U.S. Terminal Procedures Publication
South Central (SC) Vol 1 of 5

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Consult the Change Notice (CN) effective 04 NOV 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 4531
Silver Spring, MD  20910-3281
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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https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais. See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.
INOP COMPONENTS 19339

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

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

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

<table>
<thead>
<tr>
<th>(1) ILS, PAR, LPV, GLS minima</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td></td>
</tr>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

| (2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200* | Increase Visibility |
| Inoperative Component or Visual Aid | |
| ALSF 1 & 2, MALSR, SSALR | To RVR 4000† |
| TDZL or RCLS | To RVR 4500* |
| 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 | Increase Visibility |
| Inoperative Component or Visual Aid | |
| ALSF 1 & 2, MALSR, SSALR | ½ mile |
| MALSF, MALS, SSALF, SSALS, SALSF, SALS | ¼ mile |

| (4) Sidestep minima (CAT C-D) | Increase Visibility |
| Inoperative Component or Visual Aid to Sidestep Runway | |
| ALSF 1 & 2, MALSR, SSALR | ½ mile |

| (5) All Approach Types, All lines of minima | Increase Visibility |
| Inoperative Component or Visual Aid | |
| ODALS (CAT A-B) | ¼ mile |
| ODALS (CAT C-D) | ½ mile |
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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352</td>
<td>24</td>
<td>200</td>
<td>(200-½)</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

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 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

<table>
<thead>
<tr>
<th>HEIGHT ABOVE AIRPORT IN FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
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</table>

<table>
<thead>
<tr>
<th>REPAFTED TEMPERATURE °C</th>
<th>+10</th>
<th>0</th>
<th>-10</th>
<th>-20</th>
<th>-30</th>
<th>-40</th>
<th>-50</th>
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<tbody>
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<td>1190</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

TERMS/LANDING MINIMA DATA 20142
**TERMS/LANDING MINIMA DATA**

**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 use the radius distance 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.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
<td>2400</td>
<td>½</td>
<td>3500</td>
<td>¾</td>
<td>5500</td>
<td>1</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
<td>2600</td>
<td>½</td>
<td>4000</td>
<td>¾</td>
<td>6000</td>
<td>1½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
<td>3000</td>
<td>¾</td>
<td>4500</td>
<td>7</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
<td>3200</td>
<td>¾</td>
<td>5000</td>
<td>1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

**RWY**  GP/TCH/RPI | **DA**/**MRA/VIS** | **HAT** | **CEIL-VIS** | **DA**/**MRA/VIS** | **HAT** | **CEIL-VIS** | **Visibility** | **(RVR 100's of feet)** |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR 10 2.5°/42/1000</td>
<td>ABCDE 195/16</td>
<td>100  (100-¾)</td>
<td>DE 560/50</td>
<td>513  (600-1)</td>
<td>CDE 600/60</td>
<td>513  (600-1¼)</td>
<td>(600-1½)</td>
<td></td>
</tr>
<tr>
<td>ASR 10 2.5°/48/1068</td>
<td>ABC 560/40</td>
<td>463  (500-¾)</td>
<td>DE 560/50</td>
<td>463  (500-1)</td>
<td>CDE 560/50</td>
<td>463  (500-1½)</td>
<td>(500-1½)</td>
<td></td>
</tr>
<tr>
<td>CIR 10 2.5°/48/1068</td>
<td>ABC 560/40</td>
<td>463  (500-¾)</td>
<td>DE 560/50</td>
<td>463  (500-1)</td>
<td>CDE 560/50</td>
<td>463  (500-1½)</td>
<td>(500-1½)</td>
<td></td>
</tr>
</tbody>
</table>

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
- (A) Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- (A) Alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service.
- (V) Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
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 Amdt 2B 12MAR09

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

Circling to Rwy 25 NA at night.

#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box

RNAV 1 - DME/DME/IRU or GPS

Equipment Requirements Box

RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ⚫, ⚫, ⚫.
2. Approach lighting systems that do not bear a system identification are indicated with a negative "♀" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., ⚫*

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

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)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
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<td>ALS</td>
<td>Approach Light System</td>
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<td>Approach Light System with Sequenced Flashing Lights</td>
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<td>AP</td>
<td>Autopilot System</td>
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<td>APCH</td>
<td>Approach</td>
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<td>APP CON</td>
<td>Approach Control</td>
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<td>AR</td>
<td>Authorization Required</td>
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<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
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<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
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<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
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<td>Automated UNICOM</td>
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<td>AWOS</td>
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<td>CCW</td>
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<td>CDI</td>
<td>Counter Deviation Indicator</td>
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<td>Chan</td>
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<td>CIFP</td>
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<td>CLNC DEL</td>
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<td>CTAF</td>
<td>Communication</td>
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<td>CW</td>
<td>Common Traffic Advisory</td>
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<td>Departure End of Runway</td>
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<td>Distance Measuring Equipment</td>
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<td>Engineered Material Arresting System</td>
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<td>Final Approach Fix</td>
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<td>Fan Marker</td>
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<td>FM</td>
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<td>FMS</td>
<td>Ground Based Augmentation System</td>
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<td>GBAS</td>
<td>Ground Communications Outlet</td>
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<td>GCO</td>
<td>Ground based Augmentation System Landing System</td>
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<td>GLS</td>
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<td>GP</td>
<td>Ground Point of Interception</td>
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<td>GPS</td>
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<td>HAL</td>
<td>Height above Touchdown</td>
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<td>HAT</td>
<td>Height above Threshold</td>
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<td>HATh</td>
<td>Heliport Crossing Height</td>
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<td>HCH</td>
<td>Head-up Guidance System</td>
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<td>HGS</td>
<td>High Intensity Runway Lights</td>
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<td>HIRL</td>
<td>Head-up Display</td>
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<td>HUD</td>
<td>Initial Approach Fix</td>
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<td>International Civil Aviation Organization</td>
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<td>ICAO</td>
<td>Intermediate Fix</td>
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<td>Intersection</td>
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<td>Knots Indicated Airspeed</td>
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<td>Localizer Type Directional Aid</td>
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<td>Low Intensity Runway Lights</td>
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<td>Lateral Navigation</td>
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<td>LP</td>
<td>Localizer</td>
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<td>LPV</td>
<td>Localizer Performance</td>
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<tr>
<td>LR</td>
<td>Localizer Performance with Vertical Guidance</td>
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<td>MAA</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<td>MALS</td>
<td>Maximum Authorized Altitude</td>
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<td>MALSF</td>
<td>Medium Intensity Approach Light System</td>
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<td>MALSR</td>
<td>Medium Intensity Approach Light System with Sequenced Flashers</td>
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<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
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<td>MAP</td>
<td>Missed Approach Point</td>
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<td>MDA</td>
<td>Minimum Decent Altitude</td>
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<td>Minimum Intensity Runway Lights</td>
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<td>Non-directional Radio Beacon</td>
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<td>NM</td>
<td>Nautical Mile</td>
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<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>Abbreviation</td>
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<td>--------------</td>
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<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
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<td>ODP</td>
<td>Obstacle Departure Procedure</td>
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<td>Outer Marker</td>
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<td>Precision Approach Radar</td>
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<td>PDC</td>
<td>Pre-Departure Clearance</td>
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<td>Precision Runway Monitor</td>
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<td>R</td>
<td>Radial</td>
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<td>RA</td>
<td>Radio Altimeter setting height</td>
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<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<td>RF</td>
<td>Radius-to-Fix</td>
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<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<td>RNAV</td>
<td>Area Navigation</td>
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<td>RNP</td>
<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Runway</td>
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<td>Runway Visual Range</td>
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<td>Straight-in</td>
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<td>Short Approach Light System</td>
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<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
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<tr>
<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<tr>
<td>THR</td>
<td>Threshold</td>
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<tr>
<td>TDOA</td>
<td>Takeoff Distance Available</td>
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<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>TR</td>
<td>Track</td>
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<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
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<tr>
<td>VGSi</td>
<td>Visual Glide Slope Indicator</td>
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<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
Planview Symbols

Terminal Routes
- Procedure Track
- Missed Approach
- Visual Flight Path

Holding Patterns
- Hold-in-lieu of Procedure Turn
- Procedure Turn Holding Patterns

Fixes/ATC Reporting Requirements
- Reporting Point
- Waypoint
- FLYOVER POINT
- MAP WP

Indicated Airspeed

Radio Aids to Navigation
- VOR
- VORTAC
- DME
- NDB
- VOR/DME
- TACAN
- NDB/DME
- LO/M/MM
- Marker Beacon
- Localizer (LOC/LDA) Course
- SDF Course
- LOC/DME

Fixes with Coordinate Values

Primary Navaid
- LIMA
- Chan 92
- S12°00.80' W77°07'00'

Secondary Navaid
- LMM
- Chan 59
- SKE
- (112.2)

Altitudes
- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude
- Recommended Altitude

LEGEND 20086
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 55. 
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 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: VDA 3.00°. On Copter procedures this is depicted in the following format: VDA 7.30°. 

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA". 
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## RADIO AIDS TO NAVIGATION

**Compulsory:**
- VOR
- VORTAC
- DME
- NDB/DME

**Non-Compulsory:**
- VOR
- VORTAC
- DME
- NDB/DME
- TACAN
- LMM, LOM
- Marker Beacon
- SDF Course

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

(T) indicates frequency protection range.

Underline indicates no voice transmitted on this frequency.

(Frequency) ORLANDO

N28°32.56' W081°20.10'

**Fixes/ATC Reporting Requirements**

- **Reporting Points**
  - N00°00.00’
  - W00°00.00’

- **Fix-Compulsory and Non-Compulsory Position Report**

- **Obvious DME**
  - DME Mileage (when not obvious)

- **WAYPOINT**
  - Compulsory
  - (Non-Compulsory)

- **FLYOVER POINT**

- **Computer Navigation Fix (CNF) - No ATC Function**
  - N00°00.00’
  - W00°00.00’

## ROUTES

- **MAA FL200**
  - Maximum Authorized Altitude
  - 4500
  - MEA-Minimum Enroute Altitude
  - 3500
  - MOCA-Minimum Obstruction Clearance Altitude

**Arrival Route**

- 270°

- 65 Mileage between Radio Aids, Reporting Points, and Route Breaks

**Transition Route**

- R-275

**Lost Communications Track**

- Holding Pattern

**Airway/Jet Route Identification**

- Holding pattern with max. restricted airspeed

- (175K) applies to altitudes

- (210K) applies to altitudes above 6000’ to and including 14000’

## SPECIAL USE AIRSPACE

- **R-Restricted**
  - W-Warning
  - P-Prohibited
  - A-Alert
  - MOA-Military Operations Area

## ALTITUDES

- **Mandatory Altitude**
  - Cross at
  - 5500

- **Minimum Altitude**
  - Cross at or above
  - 2300

- **Maximum Altitude**
  - Cross at or below
  - 4800

**Block Altitude**

- 15000

- 12000

- Altitude change at other than Radio Aids to Navigation

## INDICATED AIRSPEED

- **Mandatory Airspeed**
  - 175K

- **Minimum Airspeed**
  - 120K

- **Maximum Airspeed**
  - 250K

## MISCELLANEOUS

- **Changeover Point**

- **Air Defense Identification Zone**

- **Terminus identifier**

- Ldg KLAS and KHND

- Ldg Rwys 16L/C/R

## AIRPORTS

- **Civil**
- **Military**
- **Joint**

Airports not served by the procedure shown in screened color.

**LEGEND**

- N
  - Indicates True North is not aligned to the top of the page
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Under Construction

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.

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

Field
- ELEV 174
- 02
- Runway Dimensions (in feet)
- Runway Heading (Magnetic)
- Movement Area Dimensions (in feet)

Displaced Threshold
- Runway Identification
- Visual Screen

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
- 0.3% DOWN
- Runway Slope.................0.8% UP (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.

AIRPORT DIAGRAM/AIRPORT SKETCH

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.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., \(\text{\(\sigma\)}\), \(\text{\(\Omega\)}\), etc.

A dot * * portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \(\text{\(\alpha\)}\). Negative symbology, e.g., \(\text{\(\beta\)}\), indicates Pilot Controlled Lighting (PCL).

### Approach Lighting Systems

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

<table>
<thead>
<tr>
<th>TDZ/CL</th>
<th>RUNWAY CENTERLINE LIGHTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDZL</td>
<td>TDZL</td>
</tr>
</tbody>
</table>

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

**APPROACH LIGHTING SYSTEMS**

#### ALSF-2

- **WHITE**
- **GREEN**
- **RED**

**SEQUENCED FLASHING LIGHTS**

Note: Civil ALSF-2 may be operated as SSALR during favorable weather conditions.

**Length 2400/3000 Feet** (High Intensity)

#### ALSF-1

- **RED**
- **GREEN**
- **WHITE**

**SEQUENCED FLASHING LIGHTS**

**Length 2400/3000 Feet** (High Intensity)

#### SHORT APPROACH LIGHTING SYSTEM

**SALS/SALSF**

(High Intensity)

Same as inner 1500' of ALSF-1

#### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

**SSALR**

(High Intensity)

Length 2400/3000 Feet

**MEDIUM INTENSITY**

**APPROACH LIGHTING SYSTEMS**

<table>
<thead>
<tr>
<th>MALS and MALSF</th>
<th>OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS</th>
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<tbody>
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<td><strong>SEQUENCED FLASHING LIGHTS</strong></td>
</tr>
<tr>
<td><strong>GREEN</strong></td>
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</table>

**Length 1400 Feet**

**SAME LIGHT CONFIGURATION AS SSALR.**

#### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**

**Length 1500 Feet**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

Visual approach slope indicator with standard threshold clearance provided.

All lights white — too high

Far lights red — too low

Near lights white — on glide slope

All lights red — too low

#### VASI 12

**36**

**THRESHOLD**

**VASI 36**

**VISUAL APPROACH SLOPE INDICATOR**

**VASI 6**

**VASI 16**

**36**

**THRESHOLD**

3-bar, 6 or 16 box, visual approach slope indicator that provides 2 glide angles and 2 threshold crossing heights.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., , , etc.

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

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**PRECISION APPROACH PATH INDICATOR**

**PAPI**

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: White Red

**PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**

- Pulsating White
- Steady White or Alternating Red/White
- Above Glide Path
- On Glide Path
- Slightly Below Glide Path
- Below Glide Path

Threshold

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.

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

- Amber
- Green
- Red
- Above Glide Path
- On Glide Path
- Below Glide Path

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

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

- Above glide path
- On Glide Path
- Below Glide Path

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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See the Chart Supplement for a complete listing.
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**SC-1, 07 OCT 2021 to 02 DEC 2021**

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#### UNIVERSITY OF OKLAHOMA WESTHEIMER

---SEE NORMAN, OK

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21280
I. 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.

ADA, OK

ADA RGNL (ADH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ or std. w/min. climb of 270’ per NM to 1300.
Rwy 18, 300-1½ or std. w/min. climb of 320’ per NM to 1300.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole, post beginning 122’ from DER, 72’ right of centerline, up to 4’ AGL/982’ MSL.
Bush 315’ from DER, 43’ right of centerline, 988’ MSL.
Tower 5476’ from DER, 872’ left of centerline, 120’ AGL/1117’ MSL.
Tower 5596’ from DER, 1865’ left of centerline, 180’ AGL/1156’ MSL.
Rwy 18, trees beginning 32’ from DER, 99’ right of centerline, up to 1021’ MSL.
Tree 82’ from DER, 272’ left of centerline, 999’ MSL.
Trees beginning 150’ from DER, 393’ left of centerline, up to 1024’ MSL.
Trees beginning 196’ from DER, 103’ right of centerline, up to 1031’ MSL.
Tree 367’ from DER, 368’ left of centerline, 1028’ MSL.
Trees beginning 524’ from DER, 373’ left of centerline, up to 1040’ MSL.
Tree 973’ from DER, 675’ left of centerline, 1041’ MSL.
Ant on pole, tank, tower beginning 1017’ from DER, 449’ left of centerline, up to 1053’ MSL.
Trees beginning 1530’ from DER, 308’ right of centerline, up to 1037’ MSL.
Tower 2672’ from DER, 675’ right of centerline, 106’ AGL/1092’ MSL.
Tower, pole beginning 1 NM from DER, 1280’ right of centerline, up to 165’ AGL/1165’ MSL.
Rwy 31, pole, wsk beginning 15’ from DER, 264’ left of centerline, up to 25’ AGL/1022’ MSL.
Pole, ol on ammo beginning 1088’ from DER, 548’ right of centerline, up to 36’ AGL/1042’ MSL.
Trees beginning 2565’ from DER, 988’ right of centerline, up to 1083’ MSL.
Rwy 36, tower, ant beginning 55’ from DER, 423’ left of centerline, up to 11’ AGL/1026’ MSL.
Trees beginning 75’ from DER, 71’ left of centerline, up to 1061’ MSL.
Tree 132’ from DER, 278’ right of centerline, 1020’ MSL.
Trees beginning 329’ from DER, 267’ left of centerline, up to 1065’ MSL.
Tree 345’ from DER, 267’ right of centerline, 1028’ MSL.
Tree 551’ from DER, 261’ right of centerline, 1030’ MSL.
Tree 927’ from DER, 281’ right of centerline, 1040’ MSL.
Tree 1011’ from DER, 675’ right of centerline, 1050’ MSL.
ALMYRA, AR
ALMYRA MUNI (M73)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 735’ from DER, 561’ left of centerline, up to 50’ AGL/248’ MSL.
Trees beginning 645’ from DER, 208’ right of centerline, up to 50’ AGL/255’ MSL.
Rwy 18, trees beginning 1234’ from DER, 294’ right of centerline, up to 50’ AGL/255’ MSL.
Rwy 28, vehicle on road 142’ from DER, 527’ right of centerline, 15’ AGL/220’ MSL.
Rwy 36, vehicle on road 453’ from DER, 41’ left of centerline, 15’ AGL/220’ MSL.
Tree 144’ from DER, 487’ right of centerline, 50’ AGL/259’ MSL.

ALTUS, OK
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 24SEP09 (09267) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 35, terrain 51’ from DER, 410’ right of centerline, 1435’ MSL.
Trees beginning 1215’ from DER, 765’ left of centerline, up to 50’ AGL/1470’ MSL.

ALTUS AFB (KLTS)
ALTUS, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07OCT21 (21280) (USAF)
TAKEOFF OBSTACLE NOTES:
176° assault strip, aircraft taxiing between 1108’ and 2339’ from DER, 715’ left of cntrln, 65’ AGL/1424’ MSL.

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

ANTLERS, OK
ANTLERS MUNI (80F)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road, terrain beginning 6’ from DER, 143’ left of centerline, up to 579’ MSL.
Tree 16’ from DER, 498’ left of centerline, 49’ AGL/610’ MSL.
Tree 48’ from DER, 352’ right of centerline, 62’ AGL/612’ MSL.
Trees, electrical system beginning 53’ from DER, 318’ right of centerline, up to 615’ MSL.
Tree 67’ from DER, 473’ left of centerline, 618’ MSL.
Trees, vehicles on road beginning 96’ from DER, 286’ left of centerline, up to 67’ AGL/624’ MSL.
Trees beginning 325’ from DER, 201’ right of centerline, up to 88’ AGL/623’ MSL.

Rwy 35, vehicles on road, terrain beginning 4’ from DER, 197’ right of centerline, up to 586’ MSL.
Trees, vehicles on road beginning 49’ from DER, 282’ left of centerline, up to 22’ AGL/589’ MSL.
Trees beginning 70’ from DER, 324’ right of centerline, up to 51’ AGL/627’ MSL.
Trees beginning 147’ from DER, 318’ right of centerline, up to 52’ AGL/630’ MSL.
Tree, building beginning 223’ from DER, 401’ left of centerline, up to 25’ AGL/591’ MSL.
Electrical system 321’ from DER, 372’ left of centerline, 31’ AGL/595’ MSL.
Trees beginning 362’ from DER, 419’ right of centerline, up to 60’ AGL/639’ MSL.
Tree 390’ from DER, 327’ left of centerline, 36’ AGL/596’ MSL.
Trees, vehicles on road, electrical system beginning 401’ from DER, 35’ right of centerline, up to 65’ AGL/640’ MSL.
Trees, pole, electrical system beginning 405’ from DER, 315’ left of centerline, up to 45’ AGL/606’ MSL.
Tree 495’ from DER, 224’ left of centerline, 63’ AGL/618’ MSL.
Trees beginning 495’ from DER, 259’ left of centerline, up to 623’ MSL.
Trees beginning 563’ from DER, 25’ left of centerline, up to 89’ AGL/642’ MSL.
Trees beginning 1168’ from DER, 8’ right of centerline, up to 69’ AGL/642’ MSL.
Trees beginning 2057’ from DER, 122’ right of centerline, up to 73’ AGL/646’ MSL.
Tree 2466’ from DER, 246’ right of centerline, 74’ AGL/650’ MSL.
ARDMORE, OK
ARDMORE DOWNTOWN EXECUTIVE (1F0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std. w/min. climb of 330' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 570' from DER, 626' right of centerline, up to 42' AGL/241' MSL.
Buildings, fences, and vehicles in parking lots 8' from DER, 273' left of centerline, up to 19' AGL/201' MSL.
Trees beginning 14' from DER, 257' right of centerline, up to 68' AGL/289' MSL.
Signs and lights beginning 23' from DER, left and right of centerline, up to 3' AGL/183' MSL.
Trees 1001' from DER, 10' left of centerline, up to 69' AGL/268' MSL.
Trees beginning 1032' from DER, 3' right of centerline, up to 64' AGL/263' MSL.
Trees 2018' from DER, 8' left of centerline, up to 68' AGL/267' MSL.
Trees beginning 2018' from DER, 93' right of centerline, up to 74' AGL/293' MSL.
Building 5532' from DER, 1208' left of centerline, 104' AGL/346' MSL.
Rwy 22, lights beginning 38' from DER, 110' right of centerline, up to 2' AGL/182' MSL.
Railroad beginning 401' from DER, 578' right of centerline, up to 23' AGL/210' MSL.
Trees beginning 1810' from DER, 368' right of centerline, up to 74' AGL/275' MSL.
ASH FLAT, AR
SHARP COUNTY RGNL (CVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, numerous trees beginning 1151' from DER, 576' right of centerline, up to 100' AGL/839' MSL.
Rwy 22, numerous trees beginning 548' from DER, 83' left of centerline, up to 100' AGL/759' MSL.

AUGUSTA, AR
WOODRUFF COUNTY (M60)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 714' from DER, 686' right of centerline, up to 100' AGL/839' MSL.

BARTLESVILLE, OK
BARTLESVILLE MUNI (BVO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 200-1 or std. w/min. climb of 257' per NM to 1000, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
Rwy 35, 400-2½ or std. w/min. climb of 300' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 17, fence beginning 122' from DER, 464' right of centerline, up to 9' AGL/723' MSL.
Vehicles on road 209' from DER, 500' right of centerline, 731' MSL.
Tree 217' from DER, 542' right of centerline, 24' AGL/740' MSL.
Tree, fence, vehicles on road, pole beginning 250' from DER, 168' right of centerline, up to 34' AGL/749' MSL.
Tree 1202' from DER, 813' right of centerline, 47' AGL/753' MSL.
Tree 1254' from DER, 496' right of centerline, 55' AGL/761' MSL.
Trees beginning 1410' from DER, 749' right of centerline, up to 67' AGL/769' MSL.
Trees beginning 1664' from DER, 440' left of centerline, up to 70' AGL/771' MSL.
Trees beginning 1706' from DER, 42' left of centerline, up to 68' AGL/770' MSL.
Tree 1865' from DER, 409' left of centerline, 81' AGL/780' MSL.
Rwy 35, fence 2' from DER, 385' left of centerline, 10' AGL/686' MSL.
NAVAID, fence, wall beginning 10' from DER, 4' left of centerline, up to 3' AGL/687' MSL.
NAVAID beginning 10' from DER, 5' right of centerline, up to 2' AGL/686' MSL.
Trees beginning 45' from DER, 458' left of centerline, up to 43' AGL/704' MSL.
Trees beginning 140' from DER, 507' left of centerline, up to 82' AGL/745' MSL.
Trees beginning 1357' from DER, 281' left of centerline, up to 71' AGL/758' MSL.
Tree 2927' from DER, 1041' right of centerline, 59' AGL/767' MSL.
Tree 3410' from DER, 951' right of centerline, 81' AGL/794' MSL.
Trees beginning 1.1 NM from DER, 212' right of centerline, up to 20' AGL/881' MSL.
Tree, pole beginning 1.1 NM from DER, 182' right of centerline, up to 34' AGL/894' MSL.
Trees beginning 1.1 NM from DER, 148' right of centerline, up to 37' AGL/900' MSL.
Tree, pole beginning 1.1 NM from DER, 175' right of centerline, up to 45' AGL/903' MSL.
Trees beginning 1.3 NM from DER, 231' right of centerline, up to 40' AGL/904' MSL.
Vehicles on road, trees beginning 1.3 NM from DER, 2587' right of centerline, up to 905' MSL.
Vehicles on road, trees beginning 1.3 NM from DER, 2336' right of centerline, up to 910' MSL.
Terrain, trees beginning 1.4 NM from DER, 2399' right of centerline, up to 931' MSL.
Tree 1.4 NM from DER, 2593' right of centerline, 21' AGL/936' MSL.
Tree, vehicles on road beginning 1.4 NM from DER, 1426' right of centerline, up to 33' AGL/974' MSL.
Tree 1.8 NM from DER, 1678' right of centerline, 28' AGL/973' MSL.

BATESVILLE, AR
BATESVILLE RGNL (BVX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 21MAY20 (20142) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1½ or std. w/min. climb of 215' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
Rwy 26, std. w/min. climb of 272' per NM to 2000, or 1100-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 180° to 1300 before turning right.
VCOA:
Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Batesville RGNL Airport at or above 1400 before proceeding on course.
CON'T
BATESVILLE, AR (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 8, pole 204’ from DER, 515’ left of centerline, 24’ AGL/483’ MSL.
Pole 1091’ from DER, 393’ left of centerline, 34’ AGL/495’ MSL.
Pole 1136’ from DER, 434’ left of centerline, 37’ AGL/497’ MSL.
Trees beginning 1233’ from DER, 632’ right of centerline, up to 526’ MSL.
Trees beginning 1359’ from DER, 22’ right of centerline, up to 527’ MSL.
Trees beginning 1412’ from DER, 465’ left of centerline, up to 513’ MSL.
Trees beginning 1554’ from DER, 575’ right of centerline, up to 542’ MSL.
Trees beginning 1886’ from DER, 89’ right of centerline, up to 547’ MSL.
Trees beginning 2187’ from DER, 284’ right of centerline, up to 548’ MSL.
Trees beginning 2346’ from DER, 155’ left of centerline, up to 539’ MSL.
Trees beginning 2639’ from DER, 172’ left of centerline, up to 541’ MSL.
Trees beginning 2973’ from DER, 25’ left of centerline, up to 567’ MSL.
Tree 3191’ from DER, 181’ right of centerline, 554’ MSL.
Tree 3844’ from DER, 448’ right of centerline, 565’ MSL.
Tree 3963’ from DER, 688’ right of centerline, 575’ MSL.
Terrain+veg 5544’ from DER, 1978’ right of centerline, 100’ AGL/606’ MSL.

Rwy 18, vehicle on road beginning 544’ from DER, on centerline, 15’ AGL/476’ MSL.
Hangars beginning 605’ from DER, 12’ right of centerline, up to 21’ AGL/484’ MSL.
Tree 1244’ from DER, 175’ left of centerline, 48’ AGL/521’ MSL.
Tree 1439’ from DER, 409’ right of centerline, 45’ AGL/524’ MSL.

Rwy 26, trees beginning 494’ from DER, 335’ left of centerline, up to 33’ AGL/472’ MSL.
Rwy 36, trees beginning 256’ from DER, 107’ left of centerline, up to 100’ AGL/539’ MSL.

BENTON, AR

SALINE COUNTY RGNL (SUZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23JUN16 (16175) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, ground 69’ from DER, 450’ right of centerline, 394’ MSL.
Tree 319’ from DER, 441’ right of centerline, 399’ MSL.
Tree 443’ from DER, 437’ right of centerline, 401’ MSL.
Tree 566’ from DER, 485’ right of centerline, 406’ MSL.
Tree 948’ from DER, 375’ right of centerline, 430’ MSL.
Trees beginning 1035’ from DER, 246’ right of centerline, up to 435’ MSL.
Trees beginning 1180’ from DER, 284’ right of centerline, up to 444’ MSL.
Trees beginning 1274’ from DER, 284’ right of centerline, up to 450’ MSL.
Trees beginning 1472’ from DER, 417’ right of centerline, up to 454’ MSL.
Terrain 185’ from DER, 336’ left of centerline, 394’ MSL.
Tree, terrain beginning 199’ from DER, 330’ left of centerline, up to 439’ MSL.
Tree 420’ from DER, 354’ left of centerline, 440’ MSL.
Trees beginning 445’ from DER, 395’ left of centerline, up to 460’ MSL.
Tree 640’ from DER, 641’ left of centerline, 463’ MSL.
Trees beginning 726’ from DER, 444’ left of centerline, up to 469’ MSL.
Trees beginning 930’ from DER, 474’ left of centerline, up to 472’ MSL.
Trees beginning 995’ from DER, 732’ left of centerline, up to 474’ MSL.
Rwy 20, tree 1314’ from DER, 145’ right of centerline, 431’ MSL.
Tree 1383’ from DER, 279’ right of centerline, 432’ MSL.

Pole 1397’ from DER, 9’ right of centerline, 71’ AGL/436’ MSL.
Tree 1467’ from DER, 293’ right of centerline, 438’ MSL.
Tree 1561’ from DER, 96’ right of centerline, 439’ MSL.
Tree 1763’ from DER, 245’ right of centerline, 443’ MSL.
Tree 1795’ from DER, 71’ right of centerline, 445’ MSL.
Tree 1220’ from DER, 45’ left of centerline, 428’ MSL.
Trees beginning 1297’ from DER, 15’ left of centerline, up to 430’ MSL.
Tree 1556’ from DER, 33’ left of centerline, 431’ MSL.
BENTONVILLE, AR
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08NOV18  (18312)  (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-2½ or std. w/min. climb of 204' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 18, building 109' from DER, 458' left of centerline, 11' AGL/1298' MSL.
Building 222' from DER, 550' left of centerline, 19' AGL/1305' MSL.
Pole 595' from DER, 302' left of centerline, 31' AGL/1320' MSL.
Pole beginning 599' from DER, 404' left of centerline, up to 33' AGL/1321' MSL.
Building, pole beginning 797' from DER, 209' right of centerline, up to 34' AGL/1325' MSL.
Building 1001' from DER, 617' left of centerline, 36' AGL/1331' MSL.
Pole beginning 1222' from DER, 248' left of centerline, up to 44' AGL/1342' MSL.
Pole 1224' from DER, 214' right of centerline, 38' AGL/1330' MSL.
Pole 1238' from DER, 237' right of centerline, 41' AGL/1332' MSL.
Pole 1240' from DER, 823' right of centerline, 38' AGL/1335' MSL.
Pole beginning 1342' from DER, 158' right of centerline, up to 38' AGL/1336' MSL.
Pole beginning 1588' from DER, 160' right of centerline, up to 49' AGL/1341' MSL.
Rwy 36, tree 162' from DER, 515' left of centerline, 1347' MSL.
Tree, traverse way beginning 178' from DER, 229' left of centerline, up to 1348' MSL.
Tree, traverse way beginning 290' from DER, 184' right of centerline, up to 1319' MSL.
Tree, traverse way, transmission line, pole beginning 330' from DER, 5' left of centerline, up to 1353' MSL.
Tree 1799' from DER, 882' right of centerline, 141' AGL/1421' MSL.
Tree, transmission line beginning 1991' from DER, 19' right of centerline, up to 1354' MSL.
Transmission line 2049' from DER, 755' right of centerline, 81' AGL/1356' MSL.
Tree 2050' from DER, 772' right of centerline, 85' AGL/1360' MSL.
Pole 2181' from DER, 753' left of centerline, 106' AGL/1379' MSL.
Tower 4063' from DER, 969' left of centerline, 141' AGL/1421' MSL.
Building beginning 4240' from DER, 936' right of centerline, up to 133' AGL/1420' MSL.
Tower 1.9 NM from DER, 1599' left of centerline, 333' AGL/1587' MSL.

BERRYVILLE, AR
CARROLL COUNTY (4M1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11  (11013)  (FAA)
TAKEOFF MINIMUMS:
Rwy 7, std. w/ min. climb of 355' per NM to 2700', or 1100-2½ for climb in visual conditions.
Rwy 25, std. w/ min. climb of 365' per NM to 2500, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 7, 25, For climb in visual conditions: cross Carroll County airport at or above 2200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, terrain and trees beginning 8' from DER, 118' right of centerline, up to 100' AGL/1379' MSL.
Hangars beginning 141' from DER, 238' left of centerline, up to 17' AGL/1218' MSL.
Terrain and trees beginning 268' from DER, 77' left of centerline, up to 100' AGL/1379' MSL.
Rwy 25, trees beginning 93' from DER, 212' right of centerline, up to 100' AGL/1419' MSL.
Tree 104' from DER, 186' left of centerline, 51' AGL/1204' MSL.

BLACKWELL, OK
BLACKWELL-TONKAWA MUNI (BKN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23SEP10  (10266)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 35, trees beginning 50' from DER, 249' left of centerline, up to 30' AGL/1050' MSL.
Road with vehicles beginning 214' from DER, 397' right of centerline, up to 15' AGL/1043' MSL.

BLYTHEVILLE, AR
ARKANSAS INTL (BYH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11DEC14  (14345)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 36, tree 3301' from DER, 1187' left of centerline, 88' AGL/337' MSL.
Rwy 18, tree 487' from DER, 345' left of centerline, 100' AGL/364' MSL.
Tree 1780' from DER, 748' right of centerline, 100' AGL/364' MSL.
Rwy 36, tree 2393' from DER, 825' right of centerline, 100' AGL/359' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BOISE CITY, OK
BOISE CITY (17K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  22OCT09  (09295)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 22, hangars 243’ from DER, 226’ right of centerline, up to 35’ AGL/4212’ MSL.
Vehicle on road 566’ from DER, right and left of centerline, up to 15’ AGL/4192’ MSL.

BRINKLEY, AR
FRANK FEDERER MEMORIAL (M36)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  20OCT11  (11293)  (FAA)
DEPARTURE PROCEDURE:
Rwy 20, climb heading 204° to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 425’ from DER, 138’ right of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 680’ from DER, 262’ left of centerline, up to 100’ AGL/299’ MSL.
Rwy 20, trees and terrain beginning 27’ from DER, 125’ right of centerline, up to 100’ AGL/319’ MSL.
Trees and terrain beginning 82’ from DER, 100’ left of centerline, up to 100’ AGL/319’ MSL.

BRISTOW, OK
JONES MEMORIAL (3F7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  10SEP20  (20254)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, electrical system 16’ from DER, 486’ right of centerline, 35’ AGL/887’ MSL.
Terrain 37’ from DER, 405’ left of centerline, 871’ MSL.
Terrain 66’ from DER, 249’ left of centerline, 874’ MSL.
Trees beginning 191’ from DER, 486’ left of centerline, up to 28’ AGL/890’ MSL.
Trees beginning 232’ from DER, 559’ right of centerline, up to 47’ AGL/903’ MSL.
Trees beginning 312’ from DER, 339’ left of centerline, up to 36’ AGL/899’ MSL.
Trees beginning 384’ from DER, 309’ left of centerline, up to 41’ AGL/904’ MSL.
Tree, electrical system beginning 391’ from DER, 483’ right of centerline, up to 44’ AGL/907’ MSL.
Tree 450’ from DER, 572’ right of centerline, 44’ AGL/909’ MSL.
Trees beginning 509’ from DER, 560’ right of centerline, up to 49’ AGL/913’ MSL.
Trees beginning 697’ from DER, 574’ right of centerline, up to 42’ AGL/915’ MSL.
Tree 725’ from DER, 638’ right of centerline, 43’ AGL/919’ MSL.
Trees, electrical system, vehicles on road, buildings, pole beginning 773’ from DER, 462’ right of centerline, up to 42’ AGL/920’ MSL.
Trees, electrical system beginning 807’ from DER, 115’ left of centerline, up to 58’ AGL/905’ MSL.
Trees beginning 1082’ from DER, 52’ left of centerline, up to 46’ AGL/912’ MSL.
Electrical system, building beginning 1178’ from DER, 732’ right of centerline, up to 32’ AGL/934’ MSL.
Trees, electrical system beginning 1193’ from DER, 434’ right of centerline, up to 42’ AGL/940’ MSL.
Electrical system beginning 1227’ from DER, 181’ left of centerline, up to 53’ AGL/918’ MSL.
Pole 2879’ from DER, 169’ left of centerline, 72’ AGL/951’ MSL.
Pole 2890’ from DER, 344’ right of centerline, 77’ AGL/955’ MSL.
Transmission line 2894’ from DER, 967’ right of centerline, 70’ AGL/960’ MSL.
Poles beginning 2897’ from DER, 809’ right of centerline, up to 78’ AGL/964’ MSL.
Rwy 36, vehicles on road 35’ from DER, 465’ left of centerline, 807’ MSL.
Tree, electrical system beginning 190’ from DER, 492’ left of centerline, up to 46’ AGL/833’ MSL.
Trees, electrical system beginning 238’ from DER, 304’ left of centerline, up to 51’ AGL/839’ MSL.
Trees, electrical system 311’ from DER, 314’ right of centerline, 28’ AGL/819’ MSL.
Electrical system beginning 47’ from DER, 255’ right of centerline, up to 35’ AGL/834’ MSL.
Electrical system beginning 414’ from DER, 295’ right of centerline, up to 30’ AGL/839’ MSL.
Electrical system, vehicles on road, trees beginning 421’ from DER, 252’ right of centerline, up to 57’ AGL/847’ MSL.
Trees beginning 1012’ from DER, 491’ right of centerline, up to 72’ AGL/849’ MSL.
Trees beginning 1068’ from DER, 535’ right of centerline, up to 73’ AGL/851’ MSL.
Trees beginning 1143’ from DER, 537’ right of centerline, up to 75’ AGL/853’ MSL.
Trees beginning 1338’ from DER, 546’ right of centerline, up to 83’ AGL/860’ MSL.
Trees beginning 1446’ from DER, 536’ right of centerline, up to 85’ AGL/863’ MSL.
Trees beginning 1500’ from DER, 558’ right of centerline, up to 88’ AGL/865’ MSL.
Tree 1692’ from DER, 453’ left of centerline, 70’ AGL/852’ MSL.
Trees beginning 2063’ from DER, 437’ right of centerline, up to 90’ AGL/870’ MSL.
Tree 2066’ from DER, 308’ left of centerline, 84’ AGL/861’ MSL.
Tree 2185’ from DER, 703’ right of centerline, 95’ AGL/871’ MSL.
Trees beginning 2187’ from DER, 359’ left of centerline, up to 85’ AGL/866’ MSL.
Tree 2223’ from DER, 606’ right of centerline, 102’ AGL/880’ MSL.
Trees beginning 2298’ from DER, 700’ right of centerline, up to 106’ AGL/882’ MSL.
Tree 2337’ from DER, 1033’ left of centerline, 95’ AGL/874’ MSL.
Tree 3961’ from DER, 450’ left of centerline, 47’ AGL/906’ MSL.
TAKEOFF MINIMUMS, (OBS TACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

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

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

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

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

CHICKASKA, OK
CHICKASKA MUNI (CHK)
TAKEOFF MINIMUMS AND (OBS TACLE) DEPARTURE PROCEDURES
ORIG-A 09SEPT21 (21252) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 2, 19, 20, NA--Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 272' from DER, 103' right of centerline, up to 94' AGL/1183' MSL.
Trees beginning 708' from DER, 507' left of centerline, up to 40' AGL/1169' MSL.
CLAREMORE, OK
CLAREMORE RGNL (GCM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300 - 1 ¾ or std. w/min. climb of 306' per NM to 1100.

TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain 450’ from DER, 505’ left of centerline, 753’ MSL.
Rwy 36, tree 473’ from DER, 342’ left of centerline, 19’ AGL/719’ MSL.
Tree 1103’ from DER, 510’ right of centerline, 27’ AGL/729’ MSL.
Tree 1149’ from DER, 478’ left of centerline, 19’ AGL/727’ MSL.
Tree 1510’ from DER, 241’ right of centerline, 46’ AGL/735’ MSL.
Tree 1570’ from DER, 557’ right of centerline, 42’ AGL/739’ MSL.
Tree 1 NM from DER, 1917’ left of centerline, 100’ AGL/949’ MSL.

CLARKSVILLE, AR
CLARKSVILLE MUNI (H35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01JUN78 (78152) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 400-2

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

CLINTON, AR
HOLLEY MOUNTAIN AIRPARK (2A2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, numerous trees left and right of centerline, beginning 2’ from DER, up to 100’ AGL/1399’ MSL.
Rwy 23, numerous trees left and right of centerline, beginning 38’ from DER, up to 100’ AGL/1359’ MSL.

CLINTON MUNI (CCA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-Obstacles.
Rwy 13, std. w/min. climb of 320’ per NM to 1400 or 1800-3 for climb in visual conditions.

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 13, bldg, fence, tree, vehicle on rd, beginning 14’ from DER, 168’ right of centerline, up to 19’ AGL/517’ MSL.
Tower, ant ltd, vehicle on rd, tree, fence, pole, beginning 101’ from DER, 2’ right of centerline, up to 36’ AGL/534’ MSL.
Tree 348’ from DER, 114’ right of centerline, 51’ AGL/537’ MSL.
Trees, beginning 404’ from DER, 47’ right of centerline, up to 54’ AGL/546’ MSL.
Trees, beginning 452’ from DER, 24’ left of centerline, up to 65’ AGL/552’ MSL.
Trees, beginning 539’ from DER, 259’ left of centerline, up to 65’ AGL/556’ MSL.
Trees, beginning 600’ from DER, 227’ right of centerline, up to 78’ AGL/566’ MSL.
Trees, beginning 614’ from DER, 256’ right of centerline, up to 572’ MSL.
Trees, beginning 749’ from DER, 213’ right of centerline, up to 84’ AGL/573’ MSL.
Trees, beginning 1280’ from DER, 1’ right of centerline, up to 91’ AGL/582’ MSL.
Trees, beginning 1810’ from DER, 328’ left of centerline, up to 75’ AGL/593’ MSL.
Trees, beginning 1834’ from DER, 95’ left of centerline, up to 82’ AGL/602’ MSL.
Tree 1880’ from DER, 965’ left of centerline, 55’ AGL/604’ MSL.
Trees, beginning 1883’ from DER, 61’ left of centerline, up to 72’ AGL/608’ MSL.
Trees, beginning 1902’ from DER, 53’ right of centerline, up to 104’ AGL/619’ MSL.
Tree 1984’ from DER, 194’ left of centerline, 73’ AGL/628’ MSL.

Tree, pole, beginning 1997’ from DER, 9’ right of centerline, up to 79’ AGL/642’ MSL.
Trees, beginning 2007’ from DER, 208’ right of centerline, up to 643’ MSL.
Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019’ from DER, 0’ from centerline, up to 649’ MSL.
Tree 5104’ from DER, 1513’ right of centerline, 71’ AGL/650’ MSL.
Trees, beginning 1987’ from DER, 253’ left of centerline, up to 80’ AGL/636’ MSL.
Tree, pole, beginning 1997’ from DER, 9’ right of centerline, up to 79’ AGL/642’ MSL.
Trees, beginning 2007’ from DER, 208’ right of centerline, up to 643’ MSL.
Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019’ from DER, 0’ from centerline, up to 649’ MSL.
Tree 5104’ from DER, 1513’ right of centerline, 71’ AGL/650’ MSL.
Trees, beginning 1987’ from DER, 253’ left of centerline, up to 80’ AGL/636’ MSL.
Tree, pole, beginning 1997’ from DER, 9’ right of centerline, up to 79’ AGL/642’ MSL.
Trees, beginning 2007’ from DER, 208’ right of centerline, up to 643’ MSL.
Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019’ from DER, 0’ from centerline, up to 649’ MSL.
Tree 5104’ from DER, 1513’ right of centerline, 71’ AGL/650’ MSL.
Trees, beginning 1987’ from DER, 253’ left of centerline, up to 80’ AGL/636’ MSL.
Tree, pole, beginning 1997’ from DER, 9’ right of centerline, up to 79’ AGL/642’ MSL.
Trees, beginning 2007’ from DER, 208’ right of centerline, up to 643’ MSL.
CLINTON, AR (CON’T)
CLINTON MUNI (CCA) (CON’T)

Rwy 16 (CON’T), trees, beginning 5705’ from DER, 267’ left of centerline, up to 80’ AGL/703’ MSL.
Tree, bldg, terrain, beginning 5791’ from DER, 50’ right of centerline, up to 83’ AGL/709’ MSL.
Tree, bldg, beginning 5896’ from DER, 38’ left of centerline, up to 86’ AGL/720’ MSL.
Tree, bldg, pole, beginning 5912’ from DER, 37’ left of centerline, up to 95’ AGL/728’ MSL.
Trees, beginning 5955’ from DER, 212’ right of centerline, up to 100’ AGL/729’ MSL.
Tree, vehicle on rd, bldg, pole, terrain, It pole, beginning 5963’ from DER, 12’ left of centerline, up to 104’ AGL/736’ MSL.
Tree 1.8 NM from DER, 1680’ left of centerline, 41’ AGL/791’ MSL.
Trees, beginning 1.8 NM from DER, 1659’ left of centerline, up to 41’ AGL/806’ MSL.
Trees, beginning 1.9 NM from DER, 1656’ left of centerline, up to 45’ AGL/808’ MSL.
Tree 1.9 NM from DER, 1786’ left of centerline, 49’ AGL/801’ MSL.

CLINTON, OK
CLINTON RGNL (CLK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  29MAY14  (14149)  (FAA)

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

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

COLT, AR
DELTA RGNL (DRP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  29MAY14  (14149)  (FAA)

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

CONWAY, AR
CONWAY RGNL (CXW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  13NOV14  (20366)  (FAA)

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

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

CORNING, AR
CORNING MUNI (4M9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  05MAY11  (11125)  (FAA)

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

CROSSETT, AR
Z M JACK STELL FLD (CRT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  28JUL11  (21196)  (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 1382’ from DER, left and right of centerline, up to 75’ AGL/259’ MSL.
Vehicle on road beginning 298’ from DER, left and right of centerline, up to 15’ AGL/199’ MSL.
Terrain 69’ from DER, 288’ left of centerline, 187’ MSL.
Rwy 23, trees beginning abeam DER, right and left of centerline, up to 75’ AGL/253’ MSL.
Hangar, fuel tanks and shed beginning 147’ from DER, 434’ left of centerline, up to 17’ AGL/195’ MSL.
Vehicle on road beginning 453’ from DER, left and right of centerline, up to 15’ AGL/193’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CUSHING, OK
CUSHING MUNI (CUH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 8, 11, 20, 26, 29, NA.
Rwy 36, 400-2 or std. w/ min. climb of 210’ per NM to 1400.
DEPARTURE PROCEDURES:
Rwy 36, climb via heading 360° to 1400’ before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 43’ from DER, 459’ left of centerline, up to 50’ AGL/921’ MSL.
Pole 341’ from DER, 335’ left of centerline, 36’ AGL/879’ MSL.
NAVAID 2’ from DER, 30’ left of centerline, 4’ AGL/879’ MSL.
Rwy 36, terrain 72’ from DER, 116’ right of centerline, 918’ MSL.
Trees beginning 83’ from DER, 5’ right of centerline, up to 50’ AGL/965’ MSL.
Trees beginning 1114’ from DER, 29’ left of centerline, up to 50’ AGL/1013’ MSL.

TAKEOFF MINIMUMS: (OBSTACLE) DEPARTURE PROCEDURES
DIVERSE VECTOR AREA (RADAR VECTORS)

DANVILLE, AR
DANVILLE MUNI (32A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10NOV16 (16315) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, std. w/ min. climb of 300’ per NM to 1900 or 1700-2 ½ for VCOA.
Rwy 29, std. w/ min. climb of 340’ per NM to 4100 or 1700-2 ½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 11, climb on heading 105° to 1400 before proceeding on course.
VCOA:
Rwy 11, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course.
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danville Muni at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, grd 1’ from DER, 245’ right of centerline, 394’ MSL.
Fence 1’ from DER, 131’ right of centerline, 5’ AGL/395’ MSL.
Ground 1’ from DER, 454’ right of centerline, 404’ MSL.
Tree, fence, grd, beginning 3’ from DER, 131’ right of centerline, up to 56’ AGL/464’ MSL.
Trees, beginning 548’ from DER, 564’ right of centerline, up to 64’ AGL/484’ MSL.
Trees, beginning 774’ from DER, 67’ left of centerline, up to 63’ AGL/435’ MSL.
Tree, grd, pole, fence, vehicles on road, beginning 779’ from DER, 8’ right of centerline, up to 66’ AGL/486’ MSL.
Tree 1203’ from DER, 698’ left of centerline, 71’ AGL/443’ MSL.
Tree 2054’ from DER, 803’ left of centerline, 80’ AGL/452’ MSL.
Tree 2412’ from DER, 1017’ left of centerline, 77’ AGL/460’ MSL.
Tree 2542’ from DER, 986’ left of centerline, 83’ AGL/464’ MSL.
Rwy 29, tree, vehicles on road, beginning 3’ from DER, 302’ left of centerline, up to 27’ AGL/395’ MSL.
Ground, beginning 7’ from DER, 466’ right of centerline, up to 372’ MSL.
Tree, grd, beginning 24’ from DER, 144’ right of centerline, up to 16’ AGL/386’ MSL.
Tree, pole, beginning 76’ from DER, 267’ left of centerline, up to 65’ AGL/431’ MSL.
Tree, vehicles on road, pole, beginning 87’ from DER, 184’ left of centerline, up to 95’ AGL/461’ MSL.
Pole, tree, beginning 225’ from DER, 490’ right of centerline, up to 25’ AGL/401’ MSL.
Tree, vehicles on road, pole, grd, beginning 499’ from DER, 394’ right of centerline, up to 52’ AGL/424’ MSL.
Tree, vehicles on road, pole, beginning 1035’ from DER, 457’ right of centerline, up to 45’ AGL/432’ MSL.
Tree, pole, vehicles on road, beginning 1321’ from DER, 341’ right of centerline, up to 62’ AGL/444’ MSL.
Tree, vehicles on road, beginning 1886’ from DER, 106’ right of centerline, up to 51’ AGL/445’ MSL.
Tree 1996’ from DER, 742’ right of centerline, 77’ AGL/454’ MSL.
Tree, vehicles on road, beginning 2009’ from DER, 482’ right of centerline, up to 50’ AGL/454’ MSL.
Trees, beginning 2013’ from DER, 290’ right of centerline, up to 80’ AGL/461’ MSL.
Trees, beginning 2054’ from DER, 115’ right of centerline, up to 75’ AGL/468’ MSL.
Trees, beginning 2236’ from DER, 164’ right of centerline, up to 79’ AGL/469’ MSL.

DE QUEEN, AR
J. LYNN HELMS SEVIER COUNTY (DEQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2 or std. w/ min. climb of 378’ per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tower 1.36 NM from DER, 1350’ right of centerline, 198’ AGL/598’ MSL.
Rwy 26, multiple trees and poles beginning 126’ from DER, 64’ left of centerline, up to 92’ AGL/432’ MSL.
Multiple trees and pole beginning 241’ from DER, 98’ right of centerline, up to 96’ AGL/436’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DECATUR, AR
CRYSTAL LAKE (5M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15OCT15 (15228) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, NA-obstacles.
TAKEOFF OBSTACLE NOTES:
Rwy 31, trees beginning 107' from DER, 64' left of centerline, up to 88' AGL/1239' MSL.
Pole 235' from DER, 353' left of centerline, 32' AGL/1161' MSL.
Pole 241' from DER, 465' left of centerline, 31' AGL/1162' MSL.
Building 1246' from DER, 519' left of centerline, 12' AGL/1187' MSL.
Train 470' from DER, 322' left of centerline, 23' AGL/1202' MSL.
Trees beginning 1216' from DER, 10' left of centerline, up to 103' AGL/1263' MSL.

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

DUNCAN, OK
HALLIBURTON FIELD (DUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (10266) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 500-2½, or std. with a min. climb of 280' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 17, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL.
Multiple trees beginning 1325' from DER, 613' right of centerline, up to 80' AGL/1149' MSL.
Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL.
Rwy 35, multiple trees beginning 1934' from DER, left to right of centerline, up to 100' AGL/1219' MSL.
Bush 7' from DER, 445' right of centerline, 9' AGL/1119' MSL.
Tower 1.92 NM from DER, 2453' left of centerline, 362' AGL/1471' MSL.

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

EL DORADO, AR
SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 01FEB18 (21140) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 1335' from DER, 620' right of centerline, 298' MSL.
Tree 1337' from DER, 692' right of centerline, 304' MSL.
Tree 2811' from DER, 657' right of centerline, 331' MSL.
Tree 3601' from DER, 685' left of centerline, 353' MSL.
Rwy 13, tree 83' from DER, 373' left of centerline, 271' MSL.
Tree 353' from DER, 239' left of centerline, 282' MSL.
Trees beginning 408' from DER, 261' right of centerline, up to 296' MSL.
Tree 409' from DER, 273' left of centerline, 295' MSL.
Trees beginning 657' from DER, 315' left of centerline, up to 309' MSL.
Tree 763' from DER, 346' right of centerline, 304' MSL.
Tree 1302' from DER, 421' right of centerline, 318' MSL.
Tree 2311' from DER, 280' right of centerline, 345' MSL.
Rwy 31, tree 77' from DER, 248' right of centerline, 325' MSL.
Trees beginning 216' from DER, 261' left of centerline, up to 326' MSL.
Tree 578' from DER, 294' right of centerline, 326' MSL.
Trees beginning 977' from DER, 25' left of centerline, up to 353' MSL.

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

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

ENID, OK
ENID WOODRING RGNL (WDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10DEC15 (15344) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 107’ from DER, 182’ right of centerline, up to 100’ AGL/1269’ MSL.
Trees beginning 840’ from DER, 248’ left of centerline, up to 100’ AGL/1289’ MSL.
Rwy 31, vehicle on road 21’ from DER, 415’ right of centerline, 15’ AGL/1171’ MSL.
Vehicle on road 417’ from DER, 85’ left of centerline, 15’ AGL/1174’ MSL.
Rwy 35, fence beginning 205’ from DER, 489’ right of centerline, 7’ AGL/1175’ MSL.
Vehicle on road beginning 293’ from DER, 209’ right of centerline, 15’ AGL/1187’ MSL.
Train on railroad tracks beginning 369’ from DER, left and right of centerline, 23’ AGL/1190’ MSL.
Trees beginning 336’ from DER, 95’ right of centerline, 24’ AGL/1191’ MSL.
FAVORVIEW, OK
FAVORVIEW MUNI (6K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05DEC19 (19339) (FAA)
TAKEOFF MINIMUMS:

**Rwy 17**, 300-1½ or std. w/min. climb of 350’ per NM to 1600.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 17**, terrain 1’ from DER, 494’ right of centerline, 1273’ MSL.

Trees, vehicle on road, pole, buildings and sign beginning 38’ from DER, 285’ left of centerline, up to 50’ AGL/1321’ MSL.

Utility pole 192’ from DER, 417’ right of centerline, 5’ AGL/1279’ MSL.

Tank and terrain beginning 217’ from DER, 409’ right of centerline, up to 8’ AGL/1281’ MSL.

Poles, buildings, vehicle on road, tank, antenna, electrical system and trees beginning 239’ from DER, 193’ right of centerline, up to 35’ AGL/1308’ MSL.

Trees beginning 377’ from DER, 418’ left of centerline, up to 55’ AGL/1327’ MSL.

Trees, vehicle on road, buildings, poles and electrical system beginning 394’ from DER, 44’ left of centerline, up to 65’ AGL/1335’ MSL.

Pole, electrical system and tree beginning 454’ from DER, 452’ right of centerline, up to 36’ AGL/1311’ MSL.

Trees, pole and building beginning 520’ from DER, 213’ right of centerline, up to 43’ AGL/1317’ MSL.

Trees, electrical system, poles, vehicle on road and buildings beginning 526’ from DER, 193’ right of centerline, up to 46’ AGL/1320’ MSL.

Trees, buildings, electrical system and poles beginning 698’ from DER, 192’ right of centerline, up to 50’ AGL/1325’ MSL.

Trees and poles beginning 1010’ from DER, 14’ right of centerline, up to 58’ AGL/1333’ MSL.

Trees and poles beginning 1174’ from DER, 174’ left of centerline, up to 71’ AGL/1341’ MSL.

Trees, poles, building and electrical system beginning 1209’ from DER, 9’ right of centerline, up to 68’ AGL/1344’ MSL.

Trees beginning 1249’ from DER, 34’ left of centerline, up to 76’ AGL/1346’ MSL.

Trees 1378’ from DER, 113’ right of centerline, 82’ AGL/1353’ MSL.

Trees and pole beginning 1397’ from DER, 27’ left of centerline, up to 86’ AGL/1356’ MSL.

Trees, poles and antenna beginning 1675’ from DER, 31’ right of centerline, up to 73’ AGL/1351’ MSL.

Tree 2927’ from DER, 227’ right of centerline, 70’ AGL/1352’ MSL.

Grain elevator beginning 4385’ from DER, 1445’ right of centerline, up to 172’ AGL/1463’ MSL.

Antenna 6035’ from DER, 136’ right of centerline, 136’ AGL/1432’ MSL.

**Rwy 35**, brush beginning 5’ from DER, 315’ right of centerline, up to 4’ AGL/1266’ MSL.

Sign and fence beginning 13’ from DER, 200’ left of centerline, up to 3’ AGL/1267’ MSL.

Brush beginning 65’ from DER, 288’ right of centerline, up to 4’ AGL/1268’ MSL.

Tree 698’ from DER, 488’ left of centerline, 35’ AGL/1298’ MSL.

Trees beginning 698’ from DER, 351’ left of centerline, up to 34’ AGL/1300’ MSL.

Tree 793’ from DER, 674’ left of centerline, 41’ AGL/1308’ MSL.

Antenna and tree beginning 801’ from DER, 703’ left of centerline, up to 47’ AGL/1314’ MSL.

Tree 839’ from DER, 691’ left of centerline, 48’ AGL/1316’ MSL.

Tree 2029’ from DER, 50’ right of centerline, 57’ AGL/1319’ MSL.

Tree 2133’ from DER, 160’ left of centerline, 62’ AGL/1326’ MSL.

FAVORVIEW, AR
DRAKE FLD (FYV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 07DEC17 (21112) (FAA)
TAKEOFF MINIMUMS:

**Rwy 16**, 400-2 w/min. climb of 320’ per NM to 2500 or std. w/min. climb of 530’ per NM to 2000 or 1600-3 for VCOA.

**Rwy 34**, 300-1 or std. w/min. climb of 680’ per NM to 1700.

DEPARTURE PROCEDURE:

**Rwy 16**, climb heading 167° to 2700 before turning right. Climb heading 167° to 3400 before turning left.

**Rwy 34**, climb heading 347° to 2700 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, tree 73’ from DER, 404’ left of centerline, 1252’ MSL.

Tree 196’ from DER, 354’ left of centerline, 1258’ MSL.

Trees beginning 833’ from DER, 562’ right of centerline, up to 38’ AGL/1269’ MSL.

Trees beginning 1184’ from DER, 506’ left of centerline, up to 50’ AGL/1327’ MSL.

Tree 2087’ from DER, 467’ right of centerline, 1301’ MSL.

Tree 2104’ from DER, 254’ right of centerline, 1309’ MSL.

Tree 2230’ from DER, 869’ right of centerline, 1320’ MSL.

Tree 2513’ from DER, 291’ right of centerline, 1323’ MSL.

Trees beginning 2882’ from DER, 12’ right of centerline, up to 103’ AGL/1339’ MSL.

Trees beginning 3024’ from DER, 624’ left of centerline, up to 85’ AGL/1344’ MSL.

Trees beginning 3096’ from DER, 386’ left of centerline, up to 94’ AGL/1346’ MSL.

Antennas and pole beginning 3550’ from DER, 1166’ left of centerline, up to 78’ AGL/1362’ MSL.

Trees beginning 3720’ from DER, 1009’ left of centerline, up to 78’ AGL/1377’ MSL.

Trees beginning 4087’ from DER, 390’ left of centerline, up to 61’ AGL/1415’ MSL.

Trees beginning 4646’ from DER, 498’ left of centerline, up to 76’ AGL/1452’ MSL.

Trees, terrain, poles and transmission lines beginning 4814’ from DER, 350’ left of centerline, up to 67’ AGL/1500’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FAYETTEVILLE, AR (CON’T)
DRAKE FLD (FYV) (CON’T)

Rwy 16 (CON’T), tree and terrain beginning 5093’ from DER, 1319’ left of centerline, up to 70’ AGL/1522’ MSL.
Trees, terrain and buildings beginning 5180’ from DER, 162’ left of centerline, up to 1571’ MSL.
Trees, terrain, buildings, poles, transmission line and terrain beginning 5579’ from DER, 165’ left of centerline, up to 1606’ MSL.
Trees, terrain, buildings, vehicles on road, poles, fences and transmission line beginning 1 NM from DER, 22’ left of centerline, up to 1623’ MSL.

Trees beginning 1.1 NM from DER, 14’ right of centerline, up to 71’ AGL/1459’ MSL.
Trees beginning 1.3 NM from DER, 23’ right of centerline, up to 77’ AGL/1483’ MSL.

Rwy 24, fence and terrain beginning on centerline, 218’ left of centerline, up to 3’ AGL/1256’ MSL.

Vehicles on road, terrain, fence, electrical system and pole beginning 5’ from DER, 197’ left of centerline, up to 1269’ MSL.
Tree 659’ from DER, 588’ right of centerline, 1280’ MSL.

Tree 1170’ from DER, 690’ right of centerline, 42’ AGL/1289’ MSL.
Tree 1794’ from DER, 329’ right of centerline, 1302’ MSL.
Tree 1836’ from DER, 320’ right of centerline, 54’ AGL/1307’ MSL.
Tree 2308’ from DER, 752’ right of centerline, 45’ AGL/1321’ MSL.
Tree 2459’ from DER, 279’ left of centerline, 71’ AGL/1323’ MSL.

Trees beginning 2514’ from DER, 483’ right of centerline, up to 37’ AGL/1334’ MSL.
Tree 2590’ from DER, 802’ right of centerline, 39’ AGL/1336’ MSL.

Trees beginning 2554’ from DER, 353’ left of centerline, up to 65’ AGL/1324’ MSL.

Trees, pole and transmission line beginning 2632’ from DER, 418’ right of centerline, up to 39’ AGL/1360’ MSL.
Tree 2661’ from DER, 769’ left of centerline, 85’ AGL/1343’ MSL.

Trees and terrain beginning 2844’ from DER, 562’ right of centerline, up to 38’ AGL/1397’ MSL.
Trees, poles, transmission lines and terrain beginning 3057’ from DER, 627’ right of centerline, up to 55’ AGL/1445’ MSL.

Terrain and tree beginning 3268’ from DER, 750’ right of centerline, up to 1496’ MSL.

Trees, terrain, poles and transmission lines beginning 3317’ from DER, 393’ right of centerline, up to 42’ AGL/1532’ MSL.

Trees beginning 4198’ from DER, 1051’ right of centerline, up to 69’ AGL/1423’ MSL.

FLIPPIN, AR

MARION COUNTY RGNL (FLP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR17 (17061) (FAA)

DEPARTURE PROCEDURE:
Rwy 22, climb heading 339° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 2’ from DER, 276’ left of centerline, 10’ AGL/733’ MSL.
Vehicle on road 14’ from DER, 494’ right of centerline, 26’ AGL/724’ MSL.
Trees, poles, vehicle on road, beginning 153’ from DER, 276’ left of centerline, up to 71’ AGL/799’ MSL.
Trees, beginning 223’ from DER, 325’ right of centerline, up to 77’ AGL/777’ MSL.
Trees, beginning 491’ from DER, 226’ right of centerline, up to 81’ AGL/781’ MSL.
Trees, pole, beginning 725’ from DER, 45’ left of centerline, up to 73’ AGL/805’ MSL.
Trees, beginning 1492’ from DER, 61’ left of centerline, up to 83’ AGL/809’ MSL.
Trees, beginning 1827’ from DER, 165’ right of centerline, up to 78’ AGL/793’ MSL.
Trees, beginning 2266’ from DER, 14’ right of centerline, up to 66’ AGL/803’ MSL.
Trees, beginning 2430’ from DER, 51’ right of centerline, up to 99’ AGL/804’ MSL.
Trees, beginning 2633’ from DER, 248’ right of centerline, up to 98’ AGL/809’ MSL.
T-I twr, beginning 3317’ from DER, 1120’ right of centerline, up to 100’ AGL/819’ MSL.
Tree 3334’ from DER, 123’ left of centerline, 85’ AGL/818’ MSL.
T-I twr, pole, beginning 3781’ from DER, 536’ right of centerline, up to 100’ AGL/840’ MSL.

Rwy 22, vehicle on road 2’ from DER, 244’ left of centerline, 17’ AGL/654’ MSL.

Grd 2’ from DER, 496’ left of centerline, 675’ MSL.
Tree 321’ from DER, 458’ left of centerline, 61’ AGL/694’ MSL.
Trees beginning 325’ from DER, 198’ left of centerline, up to 63’ AGL/699’ MSL.
Tree 369’ from DER, 486’ right of centerline, 24’ AGL/669’ MSL.
Pole beginning 369’ from DER, 490’ right of centerline, up to 25’ AGL/671’ MSL.

Building, pole beginning 387’ from DER, 299’ right of centerline, up to 26’ AGL/672’ MSL.

Buildings, terrain, beginning 672’ from DER, 99’ right of centerline, up to 37’ AGL/683’ MSL.

Buildings, trees, beginning 1095’ from DER, 582’ right of centerline, up to 57’ AGL/701’ MSL.

Trees beginning 1303’ from DER, 26’ right of centerline, up to 67’ AGL/709’ MSL.
Tree 1413’ from DER, 18’ left of centerline, 51’ AGL/698’ MSL.

Trees beginning 1619’ from DER, 55’ right of centerline, up to 63’ AGL/713’ MSL.

Tree, pole beginning 1673’ from DER, 140’ left of centerline, up to 63’ AGL/732’ MSL.

CONT
FLIPPIN, AR
MARION COUNTY RGNL (FLP)

Rwy 22 (CON’T), trees beginning 2001’ from DER, 195’ right of centerline, up to 66’ AGL/721’ MSL.
Tree, poles beginning 2099’ from DER, 203’ left of centerline, up to 71’ AGL/746’ MSL.
Pole 2430’ from DER, 744’ left of centerline, 100’ AGL/779’ MSL.

Trees beginning 2461’ from DER, 25’ left of centerline, up to 92’ AGL/804’ MSL.

Trees beginning 2470’ from DER, 330’ right of centerline, up to 97’ AGL/760’ MSL.

Trees beginning 2913’ from DER, 18’ right of centerline, up to 65’ AGL/766’ MSL.

Trees beginning 3571’ from DER, 55’ right of centerline, up to 78’ AGL/770’ MSL.

Tree 1 NM from DER, 836’ right of centerline, 88’ AGL/832’ MSL.

FORT SMITH, AR
FORT SMITH RGNL (FSM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 02JUN11 (11153) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std. with a min. climb of 431’ per NM to 800.

Rwy 7, 300-1/2 or std. with a min. climb of 261’ per NM to 800.

Rwy 19, 300-1½ or std. w/ a min. climb of 261’ per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

Rwy 25, 300-1 or std. w/ a min. climb of 351’ per NM to 800.

DEPARTURE PROCEDURE:

Rwy 1, climb heading 016° to 2400 before turning left.

Rwy 25, climb heading 256° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain 56’ from DER, 218’ right of centerline, 0’ AGL/449’ MSL.
Terrain 159’ from DER, 354’ left of centerline, 0’ AGL/449’ MSL.

Light pole 1086’ from DER, 287’ left of centerline, 36’ AGL/485’ MSL.

Tree 1495’ from DER, 364’ left of centerline, 60’ AGL/509’ MSL.

Towers beginning 4315’ from DER, 79’ left of centerline, up to 109’ AGL/619’ MSL.

Trees beginning 5136’ from DER, 924’ right of centerline, up to 100’ AGL/679’ MSL.

Tower 4318’ from DER, 1358’ left of centerline, 96’ AGL/621’ MSL.

Rwy 7, terrain 835’ from DER, 678’ left of centerline, 0’ AGL/479’ MSL.

Trees beginning 3910’ from DER, 1032’ left of centerline, up to 57’ AGL/556’ MSL.

Trees beginning 1.2 NM from DER, 1416’ right of centerline, up to 100’ AGL/699’ MSL.

Pole 1.2 NM from DER, 1572’ right of centerline, 41’ AGL/640’ MSL.

Rwy 19, vehicle and road 200’ from DER, 200’ left of centerline, 15’ AGL/462’ MSL.

Road, 639’ from DER, 313’ left of centerline, 20’ AGL/449’ MSL.

Tank 704’ from DER, 518’ left of centerline, 31’ AGL/480’ MSL.

Railroad, 751’ from DER, 2’ right of centerline, 22’ AGL/471’ MSL.

Trees beginning 930’ from DER, 211’ left of centerline, up to 48’ AGL/627’ MSL.

Tree 941’ from DER, 97’ right of centerline, 25’ AGL/474’ MSL.

Pole 1949’ from DER, 439’ left of centerline, 42’ AGL/501’ MSL.

Elevator 2106’ from DER, 969’ right of centerline, 86’ AGL/536’ MSL.

Rwy 25, pole 1642’ from DER, 734’ right of centerline, 24’ AGL/513’ MSL.

Trees beginning 1848’ from DER, 690’ right of centerline, up to 100’ AGL/629’ MSL.

Tower 1881’ from DER, 1376’ left of centerline, 125’ AGL/623’ MSL.

Tank 5628’ from DER, 208’ left of centerline, 101’ AGL/610’ MSL.

FREDERICK, OK
FREDERICK RGNL (FDR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on road 425’ from DER, 231’ right of centerline, 15’ AGL/1269’ MSL.

Rwy 12, vehicles on road 404’ from DER, 229’ left of centerline, 15’ AGL/1254’ MSL.

GOLDSBY, OK
DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 751’ from DER, 481’ left of centerline, up to 50’ AGL/1209’ MSL.

Tree 982’ from DER, 730’ right of centerline, 50’ AGL/1189’ MSL.

Terrain 101’ from DER, 369’ right of centerline, 1159’ MSL.

Rwy 31, tree 1624’ from DER, 550’ right of centerline, 50’ AGL/1219’ MSL.

Rwy 35, tree 930’ from DER, 49’ left of centerline, 50’ AGL/1199’ MSL.

Road 905’ from DER, 18’ left of centerline, 15’ AGL/1194’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

GROVE, OK
GROVE MUNI (GMJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 200-1½ or std. w/ min. climb of 271’ per NM to 1100.
TAKEOFF OBSTACLE NOTES:
Rwy 18, building 308’ from DER, 321’ left of centerline, 13’ AGL/842’ MSL.
Multiple buildings beginning 11’ from DER, 325’ right of centerline, 22’ AGL/851’ MSL.
Windsock 118’ from DER, 325’ right of centerline, 22’ AGL/851’ MSL.
Light 165’ from DER, 420’ left of centerline, 24’ AGL/883’ MSL.
Vehicle on road 598’ from DER, 619’ left of centerline, 15’ AGL/854’ MSL.

GUTHRIE, OK
GUTHRIE-EDMOND RGNL (GOK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17DEC09 (09351) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 54’ from DER, 286’ right of centerline, up to 44’ AGL/1087’ MSL.

GUYMON, OK
GUIMON MUNI (GUY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, NA-environmental.
Rwy 18, 600-1½ or std. w/ min. climb of 387’ per NM to 3800.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 177° to 3800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, pole 155’ from DER, 446’ left of centerline, 30’ AGL/3124’ MSL.
Building 407’ from DER, 463’ right of centerline, 25’ AGL/3131’ MSL.
Tower 532’ from DER, 484’ right of centerline, 54’ AGL/3157’ MSL.
Rwy 36, fence 24’ from DER, 400’ right of centerline, 8’ AGL/3110’ MSL.

HARRISON, AR
BOONE COUNTY (HRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 1400 - 3 or std. w/ min. climb of 320’ per NM to 3200.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 182° to 2600 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, vehicles on road, pole beginning 17’ from DER, 482’ right of centerline, up to 33’ AGL/1396’ MSL.
Fence 184’ from DER, 498’ left of centerline, 2’ AGL/1369’ MSL.
Tree 228’ from DER, 545’ left of centerline, 1378’ MSL.
Tree 270’ from DER, 524’ right of centerline, 1376’ MSL.
Tree 321’ from DER, 520’ left of centerline, 1379’ MSL.
Trees beginning 448’ from DER, 543’ left of centerline, up to 1381’ MSL.
Trees beginning 634’ from DER, 333’ left of centerline, up to 1384’ MSL.
Tree 877’ from DER, 365’ left of centerline, 1388’ MSL.
Tree 906’ from DER, 334’ left of centerline, 1394’ MSL.
Trees beginning 966’ from DER, 368’ left of centerline, up to 1397’ MSL.
Tree 1029’ from DER, 368’ left of centerline, 1399’ MSL.
Trees beginning 1065’ from DER, 186’ left of centerline, up to 1403’ MSL.
Trees beginning 1160’ from DER, 217’ left of centerline, up to 1405’ MSL.
Tree 1576’ from DER, 805’ right of centerline, 1405’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HEBER SPRINGS, AR
HEBER SPRINGS MUNI (HBZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10OCT19 (19283) (FAA)
TAKEOFF MINIMUMS.
Rwy 6, 500-3 or std. w/min. climb of 235' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 24, climb on heading 240° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning abeam DER, 190’ right of centerline up to 80 AGL/700’ MSL.
Trees beginning abeam DER, 240’ left of centerline, up to 80 AGL/700’ MSL.
Rwy 24, trees beginning abeam DER, 250’ right of centerline up to 80 AGL/680’ MSL.
Trees beginning abeam DER, 171’ left of centerline, up to 80 AGL/680’ MSL.
Trees beginning 500’ from DER, crossing runway extended centerline, up to 80 AGL/660’ MSL.

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS (HEE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2½ or std. w/ min. climb of 250’ per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 8, multiple trees beginning 1572’ from DER, 29’ right of centerline, up to 85’ AGL/319’ MSL.
Tree 1580’ from DER, 95’ left of centerline, 85’ AGL/319’ MSL.
Tree 1017’ from DER, 547’ left of centerline, 50’ AGL/287’ MSL.
Tree 1886’ from DER, 804’ right of centerline, 103’ AGL/316’ MSL.
Multiple trees beginning 1953’ from DER, 545’ left of centerline, up to 84’ AGL/299’ MSL.
Multiple trees beginning 2490’ from DER, 942’ left of centerline, up to 83’ AGL/315’ MSL.
Rwy 17, terrain 23’ from DER, 494’ left of centerline, 240’ MSL.
Multiple trees beginning 193’ from DER, 546’ left of centerline, 46’ AGL/270’ MSL.
Multiple trees beginning 216’ from DER, 468’ left of centerline, up to 57’ AGL/282’ MSL.
Multiple trees beginning 932’ from DER, 594’ right of centerline, up to 64’ AGL/306’ MSL.
Tree 1590’ from DER, 695’ left of centerline, 69’ AGL/294’ MSL.
Multiple trees beginning 1943’ from DER, 89’ right of centerline, up to 66’ AGL/307’ MSL.
Tree 1990’ from DER, 793’ right of centerline, 77’ AGL/304’ MSL.
Multiple trees beginning 1935’ from DER, 80’ left of centerline, up to 95’ AGL/323’ MSL.
Multiple trees beginning 2251’ from DER, 535’ right of centerline, up to 89’ AGL/331’ MSL.
Tree 2502’ from DER, 914’ right of centerline, 100’ AGL/340’ MSL.
Multiple trees beginning 2537’ from DER, 637’ right of centerline, up to 106’ AGL/347’ MSL.
Tree 3155’ from DER, 726’ left of centerline, 104’ AGL/330’ MSL.

HENRY POST AAF (KFSI)
FORT SILL, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20JUN19 (19171)
DEPARTURE PROCEDURE:
Rwy 36, climb heading 356° to 2200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 953’ from DER, 668’ right of cntrln, 1198’ MSL.
Pole 1141’ from DER, 783’ right of cntrln, 43’ AGL/1210’ MSL.
Pole 1591’ from DER, 859’ right of cntrln, 54’ AGL/1226’ MSL.
Tree 2153’ from DER, 38’ left of cntrln, 1221’ MSL.
Tree 2490’ from DER, 294’ right of cntrln, 1229’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HENRYETTA, OK
HENRYETTA MUNI (F10)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 500-3 or std. with a min. climb of 312' per NM to 1500.
DEPARTURE PROCEDURE:
Rwy 36, climb heading 356° to 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, numerous trees beginning 778' from DER, 177' left of centerline, up to 100' AGL/939' MSL.
Numerous trees beginning 335' from DER, 22' right of centerline, up to 1610' MSL.
Rwy 36, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL.
Tower 8882' from DER, 6059' left of centerline, 33' AGL/1223' MSL.

HINTON, OK
HINTON MUNI (208)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 17JUN21 (21168) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, traverse way beginning 5' from DER, 227' left of centerline, up to 15' AGL/1599' MSL.
Pole, traverse way, trees beginning 500' from DER, 229' left of centerline, up to 1610' MSL.
Trees 854' from DER, 124' left of centerline, 1578' MSL.
Traverse way beginning 63' from DER, 227' right of centerline, up to 15' AGL/1587' MSL.

HOBART, OK
HOBART RGNL (HBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, NA - environmental.
DEPARTURE PROCEDURE:
Rwy 35, terrain beginning 107' from DER, 185' left of centerline, 0' AGL/1549' MSL.
Terrain beginning 109' from DER, 63' right of centerline, 0' AGL/1549' MSL.

HOLDENVILLE, OK
HOLDENVILLE MUNI (F99)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10OCT19 (19283) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 175° to 2200 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain beginning 0' from DER, 7' right of centerline, up to 1660' MSL.
Fence beginning 4' from DER, 253' left of centerline, up to 7' AGL/1658' MSL.
Trees beginning 89' from DER, 254' left of centerline, up to 7 AGL/1659' MSL.
Pole beginning 285' from DER, 543' right of centerline, 20' AGL/877' MSL.
Trees beginning 597' from DER, 520' right of centerline, up to 32' AGL/890' MSL.
Trees beginning 1214' from DER, 753' left of centerline, up to 909' MSL.
Trees beginning 1605' from DER, 525' right of centerline, up to 901' MSL.

HOLLIS, OK
HOLLIS MUNI (O35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 19JUL18 (18200) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 175° to 2200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain beginning 0' from DER, 7' right of centerline, up to 1660' MSL.
Fence beginning 4' from DER, 253' left of centerline, up to 5' AGL/1658' MSL.
Trees beginning 89' from DER, 254' left of centerline, up to 7 AGL/1659' MSL.
Pole beginning 285' from DER, 543' right of centerline, 20' AGL/877' MSL.
Tower 4194' from DER, 1305' right of centerline, 130' AGL/1759' MSL.
Rwy 36, fence 0' from DER, 249' right of centerline, 6' AGL/1658' MSL.
Vehicles on road beginning 478' from DER, 152' left of centerline, up to 1672' MSL.
Vehicles on road beginning 482' from DER, 6' right of centerline, up to 1670' MSL.
HOPE, AR
HOPE MUNI (M18)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13NOV14 (14317) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 1776' from DER, 422' left of centerline, up to 100' AGL/469' MSL.
Trees and poles beginning 1930' from DER, 99' right of centerline, up to 100' AGL/469' MSL.
Pole 2256' from DER, 24' right of centerline, 65' AGL/434' MSL.
Rwy 22, trees beginning abeam DER, 500' right of centerline, up to 100' AGL/439' MSL.
Tree 117' from DER, 211' right of centerline, 100' AGL/429' MSL.
Rwy 34, bush 39' from DER, 182' left of centerline, 10' AGL/369' MSL.

HORSEHOE BEND, AR
HORSEHOE BEND (6M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JAN17 (17005) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1¼.
Rwy 31, 300-1.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 12' from DER, 264' right of centerline, up to 125' AGL/884' MSL.
Trees beginning 15' from DER, 73' left of centerline, up to 125' AGL/884' MSL.
Vegetation beginning 17' from DER, 277' left of centerline crossing extended runway centerline, up to 15' AGL/894' MSL.
Trees beginning 331' from DER, 193' left of centerline, up to 125' AGL/944' MSL.
Trees beginning 447' from DER, 310' right of centerline, up to 125' AGL/964' MSL.
Trees beginning 644' from DER, 141' left of centerline, up to 125' AGL/964' MSL.
Trees beginning 699' from DER, 310' right of centerline, up to 125' AGL/964' MSL.
Trees beginning 802' from DER, 607' right of centerline, up to 125' AGL/984' MSL.
Trees beginning 969' from DER, 51' right of centerline, up to 125' AGL/1004' MSL.
Trees beginning 1001' from DER, 188' left of centerline, up to 125' AGL/1024' MSL.
Trees beginning 1359' from DER, 437' right of centerline, up to 125' AGL/1024' MSL.

HOT SPRINGS, AR
MEMORIAL FIELD (HOT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 15AUG19 (19227) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 600-2½ or std. w/min. climb of 382' per NM to 1300 or 1600-3 for VCOA.
Rwy 13, 300-2½ or std. w/min. climb of 210' per NM to 900 or alternately, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 31, 400-1⅜ or std. w/min. climb of 433' per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 5, climb on heading 053° to 2000 before turning westbound.
Rwy 13, climb on heading 133° to 1700 before proceeding on course.
Rwy 23, climb on heading 233° to 1500 before proceeding on course.
Rwy 31, climb on heading 313° to 1800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, vegetation and rising terrain beginning 2' from DER, 452' right of centerline, up to 550' MSL.
Tree 646' from DER, 565' right of centerline, 590' MSL.
Trees beginning 671' from DER, 507' right of centerline, up to 592' MSL.
Trees beginning 1041' from DER, 671' left of centerline, up to 59' AGL/626' MSL.
Trees beginning 1227' from DER, 485' right of centerline, up to 595' MSL.
Tree and NAVAID beginning 1554' from DER, 300' left of centerline, up to 641' MSL.
Trees, pole and spire beginning 1886' from DER, 68' left of centerline, up to 654' MSL.
Tree 3500' from DER, 550' right of centerline, 654' MSL.
Tree and tower beginning 3537' from DER, 715' right of centerline, up to 79' AGL/661' MSL.
Tree 4466' from DER, 734' left of centerline, 687' MSL.
Tower and tree beginning 1.1 NM from DER, 1110' left of centerline, up to 92' AGL/24' MSL.
Trees beginning 1.9 NM DER, 3374' left of centerline, up to 62' AGL/1096' MSL.
HOT SPRINGS, AR (CON’T)
MEMORIAL FIELD (HOT) (CON’T)

Rwy 13, traverse way 84’ from DER, 437’ right of centerline, 512’ MSL.
Tree 166’ from DER, 524’ right of centerline, 49’ AGL/534’ MSL.
Tree 177’ from DER, 350’ right of centerline, 45’ AGL/542’ MSL.
Trees beginning 220’ from DER, 307’ right of centerline, up to 53’ AGL/545’ MSL.
Trees beginning 264’ from DER, 474’ left of centerline, up to 68’ AGL/573’ MSL.
Trees beginning 317’ from DER, 94’ left of centerline, up to 574’ MSL.
Trees beginning 434’ from DER, 7’ right of centerline, up to 63’ AGL/546’ MSL.
Trees beginning 1749’ from DER, 48’ left of centerline, up to 85’ AGL/579’ MSL.
Tree 2547’ from DER, 809’ left of centerline, 74’ AGL/587’ MSL.
Trees beginning 2611’ from DER, 544’ right of centerline, up to 79’ AGL/601’ MSL.
Tree 2664’ from DER, 1013’ left of centerline, 77’ AGL/591’ MSL.
Tree 2780’ from DER, 731’ right of centerline, 75’ AGL/603’ MSL.
Tree 2902’ from DER, 1188’ left of centerline, 79’ AGL/606’ MSL.
Tree and pole beginning 3043’ from DER, 17’ right of centerline, up to 66’ AGL/616’ MSL.
Tree 3063’ from DER, 53’ left of centerline, 71’ AGL/622’ MSL.
Tree and pole beginning 3175’ from DER, 77’ left of centerline, up to 80’ AGL/630’ MSL.
Poles beginning 3228’ from DER, 261’ left of centerline, up to 71’ AGL/631’ MSL.
Trees beginning 3296’ from DER, 36’ right of centerline, up to 76’ AGL/624’ MSL.
Tree 3450’ from DER, 111’ right of centerline, 71’ AGL/636’ MSL.
Tower 1.8 NM from DER, 2044’ left of centerline, 355’ AGL/802’ MSL.
Antenna 1.8 NM from DER, 2088’ left of centerline, 319’ AGL/804’ MSL.

Rwy 23, tree 22’ from DER, 314’ left of centerline, 29’ AGL/510’ MSL.
Tree 606’ from DER, 636’ right of centerline, 546’ MSL.
Rwy 31, trees beginning 12’ from DER, 136’ left of centerline, up to 73’ AGL/564’ MSL.
Trees and pole beginning 330’ from DER, 113’ left of centerline, up to 75’ AGL/577’ MSL.
Traverse way 451’ from DER, 13’ right of centerline, 534’ MSL.
Trees beginning 472’ from DER, 111’ right of centerline, up to 52’ AGL/575’ MSL.
Trees and pole beginning 671’ from DER, 137’ left of centerline, up to 66’ AGL/580’ MSL.
Trees beginning 888’ from DER, 71’ right of centerline, up to 82’ AGL/581’ MSL.
Trees beginning 1002’ from DER, 136’ right of centerline, up to 73’ AGL/585’ MSL.
Trees beginning 1017’ from DER, 155’ left of centerline, up to 68’ AGL/588’ MSL.
Tree 1488’ from DER, 736’ left of centerline, 58’ AGL/592’ MSL.
Tree 2975’ from DER, 764’ right of centerline, 65’ AGL/610’ MSL.
Tree 3109’ from DER, 439’ right of centerline, 69’ AGL/614’ MSL.
Trees beginning 3193’ from DER, 68’ right of centerline, up to 69’ AGL/639’ MSL.
Tree 3752’ from DER, 320’ left of centerline, 83’ AGL/646’ MSL.
Tree 4785’ from DER, 1427’ right of centerline, 88’ AGL/669’ MSL.
Tree 5806’ from DER, 1503’ left of centerline, 61’ AGL/677’ MSL.
Building 1.0 NM from DER, 1887’ right of centerline, 53’ AGL/724’ MSL.
Traverse way and building beginning 1.1 NM from DER, 1503’ right of centerline, up to 886’ MSL.

HUGO, OK

STAN STAMPER MUNI (HHW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

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

HUNTSVILLE, AR

HUNTSVILLE MUNI (H34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

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

IDABEL, OK

MC CURTAIN COUNTY RGNL(4O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23JAN03 (03023) (FAA)

TAKEOFF OBSTACLE NOTES:

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

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JONESBORO, AR
JONESBORO MUNI (JBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAR13 (13066) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-obstacles.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 356' from DER, 188' right of centerline, up to 75' AGL/304' MSL.
Pole 1214' from DER, 341' right of centerline, 40' AGL/291' MSL.
Railroad, trees, and pole beginning 600' from DER,10' left of centerline, up to 75' AGL/302' MSL.
Rwy 23, trees beginning 2600' from DER, 457' right centerline, up to 75' AGL/343' MSL.
Trees beginning 1588' from DER,10' left of centerline, up to 75' AGL/339' MSL.
Rwy 5, trees beginning 873' from DER, 458' right of centerline, up to 75' AGL/304' MSL.
Trees beginning 1226' from DER, 558' left of centerline, up to 75' AGL/315' MSL.

KETCHUM, OK
SOUTH GRAND LAKE RGNL (1K8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1¼ or std. w/min. climb of 453' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 178° to 1400 before turning left.
Rwy 36, climb on heading 358° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, bush beginning 58' from DER, 42' right of centerline, up to 789' MSL.
Vehicles on road beginning 274' from DER, 199' right of centerline, up to 796' MSL.
Vehicles on road beginning 275' from DER, 13' right of centerline, up to 797' MSL.
Pole 294' from DER, 125' right of centerline, 21' AGL/803' MSL.
Pole 300' from DER, 442' right of centerline, 813' MSL.
Tree, pole beginning 410' from DER, 22' right of centerline, up to 820' MSL.
Tree 1416' from DER, 717' right of centerline, 823' MSL.
Tree 1429' from DER, 541' right of centerline, 827' MSL.
Trees beginning 1477' from DER, 8' right of centerline, up to 60' AGL/829' MSL.
Trees beginning 1710' from DER, 15' right of centerline, up to 60' AGL/830' MSL.
Tree 2972' from DER, 839' left of centerline, 855' MSL.
Tree, vehicles on road, pole, post beginning 75' from DER, 10' left of centerline, up to 44' AGL/824' MSL.
Trees beginning 792' from DER, 544' left of centerline, up to 828' MSL.
Tree 1052' from DER, 634' left of centerline, 835' MSL.
Trees beginning 1089' from DER, 137' left of centerline, up to 840' MSL.
Trees beginning 1405' from DER, 54' left of centerline, up to 842' MSL.
Trees beginning 1500' from DER, 62' left of centerline, up to 844' MSL.
Trees beginning 1600' from DER, 16' left of centerline, up to 846' MSL.
Trees beginning 1734' from DER, 87' left of centerline, up to 853' MSL.
Tree 2282' from DER, 981' left of centerline, 855' MSL.
Tree 2309' from DER, 1108' left of centerline, 858' MSL.
Rwy 36, tree, terrain beginning 4728' from DER, on centerline, up to 39' AGL/985' MSL.
Bush 28' from DER, 82' right of centerline, 8' AGL/787' MSL.
Trees beginning 293' from DER, 290' right of centerline, 795' MSL.
Tree, vehicles on road beginning 185' from DER, 27' right of centerline, up to 798' MSL.
Tree 292' from DER, 297' right of centerline, 816' MSL.
Trees beginning 293' from DER, 33' right of centerline, up to 818' MSL.
Trees beginning 629' from DER, 31' right of centerline, up to 820' MSL.
Tree 741' from DER, 145' right of centerline, 41' AGL/827' MSL.
Trees beginning 785' from DER, 2' right of centerline, up to 43' AGL/829' MSL.
Tree 1413' from DER, 525' right of centerline, 836' MSL.
Trees beginning 1529' from DER, 425' right of centerline, up to 845' MSL.
Tree 2457' from DER, 1093' right of centerline, 856' MSL.
Trees beginning 2612' from DER, 8' right of centerline, up to 861' MSL.
Trees beginning 2897' from DER, 60' right of centerline, up to 862' MSL.
Tree 2990' from DER, 387' right of centerline, 55' AGL/872' MSL.
Tree 3031' from DER, 260' right of centerline, 57' AGL/879' MSL.
Trees beginning 3127' from DER, 113' right of centerline, up to 71' AGL/892' MSL.
Trees beginning 3427' from DER, 9' right of centerline, up to 64' AGL/897' MSL.
Tree 3843' from DER, 170' right of centerline, 40' AGL/899' MSL.
Trees beginning 3846' from DER, 56' right of centerline, up to 59' AGL/912' MSL.
Trees beginning 3932' from DER, 18' right of centerline, up to 50' AGL/913' MSL.
Trees beginning 4065' from DER, 144' right of centerline, up to 49' AGL/918' MSL.
Trees beginning 4072' from DER, 26' right of centerline, up to 47' AGL/920' MSL.
Trees beginning 4164' from DER, 19' right of centerline, up to 52' AGL/929' MSL.
Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL.
Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL.
Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL.
Tree 4709' from DER, 344' right of centerline, 58' AGL/977' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KETCHUM, OK (CON’T)

SOUTH GRAND LAKE RGNL (1K8) (CON’T)

Rwy 36 (CON’T), trees beginning 4833’ from DER, 99’ right of centerline, up to 44’ AGL/998’ MSL.
Trees beginning 4902’ from DER, 229’ right of centerline, up to 63’ AGL/1009’ MSL.
Trees beginning 4933’ from DER, 26’ right of centerline, up to 57’ AGL/1013’ MSL.
Trees beginning 4982’ from DER, 97’ right of centerline, up to 39’ AGL/1019’ MSL.
Tree, bush, terrain beginning 5020’ from DER, 64’ right of centerline, up to 40’ AGL/1020’ MSL.
Tree, terrain, bush beginning 5223’ from DER, 4’ right of centerline, up to 51’ AGL/1026’ MSL.
Tree 1 NM from DER, 1132’ right of centerline, 947’ MSL.
Tree, bush beginning 2’ from DER, 122’ left of centerline, up to 800’ MSL.
Tree, terrain, bush, fence, vehicles on road beginning 109’ from DER, 3’ left of centerline, up to 36’ AGL/833’ MSL.
Tree, terrain, driveway beginning 388’ from DER, 2’ left of centerline, up to 845’ MSL.
Trees beginning 1490’ from DER, 41’ left of centerline, up to 48’ AGL/846’ MSL.
Trees beginning 1582’ from DER, 13’ left of centerline, up to 47’ AGL/848’ MSL.
Tree 1640’ from DER, 65’ left of centerline, 48’ AGL/849’ MSL.
Tree, terrain beginning 131’ left of centerline, 47’ AGL/851’ MSL.
Tree, terrain beginning 1704’ from DER, 25’ left of centerline, up to 45’ AGL/857’ MSL.
Tree, pole, terrain beginning 1881’ from DER, 83’ left of centerline, up to 44’ AGL/859’ MSL.
Tree, terrain beginning 1986’ from DER, 103’ left of centerline, up to 56’ AGL/866’ MSL.
Trees beginning 2210’ from DER, 175’ left of centerline, up to 56’ AGL/868’ MSL.
Trees beginning 2379’ from DER, 220’ left of centerline, up to 53’ AGL/870’ MSL.
Tree, pole beginning 2477’ from DER, 304’ left of centerline, up to 876’ MSL.
Trees beginning 2641’ from DER, 366’ left of centerline, up to 58’ AGL/884’ MSL.
Tree, pole beginning 2709’ from DER, 112’ left of centerline, up to 891’ MSL.
Trees beginning 2933’ from DER, 35’ left of centerline, up to 928’ MSL.
Trees beginning 3043’ from DER, 163’ left of centerline, up to 929’ MSL.
Trees beginning 3123’ from DER, 296’ left of centerline, up to 942’ MSL.
Tree, pole beginning 3329’ from DER, 168’ left of centerline, up to 958’ MSL.
Tree 3426’ from DER, 1210’ left of centerline, 965’ MSL.
Trees beginning 3427’ from DER, 154’ left of centerline, up to 969’ MSL.
Trees beginning 3533’ from DER, 66’ left of centerline, up to 988’ MSL.
Trees beginning 3680’ from DER, 12’ left of centerline, up to 997’ MSL.
Tree, bush beginning 4265’ from DER, 47’ left of centerline, up to 998’ MSL.
Tree, bush beginning 4325’ from DER, 267’ left of centerline, up to 1008’ MSL.
Tree, bush beginning 4351’ from DER, 95’ left of centerline, up to 1013’ MSL.
Bush, bush beginning 4393’ from DER, 30’ left of centerline, up to 1017’ MSL.
Trees beginning 4466’ from DER, 376’ left of centerline, up to 1024’ MSL.
Tree, terrain beginning 4602’ from DER, 11’ left of centerline, up to 1025’ MSL.
Tree, terrain beginning 4682’ from DER, 84’ left of centerline, up to 1030’ MSL.
Tree, terrain beginning 4797’ from DER, 143’ left of centerline, up to 1032’ MSL.
Tree, terrain, bush, tramson towers beginning 4880’ from DER, 4’ left of centerline, up to 1033’ MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

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

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 1709’ from DER, 870’ left of centerline, 60’ AGL/1119’ MSL.
Tree 918’ from DER, 733’ right of centerline, 31’ AGL/1098’ MSL.
Rwy 35, tree 2377’ from DER, 802’ left of centerline, 60’ AGL/1179’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LITTLE ROCK, AR
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 19JUL18 (21112) (FAA)

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence and railroad beginning 488' from DER, 537' right of centerline, up to 32' AGL/282' MSL.
Tree 1146' from DER, 376' left of centerline, 294' MSL.
Tree, and railroad beginning 1184' from DER, 18' left of centerline, up to 303' MSL.
Tree 1473' from DER, 149' right of centerline, 295' MSL.
Tree 1902' from DER, 423' right of centerline, 313' MSL.
Vehicles on road 2036' from DER, 177' left of centerline, 313' MSL.
Tree 2352' from DER, 466' right of centerline, 342' MSL.
Trees beginning 2441' from DER, 217' left of centerline, up to 364' MSL.
Tree 2726' from DER, 154' left of centerline, 374' MSL.
Tree 2779' from DER, 131' right of centerline, 361' MSL.
Tree 3113' from DER, 478' left of centerline, 390' MSL.
Tree 3176' from DER, 291' right of centerline, 399' MSL.
Tree 3230' from DER, 805' right of centerline, 407' MSL.
Tree 3249' from DER, 589' left of centerline, 396' MSL.
Tree 3287' from DER, 802' left of centerline, 399' MSL.
Tree 3701' from DER, 760' right of centerline, 424' MSL.
Tree 3701' from DER, 617' left of centerline, 401' MSL.
Trees beginning 3856' from DER, 142' right of centerline, up to 429' MSL.
Tree 3945' from DER, 367' right of centerline, 433' MSL.
Tree, elevator and stack beginning 3998' from DER, 74' right of centerline, up to 437' MSL.
Tree 1.1 NM from DER, 2111' right of centerline, 459' MSL.

Rwy 22L, tree and building beginning 780' from DER, 417' left of centerline, up to 315' MSL.
Pole 979' from DER, 502' right of centerline, 36' AGL/295' MSL.
Tower 1828' from DER, 884' left of centerline, 49' AGL/337' MSL.
Pole 2128' from DER, 754' left of centerline, 72' AGL/342' MSL.
Tree 2278' from DER, 174' left of centerline, 343' MSL.
Tree 2490' from DER, 250' left of centerline, 361' MSL.
Tree and pole beginning 2511' from DER, 854' left of centerline, up to 376' MSL.
Trees beginning 4726' from DER, 1584' right of centerline, up to 399' MSL.
Tree 5149' from DER, 1422' right of centerline, 401' MSL.
Tree 5816' from DER, 1831' right of centerline, 425' MSL.
Tree 5878' from DER, 1931' right of centerline, 429' MSL.
Tree 6019' from DER, 1946' right of centerline, 433' MSL.

Rwy 22R, building 348' from DER, 478' right of centerline, 17' AGL/267' MSL.

Vehicles on road 458' from DER, 536' right of centerline, 268' MSL.
Railroad 646' from DER, 570' right of centerline, 274' MSL.
Fence 818' from DER, 215' right of centerline, 32' AGL/282' MSL.
Pole 948' from DER, 453' right of centerline, 37' AGL/287' MSL.
Railroad 968' from DER, 730' left of centerline, 285' MSL.
Building 1167' from DER, 420' right of centerline, 40' AGL/291' MSL.
Tree 1235' from DER, 759' left of centerline, 295' MSL.
Pole 1460' from DER, 101' right of centerline, 42' AGL/293' MSL.
Tree 1732' from DER, 869' left of centerline, 313' MSL.
Tree and pole beginning 1848' from DER, 2729' left of centerline, 499' MSL.
Tree 1970' from DER, 356' right of centerline, 311' MSL.
Tree 2871' from DER, 405' right of centerline, 325' MSL.
Trees beginning 4377' from DER, 1170' left of centerline, up to 437' MSL.
Tree 6030' from DER, 1611' left of centerline, 456' MSL.
Tree 1.4 NM from DER, 2729' left of centerline, 499' MSL.
Tree 1.5 NM from DER, 2629' left of centerline, 512' MSL.
Tree 1.6 NM from DER, 2621' left of centerline, 66' AGL/508' MSL.

Rwy 36, trees beginning 243' from DER, 541' right of centerline, up to 347' MSL.
Tower 568' from DER, 504' left of centerline, 60' AGL/313' MSL.
Tree and pole beginning 747' from DER, 2' left of centerline, up to 345' MSL.
Tree and pole beginning 1074' from DER, 196' right of centerline, up to 354' MSL.
Tree 3789' from DER, 492' left of centerline, 367' MSL.
Tree 3918' from DER, 546' right of centerline, 369' MSL.
Tower 1.9 NM from DER, 2637' left of centerline, 312' AGL/558' MSL.
LITTLE ROCK AFB (KLRF)
JACKSONVILLE, AR
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
14FEB08 (08045)
DEPARTURE PROCEDURE:
- Rwy 25, cross DER at least 13' AGL/299 MSL, 467' (80' AGL) trees, 6528' from DER, 2248' left of centerline.
TAKEOFF OBSTACLES:
- Rwy 7, Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline.
- Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline.
- Rwy 7 (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline.
- Rwy 25: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline.
- Rwy 25 (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

MADILL, OK
MADILL MUNI (1F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
- Rwy 18, climb heading 190° to 3100 before turning left.
- Rwy 36, climb heading 360° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 18, trees across centerline beginning 713' from DER, up to 50' AGL/920' MSL.
- Trees beginning 85' from DER, 150' right of centerline, 321' MSL.
- Bush beginning 85' from DER, 180' left of centerline, 333' MSL.
- Trees beginning 1189' from DER, 920' from DER, 379' MSL.
- Trees beginning 1290' from DER, 139' left of centerline, up to 387' MSL.
- Trees beginning 1628' from DER, 837' left of centerline, up to 374' MSL.
- Trees beginning 1725' from DER, 738' right of centerline, 392' MSL.
- Trees beginning 1780' from DER, 247' right of centerline, up to 409' MSL.
- Trees beginning 1825' from DER, 880' left of centerline, up to 378' MSL.
- Trees beginning 2023' from DER, 1009' left of centerline, 381' MSL.
- Trees beginning 2035' from DER, 900' left of centerline, 383' MSL.
- Trees beginning 2179' from DER, 871' left of centerline, up to 386' MSL.
- Trees beginning 2473' from DER, 94' right of centerline, up to 329' AGL/429' MSL.
- Trees beginning 2564' from DER, 49' right of centerline, up to 112' AGL/455' MSL.
- Trees beginning 2705' from DER, 13' right of centerline, up to 432' MSL.
- Trees beginning 2877' from DER, 8' right of centerline, up to 441' MSL.
- Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL.
- Rwy 36, NT REIL 9' from DER, 89' right of centerline, 302' MSL.
- NT REIL 10' from DER, 90' left of centerline, 3 AGL/303' MSL.
- Trees beginning 278' from DER, 351' right of centerline, up to 354' MSL.
- Trees beginning 633' from DER, 374' left of centerline, up to 371' MSL.
- Trees beginning 842' from DER, 34' left of centerline, up to 385' MSL.
- Trees beginning 2121' from DER, 295' right of centerline, up to 361' MSL.
- Tree 2271' from DER, 118' right of centerline, 362' MSL.
- Tree 2347' from DER, 1033' right of centerline, 363' MSL.
- Tree 2376' from DER, 754' right of centerline, 363' MSL.
- Tree 2431' from DER, 498' right of centerline, 367' MSL.
- Trees beginning 2481' from DER, 221' right of centerline, up to 376' MSL.
- Trees beginning 2719' from DER, 146' right of centerline, up to 383' MSL.

MAGNOLIA, AR
RALPH C WEISER FIELD (AGO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 14SEP17 (17257)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, ground 27' from DER, 389' right of centerline, 321' MSL.
- Tree, ground beginning 85' from DER, 150' right of centerline, up to 8' AGL/326' MSL.
- Tree pole 340' from DER, 180' left of centerline, 333' MSL.
- Bush beginning 511' from DER, 185' right of centerline, up to 336' MSL.
- Trees beginning 1189' from DER, 797' right of centerline, 379' MSL.
- Trees beginning 1290' from DER, 720' right of centerline, up to 387' MSL.
- Tree 1337' from DER, 851' left of centerline, 372' MSL.
- Trees beginning 1628' from DER, 837' left of centerline, up to 374' MSL.
- Tree 1725' from DER, 738' right of centerline, 392' MSL.
- Trees beginning 1780' from DER, 247' right of centerline, up to 409' MSL.
- Trees beginning 1825' from DER, 880' left of centerline, up to 378' MSL.
- Tree 2023' from DER, 1009' left of centerline, 381' MSL.
- Pole 2035' from DER, 900' left of centerline, 383' MSL.
- Trees beginning 2179' from DER, 871' left of centerline, up to 386' MSL.
- Treeline beginning 2596' from DER, 94' right of centerline, up to 329' AGL/429' MSL.
- Trees beginning 2642' from DER, 49' right of centerline, up to 112' AGL/455' MSL.
- Trees beginning 2705' from DER, 13' right of centerline, up to 432' MSL.
- Trees beginning 2877' from DER, 8' right of centerline, up to 441' MSL.
- Water tower 5118' from DER, 1444' right of centerline, 135' AGL/459' MSL.
- Rwy 36, NT REIL 9' from DER, 89' right of centerline, 302' MSL.
- NT REIL 10' from DER, 90' left of centerline, 3' AGL/303' MSL.
- Trees beginning 278' from DER, 351' right of centerline, up to 354' MSL.
- Trees beginning 633' from DER, 374' left of centerline, up to 371' MSL.
- Trees beginning 842' from DER, 34' left of centerline, up to 385' MSL.
- Trees beginning 2121' from DER, 295' right of centerline, up to 361' MSL.
- Tree 2271' from DER, 118' right of centerline, 362' MSL.
- Tree 2347' from DER, 1033' right of centerline, 363' MSL.
- Tree 2376' from DER, 754' right of centerline, 363' MSL.
- Tree 2431' from DER, 498' right of centerline, 367' MSL.
- Trees beginning 2481' from DER, 221' right of centerline, up to 376' MSL.
- Trees beginning 2719' from DER, 146' right of centerline, up to 383' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

MANGUM, OK
SCOTT FIELD (2K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 17, vehicle on road 1240' from DER, left to right of centerline, 15' AGL/1694' MSL.
- Multiple trees beginning 456' from DER, 1' right of centerline, up to 100' AGL/649' MSL.
- Multiple trees beginning 456' from DER, 1' left of centerline, up to 100' AGL/1694' MSL.
- Rwy 35, vehicle on road 632' from DER, left to right of centerline, 15' AGL/1644' MSL.

MANILA, AR
MANILA MUNI (MXA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (13262) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, pole 140' from DER, 353' right of centerline, 10' AGL/225' MSL.
- Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL.
- Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL.
- Rwy 36, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL.
- Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL.
- Multiple poles and trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARIANNA, AR
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22AUG13 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, tank 27' from DER, 353' right of centerline, 10' AGL/225' MSL.
- Multiple poles and trees beginning 83' from DER, 372' right of centerline, up to 63' AGL/287' MSL.
- Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL.
- Rwy 36, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL.
- Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL.
- Multiple poles and trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARSHALL, AR
SEARCY COUNTY (4A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
- Rwy 5, std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions.
- Rwy 23, std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy 5, climb heading 051° to 2100 before proceeding on course.
- Rwy 23, climb heading 231° to 2600 before proceeding on course.

VCOA:
- Rwy 5, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
- Rwy 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 5, rising terrain beginning 3' from DER, 300' left and 138' right of centerline, up to 978' MSL.
- Rising terrain beginning 67' from DER, 389' right of centerline, up to 990' MSL.
- Trees and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL.
- Trees and pole beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL.
- Trees, poles and t-l towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL.
- Trees, poles and t-l towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL.
- Trees, poles and t-l towers beginning 3006' from DER, 668' left of centerline, 97' AGL/1050' MSL.
- Trees, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MARRISH, AR (CON’T)
SEARCY COUNTY (4A5) (CON’T)

Rwy 5 (CON’T), trees beginning 4776’ from DER, 1514’ right of centerline, up to 92’ AGL/1107’ MSL.

Rwy 23, rising terrain beginning 4’ from DER, 144’ left and 180’ right of centerline, up to 945’ MSL.

Trees beginning 7’ from DER, 791’ left of centerline, up to 79’ AGL/995’ MSL.

Trees beginning 43’ from DER, 274’ right of centerline, up to 29’ AGL/967’ MSL.

Trees beginning 70’ from DER, 491’ right of centerline, up to 62’ AGL/1003’ MSL.

Trees beginning 395’ from DER, 269’ right of centerline, up to 88’ AGL/965’ MSL.

MC ALESTER, OK
MC ALESTER RGNL (MLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. w/min. climb of 318’ per NM to 1100.

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

TAKEOFF OBSTACLE NOTES:
Rwy 2, light standard, tree and pole beginning 203’ from DER, 302’ right of centerline, up to 59’ AGL/826’ MSL.

Pole 104’ from DER, 276’ left of centerline, 31’ AGL/780’ MSL.

Tree 5344’ from DER, 1912’ left of centerline, 100’ AGL/989’ MSL.

Rwy 20, multiple trees and poles beginning 715’ from DER, 66’ right and 97’ left of centerline, up to 50’ AGL/934’ MSL.

Radio mast 9021’ from DER, 2565’ right of centerline, 266’ AGL/985’ MSL.

MC GEHEE, AR
MC GEHEE MUNI (7M1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 2594’ from DER, left and right of centerline, up to 100’ AGL/234’ MSL.

Rwy 36, trees beginning 456’ from DER, 365’ left of centerline, up to 100’ AGL/244’ MSL.

Trees beginning 2143’ from DER, 1048’ right of centerline, up to 100’ AGL/244’ MSL.

Trees beginning 2404’ from DER, 899’ left of centerline, up to 100’ AGL/244’ MSL.

MELBOURNE, AR
MELBOURNE MUNI-JOHN E MILLER FIELD (42A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:
Rwy 21, 300-1¼ or std. w/ min. climb of 235’ per NM to 1000 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 3, vegetation 1’ from DER, 384’ right of centerline, 710’ MSL.

Tree, vegetation beginning 22’ from DER, 252’ right of centerline, up to 39’ AGL/733’ MSL.

Tree 151’ from DER, 510’ left of centerline, 723’ MSL.

Tree 297’ from DER, 577’ left of centerline, 725’ MSL.

Tree 427’ from DER, 519’ left of centerline, 737’ MSL.

Trees beginning 537’ from DER, 552’ left of centerline, up to 749’ MSL.

Trees beginning 1044’ from DER, 643’ right of centerline, up to 757’ MSL.

Tree 1234’ from DER, 682’ right of centerline, 771’ MSL.

Tree 1332’ from DER, 528’ right of centerline, 775’ MSL.

Tree 1426’ from DER, 472’ right of centerline, 777’ MSL.

Trees beginning 1519’ from DER, 314’ right of centerline, up to 792’ MSL.

Tree 2322’ from DER, 712’ left of centerline, 781’ MSL.

Tree 2980’ from DER, 426’ left of centerline, 785’ MSL.

Tree 3099’ from DER, 426’ left of centerline, 789’ MSL.

Tree 3121’ from DER, 753’ left of centerline, 796’ MSL.

Tree 3244’ from DER, 1270’ left of centerline, 797’ MSL.

Trees beginning 3359’ from DER, 378’ left of centerline, up to 806’ MSL.

Tree 3467’ from DER, 76’ right of centerline, 796’ MSL.

Rwy 21, fence, terrain, vegetation beginning 16’ from DER, 357’ left of centerline, up to 756’ MSL.

Tree, vegetation beginning 31’ from DER, 267’ right of centerline, up to 69’ AGL/786’ MSL.

Trees beginning 170’ from DER, 500’ right of centerline, up to 79’ AGL/789’ MSL.

Trees beginning 652’ from DER, 509’ right of centerline, up to 790’ MSL.

Trees beginning 383’ from DER, 505’ right of centerline, up to 792’ MSL.

Trees beginning 1164’ from DER, 548’ left of centerline, up to 806’ MSL.

Trees beginning 1180’ from DER, 503’ right of centerline, up to 793’ MSL.

Trees beginning 1357’ from DER, 528’ left of centerline, up to 807’ MSL.

Trees beginning 1526’ from DER, 524’ right of centerline, up to 794’ MSL.

Trees beginning 1615’ from DER, 515’ left of centerline, up to 813’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

Rwy 21 (CON'T), trees beginning 1666' from DER, 746' right of centerline, up to 797' MSL.
Tree 1732' from DER, 843' right of centerline, 800' MSL.
Trees beginning 1776' from DER, 482' left of centerline, up to 819' MSL.
Tree 1791' from DER, 660' right of centerline, 801' MSL.
Trees beginning 1823' from DER, 528' right of centerline, up to 805' MSL.
Tree 2057' from DER, 733' right of centerline, 808' MSL.
Trees beginning 2081' from DER, 493' right of centerline, up to 811' MSL.
Trees beginning 2212' from DER, 353' right of centerline, up to 813' MSL.
Trees beginning 2298' from DER, 239' right of centerline, up to 814' MSL.
Tree 2725' from DER, 1014' left of centerline, 822' MSL.
Trees beginning 2740' from DER, 1074' left of centerline, up to 830' MSL.
Trees beginning 2895' from DER, 1139' left of centerline, up to 831' MSL.
Tree 3627' from DER, 733' right of centerline, 833' MSL.
Tree 3928' from DER, 68' left of centerline, 842' MSL.
Trees beginning 3952' from DER, 33' right of centerline, up to 852' MSL.
Tree 4047' from DER, 97' left of centerline, 846' MSL.
Tree 4857' from DER, 1721' left of centerline, 858' MSL.

MENA, AR
MENA INTERMOUNTAIN MUNI (MEZ)

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

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

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

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

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

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MENA, AR (CON’T)
MENA INTERMOUNTAIN MUNI (MEZ) (CON’T)

Rwy 17 (CON’T), trees beginning 1.6 NM from DER, 37’ right of centerline, up to 1586’ MSL.
Trees beginning 1.6 NM from DER, 1051’ left of centerline, up to 1542’ MSL.
Trees beginning 1.7 NM from DER, 84’ left of centerline, up to 1631’ MSL.
Trees beginning 1.8 NM from DER, 211’ left of centerline, up to 1658’ MSL.
Trees, pole beginning 1.8 NM from DER, 39’ right of centerline, up to 1591’ MSL.
Trees beginning 2.1 NM from DER, 2255’ right of centerline, up to 1634’ MSL.
Trees beginning 2.2 NM from DER, 1778’ right of centerline, up to 1652’ MSL.
Trees beginning 2.2 NM from DER, 2711’ right of centerline, up to 1666’ MSL.
Trees beginning 2.3 NM from DER, 74’ right of centerline, up to 1689’ MSL.
Trees beginning 2.4 NM from DER, 440’ right of centerline, up to 1708’ MSL.
Trees beginning 2.5 NM from DER, 18’ right of centerline, up to 1754’ MSL.
Pole, trees beginning 2.5 NM from DER, 216’ left of centerline, up to 57’ AGL/1767’ MSL.
Tree 2.5 NM from DER, 824’ left of centerline, 1796’ MSL.
Trees beginning 2.5 NM from DER, 1144’ left of centerline, 1831’ MSL.

Rwy 27, NAVALAID 39’ from DER, 90’ left of centerline, 2’ AGL/1079’ MSL.
NAVALAID 39’ from DER, 89’ right of centerline, 1079’ MSL.
Tree 333’ from DER, 537’ right of centerline, 1099’ MSL.
Trees beginning 415’ from DER, 327’ right of centerline, up to 1108’ MSL.
Trees beginning 723’ from DER, 515’ right of centerline, up to 1109’ MSL.
Trees beginning 846’ from DER, 450’ right of centerline, up to 1110’ MSL.
Tree 1070’ from DER, 471’ right of centerline, 1112’ MSL.
Tree 1124’ from DER, 573’ left of centerline, 1110’ MSL.
Tree 1184’ from DER, 694’ right of centerline, 1127’ MSL.

Trees beginning 1201’ from DER, 380’ left of centerline, up to 1148’ MSL.
Trees beginning 1411’ from DER, 110’ right of centerline, up to 1145’ MSL.
Trees beginning 1658’ from DER, 496’ left of centerline, up to 1149’ MSL.
Trees beginning 1875’ from DER, 449’ right of centerline, up to 1146’ MSL.
Trees beginning 1913’ from DER, 271’ right of centerline, up to 1152’ MSL.
Trees beginning 2074’ from DER, 163’ left of centerline, up to 1152’ MSL.
Trees beginning 2122’ from DER, 34’ left of centerline, up to 1158’ MSL.
Tree 2165’ from DER, 117’ right of centerline, 1155’ MSL.
Trees beginning 2201’ from DER, 208’ right of centerline, up to 1157’ MSL.
Trees beginning 2302’ from DER, 14’ right of centerline, up to 1162’ MSL.
Trees beginning 2471’ from DER, 155’ left of centerline, up to 1159’ MSL.
Trees beginning 2567’ from DER, 5’ right of centerline, up to 1164’ MSL.
Trees beginning 2634’ from DER, 319’ left of centerline, up to 1165’ MSL.
Trees beginning 2743’ from DER, 121’ left of centerline, up to 1167’ MSL.
Trees beginning 2789’ from DER, 107’ right of centerline, up to 1167’ MSL.
Trees beginning 2950’ from DER, 13’ left of centerline, up to 1169’ MSL.
Trees beginning 2973’ from DER, 79’ right of centerline, up to 1175’ MSL.
Trees beginning 3163’ from DER, 75’ left of centerline, up to 1171’ MSL.
Trees beginning 3297’ from DER, 862’ right of centerline, up to 1176’ MSL.

Tree 4266’ from DER, 482’ right of centerline, 1186’ MSL.
Tree 1.3 NM from DER, 2513’ left of centerline, 1292’ MSL.
Tree 1.4 NM from DER, 2508’ left of centerline, 1295’ MSL.
Tree 1.5 NM from DER, 2542’ left of centerline, 1315’ MSL.
Tree 1.5 NM from DER, 2775’ left of centerline, 1401’ MSL.
Tree 1.5 NM from DER, 2547’ left of centerline, 1413’ MSL.

Trees beginning 1.5 NM from DER, 2167’ left of centerline, up to 1424’ MSL.
Tree 1.5 NM from DER, 2665’ left of centerline, 1445’ MSL.
Trees beginning 1.5 NM from DER, 2156’ left of centerline, up to 1500’ MSL.
Trees beginning 1.5 NM from DER, 1896’ left of centerline, up to 1529’ MSL.
Trees, buildings beginning 1.6 NM from DER, 1928’ left of centerline, up to 1592’ MSL.

Building, trees beginning 1.8 NM from DER, 1384’ left of centerline, up to 27’ AGL/1609’ MSL.
Trees beginning 1.8 NM from DER, 868’ left of centerline, up to 1615’ MSL.
Trees beginning 1.9 NM from DER, 685’ left of centerline, up to 1652’ MSL.
Building, trees beginning 1.9 NM from DER, 259’ left of centerline, up to 51’ AGL/1715’ MSL.
Trees beginning 2.1 NM from DER, 53’ right of centerline, up to 1449’ MSL.

Pole, tree beginning 2.2 NM from DER, 320’ right of centerline, up to 1462’ MSL.

Rwy 35, buildings beginning 26’ from DER, 365’ right of centerline, up to 30’ AGL/1069’ MSL.
Trees, pole beginning 106’ from DER, 41’ left of centerline, up to 1106’ MSL.

Trees beginning 641’ from DER, 425’ right of centerline, up to 1120’ MSL.
Trees beginning 1074’ from DER, 117’ right of centerline, up to 1130’ MSL.

Tree 2146’ from DER, 60’ left of centerline, 1120’ MSL.

MIAMI, OK
MIAMI RGNL (MIO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26May16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 17, buildings, trees, and power lines beginning 772’ from DER, 339’ left of centerline, up to 100’ AGL/899’ MSL.
Building 3539’ from DER, 738’ right of centerline, 100’ AGL/899’ MSL.

Rwy 35, building, trees, and power lines beginning 1398’ from DER, 449’ right of centerline, up to 100’ AGL/919’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
MONTICELLO, AR
MONTICELLO MUNI/ELLIS FLD (LLQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 23JUN16 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 300-1½ or std. w/min. climb of 436' per NM to 600.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 278' from DER, 544' left of centerline, 100' AGL/349' MSL.
Vehicle on road 625' from DER, 628' right of centerline, 15' AGL/264' MSL.
Rwy 21, tree 3687' from DER, 819' left of centerline, 100' AGL/469' MSL.
Trees beginning 435' from DER, 607' right of centerline, up to 100' AGL/399' MSL.
Power line 5621' from DER, 994' right of centerline, 79' AGL/458' MSL.
Power line 4504' from DER, 1652' right of centerline, 79' AGL/388' MSL.

MOORELAND, OK
MOORELAND MUNI (MDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 191' from DER, 182' right of centerline, up to 50' AGL/2003' MSL.
Trees beginning 421' from DER, 337' left of centerline, up to 50' AGL/2006' MSL.
Power pole 498' from DER, 176' right of centerline, 35' AGL/1992' MSL.

MORRILTON, AR
MORRILTON MUNI (BDQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08MAY08 (08129) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 27, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 321' from DER, 511' right of centerline, up to 100' AGL/429' MSL.
Trees beginning 1552' from DER, 6' right of centerline, up to 100' AGL/429' MSL.

PETIT JEAN PARK (MPJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 326' per NM to 1300.
Rwy 21, 300-2 or std. w/min. climb of 366' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 3, pole, traverse way beginning 47' from DER, 447' left of centerline, up to 28' AGL/968' MSL.
Trees, traverse way beginning 162' from DER, 243' left of centerline, up to 51' AGL/995' MSL.
Tree, pole, traverse way beginning 205' from DER, 1' right of centerline, up to 48' AGL/962' MSL.
Tree, pole beginning 359' from DER, 224' right of centerline, up to 53' AGL/972' MSL.
Tree, pole beginning 496' from DER, 173' right of centerline, up to 62' AGL/985' MSL.
Tree, pole, building beginning 588' from DER, 160' right of centerline, up to 66' AGL/992' MSL.
Trees beginning 797' from DER, 91' left of centerline, up to 64' AGL/1008' MSL.
Tree 1040' from DER, 356' left of centerline, 78' AGL/1009' MSL.
Trees beginning 1150' from DER, 92' left of centerline, up to 80' AGL/1020' MSL.
Tree 1162' from DER, 6' right of centerline, 59' AGL/1003' MSL.
Tree 1236' from DER, 678' right of centerline, 73' AGL/1023' MSL.
Trees beginning 1430' from DER, 16' right of centerline, up to 73' AGL/1028' MSL.
Trees beginning 1858' from DER, 101' left of centerline, up to 88' AGL/1030' MSL.
Tree beginning 2520' from DER, 16' left of centerline, up to 55' AGL/1039' MSL.
Tree 2579' from DER, 233' right of centerline, 48' AGL/1035' MSL.
Tree 2640' from DER, 440' left of centerline, 54' AGL/1042' MSL.
Trees beginning 812' from DER, 11' right of centerline, up to 57' AGL/1051' MSL.
Tree beginning 2993' from DER, 55' left of centerline, up to 58' AGL/1053' MSL.
Tree 3594' from DER, 38' right of centerline, 56' AGL/1056' MSL.
Tree 3733' from DER, 1385' right of centerline, 73' AGL/1064' MSL.
Tree 3748' from DER, 937' right of centerline, 79' AGL/1071' MSL.
Tree 5154' from DER, 654' right of centerline, 81' AGL/1133' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MORRILTON, AR (CON’T)
PETIT JEAN PARK (MPJ) (CON’T)

Rwy 3 (CON’T), tree 1 NM from DER, 958’ AGL/1157’ MSL.
Rwy 21, fence 2’ from DER, 250’ right of centerline, 12’ AGL/896’ MSL.
Trees beginning 116’ from DER, 367’ right of centerline, 60’ AGL/944’ MSL.
Tree 1018’ from DER, 420’ left of centerline, 53’ AGL/939’ MSL.
Tree 1134’ from DER, 672’ left of centerline, 69’ AGL/962’ MSL.
Tree 1181’ from DER, 478’ left of centerline, 92’ AGL/984’ MSL.
Trees beginning 1350’ from DER, 60’ left of centerline, up to 91’ AGL/987’ MSL.
Tree 1589’ from DER, 821’ right of centerline, 81’ AGL/964’ MSL.
Tree 1568’ from DER, 683’ right of centerline, 86’ AGL/972’ MSL.
Tree, building beginning 1588’ from DER, 314’ right of centerline, up to 90’ AGL/982’ MSL.
Tree 1638’ from DER, 208’ left of centerline, 93’ AGL/996’ MSL.
Tree, traverse way beginning 1765’ from DER, 52’ left of centerline, up to 93’ AGL/997’ MSL.
Tree 1909’ from DER, 679’ left of centerline, 88’ AGL/1007’ MSL.
Trees beginning 2067’ from DER, 36’ left of centerline, up to 96’ AGL/1015’ MSL.
Trees beginning 2101’ from DER, 62’ right of centerline, up to 84’ AGL/997’ MSL.
Tree, building, pole beginning 2287’ from DER, 247’ left of centerline, up to 82’ AGL/1016’ MSL.
Tree 2579’ from DER, 1184’ right of centerline, 90’ AGL/1002’ MSL.
Tree, pole beginning 2809’ from DER, 268’ right of centerline, up to 83’ AGL/1019’ MSL.
Trees beginning 3104’ from DER, 40’ right of centerline, up to 93’ AGL/1015’ MSL.
Tree, pole beginning 3165’ from DER, 44’ left of centerline, up to 75’ AGL/1037’ MSL.
Tree, pole beginning 3504’ from DER, 14’ left of centerline, up to 68’ AGL/1049’ MSL.
Trees beginning 4070’ from DER, 1187’ right of centerline, up to 77’ AGL/1031’ MSL.
Tree 4375’ from DER, 419’ right of centerline, 87’ AGL/1033’ MSL.
Trees beginning 4405’ from DER, 99’ right of centerline, up to 90’ AGL/1034’ MSL.
Tree 1.2 NM from DER, 2579’ left of centerline, 64’ AGL/1198’ MSL.

MOUNTAIN HOME, AR
BAXTER COUNTY (BPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4, 13SEP18 (18256) (FAA)
TAKE-OFF OBSTACLE NOTES:
Rwy 5, tree 51’ from DER, 304’ right of centerline, 962’ MSL.
Tree 196’ from DER, 400’ right of centerline, 964’ MSL.
Tree 303’ from DER, 438’ left of centerline, 943’ MSL.
Tree 362’ from DER, 464’ right of centerline, 971’ MSL.
Tree, pole beginning 509’ from DER, 37’ right of centerline, up to 976’ MSL.
Pole, transmission line beginning 1654’ from DER, 257’ right of centerline, up to 984’ MSL.
Pole 2713’ from DER, 250’ right of centerline, 49’ AGL/1010’ MSL.
Rwy 23, trees beginning 197’ from DER, 376’ left of centerline, up to 979’ MSL.
Trees beginning 460’ from DER, 463’ right of centerline, up to 970’ MSL.
Tree 1437’ from DER, 650’ right of centerline, 989’ MSL.
Tree 1642’ from DER, 579’ left of centerline, 998’ MSL.
Tree 1726’ from DER, 876’ left of centerline, 1000’ MSL.

MOUNTAIN VIEW, AR
MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2, 30MAR17 (17089) (FAA)
TAKE-OFF MINIMUMS:
Rwy 9, std. w/min. climb of 450’ per NM to 2200, or 2200-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 092° to 2100 before turning.
Rwy 27, climb heading 272° to 2800 before turning.
VCOA:
Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mountain View Wilcox Memorial field at or above 2100 before proceeding on course.

MULDROW AHP (KHMY)
LEXINGTON, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1, 28JAN21 (21028) (FAA)
TAKE-OFF OBSTACLE NOTES:
Rwy 17, trees, poles, bldgs, fence 17’ from DER, left and right of cntrln, up to 60’ AGL/1149’ MSL.
Rwy 35, trees, pole left and right of cntrln, up to 70’ AGL/1161’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MUSKOGEE, OK
MUSKOGEE-DAVIS RGNL (MKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01MAR18 (18060) (FAA)
TAKEOFF MINIMUMS:
Rwys 18, 36, NA-Environmental.
Rwy 22, 200-1 1/2 or std. w/ min. climb of 436’ per NM to 900.
Rwy 31, 300-1 1/2 or std. w/ min. climb of 217’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 22, tree 3637’ from DER, 985’ right of centerline, 100’ AGL/809’ MSL.
Rwy 31, tree 7679’ from DER, 851’ left of centerline, 100’ AGL/819’ MSL.

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

NEWPORT, AR
NEWPORT RGNL (M19)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 22, building beginning 1947’ from DER, 452’ right of centerline, up to 9’ AGL/547’ MSL.
Rwy 36, poles beginning 700’ from DER, 518’ right of centerline, up to 44’ AGL/1215’ MSL.

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

NORTH LITTLE ROCK, AR
NORTH LITTLE ROCK MUNI (ORK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 166’ from DER, 389’ right of centerline, 55’ MSL.
Tree 618’ from DER, 628’ left of centerline, 558’ MSL.
Trees beginning 1102’ from DER, 83’ right of centerline, up to 579’ MSL.
Tree 1106’ from DER, 11’ left of centerline, 574’ MSL.
Rwy 16, trees beginning 1230’ from DER, 132’ right of centerline, up to 583’ MSL.
Trees beginning 1356’ from DER, 95’ left of centerline, up to 583’ MSL.
Tree 1532’ from DER, 109’ left of centerline, 596’ MSL.
Tree 1791’ from DER, 91’ right of centerline, 587’ MSL.
Rwy 35, trees beginning 164’ from DER, 205’ right of centerline, up to 581’ MSL.
Terrain 178’ from DER, 486’ left of centerline, 560’ MSL.
Fence and vehicles on road beginning 892’ from DER, crossing extended runway centerline, up to 11’ AGL/575’ MSL.
Tree 986’ from DER, 189’ left of centerline, 573’ MSL.
Pole 1081’ from DER, 584’ left of centerline, 41’ AGL/608’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORTH LITTLE ROCK, AR (CON’T)
NORTH LITTLE ROCK MUNI (ORK) (CON’T)

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

OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI (RCE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 28SEP06 (06271) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17R, multiple trees beginning 43’ from DER, 331’ right of centerline, 15’ AGL/1348’ MSL.
Multiple trees beginning 260’ from DER, 345’ left of centerline, 37’ AGL/1366’ MSL.

SUNDANCE (HSD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12OCT17 (17285) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 133’ from DER, 275’ left of centerline, 1217’ MSL.
Tree 206’ from DER, 534’ left of centerline, 1224’ MSL.
Building 441’ from DER, 472’ left of centerline, 33’ AGL/1215’ MSL.
Tank 759’ from DER, 545’ right of centerline, 15’ AGL/1212’ MSL.
Tree 1553’ from DER, 273’ left of centerline, 1238’ MSL.

WILEY POST (PWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 13, climb heading 130° to 2300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwys 35L, 35R, climb heading 355° to 1900 before turning right.

WILL ROGERS WORLD (OKC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24JUL14 (14205) (FAA)

TAKEOFF MINIMUMS:

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

OKMULGEE, OK

OKMULGEE RGNL (OKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1303’ from DER, 69’ left of centerline, up to 100’ AGL/779’ MSL.
Multiple trees beginning 1699’ from DER, 12’ right of centerline, up to 100’ AGL 779’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OSCEOLA, AR
OSCEOLA MUNI (7M4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05NOV98 (98309) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1.
TAKEOFF OBSTACLE NOTES:
Rwy 1, 180' AGL antenna 3003' from DER, 20' right of centerline.

OZARK, AR
OZARK-FRANKLIN COUNTY (7M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 400-1½ or std. w/ min. climb of 492' per NM to 1200.
Rwy 22, std. w/ min. climb of 245' per NM to 1400, or 900 - 2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.
Rwy 22, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual conditions cross Ozark-Franklin County airport southwest bound at or above 1400 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tower 6713' from DER, 470' left of centerline, 995' MSL/205' AGL. Multiple trees and terrain beginning 27' from DER, 5' right of centerline, up to 50' AGL/849' MSL.
Multiple trees and terrain beginning 42' from DER, 87' left of centerline, up to 50' AGL/909' MSL.
Tank 582' from DER, 521' left of centerline, 13' AGL/678' MSL.
Tower 57' from DER, 404' right of centerline, 34' AGL/687' MSL.
Rwy 22, multiple trees beginning 159' from DER, 59' right of centerline, up to 50' AGL/949' MSL.
Multiple trees beginning 154' from DER, 59' left of centerline, up to 50' AGL/909' MSL.

PARAGOULD, AR
KIRK FLD (PGR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 19FEB04 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1 or std. w/ min. climb of 333' per NM to 600.
Rwys 8, 26, NA-unsurveyed turf runways.
Rwy 22, 200-1.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tank 5070' from DER, 883' right of centerline, 190' AGL/470' MSL.
Road 1285' from DER, on centerline, 289' MSL.
Sign 1506' from DER, 135' right of centerline, 50' AGL/331' MSL.
Rwy 22, sign 311' from DER, 285' right of centerline, 30' AGL/325' MSL.
Road 300' from DER, on centerline, 295' MSL.

PERRY, OK
PERRY MUNI (F22)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 735' from DER, 680' right of centerline, up to 15' AGL/1023' MSL.
Vehicle on road 721' from DER, 4' left of centerline, up to 15' AGL/1023' MSL.
Trees beginning 243' from DER, 180' right of centerline, up to 100' AGL/1149' MSL.
Trees beginning 786' from DER, 201' left of centerline, up to 100' AGL/1149' MSL.
Rwy 35, trees beginning 101' from DER, 297' left of centerline, up to 26' AGL/996' MSL.

PINE BLUFF, AR
PINE BLUFF RGNL/GRIDER FLD (PBF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (21252) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 145' from DER, 259' left of centerline, up to 27' AGL/224' MSL.
Trees beginning 223' from DER, 503' right of centerline, up to 92' AGL/289' MSL.
Rwy 36, trees beginning 2187' from DER, 323' left of centerline, up to 92' AGL/289' MSL.
Tree 2333' from DER, 252' right of centerline, 66' AGL/263' MSL.
POCAHONTAS, AR
POCAHONTAS MUNI (M70)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256) (FAA)
DEPARTURE PROCEDURE:
  Rwy 36, climb heading 002° to 1000 before turning left.
TAKEOFF OBSTACLE NOTES:
  Rwy 18, tree, building and vehicles on road beginning 78’ from DER, 272’ left of centerline, up to 20’ AGL/288’ MSL.
  Pole 265’ from DER, 538’ left of centerline, 36’ AGL/303’ MSL.
  Tree and pole beginning 288’ from DER, 312’ left of centerline, up to 40’ AGL/308’ MSL.
  Tree and poles beginning 364’ from DER, 306’ left of centerline, up to 46’ AGL/314’ MSL.
  Poles beginning 440’ from DER, 313’ right of centerline, up to 33’ AGL/303’ MSL.
  Building 707’ from DER, 480’ left of centerline, 35’ AGL/321’ MSL.
  Trees and poles beginning 1082’ from DER, 324’ right of centerline, up to 58’ AGL/327’ MSL.
  Tree 1323’ from DER, 610’ left of centerline, 64’ AGL/329’ MSL.
PONCA CITY, OK
PONCA CITY RGNL (PNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwy 17, multiple buildings, poles, and antenna beginning 195’ from DER, 303’ right of centerline, up to 81’ AGL/1071’ MSL.
  Trees and pole 1304’ from DER, 400’ left of centerline, up to 121’ AGL/1061’ MSL.
  Rwy 35, antenna on building 10’ from DER, 437’ right of centerline, 13’ AGL/1013’ MSL.
  Trees 1475’ from DER, 350’ left of centerline, up to 50’ AGL/1030’ MSL.
POTEAU, OK
ROBERT S KERR (RKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 20JUN19 (21112) (FAA)
TAKEOFF MINIMUMS:
  NOTE: Rwy 36 cross DER at or above 16’ AGL/461’ MSL.
DEPARTURE PROCEDURE:
  Rwy 18, climb runway heading to 2500 before turning on course.
  Rwy 36, climb runway heading to 2800 before turning on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 18, light beginning 2’ from DER, 17’ left of centerline, up to 4’ AGL/452’ MSL.
  Lighting beginning 3’ from DER, 17’ right of centerline, up to 3’ AGL/452’ MSL.
  Trees beginning 4’ from DER, 281’ right of centerline, up to 33’ AGL/479’ MSL.
  Trees 82’ from DER, 497’ left of centerline, up to 45’ AGL/492’ MSL.
  Tree, vehicles on road beginning 101’ from DER, 298’ left of centerline, up to 27’ AGL/473’ MSL.
  Trees, vehicles on road beginning 155’ from DER, 409’ right of centerline, up to 58’ AGL/503’ MSL.
  Trees, vehicles on road beginning 192’ from DER, 285’ left of centerline, up to 60’ AGL/506’ MSL.
  Trees, vehicles on road beginning 316’ from DER, 414’ right of centerline, up to 59’ AGL/510’ MSL.
  Rwy 36, terrain abeam DER, 22’ left of centerline, 448’ MSL.
  Fence 2’ from DER, 396’ right of centerline, 5’ AGL/449’ MSL.
  Vehicles on road, lighting, tree beginning 2’ from DER, 12’ right of centerline, up to 16’ AGL/462’ MSL.
  Trees beginning 3’ from DER, 263’ left of centerline, up to 40’ AGL/482’ MSL.
  Trees, vehicles on road, 4A, beginning 23’ from DER, 154’ right of centerline, up to 61’ AGL/506’ MSL.
  Trees, vehicles on road, terrain beginning 78’ from DER, 273’ left of centerline, up to 46’ AGL/492’ MSL.
  Trees, vehicles on road beginning 204’ from DER, 443’ left of centerline, up to 50’ AGL/493’ MSL.
  Trees, vehicles on road beginning 300’ from DER, 437’ left of centerline, up to 52’ AGL/499’ MSL.
  Trees, vehicles on road beginning 308’ from DER, 292’ right of centerline, up to 65’ AGL/508’ MSL.
  Trees, vehicles on road beginning 611’ from DER, 396’ left of centerline, up to 66’ AGL/509’ MSL.
  Tree 1944’ from DER, 457’ right of centerline, 71’ AGL/511’ MSL.
  Trees, vehicles beginning 2049’ from DER, 493’ right of centerline, up to 77’ AGL/517’ MSL.
  Trees beginning 2131’ from DER, 593’ left of centerline, up to 69’ AGL/536’ MSL.
  Trees beginning 2432’ from DER, 960’ left of centerline, up to 54’ AGL/538’ MSL.
  Tree 2720’ from DER, 1042’ left of centerline, 39’ AGL/539’ MSL.
  Trees beginning 2721’ from DER, 985’ left of centerline, up to 33’ AGL/558’ MSL.
  Tower 1 NM from DER, 1273’ right of centerline, 75’ AGL/612’ MSL.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PRAGUE, OK
PRAGUE MUNI (O47)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29MAY14 (14149) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on road beginning 129' from DER, 198' left of course, 15' AGL/1016' MSL.
Tree 2028' from DER, 411' left of centerline, up to 84' AGL/1063' MSL.
Vehicles on road beginning 124' from DER, 383' right of centerline, up to 15' AGL/1014' MSL.
Tree 212' from DER, 415' right of centerline, 50' AGL/1048' MSL.
Trees beginning 360' from DER, 104' right of centerline, up to 66' AGL/1055' MSL.
Rwy 35, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL.
Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL.
Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL.
Rwys 18, 36, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL.
Terrain beginning 15' from DER, 241' right of centerline, up to 1047' MSL.
Rwy 2, tree 33' from DER, 394' right of centerline, 1382' MSL.
Trees beginning 100' from DER, 431' left of centerline, up to 1385' MSL.
Rwy 20, tree 392' from DER, 504' right of centerline, 1380' MSL.
Pole 554' from DER, 613' left of centerline, 33' AGL/1392' MSL.
Trees, poles beginning 802' from DER, 80' left of centerline, up to 1423' MSL.
Tree 1114' from DER, 659' right of centerline, 1396' MSL.
Tree 2307' from DER, 733' right of centerline, 1418' MSL.
Tree 2576' from DER, 240' left of centerline, 1428' MSL.
Tower, transmission-line beginning 3085' from DER, 187' right of centerline, up to 122' AGL/1462' MSL.
Transmission-line 3513' from DER, 419' left of centerline, 95' AGL/1455' MSL.
Transmission-line 3573' from DER, 993' left of centerline, 103' AGL/1469' MSL.

PRYOR, OK
MID-AMERICA INDUSTRIAL (H71)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22JUN95 (95173) (FAA)

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

ROGERS, AR
ROGERS EXEC - CARTER FLD (ROG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24MAY18 (21112) (FAA)

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

RUSSELLVILLE, AR
RUSSELLVILLE RGNL (RUE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05DEC19 (19339) (FAA)

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

DEPARTURE PROCEDURE:
Rwy 7, climb on heading 085° to 1200 before proceeding on course.
VCOA:
Rwys 7, 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Russellville Regional Airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 7, building, 2416' from DER, 250' left of centerline 50' AGL/520 MSL.
SALLISAW, OK
SALLISAW MUNI (JSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
- Rwy 17, 400-2½ or std. w/min. climb of 229’ per NM to 1100.
- Rwy 35, 700-2½ or std. w/min. climb of 450’ per NM to 1400.
DEPARTURE PROCEDURE:
- Rwy 17, climb heading 175° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, multiple trees beginning 197’ from DER, 300’ left of centerline, up to 89’ AGL/598’ MSL.
- Multiple trees beginning 508’ from DER, 178’ right of centerline, 65’ AGL/574’ MSL.
- Tree 2214’ from DER, 180’ right of centerline, 63’ AGL/573’ MSL.
- Rwy 35, tower 2874’ from DER, 719’ left of centerline, 90’ AGL/647’ MSL.
- Tower 3278’ from DER, 1051’ left of centerline, 80’ AGL/649’ MSL.
- Tower 1.9 NM from DER, 331’ right of centerline, 495’ AGL/1161’ MSL.

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

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

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

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

SHERIDAN, AR
SHERIDAN MUNI (9M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
DEPARTURE PROCEDURE:
- Rwy 1, Climb heading 012° to 2400 before turning east.
- Rwy 19, Climb heading 192° to 800 before turning north.
TAKEOFF OBSTACLE NOTES:
- Rwy 1, trees left and right of centerline beginning 9’ from DER, up to 112’ AGL/354’ MSL.
- Vehicle on road crossing right to left beginning 113’ from DER, 15’ AGL/251’ MSL.
- Rwy 19, trees left and right of centerline beginning 2’ from DER, 5’ right of centerline, up to 109’ AGL/332’ MSL.
- Ground beginning 42’ from DER, 248’ left of centerline, up to 232’ MSL.
- Building 126’ from DER, 424’ left of centerline, 18’ AGL/250’ MSL.
SHERIDAN, AR (CON'T)
SHERIDAN MUNI (9M8) (CON'T)
Rwy 19 (CON'T), poles beginning 261' from DER, 218' left of centerline, up to 35' AGL/266' MSL.
Tower 695' from DER, 375' left of centerline, 21' AGL/251' MSL.
Transmission lines beginning 1318' from DER, 182' left of centerline, up to 32' AGL/264' MSL.

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

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

STIGLER, OK
STIGLER RGNL (GZL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24JUL14 (14205) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-2½ or std. w/min. climb of 210' per NM to 1100.
Rwy 35, NA - Obstacles.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 189' from DER, 271' left of centerline, 11' AGL/991' MSL.
Tree 857' from DER, 545' left of centerline, 30' AGL/1006' MSL.
Rwy 17, building and trees beginning 1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL.
Rwy 22, trees beginning 1158' from DER, 770' left of centerline, up to 60' AGL/1029' MSL.
Rwy 35, trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL.
Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL.
Plant 1688' from DER, 728' right of centerline, 79' AGL/1059' MSL.

STILLWATER, OK
STILLWATER RGNL (SWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb heading 174° to 1600 before turning right.
Rwy 22, climb heading 220° to 2500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4, fence 191' from DER, 271' left of centerline, 11' AGL/991' MSL.
Tree 857' from DER, 545' left of centerline, 30' AGL/1020' MSL.
Tree 498' from DER, 331' right of centerline, 26' AGL/1006' MSL.
Rwy 17, building and trees beginning 1075' from DER, from 540' left of centerline, up to 60' AGL/1019' MSL.
Rwy 22, trees beginning 1158' from DER, 770' left of centerline, up to 60' AGL/1029' MSL.
Rwy 35, trees beginning 94' from DER, 229' left of centerline, up to 60' AGL/1059' MSL.
Trees beginning 782' from DER, 669' right of centerline, up to 60' AGL/1039' MSL.
Plant 1688' from DER, 728' right of centerline, 79' AGL/1059' MSL.

STUTTGART, AR
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22JUN17 (17173) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 108' from DER, 286' right of centerline, up to 9' AGL/227' MSL.
Rwy 27, tree 188' from DER, 152' left of centerline, 7' AGL/227' MSL.
TALEQUAH, OK
TALEQUAH MUNI (TQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 300-1½ or std. w/ min. climb of 345' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 80' from DER, 16' right of centerline, up to 60' AGL/911' MSL.
- Trees and poles beginning 139' from DER, 337' left of centerline, up to 34' AGL/855' MSL.
- Light 1042' from DER, 403' left of centerline, 29' AGL/878' MSL.
- Rwy 35, poles and trees beginning 23' from DER, 42' left of centerline, up to 56' AGL/1075' MSL.
- Poles and trees beginning 1334' from DER, 29' right of centerline, up to 40' AGL/1058' MSL.
- Building 4492' from DER, 889' left centerline, 24' AGL/1024' MSL.

TEXARKANA, AR
TEXARKANA RGNL-WEBB FLD (TXK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 20DEC07 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 4, multiple trees 881' from DER, 677' left of centerline, 60' AGL/419' MSL.
- Multiple trees 767' from DER, 621' right of centerline, 75' AGL/434' MSL.
- Rwy 13, multiple trees 21' from DER, 372' left of centerline, 75' AGL/424' MSL.
- Multiple trees 1819' from DER, 133' left of centerline, 99' AGL/438' MSL.
- Multiple trees beginning 237' from DER, 344' right of centerline, 98' AGL/457' MSL.
- Rwy 22, multiple trees beginning 122' from DER, 276' left of centerline, 47' AGL/406' MSL.
- Multiple trees beginning 132' from DER, 348' right of centerline, 71' AGL/400' MSL.
- Rwy 31, vehicle on road 346' from DER, on centerline, 15' AGL/391' MSL.
- Multiple trees beginning 454' from DER, 349' right of centerline, 70' AGL/429' MSL.
- Multiple trees 1962' from DER, 195' left of centerline, 60' AGL/429' MSL.

THOMAS, OK
THOMAS MUNI (1O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 400-1½ or std. w/min. climb of 335' per NM to 2300.
DEPARTURE PROCEDURE:
- Rwy 35, climb heading 355° to 2300 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, vehicles on roadway beginning 12' from DER, 470' right of centerline, up to 15' AGL/1757' MSL.
- Trees, poles, and buildings beginning 65' from DER, 460' right of centerline, up to 35' AGL/1778' MSL.
- Fence beginning 192' from DER, 195' left of centerline, up to 9' AGL/1739' MSL.
- Rwy 35, vehicles on roadway beginning 28' from DER, 458' left of centerline, up to 15' AGL/1747' MSL.
- Building, pole, and signs beginning 15' from DER, 404 left of centerline, up to 34' AGL/1765' MSL.
- Vehicles on roadway beginning 337' from DER, left and right of centerline, up to 15' AGL/1750' MSL.
- Tree 2044' from DER, 950' left of centerline, 62' AGL/1794' MSL.

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

TULSA, OK
RICHARD LLOYD JONES JR (RVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-3 or std. w/min. climb of 330 per NM to 1000.
Rwy 31, 400-2½, or 300-1 w/min. climb of 315 per NM to 1100, or std. w/min. climb of 610 per NM to 900, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 1L, 1R, climb heading 010° to 1500, before proceeding on course.
Rwy 13, climb heading 130° to 1500, before proceeding on course.
Rwy 19L, 19R, climb heading 190° to 1500, before proceeding on course.
Rwy 31, climb heading 295° to 1500, before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:
Rwy 1L, railroad 397’ from DER, 594’ right of centerline, 23’ AGL/652’ MSL.
Tree 1492’ from DER, 626’ right of centerline, 80’ AGL/673’ MSL.
Tree 1843’ from DER, 73’ left of centerline, 700’ MSL.
Rwy 13, trees and building beginning 63’ from DER, 101’ right of centerline, up to 100’ AGL/724’ MSL.
Tree 1960’ from DER, 91’ left of centerline, 679’ MSL.
Tree 2437’ from DER, 31’ left of centerline, 699’ MSL.
Pole 5849’ from DER, 1921’ left of centerline, up to 144’ AGL/765’ MSL.
Pole and vehicle on road beginning 521’ from DER, 116’ right of centerline, up to 53’ AGL/673’ MSL.

Rwy 31, building 507’ from DER, 344’ right of centerline, 19’ AGL/640’ MSL.
Tree 1372’ from DER, 624’ left of centerline, 679’ MSL.
Tree 1598’ from DER, 117’ right of centerline, 682’ MSL.
Tree 1614’ from DER, 76’ left of centerline, 683’ MSL.
Tree 1745’ from DER, 188’ right of centerline, 688’ MSL.
Tree 2160’ from DER, 74’ left of centerline, 721’ MSL.
Tree and transmission lines beginning 2782’ from DER, 310’ left centerline, up to 786’ MSL.
Transmission line 2732’ from DER, 27’ right of centerline, 92’ AGL/728’ MSL.
Transmission line 4655’ from DER, 1747’ left of centerline, 117’ AGL/792’ MSL.
Tree 1.3 NM from DER, 1223’ right of centerline, 872’ MSL.

TULSA INTL (TUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 07NOV19 (19311) (FAA)
DEPARTURE PROCEDURE:
Rwy 26, climb on a heading between 292° CW to 086° from DER, or min. climb of 222’ per NM to 2900 for headings 087° through 291°.

TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 131’ from DER, 466’ right of centerline, 8’ AGL/637’ MSL.
Tree 825’ from DER, 713’ left of centerline, 860’ MSL.
Building, pole beginning 1030’ from DER, 690’ right of centerline, up to 48’ AGL/677’ MSL.
Transmission lines beginning 1688’ from DER, crossing left and right of centerline, up to 679’ MSL.

Rwy 18L, tree 1880’ from DER, 905’ left of centerline, 74’ AGL/693’ MSL.
Rwy 18R, vehicle on road 200’ from DER, 419’ right of centerline, 15’ AGL/687’ MSL.
Ant on building 549’ from DER, 447’ left of centerline, 22’ AGL/692’ MSL.

Rwy 26, antenna and buildings beginning 1031’ from DER, 745’ left of centerline, up to 51’ AGL/707’ MSL.
Tree 1544’ from DER, 425’ left of centerline, 53’ AGL/713’ MSL.
Rwy 36L, trees 726’ from DER, 608’ right of centerline, 69’ AGL/659’ MSL.

Rwy 36R, lights and NAVAID 2’ from DER, on centerline, 1’ AGL/627’ MSL.
Trees beginning 1630’ from DER, 470’ left of centerline, up to 84’ AGL/674’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VANCE AFB (KEND)

ENID, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUL12 (12208)

TAKEOFF OBSTACLE NOTES:

Rwy 17C, barrier (when raised), 24' AGL/1321' MSL, 146' into overrun, on centerline.

Rwy 17L, terrain, 1293' MSL, 239' from DER, 56' left of centerline.

Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline.

Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline.

Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

Rwy 17R, barrier (when raised), 24' AGL/1336' MSL, 145' into overrun, on centerline.

Rwy 35C, barrier (when raised), 24' AGL/1301' MSL, 140' into overrun, on centerline.

Rwy 35L, barrier (when raised), 24' AGL/1303' MSL, 142' into overrun, on centerline.

Rwy 35R, wind sensor, 33' AGL/1299' MSL, 1885' from DER, 576' left of centerline.

Vehicle on road, 10' AGL/1284' MSL, 145' from DER, 291' left of centerline.

Rwy 35R, wind sensor, 33' AGL/1299' MSL, 1885' from DER, 576' left of centerline.

Vehicle on road, 10' AGL/1284' MSL, 145' from DER, 291' left of centerline.

WAGNER, OK

HEFNER-EASLEY (H68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree, terrain beginning 25' from DER, 131' right of centerline, up to 622' MSL.

Tree, vehicles on road, beginning 39' from DER, 186' left of centerline, up to 44' AGL/641' MSL.

Pole, terrain beginning 108' from DER, 146' right of centerline, up to 627' MSL.

Tree 187' from DER, 544' right of centerline, 62' AGL/657' MSL.

Tree, wind indicator, pole, terrain, vehicles on road, building beginning 260' from DER, 150' right of centerline, up to 60' AGL/659' MSL.

Tree, pole beginning 545' from DER, 232' right of centerline, up to 661' MSL.

Pole, tree beginning 691' from DER, 11' left of centerline, up to 647' MSL.

Tree, building beginning 874' from DER, 272' left of centerline, up to 651' MSL.

Trees beginning 922' from DER, 365' right of centerline, up to 79' AGL/672' MSL.

Tree, pole beginning 949' from DER, on centerline, up to 80' AGL/674' MSL.

Trees beginning 963' from DER, 2' left of centerline, up to 652' MSL.

Trees beginning 1315' from DER, 1' left of centerline, up to 603' MSL.

Trees beginning 192' from DER, 410' right of centerline, 50' AGL/321' MSL.

Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WALNUT RIDGE, AR

WALNUT RIDGE RGNL (ARG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 2675' from DER, 756' left of centerline, 78' AGL/349' MSL.

Rwy 18, vehicles on roadway 66' from DER, 487' left of centerline, up to 15' AGL/284' MSL.

Rwy 31, vehicles on roadway beginning 56' from DER, left and right of centerline, up to 15' AGL/291' MSL.

Rwy 36, trees beginning 123' from DER, left and right of centerline, up to 87' AGL/319' MSL.

Pole 192' from DER, 410' right of centerline, 50' AGL/321' MSL.

Vehicles on roadway beginning 460' from DER, left and right of centerline, up to 17' AGL/291' MSL.

WARREN, AR

WARREN MUNI (3M9)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22SEP11 (11265) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning at DER, 190' left and right of centerline, up to 100' AGL/335' MSL.

Vehicle on road, building, and hangar beginning 2' from DER, 192' right of centerline, up to 22' AGL/257' MSL.

Rwy 21, trees beginning at DER, 172' left and right of centerline, up to 100' AGL/297' MSL.

Terrain rising 115' from DER, 13' left and right of centerline, up to 210' MSL.
WATONGA, OK
WATONGA RGNL (JWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  25OCT07  (07298)  (FAA)
TAKEOFF MINIMUMS:
  - Ryw 17, 400-2 or std. with a min. climb of 315' per NM to 2000.
TAKEOFF OBSTACLE NOTES:
  - Ryw 17, vehicle on road 165' from DER, 471' left of centerline, 15' AGL/1554' MSL.
  - Elevator 5609' from DER, 614' left of centerline, 177' AGL/1694' MSL.
  - Ryw 35, trees beginning 3318' from DER, 435' left of centerline, up to 100' AGL/1689' MSL.
  - Vehicle on road 284' from DER, 471' right of centerline, 15' AGL/1584' MSL.

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

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

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

**NAME** | **ALTERNATE MINIMUMS**
--- | ---
ADA, OK | ADA RGNL (ADH)…………..RNAV (GPS) Rwy 18
| RNAV (GPS) Rwy 36
| NA when local weather not available.
| Category C, 900-2½; Category D, 900-2½.

**ALTIM, OK** | **ALTERNATE MINIMUMS**
--- | ---
ALTUS/QUARTZ MOUNTAIN RGNL (AXS)…………..RNAV (GPS) Rwy 17
| RNAV (GPS) Rwy 35
| VOR-A
| NA when local weather not available.
| ¹NA when Altus tower closed.

**ALVA, OK** | **ALTERNATE MINIMUMS**
--- | ---
ALVA RGNL (AVK)…………..RNAV (GPS) Rwy 18
| RNAV (GPS) Rwy 36
| NA when local weather not available.
| Category C, 800-2¼.

**ARDMORE, OK** | **ALTERNATE MINIMUMS**
--- | ---
ARDMORE DOWNTOWN EXECUTIVE (1F0)…………..RNAV (GPS) Rwy 17
| RNAV (GPS) Rwy 35
| Category D, 800-2½.

**ARDMORE** | **ALTERNATE MINIMUMS**
--- | ---
MUNI (ADM)…………..ILS or LOC Rwy 31
| RNAV (GPS) Rwy 13
| RNAV (GPS) Rwy 31
| VOR-B
| ¹ILS, Category D, 1000-3.
| ²Category D, 800-2½.
| ³NA when control tower closed.
| ⁴NA when local weather not available.
| ⁵Category D, 1000-3.

**BARTLESVILLE, OK** | **ALTERNATE MINIMUMS**
--- | ---
BARTLESVILLE MUNI (BVO)…………..RNAV (GPS) Rwy 17
| RNAV (GPS) Rwy 35
| VOR/DME Rwy 35
| NA when local weather not available.
| ¹Category D, 800-2½.

**BATESVILLE, AR** | **ALTERNATE MINIMUMS**
--- | ---
BATESVILLE RGNL (BVX)…………..RNAV (GPS) Rwy 8
| RNAV (GPS) Rwy 26
| NA when local weather not available.

**BENTONVILLE, AR** | **ALTERNATE MINIMUMS**
--- | ---
BENTONVILLE MUNI/LOUISE M THADEN FIELD (VBT)…………..RNAV (GPS) Rwy 18
| RNAV (GPS) Rwy 36
| NA when local weather not available.

**BLACKWELL, OK** | **ALTERNATE MINIMUMS**
--- | ---
BLACKWELL-TONKAWA MUNI (BKN)…………..RNAV (GPS) Rwy 17
| RNAV (GPS) Rwy 35
| VOR-A
| NA when local weather not available.

**BLYTHEVILLE, AR** | **ALTERNATE MINIMUMS**
--- | ---
BLYTHEVILLE MUNI (HKA)…………..RNAV (GPS) Rwy 18
| RNAV (GPS) Rwy 36
| NA when local weather not available.

**BURNS FLAT, OK** | **ALTERNATE MINIMUMS**
--- | ---
CLINTON-SHERMAN (CSM)…………..ILS or LOC Rwy 17R
| RNAV (GPS) Rwy 17R
| RNAV (GPS) Rwy 35L
| VOR Rwy 35L
| NA when control tower closed.
| ¹ILS, Category D, 700-2¼; Category E, 700-2½;
| LOC, Category D, 800-2½;
| Category E, 800-2½;
| Category D, 800-2½; Category E, 800-2½.

**CAMDEN, AR** | **ALTERNATE MINIMUMS**
--- | ---
HARRELL FIELD (CDH)…………..RNAV (GPS) Rwy 1
| RNAV (GPS) Rwy 19
| NA when local weather not available.
| Category D, 900-2½.
<table>
<thead>
<tr>
<th>NAME</th>
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<td>CHANDLER, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>CLINTON, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>CORNING, AR</td>
<td>RNAV (GPS) Rwy 18</td>
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<td>CUSHING, OK</td>
<td>RNAV (GPS) Rwy 18</td>
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<td>DEQUEEN, AR</td>
<td>RNAV (GPS) Rwy 8</td>
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<td>DURANT, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>ELK CITY, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>EL RENO, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>ENID, OK</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>FAYETTEVILLE/SPRINGDALE/ROGERS, AR</td>
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<td>FORT SMITH, AR</td>
<td>LOC Rwy 14</td>
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<td>FREDERICK, OK</td>
<td>LOC Rwy 14</td>
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<tr>
<td>GUTHRIE, OK</td>
<td>LOC Rwy 14</td>
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</table>

1NA when local weather not available.
2NA when control tower closed.
3LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.
4Categories C, D, 800-2½; Category E, 800-2¾.

Category D, 800-2¼; Category E, 800-2¾.
<table>
<thead>
<tr>
<th>NAME</th>
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<td><strong>GUYMON, OK</strong></td>
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<tr>
<td>GUYMON MUNI (GUY)</td>
<td>RNAV (GPS) Rwy 18</td>
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<td>NA when local weather not available. Category C, 900-2½.</td>
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<tr>
<td><strong>HARRISON, AR</strong></td>
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<tr>
<td>BOONE COUNTY (HRO)</td>
<td>RNAV (GPS) Rwy 18</td>
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<td>Category C, 1000-3; Category D, 1200-3.</td>
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<td><strong>HENRY POST AAF (KFSI)</strong></td>
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<td>FORT SILL, OK</td>
<td>VOR Rwy 18</td>
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<td>RNAV (GPS) Rwy 18</td>
<td>RNAV (GPS) Rwy 36</td>
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<td>Category D, 800-2½.</td>
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<td><strong>HOBART, OK</strong></td>
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<tr>
<td>HOBART RGNL (HBR)</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>VOR Rwy 35</td>
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<td>NA when local weather not available.</td>
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<td><strong>HOLLIS, OK</strong></td>
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<tr>
<td>HOLLIS MUNI (O35)</td>
<td>RNAV (GPS) Rwy 18</td>
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<td>Category B, 900-2.</td>
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<td><strong>HOT SPRINGS, AR</strong></td>
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<tr>
<td>MEMORIAL FIELD (HOT)</td>
<td>VOR Rwy 5</td>
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<tr>
<td><strong>HUGO, OK</strong></td>
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<tr>
<td>STAN STAMPER MUNI (HHW)</td>
<td>RNAV (GPS) Rwy 17¹</td>
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<tr>
<td></td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td><strong>JONESBORO, AR</strong></td>
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<tr>
<td>JONESBORO MUNI (JBR)</td>
<td>ILS or LOC Rwy 23¹</td>
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<td>RNAV (GPS) Rwy 23²</td>
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<td>VOR Rwy 23²</td>
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<td>NA when local weather not available. ¹LOC, Category D, 900-2½. ²Category D, 900-2½.</td>
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</tbody>
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**ALTERNATE MINS**

<table>
<thead>
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<th>ALTERNATE</th>
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<tr>
<td>LAWTON-FORT SILL RGNL (LAW)</td>
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<td>VOR Rwy 35³</td>
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<td>¹NA when control tower closed. ²LOC, Category D, 800-2½. ³Category D, 800-2½.</td>
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<td><strong>LITTLE ROCK, AR</strong></td>
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<td>BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)</td>
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<td>ILS or LOC Rwy 22L¹</td>
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<td>RNAV (GPS) Rwy 36³</td>
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<td>¹LOC, Category C, 1000-2¾; Category D, 1000-3.</td>
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<tr>
<td>²NA when local weather not available. ³ILS, Category B, 800-2; Category C, 1000-2¾; Category D, 1000-3; LOC, Category C, 1000-2¾; Category D, 1000-3. ⁴Category C, 1000-2¾; Category D, 1000-3.</td>
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<td><strong>MC ALESTER, OK</strong></td>
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<td>MENA INTERMOUNTAIN MUNI (MEZ)</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>Category B, 1100-2; Category C, 1200-3.</td>
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<td><strong>MIAMI, OK</strong></td>
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<td>MIAMI RGNL (MIO)</td>
<td>RNAV (GPS) Rwy 17</td>
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<td>VOR/DME-A</td>
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<td><strong>MONTICELLO, AR</strong></td>
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<tr>
<td>MONTICELLO MUNI/ELLIS FLD (LLQ)</td>
<td>RNAV (GPS) Rwy 3¹</td>
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<td>RNAV (GPS) Rwy 3¹</td>
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<td>¹NA when local weather not available. ²Category D, 800-2½.</td>
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<td><strong>MOUNTAIN HOME, AR</strong></td>
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<td>BAXTER COUNTY (BPK)</td>
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<td>ALTERNATE MINIMUMS</td>
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<td>MUSKOGEE, OK</td>
<td>MUSKOGEE-DAVIS</td>
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<td>ROBERT S KERR (RKR) RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36</td>
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<td>SEARCY, AR</td>
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<td>ALTERNATE MINIMUMS</td>
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<td>VOR/DME Rwy 8&lt;sup&gt;5&lt;/sup&gt;</td>
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RADAR MINS
21140

RADAR INSTRUMENT APPROACH MINIMUMS

FORT SMITH, AR
Amdt 8E, 20MAY21 (21140) (FAA)  ELEV 469
FORT SMITH RGNL (FSM)
RADAR-1  120.9  343.75  

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<th>HAT/MAH</th>
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<td>25</td>
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<td>692</td>
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<td>7</td>
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<td>731</td>
<td>(800-2)</td>
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When control tower closed ASR not authorized.
Rwy 1 helicopter visibility reduction below ¾ SM not authorized.
Rwy 7 helicopter visibility reduction below ¾ SM not authorized.
Circling CAT E NA when R-2401B active.
Circling NA northwest of Rwy 7 and 19 for CAT E.
For inoperative MALSR, increase S-7 CAT E visibility to 2½ miles, and S-25 CAT E visibility to 2 miles.

HENRY POST AAF (KFSI), OK (Fort Sill) (Ammdt 13, 19171 USA)  ELEV 1188
RADAR - (E)  120.55  322.4

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<td>692</td>
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<td>692</td>
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<td>692</td>
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<td>1940-2½</td>
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When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.
1Circling NA for CAT E W of Rwy 18-36.
2When ALS inop, increase CAT CDE RVR to 60.
### LAWTON, OK

**Amendment 4A, 10JAN00 (00010) (FAA)**

**LAWTON-FORT SILL RGNL (LAW)**

**RADAR-1** - 120.55 322.4

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### LAWTON, OK

**Amendment 1B, 08AUG02 (02220) (FAA)**

**LAWTON-FORT SILL RGNL (LAW)**

**RADAR-2** - 120.55 322.4

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<td>510</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
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<td>D</td>
<td>1680-2</td>
<td>570</td>
<td>(600-2)</td>
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### OKLAHOMA CITY, OK

**Amendment 2A, 07APR11 (11153) (FAA)**

**WILEY POST (PWA)**

**RADAR-1** - 124.6 266.8

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
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<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
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<tr>
<td></td>
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<td>541</td>
<td>(600-1)</td>
<td>C</td>
<td>1840-1½</td>
<td>541</td>
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<td>1840-1¾</td>
<td>541</td>
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<td>CIRCLING</td>
<td>ALL RWY</td>
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</table>
**OKLAHOMA CITY, OK**  
**WILL ROGERS WORLD (OKC)**  
RADAR-1 124.6 266.8 ø △

### RADAR INSTRUMENT APPROACH MINIMUMS

**ELEV 1296**  
**WILL ROGERS WORLD (OKC)**  
RADAR-1 124.6 266.8 ø △

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/CEIL-VIS</th>
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<tbody>
<tr>
<td>17L</td>
<td>ASR</td>
<td>ABCDE</td>
<td>1680/40</td>
<td>393</td>
</tr>
<tr>
<td>35R</td>
<td>ASR</td>
<td>ABCDE</td>
<td>1680/40</td>
<td>386</td>
</tr>
<tr>
<td>17R</td>
<td>ASR</td>
<td>ABCDE</td>
<td>1680/40</td>
<td>398</td>
</tr>
<tr>
<td>35L</td>
<td>ASR</td>
<td>ABCDE</td>
<td>1680/40</td>
<td>404</td>
</tr>
</tbody>
</table>

| CIRCLING | ALL RWY | A | 1740-1¼ | 444 | (500-1¼) |
| CIRCLING | ALL RWY | B | 1760-1¼ | 464 | (500-1¼) |
| CIRCLING | ALL RWY | C | 1960-1¼ | 664 | (700-1¼) |
| CIRCLING | ALL RWY | D | 2000-2¼ | 704 | (800-2¼) |
| CIRCLING | ALL RWY | E | 2240-3  | 944 | (1000-3) |

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

For inoperative ALSF, increase S-35R CAT E visibility to 1¼.

---

OKLAHOMA CITY, OK
WILL ROGERS WORLD (OKC)
RADAR MINS
21140 N3
### TINKER AFB (KTIK), (Oklahoma City) OK (20086 USAF)

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

**ELEV 1291**

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
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<tbody>
<tr>
<td></td>
<td>36¹</td>
<td></td>
<td>A</td>
<td>1940/24</td>
<td>649 (700-½)</td>
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<td></td>
<td></td>
<td></td>
<td>B</td>
<td>1940/40</td>
<td>649 (700-¾)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>1940/60</td>
<td>649 (700-1¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>1940-1½</td>
<td>649 (700-1½)</td>
</tr>
<tr>
<td></td>
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<td>E</td>
<td>1940-1¾</td>
<td>649 (700-1¾)</td>
</tr>
<tr>
<td></td>
<td>18²</td>
<td></td>
<td>A</td>
<td>2000/40</td>
<td>733 (800-¾)</td>
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<tr>
<td></td>
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<td></td>
<td>B</td>
<td>2000/50</td>
<td>733 (800-1)</td>
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<tr>
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<td>C</td>
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<td>D</td>
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<td>733 (800-2)</td>
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<tr>
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<td></td>
<td></td>
<td>E</td>
<td>2000-2½</td>
<td>733 (800-2½)</td>
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</tbody>
</table>

| CIR³ | 36  |              | A   | 1940-1     | 649 (700-1)       |
|      |     |              | B   | 1940-1½    | 649 (700-1¼)      |
|      |     |              | C   | 1940-1¾    | 649 (700-1¾)      |
|      |     |              | D   | 1980-2¼    | 749 (800-2)       |
|      |     |              | E   | 2040-2½    | 749 (800-2½)      |
|      | 18  |              | A   | 2000-1     | 709 (800-1)       |
|      |     |              | B   | 2000-1¼    | 709 (800-1¾)      |
|      |     |              | C   | 2000-2     | 709 (800-2)       |
|      |     |              | D   | 2000-2½    | 709 (800-2½)      |
|      |     |              | E   | 2040-2½    | 749 (800-2½)      |

¹When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles.

²When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2½ miles, CAT E vis to 2¾ miles.

³CAT E circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.
**TULSA, OK**  
**TULSA INTL (TUL)**  
**RADAR-1**  
ELEV 678  

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/AA</th>
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<tr>
<td>8</td>
<td>AB</td>
<td>1120-1</td>
<td>449</td>
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<td>1120-1½</td>
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<td>(500-1½)</td>
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<tr>
<td>18L</td>
<td>AB</td>
<td>1080/24</td>
<td>439</td>
<td>(500-½)</td>
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<tr>
<td>18R</td>
<td>AB</td>
<td>1080-1</td>
<td>413</td>
<td>(500-1)</td>
<td>CD</td>
<td>1080-1½</td>
<td>413</td>
<td>(500-1½)</td>
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<tr>
<td>E</td>
<td>NA</td>
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<tr>
<td>26</td>
<td>AB</td>
<td>1160-½</td>
<td>508</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1160-1</td>
<td>508</td>
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<td>36L</td>
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<td>1180-1</td>
<td>502</td>
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<tr>
<td>E</td>
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<td>CDE</td>
<td>1140/50</td>
<td>490</td>
<td>(500-1)</td>
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**CIRCLIN G ALL RWY**  

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<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/AA</th>
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<th>CEIL-VIS</th>
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<td>D</td>
<td>AB</td>
<td>1520-2½</td>
<td>842</td>
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<td>E</td>
<td>1520-3</td>
<td>842</td>
<td>(900-3)</td>
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</tbody>
</table>

Circling NA for CAT E South of runway 8-26.  
Rwy 18R helicopter visibility reduction below ¾ SM NA.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ARKANSAS OR OKLAHOMA
**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.

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

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

GIMLE TRANSITION (GIMLE.BASTS1):

From YUCKS on track 036° to BASTS.

LANDING OUN/KTIK: From BASTS on track 026° to UDONS, then on track 026°. Expect vectors to final approach course.

LANDING PWA RW17L: From BASTS on track 011° to DIGHT, then on track 001° to KOLPE, then on track 355° to HEDIP, then on track 355°. Expect vectors to final approach course.

LANDING PWA RW35R: From BASTS on track 013° to JEKAL, then on track 013°. Expect vectors to final approach course.
ARIVAL ROUTE DESCRIPTION

ROLLS TRANSITION (ROLLS.CAMET3)
SCUFF TRANSITION (SCUFF.CAMET3)

From CAMET on track 099° to DAWKS.

LANDING RWY 13: From DAWKS on track 106° to cross WABUT at 4000 and at 210K.
Expect RNAV (GPS) approach.

LANDING RWYS 17L/R: From DAWKS on track 099° to cross FLAPP at 5000 and at 210K.
Expect RNAV (RNP) approach.

LANDING RWYS 35L/R: From DAWKS on track 107° to cross TERNE at or above 8000, then on track 107° to cross ADWOW at or above 7000 and at 220K, then on track 175° to cross QWAKE at 6000 and at 210K, then on track 176° to NICOM, then on track 176°. Expect RADAR vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

ARRIVAL ROUTE DESCRIPTION

From GHOST on track 082° to CCASH.

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

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

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

**ROLLS TRANSITION (ROLLS.DAWKS):**
**SCUFF TRANSITION [SCUFF.DAWKS]:**

From CAMET on track 098° to DAWKS.

LANDING OUN: From DAWKS on track 106° to KEWEE, then on track 106°.
Expect RADAR vectors to final approach course.

LANDING KTIK: From DAWKS on track 082° to YAPON, then on track 082°.
Expect RADAR vectors to final approach course.

LANDING PWA RW17L: From DAWKS on track 075° to WHIMS, then on track 075°.
Expect RADAR vectors to final approach course.

LANDING PWA RW35L: From DAWKS on track 106° to KEWEE, then on track 106°.
Expect RADAR vectors to final approach course.

**NOTE:** RADAR required.
**NOTE:** RNAV 1.
**NOTE:** DME/DME/IRU or GPS required.
FAKEY ONE ARRIVAL  

ARRIVAL ROUTE DESCRIPTION

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

DIMPL TRANSITION (DIMPL-FAKEY):
From RIFFL on track 268° to FAKEY.

DWINE TRANSITION (DWINE-FAKEY):

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BROMA TRANSITION (BROMA.GHOST3)

RUSTS TRANSITION (RUSTS.GHOST3)

From GHOST on track 083° to CCASH.

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

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

NOTE: Chart not to scale.
ARRIVAL DESCRIPTION

**PIONEER TRANSITION (PER.GULLI2):** From over PER VORTAC on PER R-173 to GULLI. Thence . . . .

**SPRINGFIELD TRANSITION (SGF.GULLI2):** From over SGF VORTAC on SGF R-245 and IFI R-057 to SEGLR, then on IRW R-023 to GULLI. Thence . . . .

**TULSA TRANSITION (TUL.GULLI2):** From over TUL VORTAC on TUL R-253 to GULLI. Thence . . . .

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

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

AWLIV TRANSITION (AWLIV.JUDDG2)
BELMN TRANSITION (BELMN.JUDDG2): (For non-GPS equipped aircraft, IFI DME must be operational).
BMART TRANSITION (BMART.JUDDG2)
DRLER TRANSITION (DRLER.JUDDG2)
JTUNE TRANSITION (JTUNE.JUDDG2)
LFRED TRANSITION (LFRED.JUDDG2)
MPYRE TRANSITION (MPYRE.JUDDG2)
PAAUL TRANSITION (PAAUL.JUDDG2)

From MURAH on track 217° to JUDDG.

LANDING QUN/TIK: From JUDDG on track 192° to PEGOE, then on track 192°. Expect radar vectors to final approach course.

LANDING PWA RWY 17L: From JUDDG on track 236° to ODPIE, then on track 236°. Expect radar vectors to final approach course.

LANDING PWA RWY 35R: From JUDDG on track 225° to QUOIT, then on track 225°. Expect radar vectors to final approach course.
**ARRIVAL ROUTE DESCRIPTION**

**AWLV TRANSITION (AWLV.MURAH3)**

**BELMN TRANSITION (BELMN.MURAH3)**

**BMART TRANSITION (BMART.MURAH3)**

**DRLER TRANSITION (DRLER.MURAH3)**

**JTUNE TRANSITION (JTUNE.MURAH3)**

**LFRED TRANSITION (LFRED.MURAH3)**

**MPYRE TRANSITION (MPYRE.MURAH3)**

**PAAUL TRANSITION (PAAUL.MURAH3)**

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

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

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

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

DIMPL TRANSITION (DIMPL.RIFFL3)
DWINE TRANSITION (DWINE.RIFFL3)

From RIFFL on track 269° to FAKEY.

LANDING RWYS 17L/R, 35L/R: From FAKEY on track 269°
to cross AACES at or above 6000, then on track 269°.
Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

From TSDEL on track 324° to WAYMN.

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

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

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

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

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

Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

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

FOR RICHARD LLOYD JONES JR AIRPORT:

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

From TSDEL on track 323° to WAYMN.

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

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

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

LANDING PWA RW35R: From WAYMN on track 318° to NUTRE, then on track 318°.
Expect radar vectors to final approach course.
**YUCKS THREE ARRIVAL (RNAV)**

**YUCKS THREE ARRIVAL (RNAV)**

**WILL ROGERS WORLD (OKC)**

**OKLAHOMA CITY, OKLAHOMA**

**AL-301 (FAA)**

**OKC D-ATIS**
125.85

**OKE CITY APP CON**
124.6 266.8

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**ARRIVAL ROUTE DESCRIPTION**

**GIMLE TRANSITION (GIMLE.YUCKS3):**

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

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

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

LANDING RWY 35R: From BASTS on track 077° to cross SPAMS at or above 5000, then on track 041° to cross CROPE at or above 4000 and at 210K. Expect RNAV (RNP) approach.
RNAV (GPS) RWY 18
ADA RGNL (ADH)

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

RNAV (GPS) RWY 18
ADA RGNL (ADH)

Missed Approach: Climb to 3000 direct TANPY and hold.

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. Circling Rwy 31 NA at night. Rwy 18 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility ½ SM. For inop ALS when using Seminole altimeter setting; increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats to 1½ SM. When local altimeter setting not received, use Seminole altimeter setting: increase LPV DA to 1332 feet, LNAV/VNAV DA to 1386 and all MDA 80 feet. Increase LPV all Cats visibility ½ SM, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ SM. Increase Circling Cats C/D visibility ½ SM.

Category C and D visibility 1 SM. Increase Circling Cats C/D visibility ½ SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. 

AWOS-3

FORT WORTH CENTER

UNICOM

CIRCLING 3000

TCH 35

BETLY

TANPY

3000 NoPT

3000 NoPT

FEKVO

JESAB

HELKU

177°

267°

30° to HELKU

3000

087°

357° to RW36

MIRL Rwy 18-36

REIL Rwy 36

1720

1307

1170

1459

1518

1721

Feasibility of RNAV (GPS) RWY 36

VNAV and RNAV glidespath not coincident (VNAV Angle 3.00°/TCH 43).

RNAV (GPS) RWY 36

ADA RGNL (ADH)

ELEV 1016

TDZE 995

Amdt 1 17AUG17

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. 

AWOS-3

FORT WORTH CENTER

UNICOM

CIRCLING 3000

TCH 35

BETLY

TANPY

3000 NoPT

3000 NoPT

FEKVO

JESAB

HELLKU

177°

267°

30° to HELKU

3000

087°

357° to RW36

MIRL Rwy 18-36

REIL Rwy 36

1720

1307

1170

1459

1518

1721

Feasibility of RNAV (GPS) RWY 36

VNAV and RNAV glidespath not coincident (VNAV Angle 3.00°/TCH 43).

RNAV (GPS) RWY 36

ADA RGNL (ADH)

ELEV 1016

TDZE 995

Amdt 1 17AUG17

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. 

AWOS-3

FORT WORTH CENTER

UNICOM

CIRCLING 3000

TCH 35

BETLY

TANPY

3000 NoPT

3000 NoPT

FEKVO

JESAB

HELKU

177°

267°

30° to HELKU

3000

087°

357° to RW36

MIRL Rwy 18-36

REIL Rwy 36

1720

1307

1170

1459

1518

1721

Feasibility of RNAV (GPS) RWY 36

VNAV and RNAV glidespath not coincident (VNAV Angle 3.00°/TCH 43).

RNAV (GPS) RWY 36

ADA RGNL (ADH)

ELEV 1016

TDZE 995

Amdt 1 17AUG17

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Seminole altimeter setting. 

AWOS-3

FORT WORTH CENTER

UNICOM

CIRCLING 3000

TCH 35

BETLY

TANPY

3000 NoPT

3000 NoPT

FEKVO

JESAB

HELKU

177°

267°

30° to HELKU

3000

087°

357° to RW36

MIRL Rwy 18-36

REIL Rwy 36

1720

1307

1170

1459

1518

1721

Feasibility of RNAV (GPS) RWY 36

VNAV and RNAV glidespath not coincident (VNAV Angle 3.00°/TCH 43).
RNAP APCH.

Use Stuttgart altimeter setting; if not received, use Pinebluff NA Rgnl/Girder Fld altimeter setting and increase all MDAs 40 feet.

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

<table>
<thead>
<tr>
<th>SGT AWOS-3PT</th>
<th>LITTLE ROCK APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.025</td>
<td>119.85</td>
<td>119.85</td>
<td>123.0</td>
</tr>
</tbody>
</table>

**MISSED APCH FIX**

- Procedure NA for arrival at BILLI via V69 northeast bound.
- Procedure NA for arrival on UJM VOR/DME airway radials 193 CW 274.
- Procedure NA for arrival on PBF VOR/DME airway radials 034 CW 128.

**PINE BLUFF**

- 2000 093° (17.8)

**FEMAZ**

- 2000 168° (25.4)

**SIWIN**

- 2000 088° (5)

**HULUK**

- 2000 269° (5)

**BILLI**

- 2000 358° (5)

**WINUM**

- 2000 178° (5)

**VGSI and descent angles not coincident** (VGSI Angle 3.00/TCH 37).

**TCH 45**

- 3.05°

**MISSED APPROACH FIX**

- Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>680-1</th>
<th>470 (500-1)</th>
<th>680-1½</th>
<th>470 (500-1½)</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>940-1</td>
<td>940-2</td>
<td>730 (800-1)</td>
<td>730 (800-2)</td>
</tr>
</tbody>
</table>

**AIRPORTS**

- **ALMYRA, ARKANSAS**
  - AL-5922 (FAA)
  - Amdt 1B 15JUL21

**ALMYRA MUNI (M73)**

- **RNAV (GPS) RWY 36**
  - 34°25'N-91°28'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Hobart Rgnl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase LPV DA to 1754 feet and LNAV/VNAV DA to 1997 feet and increase all MDA 80 feet. Increase LPV, LNAV/VNAV all Cats and Circling Cat C visibility ½ mile, increase LNAV Cat C visibility ½ mile.

**AWOS-3PT**
118.825

**ALTUS APP CON**
125.1  353.7

**UNICOM**
122.8  (CTAF) 0

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

**APPROACH CHART**

**AWOS-3PT**
118.825

**ALTUS APP CON**
125.1  353.7

**UNICOM**
122.8  (CTAF) 0

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

**APPROACH CHART**
**RNAV (GPS) RWY 35**

**ALTUS/QUARTZ MOUNTAIN RGNL (AXS)**

**AWOS-3PT**

| 118.825 |

**ALTUS APP CON**

| 125.1 | 353.7 |

**UNICOM**

| 122.8 (CTAF) |

---

### RNP APCH.

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

**ELEV 1433**  
**TDZE 1423**

**MIRL Rwy 17-35**

- **2100**
- **4000**

**ADOBIE**

- **3800**

**SEBOE**

- **3 NM to RW35**

**RARDE**

- **(IF)**
- **3400**
- **(6)**

**NAMTE**

- **355°**

**HOBART**

- **4000**
- **(6)**

**LNAV MDA CIRCLING**

- **2100 to 2100 then climbing left turn to 4000 direct ADOBE and hold.**

**MISSED APPROACH:**

- Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.

---

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1673-7/8</td>
<td>250 (300-7/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1673-7/8</td>
<td>250 (300-7/8)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1960-1</td>
<td>537 (600-1)</td>
<td>1960-1/2</td>
<td>537 (600-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>527 (600-1)</td>
<td>2020-1/2</td>
<td>587 (600-1/2)</td>
</tr>
</tbody>
</table>

---

**ALTUS, OKLAHOMA**  
Amndt 1A 16JUL20

**ALTUS/QUARTZ MOUNTAIN RGNL (AXS)**

**RNAV (GPS) RWY 35**

**34°42’N-99°20’W**

**20198**
When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDA 80 feet. Increase Circling Cat C visibility ¼ mile.

Procedure NA for arrivals at HBR VORTAC on V14 northeast bound.

Remain within 10 NM

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

Procedure NA for arrivals at HBR VORTAC on V14 northeast bound.

Remain within 10 NM
**LOC Rwy 18L**

**ILS or LOC RWY 18L**

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

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

**Circling not authorized W of Rwy 18R-36L**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**ALM** 1382

**ELEV** 1382

**TDZE** 1382

**ALTUS, OKLAHOMA**

**Amdt 4 07OCT21**

**Sc-1, 07 OCT 2021 to 02 DEC 2021**

**ILS or LOC RWY 18L**

**ALTUS AFB (KLTS)**

**LOC I-RUK** 110.55  **APCH CRS** 175  **Rwy Idg** 9001  **TDZE** 1382  **Arpt Elev** 1382  **AL-482 [USAF]**
**ATIS** 109.8 273.5  
**FORT WORTH CENTR** 133.5 350.35  
**APP CON** 125.1 353.7  
**TOWER** 119.65 254.4  
**GND CON** 121.85 275.8  
**CLN CON** 120.65 284.7

---

**LOCALIZER 110.3**

---

**EMERG SAFE ALT 100 NM 4900**

---

**CATEGORY** A B C D E

S-ILS 36L* 1554/24 200 (200-1/2)

S-LOC 36L** 1700/24 346 (400-1/2) 1700/30 346 (400-1/2)

C CIRCLING 1780-1 396 (400-1) 1840-1 458 (500-1) 1860-1 478 (500-1) 1860-1 478 (500-1) 2060-2 478 (700-2) 2160-2 478 (800-2)

---

**GS 3.00**

---

**WITHOUT LAST STEPDOWN FIX**

---

**HIGHEST Rwy**

---

**FAF to MAP 4.6 NM**

---

**KNOTS** 60 90 120 150 180

**Min/Sec** 4.36 3.04 2.18 1.50 1.32

---

**ALSF-1**

---

**ATC Required** 1764

---

**Missed Approach** Climbing to 4000, intercept LTS VORTAC R-354 to MRTHA and hold.

---

**LOC I-LTS 110.3**

---

**TDZE 1354**

---

**Arp/ Elev 1382**

---

**21280**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**

---

**ALTUS, OKLAHOMA**

---

**ALTUS AFB (KLTS)**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**
**CAUTION:** Autopilot coupled operations NA below 1740 MSL.

**MISSING APPROACH:** Climb to 4000 direct OKKIE and hold.

---

**LOC I-ALT:** 111.3  
**APCH CRS:** 175°  
**Rwy Idg:** 13,440  
**THRE:** 1379  
**Arpt Elev:** 1382

**AL-482 (USAF)**  
**ALTUS AFB (KLTS)**

---

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

---

**DME/DME RNP 0.3 NA**

---

**ALF JONAA:** 3800  
**HOLD:** 3800 3800

---

**3800 Nept 5 NM**

---

**LAUNCHER 111.3**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**

---

**LOCALIZER 111.3**

---

**MRTHA:** 175°  
**CUDLO:** 3800  
**FEGUS:** 3800  
**RW18R:** 3800

---

**GS 3.00°**

---

**TCH 33°**

---

**CATEGORY**  
**A** 1579/40  
**B** 200  
**C** (200-1/4)  
**D** 341  
**E** (400-1/4)

---

**S-ILS 18R**

---

**CIRCLING**

---

**1780-1 398 (400-1)  
1840-1 458 (500-1)  
1860-1 478 (500-1/4)  
2060-2 478 (700-2/4)  
2160-2 778 (800-2/4)**

---

**ALTUS, OKLAHOMA**

---

**34°40'N - 99°16'W**

---

**ALTUS AFB (KLTS)**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**
**ILS or RNAV (GPS) Y RWY 36L**

**ALTUS, OKLAHOMA**

**ALTS AFB (KLTS)**

**LOC I-LTS**

**APCH CRS**

**RWY Idg**

**TDZE**

**Arpt Elev**

**AL-482 (USAF)**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>FORT WORTH CENTER</th>
<th>APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNCE DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.8</td>
<td>273.5</td>
<td>125.1</td>
<td>119.65</td>
<td>254.4</td>
<td>120.65</td>
</tr>
<tr>
<td></td>
<td>350.35</td>
<td>353.7</td>
<td>218.65</td>
<td>275.8</td>
<td>284.7</td>
</tr>
</tbody>
</table>

**DME/DME RNP 0.3 NA**

**LOCALIZER 110.3 I-LTS**

**ALTUS 109.8 LTS**

**Chen 35**

**RW36L**

**SACYO**

**LODNE**

**WAVIS 3100**

**(IAF) MORGHE 3100**

**EMERG SAFE ALT 100 NM 4900**

**RNAV1-GPS required for ILS.**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
AUTHORIZATION REQUIRED
EMERG SAFE ALT 100 NM 4900

See planview for multiple IF locations

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.10 DA*</td>
<td>1644/40</td>
<td>262</td>
<td>(300-46)</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA**</td>
<td>1729/40</td>
<td>347</td>
<td>(400-46)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>NOT AUTHORIZED</td>
<td></td>
<td></td>
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</table>

ALTUS, OKLAHOMA 34°40'N-99°16'W

Amdt 1 07OCT21
**RNAV (RNP) Y RWY 36R**

**AUTHORIZATION REQUIRED**
EMERG SAFE ALT 100 NM 4900

**ACRH CRS**
- **Rwy Idg**: 9001
- **TDZE**: 1362
- **Arpt Elev**: 1382

**APCH CRS**
- **Rwy Idg**: 9001
- **TDZE**: 1362
- **Arpt Elev**: 1382

**ATIS**
- **FORT WORTH CENTER**: 109.8 273.5
- **APP CON**: 125.1 353.7
- **TOWER**: 119.65 254.4
- **GND CON**: 121.85 275.8
- **CLNC DEL**: 120.65 284.7

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**MISSED APPROACH**: Climb to 4000 direct JEPKI and hold.

**When ALS inop, increase RVR to 40, vis to 1/4 mile.**

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

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

- **HOLD**: 4000
- **JEPKI**: 2133
- **GREVE**: 200K
- **ANIEE**: 1524

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

- **HOLD**: 4000
- **JEPKI**: 2133
- **GREVE**: 200K
- **ANIEE**: 1524

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>RNP 0.10 DA*</td>
<td>1612/24</td>
<td>250</td>
<td>(300-1/2)</td>
<td></td>
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<tr>
<td>RNP 0.30 DA**</td>
<td>1662/24</td>
<td>300</td>
<td>(300-1/2)</td>
<td></td>
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</table>

**CIRCLING**
- **NOT AUTHORIZED**

**ALTUS, OKLAHOMA**
- **34°40′N-99°16′W**

**ALTUS AFB**
- **(KLTS)**

**Amdt 1 07OCT21**
**RNP APCH**

**DME/DME RNP-0.3 NA**

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

---

**EMERG SAFE ALT 100 NM 4900**

**VGSI and RNAV glidespath not coincident.**
ATC RADAR REQUIRED
FOR USE BY 97
AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900

ALTUS, OKLAHOMA
Amrd 3 07oct21
TERPS
FOR USE BY
97 AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900

ALTUS, OKLAHOMA
Amdt 2 07OCT21
OKKIE THREE DEPARTURE (RNAV) (OKKIE3• OKKIE)

ATIS * 109.8 273.5
CLNC DEL
120 65 284.7
GND CON
121 85 275 8
ALTUS TOWER *
119 65 254.4
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 353.7

AL-482 [USAF]

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
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<tbody>
<tr>
<td>36L/R</td>
<td>V/VM</td>
<td>300</td>
<td>600</td>
<td>900</td>
<td>1200</td>
<td>1500</td>
<td>1800</td>
</tr>
</tbody>
</table>

Minimum Climb to 1900

TOP ALTITUDE: 9000

28

CHILDRESS CDS

CHILDRESS TRANSITION
259°
(50.7)

CEBEX 7000

HAXIV 7000

OKKIE 7000
(1800)

FEDER

WICHITA FALLS TRANSITION
101°
(35.1)

WICHITA FALLS SPS

OKKIE THREE DEPARTURE (RNAV) (OKKIE3• OKKIE)

Orig 07OCT21

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb direct HAXIV, then on track 181° to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 18R: Climb direct CEBEX, then on track 175° to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 36L: Climb direct BUDBE, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, thence...

TAKEOFF RWY 36R: Climb direct WIMER, then on depicted route to OKKIE. Cross OKKIE between 4000 and 7000, thence...

...via transition or assigned route. Maintain 9000. Expect filed altitude 10 minutes after departure.

CHILDRESS TRANSITION (OKKIE3-CDS): From over OKKIE track 259° to CDS.

WICHITA FALLS TRANSITION (OKKIE3-SPS): From over OKKIE track 175° to FEDER, then track 101° to SPS.
ROCKN THREE DEPARTURE (RNAV) (ROCKN3 • ROCKN)

ATIS 109.8 273.5
CLNC DEL 120 65 284.7
GND CON 121 85 275.8
ALTUS TOWER * 119.65 254.4
ALTUS DEP CON 125.1 290.9
FORT WORTH CENTER 133.5 350.35
ALTUS APP CON 125.1 353.7

AL-482 [USAF]

Minumum Climb Rate to 1900

TOP ALTITUDE: 9000

BURNS FLAT
BFV

NUTTY

WILL ROGERS
TRANSITION

WILL ROGERS
IRW

BURNS FLAT
TRANSITION

TOP ALTITUDE: 9000

ROCKN

120

128°

WONLI
7000

KENNL
7000

MAA 3.5 NM FROM AIRPORT

3800

WUDUR
7000

ZAFTA
7000

(6.2)
100°

(6.7)
089°

AUDDI
7000

BUDBE

WIMER

MIN 1.5 NM FROM AIRPORT

1576

GPS REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb direct ZAPTA, then on depicted route to ROCKN. Cross WONLI at or below 7000, thence...

TAKEOFF RWY 18R: Climb direct WUDUR, then on depicted route to ROCKN. Cross WONLI at or below 7000, thence...

TAKEOFF RWY 36L: Climb direct BUDBE, then track 015° to ROCKN, thence...

TAKEOFF RWY 36R: Climb direct WIMER, then track 013° to ROCKN, thence...

...via transition or assigned route. Maintain 9000. Expect filed altitude 10 minutes after departure.

BURNS FLAT TRANSITION (ROCKN3•BFV): From over ROCKN track 338° to BFV VORTAC.

WILL ROGERS TRANSITION (ROCKN3•IRW): From over ROCKN track 028° to NUTTY, then track 079° to IRW VORTAC.

ROCKN THREE DEPARTURE (RNAV) (ROCKN3 • ROCKN)

Orig 07OCT21

ALTUS, OKLAHOMA

ALTUS AFB (KLTS)
RNAV (GPS) RWY 18
ALVA RGNL (AVK)

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

**MISSED APPROACH:**
Climb to 3300 direct HINEN and hold.

**AWOS-3PT**
121.125

**VANCE APP CON**
126.75 346.325

**UNICOM**
122.8 [CTAF]

**ODALS**

**CATALOG**
1300 X 170

**CIRCLING**

**LNAV/VNAV**

**RNAV (GPS) RWY 18**

**UNICOM**

**RNAV (GPS) RWY 18**

**LNAV only.**
RNAV (GPS) RWY 36
ALVA RGNL (AVK)

- **RNAV (GPS) RWY 36 (AVK)**
  - LNAV only.
  - NA
  - NA
  - NA
  - NA
  - VNAV
  - LNAV/DA
  - 3300
  - TCH 40
  - 4 NM
  - 3300
  - Holding Pattern
  - 356°
  - 3300
  - GP 3.00°
  - TCH 40

**Category:**
- **A**
- **B**
- **C**
- **D**

**LPV DA:**
- 1721-7°
- 250 (300-7°)
- NA

**LNAV/ VNAV DA:**
- 1751-1
- 280 (300-1)
- NA

**LNAV MDA:**
- 1840-1
- 369 (400-1)
- NA

**Circling:**
- 1980-1
- 503 (600-1)
- 2120-1
- 643 (700-1)
- 2220-2¼
- 743 (800-2¼)
- NA

**Climb to 3300 direct ZOKOF and hold.**
### RNAV (GPS) RWY 35

**ANTLERS MUNI (80F')**

**Category:** A

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>911-1/8</td>
<td>335 (400-1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>911-1/8</td>
<td>335 (400-1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1</td>
<td>444 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>563 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**MIRL Rwy 17-35**

**Rwy Idg:** 577

**Apt Elev:** 577

**RNAV (GPS) RWY 35**

**ANTLERS MUNI (80F')**

**WAAAS Ch:** 70428

**W35A**

**APP CRS:** 355°

**Rwy Idg:** 576

**Apt Elev:** 577

**Prx AWOS-3PT**

**WOLUR**

**RUFYU**

**PRX VOR/DME airways**

**Procedure NA for arrivals on PRX VOR/DME airways radials 263 CW 057.**

**Circling to Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below ≦ 3/4 SM NA. Baro-VNAV NA. Use Paris altimeter setting; when not received, use Durant altimeter setting and increase LPV and LNAV/VNAV DA to 937 feet, increase all MDA 40 feet.**

**Procedure NA for arrivals on PRX VOR/DME airways radials 263 CW 057.**

**MisSED APPROACH:** Climb to 3900 direct RUFYU and on track 281° to WOLUR and hold.
Rwy 17 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA.

AWOS-3
118.15

FORT WORTH CENTER
124.75 323.0

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 17
ARDMORE DOWNTOWN EXECUTIVE (1F0)

MISSED APPROACH: Climb to 3000 direct VAAMP and hold.

Visual Segment - Obstacles.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1360-1</td>
<td>520 (600-1)</td>
<td>1360-1½</td>
<td>520 (600-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1360-1</td>
<td>520 (600-1)</td>
<td>1360-1½</td>
<td>520 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1400-1</td>
<td>555 (600-1)</td>
<td>1400-1½</td>
<td>520 (600-1½)</td>
</tr>
</tbody>
</table>

ARDMORE, OKLAHOMA
Orig-C 01FEB18

34°09'N-97°07'W
**RNAV (GPS) RWY 35**

**ARDMORE DOWNTOWN EXECUTIVE (1F0)**

- **MISSED APPROACH:** Climb to 3000 directed VILLE and hold.

- Rwy 35 helicopter visibility reduction below ½ SM NA. DME/DME RNP 0.3 NA.

### Procedure NA for arrival on ADM VORTAC airway radials 125 CW 213.

- AWOS-3 118.15
- FORT WORTH CENTER 124.75 323.0
- UNICOM 122.7 (CTAF)

### AWOS-3
- 118.15

### FORT WORTH CENTER
- 124.75 323.0

### UNICOM
- 122.7 (CTAF)

---

**AWOS-3**

**FORT WORTH CENTER**

**UNICOM**

---

**ARDMORE DOWNTOWN EXECUTIVE (1F0)**

---

**ARDMORE, OKLAHOMA**

**AL-5399 (FAA)**

**34°09′N-97°07′W**
ILS or LOC RWY 31
ARDMORE MUNI (ADM)

**Missed Approach:** Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

**ATIS** 125.6
**FORT WORTH CENTER** 124.75 323.0
**ARDMORE TOWER** 118.5 (CTAF) 121.8
**GND CON** 121.8
**UNICOM** 122.95

**V** Autopilot coupled approach NA below 1360. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting; increase DA to 1026 feet and all MDAs 40 feet. Inop table does not apply to S-ILS 31 all Cats, S-LOC 31 Cats A and B; UMEHU FIX MINIMUMS S-LOC 31 Cats A and B. For inop ALS, increase UMEHU FIX MINIMUMS S-LOC 31 Cats C and D visibility to 1/2 SM. When using Ardmore Downtown Executive altimeter setting, inop table does not apply to S-ILS 31 all Cats, S-LOC 31 Cats A and B; UMEHU FIX MINIMUMS S-LOC 31 Cats A and B.

** CATEGORY **

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 31</td>
<td>991-1</td>
<td>258 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 31</td>
<td>1280-1</td>
<td>547 (600-1)</td>
<td>1280-1/2</td>
<td>547 (600-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>1440-1</td>
<td>1460-2</td>
<td>1700-3</td>
</tr>
<tr>
<td>UMEHU FIX MINIMUMS [DUAL VOR RECEIVERS REQUIRED]</td>
<td>309° 5.4 NM from FAF</td>
<td>35</td>
<td>35</td>
<td>35</td>
</tr>
</tbody>
</table>

**HIRL Rwy 13-31**
**MIRL Rwy 17-35**
**FAR**

**309° 5.4 NM from FAF**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.
RNAV (GPS) RWY 31
ARDMORE MUNI (ADM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting: increase LPV DA to 1026 feet; increase LNAV/VNAV DA to 1276 feet and all visibilities ½ SM; increase all MDAs 40 feet. Inop table does not apply to LPV, all Cats and LNAV Cats A and B. When using Ardmore Downtown Executive altimeter setting, inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop ALS, increase LNAV Cats C and D visibility to 1 SM. When using Ardmore Downtown Executive altimeter setting, increase LNAV Cats C and D to 1½ SM. VDP NA when using Ardmore Downtown Executive altimeter setting.

Rwy 31 helicopter visibility reduction below ½ SM NA. Rwy 13, 35 helicopter visibility reduction below 1 SM NA. Circling Rwy 13, 35 NA at night.

Procedure NA for arrivals at ADM VORTAC on V161 southwest bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 4
DEXTER B FLORENCE MEMORIAL FIELD (ADF')

AWOS-3PT  118.175
MEMPHIS CENTER  128.475 377.15
UNICOM  122.7 (CTAF)

**MISSING APCH FIX**

**NA**

*If you are using Hot Springs altimeter setting, then use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility 3/4 mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility 3/4 mile.

**Climb to 2100 direct COVNO and hold.**

**Amdt 1A  05MAR15**

**LPV**

- **DA**
  - 431-1
  - 250 (300-1)
  - NA

- **LNAV/VNAV**
  - 669-1/3
  - 488 (500-1/3)
  - NA

- **LNAV MDA**
  - 680-1
  - 499 (500-1/3)
  - 680-1/3
  - 499 (500-1/3)
  - NA

- **CIRCLING**
  - 760-1
  - 578 (600-1)
  - 801
  - 618 (700-1)
  - 1040-1/2
  - 858 (900-2)
  - NA

**DME/DME RNP-0.3 NA. When local altimeter setting not received use Hot Springs altimeter setting and increase all DA 103 feet and MDA 120 feet and increase LPV all Cats visibility 3/4 mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility 3/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Hot Springs altimeter setting. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 22 NA.**

**Apt Elev**

**TDZE**

**AWOS-3PT**

**ELEV**

**MISSED APCH FIX**

**COVNO**
**ARKADELPHIA, ARKANSAS**

### RNAV (GPS) RWY 22

#### DEXTER B FLORENCE MEMORIAL FIELD (ADF)

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS 220°</th>
<th>Rwy Idg 5002</th>
<th>TDZE 182</th>
<th>Apt Elev 182</th>
</tr>
</thead>
</table>

**AWOS-3PT** 118.175  
**MEMPHIS CENTER** 128.475 377.15  
**UNICOM** 122.7 (CTAF)

**MISSED APPROACH:** Climb to 2000 direct CUBUG and hold.

**AWOS-3PT** 118.175  
**MEMPHIS CENTER** 128.475 377.15  
**UNICOM** 122.7 (CTAF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>600-1 418 (500-1)</td>
<td>600-1 418 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>680-1 498 (500-1)</td>
<td>680-1 498 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1 578 (600-1)</td>
<td>800-1 618 (700-1)</td>
<td>1040-2 858 (900-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**

**ITVOW 1.7 NM to RW22**  
**ZULSO**  
**COVNO**  
**4 NM Holding Pattern**

**220° to RW22**

**MIRL Rwy 4-22**  
**REIL Rwys 4 and 22**

**CATEGORY** A  
**B**  
**C**  
**D**  

**LP MDA** 600-1 418 (500-1)  
**LNAV MDA** 680-1 498 (500-1)  
**CIRCLING** 760-1 578 (600-1)  

**ARKADELPHIA, ARKANSAS**  
**Orig-B 17AUG17**  
**34°06'N-93°04'W**  
**34°06'N-93°04'W**

**AL-5756 (FAA)**  
**20198**

**RNARW (GPS) RWY 22**

**DEXTER B FLORENCE MEMORIAL FIELD (ADF)**

**AWOS-3PT** 118.175  
**MEMPHIS CENTER** 128.475 377.15  
**UNICOM** 122.7 (CTAF)

**MISSED APPROACH:** Climb to 2000 direct CUBUG and hold.

**AWOS-3PT** 118.175  
**MEMPHIS CENTER** 128.475 377.15  
**UNICOM** 122.7 (CTAF)

<table>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>600-1 418 (500-1)</td>
<td>600-1 418 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>680-1 498 (500-1)</td>
<td>680-1 498 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1 578 (600-1)</td>
<td>800-1 618 (700-1)</td>
<td>1040-2 858 (900-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**

**ITVOW 1.7 NM to RW22**  
**ZULSO**  
**COVNO**  
**4 NM Holding Pattern**

**220° to RW22**

**MIRL Rwy 4-22**  
**REIL Rwys 4 and 22**

**CATEGORY** A  
**B**  
**C**  
**D**  

**LP MDA** 600-1 418 (500-1)  
**LNAV MDA** 680-1 498 (500-1)  
**CIRCLING** 760-1 578 (600-1)  

**ARKADELPHIA, ARKANSAS**  
**Orig-B 17AUG17**  
**34°06'N-93°04'W**  
**34°06'N-93°04'W**
Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet. Rwy 4 NA at night visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.
RNAP (GPS)-A
WOODRUFF COUNTY (M6#)

M19 AWOS-3PT
118.15

MEMPHIS CENTER
135.3  335.8

CTAF
122.9

SHIRLEY C MOA

092°

Visual Segment - Obstacles.

Rwy 9, 27 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Newport altimeter setting.

MISSED APPROACH: Climb to 3000 direct UJLIY and hold.

CCTAF
122.9

44
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ½ mile. Inop table does not apply to LPV all Cats. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. For inop MALSR when use Tulsa Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 2½ mile, and LNAV Cat A/B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below ½ SM NA.

**AWOS** | **KANSAS CITY CENTER** | **CTAF**
---|---|---
132.675 | 128.8 354.1 | 122.825

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>906-⅓</td>
<td>212 (200-⅔)</td>
<td>944-⅔</td>
<td>250 (300-⅔)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1317-1½</td>
<td>623 (700-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1240-⅔</td>
<td>546 (600-⅔)</td>
<td>1240-1⅓</td>
<td>546 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1380-1</td>
<td>663 (700-1)</td>
<td>1400-2</td>
<td>683 (700-2)</td>
</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV all Cats visibility 1/4 mile, LNAV and Circling Cat C visibility 1/4 mile. Circling NA east of Rwy 17-35. Baro-VNAV and VDP NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**Missed Approach:**
- Climb to 3100 direct BUKDY and hold.
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 100 feet, increase S-17 and Circling Cat C visibility ¾ mile. For inop MALS, increase S-17 Cat A/B visibility to 1 mile and Cat C to 1 ¾ miles. For inop MALS when using Tulsa Intl altimeter setting, increase S-17 Cat A/B visibility to 1 mile and Cat C to 2 mile. Circling NA east of Rwy 17-35. Helicopter visibility reduction below ½ SM NA.

**AWOS**

132.675

**KANSAS CITY CENTER**

128.8 354.1

**UNICOM**

122.825 (CTAF)

**AL-867 (FAA)**
Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 and Circling Cat C visibility ¼ SM. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.
Circling NA N of Rwy 8-26.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrivals at VILLO on V140 eastbound.

Procedure NA for arrivals on LIT VORTAC airway radials 288 CW 089.

4 NM Holding Pattern

3000

FIKIX

GP 3.00° TCH 40

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 44).
RNAV (GPS) RWY 26
BATESVILLE RGNL (BVX)

**RNAV (GPS) RWY 26**

**APP CRS**
- Rwy Idg: 6002
- TDZE: 465
- Apt Elev: 465

**RNP APCH.**

- Circling NA N of Rwy 8-26.
- Rwy 26 helicopter visibility reduction below ¾ SM NA.

**AWOS-3PT**
- 126.375

**MEMPHIS CENTER**
- 126.85 281.55

**UNICOM**
- 122.8 (CTAF)

**Procedure NA for arrival on ARG VORTAC airway radials 149 CW 297.**

- 3000 NoPT 225° (30.3)
- 3000 NoPT 4 NM
- 3000 NoPT 8.1

**MISSED APPROACH:** Climb to 3000 direct FIKIX and hold.

**REIL Rwys 8 and 26**
- MIRL Rwy 8-26

**AIRWAY RADIALS**
- 149 CW 297.

**Holding Pattern**
- 6 NM

**RNAV (GPS) RWY 26**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- 940-1
- 475 (500-1)
- 940-1 ½
- 475 (500-1 ½)
- 940-1 ½
- 475 (500-1 ½)

**CIRCLING**
- 980-1
- 515 (600-1)
- 980-1 ½
- 515 (600-1 ½)
- 1040-2
- 575 (600-2)

**ELEV 465**

**TDZE 465**
ADC required for procedure entry.
ADC required.

Circling NA N of Rwy 8-26.

AWOS: 3 PT
126.375

MEMPHIS CENTER
126.85
281.55

UNICOM
122.8 (CTAF)

WALNUT RIDGE
114.5 ARG
Chan 92

ALMND LOM/7.9 DME and hold.

ALMND LOM/7.9 DME and hold.

AWOS: 3PT
126.375

MEMPHIS CENTER
126.85
281.55

UNICOM
122.8 (CTAF)

WALNUT RIDGE
114.5 ARG
Chan 92

ALMND LOM/7.9 DME and hold.

AWOS: 3 PT
126.375

MEMPHIS CENTER
126.85
281.55

UNICOM
122.8 (CTAF)

WALNUT RIDGE
114.5 ARG
Chan 92

ALMND LOM/7.9 DME and hold.

AWOS: 3PT
126.375

MEMPHIS CENTER
126.85
281.55

UNICOM
122.8 (CTAF)

WALNUT RIDGE
114.5 ARG
Chan 92

ALMND LOM/7.9 DME and hold.

AWOS: 3 PT
126.375

MEMPHIS CENTER
126.85
281.55

UNICOM
122.8 (CTAF)

WALNUT RIDGE
114.5 ARG
Chan 92

ALMND LOM/7.9 DME and hold.
CIRCLING

LOC/DME I-SUZ

111.95

Chan 56 (Y)

APP CRS

019°

Rwy Idg

5002

TDZE

390

Apt Elev

390

UNICOM

AWOS-3

132.125

LITTLE ROCK APP CON

119.5

306.2

UNICOM

122.8 (CTAF)

LOCALIZER 111.95

I-SUZ

Chan 56 (Y)

LITTLE ROCK, ARKANSAS

Loc-A 07OCT21 to 02 DEC 2021

Visibility reduction by helicopters NA. Use Bill and Hillary Clinton Ntl/Adams Fld Altimeter setting, when not received use Hot Springs Altimeter setting and increase S-ILS 2 DA to 736 feet and increase all MDAs 60 feet; increase visibility S-LOC 2 and Circling Cats C/D 1/4 SM.

MISSED APPROACH: Climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

One Minute Holding Pattern

VGS 3.00° TCH 45

GS 3.00° TCH 45

199°

019°

2800

12.3

6.2

3.4

1.3

6.1 NM

2.8 NM

2.1 NM

CATEGORY

A

B

C

D

S-ILS 2

693-1 303 (400-1)

S-LOC 2

820-1 430 (500-1)

820-1/2 430 (500-1/2)

820-1/2 430 (500-1/2)

CIRCLING

1040-1 650 (700-1)

1140-1/2 750 (800-1/2)

1240-2/3 850 (900-2/3)

1240-2/3 850 (900-2/3)

Use of LIT R-225 and PBF R-284 may be necessary to locate REMBE INT.

REIL Rwys 2 and 20

MIRL Rwy 2-20

ILS or LOC/DME RWY 2

SALINE COUNTY RGNL (SUZ)
RNAV (GPS) RWY 2
SALINE COUNTY RGNL (SUZ)

AWOS-3
132.125

LITTLE ROCK APP CON
119.5 306.2

UNICOM
122.8 (CTAF)

MISSED APCH FIX
PARON

HOTSPRINGS

HOT

097°

277°

4 NM

NIKIC

629 A

886 A

1831

2800

095° (21.8)

019° to RW02

2000 NoPT

109° (5)

2000 NoPT

199° (5)

2000

019°

UPENE

2237 A

5002 X 100

APP CRS
5002

Rwy Idg
019°

TDZE
390

Apt Elev
390

WAAS CH 58209
W02A

BENTON, ARKANSAS

AL-10336 (FAA) 21280

Benton, Arkansas

Hot Springs MSA RW02 25 NM

3300

TR

097°

277°

4 NM

2000

199°

019°

2000

019°

W

GP 3.00°

119°

TCH 39°

ZANIX

UPENE

COXES

2.1 NM to RW02

[IAF]

REIL Rwys 2 and 20

2002 X 100

019° to RW02

6.2 NM

2.8 NM

2.1 NM

CATEGORY

A

B

C

D

LPV DA

735-1 3/4

345 (400-1 1/4)

LNAV/VNAV DA

769-1 3/4

379 (400-1 1/4)

LNAV MDA

900-1

510 (600-1)

900-1 1/2

510 (600-1 1/2)

CIRCLING

1000-1

610 (700-1)

1240-2 1/2

850 (900-2 1/2)

1140-1 1/4

750 (800-1 1/4)

1240-2 3/4

850 (900-2 3/4)

850 (900-1 1/4)

Use Bill and Hillary Clinton Nat/Adams Fld altimeter setting; when not received, use Hot Springs altimeter setting; increase LPV DA to 776 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 810 feet and all visibilities 1/4 SM; increase all MDAs 60 feet and increase LNAV Cat D and Circling Cat C/D visibility 1/4 SM.

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

Procedure NA for arrivals at HOT VOR/DME via V124-573 westbound.

Orig-A 07OCT21

2000 direct NIKIC and via 296° track to PARON and hold.

RNAV (GPS) RWY 2
SALINE COUNTY RGNL (SUZ)

53
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting; when not received, use Hot Springs altimeter setting; increase LPV DA to 868 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 1371 feet and Cat C visibility 1/4 SM; increase all MDAs 60 feet and increase LNAV and Circling Cat C/D visibility 1/4 SM.

**MISSED APPROACH:** Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

**AWOS-3** 132.125  **LITTLE ROCK APP CON** 119.5  306.2  **UNICOM** 122.8 (CTAF)

Procedure NA for arrivals at ROLAN via V534 northwest bound.

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 18

BENTONVILLE, ARKANSAS

AWOS-3PT 134.975
RAZORBACK APP CON* 121.0 (WEST) 244.575
CLNC DEL 121.05 263.125
UNICOM 122.975 (CTAF)

Circling NA to Rwy's 17 and 35. Rwy 18 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3400 direct KANGE and hold.

- **AWOS-3PT:** 134.975
- **RAZORBACK APP CON:** 121.0 (WEST) 244.575
- **CLNC DEL:** 121.05 263.125
- **UNICOM:** 122.975 (CTAF)

**LNAV only.** MANBE 1.6 NM to RW18

**30 NM to ZATEB (NoPT)**

**3200**

**ZATEB**

**3000**

**269°**

**ZATEB**

**3400**

**HOLD 6000 3200**

**359° 4 NM**

**ZATEB**

**3000**

**3400**

**KANGE**

**3000**

**ZATEB**

**4 NM**

**HOLDING PATTERN**

**GP 3.00° TCH 45**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1548-1</td>
<td>250 (300-1)</td>
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<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1688-1¾</td>
<td>390 (400-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1700-1</td>
<td>402 (500-1)</td>
<td>1700-1¾</td>
<td>402 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1780-1</td>
<td>482 (500-1)</td>
<td>1920-1¾</td>
<td>622 (700-1¾)</td>
</tr>
</tbody>
</table>

**AWOS-3PT:** 134.975

**RAZORBACK APP CON:** 121.0 (WEST) 244.575

**CLNC DEL:** 121.05 263.125

**UNICOM:** 122.975 (CTAF)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 179° thence . . . .
TAKEOFF RUNWAY 36: Climb on heading 359° thence . . . .

. . . . climb to 3000, expect RADAR vectors to filed/assigned route and filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within two minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

NOTE: Chart not to scale.
Circling Rwy 25 NA at night. Rwy 7 helicopter visibility reduction below ¾ SM NA. Use Branson altimeter setting; when not received, use Rogers altimeter setting and increase all MDA 20 feet.

Procedure NA for arrivals at TEEUP on V72 southwest bound.
RNAV (GPS) RWY 17
BLACKWELL-TONKAWA MUNI (BKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rw 17 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV Cat C visibility 1/4 mile. Baro-VNAV NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

Procedure NA for arrivals on PER VORTAC airway radials 274 CW 335.

AWOS-3PT 120.575
KANSAS CITY CENTER 127.8 319.1
UNICOM 122.8 (CTAF)

VGS I and RNAV glidepath not coincident (VGS I Angle 3.00/40)
RNAV (GPS) RWY 35
BLACKWELL-TONKAWA MUNI (BKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Ponca City altimeter setting and increase all DA 31 feet and all MDA 40 feet and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Ponca City altimeter setting.

**MISSED APPROACH:** Climb to 2800 direct EWAIT and hold.

**AWOS-3PT**
120.575

**KANSAS CITY CENTER**
127.8 319.1

**UNICOM**
122.8 [CTAF]

- **Procedure NA for arrivals on PER VORTAC airway radial 173.**
- **VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).**
- **LNAV only**
- **1 NM to**
- **RW35**
- **KIZMA**
- **WINBI**
- **2 NM to**
- **RW35**
- **IOLLA**
- **2800**
- **4 NM**
- **354°**
- **2800 N**
- **354°**
- **140**
- **1307**
- **RW35**

**ELEV 1030**
**TDZE 1026**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
When local altimeter setting not received, use Ponca City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

AWOS-3PT 120.575
KANSAS CITY CENTER 127.8 319.1
UNICOM 122.8 (CTAF)

1556
1307
SIKAЕ PER 6.6
1483
083°
1 min
263°
R-083

EKUKS PER 9.1

263° 9.1 NM from FAF

1640*

*1680 when using Ponca City altimeter setting

CIRCLING

SIKAЕ PER 6.6

1640-1
610 (700-1) 610 (700-1)

1640-1½
1620-1¾
NA

Per VORTAC

One Minute Holding Pattern

2800

083°

263°

2800

ELEV 1030

1090

350 X 60

0.25 UP

MIRL Rwy 17-35

35

36°45N-97°21W
MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct GURLY and hold.

Obtain local altimeter setting on CTAF, when not received, use Blytheville Muni altimeter setting and increase DA to 464 feet and all MDAs 20 feet. Circling NA east of Rwy 18-36.

RADAR required for procedure entry. RNP APCH-GPS and DME required.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF)

CATEGORY
A
B
C
D
S-ILS 18
450-3/4
200 (200-3/4)
S-LOC 18
600-1
350 (400-1)
CIRCLING
700-1
446 (500-1)
720-1
466 (500-1)
800-11/2
546 (600-11/2)
820-2
566 (600-2)

HOLD 4700 2000

181°

GS 3.00°

TCH 54

3.9 NM

0.5 NM

0.9 NM

HUFVE I-BYH 3.6

459

595

2000

2000

1900

2500

GURLY I-BYH 7.5

One Minute Holding Pattern

2000

2500

181° 5.3 NM from FAF

181°
Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 1.4 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile.

**MISSED APPROACH:** Climb to 2500 direct HABSI and hold.

**MEMPHIS CENTER**
134.65 316.15

**UNICOM**
122.7 (CTAF)
RNAV (GPS) RWY 36
ARKANSAS INTL (BYH)

BLYTHEVILLE, ARKANSAS

RNAV (GPS) RWY 36
ARKANSAS INTL (BYH)

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF)

WAAS CH 78318 W36A
APP CRS 001°
Rwy Ldg 11602
TDZE 254
Apt Elev 254

Inop table does not apply. Boro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.

Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 1.4 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile.

---

MISSED APCH FIX

---

MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

---

6 NM

Holding Pattern

---

HABSI

---

TEXTEO

1.4 NM to RW36

---

LRAY 001°

---

GENRE

---

ELEV 254

TDZE 254

---

CIRCLING

700-1

446 (500-1)

---

720-1

466 (500-1)

---

800-1½

546 (600-1½)

---

820-2

566 (600-2)

---

HABSI

---

RNAV (GPS) RWY 36

BLYTHEVILLE, ARKANSAS

Amdt 3 11Dec14

35°58’ N-89°57’ W

ARKANSAS INTL (BYH)

AL-54 (FAA)
BLYTHEVILLE, ARKANSAS

RNAV (GPS) RWY 18
BLYTHEVILLE MUNI (HKA)

ASOS 135.025
MEMPHIS CENTER 134.65 316.15
UNICOM 123.05 (CTAF) 0

HOLD 6000 2500
178°
(IAF) ZIBOS
2500 NoPT
088°
(5)
2500 NoPT
268°
(5)
(IAF) JUDIG

AGVUW 3.1 NM to RW18

[FAF] YORUN
359°

403°

JIMIN

2500

MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

MISSED APCH FIX
JIMIN

4 NM
Holding Pattern

TASOE

6000 358°

2500 178°

2000

AGVUW 3.1 NM to RW18

1 NM to RW18

RW18

TAKE-OFF
MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

HOLD 6000 2500
178°
(IAF) ZIBOS
2500 NoPT
088°
(5)
2500 NoPT
268°
(5)
(IAF) JUDIG

AGVUW 3.1 NM to RW18

[FAF] YORUN
359°

403°

JIMIN

2500

MISSED APCH FIX
JIMIN

4 NM
Holding Pattern

TASOE

6000 358°

2500 178°

2000

AGVUW 3.1 NM to RW18

1 NM to RW18

RW18

TAKE-OFF

RNAV (GPS) RWY 18

BLYTHEVILLE MUNI (HKA)

AL-5732 (FAA)

Orig-A 07OCT21

35°56'N-89°50'W
Rwy 36 helicopter visibility reduction below 3/4 SM NA.

RNP APCH-GPS:

**HOLDING PATTERN**

**RW36**

**2500**

**178°**

**358°**

**NA**

**NA**

**620-1**

**760-1**

**CIRCLING**

**358°**

**XUMMY**

**TCH 48**

**2500 NoPT**

**268°**

**2500 NoPT**

**JIMIN**

**4 NM**

**OLEVE**

**3.1 NM to RW36**

**IF/IAF**

**XUMMY**

**2000**

**358°**

**JIMIN**

**4 NM**

**HOLD**

**6000**

**2500**

**MISSING APCH FIX**

**4 NM**

**TASOE**

**APP CRS**

**358°**

**Rwy Idg**

**TDZE**

**Apt Elev**

**256**

**256**

**256**

**AL-5732 (FAA)**

**21280**

**RNAV (GPS) RWY 36**

**BLYTHEVILLE MUNI (HKA)**

**ASOS**

**135.025**

**MEMPHIS CENTER**

**134.65 316.15**

**UNICOM**

**123.05 (CTAF) 0**

**BLYTHEVILLE, ARKANSAS**

**RNPAV (GPS) RWY 36**

**BLYTHEVILLE MUNI (HKA)**

**Orig B 07OCT21**

**35°56'N-89°50'W**
RNAV (GPS) RWY 4
BOISE CITY (17K)

App CRS
Rwy Idg
TDZE
Apt Elev
4211
4174
4174

RNP APCH.

⚠️ NA
Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night. Circling Rwy 4 NA at night. Use Dalhart, TX altimeter setting; when not received, procedure NA.

misSed Approach: Climb to 6000 direct VUSQU and hold.

Dht asos
134.075

ALBUQUERQUE CENTER
127.85 285.475

CtAF
122.9

ALBUQUERQUE CENTER
127.85 285.475

CTAF
122.9

Holding Pattern
XASWO
14000
6500

Visual Segment - Obstacles
6000
VUSQU

Ghilding Pattern
XASWO
14000
6500

Category
A
B
C
D

LNAV MDA
4860-1 686 (700-1)
4860-2 686 (700-2)
NA

Circling
4860-1 686 (700-1)
5040-2 1/2
866 (900-2 1/2)
NA

RNAV (GPS) RWY 4
BOISE CITY (17K)

Boise City, Oklahoma

Orig-A 08NOV18

36°46'N-102°31'W
RNAV (GPS) Rwy 20
FRANK FEDERER MEMORIAL (M36)

App CRS
204°

Rwy Idg
3852

TDZE
194

Apt Elev
195

UNICOM
APP CRS
Apt Elev
Rwy Idg
204°
195
3852

Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Stuttgart Muni Carl Humphrey Field altimeter setting. MisSED approach: Climb to 2800 direct OZLUR and hold.

Sgt Awos-3pt
119.025

Memphis Center
135.3 335.8

UNICOM
122.8 (CTAF)

Humphrey Field altimeter setting. Reduction below 1 SM NA. Use Stuttgart Muni Carl Humphrey Field altimeter setting. MisSED approach: Climb to 2800 direct OZLUR and hold.

Category
A
B
C
D

LNav Mda
1020-1
826 (900-1)
1020-1¼
826 (900-1¼)
1020-2½
826 (900-2½)
NA

Circling
1120-1¼
925 (1000-1¼)
1120-2½
925 (1000-2½)
NA
NA

Rwy 20
204° to
OzLur

2000

3.00°
Tch 45

5.6 NM

5.5 NM
RNAV (GPS) RWY 18
JONES MEMORIAL (3F7)

BRISTOW, OKLAHOMA
BRISTOW, OKLAHOMA

AL-6871 (FAA)

RWAAS
CH 53643
W18A

APP CRS
175°
Rwy Idg
4001
TDZE
854
Apt Elev
870

MISSED APPROACH: Climb to 2600 direct DASTE and hold.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA. Use Cushing altimeter setting.

CUH AWOS-3
118.25

KANSAS CITY CENTER
127.8 319.1

CTAF
122.9 📞

1.6 %
UP

35°48'N-96°25'W

RNAV (GPS) RWY 18
JONES MEMORIAL (3F7)

SC-1, 07 OCT 2021 to 02 DEC 2021

BRISTOW, OKLAHOMA
Amdt 2 10SEP20
RNAV (GPS) RWY 36
JONES MEMORIAL (3F7)

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1225-1</td>
<td>355 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1367-1½</td>
<td>497 (500-1½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>450 (500-1)</td>
<td>1320-1½</td>
<td>450 (500-1½)</td>
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<td>CIRCLING</td>
<td>1380-1</td>
<td>510 (600-1)</td>
<td>1500-1</td>
<td>630 (700-1)</td>
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<td>1400-1</td>
<td>530 (650-1)</td>
<td>1600-2</td>
<td>730 (800-2)</td>
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</table>
RNAV (GPS) RWY 17R

CLINTON-SHERMAN (CSM)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA east of Rwy 17R-35L. DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 4100 direct JETVE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV</th>
<th>DA</th>
<th>LNAV/ VNAV</th>
<th>MDA</th>
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<td>2122-3/4</td>
<td>200 (200-3/4)</td>
<td>2234-1</td>
<td>312 (400-1)</td>
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<tr>
<td></td>
<td>2300-1</td>
<td>378 (400-1)</td>
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</table>

<table>
<thead>
<tr>
<th><strong>CIRCLING</strong></th>
<th>2340-1</th>
<th>2380-1</th>
<th>2380-1/2</th>
<th>2620-2/4</th>
<th>2620-2/6</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>418 (500-1)</td>
<td>458 (500-1)</td>
<td>458 (500-1/2)</td>
<td>698 (700-2/4)</td>
<td>698 (700-2/6)</td>
</tr>
</tbody>
</table>

**ASOS**

| 118.45 | 128.4 | 269.37 | **UNICOM** | 121.7 | 239.0 | 122.95 |

**FORT WORTH CENTER**

**CLINTON-SHERMAN TOWER**

* 2760

**RNAV (GPS) RWY 17R**

**ELEV 1922**

**TDZE 1922**

**AIRPORT INFORMATION**

- **Burns Flat, Oklahoma**
- **RNAV (GPS) RWY 17R**
- **CLINTON-SHERMAN (CSM)**

**Amdt 1A 17AUG17**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 35L

**CLINTON-SHERMAN (CSM)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA east of Rwy 17R-35L. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 4100 direct JETVE and hold.

- **ASOS:** 118.45
- **FORT WORTH CENTER:** 128.4 269.37
- **CLINTON-SHERMAN TOWER:** 119.6 (CTAF) 256.9
- **GND CON:** 121.7 239.0
- **UNICOM:** 122.95

**Category:**
- **A**
- **B**
- **C**
- **D**
- **E**

**LPV**
- **DA:** 2113-⅔ 200 (200-⅔)

**LNAV/VNAV**
- **DA:** 2163-⅔ 250 (300-⅔)

**LNAV MDA**
- **2240-1**
- **327 (400-1)**

- **CIRCLING**
  - **2340-1**
  - **418 (500-1)**
  - **2380-1**
  - **458 (500-1)**
  - **2380-1½**
  - **458 (500-1½)**
  - **2620-2½**
  - **698 (700-2½)**
  - **2620-2½**
  - **698 (700-2½)**

**BURNS FLAT, OKLAHOMA**

**Amnd 1A 17AUG17**

**AL-778 (FAA)**

**19031**

**MISSED APCH FIX:**
- **175°**
- **355°**
- **4 NM**

**RU35L**
- **3600**
- **355°**
- **265°**

**HIMRY**
- **1.6 NM to RW35L**
- **355°**
- **0.9 NM to RW35L**

**SULSE**
- **0.9 NM**

**HUWHA**
- **085°**
- **265°**
- **5000**
- **4000**

**JETVE**
- **175°**
- **355°**

**CIRCLING**
- **35°20’N-99°12’W**

**RNAV (GPS) RWY 35L**

**35°20’N-99°12’W**
Circling NA east of runway 17R-35L.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BFV VORTAC and hold.

- ASOS: 118.45
- FORT WORTH CENTER: 128.4 269.37
- CLINTON-SHERMAN TOWER: 119.6 (CTAF) 256.9
- GND CON: 121.7 239.0
- UNICOM: 122.95
Amdt 1B  20MAY21

SC-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 19

HARRELL FIELD (CDH)

**Category A/B/C/D**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>440-1</td>
<td>310 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>426-1</td>
<td>296 (300-1)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>390 (400-1)</td>
<td>520-1½</td>
<td>390 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>580-1</td>
<td>580-1½</td>
<td>960-2¼</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**
Climb to 2700 direct URAME and hold.

**AWOS-3**
125.2

**FORT WORTH CENTER**
128.2 269.1

**UNICOM**
122.7 (CTAF)
MISSED APPROACH: Climb to 2500 direct NOLRE and hold.

Procedure NA for arrivals at DUMPI on V305 northeast bound.

Procedure NA for arrivals at QITXO on V54 eastbound.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>526-1</td>
<td>286 (300-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>788-2</td>
<td>548 (600-2)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>780-1</td>
<td>540 (600-1)</td>
<td>NA</td>
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</tbody>
</table>

MIRL Rwys 9-27 and 18-36

RNAV (GPS) RWY 9
CARLISLE MUNI (4M3)

SC-1, 07 OCT 2021 to 02 DEC 2021
**RNAV (GPS) RWY 27**

**CARLISLE MUNI (4M3)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
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<tr>
<td>268°</td>
<td>4501</td>
<td>241</td>
<td>241</td>
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**Procedure**
- Procedure NA at night.
- Rwy 27 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 27**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
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<td>LNAV MDA</td>
<td>640-1</td>
<td>399 (400-1)</td>
<td>NA</td>
<td></td>
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</table>

**AWOS-2**
- 119.275

**LITTLE ROCK APP CON**
- 135.4
- 353.6

**CLNC DEL**
- 135.4

**UNICOM**
- 122.8 (CTAF)

**Procedure NA**
- For arrivals at SIBOE on V124 northeast bound.
- For arrivals at DRAST on V54 eastbound.

**Holding Pattern**
- 4 NM
- Holding Pattern

**RNAV (GPS) RWY 27**

**AWOS-2**
- 119.275

**LITTLE ROCK APP CON**
- 135.4
- 353.6

**CLNC DEL**
- 135.4

**UNICOM**
- 122.8 (CTAF)

**Procedure NA**
- At night.
- For arrivals on V54 eastbound.

**Holding Pattern**
- 4 NM
Circling Rwy 18, 27, 36 NA at night.

Procedure NA for arrivals on LIT VORTAC airway radials 030 CW 149.

Procedure NA for arrivals on LIT VORTAC airway radials 030 CW 149.

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Procedure NA for arrivals on LIT VORTAC airway radials 030 CW 149.
**CHICKASHA, OKLAHOMA**

**WAAS CH 70430 W18A**  
**APP CRS** 176°  
**Rwy Idg** 5101  
**TDZE** 1152  
**Apt Elev** 1152

**RNAV (GPS) RWY 18**  
**CHICKASHA MUNI (CHK)**

**RNP APCH.**

- Circling NA to Rwy's 1, 2, 19 and 20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**AWOS-3**  
118.175

**OKE CITY APP CON**  
124.6 266.8

**UNICOM**  
123.0 (CTAF)

**MISSED APPROACH:** Climb to 3300 direct DERFF and hold.

**ELEV 1152**  
**TDZE 1152**

**CHICKASHA, OKLAHOMA**

**Amdt 1B 20JUN19**

**RNAV (GPS) RWY 18**

**CHICKASHA MUNI (CHK)**

35°06'N-97°58'W
RNAV (GPS) RWY 36
CHICKASHA MUNI (CHK)

Circling NA to Rwys 1, 2, 19 and 20. Rwy 36 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 3300 direct NEBEE and hold.

AWOS-3
118.175

OKECITY APP CON
124.6 266.8

UNICOM
123.0 [CTAF]

Chickasha, Oklahoma

35°06' N-97°58' W

Amdt 18  20JUN19

SC-1, 07 OCT 2021 to 02 DEC 2021
If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet. Circling NA to Rwys 1, 2, 19 and 20.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

AWOS-3  
OPE CITY APP CON  
UNICOM

21280
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cats A/B visibility to 1½ SM.

AWOS-3P 119.925  TULSA APP CON 119.1 351.8  UNICOM 122.7 (CTAF)

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.
RNAV (GPS) RWY 36

CLAREMORE RGNL (GCM)

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 uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3P

119.925

TULSA APP CON

119.1 351.8

UNICOM

122.7 (CTAF)
Procedure NA for arrivals on TULSA (TUL)
VORTAC airway radials 358 CW 115.

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.
RNAV (GPS) RWY 9

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

Visual Segment - Obstacles.

CATEGORY

LNAV MDA

1060-1 609 (600-1)

CIRCLING

1220-1 1240-11/4 739 (800-1) 759 (800-11/4) NA

MIRL Rwy 9-27

35°28'N-93°26'W

Orig-C 25FEB21

RNAV (GPS) RWY 9

CLARKSVILLE MUNI (H35)

CLARKSVILLE, ARKANSAS

AL-6402 (FAA) 21280

APP CRS

TDZE

Apt Elev

091°

4504

451

481

RNAV APCH.

MEMPHIS CENTER

128.475 377.15

UNICOM

122.8 (CTAF)
Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 27**

**CLARKSVILLE MUNI (H35)**

**MEMPHIS CENTER**

128.475 377.15

**UNICOM**

122.8 (CTAF)

**Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**35°28'N-93°26'W**

**3RN**

**4504 X 75**

**271° to RW27**

**HUTTO**

3.7 NM to RW27

**[FAF]**

**HENDE**

**HARYY**

4 NM Holding Pattern

**Visual Segment - Obstacles.**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1160-1</td>
<td>679 (700-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>1240-1 1/2</td>
<td>759 (800-1 1/2)</td>
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</table>

**CLARKSVILLE, ARKANSAS**

Orig A 01FEB18
### RNAV (GPS) RWY 31

**CLINTON MUNI (CCA)**

**APP CRS**
- 312°

**Rwy Idg**
- 314E

**Apt Elev**
- 510

**AWOS-3**
- 118.725

**MEMPHIS CENTER**
- 126.85
- 281.55

**UNICOM**
- 122.7 (CTAF)

**CLINTON, ARKANSAS**

**AL-10389 (FAA)**

### PROCEDURE

**MISSED APPROACH:** Climbing left turn below 1 SM NA. Procedure NA at night.

* When local altimeter setting not received, procedure NA. DME/DME RNP 0.3 NA. Helicopter visibility reduction to 3700 direct CACAL and hold.

### NAVIGATION POINTS

- **CACAL**
- **RYW31**
- **GHYLL**
- **AREIC**

### Visual Segment - Obstacles

- Category A
- Category B
- Category C
- Category D

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1460-1¼</td>
<td>950 (1000-1¼)</td>
<td>1460-2½</td>
<td>950 (1000-2½)</td>
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<tr>
<td>CIRCLING</td>
<td>1460-1¼</td>
<td>1620-1½</td>
<td>1880-3</td>
<td>1366 (1400-3)</td>
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### ELEV
- 514

### TDZE
- 510

### MIRL Rwy 13-31

**Orig 21JUL16**

**Scale**: 1:110,000

**Published**: 20198

**Effective**: SC-1, 07 OCT 2021 to 02 DEC 2021

**35°36'N-92°27'W**

**93**
Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. Circling Rwy 5 NA at night.

MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

Procedure NA for arrival at DUMPI via V-305 southwestbound.

Procedure NA for arrival at VILLO via V-140 eastbound.

Procedure NA for arrival at INNAM via V-140 eastbound.

* VDP NA with Marion County Rgnl altimeter setting.
**RNAV (GPS) Rwy 17**

**CLINTON RGNL (CLK)**

**Amdt 3 27APR17**

**CLINTON, OKLAHOMA**

**AWOS-3**

**119.225**

**FORT WORTH CENTER**

**128.4 269.37**

**UNICOM**

**122.8 (CTAF)**

---

**DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA to Rwy 13 and 31. When local altimeter setting not received, use Weatherford altimeter setting; Increase DA to 1898 and all visibilities ½ mile; increase all MDA 40 feet and visibility Cat C ½ mile. Baro-VNAV and VDP NA when using Weatherford altimeter setting.**

**MISSING APPROACH:** Climb to 4000 direct OSUCU and hold.

---

**Procedure NA for arrivals at ROLLS on V210-507 northwest bound.**

**Procedure NA for arrivals at ODINS on V17 southeast bound.**
RNAV (GPS) RWY 35
CLINTON RGNL (CLK)

AWOS-3 119.225
FORT WORTH CENTER 128.4 269.37
UNICOM 122.8 (CTAF)

Procedure NA for arrival on BFV VORTAC airway radials 055 CW 098.

CLINTON, OKLAHOMA
Amdt 4 27APR17
Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet.

**MISSED APPROACH:** Climb to 3000 direct USUDY and hold.

**AWM ASOS**
- 118.175

**MEMPHIS CENTER**
- 135.3
- 335.8

**UNICOM**
- 123.0 (CTAF)
RNAV (GPS) RWY 36
DELTA RGNL (DRP)

Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet, increase LNAV/VNAV visibility to 1/2 all Cats.

MISSED APPROACH: Climb to 3000 dired UHIHI and hold.

AWM ASOS 118.175
MEMPHIS CENTER 135.3 335.8
UNICOM 123.0 (CTAF)

LNAV/VNAV visibility to 1 all Cats.
RNAV (GPS) RWY 4
CONWAY RGNL (CXW)

CONWAY, ARKANSAS

AWOS-2
118.775

LITTLE ROCK APP CON
135.4 353.6
119.5 306.2

CLNC DEL
121.2

UNICOM
123.05 (CTAF)

Boro-VNAV NA.
Use Bill and Hillary Clinton National/Adams Field
altimeter setting; when not received, procedure NA.
DME/DME RNP 0.3 NA.

Final approach course offset 3.00°

MISSED APPROACH: Climb to 2600 direct HOBUV and hold.

AWOS-2
118.775

LITTLE ROCK APP CON
135.4 353.6
119.5 306.2

CLNC DEL
121.2

UNICOM
123.05 (CTAF)

Boro-VNAV NA.
Use Bill and Hillary Clinton National/Adams Field
altimeter setting; when not received, procedure NA.
DME/DME RNP 0.3 NA.

Final approach course offset 3.00°

MISSED APPROACH: Climb to 2600 direct HOBUV and hold.

WAAS
CH 97338
W04A
APP CRS
047°
Rwy Idg
TDZE 276
Apt Elev
276

Category
A
B
C
D

LPV DA
583-1 307 (400-1)

LNAV/ VNAV DA
658-1¼ 382 (400-1¼)

LNAV MDA
1340-1¼ 1340-1½ 1340-3 1064 (1100-3)

CIRCLING
1340-1¼ 1340-1½ 1340-3 1380-3

1064 (1100-1¼) 1064 (1100-1½) 1064 (1100-3) 1104 (1200-3)

100
Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 3000 direct JOPRO and hold.

<table>
<thead>
<tr>
<th></th>
<th>AWOS:3</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>118.325</td>
<td>120.075 289.4</td>
<td>123.0</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals on ARG VORTAC airway radials 297 CW 016.
ATC: MEMPHIS CENTER, 120.075/289.4 (CTAF), 123.0 (UNICOM)

Rwy 36 helicopter visibility reduction below ¼ SM NA.
MISSED APPROACH: Climb to 3000 direct CAYRA and hold.

AWOS-3
118.325
MEMPHIS CENTER
120.075
UNICOM
123.0 (CTAF)

RNP APCH-GPS

Rwy 36

Holding Pattern

4 NM

CAYRA

LNAV MDA
700-1
407 (500-1)
700-1½
407 (500-1½)
NA

CATEGORY
A
B
C
D

Rew 18 and 36
MIRL Rwy 18-36

REIL Rwy 18 and 36

36°24’N-90°39’W

SC-1, 07 OCT 2021 to 02 DEC 2021

SC-1, 07 OCT 2021 to 02 DEC 2021

103

36°24’N-90°39’W

RNP APCH-GPS

Rwy 36 helicopter visibility reduction below ¼ SM NA.
MISSED APPROACH: Climb to 3000 direct CAYRA and hold.
RNAV (GPS) RWY 23
Z M JACK STELL FLD (CRT)

**APP CRS**
- **230°**
- **5010**
- **184**
- **184**

**TDZE**
- **184**
- **184**

**Apt Elev**
- **184**

**RNAV (GPS) RWY 23**
- **Rwy Idg**: 5010
- **TDZE**: 184
- **Apt Elev**: 184

**RNP APCH - GPS**
- **NA**

**Holding Pattern**
- **320° to RW23**
- **8000**

**RNAV (GPS)**
- **230° to RW23**

**MISSED APPROACH**
- Climbing left turn to 2000 direct PEVOY and hold.

**UNICOM**
- **122.8 (CTAF)**

**HOLD**
- **8000**
- **2000**

**PEVOY**
- **2000 to TUPOY**
- **104°**
- **(39.7)**

**TUPOY**
- **(39.7)**

**CROSSETT, ARKANSAS**
- **AL-5527 (FAA)**
- **21280**

**CROSSETT, ARKANSAS**
- **Orig-D 07OCT21**
- **33°11'N-91°53'W**

**MU ASOS**
- **125.05**

**MEMPHIS CENTER**
- **135.875 269.35**

**TDZE**
- **184**

**ELEV**
- **184**

**CIRCLING**
- **PEVOY**
- **2000**
- **050°**
- **8000**
- **2000**

**LOCIK**
- **230°**

**TCH 40**
- **3.05°**
- **5.5 NM**
- **6 NM**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **760-1 576 (600-1)**
- **760-1 576 (600-1) 576 (600-1)**
- **NA**

**CIRCLING**
- **760-1 576 (600-1)**
- **840-1 656 (700-1)**
- **NA**

**Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 23 NA at night. Use Monroe L.A. altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 20 feet, increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM.**
**Circling NA to Rwy 8 and 26. Baro-VNAV NA when using Chandler altimeter setting.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ½ NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chandler altimeter setting and increase all DA 41 feet and all visibilities ½ SM. Increase all MDA 60 feet and LNAV Cat C and D visibilities ½ SM. Circling NA to Rwy 2, 8, 11, 20, 26, 29.

**MISSED APPROACH:**
- Climbing to 3500 direct KIDEY and hold.
- Continue circling NA to Rwy 2, 8, 11, 20, 26, 29.
- Keep within 10 miles of Cushing Muni (CUH) for uncompensated Baro-VNAV systems.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

**Circling NA to Rwy 18 and 36. Baro-VNAV NA when using Chandler altimeter setting.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below ½ NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chandler altimeter setting and increase all DA 41 feet and all visibilities ½ SM. Increase all MDA 60 feet and LNAV Cat C and D visibilities ½ SM. Circling NA to Rwy 2, 8, 11, 20, 26, 29.

**MISSED APPROACH:**
- Climbing to 3500 direct KIDEY and hold.
- Continue circling NA to Rwy 2, 8, 11, 20, 26, 29.
- Keep within 10 miles of Cushing Muni (CUH) for uncompensated Baro-VNAV systems.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
RNAV (GPS) RWY 11
DANVILLE MUNI (32A)

MISSED APPROACH:
Climb to 3600 direct PIRLE and hold.

CTAF
122.9

RNAV (GPS) RWY 11
DANVILLE MUNI (32A)

Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Russellville Rgnl altimeter setting, when not received procedure NA.

ELEV 393
TDZE 380

APP CRS
105°

Rwy Idg
5324
TDZE
380
Apt Elev
393

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Russellville Rgnl altimeter setting, when not received procedure NA.

RUE ASOS
132.475

MEMPHIS CENTER
128.475 377.15

CTAF
122.9

RNAV (GPS) RWY 11
DANVILLE MUNI (32A)

Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Russellville Rgnl altimeter setting, when not received procedure NA.

ELEV 393
TDZE 380

APP CRS
105°

Rwy Idg
5324
TDZE
380
Apt Elev
393

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Russellville Rgnl altimeter setting, when not received procedure NA.
Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville altimeter setting, when not received procedure NA.

MISSED APPROACH: Climb to 4000 direct EYIVI and on track 260° to LATHS and hold.
RNAV (GPS) RWY 8

**RNAV (GPS) RWY 8**

**DE QUEEN, ARKANSAS**

**J LYNN HELMS SEVIER COUNTY (DEQ)**

**APP CRS**
- Rwy Idg: 5001
- TDZE: 355
- Apt Elev: 355

**RNP APCH.**
- If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.
- Rwy 8 helicopter visibility reduction below 3/4 SM NA.

**ASOS**
- 134.075

**FORT WORTH CENTER**
- 123.925
- 269.475

**UNICOM**
- 122.8 (CTAF)

---

**Holding Pattern**

- 2500
- 259°
- 079°

**Procedure NA for arrival at PGO VORTAC on airway radials 155 CW 208.**

---

**Procedure NA for arrival at TXK VORTAC on airway radials 265 CW 348.**

---

**CATEGORY A**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>780-1</td>
<td>425 (500-1)</td>
</tr>
<tr>
<td>900-1</td>
<td>545 (600-1)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 8**

**DE QUEEN, ARKANSAS**

Orig-B 24MAY18

109
DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 13, 31 helicopter visibility reduction below 1 SM NA. Use Northwest Arkansas Ntl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

Razorback App Con

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>542 (600-1)</td>
<td>1720-1½</td>
<td>542 (600-1½)</td>
</tr>
<tr>
<td>Circling</td>
<td>1820-1</td>
<td>642 (700-1)</td>
<td>1880-2</td>
<td>702 (800-2)</td>
</tr>
</tbody>
</table>

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

Procedure NA for arrival on EOS VOR/DME airway radials 150 CW 248.

Procedure NA for arrival on RZC VORTAC airway radials 264 CW 333.

Procedure NA for arrival on PRYOR INT via V-15 southwest bound, V-140 west bound.

Procedures NA for arrival on EOS VOR/DME airway radials 150 CW 248.

Procedures NA for arrival on RZC VORTAC airway radials 264 CW 333.

Procedures NA for arrival on PRYOR INT via V-15 southwest bound, V-140 west bound.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 53).
### RNAV (GPS) RWY 36

**BILLY FREE MUNI (خيلש) contrib.**

**Amdt 1A 29MAY14**

<table>
<thead>
<tr>
<th>WAAS CH 49133</th>
<th>APP CRS 001°</th>
<th>Rwy Idg 5003</th>
<th>TDZE 164</th>
<th>Apt Elev 164</th>
</tr>
</thead>
</table>

- **Baro-VNAV NA.** DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greeriville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility ½ mile and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ½ SM NA.

- **Missed Approach:** Climb to 1000 then climbing right turn to 2000 direct HOLRU and hold.

### PBF ASOS
- 120.775

### MEMPHIS CENTER
- 135.875
- 269.35

### UNICOM
- 122.8 (CTAF)

---

**ELEV 164**

**TDZE 164**

---

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>481-1</td>
<td>317 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>492-1/8</td>
<td>328 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>476 (500-1)</td>
<td>640-1/8</td>
<td>476 (500-1½)</td>
</tr>
</tbody>
</table>

- **CIRCLING**
  - 780-1
  - 616 (700-1)
  - 800-1/4
  - 636 (700-1½)

---

**DUMAS, ARKANSAS**

**Ammdt 1A 29MAY14**

33°53’N 91°32’W

**RNAV (GPS) RWY 36**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D.

AWOS-3
119.075

FORT SILL APP CON
118.6 290.375

CLNC DEL
118.4

UNICOM
122.8 (CTAF)

LAWTON
LAW

WMA RW 17 25 NM
3000

ELEV 1114
TDZE 1114

175° to RW17

1.8 NM to RW17

1.8 NM

0.9 NM

2.4 NM

6 NM

1740-3/4 626 (700-3/4)

1740-1 626 (700-1)

175°

175°

GP 3.00°
TCH 53

CATEGORY
A
B
C
D

LPV DA
1314-3/4 200 (200-3/4)

LNAV/ VNAV DA
1806-2 692 (700-2)

LNAV MDA
1740-3/4 626 (700-3/4)

1740-1 626 (700-1)

1780-1 666 (700-1/4)

1780-2 666 (700-2)

2020

DOCTA

TEPCO
2.7 NM to RW17

2800

3000

355°

3000 X 100

HALLIBURTON FIELD (DUC)

HALLIBURTON FIELD (DUC)

RNAV (GPS) RWY 17

RNAV (GPS) RWY 17

MISSED APCH FIX
ACUGI

LNAV only.

175°

3000

ACUGI

DOCTA

CEPAC

Holding Pattern

4 NM

355°

3000

ACUGI

2020

DOCTA

TEPCO
2.7 NM to RW17

2800

3000

175°

1.8 NM to RW17

1.8 NM

0.9 NM

2.4 NM

6 NM

1740-3/4 626 (700-3/4)

1740-1 626 (700-1)

1780-1 666 (700-1/4)

1780-2 666 (700-2)

2020

DOCTA

TEPCO
2.7 NM to RW17

2800

3000

175°

1.8 NM to RW17

1.8 NM

0.9 NM

2.4 NM

6 NM

1740-3/4 626 (700-3/4)

1740-1 626 (700-1)

1780-1 666 (700-1/4)

1780-2 666 (700-2)

2020

DOCTA

TEPCO
2.7 NM to RW17

2800

3000

175°

1.8 NM to RW17

1.8 NM

0.9 NM

2.4 NM

6 NM

1740-3/4 626 (700-3/4)

1740-1 626 (700-1)

1780-1 666 (700-1/4)

1780-2 666 (700-2)
RNP APCH.

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

AWOS-3 119.075
FORT SILL APP CON 118.6 290.375
CLNC DEL 118.4
UNICOM 122.8 (CTAF)

MISSED APCH FIX
4 NM 35° CEPAC

LAWTON LAW

3000 N oPT 085° (5) (IF/IAF)
ACUGI 35° 265°
3000 N oPT 265°
(BICAL)

CEPAC 355°

Procedure NA for arrival on ADM VORTAC airway radials 213 CW 337.

MISSED APPROACH: Climb to 3000 direct CEPAC and hold.
MISSED APPROACH: Climb to 2500 direct JETBI and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
ILS or LOC RWY 22

SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

LOC/DME I-ELD 111.1

APP CRS 223°

Rwy Idg 6601

TDZE 259

Apt Elev 277

MALSR

ADJ

NA

Circling Rwy 4, 13, 31 NA at night.

ALTERNATE MISSED APCH FIX

118.325

FORT WORTH CENTER

128.2 269.1

UNICOM

123.0 (CTAF)

AL-637 (FAA)

EL DORADO, ARKANSAS

SC-1, 07 OCT 2021 to 02 DEC 2021
**RNAV (GPS) RWY 22**

**SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)**

### RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inap ALS, increase LPV all Cats visibility to 1½ SM, increase LNAV/VNAV all Cats visibility to 1¼ SM. Circling Rwy 4, 13, 31, NA at night.

### ASOS

<table>
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<tr>
<th>Location</th>
<th>118.325</th>
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### FORT WORTH CENTER

<table>
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<tr>
<th>Location</th>
<th>128.2</th>
<th>269.1</th>
</tr>
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</table>

### UNICOM

<table>
<thead>
<tr>
<th>Location</th>
<th>123.0 (CTAF)</th>
</tr>
</thead>
</table>

---

**EL DORADO, ARKANSAS**

**APP CRS 223°**

**Rwy Idg 6601**

**TDZE 259**

**Apt Elev 277**

---

**MALSR**

**MISSED APPROACH:**
Climb to 2000 direct ZUSUK and hold.

---

**RNAV (GPS) RWY 22**

**SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)**

### Holding Pattern

- **Between ZUSUK and UMUDY:**
  - Holding Pattern
  - **2000 to UMUDY 037° (7.9)**
  - **4 NM**

###Procedure NA for arrivals at ELD VOR/DME on V71 southbound.

###Procedure NA for arrivals at LOCUS on V278 eastbound.

---

**ASOS**

<table>
<thead>
<tr>
<th>Location</th>
<th>118.325</th>
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**FORT WORTH CENTER**

<table>
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<tr>
<th>Location</th>
<th>128.2</th>
<th>269.1</th>
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</table>

**UNICOM**

<table>
<thead>
<tr>
<th>Location</th>
<th>123.0 (CTAF)</th>
</tr>
</thead>
</table>

---

**MALSR**

**MISSED APPROACH:**
Climb to 2000 direct ZUSUK and hold.

---

**RNAV (GPS) RWY 22**

**SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**

---

**EL DORADO, ARKANSAS**

**Orig-D 20MAY21**
ELDORADO, ARKANSAS

MISSED APPROACH: Climb to 2000 MSL and hold.

SC-1, 07 OCT 2021 to 02 DEC 2021
**RNAV (GPS) RWY 17**

**EL RENO RGNL (RQO)**

**Amdt 1 05DEC19**

**APP CRS CH**: 45643

**TDZE**: 1420

**Apt Elev**: 1420

**Rwy Idg**: 5600

**Apch**: CIRCLING

**MIRL Rwy 17-35**: SC-1, 07 OCT 2021 to 02 DEC 2021

**RNAV (GPS) RWY 17**

**ELEV 1420**

**TDZE 1420**

**176° to TDZE**

**1.9 NM to RW17**

**Elevation**: 1420

**TDZE**: 1420

**176° to TDZE**

**5600**

**3800**

**30 NM to WOPEG**

**3800**

**WOPEG**

**086°**: 266°

**356°**: 266°

**3800**

**HOLD 3800**

**WOPEG**

**356°**: 176°

**VNAV and RNAV glidepath not coincident**

**VGSI and RNAV glidepath not coincident**

**VGSI Angle 2.00/TCH 34**

**LNAV only**

**176°**

**2.9 NM**

**1.9 NM**

**ZALRO**

**6 NM**

**2.9 NM**

**1.9 NM**

**3000**

**1.9 NM to RW17**

**GP 3.00° TCH 40**

**1670-3/4**: 250 (300-3/4)

**1754-1**: 334 (400-1)

**1860-1/4**: 440 (500-1/4)

**1900-1**: 480 (500-1)

**2140-2**: 720 (800-2)

**2140-2¼**: 720 (800-2 1/4)

**AWOS-3**

**118.475**

**OKE CITY APP CON**

**124.6 266.8**

**UNICOM**

**122.8 (CTAF)**

**Circling NA to Rwys 18 and 36. Circling Rwy 35 NA at night.**

**Rwy 17 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.**

**AWOS-3**

**118.475**

**OKE CITY APP CON**

**124.6 266.8**

**UNICOM**

**122.8 (CTAF)**
RNAV (GPS) RWY 35
EL RENO RGNL (RQO)

RNP APCH.

• Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 35 NA at night, Circling Rwy 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rwy's 18 and 36.

MISSED APPROACH: Climb to 3800 direct WOPEG and hold.

AWOS-3
118.475

OKE CITY APP CON
124.6 266.8

UNICOM
122.8 (CTAF)

MISSED APCH FIX
4 NM

WOPEG

176°

1926

1579

RW35

(FAF)
HEBOG

(FAF)
WUSEN

4 NM

(If/IAF)
WUSEN

4500

086°

WUSEN

176°

6000

3800

19339

121
RNAV (GPS) RWY 35
ELK CITY RGNL BUSINESS (ELK)

WAAS CH 53508
W35A
APP CRS 354°
Rwy Idg 5399
TDZE 1984
Apt Elev 2013

AWOS-3
118.225

FORT WORTH CENTER
128.4 269.37

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 35

MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

**Rwy 35 helicopter visibility reduction below ¾ SM NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH FIX**

4 NM

**EHOMO**

2643
2760
2311

**RW35**

2055±

**PETDO**

2271
2330

(IF/IAF)

**ASAZE**

(FAF)

**PETDO**

3600

**ASAZE**

NoPT for arrival at ASAZE on V140 westbound.

**ELK CITY, OKLAHOMA**

Amdt 2A 15AUG19

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAP APCH.

Circling Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrival on PER VORTAC airway radials 173 CW 333.

Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

Procedure NA for arrival on PER VORTAC.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling Rwy 13 NA at night. DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to ½ SM, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cat E visibility to 1½ SM.

Procedure NA for arrival on PER VORTAC airway radials 129 CW 291.
Circling Rwy 13 NA at night.

AWOS 3PT
120.625

VANCE APP CON *
121.3 346.325

WOODRING TOWER *
118.9[CTAF] 257.95

GND CON
121.925

SC-1, 07 OCT 2021 to 02 DEC 2021

VOR Rwy 17
Enid Woodring RGNL (WDG)

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING
109.0 ODG
Chan 27

KINGFISHER
114.7 IFI
Chan 94

WILL ROGERS
114.1 IRW
Chan 88

Remain within 10 NM

CATEGORY
A
B
C
D

S-17
1800-1 635 (700-1)
1800-1\frac{1}{4} 635 (700-1\frac{1}{4})
1800-2 635 (700-2)

CIRCLING
1800-1 633 (700-1)
1820-1\frac{1}{4} 653 (700-1\frac{1}{4})
1880-2\frac{1}{4} 713 (800-2\frac{1}{4})
INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAYS HOLDING CROSSING CLEARANCES.
CAUTION: BE ALERT TO RUNWAY AIRPORT DIAGRAM (WDG)
ENID, OKLAHOMA
97°48'W
97°47'W
36°22'N
36°23'N
ENID WOODRING RGNL (WDG)
ENID, OKLAHOMA
AWOS 3PT
120.625
WOODRING TOWER
118.9 257 95
GND CON
121.925
AL-136 (FAA)
ACCEPTABLE WIND DIRECTIONS
W 0.4% DOWN
E 0.3% UP
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
RWY 13-31
S-16
RWY 17-35
PCN 21 R/C/W/T
S-60, D-73, 2D-131
97°48’W
97°47’W
36°23’N
36°22’N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAYS HOLDING INSTRUCTIONS IS REQUIRED.
129
### RNAV (GPS) RWY 17

**FAIRVIEW MUNI (6K4)**

<table>
<thead>
<tr>
<th>WAAS</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>Rwys Idg</th>
<th>LNAV DA</th>
<th>MDA DA</th>
<th>LNAV/DA</th>
<th>MDA DA</th>
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<tbody>
<tr>
<td>CH 62942</td>
<td>177°</td>
<td>1274</td>
<td>1274</td>
<td>4400</td>
<td>300</td>
<td>100</td>
<td>100</td>
<td>100</td>
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</table>

**RNP Approach:**

- **CIRCLING**

  **FAIRVIEW, OKLAHOMA**

  - **FAIRVIEW MUNI (6K4)**
  - **KEND ATIS 115.4**
  - **VANCE APP CON**
  - **UNICOM 122.8 (CTAF)**

**MISSED APPROACH:**

- Climb to 36000 direct CINOL and hold.

**Category:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1592-1</td>
<td>318 (400-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1648-1</td>
<td>374 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>446 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1840-1</td>
<td>2020-1</td>
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</table>

**ELEV** 1274

**TDZE** 1274

**MIN Rwy 17-35**

**36°17'N-98°29'W**
RNAV (GPS) RWY 35
FAIRVIEW MUNI (6K4)

**Category**

- **A**
  - LP MDA: 1800-1, 526 (600-1)
  - LNAV MDA: 1940-1, 666 (700-1)
  - CIRCLING: 1940-1, 666 (700-1)

- **B**
  - LP MDA: 1800-1/2, 526 (600-1/2)
  - LNAV MDA: 1940-1/2, 666 (700-1/2)
  - CIRCLING: 2020-1, 746 (800-1)

- **C**
  - LP MDA: 2020-2, 746 (800-2)
  - CIRCLING: 2180-3, 906 (1000-3)

**MISSED APPROACH:** Climb to 3600 direct to GETLE and hold.

- KEND ATIS: 115.4
- VANCE APP CON: 126.75, 346.325
- UNICOM: 122.8 (CTAF)

- WAAS: 82443
- AL-6110 (FAA)
- FAIRVIEW, OKLAHOMA

- ELEV: 1274
- TDZE: 1274

- MIRL Rwy 17-35
RNAV (GPS) RWY 16
DRAKE FLD (FYV)

ATIS: 119.575
RAZORBACK APP CON*: 121.0 244.575
DRAKE TOWER*: 128.0 (CTAF)  371.9
GND CON: 121.8
UNICOM: 122.95

MISSED APPROACH: Climb to 4000 direct OPVIE and on track 181° to VIMXU and hold.

Procedure NA for arrivals on RZC VORTAC airway radials 150 CW 264.

Category

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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</thead>
<tbody>
<tr>
<td>1714-1½</td>
<td>1856-1½</td>
<td>1900-13¼</td>
<td>1900-13¼</td>
</tr>
<tr>
<td>(500-1½)</td>
<td>(700-1½)</td>
<td>(700-1½)</td>
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Amdt 1B 18JUN20

36°00'N-94°10'W
RNAV (GPS) RWY 34
DRAKE FLD (FYV)

Procedure NA for arrivals at CASKS on V527 southeast bound and V289 northeast bound.

Procedure NA for arrivals at CHESO on V13 southbound.

Inop table does not apply to LP Cat A and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility 1/4 mile.

Procedure for LP/LNAV and CIRCLING NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility 1/4 mile.

Inop table does not apply to LP Cat A and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility 1/4 mile.

Procedure NA for arrivals at CASKS on V527 southeast bound and V289 northeast bound.

Procedure NA for arrivals at CHESO on V13 southbound.

RNAV (GPS) RWY 34
DRAKE FLD (FYV)

Procedure NA for arrivals at CASKS on V527 southeast bound and V289 northeast bound.

Procedure NA for arrivals at CHESO on V13 southbound.

*Inop table does not apply to LP Cat A and LP/LNAV Cat C and D. For inop ODALS when using Springdale altimeter setting, increase LNAV Cat C and D visibility to 3 miles. Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility 1/4 mile. *
Circling NA east of Rwy 16-34. Rwy 16 helicopera
to 4000 on heading 295° and RZC VORTAC
right turn to SUMMO INT/RZC 22.1 DME and hold.

Procedure NA for arrival on
RZC VORTAC airway radials
150 CW 284.

MISSED APPROACH: Climb to 2100 then climbing
right turn to 4000 on heading 295° and RZC VORTAC
R-221 to SUMMO INT/RZC 22.1 DME and hold.

ERRATA:

ATIS 119.575
RAZORBACK APP CON* 121.0 244.575
DRAKE TOWER* 128.0 (CTAF) 371.9
GND CON 121.8
UNICOM 122.95
LDA RWY 34
DRAKE FLD (FYV)

**LDA/GLIDESLOPE**

- **SUMMO INT RZC**: 22.1
- **I-LFH**: 0.3
- **IVOIYI**: 1986
- **LOCALIZER**: 111.9
- **RZC**: 25.3

**Final approach course**: 352°

**Final approach course offset**: 5.50°

**Instrument Approach**: LDA only.

**ATIS**: 119.575
**RAZORBACK APP CON**: 121.0 244.575
**DRAKE TOWER**: 128.0 (CTAF) 371.9
**GND CON**: 121.8
**UNICOM**: 122.95

**PROCEDURE**

- Use I-LFH DME when on the localizer course.
- Final approach course aiming point at threshold.
- **RZC****: 22.1

**PROCEDURE (Cont.)**

- **SUMMO INT**: 110.4
- **FORT SMITH**: 358 CW 036.
- **Holding Pattern**: One Minute
- **WATUG**: 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

**MISSING APPROACH**: Climb to 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

**INOP TABLE**: Does not apply. Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below 3/4 SM NA.

**CTAF**: 122.95 / **DRAKE FLD**

**SUMMO** INT 22.1

**LOCALIZER** 111.9

**RZC**: 25.3

**I-LFH**: 0.3

**SUMMO INT**: 110.4

**WATUG**: 3600 4500

**MIRL RWY 16-34**: 1241

**TDZE**: 1252

**DME**: Required for procedure entry.

**CIRCLING**: 360° 041°

**RZC**: 22.1

**WATUG**: 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

**MISSING APPROACH**: Climb to 2200 then climbing left turn to 4000 on heading 260° and on RZC VORTAC R-221 to SUMMO INT/ RZC 22.1 DME and hold.

**INOP TABLE**: Does not apply. Circling NA east of Rwy 16-34. Rwy 34 helicopter visibility reduction below 3/4 SM NA.

**CTAF**: 122.95 / **DRAKE FLD**

**SUMMO** INT 22.1

**LOCALIZER** 111.9

**RZC**: 25.3

**I-LFH**: 0.3

**SUMMO INT**: 110.4

**WATUG**: 3600 4500

**MIRL RWY 16-34**: 1241

**TDZE**: 1252

**DME**: Required for procedure entry.

**CIRCLING**: 360° 041°

**RZC**: 22.1
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climbing right turn heading 180° to 3800 thence.

TAKEOFF RWY 34: Climb heading 347° to 3000 thence.

...expect RADAR vectors to filed/assigned route. Climb and maintain 5000 or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet; leaving 3500 feet proceed direct FSM VORTAC, then proceed on course.
ILS or LOC RWY 16
NORTHWEST ARKANSAS NTL (XNA)

DME required. For inap ALS increase visibility S-ILS 16 Cat E to RVR 4000 and S-LOC 16 Cat C/D/E to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on RZC VORTAC airway radials 264 CW 333.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

DME required. For inap ALS increase visibility S-ILS 16 Cat E to RVR 4000 and S-LOC 16 Cat C/D/E to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrival on RZC VORTAC airway radials 264 CW 333.
For inop ALS, increase visibility S-ILS 34 Cat E to RVR 4000 and S-LOC 34 Cat C/D/E to RVR 5000.

# RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 3400 on heading 339° and EOS VOR/DME R-168 to HUNTO/EOS VOR/DME 22.6 DME and hold.

Procedure NA for arrival at WARAR on V13 southbound.

**LOC only.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats and LNAV Cat C/D/E visibility to 1 3/8 mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

** LNAV only. **

** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

Category

LPV DA ** 1487/24 200 (200-½)

VNAV DA 1722/50 435 (500-1)

LNAV MDA 1760/24 473 (500-½) 1760/50 473 (500-1)

CIRCLING 1760-1 472 (500-1) 2040-2½ 2080-2½ 2080-2¾ 752 (800-2½) 792 (800-2¾)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 16:** Climbing right turn heading 180°, thence . . . .

**TAKEOFF RUNWAY 34:** Climb heading 339° to 1800, thence . . . .

. . . . for RADAR vectors to filed/assigned route. Climb and maintain 5000 or other assigned altitude. Expect filed altitude ten minutes after departure.

**LOST COMMUNICATION:** If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.
DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 4 helicopter visibility reduction below 1 SM NA.
Circling NA northwest of Rwy 4-22.

Missed Approach: Climb to 3400 direct CHIEF and hold.

AWOS-3PT
132.075

MEMPHIS CENTER
126.85 281.55

UNICOM
123.0 (CTAF)

RNAV (GPS) RWY 4
MARION COUNTY RGNL (FLP)

FLIPPIN, ARKANSAS
AL-5003 (FAA)

RNAV (GPS) RWY 4
MARION COUNTY RGNL (FLP)

Amdt 1 02MAR17

36°17’N-92°35’W
1.3%  U P

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Procedure NA at night. Circling NA northwest of Rwy 4-22. Rwy 22 helicopter visibility reduction below 1 SM NA.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.075</td>
<td>126.85 281.55</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APROACH: Climb to 3600 direct WEDUR and hold.

###WAAS

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<tr>
<th>CH</th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Api Elev</th>
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<tr>
<td>90539</td>
<td>231°</td>
<td>5001</td>
<td>720</td>
</tr>
<tr>
<td>W22A</td>
<td></td>
<td></td>
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###ELEV

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<th>720</th>
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</table>

###SC-1, 07 OCT 2021 to 02 DEC 2021

**RNAV (GPS) RWY 22**

**MARION COUNTY RGNL (FLP)**

**RNAV (GPS) RWY 22**

**MARION COUNTY RGNL (FLP)**

**FLIPPIN, ARKANSAS**

**Amdt 1 02MAR17**

**36°17'N-92°35'W**
**FORT SMITH, ARKANSAS**

**ILS or LOC RWY 7**

**FORT SMITH RGNL (FSM)**

- **LOC** I-GKV 111.3
- **App CRS** 076°
- **TWR** 8017
- **TDZE** 469
- **Apt Elev** 469

**DME and RADAR required.**

**ASR**

- Circling NA for Cat E northwest of rwys 7 and 19. Rwy 7 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to S-ILS 7.
- For inop ALS, increase S-LOC 7 Cat A/B visibility to 1 SM, and Cat C/D/E to 1¼ SM. DME from FSM VORTAC. DME use requires simultaneous reception of I-GKV and FSM VORTAC DME. Circling NA for Cat E when R-2401B active.

**MALSR**

- **MISSSED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct FSM VORTAC and hold, continue climb-in-hold to 3000. (TACAN aircraft continue climb to 4000 on FSM VORTAC R-036 to FIGGS/FSM VORTAC 10 DME/RADAR and hold, continue climb-in-hold to 4000.)

**ATIS** 126.3

**Razorback App Con** * 120.9 343.75

**Fort Smith Tower** * 118.3 [CTAF] 323.175

**Gnd Con** 121.9 275.8

**Clnce Del** 133.85 278.3

**Unicom** 122.95

**ELEV** 469

**TDZE** 469

**1080 888 1047 669 716 765 827 891 630 492 226**

**Figgs FSM 10 Radar**

**Fort Smith 110.4 FSM**

**Chan 41**

**Localizer 111.3 I-GKV**

- **IF IXASY FSM 17**
- **Jembo Radar**
- **Fsm 17 Arc**
- **Locauzer 111.3 I-GKV**

**1993**

**1080 888 769 716 630 892 827 891 892**

**R-2401A R-2401B R-2402A R-2402B**

- **ILS or LOC RWY 7**
- **Fort Smith Rgnl (FSM)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**146**
Amdt 22  21MAY20

\[
\begin{align*}
\text{holding, continue climb-in-hold to 4000.} \\
\text{R-232 to SPIRO/FSM 15 DME and} \\
\text{heading 220° and FSM VORTAC} \\
\text{then climbing left turn to 4000 on} \\
\text{MISSED APPROACH: Climb to 1400} \\
\text{hold, continue climb-in-hold to 4000.} \\
\text{DME required.} \\
\text{RVR 1800 authorized with the use of FD or AP or HUD to DA.} \\
\text{and S-LOC 25 Cat C/D/E to 1 SM.} \\
\text{Rwys 7 and 19. For inop ALS, increase S-ILS 25 Cat E visibility to RVR 4000} \\
\text{Circling NA for Cat E when R-2401B active. Circling NA for Cat E NW of} \\
or R-2402 is active. \\
\text{MISSAPR. When climbing alt to 4000 on} \\
\text{heading 220° and FSM VORTAC and} \\
\text{R-232 to SPIRO/FSM 15 DME and} \\
hold, continue climb-in-hold to 4000.} \\
\end{align*}
\]
For inop ALS, increase LPV Cat E visibility to 1/4, LNAV/VNAV Cat E visibility to 1/4 and LNAV Cat E visibility to 1/2. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LPV Cat E visibility to 1/4, LNAV/VNAV Cat E visibility to 1/4 and LNAV Cat E visibility to 1/2. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling Cat E NA when R-2401B active.

CIRCLING

MIRL Rwy 1-19

HIRL Rwy 7-25

LNAV  MDA

VNAV

LNAV/ DA

1085-1

Holding Pattern

1140-1

671 (700-1)

1140-1 3/4

671 (700-1 3/4)

1140-1

671 (700-1)

1140-1

671 (700-1)

1140-1

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CIRCLING 17 NM to

R-2401B

1.5 NM to

R-2402A

2.0 NM to

R-2402B

2.5 NM to

R-2402A

3.0 NM to

R-2402B

3.5 NM to

R-2402A

4.0 NM to

R-2402B

4.5 NM to

R-2402A

5.0 NM to

R-2402B

5.5 NM to

R-2402A

6.0 NM to

R-2402B

6.5 NM to

R-2402A

7.0 NM to

R-2402B

7.5 NM to

R-2402A

8.0 NM to

R-2402B

8.5 NM to

R-2402A

9.0 NM to

R-2402B

9.5 NM to

R-2402A

10.0 NM to

R-2402B

10.5 NM to

R-2402A

11.0 NM to

R-2402B

11.5 NM to

R-2402A

12.0 NM to

R-2402B

12.5 NM to

R-2402A

13.0 NM to

R-2402B

13.5 NM to

R-2402A

14.0 NM to

R-2402B

14.5 NM to

R-2402A

15.0 NM to

R-2402B

15.5 NM to

R-2402A

16.0 NM to

R-2402B

16.5 NM to

R-2402A

17.0 NM to

R-2402B
RNAV (GPS) RWY 25
FORT SMITH RGNL (FSM)

Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

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For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.

For inop ALS, increase LNAV Cat A/B visibility to RVR 5000, LNAV/VNAV and LNAV Cat E visibility to 1½. Circling NA for Cat E northwest of Rwy 7 and 19. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Circling Cat E NA when R-2401B active.
Inoperative table does not apply. Circling NA northwest of Rwys 7 and 19 for Cat E. Circling Cat E NA when R-2401B active.

**MISSING APPROACH:** Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

**CIRCLING** Cat E NA when R-2401B active.
**FORT SMITH, ARKANSAS**

**VOR or TACAN RWY 25**

**FORT SMITH RGNL (FSM)**

**AL-631 (FAA)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**MISSED APPROACH:** Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

- **Atis:** 126.3
- **Razorback App Con:** 120.9 343.75
- **Fort Smith Tower:** 118.3 (CTAF) 323.175
- **Gnd Con:** 121.9 275.8
- **Clnce Del:** 133.85 278.3
- **Unicom:** 122.95

**Elev:** 469

**TDZE:** 453

**DME Required**

**Category**

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<th>C</th>
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<tr>
<td>S-25</td>
<td>980-1 527 (600-1)</td>
<td>980-1 527 (600-1 1/2)</td>
<td>980-1 527 (600-1 3/4)</td>
<td>980-2 527 (600-2)</td>
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<td>CIRCLING</td>
<td>1140-1 671 (700-1)</td>
<td>1400-2 727 (800-2)</td>
<td>1400-3 931 (1000-3)</td>
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**Knots**

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<td>4:48</td>
<td>3:12</td>
<td>2:24</td>
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**FAF to MAP:** 4.8 NM

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**FORT SMITH, ARKANSAS**

Amdt 20J 20MAY21

**VOR or TACAN RWY 25**

**Fort Smith Rgnl (FSM)**

**35°20'N-94°22'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ARMS SMITH TOWER
118.3 323.175
GND CON
121.9 275.8
CLNC DEL
133.85 278.3

1000 X 150

M A I N T E N A N C E 
C O M P L E X

F I E L D 
E L E V 469

R W Y 01-19
S-55, D-70, 2S-89, 2D-120
R W Y 07-25
S-75, D-175, 2S-175, 2D-295

T W R
531

H A N G A R S

H A N G A R S

F B O

G E N E R A L 
A V I A T I O N 
P A R K I N G

H A N G A R

F I R E 
S T A T I O N

A R K A N S A S 
A N G

T E R M I N A L /
A D M I N I S T R A T I O N

T W R
449

E L E V
444

E L E V
447

E L E V
469

J A N U A R Y  2 0 2 0
A N N U A L  R A T E  O F  C H A N G E
0.1° W

153

SC-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 35
FREDERICK RGNL (FDR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility 1/4 mile. Night landing: Rwy 3, 12, 17, 21, 30, NA.

Procedure NA for arrivals at SPS VORTAC on V102-404 eastbound.

**RNAV (GPS) RWY 35**

**FREDERICK RGNL (FDR)**

**ELEV 1258**

**TDZE 1238**

**MIRL Rwy 17-35**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**UNICOM**

123.05 (CTAF)

**WICHITA FALLS**

**SPS**

**FAWCI**

**VASTY**

**HOTEX**

**JIVUG**

**HUNBI**

**EHIPO**

**WEXAV**

**4 NM Holding Pattern**

**2040°**

**2900°**

**353°**

**4000°**

**GP 3.00°**

**TCH 40**

**Category**

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<tr>
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<td>LNAV MDA</td>
<td>CIRCLING</td>
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<td>1500-1</td>
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<tr>
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<tr>
<td>1600-1/4</td>
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<td>1720-1</td>
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<tr>
<td>1880-2</td>
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<td>622 (700-2)</td>
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**Asos**

132.675

**Altus App Con**

125.1 353.7

**Unicom**

123.05 (CTAF)

**Msa Rw 35 25 NM**

**3600°**

**Wichita Falls Sps**

**Sp**

**FAWCI**

**Jivug**

**Hunbi**

**EhiPO**

**Wexav**

**263°**

**4 NM**

**353°**

**2040°**

**2900°**

**353°**

**4000°**

**GP 3.00°**

**TCH 40**

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Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA. Rwy 13, 17, 31, 35 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold.

UNICOM
122.7 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**AWOS-3**
- 119.025

**KANSAS CITY CENTER**
- 128.8 354.1

**UNICOM**
- 122.8 (CTAF)

**VNAV**
- LNAV/DA LPV

**MISSED APPROACH**
- Climb to 3000 direct OJEFY and hold.

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**GROVE, OKLAHOMA**
Amdt 1A 13AUG20

**GROVE MUNI (GMJ)**

**RNAV (GPS) RWY 18**

**GROVE MUNI (GMJ)**

**RNAV (GPS) RWY 18**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.
RNAV (GPS) RWY 16
GUTHRIE-EDMOND RGNL (GOK)

ASOS
133.975

OKE CITY APP CON
124.2 336.4

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

LNAV only.

GUTHRIE-EDMOND RGNL (GOK)

RNAV (GPS) RWY 16

GUTHRIE, OKLAHOMA
Amdt 1 31JUL08

35°51’N-97°25’W
159
**RNAV (GPS) RWY 34**

**GUTHRIE-EDMOND RGNL (GOK)**

**ASOS** 133.975  |  **OKE CITY APP CON** 124.2 336.4  |  **UNICOM** 122.8 (CTAF) 0

**GUTHRIE, OKLAHOMA**

**AMP CRS** 338°  |  **Rwy Idg** 5001  |  **TDZE** 1069  |  **Apt Elev** 1069

**WAAS CH** 56607  |  **W34A** 338°

**OKE CITY APP CON** 124.2 336.4

**HOLDING PATTERNS**

- **HODAM**
  - **GP 3.00**
  - **TCH 45**

**RNAV APCH**

- **LNAV** only.

**MISSED APPROACH**

- Climb to 3100 direct MUMXU and hold.

**Misssed APCH Fix**

- **JODIN** 2.1 NM to RW34
- **JPANL**

**ELEV** 1069  |  **TDZE** 1069

**GUTHRIE, OKLAHOMA**

Amdt 1 31JUL08
Boro-VA/NAV NA when using Liberal altimeter setting. For uncompensated Baro-VA/NAV systems, LNAV/VA/NAV NA below 21°C (-5°F) or above 54°C (130°F). Circling NA east of Rwys 18-36. DME/DME RNP 0.3 NA. When local altimeter setting not received, use Liberal altimeter setting: Increase LPV DA to 3488 feet; increase LNAV/VA/NAV DA to 3564 feet and all visibilities 1/4 SM; increase all MDAs 120 feet and visibility Cat C 1/4 SM. Circling NA to Rwys 6 and 24.

ASOS
GUYMONT, OKLAHOMA
119.925

KANSAS CITY CENTER
134.0  257.865

UNICOM
GUYMON MUNI (GUY)
122.7 (CTAF)

MISSED APPROACH: Climb to 6000 direct BEAKY and hold.

SC-1, 07 OCT 2021 to 02 DEC 2021
Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Circling NA East of Rwy 18-36.

DME/DME RNP-0.3 NA. Rwy 36 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Liberal altimeter setting: Increase LPV DA to 3488 feet; increase LNAV/VNAV DA to 3697 feet; increase all MDAs 120 feet and visibility Cat C 1/2 SM. Circling NA to Rwy's 6 and 24.

Procedure NA for arrival:
- at DHT VORTAC on V81 northwest bound.
  - procedure NA for arrival at BGD VORTAC on V390 southwest bound.
  - increase LNAV/VNAV DA to 3697 feet; increase all MDAs 120 feet and visibility Cat C 1/2 SM. Circling NA East of Rwy 18-36.
  - Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Circling NA East of Rwy 18-36.

Proceeding NA for arrival:
- at GUYMON MUNI (GUY) Rwy 18-36.
- at GUYMON MUNI (GUY) Rwy 36.

Procedure NA for arrival on LBL VORTAC airway radials 117 CW 126.

**ASOS**
- 119.925

**KANSAS CITY CENTER**
- 134.0 257.865

**UNICOM**
- 122.7 (CTAF)

MISSED APPROACH:
- Climb to 6000 direct UVCAI and hold.

**Category**
- **A**
  - LPV DA 3375-1 250 (300-1) NA
  - LNAV/VNAV DA 3584-1 459 (500-1¾) NA
  - LNAV MDA 3520-1 395 (400-1) 3520-1 ¾ 395 (400-1¾) NA
  - CIRCLING 3580-1 455 (500-1) 3980-2 ¾ 855 (900-2¾) NA

**Category**
- **B**
  - LPV DA NA
  - LNAV/VNAV DA NA
  - LNAV MDA NA
  - CIRCLING NA

**Category**
- **C**
  - LPV DA NA
  - LNAV/VNAV DA NA
  - LNAV MDA NA
  - CIRCLING NA

**Category**
- **D**
  - LPV DA NA
  - LNAV/VNAV DA NA
  - LNAV MDA NA
  - CIRCLING NA

**MISSED APCH FIX**
- 4 NM
- 177°
- 357°
- 5 NM
Circling NA east of Rwy 18-36. When local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 120 feet and visibility. Cats A and C ½ SM. Circling NA to Rwy 6 and 24.

NDB RWY 18
GUYMONT MUNI (GUY)

ASOS
119.925

KANSAS CITY CENTER
134.0 257.865

UNICOM
122.7 (CTAF)

GUY NDB and hold.

GUYMON, OKLAHOMA

AL-5150 (FAA)
HARRISON, ARKANSAS

ILS or LOC RWY 36
BOONE COUNTY (HRO)

Amdt 1 26MAR20

SC-1, 07 OCT 2021 to 02 DEC 2021

36°16'N-093°09'W
Missed approach: Climb to 1800 then climbing left turn to 3200 direct BERGG and hold.

Category

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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

HOLDING PATTERN

1NM 3.00° TCH 54

1NM 4.3NM 5NM

3100 002° 3200 182° 182° 3200

3200 NoPT (5) 3200 NoPT (5)

(IAF) ADOKE (IF/IAF) ADOKE

(FAF) OFFOV (IF) OFFOV

3900 092° 092° 092° 092°

3.00° TCH 54

1800 3200 BERGG

1NM to RW18

36°16'N-93°09'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1½.

MALSR

MISSED APPROACH:
Climb to 3200 dired ADOKE and hold.

LPV

DA

1601-½ 250 (300-½)

LNAV/ VNAV DA

1815-1 464 (500-1)

LNAV MDA

1880-½ 529 (600-½)

1880-1 529 (600-1)

1880-1¼ 529 (600-1¼)

CIRCLING

1880-1 515 (600-1)

2340-3 975 (1000-3)

2560-3 1195 (1200-3)
Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet, and increase LNAV visibility Cat C and D 1/4 SM. Increase Circling visibility Cat C 3/4 SM, Cat D 1/2 SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.
RNAV (GPS) RWY 24
HEBER SPRINGS MUNI (HBZ)

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Batesville altimeter setting and increase all MDAs 80 feet, and increase LNAV visibility Cat B ½ SM, Cat C and D ½ SM. Increase Circling visibility Cat B, C ¼ SM, and Cat D ¼ SM.

MISSED APPROACH: Climb to 4000 direct RILVE and hold, continue climb-in-hold to 4000.
Circling to Rwy 8-26 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA.

Use Tunica, MS altimeter setting. Rwy 17 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1900 direct DANCED and hold.

Use Tunica, MS altimeter setting. Rwy 17 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1900 direct DANCED and hold.
ECULE FIX MINIMUMS

S-35

CIRCLING

ELEV 700-1

Rwy Idg 5001

TDZE 240

Apt Elev 242

HELENA/WEST HELENA, ARKANSAS

ECULE VOR/DME

1900

193°

3.08°

TCH 45

CATEGORY

A

B

C

D

S-35

900-1 660 (700-1)

900-1 660 (700-1)

900-1 660 (700-1)

900-1 660 (700-1)

C CIRCLING

900-1 658 (700-1)

980-2 738 (800-2)

980-2 738 (800-2)

980-2 738 (800-2)

ECULE FIX MINIMUMS

S-35

700-1 460 (500-1)

700-1 460 (500-1)

700-1 460 (500-1)

700-1 460 (500-1)

C CIRCLING

820-1 578 (600-1)

980-2 738 (800-2)

980-2 738 (800-2)

980-2 738 (800-2)
VOR RWY 18

HENRY POST AAF (KFSI)

FORT SILL, OKLAHOMA

ATIS 135.425 354.025
FORT SILL APP CON 120.55 322.4
POST TOWER CTAF 124.95 229.4

GND CON 121.7 279.575
CLNC DEL 121.7 279.575

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

DME required.

RADAR required for holding above 6000', or speeds greater than 175 KIAS.

Procedure NA for arrival on HBR VORTAC airway R-029 CW R-150.

When local altimeter setting not received, use Lawton-Fort Sill RGNL altimeter setting.

LAWTON FORT SILL REGIONAL

ENROUTE FACILITIES

10 NM

109.4 LAW

LAWTON

LAW 113

UVYOJ

LAW 13

R-5601F

R-5601H

R-5601A

UVYOJ

LAW 13

R-5601B

R-5601A

UVYOJ

LAW 13

R-5601B

R-5601A

UVYOJ

LAW 13

R-5601B

R-5601A

UVYOJ

LAW 13

R-5601B

R-5601A

UVYOJ

LAW 13

R-5601B

R-5601A
RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use McAlester Regional altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZESWE and hold.

MLC ASOS
135.125

FORT WORTH CENTER
132.2  338.35

UNICOM
122.8 (CTAF)

HOLD 6000
3000

CAKIP 3000

30 NM to HEMDU

30 NM to CAKIP (NOPT)

3000

ZESWE

086° 266° 086°

HEMDU

CAKIP

3000

356°

MOYPE

2500

356° to RW36

4 NM

3000 NoPT

3000 NoPT

356°

2500

3000

6000

[Table]

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1440-1 1/4</td>
<td>591 (600-1 1/4)</td>
<td>1440-1 1/4</td>
<td>591 (600-1 1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1460-1 1/4</td>
<td>611 (700-1 1/4)</td>
<td>1620-1 1/4</td>
<td>771 (800-1 1/4)</td>
</tr>
</tbody>
</table>

35°24'N-96°01'W

RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)
RNAV (GPS) RWY 18
HINTON MUNI (208)

**RNAP APCH-GPS.**

Baro-VNAV NA. Use Weatherford altimeter setting.

**OJA AWOS 3PT**
118.575

**FORT WORTH CENTER**
128.4 269.37

**UNICOM**
123.05 (CTAF)

**MISSED APPROACH:** Climb to 3600 direct HADMA and hold.

**APP CRS**
176°

**Rwy Idg**
4001

**Apt Elev**
1587

---

**RNAV (GPS) RWY 18**

**35°30'N-98°21'W**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2001-1/8</td>
<td>416 (500-1/8)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2060-1</td>
<td>475 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2200-1</td>
<td>613 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MIRL Rwy 18**
36

**AVB**
3000

**JABVA**
3500

**HADMA**
3500

**ASIME**
3500

---

**TDZE**
1585

**ELEV**
1587

---

**Amdt 1C 17JUN21**
RNAV (GPS) RWY 36

HINTON MUNI (208)

Rwy 36 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. Use Weatherford altimeter setting.

Misssed Approach: Climb to 3500 direct ASIME and hold.

OJA AWOS-3PT 118.575
FORT WORTH CENTER 128.4 269.37

UNICOM 123.05 (CTAF)

App Crs 356°
RWY IDG 4001
TDZE 1587
Apt Elev 1587

Category L

LNAV/ VNAV DA 2211-1¾ 624 (700-1¼) NA
LNAV MDA 2220-1 633 (700-1) NA

RNAV (GPS) RWY 36

HINTON MUNI (208)

Amdt 1C 17JUN21

35°30'N-98°21'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>133.325</th>
<th>ALTUS APP CON</th>
<th>125.1 353.7</th>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

**HOBART, OKLAHOMA**

**RNAV (GPS) RWY 35**

HOBART RGNL (HBR)

Amdt 2 08APR10

34°59'N-99°03'W

SC-1, 07 OCT 2021 to 02 DEC 2021
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility 1/4 mile, FAPRA fix minimums S-35 Cat D visibility 1/4 mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

Missed Approach: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35</td>
<td>2060-1</td>
<td>499 (500-1)</td>
<td>2060-1/2</td>
<td>2060-1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2060-1</td>
<td>496 (500-1)</td>
<td>2060-1/2</td>
<td>2120-2</td>
</tr>
</tbody>
</table>

FAPRA Fix Minimums

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>S-35</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35</td>
<td>1980-1 419 (500-1)</td>
<td>1980-1/4 419 (500-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1980-1 416 (500-1)</td>
<td>2020-1/2 456 (500-1/2)</td>
</tr>
</tbody>
</table>

HOBART, OKLAHOMA
Almdt 9 13MAR08
34°59'N-99°03'W

SC-1, 07 OCT 2021 to 02 DEC 2021
181
Circling Rwy 35 NA at night.
Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.

Circling Rwy 35 NA at night.
Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.

Circling Rwy 35 NA at night.
Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.

Circling Rwy 35 NA at night.
Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.

Circling Rwy 35 NA at night.
Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.
**RNAV (GPS) RWY 35**

**HOLDENVILLE MUNI (F’99)**

**RNP APCH.**

- **Rwy 35 helicopter visibility reduction below 1 SM NA.**
- **Straight-In and Circling Rwy 35 NA at night.**
- Use Ada altimeter setting.

**ADIXE AWOS-3**

- **118.725**

**FORT WORTH CENTER**

- **132.2**
- **338.35**

**CTAF**

- **122.9**

**Use Ada altimeter setting.**

**Straight-In and Circling Rwy 35 NA at night.**

**MISSED APPROACH:** Climb to 3000 direct ADIXE and hold.

**Rwy 35 helicopter visibility reduction below 1 SM NA.**
RNAV (GPS) RWY 18
HOLLIS MUNI (O35)

Rwy 18 helicopter visibility reduction below 1 SM NA.

Straight-in RWY 18 and Circling RWY 18 NA at night.
Use Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3700 direct SMOTE and hold.

<table>
<thead>
<tr>
<th>AXS AWOS-3PT</th>
<th>ALTUS APP CON</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.825</td>
<td>125.1 353.7</td>
<td>122.9</td>
</tr>
</tbody>
</table>
Circling RWY 18 NA at night.
Use Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3600 direct AARGH and hold.

AXS AWOS-3PT | ALTUS APP CON | CTAF
---|---|---
118.825 | 125.1 353.7 | 122.9 Ø

MISSED APCH FIX

NoPT for arrival at SMOTE on V14 northeast bound.

Use Altus/Quartz Mountain Rgnl altimeter setting.
HOPE, ARKANSAS

HOPE MUNI (M18)

RNAV (GPS) RWY 4

Use Texarkana altimeter setting.

Rwy 4 helicopter visibility reduction below 1 SM NA.

Procedure NA at night.

Use Texarkana altimeter setting.

TRK ASOS

120.2

FORT WORTH CENTER

123.925

269.475

UNICOM

122.8 (CTAF)

21280

RNAV (GPS) RWY 4

HOPE MUNI (M18)

Missed Approach: Climb to 3000 direct AZLON and hold.

TCH 45

045°

225°

AZLON

3000

STUNT

6000

3000

STUNT

3000 (NoPT)

945

4 NM

Holding Pattern

045°

225°

6000

3000

STUNT

POBOY

KOLTR

1.7 NM to RW04

2000

920

3000

AZLON

3.00°

TCH 45

2.1 NM

3.4 NM

1.7 NM

 CATEGORY

LP MDA

760-1   414 (500-1)

LNAV MDA

780-1   434 (500-1)

CIRCLING

860-1   940-1   940-1/2   1100-2/2

501 (600-1)   581 (600-1)   581 (600-1/2)   741 (800-2/2)

HOPE, ARKANSAS

Orig-A 07OCT21

33°43’N-93°40’W

HOPE MUNI (M18)

33°43’N-93°40’W

HOPE MUNI (M18)

SC-1, 07 OCT 2021 to 02 DEC 2021

SC-1, 07 OCT 2021 to 02 DEC 2021

SC-1, 07 OCT 2021 to 02 DEC 2021

SC-1, 07 OCT 2021 to 02 DEC 2021

186
RNAV (GPS) RWY 16
HOPE MUNI (M18)

**RNAV (GPS) RWY 16**

**HOPE MUNI (M18)**

**APP CRS**
164°

- **Rwy Idg**: 5501
- **TDZE**: 359
- **Apt Elev**: 359

**Category**

- **A**: 920-1
- **B**: 920-1/2
- **C**: 920-1 1/4
- **D**: 920-1 1/2

**LNAV MDA**
- **A**: 561 (600-1)
- **B**: 561 (600-1/2)
- **C**: 561 (600-1 1/4)
- **D**: 561 (600-1 1/2)

**CIRCLING**
- **A**: 561 (600-1)
- **B**: 581 (600-1)
- **C**: 581 (600-1 1/2)
- **D**: 741 (800-2 1/2)

**ELEV**: 359
**TDZE**: 359

**Special Instructions**
- Use Texarkana altimeter setting. Rwys 16, 18 indirect AGEGE and hold.
- Circling Rwys 4, 22, 34 NA at night.
- Holding Pattern 3400 N oPT 255° 164° to RW16
- **UNICOM**: 122.8 (CTAF)

**RNAV (GPS) RWY 16**

**HOPE MUNI (M18)**

**APP CRS**
164°

- **Rwy Idg**: 5501
- **TDZE**: 359
- **Apt Elev**: 359

**Category**

- **A**: 920-1
- **B**: 920-1/2
- **C**: 920-1 1/4
- **D**: 920-1 1/2

**LNAV MDA**
- **A**: 561 (600-1)
- **B**: 561 (600-1/2)
- **C**: 561 (600-1 1/4)
- **D**: 561 (600-1 1/2)

**CIRCLING**
- **A**: 561 (600-1)
- **B**: 581 (600-1)
- **C**: 581 (600-1 1/2)
- **D**: 741 (800-2 1/2)

**Special Instructions**
- Use Texarkana altimeter setting. Rwys 16, 18 indirect AGEGE and hold.
- Circling Rwys 4, 22, 34 NA at night.
- Holding Pattern 3400 N oPT 255° 164° to RW16
- **UNICOM**: 122.8 (CTAF)
HOPE, ARKANSAS
AL-5530 (FAA)

RNAV (GPS) RWY 22
HOPE MUNI (M18)

APP CRS
225°
Rwy Idg 4957
TDZE 351
Apt Elev 359

RNP APCH - GPS.

NA
Procedure NA at night.

W
Rwy 22 helicopter visibility reduction below 1 SM NA.

Use Texarkana altimeter setting.

HOLD
3000

[IF/IAF] AZLON

MISSED APPROACH: Climb to 3000 direct STUNT and hold.

TXK ASOS
120.2

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF)

HOLD
3000

3000

STUNT

3 NM

6.1 NM

2 NM

3 NM

LNAV MDA
900-1 549 (600-1) 900-1½ 549 (600-1½)

CIRCLING
900-1 541 (600-1) 940-1 581 (600-1) 940-1½ 581 (600-1½) 1100-2½ 741 (800-2½)

MIRL Rwy 16-34
REIL Rwy 16 and 34

Use Texarkana altimeter setting.

Rwy 22 helicopter visibility reduction below 1 SM NA.

Procedure NA at night.

Origin A 07OCT21

33°43'N-93°40'W
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Mountain Home altimeter setting; when not received, use Batesville altimeter setting.

**RNAV (GPS)-A**

**HORSESHOE BEND (6M2)**

### BPK ASOS
133.975

### MEMPHIS CENTER
120.075 289.4

### UNICOM
122.8 (CTAF)

**RNAV (GPS)-A**

**HORSESHOE BEND (6M2)**

**OTSAV**

**WIVO V**

**ZUKNA**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**CIRCLING**

**1440-1 659 (700-1) NA**
**ILS or LOC RWY 5**

**MEMORIAL FIELD**

**HOT SPRINGS, ARKANSAS**

**Amdt 16 15AUG19**

**AL-902 (FAA)**

**LOC/DME  I-HOT**

- 111.5
- 053°
- Chan 52
- Rdwy Idg
- TDZE: 516
- Apt Elev: 540

**APP CRS**

6595

**MALSР**

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3000 on HOT VOR/DME R-123 to SOCKS INT/HOT 10.3 DME and hold.

**ASOS**

119.925

**MEMPHIS CENTER**

128.475 377.15

**UNICOM**

123.0 (CTAF)

**LOCALIZER 111.5**

I-HOT

Chan 52

**LOM/IAF**

HOSSY

385 H O

I-HOT 6.5

(WAVAS)

I-HOT 12.5

(Circle)

2300 to WAVAS

008° (4.9)

and 053° (12.5)

**HOT SPRINGS**

110.0

HOT

(IAF)

MARK 21.4

I-HOT 6.5

**ELEV**

540

**TDZE**

516

**SOCKS INT/HOT 10.3 DME and hold.**

**CATEGORY**

A

B

C

D

S-ILS 5

732-½ 216 (200-½)

S-LOC 5

940-½ 424 (400-½)

940-¾ 424 (400-¾)

CIRCLING

1080-1 540 (600-1)

1380-2½ 1620-3

840 (900-2½)

1080 (1100-3)

**GS 3.00° TCH 57**

**TCH 57**

**590**

**590**

**REIL Rwy 13**

**HIRL Rwy 5-23**

**MIRL Rwy 13-31**

**REIL Rwy 13**

**19227**

**34°29'N-93°06'W**

**191**
HOT SPRINGS, ARKANSAS

RAV (GPS) RWY 5
MEMORIAL FIELD (HOT)

RNP APCH.

For inop ALS, increase all Cat's visibility to 1½ SM.

MALSR

MISSING APPROACH: Climb to 1300 then climbing right turn 3000 direct EJREV and hold.

ASOS

MEMPHIS CENTER

UNICOM

119.925

128.475  377.15

123.0 (CTAF)

HOT SPRINGS, ARKANSAS

1693

053° to RW05

590

ELEV 540

TDZE 516

HRL Rwy 5-23

MIRL Rwy 13-31

REIL Rwy 13

053° to RW05

590 X 1.59

4088 X 1.00

34°29'N-93°06'W

3000 direct EJREV and hold.

Procedure NA for arrival on HOT VOR/DME airway radials 221 CW 241.

SC-1, 07 OCT 2021 to 02 DEC 2021
Circling NA northwest of Rwys 5 and 23.
Circling Rwy 31 NA at night.

Procedure NA for arrival on HOT VOR/DME airway radials 221 CW 241.

Remain within 10 NM

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<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>960-1/2</td>
<td>444 (500-1/2)</td>
<td>960-7/8</td>
<td>444 (500-7/8)</td>
</tr>
</tbody>
</table>

CIRCLING

1080-1 540 (600-1)

1380-2/3 840 (900-2/3)

1620-3 1080 (1100-3)
Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct ZERAL and hold.

Procedure NA for arrival on PRX VOR/DME airway radials 263 CW 057.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct ZERAL and hold.

Procedure NA for arrival on PRX VOR/DME airway radials 263 CW 057.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 35 and Circling Rwy 35 NA at night.

MISSING APPROACH: Climb to 4000 direct JASGU and hold, continue climb-in-hold to 4000.

MISSED APCH FIX
4 NM 358° 178° JASGU

Procedure NA for arrival on PRX VOR/DME airway radials 263 CW 057.
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities 1/4 mile.

ASG AWOS-3
124.675

RAZORBACK APP CON
126.6 305.2

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct IDICO and hold.

4 NM
Holding Pattern
WUVIL

4000
304° 124°
GP 300°
TCH 40

4000
IDICO

3500
124°

2340

2060

TPON (L) 2040

124° to RW12

124°

2503

3.6 NM

1.8 NM

6.4 NM

 CATEGORY | A | B | C | D
LPV DA | 2097-1 1/8 | 349 (400-1 1/2) | NA |
LNAV/ VNAV DA | 2097-1 1/8 | 349 (400-1 1/2) | NA |
LNAV MDA | 2180-1 | 432 (500-1) | 2180-1 1/4 | 432 (500-1 1/4) | NA |
CIRCLING | 2280-1 | 532 (600-1) | 2520-1 | 772 (800-1) | 2520-2 1/4 | 772 (800-2 1/4) | NA |
RNAV (GPS) RWY 30
HUNTSVILLE MUNI (H34)

ASG AWOS-3: 124.675
RAZORBACK APP CON: 126.6 305.2
UNICOM: 122.8 (CTAF)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct WUVIL and hold.

Baro-VNAV NA, DME/DME RNP-0.3 NA. Use Springdale altimeter setting; when not received, use Drake Fld altimeter setting and increase all DA 18 feet and all MDA 20 feet; increase LNAV/VNAV all Cats visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct WUVIL and hold.

ASG AWOS-3 124.675
RAZORBACK APP CON 126.6 305.2
UNICOM 122.8 (CTAF)

WUVIL

4 NM 304°

2040 2000

POCBU 2.1 NM to RW30

2060 (FAF) ZOVPO

2625

---

HUNTSVILLE, ARKANSAS

AL-6945 (FAA)

21112

RNAN (GPS) RWY 30
HUNTSVILLE MUNI (H34)

RAZORBACK APP CON

- 126.6 305.2

UNICOM

- 122.8 (CTAF)

TCH 40

4 NM

LNAV only

4000

WUVIL

POCBU 2.1 NM to RW30

2040 2000

2625

---

HUNTSVILLE, ARKANSAS

Orig-A 29MAY14

36°05'N-93°45'W

197
RNAV (GPS) RWY 20
MC CURTAIN COUNTY RGNL (404)

Rwy 20 helicopter visibility reduction below 3/4 SM NA.

AWOS-3
120.0

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

AWOS-3
120.0

FORT WORTH CENTER
123.925 269.475

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2500 direct RUVOC and hold.
Circling Rwy 31 NA at night. Baro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below 3/8 SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 593 feet and visibility 3/8 SM, and LNAV/VNAV DA to 669 feet; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cat C 3/8 SM.

**MISSING APPROACH**: Climb to 2200 direct PUKKO and hold.
RNAV (GPS) RWY 23
JONESBORO MUNI (JBR)

**RNAV (GPS) RWY 23**

**JOHNSBORO, ARKANSAS**

**UNICOM**
123.0 (CTAF)

**ASOS**
118.525

**MEMPHIS CENTER**
120.075 289.4

**ODALS**
YIGUY

**RNP ACH.**

- **MISSED APPROACH:** Climb to 2300 direct YIGUY and hold.
- **Category:** B
- **App CRs:** 230°
- **RWY Idg:** 262
- **Alt Elev:** 262

**LNAV only.**

- **LPV DA:** 546-¾ 284 (300-¾)
- **LNAV/ VNAV DA:** 576-¾ 314 (400-¾)
- **LNAV MDA:** 680-¾ 418 (500-¾) 680-1 418 (500-1)
- **CIRCLING:** 740-1 478 (500-1) 820-1 ½ 558 (600-1 ½) 1080-2 ¼ 818 (900-2 ¼)

**Amdt 1C 25MAR21**

**ASOS**
118.525

**MEMPHIS CENTER**
120.075 289.4

**UNICOM**
123.0 (CTAF)

**ASOS**
118.525

**MEMPHIS CENTER**
120.075 289.4

**UNICOM**
123.0 (CTAF)

**ASOS**
118.525

**MEMPHIS CENTER**
120.075 289.4

**UNICOM**
123.0 (CTAF)

**ASOS**
118.525

**MEMPHIS CENTER**
120.075 289.4

**UNICOM**
123.0 (CTAF)
Straight-in RW 31 NA at night. Circling RW 31 NA at night. RW 31 helicopter visibility reduction below 1 SM NA. Circling NA northwest of RW 5-23. When local altimeter not received, use Walnut Ridge altimeter setting; increase all MDAs 60 feet and LP Cat C/D visibility ½ SM and LNAV Cat C/D and Circling Cat C ½ SM.

ASOS
118.525

MEMPHIS CENTER
120.075  289.4

UNICOM
123.0 [CTAF]

MISSPD APCH FIX
YIGUY

ELEV 262
TDZE 258

RNP APCH.

RNAV (GPS) RWY 31
JONESBORO MUNI (JBR)

Amdt 1C  25MAR21

SC-1, 07 OCT 2021 to 02 DEC 2021
Circling Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ½ SM NA. When local altimeter not received, use Walnut Ridge altimeter setting and increase all MDAs 60 feet and S-23 Cat C/D visibility ½ SM and Circling Cat C ¾ SM.

**ODALS**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.525</td>
<td>120.075 289.4</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV 262**

**TDZE 262**

227° 3.1 NM from FAF

**WALNUT RIDGE**

114.5 ARG  

Chan 92

**GILMORE**

113.0 GQE  

Chan 77

**JONESBORO MUNI (JBR)**

VOR RWY 23

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-23</td>
<td>700-3/4</td>
<td>438 (500-3/4)</td>
<td>700-1/6</td>
<td>438 (500-1/6)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>478 (500-1)</td>
<td>820-1/2</td>
<td>558 (600-1/2)</td>
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</tbody>
</table>

**JONESBORO, ARKANSAS**

Amdt 11C  25MAR21

190° 2.5 NM takeoff runway 23

170° 1.5 NM approach runway 23

**ELEVATION**

<table>
<thead>
<tr>
<th>Min:Sec (Knots)</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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</thead>
<tbody>
<tr>
<td>2:04</td>
<td>1:33</td>
<td>1:14</td>
<td>1:02</td>
<td></td>
<td></td>
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</table>

**JONESBORO MUNI (JBR)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 18
SOUTH GRAND LAKE RGNL (1K8)

**RNP ACH.**

**Rwy 18 helicopter visibility reduction below 1 SM NA. Use Grove altimeter setting; when not received, use Claremore altimeter setting: increase all MDA 40 feet, LP Cat C visibility ½ mile, LNAV Cat B visibility ¾ mile and Cat C ½ mile. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.**

**MISSED APPROACH:** Climb to 3000 direct OMBAE and hold.

**ELE** 783  
**TDZE** 779

**GMJ AWOS-3** 119.025  
**KANSAS CITY CENTER** 128.6 282.325  
**CTAF** 122.9

**OXYSE** 358° 178° 2500

**OMBAE** 3000  
**30 NM to FEXUT**  
**3000**  
**4 NM to FEXUT** 4 NM

**Visual Segment - Obstacles.**

**FEXUT** 358° 178° 3000

**MIRL Rwy 18-36**  
**3000**  
**OMBAE**

**OXYSE** 358° 178° 2500

**CIRCLING**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**KETCHUM, OKLAHOMA**

**WAAS CH 81840 W18A**

**APP CRS 178°**

**Rwy Idg** 4228  
**TDZE** 779  
**Apt Elev** 783

**36°33'N 95°01'W**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**AL-10762 (FAA)**

**CTAF** 122.9

**CTAF** 122.9

**OMBAE**

**358° to 4 NM**

**178° to RW18**

**5.3 NM**

**6 NM**

**1320-1**  
**1540-1**  
**1500-1**  
**1620-1½**  
**1320-1½**  
**1500-2**  
**1620-2½**  

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1320-1</td>
<td>541 (600-1)</td>
<td>1320-1½</td>
<td>541 (600-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1500-1</td>
<td>721 (800-1)</td>
<td>1500-2</td>
<td>721 (800-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>757 (800-1)</td>
<td>1620-1½</td>
<td>837 (900-1½)</td>
</tr>
</tbody>
</table>

**KETCHUM, OKLAHOMA**

**Orig-A 19JUL18**

**36°33'N 95°01'W**

**SOUTH GRAND LAKE RGNL (1K8)**

**RNAV (GPS) RWY 18**

**205**
**RNAV (GPS) RWY 36**  
**SOUTH GRAND LAKE RGNL (1K8)**

### RNP APCH - GPS

- **Circling to Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Grove altimeter setting.**

### Missed Approach
- Climb to 3000 direct FEXUT and hold.

#### Comparative Chart

<table>
<thead>
<tr>
<th>NA</th>
<th>KANSAS CITY CENTER</th>
<th>GMJ AWOS-3</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>128.6 282.325</td>
<td>119.025</td>
<td>122.9</td>
</tr>
</tbody>
</table>

### Diagram Details
- **VNAV**
- **LNAV**
- **DA**
- **ELEV**
- **TDZE**

### Table: Categories and Bases

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td></td>
<td></td>
<td>1068-1</td>
<td>289 (300-1)</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1635-2½</td>
<td>856 (900-2½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1540-1 761 (800-1)</td>
<td>1540-1½ 761 (800-1½)</td>
<td>1540-2½ 761 (800-2½)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1 757 (800-1)</td>
<td>1620-1½ 837 (900-1½)</td>
<td>1620-2½ 837 (900-2½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

### Other Notes
- GP 3.00° TCH 40
- Holding Pattern: 4 NM
- **OMBAE**
- **3000**
- **HOLD 6000 3000**
- **1661**

### Holding Pattern Details
- Holding Pattern: 4 NM
- OMBAE: 3000
- JONAB: 2500
- RW36: 358°

### Chart Specifics
- **KANSAS CITY CENTER**
- **GMJ AWOS-3**
- **CTAF 122.9**
**Circling NA east of Rwy 1-19. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Greenville altimeter setting.**

**MISSED APPROACH:** Climb to 2000 direct OZIGE and hold.

<table>
<thead>
<tr>
<th>GLH ASOS</th>
<th>MEMPHIS CENTER</th>
<th>CTAFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.525</td>
<td>135.875</td>
<td>269.35</td>
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</tbody>
</table>
Circling NA east of Rwy 1-19. DME/DME RNP-0.3 NA.
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
Use Greenville altimeter setting.

<table>
<thead>
<tr>
<th>GLH ASOS</th>
<th>MEMPHIS CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.525</td>
<td>135.875 269.35</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 2000 direct HEGOG and hold.

**HEGOG**
- VGS and descent angles not coincident (VGS Angle 3.00/TCH 32).
- Category C
- LNAV MDA 540-1 415 (500-1) 540-1\(\frac{1}{8}\) 415 (500-1\(\frac{1}{8}\))
- CIRCLING 620-1 720-1 720-1\(\frac{1}{2}\) 720-2

**HEGOG**
- Holding Pattern
- 4 NM
- 30 NM to OZIGE

**OZIGE**
- 285°
- 30 NM to OZIGE

**WUDAP**
- 2.6 NM to RW19

**SKEPS**
- 2.6 NM to RW19

**RW19**
- 2000

**EGGOG**
- 2000

**195°**
- 4 NM

**195°**
- 30 NM to OZIGE

**105°**
- 105°

**2000**
- 285°

**2000**
- 4 NM

**3.00°**
- TCH 40

**220**
- MIRL Rwy 1-19

**LAKE VILLAGE, ARKANSAS**

**ALEXANDRIA (M32)**

**RNAV (GPS) RWY 19**

**LAKE VILLAGE MUNI (M32)**

**CTAF 122.9**
RNAV (GPS) RWY 35
LAWTON-FORT SILL RGNL (LAW)

ATIS 120.75  FORT SILL APP CON 120.55 322.4  LAWTON TOWER 119.9 (CTAF) 257.8  GND CON 121.9  UNICOM 122.95

Procedure NA for arrival on SPS VORTAC airway radial 092.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM.

Missed Approach: (Do not exceed 200K until WEGTE) Climb to 1520 then climbing left turn to 2700 direct WEGTE and hold.

Lawton, Oklahoma
Amdt 1B 21MAY20
ILS or LOC RWY 4L
BILL AND HILLARY CLINTON NTL/ADAMS FLD (L.I.T)

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on
LIT VORTAC R-303 to
ROLAN INT/LIT 16.7 DME
and hold.

D-ATIS
125.65
LITTLE ROCK APP CON
135.4 353.6
ADAMS TOWER
118.7 257.8
GND CON
121.9 339.8
CLNC DEL
118.95

Procedures NA for arrival on
LIT VORTAC airway radials 230 CW 303.

Procedure NA for arrival on
LIT VORTAC airway radials 230 CW 303.

JIRUR fix minimums:  For inop
LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D
visibility to 1.5 SM.

Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach
authorized. RWY 4L helicopter visibility reduction below RVR 4000 NA.
LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D
visibility to 1.5 SM.

If possible, increase visibility to 1 SM and for
Cats C/D visibility to 2 SM. JIRUR fix minimums:  For inop
ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D
visibility to 1.5 SM.

Inop table does not apply to S-ILS 4L all Cats. Simultaneous approach
authorized. RWY 4L helicopter visibility reduction below RVR 4000 NA.
LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D
visibility to 1.5 SM.
Simultaneous approach authorized with Rwy 22L VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting: increase all DA to 544 feet and increase S-ILS all Cats visibility to RVR 2200; increase all MDAs 100 feet and increase S-LOC Cat C/D visibility to RVR 5500, and Circling Cat B visibility to 1/2 SM, Cat C visibility to 3 SM. For inop ALS, increase S-LOC Cat C/D visibility to RVR 6000. For inop ALS when using Stuttgart altimeter setting, increase S-ILS all Cats visibility to RVR 4500 and S-LOC Cat C/D visibility to 1/2 SM.

**Missed Approach:** Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGIN INT/ R-22 DME and hold.

**Alternate Missed Approach Fix:**
- R-22 DME and hold.
- R-250 to BEGAN INT/ 2300 on LIT VORTAC climbing right turn to Climb to 1000 then
- MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/ R-22 DME and hold.

**Procedure NA for arrival at LIT VORTAC on V305 and V124 southwest bound.**
PDUMPI  I-AAY  18.9

MISSING APPROACH: Climb to 1000 then
climbing right turn to 2300 on LT VORTAC
R-250 to BEGAN INT/LIT 22 DME and hold.

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TEDZ/CL Rwy 22R
MIIRL Rwy 18-36
HRL Rwys 4R-22L and 4L-22R

LITTLE ROCK, ARKANSAS

Amdt 3A 08NOV18

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

34°44'N-92°13'W

ILS RWY 22R (SA CAT I)
Simultaneous approach authorized with Rwy 22L.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 on LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.
RNAV (GPS) RWY 22L
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3/4 SM NA. Inop VNAV system does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 2900 direct MYNIE and on track 224° to BAUDE and hold.

### RNP APCH.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>543/50</td>
<td>283 (300-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>774-1¾</td>
<td>514 (600-1¾)</td>
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<tr>
<td>LNAV MDA</td>
<td>680/40</td>
<td>420 (500-¾)</td>
<td>680/60</td>
<td>420 (500-1¾)</td>
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<tr>
<td>C</td>
<td>820-1</td>
<td>1000-1</td>
<td>1180-2¾</td>
<td>1180-3</td>
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<tr>
<td></td>
<td>554 (600-1)</td>
<td>734 (800-1)</td>
<td>914 (1000-2¾)</td>
<td>914 (1000-3)</td>
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</table>

**Rwy Idg**
- TWA 2200
- SPDZ 260
- Apt Elev 266

**LITTLE ROCK, ARKANSAS**

**D-ATIS**
- 125.65
- 135.4 353.6

**LITTLE ROCK APP CON**
- 118.7 257.8

**ADAMS TOWER**
- 391.9 339.8

**GND CON**
- 118.95

**CLNC DEL**
- 260

**MISSED APCH FIX**
- 30 NM to UTEWE (N7)

**ELEV**
- 266

**TDZE**
- 260
MISSED APPROACH: Climbing left turn to 3500 on LIT R-303 to ROLAN INT and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FOR USE ONLY BY KLRF HOME STATION C-130J ACFT.

CAUTION: FOR VFR FLIGHT PLANNING ONLY. NOT FOR USE IN IMC.

Approach clearances not authorized.
Pilot is responsible for terrain obstacle avoidance.
RNAV (GPS) RWY 18
MADILL MUNI (1F4)

Use Ardmore Downtown Executive altimeter setting when not received, use
McAlester Rgnl altimeter setting and increase all MDA 140 feet. Procedure
NA at night. Rwy 18, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn
to 2600 direct ADM VORTAC and hold.

1FØ AWOS-3
118.15

FORT WORTH CENTER
124.75 323.0

CTAF
122.9 ☀

180° to RW18
81

180° to RW18

VOR/DME
RW18

VOR/DME
ADM

HDG 3005 X 60

ELEV 890
TDZE 890

3003 x 40

-0.6% UP

MIRL Rwy 18-36 ☀
REIL RWys 18 and 36

34°08'N-96°49'W

MADILL OKLAHOMA
Orig-B 25MAR21

34°08'N-96°49'W

MADILL MUNI (1F4)

RNAV (GPS) RWY 18
MADILL MUNI (1F4)

RNAV (GPS) RWY 18
RNAV (GPS) RWY 18
RALPH C WEISER FIELD (AGO)

AWOS-2
118.05

FORT WORTH CENTER
128.2 269.1

UNICOM
122.8 (CTAF)

**Missed Approach:** Climb to 2000 direct REPAE and hold.

**DME/DME RNP-0.3 NA.** Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting and increase all MDA 60 feet. VDP NA with El Dorado altimeter setting. Rwy 18 helicopter visibility reduction below 3/4 SM NA.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>666 (700-1)</td>
<td>980-1/3</td>
<td>666 (700-1/3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>661 (700-1)</td>
<td>980-1/3</td>
<td>661 (700-1/3)</td>
</tr>
</tbody>
</table>

**MISSED APCH FIX**

REPAE

ZEPEX 4 NM

Holding Pattern

**ELEV 319**

TDZE 314
RNAV (GPS) RWY 36
RALPH C WEISER FIELD (AGO)

**AWOS-2** 118.05
**FORT WORTH CENTER** 128.2 269.1
**UNICOM** 122.8 (CTAF)

**MISSED APPROACH:** Climb to 2000 direct ZEPEX and hold.

**MISSED APCH FIX**

4 NM

**VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).**

**LNAV MDA**
- 720-1
- 401 (500-1)
- 720-1/2
- 401 (500-1)

**CIRCLING**
- 760-1
- 441 (500-1)
- 780-1
- 461 (500-1)
- 780-1/2
- 461 (500-1/2)

**CATEGORY**
- A
- B
- C
- D

**Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting and increase all MDA 60 feet. Rwy 36 helicopter visibility reduction below ½ SM NA.**

**REPAE (IF/IAF)**

**2.2 NM to RW36**

**2000**

**ORUBE**

**2000**

**ZEPEX**

**PICOK**

**REPAIR**

**6.2 NM**

**2.9 NM**

**2.2 NM**

**CIRCLING**

**LNAV MDA**

**720-1**

**401 (500-1)**

**720-1/2**

**401 (500-1)**

**NA**

**NA**

**RNAV (GPS) RWY 36**

**RALPH C WEISER FIELD (AGO)**

**MAGNOLIA, ARKANSAS**

**Amdt 1B 13SEP18**

**33°14'N-93°13'W**
DME/DME RNP-0.3 NA. Use Hot Springs altimeter setting; when not received, use Bill and Hillary Clinton Ntl/AdamsFld altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSED APPROACH:** Climbing left turn to 2500 direct WOTDO and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>214°</td>
<td>2812</td>
<td>538</td>
<td>538</td>
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</tbody>
</table>

**MEMPHIS CENTER**
128.475 377.15

**UNICOM**
122.8 (CTAF)

---

**Visual Segment - Obstacles.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>422 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1000-1</td>
<td>462 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**ELEV 538**

**TDZE 538**

**MALVERN, ARKANSAS**

Orig B 17AUG17

**RNAV (GPS) RWY 22**
MALVERN MUNI (M78)

**AL-6230 (FAA)**
RNAV (GPS) RWY 17
SCOTT FIELD (2K4)

MANGUM, OKLAHOMA
AL-9731 (FAA)

RAO VNAV NA. DME/DME RNP-0.3 NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

AXS AWOS 3 PT 118.825
ALTUS APP CON* 125.1 353.7
CTAF 122.9

Procedure NA for arrivals on BFV VORTAC airway radials 266 CW 283.

Procedure NA for arrivals at JUMEK on V14 southwest bound.

Amdt 2 05JAN17 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 35
SCOTT FIELD (2K4)

MISSED APPROACH: Climb to 3600 direct HALIV and hold.

NA

DME/DME RNP-0.3 NA. Rw5 35 helicopter visibility reduction below ¾ SM NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

MISSPT for arrival at JUMEK on V14 northeast bound.
RNAV (GPS) RWY 18
MANILA MUNI (MXA)

MANILA, ARKANSAS
Amdt 18 17AUG17

35°54'N-90°09'W

MANILA, ARKANSAS
AL-5456 (FAA)

RNAV (GPS) RWY 18
MANILA MUNI (MXA)

DME/DME RNP-0.3 NA. Rw18 Straight-in and Circling and Circling to Rwy 36 NA at night. Helicopter visibility reduction below 1 SM NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all MDA 20 feet.

Apt Elev 243

TDZE 242

2600 DUNLE

Visual Segment - Obstacles.

BLUTH

LP MDA 640-1 398 (400-1)
LNAV MDA 660-1 418 (500-1)
CIRCLING 740-1 497 (500-1)

MIRL Rwy 18-36
REIL Rwys 18 and 36

-100x570
RNAV (GPS) RWY 36
MANILA MUNI (MXA)

**APP CRS**
- RwY ldg: 4141
- TDZE: 242
- Apt Elev: 243

**Category B**
- VGSi and RNAV glidepath not coincident
  (VGSi Angle 4.00/TCH 28).

**Holding Pattern**
- Holding Pattern
  - 4 NM
  - Holding Pattern

**VNAV**
- LPV DA: 531-1 289 (300-1)
- LNAV/ VNAV DA: 552-1 310 (400-1)
- LNAV MDA: 660-1 418 (500-1)
- CIRCLING: 740-1 497 (500-1)

**RNAV (GPS) RWY 36**
- Climbing RNAV glidepath not coincident
  (VGSi Angle 4.00/TCH 28).

**MISSED APPROACH**
- Climbing RNAV glidepath not coincident
  (VGSi Angle 4.00/TCH 28).

**UNICOM**
- 122.8 (CTAF)

**Displaced Threshold**
- 36

**30 NM to DUNLE**
- 2600
- 271°
- 091°
- 271°
- 091°
- 2600

**30 NM to DUNLE (NosR)**
- GP 3.00º TCH 40

**LNAV**
- LNAV only

**RNAV (GPS) RWY 36**
- RNAV only

**BLITH**
- MIRL Rwy 18-36
- REIL Rwys 18 and 36

**NEAREST AIRPORTS**
- DUNLE
- JISEP

** visibility all Cats 1/2 mile.**

**35°54'N 90°09'W**
**RNAV (GPS) RWY 18**

**MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)**

**MISSED APPROACH:** Climb to 1900 direct HEMBU and hold.

**UTA AWOS-3**

**APP CON**

**UNICOM**

**Category A**

- LPV DA: 538-1 319 (400-1) NA
- LNAV/VNAV DA: 531-1 312 (400-1) NA
- LNAV MDA: 660-1 441 (500-1) 660-1 3/8 441 (500-1) NA
- CIRCLING: 920-1 701 (800-1) 920-2 701 (800-2) NA

**Notes:**

- Baro-VNAV NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
- Rwy 18 Straight-in and Circling Minimums NA at night. Use Tunica altimeter setting, when not available use West Memphis altimeter setting and increase all DA 25 feet and all MDA 40 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility 1/2 mile and Circling Cat C visibility 1/4 mile.

**Amdt 1A 29MAY14**

**AL-10199 (FAA)**

**MARIANNA, ARKANSAS**

**WAAS CH 42733 W18A**

**APP CRS 181°**

**RWy Idg 4021**

**TDZE 219**

**Apt Elev 219**

**MIRL Rwy 18-36**

**UTA AWOS-3**

**118.075**

**APP CON**

**135.3 335.8**

**UNICOM**

**122.8 (CTAF)**

**VNAV LNAV/DA 531-1 312 (400-1)**

**LPV 538-1 319 (400-1)**

**LNAV/VNAV DA 531-1 312 (400-1)**

**LNAV MDA 660-1 441 (500-1)**

**CIRCLING 920-1 701 (800-1)**

**LNAV 549 L-720**

**ON-3, 07 OCT 2021 to 02 DEC 2021**

**MARIANNA, ARKANSAS**

**Amrd 1A 29MAY14**

**34°47'N-90°49'W**
RNAV (GPS) RWY 36
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Missed Approach: Climb to 1900 direct FOVIS and hold.

Amdt 1B 21MAY20

**RAA**
Rwy 36 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Tunica altimeter setting; when not received, use West Memphis altimeter setting and increase LPV DA to 555 feet; LNAV/VNAV DA to 666 feet and all MDA 40 feet; increase Circling Cat C visibility ¾ SM.

UTA AWOS-3
118.075

APP CON
135.3 335.8

UNICOM
122.8 (CTAF)

ELEV 219
TDZE 219

**LNAV only.**

**FOVIS**

**CIRCLING**

**AL-10199 (FAA)**
21168

MARIANNA, ARKANSAS

WAAS CH 69433
W36A

APP CRS
001°

Rwy Idg
TDZE
Apt Elev
219
219

Rwy 36

LNAV only.

WOGPI
2 NM to RW36

(IF/IAF)
HEMBU

HOLD 6000 1900

4 NM

CIRCLING

GP 3.00°
TCH 53

**CATEGORY**

A  B  C  D

IPV DA
527-1 308 (400-1)

NA

LNAV/ VNAV DA
638-1 419 (500-1) 419 (500-1)

NA

LNAV MDA
660-1 441 (500-1) 660-1 441 (500-1)

NA

CIRCLING 920-1 701 (800-1) 920-2 701 (800-2)

NA

MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

34°47'N-90°49'W

RNAV (GPS) RWY 36

REIL Rwy 18
MIRL Rwy 18-36

001° to RW36
DME/DME RNP-0.3 NA. Circling NA SE of Rwy 5-23. Night Landing: Rwy 23 NA.
Baro-VNAV NA. Use Flippin altimeter setting; when not received, use Harrison altimeter setting and increase all Cats LPV DA to 1396 and visibility ⅓ mile, LNAV/VNAV all Cats DA to 1981, and all MDA 60 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct DULLS and hold.

**MTA**

**CTAF** 122.9
RNAV (GPS) RWY 23
SEARCY COUNTY (4A5)

**MISSED APPROACH:**
Climb to 4000 direct.

**RNAV (GPS) RWY 23**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rdwy Idg</th>
<th>TDZE</th>
<th>Tch 44</th>
</tr>
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<tbody>
<tr>
<td>69238</td>
<td>231°</td>
<td>4003</td>
<td>964</td>
<td>964</td>
</tr>
</tbody>
</table>

**FLP AWOS-3**
132.075

**MEMPHIS CENTER**
126.85 281.55

**CTAF**
122.9

---

**ELEV 964**
**TDZE 964**

**MERLS**
2293

**DULLS**
2203 2513

**SHIRLEY A MOA**
2032

**SHIRLEY B MOA**
1990 1935 2150

**DULLS**
4000

**MERLS**
231° to RW23

**RW23**
3000

**GP 3.25°**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1512-(\frac{3}{4})</td>
<td>548 (600-(\frac{3}{4}))</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1973-4</td>
<td>1009 (1100-4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1760-1 796 (800-1)</td>
<td>1760-(\frac{1}{4}) 796 (800-(\frac{1}{4}))</td>
<td>1760-(\frac{1}{2}) 796 (800-(\frac{1}{2}))</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1760-1 796 (800-1)</td>
<td>1760-(\frac{1}{4}) 796 (800-(\frac{1}{4}))</td>
<td>1760-(\frac{1}{2}) 796 (800-(\frac{1}{2}))</td>
<td>NA</td>
</tr>
</tbody>
</table>

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**MARSHALL, ARKANSAS**
Orig 04FEB16

**SEARCY COUNTY (4A5)**

35°54'N-92°39'W

243
MC ALESTER, OKLAHOMA

RNAV (GPS) RWY 2

MC ALESTER RGNL (MLC)

RNP APCH.

⚠️ Rwy 2 helicopter visibility reduction below ¾ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

ASOS

FORT WORTH CENTER

UNICOM

135.125

132.2 338.35

122.95(CTAF)

MISSED APCH FIX

4 NM

DULSE

HOLLE

5002

3000

(28.5)

(MALs)

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

MC ALESTER RGNL (MLC)

RNAV (GPS) RWY 2

MC ALESTER, OKLAHOMA

Amdt 1A 05DEC19

34°53'N-95°47'W

SC-1, 07 OCT 2021 to 02 DEC 2021
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.
RNAV (GPS) RWY 18
MC GEHEE MUNI (7M1)

GLH ASOS 125.525
MEMPHIS CENTER 135.875 269.35
CTAF 122.9

RNP APCH.

NA Rw 18 helicopter visibility reduction below 3/4 SM NA.
Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

MISSED APPROACH: Climb to 2000 direct ADUCA and hold.

30 NM to MEGRE (No PT)
2000
090° to MEGRE

30 NM to MEGRE
2000

180° to RW18

MISSED APCH FIX
ADUCA
DAVCA
MEGRE

360°

Holding Pattern

180°

2000

4 NM

LNAV MDA
680-1 539 (600-1)
680-1/2 539 (600-1/2) NA

ADUCA

MEGRE

360°

180°

3.00°

TCH 40

4007 X 75

181°

36°

180°

5.1 NM

7 NM

7 NM

2000

180°

360°

SC-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 36
MC GEHEE MUNI (7M1)

Circling NA west of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA. Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

MISSED APPROACH: Climb to 2000 direct MEGRE and hold.

GLH ASOS 125.525
MEMPHIS CENTER 135.875 269.35
CTAF 122.9

MC GEHEE, ARKANSAS
AL-6378 (FAA)
19283

RNAV (GPS) RWY 36
MC GEHEE MUNI (7M1)

Misapch Fix
30 NM to ADUCA

524 A

4 NM
Holding Pattern
ADUCA

MC GEHEE, ARKANSAS
Orig-A 29MAY14

33°37'N-91°22'W

247
RNAV (GPS) RWY 17
MEDFORD MUNI (O53)

MEDFORD, OKLAHOMA

APP CRS
175°

Rwy Idg
3007

TDZE
1092

Apt Elev
1092

RNAV (GPS) RWY 17
MEDFORD MUNI (O53)

MISSED APPROACH: Climbing left turn to 5000 direct FIRET and hold.

PNC ASOS
134.075

VANCE APP CON*
118.075 273.475

UNICOM
122.8 (CTAF)

LNAV MDA
CIRCLING

1680-1

648 (700-1 1/4)

1840-1

748 (800-1 1/4)

Orig-B 22APR21
RNAV (GPS) RWY 35
MEDFORD MUNI (O53)

**RNAV (GPS) RWY 35**

**MEDFORD, OKLAHOMA**

**APP CRS 355°**

**Rwy Idg** 3007
**TDZE** 1085
**Apt Elev** 1092

**RNP APCH.**

NA Use Ponca City Rgnl altimeter setting. Procedure NA at night.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1700-1 1/4</td>
<td>608 (700-1 1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>648 (700-1 1/4)</td>
<td>1840-1 1/4</td>
<td>748 (800-1 1/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 35**

**MEDFORD MUNI (O53)**

**ELEV 1092**
**TDZE 1085**
**MIRL Rwy 17-35**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**MEDFORD, OKLAHOMA**

Orig-C 22APR21

**36°47' N-97°45' W**

**249**
RNAV (GPS) RWY 3
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

MISSED APPROACH: Climb to 3000 direct HEVUX and hold.

WP

MELBOURNE, ARKANSAS

WAAS

APP CRS

Rwy Idg

TDZE

Apt Elev

ZEDOG

301°

4 NM

3100

ZEDOG

3600

3100

ZEDOG

1720

3100

ZEDOG

2500

1400

REIL Rwys 3 and 21

36°04'N-091°50'W

250

ELEV 735

TDZE 735

Visual Segment - Obstacles.

3000

HEVUX

4 NM

Holding Pattern

ZEDOG

211°

031°

211°

031°

JELER

ZIPVA

2 NM to RW03

RNAV (GPS) RWY 3

3.4 NM

2 NM

5.9 NM

LNAV MDA

CIRCLING

CATEGORY

LP MDA

LNAV MDA

CIRCLING

1280-1

1300-1

1320-1

1280-1

545 (600-1)

565 (600-1)

585 (600-1)

NA

NA

NA

NA

Amdt 2 13OCT16

20198

RNAV (GPS) RWY 3
MELBOURNE MUNI-JOHN E MILLER FIELD (42A)
RNAV (GPS) RWY 21
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

MELBOURNE, ARKANSAS

APP CRS 211°
Rwy Idg 4003
TDZE 728
Apt Elev 735

CH 82131
WAAS

DME/DME RNP-0.3 NA. Use Batesville altimeter setting; when not received, use Mountain Home altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1/4 SM NA.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

Amdt 2 13OCT16

SC-1, 07 OCT 2021 to 02 DEC 2021

RNAV (GPS) RWY 21
MELBOURNE MUNI - JOHN E MILLER FIELD (42A)

36°04'N-91°50'W

251
**MENA, ARKANSAS**

**APP CRS** 269°

**Rwy Idg**

**TDZE** 1064

**Apt Elev** 1080

---

**AWOS-3** 118.025

**MEMPHIS CENTER** 126.1 269.0

**UNICOM** 122.8 (CTAF)

---

**LOCALIZER 108.7**

**I-VMU 6.9**

**Chan 24**

---

**LOM/IAF**

**FENCH VM**

---

**I-VMU 3.1**

**Chan 24**

---

**VM FENCH LOM**

**I-VMU 6.9**

**I-VMU 6.9**

---

**Locating Fix**

**3900**

**GS 3.00° TCH 56**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1464-1 1/2</td>
<td>400 (400-1 1/2)</td>
<td>NA</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1660-1</td>
<td>596 (600-1)</td>
<td>1660-1 1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1840-1</td>
<td>2140-1 1/2</td>
<td>2220-3</td>
</tr>
</tbody>
</table>

---

**MENA INTERMOUNTAIN MUNI (MEZ)**

**ILS or LOC RWY 27**

**MENA, ARKANSAS**

**Amdt 1C 30JAN20**

---

**34°33'N-94°12'W**

---
Circling Rwy 35 NA at night.
Rwy 17 helicopter visibility reduction below ¾ SM NA.

AWOS-3
118.025

MIDMORPH CENTER
126.1 269.0

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing left turn to 4100 direct COKEL and track 338° to DAVDE and hold.

VGS and descent angles not coincident (VGS Angle 3.00/TCH 50).
Amdt 1B 10SEP20

Baro-VNAV and VDP NA when using Grove altimeter setting. Rwy 17 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Grove altimeter setting.

AWOS-3PT 119.675

Kansas City Center 128.6 282.325

Unicom 122.8 (CTAF)

Elev 806

TDZE 806

4 NM Holding Pattern

VMGSI and RNAV glidepath not coincident (VMGSI Angle 3.00°/TCH 42).

A Variation

Category A

LNAV/ VNAV DA 1206-1 400 (400-1)

LNAV MDA 1320-1 514 (600-1)

CIRCLING 1320-1 514 (600-1)

36°55’N-94°53’W

255
VOR/DME-A

MIAMI RGNL (MIO)

AWOS-3PT 119.675
KANSAS CITY CENTER 128.6 282.325
UNICOM 122.8 (CTAF)

VOR/DME OSW
117.6 Chan 123
APP CRS 127° TDZE N/A
Rwy Idg Apt Elev N/A

MIAMI, OKLAHOMA

When local altimeter setting not received, use Grove altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 on OSW VOR/DME R-127 to OSW VOR/DME and hold.

AWOS-3PT 119.675
KANSAS CITY CENTER 128.6 282.325
UNICOM 122.8 (CTAF)

36°55’N-94°53’W

MIAMI, OKLAHOMA
Amdt 2C 10SEP20
Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct YASUK and hold.

Procedure NA for arrival on GLH VOR/DME airway radials 176 CW 309.
RNAV (GPS) RWY 21
MONTICELLO MUNI/ELLIS FLD (I.I.Q)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

ASOS
133.325

MEMPHIS CENTER
135.875 269.35

UNICOM
122.8 (CTAF)

ELEV 268
TDZE 255

 CATEGORY  B  C  D 
 LPV DA  514-7/8 259 (300-7/8)  
 LNAV/VNAV DA  532-1 277 (300-1)  
 LNAV MDA  600-1 345 (400-1)  
 CIRCLING  780-1 512 (600-1) 980-2 980-2 9/16  
 712 (800-2) 712 (800-2 9/16)  

MONTICELLO, ARKANSAS
Amdt 2A 19JUL18

33°38'N-91°45'W

MONTICELLO MUNI/ELLIS FLD (I.I.Q)
RNAV (GPS) RWY 21
RNAV (GPS) RWY 17
MOORELAND MUNI (MDF)

**RNP APCH.**

- **Procedure NA at night. Use West Woodward altimeter setting; when not received, use Gage altimeter setting.**

- **MISSED APPROACH:** Climb to 3800 direct ROBVE and hold.

**UNICOM**

- **CTAF:** 122.8 (CTAF)

**APP CRS**

- **Rwy Idg:** 3500
- **TDZE:** 1970
- **Apt Elev:** 1970

**Category 3**

- **LNAV MDA:** 2620-1 650 (700-1)
- **NA** 2620-1 650 (700-1)
- **CIRCLING:** 2620-1 650 (700-1)
- NA 2620-1 650 (700-1)

**MOORELAND, OKLAHOMA**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)

RUE AWOS 132.475
MEMPHIS CENTER 128.475 377.15
UNICOM 122.8 (CTAF)
122.9

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

Category A

LNAV MDA 1060-1 740 (800-1)
NA
CIRCLING 1060-1 1260-1/4
739 (800-1) 939 (1000-1/4)
NA

MORRILTON, ARKANSAS
Orig-A 09SEP21

35°08'N-92°43'W

RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)
RNAV (GPS) RWY 3
PETIT JEAN PARK (MPJ)

Use Russellville altimeter setting. Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

MEMPHIS CENTER
128.475 377.15

CTAF
122.9 ✈

Use Russellville altimeter setting. Procedure NA at night. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.
ILS or LOC RWY 5
BAXTER COUNTY (BPK)

LOC/DME I-BPK
111.95
Chan 56 (Y)

APP CRS
049°

Rwy Idg
TDZE 928
Apt Elev 928

ELEV
NA

ASOS
133.975

MEMPHIS CENTER
126.85 281.55

GCO 121.72

UNICOM 123.0 (CTAF)

Circling NA for Cat C, southeast of Rwy 5-23. Circling to Rwy 23 NA at night.

MISSING APCH FIX

HARRISON 112.5
HRO Chan 72

R-093
3100 NoPT to COYAB (27.8)

COYAB I-BPK 11.4

(56°/Y)

PULUE HRO 25.8

GOFSH I-BPK 5.4

R-093

MISSING APCH FIX

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 38).

One Minute Holding Pattern

COYAB I-BPK 11.4

GOFSH I-BPK 5.4

I-BPK 0.9

HOLD 1000

ELEV 928

TDZE 928

CATEGORY
A
B
C
D

S-ILS 5
1178-3/4 250 (300-3/4)
NA

S-LOC 5
1260-1 332 (400-1)
NA

CIRCLING
1380-1
452 (500-1)
1400-1
472 (500-1)
1420-1
492 (500-1/2)
NA

36°22'N-92°28'W

MOUNTAIN HOME, ARKANSAS

Amdt 1 13SEP18

SC-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 5

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Flippin altimeter setting:
- Increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet;
- Increase all MDAs 60 feet and visibility LNAV Cat C 1/2 SM. Baro-VNAV NA when using Flippin altimeter setting.
- Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNIT and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Flippin altimeter setting:
- Increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet;
- Increase all MDAs 60 feet and visibility LNAV Cat C 1/2 SM. Baro-VNAV NA when using Flippin altimeter setting.
- Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNIT and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Flippin altimeter setting:
- Increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet;
- Increase all MDAs 60 feet and visibility LNAV Cat C 1/2 SM. Baro-VNAV NA when using Flippin altimeter setting.
- Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNIT and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Flippin altimeter setting:
- Increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet;
- Increase all MDAs 60 feet and visibility LNAV Cat C 1/2 SM. Baro-VNAV NA when using Flippin altimeter setting.
- Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNIT and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Flippin altimeter setting:
- Increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet;
- Increase all MDAs 60 feet and visibility LNAV Cat C 1/2 SM. Baro-VNAV NA when using Flippin altimeter setting.
- Circling NA for Cat C, SE of Rwy 5-23. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 3000 direct PUNIT and hold.
Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C, southeast of Rwy 5-23. Straight-in Rwy 23 NA at night, Circling Rwy 23 NA at night.

### RNAV (GPS) RWY 23

**ASOS**
- 133.975

**MEMPHIS CENTER**
- 126.85 281.55

**GCO**
- 121.72

**UNICOM**
- 123.0 (CTAF)

#### RNAV (GPS) RWY 23

**CIRCLING**
- 1400-1
- 472 (500-1)
- 1420-1/2
- 492 (500-1/2)

**ASOS**
- 133.975

**MEMPHIS CENTER**
- 126.85 281.55

**GCO**
- 121.72

**UNICOM**
- 123.0 (CTAF)

**RNAV (GPS) RWY 23**

**ELEV**
- 928

**TDZE**
- 919

**APP CRS**
- 229°

**Rwy Idg**
- 5000

**Apt Elev**
- 928

**Rwy Idg**
- 5000

**Rwy Idg**
- 919

**Apt Elev**
- 928
RNAV (GPS) RWY 27

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

DME/DME RNP-0.3 NA. Rw 27 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Flippen altimeter setting; if not received, use Batesville altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>272°</td>
<td>126.85 281.55</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

FLP AWOS-3
132.075

INNNAM
3000 NA (36.6)
1581

[FAF] ZOLTI
2700

272° to RW27

[IAF] NORNE
3000 272° (6.8)

3000 272° (IF) IBETE

272°

5 NM

5.8 NM

6.8 NM

Visual Segment - Obstacles.

MIRL Rwy 9-27

MOUNTAIN VIEW, ARKANSAS
Orig-A 22JUN17

35°52'N-92°05'W

RNAV (GPS) RWY 27

MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

20198

AL-6849 (FAA)
COTER RNAV (GPS) RWY 17

LEXINGTON, OKLAHOMA

APCH CRS
175°

Rwy Idg 2005
TDZE 1091
Arpt Elev 1091

AL-2497 [USA]
MULDROW AHP (KHMY)

NA
Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

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

OKE CITY APP CON
124.2 336.4

MULDROW OPS [Advisy Svc only]
46.9 139.425 227.2 [CTAF]

Limit final and Missed Approach airspeed to 90 KIAS.

HAVAK
3000
07°
(12.5)

3000
1307
(11.7)

WETIX
1250

(IAF)
CONBO
3000

3000
085°
(3)

(3)

2700

VAPP

3.64°

175°

3 NM

3 NM

ELEV 1091

TDZE 1091

3000

IMIME

1571

1121

1141

118

1118

1121

1600-1 509 (600-1)

UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS

UNAV MDA 1540-1 449 (500-1)

LEXINGTON, OKLAHOMA

 Orig 18200

MULDROW AHP (KHMY)

COTER RNAV (GPS) RWY 17
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 4 NA at night, Circling Rwy 4, 18, 22, 36 NA at night.

LNAV only.

When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 4 NA at night, Circling Rwy 4, 18, 22, 36 NA at night.
For uncompensated Baro-VNAV systems, procedure NA below -1.6°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile in all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D/E ¼ mile. Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**
Climb to 2800 direct FALUN and hold.

**ASOS**
135.025

**FORT WORTH CENTER**
132.2  338.35

**UNICOM**
122.8  (CTAF)

**MISSED APCH FIX**
FALUN  129°  4 NM

**ELEV**
612

**TDZE**
607
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah Muni altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility 1/4 mile, Cat D visibility 1/2 mile, increase Circling Cat C visibility 1/4 mile. VDP NA when using Tahlequah Muni altimeter setting. Straight-in Rwy 22 NA at night, Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

**ASOS**
135.025

**FORT WORTH CENTER**
132.2 338.35

**UNICOM**
122.8 (CTAF)

---

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**

**Climb to 2400 direct**

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**

---

**ASOS**
135.025

**FORT WORTH CENTER**
132.2 338.35

**UNICOM**
122.8 (CTAF)

---

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**

---

**ASOS**
135.025

**FORT WORTH CENTER**
132.2 338.35

**UNICOM**
122.8 (CTAF)

---

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**

---

**ASOS**
135.025

**FORT WORTH CENTER**
132.2 338.35

**UNICOM**
122.8 (CTAF)

---

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**

---

**ASOS**
135.025

**FORT WORTH CENTER**
132.2 338.35

**UNICOM**
122.8 (CTAF)

---

**MISSED APPROACH: Climb to 2400 direct**

**MEKLE and hold.**
RNAV (GPS) RWY 31
MUSKOGEE-DAVIS RGNL (MKO)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (115°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ½ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ½ mile, and Circling Cat C ¼ mile. Inop table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. Circling Rw 4, 18, 22, 36 NA at night. Rw 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

POKYO

ASOS
135.025

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF)
NA Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use De Queen altimeter setting; when not received, use Texarkana altimeter setting and increase all MDA 20 feet.

Procedure NA for arrivals at TOYOY on V573 southwest bound.

**RNP APCH.**

- **Category A:** 19003
- **Category B:** 19003
- **Category C:** 19003
- **Category D:** 19003

**MISSED APPROACH: Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.**

**CTAF:** 122.9

**FORT WORTH CENTER**

123.925 269.475

**CTAF**

122.9

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>547 (600-1)</td>
<td>1240-1</td>
<td>687 (700-1)</td>
</tr>
</tbody>
</table>

**34°00'N-093°50'W**
**RNAV (GPS) RWY 19**

**HOWARD COUNTY (M77)**

**FORT WORTH CENTER**

**CTAF**

123.925 269.475

**122.9**

**Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use DE Queen altimeter setting, when not received, use Texarkana altimeter setting and increase all MDA 20 feet.**

**Procedure NA for arrivals at NEPRE on V124 northeast bound.**
NEWPORT, ARKANSAS
AL-5843 (FAA)
21252

RNAV (GPS) RWY 18
NEWPORT RGNL (M19)

When local altimeter setting not received, use Batesville altimeter setting: increase LPV DA to 575 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 845 feet and all visibilities 1/2 SM; increase all MDAs 100 feet and visibility Cats C 1/2 SM and D 1/2 SM. VDP NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using Batesville altimeter setting.

AWOS-3PT
118.15
MEMPHIS CENTER
120.075
289.4
UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

VURHU

MEMPHIS CENTER

NEWPORT RGNL

NEKLY

UNICOM

3000

4 NM

1800

VURHU

NEKLY

(FAF)

SEDBY

4 NM

Holding Pattern

001°

3000

GP 3.00°

TCH 44

LNAV only.

1.3 NM to RW18

1.3

3.4

8.1

CATEGORIES

LPV DA
489-1/4
250 (300-1/4)

LNAV/ VNAV DA
759-1/4
520 (600-1/4)

LNAV MDA
700-1
461 (500-1)

700-1/4
461 (500-1/4)

700-1/2
461 (500-1/2)

CIRCLING
760-1
521 (600-1)

760-1/2
521 (600-1/2)

900-2
661 (700-2)

NEWPORT, ARKANSAS
Orig-B 09SEP21

35°38'N-91°11'W

NEWPORT RGNL (M19)
RNAV (GPS) RWY 36
NEWPORT RGNL (M19)

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Temperature</th>
<th>Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>NEWPORT RGNL</td>
<td>116.15</td>
<td>289.4</td>
</tr>
<tr>
<td>MEMPHIS CENTER</td>
<td>120.075</td>
<td>289.4</td>
</tr>
</tbody>
</table>

**UNICOM**

- NEWPORT RGNL: 122.8 (CTAF)

**RNP APCH-GPS**

- **Baro-VNAV NA when using Batesville altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Batesville altimeter setting: increase LPV DA to 575 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 700 feet and all visibilities ½ SM; increase all MDAs 100 feet and visibility Cats C ½ SM and D ½ SM. VDP NA when using Batesville altimeter setting.

**MEASSED APCH Fix**

- Climb to 3000 direct NEKLY and hold.

**NEWPORT, ARKANSAS**

**Orig-B 09SEP21**

**35° 38’N-91° 11’W**

**RNAV (GPS) RWY 36**

- **NEWPORT RGNL (M19)**

**MISSSED APCH FIX**

- Climb to 3000 direct NEKLY and hold.

**ELEV 239**

**TDZE 239**

**VPOR HILLE**

**NEWPORT RGNL**

**RNAV (GPS) RWY 36**

- **NEWPORT RGNL (M19)**

**AWOS-3PT**

- NEWPORT RGNL: 116.15
- MEMPHIS CENTER: 120.075
- UNICOM: 122.8 (CTAF)

**LPV DA**

- **489-3/4 230 (300-34)**

**LNAV/VNAV DA**

- **614-1/4 375 (400-1/4)**

**LNAV MDA**

- **700-1 461 (500-1)**
- **700-1/4 461 (500-1/4)**
- **700-1/2 461 (500-1/2)**

**CIRCLING**

- **760-1 521 (600-1)**
- **760-1/2 521 (600-1/2)**
- **900-2 661 (700-2)**

**9.7 NM**

**4 NM**

**D**
When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet. DME required.

MISSED APPROACH: Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-18</td>
<td>1300-1½</td>
<td>1300-1½</td>
<td>1300-3</td>
<td>1061 (1100-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1½</td>
<td>1300-1½</td>
<td>1300-3</td>
<td>1061 (1100-3)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals on ARG VORTAC airway radials 149 CW 211.

AWOS-3PT 118.15

MEMPHIS CENTER 120.075 289.4

UNICOM 122.8 (CTAF)

Procedure NA for arrivals on ARG VORTAC airway radials 149 CW 211.
Baro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1501 feet, LNAV/VNAV DA to 1544 feet; increase all MDA 60 feet, increase LPV visibility to 1/2 mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to 1/2 mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1/2 mile, LNAV Cat C/D visibility to 1/2 mile. For inop MALS when using Will Rogers World altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to 1/2 mile, LNAV Cat C/D visibility to 1/2 mile. Circling NA southeast of Rwy 3 and 21.

Procedure NA for arrivals at CESTA on V573 southbound.

MALS
-1-

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct WETIX and hold.
RNAV (GPS) RWY 18
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 3% SM. Circling NA southeast of Rwy 3-21.

MISSED APPROACH: Climb to 3000 direct HUSIP and track 184° to COFIX and hold.

Procedure NA for arrivals at OVAYE on V354 northeast bound.

MISSAPCH FIX
COFIX

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

CATEGORIES

A

B

C

D

LPV
DA

1382-1/2
200 (200-1/2)

LNAV/ VNAV DA

1490-1/2
308 (400-1/2)

LNAV MDA

1640-1/2
458 (500-1/2)

1640-1/6
458 (500-1/6)

CIRCLING

1660-1
478 (500-1)

1940-2/4
758 (800-2/4)

1940-2/1
758 (800-2/1)

177° to
RW18

3 NM to
DABSE

7°15'N-97°28'W

S

S

S

S

S

S
For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Will Rogers World altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase LPV DA to 1473 feet, LNAV/VNAV DA to 1541 feet; increase all MDA 60 feet, increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1/4 mile, and increase Circling Cat C/D visibility 1/4 mile. Circling NA southeast of Rwy 3 and 21.

**MISSED APPROACH:** Climb to 4000 direct PEDIY and hold.

### NORMAN, OKLAHOMA
**UNEIVERSITY OF OKLAHOMA WESTHEIMER (OUN)**

- **AL-5672 (FAA)**
- **RNAV (GPS) RWY 36**
- **EXPIRED SC-1, 07 OCT 2021 to 02 DEC 2021**

### MISSPAP LED FIX

**4 NM**
- **Pennsylvania Tower**
- **Westheimer Tower**
- **GND CON**
- **UNICOM**

**2006**

### 35°15'N-97°28'W

**Oklahoma City APP CON**
- **120.45**
- **288.325**

**AWOS-3**
- **119.55**

**WinAD**
- **2.5 NM to RW36**

**PEDIY**
- **357°**

**VUNYU**
- **2800**

**LNAV**
- **2.5 NM to RW36**

**VNAV**
- **2.5 NM to RW36**

**LNAV/VNAV**
- **2.5 NM to RW36**

**LNAV only**
- **2.5 NM to RW36**

**LPV DA**
- **250 (300-70)%**

**LNAV/VNAV DA**
- **318 (400-1)%**

**LNAV MDA**
- **458 (500-1)%**

**CIRCLING**
- **758 (800-2)%**

**MISSED APCH FIX**
- **4 NM**
- **PEDIY**

**RNAV (GPS) RWY 36**
- **UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)**

**35°15'N-97°28'W**
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.

For inop MALS increase S-3 Cat C/D visibility 1/4 mile. Circling when local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility 1/4 mile, Circling Cat C/D 1/4 mile. For inop MALS increase S-3 Cat C/D visibility to 1/8 mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1/8 mile. Circling NA southeast of Rwy 3 and 21.

MISSED APPROACH: Climbing left turn to 3100 on I-PHY SW course to SOONR OM/INT/I-PHY 5.5 DME/RADAR and hold, continue climb-in-hold to 3100.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500’ per NM to 1700.

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

TOP ALTITUDE:
Assigned by ATC

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .
TAKEOFF RWY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . . .

. . . . on track 080° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

. . . . on track 136° to KRMSN, then on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN4.WICKS)
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 3:** Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

**TAKEOFF RWY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

**TAKEOFF RWY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

**TAKEOFF RWY 36:** Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

. . . . on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**MOOSE TRANSITION (MUDDE3.MOOSE):**

**OLFRD TRANSITION (MUDDE3.OLFRD):**
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 3:** Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

**TAKEOFF RWY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

**TAKEOFF RWY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

**TAKEOFF RWY 36:** Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**GRUVN TRANSITION (OLGUY3.GRUVN)**

**YOUSE TRANSITION (OLGUY3.YOUSE)**

**TOP ALTITUDE: ASSIGNED BY ATC**

- OLGUY 3
- Gruvn
- Youse

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

. . . . on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500’ per NM to 1700.

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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356°
or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176°
or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176°
or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356°
or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC.
Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 3:** Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

**TAKEOFF RWY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

**TAKEOFF RWY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

**TAKEOFF RWY 36:** Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**BFFFY TRANSITION (STPHN3.BFFFY)**

**ZEEWE TRANSITION (STPHN3.ZEEWE)**

**NOTE:** Chart not to scale.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RADAR required.
NOTE: Chart not to scale.

TEBRD THREE DEPARTURE (RNAV)  
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
AL-5672 (FAA)  
NORMAN, OKLAHOMA  

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3:  Climb on heading 032° to 1700, then left turn heading 356°  
or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 18:  Climb on heading 176° to 1700, then heading 176°  
or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 21:  Climb on heading 212° to 1700, then left turn heading 176°  
or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 36:  Climb on heading 356° to 1700, then heading 356°  
or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition).  Maintain 3000 or as  
assigned by ATC.  Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)

TOP ALTITUDE:  
ASSIGNED BY ATC

TAKEOFF MINIMUMS  
Rwys 3, 18, 21, 36:  Standard  
with minimum climb of 500'  
per NM to 1700.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC.

Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)
GGOLD TRANSITION (THRPE3.GGOLD)

TAKEOFF MINIMUMS

Rwys 3, 18, 21, 36: Standard with minimum climb of 500’ per NM to 1700.

TOP ALTITUDE: ASSIGNED BY ATC

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

Takeoff RWY 3: Climb on heading 356° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)
DRLER TRANSITION (TRUPR3.DRLER)
GToyer TRANSITION (TRUPR3.GToyer)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

TAKEOFF RWY 36: Climb heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . . .

. . . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BELMN TRANSITION (WENDY3.BELMN)

HNGER TRANSITION (WENDY3.HNGER)

LARKO TRANSITION (WENDY3.LARKO)
Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, when not received procedure NA.

Procedure NA for arrivals at PARON via V532 westbound.

Procedure NA for arrivals at BEGAN via V124-573 westbound.

**RNAV (GPS) RWY 5**

**NORTH LITTLE ROCK MUNI (ORK)**

**RNAV (GPS) RWY 5**

**NORTH LITTLE ROCK, ARKANSAS**

**AWOS-3PT**

123.775

**LIT ASOS**

125.65

**LITTLE ROCK APP CON**

119.5 306.2

**CLNC DEL**

121.6

**UNICOM**

123.075 (CTAF)

**Category**

A

B

C

D

**LPV**

DA

854-1 313 (400-1)

NA

**LNAV/ VNAV**

DA

986-1½ 445 (500-1½)

NA

**LNAV MDA**

1000-1 459 (500-1)

1000-1½ 459 (500-1½)

NA

**CIRCLING**

1060-1 515 (600-1)

1060-1½ 515 (600-1½)

NA

**APP CRS**

053°

Rwy Ldg

5002

TDZE

541

Apt Elev

545
**RNAV (GPS) RWY 35**

**NORTH LITTLE ROCK MUNI (ORK)**

**APP CRS**
- **Rwy Idg**: 3019
- **TDZE**: 545
- **Apt Elev**: 545

**RNP APCH.**
- Circling NA for Cats B and C north of Rwy 5-23 when R-2403B is active.
- Rwy 35 helicopter visibility reduction below ½ SM NA.
- Procedure NA when restricted area R-2403B is in use.

**AWOS-3PT** | **LITTLE ROCK APP CON** | **CLNC DEL** | **UNICOM**
---|---|---|---
| 123.775 | 119.5 | 121.6 | 123.075 (CTAF)

**NORTH LITTLE ROCK, ARKANSAS**

**RNAV (GPS) RWY 35**

**CATEGORY**
- **LNAV MDA**: 960-1 415 (500-1)
- **CIRCLING**: 1040-1 495 (500-1)

**ELEV**: 545  |  **TDZE**: 545

**Process NA for arrivals at JENAN on V124-573 southwest bound.**

**119°**

**Process NA for arrivals at HOBER on V74 southeast bound.**

**RASNE**

**3.8 NM**

**HOLD**

**2200**

**CIPOP**

**4 NM**

**3300**

**AJIMO**

**0.7 NM to RASNE**

**RASNE**

**178°**

**8000**

**3300**

**358°**

**NORTH LITTLE ROCK MUNI (ORK)**

**RNAV (GPS) RWY 35**

**34°50'N-92°15'W**

**295**
CIRCLING NA for Cats B and C north of Rwy 5-23 when R-2403B active.

From PARON: RNAV 1-GPS required. DME and RADAR required.

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on heading 360° and LIT VORTAC R-352 to OCAPU/LIT 25 DME and hold.

AWOS-3PT
123.775

LITTLE ROCK APP CON
119.5 306.2

CLNC DEL
121.6

UNICOM
123.075 (CTAF)

5.1 NM from FAF

Use I-ORK DME when on the localizer course.

NA

S-5
980-1 439 (500-1)

439 (500-1¼)

NA

CIRCLING
1040-1 495 (500-1)

1080-1½ 535 (600-1½)

NA

NORTH LITTLE ROCK, ARKANSAS
AL-5897 (FAA)

296
DME/DME RNAV-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all CATs visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

MISSED APPROACH: Climb to 3800 direct CATKI and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>AWOS-3</th>
<th>OKE CITY APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>125.05</td>
<td>124.6 266.8</td>
<td>123.0 (CTAF)</td>
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</table>

RNAV (GPS) RWY 35L

OKLAHOMA CITY, OKLAHOMA

21140

AL-298 (FAA)

RNAV (GPS) RWY 35L

CLARENCE E PAGE MUNI (RCE)

OKLAHOMA CITY, OKLAHOMA

Amdt 2B 20MAY21

35°29’N - 97°49’W

RNAV (GPS) RWY 35L

CLARENCE E PAGE MUNI (RCE)

SC-1, 07 OCT 2021 to 02 DEC 2021
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

MISSUED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

**V**

**AWOS-3**
125.05

**OKC CITY APP CON**
124.6 266.8

**UNICOM**
123.0 (CTAF)

---

Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.

**V**

**AWOS-3**
125.05

**OKC CITY APP CON**
124.6 266.8

**UNICOM**
123.0 (CTAF)
RNAV (GPS) RWY 18

OKLAHOMA CITY, OKLAHOMA

OKLAHOMA CITY, OKLAHOMA

AWOS-3
120.975

OKLAHOMA CITY APP CON
124.6 266.8

CLNC DEL
123.7

UNICOM
122.7 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Wiley Post altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 36 NA at night.

MISSED APCH FIX
NUFAD

MISSED APPROACH:
Climb to 3200 direct NUFAD and hold.

4 NM Holding Pattern

YAVOR

3600

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 30).

YAVOR

30 NM to YAVOR

YAVOR (IF/IAF) 3800

30 NM to YAVOR

YAVOR

3800

YAVOR

174°

264°

(FAF) ILWIM

1740-1

647 (700-1) NA

1720

1.1 NM to RW18

1.1 NM to RW18

174°

354°

174°

1740-1

647 (700-1) NA

3600

4 NM

354°

174°

GP 3.00°

TCH 40°

2800

21252

SC-1, 07 OCT 2021 to 02 DEC 2021

35°36’N-97°42’W

301
Rwy 36 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 3600 direct YAVOR and hold.

AWOS-3 120.975  OKE CITY APP CON 124.6 266.8  CLNC DEL 123.7  UNICOM 122.7 (CTAF)
### OKLAHOMA CITY, OKLAHOMA

**VOR RWY 18**  
**SUNDANCE (HSD)**

#### VOR IRW 114.1

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>155°</td>
<td>1177</td>
<td>1193</td>
<td></td>
</tr>
</tbody>
</table>

#### NA

- **Circling to Rwy 36 NA at night.**
- **Rwy 18 helicopter visibility reduction below ½ SM NA.**

#### AWOS-3

| Channel | 120.975 |

#### OKE CITY APP CON

| Channel | 124.6 | 266.8 |

#### CLNC DEL

| Channel | 123.7 |

#### UNICOM

| Channel | 122.7 (CTAF) |

**OKLAHOMA CITY, OKLAHOMA**

**Amdt 1G 09SEP21**

---

### MISSED APPROACH:

**Climb to 3000 direct IRW VORTAC.**

---

### CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-18</td>
<td>1700-1</td>
<td>523 (600-1)</td>
<td>1700-1½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>547 (600-1)</td>
<td>1840-1</td>
</tr>
</tbody>
</table>

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### SUNDANCE (HSD)

**VOR RWY 18**
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase S-LOC 17L Cat C visibility ¼ mile.

Use of IFI R-098 and PWA R-352 may be necessary to locate WABDU Int.

One Minute Holding Pattern

WABDU INT
PWA 11

3000
355°

175°

3000

DIRGE OM
PWA 5.6

3000 to
WABDU INT
352° (11)

WILEY POST
113.4 PWA
PWA 11

MIRL Rwys 13-31 and 17R-35L
REIL Rwys
17R and 35L
HRL Rwy 17L-35R

175° 4.9 NM from FAF

ATIS
128.725
OKE CITY APP CON
124.6 266.8
WILEY POST TOWER *
126.9 (CIAF) 306.9
GND CON
121.7
UNICOM
122.95

WILLOW POST
14.5

ATIS
128.725
OKE CITY APP CON
124.6 266.8
WILEY POST TOWER *
126.9 (CIAF) 306.9
GND CON
121.7
UNICOM
122.95

OKLAHOMA CITY, OKLAHOMA
AL-739 (FAA)

AMENDMENT
Amdt 11A 07 OCT 2021 to 02 DEC 2021

35°32'N-97°39'W

WILEY POST (PWA)
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3300 direct IFI VORTAC and hold.

VGSI and ILS glidepath not coincident within 10 NM. Remain 2000. Use I-TFM DME when on the localizer course.

VOR TAC R-334 unusable for procedure turn.

S-LOC 35R 1740 441 (500-3/4) 1740-1 441 (500-1)

CIRCLING 1780-1 1880-2

Category A B C D

FAF to MAP 4.8 NM

Knots 60 90 120 150 180

Min:Sec 4:48 3:12 2:24 1:55 1:36
RNAV (GPS) RWY 17L
WILEY POST (PWA)

**ATIS**
128.725

**OKLAHOMA CITY APP CON**
124.6  266.8

**WILEY POST TOWER**
126.9 (CTAF) ☼ 306.9

**GND CON**
121.7

**UNICOM**
122.95

---

**MISSED APPROACH:**
Climb to 1700 then climbing right turn to 3400 direct IFI VORTAC and hold.

---

**Baro-VNAV NA when using Will Rogers World altimeter setting.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).
When local altimeter setting not received, use Will Rogers World altimeter setting:
Increase all DA 21 feet and all MDA 40 feet. Increase LNAV/VNAV NA Cat C/D and Circling Cat C visibility ½ mile and LNAV Cat C/D and Circling Cat C visibility ¾ mile. DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting.

**Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.**
RNAV (GPS) RWY 17R
WILEY POST (PWA)

ATIS 128.725
OKE CITY APP CON 126.9 (CTAF) 306.9
GND CON 121.7
UNICOM 122.95

Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

MISSAP APCH FIX
KINGFISHER IFI

1.1 NM to RW17R
1.1 NM

RNAV MDA
1660-1 377 (400-1)

Categoria
A B C D

CIRCLING
1780-1 480 (500-1) 1880-1½ 580 (600-1½) 1880-2 580 (600-2)
RNAV (GPS) RWY 35L
WILEY POST (PWA)

MISSED APPROACH:
Climb to 1700 then climbing left turn to 3400 direct IFI VORTAC and hold.

ATIS
OKLAHOMA CITY, OKLAHOMA
OKE CITY APP CON 124.6 266.8

WILEY POST TOWER *
126.9 (CTAF) 306.9

GND CON 121.7
UNICOM 122.95

RNAV (GPS) RWY 35L
WILEY POST (PWA)

Category
C
D

LP MDA
1660-1 385 (400-1)
1660-1/2 385 (400-1/2)

LNAV MDA
1720-1 445 (500-1)
1720-1/2 445 (500-1/2)

CIRCLING
1780-1 480 (500-1)
1880-1 580 (600-1/2)
1880-2 580 (600-2)

Rpwy Idg TDZE Apt Elev
5001 1275 1300

NAVAID

OKLAHOMA CITY, OKLAHOMA
Orig 15 OCT 15
35°32'N-97°39'W

RNAV (GPS) RWY 35L
WILEY POST (PWA)

ASR

308
Boro-VNAV NA when using Will Rogers World altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 21 feet and all MDA 40 feet. VDP NA with Will Rogers World altimeter setting.

ATIS 128.725 OKC APP CON 124.6 266.8 WILEY POST TOWER 126.9 (CTAF) 306.9 GND CON 121.7 UNICOM 122.95

Procedure NA for arrivals on IRW VORTAC airway radials 188 CW 277.

**MISSED APPROACH:** Climb to 3100 direct BAHHI and on track 296° to IFI VORTAC and hold.

**MALSR**

**IF**

**FGS** and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54), NORRM

**MEHUF**

**AF**

**HUSOK**

Procedure NA for arrivals on IRW VORTAC airway radials 188 CW 277.

**WILEY POST (PWA)**

**RNAV (GPS) RWY 35R**

**OKLAHOMA CITY, OKLAHOMA**

Orig-A 15OCT15
OKLAHOMA CITY, OKLAHOMA
AL-739 (FAA)

OKLAHOMA CITY, OKLAHOMA

VOR/DME PWA
113.4

TWR
0.6% U P

APP CRS
Rwy Idg
176°
1291

Apt Elev
1300

MALSR
APP CRS
Apt Elev
TDZE
356°

VOR RWY 17L
WILEY POST (PWA)

ATIS
128.725

OKIE CITY APP CON
124.6 266.8

WILEY POST TOWER*
126.9 (CIFAF) 306.9

GND CON
121.7

UNICOM
122.95

* ATIS for pilots in visual access.

VOR/DME PWA 5.6

WILEY POST
1349

PWA

ASR

MCLAN INT

PWA

WILEY POST TOWER

114.7 IFR: ---

Chan 94

176°

290°

176°

R-112

MCLAN INT

PWA 5.6

WILEY POST

113.4 PWA: ---

Chan 81

176°

WILEY POST

114.1 IRW

Chan 88

176°

R-112

176°

176°

2800

WILEY POST (PWA)

VOR RWY 17L

Procedure NA for arrival on IRW VORTAC.

AIRWAY RADIALS 355 CW 045.

OKLAHOMA CITY, OKLAHOMA

VOR/DME PWA
113.4

TWR
0.6% U P

APP CRS
Rwy Idg
176°
1291

Apt Elev
1300

MALSR
APP CRS
Apt Elev
TDZE
356°

VOR RWY 17L
WILEY POST (PWA)

ATIS
128.725

OKIE CITY APP CON
124.6 266.8

WILEY POST TOWER*
126.9 (CIFAF) 306.9

GND CON
121.7

UNICOM
122.95

* ATIS for pilots in visual access.

VOR/DME PWA 5.6

WILEY POST
1349

PWA

ASR

MCLAN INT

PWA

WILEY POST TOWER

114.7 IFR: ---

Chan 94

176°

290°

176°

R-112

MCLAN INT

PWA 5.6

WILEY POST

113.4 PWA: ---

Chan 81

176°

WILEY POST

114.1 IRW

Chan 88

176°

R-112

176°

2800

WILEY POST (PWA)

VOR RWY 17L

Procedure NA for arrival on IRW VORTAC.

AIRWAY RADIALS 355 CW 045.
MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>OKE CITY APP CON</th>
<th>WILEY POST TOWER *</th>
<th>GND CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>128.725</td>
<td>124.6 266.8</td>
<td>126.9 (CTAF) 306.9</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

VOR/DME PWA
113.4
Chan 81

APP CRS
040°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
1300

ASR

WILEY POST (PWA)

OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)

OKLAHOMA CITY, OKLAHOMA

Amdt 2B 02APR15

35°32'N-97°39'W

Wiley Post (PWA)
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence...

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to VOWED. Thence...

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence...

TAKEOFF RWY 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence...

TAKEOFF RWY 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED. Thence...

. . . . on track 080° to FUNNL, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARA TRANSITION (FUNNL3.PHARA):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence . . . .

. . . . on track 136° to KRMSN, then on (transition). Maintain ATC assigned altitude.

Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN4.WICKS)
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

TAKEOFF RWY 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . .

. . . on track 169° to MUDDE, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):

OLFRD TRANSITION (MUDDE3.OLFRD):

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

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

Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500’ per NM to 2100.

DEPARTURE ROUTE DESCRIPTION

TAKING OFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKING OFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKING OFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKING OFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

. . . on track 267° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN):

YOUSE TRANSITION (OLGUY3.YOUSE):

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

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

. . . .on track 100° to RDHWK, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):
NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 13**: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

**TAKEOFF RWYS 17L/R**: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

**TAKEOFF RWY 31**: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

**TAKEOFF RWY 35L**: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

**TAKEOFF RWY 35R**: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . on track 328° to SSYKO, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):
TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 31, 35L/R:
Standard with minimum climb of 500' per NM to 2100.

NOTE: Chart not to scale.
NOTE: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201°
or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201°
or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then heading 311°
or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 311°
or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 3000 or as
assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):
ZEEWE TRANSITION (STPHN3.ZEEWE):
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWYS 17L/R: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 35L: Climb on heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

TAKEOFF RWY 35R: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**ATOKA TRANSITION (TEBRD3.ATOKA)**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201°
or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201°
or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 336°
or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 35L/R: Climb heading 356° to 1800, then left turn heading 336°
or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 222° to THRPE, then on (transition). Maintain 3000 or as assigned by ATC.

Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)

TOP ALTITUDE: ASSIGNED BY ATC

WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

THRPE THREE DEPARTURE (RNAV)

(AL-739 (FAA))
TRUPR THREE DEPARTURE (RNAV)

NOTE: Chart not to scale.

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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 17L/R: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35L: Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35R: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC.

Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)
DRLER TRANSITION (TRUPR3.DRLER)
GTYER TRANSITION (TRUPR3.GTYER)
**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required.

**NOTE:** Chart not to scale.

### DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 13:** Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 17L/R:** Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWY 31:** Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 35L:** Climb heading 356° to 1800, then heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

**TAKEOFF RWYS 35R:** Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .

. . . on track 017° to WENDY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**BELMN TRANSITION (WENDY3.BELMN)**

**HNGER TRANSITION (WENDY3.HNGER)**

**LARKO TRANSITION (WENDY3.LARKO)**
**RVR 1800 authorized with use of FD or AP or HUD to DA.**

Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

**MISSPAT APPROACH: Climb to 5000 on heading 180° and on IRW VORTAC R-168 to JAVXE INT/IRW 11.6 DME and hold, continue climb-in-hold to 5000.**
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

MISSING APCH FIX

One Minute Holding Pattern

GS 2.90°
TCH 56

Use I-RGR DME when on localizer course.

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

OKLAHOMA CITY, OKLAHOMA

Amdt 10D 01FEB18

35°24'N-97°36'W

329
**OKLAHOMA CITY, OKLAHOMA**

**AL-301 (FAA)**

**ILS RWY 35R (CAT II)**

**WILL ROGERS WORLD (OKC)**

**LOC/DME I-RGR**

110.9

Channel 46

**APP CRS Rwy Idg**

9802

TDZE

124

Apt Elev

1296

**Up to 1340 A**

**Simultaneous approach authorized. DME required.**

**LOCALIZER 110.9**

I-RGR  

Chan 46

**ASR**

**Twx**

0.3%

U

P

**MISSED APPROACH: Climb to 5000 on heading 356° and on IRW VORTAC R-357 to ATREC INT/IRW 15.5 DME and hold, continue climb-in-hold to 5000.**

**D-ATIS**

125.85

**OKE CITY APP CON**

124.6 266.8

**ROGERS TOWER**

119.35 269.45

**GND CON**

121.9 348.6

**CLNCE DEL**

124.35

**DME REQUIRED**

**LOCALIZER 110.9**

I-RGR  

Chan 46

**One Minute Holding Pattern**

JAVXE

I-RGR 14.5

CROPE

I-RGR [11]

OVDIE

I-RGR 6.9

**GS 2.90° TCH 56**

**35°24’N-97°36’W**

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**OKLAHOMA CITY, OKLAHOMA**

Amdt 10D 01FEB18

35°24’N-97°36’W
Simultaneous approach authorized. Reduced Lighting requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 on heading 311° and on PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

One Minute Holding Pattern

Use I-OKC DME when on localizer course.

SC-1, 07 OCT 2021 to 02 DEC 2021

OKLAHOMA CITY, OKLAHOMA

Amdt 13 20JUN19

35°24'N-97°36'W

WILL ROGERS WORLD (OKC)
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
For inop ALS, increase RNP 0.20 all Cats visibility to RVR 4500 and RNP 0.30 all Cats
visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP required
during simultaneous operations.
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4 SM.

MISSD APPOACH: Climb to 2000 then climbing left turn to 3000 direct JESKE and hold.

Radar required for arrivals at QWAKE, FINYA, and HUDEL. Radar required for procedure entry at CUBTU.

Radar required for procedure entry at FINYA.

Radar required for procedure entry at CUBTU.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct JESKE and hold.

OKLAHOMA CITY, OKLAHOMA

WILL ROGERS WORLD (OKC)

OKLAHOMA CITY, OKLAHOMA

WILL ROGERS WORLD (OKC)

Amdt 1C 07DEC17
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSING APPROACH: Climb to 5000 on track 356° to ATREC and hold, continue climb-in-hold to 5000.

MISSING APCH FIX

ATREC

RADAR required for procedure entry at FINYA.

RADAR required for procedure entry at JAVXE.

RADAR required for procedure entry at HUDEL.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (GPS) RWY 13
WILL ROGERS WORLD (OKC)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.

D-ATIS
OKLAHOMA CITY APP CON
ROGERS TOWER
GND CON
CLNC DEL

125.85
124.6
266.8
119.35
269.45
121.9
348.6
124.35

KINGFISHER IFI

Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

RADAR required for procedure entry at TERSE and LERME.
RNAV (GPS) RWY 31
WILL ROGERS WORLD (OKC)

**RNAV (GPS) RWY 31**

- **Amdt 1C** 07DEC21
- **ASR**
- **DME/DME RNP-0.3 NA.**

**MISSING APCH FIX**

- **YUVCI**
  - 4 NM
  - 311°

**ISOM**

- **ELEV 1296**
- **TDZE 1286**

**MAP**

- **TWR 1436**
- **DME 1286**
- **Apt Elev 1296**

**ATC**

- **D-ATIS**
- **OKE CITY APP CON**
- **ROGERS TOWER**
- **GND CON**
- **CLNC DEL**

**MISSING APCH FIX**

- **Climb to 3600 direct YUVCI and hold.**

**ELEV 1296**

- **TDZE 1286**

**3600**

- **YUVCI**

**BURSH**

- **1.1 NM to RW31**
- **311° to RW31**
- **3600**
- **3.8 NM**
- **6.9 NM**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**LP MDA**

- **1680-1**
- **394 (400-1)**
- **1680-1/8**
- **394 (400-1/8)**

**LNAV MDA**

- **1700-1**
- **414 (500-1)**
- **1700-1/8**
- **414 (500-1/8)**

**CIRCLING**

- **1740-1**
- **444 (500-1)**
- **1760-1**
- **464 (500-1)**
- **1960-1/4**
- **644 (700-1/4)**
- **2000-2/4**
- **704 (800-2/4)**

**OKLAHOMA CITY, OKLAHOMA**

- **35°24'N-97°36'W**

- **337**
RNAV (GPS) Y RWY 17L
WILL ROGERS WORLD (OKC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. For inop MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 17R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH:
Climb to 5000 direct JAVXE and hold, continue climb-in-hold to 5000.

GND CON 121.9 348.6
CLNC DEL 124.35

D-ATIS 125.85
OKE CITY APP CON 124.6 266.8
ROGERS TOWER 119.35 289.45

KINGFISHER (IFI)
Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

JAVXE
5000
(23.2)
176° (3.5)
(FAF) HANGS

1.3 NM to
RURIQ
HANGS
(FAF)

RURIQ
1.3 NM to RW17L

SE 25° 25 NM

3800

MISSED APCH FIX
JAVXE

5000

HOLD

GOLFS

4000

176°

GP 3.00°
TCH 59

3000

LNAV/VNAV DA
1590/24
303 (300-½)

LNAV MDA
1660/24
373 (400-½)
373 (400-½)

CIRCLING
1740-1
444 (500-1)
1600-1
464 (500-1)
1960-1¾
664 (700-1¾)
2000-2¼
704 (800-2¼)
2240-3
944 (1000-3)

TWE 1296
TDZE 1287

176° to RW17L

REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

LPV DA**
1487/24
200 (200-½)

LNAV/ VNAV DA

1.3 NM

3.9 NM

4 NM

1.3 NM
RNAV (GPS) Y RWY 17R
WILL ROGERS WORLD (OKC)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, increase LNAV Cat C/D visibility to RVR 3500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

** If you reach 3000 feet and did not roll to RVR 1800, then use of FD or AP or HUD to DA.

** RVR 1800 approved to use of FD or AP to hold.

Procedure NA for arrivals at IFI VORTAC on V140 southwest bound.

ELEV 1296 D
TDZE 1282

** ELEV 1296 D
TDZE 1282

20366

SC-1, 07 OCT 2021 to 02 DEC 2021

339
RNAV (GPS) Y RWY 35R
WILL ROGERS WORLD (OKC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALSF, increase LPV and LNAV/VNAV Cat E visibility to RVR 4000. Increase LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized with Rwy 35L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 5000 direct ATREC and hold, continue climb-in-hold to 5000.
WILDER POST
113.4 PWA
= E
Chan 81

WILL ROGERS
114.1 IRW
IRW 12

WILL ROGERS WORLD (OKC)

OKLAHOMA CITY, OKLAHOMA
AL-301 (FAA)

1436 0.3% TWR
1340 U P

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 via IRW VORTAC R-263 to JESKE INT/12 DME and hold.

VOR RWY 17L

D-DATIS
125.85

OKLAHOMA CITY APP CON
124.6 266.8

ROGERS TOWER
119.35 269.45

GND CON
121.9 348.6

CLNC DEL
124.35
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY.

CAUTION: BE ALERT TO
AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

WILL ROGERS WORLD (OKC)

OKLAHOMA ANG
RAMP

HANGARS

35°23'N

FAA AERONAUTICAL CENTER

ELEV 1279

HANGAR

ELEV 1282

AIR CARGO

TWIR 1436

FIRE STATION

TERMINAL

NOTE: RAMPS ARE UNCONTROLLED DO NOT CALL FOR PUSH/POWER BACK. ADVISE GND CON WHEN READY TO TAXI.

RWY 13-31
PCN 91 F/C/W/T
S-120, D-250, 2D-489

RWYS 17L-35R, 17R-35L
PCN 98 R/B/W/T
S-120, D-250, 2D-550

RWY 18-36
PCN 46 F/C/W/T
S-116, D-164, 2D-269

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

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

OKC PD AVIATION UNIT

S-120, D-250, 2D-550
PCN 98 R/B/W/T
S-120, D-250, 2D-550

RWY 18-36
PCN 46 F/C/W/T
S-116, D-164, 2D-269

OKLAHOMA CITY, OKLAHOMA
WILL ROGERS WORLD (OKC)

AIRPORT DIAGRAM
20366
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500’ per NM to 1800.

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . .

. . . on track 080° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARARA TRANSITION (FUNNL3.PHARA):
WILL ROGERS WORLD (OKC)
OKLAHOMA CITY, OKLAHOMA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb on heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAYS 17L/R, 18: Climb on heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAY 31: Climb on heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

TAKEOFF RUNWAYS 35L/R, 36: Climb on heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to cross SWTZR at or above 4200, thence...

. . . . on track 136° to KRMSN, then on (transition). Maintain ATC assigned altitude. Expect filed altitude 10 minutes after departure.

WICKS TRANSITION (KRMSN4.WICKS)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to GLOPS, thence. . . .

. . . . on track 169° to MUDDE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

MOOSE TRANSITION (MUDDE3.MOOSE):

OLFRD TRANSITION (MUDDE3.OLFRD):

NOTE: Chart not to scale.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500’ per NM to 1800.

NOTE: RADAR required.

NOTE: Chart not to scale.
OLGUY THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN):
YOUSE TRANSITION (OLGUY3.YOUSE):

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence.

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence.

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence.

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to OHYOU, thence.

...on track 100° to RDHWK, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

HOLLE TRANSITION (RDHWK3.HOLLE):

NOTE: Chart not to scale.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to CASTN, thence . . . .

. . . . on track 328° to SSYKO, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

KAYOS TRANSITION (SSYKO3.KAYOS):

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

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWY 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

TAKEOFF RWY 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to SQRRRL, thence . . . .

. . . . on track 272° to STPHN, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

BFFFY TRANSITION (STPHN3.BFFFY):
ZEEWE TRANSITION (STPHN3.ZEEWE):

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

TOP ALTITUDE: ASSIGNED BY ATC
NOTE: Chart not to scale.

TEBRD THREE DEPARTURE (RNAV)

TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .

. . . . on track 128° to TEBRD, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

ATOKA TRANSITION (TEBRD3.ATOKA)
THRP THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then left turn heading 311° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

. . . . on track 222° to THRPE, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

FLECH TRANSITION (THRPE3.FLECH)

GGOLD TRANSITION (THRPE3.GGOLD)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 5000 or as assigned by ATC.

Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

DRLER TRANSITION (TRUPR3.DRLER)

GTYER TRANSITION (TRUPR3.GTYER)
TOP ALTITUDE: ASSIGNED BY ATC

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

TAKEOFF MINIMUMS
Rwys 13, 17L/R, 18, 31, 35L/R, 36: Standard with minimum climb of 500' per NM to 1800.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .
TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .
TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to POKSS, thence . . .
. . . on track 017° to WENDY, then on (transition). Maintain 5000 or as assigned by ATC.
Expect filed altitude 10 minutes after departure.
BELMN TRANSITION (WENDY3.BELMN)
HNGER TRANSITION (WENDY3.HNGER)
LARKO TRANSITION (WENDY3.LARKO)
OKMULGEE, OKLAHOMA

ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

LOC I-OKM 109.1
App CRS 176°
Rwy Idg TDZE 720 Apt Elev 720

MALSR
MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

AWOS-3 118.225
TULSA APP CON 119.85 338.3
UNICOM 123.0 (CTAF)

ALTERNATE MISSED APCH FIX
114.9 OKM Chan 96

LOCALIZER 109.1 I-OKM

LOC LOM/IAF/INT
PRESO 388 OK

HOLD 2400

2100 2600 OKM

ELEV 720 TDZE 720

PRESO LOM/INT

One Minute Holding Pattern

SC-1, 07 OCT 2021 to 02 DEC 2021

Altemate MISSED APCH FIX

ILS or LOC RWY 18

OKMULGEE RGNL (OKM)

SC-1, 07 OCT 2021 to 02 DEC 2021

OKMULGEE, OKLAHOMA

Amdt 1C 26MAR20

35°40'N-95°57'W

355
When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase LPV DA to 1050 feet; increase all MDAs 80 feet and visibility Cat C 1/2 SM, DME/DME RNP-0.3 NA.

VDP NA with Tulsa Intl altimeter setting.

Procedure NA for arrivals at WOTNA on V532 northwest bound.

MALSR

MISSING APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

AWOS-3

118.225

TULSA APP CON

119.85 338.3

UNICOM

123.0 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 45°C.

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 direct JEPGO and hold.

Procedure NA for arrivals at PHARA on V161 southwest bound.

Procedure NA for arrivals at HOFFE on V15 southbound.
When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.

When local altimeter setting not received, use Tulsa Intl altimeter setting: Increase all MDAs 80 feet and visibility.

Cat C, SM.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Field altimeter setting and increase all MDAs 80 feet; increase LNAV Cat A/C and Circling Cat C visibility 1/4 SM.

**RAZORBACK APP CON**

**UNICOM**

**RNAV (GPS) RWY 4**

**OZARK-FRANKLIN COUNTY (7M5)**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1480-1</td>
<td>1480-1½</td>
<td>1480-2½</td>
<td>NA</td>
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<tr>
<td></td>
<td>832 (900-1)</td>
<td>832 (900-1¼)</td>
<td>832 (900-2½)</td>
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<tr>
<td>CIRCLING</td>
<td>1480-1½</td>
<td>832 (900-1¼)</td>
<td>1500-2½</td>
<td>NA</td>
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<tr>
<td></td>
<td>1500-2½</td>
<td>852 (900-2½)</td>
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</table>

**Holding at CUXAN and JIBAX initial NA when R-2402 active.**

**Address:**
- **RAZORBACK APP CON:** 120.9 343.75
- **UNICOM:** 122.8

**NAVAID:**
- **CTAF:** (7M5) OZARK-FRANKLIN COUNTY

**Address:**
- **APP CRS 043°:** Rwy Idg 3302
- **TDZE 648**
- **Apt Elev 648**

**Category:**
- **B**
- **C**
- **D**

**LANV MDA 1480-1 832 (900-1)**

**CIRCLING 1480-1½ 832 (900-1¼) 1500-2½ 852 (900-2½)**

**RNAV (GPS) RWY 4**

**OZARK-FRANKLIN COUNTY (7M5)**

**RNAV (GPS) RWY 4**

**ELEV 648**

**TDZE 648**

**Address:**
- **RNAV (GPS) RWY 4:** 35°31’ N-93°50’ W

**Address:**
- **RNAV (GPS) RWY 4:** 35°31’ N-93°50’ W

**Address:**
- **RNAV (GPS) RWY 4:** 35°31’ N-93°50’ W

**Address:**
- **RNAV (GPS) RWY 4:** 35°31’ N-93°50’ W
RNAV (GPS) RWY 4
KIRK FLD (PGR)

PARAGOULD, ARKANSAS

AL-5544 (FAA)

21280

RNAV (GPS) RWY 4
KIRK FLD (PGR)

PARAGOULD, ARKANSAS

APP CRS
045°

Rwy Idg
4011

TDZE
290

Apt Elev
290

RNP APCH - GPS

NA

Circling NA to Rwys 8 and 26. Rwy 4 helicopter visibility reduction below ½ SM NA. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

JBR ASOS
118.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

Procedure NA for arrival on ARG VORTAC airway radials 058 CW 211.

WALNUT RIDGE
ARG

 Procedure NA for arrival on ARG VORTAC airway radials 058 CW 211.

Category
A

LNAV MDA
800-1¼

B

510 (600-1¼)

C

NA

D

Visual Segment - Obstacles.

CATEGORY

NA

LNAV MDA
800-1¼

NA

B

510 (600-1¼)

CIRCLING

NA

860-1¼

570 (600-1¼)

1000-1¼

NA

710 (800-1¼)

225°

045°

4 NM

Holding Pattern

AYATO

PAWGE

TACOS
2 NM to RW04

2000

980

2500 Ne/E

045°

045°

2000

2500 Ne/E

MIRL Rwys 4-22

REIL Rwys 4 and 22

361°N-90°31'W

PARAGOULD, ARKANSAS

Orig-C 07OCT21

361
RNAV (GPS) RWY 22

**RNAV (GPS) RWY 22**

**PARAGOULD, ARKANSAS**

**APP CRS**
- Rwy Idg 4352
- TDZE 289
- Apt Elev 290

**RNAV APCH - GPS**
- Circling NA to Rwys 8 and 26. Rwv 22 helicopter visibility reduction below 1/3 SM NA. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climb to 2500 direct AYATO and hold.

**JBR ASOS**
- 118.525

**MEMPHIS CENTER**
- 120.075 289.4

**UNICOM**
- 122.8 (CTAF)

**ELEV** 290
**TDZE** 289

**Visual Segment - Obstacles.**
- 2500
- AYATO

**CIRCLING**
- 531 (600-1 ¼)
- 1000-1 ¼
- 710 (800-1 ¼)

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 820-1 ¼
- 531 (600-1 ¼)

**MIRL RWY 4-22**

**REIL RWYS 4 and 22**

**PARAGOULD, ARKANSAS**

**Orig-D 07OCT21**

**RNAV (GPS) RWY 22**

**KIRK FLD (PGR)**

**36°04'N-90°31'W**
VOR RWY 4
KIRK FLD (PGR)

Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

MISSING APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

One Minute Holding Pattern

3000

VGSI and descent angles not coincident [VGSI Angle 3.00/TCH 18].
RNAV (GPS) RWY 35

PAULS VALLEY MUNI (PVJ)

When local altimeter setting not received, use Ardmore Downtown Executive altimeter setting:
- increase all DA 97 feet and all MDA 100 feet;
- increase LPV and LN/NAV/VNAV all Cats visibility
- and LN/NAV Cats C/D and Circling Cat C visibility 1/2 SM and Circling Cat D visibility 1/2 SM.

For uncompensated Baro-VNAV systems, LN/NAV/VNAV NA below -16°C or above 46°C.

When using Ardmore Downtown Executive altimeter setting. For uncompensated Baro-VNAV systems, LN/NAV/VNAV NA below -16°C or above 46°C.

Increase DA 97 feet and MDA 100 feet; increase LPV and LN/NAV/VNAV all cats visibility.

Increase LN/NAV Cats C/D and Circling Cat C visibility 1/2 SM and Circling Cat D visibility 1/2 SM.

Climb to 3000 direct MELEIE and hold.

AWOS-3
118.675

FORT WORTH CENTER
124.75 323.0

UNICOM
122.8 (CTAF)

RNAV glidepath not coincident
(VGS Angle 3.00/TCH 45).

- LPV DA
- 1156-2/4 200 (200-2/4)
- LNAV/VNAV DA
- 1447-1/4 491 (500-1/4)
- LNAV MDA
- 1360-1 404 (400-1)
- 1360-1/4 404 (400-1/4)
- CIRCLING
- 1440-1 460 (500-1)
- 1540-1/2 404 (400-1/4)
- 569 (600-1/4) 789 (800-2/4)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
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<tr>
<td>LNAV MDA</td>
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<td>1440-1 460 (500-1)</td>
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<tr>
<td>1540-1/2 404 (400-1/4)</td>
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<td>569 (600-1/4) 789 (800-2/4)</td>
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</tbody>
</table>

34°43'N-97°13'W
RNAV (GPS) RWY 17
PERRY MUNI (F'22)

RNP APCH.

MISSED APPROACH: Climb to 3000 direct HIGIY and on track 192° to YUPUD and hold.

KANSAS CITY CENTER 127.8 319.1

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 17
PERRY MUNI (F'22)

PERRY, OKLAHOMA
AL-6798 (FAA)

36°23'N-97°17'W

PERRY MUNI (F'22)

RNAV (GPS) RWY 17
PERRY MUNI (F'22)

PERRY, OKLAHOMA
AL-6798 (FAA)

36°23'N-97°17'W
RNAV (GPS) RWY 35
PERRY MUNI (F22)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Ponca City altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA.

Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet and all visibility ½ SM, increase all MDAs 60 feet and Cat C visibility ½ SM.

**MISSED APPROACH:**
Climb to 3000 direct AHOBY and hold.

**UNICOM**
122.8 (CTAF)

**Procedures**

**Procedure NA for arrivals on PER**
VORTAC airway radials 110 CW 274.

**Procedure NA for arrivals at AHOBY and hold.**
Climb to 3000 direct AHOBY and hold.

**GULLI on V140 eastbound.**

**Procedure NA for arrivals at AHOBY and hold.**
Climb to 3000 direct AHOBY and hold.
KANSAS CITY CENTER
UNICOM 122.8 (CTAF)

PERRY MUNI (P22)

Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. DME required.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

KAPEY MUNI

20114
**ILS or LOC RWY 18**

**PINEBLUFF RGNL/GRIDER FLD (PBF)**

**DME required.**

- **Rwy 18** helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 18. For inop ALS, increase S-LOC 18 all Cats visibility to 1 SM. For inop ALS when using Stuttgart altimeter setting, increase S-LOC 18 Cat A/B visibility to 1 SM. DME from PBF VOR/DME. DME requires simultaneous reception of I-PBF and PBF DME. When local altimeter setting not received, use Stuttgart altimeter setting; increase DA to 541 feet and all MDA 80 feet; increase S-LOC 18 Cat C/D visibility 3/4 SM and Circling Cats C/D visibility 3/4 SM.

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 on PBF VOR/DME R-211 to RISON/PBF 15 DME and hold.

**ASOS** | **LITTLE ROCK APP CON** | **CLNC DEL** | **UNICOM**
---|---|---|---
120.775 | 119.85 | 119.85 | 123.0 (CTAF)

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**MIRL Rwy 18-36**

**ILS or LOC RWY 18**

**PINEBLUFF RGNL/GRIDER FLD (PBF)**

**LOC 1-PBF** |

**111.7** |

**APP CRS** |

**178°** |

**Rwy Idg** |

**5998** |

**TDZE** |

**206** |

**Apt Elev** |

**206**
RNAV (GPS) RWY 18
PINEBLUFF RGNL/GRIDER FLD (PBF)
RNAV (GPS) RWY 18
POCAHONTAS MUNI (M71)

Rwy 18 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Walnut Ridge altimeter setting.

MISSED APPROACH: Climb to 3100 direct HAVUK and hold.

Unicom 122.8 (CTAF)

Memphis Center 120.075 289.4

Agr Awos-3pt 135.925

Category A B C D
Lpv DA 571-1 298 (300-1)
Lnav/Vnav DA 733-1 460 (500-1)
Lnav Mda 780-1 507 (600-1) 780-1 507 (600-1)
Circling 900-1 627 (700-1) 238 827 827 (900-2)
RNAV (GPS) RWY 36
POCAHONTAS MUNI (M70)

**RNP APCH.**

- **ARG AWOS-3PT 135.925**
- **MEMPHIS CENTER 120.075 289.4**
- **UNICOM 122.8 (CTAF)**

**POCAHONTAS, ARKANSAS**

<table>
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<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>56342 W36A</td>
<td>002°</td>
<td>4000</td>
<td>273</td>
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**SC-1, 07 OCT 2021 to 02 DEC 2021**

**ELEV 273**

**TDZE 273**

**HOLD 3100**

**TACHS**

**4 NM**

**3100**

**182°**

**2.5 NM to RW36**

**RW36**

**2.8 NM**

**2.5 NM**

**KADEY**

**1100**

**LNAV only.**

**3.00°**

**TCH 40**

**1100-2.5**

**1100-2.1/2**

**1100-2.3/4**

**627 (700-1)**

**827 (900-2.1/2)**

**827 (900-2.3/4)**

**3100**

**GP 3.00°**

**TCH 40**

**6000**

**182°**

**3100**

**002°**

**2.5 NM to RW36**

**RW36**

**KADEY**

**1100**

**LNAV only.**

**4000**

**2000**

**HOLD 3100**

**TACHS**

**4 NM**

**3100**

**182°**

**2.5 NM to RW36**

**RW36**

**2.8 NM**

**2.5 NM**

**KADEY**

**1100**

**LNAV only.**

**3.00°**

**TCH 40**

**1100-2.5**

**1100-2.1/2**

**1100-2.3/4**

**627 (700-1)**

**827 (900-2.1/2)**

**827 (900-2.3/4)**
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-LOC 17 DA to 1286 feet and all MDA 100 feet; increase S-ILS 17 visibility to 1 mile all Cats. VDP NA and increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

**SDC-1, 07 OCT 2021 to 02 DEC 2021**

**AL-603 (FAA)**

**PONCA CITY, OKLAHOMA**

**LOC/DEME 1-PNC**

**APP CRS 111.9**

**Rwy Idg 17**

**T929**

**Apt Elev 1009**

**ILS or LOC/DME RWY 17**

**PONCA CITY RGNL (PNC)**

**MISSED APPROACH:**

Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

**ASOS**

**KANSAS CITY CENTER**

**UNICOM**

**ALTERNATE MISSED**

**APCH FIX**

**LOM PONCA**

**PN 515**

**ELEV 1009**

**TDZE 1004**

**VGSI and ILS glidepath not coincident**

(VGSI Angle 3.00°/TCH 52).

One Minute Holding Pattern

- **2700**
  - **GS 3.00° TCH 48**
  - **175°**
  - **355°**

**CATEGORY**

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<th>A</th>
<th>B</th>
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<td>S-ILS 17</td>
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<td>S-LOC 17</td>
<td>1520-1/2</td>
<td>1520-1</td>
<td>1520-1/4</td>
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<td>516 (600-1/2)</td>
<td>516 (600-1)</td>
<td>516 (600-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1520-1/2</td>
<td>1580-1</td>
<td>1800-2/3</td>
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<tr>
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<td>511 (600-1/2)</td>
<td>571 (600-1)</td>
<td>791 (800-2/3)</td>
</tr>
</tbody>
</table>

**PONCA CITY, OKLAHOMA**

Amdt 3A 09SEP21

**36°44′N 97°06′W**
Amdt 1A 09SEP21

MALSR

MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

For inop MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all LPV DA to 1361 feet, LNAV/VNAV DA to 1412 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C and D visibility ½ SM, VDP NA when using Winfield-Arkansas City altimeter setting. For inop MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ½ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

ASOS

KANSAS CITY CENTER

UNICOM

134.075

127.8  319.1

123.0  (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase LPV DA to 1377 feet, LNAV/VNAV DA to 1560 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cats C and D visibility is SM. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.
### VOR-A

**PONCA CITY RGNL (PNC)**

<table>
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<tr>
<th>VORTAC PER</th>
<th>APP CRS</th>
<th>Rdg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>111°</td>
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<td>N/A</td>
<td>1009</td>
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</table>

**CIRCLING**

- **MSA PER 25 NM**
  - 3200

**PER VORTAC**

- **2700** (NoTP) 111° 2.7 NM
  - **2300** NoPT 111° (15)

**FAF to MAP**

- 2.7 NM from FAF

**Remain within 10 NM**

<table>
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<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1520-1</td>
<td>1580-1</td>
<td>1800-2¼</td>
<td>1880-2¼</td>
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<tr>
<td></td>
<td>511 (600-1)</td>
<td>571 (600-1)</td>
<td>791 (800-2¼)</td>
<td>871 (900-2¼)</td>
</tr>
</tbody>
</table>

**KNOTS**

- 60
- 90
- 120
- 150
- 180

**MIN/SEC**

- 2.42
- 1.48
- 1.21
- 1.05
- 0.54

**ASOS**

- 134.075

**KANSAS CITY CENTER**

- 127.8
- 319.1

**UNICOM**

- 123.0 (CTAF)

**MISSED APPROACH:** Climb to 2700 then left turn direct PER VORTAC and hold.

**NOTICE**

*Amdt 10C 09SEP21*
RNAV (GPS) RWY 18
ROBERT S KERR (RKR)

Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA for Cats C and D west of Rwy 18-36.

MISSED APPROACH: Climb to 4100 direct JOBOK and hold, continue climb-in-hold to 4100.
RNAV (GPS) RWY 36
ROBERT S KERR (RKR)

AWOS-3

RAZORBACK APP CON

120.625

120.9 343.75

122.8 (CTAF)

LNAV MDA 007°

ROP

CIRCLING

ELEV 2400

HANUK (RKR)

451

HAPIK

4007

TDZE 451

Apt Elev 451

POTEAU, OKLAHOMA

35° 01' N-94°37' W

379
Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.

MISSED APPROACH: Climb to 3000 direct VIRUJ and hold.
misssed approach:
Climb to 3000 direct
REXEC and hold.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Night Landing: Rwy 36 NA. Use Tulsa Intl altimeter setting.

**MISSING APPROACH:** Climb to 2600 direct NOBME and hold.

**AWOS 3-PT** 120.1  **TUL ASOS** 124.9 377.2  **TULSA APP CON** 119.1 351.8  **UNICOM** 122.8 (CTAF)

---

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

**Category**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- 943-1\(\frac{1}{6}\)° 321 (400-1\(\frac{1}{6}\)°) NA

**LNAV/VNAV DA**
- 1108-1\(\frac{1}{6}\)° 486 (500-1\(\frac{1}{6}\)°) NA

**LNAV MDA**
- 1140-1 518 (600-1°) 1140-1\(\frac{1}{6}\)° 518 (600-1\(\frac{1}{6}\)°) NA

**CIRCLING**
- 1200-1 578 (600-1°) 1560-2\(\frac{1}{4}\)° 938 (1000-2\(\frac{1}{4}\)°) NA

---

**MISSED APCH FIX**
- NOBME

**MIRL Rwy 18-36**
- REIL Rwy 18 and 36

---

**178°**

---

**RNAV (GPS) RWY 18**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**

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**PRYOR, OKLAHOMA**

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**36°14'N-95°20'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ½ SM NA.

ROGERS, ARKANSAS

Amdt 1 17AUG17

36°22'N-94°06'W

385
RNAV (GPS) RWY 20
ROGERS EXEC-CARTER FLD (ROG)

For inop MALSR, increase LNAV Cat D to 1 ¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. Baro-VNAV and VDP NA when using Bentonville Muni altimeter setting.

**MISSED APPROACH:**
Climb to 3100 direct HONON and hold.

**MISSED APCH FIX**
HONON 5 NM

**Procedure NA for arrivals at WALTN via V307 northwest bound and arrivals at CITGA via V63-527 northeast bound.**
TOP ALTITUDE: 3000

NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 015° to 3000, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn to 3000 on heading 180°, thence . . . .

. . . . expect RADAR vectors to assigned route.
Expect clearance to requested altitude ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

NOTE: Chart not to scale.
If local altimeter setting not received, procedure NA. 

DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3000 direct EYEBE and hold.

**ASOS:** 132.475  
**MEMPHIS CENTER:** 128.475 377.15  
**UNICOM:** 122.7 (CTAF)

---

**AWAS**  
**CH:** 53601  
**W07A:**

---

**RUSSSELLVILLE, ARKANSAS**

**AL-6231 (FAA)**

---

**RNAV (GPS) RWY 7**

**RUSSSELLVILLE RGNL (RUE)**

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**Orig:** 07OCT21  
**35°16’N-93°06’W**  
**389**  

---

**Version:** SC-1, 07 OCT 2021 to 02 DEC 2021

---

**EUPE**  
**ELEV 409**

---

**TDZE 390**
DME/DME RNP 0.3 NA, Helicopter visibility reduction below 1 SM NA. Night landing: RWy 25 NA.

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

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.475</td>
<td>128.475 377.15</td>
<td>122.7</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)

APP CRS 252°
Rwy Idg 4799
TDZE 404
Apt Elev 409

ELEV 409
TDZE 404

Visual Segment - Obstacles.

REIL Rwy 7 and 25
MIRL Rwy 7-25

нные 756
HAAWK
790
582
610

OLAS
3000 EYEBE
Visual Segment - Obstacles.

3000 EYEBE

EYEBE

CUKOR

2100

5.2 NM
6 NM

5 NM

CIRCLING

LNAV MDA

REIL Rwy 7 and 25
MIRL Rwy 7-25

RUSSELLVILLE, ARKANSAS
Orig C 07OCT21

35°16’N-93°06’W

RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)
MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1240-1¼</td>
<td>831 (900-1¼)</td>
<td>1340-2¾</td>
<td>931 (1000-2¾)</td>
</tr>
</tbody>
</table>

RUSSELVILLE, ARKANSAS

Amdt 4D 07OCT21

35°16’N-93°06’W

391
RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

AWOS-3 118.475
RAZORBACK APP CON 120.9 343.75
UNICOM 122.7 (CTAF)

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below 1/2 SM NA.

Helicopter visibility reduction below SM NA. DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA.
### RNAV (GPS) RWY 17

**WILLIAM R POUGE MUNI (OWP)**

#### RNP APCH.

- **Rwy 17 helicopter visibility reduction below 1 SM NA.**
- Procedure NA for arrivals at night. Circling NA for Cat C east of Rwy 17-35.

#### AWOS-3PT

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#### TULSA APP CON

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</thead>
<tbody>
<tr>
<td>124.0 338.3</td>
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</tbody>
</table>

#### UNICOM

<table>
<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

#### MANON

- **3500 ft (1.17K)**

#### MSA RW17 25 NM

- **3600 ft**

#### Holding Pattern

- **4 NM**
- **169° to RW17**

#### MISSED APCH FIX

- **ACERT**

#### PROCEDURE NA

- **for arrivals at TUL VORTAC on airway radials 253 CW 358.**

#### Conditions

- **EGP**
- **TDZE 889**

#### ELEV 892

- **169° to RW17**

#### MIRL RWY 17-35

- **5799 ft**

#### SAND SPRINGS, OKLAHOMA

- **Orig-A 28FEB19**

#### 36°11'N-96°09'W

#### 393
**RNP APCH.**

Rwy 35 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Procedure NA at night. Circling NA for Cat C east of Rwy 17-35. Inop table does not apply.

**AWOS-3PT** 118.325

**TULSA APP CON** 124.0 338.3

**UNICOM** 122.7 (CTAF)

**MISSED APCH FIX**

- 4 NM to **WEDAX**
- 4 NM to **SEARS**
- 2.6 NM to **RW35**
- 2.6 NM to **PENNN**
- Holding Pattern **FANCY**

**RNAV (GPS) RWY 35**

**WILLIAM R POGUE MUNI (OWP)**

**Category** | A | B | C | D
---|---|---|---|---
**LPV DA** | 1202-1 | 310 (400-1) | NA | NA
**LNAV/ VNAV DA** | 1317-1½ | 425 (500-1½) | NA | NA
**LNAV MDA** | 1240-1 | 348 (400-1) | NA | NA
**CIRCLING** | 1440-1 | 548 (600-1) | 1440-1½ | 548 (600-1½) | NA

**RNAV (GPS) RWY 35**

**WILLIAM R POGUE MUNI (OWP)**
Circling NA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 662 feet and all Cats visibility ½ SM; increase all MDA's 100 feet and LNAV and Circling Cat C visibility ½ SM. For inop ALS, increase LPV visibility to ½ SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1½ SM.

MALSR

1 NM

LNAV only.

MISSING APCH FIX

BOLLU

4 NM

MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

BILL AND HILLARY CLINTON NTL/ADAMS FLD ALTIMETER SETTING:

LPV DA

662 (400-½)

LPV Visibility

¾ SM

LPV MDA

373 (400-½)

LNAV and Circuit NA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 662 feet and all Cats visibility ½ SM; increase all MDA's 100 feet and LNAV and Circuit Cat C visibility ½ SM. For inop ALS, increase LPV visibility to ½ SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1½ SM.

MALSR

BOLLU

Climb to 2900 direct BOLLU and hold.

BILL AND HILLARY CLINTON NTL/ADAMS FLD ALTIMETER SETTING:

LPV DA

662 (400-½)

LPV Visibility

¾ SM

LPV MDA

373 (400-½)

LNAV and Circuit NA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 662 feet and all Cats visibility ½ SM; increase all MDA's 100 feet and LNAV and Circuit Cat C visibility ½ SM. For inop ALS, increase LPV visibility to ½ SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1½ SM.

MALSR

BOLLU

Climb to 2900 direct BOLLU and hold.

BILL AND HILLARY CLINTON NTL/ADAMS FLD ALTIMETER SETTING:

LPV DA

662 (400-½)

LPV Visibility

¾ SM

LPV MDA

373 (400-½)

LNAV and Circuit NA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 662 feet and all Cats visibility ½ SM; increase all MDA's 100 feet and LNAV and Circuit Cat C visibility ½ SM. For inop ALS, increase LPV visibility to ½ SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1½ SM.

MALSR

BOLLU

Climb to 2900 direct BOLLU and hold.

BILL AND HILLARY CLINTON NTL/ADAMS FLD ALTIMETER SETTING:

LPV DA

662 (400-½)

LPV Visibility

¾ SM

LPV MDA

373 (400-½)

LNAV and Circuit NA for Cats B and C west of Rwy 1-19. DME/DME RNP-0.3 NA. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase LPV DA to 662 feet and all Cats visibility ½ SM; increase all MDA's 100 feet and LNAV and Circuit Cat C visibility ½ SM. For inop ALS, increase LPV visibility to ½ SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1½ SM.
RNAV (GPS) RWY 16

**SEMINOLE, OKLAHOMA**

**RNP APCH.**

- Procedure NA at night. Circling NA to Rwy 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.
- MISSED APPROACH: Climb to 3000 direct FANAD and hold.

### AWOS-3

- 118.625

### FORT WORTH CENTER

- 132.2
- 338.35

### UNICOM

- 122.8

---

**SEMINOLE MUNI (SRE)**

### RUPL Rwy 16-34

- 160° to RW16

### REIL Rwy 16-34

- 160°

### TCH 45

- 34.0°

### TCH 27

- 5 NM

### 5 NM Holding Pattern

- VGS and descent angles not coincident (VGSI Angle 3.00/TCH 27).

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1500-1</td>
<td>476 (500-1)</td>
<td>1500-1½</td>
<td>476 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>476 (500-1)</td>
<td>1560-1½</td>
<td>536 (600-1½)</td>
</tr>
</tbody>
</table>

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**SEMINOLE, OKLAHOMA**

Amdt 1A 20JUN19

**AL-6450 (FAA)**

- 19171

- 35°16'N-96°41'W

**RNAV (GPS) RWY 16**

398
Procedure NA at night. Circling NA to Rwys 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet and increase Circling Cat C visibility ¾ SM.

**AWOS-3**

118.625

**FORT WORTH CENTER**

132.2 338.35

**UNICOM**

122.8

**SRE NDB**

278

**APP CRS**

162°

**Rwy Idg**

1023

**TDZE**

1023

Apt Elev 1023

**MCA SRE 25 NM**

3000

**ELEV 1023**

162° to SRE NDB

**TDZE 1023**

**SEMINOLE MUNI (SRE)**

**2000**

**2600**

**SRE NDB**

**Remain within 10 NM**

**2600**

342°

162°

**CATEGORY**

A

B

C

1660-1 637 (700-1)

D

1660-1 637 (700-1)

NA

CIRCLING

1660-1 637 (700-1)

1660-1 637 (700-1)

NA

**MISSED APPROACH**: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

**SEMINOLE, OKLAHOMA**

Amdt 4B 08OCT20

35°16'N-96°41'W

399
**ILS or LOC RWY 17**

**SHAWNEE RGNL (SNL)**

**LOC/DME**
- I-HNQ 108.75
- Rwy Idg 174°
- App Crs TDZE 5997
- Apt Elev 1073

**DME or RADAR required.**

**AWOS-3**
- 118.275

**UNICOM**
- 120.45 288.325

**OKE CITY APP CON**
- 122.7 (CTAF)

**MALSР**
- HNQ

**ALTERNATE MISSED APCH FIX**
- I-HNQ 108.75
- Chan 24(Y)

**MISSED APPROACH:**
- Climb to 1600 then climbing right turn to 3000 on heading 009° and IRW R-073 to NESIY/I-HNQ 6.2 DME/RADAR and hold, continue climb-in-hold to 3000.

**SHAUNEE, OKLAHOMA**

**AL-586 (FAA)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**35°21'N-96°57'W**

**Table:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<tr>
<td>S-ILS 17</td>
<td>1273-1/2</td>
<td>200 (200-1/2)</td>
<td>NA</td>
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<tr>
<td>S-LOC 17</td>
<td>1520-1/2</td>
<td>447 (500-1/2)</td>
<td>1520-7/8</td>
<td>447 (500-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>527 (600-1)</td>
<td>1640-1/2</td>
<td>567 (600-1/2)</td>
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**SHAWNEE, OKLAHOMA**

**Amdt 3 30JAN20**

**Airway radials 023 CW 106.**

**Procedure NA for arrival on IRW VORTAC airway radials 023 CW 106.**
RNAV (GPS) RWY 17

**AWOS-3**
- 118.275

**OKE CITY APP CON**
- 120.45
- 288.325

**UNICOM**
- 122.7 (CTAF)

---

**AIRWAY**
- WAAS
  - CH 86919
  - W17A

**Rwy Idg**
- TDZE 1073

**Apt Elev**
- 5997

**AIRPORT**
- MINGG

---

**RNAV (GPS) RWY 17**

**SHAWNEE RGNL (SNL)**

**MISSED APPROACH:** Climb to 4000 direct HEDEK and on track 179° to MINGG and hold.

**AL-586 (FAA)**

---

**BARO-VNAV NA**

- When using Seminole altimeter setting, increase LPV DA to 1313 feet; increase LNAV/VNAV DA to 1487 feet and visibility 0.4 SM; increase all MDAs 40 feet and visibility Cat C 0.4 SM.

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**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

Baro-VNAV NA when using Seminole altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting; increase LPV DA to 1357 feet; increase LNAV/VNAV DA to 1605 feet and visibility ¼ SM; increase all MDAs 40 feet and visibility Cat C ¼ SM.

**MISSED APPROACH:**
Climb to 3000 direct FAVAN and hold.

**AWOS-3** 118.275
**OKE CITY APP CON** 120.45 288.325
**UNICOM** 122.7 (CTAF)

**FAVAN**

**JISOD**

**3000**

**CARIJ**

**UYOPI**

**3100**

**VNAV and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 42).**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**Orig C 27FEB20**

**SHAWNEE, OKLAHOMA**

**AL-586 (FAA)**

**20198**

**SHAUNEE, OKLAHOMA**

**RNAV (GPS) RWY 35**

**SHAWNEE RGNL (SNL)**
**RNAV (GPS) RWY 1**

**SHERIDAN, ARKANSAS**

**UNICOM**

<table>
<thead>
<tr>
<th>PBF ASOS</th>
<th>LITTLE ROCK APP CON</th>
</tr>
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<tbody>
<tr>
<td>120.775</td>
<td>135.4</td>
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<tr>
<td></td>
<td>353.6</td>
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**SHERIDAN MUNI (9M8)**

**Category**

<table>
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<th>A</th>
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<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>760-1</td>
<td>525 (600-1)</td>
<td>760-1/2</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>565 (600-1)</td>
<td>800-1/2</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>800-1</td>
<td>564 (600-1)</td>
<td>840-1</td>
<td>960-2</td>
</tr>
</tbody>
</table>

**HDG**

- **012°**
- **235**
- **236**
- **322°**
- **5.1 NM**
- **1900**
- **3300**
- **Neons**
- **ECROS**

**MISSED APPROACH**:

- Climb to 2100 direct JOVES and hold.

**Additional Information**:

- **MISSED APCH FIX**
- **122.8 (CTAF)**

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**Notes**:

- **AL-10197 (FAA)**
- **Version 20198**
- **Orig 04FEB16**

**Location**

- **37°5’N-92°16’W**

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**012° to 235° Holding Pattern**

- **4 NM**
- **NEONS**
- **ECROS**

**Visual Segment - Obstacles**

- **2100**
- **JOVES**

---

**Equipment**

- **WAAS CH 69637 W01A**
- **APP CRS 012° Rwy Idg 3202 TDZE 235 Apt Elev 236**
- **PBF ASOS 120.775**
- **LITTLE ROCK APP CON 135.4 353.6**
- **UNICOM 122.8 (CTAF)**
- **LNAV Cat C visibility 4 mile, and Circling Cat C visibility 1/2 mile.**
- **Night Landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/2 mile, and Circling Cat C visibility 1/2 mile.**
- **Helicopter visibility reduction below 1 SM NA. Use Pine Bluff altimeter setting and increase all MDA 20 feet; increase LP and LNAV Cat C visibility 1/2 mile, and Circling Cat C visibility 1/2 mile.**
Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting, when not received, use Little Rock altimeter setting and increase all DA 5 feet and all MDA 20 feet: increase Circling Cat C visibility ½ mile.

**MISSING APCH FIX**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43).

**MISSED APPROACH:**

Climb to 1900 direct NEONS and hold.

<table>
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<tr>
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<td>120.775</td>
<td>135.4 353.6</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**SC-1, 07 OCT 2021 to 02 DEC 2021**
Baro-VNAV NA when using Northwest Arkansas Ntl altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Ntl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, INAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

Procedure NA for arrivals at EOS VOR/DME via V14 northeast bound.

Baro-VNAV NA when using Northwest Arkansas Ntl altimeter setting. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Ntl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, INAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

Procedure NA for arrivals at EOS VOR/DME via V14 northeast bound.

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Procedure NA for arrivals at EOS VOR/DME via V14 northeast bound.

Procedure NA for arrivals at EOS VOR/DME via V14 northeast bound.
**RNAV (GPS) RWY 36**

**Smith Fld (SLG)**

### Key Points:
- If local altimeter setting not received, use Northwest Arkansas Ntl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Northwest Arkansas Ntl altimeter setting.
- **Missed Approach:** Climb to 3100 direct LALIC and hold.

#### Table:

<table>
<thead>
<tr>
<th><strong>AWOS-3PT</strong></th>
<th><strong>RAZORBACK APP CON</strong></th>
<th><strong>UNICOM</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>121.0 244.575</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

#### Diagram:
- **SWALL**
- **CUVIT**
- **DIBAY**
- **RZC**
- **SMITH FLD**
- **SILOAM SPRINGS, ARKANSAS**

#### Instructions:
- **Category A/B/C/D**
  - **LPV DA**
    - 1431-1 250 (300-1)
  - **LNAV/VNAV DA**
    - 1549-1½ 368 (400-1½)
  - **LNAV MDA**
    - 1660-1 479 (500-1)
    - 1660-1½ 479 (500-1½)
    - 1660-1¼ 479 (500-1¼)
  - **Circling**
    - 1660-1 469 (500-1)
    - 1720-1 529 (600-1)
    - 1720-1½ 529 (600-1½)
    - 1760-2 569 (600-2)

#### Navigation Details:
- **GP 3.0° TCH 52**
- **5 NM Holding Pattern**
- **181°**
- **3200**
- **2800**
- **LNAV/VNAV**
- **MIRL Rwy 18-36**
- **REIL Rwy 18 and 36**
- **SILOAM SPRINGS, ARKANSAS**
- **Orig 25 OCT 07**
Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below ¾ SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to ½ SM. 

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

**AWOS-3** 124.675  **RAZORBACK APP CON** 118.2  **S-607** 110.9  **SPRINGDALE TOWER** 112.1  **GND CON** 112.8  **UNICOM** 122.95  **REIL 18, 36** 122.8

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

**ALTENATE MISSED APCH FIX**

FAIR INT/RZC 18 DME and hold. to 4000 on heading 120° and RZC VORTAC R-150 to.

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.
RNAV (GPS) RWY 18
SPRINGDALE MUNI (ASG)

MISSED APPROACH: Climb to 3800 direct to RW18 and hold.

**AWOS-3**
- 124.675

**SPRINGDALE TOWER**
- 118.2 (CTAF)

**REIL 18, 36**
- 122.6

**UNICOM**
- 122.95

---

**RNAV (GPS) RWY 18**

**SPRINGDALE, ARKANSAS**

**APP CRS**
183°

**Rwy Idg**
- 4939

**Apt Elev**
- 1353

**TDZE**
- 1351

**WAAS Ch**
- 70312

**W18A**

**MALSF**

**TRAFFIC**

**CIRCLING**

**NA**

**ELEV**
3300

**MALSF**
- E

---

**MISSING APCH FIX**

**ZAVOR**

**TYRINT**

**Bedve**

**FITAL**

**3000**

**183°**

**3300**

**2.2 NM**

**2.8 NM**

**6 NM**

**GP 3.00°**

**TCH 45**

**LNAV**

**DA**

- 1642-3/4 291 (300-3/4)

**LNAV/ VNAV DA**

- NA

**LNAV MDA**

- 2080-3/4 729 (800-3/4)

- 2080-1 729 (800-1)

- 2080-1 729 (800-1)

- 2080-1 729 (800-1)

- 2080-17/8 729 (800-17/8)

- 2080-2 727 (800-2)

- 2220-2/4 867 (900-2/4)

**CIRCLING**

- 2080-1 727 (800-1)
RNAV (GPS) RWY 36

SPRINGDALE MUNI (ASG)

**AWOS-3** | **RAZORBACK APP CON** | **SPRINGDALE TOWER** | **GND CON** | **REIL 18, 36** | **UNICOM**
---|---|---|---|---|---
124.675 | 126.6 305.2 | 118.2 (CTAF) | 121.6 | 122.6 | 122.95

**MISSED APPROACH:**
Climb to 3300 and hold.

**MISSING APCH FIX**
4 NM

- **TWZ R**
- **1436**
- **P**
- **P**
- **A**
- **4**
- **36**
- **5302**
- **W36**
- **77512**
- **003°**
- **AP**
- **CIRL**

**36°11'N-94°07'W**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18: Climb on heading 183° to 1900, then turn left heading 120°, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 003°, thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 4000.
Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000’ and proceed direct RZC VORTAC, then proceed on course.

NOTE: RADAR required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 18: Standard.
Rwy 36: 400-2½ or standard with minimum climb of 332’ per NM to 1900.
RNAV (GPS) RWY 35
STIGLER RGNL (GZL)

Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrival on FSM VORTAC airway radials 168 CW 297.

Afp Elev 600
TDZE 600

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>850-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>867-1</td>
<td>267 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1180-1</td>
<td>580 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>580 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

STIGLER, OKLAHOMA
Amdt 1D 05DEC19

35°17'N-95°06'W
RNAV (GPS) RWY 17
STILLWATER RGNL (SWO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Ponca City altimeter setting. For inop ALS, when using Ponca City altimeter setting, increase LPV visibility to ⅓ SM and LNAV Cats C and D visibility to ⅓ SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1356 feet and all visibilities ⅓ SM; increase all MDA 80 feet and visibility LNAV Cat C and D ⅓ SM. For inop ALS, increase LNAV/VNAV visibility to ⅓ SM.

ASOS
135.725

KLAF
127.8 319.1

STILLWATER TOWER
*125.35 (CTAF)

GND CON
121.6

UNICOM
122.95

Amdt 1 17JUN21

ALS, increase LNAV/VNAV visibility to MDA 80 feet and visibility LNAV Cats C and D ⅓ SM and Circling Cat D ⅓ SM. For inop LPV DA to 1280 feet; increase LNAV/VNAV DA to 1356 feet and all visibilities ⅓ SM; increase all MDA 80 feet and visibility LNAV Cat C and D ⅓ SM. For inop ALS, when using Ponca City altimeter setting, increase LPV visibility to MDA 80 feet and visibility LNAV Cats C and D visibility to ⅓ SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1356 feet and all visibilities ⅓ SM; increase all MDA 80 feet and visibility LNAV Cat C and D ⅓ SM. For inop ALS, increase LNAV/VNAV visibility to ⅓ SM.

Category
LPV DA
1200-⅓ 200 (200-⅓)

LNAV/ VNAV DA
1276-⅓ 276 (300-⅓)

LNAV MDA
1440-⅓ 440 (500-⅓)

CIRCLING
1440-1 440 (500-1)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP and Baro-VNAV NA when using Ponca City altimeter setting. For inop ALS, when using Ponca City altimeter setting, increase LPV visibility to MDA 80 feet and visibility LNAV Cats C and D visibility to ⅓ SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1356 feet and all visibilities ⅓ SM; increase all MDA 80 feet and visibility LNAV Cat C and D ⅓ SM. For inop ALS, increase LNAV/VNAV visibility to ⅓ SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1356 feet and all visibilities ⅓ SM; increase all MDA 80 feet and visibility LNAV Cat C and D ⅓ SM. For inop ALS, increase LNAV/VNAV visibility to ⅓ SM.

Procedure NA for arrivals at CALVA on V532 southeast bound.

Procedure NA for arrivals at ALCOR on V77 southbound.
MISSED APPROACH: Climb to 3000 direct ACOKO and hold.

Procedure NA for arrivals at TRUMP on V354 southwest bound.

Procedure NA for arrivals at TOTES on V14 southwest bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting; increase DA to 524 feet; increase all MDAs 100 feet and visibility Cats C and D ½ SM. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. For inop MALSF when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase ILS all Cats visibility to 1 mile.

**AWOS-3PT**

**LITTLE ROCK APP CON**

**CLNC DEL**

**UNICOM**

**ADF REQUIRED**

**MISSED APPROACH:** Climb to 800, then climbing left turn to 1900 direct TT LOM and hold.
RNAV (GPS) RWY 9
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting and increase all MDAs 100 feet and visibility Cats C and D 1/2 SM. VDP NA when using Bill and Hillary Clinton National/Adams Fld altimeter setting.

AWOS-3PT 119.025
LITTLE ROCK APP CON 135.4 353.6
CLNC DEL 123.7
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at LIT VORTAC on V54 westbound.

Procedure NA for arrivals on PBF VOR/DME airway radials 034 clockwise 068.

When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting and increase all MDAs 100 feet and visibility Cats C and D 1/2 SM. VDP NA when using Bill and Hillary Clinton National/Adams Fld altimeter setting.

AWOS-3PT 119.025
LITTLE ROCK APP CON 135.4 353.6
CLNC DEL 123.7
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at LIT VORTAC on V54 westbound.

Procedure NA for arrivals on PBF VOR/DME airway radials 034 clockwise 068.

When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting and increase all MDAs 100 feet and visibility Cats C and D 1/2 SM. VDP NA when using Bill and Hillary Clinton National/Adams Fld altimeter setting.

AWOS-3PT 119.025
LITTLE ROCK APP CON 135.4 353.6
CLNC DEL 123.7
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 18

STUTTGART, ARKANSAS

AL-408 (FAA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting; increase LPV DA to 556 feet; increase LNAV/VNAV DA to 602 feet; increase all MDAs 100 feet and visibility Cats C and D ½ SM. Baro-VNAV NA when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. VDP NA when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting.

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

1.1 NM to RW18

Procedure NA for arrivals at LIT VORTAC via V305 southwest bound.

Procedure NA for arrivals at DRAST via V47 southwest bound.

LPV DA

MIRL Rwys 18-36 and 9-27

REIL Rwys 18 and 27
RNAV (GPS) RWY 27
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

**RNP APCH:**

*When local altimeter setting not received, use Bill and Hillary Clinton Intl/Adams Fld altimeter setting and increase all MDAs 100 feet and visibility Cats C and D 3/4 SM. VDP NA when using Bill and Hillary Clinton Intl/Adams Fld altimeter setting.*

**MISSED APPROACH:**
Climb to 2000 direct HINOX and hold.

- **AWOS-3PT**
  - 119.025

- **LITTLE ROCK APP CON**
  - 135.4
  - 353.6

- **CLNC DEL**
  - 123.7

- **UNICOM**
  - 122.8 (CTAF)

**Procedure NA for arrivals on PBF VOR/DME airway radials 034 CW 068.**

**Procedure NA for arrivals on UJM VOR/DME airway radials 252 CW 274.**

**RNAV (GPS) RWY 27**
STUTTGART, ARKANSAS

**APP CRS**
- 270°

**TDZE**
- 222

**Apt Elev**
- 224

**LNAV MDA**
- 580-1
  - 358 (400-1)

**MINIMUMS**
- **CIRCLING**
  - 660-1
    - 436 (500-1)
  - 680-1
    - 456 (500-1)
  - 760-1½
    - 536 (600-1½)
  - 860-2
    - 636 (700-2)

**STUTTGART MUNI CARL HUMPHREY FLD (SGT)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**TCH 45**
- 1.0
  - 4.1 NM
  - 6 NM

**TDZE**
- 222

**ELEV**
- 224

**34°36'N-91°34'W**

**Amdt ID:** 09SEP21
RNAV (GPS) RWY 36
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting; increase LPV DA to 556 and all visibilities 1/4 SM; increase all MDAs 100 feet and visibility Cats C and D 1/4 SM. For inop MALSF when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1 1/2 mile.

VDP NA when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting.
RNAV (GPS) RWY 17
Tahlequah Muni (TQH)

AWOS-3P 118.425
MEMPHIS CENTER 126.1 269.0
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

V GSI and descent angles not coincident (VGS Angle 3.50/TCH 39).

LNAV MDA 1380-1 506 (600-1)
CIRCLING 1520-1 646 (700-1)

Missed Approach: Climb to 3100

35°56'N-95°00'W

Amdt 1 05JUN08
RNAV (GPS) RWY 35
TAHLEQUAH MUNI (TQH)

AWOS-3P
118.425

MEMPHIS CENTER
126.1 269.0

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ½ mile, Circling Cat B ¾ mile and Cat C ½ mile. VDP NA when using Muskogee altimeter setting.

- Holding Pattern
- **3000** YASXU
- LGP 3.00° TCH 40

**CATEGORY**

<table>
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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1124-1 250 (300-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1400-1 526 (600-1)</td>
<td>1400-1½ 526 (600-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1520-1 646 (700-1)</td>
<td>1520-1¼ 646 (700-1¾)</td>
<td>NA</td>
</tr>
</tbody>
</table>
Procedure NA for arrivals at DOGGE via V289 southbound.
RNAV (GPS) RWY 13
TEXARKANA RGNL-WEBB FLD (TXK)

ATIS
120.2

FORT WORTH CENTER
123.925 269.475

TEXARKANA TOWER *
123.875 (CTAF) 235.625

GND CON
119.225

HOLD 5000 2000

Procedure NA for arrivals at TXK VORTAC via V13 southbound.

Baro-VNAV and VDP NA when using De Queen altimeter setting. Rwy 13 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use De Queen altimeter setting and increase all DA/MDA 100 feet; increase LNAV/VNAV all Cats and LNAV Cat C/D visibility 3/4 SM, and Circling Cat C/D visibility 3/4 SM.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>647-1</td>
<td>260 (300-1)</td>
<td></td>
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</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>767-1/2</td>
<td>380 (400-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>760-1</td>
<td>373 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>820-1/2, 430 (500-1/2)</td>
<td>860-1/2, 470 (500-1/2)</td>
<td>900-1/2, 510 (600-1/2)</td>
<td>1000-2, 610 (700-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH:
Climb to 2000 direct WATLE and hold.
MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

Procedure NA for arrivals at WEEBR via V278 eastbound.

* LNAV only.

Procedure NA for arrivals at WEEBR via V278 eastbound.

* LNAV only.
RNAV (GPS) RWY 31
TEXARKANA RGNL-WEBB FLD (TXK)

APP CRS 310°
Rwy Idg 4559
TDZE 390
Apt Elev 390

ATIS 120.2
FORT WORTH CENTER 123.925 269.475
TEXARKANA TOWER * 123.875 (CTAF) 235.625
GND CON 119.225

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ½ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting. When VOSI inoperative, procedure NA at night.

MWED APPROACH:
Climb to 2000 direct JELGA and hold.

CIRCLING

W31A
WAAS Ch 49199 W31A

Category A  B  C  D
LPV DA  645-1  255 (300-1)
LNAV/VNAV DA  707-1¼  317 (400-1¼)
LNAV MDA  920-1  530 (600-1)  920-1½  530 (600-1½)  920-1¾  530 (600-1¾)
CIRCLING  920-1  530 (600-1)  920-1½  530 (600-1½)  1000-2  610 (700-2)

33°27'N-93°59'W
Orig:B 10MAR11
431

TEXARKANA, ARKANSAS
Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

Disregard glide slope indications.

**Category:**
- **A:** 880-1 520 (500-1)
- **B:** 880-1½ 520 (500-1½)
- **C:** 880-1¾ 520 (500-1¾)
- **D:** 900-1½ 610 (700-2)

**Knots:**
- **A:** 60
- **B:** 90
- **C:** 120
- **D:** 150

**Min:Sec:**
- **A:** 4:18
- **B:** 2:52
- **C:** 2:09
- **D:** 1:43

**Visibility from FAF to MAP:**
- **4.3 NM**

Amdt 13 27AUG09

TEXARKANA, ARKANSAS

33°27'N-93°59'W

TEXARKANA RGNL-WEBB FLD (TXK)

LOC BC RWY 4
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. VDP NA when using J Lynn Helms Sevier County altimeter setting.

**MISSPED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

**ATIS** 120.2

**FORT WORTH CENTER** 123.925 269.475

**TEXARKANA TOWER** 123.875 (CTAF) 235.625

**GND CON** 119.225
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

TEXARKANA, ARKANSAS

ATIS
120.2
TEXARKANA TOWER*
123.875 235.625
GND CON
119.225

NORTH RAMP
ELEV 361
0.5% UP
133.7° N

TERMINAL
TWG 455

SOUTH RAMP

HANGARS

HAZARDOUS CARGO AREA

FIELD ELEV 390

FIRE STATION

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

RWY 04-22
S-50, D-86, 25-109, 2D-120

RWY 13-31
S-25

33°27.5'N
33°27'N
94°00'W
93°59.5'W
93°59'W
33°26.5'N

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AL-420 (FAA)
TEXARKANA RGNL-WEBB FLD (TXK)
TEXARKANA, ARKANSAS
RNAV (GPS) RWY 17
THOMAS MUNI (104)

Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 operational VGSi required, remain on or above VGSi glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ZARMU and hold.

OJA AWOS-3 118.575
FORT WORTH CENTER 128.4 269.37
CTAF 122.9 📞

JIPYO
HUVLA
ZARMU

4 NM
355°
175°

4000

Holding Pattern

GC 3.00°
TCH 40

CATEGORY
A
B
C
D
LPV DA 2033-1 302 (300-1) NA
RNAV/ VNAV DA 2480-3 749 (800-3) NA
RNAV MDA 2400-1 669 (700-1) NA
CIRCLING 2400-1 667 (700-1) 2460-1 727 (800-1) NA

THOMAS MUNI (104)

SC-1, 07 OCT 2021 to 02 DEC 2021

SC-1, 07 OCT 2021 to 02 DEC 2021

THOMAS, OKLAHOMA
Orig 30APR15

35°44'N 98°44'W
Baro-VNAV NA. Use Weatherford altimeter setting; when not received, use Clinton Rgnl altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA operational VGSI required; remain on or above VGSI glidepath until threshold. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct JIPYO and hold.

<table>
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<th>D</th>
</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2035-1</td>
<td>302 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>2035-1</td>
<td>302 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>2220-1</td>
<td>487 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2280-1</td>
<td>547 (600-1)</td>
<td>2460-1</td>
<td>727 (800-1)</td>
</tr>
</tbody>
</table>
**ILS or LOC/DME Z RWY 18**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**OKLAHOMA CITY, OKLAHOMA**

**LOC I-FRJ**
- **APCH CRS** 111.3
- **Rwy Ldg** 11,100
- **TDZE** 1267
- **Arpl Elev** 1291
- **AL-299 [USAF]**

**TINKER AFB** (KTIK)
- **SALS**
- **MISSED APPROACH:** Climb to 4000 on TIK TACAN R-179 to NIDUE and hold.

**ATIS** 270.1 **OKE CITY APP CON** 124.2 336.4 **TOWER** 124.45 251.05 **GND CON** 121.8 275.8 **CLNC DEL** 119.7 335.8 **ASR**

**HOLDING AUTHORIZED on localizer or TIK**
- **LOCALIZER 111.3**
- **I-FRJ**

**LOCATOR UNSUSABLE from TIK 0.1 DME to rwy threshold.**

**LOCATOR NA beyond 15° right of course.**

**EMERG SAFE ALT 100 NM 4700 FROM TIK**

**CATEGORY**
- **S-ILS 18** 1467/40 200 (200-1/4)
- **S-LOC 18** 1640/40 373 (400-1/4)
- **CIRCLING** 1900-1 609 (700-1)

**OKLAHOMA SAFE ALT**
- **35°25’N 97°23’W**

**TINKER AFB** (KTIK)

**Amnd 5 26MAY16**

**FAM to MAP 4.8 NM**
- **Knots** 60 90 120 150 180
- **Min/Sec** 4.48 3.12 2.24 1.55 1.36

---

**Legend**
- **TACAN**
- **LOTIT**
- **ANNNA**
- **DAILL**
- **TIK**
- **NIDUE**
- **MSA**

**Diagram Notes**
- Holding authorized on localizer or TIK
- TACAN R-357/15 DME

---

**OKLAHOMA CITY, OKLAHOMA**

**Amnd 5 26MAY16**

**TINKER AFB** (KTIK)
**When ILS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 1/2 mile.**

**CAT E Circling NA to Rwy 18 and in sector S of Rwy 13-31 and W of Rwy 18-36.**

**MISSING APPROACH. Climb to 4000 on TIK TACAN R-356 to CAROO and hold.**

Holding authorized on LOCALIZER or TIK R-177/15 DME.

EMERG SAFE ALT 100 NM 4700

**CATEGORY** A B C D E

**S-ILS 36**

1491/24 200 (200-1/2)

**S-LOC 36**

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

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1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)

1680/35 389 (400-1/2)
RNAV (GPS) RWY 18

OKLAHOMA CITY, OKLAHOMA

APCH CRS 176° Rwy Ldg 11,100 THRE 1260 Arpt Elev 1291

AL-299 (USAF) TINKER AFB (KTIK)

* Cat E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.

ATIS* 270.1 OKE CITY APP CON/DEP CON 124.2 336.4 TOWER 124.45 251.05 GND CON 121.8 275.8 CLNC DEL 119.7 335.8 ASR

DME/DME RNP-0.3 NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F)

EMERG SAFE ALT 100 NM 4700

DRTHY 4000 176° TODOE 3000

VGS/ and descent angles not coincident.

CATEGORY A B C D E
LNAV/VNAV DA 1720-1/4 460 (500-1/4) 1720/55 460 (500-1)
LNAV MDA 1720/40 460 (500-3/4) 1720/55 460 (500-1)
CIRCLING* 1820-1 529 (600-1) 2000-2 709 (800-2) 2040-2/3 749 (800-2/3) 749 (800-2/3) HIRL all Rwys
CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.
SC-1, 07 OCT 2021 to 02 DEC 2021

**OKLAHOMA CITY, OKLAHOMA**

**TACAN Z Rwy 18**

<table>
<thead>
<tr>
<th>TACAN TIK</th>
<th>APCH CRS</th>
<th>Rwy Ldg</th>
<th>THRE</th>
<th>Arpt Elev</th>
<th>AL-299 [USAFAFB]</th>
<th>TINKER AF (KTIK)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-1</td>
<td>07 OCT 2021 to 02 DEC 2021</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SALS**

*When ALS inop increase CAT A/B RVR to 55, vis to 1 mile, CAT C/D vis to 1/2 miles.*


**ATIS**

270.1

**OKE CITY APP CON**

124.2

**TOWER**

124.45

**GND CON**

251.05

**CLNC DEL**

275.8

**ASR**

119.7

335.8

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

†Missed approach requires use of RNAV or ATC monitoring.

**EMERG SAFE ALT 100 NM 4700 FROM TIK**

**CAUTION:** Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

---

**EMERG SAFE ALT 100 NM 4700 FROM TIK**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**OKLAHOMA CITY, OKLAHOMA**

**TACAN Z Rwy 18**

Amdt 3 26MAY16

**TINKER AFB**

(KTIK)

**35°25'N-97°23'W**
**ILS or LOC RWY 1L**

**RICHARD LLOYD JONES JR (RVS)**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 on heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

Procedure NA for arrival on OKM VOR/DME airway radials 308 CW 359.

**VGSI and ILS glidepath not coincident**

(VGSI Angle 3.00/TCH 48).

**AIRPORTS**

**TULSA, OKLAHOMA**

**LOC I-RVS**

**109.95**

**APP CRS**

**010°**

**Rwy Idg**

**5102**

**TDZE**

**626**

**Apt Elev**

**638**

**21280**

**ILS or LOC RWY 1L**

**RICHARD LLOYD JONES JR (RVS)**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**LOCALIZER 109.95**

**I-RVS**

**Chan 91**

**114° TUL**

**R-238**

**Apt Elev**

**971**

**LOCALIZER 109.95**

**I-RVS**

**Chan 91**

**114° TUL**

**R-238**

**Apt Elev**

**971**

**LOCALIZER 109.95**

**I-RVS**

**Chan 91**

**114° TUL**

**R-238**

**Apt Elev**

**971**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA northeast of Rwy 31 and 19L. DME/DME RNP-0.3 NA.

MISSPED APPROACH: Climb to 1100 then climbing left turn to 2600 direct KEVIL and hold.

NoPT required on V532 northwest bound at INHOF.

Amdt 1 02MAR17
Circling NA northeast of Rwys 31 and 19L. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct INHOF and hold.

**Category** | **A** | **B** | **C** | **D**
--- | --- | --- | --- | ---
**LP MDA** | 1040-1 | 402 (500-1) | 1040-1 1/2 | 402 (500-1 1/2)
**LNAV MDA** | 1200-1 | 562 (600-1) | 1200-1 1/2 | 562 (600-1 1/2)
**CIRCLING** | 1260-1 | 622 (700-1) | 1280-1 1/4 | 642 (700-1 1/4)

**ATIS** | 126.5 | **TULSA APP CON** | 134.7 | **RIVERSIDE TOWER** | 120.3 (CTAF)
--- | --- | --- | --- | --- | ---
**GND CON** | 121.7 | **CLNC DEL** | 124.5 | **CLNC DEL** | (When twr closed)
--- | --- | --- | --- | --- | ---
**UNICOM** | 122.95 | **APPROACH CON** | 134.7 | **ATIS** | 126.5
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

ATIS | TULSA APP CON | RIVERSIDE TOWER | GND CON | CLNC DEL | CLNC DEL | UNICOM
--- | --- | --- | --- | --- | --- | ---
126.5 | 134.7 | 120.3 (CTAF) | 121.7 | 124.5 | 121.7 | 122.95

RICHARD LLOYD JONES JR (RVS)

VOR/DME-A

OKMULGEE 36°02'N-95°59'W

TULSA, OKLAHOMA

AL-5427 (FAA) 21280

Category

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>1280-1</td>
<td>1280-1 1/4</td>
</tr>
<tr>
<td>622 (700-1)</td>
<td>642 (700-1)</td>
<td>642 (700-1 1/4)</td>
<td>742 (800-2 1/4)</td>
</tr>
</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TULSA EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 010° to 1500, thence.
TAKEOFF RUNWAY 13: Climb on heading 130° to 1500, thence.
TAKEOFF RUNWAYS 19L/R: Climb on heading 190° to 1500, thence.
TAKEOFF RUNWAY 31: Climb on heading 295° to 1500, thence.

... continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

NOTE: Chart not to scale.
DME required for LOC only.
DME or RADAR required for procedure entry.

Circling NA for Cat E south of Rwy 8-26. Simultaneous approach authorized with Rwy 18R. Autopilot coupled approach NA below 813 feet. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1% SM, and PALY fix minimums S-LOC 18L Cat E visibility to RVR 4500.
#RVR 1800 required with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft climb to 1800 then climbing left turn to 3500 on TUL VORTAC R-079 to INOLA INTL/17.9 DME and hold E, RT, 259° inbound).

#RVR 1800 authorized with use of FD or AP or HUD to DA.

REIL Rwys 8, 18R, 26 and 36L
HIRL Rwys 8-26, 18L-36R and 18R-36L
TDZ/CL Rwy 36R

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

TULSA, OKLAHOMA

TULSA, OKLAHOMA

TULSA, OKLAHOMA
TULSA, OKLAHOMA

ILS or LOC RWY 18R
TULSA INTL (TUL)

AR
Simultaneous approach authorized with Rwy 18L.

D-ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA TOWER
121.9 310.8 (Rwys 1BL-36R, 8-26)
118.7 257.8 (Rwy 18R-36L)

GND CON
121.9 348.6

CLNC DEL
134.05 284.7

SC-1, 07 OCT 2021 to 02 DEC 2021

 TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAP to MAP 6 NM

Knots
60 90 120 150 180

Min:Sec
6:00 4:00 3:00 2:24 2:00

GND CON
121.9 338.6

1080 - 180° 2600

2500

GS 2.75°
TCH 59

CATEGORY
A B C D
S-ILS 18R
918-1 250 (300-1)

S-LOC 18R
1080-1 412 (500-1)
1080-1 412 (500-1)

S-LOC 18R
1080-1 842 (900-2½)
1520-2 842 (900-2½)

CIRCLING
442 (500-1) 482 (500-1)
1520-2 1520-2 1520-2 1520-2 1520-2 1520-2

TULSA, OKLAHOMA

Amdt 7D 31MAR16

36°12'N-95°53'W
ILS or LOC RWY 36R
TULSA INTL (TUL)

- **MISSING APPROACH:** Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

- **ADT:** 124.9 377.2
- **TULSA APP CON:** 121.2 310.8 (Rwys 18L-36R, B-26)
- **TULSA TOWER:** 118.7 257.8 (Rwy 18R-36L)
- **GND CON:** 121.9 348.6
- **CLNC DEL:** 134.05 284.7

- **D-ATIS:** 1300-1
- **TULSA APP CON:** 1300-1
- **TULSA TOWER:** 1300-1
- **GND CON:** 1300-1
- **CLNC DEL:** 1300-1

- **SC-1:** 07 OCT 2021 to 02 DEC 2021

**ILS or LOC RWY 36R**

- **LOC/DME I-TUL:** 110.3 360°
- **Rwy Idg:** 10000
- **TDZE:** 650
- **Apt Elev:** 678

**ELEV 678**

**TDZE 650**

**TULSA, OKLAHOMA**

**AMDT 29H 10SEP20**

**TULSA, OKLAHOMA**

**TULSA, OKLAHOMA**

**SC-1, 07 OCT 2021 to 02 DEC 2021**

**ILS or LOC RWY 36R**

**TULSA INTL (TUL)**

**36°12'N-95°53'W**

**455**
ILS RWY 36R (SA CAT I)
TULSA INTL (TUL)

TULSA, OKLAHOMA
AL-432 (FAA)

SC-1, 07 OCT 2021 to 02 DEC 2021

LOC/DME I-TUL
110.3
110.3

APP CRS
Rwy Ldg
10000
10000

TDZE
650
650

Apt Elev
678
678

TULSA TOWER

TULSA

GND CON
121.9 348.6
121.9 348.6

CLNC DEL
134.05 284.7
134.05 284.7

TULSA APP CON
124.9 377.2
124.9 377.2

D-ATIS
124.0 338.3
124.0 338.3

ADTIS

TULSA, OKLAHOMA

(VGSI Angle 3.00/TCH 57).
VGSI and ILS glidepath not coincident

SA CATEGORY I ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TULSA, OKLAHOMA

SC-1, 07 OCT 2021 to 02 DEC 2021

36°12'N-95°53'W
TULSA INTL (TUL)

ILS RWY 36R (SA CAT I)

TULSA, OKLAHOMA
Amdt 29H 10SEP20

36°12'N-95°53'W
TULSA INTL (TUL)

ILS RWY 36R (SA CAT I)
TULSA, OKLAHOMA

LOC/DME I-TUL
110.3
360°

APP CRS
Rwy Idg 10000
TDZE 650
Apt Elev 678

TULSA TOWER
121.2 310.8 (Rwys 18L-36R, 8-26)
118.7 257.8 (Rwy 18R-36L)

GND CON
121.9 348.6

CLNC DEL
134.05 284.7

D-ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA INTL
TULSA, OKLAHOMA (TUL)

HOLD
5000
2500

TUL

MISSING APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORATC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORATC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

ASR

Simultaneous approach authorized.

ALSF-2

TACAN MISSED APCH FIX

R-079

114.4, TUL

121.2, OKM

114.9, OILR

121.2, I-TUL

124.9, OKM

One Minute Holding Pattern

5000
180°

2500

360°

2500

VGSI and ILS glidepath not coincident

(VGSI Angle 3.00°/TCH 57).

SC-1, 07 OCT 2021 to 02 DEC 2021

CATEGORY II ILS-SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

TULSA, OKLAHOMA

SC-1, 07 OCT 2021 to 02 DEC 2021

Category II ILS-Special Aircrew & Aircraft Certification Required

Amdt 29H 10SEP20

TULSA INTL (TUL)

ILS RWY 36R (CAT II)

36°12'N-95°53'W

457
CIRCLING NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or ASR above 54°C.

MISSED APPROACH: Climb to 3600 direct JESON and hold.

**RNAV (GPS) RWY 8**

**TULSA INTL (TUL)**

**RNAV (GPS) RWY 8**

**TULSA INTL (TUL)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.3°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.

For inop MALSR, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat E visibility to 1½ mile. Simultaneous approach authorized with ILS or LOC Rwy 18R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:**
Climb to 3500 direct ICECE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP 0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Simultaneous approach authorized with ILS or LOC Rwy 18L. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

D-ATIS
124.9 377.2

TULSA APP CON
124.0 338.3

TULSA TOWER
121.2 310.8 (Rwy 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L)

GND CON
121.9 348.6

CLNC DEL
134.05 284.7

SC-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 26

TULSA INTL (TUL)

LNAV MDA Cat E visibility to 1 mile and Cat E to 1½ mile.
Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.

**D-ATIS**
124.9  377.2

**TULSA TOWER**
121.2  310.8  (Rwys 18L-36R, 8-26)
118.7  257.8  (Rwy 18R-36L)

**GND CON**
121.9  348.6

**CLNC DEL**
134.05  284.7

**RNAV (GPS) RWY 26**

- ** CATEGORY **
  - LPV DA
    - A: 852-¾
    - B: 200 (200-¾)
  - LNAV/VNAV DA
    - C: 1089-1
      - D: 437 (500-1)
  - LNAV MDA
    - E: 1160-³
      - 508 (500-³)
  - CIRCLING
    - F: 1160-1
      - 482 (500-1)

- ** Holding Pattern **
  - GP 3.00°
    - TCH 57
  - 2300
  - 26°
  - 26°
  - 3600

- ** Holding Pattern **
  - 36°12'N-95°53'W

- ** TULSA INTL (TUL) **
  - Amdt 3D  31MAR16
  - 36°12'N-95°53'W
  - 461
RNAV (GPS) RWY 36L

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 36R and ILS Rwy 36L (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSING APPROACH:
Climb to 3500 direct AXIWU and hold.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>TULSA APP CON</th>
<th>TULSA TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.9</td>
<td>124.0</td>
<td>121.2</td>
<td>121.9</td>
<td>134.05</td>
</tr>
<tr>
<td>377.2</td>
<td>338.3</td>
<td>310.8</td>
<td>348.6</td>
<td>284.7</td>
</tr>
</tbody>
</table>

360° to ZULEN

ELEV 678

TDZ/CI Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18, 26 and 36L

CATEGORY
A  B  C  D
LNAV/ VNAV DA 1105-1\(\frac{3}{4}\) 427 (500-1\(\frac{3}{4}\))
LNAV MDA 1180-1 \(\frac{5}{2}\) 502 (600-1\(\frac{3}{4}\))
CIRCLING 1180-1 \(\frac{5}{2}\) 1520-2\(\frac{3}{4}\) 842 (900-2\(\frac{3}{4}\)) 842 (900-2\(\frac{3}{4}\))
Circling NA for Cat E south of Rwy 8-26. Helicopter visibility reduction below ½ SM NA. Autopilot coupled approach NA.

MISSING APPROACH: Climb to 3500 direct TUL VORTAC then via TUL R-079 to INOLA INT/TUL 17.8 DME and hold.

Remain within 1.5 NM

VOR/DME RWY 8
TULSA INTL (TUL)

TULSA, OKLAHOMA

D-ATIS
124.4 377.2
TULSA APP CON
124.0 338.3
TULSA TOWER
121.2 310.8 (Rwy 18L-36R, 8-26)
118.7 257.8 (Rwy 18R-36L)
GND CON
121.9 348.6
CLNC DEL
134.05 284.7

VOR/DME RWY 8
TULSA INTL (TUL)

36°12'N-95°53'W

ASR

Category A B C D E

S-8 1080-1 409 (500-1) 1080-1½ 409 (500-1½) 1080-1½ 409 (500-1½)
CIRCLING 1120-1 442 (500-1) 1160-1 482 (500-1) 1520-2½ 842 (900-2½) 1520-2¾ 842 (900-2¾) 1520-3 842 (900-3)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 18L/R: Climb on heading 180° to 1100, thence . . .
TAKEOFF RUNWAYS 36L/R: Climb on heading 360° to 1100, thence . . .
TAKEOFF RUNWAY 8: Climb on heading 086° to 1100, thence . . .
TAKEOFF RUNWAY 26: Climb on heading 266° to 1100, thence . . .

. . . .continue on assigned heading for RADAR vectors to assigned route, maintain 15000 or assigned lower altitude, expect further clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold east of TUL VORTAC on the 080° radial. Climb to 15000 feet or lower requested altitude, then proceed on course on filed route. Climb to requested altitude when established on course.

NOTE: Chart not to scale.
ILS or LOC RWY 35C

VANCE AFB (KEND)
FOR USE BY 71FTW AIRCRAFT ONLY

RADAR REQUIRED

EMERG SAFE ALT 100 NM 4800
FOR USE BY 71TFW
AIRCRAFT ONLY

RADAR REQUIRED
EMERG SAFE ALT 100 NM 4800
Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling not authorized at night to Rwy 35R.

**ATIS**
- 115.4 263.15

**VANCE APP CON**
- 125.45 388.2 EAST
- 121.3 291.1 WEST

**VANCE TOWER**
- 124.05 259.1

**GND CON**
- 121.8 289.4

**CLNC DEL**
- 225.4

**DME/DME RNP-0 3 NA**

---

**FOR USE BY 71 FTW**

**ACFT ONLY**

**EMERG SAFE ALT 100 NM 4800 FROM COGUG**

---

**Circling**
- Category A: 1880-4
- Category B: 573 (600-4)

**NOT AUTHORIZED**

---

**ENID, OKLAHOMA**

**VANCE AFB (KEND)**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**

---

**ENID, OKLAHOMA**

**Ammd 4 12DEC13**

---

**RNAV (GPS)-B**
Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

Missed approach requires use of RNAV or ATC radar monitoring.

Emerg Safe Alt 100 NM 4800

Enid, Oklahoma

Amend 4 06Feb14

VOR/DME-A

Enid, Oklahoma
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.
**SAPEE ONE DEPARTURE (RNAV) (SAPEE1 • SAPEE)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 17C:** Climb direct CAXOT, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000.

**TAKE-OFF RWY 17R:** Climb direct MOKNE, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000.

**TAKE-OFF RWY 35L:** Climb direct KIMSH, then climbing left turn direct to cross SAPEE at or below 13,000.

**TAKE-OFF RWY 35C:** Climb direct ZEVUV, then climbing left turn direct to cross SAPEE at or below 13,000.

**WALDI TRANSITION (SAPEE1 WALDI):** From over SAPEE climbing track 350° to cross WALDI at 13,000.

---

**EMERG SAFE ALT 100 NM 4800**

---

**ATIS** 115.4 263.15
**CINC DEL** 225.4
**GND CON** 121.8 289.4
**VANCE TOWER** 124.05 259.1
**VANCE DEP CON** 120.525 306.3

**RNAV1-GPS.**

---

**TOP ALTITUDE: 13,000**
VANCE ONE DEPARTURE

ATIS* 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

RADAR REQUIRED

** DEPARTURE ROUTE DESCRIPTION **

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.
RNAV (GPS) RWY 18

HEFNER-EASLEY (H68)

NoPT for arrival at TUSOC on V140.

Procedure NA at night. Use Pryor altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

3.05° TCH 37

8.7 NM

5.8 NM

RW18

2500 TUSOC

WAGUR

4 NM

Holding Pattern

TUSOC

WAGUR

CTAF 122.9

 CATEGORY A B C D

LNAV MDA 1080-1 486 (500-1) NA

CIRCLING 1180-1 582 (600-1) NA
RNAV (GPS) RWY 36
HEFNER-EASLEY (H68)

RNP APCH:

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>356°</td>
<td>599</td>
<td>599</td>
</tr>
</tbody>
</table>

- RNAV (GPS) RWY 36
- 35°58’N-95°21’W

HOLDA

- 4 NM
- 356°

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>599</td>
<td>599</td>
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</tbody>
</table>

- MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

- Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Pryor altimeter setting.

- Visual Segment - Obstacles.

- Category A
- LNAV MDA: 1140-1, 541 (600-1)
- CIRCLING: 1160-1, 561 (600-1)
- NA

- Holding Pattern
- CIRCLING
- 5.2 NM
- 6 NM

- Holding Fix COGES
- 4 NM
- 356°

- COGES (IF/IAF)
- 2600
- 2600

- Holding Fix FEBSI
- 2300
- 356°
- 300

- Holding Fix FEBSI
- 2300
- 356°
- 300

- Holding Fix FEBSI
- 2300
- 356°
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- Holding Fix FEBSI
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- 356°
- 300
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV DA to 529 feet, LNAV/VNAV DA to 579 feet, and all MDAs 60 feet; increase Circling Cat D visibility ¾ SM. When using Jonesboro altimeter setting; for inoperative ODALS, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C and D visibility to 1 mile and LNAV Cat and D visibility to ¼ mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.
<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.925</td>
<td>120.075 289.4</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>524-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>524-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>600-1</td>
<td>326 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>481 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP NA with Jonesboro altimeter setting. When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV and LNAV/VNAV DA to 578 feet, and all MDAs 60 feet; increase LNAV C/D visibility ½ SM and Circling Cat D visibility 1½ SM.

MISSED APPROACH: Climb to 2700 direct XIHAM and hold.
Baro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). When local altimeter setting not received, use Jonesboro altimeter setting and increase LPV DA to 528 feet, LNAV/VNAV DA to 628 feet, and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat D visibility 1/2 SM.

MISSED APPROACH: Climb to 2700 direct EYEB and hold.

Amdt 1B 20MAY21
ADFD required.

NAV W Logo (left)

AWOS-3PT 135.925

MEMPHIS CENTER 120.075 289.4

UNICOM 122.8 (CTAF)

ODALS

MISSODE APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

AWOS-3PT

0.5 NM

CIRCLING

180 Knots

900 Min:Sec

179° 4.4 NM

from FAF

179° 4.4 NM

from FAF

ELEV 279

TDZE 275

Category D Table does not apply to S-18 Cat D.

From FAF

179° 4.4 NM

from FAF

179° 4.4 NM

from FAF

ELEV 279

TDZE 275

Category D Table does not apply to S-18 Cat D.

From FAF

179° 4.4 NM

from FAF

179° 4.4 NM

from FAF

900 1700 TNZ

900 1700 TNZ

2.98°

Remain within 10 NM

36°07'N-90°56'W

WALNUT RIDGE, ARKANSAS

Amdt 3D 20MAY21

36°07'N-90°56'W

WALNUT RIDGE, ARKANSAS

Amdt 3D 20MAY21

36°07'N-90°56'W

WALNUT RIDGE, ARKANSAS

Amdt 3D 20MAY21

36°07'N-90°56'W
Procedure NA for arrivals at JUSGA on V69 southwest bound.

Procedure NA at night.

Use Monticello altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZANOP and on track 311° to JUSGA and hold.

LLQ ASOS
133.325

MEMPHIS CENTER
135.875 269.35

CTAF
122.9 📞

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS
214°

Rwy Idg
3829
TDZE
235
Apt Elev
235

878

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS
214°

Rwy Idg
3829
TDZE
235
Apt Elev
235

878

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS
214°

Rwy Idg
3829
TDZE
235
Apt Elev
235

878

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS
214°

Rwy Idg
3829
TDZE
235
Apt Elev
235

878

RNAV (GPS) RWY 21
WARREN MUNI (3M9)

APP CRS
214°

Rwy Idg
3829
TDZE
235
Apt Elev
235

878

RNAV (GPS) RWY 21
WARREN MUNI (3M9)
MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VOR/TC.

When local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDA 100 feet; increase Cat C visibility 1/2 mile.

AWOS-3
134.175

VANCE APP CON *
126.75 346.325

UNICOM
122.8 (CTAF)
**RNAV (GPS) RWY 17**

**WEATHERFORD, OKLAHOMA**

**AWOS-3PT**

**FORT WORTH CENTER**

**UNICOM**

**118.575**

**128.4 269.37**

**122.8 (CTAF)**

---

**ROKOY**

**YUGUY**

**HUGUX**

**WAXEY**

**MISSED APCH FIX**

**THOMAS P STAFFORD (OJA)**

---

**WEATHERFORD, OKLAHOMA**

Amdt 2A  25FEB21

---

**35°33'N-98°40'W**

**SC-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 35
THOMAS P STAFFORD (OJA)

WEATHERFORD, OKLAHOMA
AL-6769 (FAA)

Straight-in RWY 35 at night, Circling RWY 17 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. RWY 17 helicopter visibility below 1 SM NA. When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.

Procedure NA for arrivals at WAXEY on V210-507 westbound.

Procedure NA for arrivals at LEPY on V440 westbound.

REIL Rwys 17 and 35
MIRL Rwys 17-35

35°33'N-98°40'W

WEATHERFORD, OKLAHOMA
Amdt 3A 25FEB21
**ILS or LOC RWY 17**

**WEST MEMPHIS MUNI (AWM)**

**DEPARTURE**

- **Asos:** 118.175
- **Memphis App Con:** 119.1 291.6
- **Clnc Del:** 121.7
- **Unicom:** 123.05 (CTAF)

**DME or Radar Required:**

- **NA** For inop ALS, increase S-LOC 17 Cat C/D visibility to 1.3 SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.

**MALSR**

- **MISSED APPROACH:** Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.

**Alternate Missed Approach Fix**

- **Marvell:** 109.6 UJM
  - Chan 33

**KEHOE Fix Minimums**

- **S-LOC 17:** 680-1/2 467 (500-1/2)
  - 680-1 467 (500-1)
- **Circling:** 680-1 467 (500-1)
  - 680-1/2 467 (500-1/2)
  - 567 (600-2)

**Adm 5B 21MAY20**

**35°08'N-90°14'W**

**399**
### RNAV (GPS) RWY 17

**WEST MEMPHIS MUNI (AWM)**

**Accession #:** AL-5386 (FAA)

**MALS#:** WAAS

**App CRS:** 180°

**ELEV:**

#### MISSED APCH FIX

**Misssed Approach:** Climb to 2100 direct USUPE and hold.

#### RNAV (GPS) RWY 17

- **Elev:** 213
- **TDZE:** 213
- ** CATEGORY:** A, B, C, D
- **LPV DA:** 463-1/2, 250 (300-1/2)
- **LNAV/ VNAV DA:** 594-3/4, 387 (400-3/4)
- **LNAV MDA:** 600-1/2, 387 (400-1/2)
- **CIRCLING:**
  - 640-1, 427 (500-1)
  - 680-1, 467 (500-1)
  - 680-1/2, 467 (500-1/2)
  - 780-2, 567 (600-2)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Memphis Intl altimeter and increase all DA 50 feet and all MDA 60 feet and increase LNAV/VNAV Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting.**

**ASOS:** 118.175

**MEMPHIS APP CON:** 119.1 291.6

**CLNC DEL:** 121.7

**UNICOM:** 123.05 (CTAF)

---

**Accession #:** SC-1, 07 OCT 2021 to 02 DEC 2021

**MIRL Rwy 17-35:**

**REIL Rwy 35:**

**Orig-A:** 21JUN18

**35°08'N-90°14'W**
**RNAV (GPS) RWY 35**

**WEST MEMPHIS MUNI (AWM)**

---

**RNAV APCH.**

- When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 60 feet increase LNAV Cats C and D visibility ½ mile.

**Rwy 35 helicopter visibility reduction below ½ SM NA.**

**MISSING APPROACH: Climb to 2500 direct IMUDE and hold.**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>600-1</td>
<td>387 (400-1)</td>
<td>600-1½</td>
<td>387 (400-1¾)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>427 (500-1)</td>
<td>680-1½</td>
<td>467 (500-1½)</td>
</tr>
</tbody>
</table>

---

**ASOS** 118.175  
**MEMPHIS APP CON** 119.1 291.6  
**CLNC DEL** 121.7  
**UNICOM** 123.05 [CTAF] 📞

---

**ELEV 213**

---

**TDZE 213**

---

**TDZE 213**

---

**USUPE (NoPT)**

---

**LOGNE (IAF)**

---

**NEGNE (IAF)**

---

**USUPE (IF/IAF)**

---

**RW35 (FAF)**

---

**ITOXE**

---

**WEST MEMPHIS, ARKANSAS**

---

**Rwy Idg 6003**  
**Apt Elev 213**

---

**SC-1, 07 OCT 2021 to 02 DEC 2021**
Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet. Inop table does not apply. Circling Rwy 5, 23 NA at night.

**AWOS-3**
118.425

**KANSAS CITY CENTER**
126.95  379.2

**UNICOM**
122.6 (CTAF)

---

**MISSED APPROACH:**
Climb to 4500 direct TISSY and hold.

---

**LPV DA**
2426-1  250 (300-1)

**LNAV/VNAV DA**
2572-1½  396 (400-1½)

**LNAV MDA**
2700-1  524 (600-1)  2700-1½  524 (600-1½)  2700-1¾  524 (600-1¾)

**CIRCLING**
2700-1  511 (600-1)  2860-1  671 (700-1)  2940-2¼  751 (800-2¼)  2960-2½  771 (800-2½)
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet and increase LNAV Cat C and D visibility to 1SM. Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.
When local altimeter setting not received, use Gage
altimeter setting and increase all MDA 40 feet.
Circling Rwy 5, 23 NA at night.

**VOR/DME-A**

**AWOS-3**
- 118.425

**KANSAS CITY CENTER**
- 126.95
- 379.2

**UNICOM**
- 122.8 (CTAF)

---

**WOODWARD, OKLAHOMA**

**AL-6222 (FAA)**

**VOR/TAC**
- MMB
- 062°
- Chan 103

**Rwy Idg**
- TDZE

**Apt Elev**
- N/A
- 2189

**APP CRS**
- N/A

**MISSED APPROACH:** Climb to 4000, then left turn via MMB
VORTAC R-062 to NARAH/MMB VORTAC 13 DME and hold.

**WOODWARD, OKLAHOMA**

**WEST WOODWARD (WWR)**

**VOR/DME-A**

**AWOS-3**
- 118.425

**KANSAS CITY CENTER**
- 126.95
- 379.2

**UNICOM**
- 122.8 (CTAF)

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**WOODWARD, OKLAHOMA**

**Almdt 7B 07OCT21**

**36°26'N-99°31'W**
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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**INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS**

**RATE OF CLIMB/DESCENT TABLE**

(ft per min)