY 32

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| LOC I-CPF | APP CRS | Rwy ldg | 5499 |
|---|---|---|---|
| 109.35 | 145° | TDZE | 1243 |
| | | Apt Elev | 1256 |

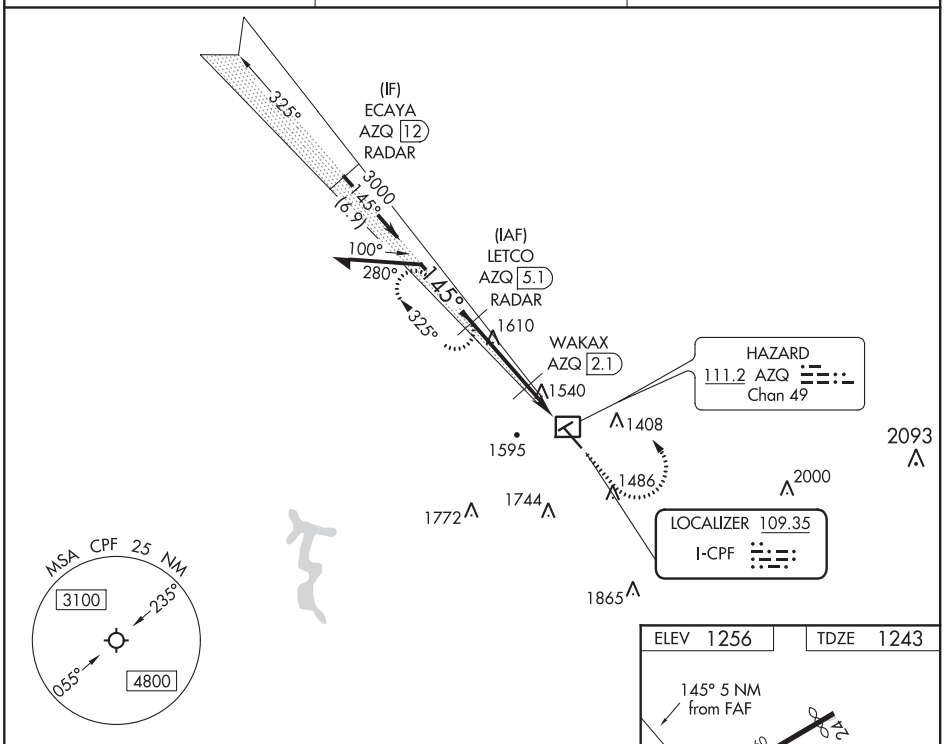
# LOC RWY 14
## WENDELL H FORD (CPF)

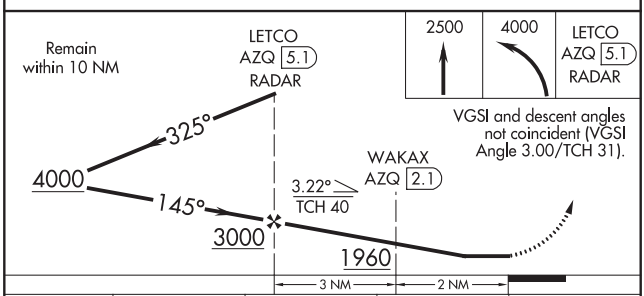
DME required. RADAR required for procedure entry.
RADAR required for missed appoach.

T A Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME from AZQ DME.

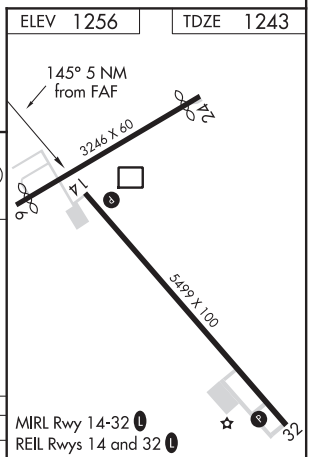
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 to LETCO/AZQ 5.1 DME/RADAR and hold, continue climb-in-hold to 4000.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.575 257.85 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 14 | 1800-1 557 (600-1) | | 1800-1⅝ 557 (600-1⅝) | |
| C CIRCLING | 2000-1 744 (800-1) | 2040-1 784 (800-1) | 2060-2¼ 804 (900-2¼) | 2140-3 884 (900-3) |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



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HENDERSON, KENTUCKY AL-5059 (FAA) 19199

# RNAV (GPS) RWY 9
## HENDERSON CITY-COUNTY (EHR)

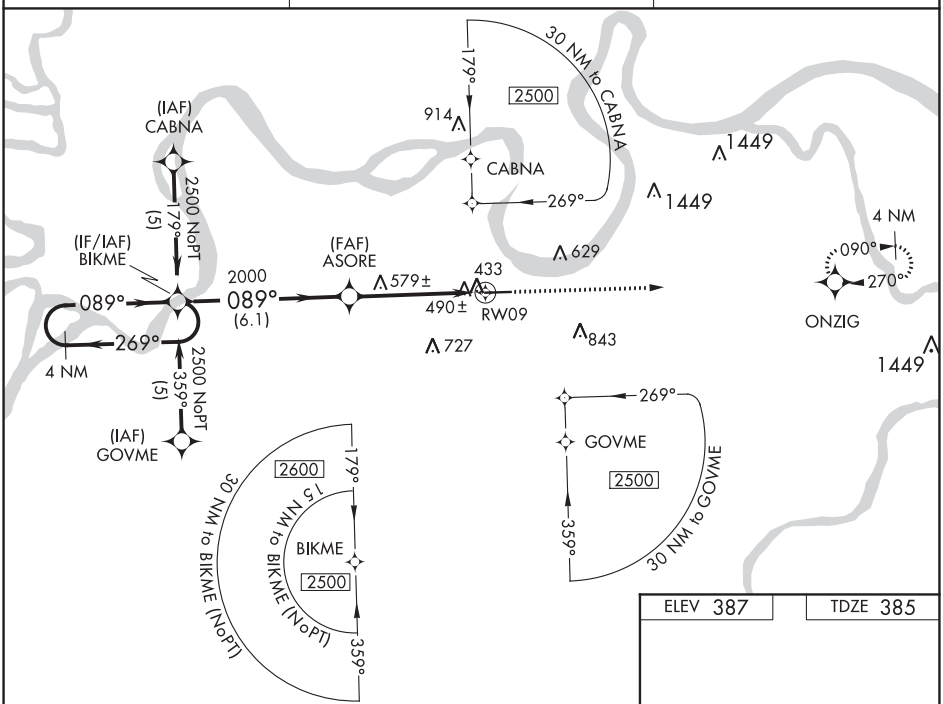
| WAAS CH 97709 W09A | APP CRS 089° | Rwy ldg 5503<br>TDZE 385<br>Apt Elev 387 |
|---|---|---|

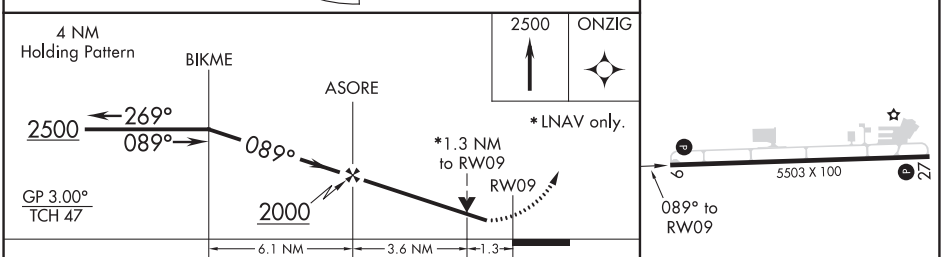
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48° C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.85 | 124.025 257.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 694-1 309 (400-1) | | | |
| LNAV/VNAV DA | 774-1¼ 389 (400-1¼) | | | |
| LNAV MDA | 840-1 455 (500-1) | | 840-1⅜ 455 (500-1⅜) | 840-1½ 455 (500-1½) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

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| WAAS CH 77909 W27A | APP CRS 269° | Rwy ldg 5503<br>TDZE 387<br>Apt Elev 387 |
|---|---|---|

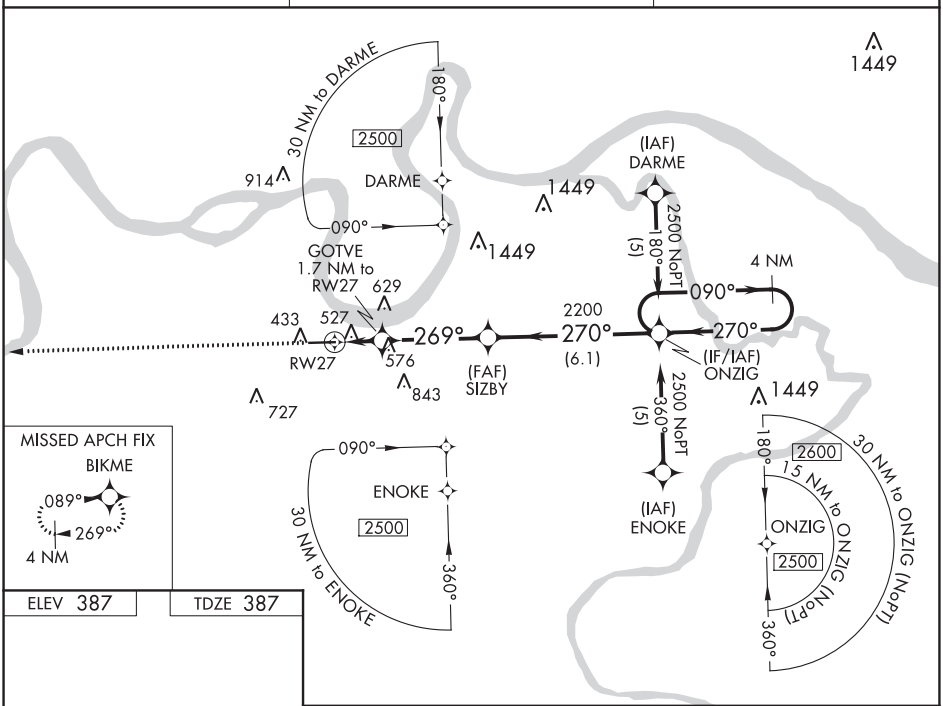
# RNAV (GPS) RWY 27
## HENDERSON CITY-COUNTY (EHR)

RNP APCH.

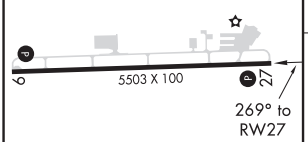
Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

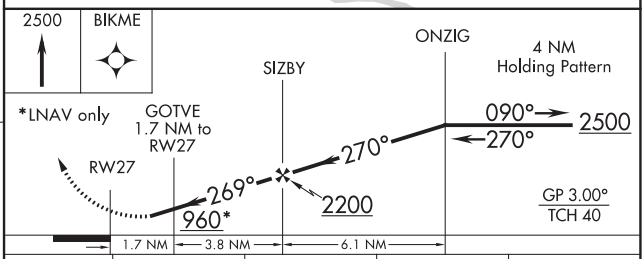
MISSED APPROACH: Climb to 2500 direct BIKME and hold.

| AWOS-3PT | EVANSVILLE APP CON * | UNICOM |
|---|---|---|
| 118.85 | 124.025 257.8 | 122.8 (CTAF) L |




ELEV 387 | TDZE 387




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 733-1¼ 346 (400-1¼) | | | |
| LNAV/VNAV DA | 827-1½ 440 (500-1½) | | | |
| LNAV MDA | 840-1 453 (500-1) | | 840-1⅜ 453 (500-1⅜) | 840-1½ 453 (500-1½) |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

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HENDERSON, KENTUCKY

AL-5059 (FAA)

20254

# VOR-A

## HENDERSON CITY-COUNTY (EHR)

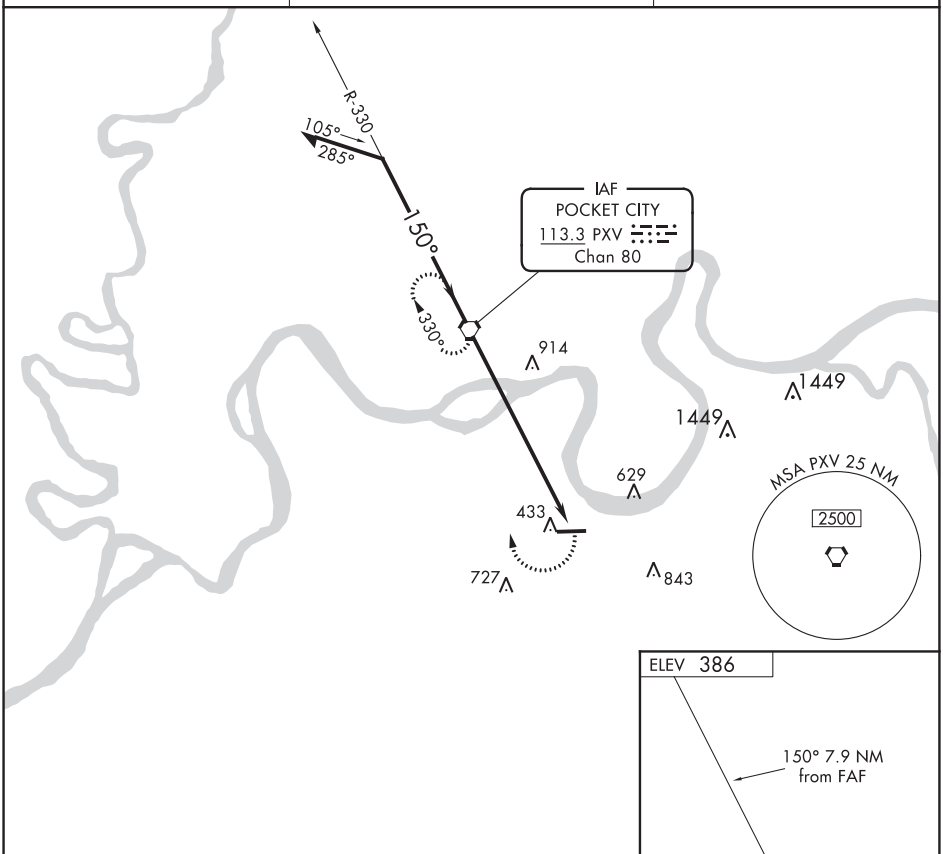
| VORTAC PXV | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.3 | 150° | TDZE | N/A |
| Chan 80 | | Apt Elev | 386 |

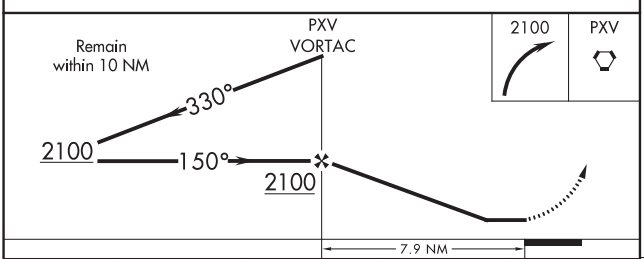
If local altimeter setting not received, use Evansville altimeter setting and increase all MDA's 80 feet.

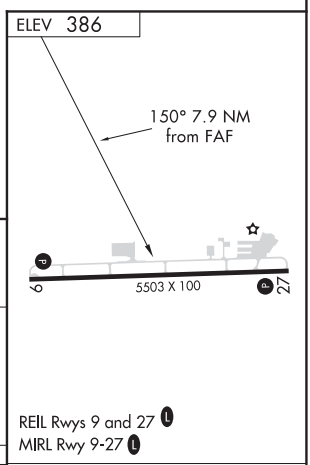
NA

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.85 | 124.025 257.8 | 122.8 (CTAF) L |




REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 534 (600-1) | | 920-1½ 534 (600-1½) | 940-2 554 (600-2) |

| FAF to MAP 7.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:54 | 5:16 | 3:57 | 3:10 | 2:38 |

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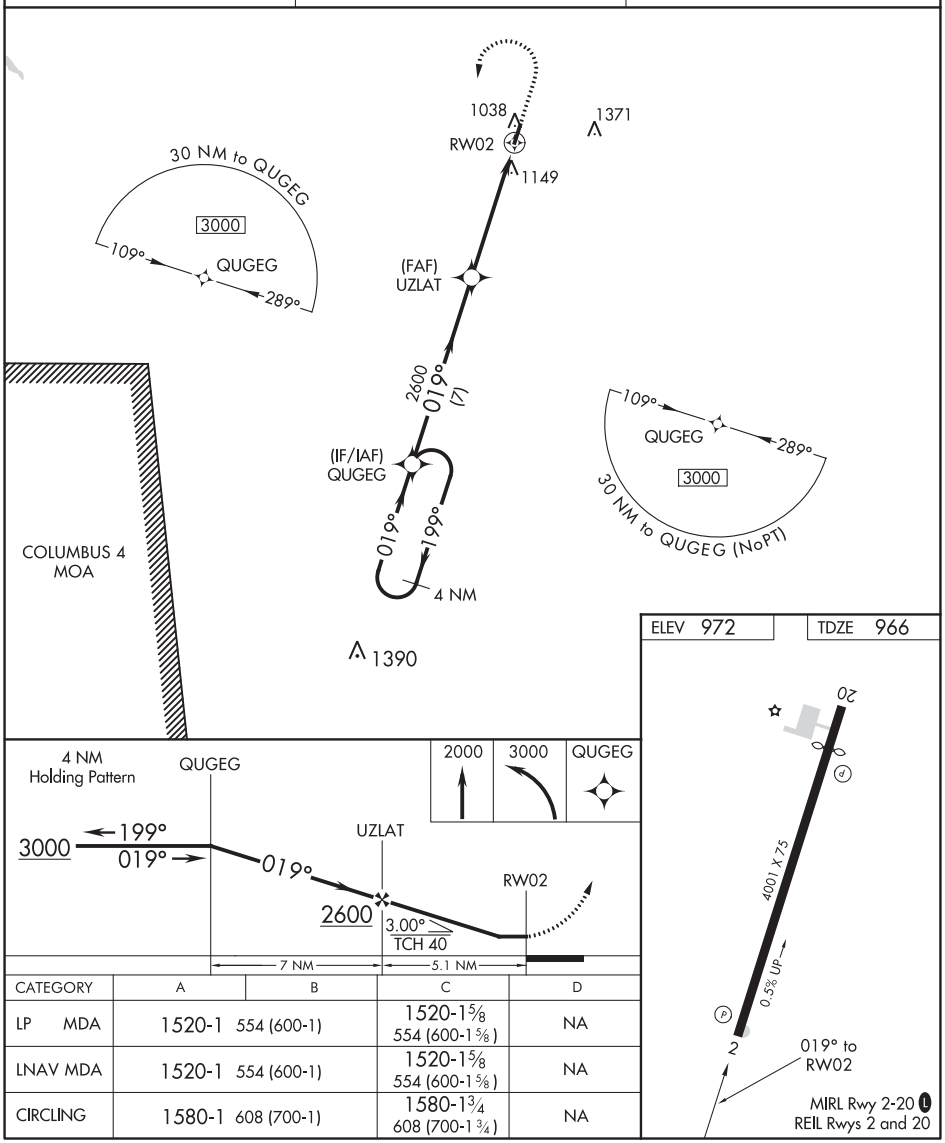
| WAAS CH 77726 W02A | APP CRS 019° | Rwy ldg 4001<br>TDZE 966<br>Apt Elev 972 |
|---|---|---|

# RNAV (GPS) RWY 2
## JOHN A BAKER FIELD (Ø M3)

NA DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LNAV and LP Cat C visibility ⅜ mile and Circling Cat C visibility ¼ mile. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG and hold.

| 2M2 AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.175 | 125.85 379.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1520-1 554 (600-1) | | 1520-1⅝ 554 (600-1⅝) | NA |
| LNAV MDA | 1520-1 554 (600-1) | | 1520-1⅝ 554 (600-1⅝) | NA |
| CIRCLING | 1580-1 608 (700-1) | | 1580-1¾ 608 (700-1¾) | NA |



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HOPKINSVILLE, KENTUCKY | AL-5191 (FAA) | 20198

| APP CRS | Rwy ldg | 5505 |
|---|---|---|
| 079° | TDZE | 540 |
| | Apt Elev | 564 |

# RNAV (GPS) RWY 8
## HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

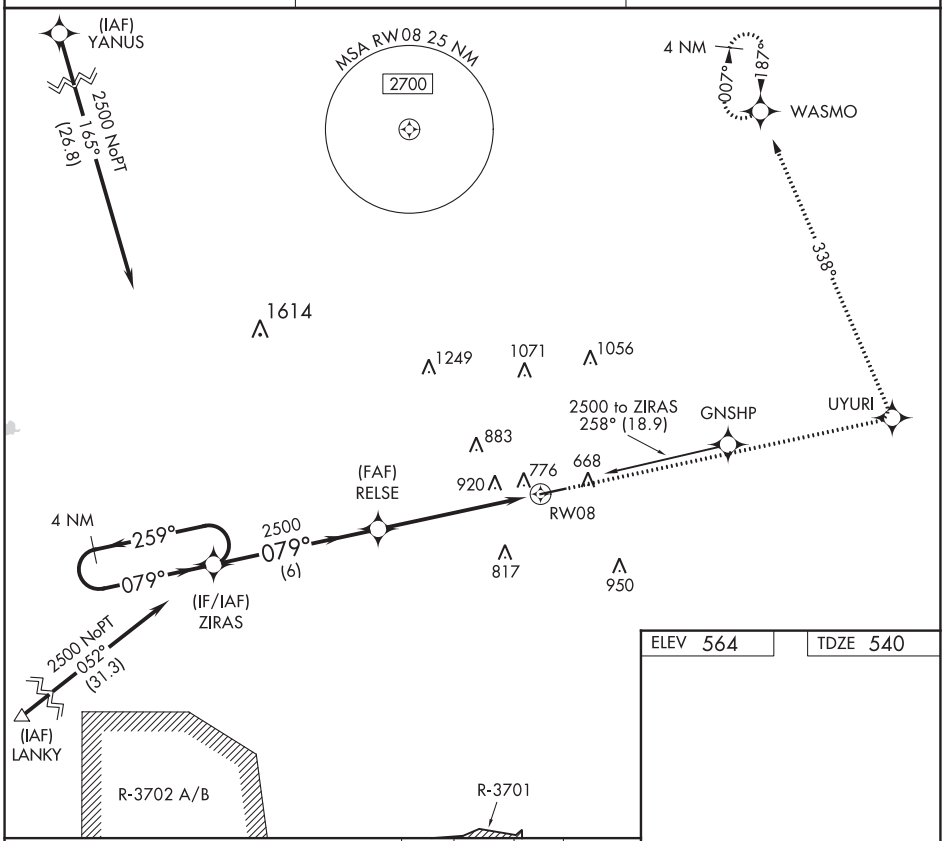
RNP APCH.

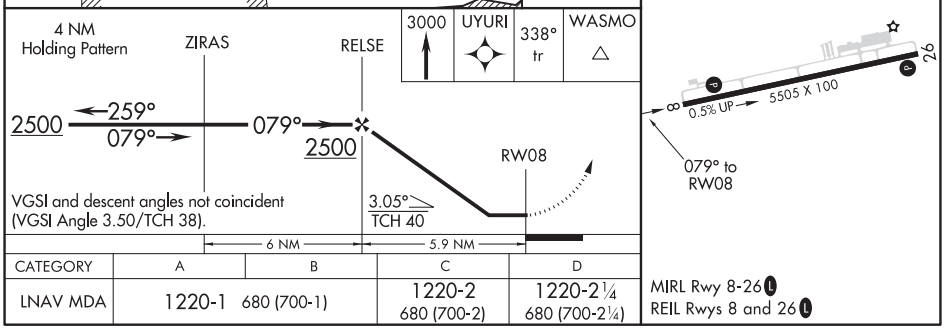
Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

NA

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

| AWOS-3 | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 132.575 | 118.1 269.525 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 680 (700-1) | | 1220-2 680 (700-2) | 1220-2¼ 680 (700-2¼) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

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SE-1, 25 FEB 2021 to 22 APR 2021

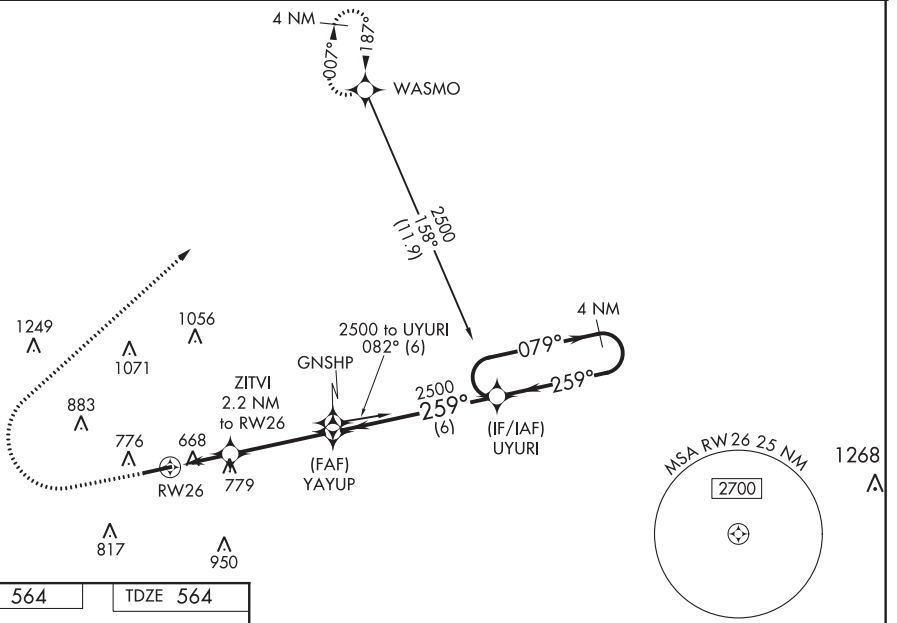
| WAAS CH 82221 W26A | APP CRS 259° | Rwy ldg 5505 TDZE 564 Apt Elev 564 |
|---|---|---|

# RNAV (GPS) RWY 26
## HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

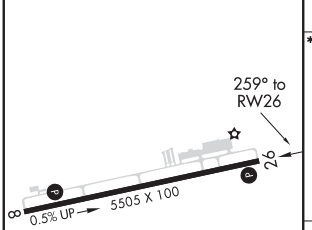
T NA Night landing: Rwy 8 NA. For uncompensted Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Clarksville altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 285 feet and all visibilities ⅛ mile; increase LNAV/VNAV DA to 467 feet and all visibilities ⅛ mile; increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

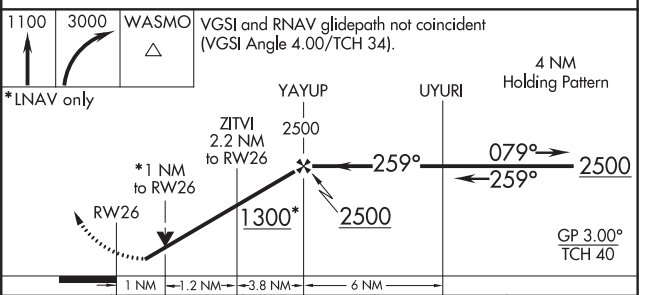
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.

| AWOS-3 | CAMPBELL APP CON | UNICOM |
|---|---|---|
| 132.575 | 118.1 269.525 | 122.8 (CTAF) L |




ELEV 564 TDZE 564




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 814-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 996-1½ 432 (500-1½) | | | |
| LNAV MDA | 1040-1 476 (500-1) | | 1040-1⅜ 476 (500-1⅜) | |
| C CIRCLING | 1140-1 576 (600-1) | | 1280-2 716 (800-2) | 1320-2½ 756 (800-2½) |

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L



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HUMBOLDT, TENNESSEE | AL-5828 (FAA) | 20198

# RNAV (GPS) RWY 4
## HUMBOLDT MUNI (M53)

| WAAS CH 78038 W04A | APP CRS 046° | Rwy ldg 4003<br>TDZE 420<br>Apt Elev 421 |
|---|---|---|

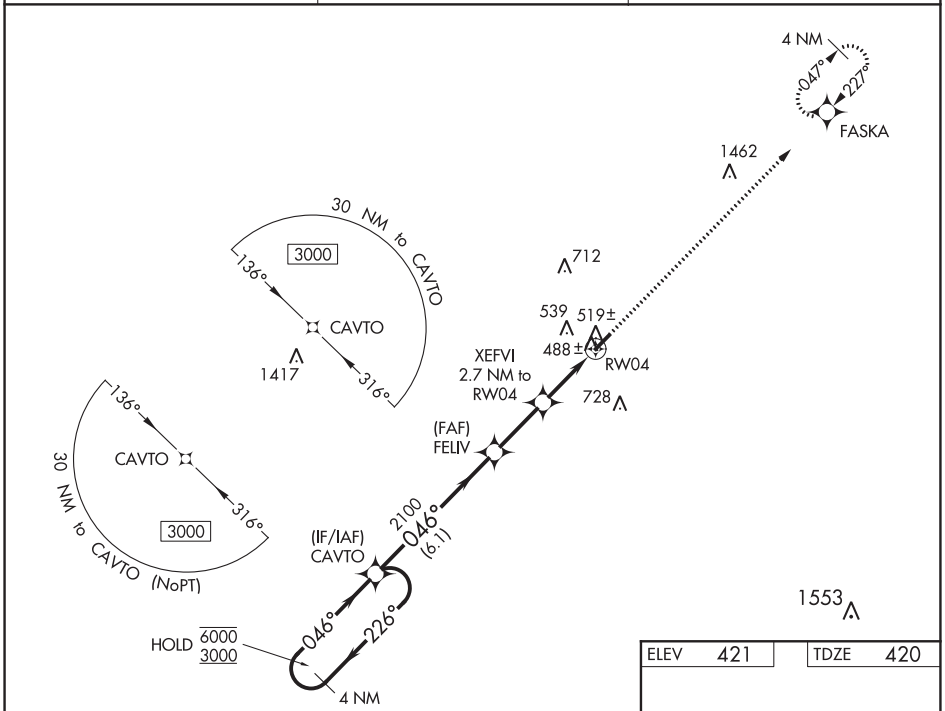
RNP APCH.

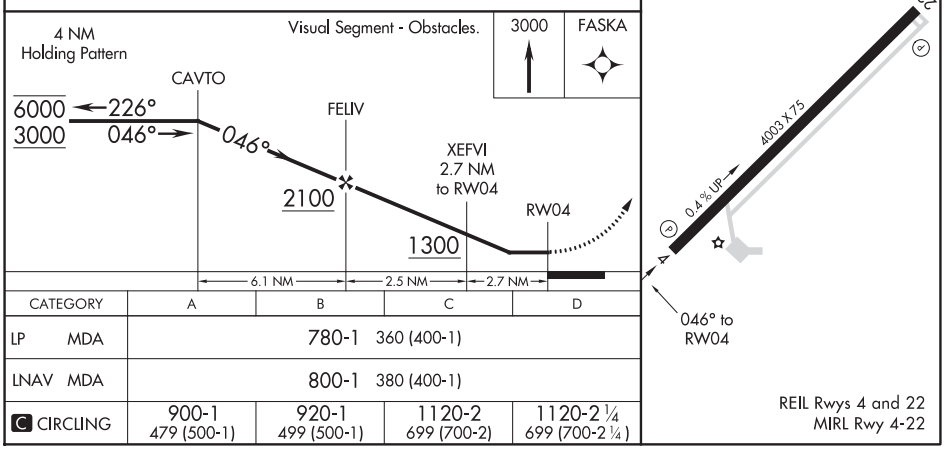
Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase all MDA 60 feet; increase LP Cats C/D visibility ⅛ mile; increase LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct FASKA and hold.

| MKL ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.325 | 134.65 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 780-1 360 (400-1) | | | |
| LNAV MDA | 800-1 380 (400-1) | | | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1120-2 699 (700-2) | 1120-2¼ 699 (700-2¼) |

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| WAAS CH 40138 W22A | APP CRS 226° | Rwy ldg 4003<br>TDZE 421<br>Apt Elev 421 |
|---|---|---|

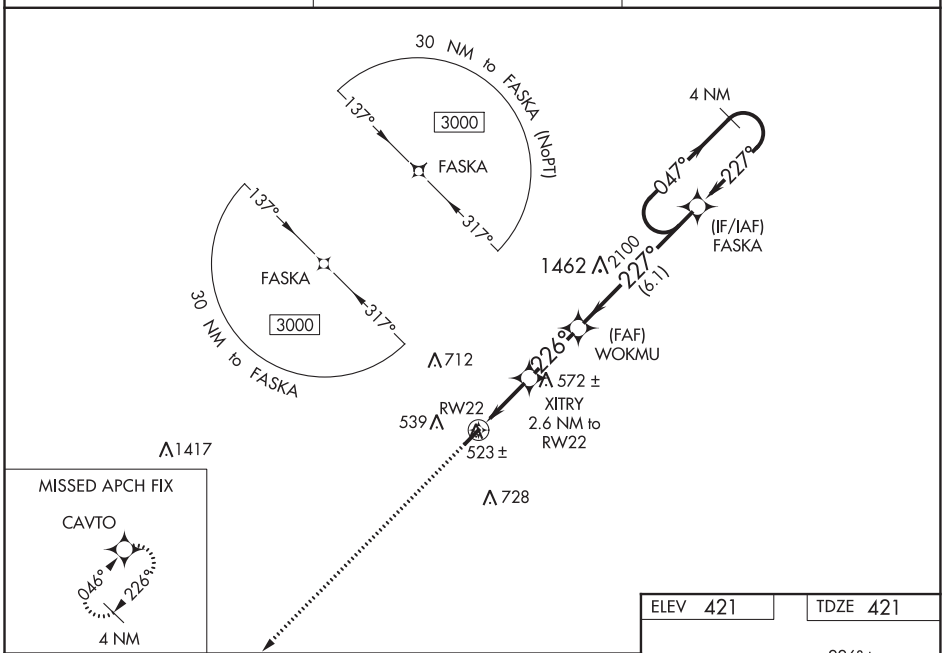
# RNAV (GPS) RWY 22
## HUMBOLDT MUNI (M53)

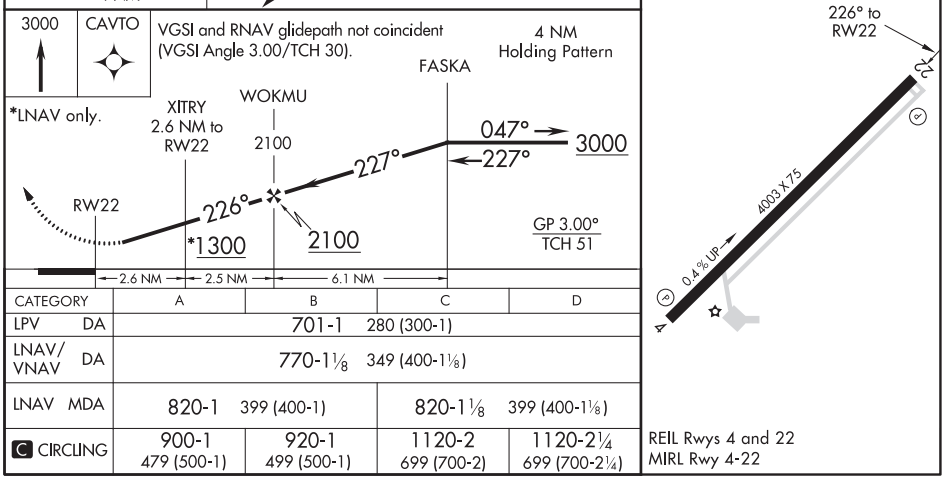
T
A NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase LPV all Cats DA to 749 and all Cats visibility ⅛ mile; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CAVTO and hold.

| MKL ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.325 | 134.65 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 701-1 280 (300-1) | | | |
| LNAV/VNAV DA | 770-1⅛ 349 (400-1⅛) | | | |
| LNAV MDA | 820-1 399 (400-1) | | 820-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 900-1 479 (500-1) | 920-1 499 (500-1) | 1120-2 699 (700-2) | 1120-2¼ 699 (700-2¼) |



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SE-1, 25 FEB 2021 to 22 APR 2021

HUNTINGDON, TENNESSEE AL-6931 (FAA) 19059

# RNAV (GPS) RWY 1

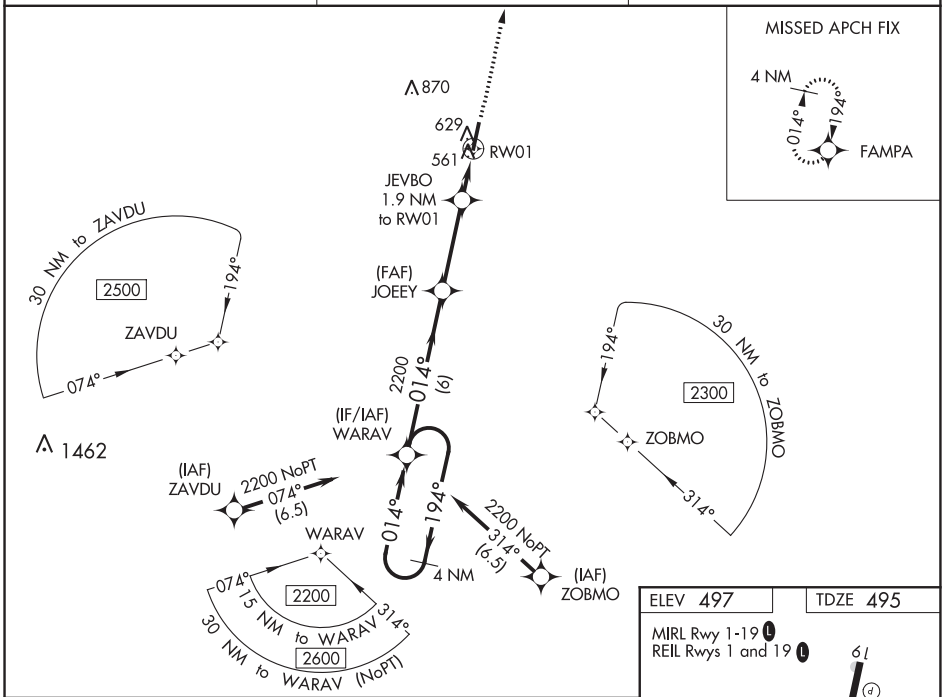
CARROLL COUNTY (HZD)

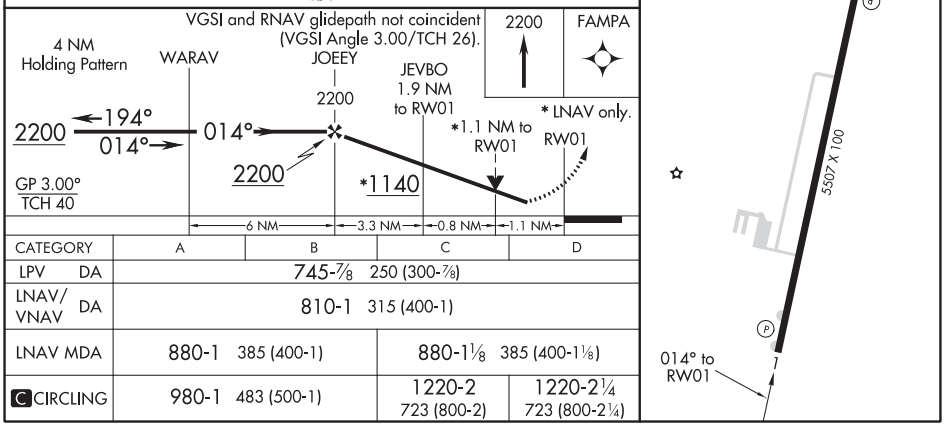
| WAAS CH 99419 W01A | APP CRS 014° | Rwy ldg 5507 TDZE 495 Apt Elev 497 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile.
VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.275 | 134.65 316.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 745-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 810-1 315 (400-1) | | | |
| LNAV MDA | 880-1 385 (400-1) | | 880-1⅛ 385 (400-1⅛) | |
| C CIRCLING | 980-1 483 (500-1) | | 1220-2 723 (800-2) | 1220-2¼ 723 (800-2¼) |

HUNTINGDON, TENNESSEE
Amdt 1A 11DEC14

36°05'N-88°28'W

CARROLL COUNTY (HZD)

RNAV (GPS) RWY 1

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 97634 W19A | APP CRS 194° | Rwy ldg 5507 TDZE 497 Apt Elev 497 |
|---|---|---|

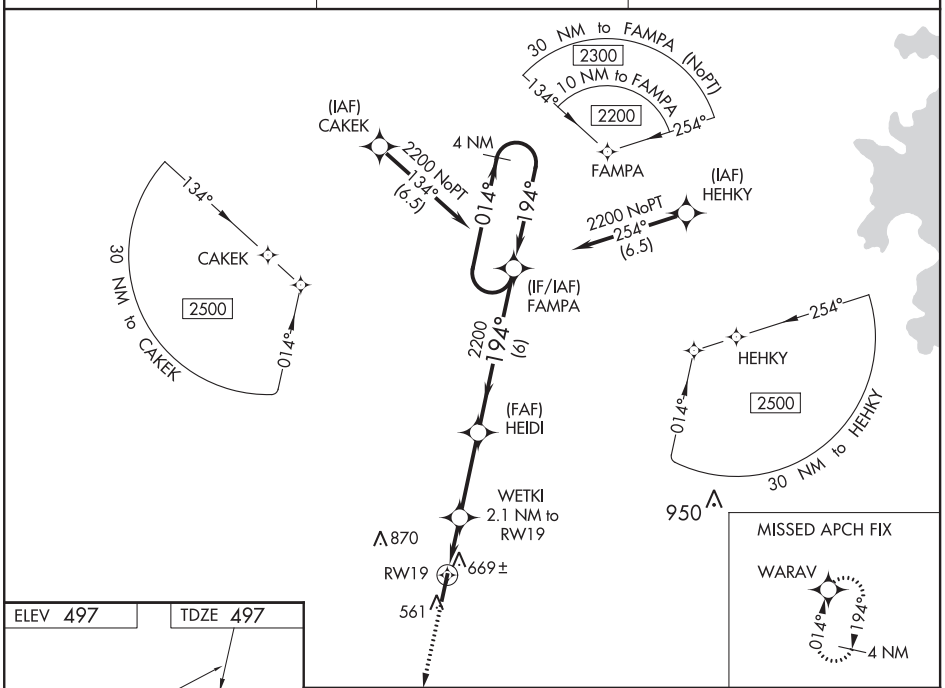
# RNAV (GPS) RWY 19
## CARROLL COUNTY (HZD)

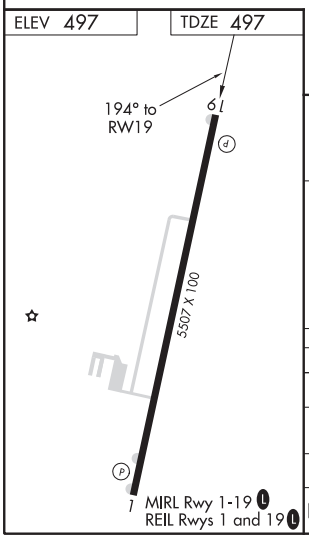
T A NA

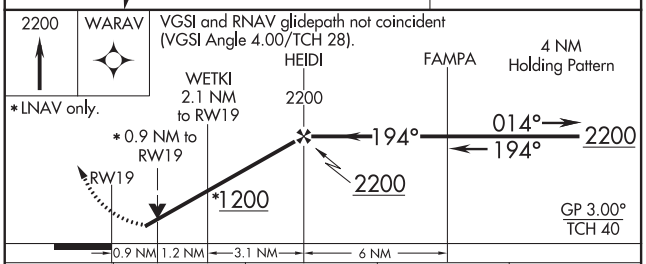
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct WARAV and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.275 | 134.65 316.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 798-1 301 (400-1) | | | |
| LNAV/VNAV DA | 933-1½ 436 (500-1½) | | | |
| LNAV MDA | 920-1 423 (500-1) | | 920-1¼ 423 (500-1¼) | |
| C CIRCLING | 980-1 483 (500-1) | | 1220-2 723 (800-2) | 1220-2¼ 723 (800-2¼) |



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JACKSBORO, TENNESSEE AL-6122 (FAA) 20310

| WAAS CH 77736 W23A | APP CRS 242° | Rwy ldg 4000<br>TDZE 1180<br>Apt Elev 1180 |
|---|---|---|

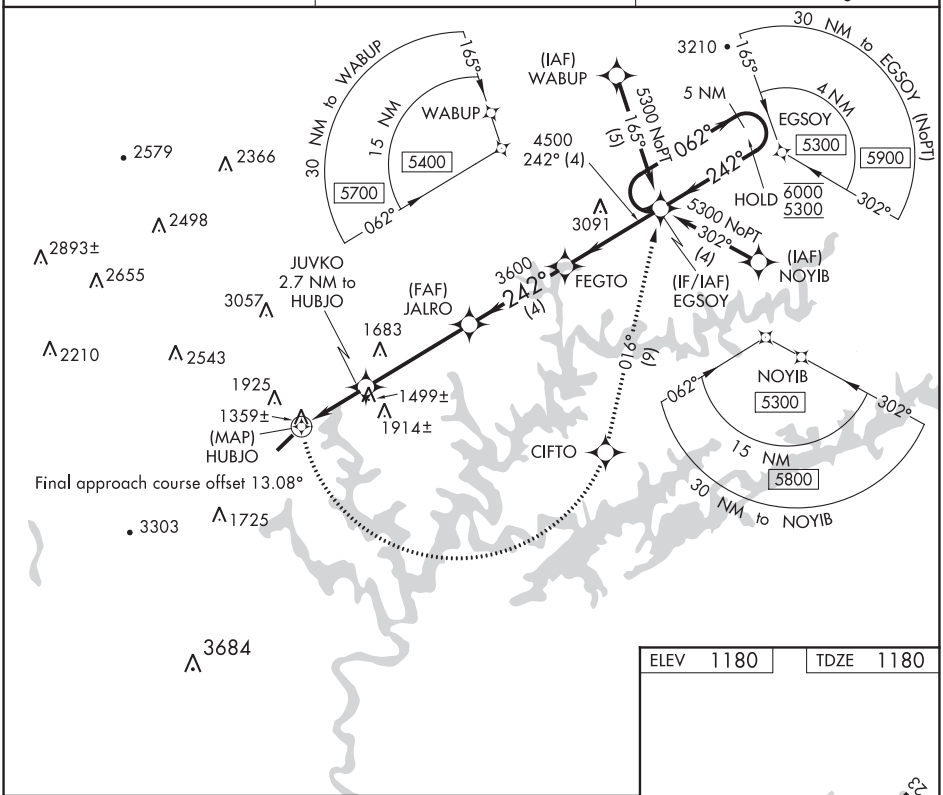
# RNAV (GPS) RWY 23
## COLONEL TOMMY C STINER AIRFIELD (JAU)

RNP APCH.

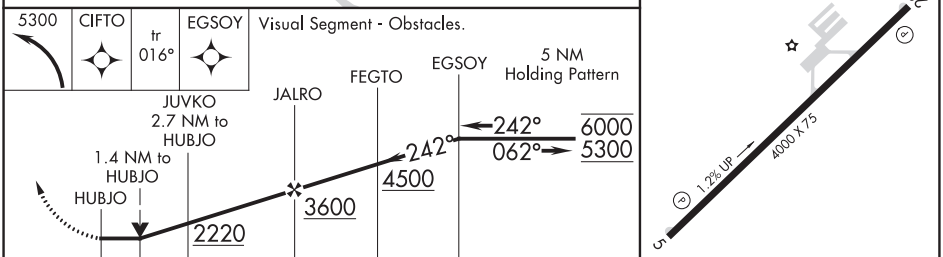
Circling NA northwest of Rwy 5-23.
Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 5300 direct CIFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.975 | 133.6 254.3 | 122.8 (CTAF) L |




| ELEV 1180 | TDZE 1180 |
|---|---|







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1640-1 460 (500-1) | | NA | |
| LNAV MDA | 1920-1 740 (800-1) | | NA | |
| C CIRCLING | 1920-1 740 (800-1) | | NA | |

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

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| APP CRS | Rwy ldg | 4400 |
|---|---|---|
| 012° | TDZE | 1367 |
| | Apt Elev | 1381 |

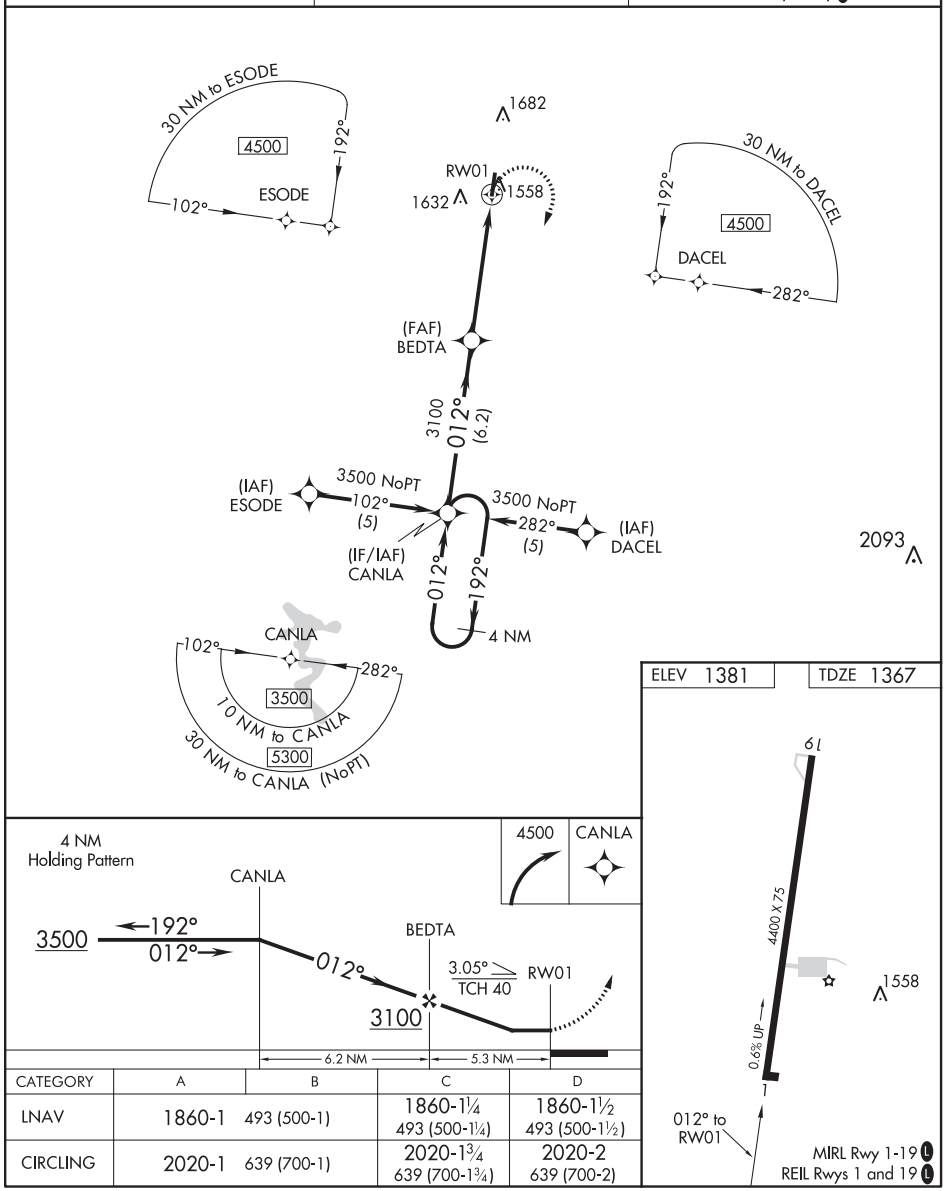
# RNAV (GPS) RWY 1
## JULIAN CARROLL (JKL)

NA

DME/DME RNP-0.3 NA. Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4500 direct CANLA WP and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.375 | 126.575 253.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV | 1860-1 493 (500-1) | | 1860-1¼ 493 (500-1¼) | 1860-1½ 493 (500-1½) |
| CIRCLING | 2020-1 639 (700-1) | | 2020-1¾ 639 (700-1¾) | 2020-2 639 (700-2) |

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JACKSON, TENNESSEE

AL-5062 (FAA)

19059

# ILS or LOC RWY 2

## MC KELLAR-SIPES RGNL (MKL)

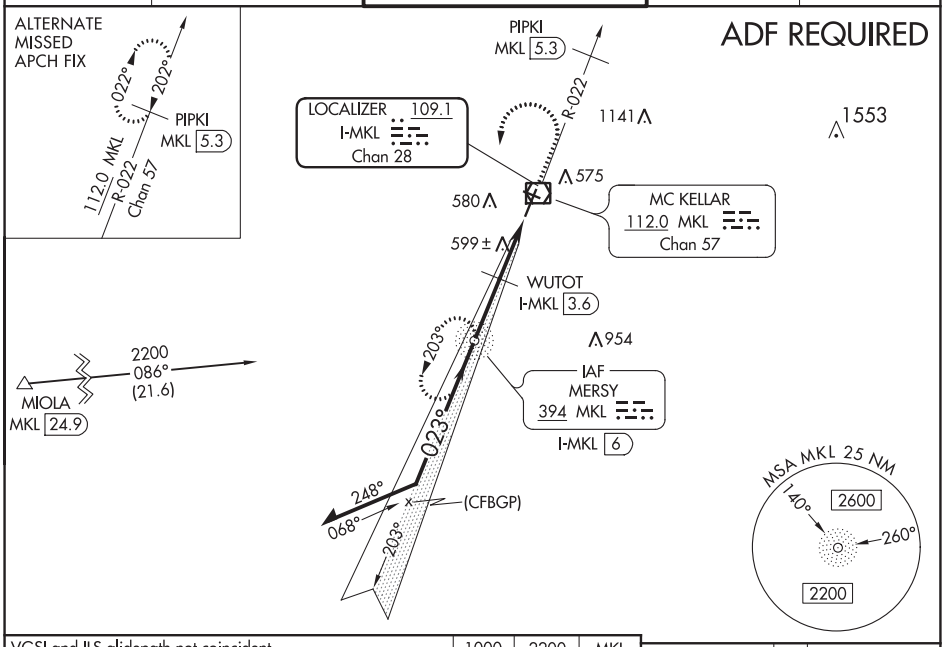
| LOC/DME I-MKL | APP CRS | Rwy ldg | 6006 |
|---|---|---|---|
| 109.1 | 023° | TDZE | 434 |
| Chan 28 | | Apt Elev | 434 |

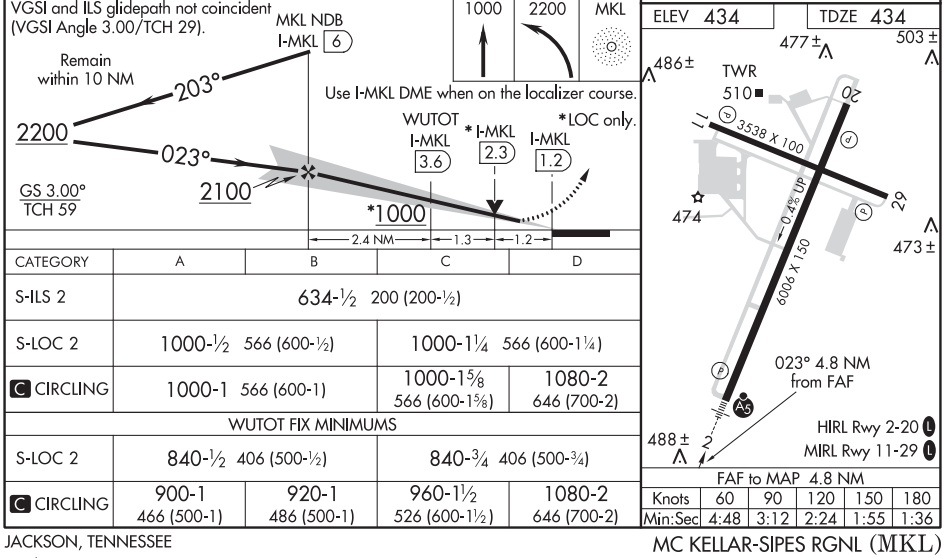
Circling Rwy 29 NA at night. Autopilot coupled approach NA below 1100. ADF required. For inop ALS, increase S-LOC 2 and WUTOT fix minimums Cats C/D visibility ⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct MKL NDB and hold.

| ASOS | MEMPHIS CENTER | JACKSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.325 | 134.65 316.15 | 127.15 (CTAF) L 249.95 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 634-½ 200 (200-½) | | | |
| S-LOC 2 | 1000-½ 566 (600-½) | | 1000-1¼ 566 (600-1¼) | |
| C CIRCLING | 1000-1 566 (600-1) | | 1000-1⅝ 566 (600-1⅝) | 1080-2 646 (700-2) |
| WUTOT FIX MINIMUMS | | | | |
| S-LOC 2 | 840-½ 406 (500-½) | | 840-¾ 406 (500-¾) | |
| C CIRCLING | 900-1 466 (500-1) | 920-1 486 (500-1) | 960-1½ 526 (600-1½) | 1080-2 646 (700-2) |

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



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JACKSON, TENNESSEE
Amdt 9 22JUN17

35°36′N-88°55′W

MC KELLAR-SIPES RGNL (MKL)
ILS or LOC RWY 2

| WAAS CH 93511 W02A | APP CRS 023° | Rwy ldg 6006 TDZE 434 Apt Elev 434 |
|---|---|---|

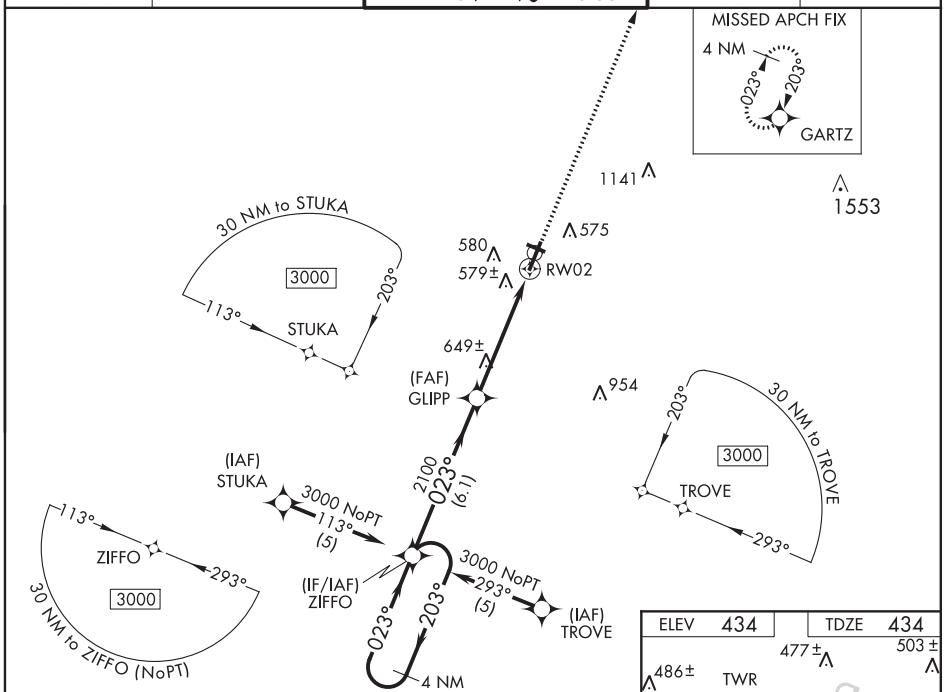
# RNAV (GPS) RWY 2
## MC KELLAR-SIPES RGNL (MKL)

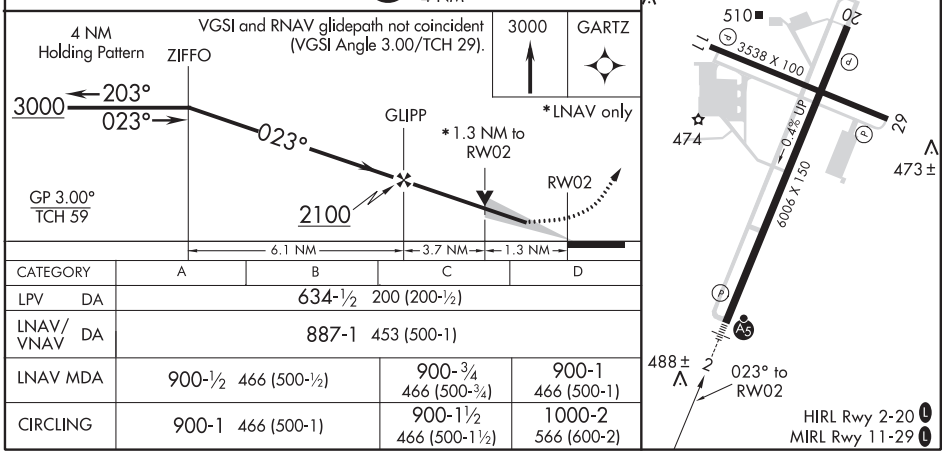
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C and D visibility ¼ mile. For inoperative MALSR when using Dyersburg altimeter setting, increase LPV all Cats visibility to 1 mile. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. Night Landing: Rwy 29 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct GARTZ and hold.

| ASOS | MEMPHIS CENTER | JACKSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.325 | 134.65 316.15 | 127.15 (CTAF) L 249.95 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 887-1 453 (500-1) | | | |
| LNAV MDA | 900-½ 466 (500-½) | | 900-¾ 466 (500-¾) | 900-1 466 (500-1) |
| CIRCLING | 900-1 466 (500-1) | | 900-1½ 466 (500-1½) | 1000-2 566 (600-2) |



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JACKSON, TENNESSEE AL-5062 (FAA) 19199

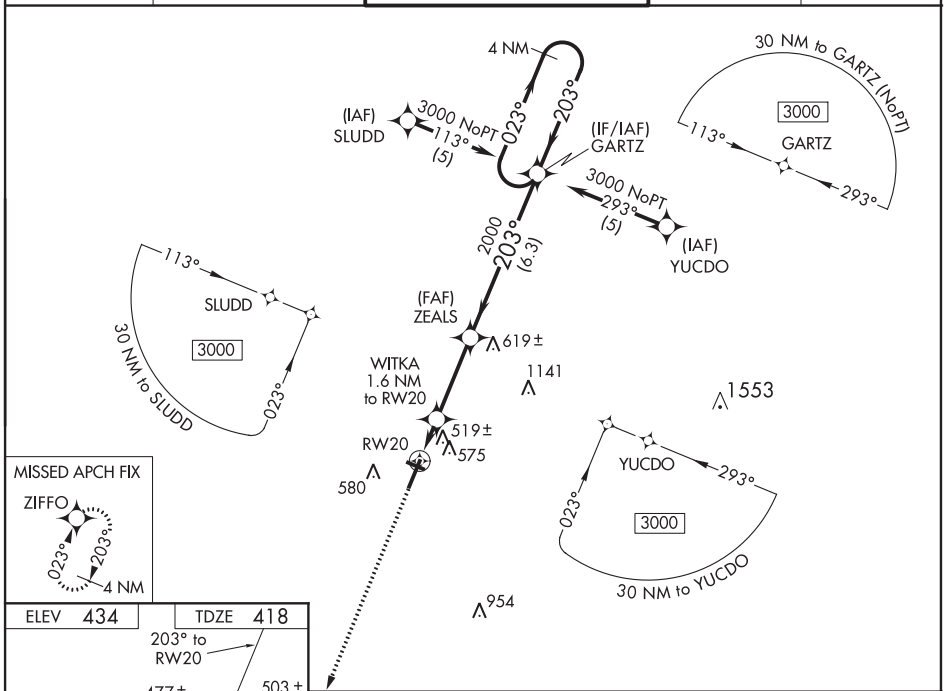
# RNAV (GPS) RWY 20
## MC KELLAR-SIPES RGNL (MKL)

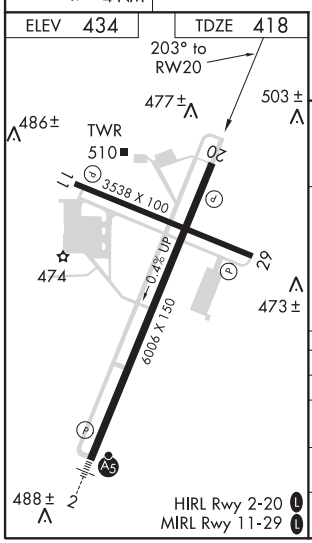
| WAAS CH 40312 W20A | APP CRS 203° | Rwy ldg 6006 TDZE 418 Apt Elev 434 |
|---|---|---|

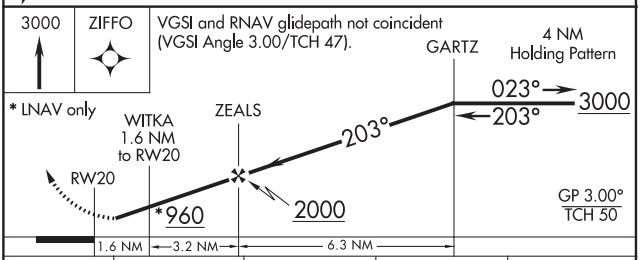
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 92 feet and all MDA 100 feet; and increase LPV all Cats visibility ½ mile, LNAV/VNAV ¼ mile, LNAV Cat C and D ¼ mile. Night Landing: Rwy 29 NA.

MISSED APPROACH: Climb to 3000 direct ZIFFO and hold.

| ASOS | MEMPHIS CENTER | JACKSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.325 | 134.65 316.15 | 127.15 (CTAF) L 249.95 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 710-1 292 (300-1) | | | |
| LNAV/VNAV DA | 818-1½ 400 (400-1½) | | | |
| LNAV MDA | 780-1 362 (400-1) | | | 780-1¼ 362 (400-1¼) |
| CIRCLING | 880-1 446 (500-1) | 900-1 466 (500-1) | 900-1½ 466 (500-1½) | 1000-2 566 (600-2) |

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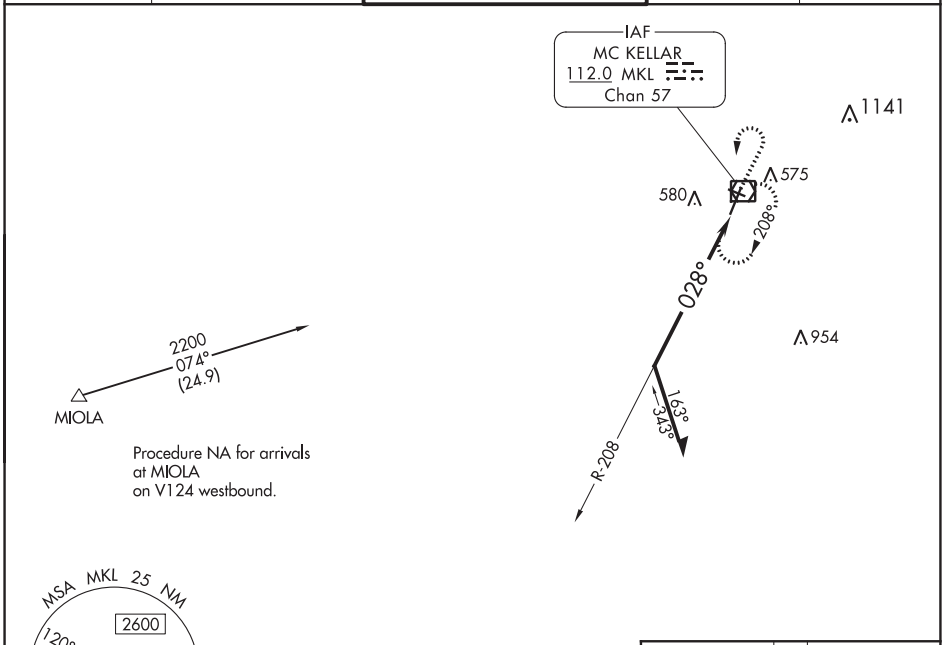
| VOR/DME MKL 112.0 Chan 57 | APP CRS 028° | Rwy ldg 6006<br>TDZE 434<br>Apt Elev 434 |
|---|---|---|

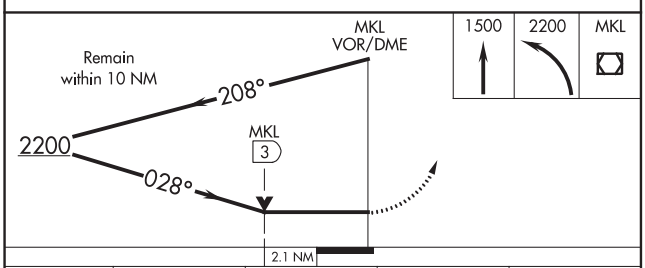
# VOR RWY 2

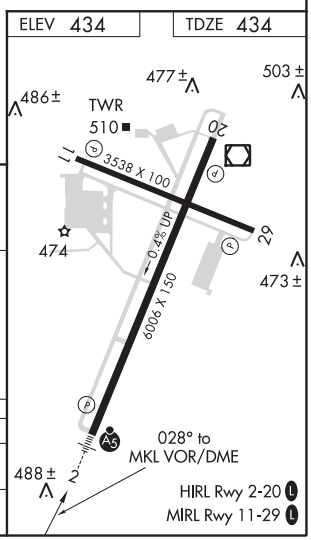
## MC KELLAR-SIPES RGNL (MKL)

| | | |
|---|---|---|
| T A Circling Rwy 29 NA at night. | MALSR A5 | MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold. |

| ASOS | MEMPHIS CENTER | JACKSON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.325 | 134.65 316.15 | 127.15 (CTAF) L 249.95 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1120-½ 686 (700-½) | | 1120-1½ 686 (700-1½) | |
| C CIRCLING | 1120-1 686 (700-1) | | 1120-2 686 (700-2) | 1120-2¼ 686 (700-2¼) |



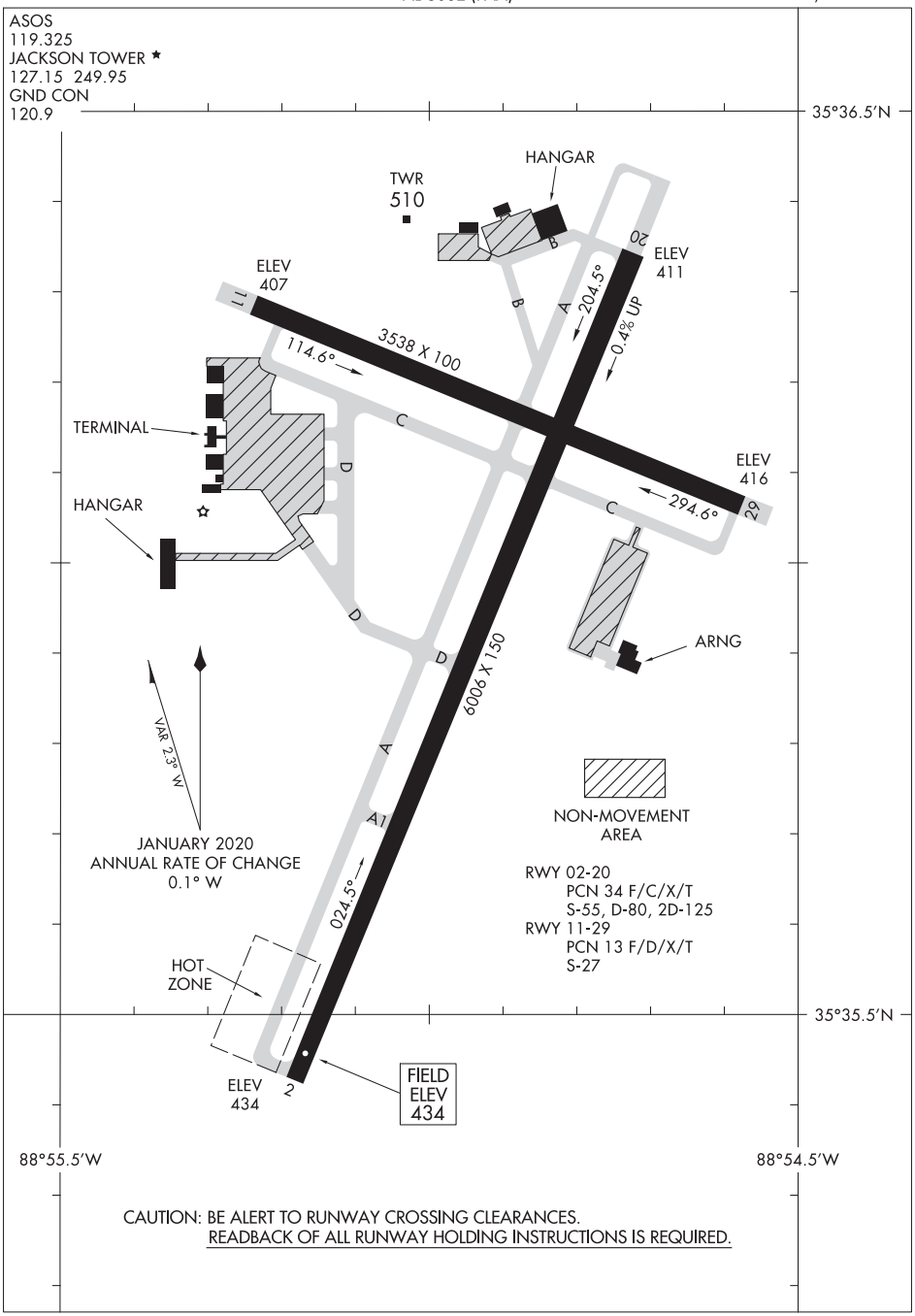

SE-1, 25 FEB 2021 to 22 APR 2021

20086

# AIRPORT DIAGRAM

AL-5062 (FAA)

MC KELLAR-SIPES RGNL (MKL)
JACKSON, TENNESSEE




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

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SE-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
JACKSON, TENNESSEE
MC KELLAR-SIPES RGNL (MKL)

# RNAV (GPS) RWY 17
## RUSSELL COUNTY (K24)

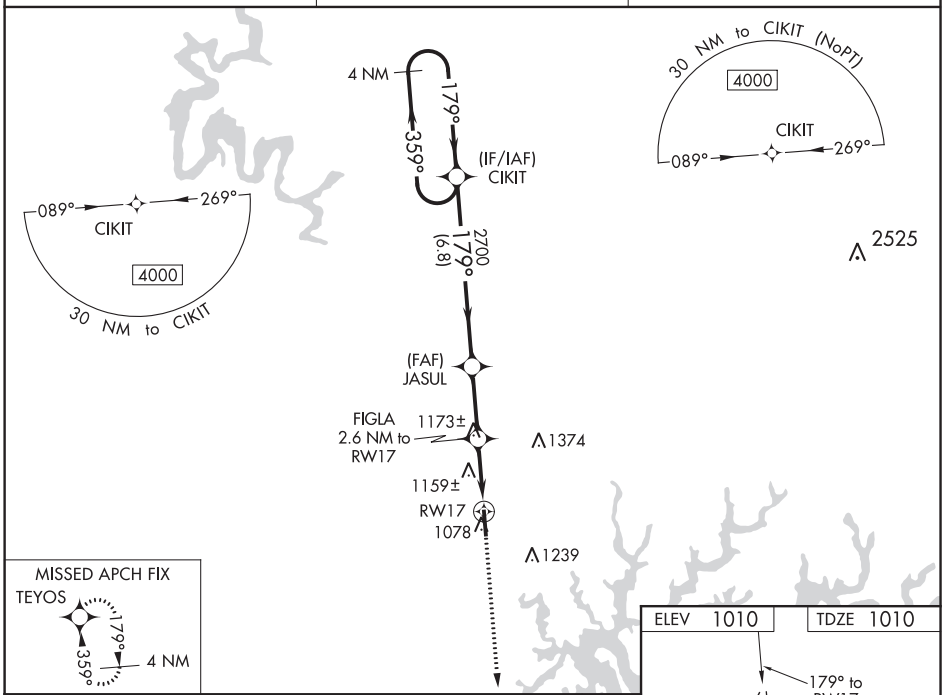
| WAAS CH 78433 W17A | APP CRS 179° | Rwy ldg 5010 TDZE 1010 Apt Elev 1010 |
|---|---|---|

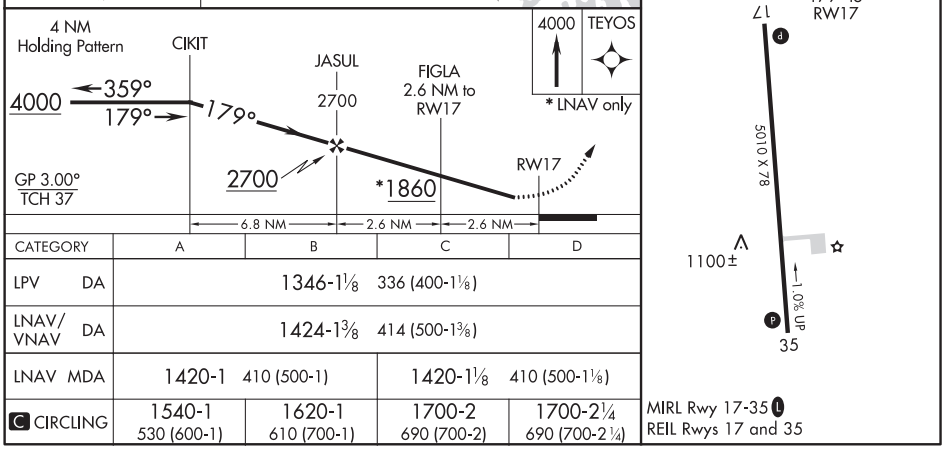
T A NA

Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ⅛ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct TEYOS and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.6 | 124.625 371.925 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1346-1⅛ 336 (400-1⅛) | | | |
| LNAV/VNAV DA | 1424-1⅜ 414 (500-1⅜) | | | |
| LNAV MDA | 1420-1 410 (500-1) | | 1420-1⅛ 410 (500-1⅛) | |
| C CIRCLING | 1540-1 530 (600-1) | 1620-1 610 (700-1) | 1700-2 690 (700-2) | 1700-2¼ 690 (700-2¼) |



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JAMESTOWN, KENTUCKY | AL-9250 (FAA) | 17117

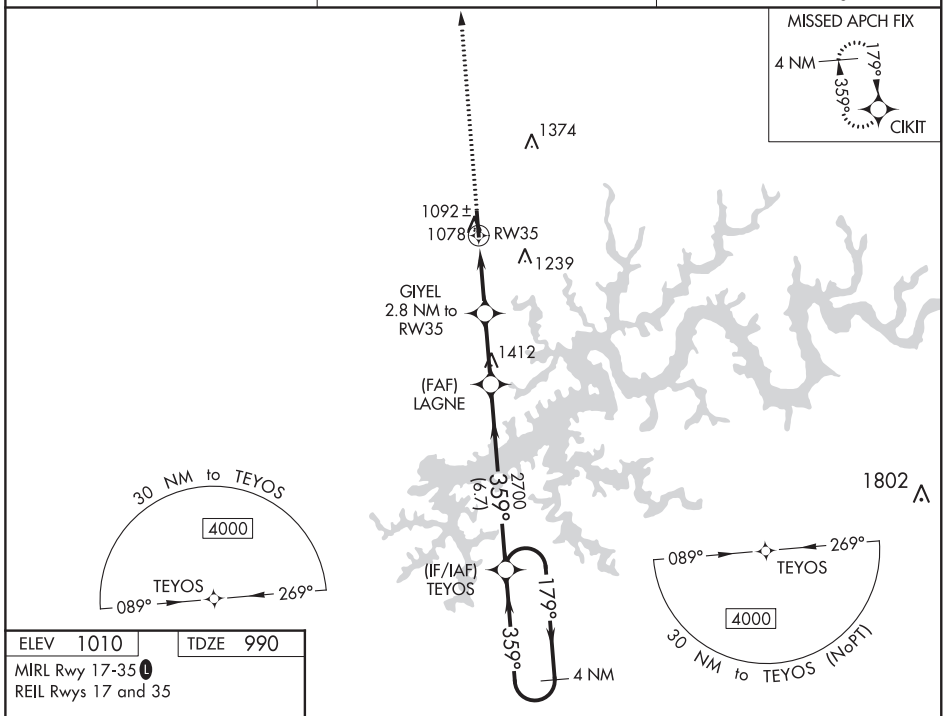
# RNAV (GPS) RWY 35
## RUSSELL COUNTY (K24)

| WAAS CH 63233 W35A | APP CRS 359° | Rwy ldg 5010 | TDZE 990 | Apt Elev 1010 |
|---|---|---|---|---|

T A NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅛ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ mile NA.

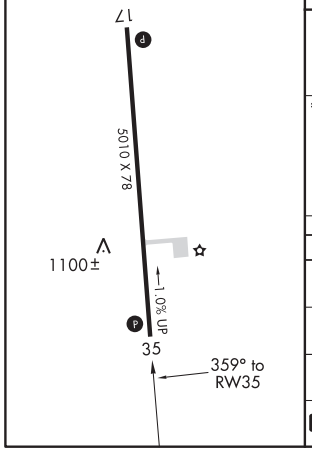
MISSED APPROACH: Climb to 4000 direct CIKIT and hold.

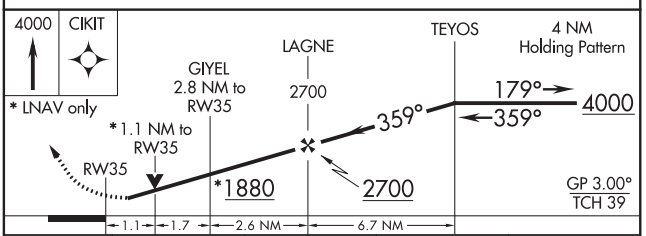
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.6 | 124.625 371.925 | 123.0 (CTAF) L |




ELEV 1010 | TDZE 990

MIRL Rwy 17-35 L
REIL Rwys 17 and 35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1240-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1285-1⅛ 295 (300-1⅛) | | | |
| LNAV MDA | 1360-1 370 (400-1) | | | |
| C CIRCLING | 1540-1 530 (600-1) | 1620-1 610 (700-1) | 1700-2 690 (700-2) | 1700-2¼ 690 (700-2¼) |

JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RUSSELL COUNTY (K24)
RNAV (GPS) RWY 35

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 005° | TDZE | N/A |
| | Apt Elev | 1694 |

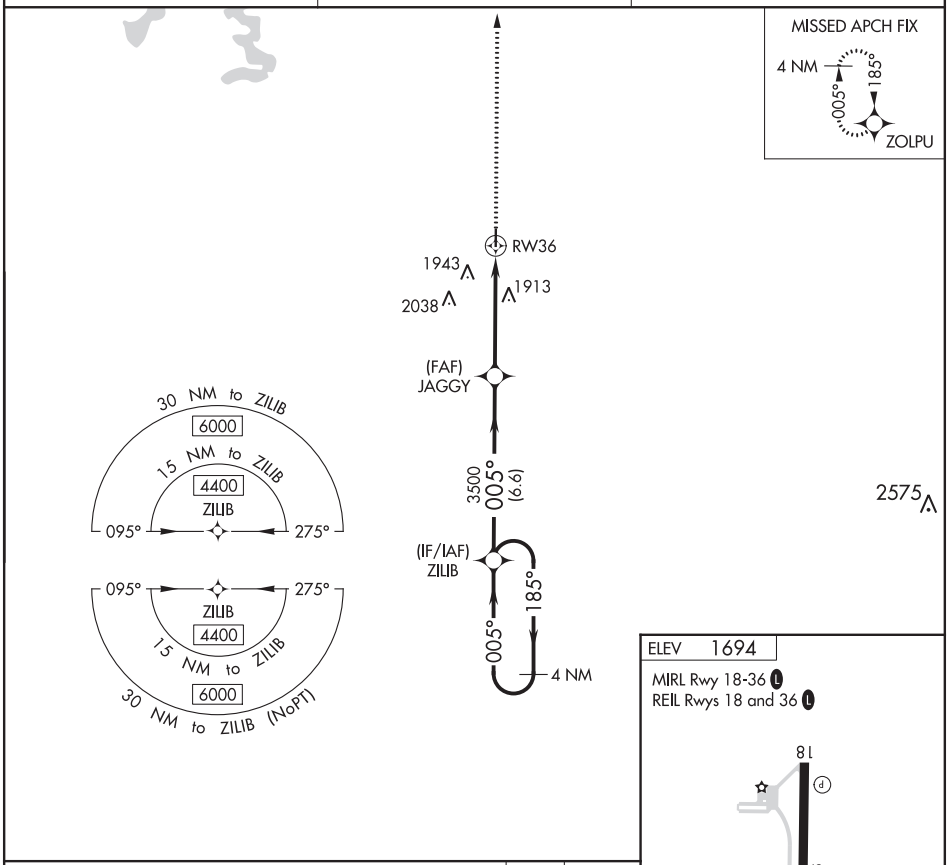
# RNAV (GPS)-B
## JAMESTOWN MUNI (2A1)

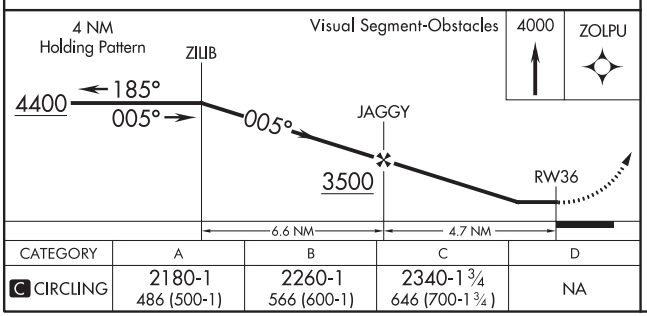
T
A NA

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF 122.8, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling Rwy 18 NA at night.

MISSED APPROACH: Climb to 4000 direct ZOLPU and hold.

| CSV ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.625 371.925 | 122.8 (CTAF) L |

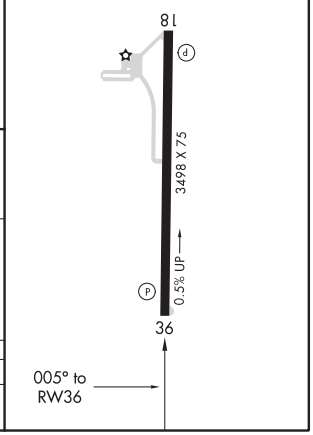



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2180-1<br>486 (500-1) | 2260-1<br>566 (600-1) | 2340-1¾<br>646 (700-1¾) | NA |

ELEV 1694

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






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

JAMESTOWN, TENNESSEE AL-6476 (FAA) 20198

# RNAV (GPS)-C
## JAMESTOWN MUNI (2A1)

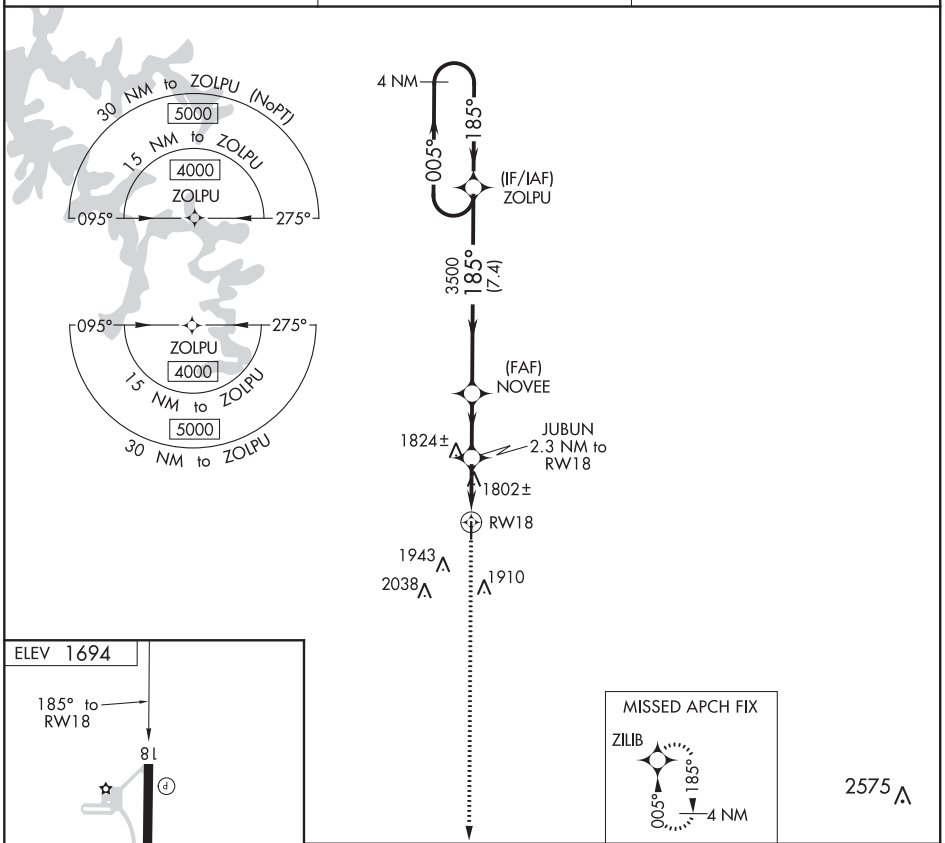
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 185° | TDZE | N/A |
| | Apt Elev | 1694 |

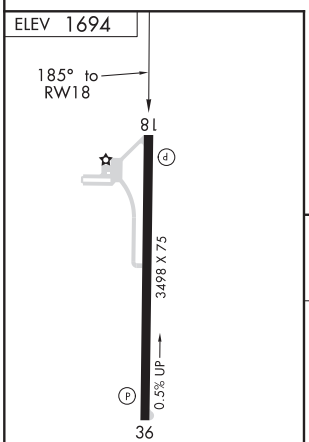
T
A NA

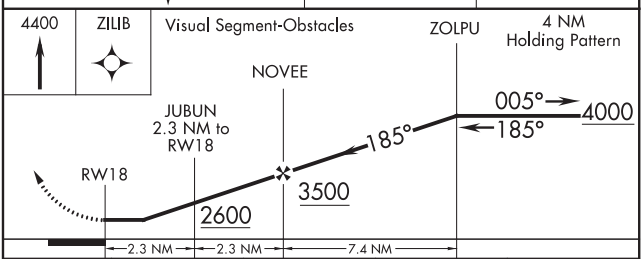
DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling Rwy 18 NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4400 direct ZILIB and hold.

| CSV ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2120-1<br>426 (500-1) | 2260-1<br>566 (600-1) | 2340-1¾<br>646 (700-1¾) | NA |

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

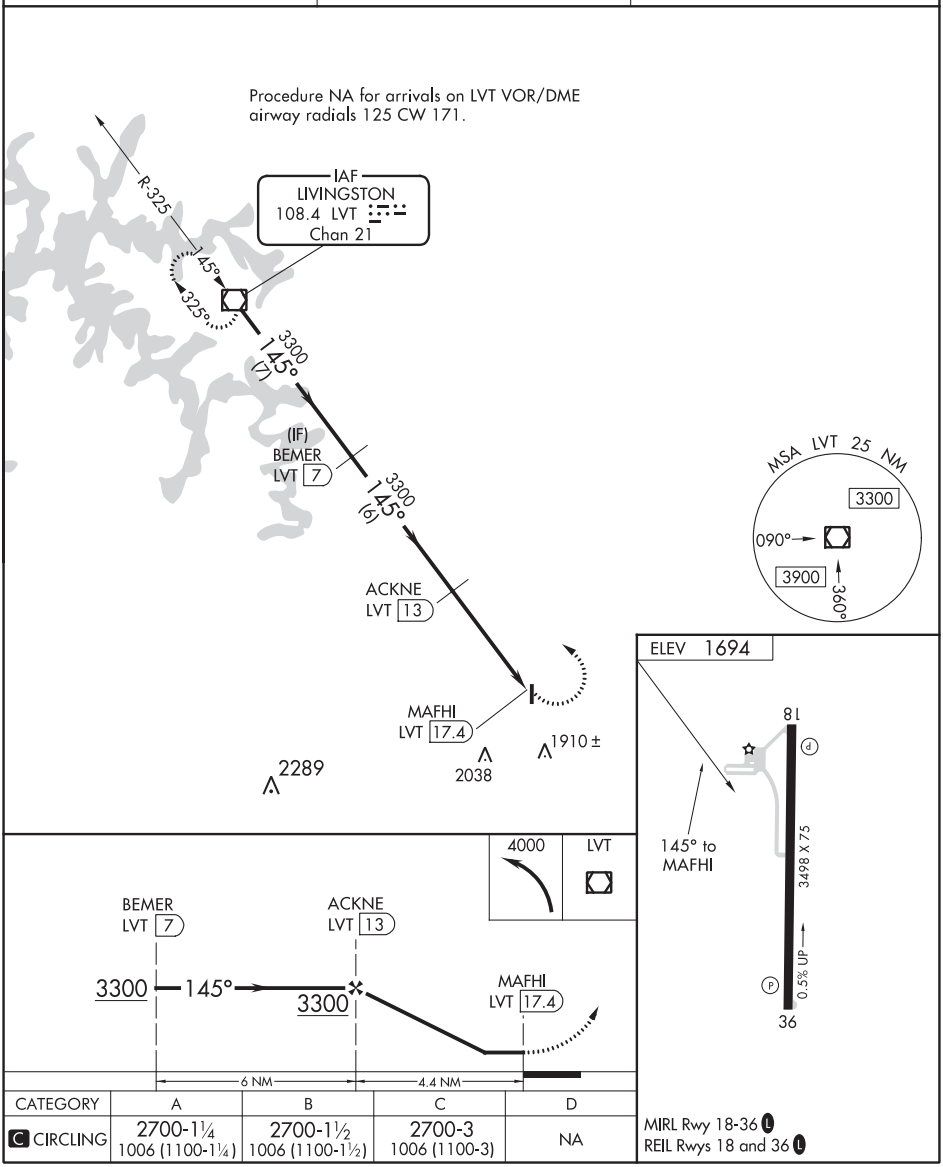
# VOR-A
## JAMESTOWN MUNI (2A1)

| VOR/DME LVT 108.4 Chan 21 | APP CRS 145° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1694 |
|---|---|---|

Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting. DME required. Circling Rwy 18 NA at night.

MISSED APPROACH: Climbing left turn to 4000 direct LVT VOR/DME and hold.

| CSV ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2700-1¼<br>1006 (1100-1¼) | 2700-1½<br>1006 (1100-1½) | 2700-3<br>1006 (1100-3) | NA |

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



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SE-1, 25 FEB 2021 to 22 APR 2021

JASPER, TENNESSEE AL-5783 (FAA) 20254

| APP CRS | Rwy ldg | 3498 |
|---|---|---|
| 025° | TDZE | 641 |
| | Apt Elev | 641 |

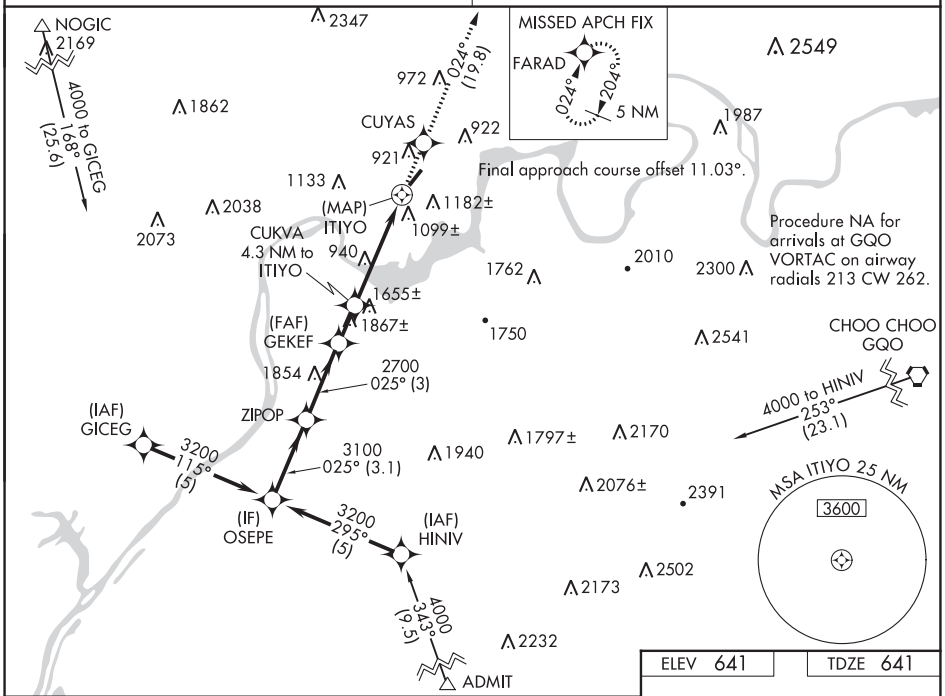
# RNAV (GPS) RWY 4
## MARION COUNTY-BROWN FIELD (APT)

T A NA

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.

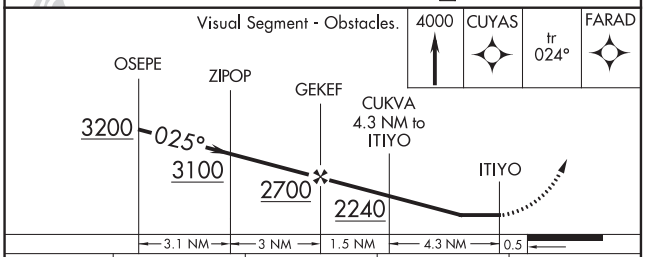
| CHATTANOOGA APP CON ★ | UNICOM |
|---|---|
| 119.2 323.075 | 122.8 (CTAF) |



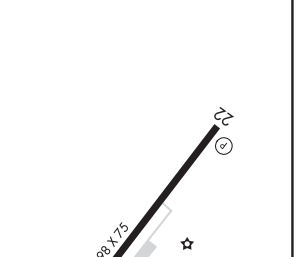

| ELEV 641 | TDZE 641 |
|---|---|

Visual Segment - Obstacles.

| 4000 | CUYAS | tr 024° | FARAD |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1<br>859 (900-1) | 1500-1¼<br>859 (900-1¼) | 1500-2½<br>859 (900-2½) | NA |
| CIRCLING | 1560-1¼<br>919 (1000-1¼) | 1840-1½<br>1199 (1200-1½) | 1860-3<br>1219 (1300-3) | NA |
| CHATTANOOGA ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1540-1¼ 899 (900-1¼) | | 1540-2¾<br>899 (900-2¾) | NA |
| CIRCLING | 1620-1¼<br>979 (1000-1¼) | 1900-1½<br>1259 (1300-1½) | 1920-3<br>1279 (1300-3) | NA |




MIRL Rwy 4-22
REIL Rwys 4 and 22

SE-1, 25 FEB 2021 to 22 APR 2021

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| APP CRS | Rwy ldg | 3499 |
|---|---|---|
| 260° | TDZE | 833 |
| | Apt Elev | 833 |

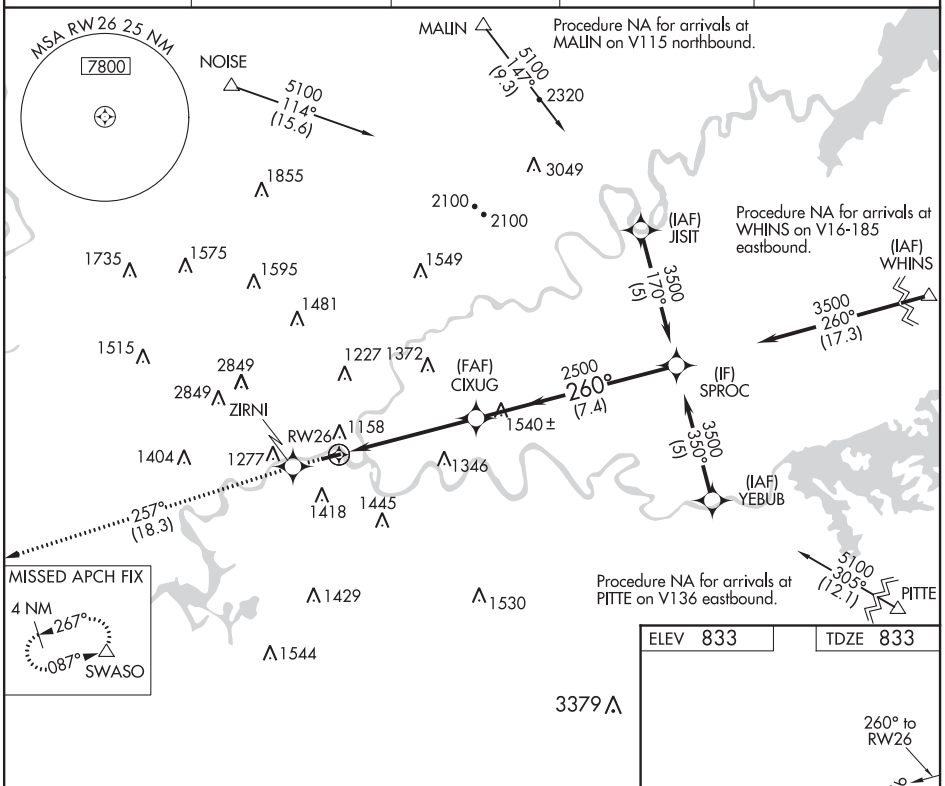
# RNAV (GPS) RWY 26
## KNOXVILLE DOWNTOWN ISLAND (DKX)

RNP APCH.

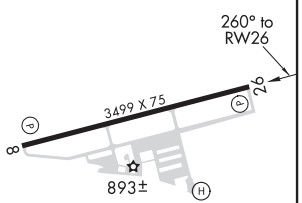
When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase Circling all Cats visibility ¼ SM. VDP NA when using McGhee Tyson altimeter setting. Circling Rwy 8 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

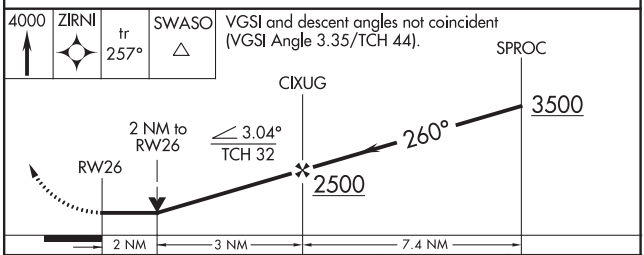
MISSED APPROACH: Climb to 4000 direct ZIRNI and on track 257° to SWASO and hold.

| AWOS-3 | KNOXVILLE APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 125.375 | 123.9 353.6 | 121.7 | 122.95 | 126.6 L |




| ELEV 833 | TDZE 833 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1600-1<br>767 (800-1) | 1600-1¼<br>767 (800-1¼) | 1600-2½<br>767 (800-2½) | NA |
| CIRCLING | 1600-1<br>767 (800-1) | 1740-1¼<br>907 (1000-1¼) | 1740-2¾<br>907 (1000-1¾) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L



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SE-1, 25 FEB 2021 to 22 APR 2021

KNOXVILLE, TENNESSEE

AL-6102 (FAA)

20086

# LOC RWY 26

## KNOXVILLE DOWNTOWN ISLAND (DKX)

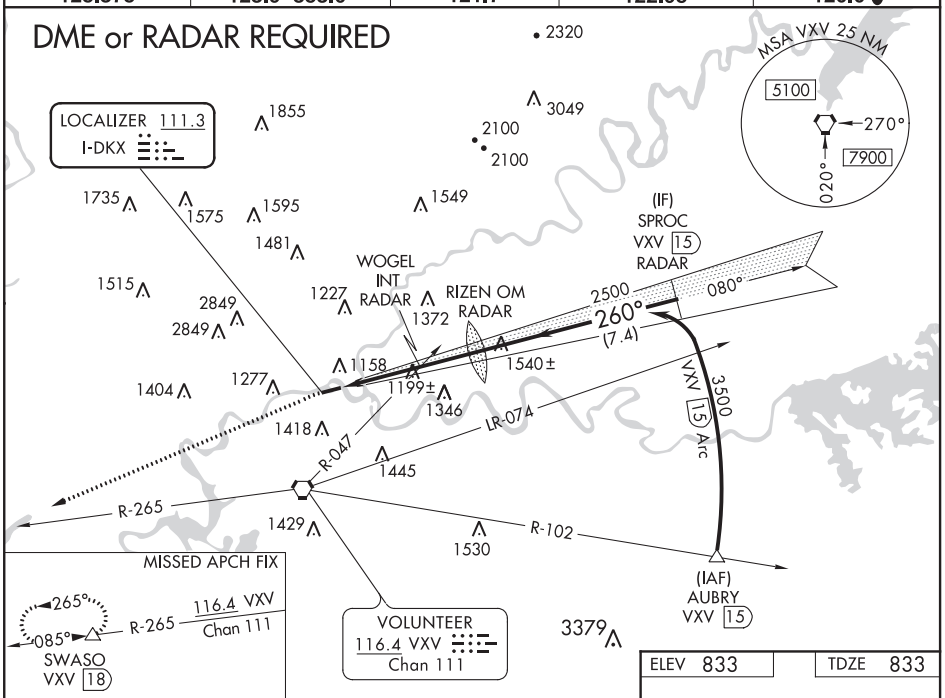
| LOC I-DKX | APP CRS | Rwy ldg | 3499 |
|---|---|---|---|
| 111.3 | 260° | TDZE | 833 |
| | | Apt Elev | 833 |

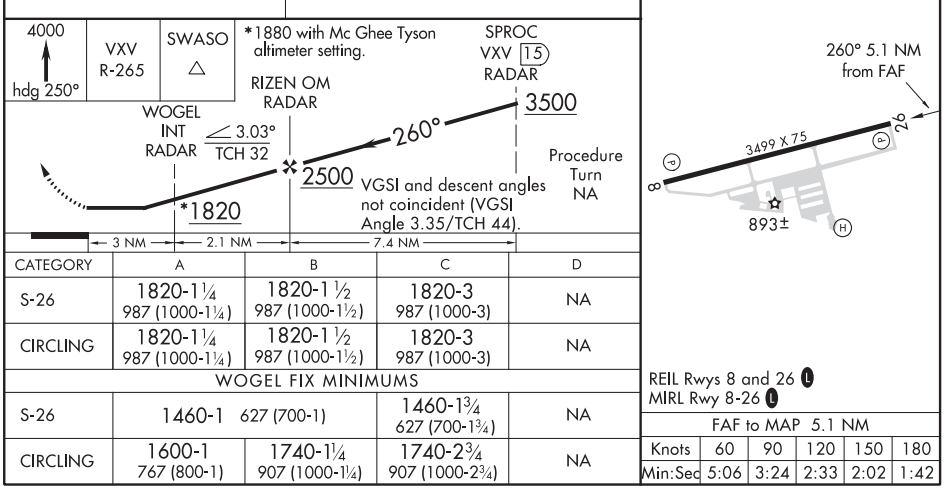
DME required.

When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase WOGEL fix minimums Cat C and Circling all Cats visibility ¼ SM. Circling Rwy 8 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.

| AWOS-3 | KNOXVILLE APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 125.375 | 123.9 353.6 | 121.7 | 122.95 | 126.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 1820-1¼ 987 (1000-1¼) | 1820-1½ 987 (1000-1½) | 1820-3 987 (1000-3) | NA |
| CIRCLING | 1820-1¼ 987 (1000-1¼) | 1820-1½ 987 (1000-1½) | 1820-3 987 (1000-3) | NA |
| WOGEL FIX MINIMUMS | | | | |
| S-26 | 1460-1 627 (700-1) | | 1460-1¾ 627 (700-1¾) | NA |
| CIRCLING | 1600-1 767 (800-1) | 1740-1¼ 907 (1000-1¼) | 1740-2¾ 907 (1000-2¾) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

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

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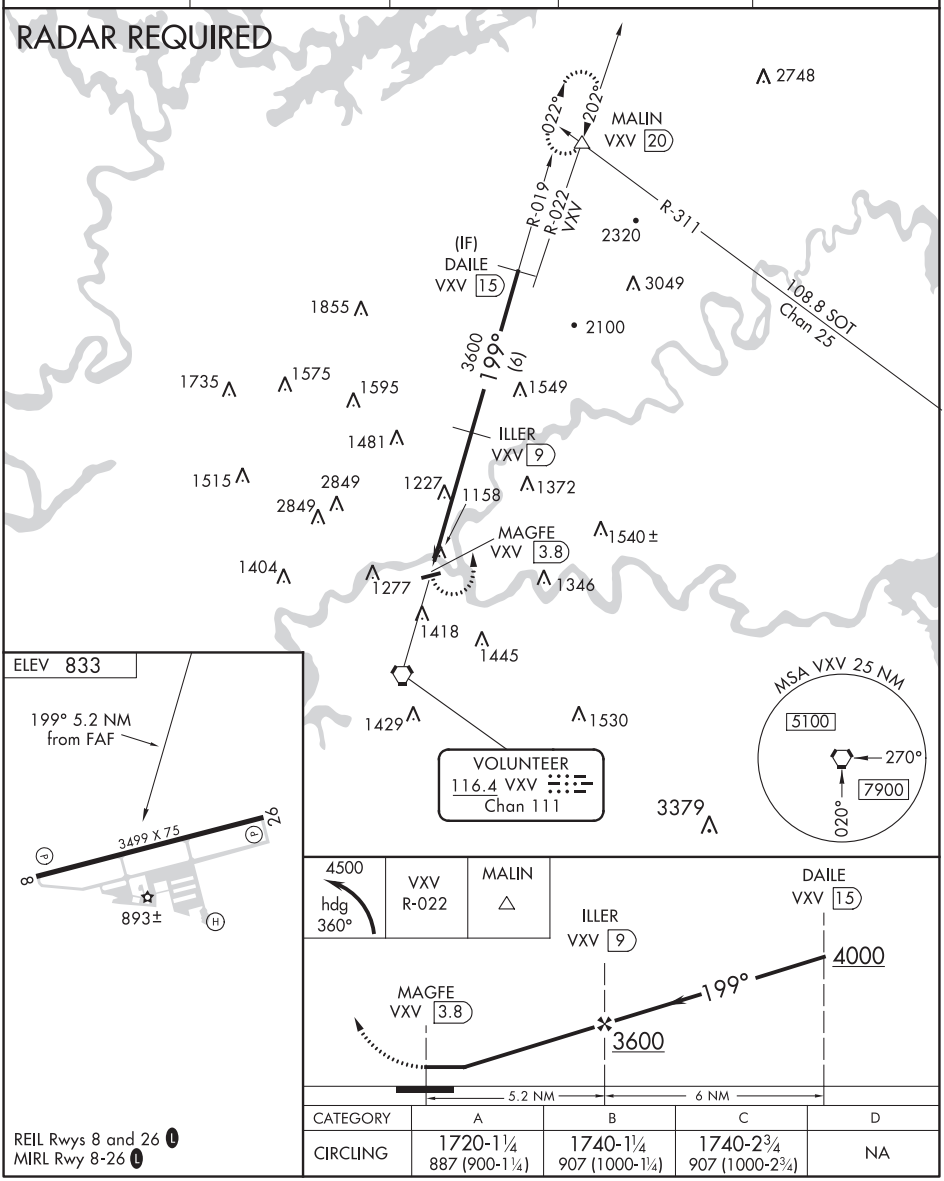
| VORTAC VXV 116.4 Chan 111 | APP CRS 199° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 833 |
|---|---|---|

# VOR/DME-B
## KNOXVILLE DOWNTOWN ISLAND (DKX)

Procedure NA at night. When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet, and increase Cats B and C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

| AWOS-3 | KNOXVILLE APP CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|
| 125.375 | 123.9 353.6 | 121.7 | 122.95 | 126.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1720-1¼<br>887 (900-1¼) | 1740-1¼<br>907 (1000-1¼) | 1740-2¾<br>907 (1000-2¾) | NA |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

KNOXVILLE, TENNESSEE | AL-218 (FAA) | 20142

# ILS or LOC RWY 5L
## MC GHEE TYSON (TYS)

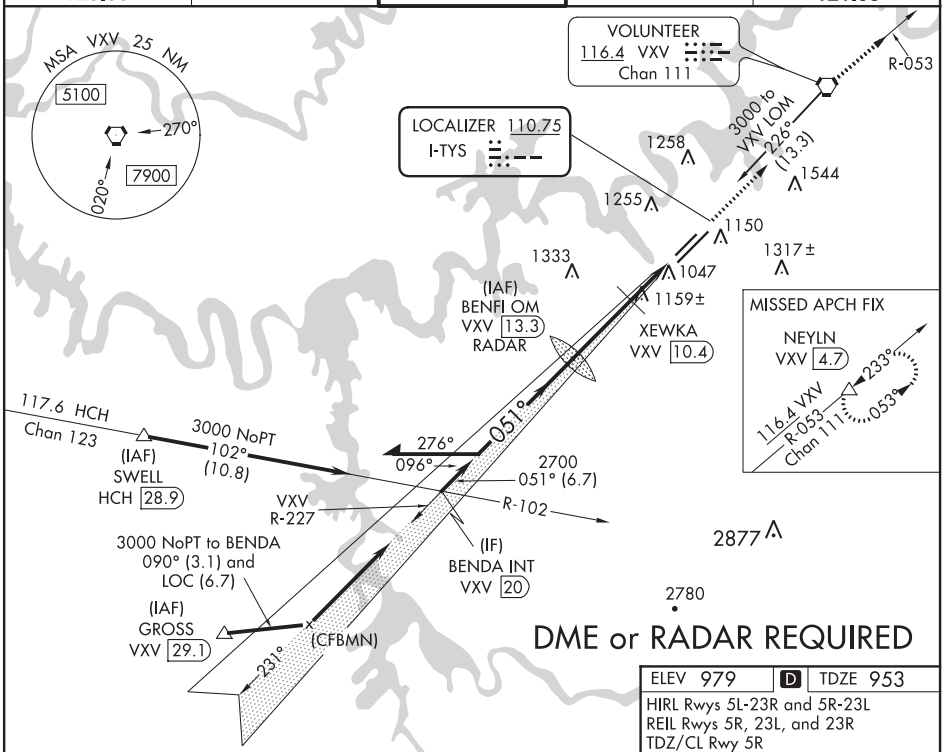
| LOC I-TYS | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.75 | 051° | 6005 / 953 / 979 |

DME required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.
ASR

MALSR

MISSED APPROACH: Climb to 4000 direct VXV VORTAC then on VXV R-053 to NEYLN/VXV 4.7 DME and hold.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |



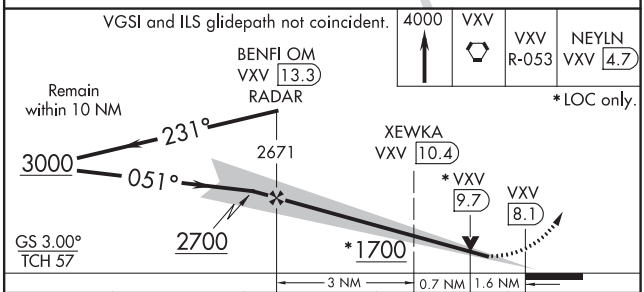

ELEV 979 | D | TDZE 953

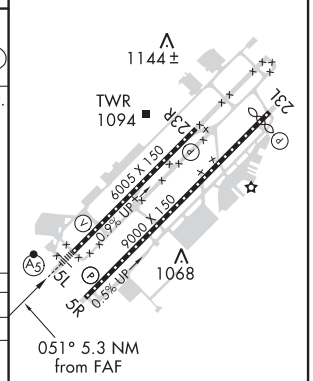
HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

VGSI and ILS glidepath not coincident.

| 4000 | VXV | VXV R-053 | NEYLN VXV 4.7 |
|---|---|---|---|

*LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | **1153/24 200 (200-½) | | | |
| S-LOC 5L | 1500/24 547 (600-½) | | 1500/60 547 (600-1¼) | |
| C CIRCLING | 1500-1 519 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |

KNOXVILLE, TENNESSEE | 35°49′N-84°00′W | MC GHEE TYSON (TYS)
Amdt 9A 02MAR17
ILS or LOC RWY 5L

SE-1, 25 FEB 2021 to 22 APR 2021

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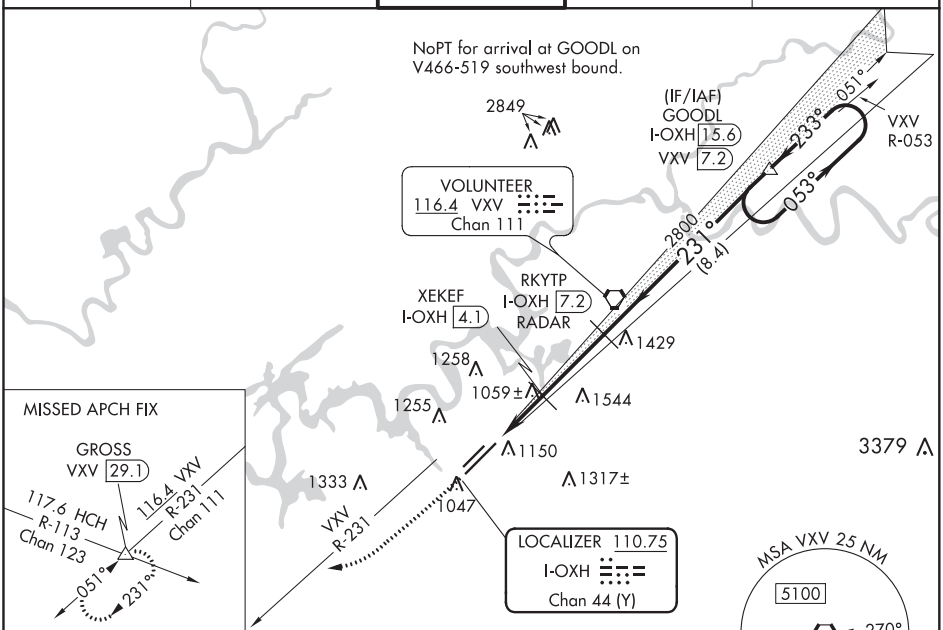
# ILS or LOC RWY 23L
## MC GHEE TYSON (TYS)

| LOC/DME I-OXH | APP CRS | Rwy ldg | 8600 |
|---|---|---|---|
| 110.75 | 231° | TDZE | 965 |
| Chan 44 (Y) | | Apt Elev | 981 |

T A ASR — DME required.

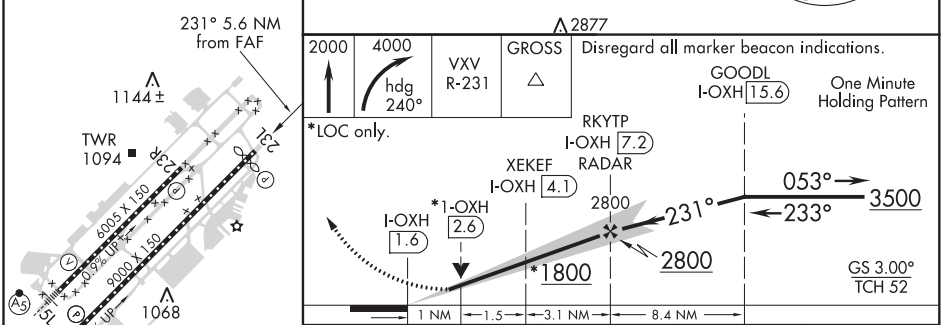
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




ELEV 981 | D | TDZE 965

DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | 1165/40 200 (200-¾) | | | |
| S-LOC 23L | 1320/55 355 (400-1) | | | |
| C CIRCLING | 1500-1 519 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R


SE-1, 25 FEB 2021 to 22 APR 2021

# ILS or LOC RWY 23R
## MC GHEE TYSON (TYS)

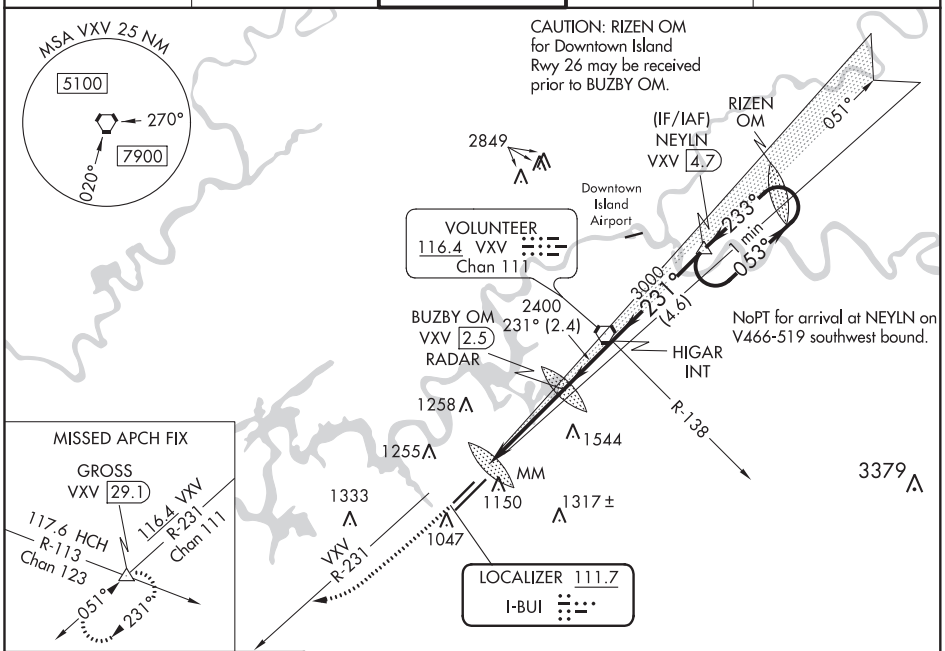
| LOC I-BUI | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 111.7 | 231° | 6005 / 981 / 981 |

T A ASR

For inop ALSF, increase S-ILS 23R Cat E visibility to RVR 4000 and S-LOC 23R E visibility to 1¾ .

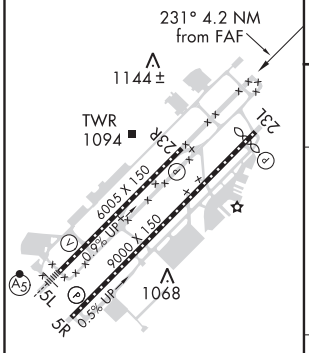
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




SE-1, 25 FEB 2021 to 22 APR 2021

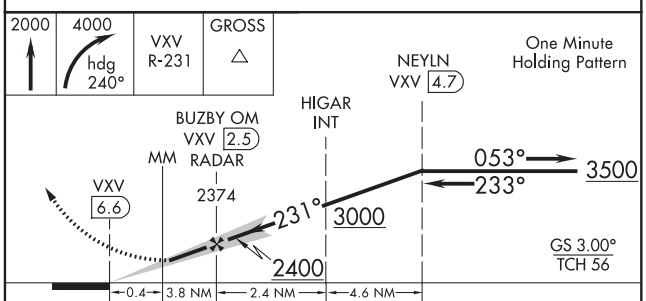
ELEV 981 | D | TDZE 981




HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 23R | 1181/18 200 (200-½) | | | | |
| S-LOC 23R | 1600/24 619 (700-½) | | 1600-1⅜ 619 (700-1⅜) | | |
| C CIRCLING | 1600-1 619 (700-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) | |



SE-1, 25 FEB 2021 to 22 APR 2021

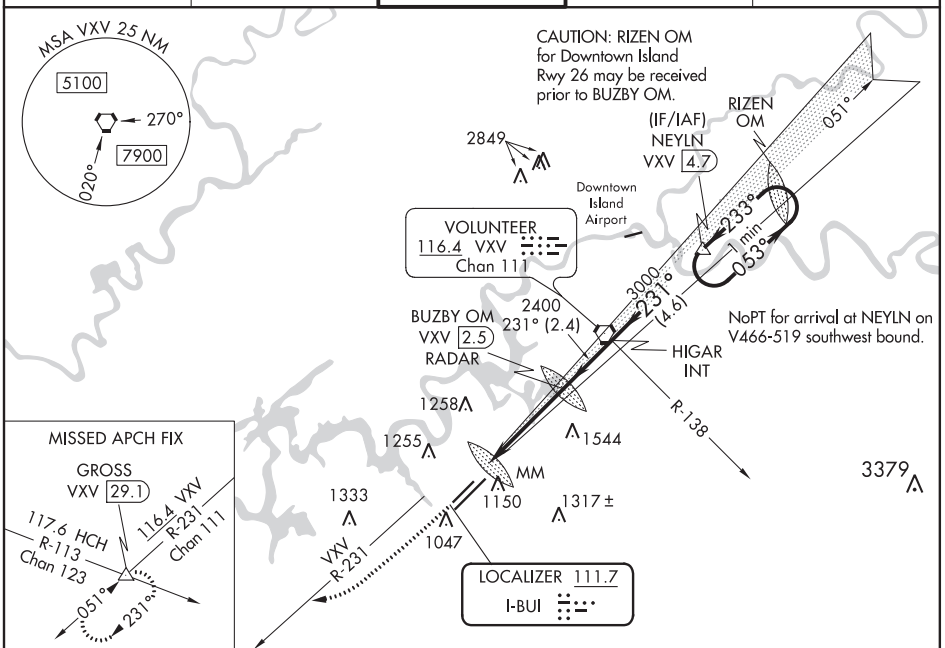
# ILS RWY 23R (SA CAT I)
## MC GHEE TYSON (TYS)

| LOC I-BUI | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 111.7 | 231° | 6005 / 981 / 981 |

ASR — Requires specific OPSPEC, MSPEC or LOA aprroval and use of HUD to DH.

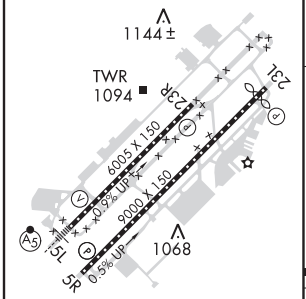
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

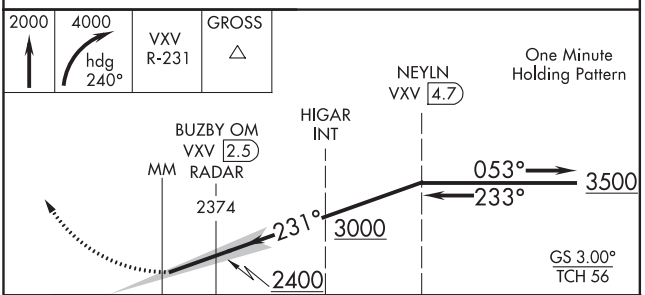
| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




ELEV 981 | D | TDZE 981

DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | RA 177/14 150 DA 1131 | | | |

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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



SE-1, 25 FEB 2021 to 22 APR 2021
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KNOXVILLE, TENNESSEE

AL-218 (FAA)

20142

# ILS RWY 23R (CAT II)

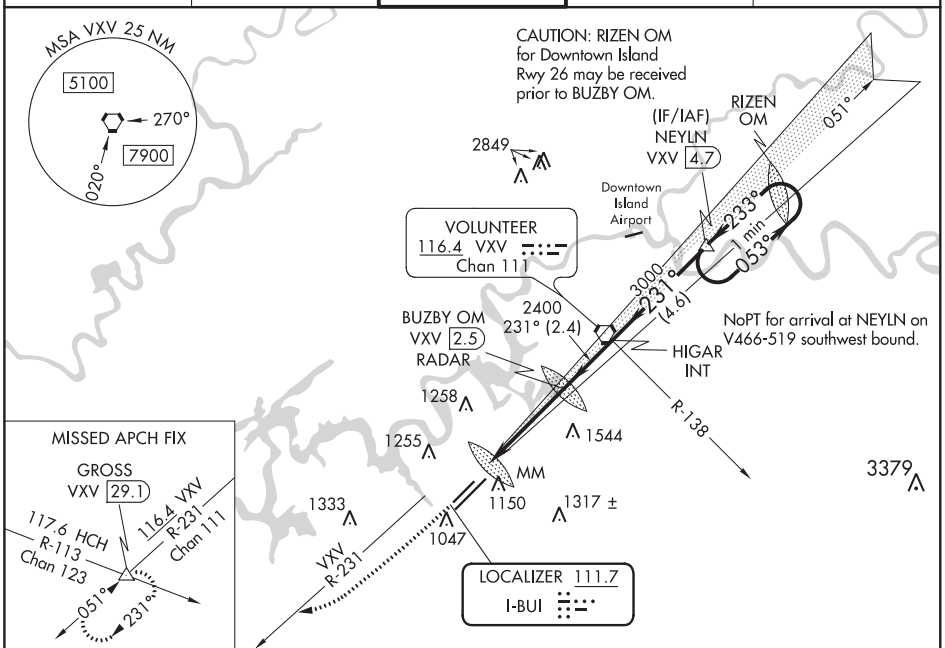
## MC GHEE TYSON (TYS)

| LOC I-BUI | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 111.7 | 231° | 6005 / 981 / 981 |

ASR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

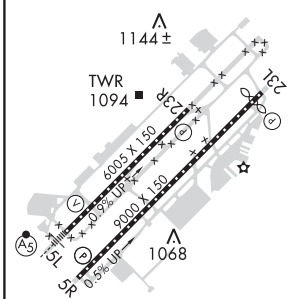
| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |

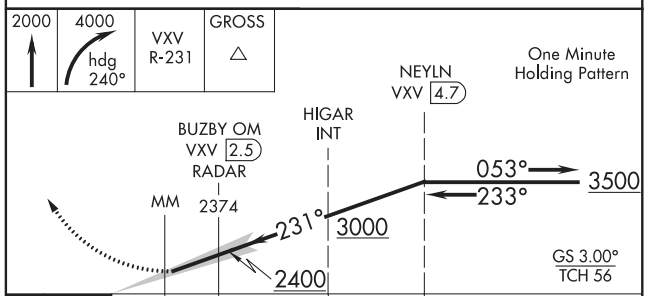



ELEV 981 | D | TDZE 981

## DME or RADAR REQUIRED

| 2000 | 4000 | VXV R-231 | GROSS |
|---|---|---|---|
| ↑ | hdg 240° | | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | RA 104/12 100 DA 1081 | | | |

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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# RNAV (GPS) RWY 5L
## MC GHEE TYSON (TYS)

| WAAS CH 48802 W05A | APP CRS 051° | Rwy ldg 6005 TDZE 953 Apt Elev 981 |
|---|---|---|

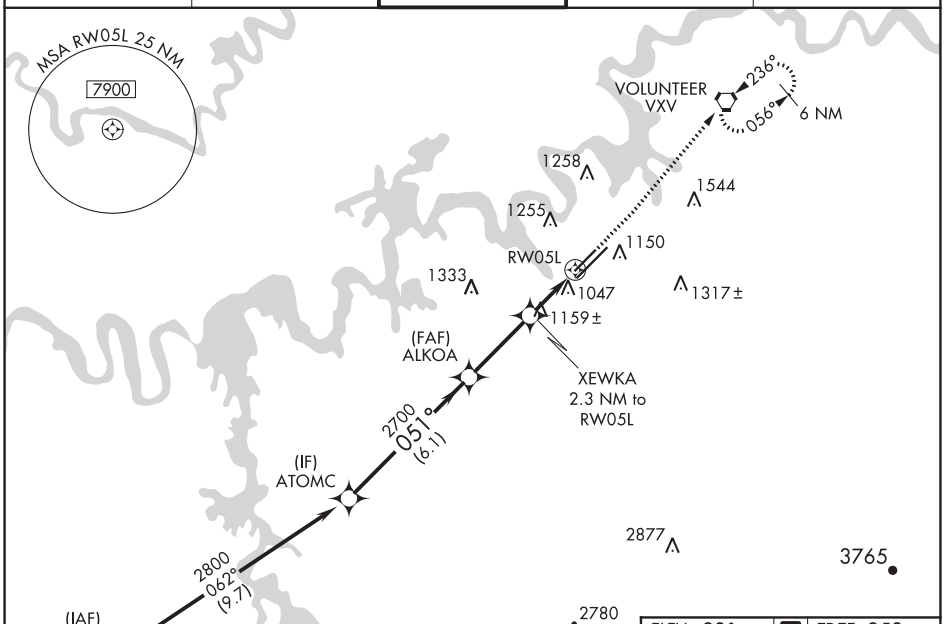
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1⅜ .**RVR 1800 authorized with use of FD or AP or HUD to DA.

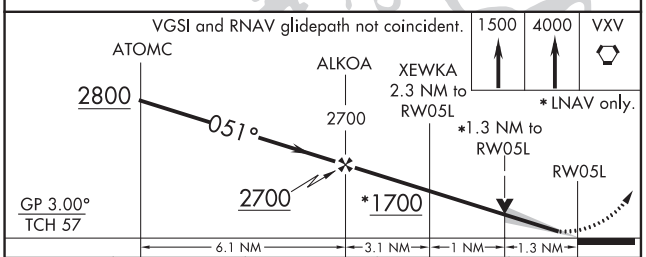
ASR

MALSR

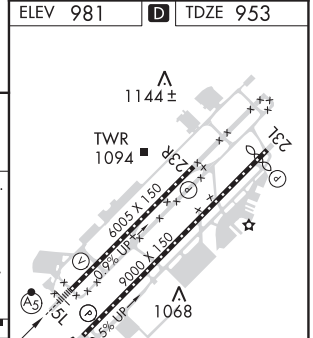
MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1153/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1321/45 368 (400-⅞) | | | |
| LNAV MDA | 1420/24 467 (500-½) | | 1420/50 467 (500-1) | |
| C CIRCLING | 1500-1 519 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |




HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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KNOXVILLE, TENNESSEE | AL-218 (FAA) | 20142

# RNAV (GPS) RWY 5R
## MC GHEE TYSON (TYS)

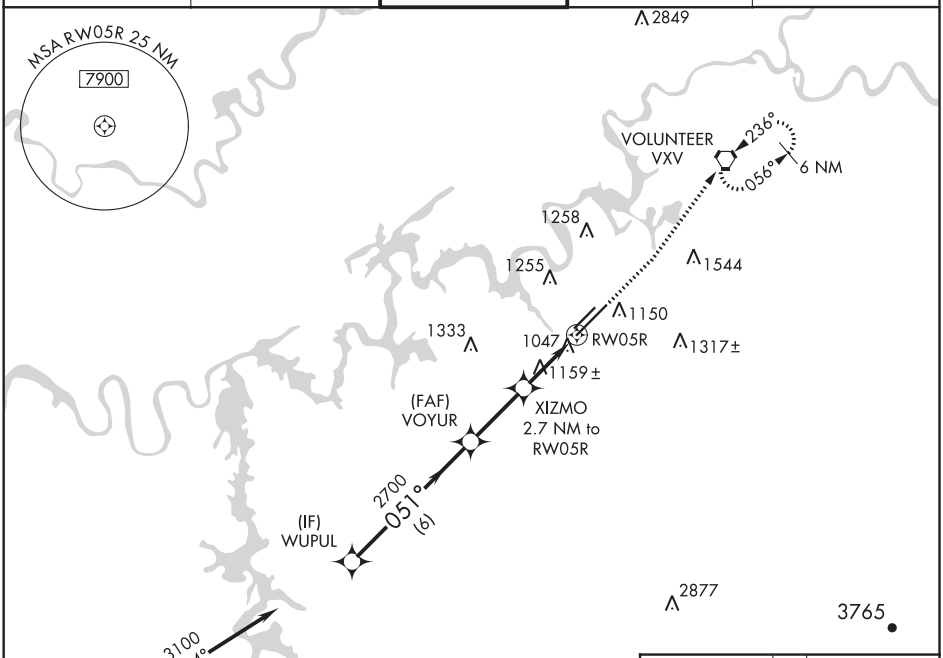
| WAAS CH 97410 W05B | APP CRS 051° | Rwy ldg 8600<br>TDZE 959<br>Apt Elev 981 |
|---|---|---|

ASR

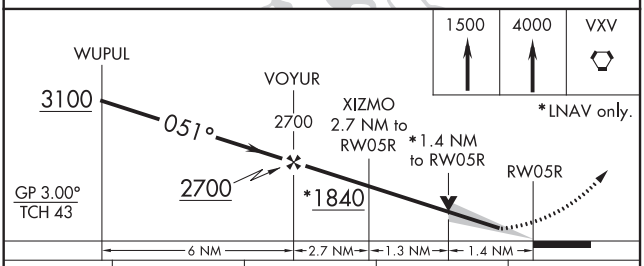
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

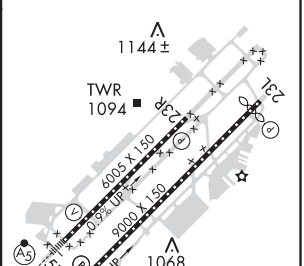
MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




ELEV 981 | D | TDZE 959




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1159-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1276-1⅛ 317 (300-1⅛) | | | |
| LNAV MDA | 1420-1 461 (500-1) | | 1420-1⅜ 461 (500-1⅜) | |
| C CIRCLING | 1500-1 519 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

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| WAAS CH 90210 W23B | APP CRS 231° | Rwy ldg 8600<br>TDZE 965<br>Apt Elev 981 |
|---|---|---|

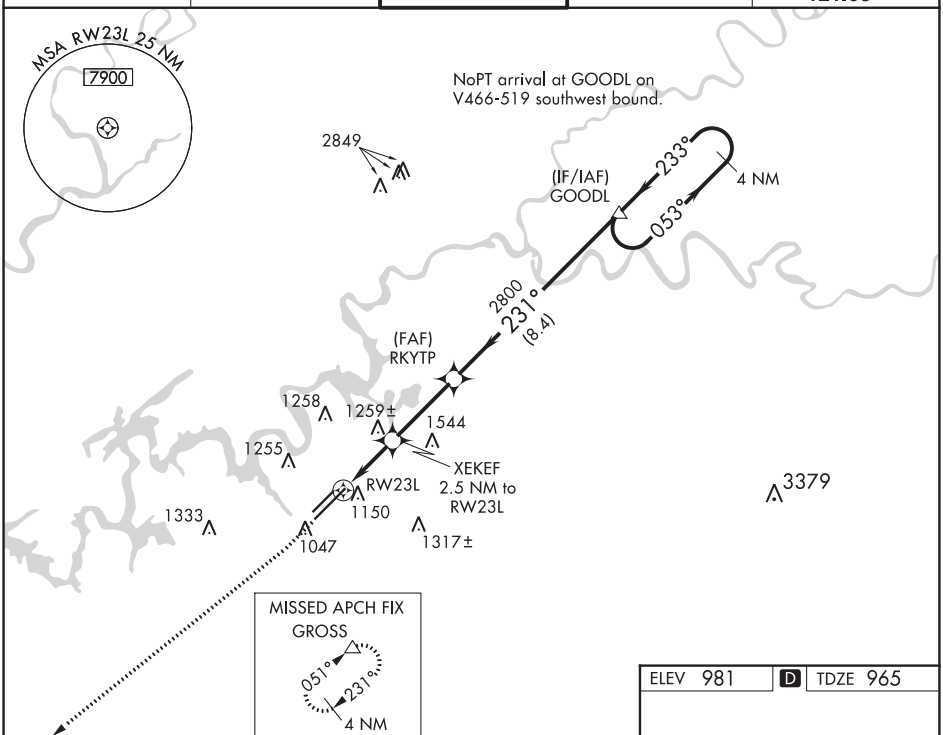
# RNAV (GPS) RWY 23L
## MC GHEE TYSON (TYS)

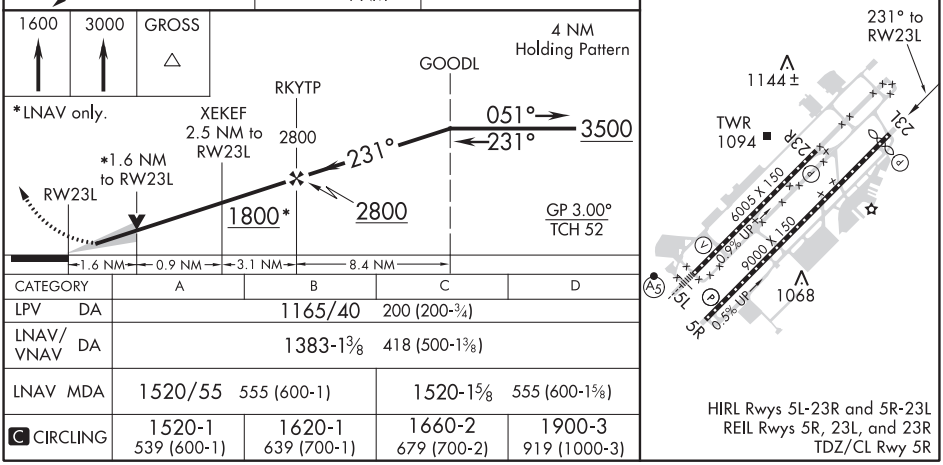
T A ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C (14° F) or above 54° C (130° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1165/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 1383-1⅜ 418 (500-1⅜) | | | |
| LNAV MDA | 1520/55 555 (600-1) | | 1520-1⅝ 555 (600-1⅝) | |
| C CIRCLING | 1520-1 539 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |

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# RNAV (GPS) RWY 23R

MC GHEE TYSON (TYS)

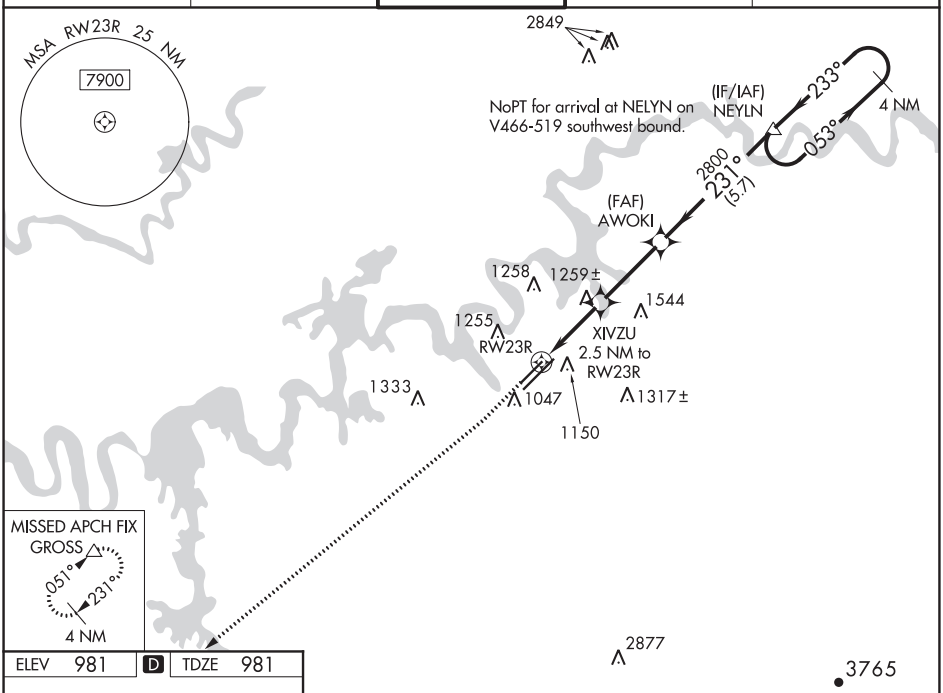
| WAAS CH 81902 W23A | APP CRS 231° | Rwy ldg 6005<br>TDZE 981<br>Apt Elev 981 |
|---|---|---|

T A ASR

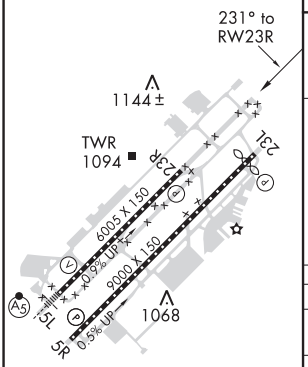
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct direct GROSS and hold.

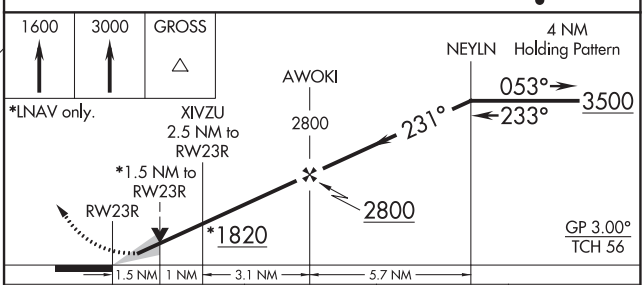
| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




ELEV 981 D TDZE 981




HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1181/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1535-1⅜ 554 (600-1⅜) | | | |
| LNAV MDA | 1520/24 539 (600-½) | | 1520/55 539 (600-1) | |
| C CIRCLING | 1520-1 539 (600-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2) | 1900-3 919 (1000-3) |

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KNOXVILLE, TENNESSEE
Amdt 2A 12OCT17

35°49′N-84°00′W

MC GHEE TYSON (TYS)

RNAV (GPS) RWY 23R

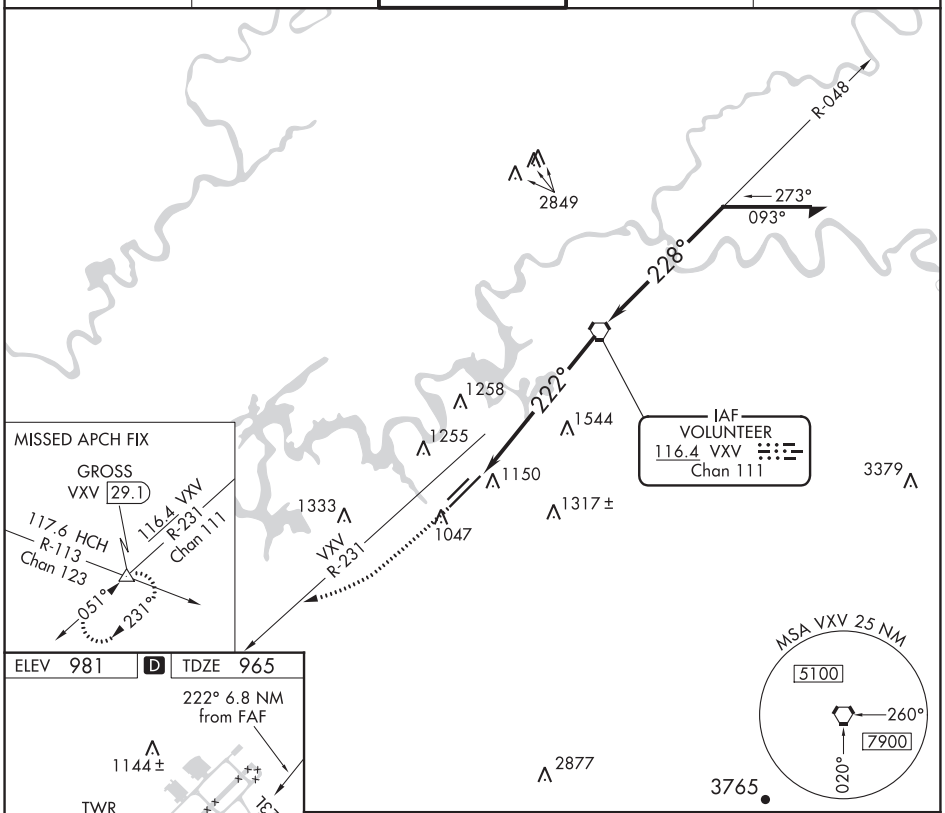
# VOR RWY 23L
## MC GHEE TYSON (TYS)

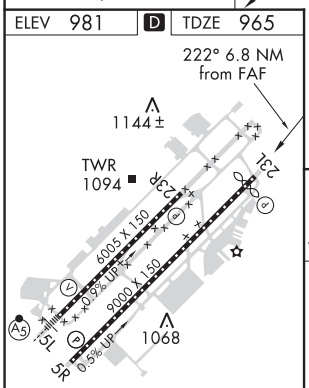
| VOR/DME VXV 116.4 Chan 111 | APP CRS 222° | Rwy ldg 8600<br>TDZE 965<br>Apt Elev 981 |
|---|---|---|

T A ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

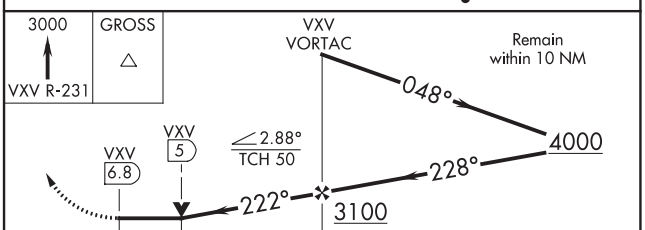
| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R, 23L, and 23R
TDZ/CL Rwy 5R

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23L | 1600-1 635 (700-1) | | 1600-1¾ 635 (700-1¾) | 1600-2 635 (700-2) |
| C CIRCLING | 1600-1 619 (700-1) | 1620-1 639 (700-1) | 1660-2 679 (700-2 ) | 1900-3 919 (1000-3) |



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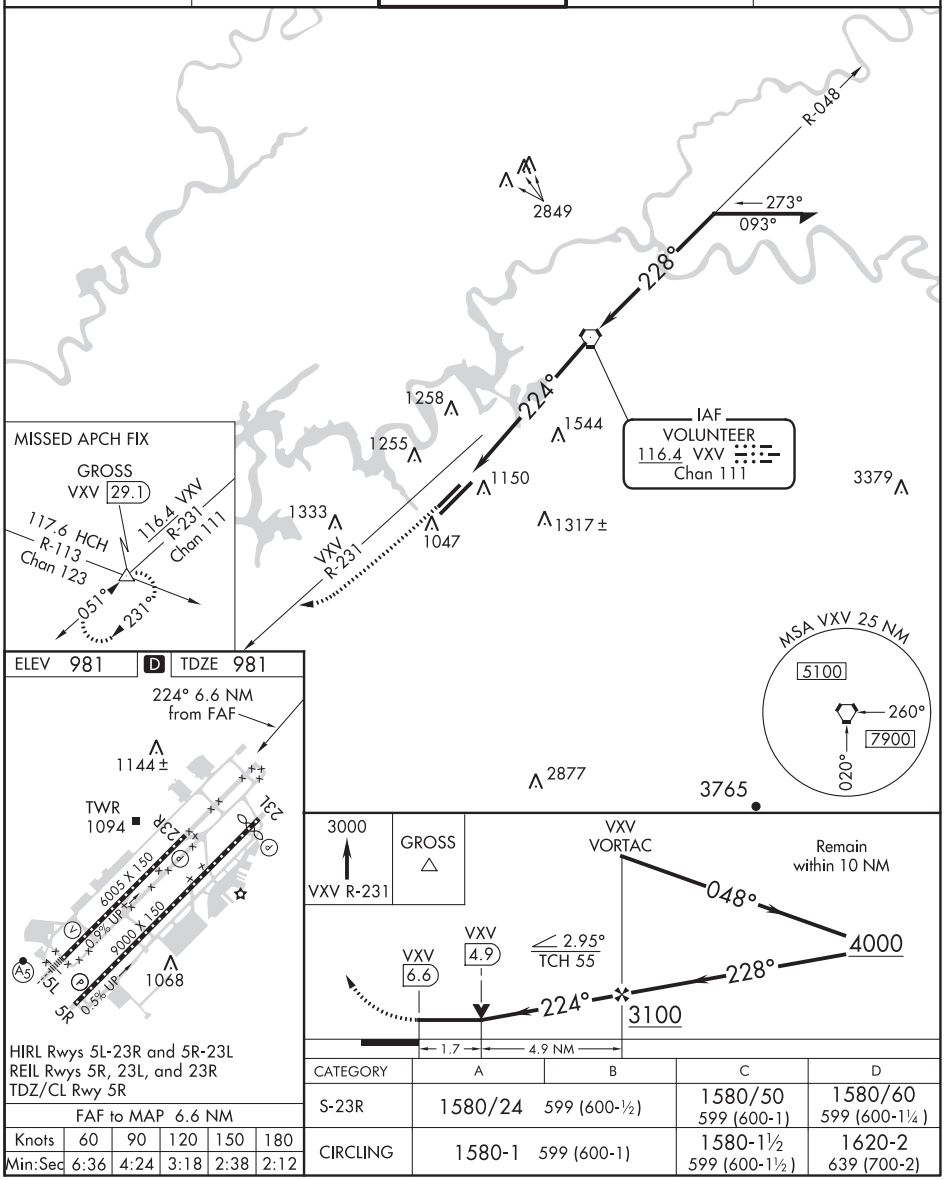
# VOR RWY 23R
## MC GHEE TYSON (TYS)

| VOR/DME VXV | APP CRS | Rwy ldg 6005 |
|---|---|---|
| 116.4 | 224° | TDZE 981 |
| Chan 111 | | Apt Elev 981 |

ASR

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

| ATIS | KNOXVILLE APP CON | KNOXVILLE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23R | 1580/24 | 599 (600-½) | 1580/50<br>599 (600-1) | 1580/60<br>599 (600-1¼) |
| CIRCLING | 1580-1 | 599 (600-1) | 1580-1½<br>599 (600-1½) | 1620-2<br>639 (700-2) |

FAF to MAP 6.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |

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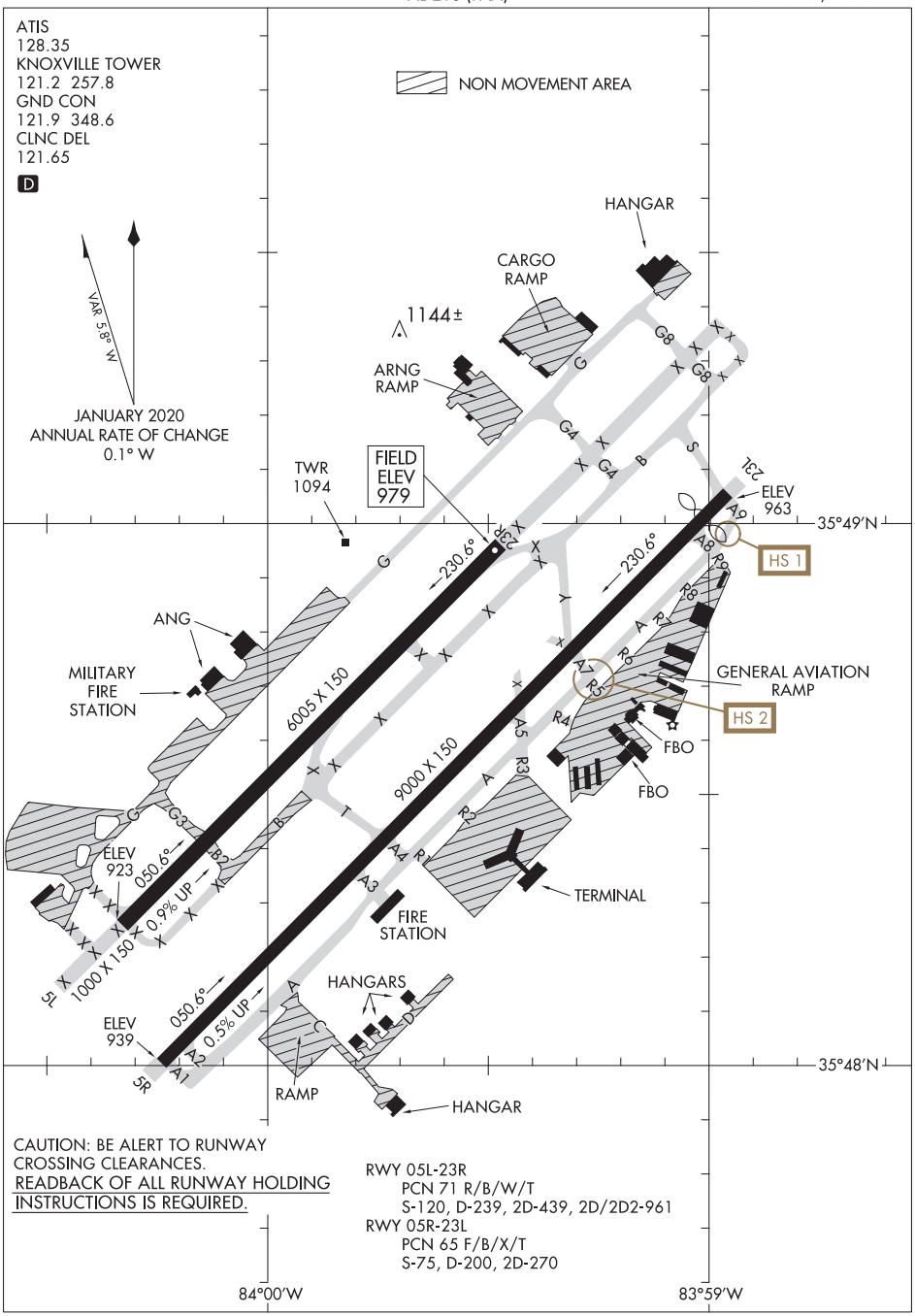


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 05L-23R
PCN 71 R/B/W/T
S-120, D-239, 2D-439, 2D/2D2-961
RWY 05R-23L
PCN 65 F/B/X/T
S-75, D-200, 2D-270

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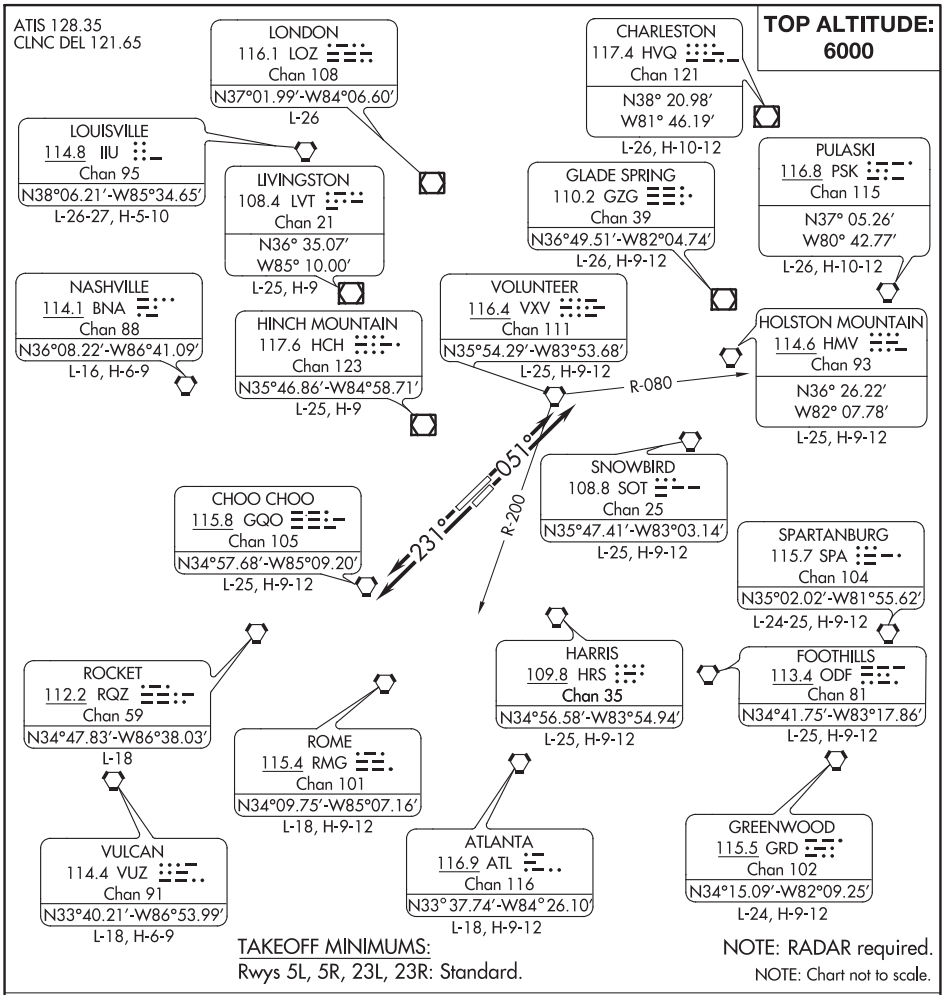
20086

AL-218 (FAA)

# KNOXVILLE SIX DEPARTURE

MC GHEE TYSON (TYS)
KNOXVILLE, TENNESSEE




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence. . . .
TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence. . . .

. . . . maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.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KNOXVILLE SIX DEPARTURE

KNOXVILLE, TENNESSEE
MC GHEE TYSON (TYS)

28FEB19

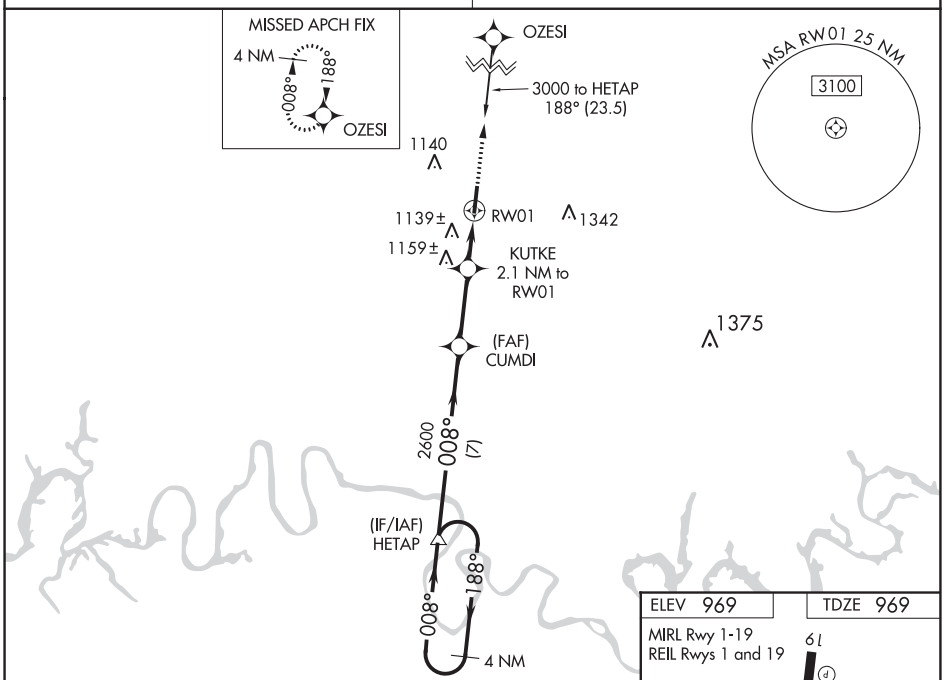
# RNAV (GPS) RWY 1
## LAFAYETTE MUNI (3M7)

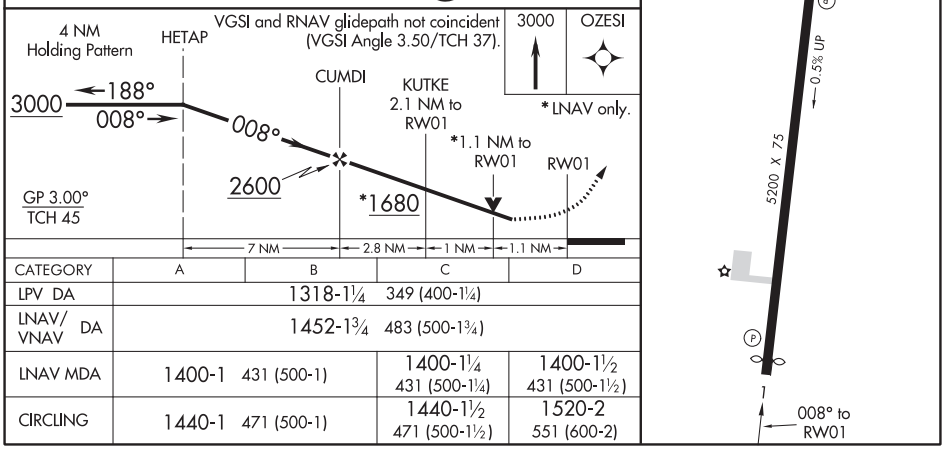
| WAAS CH 57917 W01A | APP CRS 008° | Rwy ldg 5000<br>TDZE 969<br>Apt Elev 969 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and D visibility ¼ mile and Circling Cat C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Bowling Green altimeter setting.

MISSED APPROACH: Climb to 3000 direct OZESI and hold.

| NASHVILLE APP CON | UNICOM |
|---|---|
| 118.4 360.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1318-1¼ 349 (400-1¼) | | | |
| LNAV/VNAV DA | 1452-1¾ 483 (500-1¾) | | | |
| LNAV MDA | 1400-1 431 (500-1) | | 1400-1¼ 431 (500-1¼) | 1400-1½ 431 (500-1½) |
| CIRCLING | 1440-1 471 (500-1) | | 1440-1½ 471 (500-1½) | 1520-2 551 (600-2) |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LAFAYETTE, TENNESSEE

AL-6653 (FAA)

20254

# RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

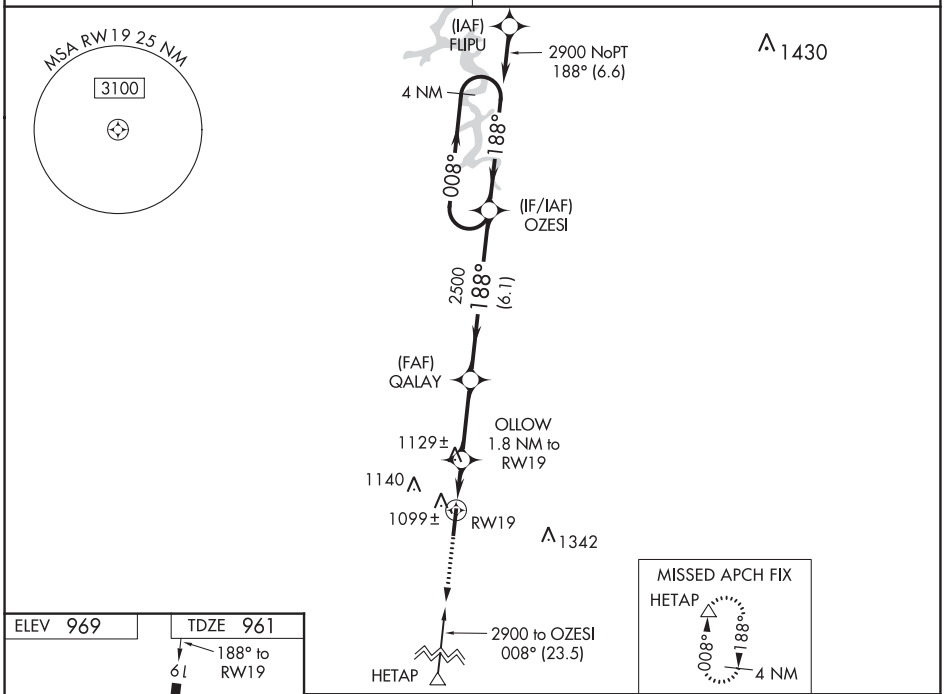
| WAAS CH 61316 W19A | APP CRS 188° | Rwy ldg 5200<br>TDZE 961<br>Apt Elev 969 |
|---|---|---|

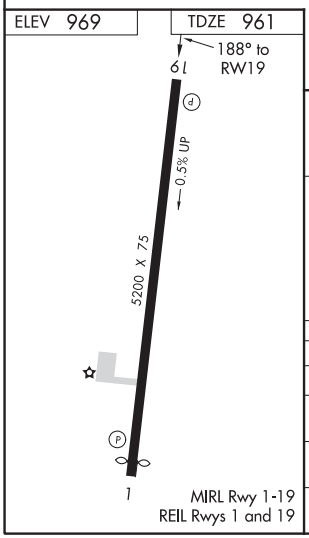
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile and Circling Cat C/D visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct HETAP and hold.

| NASHVILLE APP CON | UNICOM |
|---|---|
| 118.4 360.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1211-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1369-1½ 408 (400-1½) | | | |
| LNAV MDA | 1380-1 419 (500-1) | | 1380-1¼ 419 (500-1¼) | |
| CIRCLING | 1440-1 471 (500-1) | | 1440-1½ 471 (500-1½) | 1520-2 551 (600-2) |

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SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 70337 W17A | APP CRS 168° | Rwy ldg 5003<br>TDZE 936<br>Apt Elev 936 |
|---|---|---|

# RNAV (GPS) RWY 17

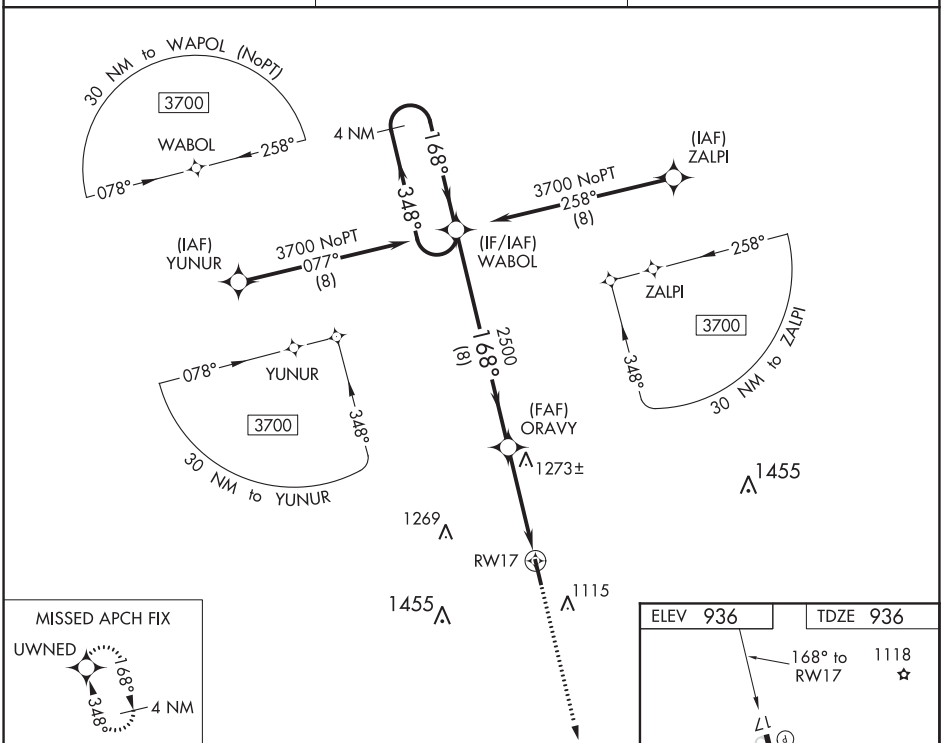
## LAWRENCEBURG-LAWRENCE COUNTY (2M2)

T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

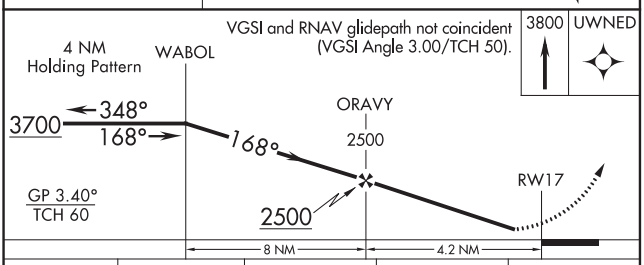
MISSED APPROACH: Climb to 3800 direct UWNED and hold.

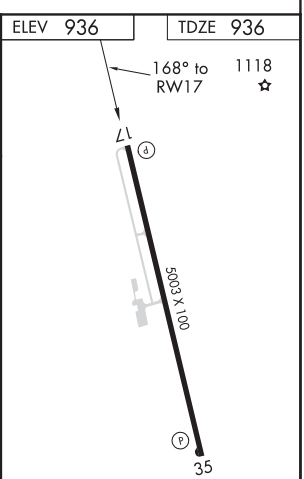
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.175 | 125.85 379.25 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1225-1 | 289 (300-1) | NA | |
| LNAV/VNAV DA | 1394-1⅜ | 458 (500-1⅜) | NA | |
| LNAV MDA | 1540-1 | 604 (700-1) | NA | |
| C CIRCLING | 1540-1 | 604 (700-1) | NA | |

MIRL Rwy 17-35
REIL Rwys 17 and 35

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

LAWRENCEBURG, TENNESSEE AL-5829 (FAA) 20198

| WAAS CH 61335 W35A | APP CRS 348° | Rwy ldg 5003<br>TDZE 927<br>Apt Elev 936 |
|---|---|---|

# RNAV (GPS) RWY 35

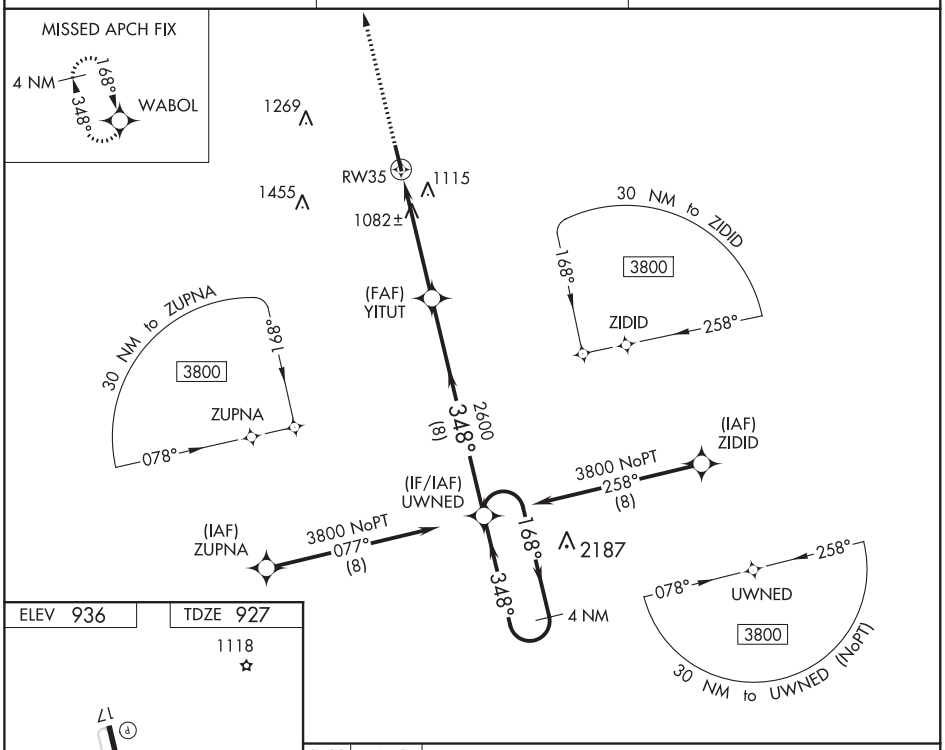
## LAWRENCEBURG-LAWRENCE COUNTY (2M2)

T A NA

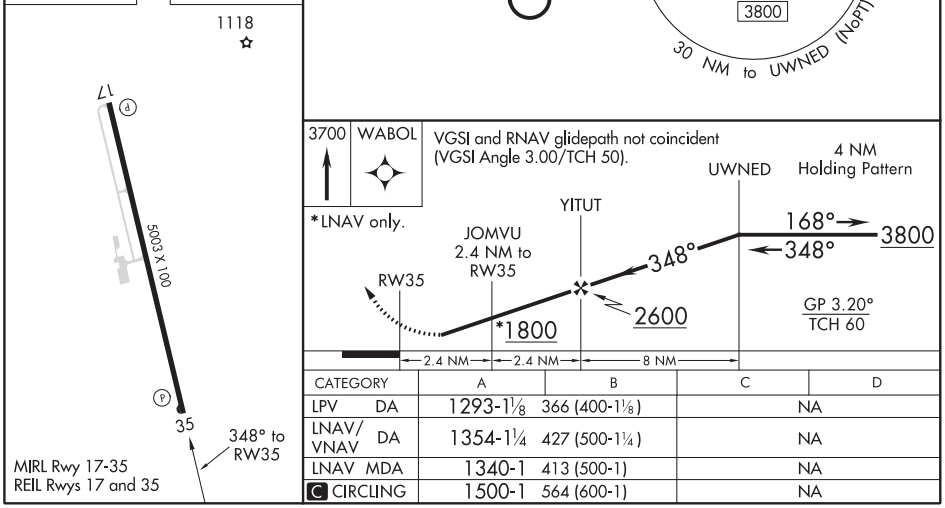
Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Field altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅜ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3700 direct WABOL and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.175 | 125.85 379.25 | 122.8 (CTAF) |




SE-1, 25 FEB 2021 to 22 APR 2021




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1293-1⅛ 366 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 1354-1¼ 427 (500-1¼) | | NA | |
| LNAV MDA | 1340-1 413 (500-1) | | NA | |
| C CIRCLING | 1500-1 564 (600-1) | | NA | |

| WAAS CH 65809 W01A | APP CRS 009° | Rwy ldg 4527<br>TDZE 588<br>Apt Elev 588 |
|---|---|---|

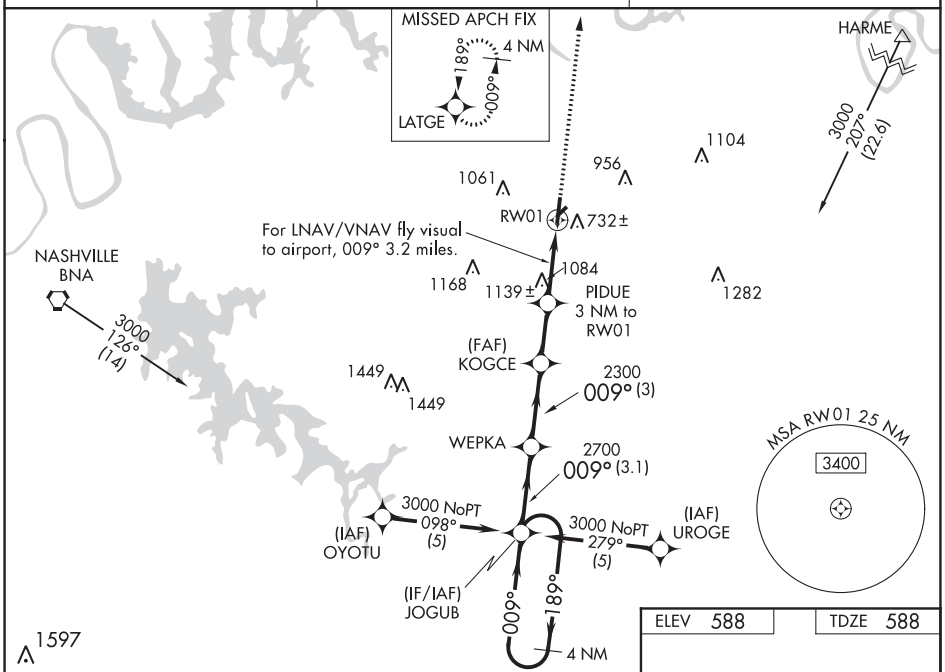
# RNAV (GPS) RWY 1
## LEBANON MUNI (M54)

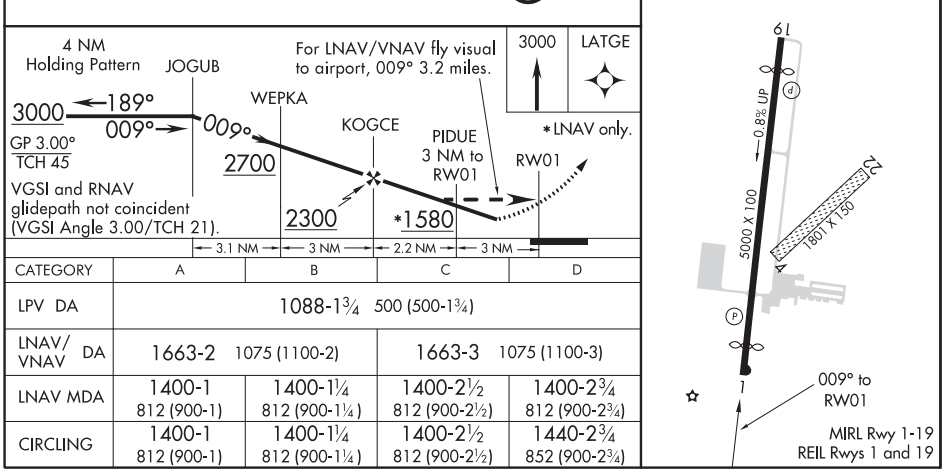
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA 43 feet and all MDA 60 feet, increase LPV all Cats. visibility ¼ mile and Circling Cat. D visibility ¼ mile. LNAV/VNAV NA when using Nashville Intl altimeter setting.

T NA

MISSED APPROACH: Climb to 3000 direct LATGE and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.4 360.7 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1088-1¾ 500 (500-1¾) | | | |
| LNAV/VNAV DA | 1663-2 1075 (1100-2) | | 1663-3 1075 (1100-3) | |
| LNAV MDA | 1400-1<br>812 (900-1) | 1400-1¼<br>812 (900-1¼) | 1400-2½<br>812 (900-2½) | 1400-2¾<br>812 (900-2¾) |
| CIRCLING | 1400-1<br>812 (900-1) | 1400-1¼<br>812 (900-1¼) | 1400-2½<br>812 (900-2½) | 1440-2¾<br>852 (900-2¾) |

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LEBANON, TENNESSEE

AL-5923 (FAA)

19115

# RNAV (GPS) RWY 19

LEBANON MUNI (M54)

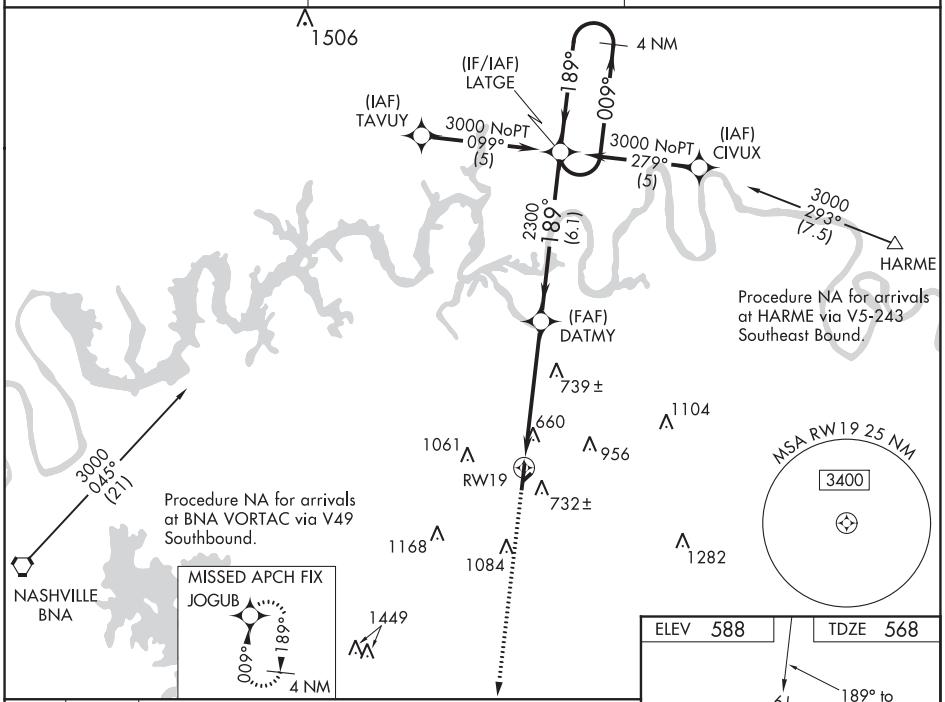
| WAAS CH 90309 W19A | APP CRS 189° | Rwy ldg 4500<br>TDZE 568<br>Apt Elev 588 |
|---|---|---|

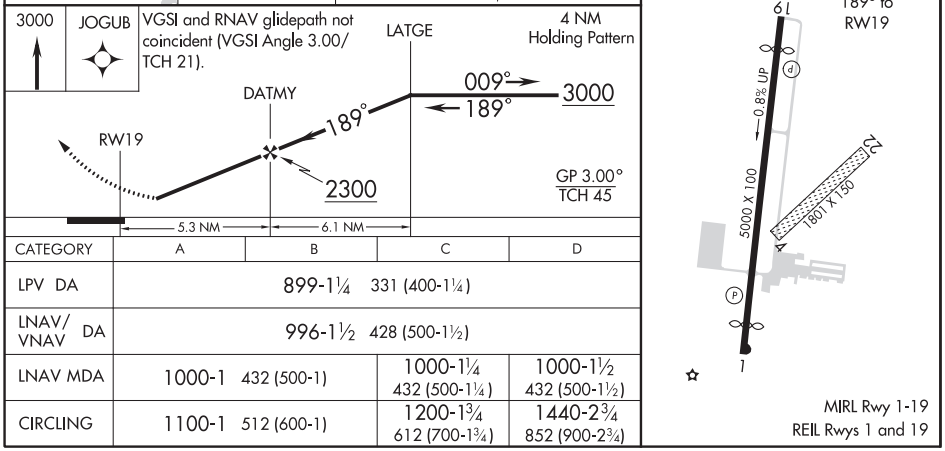
T A NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LNAV/VNAV all Cats., and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 118.325 | 118.4 360.7 | 122.725 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 899-1¼ 331 (400-1¼) | | | |
| LNAV/VNAV DA | 996-1½ 428 (500-1½) | | | |
| LNAV MDA | 1000-1 432 (500-1) | | 1000-1¼ 432 (500-1¼) | 1000-1½ 432 (500-1½) |
| CIRCLING | 1100-1 512 (600-1) | | 1200-1¾ 612 (700-1¾) | 1440-2¾ 852 (900-2¾) |

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| WAAS CH 69542 W02A | APP CRS 023° | Rwy ldg 3800<br>TDZE 770<br>Apt Elev 782 |
|---|---|---|

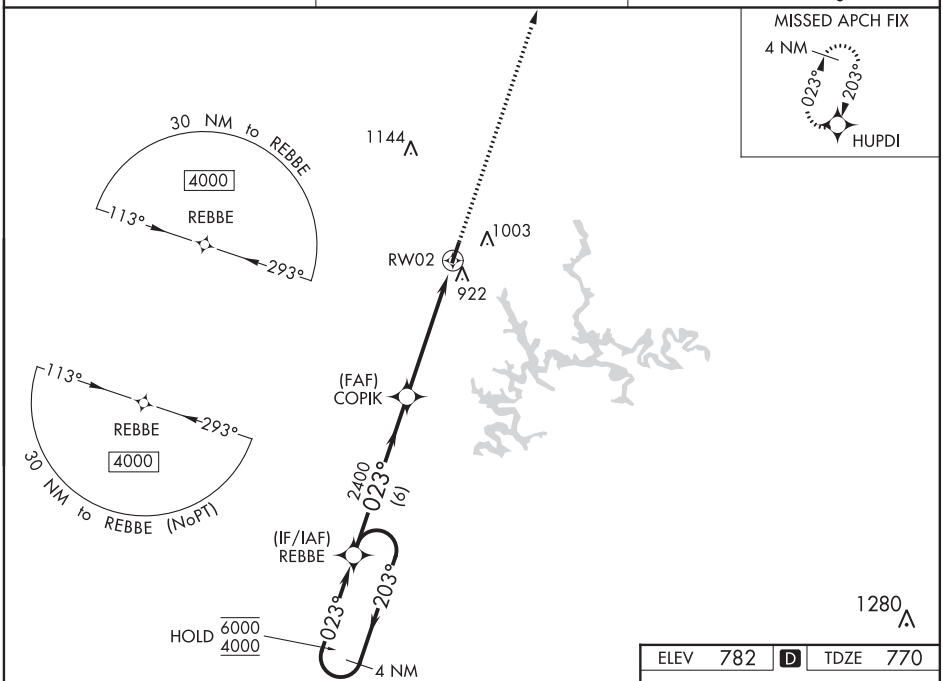
# RNAV (GPS) RWY 2
## LEITCHFIELD-GRAYSON COUNTY (M20)

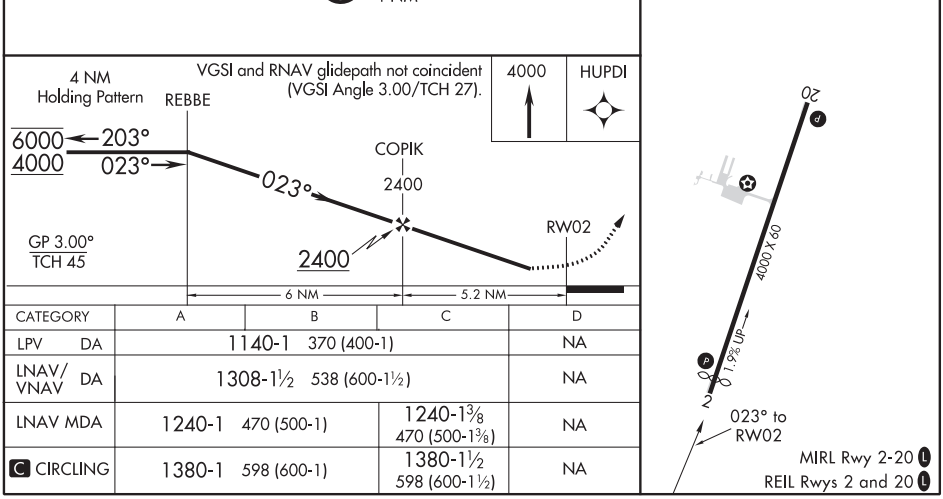
RNP APCH.

T A NA Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.

MISSED APPROACH: Climb to 4000 direct to HUPDI and hold, continue climb-in-hold to 4000.

| ADDINGTON FIELD AWOS-3 | INDIANIAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.025 | 121.175 353.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1140-1 370 (400-1) | | | NA |
| LNAV/VNAV DA | 1308-1½ 538 (600-1½) | | | NA |
| LNAV MDA | 1240-1 470 (500-1) | | 1240-1⅜ 470 (500-1⅜) | NA |
| C CIRCLING | 1380-1 598 (600-1) | | 1380-1½ 598 (600-1½) | NA |



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LEITCHFIELD, KENTUCKY

AL-10547 (FAA)

19199

# RNAV (GPS) RWY 20

## LEITCHFIELD-GRAYSON COUNTY (M20)

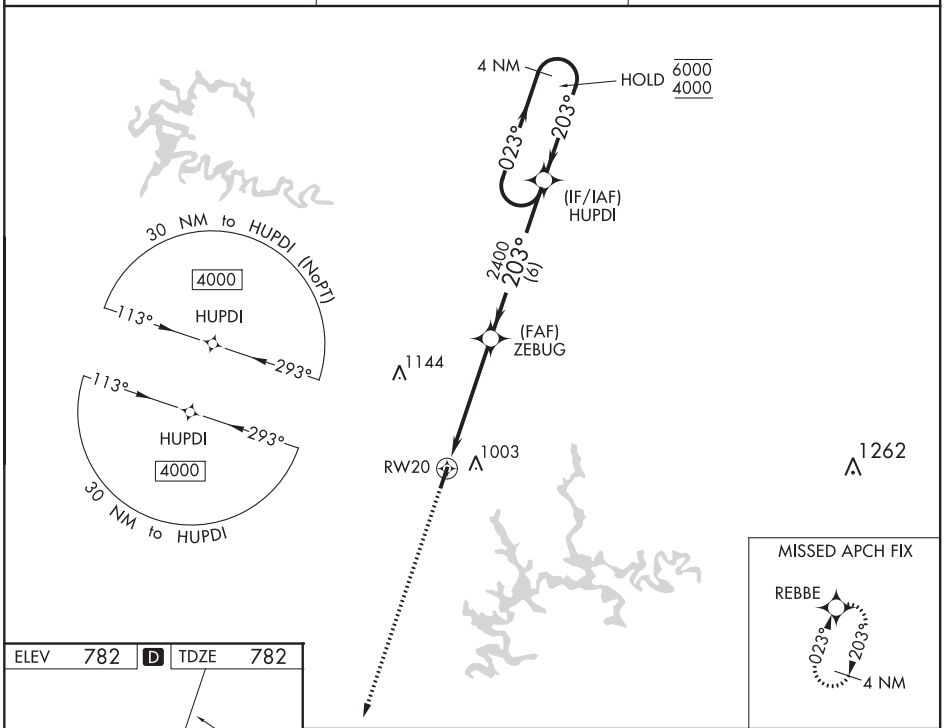
| WAAS CH 72942 W20A | APP CRS 203° | Rwy ldg 4000<br>TDZE 782<br>Apt Elev 782 |
|---|---|---|

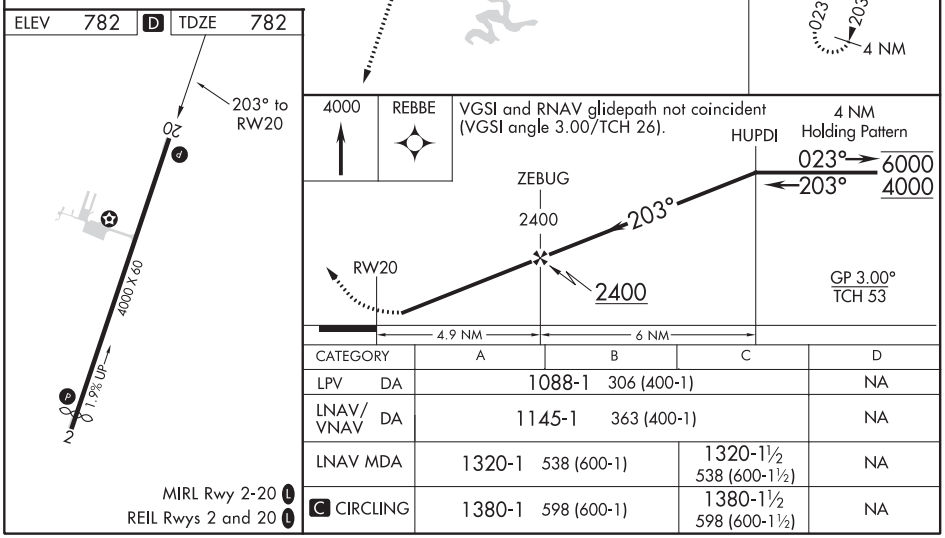
RNP APCH.

T ANA Rwy 20 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct to REBBE and hold, continue climb-in-hold to 4000.

| ADDINGTON FIELD AWOS-3 | INDIANIAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.025 | 121.175 353.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1088-1 306 (400-1) | | | NA |
| LNAV/VNAV DA | 1145-1 363 (400-1) | | | NA |
| LNAV MDA | 1320-1 538 (600-1) | | 1320-1½ 538 (600-1½) | NA |
| C CIRCLING | 1380-1 598 (600-1) | | 1380-1½ 598 (600-1½) | NA |

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

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| WAAS CH 93934 W02A | APP CRS 021° | Rwy ldg 5001 TDZE 717 Apt Elev 717 |
|---|---|---|

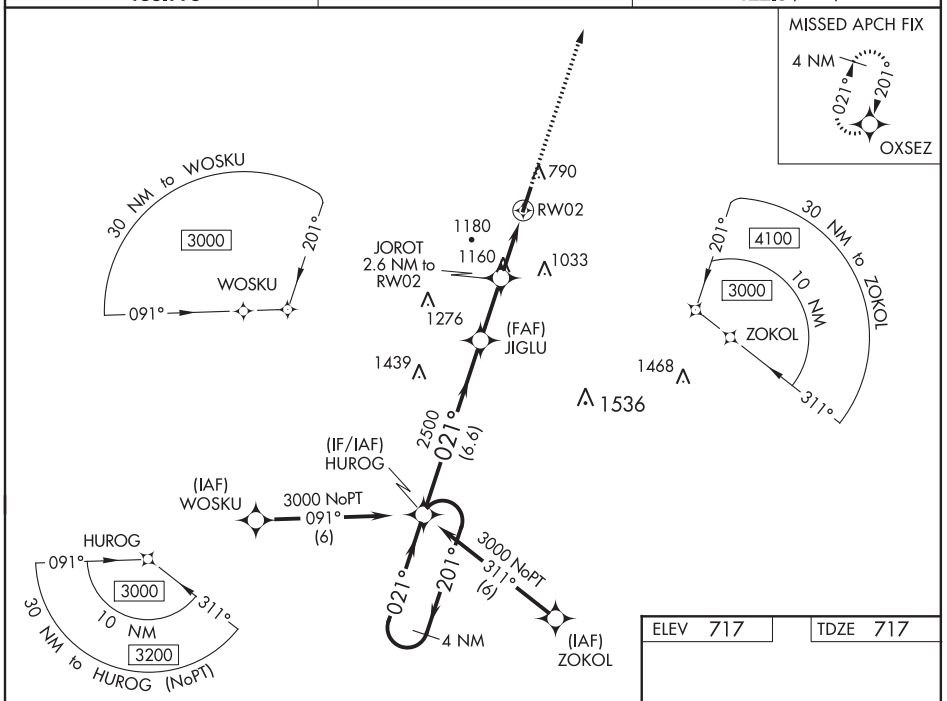
# RNAV (GPS) RWY 2
## ELLINGTON (LUG)

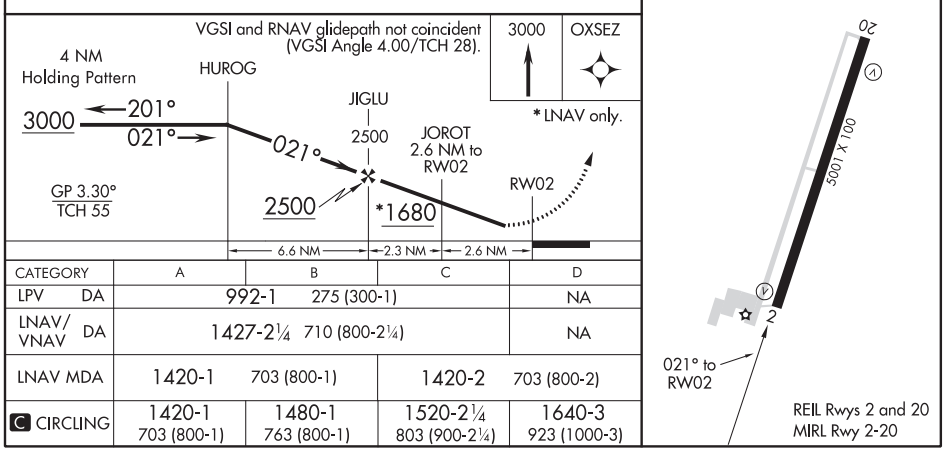
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats and LNAV Cat B and Circling Cats A/B ¼ mile and LNAV Cat C/D and Circling Cat C ½ mile. Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 NA at night, Circling Rwy 2 NA at night.

MISSED APPROACH: Climb to 3000 direct OXSEZ and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.15 323.125 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 992-1 275 (300-1) | | | NA |
| LNAV/VNAV DA | 1427-2¼ 710 (800-2¼) | | | NA |
| LNAV MDA | 1420-1 703 (800-1) | | 1420-2 703 (800-2) | |
| C CIRCLING | 1420-1 703 (800-1) | 1480-1 763 (800-1) | 1520-2¼ 803 (900-2¼) | 1640-3 923 (1000-3) |



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LEWISBURG, TENNESSEE | AL-6023 (FAA) | 20198

# RNAV (GPS) RWY 20
## ELLINGTON (LUG)

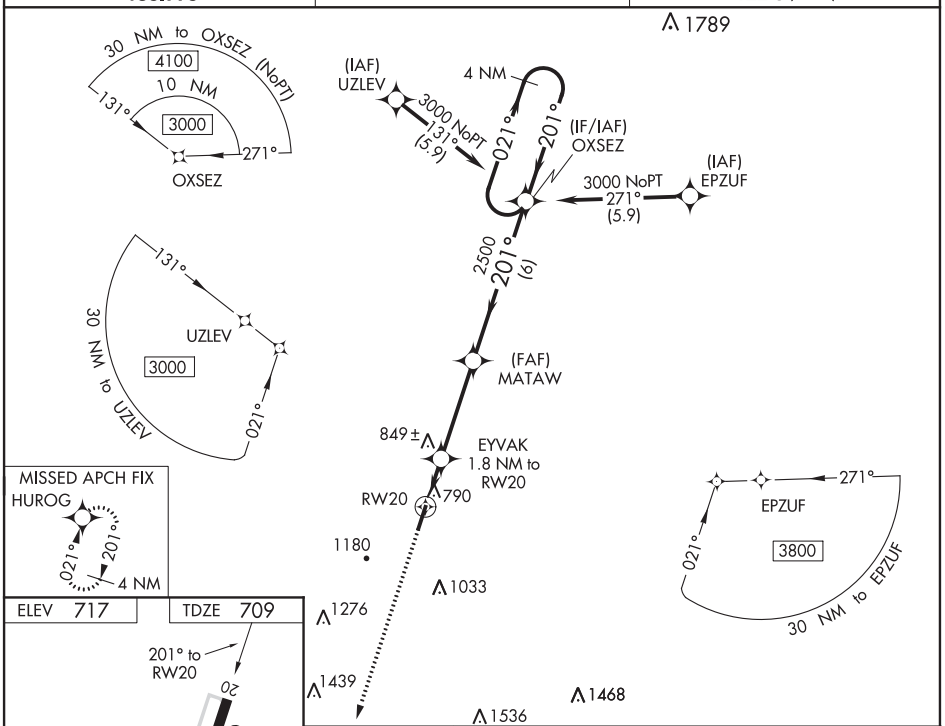
| WAAS CH 56619 W20A | APP CRS 201° | Rwy ldg 5001 TDZE 709 Apt Elev 717 |
|---|---|---|

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received; use Nashville Intl altimeter setting and increase all DA 103 feet and all MDA 120 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ⅜ mile and increase LNAV Cat C/D and Circling Cat B ¼ mile and Circling Cat C ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Circling to Rwy 2 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HUROG and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.775 | 128.15 323.125 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002-1 293 (300-1) | | | |
| LNAV/VNAV DA | 976-⅞ 267 (300-⅞) | | | |
| LNAV MDA | 1100-1 391 (400-1) | | 1100-1⅛ 391 (400-1⅛) | |
| C CIRCLING | 1280-1 563 (600-1) | 1480-1 763 (800-1) | 1520-2¼ 803 (900-2¼) | 1640-3 923 (1000-3) |

REIL Rwys 2 and 20
MIRL Rwy 2-20

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| WAAS CH 42824 W05A | APP CRS 045° | Rwy ldg 4000 TDZE 411 Apt Elev 412 |
|---|---|---|

# RNAV (GPS) RWY 5
## HANCOCK CO-RON LEWIS FIELD (KY8)

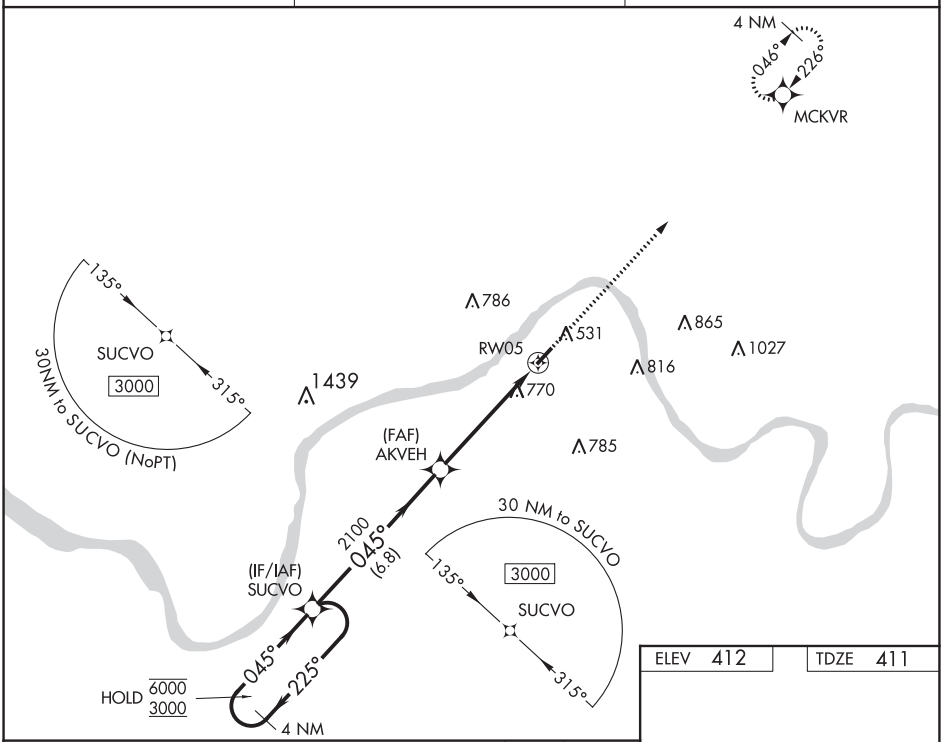
RNP APCH.

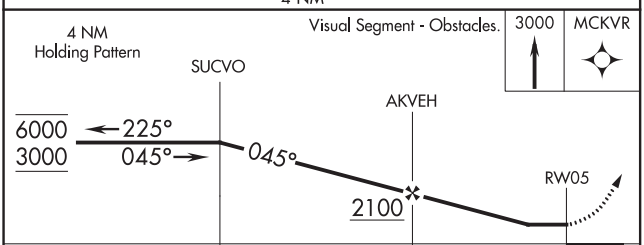
T NA

Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

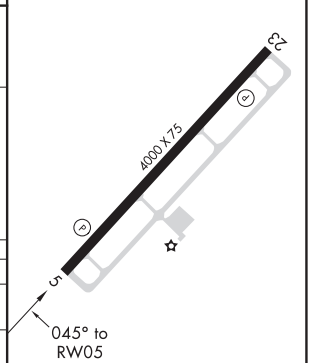
MISSED APPROACH: Climb to 3000 direct MCKVR and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.775 | 124.025 290.9 | 123.0 (CTAF) L |




ELEV 412 TDZE 411




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 609 (700-1) | | 1020-1¾ 609 (700-1¾) | NA |
| LNAV MDA | 1020-1 609 (700-1) | | 1020-1¾ 609 (700-1¾) | NA |
| CIRCLING | 1020-1 608 (700-1) | 1080-1 668 (700-1) | 1080-1¾ 668 (700-1¾) | NA |



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LEWISPORT, KENTUCKY AL-10388 (FAA) 19087

| WAAS CH 61324 W23A | APP CRS 226° | Rwy ldg 4000<br>TDZE 412<br>Apt Elev 412 |
|---|---|---|

# RNAV (GPS) RWY 23
## HANCOCK CO-RON LEWIS FIELD (KY8)

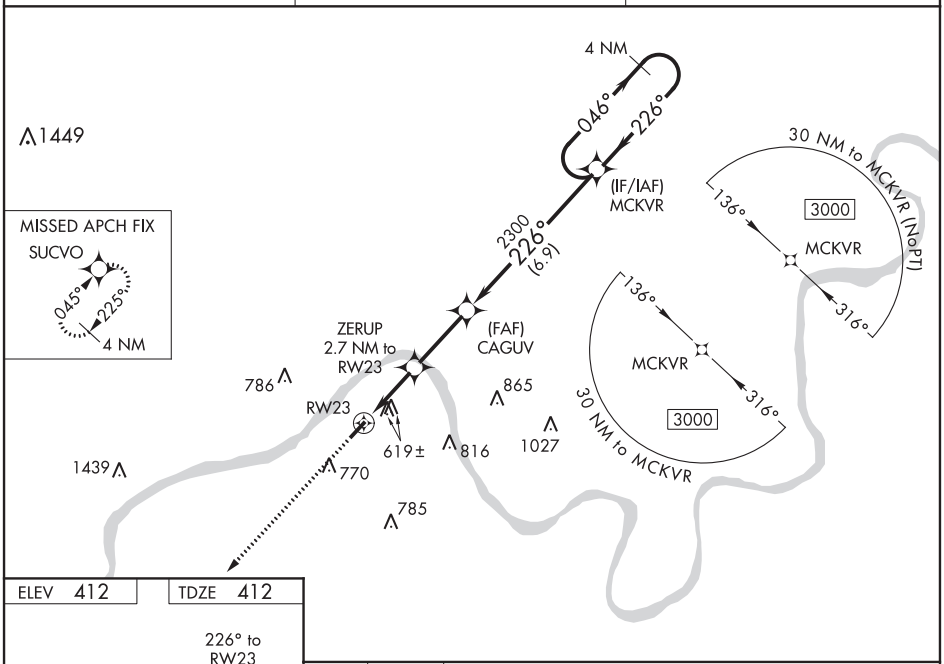
RNP APCH.

NA

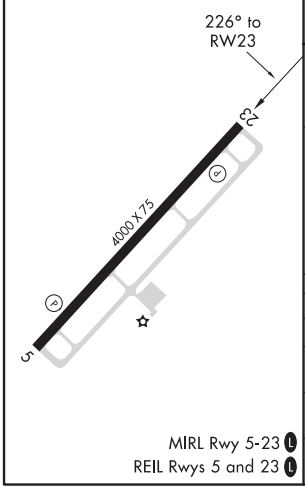
Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 887, LNAV/VNAV DA to 986 and all MDA 60 feet; increase LPV all Cats and LNAV Cat C visibility ⅛ mile, increase LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

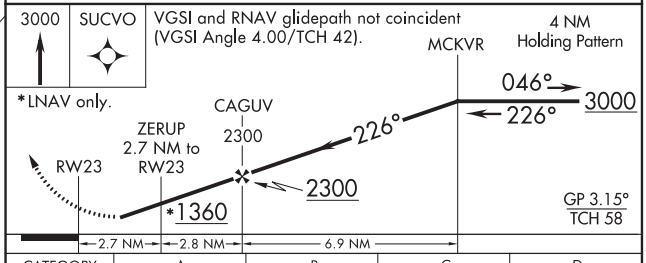
MISSED APPROACH: Climb to 3000 direct SUCVO and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.775 | 124.025 290.9 | 123.0 (CTAF) L |




| ELEV 412 | TDZE 412 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 841-1⅜ 429 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 940-1⅝ 528 (600-1⅝) | | | NA |
| LNAV MDA | 880-1 468 (500-1) | | 880-1⅜ 468 (500-1⅜) | NA |
| CIRCLING | 980-1 568 (600-1) | 1080-1 668 (700-1) | 1080-1¾ 668 (700-1¾) | NA |

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| LOC I-LEX | APP CRS | Rwy ldg | 6604 |
|---|---|---|---|
| 110.1 | 046° | TDZE | 969 |
| | | Apt Elev | 979 |

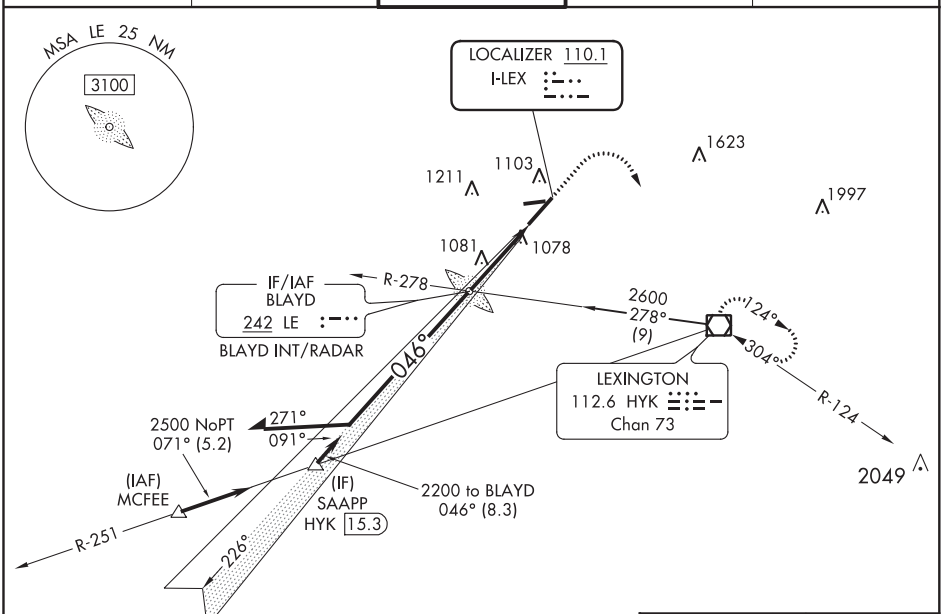
# ILS or LOC RWY 4
## BLUE GRASS (LEX)

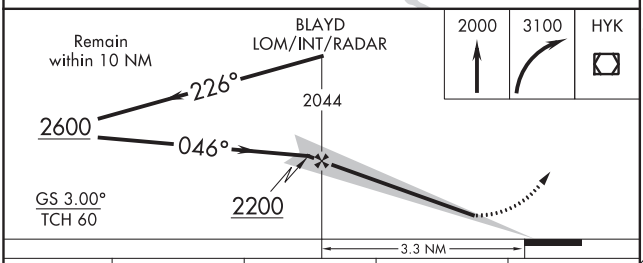
When local altimeter setting not received, use Frankfort altimeter setting: increase all DAs to 1231 feet; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. For inop ALS when using Frankfort altimeter setting, increase S-ILS 4 all Cats visibility to RVR 4500.

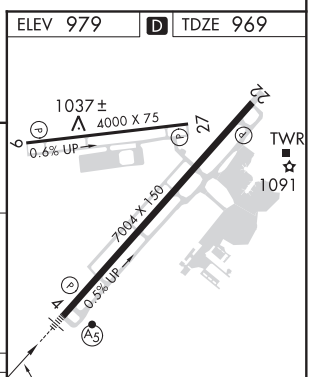
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct to HYK VOR/DME and hold.

| ATIS | LEXINGTON APP CON | | LEXINGTON TOWER | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|
| 126.3 | 120.15 | 259.3 | 119.1 | 257.8 | 121.9 | 132.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1169/18 200 (200-½) | | | |
| S-LOC 4 | 1340/24 371 (400-½) | | 1340/35 371 (400-⅝) | |
| C CIRCLING | 1420-1 441 (500-1) | 1440-1 461 (500-1) | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |

FAF to MAP 3.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |



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SE-1, 25 FEB 2021 to 22 APR 2021

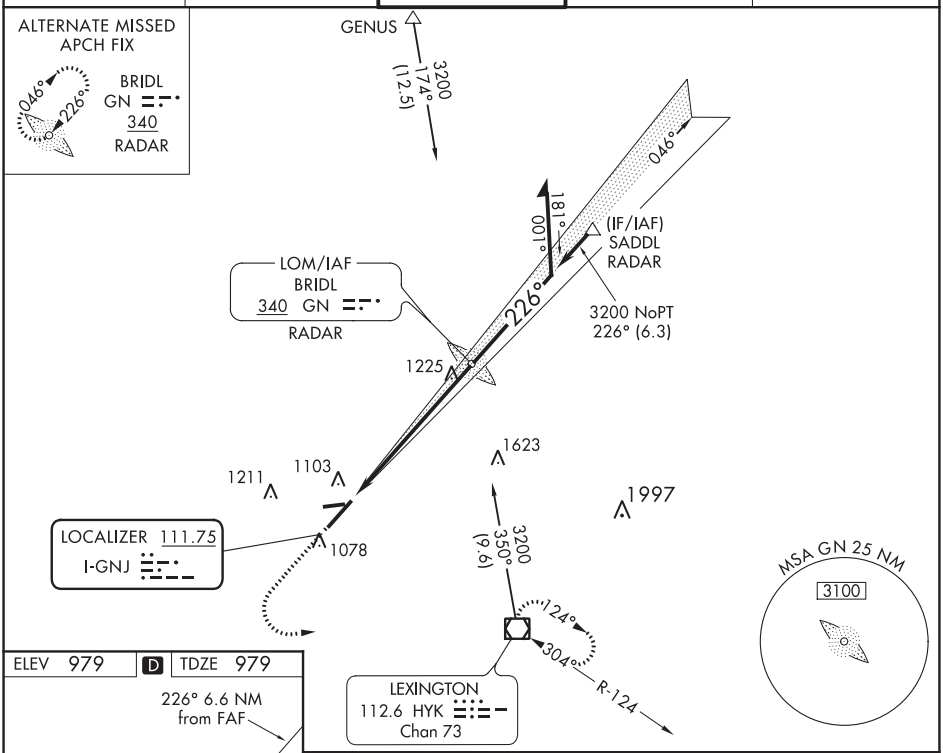
| LOC I-GNJ | APP CRS | Rwy ldg | 6604 |
|---|---|---|---|
| 111.75 | 226° | TDZE | 979 |
| | | Apt Elev | 979 |

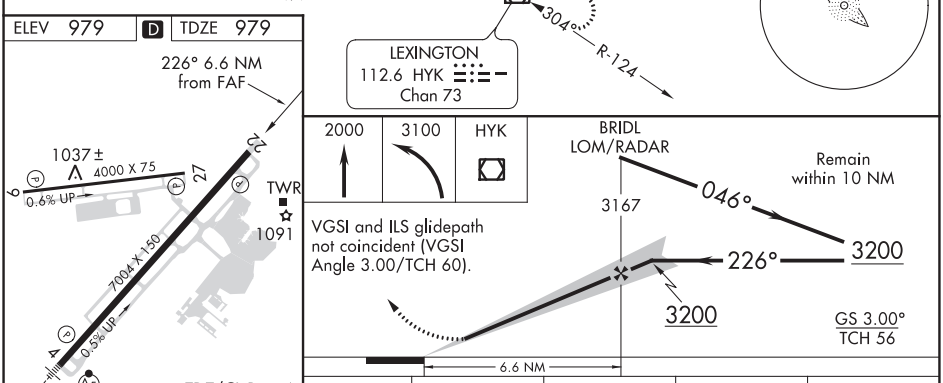
# ILS or LOC RWY 22
## BLUE GRASS (LEX)

Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase all DAs to 1291 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VOR/DME and hold.

| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |




| FAF to MAP 6.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1229-¾ 250 (300-¾) | | | |
| S-LOC 22 | 1520-1 541 (600-1) | | 1520-1½ 541 (600-1½) | 1520-1¾ 541 (600-1¾) |
| C CIRCLING | 1520-1 541 (600-1) | | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |




SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 70401 W04A | APP CRS 046° | Rwy ldg 6604<br>TDZE 969<br>Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 4
## BLUE GRASS (LEX)

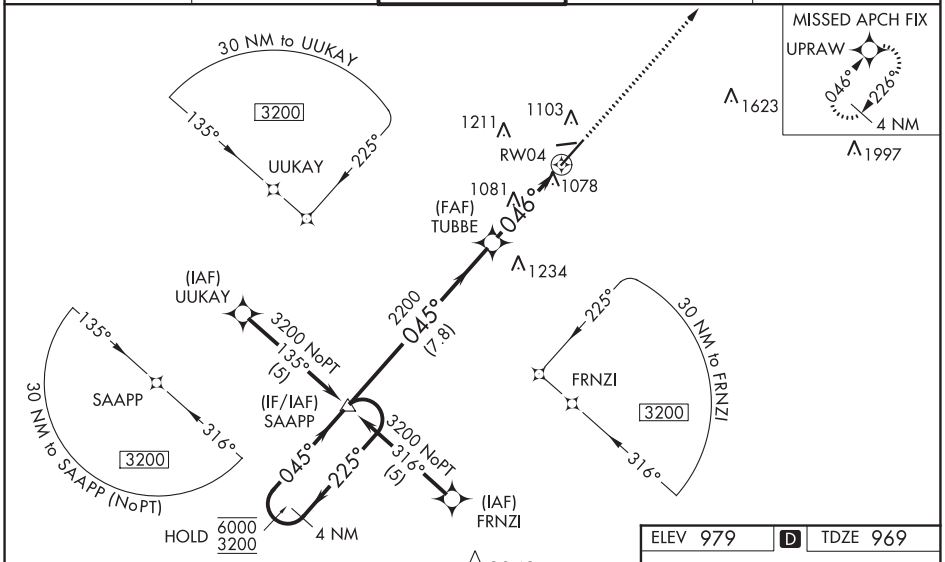
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV all Cats visibility to RVR 5500. For inop ALS when using Frankfort altimeter setting, increase LNAV Cat A/B visibility to RVR 5500. When local altimeter setting not received, use Frankfort altimeter setting and increase LPV DA to 1336 feet, LNAV/VNAV DA to 1424 feet, and all MDA 80 feet, increase LNAV Cat C visibility to RVR 4500, and Circling Cat C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting.

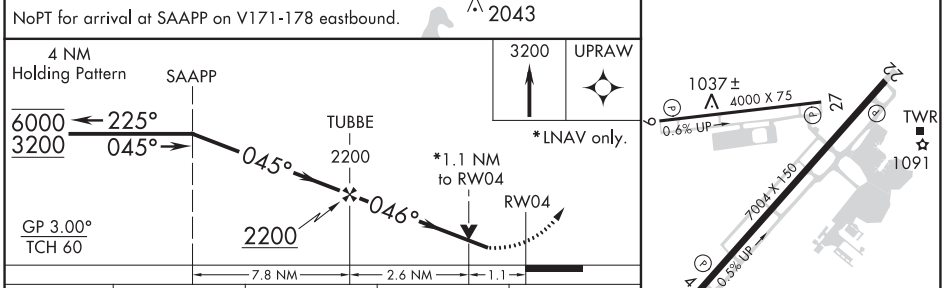
MALSR

MISSED APPROACH: Climb to 3200 direct UPRAW and hold.

| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |




NoPT for arrival at SAAPP on V171-178 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1274/40 305 (300-¾) | | | |
| LNAV/VNAV DA | 1362/50 393 (400-1) | | | |
| LNAV MDA | 1340/40 371 (400-¾) | | | 1340/50 371 (400-1) |
| C CIRCLING | 1420-1½ 441 (500-1½) | 1440-1½ 461 (500-1½) | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |

TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

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LEXINGTON, KENTUCKY AL-697 (FAA) 20282

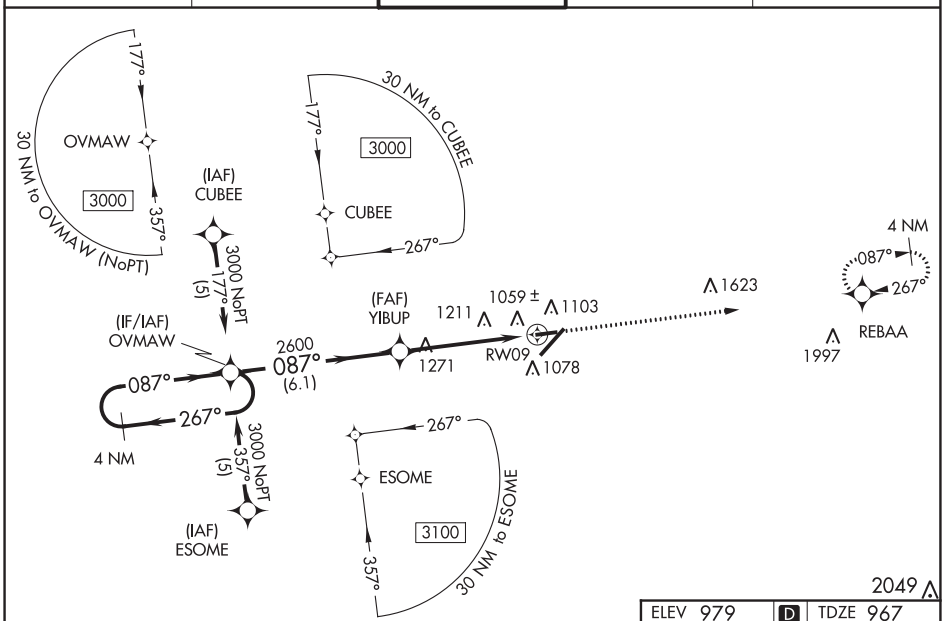
| WAAS CH 86918 W09A | APP CRS 087° | Rwy ldg 4000<br>TDZE 967<br>Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 9
## BLUE GRASS (LEX)

Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1279 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1421 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct REBAA and hold.

| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |

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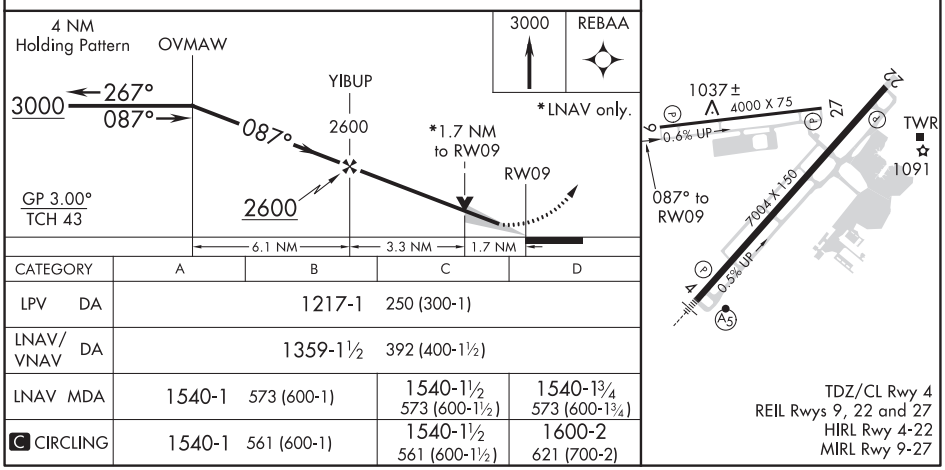



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1217-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1359-1½ 392 (400-1½) | | | |
| LNAV MDA | 1540-1 573 (600-1) | | 1540-1½ 573 (600-1½) | 1540-1¾ 573 (600-1¾) |
| C CIRCLING | 1540-1 561 (600-1) | | 1540-1½ 561 (600-1½) | 1600-2 621 (700-2) |

TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

LEXINGTON, KENTUCKY
Orig-B 08OCT20

38°02′N-84°37′W

BLUE GRASS (LEX)
RNAV (GPS) RWY 9

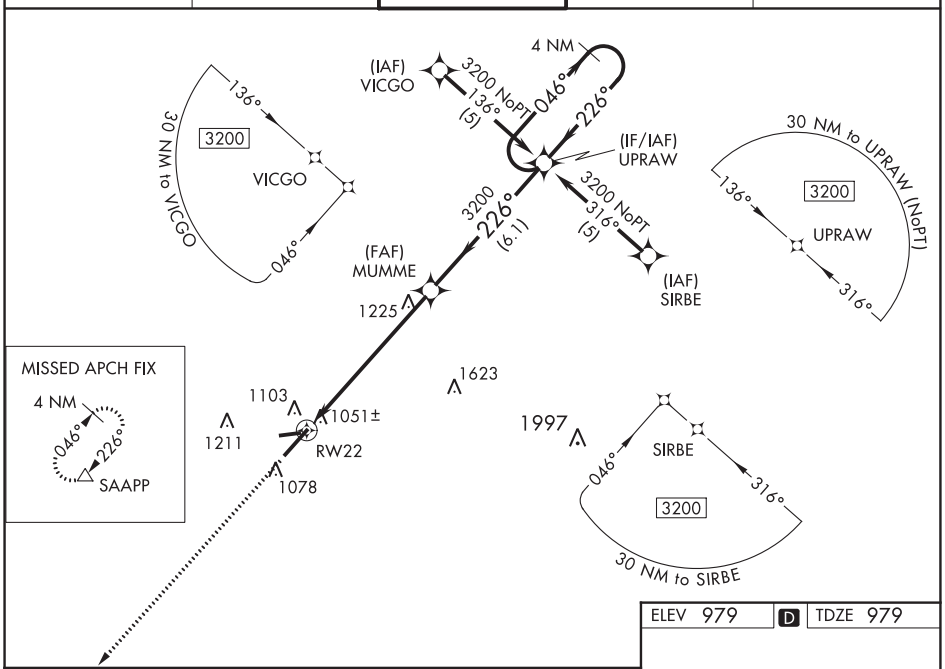
| WAAS CH 90201 W22A | APP CRS 226° | Rwy ldg 6604<br>TDZE 979<br>Apt Elev 979 |
|---|---|---|

# RNAV (GPS) RWY 22
## BLUE GRASS (LEX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1329 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1434 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct SAAPP and hold.

| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |

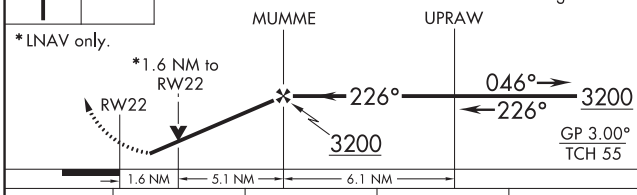



| 3200 | SAAPP |
|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

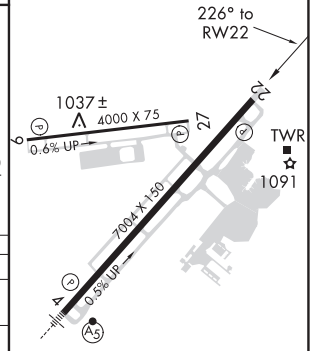
4 NM Holding Pattern

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1267-1 288 (300-1) | | | |
| LNAV/VNAV DA | 1372-1¼ 393 (400-1¼) | | | |
| LNAV MDA | 1520-1 541 (600-1) | | 1520-1½ 541 (600-1½) | 1520-1¾ 541 (600-1¾) |
| C CIRCLING | 1520-1 541 (600-1) | | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |

ELEV 979 D TDZE 979




TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27



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LEXINGTON, KENTUCKY

AL-697 (FAA)

20282

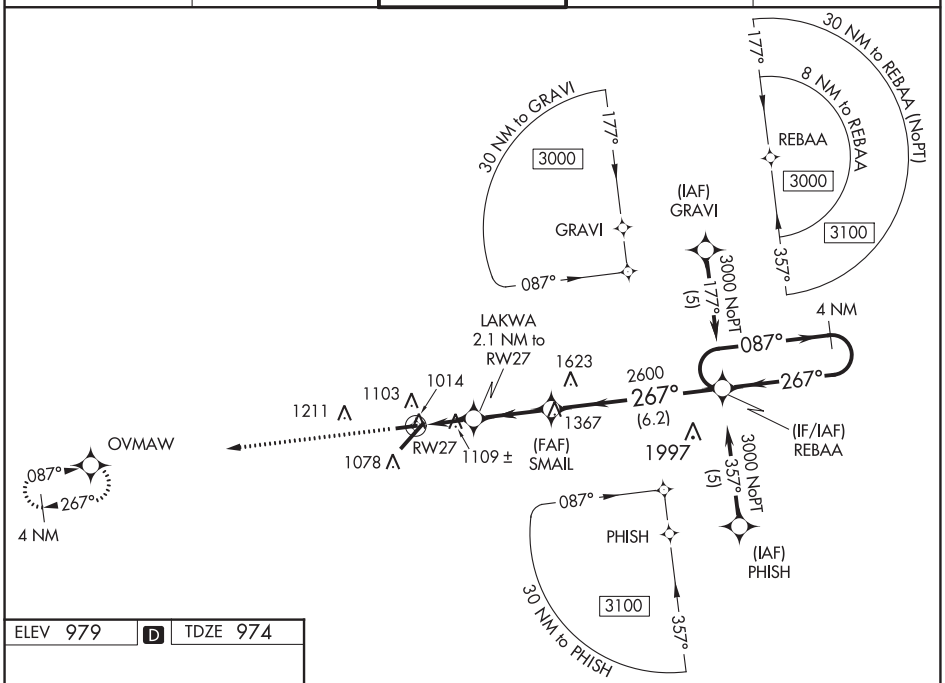
# RNAV (GPS) RWY 27
## BLUE GRASS (LEX)

| WAAS CH 78218 W27A | APP CRS 267° | Rwy ldg 4000<br>TDZE 974<br>Apt Elev 979 |
|---|---|---|

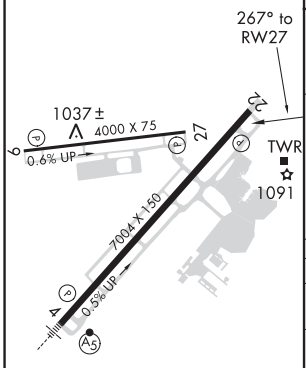
Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1421 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1450 feet and all visibilitites ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3000 direct OVMAW and hold.

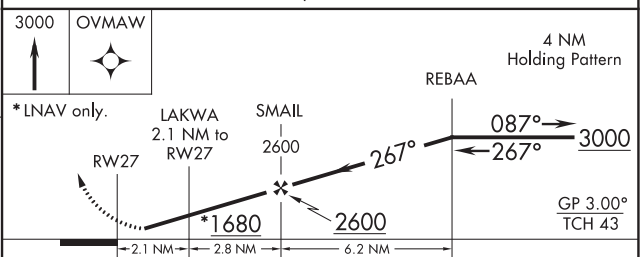
| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |




ELEV 979 | D | TDZE 974




TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1359-1¼ 385 (400-1¼) | | | |
| LNAV/VNAV DA | 1388-1⅜ 414 (500-1⅜) | | | |
| LNAV MDA | 1360-1 386 (400-1) | | 1360-1⅛ 386 (400-1⅛) | |
| C CIRCLING | 1420-1 441 (500-1) | 1440-1 461 (500-1) | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |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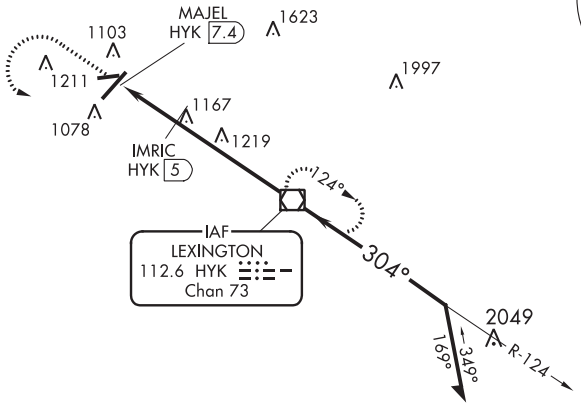
# VOR-A
## BLUE GRASS (LEX)

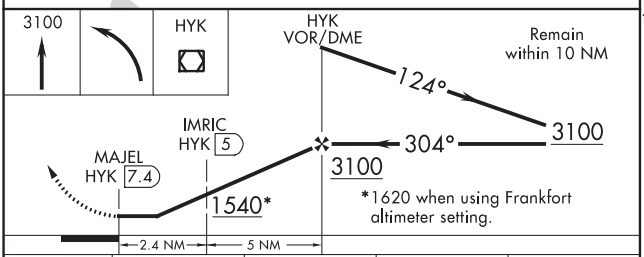
| VOR/DME HYK | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.6 | 304° | TDZE | N/A |
| Chan 73 | | Apt Elev | 979 |

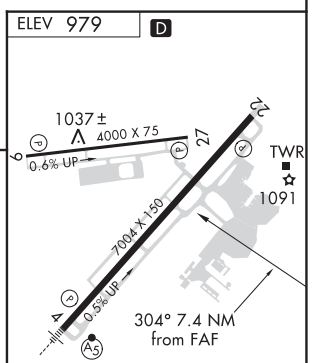
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

| ATIS | LEXINGTON APP CON | LEXINGTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.3 | 120.15 259.3 | 119.1 257.8 | 121.9 | 132.35 |




TDZ/CL Rwy 4
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1540-1 561 (600-1) | | 1540-1½ 561 (600-1½) | 1600-2 621 (700-2) |
| IMRIC DME FIX MINIMUMS | | | | |
| C CIRCLING | 1460-1 481 (500-1) | | 1520-1½ 541 (600-1½) | 1600-2 621 (700-2) |

| FAF to MAP 7.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

SE-1, 25 FEB 2021 to 22 APR 2021

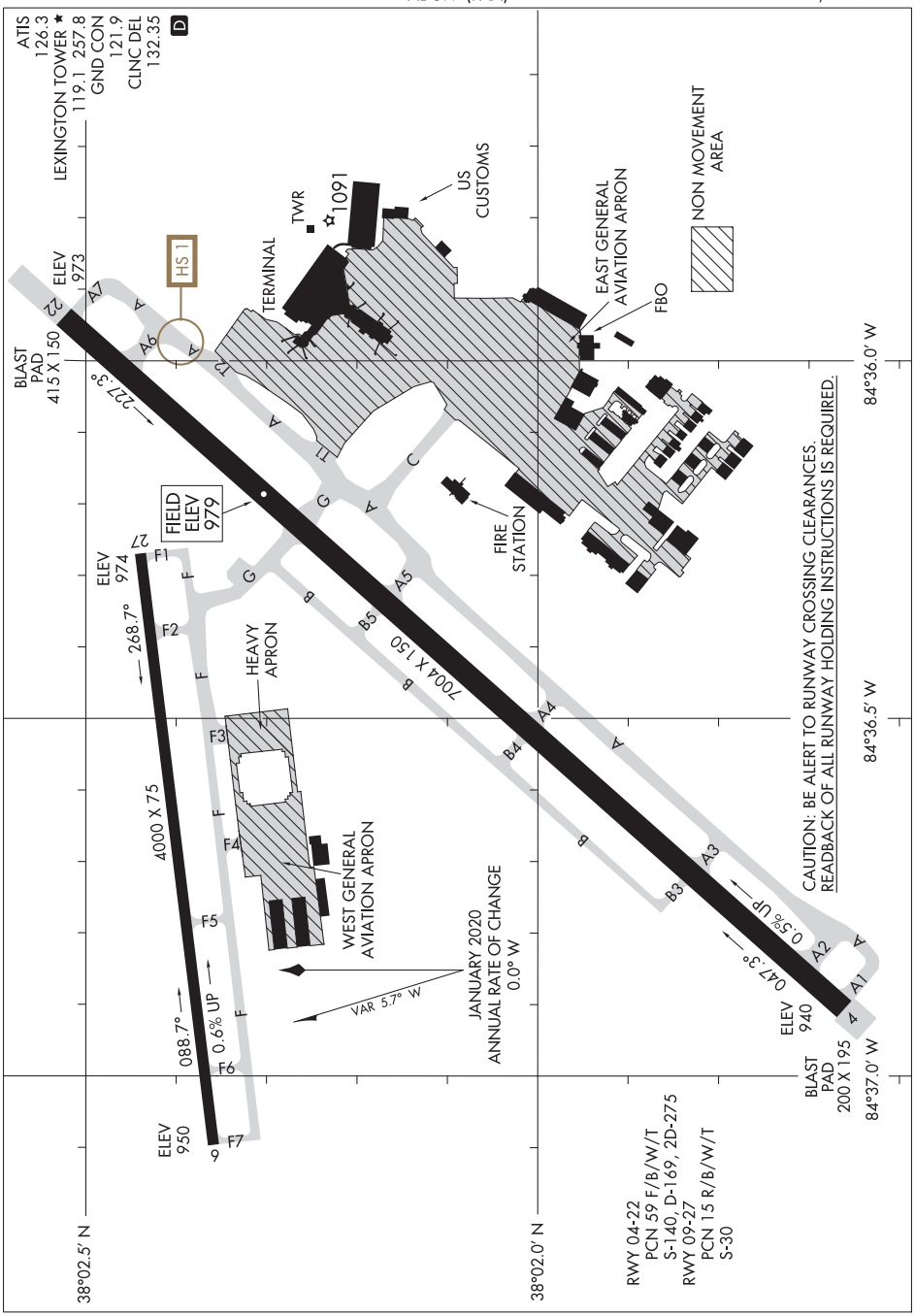
SE-1, 25 FEB 2021 to 22 APR 2021

20366

# AIRPORT DIAGRAM

AL-697 (FAA)

BLUE GRASS (LEX)
LEXINGTON, KENTUCKY






SE-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20366

LEXINGTON, KENTUCKY
BLUE GRASS (LEX)

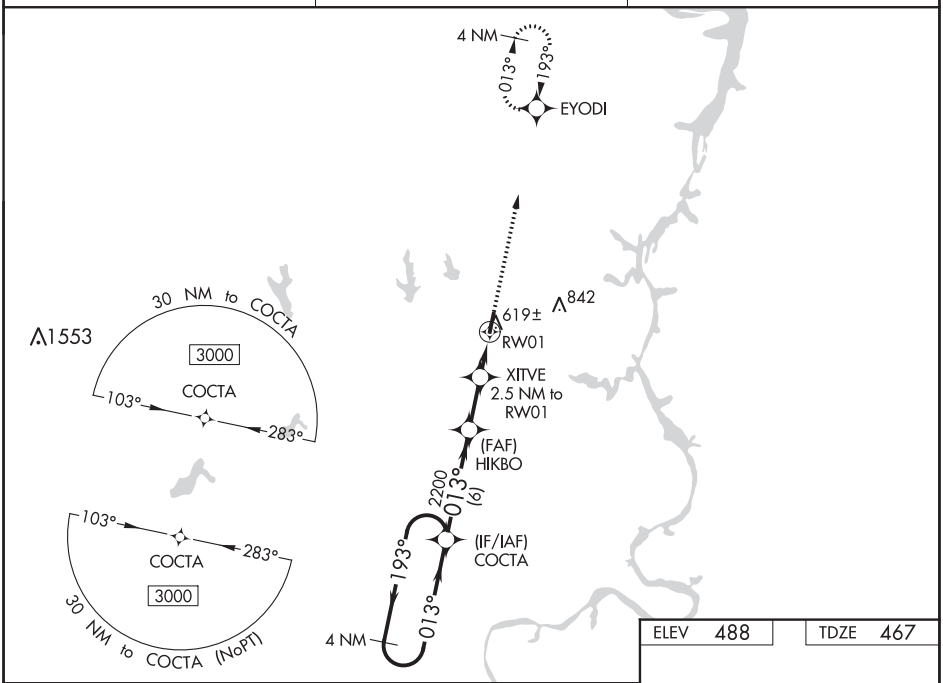
| WAAS CH 90116 W01A | APP CRS 013° | Rwy ldg 6000<br>TDZE 467<br>Apt Elev 488 |
|---|---|---|

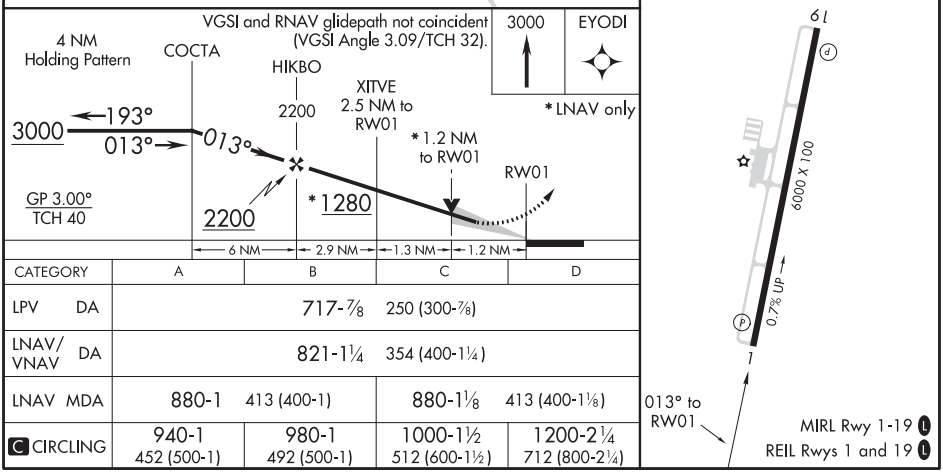
# RNAV (GPS) RWY 1
## BEECH RIVER RGNL (PVE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 807 and all Cats visibility ⅜ mile; increase LNAV/VNAV all Cats DA to 911 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYODI and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 125.85 379.25 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 717-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 821-1¼ 354 (400-1¼) | | | |
| LNAV MDA | 880-1 413 (400-1) | | 880-1⅛ 413 (400-1⅛) | |
| C CIRCLING | 940-1 452 (500-1) | 980-1 492 (500-1) | 1000-1½ 512 (600-1½) | 1200-2¼ 712 (800-2¼) |

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SE-1, 25 FEB 2021 to 22 APR 2021

LEXINGTON-PARSONS, TENNESSEE AL-10185 (FAA) 20282

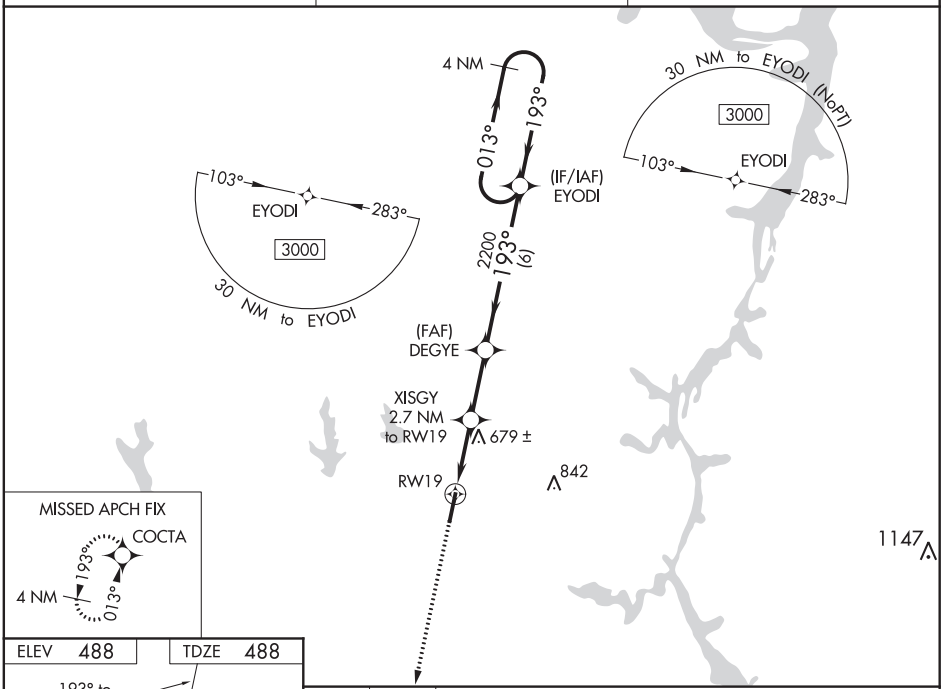
| WAAS CH 97316 W19A | APP CRS 193° | Rwy ldg 6000<br>TDZE 488<br>Apt Elev 488 |
|---|---|---|

# RNAV (GPS) RWY 19
## BEECH RIVER RGNL (PVE)

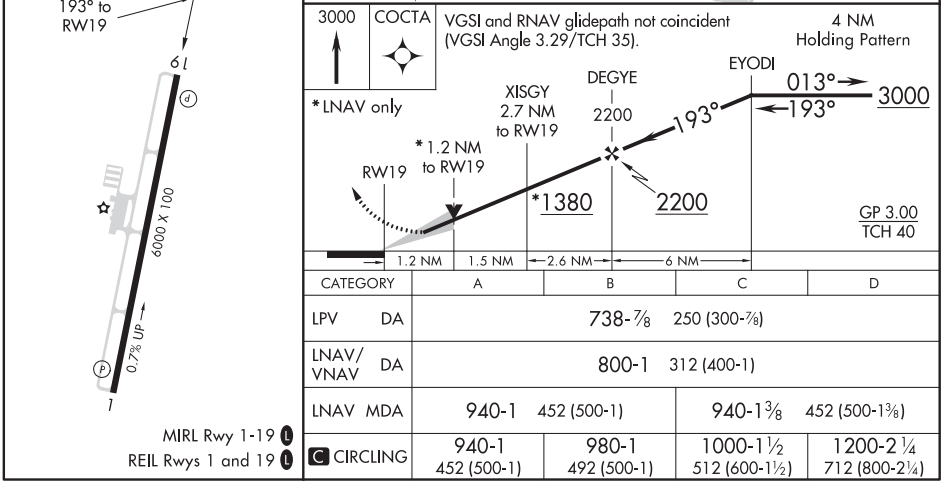
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5 °F) or above 54 °C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅜ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 3000 direct COCTA and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.125 | 125.85 379.25 | 123.0 (CTAF) L |




| ELEV 488 | TDZE 488 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 738-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 800-1 312 (400-1) | | | |
| LNAV MDA | 940-1 452 (500-1) | | 940-1⅜ 452 (500-1⅜) | |
| C CIRCLING | 940-1 452 (500-1) | 980-1 492 (500-1) | 1000-1½ 512 (600-1½) | 1200-2¼ 712 (800-2¼) |

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS | APP CRS | Rwy ldg | 5008 |
|---|---|---|---|
| CH 86934 | 037° | TDZE | 1370 |
| W03A | | Apt Elev | 1372 |

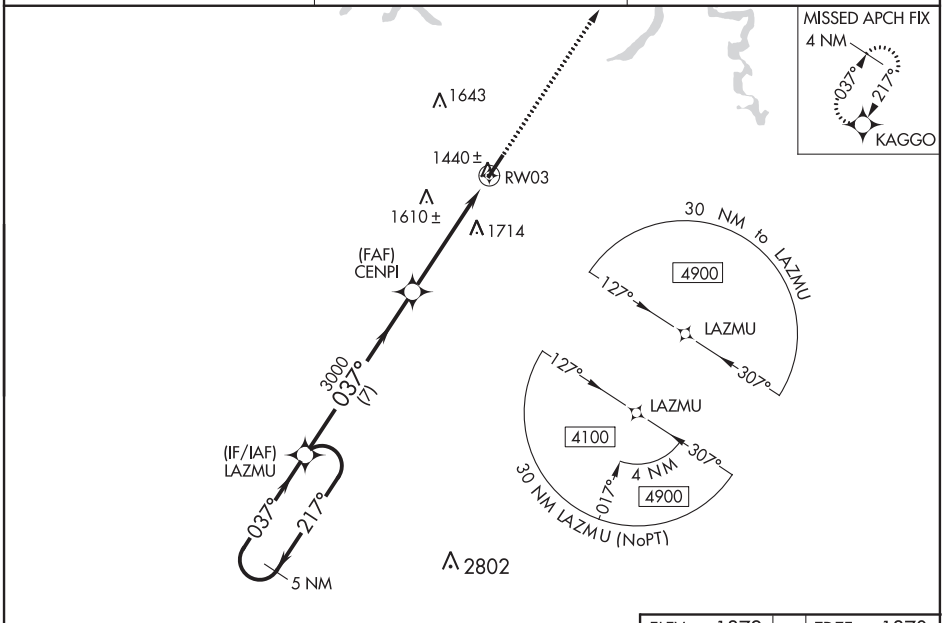
# RNAV (GPS) RWY 3
## LIVINGSTON MUNI (8A3)

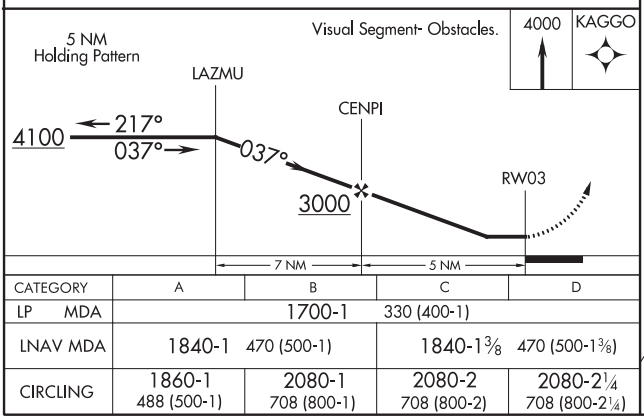
T A NA

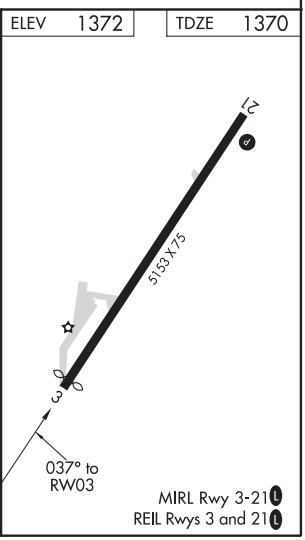
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility ⅜ mile, Circling Cat B visibility ¼ mile and Circling Cat C and D visibilities ½ mile. Straight-in minimums NA at night, Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.175 | 124.625 371.925 | 122.8 (CTAF) L |




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1700-1 330 (400-1) | | | |
| LNAV MDA | 1840-1 470 (500-1) | | 1840-1⅜ 470 (500-1⅜) | |
| CIRCLING | 1860-1 488 (500-1) | 2080-1 708 (800-1) | 2080-2 708 (800-2) | 2080-2¼ 708 (800-2¼) |



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LIVINGSTON, TENNESSEE AL-6526 (FAA) 21056

| WAAS CH 99730 W21A | APP CRS 217° | Rwy ldg 5153<br>TDZE 1372<br>Apt Elev 1372 |
|---|---|---|

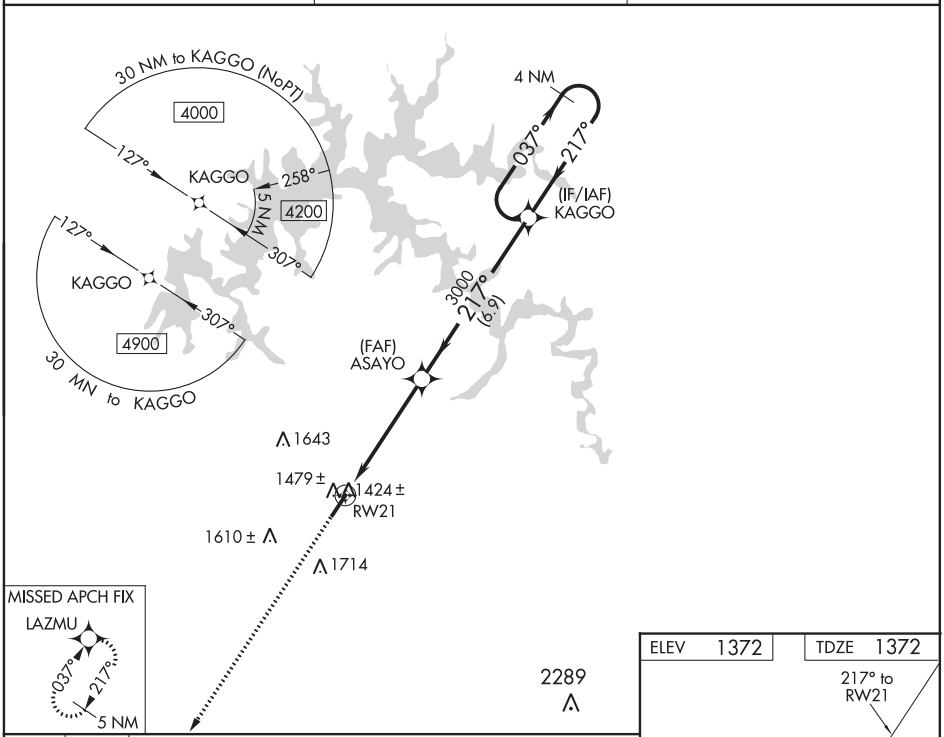
# RNAV (GPS) RWY 21
## LIVINGSTON MUNI (8A3)

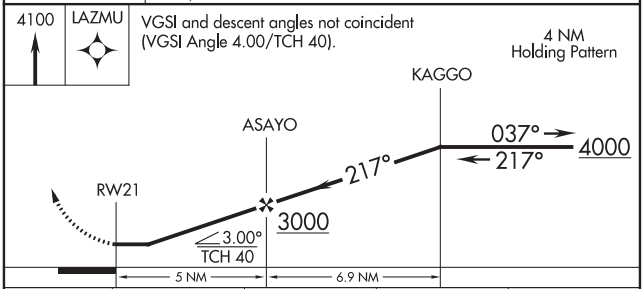
NA

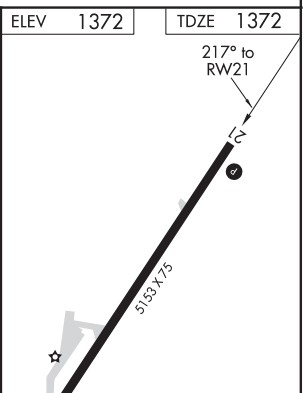
DME/DME RNP-0.3 NA. Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility ⅜ mile; increase Circling Cat B visibility ¼ mile and Circling Cats C/D visibility ½ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4100 direct LAZMU and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.175 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1680-1 308 (400-1) | | | |
| LNAV MDA | 1760-1 388 (400-1) | | 1760-1⅛ 388 (400-1⅛) | |
| CIRCLING | 1860-1 488 (500-1) | 2080-1 708 (800-1) | 2080-2 708 (800-2) | 2080-2¼ 708 (800-2¼) |

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

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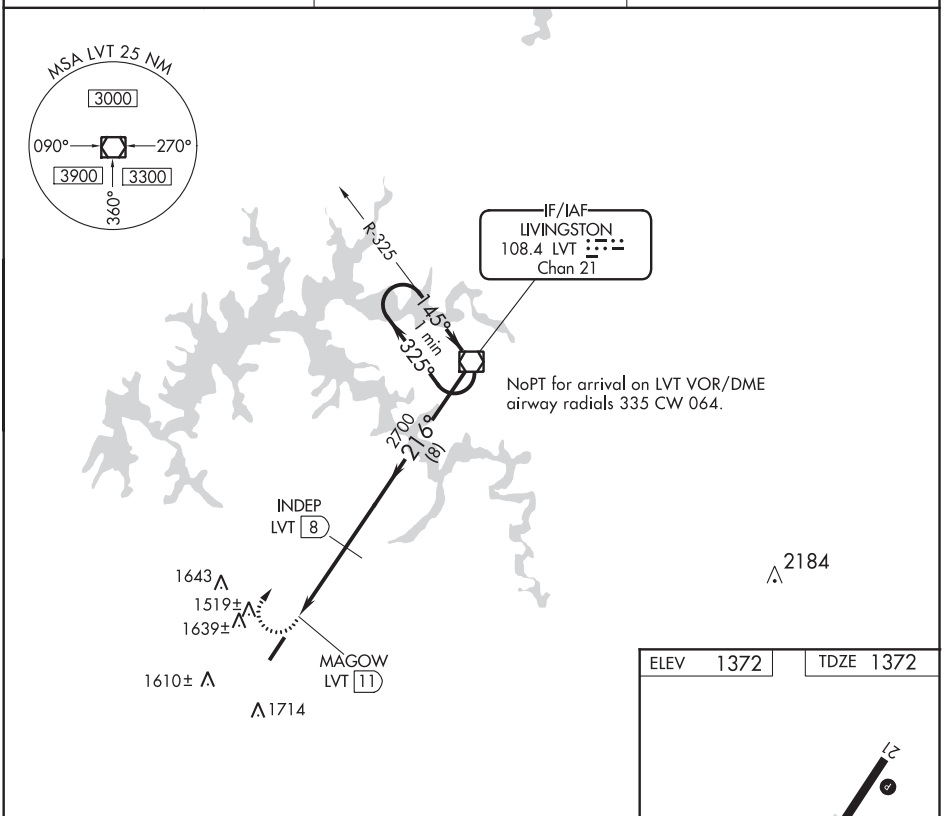
# VOR/DME RWY 21
## LIVINGSTON MUNI (8A3)

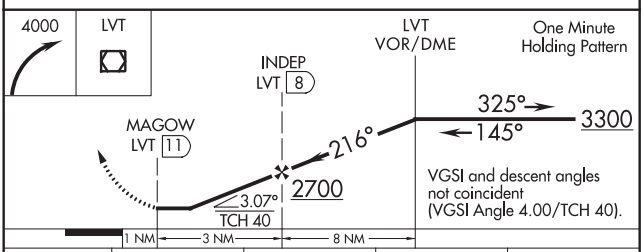
| VOR/DME LVT | APP CRS | | |
|---|---|---|---|
| 108.4 Chan 21 | 216° | Rwy ldg | 5153 |
| | | TDZE | 1372 |
| | | Apt Elev | 1372 |

Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

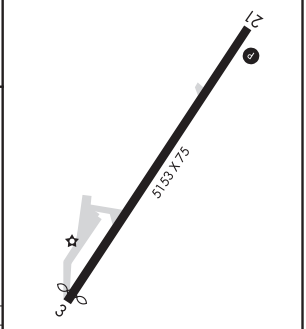
MISSED APPROACH: Climbing right turn to 4000 direct LVT VOR/DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 126.175 | 124.625 371.925 | 122.8 (CTAF) L |




| ELEV 1372 | TDZE 1372 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1880-1¼ | 508 (600-1¼) | 1880-1½ | 508 (600-1½) |
| CIRCLING | 1880-1¼<br>508 (600-1¼) | 2080-1¼<br>708 (800-1¼) | 2080-2<br>708 (800-2) | 2080-2¼<br>708 (800-2¼) |

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

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SE-1, 25 FEB 2021 to 22 APR 2021

LONDON, KENTUCKY | AL-720 (FAA) | 20142

# ILS or LOC RWY 6

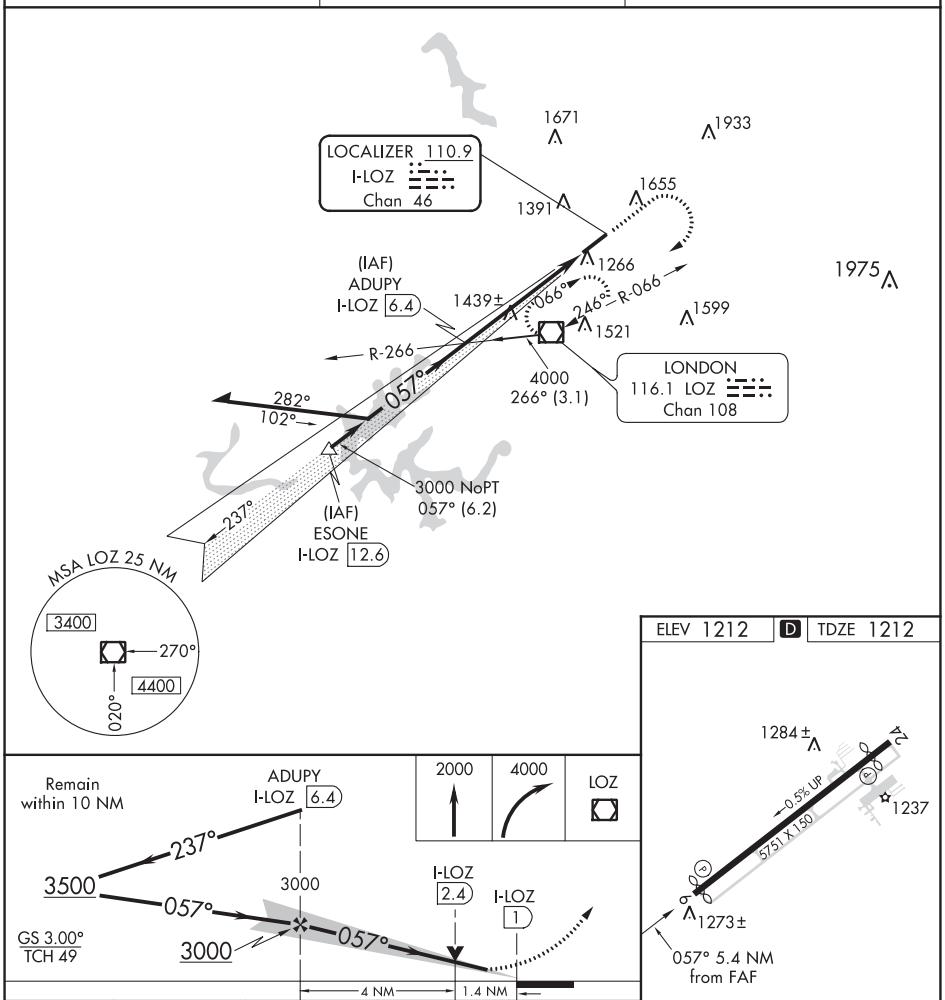
## LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

| LOC/DME I-LOZ | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 110.9 | 057° | TDZE | 1212 |
| Chan 46 | | Apt Elev | 1212 |

Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet, and increase visibility S-ILS 6 ¼ mile all Cats, S-LOC 6 Cat C ¼ mile Cat D ½ mile and Circling Cats C/D ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.625 371.925 | 123.0 (CTAF) L |




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 1462-1 250 (300-1) | | | |
| S-LOC 6 | 1720-1 508 (600-1) | | 1720-1½ 508 (600-1½) | |
| CIRCLING | 1780-1 568 (600-1) | | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

FAF to MAP 5.4 NM

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

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SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 65799 W06A | APP CRS 057° | Rwy ldg 5000<br>TDZE 1212<br>Apt Elev 1212 |
|---|---|---|

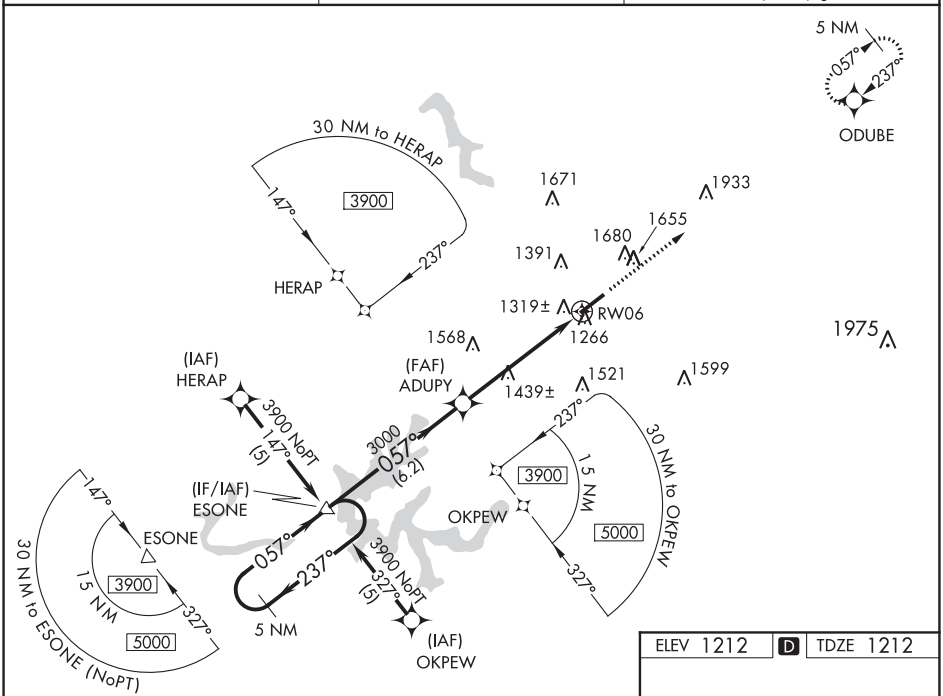
# RNAV (GPS) RWY 6

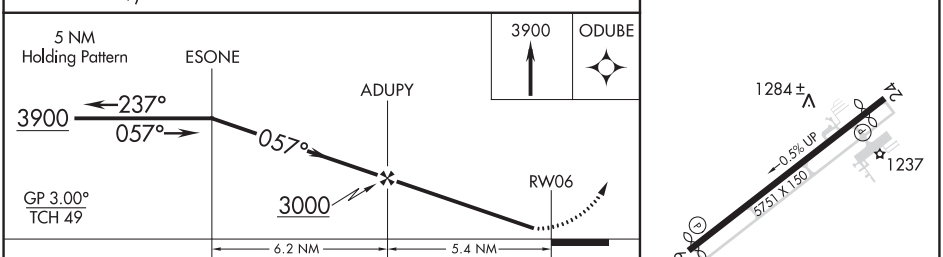
## LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DAs/MDAs 100 feet and increase visibility LPV ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C ¼ mile and Cat D ½ mile, and Circling Cat C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C (2° F) or above 46° C (116° F) Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.625 371.925 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1466-1 254 (300-1) | | | |
| LNAV/VNAV DA | 1602-1¼ 390 (400-1¼) | | | |
| LNAV MDA | 1720-1 508 (600-1) | | 1720-1½ 508 (600-1½) | |
| CIRCLING | 1780-1 568 (600-1) | | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

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SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 78108 W24A | APP CRS 237° | Rwy ldg 5200<br>TDZE 1201<br>Apt Elev 1212 |
|---|---|---|

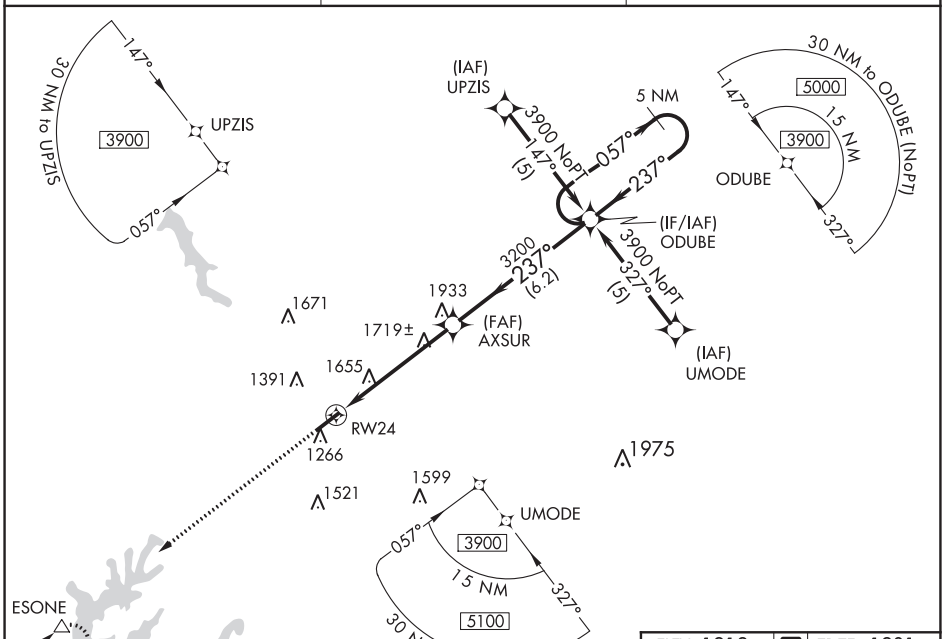
# RNAV (GPS) RWY 24

## LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Somerset altimeter setting and increase all DA/MDAs 100 feet, increase LPV all Cats, LNAV Cats C/D, and circling Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 3900 direct ESONE and hold.

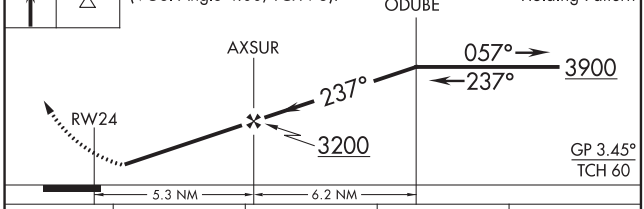
| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.625 371.925 | 123.0 (CTAF) L |




| 3900 | ESONE |
|---|---|

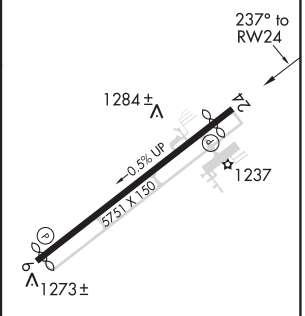
VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 73).

5 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1510-1 309 (300-1) | | | NA |
| LNAV MDA | 1980-1<br>779 (800-1) | 1980-1¼<br>779 (800-1¼) | 1980-2¼<br>779 (800-2¼) | 1980-2½<br>779 (800-2½) |
| CIRCLING | 1980-1<br>768 (800-1) | 1980-1¼<br>768 (800-1¼) | 2040-2½<br>828 (900-2½) | 2040-2¾<br>828 (900-2¾) |

ELEV 1212 D TDZE 1201




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

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| VOR/DME LOZ | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 116.1 | 025° | TDZE | 1212 |
| Chan 108 | | Apt Elev | 1212 |

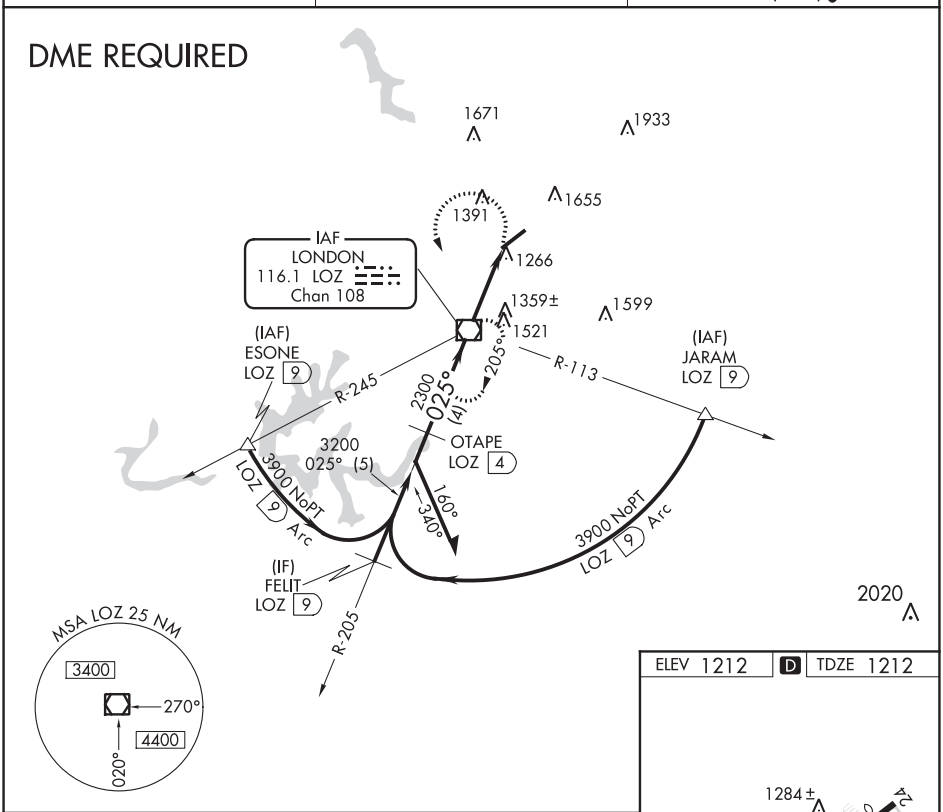
# VOR RWY 6

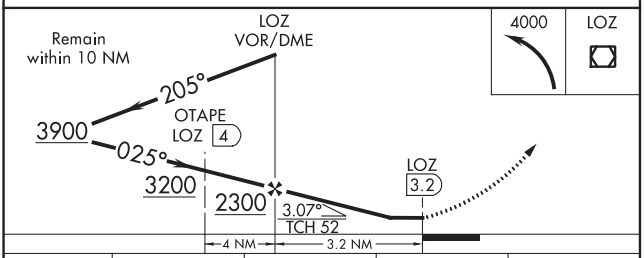
## LONDON-CORBIN AIRPORT-MAGEE FIELD (LOZ)

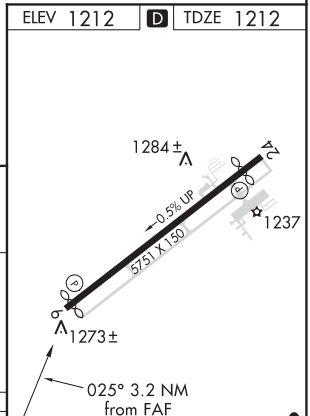
When local altimeter setting not received, use Somerset altimeter setting and increase all MDAs 100 feet and increase S-6 Cat C/D and Circling Cat C/D visibility ¼ mile. Night landing: Rwy 6 NA.

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

| ASOS | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.075 | 124.625 371.925 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1620-1 408 (500-1) | | 1620-1¼ 408 (500-1¼) | |
| CIRCLING | 1780-1 568 (600-1) | | 2040-2½ 828 (900-2½) | 2040-2¾ 828 (900-2¾) |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

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| WAAS CH 58126 W24A | APP CRS 244° | Rwy ldg 3856<br>TDZE 545<br>Apt Elev 546 |
|---|---|---|

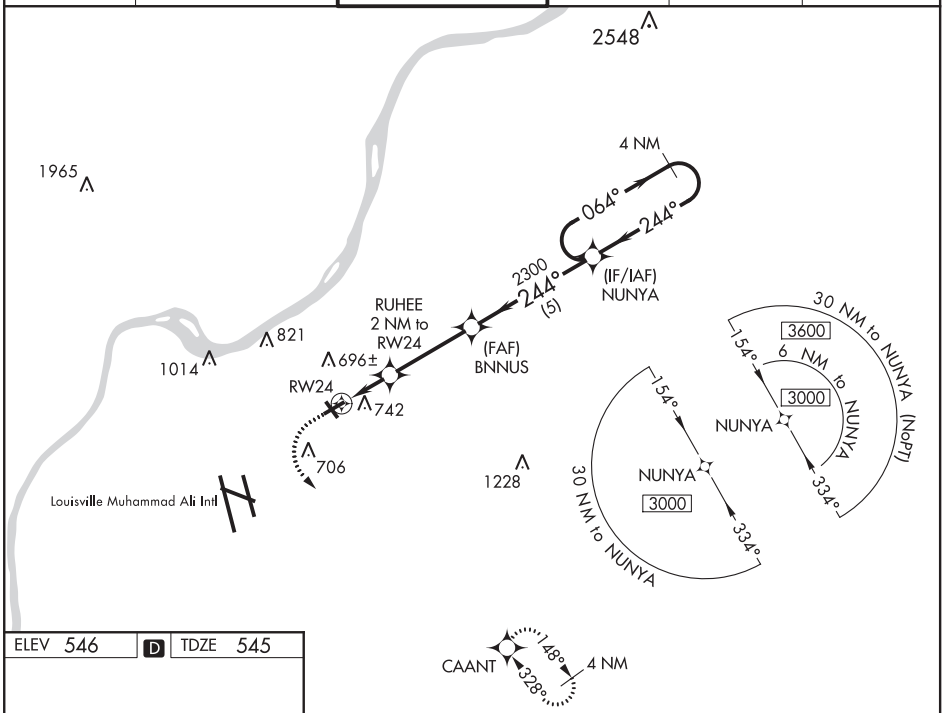
# RNAV (GPS) RWY 24
## BOWMAN FIELD (LOU)

RNP APCH.

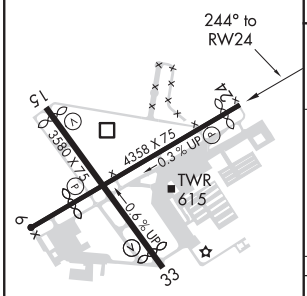
VDP NA with Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 24 helicopter visibility reduction below ¾ SM NA. Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct CAANT and hold.

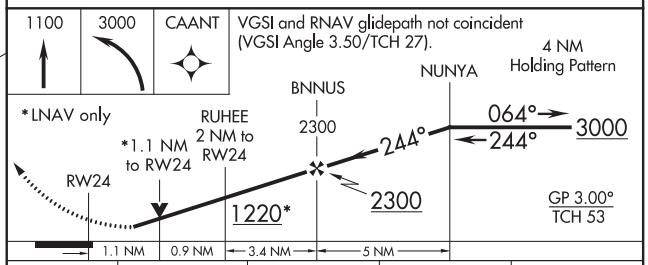
| ATIS | LOUISVILLE APP CON | BOWMAN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.15 | 132.075 327.0 | 119.5 (CTAF) L 257.625 | 121.8 | 118.9 | 122.95 |




ELEV 546 D TDZE 545




REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 830-⅞ 285 (300-⅞) | | NA | |
| LNAV/VNAV DA | 1025-1⅝ 480 (500-1⅝) | | NA | |
| LNAV MDA | 1000-1 455 (500-1) | | NA | |
| C CIRCLING | 1060-1 514 (600-1) | 1080-1 534 (600-1) | NA | |




SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 99526 W33A | APP CRS 328° | Rwy ldg 3125<br>TDZE 546<br>Apt Elev 546 |
|---|---|---|

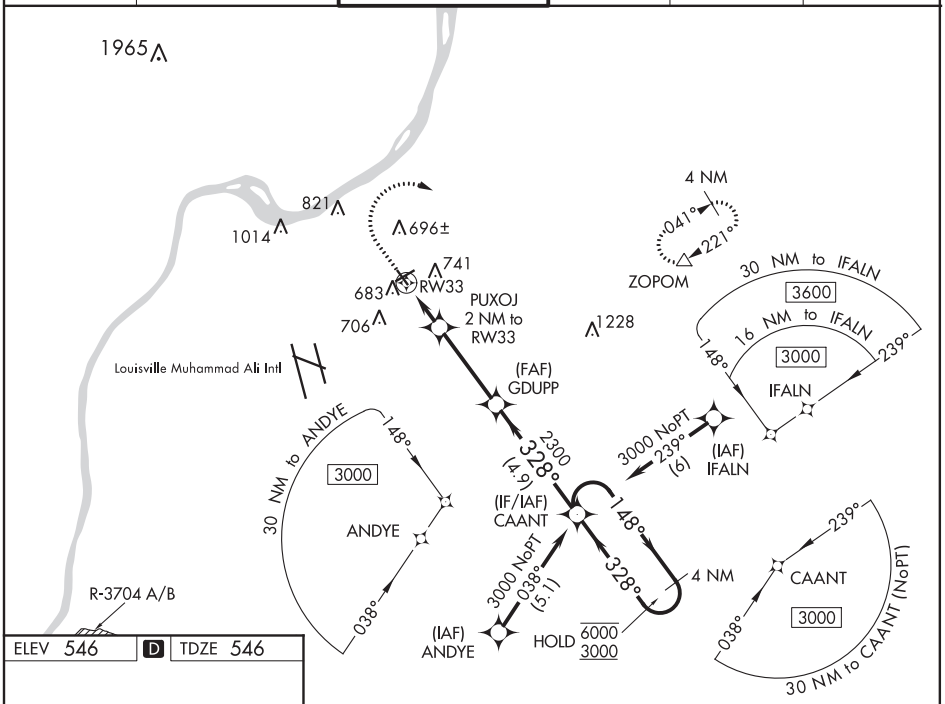
# RNAV (GPS) RWY 33
## BOWMAN FIELD (LOU)

RNP APCH.

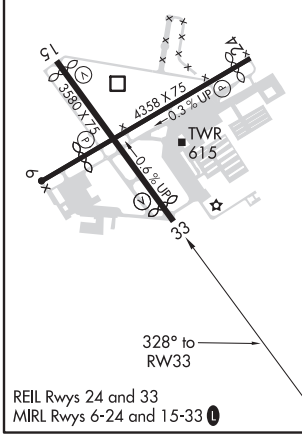
Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

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

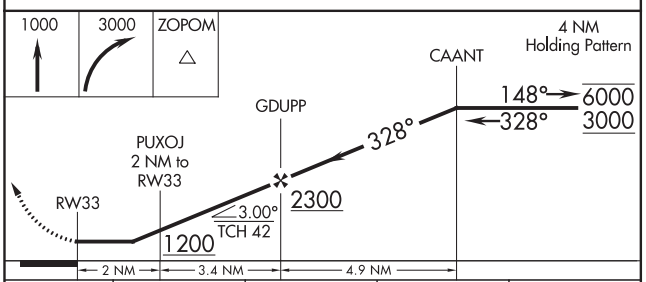
| ATIS | LOUISVILLE APP CON | BOWMAN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.15 | 132.075 327.0 | 119.5 (CTAF) L 257.625 | 121.8 | 118.9 | 122.95 |




ELEV 546 D TDZE 546




REIL Rwys 24 and 33
MIRL Rwys 6-24 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 860-1 314 (400-1) | | NA | |
| LNAV MDA | 920-1 374 (400-1) | | NA | |
| C CIRCLING | 1060-1 514 (600-1) | 1080-1 534 (600-1) | NA | |



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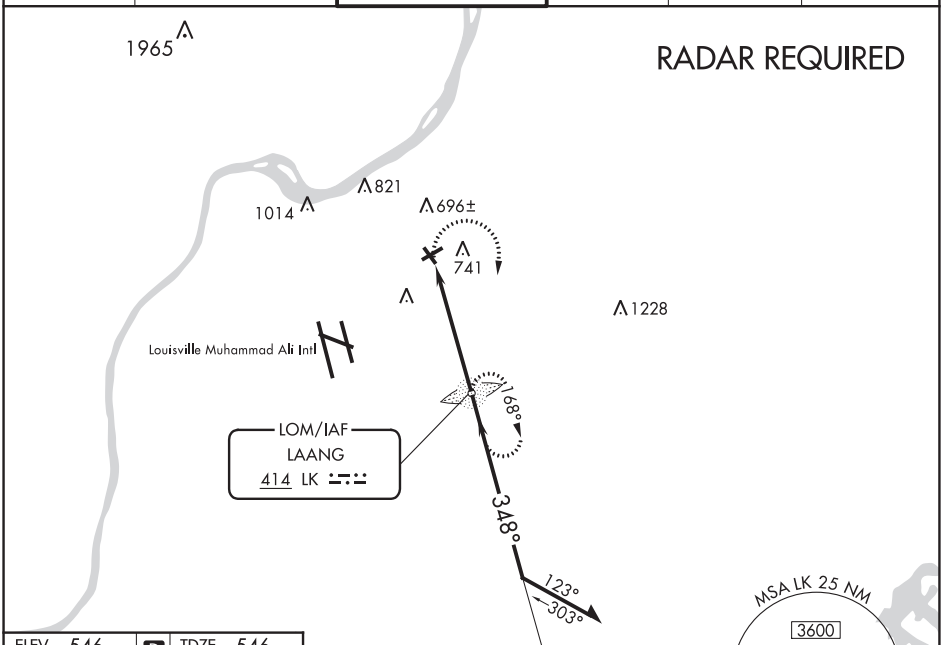
# NDB RWY 33
## BOWMAN FIELD (LOU)

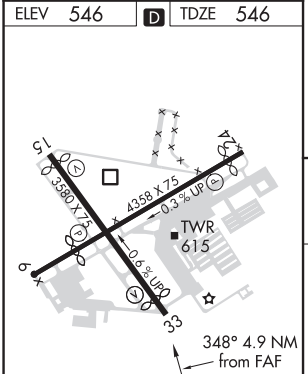
| LOM LK | APP CRS | Rwy ldg | 3125 |
|---|---|---|---|
| 414 | 348° | TDZE | 546 |
| | | Apt Elev | 546 |

When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

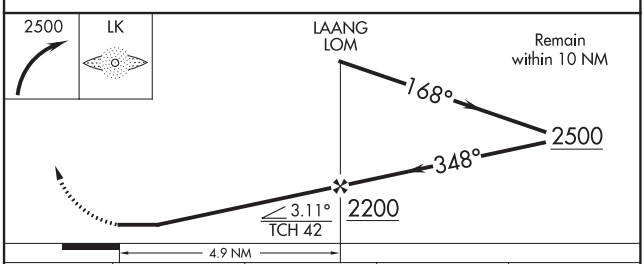
MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

| ATIS | LOUISVILLE APP CON | BOWMAN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.15 | 132.075 327.0 | 119.5 (CTAF) L 257.625 | 121.8 | 118.9 | 122.95 |




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1160-1 | 614 (700-1) | NA | |
| C CIRCLING | 1160-1 | 614 (700-1) | NA | |

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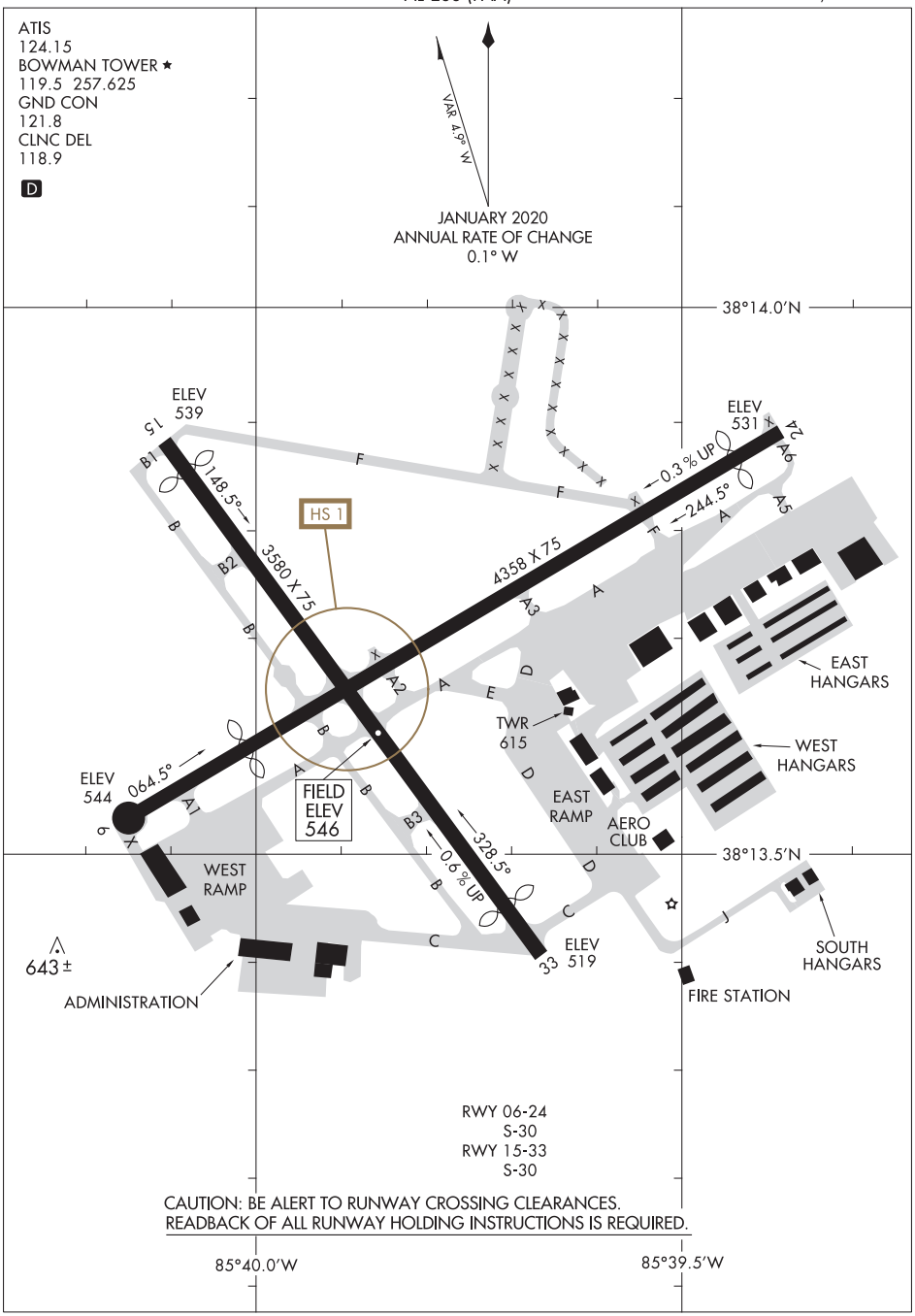
AL-238 (FAA)

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SE-1, 25 FEB 2021 to 22 APR 2021

LOUISVILLE, KENTUCKY

AL-239 (FAA)

20366

# ILS or LOC RWY 17L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC/DME I-PKI | APP CRS | Rwy ldg | 7800 |
|---|---|---|---|
| 111.95 | 170° | TDZE | 499 |
| Chan 56 (Y) | | Apt Elev | 501 |

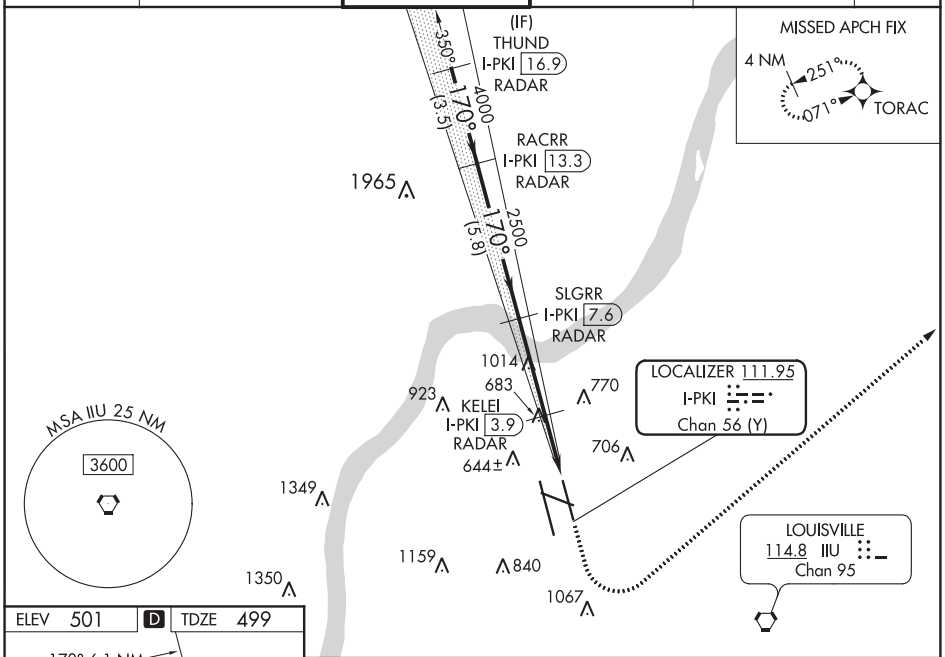
RNAV 1-GPS required.
DME or RADAR required.

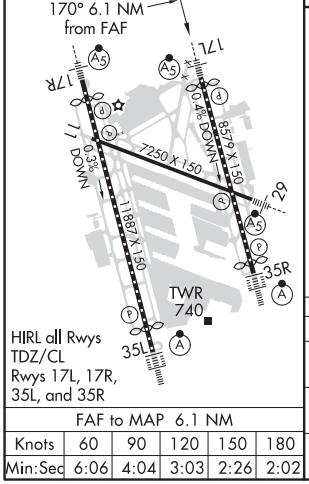
Circling Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 17L Cat C/D visibility to 1⅜ SM.

MALSR

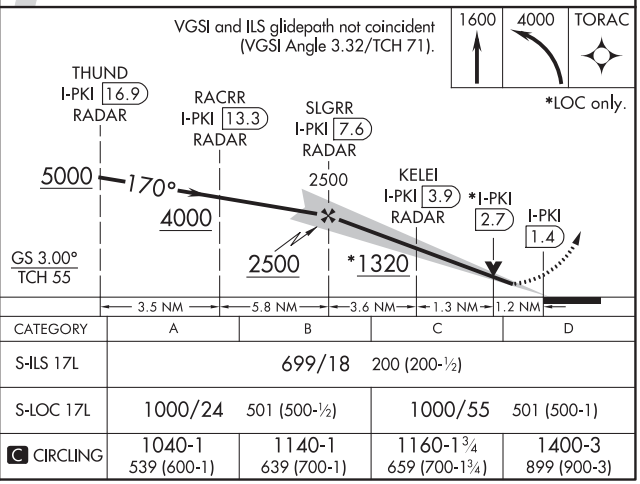
MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct TORAC and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 699/18 200 (200-½) | | | |
| S-LOC 17L | 1000/24 501 (500-½) | | 1000/55 501 (500-1) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

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# ILS or LOC RWY 17R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC/DME I-SNU | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 110.3 | 170° | TDZE | 485 |
| Chan 40 | | Apt Elev | 501 |

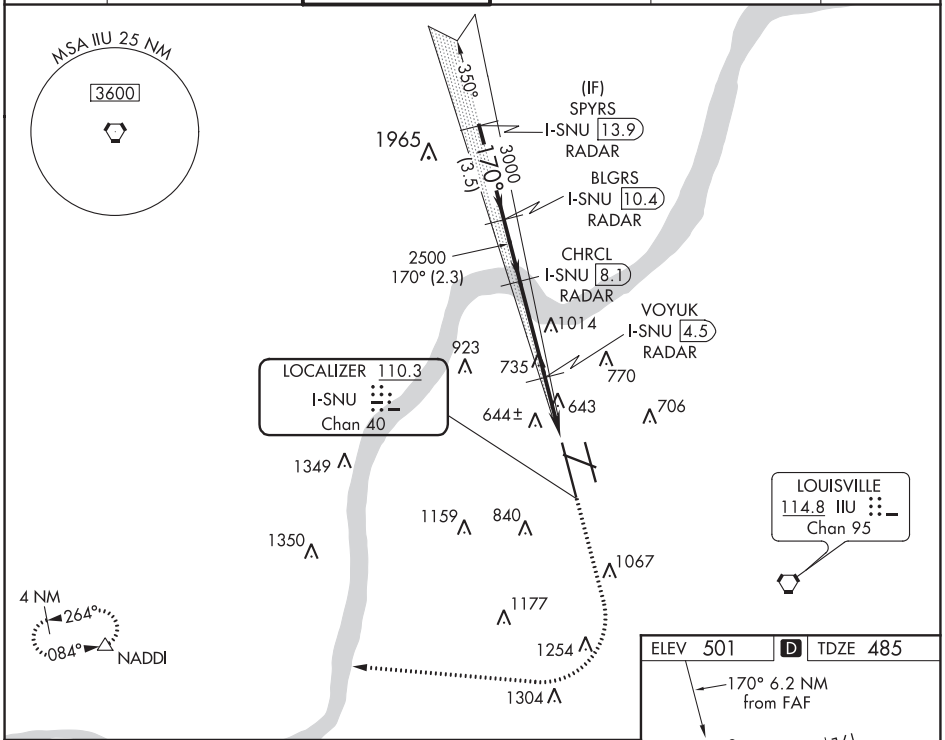
RNAV 1-GPS required. DME or RADAR required.

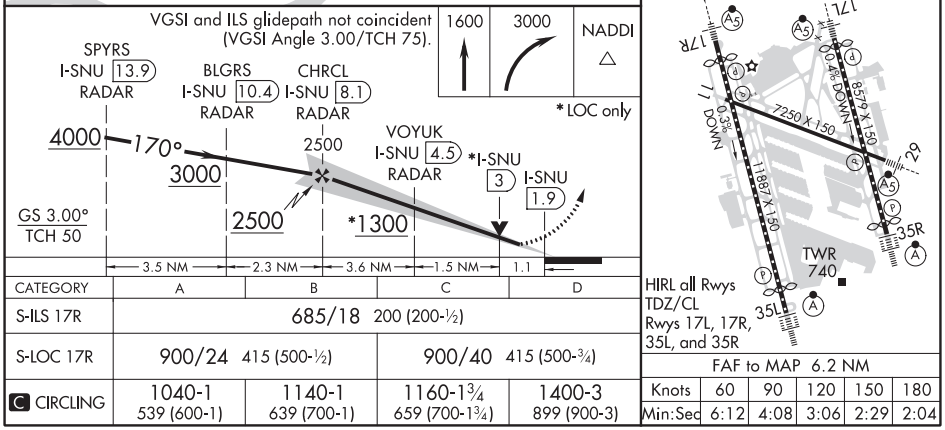
Circling Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct NADDI and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 685/18 200 (200-½) | | | |
| S-LOC 17R | 900/24 415 (500-½) | | 900/40 415 (500-¾) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |



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# ILS or LOC RWY 35L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC/DME I-RLI | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 109.35 | 350° | TDZE | 464 |
| Chan 30 (Y) | | Apt Elev | 501 |

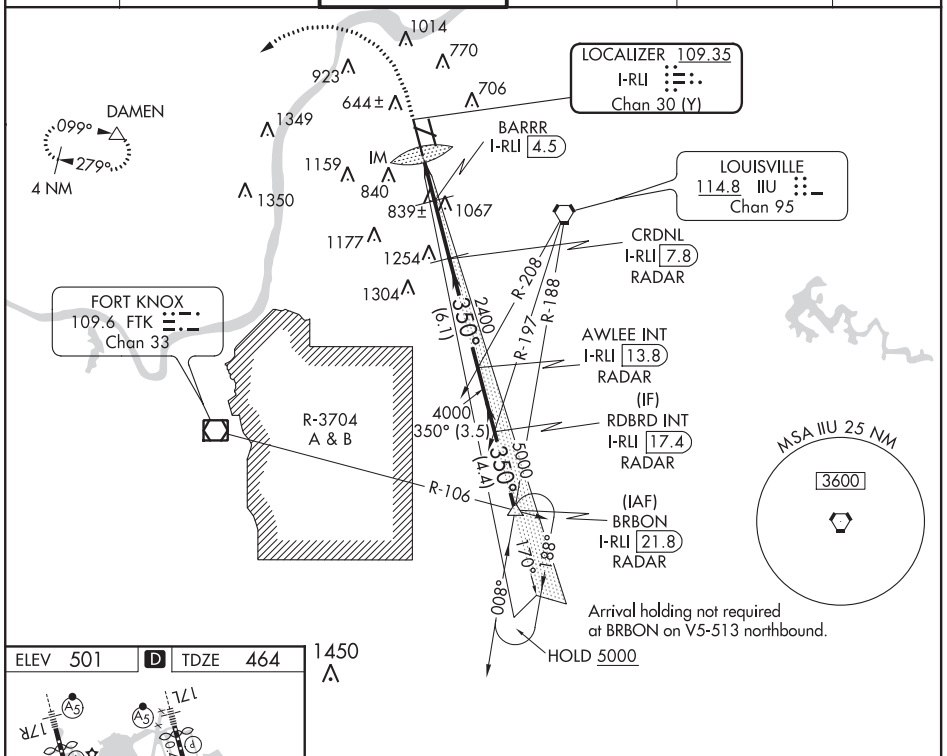
RNAV 1-GPS required. DME or RADAR required.

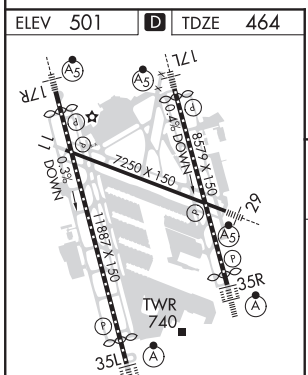
Simultaneous approach authorized. For inop ALS, increase S-LOC 35L Cat C/D visibility to 1¾ SM. Circling Rwy 11 NA at night.

ALSF-2

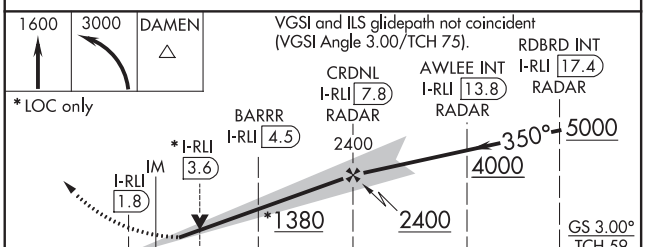
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 664/18 200 (200-½) | | | |
| S-LOC 35L | 1100/24 636 (700-½) | | 1100-1⅜ 636 (700-1⅜) | |
| C CIRCLING | 1100-1 599 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

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| LOC/DME I-JJM | APP CRS | Rwy ldg 7800 |
|---|---|---|
| 110.55 | 350° | TDZE 480 |
| Chan 42 (Y) | | Apt Elev 501 |

# ILS or LOC RWY 35R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

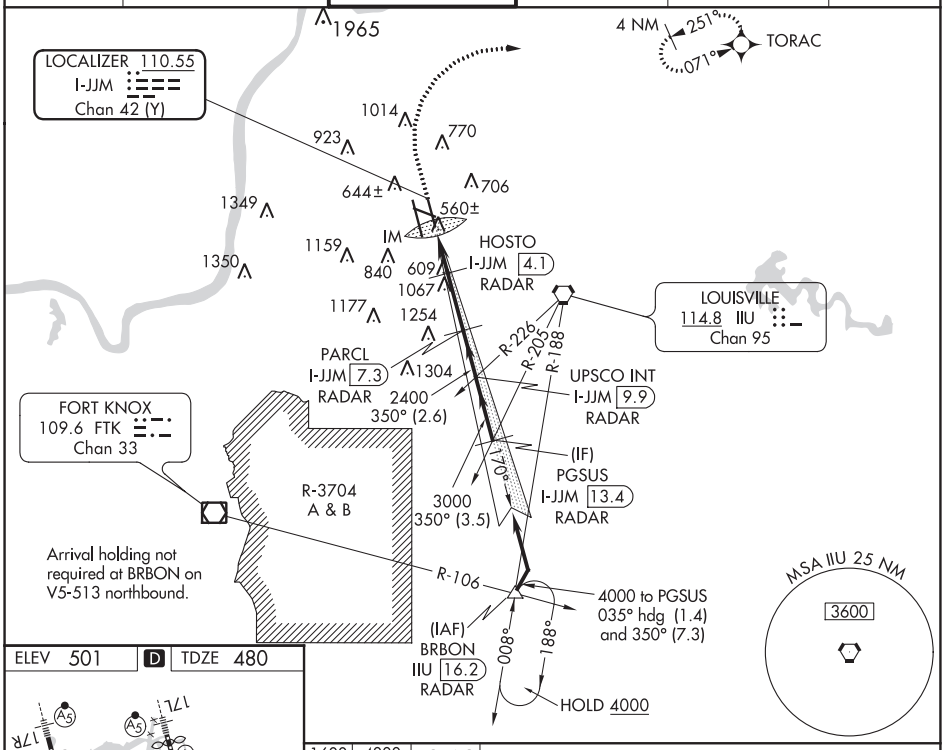
RNAV 1-GPS required. DME or RADAR required for LOC only.

Simultaneous approach authorized. Circling Rwy 11 NA at night.

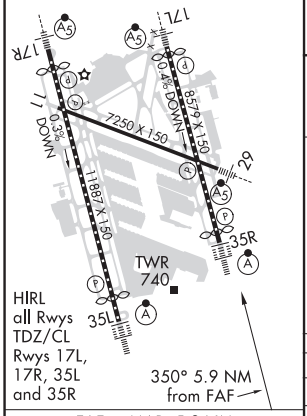
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 480

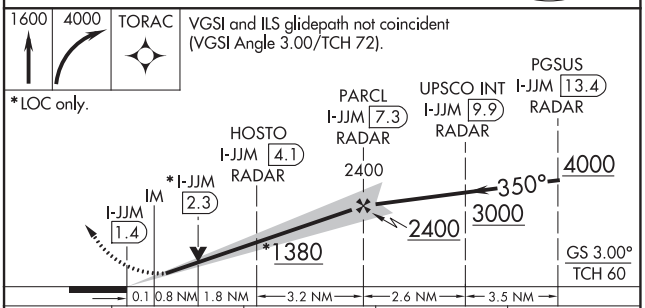



| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

1600 | 4000 | TORAC

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

*LOC only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 680/18 200 (200-½) | | | |
| S-LOC 35R | 820/24 340 (400-½) | | 820/26 340 (400-½) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |



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# ILS RWY 35L (SA CAT I)

## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC/DME I-RLI | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 109.35 | 350° | TDZE | 464 |
| Chan 30 (Y) | | Apt Elev | 501 |

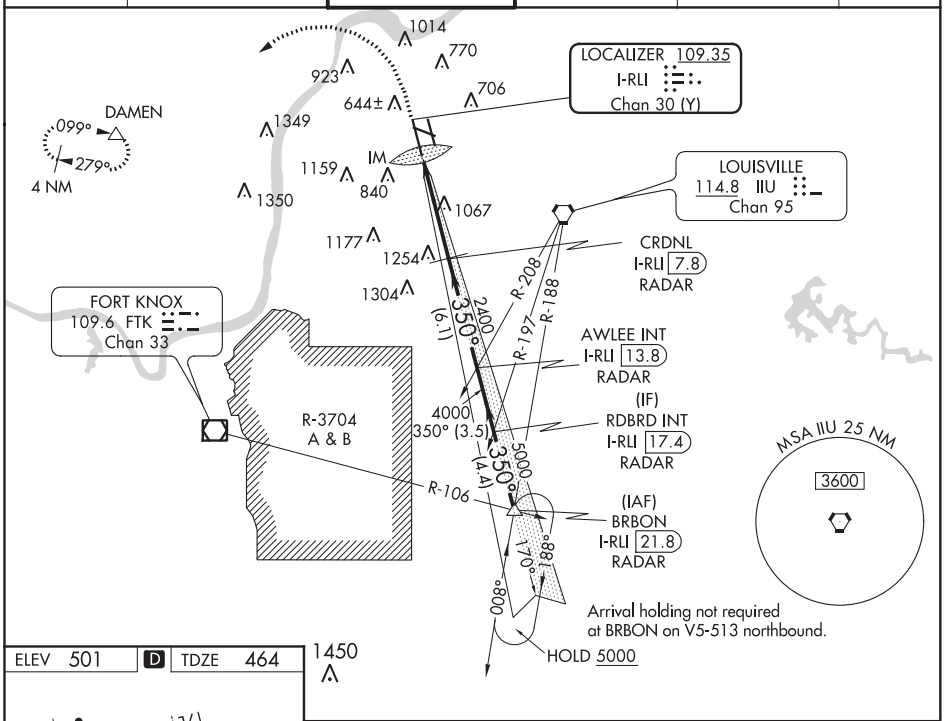
RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

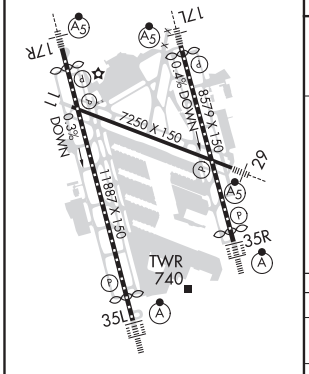
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

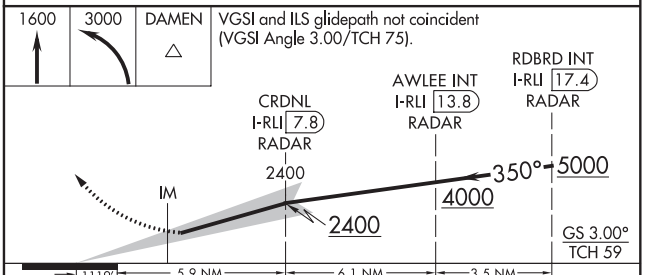
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 464




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | RA 154/14 150 DA 614 | | | |

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

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| LOC/DME I-JJM | APP CRS | Rwy ldg 7800 |
|---|---|---|
| 110.55 | 350° | TDZE 480 |
| Chan 42 (Y) | | Apt Elev 501 |

# ILS RWY 35R (SA CAT I)
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

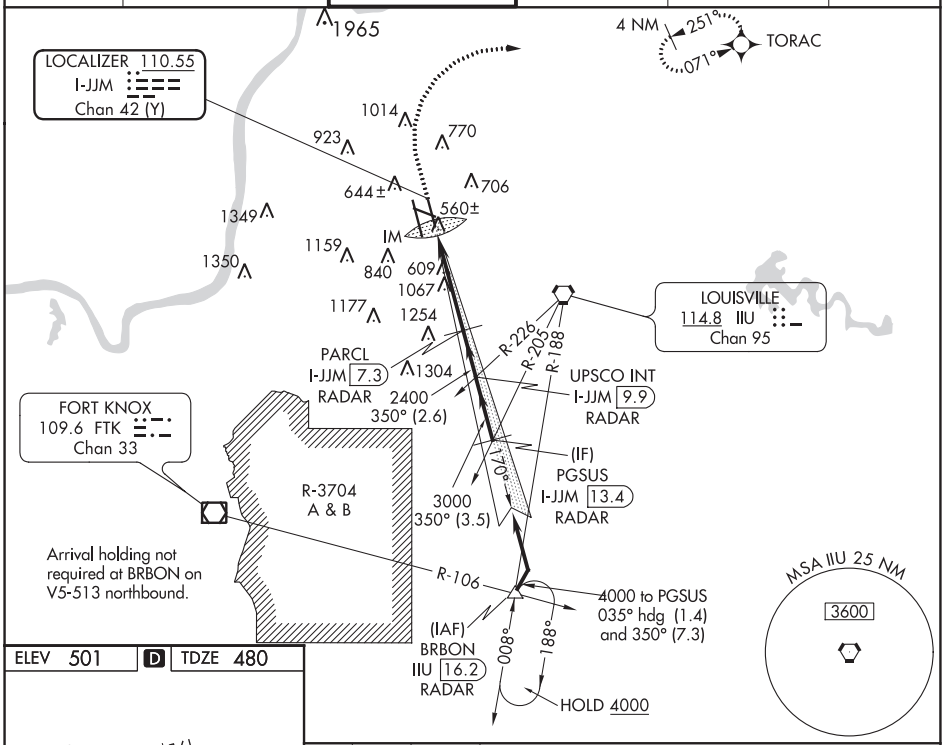
RNAV 1-GPS required. DME or RADAR required for LOC only.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

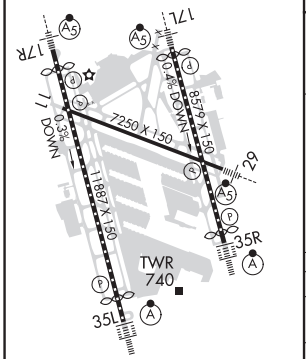
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

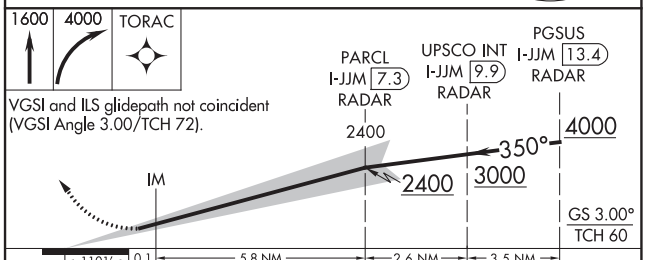
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 480




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | RA 162/14 150 DA 630 | | | |

**SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**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# ILS RWY 35L (CAT II & III)
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC/DME I-RLI | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 109.35 | 350° | TDZE | 464 |
| Chan 30 (Y) | | Apt Elev | 501 |

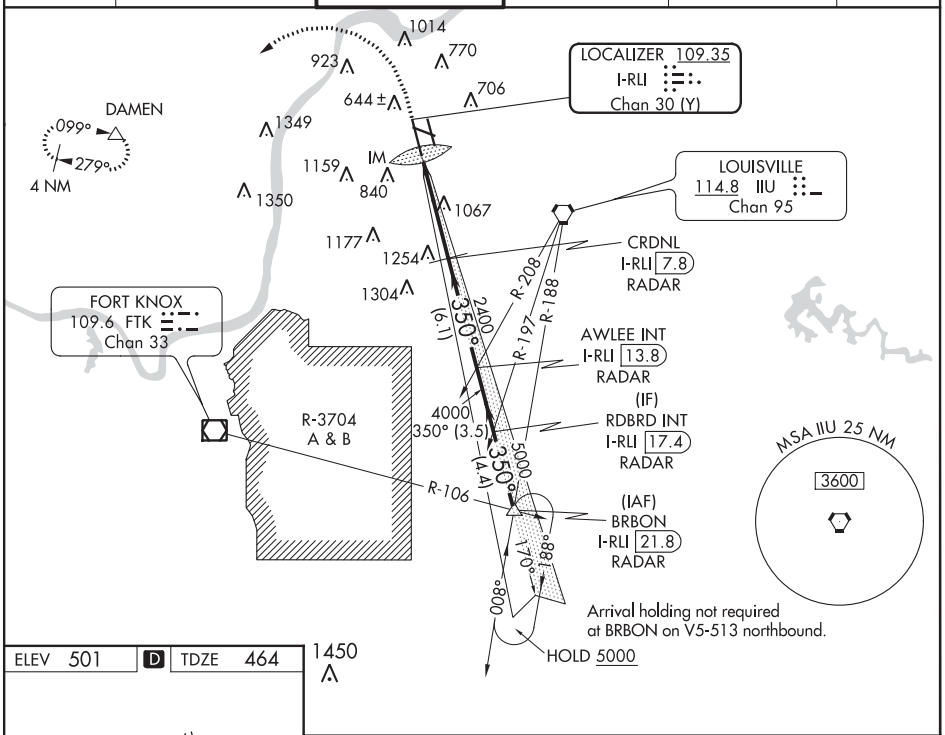
RNAV 1-GPS required. DME or RADAR required.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

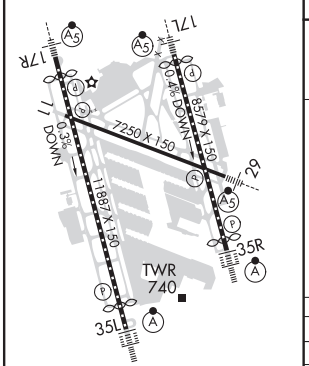
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct to DAMEN and hold. (GPS required)

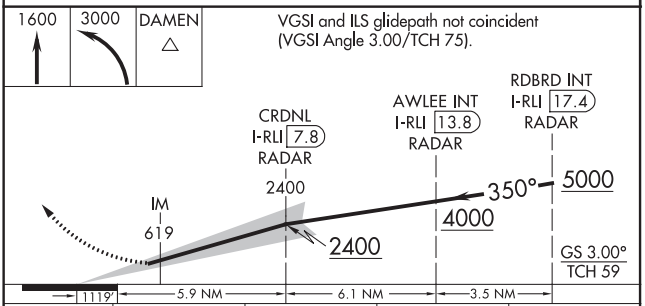
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 464




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | CAT II RA 99/12 100 DA 564 | | | |
| S-ILS 35L | CAT III RVR 06 | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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| LOC/DME I-JJM | APP CRS | Rwy ldg 7800 |
|---|---|---|
| 110.55 | 350° | TDZE 480 |
| Chan 42 (Y) | | Apt Elev 501 |

# ILS RWY 35R (CAT II & III)
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

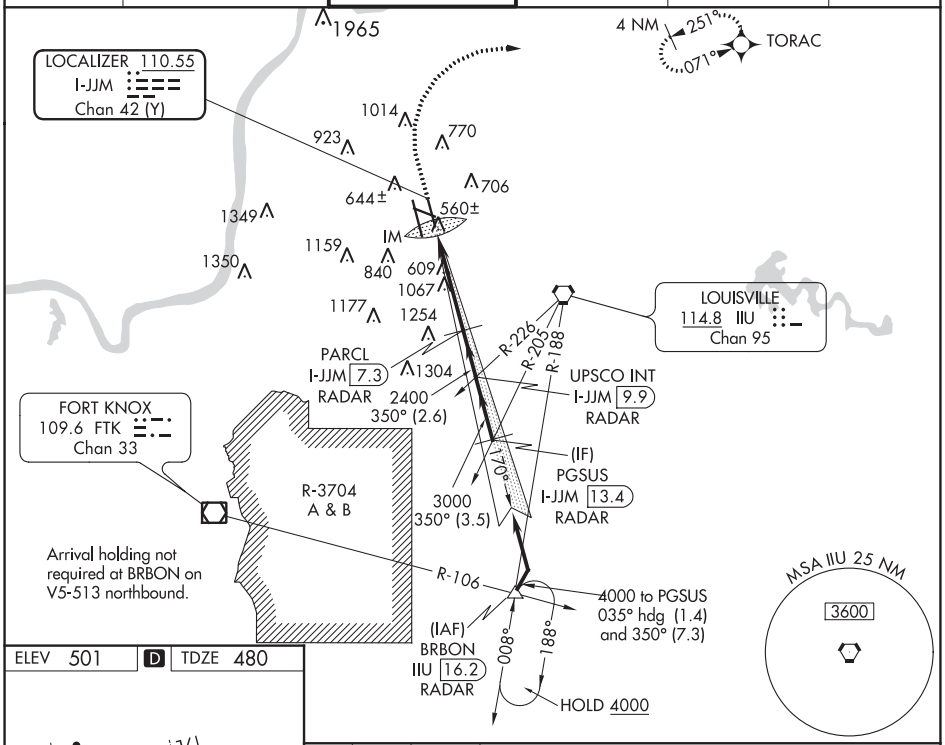
RNAV 1-GPS required.

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

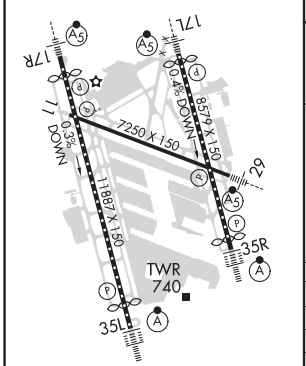
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

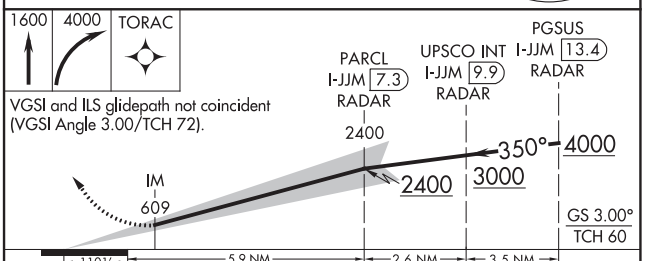
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 480




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | CAT II | RA 100/12 100 DA 580 | | |
| S-ILS 35R | CAT III | RVR 06 | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



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| APP CRS | Rwy ldg | 7800 |
|---|---|---|
| 170° | TDZE | 499 |
| | Apt Elev | 501 |

# RNAV (RNP) Z RWY 17L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

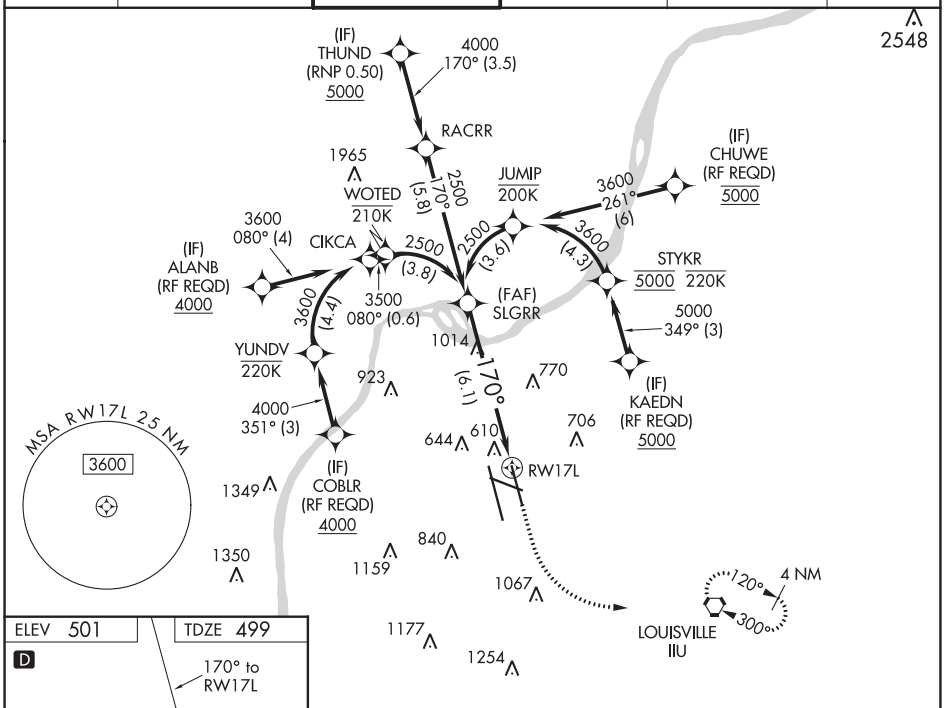
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized, except for arrivals at CHUWE, KAEDN, ALANB, and COBLR.

MALSR

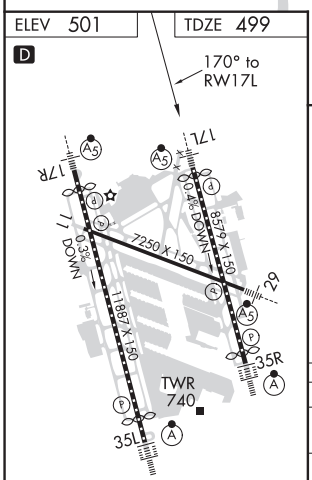
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | TDZE 499

D

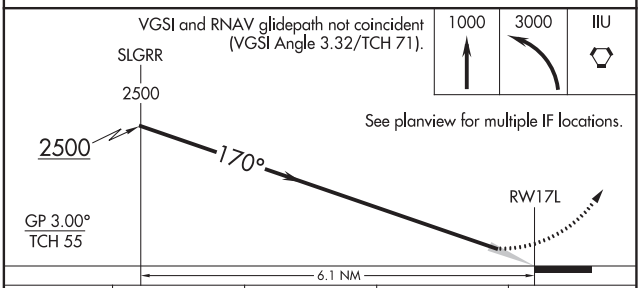



HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R

VGSI and RNAV glidepath not coincident (VGSI Angle 3.32/TCH 71).

| 1000 | 3000 | IIU |
|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 936/50 437 (500-1) | | | |

**AUTHORIZATION REQUIRED**

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| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 170° | TDZE | 485 |
| | Apt Elev | 501 |

# RNAV (RNP) Z RWY 17R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

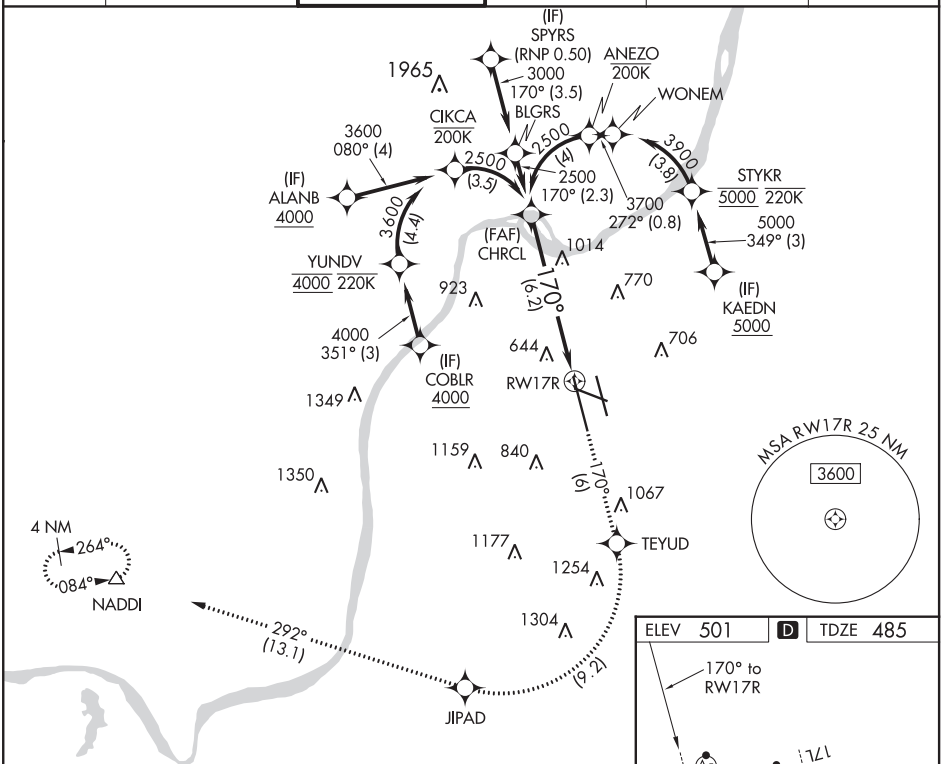
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized, except for arrivals at KAEDN, ALANB, and COBLR.

MALSR

MISSED APPROACH: Climb to 3000 on track 170° to TEYUD right turn to JIPAD and on track 292° to NADDI and hold.

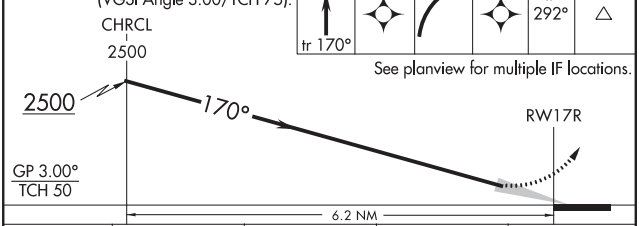
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

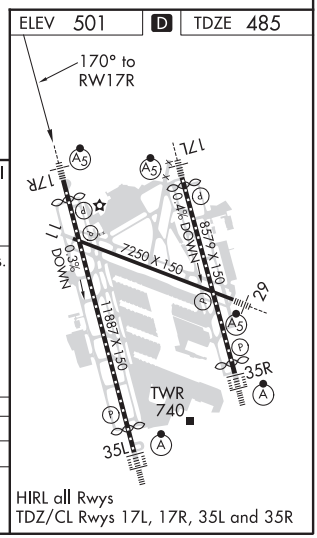
| 3000 | TEYUD | | JIPAD | NADDI |
|---|---|---|---|---|
| tr 170° | | | tr 292° | |

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 974/60 | 489 (500-1) | | |

AUTHORIZATION REQUIRED




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L and 35R



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AL-239 (FAA)

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# RNAV (RNP) Z RWY 35L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 350° | TDZE | 464 |
| | Apt Elev | 501 |

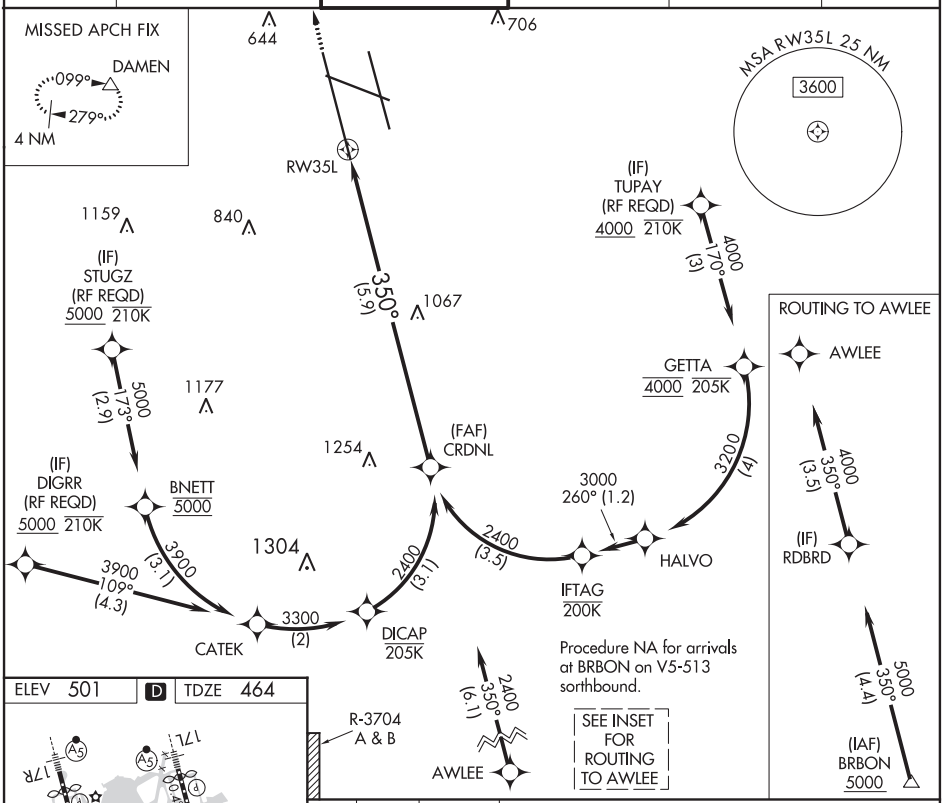
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized, except for arrivals at STUGZ, DIGRR, and TUPAY.

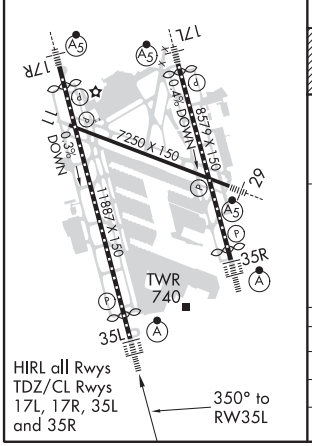
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DAMEN and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 D TDZE 464



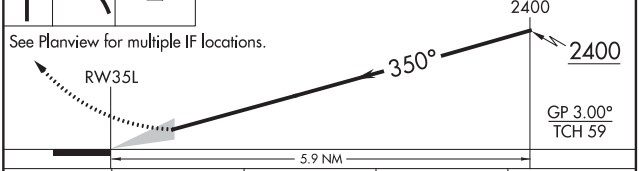

HIRL all Rwys TDZ/CL Rwys 17L, 17R, 35L and 35R

350° to RW35L

1000 3000 DAMEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).

See Planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.12 DA | 874/45 | 410 (400-⅞) | | |
| RNP 0.30 DA | 914/50 | 450 (500-1) | | |

AUTHORIZATION REQUIRED

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| APP CRS | Rwy ldg | 7800 |
|---|---|---|
| 350° | TDZE | 480 |
| | Apt Elev | 501 |

# RNAV (RNP) Z RWY 35R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

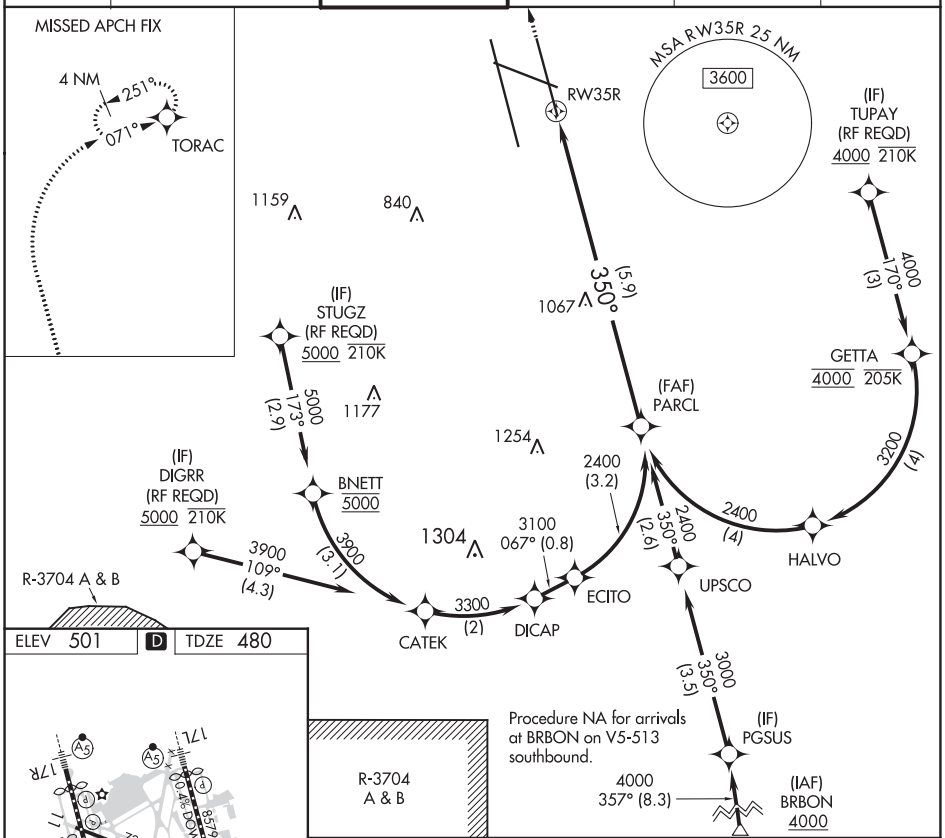
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1¼ SM. Simultaneous approach authorized, except for arrivals at DIGRR, TUPAY, and STUGZ.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.12 DA | 795/26 | 315 (300-½) | | |
| RNP 0.30 DA | 951/55 | 471 (500-1) | | |

**AUTHORIZATION REQUIRED**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| WAAS CH 93643 W29A | APP CRS 296° | Rwy ldg 7250 TDZE 480 Apt Elev 501 |
|---|---|---|

# RNAV (GPS) RWY 29
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

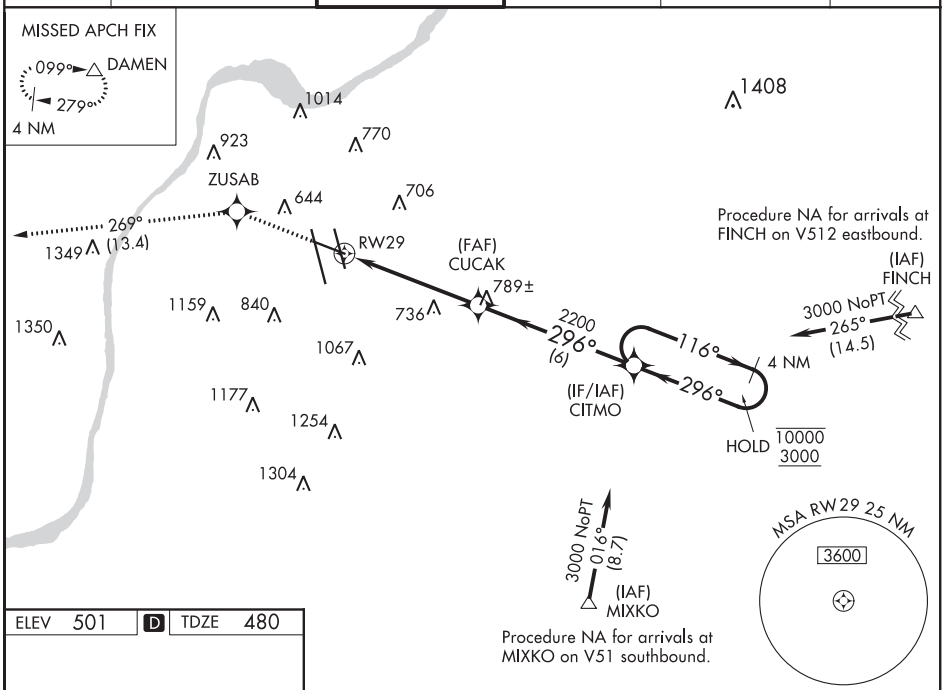
RNP APCH.

Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . For inop ALS, increase LPV all Cats visibility and LNAV Cats A/B visibility to RVR 5000.

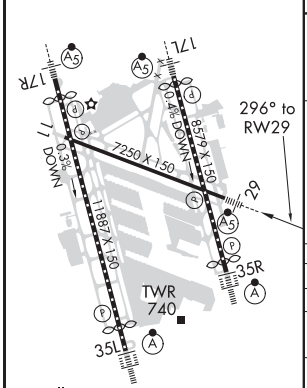
MALSR

MISSED APPROACH: Climb to 3000 direct ZUSAB and on track 269° to DAMEN and hold.

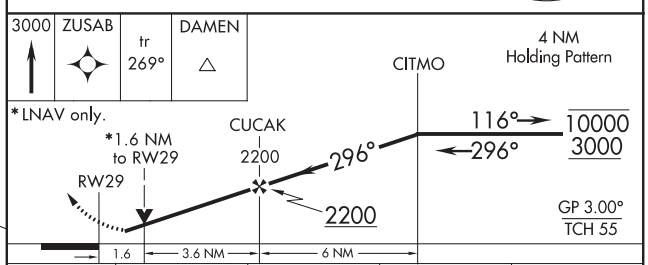
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 480




HIRL all Rwys
TDZ/CL Rwys 17L, 35R, 17R, and 35L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 773/40 293 (300-¾) | | | |
| LNAV/VNAV DA | 943/50 463 (500-1) | | | |
| LNAV MDA | 1040/40 560 (600-¾) | | 1040/50 560 (600-1) | 1040/60 560 (600-1¼) |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

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| WAAS CH 90101 W17B | APP CRS 170° | Rwy ldg 7800 TDZE 499 Apt Elev 501 |
|---|---|---|

# RNAV (GPS) Y RWY 17L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

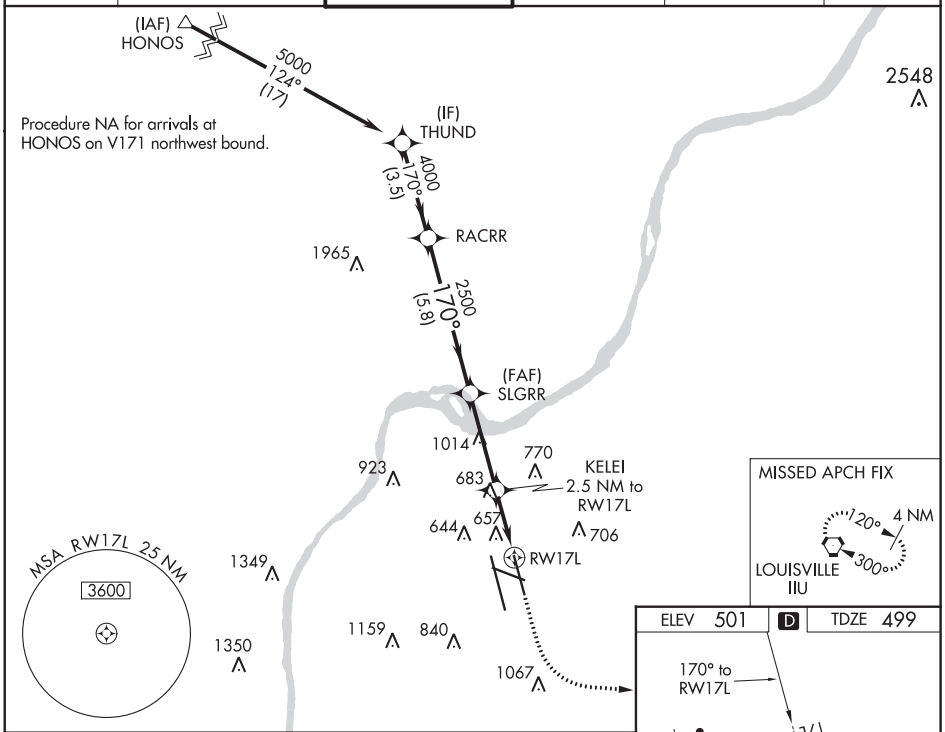
RNP APCH.

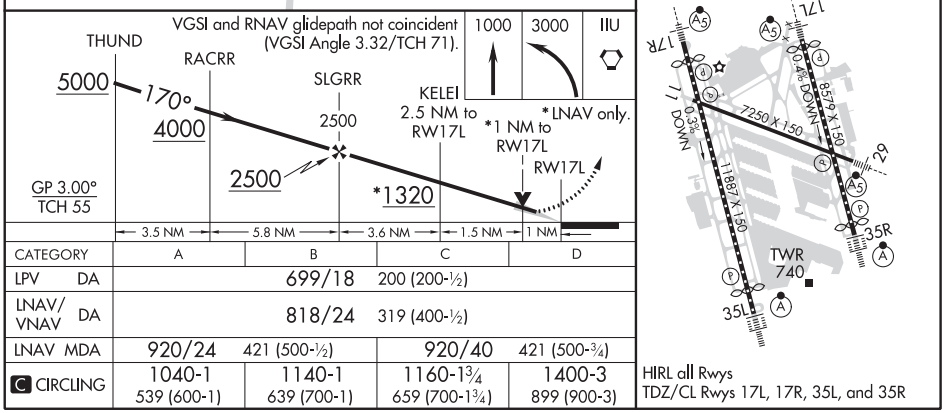
T A Circling Rwy 11 NA at night. Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 699/18 200 (200-½) | | | |
| LNAV/VNAV DA | 818/24 319 (400-½) | | | |
| LNAV MDA | 920/24 421 (500-½) | | 920/40 421 (500-¾) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |



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# RNAV (GPS) Y RWY 17R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| WAAS CH 57909 W17A | APP CRS 170° | Rwy ldg 10000<br>TDZE 485<br>Apt Elev 501 |
|---|---|---|

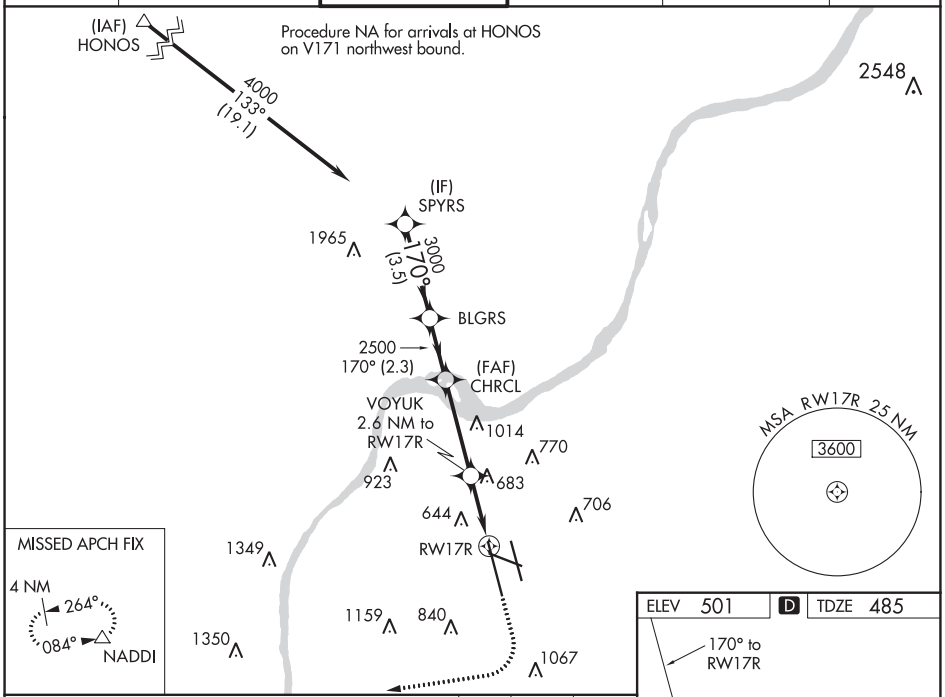
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

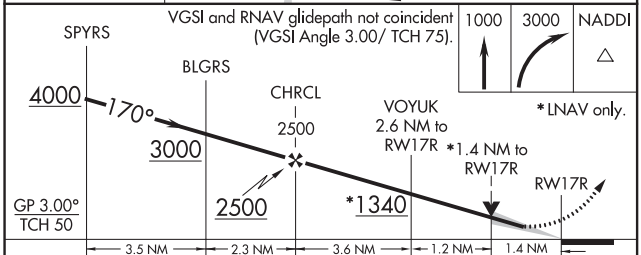
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NADDI and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |



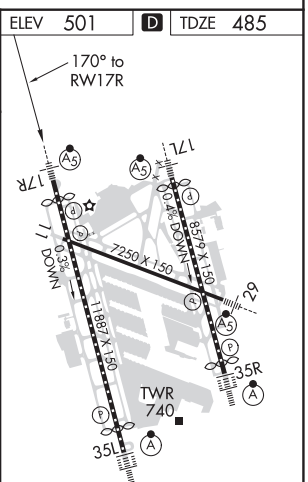

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/ TCH 75).

| 1000 | 3000 | NADDI |
|---|---|---|




*LNAV only.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 685/18 200 (200-½) | | | |
| LNAV/VNAV DA | 932/55 447 (500-1) | | | |
| LNAV MDA | 1000/24 515 (500-½) | | 1000/55 515 (500-1) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

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| WAAS CH 86203 W35A | APP CRS 350° | Rwy ldg 10000<br>TDZE 464<br>Apt Elev 501 |
|---|---|---|

# RNAV (GPS) Y RWY 35L
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

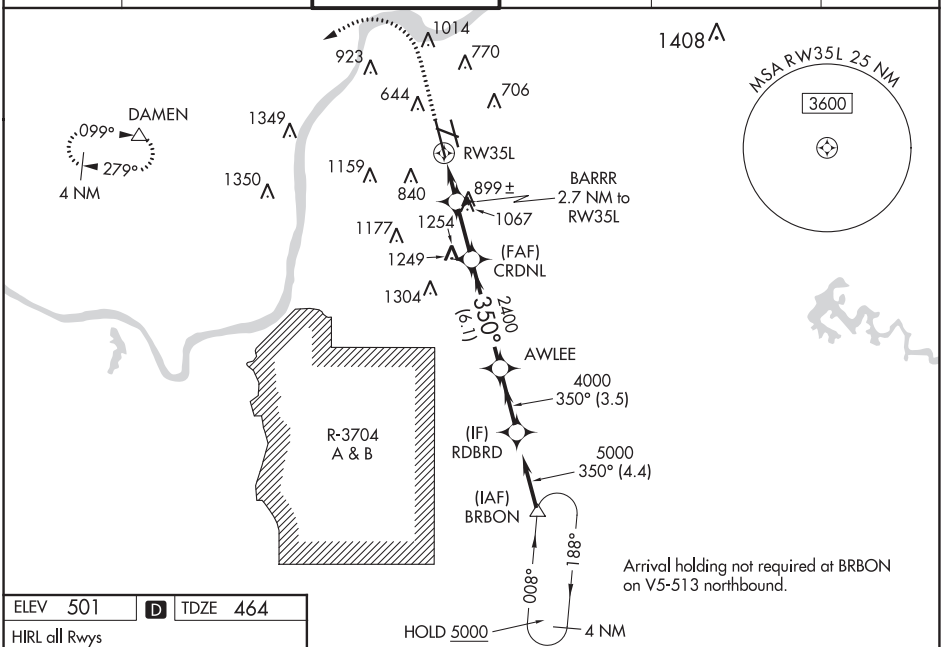
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.

ALSF-2

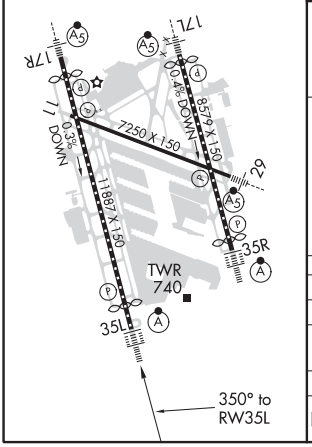
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct DAMEN and hold.

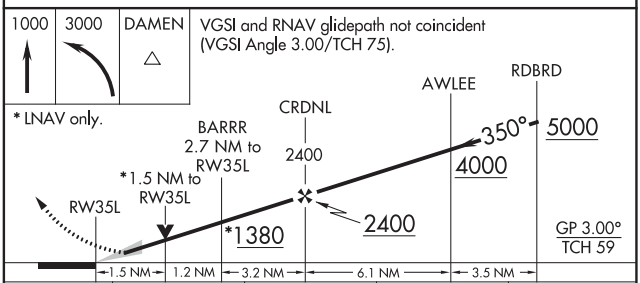
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




ELEV 501 | D | TDZE 464

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 664/18 200 (200-½) | | | |
| LNAV/VNAV DA | 904/50 440 (500-1) | | | |
| LNAV MDA | 1000/24 536 (500-½) | | 1000/55 536 (500-1) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |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# RNAV (GPS) Y RWY 35R
## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| WAAS CH 70709 W35D | APP CRS 350° | Rwy ldg 7800<br>TDZE 480<br>Apt Elev 501 |
|---|---|---|

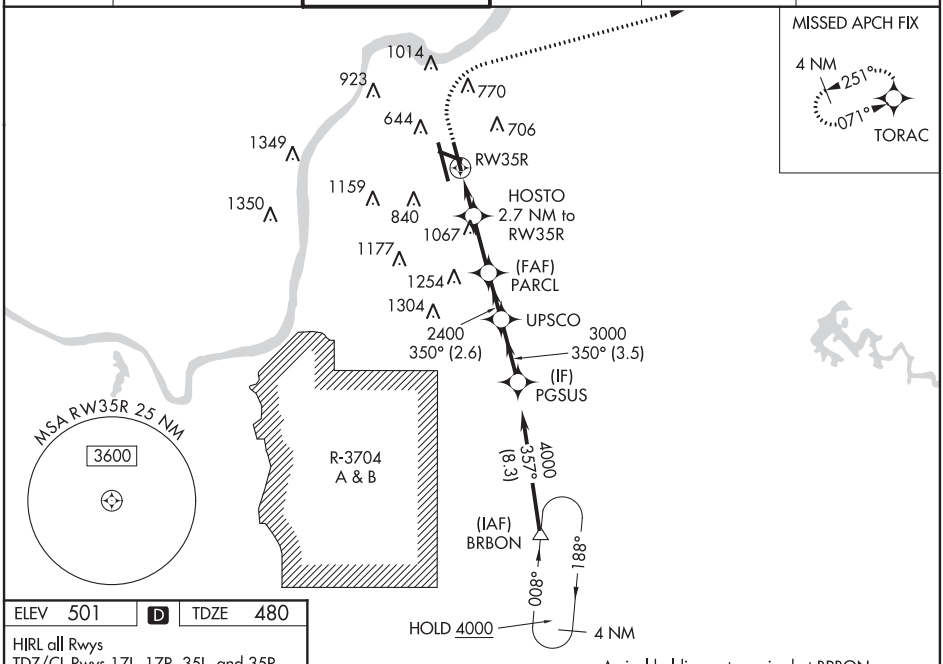
RNP APCH.

Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

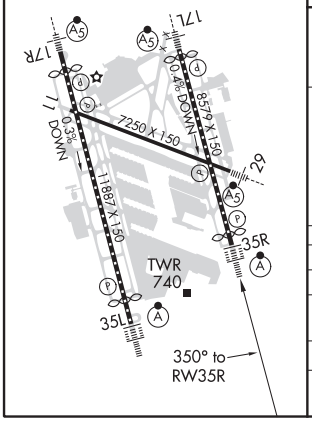
| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |

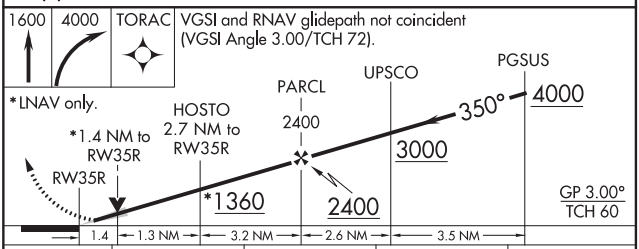



Arrival holding not required at BRBON on V5-513 northbound.

| ELEV 501 | D | TDZE 480 |
|---|---|---|

HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 680/18 200 (200-½) | | | |
| LNAV/VNAV DA | 909/50 429 (500-1) | | | |
| LNAV MDA | 1000/24 520 (500-½) | | 1000/55 520 (500-1) | |
| C CIRCLING | 1040-1 539 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

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# LOC RWY 29

## LOUISVILLE MUHAMMAD ALI INTL (SDF)

| LOC I-LKS | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.1 | 297° | 7250 / 480 / 501 |

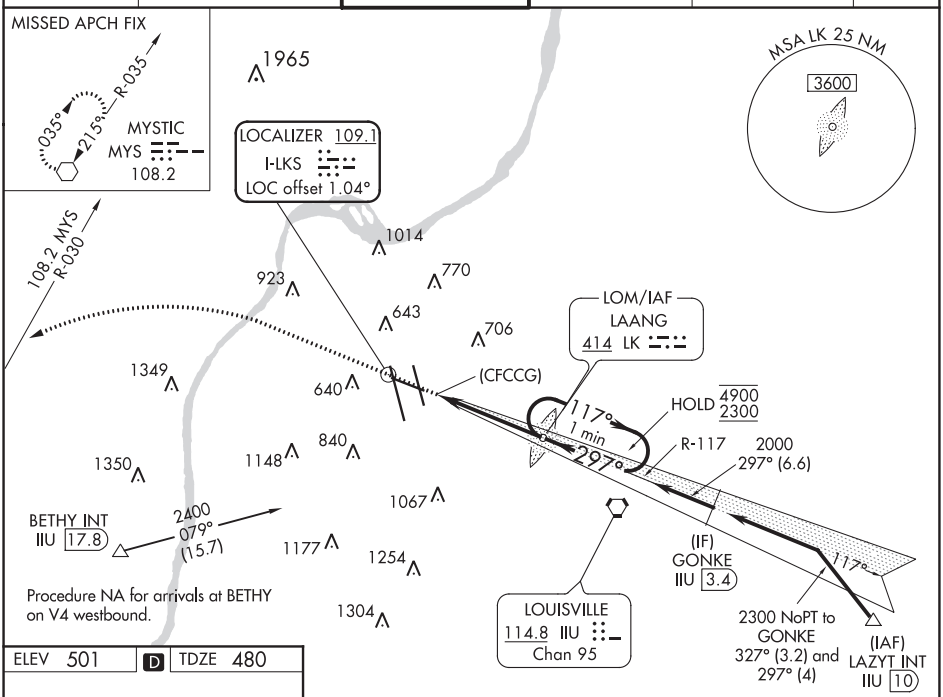
ADF or DME required.

Circling Rwy 11 NA at night.
For inop ALS, increase S-29 Cats C/D visibility to 1⅝ SM.

MALSR

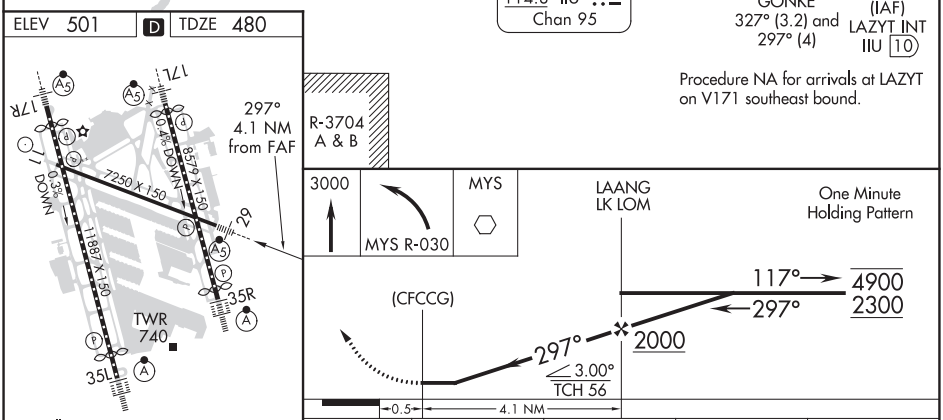
MISSED APPROACH: Climb to 3000 then left turn on MYS VOR R-030 to MYS VOR and hold.

| D-ATIS | LOUISVILLE APP CON | LOUISVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 | |




Procedure NA for arrivals at BETHY on V4 westbound.

Procedure NA for arrivals at LAZYT on V171 southeast bound.




HIRL all Rwys
TDZ/CL Rwys 17L, 17R, 35L, and 35R

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 1060/24 580 (600-½) | | 1060-1¼ 580 (600-1¼) | |
| C CIRCLING | 1060-1 559 (600-1) | 1140-1 639 (700-1) | 1160-1¾ 659 (700-1¾) | 1400-3 899 (900-3) |

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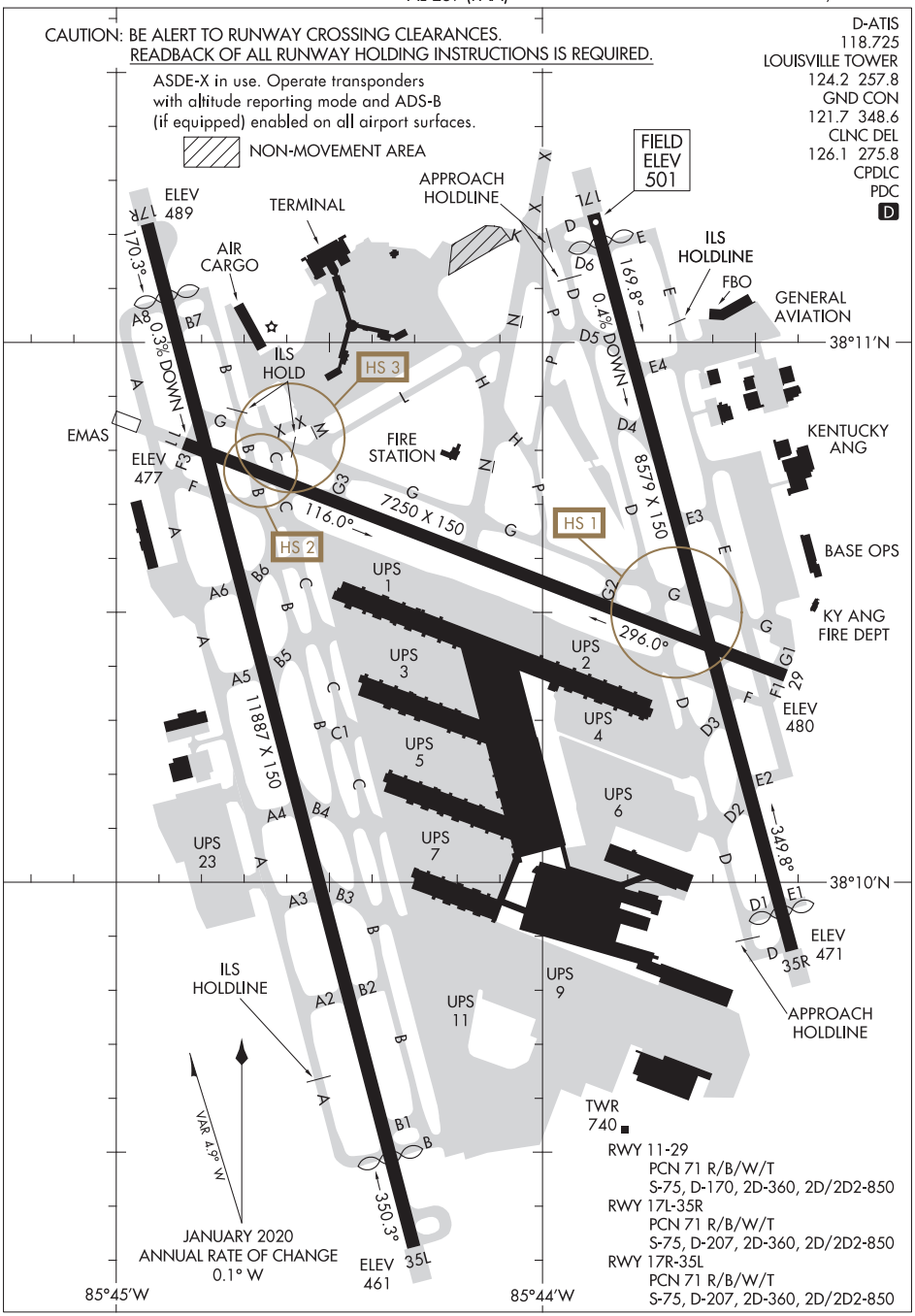
# AIRPORT DIAGRAM

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY




RWY 11-29
PCN 71 R/B/W/T
S-75, D-170, 2D-360, 2D/2D2-850
RWY 17L-35R
PCN 71 R/B/W/T
S-75, D-207, 2D-360, 2D/2D2-850
RWY 17R-35L
PCN 71 R/B/W/T
S-75, D-207, 2D-360, 2D/2D2-850

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AIRPORT DIAGRAM
20366
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

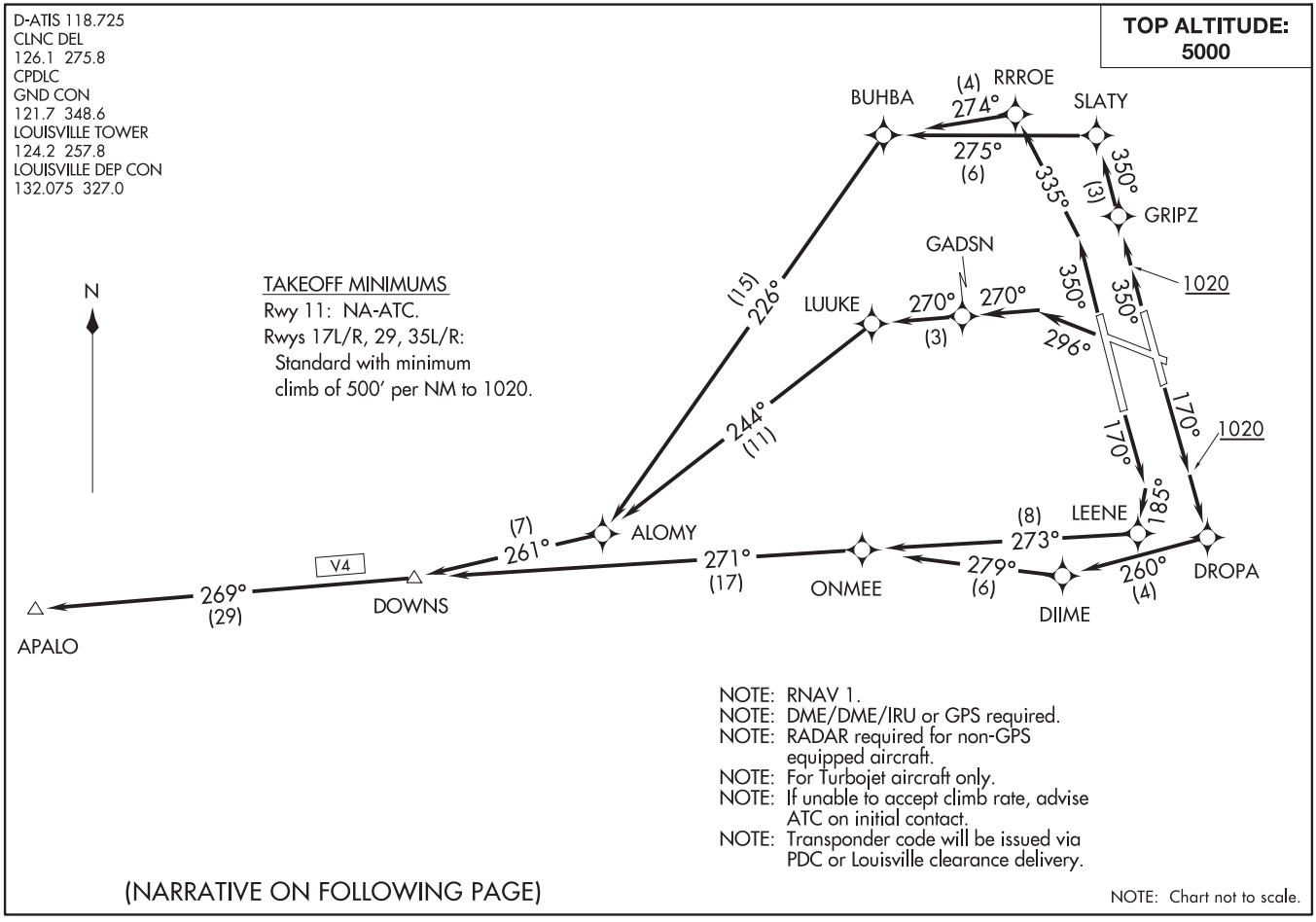
(APALO6.APALO) 19339

AL-239 (FAA)

# APALO SIX DEPARTURE (RNAV)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY




(NARRATIVE ON FOLLOWING PAGE)

APALO SIX DEPARTURE (RNAV)

(APALO6.APALO) 05DEC19

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to APALO, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

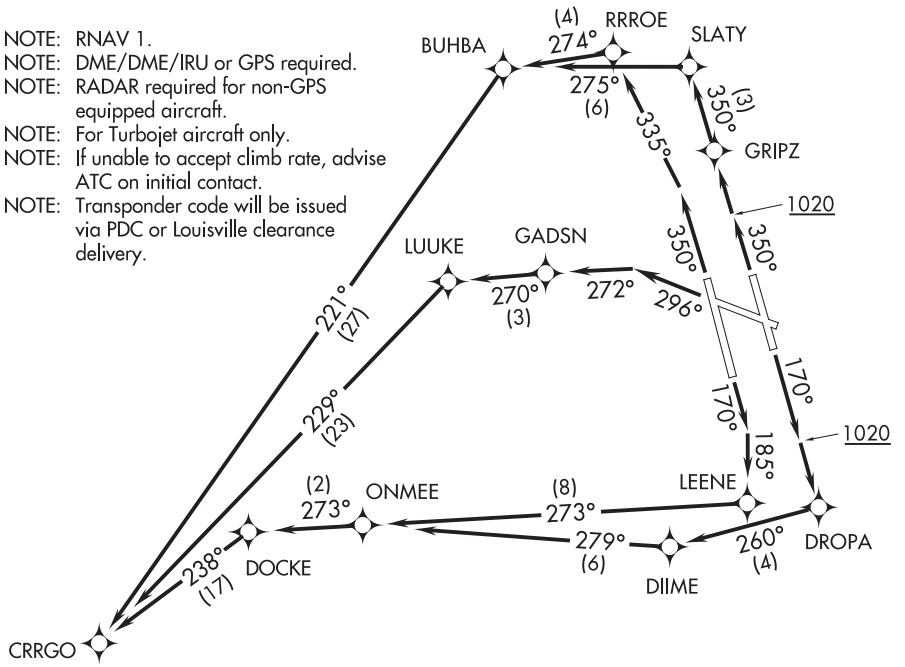
# CRRGO FOUR DEPARTURE (RNAV)

D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8
LOUISVILLE DEP CON
132.075 327.0

**TOP ALTITUDE: 5000**

TAKEOFF MINIMUMS:
Rwy 11: NA - ATC.
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500′ per NM to 1020.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 272° to GADSN, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to CRRGO, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.



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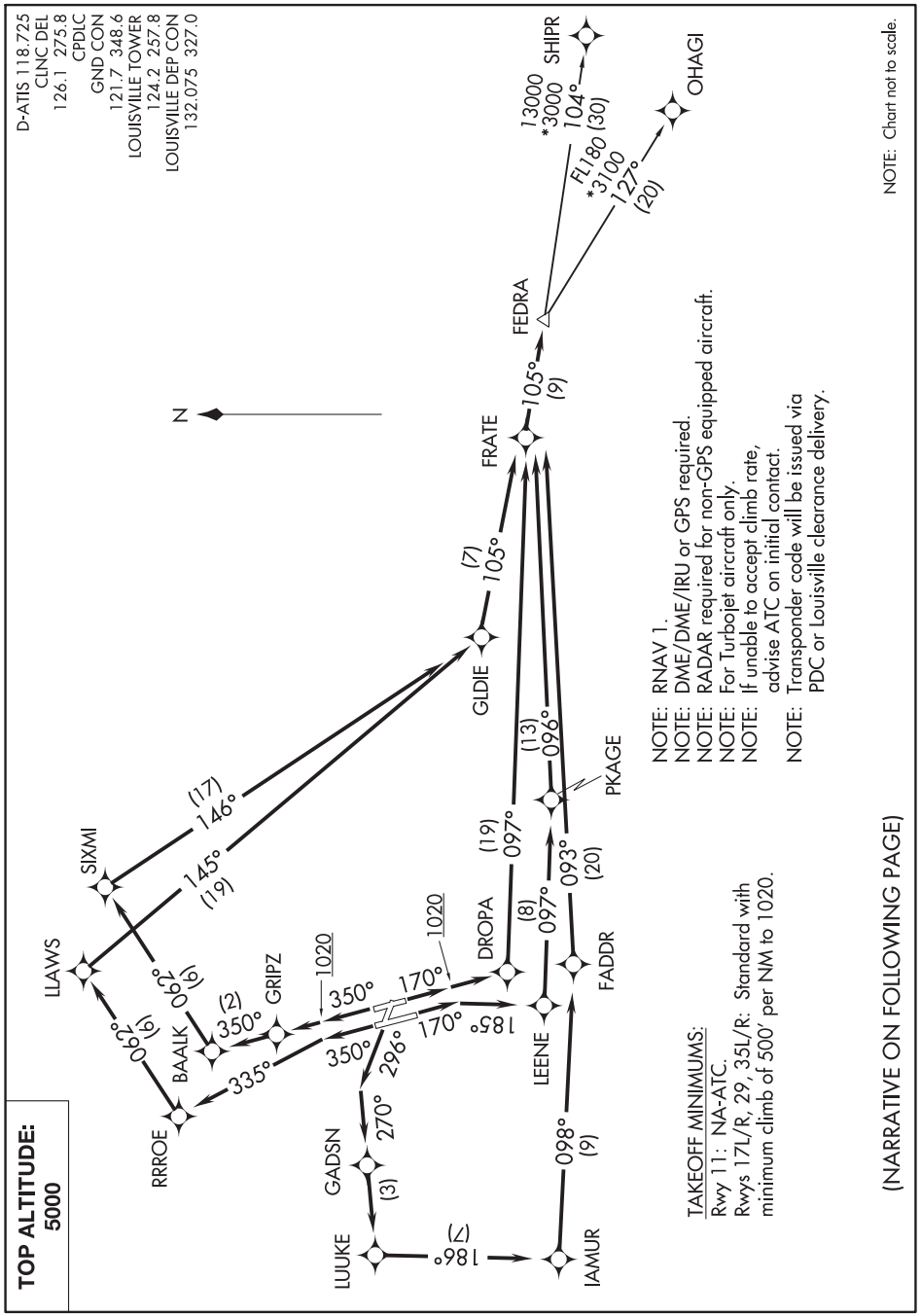
(FEDRA5.FEDRA) 19227

LOUISVILLE MUHAMMAD ALI INTL (SDF)

# FEDRA FIVE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

FEDRA FIVE DEPARTURE (RNAV)

(FEDRA5.FEDRA) 15AUG19

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)

# FEDRA FIVE DEPARTURE (RNAV)

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to FEDRA, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to FEDRA, thence....

....(Transition). Maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

OHAGI TRANSITION (FEDRA5.OHAGI):
SHIPR TRANSITION (FEDRA5.SHIPR):

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SE-1, 25 FEB 2021 to 22 APR 2021

(STREP5.STREP) 19227 AL-239 (FAA) LOUISVILLE MUHAMMAD ALI INTL (SDF)

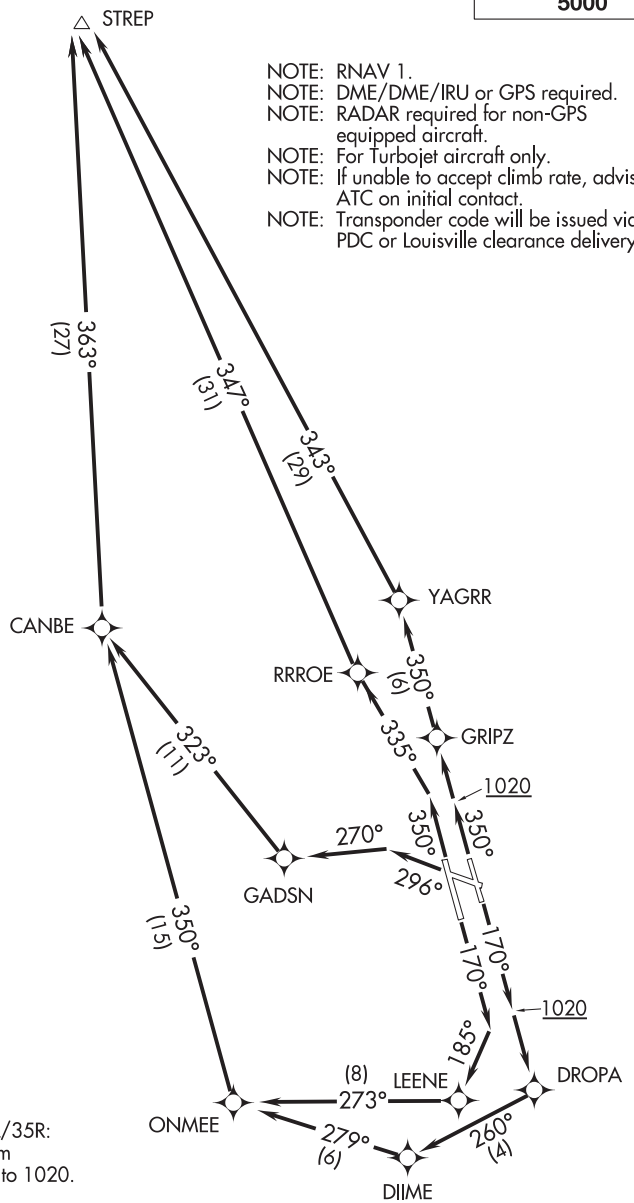
# STREP FIVE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8
LOUISVILLE DEP CON
132.075 327.0

**TOP ALTITUDE: 5000**

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.




TAKEOFF MINIMUMS:
Rwy 11: NA-ATC.
Rwys 17L/17R, 29, 35L/35R:
Standard with minimum climb of 500′ per NM to 1020.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-1, 25 FEB 2021 to 22 APR 2021

STREP FIVE DEPARTURE (RNAV)
LOUISVILLE, KENTUCKY

(STREP5.STREP) 15AUG19 LOUISVILLE MUHAMMAD ALI INTL (SDF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to STREP, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

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SE-1, 25 FEB 2021 to 22 APR 2021

MADISONVILLE, KENTUCKY AL-5188 (FAA) 20310

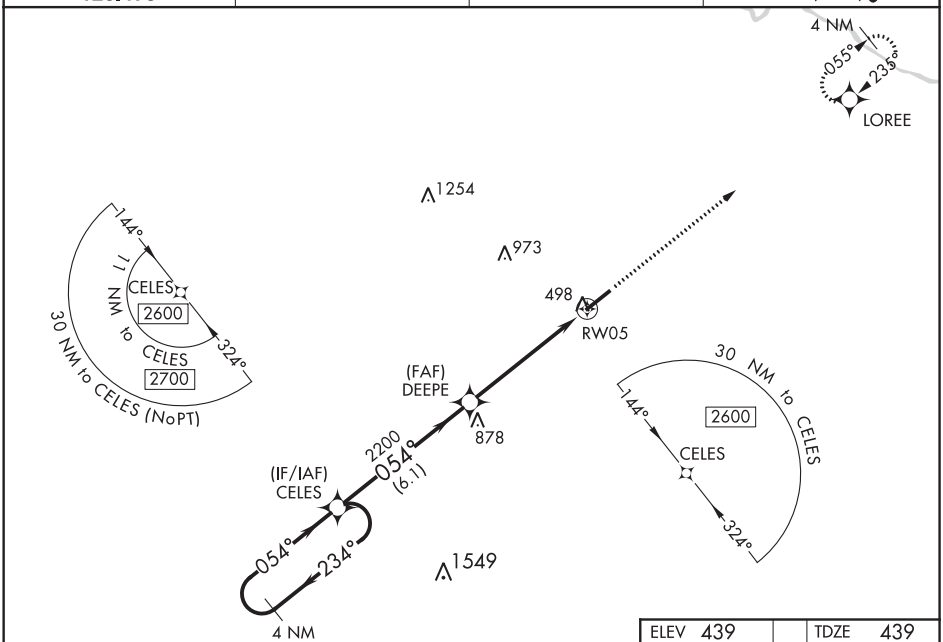
| WAAS CH 82512 W05A | APP CRS 054° | Rwy ldg 6051<br>TDZE 439<br>Apt Elev 439 |
|---|---|---|

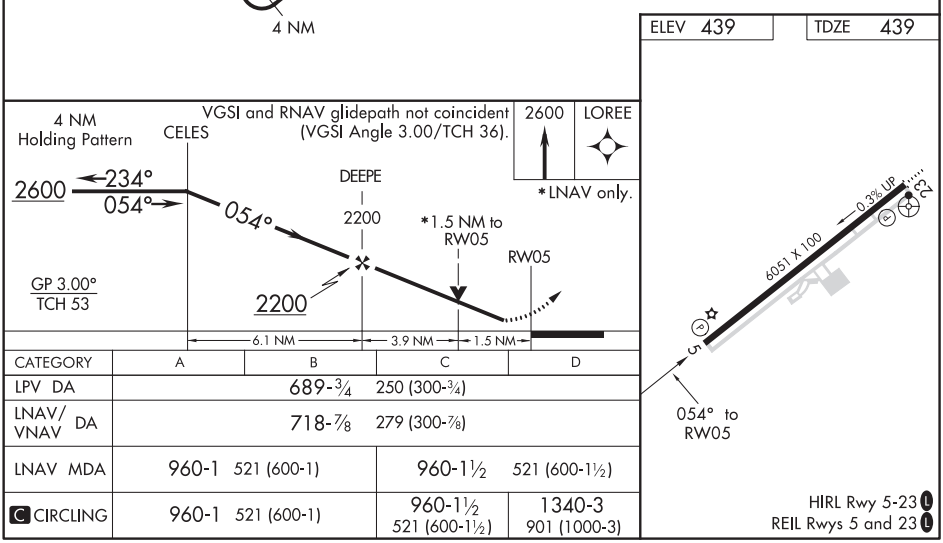
# RNAV (GPS) RWY 5
## MADISONVILLE RGNL (2IØ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. Rwy 05 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 788 feet, LNAV/VNAV DA to 817 feet and all visibilities ⅜ SM. Increase all MDA 100 feet and LNAV Cat C/D and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2600 direct LOREE and hold.

| AWOS-3 | EVANSVILLE APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.475 | 124.025 290.9 | 120.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 689-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 718-⅞ 279 (300-⅞) | | | |
| LNAV MDA | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | |
| C CIRCLING | 960-1 521 (600-1) | | 960-1½ 521 (600-1½) | 1340-3 901 (1000-3) |

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SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 77911 W23A | APP CRS 235° | Rwy ldg 6051<br>TDZE 418<br>Apt Elev 439 |
|---|---|---|

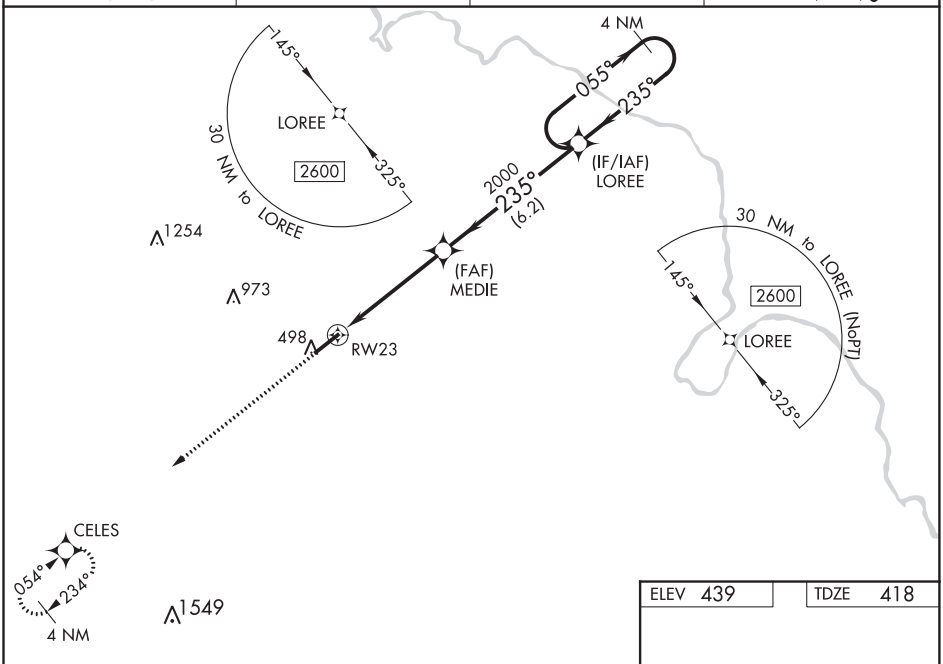
# RNAV (GPS) RWY 23
## MADISONVILLE RGNL (2I0)

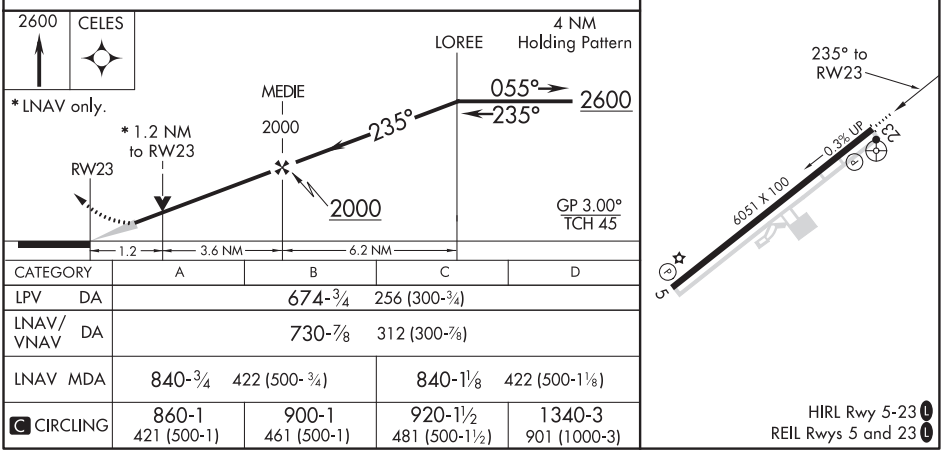
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ¼ SM, LNAV/VNAV DA to 829 feet and all visibilities ⅜ SM, increase all MDA 100 feet and LNAV Cats C/D visibility ⅛ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ⅛ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ SM.

ODALS

MISSED APPROACH: Climb to 2600 direct CELES and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 126.475 | 124.025 290.9 | 120.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 674-¾ 256 (300-¾) | | | |
| LNAV/VNAV DA | 730-⅞ 312 (300-⅞) | | | |
| LNAV MDA | 840-¾ 422 (500-¾) | | 840-1⅛ 422 (500-1⅛) | |
| C CIRCLING | 860-1 421 (500-1) | 900-1 461 (500-1) | 920-1½ 481 (500-1½) | 1340-3 901 (1000-3) |



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MADISONVILLE, TENNESSEE AL-6209 (FAA) 20142

| WAAS CH 99531 W05A | APP CRS 048° | Rwy ldg 3643 TDZE 1031 Apt Elev 1031 |
|---|---|---|

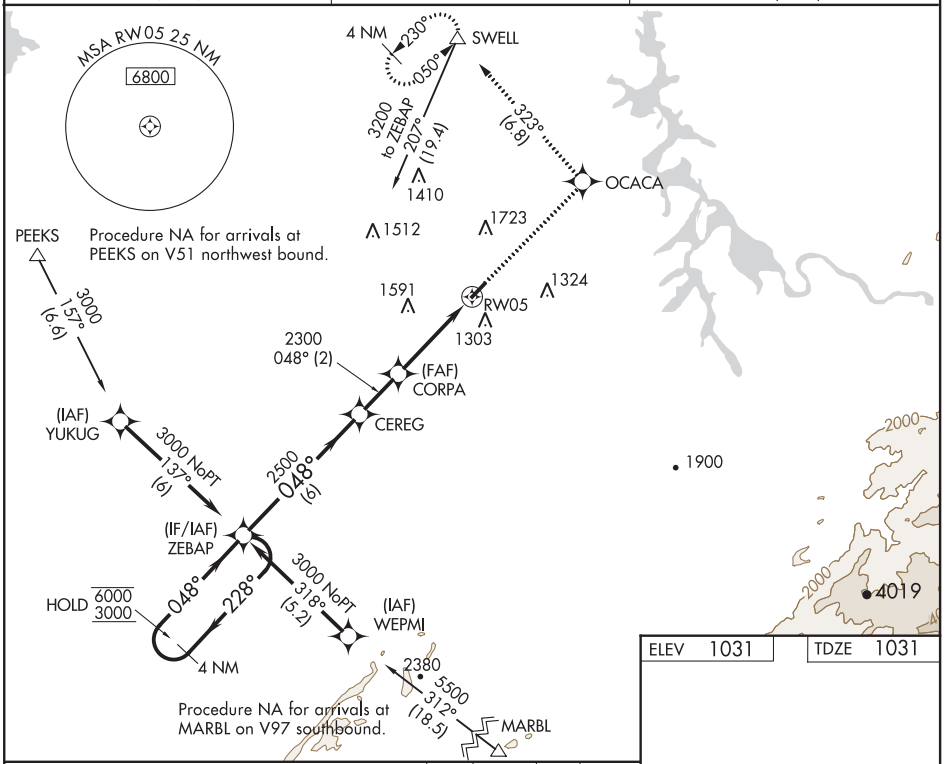
# RNAV (GPS) RWY 5
## MONROE COUNTY (MNV)

RNP APCH.

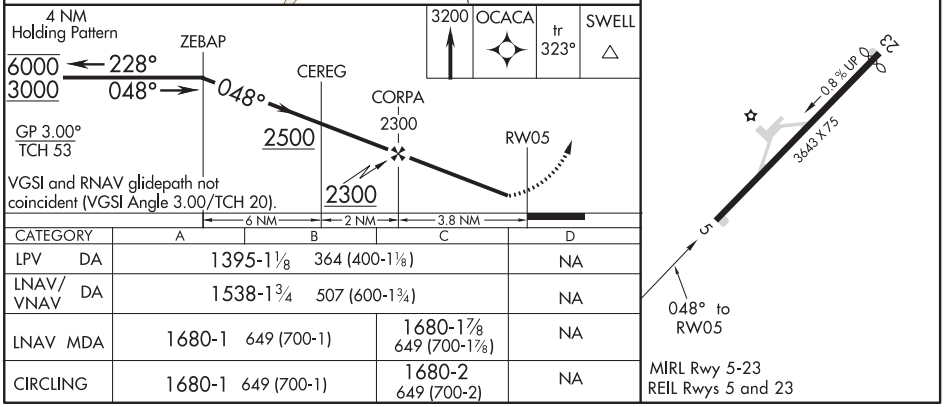
T A NA — Circling NA NW of Rwy 5-23. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3200 direct OCACA and track 323° to SWELL and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 118.475 | 123.9 353.6 | 123.0 (CTAF) |




| ELEV 1031 | TDZE 1031 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1395-1⅛ 364 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 1538-1¾ 507 (600-1¾) | | | NA |
| LNAV MDA | 1680-1 649 (700-1) | | 1680-1⅞ 649 (700-1⅞) | NA |
| CIRCLING | 1680-1 649 (700-1) | | 1680-2 649 (700-2) | NA |

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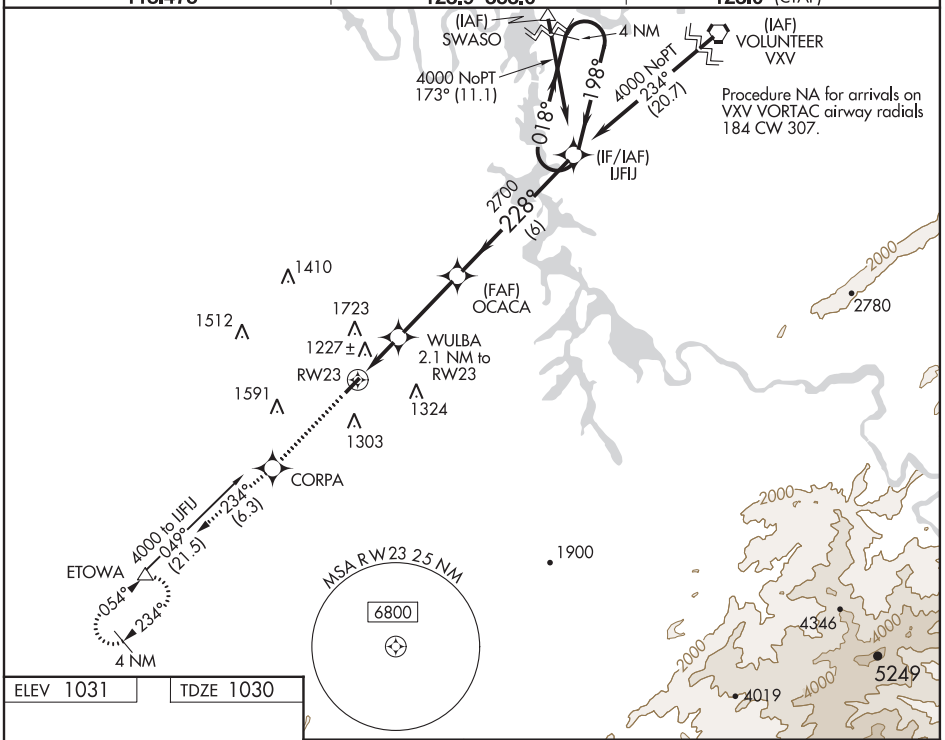
| WAAS CH 72831 W23A | APP CRS 228° | Rwy ldg 3503<br>TDZE 1030<br>Apt Elev 1031 |
|---|---|---|

# RNAV (GPS) RWY 23
## MONROE COUNTY (MNV)

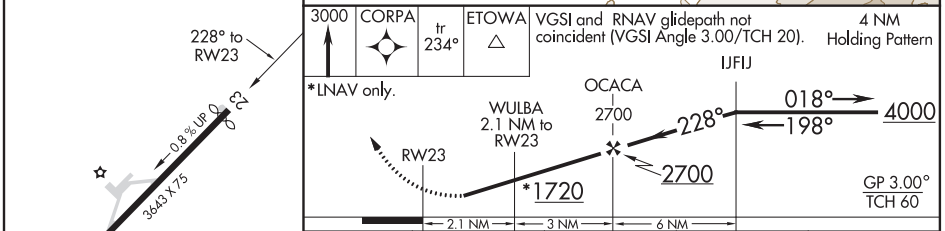
NA Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA NW of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM not authorized. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 118.475 | 123.9 353.6 | 123.0 (CTAF) |




ELEV 1031 TDZE 1030




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1376-1⅛ 346 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 1548-1¾ 518 (600-1¾) | | | NA |
| LNAV MDA | 1480-1 450 (500-1) | | 1480-1⅜ 450 (500-1⅜) | NA |
| CIRCLING | 1620-1 589 (600-1) | | 1620-1½ 589 (600-1½) | NA |

MIRL Rwy 5-23
REIL Rwys 5 and 23



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MARION, KENTUCKY AL-9833 (FAA) 20366

| WAAS CH 90531 W07A | APP CRS 068° | Rwy ldg 4400<br>TDZE 650<br>Apt Elev 650 |
|---|---|---|

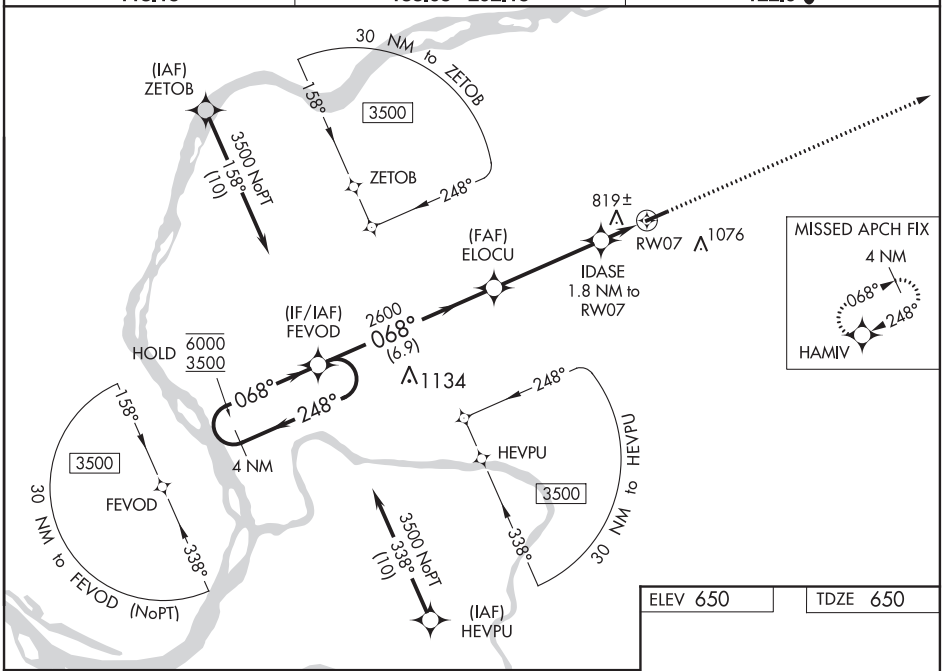
# RNAV (GPS) RWY 7
## MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

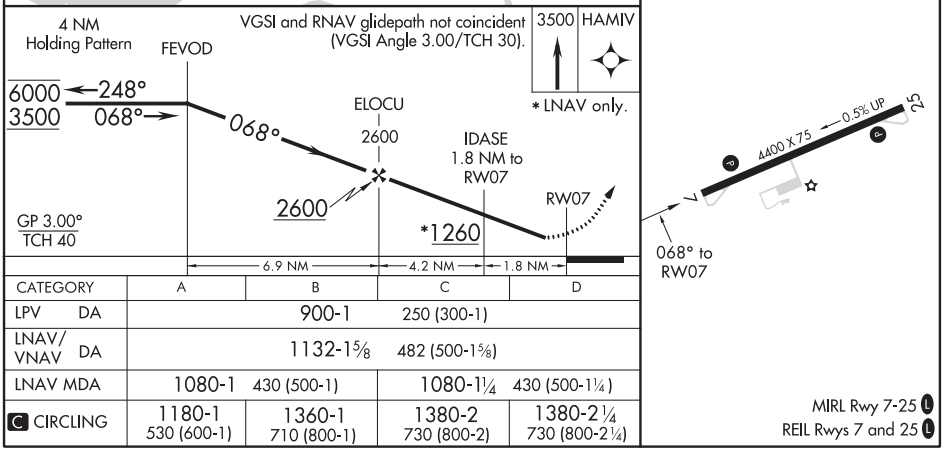
RNP APCH.

T A Rwy 7 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, increase all MDA 120 feet, increase all LPV visibility ¼ SM, increase all LNAV/VNAV visibility ½ SM, increase LNAV Cats C and D visibility ⅜ SM, increase Circling Cat B visibility ¼ SM, increase Circling Cat C and D visibility ½ SM. Straight-in Rwy 7 NA at night, Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 3500 direct HAMIV and hold.

| AWOS-3P | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.15 | 133.65 292.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 900-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1132-1⅝ 482 (500-1⅝) | | | |
| LNAV MDA | 1080-1 430 (500-1) | | 1080-1¼ 430 (500-1¼) | |
| C CIRCLING | 1180-1 530 (600-1) | 1360-1 710 (800-1) | 1380-2 730 (800-2) | 1380-2¼ 730 (800-2¼) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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| WAAS CH 86631 W25A | APP CRS 248° | Rwy ldg 4400<br>TDZE 643<br>Apt Elev 650 |
|---|---|---|

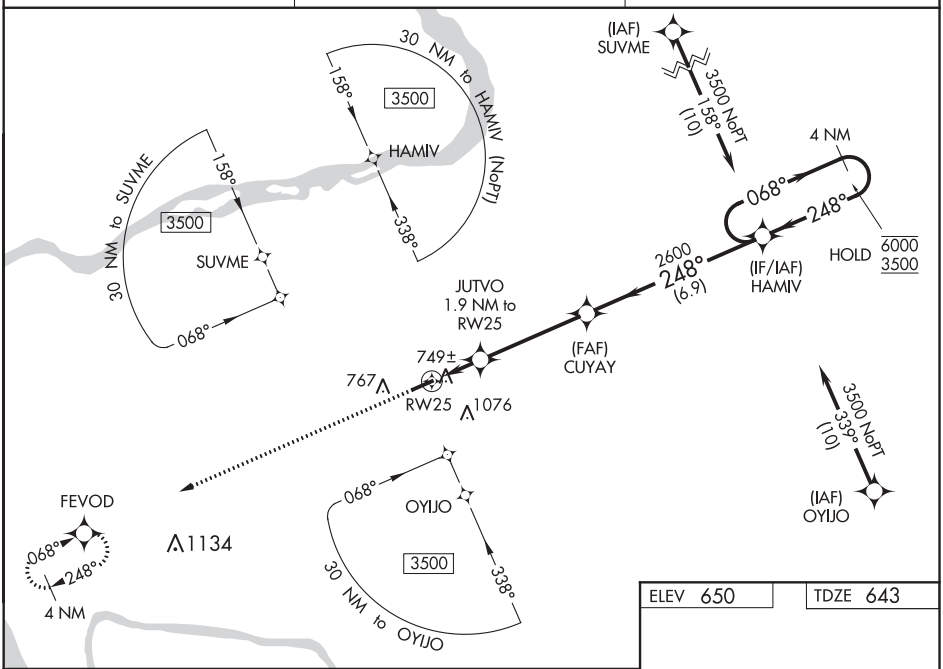
# RNAV (GPS) RWY 25
## MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (5M9)

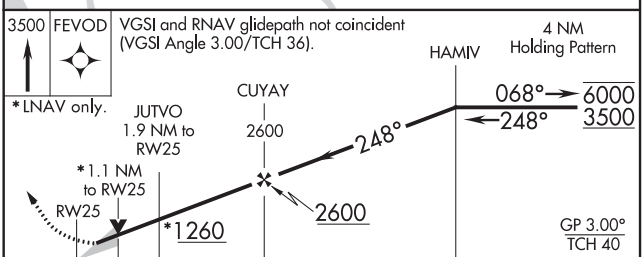
RNP APCH.

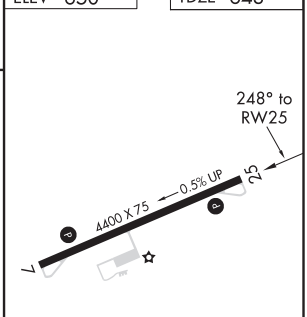
Circling Rwy 7 NA at night. Baro-VNAV and VDP NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Henderson altimeter setting and increase all DA 117 feet, increase all MDA 120 feet, increase all LPV and LNAV/VNAV visibility ⅜ SM and Circling Cat B visibility ¼ SM.

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

| AWOS-3P | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.15 | 133.65 292.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 893-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 945-1⅛ 302 (300-1⅛) | | | |
| LNAV MDA | 1000-1 357 (400-1) | | | |
| C CIRCLING | 1180-1 530 (600-1) | 1360-1 710 (800-1) | 1380-1½ 730 (800-1½) | 1380-2¼ 730 (800-2¼) |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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MAYFIELD, KENTUCKY | AL-6223 (FAA) | 19227

# RNAV (GPS) RWY 19
## MAYFIELD GRAVES COUNTY (M25)

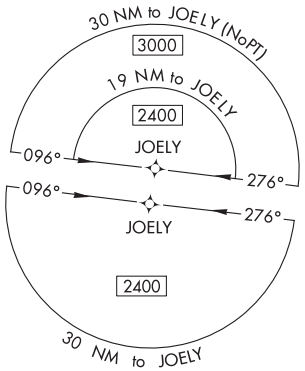
| WAAS CH 58332 W19A | APP CRS 186° | Rwy ldg 5002 TDZE 522 Apt Elev 522 |
|---|---|---|

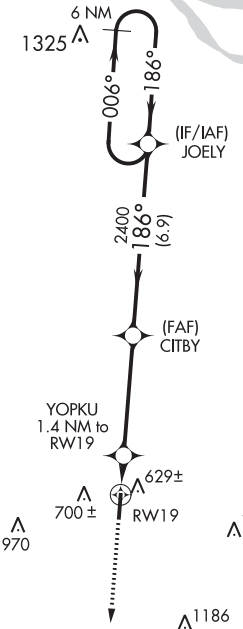
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using Paducah altimeter setting. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

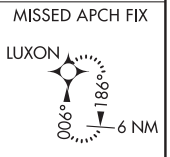
V NA

MISSED APPROACH: Climb to 2300 direct LUXON and hold.

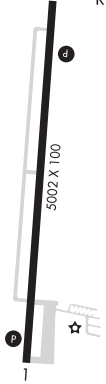
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.65 292.15 | 122.8 (CTAF) L |



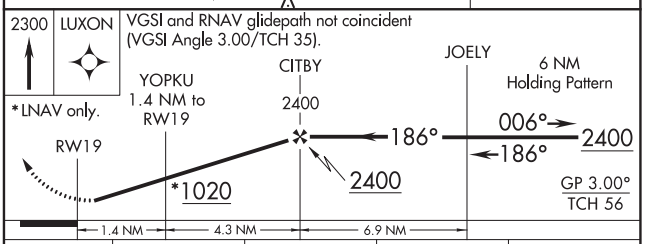




ELEV 522 | TDZE 522




MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 772-1 250 (300-1) | | | |
| LNAV/VNAV DA | 810-1 288 (300-1) | | | |
| LNAV MDA | 880-1 358 (400-1) | | | |
| C CIRCLING | 1060-1 538 (600-1) | | 1060-1½ 538 (600-1½) | 1280-2½ 758 (800-2½) |



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| WAAS CH 78432 W01B | APP CRS 006° | Rwy ldg 5002 TDZE 522 Apt Elev 522 |
|---|---|---|

# RNAV (GPS) Y RWY 1

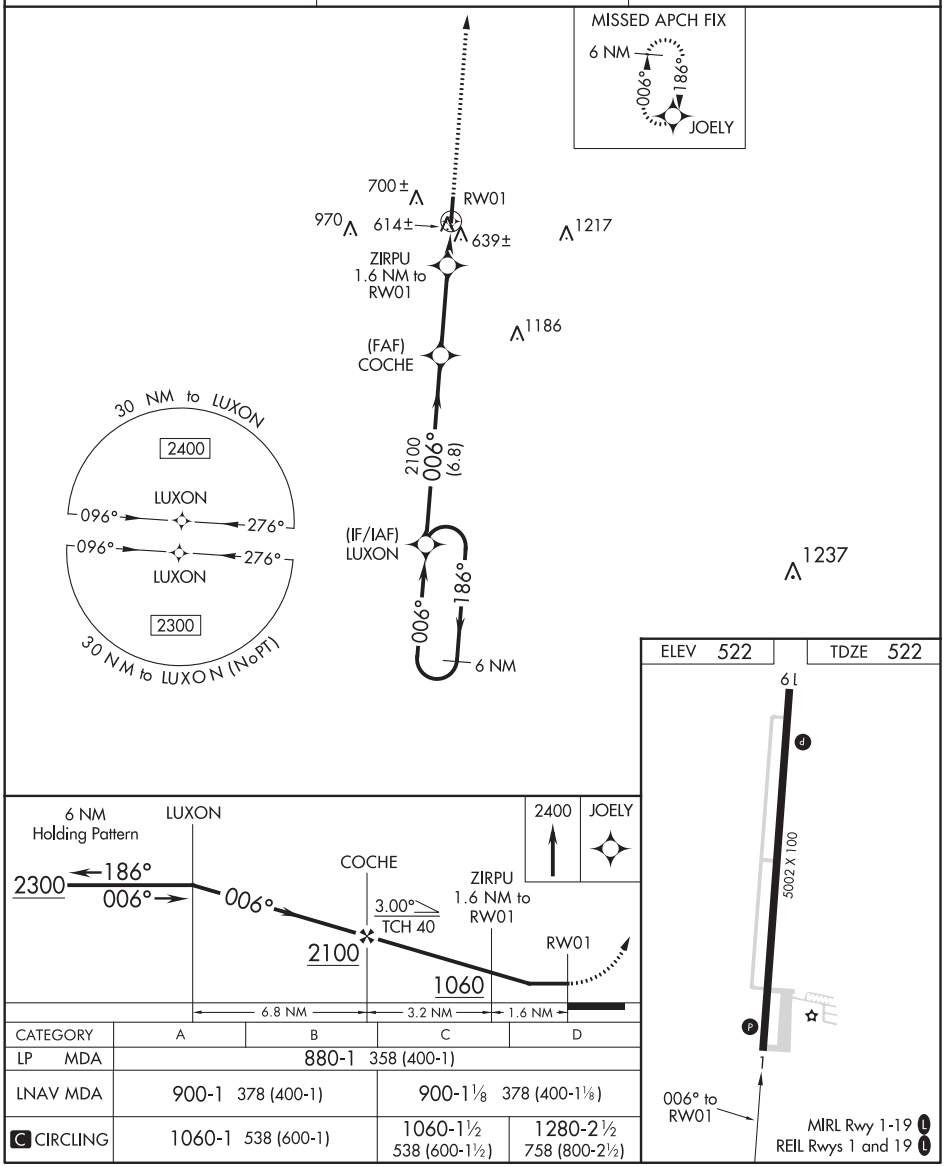
## MAYFIELD GRAVES COUNTY (M25)

T A NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ⅜ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 880-1 358 (400-1) | | | |
| LNAV MDA | 900-1 378 (400-1) | | 900-1⅛ 378 (400-1⅛) | |
| C CIRCLING | 1060-1 538 (600-1) | | 1060-1½ 538 (600-1½) | 1280-2½ 758 (800-2½) |

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SE-1, 25 FEB 2021 to 22 APR 2021

MAYFIELD, KENTUCKY | AL-6223 (FAA) | 19171

# RNAV (GPS) Z RWY 1
## MAYFIELD GRAVES COUNTY (M25)

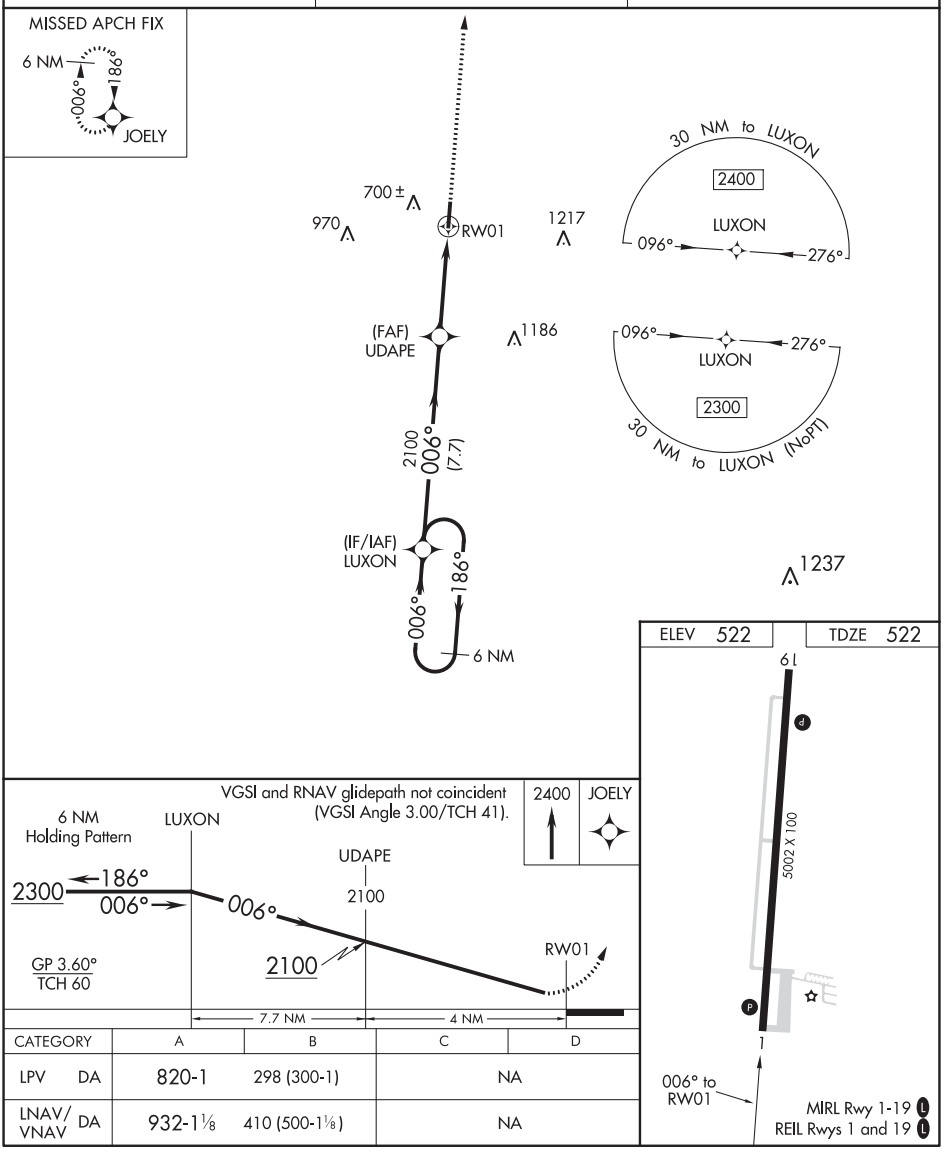
| WAAS CH 40034 W01A | APP CRS 006° | Rwy ldg 5002<br>TDZE 522<br>Apt Elev 522 |
|---|---|---|

T NA

Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOELY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 820-1 | 298 (300-1) | NA | |
| LNAV/VNAV | DA | 932-1⅛ | 410 (500-1⅛) | NA | |

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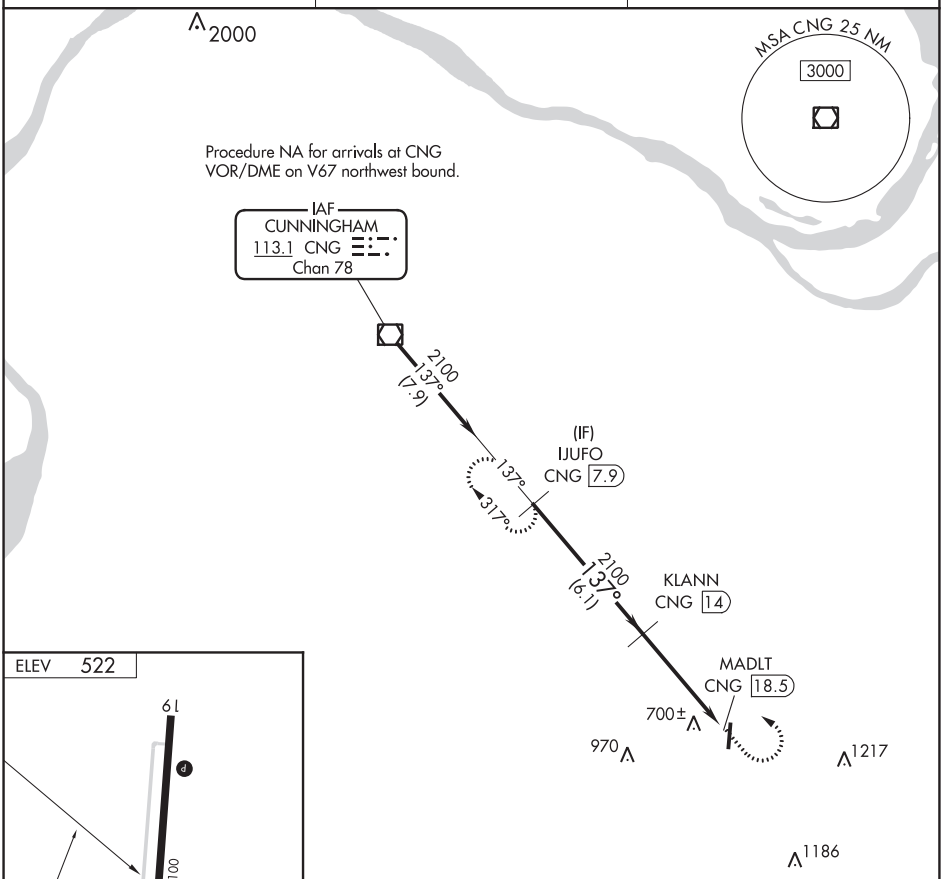
# VOR/DME-A
## MAYFIELD GRAVES COUNTY (M25)

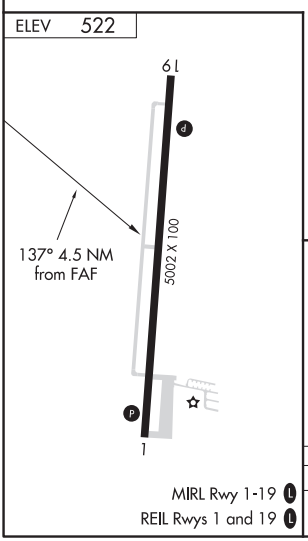
| VOR/DME CNG 113.1 Chan 78 | APP CRS 137° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 522 |
|---|---|---|

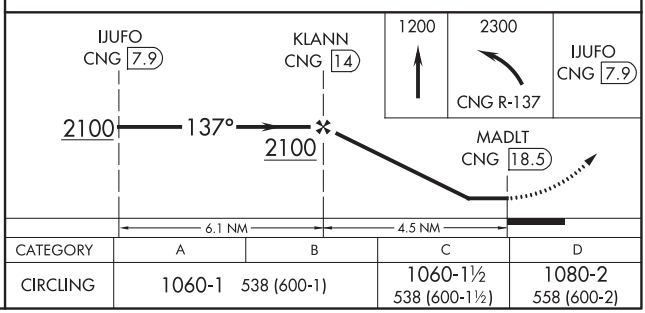
Circling to Rwy 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IJUFO 7.9 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.625 | 133.65 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 538 (600-1) | | 1060-1½ 538 (600-1½) | 1080-2 558 (600-2) |

MC MINNVILLE, TENNESSEE

AL-5869 (FAA)

20310

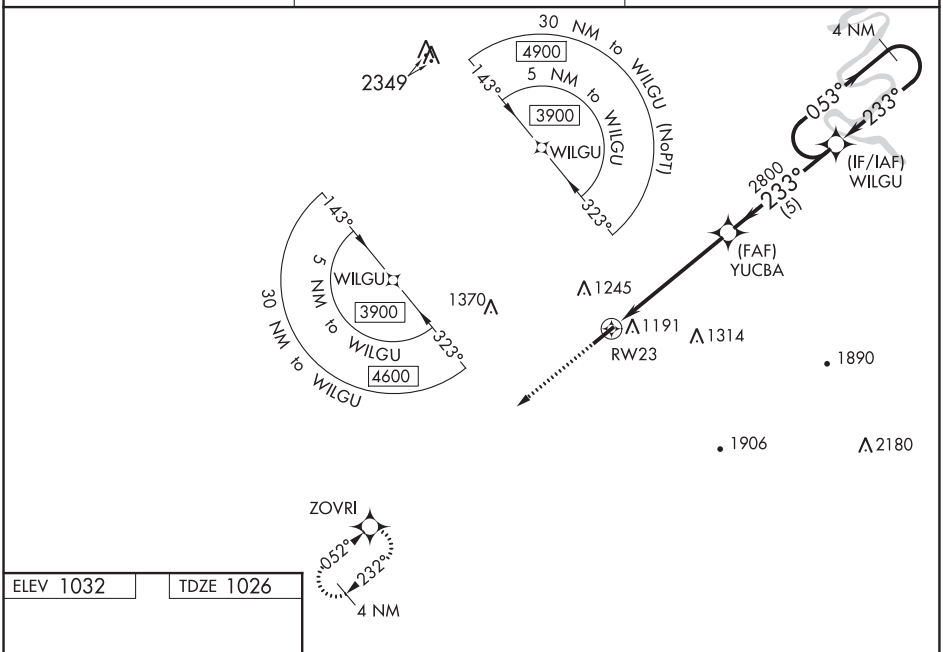
# RNAV (GPS) RWY 23
## WARREN COUNTY MEML (RNC)

| WAAS CH 99433 W23A | APP CRS 233° | Rwy ldg 4710<br>TDZE 1026<br>Apt Elev 1032 |
|---|---|---|

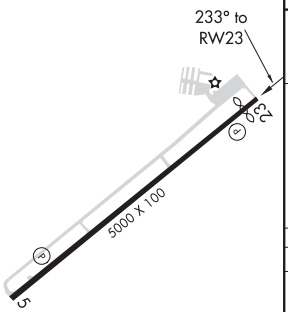
T A NA Baro-VNAV and VDP NA when using Upper Cumberland Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Night Landing: Rwy 5 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cumberland Rgnl altimeter setting and increase all DA 62 feet, and all MDA 80 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility ⅛ mile, and increase Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 3900 direct ZOVRI and hold.

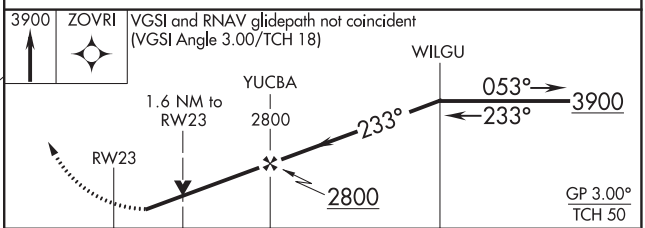
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.525 | 128.15 323.125 | 122.8 (CTAF) L |




ELEV 1032 | TDZE 1026




REIL Rwys 5 and 23
MIRL Rwy 5-23 L




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1276-1 250 (300-1) | | | |
| LNAV/VNAV | DA | 1423-1⅜ 397 (400-1⅜) | | | |
| LNAV | MDA | 1580-1 554 (600-1) | | 1580-1⅝ 554 (600-1⅝) | |
| C CIRCLING | | 1580-1 548 (600-1) | 1600-1 568 (600-1) | 1600-1⅝ 568 (600-1⅝) | 1700-2 668 (700-2) |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| WAAS CH 72722 W17A | APP CRS 167° | Rwy ldg 3799<br>TDZE 225<br>Apt Elev 225 |
|---|---|---|

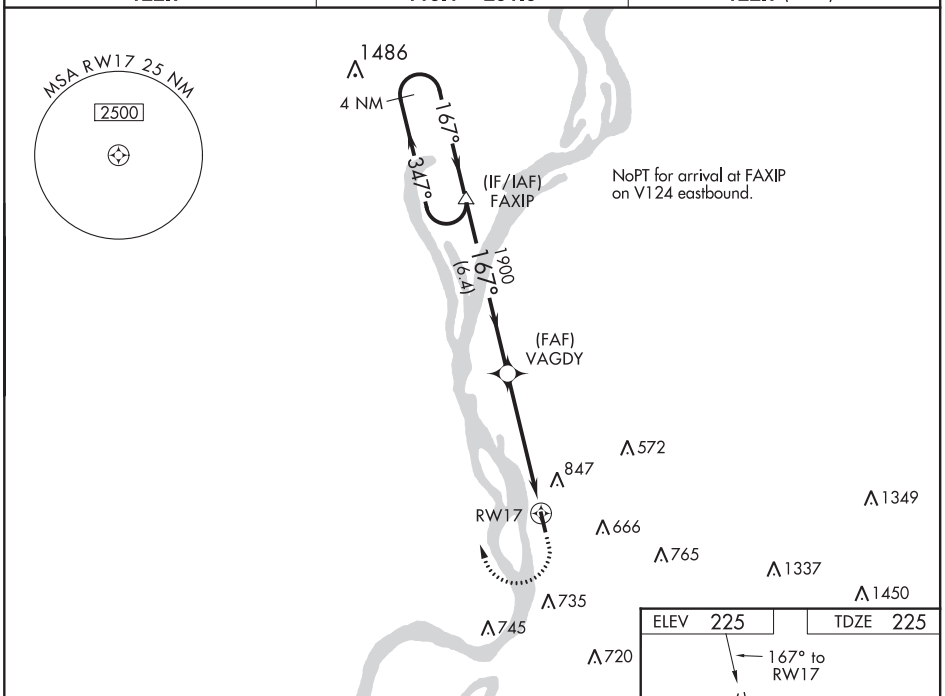
# RNAV (GPS) RWY 17
## GENERAL DEWITT SPAIN (MØ1)

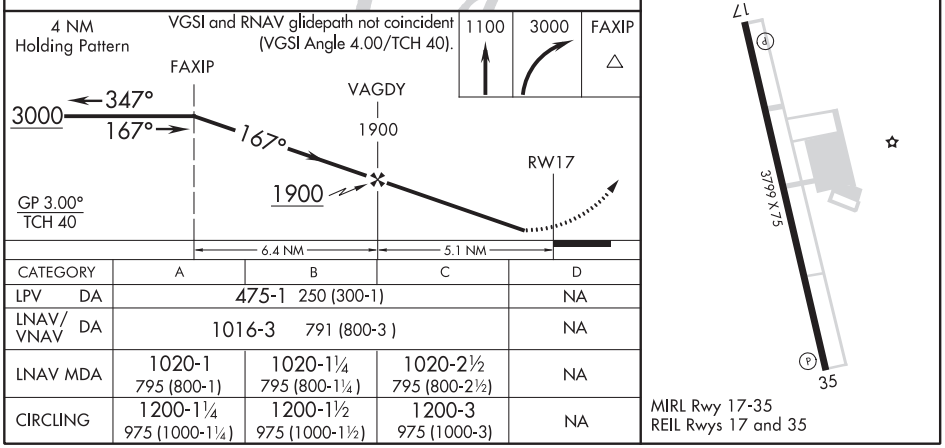
NA

Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ¼ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.

| AWOS-AV | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 122.7 | 119.1 291.6 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 475-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1016-3 791 (800-3 ) | | | NA |
| LNAV MDA | 1020-1<br>795 (800-1) | 1020-1¼<br>795 (800-1¼ ) | 1020-2½<br>795 (800-2½) | NA |
| CIRCLING | 1200-1¼<br>975 (1000-1¼) | 1200-1½<br>975 (1000-1½) | 1200-3<br>975 (1000-3) | NA |



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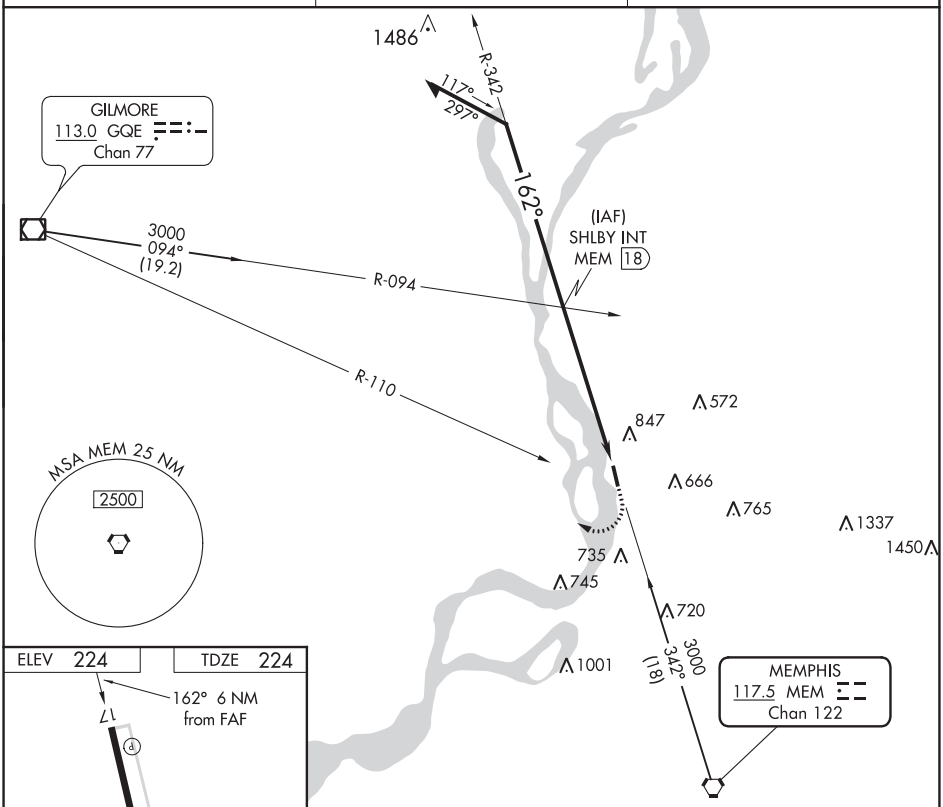
# VOR RWY 17
## GENERAL DEWITT SPAIN (MØ1)

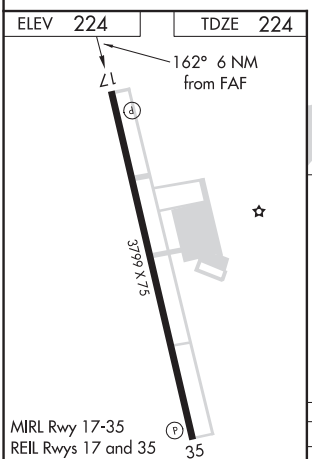
| VORTAC MEM | APP CRS | Rwy ldg 3799 |
|---|---|---|
| 117.5 | 162° | TDZE 224 |
| Chan 122 | | Apt Elev 224 |

Use Memphis Intl altimeter setting.
NA Visibility reduction by helicopters NA.

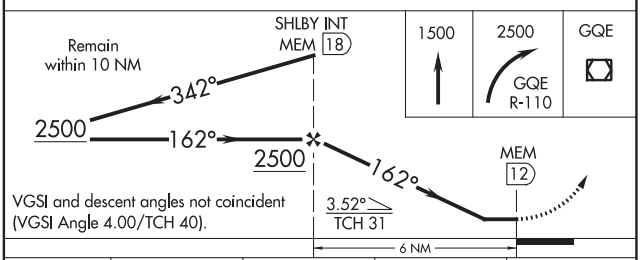
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 via GQE R-110 to GQE VOR/DME.

| AWOS-AV | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 122.7 | 119.1 291.6 | 122.7 (CTAF) |




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1200-1¼<br>976 (1000-1¼) | 1200-1½<br>976 (1000-1½) | 1200-3<br>976 (1000-3) | NA |
| CIRCLING | 1240-1¼<br>1016 (1100-1¼) | 1240-1½<br>1016 (1100-1½) | 1240-3<br>1016 (1100-3) | NA |

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# ILS or LOC RWY 9
## MEMPHIS INTL (MEM)

| LOC I-MEM | APP CRS | Rwy ldg | 8946 |
|---|---|---|---|
| 109.5 | 093° | TDZE | 259 |
| | | Apt Elev | 341 |

For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

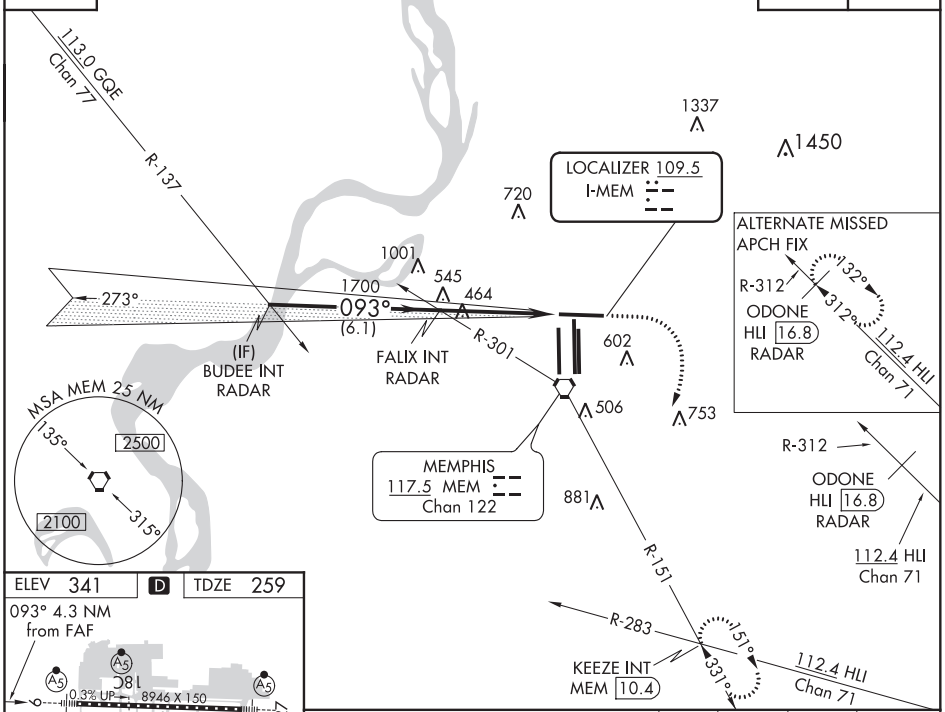
| MEMPHIS APP CON | | | MEMPHIS TOWER | | | GND CON | | |
|---|---|---|---|---|---|---|---|---|
| 119.1 | 291.6 | (176°-355°) | (Rwy 9-27) | 118.3 | 257.8 | (Rwy 9-27) | 121.0 | 379.2 |
| 125.8 | 338.3 | (356°-175°) | (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 | (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| | | | (Rwy 18R-36L) | 128.425 | 257.8 | (Rwy 18R-36L) | 121.65 | 379.2 |

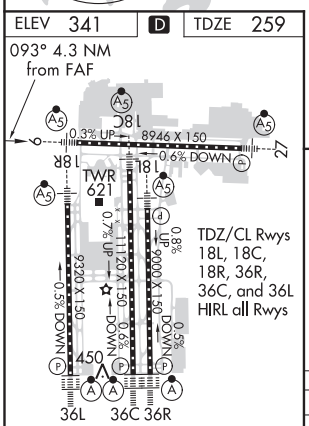
D-ATIS 127.75

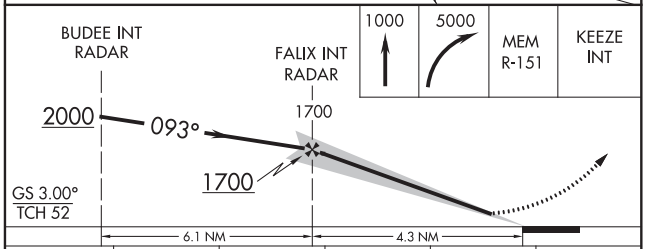
RADAR REQUIRED

CLNC DEL 125.2

CPDLC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 9 | 466/24 207 (200-½) | | | | |
| S-LOC 9 | 720/24 461 (400-½) | | 720/50 461 (400-1) | | 720/60 461 (400-1¼) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |

| 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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# ILS or LOC RWY 18C
## MEMPHIS INTL (MEM)

| LOC I-SDU | APP CRS | Rwy ldg | 11120 |
|---|---|---|---|
| 111.95 | 180° | TDZE | 290 |
| | | Apt Elev | 341 |

Simultaneous approach authorized.
DME or RADAR required.
For inop ALS, increase S-ILS 18C all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

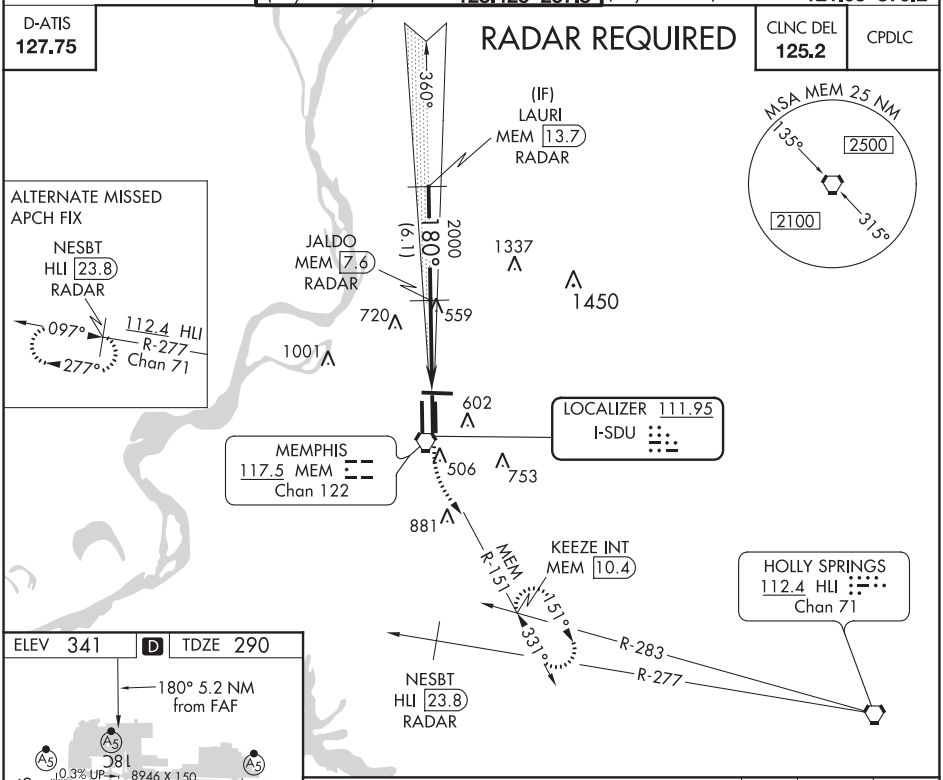
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

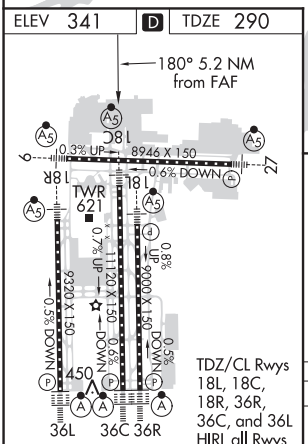
D-ATIS 127.75

RADAR REQUIRED

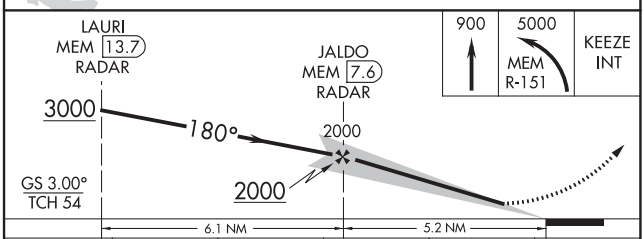
CLNC DEL 125.2

CPDLC




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




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18C | 657/40 367 (400-¾) | | | | |
| S-LOC 18C | 860/24 570 (600-½) | | 860/50 570 (600-1) | 860/60 570 (600-1¼) | 860-1½ 570 (600-1½) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |





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# ILS or LOC RWY 18L
## MEMPHIS INTL (MEM)

| LOC/DME I-EXS | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.15 | 180° | TDZE | 301 |
| Chan 48 (Y) | | Apt Elev | 341 |

Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 ¾ SM, BRYSN fix minimums, increase S-LOC 18L Cats D and E visibility to RVR 5000.

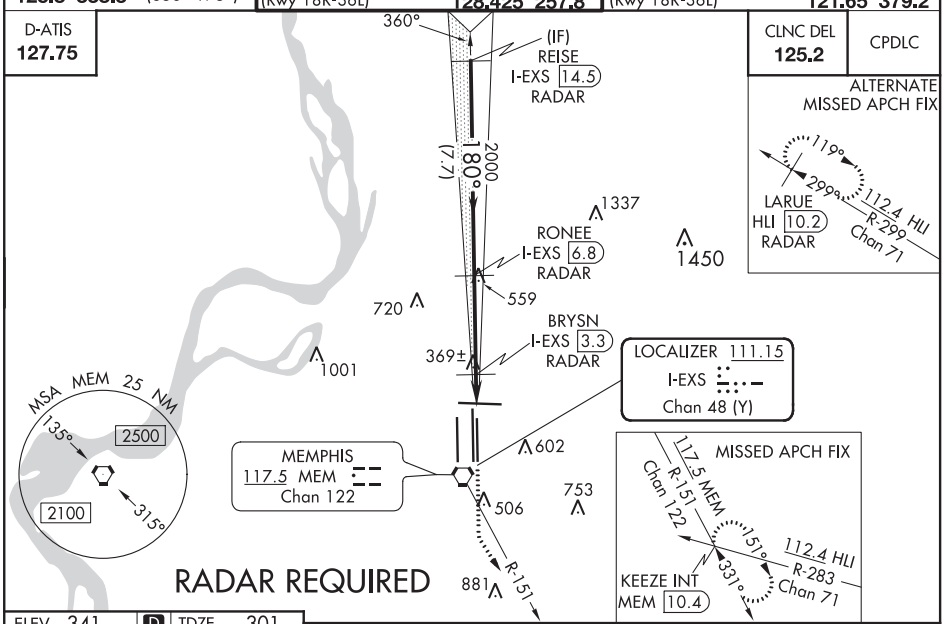
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | | MEMPHIS TOWER | | | GND CON | | |
|---|---|---|---|---|---|---|---|---|
| 119.1 | 291.6 | (176°-355°) | (Rwy 9-27) | 118.3 | 257.8 | (Rwy 9-27) | 121.0 | 379.2 |
| 125.8 | 338.3 | (356°-175°) | (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 | (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| | | | (Rwy 18R-36L) | 128.425 | 257.8 | (Rwy 18R-36L) | 121.65 | 379.2 |

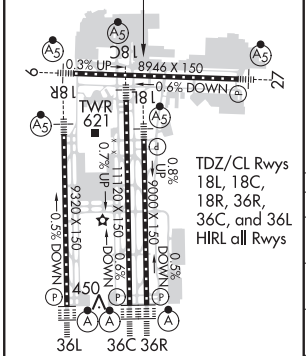
D-ATIS 127.75

CLNC DEL 125.2 | CPDLC




ELEV 341 | D | TDZE 301

180° 5.2 NM from FAF

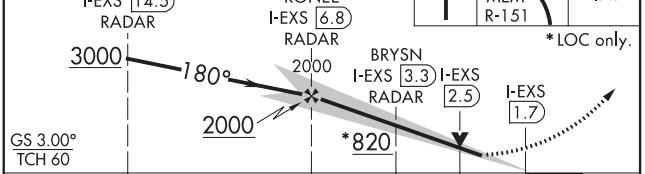



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

900 | 5000 MEM R-151 | KEEZE INT

*LOC only.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18L | 501/18 200 (200-½) | | | | 501/24 200 (200-½) |
| S-LOC 18L | 820/24 519 (500-½) | | 820/50 519 (500-1) | 820/60 519 (500-1¼) | |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |
| BRYSN FIX MINIMUMS | | | | | |
| S-LOC 18L | 620/24 319 (300-½) | | | 620/40 319 (300-¾) | |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |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MEMPHIS, TENNESSEE — AL-253 (FAA) — 20086

# ILS or LOC RWY 18R
## MEMPHIS INTL (MEM)

| LOC I-OOI | APP CRS | Rwy ldg | 9320 |
|---|---|---|---|
| 109.9 | 180° | TDZE | 295 |
| | | Apt Elev | 341 |

Radar required for procedure entry, DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 18R Cat E visibility to RVR 4000, S-LOC 18R Cat E visibility to 2 SM, SAAMM fix minimums, increase S-LOC 18R Cat E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on MEM VORTAC R-212 to JEPOB INT/UJM 20 DME and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

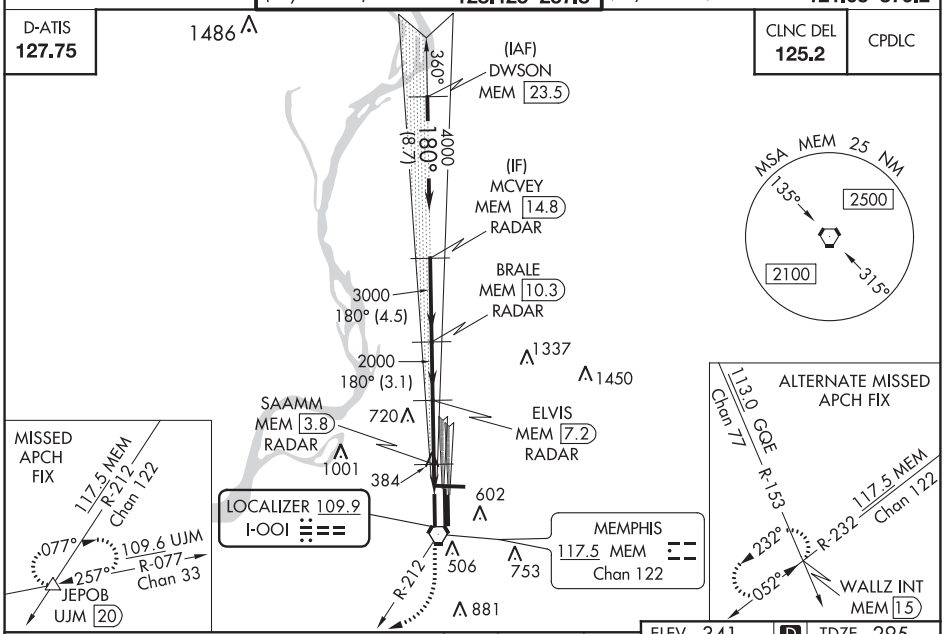
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

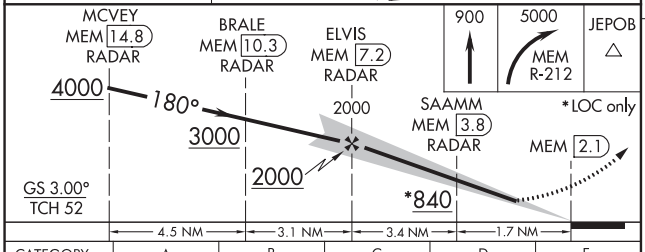
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

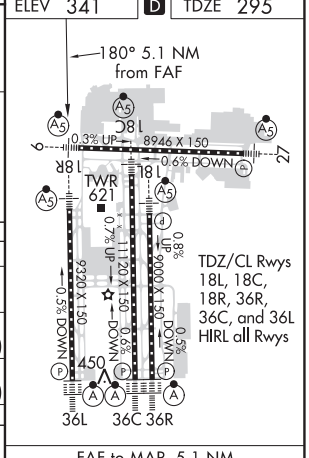
D-ATIS 127.75

CLNC DEL 125.2

CPDLC




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18R | 495/18 200 (200-½) | | | | 495/24 200 (200-½) |
| S-LOC 18R | 840/24 545 (500-½) | | 840/50 545 (500-1) | 840/60 545 (500-1¼) | 840-1½ 545 (500-1½) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |
| SAAMM FIX MINIMUMS (DME OR RADAR REQUIRED) | | | | | |
| S-LOC 18R | 700/24 405 (400-½) | | 700/40 405 (400-¾) | | 700/50 405 (400-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |

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

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# ILS or LOC RWY 27
## MEMPHIS INTL (MEM)

| LOC I-JIM | APP CRS | Rwy ldg | 8946 |
|---|---|---|---|
| 108.7 | 273° | TDZE | 292 |
| | | Apt Elev | 341 |

For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1¼ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

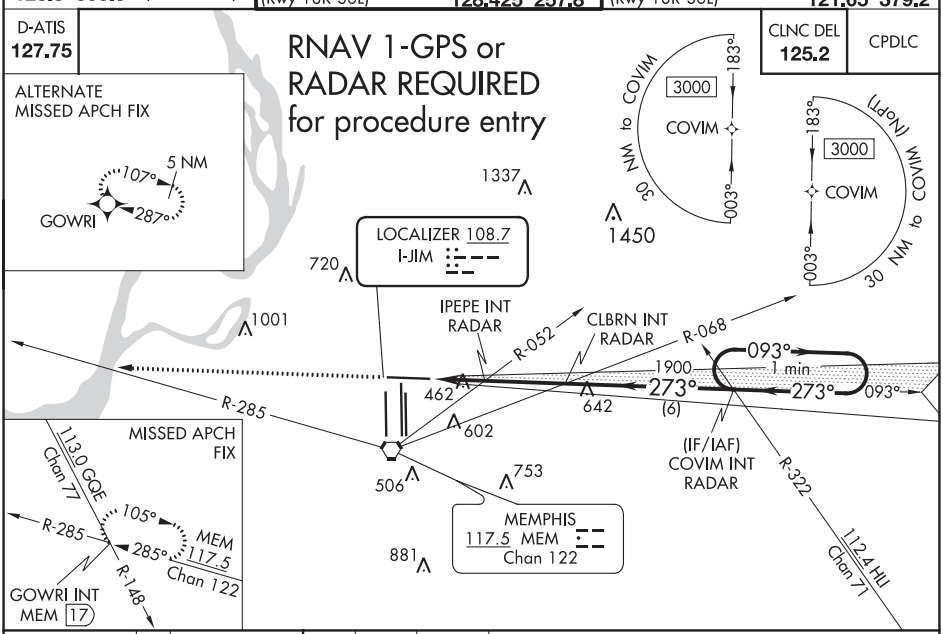
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

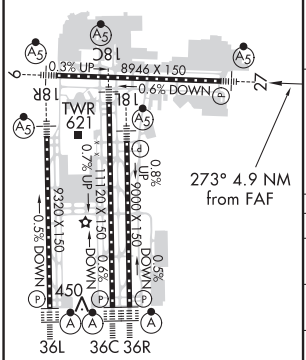
D-ATIS 127.75

CLNC DEL 125.2

CPDLC

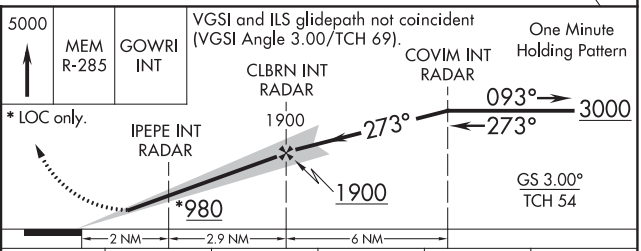



| ELEV | 341 | D | TDZE | 292 |
|---|---|---|---|---|




HIRL all Rwys
TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L

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




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 ** | 492/24 200 (200-½) | | | | |
| S-LOC 27 | 980/24 688 (700-½) | | 980-1½ 688 (700-1½) | | |
| C CIRCLING | 980-1 639 (700-1) | | 980-2 639 (700-2) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |
| IPEPE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED) | | | | | |
| S-LOC 27 | 720/24 428 (400-½) | | 720/40 428 (400-¾) | | |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |



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# ILS or LOC RWY 36C
MEMPHIS INTL (MEM)

| LOC/DME I-TSE | APP CRS | Rwy ldg | 10715 |
|---|---|---|---|
| 110.5 | 360° | TDZE | 341 |
| Chan 42 | | Apt Elev | 341 |

For inoperative ALS, increase S-ILS 36C Cat E visibility to RVR 4000 and S-LOC 36C Cat C/D/E visibility to RVR 6000. DME or RADAR required. Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

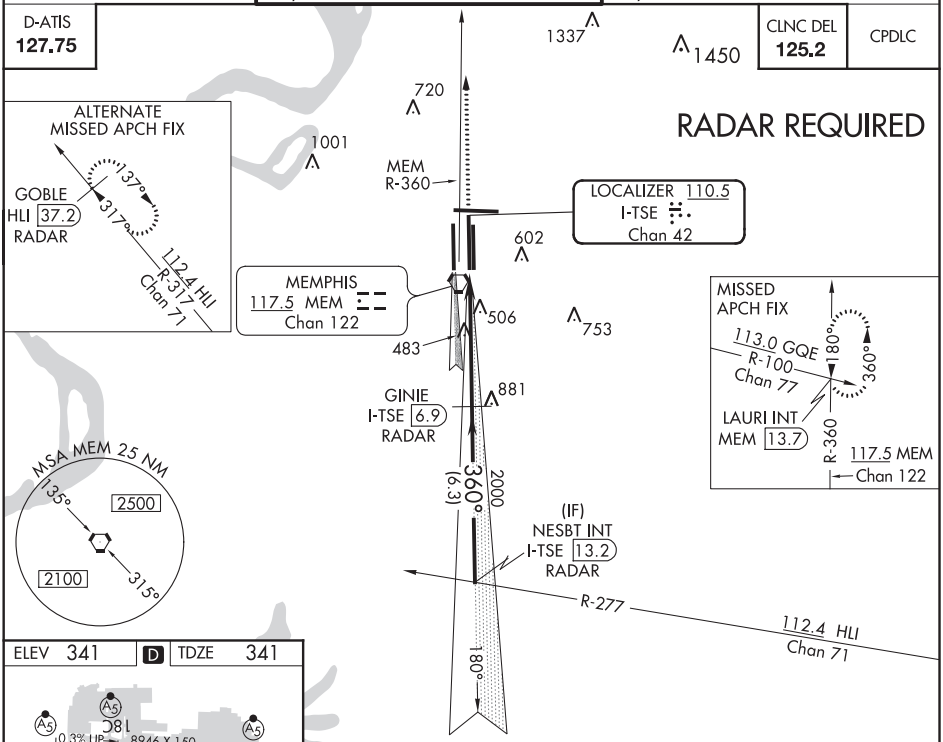
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

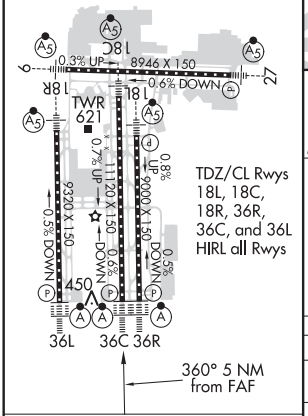
D-ATIS 127.75

CLNC DEL 125.2

CPDLC




ELEV 341 | D | TDZE 341

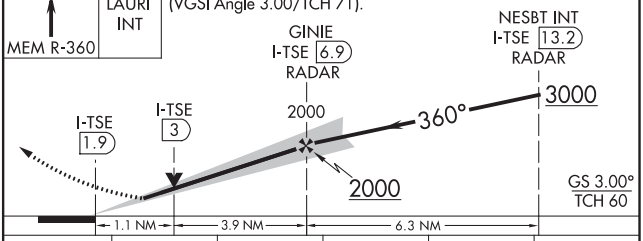



TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

3000 MEM R-360 | LAURI INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36C | 541/18 200 (200-½) | | | | 541/24 200 (200-½) |
| S-LOC 36C | 760/24 419 (500-½) | | 760/40 419 (500-¾) | | 760/50 419(500-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |



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# ILS or LOC RWY 36L

MEMPHIS INTL (MEM)

| LOC/DME I-OHN | APP CRS | Rwy ldg | 9320 |
|---|---|---|---|
| 108.9 | 360° | TDZE | 321 |
| Chan 26 | | Apt Elev | 341 |

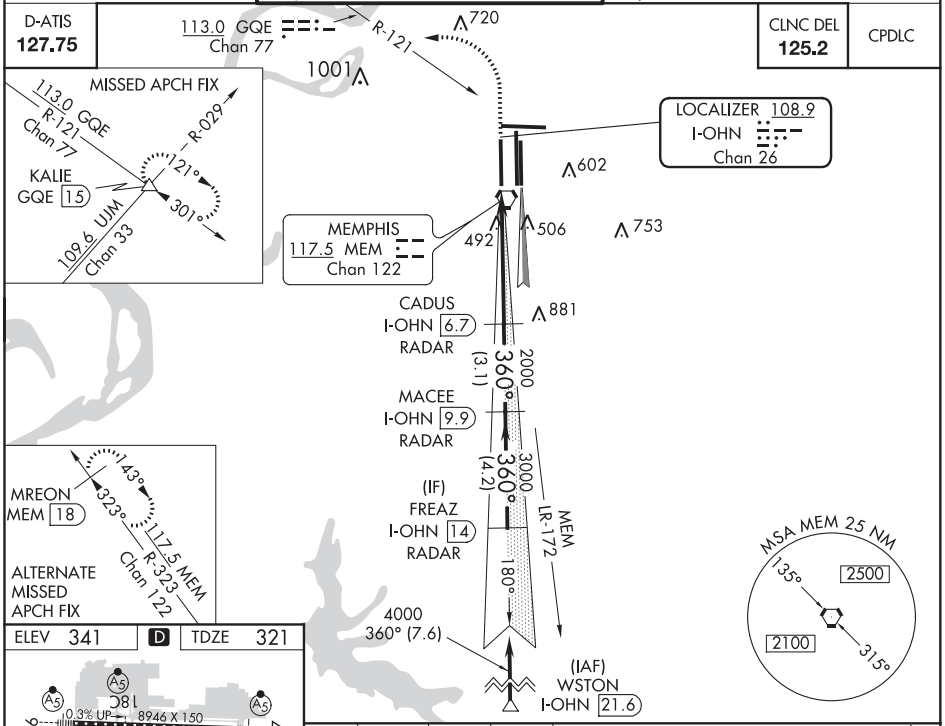
Simultaneous approach authorized with Rwy 36C/R. For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1½. DME or RADAR required.

ALSF-2

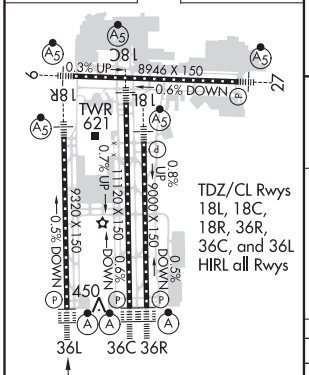
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | | MEMPHIS TOWER | | | GND CON | | |
|---|---|---|---|---|---|---|---|---|
| 119.1 | 291.6 | (176°-355°) | (Rwy 9-27) | 118.3 | 257.8 | (Rwy 9-27) | 121.0 | 379.2 |
| 125.8 | 338.3 | (356°-175°) | (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 | (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| | | | (Rwy 18R-36L) | 128.425 | 257.8 | (Rwy 18R-36L) | 121.65 | 379.2 |

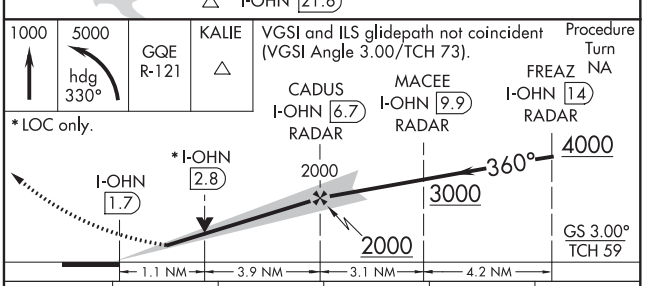
D-ATIS 127.75 | CLNC DEL 125.2 | CPDLC




ELEV 341 | D | TDZE 321




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36L | 521/18 200 (200-½) | | | | 521/24 200 (200-½) |
| S-LOC 36L | 760/24 439 (500-½) | | 760/40 439 (500-¾) | 760/50 439 (500-1) | |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |

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MEMPHIS, TENNESSEE

AL-253 (FAA)

20142

# ILS or LOC RWY 36R

MEMPHIS INTL (MEM)

| LOC/DME I-MYO | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.35 | 360° | TDZE | 335 |
| Chan 50 (Y) | | Apt Elev | 341 |

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1½. Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

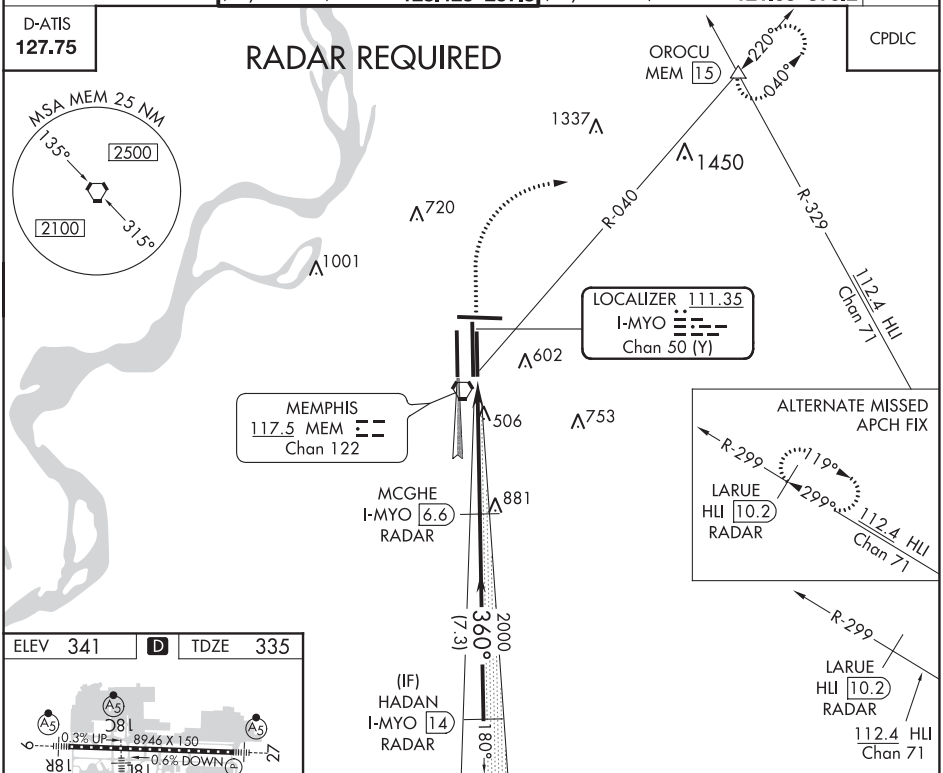
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | MEMPHIS TOWER | | | GND CON | | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| 119.1 | 291.6 (176°-355°) | (Rwy 9-27) | 118.3 | 257.8 | (Rwy 9-27) | 121.0 | 379.2 | 125.2 |
| 125.8 | 338.3 (356°-175°) | (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 | (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 | |
| | | (Rwy 18R-36L) | 128.425 | 257.8 | (Rwy 18R-36L) | 121.65 | 379.2 | |

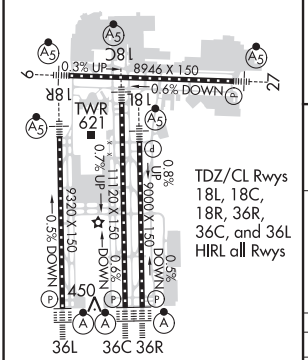
D-ATIS 127.75

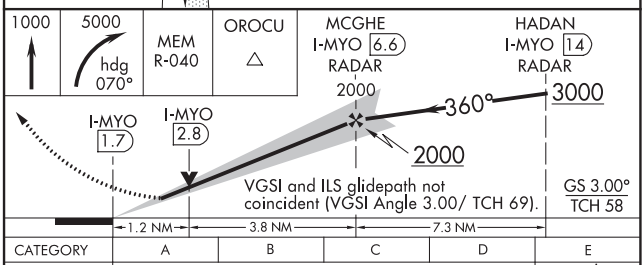
CPDLC

RADAR REQUIRED




ELEV 341 | D | TDZE 335




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36R | 535/18 200 (200-½) | | | | 535/24 200 (200-½) |
| S-LOC 36R | 760/24 425 (500-½) | | 760/40 425 (500-¾) | | 760/50 425 (500-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) | 1140-2¾ 799 (800-2¾) |



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# ILS RWY 36C (CAT II & III)
MEMPHIS INTL (MEM)

| LOC/DME I-TSE | APP CRS | Rwy ldg | 10715 |
|---|---|---|---|
| 110.5 | 360° | TDZE | 341 |
| Chan 42 | | Apt Elev | 341 |

DME or RADAR required.
Simultaneous approach authorized with Rwy 36L.

ALSF-2

MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

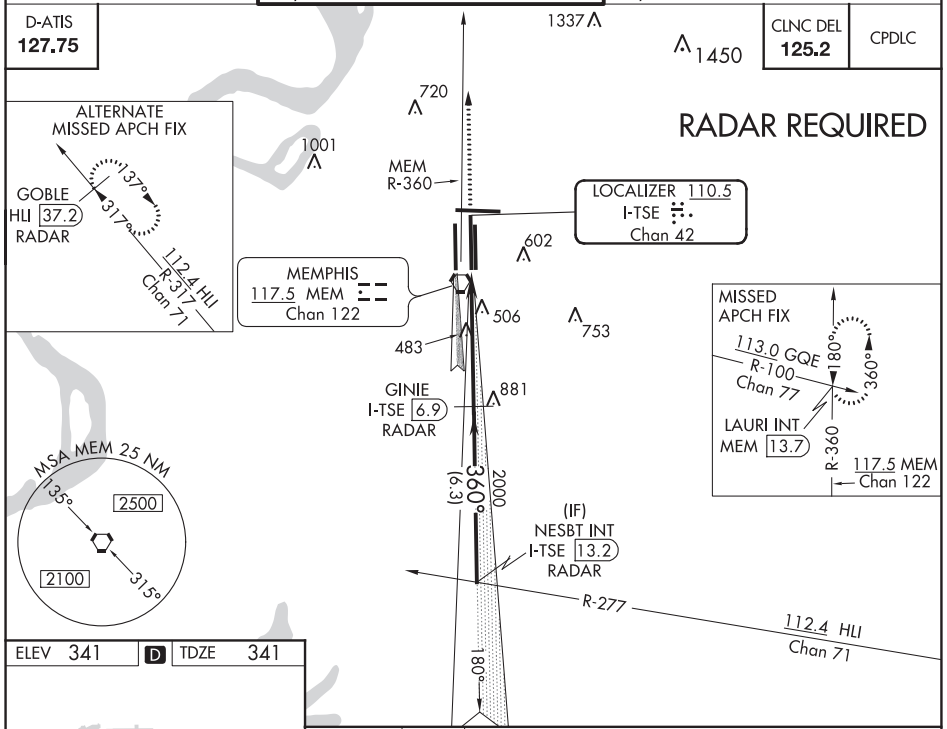
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

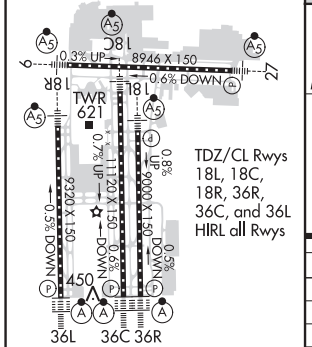
D-ATIS 127.75

CLNC DEL 125.2

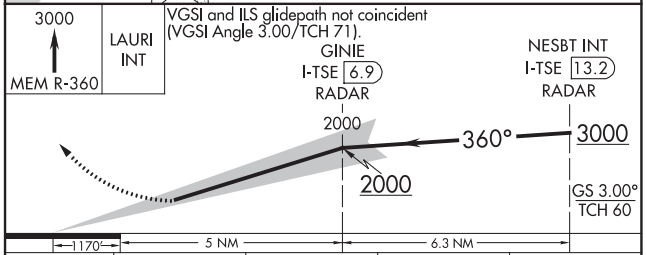
CPDLC




ELEV 341 | D | TDZE 341




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36C | CAT II RA 118/12 | | 100 DA 441 | |
| S-ILS 36C | CAT IIIa | | RVR 07 | |
| S-ILS 36C | CAT IIIb | | RVR 03 | |
| S-ILS 36C | CAT IIIc | | NA | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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MEMPHIS, TENNESSEE

AL-253 (FAA)

20142

# ILS RWY 36L (CAT II & III)

MEMPHIS INTL (MEM)

| LOC/DME I-OHN | APP CRS | Rwy ldg | 9320 |
|---|---|---|---|
| 108.9 | 360° | TDZE | 321 |
| Chan 26 | | Apt Elev | 341 |

Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.

ALSF-2

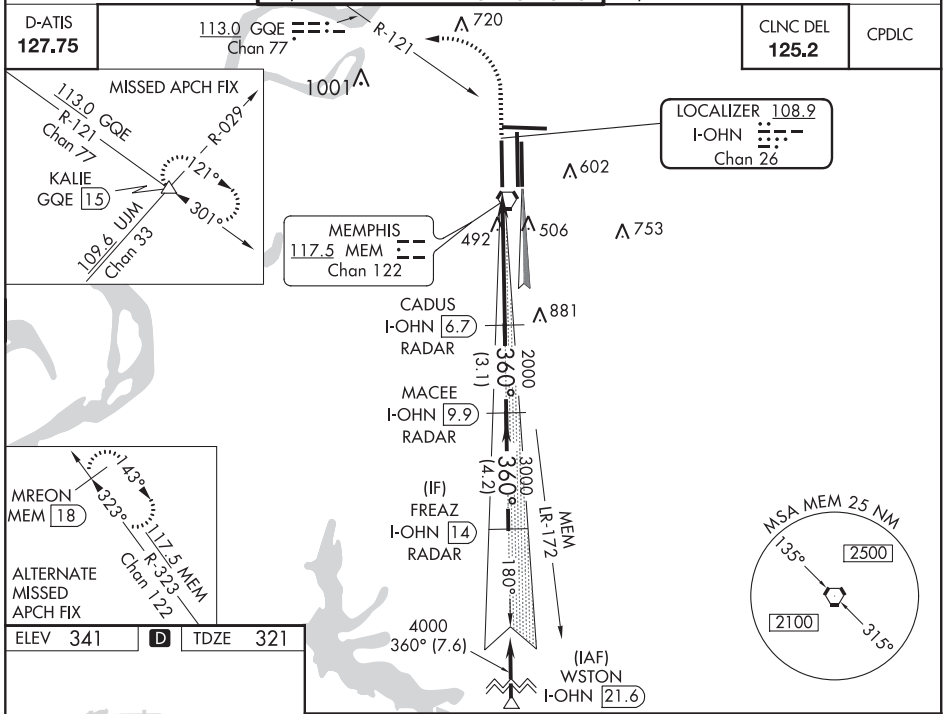
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | | MEMPHIS TOWER | | | GND CON | | |
|---|---|---|---|---|---|---|---|---|
| 119.1 | 291.6 | (176°-355°) | (Rwy 9-27) | 118.3 | 257.8 | (Rwy 9-27) | 121.0 | 379.2 |
| 125.8 | 338.3 | (356°-175°) | (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 | (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| | | | (Rwy 18R-36L) | 128.425 | 257.8 | (Rwy 18R-36L) | 121.65 | 379.2 |

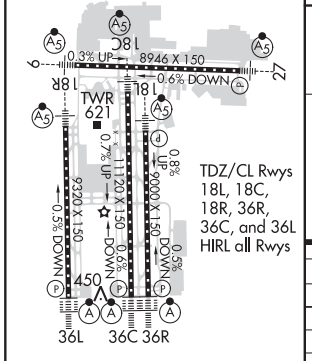
D-ATIS 127.75

CLNC DEL 125.2

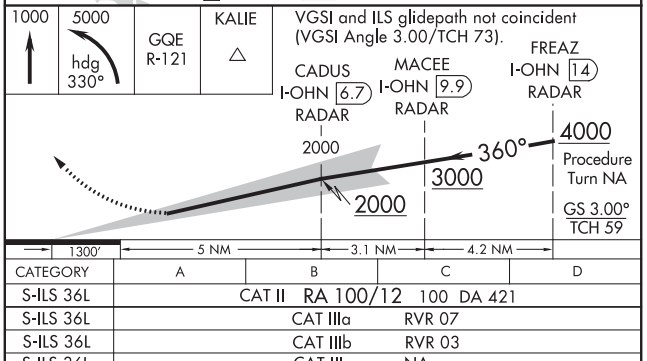
CPDLC




| ELEV 341 | D | TDZE 321 |
|---|---|---|




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | CAT II RA 100/12 100 DA 421 | | | |
| S-ILS 36L | CAT IIIa RVR 07 | | | |
| S-ILS 36L | CAT IIIb RVR 03 | | | |
| S-ILS 36L | CAT IIIc NA | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

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| LOC/DME I-MYO | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 111.35 | 360° | TDZE | 335 |
| Chan 50 (Y) | | Apt Elev | 341 |

20142

# ILS RWY 36R (CAT II & III)

MEMPHIS INTL (MEM)

T A Simultaneous approach authorized with Rwy 36L. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

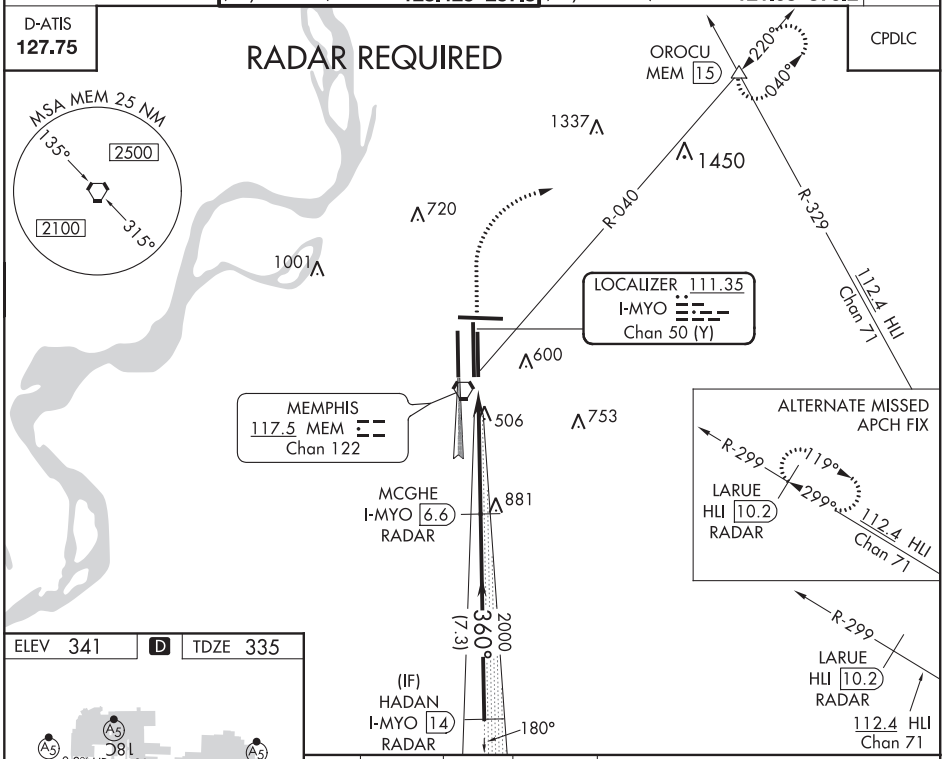
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

CLNC DEL 125.2

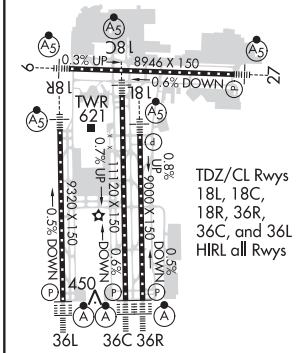
D-ATIS 127.75

CPDLC

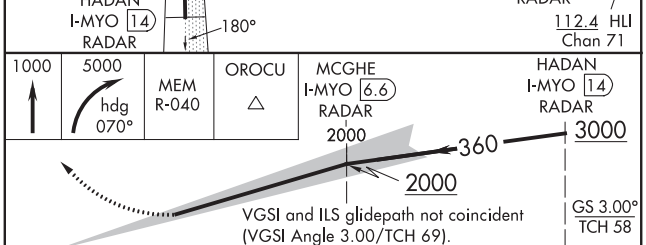
RADAR REQUIRED




ELEV 341 D TDZE 335




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | CAT II RA 109/12 100 DA 435 | | | |
| S-ILS 36R | CAT IIIa RVR07 | | | |
| S-ILS 36R | CAT IIIb RVR03 | | | |
| S-ILS 36R | CAT IIIc NA | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



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

MEMPHIS, TENNESSEE AL-253 (FAA) 20030

# RNAV (RNP) X RWY 18L

MEMPHIS INTL (MEM)

| APP CRS | Rwy ldg | 9000 |
|---|---|---|
| 180° | TDZE | 301 |
| | Apt Elev | 341 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118 °F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to DEEWY and on track 180° to FEYAM left turn on track 153° to KEEZE and hold, continue climb-in-hold to 5000.

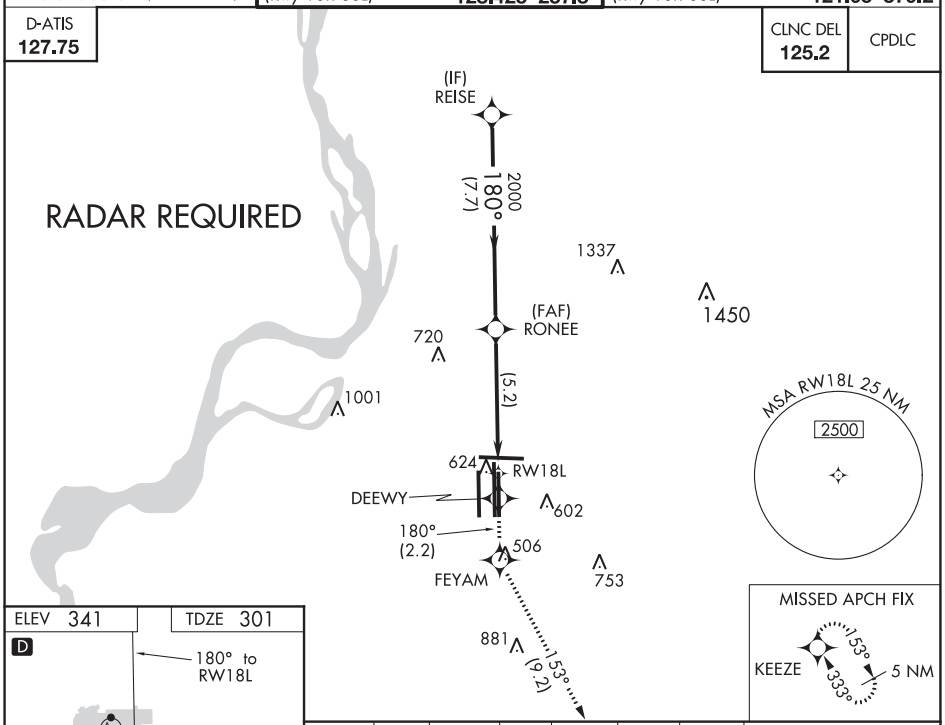
| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

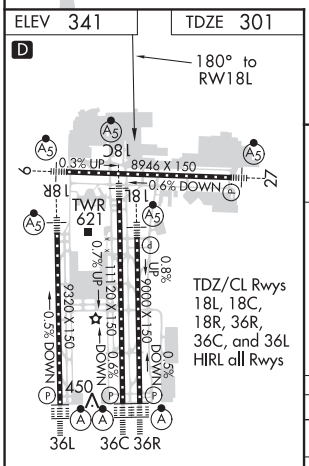
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

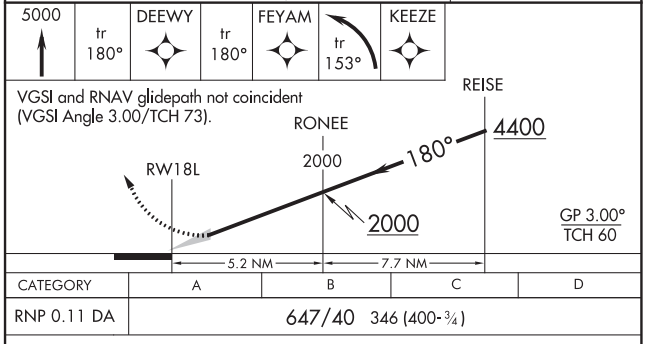
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

CLNC DEL 125.2 CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 647/40 346 (400-¾) | | | |

AUTHORIZATION REQUIRED



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

# RNAV (RNP) X RWY 18R

MEMPHIS INTL (MEM)

| APP CRS | Rwy ldg | 9320 |
|---|---|---|
| 180° | TDZE | 295 |
| | Apt Elev | 341 |

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR and on track 223° to JEPOB and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) |
| 125.8 338.3 | (356°-175°) |

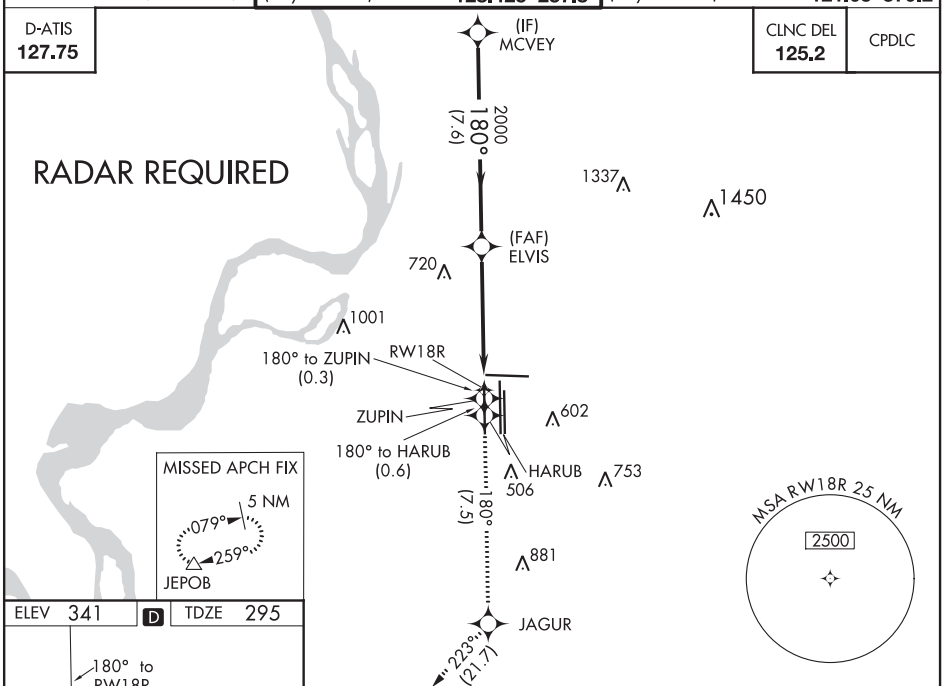
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

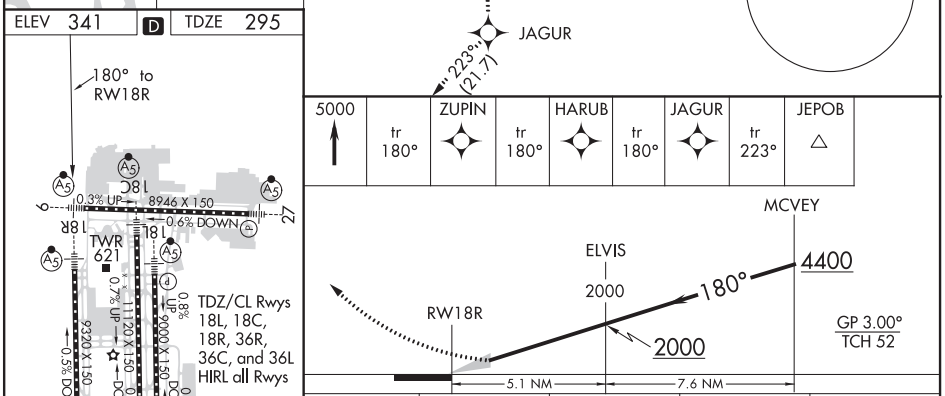
CLNC DEL 125.2

CPDLC




| 5000 | tr 180° | ZUPIN | tr 180° | HARUB | tr 180° | JAGUR | tr 223° | JEPOB |
|---|---|---|---|---|---|---|---|---|

ELEV 341 D TDZE 295




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | 737/45 442 (400-⅞) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

| APP CRS | Rwy ldg | 11120 |
|---|---|---|
| 180° | TDZE | 290 |
| | Apt Elev | 341 |

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30* all Cats visibility to 1¼ SM and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) |
| 125.8 338.3 | (356°-175°) |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

(IF) LAURI

180° 2000 (6.1)

1337

1450

(FAF) JALDO

720

180° (5.2)

1001

RW18C

602

506

753

180° (7)

CEDEN

881

137° (6.4)

MSA RW18C 25 NM

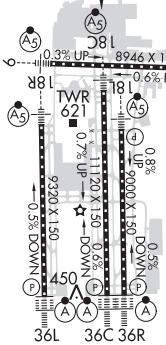
2500

MISSED APCH FIX

KEEZE 153° 333° 5 NM

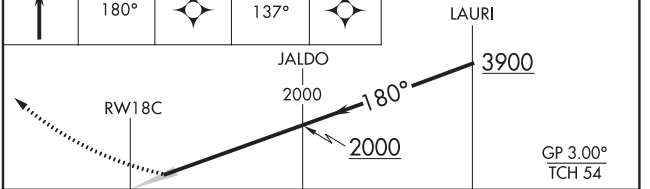
ELEV 341 D TDZE 290

180° to RW18C




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

| 5000 | tr 180° | CEDEN | tr 137° | KEEZE |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 655/35 365 (400-⅝) | | | |
| RNP 0.30 DA | 747/54 457 (500-1) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

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| APP CRS | Rwy ldg | 9000 |
|---|---|---|
| 180° | TDZE | 301 |
| | Apt Elev | 341 |

# RNAV (RNP) Y RWY 18L
## MEMPHIS INTL (MEM)

T For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to PENLE and on track 136°to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

CLNC DEL 125.2

CPDLC

RADAR REQUIRED

(IF) REISE

180° (7.7) 2000

1337

1450

720

(FAF) RONEE

(5.2)

1001

MSA RW18L 25 NM

2500

RW18L

602

506

753

180° (7)

881

PENLE

136° (6.1)

MISSED APCH FIX

KEEZE

153°

333°

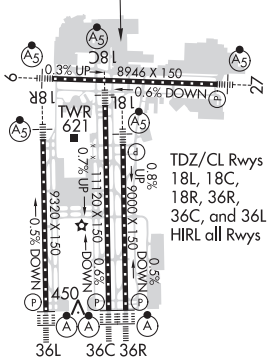
5 NM

ELEV 341

TDZE 301

D

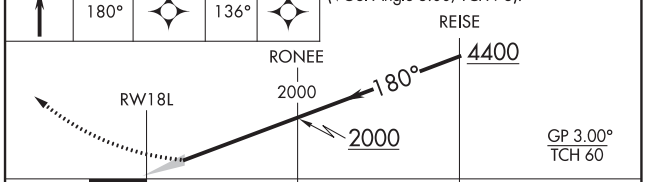
180° to RW18L




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

| 5000 | tr 180° | PENLE | tr 136° | KEEZE |
|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA* | 698/50 397 (400-1) | | | |
| RNP 0.30 DA | 791/60 490 (500-1¼) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

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MEMPHIS, TENNESSEE AL-253 (FAA) 20030

# RNAV (RNP) Y RWY 18R

MEMPHIS INTL (MEM)

| APP CRS | Rwy ldg | 9320 |
|---|---|---|
| 180° | TDZE | 295 |
| | Apt Elev | 341 |

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

MALSR

MISSED APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

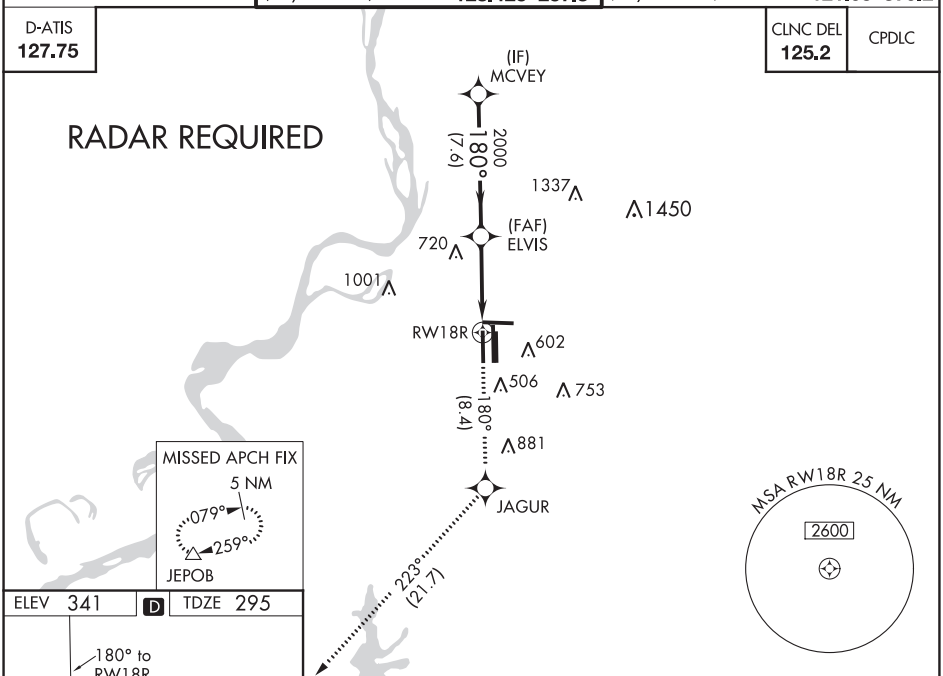
| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

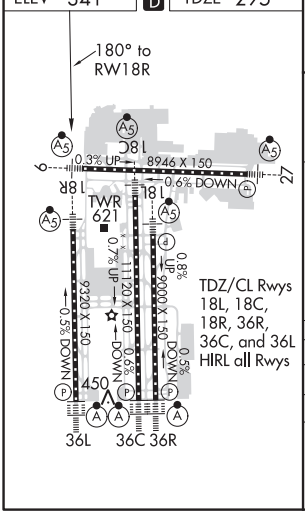
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

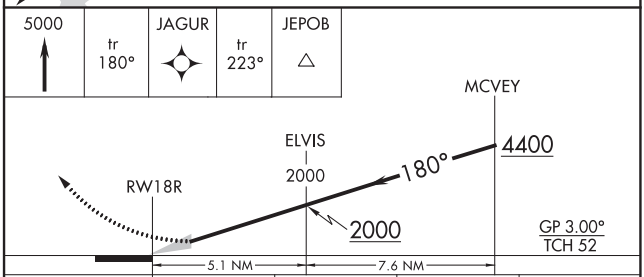
D-ATIS 127.75

CLNC DEL 125.2 CPDLC




ELEV 341 D TDZE 295




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.19 DA* | 645/40 350 (400-¾) | | | |
| RNP 0.30 DA | 771/60 476 (500-1¼) | | | |

AUTHORIZATION REQUIRED

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

MEMPHIS, TENNESSEE
Orig-E 29MAR18

35°03'N-89°59'W

MEMPHIS INTL (MEM)

RNAV (RNP) Y RWY 18R

# RNAV (GPS) RWY 9
## MEMPHIS INTL (MEM)

| WAAS CH 63106 W09A | APP CRS 093° | Rwy ldg 8946 TDZE 259 Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) | |
| 125.8 338.3 | (356°-175°) | |

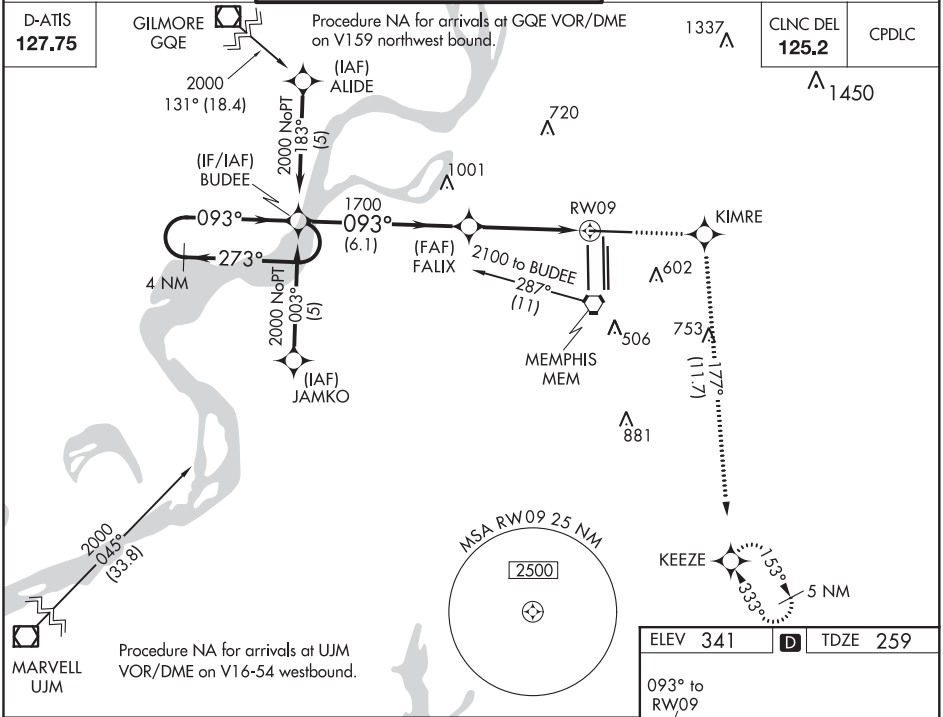
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

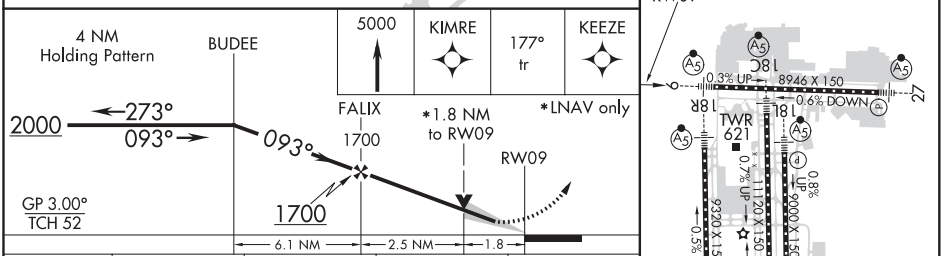
D-ATIS 127.75

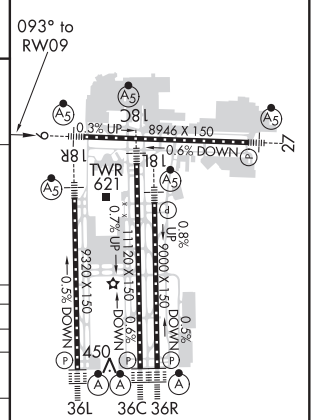
CLNC DEL 125.2

CPDLC




ELEV 341 | D | TDZE 259




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 557/24 298 (300-½) | | | |
| LNAV/VNAV DA | 782/60 523 (500-1¼) | | | |
| LNAV MDA | 880/24 621 (600-½) | | 880/60 621 (600-1¼) | 880-1½ 621 (600-1½) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |



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SE-1, 25 FEB 2021 to 22 APR 2021

MEMPHIS, TENNESSEE

AL-253 (FAA)

20030

# RNAV (GPS) RWY 27

## MEMPHIS INTL (MEM)

| WAAS CH 93607 W27A | APP CRS 273° | Rwy ldg 8946<br>TDZE 292<br>Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LNAV Cat C and D visibility to 1⅜ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 | 291.6 | (176°-355°) |
| 125.8 | 338.3 | (356°-175°) |

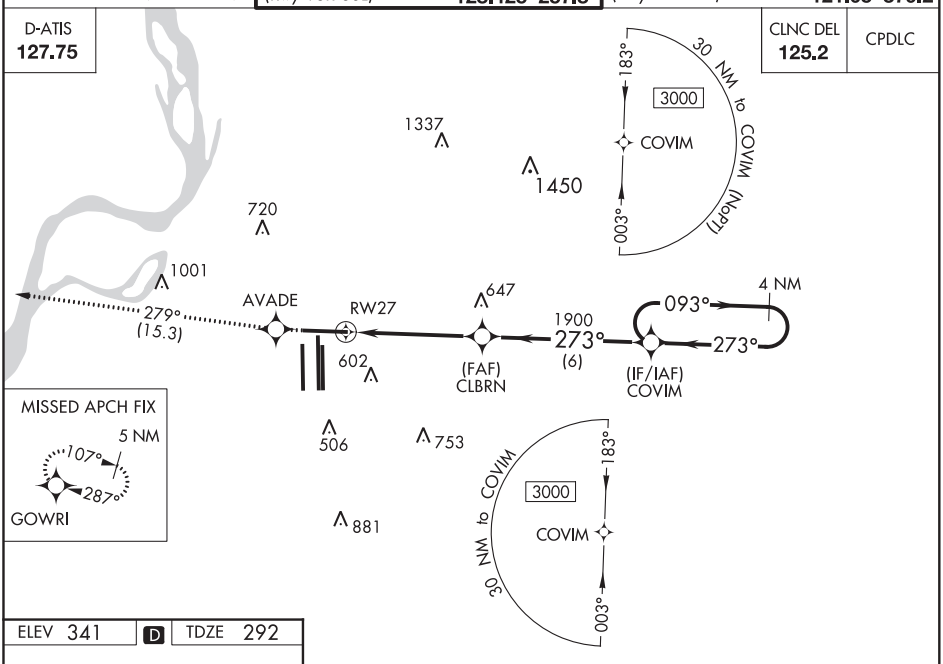
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

CLNC DEL 125.2

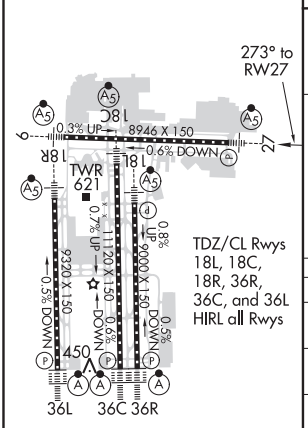
CPDLC




MISSED APCH FIX




ELEV 341 | D | TDZE 292



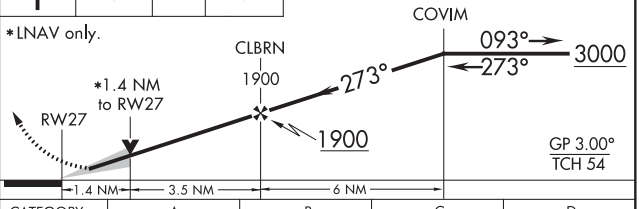

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

| 5000 | AVADE | tr 279° | GOWRI |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

4 NM Holding Pattern

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 492/24 200 (200-½) | | | |
| LNAV/VNAV DA | 745/50 453 (500-1) | | | |
| LNAV MDA | 800/24 508 (500-½) | | 800/55 508 (500-1) | |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |



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# RNAV (GPS) RWY 36C
## MEMPHIS INTL (MEM)

| WAAS CH 40407 W36B | APP CRS 360° | Rwy ldg 10715<br>TDZE 341<br>Apt Elev 341 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct LAURI and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) |
| 125.8 338.3 | (356°-175°) |

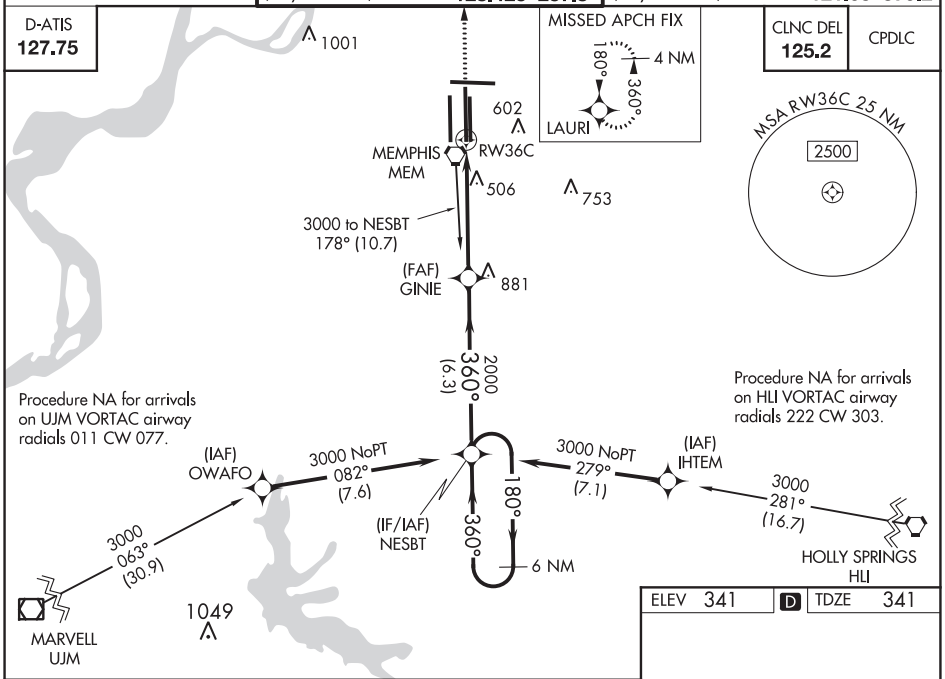
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

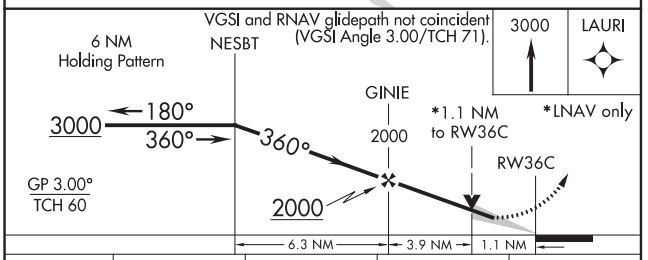
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

CLNC DEL 125.2

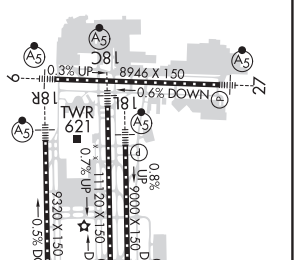
CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 665/24 324 (400-½) | | | |
| LNAV/VNAV DA | 765/50 424 (500-1) | | | |
| LNAV MDA | 760/24 419 (500-½) | | 760/40 419 (500-¾) | 760/50 419 (500-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |

ELEV 341 D TDZE 341




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

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# RNAV (GPS) RWY 36L
## MEMPHIS INTL(MEM)

| WAAS CH 65907 W36A | APP CRS 360° | Rwy ldg 9320 TDZE 321 Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

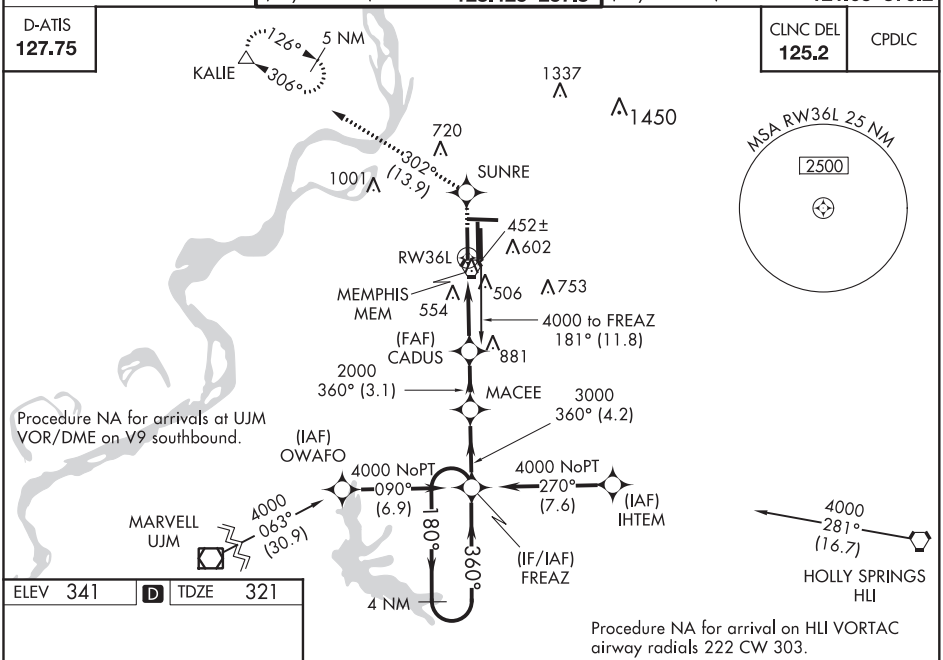
| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) | |
| 125.8 338.3 | (356°-175°) | |

| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

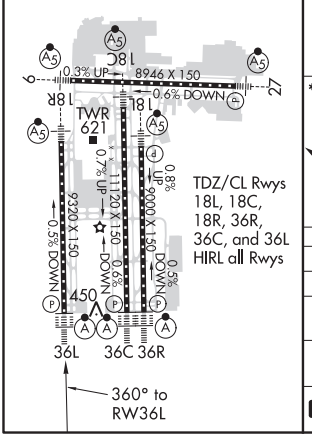
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

D-ATIS 127.75

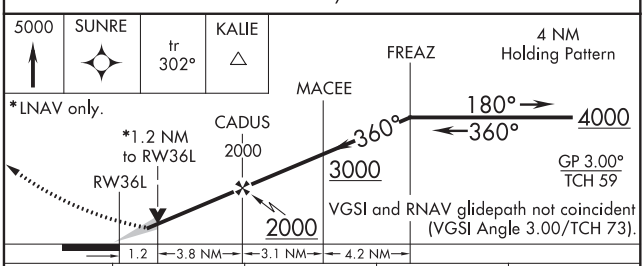
CLNC DEL 125.2 CPDLC




ELEV 341 | D | TDZE 321




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 673/40 352 (400-¾) | | | |
| LNAV/VNAV DA | 760/50 439 (500-1) | | | |
| LNAV MDA | 780/24 459 (500-½) | | 780/40 459 (500-¾) | 780/50 459 (500-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |

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| WAAS CH 49107 W36D | APP CRS 360° | Rwy ldg 9000<br>TDZE 335<br>Apt Elev 341 |
|---|---|---|

# RNAV (GPS) RWY 36R
## MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) |
| 125.8 338.3 | (356°-175°) |

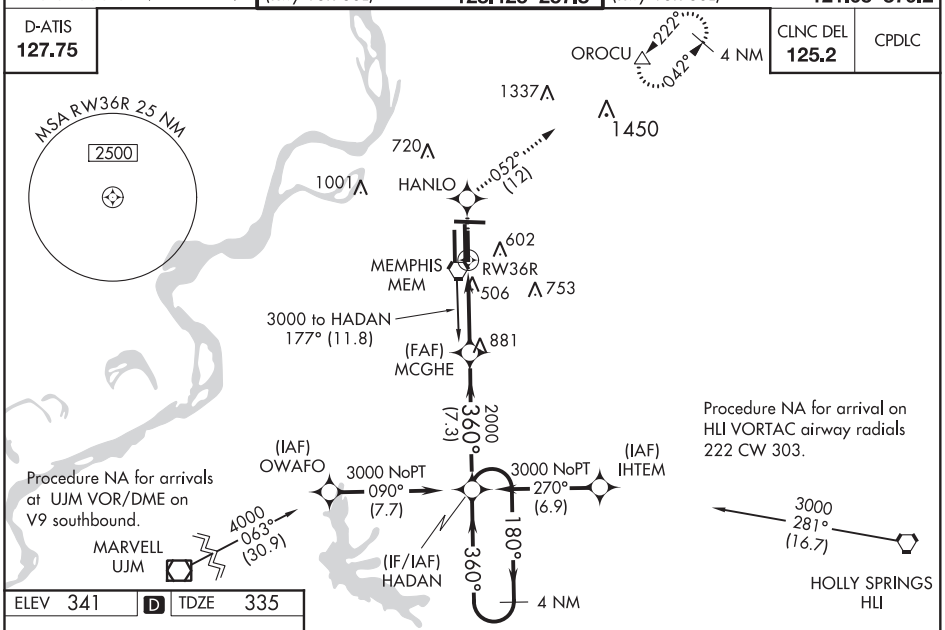
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

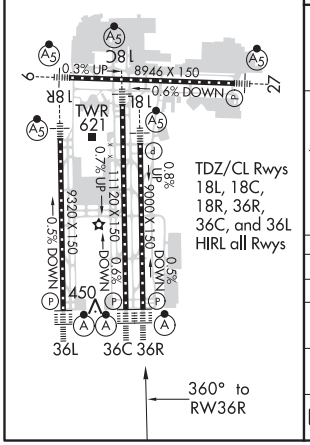
D-ATIS 127.75

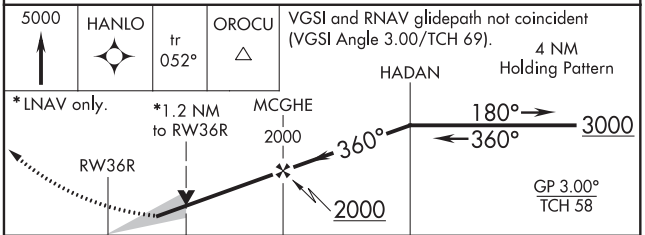
CLNC DEL 125.2

CPDLC




ELEV 341 | D | TDZE 335




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 639/24 304 (300-½) | | | |
| LNAV/VNAV DA | 763/50 428 (500-1) | | | |
| LNAV MDA | 760/24 425 (500-½) | | 760/40 425 (500-¾) | 760/50 425 (500-1) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |

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# RNAV (GPS) Z RWY 18C
## MEMPHIS INTL (MEM)

| WAAS CH 97507 W18D | APP CRS 180° | Rwy ldg 11120<br>TDZE 290<br>Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.

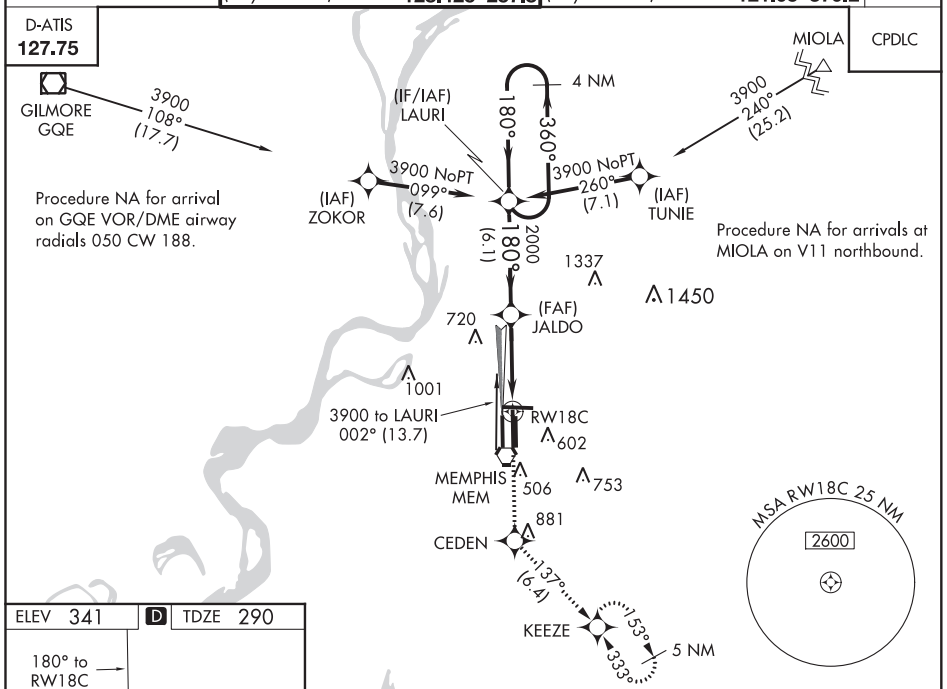
MALSR

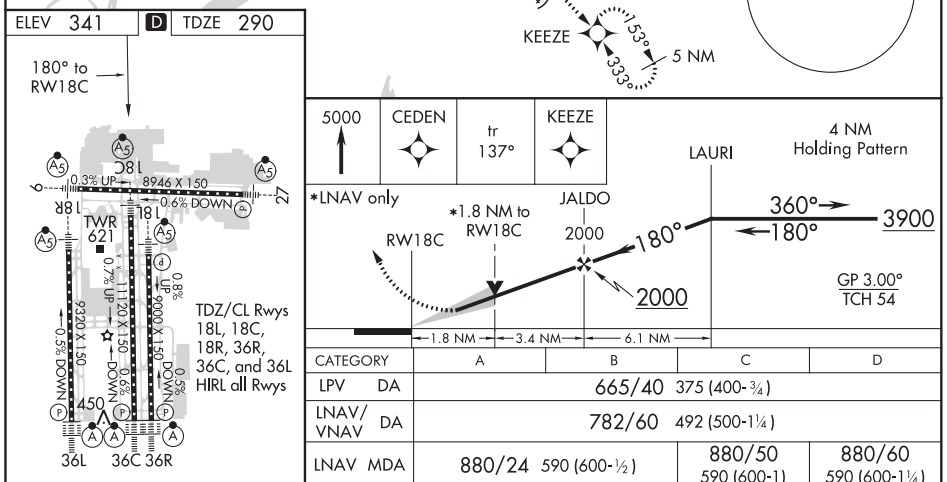
MISSED APPROACH: Climb to 5000 direct CEDEN and on track 137° to KEEZE and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | MEMPHIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|
| 119.1 291.6 (176°-355°)<br>125.8 338.3 (356°-175°) | (Rwy 9-27) 118.3 257.8<br>(Rwys 18C-36C, 18L-36R) 119.7 257.8<br>(Rwy 18R-36L) 128.425 257.8 | (Rwy 9-27) 121.0 379.2<br>(Rwys 18C-36C, 18L-36R) 121.9 379.2<br>(Rwy 18R-36L) 121.65 379.2 | 125.2 |

D-ATIS 127.75

CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 665/40 375 (400-¾) | | | |
| LNAV/VNAV DA | 782/60 492 (500-1¼) | | | |
| LNAV MDA | 880/24 590 (600-½) | | 880/50 590 (600-1) | 880/60 590 (600-1¼) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |

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# RNAV (GPS) Z RWY 18L
## MEMPHIS INTL (MEM)

| WAAS CH 53307 W18B | APP CRS 180° | Rwy ldg 9000<br>TDZE 301<br>Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized.
DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations.
Use of FD or AP required during simultaneous operations.
For inop ALS, increase LPV all Cats visibility to RVR 5000.

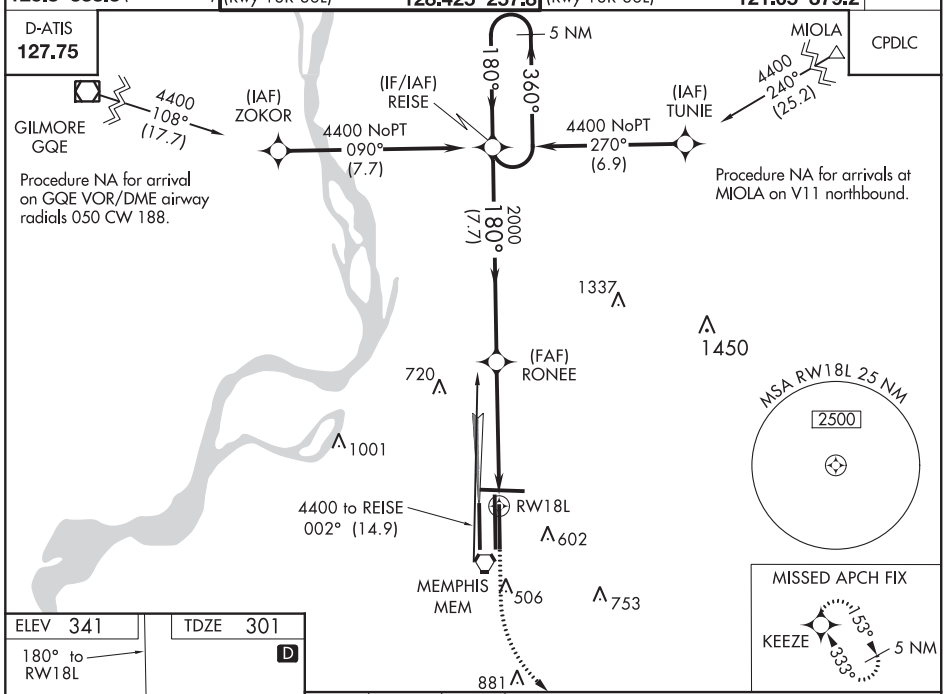
MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

| MEMPHIS APP CON | MEMPHIS TOWER | GND CON | CLNC DEL |
|---|---|---|---|
| 119.1 291.6 (176°-355°)<br>125.8 338.3 (356°-175°) | (Rwy 9-27) 118.3 257.8<br>(Rwys 18C-36C, 18L-36R) 119.7 257.8<br>(Rwy 18R-36L) 128.425 257.8 | (Rwy 9-27) 121.0 379.2<br>(Rwys 18C-36C, 18L-36R) 121.9 379.2<br>(Rwy 18R-36L) 121.65 379.2 | 125.2 |

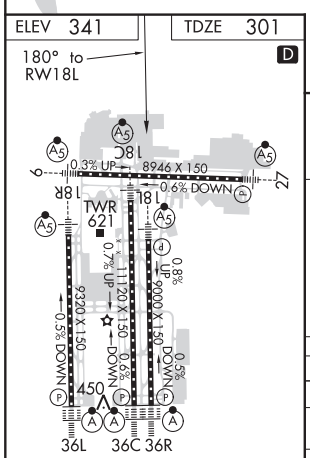
D-ATIS 127.75

CPDLC

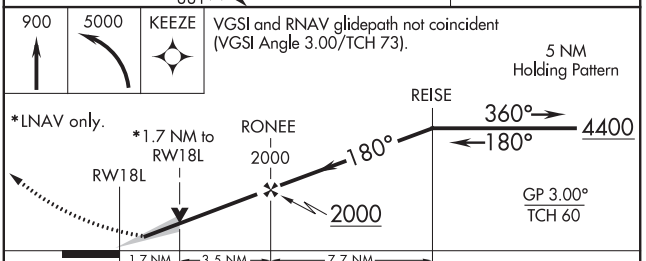



Procedure NA for arrival on GQE VOR/DME airway radials 050 CW 188.

Procedure NA for arrivals at MIOLA on V11 northbound.




TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all Rwys




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 557/18 256 (300-½) | | | |
| LNAV/VNAV DA | 874-1½ 573 (600-1½) | | | |
| LNAV MDA | 880/24 579 (600-½) | | 880/50 579 (600-1) | 880/60 579 (600-1¼) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |



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MEMPHIS, TENNESSEE — AL-253 (FAA) — 20030

# RNAV (GPS) Z RWY 18R

## MEMPHIS INTL (MEM)

| WAAS CH 56606 W18A | APP CRS 180° | Rwy ldg 9320<br>TDZE 295<br>Apt Elev 341 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 5000 direct to JEPOB and hold.

| MEMPHIS APP CON | | |
|---|---|---|
| 119.1 291.6 | (176°-355°) | |
| 125.8 338.3 | (356°-175°) | |

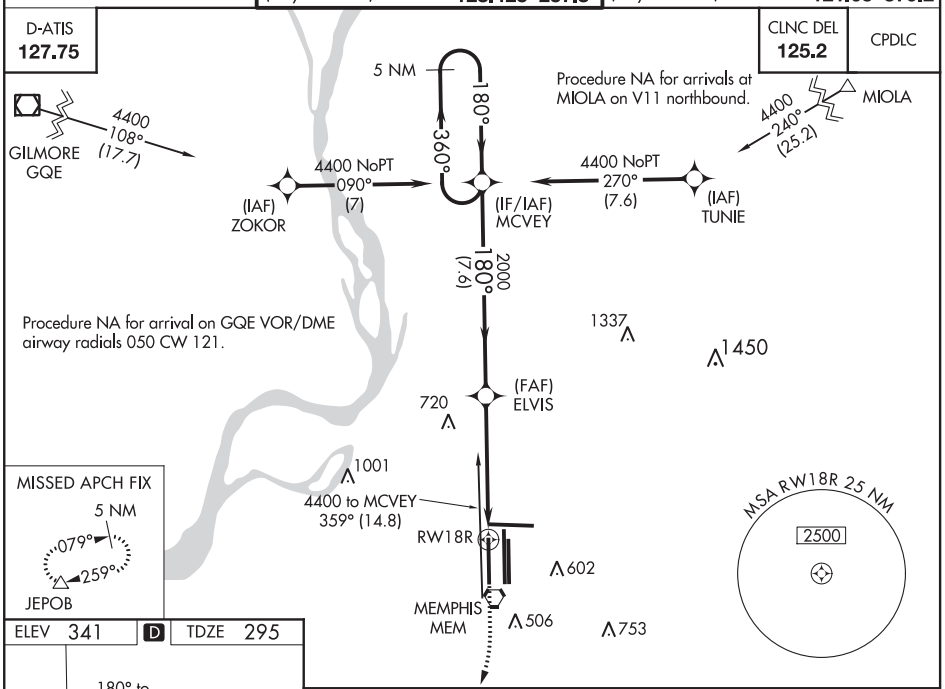
| MEMPHIS TOWER | | |
|---|---|---|
| (Rwy 9-27) | 118.3 | 257.8 |
| (Rwys 18C-36C, 18L-36R) | 119.7 | 257.8 |
| (Rwy 18R-36L) | 128.425 | 257.8 |

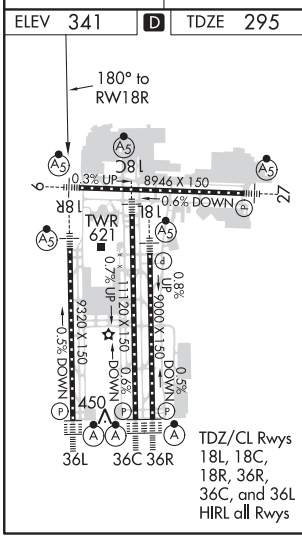
| GND CON | | |
|---|---|---|
| (Rwy 9-27) | 121.0 | 379.2 |
| (Rwys 18C-36C, 18L-36R) | 121.9 | 379.2 |
| (Rwy 18R-36L) | 121.65 | 379.2 |

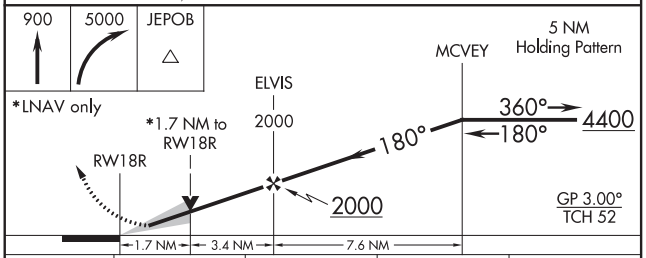
D-ATIS 127.75

CLNC DEL 125.2

CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 495/18 200 (200-½) | | | |
| LNAV/VNAV DA | 874-1½ 579 (600-1½) | | | |
| LNAV MDA | 880/24 585 (600-½) | | 880/50 585 (600-1) | 880/60 585 (600-1¼) |
| C CIRCLING | 940-1 599 (600-1) | | 940-1½ 599 (600-1½) | 1020-2¼ 679 (700-2¼) |

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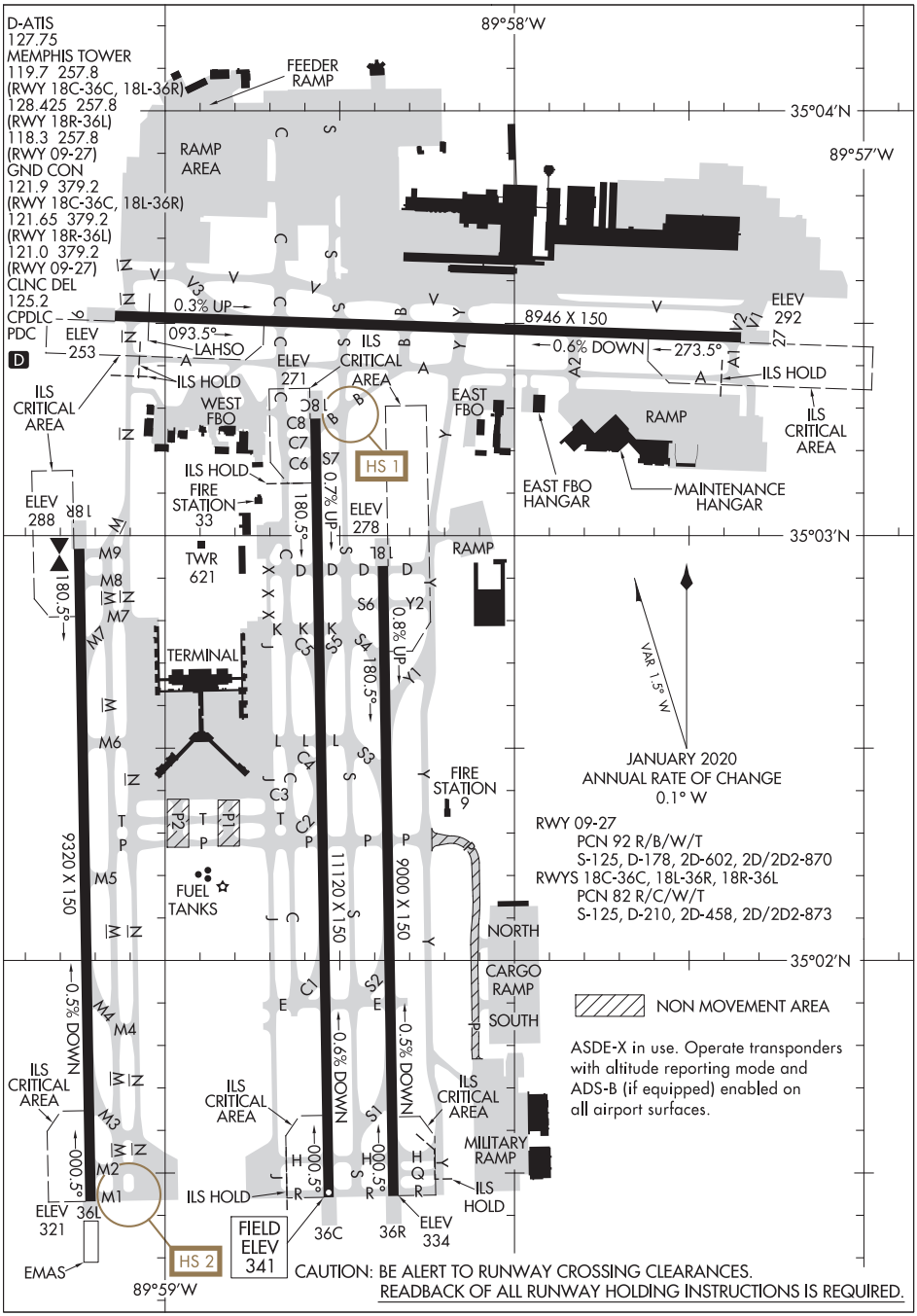




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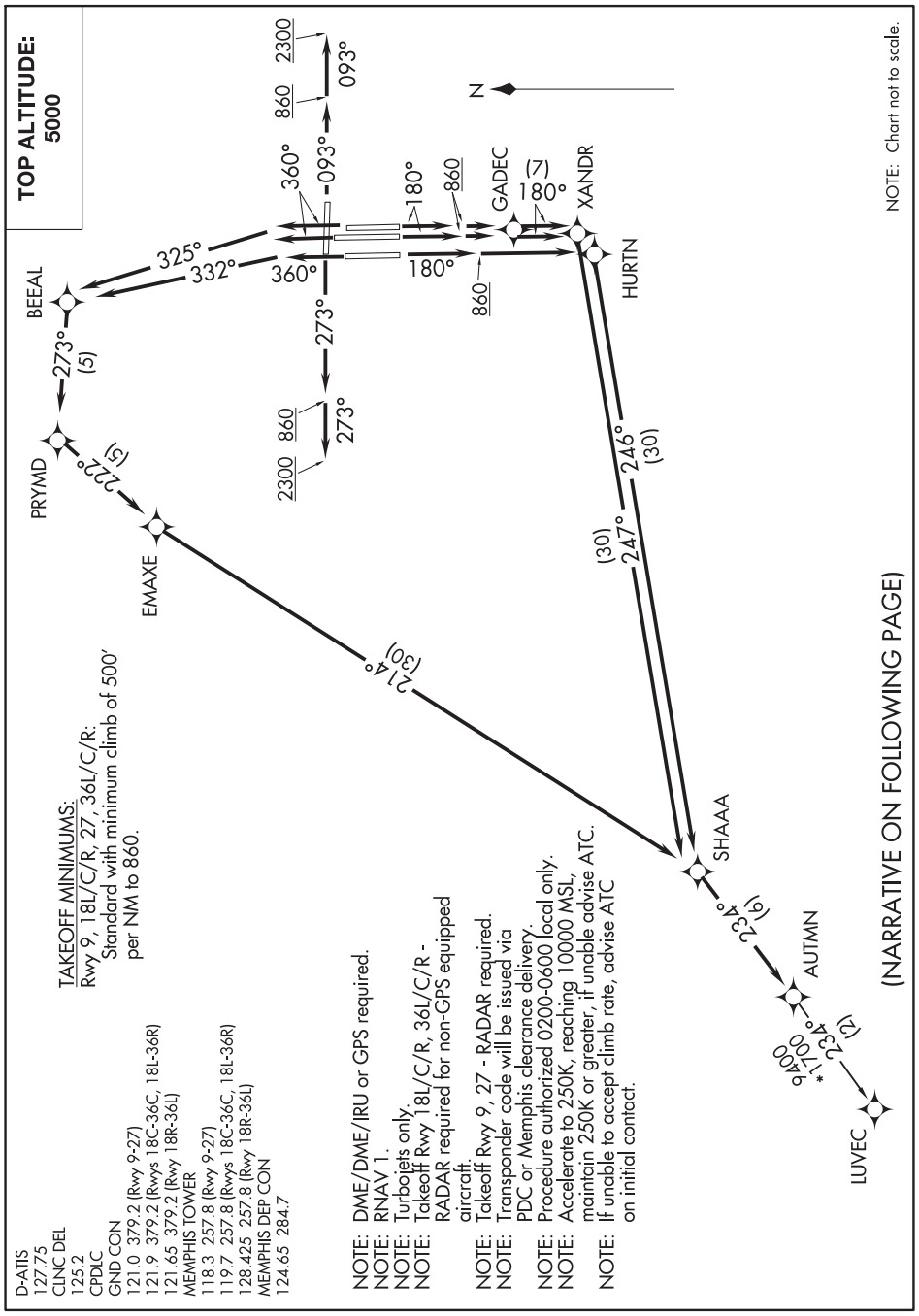
(AUTMN6.AUTMN) 20366 AL-253 (FAA)

# AUTMN SIX DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE






SE-1, 25 FEB 2021 to 22 APR 2021

AUTMN SIX DEPARTURE (RNAV)

(AUTMN6.AUTMN) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):

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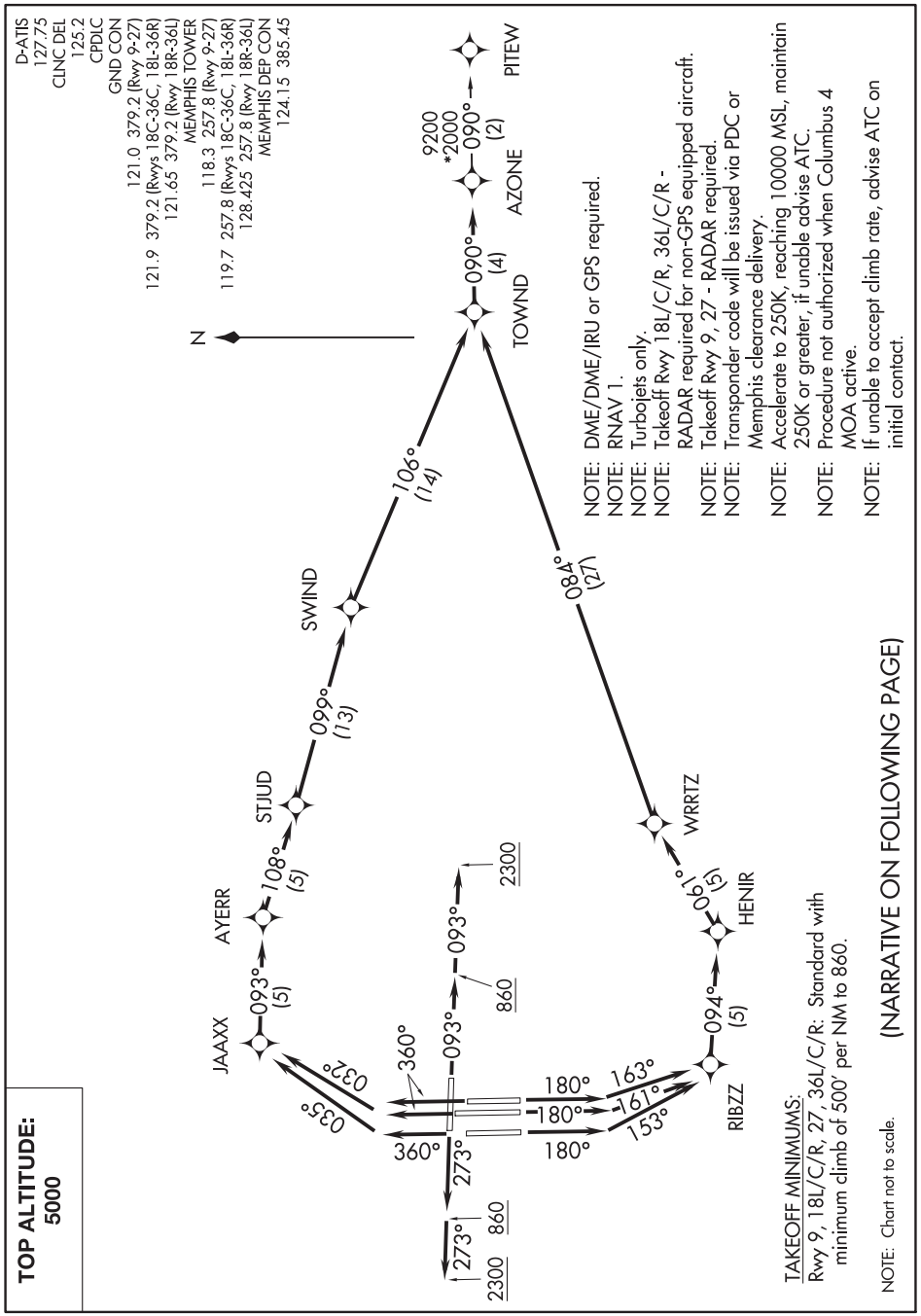
# AZONE SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093°or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):

SE-1, 25 FEB 2021 to 22 APR 2021
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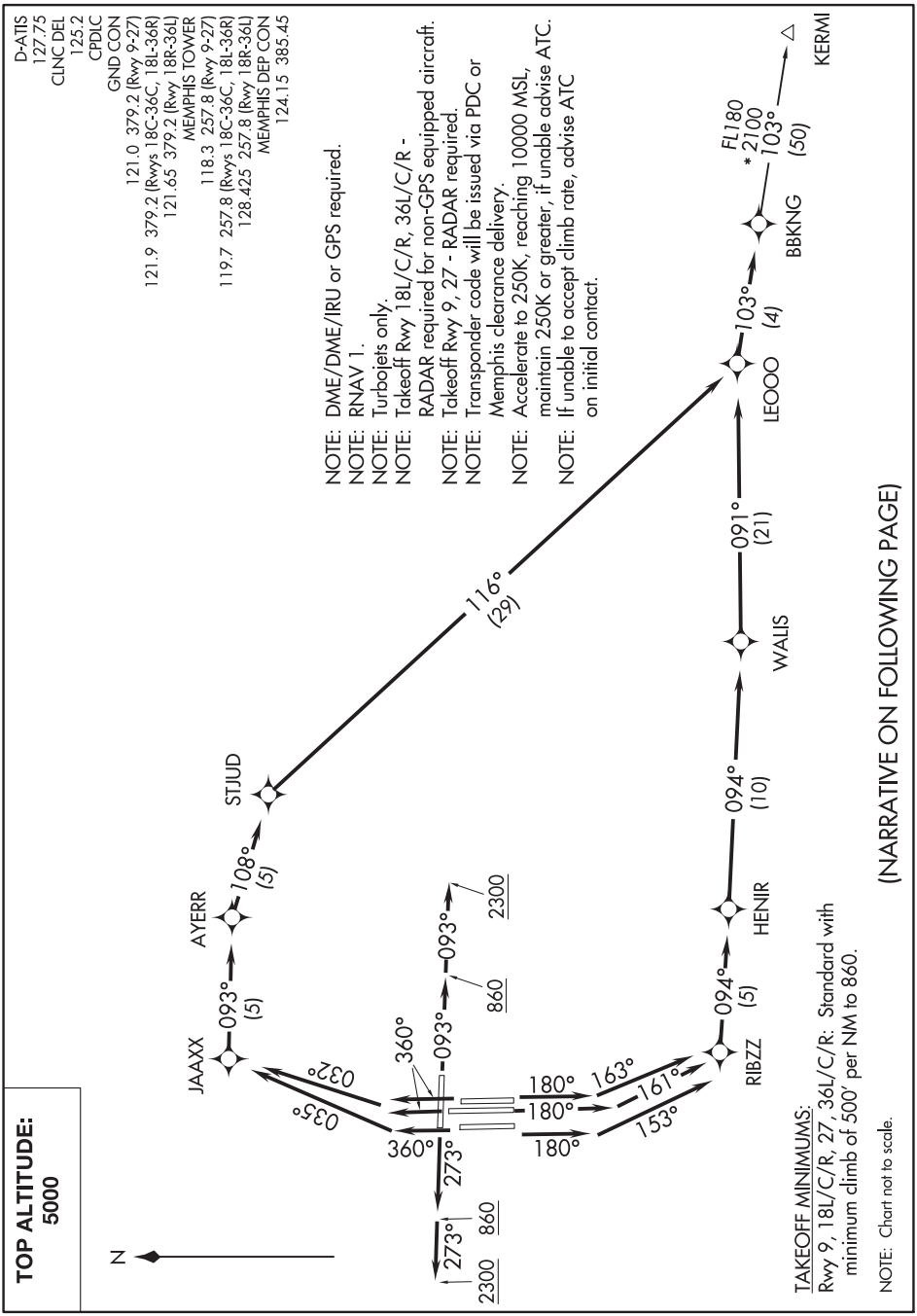
(BBKNG7.BBKNG) 20366 AL-253 (FAA)

# BBKNG SEVEN DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON 121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON 124.15 385.45

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.




TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: Chart not to scale.



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BBKNG SEVEN DEPARTURE (RNAV)

(BBKNG7.BBKNG) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG7.KERMI):

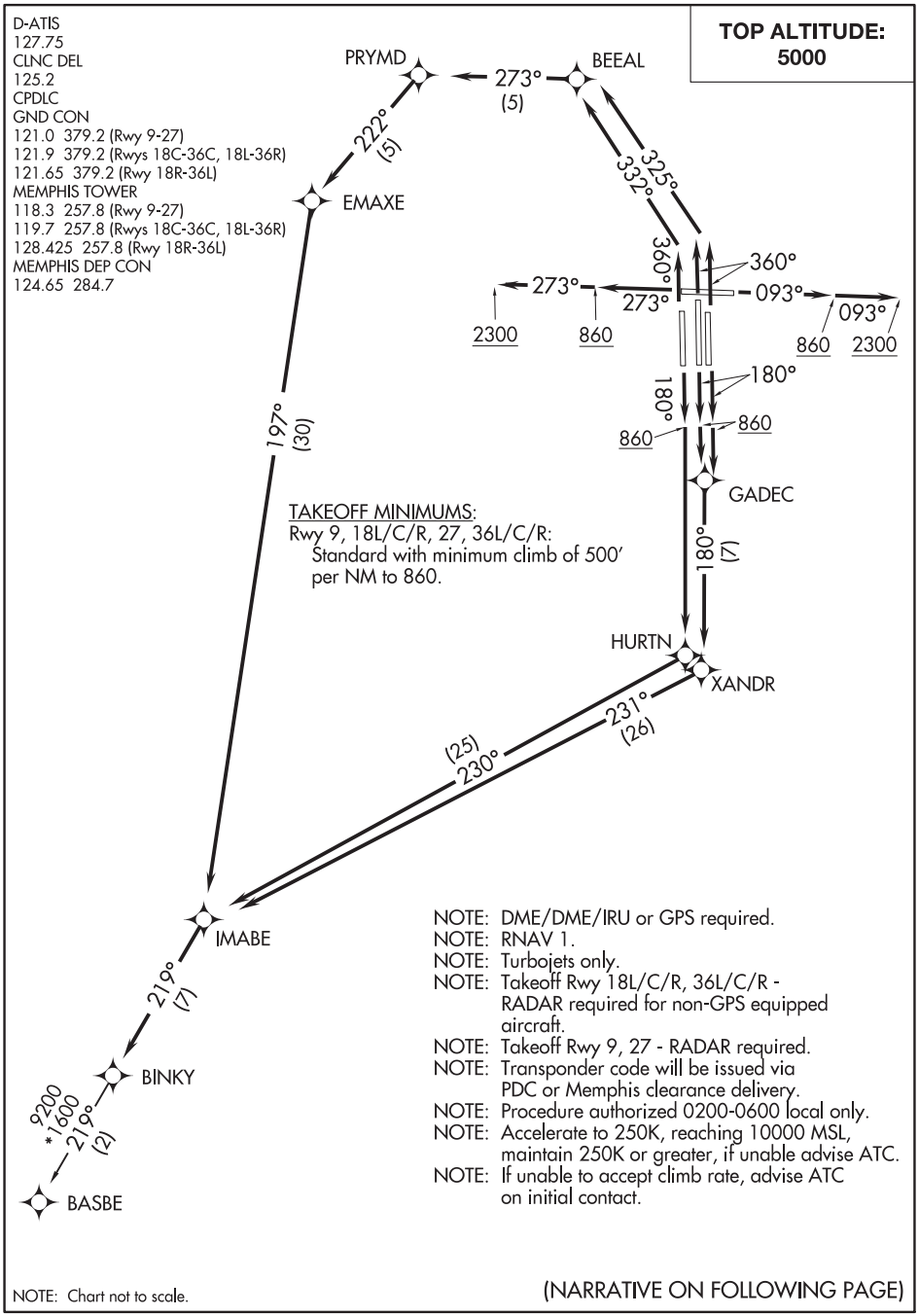
SE-1, 25 FEB 2021 to 22 APR 2021
SE-1, 25 FEB 2021 to 22 APR 2021

(BINKY6.BINKY) 20366

AL-253 (FAA)

# BINKY SIX DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE






SE-1, 25 FEB 2021 to 22 APR 2021

BINKY SIX DEPARTURE (RNAV)
(BINKY6.BINKY) 31DEC20
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):

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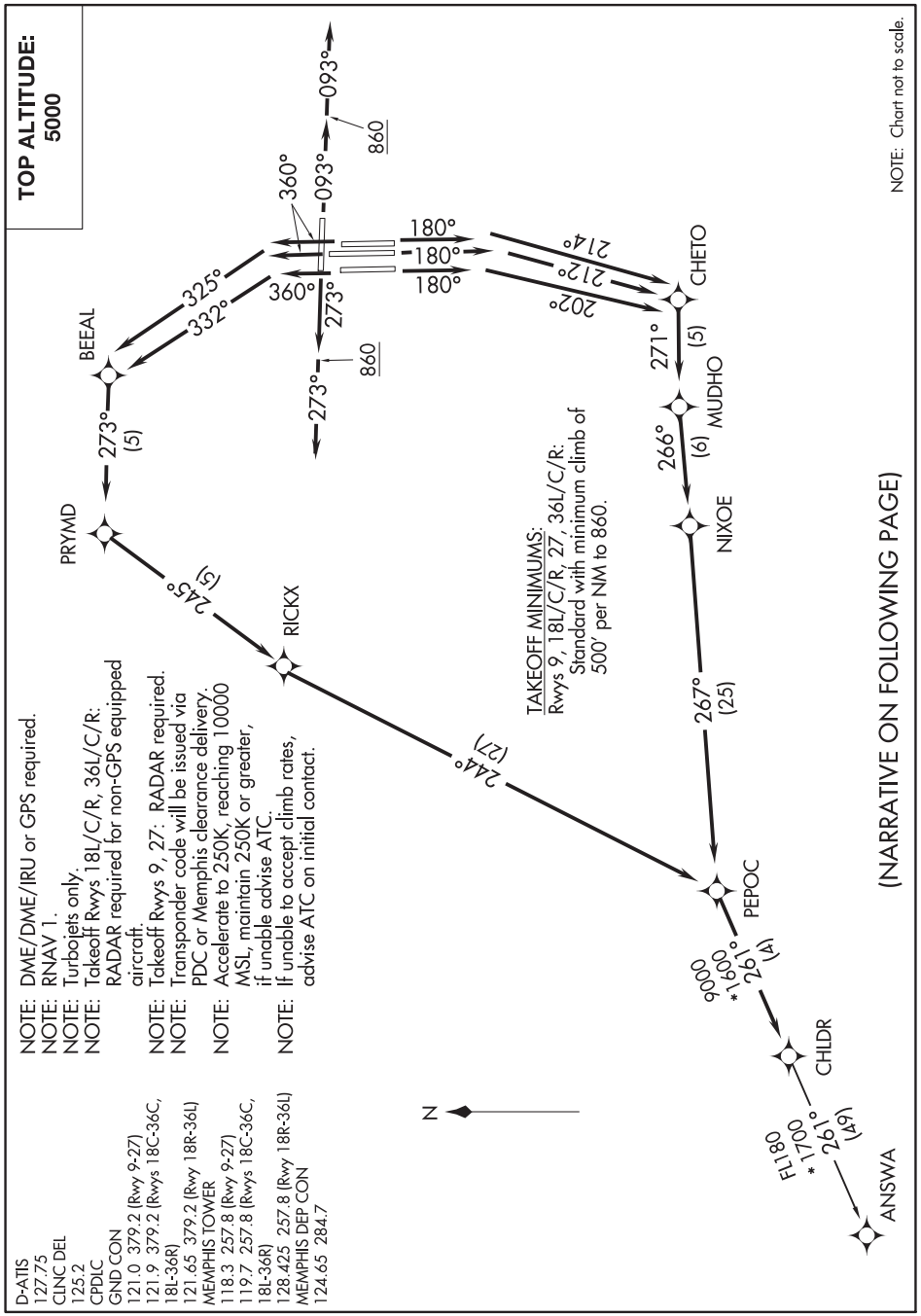
(CHLDR5.CHLDR) 20366

AL-253 (FAA)

# CHLDR FIVE DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE






SE-1, 25 FEB 2021 to 22 APR 2021

CHLDR FIVE DEPARTURE (RNAV)

(CHLDR5.CHLDR) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....
TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):

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SE-1, 25 FEB 2021 to 22 APR 2021

(CRSON7.CRSON) 20366 AL-253 (FAA)

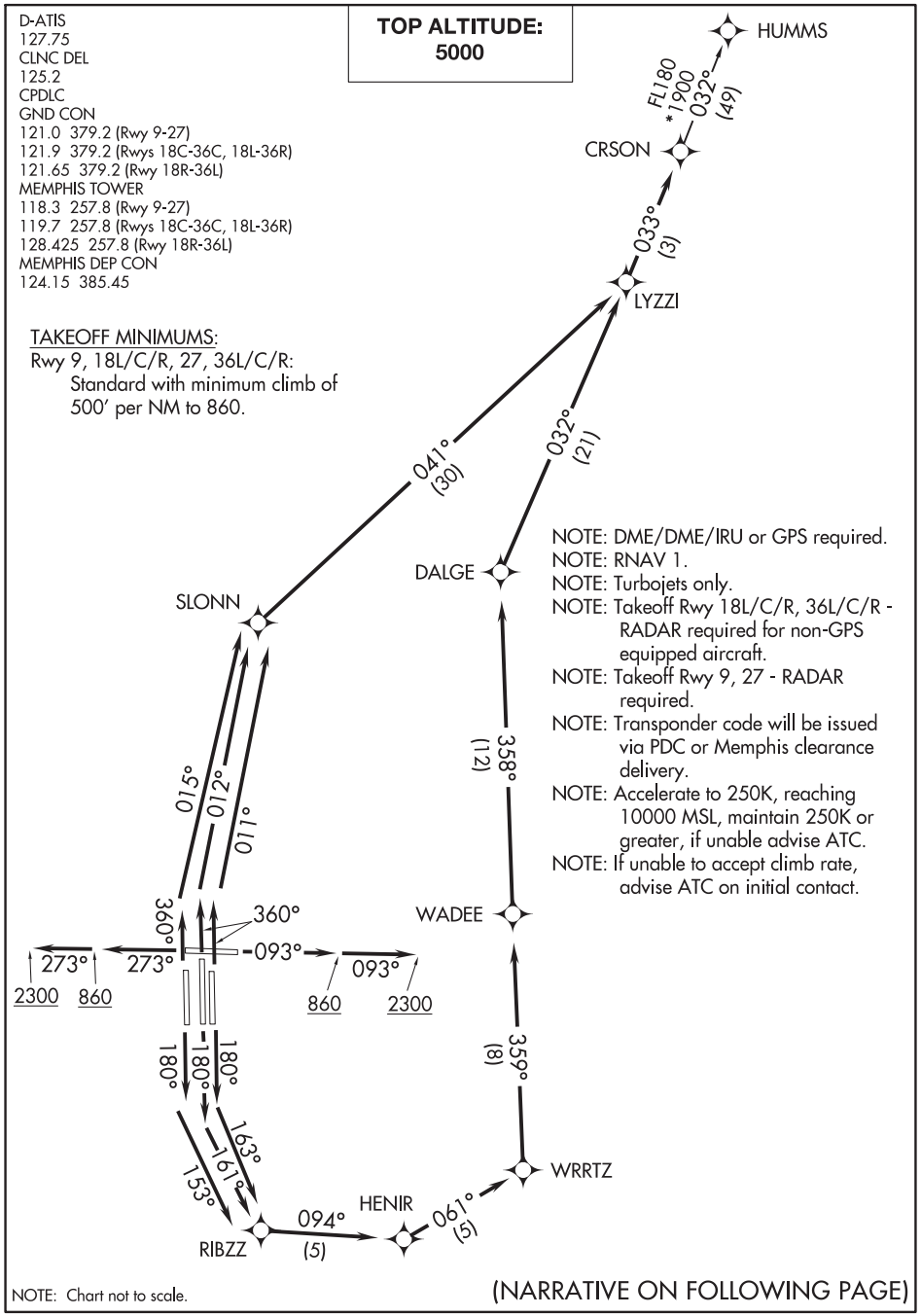
# CRSON SEVEN DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

**TOP ALTITUDE: 5000**

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SE-1, 25 FEB 2021 to 22 APR 2021
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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

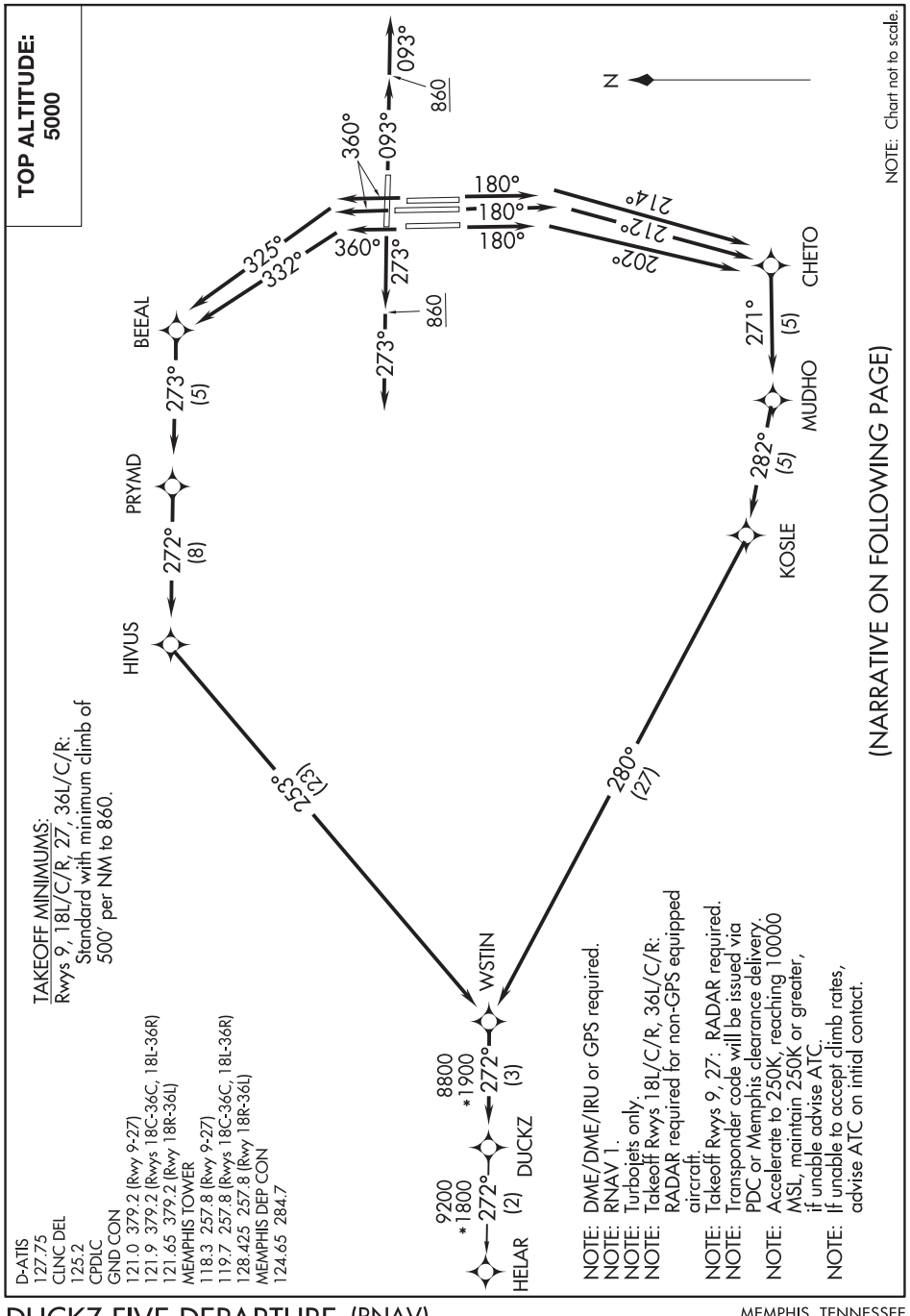
HUMMS TRANSITION (CRSON7.HUMMS):

SE-1, 25 FEB 2021 to 22 APR 2021

(DUCKZ5.DUCKZ) 20366 AL-253 (FAA)

# DUCKZ FIVE DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE



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DUCKZ FIVE DEPARTURE (RNAV)

(DUCKZ5.DUCKZ) 31DEC20

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ5.HELAR):

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(ELVIS4.MEM) 20086

# ELVIS FOUR DEPARTURE

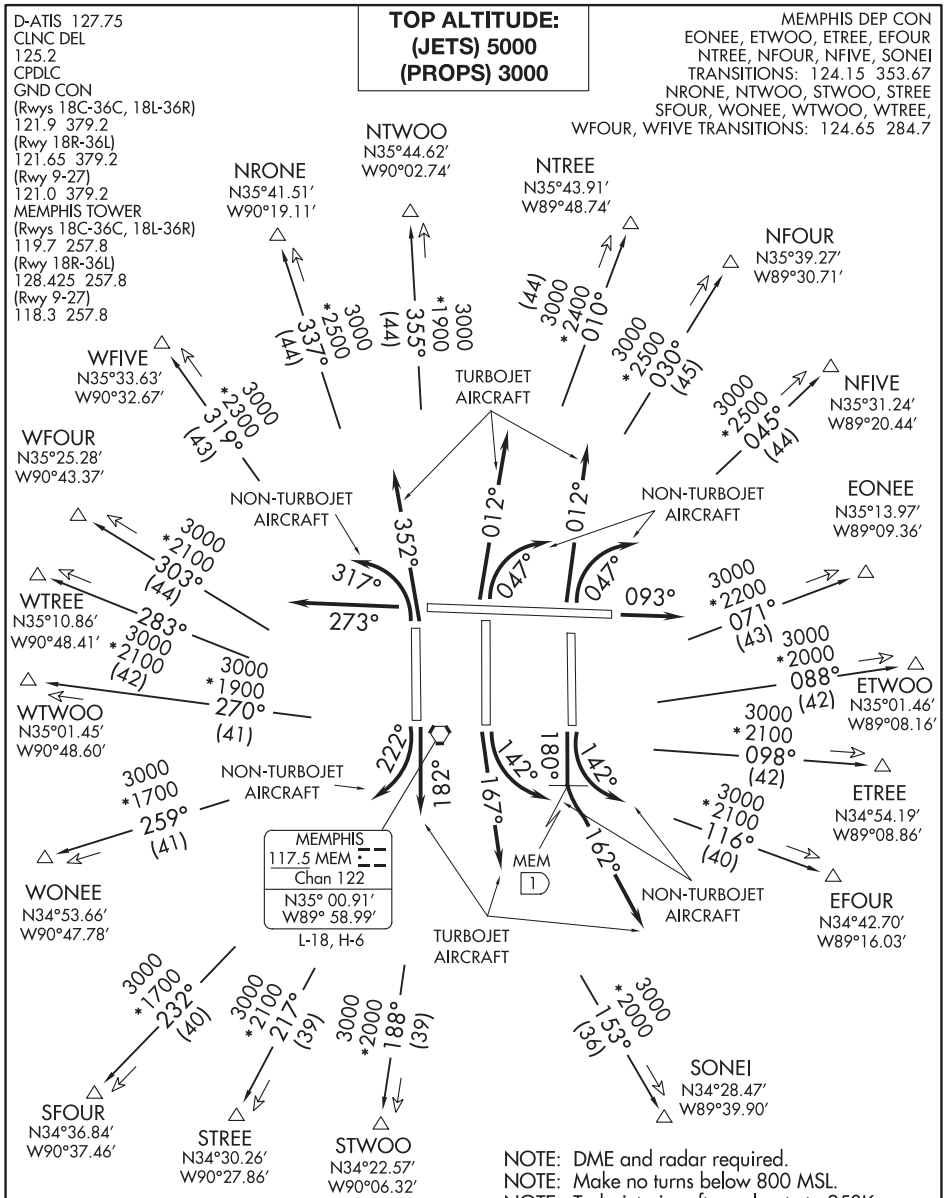
AL-253 (FAA)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS 127.75
CLNC DEL
125.2
CPDLC
GND CON
(Rwys 18C-36C, 18L-36R)
121.9 379.2
(Rwy 18R-36L)
121.65 379.2
(Rwy 9-27)
121.0 379.2
MEMPHIS TOWER
(Rwys 18C-36C, 18L-36R)
119.7 257.8
(Rwy 18R-36L)
128.425 257.8
(Rwy 9-27)
118.3 257.8

**TOP ALTITUDE:**
**(JETS) 5000**
**(PROPS) 3000**

MEMPHIS DEP CON
EONEE, ETWOO, ETREE, EFOUR
NTREE, NFOUR, NFIVE, SONEI
TRANSITIONS: 124.15 353.67
NRONE, NTWOO, STWOO, STREE
SFOUR, WONEE, WTWOO, WTREE,
WFOUR, WFIVE TRANSITIONS: 124.65 284.7




TAKEOFF MINIMUMS:

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard with minimum climb of 340′ per NM to 800.

NOTE: DME and radar required.
NOTE: Make no turns below 800 MSL.
NOTE: Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

(NARRATIVE ON FOLLOWING PAGES)

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.
EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.
ETREE TRANSITION (ELVIS4.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.
ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.
NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.
NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.
NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.
NTREE TRANSITION (ELVIS4.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.
NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.
SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.
SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.
STREE TRANSITION (ELVIS4.STREE): From over MEM VORTAC on MEM R-217 to STREE.
STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.
WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.
WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.
WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.
WTREE TRANSITION (ELVIS4.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.
WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)



SE-1, 25 FEB 2021 to 22 APR 2021
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NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.

NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.

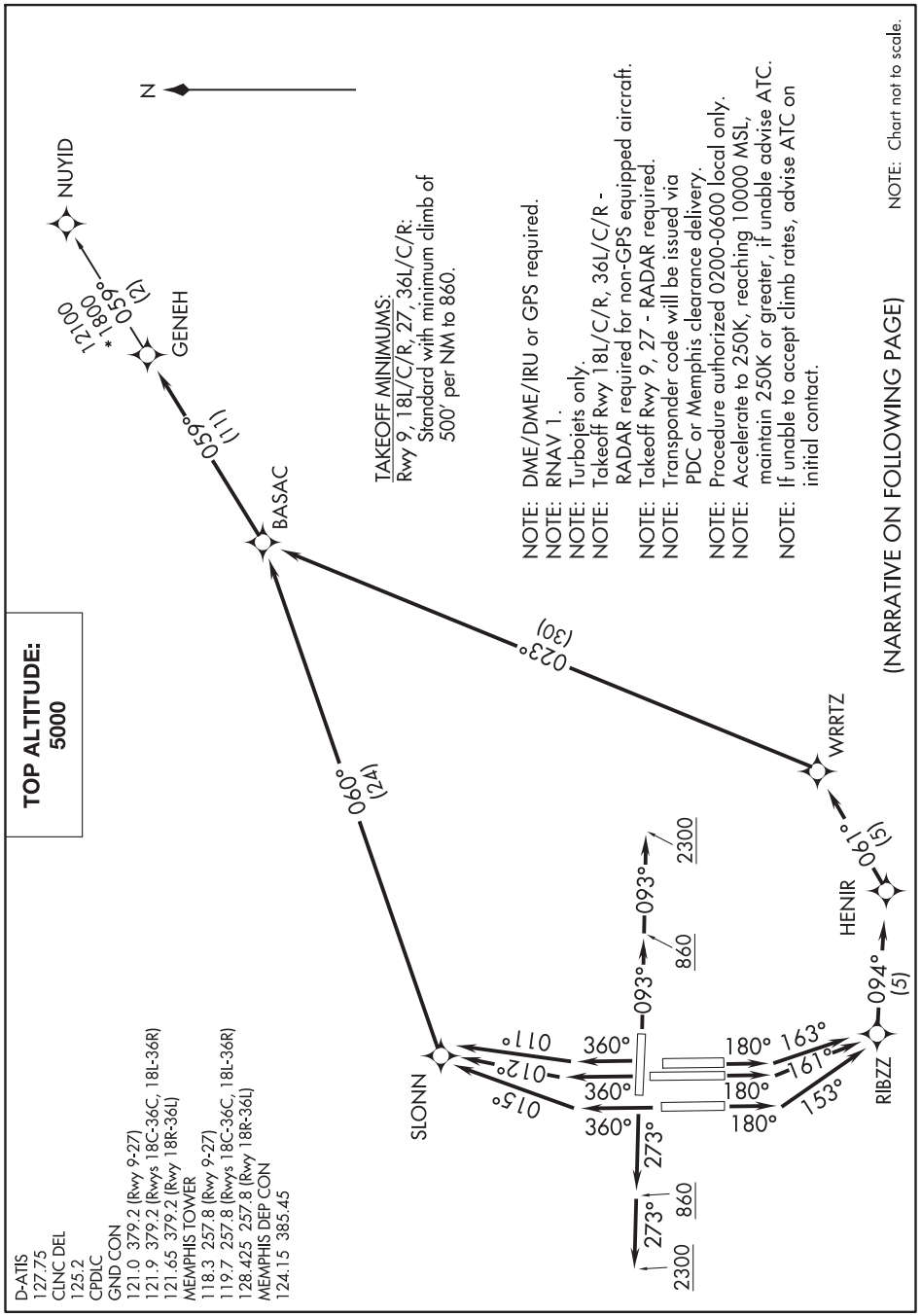
NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

| | |
|---|---|
| EONEE | EAST ONE |
| ETWOO | EAST TWO |
| ETREE | EAST THREE |
| EFOUR | EAST FOUR |
| SONEI | SOUTH ONE |
| STWOO | SOUTH TWO |
| STREE | SOUTH THREE |
| SFOUR | SOUTH FOUR |
| WONEE | WEST ONE |
| WTWOO | WEST TWO |
| WTREE | WEST THREE |
| WFOUR | WEST FOUR |
| WFIVE | WEST FIVE |
| NRONE | NORTH ONE |
| NTWOO | NORTH TWO |
| NTREE | NORTH THREE |
| NFOUR | NORTH FOUR |
| NFIVE | NORTH FIVE |

# GENEH SEVEN DEPARTURE (RNAV)





SE-1, 25 FEB 2021 to 22 APR 2021

GENEH SEVEN DEPARTURE (RNAV)
(GENEH7.GENEH) 31DEC20
MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

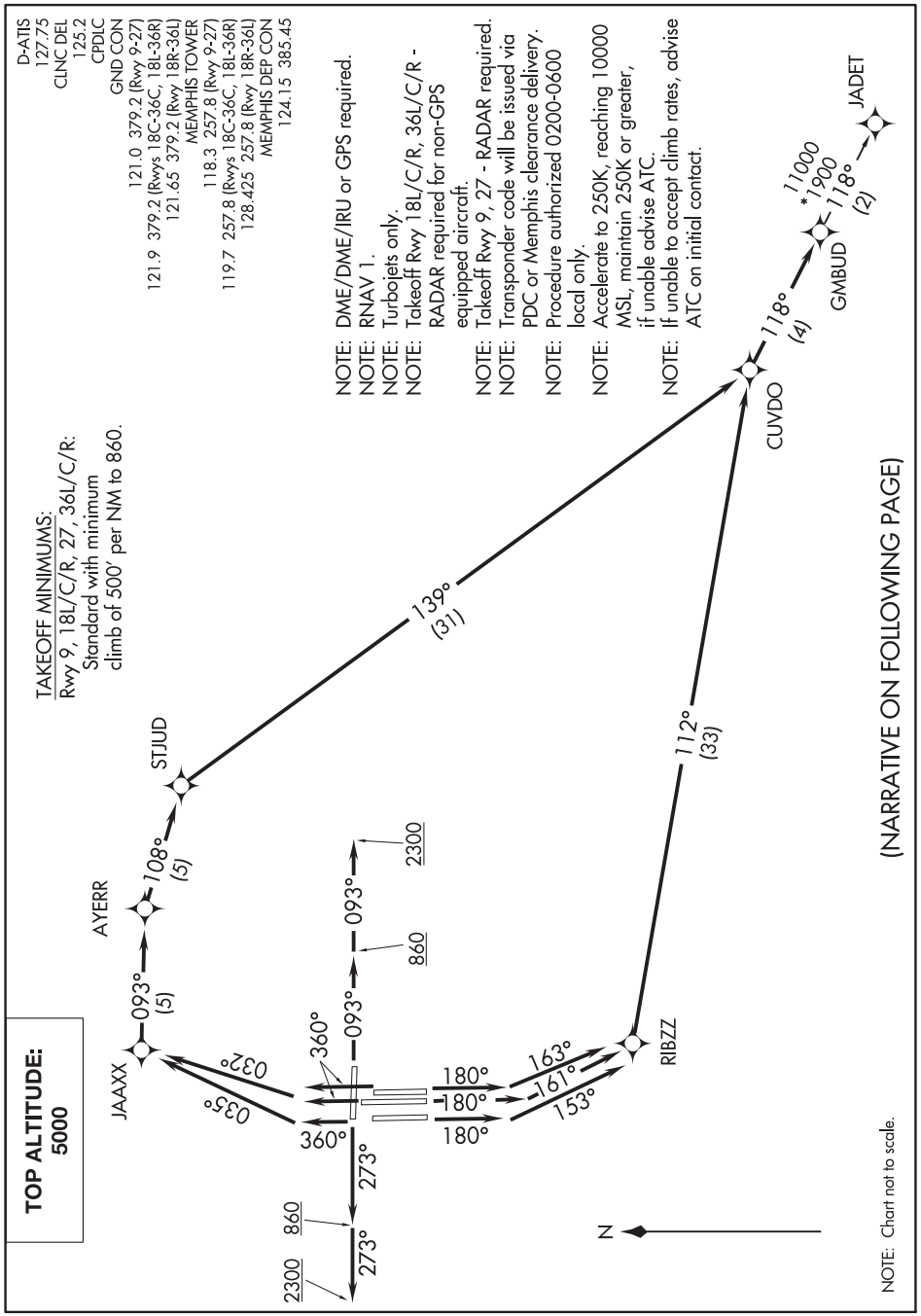
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence. . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH7.NUYID)

# GMBUD SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):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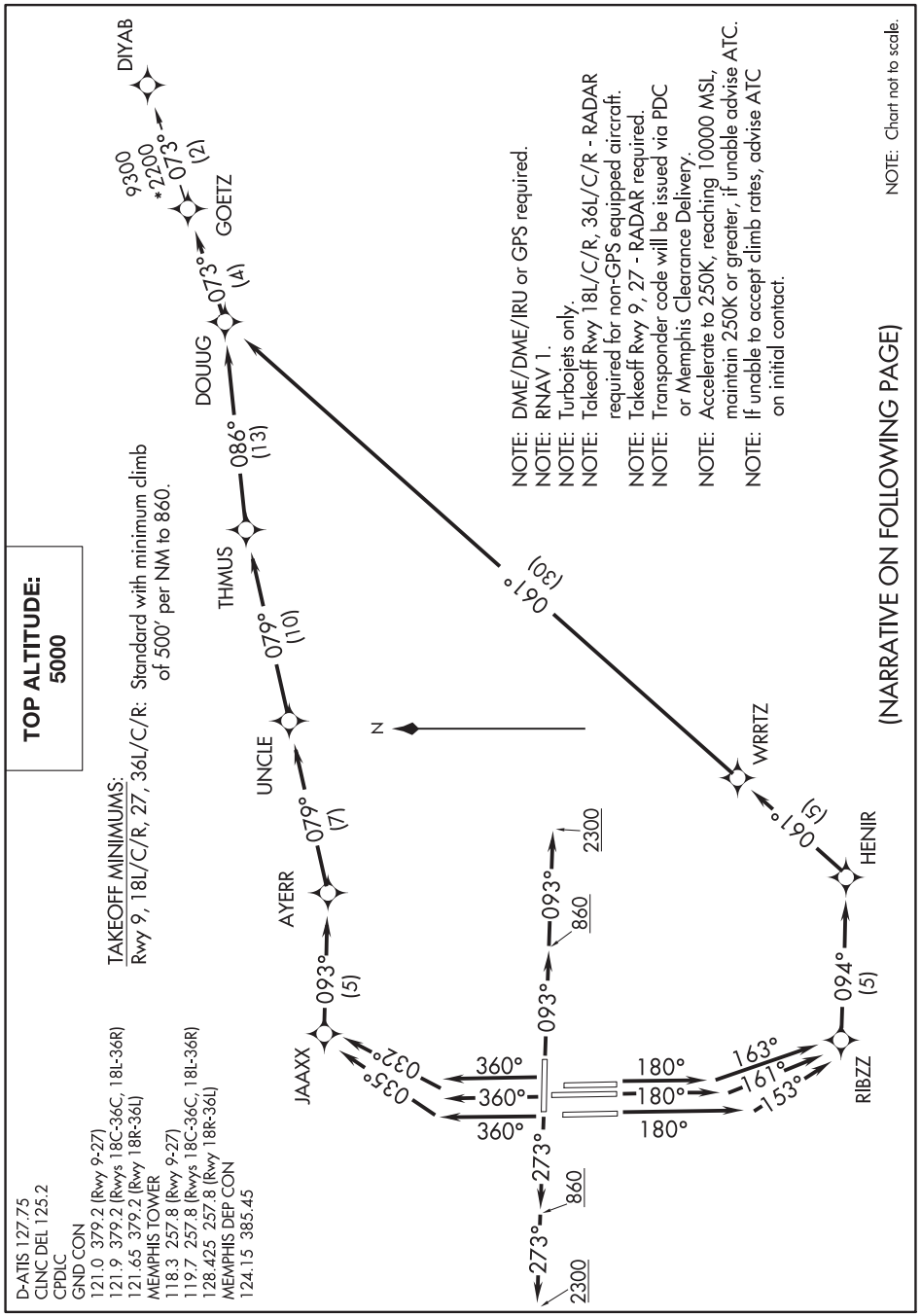
# GOETZ SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence . . . .
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence . . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

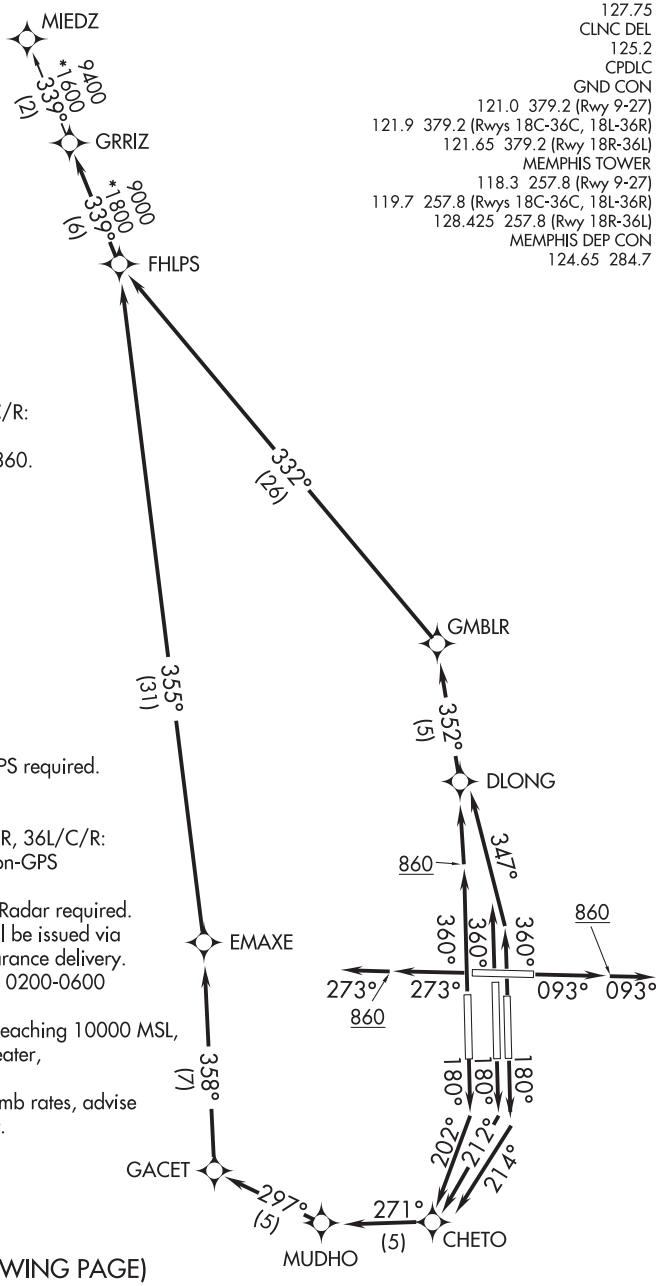
DIYAB TRANSITION (GOETZ7.DIYAB)

# GRRIZ FIVE DEPARTURE (RNAV)



**TOP ALTITUDE: 5000**

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7




TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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SE-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

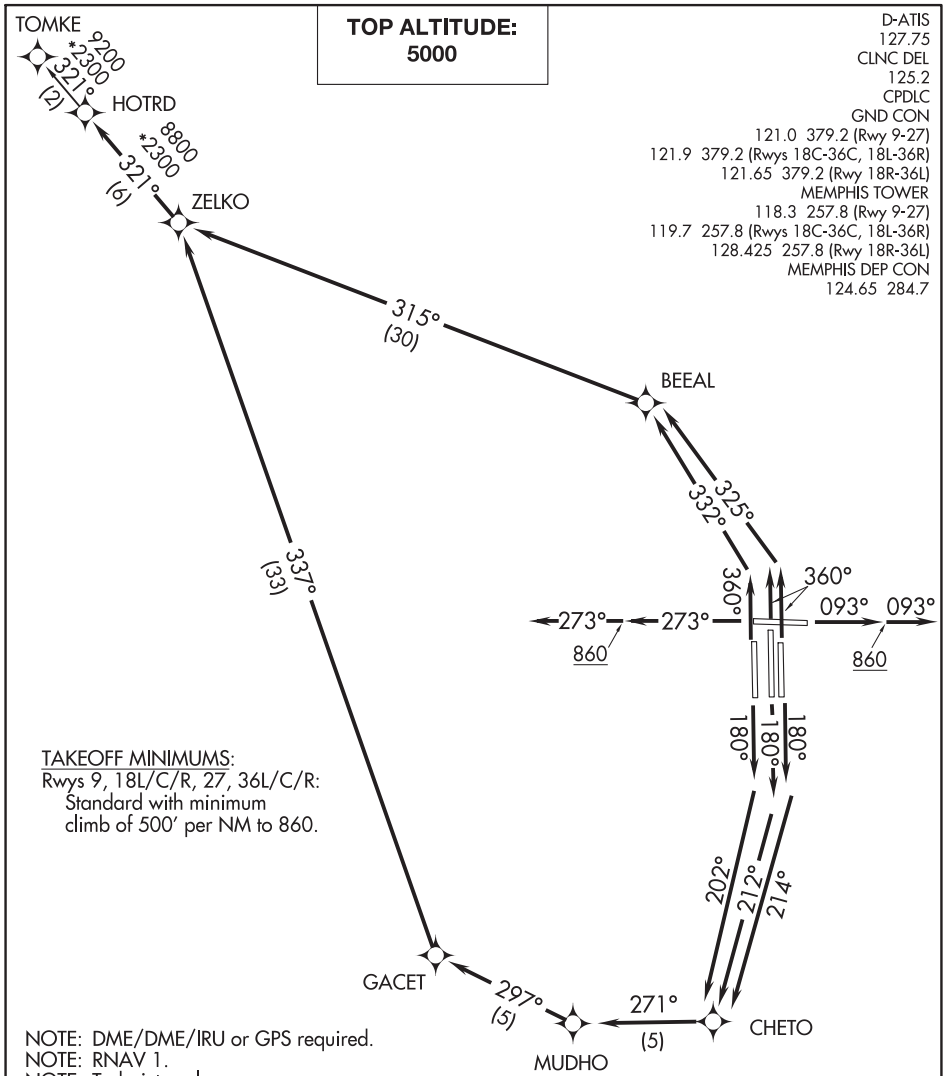
MIEDZ TRANSITION (GRRIZ5.MIEDZ):

# HOTRD FIVE DEPARTURE (RNAV)

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

**TOP ALTITUDE: 5000**

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7




TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):

# JTEEE FIVE DEPARTURE (RNAV)

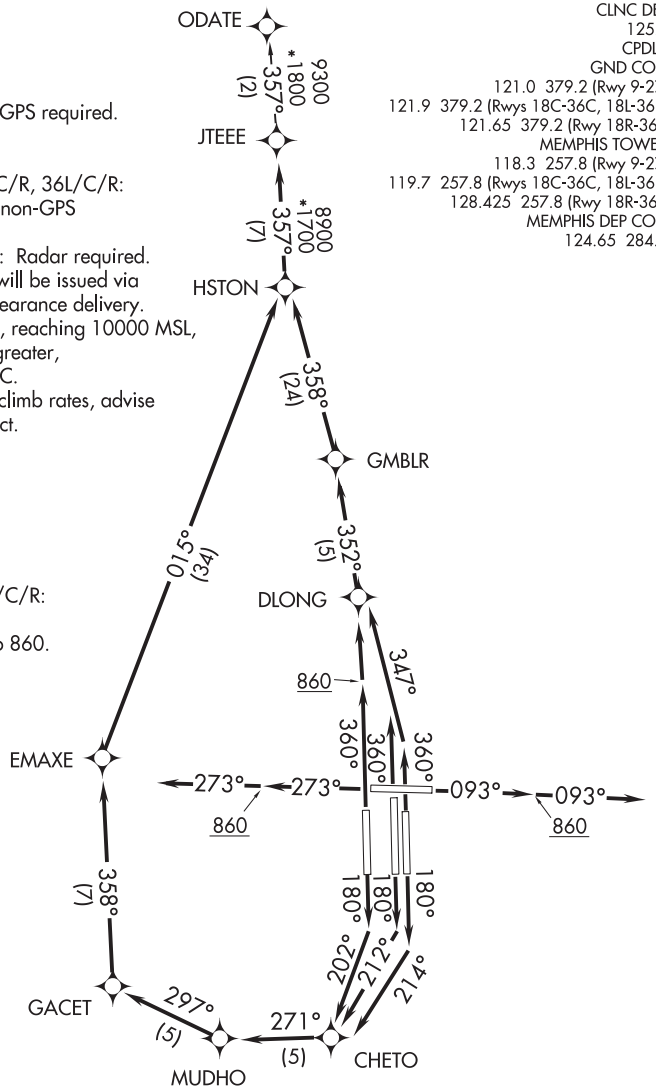
**TOP ALTITUDE: 5000**

(NARRATIVE ON FOLLOWING PAGE)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on intial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.




NOTE: Chart not to scale.


SE-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE5.ODATE):

# NIKEI FIVE DEPARTURE (RNAV)

D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON 121.0 379.2 (Rwy 9-27) 121.9 379.2 (Rwys 18C-36C, 18L-36R) 121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER 118.3 257.8 (Rwy 9-27) 119.7 257.8 (Rwys 18C-36C, 18L-36R) 128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON 124.65 284.7

**TOP ALTITUDE: 5000**

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

INAYO
9600 *1800 305° (2)
NIKEI
9200 *1800 305° (5)
LRNCE
296° (33)
BEEAL
319° (33)
GACET
297° (5)
MUDHO
271° (5)
CHETO
325°
332°
360°
360°
360°
273°
273°
860
093°
093°
860
180°
180°
180°
202°
214°
212°
N

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

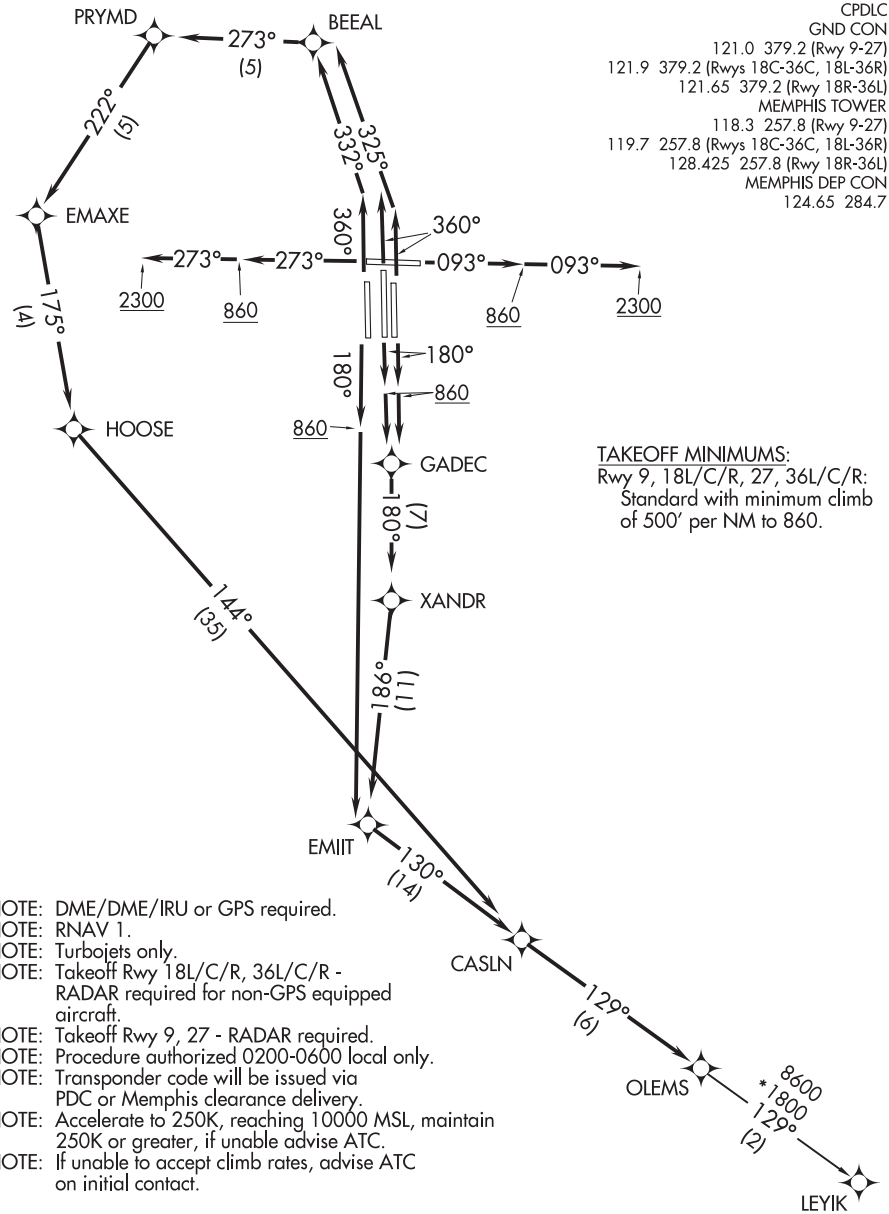
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION (NIKEI5.INAYO):

# OLEMS SIX DEPARTURE (RNAV)

**TOP ALTITUDE: 5000**

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7




TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

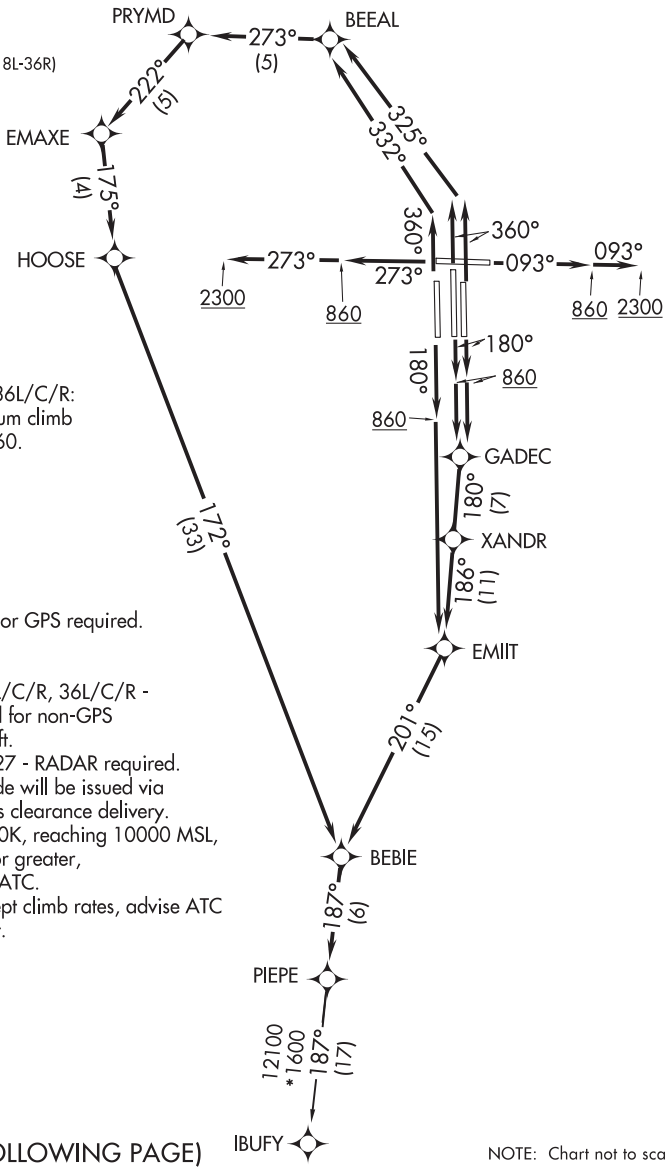
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS6.LEYIK)

# PIEPE SIX DEPARTURE (RNAV)

**TOP ALTITUDE: 5000**

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7




TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500′ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence. . . .

. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):

# SELPH SEVEN DEPARTURE (RNAV)

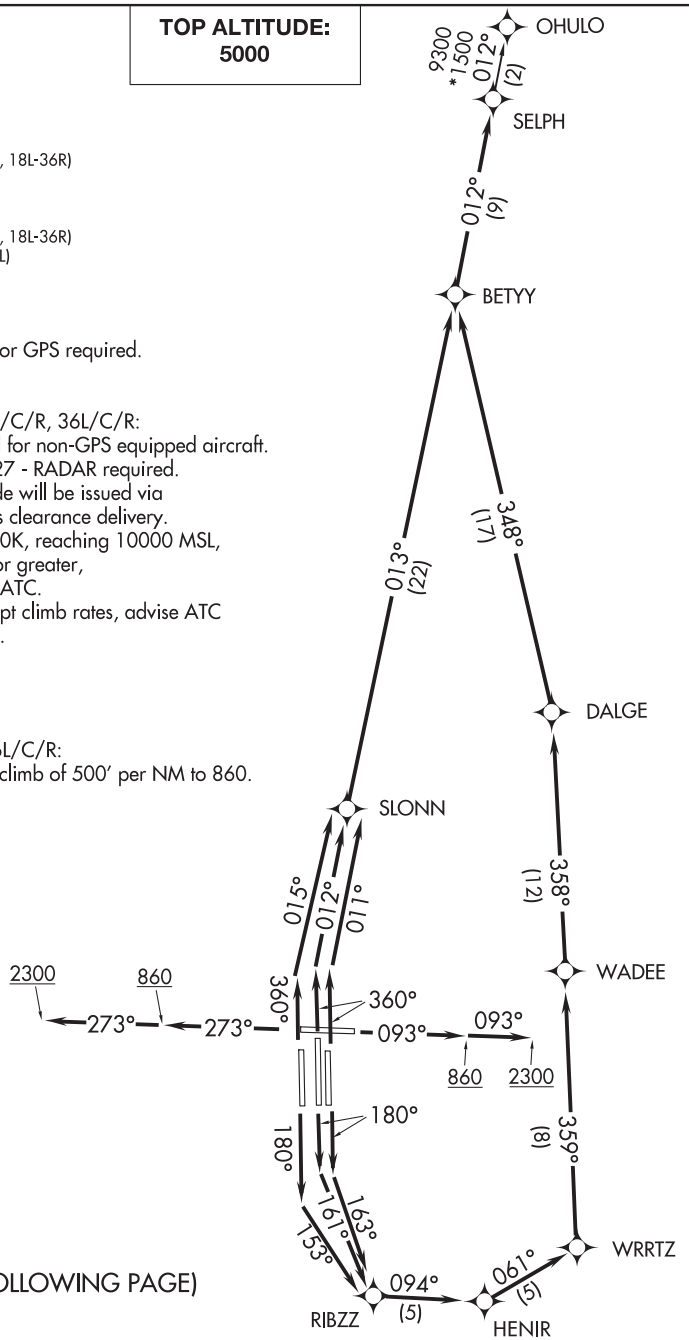
MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

**TOP ALTITUDE: 5000**

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R: RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

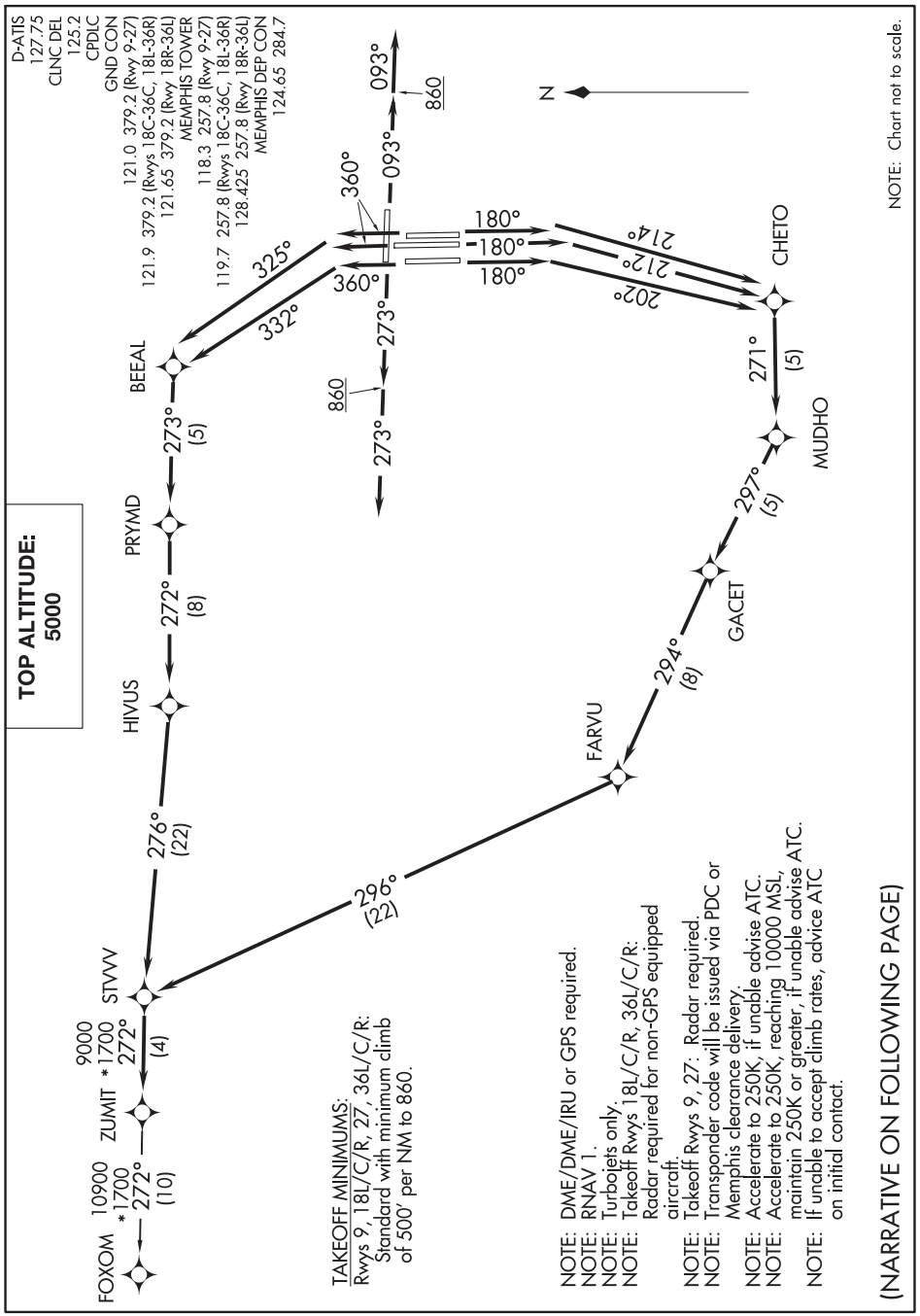
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH7.OHULO)

# ZUMIT FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

T

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

# RNAV (GPS)-A

## MIDDLESBORO-BELL COUNTY (1A6)

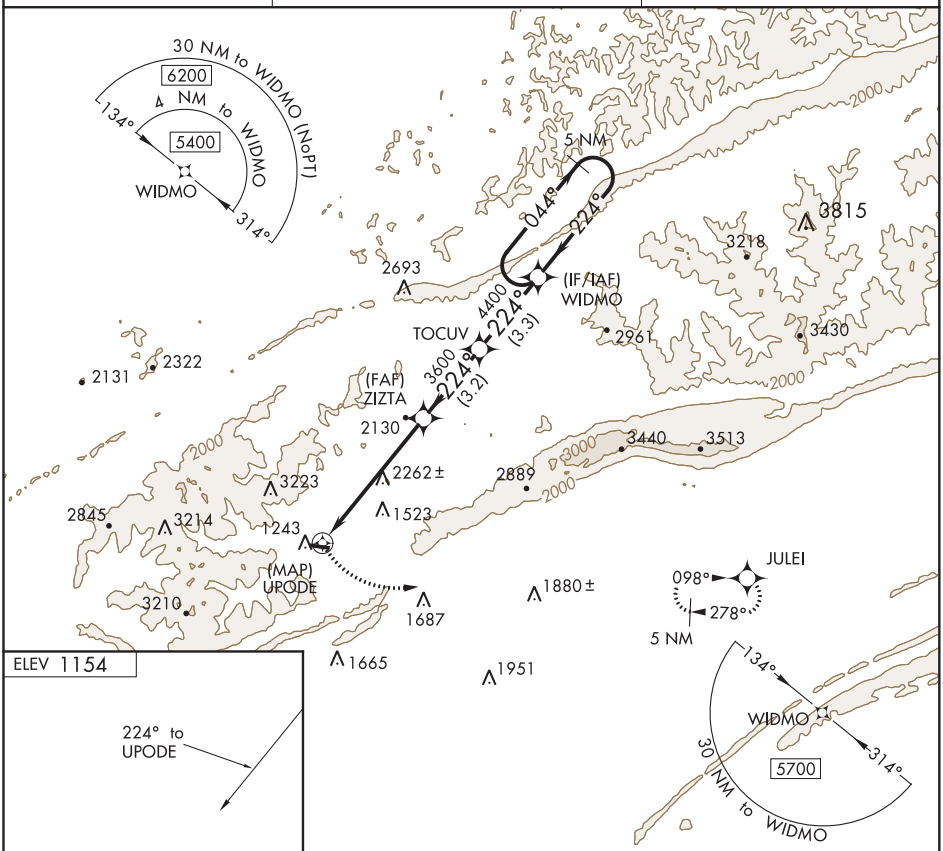
| APP CRS | Rwy ldg | NA |
|---|---|---|
| 224° | TDZE | NA |
| | Apt Elev | 1154 |

-14°C

DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

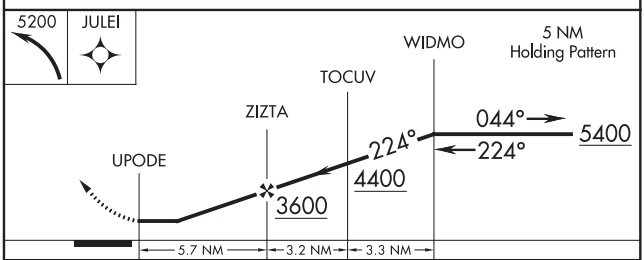
MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.425 | 124.625 371.925 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2780-1¼<br>1626 (1700-1¼) | 3080-1½<br>1926 (2000-1½) | NA | |

REIL Rwys 10 and 28

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MILLINGTON, TENNESSEE

AL-9016 (FAA)

20142

| WAAS CH 97724 W18A | APP CRS 185° | Rwy ldg 3499<br>TDZE 247<br>Apt Elev 247 |
|---|---|---|

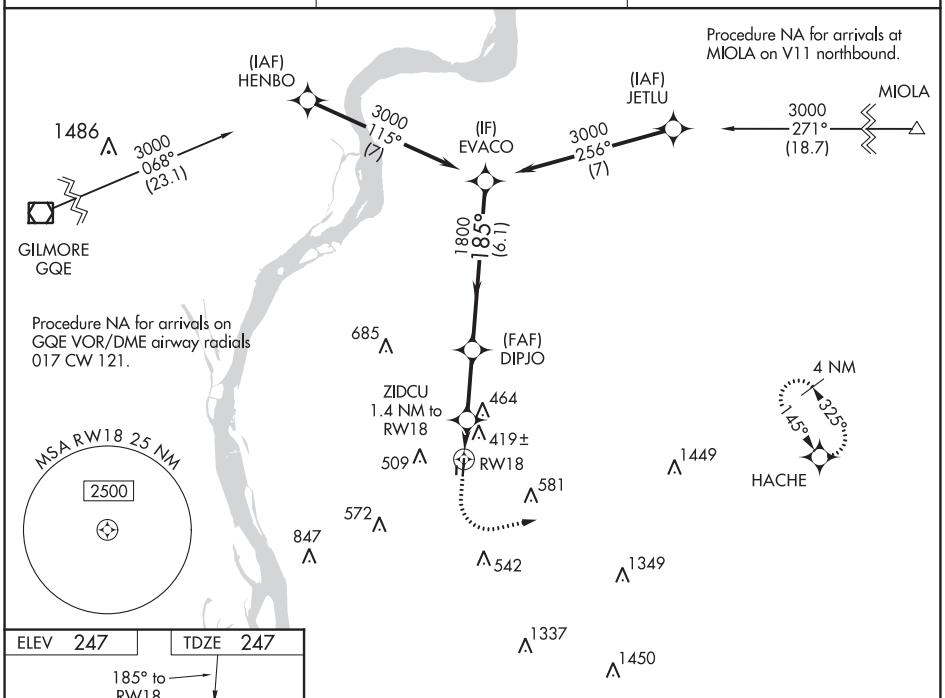
# RNAV (GPS) RWY 18
## CHARLES W BAKER (2M8)

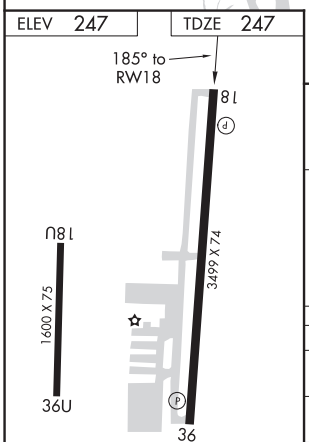
NA

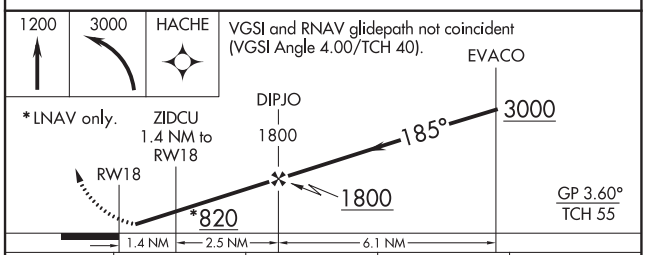
Baro-VNAV NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility ⅛ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.

| AWOS-A | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 122.8 | 125.8 338.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 601-1 354 (400-1) | | | NA |
| LNAV/VNAV DA | 733-1⅜ 486(500-1⅜) | | | NA |
| LNAV MDA | 680-1 433 (500-1) | | 680-1¼ 433 (500-1¼) | NA |
| CIRCLING | 740-1 493 (500-1) | 780-1 533 (600-1) | 860-1¾ 613 (700-1¾) | NA |

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SE-1, 25 FEB 2021 to 22 APR 2021

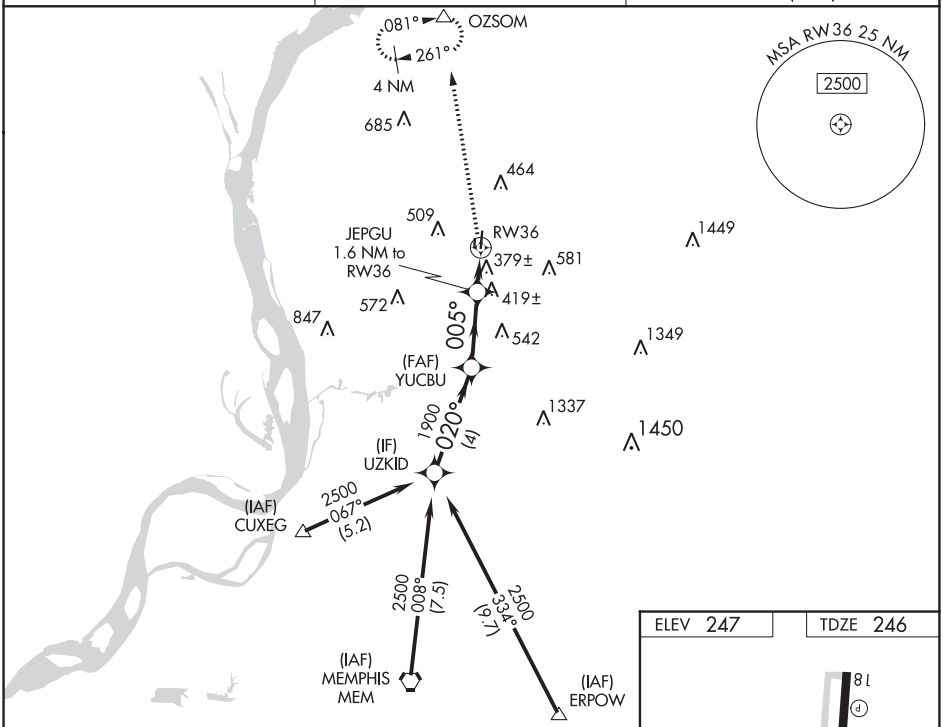
| WAAS CH 93924 W36A | APP CRS 005° | Rwy ldg 3499<br>TDZE 246<br>Apt Elev 247 |
|---|---|---|

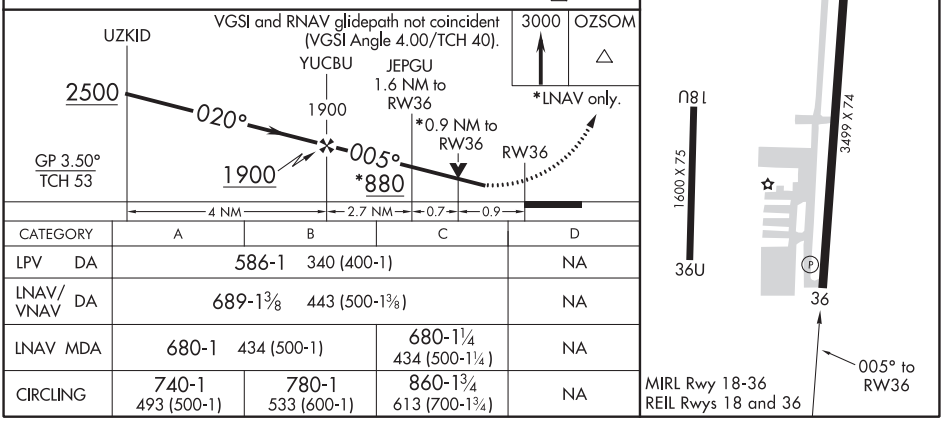
# RNAV (GPS) RWY 36
## CHARLES W BAKER (2M8)

NA Baro-VNAV NA when using Millington Rgnl Jetport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Millington Rgnl Jetport altimeter setting. When local altimeter setting not received, use Millington Rgnl Jetport altimeter setting and increase all DA 24 feet; increase all MDA 40 feet and LNAV Cat C visibility ⅛ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

| AWOS-A | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 122.8 | 125.8 338.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 586-1 340 (400-1) | | | NA |
| LNAV/VNAV DA | 689-1⅜ 443 (500-1⅜) | | | NA |
| LNAV MDA | 680-1 434 (500-1) | | 680-1¼ 434 (500-1¼) | NA |
| CIRCLING | 740-1 493 (500-1) | 780-1 533 (600-1) | 860-1¾ 613 (700-1¾) | NA |

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MILLINGTON, TENNESSEE

AL-9016 (FAA)

20142

# VOR RWY 18

## CHARLES W BAKER (2M8)

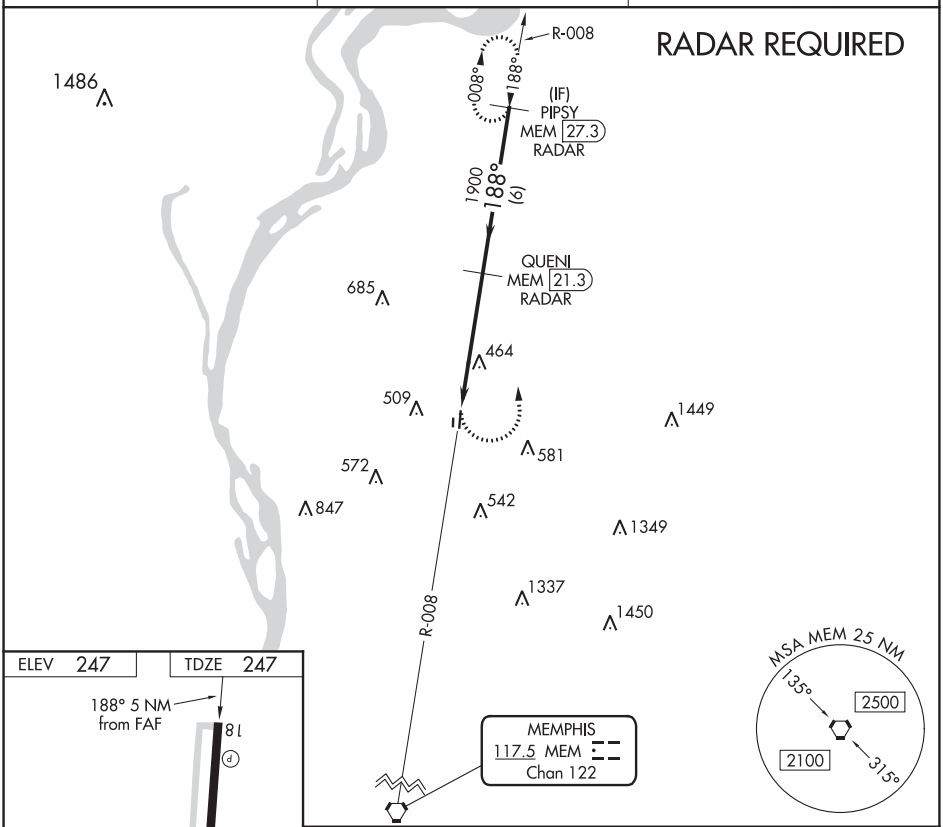
| VORTAC MEM | APP CRS | Rwy ldg | 3499 |
|---|---|---|---|
| 117.5 | 188° | TDZE | 247 |
| Chan 122 | | Apt Elev | 247 |

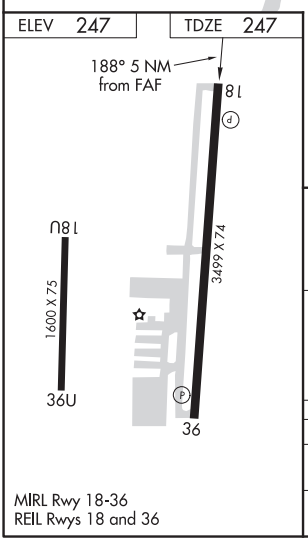
When local altimeter setting not received, use Millington Rgnl altimeter setting and increase all MDA 40 feet and increase Cat C visibility ¼ mile. Rwy 18 helicopter visibility reduction below ¾ SM NA. DME required.

NA

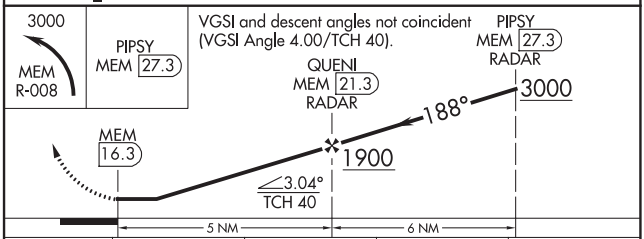
MISSED APPROACH: Climbing left turn to 3000 on MEM VORTAC R-008 to PIPSY/MEM 27.3 DME and hold.

| AWOS-A | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 122.8 | 125.8 338.3 | 122.8 (CTAF) |




MIRL Rwy 18-36
REIL Rwys 18 and 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 760-1 513 (600-1) | | 760-1⅜ 513 (600-1⅜) | NA |
| CIRCLING | 760-1 513 (600-1) | 780-1 533 (600-1) | 860-1¾ 613 (700-1¾) | NA |

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# ILS or LOC RWY 22
## MILLINGTON-MEMPHIS (NQA)

| LOC/DME I-NQA | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 109.75 | 219° | TDZE | 319 |
| Chan 34 (Y) | | Apt Elev | 319 |

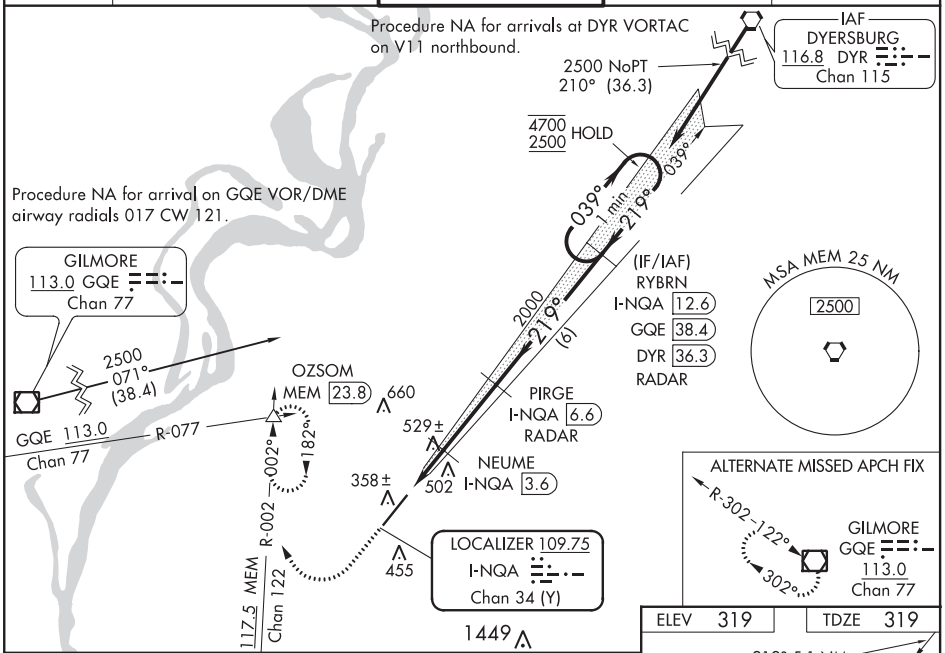
DME or RADAR required for procedure entry. DME or RADAR required for LOC only.

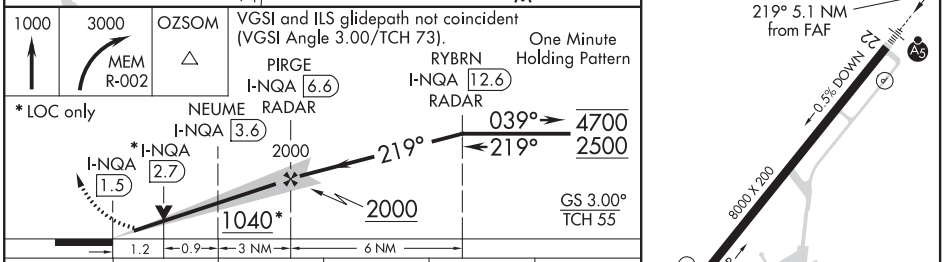
S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. Inop table does not apply to ILS. For inop ALS, increase LOC Cat A/B visibility to 1 SM, and Cat C/D/E visibility to 2 SM. Increase NEUME fix minimums Cat A/B visibility to 1 SM and Cat C/D/E to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on MEM VORTAC R-002 to OZSOM INT/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | MEMPHIS APP CON | MILLINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.925 | 119.1 291.6 (176°-355°)<br>125.8 338.3 (356°-175°) | 120.25 (CTAF) L 340.2 | 121.375 | 122.95 |







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22 | 519-½ 200 (200-½) | | | | |
| S-LOC 22 | 1040-¾ 721 (800-¾) | | 1040-1⅝ 721 (800-1⅝) | | |
| C CIRCLING | 1040-1 721 (800-1) | | 1040-2 721 (800-2) | 1040-2¼ 721 (800-2¼) | 1040-2½ 721 (800-2½) |

NEUME FIX MINIMUMS

| | | | | | |
|---|---|---|---|---|---|
| S-LOC 22 | 780-¾ 461 (500-¾) | | 780-1 461 (500-1) | | |
| C CIRCLING | 800-1 481 (500-1) | 820-1 501 (600-1) | 920-1¾ 601 (700-1¾) | 960-2 641 (700-2) | 960-2¼ 641 (700-2¼) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

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MILLINGTON, TENNESSEE — AL-910 (FAA) — 20142

| WAAS CH 78334 W04A | APP CRS 039° | Rwy ldg 8000<br>TDZE 292<br>Apt Elev 319 |
|---|---|---|

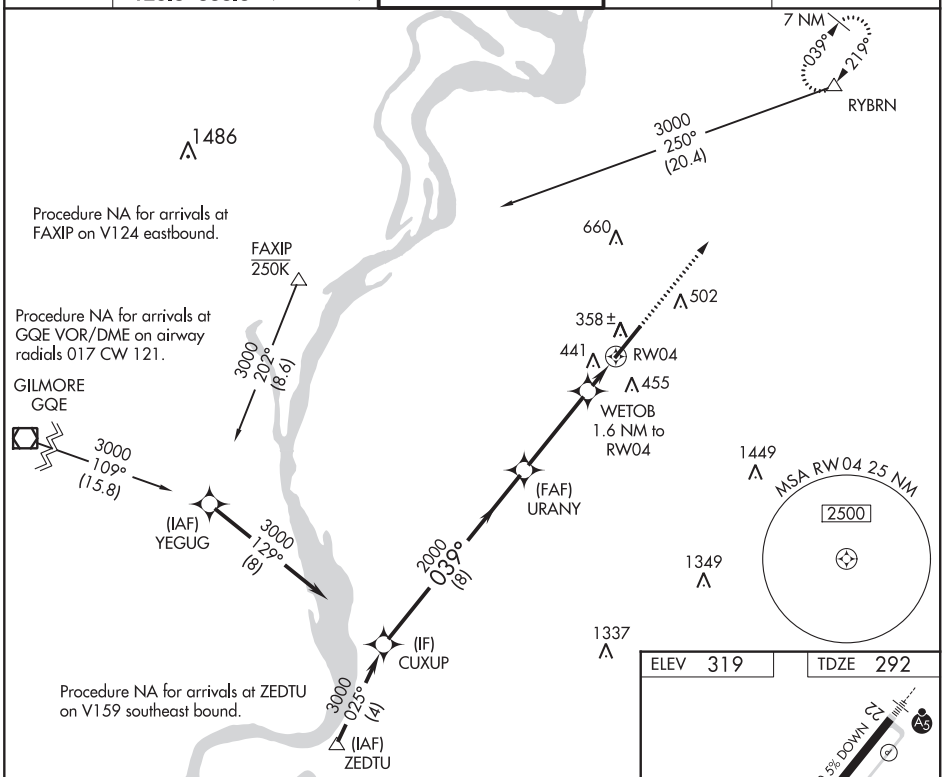
# RNAV (GPS) RWY 4
## MILLINGTON-MEMPHIS (NQA)

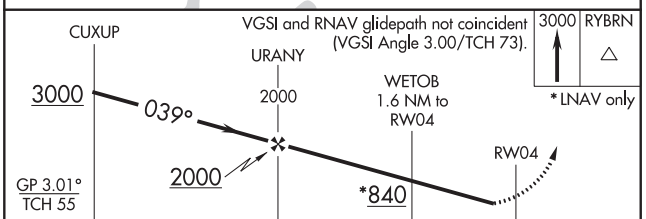
RNP APCH

Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

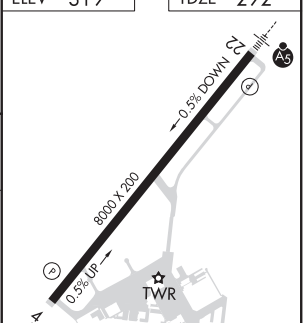
MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

| AWOS-3 | MEMPHIS APP CON | MILLINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.925 | 119.1 291.6 (176°-355°)<br>125.8 338.3 (356°-175°) | 120.25 (CTAF) L 340.2 | 121.375 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 492-¾ 200 (200-¾) | | | | |
| LNAV/VNAV DA | 746-1½ 454 (500-1½) | | | | |
| LNAV MDA | 700-1 408 (400-1) | | 700-1¼ 408 (400-1¼) | | |
| C CIRCLING | 800-1 481 (500-1) | 820-1 501 (600-1) | 920-1¾ 601 (700-1¾) | 960-2¼ 641 (700-2¼) | 960-2½ 641 (700-2½) |




HIRL Rwy 4-22 L

MILLINGTON, TENNESSEE
Amdt 1B 13SEP18

35°21′N-89°52′W

MILLINGTON-MEMPHIS (NQA)
RNAV (GPS) RWY 4

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 22
## MILLINGTON-MEMPHIS (NQA)

| WAAS CH 86212 W22A | APP CRS 219° | Rwy ldg 8000 TDZE 319 Apt Elev 319 |
|---|---|---|

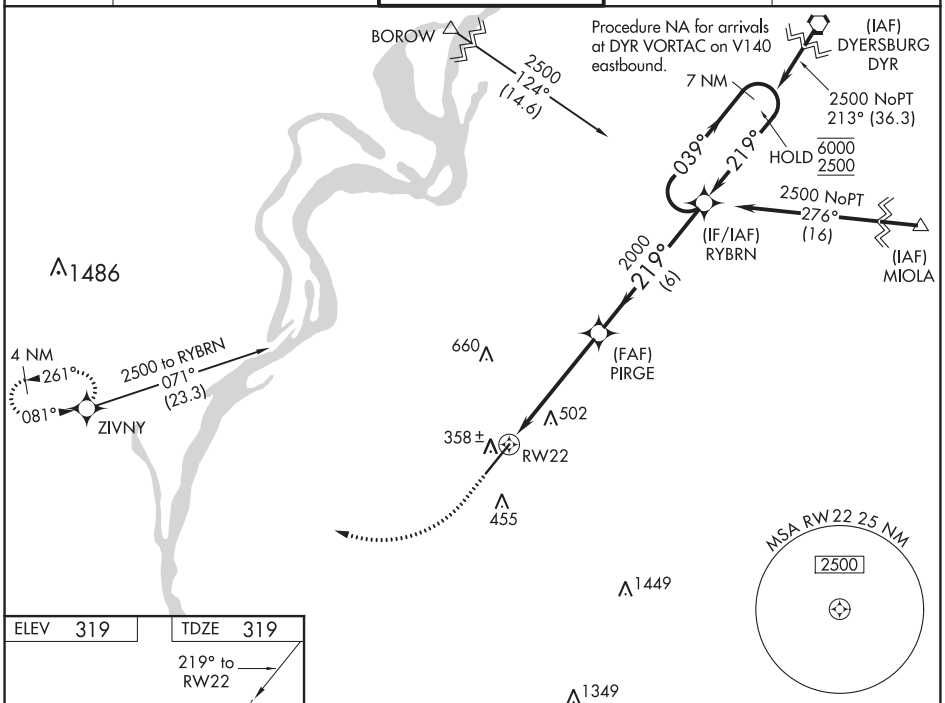
RNP APCH.

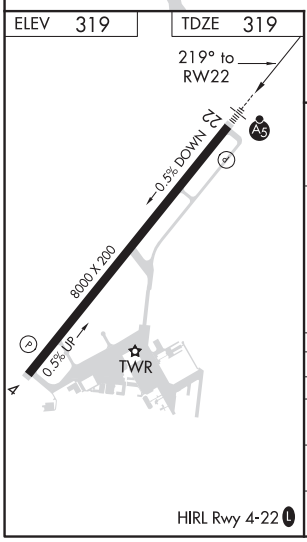
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cat A/B visibility to 1 SM and Cat E visibility to 1½ SM. Inop table does not apply to LPV.

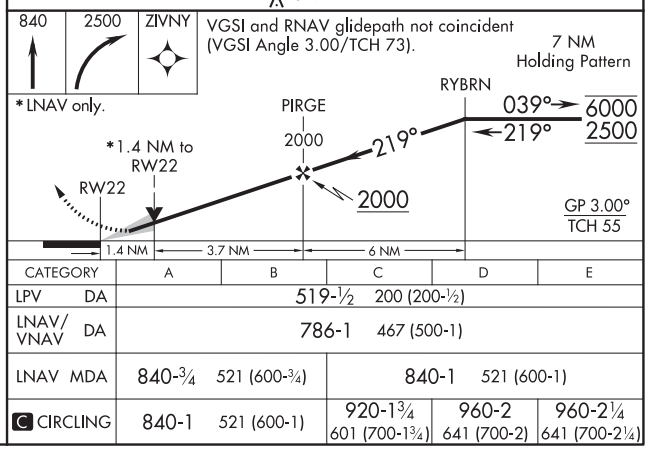
MALSR

MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.

| AWOS-3 | MEMPHIS APP CON | MILLINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.925 | 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°) | 120.25 (CTAF) L 340.2 | 121.375 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 519-½ 200 (200-½) | | | | |
| LNAV/VNAV DA | 786-1 467 (500-1) | | | | |
| LNAV MDA | 840-¾ 521 (600-¾) | | 840-1 521 (600-1) | | |
| C CIRCLING | 840-1 521 (600-1) | | 920-1¾ 601 (700-1¾) | 960-2 641 (700-2) | 960-2¼ 641 (700-2¼) |

HIRL Rwy 4-22 L



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

MILLINGTON, TENNESSEE

AL-910 (FAA)

20142

# VOR or TACAN RWY 22

## MILLINGTON-MEMPHIS (NQA)

| VORTAC MEM | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 117.5 | 195° | TDZE | 319 |
| Chan 122 | | Apt Elev | 319 |

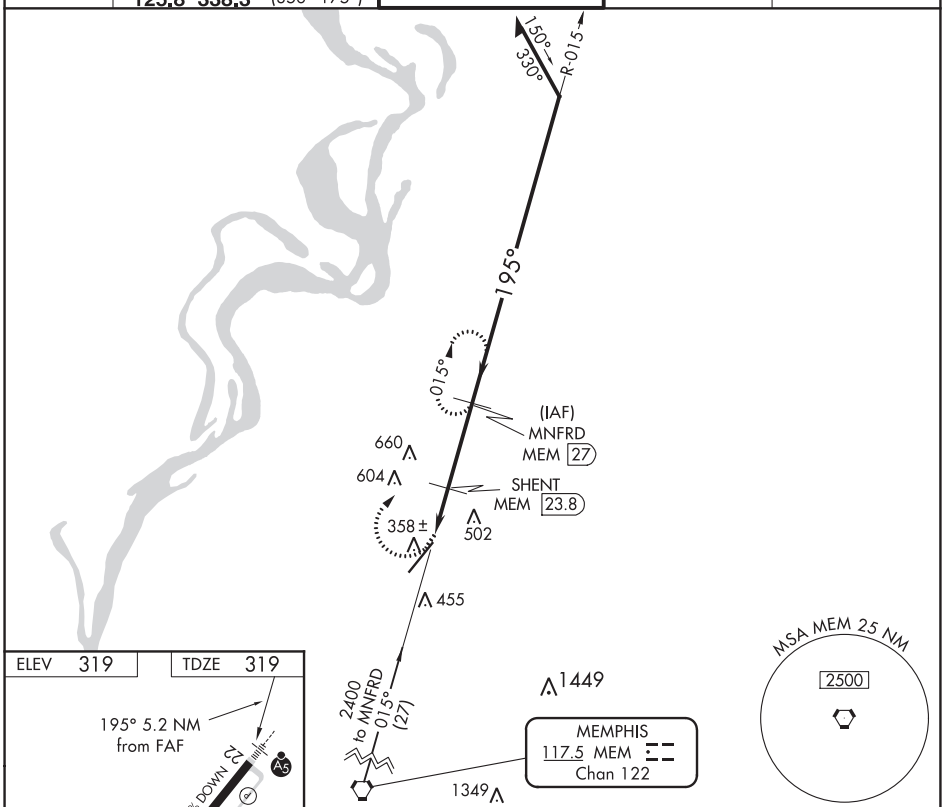
DME required.

Rwy 22 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply.

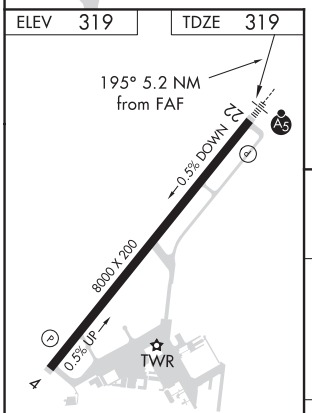
MALSR

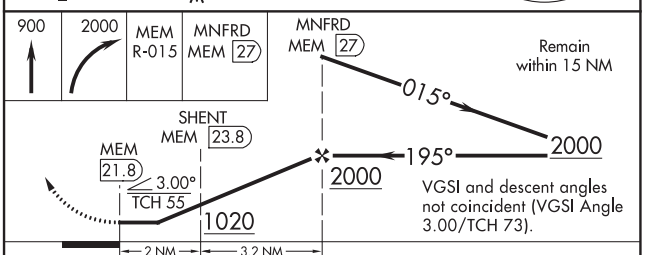
MISSED APPROACH: Climb to 900, then climbing right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.

| AWOS-3 | MEMPHIS APP CON | MILLINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.925 | 119.1 291.6 (176°-355°)<br>125.8 338.3 (356°-175°) | 120.25 (CTAF) L 340.2 | 121.375 | 122.95 |




| ELEV | 319 | TDZE | 319 |
|---|---|---|---|



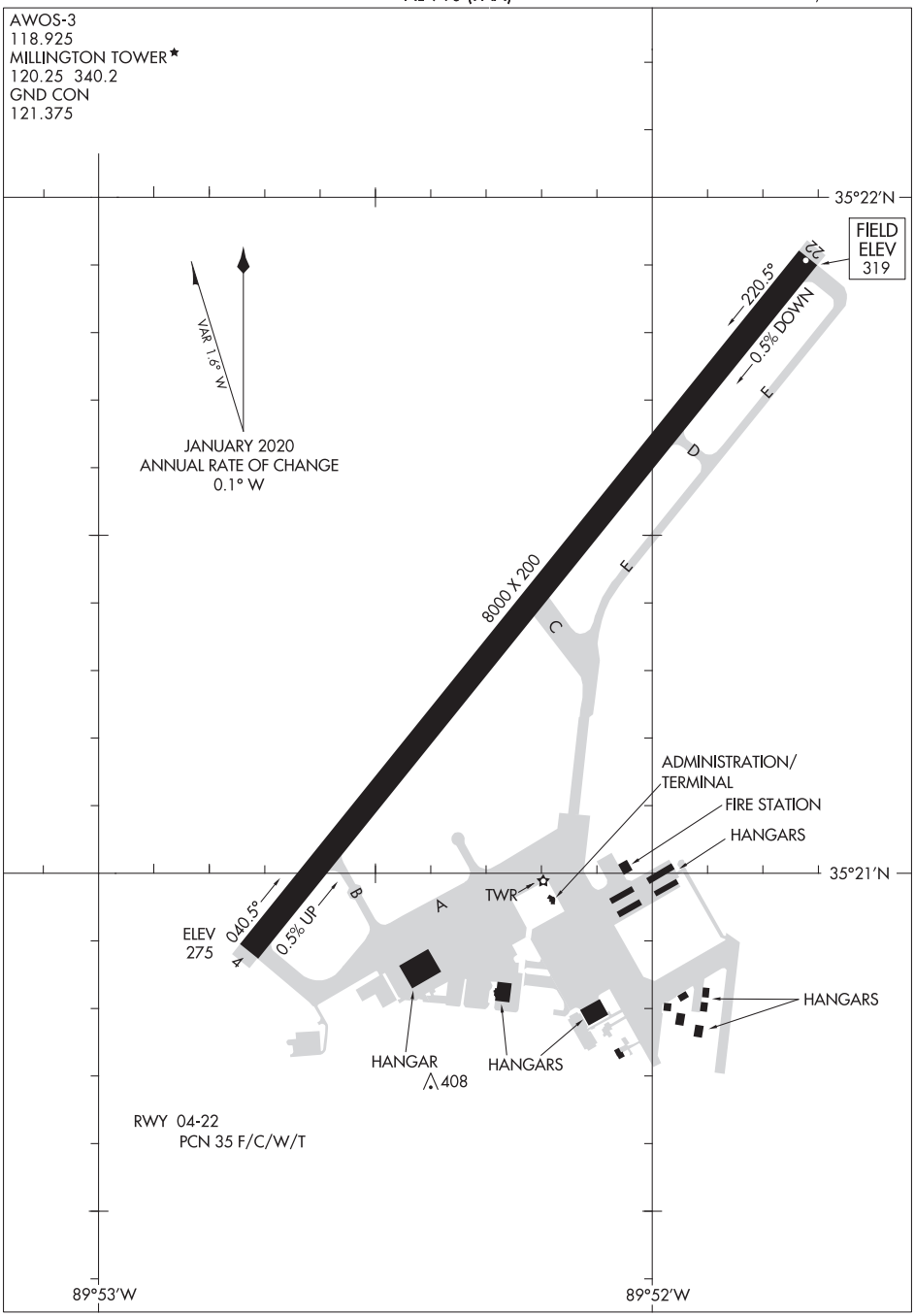




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 | 880-1 | 561 (600-1) | 880-1⅝ | 561 (600-1⅝) | |
| C CIRCLING | 880-1 | 561 (600-1) | 920-1¾<br>601 (700-1¾) | 960-2<br>641 (700-2) | 960-2¼<br>641 (700-2¼) |

HIRL Rwy 4-22 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

MONTICELLO, KENTUCKY AL-6629 (FAA) 18116

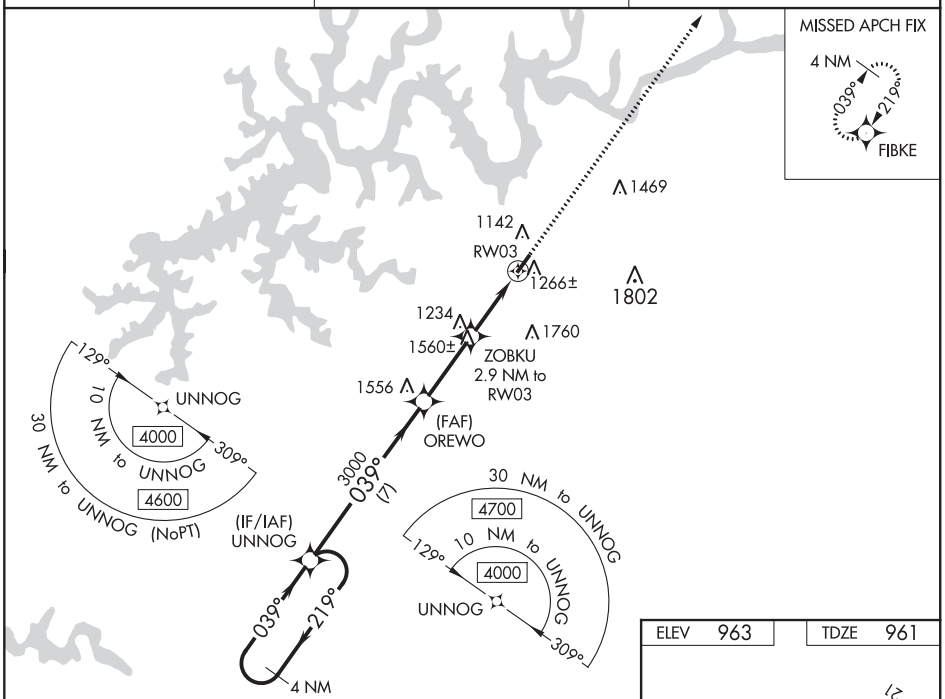
| WAAS CH 78233 W03A | APP CRS 039° | Rwy ldg 4000<br>TDZE 961<br>Apt Elev 963 |
|---|---|---|

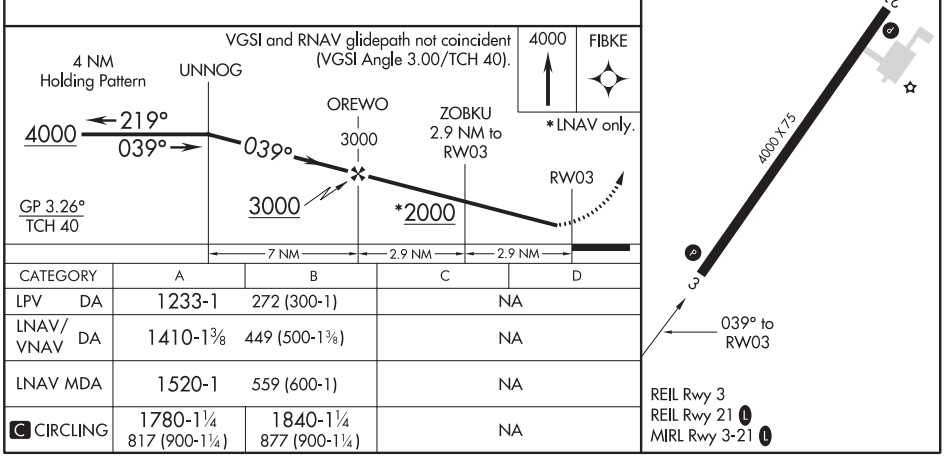
# RNAV (GPS) RWY 3
## WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 4000 direct FIBKE and hold.

| AWOS-3PT | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.825 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1233-1 | 272 (300-1) | NA | |
| LNAV/VNAV DA | 1410-1⅜ | 449 (500-1⅜) | NA | |
| LNAV MDA | 1520-1 | 559 (600-1) | NA | |
| C CIRCLING | 1780-1¼<br>817 (900-1¼) | 1840-1¼<br>877 (900-1¼) | NA | |




SE-1, 25 FEB 2021 to 22 APR 2021

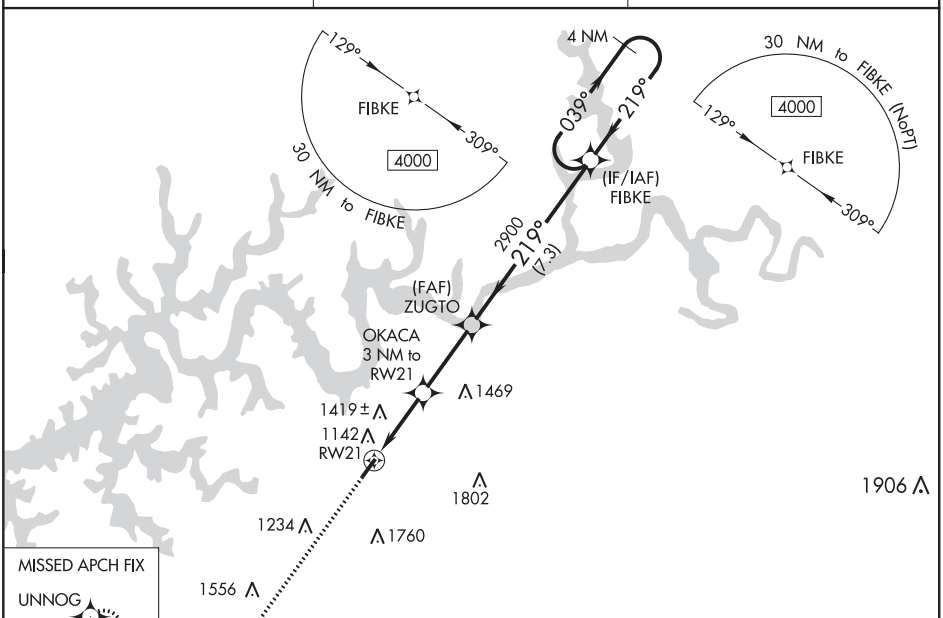
| WAAS CH 82533 W21A | APP CRS 219° | Rwy ldg 4000 TDZE 963 Apt Elev 963 |
|---|---|---|

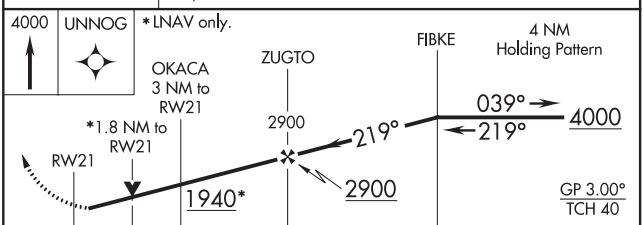
# RNAV (GPS) RWY 21
## WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

MISSED APPROACH: Climb to 4000 direct UNNOG and hold.

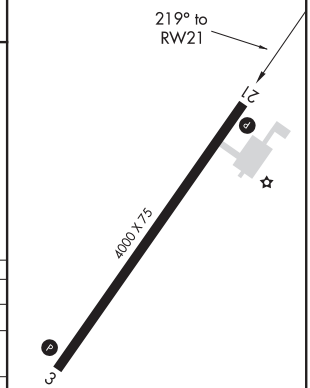
| AWOS-3PT | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 118.825 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1257-1 294 (300-1) | | NA | |
| LNAV/VNAV DA | 1666-2½ 703 (800-2½) | | NA | |
| LNAV MDA | 1580-1 617 (700-1) | | NA | |
| C CIRCLING | 1780-1¼ 817 (900-1¼) | 1840-1¼ 877 (900-1¼) | NA | |

ELEV 963 TDZE 963




REIL Rwy 3
REIL Rwy 21 L
MIRL Rwy 3-21 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

MOREHEAD, KENTUCKY AL-10359 (FAA) 20366

| WAAS CH 86909 W02A | APP CRS 026° | Rwy ldg 5500<br>TDZE 1028<br>Apt Elev 1028 |
|---|---|---|

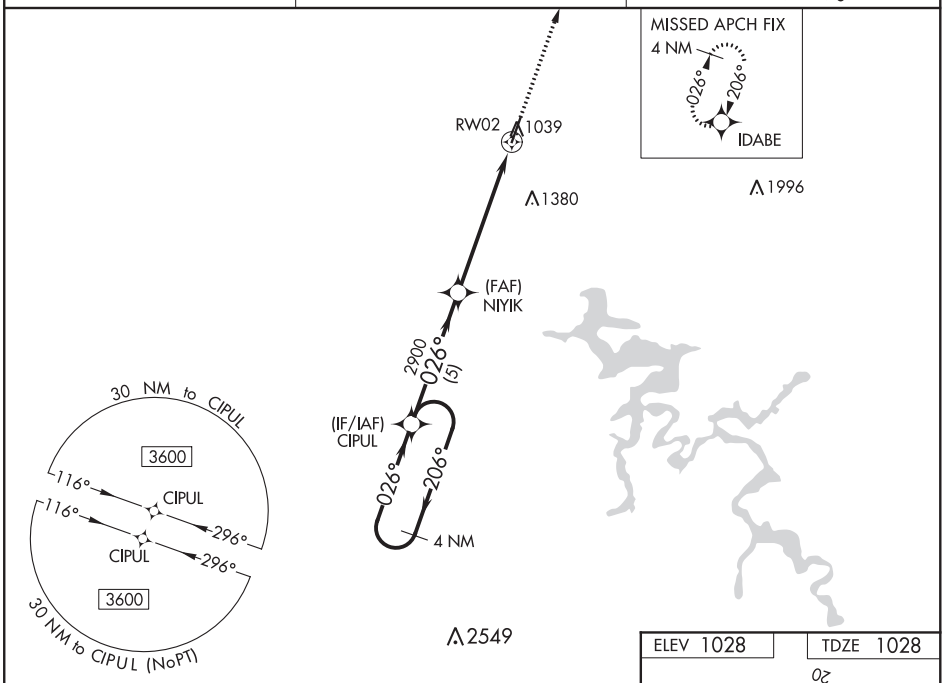
# RNAV (GPS) RWY 2

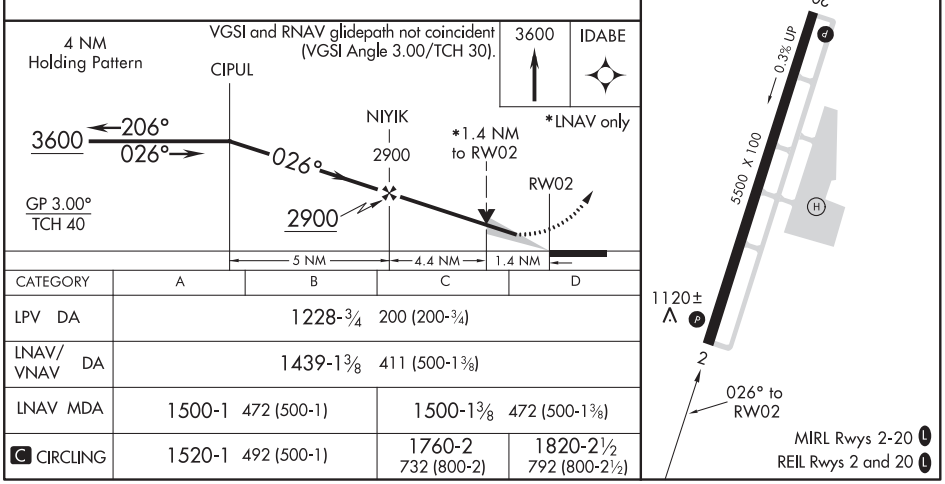
## MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile, LNAV/VNAV all Cats visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct IDABE and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.95 | 124.225 360.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1228-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1439-1⅜ 411 (500-1⅜) | | | |
| LNAV MDA | 1500-1 472 (500-1) | | 1500-1⅜ 472 (500-1⅜) | |
| C CIRCLING | 1520-1 492 (500-1) | | 1760-2 732 (800-2) | 1820-2½ 792 (800-2½) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

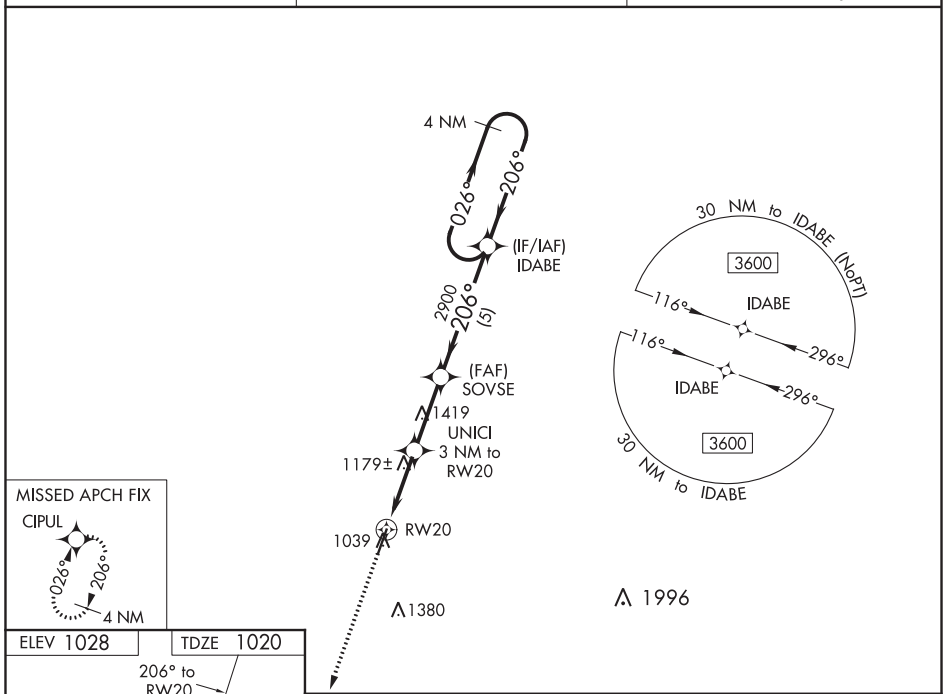
| WAAS CH 78209 W20A | APP CRS 206° | Rwy ldg 5500<br>TDZE 1020<br>Apt Elev 1028 |
|---|---|---|

# RNAV (GPS) RWY 20
## MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅛ mile, and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CIPUL and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.95 | 124.225 360.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1270-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1453-1½ 433 (500-1½) | | | |
| LNAV MDA | 1440-1 420 (500-1) | | 1440-1¼ 420 (500-1¼) | |
| C CIRCLING | 1520-1 492 (500-1) | | 1760-2 732 (800-2) | 1820-2½ 792 (700-2½) |



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

MORRISTOWN, TENNESSEE AL-5549 (FAA) 19171

# RNAV (GPS) RWY 5
## MOORE-MURRELL (MOR)

| WAAS CH 78321 W05A | APP CRS 053° | Rwy ldg 5717 TDZE 1313 Apt Elev 1313 |
|---|---|---|

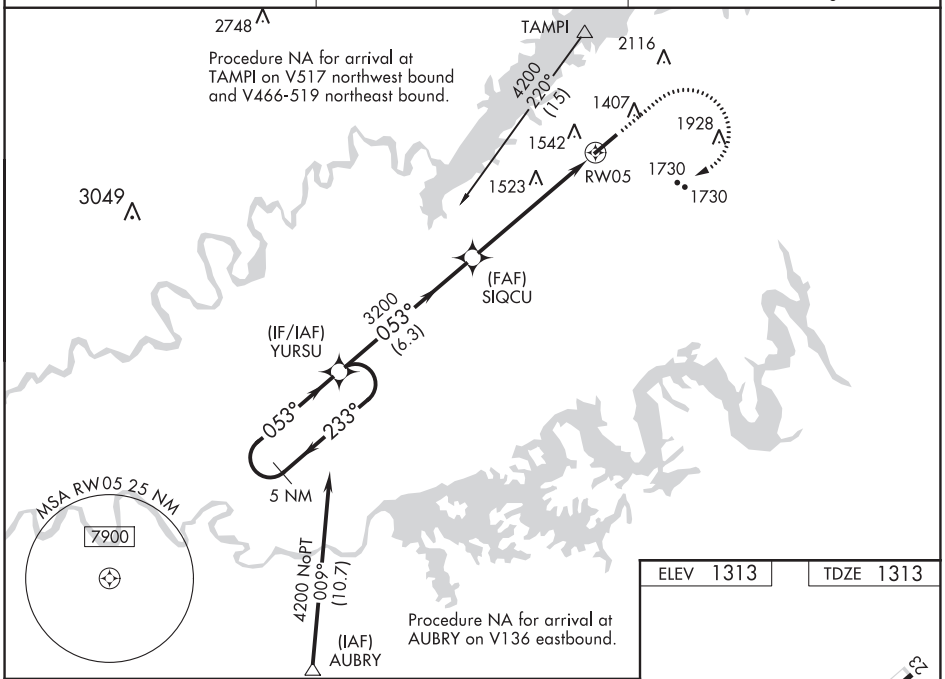
NA
-22°C

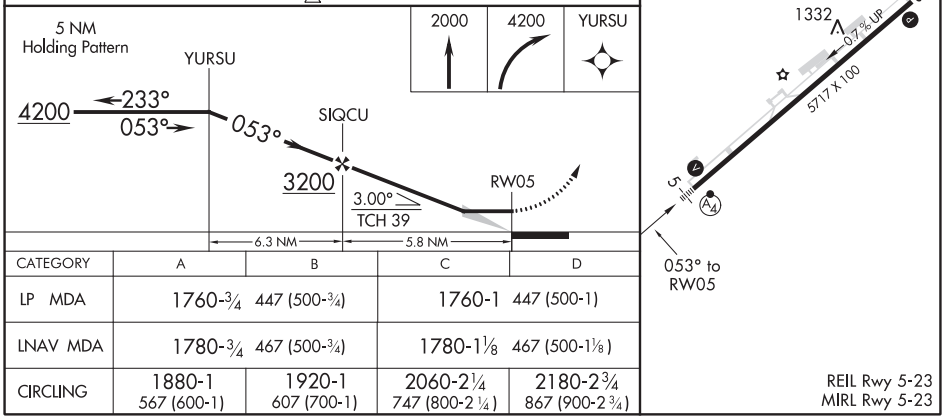
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, increase LP Cats C and D visibility to 1⅜ miles, LNAV Cats C and D visibility to 1½ miles, Circling Cat C visibility to 2¾ miles and Cat D visibility to 3 miles. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1⅜ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1¾ miles.

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.725 | 132.8 360.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1760-¾ 447 (500-¾) | | 1760-1 447 (500-1) | |
| LNAV MDA | 1780-¾ 467 (500-¾) | | 1780-1⅛ 467 (500-1⅛) | |
| CIRCLING | 1880-1 567 (600-1) | 1920-1 607 (700-1) | 2060-2¼ 747 (800-2¼) | 2180-2¾ 867 (900-2¾) |

REIL Rwy 5-23
MIRL Rwy 5-23

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 40421 W23A | APP CRS 233° | Rwy ldg 5717<br>TDZE 1292<br>Apt Elev 1313 |
|---|---|---|

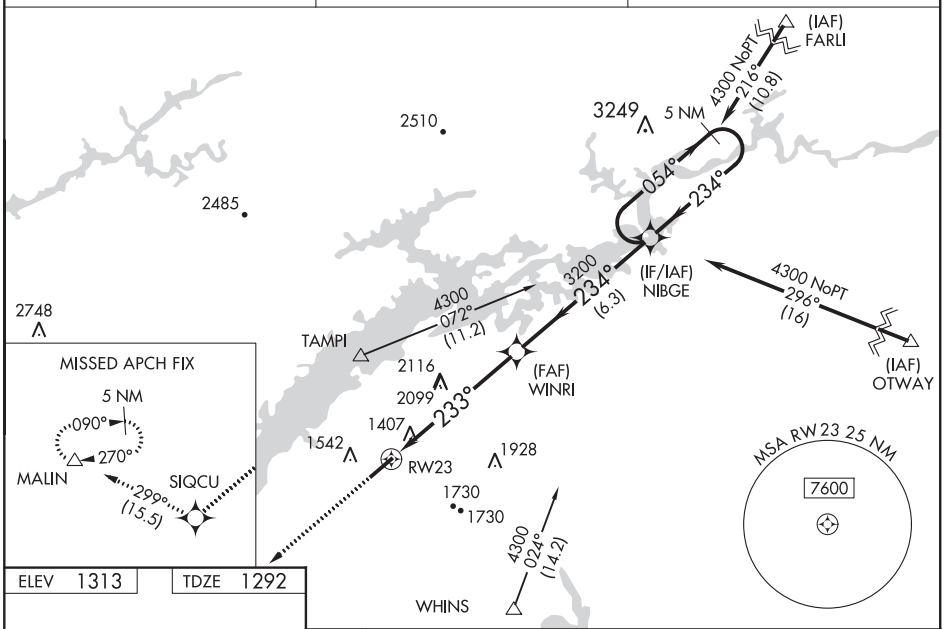
# RNAV (GPS) RWY 23
## MOORE-MURRELL (MOR)

NA
-22°C

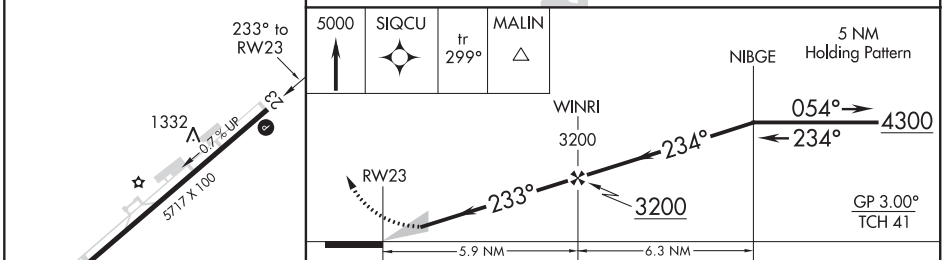
Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH: Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.725 | 132.8 360.8 | 122.8 (CTAF) |




| ELEV 1313 | TDZE 1292 |
|---|---|




| | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1589-1 297 (300-1) | | | |
| LNAV/VNAV DA | 2387-4 1095 (1100-4) | | | |
| LNAV MDA | 2200-1¼ 908 (900-1¼) | | 2200-2½ 908 (900-2½) | |
| CIRCLING | 2200-1¼ 887 (900-1¼) | | 2200-2¾ 887 (900-2¾) | 2200-3 887 (900-3) |

REIL Rwy 5-23
MIRL Rwy 5-23



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

MORRISTOWN, TENNESSEE AL-5549 (FAA) 20086

# SDF RWY 5
## MOORE-MURRELL (MOR)

| SDF MOR | APP CRS | Rwy ldg | 5717 |
|---|---|---|---|
| 109.5 | 053° | TDZE | 1313 |
| Chan 32 | | Apt Elev | 1313 |

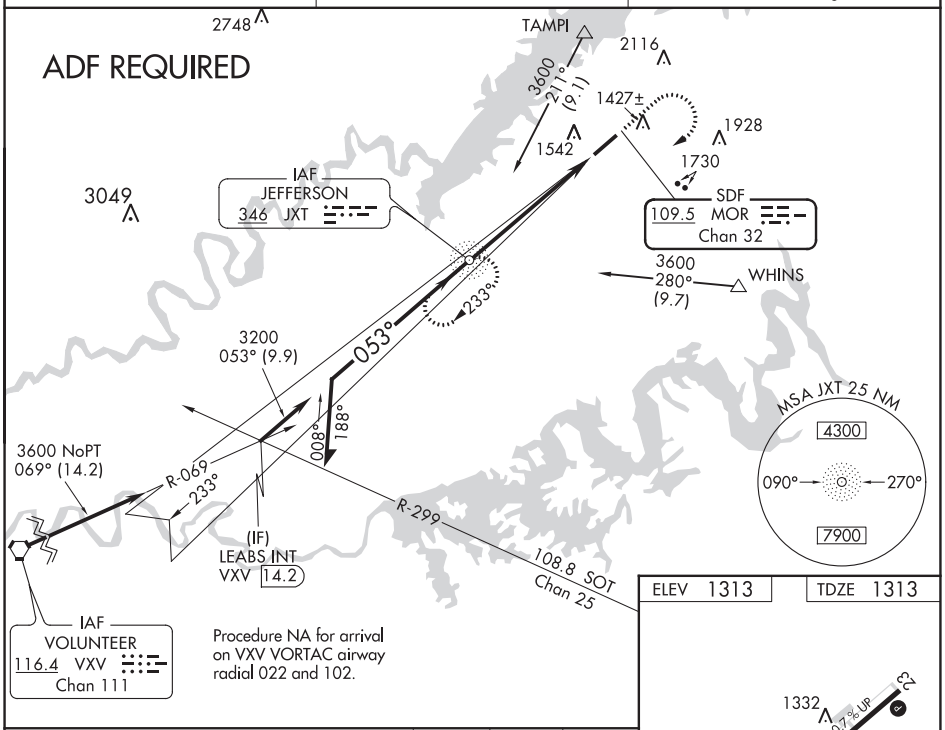
T
NA
-22°C

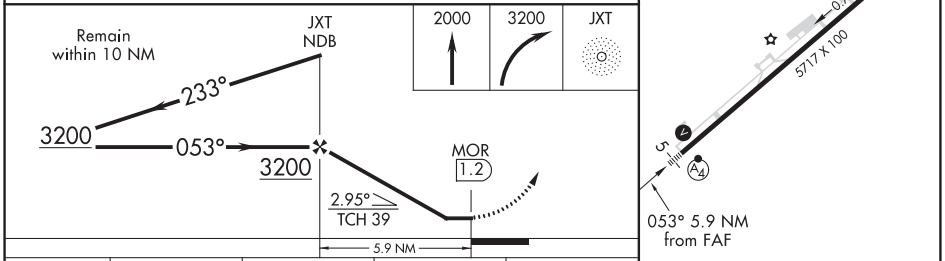
ADF Required. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 1¾ miles, Circling Cat C visibility to 2¾ miles, and Circling Cat D visibility to 3 miles. For inop MALSF, increase S-5 Cats C and D visibility to 1⅝ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase S-5 Cats C and D visibility to 2 miles.

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct JXT NDB and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.725 | 132.8 360.8 | 122.8 (CTAF) |




REIL Rwy 5-23
MIRL Rwy 5-23

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1860-¾ 547 (600-¾) | | 1860-1⅜ 547 (600-1⅜) | |
| CIRCLING | 1880-1 567 (600-1) | 1920-1 607 (700-1) | 2060-2¼ 747 (800-2¼) | 2180-2¾ 867 (900-2¾) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# NDB RWY 5
## MOORE-MURRELL (MOR)

| NDB JXT | APP CRS | Rwy ldg | 5717 |
|---|---|---|---|
| 346 | 054° | TDZE | 1313 |
| | | Apt Elev | 1313 |

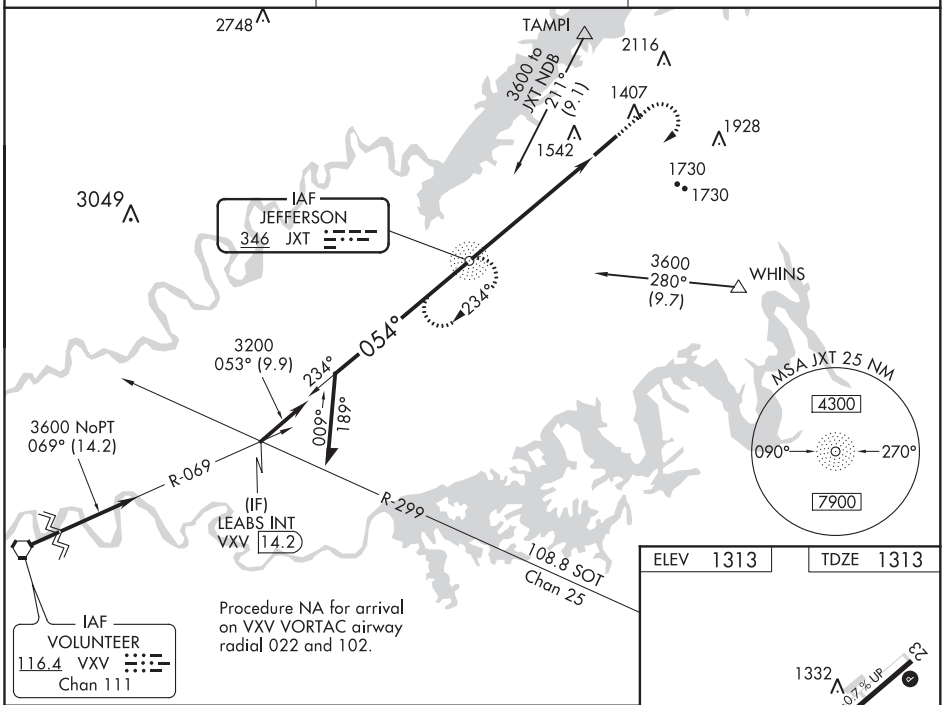
NA
-22°C

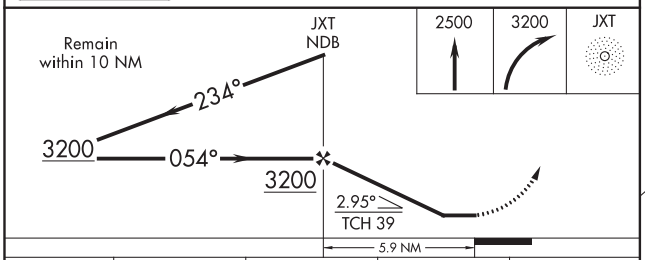
When local altimeter settting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 140 feet, S-5 Cats C and D visibility to 2 miles, Circling Cat B visibility to 1¼ miles, Cat C visibility to 2¾ miles and Cat D visibility to 3 miles. For inop MALSF, increase S-5 Cats C and D visibility to 1⅞ miles. For inop MALSF, when using Mc Ghee Tyson altimeter setting, increase S-5 Cat B visibility to 1¼ miles and Cats C and D visibility to 2½ miles.

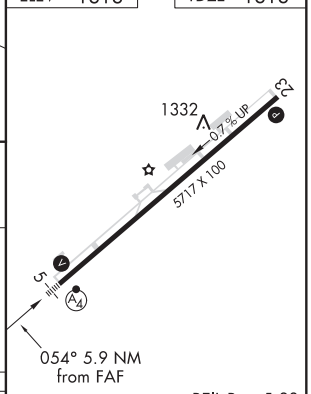
MALSF

MISSED APPROACH: Climb to 2500 then climbing right turn to 3200 direct JXT NDB and hold.

| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.725 | 132.8 360.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1960-¾ 647 (700-¾) | | 1960-1⅝ 647 (700-1⅝) | |
| CIRCLING | 1960-1 647 (700-1) | | 2060-2¼ 747 (800-2¼) | 2180-2¾ 867 (900-2¾) |

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

MOUNT STERLING, KENTUCKY AL-6224 (FAA) 20198

| WAAS CH 81933 W03A | APP CRS 033° | Rwy ldg 5000<br>TDZE 1019<br>Apt Elev 1019 |
|---|---|---|

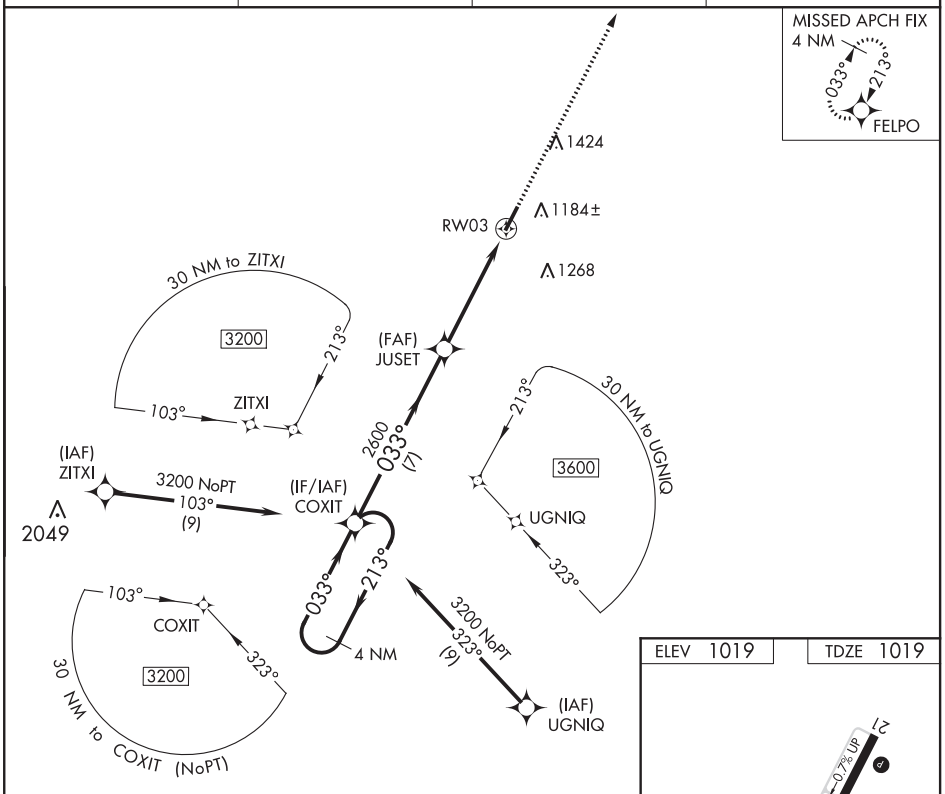
# RNAV (GPS) RWY 3
## MOUNT STERLING-MONTGOMERY COUNTY (IOB)

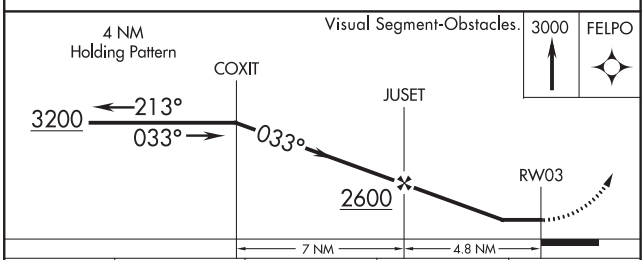
T NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

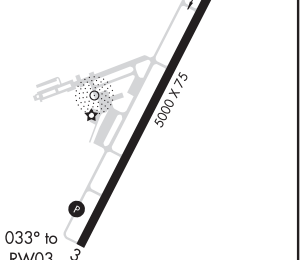
MISSED APPROACH: Climb to 3000 direct FELPO and hold.

| AWOS-3 | LEXINGTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.675 | 120.15 259.3 | 121.72 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1540-1 | 521 (600-1) | 1540-1½ | 521 (600-1½) |
| LNAV MDA | 1560-1 | 541 (600-1) | 1560-1⅝ | 541 (600-1⅝) |
| C CIRCLING | 1560-1 | 541 (600-1) | 1740-2<br>721 (800-2) | 1740-2¼<br>721 (800-2¼) |




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

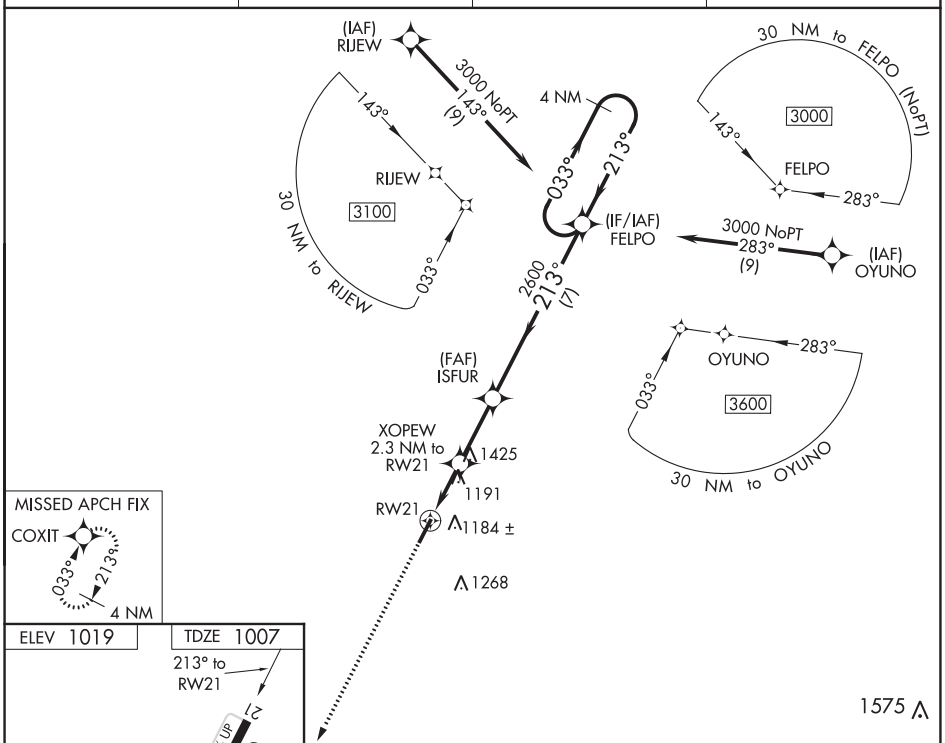
| WAAS CH 42830 W21A | APP CRS 213° | Rwy ldg 5000 TDZE 1007 Apt Elev 1019 |
|---|---|---|

# RNAV (GPS) RWY 21
## MOUNT STERLING-MONTGOMERY COUNTY (IOB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct COXIT and hold.

| AWOS-3 | LEXINGTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.675 | 120.15 259.3 | 121.72 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1257-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1480-1⅝ 473 (500-1⅝) | | | |
| LNAV MDA | 1460-1 453 (500-1) | | 1460-1⅜ 453 (500-1⅜) | |
| C CIRCLING | 1540-1 521 (600-1) | 1560-1 541 (600-1) | 1740-2 721 (800-2) | 1740-2¼ 721 (800-2¼) |

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

SE-1, 25 FEB 2021 to 22 APR 2021

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MOUNT STERLING, KENTUCKY AL-6224 (FAA) 20254

| NDB IOB | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 210 | 020° | TDZE | 1019 |
| | | Apt Elev | 1019 |

# NDB RWY 3

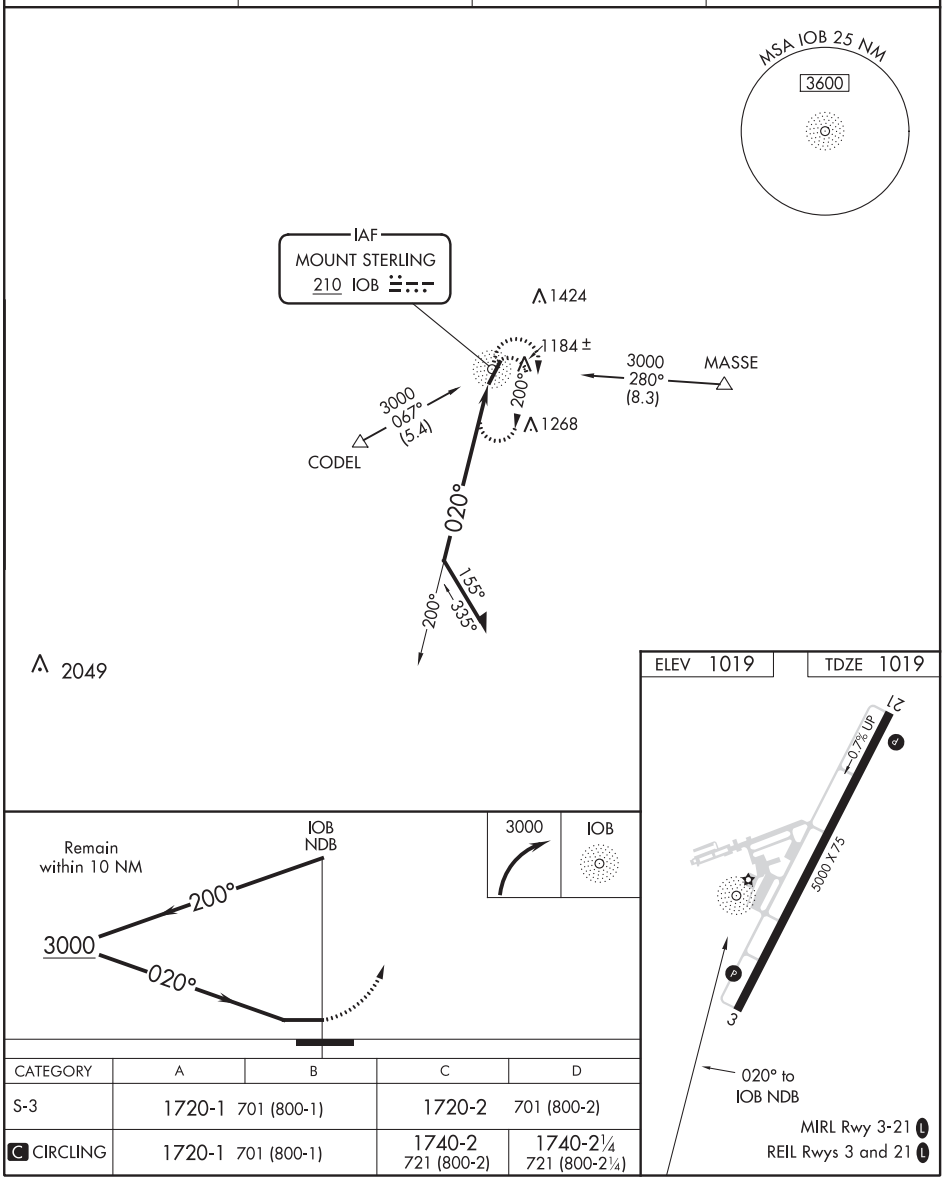
## MOUNT STERLING-MONTGOMERY COUNTY (IOB)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities ½ mile. Helicopter visibility reduction below ¾ SM NA.

NA

MISSED APPROACH: Climbing right turn to 3000 in IOB NDB holding pattern.

| AWOS-3 | LEXINGTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.675 | 120.15 259.3 | 121.72 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1720-1 701 (800-1) | | 1720-2 701 (800-2) | |
| C CIRCLING | 1720-1 701 (800-1) | | 1740-2 721 (800-2) | 1740-2¼ 721 (800-2¼) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

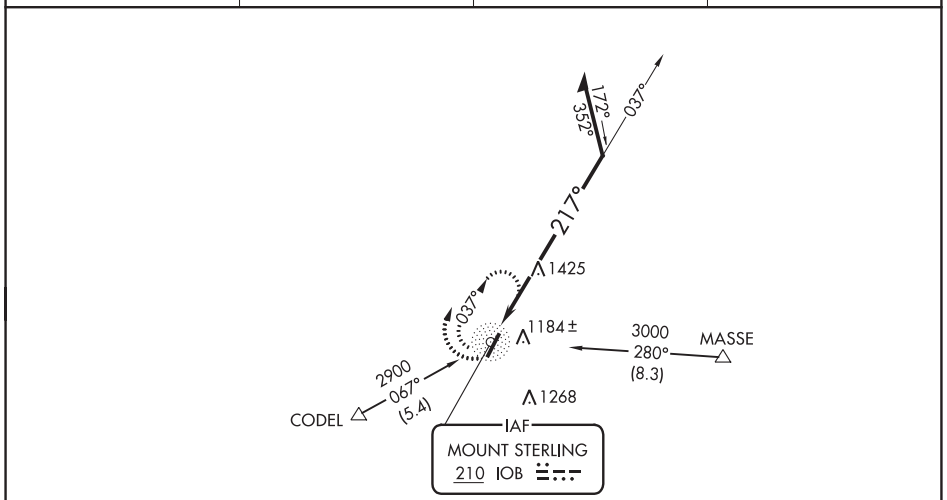
| NDB IOB | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 210 | 217° | 5000 / 1007 / 1019 |

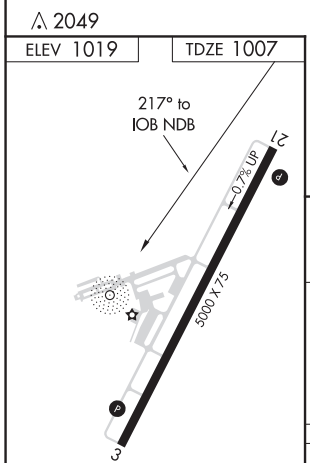
# NDB RWY 21
## MOUNT STERLING-MONTGOMERY COUNTY (IOB)

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and increase all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.

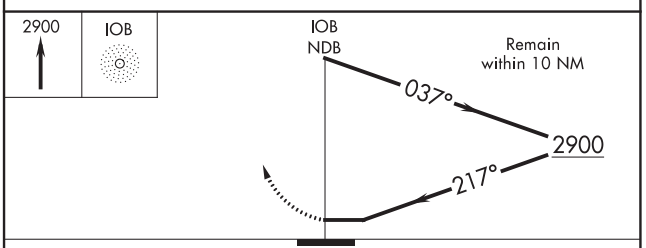
MISSED APPROACH: Climb to 2900 in IOB NDB holding pattern.

| AWOS-3 | LEXINGTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.675 | 120.15 259.3 | 121.72 | 122.8 (CTAF) L |






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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 1780-1<br>773 (800-1) | 1780-1¼<br>773 (800-1¼) | 1780-2½ | 773 (800-2½) |
| C CIRCLING | 1780-1<br>761 (800-1) | 1780-1¼<br>761 (800-1¼) | 1780-2½ | 761 (800-2½) |



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SE-1, 25 FEB 2021 to 22 APR 2021

MOUNTAIN CITY, TENNESSEE

AL-9815 (FAA)

20366

# RNAV (GPS) RWY 6
## JOHNSON COUNTY (6A4)

| APP CRS | Rwy ldg | 4498 |
|---|---|---|
| 065° | TDZE | 2240 |
| | Apt Elev | 2240 |

RNP APCH.

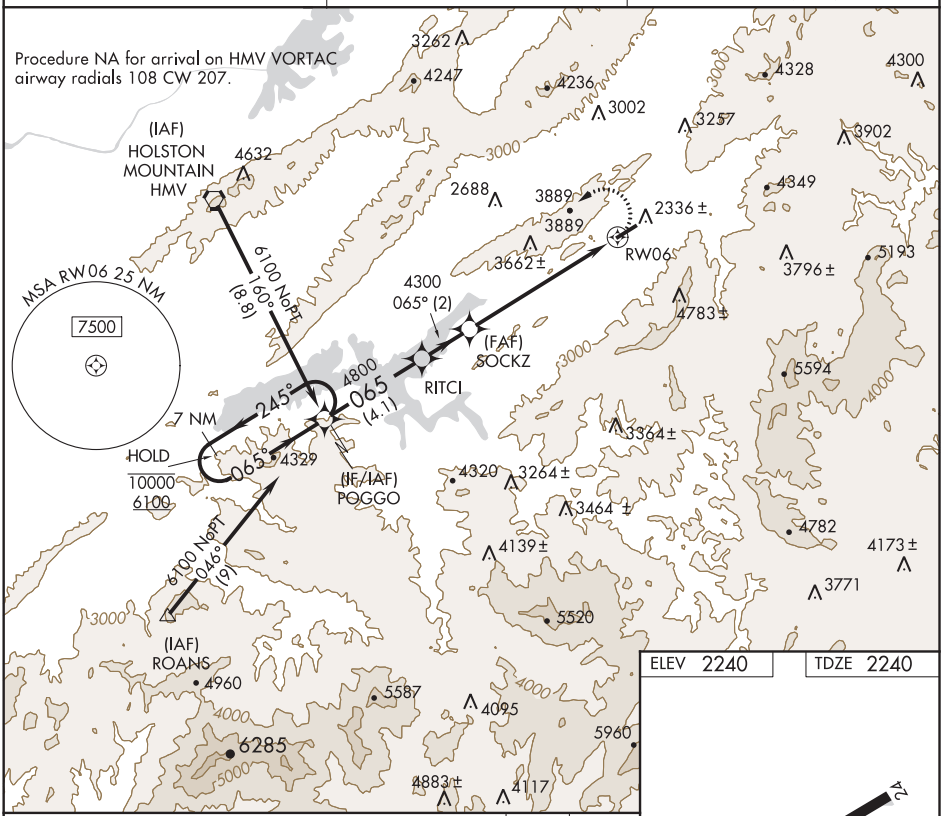
NA

-12°C

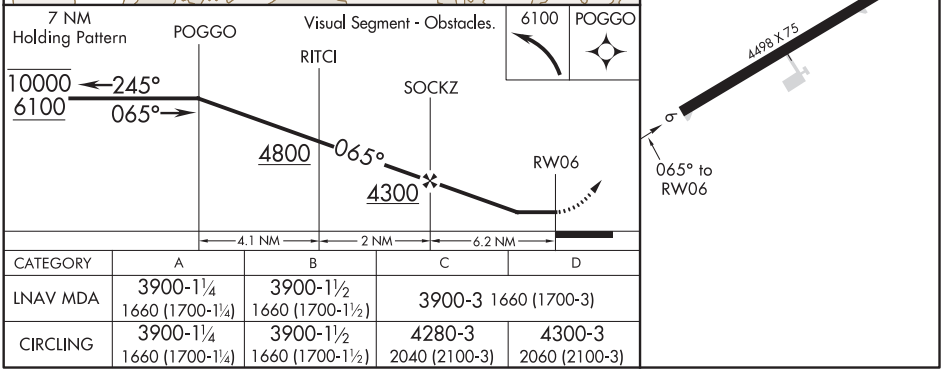
Circling NA for Cat D southeast of Rwy 6-24. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 6100 direct POGGO and hold.

| AWOS-3 | TRI-CITY APP CON ★ | UNICOM |
|---|---|---|
| 126.225 | 134.425 349.0 | 122.7 (CTAF) |




| ELEV | 2240 | TDZE | 2240 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3900-1¼ 1660 (1700-1¼) | 3900-1½ 1660 (1700-1½) | 3900-3 1660 (1700-3) | |
| CIRCLING | 3900-1¼ 1660 (1700-1¼) | 3900-1½ 1660 (1700-1½) | 4280-3 2040 (2100-3) | 4300-3 2060 (2100-3) |

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| APP CRS | Rwy ldg | 4498 |
|---|---|---|
| 253° | TDZE | 2240 |
| | Apt Elev | 2240 |

# RNAV (GPS) RWY 24
## JOHNSON COUNTY (6A4)

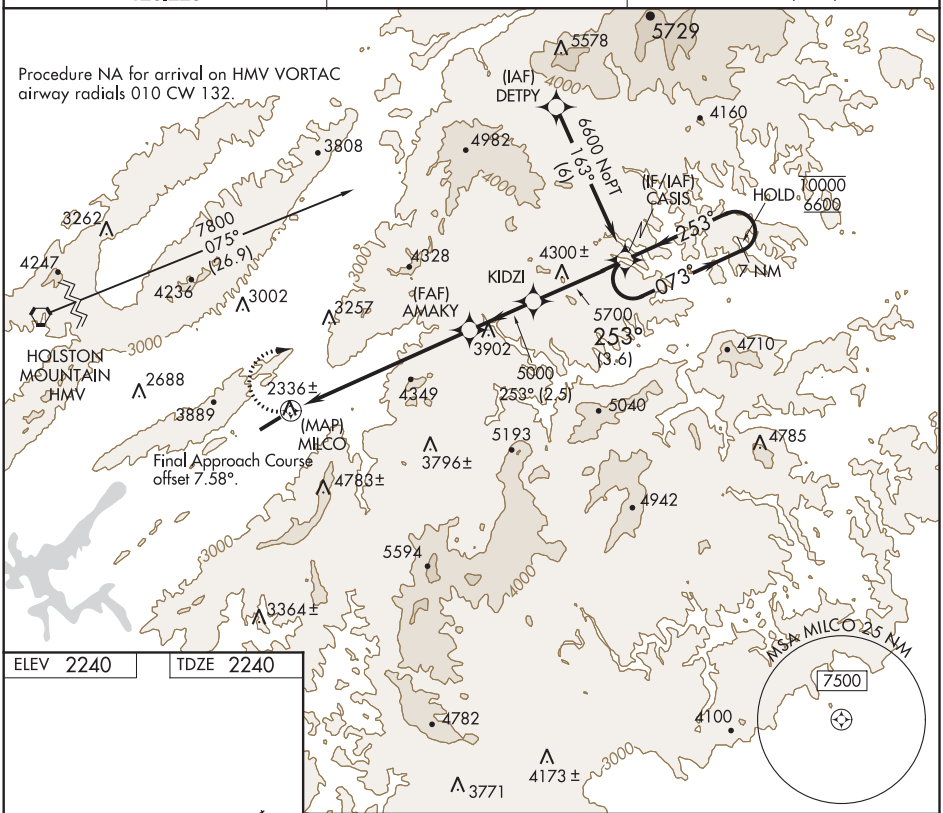
RNP APCH.

NA -12°C

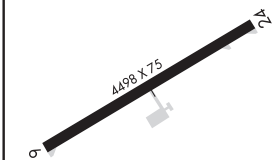
Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet.

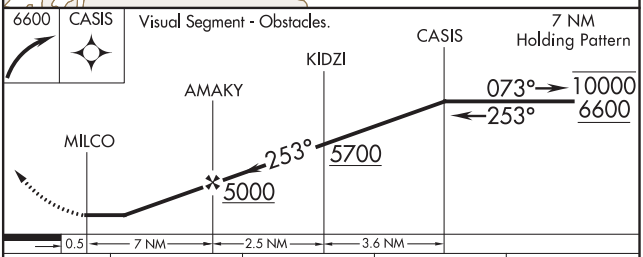
MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.

| AWOS-3 | TRI-CITY APP CON ★ | UNICOM |
|---|---|---|
| 126.225 | 134.425 349.0 | 122.7 (CTAF) |




ELEV 2240 TDZE 2240




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4880-1¼ 2640 (2700-1¼) | 4880-1½ 2640 (2700-1½) | 4880-3 2640 (2700-3) | |
| CIRCLING | 4880-1¼ 2640 (2700-1¼) | 4880-1½ 2640 (2700-1½) | 4880-3 2640 (2700-3) | |

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MURFREESBORO,TENNESSEE

AL-6123 (FAA)

18284

# RNAV (GPS) RWY 18

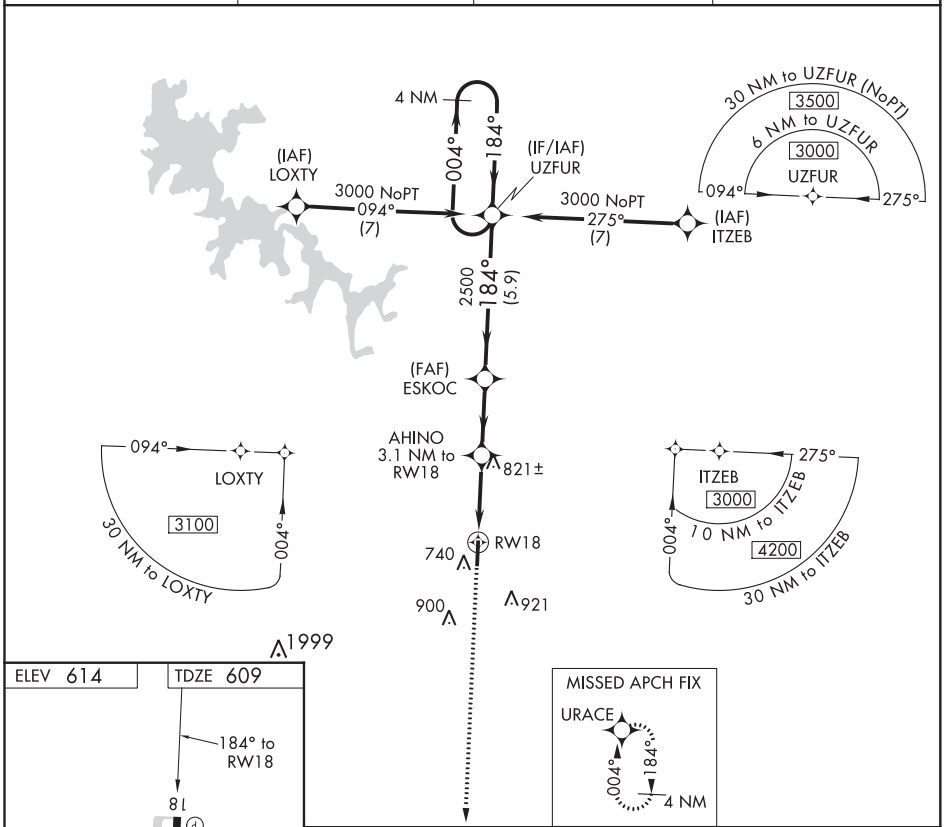
## MURFREESBORO MUNI (MBT)

| WAAS CH 48812 W18A | APP CRS 184° | Rwy ldg 4753<br>TDZE 609<br>Apt Elev 614 |
|---|---|---|

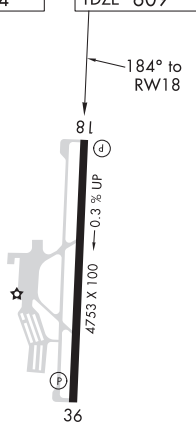
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

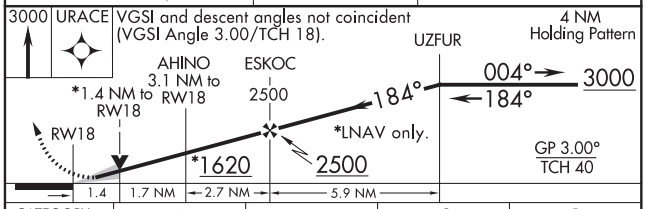
MISSED APPROACH: Climb to 3000 direct URACE and hold.

| AWOS-3 | NASHVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.975 | 118.4 360.7 | 135.075 | 123.075 (CTAF) |




ELEV 614 | TDZE 609




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 859-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 898-⅞ 289 (300-⅞) | | | NA |
| LNAV MDA | 1080-1 471 (500-1) | | 1080-1⅜ 471 (500-1⅜) | NA |
| C CIRCLING | 1080-1 466 (500-1) | | 1280-1¾ 666 (700-1¾) | NA |

MIRL Rwy 18-36
REIL Rwys 18 and 36



SE-1, 25 FEB 2021 to 22 APR 2021

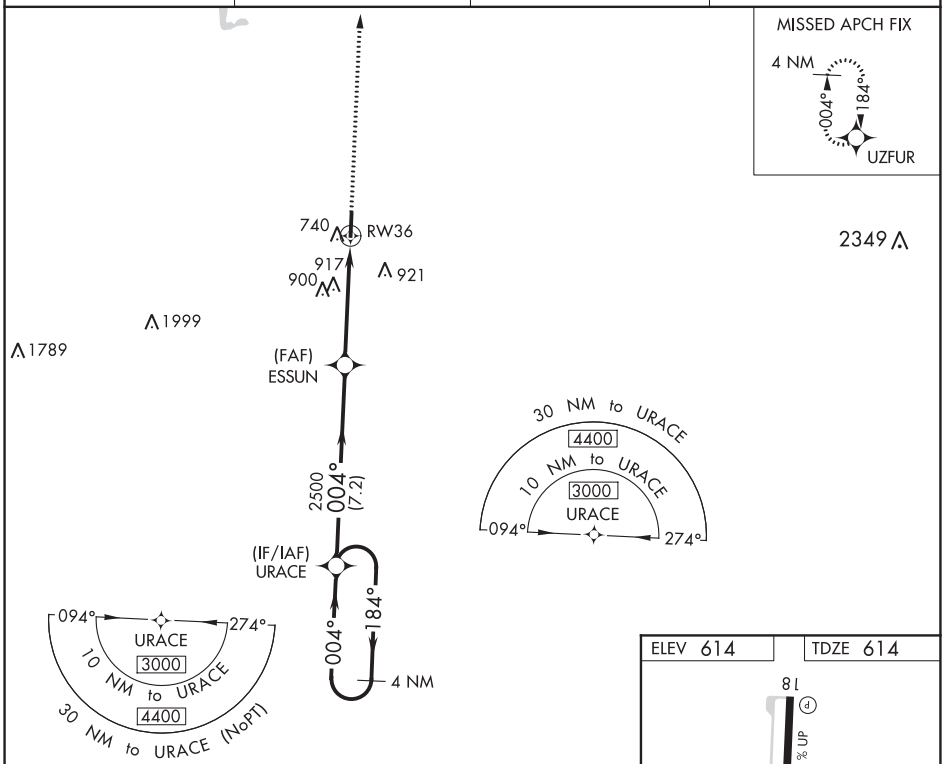
| WAAS CH 61332 W36A | APP CRS 004° | Rwy ldg 4753<br>TDZE 614<br>Apt Elev 614 |
|---|---|---|

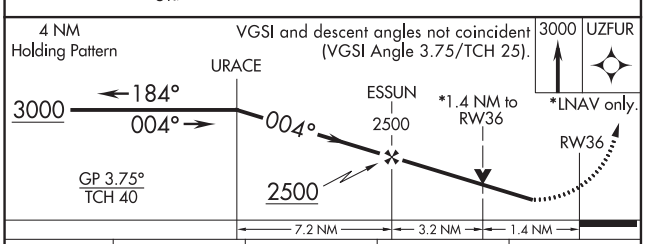
# RNAV (GPS) RWY 36
## MURFREESBORO MUNI (MBT)

For uncompensated Baro-VNAV systems, procedure NA below -16° C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

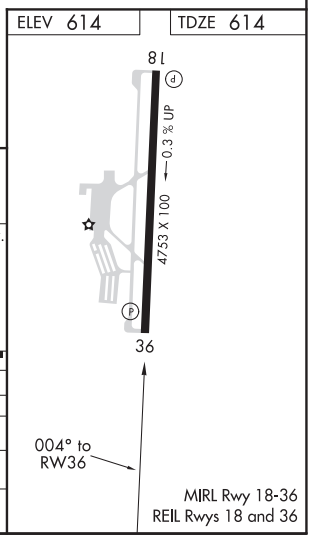
MISSED APPROACH: Climb to 3000 direct UZFUR and hold.

| AWOS-3 | NASHVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 133.975 | 118.4 360.7 | 135.075 | 123.075 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 914-⅞ | 300 (300-⅞) | | NA |
| LNAV/VNAV DA | 1030-1⅛ | 416 (500-1⅛) | | NA |
| LNAV MDA | 1180-1 | 566 (600-1) | 1180-1⅝<br>566 (600-1⅝) | NA |
| C CIRCLING | 1180-1 | 566 (600-1) | 1280-1¾<br>666 (700-1¾) | NA |

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SE-1, 25 FEB 2021 to 22 APR 2021

MURRAY, KENTUCKY | AL-6225 (FAA) | 19171

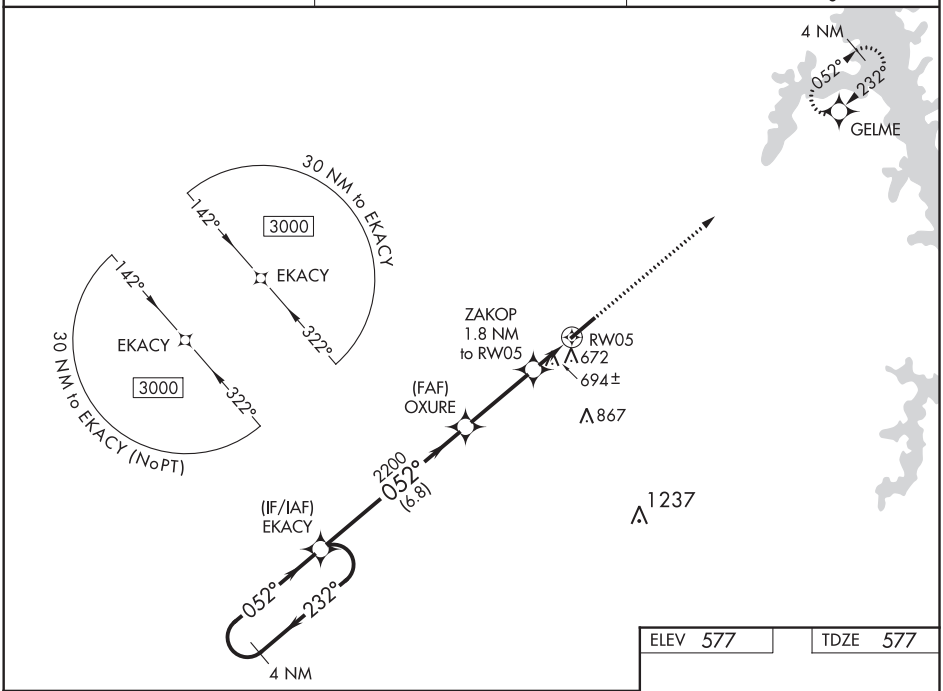
| WAAS CH 86826 W05A | APP CRS 052° | Rwy ldg 6202<br>TDZE 577<br>Apt Elev 577 |
|---|---|---|

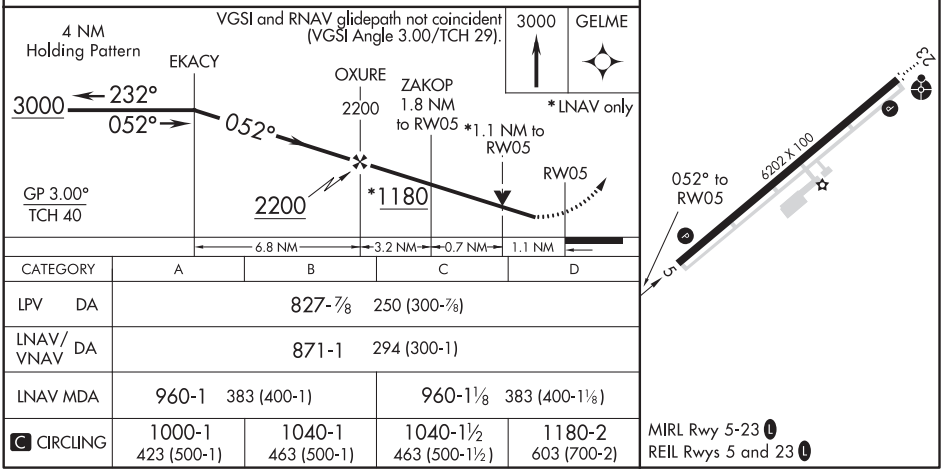
# RNAV (GPS) RWY 5
## KYLE-OAKLEY FIELD (CEY)

When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅛ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Mayfield altimeter setting.

MISSED APPROACH: Climb to 3000 direct GELME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.975 | 133.65 292.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 827-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 871-1 294 (300-1) | | | |
| LNAV MDA | 960-1 383 (400-1) | | 960-1⅛ 383 (400-1⅛) | |
| C CIRCLING | 1000-1 423 (500-1) | 1040-1 463 (500-1) | 1040-1½ 463 (500-1½) | 1180-2 603 (700-2) |

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

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# RNAV (GPS) RWY 23
## KYLE-OAKLEY FIELD (CEY)

| WAAS Ch 42626 W23A | APP CRS 232° | Rwy ldg 6202 TDZE 568 Apt Elev 577 |
|---|---|---|

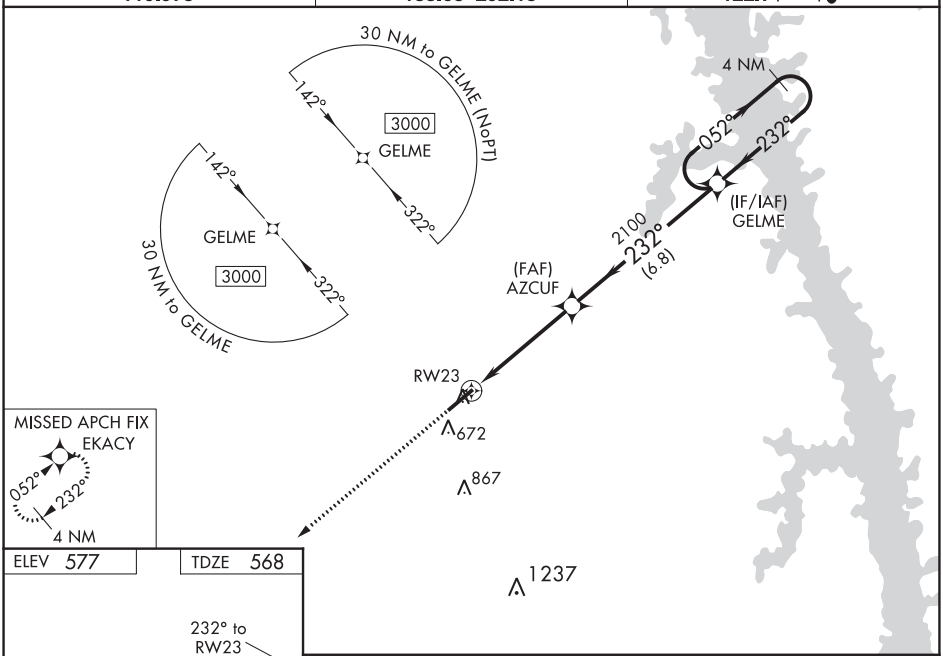
T

A DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ⅛ mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

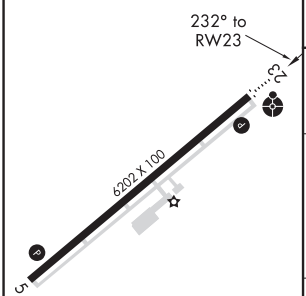
ODALS

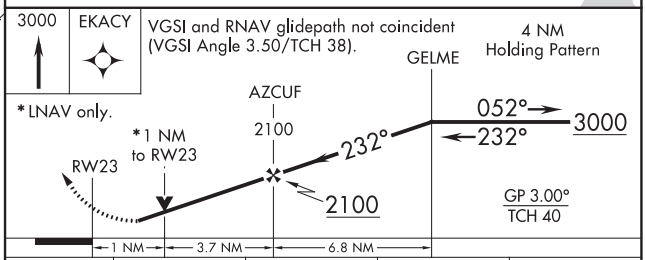
MISSED APPROACH: Climb to 3000 direct EKACY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.975 | 133.65 292.15 | 122.7 (CTAF) L |




ELEV 577 TDZE 568




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 859-⅞ 291 (300-⅞) | | | |
| LNAV/VNAV DA | 861-⅞ 293 (300-⅞) | | | |
| LNAV MDA | 980-¾ 412 (500-¾) | | 980-1 412 (500-1) | |
| C CIRCLING | 1000-1 423 (500-1) | 1040-1 463 (500-1) | 1040-1½ 463 (500-1½) | 1180-2 603 (700-2) |

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



SE-1, 25 FEB 2021 to 22 APR 2021
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MURRAY, KENTUCKY | AL-6225 (FAA) | 20058

# LOC RWY 23
## KYLE-OAKLEY FIELD (CEY)

| LOC I-EUY | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.5 | 232° | 6202 / 568 / 577 |

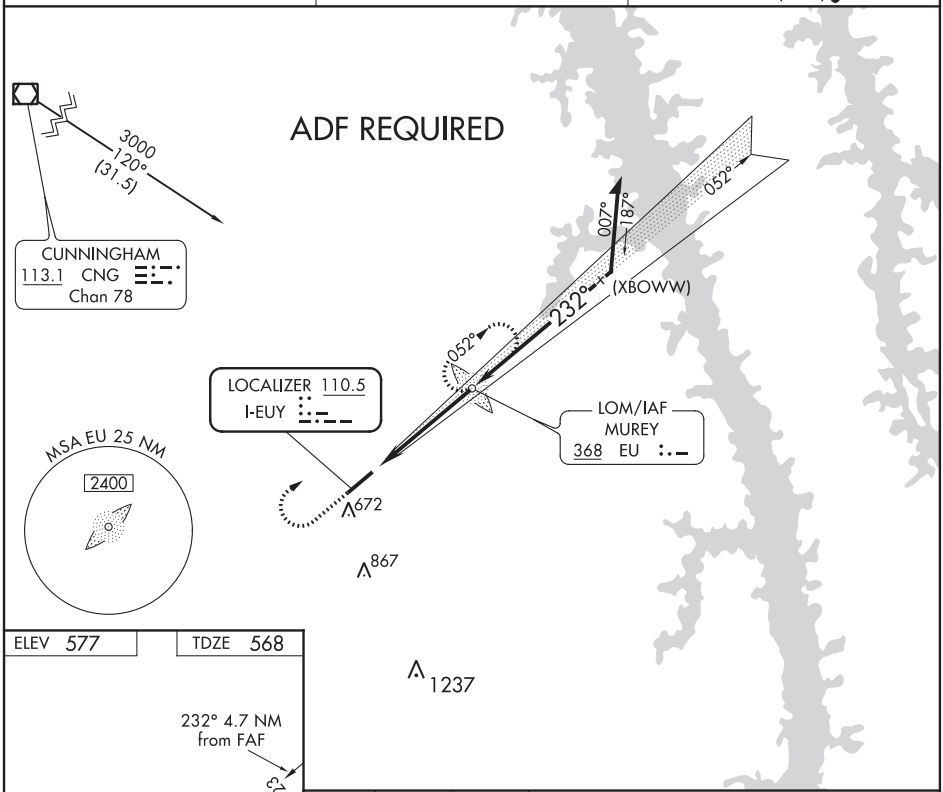
NA

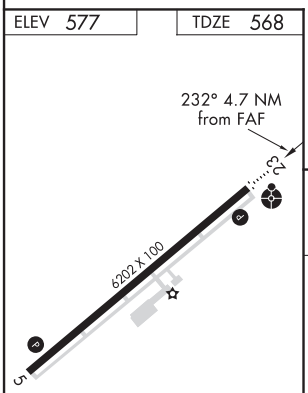
Rwy 23 helicopter visibility reduction below ¾ SM NA. ADF required. When local altimeter setting not recieved use Mayfield altimeter setting: increase all MDA 40 feet and increase S-23 Cats C and D visibility ⅛ mile. For inop ODALS, increase S-23 Cats C and D visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct MUREY LOM and hold.

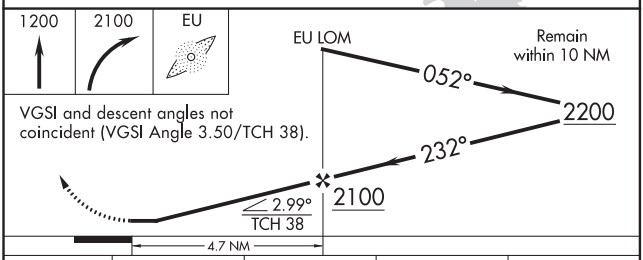
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.975 | 133.65 292.15 | 122.7 (CTAF) L |




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

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 980-¾ 412 (500-¾) | | 980-1 412 (500-1) | |
| C CIRCLING | 1000-1 423 (500-1) | 1040-1 463 (500-1) | 1040-1½ 463 (500-1½) | 1180-2 603 (700-2) |

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# ILS or LOC/DME RWY 20

JOHN C TUNE (JWN)

| LOC/DME I-JWN | APP CRS | Rwy ldg | 6001 |
|---|---|---|---|
| 110.3 | 198° | TDZE | 501 |
| Chan 40 | | Apt Elev | 501 |

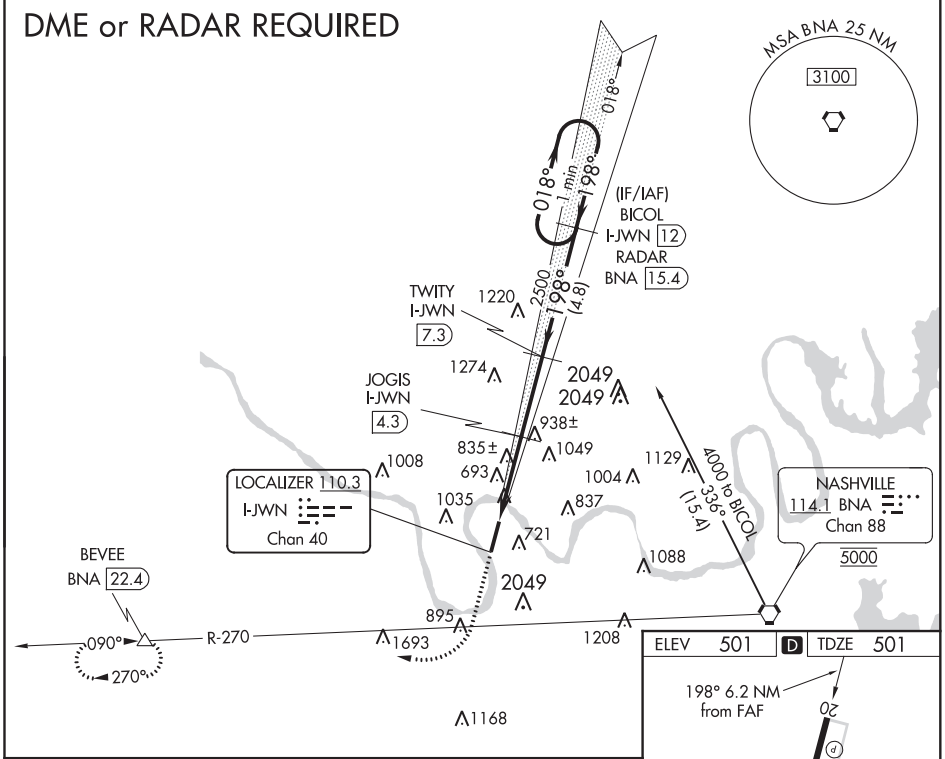
T
A NA

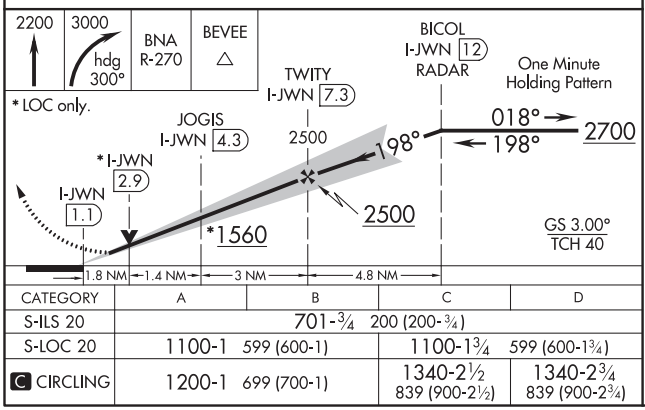
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA/MDA 40 feet; increase Circling Cat C visibility to 2 ¾ miles and Cat D visibility to 3 miles. Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA. DME required.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on heading 300° and BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

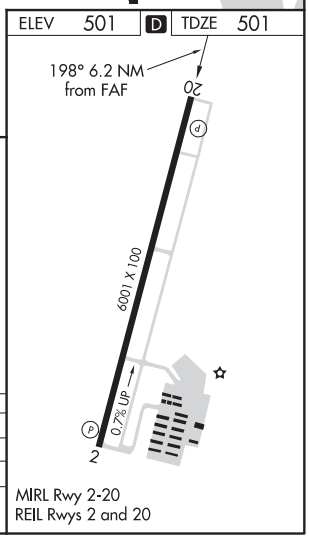
| AWOS-3 | NASHVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.075 | 119.35 372.0 | 124.55 | 122.7 (CTAF) |

DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 701-¾ 200 (200-¾) | | | |
| S-LOC 20 | 1100-1 599 (600-1) | | 1100-1¾ 599 (600-1¾) | |
| C CIRCLING | 1200-1 699 (700-1) | | 1340-2½ 839 (900-2½) | 1340-2¾ 839 (900-2¾) |



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NASHVILLE, TENNESSEE AL-6878 (FAA) 19059

| WAAS CH 78325 W02A | APP CRS 018° | Rwy ldg 6001<br>TDZE 484<br>Apt Elev 501 |
|---|---|---|

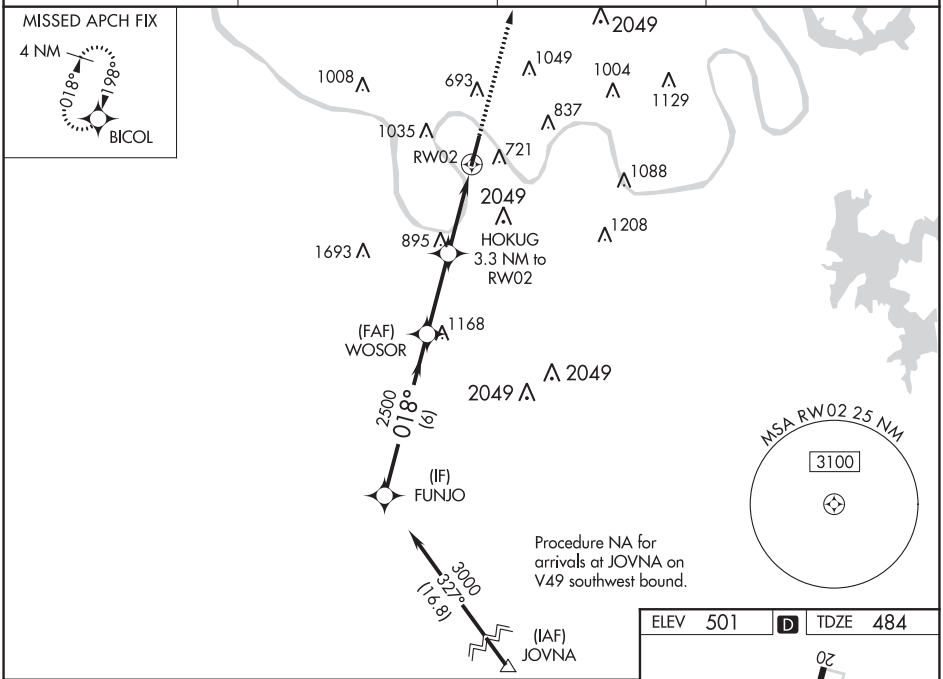
# RNAV (GPS) RWY 2
## JOHN C TUNE (JWN)

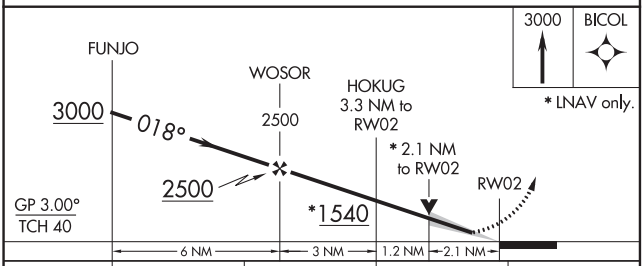
T
A NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats ⅛ SM, LNAV visibility Cat B ¼ SM.

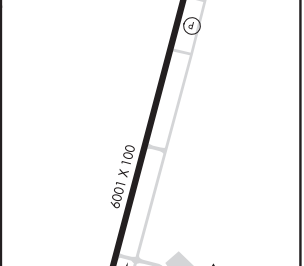
MISSED APPROACH: Climb to 3000 direct BICOL and hold.

| AWOS-3 | NASHVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.075 | 119.35 372.0 | 124.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 734-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1079-2½ 595 (600-2½) | | | |
| LNAV MDA | 1160-1 676 (700-1) | | 1160-2 676 (700-2) | |
| C CIRCLING | 1200-1 699 (700-1) | | 1340-2¾ 839 (900-2¾) | |

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| WAAS CH 86625 W20A | APP CRS 198° | Rwy ldg 6001 TDZE 501 Apt Elev 501 |
|---|---|---|

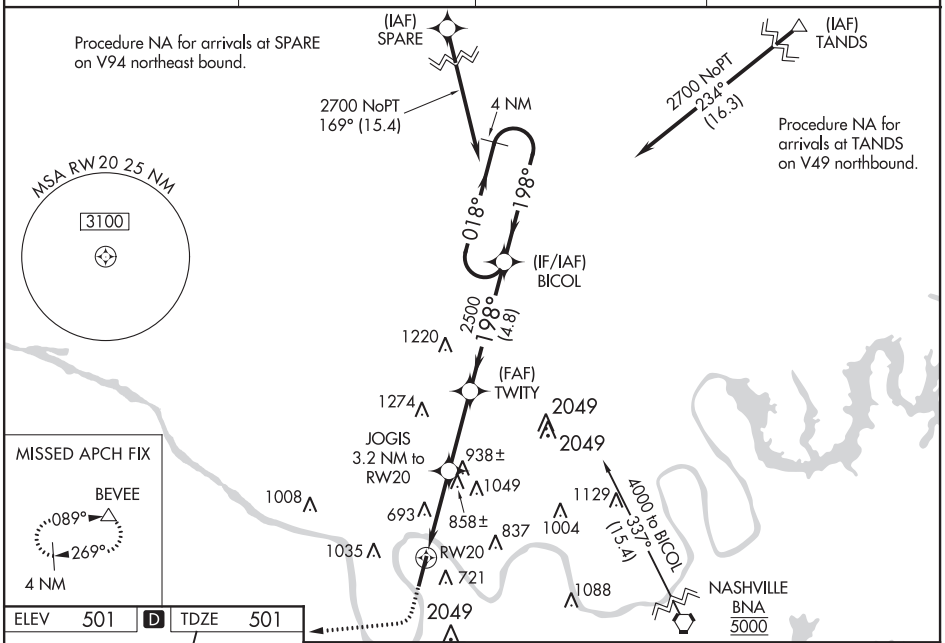
# RNAV (GPS) RWY 20
## JOHN C TUNE (JWN)

T A NA

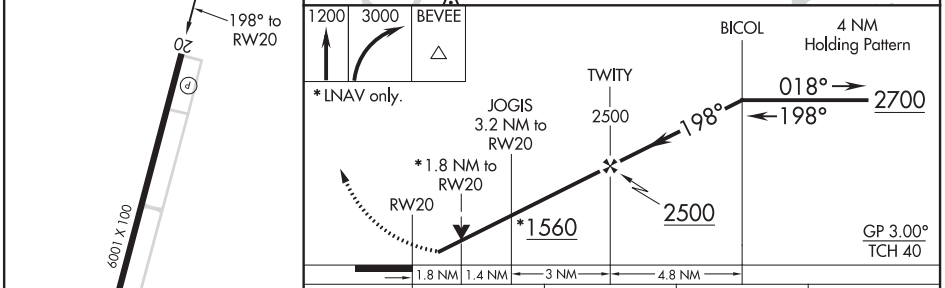
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ⅛ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ⅛ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct BEVEE and hold.

| AWOS-3 | NASHVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.075 | 119.35 372.0 | 124.55 | 122.7 (CTAF) |




ELEV 501 D TDZE 501




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 856-1¼ 355 (400-1¼) | | | |
| LNAV/VNAV DA | 1003-1¾ 502 (600-1¾) | | | |
| LNAV MDA | 1120-1 619 (700-1) | | 1120-1¾ 619 (700-1¾) | |
| C CIRCLING | 1200-1 699 (700-1) | | 1340-2½ 839 (900-2½) | 1340-2¾ 839 (900-2¾) |

MIRL Rwy 2-20
REIL Rwys 2 and 20



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NASHVILLE, TENNESSEE — AL-282 (FAA) — 20198

# ILS or LOC RWY 2C
## NASHVILLE INTL (BNA)

| LOC I-EZN | APP CRS | Rwy ldg | 7601 |
|---|---|---|---|
| 110.75 | 021° | TDZE | 587 |
| | | Apt Elev | 599 |

DME or RADAR required.

T Simultaneous approach authorized. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000. DME from BNA VORTAC.

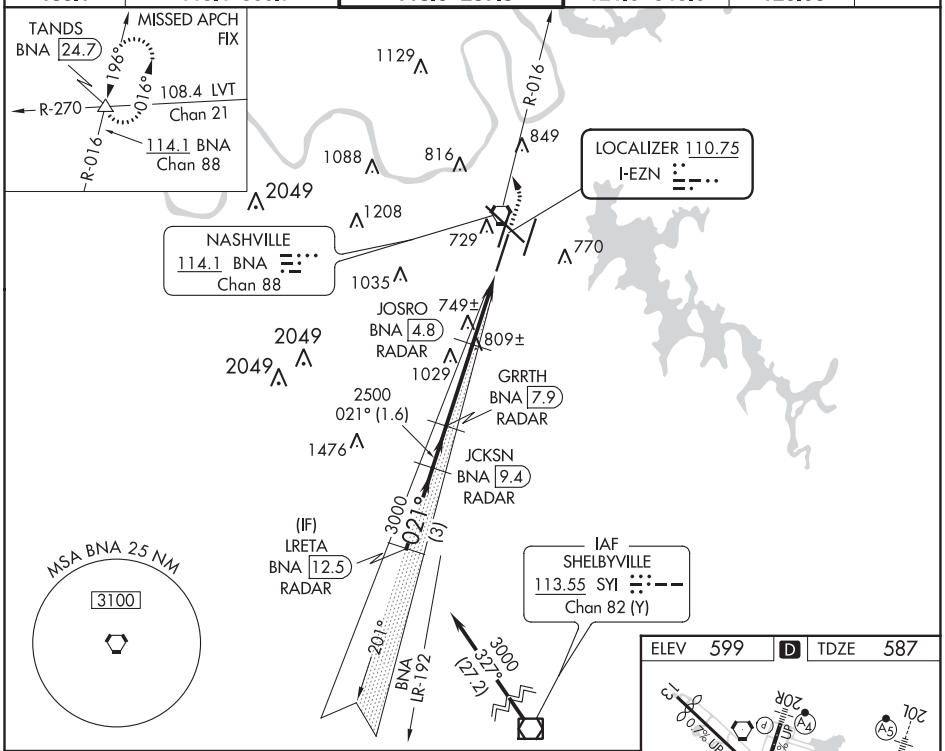
A Simultaneous reception of I-EZN and BNA DME required.

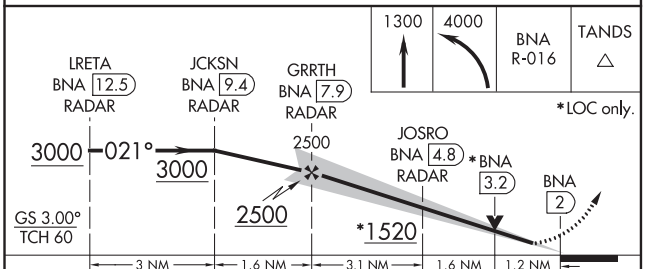
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

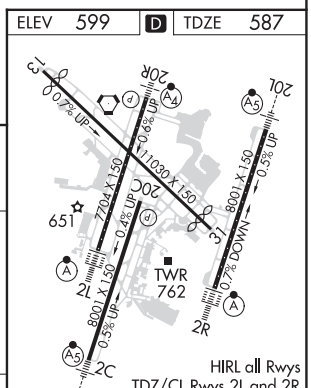
MALSR A5

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2C # | 787/24 | | 200 (200-½) | |
| S-LOC 2C | 1000/24 | 413 (500-½) | 1000/40 | 413 (500-¾) |
| C CIRCLING | 1100-1<br>501 (600-1) | 1120-1<br>521 (600-1) | 1200-1¾<br>601 (700-1¾) | 1380-2½<br>781 (800-2½) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

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# ILS or LOC RWY 2L
## NASHVILLE INTL (BNA)

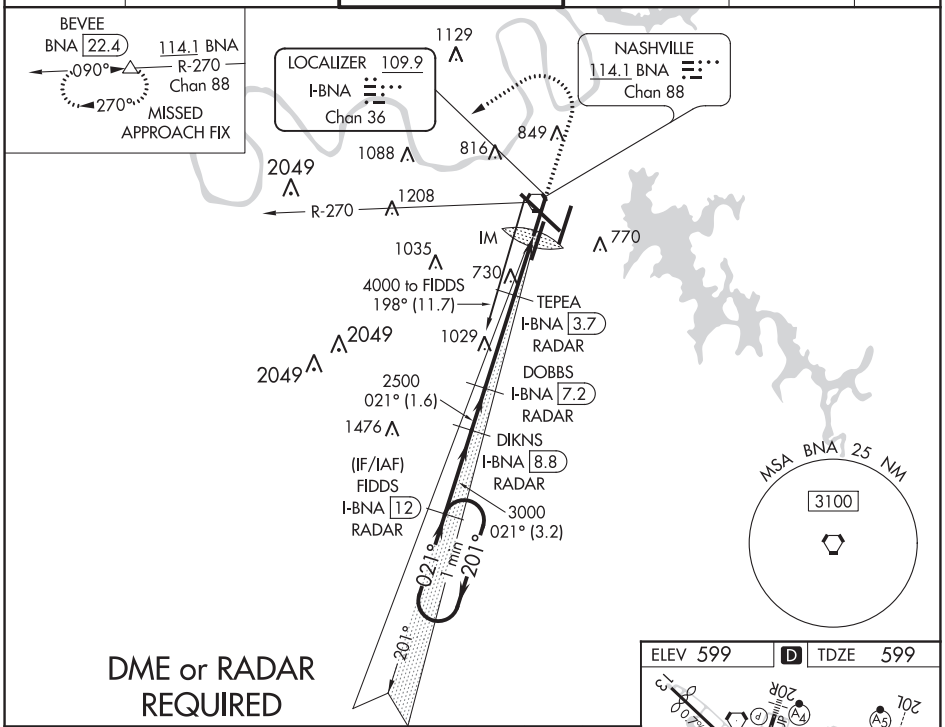
| LOC/DME I-BNA | APP CRS | Rwy ldg | 7702 |
|---|---|---|---|
| 109.9 | 021° | TDZE | 599 |
| Chan 36 | | Apt Elev | 599 |

Simultaneous approach authorized with Rwy 2R. DME or radar required.

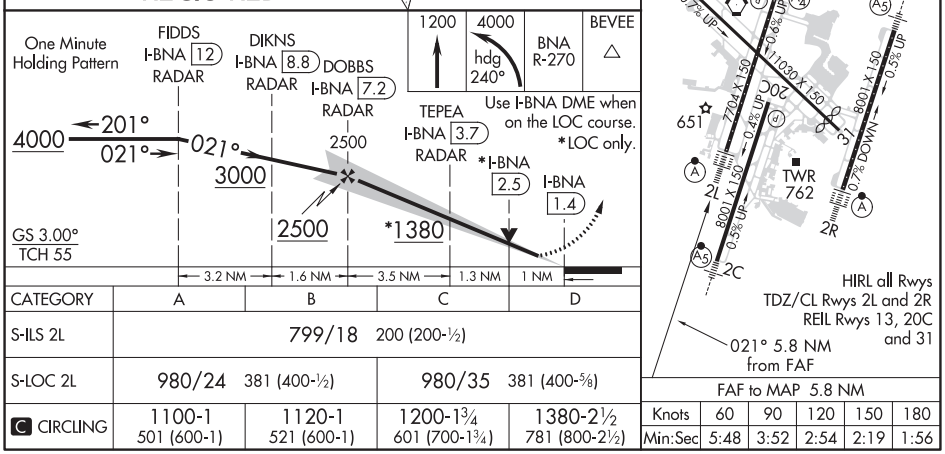
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | 799/18 200 (200-½) | | | |
| S-LOC 2L | 980/24 381 (400-½) | | 980/35 381 (400-⅝) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |



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# ILS or LOC RWY 20R
## NASHVILLE INTL (BNA)

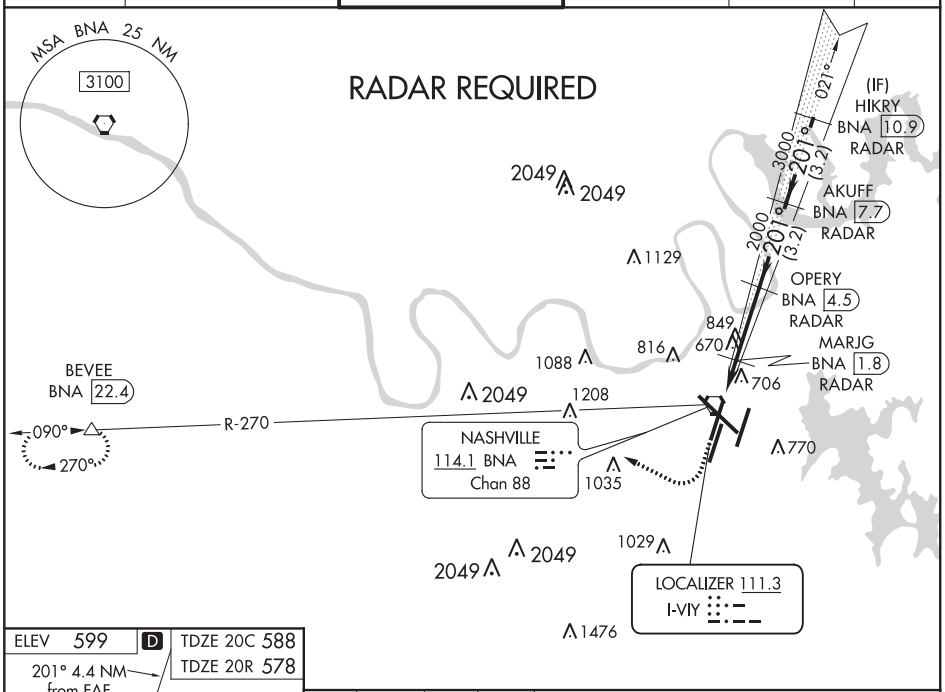
| LOC I-VIY | APP CRS | Rwy ldg | 20R | 20C |
|---|---|---|---|---|
| 111.3 | 201° | | 7702 | 8001 |
| | | TDZE | 578 | 588 |
| | | Apt Elev | 599 | 599 |

Simultaneous approach authorized with Rwy 20L. DME or radar required. For inop ALS, increase S-LOC 20R Cat D visibility to 1¼ SM. DME from BNA VORTAC. Simultaneous reception of I-VIY and BNA DME required.

MALSF

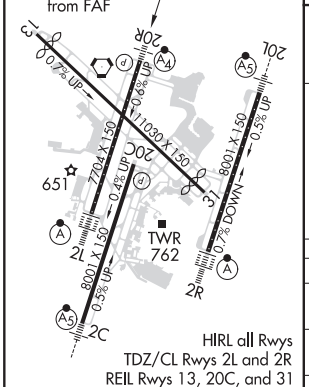
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |

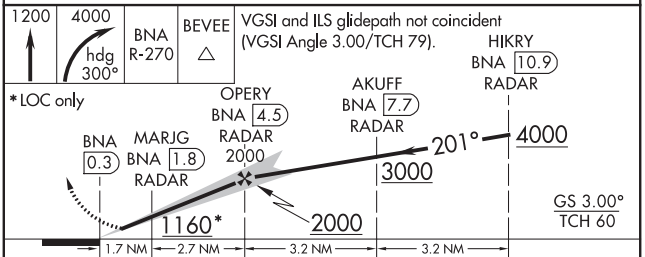



| ELEV 599 | D | TDZE 20C 588 |
|---|---|---|
| | | TDZE 20R 578 |

201° 4.4 NM from FAF




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20R | 778/40 200 (200-¾) | | | |
| S-LOC 20R | 1000/40 422 (500-¾) | | 1000/50 422 (500-1) | |
| SIDESTEP 20C | 1000-1 412 (500-1) | | 1000-1½ 412 (500-1½) | 1000-2 412 (500-2) |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

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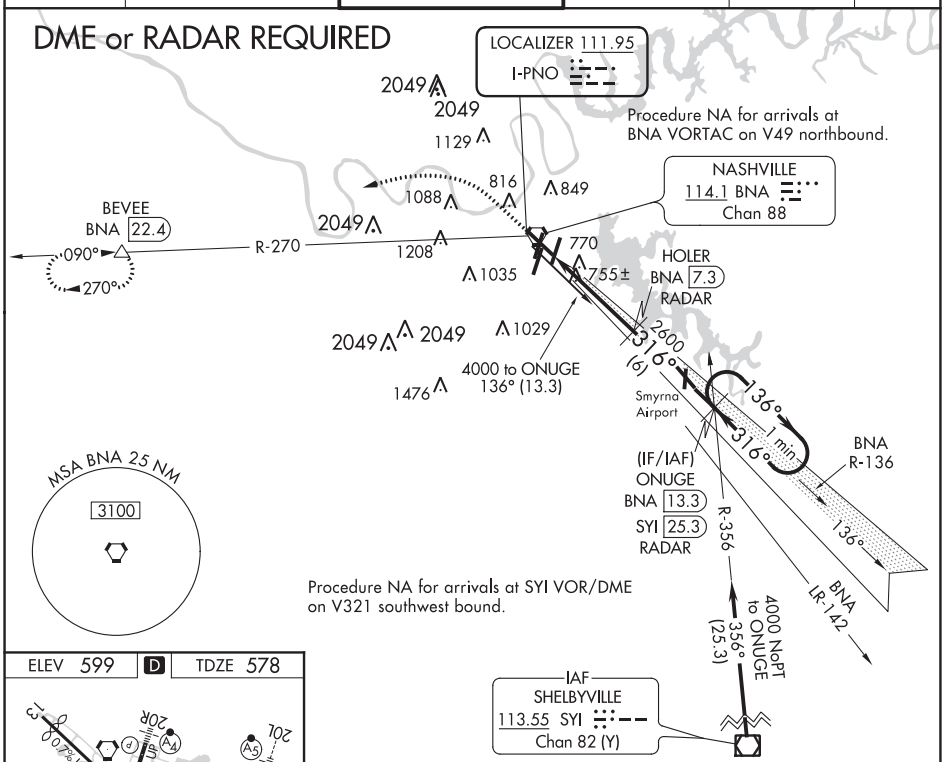
| LOC I-PNO | APP CRS | Rwy ldg | 9487 |
|---|---|---|---|
| 111.95 | 316° | TDZE | 578 |
| | | Apt Elev | 599 |

# ILS or LOC RWY 31
## NASHVILLE INTL (BNA)

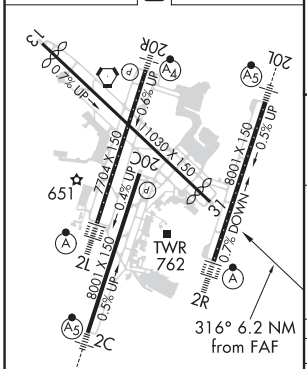
DME or radar required.
DME from BNA VORTAC.
Simultaneous reception of I-PNO and BNA DME required.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |

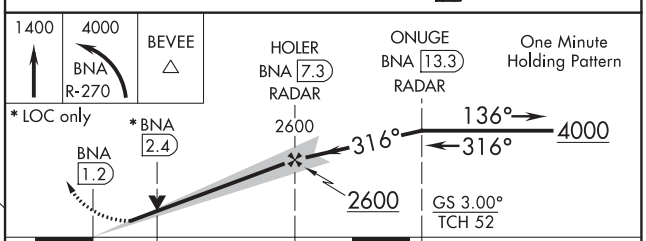



| ELEV 599 | D | TDZE 578 |
|---|---|---|




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

| FAF to MAP 6.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 778-¾ 200 (200-¾) | | | |
| S-LOC 31 | 1020-1 442 (500-1) | | 1020-1⅜ 442 (500-1⅜) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

# ILS or LOC/DME RWY 2R
## NASHVILLE INTL (BNA)

| LOC/DME I-UQU | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 111.75 | 021° | TDZE | 590 |
| Chan 54 (Y) | | Apt Elev | 599 |

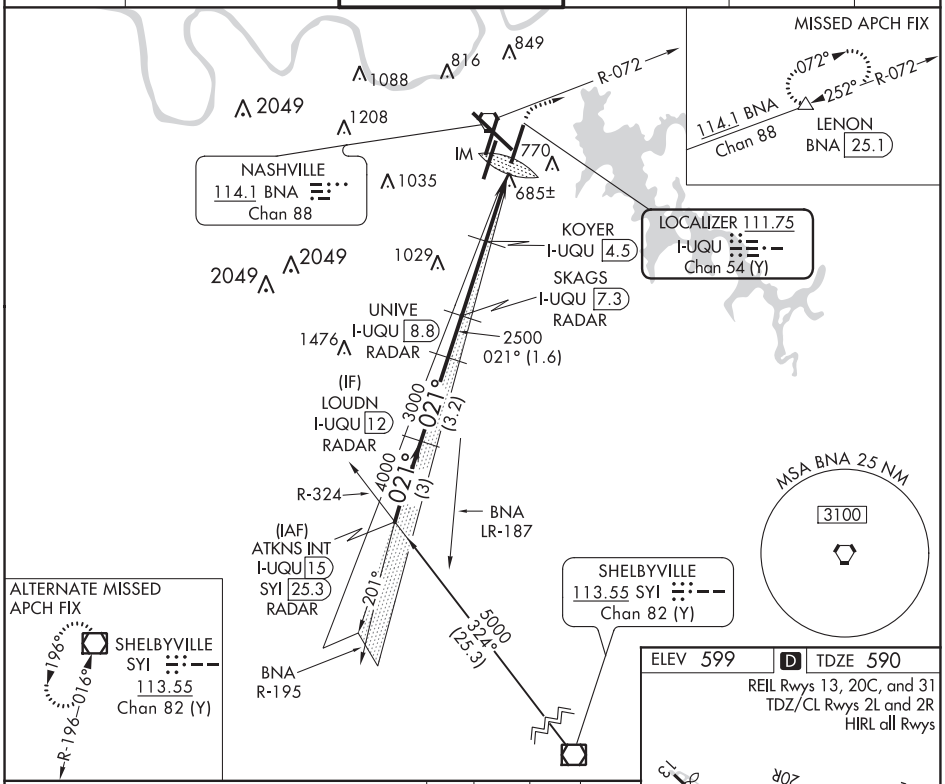
DME required.

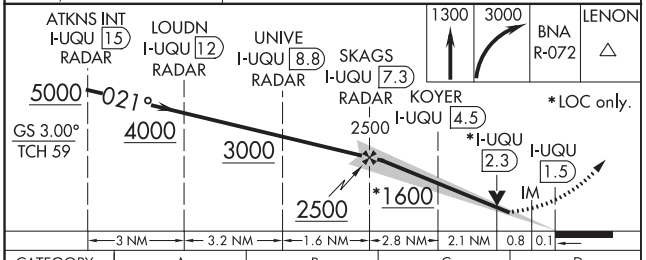
Simultaneous approach authorized with Rwy 2L/C.
For inop ALSF, increase S-LOC 2R Cats C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |

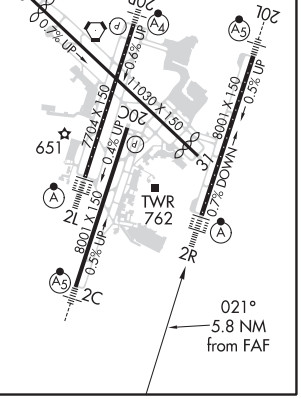



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2R | 790/18 200 (200-½) | | | |
| S-LOC 2R | 940/24 350 (400-½) | | 940/30 350 (400-⅝) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

ELEV 599 | D | TDZE 590

REIL Rwys 13, 20C, and 31
TDZ/CL Rwys 2L and 2R
HIRL all Rwys




NASHVILLE, TENNESSEE
Amdt 8C 16JUL20

36°07'N-86°41'W

NASHVILLE INTL (BNA)
ILS or LOC/DME RWY 2R

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| LOC/DME I-SSX | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 109.35 | 201° | TDZE | 551 |
| Chan 30 (Y) | | Apt Elev | 599 |

# ILS or LOC/DME RWY 20L

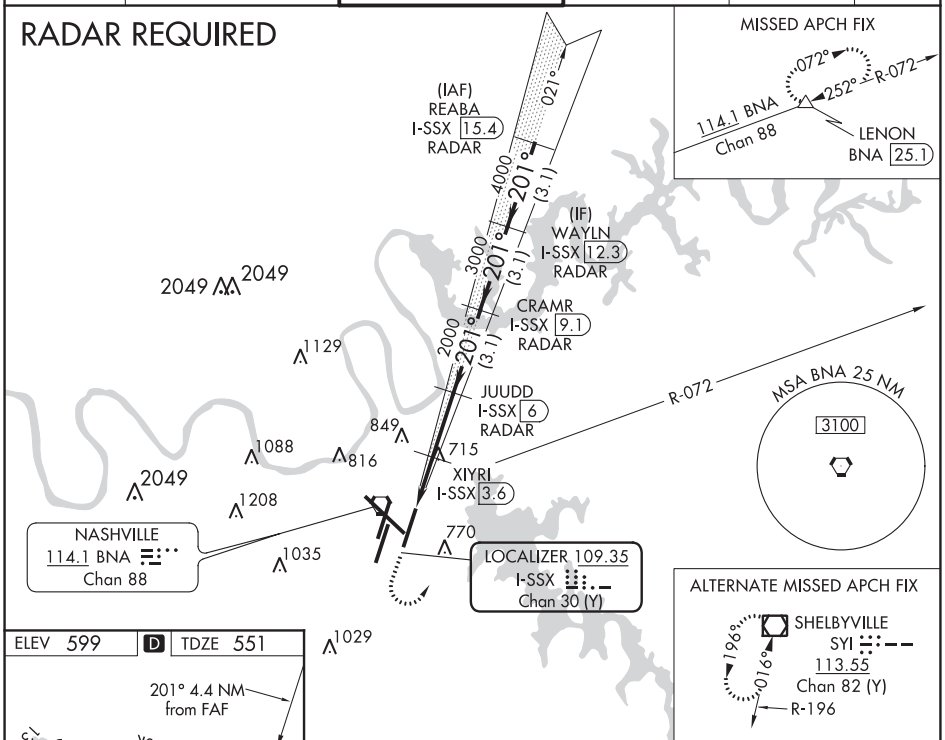
NASHVILLE INTL (BNA)

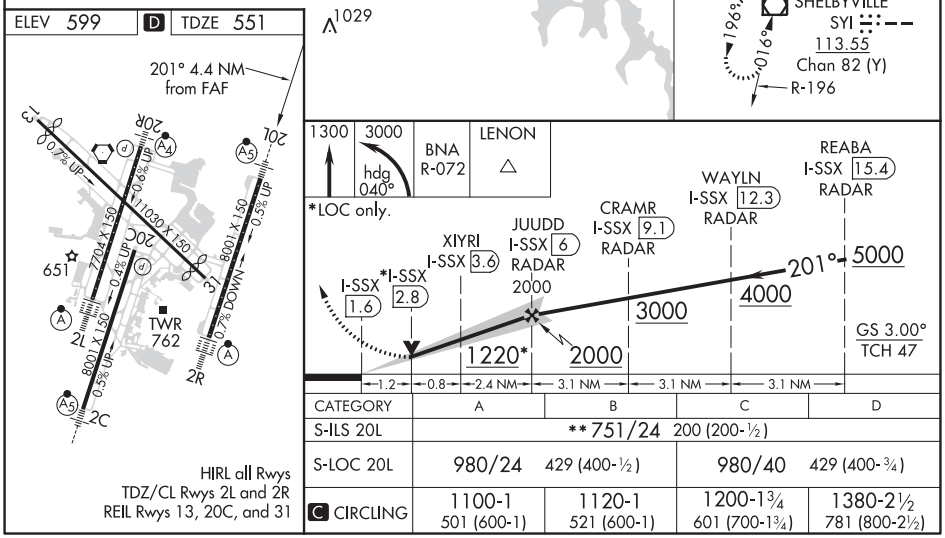
Simultaneous approach authorized with Rwy 20R.
DME required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 040° and BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20L | **751/24 200 (200-½) | | | |
| S-LOC 20L | 980/24 429 (400-½) | | 980/40 429 (400-¾) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

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NASHVILLE, TENNESSEE AL-282 (FAA) 20198

# ILS RWY 2L (SA CAT I)
## NASHVILLE INTL (BNA)

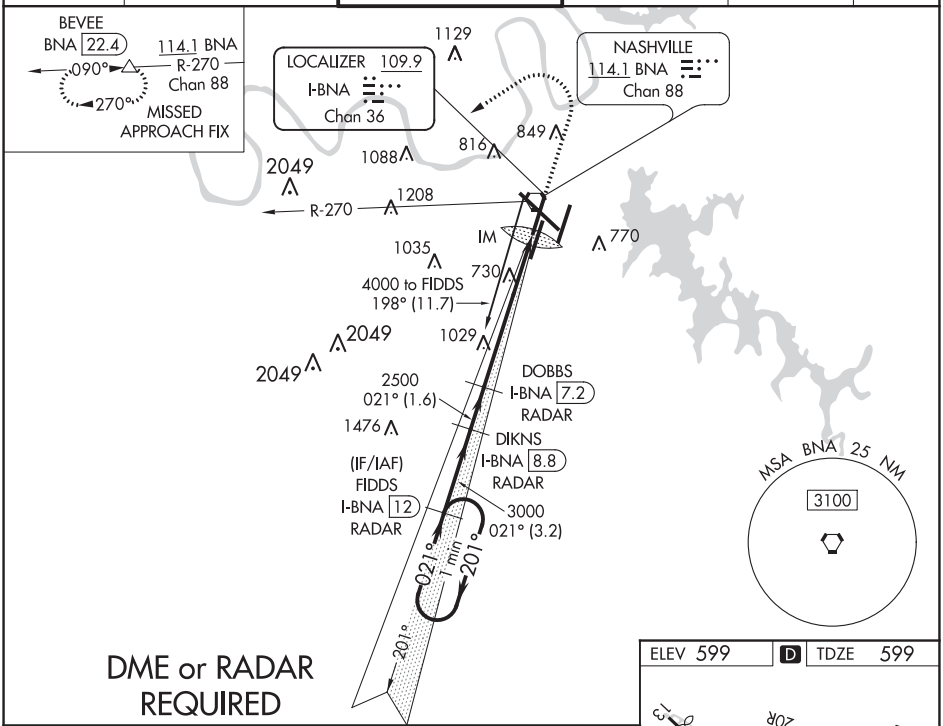
| LOC/DME I-BNA | APP CRS | Rwy ldg | 7702 |
|---|---|---|---|
| 109.9 | 021° | TDZE | 599 |
| Chan 36 | | Apt Elev | 599 |

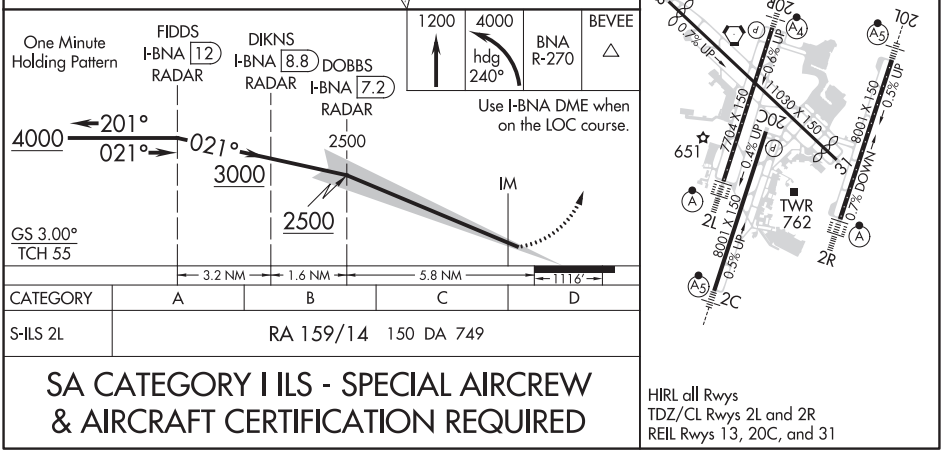
Simultaneous approach authorized with Rwy 2R. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | RA 159/14 150 DA 749 | | | |

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

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# ILS RWY 2R (SA CAT I)
## NASHVILLE INTL (BNA)

| LOC/DME I-UQU | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 111.75 | 021° | TDZE | 590 |
| Chan 54 (Y) | | Apt Elev | 599 |

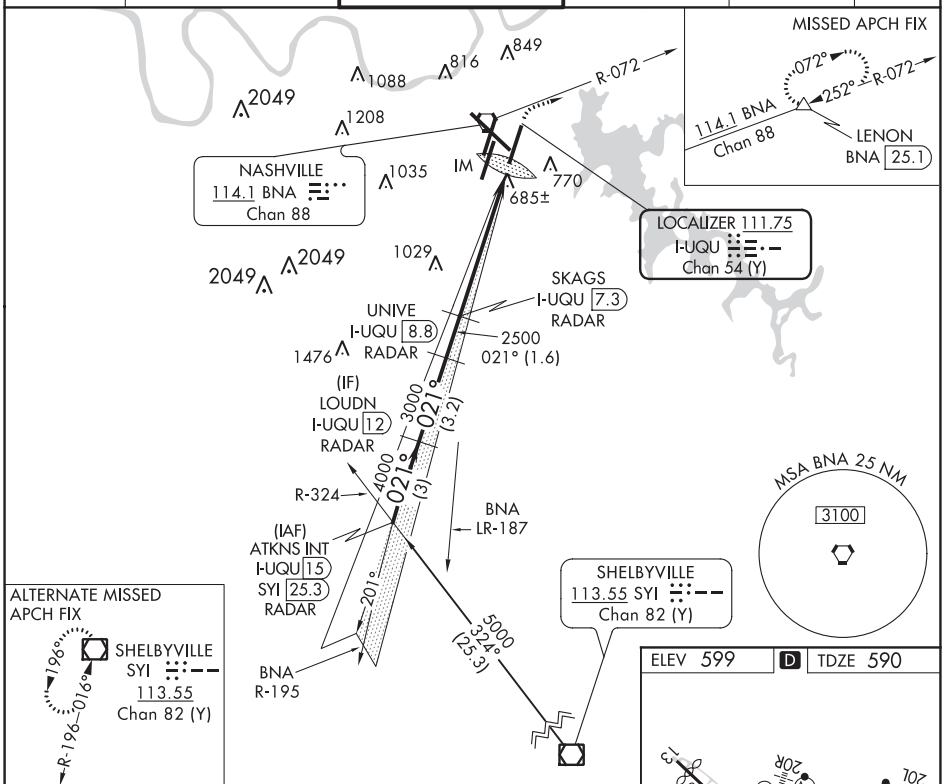
DME required.

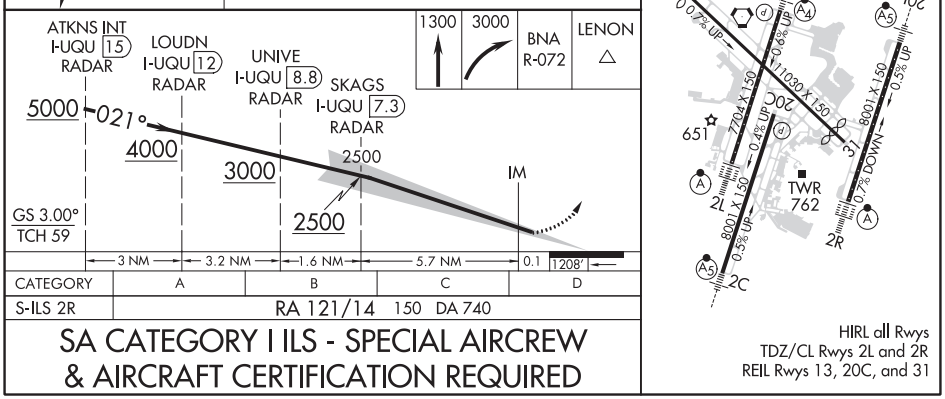
Simultaneous approach authorized with Rwy 2L/C. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2R | RA 121/14 150 DA 740 | | | |

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

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

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NASHVILLE, TENNESSEE AL-282 (FAA) 20198

# ILS RWY 2L (CAT II & III)

NASHVILLE INTL (BNA)

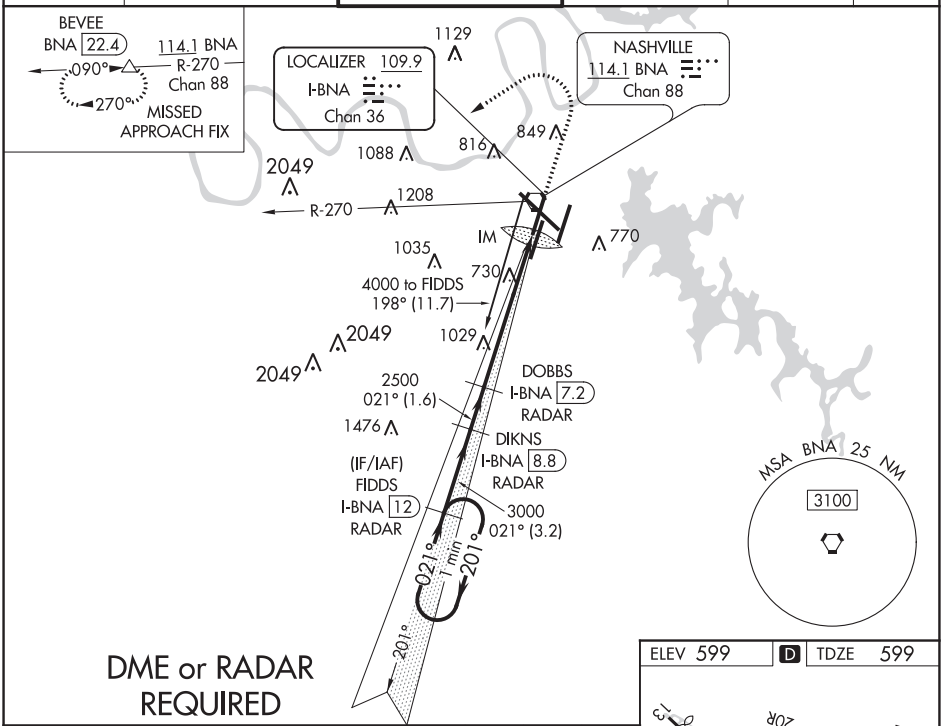
| LOC/DME I-BNA | APP CRS | Rwy ldg | 7702 |
|---|---|---|---|
| 109.9 | 021° | TDZE | 599 |
| Chan 36 | | Apt Elev | 599 |

Simultaneous approach authorized with Rwy 2R. DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

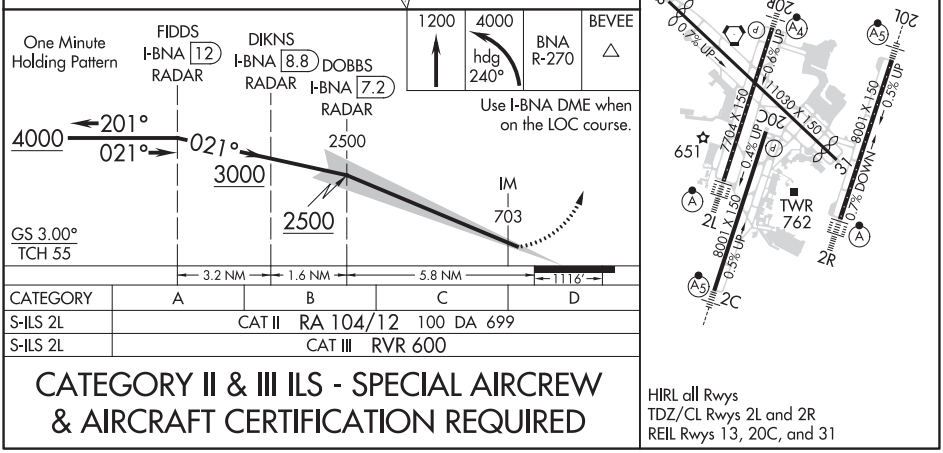
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2L | CAT II RA 104/12 100 DA 699 | | | |
| S-ILS 2L | CAT III RVR 600 | | | |

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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# ILS RWY 2R (CAT II & III)
## NASHVILLE INTL (BNA)

| LOC/DME I-UQU | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 111.75 | 021° | TDZE | 590 |
| Chan 54 (Y) | | Apt Elev | 599 |

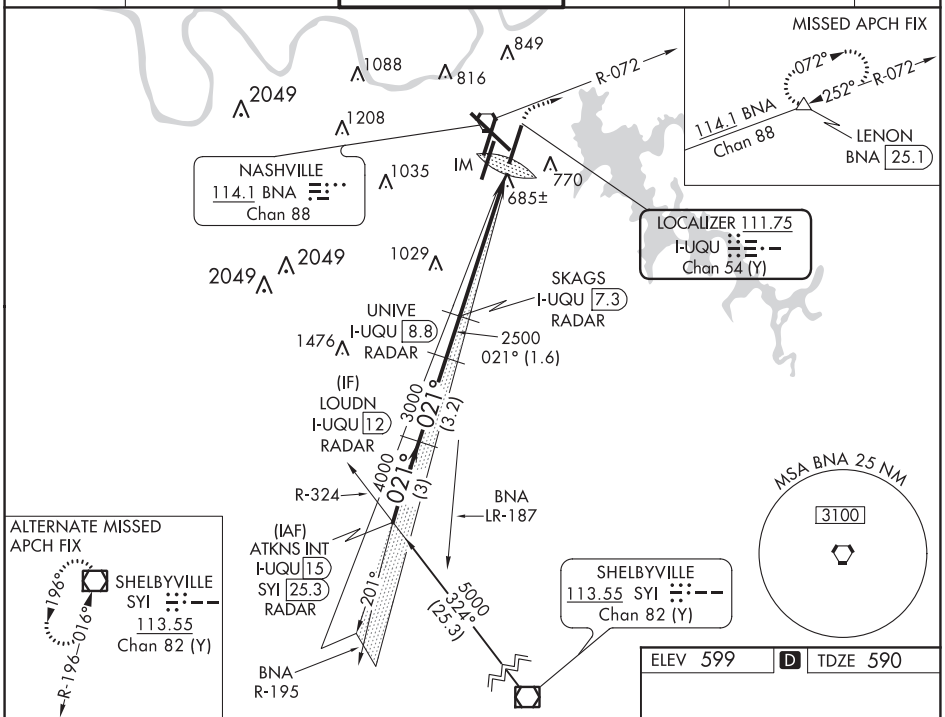
DME required.

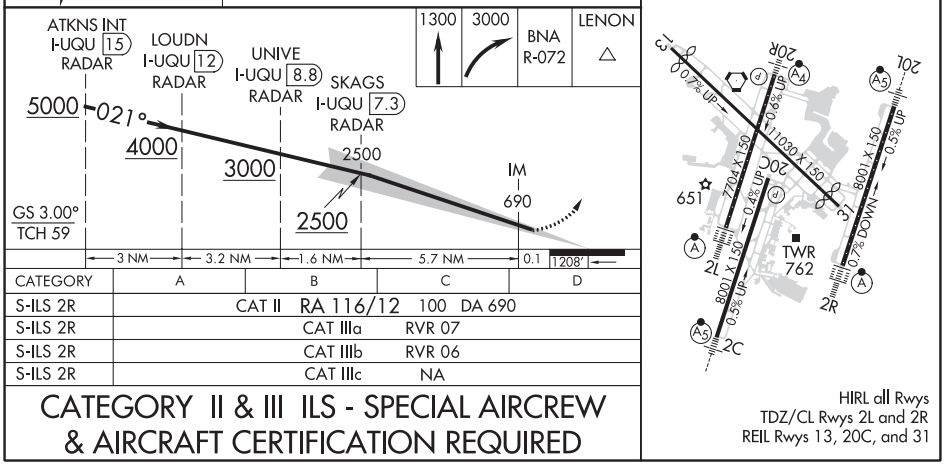
Simultaneous approach authorized with Rwy 2L/C.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2R | CAT II RA 116/12 100 DA 690 | | | |
| S-ILS 2R | CAT IIIa RVR 07 | | | |
| S-ILS 2R | CAT IIIb RVR 06 | | | |
| S-ILS 2R | CAT IIIc NA | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



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NASHVILLE, TENNESSEE AL-282 (FAA) 20198

# RNAV (RNP) Z RWY 2C

NASHVILLE INTL (BNA)

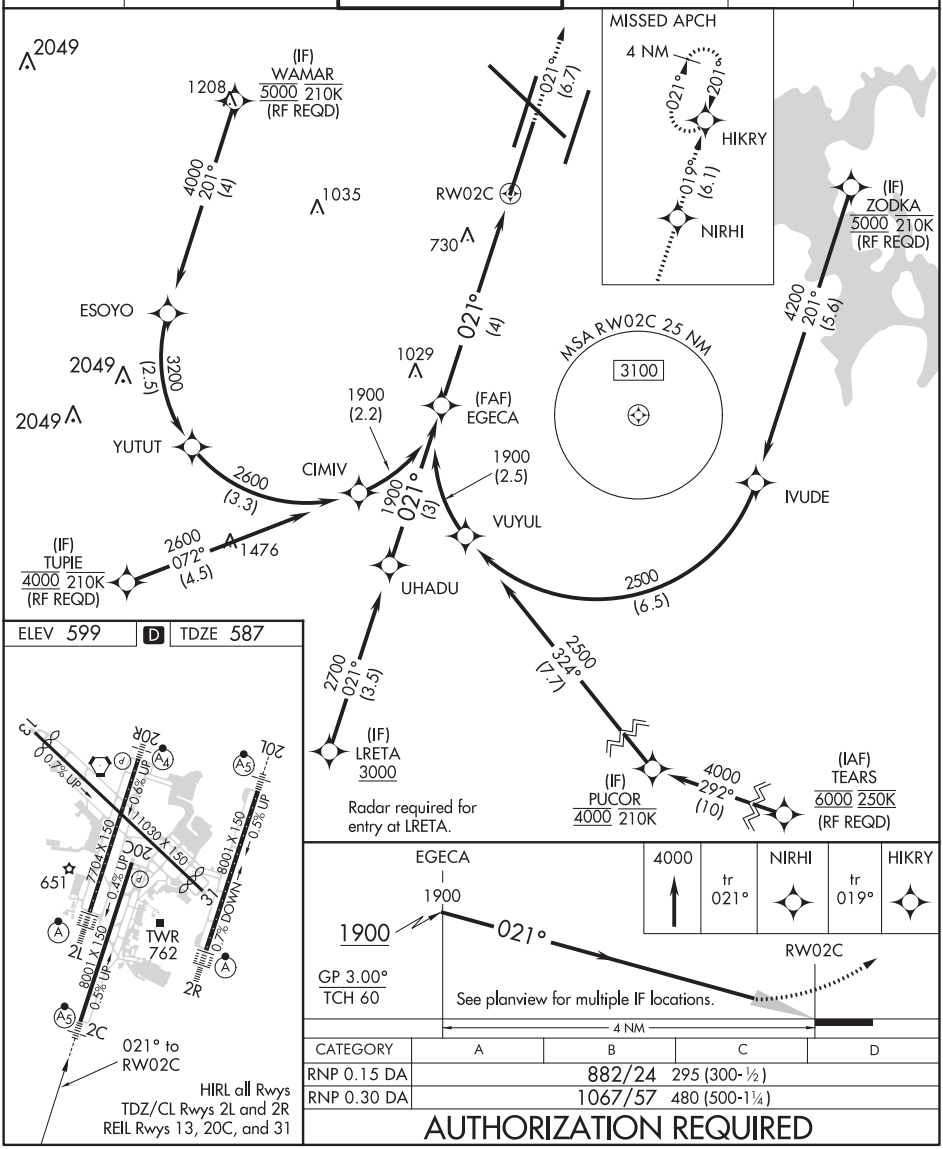
| APP CRS | Rwy ldg | 7601 |
|---|---|---|
| 021° | TDZE | 587 |
| | Apt Elev | 599 |

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNP 0.30 visibility to 1⅝ mile.

MALSR

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 882/24 295 (300-½) | | | |
| RNP 0.30 DA | 1067/57 480 (500-1¼) | | | |

AUTHORIZATION REQUIRED

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NASHVILLE, TENNESSEE
Amdt 2B 31MAR16

36°07′N-86°41′W

NASHVILLE INTL (BNA)

RNAV (RNP) Z RWY 2C

| APP CRS | Rwy ldg | 7702 |
|---|---|---|
| 021° | TDZE | 599 |
| | Apt Elev | 599 |

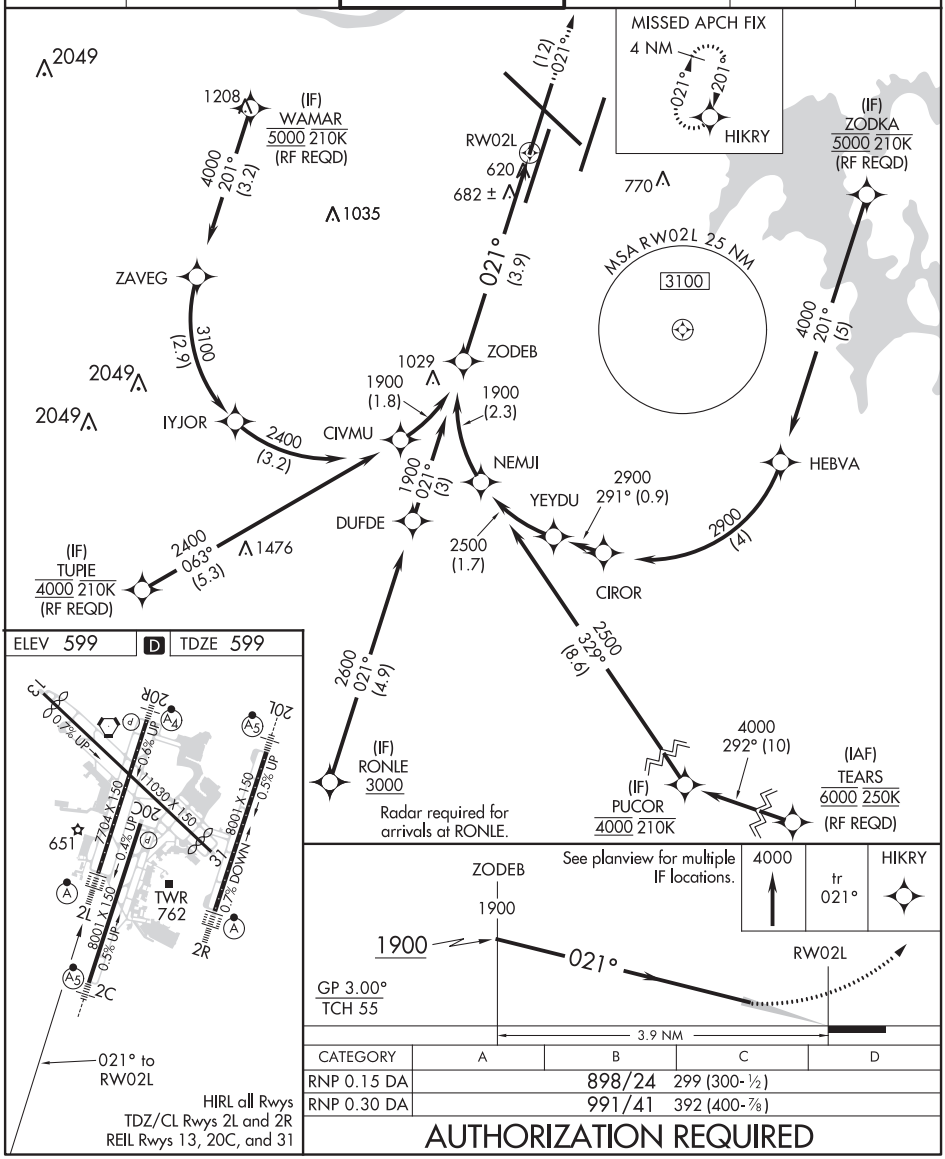
# RNAV (RNP) Z RWY 2L
## NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1¼ mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 898/24 | 299 (300-½) | | |
| RNP 0.30 DA | 991/41 | 392 (400-⅞) | | |

**AUTHORIZATION REQUIRED**

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NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

# RNAV (RNP) Z RWY 2R
## NASHVILLE INTL (BNA)

| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 021° | TDZE | 590 |
| | Apt Elev | 599 |

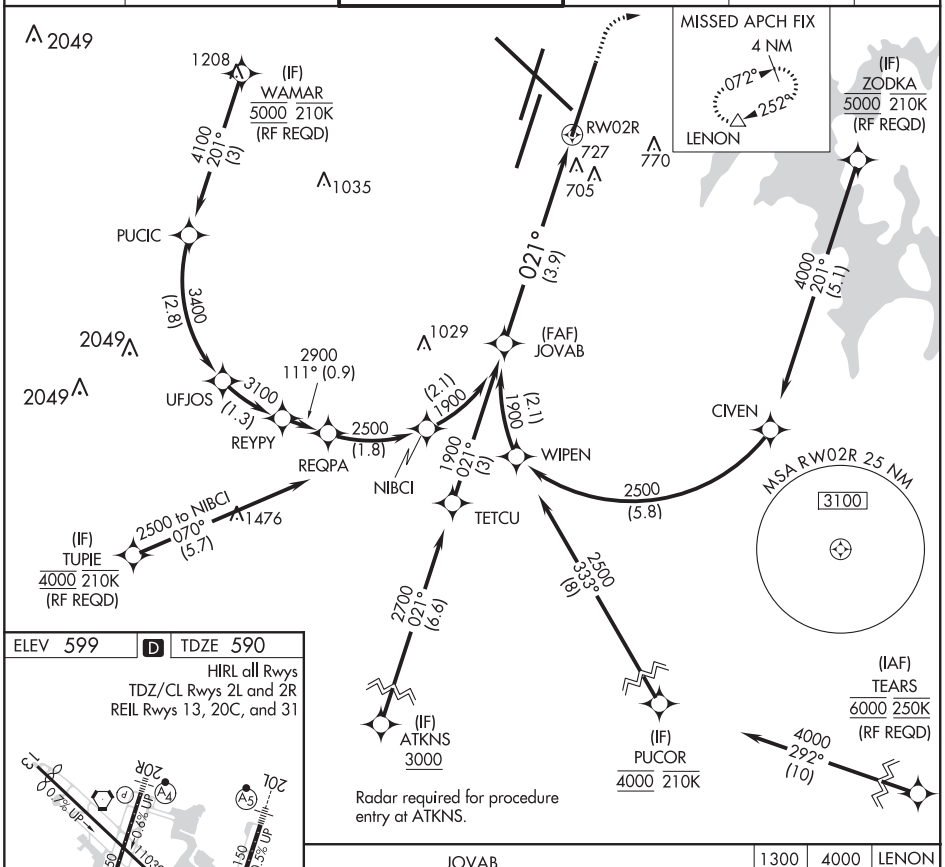
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1⅜ mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

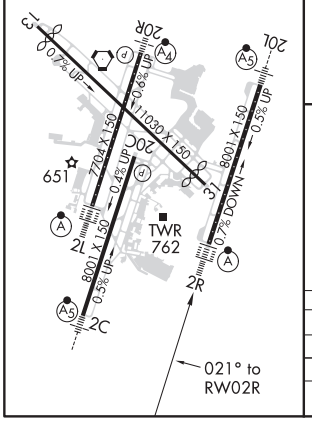
| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |

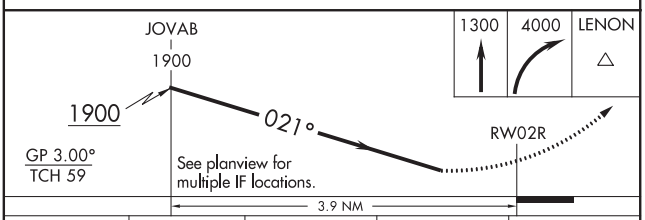



Radar required for procedure entry at ATKNS.

ELEV 599 | D | TDZE 590

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 938/40 348 (400-¾) | | | |
| RNP 0.30 DA | 1024/48 434 (500-1) | | | |

**AUTHORIZATION REQUIRED**

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# RNAV (RNP) Z RWY 20L
## NASHVILLE INTL (BNA)

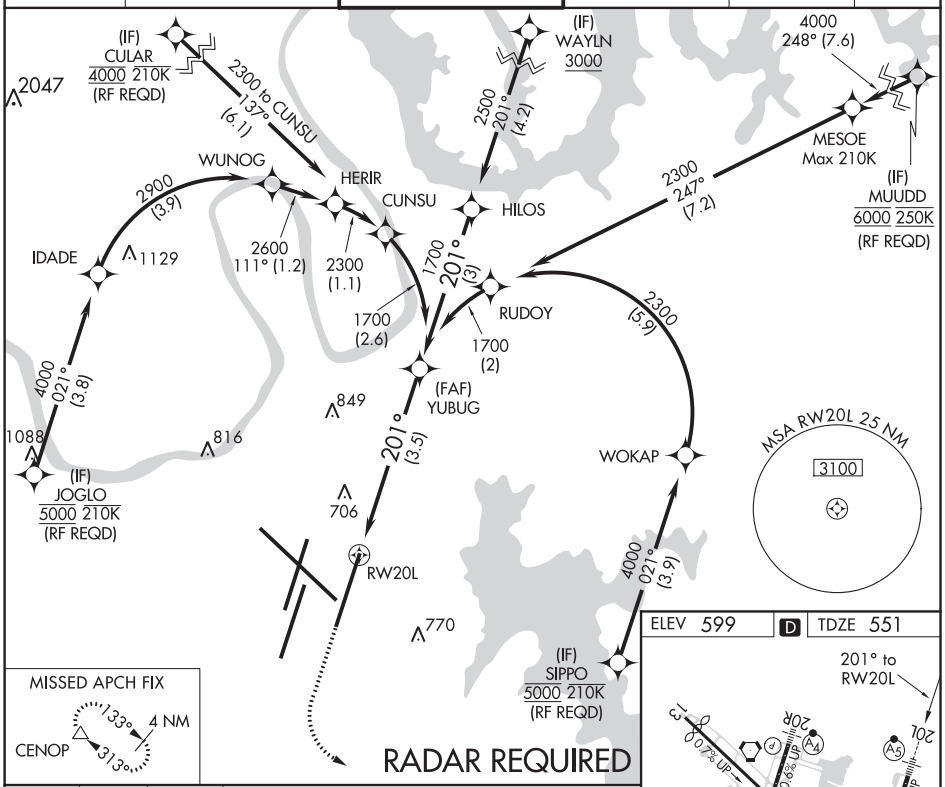
| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 201° | TDZE | 551 |
| | Apt Elev | 599 |

GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

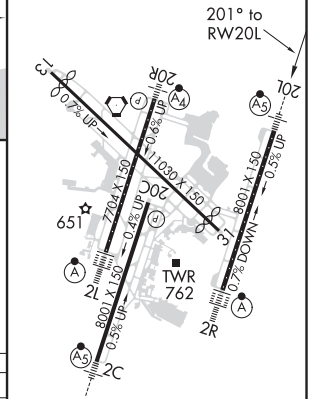
| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | 810/40 | 259 (200-¾) | | |
| RNP 0.30 DA | 1008/55 | 457 (400-1) | | |

AUTHORIZATION REQUIRED

ELEV 599 D TDZE 551




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

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NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

# RNAV (RNP) Z RWY 20R
## NASHVILLE INTL (BNA)

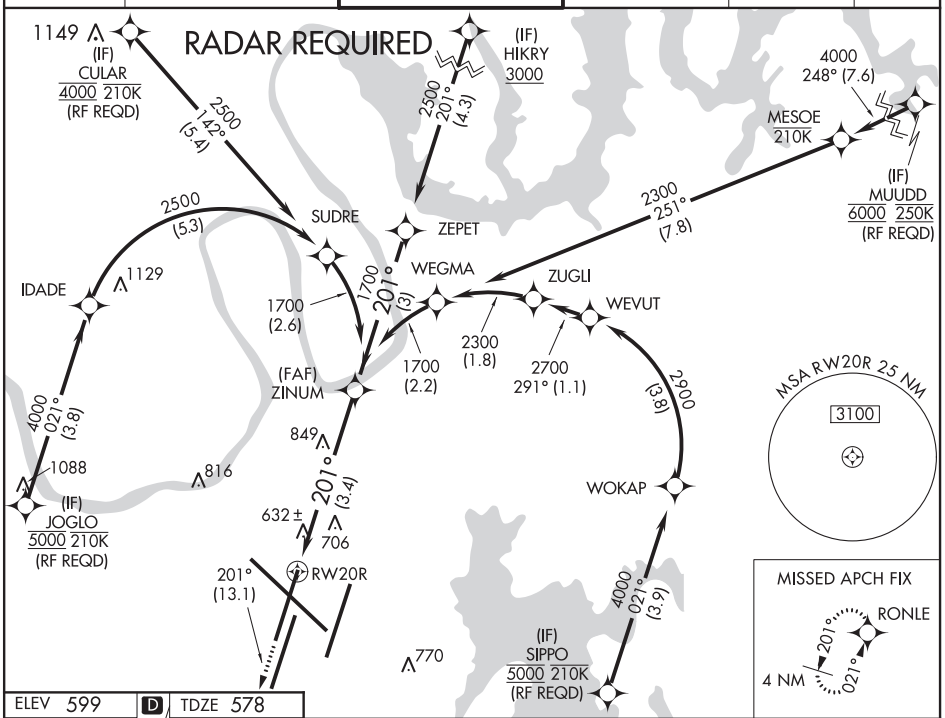
| APP CRS | Rwy ldg | 7702 |
|---|---|---|
| 201° | TDZE | 578 |
| | Apt Elev | 599 |

GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 5600 and RNP 0.30 all Cats visibility to 1½.

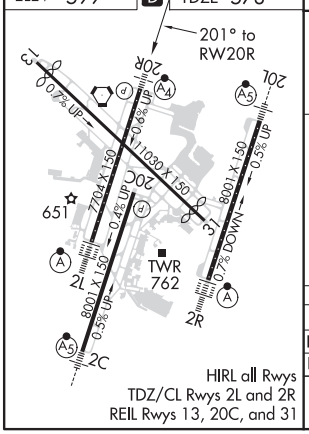
MALSF

MISSED APPROACH: Climb to 3000 on track 201° to RONLE and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |



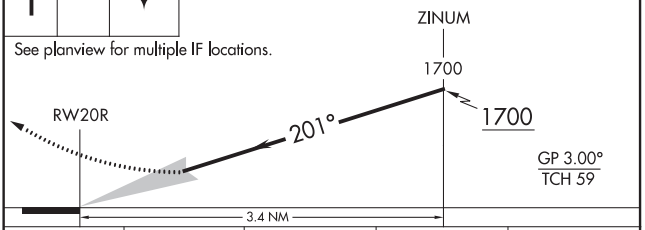

ELEV 599 | D | TDZE 578




3000 | tr 201° | RONLE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.18 DA | 927/42 | 349 (400-⅞) | | |
| RNP 0.30 DA | 1042/60 | 464 (500-1¼) | | |

**AUTHORIZATION REQUIRED**

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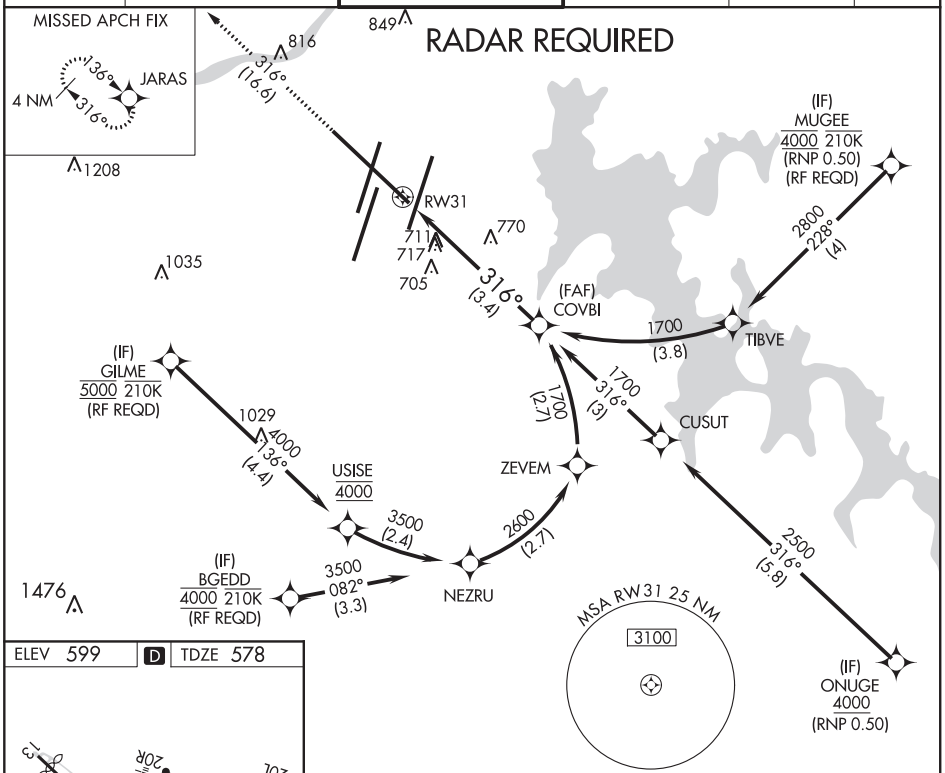
| APP CRS | Rwy ldg | 9487 |
|---|---|---|
| 316° | TDZE | 578 |
| | Apt Elev | 599 |

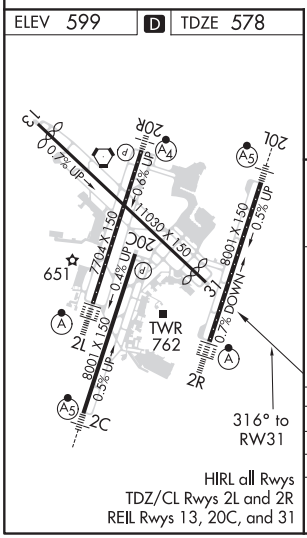
# RNAV (RNP) Z RWY 31
## NASHVILLE INTL (BNA)

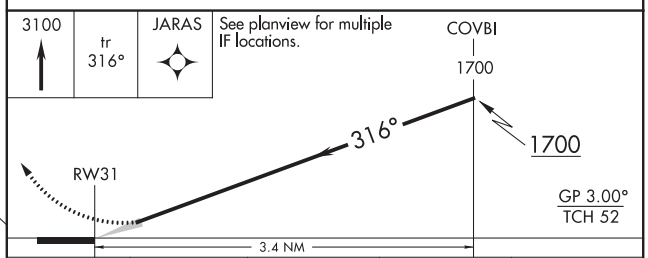
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.25 DA | 1025-1½ 447 (500-1½) | | | |
| RNP 0.30 DA | 1099-1¾ 521 (600-1¾) | | | |

AUTHORIZATION REQUIRED

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NASHVILLE, TENNESSEE | AL-282 (FAA) | 20198

# RNAV (GPS) RWY 13
## NASHVILLE INTL (BNA)

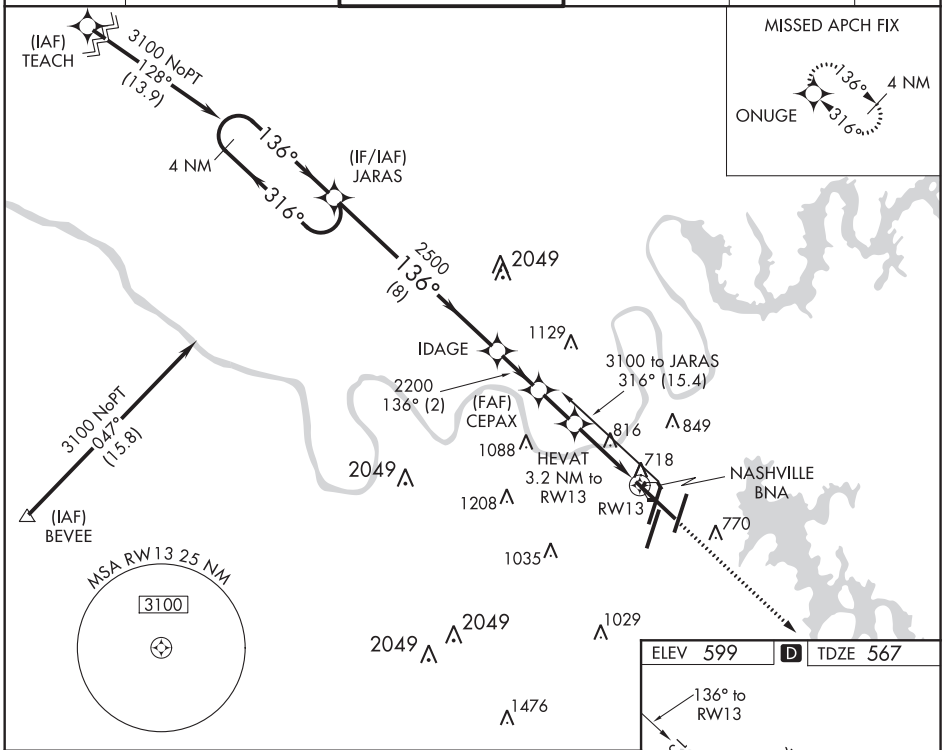
| APP CRS | Rwy ldg | 9487 |
|---|---|---|
| 136° | TDZE | 567 |
| | Apt Elev | 599 |

RNP APCH.

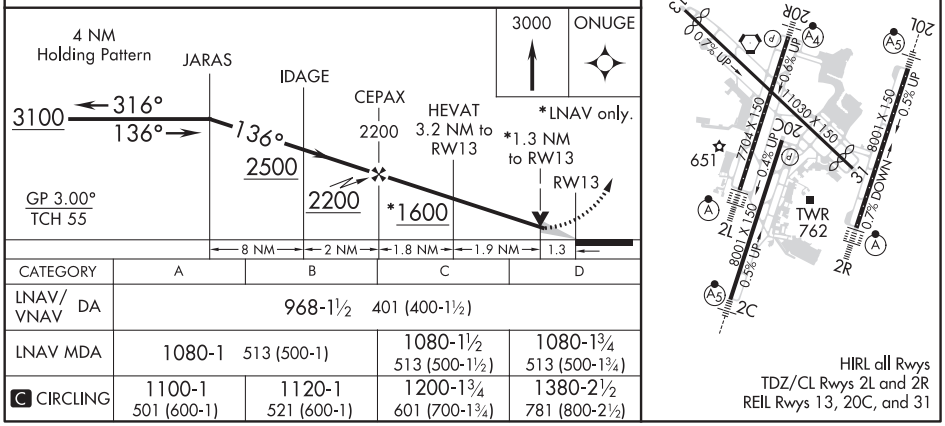
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct ONUGE and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




ELEV 599 | D | TDZE 567




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 968-1½ 401 (400-1½) | | | |
| LNAV MDA | 1080-1 513 (500-1) | | 1080-1½ 513 (500-1½) | 1080-1¾ 513 (500-1¾) |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

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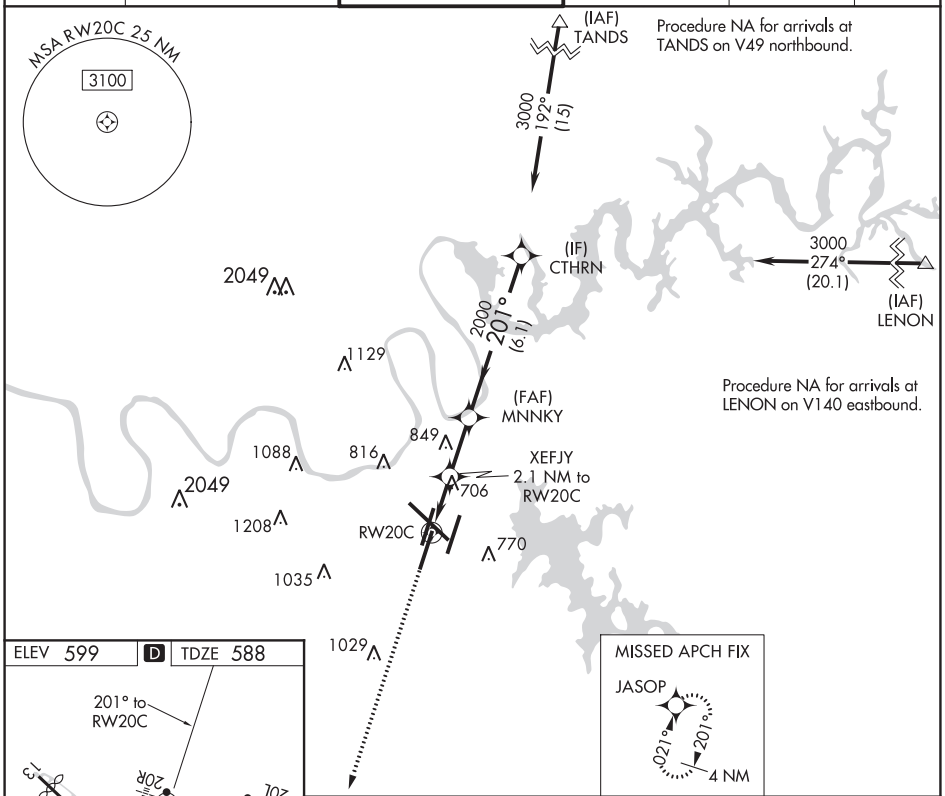
| APP CRS | Rwy ldg | 8001 |
|---|---|---|
| 201° | TDZE | 588 |
| | Apt Elev | 599 |

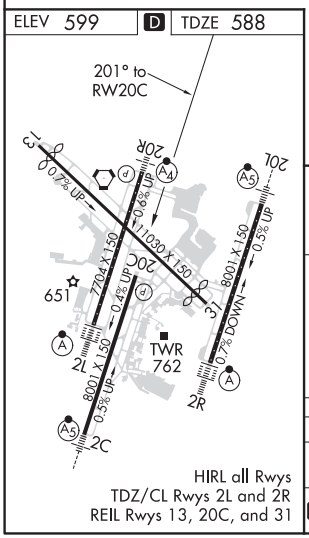
# RNAV (GPS) RWY 20C
## NASHVILLE INTL (BNA)

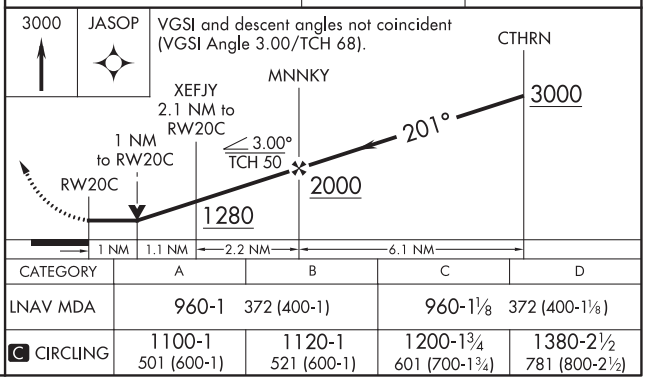
T A DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JASOP and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 372 (400-1) | | 960-1⅛ 372 (400-1⅛) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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# RNAV (GPS) Y RWY 2C
## NASHVILLE INTL (BNA)

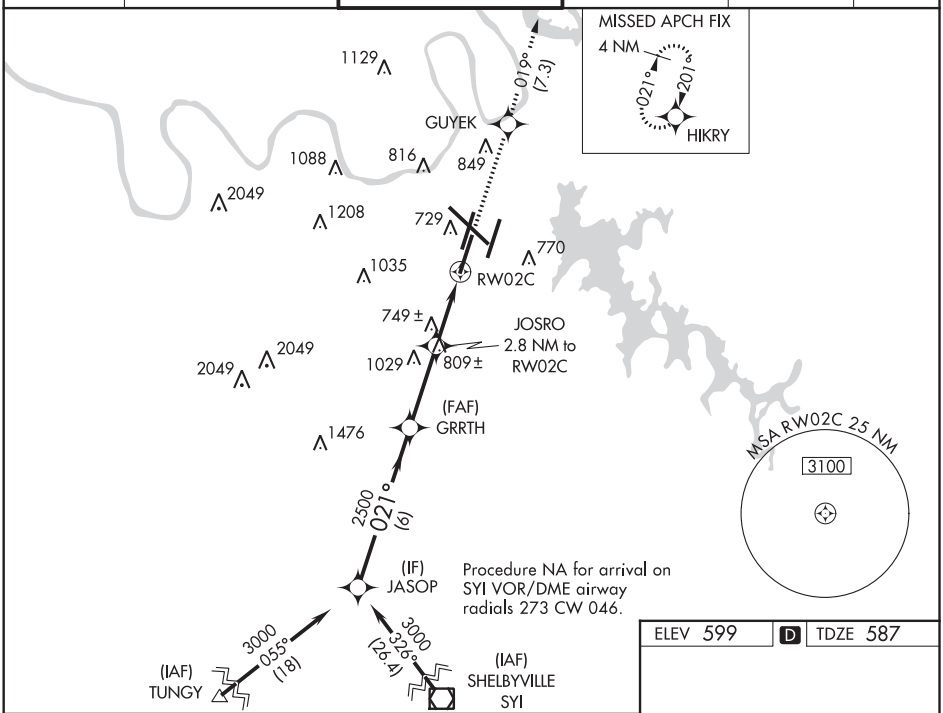
| WAAS CH 70613 W02B | APP CRS 021° | Rwy ldg 7601 | TDZE 587 | Apt Elev 599 |
|---|---|---|---|---|

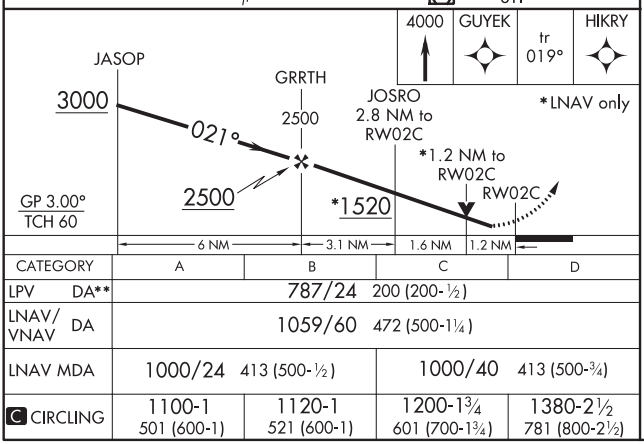
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

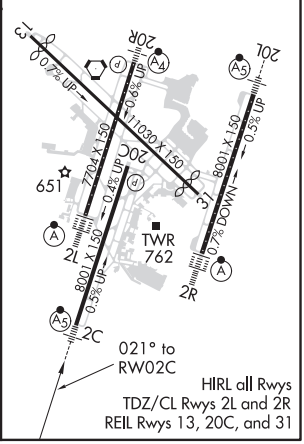
| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 787/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1059/60 472 (500-1¼) | | | |
| LNAV MDA | 1000/24 413 (500-½) | | 1000/40 413 (500-¾) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

ELEV 599 | D | TDZE 587




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

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| WAAS CH 42713 W02A | APP CRS 021° | Rwy ldg 7702 TDZE 599 Apt Elev 599 |
|---|---|---|

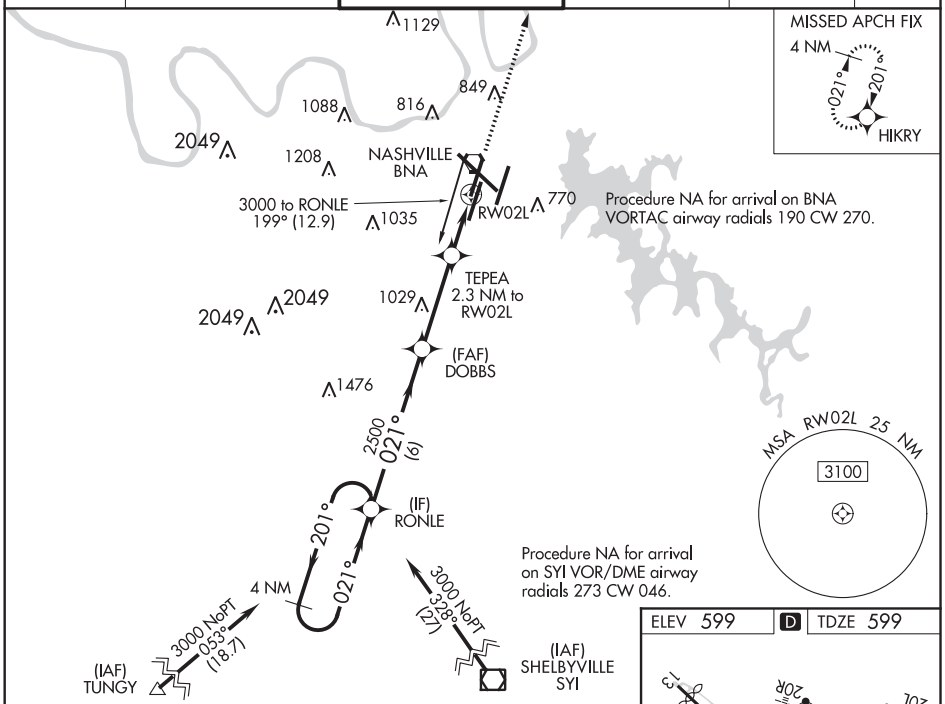
# RNAV (GPS) Y RWY 2L
## NASHVILLE INTL (BNA)

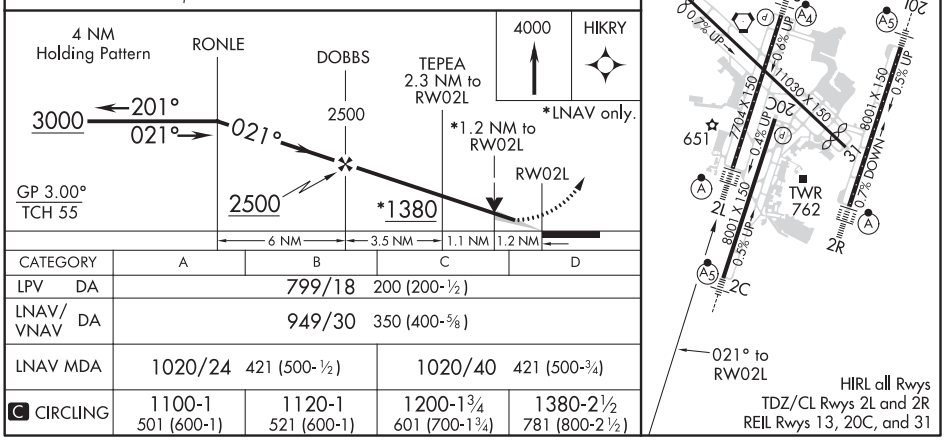
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 799/18 200 (200-½) | | | |
| LNAV/VNAV DA | 949/30 350 (400-⅝) | | | |
| LNAV MDA | 1020/24 421 (500-½) | | 1020/40 421 (500-¾) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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# RNAV (GPS) Y RWY 2R
## NASHVILLE INTL (BNA)

| WAAS CH 93713 W02D | APP CRS 021° | Rwy ldg 8000<br>TDZE 590<br>Apt Elev 599 |
|---|---|---|

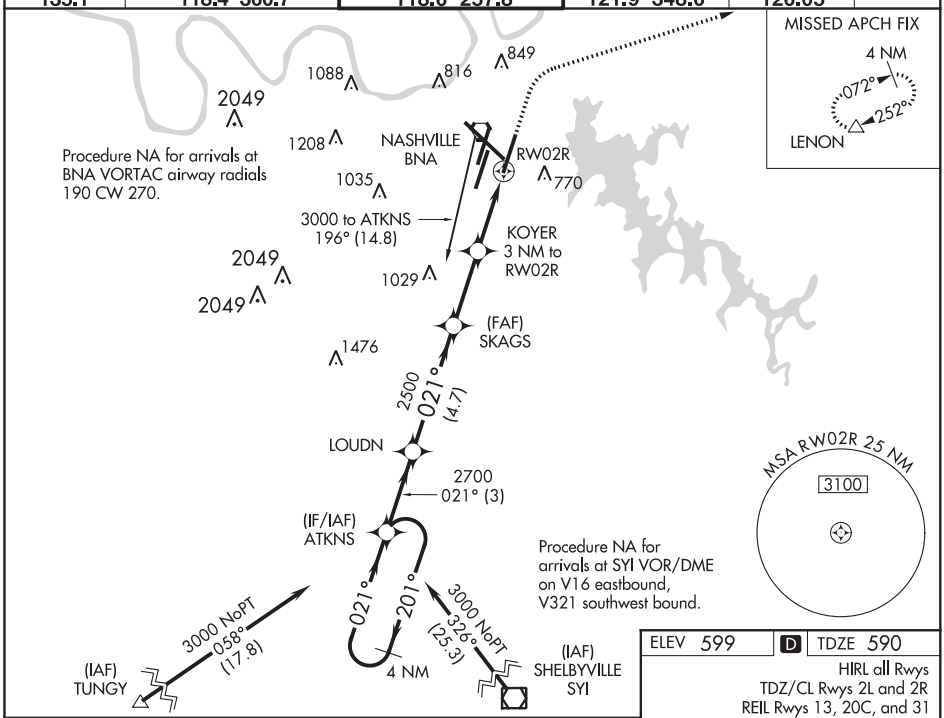
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

ALSF-2

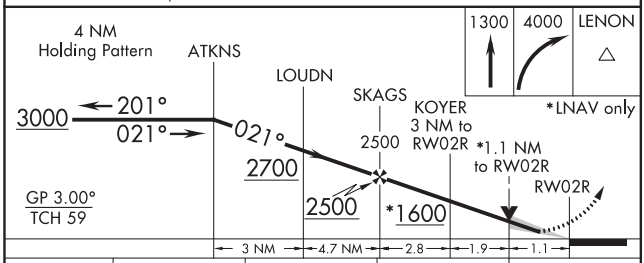
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |

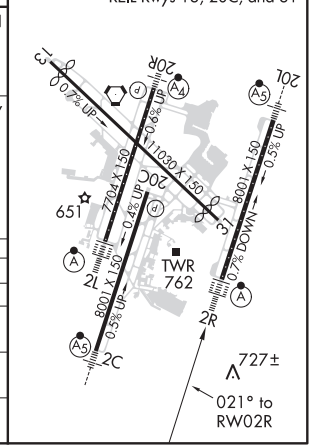



| ELEV 599 | D | TDZE 590 |
|---|---|---|

HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 790/18 200 (200-½) | | | |
| LNAV/VNAV DA | 928/30 338 (400-⅝) | | | |
| LNAV MDA | 1020/24 430 (500-½) | | 1020/40 430 (500-¾) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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| WAAS CH 49013 W20D | APP CRS 201° | Rwy ldg 8000<br>TDZE 551<br>Apt Elev 599 |
|---|---|---|

# RNAV (GPS) Y RWY 20L

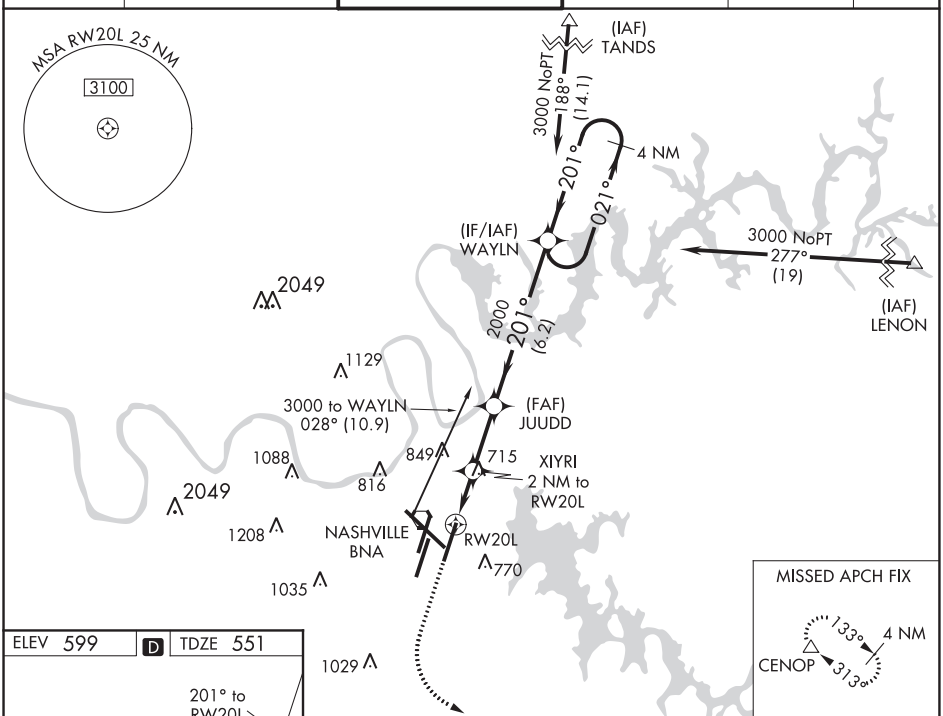
## NASHVILLE INTL (BNA)

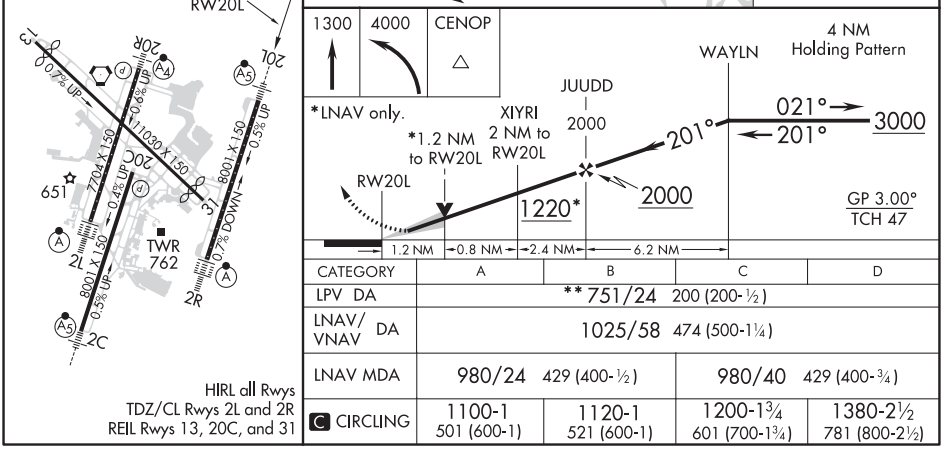
For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅝. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to1300 then climbing left turn to 4000 direct CENOP and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | ** 751/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1025/58 474 (500-1¼) | | | |
| LNAV MDA | 980/24 429 (400-½) | | 980/40 429 (400-¾) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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NASHVILLE, TENNESSEE

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# RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

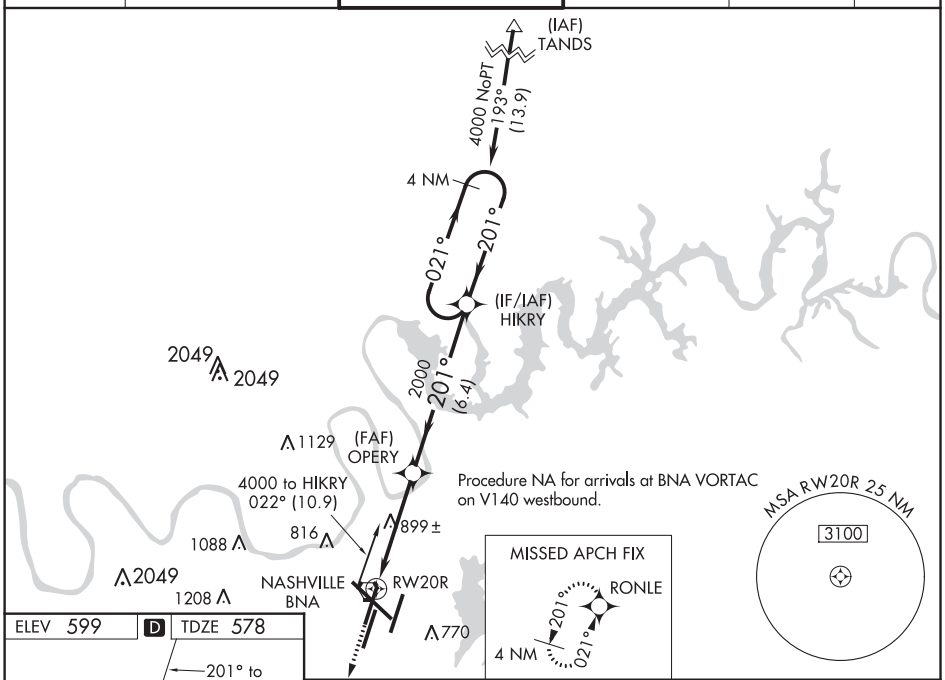
| WAAS CH 78411 W20A | APP CRS 201° | Rwy ldg 7702<br>TDZE 578<br>Apt Elev 599 |
|---|---|---|

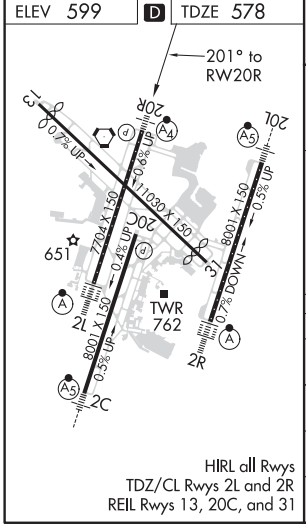
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1⅝ SM and LNAV Cats C and D visibility to 1¾ SM.

MALSF

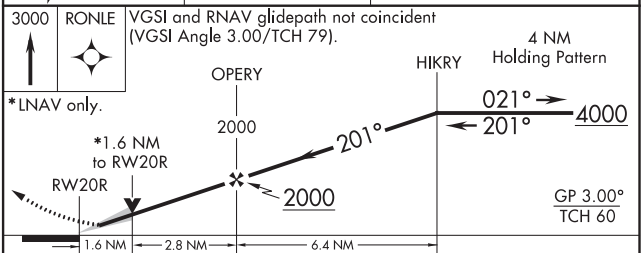
MISSED APPROACH: Climb to 3000 direct RONLE and hold.

| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 778/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 1038-1⅜ 460 (500-1⅜) | | | |
| LNAV MDA | 1160/40 582 (600-¾) | | 1160-1⅜ 582 (600-1⅜) | |
| C CIRCLING | 1160-1 561 (600-1) | | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |

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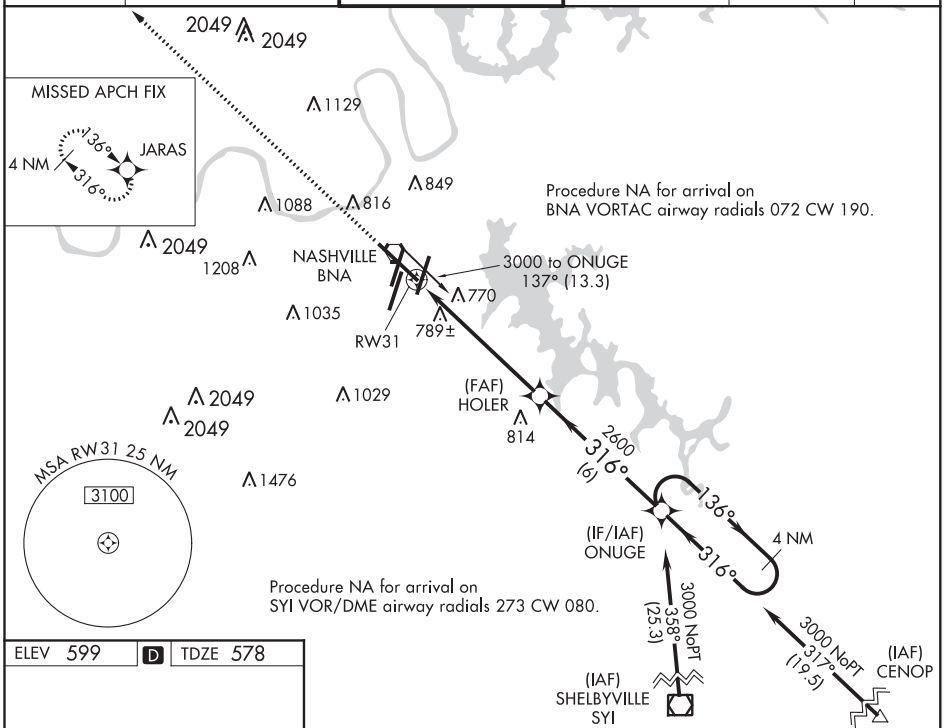
| WAAS CH 65913 W31A | APP CRS 316° | Rwy ldg 9487 TDZE 578 Apt Elev 599 |
|---|---|---|

# RNAV (GPS) Y RWY 31
## NASHVILLE INTL (BNA)

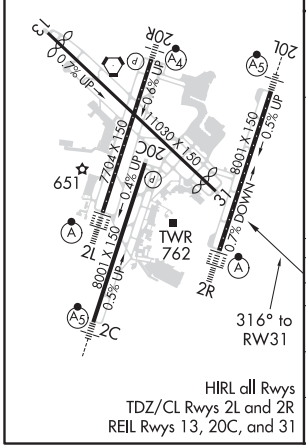
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JARAS and hold.

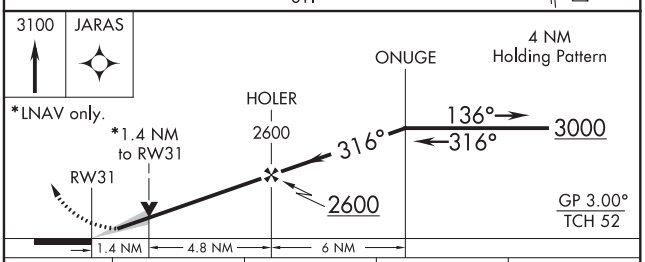
| D-ATIS | NASHVILLE APP CON | NASHVILLE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 135.1 | 118.4 360.7 | 118.6 257.8 | 121.9 348.6 | 126.05 | |




ELEV 599 | D | TDZE 578




HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 778-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1061-1⅝ 483 (500-1⅝) | | | |
| LNAV MDA | 1060-1 482 (500-1) | | 1060-1⅜ 482 (500-1⅜) | |
| C CIRCLING | 1100-1 501 (600-1) | 1120-1 521 (600-1) | 1200-1¾ 601 (700-1¾) | 1380-2½ 781 (800-2½) |



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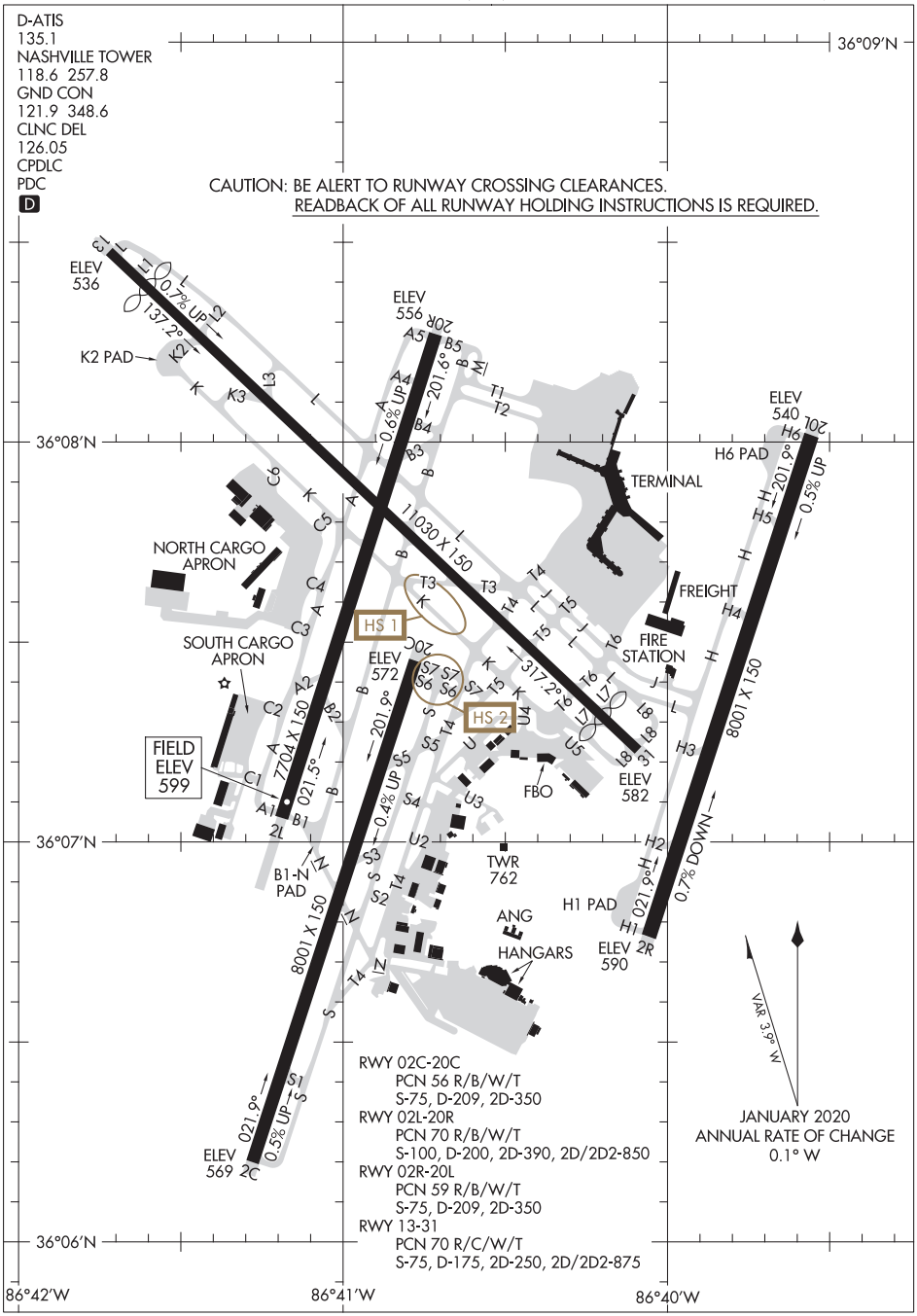
# AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

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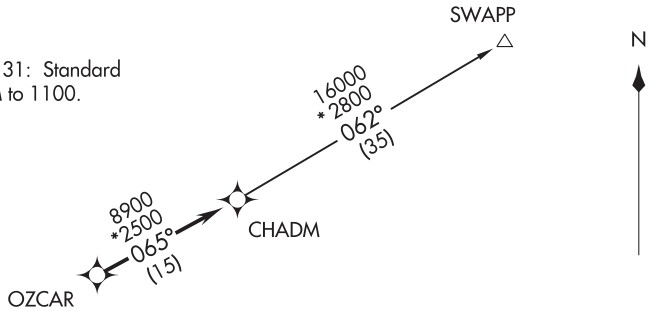
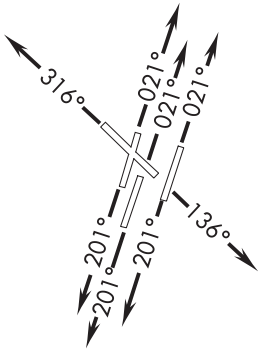
AIRPORT DIAGRAM
21056
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: For Turbojet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

SWAPP TRANSITION (CHADM3.SWAPP):

NOTE: Chart not to scale.

# DANLS THREE DEPARTURE (RNAV)

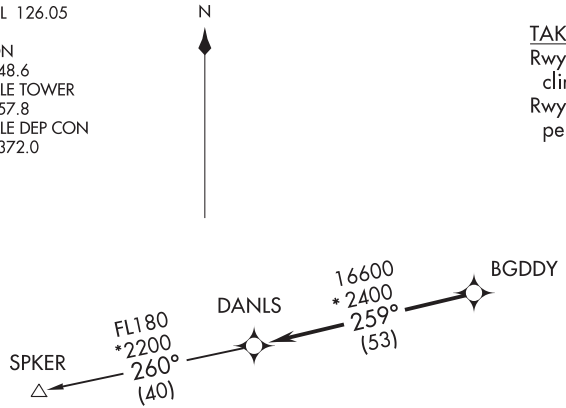
(DANLS3.DANLS) 25JUN15

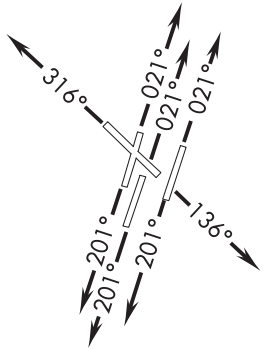
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

**TOP ALTITUDE: 4000**

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER)

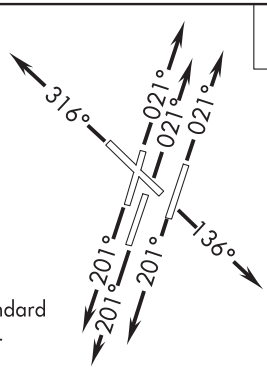
DANLS THREE DEPARTURE (RNAV)
(DANLS3.DANLS) 18088
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

# DRURY THREE DEPARTURE (RNAV)

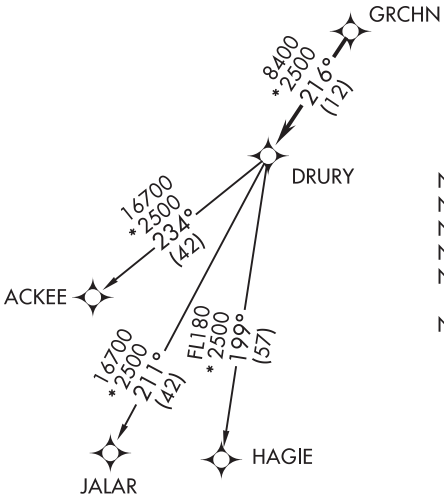


**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500' per NM to 1100.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

ACKEE TRANSITION (DRURY3.ACKEE)
HAGIE TRANSITION (DRURY3.HAGIE)
JALAR TRANSITION (DRURY3.JALAR)

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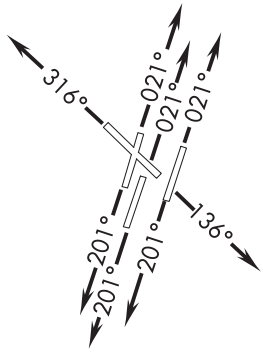
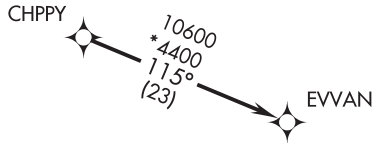
**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

NOTE: Chart not to scale.

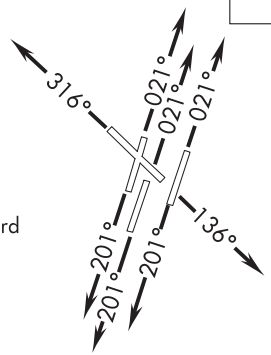

SE-1, 25 FEB 2021 to 22 APR 2021

# FLAME THREE DEPARTURE (RNAV)



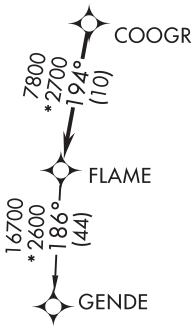
**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)




SE-1, 25 FEB 2021 to 22 APR 2021

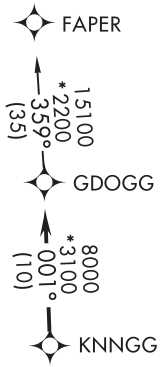
(GDOGG3.GDOGG) 18088

# GDOGG THREE DEPARTURE (RNAV)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

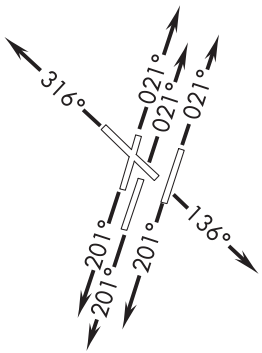
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0

**TOP ALTITUDE: 4000**




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

FAPER TRANSITION (GDOGG3.FAPER)

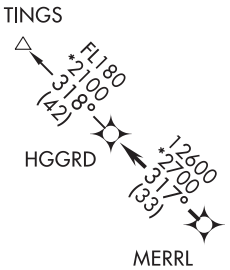

SE-1, 25 FEB 2021 to 22 APR 2021

# HGGRD THREE DEPARTURE (RNAV)



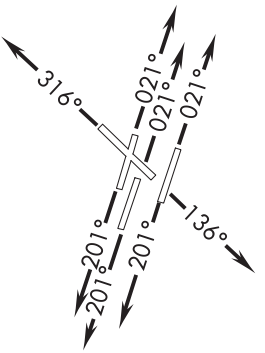
**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

TINGS TRANSITION (HGGRD3.TINGS)

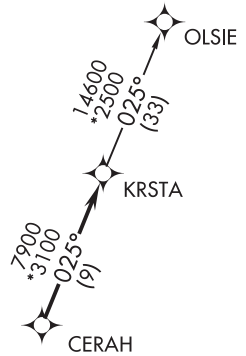

SE-1, 25 FEB 2021 to 22 APR 2021

# KRSTA THREE DEPARTURE (RNAV)

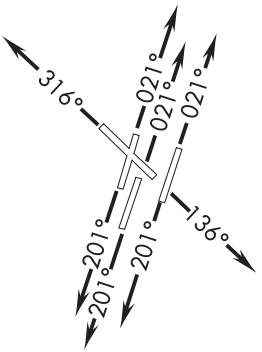
NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

**TOP ALTITUDE: 4000**

ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

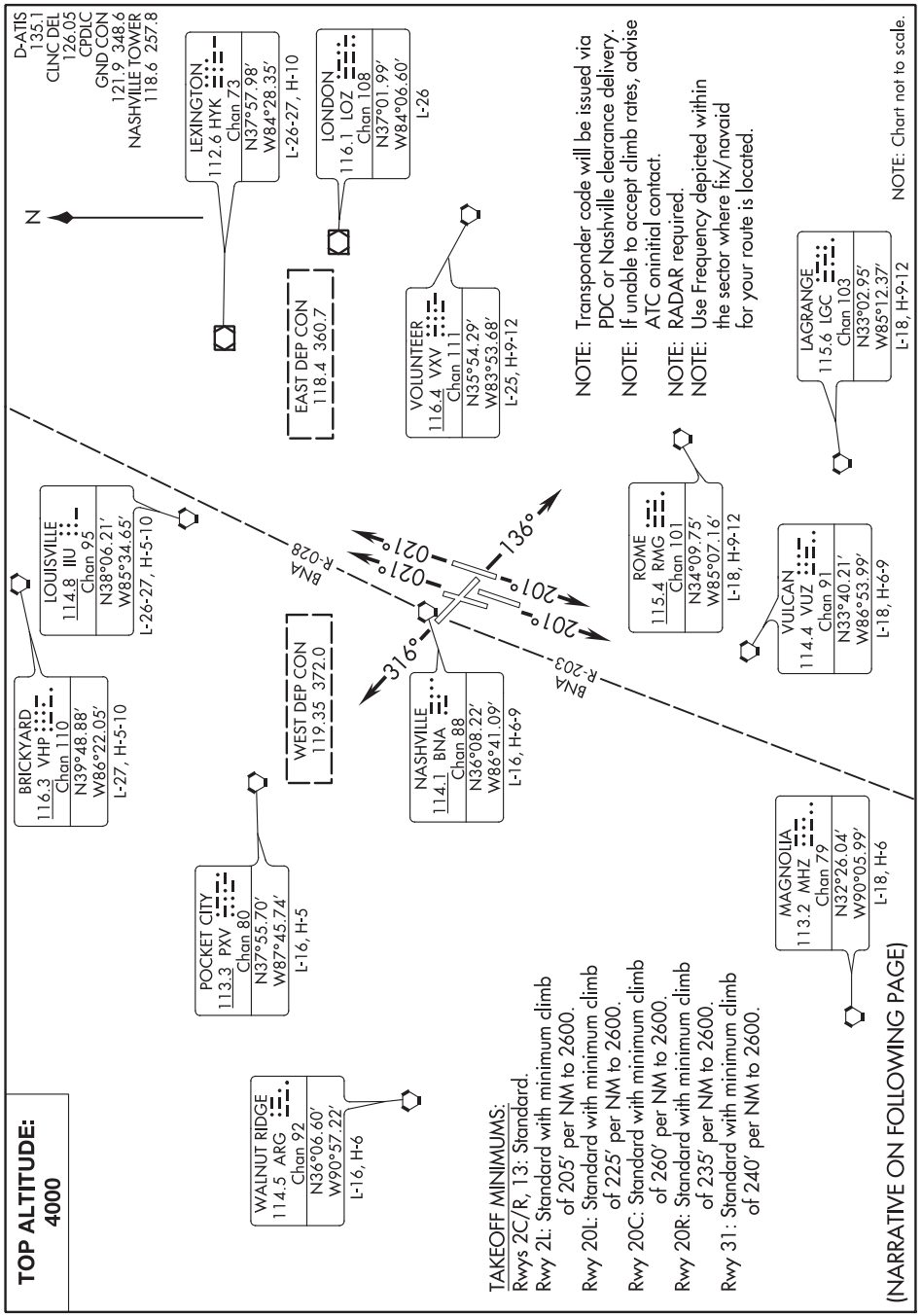
....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE)


SE-1, 25 FEB 2021 to 22 APR 2021

KRSTA THREE DEPARTURE (RNAV)
NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

# NASHVILLE SEVEN DEPARTURE



T

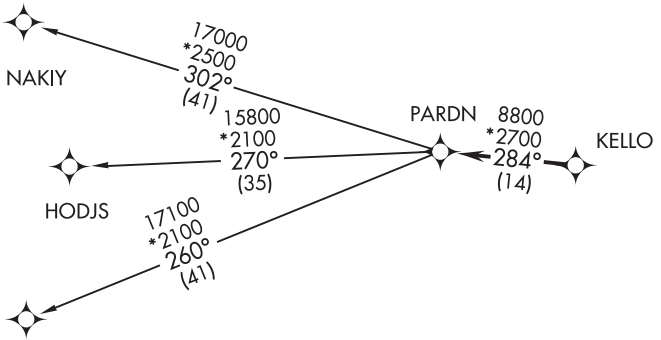
DEPARTURE ROUTE DESCRIPTION

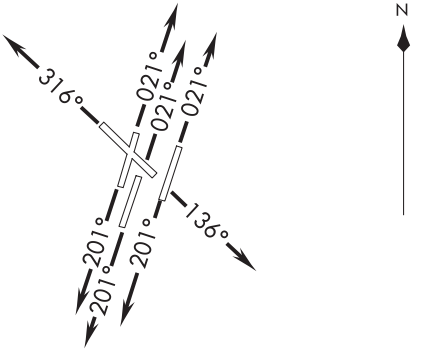
TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.

**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500′ per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

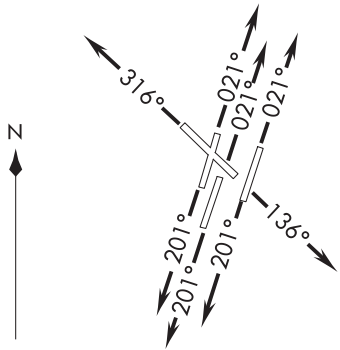
....expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

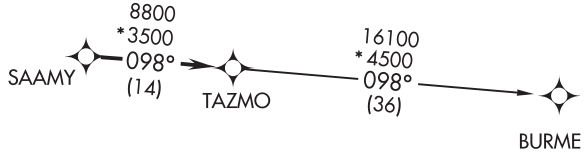
HODJS TRANSITION (PARDN3.HODJS)
JJEFF TRANSITION (PARDN3.JJEFF)
NAKIY TRANSITION (PARDN3.NAKIY)

**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7

TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500′ per NM to 1100.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

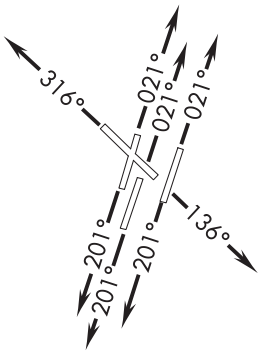
BURME TRANSITION (TAZMO3.BURME)

NOTE: Chart not to scale.

# TIPPN THREE DEPARTURE (RNAV)

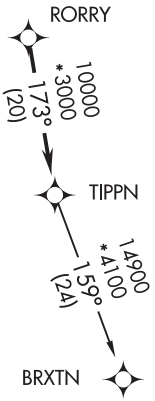
**TOP ALTITUDE: 4000**

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
118.4 360.7




TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20C, 20L, 20R, 31: Standard with minimum climb of 500′ per NM to 1100.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)



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

ONEIDA, TENNESSEE AL-5841 (FAA) 20198

| WAAS CH 90434 W05A | APP CRS 051° | Rwy ldg 5506 TDZE 1545 Apt Elev 1545 |
|---|---|---|

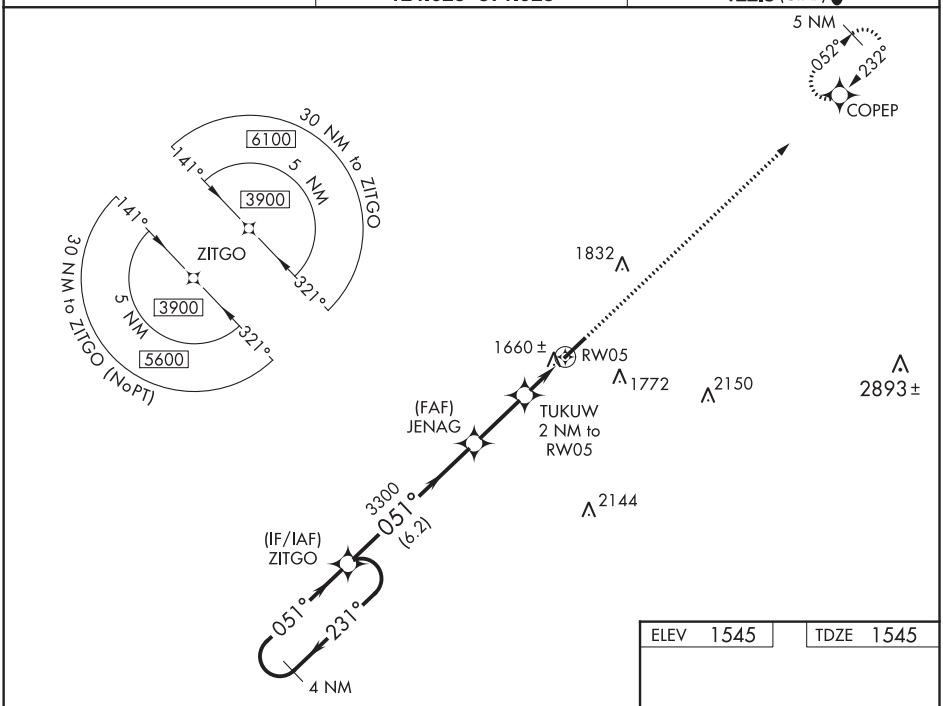
# RNAV (GPS) RWY 5
## SCOTT MUNI (SCX)

T A NA

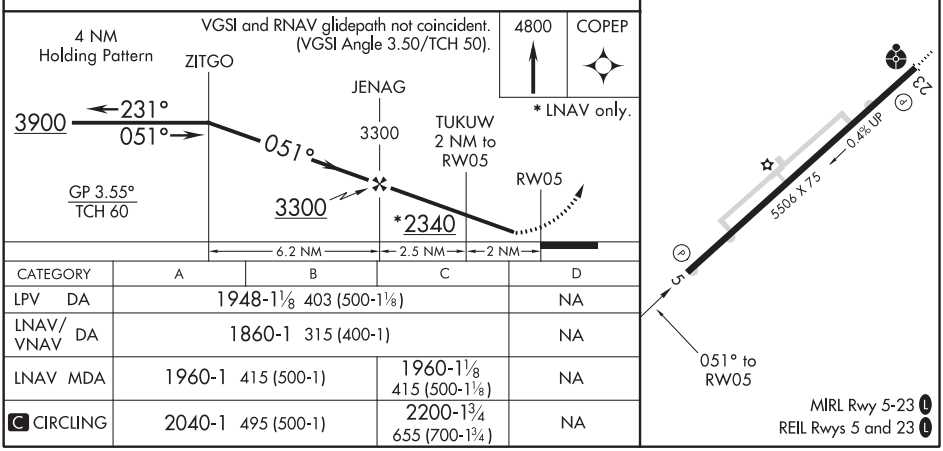
Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4800 direct COPEP and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 124.625 371.925 | 122.8 (CTAF) L |




ELEV 1545 TDZE 1545




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1948-1⅛ 403 (500-1⅛) | | | NA |
| LNAV/VNAV DA | 1860-1 315 (400-1) | | | NA |
| LNAV MDA | 1960-1 415 (500-1) | | 1960-1⅛ 415 (500-1⅛) | NA |
| C CIRCLING | 2040-1 495 (500-1) | | 2200-1¾ 655 (700-1¾) | NA |



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

| WAAS CH 61234 W23A | APP CRS 232° | Rwy ldg 5506 TDZE 1523 Apt Elev 1545 |
|---|---|---|

# RNAV (GPS) RWY 23
## SCOTT MUNI (SCX)

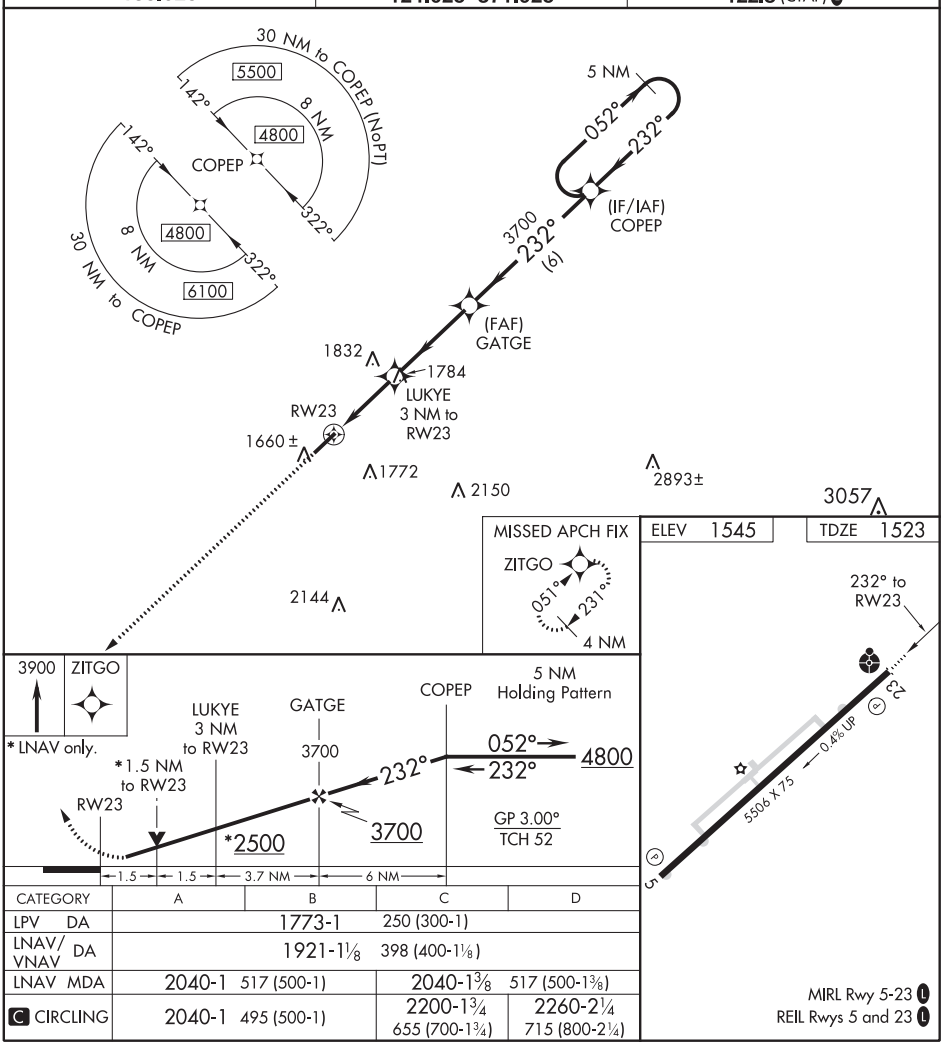
Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅞ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅝ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1⅜ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1⅝ mile, LNAV/VNAV all Cats to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

NA

ODALS

MISSED APPROACH: Climb to 3900 direct ZITGO and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1773-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 1921-1⅛ | | 398 (400-1⅛) | |
| LNAV MDA | 2040-1 517 (500-1) | | 2040-1⅜ 517 (500-1⅜) | |
| C CIRCLING | 2040-1 495 (500-1) | | 2200-1¾ 655 (700-1¾) | 2260-2¼ 715 (800-2¼) |

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

ONEIDA, TENNESSEE AL-5841 (FAA) 20254

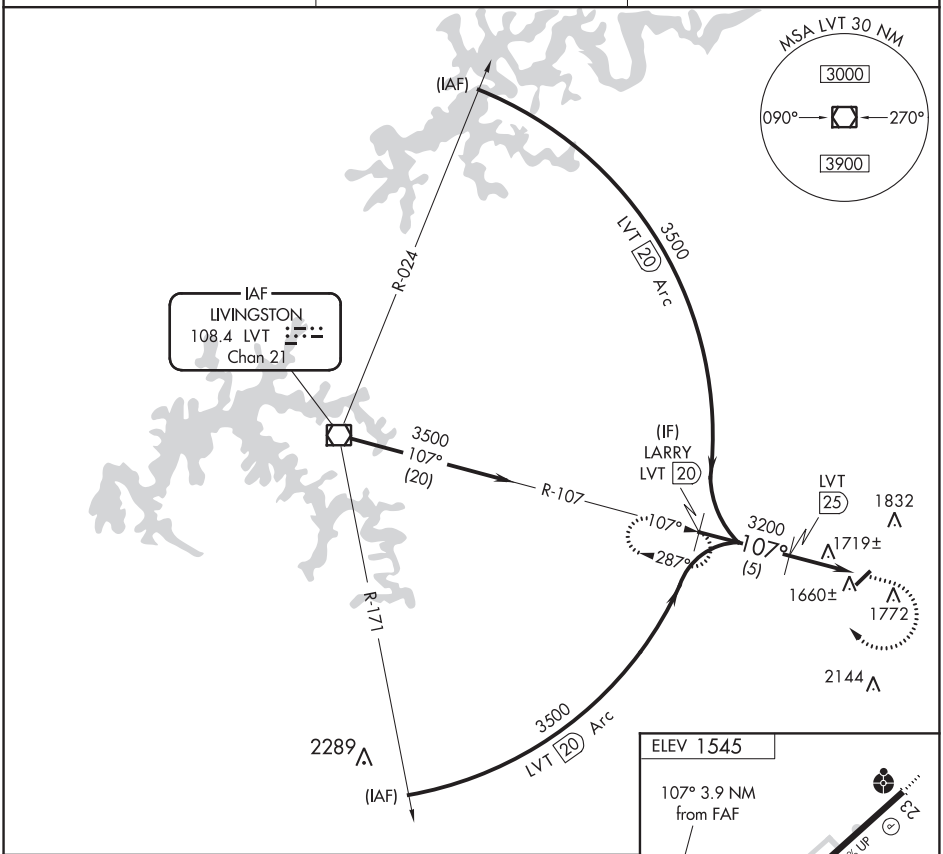
# VOR/DME-A
## SCOTT MUNI (SCX)

| VOR/DME LVT 108.4 Chan 21 | APP CRS 107° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 1545 |
|---|---|---|

Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 2040-1<br>495 (500-1) | 2040-1¼<br>495 (500-1¼) | 2200-1¾<br>655 (700-1¾) | 2260-2¼<br>715 (800-2¼) |

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| LOC I-OWB | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 111.5 | 002° | TDZE | 401 |
| | | Apt Elev | 407 |

# ILS or LOC RWY 36

## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

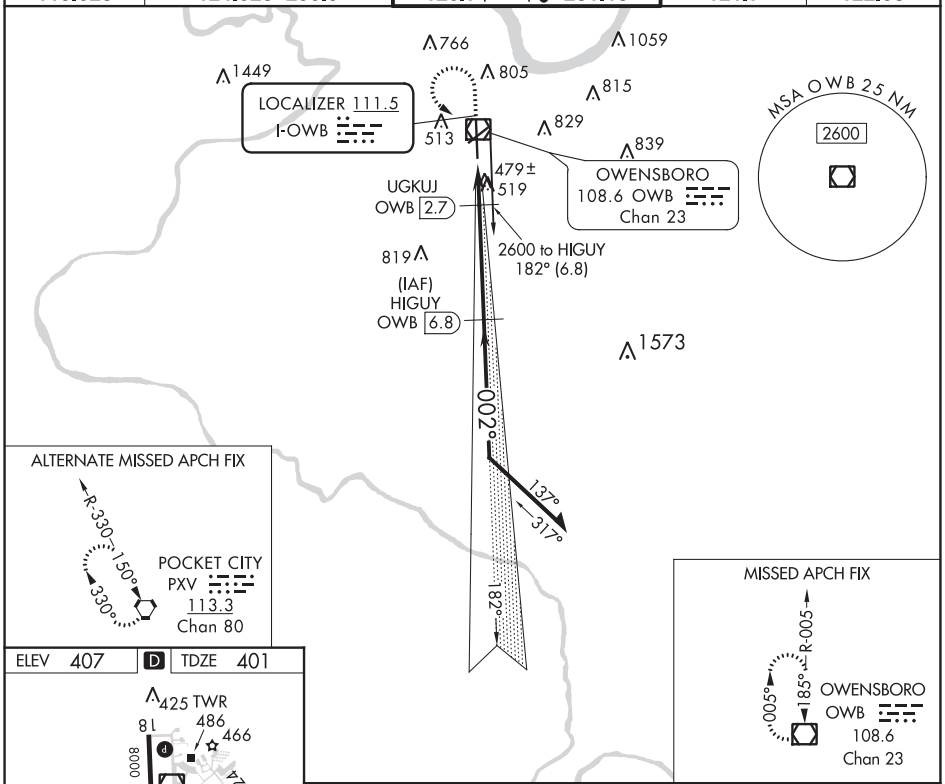
DME required.

DME from OWB VOR/DME. Simultaneous reception of I-OWB and OWB DME required.

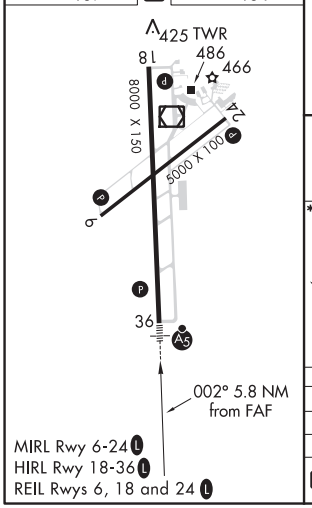
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

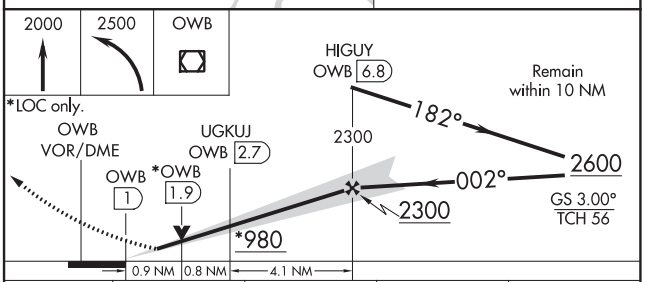
| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




ELEV 407 D TDZE 401




MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 601-½ 200 (200-½) | | | |
| S-LOC 36 | 740-½ 339 (400-½) | | | |
| C CIRCLING | 860-1 453 (500-1) | 1120-1 713 (800-1) | 1140-2 733 (800-2) | 1140-2¼ 733 (800-2¼) |



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

OWENSBORO, KENTUCKY | AL-707 (FAA) | 19171

| WAAS CH 40430 W06A | APP CRS 056° | Rwy ldg 5000<br>TDZE 405<br>Apt Elev 407 |
|---|---|---|

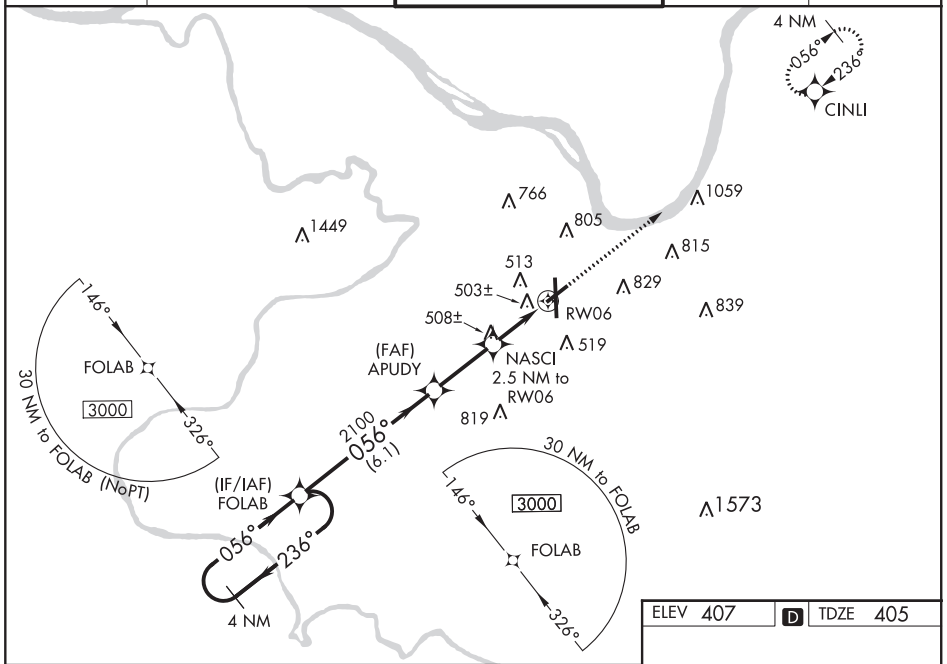
# RNAV (GPS) RWY 6

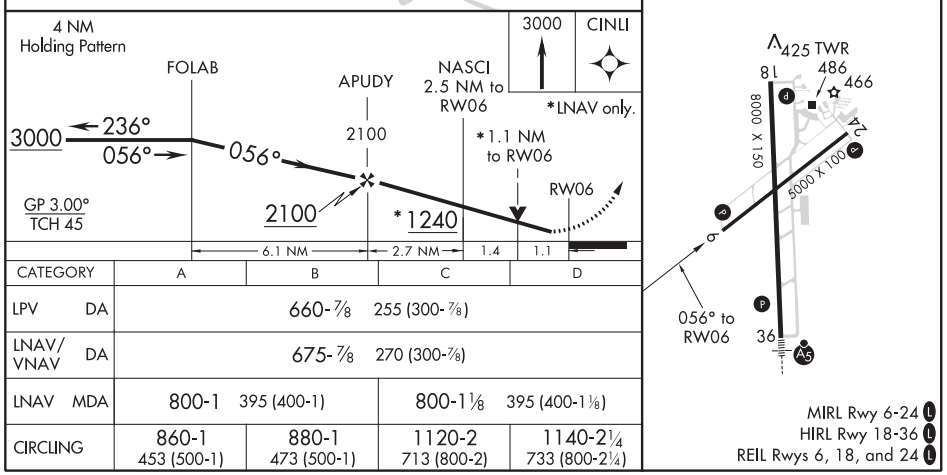
## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct CINLI and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 660-⅞ 255 (300-⅞) | | | |
| LNAV/VNAV DA | 675-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 800-1 395 (400-1) | | 800-1⅛ 395 (400-1⅛) | |
| CIRCLING | 860-1 453 (500-1) | 880-1 473 (500-1) | 1120-2 713 (800-2) | 1140-2¼ 733 (800-2¼) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

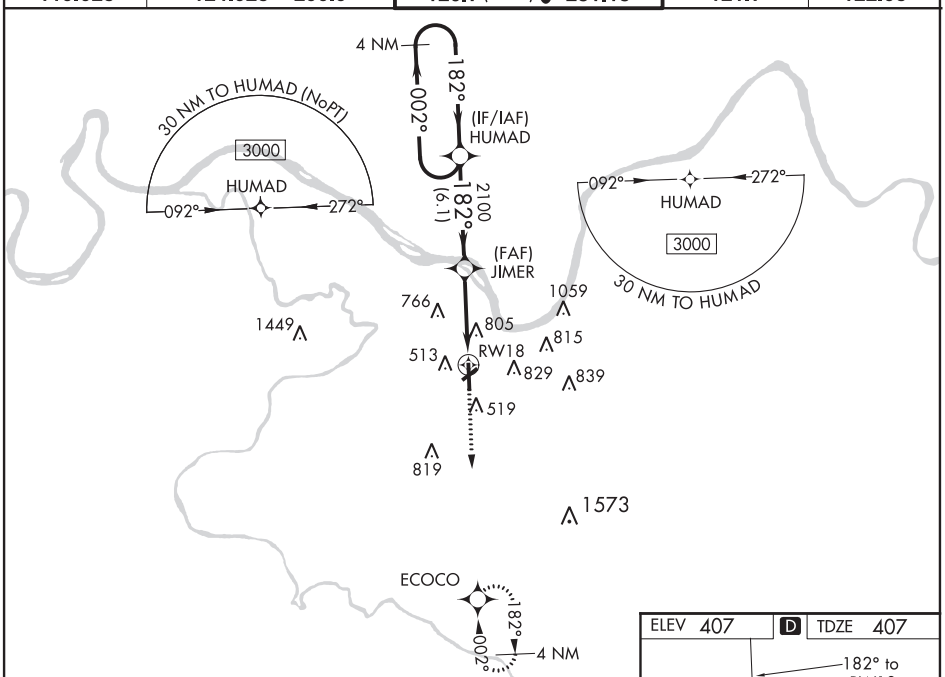
| WAAS CH 78216 W18A | APP CRS 182° | Rwy ldg 8000<br>TDZE 407<br>Apt Elev 407 |
|---|---|---|

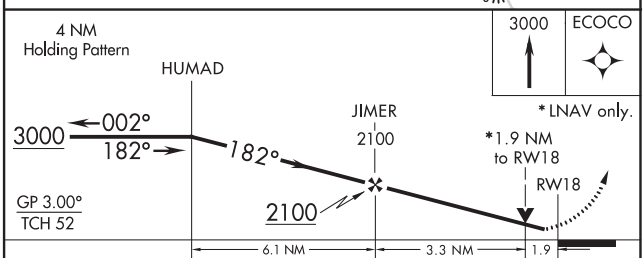
# RNAV (GPS) RWY 18
## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

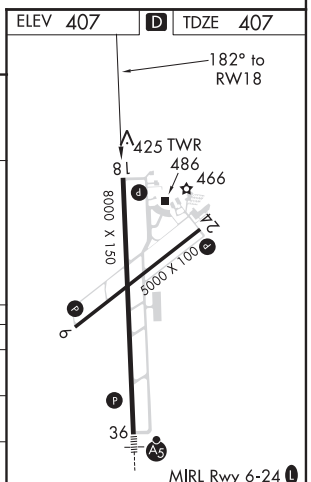
MISSED APPROACH: Climb to 3000 direct ECOCO and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 607-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1145-2½ 738 (800-2½) | | | |
| LNAV MDA | 1060-1 653 (700-1) | | 1060-1⅞ 653 (700-1⅞) | |
| CIRCLING | 1060-1 653 (700-1) | | 1120-2 713 (800-2) | 1140-2¼ 733 (800-2¼) |






SE-1, 25 FEB 2021 to 22 APR 2021
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OWENSBORO, KENTUCKY AL-707 (FAA) 19171

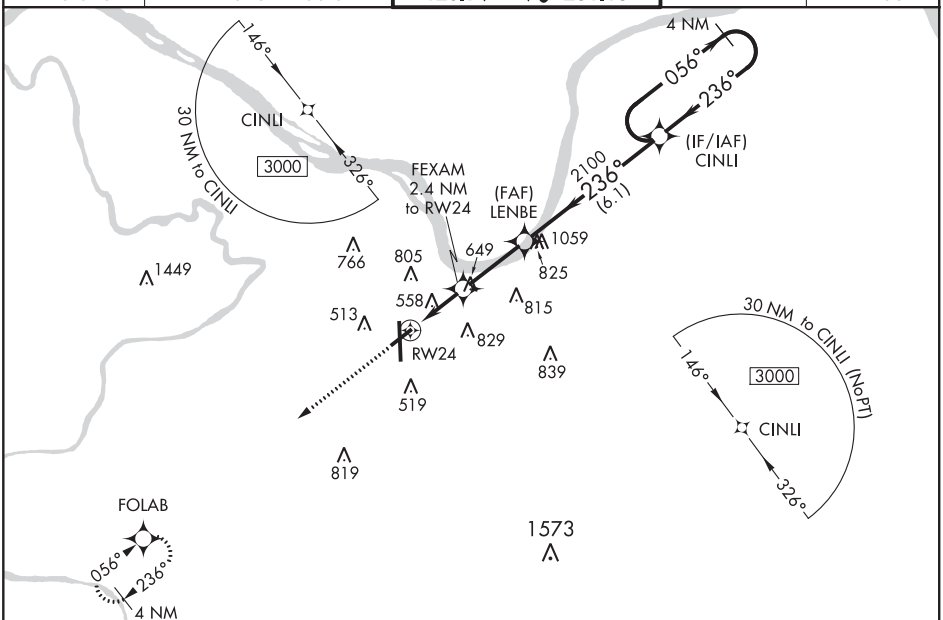
| WAAS CH 49116 W24A | APP CRS 236° | Rwy ldg 5000 TDZE 403 Apt Elev 407 |
|---|---|---|

# RNAV (GPS) RWY 24
## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

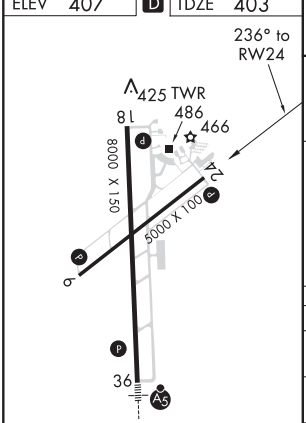
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

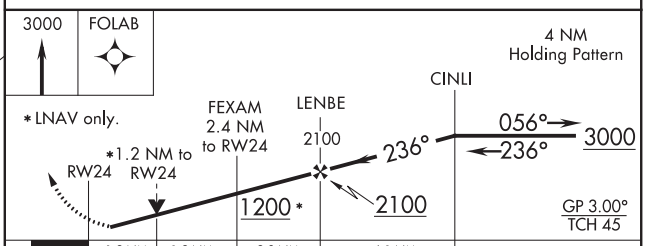
MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




ELEV 407 D TDZE 403




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 653-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 843-1½ 440 (500-1½) | | | |
| LNAV MDA | 820-1 417 (500-1) | | 820-1⅛ 417 (500-1⅛) | |
| CIRCLING | 860-1 453 (500-1) | 880-1 473 (500-1) | 1120-2 713 (800-2) | 1140-2¼ 733 (800-2¼) |

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18 and 24 L

SE-1, 25 FEB 2021 to 22 APR 2021

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| WAAS CH 45508 W36A | APP CRS 002° | Rwy ldg 8000<br>TDZE 401<br>Apt Elev 407 |
|---|---|---|

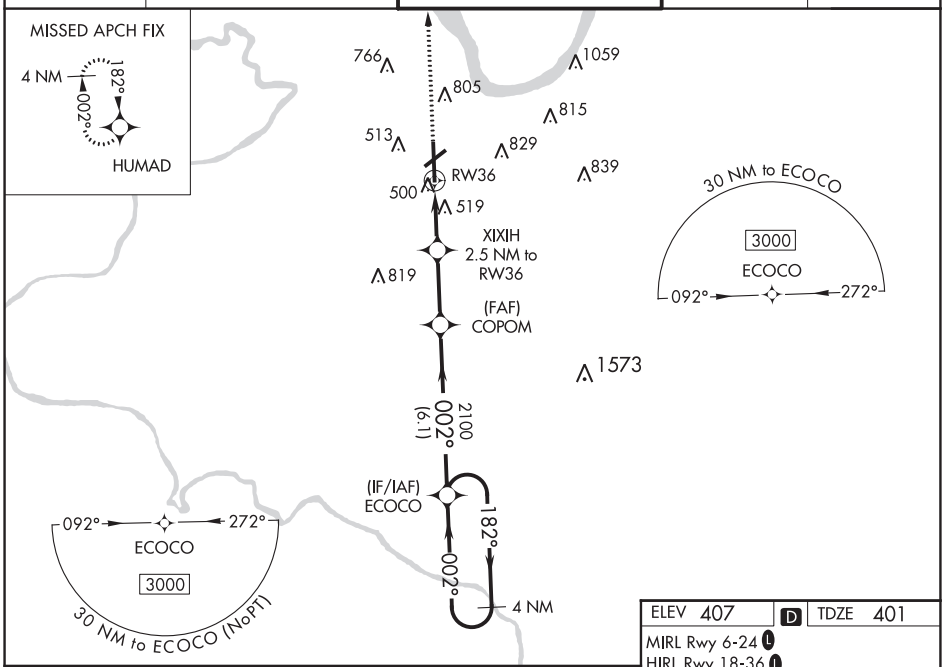
# RNAV (GPS) RWY 36
## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

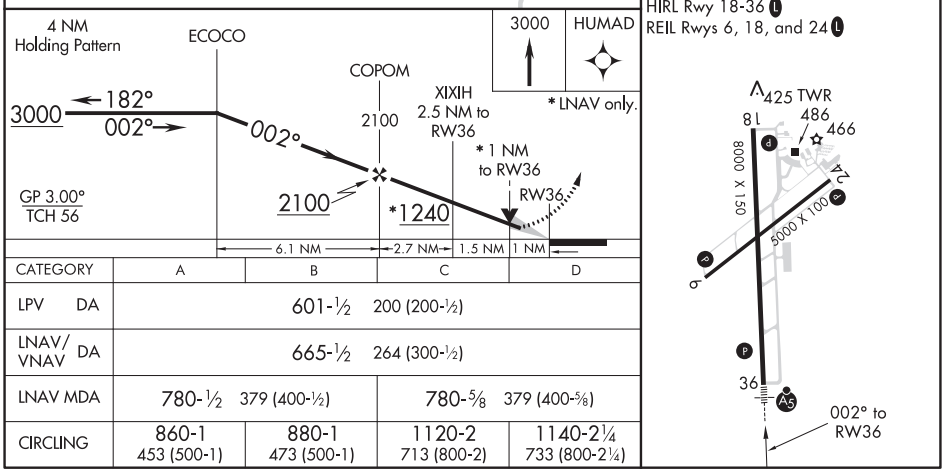
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

| AWOS-3PT | EVANSVILLE APP CON * | OWENSBORO TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 601-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 665-½ 264 (300-½) | | | |
| LNAV MDA | 780-½ 379 (400-½) | | 780-⅝ 379 (400-⅝) | |
| CIRCLING | 860-1 453 (500-1) | 880-1 473 (500-1) | 1120-2 713 (800-2) | 1140-2¼ 733 (800-2¼) |



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# VOR RWY 6

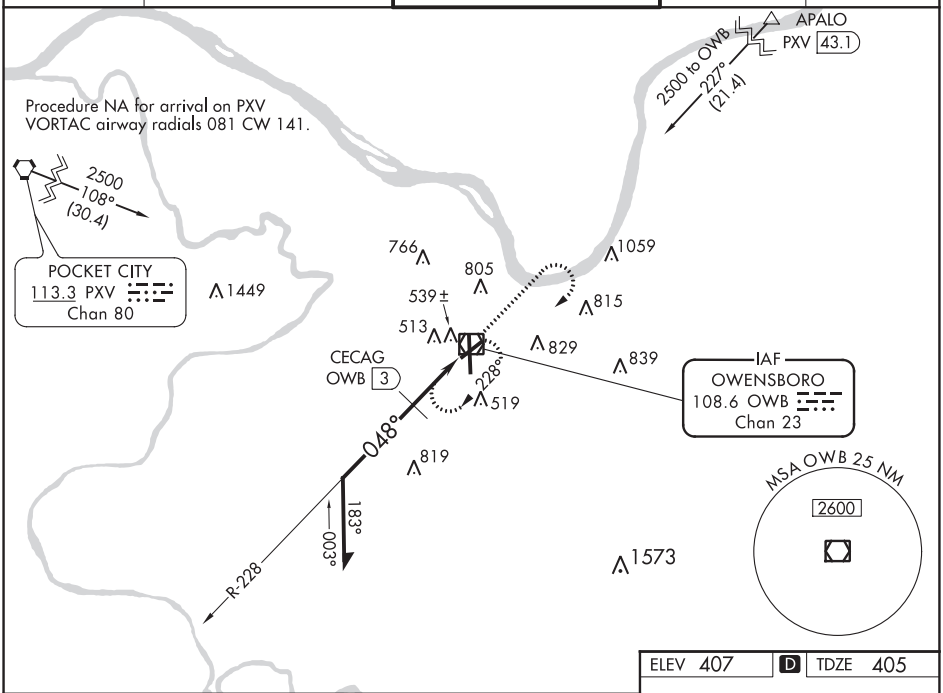
## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

| VOR/DME OWB 108.6 Chan 23 | APP CRS 048° | Rwy ldg 5000<br>TDZE 405<br>Apt Elev 407 |
|---|---|---|

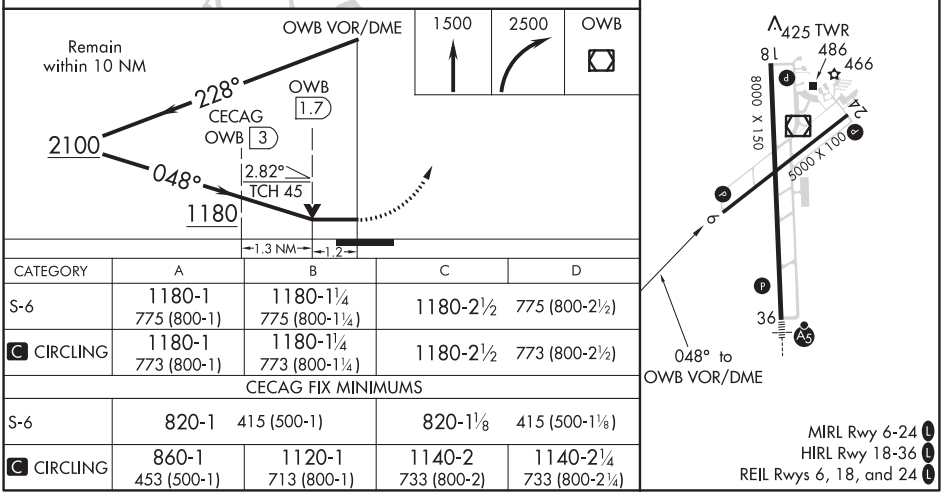
Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




ELEV 407 D TDZE 405




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 1180-1<br>775 (800-1) | 1180-1¼<br>775 (800-1¼) | 1180-2½ | 775 (800-2½) |
| C CIRCLING | 1180-1<br>773 (800-1) | 1180-1¼<br>773 (800-1¼) | 1180-2½ | 773 (800-2½) |
| CECAG FIX MINIMUMS | | | | |
| S-6 | 820-1 | 415 (500-1) | 820-1⅛ | 415 (500-1⅛) |
| C CIRCLING | 860-1<br>453 (500-1) | 1120-1<br>713 (800-1) | 1140-2<br>733 (800-2) | 1140-2¼<br>733 (800-2¼) |

MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

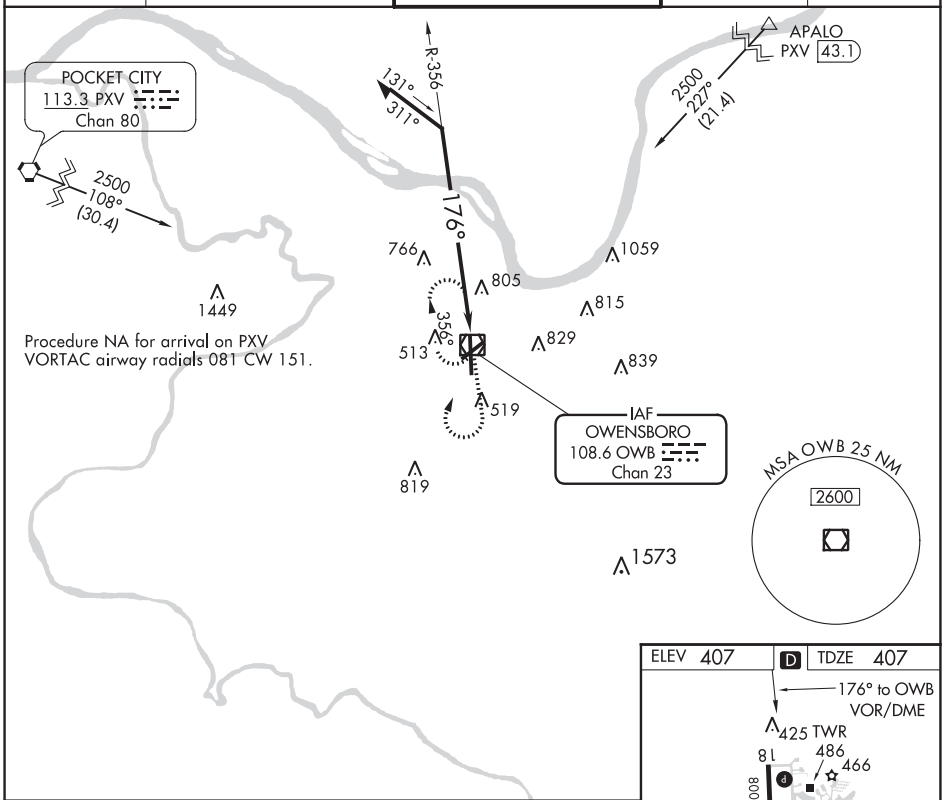
| VOR/DME OWB | APP CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 108.6 | 176° | TDZE | 407 |
| Chan 23 | | Apt Elev | 407 |

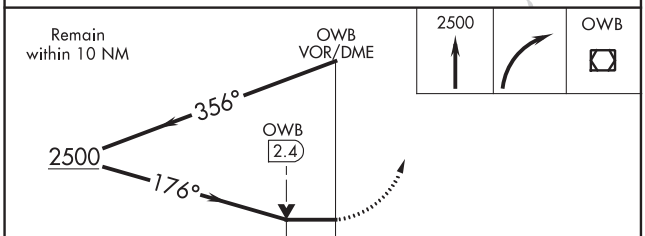
# VOR RWY 18

## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

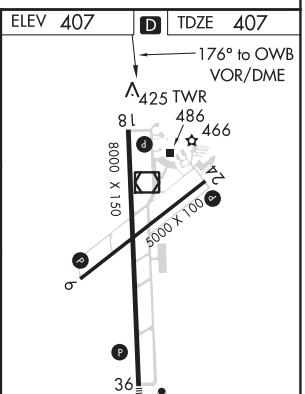
MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1120-1 | 713 (800-1) | 1120-2 | 713 (800-2) |
| C CIRCLING | 1120-1 | 713 (800-1) | 1140-2<br>733 (800-2) | 1140-2¼<br>733 (800-2¼) |




MIRL Rwy 6-24 L
HIRL Rwy 18-36 L
REIL Rwys 6, 18, and 24 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

OWENSBORO, KENTUCKY — AL-707 (FAA) — 20086

# VOR RWY 36

## OWENSBORO-DAVIESS COUNTY RGNL (OWB)

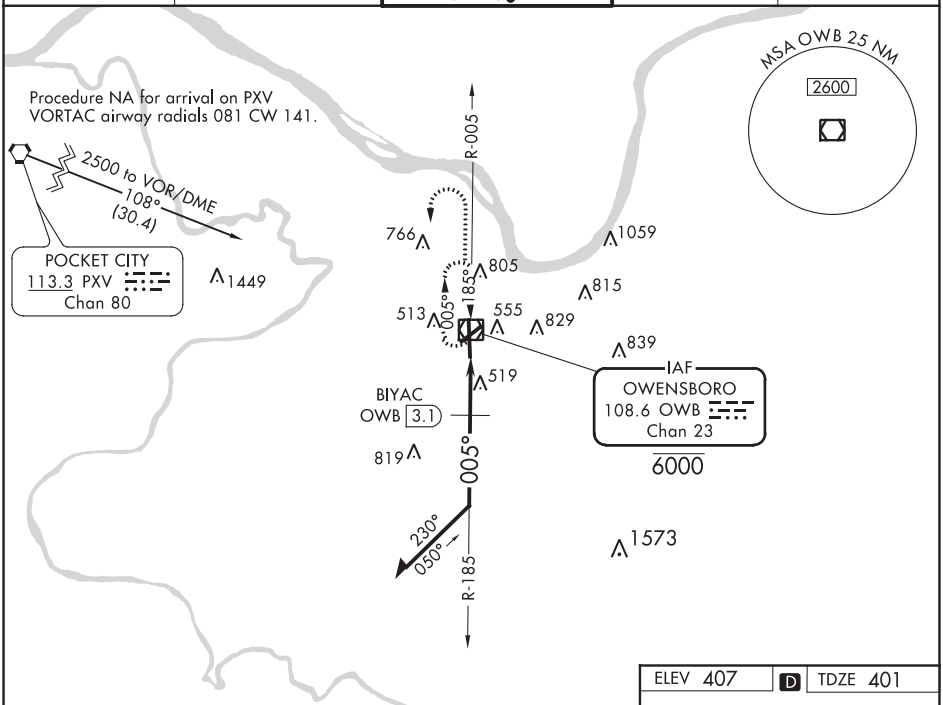
| VOR/DME OWB 108.6 Chan 23 | APP CRS 005° | Rwy ldg 8000 TDZE 401 Apt Elev 407 |
|---|---|---|

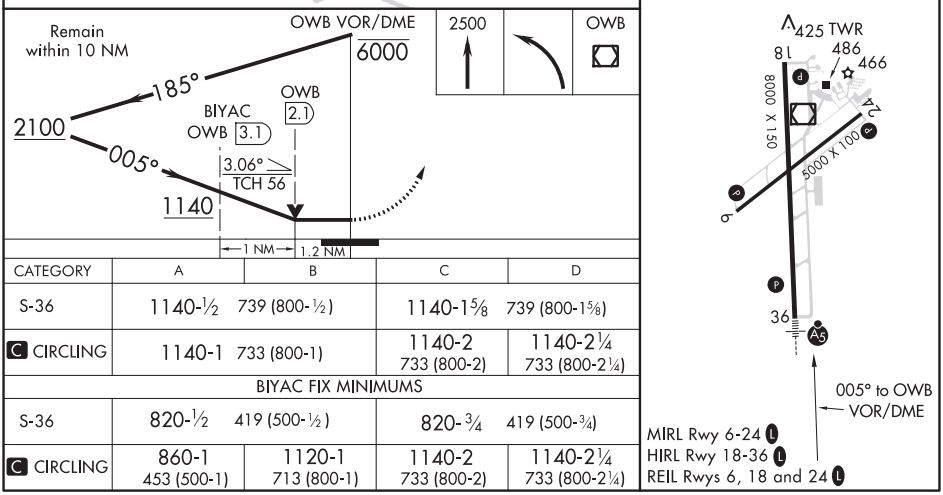
For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

| AWOS-3PT | EVANSVILLE APP CON ★ | OWENSBORO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 124.025 290.9 | 120.7 (CTAF) L 251.15 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1140-½ 739 (800-½) | | 1140-1⅝ 739 (800-1⅝) | |
| C CIRCLING | 1140-1 733 (800-1) | | 1140-2 733 (800-2) | 1140-2¼ 733 (800-2¼) |
| BIYAC FIX MINIMUMS | | | | |
| S-36 | 820-½ 419 (500-½) | | 820-¾ 419 (500-¾) | |
| C CIRCLING | 860-1 453 (500-1) | 1120-1 713 (800-1) | 1140-2 733 (800-2) | 1140-2¼ 733 (800-2¼) |

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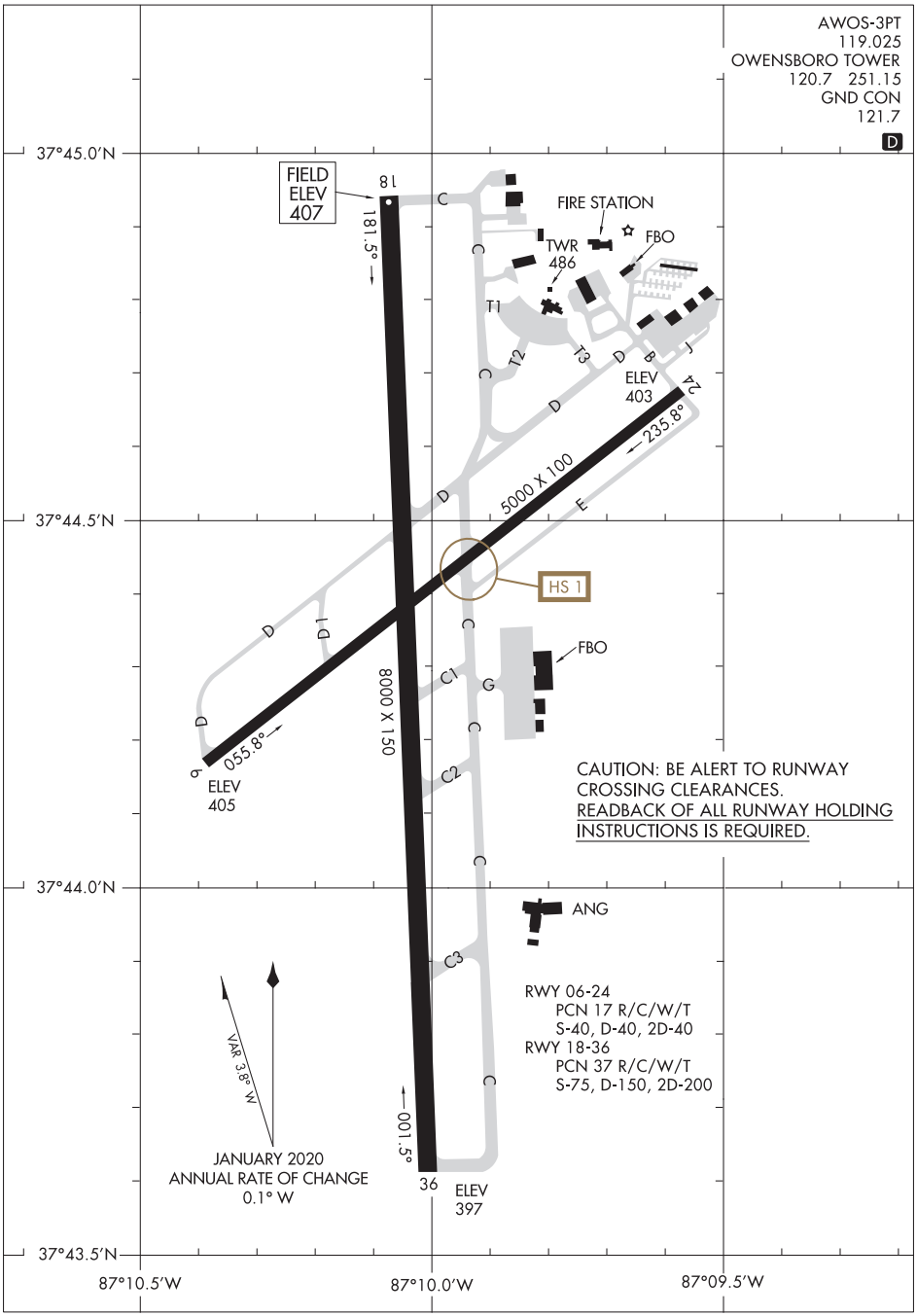



SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

PADUCAH, KENTUCKY | AL-628 (FAA) | 21056

# ILS or LOC RWY 5
## BARKLEY RGNL (PAH)

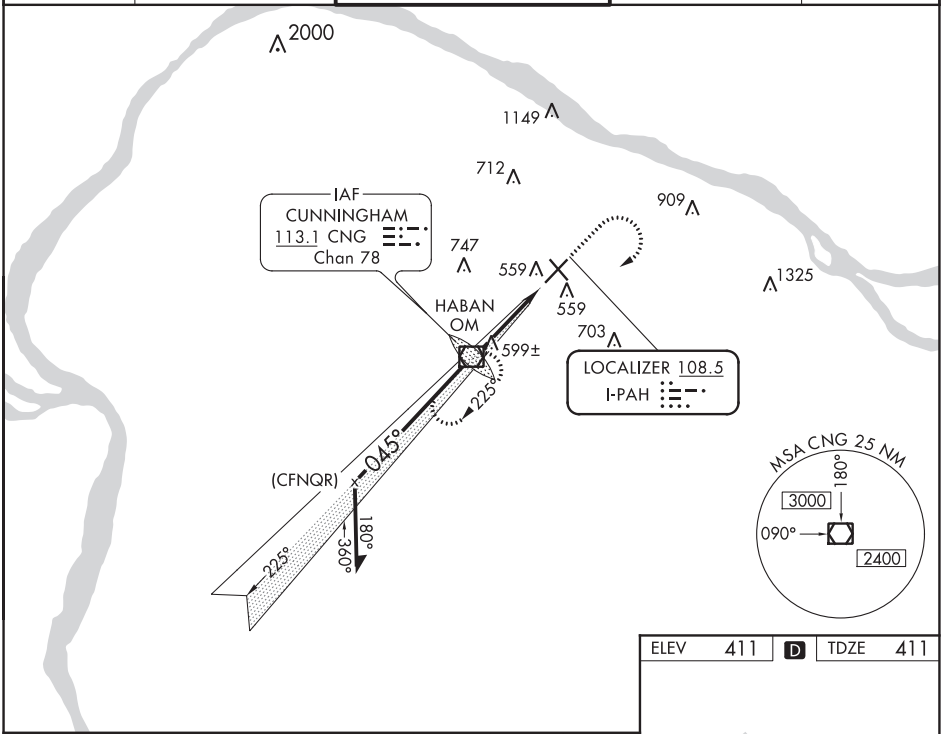
| LOC I-PAH | APP CRS | Rwy ldg | 6500 |
|---|---|---|---|
| 108.5 | 045° | TDZE | 411 |
| | | Apt Elev | 411 |

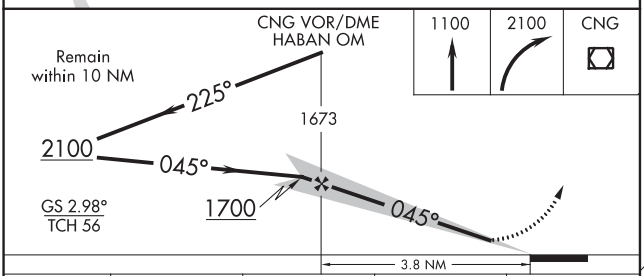
When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet, and increase S-LOC 5 Cat C, D visibility ⅛ SM.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

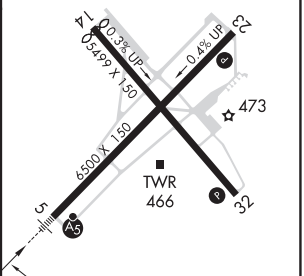
| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 611-½ 200 (200-½) | | | |
| S-LOC 5 | 860-½ 449 (500-½) | | 860-⅞ 449 (500-⅞) | |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |

| ELEV | 411 | D | TDZE | 411 |
|---|---|---|---|---|




045° 3.8 NM from FAF

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 93701 W05A | APP CRS 045° | Rwy ldg 6500<br>TDZE 411<br>Apt Elev 411 |
|---|---|---|

# RNAV (GPS) RWY 5
## BARKLEY RGNL (PAH)

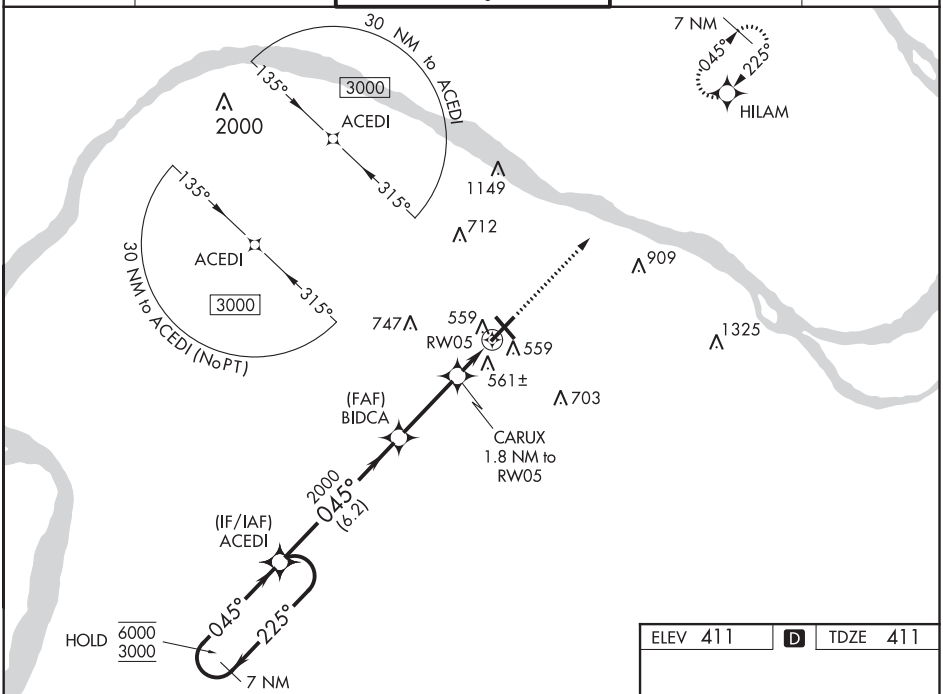
RNP APCH.

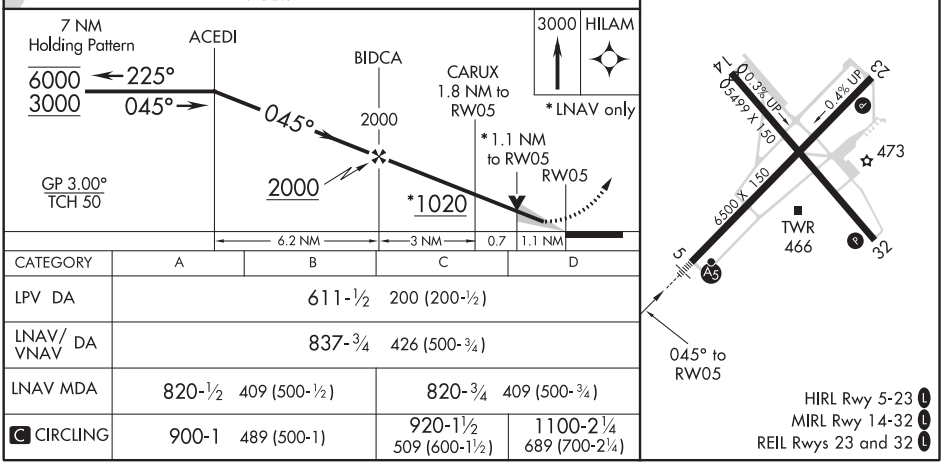
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
For inop ALS, increase LNAV Cat C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 3000 direct HILAM and hold.

| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 611-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 837-¾ 426 (500-¾) | | | |
| LNAV MDA | 820-½ 409 (500-½) | | 820-¾ 409 (500-¾) | |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |



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SE-1, 25 FEB 2021 to 22 APR 2021

PADUCAH, KENTUCKY — AL-628 (FAA) — 21056

| WAAS CH 48933 W14A | APP CRS 140° | Rwy ldg 5399<br>TDZE 401<br>Apt Elev 411 |
|---|---|---|

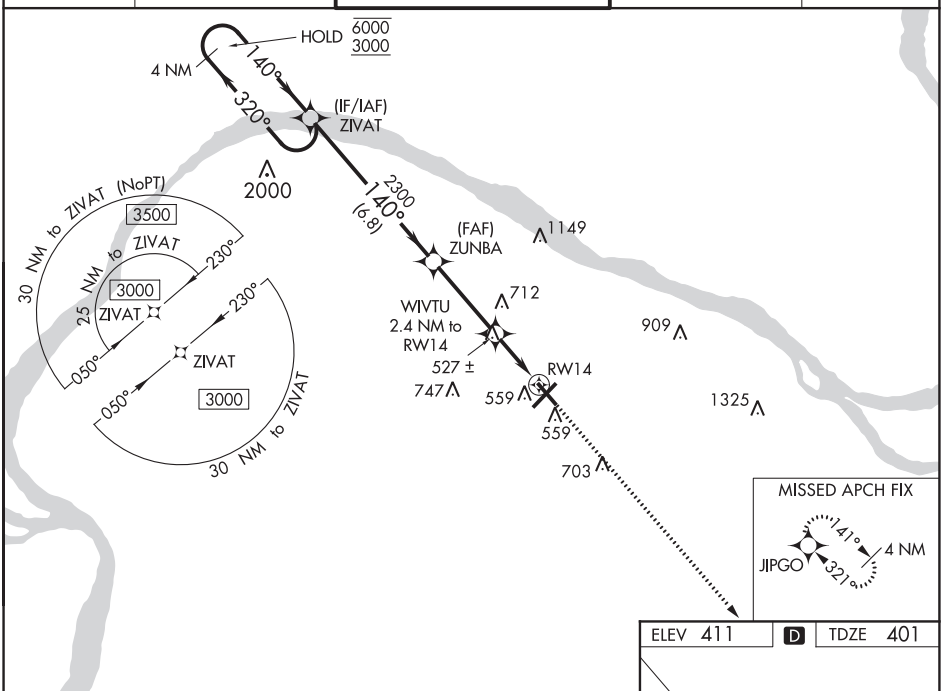
# RNAV (GPS) RWY 14
## BARKLEY RGNL (PAH)

RNP APCH.

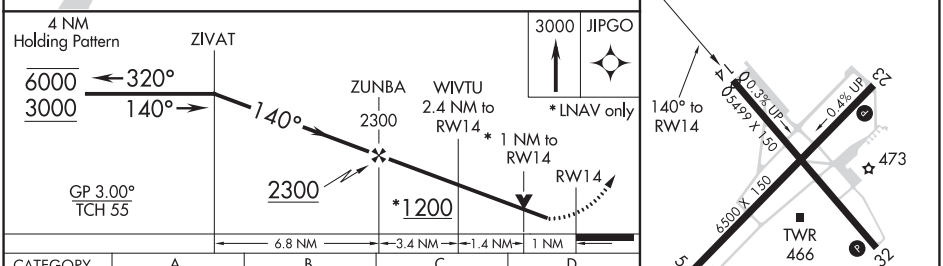
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct JIPGO and hold.

| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




ELEV 411 | D | TDZE 401




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 708-1 | 307 (300-1) | | |
| LNAV/VNAV DA | 706-1 | 305 (300-1) | | |
| LNAV MDA | 780-1 | 379 (400-1) | 780-1⅛ | 379 (400-1⅛) |
| C CIRCLING | 900-1 | 489 (500-1) | 920-1½<br>509 (600-1½) | 1100-2¼<br>689 (700-2¼) |

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

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| WAAS CH 78243 W23A | APP CRS 225° | Rwy ldg 6500<br>TDZE 402<br>Apt Elev 411 |
|---|---|---|

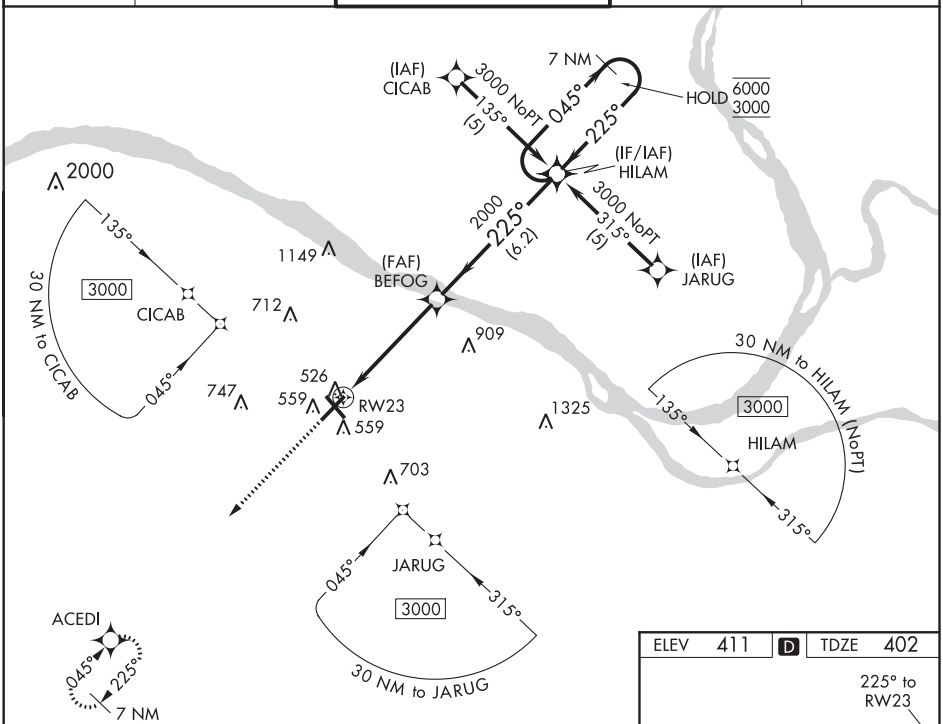
# RNAV (GPS) RWY 23
## BARKLEY RGNL (PAH)

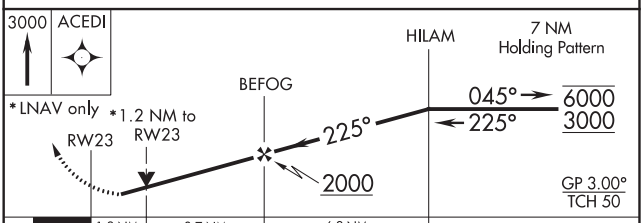
RNP APCH.

T Rwy 23 helicopter visiblity reduction below ¾ SM NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

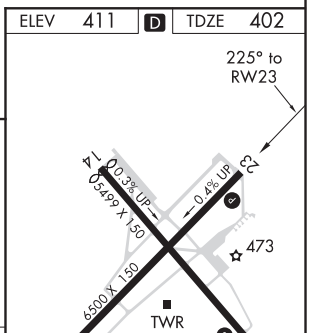
MISSED APPROACH: Climb to 3000 direct ACEDI and hold.

| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 678-1 276 (300-1) | | | |
| LNAV/VNAV DA | 790-1½ 388 (400-1½) | | | |
| LNAV MDA | 820-1 418 (500-1) | | 820-1¼ 418 (500-1¼) | |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |




HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

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PADUCAH, KENTUCKY

AL-628 (FAA)

21056

# RNAV (GPS) RWY 32

BARKLEY RGNL (PAH)

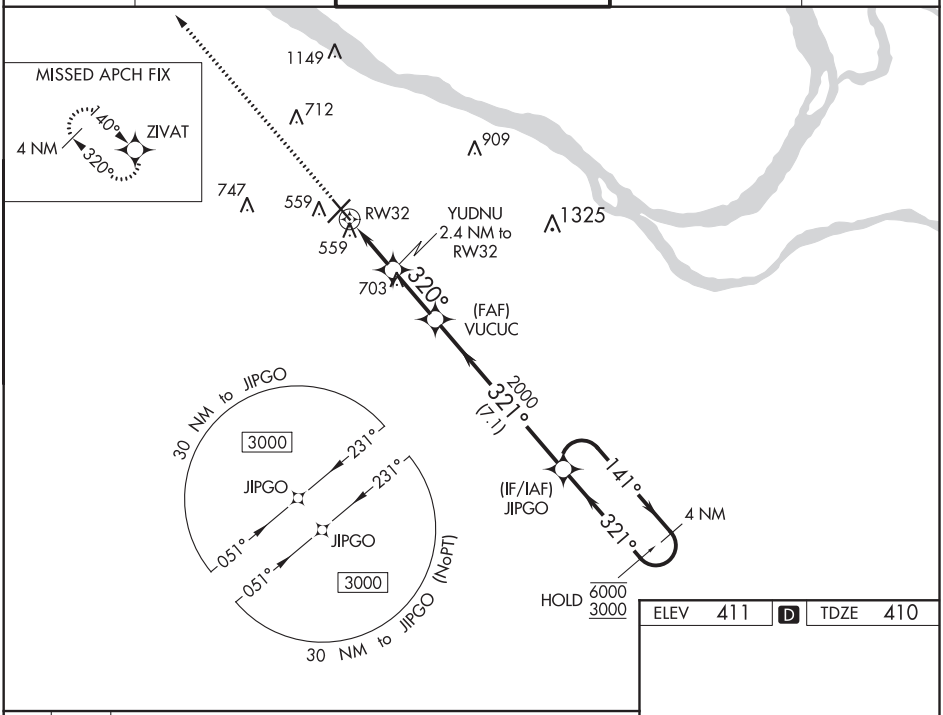
| WAAS CH 61033 W32A | APP CRS 320° | Rwy ldg 5324<br>TDZE 410<br>Apt Elev 411 |
|---|---|---|

RNP APCH.

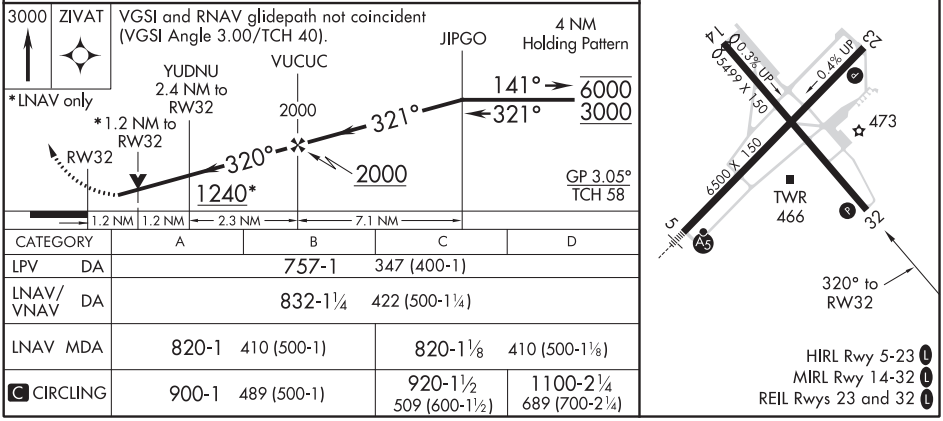
Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct ZIVAT and hold.

| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




ELEV 411 D TDZE 410




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 757-1 347 (400-1) | | | |
| LNAV/VNAV DA | 832-1¼ 422 (500-1¼) | | | |
| LNAV MDA | 820-1 410 (500-1) | | 820-1⅛ 410 (500-1⅛) | |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |

| VOR/DME CNG 113.1 Chan 78 | APP CRS 221° | Rwy ldg 6500<br>TDZE 402<br>Apt Elev 411 |
|---|---|---|

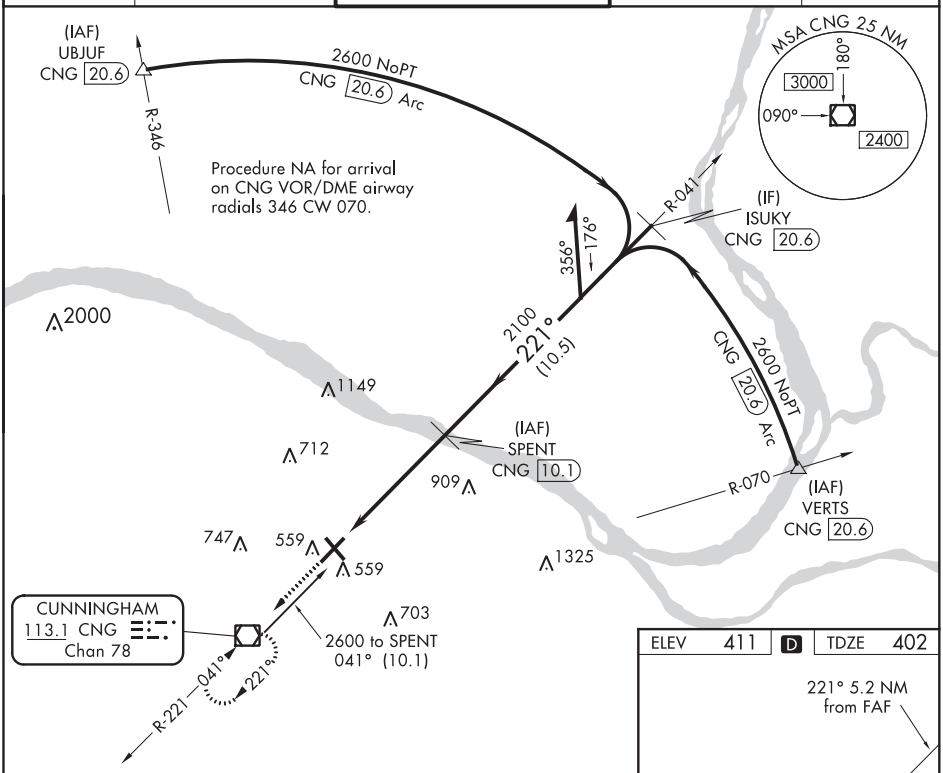
# VOR RWY 23
## BARKLEY RGNL (PAH)

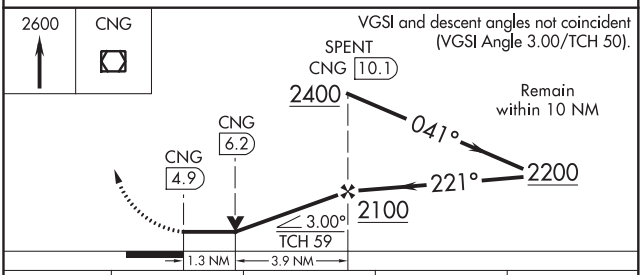
DME required.

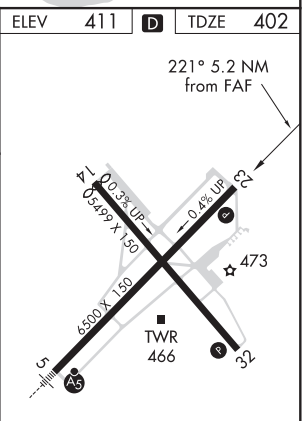
T A Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 860-1 458 (500-1) | | 860-1⅜ 458 (500-1⅜) | |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

SE-1, 25 FEB 2021 to 22 APR 2021

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PADUCAH, KENTUCKY AL-628 (FAA) 21056

| VOR/DME CNG 113.1 Chan 78 | APP CRS 042° | Rwy ldg 6500<br>TDZE 411<br>Apt Elev 411 |
|---|---|---|

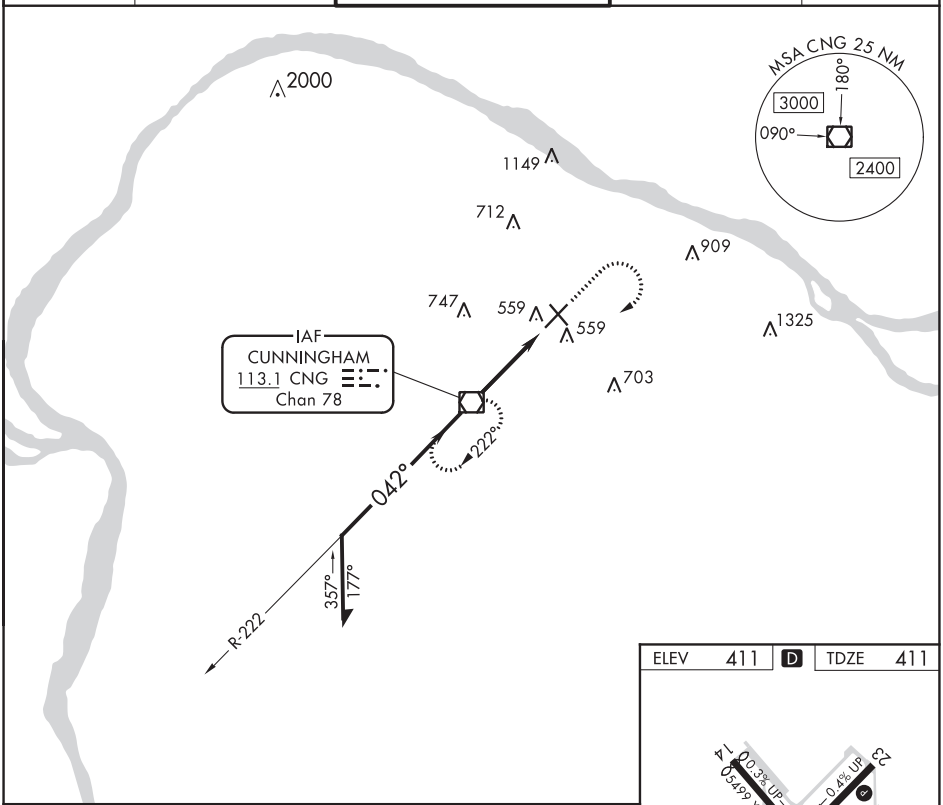
# VOR RWY 5
## BARKLEY RGNL (PAH)

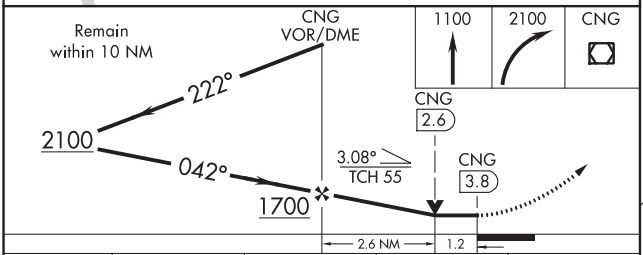
When local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet, and increase S-5 Cat C and D visibility ¼ SM and increase Circling Cat D visibility ¼ SM. VDP NA when using Mayfield altimeter setting.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

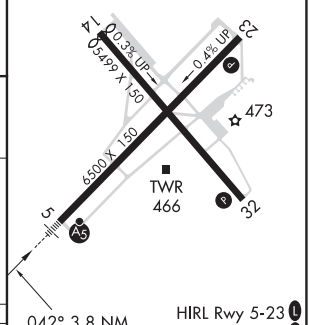
| ASOS | MEMPHIS CENTER | PADUCAH TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 133.65 292.15 | 119.6 (CTAF) L 306.9 | 121.7 306.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 860-½ 449 (500-½) | | 860-¾ 449 (500-¾) | 860-1 449 (500-1) |
| C CIRCLING | 900-1 489 (500-1) | | 920-1½ 509 (600-1½) | 1100-2¼ 689 (700-2¼) |

| ELEV 411 | D | TDZE 411 |
|---|---|---|




042° 3.8 NM from FAF

HIRL Rwy 5-23 L
MIRL Rwy 14-32 L
REIL Rwys 23 and 32 L

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |



SE-1, 25 FEB 2021 to 22 APR 2021
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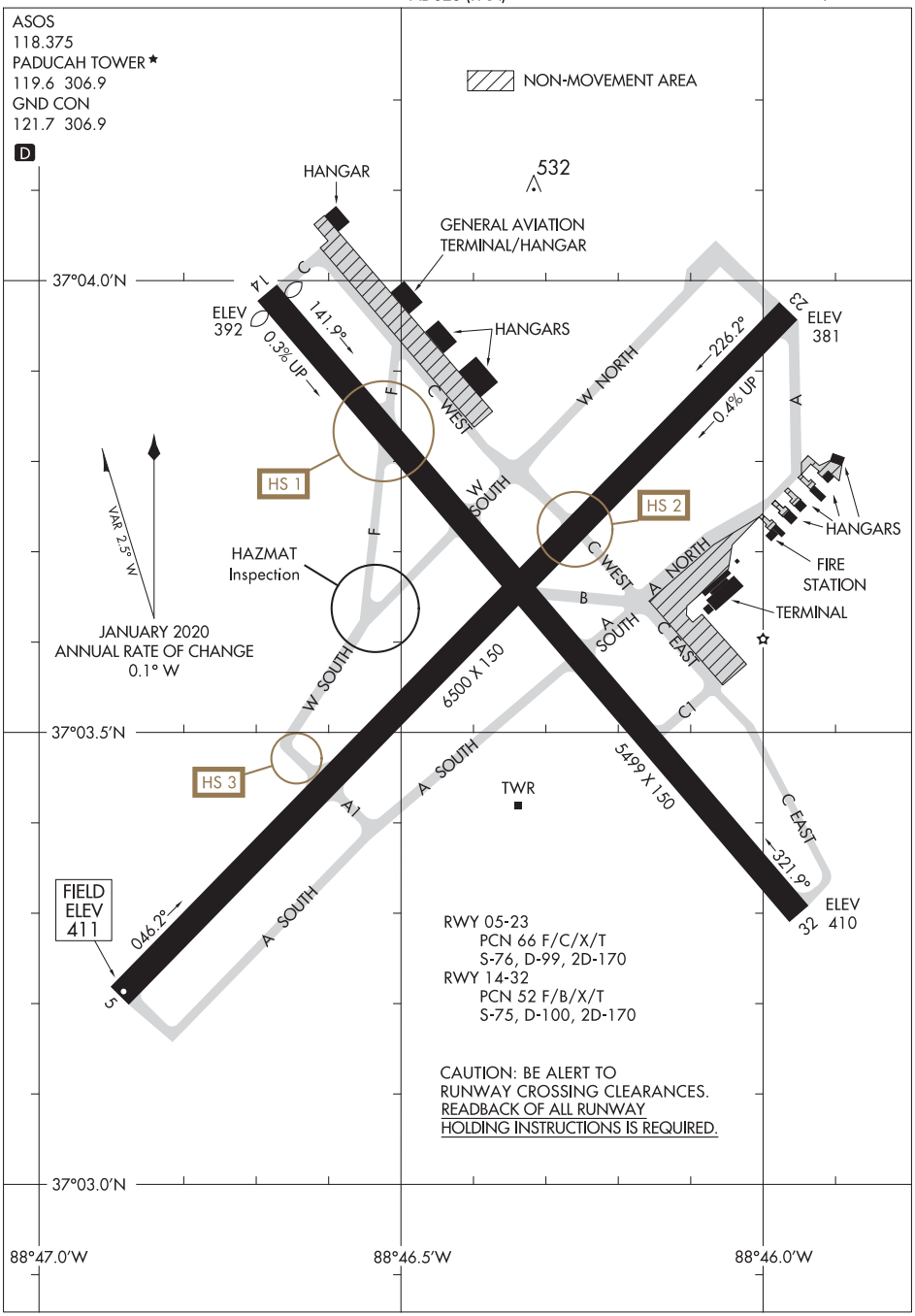
AL-628 (FAA)




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

PARIS, TENNESSEE | AL-5576 (FAA) | 19227

| WAAS CH 48817 W02A | APP CRS 016° | Rwy ldg 5001 TDZE 580 Apt Elev 580 |
|---|---|---|

# RNAV (GPS) RWY 2
## HENRY COUNTY (PHT)

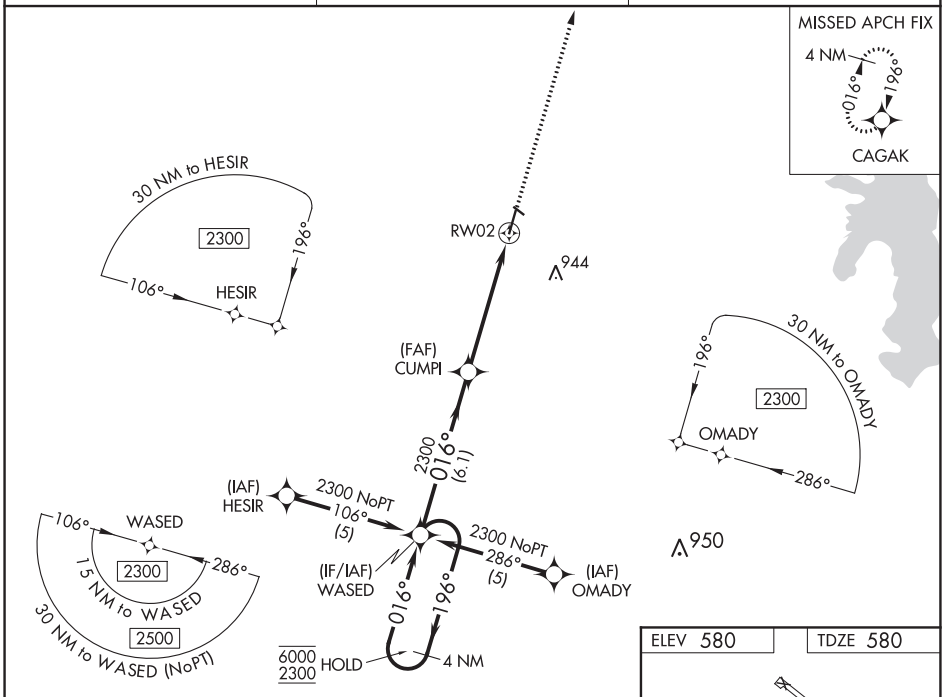
RNP APCH.

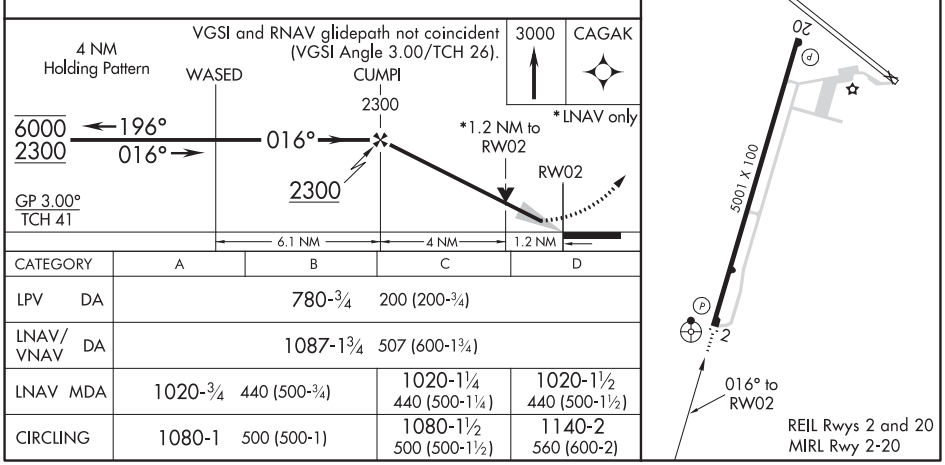
Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ODALS

MISSED APPROACH: Climb to 3000 direct CAGAK and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.825 | 134.65 316.15 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 780-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1087-1¾ 507 (600-1¾) | | | |
| LNAV MDA | 1020-¾ 440 (500-¾) | | 1020-1¼ 440 (500-1¼) | 1020-1½ 440 (500-1½) |
| CIRCLING | 1080-1 500 (500-1) | | 1080-1½ 500 (500-1½) | 1140-2 560 (600-2) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 42717 W20A | APP CRS 196° | Rwy ldg 5001 TDZE 571 Apt Elev 580 |
|---|---|---|

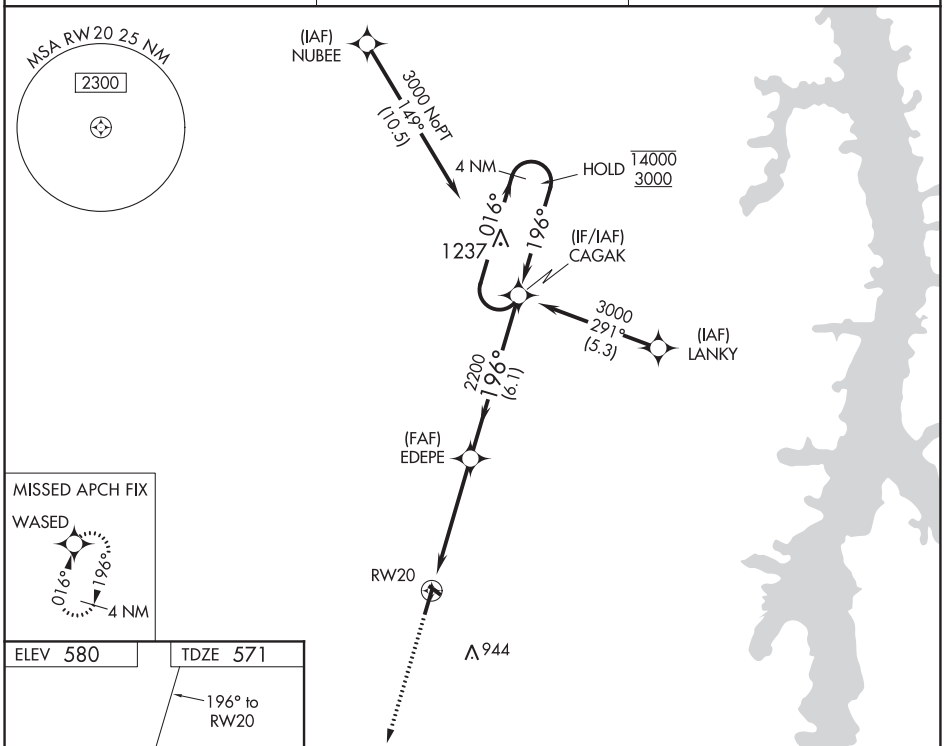
# RNAV (GPS) RWY 20
## HENRY COUNTY (PHT)

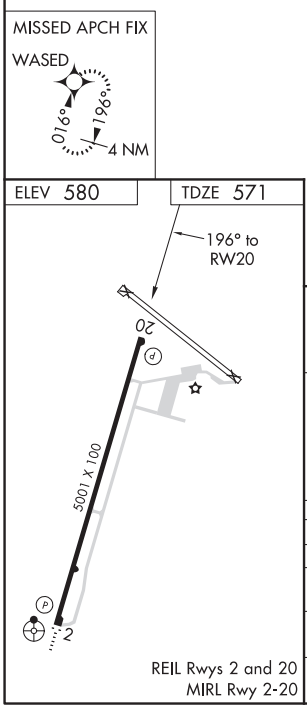
RNP APCH.

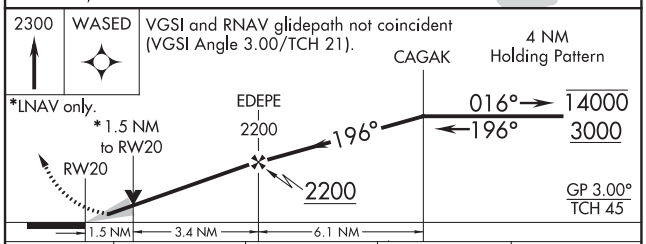
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct WASED and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.825 | 134.65 316.15 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 821-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 917-1¼ | 346 (400-1¼) | | |
| LNAV MDA | 1060-1 489 (500-1) | | 1060-1⅜ 489 (500-1⅜) | 1060-1½ 489 (500-1½) |
| CIRCLING | 1080-1 500 (500-1) | | 1080-1½ 500 (500-1½) | 1140-2 560 (600-2) |



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PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 20310

# ILS or LOC RWY 27
## PIKE COUNTY-HATCHER FIELD (PBX)

| LOC/DME I-PBX | APP CRS | Rwy ldg | 4650 |
|---|---|---|---|
| 109.7 | 274° | TDZE | 1463 |
| Chan 34 | | Apt Elev | 1470 |

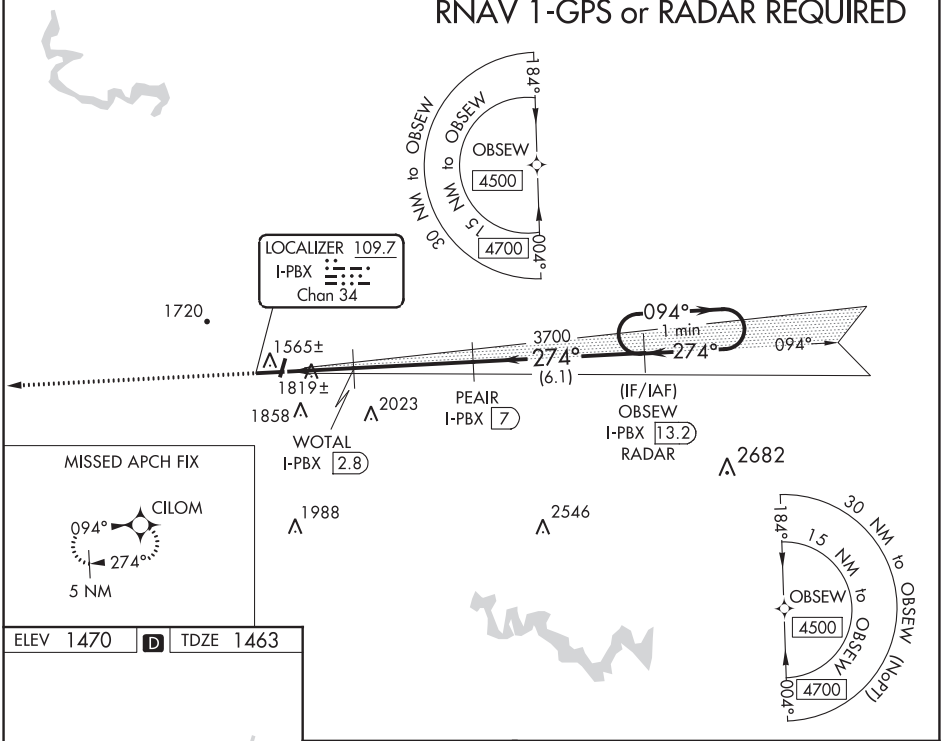
DME and RNAV 1-GPS required.
Circling NA to Rwys 2 and 20.

NA

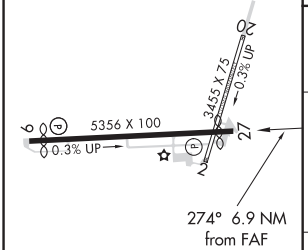
MISSED APPROACH: Climb to 4500 direct CILOM and hold.

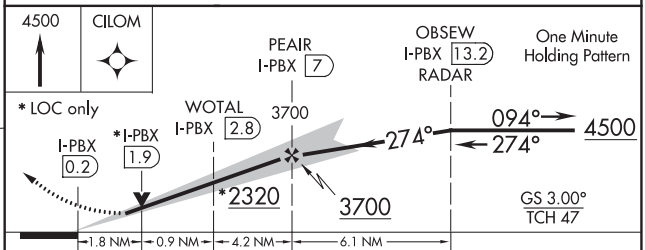
| AWOS-3PT | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.225 | 126.575 257.85 | 122.8 (CTAF) L |

RNAV 1-GPS or RADAR REQUIRED




ELEV 1470 | D | TDZE 1463




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1663-1 200 (200-1) | | | |
| S-LOC 27 | 2080-1 617 (700-1) | | 2080-1¾ 617 (700-1¾) | |
| C CIRCLING | 2120-1 650 (700-1) | 2160-1 690 (700-1) | 2160-2 690 (700-2) | 2460-3 990 (1000-3) |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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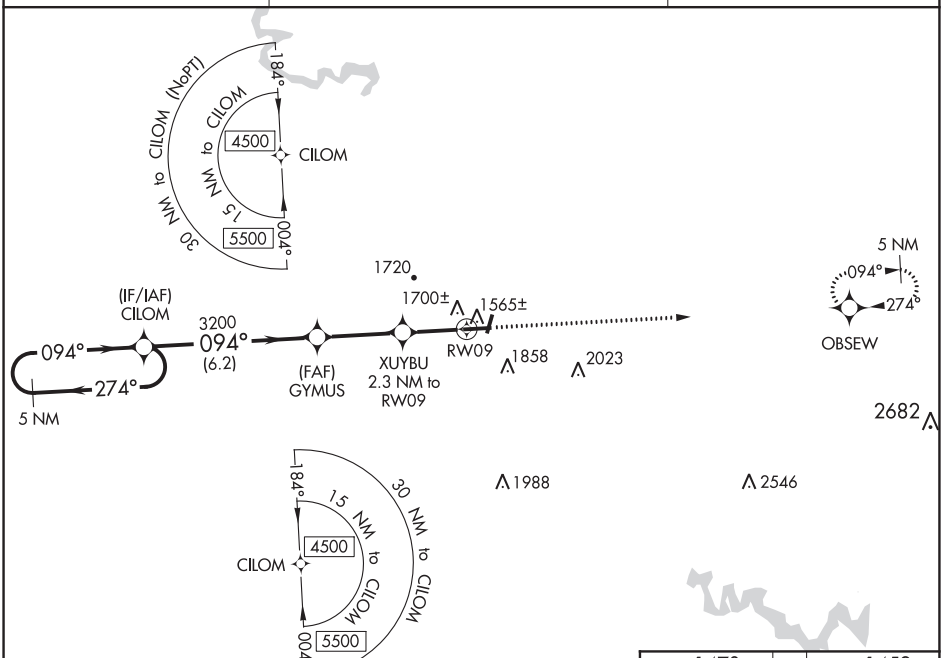
| WAAS CH 61240 W09A | APP CRS 094° | Rwy ldg 4650<br>TDZE 1459<br>Apt Elev 1470 |
|---|---|---|

# RNAV (GPS) RWY 9
## PIKE COUNTY-HATCHER FIELD (PBX)

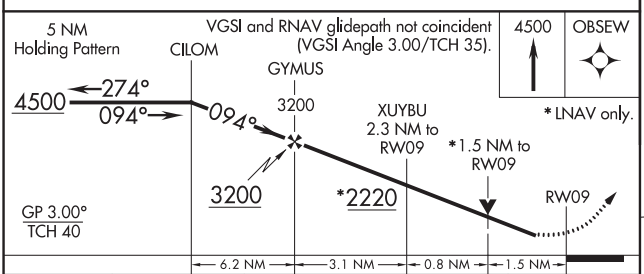
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwys 2 and 20.

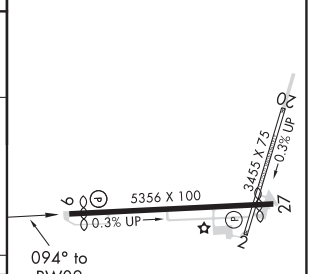
MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

| AWOS-3PT | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.225 | 126.575 257.85 | 122.8 (CTAF) L |




ELEV 1470 | D | TDZE 1459




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1709-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1891-1½ 432 (500-1½) | | | |
| LNAV MDA | 1960-1 501 (500-1) | | 1960-1⅜ 501 (500-1⅜) | |
| C CIRCLING | 2120-1 650 (700-1) | 2160-1 690 (700-1) | 2160-2 690 (700-2) | 2460-3 990 (1000-3) |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

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PIKEVILLE, KENTUCKY | AL-9449 (FAA) | 20310

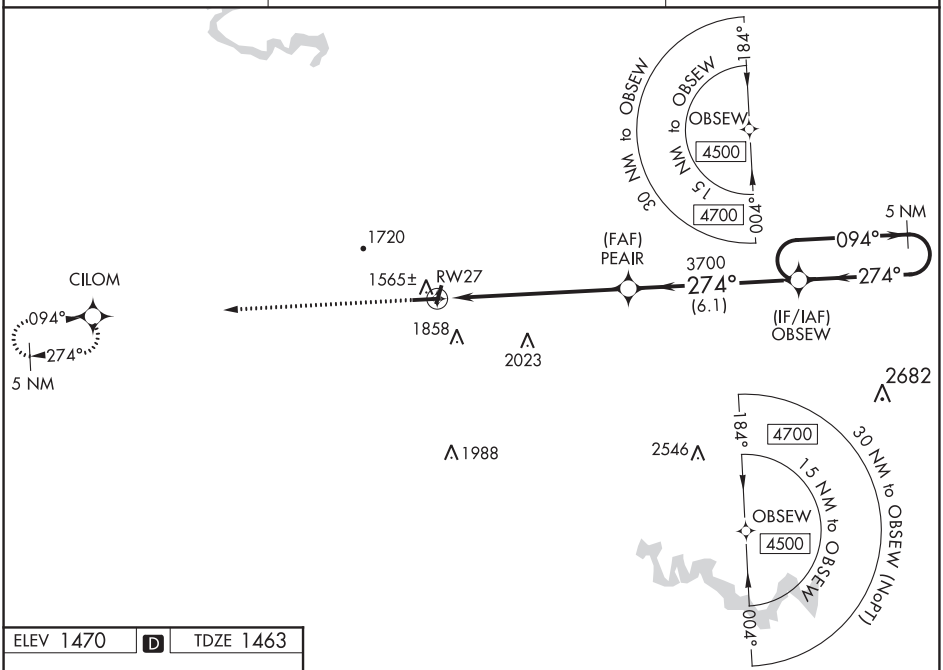
# RNAV (GPS) RWY 27
## PIKE COUNTY-HATCHER FIELD (PBX)

| WAAS CH 86540 W27A | APP CRS 274° | Rwy Ldg 4650<br>TDZE 1463<br>Apt Elev 1470 |
|---|---|---|

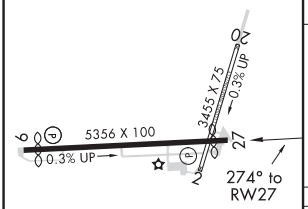
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 2 and 20.

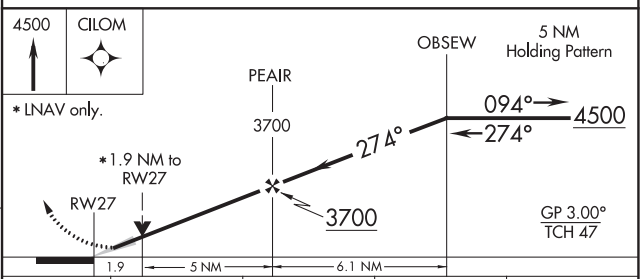
MISSED APPROACH: Climb to 4500 direct CILOM and hold.

| AWOS-3PT | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 121.225 | 126.575 257.85 | 122.8 (CTAF) L |




ELEV 1470 | D | TDZE 1463




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1663-1 200 (200-1) | | | |
| LNAV/VNAV DA | 2175-2½ 712 (800-2½) | | | |
| LNAV MDA | 2120-1 657 (700-1) | | 2120-1¾ 657 (700-1¾) | |
| C CIRCLING | 2120-1 650 (700-1) | 2160-1 690 (700-1) | 2160-2 690 (700-2) | 2460-3 990 (1000-3) |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L


SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 70338 W04A | APP CRS 040° | Rwy ldg 2999 TDZE 1371 Apt Elev 1371 |
|---|---|---|

# RNAV (GPS) RWY 4

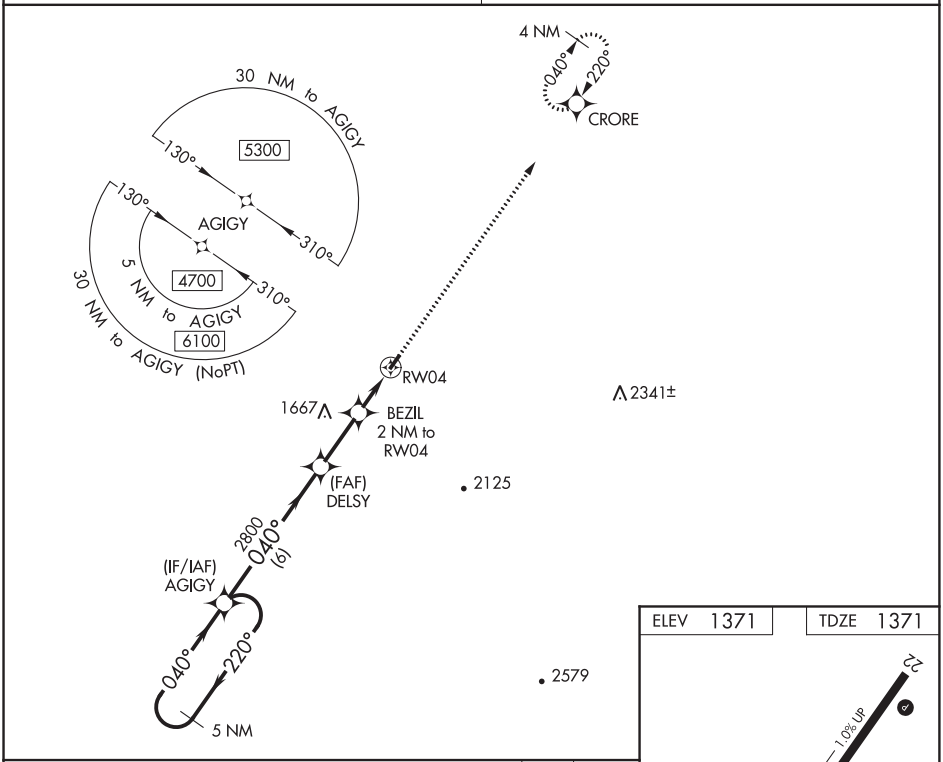
## MC CREARY COUNTY (18I)

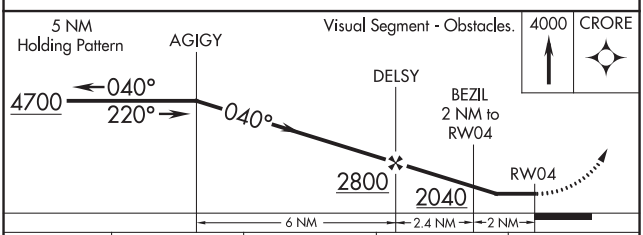
T A NA

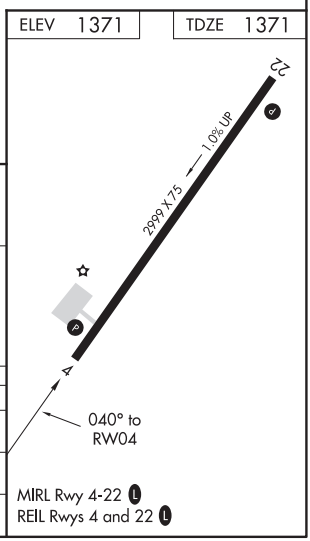
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

| INDIANAPOLIS CENTER | UNICOM |
|---|---|
| 124.625 371.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1920-1 549 (600-1) | | 1920-1⅝ 549 (600-1⅝) | NA |
| LNAV MDA | 1940-1 569 (600-1) | | 1940-1⅝ 569 (600-1⅝) | NA |
| C CIRCLING | 1940-1 569 (600-1) | 2000-1 629 (700-1) | 2020-1¾ 649 (700-1¾) | NA |



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

PINE KNOT, KENTUCKY AL-10461 (FAA) 20198

# RNAV (GPS) RWY 22

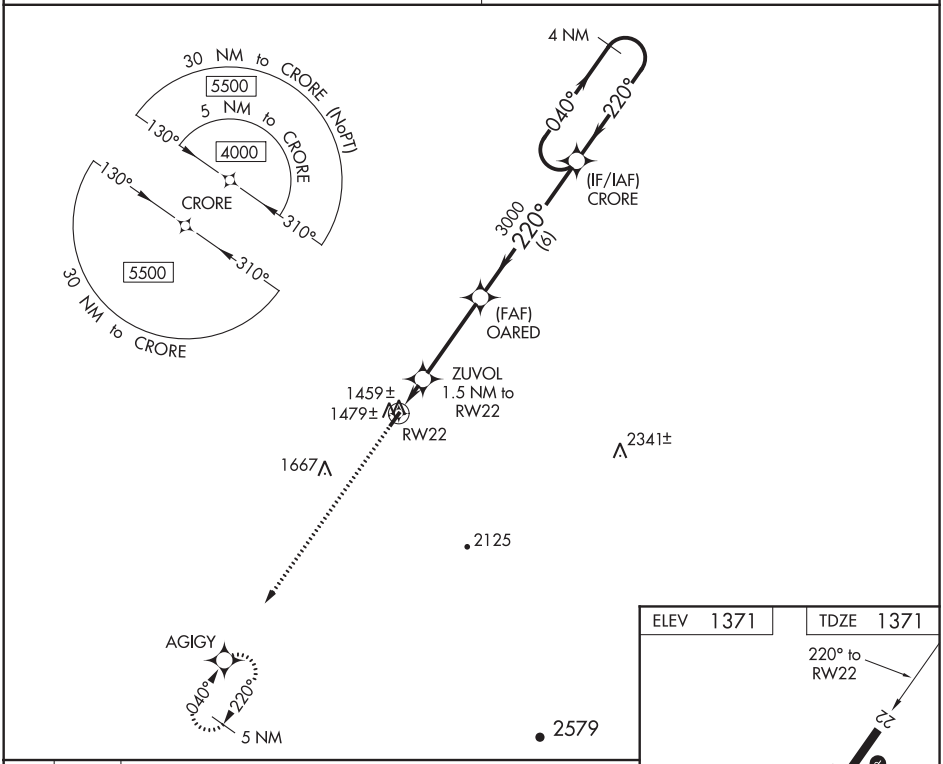
## MC CREARY COUNTY (18I)

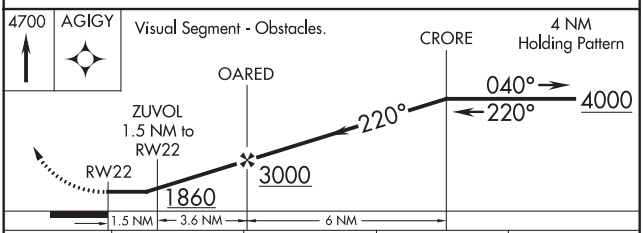
| WAAS CH 81838 W22A | APP CRS 220° | Rwy ldg 2999 TDZE 1371 Apt Elev 1371 |
|---|---|---|

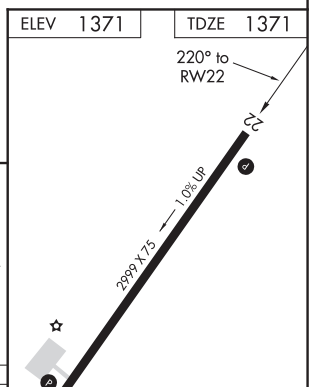
T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received, use London altimeter setting and increase all MDA 40 feet and LP Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

| INDIANAPOLIS CENTER | UNICOM |
|---|---|
| 124.625 371.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1780-1 409 (500-1) | | 1780-1¼ 409 (500-1¼) | NA |
| LNAV MDA | 1800-1 429 (500-1) | | 1800-1⅜ 429 (500-1⅜) | NA |
| C CIRCLING | 1880-1 509 (600-1) | 2000-1 629 (700-1) | 2020-1¾ 649 (700-1¾) | NA |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 25 FEB 2021 to 22 APR 2021

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| WAAS CH 82124 W01A | APP CRS 013° | Rwy ldg 5000<br>TDZE 817<br>Apt Elev 817 |
|---|---|---|

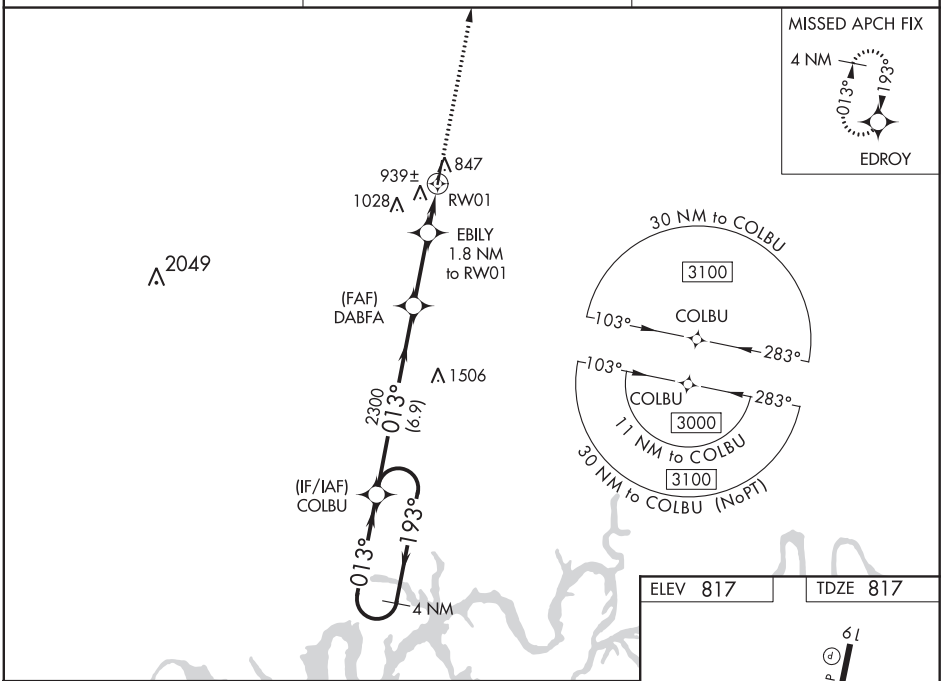
# RNAV (GPS) RWY 1
## PORTLAND MUNI (1M5)

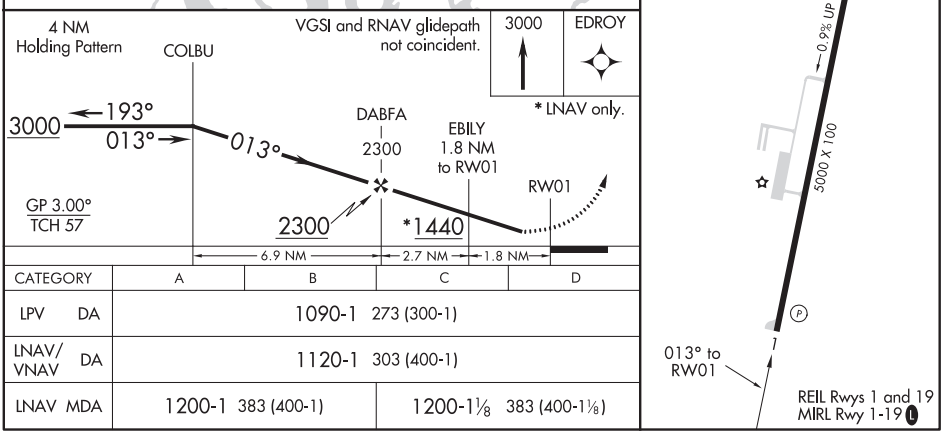
RNP APCH.

Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ⅛ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EDROY and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 118.175 | 119.35 372.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1090-1 273 (300-1) | | | |
| LNAV/VNAV DA | 1120-1 303 (400-1) | | | |
| LNAV MDA | 1200-1 383 (400-1) | | 1200-1⅛ 383 (400-1⅛) | |

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PORTLAND, TENNESSEE AL-5989 (FAA) 19311

| WAAS CH 40324 W19A | APP CRS 193° | Rwy ldg 5000<br>TDZE 804<br>Apt Elev 817 |
|---|---|---|

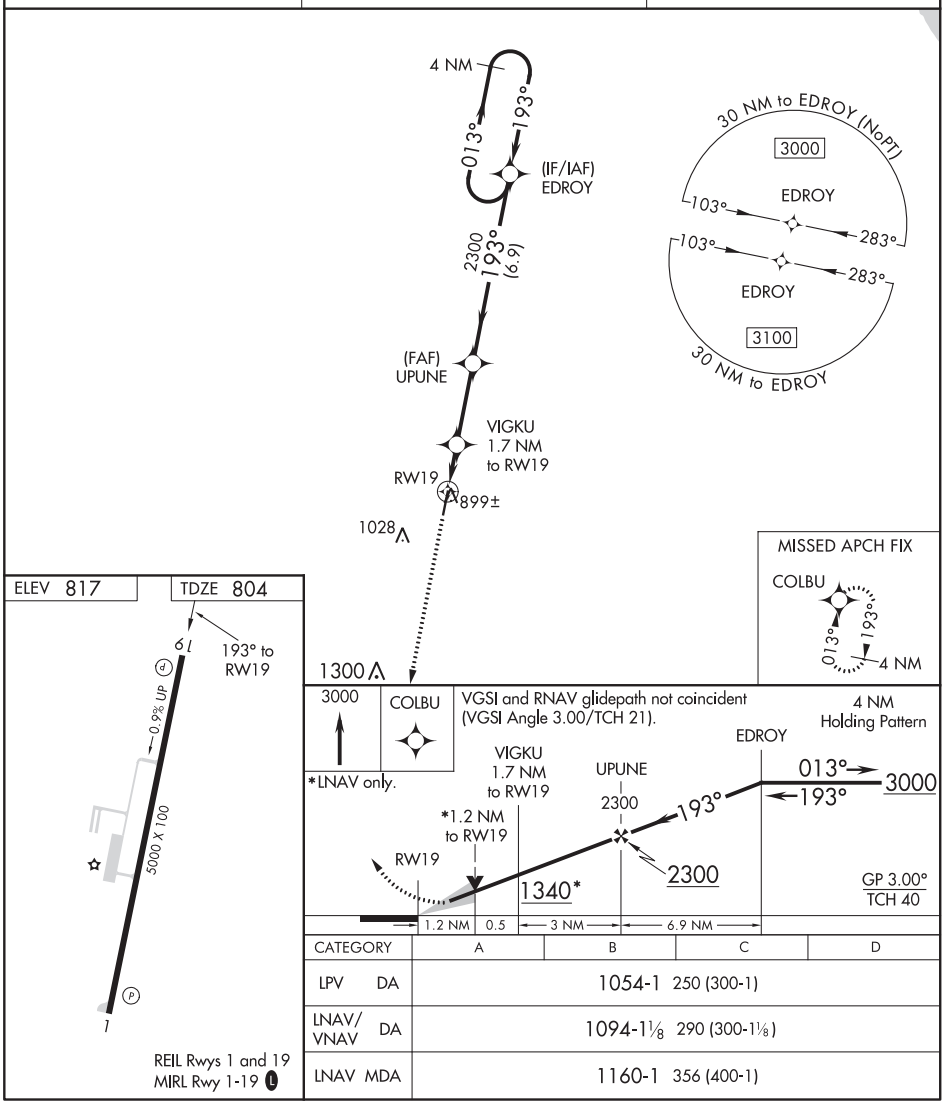
# RNAV (GPS) RWY 19
## PORTLAND MUNI (1M5)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and and increase LNAV Cat C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 3000 direct COLBU and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 118.175 | 119.35 372.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1054-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1094-1⅛ 290 (300-1⅛) | | | |
| LNAV MDA | 1160-1 356 (400-1) | | | |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

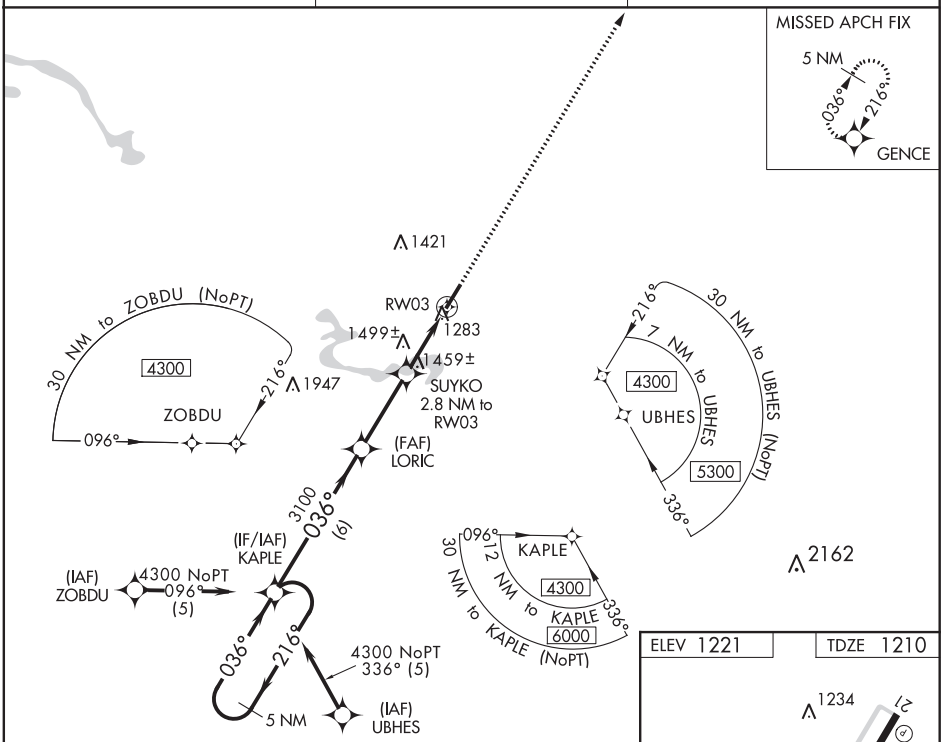
| WAAS CH 86336 W03A | APP CRS 036° | Rwy ldg 5000 TDZE 1210 Apt Elev 1221 |
|---|---|---|

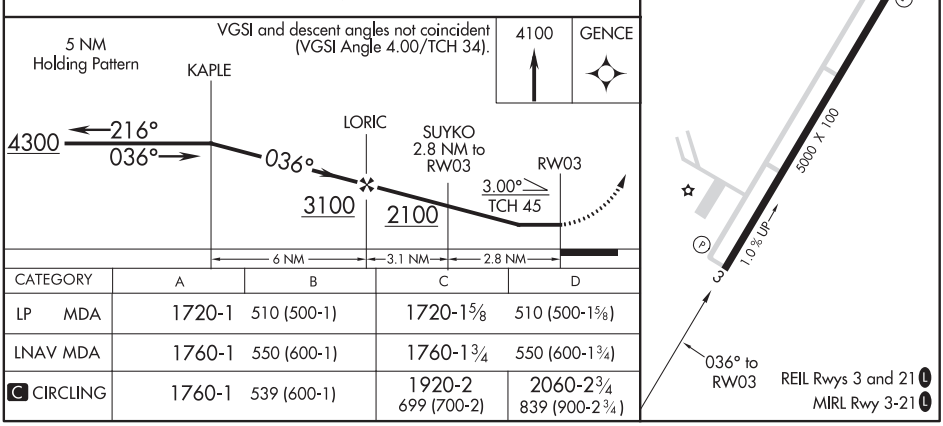
# RNAV (GPS) RWY 3
## BIG SANDY RGNL (SJS)

DME/DME RNP-0.3 NA. Rwy 3 Straight-in and Circling minimums NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 120 feet; increase LP, LNAV Cats C/D visibilities ¼ mile, and Circling Cat C visibility ½ mile, Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4100 direct GENCE and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.75 270.1 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1720-1 | 510 (500-1) | 1720-1⅝ | 510 (500-1⅝) |
| LNAV MDA | 1760-1 | 550 (600-1) | 1760-1¾ | 550 (600-1¾) |
| C CIRCLING | 1760-1 | 539 (600-1) | 1920-2 699 (700-2) | 2060-2¾ 839 (900-2¾) |



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SE-1, 25 FEB 2021 to 22 APR 2021

PRESTONSBURG, KENTUCKY | AL-6991 (FAA) | 20142

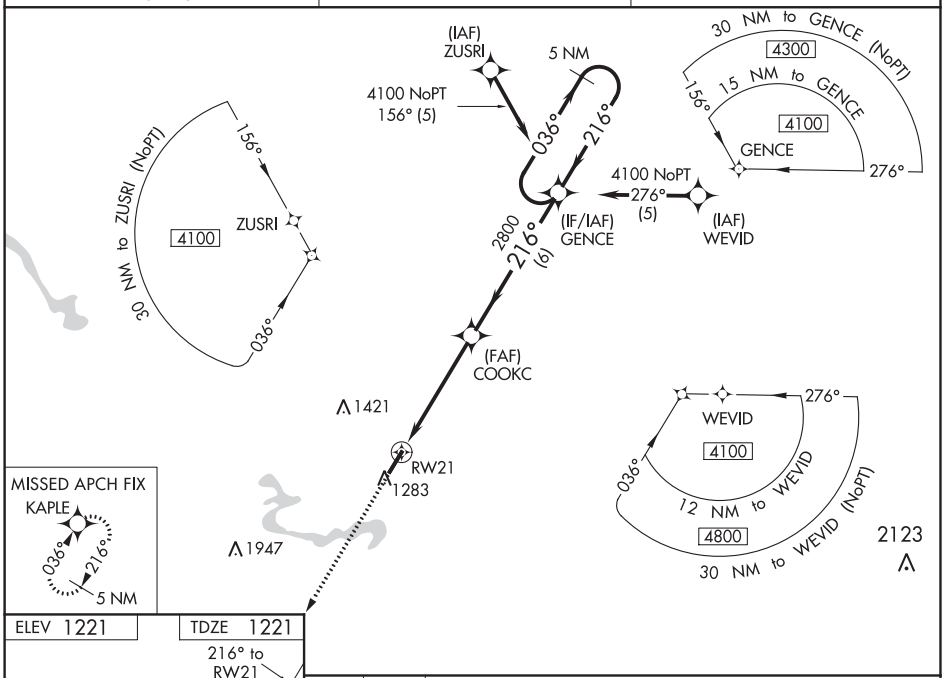
# RNAV (GPS) RWY 21
## BIG SANDY RGNL (SJS)

| WAAS CH 77801 W21A | APP CRS 216° | Rwy ldg 5000<br>TDZE 1221<br>Apt Elev 1221 |
|---|---|---|

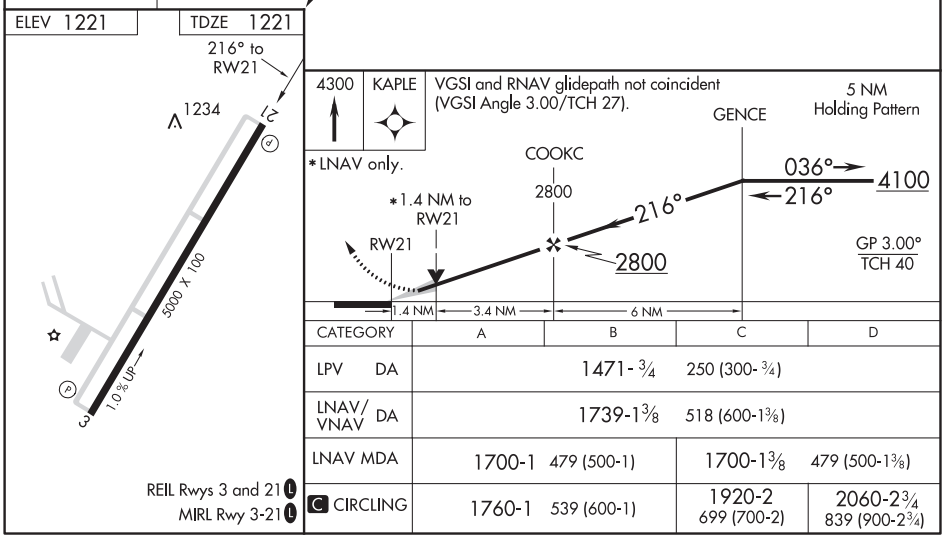
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling to Rwy 3 NA at night. When local altimeter setting not received, use Jackson altimeter setting and increase all DA 101 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅜ mile, and increase Circling Cat C visibility ½ mile, Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

| AWOS-3 | HUNTINGTON APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.75 270.1 | 123.05 (CTAF) L |




ELEV 1221 | TDZE 1221




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1471-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1739-1⅜ 518 (600-1⅜) | | | |
| LNAV MDA | 1700-1 479 (500-1) | | 1700-1⅜ 479 (500-1⅜) | |
| C CIRCLING | 1760-1 539 (600-1) | | 1920-2 699 (700-2) | 2060-2¾ 839 (900-2¾) |

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

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SE-1, 25 FEB 2021 to 22 APR 2021

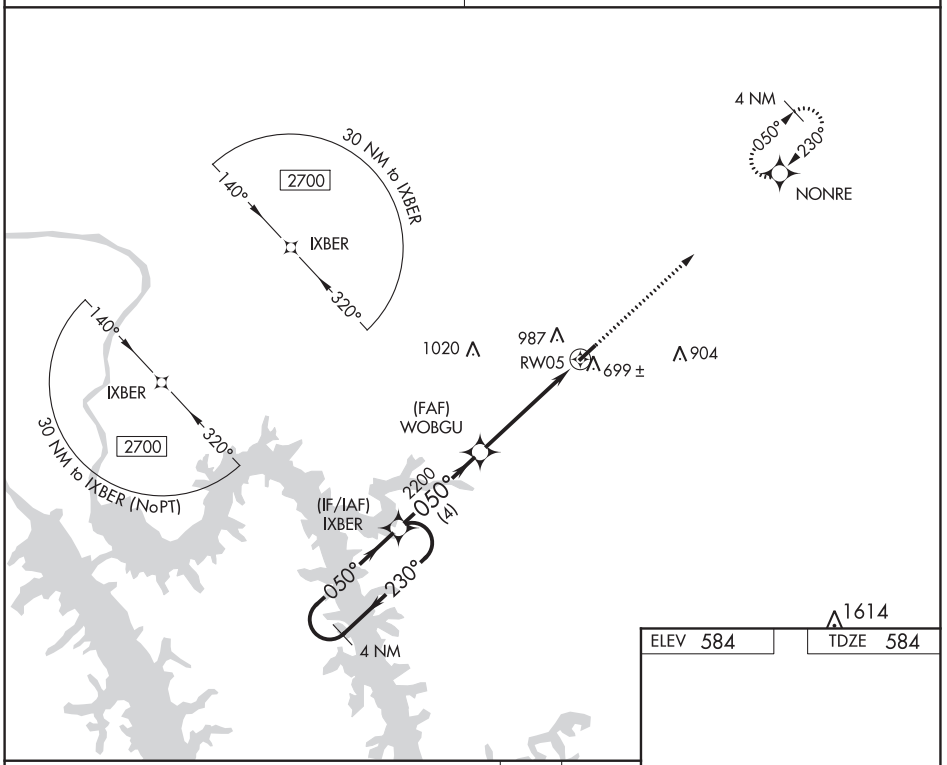
| WAAS CH 40131 W05A | APP CRS 050° | Rwy ldg 4099 TDZE 584 Apt Elev 584 |
|---|---|---|

# RNAV (GPS) RWY 5
## PRINCETON-CALDWELL COUNTY (2MØ)

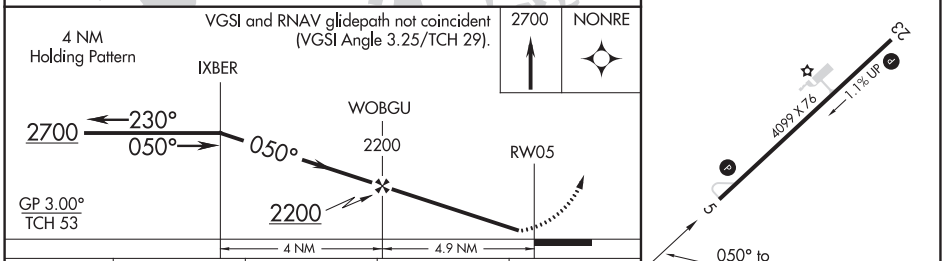
Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct NONRE and hold.

| CAMPBELL APP CON | UNICOM |
|---|---|
| 118.1 269.525 | 122.8 (CTAF) L |




| ELEV 584 | TDZE 584 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 909-1 | 325 (400-1) | NA | |
| LNAV/VNAV DA | 936-1⅛ | 352 (400-1⅛) | NA | |
| LNAV MDA | 1040-1 | 456 (500-1) | NA | |
| CIRCLING | 1420-1¼ | 836 (900-1¼) | NA | |

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



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PRINCETON, KENTUCKY

AL-9839 (FAA)

20310

| WAAS CH 45631 W23A | APP CRS 230° | Rwy ldg 4099<br>TDZE 573<br>Apt Elev 584 |
|---|---|---|

# RNAV (GPS) RWY 23

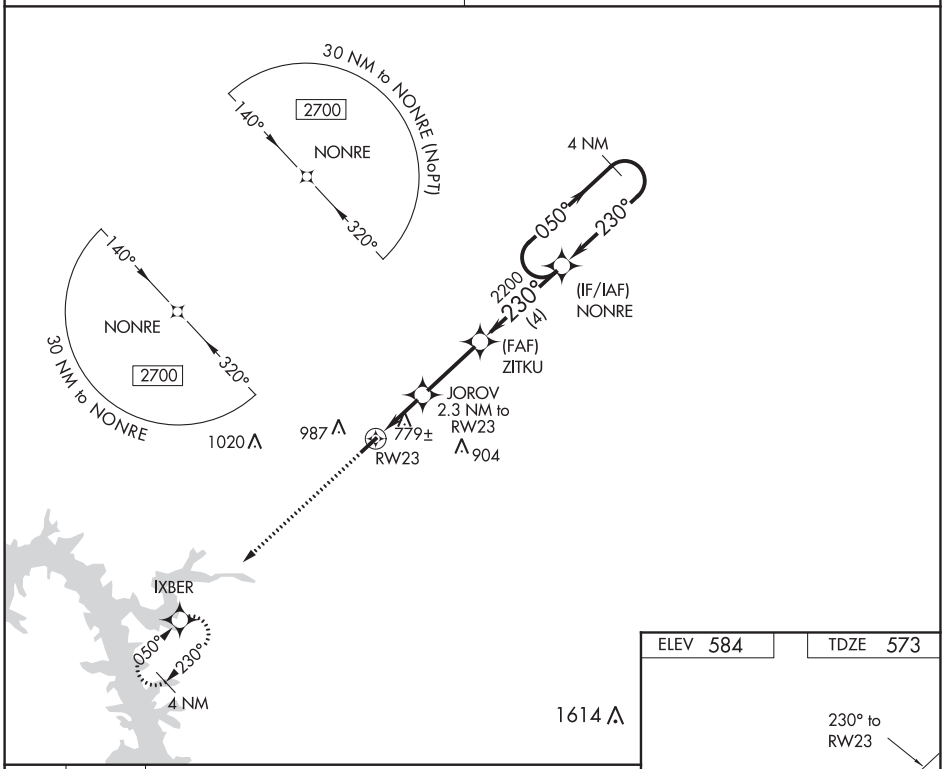
## PRINCETON-CALDWELL COUNTY (2MØ)

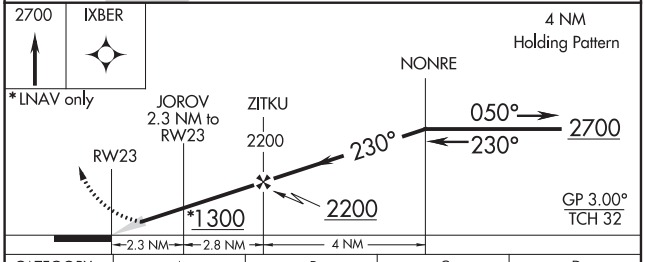
NA

Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. DME/DME RNP-0.3 NA.

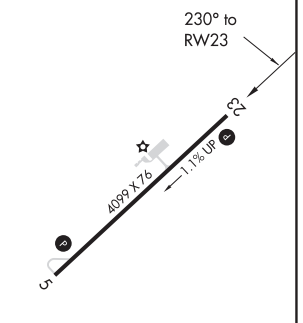
MISSED APPROACH: Climb to 2700 direct IXBER and hold.

| CAMPBELL APP CON | UNICOM |
|---|---|
| 118.1 269.525 | 122.8 (CTAF) L |




| ELEV 584 | TDZE 573 |
|---|---|




MIRL Rwy 5-23 L

REIL Rwys 5 and 23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 898-1⅛ 325 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 1215-2½ 642 (700-2½) | | NA | |
| LNAV MDA | 1120-1 579 (600-1) | | NA | |
| CIRCLING | 1420-1¼ 836 (900-1¼) | | NA | |

| WAAS CH 77882 W16A | APP CRS 155° | Rwy ldg 5310<br>TDZE 689<br>Apt Elev 689 |
|---|---|---|

# RNAV (GPS) RWY 16

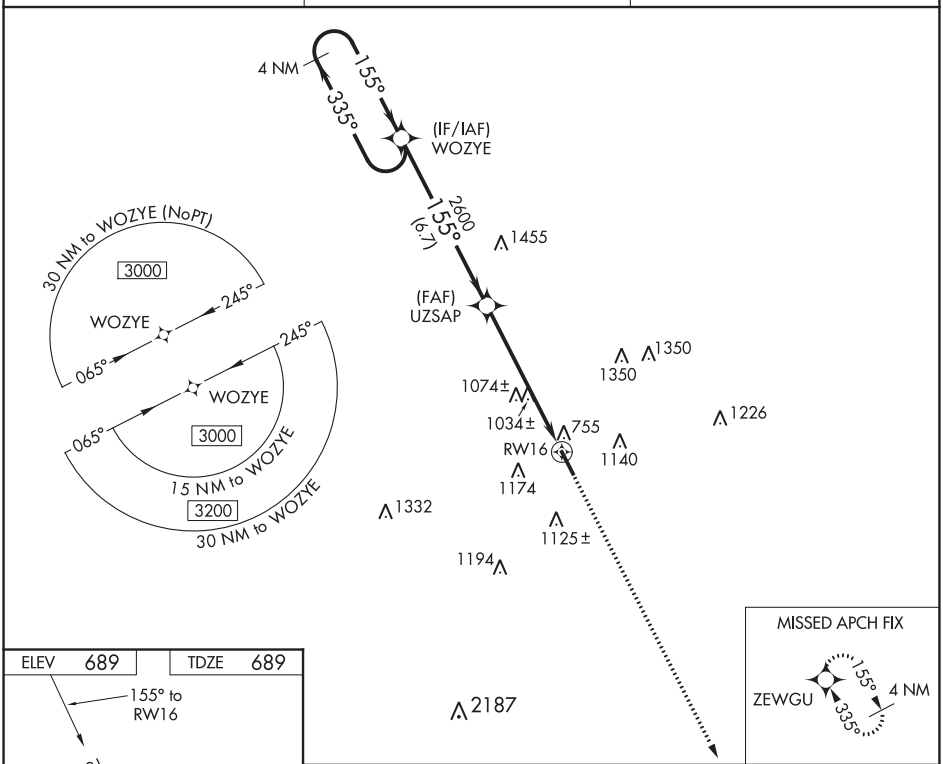
## ABERNATHY FIELD (GZS)

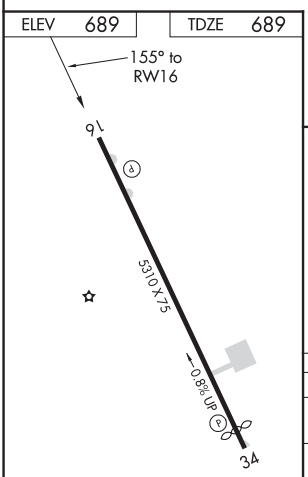
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Huntsville Executive Airport/Tom Sharp Jr Field altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility ⅛ mile, increase Circling Cat D visibility ¼ mile, and Circling Cat C visibility ½ mile.

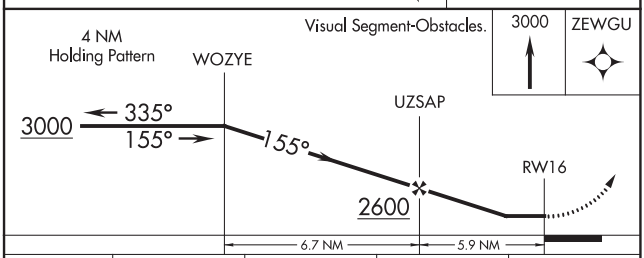
MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.275 | 125.85 379.25 | 122.8 (CTAF) |




MIRL Rwy 16-34
REIL Rwys 16 and 34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1300-1 611 (700-1) | | 1300-1¾ 611 (700-1¾) | |
| LNAV MDA | 1340-1 651 (700-1) | | 1340-1⅞ 651 (700-1⅞) | |
| CIRCLING | 1400-1 711 (800-1) | | 1420-2 731 (800-2) | 1480-2½ 791 (800-2½) |



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PULASKI, TENNESSEE | AL-6125 (FAA) | 19059

| WAAS CH 99725 W34A | APP CRS 335° | Rwy ldg 5310 TDZE 665 Apt Elev 689 |
|---|---|---|

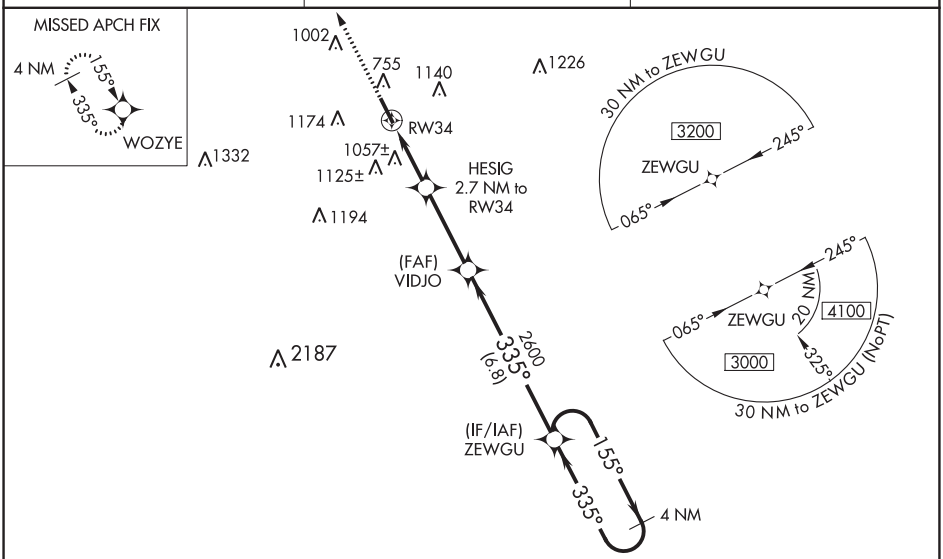
# RNAV (GPS) RWY 34
## ABERNATHY FIELD (GZS)

T NA

Baro-VNAV NA when using Huntsville Executive Airport Tom Sharp Jr Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Night landing: Rwy 16 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Huntsville Executive Airport Tom Sharp Jr Field altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats and LNAV Cats C and D visibility ⅛ mile; increase LNAV/VNAV all Cats visibility ¼ mile; increase Circling Cat C ½ mile and Cat D ¼ mile. VDP NA with Huntsville Executive Airport Tom Sharp Jr Field altimeter setting.

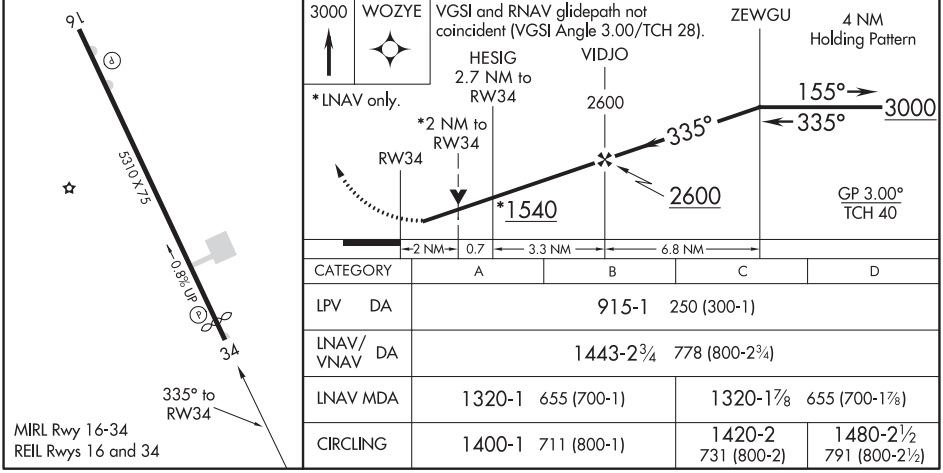
MISSED APPROACH: Climb to 3000 direct WOZYE and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.275 | 125.85 379.25 | 122.8 (CTAF) |




CAUTION: R-2104 A, C, D and E approximately 21 NM southeast of ZEWGU WP.

ELEV 689 | TDZE 665




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 915-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1443-2¾ 778 (800-2¾) | | | |
| LNAV MDA | 1320-1 655 (700-1) | | 1320-1⅞ 655 (700-1⅞) | |
| CIRCLING | 1400-1 711 (800-1) | | 1420-2 731 (800-2) | 1480-2½ 791 (800-2½) |


SE-1, 25 FEB 2021 to 22 APR 2021

# VOR/DME RWY 34
## ABERNATHY FIELD (GZS)

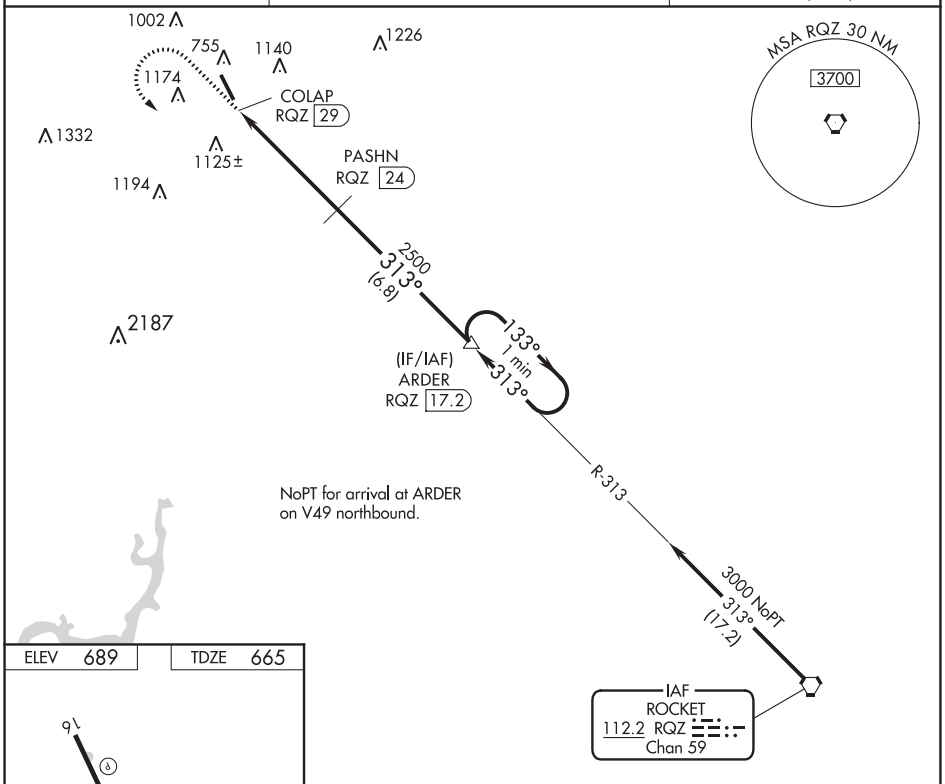
| VORTAC RQZ 112.2 Chan 59 | APP CRS 313° | Rwy ldg 5010 TDZE 665 Apt Elev 689 |
|---|---|---|

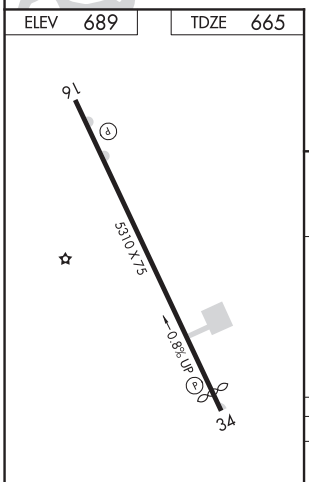
When local altimeter setting not received, use Huntsville Executive Airport/ Tom Sharp Jr Field altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Night landing: Rwy 16 NA. Helicopter visibility reduction below ¾ SM NA.

NA

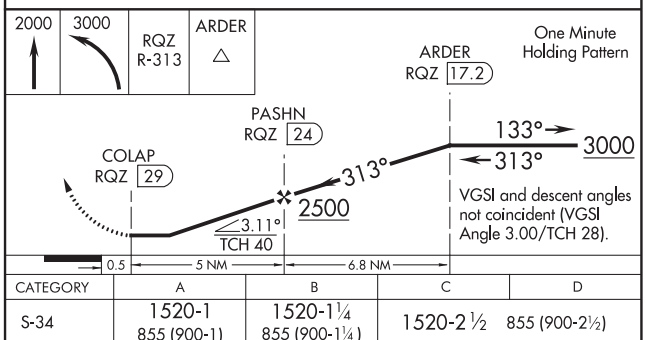
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.275 | 125.85 379.25 | 122.8 (CTAF) |




MIRL Rwy 16-34
REIL Rwys 16 and 34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1520-1 855 (900-1) | 1520-1¼ 855 (900-1¼) | 1520-2½ 855 (900-2½) | |
| C CIRCLING | 1520-1¼ 831 (900-1¼) | | 1520-2½ 831 (900-2½) | 1640-3 951 (1000-3) |


SE-1, 25 FEB 2021 to 22 APR 2021

RICHMOND, KENTUCKY — AL-6610 (FAA) — 20086

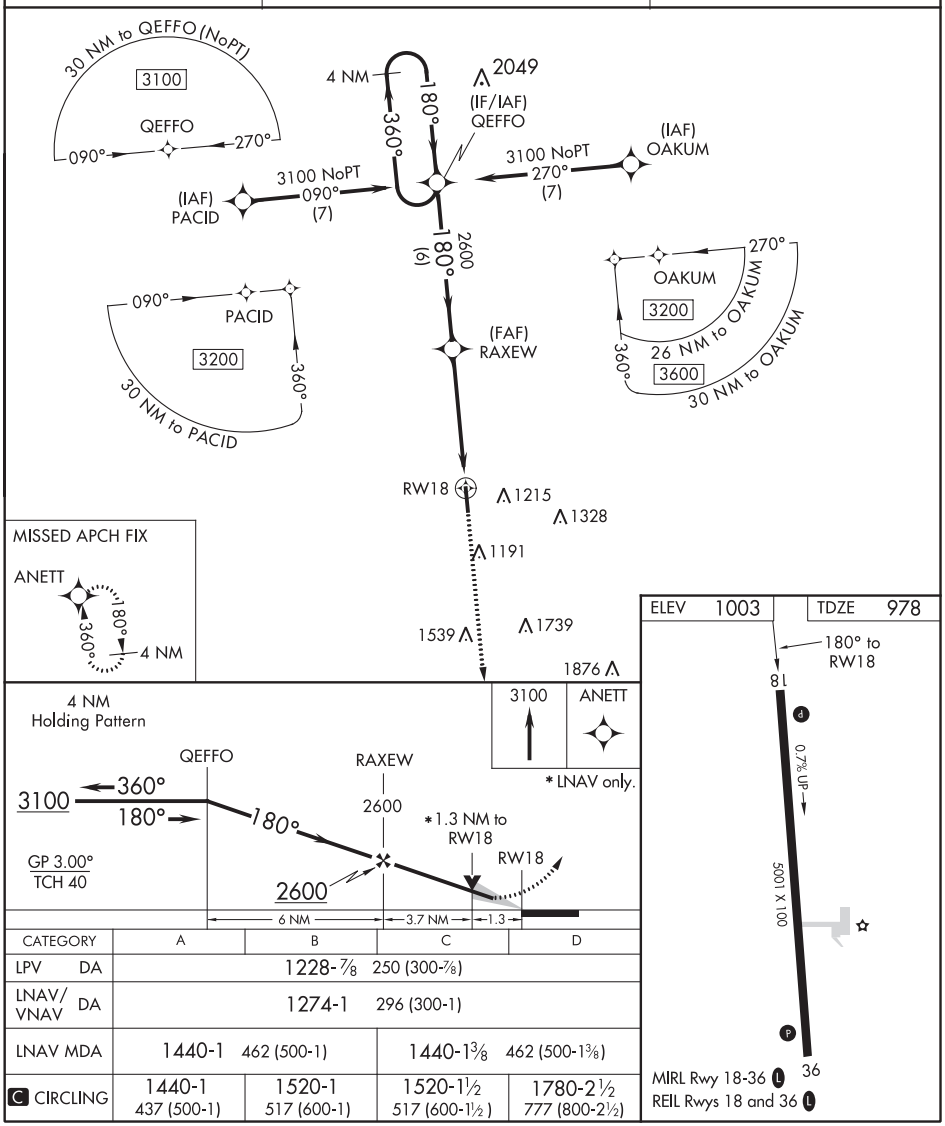
| WAAS CH 63114 W18A | APP CRS 180° | Rwy ldg 5001<br>TDZE 978<br>Apt Elev 1003 |
|---|---|---|

# RNAV (GPS) RWY 18
## CENTRAL KENTUCKY RGNL (RGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ⅛ mile, Cat D ¼ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct ANETT and hold.

| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 119.625 | 120.15 259.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1228-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1274-1 296 (300-1) | | | |
| LNAV MDA | 1440-1 462 (500-1) | | 1440-1⅜ 462 (500-1⅜) | |
| C CIRCLING | 1440-1 437 (500-1) | 1520-1 517 (600-1) | 1520-1½ 517 (600-1½) | 1780-2½ 777 (800-2½) |

RICHMOND, KENTUCKY
Amdt 1D 21JUL16

37°38′N-84°20′W

CENTRAL KENTUCKY RGNL (RGA)
RNAV (GPS) RWY 18

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

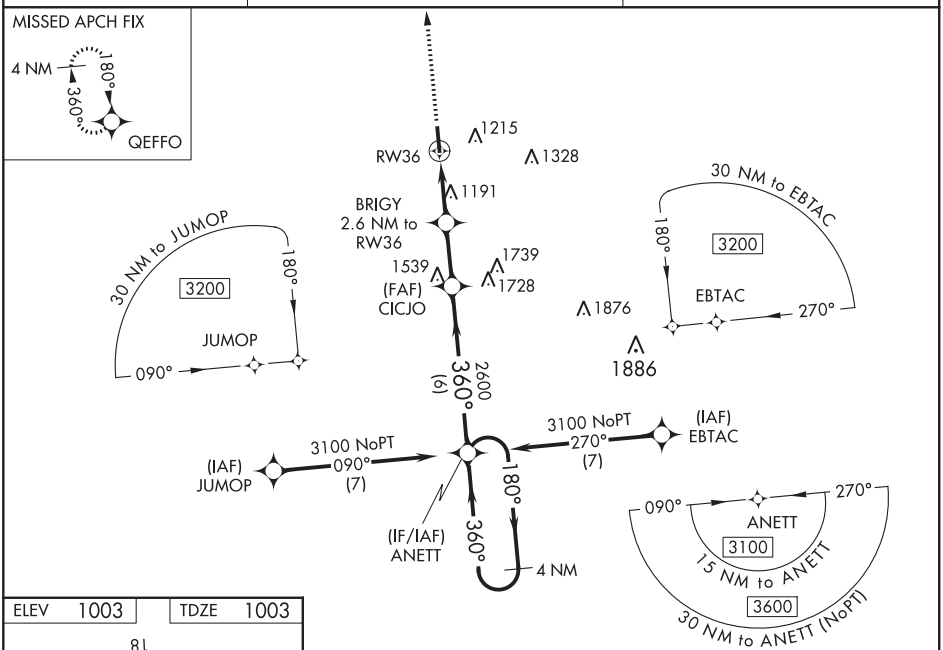
| WAAS CH 40218 W36A | APP CRS 360° | Rwy ldg 5001 TDZE 1003 Apt Elev 1003 |
|---|---|---|

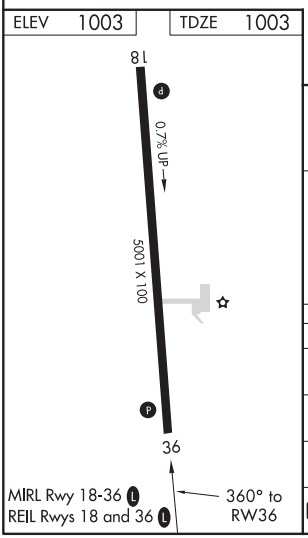
# RNAV (GPS) RWY 36
## CENTRAL KENTUCKY RGNL (RGA)

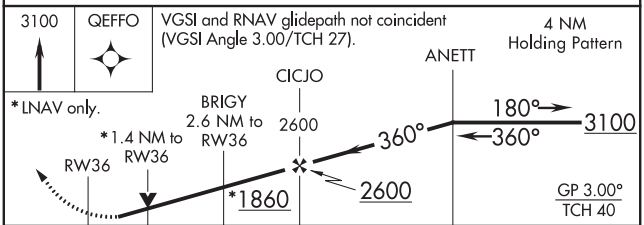
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ⅛ mile and Circling visibility Cat D ¼ mile. Helicopter visibility reduction below ¾ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 119.625 | 120.15 259.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1264-⅞ 261 (300-⅞) | | | |
| LNAV/VNAV DA | 1278-⅞ 275 (300-⅞) | | | |
| LNAV MDA | 1460-1 457 (500-1) | | 1460-1⅜ 457 (500-1⅜) | |
| C CIRCLING | 1460-1 457 (500-1) | 1520-1 517 (600-1) | 1520-1½ 517 (600-1½) | 1780-2½ 777 (800-2½) |



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

RICHMOND, KENTUCKY AL-6610 (FAA) 20086

# VOR RWY 18

## CENTRAL KENTUCKY RGNL (RGA)

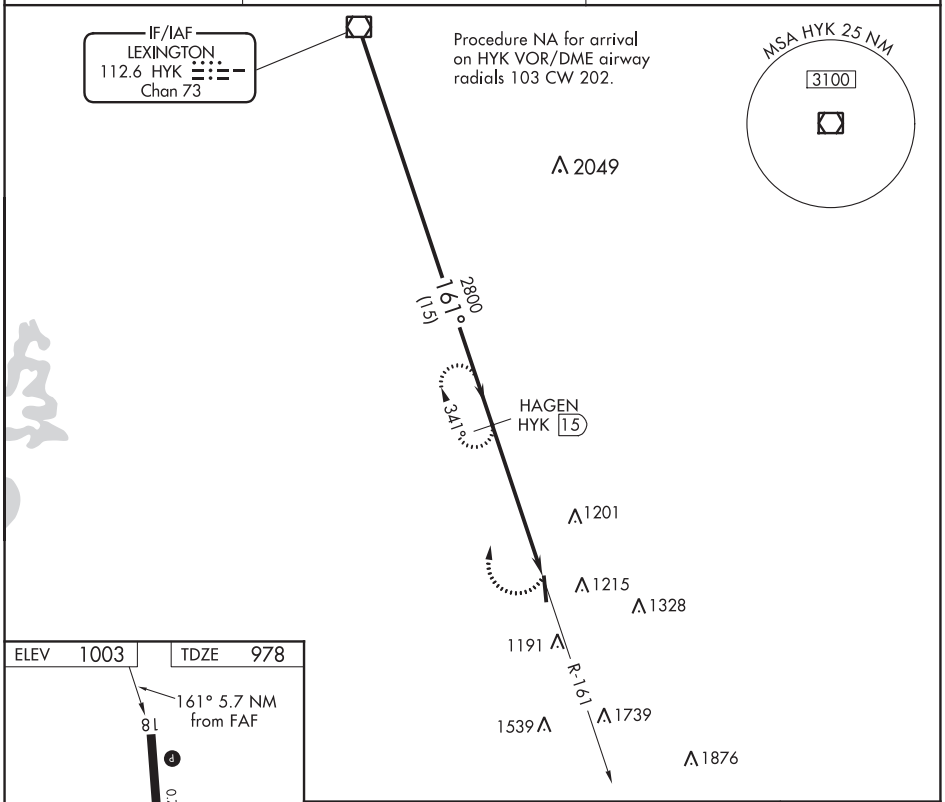
| VOR/DME HYK 112.6 Chan 73 | APP CRS 161° | Rwy ldg 5001<br>TDZE 978<br>Apt Elev 1003 |
|---|---|---|

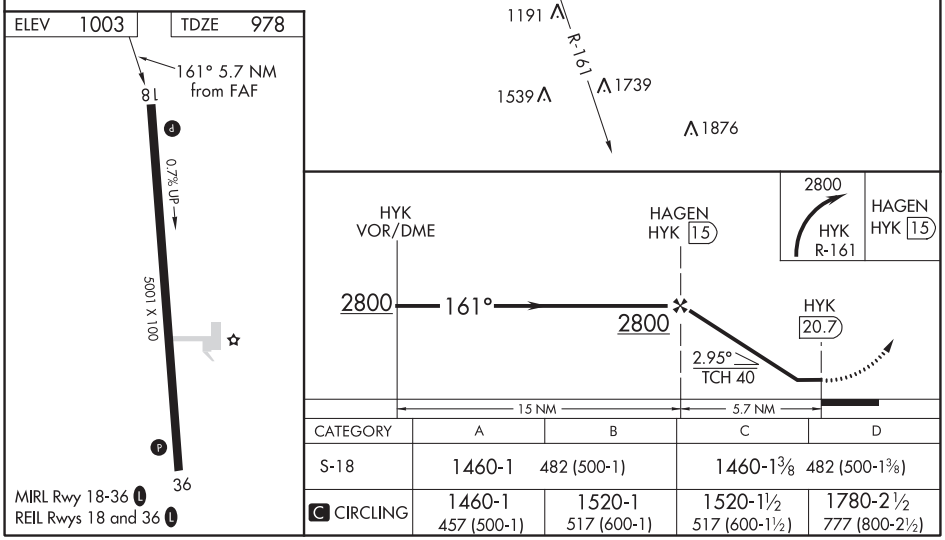
DME required.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ¼ SM; Circling Cat C ⅛ SM and Circling Cat D ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.

| AWOS-3 | LEXINGTON APP CON | UNICOM |
|---|---|---|
| 119.625 | 120.15 259.3 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1460-1 | 482 (500-1) | 1460-1⅜ | 482 (500-1⅜) |
| C CIRCLING | 1460-1<br>457 (500-1) | 1520-1<br>517 (600-1) | 1520-1½<br>517 (600-1½) | 1780-2½<br>777 (800-2½) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 82026 W04A | APP CRS 044° | Rwy ldg 5000 TDZE 1664 Apt Elev 1664 |
|---|---|---|

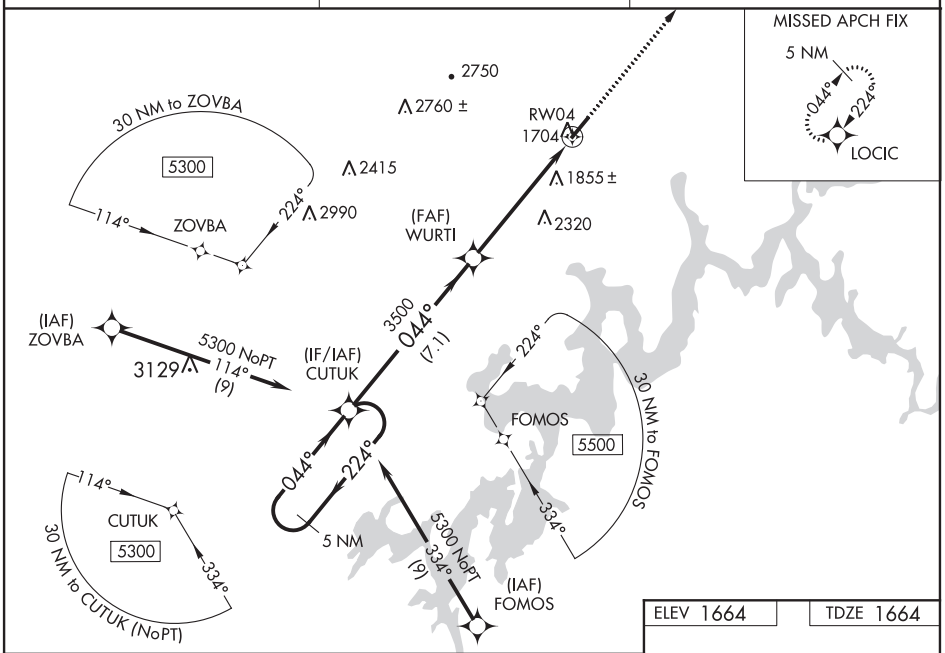
# RNAV (GPS) RWY 4
## ROCKWOOD MUNI (RKW)

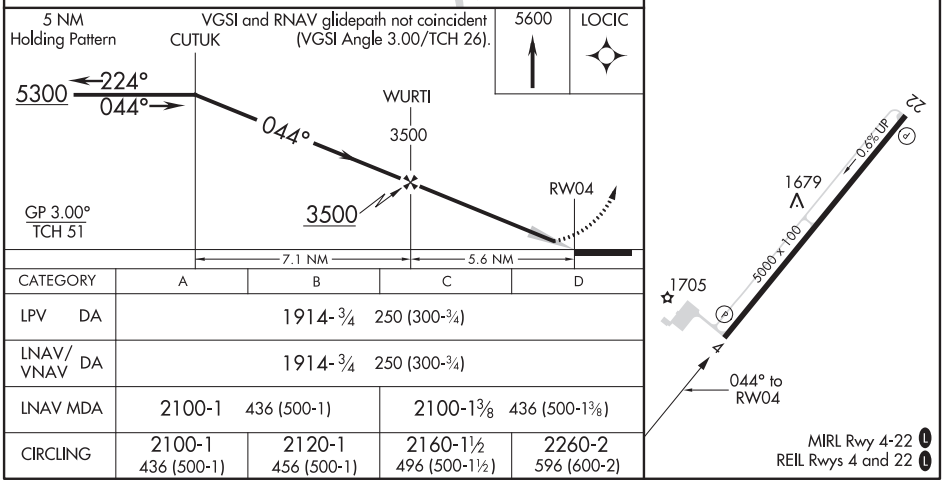
T NA

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C and D visibility ⅛ mile, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.775 | 133.6 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1914-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1914-¾ 250 (300-¾) | | | |
| LNAV MDA | 2100-1 436 (500-1) | | 2100-1⅜ 436 (500-1⅜) | |
| CIRCLING | 2100-1 436 (500-1) | 2120-1 456 (500-1) | 2160-1½ 496 (500-1½) | 2260-2 596 (600-2) |



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

ROCKWOOD, TENNESSEE | AL-5408 (FAA) | 20142

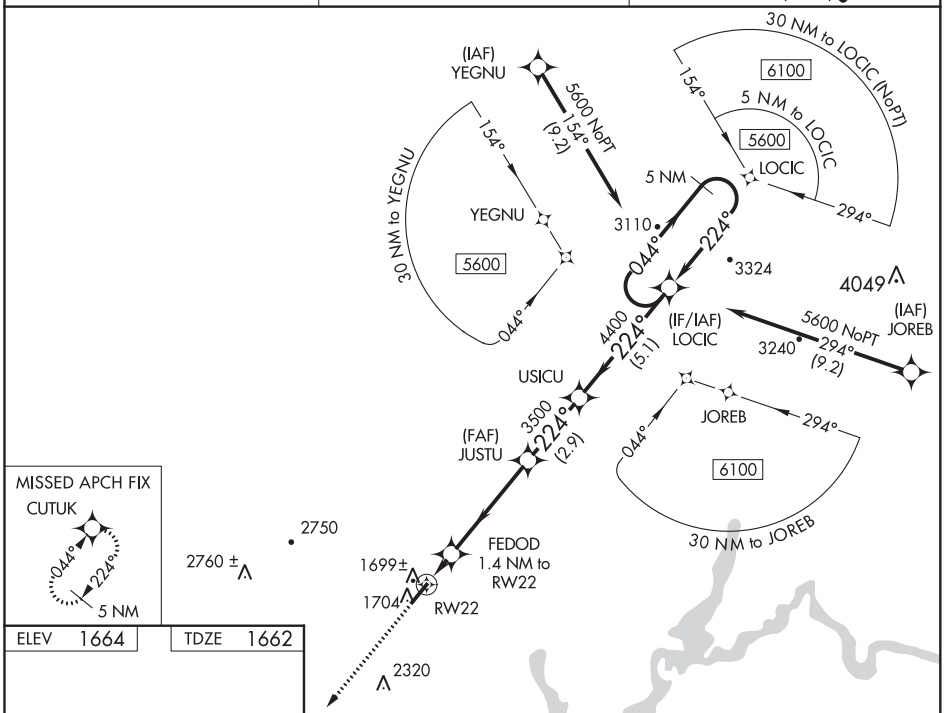
| WAAS CH 61126 W22A | APP CRS 224° | Rwy ldg 5000 TDZE 1662 Apt Elev 1664 |
|---|---|---|

# RNAV (GPS) RWY 22
## ROCKWOOD MUNI (RKW)

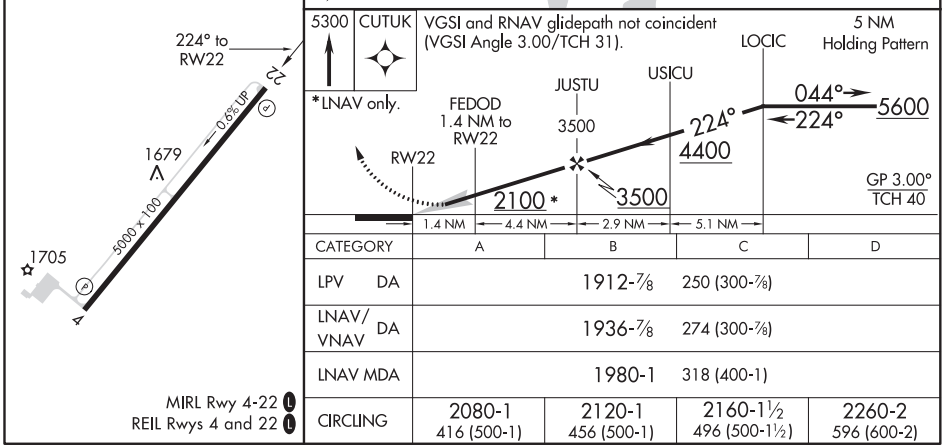
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Crossville altimeter setting.

MISSED APPROACH: Climb to 5300 direct CUTUK and hold, continue climb-in-hold to 5300.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.775 | 133.6 254.3 | 122.8 (CTAF) L |




ELEV 1664 | TDZE 1662




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1912-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV | DA | 1936-⅞ 274 (300-⅞) | | | |
| LNAV MDA | | 1980-1 318 (400-1) | | | |
| CIRCLING | | 2080-1 416 (500-1) | 2120-1 456 (500-1) | 2160-1½ 496 (500-1½) | 2260-2 596 (600-2) |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

ROCKWOOD, TENNESSEE
Amdt 1A 12NOV15

35°55′N-84°41′W

ROCKWOOD MUNI (RKW)
RNAV (GPS) RWY 22

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

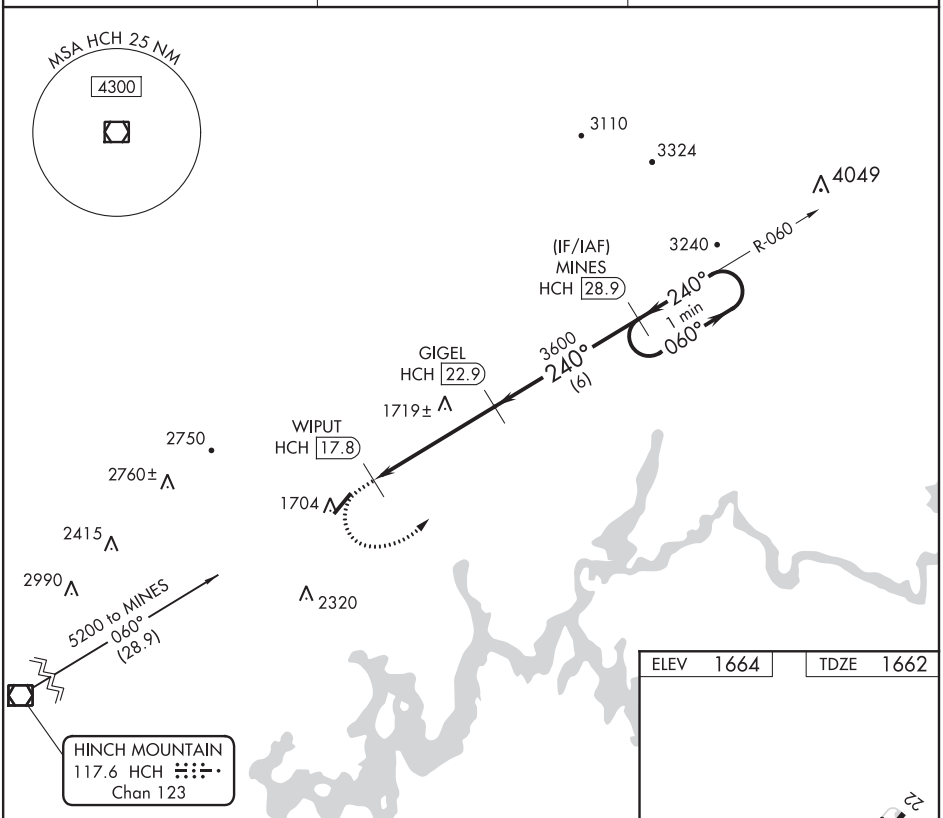
# VOR/DME RWY 22
## ROCKWOOD MUNI (RKW)

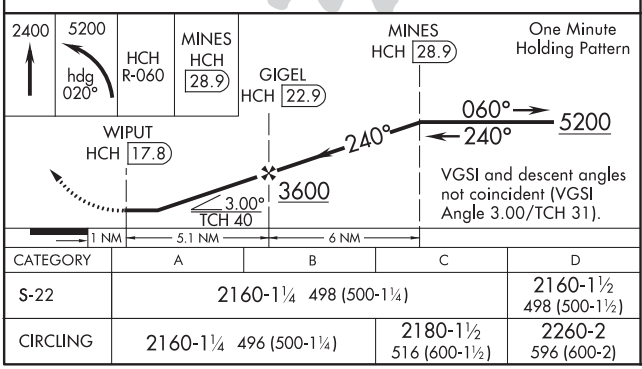
| VOR/DME HCH | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 117.6 | 240° | TDZE | 1662 |
| Chan 123 | | Apt Elev | 1664 |

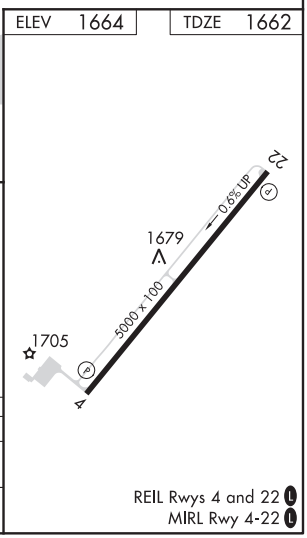
Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 80 feet, and S-22 Cats C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.775 | 133.6 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2160-1¼ 498 (500-1¼) | | | 2160-1½ 498 (500-1½) |
| CIRCLING | 2160-1¼ 496 (500-1¼) | | 2180-1½ 516 (600-1½) | 2260-2 596 (600-2) |



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

ROGERSVILLE, TENNESSEE

AL-6282 (FAA)

21056

# RNAV (GPS) RWY 7

## HAWKINS COUNTY (RVN)

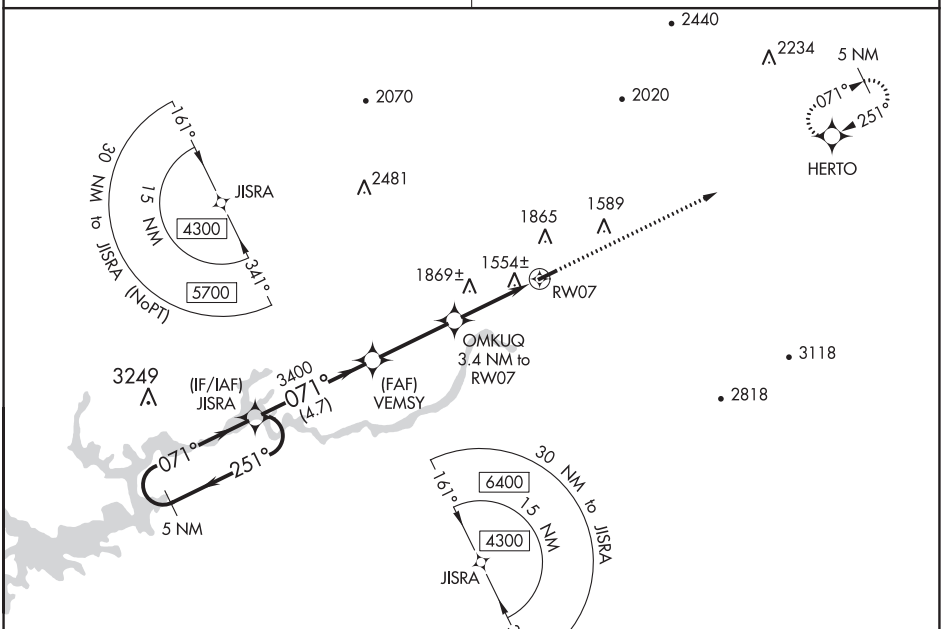
| WAAS CH 58040 W07A | APP CRS 071° | Rwy ldg 3502<br>TDZE 1255<br>Apt Elev 1255 |
|---|---|---|

T A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ⅜ SM, increase LNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

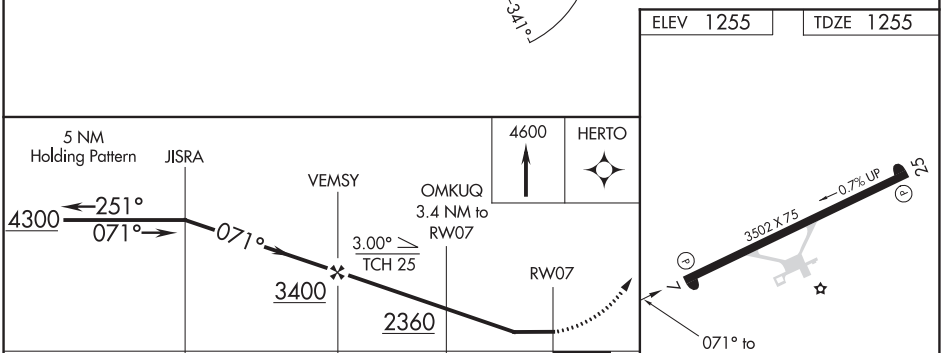
MISSED APPROACH: Climb to 4600 direct HERTO and hold, continue climb-in-hold to 4600.

| TRI CITY APP CON ★ | UNICOM |
|---|---|
| 128.05 317.5 | 122.8 (CTAF) |




SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1820-1 565 (600-1) | | 1820-1⅝ 565 (600-1⅝) | NA |
| LNAV MDA | 2040-1 785 (800-1) | 2040-1¼ 785 (800-1¼) | 2040-2½ 785 (800-2½) | NA |
| C CIRCLING | 2180-1¼ | 925 (1000-1¼) | 2320-3 1065 (1100-3) | NA |

MIRL Rwy 7-25
REIL Rwys 7 and 25

| WAAS CH 69340 W225A | APP CRS 251° | Rwy ldg 3502 TDZE 1254 Apt Elev 1255 |
|---|---|---|

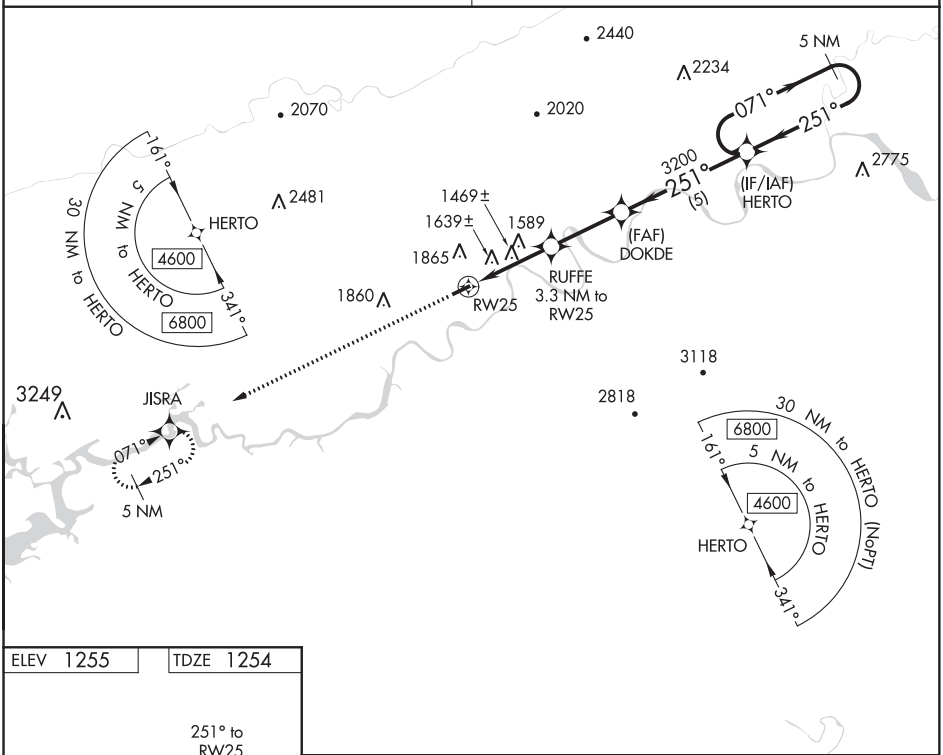
# RNAV (GPS) RWY 25
## HAWKINS COUNTY (RVN)

T A NA

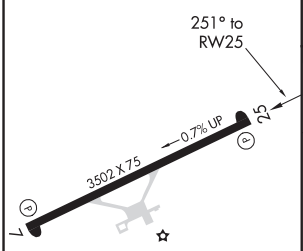
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ⅜ SM, LNAV Cat B visibility ¼ SM, Cat C visibility ⅝ SM, and increase Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

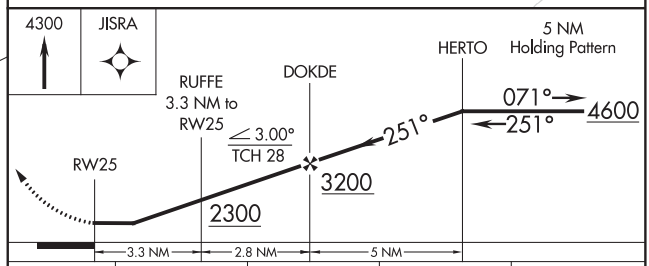
MISSED APPROACH: Climb to 4300 direct JISRA and hold.

| TRI CITY APP CON ★ | UNICOM |
|---|---|
| 128.05 317.5 | 122.8 (CTAF) |




ELEV 1255 TDZE 1254




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1720-1 | 466 (500-1) | 1720-1⅜ 466 (500-1⅜) | NA |
| LNAV MDA | 1900-1 | 646 (700-1) | 1900-1⅞ 646 (700-1⅞) | NA |
| C CIRCLING | 2180-1¼ | 925 (1000-1¼) | 2320-3 1065 (1100-3) | NA |

MIRL Rwy 7-25
REIL Rwys 7 and 25



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

RUSSELLVILLE, KENTUCKY AL-6609 (FAA) 20142

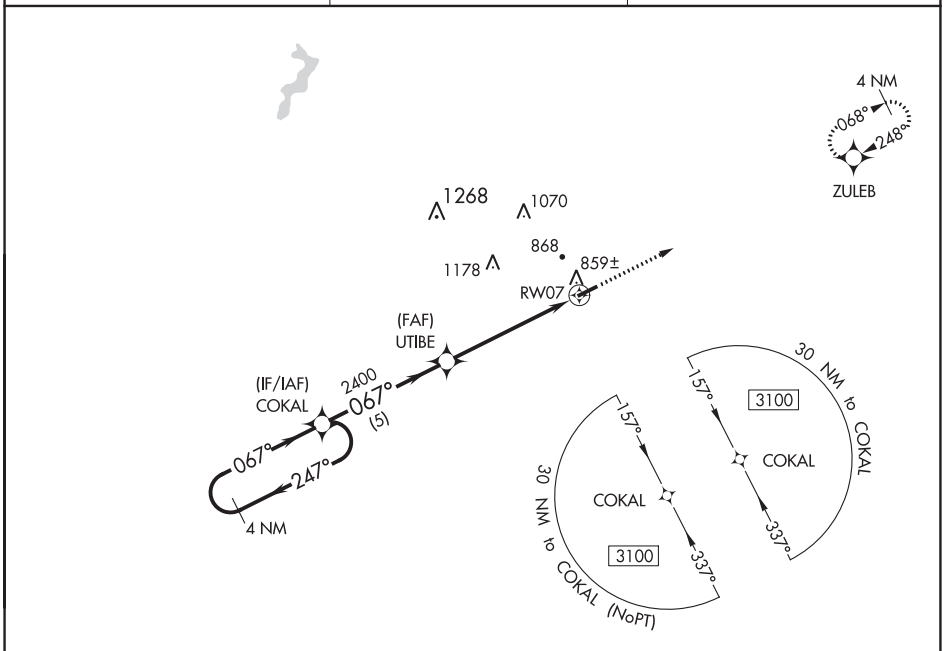
# RNAV (GPS) RWY 7
## RUSSELLVILLE-LOGAN COUNTY (4M7)

| WAAS CH 50431 W07A | APP CRS 067° | Rwy ldg 4500<br>TDZE 692<br>Apt Elev 692 |
|---|---|---|

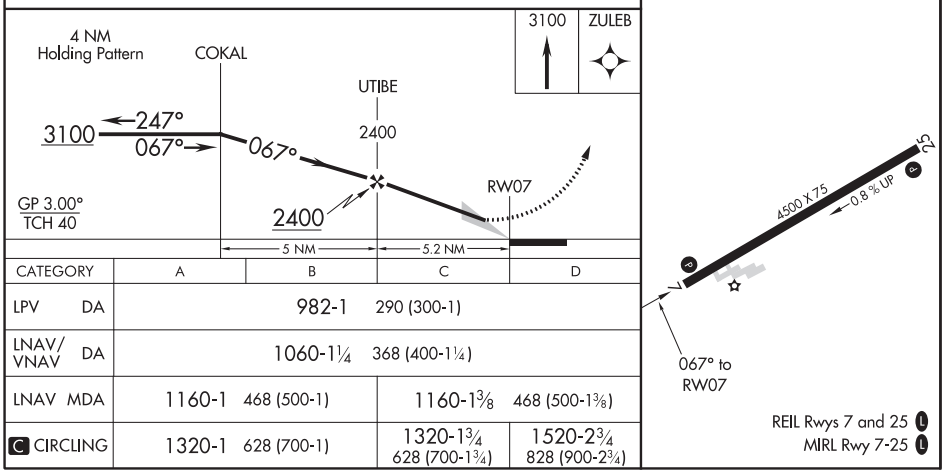
NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3100 direct ZULEB and hold.

| M91 AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 133.85 317.6 | 122.7 (CTAF) L |




ELEV 692 TDZE 692




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 982-1 290 (300-1) | | | |
| LNAV/VNAV DA | 1060-1¼ 368 (400-1¼) | | | |
| LNAV MDA | 1160-1 468 (500-1) | | 1160-1⅜ 468 (500-1⅜) | |
| C CIRCLING | 1320-1 628 (700-1) | | 1320-1¾ 628 (700-1¾) | 1520-2¾ 828 (900-2¾) |



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

| WAAS CH 90431 W25A | APP CRS 248° | Rwy ldg 4500<br>TDZE 681<br>Apt Elev 692 |
|---|---|---|

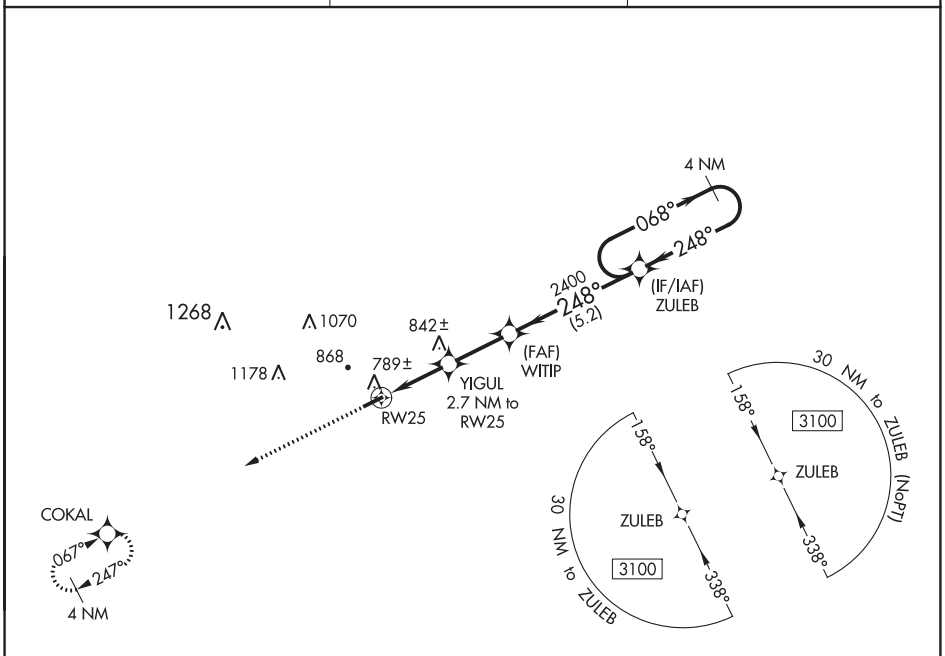
# RNAV (GPS) RWY 25
## RUSSELLVILLE-LOGAN COUNTY (4M7)

NA

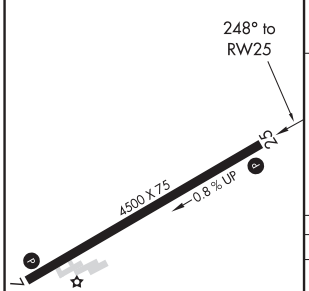
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3100 direct COKAL and hold.

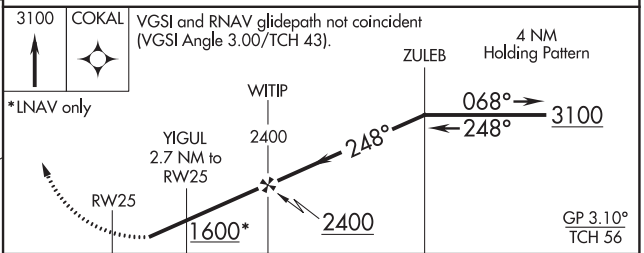
| M91 AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 133.85 317.6 | 122.7 (CTAF) L |




| ELEV 692 | TDZE 681 |
|---|---|




REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 985-1 304 (300-1) | | | |
| LNAV/VNAV DA | 1001-1⅛ 320 (400-1⅛) | | | |
| LNAV MDA | 1080-1 399 (400-1) | | 1080-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 1320-1 628 (700-1) | | 1320-1¾ 628 (700-1¾) | 1520-2¾ 828 (900-2¾) |




SE-1, 25 FEB 2021 to 22 APR 2021

20170

CLARKSVILLE, TENNESSEE

# RNAV (GPS) X RWY 5

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 047° | TDZE | 595 |
| | Arpt Elev | 595 |

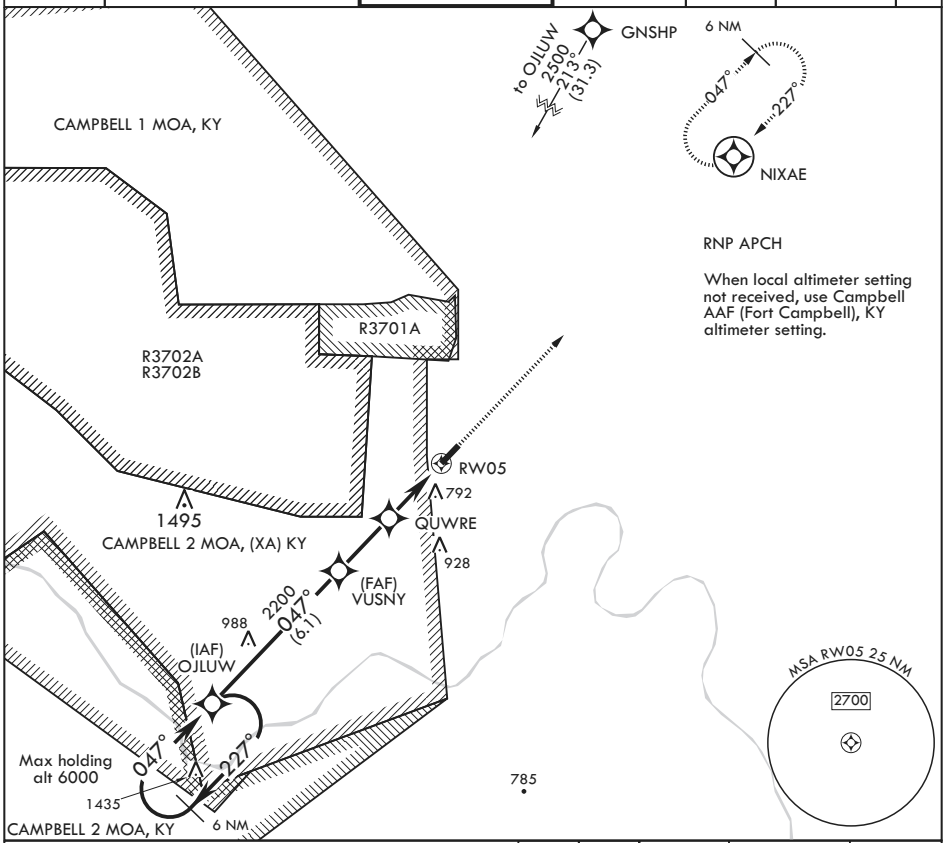
AL-6373 (USA)

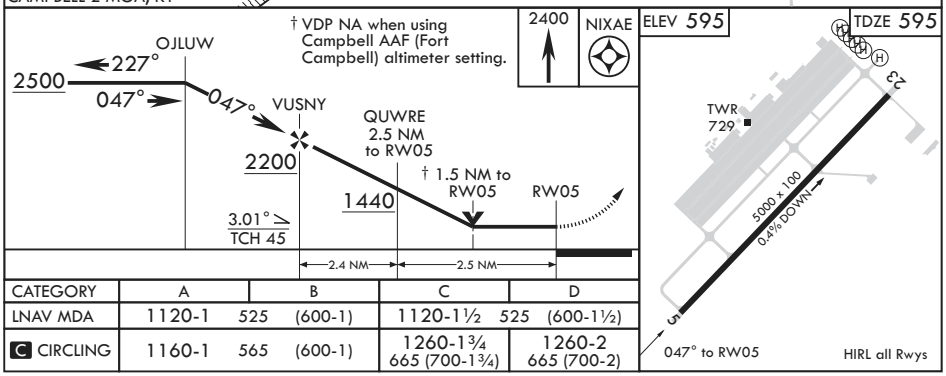
SABRE AAF (FORT CAMPBELL) (EOD)

T A

MISSED APPROACH: Climb to 2400 direct NIXAE and hold.

| SABRE ATIS | CAMPBELL APP CON/DEP CON | TOWER★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 (CTAF) 290.45 | 142.975 267.3 | 237.6 | 285.7 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1120-1 525 (600-1) | | 1120-1½ 525 (600-1½) | |
| C CIRCLING | 1160-1 565 (600-1) | | 1260-1¾ 665 (700-1¾) | 1260-2 665 (700-2) |

CLARKSVILLE, TENNESSEE

Orig-A 20JUN19

36°34'N - 87°29'W

SABRE AAF (FORT CAMPBELL) (EOD)

RNAV (GPS) X RWY 5

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

CLARKSVILLE, TENNESSEE

# RNAV (GPS) X RWY 23

AL-6373 (USA)

SABRE AAF (FORT CAMPBELL) (EOD)

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 227° | TDZE | 587 |
| | Arpt Elev | 595 |

MISSED APPROACH: Climbing left turn to 2400 direct NIXAE and hold.

| SABRE ATIS | CAMPBELL APP CON/DEP CON | TOWER★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 (CTAF) 290.45 | 142.975 267.3 | 237.6 | 285.7 | |

RNP APCH

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

(IAF) GNSHP

860

2400 NoPT 172° (9.4)

1146

6 NM

Max holding alt 6000

047°

227°

(IAF/IF) NIXAE

2200 227° (8.2)

CAMPBELL 1 MOA, KY

R3701A

R3702A R3702B

(FAF) WARUX

OUTLAW FIELD

704

RW23

792

679

1495

928

MSA RW23 25 NM

2700

2400

NIXAE

† VDP NA when using Campbell AAF (Fort Campbell) altimeter setting.

NIXAE

047°

2400

227°

227°

WARUX

†1.3 NM to RW23

RW23

2200

∠3.00°

TCH 45

5 NM

ELEV 595

TDZE 587

TWR 729

23

5000 x 100

0.4% UP

227° to RW23

HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 433 (500-1) | | 1020-1¼ 433 (500-1¼) | |
| C CIRCLING | 1160-1 565 (600-1) | | 1260-1¾ 665 (700-1¾) | 1260-2 665 (700-2) |

CLARKSVILLE, TENNESSEE

Orig-A 20JUN19

36°34'N - 87°29'W

SABRE AAF (FORT CAMPBELL) (EOD)

RNAV (GPS) X RWY 23





SE-1, 25 FEB 2021 to 22 APR 2021

20198

CLARKSVILLE, TENNESSEE

# COPTER RNAV (GPS) Y RWY 5

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 047° | TDZE | 595 |
| | Arpt Elev | 595 |

AL-6373 [USA] SABRE AAF (FORT CAMPBELL) (KEOD)

MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

| ATIS | CAMPBELL APP CON | SABRE TOWER ★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 290.45 | 142.975 267.3 | 237.6 | 285.7 | |

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

DME/DME RNP-0.3 NA

Limit all Segments to 90 KIAS.

R3701

R3702A, B

CAMPBELL 1 MOA

649 RW05 798 680 801 795 829 928 889 722 1435

047° (FAF) ILOYA

2200 047° (3) (IAF/IF) FEKIB

NoPT 2500 092° (3) (IAF) GASGE

047° 227° 4 NM

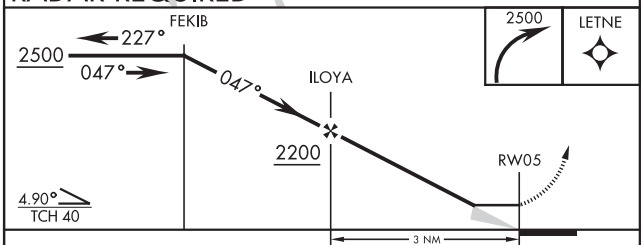
NoPT 2500 359° (3) (IAF) LETNE

Max holding alt 10,000 Min holding alt 2500

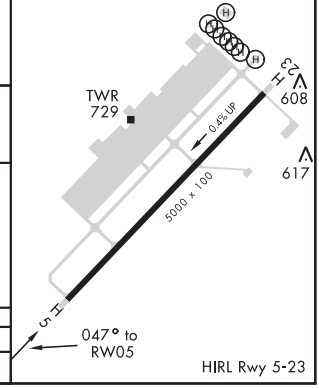
179° 359° 4 NM

MSA RW05 25 NM 2700

RADAR REQUIRED




ELEV 595 TDZE 595




HIRL Rwy 5-23

| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1120-½ 525 (600-½) |

CLARKSVILLE, TENNESSEE 36°34′N-87°29′W SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2 05JAN17

COPTER RNAV (GPS) Y RWY 5

SE-1, 25 FEB 2021 to 22 APR 2021

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CLARKSVILLE, TENNESSEE

# COPTER RNAV (GPS) Y RWY 23

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 227° | THRE | 573 |
| | Arpt Elev | 595 |

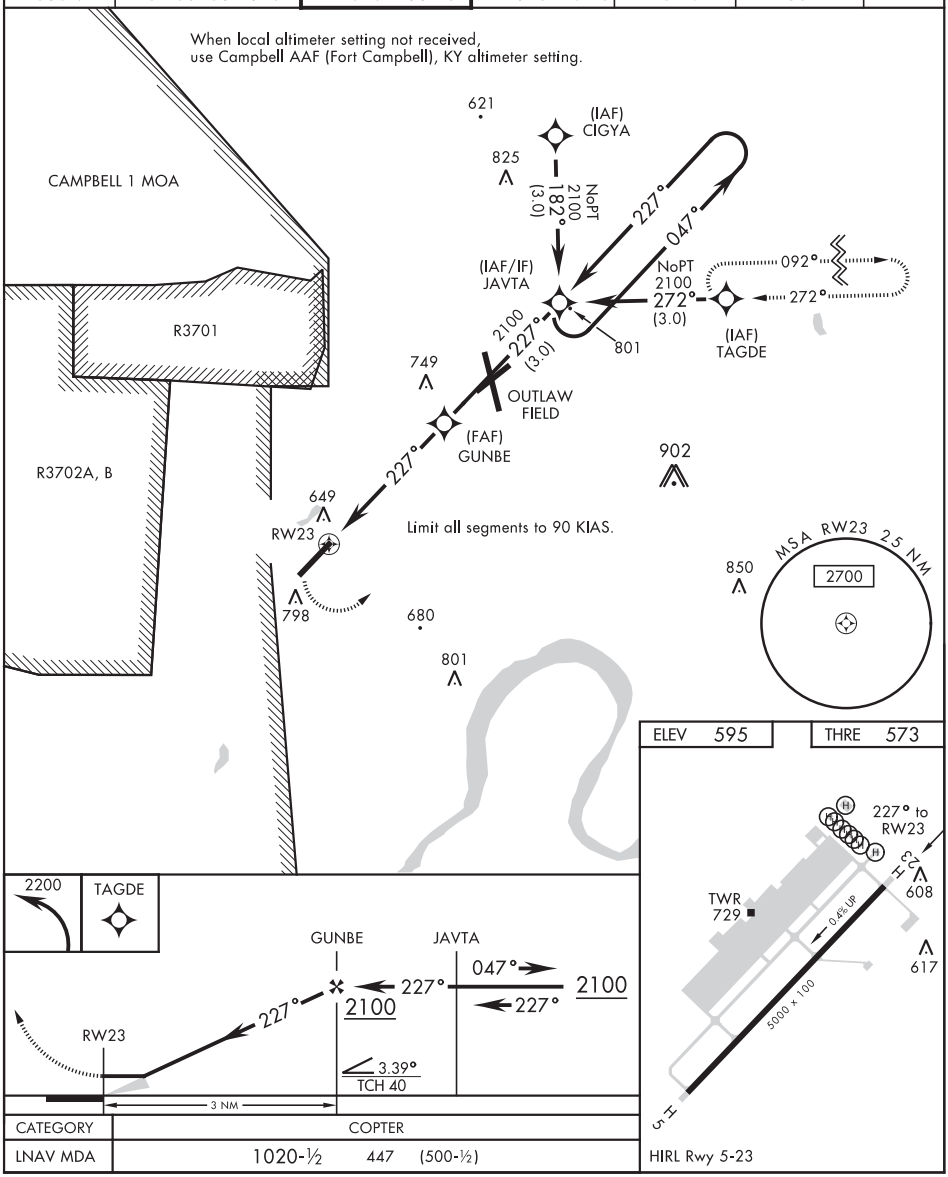
AL-6373 [USA] SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - DME/DME RNP-0.3 NA.

RADAR required.

MISSED APPROACH: Climbing left turn to 2200 direct TAGDE and hold.

| ATIS | CAMPBELL APP CON | SABRE TOWER ★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 290.45 | 142.975 267.3 | 237.6 | 285.7 | |




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1020-½ 447 (500-½) |

HIRL Rwy 5-23

SE-1, 25 FEB 2021 to 22 APR 2021

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CLARKSVILLE, TENNESSEE 36°34'N-87°29'W SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2A 10SEP20

COPTER RNAV (GPS) Y RWY 23

CLARKSVILLE, TENNESSEE

20198

# COPTER VOR RWY 23

| VOR/DME CKV 110.6 Chan 43 | APCH CRS 227° | Rwy ldg 5000 TDZE 587 Arpt Elev 595 |
|---|---|---|

AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

| ATIS | CAMPBELL APP CON | SABRE TOWER ★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 290.45 | 142.975 267.3 | 237.6 | 285.7 | |

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

VDP NA when using CAMPBELL AAF (Fort Campbell), KY altimeter setting.

608

All segments 90 KIAS.

624

IAF
CLARKSVILLE
110.6 CKV
Chan 43

CAMPBELL 1 MOA

R-3701

R-3702 A-B

R-047

272°

092°

227°

047°

Max holding alt 6000

OUTLAW FIELD

623 ±

800

695

709

798

680

801

902

850

MSA CKV 25 NM

2800

RADAR REQUIRED
(For Procedure Entry)

2200

CKV

VOR/DME

047°

Remain within 5 NM

2100

227°

2100

3.1

4.2 NM

ELEV 595

TDZE 587

227° 4.2 NM from VOR/DME

TWR 729

0.4% UP

5000 x 100

23

5

HIRL Rwy 5-23

| CATEGORY | COPTER |
|---|---|
| H-23 | 1000-½ 413 (500-½) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 5:36 | 4:12 | 3:22 | 2:48 | 2:24 |

CLARKSVILLE, TENNESSEE

36°34′N-87°29′W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 6B 20JUN19

COPTER VOR RWY 23



SE-1, 25 FEB 2021 to 22 APR 2021

CLARKSVILLE, TENNESSEE

# COPTER NDB 303°

| LOM CK | APCH CRS | Rwy ldg | N/A |
|---|---|---|---|
| 335 | 303° | TDZE | N/A |
| | | Arpt Elev | 595 |

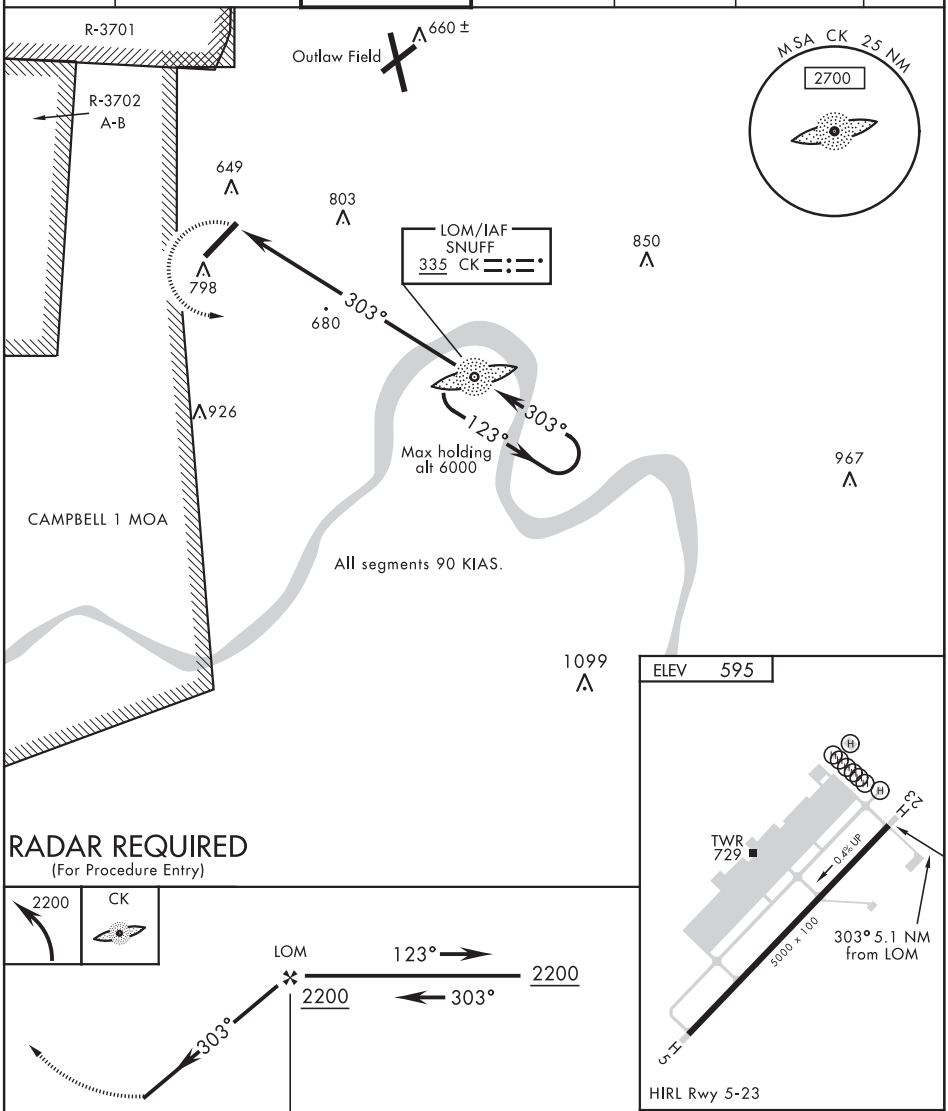
AL-6373 [USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct CK LOM and hold.

| ATIS | CAMPBELL APP CON | SABRE TOWER ★ | GND CON | CLNC DEL | EAGLE RADIO | ASR |
|---|---|---|---|---|---|---|
| 306.5 | 134.35 307.025 | 124.675 290.45 | 142.975 267.3 | 237.6 | 285.7 | |




| CATEGORY | COPTER |
|---|---|
| H-303° | 1080-½ 485 (500-½) |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 45 | 60 | 75 | 90 | 105 |
| Min:Sec | 6:48 | 5:06 | 4:05 | 3:24 | 2:55 |

CLARKSVILLE, TENNESSEE

36°34′N-87°29′W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 6B 20JUN19

COPTER NDB 303°



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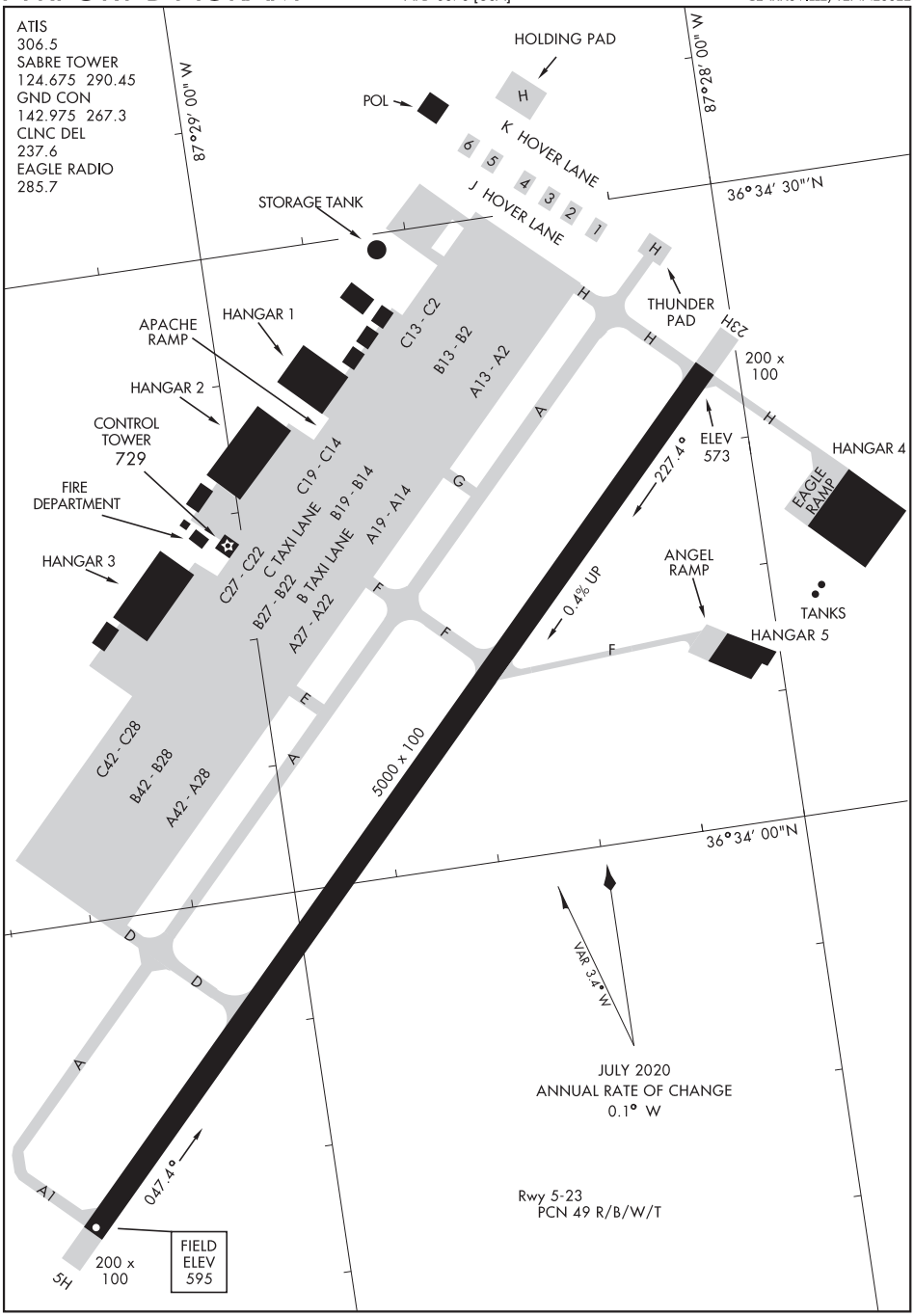
20198

# AIRPORT DIAGRAM

SABRE AAF (FORT CAMPBELL) (KEOD)

AFD-6373 [USA]

CLARKSVILLE, TENNESSEE

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AIRPORT DIAGRAM

CLARKSVILLE, TENNESSEE

SABRE AAF (FORT CAMPBELL) (KEOD)

| WAAS CH 58212 W01A | APP CRS 009° | Rwy ldg 5000<br>TDZE 473<br>Apt Elev 473 |
|---|---|---|

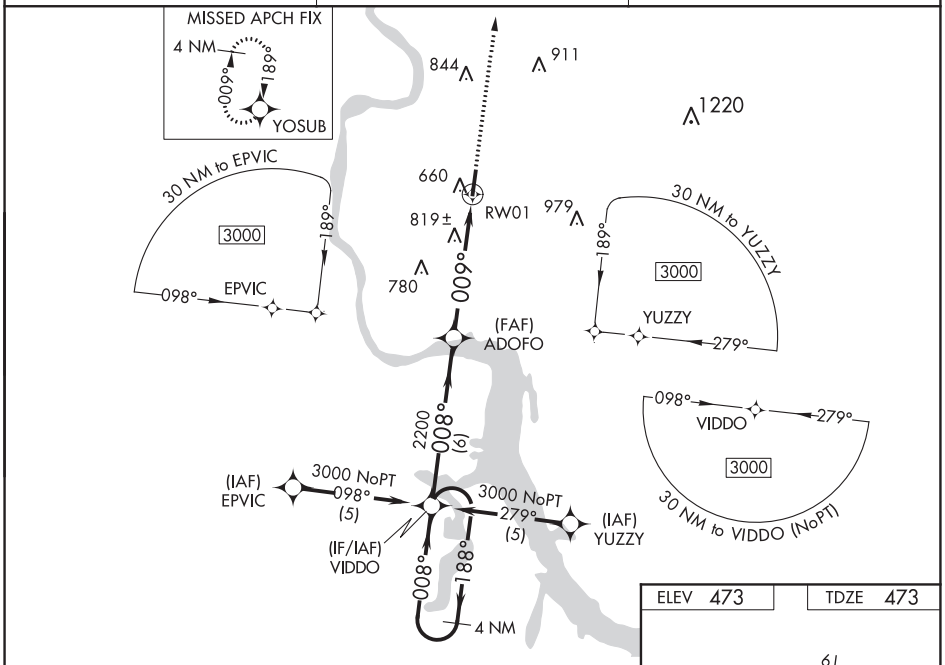
# RNAV (GPS) RWY 1
## SAVANNAH-HARDIN COUNTY (SNH)

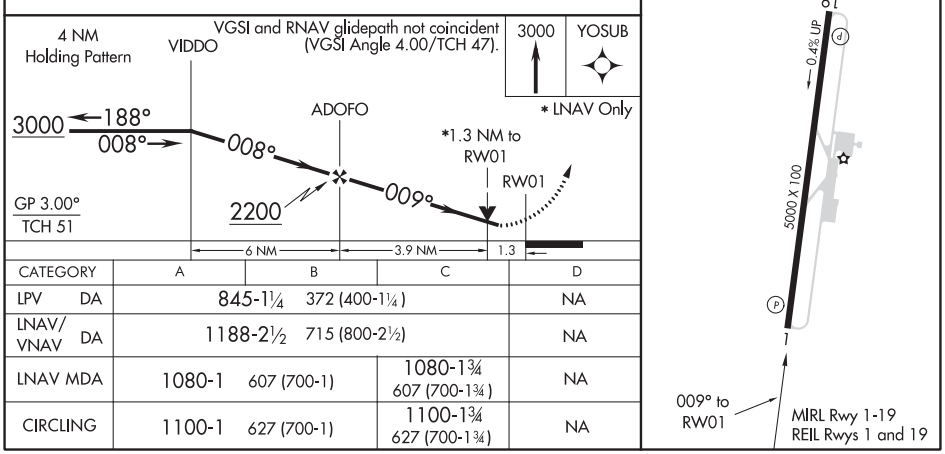
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 120 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. VDP NA when using Muscle Shoals altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct YOSUB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.925 | 124.35 239.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 845-1¼ 372 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1188-2½ 715 (800-2½) | | | NA |
| LNAV MDA | 1080-1 607 (700-1) | | 1080-1¾ 607 (700-1¾) | NA |
| CIRCLING | 1100-1 627 (700-1) | | 1100-1¾ 627 (700-1¾) | NA |

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SAVANNAH, TENNESSEE | AL-5771 (FAA) | 16231

| WAAS CH 42912 W19A | APP CRS 189° | Rwy ldg 5000<br>TDZE 467<br>Apt Elev 473 |
|---|---|---|

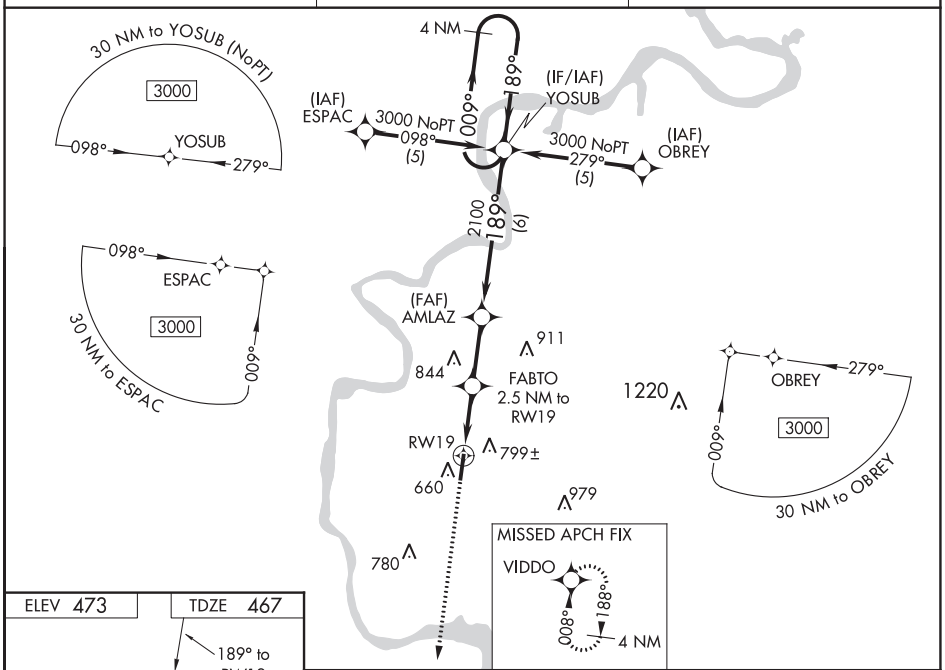
# RNAV (GPS) RWY 19
## SAVANNAH-HARDIN COUNTY (SNH)

T A NA

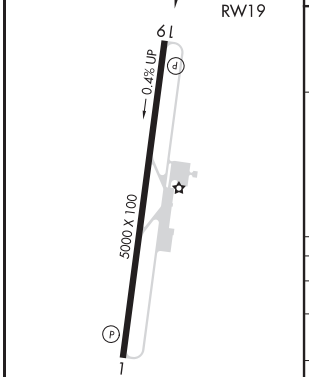
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV visibility all Cats ½ mile, LNAV/VNAV visibility all Cats ¼ mile, LNAV Cat. C visibility ½ mile, Circling Cat. B visibility ¼ mile and Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct VIDDO and hold.

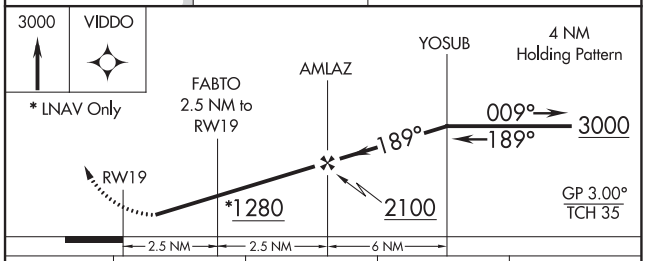
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.925 | 124.35 239.3 | 122.8 (CTAF) |




ELEV 473 | TDZE 467




MIRL Rwy 1-19
REIL Rwys 1 and 19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 873-1½ 406 (400-1½) | | | NA |
| LNAV/ VNAV DA | 999-2 532 (600-2) | | | NA |
| LNAV MDA | 1060-1 593 (600-1) | | 1060-1½ 593 (600-1½) | NA |
| CIRCLING | 1100-1 627 (700-1) | | 1100-1¾ 627 (700-1¾) | NA |

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| WAAS CH 40408 W17A | APP CRS 165° | Rwy ldg 5002<br>TDZE 607<br>Apt Elev 610 |
|---|---|---|

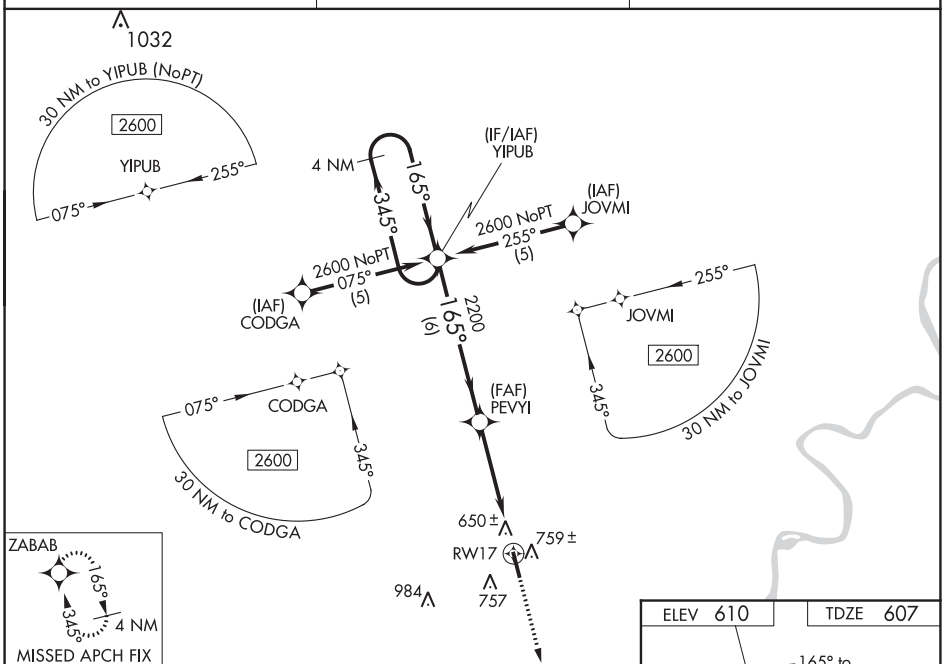
# RNAV (GPS) RWY 17
## ROBERT SIBLEY (SZY)

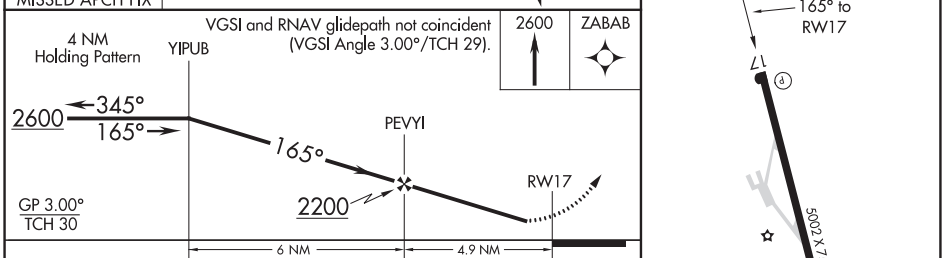
T
A NA

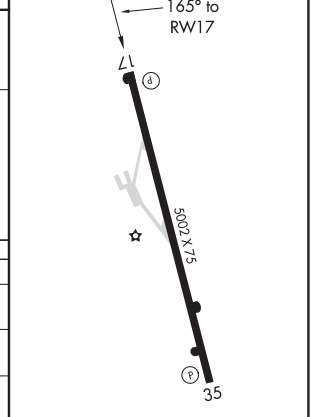
Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile, and LNAV Cat D visibility ½ mile. Straight-in/Circling Rwy 17 procedure NA at night.

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.425 | 124.35 239.3 | 122.7 (CTAF) L |




REIL Rwys 17 and 35
MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 861-1 254 (300-1) | | | |
| LNAV/VNAV DA | 1055-1¾ 448 (500-1¾) | | | |
| LNAV MDA | 1020-1 413 (500-1) | | 1020-1¼ 413 (500-1¼) | |
| CIRCLING | 1060-1 450 (500-1) | 1080-1 470 (500-1) | 1080-1½ 470 (500-1½) | 1160-2 550 (600-2) |



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SELMER, TENNESSEE AL-6211 (FAA) 19115

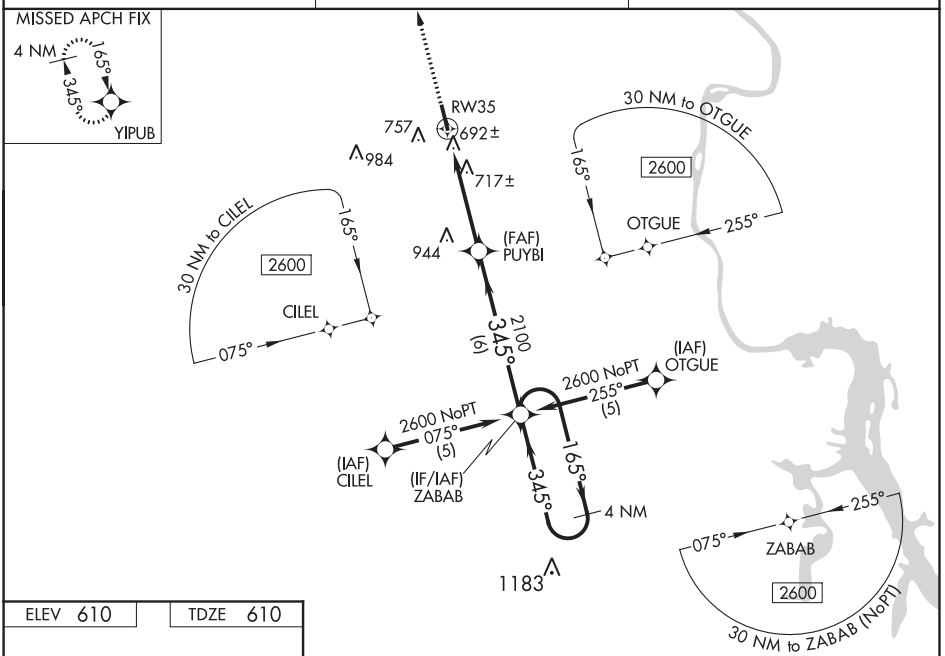
# RNAV (GPS) RWY 35
## ROBERT SIBLEY (SZY)

| WAAS CH 86608 W35A | APP CRS 345° | Rwy ldg 5002 TDZE 610 Apt Elev 610 |
|---|---|---|

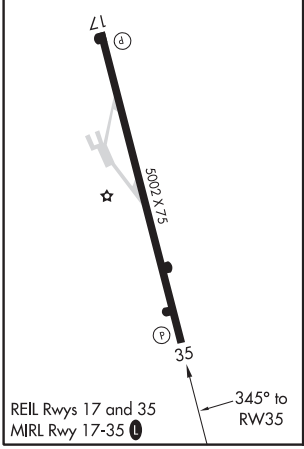
T A NA Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 97 feet and all MDA 100 feet, LPV all Cats and LNAV Cats C and D visibilities ¼ mile and LNAV/VNAV all Cats visibility ½ mile. Straight-in/Circling Rwy 35 procedure NA at night.

MISSED APPROACH: Climb to 2600 direct YIPUB and hold.

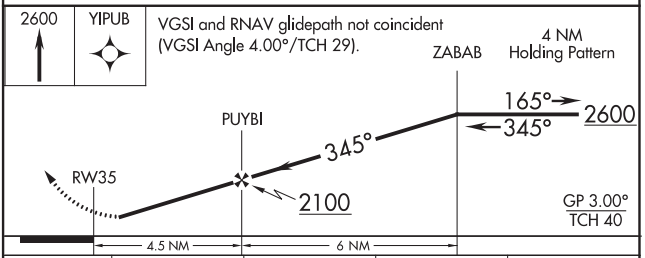
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.425 | 124.35 239.3 | 122.7 (CTAF) L |




ELEV 610 TDZE 610




REIL Rwys 17 and 35
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 986-1¼ 376 (400-1¼) | | | |
| LNAV MDA | 980-1 370 (400-1) | | | 980-1¼ 370 (400-1¼) |
| CIRCLING | 1060-1 450 (500-1) | 1080-1 470 (500-1) | 1080-1½ 470 (500-1½) | 1160-2 550 (600-2) |

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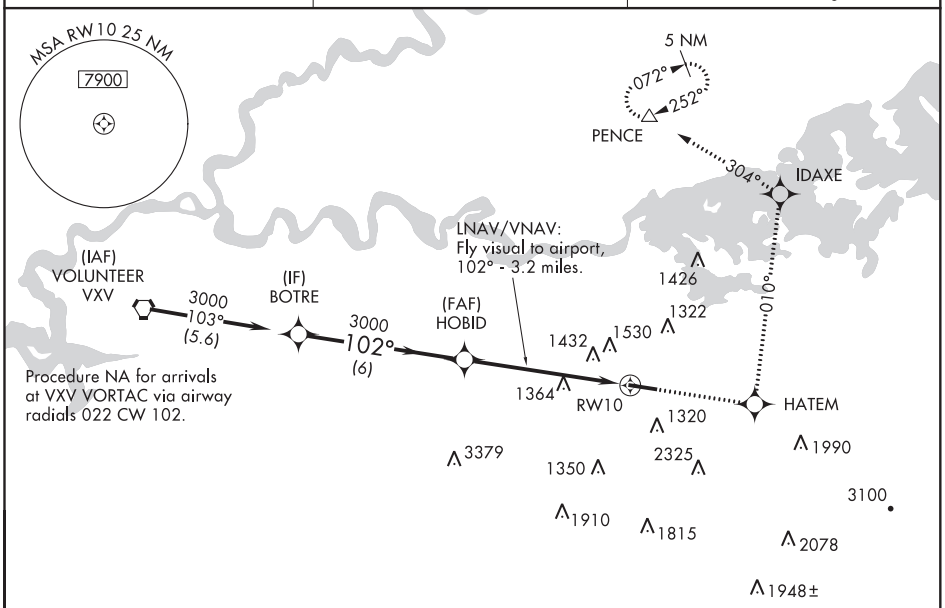
| WAAS CH 99510 W10A | APP CRS 102° | Rwy ldg 5506<br>TDZE 1014<br>Apt Elev 1014 |
|---|---|---|

# RNAV (GPS) RWY 10
## GATLINGBURG-PIGEON FORGE (GKT)

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA/MDA 60 feet and increase LPV all Cats and LNAV and Circling Cats C/D visibility ¼ mile. Circling to Rwy 28 NA at night.

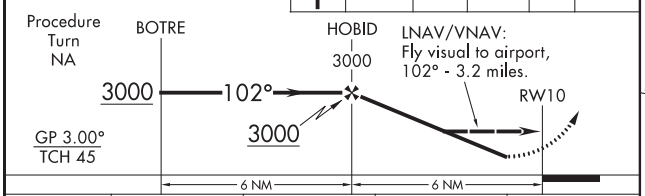
MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

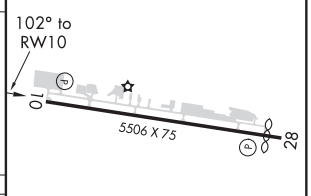
| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.875 | 132.8 360.8 | 123.0 (CTAF) L |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).

| 4000 | HATEM | tr 010° | IDAXE | tr 304° | PENCE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1371-1¼ 357 (400-1¼) | | | |
| LNAV/VNAV DA | 2013-2 999 (1000-2) | | 2013-3 999 (1000-3) | |
| LNAV MDA | 1800-1<br>786 (800-1) | 1800-1¼<br>786 (800-1¼) | 1800-2¼<br>786 (800-2¼) | 1800-2½<br>786 (800-2½) |
| CIRCLING | 1800-1<br>786 (800-1) | 1880-1¼<br>866 (900-1¼) | 1880-2½<br>866 (900-2½) | 1880-2¾<br>866 (900-2¾) |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L



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

SEVIERVILLE, TENNESSEE

AL-6006 (FAA)

20086

# VOR/DME RWY 10
## GATLINBURG-PIGEON FORGE (GKT)

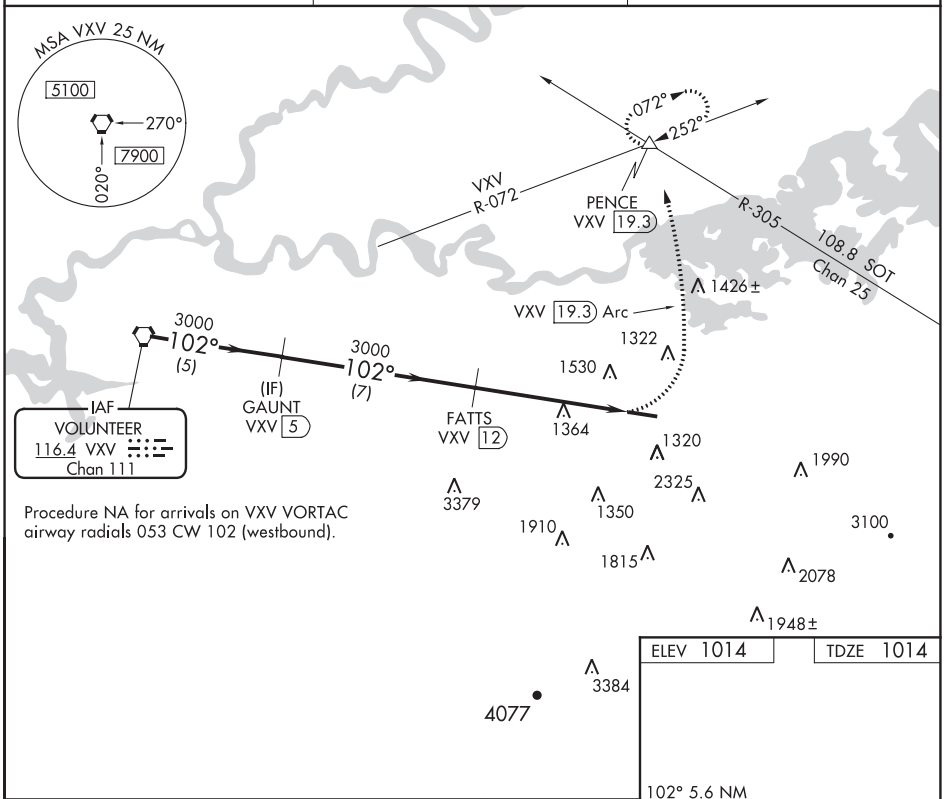
| VORTAC VXV | APP CRS | Rwy ldg | 5506 |
|---|---|---|---|
| 116.4 | 102° | TDZE | 1014 |
| Chan 111 | | Apt Elev | 1014 |

T A NA

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDA 60 feet and increase S-18 and Circling Cats A,C and D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

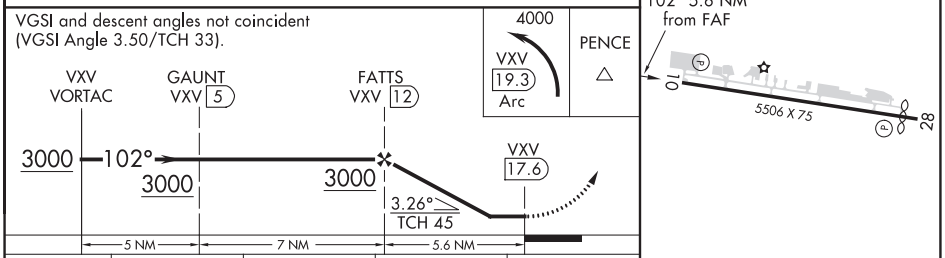
| AWOS-3 | KNOXVILLE APP CON | UNICOM |
|---|---|---|
| 126.875 | 132.8 360.8 | 123.0 (CTAF) L |




Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (westbound).

ELEV 1014 | TDZE 1014

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 1840-1<br>826 (900-1) | 1840-1¼<br>826 (900-1¼) | 1840-2½<br>826 (900-2½) | 1840-2¾<br>826 (900-2¾) |
| CIRCLING | 1840-1<br>826 (900-1) | 1880-1¼<br>866 (900-1¼) | 1880-2½<br>866 (900-2½) | 1880-2¾<br>866 (900-2¾) |

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

SEVIERVILLE, TENNESSEE
Amdt 6A 09JAN14

35°51′N-83°32′W

GATLINBURG-PIGEON FORGE (GKT)
VOR/DME RWY 10

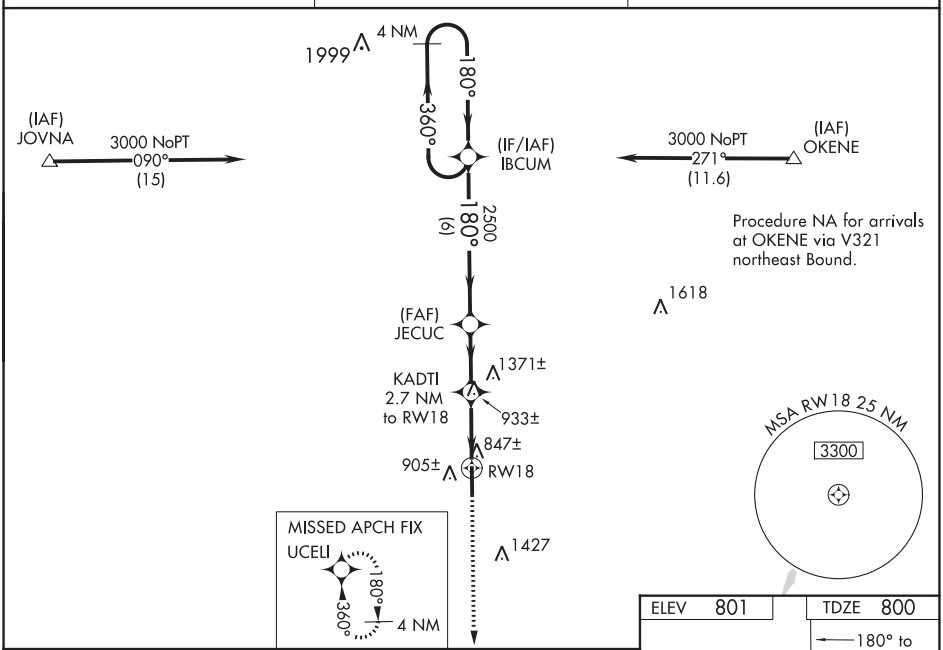
| WAAS CH 50407 W18A | APP CRS 180° | Rwy ldg 5503<br>TDZE 800<br>Apt Elev 801 |
|---|---|---|

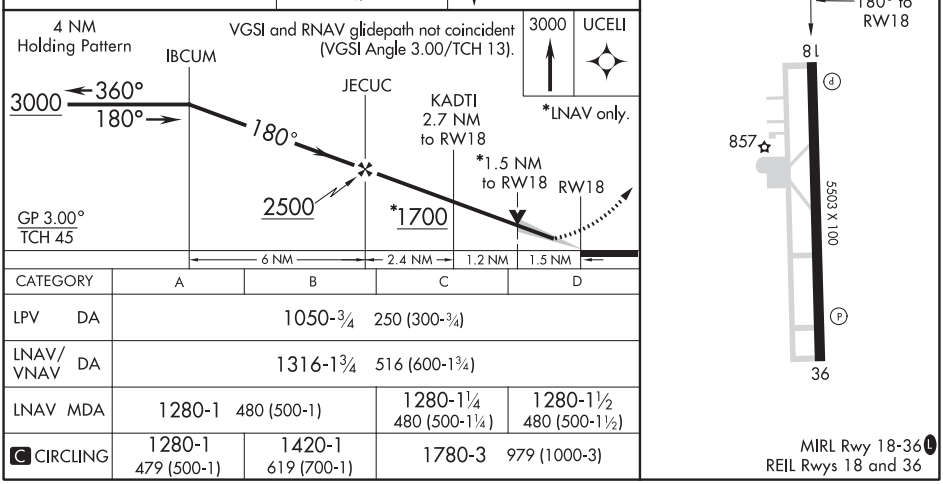
# RNAV (GPS) RWY 18
## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ¼ SM and LNAV Cat C and D visibility ¼ SM. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116° F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1050-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1316-1¾ 516 (600-1¾) | | | |
| LNAV MDA | 1280-1 480 (500-1) | | 1280-1¼ 480 (500-1¼) | 1280-1½ 480 (500-1½) |
| C CIRCLING | 1280-1 479 (500-1) | 1420-1 619 (700-1) | 1780-3 979 (1000-3) | |



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

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 20170

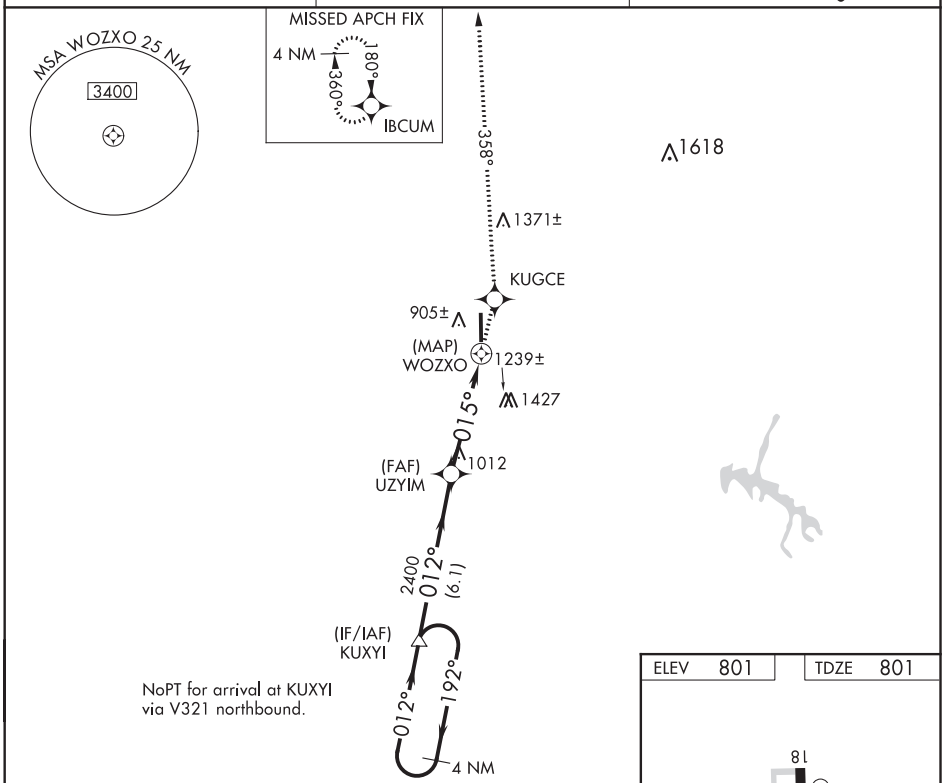
# RNAV (GPS) Y RWY 36
## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

| APP CRS | Rwy ldg | 5503 |
|---|---|---|
| 015° | TDZE | 801 |
| | Apt Elev | 801 |

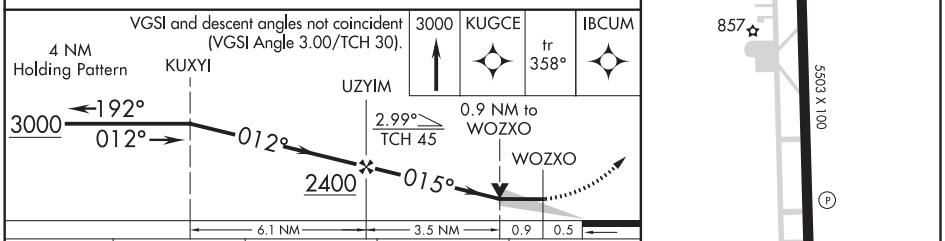
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C/D visibility ¼ SM. DME/DME RNP-0.3 NA.

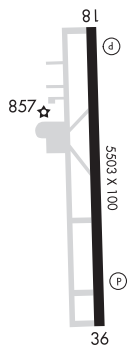
MISSED APPROACH: Climb to 3000 direct KUGCE and via 358° track to IBCUM and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




| ELEV | 801 | TDZE | 801 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 459 (500-1) | | 1260-1¼ 459 (500-1¼) | 1260-1½ 459 (500-1½) |
| C CIRCLING | 1260-1 459 (500-1) | 1420-1 619 (700-1) | 1780-3 979 (1000-3) | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

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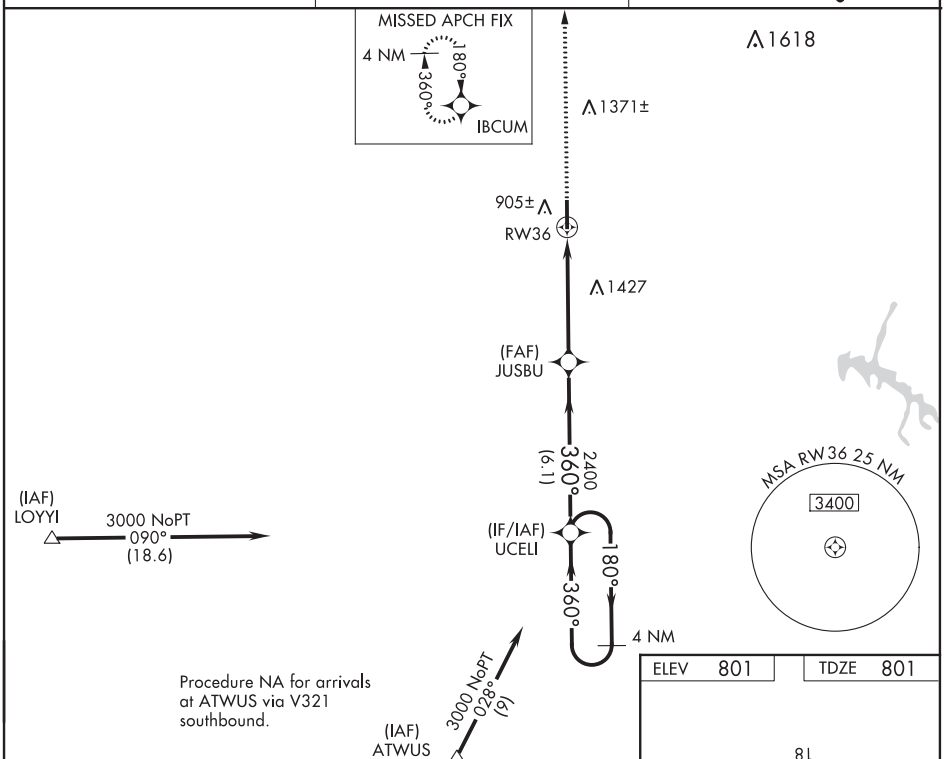
| WAAS CH 97607 W36A | APP CRS 360° | Rwy ldg 5503<br>TDZE 801<br>Apt Elev 801 |
|---|---|---|

# RNAV (GPS) Z RWY 36
## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

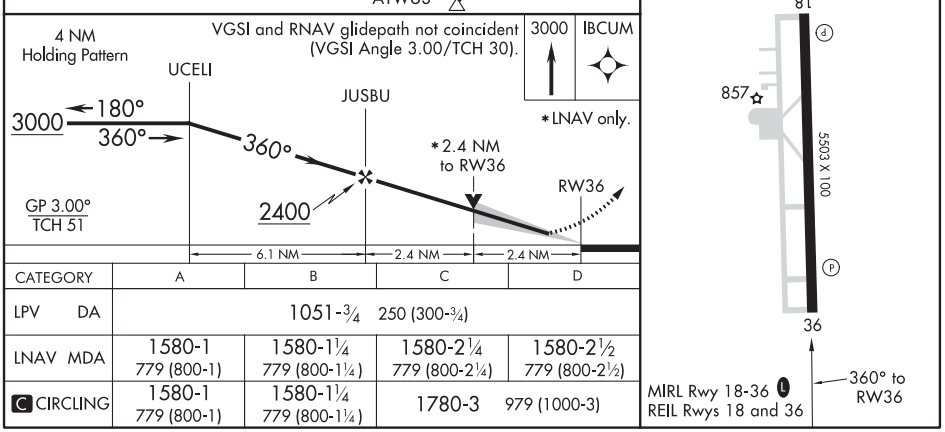
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats visibility ½ SM and LNAV Cat C and D visibility ¼ SM. DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct IBCUM and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




| ELEV 801 | TDZE 801 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1051-¾ 250 (300-¾) | | | |
| LNAV MDA | 1580-1<br>779 (800-1) | 1580-1¼<br>779 (800-1¼) | 1580-2¼<br>779 (800-2¼) | 1580-2½<br>779 (800-2½) |
| C CIRCLING | 1580-1<br>779 (800-1) | 1580-1¼<br>779 (800-1¼) | 1780-3 979 (1000-3) | |

SHELBYVILLE, TENNESSEE | AL-5299 (FAA) | 20254

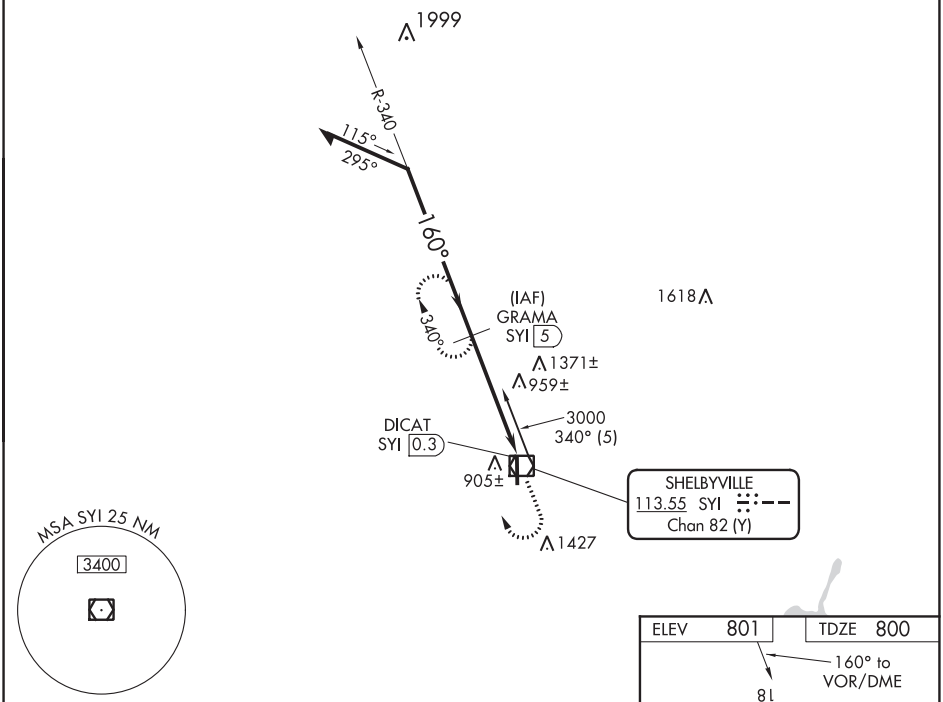
# VOR/DME RWY 18
## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

| VOR/DME SYI | APP CRS | Rwy ldg 5503 |
|---|---|---|
| 113.55 | 160° | TDZE 800 |
| Chan 82 (Y) | | Apt Elev 801 |

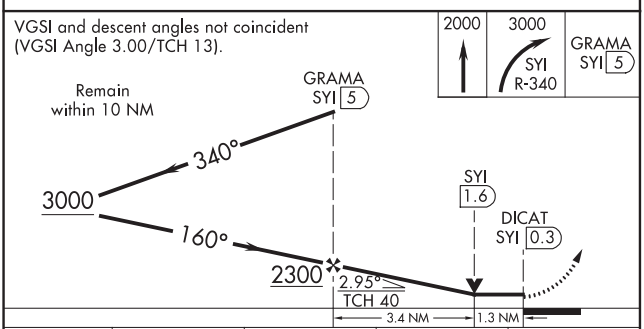
T NA When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility ⅛ SM. VDP NA when using Nashville Intl altimeter setting.

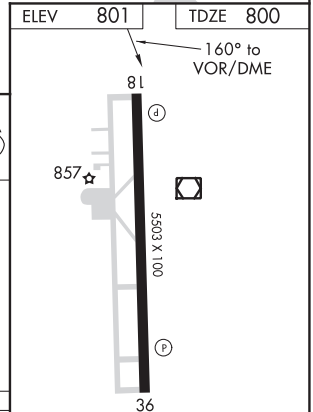
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 13).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1220-1 420 (500-1) | | 1220-1¼ 420 (500-1¼) | |
| C CIRCLING | 1260-1 459 (500-1) | 1420-1 619 (700-1) | 1780-3 979 (1000-3) | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

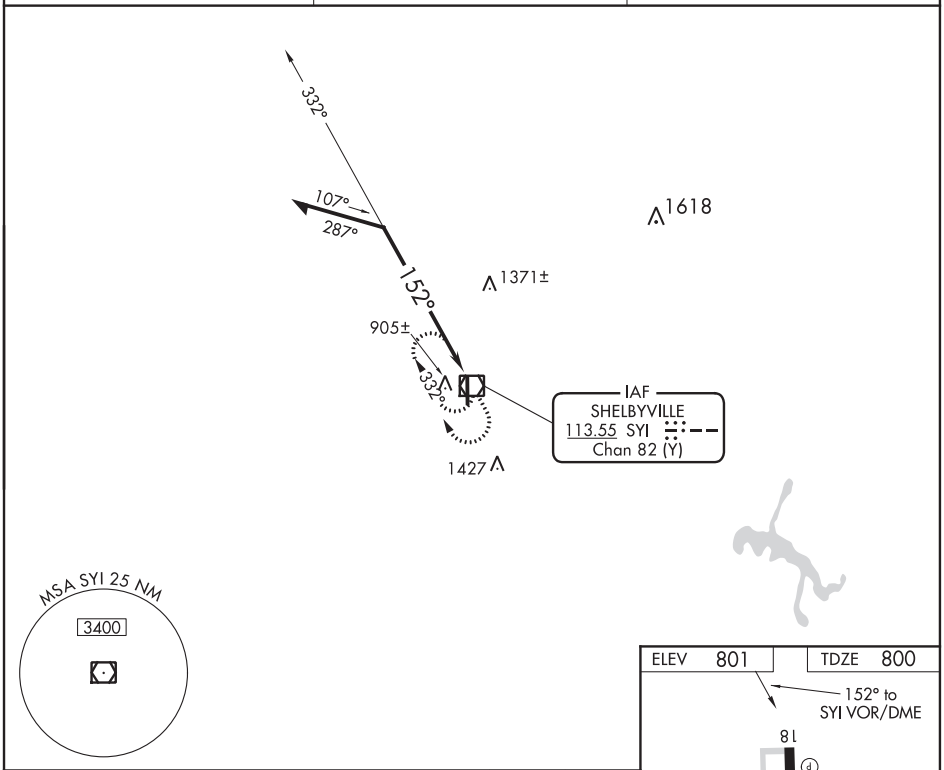
# VOR RWY 18
## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

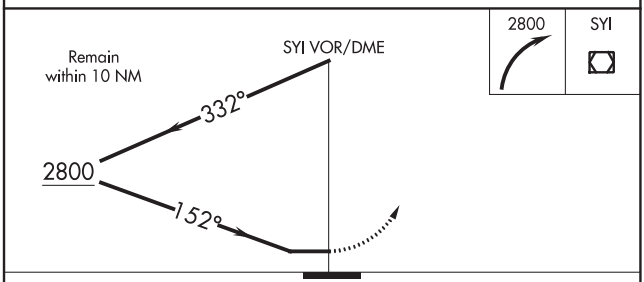
| VOR/DME SYI | APP CRS | Rwy ldg 5503 |
|---|---|---|
| 113.55 | 152° | TDZE 800 |
| Chan 82 (Y) | | Apt Elev 801 |

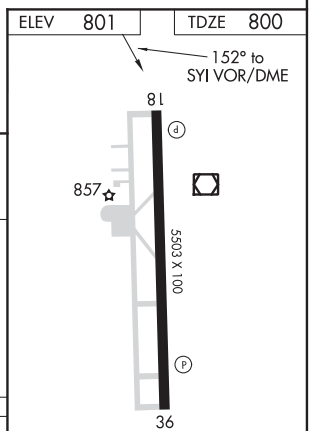
T A NA When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2800 in SYI VOR/DME holding pattern.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1360-1 560 (600-1) | | 1360-1½ 560 (600-1½) | 1360-1¾ 560 (600-1¾) |
| C CIRCLING | 1360-1 559 (600-1) | 1420-1 619 (700-1) | 1780-3 979 (1000-3) | |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

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SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

20142

# VOR RWY 36

## BOMAR FIELD-SHELBYVILLE MUNI (SYI)

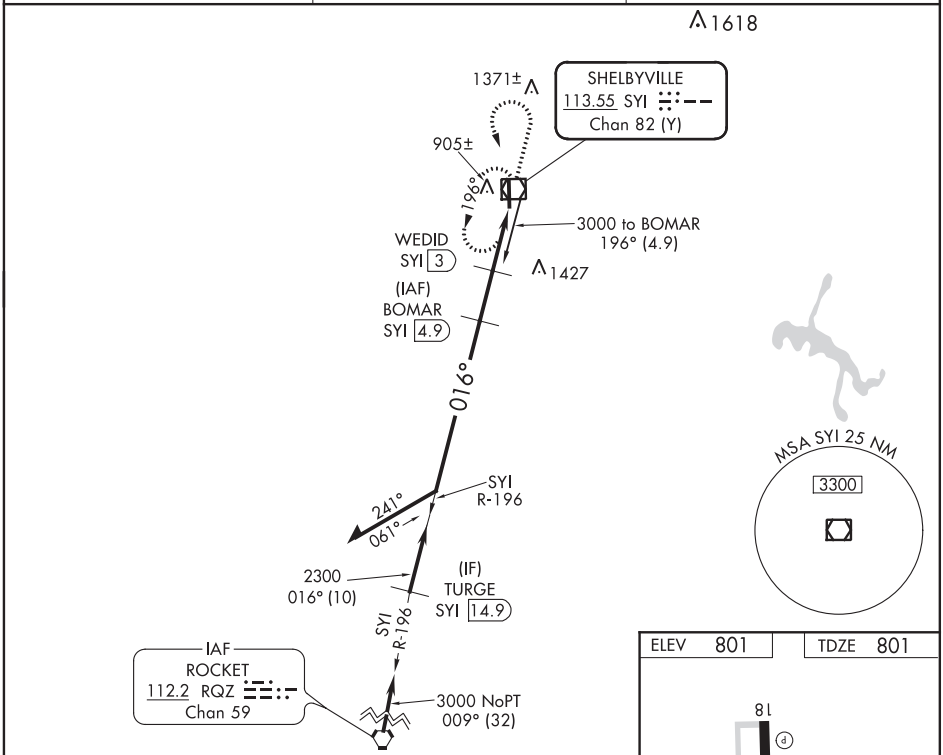
| VOR/DME SYI 113.55 Chan 82 (Y) | APP CRS 016° | Rwy ldg 5503 TDZE 801 Apt Elev 801 |
|---|---|---|

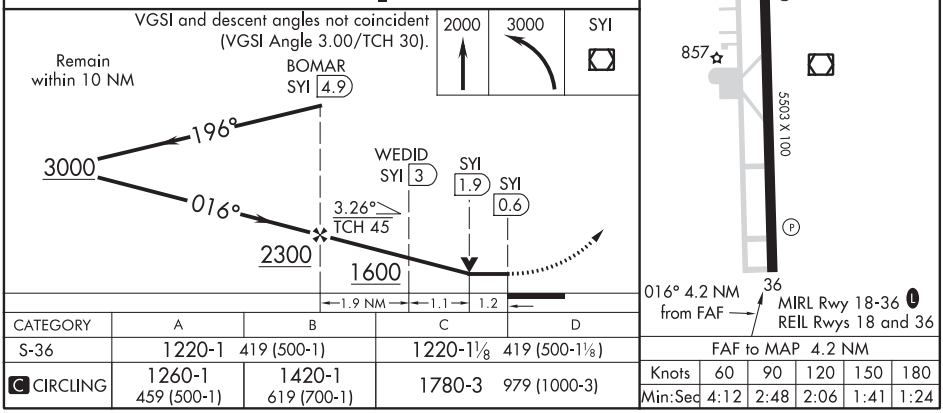
DME required.

When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility ¼ SM.
VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.275 | 128.15 323.125 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1220-1 419 (500-1) | | 1220-1⅛ 419 (500-1⅛) | |
| C CIRCLING | 1260-1 459 (500-1) | 1420-1 619 (700-1) | 1780-3 979 (1000-3) | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

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| WAAS CH 82433 W06A | APP CRS 062° | Rwy ldg 4106<br>TDZE 1079<br>Apt Elev 1084 |
|---|---|---|

# RNAV (GPS) RWY 6
## SMITHVILLE MUNI (ØA3)

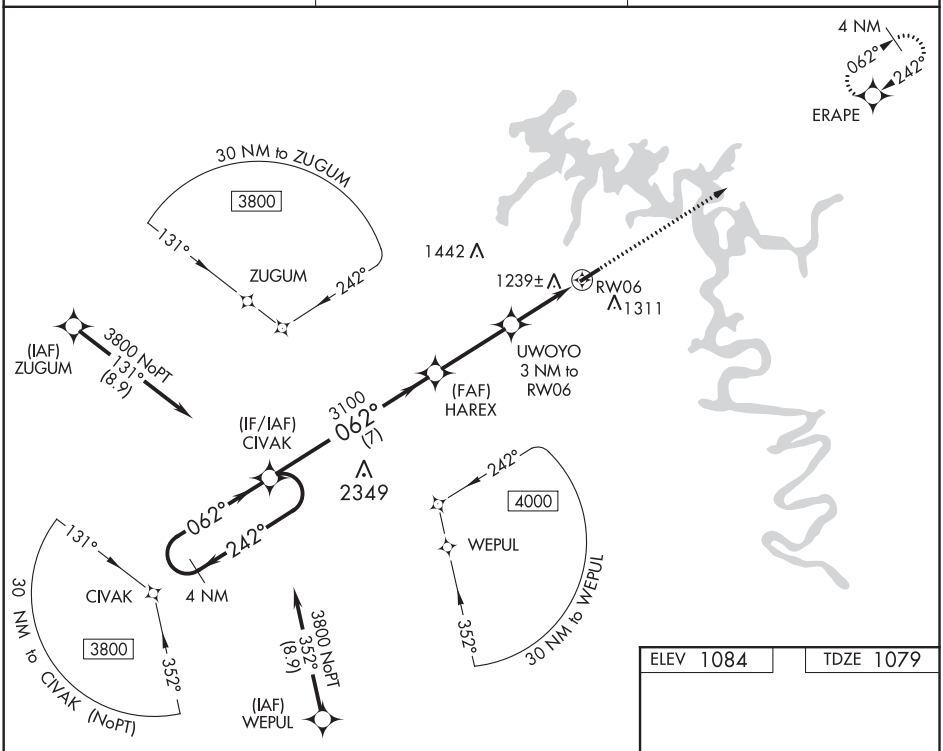
RNP APCH.

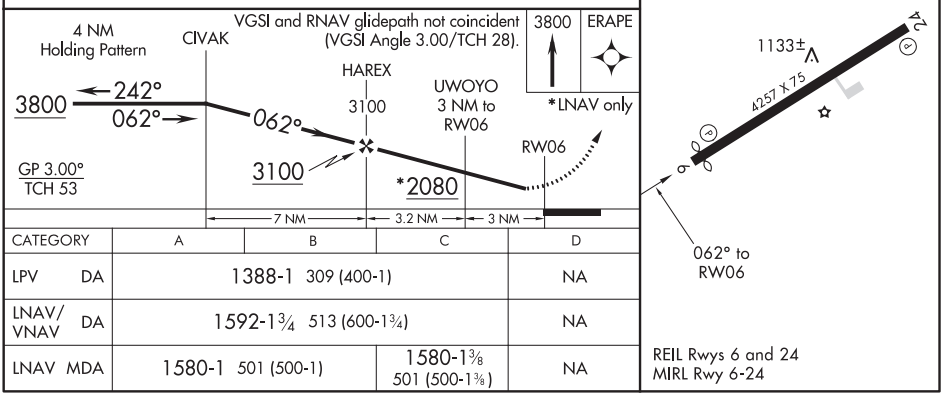
NA

Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LPV all Cats, LNAV Cat C visibility ¼ mile; increase LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.

| SRB AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1388-1 309 (400-1) | | | NA |
| LNAV/VNAV DA | 1592-1¾ 513 (600-1¾) | | | NA |
| LNAV MDA | 1580-1 501 (500-1) | | 1580-1⅜ 501 (500-1⅜) | NA |

REIL Rwys 6 and 24
MIRL Rwy 6-24



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SMITHVILLE, TENNESSEE AL-6255 (FAA) 20030

| WAAS CH 93527 W24A | APP CRS 242° | Rwy ldg 4257<br>TDZE 1084<br>Apt Elev 1084 |
|---|---|---|

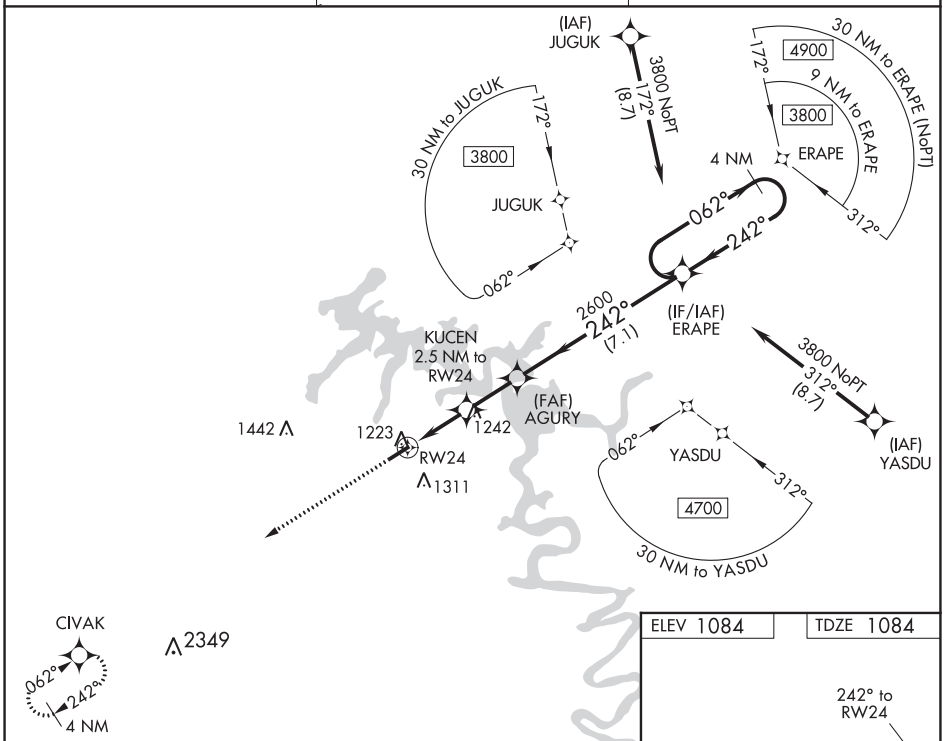
# RNAV (GPS) RWY 24
## SMITHVILLE MUNI (ØA3)

RNP APCH.

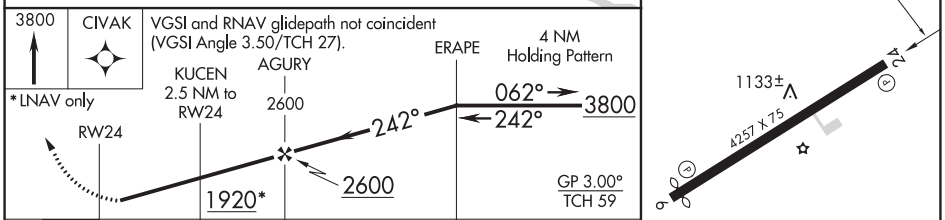
T A NA Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase all DA 56 feet, LPV visibility all Cats ⅛ mile, and LNAV/VNAV visibility all Cats ¼ mile; increase all MDA 60 feet and LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

| SRB AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.8 (CTAF) |




| ELEV 1084 | TDZE 1084 |
|---|---|




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1375-1 291 (300-1) | | | NA |
| LNAV/VNAV | DA | 1414-1 330 (400-1) | | | NA |
| LNAV | MDA | 1520-1 436 (500-1) | | 1520-1¼ 436 (500-1¼) | NA |

MIRL Rwy 6-24
REIL Rwys 6 and 24

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# ILS or LOC/DME RWY 32

SMYRNA (MQY)

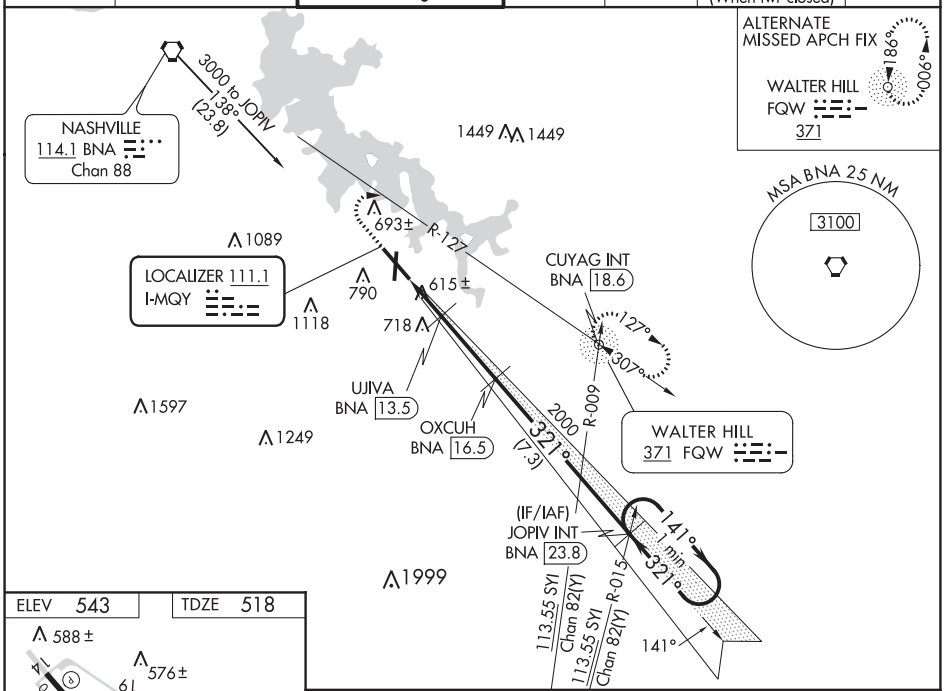
| LOC I-MQY | APP CRS | Rwy ldg | 8038 |
|---|---|---|---|
| 111.1 | 321° | TDZE | 518 |
| | | Apt Elev | 543 |

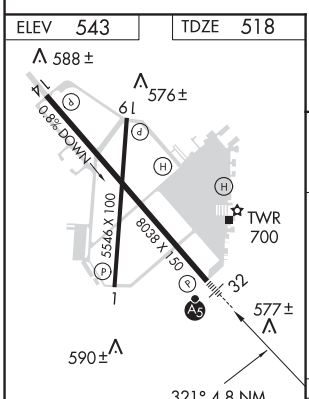
T A DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1 mile. For inop MALSR when using Nashville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility ⅜ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA to 749 feet and all MDA 40 feet; increase S-LOC 32 Cats C/D visibility ⅛ mile and increase Circling Cats C/D visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting.

MALSR A5

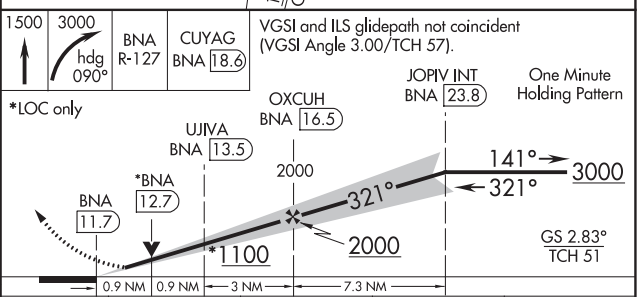
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and BNA VORTAC R-127 to CUYAG INT/ BNA VORTAC 18.6 DME and hold.

| AWOS-3PT | NASHVILLE APP CON | SMYRNA TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 119.125 | 118.4 360.7 | 118.5 (CTAF) L 233.1 | 121.4 | 121.4 | 121.7 | 122.95 |




REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 718-½ 200 (200-½) | | | |
| S-LOC 32 | 880-½ 362 (400-½) | | 880-⅝ 362 (400-⅝) | |
| C CIRCLING | 1100-1 557 (600-1) | 1200-1 657 (700-1) | 1260-2 717 (800-2) | 1480-2¾ 937 (1000-2¾) |

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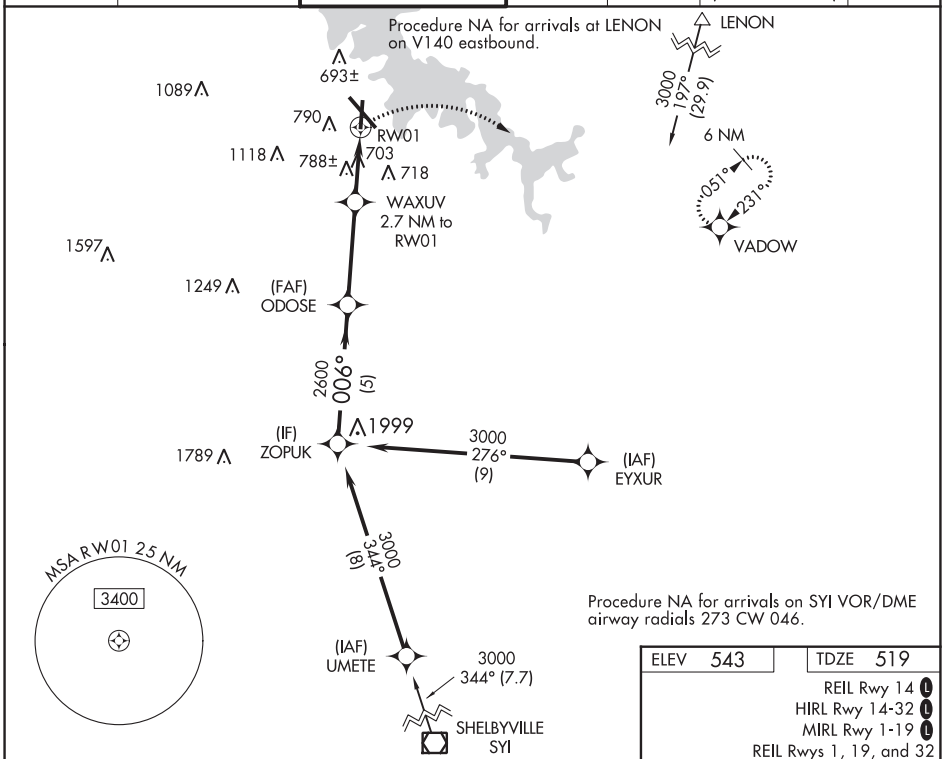
# RNAV (GPS) RWY 1
## SMYRNA (MQY)

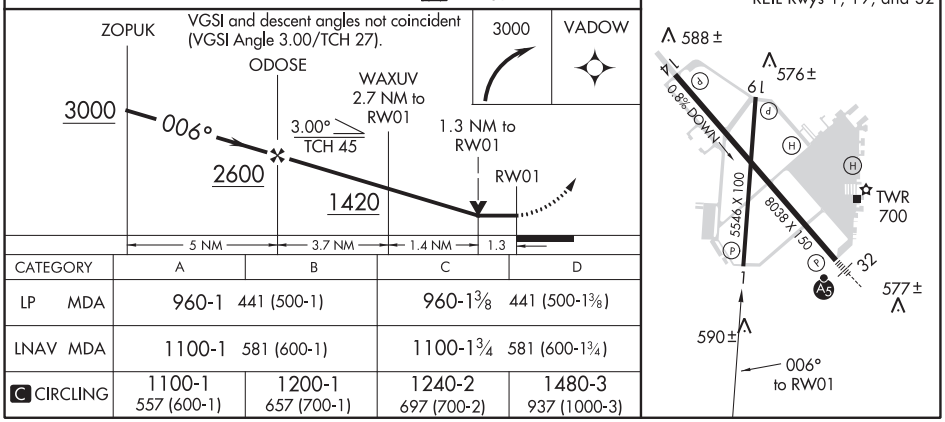
| WAAS CH 86632 W01A | APP CRS 006° | Rwy ldg 5546 TDZE 519 Apt Elev 543 |
|---|---|---|

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct VADOW and hold.

| AWOS-3PT | NASHVILLE APP CON | SMYRNA TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 119.125 | 118.4 360.7 | 118.5 (CTAF) (L) 233.1 | 121.4 | 121.4 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 960-1 441 (500-1) | | 960-1⅜ 441 (500-1⅜) | |
| LNAV MDA | 1100-1 581 (600-1) | | 1100-1¾ 581 (600-1¾) | |
| (C) CIRCLING | 1100-1 557 (600-1) | 1200-1 657 (700-1) | 1240-2 697 (700-2) | 1480-3 937 (1000-3) |




SE-1, 25 FEB 2021 to 22 APR 2021

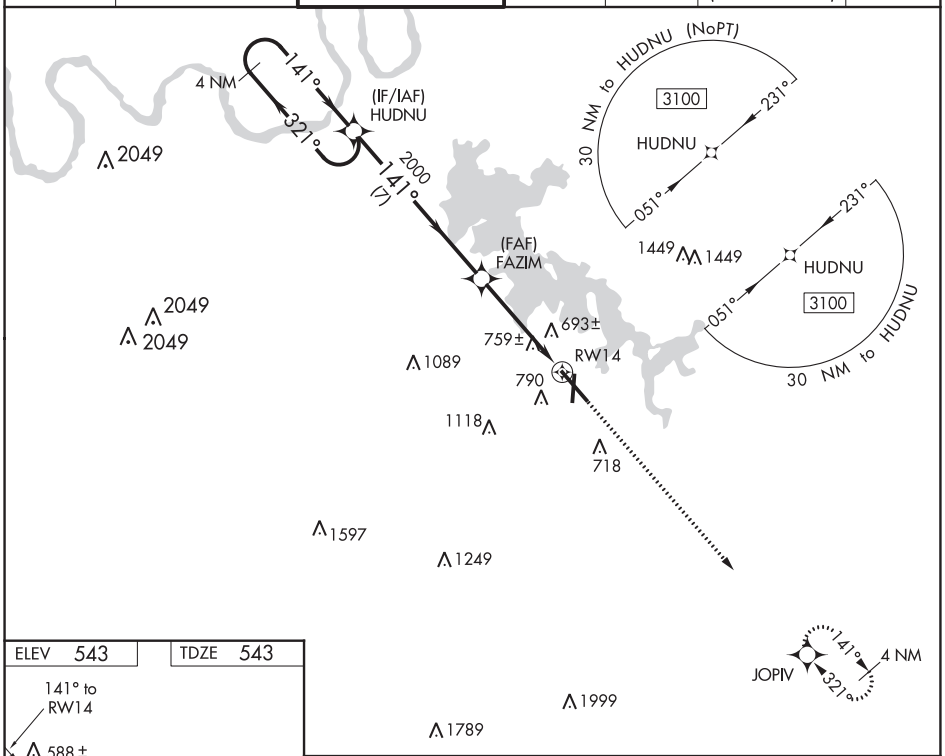
| WAAS CH 49036 W14A | APP CRS 141° | Rwy ldg 8038 TDZE 543 Apt Elev 543 |
|---|---|---|

# RNAV (GPS) RWY 14
## SMYRNA (MQY)

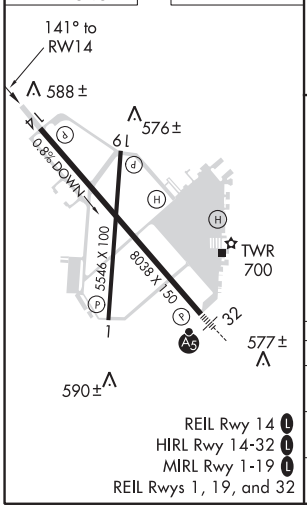
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ⅛ mile, and increase Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

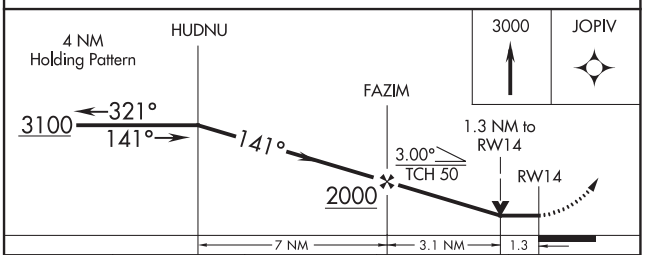
MISSED APPROACH: Climb to 3000 direct JOPIV and hold.

| AWOS-3PT | NASHVILLE APP CON | SMYRNA TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 119.125 | 118.4 360.7 | 118.5 (CTAF) L 233.1 | 121.4 | 121.4 | 121.7 | 122.95 |




ELEV 543 TDZE 543




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1020-1 477 (500-1) | | 1020-1⅜ 477 (500-1⅜) | |
| LNAV MDA | 1040-1 497 (500-1) | | 1040-1⅜ 497 (500-1⅜) | |
| C CIRCLING | 1100-1 557 (600-1) | 1200-1 657 (700-1) | 1260-2 717 (800-2) | 1480-3 937 (1000-3) |



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SE-1, 25 FEB 2021 to 22 APR 2021

SMYRNA, TENNESSEE — AL-895 (FAA) — 20310

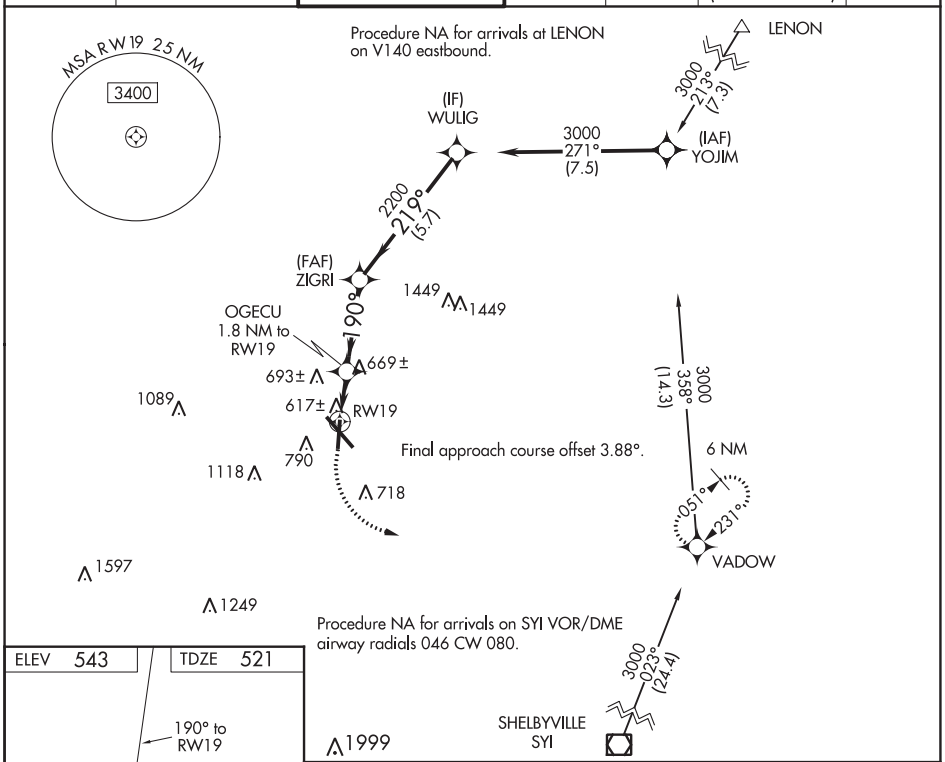
# RNAV (GPS) RWY 19
## SMYRNA (MQY)

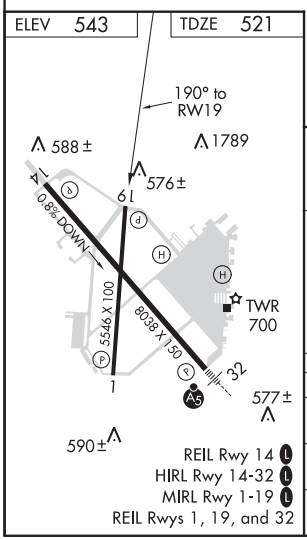
| WAAS CH 42932 W19A | APP CRS 190° | Rwy ldg 5546 TDZE 521 Apt Elev 543 |
|---|---|---|

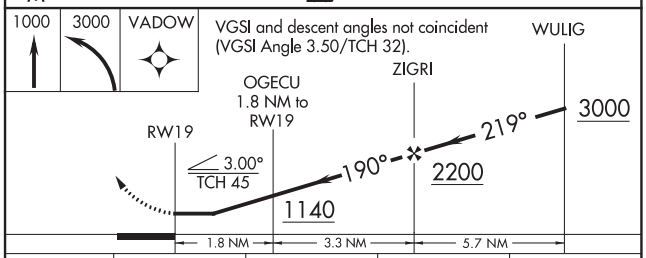
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ⅛ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

| AWOS-3PT | NASHVILLE APP CON | SMYRNA TOWER ★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 119.125 | 118.4 360.7 | 118.5 (CTAF) L 233.1 | 121.4 | 121.4 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 880-1 359 (400-1) | | | |
| LNAV MDA | 920-1 399 (400-1) | | 920-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 1100-1 557 (600-1) | 1200-1 657 (700-1) | 1240-2 697 (700-2) | 1480-3 937 (1000-3) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 93512 W32A | APP CRS 321° | Rwy ldg 8038<br>TDZE 518<br>Apt Elev 543 |
|---|---|---|

# RNAV (GPS) RWY 32

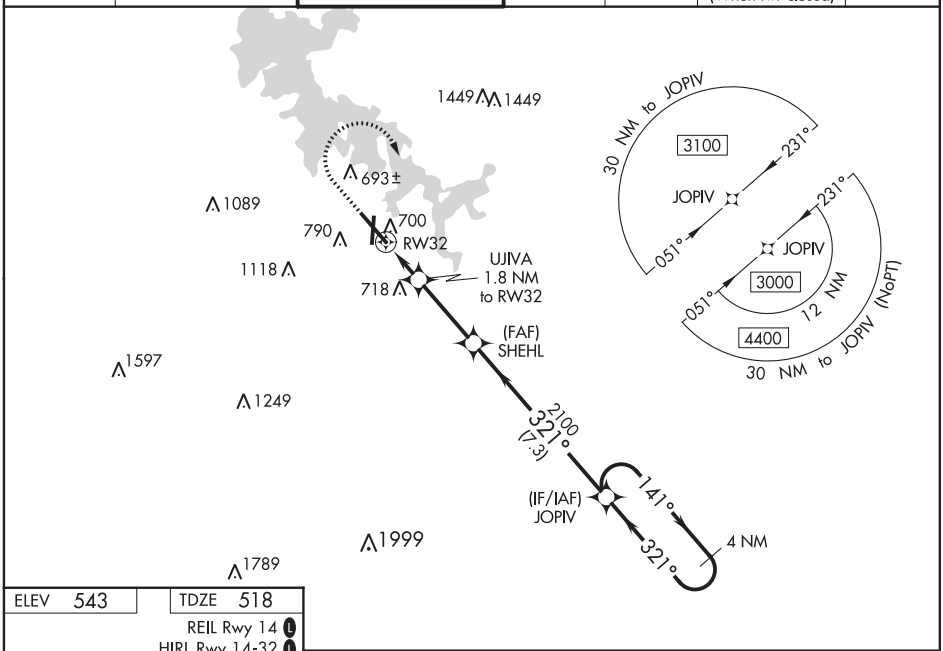
SMYRNA (MQY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ⅛ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

MALSR

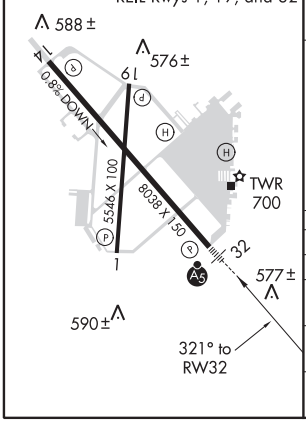
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JOPIV and hold.

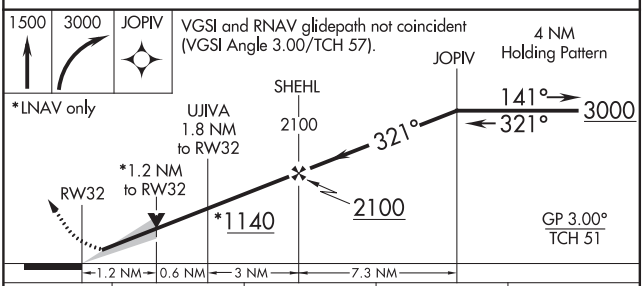
| AWOS-3PT | NASHVILLE APP CON | SMYRNA TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.125 | 118.4 360.7 | 118.5 (CTAF) L 233.1 | 121.4 | 121.4 | 121.7 (When twr closed) | 122.95 |




ELEV 543 TDZE 518

REIL Rwy 14 L
HIRL Rwy 14-32 L
MIRL Rwy 1-19 L
REIL Rwys 1, 19, and 32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 718-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 967-1 449 (500-1) | | | |
| LNAV MDA | 960-½ 442 (500-½) | | 960-⅞ 442 (500-⅞) | |
| C CIRCLING | 1100-1 557 (600-1) | 1200-1 657 (700-1) | 1260-2 717 (800-2) | 1480-3 937 (1000-3) |

SE-1, 25 FEB 2021 to 22 APR 2021

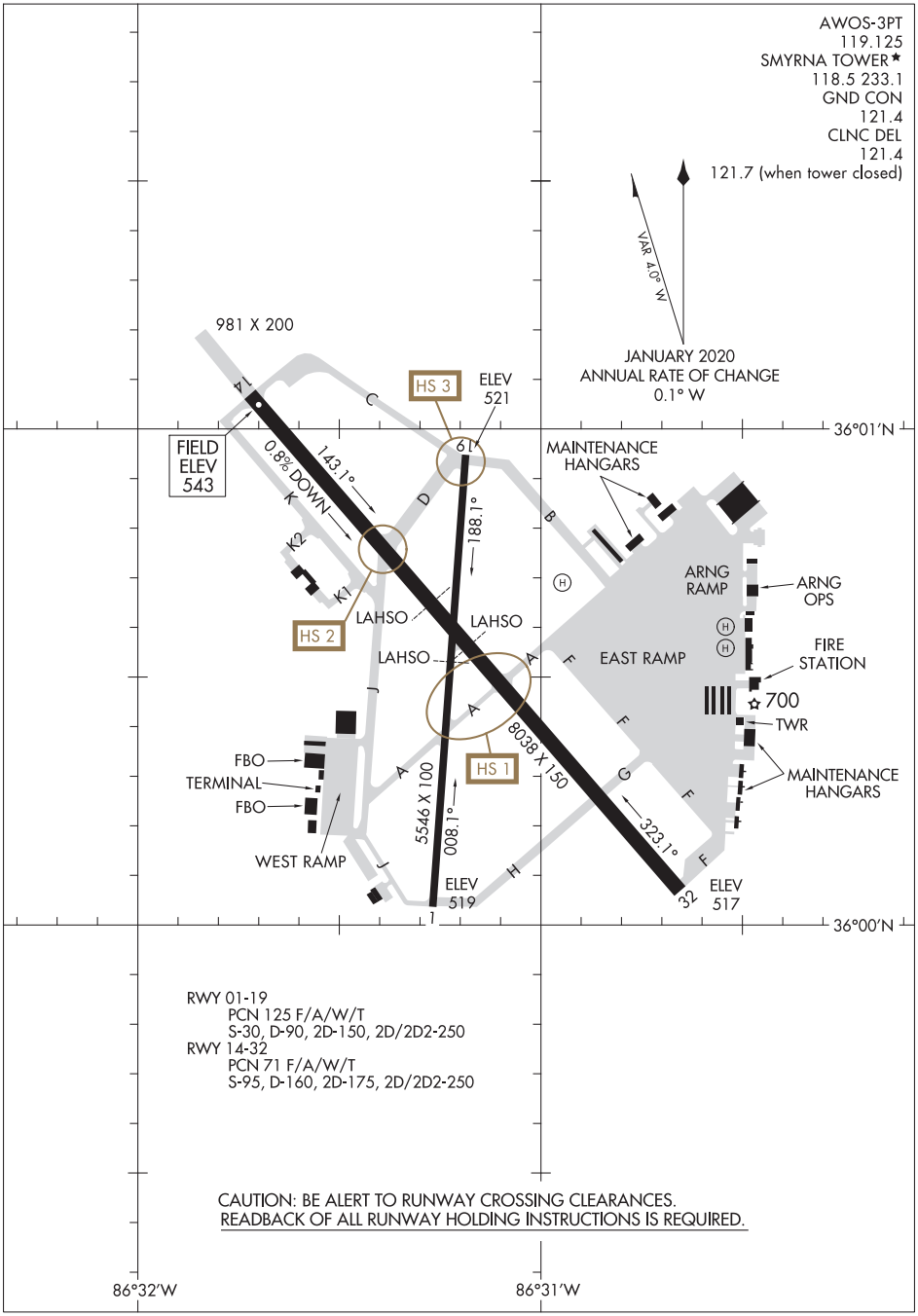
SE-1, 25 FEB 2021 to 22 APR 2021

20310

# AIRPORT DIAGRAM

AL-895 (FAA)

SMYRNA (MQY)
SMYRNA, TENNESSEE




RWY 01-19
PCN 125 F/A/W/T
S-30, D-90, 2D-150, 2D/2D2-250
RWY 14-32
PCN 71 F/A/W/T
S-95, D-160, 2D-175, 2D/2D2-250

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

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310
SMYRNA, TENNESSEE
SMYRNA (MQY)

# ILS or LOC/DME RWY 5

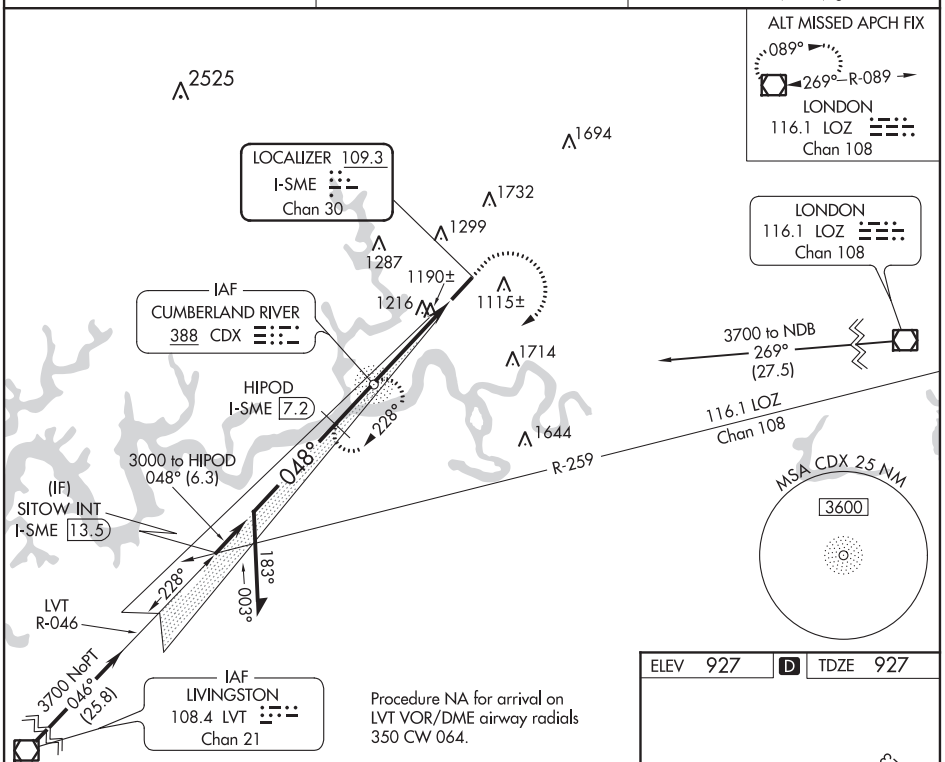
## LAKE CUMBERLAND RGNL (SME)

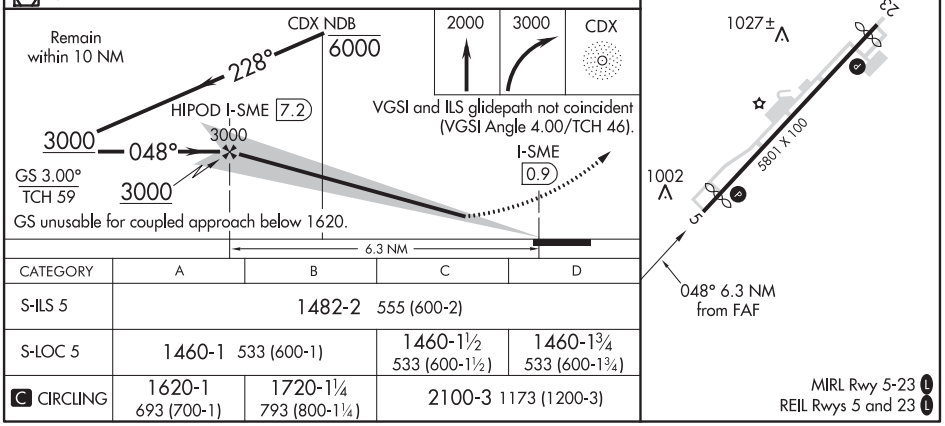
| LOC/DME I-SME | APP CRS | Rwy ldg | 5287 |
|---|---|---|---|
| 109.3 | 048° | TDZE | 927 |
| Chan 30 | | Apt Elev | 927 |

ADF required. Helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Monticello altimeter setting and increase DA 44 feet and all MDA 60 feet.
Night landing: Rwy 23 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.050 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1482-2 555 (600-2) | | | |
| S-LOC 5 | 1460-1 533 (600-1) | | 1460-1½ 533 (600-1½) | 1460-1¾ 533 (600-1¾) |
| C CIRCLING | 1620-1 693 (700-1) | 1720-1¼ 793 (800-1¼) | 2100-3 1173 (1200-3) | |



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SE-1, 25 FEB 2021 to 22 APR 2021

SOMERSET, KENTUCKY

AL-5424 (FAA)

18312

# RNAV (GPS) RWY 5
## LAKE CUMBERLAND RGNL (SME)

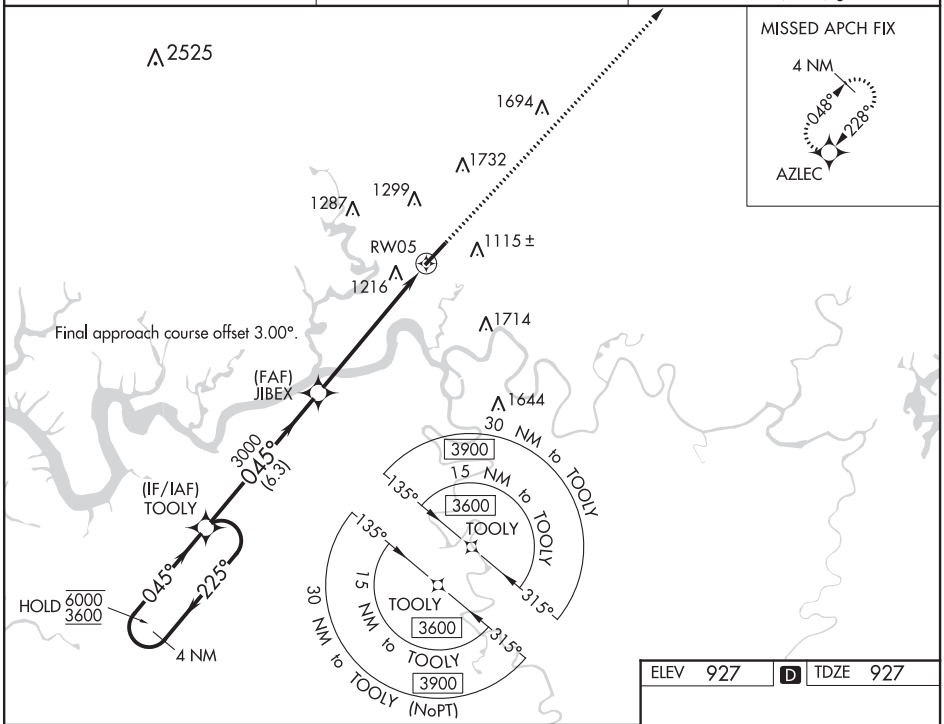
| WAAS CH 65941 W05A | APP CRS 045° | Rwy ldg 5287<br>TDZE 927<br>Apt Elev 927 |
|---|---|---|

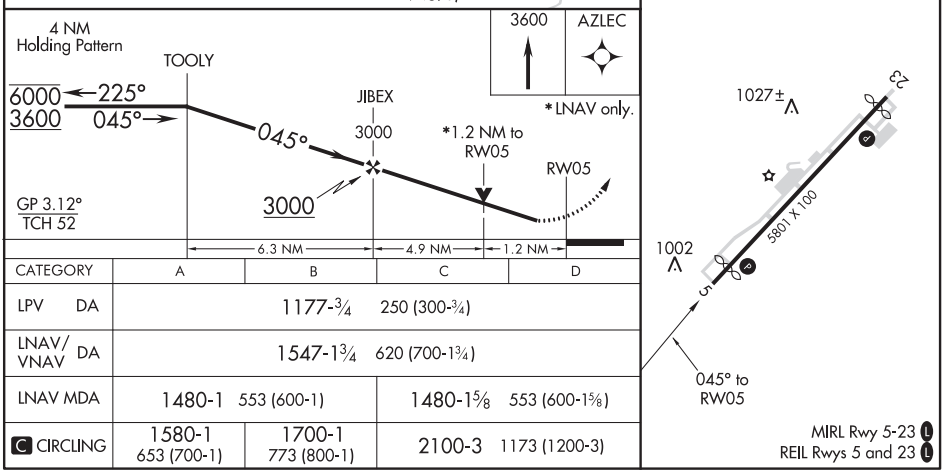
RNP APCH.

Circling to Rwy 23 NA at night. Rwy 5 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3600 direct AZLEC and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.050 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1177-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1547-1¾ 620 (700-1¾) | | | |
| LNAV MDA | 1480-1 553 (600-1) | | 1480-1⅝ 553 (600-1⅝) | |
| C CIRCLING | 1580-1 653 (700-1) | 1700-1 773 (800-1) | 2100-3 1173 (1200-3) | |

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SOMERSET, KENTUCKY
Orig 08NOV18

37°03′N - 84°37′W

LAKE CUMBERLAND RGNL (SME)
RNAV (GPS) RWY 5

| WAAS CH 53641 W23A | APP CRS 228° | Rwy ldg 5500<br>TDZE 927<br>Apt Elev 927 |
|---|---|---|

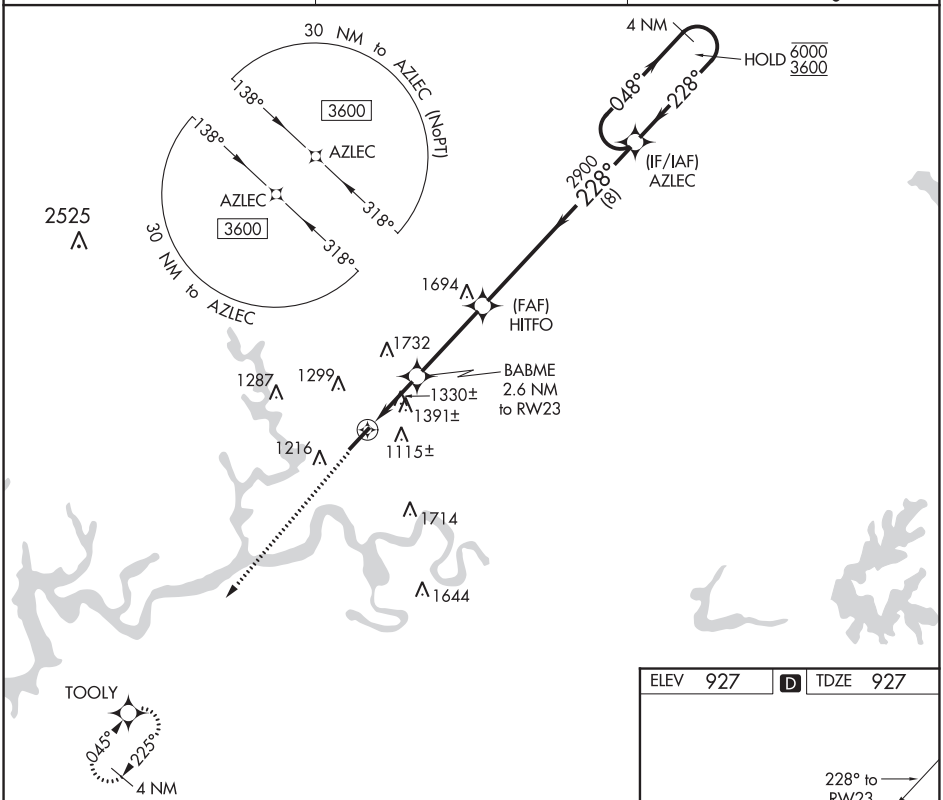
# RNAV (GPS) RWY 23
## LAKE CUMBERLAND RGNL (SME)

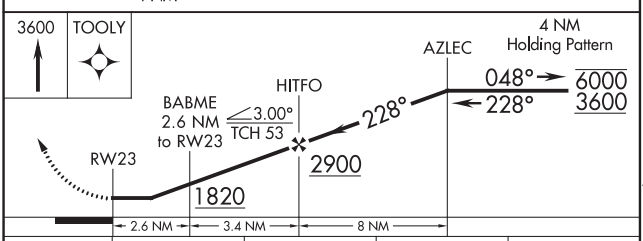
RNP APCH.

T A Circling Rwy 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 23 NA at night.

MISSED APPROACH: Climb to 3600 direct TOOLY and hold.

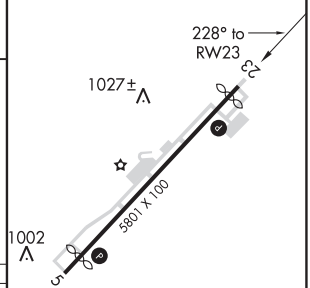
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 120.050 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1580-1 653 (700-1) | | 1580-1⅞ 653 (700-1⅞) | |
| LNAV MDA | 1660-1 733 (800-1) | | 1660-2 733 (800-1) | |
| C CIRCLING | 1660-1 733 (800-1) | 1700-1 773 (800-1) | 2100-3 1173 (1200-3) | |

ELEV 927 D TDZE 927




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

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SOMERVILLE, TENNESSEE AL-9150 (FAA) 19059

| WAAS CH 93723 W01A | APP CRS 008° | Rwy ldg 5000<br>TDZE 436<br>Apt Elev 436 |
|---|---|---|

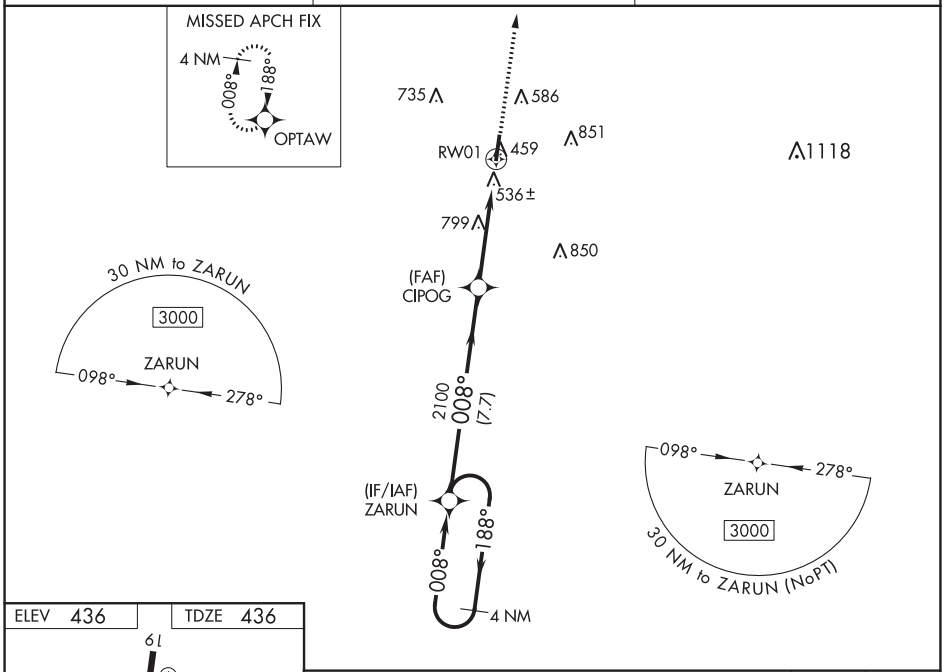
# RNAV (GPS) RWY 1
## FAYETTE COUNTY (FYE)

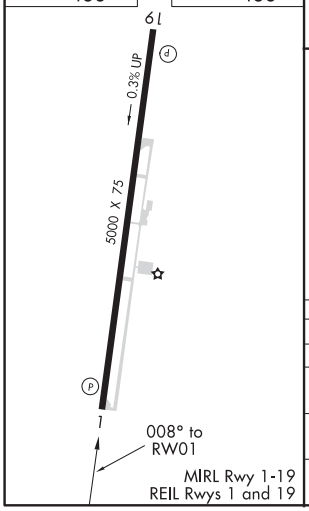
T NA

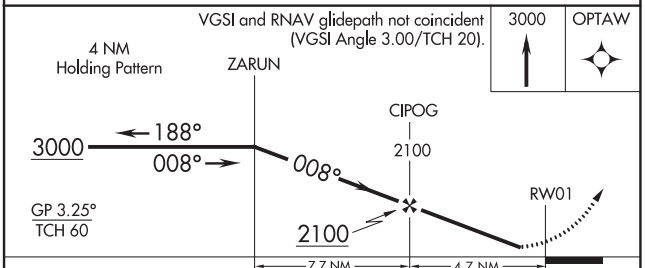
Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats ¼ mile and LNAV Cat C ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct OPTAW and hold.

| AWOS-3 | MEMPHIS APP CON | CTAF |
|---|---|---|
| 119.875 | 125.8 338.3 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 747-1 311 (400-1) | | | NA |
| LNAV/VNAV DA | 809-1⅛ 373 (400-1⅛) | | | NA |
| LNAV MDA | 1060-1 624 (700-1) | | 1060-1¾ 624 (700-1¾) | NA |
| CIRCLING | 1060-1 624 (700-1) | | 1060-1¾ 624 (700-1¾) | NA |

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| WAAS CH 53624 W19A | APP CRS 188° | Rwy ldg 5000<br>TDZE 431<br>Apt Elev 436 |
|---|---|---|

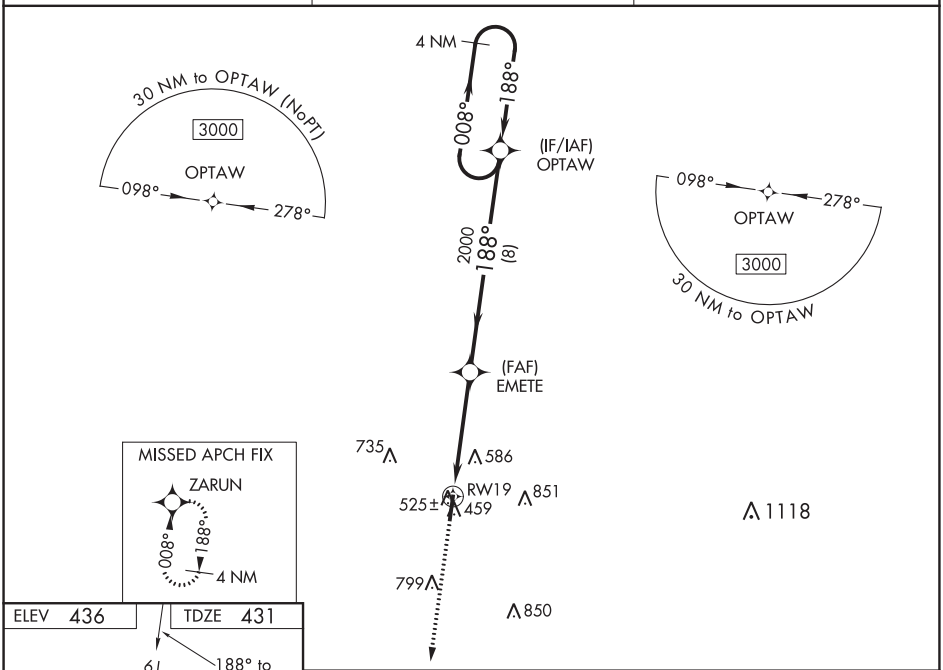
# RNAV (GPS) RWY 19
## FAYETTE COUNTY (FYE)

T A NA

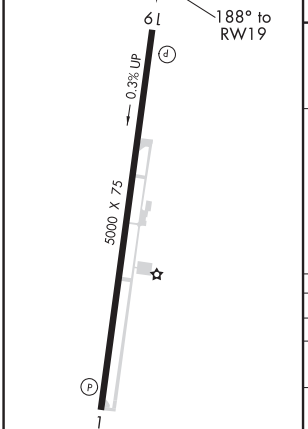
Baro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats visibilities ⅛ mile, LNAV and Circling Cat C ⅝ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ZARUN and hold.

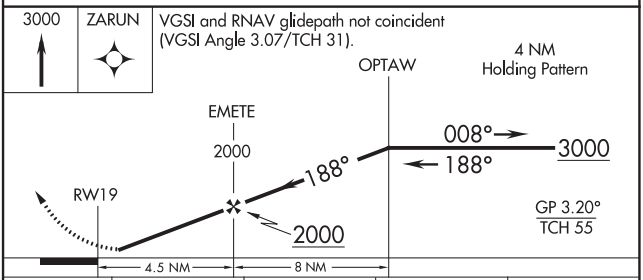
| AWOS-3 | MEMPHIS APP CON | CTAF |
|---|---|---|
| 119.875 | 125.8 338.3 | 122.9 |




ELEV 436 TDZE 431




MIRL Rwy 1-19
REIL Rwys 1 and 19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 721-1 290 (300-1) | | | NA |
| LNAV/VNAV DA | 683-1 252 (300-1) | | | NA |
| LNAV MDA | 880-1 449 (500-1) | | 880-1⅜ 449 (500-1⅜) | NA |
| CIRCLING | 900-1 464 (500-1) | 920-1 484 (500-1) | 920-1½ 484 (500-1½) | NA |

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SPARTA, TENNESSEE — AL-6354 (FAA) — 20310

# ILS or LOC RWY 4
## UPPER CUMBERLAND RGNL (SRB)

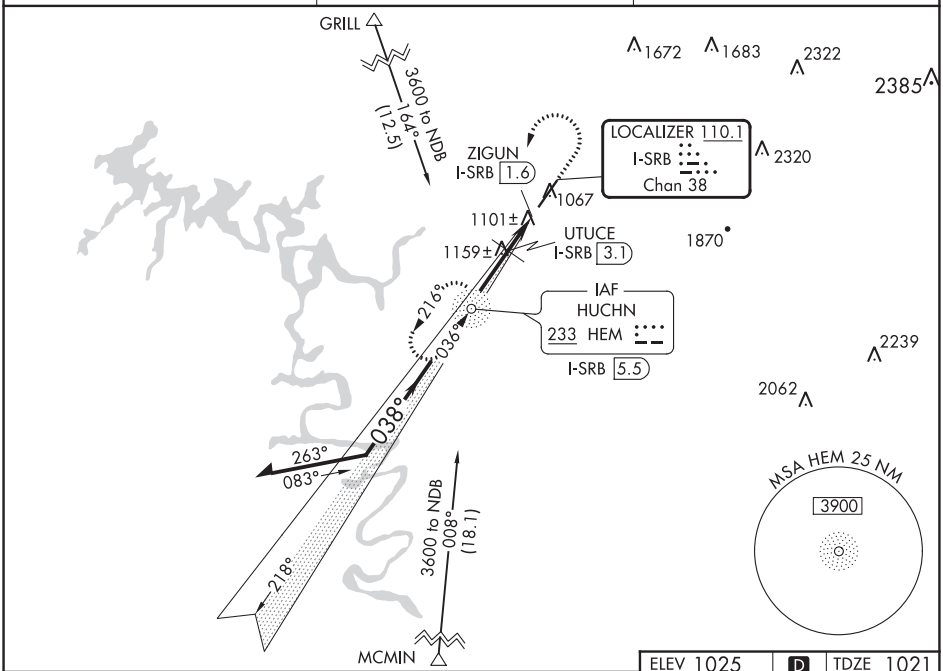
| LOC/DME I-SRB | APP CRS | Rwy ldg | 6000 |
|---|---|---|---|
| 110.1 | 038° | TDZE | 1021 |
| Chan 38 | | Apt Elev | 1025 |

ADF required.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.975 (CTAF) L |



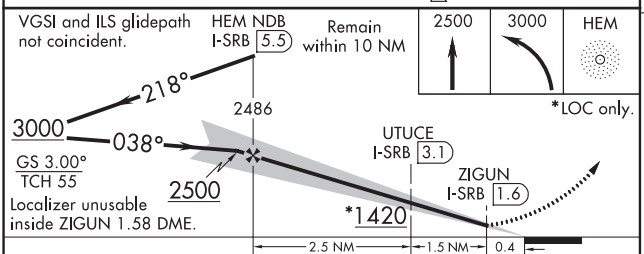

VGSI and ILS glidepath not coincident.

HEM NDB I-SRB 5.5

Remain within 10 NM

| 2500 | 3000 | HEM |
|---|---|---|

*LOC only.

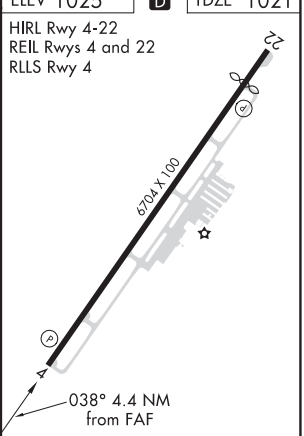



Localizer unusable inside ZIGUN 1.58 DME.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1244-¾ 223 (300-¾) | | | |
| S-LOC 4 | 1420-1 399 (400-1) | | 1420-1⅛ 399 (400-1⅛) | 1420-1¼ 399 (400-1¼) |
| CIRCLING | 1480-1 455 (500-1) | | 1480-1½ 455 (500-1½) | 1580-2 555 (600-2) |
| UTUCE FIX MINIMUMS | | | | |
| S-LOC 4 | 1360-1 339 (400-1) | | | 1360-1¼ 339 (400-1¼) |
| CIRCLING | 1480-1 455 (500-1) | | 1480-1½ 455 (500-1½) | 1580-2 555 (600-2 ) |

ELEV 1025 D TDZE 1021

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4




| 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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| WAAS CH 82210 W04A | APP CRS 038° | Rwy ldg 6000<br>TDZE 1021<br>Apt Elev 1025 |
|---|---|---|

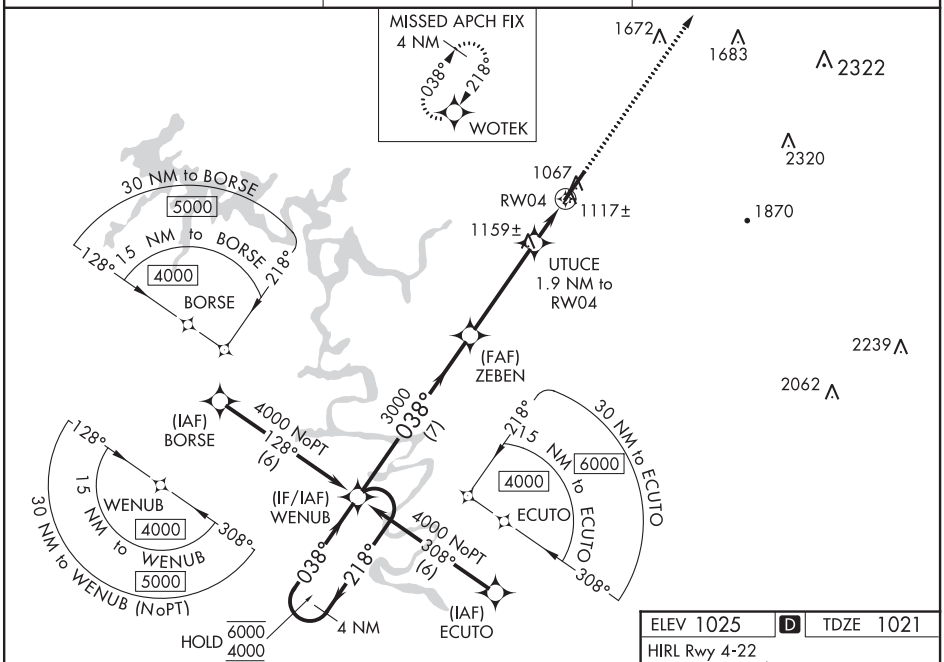
# RNAV (GPS) RWY 4
## UPPER CUMBERLAND RGNL (SRB)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

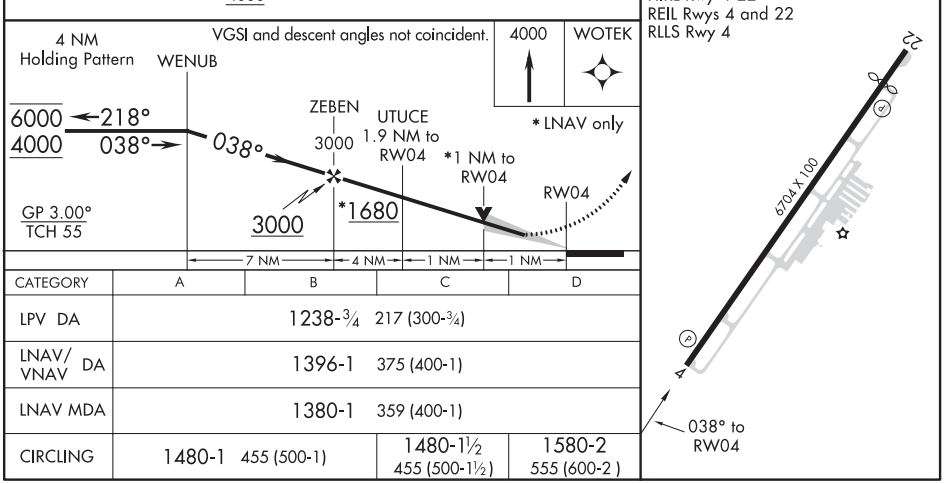
MISSED APPROACH: Climb 4000 direct WOTEK and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.975 (CTAF) L |




ELEV 1025 D TDZE 1021

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1238-¾ 217 (300-¾) | | | |
| LNAV/VNAV DA | 1396-1 375 (400-1) | | | |
| LNAV MDA | 1380-1 359 (400-1) | | | |
| CIRCLING | 1480-1 455 (500-1) | | 1480-1½ 455 (500-1½) | 1580-2 555 (600-2) |



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

SPARTA, TENNESSEE

AL-6354 (FAA)

20310

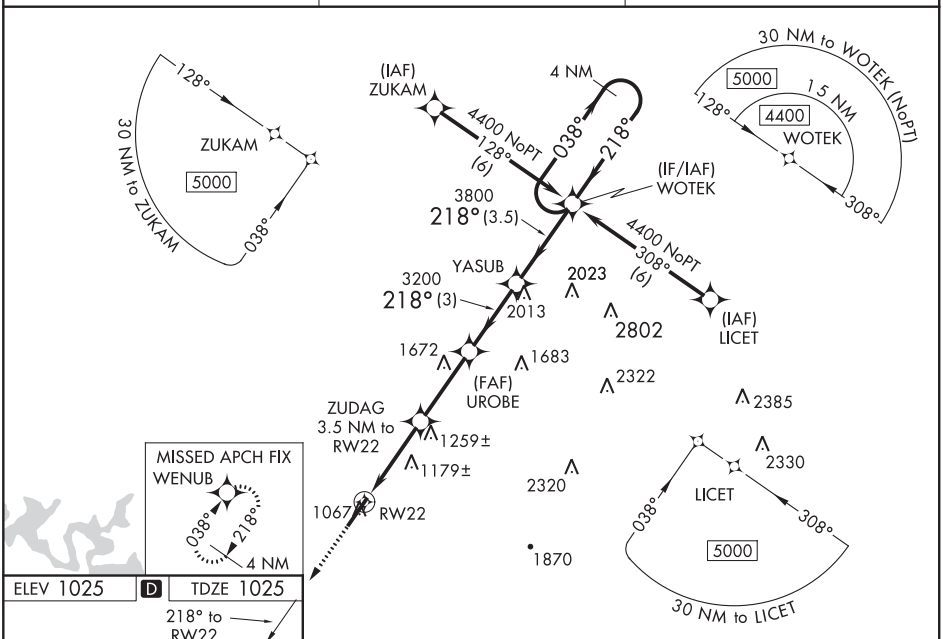
# RNAV (GPS) RWY 22
## UPPER CUMBERLAND RGNL (SRB)

| WAAS CH 82311 W22A | APP CRS 218° | Rwy ldg 6000<br>TDZE 1025<br>Apt Elev 1025 |
|---|---|---|

T
A NA Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447, LNAV/VNAV DA to 1633. Increase LPV and LNAV/VNAV visibility ¾ mile. Increase all MDA 180 feet and LNAV Cat C visibility ¼ mile, Cat D ½ mile. Increase Circling Cat C/D visibility ¼ mile. VDP NA when using Crossville altimeter setting.

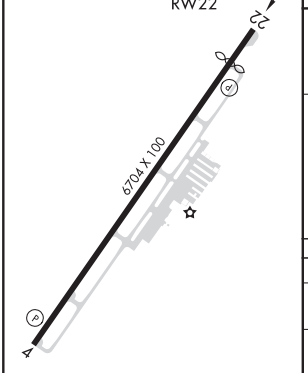
MISSED APPROACH: Climb to 4000 direct WENUB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.975 (CTAF) L |

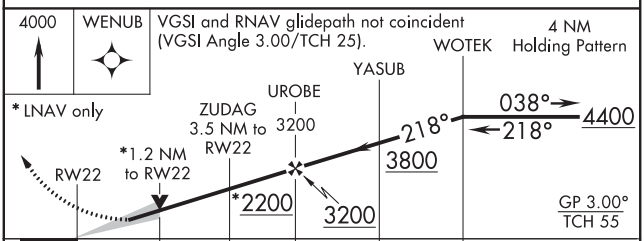



ELEV 1025 | D | TDZE 1025

218° to RW22




HIRL Rwy 4-22
REIL Rwys 4 and 22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1275-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1461-1½ 436 (500-1½) | | | |
| LNAV MDA | 1440-1 415 (500-1) | | 1440-1¼ 415 (500-1¼) | |
| CIRCLING | 1480-1 455 (500-1) | | 1480-1½ 455 (500-1½) | 1580-2 555 (600-2 ) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

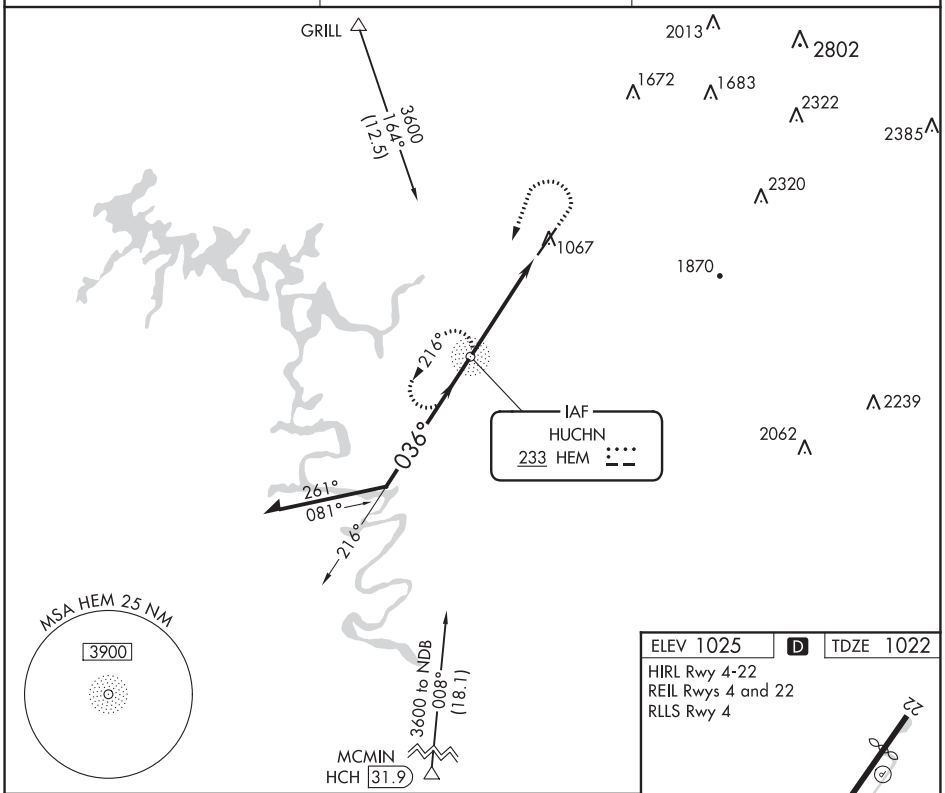
| NDB HEM | APP CRS | Rwy ldg | 6000 |
|---|---|---|---|
| 233 | 036° | TDZE | 1022 |
| | | Apt Elev | 1025 |

# NDB RWY 4
## UPPER CUMBERLAND RGNL (SRB)

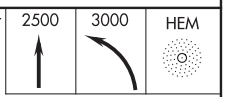
T
A NA

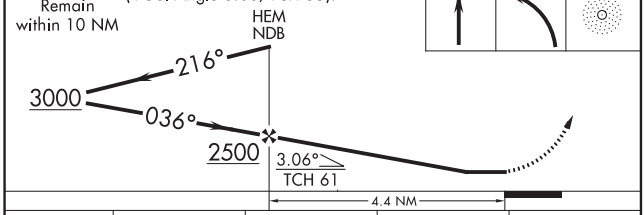
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.25 | 132.9 290.3 | 122.975 (CTAF) L |




VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 55).

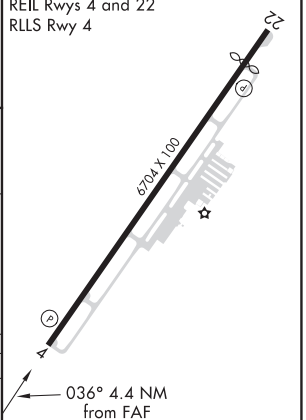



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1520-1 498 (500-1) | | 1520-1⅜ 498 (500-1⅜) | |
| CIRCLING | 1520-1 495 (500-1) | | 1520-1½ 495 (500-1½) | 1580-2 555 (600-2 ) |

ELEV 1025 D TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4







SE-1, 25 FEB 2021 to 22 APR 2021

SPRINGFIELD, KENTUCKY

AL-6510 (FAA)

20030

| WAAS CH 45722 W11A | APP CRS 110° | Rwy ldg 4876<br>TDZE 854<br>Apt Elev 871 |
|---|---|---|

# RNAV (GPS) RWY 11

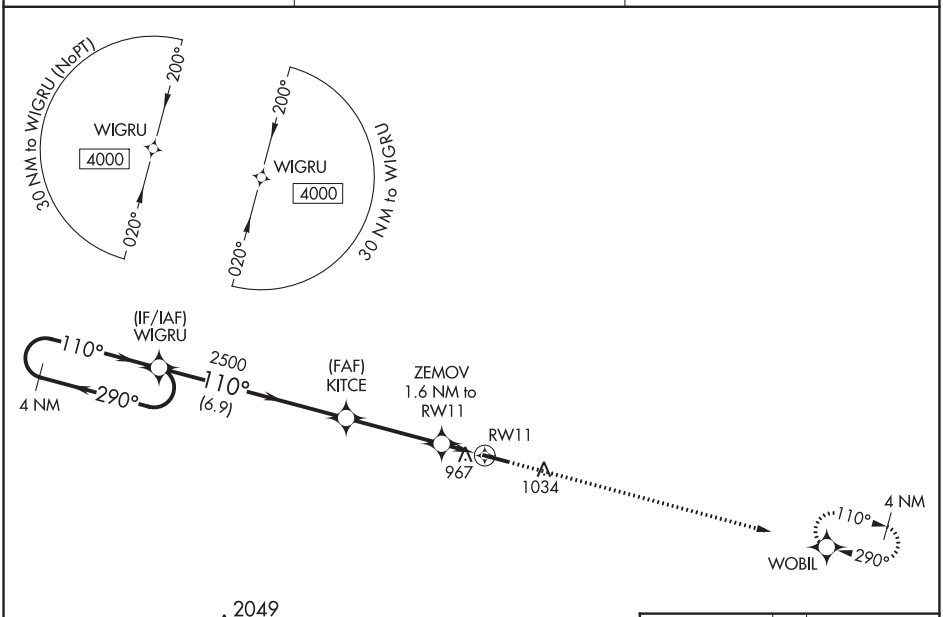
## LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

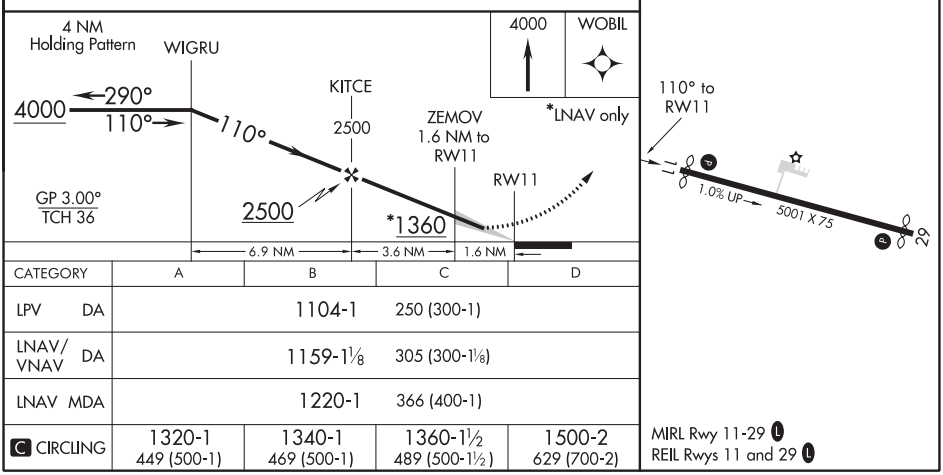
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ¼ mile and LNAV Cats C/D ⅜ mile. Baro-VNAV NA when using Danville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WOBIL and hold, continue climb-in-hold to 4000.

| AWOS-3P | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.725 | 124.625 371.925 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1104-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1159-1⅛ 305 (300-1⅛) | | | |
| LNAV MDA | 1220-1 366 (400-1) | | | |
| C CIRCLING | 1320-1 449 (500-1) | 1340-1 469 (500-1) | 1360-1½ 489 (500-1½) | 1500-2 629 (700-2) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 86422 W29A | APP CRS 290° | Rwy ldg 4801<br>TDZE 870<br>Apt Elev 871 |
|---|---|---|

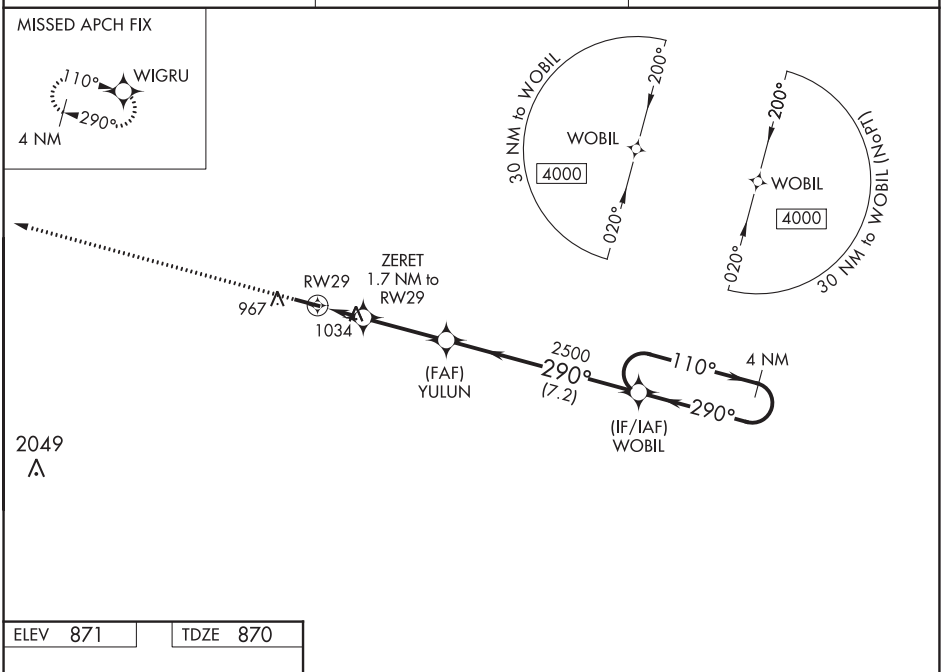
# RNAV (GPS) RWY 29

## LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

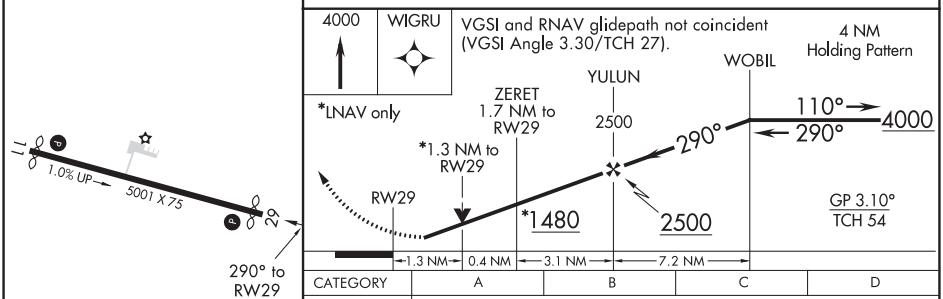
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility ⅛ mile; LNAV/VNAV all Cats visibility ⅜ mile and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

| AWOS-3P | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.725 | 124.625 371.925 | 122.8 (CTAF) L |




| ELEV 871 | TDZE 870 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1152-1 | | 282 (300-1) | |
| LNAV/VNAV DA | 1279-1¼ | | 409 (500-1¼) | |
| LNAV MDA | 1300-1 | 430 (500-1) | 1300-1¼ | 430 (500-1¼) |
| C CIRCLING | 1320-1<br>449 (500-1) | 1340-1<br>469 (500-1) | 1360-1½<br>489 (500-1½) | 1500-2<br>629 (700-2) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

SPRINGFIELD, KENTUCKY

AL-6510 (FAA)

20086

# VOR/DME RWY 11

## LEBANON SPRINGFIELD-GEORGE HOERTER FIELD (6I2)

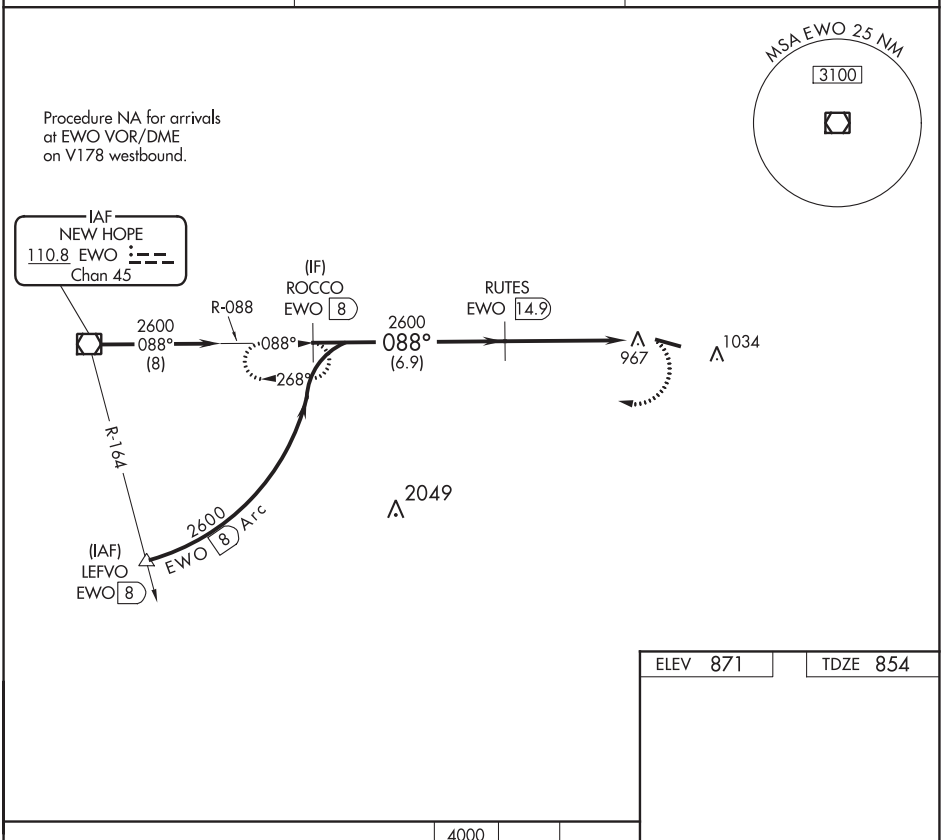
| VOR/DME EWO | APP CRS | Rwy ldg | 4876 |
|---|---|---|---|
| 110.8 | 088° | TDZE | 854 |
| Chan 45 | | Apt Elev | 871 |

When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

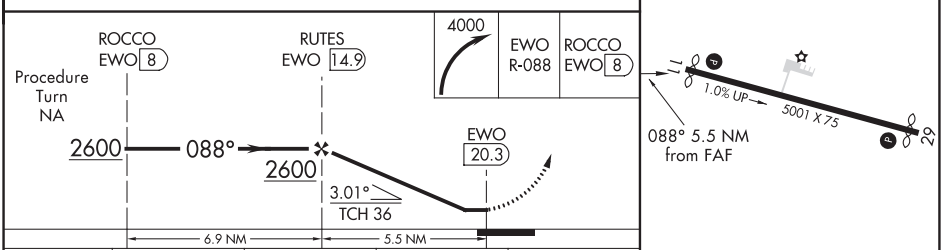
NA

MISSED APPROACH: Climbing right turn to 4000 on EWO VOR/DME R-088 to ROCCO/EWO 8 DME and hold.

| AWOS-3P | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.725 | 124.625 371.925 | 122.8 (CTAF) L |




| ELEV 871 | TDZE 854 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 1300-1 446 (500-1) | | 1300-1⅜ 446 (500-1⅜) | |
| C CIRCLING | 1460-1 589 (600-1) | 1460-1¼ 589 (600-1¼) | 1460-1½ 589 (600-1½) | 1500-2 629 (700-2) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 86626 W04A | APP CRS 037° | Rwy ldg 5505<br>TDZE 701<br>Apt Elev 706 |
|---|---|---|

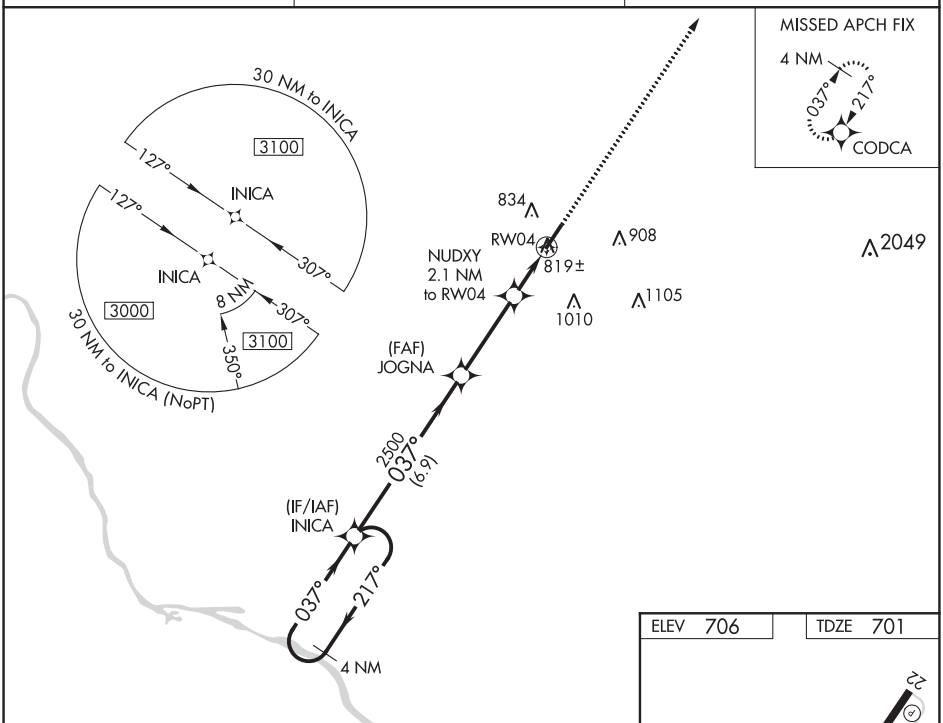
# RNAV (GPS) RWY 4
## SPRINGFIELD ROBERTSON COUNTY (M91)

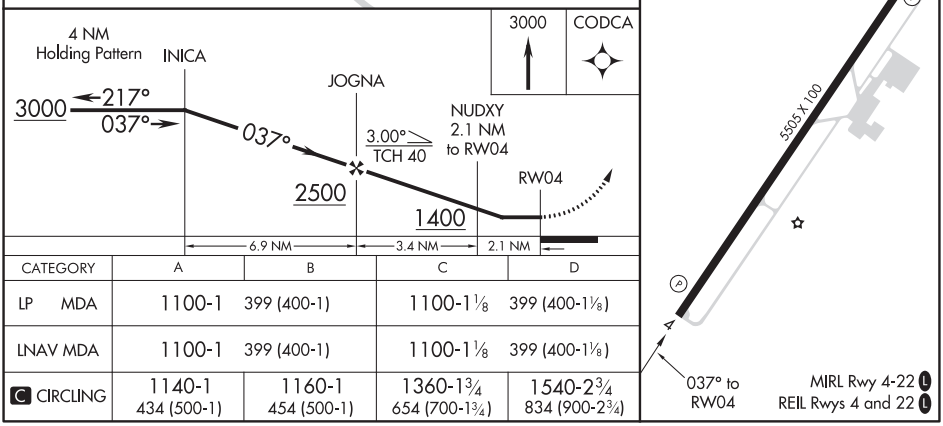
RNP APCH.

When local altimeter setting not received, use Nashville altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cats C/D visibility and Circling Cats C/D visibility ¼ mile. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CODCA and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 120.675 | 119.35 372.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1100-1 399 (400-1) | | 1100-1⅛ 399 (400-1⅛) | |
| LNAV MDA | 1100-1 399 (400-1) | | 1100-1⅛ 399 (400-1⅛) | |
| C CIRCLING | 1140-1 434 (500-1) | 1160-1 454 (500-1) | 1360-1¾ 654 (700-1¾) | 1540-2¾ 834 (900-2¾) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

SPRINGFIELD, TENNESSEE | AL-6740 (FAA) | 20114

# RNAV (GPS) RWY 22
## SPRINGFIELD ROBERTSON COUNTY (M91)

| WAAS CH 42926 W22A | APP CRS 217° | Rwy ldg 5505 / TDZE 706 / Apt Elev 706 |
|---|---|---|

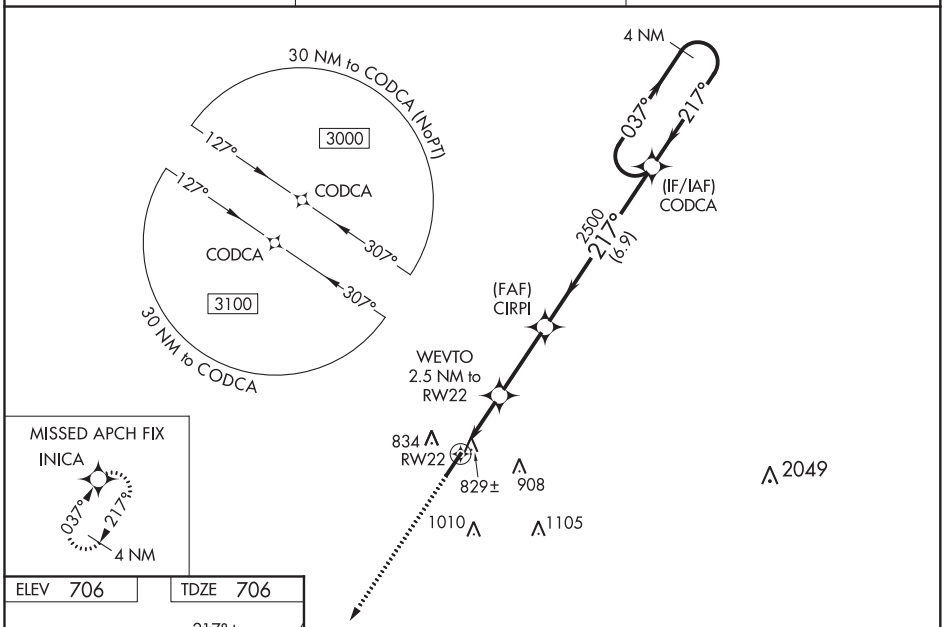
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 39°C. When local altimeter setting not received, use Nashville altimeter setting and increase all DA 78 feet, and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibility ¼ mile. Baro-VNAV NA when using Nashville altimeter setting. Rwy 22 helicopter visibility reduction below ¾ SM NA.

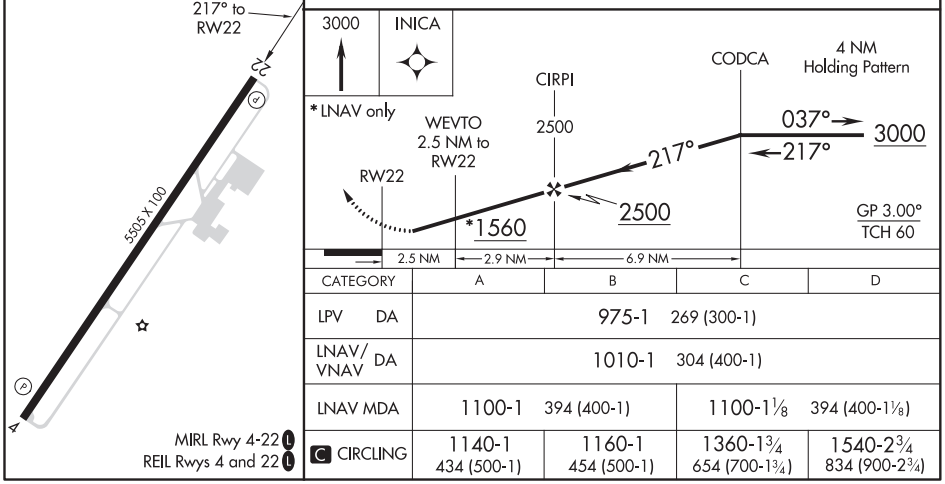
NA

MISSED APPROACH: Climb to 3000 direct INICA and hold.

| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 120.675 | 119.35 372.0 | 123.0 (CTAF) L |




ELEV 706 | TDZE 706




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 975-1 269 (300-1) | | | |
| LNAV/VNAV DA | 1010-1 304 (400-1) | | | |
| LNAV MDA | 1100-1 394 (400-1) | | 1100-1⅛ 394 (400-1⅛) | |
| C CIRCLING | 1140-1 434 (500-1) | 1160-1 454 (500-1) | 1360-1¾ 654 (700-1¾) | 1540-2¾ 834 (900-2¾) |

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| LOC I-ONE | APP CRS | Rwy ldg 5505 |
|---|---|---|
| 109.7 | 037° | TDZE 701 |
| | | Apt Elev 706 |

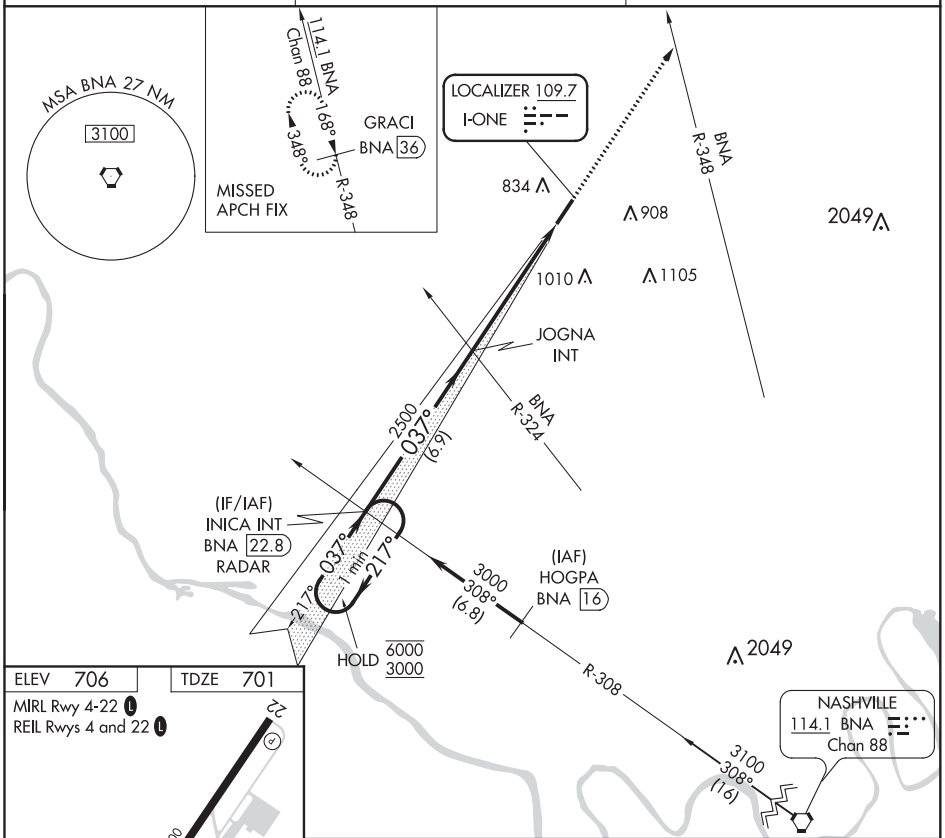
# LOC RWY 4

## SPRINGFIELD ROBERTSON COUNTY (M91)

T A NA Rwy 4 helicopter visibility reduction below ¾ SM NA.

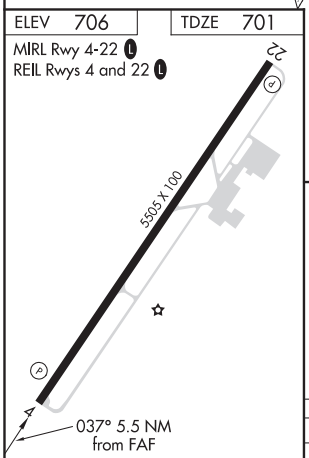
MISSED APPROACH: Climb to 3100 on heading 037° and BNA VORTAC R-348, to GRACI/BNA 36 DME and hold.

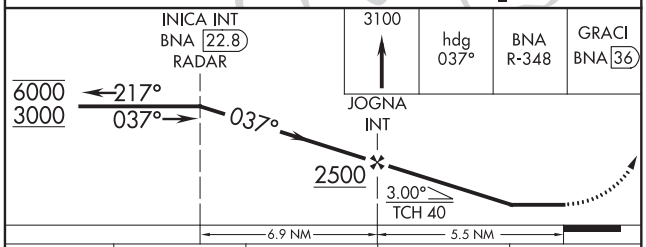
| AWOS-3 | NASHVILLE APP CON | UNICOM |
|---|---|---|
| 120.675 | 119.35 372.0 | 123.0 (CTAF) L |




| ELEV 706 | TDZE 701 |
|---|---|

MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L




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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1180-1 479 (500-1) | | 1180-1⅜ 479 (500-1⅜) | |
| C CIRCLING | 1180-1 474 (500-1) | | 1360-1¾ 654 (700-1¾) | 1540-2¾ 834 (900-2¾) |




SE-1, 25 FEB 2021 to 22 APR 2021

STURGIS, KENTUCKY

AL-575 (FAA)

18256

# RNAV (GPS) RWY 1

STURGIS MUNI (TWT)

| WAAS CH 49217 W01A | APP CRS 003° | Rwy ldg 5000<br>TDZE 372<br>Apt Elev 372 |
|---|---|---|

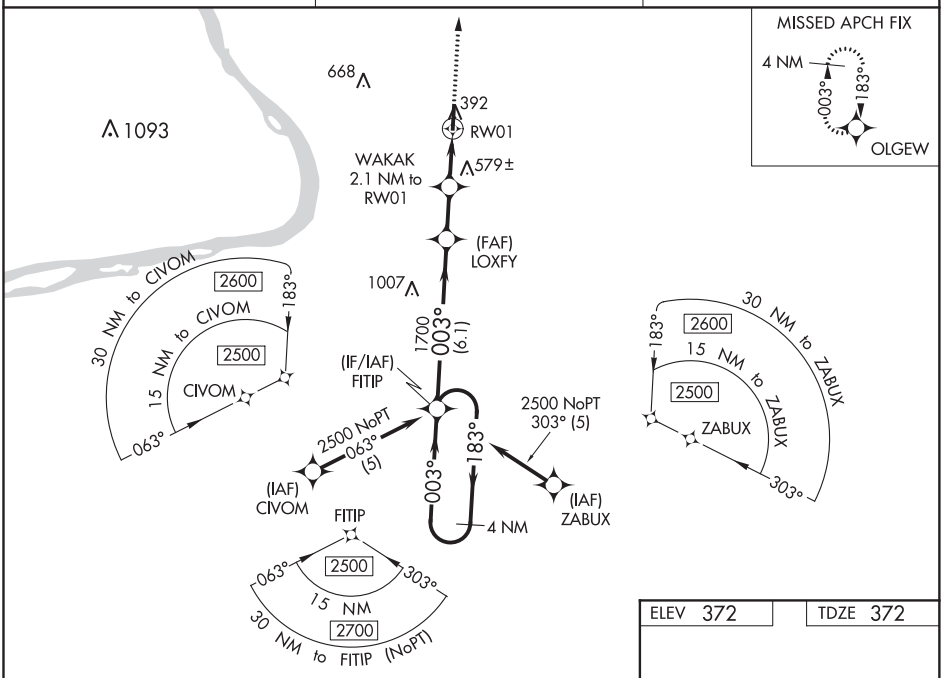
T

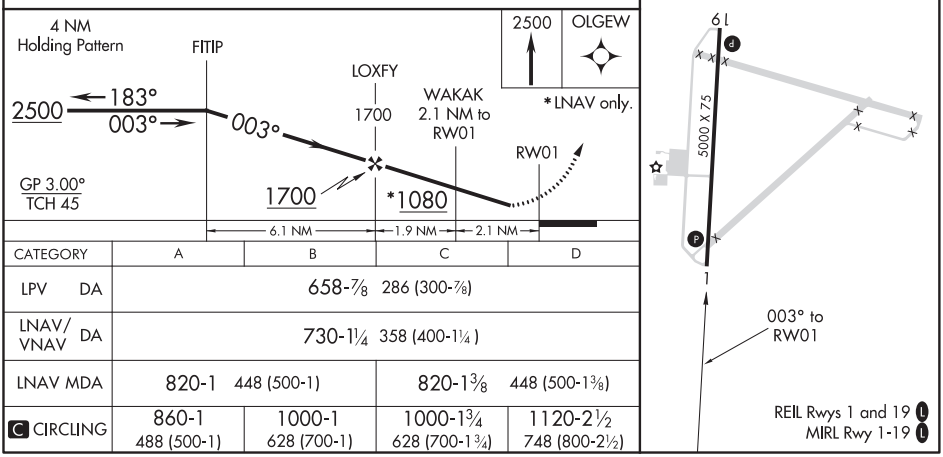
A NA

Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1⅛ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1⅜ miles; increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct OLGEW and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 124.025 290.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 658-⅞ 286 (300-⅞) | | | |
| LNAV/VNAV DA | 730-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 820-1 448 (500-1) | | 820-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 860-1 488 (500-1) | 1000-1 628 (700-1) | 1000-1¾ 628 (700-1¾) | 1120-2½ 748 (800-2½) |

SE-1, 25 FEB 2021 to 22 APR 2021

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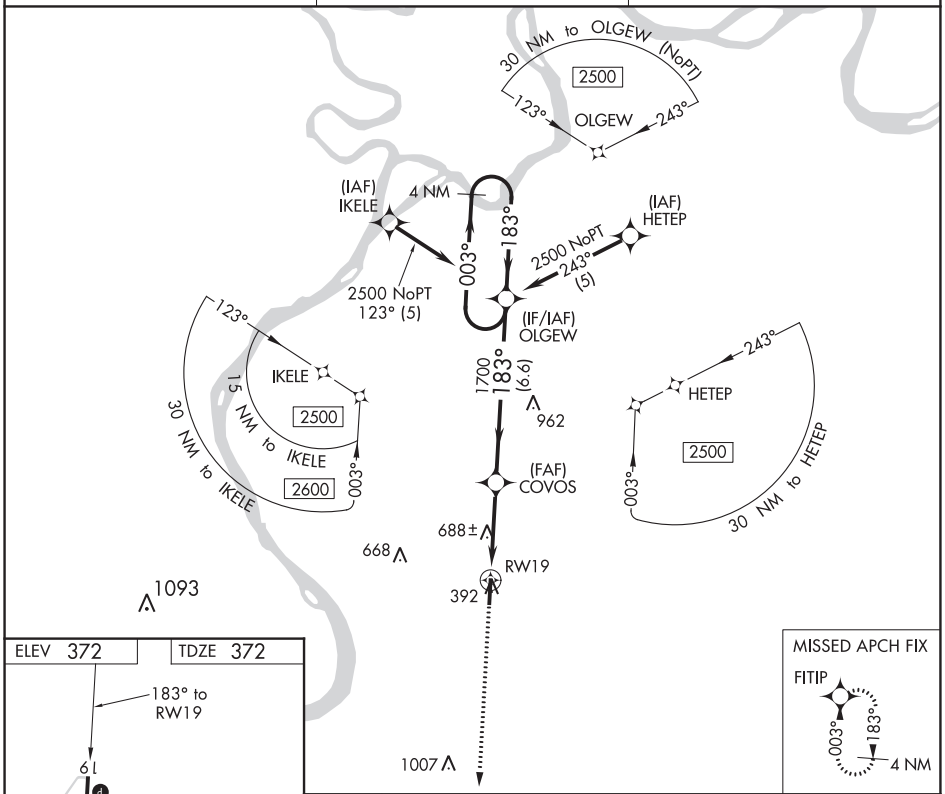
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 183° | TDZE | 372 |
| | Apt Elev | 372 |

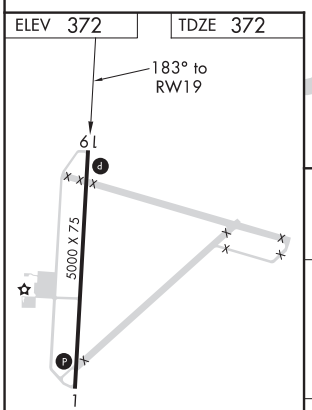
# RNAV (GPS) RWY 19
## STURGIS MUNI (TWT)

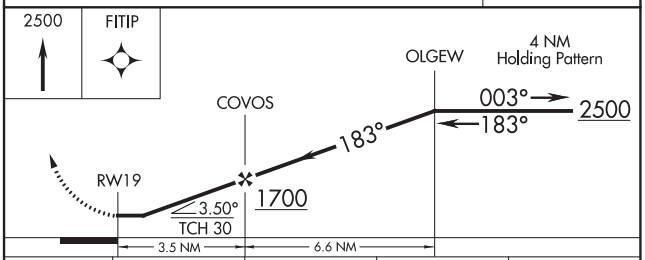
T A NA — DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ⅛ mile and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 2500 direct FITIP and hold.

| AWOS-3 | EVANSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.775 | 124.025 290.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 568 (600-1) | | 940-1⅝ 568 (600-1⅝) | |
| C CIRCLING | 940-1 568 (600-1) | 1000-1 628 (700-1) | 1000-1¾ 628 (700-1¾) | 1120-2½ 748 (800-2½) |

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



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

TAZEWELL, TENNESSEE AL-10662 (FAA) 19115

| WAAS CH 69335 W07A | APP CRS 070° | Rwy ldg 5208<br>TDZE 1179<br>Apt Elev 1179 |
|---|---|---|

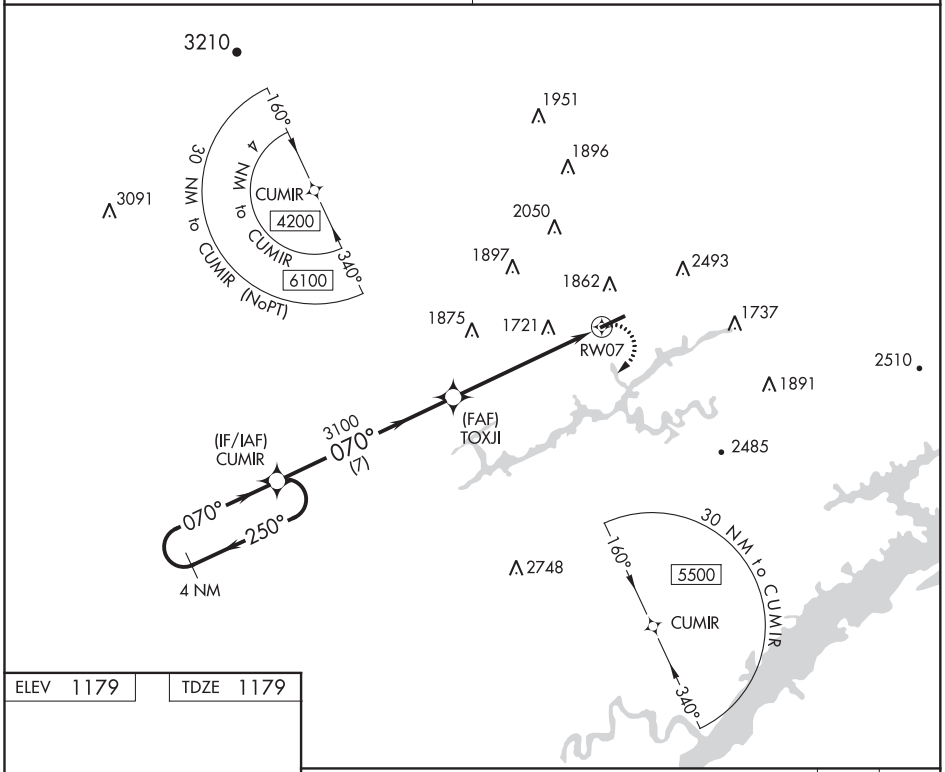
# RNAV (GPS) RWY 7
## NEW TAZEWELL MUNI (3A2)

NA

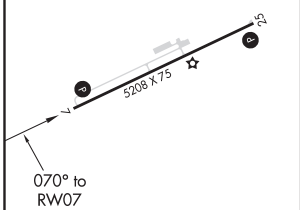
DME/DME RNP-0.3 NA. Rwy 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.

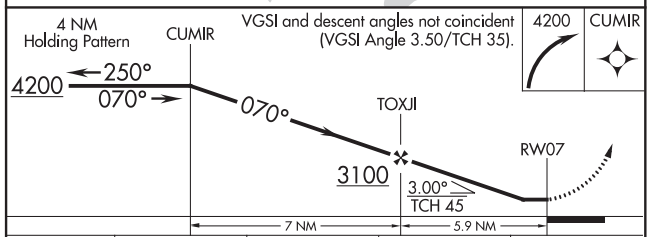
| ATLANTA CENTER | CTAF |
|---|---|
| 133.6 254.3 | 122.9 |




ELEV 1179 TDZE 1179




MIRL Rwy 7-25
REIL Rwys 7 and 25




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 2240-1¼<br>1061 (1100-1¼) | 2240-1½<br>1061 (1100-1½) | NA | |
| LNAV MDA | 2260-1¼<br>1081 (1100-1¼) | 2260-1½<br>1081 (1100-1½) | NA | |
| C CIRCLING | 2260-1¼<br>1081 (1100-1¼) | 2260-1½<br>1081 (1100-1½) | NA | |




SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | 4000 |
|---|---|---|
| 038° | TDZE | 1034 |
| | Apt Elev | 1036 |

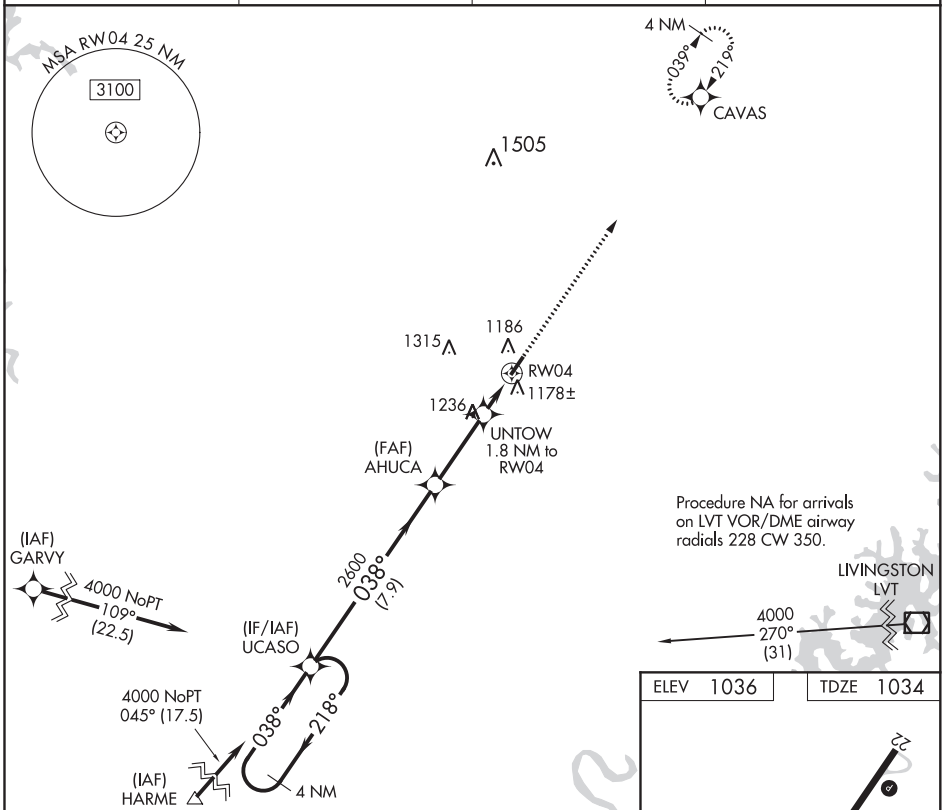
# RNAV (GPS) RWY 4
## TOMPKINSVILLE-MONROE COUNTY (TZV)

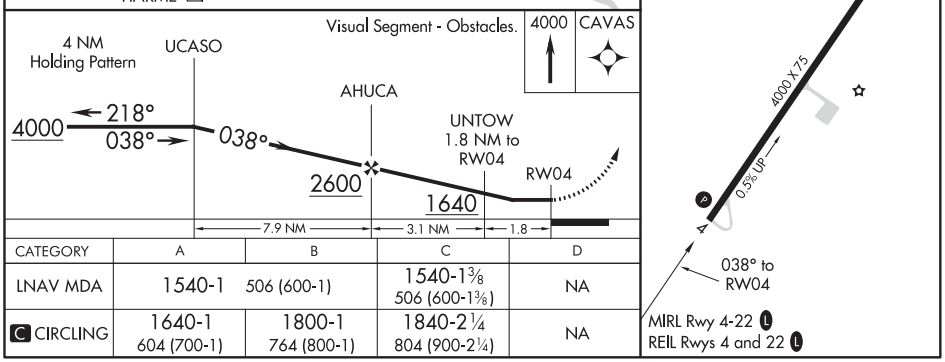
T
A NA

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 4 NA.
Use Glasgow altimeter setting.

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

| AWOS-AV | GLW AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|---|
| 123.050 | 118.525 | 132.9 290.3 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1540-1 506 (600-1) | | 1540-1⅜ 506 (600-1⅜) | NA |
| C CIRCLING | 1640-1 604 (700-1) | 1800-1 764 (800-1) | 1840-2¼ 804 (900-2¼) | NA |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

TOMPKINSVILLE, KENTUCKY AL-10286 (FAA) 20030

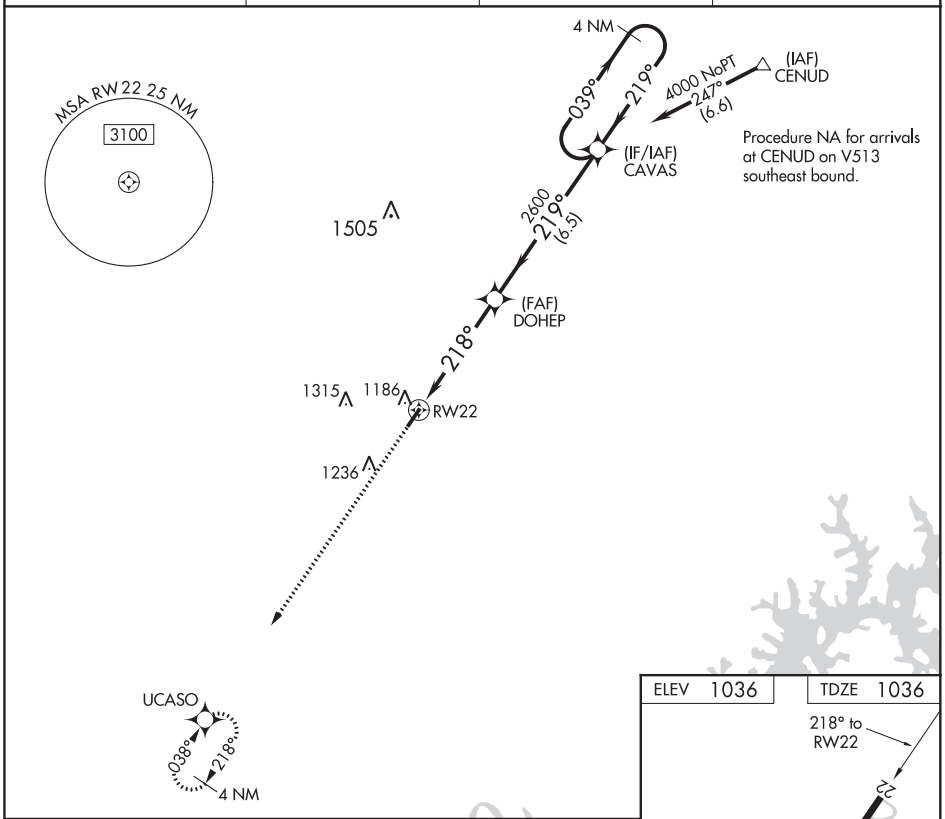
| WAAS CH 58031 W22A | APP CRS 218° | Rwy ldg 4000<br>TDZE 1036<br>Apt Elev 1036 |
|---|---|---|

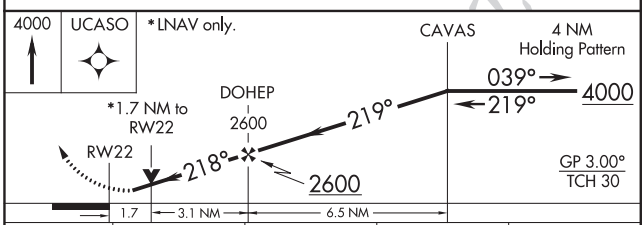
# RNAV (GPS) RWY 22
## TOMPKINSVILLE-MONROE COUNTY (TZV)

T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.

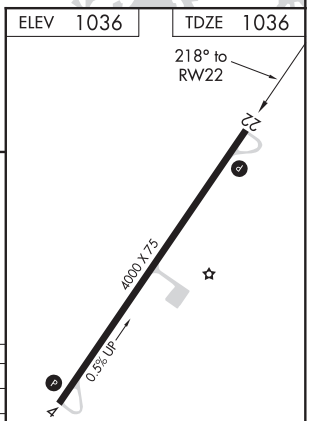
MISSED APPROACH: Climb to 4000 direct to UCASO and hold.

| AWOS-AV | GLW AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|---|
| 123.050 | 118.525 | 132.9 290.3 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1385-1¼ 349 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1593-2 557 (600-2) | | | NA |
| LNAV MDA | 1620-1 584 (600-1) | | 1620-1¾ 584 (600-1¾) | NA |
| C CIRCLING | 1640-1 604 (700-1) | 1800-1 764 (800-1) | 1840-2¼ 804 (900-2¼) | NA |




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# RNAV (GPS) RWY 1

## GIBSON COUNTY (TGC)

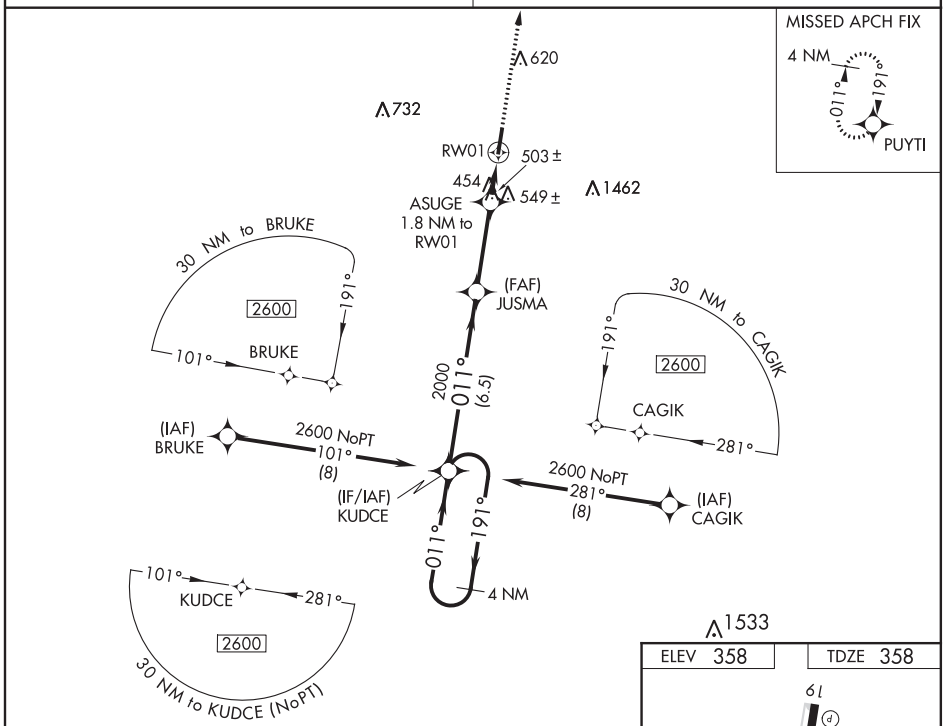
| WAAS CH 69538 W01A | APP CRS 011° | Rwy ldg 4802<br>TDZE 358<br>Apt Elev 358 |
|---|---|---|

NA

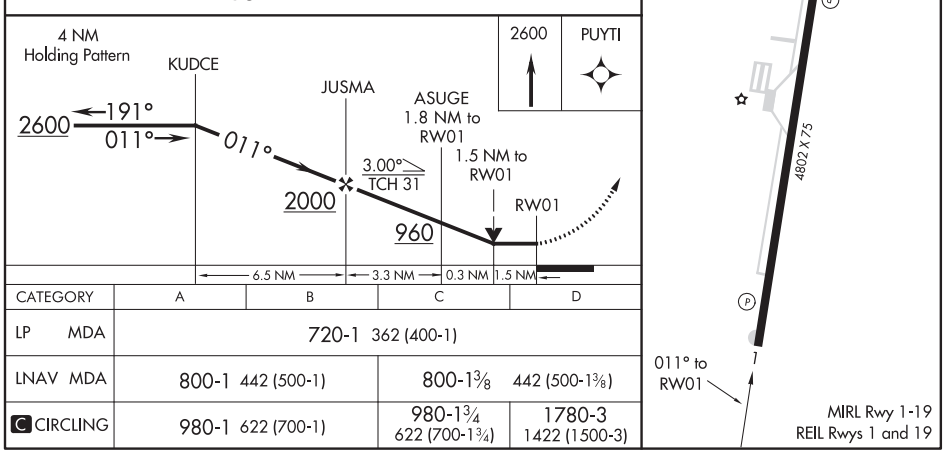
Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 134.65 316.15 | 122.8 (CTAF) |




| ELEV 358 | TDZE 358 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 720-1 362 (400-1) | | | |
| LNAV MDA | 800-1 442 (500-1) | | 800-1⅜ 442 (500-1⅜) | |
| C CIRCLING | 980-1 622 (700-1) | | 980-1¾ 622 (700-1¾) | 1780-3 1422 (1500-3) |



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TRENTON, TENNESSEE | AL-5820 (FAA) | 19059

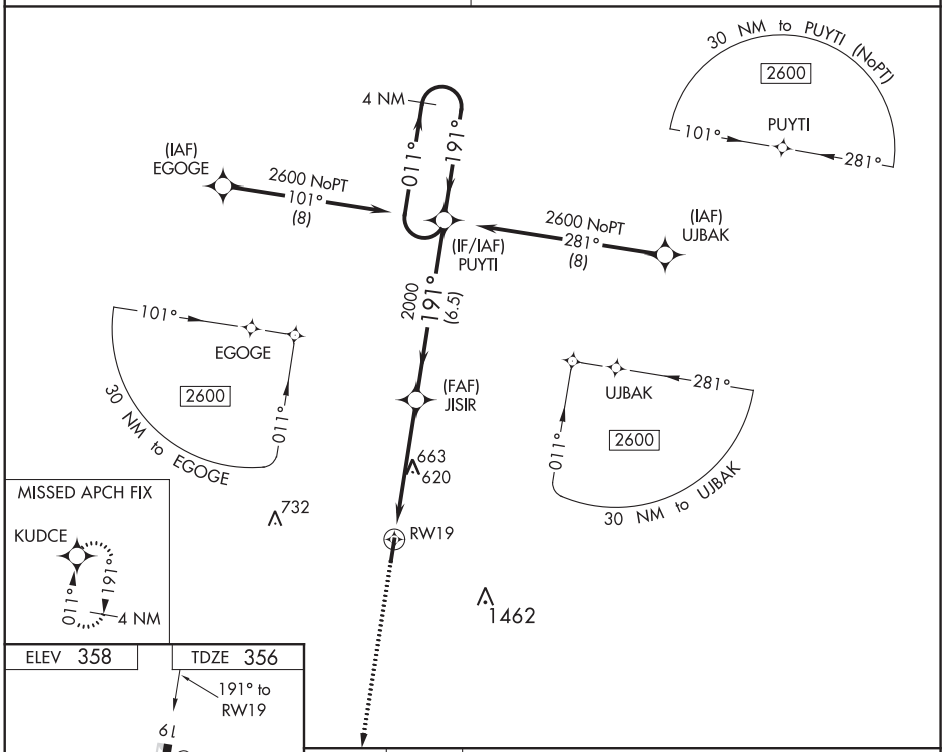
| WAAS CH 72938 W19A | APP CRS 191° | Rwy ldg 4802<br>TDZE 356<br>Apt Elev 358 |
|---|---|---|

# RNAV (GPS) RWY 19
## GIBSON COUNTY (TGC)

T A NA Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

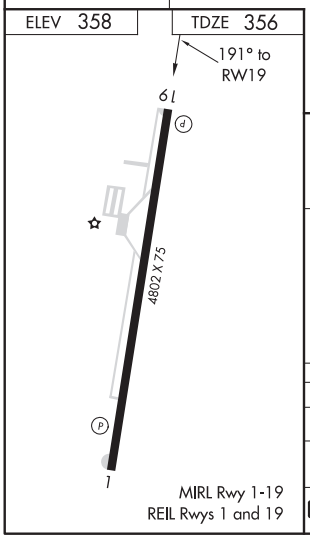
| MEMPHIS CENTER | UNICOM |
|---|---|
| 134.65 316.15 | 122.8 (CTAF) |

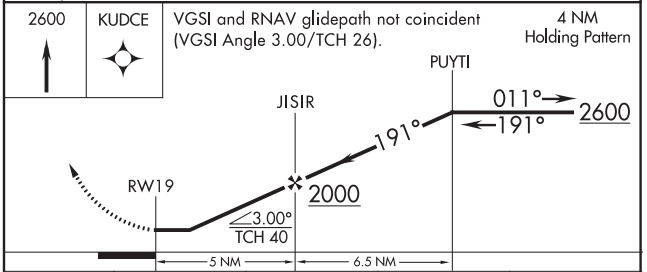



MISSED APCH FIX




ELEV 358 | TDZE 356




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 920-1 564 (600-1) | | 920-1⅝ 564 (600-1⅝) | |
| LNAV MDA | 940-1 584 (600-1) | | 940-1¾ 584 (600-1¾) | |
| C CIRCLING | 980-1 622 (700-1) | | 980-1¾ 622 (700-1¾) | 1780-3 1422 (1500-3) |

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SE-1, 25 FEB 2021 to 22 APR 2021

TRENTON, TENNESSEE
Amdt 1 15SEP16

35°56′N-88°51′W

GIBSON COUNTY (TGC)
RNAV (GPS) RWY 19

| WAAS CH 99324 W06A | APP CRS 061° | Rwy ldg 5501 TDZE 1084 Apt Elev 1084 |
|---|---|---|

# RNAV (GPS) RWY 6
## TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

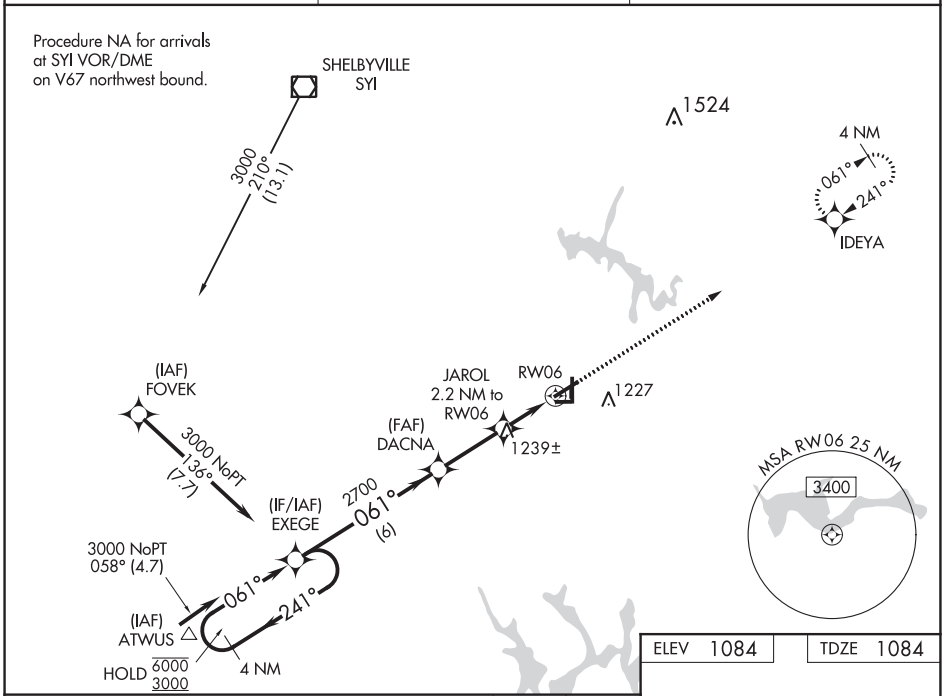
RNP APCH.

Circling NA to Rwys 9 and 27. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

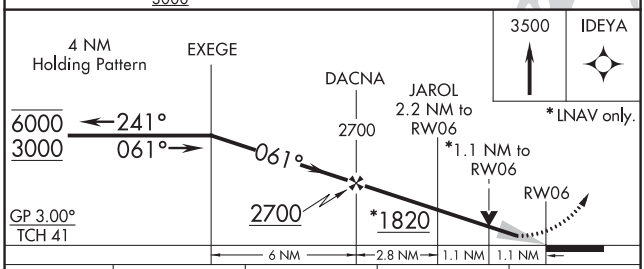
ODALS

MISSED APPROACH: Climb to 3500 direct IDEYA and hold.

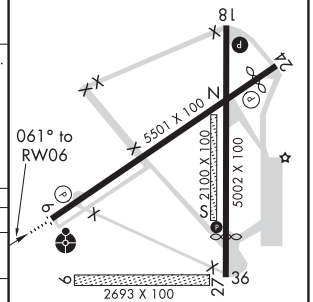
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.325 | 128.15 323.125 | 123.0 (CTAF) L |




| ELEV 1084 | TDZE 1084 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1334-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1525-1⅜ 441 (500-1⅜) | | | |
| LNAV MDA | 1500-1 416 (500-1) | | 1500-1⅛ 416 (500-1⅛) | |
| C CIRCLING | 1540-1 456 (500-1) | 1560-1 476 (500-1) | 1580-1½ 496 (500-1½) | 1640-2 556 (600-2) |




MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36



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

| WAAS CH 63023 W18A | APP CRS 183° | Rwy ldg 5002<br>TDZE 1082<br>Apt Elev 1084 |
|---|---|---|

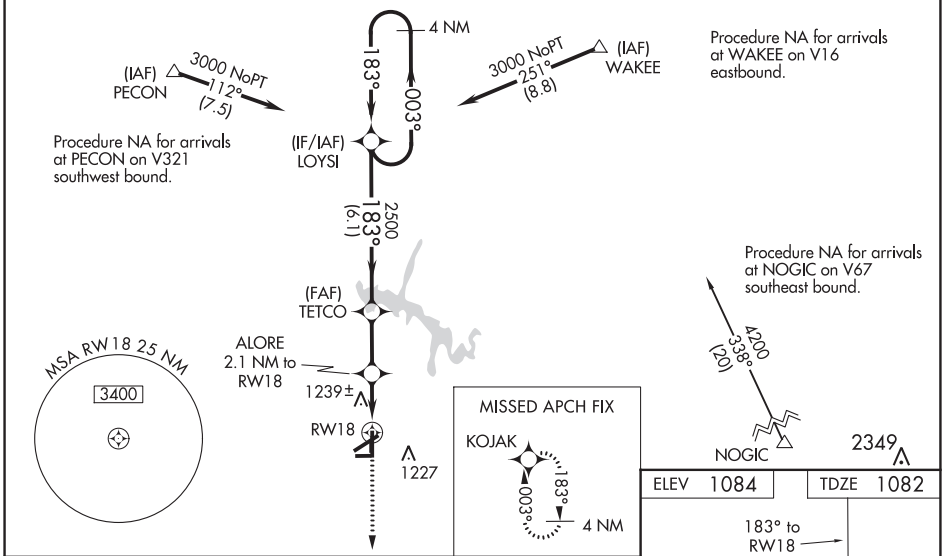
# RNAV (GPS) RWY 18
## TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

NA

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and all MDA 200 feet, increase LPV all Cats visibility ⅝ mile, LNAV/VNAV all Cats visibility ⅞ mile and LNAV Cat C and D visibility ⅝ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.
Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 3400 direct KOJAK and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.325 | 128.15 323.125 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1436-1¼ 354 (400-1¼) | | | |
| LNAV/VNAV DA | 1554-1⅝ 472 (500-1⅝) | | | |
| LNAV MDA | 1500-1 418 (500-1) | | 1500-1⅛ 418 (500-1⅛) | |
| C CIRCLING | 1540-1 456 (500-1) | 1560-1 476 (500-1) | 1580-1½ 496 (500-1½) | 1640-2 556 (600-2) |

MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 53324 W24A | APP CRS 241° | Rwy ldg 5001<br>TDZE 1082<br>Apt Elev 1084 |
|---|---|---|

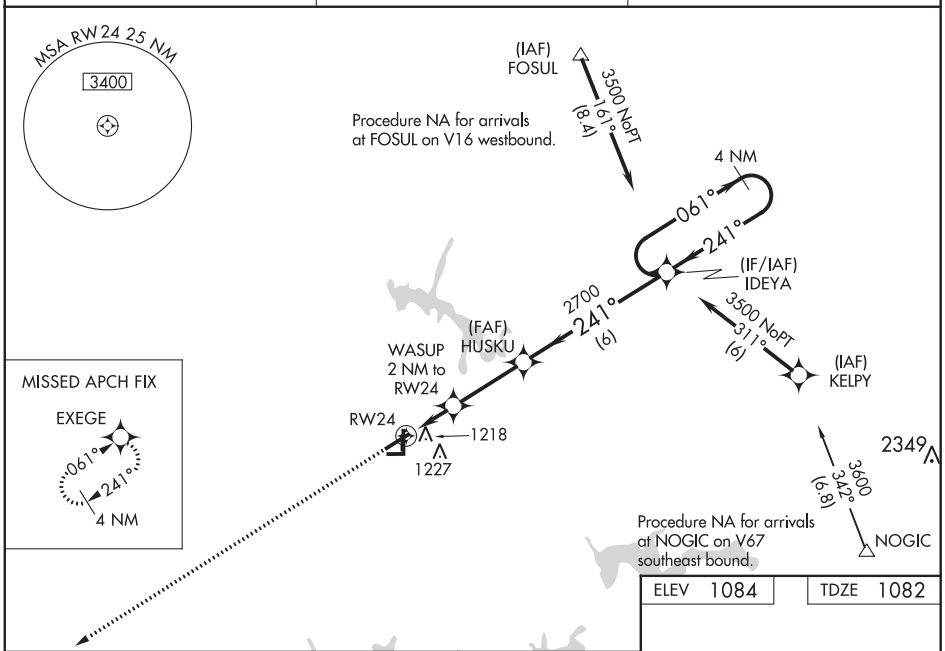
# RNAV (GPS) RWY 24
## TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 37°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 182 feet and MDA 200 feet, increase LPV all Cats visibility ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C and D visibility ¾ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. Circling NA to Rwys 9 and 27.

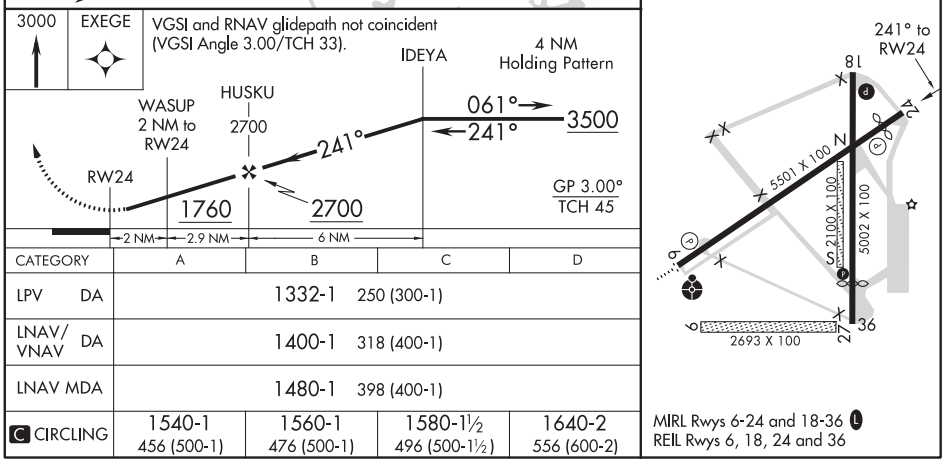
NA

MISSED APPROACH: Climb to 3000 direct EXEGE and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.325 | 128.15 323.125 | 123.0 (CTAF) L |




| ELEV 1084 | TDZE 1082 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1332-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1400-1 318 (400-1) | | | |
| LNAV MDA | 1480-1 398 (400-1) | | | |
| C CIRCLING | 1540-1 456 (500-1) | 1560-1 476 (500-1) | 1580-1½ 496 (500-1½) | 1640-2 556 (600-2) |

MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 82424 W36A | APP CRS 003° | Rwy ldg 4202<br>TDZE 1083<br>Apt Elev 1084 |
|---|---|---|

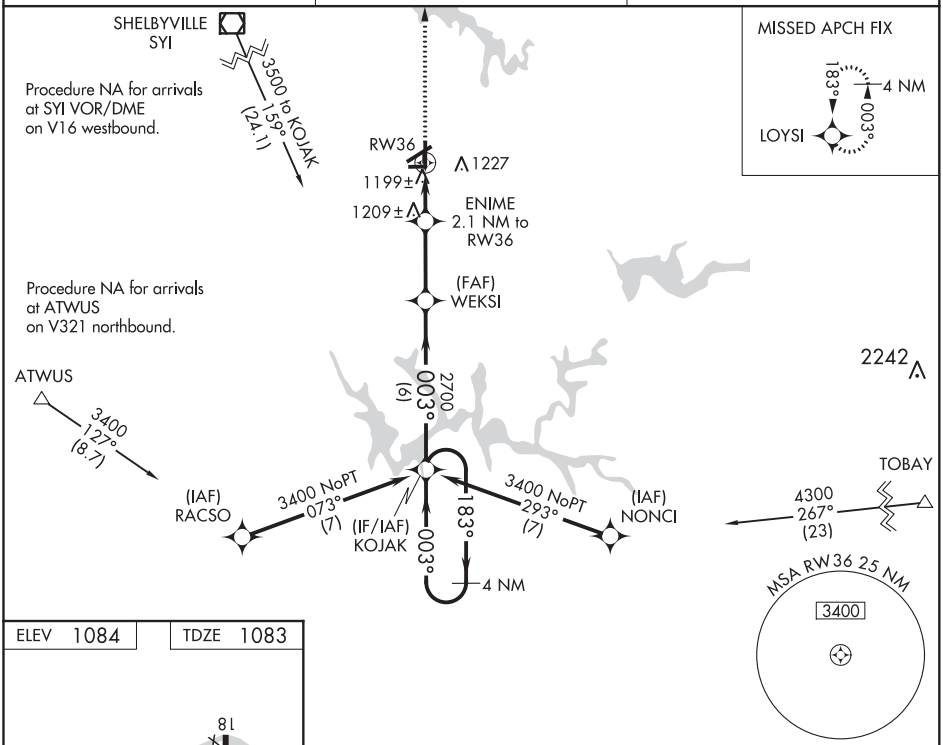
# RNAV (GPS) RWY 36
## TULLAHOMA RGNL AIRPORT/WM NORTHERN FIELD (THA)

T A NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 200 feet, increase LP and LNAV Cat C/D visibility ⅝ mile, increase Circling Cat C visibility ¼ mile and increase Circling Cat D visibility ½ mile. Circling NA to Rwys 9 and 27.

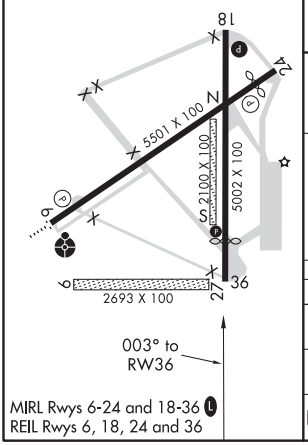
MISSED APPROACH: Climb to 3000 direct LOYSI and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 128.325 | 128.15 323.125 | 123.0 (CTAF) L |

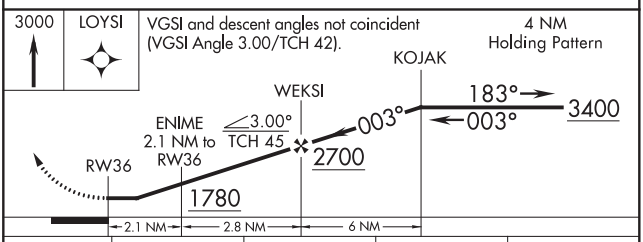



SE-1, 25 FEB 2021 to 22 APR 2021

| ELEV 1084 | TDZE 1083 |
|---|---|




MIRL Rwys 6-24 and 18-36 L
REIL Rwys 6, 18, 24 and 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1460-1 377 (400-1) | | | |
| LNAV MDA | 1460-1 377 (400-1) | | | |
| C CIRCLING | 1540-1 456 (500-1) | 1560-1 476 (500-1) | 1580-1½ 496 (500-1½) | 1640-2 556 (600-2) |



SE-1, 25 FEB 2021 to 22 APR 2021

| LOC I-UCY | APP CRS | Rwy ldg | 6503 |
|---|---|---|---|
| 109.7 | 006° | TDZE | 346 |
| | | Apt Elev | 346 |

# ILS or LOC RWY 1
## EVERETT-STEWART RGNL (UCY)

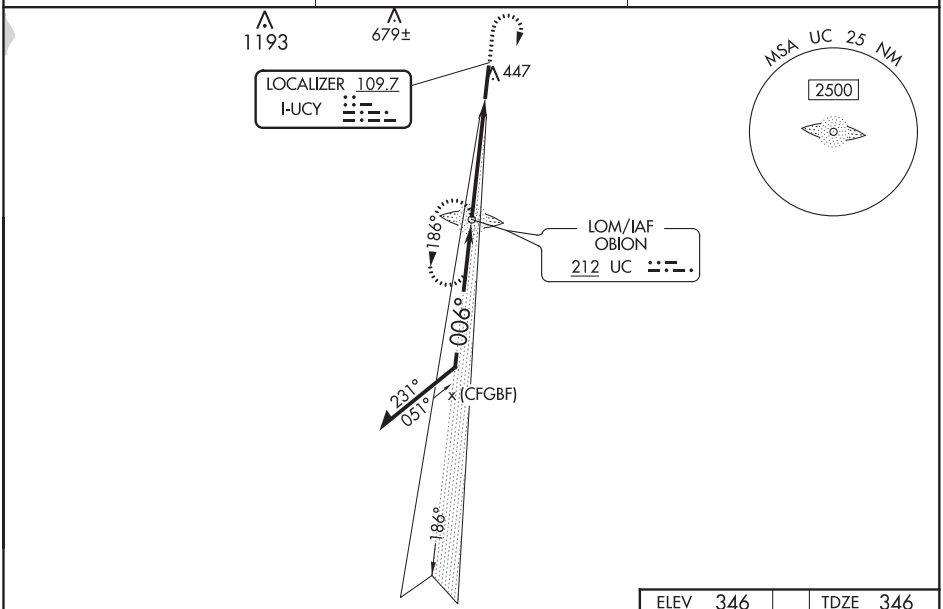
T NA

ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1⅜ mile, Circling Cat C visibility to 1⅝ mile and Circling Cat D visibility to 2½ mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1⅜ mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to ⅞ mile and S-LOC 1 Cat D visibility to 1⅝ mile.

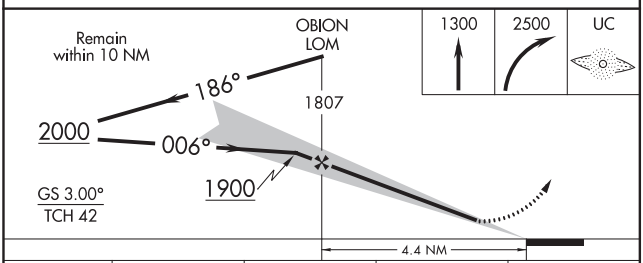
ODALS

MISSED APPROACH: Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.325 | 133.65 292.15 | 122.7 (CTAF) L |



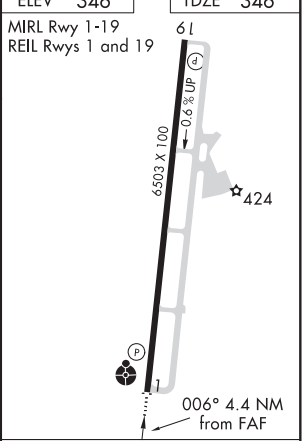

ADF and RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 546-¾ 200 (200-¾) | | | |
| S-LOC 1 | 820-¾ 474 (500-¾) | | 820-1¼ 474 (500-1¼) | |
| C CIRCLING | 820-1 474 (500-1) | | 820-1½ 474 (500-1½) | 1020-2¼ 674 (700-2¼) |

| ELEV 346 | TDZE 346 |
|---|---|

MIRL Rwy 1-19
REIL Rwys 1 and 19




FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |



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

UNION CITY, TENNESSEE | AL-5525 (FAA) | 17061

# RNAV (GPS) RWY 1
## EVERETT-STEWART RGNL (UCY)

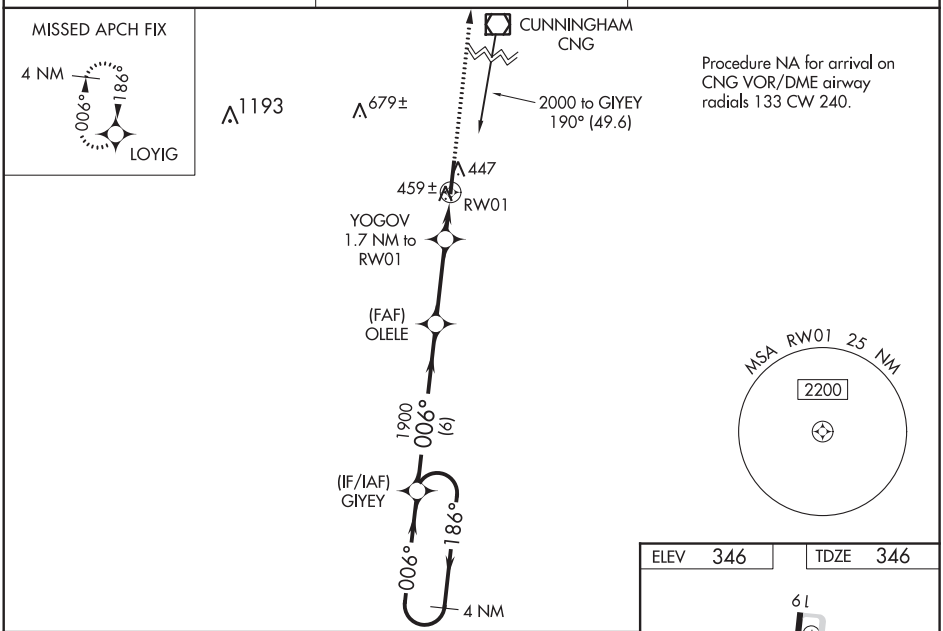
| WAAS CH 53328 W01A | APP CRS 006° | Rwy ldg 6503<br>TDZE 346<br>Apt Elev 346 |
|---|---|---|

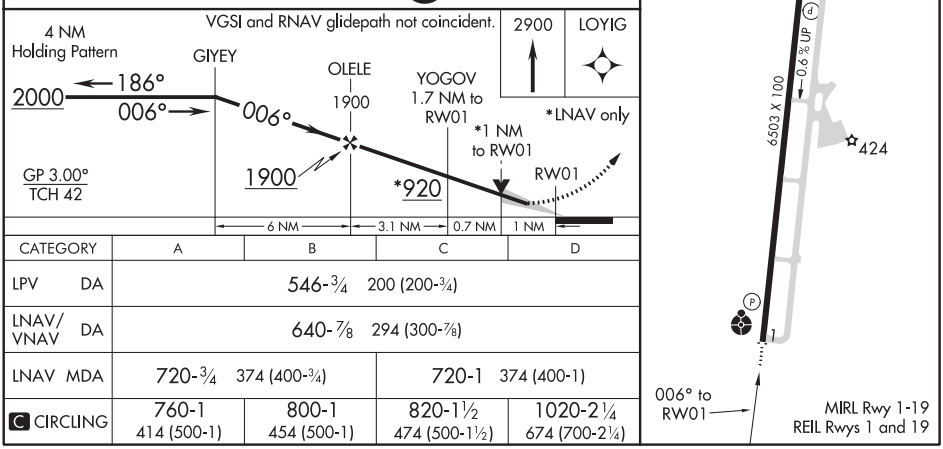
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cat C/D visibility to 1⅛ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1⅜ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS

MISSED APPROACH: Climb to 2900 direct LOYIG and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.325 | 133.65 292.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 546-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 640-⅞ 294 (300-⅞) | | | |
| LNAV MDA | 720-¾ 374 (400-¾) | | 720-1 374 (400-1) | |
| C CIRCLING | 760-1 414 (500-1) | 800-1 454 (500-1) | 820-1½ 474 (500-1½) | 1020-2¼ 674 (700-2¼) |

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SE-1, 25 FEB 2021 to 22 APR 2021

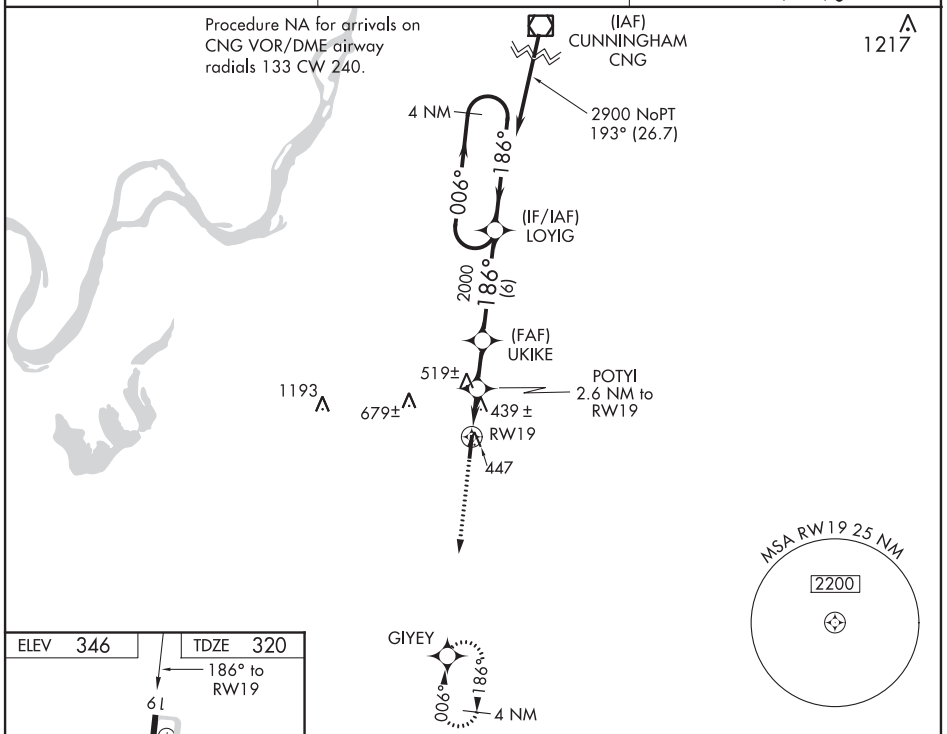
| WAAS CH 48922 W19A | APP CRS 186° | Rwy ldg 6503 TDZE 320 Apt Elev 346 |
|---|---|---|

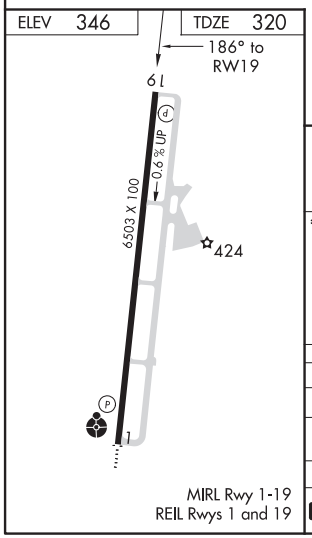
# RNAV (GPS) RWY 19
## EVERETT-STEWART RGNL (UCY)

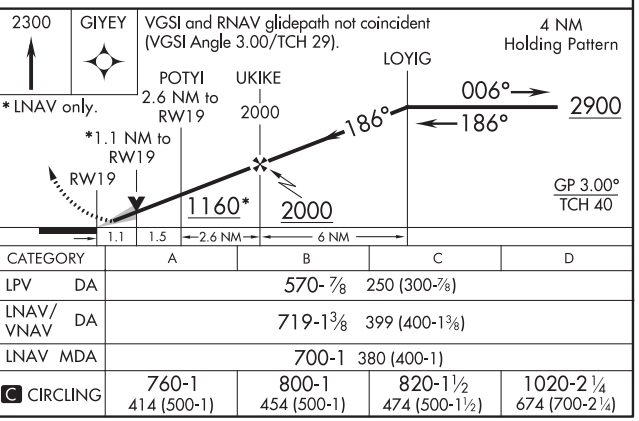
T A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ⅜ SM, and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2300 direct GIYEY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.325 | 133.65 292.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 570-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 719-1⅜ 399 (400-1⅜) | | | |
| LNAV MDA | 700-1 380 (400-1) | | | |
| C CIRCLING | 760-1 414 (500-1) | 800-1 454 (500-1) | 820-1½ 474 (500-1½) | 1020-2¼ 674 (700-2¼) |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

WAVERLY, TENNESSEE

AL-6522 (FAA)

20198

# RNAV (GPS) RWY 3
## HUMPHREYS COUNTY (ØM5)

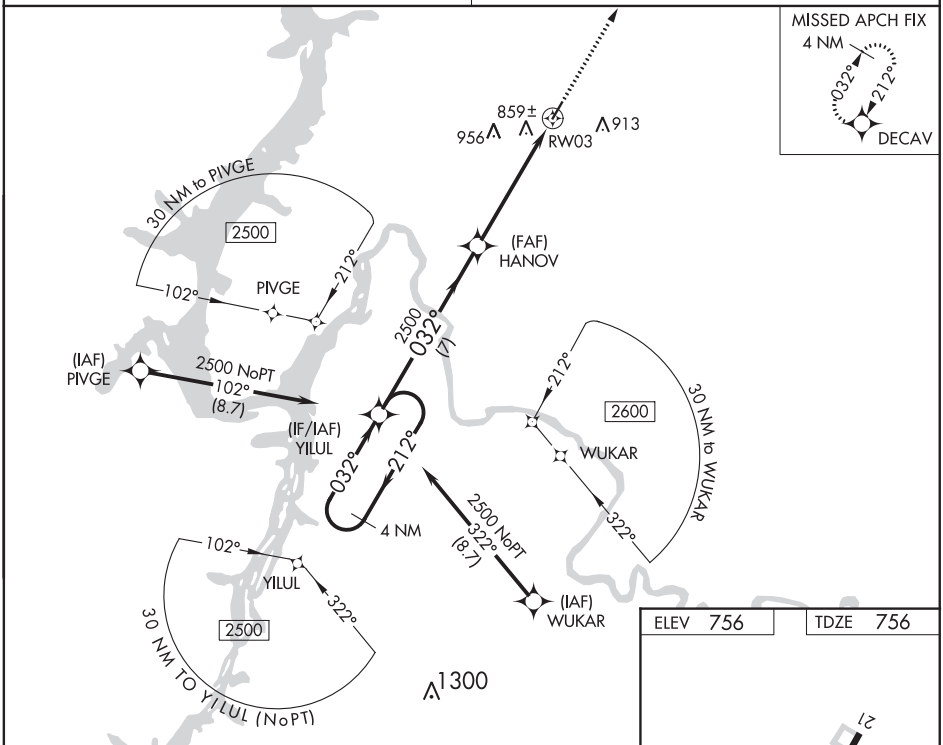
| WAAS CH 90222 W03A | APP CRS 032° | Rwy ldg 4000<br>TDZE 756<br>Apt Elev 756 |
|---|---|---|

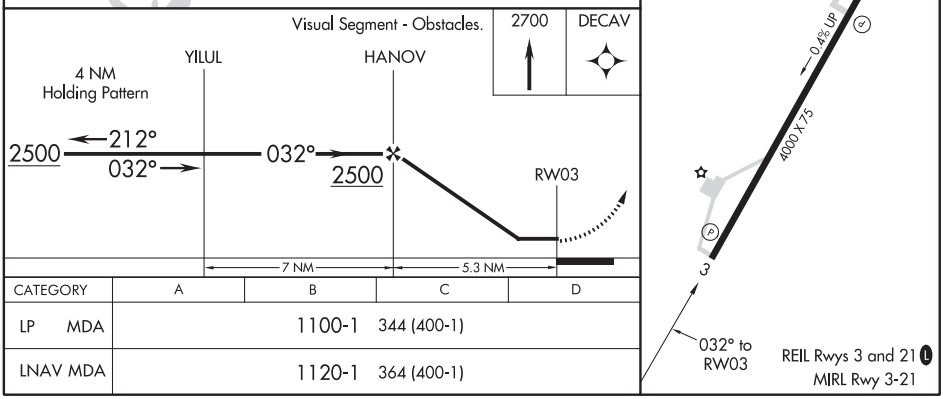
RNP APCH.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility ⅜ mile, LNAV Cat C and D visibility ½ mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct DECAV and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 125.85 379.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1100-1 344 (400-1) | | | |
| LNAV MDA | 1120-1 364 (400-1) | | | |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 97422 W21A | APP CRS 212° | Rwy ldg 4000<br>TDZE 755<br>Apt Elev 756 |
|---|---|---|

# RNAV (GPS) RWY 21
## HUMPHREYS COUNTY (ØM5)

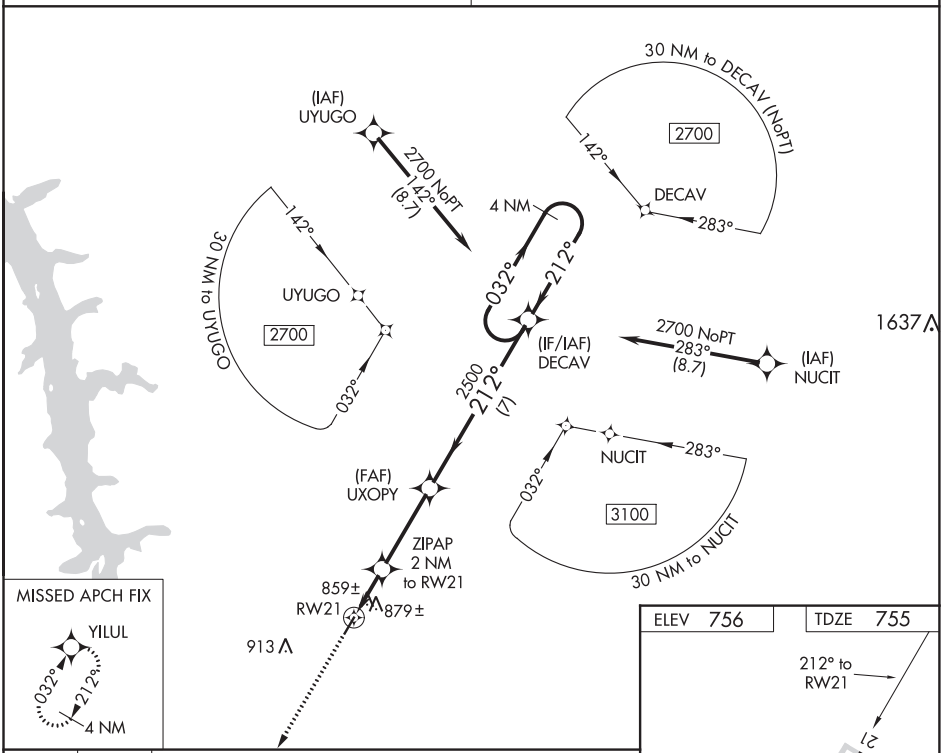
RNP APCH.

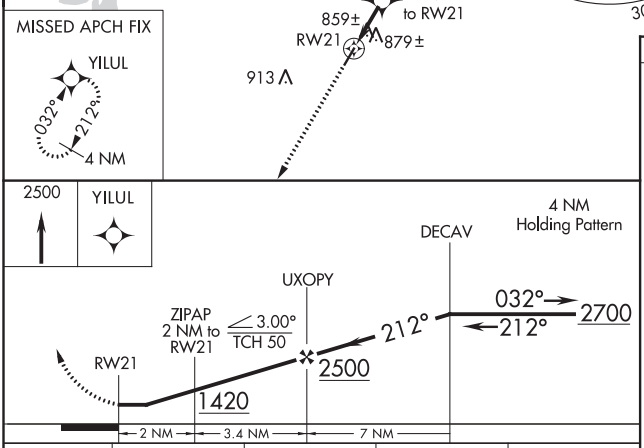
NA

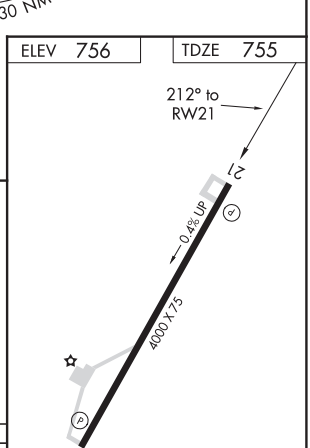
When local altimeter setting not received, use Nashville Intl altimeter setting: increase all MDA 160 feet and visibility Cat C and D ½ SM.
Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct YILUL and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 125.85 379.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1120-1 365 (400-1) | | | |
| LNAV MDA | 1140-1 385 (400-1) | | 1140-1⅛ 385 (400-1⅛) | |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

WILLIAMSBURG, KENTUCKY AL-10311 (FAA) 20198

| WAAS CH 53312 W02A | APP CRS 023° | Rwy ldg 5499 TDZE 1168 Apt Elev 1178 |
|---|---|---|

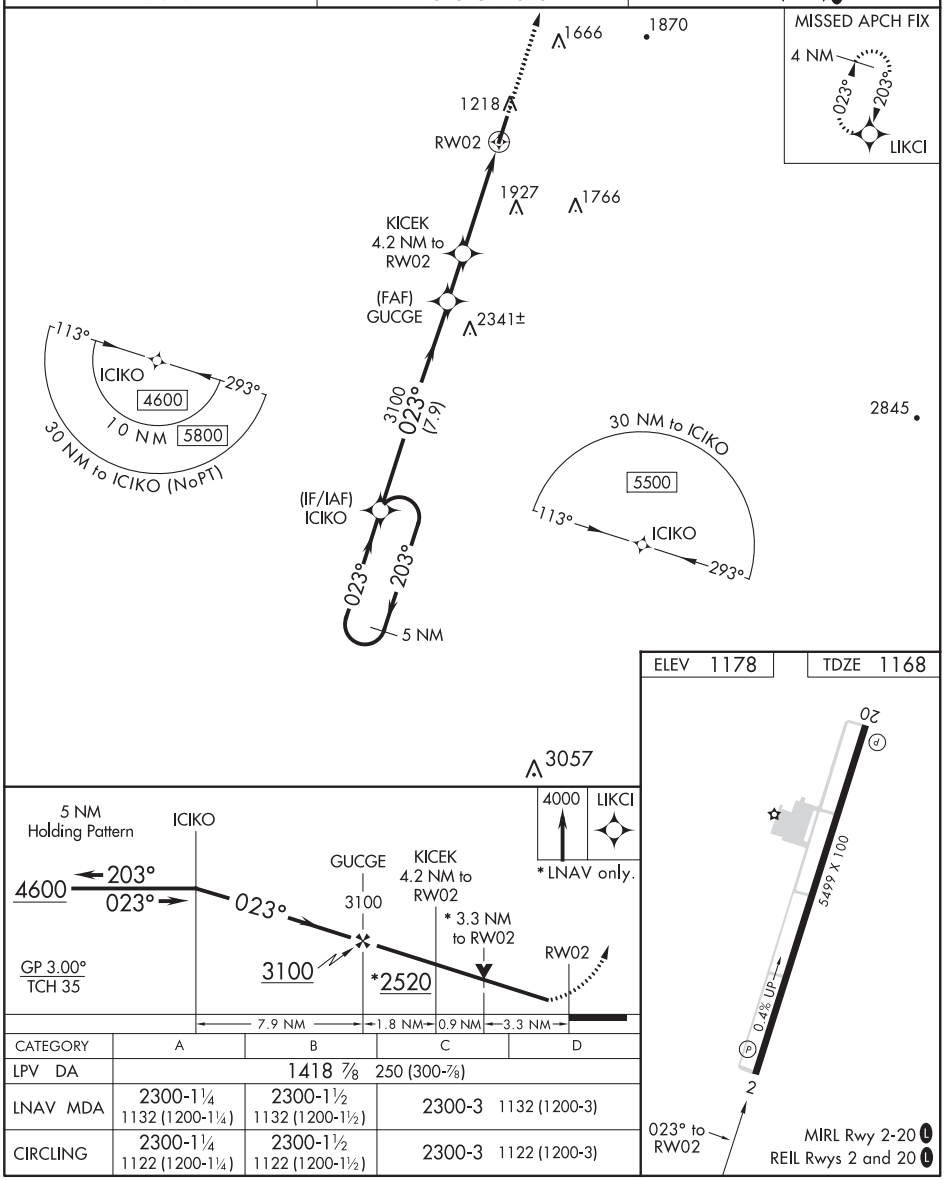
# RNAV (GPS) RWY 2
## WILLIAMSBURG-WHITLEY COUNTY (BYL)

NA
-17°C

When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility ⅛ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH: Climb to 4000 direct LIKCI and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.575 | 124.625 371.925 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1418 ⅞ 250 (300-⅞) | | | |
| LNAV MDA | 2300-1¼ 1132 (1200-1¼) | 2300-1½ 1132 (1200-1½) | 2300-3 1132 (1200-3) | |
| CIRCLING | 2300-1¼ 1122 (1200-1¼) | 2300-1½ 1122 (1200-1½) | 2300-3 1122 (1200-3) | |

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

| WAAS CH 70403 W20A | APP CRS 203° | Rwy ldg 5499<br>TDZE 1178<br>Apt Elev 1178 |
|---|---|---|

# RNAV (GPS) RWY 20
## WILLIAMSBURG-WHITLEY COUNTY (BYL)

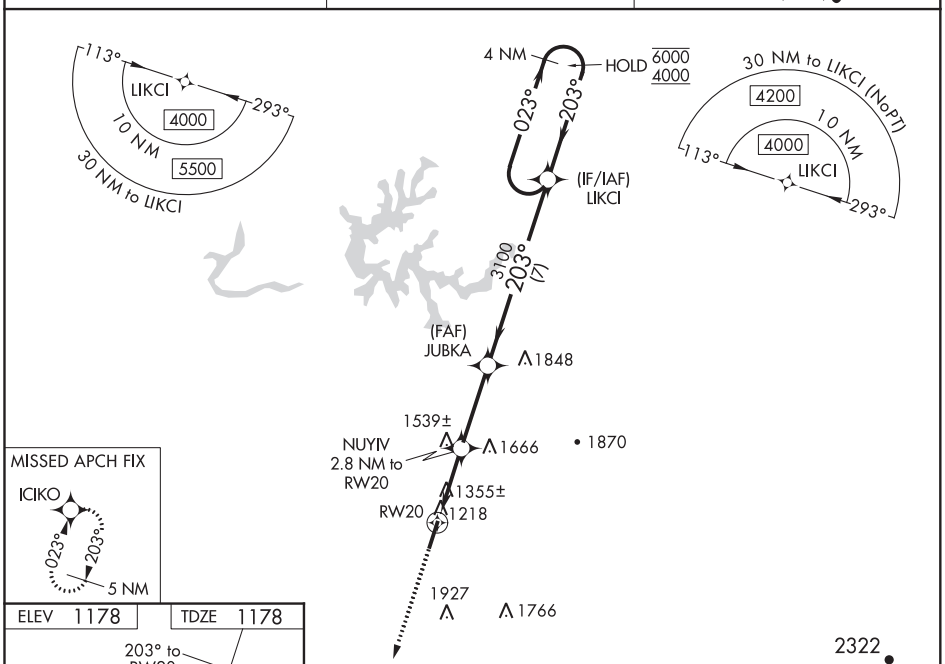
RNP APCH.

Rwy 20 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using London altimeter setting. For uncompensated Baro-VNAVsystems, LNAV/VNAV NA below -17°C or above 54°C. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all DAs 48 feet and all MDAs 60 feet; increase LPV all Cats visibility ⅛ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C and D and Circling Cat C visibility ¼ SM.

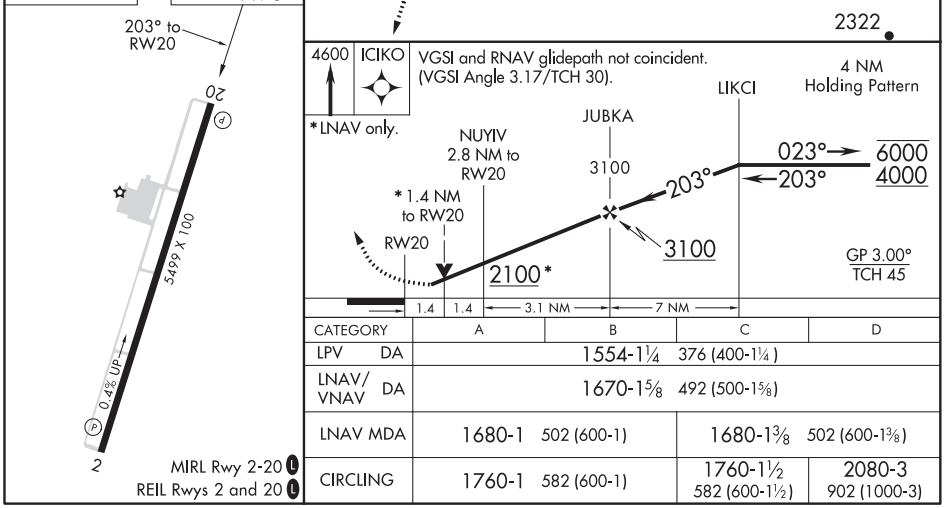
-17°C

MISSED APPROACH: Climb to 4600 direct ICIKO and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.575 | 124.625 371.925 | 122.7 (CTAF) |




ELEV 1178 TDZE 1178




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1554-1¼ 376 (400-1¼) | | | |
| LNAV/VNAV DA | 1670-1⅝ 492 (500-1⅝) | | | |
| LNAV MDA | 1680-1 502 (600-1) | | 1680-1⅜ 502 (600-1⅜) | |
| CIRCLING | 1760-1 582 (600-1) | | 1760-1½ 582 (600-1½) | 2080-3 902 (1000-3) |

MIRL Rwy 2-20
REIL Rwys 2 and 20

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

WILLIAMSBURG, KENTUCKY AL-10311 (FAA) 20254

| LOC/DME I-BYL | APP CRS | Rwy ldg | 5499 |
|---|---|---|---|
| 108.3 | 200° | TDZE | 1178 |
| Chan 20 | | Apt Elev | 1178 |

# LOC RWY 20
## WILLIAMSBURG-WHITLEY COUNTY (BYL)

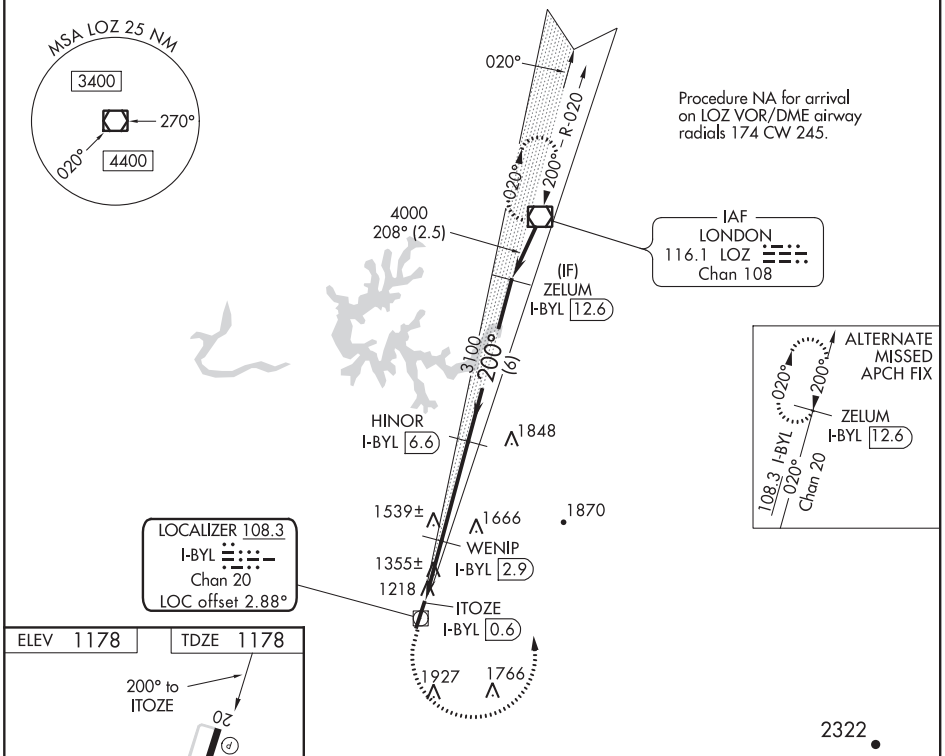
DME required.

Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet and visibility S-20 Cats C/D and Circling Cat D ⅛ SM.

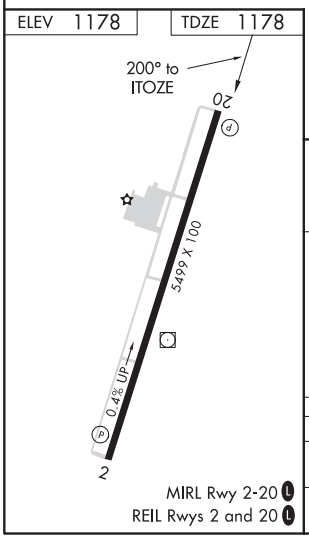
-17°C

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

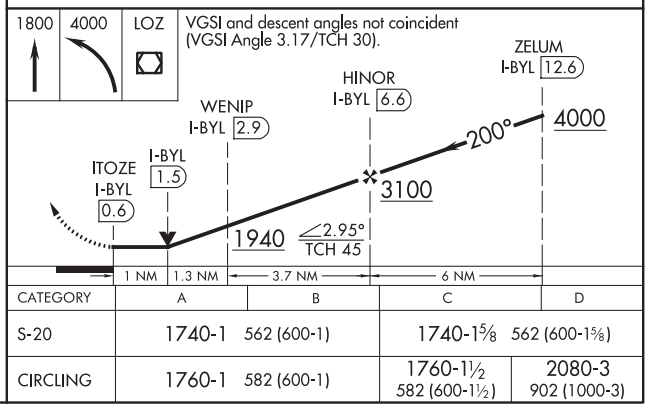
| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.575 | 124.625 371.925 | 122.7 (CTAF) L |




ELEV 1178 TDZE 1178




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1740-1 562 (600-1) | | 1740-1⅝ 562 (600-1⅝) | |
| CIRCLING | 1760-1 582 (600-1) | | 1760-1½ 582 (600-1½) | 2080-3 902 (1000-3) |




SE-1, 25 FEB 2021 to 22 APR 2021

| VOR/DME LOZ 116.1 Chan 108 | APP CRS 200° | Rwy ldg 5499 TDZE 1178 Apt Elev 1178 |
|---|---|---|

# VOR RWY 20
## WILLIAMSBURG-WHITLEY COUNTY (BYL)

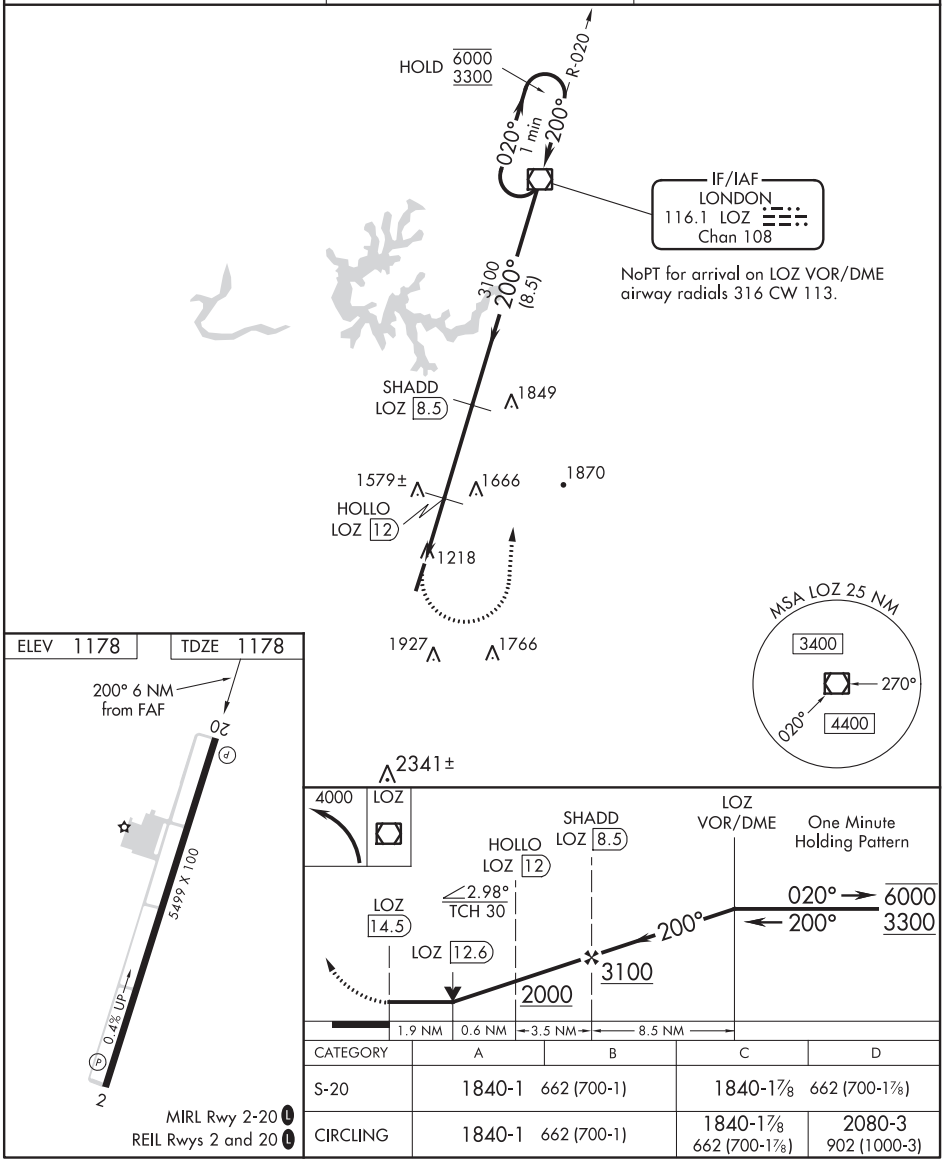
DME required.

Rwy 20 helicopter visibility reduction below ¾ SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDA 60 feet and S-20 Cat C/D and Circling Cat C visibility ⅛ SM.

-17°C

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold.

| AWOS-3 | INDIANAPOLIS CENTER | UNICOM |
|---|---|---|
| 119.575 | 124.625 371.925 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1840-1 662 (700-1) | | 1840-1⅞ 662 (700-1⅞) | |
| CIRCLING | 1840-1 662 (700-1) | | 1840-1⅞ 662 (700-1⅞) | 2080-3 902 (1000-3) |

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WINCHESTER, TENNESSEE AL-6187 (FAA) 20142

| WAAS CH 99707 W36A | APP CRS 005° | Rwy ldg 5003<br>TDZE 979<br>Apt Elev 979 |
|---|---|---|

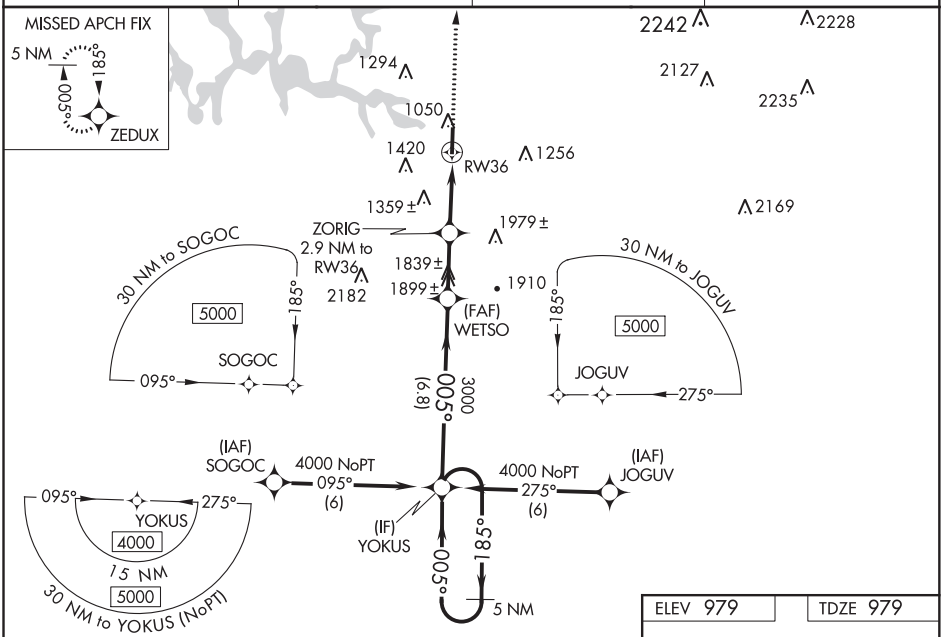
# RNAV (GPS) RWY 36
## WINCHESTER MUNI (BGF)

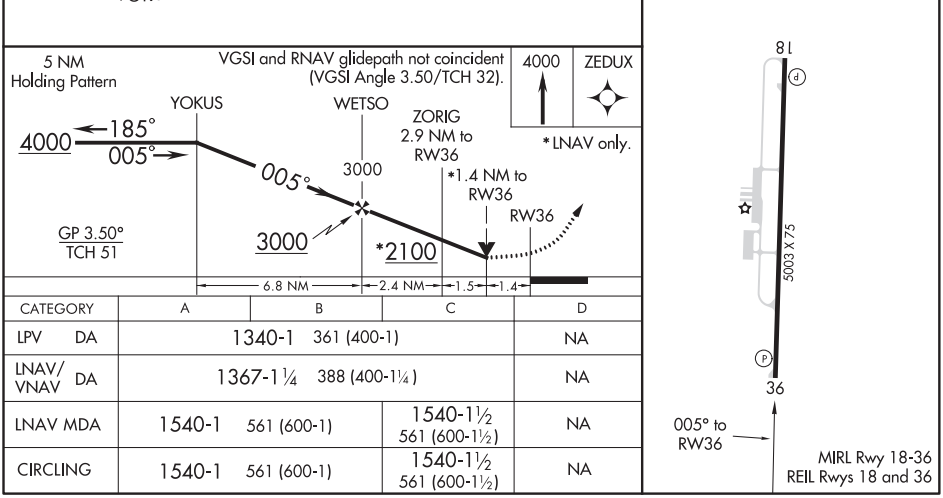
T A NA

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 54° C (130°F). Baro-VNAV and LNAV NA when using Chattanooga altimeter setting. When local altimeter setting not received, use Chattanooga altimeter setting and increase LPV DA to 1503, LNAV/VNAV DA to 1530 and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats. Increase circling visibility ½ mile Cat C. VDP NA when using Chattanooga altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZEDUX and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 121.675 | 128.15 323.125 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1340-1 361 (400-1) | | | NA |
| LNAV/VNAV DA | 1367-1¼ 388 (400-1¼) | | | NA |
| LNAV MDA | 1540-1 561 (600-1) | | 1540-1½ 561 (600-1½) | NA |
| CIRCLING | 1540-1 561 (600-1) | | 1540-1½ 561 (600-1½) | NA |

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SE-1, 25 FEB 2021 to 22 APR 2021

| APP CRS | Rwy ldg | 5003 |
|---|---|---|
| 185° | TDZE | 978 |
| | Apt Elev | 979 |

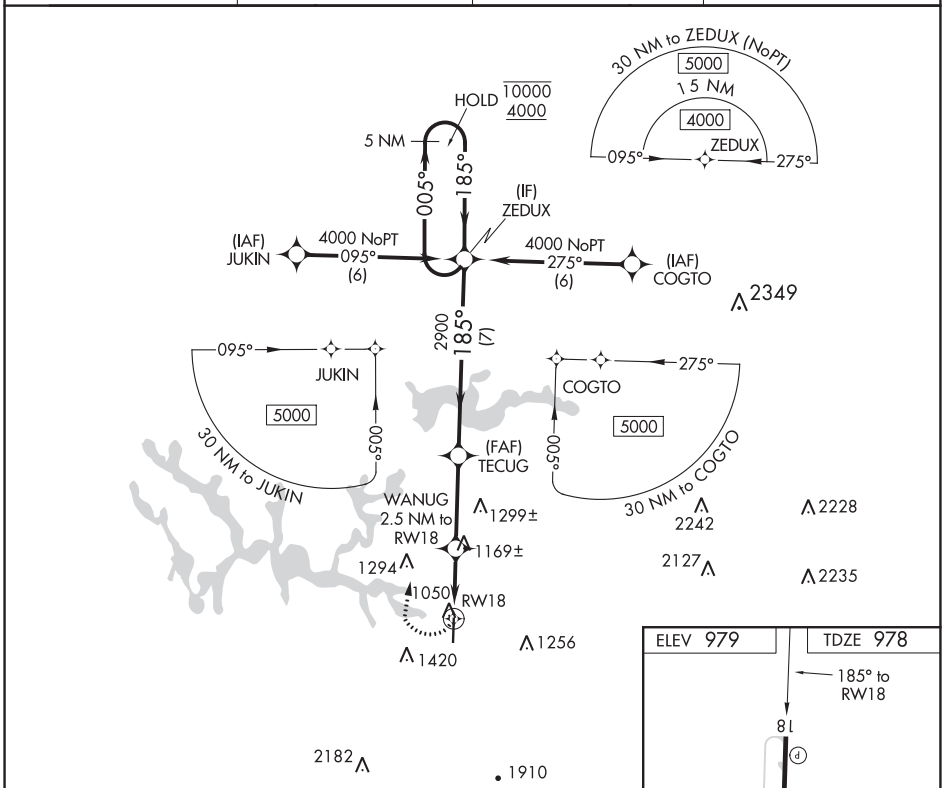
# RNAV (GPS) Y RWY 18
## WINCHESTER MUNI (BGF)

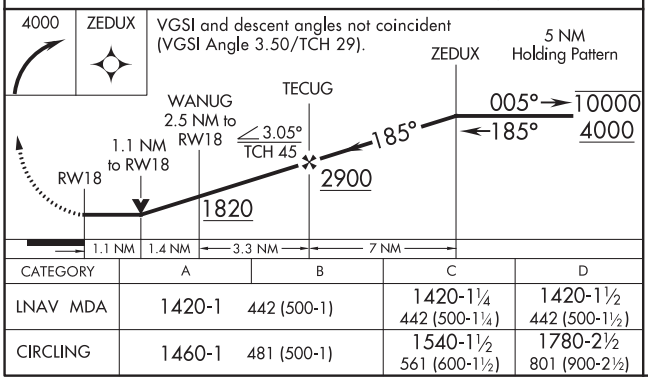
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.

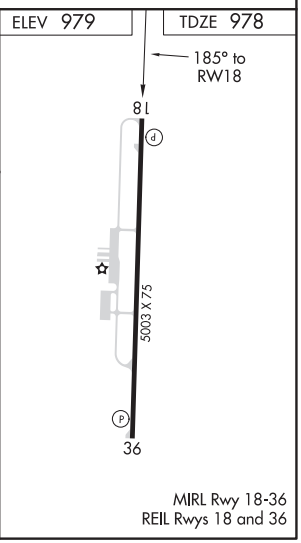
MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 121.675 | 128.15 323.125 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 442 (500-1) | | 1420-1¼ 442 (500-1¼) | 1420-1½ 442 (500-1½) |
| CIRCLING | 1460-1 481 (500-1) | | 1540-1½ 561 (600-1½) | 1780-2½ 801 (900-2½) |




MIRL Rwy 18-36
REIL Rwys 18 and 36

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SE-1, 25 FEB 2021 to 22 APR 2021

WINCHESTER, TENNESSEE AL-6187 (FAA) 20142

# RNAV (GPS) Z RWY 18
## WINCHESTER MUNI (BGF)

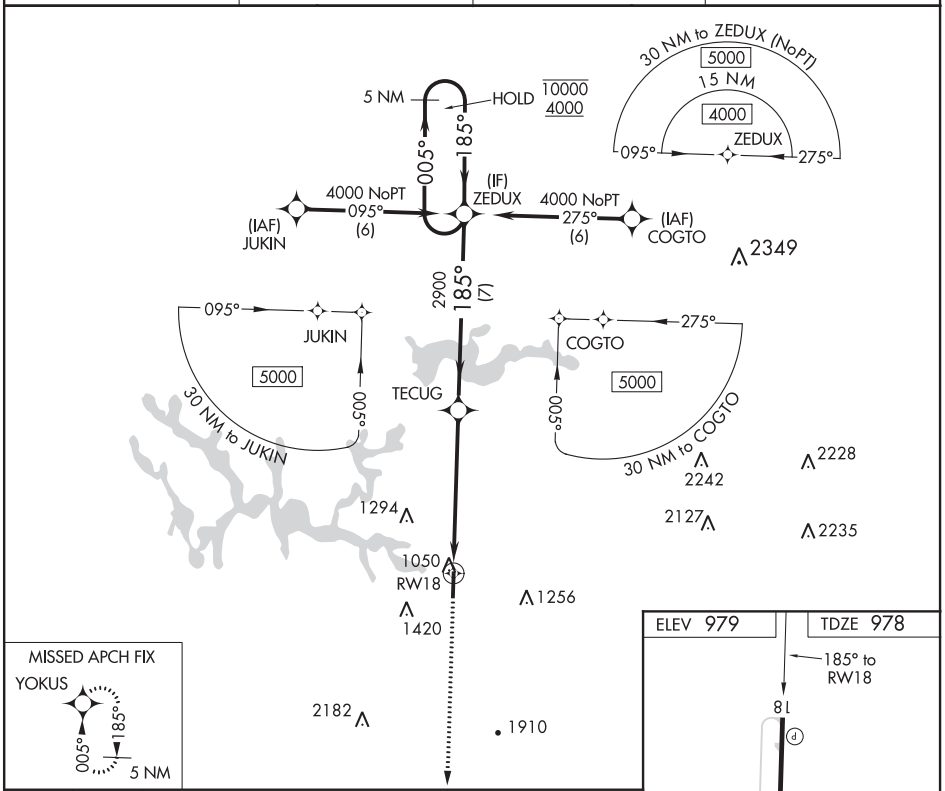
| WAAS CH 42708 W18A | APP CRS 185° | Rwy ldg 5003<br>TDZE 978<br>Apt Elev 979 |
|---|---|---|

RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct YOKUS and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 121.675 | 128.15 323.125 | 121.725 | 122.8 (CTAF) |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1375-1½ 397 (400-1½) | | | |
| LNAV/VNAV | DA | 1596-2¼ 618 (700-2¼) | | | |

MIRL Rwy 18-36
REIL Rwys 18 and 36

SE-1, 25 FEB 2021 to 22 APR 2021

SE-1, 25 FEB 2021 to 22 APR 2021

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
## RATE OF CLIMB/DESCENT TABLE

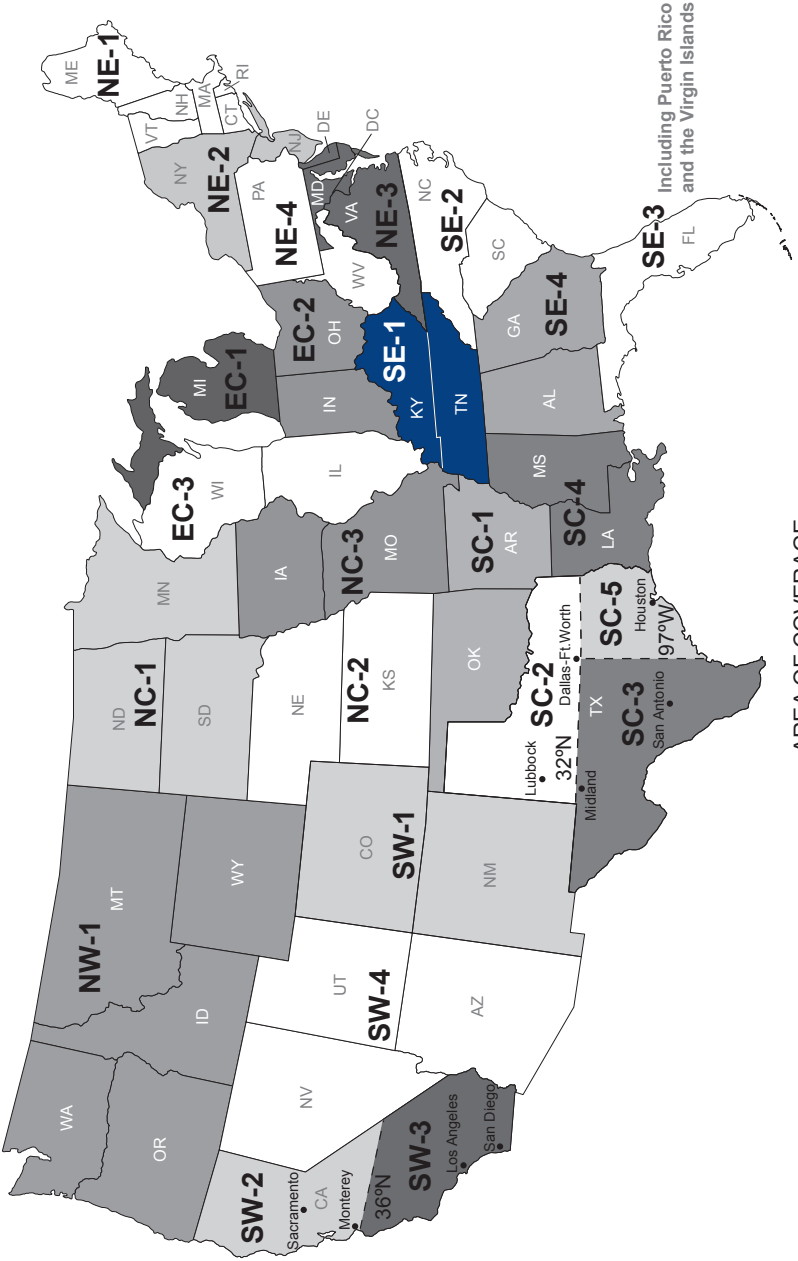
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

| CLIMB/ DESCENT ANGLE (degrees and tenths) | ft/NM | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 2.0 | 210 | 210 | 320 | 425 | 530 | 635 | 743 | 850 | 955 | 1060 | 1165 | 1275 |
| 2.5 | 265 | 265 | 400 | 530 | 665 | 795 | 930 | 1060 | 1195 | 1325 | 1460 | 1590 |
| VERTICAL PATH ANGLE 2.7 | 287 | 287 | 430 | 574 | 717 | 860 | 1003 | 1147 | 1290 | 1433 | 1576 | 1720 |
| 2.8 | 297 | 297 | 446 | 595 | 743 | 892 | 1041 | 1189 | 1338 | 1486 | 1635 | 1783 |
| 2.9 | 308 | 308 | 462 | 616 | 770 | 924 | 1078 | 1232 | 1386 | 1539 | 1693 | 1847 |
| 3.0 | 318 | 318 | 478 | 637 | 797 | 956 | 1115 | 1274 | 1433 | 1593 | 1752 | 1911 |
| 3.1 | 329 | 329 | 494 | 659 | 823 | 988 | 1152 | 1317 | 1481 | 1646 | 1810 | 1975 |
| 3.2 | 340 | 340 | 510 | 680 | 850 | 1020 | 1189 | 1359 | 1529 | 1699 | 1869 | 2039 |
| 3.3 | 350 | 350 | 526 | 701 | 876 | 1052 | 1227 | 1402 | 1577 | 1752 | 1927 | 2103 |
| 3.4 | 361 | 361 | 542 | 722 | 903 | 1083 | 1264 | 1444 | 1625 | 1805 | 1986 | 2166 |
| 3.5 | 370 | 370 | 555 | 745 | 930 | 1115 | 1300 | 1485 | 1670 | 1860 | 2045 | 2230 |
| 4.0 | 425 | 425 | 640 | 850 | 1065 | 1275 | 1490 | 1700 | 1915 | 2125 | 2340 | 2550 |
| 4.5 | 480 | 480 | 715 | 955 | 1195 | 1435 | 1675 | 1915 | 2150 | 2390 | 2630 | 2870 |
| 5.0 | 530 | 530 | 795 | 1065 | 1330 | 1595 | 1860 | 2125 | 2390 | 2660 | 2925 | 3190 |
| 5.5 | 585 | 585 | 880 | 1170 | 1465 | 1755 | 2050 | 2340 | 2635 | 2925 | 3220 | 3510 |
| 6.0 | 640 | 640 | 960 | 1275 | 1595 | 1915 | 2235 | 2555 | 2875 | 3195 | 3510 | 3830 |
| 6.5 | 690 | 690 | 1040 | 1385 | 1730 | 2075 | 2425 | 2770 | 3115 | 3460 | 3805 | 4155 |
| 7.0 | 745 | 745 | 1120 | 1490 | 1865 | 2240 | 2610 | 2985 | 3355 | 3730 | 4105 | 4475 |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0 | 855 | 855 | 1280 | 1710 | 2135 | 2560 | 2990 | 3415 | 3845 | 4270 | 4695 | 5125 |
| 8.5 | 910 | 910 | 1360 | 1815 | 2270 | 2725 | 3180 | 3630 | 4085 | 4540 | 4995 | 5450 |
| 9.0 | 960 | 960 | 1445 | 1925 | 2405 | 2885 | 3370 | 3850 | 4330 | 4810 | 5295 | 5775 |
| 9.5 | 1015 | 1015 | 1525 | 2035 | 2540 | 3050 | 3560 | 4065 | 4575 | 5085 | 5590 | 6100 |
| 10.0 | 1070 | 1070 | 1605 | 2145 | 2680 | 3215 | 3750 | 4285 | 4820 | 5355 | 5890 | 6430 |

CLIMB/DESCENT TABLE 10042

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE

FAA Product ID: BTPPSE1

NSN 7641015059591

NGA REF. NO. OK-10-2859 TERMXFAABTPPSE1

EFF. DATE 21056