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

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25 JAN 2024

Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

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</table>

**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

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

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

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOP COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

1. ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To 1/2 mile</td>
</tr>
</tbody>
</table>

#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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>1/4 mile</td>
</tr>
</tbody>
</table>

4. Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>1/2 mile</td>
</tr>
</tbody>
</table>

5. All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>1/4 mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>1/8 mile</td>
</tr>
</tbody>
</table>
## TERMS/LANDING MINIMA DATA

### 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>S-ILS 27</th>
<th>S-LOC 27</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1352/24</td>
<td>1440/24</td>
<td>1540/1</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td>288</td>
<td>361 (400-1)</td>
</tr>
<tr>
<td>C</td>
<td>200</td>
<td>(300-1/2)</td>
<td>461 (500-1)</td>
</tr>
<tr>
<td>D</td>
<td>1440/50</td>
<td>288</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

### COPTER MINIMA ONLY

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

### COLD TEMPERATURE AIRPORTS

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 ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>170</td>
<td>230</td>
</tr>
<tr>
<td>-10</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
<td>200</td>
<td>250</td>
<td>350</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>710</td>
<td></td>
</tr>
<tr>
<td>-30</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1210</td>
</tr>
<tr>
<td>-40</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td></td>
</tr>
<tr>
<td>-50</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### TERMS/LANDING MINIMA DATA

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COURSE</th>
<th>COPTER MINIMA ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680½</td>
<td>363 (400-½)</td>
</tr>
</tbody>
</table>

TERMS/LANDING MINIMA DATA

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B1
## 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 distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

<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>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>¼</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
<tr>
<td>3500</td>
<td>¾</td>
</tr>
<tr>
<td>4000</td>
<td>¾</td>
</tr>
<tr>
<td>4500</td>
<td>¾</td>
</tr>
<tr>
<td>5000</td>
<td>1</td>
</tr>
</tbody>
</table>

### RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT DA/MDA-VIS</th>
<th>HAT CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-¾)</td>
</tr>
<tr>
<td></td>
<td>2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-¾)</td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560-1½</td>
<td>463</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600-1½</td>
<td>503</td>
<td>(600-1½)</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:

- **V** VHF and UHF emergency frequencies monitored
- **I** UHF emergency frequency (243.0) monitored

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

- **A** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- **NA** Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
- **T** Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Departures, IFR Takeoff Minimums and 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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

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 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.

TERMS OF USE

This chart should not be used for navigation purposes. This chart contains FAA information, U S Military Operations In The United States (MILOPS) information, and other information. This chart is not intended to depict or provide information that is not available elsewhere, including the FAA Chart Supplement, MILOPS chart, or equivalent military charts. The FAA is not responsible for any errors or omissions in the information contained on this chart. The user is responsible for the accuracy and completeness of the information used. The FAA may revise this chart at any time without notice. The FAA shall not be liable for any costs, claims, or damages arising out of the use of this chart. The user is advised to consult applicable Federal Aviation Regulations (FAR) and other applicable documents for information related to aviation. The FAA provides this chart for informational purposes only. The user is responsible for the accuracy and completeness of the information used. The FAA does not guarantee the accuracy or completeness of the information contained on this chart. The FAA is not responsible for any errors or omissions in the information contained on this chart. The FAA reserves the right to change or modify this chart at any time without notice. The FAA shall not be liable for any costs, claims, or damages arising out of the use of this chart. The user is advised to consult applicable Federal Aviation Regulations (FAR) and other applicable documents for information related to aviation.
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 online. 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, UBGE: 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

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., 🎈, 🎉.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "ключа" symbol beside the name to indicate pilot controlled lighting.

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
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)
ABBRIVATIONS

AAUP
Attention All Users Page

ADF
Automatic Direction Finder

ADIZ
Air Defense Identification Zone

AFS
Automatic Flight Information Service

ALS
Airport Light System

ALSF
Approach Light System with Sequenced Flashing Lights

AOB
At or Below

AP
Approach

APCH
Approach

APP CON
Authorization Required

AR
Arrival

ASOS
Automated Surface Observing System

ASR/PAR
Published Radar Minimums at this Airport

ASSC
Airport Surface Surveillance Systems

ATIS
Automated Terminal Information Service

AUNICOM
Automated UNICOM

AWOS
Automated Weather Observing System

AZ
Azimuth

BC
Back Course

BND
Bound

C
Circling

CAT
Category

CCW
Counter Clockwise

CDI
Course Deviation Indicator

Chan
Channel

CIFP
Coded Instrument Flight Procedures

CIR
Circling

CLNC DEL
Clearance Delivery

CNF
Computer Navigation Fix

CPDLC
Controller Pilot Data Link Communication

CTAF
Common Traffic Advisory Frequency

CW
Clockwise

D-ATIS
Digital-Automated Terminal Information Service

DA
Decision Altitude

DER
Departure End of Runway

DH
Decision Height

DME
Distance Measuring Equipment

DTHR
Displaced Threshold

DVA
Diverse Vector Area

ELEV
Elevation

EMAS
Engineered Material Arresting System

FAF
Final Approach Fix

FD
Flight Director System

FM
Fan Marker

FMS
Flight Management System

GBAS
Ground Based Augmentation System

GCO
Ground Communications Outlet

GLS
Ground based Augmentation System Landing System

GP
Ground Point of Interception Glidepath

GPI
Global Positioning System Glide Slope

GPS
Height above Airport

GS
Height above Landing

HAL
Height above Touchdown

HAT
Height above Threshold

HCH
Heliport Crossing Height

HGS
Heads-up Guidance System

HiRL
High Intensity Runway Lights

HUD
Head-up Display

IAF
Initial Approach Fix

ICAO
International Civil Aviation Organization

IF
Intermediate Fix

IM
Inner Marker

INOP
Inoperative

INT
Intersection

K
Knots

KIAS
Knots Indicated Airspeed

LAAS
Local Area Augmentation System

LDA
Localizer Type Directional Aid

Ldg
Landing

LIRL
Low Intensity Runway Lights

LOC
Localizer

LP
Localizer Performance

LPV
Localizer Performance with Vertical Guidance

LR
Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.

MAA
Maximum Authorized Altitude

MALS
Medium Intensity Approach Light System

MALSF
Medium Intensity Approach Lighting System with Sequenced Flashers

MALSF
Medium Intensity Approach Light System with RAIL

MAP
Missed Approach Point

MDA
Minimum Descent Altitude

MIRL
Minimum Intensity Runway Lights

MM
Middle Marker

MRA
Minimum Reception Altitude

N/A
Not Applicable

NA
Not Authorized

NDB
Non-directional Radio Beacon

NM
Nautical Mile

NoPT
No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)

No PT
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<td>PDC</td>
<td>Pre-Departure Clearance Precision Runway Monitor</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial Radio Altimeter setting height</td>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
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<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
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<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
</tr>
<tr>
<td>SALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<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>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
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<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
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<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<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>
The procedure.

Marker beacons that are not specifically part of

Legend

Instrument Approach Procedures (Charts)

Planview Symbols

Routes

- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

Minimum Route Altitude — 3100 NoPT to LOM

ALTIMETRY

<table>
<thead>
<tr>
<th>Altitude</th>
<th>Mandatory Altitude</th>
<th>Minimum Altitude</th>
<th>Maximum Altitude</th>
<th>Recommended Altitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>5500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2500</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4300</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3000 Mandatory Altitude

Indicated Airspeed

<table>
<thead>
<tr>
<th>Airspeed</th>
<th>Mandatory Airspeed</th>
<th>Minimum Airspeed</th>
<th>Maximum Airspeed</th>
<th>Recommended Airspeed</th>
</tr>
</thead>
<tbody>
<tr>
<td>175K</td>
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<td></td>
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<tr>
<td>120K</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>250K</td>
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<td></td>
<td></td>
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</tr>
<tr>
<td>180K</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Radio Aids to Navigation

110.1 Underline indicates No Voice transmitted on this frequency

- VOR
- VORTAC
- TACAN

- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)

FIXES/ATC Reporting Requirements

- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

Primary NAVAID

- LIMA
- 114.5 LIM
- Chan 92

Secondary NAVAID

- LOM
- AKRON
- 362 AK

TACAN or DME NAVAID

- SCOTT Chan 59
- SKE (112.2)

Computer Navigation Fix (CNF) - No ATC Function

- R-198 Radial line and value
- LR-198 Lead Radial
- LB-198 Lead Bearing

Legend  23334
**LEGEND 23110**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**MINIMUM SAFE ALTITUDE (MSA)**

- Facility Identifier
- Airport Identifier

-arrows on distance circle identify sectors-

**TERMINAL ARRIVAL AREA (TAA)**

- Straight-in Area
- Right Base Area
- Left Base Area

**MISCELLANEOUS**

- VOR Changeover Point
- End of Rwy Coordinates
- Distance not to scale
- International Boundary
- Air Defense Identification Zone

**AIRPORTS**

- Primary and Secondary (named in planview)
- Civil
- Seaplane Base
- Heliport
- Joint (Civil-Military)

**SPECIAL USE AIRSPACE**

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

**MEASUREMENTS**

- RWY 15 S12° 00.52' W77° 06.91'

**OBSTACLES**

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- Doubtful accuracy

**LEGEND 23110**
**LEGEND 22251**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PROFILE VIEW**

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00° TCH 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 a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: TCH 30°.

On Copter procedures this is depicted in the following format: TCH 30°.

---

**ILS or LOC APPROACH**

- **PT Completion Altitude**: 5300
- **Glide Slope**: 3.00°
- **Threshold Crossing Height**: 5278
- **Glide Slope Intercept Altitude**: 5300
- **Procedure Turn (PT) Fix**: 6500

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

- **VGI and RNAV glidepath not coincident (VGI Angle 3.00°/TCH 23)**.

**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**

- **Threshold Crossing Height**: 7000
- **ABC VOR**: 5700
- **4840**: 1.6 NM to RW12
- **RW12**: 1.6 NM to RW12

**RNP APPROACH WITH TF AND RF SEGMENTS**

- **ZITNI**: 3800
- **LACIP**: 3600
- **HODPA**: 2022
- **TF**: 2400

**ALTIMETRY**

- **5500**: Mandatory Altitude
- **3000**: Recommended Altitude
- **2500**: Minimum Altitude
- **5000**: Mandatory Block Altitude
- **4300**: Maximum Altitude

---

**PROFILE SYMBOLS**

- **Glide Slope/Glidepath Intercept Altitude and Final approach fix for vertically guided approach procedures.**
- **Visual Descent Point (VDP)**

---

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
LEGEND 23334

DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:
- VOR
- VOR/DME
- TACAN
- DME
- NDB/DME

Non-Compulsory:
- VOR
- VOR/DME
- TACAN
- DME
- NDB

(Shown when installation is offset from its normal position off the end of the runway.)

LOCALIZER FRONT COURSE

LOCALIZER BACK COURSE

(Fading on left)

TACAN or DME NAV AID Box

VHF Paired Frequency

UNDERLINE INDICATES no voice transmitted on this frequency

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

INDICATED AIRSPEED

\[ \begin{align*}
175K & \quad 120K & \quad 250K \\
2300 & \quad 1500 & \quad 12000 \\
\end{align*} \]

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

AIRPORTS

Civil \quad Military \quad Heliport

(Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

[Diagram of MSA with altitude markings]

Top altitude restriction

SPECIAL USE AIRSPACE

R-Restricted \quad W-Warning

P-Prohibited \quad A-Alert

MOA-Military Operations Area

FACTORIES/ATC REPORTING REQUIREMENTS

\[ \text{Unnamed DME fix} \]

\[ \text{Obvious DME} \]

\[ \text{Waypoint} \]

\[ \text{Flyover Point} \]

\[ \text{Computer Navigation Fix} \]

\[ \text{Facility Identifier} \]

\[ \text{Airport Identifier} \]

\[ \text{Distance not to scale} \]

\[ \text{International Boundary} \]

\[ \text{Sector Boundary} \]

\[ \text{Air Defense Identification Zone} \]

\[ \text{Takeoff Minimums and (Obstacle) Departure Procedures entry published.} \]
**LEGEND**

**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
- Water Runway
- Hard Surface
- Other Than
- Metal Surface

**ARRESTING SYSTEM**
- (EMAS)
- Jet Barrier
- uni-directional
- bi-directional

**REFERENCE FEATURES**
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel 
- Tanks
- Obstructions
- Airport Beacon
- Runway Radar Reflectors
- Bridges
- Control Tower
- Tetrahedron
- Landing Tee
- Wind Cone
- Unlit/Lit
- Control Tower #
- Positional accuracy within 600 feet unless otherwise noted on the chart.

**NOTE:**
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway Slope measured to midpoint on runways 8000 feet or longer.

**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.

**FIELD ELEVATION**
- 174
- 164
- 9000 X 200
- Runway Dimensions (in feet)
- 0.7% UP
- 0.3% Down
- 0.8% UP
- Approximate 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

**NOTE:**
- Approach light symbols are shown in the Flight Information Handbook.

**SCOPE**
- Airports 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.

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

**ARRESTING SYSTEM**
- EMAS
- 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.

**NOTE:**
- 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.

**NOTE:**
- Positional accuracy within ± 600 feet unless otherwise noted on the chart.

**REMARKS**
- Runway length is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120.

**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 DoD FLIP. (Foreign Only)

**The airport sketch box includes the final approach course or final approach course extended.**
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).

### INSTRUMENT APPROACH PROCEDURES [CHARTS]
### APPROACH LIGHTING SYSTEM - UNITED STATES

<table>
<thead>
<tr>
<th>Category</th>
<th>Approach Lighting System</th>
<th>Short Approach Lighting System</th>
<th>Medium Intensity Approach Lighting System</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>ALSF-1</td>
<td>SALS/SALSF</td>
<td>MALS</td>
</tr>
<tr>
<td>I</td>
<td>ALSF-2</td>
<td>SSALR</td>
<td>MALSR</td>
</tr>
<tr>
<td>II</td>
<td></td>
<td>Simplified Short Approach Lighting System</td>
<td>Odals</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALF and SSALR) APPROACH LIGHTING SYSTEM</td>
<td>Runway Touchdown Zone and Centerline Lighting Systems</td>
</tr>
</tbody>
</table>

**Approach Lighting Systems**

- **CATEGORY I**
  - ALSF-1
  - ALSF-2

- **CATEGORY II**
  - SSALR
  - ODALS

**Description**

- **ALSF-1**
  - (High Intensity)
  - Length 2400/3000 feet

- **ALSF-2**
  - (High Intensity)
  - Length 2400/3000 feet

- **SSALR**
  - (High Intensity)
  - Length 2400/3000 feet

- **ODALS**
  - Length 1500 feet

**Notes**

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

**Availability**

- The availability of TDZ/CL will be shown by note in sketch e.g., "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{\textbullet} \), \( \text{\textbullet} \) etc. A dot "\*\*\*" portrayed with approach lighting identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \text{\textbullet} \). Negative symbology, e.g., \( \text{\textbullet} \), \( \text{\textbullet} \) 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

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

**VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.**

**ALL LIGHTS WHITE**

**FAR LIGHTS RED**

**NEAR LIGHTS WHITE**

**ON GLIDE SLOPE**

**ALL LIGHTS RED**

**TOO LOW**

**VASI 2**

\[ \begin{array}{c}
\mid \mid \\
\mid \\
36
\end{array} \]

**VASI 4**

\[ \begin{array}{c}
\mid \mid \\
\mid \\
36
\end{array} \]

**VASI 12**

\[ \begin{array}{c}
\mid \mid \\
\mid \mid \\
\mid \\
36
\end{array} \]

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

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.

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**

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

<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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</thead>
<tbody>
<tr>
<td>17Y</td>
<td>108.05</td>
<td>40X</td>
<td>110.30</td>
<td>88Y</td>
<td>114.15</td>
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<tr>
<td>18X</td>
<td>108.10</td>
<td>40Y</td>
<td>110.35</td>
<td>89Y</td>
<td>114.25</td>
</tr>
<tr>
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### Notes
- The table above lists the names of various airports, their corresponding PROC codes, and sect PG numbers.
- Each entry under "Takeoff Minimums" indicates the minimum altitude settings for takeoff.
- Additional entries include radar minimums, IAPS, RNAV (GPS), VOR-A, and airport diagrams where applicable.
- Some entries also note alternate minimums and M hot spots.

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ADA, OK
ADA RGNL (ADH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1/4 or std. w/min. climb of 270’ per NM to 1300.
Rwy 18, 300-1/4 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, 98’ right of centerline, up to 1021’ MSL.
Tree 62’ from DER, 272’ left of centerline, 999’ MSL.
Trees beginning 150’ from DER, 393’ right of centerline, up to 1037’ MSL.
Tree 82’ from DER, 368’ left of centerline, 1028’ MSL.
Trees beginning 196’ from DER, 103’ right of centerline, up to 1031’ 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, west beginning 15’ from DER, 264’ left of centerline, up to 25’ AGL/1022’ MSL.
Pole, ol on amon 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.

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

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

ALVA, OK
ALVA RGNL (AVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 24MAR22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, sign 24' from DER, 252' left of centerline, 3' AGL/1471' MSL.
Rwy 36, blldg 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 from DER, 490' left of centerline, 49' AGL/610' MSL.
Tree 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 from DER, 473' left of centerline, 618' MSL.
Trees, vehicles on road beginning 96' from DER, 286' left of centerline, up to 67' AGL/624' MSL.
Trees beginning 325' from DER, 201' right of centerline, up to 88' AGL/623' MSL.
Rwy 35, vehicles on road, terrain beginning 4' from DER, 197' right of centerline, up to 586' MSL.
Trees, vehicles on road beginning 49' from DER, 262' left of centerline, up to 22' AGL/589' MSL.
Trees beginning 70' from DER, 324' right of centerline, up to 51' AGL/627' MSL.
Trees beginning 147' from DER, 318' right of centerline, up to 52' AGL/630' MSL.
Tree, building beginning 223' from DER, 401' left of centerline, up to 25' AGL/591' MSL.
Electrical system 321' from DER, 372' left of centerline, 31' AGL/595' MSL.
Trees beginning 362' from DER, 419' right of centerline, up to 60' AGL/639' MSL.
Tree 390' from DER, 327' left of centerline, 36' AGL/596' MSL.
Trees, vehicles on road, electrical system beginning 401' from DER, 35' right of centerline, up to 65' AGL/640' MSL.
Trees, pole, electrical system beginning 405' from DER, 315' left of centerline, up to 45' AGL/606' MSL.
Tree 495' from DER, 224' left of centerline, 63' AGL/618' MSL.
Trees beginning 486' 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 EXEC (1F0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10MAR11 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1/2 or std. w/min. climb of 344’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 17, ground abeam DER, 110’ right of centerline, up to 658’ MSL.
Vehicles 535’ from DER, 288’ right of centerline, up to 15’ AGL/863’ MSL.
Pole 467’ from DER, 366’ right of centerline, 29’ AGL/886’ MSL.
Trees beginning 239’ from DER, 180’ right of centerline, up to 40’ AGL/880’ MSL.
Trees beginning 25’ from DER, 449’ left of centerline, up to 40’ AGL/880’ MSL.
Vehicles 658’ from DER, 311’ left of centerline, up to 15’ AGL/862’ MSL.
Rwy 35, trees beginning 256’ from DER, 358’ right of centerline, up to 52’ AGL/938’ MSL.
Pole 671’ from DER, 261’ right of centerline, 28’ AGL/862’ MSL.
Trees beginning 82’ from DER, 318’ left of centerline, up to 78’ AGL/942’ MSL.
Pole 332’ from DER, 198’ left of centerline, 11’ AGL/855’ MSL.
Antenna 496’ from DER, 243’ left of centerline, 44’ AGL/894’ MSL.
Hopper 5781’ from DER, 1444’ left of centerline, 214’ AGL/1091’ MSL.

ARDMORE MUNI (ADM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20OCT11 (11293) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1 or std. w/min. climb of 330’ per NM to 1000.
Rwy 31, std. w/min. climb of 330’ per NM to 1200.
Rwy 35, 400-2½ or std. w/min. climb of 250’ per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 35, climb heading 354° to 1400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vehicles on road beginning 570’ from DER, 626’ right of centerline, up to 15’ AGL/744’ MSL.
Rwy 31, trees beginning 764’ from DER, 611’ right of centerline, up to 75’ AGL/786’ MSL.
Rwy 35, trees beginning 810’ from DER, 566’ left of centerline, up to 66’ AGL/776’ MSL.
Rwy 17, tree 536’ from DER, 359’ right of centerline, 28’ AGL/748’ MSL.
Rwy 31, trees beginning 14’ from DER, 257’ right of centerline, up to 68’ AGL/269’ MSL.
Rwy 31, trees beginning 1032’ from DER, 3’ right of centerline, up to 64’ AGL/263’ MSL.
Rwy 35, trees beginning 107 NM from DER, 612’ right of centerline, up to 42’ AGL/1028’ MSL.
Rising terrain beginning 3.22 NM from DER, left and right of centerline, up to 1199’ MSL.
Rwy 35, tree 336’ from DER, 523’ right of centerline, 32’ AGL/782’ MSL.
Risks beginning 1554’ from DER, left and right of centerline, up to 70’ AGL/838’ MSL.
Risks beginning 1.72 NM from DER, 242’ right of centerline, up to 38’ AGL/1118’ MSL.

ARKADELPHIA, AR
DEXTER B FLORENCE MEML FLD (ADF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13NOV14 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1/4 or std. w/min. climb of 237’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees abeam DER, 471’ left of centerline, up to 42’ AGL/241’ MSL.
Buildings, fences, and vehicles in parking lots 8’ from DER, 273’ left of centerline, up to 19’ AGL/201’ MSL.
Trees beginning 14’ from DER, 257’ right of centerline, up to 68’ AGL/269’ MSL.
Sign and lights beginning 23’ from DER, left and right of centerline, up to 3’ AGL/183’ MSL.
Trees 1001’ from DER, 10’ left of centerline, up to 69’ AGL/268’ MSL.
Trees beginning 1032’ from DER, 3’ right of centerline, up to 64’ AGL/263’ MSL.
Trees 2018’ from DER, 8’ left of centerline, up to 68’ AGL/267’ MSL.
Trees beginning 2018’ from DER, 93’ right of centerline, up to 74’ AGL/293’ MSL.
Building 5532’ from DER, 1298’ left of centerline, 104’ AGL/346’ MSL.
Rwy 22, lights beginning 38’ from DER, 110’ right of centerline, up to 2’ AGL/182’ MSL.
Railroad beginning 401’ from DER, 578’ right of centerline, up to 23’ AGL/210’ MSL.
Trees beginning 1810’ from DER, 368’ right of centerline, up to 74’ AGL/275’ MSL.
ASH FLAT, AR
SHARP COUNTY RGNL (CVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, numerous trees beginning 1151' from DER, 576' right of centerline, up to 100' AGL/839' MSL.
Rwy 22, numerous trees beginning 548' from DER, 83' left of centerline, up to 100' AGL/759' MSL.

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

BARTLESVILLE, OK
BARTLESVILLE MUNI (BVO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 200-1 or std. w/min. climb of 257' per NM to 1000, or alternatively, with std. takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
Rwy 35, 400-2½ 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' right of centerline, up to 70' AGL/771' MSL.
Trees beginning 1706', 42' left of centerline, up to 68' AGL/770' MSL.
Tree 1865' from DER, 240' 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, 245' left 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 7' 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, 258' 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)
BATESVILLE RGNL (BVX) (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.

Tower 1023’ from DER, 657’ right of centerline, up to 513’ MSL.

Pole 1091’ from DER, 393’ left of centerline, 24’ AGL/495’ MSL.

Trees beginning 1886’ from DER, 89’ right of centerline, up to 547’ 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 318’ 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, 485’ right of centerline, 406’ MSL.

Trees beginning 1035’ from DER, 246’ right of centerline, up to 435’ 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 985’ from DER, 473’ left of centerline, up to 474’ MSL.

Rwy 20, tree 1314’ from DER, 145’ right of centerline, 431’ MSL.

Trees beginning 1387’ from DER, 9’ right of centerline, 71’ AGL/436’ MSL.

Tree 1467’ from DER, 293’ right of centerline, 438’ MSL.

Tree 1561’ from DER, 96’ right of centerline, 439’ MSL.

Tree 1563’ from DER, 245’ right of centerline, 443’ MSL.

Tree 1795’ from DER, 71’ right of centerline, 445’ MSL.

Trees beginning 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 FLD (VBT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, NA-Environmental.
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.
Poles beginning 599’ from DER, 404’ left of centerline, up to 33’ AGL/1321’ MSL.
Buildings, 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 1224’ from DER, 391’ left of centerline, 42’ AGL/1341’ 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.
Poles beginning 1342’ from DER, 158’ right of centerline, up to 38’ AGL/1336’ MSL.
Pole 1370’ from DER, 830’ right of centerline, 40’ AGL/1337’ MSL.
Poles 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.
Trees, traverse way beginning 178’ from DER, 228’ left of centerline, up to 1348’ MSL.
Trees, traverse way beginning 290’ from DER, 184’ right of centerline, up to 1319’ MSL.
Trees, traverse way, transmission line, pole beginning 330’ from DER, 5’ left of centerline, up to 1353’ MSL.
Tree 1799’ from DER, 882’ right of centerline, 1341’ MSL.
Transmission line beginning 1991’ from DER, 19’ right of centerline, up to 1354’ MSL.
Transmission line 2049’ from DER, 755’ right of centerline, 81’ AGL/1356’ MSL.
Pole 2050’ from DER, 772’ right of centerline, 85’ AGL/1360’ MSL.
Pole 2181’ from DER, 753’ left of centerline, 106’ AGL/1379’ MSL.
Tower 4063’ from DER, 969’ left of centerline, 144’ AGL/1421’ MSL.
Buildings 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BLYTHEVILLE, AR (CON’T)
BLYTHEVILLE MUNI (HKA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 487' from DER, 345' left of centerline, 100' AGL/364’ MSL.
Tree 1780' from DER, 748' right of centerline, 100' AGL/364’ MSL.
Rwy 36, tree 2393' from DER, 825' right of centerline, 100' AGL/359’ MSL.

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

BRINKLEY, AR
FRANK FEDERER MEML (M36)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (22139) (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 MEML (3F7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10SEP20 (22139) (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 2887’ from DER, 809’ right of centerline, up to 78’ AGL/964’ MSL.
Rwy 36, vehicles on road 35’ from DER, 465’ left of centerline, 807’ MSL.
Tree, electrical system beginning 190’ from DER, 492’ left of centerline, up to 46’ AGL/833’ MSL.
Trees, electrical system beginning 238’ from DER, 304’ left of centerline, up to 51’ AGL/839’ MSL.
Electrical system 311’ from DER, 314’ right of centerline, 28’ AGL/819’ MSL.
Electrical system beginning 411’ from DER, 255’ right of centerline, up to 35’ AGL/834’ MSL.
Electrical system beginning 414’ from DER, 295’ right of centerline, up to 30’ AGL/839’ MSL.
Electrical system, vehicles on road, trees beginning 421’ from DER, 252’ right of centerline, up to 57’ AGL/847’ MSL.
Trees beginning 1012’ from DER, 491’ right of centerline, up to 72’ AGL/849’ MSL.
Trees beginning 1068’ from DER, 535’ right of centerline, up to 73’ AGL/851’ MSL.
Trees beginning 1143’ from DER, 537’ right of centerline, up to 75’ AGL/853’ MSL.
Trees beginning 1338’ from DER, 546’ right of centerline, up to 83’ AGL/860’ MSL.
Trees beginning 1446’ from DER, 536’ right of centerline, up to 85’ AGL/863’ MSL.
Trees beginning 1500’ from DER, 558’ right of centerline, up to 88’ AGL/865’ MSL.
Tree 1692’ from DER, 453’ left of centerline, 70’ AGL/852’ MSL.
Trees beginning 2063’ from DER, 437’ right of centerline, up to 90’ AGL/870’ MSL.

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

CON’T
BRISTOW, OK (CON’T)
JONES MEML (3F7) (CON’T)
Rwy 36 (CON’T), tree 206’ from DER, 380’ left of centerline, 84’ AGL/861’ MSL.
Tree 2185’ from DER, 703’ right of centerline, 95’ AGL/871’ MSL.
Trees beginning 2187’ from DER, 359’ left of centerline, up to 85’ AGL/866’ MSL.
Tree 2223’ from DER, 606’ right of centerline, 102’ AGL/880’ MSL.
Trees beginning 2228’ 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 3981’ from DER, 450’ left of centerline, 47’ AGL/906’ MSL.

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

BURNS FLAT, OK
CLINTON/SHERMAN (CSM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 27APR17 (22027) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17L, tree 655’ from DER, 317’ left of centerline, 23’ AGL/1932’ MSL.
Rwy 17R, tree 1275’ from DER, 620’ right of centerline, 35’ AGL/1954’ MSL.
Rwy 35R, ATCT 2797’ from DER, 188’ right of centerline, 66’ AGL/1985’ MSL.
Tower 3017’ from DER, 296’ right of centerline, 85’ AGL/1996’ MSL.

CAMDEN, AR
HARRELL FLD (CDH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (22139) (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/264’ MSL.
Rwy 19, trees beginning 38’ from DER, 88’ left of centerline, up to 83’ AGL/222’ MSL.
Trees beginning 797’ from DER, 305’ right of centerline, up to 84’ AGL/213’ MSL.

CARLISLE, AR
CARLISLE MUNI (4M3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees 2966’ from DER, 1135’ right of centerline, 100’ AGL/339’ MSL.
Building 82’ from DER, 331’ left of centerline, 20’ AGL/264’ MSL.
Building 781’ from DER, 565’ right of centerline, 30’ AGL/269’ MSL.
Rwy 18, trees 346’ from DER, across centerline, up to 100’ AGL/344’ MSL.
Road 674’ from DER, across centerline, 17’ AGL/262’ MSL.
Rwy 27, trees 2668’ from DER, 516’ right of centerline, 100’ AGL/344’ MSL.
Rwy 36, road 396’ from DER, across centerline, 15’ AGL/259’ MSL.

CHANDLER, OK
CHANDLER RGNL (CQB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 08NOV18 (18312) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, bush 15’ from DER, 459’ left of centerline, 988’ MSL.
Trees and ground beginning 18’ from DER, 16’ right of centerline, up to 45’ AGL/1012’ MSL.
Tree 78’ from DER, 292’ right of centerline, 47’ AGL/1013’ MSL.
Trees beginning 102’ from DER, 254’ right of centerline, up to 51’ AGL/1016’ MSL.
Power line and trees beginning 103’ from DER, 456’ left of centerline, up to 1007’ MSL.
Rwy 35, tree 20’ from DER, 188’ left of centerline, 15’ AGL/968’ MSL.
Tree 32’ from DER, 100’ right of centerline, 964’ MSL.
Tree 329’ from DER, 57’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHICKASHA, OK
CHICKASHA MUNI (CHK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 09SEP21 (21252) (FAA)
TAKEOFF MINIMUMS:
Rwy 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 ¼ 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' right of centerline, 38' AGL/727' MSL.
Tree 1510' from DER, 241' right of centerline, 46' AGL/735' MSL.
Tree 1570' from DER, 557' right of centerline, 42' AGL/739' MSL.
Tree 1 NM from DER, 1917' left of centerline, 100' AGL/949' MSL.

CLARKSVILLE, AR
CLARKSVILLE MUNI (H35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01JUN78 (78152) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 400-2.
DEPARTURE PROCEDURE:
Rwys 9, 27, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR
CLINTON MUNI (CCA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-Obstacles.
Rwy 13, std. w/min. climb of 320' per NM to 1400 or 1800-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 13, climb heading 132° to 1400 before turning.
VCOA:
Obtain ATC approval for VCOA 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/537' MSL.
Tree 348' from DER, 114' right of centerline, 51' AGL/537' MSL.
Trees, beginning 452' from DER, 24' left of centerline, up to 65' AGL/552' MSL.
Trees, beginning 539' from DER, 259' right of centerline, up to 65' AGL/556' MSL.
Trees, beginning 600' from DER, 227' right of centerline, up to 78' AGL/565' MSL.
Trees, beginning 614' from DER, 256' right of centerline, up to 572' MSL.
Trees, beginning 749' from DER, 213' right of centerline, up to 84' AGL/573' MSL.
Trees, beginning 1280' from DER, 1' right of centerline, up to 91' AGL/582' MSL.
Trees, beginning 1810' from DER, 328' left of centerline, up to 75' AGL/593' MSL.
Trees, beginning 1834' from DER, 95' left of centerline, up to 82' AGL/602' MSL.
Tree 1880' from DER, 965' left of centerline, 55' AGL/604' MSL.
Trees, beginning 1883' from DER, 61' left of centerline, up to 72' AGL/608' MSL.
Trees, beginning 1902' from DER, 53' right of centerline, up to 104' AGL/619' MSL.
Tree 1984' from DER, 194' left of centerline, 73' AGL/628' MSL.
Trees, beginning 1987' from DER, 253' left of centerline, up to 80' AGL/636' MSL.
Tree, it pole, beginning 1997' from DER, 9' right of centerline, up to 79' AGL/642' MSL.
Trees, beginning 2007' from DER, 208' right of centerline, up to 643' MSL.
Tree, vehicle on rd, road, pole, terrain, bldg, beginning 2019' from DER, 0' from centerline, up to 649' MSL.
Tree 5104' from DER, 1513' right of centerline, 71' AGL/650' MSL.
Trees, beginning 5109' from DER, 594' right of centerline, up to 73' AGL/649' MSL.
Tree 5151' from DER, 396' right of centerline, 77' AGL/658' MSL.
Trees, beginning 5197' from DER, 30' right of centerline, up to 78' AGL/666' MSL.
Trees, beginning 5316' from DER, 130' left of centerline, up to 75' AGL/675' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLINTON, AR (CON’T)

CLINTON MUNI (CCA) (CON’T)

Rwy 13 (CONT), trees, beginning 5384’ from DER, 82’ left of centerline, up to 76’ AGL/683’ MSL.
Trees, beginning 5391’ from DER, 33’ left of centerline, up to 75’ AGL/684’ MSL.
Tree, pole, beginning 5541’ from DER, 23’ left of centerline, up to 73’ AGL/693’ MSL.
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/708’ MSL.
Tree, bldg, pole, beginning 5856’ from DER, 38’ left of centerline, up to 86’ AGL/720’ MSL.
Tree, bldg, pole, beginning 5912’ from DER, 373’ left of centerline, up to 95’ AGL/728’ MSL.
Trees, beginning 5955’ from DER, 212’ right of centerline, up to 100’ AGL/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.

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, 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 MINIMUMS:

Rwys 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 (22139) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 22, 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 MINIMUMS:

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, 232’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CROSSETT, AR
Z M JACK STELLFld (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.

CUSHING, OK
CUSHING MUNI (CUH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 8, 11, 26, 29, NA.
Rwy 36, 400-2 or std. w/ min. climb of 210' per NM to 1400.
DEPARTURE PROCEDURES:
Rwy 36, climb via heading 360° to 1400' before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 43' from DER, 459' left of centerline, up to 50' AGL/921' MSL.
Pole 341' from DER, 335' left of centerline, 36' AGL/907' MSL.
NAVAID 2' from DER, 30' left of centerline, 4' AGL/879' MSL.
Rwy 36, terrain 72' from DER, 116' right of centerline, 918' MSL.
Trees beginning 83' from DER, 5' right of centerline, up to 50' AGL/965' MSL.
Trees beginning 1114' from DER, 29' left of centerline, up to 50' AGL/1013' MSL.
Vehicles on roadway 1050' from DER, 96' left of centerline, up to 15' AGL/951' MSL.
Poles beginning 1117' from DER, 138' right of centerline, up to 22' AGL/1071' MSL.
Tower 2.16 NM from DER, 5370' left of centerline, 250' AGL/1263' MSL.

DANVILLE, AR
DANVILLE MUNI (32A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03NOV22 (22307) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, NA-Environmental.
Rwy 29, std. w/min. climb of 340' per NM to 4100 or 1700-3 for VCOA.
VCOA:
Rwy 29, 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 29, tree, vehicles on road, beginning 3' from DER, 302' left of centerline, up to 27' AGL/395' MSL.
Grd, 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, vehicles on road, 267' left of centerline, up to 65' AGL/431' MSL.
Tree, vehicles on road, pole, beginning 87' from DER, 184' left of centerline, up to 95' AGL/461' MSL.
Pole, tree, beginning 225' from DER, 490' right of centerline, up to 25' AGL/401' MSL.
Tree, vehicles on road, pole, grd, beginning 499' from DER, 394' right of centerline, up to 52' AGL/424' MSL.
Tree, vehicles on road, beginning 984' from DER, 653' right of centerline, up to 30' AGL/426' MSL.
Tree, fence, beginning 1013' from DER, 537' right of centerline, up to 51' AGL/431' MSL.
Tree, pole, vehicles on road, anl, 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

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

DE WITT, AR
DE WITT MUNI/WHITCOMB FLD (5M1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 19MAY22 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 31' from DER, 285' right of centerline, 11' AGL/197' MSL.
Trees beginning 32' from DER, 247' left of centerline, up to 8' AGL/195' MSL.
Tree 90' from DER, 192' right of centerline, 14' AGL/198' MSL.
Trees beginning 140' from DER, 194' right of centerline, up to 22' AGL/208' MSL.
Rwy 36, fence 7' from DER, 249' right of centerline, 19' MSL.
Poles, buildings beginning 12' from DER, 336' left of centerline, up to 212' MSL.
Wind indicator 119' from DER, 176' right of centerline, 29' AGL/218' MSL.
Poles beginning 358' from DER, 383' left of centerline, up to 221' MSL.
Poles beginning 425' from DER, 246' right of centerline, up to 222' MSL.
Pole, vehicle on road beginning 449' from DER, 278' left of centerline, up to 223' MSL.
Pole 486' from DER, 573' right of centerline, 224' MSL.
Pole 547' from DER, 488' right of centerline, 41' AGL/228' 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, 476' left of centerline, 63' AGL/222' MSL.
Traverse way 163' from DER, 502' right of centerline, 17' AGL/176' MSL.
Tree 1415' from DER, 422' right of centerline, 54' AGL/213' MSL.
Tree 1429' from DER, 608' right of centerline, 58' AGL/216' MSL.
Trees beginning 1442' from DER, 853' right of centerline, up to 66' AGL/225' MSL.
Rwy 36, terrain 83' from DER, 237' left of centerline, 166' MSL.
Traverse way 197' from DER, 287' left of centerline, 15' AGL/178' MSL.
Trees beginning 253' from DER, 335' left of centerline, up to 48' AGL/210' MSL.
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DUNCAN, OK
HALLIBURTON FLD (DUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 500-2/4, or std. with a min. climb of 280' per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 35, multiple power poles beginning 978' from DER, 702' left of centerline, up to 60' AGL/1129' MSL.
Multiple power poles beginning 945' from DER, 613' right of centerline, up to 60' AGL/1149' MSL.
Multiple trees beginning 1704' from DER, 769' left of centerline, up to 100' AGL/1169' MSL.
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 FLD (DUA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05DEC19 (21336) (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.

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, 295' 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 408' 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.
Trees beginning 216' from DER, 261' left of centerline, up to 326' MSL.
Tree 578' from DER, 294' right of centerline, 326' MSL.
Trees beginning 977' from DER, 25' left of centerline, up to 353' MSL.
Tree 1029' from DER, 352' right of centerline, 335' MSL.
Tree 2330' from DER, 304' right of centerline, 399' MSL.
Tree 2581' from DER, 572' right of centerline, 406' MSL.

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

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, 16' 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.

Tree 543' from DER, 95' right of centerline, 24' AGL/1191' MSL.

FAIRVIEW, OK
FAIRVIEW MUNI (6K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05DEC19 (19339) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1¼ or std. w/min. climb of 350' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 177° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain 1' from DER, 494' right of centerline, 1273' MSL.
Trees, vehicle on road, pole, buildings and sign beginning 38' from DER, 285' left of centerline, up to 50' AGL/1321' MSL.
Utility pole 192' from DER, 417' right of centerline, 5' AGL/1279' MSL.
Tank and terrain beginning 217' from DER, 409' right of centerline, up to 8' AGL/1281' MSL.
Poles, buildings, vehicle on road, tank, antenna, electrical system and trees beginning 239' from DER, 193' right of centerline, up to 35' AGL/1308' MSL.
Trees beginning 377' from DER, 418' left of centerline, up to 55' AGL/1327' MSL.
Trees, vehicle on road, buildings, poles and electrical system beginning 394' from DER, 44' left of centerline, up to 65' AGL/1335' MSL.
Pole, electrical system and tree beginning 454' from DER, 452' right of centerline, up to 36' AGL/1311' MSL.
Pole, trees and building beginning 520' from DER, 213' right of centerline, up to 43' AGL/1317' MSL.
Trees, electrical system, poles, vehicle on road and buildings beginning 526' from DER, 193' right of centerline, up to 46' AGL/1320' MSL.
Trees, buildings, electrical system and poles beginning 698' from DER, 192' right of centerline, up to 50' AGL/1325' MSL.
Trees and poles beginning 1010' from DER, 14' right of centerline, up to 58' AGL/1333' MSL.
Trees and poles beginning 1174' from DER, 174' left of centerline, up to 71' AGL/1341' MSL.
Trees, poles, building and electrical system beginning 1209' from DER, 9' right of centerline, up to 68' AGL/1344' MSL.
Trees and pole beginning 1249' from DER, 34' left of centerline, up to 76' AGL/1346' MSL.
Tree 1378' from DER, 713' left of centerline, 82' AGL/1353' MSL.
Trees and pole beginning 1397' from DER, 27' left of centerline, up to 86' AGL/1356' MSL.
Trees, poles and antenna beginning 1675' from DER, 31' right of centerline, up to 73' AGL/1351' MSL.
Tree 2927' from DER, 227' right of centerline, 70' AGL/1352' MSL.
Grain elevator beginning 4385' from DER, 1445' right of centerline, up to 172' AGL/1463' MSL.
Antenna 6033' from DER, 404' right of centerline, 136' AGL/1432' MSL.

CON'T
FAIRVIEW, OK (CON’T)

FAIRVIEW MUNI (6K4) (CON’T)

Rwy 35, brush beginning 5’ from DER, 315’ right of centerline, up to 4’ AGL/1266’ MSL.
Sign and fence beginning 13’ from DER, 200’ left of centerline, up to 3’ AGL/1267’ MSL.
Brush beginning 65’ from DER, 288’ right of centerline, up to 4’ AGL/1268’ MSL.
Tree 698’ from DER, 488’ left of centerline, 35’ AGL/1298’ MSL.
Trees beginning 699’ from DER, 351’ left of centerline, up to 34’ AGL/1300’ MSL.
Tree 799’ from DER, 674’ left of centerline, 41’ AGL/1308’ MSL.
Antenna and tree beginning 901’ from DER, 703’ left of centerline, up to 47’ AGL/1314’ MSL.
Tree 839’ from DER, 691’ left of centerline, 48’ AGL/1316’ MSL.

FAYETTEVILLE, 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/1329’ MSL.
Trees beginning 1184’ from DER, 106’ left of centerline, 94’ to 114’ AGL/1342’ MSL.
Tree 2087’ from DER, 467’ right of centerline, 1301’ MSL.
Tree 2104’ from DER, 254’ right of centerline, 1309’ MSL.
Tree 2230’ from DER, 869’ right of centerline, 1320’ MSL.
Tree 2513’ from DER, 291’ right of centerline, 1323’ MSL.

Rwy 34, fence and terrain beginning on centerline, 218’ left of centerline, up to 3’ AGL/1256’ 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.

Rwy 34, fence and terrain beginning on centerline, 218’ left of centerline, up to 3’ AGL/1256’ MSL.
Vehicles on road, terrain, fence, electrical system and pole beginning 5’ from DER, 197’ left of centerline, up to 1269’ MSL.
Tree 659’ from DER, 588’ right of centerline, 1280’ MSL.

Rwy 34, fence and terrain beginning on centerline, 218’ left of centerline, up to 3’ AGL/1256’ MSL.
Vehicles on road, terrain, fence, electrical system and pole beginning 5’ from DER, 197’ left of centerline, up to 1269’ MSL.
Tree 659’ from DER, 588’ right of centerline, 1280’ MSL.
Tree 1170’ from DER, 690’ right of centerline, 42’ AGL/1289’ MSL.
Tree 1794’ from DER, 329’ right of centerline, 1302’ MSL.
Tree 1836’ from DER, 320’ right of centerline, 54’ AGL/1307’ MSL.
Tree 2308’ from DER, 752’ right of centerline, 45’ AGL/1321’ MSL.
Tree 2459’ from DER, 279’ left of centerline, 71’ AGL/1323’ MSL.
Trees beginning 2514’ from DER, 483’ right of centerline, up to 37’ AGL/1334’ MSL.
Tree 2590’ from DER, 802’ right of centerline, 39’ AGL/1336’ MSL.

Trees beginning 2594’ from DER, 353’ left of centerline, up to 65’ AGL/1324’ MSL.
Trees, pole and transmission line beginning 2632’ from DER, 418’ right of centerline, up to 39’ AGL/1360’ MSL.
Tree 2661’ from DER, 769’ left of centerline, 85’ AGL/1343’ MSL.
Trees and terrain beginning 2844’ from DER, 562’ right of centerline, up to 38’ AGL/1397’ MSL.
Trees, poles, transmission lines and terrain beginning 3057’ from DER, 627’ right of centerline, up to 55’ AGL/1445’ MSL.
Terrain and tree beginning 3268’ from DER, 750’ right of centerline, up to 1496’ MSL.
Trees, terrain, poles and transmission lines beginning 3317’ from DER, 393’ right of centerline, up to 42’ AGL/1532’ MSL.
Trees beginning 4198’ from DER, 1051’ right of centerline, up to 59’ AGL/1423’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FAYETTEVILLE/SPRINGDALE/ROGERS, AR
NORTHWEST ARKANSAS NTL (XNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20APR23 (23110) (FAA)
DEPARTURE PROCEDURE:
Rwy 34L/R, climb on heading 339° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 34, tree 119' from DER, 445' left of centerline, 5' AGL/1299' MSL.
Tree 802' from DER, 693' left of centerline, 42' AGL/1327' MSL.
Tree 2178' from DER, 751' left of centerline, 1350' MSL.

SC-1 23278
FAYETTEVILLE/SPRINGDALE/ROGERS, AR
NORTHWEST ARKANSAS NTL (XNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20APR23 (23110) (FAA)
DEPARTURE PROCEDURE:
Rwy 34L/R, climb on heading 339° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 34, tree 119' from DER, 445' left of centerline, 5' AGL/1299' MSL.
Tree 802' from DER, 693' left of centerline, 42' AGL/1327' MSL.
Tree 2178' from DER, 751' left of centerline, 1350' MSL.

FLIPPIN, AR
MARION COUNTY RGNL (FLP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR17 (17061) (FAA)
TAKEOFF MINIMUMS:
Rwy 22,
300-1¼ or std. w/ min. climb of 222' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM gradient, takeoff must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE:
Rwy 22,
climb heading 231° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4,
vehicle on road 2' from DER, 276' left of centerline, 10' AGL/654' MSL.
Grd 2' from DER, 496' left of centerline, 675' MSL.
Tree 321' from DER, 458' left of centerline, 61' AGL/694' MSL.
Trees beginning 325' from DER, 198' left of centerline, up to 63' AGL/699' MSL.
Tree 369' from DER, 486' right of centerline, 24' AGL/669' MSL.
Pole beginning 369' from DER, 490' right of centerline, up to 25' AGL/671' MSL.
Building, pole beginning 387' from DER, 299' right of centerline, up to 26' AGL/672' MSL.
Buildings, trees, beginning 672' from DER, 99' right of centerline, up to 37' AGL/683' MSL.
Building, chy beginning 1095' from DER, 582' right of centerline, up to 57' AGL/701' MSL.
Trees beginning 1303' from DER, 26' right of centerline, up to 37' 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.
Trees beginning 2001' from DER, 195' right of centerline, up to 66' AGL/721' MSL.
Trees, poles beginning 2099' from DER, 203' left of centerline, up to 71' AGL/746' MSL.
Pole 2438' from DER, 744' left of centerline, 100' AGL/779' MSL.
Trees beginning 2461' from DER, 25' left of centerline, up to 92' AGL/804' MSL.
Trees beginning 2470' from DER, 330' right of centerline, up to 97' AGL/760' MSL.
Trees beginning 2913' from DER, 18' right of centerline, up to 65' AGL/766' MSL.
Trees beginning 3571' from DER, 55' right of centerline, up to 78' AGL/770' MSL.
Tree 1 NM from DER, 836' right of centerline, 88' AGL/832' MSL.

FLIPPIN, AR
MARION COUNTY RGNL (FLP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR17 (17061) (FAA)
TAKEOFF MINIMUMS:
Rwy 22,
300-1¼ or std. w/ min. climb of 222' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM gradient, takeoff must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE:
Rwy 22,
climb heading 231° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4,
vehicle on road 2' from DER, 276' left of centerline, 10' AGL/654' MSL.
Grd 2' from DER, 496' left of centerline, 675' MSL.
Tree 321' from DER, 458' left of centerline, 61' AGL/694' MSL.
Trees beginning 325' from DER, 198' left of centerline, up to 63' AGL/699' MSL.
Tree 369' from DER, 486' right of centerline, 24' AGL/669' MSL.
Pole beginning 369' from DER, 490' right of centerline, up to 25' AGL/671' MSL.
Building, pole beginning 387' from DER, 299' right of centerline, up to 26' AGL/672' MSL.
Buildings, trees, beginning 672' from DER, 99' right of centerline, up to 37' AGL/683' MSL.
Building, chy beginning 1095' from DER, 582' right of centerline, up to 57' AGL/701' MSL.
Trees beginning 1303' from DER, 26' right of centerline, up to 37' 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.
Trees beginning 2001' from DER, 195' right of centerline, up to 66' AGL/721' MSL.
Trees, poles beginning 2099' from DER, 203' left of centerline, up to 71' AGL/746' MSL.
Pole 2438' from DER, 744' left of centerline, 100' AGL/779' MSL.
Trees beginning 2461' from DER, 25' left of centerline, up to 92' AGL/804' MSL.
Trees beginning 2470' from DER, 330' right of centerline, up to 97' AGL/760' MSL.
Trees beginning 2913' from DER, 18' right of centerline, up to 65' AGL/766' MSL.
Trees beginning 3571' from DER, 55' right of centerline, up to 78' AGL/770' MSL.
Tree 1 NM from DER, 836' right of centerline, 88' AGL/832' MSL.

FORT SMITH, AR
FORT SMITH RGNL (FSM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 2,
300-1 3/8 or std. w/ min. climb of 319' per NM to 700.
Rwy 8,
300-1 1/2 or std. w/ min. climb of 304' per NM to 800.
Rwy 20,
300-1 3/8 or std. w/ min. climb of 319' per NM to 700 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.
Rwy 26,
300-1 or std. w/ min. climb of 346' per NM to 800 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 2,
climb on heading 020° to 2300 before turning left.
Rwy 26,
climb on heading 260° to 1100 before turning right.
CON’T
TAKEOFF MINIMUMS, (OBLAST) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

FORT SMITH, AR (CON’T)
FORT SMITH RGNL (FSM) (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 64’ from DER, 489’ left of centerline, 449’ MSL.
Trees, pole beginning 824’ from DER, 133’ left of centerline, up to 52’ AGL/498’ MSL.
Pole 1131’ from DER, 14’ right of centerline, 36’ AGL/478’ MSL.
Pole 1164’ from DER, 173’ right of centerline, 39’ AGL/480’ MSL.
Tree 1295’ from DER, 717’ left of centerline, 53’ AGL/501’ MSL.
Tree 1301’ from DER, 218’ left of centerline, 65’ AGL/508’ MSL.
Trees beginning 1304’ from DER, 195’ left of centerline, up to 73’ AGL/516’ MSL.
Tree 1327’ from DER, 46’ left of centerline, up to 74’ AGL/519’ MSL.
Tree 1427’ from DER, 243’ right of centerline, 45’ AGL/484’ MSL.
Tree 1433’ from DER, 18’ right of centerline, 49’ AGL/491’ MSL.
Trees beginning 1435’ from DER, 6’ right of centerline, up to 59’ AGL/501’ MSL.
Trees beginning 1586’ from DER, 42’ left of centerline, up to 73’ AGL/522’ MSL.
Trees beginning 1714’ from DER, 51’ left of centerline, up to 79’ AGL/527’ MSL.
Trees beginning 1798’ from DER, 106’ right of centerline, up to 60’ AGL/502’ MSL.
Trees beginning 1918’ from DER, 134’ left of centerline, up to 71’ AGL/528’ MSL.
Trees beginning 2163’ from DER, 17’ right of centerline, up to 64’ AGL/508’ MSL.
Trees beginning 2502’ from DER, 9’ left of centerline, up to 77’ AGL/537’ MSL.
Antenna, trees, towers, signs, poles, buildings beginning 4319’ from DER, 70’ left of centerline, up to 95’ AGL/619’ MSL.
Trees beginning 4989’ from DER, 796’ right of centerline, up to 582’ MSL.
Trees beginning 5136’ from DER, 794’ right of centerline, up to 629’ MSL.
Trees beginning 5300’ from DER, 820’ right of centerline, up to 630’ MSL.
Trees beginning 5476’ from DER, 321’ right of centerline, up to 636’ MSL.
Trees beginning 5824’ from DER, 222’ right of centerline, up to 644’ MSL.
Trees beginning 6082’ from DER, 190’ right of centerline, pole beginning 5922’ from DER, 1002’ right of centerline, up to 649’ MSL.
Trees beginning 1 NM from DER, 2177’ right of centerline, up to 661’ MSL.

Rwy 8, terrain beginning 101’ from DER, 298’ left of centerline, up to 465’ MSL.
Tree 170’ from DER, 235’ right of centerline, 477’ MSL.
Terrain beginning 315’ from DER, 490’ left of centerline, up to 466’ MSL.
Trees beginning 1796’ from DER, 613’ left of centerline, up to 515’ MSL.
Trees beginning 1894’ from DER, 881’ left of centerline, up to 518’ MSL.
Trees beginning 2026’ from DER, 783’ left of centerline, up to 522’ MSL.
Trees beginning 2291’ from DER, 814’ left of centerline, up to 536’ MSL.
Trees beginning 2592’ from DER, 754’ left of centerline, up to 548’ MSL.
Trees beginning 2826’ from DER, 665’ left of centerline, up to 551’ MSL.
Trees beginning 2827’ from DER, 946’ left of centerline, up to 555’ MSL.
Tree 5278’ from DER, 1909’ right of centerline, 58’ AGL/632’ MSL.
Trees beginning 5305’ from DER, 1685’ right of centerline, up to 639’ MSL.
Trees, pole beginning 5482’ from DER, 1510’ right of centerline, up to 78’ AGL/656’ MSL.
Trees, building, pole beginning 6008’ from DER, 1566’ right of centerline, up to 657’ MSL.
Trees, pole, antenna beginning 1 NM from DER, 1191’ right of centerline, up to 667’ MSL.
Tower 1.2 NM from DER, 1997’ right of centerline, 79’ AGL/639’ MSL.

Rwy 20, tree 108’ from DER, 482’ left of centerline, 452’ MSL.
Trees beginning 627’ from DER, 230’ left of centerline, up to 24’ AGL/467’ MSL.
 Traverse ways beginning 639’ from DER, 204’ left of centerline, up to 469’ MSL.
Trees beginning 696’ from DER, 156’ left of centerline, up to 470’ MSL.
Tank, traverse way, tree beginning 704’ from DER, 102’ left of centerline, up to 34’ AGL/480’ MSL.
Tree 724’ from DER, 77’ right of centerline, 25’ AGL/468’ MSL.
Elevator, traverse way, trees beginning 744’ from DER, 4’ left of centerline, up to 38’ AGL/482’ MSL.
 Traverse ways beginning 785’ from DER, 96’ right of centerline, up to 471’ MSL.
Trees beginning 845’ from DER, 10’ right of centerline, up to 29’ AGL/475’ MSL.
Trees beginning 914’ from DER, 18’ right of centerline, up to 29’ AGL/476’ MSL.
Tree 923’ from DER, 66’ right of centerline, 31’ AGL/479’ MSL.
Trees beginning 924’ from DER, 34’ right of centerline, up to 32’ AGL/480’ MSL.
Trees beginning 1005’ from DER, 77’ right of centerline, up to 33’ AGL/481’ MSL.
Tree 1033’ from DER, 122’ left of centerline, 40’ AGL/483’ MSL.
Trees beginning 1048’ from DER, 167’ left of centerline, up to 484’ MSL.
Tree 1086’ from DER, 197’ right of centerline, 35’ AGL/482’ MSL.
Trees beginning 1277’ from DER, 106’ left of centerline, up to 52’ AGL/491’ MSL.
Tree 1401’ from DER, 441’ right of centerline, 494’ MSL.
Transmission line, pole beginning 1865’ from DER, 693’ left of centerline, up to 42’ AGL/501’ MSL.
Trees, transmission line, poles beginning 1927’ from DER, 285’ left of centerline, up to 78’ AGL/539’ MSL.
Trees, poles, tower beginning 2035’ from DER, 393’ left of centerline, up to 76’ AGL/544’ MSL.
Elevator 2106’ from DER, 968’ right of centerline, 86’ AGL/536’ MSL.
Trees beginning 1 NM from DER, 1351’ left of centerline, up to 627’ MSL.

Rwy 26, traverse way 998’ from DER, 719’ right of centerline, 497’ MSL.
Tree 1166’ from DER, 782’ right of centerline, 24’ AGL/511’ MSL.
Trees, transmission line, poles beginning 1311’ from DER, 794’ left of centerline, up to 511’ MSL.
Pole, building beginning 1325’ from DER, 792’ right of centerline, up to 25’ AGL/513’ MSL.
Tree 1440’ from DER, 780’ left of centerline, 518’ MSL.
Poles beginning 1459’ from DER, 734’ right of centerline, up to 24’ AGL/515’ MSL.
Pole 1646’ from DER, 781’ right of centerline, 34’ AGL/520’ MSL.
Poles beginning 1660’ from DER, 819’ right of centerline, up to 39’ AGL/527’ MSL.

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

L17 SC-1 30 NOV 2023 to 25 JAN 2024
23278

S-1 30 NOV 2023 to 25 JAN 2024
FORT SMITH, AR (CON’T)

FORT SMITH RGNL (FSM) (CON’T)

Rwy 26 (CON’T), trees, building beginning 1815’ from DER, 684’ right of centerline, up to 547’ MSL.
Trees, building beginning 2024’ from DER, 692’ right of centerline, up to 549’ MSL.
Sign, trees beginning 2687’ from DER, 742’ right of centerline, up to 40’ AGL/553’ MSL.
Tree 3554’ from DER, 248’ left of centerline, 558’ MSL.
Tower, water tower, tank beginning 4973’ from DER, 208’ left of centerline, up to 125’ AGL/623’ 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’ left of centerline, 50’ AGL/1189’ MSL.
Terrain 101’ from DER, 369’ right of centerline, 1159’ MSL.
Rwy 35, tree 930’ from DER, 45’ left of centerline, 50’ AGL/1199’ MSL.
Road 905’ from DER, 18’ left of centerline, 15’ AGL/1194’ MSL.

GROVE, OK

DAVID JAY PERRY (1K4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  25SEP08  (22195)  (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

GUTHRIE, OK

GUTHRIE/EDMOND RGNL (GOK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  17DEC09  (22027)  (FAA)

TAKEOFF OBSTACLE NOTES:

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

GUYMON, OK

GUYMON MUNI (GUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A  10SEP20  (20254)  (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-environmental.
Rwy 18, 600-1¼ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HARRISON, AR
BOONE COUNTY (HRO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  26APR18  (18116)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 1400 - 3 or std. w/ min. climb of 320’ per NM to 3200.
DEPARTURE PROCEDURE:
Rwy 18, climb on heading 182° to 2600 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree, vehicles on road, pole beginning 17’ from DER, 482’ right of centerline, up to 33’ AGL/1396’ MSL.
Rwy 36, vegetation, tree beginning 32’ from DER, 444’ left of centerline, up to 138’ MSL.
Fence 184’ from DER, 134’ 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.
Rwy 877’ from DER, 365’ left of centerline, 1388’ MSL.
Tree 906’ from DER, 334’ left of centerline, 1394’ MSL.
Trees beginning 969’ from DER, 368’ left of centerline, up to 1397’ MSL.
Tree 1029’ from DER, 368’ left of centerline, 1399’ MSL.
Trees beginning 1065’ from DER, 186’ left of centerline, up to 1403’ MSL.
Trees beginning 1160’ from DER, 217’ left of centerline, up to 1405’ MSL.
Tree 1576’ from DER, 805’ right of centerline, 1405’ MSL.

HEBER SPRINGS, AR
HEBER SPRINGS MUNI (HBZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  10OCT19  (19283)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 500-3 or std. w/min. climb of 235’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 24, climb on heading 240° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning abeam DER, 190’ right of centerline up to 80 AGL/700’ MSL.
Trees beginning abeam DER, 240’ left of centerline, up to 80 AGL/700’ MSL.
Trees beginning 450’ from DER, crossing runway extended centerline, up to 80 AGL/700’ MSL.
Rwy 24, trees beginning abeam DER, 250’ right of centerline up to 80 AGL/680’ MSL.
Trees beginning abeam DER, 171’ left of centerline, up to 80 AGL/680’ MSL.
Trees beginning 500’ from DER, crossing runway extended centerline, up to 80 AGL/660’ MSL.

HELENA/WEST HELENA, AR
THOMPSON-ROBBINS (HEE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  03NOV22  (22307)  (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 400-2½ or std. w/min. climb of 250’ per NM to 800, or 1000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 9, climb on heading 090° to 700 before turning right.
VCOA:
Rwy 9, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Thompson-Robbins airport at or above 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 5849’ from DER, 1594’ left of centerline, up to 416’ MSL.
Trees beginning 1 NM from DER, 1379’ left of centerline, up to 425’ MSL.
Trees beginning 1 NM from DER, 1802’ left of centerline, up to 430’ MSL.
Trees beginning 1 NM from DER, 929’ left of centerline, up to 441’ MSL.
Trees beginning 1.1 NM from DER, 751’ left of centerline, up to 450’ MSL.
Trees beginning 1.1 NM from DER, 40’ left of centerline, up to 451’ MSL.
Tree 1.1 NM from DER, 543’ right of centerline, 423’ MSL.
Trees beginning 1.2 NM from DER, 337’ left of centerline, up to 458’ MSL.
Tree 1.2 NM from DER, 509’ right of centerline, 444’ MSL.
Tree 1.3 NM from DER, 132’ right of centerline, 455’ MSL.
Tree 1.3 NM from DER, 1371’ left of centerline, 459’ MSL.
Tree 1.3 NM from DER, 1884’ left of centerline, 464’ MSL.
Tree 1.3 NM from DER, 2330’ left of centerline, 465’ MSL.
Trees beginning 1.3 NM from DER, 1254’ left of centerline, up to 470’ MSL.
Antenna 2 NM from DER, 1878’ right of centerline, 233’ AGL/614’ MSL.
Tower 2 NM from DER, 1823’ right of centerline, 238’ AGL/621’ MSL.
CON’T
HELENA/WEST HELENA, AR (CON’T)
THOMPSON-ROBBINS (HEE) (CON’T)

Rwy 18, lighting 9’ from DER, 92’ left of centerline, 2’ AGL/239’ MSL.
Lighting 11’ from DER, 92’ right of centerline, 4’ AGL/240’ MSL.
Signs 99’ from DER, 359’ left of centerline, 3’ AGL/242’ MSL.
Tree 1018’ from DER, 547’ left of centerline, 50’ AGL/287’ MSL.
Tree 1886’ from DER, 809’ right of centerline, 328’ MSL.
Trees beginning 1953’ from DER, 545’ left of centerline, up to 84’ AGL/299’ MSL.
Trees beginning 2490’ from DER, 942’ left of centerline, up to 83’ AGL/315’ MSL.

Rwy 27, lighting 42’ from DER, 63’ left of centerline, 4’ AGL/240’ MSL.
Trees beginning 694’ from DER, 135’ left of centerline, up to 286’ MSL.
Tree 3399’ from DER, 234’ right of centerline, 332’ MSL.

Rwy 36, lighting 3’ from DER, 92’ right of centerline, 2’ AGL/242’ MSL.
Lighting 6’ from DER, 93’ left of centerline, 3’ AGL/242’ MSL.
Tree, terrain beginning 181’ from DER, 490’ right of centerline, up to 100’ AGL/939’ MSL.
Pole 1136’ from DER, 787’ left of centerline, 1210’ MSL.
Pole 1346’ from DER, 782’ right of centerline, 1206’ MSL.

HENRY POST AAF (KFSI)
FORT SILL, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (USA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 953’ from DER, 669’ right of centerline, 1198’ MSL.
Pole, traverse way beginning 5’ from DER, 227’ left of centerline, up to 15’ AGL/1599’ MSL.
Pole, traverse way, trees beginning 335’ from DER, 22’ right of centerline, up to 15’ AGL/1587’ MSL.
Tower 8882’ from DER, 6059’ left of centerline, 33’ AGL/1223’ MSL.

HENRYETTA, OK
HENRYETTA MUNI (F10)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:
Rwy 36, 500-3 or std. with a min. climb of 312’ per NM to 1500.

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

HINTON, OK
HINTON MUNI (2O8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-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, 704’ left of centerline, 1617’ MSL.
Rwy 36, sign 22’ from DER, 124’ left of centerline, 1578’ MSL.
Traverse way beginning 63’ from DER, 227’ right of centerline, up to 15’ AGL/1587’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

HOLDENVILLE, OK
HOLDENVILLE MUNI (F99)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 10OCT19 (19283) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 354° to 1400 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 120’ from DER, 370’ right of centerline, up to 871’ MSL.
Trees and vehicles on road beginning 241’ from DER, 426’ right of centerline, up to 880’ MSL.
Vegetation beginning 275’ from DER, 255’ left of centerline, up to 867’ MSL.
Train on tracks 628’ from DER, left and right of extended runway centerline, up to 23’ AGL/882’ MSL.
Vehicles on road beginning 640’ from DER, left to right of extended runway centerline, up to 881’ MSL.
Poles and power lines beginning 716’ from DER, left to right of extended runway centerline, up to 34’ AGL/889’ MSL.
Trees and elevator beginning 727’ from DER, 666’ right of centerline, up to 903’ MSL.
Poles and trees beginning 750’ from DER, 522’ left of centerline, up to 32’ AGL/890’ MSL.
Rwy 35, vegetation 195’ from DER, 265’ left of centerline, up to 871’ MSL.
Vegetation beginning 277’ from DER, 265’ left of centerline, up to 871’ MSL.
Rwy 17, trees beginning 597’ from DER, 520’ right of centerline, up to 898’ MSL.
Trees beginning 1214’ from DER, 753’ left of centerline, up to 909’ MSL.
Trees beginning 1605’ from DER, 525’ right of centerline, up to 901’ MSL.

HOLLIS, OK
HOLLIS MUNI (O35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 19JUL18 (18200) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 175° to 2200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain beginning 0’ from DER, 7’ right of centerline, up to 1660’ MSL.
Fence beginning 4’ from DER, 253’ left of centerline, up to 5’ AGL/1658’ MSL.
Trees beginning 89’ from DER, 254’ left of centerline, up to 7’ AGL/1659’ MSL.
Pole beginning 989’ from DER, 590’ right of centerline, up to 53’ AGL/1706’ MSL.
Tower 4194’ from DER, 1305’ right of centerline, 130’ AGL/1759’ MSL.
Rwy 36, fence 0’ from DER, 249’ right of centerline, 6’ AGL/1658’ MSL.
Vehicles on road beginning 478’ from DER, 152’ left of centerline, up to 1672’ MSL.
Vehicles on road beginning 482’ from DER, 6’ right of centerline, up to 1670’ MSL.

HOPE, AR
HOPE MUNI (M18)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13NOV14 (14317) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 1776’ from DER, 422’ left of centerline, up to 100’ AGL/469’ MSL.
Trees and poles beginning 1930’ from DER, 99’ right of centerline, up to 100’ AGL/469’ MSL.
Pole 2256’ from DER, 24’ right of centerline, 65’ AGL/434’ MSL.
Trees and poles beginning 2345’ from DER, 152’ left of centerline, up to 100’ AGL/489’ MSL.
Rwy 22, trees beginning abeam DER, 500’ right of centerline, up to 100’ AGL/439’ MSL.
Tree 117’ from DER, 211’ right of centerline, 100’ AGL/429’ MSL.
Trees beginning 164’ from DER, 10’ right of centerline, up to 100’ AGL/429’ MSL.
Trees beginning 51’ from DER, 211’ left of centerline, up to 100’ AGL/429’ MSL.
Trees beginning 325’ from DER, 45’ left of centerline, up to 100’ AGL/429’ MSL.
Rwy 16, trees beginning 1066’ from DER, 722’ right of centerline, up to 100’ AGL/439’ MSL.
Trees beginning 1427’ from DER, 843’ left of centerline, up to 100’ AGL/439’ MSL.
Rwy 34, bush 39’ from DER, 162’ left of centerline, 10’ AGL/369’ MSL.
Fence 154’ from DER, 474’ right of centerline, 11’ AGL/371’ MSL.
Tree 565’ from DER, 609’ left of centerline, 100’ AGL/479’ MSL.
Trees beginning 897’ from DER, 708’ left of centerline, up to 100’ AGL/479’ MSL.
Tree 1002’ from DER, 748’ right of centerline, 100’ AGL/479’ MSL.
Trees beginning 1023’ from DER, 513’ right of centerline, up to 100’ AGL/479’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HORSEHOE BEND, AR
HORSEHOE BEND (6M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JAN17 (17005)  (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1-1/4.
Rwy 31, 300-1.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 12' from DER, 264' right of centerline, up to 125' AGL/884' MSL.
Trees beginning 15' from DER, 73' left of centerline, up to 125' AGL/944' MSL.
Rwy 31, trees beginning 10' from DER, 213' left of centerline, up to 125' AGL/924' MSL.
Vehicles on road beginning 17' from DER, 277' left of centerline crossing extended runway centerline, up to 15' AGL/894' MSL.
Trees beginning 331' from DER, 193' left of centerline, up to 125' AGL/944' MSL.
Trees beginning 447' from DER, 291' right of centerline, up to 125' AGL/944' MSL.
Trees beginning 644' from DER, 141' left of centerline, up to 125' AGL/964' MSL.
Trees beginning 699' from DER, 310' right of centerline, up to 125' AGL/964' MSL.
Trees beginning 802' from DER, 607' right of centerline, up to 125' AGL/984' MSL.
Trees beginning 969' from DER, 51' right of centerline, up to 125' AGL/1004' MSL.
Trees beginning 1001' from DER, 188' left of centerline, up to 125' AGL/984' MSL.

HOT SPRINGS, AR
MEML FLD (HOT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 15AUG19 (22139)  (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 600-2-1/2 or std. w/min. climb of 382' per NM to 1300 or 1600-3 for VCOA.
Rwy 13, 300-2-1/2 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, 400-1-1/4 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, 3734' left of centerline, up to 62' AGL/1096' MSL.
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 266' from DER, 474' left of centerline, up to 68' AGL/573' MSL.
Trees beginning 317' from DER, 94' left of centerline, up to 574' MSL.
Trees beginning 434' from DER, 7' right of centerline, up to 63' AGL/546' MSL.
Trees beginning 1749' from DER, 70' right of centerline, up to 84' AGL/588' MSL.
Trees beginning 2128' from DER, 48' left of centerline, up to 85' AGL/579' MSL.
Tree 2547' from DER, 809' left of centerline, 74' AGL/587' MSL.
Trees beginning 2611' from DER, 544' right of centerline, up to 79' AGL/601' MSL.
Tree 2664' from DER, 1013' left of centerline, 77' AGL/591' MSL.
Tree 2780' from DER, 731' right of centerline, 75' AGL/603' MSL.
Tree 2902' from DER, 1188' left of centerline, 79' AGL/606' MSL.
Tree and pole beginning 3043' from DER, 17' right of centerline, up to 66' AGL/616' MSL.
Tree 3063' from DER, 53' left of centerline, 71' AGL/622' MSL.
Tree and pole beginning 3175' from DER, 77' left of centerline, up to 80' AGL/630' MSL.
Poles beginning 3228' from DER, 261' left of centerline, up to 71' AGL/631' MSL.
Trees beginning 3296' from DER, 36' right of centerline, up to 76' AGL/624' MSL.
Tree 3450' from DER, 51' left of centerline, 71' AGL/636' MSL.
Tower 1.8 NM from DER, 2044' left of centerline, 355' AGL/602' 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.

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

HOT SPRINGS, AR (CON’T)
MEML FLD (HOT) (CON’T)

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' left of centerline, 69' AGL/614' MSL. Trees beginning 3193' from DER, 68' right of centerline, up to 69' AGL/639' MSL. Tree 3752' from DER, 320' left of centerline, 83' AGL/646' MSL. Tree 4785' from DER, 1740' right of centerline, 88' AGL/655' MSL. Tree 5806' from DER, 1427' right of centerline, 61' AGL/713' MSL. Building 1 NM from DER, 1897' right of centerline, 53' AGL/724' MSL. Traverse way and building beginning 1.1 NM from DER, 1503' right of centerline, up to 886' MSL.

HUGO, OK
STAN STAMPER MUNI (HHW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 686' from DER, 32' right of centerline, up to 100' AGL/660' MSL.

Rwy 35, trees beginning 411' from DER, 264' left of centerline, up to 100' AGL/665' MSL.

HUNTSVILLE, AR
HUNTSVILLE MUNI (H34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 16JUN22 (22167) (FAA)
TAKEOFF MINIMUMS:

Rwys 3, 21, NA-Environmental.

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(404)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23JAN03 (03023) (FAA)
TAKEOFF OBSTACLE NOTES:

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

JONESBORO, AR
JONESBORO MUNI (JBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 07MAR13 (13066) (FAA)
TAKEOFF MINIMUMS:

Rwy 31, NA-obstacles.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 356' from DER, 188' right of centerline, up to 75' AGL/304' MSL. Pole 1214' from DER, 341' right of centerline, 40' AGL/291' MSL. Railroad, trees, and pole beginning 600' from DER, 10' left of centerline, up to 75' AGL/302' MSL.

Rwy 23, trees beginning 2600' from DER, 457' right centerline, up to 75' AGL/433' MSL. Trees beginning 1588' from DER, 721' left of centerline, up to 75' AGL/339' MSL.

Rwy 5, trees beginning 873' from DER, 458' right of centerline, up to 75' AGL/304' MSL. Trees beginning 1226' from DER, 558' left of centerline, up to 75' AGL/315' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KETCHUM, OK
SOUTH GRAND LAKE RGNL (1K8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 300-1½ or std. w/min. climb of 453' per NM to 1200.

DEPARTURE PROCEDURE:
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, 639' right of centerline, 859' MSL.

Tree, vehicles on road, pole, post beginning 75' from DER, 10' left of centerline, up to 44' AGL/824' MSL.
Trees beginning 792' from DER, 544' left of centerline, up to 828' MSL.
Tree 1052' from DER, 634' left of centerline, 835' MSL.
Trees beginning 1089' from DER, 137' left of centerline, up to 840' MSL.
Trees beginning 1405' from DER, 54' left of centerline, up to 842' MSL.
Trees beginning 1500' from DER, 62' left of centerline, up to 844' MSL.
Trees beginning 1600' from DER, 16' left of centerline, up to 846' MSL.
Trees beginning 1734' from DER, 87' left of centerline, up to 853' MSL.
Tree 2282' from DER, 981' left of centerline, 855' MSL.
Tree 2309' from DER, 1108' left of centerline, 858' MSL.

Rwy 36, tree, terrain beginning 4728' from DER, on centerline, up to 39' AGL/985' MSL.
Bush 28' from DER, 82' right of centerline, 8' AGL/787' MSL.
Tree 55' from DER, 290' right of centerline, 795' MSL.

Tree, vehicles on road beginning 185' from DER, 27' right of centerline, up to 798' MSL.
Tree 292' from DER, 297' right of centerline, 816' MSL.
Trees beginning 293' from DER, 33' right of centerline, up to 818' MSL.
Trees beginning 629' from DER, 31' right of centerline, up to 820' AGL/820' MSL.
Tree 741' from DER, 145' right of centerline, 41' AGL/827' MSL.
Trees beginning 785' from DER, 2' right of centerline, up to 43' AGL/829' MSL.
Tree 1413' from DER, 525' right of centerline, 836' MSL.
Trees beginning 1529' from DER, 425' right of centerline, up to 845' MSL.
Tree 2457' from DER, 1093' right of centerline, 856' MSL.

Trees beginning 2612' from DER, 8' right of centerline, up to 861' MSL.
Trees beginning 2897' from DER, 60' right of centerline, up to 862' MSL.
Tree 2990' from DER, 387' right of centerline, 55' AGL/872' MSL.
Tree 3031' from DER, 260' right of centerline, 57' AGL/879' MSL.

Trees beginning 3127' from DER, 113' right of centerline, up to 71' AGL/892' MSL.
Trees beginning 3427' from DER, 9' right of centerline, up to 64' AGL/897' MSL.
Tree 3843' from DER, 170' right of centerline, 40' AGL/899' MSL.
Trees beginning 3846' from DER, 56' right of centerline, up to 59' AGL/912' MSL.
Trees beginning 3932' from DER, 18' right of centerline, up to 50' AGL/913' MSL.
Trees beginning 4065' from DER, 144' right of centerline, up to 49' AGL/918' MSL.
Trees beginning 4072' from DER, 26' right of centerline, up to 47' AGL/920' MSL.
Trees beginning 4144' from DER, 19' right of centerline, up to 62' AGL/929' MSL.
Tree, bush beginning 4223' from DER, 69' right of centerline, up to 63' AGL/943' MSL.
Tree, bush, terrain beginning 4422' from DER, 36' right of centerline, up to 56' AGL/945' MSL.
Tree, bush, terrain beginning 4619' from DER, 51' right of centerline, up to 58' AGL/968' MSL.
Tree 4709' from DER, 344' right of centerline, 58' AGL/977' MSL.

CON'T
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.
Rwy 36, tree beginning 4902’ from DER, 229’ right of centerline, up to 63’ AGL/1009’ MSL.
Rwy 36, terrain beginning 4933’ from DER, 26’ right of centerline, up to 57’ AGL/1013’ MSL.
Rwy 36, tree beginning 4982’ from DER, 97’ right of centerline, up to 39’ AGL/1019’ MSL.
Rwy 36, tree, bush, terrain beginning 5020’ from DER, 64’ right of centerline, up to 40’ AGL/1020’ MSL.
Rwy 36, tree, bush, terrain, vehicles on road beginning 109’ from DER, 3’ left of centerline, up to 36’ AGL/833’ MSL.
Rwy 36, tree, terrain, driveway beginning 388’ from DER, 2’ left of centerline, up to 845’ MSL.
Rwy 36, tree beginning 1490’ from DER, 41’ left of centerline, up to 48’ AGL/846’ MSL.
Rwy 36, tree beginning 1582’ from DER, 13’ left of centerline, up to 47’ AGL/848’ MSL.
Rwy 36, tree 1640’ from DER, 65’ left of centerline, up to 48’ AGL/849’ MSL.
Rwy 36, trees beginning 1713’ from DER, 131’ left of centerline, up to 47’ AGL/851’ MSL.
Rwy 36, tree, terrain beginning 1704’ from DER, 25’ left of centerline, up to 45’ AGL/857’ MSL.
Rwy 36, tree, pole, terrain beginning 1881’ from DER, 83’ left of centerline, up to 44’ AGL/859’ MSL.
Rwy 36, tree, terrain beginning 1986’ from DER, 103’ left of centerline, up to 56’ AGL/866’ MSL.
Rwy 36, tree beginning 2210’ from DER, 175’ left of centerline, up to 56’ AGL/868’ MSL.
Rwy 36, trees beginning 2379’ from DER, 220’ left of centerline, up to 53’ AGL/870’ MSL.
Rwy 36, tree, pole beginning 2477’ from DER, 304’ left of centerline, up to 876’ MSL.
Rwy 36, trees beginning 2641’ from DER, 366’ left of centerline, up to 58’ AGL/884’ MSL.
Rwy 36, tree, pole beginning 2709’ from DER, 112’ left of centerline, up to 891’ MSL.
Rwy 36, trees beginning 2931’ from DER, 35’ left of centerline, up to 928’ MSL.
Rwy 36, trees beginning 3043’ from DER, 163’ left of centerline, up to 929’ MSL.
Rwy 36, trees beginning 3213’ from DER, 286’ left of centerline, up to 942’ MSL.
Rwy 36, tree, pole beginning 3329’ from DER, 168’ left of centerline, up to 958’ MSL.
Rwy 36, tree 3426’ from DER, 1210’ left of centerline, up to 965’ MSL.
Rwy 36, trees beginning 3427’ from DER, 154’ left of centerline, up to 969’ MSL.
Rwy 36, trees beginning 3533’ from DER, 66’ left of centerline, up to 988’ MSL.
Rwy 36, trees beginning 3680’ from DER, 12’ left of centerline, up to 997’ MSL.
Rwy 36, tree, bush beginning 4265’ from DER, 47’ left of centerline, up to 996’ MSL.
Rwy 36, tree, bush beginning 4325’ from DER, 267’ left of centerline, up to 1008’ MSL.
Rwy 36, tree, bush beginning 4351’ from DER, 95’ left of centerline, up to 1013’ MSL.
Rwy 36, tree, bush beginning 4393’ from DER, 30’ left of centerline, up to 1017’ MSL.
Rwy 36, trees beginning 4468’ from DER, 376’ left of centerline, up to 1024’ MSL.
Rwy 36, tree, terrain beginning 4485’ from DER, 50’ left of centerline, up to 1022’ MSL.
Rwy 36, tree, bush, terrain beginning 4602’ from DER, 11’ left of centerline, up to 1025’ MSL.
Rwy 36, tree, terrain beginning 4682’ from DER, 84’ left of centerline, up to 1030’ MSL.
Rwy 36, tree, terrain beginning 4797’ from DER, 143’ left of centerline, up to 1032’ MSL.
Rwy 36, tree, terrain, bush, trmsn towers beginning 4880’ from DER, 4’ left of centerline, up to 1033’ MSL.

LAKE VILLAGE, AR

LAKE VILLAGE MUNI (M32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 18’ from DER, 187’ left of centerline, 15’ AGL/141’ MSL.
Rising terrain 18’ from DER, 47’ right of centerline, 126’ MSL.
Trees, beginning 125’ from DER, 159’ left of centerline, up to 79’ AGL/204’ MSL.
Trees, beginning 1010’ from DER, 387’ right of centerline, up to 86’ AGL/152’ 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 961’ from DER, left and right of centerline, up to 65’ AGL/183’ MSL.
Trees, antenna, and pole beginning 1055’ from DER, left and right of centerline, up to 72’ AGL/186’ MSL.
Trees beginning 1405’ from DER, 212’ right of centerline, up to 69’ AGL/189’ MSL.
Trees and antenna beginning 1636’ from DER, left and right of centerline, up to 74’ AGL/199’ MSL.
Trees beginning 1714’ from DER, left and right of centerline, up to 82’ AGL/207’ MSL.
Trees beginning 2210’ from DER, left and right of centerline, up to 91’ AGL/212’ MSL.

LAWTON, OK

LAWTON-FT SILL RGNL (LAW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 1709’ from DER, 870’ left of centerline, 60’ AGL/1119’ MSL.
Tree 918’ from DER, 733’ right of centerline, 31’ AGL/1098’ MSL.

Rwy 35, tree 2377’ from DER, 802’ left of centerline, 60’ AGL/1179’ MSL.
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 10 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, 300-1½ or std. w/min. climb of 420’ per NM to 500.
Rwy 22L, 300-1½ or std. w/min. climb of 240’ per NM to 500.
Rwy 22R, 300-2 or std. w/min. climb of 395’ per NM to 500.

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

TAKEOFF OBSTACLE NOTES:
Rwy 4L, lighting 10’ from DER, on centerline, 1’ AGL/263’ MSL.

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

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LITTLE ROCK, AR (CON’T)
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT) (CON’T)

**Rwy 18 (CON’T)**
- Trees beginning 3807’ from DER, 18’ right of centerline, up to 62’ AGL/435’ MSL.
- Trees beginning 3814’ from DER, 55’ left of centerline, up to 49’ AGL/416’ MSL.
- Trees, vegetation beginning 3826’ from DER, 2’ left of centerline, up to 43’ AGL/417’ MSL.
- Trees beginning 3830’ from DER, 62’ right of centerline, up to 61’ AGL/438’ MSL.
- Trees beginning 3833’ from DER, 11’ right of centerline, up to 61’ AGL/439’ MSL.
- Trees beginning 3892’ from DER, 7’ right of centerline, up to 59’ AGL/440’ MSL.
- Tree, vehicles on road beginning 3946’ from DER, 1’ right of centerline, up to 59’ AGL/444’ MSL.
- Tree, vegetation, pole, catenary, elevator beginning 4115’ from DER, on centerline, up to 61’ AGL/451’ MSL.
- Trees beginning 4680’ from DER, 11’ right of centerline, up to 59’ AGL/460’ MSL.
- Trees beginning 1 NM from DER, 1021’ left of centerline, up to 418’ MSL.
- Tree 1 NM from DER, 1157’ left of centerline, 420’ MSL.
- Tree 1 NM from DER, 586’ left of centerline, 426’ MSL.
- Trees beginning 1 nm from DER, 298’ left of centerline, up to 431’ MSL.
- Trees beginning 1 NM from DER, 160’ left of centerline, up to 78’ AGL/435’ MSL.
- Tree, pole beginning 1.1 NM from DER, 1557’ right of centerline, up to 464’ MSL.
- Trees beginning 1.2 NM from DER, 2205’ right of centerline, up to 58’ AGL/465’ MSL.
- Trees beginning 1.2 NM from DER, 2302’ right of centerline, up to 460’ MSL.

**Rwy 22L (CON’T)**
- Vehicles on road 10’ from DER, 389’ left of centerline, 275’ MSL.
- Vehicles on road, fence beginning 111’ from DER, 32’ left of centerline, up to 277’ MSL.
- Pole 564’ from DER, 648’ left of centerline, 307’ MSL.
- Tree, pole, vehicles on road beginning 607’ from DER, 29’ left of centerline, up to 318’ MSL.
- Pole 718’ from DER, 629’ right of centerline, 285’ MSL.
- Tree, pole beginning 966’ from DER, 38’ left of centerline, up to 72’ AGL/325’ MSL.
- Pole 979’ from DER, 502’ right of centerline, 36’ AGL/295’ MSL.
- Trees beginning 989’ from DER, 25’ right of centerline, up to 49’ AGL/296’ MSL.
- Tree 1010’ from DER, 52’ right of centerline, 46’ AGL/297’ MSL.
- Tree, vehicles on road beginning 1023’ from DER, 62’ right of centerline, up to 51’ AGL/300’ MSL.
- Vehicles on road beginning 1319’ from DER, 114’ right of centerline, up to 51’ AGL/301’ MSL.
- Vehicles on road 1440’ from DER, 153’ right of centerline, 52’ AGL/303’ MSL.
- Trees beginning 1550’ from DER, 469’ left of centerline, up to 331’ MSL.
- Tree 1555’ from DER, 516’ right of centerline, 311’ MSL.
- Tree, sign, tower, pole beginning 1622’ from DER, 100’ left of centerline, up to 348’ MSL.
- Tree, pole beginning 2067’ from DER, 19’ left of centerline, up to 367’ MSL.
- Pole 2142’ from DER, 1049’ left of centerline, 320’ MSL.
- Trees beginning 2280’ from DER, 197’ left of centerline, up to 379’ MSL.
- Tree, pole beginning 2466’ from DER, 42’ left of centerline, up to 382’ MSL.
- Trees beginning 4646’ from DER, 1615’ right of centerline, up to 386’ MSL.
- Trees beginning 4744’ from DER, 1583’ right of centerline, up to 397’ MSL.
- Trees beginning 4938’ from DER, 1374’ right of centerline, up to 413’ MSL.
- Trees beginning 5627’ from DER, 1739’ right of centerline, up to 49’ AGL/416’ MSL.
- Trees, vegetation, pole beginning 5670’ from DER, 1766’ right of centerline, up to 45’ AGL/423’ MSL.
- Trees beginning 5785’ from DER, 1779’ right of centerline, up to 48’ AGL/430’ MSL.
- Trees beginning 5807’ from DER, 1800’ right of centerline, up to 50’ AGL/431’ MSL.
- Trees beginning 5812’ from DER, 1815’ right of centerline, up to 53’ AGL/435’ MSL.
- Trees beginning 5823’ from DER, 1794’ right of centerline, up to 56’ AGL/437’ MSL.
- Trees beginning 5874’ from DER, 1816’ right of centerline, up to 57’ AGL/438’ MSL.
- Trees beginning 5883’ from DER, 1839’ right of centerline, up to 61’ AGL/439’ MSL.
- Trees beginning 5920’ from DER, 1779’ right of centerline, up to 59’ AGL/440’ MSL.
- Trees beginning 6021’ from DER, 1751’ right of centerline, up to 59’ AGL/444’ MSL.
- Tree 1 NM from DER, 1830’ right of centerline, 67’ AGL/447’ MSL.
- Trees beginning 1 NM from DER, 1809’ right of centerline, up to 70’ AGL/450’ MSL.
- Tree 1.2 NM from DER, 2264’ right of centerline, 59’ AGL/460’ MSL.

**Rwy 22R (CON’T)**
- Lighting 88’ from DER, on centerline, 5’ AGL/258’ MSL.
- Lighting 297’ from DER, on centerline, 8’ AGL/261’ MSL.
- Building 348’ from DER, 478’ right of centerline, 17’ AGL/267’ MSL.
- Vehicles on road beginning 402’ from DER, 380’ right of centerline, up to 268’ MSL.
- Vehicles on road beginning 523’ from DER, 400’ right of centerline, up to 269’ MSL.
- Vehicles on road 587’ from DER, 646’ left of centerline, 268’ MSL.
- Vehicles on road 646’ from DER, 570’ right of centerline, 274’ MSL.
- Pole, vehicles on road beginning 685’ from DER, 393’ right of centerline, up to 276’ MSL.
- Vehicles on road 700’ from DER, 680’ left of centerline, 271’ MSL.
- Vehicles on road 758’ from DER, 683’ left of centerline, 274’ MSL.
- Vehicles on road beginning 792’ from DER, 618’ left of centerline, up to 275’ MSL.
- Fence, tree, vehicles on road, pole beginning 818’ from DER, 152’ right of centerline, up to 32’ AGL/282’ MSL.
- Tree, pole, stack, building, tank beginning 910’ from DER, 312’ right of centerline, up to 292’ MSL.
- Vehicles on road beginning 925’ from DER, 642’ left of centerline, up to 282’ MSL.
- Vehicles on road beginning 968’ from DER, 361’ left of centerline, up to 285’ MSL.
- Trees beginning 1204’ from DER, 187’ left of centerline, up to 68’ AGL/305’ MSL.
- Trees beginning 1334’ from DER, 721’ left of centerline, up to 66’ AGL/307’ MSL.
- Tree, pole beginning 1348’ from DER, 94’ right of centerline, up to 44’ AGL/294’ MSL.
- Tree 1623’ from DER, 687’ right of centerline, 302’ MSL.

**CON’T**
LITTLE ROCK, AR (CON’T)
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT) (CON’T)

Rwy 22R (CON’T), trees beginning 1624’ from DER, 931’ left of centerline, up to 62’ AGL/308’ MSL.
Tree 1664’ from DER, 945’ left of centerline, 62’ AGL/311’ MSL.
Trees beginning 1674’ from DER, 697’ left of centerline, up to 322’ MSL.
Trees beginning 1726’ from DER, 270’ right of centerline, up to 307’ MSL.
Trees beginning 1929’ from DER, 274’ right of centerline, up to 61’ AGL/310’ MSL.
Trees beginning 1970’ from DER, 297’ right of centerline, up to 311’ MSL.
Trees beginning 2067’ from DER, 550’ left of centerline, up to 330’ MSL.
Tree 2136’ from DER, 397’ right of centerline, 315’ MSL.
Trees beginning 2194’ from DER, 874’ left of centerline, up to 332’ MSL.
Tree 2210’ from DER, 481’ right of centerline, 321’ MSL.
Trees beginning 2478’ from DER, 997’ left of centerline, up to 336’ MSL.
Trees beginning 2727’ from DER, 1222’ left of centerline, up to 345’ MSL.
Trees beginning 2831’ from DER, 407’ left of centerline, up to 364’ MSL.
Trees beginning 3023’ from DER, 834’ left of centerline, up to 379’ MSL.
Trees beginning 3221’ from DER, 578’ left of centerline, up to 411’ MSL.
Trees beginning 3593’ from DER, 695’ left of centerline, up to 413’ MSL.
Trees beginning 3711’ from DER, 597’ left of centerline, up to 417’ MSL.
Trees beginning 3995’ from DER, 530’ left of centerline, up to 430’ MSL.
Trees beginning 4267’ from DER, 749’ left of centerline, up to 431’ MSL.
Tree, pole, vegetation beginning 4374’ from DER, 678’ left of centerline, up to 447’ MSL.
Trees beginning 5641’ from DER, 997’ left of centerline, up to 448’ MSL.
Tree 5948’ from DER, 1935’ left of centerline, 449’ MSL.
Trees beginning 5950’ from DER, 1153’ left of centerline, up to 457’ MSL.
Trees beginning 6029’ from DER, 1051’ left of centerline, up to 462’ MSL.
Trees beginning 1.4 NM from DER, 2662’ left of centerline, up to 474’ MSL.
Tree 1.4 NM from DER, 2756’ left of centerline, 487’ MSL.
Trees beginning 1.4 NM from DER, 2703’ left of centerline, up to 491’ MSL.
Tree 1.4 NM from DER, 2730’ left of centerline, 499’ MSL.
Trees beginning 1.5 NM from DER, 2714’ left of centerline, up to 503’ MSL.
Trees beginning 1.5 NM from DER, 2413’ left of centerline, up to 504’ MSL.
Tree, tank beginning 1.5 NM from DER, 2622’ left of centerline, up to 62’ AGL/513’ MSL.
Trees beginning 1.6 NM from DER, 2475’ left of centerline, up to 506’ MSL.

Rwy 36, vehicles on road 117’ from DER, 507’ left of centerline, 263’ MSL.
Vehicles on road 175’ from DER, 538’ right of centerline, 265’ MSL.
Tree, pole 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, pole beginning 747’ from DER, 2’ left of centerline, up to 345’ MSL.
Tree, pole beginning 1074’ from DER, 11’ right of centerline, up to 354’ MSL.
Trees beginning 1647’ from DER, 78’ left of centerline, up to 365’ MSL.
Tree 3380’ from DER, 830’ right of centerline, 355’ MSL.
Trees beginning 3456’ from DER, 938’ right of centerline, up to 359’ MSL.
Tree 3797’ from DER, 484’ left of centerline, 366’ MSL.
Tree 3910’ from DER, 545’ right of centerline, 368’ MSL.
Tree 4585’ from DER, 1353’ right of centerline, 114’ AGL/374’ MSL.

LITTLE ROCK AFB (KLRF)
JACKSONVILLE, AR
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 15JUN23 (23166) (USAF)

TAKEOFF OBSTACLES:
Rwy 7, multiple trees 1045’ from DER, 724’ right of centerline, up to 80’ AGL/367’ MSL.
Multiple trees 1433’ from DER, 674’ left of centerline, up to 80’ AGL/370’ MSL.
Rwy 25, multiple trees 1006’ from DER, 722’ right of centerline, 80’ AGL/364’ MSL.
Multiple trees 4200’ from DER, 757’ left of centerline, 80’ AGL/400’ MSL.
MADILL, OK
MADILL MUNI (1F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 190° to 3100 before turning left.
Rwy 36, climb heading 360° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees across centerline beginning 713’ from DER, up to 50’ AGL/920’ MSL.
Rwy 36, trees beginning 432’ from DER, 139’ left of centerline, up to 50’ AGL/890’ MSL.
Trees beginning 817’ from DER, 110’ right of centerline, up to 50’ AGL/890’ MSL.

MAGNOLIA, AR
RALPH C WEISER FLD (AGO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 14SEP17 (22139) (FAA)
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.
Of pole 340’ from DER, 180’ left of centerline, 333’ MSL.
Bush beginning 511’ from DER, 185’ right of centerline, up to 336’ MSL.
Tree 1189’ from DER, 797’ right of centerline, 379’ MSL.
Trees beginning 1290’ from DER, 720’ right of centerline, up to 387’ MSL.
Tree 1337’ from DER, 851’ left of centerline, 372’ MSL.
Trees beginning 1628’ from DER, 837’ left of centerline, up to 374’ MSL.
Tree 1725’ from DER, 736’ right of centerline, 392’ MSL.
Trees beginning 1780’ from DER, 247’ right of centerline, up to 409’ MSL.
Trees beginning 1825’ from DER, 880’ left of centerline, up to 378’ MSL.
Tree 2023’ from DER, 1009’ left of centerline, 381’ MSL.
Pole 2035’ from DER, 900’ left of centerline, 383’ MSL.
Trees beginning 2179’ from DER, 871’ left of centerline, up to 386’ MSL.
Treeline beginning 2596’ from DER, 94’ right of centerline, up to 329’ AGL/429’ MSL.
Trees beginning 2642’ from DER, 49’ left of centerline, up to 112’ AGL/455’ MSL.
Trees beginning 2705’ from DER, 13’ right of centerline, up to 432’ MSL.
Trees beginning 2872’ from DER, 8’ right of centerline, up to 441’ MSL.
Water tower 5118’ from DER, 1444’ right of centerline, 135’ AGL/459’ MSL.
Rwy 36, NT REIL 9’ from DER, 89’ right of centerline, 302’ MSL.
NT REIL 10’ from DER, 90’ left of centerline, 3’ AGL/303’ MSL.
Trees beginning 278’ from DER, 351’ right of centerline, up to 354’ MSL.
Trees beginning 633’ from DER, 374’ left of centerline, up to 371’ MSL.
Trees beginning 422’ from DER, 34’ left of centerline, up to 385’ MSL.
Trees beginning 212’ from DER, 295’ right of centerline, up to 361’ MSL.
Tree 2347’ from DER, 1033’ right of centerline, 363’ MSL.
Tree 2376’ from DER, 754’ right of centerline, 363’ MSL.
Tree 2431’ from DER, 498’ right of centerline, 367’ MSL.
Trees beginning 2481’ from DER, 221’ right of centerline, up to 376’ MSL.
Trees beginning 2719’ from DER, 146’ right of centerline, up to 383’ MSL.

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

MANGUM, OK
SCOTT FLD (2K4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10MAR11 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on road 1240' from DER, left to right of centerline, 15' AGL/1694' MSL.
Multiple trees 977' from DER, 33' right of centerline, 100' AGL/1779' MSL.
Rwy 35, vehicle on road 632' from DER, left to right of centerline, 15' AGL/1644' MSL.

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

MARIANNA, AR
MARIANNA/LEE COUNTY-STEVE EDWARDS 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.
Vehicles on road beginning 109' from DER, 445' right of centerline, up to 17' AGL/234' MSL.
Wall 183' from DER, 410' right of centerline, 8' AGL/225' MSL.
Rwy 36, vehicles on road beginning 92' from DER, 421' left of centerline, up to 17' AGL/227' MSL.
Multiple poles and trees beginning 137' from DER, 370' left of centerline, up to 107' AGL/323' MSL.
Multiple trees beginning 592' from DER, 550' right of centerline, up to 52' AGL/266' MSL.

MARSHALL, AR
SEARCY COUNTY (4A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04FEB16 (16035) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 448' per NM to 1500, or 1800-3 for climb in visual conditions.
Rwy 23, std. w/min. climb of 354' per NM to 2200, or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 051° to 2100 before proceeding on course.
Rwy 23, climb heading 231° to 2600 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
Rwy 23, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Searcy County airport at or above 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, rising terrain
ting 3' from DER, 138' right of centerline, up to 978' MSL.
Rising terrain beginning 67' from DER, 389' right of centerline, up to 990' MSL.
Tress and pole beginning 24' from DER, 263' left and 338' right of centerline, up to 137' AGL/1039' MSL.
Sign 26' from DER, 197' left of centerline, 3' AGL/966' MSL.
Tress beginning 303' from DER, 71' right of centerline, up to 65' AGL/1020' MSL.
Tress, poles and t-l towers beginning 976' from DER, 95' right of centerline, up to 107' AGL/1034' MSL.
Tress, poles and t-l towers beginning 990' from DER, 273' left of centerline, up to 99' AGL/1025' MSL.
Tree 3006' from DER, 688' left of centerline, 97' AGL/1050' MSL.
Tress, poles and tower beginning 4742' from DER, 1301' left of centerline, up to 100' AGL/1114' MSL.
Tress 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.
Tress beginning 7' from DER, 401' left of centerline, up to 79' AGL/995' MSL.
Tress beginning 43' from DER, 274' right of centerline, up to 29' AGL/967' MSL.
Tress beginning 70' from DER, 491' right of centerline, up to 62' AGL/1003' MSL.
Tress beginning 395' from DER, 269' right of centerline, up to 88' AGL/965' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC ALESTER, OK
MC ALESTER RGNL (MLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. w/min. climb of 318’ per NM to 1100.
Rwy 20, 300-2 or std. w/min. climb of 232’ per NM to 1100 or alternatively, with std. takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1900’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 2, light standard, tree and pole beginning 203’ from DER, 302’ right of centerline, up to 59’ AGL/828’ MSL.
Rwy 20, multiple trees and poles beginning 715’ from DER, 66’ right and 97’ left of centerline, up to 50’ AGL/934’ 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.

MELBOURNE, AR
MELBOURNE MUNI - JOHN E MILLER FLD (42A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24MAY18 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 300-1½ or std. w/min. climb of 235’ per NM to 1000 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vegetation 1’ from DER, 384’ right of centerline, 710’ MSL.
Tree, vegetation beginning 22’ from DER, 252’ right of centerline, up to 39’ AGL/733’ MSL.
Tree 151’ from DER, 510’ left of centerline, 723’ MSL.
Tree 297’ from DER, 577’ left of centerline, 725’ MSL.
Tree 427’ from DER, 519’ left of centerline, 737’ MSL.
Trees beginning 537’ from DER, 552’ left of centerline, up to 749’ MSL.
Trees beginning 1044’ from DER, 643’ right of centerline, up to 757’ MSL.
Tree 1234’ from DER, 582’ right of centerline, 771’ MSL.
Tree 1332’ from DER, 528’ right of centerline, 775’ MSL.
Tree 1426’ from DER, 472’ right of centerline, 777’ MSL.
Trees beginning 1519’ from DER, 314’ right of centerline, up to 792’ MSL.
Tree 2322’ from DER, 712’ left of centerline, 781’ MSL.
Tree 2990’ from DER, 426’ left of centerline, 785’ MSL.
Tree 3099’ from DER, 426’ left of centerline, 789’ MSL.
Tree 3212’ from DER, 753’ left of centerline, 796’ MSL.
Tree 3244’ from DER, 1270’ left of centerline, up to 797’ MSL.
Trees beginning 3359’ from DER, 378’ left of centerline, up to 806’ MSL.
Tree 3467’ from DER, 76’ right of centerline, 796’ MSL.
Rwy 21, fence, terrain, vegetation beginning 16’ from DER, 357’ left of centerline, up to 756’ MSL.
Tree, vegetation beginning 31’ from DER, 267’ right of centerline, up to 69’ AGL/786’ MSL.
Trees beginning 170’ from DER, 500’ right of centerline, up to 79’ AGL/789’ MSL.
Trees beginning 652’ from DER, 509’ right of centerline, up to 790’ MSL.
Trees beginning 983’ from DER, 505’ right of centerline, up to 792’ MSL.
Trees beginning 1164’ from DER, 548’ left of centerline, up to 806’ MSL.
Trees beginning 1180’ from DER, 503’ right of centerline, up to 793’ MSL.
Trees beginning 1357’ from DER, 528’ left of centerline, up to 807’ MSL.
Trees beginning 1526’ from DER, 524’ right of centerline, up to 794’ MSL.
Trees beginning 1615’ from DER, 515’ left of centerline, up to 813’ MSL.
Trees beginning 1666’ from DER, 746’ right of centerline, up to 797’ MSL.
Tree 1732’ from DER, 643’ right of centerline, 800’ MSL.
Trees beginning 1777’ from DER, 482’ left of centerline, up to 819’ MSL.
Tree 1791’ from DER, 560’ right of centerline, 801’ MSL.
Trees beginning 1823’ from DER, 528’ right of centerline, up to 805’ MSL.
Tree 2057’ from DER, 733’ right of centerline, 808’ MSL.
Trees beginning 2081’ from DER, 493’ right of centerline, up to 811’ MSL.
Trees beginning 2212’ from DER, 353’ right of centerline, up to 813’ MSL.
Trees beginning 2298’ from DER, 239’ right of centerline, up to 814’ MSL.
Tree 2725’ from DER, 1014’ left of centerline, 822’ MSL.
Trees beginning 2740’ from DER, 1074’ left of centerline, up to 830’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

MELBOURNE, AR (CON’T)
MELBOURNE MUNI - JOHN E MILLER FLD (42A) (CON’T)

Rwy 21 (CON’T), trees beginning 2895’ from DER, 1139’ left of centerline, up to 838’ MSL.
Rwy 21, trees beginning 3510’ from DER, 1139’ left of centerline, up to 831’ MSL.
Tree 3928’ from DER, 68’ left of centerline, 842’ 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.
LNAV 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 1176’ from DER, 755’ left of centerline, 1183’ MSL.
Tree 3957’ from DER, 58’ left of centerline, 1187’ MSL.

Trees beginning 1.5 NM from DER, 132’ left of centerline, up to 1355’ MSL.
Tree 1.5 nm from DER, 2400’ right of centerline, 1328’ MSL.
Tree 1.5 NM from DER, 93’ right of centerline, 1338’ MSL.

Trees beginning 1.5 nm from DER, 2229’ right of centerline, up to 1354’ MSL.
Tree 511’ from DER, 141’ left of centerline, up to 1412’ MSL.

Trees beginning 1.6 NM from DER, 299’ right of centerline, up to 1387’ MSL.

Trees beginning 1.6 NM from DER, 413’ left of centerline, up to 1419’ MSL.
Tree 1.6 NM from DER, 37’ right of centerline, 1455’ MSL.

Trees beginning 1.6 NM from DER, 269’ right of centerline, up to 1469’ MSL.
Tree 1.6 NM from DER, 156’ right 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.

Trees beginning 1.6 NM from DER, 238’ left of centerline, 1537’ MSL.

Trees beginning 1.6 NM from DER, 37’ right of centerline, up to 1586’ MSL.
Trees beginning 1.6 NM from DER, 851’ left of centerline, up to 1542’ MSL.

Trees beginning 1.7 NM from DER, 84’ left of centerline, up to 1631’ MSL.
Trees beginning 1.8 nm from DER, 211’ left of centerline, up to 1658’ MSL.

Trees, pole beginning 1.8 NM from DER, 39’ right of centerline, up to 1591’ MSL.

Trees, pole beginning 2.1 NM from DER, 2225’ 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.

CONT
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), pole, trees beginning 2.5 NM from DER, 218’ left of centerline, up to 57’ AGL/1767’ MSL.
Tree 2.5 NM from DER, 824’ left of centerline, 1796’ MSL.
Tree 2.5 NM from DER, 1144’ left of centerline, 1831’ MSL.

Rwy 27, NAVAID 39’ from DER, 90’ left of centerline, 2’ AGL/1079’ MSL.
NAVAID 39’ from DER, 89’ right of centerline, 1079’ MSL.
Tree 333’ from DER, 537’ right of centerline, 1099’ MSL.

Trees beginning 415’ from DER, 327’ right of centerline, up to 1108’ MSL.
Trees beginning 723’ from DER, 515’ right of centerline, up to 1109’ MSL.
Trees beginning 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 2.1 NM from DER, 53’ right of centerline, up to 1449’ MSL.

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

Rwy 35, buildings beginning 26’ from DER, 365’ right of centerline, up to 30’ AGL/1069’ MSL.

Trees, pole beginning 106’ from DER, 41’ left of centerline, up to 1106’ MSL.

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

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

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

MIAMI, OK

MIAMI RGNL (MIO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

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

Building 3539’ from DER, 738’ right of centerline, 100’ AGL/899’ MSL.

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

SC-1, 30 NOV 2023 to 25 JAN 2024
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, 300-½ 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.
Power line 5621' from DER, 994' right of centerline, 79' AGL/458' MSL.
Trees beginning 6722' from DER, 963' right of centerline, up to 110' AGL/470' MSL.

MOORELAND, OK
MOORELAND MUNI (MDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 191' from DER, 182' right of centerline, up to 50' AGL/2003' MSL.
Trees beginning 421' from DER, 337' left of centerline, up to 50' AGL/2006' MSL.
Power pole 498' from DER, 176' right of centerline, 35' AGL/1992' MSL.
Rwy 35, power pole 1225' from DER, 43' left of centerline, 35' AGL/2004' MSL.

MORRILTON, AR
MORRILTON MUNI (BDQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08MAY08 (08129) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, Std. w/ min. climb of 211' per NM to 1600 or 900-½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 27, For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 321' from DER, 511' right of centerline up to 100' AGL/419' MSL.
Trees beginning 3378' from DER, 346' left of centerline, up to 100' AGL/449' MSL.
Rwy 27, trees beginning 814' from DER, 317' left of centerline up to 100' AGL/399' MSL.
Trees beginning 1552' from DER, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK (MPJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-½ or std. w/min. climb of 326' per NM to 1300.
Rwy 21, 300-2 or std. w/min. climb of 366' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 3, pole, traverse way beginning 47' from DER, 447' left of centerline, up to 28' AGL/968' MSL.
Tree, traverse way beginning 162' from DER, 243' left of centerline, up to 51' AGL/995' MSL.
Tree, pole beginning 205' from DER, 1' right of centerline, up to 48' AGL/962' MSL.
Tree, pole beginning 359' from DER, 224' right of centerline, up to 53' AGL/972' MSL.
Tree, pole beginning 496' from DER, 173' right of centerline, up to 62' AGL/985' MSL.
Tree, pole, building beginning 588' from DER, 160' right of centerline, up to 66' AGL/992' MSL.
Trees beginning 797' from DER, 91' left of centerline, up to 64' AGL/1008' MSL.
Tree 1040' from DER, 356' left of centerline, 78' AGL/1009' MSL.
Trees beginning 1150' from DER, 92' left of centerline, up to 80' AGL/1020' MSL.
Tree 1162' from DER, 6' right of centerline, 59' AGL/1003' MSL.
Tree 1236' from DER, 678' right of centerline, 73' AGL/1023' MSL.
Trees beginning 1430' from DER, 16' right of centerline, up to 73' AGL/1028' MSL.
Trees beginning 1858' from DER, 101' left of centerline, up to 88' AGL/1030' MSL.
Trees beginning 2520' from DER, 16' left of centerline, up to 55' AGL/1059' MSL.
Tree 2579' from DER, 233' right of centerline, 48' AGL/1035' MSL.
Tree 2640' from DER, 440' left of centerline, 54' AGL/1042' MSL.
Trees beginning 2712' from DER, 11' right of centerline, up to 57' AGL/1051' MSL.
Tree 2808' from DER, 53' left of centerline, 50' AGL/1049' MSL.
Trees beginning 2950' from DER, 55' left of centerline, up to 58' AGL/1053' MSL.
Tree 3584' from DER, 38' right of centerline, 56' AGL/1066' 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.
Tree 1 NM from DER, 958' left of centerline, 61' AGL/1157' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SC-1, 30 NOV 2023 to 25 JAN 2024

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

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

Rwy 21, fence 2’ from DER, 250’ right of centerline, 12’ AGL/896’ MSL.
Tree 116’ from DER, 307’ 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, up to 91’ AGL/987’ MSL.
Tree 1390’ from DER, 521’ right of centerline, up to 81’ AGL/964’ MSL.
Tree 1588’ from DER, 663’ right of centerline, 86’ AGL/972’ MSL.

Tree, building beginning 1688’ from DER, 314’ right of centerline, up to 90’ AGL/982’ MSL.
Tree 1638’ from DER, 208’ left of centerline, up to 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, up to 88’ AGL/1007’ MSL.

Trees beginning 2067’ from DER, 36’ left of centerline, up to 96’ AGL/1015’ MSL.

Tree 51’ from DER, 304’ right of centerline, up to 96’ AGL/1015’ MSL.

Tree 196’ from DER, 400’ right of centerline, up to 83’ AGL/1019’ MSL.

Tree 3104’ from DER, 40’ right of centerline, up to 83’ AGL/1029’ MSL.

Tree, pole beginning 3165’ from DER, 44’ left of centerline, up to 976’ MSL.

Tree, pole beginning 3504’ from DER, 14’ left of centerline, up to 68’ AGL/1049’ MSL.

Tree 4070’ from DER, 1187’ right of centerline, up to 77’ AGL/1031’ MSL.

Tree 4375’ from DER, 419’ right of centerline, up to 97’ AGL/1033’ MSL.

Trees beginning 4405’ from DER, 99’ right of centerline, up to 90’ AGL/1034’ MSL.

Tree 1.2 NM from DER, 2579’ left of centerline, 64’ AGL/1198’ MSL.

MOUNTAIN HOME, AR
BAXTER COUNTY (BPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  13SEP18  (18256)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5,
tree 51’ from DER, 304’ right of centerline, 962’ MSL.

Tree 196’ from DER, 400’ right of centerline, 964’ MSL.

Tree 303’ from DER, 438’ left of centerline, 943’ MSL.

Tree 362’ from DER, 464’ right of centerline, 971’ MSL.

Tree, pole beginning 599’ from DER, 37’ right of centerline, up to 976’ MSL.

Tree, pole beginning 719’ from DER, 53’ left of centerline, up to 972’ MSL.

Transmission line 1231’ from DER, 261’ left of centerline, 61’ AGL/975’ MSL.

Pole, transmission line beginning 1654’ from DER, 257’ right of centerline, up to 984’ MSL.

Tree 2120’ from DER, 552’ left of centerline, 1017’ MSL.

Pole 2713’ from DER, 250’ right of centerline, 49’ AGL/1010’ MSL.

Rwy 23,
trees beginning 197’ from DER, 376’ left of centerline, up to 979’ MSL.

Trees beginning 460’ from DER, 463’ right of centerline, up to 970’ MSL.

Tree 1437’ from DER, 650’ right of centerline, 989’ MSL.

Tree 1642’ from DER, 579’ left of centerline, 998’ MSL.

Tree 1726’ from DER, 276’ left of centerline, 1000’ MSL.

MOUNTAIN VIEW, AR
MOUNTAIN VIEW WILCOX MEML FLD (7M2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  30MAR17  (22307)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9,
trees, poles, bldgs, fuel tanks beginning 21’ from DER, left and right of centerline, up to 60’ AGL/1150’ MSL.

Rwy 35, trees beginning 44’ from DER, left and right of centerline, up to 70’ AGL/1160’ MSL.

MULDROW AHP (KHMY)
LEXINGTON, OK

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  07SEP23  (23250)  (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees, poles, bldgs, fuel tanks beginning 21’ from DER, left and right of centerline, up to 60’ AGL/1150’ MSL.

Rwy 35, trees, bldgs beginning 44’ from DER, left and right of centerline, up to 70’ AGL/1160’ 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, 200-1½ or std. w/ min. climb of 436' per NM to 900.
Rwy 31, 300-1½ or std. w/ min. climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 22, tree 3637' from DER, 985' right of centerline, 100' AGL/809' MSL.
Rwy 31, tree 7679' from DER, 851' left of centerline, 100' AGL/819' MSL.

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

NEWPORT, AR
NEWPORT RGNL (M19)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 22, building beginning 1947' from DER, 452' right of centerline, up to 97' AGL/1213' MSL.
Rwy 36, trees 2163' from DER, 939' left of centerline, up to 100' AGL/339' MSL.

NORMAN, OK
UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 26MAY16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tower and elevators beginning 1451' from DER, 359' right of centerline, up to 59' AGL/1236' MSL.
Rwy 18, tree 97' from DER, 449' right of centerline, up to 566' MSL.
Rwy 21, tree 162' from DER, 461' 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, up to 32' AGL/1213' MSL.
Rwy 36, poles beginning 700' from DER, 518' right of centerline, up to 44' AGL/1215' MSL.

NORTH LITTLE ROCK, AR
NORTH LITTLE ROCK MUNI (ORK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 166' from DER, 389' right of centerline, 553' MSL.
Trees beginning 333' from DER, 495' right of centerline, up to 566' MSL.
Tree 1298' from DER, 272' left of centerline, 553' MSL.
Tree 1371' from DER, 796' left of centerline, 572' MSL.
Rwy 17, pole and wind indicator beginning 52' from DER, 224' right of centerline, up to 9' AGL/547' MSL.
Tree 618' from DER, 628' left of centerline, 558' MSL.
Trees beginning 1102' from DER, 83' right of centerline, up to 579' MSL.
Tree 1106' from DER, 11' left of centerline, 574' MSL.
Tree 1213' from DER, 8' left of centerline, 580' MSL.
Trees beginning 1230' from DER, 132' right of centerline, up to 583' MSL.
Trees beginning 1356' from DER, 95' left of centerline, up to 583' MSL.
Tree 1592' from DER, 109' left of centerline, 596' MSL.
Tree 1791' from DER, 91' right of centerline, 587' MSL.
Rwy 23, tree 285' from DER, 518' left of centerline, 579' MSL.
Pole 722' from DER, 481' right of centerline, 36' AGL/565' MSL.
Tree 902' from DER, 673' right of centerline, 568' MSL.
Rwy 35, trees beginning 164' from DER, 205' right of centerline, up to 581' MSL.
Terrain 178' from DER, 486' left of centerline, 560' MSL.
Fence and vehicles on road beginning 892' from DER, crossing extended runway centerline, up to 11' AGL/575' MSL.
Tree 986' from DER, 189' left of centerline, 573' MSL.
Pole 1081' from DER, 584' left of centerline, 41' AGL/608' MSL.

NOTE: 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.
Trees and pole beginning 1541’ from DER, 3’ left of centerline, up to 632’ MSL.
Tree 1589’ from DER, 251’ right of centerline, 597’ MSL.
Tree 1750’ from DER, 204’ right of centerline, 599’ MSL.

OKLAHOMA CITY, OK
CLARENCE E PAGE MUNI (RCE)

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

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

Rwy 35L, bush 90’ from DER, 482’ left of centerline, 8’ AGL/1358’ MSL.

SUNDANCE (HSD)

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

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

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

Rwy 17, bush 4131’ from DER, 562’ left of centerline, 105’ AGL/1334’ MSL.

T-L tower 4807’ from DER, 107’ right of centerline, 109’ AGL/1341’ MSL.

Aircraft 131’ from DER, 499’ left of centerline, 1187’ MSL.

WILEY POST (PWA)

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

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

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 13, hangar 467’ from DER, 466’ left of centerline, 19’ AGL/1316’ MSL.
Hangar 1349’ from DER, 602’ right of centerline, 35’ AGL/1334’ MSL.

Rwy 17L, trees beginning 1292’ from DER, 371’ right of centerline, up to 67’ AGL/1348’ MSL.
Tank 4592’ from DER, 1222’ left of centerline, 148’ AGL/1478’ MSL.
Tank 1 NM from DER, 1387’ left of centerline, 144’ AGL/1467’ MSL.

Rwy 17R, pole 344’ from DER, 422’ left of centerline, 20’ AGL/1305’ MSL.

Rwy 35L, trees beginning 143’ from DER, 516’ left of centerline, up to 50’ AGL/1321’ MSL.

Spire 2441’ from DER, 901’ left of centerline, 86’ AGL/1366’ MSL.

WILL ROGERS WORLD (OKC)

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

TAKEOFF 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/PAUL AND BETTY ABBOTT FLD (OKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (22363) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees beginning 1303’ from DER, 69’ left of centerline, up to 100’ AGL/779’ MSL.
Multiple trees beginning 1699’ from DER, 12’ right of centerline, up to 100’ AGL 779’ MSL.
OSCEOLA, AR
OSCEOLA MUNI (7M4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05NOV98 (98309) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1.
TAKEOFF OBSTACLE NOTES:
Rwy 1, 180’ AGL antenna 3003’ from DER, 20’ right of centerline.

OZARK, AR
OZARK/Franklin County (7M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JUN10 (21336) (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 900-2½ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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.
   Pole and poles beginning 364’ from DER, 306’ left of centerline, up to 46’ AGL/314’ MSL.
   Pole 436’ from DER, 402’ right of centerline, 31’ AGL/301’ MSL.
   Poles beginning 440’ from DER, 313’ right of centerline, up to 33’ AGL/303’ MSL.
   Building 707’ from DER, 480’ right of centerline, 55’ AGL/321’ MSL.
   Trees and poles beginning 1082’ from DER, 324’ right of centerline, up to 58’ AGL/327’ MSL.
   Tree 1323’ from DER, 610’ left of centerline, 64’ AGL/329’ MSL.
   Pole 157’ from DER, 501’ left of centerline, 26’ AGL/297’ MSL.
   Poles, vehicle on road and tree beginning 179’ from DER, 444’ left of centerline, up to 31’ AGL/301’ MSL.
   Vehicle on road 203’ from DER, 444’ right of centerline, 285’ MSL.
   Poles beginning 204’ from DER, 515’ right of centerline, up to 23’ AGL/298’ MSL.
   Trees beginning 449’ from DER, 295’ left of centerline, up to 57’ AGL/319’ MSL.
   Trees 1065’ from DER, 749’ left of centerline, 85’ AGL/342’ MSL.
   Tree 2007’ from DER, 832’ right of centerline, 75’ AGL/340’ MSL.
   Tree 2523’ from DER, 1172’ right of centerline, 88’ AGL/347’ MSL.
   Tree 2997’ from DER, 40’ right of centerline, 98’ AGL/356’ MSL.
   Tree 3356’ from DER, 1147’ right of centerline, 101’ AGL/360’ MSL.

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

POTEAU, OK
ROBERT S KERR (RKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 20JUN19 (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, lighting beginning 2’ from DER, 17’ left of centerline, up to 4’ AGL/452’ MSL.
   Lighting beginning 3’ from DER, 17’ right of centerline, up to 3’ AGL/452’ MSL.
   Trees beginning 4’ from DER, 281’ right of centerline, up to 33’ AGL/479’ MSL.
   Tree 82’ from DER, 497’ right of centerline, 45’ AGL/492’ MSL.
   Trees, vehicles on road beginning 101’ from DER, 298’ left of centerline, up to 27’ AGL/473’ MSL.
   Trees, vehicles on road beginning 155’ from DER, 409’ right of centerline, up to 58’ AGL/503’ MSL.
   Trees, vehicles on road beginning 192’ from DER, 285’ left of centerline, up to 60’ AGL/506’ MSL.
   Trees, vehicles on road beginning 316’ from DER, 414’ right of centerline, up to 59’ AGL/510’ MSL.
   RwY 36, terrain abeam DER, 22’ left of centerline, 448’ MSL.
   Fence 2’ from DER, 396’ right of centerline, 5’ AGL/449’ MSL.
   Vehicles on road, lighting, tree beginning 2’ from DER, 12’ right of centerline, up to 16’ AGL/462’ MSL.
   Trees beginning 3’ from DER, 263’ left of centerline, up to 40’ AGL/482’ MSL.
   Tree, vehicles on road 4A, beginning 23’ from DER, 154’ right of centerline, up to 61’ AGL/506’ MSL.
   Trees, vehicles on road, terrain beginning 78’ from DER, 273’ left of centerline, up to 46’ AGL/492’ MSL.
   Trees, vehicles on road beginning 204’ from DER, 443’ left of centerline, up to 50’ AGL/493’ MSL.
   Trees, vehicles on road beginning 300’ from DER, 437’ left of centerline, up to 52’ AGL/499’ MSL.
   Trees, vehicles on road beginning 308’ from DER, 292’ right of centerline, up to 65’ AGL/508’ MSL.
   Trees, vehicles on road beginning 611’ from DER, 396’ left of centerline, up to 66’ AGL/509’ MSL.
   Tree 1944’ from DER, 457’ right of centerline, 71’ AGL/511’ MSL.
   Trees beginning 2049’ from DER, 493’ right of centerline, up to 77’ AGL/517’ MSL.
   Trees beginning 2131’ from DER, 593’ left of centerline, up to 69’ AGL/536’ MSL.
   Trees beginning 2432’ from DER, 960’ left of centerline, up to 54’ AGL/538’ MSL.
   Tree 2720’ from DER, 1042’ left of centerline, 39’ AGL/539’ MSL.
   Trees beginning 2721’ from DER, 985’ left of centerline, up to 33’ AGL/558’ MSL.
   Tower 1 NM from DER, 1273’ right of centerline, 75’ AGL/612’ MSL.

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:
  - Rw 17, climb heading 177° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
  - Rw 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.
  - Rw 35, trees, poles and vehicles on road, beginning 13' from DER, 155' left of centerline, up to 57' AGL/1089' MSL. Trees beginning 15' from DER, 241' right of centerline, up to 1047' MSL. Trees, poles, fence, and vehicles on road, beginning 54' from DER, 164' right of centerline, up to 31' AGL/1074' MSL. Trees, poles, and vehicles on road, beginning 381' from DER, left and right of centerline, up to 30' AGL/1074' MSL. Trees, poles, buildings, and vehicles on road, beginning 360' from DER, left and right of centerline, up to 59' AGL/1095' MSL.

PRYOR, OK
MID-AMERICA INDUSTRIAL (H71)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  22JUN95  (95173)  (FAA)
DEPARTURE PROCEDURE:
  - Rwys 18, 36, climb to 1400 before turning on course.

ROGERS, AR
ROGERS EXEC - CARTER FLD (ROG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT  1  24MAY18  (21112)  (FAA)
TAKEOFF OBSTACLE NOTES:
  - Rw 2, tree 33' from DER, 394' right of centerline, 1382' MSL. Trees beginning 100' from DER, 431' left of centerline, up to 1385' MSL. Rw 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 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 1222' 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:
  - Rw 7, std. w/min. climb of 310' per NM to 1200 or 1200-3 for VCOA.
Rw 25, std. w/min. climb of 280' per NM to 2400 or 1200-3 for VCOA.
DEPARTURE PROCEDURE:
  - Rw 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:
      - Rw 7, building, 2416' from DER, 250' left of centerline 50' AGL/520 MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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/939’ 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-GRANT COUNTY RGNL (9M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DECE15 (22083) (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, 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.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SHERIDAN, AR (CON’T)
SHERIDAN-SMITH COUNTY RGNL (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/1132’ 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/1408’ 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, up to 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, 729’ 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, 729’ right of centerline, 79’ AGL/1059’ MSL.

STUTTGART, AR
STUTTGART MUNI CARL HUMPHREY FIELD (SGT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22JUN17 (17173) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 108’ from DER, 286’ right of centerline, up to 9’ AGL/227’ MSL.
Rwy 27, tree 188’ from DER, 152’ left of centerline, 7’ AGL/227’ MSL.
TAHLEQUAH, OK
TAHLEQUAH MUNI (TQH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 300-1½ or std. w/min. climb of 345’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 60’ 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 4A 11AUG22 (22223) (FAA)
TAKEOFF MINIMUMS:
- Rwy 22, 300-1½ or std. w/min. climb of 220’ per NM to 600, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1600’ prior to DER.
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/436’ MSL.
- Multiple trees beginning 237’ from DER, 344’ right of centerline, 98’ AGL/457’ MSL.
- Rwy 22, antenna tower 1 NM from DER, 2016’ left of centerline, 15’ AGL/517’ MSL.
- Rwy 31, vehicle on road 346’ from DER, on centerline, 15’ AGL/391’ MSL.
- Multiple trees 535’ from departure end of runway, 124’ left of centerline, 60’ AGL/391’ MSL.
- Multiple trees beginning 454’ from DER, 349’ right of centerline, 70’ AGL/429’ MSL.
- Multiple trees 1962’ from DER, 195’ left of centerline, 60’ AGL/429’ MSL.

THOMAS, OK
THOMAS MUNI (1O4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30APR15 (15120) (FAA)
TAKEOFF MINIMUMS:
- Rwy 35, 400-1½ 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
AMDT 2 29DEC22 (22363) (USAF)
DEPARTURE PROCEDURE:
- Rwy 31, climb on hdg between 010° CW to 128° from DER.
- Rwy 36, climb on hdg between 357° CW to 177° from DER.
TAKEOFF OBSTACLE NOTES:
- Rwy 13, aerial cable 1389’ from DER, 845’ left of centerline, 38’ AGL/1331’ MSL.
- Twr 751’ from DER, 694’ left of centerline, 18’ AGL/1308’ MSL.
- Terrain 0’ from DER, 500’ left of centerline, 1277’ MSL.
- Rwy 18, terrain 0’ from DER, 500’ left of centerline, 1297’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TULSA, OK
TULSA INTL (TUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 07NOV19 (19311) (FAA)
DEPARTURE PROCEDURE:
Rwy 26, climb on a heading between 292° CW to 086° from DER, or min. climb of 222' per NM to 2900 for headings 087° through 291°.
TAKEOFF OBSTACLE NOTES:
Rwy 8, sign 131' from DER, 466' right of centerline, 8' AGL/637' MSL. Tree 825' from DER, 713' left of centerline, 660' MSL.
Building, pole beginning 1030' from DER, 690' right of centerline, up to 48' AGL/677' MSL. Transmission lines beginning 1608' from DER, crossing left and right of centerline, up to 679' MSL.
Rwy 18L, tree 1880' from DER, 905' left of centerline, 74' AGL/693' MSL.
Rwy 18R, vehicle on road 200' from DER, 419' right of centerline, 15' AGL/687' MSL.
Ant on building 549' from DER, 447' left of centerline, 22' AGL/692' MSL. Building, pole beginning 1030' from DER, 690' right of centerline, up to 48' AGL/677' MSL.
Transmission lines beginning 1608' from DER, crossing left and right of centerline, up to 679' MSL.
Rwy 26, antenna and buildings beginning 1031' from DER, 745' left of centerline, up to 51' AGL/707' MSL. Tree 1544' from DER, 425' left of centerline, 53' AGL/713' MSL.
Rwy 36L, trees 726' from DER, 608' right of centerline, 69' AGL/659' MSL. Trees beginning 1630' from DER, 470' left of centerline, up to 84' AGL/674' MSL.

TULSA RIVERSIDE (RVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 20JUN19 (22027) (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 285° to 1500, before proceeding on course.
VCOA:
Rwy 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tulsa Riverside airport at or above 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1L, railroad 397' from DER, 594' right of centerline, 23' AGL/652' MSL. Tree 1492' from DER, 626' right of centerline, 80' AGL/700' MSL.
Rwy 1R, railroad 162' from DER, 226' right of centerline, 646' MSL. Tree 249' from DER, 236' right of centerline, 669' MSL.
Pole and vehicle on road beginning 521' from DER, 116' right of centerline, up to 53' AGL/673' MSL. Tree 1843' from DER, 73' left of centerline, 700' MSL.
Rwy 13, trees and building beginning 63' from DER, 101' right of centerline, up to 100' AGL/724' MSL. Tree 1960' from DER, 91' left of centerline, 679' MSL.
Rwy 13, climb heading 130° to 1500, before proceeding on course.
Pole 5849' from DER, 1921' left of centerline, up to 144' AGL/765' MSL. Pole 5909' from DER, 1901' left of centerline, up to 150' AGL/771' MSL.
Rwy 19L, vehicle on road 516' from DER, 282' left of centerline, 15' AGL/644' MSL. Tree 790' from DER, 310' left of centerline, 665' MSL.
Rwy 19R, vehicle on road 333' from DER, 563' left of centerline, 15' AGL/644' MSL. Tree 2247' from DER, 1020' right of centerline, 665' MSL.
Rwy 31, building 507' from DER, 344' right of centerline, 19' AGL/640' MSL. Tree 1372' from DER, 264' left of centerline, 679' MSL.
Rwy 19R, vehicle on road 333' from DER, 563' left of centerline, 15' AGL/644' MSL. Tree 2247' from DER, 1020' right of centerline, 665' MSL.
Rwy 31, building 507' from DER, 344' right of centerline, 19' AGL/640' MSL. Tree 1372' from DER, 264' left of centerline, 679' MSL.
Tree 1598' from DER, 117' right of centerline, 682' MSL. Tree 1614' from DER, 76' left of centerline, 683' MSL.
Tree 1745' from DER, 186' right of centerline, 688' MSL. Tree 2160' from DER, 74' left of centerline, 721' MSL.
Tree and transmission lines beginning 2728' from DER, 310' left centerline, up to 786' MSL. Transmission line 2732' from DER, 27' right of centerline, 92' AGL/728' MSL.
Transmission line 4655' from DER, 1747' left of centerline, 117' AGL/792' MSL. Tree 1.3 NM from DER, 1225' right of centerline, 872' MSL. Tree 1.3 NM from DER, 1768' left of centerline, 1' AGL/918' MSL. Tower, sign, tree beginning 1.4 NM from DER, 120' right of centerline, up to 84' AGL/914' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

VANCE AFB (KEND)
ENID, OK
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAR22 (22083) (USAF)
TAKEOFF OBSTACLE NOTES:
- Rwy 17C, barrier (when raised) 146’ into overrun, on centerline, 24’ AGL/1321’ MSL.
- Rwy 17L, terrain 25’ from DER, 500’ right of centerline, 1286’ MSL.
- Terrain 31’ from DER, 7’ left of centerline, 1285’ MSL.
- T-1 aircraft on taxiway 204’ from DER, 185’ right of centerline, 14’ AGL/1298’ MSL.
- T-1 aircraft on taxiway 383’ from DER, 575’ left of centerline, 14’ AGL/1336’ MSL.
- Terrain abeam thld 500’ left of centerline, 1308’ MSL.
- Rwy 35C, barrier (when raised) 140’ into overrun, on centerline, 24’ AGL/1301’ MSL.
- Rwy 35L, barrier (when raised) 142’ into overrun, on centerline, 24’ AGL/1303’ MSL.
- Vehicle on road 735’ from DER, 603’ right of centerline, 10’ AGL/1273’ MSL.
- Rwy 35R, wind sensor 1885’ from DER, 576’ left of centerline, 33’ AGL/1299’ MSL.
- Vehicle on road 145’ from DER, 291’ left of centerline, 10’ AGL/1284’ MSL.
- T-1 aircraft on taxiway 212’ from DER, 575’ right of centerline, 14’ AGL/1280’ MSL.

VINITA, OK
VINITA MUNI (H04)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JUN23 (23166) (FAA)
DEPARTURE PROCEDURE:
- Rwy 35, climb on heading 355° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 43’ from DER, 209’ right of centerline, up to 100’ AGL/779’ MSL.
- Trees beginning 78’ from DER, 414’ left of centerline, up to 100’ AGL/779’ MSL.
- Rwy 35, vehicle 22’ from DER, 436’ left of centerline, 15’ AGL/704’ MSL.
- Trees beginning 411’ from DER, 196’ left of centerline, up to 100’ AGL/779’ MSL.
- Trees beginning 1835’ from DER, 651’ right of centerline, up to 100’ AGL/779’ MSL.

WAGONER, OK
HEFNER-EASLEY (H68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JAN19 (19003) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, tree, terrain beginning 25’ from DER, 131’ right of centerline, up to 622’ MSL.
- Tree, vehicles on road, beginning 39’ from DER, 186’ left of centerline, up to 44’ AGL/641’ MSL.
- Pole, terrain beginning 108’ from DER, 146’ right of centerline, up to 627’ MSL.
- Tree 187’ from DER, 544’ right of centerline, 62’ AGL/657’ MSL.
- Tree, wind indicator, pole, terrain, vehicles on road, building beginning 260’ from DER, 150’ right of centerline, up to 60’ AGL/659’ MSL.
- Tree, pole beginning 545’ from DER, 232’ right of centerline, up to 661’ MSL.
- Pole, tree beginning 691’ from DER, 11’ left of centerline, up to 647’ MSL.
- Tree, building beginning 874’ from DER, 272’ left of centerline, up to 651’ MSL.
- Trees beginning 2780’ from DER, 365’ right of centerline, up to 79’ AGL/672’ MSL.
- Pole, tree beginning 949’ from DER, on centerline, up to 80’ AGL/674’ MSL.
- Trees beginning 953’ from DER, 2’ left of centerline, up to 652’ MSL.
- Trees beginning 1315’ from DER, 1’ left of centerline, up to 653’ MSL.
- Trees beginning 2143’ from DER, 139’ left of centerline, up to 63’ AGL/680’ MSL.
- Rwy 36, trees beginning 28’ from DER, 248’ right of centerline, up to 620’ MSL.
- Trees beginning 63’ from DER, 363’ left of centerline, up to 599’ MSL.
- Trees beginning 69’ from DER, 221’ right of centerline, up to 36’ AGL/630’ MSL.
- Trees beginning 284’ from DER, 1’ right of centerline, up to 634’ MSL.
- Trees beginning 288’ from DER, 260’ left of centerline, up to 602’ MSL.
- Trees beginning 449’ from DER, 230’ left of centerline, up to 603’ MSL.

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

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

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

WEATHERFORD, OK
WEATHERFORD STAFFORD (OJA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAY07 (22139) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climb via heading 188° to 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, truck on road 682' from DER, crossing centerline, 17' AGL/1636' MSL.
Multiple trees beginning 2605' from DER, 652' right of centerline, up to 100' AGL/1699' MSL.
Rwy 35, tree 1421' from DER, 413' right of centerline, 40' AGL/1649' MSL.

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

WOODWARD, OK
WEST WOODWARD (WWR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 23, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 17, climb on heading 172° to 3100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, fence 49' from DER, 300' right of centerline, 12' AGL/2192' MSL.
Rwy 35, tree 580' from DER, 333' right of centerline, 2178' MSL.
INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. An "NA" designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the "NA" designation are not listed in this section. A " designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA, OK</td>
<td>ADA RGNL (ADH)......................RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 NA when local weather not available. Category C, 900-2¼; Category D, 900-2½.</td>
</tr>
<tr>
<td>ALTUS, OK</td>
<td>ALTUS/QUARTZ MOUNTAIN RGNL (AXS)........RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR-A¹ NA when local weather not available. ¹NA when Altus tower closed.</td>
</tr>
<tr>
<td>ALVA, OK</td>
<td>ALVA RGNL (AVK).....................RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36 NA when local weather not available. Category C, 800-2¼.</td>
</tr>
<tr>
<td>ARDMORE, OK (CON’T)</td>
<td>ARDMORE MUNI (ADM)....................ILS or LOC Rwy 31¹ ² ³ RNAV (GPS) Rwy 13² ³ RNAV (GPS) Rwy 31³ VOR-B³ NA when local weather not available. ¹NA when control tower closed. ²LOC, Category D, 1000-3. ³Category D, 800-2¼. ⁴Category D, 1000-3. ⁵Category C, 800-2½ Category D, 1000-3.</td>
</tr>
<tr>
<td>BARTLESVILLE, OK</td>
<td>BARTLESVILLE MUNI (BVO).............RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 35¹ NA when local weather not available. ¹Category D, 800-2¼.</td>
</tr>
<tr>
<td>BATESVILLE, AR</td>
<td>BATESVILLE RGNL (BVX)................RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26 NA when local weather not available. Category C, 800-2¼; Category D, 1000-3.</td>
</tr>
</tbody>
</table>

**Note:** For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td><strong>BENTON, AR</strong></td>
<td>SALINE COUNTY</td>
</tr>
</tbody>
</table>
| RGNL (SUZ)            | ILS or LOC Rwy 2<sup>1</sup>  
RAV (GPS) Rwy 2<sup>2</sup>  
RAV (GPS) Rwy 20<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>LOC, Category C, 900-2½; Category D, 900-2½.  
<sup>2</sup>Category C, 900-2½; Category D, 900-2½. |
|                       |                                                                                  |
| **BENTONVILLE, AR**   | BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)                                        |
|                       | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available. |
|                       |                                                                                  |
| **BLACKWELL, OK**     | BLACKWELL-TONKAWA MUNI (BKN)                                                     |
|                       | RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
VOR-A  
NA when local weather not available. |
|                       |                                                                                  |
| **BLYTHEVILLE, AR**   | BLYTHEVILLE MUNI (HKA)                                                           |
|                       | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available. |
|                       |                                                                                  |
| **BURNS FLAT, OK**    | CLINTON/SHERMAN (CSM)                                                            |
|                       | ILS or LOC Rwy 17<sup>1</sup>  
RAV (GPS) Rwy 17<sup>2</sup>  
RAV (GPS) Rwy 35L<sup>2</sup>  
VOR Rwy 35L<sup>2</sup>  
NA when control tower closed.  
<sup>1</sup>ILS, Category D, 700-2½; Category E, 700-2½;  
LOC, Category D, 800-2½;  
Category E, 800-2½.  
<sup>2</sup>Category D, 800-2½; Category E, 800-2½. |
|                       |                                                                                  |
| **CAMDEN, AR**        | HARRELL FLD (CDH)                                                                 |
|                       | RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  
NA when local weather not available.  
Category D, 900-2½. |
|                       |                                                                                  |
| **CHANDLER, OK**      | CHANDLER RGNL (CQB)                                                              |
|                       | RNAV (GPS) Rwy 17  
NA when local weather not available. |
|                       |                                                                                  |
| **CLINTON, OK**       | CLINTON RGNL (CLK)                                                               |
|                       | RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
NA when local weather not available. |
|                       |                                                                                  |
| **CORNING, AR**       | CORNING MUNI (4M9)                                                               |
|                       | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available. |
|                       |                                                                                  |
| **CUSHING, OK**       | CUSHING MUNI (CUH)                                                               |
|                       | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
NA when local weather not available.  
Category D, 800-2¼. |
|                       |                                                                                  |
| **DEQUEEN, AR**       | J. LYNN HELMS SEVIER COUNTY (DEQ)                                               |
|                       | RNAV (GPS) Rwy 8  
NA when local weather not available. |
|                       |                                                                                  |
| **DURANT, OK**        | DURANT RGNL/EAKER FLD (DUA)                                                       |
|                       | RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
NA when local weather not available. |
|                       |                                                                                  |
| **ELK CITY, OK**      | ELK CITY RGNL BUSINESS (ELK)                                                     |
|                       | RNAV (GPS) Rwy 17<sup>1</sup>  
RNAV (GPS) Rwy 35  
Category D, 1000-3.  
<sup>1</sup>NA when local weather not available. |
|                       |                                                                                  |
| **EL RENO, OK**       | EL RENO RGNL (RQO)                                                               |
|                       | RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35  
NA when local weather not available.  
Category D, 800-2¼. |
|                       |                                                                                  |
| **ENID, OK**          | ENID WOODRING RGNL (WDG)                                                         |
|                       | ILS or LOC Rwy 35<sup>123</sup>  
RAV (GPS) Rwy 17<sup>14</sup>  
RAV (GPS) Rwy 35<sup>5</sup>  
VOR Rwy 17<sup>15</sup>  
VOR Rwy 35<sup>15</sup>  
NA when local weather not available.  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>When control tower closed.  
<sup>3</sup>LOC, Category D, 800-2¼; Category E, 900-3  
<sup>4</sup>Category D, 800-2¼; Category E, 900-3.  
<sup>5</sup>Category D, 800-2¼. |
|                       |                                                                                  |
| **FAYETTEVILLE, AR**  | DRAKE FLD (FYV)                                                                  |
|                       | LDA Rwy 34<sup>12</sup>  
LOC Rwy 16<sup>134</sup>  
RAV (GPS) Rwy 16<sup>34</sup>  
RAV (GPS) Rwy 34<sup>34</sup>  
1NA when control tower closed.  
<sup>1</sup>Category C, 1100-3.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Categories C, D, 1100-3. |
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<tr>
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<td><strong>FAYETTEVILLE/SPRINGDALE/ROGERS, AR</strong></td>
<td><strong>NORTHWEST ARKANSAS</strong></td>
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<td>NTL (XNA)</td>
<td>ILS or LOC Rwy 16L</td>
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<td>ILS or LOC Rwy 34R</td>
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<td>RNAV (GPS) Rwy 16L</td>
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<td>RNAV (GPS) Rwy 34R</td>
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<td></td>
<td>¹Category C, 1000-2½; Category D, 1000-3.</td>
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<td>²Categories A, B, 900-2; Category C, 1000-2½; Category D, 1000-3.</td>
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<td>SEARCY MUNI (SRC)</td>
<td>RNAV (GPS) Rwy 1</td>
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<td>SHAWNEE RGNL (SNL)</td>
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<td>RNAV (GPS) Rwy 35</td>
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<td>RNAV (GPS) Rwy 36</td>
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<td><strong>STIGLER, OK</strong></td>
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<td>VOR Rwy 17</td>
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FORT SMITH, AR
FORT SMITH RGNL (FSM)
RADAR-1 120.9 343.75

RADAR INSTRUMENT APPROACH MINIMUMS

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<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
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<th>DA/MDA-VIS</th>
<th>HAT/HAAD</th>
<th>CEIL-VIS</th>
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<th>DA/MDA-VIS</th>
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<th>CEIL-VIS</th>
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<td>751</td>
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<td>1200-2</td>
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Circling CAT E NA when R-2401B active.
Circling NA for CAT E north of Rwy 8 and west of Rwy 20.
For inop ALS, increase ASR-08 CAT A and B visibility to 1 SM, CAT E visibility to 2 SM, and S-26 CAT E visibility to 1 ¾ SM.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 20 NA at night.

HENRY POST AAF (FORT SILL) (KFSI), Fort Sill, OK Amdt 14 10AUG23 (23222) (USA)
RADAR - (E) 120.55 322.4

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<thead>
<tr>
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<th>DH/MDA-VIS</th>
<th>HAT/HATH</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>ASR</td>
<td>36</td>
<td>AB</td>
<td>1600/40</td>
<td>413</td>
<td>(500-¾)</td>
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<tr>
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<td>18</td>
<td>AB</td>
<td>1600/50</td>
<td>413</td>
<td>(500-1)</td>
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<td>CDE</td>
<td>1880-1</td>
<td>692</td>
<td>(700-1)</td>
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<td>1880-2</td>
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<td>1880-2</td>
<td>692</td>
<td>(700-2)</td>
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<tr>
<td></td>
<td></td>
<td>D</td>
<td>1920-2¾</td>
<td>732</td>
<td>(800-2¾)</td>
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<tr>
<td></td>
<td></td>
<td>E</td>
<td>1940-2¾</td>
<td>752</td>
<td>(800-2¾)</td>
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When local altimeter setting not received, use Lawton-Ft Sill Rgnl altimeter setting.
1When ALS inop, increase CAT CDE RVR to 60.
2Circling NA for CAT E W of Rwy 18-36.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
23222

ELEV 469
ELEV 1188

N1
### LAWTON, OK

**Amendment:** 4A, 10JAN00 (00010) (FAA)
**ELEV:** 1110

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

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<td>AB</td>
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<td>490</td>
<td>(500-1)</td>
<td>C</td>
<td>1620-1½</td>
<td>510</td>
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<td></td>
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<td>D</td>
<td>1680-2</td>
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### LAWTON, OK

**Amendment:** 1B, 08AUG02 (02220) (FAA)
**ELEV:** 1110

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

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<td>1620-1½</td>
<td>510</td>
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<td>1680-2</td>
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### OKLAHOMA CITY, OK

**Amendment:** 2A, 07APR11 (11153) (FAA)
**ELEV:** 1299

**WILEY POST (PWA)**
**RADAR-1** - 124.6 266.8

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<td>541</td>
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<td>AB</td>
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<td>C</td>
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<td>541</td>
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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.
**RADAR MINS**

**RADAR INSTRUMENT APPROACH MINIMUMS**

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

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

**ELEV 1291**

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<td>E</td>
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<td>2040-2¾</td>
<td>749</td>
<td>(800-⅔)</td>
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</tbody>
</table>

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 2¼ 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 2¼ miles, CAT E vis to 2½ 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-1 124.0 338.3**  

<table>
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<th>RWY</th>
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<td>18L</td>
<td>AB</td>
<td>1040/24</td>
<td>399</td>
<td>(400-½)</td>
<td>CDE</td>
<td>1040/35</td>
<td>399</td>
<td>(400-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18R</td>
<td>ABCD</td>
<td>1040-1</td>
<td>372</td>
<td>(400-1)</td>
<td>E</td>
<td>NA</td>
<td></td>
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</tr>
<tr>
<td>26</td>
<td>ABCDE</td>
<td>1080-⅔</td>
<td>428</td>
<td>(500-⅔)</td>
<td></td>
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<tr>
<td>8</td>
<td>AB</td>
<td>1080-1</td>
<td>409</td>
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<td>CDE</td>
<td>1080-1¼</td>
<td>409</td>
<td>(500-1¼)</td>
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<tr>
<td>36R</td>
<td>AB</td>
<td>1120/24</td>
<td>470</td>
<td>(500-⅔)</td>
<td>CDE</td>
<td>1120/50</td>
<td>470</td>
<td>(500-1)</td>
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</tr>
<tr>
<td>36L</td>
<td>AB</td>
<td>1180-1</td>
<td>502</td>
<td>(600-1)</td>
<td>CD</td>
<td>1180-1¾</td>
<td>502</td>
<td>(600-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>NA</td>
<td></td>
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<td></td>
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<td></td>
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</tr>
<tr>
<td>C</td>
<td>CIRCLING ALL RWY</td>
<td>AB</td>
<td>1180-1</td>
<td>502</td>
<td>(600-1)</td>
<td>C</td>
<td>1500-2½</td>
<td>822</td>
<td>(900-2½)</td>
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<tr>
<td>D</td>
<td>1520-2¾</td>
<td>842</td>
<td>(900-2¾)</td>
<td>E</td>
<td>1520-3</td>
<td>842</td>
<td>(900-3)</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Circling NA for CAT E south of Rwy 8-26.  
For inop ALS increase ASR S-18L CAT E visibility to RVR 6000.  
For inop ALS increase ASR S-26 CAT A/B visibility to 1 SM, and CAT E visibility to 1¾ SM.  
For inop ALS increase ASR S-36R CAT C/D/E visibility to 1¾ SM.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR ARKANSAS OR OKLAHOMA
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 BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)</td>
<td>HS 1</td>
<td>Rwy 36 and Rwy 04L single hold lines at Twy A and Twy F.</td>
</tr>
<tr>
<td>NORMAN, OK UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)</td>
<td>HS 1</td>
<td>Twy D east of Rwy 03-21.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy E east of Rwy 03-21.</td>
</tr>
<tr>
<td></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>
<tr>
<td>ALTUS, OK ALTUS AFB (KLTS)</td>
<td>HS 1</td>
<td>Aircraft taxiing on Twy B between spot 47 and Twy D.</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.
**ARRIVAL 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: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

From GHOST on track 082° to CCASH.

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

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

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

ROLLS TRANSITION (ROLLS.DAWKS1):
SCUFF TRANSITION (SCUFF.DAWKS1):
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 RW35R: From DAWKS on track 106° to KEWEE, then on track 106°.
Expect RADAR vectors to final approach course.
FAKEY ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

DIMPL TRANSITION (DIMPL-FAKEY1):

From RIFFL on track 268° to FAKEY.

DWINE TRANSITION (DWINE-FAKEY1):

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

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

BROMA TRANSITION (BROMA.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 WILL 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: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Chart not to scale.
ARRIVAL DESCRIPTION

BARTLESVILLE TRANSITION [BVO.GULLI3]: From over BVO VOR/DME on BVO R-223 to SEGLR, then on IRW R-023 to GULLI. Thence.

PIONEER TRANSITION [PER.GULLI3]: From over PER VORTAC on PER R-173 to GULLI. Thence.

TULSA TRANSITION [TUL.GULLI3]: From over TUL VORTAC on TUL R-253 to GULLI. Thence.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, RCE, RQO, CHK airports: From over GULLI, fly heading 230° for RADAR vectors to final approach course.

. . . . For OKC, OUN, 1K4, airports: From over GULLI, fly heading 215° for RADAR vectors to final approach course.

. . . . For TIK, SNL airports: From over GULLI, fly heading 200° for RADAR vectors to final approach course.

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, RCE, RQO, CHK airports: From over GULLI, fly heading 230° for RADAR vectors to final approach course.

. . . . For OKC, OUN, 1K4 airports: From over GULLI on WILL ROGERS VORTAC (IRW) R-023 to cross OVAYE at or above 4000, then fly heading 175° for RADAR vectors to final approach course.

. . . . For TIK, SNL airports: From over GULLI, fly heading 180° for RADAR vectors 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.
NOTE: Chart not to scale.

**ARRIVAL ROUTE DESCRIPTION**

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

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

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

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

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

SC-1, 30 NOV 2023 to 25 JAN 2024
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, then on track 356° to ISAKE, then on track 356°. Expect RADAR vectors to final approach course.

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 RNAV (RNP) approach.
ARRIVAL ROUTE DESCRIPTION

SPRINGFIELD TRANSITION (SGF.VINTA3): From over SGF VORTAC on SGF R-245 to ORIXY, then on TUL VORTAC R-036 to VINTA. Thence . . . .

LANDING KTUL RUNWAYS 8, 18L/R: From over VINTA on TUL VORTAC R-036 to BICEP. Depart BICEP heading 245°. Expect vectors to final approach course. Turbojets cross BICEP at 250K.

LANDING KTUL RUNWAYS 26, 36L/R: From over VINTA on TUL VORTAC R-036 to BICEP. Depart BICEP heading 210°. Expect vectors to final approach course. Turbojets cross BICEP at 250K.

LANDING KRV5: From over VINTA on TUL VORTAC R-036 to BICEP. Depart BICEP heading 210°. Expect vectors to final approach course.
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 XYLANT, 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 RWY35R: From WAYMN on track 318° to NUTRE, then on track 318°.
Expect radar vectors to final approach course.
**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)

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

AWOS-3
118.725

FORT WORTH CENTER
132.2 338.35

UNICOM
122.8 (CTAF)

---

**AWOS-3**: 118.725

**FORT WORTH CENTER**: 132.2 338.35

**UNICOM**: 122.8 (CTAF)
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 Seminole altimeter setting. Circling Rwy 31 NA at night. Rwy 36 helicopter visibility reduction below ½ SM NA.

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

3000 NoPT 3000 NoPT
LNAV only.

1.4 NM to RW36

*LPV DA
1245-7/8 250 (300-3/8)

1.4 NM to RW36

1.4 NM to RW36

357° to RW36

MIRL Rwy 18-36
REIL Rwy 36

RNAV (GPS) RWY 36
ADA RGNL (ADH)

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.
RNAV (GPS) RWY 36
ALMYRA MUNI (M73)

Use Stuttgart altimeter setting; if not received, use Pinebluff NAP. 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.

**PINE BLUFF**

**SGT AWOS-3PT**
119.025

**LITTLE ROCK APP CON**
119.85 353.6

**CLNC DEL**
119.85

**UNICOM**
123.0 (CTAF)

**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.**

**SC-1, 30 NOV 2023 to 25 JAN 2024**
**Altus, Oklahoma**

**AL-5659 (FAA) 2327B**

**RNAV (GPS) RWY 17**

**Altus/Quartz Mountain Rgnl (AXS)**

---

**AWOS-3PT**

**118.825**

**ALTUS APP CON**

**125.1 353.7**

**UNICOM**

**122.8 (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 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 1/2 mile, increase LNAV Cat C visibility 1/2 mile.**

---

**Category**

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

**LPV DA**

- **1683-1/8**
- **250 (300-3¾)**
- **NA**

**LNAV/VNAV DA**

- **1926-13/4**
- **493 (500-1¾)**
- **NA**

**LNAV MDA**

- **1880-13/8**
- **447 (500-1¾)**
- **1880-13/8**
- **447 (500-1¾)**
- **NA**

**CIRCLING**

- **1920-13/8**
- **487 (500-1¾)**
- **2020-13/8**
- **587 (600-1¾)**
- **NA**

---

**Amdt 2  21JUL16**

**AWOS-3PT**

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

---

**MISA RWY 17 25 NM**

**3800**

**ELEV 1433**

**TDZE 1433**

**ELEV 1433**

**TDZE 1433**

**210K SAVTE 210K**

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

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct ADOBE and hold.
When local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDA 80 feet. Increase Circling Cat C visibility ¼ mile.

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

AWOS-3PT  
118.825

ALTUS APP CON  
125.1 353.7

UNICOM  
122.8 (CTAF)

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

Remain within 10 NM

3500

302°

122°

3300

4.8 NM

ELEV 1433

CATEGORY  | A  | B  | C  | D  | Knots  | Min:Sec |
<table>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1920-1</td>
<td>487 (500-1)</td>
<td>2020-1 1/2</td>
<td>NA</td>
<td>60</td>
<td>1.48</td>
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<td>587 (600-1 1/2)</td>
<td></td>
<td></td>
<td></td>
<td>90</td>
<td>3.12</td>
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<td></td>
<td>180</td>
<td>1.36</td>
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</table>
**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

---

**CAUTION:** Autopilot coupled operations NA below 1740 MSL.

**EMERG SAFE ALT** 100 NM 4900

---

**LOC** I-ALT 111.3

**APCH CRS** 175°

**Rwy Ldg** 13,440

**TDZE** 1378

**Arpt Elev** 1382

**AL-482** [USA]

**ALTUS AFB** (KLTS)

---

**LOCALIZER** 111.3

**I-ALT** 175°

---

**ATC Radar required for holding above 4000**

---

**S-LOC 18R**

**CIRCLING**

---

**LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX**

---

**S-LOC 18R**

**CIRCLING**

---

**ALTUS, OKLAHOMA**

Amdt 2 14JUL22

---

**ILS Z or LOC RWY 18R**

---

**GND CON**

---

**CLNC DEL**

---

**ALTUS AFB** (KLTS)

---

**S-LOC 18R**

**CIRCLING**

---

**ALTUS, OKLAHOMA**

Amdt 2 14JUL22

---

**ILS Z or LOC RWY 18R**

---
AUTHORIZATION REQUIRED
FOR USE BY 97 AMW ACFT ONLY
EMERG SAFE ALT 100 NM 4900
**RNAV (GPS) Z RWY 36L**

### Atc Coord (USAF)

<table>
<thead>
<tr>
<th>Coord</th>
<th>Details</th>
</tr>
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<tbody>
<tr>
<td>FL-282</td>
<td>34°40'N - 99°16'W</td>
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</table>

### Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA*</td>
<td>1604/24 250 (300-1/2)</td>
<td>1615/24 261 (300-1/2)</td>
<td>1634/24 280 (300-1/2)</td>
<td>1677/26 323 (300-1/2)</td>
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<td>LNAV MDA**</td>
<td>1740/24 386 (400-1/2)</td>
<td>1740/35 386 (400-1/2)</td>
<td></td>
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</tr>
<tr>
<td>CRCLNG***</td>
<td>1780-1 398 (400-1)</td>
<td>1840-1 458 (500-1)</td>
<td>1880-1/2 498 (500-1/2)</td>
<td>2080-2/4 798 (500-1/2)</td>
<td>2180-2/4 798 (500-1/2)</td>
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</tbody>
</table>

### CIRCLNG

- **5.5NM to RW36L**
  - 1800:
    - 35°
    - RW36L

### APP Coord

<table>
<thead>
<tr>
<th>Coord</th>
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<tbody>
<tr>
<td>125.1</td>
<td>353.7</td>
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### Tower Coord

<table>
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<tbody>
<tr>
<td>119.65</td>
<td>254.4</td>
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</tbody>
</table>

### WP Coord

- **Z302K:** 300/3
  - 17°
  - 35°

### Rwy Coord

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>13,440</td>
<td>109.8</td>
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<tr>
<td>133.5</td>
<td>350.35</td>
</tr>
</tbody>
</table>

### Rwy Idg

- **19:** 30 NOV 2023 to 25 JAN 2024

### Missed Approach

- Climb to 4000 direct to MRTHA and hold.

### ATIS

<table>
<thead>
<tr>
<th>Coord</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.8</td>
<td>273.5</td>
</tr>
<tr>
<td>133.5</td>
<td>350.35</td>
</tr>
</tbody>
</table>

### graphical diagram

- **EMERG SAFE ALT 100 NM 4900**
  - **355°**
  - **Z302K**
  - **OKKIE**
  - **LODNE**
  - **SACYO**
  - **1 NM to RW36L**
  - **MRTHA**

### Diagram notes

- For uncompensated Baro-VNAV systems, procedure NA below -17°C (2°F) or above 54° (130°F)
- **1111**
- **SC-1, 30 NOV 2023 to 25 JAN 2024**
- **34°40'N - 99°16'W**
***Circling NA W of Rwy 36L-18R.

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

ALTUS, OKLAHOMA

APCH CRS
355°

TDZE 1361
Arpt Elev 1382

AL-482 (USAF)

ALTUS AFB (KLTS)

RNP APCH. DME/DME RNP-0.3 NA

** When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR 50, vis to 1 mile.

RNP RWY IDG 9001
Rwy Elev 1382

ALS-1

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

SCP: 1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) Z RWY 36R

ATC RADAR required for holding.

HOLD 9000

JEPKI

RNAV (GPS) Z RWY 36R

EMERG SAFE ALT 100 NM 4900

4000

VGSi and RNAV glidepath not coincident.

CIPNO

175°

3100

1780

355°

CINVA

0.9 NM to RW 36R

WIGTO

1780-1

398 (400-1) 458 (500-1)

1840-1

1880-1½ 498 (500-1½)

2080-2½ 698 (700-2½)

2180-2½ 798 (800-2½)

1800-1 1400-1

GP 3.00°

TCH 33

1382

ELEV

1361

TDZE

Assault Strip

BCN

TWR

9/1

36R

HIL all Rwy

355° to RW 36R

ALTUS AFB (KLTS)

34°40'N - 99°16'W

Altitude 1382

Amdt 3 14 JUL 22

Altus AFB (KLTS)

RNAV (GPS) Z RWY 36R

22195

20
FOR USE BY 97
AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900

ALTUS, OKLAHOMA
34°40'N - 99°16'W

ALTUS AFB (KLTS)

ATC RADAR REQUIRED
Circling NA W of Rwy 18R-36L.

APCH CRS
215°

Rwy Idg
N/A

TDZE
N/A

Arpt Elev
1382

AL-482 (USAF)

RNP APCH. DME/DME RNP 0.3 NA

MISSED APPROACH: Climb to 2200, then climbing left turn to 4000
direct OIRY and hold.

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
FOR USE BY 97 AMW ACFT ONLY

EMERG SAFE ALT 100 NM 4900

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)

Ammd 4 14JUL22
TERPS

ALTUS, OKLAHOMA

34°40'N - 99°16'W

ALTUS AFB (KLTS)
FOR USE BY 97 AMW ACFT ONLY

ALTUS, OKLAHOMA

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

ALTUS AFB (KLT3)

EMERG SAFE ALT 100 NM 4900

ASSAULT STRIP

RADAR, DME required.

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

MISSED APPROACH: Climb to 2300, then climbing left turn to 4000 intercept LTS R-113 to OURY and hold.

V

ALTUS
109.8 LTS
Chan 35

2585
2258

(IAF)
JATTU
LTS 12

HOLD 6000 4000

R-113
LTS 16

HOLD 6000 4000

OLIRY
LTS 12

36R

1524
1516

TWR 1496

HIRL all Rwys

36L

361

215° to VORTAC

2300
4000

OLIRY
LTS 12

2700

035°

6000 4000

BOBNE
LTS 12

JATTU
LTS 12

METGE LTS 16

ALTUS AFB (KLT3)

Amdt 3 14JUL22

VOR or TACAN-C

AL-482 [USAF]

34°40'N-99°16'W

25
FOR USE BY 97 AMW ACFT ONLY
OKKIE THREE DEPARTURE (RNAV) (OKKIE3• OKKIE)

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.

NOTE: Chart not to scale
ROCKN THREE DEPARTURE (RNAV) (ROCKN3 • ROCKN)

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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile, LNAV/VNAV all Cats and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Helicopter visibility reduction below ¾ SM NA. Circling to Rwy 9/27 NA.

AWOS-3PT 121.125  [AWOS-3PT 121.125]
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Vance AFB altimeter setting and increase all DA 127 feet and all MDA 140 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Vance AFB altimeter setting. Circling to Rwy 9/27 NA.

MISSING APPROACH: Climb to 3300 direct ZOKOF and hold.

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

WAAAS CH 61337
APP CRS 356°
Rwy Idg 5001
TDZE 1471
Apt Elev 1477
Circling to Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below 3/8 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.
Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct VAAMP and hold.

<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>LP MDA</td>
<td>1360-1</td>
<td>520 (600-1)</td>
<td>1360-1½</td>
<td>520 (600-1½)</td>
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<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>1600-2½</td>
<td>755 (800-2½)</td>
</tr>
</tbody>
</table>

ARDMORE, OKLAHOMA
Orig-D 06OCT22

34°09’N-97°07’W

ARDMORE DOWNTOWN EXEC (IF/0)
RNP APCH-GPS.
RNAV (GPS) RWY 17

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

3000 VAAMP

MISSED APCH FIX

Visual Segment - Obstacles.

3000 355° 175° 2600

MIRL Rwy17-35
REIL Rwy 17 and 35
MISSED APPROACH: Climb to 3000 direct VILLE and hold.

Procedure NA for arrival on ADM VORTAC airway radials 125 CW 213.
ARDORE, OKLAHOMA

ILA-22 (FAA)

ILS or LOC RWY 31
ARDMORE MUNI (ADM)

Autopilot coupled approach NA below 1360. When local altimeter setting not received, use Ardmore Downtown Exec 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. When using Ardmore Downtown Exec 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. For inop ALS, increase UMEHU FIX MINIMUMS S-LOC 31 Cats C and D visibility to 1/2 SM. When using Ardmore Downtown Exec altimeter setting, for inop ALS, increase UMEHU FIX MINIMUMS Cats C and D visibility to 1/2 SM. Circling Rwy 13, 35 NA at night. Rwy 13, 35 helicopter visibility reduction below 1 SM NA. Rwy 31 helicopter visibility reduction below 1 1/2 SM NA.

ATIS 125.6
FORT WORTH CENTER 124.75 323.0
ARDMORE TOWER 118.5 (CTAF) 257.7
GND CON 121.8
UNICOM 122.95

ARDORE 116.7 ADM Chan 114

MALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

ATIS
FORT WORTH CENTER
ARDMORE TOWER
GND CON
UNICOM

125.6
124.75 323.0
118.5 (CTAF) 257.7
121.8
122.95

Ardoe Downtown

ILS or LOC RWY 31
ARDMORE MUNI (ADM)

34°18’N - 97°01’W

ARDORE, OKLAHOMA
Amst 5D 09SEP21

23334

ILS or LOC RWY 31
Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C and D visibility to 1½ SM.

**RNAV (GPS) RWY 31**

**ARDMORE TOWER**

**ATIS** 125.6  
**FORT WORTH CENTER** 124.75 323.0  
**ARDMORE TOWER** 118.5 (CTAF) 257.7  
**GND CON** 121.8  
**UNICOM** 122.95

**MISSED APPROACH**: Climb to 3600 direct RRDEE and hold.
**ARDMORE, OKLAHOMA**

**AL-22 (FAA)**

### VOR-B

**ARDMORE MUNI (ADM)**

#### Missed Approach:
- Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

#### ATIS
- **ARDMORE TOWER**
  - **118.5 (CTAF)**
  - **257.7**

#### GND CON
- **121.8**

#### UNICOM
- **122.95**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**ARDMORE, OKLAHOMA**

**Amdt 1C 02DEC21**

**34°18'N-97°01'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ASH FLAT, ARKANSAS

AL-5758 (FAA)

RNAV (GPS) RWY 4
SHARP COUNTY RGNL (CVK)

RNP APCH.

Use Walnut Ridge altimeter setting; when not received, use Jonesboro Municipal altimeter setting and increase all MDAs 60 feet and Circling Cat C visibility ¼ SM. Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

ARG AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.7 (CTAF)

 Procedure NA for arrivals at ARG VORTAC via V159 southeast bound.

WALNUT RIDGE ARG

Visual Segment - Obstacles.

3000 215° 035°

AGOME

JIDUX 2.4 NM to RW04

WASUD

(FAF) IAF ONIRE

(FAF) IAF ONIRE

ONIRE

SHIRLEY 1 MOA

5 NM Holding Pattern

3000 215° 035°

2400

036° 1460

2.9 NM

2.4 NM

6.8 NM

CATEGORY
A

LNAV MDA
1260-1 560 (600-1)

CIRCLING
1400-1 683 (700-1)

B

C

D

1260-1½ 560 (600-1½) NA

1420-2 703 (800-2) NA

ASH FLAT, ARKANSAS
Orig-C 11AUG22

36°16'N-91°34'W

SC-1, 30 NOV 2023 to 25 JAN 2024

SC-1, 30 NOV 2023 to 25 JAN 2024

SC-1, 30 NOV 2023 to 25 JAN 2024

SC-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

RWP APCH.

Rwy 22 helicopter visibility reduction below ½ SM NA. Circling Rwy 4 NA at night. Use Walnut Ridge Rgnl altimeter setting; when not received, use Jonesboro Municipal altimeter setting and increase all MDAs 60 feet, increase LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM.

ARG AWOS-3PT 126.525
MEMPHIS CENTER 120.075 289.4
UNICOM 122.7 (CTAF)

LINDBERG C MOA

Procedure NA for arrivals at ARG VORTAC on V69 southbound.

ASH FLAT, ARKANSAS

APP CRS 216°
Rwy Idg 5004
TDZE 717
Apt Elev 717

RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

WALNUT RIDGE ARG

ZERTY

MISSED APCH FIX

ONIRE

V GSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH40).

JINOM

4 NM Holding Pattern

UNICOM

RNAV (GPS) RWY 22
SHARP COUNTY RGNL (CVK)

RNAV (GPS) RWY 22

ASH FLAT, ARKANSAS

Orig-C 11AUG22

36°16’N-91°34’W

1400-1

CIRCLING

ASH FLAT, ARKANSAS

AL-5758 (FAA)

22223
RNAV (GPS)-A

WOODRUFF COUNTY (M60)

M19 AWOS-3PT
118.15

MEMPHIS CENTER
135.3 335.8

CTAF
122.9

Shirley C MOA

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 UJLY and hold.

RNAV (GPS)-A

AUGUSTA, ARKANSAS
AL-10211 (FAA)
20198

NA

Rwy Idg
TDZE
Apt Elev
N/A
N/A
200

4 NM

Holding Pattern

Visual Segment - Obstacles.

6 NM

5.2 NM

Category
A
B
C
D

CIRCLING
740-1
540 (600-1)
820-1
620 (700-1)
NA

MIRL Rwy 9-27

Woodruff County

Orig 07DEC17

35°16′N-91°16′W

MEMPHIS CENTER

CTAF

118.15

135.3 335.8

122.9

SC-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 35
BARTLESVILLE MUNI (BVO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). LNAV/VNAV NA when using Tulsa Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:**
- Climb to 3100 direct BUKDY and hold.

**ASOS**
- 132.675

**KANSAS CITY CENTER**
- 128.6
- 282.325

**CTAF**
- 122.825

**ELEV**
- 717

**TDZE**
- 712

**REIL**
- 35

**MIRL**
- 356°

**LPV**
- 968-7/6
- 256 (300-3/4)

**LNAV/VNAV**
- DA: 1161-1 1/2
- MDA: 1180-1 1/2

**CIRCLING**
- 1380-1
- 663 (700-1)

**DME DME RNP-0.3**

**NA**
- 85 feet
- 100 feet

**LPV**
- 85 feet
- 100 feet

**LNAV/VNAV**
- 85 feet
- 100 feet

**CH 61305 W35A**

**APP CRS TDZE Apr Elev 6201 712 717**

**BARTLESVILLE, OKLAHOMA**

**AL-867 (FAA)**

**MISSED APCH FIX**
- 4 NM BUKDY
- 4 NM MURNA

**Holding Pattern**
- 4 NM

**GP 3.00°**
- TCH 45

**356°**
- 2000
- 176°
- 2800

**3100**
- TO ODECU
- 175° (14.6)

**HOBEEK**
- 4 NM
- 2.4 NM TO RW35

**TISOY**
- 2000

**ODECU**
- 2800
- 274° (13.1)

**2035**
- 1387
- A923

**2800 NoPT**
- 1520°

**2.4 NM TO RW35**

**1.3 NM TO RW35**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**Amdt 1 04FEB16**

**36°46'N-96°01'W**

**BARTLESVILLE MUNI (BVO)**

**RNAV (GPS) RWY 35**
Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 visibility Cat C ¼ SM, and Circling Cats B and C ½ SM; increase BARTY fix minimums visibility Cat C ½ SM. For inop ALS, increase S-17 visibility Cats A and B to 1 SM. For inop ALS when using Tulsa Intl altimeter setting, increase S-17 visibility Cat A to 1 SM and Cat C to 2½ SM, and BARTY fix minimums S-17 visibility Cats A and B to 1 SM.

For inop ALS when using Tulsa Intl altimeter setting, increase S-17 visibility Cats A and B to 1 SM. For inop ALS when Circling NA east of Rwy 17-35. Rwy 17 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 visibility Cat C ¼ SM, and Circling Cats B and C ½ SM; increase BARTY fix minimums visibility Cat C ½ SM. For inop ALS, increase S-17 visibility Cats A and B to 1 SM. For inop ALS when using Tulsa Intl altimeter setting, increase S-17 visibility Cat A to 1 SM and Cat C to 2½ SM, and BARTY fix minimums S-17 visibility Cats A and B to 1 SM.

**MISSED APPROACH:**
Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.
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 ¾ SM. VDP NA when using Tulsa Intl altimeter setting.

**MISSED APPROACH:** Climb to 2500 direct BVO VOR/DME and hold.

---

### ASOS
- **BARTLESVILLE, OKLAHOMA**
  - 117.9
  - Chan 126

### KANSAS CITY CENTER
- **BARTLESVILLE, OKLAHOMA**
  - 128.6
  - 282.325

### CTAF
- **BARTLESVILLE, OKLAHOMA**
  - 122.825

---

### ELEV 717

### TDZE 712

---

### Category
- **S-35**
  - 1320-1
  - 608 (700-1)
  - 1320-1½
  - 608 (700-1½)
  - NA

- **CIRCLING**
  - 1400-1
  - 683 (700-1)
  - 1400-2
  - 683 (700-2)
  - NA
Circling NA N of Rwy 8-26.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**AWOS-3PT**

**MEMPHIS CENTER**

**UNICOM**

126.85 281.55 122.8 (CTAF)

Procedure NA for arrivals at VILLO on V140 eastbound.

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

**CATEGORY**

**B**

**C**

**D**

**IPV**

DA 713-1 250 (300-1)

**LNAV/VNAV DA**

802-1½ 339 (400-1½)

**LNAV MDA**

940-1 477 (500-1) 940-1½ 477 (500-1½) 940-1½ 477 (500-1½)

**CIRCLING**

980-1 515 (600-1) 1000-1 535 (600-1) 1220-2½ 755 (800-2½) 1400-3 935 (1000-3)

**RNAV (GPS) RWY 8**

**BATESVILLE RGNL (BVX)**
Circling NA N of Rwy 8-26.

AWOS:3PT  
126.375

MEMPHIS CENTER  
126.85  281.55

UNICOM  
122.8 (CTAF)

TABLE

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-8</td>
<td>1560-1½</td>
<td>1560-1½</td>
<td>1560-3</td>
<td>1097 (1100-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1½</td>
<td>1560-1½</td>
<td>1560-3</td>
<td>1095 (1100-3)</td>
</tr>
</tbody>
</table>

CUCAL FIX MINIMUMS (DME REQUIRED)

<table>
<thead>
<tr>
<th>S-8</th>
<th>880-1</th>
<th>1000-1</th>
<th>880-1½</th>
<th>417 (500-1)</th>
<th>417 (500-1¼)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>980-1</td>
<td>515 (600-1)</td>
<td>1220-2½</td>
<td>755 (800-2¼)</td>
<td>1400-3</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 1200
then climbing right turn to 3000 direct
ALMND LOM/7.9 DME and hold.
ILS or LOC RWY 2
SALINE COUNTY RGNL (SUZ)

LOC/DME 1-SUZ
111.95
Chan 56 (Y)

APP CRS
019°
Rwy Idg 5002
TDZE 389
Apt Elev 389

DME required for LOC only.

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

HOLD 4800
2800

One Minute Holding Pattern
VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 56).

LOCALIZER 111.95
I-SUZ
Chan 56 (Y)

LITTLE ROCK
113.9 LIT
Chan 86

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

REIL Rwy 2 and 20
MIIRL Rwy 2:20

S-ILS 2
639-3/4
250 (300-3/4)

S-LOC 2
700-1
311 (400-1)
700-7/8
311 (400-7/8)

CIRCLING
940-1
551 (600-1)
1080-1
691 (700-1)
1200-2
811 (900-2/3)
1200-2
811 (900-2/4)

BENTON, ARKANSAS
AL-10336 (FAA)
23054

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 on LT VORTAC R:250 to BEGAN INT/LIT 22 DME and hold.

Rwy 2 helicopter visibility reduction below 3/4 SM NA.

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

BENTON, ARKANSAS
Amdt 1A 23FEB23

SC1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 2
SALINE COUNTY RGNL (SUZ)

MISSED APPROACH: Climb to 2600 direct NIKIC and track 290° to PARON and hold.

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

**Procedure NA for arrival on HOT VOR/DME airway radials 071 CW 163.**

**Procedure NA for arrivals at HERID on V305 southbound.**
RNAV (GPS) RWY 20
SALINE COUNTY RGNL (SUZ)

**Rwy 20**: Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

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

**MISSED APCH FIX**
4 NM
MALVE

**2000**
**UCICE**
224°
MALVE

**2220**
(RAF)
ROLAN

**886**
(FAF)
PUYIS

**2300**
(IF)
ZITPU

**3300**

**199°**

**5002 X 100**
SC-1, 30 Nov 2023 to 25 Jan 2024

**SALINE COUNTY RGNL (SUZ)**
**RNAV (GPS) RWY 20**

**ELEV 389**
**TDZE 388**
RNAV (GPS) RWY 18

BENTONVILLE MUNI/LOUISE M THADEN FLD (VBT)

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

- **Circling NA to Rwys 17 and 35.**
  - Rwys 18 helicopter visibility reduction below ¾ SM NA.
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**AWOS-3PT**
- 134.975

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

**CLNC DEL**
- 121.05
- 263.125

**UNICOM**
- 122.975 (CTAF)

---

**Category A**
- **LPV DA**
  - 1548-1
  - 250 (300-1)

**Category B**
- **LNAV/ VNAV DA**
  - 1688-1 ½
  - 390 (400 ½-1)

**Category C**
- **LNAV MDA**
  - 1700-1
  - 402 (500-1)
  - 1700 ½
  - 402 (500-1)

**Category D**
- **CIRCLING**
  - 1780-1
  - 482 (500-1)
  - 1920-1 ½
  - 622 (700-1)
  - 1940-2
  - 642 (700-2)

---

**BENTONVILLE, ARKANSAS**

**Land Elevation:**
- 1298

---

**Amdt 2A 25FEB21**

---

**AL-6126 (FAA)**

---

**SC-1, 30 Nov 2023 to 25 Jan 2024**
RNP APCH.

Circling NA to Rwys 17 and 35. Rwy 36 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**AWOS-3PT**

**134.975**

**RAZORBACK APP CON**

**121.0 (WEST)**

**244.575**

**CLNC DEL**

**121.05 263.125**

**UNICOM**

**122.975 (CTAF)**

**ELEV 1298**

**TDZE 1298**

**MISSING APCH FIX**

**4 NM**

**359°**

**ZATEB**

**30 NM to KANGE**

**3500**

**KANGE**

**089°**

**269°**

**3400**

**8 NM to KANGE**

**30 NM to KANGE**

**4500**

**HOLD 6000 3400**

**5.8 NM**

**3.9 NM**

**1.3 NM**

**CATEGORY**

**LPV**

**DA**

**1.548-1 250 (300-1)**

**LNAV/ VNAV DA**

**1672-1 374 (400-1)**

**LNAV MDA**

**1780-1 482 (500-1)**

**1780-1 482 (500-1)**

**1780-1 482 (500-1)**

**1780-1 482 (500-1)**

**CIRCLING**

**1920-1 622 (700-1)**

**1940-2 642 (700-2)**

**4 NM**

**121.05**

**359°**

**179°**

**HOLD**

**3200**

**ZATEB**

**LNAV only.**

**MISSED APPROACH:** Climb to 3200 direct ZATEB and hold.
BENTON SEVEN DEPARTURE

TOP ALTITUDE: 3000

NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 17/35: NA - Environmental.
Rwy 18: Standard.
Rwy 36: 300-2½ or standard with minimum climb of 204 feet per NM to 1700.

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 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

NOTE: Chart not to scale.
RNAV (GPS) RWY 7
CARROLL COUNTY (4M1)

Rwy 7 Straight-in and Circling minimums NA at night.

Procedure NA for arrivals at TEEUP on V72 southwest bound.

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>1760-1</td>
<td>557 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1940-1</td>
<td>737 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1940-1</td>
<td>734 (800-1)</td>
<td>1980-1</td>
<td>774 (800-1)</td>
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</tbody>
</table>

RNAV (GPS) RWY 7

Amdt 1A 14JUL22

BBG AWOS-3
124.625

RAZORBACK APPROACH *
126.6 305.2

CTAF
122.9
RNAV (GPS) RWY 17
BLACKWELL-TONKAWA MUNI (BKN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

Procedure NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.

MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. RWy 17 helicopter visibility reduction below 0.5 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 ½ mile. Baro-VNAV NA when using Ponca City altimeter setting.

Procedures NA for arrivals on PER VORTAC airway radials 274 CW 335.
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 ¼ mile. Baro-VNAV and VDP NA when using Ponca City altimeter setting.

MISSED APPROACH: Climb to 2800 direct EWAIT and hold.

Procedure NA for arrivals on PER VORTAC airway radial 173.
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)

---

**ELEV 1030**

**MIRL Rwy 17-35**

**SIKAE PER 6.6**

**EKUKS PER 9.1**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>FAF to MAP 9.1 NM</td>
<td>2800</td>
<td>610 (700-1)</td>
<td>1640-1</td>
<td>1640-1¾ 610 (700-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1640-1</td>
<td>610 (700-1)</td>
<td>1640-1¾ 610 (700-1¼)</td>
<td>NA</td>
</tr>
</tbody>
</table>

---

**SIKAE FIX MINIMUMS**

<table>
<thead>
<tr>
<th></th>
<th>1440 1640</th>
<th>1480-1 1640-1¾ 610 (700-1¼)</th>
<th>1620-1¾ 590 (600-1¼)</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1440-1 410 (500-1)</td>
<td>1480-1 450 (500-1)</td>
<td>1620-1¾ 590 (600-1¼)</td>
<td>NA</td>
</tr>
</tbody>
</table>
BLYTHEVILLE, ARKANSAS

ILS or LOC RWY 18
ARKANSAS INTL (BYH)

RADAR required for procedure entry. RNP APCH-GPS and DME required.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct GURLY and hold.

CAUTION

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.

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct GURLY and hold.

MEMPHIS CENTER

UNICOM

APP CRS

LOC/DME I-BYH

TERMINALS

11602

122.7

110.3

1202

122.7

181°

250

11602

254

181°

ELEV 254

TDZE 250

181°

4700-1

2500-1

181°

4700

2000

1900

2500

GURLY

I-BYH 7.5

GURLY

I-BYH 7.5

One Minute Holding Pattern

2000

HOLDS

GURLY

I-BYH 7.5

HUFVE

I-BYH 7.5

GURLY

I-BYH 7.5

I-BYH 7.5

HUFVE

I-BYH 3.6

HUFVE

I-BYH 3.6

I-BYH 3.1

GURLY 5.3 NM

from FAF

181°

700-1

446 (500-1)

820-2

566 (600-2)

600-1

350 (400-1)

2000

2000 Nept

001°

000°

595

38°

36

11602 x 100

35°58'N-89°57'W

21280

2000 NoPT

2000

2500 direct GURLY and hold.

BLYTHEVILLE, ARKANSAS

Amdt 3 07OCT21

35°58'N-89°57'W
RNAV (GPS) RWY 18
ARKANSAS INTL (BYH)

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF)

Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.

Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 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.

### WAAS CH 58306 W18A
- APP CRS 181°
- Rwy Idg 11602
- TDZE 250
- Apt Elev 254
- ELEV 254
- TDZE 250

### Category

<table>
<thead>
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<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>450-3/4 200 (200-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>545-1 295 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>620-1 370 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>700-1 446 (500-1) 720-1 466 (500-1) 800-1 546 (600-1 1/2) 820-2 566 (600-2)</td>
<td></td>
<td></td>
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</table>

### RNAV (GPS) RWY 18

1. "Amdt 3 11DEC14"
Inop table does not apply. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA east of Rwy 18-36. DME/DME RNP-0.3 NA.

Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA 1.4 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ mile.

**MISSED APPROACH:** Climb to 2500 direct CEDVA and hold.

---

**RNAV (GPS) RWY 36**

**ARKANSAS INTL (BYH)**

**MEMPHIS CENTER**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>134.65</th>
<th>316.15</th>
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</table>

**UNICOM**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>122.7</th>
</tr>
</thead>
</table>

---

**GENRE (FAF)**

- **LNAV only.**
- **TETOE**
- **30 NM to HABSI**
- **2500**
- **091°**
- **001°**
- **271°**

**HABSI**

- **6 NM**
- **Holding Pattern**

**CIRCLING**

- **700-1**
- **720-1**
- **800-1½**
- **820-2**

**BLYTHEVILLE, ARKANSAS**

**Amdt 3 11DEC14**

**35°58'N 89°57'W**

---

**RNAV (GPS) RWY 36**

**ARKANSAS INTL (BYH)**

**WAAS CH 78318 W36A**

<table>
<thead>
<tr>
<th>App CRS</th>
<th>001°</th>
</tr>
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<tbody>
<tr>
<td>Rwy Ldg</td>
<td>11602</td>
</tr>
<tr>
<td>TDZE</td>
<td>254</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>254</td>
</tr>
</tbody>
</table>

---

**35°58'N 89°57'W**

---

**ARKANSAS INTL (BYH)**

**RNAV (GPS) RWY 36**

**BLYTHEVILLE, ARKANSAS**

**Amdt 3 11DEC14**

**35°58'N 89°57'W**

---

**ARKANSAS INTL (BYH)**

**RNAV (GPS) RWY 36**
RNAV (GPS) RWY 18
BLYTHEVILLE MUNI (HKA)

MISSED APPROACH: Climb to 2500 direct JIMIN 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>620-1</td>
<td>365 (400-1)</td>
<td>760-1</td>
<td>780-1</td>
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<tr>
<td>CIRCLING</td>
<td>504 (600-1)</td>
<td>524 (600-1)</td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>
RNAV (GPS) RWY 4
BOISE CITY (17K)

APP CRS
Rwy Idg 4211
TDZE 4174
Apt Elev 4174

RNP APCH.
NA
Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night. Circling Rwy 4 NA at night. Use Dalhart, TX altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

DHT ASOS
134.075

ALBUQUERQUE CENTER
127.85 285.475

CTAF
122.9

HOLD 14000
6500

Visual Segment - Obstacles

6 NM
Holding Pattern

XASWO

6.8°

46°77

GIKDY

ZUZXE

220°

6500

220°

6500

130°

686 (700-2)

310°

5900

46°77

ZUZXE

7000

YAXDE

30 NM to YAXDE

30 NM to XASWO

30 NM to XASWO (Npt)

5000

5900 (5.8)

6600 (5.8)

6500

6000 (6.8)

5000

6000

220°

220°

686 (700-1)

221°

6500

5.2 NM

5.8 NM

6500

220°

GIKDY

GIKDY

5900

6500

14000

XASWO

ELEV 4174
TDZE 4174

MIRL Rwy 4-22

BOISE CITY, OKLAHOMA
Orig-A 08NOV18

BOISE CITY, OKLAHOMA
AL-6519 (FAA)

36°46'N-102°31'W
**RNAV (GPS) RWY 20**

**FRANK FEDERER MEML (M36)**

**Sgt AWOS-3PT**

119.025

**MEMPHIS CENTER**

135.3 335.8

**UNICOM**

122.8 (CTAF)

---

**Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Stuttgart Muni Carl Humphrey Fld altimeter setting.**

**MISSED APPROACH: Climb to 2800 direct OZLUR 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>1020-1 826 (900-1)</td>
<td>1020-1½ 826 (900-1½)</td>
<td>1020-2½ 826 (900-2½)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1120-1½ 925 (1000-1½)</td>
<td>1120-2½ 925 (1000-2½)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

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**BRINKLEY, ARKANSAS**

**APP CRS**

Rwy Idg 3852

TDZE 194

Apt Elev 195

**ELEV 195**

**TDZE 194**

**RNAV (GPS) RWY 20**

**FRANK FEDERER MEML (M36)**

**Orig-B 25APR19**

34°53'N-91°11'W
RNAV (GPS) RWY 18
JONES MEML (3F7)

BRISTOW, OKLAHOMA
AL-6871 (FAA)

WAAS CH 53843
W18A

APP CRS 175°
Rwy Idg 4001
TDZE 854
Apt Elev 870

RNP APCH.

MISSED APPROACH: Climb to 2600 direct DASTE and hold.

NA

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 ✡

MISSED APCH FIX

DASTE

4 NM

HOLD

3000

2600

355°

175°

CAMSA

(D/F/IAF)

ONOKE

ITALE

2.4 NM to RW18

123°

969

1199

1350

1145

1145

1145

2600

DASTE

6000

2600

2600

CAMSA

ONOK

2.4 NM to RW18

GP 3.0°

TCH 40

LYV

DA

1156-1 302 (300-1)

LPV

DA

LNAV/VNAV DA

1191-1 337 (400-1)

LNAV MDA

1280-1 426 (500-1)

1280-1/4 426 (500-1/4)

1280-1/4 426 (500-1/4)

1280-1/4 426 (500-1/4)

CIRCLING

1380-1 510 (600-1)

1500-1 630 (700-1)

1600-2 730 (800-2)

CATEGORIES

A

B

C

D

NA

NA

NA

LNAV MDA

1280-1 426 (500-1)

1280-1/4 426 (500-1/4)

1280-1/4 426 (500-1/4)

1280-1/4 426 (500-1/4)

CIRCLING

1380-1 510 (600-1)

1500-1 630 (700-1)

1600-2 730 (800-2)

CATEGORIES

A

B

C

D

NA

NA

NA

NA

35°48'N-96°25'W
RNAV (GPS) RWY 36
JONES MEML (3F7)

Rwy 36 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 0

MISSED APCH FIX
4 NM
35°
175°
CAMSA

35°
175°
DASTE

30 NM to DASTE
085°
DASTE
2600
085°
19 NM to DASTE
3000

4 NM Holding Pattern
6000
2600
175°
355°
GP 3.39°
TCH 40

CATEGORY
A
B
C
D
LPV
DA
1225-1
355 (400-1)
NA
LNAV/VNAV
DA
1367-1½
497 (500-1½)
NA
LNAV MDA
1320-1
450 (500-1)
1320-1½
450 (500-1½)
NA
CIRCLING
1380-1
510 (600-1)
1500-1
630 (700-1)
1600-2
730 (800-2)
NA

35°48'N-96°25'W
**RNAV (GPS) RWY 17**

**BUFFALO MUNI (BFK)**

**APP CRS**
- 172°

**Rwy Idg**
- 4000

**Apt Elev**
- 1822

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

**LNAV MDA**
- 2500-1 678 (700-1)
- 2500-2 678 (700-2)
- NA

**CIRCLING**
- 2500-1 678 (700-1)
- 2500-2 678 (700-2)
- NA

**MISSED APPROACH:** Climb to 3800 direct LICYI WP and hold.

**AWOS-3**
- 118.425

**KANSAS CITY CENTER**
- 126.95 379.2

**CTAF**
- 122.9

**DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.**

**Holding Pattern**
- 30 NM to BAMLE (NoPT)
- 8 NM to APABE (NoPT)
- 4 NM to APABE
- 50 NM to APABE

**3600**
- 3600 NoPT 082° (5)
- 3600 NoPT 262° (5)
- 3600 (IF/IAF) BAMLE
- (IF) APABE
- 3600 (IAF) CAKDO

**APABE**
- 3600 (IF) APABE
- 3600 (IAF) APABE

**IMWEX**
- 2692
- 2676

**LICYI**
- 2512
- 2159

**CAKDO**
- 262°
- 3600 15 NM to CAKDO
- 3700 30 NM to CAKDO

**BAMLE**
- 3600 352°
- 172°

**Rwy 17**
- 328°
- TCH 40

**3800**
- 3800 LICYI

**ELEV 1822**
- 1822

**TDZE 1822**
- 1822

**72**

**AL-6384 (FAA)**

**BUFFALO, OKLAHOMA**

**19115**

**36°52'N-99°37'W**

**BUFFALO MUNI (BFK)**

**Orig-A 25SEP08**

**RNAV (GPS) RWY 17**

**BUFFALO, OKLAHOMA**

**122.9**

**4 NM**

**SC-1, 30 NOV 2023 to 25 JAN 2024**
ILS or LOC RWY 17R
CLINTON/SHERMAN (CSM)

Circling NA east of Rwy 17R-35L.

ADF or DME REQUIRED

360° BFV

* LOC only.

FOSSI

One Minute Holding Pattern

GS 3.0°

TCH 54

FAF to MAP 5.5 NM

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)

35°-20°N-99°-12°W

SC-1, 30 NOV 2023 to 25 JAN 2024

175°

178°

3800 to LOM

356° (12.8)

3800 to LO

3800 (35.6)

3600 to LOM

13503 X 200

356° (12.8)

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)

35°-20°N-99°-12°W

SC-1, 30 NOV 2023 to 25 JAN 2024

175°

178°

3800 to LOM

356° (12.8)

3800 to LO

3800 (35.6)

3600 to LOM

13503 X 200

356° (12.8)

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)
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.

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

RNAV (GPS) RWY 17R

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.

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.

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.
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

<table>
<thead>
<tr>
<th></th>
<th>FORT WORTH CENTER</th>
<th>CLINTON/SHERMAN TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.45</td>
<td>128.4</td>
<td>119.6 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
<tr>
<td>269.37</td>
<td></td>
<td>256.9</td>
<td>239.0</td>
<td></td>
</tr>
</tbody>
</table>

Missed Approach Fix

JETVE

175° 355°

4 NM

Holding Pattern

HUWHA

355°

3600

2460

GND CON

121.7

239.0

122.95
MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BFV VORTAC and hold.

Circling NA east of runway 17R-35L.

ASOS
FORT WORTH CENTER
CLINTON/SHERMAN TOWER*  

GND CON  
UNICOM

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-35L</td>
<td>2340-1</td>
<td>427 (500-1)</td>
<td>2340-1/4</td>
<td>427 (500-1/4)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2340-1</td>
<td>418 (500-1)</td>
<td>2380-1/2</td>
<td>698 (700-2/3)</td>
<td></td>
</tr>
</tbody>
</table>

35°20'N-99°12'W
INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING CROSSING CLEARANCES.

CAUTION: BE ALERT TO RUNWAY

AIRPORT DIAGRAM

CLINTON/SHERMAN

FIELD

ELEV 1922

1010 X 150

77

ANNUAL RATE OF CHANGE

JANUARY 2020

0.1 W

VAR 4.6° E

AIRPORT DIAGRAM

CLINTON/SHERMAN (CSM)

BURNS FLAT, OKLAHOMA

SC-1, 30 NOV 2023 to 25 JAN 2024
### RNAV (GPS) RWY 1

**HARRELL FLD (CDH)**

<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>430-1</td>
<td>306 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>422-1</td>
<td>298 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>500-1</td>
<td>376 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>580-1</td>
<td>580-1½</td>
<td>960-2½</td>
</tr>
</tbody>
</table>

**AWOS-3**

**125.2**

**FORT WORTH CENTER**

**128.2 269.1**

**UNICOM**

**122.7 (CTAF)**

**RNP APCH - GPS.**

- **Missed Approach:** Climb to 2700 direct BUSGE and hold.
- **Baro-VNAV NA** when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. RWy 1 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use El Dorado altimeter setting and increase LPV DA to 507 feet, LNAV/VNAV DA to 499 feet and all MDA 80 feet; increase LPV all Cats visibility 1/2 SM, LNAV Cats C and D 1/2 SM, and Circling Cat D 1/2 SM.

**URAME**

**2700**

**187°**

**007°**

**JAVAB**

**2.6 NM to RW01**

**ARIPE**

**658**

**1800**

**2700**

**HOLDING PATTERN**

**30 NM to URAME**

**2700**

**URAME**

**078°**

**298°**

**2700**

**URAME**

**078°**

**30 NM to URAME (No PT)**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**78**

**33°37'N-92°46'W**
RNAV (GPS) RWY 19
HARRELL FLD (CDH)

Rwy 19 helicopter visibility reduction below 1/2 SM NA. Baro-VNAV NA when using El Dorado altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 9°F or above 54°F. When local altimeter setting not received, use El Dorado altimeter setting and LPV DA to 517 feet, LNAV/VNAV DA to 503 feet and all MDA 80 feet; increase LPV all Cats visibility 1/2 SM, and LNAV Cats C and D, and Circling Cat D 1/2 SM.

**AWOS-3**
125.2

**FORT WORTH CENTER**
128.2 269.1

**UNICOM**
122.7 (CTAF)

**ELEV** 130
**TDZE** 130

**LNAV only**

**HOLD**

**GP 3.00°**

**3°-37'N-92°46'W**

**RNAV (GPS) RWY 19**

CAMDEN, ARKANSAS
Amdt 1C 20MAY21
RNAV (GPS) RWY 9
CARLISLE MUNI (4M3)

MISSED APPROACH: Climb to 2500 direct NOICRE and hold.

Procedure NA for arrivals at DUMPI on V305 northeast bound.

Procedure NA for arrivals at QIXO on V54 eastbound.

<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>526-1</td>
<td>286 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>788-2</td>
<td>548 (600-2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>780-1</td>
<td>540 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

CARLISLE MUNI (4M3)

Amdt 1B  18JUL19
SC-1, 30 NOV 2023 to 25 JAN 2024
34°48'N-91°43'W
RNAV (GPS) RWY 27
CARLISLE MUNI (4M3)

Procedure NA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

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.

Procedure NA for arrivals at DRAST on V54 eastbound.

RNAV (GPS) RWY 27

LNAV MDA
640-1  399 [400-1]

CARLISLE, ARKANSAS
Orig-B 18JUL19
When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility 1/4 SM.

Misplaced approach: Climb to 2600 via 174° course to CALKI WP and hold.

AWOS-3PT 119.275
KANSAS CITY CENTER 127.8 319.1
CTAF 122.9

RNP APCH

ELEV 985
TDZE 984

CHANDLER, OKLAHOMA
AL-6657 (FAA)
23166
RNAV (GPS) RWY 17
CHANDLER RGNL (CQB)

Category A

LNAV MDA
1300-1 316 (400-1) NA

CHANDLER, OKLAHOMA
Orig-C 15AUG19

35°43'N-96°49"W

30 NM to CADUT
10 NM to CADUT (IF/IAF)
3.00° (VGSI Angle 3.00/TCH 42).

VGSI and descent angles not coincident

4 NM Holding Pattern

2600 → 354° 174°
2600 → 174° 2600

1 NM to RW17

1 NM
TCH 31
RNAV (GPS) RWY 35
CHANDLER RGNL (CQB)

When local altimeter setting not received, use Shawnee altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ½ SM. VDP NA with Shawnee Rgnl altimeter setting.

MISSED APPROACH: Climb to 2600 direct CADUT and hold.

AWOS-3PT
119.275

KANSAS CITY CENTER
127.8 319.1

CTAF
122.9

CHANDLER, OKLAHOMA
AL-6657 (FAA)

APP CRS
354°

Rwy Idg 4000
TDZE 984
Apt Elev 985

ELEV 985 TDZE 984

LNAV and descent angles not coincident (VGSI Angle 3.00/TCH 42).

MISSED APCH FIX
4 NM

354°

CTAF
122.9

SC-1, 30 NOV 2023 to 25 JAN 2024

CHANDLER RGNL (CQB)

RNAV (GPS) RWY 35

Category
A
B
C
D

Gls PA DA
NA

LNAV/ VNAV DA
NA

LNAV MDA
1320-1 335 (400-1) NA

Orig-B 15AUG19

Chandler, Oklahoma
35°43'N-96°49'W

1.1 NM to RW35
1.1 3.8 NM 5 NM

2600 CADUT

UBIRY CALKI 4 NM

Vgsl Holding Pattern

354°

GP 3.00°
TCH 30

3.8 NM 5 NM
### Category A: 
- **LPV DA:** 1352.75
- **LNAV/VNAV DA:** 1482.75
- **LNAV MDA:** 1560.0
- **CIRCLING DA:** 1600-1

### Category B: 
- **LPV DA:** 1352.75
- **LNAV/VNAV DA:** 1482.75
- **LNAV MDA:** 1560.0
- **CIRCLING DA:** 1600-1

### Category C: 
- **LPV DA:** 1352.75
- **LNAV/VNAV DA:** 1482.75
- **LNAV MDA:** 1560.0
- **CIRCLING DA:** 1600-1

### Category D: 
- **LPV DA:** NA
- **LNAV/VNAV DA:** NA
- **LNAV MDA:** NA
- **CIRCLING DA:** NA

### Holding Pattern
- 4 NM
- Holding Pattern
- NEBEE

### MISSED APCH FIX
- **DERFF**
- 36°
- 4 NM

### Holding Pattern Details
- **GP 3.00°**
- **TCH 43**
- **NEBEE**
- **BEKAW**
- **YOQEQJ**
- **YOQEQJ Only**
- **LNAV only**

### Holding Pattern
- **176°**
- **RWY 18**
- **ELEV 1152**
- **TDZE 1152**

### Holding Pattern Conditions
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
- MISSED APPROACH: Climb to 3300 direct DERFF and hold.

### Holding Pattern Details
- **30 NM to NEBEE**
- **10 NM to NEBEE**
- **10 NM to YOQEQJ**

### Diagram Notes
- **84**
- **Amdt 18 20JUN19**
- **35°06’N-97°58’W**
- **CHICKASHA MUNI (CHK)**

### Diagram Elements
- **AWOS-3**
- **OKE CITY APP CON**
- **UNICOM**
- **3300**
- **DERFF**
- **YOQEQJ**
- **BEKAW**
- **ELEV 1152**
- **TDZE 1152**
- **176° to RW 18**
- **HOLD 3300**

### Holding Pattern
- **2144**
- **1645**

### Diagram Source
- **AL-6592 (FAA)**
- **SC-1, 30 NOV 2023 to 25 JAN 2024**

---

**Circling NA to Rwys 1, 2, 19 and 20.**

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

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

<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>1352.75</td>
<td>200 (200-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1482.75</td>
<td>330 (400-1%)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1560.0</td>
<td>408 (500-1)</td>
<td>1560.0-1/2</td>
<td>408 (500-1)</td>
</tr>
<tr>
<td>CIRCLING DA</td>
<td>1600-1</td>
<td>448 (500-1)</td>
<td>1620-1</td>
<td>468 (500-1)</td>
</tr>
<tr>
<td></td>
<td>1700-1/2</td>
<td>548 (600-1/2)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 36
CHICKASHA MUNI (CHK)

Circling NA to Rwys 1, 2, 19 and 20. Rwy 36 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**
118.175

**OKE CITY APP CON**
124.6 266.8

**UNICOM**
123.0 [CTAF]

**LNAV only**

**ZENIR**
2 NM to RW36

**DERFF**

**356° to RW36**

**3300 NEBEE**

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

**356°**

**176°**

**5101 X 100**

**3600**

**6000**

**3300**

**DERFF**

**356° to RW36**

**1.2 NM to RW36**

**356°**

**176°**

**GP 3.00°**

**TCH 55**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA**

1390-3/4

250 (300-3/4)

NA

**LNAV/VNAV DA**

1450-1

310 (300-1)

NA

**LNAV MDA**

1580-1

440 (500-1)

1580-1/4

440 (500-1/4)

NA

**CIRCLING**

1600-1

448 (500-1)

1620-1

468 (500-1)

1700-1/2

548 (600-1/2)

NA

**RNAV (GPS) RWY 36**

**CHICKASHA, OKLAHOMA**

Amdt 1B 20JUN19

**35°06'N-97°58'W**

**CHICKASHA MUNI (CHK)**

**35°06'N-97°58'W**
VOR/DM-A
Chickasha Muni (CHK)

AWOS-3 118.175
OKE CITY APP CON 124.6 266.8
UNICOM 123.0 (CTAF) 0

2068

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.

MINISSION 1

5.4 NM

10 NM

3000 IRW

FELRA IRW 18

CILAB IRW 8

HATUB IRW 23.4

SC-1, 30 NOV 2023 to 25 JAN 2024

3000

PROEDURE TURN NA

222°

3000

508 (600-1) 508 (600-1¼) 548 (600-1½) NA

CIRCLING

4

3

2

1

35°06'N-97°58'W

Amdt 1C 07OCT21
**RNAV (GPS) RWY 18**

**CLAREMORE RGNL (GCM)**

**Missed Approach**: Climb to 2400 direct DAVLE and hold.

**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 Cat A/B visibility to 1½ SM.**

**Amdt 1 01FEB18**

**36°18'N-95°29'W**
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.

MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

AWOS-3PT 119.925
TULSA APP CON 119.1 360.825
UNICOM 122.7 (CTAF)

Amdt 3 01FEB18
Procedure NA for arrivals on TULSA (TUL).

VOR/DME-B

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

VOR/DME-B

AWOS-3PT
119.925

TULSA APP CON
119.1 360.825

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on TULSA (TUL).

VOR/DME-B

VORTAC airway radials 358 CW 115.
Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

Visual Segment - Obstacles.

- Category: A
- LNAV MDA: 1060 (600-1)
- CIRCLING: 1220-1, 1240-1½, NA

RNAV (GPS) RWY 9

CLARKSVILLE, ARKANSAS
Orig-C 25FEB21

35°28′N-93°26′W

RNAV (GPS) RWY 9

CLARKSVILLE MUNI (H35)
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)

NA

NA

ELEV 481
TDZE 481

4504 X 75

Visual Segment - Obstacles.

MUSLE

HUTTO
3.7 NM to RW27

HENDE

HARYY

4 NM Holding Pattern

CIRCLING

LNAV MDA
1160-1 679 (700-1)

CIRCLING

1220-1
739 (800-1)

NA

3.7 NM
3 NM
5 NM

SC-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 31
CLINTON MUNI (CCA)

AWOS-3
118.725

MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF)

When local altimeter setting not received, procedure NA.
DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn below 1 SM NA. Procedure NA at night.

DME/DME RNP-0.3 NA. Helicopter visibility reduction when local altimeter setting not received, procedure NA.

Visual Segment - Obstacles.

REIL Rwy 31
MIRL Rwy 13-31

3700 CACAL

GWYL

REIL Rwy 31
MIRL Rwy 13-31

3700 CACAL

GWYL

30 NM to GYLL (IF/IAF)

30 NM to GYLL

10 NM to GYLL

10 NM to GYLL

222°

222°

3600

2900

2900

GWYL

30 NM to GWYL (IF/IAF)

3700 CACAL

GWYL

31°36'N-92°27'W
RNAV (GPS) RWY 5
HOLLEY MOUNTAIN AIRPARK (2A2)

- **RNAV (GPS) RWY 5**
- **HOLLEY MOUNTAIN AIRPARK (2A2)**

### RNAV MDA
- **CIRCLING**
- **1920-1**
- **1860-1**
- **1760-1**

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

### LNAV MDA
- **1920-1**
- **650 (700-1)**
- **1920-1 650 (700-1)**
- **NA**

### CIRCLING MDA
- **1940-1**
- **670 (700-1)**
- **1940-1 670 (700-1)**
- **NA**

### MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS
- **LNAV MDA**
- **1940-1**
- **670 (700-1)**
- **1920-1 650 (700-1)**
- **1920-1 650 (700-1)**
- **NA**

### CLINTON, ARKANSAS
- **Amdt 1D 14JUL22**
- **35°39'N-92°24'W**

### MEMPHIS CENTER
- **126.85** [CTAF]
- **121.55**
- **UNICOM 122.7 (CTAF)**

### MISSED APPROACH:
- **Climb to 3700 direct NACIL and hold.**
- **Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.**
- **Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting.**

### UNICOM
- **122.7 (CTAF)**
- **126.85**
- **281.55**

### LNAV
- **MIA**
- **RNAV (GPS) RWY 5**
- **(2A2)**

### VGS I and descent angles not coincident
- **(VGS I Angle 3.5°/TCH 31)**
### RNAV (GPS) RWY 17

**CLINTON RGNL (CLK)**

**AWOS-3** 119.225  
**FORT WORTH CENTER** 128.4 269.37  
**UNICOM** 122.8 (CTAF)

#### Procedure NA for arrivals at ROLLS on V210-507 northwest bound.

#### Procedure NA for arrivals at ODINS on V17 southeast bound.

#### MISSED APPROACH: Climb to 4000 direct OSUCU and hold.

**AWOS-3**

**FORT WORTH CENTER**

**UNICOM**
RNAV (GPS) RWY 35

**FORT WORTH CENTER**

**AWOS-3**

**UNICOM**

119.225

128.4 269.37

122.8 (CTAF)

---

**BURNS FLAT**

**OSUCU**

2400 4000

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

**RONCY**

3200

**OSUCU**

3200

4000

352°

**MISSED APPROACH:** Climb to 2400 then climbing left turn to 4000 direct OSUCU and hold.

---

**RNAV (GPS) RWY 35**

**CLINTON RGNL (CLK)**

---

**RNAV (GPS) RWY 35**

**CLINTON RGNL (CLK)**
RNAV (GPS) RWY 18
DELTA RGNL (DRP)

MISSED APPROACH: Climb to 3000 direct USUDY and hold.

Baro-VNAV NA. Use West Memphis altimeter setting; when not received, use Tunica altimeter setting and increase all DA/MDA 20 feet.

AWOS-3
120.0

AWM ASOS
118.175

MEMPHIS CENTER
135.3 335.8

UNICOM
123.0 (CTAF)

---

**RNAV APCH.**

Rwy Idg 5003
Apt Elev 239

---

**NA**

---

**ELEV 239**

**TDZE 239**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

---

**35°07'N-90°50W**

---

**97**
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 1/2 all Cats.

MISSED APPROACH: Climb to 3000 direct UHIHI and hold.

**AWOS-3**
120.0

**AWM ASOS**
118.175

**MEMPHIS CENTER**
135.3 335.8

**UNICOM**
123.0 (CTAF)

---

**Category**

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<tr>
<td>LPV DA</td>
<td>556-1(\frac{1}{2})</td>
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<tr>
<td>CIRCLING</td>
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</table>
**CONWAY, ARKANSAS**

**RNAV (GPS) RWY 22**

**CONWAY RGNL (CXW)**

**WAAS**
- CH 77538
- APP CRS 224°
- Rwy Idg 5500
- TDZE 276
- Apt Elev 276

Use Bill and Hillary Clinton National/Adams Field altimeter setting; when not received, procedure NA.

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

**APP CRS**
- APT ELEV
- TDZE
- Rwy Idg
- WAAS CH 77538
- APP CRS 224°
- Rwy Idg 5500
- TDZE 276
- Apt Elev 276

**AWOS-2**
- 118.775

**UNICOM**
- 123.05 (CTAF)  

**LITTLE ROCK APP CON**
- 135.4 353.6 (040°-239°)
- 119.5 306.2 (240°-039°)

**CLNC DEL**
- 121.2

**RNP-0.3 NA.**

**MISSED APCH FIX**
- VAKUY
- 4 NM

**RNAV (GPS) RWY 22**
- CONWAY RGNL (CXW)

**5500 X 100**

**REIL Rwys 4 and 22**

**MIRL Rwy 4-22**

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

**LPV DA**
- 533-7/8 257 (300-370)

**LNAV/ VNAV DA**
- 853-2 577 (600-2)

**LNAV MDA**
- 780-1 504 (600-1)
- 780-1 504 (600-1)

**CIRCLING**
- 1000-1 724 (800-1)
- 724 (800-2)
- 1104 (1200-3)

**CONWAY RGNL (CXW)**

**Orig 13NOV14**

**35°01'N-092°33'W**
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CAYRA and hold.

Procedure NA for arrivals at LEPER on V69 northbound.
RNAV (GPS) RWY 23
Z M JACK STELL FLD (CRT)

**RNAV (GPS) RWY 23**

**Z M JACK STELL FLD (CRT)**

**CROSSETT, ARKANSAS**

**APP CRS**

- **230°**
- **Rwy Idg** 5010
- **TDZE** 184
- **Apt Elev** 184

**RNP APCH - GPS**

- **NA**

**HAMP**

- 2000 to TUPOY
- 104°

Procedure NA for arrivals at HAMP on V69 southwest bound and on V278 westbound.

**MISSED APPROACH:**

- Climbing left turn to 2000 direct PEVOY and hold.
- Holding Pattern

**MLU ASOS**

- 125.05

**MEMPHIS CENTER**

- 135.875 269.35

**UNICOM**

- 122.8 (CTAF)

**CROSSETT, ARKANSAS**

**Orig-D 07OCT21**

**33°11'N-91°53'W**

**103**
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 ¾ NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chandler altimeter setting and increase all DA 41 feet and all visibilities 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:**

- Climb to 3500 direct KIDEY 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 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.

**CATEGORY**

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

- **LPV**
  - **DA**
  - 1166-3/4 250 (300-3/4)

- **LNAV/VNAV**
  - **DA**
  - 1357-1/2 441 (500-1/2)

- **LNAV**
  - **MDA**
  - 1400-1 484 (500-1)
  - 1400-1/8 484 (500-1/8)

- **CIRCLING**
  - 1600-1 675 (700-1)
  - 1600-2 675 (700-2)
  - 1600-2/4 675 (700-2/4)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA to Rwsys 2, 8, 11, 20, 26, and 29.

**AWOS-3PT** 118.25  **KANSAS CITY CENTER** 127.8  **319.1**  **UNICOM** 122.8 (CTAF)

---

**ELEV** 925  **TDZE** 901

---

**LNAV/VNAV DA** 1340-1  439 (500-1)  1340-1  439 (500-1)  **LNAV MDA** 1600-1  675 (700-1)  **CIRCLING** 1600-2  675 (700-2)  **1600-2½**  675 (700-2½)
Circling NA for Cat D south of Rwy 11-29. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Russellville Rgnl altimeter setting, when not received procedure NA.

**MISSED APPROACH:**
Climb to 3600 direct PIRLE and hold.

**CTAF**
MEMPHIS CENTER 128.475 377.15

**ELEV** 393
**TDZE** 380

**CIRCLING**

**MIRL Rwy 11-29**
**RNAV (GPS) RWY 8**

**J LYNN HELMS SEVIER COUNTY (DEQ)**

**DE QUEEN, ARKANSAS**

**AL-6008 (FAA)**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

---

**APP CRS**

- **Rwy Idg**: 5001
- **TDZE**: 350
- **Apt Elev**: 355

---

**ASOS**

<table>
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<tr>
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<th>Temp</th>
<th>Pressure</th>
<th>Dew Point</th>
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<tbody>
<tr>
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<td>1011.00</td>
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**FORT WORTH CENTER**

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<th>Temp</th>
<th>Pressure</th>
<th>Dew Point</th>
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</thead>
<tbody>
<tr>
<td>123.925</td>
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<td>1011.00</td>
<td>-12</td>
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</tbody>
</table>

**UNICOM**

- **CTAF**: 122.8

---

**RNAV (GPS) RWY 8**

**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**: 780-1
- **B**: 430 (500-1)
- **C**: NA
- **D**: NA

---

**Localizer (LNAV) Minimum Descending Altitude (MDA)**

- **NAV**: 350
- **CIRCLING**: 545 (600-1)
- **NA**: NA
- **MIRL**: 8-26

---

**Holding Pattern**

- **ZEBOB**: 2500
- **EZRAV**: 2100
- **RW08**: 380

---

**DE QUEEN, ARKANSAS**

**Orig-C** 27JAN22

---

**J LYNN HELMS SEVIER COUNTY (DEQ)**

**34°03'N-94°24'W**

---

**RNAV (GPS) RWY 8**

**23278**
RNAV (GPS) RWY 18
DEWITT MUNI/WHITCOMB FLD (5M1)

MISSED APPROACH: Climb to 2000 direct HOXEE and hold.

- Use Stuttgart RNP APCH - GPS.
- Use Pine Bluff altimeter setting and increase LPV DA to 515 feet, LNAV/VNAV DA to 515 feet, and increase all MDAs 20 feet.

HDG

182°

2000

182°

182°

1800

1800

1800

ELEV 189

TDZE 189

2000

BEINE

SYLOM

MISSED APCH FIX

HOXEE

002°

6000

2000

GP 3.00°

TCH 40°

4.9 NM

5 NM

LPV DA 500-1 311 (400-1) NA

LNAV/ VNAV DA 500-1 311 (400-1) NA

LNAV MDA 720-1 531 (600-1) NA

DE WITT, ARKANSAS
Orig 19MAY22
34°16'N-91°18'W
RNAV (GPS) RWY 36
DEWITT MUNI/WHITCOMB FLD (5M1)

HOLD to 2000 direct SYLOM and hold.

MISSED APPROACH: Climb to 2000 direct SYLOM and hold.

MISSED APCH FIX

CFA

DEWITT, ARKANSAS
Orig 19MAY22

119.025
MEMPHIS CENTER
135.3 335.8
CTAF 122.9

CTAF

V

CH 45644
W36A
WAAS
APP CRS 002°
Rwy Idg 3205
TDZE 189
Apt Elev 189

RNAV (GPS) RWY 36
DEWITT MUNI/WHITCOMB FLD (5M1)

 категория | A | B | C | D
---|---|---|---|---
LPV DA | 500-1 | 311 (400-1) | NA |
LNAV/VNAV DA | 500-1 | 311 (400-1) | NA |
LNAV MDA | 620-1 | 431 (500-1) | NA |

FAA

23166
RAZORBACK APP CON ** 121.0 244.575  

UNICOM 122.8 (CTAF)

CIRCLING 1820-1 642 (700-1) 1900-1 722 (800-1) 1940-2 762 (800-2-1/2) NA

RNAV (GPS) RWY 13
CRYSTAL LAKE (5M5)

RNP APCH - GPS.

VRNA Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. Use Northwest Arkansas Ntl altimeter setting; if not received, use Joplin Rgnl altimeter setting and increase all MDAs 120 feet and RNAV Cat C and CIRCLING Cat B visibility ½ SM and Circle Cat C visibility ½ SM. Circle NA for Cat C southwest of Rwy 13-31.

RNP APCH - GPS.

VRNA Procedure NA for arrivals at PRYOR on V14 southwest bound.

RNAV (GPS) RWY 13
CRYSTAL LAKE (5M5)

RNP APCH - GPS.

VRNA Procedure NA for arrivals at RZC VORTAC on V13 southeast bound.

RNAV (GPS) RWY 13
CRYSTAL LAKE (5M5)

RNP APCH - GPS.

VRNA Procedure NA for arrivals at PRYOR on V14 southwest bound.

RNAV (GPS) RWY 13
CRYSTAL LAKE (5M5)

RNP APCH - GPS.

VRNA Procedure NA for arrivals at PRYOR on V14 southwest bound.

RNAV (GPS) RWY 13
CRYSTAL LAKE (5M5)
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Pine Bluff altimeter setting, when not received use Greenville, MS altimeter setting and increase all DA 22 feet and all MDA 40 feet; increase LPV all Cats visibility 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.

### VOR/DME RNAV Approach
- **ZIKUL**: 1.7 NM to RW36
- **OYUGI**: 4 NM
- **HOLRU**: 181° 2000
- **RW36**: 181° 2000

- **VNAV**
- **LNAV**
- **DA**
- **LPV**
- **CIRCLING**

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

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
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<tr>
<td>LPV DA</td>
<td>481-1</td>
<td>317 (400-1)</td>
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<td>LNAV/ VNAV DA</td>
<td>492-1½</td>
<td>328 (400-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>476 (500-1)</td>
<td>640-1½</td>
<td>476 (500-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>780-1</td>
<td>616 (700-1)</td>
<td>800-1¾</td>
<td>636 (700-1¾)</td>
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</tbody>
</table>

**Unicom**

- **PBF ASOS**: 120.775
- **MEMPHIS CENTER**: 135.875 269.35
- **UNICOM**: 122.8 (CTAF)
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.

RNP APCH.

Procedure NA for arrivals on ADM VORTAC airway radials 337 CW 030.

MISSED APCH FIX

ACUGI

75°

3000

4 NM

CEPAC

Holding Pattern

355°

3000

GP 3.00°

TCH 33

 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)
 CIRCLING 1740-2 666 (700-1/4) 1780-2 666 (700-2)
RNAV (GPS) RWY 35
HALLIBURTON FLD (DUC)

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)

RNAV (GPS) RWY 35
355°

Procedure NA for arrival on ADM VORTAC airway radials 213 CW 337.

CEPAC

LAWTON
LAW

4 NM

213 CW 337.
**RNP APCH.**

Inop table does not apply to LPV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1 1/4 SM.

**AWOS-3**

124.175

**FORT WORTH CENTER**

124.75 323.0

**UNICOM**

123.05 (CTAF)

---

**MISSED APPROACH:** Climb to 2500 direct ZEGRA and hold.

**MISSED APCH FIX**

ZEGRA

**HOLD**

2500

**ZEGRA**

**HELRA**

**JETBI**

**JETBI**

**RW17**

**RW17**

---

**LNAV only.**

**LPV**

DA

899-3/4  200 (200-3/4)

**LNAV/ VNAV**

DA

1133-1/8  434 (500-1/8)

**LNAV MDA**

1320-3/4 621 (700-3/4)

---

**DURANT, OKLAHOMA**

Amdt 2 05DEC19

---

**DURANT RGNL/EAKER FLD (DUA)**

---

**33°56'N-96°24'W**

---

**DURANT RGNL/EAKER FLD (DUA)**
RNAV (GPS) RWY 35
DURANT RGNL/EAKER FLD (DUA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2500 direct JETBI and hold.

AWOS-3
124.175

FORT WORTH CENTER
124.75 323.0

UNICOM
123.05 (CTAF)

**Category**: A  B  C  D

**LPV DA**: 894-¾  200 (200-¾)  NA

**LNAV/ VNAV DA**: 1086-1¾  392 (400-1¾)  NA

**LNAV MDA**: 1080-1  386 (400-1)  NA
ILS or LOC RWY 22
SOUTH ARKANSAS RGNL AT GOODWIN FLD (ELD)

AL-637 (FAA) 23278

ADJACENT NAUTICAL CHART

- SC-1, 30 NOV 2023 to 25 JAN 2024

APPROACH

111.1 I-ELD

APP CRS 223°

Rwy Idg 6601

TDZE 259

Apt Elev 277

MALSR

Circling RWY 4, 13, 31 NA at night.

UNICOM

ASOS

118.325

FORT WORTH CENTER

128.2 269.1

UNICOM

123.0 (CTAF)

ALTERNATE MISSED APCH FIX

EL DORADO

ELD 115.5

Chan 102

LOM/IAF

IADOS 418 EL:

I-ELD [5.4]

 EL DORADO

LOM/IAF

IADOS 418 EL

I-ELD [5.4]

LOCALIZER 111.1

I-ELD [5.4]

Chan 48

P

P

P

P

GWS 3.00°

TCH 50

1988

2000

GS 3.00°

TCH 50

043°

223°

2000

017° (2)

Procedure NA for arrivals on ELD VOR/DME airway radials 340 CW 027.

LOM and hold.

LOC only.

* I-ELD 1.2

* I-ELD 0.2

AIRWAY RADIALS

VGSi and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 53).

Remain within 10 NM

1 NM

4.2 NM

MIRL Rwy 13-31

HIRL Rwy 4-22

FAF to MAP 5.2 NM

KNOTS

60 90 120 150 180

MIN.SEC

5:12 3:28 2:36 2:05 1:44

AIRPORT COORDINATES

EL DORADO, ARKANSAS

33°13' N, 92°49' W

Elm 2F 20MAY21

AMENDMENT

Amdt 2F 20MAY21

SC-1, 30 NOV 2023 to 25 JAN 2024
<table>
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<tr>
<th>Category</th>
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<tr>
<td>LNAV MDA</td>
<td>680-1</td>
<td>420 (500-1)</td>
<td>680-1½</td>
<td>420 (500-1½)</td>
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<tr>
<td>Circling</td>
<td>740-1</td>
<td>463 (500-1)</td>
<td>920-1½</td>
<td>643 (700-1¼)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>920-2</td>
<td>643 (700-2)</td>
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</table>

**RNP APCH:**

- **ASOS:** 118.325
- **FORT WORTH CENTER:** 128.2 269.1
- **UNICOM:** 123.0 (CTAF)

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

- **Umudy:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Wosdo:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Zusuk:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Flesh:** Procedure NA for arrivals at WARLO on V278 west bound.

**El Dorado, Arkansas (ELD):**

- **Rwy Idg:** 6601
- **TDZE:** 260
- **Apt Elev:** 277

**RNAV (GPS) RWY 4**

**South Arkansas Rgnl at Goodwin Fld (ELD):**

- **TDZE:** 260
- **Elev:** 277
- **Unicom:** 123.0 (CTAF)

**El Dorado, Arkansas (ELD):**

- **Rwy Idg:** 6601
- **TDZE:** 260
- **Apt Elev:** 277

- **Asos:** 118.325
- **Fort Worth Center:** 128.2 269.1
- **Unicom:** 123.0 (CTAF)

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

- **Umudy:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Wosdo:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Zusuk:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Flesh:** Procedure NA for arrivals at WARLO on V278 west bound.

**El Dorado, Arkansas (ELD):**

- **Rwy Idg:** 6601
- **TDZE:** 260
- **Apt Elev:** 277

**RNAV (GPS) RWY 4**

**South Arkansas Rgnl at Goodwin Fld (ELD):**

- **TDZE:** 260
- **Elev:** 277
- **Unicom:** 123.0 (CTAF)

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

- **Umudy:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Wosdo:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Zusuk:** Procedure NA for arrivals at WARLO on V278 west bound.
- **Flesh:** Procedure NA for arrivals at WARLO on V278 west bound.
MISSED APPROACH: Climb to 2000 direct ELD VOR/DME and hold.
RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

Circling NA to Rwys 18 and 36. Circling Rwy 35 NA at night.

Rwy 17 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MITSED APPROACH: Climb to 3800 direct WUSEN and hold.

AWOS 3
118.475

OKE CITY APP CON
124.6 266.8

UNICOM
122.8 (CTAF)

3800 direct WUSEN and hold.

HOLD 6000

3800

WOPEG 086° 266°

WOPEG 086° 266°

WOPEG 3800

30 NM to WOPEG (Not PT)

HOLD 6000

3800

WOPEG 086° 266°

WOPEG 086° 266°

WOPEG 3800

4 NM

VGSi and RNAV glidepath not coincident (VGSi Angle 2.00/TCH 34).

6000 3800

356° 176° 356° 176° 176°

GP 3.00° TCH 40

3000

1670-¾ 250 (300-¾)

1754-1 334 (400-1)

1860-1 440 (500-1) 1860-1¾ 440 (500-1¾)

1900-1 480 (500-1) 2140-2 720 (800-2) 2140-2½ 720 (800-2½)

176° to TDZE 1420

LNAV only

3.9 NM to WOPEG (IF/IAF)

ZALRO

6000

3800

3000

3000

2.9 NM

1.9 NM to RW17

RW17

1926

1787

2283

120
RNAV (GPS) RWY 35
ELK CITY RGNL BUSINESS (ELK)

RNAV APCH.

- Rwy 35 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSING APCH FIX

AWOS-3
118.225

FORT WORTH CENTER
128.4 269.37

UNICOM
122.8 (CTAF)

ELK CITY, OKLAHOMA
AL-6098 (FAA)

RNP APCH.

- Rwy 35 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSING APCH FIX

AWOS-3
118.225

FORT WORTH CENTER
128.4 269.37

UNICOM
122.8 (CTAF)

ELK CITY, OKLAHOMA
AL-6098 (FAA)
**RNAV (GPS) RWY 17**

**ENID WOODRING RGNL (WDG)**

**MISSED APPROACH**: Climb to 3600 direct KJACK and hold.

**Procedure NA for arrival on PER VORTAC airway radials 173 CW 333.**

**AWOS-3PT**

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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
<td>LPV DA</td>
<td>1415-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<td>250 (300-3/4)</td>
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<td>LNAV MDA</td>
<td>1580-1</td>
<td>415 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1760-1</td>
<td>593 (600-1)</td>
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</tbody>
</table>

**ENID, OKLAHOMA**

**Amdt 1B 02DEC21**
Circling Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. 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 ½ SM.

Procedure NA for arrival on PER VORTAC airway radials 129 CW 291.

MISSED APPROACH: Climb to 3000 direct NIDME and hold.
Circling Rwy 13 NA at night.

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)

AWOS-3PT  
123.725

VANCE APP CON  
121.3  346.325

WOODRING TOWER  
118.9 [CTAF]  257.95

GND CON  
121.925

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

WOODRING  
109.0 ODG  
Chan 27

Category  
A  B  C  D
S-17  
1800-1  635 (700-1)  1800-1¾  635 (700-1¾)

CIRCLING  
1800-1  633 (700-1)  1820-1¾  653 (700-1¾)  1880-2½  713 (800-2½)
Circling RWY 13 NA at night.

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAYS HOLDING INSTRUCTIONS IS REQUIRED.

INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAYS HOLDING CROSSING CLEARANCES.
**Circling Rwy 35 NA at night. Rwy 17 helicopter visibility reduction below \(3/4\) SM NA. Baro-VNAV NA. Use Vance AFB altimeter setting; when not received, use Watonga altimeter setting; increase LPV DA to 1622 feet and all visibilities \(1/4\) SM; increase LNAV/VNAV DA to 1678 feet and all visibilities \(1/4\) SM; increase all MDA 40 feet.**

**MISSING APPROACH:** Climb to 3600 direct CNOL and hold.

**ELEV** 1274  **TDZE** 1274

**MIRL Rwy 17-35**
RNAV (GPS) RWY 35
FAIRVIEW MUNI (6K4)

Category

<table>
<thead>
<tr>
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<th>D</th>
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<td>MDA</td>
<td>1800-1</td>
<td>526 (600-1)</td>
<td>1800-1/2</td>
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<tr>
<td>LNAV MDA</td>
<td>1940-1</td>
<td>666 (700-1)</td>
<td>1940-1/2</td>
<td>666 (700-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1940-1</td>
<td>666 (700-1)</td>
<td>2020-1</td>
<td>746 (800-2 1/4)</td>
</tr>
</tbody>
</table>

MISSED APPCH: Climb to 3600 direct to GETLE and hold.

Procedure NA at night. RWY 35 helicopter visibility reduction below 1 SM NA.
Baro-VNAV NA. Use Vance AFB altimeter setting; when not received, use Watonga altimeter setting; increase all MDA 40 feet, and increase LP and LNAV visibility Cats C/D 1/8 SM.

FAIRVIEW, OKLAHOMA
AL-6110 (FAA)
Baro-VNA NA when using Springdale altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. Circling NA
east of Rwy 16-34. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Springdale altimeter setting and increase
all DA and MDA 40 feet. Increase LPV all Cats visibility and LNAV Cats C and D
visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. For inop ODALS,
increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV
Cats C and D visibility ½ mile. For inop ODALS, when using Springdale altimeter
setting, increase LPV all Cats visibility to 1½ miles and LNAV Cats C and D visibility to
2 miles. Inop table does not apply when using Springdale altimeter setting to
LNAV/VNAV all Cats and LNAV Cats A and B.

Procedure NA for arrivals on RZC
VORTAC airway radials 150 CW 264.

 CATEGORY | A | B | C | D
--- | --- | --- | --- | ---
LPV DA | 1714-1 3/4 | 462 (500-1 3/4) | | |
LNAV/ VNAV DA | 1856-1 1/4 | 604 (700-1 1/4) | | |
LNAV MDA | 1900-1 | 648 (700-1) | 1900-1 1/4 | 648 (700-1 1/4)
CIRCLING | 2000-1 | 748 (800-1) | 2320-3 | 2340-3

MIRL Rwy 16-34
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 ¾ SM NA. VDP NA with Springdale altimeter setting. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat B and Circling Cat B and C visibility ¾ mile.

Procedure NA for arrivals at CASKS on V527 southeast bound and V289 northeast bound.

Procedure NA for arrivals at CHESO on V13 southbound.

Procedure NA for arrivals at ELMIE and hold.

LNAV only.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 58).

*LP MDA 2120-1 879 (900-1) 2120-2½ 879 (900-2½)

LNAV MDA 2180-1 939 (1000-1) 2180-2½ 939 (1000-2½)

CIRCLING 2180-1¾ 928 (1000-1¼) 2320-3 1068 (1100-3) 2340-3 1088 (1100-3)
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° to 3800 thence. . . .
TAKEOFF RUNWAY 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.
For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and S-LOC 16L Cats C, D, and E visibility to RVR 6000.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

For inop ALS, increase S-ILS 16L visibility to RVR 4000 and S-LOC 16L visibility to RVR 6000.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

---

**ATIS**

| 119.425 |

**RAZORBACK APP CON**

| 121.0 244.575 |

**NORTHWEST ARKANSAS NTL TOWER**

| 127.1 (CTAF) |

**GND CON**

| 121.9 |

---

**MISSER APPROACH:** Climb to 1800 then climbing left turn to 3400 on heading 133° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

**Procedure NA for arrivals at RZC VORTAC on V140 eastbound.**

---

**S-ILS 16L**

| 1487/24 200 (200-1/4) |

**S-LOC 16L**

| 1700/24 413 (500-1/4) | 1700/40 413 (500-3/4) |

**CIRCLING**

| 1740-1 452 (500-1) | 1760-1 472 (500-1) | 2040-2 752 (800-2) | 2080-2 792 (800-2) | 2080-2 792 (800-2) |

---

**HOLD**

5700 3400

---

**LOCALIZER 111.55**

**I-XNA**

**IF/IAF**

**HUNTO I-XNA**

**111**

**JADIR I-XNA**

**5**

**SEYOD I-XNA**

**2.3**

**MABDV I-XNA 0.1**

---

**GS 3.00° TCH 57**

**Hdg 133°**

1800 3400

---

**RZC 10.3**

**LNDSY RZC 10.3**

**HOLD 3400 5700**

---

**RGY 6 NM**

**2.7 NM**

**1.4 NM**

**0.9**

**0.2**

**CATEGORY**

| A | B | C | D | E |

---

**S-ILS 16L**

| 1487/24 200 (200-1/4) |

**S-LOC 16L**

| 1700/24 413 (500-1/4) | 1700/40 413 (500-3/4) |

**CIRCLING**

| 1740-1 452 (500-1) | 1760-1 472 (500-1) | 2040-2 752 (800-2) | 2080-2 792 (800-2) | 2080-2 792 (800-2) | 2080-2 792 (800-2) | 2080-2 792 (800-2) |

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

---

**MISSED APCH FIX**

**DME**

**TDZE**

**ELEV**

1288

**TWR**

---

**HIRL Rwy 16R-34L**

**MIRL Rwy 16L-34R**

---

**36°17'N 94°18'W**

---

**ILS or LOC RWY 16L**

**NORTHWEST ARKANSAS NTL (XNA)**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

---

**ILS or LOC RWY 16L**

**NORTHWEST ARKANSAS NTL (XNA)**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**

---
ILS or LOC RWY 34R
NORTHWEST ARKANSAS NTL (XNA)

MALSR
MISSED APPROACH: Climb to 1800 then climbing right turn to 3400 on heading 163° and RZC VORTAC R-204 to LNDSY INT/I-FBS 12.9 DME/RADAR and hold.

GND CON

LOCALIZER 111.55
I-FBS : 1435
Chan 52 (Y)

ZAKAN
I-FBS 3.1
RADAR

ROGEY
I-FBS 6.9
RADAR

R-204

HOLD
5700
3400

3400 NoPT
339° (6.4)

 Procedure NA for arrivals at WARAR on V13 southbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

FAF to MAP 5.3 NM

CIRCLING 1740-1
452 (500-1)

1760-1
472 (500-1)

2040-2
752 (800-2)

2080-2
792 (800-2)

2080-2
792 (800-2)

36°17'N-94°18'W

ILS or LOC RWY 34R
NORTHWEST ARKANSAS NTL (XNA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1/2 SM and LNAV Cats C, D, and E visibility to 1 1/2 SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.

**LNAV/VNAV Cat E visibility to: 1 SM and LNAV Cats C, D, and E visibility to: above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1/2 SM and LNAV Cats C, D, and E visibility to 1 1/2 SM.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16L: Climbing right turn on heading 180°, thence . . . .

TAKEOFF RUNWAY 34R: Climb on heading 339° to 1800, thence . . . .

. . . . for RADAR vectors to filed/assigned route. Climb and maintain 5000 or ATC 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.
### RNAV (GPS) RWY 4

**MARION COUNTY RGNL (FLP)**

**AWOS-3PT**  
**MEMPHIS CENTER**  
**UNICOM**

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<thead>
<tr>
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<th>A</th>
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<th>C</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1100-1</td>
<td>407 (400-1)</td>
<td>1100-1.1/8</td>
<td>407 (400-1.1/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>1500-1</td>
<td>1500-1.1/8</td>
<td>1500-2.1/2</td>
<td>807 (800-2.1/2)</td>
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<tr>
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<td>1500-1</td>
<td>1500-1.1/8</td>
<td>1500-2.1/2</td>
<td>807 (800-2.1/2)</td>
</tr>
</tbody>
</table>

**Miscellaneous**

- **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.

**Flight Information**

- **AWOS-3PT** 132.075
- **MEMPHIS CENTER** 126.85 281.55
- **UNICOM** 123.0 (CTAF)

**Radio Navigation Aid**

- **WAAS CH 58239 W04A**
- **RNAV (GPS) RWY 4**
- **MARION COUNTY RGNL (FLP)**

**Diagram Details**

- **Map Legend**
  - **CHIEF**
  - **TDZE**
  - **ELEV**
  - **TDZE**

**Location**

- **FLIPPIN, ARKANSAS**
- **RNW04**

**Amdt 1 02MAR17**

**Additional Information**

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

**Table of Values**

<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>LP MDA</td>
<td>1100-1</td>
<td>407 (400-1)</td>
<td>1100-1.1/8</td>
<td>407 (400-1.1/8)</td>
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<td>LNAV MDA</td>
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<td>1500-1.1/8</td>
<td>1500-2.1/2</td>
<td>807 (800-2.1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>1500-1.1/8</td>
<td>1500-2.1/2</td>
<td>807 (800-2.1/2)</td>
</tr>
</tbody>
</table>
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.

MISSING APPROACH: Climb to 3600 direct WEDUR and hold.

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<th>AWOS-3PT</th>
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### Category

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<td>1022-1</td>
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<td>1169-1 38</td>
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<td>LNAV MDA</td>
<td>1320-1 3/4</td>
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<td>1320-1 3/4</td>
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<tr>
<td>CIRCLING</td>
<td>1320-1 3/4</td>
<td>600 (600-1)</td>
<td>1360-1 3/4</td>
<td>640 (700-1)</td>
</tr>
</tbody>
</table>
Circling NA for Cat E northwest of Rwys 8 and 20. Circling Rwy 20, 26 NA at night. For inop ALS, increase S-ILS 8 Cat E visibility to 1/2 SM, increase S-LOC 8, Cat C/D/E visibility to 1/2 SM. Circling NA for Cat E when restricted area R-2401B active. DME from FSM VORTAC, DME use requires simultaneous reception of I-GKV and FSM DME.

**ATIS**
- 126.3
- 120.9
- 343.75

**RAZORBACK APP CON**
- 118.3 (CTAF)
- 323.175

**FORT SMITH TOWER**
- 121.9
- 275.8

**GND CON**
- 133.85
- 278.3

**CINC DEL**
- 122.95

**UNICOM**
- 126.25

**MALSR**
- 110.4
- FORT SMITH VORTAC

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3300 direct FSM VORTAC and hold, continue climb-in-hold to 3300. (TACAN aircraft continue climb to 4000 on FSM R-036 to FIGGS/10 DME/RADAR and hold NE, RT, 216° inbound, continue climb-in-hold to 4000.)
DME required.

Circling NA for Cat E when R-2401B active. Circling NA for Cat E northwest of Rwys 8 and 20. For inop ALS, increase S-ILS 26 Cat E visibility to RVR 4000 and S-LOC 26 Cat C/D/E to 1½ SM. Circling Rwy 20, 26 NA at night. *RVR 1800 authorized with use of FD or AP or HUD to DA.

**ATIS**
126.3

**RAZORBACK APP CON**
118.3 (CTAF) 323.175

**FORT SMITH TOWER**
118.3 (CTAF) 323.175

**GND CON**
121.9 275.8

**CLNC DEL**
133.85 278.3

**UNICOM**
122.95

**ELEV**
469

**TDZE**
448

**LA-631 (FAA)**

**FORT SMITH, ARKANSAS**

**Rwy Idg**

9318 448 469

**Apt Elev**

469

**CATEGORY**


**S-ILS 26**

648/24 200 (200-½)

**S-LOC 26**

960/24 512 (500-½) 960/55 512 (500-1)

**CIRCLING**

1140-1 671 (700-1) 1400-2 310 (1000-2) 1400-3 931 (1000-3)

**WIZER INT RADAR**

2700

**OCEXA FSM 10**

3100

**ILS Z or LOC Z RWY 26**

**FORT SMITH RGNL (FSM)**

**LS Z or LOC Z RWY 26**

**MISSED APPROACH:** Climb to 1400 then climb left turn to 4000 on heading 224° and FSM VORTAC R-232 to SPIRO/FSM 15 DME and hold, continue climb-in-hold to 4000.

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ELEV**
469

**TDZE**
448

**ATIS**
126.3

**RAZORBACK APP CON**
118.3 (CTAF) 323.175

**GND CON**
121.9 275.8

**CLNC DEL**
133.85 278.3

**UNICOM**
122.95

**ELEV**
469

**TDZE**
448

**ATIS**
126.3

**RAZORBACK APP CON**
118.3 (CTAF) 323.175

**GND CON**
121.9 275.8

**CLNC DEL**
133.85 278.3

**UNICOM**
122.95

**ELEV**
469

**TDZE**
448
Circling NA for Cat E northwest of Rwys 8 and 20. Circling Rwys 20, 26 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

ASR

For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C/D/E visibility to 1¾ SM. Circling NA for Cat E when restricted area R-2401B active.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

Circling NA for Cat E northwest of Rwys 8 and 20. Circling Rwys 20, 26 NA at night.

For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C/D/E visibility to 1¾ SM. Circling NA for Cat E when restricted area R-2401B active.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

Circling NA for Cat E northwest of Rwys 8 and 20. Circling Rwys 20, 26 NA at night.

For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C/D/E visibility to 1¾ SM. Circling NA for Cat E when restricted area R-2401B active.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

Circling NA for Cat E northwest of Rwys 8 and 20. Circling Rwys 20, 26 NA at night.

For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cat C/D/E visibility to 1¾ SM. Circling NA for Cat E when restricted area R-2401B active.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
VOR Z or TACAN Z RWY 8
FORT SMITH RGNL (FSM)

DME required.

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold, continue climb-in-hold to 3300. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then on FSM VORTAC R-036 to FIGGS/10 DME and hold NE, RT, 216° inbound).

Circling NA for Cat E northwest of Rwy 8 and of Rwy 20. Circling Rwy 20, 26 NA at night. Rwy 8 helicopter visibility reduction below 1/4 SM NA. Inop table does not apply.

Remain within 15 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>S-8</td>
<td>1080-1</td>
<td>611 (700-1)</td>
<td>1080-1 3/4</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>671 (700-1)</td>
<td>1400-2 3/4</td>
<td>611 (1000-2 3/4)</td>
<td>1400-3</td>
</tr>
</tbody>
</table>

3700

FSM 10.4
Chan 41

App CRS
053°
Rwy Idg
9318
TDZE
469
Apt Elev
469

FORT SMITH, ARKANSAS
AL-631 (FAA) 23166

VOR Z or TACAN Z RWY 8
FORT SMITH RGNL (FSM)

SC-1, 30 NOV 2023 to 25 JAN 2024

R-2401B active.

Circling Cat E NA when Restricted Area R-2401B active.

Circling NA for Cat E northwest of Rwy 8 and of Rwy 20. Circling Rwy 20, 26 NA at night. Rwy 8 helicopter visibility reduction below 1/4 SM NA. Inop table does not apply.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Vernon altimeter setting. When local altimeter setting not received, use Vernon altimeter setting: increase LPV DA to 1478 feet; increase LNAV/VNAV DA to 1540 feet; increase all MDAs 40 feet and visibility LNAV Cat C ¼ SM and Circling Cat D ½ SM. Night landing: Rwy 3, 12, 17, 21, 30, NA.

**RNAV (GPS) RWY 35**

**FREDERICK RGNL (FDR)**

**MISSING APPROACH:** Climb to 4000 direct JIVUG and right turn on track 083° to HUNBI and right turn on track 173° to HOTEX and right turn on track 263° to FAWCI and hold.

**ASOS** 132.675

**ALTUS APP CON** 125.1 353.7

**UNICOM** 123.05 (CTAF)
Use Will Rogers World altimeter setting. GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA. Baro-VNAV NA. Rwys 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.

OKE CITY APP CON
120.45 288.325

UNICOM
122.7 (CTAF)

GOLDSBY, OKLAHOMA
AL-6391 (FAA)

RNAV (GPS) RWY 31
DAVID JAY PERRY (1K4)

RNAV (GPS) RWY 31
DAVID JAY PERRY (1K4)

GOLDSBY, OKLAHOMA
Orig-B 24FEB22

35°09'N-97°28'W
155

SC-1, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

<table>
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<th>AWOS-3PT</th>
<th>119.025</th>
<th>KANSAS CITY CENTER</th>
<th>128.6 282.325</th>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
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</table>

**RNAV (GPS) RWY 18**

**GROVE RGNL (GMJ)**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**APP CRS 176°**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>58308 W18A</th>
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<tbody>
<tr>
<td>Rwy Idg</td>
<td>5200</td>
</tr>
<tr>
<td>TDZE</td>
<td>826</td>
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<tr>
<td>Apt Elev</td>
<td>831</td>
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</tbody>
</table>

**HOTUT**

**UNHAF**

**SANOC**

**VEGJU**

**RICOY**

**RW18**

**4 NM Holding Pattern**

**VEGJU**

**RICOY**

**RW18**

**UNHAF**

**SANOC**

**VEGJU**

**HOTUT**

**3000**

**OJEFY**

**LNAV only.**

**LANCAH**

**RNAV (GPS) RWY 18**

**GROVE RGNL (GMJ)**

**36°36’N-94°44’W**
RNAV (GPS) RWY 16
GUTHRIE/EDMOND RGNL (GOK)

ASOS
133.975

OKC CITY APP CON
124.2 336.4

UNICOM
122.8 (CTAF)

Missed Approach: Climb to 3100 direct HODAM and hold.

Category
LPV DA 1319-1 250 (300-1) NA
LNAV MDA 1420-1 351 (400-1) NA
CIRCLING 1540-1 1560-1 NA

MISSED APCH FIX
HODAM

Category
A
B
C
D
LPV DA 1319-1 250 (300-1) NA
LNAV MDA 1420-1 351 (400-1) NA
CIRCLING 1540-1 1560-1 NA

Amdt 1A 16JUN22

GUTHRIE, OKLAHOMA
Amdt 1A 16JUN22

35°51'N-97°25'W
RNAV (GPS) RWY 34
GUTHRIE/EDMOND RGNL (GOK)

**MISSING APPROACH:** Climb to 3100 direct MUMXU and hold.

**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 1/4 mile.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>OKE CITY APP CON</th>
<th>UNICOM</th>
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<tbody>
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<td>133.975</td>
<td>124.2 336.4</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSING APCH FIX**

- 4 NM to MUMXU
- 30 NM to POGUE
- 3800 POGUE
- 1255
- 2105
- 068°
- 158°

**ELEV 1069**

**TDZE 1069**

**MIRL Rwy 16-34**

**REIL Rwy 34**

**REIL Rwy 16**

**3100 MUMXU**

- JODIN
- 2.1 NM to RW34

**JPANL**

**1760°**

**2700**

**HODAM**

- 1 NM to RW34
- 4 NM Holding Pattern

**158°**

**3100**

**CATEGORIES**

- **LPV DA:** 1319-1 250 (300-1)
- **LNAV MDA:** 1420-1 351 (400-1)
- **CIRCLING:** 1540-1 471 (500-1)
- **3100**

**GUTHRIE, OKLAHOMA**

**Amdt 1A 16JUN22**

**AL-5950 (FAA)**

**GUTHRIE/EDMOND RGNL (GOK)**

**35°51’N-97°25’W**

**159**
**RNAV (GPS) RWY 18**

**GUYMON MUNI (GUY)**

**Amdt 1B  15JUL21**

**ASOS**

GUYMON, OKLAHOMA  119.925

KANSAS CITY CENTER  134.0 257.625

UNICOM

122.7 (CTAF)

---

**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 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/VNAV DA to 3564 feet and all visibilities 1/2 SM;
- increase all MDAs 120 feet and visibility Cat C 1/2 SM. Circling NA to Rwys 6 and 24.

**MISSED APPROACH:** Climb to 6000 direct BEAKY and hold.

**ASOS**

GUYMON, OKLAHOMA  119.925

KANSAS CITY CENTER  134.0 257.625

UNICOM

122.7 (CTAF)

---

**MISSED APPROACH:** Climb to 6000 direct BEAKY and hold.

**ASOS**

GUYMON, OKLAHOMA  119.925

KANSAS CITY CENTER  134.0 257.625

UNICOM

122.7 (CTAF)

---

**MISSED APPROACH:** Climb to 6000 direct BEAKY and hold.

**ASOS**

GUYMON, OKLAHOMA  119.925

KANSAS CITY CENTER  134.0 257.625

UNICOM

122.7 (CTAF)

---

**MISSED APPROACH:** Climb to 6000 direct BEAKY and hold.

**ASOS**

GUYMON, OKLAHOMA  119.925

KANSAS CITY CENTER  134.0 257.625

UNICOM

122.7 (CTAF)
Circling NA east of Rwy 18-36. Baro-VNAV and VDP NA when using Liberal altimeter setting. Rw Wy 36 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro/VNAV systems, LNAV/VNAV NA below -21\(^\circ\)C or above 54\(^\circ\)C. When local altimeter setting not received, use Liberal altimeter setting: increase LPV DA to 3487 feet; LNAV/VNAV DA to 3696 feet and all visibilities \( \frac{3}{4} \) SM; increase all MDAs 120 feet and visibility LNAV Cat C \( \frac{1}{4} \) SM, and Circling Cat C \( \frac{1}{2} \) SM. Circling NA to Rwy 6 and 24.

As a method of approach, Climb to 6000 direct UVCAP and hold.

Procedure NA for arrival on DHT VORTAC airway radials 071 CW 129 and arrivals at DHT VORTAC on T420 northwest bound.

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
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<tbody>
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<td>LPV DA</td>
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<td>LNAV/VNAV DA</td>
<td>3584-1( \frac{1}{8} )</td>
<td>459 (500-1( \frac{1}{8} ))</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>3520-1</td>
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<td>395 (400-1( \frac{1}{8} ))</td>
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<td>475 (500-1)</td>
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**GUYMONT, OKLAHOMA**

**AL-5150 (FAA)**

**RNAV (GPS) RWY 36**

**GUYMON MUNI (GUY)**

**Orig-C 14JUL22**

**36°41'N-101°30'W**

**161**
Circling NA to Rwy 6 and 24. 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. For inop ALS, increase S-18 Cat C visibility to 2½ SM. For inop ALS when using Liberal altimeter setting, inop table does not apply to S-18 Cat C.

**MISSED APPROACH:**

Climb to 5000 then right turn direct GUY NDB and hold.

**ASOS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<td>3900-3/4</td>
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**UNICOM**

122.7 (CTAF)

**GUYMON, OKLAHOMA**

Amdt 5E 14JUL22

36°41'N-101°30'W
HARRISON, ARKANSAS

BOONE COUNTY (HRO)

**ILS or LOC RWY 36**

**LOC/DME I-HRO**

**APP CRS** 359°

**Rwy Idg** 6161

**TDZE** 1351

**Apt Elev** 1365

**MALS R**

**NA**

**ASOS**

121.125

**MEMPHIS CENTER**

126.85 281.55

**UNICOM**

123.0 (CTAF)

**DME required for LOC only. DME or RADAR required for procedure entry.**

**MISSING APPROACH:** Climb to 1900 then climbing left turn to 3700 direct HRO VOR/DME and hold, continue climb-in hold to 3700.

**Procedure NA for arrival on HRO VOR/DME airway radials 172 CW 219.**

**Use I-HRO DME when on the localizer course.**

**One Minute Holding Pattern**

**ZENUN**

**I-HRO** 12.6

**359°**

**3700**

**GS 3.0°**

**TCH 52**

**CATEGORY**

**A**

**B**

**C**

**D**

**S-ILS 36**

1601-1/2 200 (300-1/2)

**S-LOC 36**

1680-1 329 (400-1/2)

**C CIRCLING**

1840-1 1860-1 2340-3 2560-3

475 (500-1) 495 (500-1) 975 (1000-3) 1195 (1200-3)

HARRISON, ARKANSAS

Amdt 1 26MAR20

36°16'N-093°09'W

163
RNAV (GPS) RWY 18
BOONE COUNTY (HRO)

**APP CRS** 182°
- Rwy Idg: 6161
- TDZE: 1365
- Apt Elev: 1365

**RNP APCH.**
- Rwy 18 helicopter visibility reduction below 3/4 SM NA.

**ASOS**
- 121.125

**MEMPHIS CENTER**
- 126.85 281.55

**UNICOM**
- 123.0 (CTAF)

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 3200 direct BERGG and hold.

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

**LNAV MDA**
- 1720-1 355 (400-1)

**CIRCLING**
- 1840-1 475 (500-1)
- 1860-1 495 (500-1)
- 2340-3 975 (1000-3)
- 2560-3 1195 (1200-3)

**HARRISON, ARKANSAS**
- Orig: B 08OCT20

36°16’N-93°09’W
RNAV (GPS) RWY 36
BOONE COUNTY (HRO)

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.

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

As O S

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
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<td>121.125</td>
<td>126.85 281.55</td>
<td>123.0 (CTAF)</td>
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MALSR

Holding Pattern

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<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tbody>
<tr>
<td>A</td>
<td>1601-1/2</td>
<td>1815-1</td>
<td>1880-1/2</td>
<td>1880-1</td>
</tr>
<tr>
<td>B</td>
<td>250 (300-½)</td>
<td>464 (500-1)</td>
<td>529 (600-½)</td>
<td>529 (600-1)</td>
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<tr>
<td>C</td>
<td>1880-1</td>
<td>1880-1/4</td>
<td>1880-1/4</td>
<td>1880-1/4</td>
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<tr>
<td>D</td>
<td>250 (300-½)</td>
<td>529 (600-1)</td>
<td>529 (600-1)</td>
<td>529 (600-1)</td>
</tr>
</tbody>
</table>

Amdt 1A 08OCT20

HARRISON, ARKANSAS

SC-1, 30 NOV 2023 to 25 JAN 2024
Amdt 1 10OCT19

HEBER SPRINGS, ARKANSAS
AL-5906 (FAA)

RNAV (GPS) RWY 6
HEBER SPRINGS MUNI (HBZ)

APP CRS
Rwy Idg 4002
TDZE 631
Apt Elev 632

RNAV APCH.

MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF)

ELEV 632
TDZE 631

POYOG

holding pattern 4 NM

059°

060°

RW06

059°

JEKMU

4.00°

059°

MIRL Rwy 6-24

REIL Rwys 6 and 24

Category
A
B
C
D
LNAV MDA
1240-1
609 (700-1)
1240-1¾
609 (700-1¾)
1380-1
748 (800-1)
1380-1¾
748 (800-1¾)
1440-2½
808 (900-2½)

Circle visibility Cat C ¾ SM, Cat D ½ SM.

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 ¾ SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.

Category
A
B
C
D

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.

MEMPHIS CENTER
126.85 281.55

UNICOM
122.7 (CTAF)

ELEV 632
TDZE 631

POYOG

holding pattern 4 NM

059°

060°

RW06

059°

JEKMU

4.00°

059°

MIRL Rwy 6-24

REIL Rwys 6 and 24

Category
A
B
C
D
LNAV MDA
1240-1
609 (700-1)
1240-1¾
609 (700-1¾)
1380-1
748 (800-1)
1380-1¾
748 (800-1¾)
1440-2½
808 (900-2½)

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.

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 ¾ SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.

Category
A
B
C
D
LNAV MDA
1240-1
609 (700-1)
1240-1¾
609 (700-1¾)
1380-1
748 (800-1)
1380-1¾
748 (800-1¾)
1440-2½
808 (900-2½)

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.

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 ¾ SM.

MISSED APPROACH: Climb to 4000 direct POYOG and hold, continue climb-in hold 4000.

Increase Circling visibility Cat C ¾ SM, Cat D ½ SM.
RNAV (GPS) RWY 24
HEBER SPRINGS MUNI (HBZ)

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.

ELEV 632
TDZE 632
RNAV (GPS) RWY 18

Misssed Approach: Climb to 1900 direct DACE and hold.

Baro-VNAV NA. Use Tunica altimeter setting. Rwy 18 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 9, 27 NA at night.

UTA AWOS-3 118.075

MEMPHIS CENTER 135.3

UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 18

Category

LPV DA 542-1 301 [300-1]

LNAV/ VNAV DA 710-1/3 469 [500-1/3]

LNAV MDA 740-1 499 [500-1]


HELENA/WEST HELENA, ARKANSAS

Amdt 2 03NOV22

34°35'N-90°41'W
MISSED APPROACH: Climb to 1900 direct BILAC and hold.

UTA AWOS-3 118.075

MISSED APCH FIX
4 NM BILAC

359° 179°

359° 179°

REIL Rwys 18 and 36
MIRL Rwys 9-27

(FAF) UNLOW

MIA, 2 NM to TILOC

VNAV LNAV/

DA 420 (500-1)
660-1 420 (500-1)
660-1/8 420 (500-1/8)

LPV DA 487-1 247 (300-1)

LNAV/ VNAV DA 672-1/4 432 (500-1/4)

LNAV MDA 660-1 420 (500-1)
660-1/8 420 (500-1/8)

CIRCLING 840-1 598 (600-1)
980-2 738 (800-2)
980-2/4 738 (800-2/4)

HELENA/WEST HELENA, ARKANSAS
Almdt 2 03NOV22

34°35′N-90°41′W

169
ECULE FIX MINIMUMS

CIRCLING

HELENA/WEST HELENA, ARKANSAS

Almdt 2 03NOV22

34°35′N-90°41′W

VOR RWY 36

THOMPSON-ROBBINS (HEE)
Procedure NA for arrivals at NEADS on V77 Northbound.

When local altimeter setting not received, use Lawton-Fort Sill RGNL altimeter setting.

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

Procedure NA for arrival on HBR VORTAC Airway Radials 354 CW 175.
VOR RWY 18

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

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.
RNAV (GPS) RWY 36
HENRYETTA MUNI (F10)

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use McAlester Rgnl altimeter setting.

MISSED APPROACH: Climb to 2500 direct ZESWE and hold.

<table>
<thead>
<tr>
<th>MLC ASOS</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.425</td>
<td>132.2</td>
<td>122.8</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 36

Category A B C D

LNAV MDA 1440-1½ 591 (600-1½) 1440-1½ 591 (600-1½) NA

CIRCLING 1460-1½ 611 (700-1½) 1620-1½ 771 (800-1½) 1720-2½ 871 (900-2½) NA

AL-6082 (FAA) HENRYETTA, OKLAHOMA

AL-6082 (FAA) HENRYETTA, OKLAHOMA

Orig-D 20MAY21

35°24'N-96°01'W
RNAV (GPS) RWY 36
HINTON MUNI (208)

MISSED APPROACH: Climb to 3500 direct ASIME and hold.

Rwy 36 helicopter visibility reduction below 3/4 SM NA. Boro-VNAV NA. Use Weatherford altimeter setting.

APP CRS 356°
Rwy Idg 4001
TDZE 1587
Apt Elev 1587

RNP APCH-GPS.

OJA AWOS-3PT 118.575
FORT WORTH CENTER 128.4 269.37
UNICOM 123.05(CTAF)

HINTON, OKLAHOMA
AL-9415 (FAA)
21168

35°30'N-98°21'W
177

HINTON MUNI (208)

Amdt 1C 17JUN21

HINTON, OKLAHOMA
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 and LNAV/VNAV all Cats, LNAV Cats C and D and Circling Cat C visibility ½ mile. Baro-VNAV NA when using Altus/Quartz Mountain altimeter setting. VDP NA with Altus/Quartz Mountain altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

ASOS
133.325

ALTUS APP CON *
125.1 353.7

UNICOM
122.8 (CTAF)

ELEV 1563  TDZE 1553

MIRL Rwy 17-35

HOBART, OKLAHOMA  AL-912 (FAA)  21308

RNAV (GPS) RWY 17  HOBART RGNL (HBR)

WAAS
CH 99417  W17A  5507
APP CRS 173°  1553  APT Elev 1563

HOBART, OKLAHOMA  34°59'N-99°03'W

AMDT 2A 04NOV21

SC-1, 30 NOV 2023 to 25 JAN 2024
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 LPV DA to 1882 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 2020 feet and visibility all Cats ½ SM; increase all MDAs 80 feet and Circling Cat C visibility ¼ SM. Baro-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting. VDP NA with Altus/Quartz Mountain Rgnl altimeter setting.
HOBART, OKLAHOMA

AL-912 (FAA)

VOR RWY 35
HOBART RGNL (HBR)

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, increase S-35 Cats C/D and Circling Cat C visibility ½ SM, increase FAPRA fix minimums S-35 Cats C/D and Circling Cat C visibility ½ SM, VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

ASOS
133.325

ALTUS APP CON *
125.1 353.7

UNICOM
122.8 (CTAF)

Remain within 10 NM

CATEGORY
A  B  C  D
S-35  2060-1 499 (500-1) 2060-1/4 499 (500-1/4) 2060-1/2 499 (500-1/2)
CIRCLING  2060-1 497 (500-1) 2320-2/4 757 (800-2/4) 2460-3 897 (900-3)

FAPRA FIX MINIMUMS

S-35  1980-1 419 (500-1) 1980-1/4 419 (500-1/4)
CIRCLING  1980-1 417 (500-1) 2320-2/4 757 (800-2/4) 2460-3 897 (900-3)

Visibility
SM.

Visibility
SM.

Visibility
SM, increase FAPRA fix minimums S-35 Cats C/D and Circling Cat C visibility ½ SM, VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, increase S-35 Cats C/D and Circling Cat C visibility ½ SM, increase FAPRA fix minimums S-35 Cats C/D and Circling Cat C visibility ½ SM, 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.
Circling RW 35 NA at night. Use Ada altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

Use Ada altimeter setting.

ACCOUNT: Climb to 3000 direct HEPER and hold.

Category: A

LNAV MDA: 1520-1 659 (700-1)

CIRCLING: 1520-1 659 (700-1) 1660-1 799 (800-1) 1760-2 899 (900-2) 899 (900-2) 899 (900-2)
HOLDENVILLE, OKLAHOMA  
AL-900 (FAA)  22279

RNAV (GPS) RWY 35
HOLDENVILLE MUNI (F’99)

RNP APCH-GPS:

- RW 35 helicopter visibility reduction below 1 SM NA.
- Straight-In and Circling RW 35 NA at night.
- Use Ada altimeter setting.

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

### ADIXE RW35

- **APPROACH CRS**: 354°
- **Rwy Idg**: 3251
- **TDZE**: 860
- **Apt Elev**: 861

### FORT WORTH CENTER

- **CTAF**: 122.9
- **FREQ**: 133.2
- **TDZE**: 860
- **ELEV**: 338.35

### ELEV 861

- **TDZE**: 860
- **ELEV**: 338.35
- **MIRL Rwy 17-35**
- **35°05'N-96°25'W**

### Holding Pattern

- **ADIXE**: 3000
- **JIPIT**: 264°
- **HEPER**: 3000

### APP CRS

- **Category**: A
- **LNAV MDA**: 1420-1
- **Circling**: 1460-1
- **35°05'N-96°25'W**

---

**HOLDENVILLE, OKLAHOMA**

**Orig-B 06OCT22**

**RNAV (GPS) RWY 35**

**HOLDENVILLE MUNI (F’99)**

**35°05’N-96°25’W**
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.

Procedure NA for arrival on BFV VORTAC airway radials 266 CW 283.

ALTUS APP CON * 125.1 353.7
CTAF 122.9

RNAV (GPS) RWY 18
HOLLIS MUNI (O35)

SC-1, 30 NOV 2023 to 25 JAN 2024
Circling Rwy 18 NA at night.
Use Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3600 direct AARGH and hold.

NoPT for arrival at SMOTE on V14 northeast bound.
### HOPE, ARKANSAS

**APP CRS** 045°

<table>
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<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>72637</td>
<td>045°</td>
<td>4111</td>
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<td>359</td>
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**UNICOM**

**Apt Elev**

- **TDZE** 346
- **UNICOM**

**ELEV**

- **359**
- **346**

**HOLD**

- **6000**
- **3000**

**3.00° to**

- **TCH 45**
- **449°**
- **459°**
- **3000**

**RNAV (GPS) RWY 4**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LP MDA</td>
<td>760-1</td>
<td>414 (500-1)</td>
<td>760-1 ½</td>
<td>414 (500-1 ½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>780-1</td>
<td>434 (500-1)</td>
<td>780-1 ¼</td>
<td>434 (500-1 ¼)</td>
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<tr>
<td>C CIRCLING</td>
<td>860-1</td>
<td>940-1</td>
<td>940-1 ½</td>
<td>1100-2 ½</td>
</tr>
<tr>
<td></td>
<td>501 (600-1)</td>
<td>581 (600-1)</td>
<td>581 (600-1 ½)</td>
<td>741 (800-2 ½)</td>
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</tbody>
</table>

**UNICOM**

- **122.8 (CTAF)**

**RNP APCH - GPS**

**Procedure**

- NA at night
- Rwy 4 helicopter visibility reduction below 1 SM NA
- Use Texarkana altimeter setting

**CATEGORY**

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

**UNICOM**

- **120.2**
- **123.925**
- **269.475**

**FORT WORTH CENTER**

**ING AL-5530 (FAA)**

**RWP 16-34**

**procedure NA at night.**

**Use Texarkana altimeter setting.**

**EMERGENCY CONTACT**

- **122.8 (CTAF)**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**Holding Pattern**

- **4 NM**
- **225°**

**RNAV (GPS) RWY 4**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**MISSED APPROACH**

- Climb to 3000 direct AZLON and hold.
HOPE, ARKANSAS

AL-5530 (FAA) 22251

RNAV (GPS) RWY 22
HOPE MUNI (M18)

APP CRS 225°
Rwy Idg 4957
TDZE 351
Apt Elev 359

RNP APCH - GPS

Procedure NA at night.
Rwy 22 helicopter visibility reduction below 1 SM NA.
Use Texarkana altimeter setting.

MISSED APPROACH: Climb to 3000 direct STUNT and hold.

TXK ASOS 120.2
FORT WORTH CENTER 123.925 269.475
UNICOM 122.8 (CTAF)

Use Texarkana altimeter setting.
Rwy 22 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

SC-1, 30 NOV 2023 to 25 JAN 2024
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.

BPK ASOS 133.975
MEMPHIS CENTER 120.075 289.4
UNICOM 122.8 (CTAF)

RNAP (GPS)-A
HORSESHOE BEND (6M2)

BPK ASOS
133.975

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

3500 direct OTSAY and hold.

Apt Elev 781

SC-1, 30 Nov 2023 to 25 Jan 2024
**HOT SPRINGS, ARKANSAS**

**LOC/DME I-HOT 111.5**

**APP CRS 053°**

**Rwy Ldg TDZE 516**

**Apt Elev 540**

**AL-902 (FAA)**

**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.

**LOCALIZER 111.5**

**I-HOT 6.5**

**Chan 52**

**LOM/IAF**

**HOSSY**

**HOT 6.5**

**I-HOT**

**MARK**

**HOT 21.4**

**2300 to WAVAS**

**008° (4.9)**

**and 053° (12.5)**

**Remain within 10 NM**

**HOSSY LOM**

**I-HOT 6.5**

**2600**

**233°**

**053°**

**2300**

**4 NM**

**1.1**

**1000**

**3000**

**SOCKS**

**LOC only.**

**HOT SPRINGS**

**110.0 HOT**

**Chan 37**

**VISUAL APPROACH**

**CHANNEL 37**

**M940-**

**424 (400-**

**1080 (1100-3)**

**MEML FLD (HOT)**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**HOT SPRINGS, ARKANSAS**

**Amdt 16 15AUG19**

**34°29'N-93°06'W**
RNAV (GPS) RWY 5
HOT SPRINGS, ARKANSAS

RNP APCH.
NA For inop ALS, increase all Cats visibility to 1/2 SM.

MISSED APPROACH: Climb to 1300 then climbing right turn 3000 direct EJREV and hold.

ASOS
119.925

MEMPHIS CENTER
128.475 377.15

UNICOM
123.0 (CTAF)

ELEV 540
TDZE 516

HOT SPRINGS, ARKANSAS
Amdt 2A 30JAN20

34°29’N-93°06’W
191
**VOR RWY 5**

**MEML FLD (HOT)**

**HOT SPRINGS, ARKANSAS**

**AL-902 (FAA)**

**VOR/DME HOT**

| Channel | 110.0 |

**APP CRS**

| 058° |

**Rwy Idg**

| 6595 |

**TDZE**

| 516 |

**Apt Elev**

| 540 |

**MALS R**

| 37 |

**ASOS**

| 119.925 |

**MEMPHIS CENTER**

| 128.475 377.15 |

**UNICOM**

| 123.0 (CTAF) |

**TDZE 516**

**ELEV 540**

**CIRCLING**

| 1080-1 540 (600-1) |

**CATEGORIES**

| A | B | C | D |

**S-5**

| 960-1/2 444 (500-1/2) | 960-7/6 444 (500-7/6) |

**SC-1, 30 NOV 2023 to 25 JAN 2024**

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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.
RNAV (GPS) RWY 35
STAN STAMPER MUNI (HHW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rw 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 35 and Circling Rw 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rw 35 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 35 and Circling Rw 35 NA at night.

**AWOS-3**

**FORT WORTH CENTER**

**UNICOM**

**HDG 358°**

**ELEV 572**

**TDZE 572**

**Hugo, Oklahoma**

**Amdt 1 29MAR18**

**AL-6979 (FAA)**

**Amdt 1 29MAR18**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**WAAS CH 86639 W35A**

**APP CRS 358°**

**Rwy Idg 4007**

**TDZE 572**

**Apt Elev 572**

**STAN STAMPER MUNI (HHW)**
Baro-VNAV 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. Circling NA to Rwys 3 and 21.

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

- Baro-VNAV NA
- Use Springdale altimeter setting
- 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
- Circling NA to Rwys 3 and 21.

**RNP APCH - GPS.**

**ASG AWOS-3**

**RAZORBACK APP CON**

**UNICOM**

**124.675**

**126.6 305.2**

**122.8 (CTAF)**

**4 NM**

**304° 124°**

**WUVIL**

**2503**

**4000**

**304° 214°**

**WUVIL**

**4000**

**ZEVQA**

**2340**

**4 NM**

**Holding Pattern**

**WUVIL**

**304° 124°**

**GP 3.00°**

**TCH 40**

**6.4 NM**

**3.6 NM**

**1.8 NM**

**2097-1/8**

**349 (400-1/4)**

**NA**

**2097-1/8**

**349 (400-1/4)**

**NA**

**2180-1**

**432 (500-1)**

**NA**

**2280-1**

**532 (600-1)**

**NA**

**2520-1**

**772 (800-1)**

**NA**

**2520-21/4**

**772 (800-2/4)**

**NA**

**124° to RW12**

**36°05'N-93°45'W**

**HUNTSVILLE MUNI (H34)**

**RW12**

**30 NOV 2023 to 25 JAN 2024**

**195**
HUNTSVILLE, ARKANSAS
AL-6945 (FAA)

RNAV (GPS) RWY 30
HUNTSVILLE MUNI (H34)

RNAV (GPS) RWY 30
HUNTSVILLE MUNI (H34)

Baro-VNAV 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 ¾ mile. Circling NA to Rwys 3 and 21.

ASG AWOS-3
124.675

RAZORBACK APP CON *
126.6 305.2

UNICOM
122.8 (CTAF)

LNAV/VNAV all Cats visibility ¾ mile. Circling NA to Rwys 3 and 21.

ALT 3601 TDZE 1748
Apt Elev 1748

ELEV 1748  TDZE 1748

2040 2000

2.1 NM to RW30

2060

POCBO

IDICO

ZOVPO

2625

4000

WUVIL

4 NM

304°

SC-1, 30 NOV 2023 to 25 JAN 2024

LNAV only

2.1 NM to RW30

2440

ZOVPO

3500

354°

304°

IDICO

4 NM

Holding Pattern

4000

GP 3.00º

TCH 40

2.1 NM

3.3 NM

6.6 NM

LNAV DA

2047-1 299 (300-1)

NA

LNAV/VNAV DA

2410-2 662 (700-2 ¼)

2360-1 612 (700-1)

2360-1 612 (700-1 ¼)

2520-2 3500

3520-1

772 (800-1)

2520-2 3500

772 (800-1)

NA

CIRCLING

2360-1 612 (700-1)

2520-1 612 (700-1)

2520-2 772 (800-1)

NA

HUNTSVILLE, ARKANSAS
Orig-8 16JUN22

36°05'S-93°45'W

HUNTSVILLE MUNI (H34)
RNAV (GPS) RWY 30

214°

034°

2.1 NM to RW30

304°

214°

2625

OCT 30 NOV 2023 to 25 JAN 2024

3601 X 60

1250 X 60

21

30

034°

214°

214°

034°

SC-1, 30 NOV 2023 to 25 JAN 2024
### FLIGHT OPERATIONS

#### Missed Approach
- Climb to 3000 direct ZUTEM and hold.

#### RNAV (GPS) RWY 2
- MC CURTAIN COUNTY RGNL (404)

---

### Approach Information

<table>
<thead>
<tr>
<th>IDABEL, OKLAHOMA</th>
<th>AL-9416 (FAA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAAS CH 63042 W02A</td>
<td>Rwy Idg 5002 TDOE 472 Apt Elev 472</td>
</tr>
</tbody>
</table>

#### Approach Details:
- **AWOS 3**: 120.0
- **FORT WORTH CENTER**: 123.925 269.475
- **UNICOM**: 122.8 (CTAF)

---

### obm: Carriers
- **IDABEL, OKLAHOMA**
- **Amdt 1A 15AUG19**
- **33°55'N-94°52'W**
- **MC CURTAIN COUNTY RGNL (404)**
- **RNAV (GPS) RWY 2**
Circling Rwy 31 NA at night. Boro-VNAV and VDP NA when using Walnut Ridge altimeter setting. For uncompensated Boro-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 ½ SM NA. When local altimeter setting not received, use Walnut Ridge altimeter setting; increase LPV DA to 593 feet and visibility ½ SM, and LNAV/VNAV DA to 669 feet; increase all MDAs 60 feet and visibility LNAV CAT C/D and Circling CAT C ½ SM.

**RNP APCH:**

ASOS

<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>539-1/8</td>
<td>280 (300-%)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>615-1/8</td>
<td>356 (400-1/8)</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>760-1</td>
<td>501 (500-1)</td>
<td>760-1/8</td>
<td>501 (500-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>498 (500-1)</td>
<td>820-1/2</td>
<td>558 (600-1)</td>
</tr>
</tbody>
</table>

**MISSED APCH FIX:**

- YIGUY
- APT Elev 77820
- APP CRS 6200
- Rwy Idg 262
- TDZE 259
- WAAS W05A
- CH 77820

**MISSED APPROACH:**

Climb to 2200 direct PUKKO and hold.
RNAV (GPS) RWY 23
JONESBORO MUNI (JBR)

RNP APCH.

- **Circling NA northwest of Rwy 5-23.** Circling Rwy 31 NA at night. Baro VNAV and VDP NA when using Walnut Ridge altimeter setting. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.
- For inop ALS, increase LPV Cat A/B visibility to ½ SM. Inop table does not apply to LNAV/VNAV.
- For inop ALS when using Walnut Ridge altimeter setting, increase LPV Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to LNAV/VNAV.
- When local altimeter setting not received, use Walnut Ridge altimeter setting: increase LPV DA to 600 feet, LNAV/VNAV DA to 630 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM.

### ODALS
- **MISSING APCH APPROACH:** Climb to 2300 direct YIGUY and hold.

### ASOS
<table>
<thead>
<tr>
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<th>Value</th>
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<tbody>
<tr>
<td>JONESBORO MUNI (JBR)</td>
<td>118.525</td>
</tr>
<tr>
<td>MEMPHIS CENTER</td>
<td>120.075</td>
</tr>
<tr>
<td>UNICOM</td>
<td>123.0 (CTAF)</td>
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### Earcons
- **RNAV (GPS) RWY 23**
- **JONESBORO MUNI (JBR)**
- **RNAV (GPS) RWY 23**

###3 NM 7 NM

### LNAV Cat C/D and Circling Cat C visibility 3/4 SM.

### LNAV only.

### LNAV/ VNAV

### LNAV MDA

### CATEGORY

<table>
<thead>
<tr>
<th>LPV DA</th>
<th>LNAV/ VNAV DA</th>
<th>LNAV MDA</th>
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</table>

### CIRCLING

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<td>820-1½</td>
<td>858 (600-1½)</td>
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<tr>
<td>1080-23/4</td>
<td>818 (900-2/4)</td>
</tr>
</tbody>
</table>

### ELEV 262

### TDZE 262

### TCH 53

### GP 3.00°

### LNAV Cat C/D and Circling Cat C visibility 3/4 SM.

### MIRL Rwys 5-23 and 13-31
**RNAV (GPS) RWY 31**

**JONESBORO MUNI (JBR)**

**ASOS**

| 118.525 | 120.075 | 289.4 | 123.0 (CTAF) |

**Memphis Center**

**Unicom**

**Amdt 1C 25MAR21**

**Straight-in Rwy 31 NA at night, Circling Rwy 31 NA at night. Rwy 31 helicopter visibility reduction below 1 SM NA. Circling NA northwest of Rwy 5-23. When local altimeter not received, use Walnut Ridge altimeter setting: increase all MDAs 60 feet and LP Cat C/D visibility 3/4 SM and LNAV Cat C/D and Circling Cat C 1/2 SM.**

**Missed Approach:** Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

**ELEV 262**

**TDZE 258**

**Category**

<table>
<thead>
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<th>A</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>600-1</td>
<td>342 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>382 (400-1)</td>
<td>640-1½</td>
</tr>
<tr>
<td>Circling</td>
<td>740-1</td>
<td>478 (500-1)</td>
<td>820-1½</td>
</tr>
</tbody>
</table>

**Unicom**

**Apt Elev**

**TDZE**

**Rwy Idg**

**Amdt 1C 25MAR21**

**Unicom**

**ASOS**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

**Category**

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**Unicom**

**Apt Elev**

**TDZE**

**Rwy Idg**

**Amdt 1C 25MAR21**

**Unicom**

**ASOS**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

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**Unicom**

**Apt Elev**

**TDZE**

**Rwy Idg**

**Amdt 1C 25MAR21**

**Unicom**

**ASOS**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

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<tr>
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**Unicom**

**Apt Elev**

**TDZE**

**Rwy Idg**

**Amdt 1C 25MAR21**

**Unicom**

**ASOS**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2300 direct YIGUY and hold.

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Circling RWY 31 NA at night. Circling NA northwest of RWY 5-23. RWY 23 helicopter visibility reduction below 1/2 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 1/8 SM and circling Cat C 3/4 SM.

**ASOS**

<table>
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<tr>
<th>JONESBORO MUNI</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
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<tbody>
<tr>
<td>118.525</td>
<td>120.075</td>
<td>289.4</td>
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</table>

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

**Category A**

S-23 700-7/8 438 (500-1/4) 700-7/8 438 (500-1/4)

**Category C**

CIRCLING 740 1 478 (500-1) 820 1 558 (600-1/2) 1080 2 818 (900-2/4)

**Category D**

0.47° 227° Remain within 10 NM

**JBR VOR/DME**

2500 3.00° TCH 54

**.rawValue**

```
VOR/DME JBR 115.85
 Chan 105(Y)

Circling RWY 31 NA at night. Circling NA northwest of RWY 5-23. RWY 23 helicopter visibility reduction below 1/2 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 1/8 SM and circling Cat C 3/4 SM.

**ASOS**

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<td>120.075</td>
<td>289.4</td>
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**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

**Category A**

S-23 700-7/8 438 (500-1/4) 700-7/8 438 (500-1/4)

**Category C**

CIRCLING 740 1 478 (500-1) 820 1 558 (600-1/2) 1080 2 818 (900-2/4)

**Category D**

0.47° 227° Remain within 10 NM

**JBR VOR/DME**

2500 3.00° TCH 54

**FAF to MAP 3.1 NM**

<table>
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<tr>
<th>CATEGORY</th>
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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>S-23</td>
<td>700-7/8 438 (500-1/4)</td>
<td>700-7/8 438 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>740 1 478 (500-1)</td>
<td>820 1 558 (600-1/2) 1080 2 818 (900-2/4)</td>
<td></td>
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</tr>
</tbody>
</table>

**JONESBORO, ARKANSAS**

Amdt 11C 25MAR21

35°50'N 90°39'W
RNAV (GPS) RWY 18
SOUTH GRAND LAKE RGNL (1K8)

RNAV (GPS) RWY 18
SOUTH GRAND LAKE RGNL (1K8)

KETCHUM, OKLAHOMA
AL-10762 (FAA)

WAAS
CH 81840
W18A
APP CRS 178°
Rwy Indg 4228
TDZE 779
Apt Elev 783

RNAV (GPS) RWY 18

Holding Pattern

Visual Segment - Obstacles.

MISSED APPROACH: Climb to 3000 direct OMBAE and hold.

LP Cat C visibility 1/2 mile, LNAV Cat B visibility 1/4 mile and Cat C 1/2 mile.
Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

AWOS-3PT
118.15

GMJ AWOS-3
119.025

KANSAS CITY CENTER
128.6 282.325

CTAF
122.9

ELEV 783
TDZE 779

OMBAE

3000

OXOSE

358°

178°

2500

4 NM

721 (800-2)

1221

1259

1200

1158

1031

1589

178°

$\text{ CATEGORY A B C D}$

$\text{LP MDA 1320-1 541 (600-1) 1320-1\frac{1}{2} 541 (600-1\frac{1}{2}) NA}$

$\text{LNAV MDA 1500-1 721 (800-1) 1500-2 721 (800-2) NA}$

$\text{CIRCLING 1540-1 757 (800-1) 1620-1\frac{1}{4} 837 (900-1\frac{1}{4}) 1620-2\frac{1}{2} 837 (900-2\frac{1}{2}) NA}$

$\text{LNAV  MDA}$

$\text{ELEV}$

$\text{TDZE}$

$\text{NA}$

$\text{CIRCLING}$

$\text{MISSED APCH FIX}$

$\text{OMBAE}$

$\text{4 NM}$

$\text{358°}$

$\text{3000}$

$\text{178°}$

$\text{OXOSE}$

$\text{2500}$

$\text{4.3 NM}$

$\text{6 NM}$

$\text{OMBAE}$

$\text{358°}$

$\text{3000}$

$\text{178°}$

$\text{Case 1, 30 Nov 2023 to 25 Jan 2024}$

$\text{36°33’N 95°01’W}$
RNAV (GPS) RWY 36
SOUTH GRAND LAKE RGNL (1K8)

KETCHUM, OKLAHOMA
Orig-B 25FEB21

AWOS-3PT 118.15
GMJ AWOS-3 119.025
KANSAS CITY CENTER 128.6 282.325
CTAF 122.9

MISSED APCH FIX
4 NM
178°
358°
FEXUT

358°
3000

OMBAE
3000

30 NM to OMBAE

358°
2500

4 NM Holding Pattern

6000
3000
358°

GP 3.00°
TCH 40

6 NM
5.3 NM

MISSED APPROACH: Climb to 3000 direct FEXUT and hold.

Circling to Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 1/3 SM NA. Baro-VNAV NA. Use Grove altimeter setting.

WAAS CH 69239
APPR CRS 358°
Rwy Idg 4238
TDZE 779
Apt Elev 783

SC-1, 30 NOV 2023 to 25 JAN 2024

36°33'N-95°01'W

SOUTH GRAND LAKE RGNL (1K8)

RNAV (GPS) RWY 36
Circling NA east of Rwy 1-19. Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Greenville altimeter setting.

MISSED APPROACH: Climb to 2000 direct OZIGE and hold.

GLH ASOS 125.525  
MEMPHIS CENTER 135.875 269.35  
CTAF 122.90

LNAV MDA 494 (500-1) 594 (600-1) 594 (600-1½) 594 (600-2)
RNAV (GPS) RWY 19
LAKE VILLAGE MUNI (M32)

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.

GLH ASOS
125.525

MEMPHIS CENTER
135.875 269.35

CTAF
122.90

MISSED APPROACH: Climb to 2000 direct HEGOG and hold.

LAKE VILLAGE, ARKANSAS
AL-6062 (FAA)

APP CRS
195°
Rwy Idg 4400
TDZE 125
Apt Elev 126

HEGOG
195°
015°

OZIGE
2000
4 NM
15 NM to OZIGE (MNP)
30 NM to OZIGE

SKEPS
3.00°
TCH 40

WUDAP
2.6 NM to RW19

OZIGE
322
195°
285°

2000

Holding Pattern

LNAV MDA
540-1 415 (500-1) 540-1/8 415 (500-1/8)
CIRCLING
620-1 720-1 720-1/2 720-2

33°21'N-91°19'W
SC-1, 30 NOV 2023 to 25 JAN 2024
Autopilot coupled approach NA below 2000. For inop ALS, increase S-LOC 35 Cat C/D visibility to 1 1/4 SM.

MISSING APPROACH: Climb to 1500 then climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.

ATIS 120.75
FORT SILL APP CON 120.55 322.4
LAWTON TOWER 119.9 (CTAF) 2700
GND CON 121.9
UNICOM 122.95

IAS 109.1
APP CRS 351°
Rwy Idg TDZE 8599 1089
Apt Elev 1110

CATEGORIES:

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<th>C</th>
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<td>S-ILS 35</td>
<td>1289-1/2</td>
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<tr>
<td>S-LOC 35</td>
<td>1500-1/2</td>
<td>411 (400-1/2)</td>
<td>1500-3/4</td>
<td>411 (400-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1620-1</td>
<td>510 (600-1)</td>
<td>1820-2</td>
<td>710 (800-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1820-2 1/4</td>
<td>710 (800-2 1/4)</td>
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</table>

LAWTON, OKLAHOMA
Amdt 8A 21MAY20

34°34'N-98°25'W
**VOR RWY 35**

**LAWTON-FORT SILL RGNL (I.AW)**

**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

---

**ELEV 1110**  **TDZE 1089**

**TW** 1182  **1151**

**S-35**

<table>
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<th>120</th>
<th>150</th>
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<td>Min:Sec</td>
<td>3:30</td>
<td>2:20</td>
<td>1:45</td>
<td>1:24</td>
<td>1:10</td>
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**CIRCLING**

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<td>1500-¾</td>
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<td>1820-2</td>
<td>710 (800-2)</td>
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<tr>
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<td></td>
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<td>1820-2½</td>
<td>710 (800-2½)</td>
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For inop ALS, increase Cat C/D visibility to 1½ SM.

---

**MISSPED APPROACH**: Climbing left turn to 2800 direct LAW VOR/DME and hold, continue climb-in-hold to 2800.
LAWTON, OKLAHOMA

AIRPORT DIAGRAM

AL-924 (FAA)

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

98°25'W

98°24'E

34°35'N

34°34'N

RWY 17-35
S-45, D-179, 25-175, 2D-344

FIELD ELEV 1110

TERMINAL

HANGARS

172.8°

35

ELEV 1070

0.6% UP

352.8°

0.3% DOWN

TWR 1182

F A A

HANGARS

HANGARS

HANGARS

AL-924 (FAA)

20086

LAWTON-FORT SILL RGNL (LAW)

LAWTON, OKLAHOMA

ATIS 120.75
LAWTON TOWER *
119.9 257.8
GND CON
121.9

20086

20086

20086
Simultaneous approach authorized. Rwy 4L helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 4L all Cats.

LOC minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 2 SM. JIRUR fix minimums: For inop ALS, increase S-LOC 4L Cats A/B visibility to 1 SM and Cats C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 on heading 260° and on ILS VORTAC R-303 to ROLAN INT/LIT 16.7 DME and hold.

Use I-LIT DME when on the localizer course.
Simultaneous approach authorized with Rwy 22L.
Requires specific OPSPEC, MSPEC, or LOA approval
and use of HUD to DA.

Simultaneous approach authorized with Rwy 22L.
Requires specific OPSPEC, MSPEC, or LOA approval
and use of HUD to DA.

Simultaneous approach authorized with Rwy 22L.
Requires specific OPSPEC, MSPEC, or LOA approval
and use of HUD to DA.
RNAP CH 90411 W04A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rw 4L helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

INSTR: LNAV only.

MISSED APPROACH: Climb to 2900 direct ODXIH and track 052° to BRAUM and hold.

VR04L

MIRL Rwy 18-36
HIRL Rwys 4R-22L and 4L-22R
TDZ/CL Rwys 4L, 4R, 22L and 22R
TDZE 258
HILR Rwys 4R-22L and 4L-22R
TDZ/CL Rwys 4L, 4R, 22L and 22R

BILL AND HILLARY CLINTON NTL/ADAMS FLD (L.I.T)

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

23334
Rwy 4R helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1/2 SM.

**MISSED APPROACH:**
- Climb to 2900 direct RIRIW and on track 047° to BRAUM and hold.
- LPV to 1 SM and LNAV Cat A/B visibility to RVR 5500 and Cat C/D to 1/2 SM.

**GND CON**
- 121.9 339.8
- 118.95

**MALSR**
- Missed approach fix 4 NM.
- BRAUM

**ADAMS TOWER**
- 118.7 257.8

**LITTLE ROCK APP CON**
- 135.4 353.6

**LITTLE ROCK, ARKANSAS**
- AL-233 (FAA)

**WAAS**
- 70611
- 046°
- 260
- 2200
- 266

**APP CRS**
- 046°

**TDZE**
- 700 700 718 870 499 509 513

**RINR**
- 2900 2900 2200 960

**LNAV**
- 2900 2900 2200

**MIRL**
- Rwy 18-36

**HIRL**
- Rwy 4R-22L and 4L-22R

**TWR**
- 416

**HOLD**
- 14000 2900

**4 NM Hold**
- 2200

**GP 3.00°**
- TCH 49°

**CIRCLING**
- 820-1 554 (600-1)
- 1000-1 734 (800-1)

**LPV**
- 574/40 314 (400-3/4)

**LNAV/VNAV**
- 756/50 496 (500-1)

**LNAV MDA**
- 760/40 500 (500-3/4) 760/50 500 (500-1)

**CATEGORY**
- A 3.7 NM 1.4 NM
- B 0.7 NM

**213°**
- BRAUM

**4 NM Hold**
- BARBO

**RIRIW**
- 2200

**RIRIW**
- 047°

**RIRIW**
- 226°

**RIRIW**
- 4 NM

**BARBO**
- 2900 2200 3300

**EJYIB**
- 3300

**NAZXO**
- 3300

**BARBO**
- (IF/IAF)

**BARBO**
- (IF/IAF)

**BARBO**
- (IF/IAF)
RNAV (GPS) RWY 18
BILL AND HILLARY CLINTON NTL/ADAMS FLD (LIT)

Procedure NA when restricted areas R-2403 A/B in effect. Rwys 18 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 4000 direct FEHXE and hold, continue climb-in-hold to 4000.

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

RNAV (GPS) RWY 18
LITTLE ROCK, ARKANSAS (LIT)
AL-233 (FAA)

Amdt 1F 11OCT18

23334

Procedure NA for arrival on LIT VORTAC airway radials 273 CW 059.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.,
Rwy 22L helicopter visibility reduction below ½ SM NA. Inop table does not apply to LPV.
For inop ALS, increase LNAV Cat A and B visibility to
RVR 5000.  Simultaneous approach authorized.  LNAV procedure NA during simultaneous
operations.  Use of FD or AP required during simultaneous operations.

**MISSED APPROACH:**
Climb to 2900 direct MYNIE and on track 224° to BAUDE
and hold.
MISSED APPROACH: Climbing left turn to 3500 on LIT R-303 to ROLAN INT and hold.

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>LITTLE ROCK APP CON</th>
<th>ADAMS TOWER</th>
<th>GND CON</th>
<th>CLNCC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.65</td>
<td>135.4 353.6</td>
<td>118.7 257.8</td>
<td>121.9 339.8</td>
<td>118.95</td>
</tr>
</tbody>
</table>

ROLAN INT and hold.

Category: CIRCLING

Knots: 60 90 120 150 180
Min:Sec: 3:12 2:08 1:36 1:17 1:04

AMS: 25 NM

Bill and Hillary Clinton NTL/Adams Fld (LIT)

LITTLE ROCK, ARKANSAS

Orig-E 15 JUN 23

Bill and Hillary Clinton NTL/Adams Fld (LIT)

34° 44'N-92° 13'W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ILS RWY 25 (CAT II) LITTLE ROCK AFB (KLRF)**

**LOC** I-TYV 109.9
**APCH CRS** 252*
**Rwy Ldg** 12,007
**TDZE** 301
**Arpt Elev** 312
**AL-738 [USAF]**

**ATIS** 119.175 251.1
**APP CON** 119.5 306.2
**TOWER** 120.6 269.075
**GND CON** 132.8 275.8
**CLNC DEL** 253.5

**RNP APCH:** RNAVI-GPS or RADAR required.

**ATIS**

**APP CON**

**TOWER**

**GND CON**

**CLNC DEL**

**CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ATC RADAR required for holding above 4000' or greater than 200 KIAS.

**PROCEDURE EFFECTIVE BY NOTAM**

ATC RADAR required for holding above 4000' or greater than 230 KIAS.

**EMERG SAFE ALT 100 NM 4000**

**TACAN**

**HESUP RADAR LRF 8**

**BIELD LRF 10**

**4 NM Holding Pattern**

**GS 3.00° TCH 56**

**HIRL Rwy 07-25**

**TDZE/CL Rwy 25**

**LITTLE ROCK AFB (KLRF)**

**ORIG 07SEP23**
**RNAV (GPS) RWY 25**

LITTLE ROCK AFB (KLRF)

**Radar Required**

* When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop increase RVR to 24.

**ATIS**

| 119.175 251.1 |

**APP CON/DEP CON**

| 119.5 306.2 |

**Tower**

| 120.6 269.075 |

**GND CON**

| 132.8 275.8 |

**CLNC DEL**

| 253.5 |

**Emerg Safe Alt 100 NM 4000**

**Category**

| A | B | C | D |

**LPV DA**

| 501/18 | 200 | 200 (200-½) |

**LNAV MDA**

| 780/24 | 479 (500-½) | 780/50 | 479 (500-1) |

**Circling***

| 780-1 | 920-1 | 920-1⅓ | 1040-2⅓ |

**HIRL Rwy 7-25**

| 071° | 0-3° | 0-3° | 0-3° |

**Assault Strip**

| 071° | 0-3° | 0-3° | 0-3° |

**TWR**

| 071° | 0-3° | 0-3° | 0-3° |

**BON**

| 071° | 0-3° | 0-3° | 0-3° |

JACKSONVILLE, ARKANSAS

**Orig 10AUG23**

34°55'N - 92°09'W
**ATIS**

119.175 251.1

**APP CON/DEP CON**

119.5 306.2

**TOWER**

120.6 269.075

**GND CON**

132.8 275.8

**CLNC DEL**

253.5

---

### ALTERNATE MISSED APPROACH

- Climbing to 3000 ft runway heading until LRF 2 DME, then turn left heading 360°, EFC from ATC.

---

### ATC Radar Required

- For holding above 4000' or greater than 230 KIAS

---

### EMERG SAFE ALT 100NM 4000

---

### CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-07</td>
<td>980/40</td>
<td>980-1½</td>
<td>670</td>
<td>(700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>980-1½</td>
<td>1040-2½</td>
<td>1040-2½</td>
</tr>
</tbody>
</table>

---

### HIRL Rwy 07-25

- TDZE: 310
- Orig: 07SEP23
RNAV (GPS) RWY 18
MADILL MUNI (1F4)

Use Ardmore Downtown Exec 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.
When local altimeter setting not received, use El Dorado altimeter setting and increase all MDAs 60 feet. VDP NA with El Dorado altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 36
RALPH C WEISER FLD (AGO)

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

When local altimeter setting not received, use El Dorado altimeter setting and increase all MDAs 60 feet and Circling visibility Cat C 1/4 SM. Rwy 36 helicopter visibility reduction below 3/4 SM NA.

AWOS-3
118.05

FORT WORTH CENTER
128.2 269.1

UNICOM
122.8 (CTAF)
DME/DME RNAV 0.3 NA. Use Hot Springs altimeter setting; when not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting and increase all MDAs 80 feet. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 22
MALVERN MUNI (M78)

MEMPHIS CENTER 128.475 377.15

UNICOM 122.8 (CTAF)

LETHAL LINE
1900-1
422 (500-1)

LNAV MDA
CIRCLING

214°

MIRL Rwy 4-22

MALVERN, ARKANSAS
Orig-C 02DEC21

34°20'N-92°46'W
235
Procedure NA for arrivals at JUMEK on V14 southwest bound.

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

**MISSING APPROACH:** Climb to 3700 direct JUMEK 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>LPV</td>
<td>1952-1/2</td>
<td>318 (400-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV</td>
<td>1960-1/2</td>
<td>326 (400-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV</td>
<td>2040-1/2</td>
<td>406 (400-1/2)</td>
<td>2040-1/2</td>
<td>406 (400-1/2)</td>
</tr>
<tr>
<td></td>
<td>356</td>
<td>576 (600-1)</td>
<td>2340-2</td>
<td>696 (700-2)</td>
</tr>
</tbody>
</table>

Altitude set at 175° to RW17: 3600 ft NAD 92.080.

AXS AWOS-3PT 118.225

**CTAF** 122.9
RNAV (GPS) RWY 35
SCOTT FLD (2K4)

**NAVIGATION AIDS**

- RNAV (GPS) RWY 35
- MIRL Rwy 17-35
- RNAV (GPS) RWY 35
- WAAS CH 77739
- W35A

**CATEGORIES AND MDAs**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LP MDA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2020-1</td>
<td>2140-1</td>
<td>2220-1</td>
</tr>
<tr>
<td>B</td>
<td>376 (400-1)</td>
<td>496 (500-1)</td>
<td>576 (600-1)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
<td>2140-1½</td>
<td>696 (700-2)</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>496 (500-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSED APPROACH**

Climb to 3600 direct HALIV and hold.

**NOTAM**

- SC-1, 30 Nov 2023 to 25 Jan 2024

**PATHWAY**

- 355° holding pattern from JUM to HALIV
- 355° to RW35
- 3600 to HALIV
- 355° to RW35

**ATC FEEDBACK**

- CTAF 122.9
- BURNS FLAT BFV
- Procedure NA for arrivals on BFV VORTAC airway radials 266 CW 283.

**WEATHER**

- HOBART DME/DME RNP-0.3 NA
- Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

**Accessibility**

- DME/DME RNP-0.3 NA. Rwy 35 helicopter visibility reduction below ⅜ SM NA.
- Use Altus/Quartz Mountain Rgnl altimeter setting; when not received, use Hobart altimeter setting.

**NOPT**

NoPT for arrival at JUM to HALIV on V14 northeast bound.
No natural text content available.
RNAV (GPS) RWY 36
MANILA MUNI (MXA)

MISSED APPROACH: Climb to 2800 direct BLITH and hold, continue climb-in-hold to 2800.

- Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below ¾ SM NA.
- Baro-VNAV NA. Use Blytheville Muni altimeter setting; when not received, use Jonesboro altimeter setting and increase all DAs/MDAs 20 feet, and all LNAV/VNAV visibilities ½ SM.

HKA ASOS
135.025

MISSED APCH FIX

4 NM

001°

181°

JAPAB
1.5 NM to RW36

(VAF) JISEP

243

RNAV (GPS) RWY 36

GW36A

APP CRS
001°

Rwy Idg
4141

TDZE
243

Apt Elev
243

1.5 NM to RW36 (IF/IAF)
DUNLE

JISEP

4 NM

001°

181°

5.3 NM

001°

3.3 NM

1.5 NM

2800

001°

2300

GP 4.00°

TCH 40

CATEGORY

A

B

C

D

LPV DA
592-1

349 (400-1)

NA

LNAV/ VNAV DA
552-⅔

309 (400-⅔)

NA

LNAV MDA
660-1

417 (500-1)

NA

CIRCLING
740-1

497 (500-1)

NA

RNAV (GPS) RWY 36

MANILA MUNI (MXA)

Amdt 1 05OCT23

MANILA, ARKANSAS

35°54'N 90°09'W

239
RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 18
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Rw 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 1/2 mile.

Circling

UTA AWOS-3
118.075

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 36
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

RNAV (GPS) RWY 36
MARIANNA, ARKANSAS

Rwy 36 helicopter visibility reduction below ½ 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 alt MDAs 40 feet; increase Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1900 direct FOVIS and hold.

UTA AWOS-3
118.075

MISSED APCH FIX
4 NM

FOVIS

30 NM to HEMBU

HEMBU

091°

271°

1900

30 NM to HEMBU (NEPT)

HEMBU

091°

271°

1900

ELEV 219

TDZE 219

MEMPHIS CENTER
135.3 335.8

UNICOM
122.8 (CTAF)

WAAS
CH 69433
W36A

APP CRS
001°

Rwy Idg
219

Apt Elev
219

RNAV (GPS) RWY 36
MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

RNAV (GPS) RWY 36
MARIANNA, ARKANSAS

ELEV 219

TDZE 219

MARIANNA, ARKANSAS
Amdt 1B 21MAY20

REIL Rwys 18 and 36

34°47'N-90°49'W

RNAV (GPS) RWY 36

MARIANNA/LEE COUNTY-STEVE EDWARDS FLD (6M7)

21MAY20
**RNAV (GPS) RWY 5**

**SEARCY COUNTY (4A5)**

| FLAP AWOS:3 | 132.075 |
| MEMPHIS CENTER | 126.85 281.55 |
| CTAFF | 122.9 |

**CIRCLING**

- **RW05**
- **051°** to
- **RW05**

**MISSED APPROACH**

- Climb to 4000 direct DULLS and hold.

**RNAV (GPS) RWY 5**

- **LPV**
- **Rwy 5**
- **RW05**

**MISSED APCH FIX**

- **4 NM**
- **DULLS**

**CTAF**

- **122.9**

**ELEV 964**

**TDZE 954**

**Apt Elev**

**TP OF 1981**

- Helicopter visibility reduction below ¾ SM NA.

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>1353-1¼</td>
<td>399 (400-1¼)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>RNAV/VNAV DA</strong></td>
<td>1938-3</td>
<td>984 (1000-3)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>RNAV MDA</strong></td>
<td>1920-1¼</td>
<td>966 (1000-1¼)</td>
<td>1920-1½</td>
<td>966 (1000-1½)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1920-1¼</td>
<td>956 (1000-1¼)</td>
<td>1920-1½</td>
<td>956 (1000-1½)</td>
</tr>
</tbody>
</table>

**MARSHALL, ARKANSAS**

**Orig 04FEB16**

**35°54’N-92°39’W**
RNAV (GPS) RWY 23
SEARCY COUNTY (4A5)

**FLP AWOS-3**: 132.075
**MEMPHIS CENTER**: 126.85 281.55
**CTAF**: 122.9

**Missed Approach**: Climb to 4000 direct.

**RNAV (GPS) RWY 23**
**MARSHALL, ARKANSAS**

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

**LPV DA**
- 1512-1 548 (600-1.5)
- NA

**LNAV/VNAV DA**
- 1973 1009 (1100-4)
- NA

**LNAV MDA**
- 1760-1 796 (800-1)
- 1760-1 796 (800-1.5)
- 1760-2 796 (800-2)
- NA

**Circling**
- 1760-1 796 (800-1)
- 1760-1 796 (800-1.5)
- 1760-2 796 (800-2)
- NA

**ELEV 964**
**TDZE 964**

**MARSHALL, ARKANSAS**
**Orig 04FEB16**

**SEARCY COUNTY (4A5)**

**RNAV (GPS) RWY 23**

**MARSHALL, ARKANSAS**
**Orig 04FEB16**

**SEARCY COUNTY (4A5)**

**RNAV (GPS) RWY 23**
**RNAV (GPS) RWY 2**

**RCN**

- **App CRS**: 018°
- **Rwy ldg**: 5602
- **TDZE**: 755
- **Alt Elev**: 771

**Rwy 2 helicopter visibility reduction below ¾ SM NA.**

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

**ASOS**: 120.425

**FORT WORTH CENTER**: 132.2 338.35

**UNICOM**: 122.95 (CTAF)

<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>1227-1/4</td>
<td>472 (500-1/4)</td>
<td>1227-1/4</td>
<td>472 (500-1/4)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1292-1/4</td>
<td>537 (600-1/4)</td>
<td>1292-1/4</td>
<td>537 (600-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1240-3/4</td>
<td>485 (500-3/4)</td>
<td>1240-1/2</td>
<td>485 (500-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>589 (600-1)</td>
<td>1360-1</td>
<td>589 (600-1)</td>
</tr>
</tbody>
</table>

MC ALESTER, OKLAHOMA

**Amdt 1A 05DEC19**

**34°53′N-95°47′W**
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.
RNAV (GPS) RWY 18
MC GEHEE MUNI (7M1)

ELEV 141
TDZE 141

- **RNAV (GPS) RWY 18**
- **MC GEHEE MUNI (7M1)**

**RNP APCH.**

**NA** Rwy 18 helicopter visibility reduction below ¾ SM NA.
Use Greenville, MS altimeter setting, when not received use Monticello altimeter.

**MISSED APPROACH.** Climb to 2000 direct ADUCA and hold.

<table>
<thead>
<tr>
<th>GLH ASOS</th>
<th>MEMPHIS CENTER</th>
<th>CTAFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.525</td>
<td>135.875 269.35</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**WAAS**

<table>
<thead>
<tr>
<th>CH 86425 W18A</th>
<th>APP CRS 180°</th>
<th>Rwy Idg TDZE 141</th>
<th>Apt Elev 141</th>
</tr>
</thead>
</table>

**AL-6378 (FAA)**

**MC GEHEE, ARKANSAS**

**Apt Elev**

- **TDZE** 141
- **MIRL Rwy 18-36**

**RNP APCH.**

1. **360° 180°**
2. **(IF/IAF)**
3. **MEGRE**
4. **(FAF)**
5. **DAVCA**
6. **4 NM**

**MISSED APCH FIX**

1. **ADUCA**
2. **EX**
3. **MEGRE**
4. **Holding Pattern**
5. **4 NM**

**CAUTION**

- **APCH CRS 180°**
- **180° to RW18**
- **30 NM to MEGRE (NoPT)**
- **30 NM to MEGRE**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>680-1</td>
<td>539 (600-1)</td>
<td>680-1½</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>680-1</td>
<td>539 (600-1)</td>
<td>680-1½</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ADUCA**

- **360° 180°**
- **4 NM**

**MEGRE**

- **360° 180°**
- **Holding Pattern**
- **4 NM**

**DAVCA**

- **360° 180°**
- **TCH 40**

**2000**

- **ADUCA**
- **MEGRE**
- **Holding Pattern**
- **4 NM**

**MIRL Rwy 18-36**

**33°37'N-91°22’W**

**MC GEHEE MUNI (7M1)**

**Orig-8 18JUL19**

**33°37'N-91°22’W**

**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.

Table:

<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>122.9</td>
</tr>
</tbody>
</table>

Legend:
- **A** - LP MDA
- **B** - LNAV MDA
- **C** - CIRCLING MDA

<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>560-1</td>
<td>419 (500-1)</td>
<td>560-1/8</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>419 (500-1)</td>
<td>560-1/8</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>519 (600-1)</td>
<td>660-1/4</td>
<td>NA</td>
</tr>
</tbody>
</table>

MC GEHEE MUNI (7M1)

RNAV (GPS) RWY 36

MC GEHEE, ARKANSAS

Orig-A 29MAY14

33°37'N-91°22'W

19283
### RNAV (GPS) RWY 17

**MEDFORD MUNI (O53)**

**Dimensions:** 387.4x594.0

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>175°</td>
<td>3007</td>
<td>1092</td>
<td>1092</td>
</tr>
</tbody>
</table>

**RNAV APCH:**

- **NA** Use Ponca City Rgnl altimeter setting. Procedure NA at night.

**MISSING 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)

**APP CRS 175°**

- **2800**
- **265°**
- **2700**
- **175°**

**ELEV 1092**

- **MIRL Rwy 17-35**
- **300’ x 40’**

**INACE**

- Procedure: Turn NA
- **2800**
- **175°**

**PAKIY**

- **2700**

**FIRET**

- **3000’**
- **588’**
- **90’**

**LNAV MDA**

- **1680-1/4**
- **588 (600-1/4)**

**CIRCLING**

- **1740-1/4**
- **648 (700-1/4)**

**LNAV MDA**

- **1840-1/4**
- **748 (800-1/4)**

**TDZE 1092**

**INACE**

- **1652**
- **1441**

**PAKIY**

- **1182**

**INACE**

- **1715**

**ELEV 1092**

- **MIRL Rwy 17-35**
- **300’ x 40’**

**MIRL Rwy 17-35**

**INACE**

- **2800**
- **265°**
- **2700**
- **175°**

**PAKIY**

- **1182**

**FIRET**

- **3000’**
- **588’**
- **90’**

**LNAV MDA**

- **1680-1/4**
- **588 (600-1/4)**

**CIRCLING**

- **1740-1/4**
- **648 (700-1/4)**

**LNAV MDA**

- **1840-1/4**
- **748 (800-1/4)**

**TDZE 1092**

- **MIRL Rwy 17-35**
- **300’ x 40’**

**MEDFORD, OKLAHOMA**

- **Orig-B 22APR21**
- **36°47’N-97°45’W**

**AL-6731 (FAA)**

23082

**MEDFORD, OKLAHOMA**

- **Orig-B 22APR21**
- **36°47’N-97°45’W**

**AL-6731 (FAA)**

23082
RNAV (GPS) RWY 35
MEDFORD MUNI (O53)

Procedure NA

Use Ponca City Rgnl altimeter setting. Procedure NA at night.

**RNP APCH.**

<table>
<thead>
<tr>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>355°</td>
<td>3007</td>
<td>1085</td>
<td>1092</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 35**

**MEDFORD, OKLAHOMA**

**RNP APCH.**

**NA**

**Use Ponca City Rgnl altimeter setting. Procedure NA at night.**

**PNC ASOS**

134.075

**VANCE APP CON**

118.075 273.475

**UNICOM**

122.8 (CTAF)

**MISSED APPROACH:** Climbing right turn to 5000 direct FIRET and hold.

**APP CRS**

355°

**Rwy Idg**

3007

**TDZE**

1085

**Apt Elev**

1092

**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>1700-1 1/4</td>
<td>608 (700-1 1/4)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>648 (700-1 1/4)</td>
<td>748 (800-1 1/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**ELEV 1092**

**TDZE 1085**

**MIRL Rwy 17-35**

**5000**

**FIRET**

**RW35**

**355°**

**PALOC**

**355°**

**355°**

**355°**

**2700**

**355°**

**2700**

**INERE**

**Procedure Turn NA**

**VGSI and descent angles not coincident**

**VGSI Angle 3.51/TCH 33.**

**MEDFORD, OKLAHOMA**

**Orig-C 22APR21**

**36°47' N-97°45' W**

**249**
RNAV (GPS) RWY 3
MELBOURNE MUNI - JOHN E MILLER FLD (42A)

Helicopter visibility reduction below 5 SM NA. Use Batesville altimeter setting, when not received, and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct HEVUX and hold.

Category A
LP MDA 1280-1 545 (600-1) NA
LNAV MDA 1300-1 565 (600-1) NA
CIRCLING 1320-1 585 (600-1) NA
RNAV (GPS) RWY 21

MELBOURNE MUNI - JOHN E MILLER FLD (42A)

MELBOURNE, ARKANSAS

Amdt 2 13OCT16

SC-1, 30 NOV 2023 to 25 JAN 2024

HDG

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 3/4 SM NA.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

APP CRS

WAAS

CH 82131

W21A

4003

211°

728

Apt Elev

735

BVX AWOS-3

126.375

AWOS-3PT

121.575

MEMPHIS CENTER

126.85 281.55

CTAF

122.90

3100 ZEDOG

RW21

2.1 NM to

JUSIM

828±

884±

1400

2400

3.1 NM

5.9 NM

3100 HEVUX

4 NM

1182

30 NM to HEVUX

3100

301°

3000

121°

031°

121°

031°

ELEV 735

TDZE 728

HEVUX

4 NM Holding Pattern

211°

211°

031°

3000

 CATEGORY

 LP MDA

1180-1 452 (500-1)

NA

LNAV MDA

1240-1 512 (600-1)

NA

CIRCLING

1320-1 585 (600-1)

NA

36°04'N-91°50'W

251
**AWOS-3**  118.025  
**MEMPHIS CENTER**  126.1  269.0  
**UNICOM**  122.8 (CTAF)

---

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 6000 direct GAMML and hold, continue climb-in-hold to 6000.

---

**DME or RADAR required. RNP APCH - GPS.**

---

**Circling Rwy 35 NA at night.**

---

*VGSI Angle 3.00/TCH 49.*

---

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).**
RNAV (GPS) RWY 21
MONTICELLO MUNI/ELLIS FLD (L.L.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.

<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></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>780-1 512 (600-1)</td>
<td>980-2 712 (800-2)</td>
<td>980-2⅓ 712 (800-2⅓)</td>
<td></td>
</tr>
</tbody>
</table>

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.

MISSED APCH FIX
JOSAS

IAP

30 NM to YASUK (IF)
YASUK
301°

2000

211°

121°

TONYY

JUGAG
3 NM to RW21

YASUK

2000

4 NM

211°

031°

211°

GP 3.00°
TCH 52

ELEV 268
TDZE 255

0.4%  U P

33°38'N-91°45'W

257
RNAV (GPS) RWY 17
MOORELAND MUNI (MDF)

Procedure NA at night. Use West Woodward altimeter setting; when not received, use Gage altimeter setting.

WWR AWOS-3
118.425
KANSAS CITY CENTER
126.95 379.2
UNICOM
122.8 (CTAF)

3800 direct ROBVE and hold.

MISSED APPROACH: Climb to 3800 direct ROBVE and hold.

SC-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 27
MORRILTON MUNI (BDQ)

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

- **APP CRS**: 267°
  - **Rwy Idg**: 3998
  - **TDZE**: 320
  - **Apt Elev**: 321

**RNAV (GPS) RWY 27**
- **MORRILTON MUNI (BDQ)**
  - **ELEV**: 321
  - **TDZE**: 320

**RUE AWOS**
- **132.475**

**MEMPHIS CENTER**
- **128.475**
- **377.15**

**UNICOM**
- **122.8 (CTAF)**

**122.9**

**ELEV 321**
**TDZE 320**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

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

**LNAV MDA**
- **1060-1**
- **740 (800-1)**

**CIRCLING**
- **1060-1**
- **739 (800-1)**

**Russellville altimeter setting; when not received, use Little Rock altimeter setting.**

**ZUVMA**
- **3300**
- **357°**
- **30 NM to ZUVMA**
- **087°**

**WUDSU**
- **321**
- **2.05°**

**MORRILTON, ARKANSAS**

Orig-B 30DEC21

**35°08′N-92°43′W**

SC-1, 30 NOV 2023 to 25 JAN 2024
<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>1620-1</td>
<td>714 (800-1)</td>
<td>1620-2</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>714 (800-2)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1700-1</td>
<td>1720-1¼</td>
<td>1720-2¼</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>777 (800-1)</td>
<td>797 (800-1¼)</td>
<td>797 (800-2¼)</td>
<td></td>
</tr>
</tbody>
</table>

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
ILS or LOC RWY 5

BAXTER COUNTY (BPK)

DME required.

Circling NA for Cat C, southeast of Rwy 5-23. Circling to Rwy 23 NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HRO VOR/DME and hold.

ASOS 133.975
MEMPHIS CENTER 126.85 281.55
UNICOM 123.0 (CTAF)
262

MOUNTAIN HOME, ARKANSAS
WAAS

69300
W05A

CH

APP CRS

049°

AL-5406 (FAA)

21336

5000
TDZE
928
Apt Elev
928
Rwy Idg

RNAV (GPS) RWY 5
BAXTER COUNTY (BPK)

RNP APCH.
T
A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above
54°C(130°F). When local altimeter setting not received, use Flippin altimeter setting:
increase LPV DA to 1261 feet, LNAV/VNAV DA to 1310 feet; increase all MDAs 60 feet
and visibility LNAV Cat C18 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 PUNTT and hold.

ASOS

MEMPHIS CENTER

UNICOM

133.975

126.85 281.55

123.0(CTAF)L
5 NM

9°
04

1923

9°
22

PUNTT

0
0
1
3
°
0
8
0
)
.
27
1
(

BERGG

00
24

9°
04(6)

M

Marion
County
Rgnl

(IF/IAF)
COYAB

3000

9°
22

ELEV

(IAF)
HEGEG

VGSI and RNAV glidepath not coincident 3000

928

928

TDZE

PUNTT

(VGSI 3.00/TCH 38).

23

COYAB

229°
*LNAV only.

GOFSH

049°

04
9°

P

3100

*1 NM to
RW05

C CIRCLING

D

C

B

1201-1 273 (300-1)

NA

1
1
1250-1
4 322 (400-14 )

NA

1280-1 352 (400-1)
1400-1 472 (500-1)

049° to
RW05

NA

1420-112
1
2

492 (500-1

)

MOUNTAIN HOME, ARKANSAS
Orig-C 08NOV18

5

LNAV MDA

P
U

P

LNAV/
DA
VNAV

A

1 NM

3.4 NM

6 NM

DA

X

%
3
.
0

2400

TCH 44

CATEGORY

00
50

75

RW05

GP 3.00°

LPV

52
W0
5N
R
M

INNAM

5 NM

5 NM
Holding Pattern

SA

00
31 4°
23 .
9)
6
(

T
oP
N
00 9°
31 31 )
(5

9°
04

1461

1000

(FAF)
GOFSH

T
oP
N
°
00 39
31 1 5)
(

SC-1, 30 NOV 2023 to 25 JAN 2024

RW05
(IAF)
GEYTE

NA

REIL Rwy 5 and 23
MIRL Rwy 5-23

L

L

BAXTER COUNTY
36°22'N-92°28'W

(BPK)

RNAV (GPS) RWY 5

SC-1, 30 NOV 2023 to 25 JAN 2024

1076


RNAV (GPS) RWY 23
BAXTER COUNTY (BPK)

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.

MISSSED APPROACH: Climb to 3100 direct COYAB and hold.

ASOS 133.975
MEMPHIS CENTER 126.85 281.55

UNICOM 123.0 [CTAF]

3000
AVARR
169° (14.9)

[IAF] ZERTY
3000 N 229° (14.9)

[IF/IAF] PUNTT
229°

[IAF] IBUXE
3000 229° (14.9)

2500
CUBVA

3000
COYAB

5 NM

3100
COYAB

5 NM

229°

CUBVA

5.04°

TCH 45

3.04°

4.8 NM

6.2 NM

ELEV 928
TDZE 919

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 46).

5 NM

Holding Pattern

CATEGORY
LNAV MDA
CIRCLING

A
1360-1
1400-1

B
441 (500-1)
472 (500-1)

C
1360-1 1/2
1420-1 1/2

D
441 (500-1 1/2)
492 (500-1 1/2)

NA
NA

UNICOM 123.0 [CTAF] 8

MOUNTAIN HOME, ARKANSAS

Orig-A 08NOV18

36°22'N-92°28'W

263
RNAV (GPS) RWY 27
MOUNTAIN VIEW WILCOX MEML FLD (7M2)

---

### RNAV (GPS) RWY 27

**MOUNTAIN VIEW, ARKANSAS**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>RWy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>272°</td>
<td>4502</td>
<td>796</td>
<td>805</td>
</tr>
</tbody>
</table>

**TAKEOFF:**
- Use MIRL Rwy 9-27
- Visual Segment - Obstacles.
- MIRL Rwy 9-27

**LNAV MDA**
- **CIRCLING**
  - 2120-1 1/4
  - 1315 (1400-1 1/4)
- **D**

**RNAV (GPS) RWY 27**
- **CIRCLING**
  - 2120-1 1/2
  - 1315 (1400-1 1/2)
- **D**

**MISSED APPROACH:**
- Climbing right turn to 3000 direct IBETE and hold.

**FLP AWOS-3**
- 132.075

**MEMPHIS CENTER**
- 126.85
- 281.55

**UNICOM**
- 122.7 (CTAF)

**Procedure:**
- NA for arrivals at UKORE on V305 southwest bound.
- Use Flippen altimeter setting for UKORE; if not received, use DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA.
- Procedure NA at night. Use Flippen altimeter setting; if not received, use Batesville altimeter setting and increase all MDAs 20 feet.

**Advisory:**
- DR
- FLW 272°
- 2120-3
- 3000
- 1315 (1400-3)

**Origin:**
- 22JUN17

---

**MAP:**
- INNAM
- VILLO
- MSA RW 27 25 NA
- SHIRLEY B MOA
- 3600
- 1581
- 2451
- 1845
- 1953
- UKORE
- SOCOB
- IBETE
- ZOLTI
- RW27
- MIRL Rwy 9-27

---

**NOTES:**
- 35°52’N-92°05’W
- SC-1, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 13**

**MUSKOGEE-DAVIS RGNL (MKO)**

***For uncompensated Baro-VNAV systems, procedure NA below 16°C (61°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: increase LPV DA to 948, LNAV/VNAV DA to 1233, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C/D/E and Circling Cat D ½ SM, and Circling Cat C ¼ SM. Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.***

**MISSED APPROACH:**
Climb to 2800 direct FALUN and hold.

---

### ASOS

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>135.025</td>
<td>FORT WORTH CENTER 338.35</td>
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### UNICOM

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>122.8</td>
<td>[CTAF]</td>
</tr>
</tbody>
</table>

### NAVIGATION POINTS

- **POKYO**
- **JANUX**
- **CULAD**
- **HENBI**
- **FALUN**

**Category A/B/C/D/E**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>857-3/4</td>
<td>250 (300-3/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1142-2</td>
<td>535 (600-2)</td>
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<td></td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1180-1</td>
<td>573 (600-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>568 (600-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MUSKOGEE, OKLAHOMA**

**Orig-D 30DEC21**

**RNAV (GPS) RWY 13**

**MUSKOGEE-DAVIS RGNL (MKO)**

---

**TDZE 607**

**ELEV 612**
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting: increase all MDA 100 feet and visibility LNAV and Circling Cat C ½ SM and LNAV and Circling Cat D ½ SM. VDP NA when using Tahlequah Muni altimeter setting. Straight-in Rwy 22 NA at night, Circling Rwy 4, 18, 22, 36 NA at night. Rwy 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

ASOS  FORT WORTH CENTER  UNICOM
135.025  132.2  338.35  122.8 (CTAF)
For uncompensated Baro-VNAV systems, procedure NA below -1.6°C (4°F) or above 47°C (117°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting: increase LPV DA to 934, LNAV/VNAV DA to 1230, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 100 feet and visibility LNAV Cat C/D/E and Circling Cat C ¾ SM, and Circling Cat D ½ SM. Inop table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. Circling RW4 4, 18, 22, 36 NA at night. RW4 4, 18, 22, 36 helicopter visibility reduction below 1 SM NA.

**MISSED APCH FIX**

POKYO

4 NM

**POKYO and hold.**

Climb to 2900 direct POKYO and hold.

**CIRCLING**

1.2 NM to RW31

2.8 NM to CONIK

**MIRL RWY 13**

1.2

ELEV 612

TDZE 593

**MUSKOGEE-DAVIS RGNL (MKO)**
Procedure NA at night. 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.

**MISSED APPROACH:** Climb to 4000 direct OVOKY and hold, continue climb-in-hold to 4000.

**Category** | A | B | C | D
---|---|---|---|---
LP MDA | 940-1 | 390 (400-1) | NA | NA
LNAV MDA | 960-1 | 410 (500-1) | NA | NA
CIRCLING | 1100-1 | 547 (600-1) | 1240-1 | 687 (700-1) | NA

**CTAF**
122.9
RNAP APCH.

Procedure NA at night. Rw 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.

FORT WORTH CENTER
123.925 269.475

CTAF
122.9

MISSED APPROACH: Climb to 3500 direct ULEHI and hold.

Procedure NA for arrivals at NEPRE on V124 northeast bound.
NEWPORT, ARKANSAS

RNAV (GPS) RWY 18
NEWPORT RGNL (M19)

APP CRS
181°

Rwy Idg
5002

TDZE
239

Apt Elev
239

AWOS-3PT
118.15

MEMPHIS CENTER
120.075

289.4

UNICOM
122.8

(CTAF)

RNP APCH-GPS.

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 845 feet and all visibilities ½ SM; increase all MDAs 100 feet and visibility Cats C ¾ SM and D ½ 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.

3000 VURHU

* LNAV only.

1.3 NM to RW18

181°

2049

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

4 NM

1800

001°

181°

3000

NEKLY

4 NM

Holding Pattern

GP 3.00°

TCH 44

1.3

3.4 NM

8.1 NM

CATEGORIES

LPV DA
489-3/4

250 (300-3/4)

LNAV/ VNAV DA
759-13/4

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 18

AL-5843 (FAA)

22083

RNAV (GPS) RWY 18

NEWPORT RGNL (M19)

RNAV (GPS) RWY 18

NEWPORT RGNL (M19)

RNAV (GPS) RWY 18

NEWPORT RGNL (M19)
**NEWPORT, ARKANSAS**

**WAAS**
- **CH**: 70708
- **W36A**: 001°
- **APP CRS**: 5002
- **Rwy Idg**: 239
- **TDZE**: 118.075
- **Apt Elev**: 614

**LANV/VNAV DA**
- 700-1
- 461 (500-1)

**LNAV MDA**
- 700-1
- 461 (500-1)

**CIRCLING**
- 760-1
- 521 (600-1)

**RNAV (GPS) RWY 36**

**NEWPORT RGNL (M19)**

**APP CRS**: 239

**TDZE**: 118.075

**UNICOM**: 122.8 (CTAF)

**AWOS-3PT**
- 116.15

**MEMPHIS CENTER**
- 120.075
- 289.4

**LINCOM**
- 122.8 (CTAF)

**LNAV only**
- 4 NM

**RNAV (GPS) RWY 36**
- 22083

**Type of Approach**
- RNP APCH-GPS

**MISSED APCH FIX**
- NEKLY

**Procedure NA**
- For arrivals at HILLE on V69 southbound.

**ELEV**
- 239

**TDZE**
- 239
**NEWPORT, ARKANSAS**

**AL-5843 (FAA)**

**VOR RWY 18**

NEWPORT RGNL (M19)

**When local altimeter setting not received, use Batesville altimeter setting and increase all MDAs 100 feet. DME required.**

<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>1300-1 1/4</td>
<td>1300-1 1/2</td>
<td>1300-3</td>
<td>1061 (1100-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1300-1 1/4</td>
<td>1300-1 1/2</td>
<td>1300-3</td>
<td>1061 (1100-3)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climb to 2000 then left turn on ARG VORTAC R-197 to RUPPS/24.4 DME and hold.

**AWOS-3PT**

118.15

**MEMPHIS CENTER**

120.075  289.4

**UNICOM**

122.8 (CTAF)

---

**NEWPORT RGNL (M19)**

**VOR RWY 18**

**NEWPORT, ARKANSAS**

**Amdt 4C  22APR21**

**35°38'N-91°11'W**

**275**
Circling NA southeast of Rwy 3-21. DME Required. VDP NA with Will Rogers altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase all DA 41 feet; increase all MDA 60 feet. Increase visibility S-LOC 18 and JIXPU Fix. Minimums Cats C/D ½ mile, increase Circling Cats C/D ¼ mile.

AWOS-3PT

OKE CITY APP CON

WESTHEIMER TOWER

GND CON

UNICOM

DME REQUIRED

Procedure NA for arrivals at OVAYE on V354 northeast bound.
Amdt 2B 26MAY16}

**RNAV (GPS) RWY 3**

**UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)**

- **NORMAN, OKLAHOMA**
  - **35°15'N-97°28'W**
  - **AL-5672 (FAA)**
  - **23166**

**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 ½ mile all Cats, increase LNAV/VNAV visibility to 1 mile all Cats, and increase LNAV Cat C/D visibility to ½ mile. For inop MALS, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat D visibility to ½ mile, LNAV Cat C/D visibility to ½ mile. For inop MALS when using Will Rogers World altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV Cat D visibility to 1½ mile, LNAV Cat C/D visibility to 1½ mile. Circling NA southeast of Rwys 3 and 21.

**AWOS-3PT**
- **119.55**

**OKE CITY APP CON**
- **120.45**
- **288.325**

**WESTHEIMER TOWER**
- **118.0 (CTAF)**

**GND CON**
- **121.6**

**UNICOM**
- **122.95**

**Procedure NA for arrivals at CESTA on V573 southbound.**
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 1 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.
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.

AWOS-3PT OKE CITY APP CON WESTHEIMER TOWER* GND CON UNICOM
119.55 120.45 288.325 118.0 (CTAF) 121.6 122.95

SC-1, 30 NOV 2023 to 25 JAN 2024

SC-1, 30 NOV 2023 to 25 JAN 2024

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

RNAP (GPS) RWY 36

NORMAN, OKLAHOMA
Orig-B 26MAY16

UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
RNAP (GPS) RWY 36

35°15′N-97°28′W

279
When local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDA 60 feet; increase S-3 Cat C/D visibility ¼ mile, Circling Cat C/D ½ mile. For inop MALS increase S-3 Cat C/D visibility to 1½ mile. For inop MALS when using Will Rogers World altimeter setting, increase S-3 Cat C/D visibility to 1 mile. Circling NA southeast of Rwy 3 and 21.

**LOC RWY 3**  
**UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)**

- **AWOS-3PT**: 119.55
- **OKE CITY APP CON**: 120.45 288.325
- **WESTHEIMER TOWER**: 118.0 (CTAF)
- **GND CON**: 121.6
- **UNICOM**: 122.95

**MALS**

- **LOCALIZER 111.1**
- **I-PHY**: Chan 88

**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.

**SOONR OM/INT**

- **I-PHY**: 5.5
- **IRW**: 11.7
- **RADAR**

**LOCALIZER**

- **I-PHY**: Chan 48

**SOONR OM/INT/I-PHY 2.9**

- **YUGSU INT**
- **I-PHY 2.9**

**SOONR OM/INT**

- **I-PHY 5.5/RADAR**

- **3100**
  - **I-PHY SW crs**
  - **SOONR**

**1.1 ELEV**

- **1820**
  - **0.8 NM**
  - **0.1 NM**
  - **2.6 NM**

**SOONR OM/INT**

- **I-PHY 2.9**

**YUGSU INT**

- **I-PHY 2.1**

**SOONR OM/INT/I-PHY 5.5**

- **3000**

**SOONR OM/INT/I-PHY 2.9**

- **033°**

**CAMPAIGN SPACE**

- **ỌỌ̀N / UNICOM**
  - **118.0 (CTAF)**
  - **121.6**
  - **122.95**

**CIRCLING**

- **1660-1**
  - **478 (500-1)**

**GENERAL**

- **Knots**: 60 90 120 150 180
- **Min.Sec**: 4:30 3:00 2:15 1:48 1:30

**AWOS-3PT**

- **119.55**

**SC-1, 30 Nov 2023 to 25 Jan 2024**

**LOC DWY 3**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
TAKING OFF 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 heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . .

TAKEOFF RUNWAY 18: Climb heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . .

TAKEOFF RUNWAY 21: Climb heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED. Thence . . .

TAKEOFF RUNWAY 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)
TAKEOFF MINIMUMS:
Rwys 3, 18, 21, 36:
Standard with minimum climb of 500' per NM to 1700.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to 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)
**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 GLOPS, thence . . . .

**TAKEOFF RUNWAY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

**TAKEOFF RUNWAY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to GLOPS, thence . . . .

**TAKEOFF RUNWAY 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 RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

TAKEOFF RUNWAY 36: Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . .

. . . . on track 267° to OLGUY, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN)

YOUSE TRANSITION (OLGUY3.YOUSE)

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

**TAKEOFF RUNWAY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

**TAKEOFF RUNWAY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OHYOU, thence . . . .

**TAKEOFF RUNWAY 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.

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)
**STPHN THREE DEPARTURE (RNAV) UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN) AL-5672 (FAA) NORMAN, OKLAHOMA**

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.

**NOTE:** Chart not to scale.

---

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to SQRL, thence ....

**TAKEOFF RUNWAY 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to SQRL, thence ....

**TAKEOFF RUNWAY 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to SQRL, thence ....

**TAKEOFF RUNWAY 36:** Climb on heading 356° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to SQRL, 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)

---

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**

Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
 Rwys 3, 18, 21, 36: Standard with minimum climb of 500' per NM to 1700.

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 BASSR, thence . . . .
TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to BASSR, thence . . . .
TAKEOFF RUNWAY 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)
Takeoff Runway 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

Takeoff Runway 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

Takeoff Runway 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .

Takeoff Runway 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.GGGold)**

### 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 OLMPC, thence . . . .
- **Takeoff Runway 18:** Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
- **Takeoff Runway 21:** Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to OLMPC, thence . . . .
- **Takeoff Runway 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.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 032° to 1700, then left turn heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RUNWAY 18: Climb on heading 176° to 1700, then heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RUNWAY 21: Climb on heading 212° to 1700, then left turn heading 176° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

TAKEOFF RUNWAY 36: Climb on heading 032° to 1700, then heading 356° or as assigned by ATC, expect RADAR vectors to MOOON, thence . . . .

. . . . on track 056° to TRUPR, then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

COORT TRANSITION (TRUPR3.COORT)

DRLER TRANSITION (TRUPR3.DRLER)

GTYER TRANSITION (TRUPR3.GTYER)

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
RNAV (GPS) RWY 5
NORTH LITTLE ROCK MUNI (ORK)

Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B is in use. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals at PARON on V532 westbound.

Procedure NA for arrivals at BEGAN on V124-573 westbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 49).
Circling NA for Cats B and C north of Rwy 5-23 when R-2403B is active.
Procedure NA when restricted area R-2403B is in use.

Procedure NA for arrivals at JENAN on V124-573 southwest bound.

Procedure NA for arrivals at HOBER on V74 southeast bound.

VGSI and descent angles not coincident (VGSI angle 3.00/TCH 44).
From PARON: RNAV 1-GPS required. DME and RADAR required.

- **Circling NA for Cats B and C north of Rwy 5-23 when R-2403B active.**

- **Misssed 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 |

**UNICOM**

| 123.075 (CTAF) |

**CIRCLING**

| 1040-1 | 495 (500-1) |

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>980-1</td>
<td>439 (500-1)</td>
<td>980-1½</td>
</tr>
<tr>
<td>C</td>
<td>1040-1</td>
<td>495 (500-1)</td>
<td>1080-1½</td>
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</tbody>
</table>

**VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 49).**

Use I-ORK DME when on the localizer course.

**LOCALIZER 111.9**

| Chan 56 |

**R-2403A**

**AWHOG**

| I-ORK 6.1 |

**2200**

**I-ORK 2.2**

**I-ORK 1**

**2.2**

**I-ORK 6.1**

**2200**

**053°**

**TCH 40**

**5002 X 75**

**3019 X 75**

**MISSED APCH FIX**

**OCAPU UT 25**

**R-352 Chan 86**

**LITTLE ROCK**

**113.9 UT**

**R-352 Chan 86**

**MISA LIT 25 NM**

**3300**
RNAV (GPS) RWY 35L
CLARENCE E PAGE MUNI (RCE)

**Misssed Approach:** Climb to 3800 direct CATKI and hold.

**Amdt 2B 20MAY21**

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>OKE CITY APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>125.05</td>
<td>124.6  266.8</td>
<td>123.0  (CTAF)</td>
</tr>
</tbody>
</table>

**Category:**

- A
- B
- C
- D

**LPV DA:**

- 1651-1
- 301 (300-1)
- NA

**LNAV MDA:**

- 1760-1 (500-1)
- 1760-1½ (500-1¼)
- NA

**Circling:**

- 1800-1
- 1820-1
- 1840-1½
- NA

**WAAS CH 86901 W35A**

- APP CRS 353°
- Rwy Idg 6014
- TDZE 1350
- Apt Elev 1354

**Oklahoma City, Oklahoma**

35°29'N - 97°49'W

297
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.

**MISSING APPROACH:**
Climb to 3200 direct NUFAD and hold.

**AWOS-3**
120.975

**OKE CITY APP CON**
124.6  266.8

**CLNC DEL**
123.7

**UNICOM**
122.7 (CTAF)

**MISSED APCH FIX**
NUFAD

**AWOS-3**
120.975

**OKE CITY APP CON**
124.6  266.8

**CLNC DEL**
123.7

**UNICOM**
122.7 (CTAF)

**MISSED APCH FIX**
NUFAD

**AWOS-3**
120.975

**OKE CITY APP CON**
124.6  266.8

**CLNC DEL**
123.7

**UNICOM**
122.7 (CTAF)
VOR RWY 18
SUNDANCE (HSD)

DME required.

Circling Rwy 36 NA at night.

awos-3
oklahoma city app con
clnc del
unicom

120.975
124.6 266.8
123.7
122.7 (ctaf)

misseed approach: climb to 3000 direct irw vortac.

vgsi and descent angles not coincident (vgsi angle 3.00/tch 30).

remain within 10 nm

oklahoma city, oklahoma

amdt 1h 02dec21

35°36'N-97°42'W

vgsi and descent angles not coincident (vgsi angle 3.00/tch 30).

remain within 10 nm

oklahoma city, oklahoma

amdt 1h 02dec21

35°36'N-97°42'W
ILS or LOC RWY 17L

WILEY POST (PWA)

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct IRW VORTAC and hold.

ATIS 128.725
OKE CITY APP CON 124.6 266.8
WILEY POST TOWER 126.9 (CTAF) 306.9
GND CON 121.7
UNICOM 122.95

ALTERNATE MISSED APCH FIX
JESKE INT PWA 14.5

One Minute Holding Pattern

GND CON 121.7
WABDU PWA 11 RADAR

PWA 110.15

LOCALIZER 110.15

1000
500
2000
3000
4000

OKLAHOMA CITY, OKLAHOMA

35°32’N-97°39’W
**OKLAHOMA CITY, OKLAHOMA**

**LOC/DME 1-TFM**

| 110.15 | APP CRS 355° | Rwy Ldg 6844 | TDZE 1299 | Apt Elev 1300 |

**MALSR**

**ASR**

**DME and RADAR required.**

**ATIS** | **OKE CITY APP CON** | **WILEY POST TOWER** | **GND CON** | **UNICOM** |
| 128.725 | 124.6 266.8 | 126.9(CTAF) 306.9 | 121.7 | 122.95 |

**LOCALIZER 110.15**

1-TFM

1-TFM 6.2

PWA

WILEY POST

**WILEY POST (PWA)**

**MISSING APPROACH:** Climb to 1800 then turning left at 3000 toward heading 180° and PWA VOR/DME R-216 to JESKE INT/PWA 14.5 DME and hold.

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 54).**

**HIRL Rwy 17L-35R unusable for procedure turn.**

**I-TFM:**

**Category A**

**S-ILS 35R**

1499-1/2

200 (200-1/2)

**S-LOC 35R**

1740-1/2

441 (500-1/2)

1740-7/6

441 (500-7/6)

**CIRCLING**

1780-1

480 (500-1)

1880-1/2

580 (600-1/2)

1880-2

580 (600-2)

**OKLAHOMA CITY, OKLAHOMA**

Amdt 1 19MAY22

35°32’N-97°39’W
RNAV (GPS) RWY 17L
WILEY POST (PWA)

For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV Cat C/D visibility to 1 SM.

ATIS 128.725
OKE CITY APP CON 124.6 266.8
WILEY POST TOWER * 126.9 (CTAF) 0 306.9
GND CON 121.7
UNICOM 122.95

MISSED APPROACH: Climb to 1700 then climbing right turn to 3400 direct BISKT and hold.

WAAS CH 72737 W17A
APP CRS 175° Rwy Idg 6844
TDZE 1291 Apt Elev 1300

MALS R 2758

ELEV 1300 TDZE 1291

HIRL RWY 17L: 35R
MIRL Rwys 13-31 and 17R: 35L
REIL Rwys 17R and 35L

35°32'N-97°39'W
**RNAV (GPS) RWY 17R**

**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

**ELEV** 1300

**TDZE** 1283

**APP CRS**
- **Rwy Idg** 5002
- **TDZE** 1283
- **Apt Elev** 1300

**RNAV (GPS) RWY 17R**

**OKLAHOMA CITY, OKLAHOMA**

**UNICOM 122.95**

**RNAV (GPS) RWY 17R**

**MISSED APPROACH**: Climb to 1700 then climbing right turn to 3400 direct BISKT and hold.
MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 direct BISKT and hold.

Procedure NA for arrivals on IRW VORTAC airway radials 241 CW 045.
MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct IRW VORTAC and hold.

Procedure NA for arrival on IRW VORTAC airway radials 292 CW 045.
MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.
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.FUNNL):

NOTE: Chart not to scale.
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.

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):
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: Climb on heading 176° to 1800, then right turn heading 201° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWY 31: Climb on heading 311° to 1800, then right turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

TAKEOFF RWYS 35L/R: Climb on heading 356° to 1800, then left turn heading 336° or as assigned by ATC, expect RADAR vectors to BEEDI, thence . . . .

. . . . on track 267° to OLGUY then on (transition). Maintain 3000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

GRUVN TRANSITION (OLGUY3.GRUVN):

YOUSE TRANSITION (OLGUY3.YOUSE):

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 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: Chart not to scale.
SSYKO 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 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):

NOTE: Chart not to scale.

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

ATOCA TRANSITION (TEBRD3.ATOCA)
NOTE: Chart not to scale.

NOTES:
- RNAV 1.
- DME/DME/IRU or GPS required.
- RADAR 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 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)

TAKOFF MINIMUMS
- Rwys 13, 17L/R, 31, 35L/R: Standard with minimum climb of 500’ per NM to 2100.

TOP ALTITUDE: ASSIGNED BY ATC

WILEY POST (PWA)

OKLAHOMA CITY, OKLAHOMA

ATIS
126.725
GND CON
121.7
WILEY POST TOWER *
126.9 306.9
OKE CITY DEP CON
124.6 266.8

OUKLAHOMA CITY, OKLAHOMA

203.6
260.7
420.8
321

07DEC17

OKLAHOMA CITY, OKLAHOMA

WILEY POST (PWA)

321
TRUPR 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 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: 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)
OKLAHOMA CITY, OKLAHOMA

**AL-301 (FAA)**

**ILS RWY 35R (SA CAT I)**

**WILL ROGERS WORLD (OKC)**

**LOC/DME** 110.9

**App CRS** 356°

**Rwy Idg** 9802

**TDZE** 1294

**Apt Elev** 1296

---

**DME required.**

- **ASR** Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

---

**MISSED APCH FIX**

- **ATREC INT**
  - IRW 114.1
  - Chan 88
- **PWA**
  - Chan 81

---

**LOCALIZER 110.9**

**I-RGR**

**Chan 46**

---

**MSIS 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.

---

**MISSING**

**ATREC INT IRW 114.1**

**IRW Chan 88**

---

**HOLD 6000**

**ATREC INT**

**IRW R-357**

**5000 to JAVXE**

**HDG 356° (11.6)**

**OV DIE**

**I-RGR 6.9**

**I-RGR Chan 88**

---

**O K L A H O M A C I T Y, O K L A H O M A**

Amdt 10F 23FEB23

---

**RA** 178/14 150 DA 1444

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

---

**WILL ROGERS WORLD (OKC)**

**ILS RWY 35R (SA CAT I)**

---

**OKLAHOMA CITY, OKLAHOMA**

Amdt 10F 23FEB23

---

**35°24'N-97°36'W**
**OKLAHOMA CITY, OKLAHOMA**

<table>
<thead>
<tr>
<th>LOI/DME 110.9</th>
<th>I-RGR</th>
<th>APP CRS 356°</th>
<th>Rwy Idg 9802</th>
<th>TDZE 1294</th>
<th>Apt Elev 1296</th>
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**MISSING 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.

<table>
<thead>
<tr>
<th>LOCALIZER 110.9</th>
<th>I-RGR</th>
<th>Chan 46</th>
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**Simultaneous approach authorized**.

**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

<table>
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<tr>
<th>MISSED APCH FIX</th>
<th>ATREC INT IRW 15.5</th>
<th>113.4 PWA Chan 81</th>
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<th>5000 to JAVXE</th>
<th>168° (11.6)</th>
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<th>OVLIE I-RGR 6.9</th>
<th>CROPE I-RGR 11</th>
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**GND CON** 121.9 348.6

**CLNCE DEL** 124.35

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

OKLAHOMA CITY, OKLAHOMA

Amdt 13A 24MAR22
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F), GPS required. Simultaneous approach authorized with Rwy 17R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS R
MISSING APPROACH: Climb to 5000 on track 176° to JAVXE and hold, continue climb-in-hold to 5000.

D-ATIS
HIRL Ryws 17L-35R and 17R-35L
MIRL Rwy 13-31
TDZ/CL Rwy 35R
REIL Ryws 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Ryws 17L-35R and 17R-35L

AUTHORIZATION REQUIRED
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.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct JESKE and hold.

Radar required for arrivals at HUDEL.

Radar required for procedure entry at CUBTU.

Radar required for procedure entry at FINYA.
OKLAHOMA CITY, OKLAHOMA

APP CRS
356°

Rwy Idg
9802
TDZE
1294
Apt Elev
1296

Amdt 2C  07DEC17

HALTO
D-ATIS
NICOM

CARLY
2300 (1.3)

RW35R
356°

CARES
356° (2.2)

CASVA
3500

4000

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RNAV (GPS) RWY 13

WILL ROGERS WORLD (OKC)

OKLAHOMA CITY, OKLAHOMA
AL-301 (FAA)

22307

RNAV (GPS) RWY 13
WILL ROGERS WORLD (OKC)

OKLAHOMA CITY, OKLAHOMA
AL-301 (FAA)

22307

RNAV (GPS) RWY 13
WILL ROGERS WORLD (OKC)

WILL ROGERS WORLD (OKC)

RNAV (GPS) RWY 13

WILL ROGERS WORLD (OKC)

REIL Rwy 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17R-35R and 17L-35L

ELEV 1296 D TDZE 1279

ProcedureNAfor arrivals at BISK on T422 southwest bound.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct JESKE and hold.
RNAV (GPS) Y RWY 17L
WILL ROGERS WORLD (OKC)

**RNP APCH-GPS:**

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 4500, and LNAV all Cats visibility to RVR 5500.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSING APCH FIX**

JAVXE

**D-ATIS**

125.85

**OKE CITY APP CON**

124.6  266.8

**ROGERS TOWER**

119.35  269.45

**GND CON**

121.9  348.6

**CLNC DEL**

124.35

**DAWKS**

**Procedure NA** for arrivals at BISKT on T422 southwest bound.

**BISKT**

**MISSING APCH FIX**

JAVXE

**GOLFS**

4000

**HANGS**

3000

**RURIQ**

1.3 NM to RW17L

**RW17L**

**RVR IQ**

1.3 NM to RW17L

**RW17L**

**GOLFS**

4000

**HANGS**

3000

**RURIQ**

1.3 NM to RW17L

**RW17L**

**LNAV/MDA**

1660/24  373 (400-½)

1660/35  373 (400-½)

**CIRCLING**

1740-1  444  (500-1)

1760-1  464  (500-1)

1960-1/4  664  (700-1½)

2000-2/4  704  (800-2½)

2240-3

**CIRCLING**

1740-1  444  (500-1)

1760-1  464  (500-1)

1960-1/4  664  (700-1½)

2000-2/4  704  (800-2½)

2240-3

**OKLAHOMA CITY, OKLAHOMA**

Amdt 3D  19MAY22

35°24’N-97°36’W
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.

D-ATIS 125.85  OKE CITY APP CON  124.6  266.8  ROGERS TOWER  119.35  269.45  GND CON  121.9  348.6  CLNC DEL  124.35

Procedure NA for arrival on IRW VORTAC airway radials 106 CW 241.

LNAV only. 0.9 NM to RW35R

+0.9 NM to RW35R

-356° (3.5)

176°

5 NM

356°

356°

356°

176°

5000

ATREC

WOROV

1.4 NM to RW35R

CARES

3000

CROPE

JAVXE

5000

Holding Pattern

ELEV 1296

TDZE 1294

REIL Rwys 13 and 31
TDZ/CL Rwy 35R
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

OKLAHOMA CITY, OKLAHOMA

Amdt 3C  07DEC17

35°24'N-97°36'W

WILL ROGERS WORLD (OKC)

RNAV (GPS) Y RWY 35R
Inop table does not apply to S-17L Cats B, C, D, and E. Cat E procedure turn NA. For inap ALS, increase LANBY Fix Minimums S-17L visibilities CATs A and B to RVR 5000, and Cats C, D and E to RVR 6000.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3100 on IRW VORTAC R-263 to JESKE INT/12 IRW DME and hold.

**LANBY INT FIX MINIMUMS**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
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<td>1013 (1100-2.5)</td>
<td>2300-1/2</td>
<td>1013 (1100-2.5)</td>
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<td>1004 (1100-1.5)</td>
<td>2300-1/2</td>
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<td>2300-1/2</td>
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**LANBY APP CRS**

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<th>Knots</th>
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<td>Min:Sec</td>
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<td>2.45</td>
<td>2.12</td>
<td>1.50</td>
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**WILEY POST**

113.4 PWA  Channel 81

**VOR IRW 17L**

**WILL ROGERS WORLD (OKC)**

**OKLAHOMA CITY, OKLAHOMA**

Amdt 2B  24MAR22

35°24'N-97°36'W  341
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWYS 17L/R, 18: Climb heading 176° to 1800, then heading 176° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWY 31: Climb heading 311° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

TAKEOFF RWYS 35L/R, 36: Climb heading 356° to 1800, then right turn heading 011° or as assigned by ATC, expect RADAR vectors to VOWED, thence . . . .

. . . . on track 080° to FUNNL, then on (transition). Maintain 5000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

PHARAA TRANSITION (FUNNL3.PHARA):
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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500' per NM to 1800.

NOTE: Chart not to scale.
TAKEOFF MINIMUMS:
Rwys 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500' per NM to 1800.

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

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

NOTE: Chart not to scale.

Rwy 13, 17L/R, 18, 31, 35L/R, 36:
Standard with minimum climb of 500'
per NM to 1800.

TAKEOFF MINIMUMS:

TAKEOFF RWY 13: Climb heading 131° to 1800, then right turn heading 201°
or as assigned by ATC, expect RADAR vectors to SQRLR, 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 SQRLR, thence . . .
TAKEOFF RWY 31: Climb heading 311° to 1800, then heading 311° or as assigned
by ATC, expect RADAR vectors to SQRLR, 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 SQRLR, 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):
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 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)**
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)

TAKEOFF MINIMUMS

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

TOP ALTITUDE: ASSIGNED BY ATC

OGALD TRANSITION (THRPE3.GGOLD)
FLECH TRANSITION (THRPE3.FLECH)
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 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)
**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)
ILS or LOC RWY 18

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

For inop ALS, increase S-ILS all Cats visibility to ⅔ SM, increase S-LOC Cats A and B visibility to 1 SM, and S-LOC Cat C visibility to ⅔ SM.

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold, continue climb-in-hold to 2600.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>S-ILS 18</td>
<td>920-⅔</td>
<td>200 (200-½)</td>
<td>NA</td>
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<tr>
<td>S-LOC 18</td>
<td>1260-⅔</td>
<td>540 (600-½)</td>
<td>1260-1</td>
<td>540 (600-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1320-1</td>
<td>600 (600-1)</td>
<td>1340-1</td>
<td>620 (700-1)</td>
</tr>
</tbody>
</table>

MIRL Rwy 18-36

FAF to MAP 5.1 NM

Knots

Min:Sec

35°40'N-95°57"W

Amdt 2 24MAR22

OKMULGEE, OKLAHOMA

AWOS-3PT

118.225

TULSA APP CON

119.85 338.3

UNICOM

123.0 (CTAF)

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

OKMULGEE, OKLAHOMA

35°40'N-95°57"W
RNAV (GPS) RWY 18
OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

**AWOS-3PT**
118.225

**TULSA APP CON**
119.85 338.3

**UNICOM**
123.0 (CTAF)

Procedure NA for arrivals at WOTNA on V532 northwest bound.

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 ½ SM. DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

**MALSR**

MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

**ELEV 720**

**TDZE 720**

**MIRL Rwy 18-36**

**OKMULGEE, OKLAHOMA**

Amdt 1A  26MAR20

**RNAV (GPS) RWY 18**

**OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)**

35°40'N-95°57'W

**RNAV (GPS) RWY 18**

**OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)**

35°40'N-95°57'W
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).

HOLD 6000 3000

5 NM 3.8 NM 1.4 NM

CATEGORY A B C D

LPV DA 904-3/4 200 (200-3/4)

LNAV/VNAV DA 991-7/8 287 (300-7/8)

LNAV MDA 1180-1 476 (500-1) 1180-1 476 (500-1 3/4)

CIRCLING 1240-1 1340-1 1340-1 1340-1 1640-3

520 (600-1) 620 (700-1) 620 (700-1) 920 (1000-3)

AL-727 (FAA) 23054

RNAV (GPS) RWY 36

OKMULGEE RGNL/PAUL AND BETTY ABBOTT FLD (OKM)

35°40'N-95°57'W

356°

OKMULGEE, OKLAHOMA

Orig-B 23FEB23
RNAV (GPS) RWY 19
OSCEOLA MUNI (7M4)

**RNAV (GPS) RWY 19**

**OSCEOLA, ARKANSAS**

**AL-6994 (FAA)**

**RNP APCH.**

- **Procedure NA at night.**
- **Rwy 19 helicopter visibility reduction below 1 SM NA.**

**UNICOM**

- **122.8 (CTAF)**

**HKA ASOS**

- **135.025**

**MEMPHIS CENTER**

- **119.1 291.6**

**UNICOM**

- **190.0 290.0**

**NOBDY**

- **3500**

**WORUP**

- **3.04° TCH 40**

**UKUCI**

- **1900**

- **3000**

**UKUCI**

- **3000**

- **418**

**UKUCI**

- **444**

**UKUCI**

- **648**

**UKUCI**

- **724**

- **3000 No PT**

**UKUCI**

- **997°**

**ZARAM**

- **3000 No PT**

**ZARAM**

- **187°**

**APP CRS**

- **187°**

**Rwy Idg**

- **3799**

**TDZE**

- **235**

**Apt Elev**

- **235**

**CATEGORY**

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

<table>
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<tr>
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<th>Circling</th>
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<tr>
<td>740-1</td>
<td>740-1</td>
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<tr>
<td>505 (600-1)</td>
<td>1060-1</td>
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<tr>
<td>825 (900-1 4)</td>
<td>825 (900-2 4)</td>
</tr>
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</table>

**RNAV (GPS) RWY 19**

**OSCEOLA MUNI (7M4)**

**OSCEOLA, ARKANSAS**

**Orig-A 03JAN19**

**35°41'N-90°01'W**
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Smith altimeter setting; when not received, use Drake Fld altimeter setting and increase all MDAs 80 feet; increase LNAV Cat A/C and Circling Cat C visibility ¼ SM.

**RAZORBACK APP CON**

- **120.9 343.75**

**UNICOM**

- **122.8 (CTAF)**

**RAV (GPS) RWY 4**

**OZARK/FRANKLIN COUNTY (7M5)**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**Category**

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

**LNAV MDA**

- **1480-1**
  - 832 (900-1)

**CIRCLING**

- **1480-1½**
  - 832 (900-1½)

**UNICOM (1) 2095 2170**
### RNAV (GPS) RWY 4

**RNAV (GPS) RWY 4**

**KIRK FLD (PGR)**

---

**APP CRS**

<table>
<thead>
<tr>
<th>RWY Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>4011</td>
<td>290</td>
<td>290</td>
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</table>

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**RNP APCH - GPS**

- **Circling NA to Rwys 8 and 26. Rwy 4 helicopter visibility reduction below 3/4 SM NA.** Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

---

**RNAV (GPS) RWY 4**

- **PARAGOULD, ARKANSAS**

**UNICOM**

<table>
<thead>
<tr>
<th>JBR ASOS</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>118.525</td>
<td>120.075 289.4</td>
<td>122.8 (CTAF)</td>
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**Procedure NA for arrival on ARG VORTAC airway radials 058 CW 211.**

---

**WALNUT RIDGE ARG**

- **HOLD 2500 045° to RW04**

---

**CATEGORY**

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<tr>
<td>LNAV MDA</td>
<td>510 (600-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>860-1¼</td>
<td>1000-1¼</td>
<td>NA</td>
</tr>
</tbody>
</table>

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**PARAGOULD, ARKANSAS**

- **Orig-C 07OCT21**

- **36°04'N-90°31'W**
RNAV (GPS) RWY 22

KIRK FLD (PGR)

PARAGOULD, ARKANSAS

AL-5544 (FAA)

Circling NA to Rwy 8 and 26. Rwy 22 helicopter visibility reduction below 3/8 SM NA. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDA 20 feet.

RNP APCH - GPS.

JBR ASOS
118.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

PARAGOULD, ARKANSAS

Orig-D 07OCT21

PARAGOULD, ARKANSAS

36°04'N-90°31'W

361
Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA to Rwys 8 and 26. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDAs 20 feet.

**VOR RWY 4**

PARAGOULD, ARKANSAS

**APP CRS**

<table>
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<tr>
<th>VOR/DME</th>
<th>JBR 115.85</th>
<th>Chan 105(Y)</th>
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<tr>
<td>Rwy Idg</td>
<td>019°</td>
<td>4011</td>
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<tr>
<td>TDZE</td>
<td>290</td>
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<tr>
<td>Apt Elev</td>
<td>290</td>
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</table>

**VOR RWY 4**

**PARAGOULD, ARKANSAS**

**AL-5544 (FAA)**

**VOR RWY 4**

**KIRK FLD (PGR)**

**JBR ASOS** 118.525

**MEMPHIS CENTER** 120.075 289.4

**UNICOM** 122.8 (CTAF)

**JBR ASOS**

- Channel 92
- 114.5 ARG
- Channel 92

**JONESBORO**

- Channel 105(Y)

**GILMORE**

- Channel 77

**IM/IAF**

- Channel 92
- 114.5 ARG

**IF/IAF**

- JONESBORO
- Channel 105(Y)

**GQF**

- Channel 77

**One Minute Holding Pattern**

- JBR VOR/DME
- DAZEL INT
- JBR 11.7

**GQF**

- Channel 77

**Missed Approach**

- Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

**MISSED APPROACH**

- Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.
When local altimeter setting not received, use Ardmore Downtown Exec altimeter setting:
increase all DA 97 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility
and LNAV Cats C/D and Circling Cat C visibility ½ SM and Circling Cat D visibility ½ SM.
Baro-VNAV and VDP NA when using Ardmore Downtown Exec altimeter setting. For
uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 46°C.

**Climb to 3000 direct**

**MELEIE and hold.**
RNAV (GPS) RWY 17

PERRY MUNI (F22)

Baro-VNAV NA when using KPNC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When VGSI inop, procedure NA at night. Rwys 17/35 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting and increase all DA 53 feet, all MDA 60 feet and increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

Procedure NA for arrivals on PER VORTAC radials 129 CW 291.

Procedure NA for arrivals at GULII on V140 eastbound.

MISSED APPROACH: Climb to 3000 direct HIGIY and on track 192° to YUPUD and hold.

### Diagram

**RNAV (GPS) RWY 17**

**PERRY MUNI (F22)**

**KANSAS CITY CENTER**
127.8 319.1

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 17**

**PERRY MUNI (F22)**

**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>1244-1</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1434-1½</td>
<td>440 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1360-1</td>
<td>366 (400-1)</td>
<td>366 (400-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>LPV MDA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
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</tbody>
</table>

**PERRY, OKLAHOMA**

**36°23'N-97°17'W**

**PERRY MUNI (F22)**

**Origin B 15AUG19**

**365**
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. Rw3 35 helicoper visibility reduction below 3/4 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 ¾ SM, increase all MDAs 60 feet and Cat C visibility ¾ SM.

**CIRCLING**

**LNAV/VNAV**

**LNAV MDA**

**CIRCLING**

**RNAV (GPS) RWY 35**

**PERRY MUNI (F22)**

36°23'N-97°17'W

PERRY, OKLAHOMA

Orig 22JUN17

SC-1, 30 NOV 2023 to 25 JAN 2024

WAAS CH 61140

APP CRS 354°

Rwy Idg 5103

TDZE 1003

Apt Elev 1003

MISSED APPROACH:

Climb to 3000 direct AHOBY and hold.

Procedures NA for arrivals on PER VORTAC airway radials 110 CW 274.

Procedures NA for arrivals at GULLI on V140 eastbound.
PERRY, OKLAHOMA

VOR RWY 17
PERRY MUNI (F^22)

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

NA

Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. DME required.

Amdt 3D  23APR20

36°23'N-97°17'W

367
DME required.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on PBF VOR/DME R-211 to RISON/PBF 15 DME and hold.

For inop ALS, increase S-LOC 18 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 1/2 SM and Circling Cats C/D visibility 1/4 SM.

**LOC I-PBF**

**APP CRS** 111.7 178°

**Rwy Idg** TDZE 206

**Apt Elev** 206

**MISSED APCH FIX**: Climb to 2000 NoPT PBF B Arc.

**Category C**

**S-ILS 18**

- GS 3.00°
- TCH 54

**S-LOC 18**

- LS 3.4°
- 162°

**LITTLE ROCK APP CON**

- 119.85
- 353.6

**ASOS**

- 120.775

**CLNC DEL**

- 119.85

**UNICOM**

- 123.0 (CTAF)

**MALSR**

- 10 25 NM

**PINE BLUFF RGNL/GRIDER FLD (PBF)**

**ELEV** 206

**TDZE** 206

**MIRL Rwy 18-36**

**R-244**

**PBF VOR/DME**

**TUCKER OM/INT**

**REYLO PBF 8**

**NETAA PBF 12.4**

**LOCALIZER 111.7**

**I-PBF**

**IYUNE PBF 8**

**RISON PBF**

**MALSR**

**116.0 PBF**

**Chan 107**

**178°**

**GS 3.00°**

**TCH 54**

**LOC 18 Cat C/D visibility 1 SM and Circling Cats C/D visibility 1/4 SM.**
Baro-VNAV NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting; increase LPV DA to 527 ft; increase LNAV/VNAV DA to 562 ft and visibility all Cats ≥ SM; increase all MDA 80 ft and LNAV and Circling visibility Cats C/D ≥ SM.

Procedure NA for arrivals at PBF VOR/DME on V16 northeast bound.

**MISSED APCH FIX**

- **ASOS**: 120.775
- **LITTLE ROCK APP CON**: 119.85 353.6
- **CLNC DEL**: 119.85
- **UNICOM**: 123.0 (CTAF)

**MISSING APPROACH**

Climb to 2000 direct PAYIT and hold.

**ELEV** 206  **TDZE** 202

**NAVIGATION AID**

- **ASOS**: 120.775
- **APP CRS**: 358°
- **Rwy Idg**: 5998
- **Apt Elev**: 202

**ALTIMETER**

- **23166**
- **PINE BLUFF, ARKANSAS**

**APPROACH**

- **RNAV (GPS) RWY 36**
- **PINEBLUFF RGNL/GRIDER FLD (PBF)**

**MISSED APPROACH**

Climb to 2000 direct PAYIT and hold.

**AIRPORT INFORMATION**

- **PINE BLUFF**: 34°10'N-91°56'W

**MAP**

- **2000**: PAYIT
- **2000**: PAYIT
- **WEPIR**: 1.7 NM to RW36
- **ESICO**: RW36
- **REROY**: 1.7 NM to RW36
- **[IF/IAF]**

**AIRPORT**

- **ZAMTU**: 773
- **PBF**: PINE BLUFF
- **REROY**: 2000 to PBF
- **RW36**: 1.7 NM to WEPIR
- **2000**: NoPT (13)
- **358°**: 2000 to REROY
- **(16.8)**
- **178°**: (16.8)

**CLIMB**

- **2000**: NoPT 078° (13)
- **2000**: NoPT 278° (23.7)
- **780**: 780
- **2000**: 2000
- **2000**: 2000
- **178°**: 178°
- **358°**: 358°
- **REROY**: 1.7 NM to RW36
- **ESICO**: RW36
- **REROY**: 1.7 NM to RW36
- **IF/IAF**: REROY

**NAVIGATION**

- **RNAV (GPS) RWY 36**
- **PINEBLUFF RGNL/GRIDER FLD (PBF)**

**LPV DA**

- **452-1**: 250 (300-1)
- **487-1**: 285 (300-1)
- **600-1**: 398 (400-1)
- **600-1**: 398 (400-1/3)

**LNAV/VNAV DA**

- **487-1**: 285 (300-1)
- **600-1**: 398 (400-1/3)
- **660-1**: 454 (500-1)
- **680-1**: 474 (500-1)

**LNAV MDA**

- **600-1**: 398 (400-1/3)
- **600-1**: 398 (400-1/3)
- **640-1**: 634 (700-1/3)
- **680-2/4**: 674 (700-2/4)

**CIRCLING**

- **680-1**: 474 (500-1)
- **680-1**: 474 (500-1)
- **840-1/3**: 634 (700-1/3)
- **880-2/4**: 674 (700-2/4)

**CATEGORY**

- **A**: LNAV only.
- **B**: LNAV/VNAV DA to 562 feet and visibility all Cats ≥ SM; increase all MDA 80 ft and LNAV and Circling visibility Cats C/D ≥ SM.
- **C**: MISSED APPROACH:
- **D**: Baro-VNAV NA when using Stuttgart altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting; increase LPV DA to 527 ft; increase LNAV/VNAV DA to 562 ft and visibility all Cats ≥ SM; increase all MDA 80 ft and LNAV and Circling visibility Cats C/D ≥ SM.

**UNICOM**

- **123.0 (CTAF)**

**AIRPORT**

- **PINE BLUFF**: 34°10'N-91°56'W

**Amdt 1D 09SEP21**

**370**
RNAV (GPS) RWY 18
POCAHONTAS MUNI (M7\(\theta\))

MISSED APPROACH: Climb to 3100 direct HAVUK and hold.

ARG AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below \(\frac{3}{4}\) SM NA. Baro-VNAV NA. Use Walnut Ridge altimeter setting.

Category
LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

<table>
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<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>298 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>733-1(\frac{1}{8})</td>
<td>460 (500-1(\frac{1}{8}))</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>780-1</td>
<td>507 (600-1)</td>
<td>780-1(\frac{1}{2})</td>
<td>507 (600-1(\frac{1}{2}))</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1100-2(\frac{1}{2})</td>
<td>827 (900-2(\frac{1}{2}))</td>
<td>827 (900-2(\frac{1}{2}))</td>
<td></td>
</tr>
</tbody>
</table>

RW18
2.5 NM to MUCIN

MUCIN
2.5 NM to RW18

JAPUD
2.5 NM to RW18

HAVUK
4 NM to TACHS

P OCAHONTAS, AR KANSAS
 orig 13SEP18

36°15'N-90°57'W

371
ILS or LOC RWY 17
PONCA CITY RGNL (PNC)

DME required.

For inop ALS, increase S-LOC 17 visibility Cat C/D to 1 1/2 SM.

Procedure NA for arrival on PER VORTAC airway radials 328 CW 069.

GS 3.00°
TCH 48

One Minute Holding Pattern

TOMHO
I-PNC
PER
11.3

OKTAE
I-PNC
12.6

I-PNC

2.9

1.4

2700

HOLD

5400
2800

175°

355°

516 (600-1)

PONCA CITY, OKLAHOMA

36°44'N-97°06'W

373
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS increase LPV visibility all Cats to 3/8 SM.

MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

GS 3.00°
TCH 48

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
</table>

LPV DA 1279-1/2 275 (300-1/2)
LNAV/VNAV DA 1330-1/2 326 (400-1/2)
LNAV MDA 1540-1/2 536 (600-1/2) 1540-1 536 (600-1)

CIRCLING 1540-1 531 (600-1) 1580-1 571 (600-1) 1800-2 791 (800-2) 1880-2 871 (900-2)
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.

### Missed Approach Fix

- **ASOS**: 134.075
- **KANSAS CITY CENTER**: 127.8 319.1
- **UNICOM**: 123.0 (CTAF)

**Climb to 2800 direct**

**ELEV 1009**

**TDZE 1008**

**36°44’N-97°06’W**

**PONCA CITY RGNL (PNC)**

**RNAV (GPS) RWY 35**

### Holding Pattern

- **2700**
- **355°
- **355°
- **2300**

**ZULOT**

**WURTO**

**HUPLO**

**TOMHO**

**2800**

**HRL Rwy 17-35**

**TDZE 1008**

**LPV DA**: 1295-1 287 (300-1)

**LNAV/VNAV DA**: 1478-1 470 (500-1 1/4)

**LNAV MDA**: 1540-1 532 (600-1)

**CIRCLING**: 1540-1 531 (600-1)
Above is the image of one page of a document, as well as some raw textual content that was previously extracted for it. The page contains a VOR navigation chart for PONCA CITY RGNL (PNC) with detailed instructions for circling and missed approaches, along with radio frequencies, elevations, and directional instructions. The chart includes details such as VORTAC frequencies, channel numbers, and specific navigation points like FAF (First Approach Fix) and MAP (Minimum Approach Point). The chart also indicates the use of a VOR-A system for navigation, with instructions on how to approach the airport and maintain the proper course and altitude. The chart is a valuable resource for pilots navigating this area, providing essential information for safe and efficient flight.
RNAV (GPS) RWY 18
ROBERT S KERR (RKR)

POTEAU, OKLAHOMA
AL-6321 (FAA)

GWAS
CH 56443
W18A

APP CRS
187°
Rwy Idg
4007
TDZE
450
Apt Elev
461

RNAV APCH.

Rwy 18 helicopter visibility reduction below 3/4 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.

AWOS-3
120.625

RAZORBACK APP CON *
120.9  343.75

UNICOM
122.8 (CTAF)

ELEV 451
TDZE 450

HOLD 6000
4100

2890

5 NM

187° 097°

HANUK

2.5 NM

1.8 NM

1.4 NM

1.0 NM

0.5 NM

WUMVO

3.2 NM

2.4 NM

1.8 NM

1.2 NM

0.6 NM

RW18

1045

794

1018

670

612

2645

(FAF) CELED

(FA/IAF) HANUK

5 NM

Holding Pattern

2890

2403

377

MISSAP APPROACH: Climb to 4100 direct JOBOK and hold, continue climb-in-hold to 4100.

MISSED APPROACH FIX
JOBOK

HANUK

WUMVO

3.2 NM to RW18

1.4 NM to RW18

RW18

1500*

2300

4100

30 NM to HANUK (IF/IAF)

30 NM to HANUK

187°

5 NM

HANUK

277°

097°

277°

097°

187°

007°

6000

4100

GP 3.00°

TCH 40

CATEGORY
A
B
C
D

LPV DA

700-1

250 (300-1)

LNAV/VNAV DA

926-1 3/8
476 (500-1 3/4)

LNAV MDA

940-1
490 (500-1)

940-1 3/8
490 (500-1 3/4)

CIRCLING

1000-1
549 (600-1)

1100-1
649 (700-1)

1100-1 3/4
649 (700-1 3/4)

1160-2 1/4
709 (800-2 1/4)

ROBERT S KERR (RKR)

RNAV (GPS) RWY 18

35° 01' N-94° 37' W

377
RNAV (GPS) RWY 36
ROBERT S KERR (RKR)

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>61143W36A</td>
<td>007°</td>
<td>4007</td>
<td>451</td>
<td>451</td>
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</tbody>
</table>

Rwy 36 helicopter visibility reduction below 3/4 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.

AWOS-3
120.625

RAZORBACK APP CON *
120.9 343.75

HOLD
6000
4100

CIRCLING
ELEV 2400

ROBERT S KERR (RKR)

Amdt 1 05DEC19

35° 01' N-94° 37' W
**RNAV (GPS) RWY 17**

**FORT WORTH CENTER**

132.2 338.35

**CTAF**

122.9 📞

---

**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.

---

**Visual Segment - Obstacles.**

- **3000 VIRUJ**
- **6000 3000**
- **3000 MIRL Rwy 17-35**

---

**Category and MDA:**

<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>1400-1 359 (500-1)</td>
<td>1500-1 459 (500-1)</td>
<td>1720-2 679 (700-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

---

**AIR NAVIGATION AID**

**MIRL Rwy 17-35**

**PRAGUE, OKLAHOMA**

Orig: 20 JUN 19

**35°29'N-96°43'W**

---

**SC-1, 30 NOV 2023 to 25 JAN 2024**
REXEC and hold.

Climb to 3000 direct

MISSED APPROACH:

Use Shawnee altimeter setting. When not received, use Seminole altimeter setting.
**RNAV (GPS) RWY 18**

**MID-AMERICA INDUSTRIAL (H71)**

**RNP APCH - GPS.**

- **NA** Circling Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSING APPROACH:** Climb to 2600 direct NOBME and hold.

**AWOS 3-PT**
- 120.1

**TUL ASOS**
- 124.9 377.2

**TULSA APP CON**
- 119.1 360.825

**UNICOM**
- 122.8 (CTAF)

**Procedure NA for arrival at ROBDE on V14 northeast bound.**

**RNAV (GPS) RWY 18**

**AWOS 3-PT**
- 2035

**TUL ASOS**
- 3600

**TULSA APP CON**
- 2035

**UNICOM**
- 122.8

**Category**
- A: 1108-1 518 (600-1)
- B: 1140-1 518 (600-1)
- C: 1200-1 578 (600-1)
- D: NA

**RNAV (GPS) RWY 18**

**AWOS 3-PT**
- 2035

**TUL ASOS**
- 3600

**TULSA APP CON**
- 2035

**UNICOM**
- 122.8

**Category**
- A: 1108-1 518 (600-1)
- B: 1140-1 518 (600-1)
- C: 1200-1 578 (600-1)
- D: NA
RNAV (GPS) RWY 36
MID-AMERICA INDUSTRIAL (H71)

Rwy 36 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.

MISSED APPROACH: Climb to 3800 direct ROBDE and hold, continue climb-in-hold to 3800.

AWOS 3-PT
120.1

TUL ASOS
124.9 377.2

TULSA APP CON
119.1 360.925

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 36
MID-AMERICA INDUSTRIAL (H71)

Orig-B 14JUL22

36°14'N-95°20'W

SC-1, 30 NOV 2023 to 25 JAN 2024

AWOS 3-PT
120.1

TUL ASOS
124.9 377.2

TULSA APP CON
119.1 360.925

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 36
MID-AMERICA INDUSTRIAL (H71)

Orig-B 14JUL22

36°14'N-95°20'W

SC-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 2
ROGERS EXEC - CARTER FLD (ROG)

AWOS-3PT 134.375
RAZORBACK APP CON* 126.6 305.2
ROGERS TOWER* 119.375 (CTAF)
GND CON 118.0
CLNC DEL 121.75
CLNC DEL 121.75
When twr closed)

Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

LNAV/DA
1674-7/8 315 (400-7/8)

RNAV MDA
1780-1/4 421 (500-1/4) 421 (500-1/4)

CIRCLING
1840-1 481 (500-1) 2020-1/4 461 (700-1) 661 (700-2)

HOLD 3100
3000
5 NM
Holding Pattern

ROGERS, ARKANSAS
Amdt 1A 24MAR22

36°22'N-94°06'W

RNAV (GPS) RWY 2
ROGERS EXEC - CARTER FLD (ROG)

SC-1, 30 NOV 2023 to 25 JAN 2024

22083
RNAV (GPS) RWY 20
ROGERS EXEC - CARTER FLD (ROG)

AWOS-3PT 134.375
RAZORBACK APP CON* 126.6 305.2
ROGERS TOWER* 119.375 (CTAF) 118.0
GND CON 121.75
CLNC DEL 121.75 (When not closed)

**AWOS-3PT 134.375**

**ROGERS TOWER**

**119.375 (CTAF)**

**GND CON 118.0**

**CLNC DEL 121.75** (When not closed)

**MISSING APCH FIX**

**HONON**

**ELEV 1359**

**TDZE 1354**

**3100 HOLD 3200 3100**

**RW20**

**3200 NAV/ (5.2)**

**WALTN**

**JAPKO**

**NASIC**

**198° 018°**

**5 NM**

**1.1 NM to RW20**

**3100 3200**

**198° 018°**

**WSI and RNAV glidepath not coincident**

**198° 018°**

**NASC**

**3200 NAV/ (5.5)**

**CIRCLING**

**198° 018°**

**3100**

**3200 NAV/ (5.2)**

**GP 3.00° TCH 55**

**5 NM**

**HOLDING PATTERN**

**GND CON 118.0**

**CLNC DEL 121.75** (When not closed)

**LNAV MDA 1740-1/2 386 (400-1/2)**

**1740-5/6 386 (400-5/6)**

**LNAV MDA 1740-1/2 386 (400-1/2)**

**1740-5/6 386 (400-5/6)**

**CIRCLING**

**1840-1 481 (500-1)**

**2020-11/4 661 (700-1/4)**

**2020-2 661 (700-2)**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ROGERS FOUR DEPARTURE**

TAKEOFF MINIMUMS

- Rwys 2, 20: Standard.

**ROGERS EXEC - CARTER FLD (ROG)**

**TOP ALTITUDE:**

- **3000**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 2:** Climb on heading 018° to 3000, thence . . . .

**TAKEOFF RUNWAY 20:** Climbing left turn to 3000 on heading 183°, 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.

**ROGERS, ARKANSAS**

**ROGERS EXEC - CARTER FLD (ROG)**
RNAV (GPS) RWY 7
RUSSELLVILLE RGNL (RUE)

ASOS 132.475
MEMPHIS CENTER 128.475 377.15
UNICOM 122.7 (CTAF)

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

RNAV (GPS) RWY 7
RUSSELLVILLE, ARKANSAS

35°16'N-93°06'W
RNAV (GPS) RWY 25
RUSSELLVILLE RGNL (RUE)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 25 NA.

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

ASOS
132.475

MEMPHIS CENTER
128.475 377.15

UNICOM
122.7 (CTAF)

Visual Segment - Obstacles.

EYEBE
5 NM Holding Pattern

REIL Rwy 7 and 25
MIRL Rwy 7-25

RUSSELLVILLE, ARKANSAS
Orig-C 07OCT21
RNAV (GPS) RWY 35
SALLISAW MUNI (JSV)

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

AWOS-3 118.475
RAZORBACK APP CON 120.9 343.75
UNICOM 122.7 (CTAF)

Helicopter visibility reduction below ½ SM NA.

DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA.

MISSED APCH FIX
4 NM
354°
JENKO

SC-1, 30 NOV 2023 to 25 JAN 2024

SALLISAW MUNI (JSV)

RNAV (GPS) RWY 35
RNAV (GPS) RWY 17

WILLIAM R POGUE MUNI (OWP)

RNP APCH.

Rwy 17 helicopter visibility reduction below 1 SM NA. Procedure NA for Cat C east of Rwy 17-35.

AWOS-3T  118.325
TULSA APP CON  124.0 338.3
UNICOM  122.7 (CTAF)

Procedure NA for arrivals at TUL VORTAC on airway radial 253 CW 358.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

Procedure NA at night. Circling NA for Cat C east of Rwy 17-35.

Rwl 17 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at TUL VORTAC on airway radial 253 CW 358.

MISSED APCH FIX

ACERT

4 NM
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.

Procedure NA for arrivals on TUL VORTAC airway radials 222 CW 238.

**RNAV (GPS) RWY 35**

**WILLIAM R POGUE MUNI (OWP)**

**ELEV 892 TDZE 892**

**AWOS-3T:** 118.325

**TULSA APP CON:** 124.0 338.3

**UNICOM:** 122.7 (CTAF)

**ODAIS**

**MISSP APPROACH:** Climb to 2800 direct WEDAX and hold.

**WAAS CH 57912 W35A**

**APP CRS 349°**

**Rwy Idg:** 5799

**Apt Elev:** 892

**APPROACH:**

- **LNAV only.**
- **RNAV (GPS) RWY 35**
- **VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 33).**
- **4 NM**
- **ACERT**
- **Holding Pattern**

**CATEGORY**

- **LPV DA:** 1202-1 310 (400-1) NA
- **LNAV/ VNAV DA:** 1317-1½ 425 (500-1½) NA
- **LNAV MDA:** 1240-1 348 (400-1) NA
- **CIRCLING:** 1440-1 548 (600-1) 1440-1½ 548 (600-1½) NA

** orig-A 28FEB19**

**36°11'N-96°09'W**

**393**
Circling NA for Cats B and C west of Rwy 1-19. When local altimeter setting not received, use Bill and Hillary Clinton Ntl/Adams Fld altimeter setting: increase DA to 542 feet; increase all MDAs 100 feet and increase S-LOC 1 and Circling Cat C visibility 1/4 SM. VDP NA with Bill and Hillary Clinton Ntl/Adams Fld altimeter setting. ADF required.

AWOS-3PT 128.325

UNITED STATES NAVAL AIRSTATION LITTLE ROCK 119.75 291.775

CLNC DEL 119.75

UNICOM 122.7 [CTAF]

ADF REQUIRED

Remain within 10 NM

GS 3.00° TCH 54

VGSI and ILS glideslope not coincident [VGSI Angle 3.00°/TCH 57].

CATEGORY A B C D
S-ILS 1 453-1/2 200 (200-1/2) NA
S-LOC 1 600-1/2 347 (400-1/2) NA
CIRCLING 760-1 496 (500-1) 780-1/2 515 (600-1/2) NA

AWOS-3PT: 128.325
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 1/2 SM; increase all MDAs 100 feet and LNAV and Circling Cat C visibility 1/2 SM. For inop ALS, increase LPV visibility to 1/2 SM. For inop ALS, when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1 1/2 SM.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>LITTLE ROCK APP CON</th>
<th>CLINC DEL</th>
</tr>
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<tbody>
<tr>
<td>128.325</td>
<td>119.75</td>
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<tr>
<td></td>
<td>291.775</td>
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<tr>
<td></td>
<td>119.75</td>
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</tbody>
</table>

**UNICOM**

| 122.7 (CTAF) |

**MISSING APACH FIX**

4 NM

**BOLLU**

**30 NM to ZABIN**

**101°**

**ZABIN**

**2600**

**30 NM to HOGGA (NoPT)**

**101°**

**HOGGA**

**2300**

**2300 NoPT**

**101°**

**5 NM**

**HOGGA**

**281°**

**2300 NoPT**

**211°**

**30 NM to WEBTO**

**191°**

**WEBTO**

**30°12'N-91°44'W**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**35°12'N-91°44'W**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**35°12'N-91°44'W**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**35°12'N-91°44'W**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**35°12'N-91°44'W**

**RNAV (GPS) RWY 1**

**SEARCY MUNI (SRC)**

**35°12'N-91°44'W**

**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>573-1/2</td>
<td>320 (400-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>620-1/2</td>
<td>367 (400-1/2)</td>
<td>620-1/2</td>
<td>367 (400-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>495 (500-1)</td>
<td>780-1/2</td>
<td>515 (600-1/2)</td>
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</tbody>
</table>
**RNAV (GPS) RWY 16**

**SEMINOLE MUNI (SRE)**

**APP CRS**
160°

<table>
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<tr>
<th></th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
<td></td>
<td>5004</td>
<td>1023</td>
<td>1023</td>
</tr>
</tbody>
</table>

**RNP APCH**

- Procedure NA at night. Circling NA to Rwys 5 and 23. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet, and increase Circling Cat C visibility 1/4 SM.

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

<table>
<thead>
<tr>
<th></th>
<th>AWOS-3</th>
<th>FORT WORTH CENTER</th>
<th>UNICOM</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>118.625</td>
<td>132.2 338.35</td>
<td>122.8</td>
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**SC-1**, 30 Nov 2023 to 25 Jan 2024

**Category**

<table>
<thead>
<tr>
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<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV</td>
<td>1500-1, 477 (500-1)</td>
<td>1500-1¼, 477 (500-1¼)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1500-1, 477 (500-1)</td>
<td>1560-1, 537 (600-1)</td>
<td>1620-1½, 597 (600-1½)</td>
<td>NA</td>
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</tbody>
</table>

**SEMINOLE, OKLAHOMA**

Amdt 1B 02DEC21

35°16'N-96°41'W

397
ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

Misaligned Approach: Climb to 1600 then climbing right turn to 3000 on heading 009° and IRW R-073 to NESIY/I-HNQ 6.2 DME/RADAR and hold, continue climb-in-hold to 3000.

**AWOS-3**

118.275

**OKE CITY APP CON**

120.45 288.325

**UNICOM**

122.7 (CTAF)

**Procedure NA for arrival on IRW VORTAC airway radials 023 CW 106.**

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00° / TCH 52).**

**Will Rogers**

114.1 IRW 33.2 Chan 88

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<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>CIRCLING</td>
<td>1600-1</td>
<td>527 [600-1]</td>
<td>1640-1/2</td>
</tr>
</tbody>
</table>

**Shawnee, Oklahoma**

**Amdt 3A**

30 NOV 2023 to 25 JAN 2024

**SC-1, 30 Nov 2023 to 25 Jan 2024**
### RNAV (GPS) RWY 17

**SHAWNEE, OKLAHOMA**

**UNICOM** 122.7 (CTAF)

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>MALS R</th>
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<tbody>
<tr>
<td>86919 W17A</td>
<td>174°</td>
<td>5997 1073</td>
<td>1073</td>
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</table>

**Boro-VNAV NA when using Seminole altimeter setting.** For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Seminole altimeter setting; increase LPV DA to 1313 feet; increase LNAV/VNAV DA to 1487 feet and visibility 1/4 SM; increase all MDAs 40 feet and visibility Cat C 1/4 SM.

**AWOS-3**

| 30 NM to FAVAN (No PT) 4 NM | 3000 |
| 15 NM to FAVAN 3000 | 084° |
| 3000 to JEBNU 084° 264° | |

**OKE CITY APP CON**

| 120.45 | 288.325 |

**ELEV 1073**

| TDZE 1073 | 41 |

**1200 HEDEK 174° to MINGG**

**VGS and RNAV glidespath not coincident (VGS Angle 3.00/TCH 52).**

**4 NM**

**Holding Pattern**

**4000 HEDEK 174° to MINGG**

**LNAV only.**

**OWNOJ 1.7 NM to RW17**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 52).**

**4 NM**

**Holding Pattern**

<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>1273-1/2</td>
<td>200 (200-1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1447-3/4</td>
<td>374 (400-3/4)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1540-1/2</td>
<td>467 (500-1/2)</td>
<td>1540-3/4</td>
<td>467 (500-3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>527 (600-1)</td>
<td>1640-1/2</td>
<td>567 (600-1/2)</td>
</tr>
</tbody>
</table>

**MINING**

**LNAV only.**

**OWNOJ 1.7 NM to RW17**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 52).**

**4 NM**

**Holding Pattern**

| 4 NM | 2800 |

**174° to MINGG**

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 52).**

**4 NM**

**Holding Pattern**

| 4 NM | 3000 |

**174° to RW17**

**G P 3.00° TCH 58**

**ELEV 1073**

**TDZE 1073**

**5997 X 0.0**

**SHAWNEE, OKLAHOMA**

Amdt 1A 27FEB20

**35°21'N-96°57'W**

399
RNAV (GPS) RWY 35
SHAWNEE RGNL (SNL)

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)

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 1/4 SM; increase all MDAs 40 feet and visibility Cat C 3/4 SM.

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 1/4 SM; increase all MDAs 40 feet and visibility Cat C 3/4 SM.

increase all MDAs 40 feet and visibility Cat C 3/4 SM.
RNAV (GPS) RWY 1
SHERIDAN-GRANT COUNTY RGNL (9M8)

MISSED APPROACH: Climb to 2100 direct JOVES and hold.

Holding Pattern

- 4 NM Holding Pattern
- NEONS to ECROS
- 1900 to 012°
- 192° to 012°

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>760-1</td>
<td>525 [600-1]</td>
<td>760-1½</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>565 [600-1]</td>
<td>800-1½</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>

SHERIDAN, ARKANSAS
Orig 04FEB16

34°20'N-92°21'W
401
RNAV (GPS) RWY 19

SHERIDAN-GRANT COUNTY RGNL (9M8)

Baro-VNAV NA. DME/DME RNP 0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rw 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 1/4 mile.

Climb to 1900 direct NEONS and hold.

MISSING APPROACH:

1. If not received, use Little Rock altimeter setting and increase all DA 5 feet below 3/4 SM NA. Night landing: Rwy 1 NA. Use Pine Bluff altimeter setting.
2. Helicopter visibility reduction.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 43).

CIRCLING

MIRL RWY 1-19

LNAV only.

MV 3.00° / TCH 40

LNAV/ MDA

DA

LPV

MIRL Rwy 1-19

SC-1, 30 Nov 2023 to 25 Jan 2024

SHERIDAN, ARKANSAS

Orig 10DEC15

34°20'N-92°21'W

SHERIDAN-GRANT COUNTY RGNL (9M8)

RNAV (GPS) RWY 19
RNAV (GPS) RWY 18

**Uncompensated Baro-VNAV Systems**

- LNAV/VNAV NA below -17°C or above 54°C.
- Rw 18 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**AWOS-3PT**
- 118.375

**RAZORBACK APP CON**
- 121.0
- 244.575

**UNICOM**
- 122.8 (CTAF)

**Remarks**

- Amdt 2 24MAR22
- SC-1, 30 NOV 2023 to 25 JAN 2024

**SMITH FLD (SLG)**
**RNAV (GPS) RWY 36**

**SMITH FLD (SLG)**

**AWOS-3PT** 118.375

**RAZORBACK APP CON** 121.0 244.575

**UNICOM** 122.8 (CTAF)

**MISSING APCH FIX**

**4 NM**

**LALIC**

**SWALL**

**1191**

**TDZE 1181**

**3600**

**36°12'N-94°29'W**

**Holding Pattern**

**CUIT**

**DIBAY**

**ELEV 1191**

**RNAV (GPS) RWY 36**

**SILOAM SPRINGS, ARKANSAS**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>1431-1</td>
<td>250 (300-1)</td>
<td></td>
</tr>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1549-1 1/4</td>
<td>368 (400-1 1/4)</td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>1660-1 479 (500-1)</td>
<td>1660-1 1/4 479 (500-1 1/4)</td>
<td>1660-1 1/2 479 (500-1 1/2)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>1660-1 469 (500-1)</td>
<td>1720-1 529 (600-1)</td>
<td>1800-1 3/4 609 (700-1 3/4)</td>
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</tbody>
</table>

**Localizer (LNAV/VNAV)**

**RNAV (GPS)**

**SILOAM SPRINGS, ARKANSAS**

**Orig-A 21APR22**

**36°12'N-94°29'W**

**RNAV (GPS) RWY 36**

**SMITH FLD (SLG)**

**30 NOV 2023 to 25 JAN 2024**

**AWOS-3PT** 4997 X 75

**CH 63105 W36A**

**APP CRS 001°**

**Rwy Idg 1181**

**Apt Elev 1191**

**When local altimeter setting not received, use Northwest Arkansas Ntl altimeter setting and increase LPV DA to 469 feet, increase LNAV/VNAV DA to 1.587 feet; increase all 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.**

**MISSING APPROACH:** Climb to 3100 direct LALIC and hold.

**Procedure NA for arrivals at RZC VORTAC airway radials 186 CW 264.**

** orig-A 21APR22**
### RNAV (GPS) RWY 36
### SPRINGDALE MUNI (ASG)

#### Missed Approach:
- Climb to 3300 if direct FITAL and hold.

<table>
<thead>
<tr>
<th>Category</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1603-1</td>
<td>250 (300-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1960-1</td>
<td>607 (700-1)</td>
<td>1960-1.1/4</td>
<td>607 (700-1.1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>2000-1</td>
<td>2020-1.1/4</td>
<td>2220-2.1/4</td>
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</table>

### Applicable VFR Information
- Visibility: 3 NM
- Cloud Cover: SC-1, 30 NOV 2023 to 25 JAN 2024
- Disk: 77512 W36A
- WAAS Ch: 77512
- WAAS APP CRS: 003°
- RWY Idg: 5032
- TDZE: 1353
- Apt Elev: 1353
- Elev: 1353
- MDW: 607 (700-1)

### APRS Information
- Chloride Base (VGSI Angle 3.00° and TCH 40)
- VGSI and RNAV glidepath not coincident

### Chart Information
- SC-1, 30 NOV 2023 to 25 JAN 2024
- Chart: AL-5165 (FAA)

---

**Chart Details**

- **FITAL and hold.**
- **Climb to 3300 direct.**
- **FG 3.00° TCH 40.**
- **LGND CON:**
  - 118.2 (CTAF)
  - 121.6
  - 122.8
  - 122.95
- **SPRINGDALE TOWER:**
- **UNICOM:**
  - 122.95

---

**MISA APCH FIX**
- 4 NM

---

**ReIL Rwy 18, 36**
- RAZORBACK APP CON:
  - 126.6 305.2

---

**Springdale, Arkansas**
- 36°11'N 94°07'W
- 047
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS

AIRPORT DIAGRAM

AWOS-3
124.675
SPRINGDALE TOWER
118.2
GND CON
121.6

FIELD
ELEV
1353

AIRPORT DIAGRAM

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS

AL-5165 (FAA)
SPRING FIVE DEPARTURE

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: Chart not to scale.
RNAV (GPS) RWY 17
STIGLER RGNL (GZL)

Rwy 17 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**AWOS-3PT**
118.575

**FORT WORTH CENTER**
132.2  338.35

**CTAF**
122.9  

**ELEV**  600
**TDZE**  599

**3900 NoPT**
100°
(38.8)

**OKMULGEE**
OKM

**HANIG**
AGNUC

**WASOL**
2.1 NM to RW17

**RW17**
879±
649
653

**AGNUC**

**ELKVI**

**HOLD**
6000
3900

**MISSING APCH FIX**

**HANIG**

**357° - 6000**

**4 NM**

**3900**

**281° (41.3)**

**FORT SMITH**
FSM

**MISSING APCH FIX**

**ELKVI**

**Airway Radials**
195 CW 359
037 CW 167

**Category**

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<tr>
<td>LP</td>
<td>900-1</td>
<td>301</td>
<td>300-1</td>
<td>NA</td>
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<tr>
<td>MDA</td>
<td>1020-1</td>
<td>421</td>
<td>500-1</td>
<td>NA</td>
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<tr>
<td>UNAV</td>
<td>1180-1</td>
<td>580</td>
<td>600-1</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival on**
FORT SMITH VORTAC
airway radials 195 CW 359.

**Procedure NA for arrival on**
OKM VOR/DME
airway radials 037 CW 167.

**LNAV** MDA
LP
NA

**RNAV (GPS) RWY 17**

**Visual Segment - Obstacles.**

**Category**

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<tbody>
<tr>
<td>LP</td>
<td>900-1</td>
<td>301</td>
<td>300-1</td>
<td>NA</td>
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<tr>
<td>MDA</td>
<td>1020-1</td>
<td>421</td>
<td>500-1</td>
<td>NA</td>
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<tr>
<td>UNAV</td>
<td>1180-1</td>
<td>580</td>
<td>600-1</td>
<td>NA</td>
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</table>

**LIRL Rwy 17-35**

**STIGLER, OKLAHOMA**
Orig-B  03JAN19

**STIGLER RGNL (GZL)**

**RNAV (GPS) RWY 17**

**35°17'N-95°06'W**
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 -18°C or above 54°C.

MISSED APPROACH: Climb to 3900 direct HANIG and hold.

Procedure NA for arrival on FSM VORTAC airway radials 168 CW 297.

Amdt 1D  05DEC19

SC-1, 30 NOV 2023 to 25 JAN 2024

411
VDP NA when using Ponca City altimeter setting. When local altimeter setting not received, use Ponca City altimeter setting and increase S-ILS 17 DA to 1280 feet; increase all MDAs 80 feet and S-LOC 17 visibility Cat C/D ½ SM, and increase Circling Cat C visibility ½ SM and Cat D visibility ½ SM. For inop ALS when using Ponca City altimeter setting, increase S-ILS 17 all Cats visibility to ⅞ SM.

ASOS: 135.725  KANSAS CITY CENTER: 127.8 319.1
GND CON: 125.35 (CTAF)  UNICOM: 122.95

ADF required.

LOC/DME  I-SWO 109.15 Chan 28 (Y)
APP CRS 175°
Rwy Idg 7401
TDZE 1000
Apt Elev 1000

STILLWATER TOWER *
1205

LOCALIZER 109.15
I-SWO 5.2
Chan 28 (Y)

LOM/IAF GABEH
255 SW 30° 1439
I-SWO 5.2

1205

GABEH LOM 167° (30.8)
1124

GS 3.00° TCH 42
2600

355°

1460-1 1460-7 1460-7 1460-7 1460-7
460 (500-1) 460 (500-1) 460 (500-1) 460 (500-1) 460 (500-1)

I-SWO 1.4

1540-1 1740-2
540 (600-1) 740 (800-2)

2.5 NM 1.3

S-ILS 17
S-LOC 17
CIRCLING

1200-1/2 200 (200-1/2)
1460-1/2 460 (500-1/2) 1460-7/6 460 (500-7/6)
1460-1 1480-1 1540-1/2 1740-2/4
460 (500-1) 480 (500-1) 540 (600-1/2) 740 (800-2/4)

Remain within 10 NM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 50).

GABEH LOM I-SWO 5.2

I-SWO 2.7

2300

175°

355°

2260

1460-1 1460-1 1460-1 1460-1
460 (500-1) 460 (500-1) 460 (500-1) 460 (500-1)

I-SWO 1.4

1540-1 1740-2
540 (600-1) 740 (800-2)

2.5 NM 1.3

ALT ALTERNATIVE MISSED APCH FIX

PIONEER 113.2 PER 229°
Chan 79

MIRL Rwys 4-22 and 17-35

FAD to MAP 3.8 NM

KNOTS
60 90 120 150 180

Min:Sec
3:48 2:32 1:54 1:31 1:16
### RNAV (GPS) RWY 17

#### MISSED APPROACH:
- Climb to 3000 direct ESCOM and hold.

#### TC/CSA

<table>
<thead>
<tr>
<th>ASOS</th>
<th>KANSAS CITY CENTER</th>
<th>STILLWATER TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.725</td>
<td>127.8</td>
<td><strong>125.35</strong></td>
<td>121.6</td>
<td>122.95</td>
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#### Holding Pattern

- 4 NM
- Holding Pattern
- ACOKO
- 8000 N0PT
- 3000
- 174°
- 354°

#### 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>1200-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1279-1/2</td>
<td>279 (300-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1440-1/2</td>
<td>440 (500-1/2)</td>
<td>1440-3/4</td>
<td>440 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>1460-1</td>
<td>1520-1/2</td>
<td>1740-2/4</td>
</tr>
</tbody>
</table>

#### Amdt 1A  15JUN23

- SC-1, 30 Nov 2023 to 25 Jan 2024

#### Notes

- 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 7/8 SM, LNAV/VNAV visibility to 1 SM, and LNAV Cats C and D visibility to 1 1/2 SM. When local altimeter setting not received, use Ponca City altimeter setting: increase LPV DA to 1280 feet; increase LNAV/VNAV DA to 1359 feet and all visibilities 7/8 SM; increase all MDA 80 feet and visibility LNAV Cats C and D 1 1/2 SM and Cirding Cat D 1 1/2 SM. For inop ALS, increase LNAV/VNAV visibility to 7/8 SM.
RNAV (GPS) RWY 35
STILLWATER RGNL (SWO)

**ASOS**
- STILLWATER, OKLAHOMA: 135.725
- KANSAS CITY CENTER: 127.8 319.1

**STILLWATER TOWER**
- 125.35 (CTAF)

**GND CON**
- 121.6

**UNICOM**
- 122.95

**ELEV 1000**
- TDZE 966

**MISSPD APCH FIX**
- 3000 NoPT

**TRUMP**
- 333° (13.6) 3000 NoPT

**TOTES**
- 333° (13.6) 3000 NoPT

**CUGAC**
- 2 NM to RW35

**BADIC**
- 2 NM to RW35

**ACOKO**
- 4 NM

**ESCOM**
- Holding Pattern

**HOLD**
- 8000

**3000**
- 2063

**1205**
- RW35

**1067**
- RW35

**1375**
- RW35

**1439**
- RW35

**1463**
- RW35

**1070**
- RW35

**AVN/VNAV DA to 1336 feet and all visibilities 1/2 SM. Increase LNAV/VNAV DA to 1336 feet and all visibilities 1/2 SM. Increase all MDAs 80 feet and LNAV visibility.**

**Procedure NA for arrivals at TRUMP on V354 southwest bound.**

**Procedure NA for arrivals at TOTES on V14 southwest bound.**

**Amdt 1C 19MAY22**

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**STILLWATER, OKLAHOMA**

**AL-5151 (FAA)**

**23222**
When local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA 80 feet; S-35 Cats C/D visibility 1/4 mile; Circling Cat D visibility 1/2 mile. VDP NA with Ponca City altimeter setting.

MISSING APPROACH: Climb to 2600 direct SWO VOR/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-35</td>
<td>1380-1</td>
<td>414 (400-1)</td>
<td>1380-11/2</td>
<td>414 (400-11/2)</td>
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<tr>
<td>CIRCULATING</td>
<td>1420-1</td>
<td>1460-1</td>
<td>1520-11/2</td>
<td>1740-21/4</td>
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<tr>
<td></td>
<td>420 (500-1)</td>
<td>460 (500-1)</td>
<td>520 (600-11/2)</td>
<td>740 (800-21/4)</td>
</tr>
</tbody>
</table>

STILLWATER, OKLAHOMA
Amdt 1B 21AUG14
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
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 ¼ 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.

Procedure NA for arrivals.

RNAV (GPS) RWY 9
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

SC-1, 30 NOV 2023 to 25 JAN 2024

34°36'N-91°34'W
419
RNAV (GPS) RWY 18
STUTTGART MUNI CARL HUMPHREY FLD (SGT)

AWOS-3PT
119.025

LITTLE ROCK APP CON
135.4
353.6

CLNC DEL
123.7

UNICOM
122.8 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 1/2 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.

Procedure NA for arrivals at LIT VORTAC via V305 southwest bound.

Procedure NA for arrivals at DRAST via V47 southwest bound.
RNAV (GPS) RWY 27

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

AWOS: 3PT
119.025

LITTLE ROCK APP CON
135.4 353.6

CLNC DEL
123.7

UNICOM
122.8 (CTAF)

HINOX and hold.
Climb to 2000 direct
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 ¼ SM. VDP NA when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting.

Procedure NA for arrivals on UJM VOR/DME airway radials 252 CW 274.

Procedure NA for arrivals on PBF VOR/DME airway radials 034 CW 068.
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 ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ⅓ SM. For inop MALSF when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting, increase LPV all Cats visibility to 1⅛ mile. VDP NA when using Bill and Hillary Clinton Ntl/Adams Fld altimeter setting.

Category A

LPV DA
474-⅔
250 (300-⅔)

LNAV MDA
620-⅓
396 (400-⅓)

CIRCLING
660-1
436 (500-1)

Malfunction

RNAV (GPS) RWY 36

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

34°36’N-91°34’W

RNAV (GPS) RWY 36

STUTTGART, ARKANSAS

Amdt 1D 09SEP21

RNAV (GPS) RWY 36

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

34°36’N-91°34’W
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.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility and Circling Cat C visibility ¼ SM.

LNAV MDA 646 (700-1)
RNAV (GPS) RWY 35
TAHLEQUAH MUNI (TQH)

**AWOS-3P**

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.425</td>
<td>126.1 269.0</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**UNICOM**

122.8 (CTAF)

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**MAP**

- VOR-DME: JURMA, 3100, 30 NM to JURMA
- VOR-DME: SUBME, 3100, 30 NM to SUBME (IF)
- Holding Pattern: SUBME, 3100, 6000, 2200, 357°
- Missed Approach: Climb to 3000 direct YASXU and hold.

---

**APP CRS**

- 357°
- 300°

**Ch**

90207

**W35**

W35A

**AP Crs**

357°

**Rwy Idg**

5001

**Apt Elev**

874

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**Categories**

- **LPV**
  - DA: 1124-1 (300-1)
- **LNAV**
  - MDA: 1400-1 (600-1)
- **CIRCLING**
  - MDA: 1520-1 (700-1)

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**AIRPORT INFORMATION**

**ELEV**

874

**TDZE**

874

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**SC-1, 30 NOV 2023 to 25 JAN 2024**

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**RNAV (GPS) RWY 35**

**TAHLEQUAH, OKLAHOMA**

**AL-6777 (FAA)**

**424**
Procedure NA for arrivals at DOGGE via V289 southbound.
Baro-VNAV and VDP NA when using De Queen altimeter setting. Rw 13 helicopter visibility reduction below 0.3 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received, use De Queen altimeter setting and increase LPV DA to 748 feet and all Cats visibility 0.3 SM, LNAV/VNAV DA to 868 feet all Cats visibility 0.3 SM, and all MDAs 100 feet and LNAV and Circling Cats C/D visibility 0.3 SM.

ATIS 120.2  FORT WORTH CENTER 123.925 269.475  TEXARKANA TOWER* 123.875 (CTAF) 235.625  GND CON 119.225

Procedure NA for arrivals at TXK VORTAC on V13 southbound.
RNAV (GPS) RWY 31
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

**D** TDZE 390

---

**RNP APCH-GPS.**

- **Rwy 31** 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 LPV and LNAV/VNAV all Cats, and LNAV Cat C and D visibility 1/4 SM, and Circling Cat C and D visibility 1/4 SM. Baro-VNAV and VDP NA when using De Queen altimeter setting.

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

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**ELEV 390**

---

**ожа**

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**ATIS**
120.2

**FORT WORTH CENTER**
123.925 269.475

**TEXARKANA TOWER**
123.875 (CTAF) 235.625

**GND CON**
119.225

**D** TDZE 390

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

---

**ожа**

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**ATIS**
120.2

**FORT WORTH CENTER**
123.925 269.475

**TEXARKANA TOWER**
123.875 (CTAF) 235.625

**GND CON**
119.225

**D** TDZE 390

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- **Rwy 31** 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 LPV and LNAV/VNAV all Cats, and LNAV Cat C and D visibility 1/4 SM, and Circling Cat C and D visibility 1/4 SM. Baro-VNAV and VDP NA when using De Queen altimeter setting.

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

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**ожа**

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**ATIS**
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123.875 (CTAF) 235.625

**GND CON**
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**D** TDZE 390

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

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**TEXARKANA TOWER**
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**GND CON**
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**D** TDZE 390

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

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

---

**ожа**

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**ATIS**
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**FORT WORTH CENTER**
123.925 269.475

**TEXARKANA TOWER**
123.875 (CTAF) 235.625

**GND CON**
119.225

**D** TDZE 390

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

---

**ожа**

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**GND CON**
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**D** TDZE 390

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

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**ожа**

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**ATIS**
120.2

**FORT WORTH CENTER**
123.925 269.475

**TEXARKANA TOWER**
123.875 (CTAF) 235.625

**GND CON**
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**D** TDZE 390

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

---

**ожа**

---

**ATIS**
120.2

**FORT WORTH CENTER**
123.925 269.475

**TEXARKANA TOWER**
123.875 (CTAF) 235.625

**GND CON**
119.225

**D** TDZE 390

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**RNP APCH-GPS.**

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**MISSED APPROACH:**
Climb to 2000 direct JELGA and hold.
VOR RWY 13
TEXARKANA RGNL-BBBB FLD (TXK)

When local altimeter setting not received, use De Queen altimeter setting and increase all MDA 100 feet, increase S-13 and Cat C and D visibility 1/4 SM, and Circling Cat C and D visibility 1/4 SM. Visibility reduction by helicopters NA. VDP NA when using De Queen altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

VGS and descent angles not coincident (VGS angle 3.00/TCH 48).

Remain within 10 NM

2000

VOR RWY 13
TEXARKANA RGNL-WBBB FLD (TXK)

CATEGORY      A     B     C     D
S-13          780-1  392 (400-1) 780-1 392 (400-1) 780-1 392 (400-1)
CIRCLING      820-1  900-1  1000-1 392 (400-1) 1080-2 610 (700-1 392 (400-1)

33°27'N-93°59'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

**Table:**

<table>
<thead>
<tr>
<th>OJA AWOS-3</th>
<th>FORT WORTH CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.575</td>
<td>128.4 269.37</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**Diagram:**

- **ZARMU:** 35°44'N-98°44'W
- **RWY 17**
- **Baro-VNAV NA**
- **CTAF:** 122.9
- **THOMAS, OKLAHOMA**
- **APR 15**
- **35°44'N-98°44'W**
- **RNAV (GPS) RWY 17**

**SC-1, 30 NOV 2023 to 25 JAN 2024**
Baro-VNAV NA. Use Weatherford altimeter setting, when not received, use Clinton Rgnl altimeter setting. DME/DME RNP 0.3 NA. Nightlanding: 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.

**CTAF**
122.9

**ELEV**
1733

**TDZE**
1733

---

**Category**

<table>
<thead>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>2035-1</td>
<td>302 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>2035-1</td>
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<td>NA</td>
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<td>LNAV MDA</td>
<td>2220-1</td>
<td>487 (500-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>2280-1</td>
<td>547 (600-1)</td>
<td>2460-1</td>
</tr>
</tbody>
</table>
ILS or LOC/DME Z RWY 18

OKLAHOMA CITY, OKLAHOMA

SC-1, 30 NOV 2023 to 25 JAN 2024

**When ALS inop, increase all CAT to 55 and vis to 1 mile.**

**CAT E Circling NA in sector S of Rwy 13-31 and W of Rwy 18-36.**

Circling NA to Rwy 18.

Localizer unusable from TIK 0.1 DME to Rwy threshold.

Localizer NA beyond 15° right of course.

EMERG SAFE ALT 100 NM 4700 FROM TIK

OKLAHOMA CITY, OKLAHOMA

Amdt 5 26MAY16
**When ILS inop, increase CAT ABC RVR to 30 and vis to 1 mile, CAT DE RVR to 60 and vis to 1/2 mile.**

**CAT E Circling NA to Rwy 18 and in sector S of Rwy 13-31 and W of Rwy 18-36.**

MISSED APPROACH: Climb to 4000 on TIK TACAN R-356 to CAROO and hold.

**ATIS**

- **270.1**

**OKE CITY APP CON**

- **120.45**
- **288.325**

**TOWER**

- **124.45**
- **251.05**

**GND CON**

- **121.8**
- **275.8**

**CLNC DEL**

- **119.7**
- **335.8**

**ASR**

**EMERG SAFE ALT 100 NM 4700**

**LOCALIZER 109.5**

**I-TIK**

**TINKER**

**Chan 105 TIK**

Holding authorized on LOCALIZER or TIK R-177/15 DME.

**4000**

**TIK**

**R-356**

**CAROO**

**GS 2.6° TCH 51**

**2600**

**CABIL**

**2611**

**177°**

**FOILE**

**15**

**357°**

**4000**

**BAAASS**

**23**

**TACAN**

**4.5 NM**

**4000**

**TIK**

**R-356**

**CAROO**

**OS.**

**1360**

**1342**

**1340**

**1430**

**1414**

**1425**

**36**

**357° 4.5 NM from FAF**

**HRL all rwys**
**CAT E Circling not authorized in sector S of Rwy 13-31 and W of Rwy 18-36.**

**EMERG SAFE ALT 100 NM 4700**

EMER Emergency, Safe Altitude 100 Nautical Miles above 4700 Feet MSL.

**SC-1, 30 NOV 2023 to 25 JAN 2024**

**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**

**CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.**

**Tinker AFB (KTIK)**

**LOC RWY 13**

**LOC I-EVG 111.7**

**APCH CRS 126°**

**Rwy Idg 10,000**

**TDZE 1241**

**Arpt Elev 1291**

**AL-299 [USAF]**

**SALS**

**MISSED APPROACH:** Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME (WEVAV) and hold at 3000.

**RADAR required.**

**306°**

**WEMGU**

**HOLD 6000**

**R-354**

**2746**

**2749**

**COIAF**

**ZEMGU**

**ATTER**

**R-028**

**WURIS**

**1438**

**1425**

**1605**

**1573**

**1537**

**1425**

**1609**

**ELEV 1291**

**TDZE 1241**

**126° 60 NM from FAF**

**FAF to MAP 6 NM**

**HIRL all rwy**

**CATEGORY**

A  B  C  D  E

**S-13**

1740/40  499 (500-¾)

1740/50

1740/60

1740-1 1/2

499 [500-1]

499 [500-1¼]

499 [500-1½]

**CIRCLING**

1880-1  589 (600-1)

1880-1½

1980-2 1/2

2040-2 1/2

589 [600-1½]

689 [700-2¼]

749 [800-2½]

**OKLAHOMA CITY, OKLAHOMA**

Amdt 1 10JAN13

**35°25’N-97°23’W**

**Tinker AFB (KTIK)**
Straight-in minimum visibility increased to no light minimum due to offset final approach course.

CAUTION: Final approach course offset 710’ left of rwy extended centerline 3000’ from threshold.

EMERG SAFE ALT 100 NM 4700
MISSED APPROACH: Climb to 2600 on TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

Altitude: 2303

KEVL  IAF
VERUC INT
TUL

KROAK INT
TUL

BSR

TULSA, OKLAHOMA
Amdt 9 05OCT23

ILS or LOC RWY 18R
TULSA INTL (TUL)
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).
TULSA, OKLAHOMA

ILS RWY 36R (CAT II)
TULSA INTL (TUL)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound).

Simultaneous approach authorized.

TULSA TOWER
GND CON
CLNC DEL

TULSA APP CON
124.0 338.3

TULSA INTL
TULSA, OKLAHOMA (TUL)

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TULSA, OKLAHOMA

Amdt 29H 10SEP20

36°12’N-95°53’W

TULSA INTL (TUL)
ILS RWY 36R (CAT II)
RNAV (GPS) RWY 26
TULSA INTL (TUL)

**WAAS CH 93814 W26A**
- **APP CRS**: 266°
- **Rwy Idg**: 7376
- **TDZE**: 652
- **Apt Elev**: 678

**LNAV/VNAV NA**
- **A**: 121.2 310.8 (Rwy 18L-36R, 8-26)
- **B**: 118.7 257.8 (Rwy 18R-36L)

**MALSR**
- **MIN**: 7.5 NM
- **MAX**: 266°

**ASR**
- **MIN**: 7.5 NM
- **MAX**: 266°

**INOP**
- **Table** does not apply to LPV DA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (5°F) or above 34°C (93°F).
- For inop MALSR, increase LNAV/VNAV DA Cat E visibility to 1½ mile, LNAV MDA Cats A/B visibility to 1 mile and Cat E to 1½ mile.
- Circling NA for Cat E south of Rwy 8-26. DME/DME RNP-0.3 NA.

**MISSING APPROACH**
- Climb to 3000 direct HAGIL and hold.

**D-ATIS**
- 124.9 377.2

**TULSA APP CON**
- 124.0 338.3

**CLNC DEL**
- 134.05 284.7

**ELEV 678 D TDZE 652**

**RNAV (GPS) RWY 26**
- RW26
- 3 NM to JETRO
- 3 NM to JESON
- 30 NM to HARSO
- 30 NM to COPOL
- 3600
- JESON
- MIROE
- HARSO

**CIRCLING**
- 1160-1 482 (500-1)
- 1520-3 842 (900-2) 842 (900-2)

**TPV DA**
- 852-3 200 (200-3)

**LNAV/VNAV DA**
- 1089-1 437 (500-1)
- 1160-1 508 (500-1)

**LNAV MDA**
- 1160-3 508 (500-3)
- 1160-1 508 (500-1)

**CATEGOR**
- A
- B
- C
- D
- E

**RNAV (GPS) RWY 26**
- TULSA INTL (TUL)
- 36°12'N-95°53'W

**36°12'N-95°53'W**
RNAV (GPS) RWY 36L
TULSA INTL (TUL)

**Use of FD or AP required during simultaneous operations.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

**MISSING APPROACH:**
Climb to 3500 direct AXIWU and hold.

**D-ATIS**
124.9 377.2

**TULSA APP CON**
124.0 338.3

**TULLSA TOWER**
(Rwy 18L-36R, 8-26)
121.2 310.8
118.7 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
134.05 284.7

**ELEV**
678

**TDZE**
678

**TDZ/Cl Rwy 36R**
HIRL All Rwys
REIL Rwys B, 18R and 36L

**HOLD**
17500
3600

**4 NM**

**Holding Pattern**

**TULSA, OKLAHOMA**
Amdt 2 10AUG23

**RNAV (GPS) RWY 36L**
TULSA INTL (TUL)

**36°12'N-95°53'W**
453
For uncompensated Baro VNAV systems, LNAV/VNAV NA below 13°C (59°F) or above 54°C (130°F). Circling NA for Cat E south of Rwy 8-26. DME/DME RNP 0.3 NA.

For inop ALSF-2, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cats C/D/E visibility to 1½ mile.

**RNAV (GPS) RWY 36R**

**TULSA INTL (TUL)**

**WAAS CH 82214**

**APP CRS 360°**

<table>
<thead>
<tr>
<th>TULSA TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.2 310.8 (RWys 18L-36R, 8-26)</td>
<td>121.9 348.6</td>
<td>134.05 284.7</td>
</tr>
</tbody>
</table>

**TULSA APP CON**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>124.9 377.2</th>
<th>124.0 338.3</th>
</tr>
</thead>
</table>

**MISSED APPROACH:**

Climb to 3500 direct ORKUC and hold.

**D-ATIS**

124.9 377.2

124.0 338.3

134.05 284.7

**TULSA INTL (TUL)**

**36°12'N-95°53'W**

**RNAV (GPS) RWY 36R**

**TULSA INTL (TUL)**

**AL-432 (FAA)**

**RNAV (GPS) RWY 36R**

**TULSA INTL (TUL)**

**36°12'N-95°53'W**

**RNAV (GPS) RWY 36R**

**TULSA INTL (TUL)**

**36°12'N-95°53'W**
### VOR or TACAN RWY 26
#### TULSA INTL (TUL)

**MISSED APPROACH:** Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1200-1-153</td>
<td>522 (600-1)</td>
<td>1520-2 1/2</td>
<td>842 (900-2/3)</td>
<td>1520-3</td>
</tr>
</tbody>
</table>

**MISSED APPROACH FIX:**

- **HUKDO**
  - 2.5 NM
- **TUL**
  - 262°
- **KEVIL**
  - 238°

**ALRS:**

- **KEVIL**
  - 262°
- **TUL**
  - 220°

**TDZ/CL: Rwy 36R**

**HIRL:** Rwy 8-26, 18L-36R and 18R-36L

**REIL:** Rws 18, 18R and 36L

**TDZ/CL Rwy 36R**

**HIRL:** Rwy 26-26, 18L-36R, 18R-36L

**REIL:** Rws 18, 18R and 36L

**TDZ/CL Rwy 36L**

**HIRL:** Rwy 8-26, 18L-36R and 18R-36L

**REIL:** Rws 18, 18R and 36L

**HAL-432 (FAA)**

**Amdt 24E 03JAN19**
TULSA NINE DEPARTURE

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.
Circling NA northeast of Rwys 31 and 19L.

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).

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 on heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

ATIS 126.5  TULSA APP CON 134.7  RIVERSIDE TOWER 120.3 (CTAF)  
GND CON 121.7  CLNC DEL 124.5  UNICOM 122.95
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA.

<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>826-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1126-1/4</td>
<td>500 (500-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>434 (500-1)</td>
<td>1060-1/4</td>
<td>434 (500-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>622 (700-1)</td>
<td>1280-1</td>
<td>642 (700-1)</td>
</tr>
</tbody>
</table>

NoPT required on V532 northwest bound at INHOF.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Circling NA.
Circling northeast of Rwys 31 and 19L. DME/DME RNP-0.3 NA.

**ATIS** | **TULSA APP CON** | **RIVERSIDE TOWER** | **GND CON** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---
126.5 | 134.7 | 120.3 (CTAF) | 121.7 | 124.5 | 122.95

**MISSING APCH FIX**

**INHOF**

**MISSING APCH FIX**

**INHOF**

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
LP MDA | 1040-1 | 402 (500-1) | 1040-1 1/8 | 402 (500-1 1/8)
LNAV MDA | 1200-1 | 562 (600-1) | 1200-1 1/8 | 562 (600-1 1/8)
CIRCLING | 1260-1 | 622 (700-1) | 1280-1 | 642 (700-1 1/8) | 1380-2 1/2 | 742 (800-2 1/2)
Circling NA northeast of Rwys 31 and 19L. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities 1/4 mile.

MISSSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R:238 to KEVIL IFL/TUL 25.4 DME and hold.

ATIS | TULSA APP CON | RIVERSIDE TOWER | GND CON | CLNC DEL | UNICOM
--- | --- | --- | --- | --- | ---
126.5 | 120.3 (CTAF) | 121.7 | 124.5 | 122.95

MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R:238 to KEVIL IFL/TUL 25.4 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TULSA NINE DEPARTURE

ATIS
126.5
RIVERSIDE TOWER**
120.3 (CTAF)
CLNC DEL
124.5
TULSA DEP CON
124.0 338.3

TOP ALTITUDE: 15000

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.
**ILS or LOC RWY 35C**

**VANCE AFB (KEND)**

**Radar or DME required**

- **ATIS**
  - 115.4 263.15

- **APP CON**
  - 125.45 388.2 East
  - 126.75 346.325 West

- **Tower**
  - 124.05 259.1

- **Ground CON**
  - 121.675 289.4

- **CLNC DEL**
  - 225.4

---

**Emergency Safe Alt 100 NM 4500**

**ELEV 1307**

**TDZE 1293**

---

**Drake Field**

**Rwy 17C-35C, 17L-35R, 355**

---

**ERRATUM**

- When ALS inop, increase RVR to 55, vis to 1 mile.
- **When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 1/4 mile.**

---

**CATEGORY**

- **A**
  - 1493/40
  - 200
  - (200-4)

- **B**
  - 1640/40
  - 347
  - (400-4)

- **C**
  - 1760-1
  - 1800-1/2
  - 1900-2
  - 2300-3

- **D**
  - 453
  - 493
  - 593
  - 993

- **E**
  - (500-1)
  - (500-1/2)
  - (600-2)
  - (1000-3)

---

**WITHOUT SESOE FIX MINIMUMS**

- **S-LOC 35C**
  - 1720/40 427 (500-1)

- **CIRCLING**
  - 1760-1
  - 1800-1/2
  - 1900-2
  - 2300-3

---

**36°20'N-97°55'W**

**ILS or LOC RWY 35C**

**VANCE AFB (KEND)**
ENID, OKLAHOMA

RNAV (GPS) RWY 17C

SC-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 17C

ENID, OKLAHOMA

Amdt 10 01DEC22

EMERG SAFE ALT 100 NM 4500

4 NM Holding Pattern

6000

3000

175°

3000

GP 2.90°

TCH 45

CATEGORY

A

B

C

D

1477/40

200

200-1¾

290

300-1¾

LPV DA

LNAV/ VNAV DA

1660/40 403 (400-¾)

1680/50 403 (400-1)

LNAV MDA

1760-1 453 (500-1)

1800-1½ 1900-2 2300-3

593 (600-2) 993 (1000-3)

CIRCLING

36°20’N-97°55’W

VANCE AFB (KEND)

RNP APCH

ATIS

115.4 263.15

APP CON

125.45 388.2 (E)

126.75 346.325 (W)

TOWER

124.05 259.1

GND CON

121.675 289.4

CLNC DEL

225.4

***Circling visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C at or above 54°C.
FOR USE BY 71 FTW AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 4500

<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>1720-1½</td>
<td>438</td>
<td>(500-1½)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1760-1½</td>
<td>453</td>
<td>(500-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

ENID, OKLAHOMA

Orig 24MAR22
TERPS

36°20’N - 97°55’W

SC-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 17L

VANCE AFB (KEND)
RNAV (GPS) RWY 35C

RNAP ACH

** When ALS inop, increase RVR to 45, vis to ½ miles.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** Circling visibility reduction by helicopters NA.

**ATIS**
115.4 263.15

**APP CON**
125.45 388.2 (E)
126.75 346.325 (W)

**TOWER**
124.05 259.1

**GND CON**
121.675 289.4

**CLNC DEL**
225.4

EMERG SAFE ALT 100 NM 4500

- **4 NM**
- **Holding Pattern**
- **ADOWS**

VGSI and RNAV glidepath not coincident (VGSI Angle 2.5°/TCH 42).

**CATEGORY**
A | B | C | D | E
---|---|---|---|---
LPV DA | 1543/40 | 250 | (300-14) |
LNNAV/ VNAV DA | 1568/40 | 275 | (300-14) | 1581/40 | 288 (300-14) |
LNNAV MDA** | 1660/40 | 367 | (400-14) |

**CIRCILL**
1760-1 453 (500-1)
1800-1/2 (493 (500-1/2))
1900-2 (593 (600-2))
2300-3 (993 (1000-3))

ENID, OKLAHOMA
36°20'N-97°55'W
VANCE AFB (KEND)

Amdt 9 01DEC22
FOR USE BY 71FTW AIRCRAFT ONLY

EMERG SAFE ALT 100 NM 4500

VANCE AFB (KEND)

RNAV (GPS) Y RWY 17R

ENID, OKLAHOMA

Amdt 6 13JUL23
Visibility reduction by helicopters NA.

Misapproach: Climbing right turn to 4000 on heading 005°, intercept END VORTAC R-019 to KRMLN and hold.

For use by 71 FTW ACFT ONLY

Emerg safe alt 100 NM 4500

VOR/DME RWY 35R

Enid, Oklahoma

Orig 24MAR22

Category | A | B | C | D
---|---|---|---|---
5-35R | 1720-13° | 436 | (500-13°) | NA
CIRCLING | 1760-13° | 453 | (500-13°) | NA
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb direct CAXOT, then right turn direct BOZCO, thence...

TAKEOFF RWY 17R: Climb direct MOKNE, then right turn direct BOZCO, thence...

TAKEOFF RWY 35C: Climb direct ZEVUV, then left turn direct JENOS, then track 171° to BOZCO, thence...

TAKEOFF RWY 35L: Climb direct KIMSH, then left turn direct JENOS, then track 171° to BOZCO, thence...

ALCEM TRANSITION (BOZCO1.ALCEM): ...from over BOZCO climbing track 171° to cross ALCEM at or below 13,000.

BOZCO ONE DEPARTURE (RNAV)
SAPEE ONE DEPARTURE (RNAV) (SAPEE1 • SAPEE)

ATIS: 115.4 263.15
CINC DEL 225.4
GND CON 121 675 289.4
VANCE TOWER: 124 05 289.1
VANCE DEP CON 120 525 306.3

SAPEE 13,000

WALDI 13,000

WALDI TRANSITION

350°
(1535)

JENOS

350°

KIMSH

ZEUVU

CAXOT

MOKNE

ATC Climb Rate to 13,000

TOP ALTITUDE: 13,000

EMERG SAFE ALT 100 NM 4800

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C: Climb direct CAXOT, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 17C: Climb direct MOKNE, then right turn direct JENOS, then climbing track 350° to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 35L: Climb direct KIMSH, then climbing left turn direct to cross SAPEE at or below 13,000, thence...

TAKEOFF RWY 35C: Climb direct ZEUVU, then climbing left turn direct to cross SAPEE at or below 13,000, thence...

WALDI TRANSITION (SAPEE1 • WALDI): ...from over SAPEE climbing track 350° to cross WALDI at 13,000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude.

TAKEOFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude.

TAKEOFF RWY 17L: Track 165° climbing to 5000 or assigned altitude.

TAKEOFF 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.
Use Claremore altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct ITEJO and hold.
H71 AWOS-3PT 120.1
TULSA APP CON 119.1 360.825
CTAF 122.9

NoPT for arrival at TUSOC on V140.

MISSED APPROACH: Climbing right turn to 2500 direct
TUSOC and hold.

NoPT for arrival at TUSOC on V140.

MISSED APPROACH: Climbing right turn to 2500 direct
TUSOC and hold.

RNAV (GPS) RWY 18
HEFNER-EASLEY (H68)
### RNAV (GPS) RWY 36

**HEFNER-EASLEY (H68)**

**APP CRS**
- **356°**

**Rwy Idg**
- 3401

**TDZE**
- 599

**Apt Elev**
- 599

**RNP APCH.**

**NA**

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Pryor altimeter setting.

**MISSED APPROACH:** Climb to 2500 direct TUSOC and hold.

<table>
<thead>
<tr>
<th>H71 AWOS-3PT</th>
<th>TULSA APP CON</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.1</td>
<td>119.1 360.825</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**
- Holding Pattern
- 4 NM to COGES
- 360° COGES
- 266° COGES
- 086° COGES

**MISSED APCH FIX**
- 4 NM to TUSOC

**CAUTION**
- COGES 2600
- 6 NM to COGES (NORTH)

**ELEV**
- 599

**TDZE**
- 599

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

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>1140-1</td>
<td>1160-1</td>
</tr>
<tr>
<td>541 (600-1)</td>
<td>561 (600-1)</td>
</tr>
<tr>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Amdt 2 30JAN20**

**35°58'N-95°21'W**

**487**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1/8 SM. Inop table does not apply to LPV and LNAV/VNAV all Cats.
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 ½ SM. For inoperative ODALS, increase LPV all Cats and LNAV/VNAV all Cats visibility to ¾ mile and LNAV Cat C and D visibility to 1 mile. Baro-VNAV and VDP NA with Jonesboro altimeter setting.

AWOS-3PT 126.525
MEMPHIS CENTER 120.075 289.4
UNICOM 122.8 (CTAF)

<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>475-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>525-3/4</td>
<td>250 (300-3/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>620-3/4</td>
<td>345 (400-3/4)</td>
<td>620-7/8</td>
<td>345 (400-7/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>481 (500-1)</td>
<td>800-1 1/4</td>
<td>521 (600-1 1/4)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1000-2 1/4</td>
<td>721 (800-2 1/4)</td>
</tr>
</tbody>
</table>
Boro-VNAV NA when using Jonesboro altimeter setting. For uncompensated Boro-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 Cats C/D visibility ½ SM and Circling Cat D visibility ¼ SM.

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

ELEV 279
LDZE 274

ESEGE
OYFAL

JOMOS 1.6 NM to RW22

MISSED APCH FIX
XIHAM

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 Cats C/D visibility ½ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2700 direct XIHAM and hold.

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF)

ELEV 279
LDZE 274

ESEGE
OYFAL

JOMOS 1.6 NM to RW22

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 Cats C/D visibility ½ SM and Circling Cat D visibility ¼ 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). DME/DME RNP-0.3 NA. 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 ½ SM.

**MISSED APPROACH:**
Climb to 2700 direct EYPEB and hold.

**AWOS-3PT**
126.525

**MEMPHIS CENTER**
120.075 289.4

**UNICOM**
122.8 (CTAF)
AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 [CTAF]

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 [CTAF]

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

ADF required. Inop table does not apply to S-18 Cat D.

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 [CTAF]

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

ADF required. Inop table does not apply to S-18 Cat D.

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 [CTAF]

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

ADF required. Inop table does not apply to S-18 Cat D.

AWOS-3PT
126.525

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 [CTAF]

MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

ADF required. Inop table does not apply to S-18 Cat D.
RNAV (GPS) RWY 3
WARREN MUNI (3M9)

LLQ ASOS
133.325

MEMPHIS CENTER
135.875 269.35

CTAF
122.9

Procedure NA for arrivals at JUSGA on V69 northeast bound.

Use Monticello altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct WESOS and on track 275° to JUSGA and hold.
**RNAV (GPS) RWY 21**

**WARREN MUNI (3M9)**

**APP CRS**
- **214°**

**Rwy Idg**
- **3829**

**TDZE**
- **235**

**Apt Elev**
- **235**

**ELEV**
- **235**

**TDZE**
- **235**

**NA**
- Use Monticello altimeter setting.
- Procedure NA at night.

**CTAF**
- **122.9**

**LLQ ASOS**
- **133.325**

**MEMPHIS CENTER**
- **135.875 269.35**

**Procedure NA for arrivals at JUSGA on V69 southwest bound.**

**ZANOP**
- **33°34'N-92°05'W**

**RNAV (GPS) RWY 21**

**JUSGA**
- **720°**

**BIMTY**
- **214°**

**ZAKID**
- **214°**

**YUBUT**
- **2500**

**594**
- **5°**

**493**
- **5°**

**505**
- **5°**

**878**
- **5°**

**3000**
- **074°**

**214°**
- **214°**

**1800**
- **214°**

**2500**
- **214°**

**3000**
- **214°**

**494**
- **214°**

**VGS I and descent angles not coincident (VGS Angle 3.50°/ TCH 40).**

**MISSED APPROACH:** Climb to 3000 direct ZANOP and on track 311° to JUSGA and hold.

**Procedure NA for arrivals at JUSGA on V69 southwest bound.**

**Climb to 3000 direct ZANOP and on track 311° to JUSGA and hold.**

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

**RNAV MDA**
- **720-1 485 (500-1)**

**WARREN, ARKANSAS**

**Orig-D 07OCT21**

33°34'N-92°05'W
When local altimeter setting not received, use Clinton altimeter setting and increase all
MDA 100 feet; increase LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM.

**RNAV (GPS) RWY 17**

**WATONGA RGNL (JWG)**

**AWOS-3**
134.175

**VANCE APP CON**
126.75 346.325

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 17**

**WATONGA RGNL (JWG)**

**AWOS-3**
134.175

**VANCE APP CON**
126.75 346.325

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 17**

**WATONGA RGNL (JWG)**

**AWOS-3**
134.175

**VANCE APP CON**
126.75 346.325

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 17**

**WATONGA RGNL (JWG)**

**AWOS-3**
134.175

**VANCE APP CON**
126.75 346.325

**UNICOM**
122.8 (CTAF)
Rwy 17 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Straight-in Rwy 17 at night, Circling Rwy 35 at night, operational VGSI required, remain on or above the VGSI glidepath until threshold.

Procedure NA for arrivals at WAXEY on V210-507 westbound.

**MISSING APCH FIX**

**WEATHERFORD STAFFORD (OJA)**

RNAV (GPS) RWY 17

WEATHERFORD, OKLAHOMA

Amdt 2A  25FEB21

35°33’N-98°40’W
RNAV (GPS) RWY 35
WEATHERFORD STAFFORD (OJA)

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 LEPIY on V440 westbound.

Procedure NA for arrivals at ROKOY and hold.

Procedure NA for arrivals at LIONS on V272 eastbound.

AWOS-3PT 118.575
FORT WORTH CENTER 128.4 269.37
UNICOM 122.8 (CTAF)

MISSED APCH FIX
4 NM 3°45' NAD 122° 359° ROKOY

LNAV MDA 40 feet and visibility Cat C ¼ mile.

When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.

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 LEPIY on V440 westbound.

Procedure NA for arrivals at ROKOY and hold.

Procedure NA for arrivals at LIONS on V272 eastbound.

AWOS-3PT 118.575
FORT WORTH CENTER 128.4 269.37
UNICOM 122.8 (CTAF)

MISSED APCH FIX
4 NM 3°45' NAD 122° 359° ROKOY

LNAV MDA 40 feet and visibility Cat C ¼ mile.

When local altimeter setting not received, use Clinton Rgnl altimeter setting: increase all MDA 40 feet and visibility Cat C ¼ mile.
ILS or LOC RWY 17
WEST MEMPHIS MUNI (AWM)

LOC/DME I-LWR
110.7
Chan 44

APP CRS
180°

Rwy Idg
TDZE
Apt Elev
6003
213
213

MALSR

For inop ALS, increase S-LOC 17 Cat C/D visibility to 1 1/2 SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.

DME or RADAR required.

ASOS
118.175

MEMPHIS APP CON
119.1 291.6

CLNC DEL
121.7

UNICOM
123.05 [CTAF]

KEHOE FIX MINIMUMS

S-LOC 17
580-1/2 367 (400-1/2)

CIRCLING
640-1 740-1 800-1/2 920-2/4

S-LOC 17
580-5/6 367 (400-5/6)

CIRCLING
640-1 740-1 800-1/2 920-2/4

S-LOC 17
580-1/2 367 (400-1/2)

CIRCLING
640-1 740-1 800-1/2 920-2/4

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.

KEHOE FIX MINIMUMS

S-LOC 17
580-1/2 367 (400-1/2)

CIRCLING
640-1 740-1 800-1/2 920-2/4

S-LOC 17
580-5/6 367 (400-5/6)

CIRCLING
640-1 740-1 800-1/2 920-2/4

KEHOE FIX MINIMUMS

S-LOC 17
580-1/2 367 (400-1/2)

CIRCLING
640-1 740-1 800-1/2 920-2/4

SC-1, 30 NOV 2023 to 25 JAN 2024
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 setting and increase LPV DA to 513 feet, LNAV/VNAV DA to 644 feet and all visibilities ¼ SM; increase all MDAs 60 feet and increase visibility LNAV Cat C and Circling Cat C and D ¼ SM. Baro-VNAV and VDP NA when using Memphis Intl altimeter setting.

Baro-VNAV and VDP NA when using Memphis Intl altimeter setting.
RNAV (GPS) RWY 35
WEST MEMPHIS MUNI (AWM)

Misused Approach: Climb to 2500 and direct IMUDE and hold.

**When local altimeter setting not received, use Memphis Intl altimeter setting:**

- Increase all MDA 60 feet.
- Increase LNAV Cat C and D and Circling Cat C and D visibility 1/4 SM.
- Rw 35 heli visibility reduction below 1/2 SM NA.

**Table:**

<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>LNAV MDA</td>
<td>600-1</td>
<td>387 (400-1)</td>
<td>600-1½</td>
<td>387 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>740-1</td>
<td>800-1½</td>
<td>707 (800-2½)</td>
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**Figure:**

- Holding Pattern
- IMUDE
- TDZE
- CLNC DEL
- ASOS
- MEMPHIS APP CON
- UNICOM
- ELEV
- SC-1, 30 Nov 2023 to 25 Jan 2024

**Notes:**

- RNP APCH.
- The diagram includes various navigational aids and coordinates for route planning.
- The figure is annotated with altitudes, degrees, and distances relevant to the RNAV (GPS) RWY 35 approach at West Memphis Muni (AWM).
RNP APCH.

Baro-VNAV and VDP NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet. Inop table does not apply. Circling Rwy 5, 23 NA at night.

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
2572-1 1/2 396 (400-1 1/2)

LNAV MDA
2700-1 524 (600-1) 2700-1/2 524 (600-1/2) 2700-1 3/4 524 (600-1 3/4)

CIRCLING
2700-1 511 (600-1) 2860-1 671 (700-1) 2940-1 2/3 751 (800-2/3) 2960-1 2/3 771 (800-2 1/3)
RNAV (GPS) RWY 35

WEST WOODWARD (WWR)

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 1½ SM. Circling Rwy 5, 23 NA at night.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

AWOS-3  118.425
KANSAS CITY CENTER  126.95  379.2
UNICOM  122.8 (CTAF)

MISS APCH FIX
4 NM

5 NM Holding Pattern

LNAV only.

Category

LPV DA  LNAV/VNAV DA  LNAV MDA  CIRCLING

2470-1  2506-1  2700-1  2700-1
281 (300-1)  317 (400-1½)  511 (600-1)  511 (600-1½)

TCH 40

502
AWOS-3 118.425
KANSAS CITY CENTER 126.95 379.2
UNICOM 122.8 (CTAF)

When local altimeter setting not received, use Gage altimeter setting and increase all MDA 40 feet. Circling NA to Rwys 5 and 23.

MISSED APPROACH: Climb to 4000, then left turn via MMB VOR/TC R-062 to NARAH/MBB VOR/TC 13 DME and hold.

Procedure NA for arrival on MMB VOR/TC airway radials 015 CW 107.

CATEGORY
CIRCLING

A  B  C  D
2820-1 2840-1 2940-2¾ 2960-2½
631 651 751 (800-2½) 771 (800-2½)
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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