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

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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Department of Defense - Federal Aviation Administration
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

FOR PROCUREMENT:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

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

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative.

ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

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

(1) ILS, PAR, LPV, GLS minima

<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>¼ 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 ½ 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>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSFL, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<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>½ 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>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

### LANDING MINIMA FORMAT

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

- **MDA**: Minimum Descent Altitude
- **HAA**: Height Above Airport
- **Visibility in Statute Miles**
- **RVR 100's of feet**

**NOTE:** The \( \text{W} \) 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 \( \text{W} \) will be removed.

### COLD TEMPERATURE AIRPORTS

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

http://www.tao.gov/air_traffic/flight_info/aeronav/digital_products/dpp/search/

### COLD TEMPERATURE ERROR TABLE

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</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>0</td>
<td>10</td>
<td>10</td>
<td>10</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>
<td>90</td>
</tr>
<tr>
<td>+0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
</tr>
<tr>
<td>-30</td>
<td>40</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>760</td>
<td>950</td>
</tr>
<tr>
<td>-40</td>
<td>50</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>-50</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>
</tr>
</tbody>
</table>

**COLD TEMPERATURE ERROR TABLE**

**HEIGHT ABOVE AIRPORT IN FEET**

### AIRCRAFT APPROACH CATEGORIES

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

For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

### MANEUVERING TABLE

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

**TERMS/LANDING MINIMA DATA**

20142
**CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE**

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

**STANDARD CIRCLING APPROACH MANEUVERING RADIUS**

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

<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 distances 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>½</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>
</tbody>
</table>

**RADAR MINIMA**

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 500-1.

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

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

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

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10</td>
<td>2.5º/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-¾)</td>
<td>600/50</td>
<td>513</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>2.5º/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-¾)</td>
<td>600/50</td>
<td>513</td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-¾)</td>
<td>600/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>600/60</td>
<td>513</td>
<td>(600-1¼)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560-1¼</td>
<td>463</td>
<td>(500-1¼)</td>
<td>600-1½</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>
<td>600-1½</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

Visibility in statute miles.
GENERAL INFORMATION

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

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

Date of Latest Revision 09365

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

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Effective Date Amdt 2B 12MAR09

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

MISCELLANEOUS

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

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

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

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

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans 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

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
<th>Standard Procedure Notes Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>From WINRZ, UBJG: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. DME required for LOC only.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>❗ Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Equipment Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV 1 - DME/DME/IRU or GPS</td>
<td>RADAR required</td>
</tr>
</tbody>
</table>

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCLI) 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 "☉" 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 ☉ ☪ ☘.

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
</tbody>
</table>
### ABBREVIATIONS

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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</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</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>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>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rw</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>SALS</td>
<td>Short Approach Light System</td>
</tr>
<tr>
<td>SALSF</td>
<td>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>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<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>

**SC-4, 30 NOV 2023 to 25 JAN 2024**
**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

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

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

- **Indicated Airspeed**
  - 175K Mandatory Airspeed
  - 120K Minimum Airspeed
  - 250K Maximum Airspeed
  - 180K Recommended Airspeed

- **RADIO AIDS TO NAVIGATION**
  - VOR
  - VOR/DME
  - DME
  - NDB
  - NDB/DME
  - LO M (Compass locator at Outer Marker)
  - Marker Beacons
  - Marker Beacons that are not specifically part of the procedure.
  - Localizer Front Course (LOC/LDA)
  - Right side shading: Front course
  - Localizer Back Course
  - Left side shading: Back course
  - SDF Course
  - LOC/LDA/SDF Transmitter
  - LOC/DME

- **FIXES/ATC REPORTING REQUIREMENTS**
  - Reporting Point
  - Waypoint
  - MAP WP (Flyby)
  - MAP WP (Flyover)
  - Flyover Point

- **Computer Navigation Fix (CNF): No ATC Function**
  - Radial line and value
  - Lead Radial
  - Lead Bearing

**LEGEND 23334**

- **Procedure Track**
- **Feeder Route**
- **Missed Approach**
- **Visual Flight Path**
- **Procedure Turn (Type degree and point of turn optional)**
- **165°**
- **345°**
- **HOLDING PATTERNS**
  - Hold-in-lieu of Procedure Turn
- **090°**
- **270°**
- **MISS**
- **IAP**
- **MAP WP**
- **INT**
- **INT**
- **DIST**
- **CFTSP**
- **x**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**E1**
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

Airport Identifier

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

Primary and Secondary (named in planview)

Civil

Spot Elevation

Seaplane Base

Obstacle

Joint (Civil-Military)

Highest Spot Elevation

Heliport

Group of Obstacles

Distance not to scale

International Boundary

Air Defense Identification Zone

End of Rwy Coordinates

(RoD only)

VOR Changeover Point

R-Restricted

P-Prohibited

W-Warning

A-Alert

MOA—Military Operations Area

23110
LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

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

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB
- LOC LOC/DME

MARKER BEACON

LOC/DME

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME (DME mileage matches route mileage)
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point
- Computer Navigation Fix (CNF) - No ATC Function

ROUTES

4500 MEA-Minimum Enroute Altitude

3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

R-275 Transition Route

Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

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

ALTIMETRY

5500

2300

Mandatory Altitude (Cross at)

Minimum Altitude (Cross at or above)

12000

Maximum Altitude (Cross at or below)

Block Altitude

MINIMUM SAFE ALTITUDE (MSA)

4500

14000

41000

270°

5300

5700

4700

3900

3300

2500

2500

Top altitude restriction

INDICATED AIRSPEED

175K

120K

250K

Maximum Airspeed

Minimum Airspeed

AIRPORTS

Civil
Military
Heliport

Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

MSA CW 4.5 NM

MSA CRW 2.5 NM

AIRPORTS

Facility Identifier

Airport Identifier

LEGEND

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G2

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INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface

Other Than Hard Surface

Stopways, Taxiways, Parking Areas

Metal Surface

Closed Runway

Closed Surface

Under Construction

Water Runway

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

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

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or 2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

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

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

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

LEGEND

Helicopter Alighting Areas  Ⓓ  Ⓔ  Ⓔ  Ⓔ  Ⓘ  Ⓔ

Negative Symbols used to identify Copter Procedures landing point..................  Ⓓ  Ⓔ  Ⓔ  Ⓘ  Ⓘ

NOTE:

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold...............................  Ⓓ

Hot Spot ..............................................

Runway Holding Position Markings........  Ⓓ

Buildings..............................................

Self-Serve Fuel #...................................

Airports..............................................

Obstructions.......................................  Ⓓ

Airport Beacon #.................................  Ⓓ

Runway Radar Reflectors.....................  Ⓓ

Bridges..............................................

Control Tower #.................................

Wind Cone.........................................

Landing Tee........................................

Tetrahedron......................................

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

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., Rwy 14-32 PCR 560 R/6/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

NOTE:

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram.

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

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

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

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

LEGEND

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., 🟢, ⭕, 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).

<table>
<thead>
<tr>
<th>CATEGORY I APPROACH LIGHTING SYSTEM</th>
<th>SHORT APPROACH LIGHTING SYSTEM</th>
<th>MEDIUM INTENSITY APPROACH LIGHTING SYSTEM</th>
</tr>
</thead>
<tbody>
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**MEDIUM INTENSITY MALS and MALSF OR SIMPLIFIED SHORT SSALS and SSALF APPROACH LIGHTING SYSTEMS**

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

**NOTE in SKETCH e.g. "TDZ/CL Rwy 15"**

**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, \( \square \), \( \triangle \), etc. A dot * * portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \square \). Negative symbology, e.g., \( \square \), \( \bullet \) indicates Pilot Controlled Lighting (PCL).

**PRECISION APPROACH PATH INDICATOR**

\( \square \) **PAPI**

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

Legend: \( \square \) White \( \bullet \) Red

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

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

\( \square \) **TRCV**

Above glide path
On glide path
Below glide path

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

**ALIGNMENT OF ELEMENTS SYSTEMS**

\( \square \) **APAP**

Above glide path
On Glide Path
Below Glide Path

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
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SC-4, 30 NOV 2023 to 25 JAN 2024
ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term “(OBSTACLE)” included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or RADAR vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as “Standard Instrument Departures (SIDs)”. SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

**ABBEVILLE, LA**

**ABBEVILLE CHRIS CRUSTA MEML (IYA)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG 25AUG11 (22195) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- Ryw 16, trees and poles beginning 1’ from DER, 36’ left of centerline, up to 98’ AGL/112’ MSL.
- Ryw 34, trees beginning 121’ from DER, 275’ right of centerline, up to 15’ AGL/52’ MSL.
- Ryw 36, trees beginning 1110’ from DER, 625’ left of centerline, up to 80’ AGL/55’ MSL.

**ABERDEEN/AMORY, MS**

**MONROE COUNTY (M40)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG 30AUG07 (07242) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- Ryw 18, pole 460’ from DER, 365’ left of centerline, 25’ AGL/254’ MSL.
- Ryw 36, trees beginning 27’ from DER, 426’ right of centerline, up to 92’ AGL/312’ MSL.
- Ryw 36, trees beginning 27’ from DER, 426’ right of centerline, up to 92’ AGL/312’ MSL.

**ALEXANDRIA, LA**

**ALEXANDRIA INTL (AEX)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG 30AUG07 (07242) (FAA)**

**TAKEOFF OBSTACLE NOTES:**

- Ryw 18, multiple trees and bush beginning 897’ from DER, 210’ right of centerline, up to 83’ AGL/173’ MSL.
- Ryw 32, multiple trees beginning 1537’ from DER, 662’ right of centerline, up to 80’ AGL/56’ MSL.
- Ryw 36, trees beginning 1298’ from DER, 525’ left of centerline, up to 90’ AGL/169’ MSL.
- Antenna, 5041’ from DER, 793’ left of centerline, 140’ AGL/216’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ALEXANDRIA, LA (CON’T)
ESLER RGNL (ESF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08APR10 (10098) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 9, multiple trees beginning 697’ from DER, 612’ right of centerline, up to 83’ AGL/153’ MSL. Antenna 2236’ from DER, 912’ left of centerline, 78’ AGL/158’ MSL.
- Rwy 14, trees 928’ from DER, 606’ left of centerline, 90’ AGL/160’ MSL. Trees 2003’ from DER, 141’ left of centerline, 96’ AGL/168’ MSL. Multiple trees beginning 941’ from DER, 257’ right of centerline, up to 121’ AGL/231’ MSL. Pole 650’ from DER, 649’ right of centerline, 39’ AGL/129’ MSL. Trees 3290’ from DER, 984’ right of centerline, 121’ AGL/211’ MSL.
- Rwy 27, light 38’ from DER, 148’ right of centerline, 8’ AGL/98’ MSL. Antenna 2236’ from DER, 148’ left of centerline, 15’ AGL/125’ MSL.
- Trees 1862’ from DER, 200’ right of centerline, 79’ AGL/219’ MSL.

BASTROP, LA
MOREHOUSE MEML (BQP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 14NOV13 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 16, trees beginning 1033’ from DER, 591’ right of centerline, up to 90’ AGL/247’ MSL. Trees beginning 152’ from DER, 402’ left of centerline, up to 90’ AGL/256’ MSL.
- Rwy 34, tree 394’ right of DER, 53’ AGL/218’ MSL. Trees beginning 2627’ from DER, 119’ left of centerline, up to 123’ AGL/248’ MSL. Power lines 1700’ from DER, 70’ AGL/214’ MSL.

BATESVILLE, MS
PANOLA COUNTY (PMU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 08SEP22 (22251) (FAA)
DEPARTURE PROCEDURE:
- Rwy 1, climb heading 011° to 800 before proceeding on course. Rwy 19, climb heading 191° to 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 1, trees beginning 72’ from DER, 157’ left of centerline, up to 80’ AGL/283’ MSL. Trees beginning 129’ from DER, 214’ right of centerline, up to 100’ AGL/305’ MSL.
- Rwy 19, poles, vehicle on road, NAVAID beginning 49’ from DER, 257’ left of centerline, up to 33’ AGL/252’ MSL. Poles beginning 606’ from DER, 503’ right of centerline, up to 34’ AGL/252’ MSL. Trees beginning 665’ from DER, 654’ left of centerline, up to 34’ AGL/252’ MSL. Pole 698’ from DER, 507’ right of centerline, 34’ AGL/253’ MSL. Pole 762’ from DER, 690’ right of centerline, 34’ AGL/254’ MSL. Tree 945’ from DER, 303’ right of centerline, 258’ MSL. Tree 1072’ from DER, 215’ right of centerline, 264’ MSL. Tree 1146’ from DER, 615’ left of centerline, 347’ MSL.
- Trees, terrain, poles beginning 1217’ from DER, 19’ left of centerline, up to 349’ MSL. Tree 1363’ from DER, 170’ right of centerline, 269’ MSL. Trees beginning 1683’ from DER, 471’ right of centerline, up to 293’ MSL. Trees, building, poles beginning 1881’ from DER, 68’ right of centerline, up to 325’ MSL. Tree 2121’ from DER, 506’ right of centerline, 343’ MSL. Trees, vehicle on road beginning 2216’ from DER, 12’ right of centerline, up to 345’ MSL. Trees beginning 4119’ from DER, 194’ right of centerline, up to 347’ MSL. Trees beginning 4315’ from DER, 172’ right of centerline, up to 348’ MSL. Trees beginning 4491’ from DER, 3’ right of centerline, up to 360’ MSL. Trees beginning 4659’ from DER, 39’ left of centerline, up to 357’ MSL. Trees beginning 4777’ from DER, 340’ left of centerline, up to 358’ MSL. Trees beginning 4935’ from DER, 325’ right of centerline, up to 367’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BATON ROUGE, LA
BATON ROUGE METRO, RYAN FLD (BTR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 17SEP15 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 22R, 300-2 1/4 or std. w/min. climb of 229’ per NM to 500.
DEPARTURE PROCEDURE:
Rwy 22L, climb heading 220° to 2000 before proceeding on course.
Rwy 22R, climb heading 220° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4L, vehicles on roadway 210’ from DER, 482’ right of centerline, 15’ AGL/79’ MSL.
Trees beginning 1180’ from DER, 153’ left of centerline, up to 75’ AGL/144’ MSL.
Trees beginning 1380’ from DER, 7’ right of centerline, up to 79’ AGL/148’ MSL.
Transmission tower 2516’ from DER, 897’ left of centerline, 80’ AGL/149’ MSL.
Rwy 4R, vehicles on roadway 5’ from DER, 392’ right of centerline, up to 15’ AGL/84’ MSL.
Trees beginning 207’ from DER, 128’ right of centerline, up to 85’ AGL/153’ MSL.
Rwy 13, pole 300’ from DER, 549’ left of centerline, 22’ AGL/91’ MSL.
Vehicles on roadway 342’ from DER, left and right of centerline, up to 15’ AGL/84’ MSL.
Antenna on building 479’ from DER, 247’ right of centerline, 22’ AGL/91’ MSL.
Sign 968’ from DER, 141’ right of centerline, 31’ AGL/100’ MSL.
Trees beginning 1385’ from DER, 114’ left of centerline, up to 97’ AGL/166’ MSL.
Trees beginning 1807’ from DER, 203’ right of centerline, up to 95’ AGL/164’ MSL.
Water tank 1631’ from DER, 903’ left of centerline, 50’ AGL/117’ MSL.
Rwy 22L, trees beginning 2140’ from DER, 52’ left of centerline, up to 90’ AGL/156’ MSL.
Tree 2371’ from DER, 60’ right of centerline, 69’ AGL/135’ MSL.
Sign 3507’ from DER, 284’ left of centerline, 77’ AGL/163’ MSL.
Building 503’ from DER, 481’ right of centerline, 14’ AGL/79’ MSL.
Poles beginning 1063’ from DER, 77’ left of centerline, up to 93’ AGL/158’ MSL.
Trees beginning 1210’ from DER, 352’ left of centerline, up to 103’ AGL/168’ MSL.
Trees beginning 444’ from DER, 108’ right of centerline, up to 89’ AGL/154’ MSL.
Stacks beginning 9852’ from DER, 2390’ left of centerline, up to 311’ AGL/366’ MSL.
Rwy 31, fence 191’ from DER, 468’ right of centerline, 7’ AGL/73’ MSL.
Trees beginning 814’ from DER, 120’ right of centerline, up to 37’ AGL/103’ MSL.
Trees beginning 1076’ from DER, 310’ left of centerline, up to 70’ AGL/136’ MSL.
Poles 1353’ from DER, 287’ right of centerline, up to 57’ AGL/123’ MSL.
Tank 1862’ from DER, 868’ right of centerline, 53’ AGL/119’ MSL.
Poles beginning 2507’ from DER, 274’ left of centerline, up to 76’ AGL/142’ MSL.

BOGALUSA, LA
GEORGE R CARR MEML AIR FLD (BXA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 05MAR15 (211196) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 500-3 or std. w/min. climb of 253’ per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 1273’ from DER, 359’ right of centerline, up to 89’ AGL/200’ MSL.
Trees beginning 1463’ from DER, 333’ left of centerline, up to 92’ AGL/203’ MSL.
Water tower 2734’ from DER, 1047’ left of centerline, 151’ AGL/262’ MSL.
Plant 1.6 NM from DER, 2404’ left of centerline, 247’ AGL/357’ MSL.
Stack 1.6 NM from DER, 2143’ left of centerline, 247’ AGL/357’ MSL.
Rwy 36, building 12’ from DER, 305’ right of centerline, 11’ AGL/130’ MSL.

BOONEVILLE/BALDWYN, MS
BOONEVILLE/BALDWYN (8M1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 1250’ from DER, 100’ right of centerline, 100’ AGL/465’ MSL.
Trees 3847’ from DER, 127’ left of centerline, 100’ AGL/519’ MSL.
Rwy 33, road and vehicle 8’ from DER, 188’ right of centerline, 15’ AGL/394’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BROOKHAVEN, MS
BROOKHAVEN-LINCOLN COUNTY (1R7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
Amdt 1A 20APR23 (23110) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, vehicle on road, pole, building beginning 23’ from DER, 243’ left of centerline, up to 524’ MSL.
Tree 42’ from DER, 360’ right of centerline, 531’ MSL.
Tree, pole, building beginning 141’ from DER, 194’ left of centerline, up to 548’ MSL.
Tree 191’ from DER, 477’ right of centerline, 536’ MSL.
Tree, vehicle on road, building, pole beginning 239’ from DER, 26’ left of centerline, up to 568’ MSL.
Tree, pole, building beginning 340’ from DER, 17’ right of centerline, up to 546’ MSL.
Tree, pole, tower beginning 904’ from DER, 120’ right of centerline, up to 561’ MSL.
Tree 1271’ from DER, 558’ right of centerline, 562’ MSL.
Tree, pole beginning 1293’ from DER, 283’ right of centerline, up to 570’ MSL.
Trees beginning 1537’ from DER, 375’ right of centerline, up to 574’ MSL.
Trees beginning 1830’ from DER, 307’ left of centerline, up to 569’ MSL.
Trees beginning 1868’ from DER, 382’ right of centerline, up to 580’ MSL.
Trees beginning 1970’ from DER, 86’ left of centerline, up to 585’ MSL.
Trees beginning 2093’ from DER, 27’ right of centerline, up to 584’ MSL.
Trees beginning 2498’ from DER, 18’ right of centerline, up to 586’ MSL.
Trees beginning 2734’ from DER, 134’ left of centerline, up to 586’ MSL.
Trees beginning 2924’ from DER, 101’ left of centerline, up to 587’ MSL.
Rwy 23, tree, pole beginning 11’ from DER, 40’ right of centerline, up to 561’ MSL.
Tree, pole beginning 126’ from DER, 20’ left of centerline, up to 557’ MSL.
Tree, pole beginning 236’ from DER, 39’ right of centerline, up to 580’ MSL.

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

CLARKSDALE, MS
FLETCHER FLD (CKM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
Orig 25SEP08 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, building 476’ from DER, 495’ right of centerline 168’ AGL/215’ MSL.
Vehicle 995’ from DER, 502’ left of centerline, 165’ AGL/190’ MSL.
Trees beginning 5619’ from DER, 630’ left of centerline, 158’ AGL/273’ MSL.
Rwy 36, trees beginning 2258’ from DER, 220’ left of centerline, 100’ AGL/274’ MSL.

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

COLUMBIA, MS
COLUMBIA/MARION COUNTY (0R0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA-Obstacles.
Rwy 5, 300-1½ or std. w/min. climb of 220' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500 feet prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 23, sign 8' from DER, 260' left of centerline, 3' AGL/246' MSL.
Pole, trees beginning 26' from DER, 293' right of centerline, up to 26' AGL/266' MSL.
Poles, transmission line beginning 244' from DER, 492' left of centerline, up to 45' AGL/275' MSL.
Tree, pole beginning 317' from DER, 11' right of centerline, up to 307' MSL.
Trees beginning 433' from DER, 464' left of centerline, up to 297' MSL.
Trees beginning 540' from DER, 176' left of centerline, up to 319' MSL.
Trees beginning 1552' from DER, 40' left of centerline, up to 313' MSL.
Tree 1953' from DER, 173' right of centerline, 320' MSL.
Trees beginning 1980' from DER, 39' right of centerline, up to 322' MSL.
Rwy 5, tree 24' from DER, 499' right of centerline, 326' MSL.
Terrain 159' from DER, 417' left of centerline, 275' MSL.
Trees beginning 225' from DER, 208' right of centerline, up to 332' MSL.
Tree 1213' from DER, 716' left of centerline, 342' MSL.
Trees beginning 1353' from DER, 10' right of centerline, up to 346' MSL.
Trees beginning 1907' from DER, 49' left of centerline, up to 328' MSL.
Trees beginning 1934' from DER, 19' left of centerline, up to 337' MSL.
Trees beginning 2218' from DER, 179' left of centerline, up to 346' MSL.
Trees beginning 2406' from DER, 74' right of centerline, up to 361' MSL.
Trees beginning 2504' from DER, 712' left of centerline, up to 358' MSL.
Trees beginning 2507' from DER, 94' left of centerline, up to 371' MSL.
Trees beginning 3173' from DER, 532' left of centerline, up to 374' MSL.
Tree 3411' from DER, 811' left of centerline, 377' MSL.
Tree 3483' from DER, 519' left of centerline, 380' MSL.
Tree 3578' from DER, 1000' left of centerline, 383' MSL.
Tree 3674' from DER, 1133' left of centerline, 384' MSL.
Trees beginning 3797' from DER, 70' right of centerline, up to 392' MSL.

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

COLUMBUS AFB (KCBM)
COLUMBUS, MS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 21APR22 (22111) (USAF)
TAKEOFF MINIMUMS:
Rwy 13C, std. w/min. climb of 210' per NM to 700' or 300-1¼. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 13L, std. w/min. climb of 210' per NM to 700' or 300-1¾. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
Rwy 13R, std. w/min. climb of 210' per NM to 700' or 300-1½. Alternatively, with std. takeoff mins and a std. 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 13C, terrain 6070' from DER, 1202' left of centerline, 372' MSL.
Rwy 13L, terrain 1.0 NM from DER, 2048' left of centerline, 385' MSL.
Rwy 13R, terrain 0' from DER, 25' right of centerline, 206' MSL.
Terrain 1.1 NM from DER, 1580' right of centerline, 376' MSL.
Rwy 31C, trees 2250' from DER, 789' right of centerline, 74' AGL/251' MSL.
Rwy 31L, C-5 parked on stub 8 2147' from DER, 490' left of centerline, 66' AGL/240' MSL.
T1 ramp moc 548' from DER, 169' left of centerline, 14' AGL/204' MSL.
T1 ramp moc 550' from DER, 268' right of centerline, 14' AGL/205' MSL.
Rwy 31R, T1 ramp moc 83' from DER, 472' left of centerline, 14' AGL/197' MSL.
Trees 2124' from DER, 1104' right of centerline, 74' AGL/251' MSL.

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

COLUMBUS AFB (KCBM) (CON’T)
COLUMBUS, MS (CON’T)
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 02DEC21 (21336) (FAA)
Rwy 13C, required min. climb of 210’ per NM to 700.
Rwy 13L, required min. climb of 210’ per NM to 700.
Rwy 13R, required min. climb of 210’ per NM to 700.

CORINTH, MS
ROSCOE TURNER (CRX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, vehicle on road 207’ from DER, 481’ right of centerline, 15’ AGL/446’ MSL.
Trees 305’ from DER, 451’ left of centerline, up to 71’ AGL/500’ MSL.
Trees 633’ from DER, 505’ right of centerline, up to 79’ AGL/520’ MSL.
Rwy 36, trees 1099’ from DER, 766’ right of centerline, up to 86’ AGL/480’ MSL.
Trees 1645’ from DER, 751’ left of centerline, up to 86’ AGL/480’ MSL.

COUSHATTA, LA
THE RED RIVER (0R7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (19115) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 43’ from DER, 237’ left of centerline, up to 225’ MSL.
NAV AID, pole, terrain beginning 113’ from DER, 257’ right of centerline, up to 56’ AGL/215’ MSL.
Tree 626’ from DER, 383’ right of centerline, 241’ MSL.
Trees beginning 631’ from DER, 490’ right of centerline, up to 245’ MSL.
Trees, pole beginning 816’ from DER, 46’ right of centerline, up to 251’ MSL.
Tree 1280’ from DER, 714’ left of centerline, 228’ MSL.
Trees beginning 1431’ from DER, 628’ left of centerline, up to 231’ MSL.
Trees beginning 1607’ from DER, 119’ left of centerline, up to 235’ MSL.
Trees beginning 1862’ from DER, 765’ left of centerline, up to 239’ MSL.
Trees beginning 1985’ from DER, 135’ right of centerline, up to 240’ MSL.
Trees beginning 2132’ from DER, 297’ right of centerline, up to 259’ MSL.
Tree 2167’ from DER, 148’ right of centerline, 256’ MSL.
Trees beginning 2175’ from DER, 170’ right of centerline, up to 257’ MSL.
Trees beginning 2279’ from DER, 140’ left of centerline, up to 265’ MSL.
Trees beginning 2290’ from DER, 2’ right of centerline, up to 263’ MSL.
Trees beginning 3611’ from DER, 277’ left of centerline, up to 268’ MSL.
Rwy 36, NAV AID 39’ from DER, 110’ right of centerline, 2’ AGL/179’ MSL.
Seeing 34’ from DER, 231’ right of centerline, up to 194’ MSL.
Tree 100’ from DER, 452’ left of centerline, 194’ MSL.
Trees, terrain beginning 134’ from DER, 231’ right of centerline, up to 213’ MSL.
Trees beginning 153’ from DER, 250’ left of centerline, up to 250’ MSL.
Trees beginning 742’ from DER, 63’ right of centerline, up to 283’ MSL.
Trees beginning 1523’ from DER, 135’ left of centerline, up to 261’ MSL.
Tree 3492’ from DER, 823’ left of centerline, 277’ MSL.
Tree 3634’ from DER, 1134’ left of centerline, 282’ MSL.
Tree 3724’ from DER, 933’ left of centerline, 287’ MSL.
Trees beginning 3868’ from DER, 641’ left of centerline, up to 299’ MSL.

CRYSTAL SPRINGS, MS
COPIAH COUNTY (M11)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01JAN19 (19003) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 57’ from DER, 506’ left of centerline, 407’ MSL.
Tree 569’ from DER, 491’ left of centerline, 425’ MSL.
Trees beginning 645’ from DER, 588’ left of centerline, up to 433’ MSL.
Trees beginning 1020’ from DER, 191’ left of centerline, up to 443’ MSL.
Trees beginning 1474’ from DER, 209’ left of centerline, up to 92’ AGL/446’ MSL.
Trees beginning 1524’ from DER, 156’ left of centerline, up to 453’ MSL.
Tree 1861’ from DER, 839’ right of centerline, 446’ MSL.
Trees beginning 1909’ from DER, 169’ left of centerline, up to 101’ AGL/456’ MSL.
Trees beginning 1936’ from DER, 183’ left of centerline, up to 107’ AGL/461’ MSL.
Tree 2148’ from DER, 542’ right of centerline, 450’ MSL.
Tree 2197’ from DER, 411’ right of centerline, 458’ MSL.
Tree 2705’ from DER, 1057’ left of centerline, 470’ MSL.
Tree 2993’ from DER, 71’ left of centerline, 95’ AGL/471’ MSL.

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

CRYSTAL SPRINGS, MS (CON’T)

COPIAH COUNTY (M11) (CON’T)

Rwy 36, trees beginning 58’ from DER, 499’ right of centerline, up to 77’ AGL/480’ MSL.
Trees beginning 350’ from DER, 492’ right of centerline, up to 487’ MSL.
Pole 350’ from DER, 587’ left of centerline, 462’ MSL.
Trees beginning 516’ from DER, 508’ right of centerline, up to 492’ MSL.
Trees beginning 730’ from DER, 539’ right of centerline, up to 495’ MSL.
Pole, vehicles on traverse way beginning 779’ from DER, 517’ left of centerline, up to 474’ MSL.
Trees beginning 845’ from DER, 481’ right of centerline, up to 510’ MSL.
Tree 1014’ from DER, 567’ right of centerline, 511’ MSL.
Trees beginning 1070’ from DER, 474’ right of centerline, up to 512’ MSL.
Tree 1133’ from DER, 555’ right of centerline, 516’ MSL.
Trees beginning 1180’ from DER, 440’ right of centerline, up to 521’ MSL.
Tree 1247’ from DER, 717’ left of centerline, 509’ MSL.
Trees beginning 1325’ from DER, 9’ right of centerline, up to 527’ MSL.
Trees beginning 1341’ from DER, 5’ left of centerline, up to 527’ MSL.
Tree 1473’ from DER, 294’ right of centerline, 90’ AGL/528’ MSL.
Trees beginning 1481’ from DER, 14’ right of centerline, up to 89’ AGL/529’ MSL.
Trees beginning 1528’ from DER, 1’ right of centerline, up to 87’ AGL/530’ MSL.
Trees beginning 1554’ from DER, on centerline, up to 88’ AGL/532’ MSL.
Trees beginning 1579’ from DER, 1’ left of centerline, up to 535’ MSL.
Trees beginning 1935’ from DER, 25’ left of centerline, up to 538’ MSL.
Trees beginning 1960’ from DER, 4’ left of centerline, up to 541’ MSL.
Trees beginning 2326’ from DER, 9’ right of centerline, up to 533’ MSL.
Trees beginning 2409’ from DER, 116’ right of centerline, up to 535’ MSL.
Trees beginning 2530’ from DER, 44’ right of centerline, up to 538’ MSL.
Trees beginning 3960’ from DER, 60’ right of centerline, up to 95’ AGL/541’ MSL.
Trees beginning 4262’ from DER, 49’ left of centerline, up to 95’ AGL/543’ MSL.
Trees beginning 4357’ from DER, 33’ left of centerline, up to 95’ AGL/551’ MSL.

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK (5R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-2 or std. w/min. climb of 280’ per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 26’ from DER, 362’ right of centerline, up to 20’ AGL/98’ MSL.
Trees beginning 1016’ from DER, 679’ right of centerline up to 70’ AGL/145’ MSL.
Trees beginning 1833’ from DER, 547’ right of centerline, up to 81’ AGL/150’ MSL.
Trees 2251’ from DER, 206’ right of centerline, up to 75’ AGL/138’ MSL.
Trees beginning 2277’ from DER, 280’ left of centerline, up to 82’ AGL/145’ MSL.
Trees 992’ from DER, 590’ left of centerline, up to 85’ AGL/164’ MSL.
Pole 815’ from DER 708’ left of centerline 37’ AGL/115’ MSL.
Trees 486’ from DER, 538’ left of centerline, up to 55’ AGL/128’ MSL.
Rwy 34, sign 15’ from DER, 214’ left of centerline, 8’ AGL/81’ MSL.
NAVAIDs beginning 29’ from DER, 110’ left of centerline up to 5’ AGL/75’ MSL.
Trees beginning 81’ from DER, 341’ right of centerline, up to 8’ AGL/81’ MSL.
Pole 138’ from DER, 483’ right of centerline, 41’ AGL/109’ MSL.
Trees beginning 256’ from DER, 521’ left of centerline up to 75’ AGL/157’ MSL.
Telephone line 1377’ from DER, 293’ left of centerline, 40’ AGL/119’ MSL.
Telephone line 1376’ from DER, 294’ right of centerline, 39’ AGL/117’ MSL.
Trees beginning 1431’ from DER, 491’ right of centerline, up to 74’ AGL/136’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DE RIDDER, LA
BEAUREGARD RGNL (DRI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-2½ or std. w/min. climb of 215’ per NM to 600.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicle on road 707’ from DER, 613’ left of centerline, 15’ AGL/224’ MSL.
Trees beginning 1307’ from DER, 566’ right of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 1765’ from DER, 40’ right of centerline, up to 100’ AGL/309’ MSL.
Rwy 18, trees beginning 52’ from DER, 222’ left of centerline, up to 220’ MSL.
Tree 151’ from DER, 271’ right of centerline, 100’ AGL/208’ MSL.
Trees beginning 580’ from DER, 353’ right of centerline, up to 263’ MSL.
Rwy 32, vegetation 129’ from DER, 162’ left of centerline, 203’ MSL.
Vegetation 164’ from DER, 227’ left of centerline, 205’ MSL.
Tree, vegetation beginning 251’ from DER, 16’ left of centerline, up to 248’ MSL.
Tree 298’ from DER, 189’ right of centerline, 216’ MSL.
Trees beginning 610’ from DER, 141’ left of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 722’ from DER, 203’ right of centerline, up to 100’ AGL/309’ MSL.
Tower 1.7 NM from DER, 1400’ right of centerline, 275’ AGL/479’ MSL.
Rwy 36, trees beginning 556’ from DER, 351’ right of centerline, up to 266’ MSL.
Pole 563’ from DER, 352’ left of centerline, 36’ AGL/238’ MSL.
Trees beginning 634’ from DER, 369’ left of centerline, up to 285’ MSL.
Trees beginning 650’ from DER, 1’ left of centerline, up to 295’ MSL.
Tree 659’ from DER, 558’ right of centerline, 270’ MSL.
Trees beginning 710’ from DER, 465’ right of centerline, up to 273’ MSL.
Trees beginning 2033’ from DER, 372’ right of centerline, up to 290’ MSL.
Tree 2304’ from DER, 313’ right of centerline, 291’ MSL.
Trees beginning 2372’ from DER, 73’ right of centerline, up to 299’ MSL.
Trees beginning 2615’ from DER, 219’ left of centerline, up to 298’ MSL.
Trees beginning 2784’ from DER, 184’ left of centerline, up to 299’ MSL.
Tree 3607’ from DER, 540’ left of centerline, 305’ MSL.
Tree 4277’ from DER, 473’ left of centerline, 313’ MSL.

DREW, MS
RULEVILLE-DREW (M37)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MAR10 (10070) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 215’ from DER, 521’ left of centerline, up to 100’ AGL/229’ MSL.
Rwy 36, trees beginning 3438’ from DER, 225’ left of centerline, up to 100’ AGL/234’ MSL.

EUNICE, LA
EUNICE (4R7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30OCT03 (03303) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 1100-2½, climb in visual conditions to cross Eunice airport at or above 1000 MSL before proceeding on course or std. w/min. climb of 280’ per NM to 2400.
Rwy 34, 1100-2½, climb in visual conditions to cross Eunice airport at or above 1000 MSL before proceeding on course or std. w/min. climb of 220’ per NM to 2400.
CAUTION: Unmarked balloon and cable to 15000 in R-3807.
Rwy 16, 133°/56.1 NM.
Rwy 34, 132°/55.4 NM.

GALLIANO, LA
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees beginning 1258’ from DER, 661’ left of centerline, up to 45’ AGL/56’ MSL.
Multiple trees beginning 127’ from DER, 275’ right of centerline, up to 45’ AGL/53’ MSL.
Rwy 36, tree 14’ from DER, 454’ right of centerline, up to 35’ AGL/45’ MSL.
Multiple trees beginning 1391’ from DER, 449’ right of centerline, up to 55’ AGL/86’ MSL.
Multiple trees beginning 2288’ from DER, 291’ left of centerline, up to 55’ AGL/97’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GONZALES, LA
LOUISIANA RGNL (REG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02MAR17 (17061) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle 25’ from DER, 103’ left of centerline, 7’ AGL/18’ MSL.
Vehicle 42’ from DER, 119’ left of centerline, 9’ AGL/20’ MSL.
Tree 115’ from DER, 380’ left of centerline, 45’ MSL.
Tree 131’ from DER, 379’ right of centerline, 49’ MSL.
Tree 360’ from DER, 515’ right of centerline, 61’ MSL.
Tree 380’ from DER, 477’ left of centerline, 76’ MSL.
Trees beginning 836’ from DER, 270’ right of centerline, up to 115’ MSL.
Rwy 35, Rwy Lt 5’ from DER, 22’ right of centerline, 1’ AGL/13’ MSL.
Rwy Lt 6’ from DER, 27’ left of centerline, 1’ AGL/14’ MSL.
Tree 190’ from DER, 379’ left of centerline, 26’ MSL.
Tree 197’ from DER, 378’ right of centerline, 38’ MSL.
Trees beginning 679’ from DER, 463’ left of centerline, up to 76’ MSL.
Trees beginning 691’ from DER, 402’ right of centerline, up to 80’ MSL.
Trees beginning 863’ from DER, 392’ right of centerline, up to 81’ MSL.
Trees beginning 869’ from DER, 436’ left of centerline, up to 113’ MSL.
Tree 1008’ from DER, 393’ right of centerline, 84’ MSL.
Trees beginning 1031’ from DER, 30’ right of centerline, up to 110’ MSL.
Trees beginning 1720’ from DER, 31’ left of centerline, up to 116’ MSL.
Tree 2808’ from DER, 71’ right of centerline, 111’ MSL.
Trees beginning 2866’ from DER, 4’ right of centerline, up to 114’ MSL.
Trees beginning 3654’ from DER, 26’ left of centerline, up to 120’ MSL.
Tree 3816’ from DER, 420’ right of centerline, 125’ MSL.

GREENVILLE, MS
GREENVILLE MID-DELTA (GLH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 12DEC13 (13346) (FAA)
DEPARTURE PROCEDURE:
Rwys 18L,18R, climb heading 177° to 800 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 18L, tree 3995’ from DER, 1065’ left of centerline, 114’ AGL/236’ MSL.
Tree 3503’ from DER, 858 right of centerline, 110’ AGL/219’ MSL.
Rwy 18R, tree 1207’ from DER, 539’ right of centerline, 91’ AGL/206’ MSL.
Tree 3872’ from DER, 501’ right of centerline, 128’ AGL/237’ MSL.
Tree 3503’ from DER, 705’ left of centerline, 110’ AGL/219’ MSL.

GREENWOOD, MS
GREENWOOD-LEFLORE (GWO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 07MAR13 (13066) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 255’ per NM to 1000, or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, for climb in visual conditions, cross Greenwood-Leflore airport at or above 1000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 95’ from DER, 6’ left of centerline, up to 49’ AGL/240’ MSL.
Trees beginning 765’ from DER, 42’ right of centerline, up to 84’ AGL/180’ MSL.
Trees beginning 2812’ from DER, 19’ left of centerline, up to 8’ AGL/259’ MSL.
Rwy 23, bushes beginning 233’ from DER, 20’ right of centerline, up to 82’ AGL/251’ MSL.
Trees beginning 1031’ from DER, 14’ left of centerline, up to 112’ AGL/252’ MSL.
Rwy 36, sign 25’ from DER, 242’ right of centerline, 3’ AGL/148’ MSL.
Trees beginning 743’ from DER, 91’ left of centerline, up to 95’ AGL/257’ MSL.
Trees beginning 1037’ from DER, 662’ right of centerline, up to 45’ AGL/242’ MSL.
GRENADA, MS
GRENADA MUNI (GNF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02MAY13 (13122) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, 300-1 or std. w/min. climb of 240’ per NM to 500, or alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 051° to 700 before turning left.
Rwy 22, climb heading 231° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 320’ from DER, 10’ left of centerline, up to 100’ AGL/299’ MSL.
Trees beginning 630’ from DER, 650’ left of centerline, up to 100’ AGL/300’ MSL.
Road and vehicles beginning 45’ from DER, from 292’ left of centerline to 320’ right of centerline, up to 15’ AGL/215’ MSL.
Rwy 13, trees beginning 28’ from DER, 60’ right of centerline, up to 100’ AGL/296’ MSL.
Trees beginning 1110’ from DER, 11’ left of centerline, up to 100’ AGL/293’ MSL.
Pole and trees 874’ from DER, 382’ left of centerline, 100’ AGL/290’ MSL.
Rwy 13, vehicle on road 2’ from DER, 188’ right of centerline, up to 100’ AGL/361’ MSL.
GULFPORT, MS
GULFPORT-BILOXI INTL (GPT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 07OCT21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 500-3 or std. w/min. climb of 292’ per NM to 300.
DEPARTURE PROCEDURE:
Rwy 36, climb on heading 013° to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 1029’ from DER, 741’ right of centerline, 57’ MSL.
Trees beginning 1438’ from DER, 732’ left of centerline, up to 93’ MSL.
Trees beginning 1908’ from DER, 459’ left of centerline, up to 98’ MSL.
Pole 3354’ from DER, 1067’ right of centerline, 85’ AGL/115’ MSL.
Tree 3430’ from DER, 1028’ left of centerline, 108’ MSL.
Trees beginning 3445’ from DER, 1278’ left of centerline, up to 110’ MSL.
Rwy 18, terrain 2’ from DER, 479’ right of centerline, 27’ MSL.
Trees beginning 928’ from DER, 288’ right of centerline, up to 60’ MSL.
Trees beginning 1274’ from DER, 540’ right of centerline, up to 64’ MSL.
Tree 1373’ from DER, 207’ left of centerline, 71’ MSL.
Trees beginning 1485’ from DER, 32’ right of centerline, up to 72’ MSL.
Tree 1745’ from DER, 87’ left of centerline, 76’ MSL.
Tree 1948’ from DER, 1017’ right of centerline, 84’ MSL.
Pole 2509’ from DER, 773’ right of centerline, 89’ MSL.
Trees beginning 2670’ from DER, 376’ right of centerline, up to 97’ MSL.
Tower 2542’ from DER, 1579’ left of centerline, 139’ AGL/172’ MSL.
Rwy 32, tree 1272’ from DER, 833’ left of centerline, 60’ MSL.
Pole 1294’ from DER, 835’ right of centerline, 56’ MSL.
Trees beginning 1405’ from DER, 819’ left of centerline, up to 85’ MSL.
Trees beginning 1586’ from DER, 796’ right of centerline, up to 98’ MSL.
Tree 1916’ from DER, 694’ left of centerline, 88’ MSL.
Tree 1907’ from DER, 922’ left of centerline, 92’ MSL.
Tree 3063’ from DER, 1021’ left of centerline, 99’ MSL.
Rwy 36, fence 1’ from DER, 472’ left of centerline, 6’ AGL/25’ MSL.
Vehicle on road 302’ from DER, 568’ right of centerline, 36’ MSL.
Vehicle on road 335’ from DER, 543’ left of centerline, 33’ MSL.
Vehicle on road 429’ from DER, 633’ right of centerline, 35’ MSL.
Pole 553’ from DER, 623’ left of centerline, 46’ MSL.
Building 592’ from DER, 713’ right of centerline, 44’ MSL.
Tree 1337’ from DER, 1005’ right of centerline, 65’ MSL.
Tree 1473’ from DER, 705’ right of centerline, 66’ MSL.
Tree 1530’ from DER, 486’ left of centerline, 65’ MSL.
Trees beginning 1619’ from DER, 566’ right of centerline, up to 88’ MSL.
Trees beginning 1667’ from DER, 651’ left of centerline, up to 85’ MSL.
Tree 1760’ from DER, 1049’ right of centerline, 67’ MSL.
Trees beginning 1970’ from DER, 231’ left of centerline, up to 103’ MSL.
Tree 2776’ from DER, 330’ right of centerline, 81’ AGL/94’ MSL.
Trees beginning 2784’ from DER, 350’ right of centerline, up to 85’ AGL/97’ MSL.
Tower 2.4 NM from DER, 4248’ left of centerline, 406’ AGL/457’ MSL.
Tower 2.4 NM from DER, 4050’ left of centerline, 406’ AGL/457’ MSL.
Tower 2.5 NM from DER, 3969’ left of centerline, 406’ AGL/457’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAMMOND, LA
HAMMOND NORTHSHORE RGNL (HDC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb heading 312° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL.
Rwy 18, trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL.
Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL.
Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL.
Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL.
Rwy 31, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL.
Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL.
Rwy 36, trees beginning 3072' from DER, 879' left of centerline, 73' AGL/127' MSL.
Trees beginning 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS
HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JAN09 (09015) (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb heading 309° to 900 before turning west.
TAKEOFF OBSTACLE NOTES:
Rwy 13, numerous trees beginning 1184' from DER, 26' left of centerline, up to 111' AGL/251' MSL.
Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31, numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL.
Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

HATTIESBURG-LAUREL, MS
HATTIESBURG/LAUREL RGNL (PIB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 06DEC18 (21336) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, 36, climb runway heading to 1000 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 50' from DER, 275' right of centerline, 304' MSL.
Tree 194' from DER, 325' right of centerline, 318' MSL.
Trees beginning 346' from DER, 467' left of centerline, up to 329' MSL.
Tree 531' from DER, 466' left of centerline, 331' MSL.
Tree 1019' from DER, 579' right of centerline, 331' MSL.
Trees beginning 1051' from DER, 264' right of centerline, up to 340' MSL.
Tree 1134' from DER, 465' left of centerline, 332' MSL.
Trees beginning 1172' from DER, 371' right of centerline, up to 343' MSL.
Tree 1438' from DER, 538' left of centerline, 342' MSL.
Rwy 36, tree 515' from DER, 551' right of centerline, 326' MSL.
Trees beginning 760' from DER, 639' left of centerline, up to 329' MSL.
Tree 1579' from DER, 660' left of centerline, 345' MSL.
Tree 1840' from DER, 923' left of centerline, 369' MSL.

HOLLY SPRINGS, MS
HOLLY SPRINGS-MARSHALL COUNTY (M41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 06MAR14 (14065) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and vertical structure beginning 1' from DER, 249' right of centerline, up to 76' AGL/627' MSL.
Trees beginning 182' from DER, 390' left of centerline, up to 85' AGL/636' MSL.
Trees and vertical structure beginning 637' from DER, 20' right of centerline, up to 91' AGL/642' MSL.
Trees beginning 701' from DER, 63' left of centerline, up to 96' AGL/647' MSL.
Rwy 36, trees beginning 22' from DER, 283' left of centerline, up to 66' AGL/582' MSL.
Pole and trees beginning 501' from DER, 376' right of centerline, up to 56' AGL/572' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOUMA, LA
HOUMA-TERREBONNE (HUM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 02JUL09 (09183) (FAA)
DEPARTURE PROCEDURE:
Rwy 30, climb heading 304° to 600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees and equipment building beginning 86’ from DER, 254’ left of centerline, up to 40’ AGL/44’ MSL.
Ground and tree beginning 220’ from DER, 202’ right of centerline, up to 29’ AGL/33’ MSL.
Rwy 18, trees and poles beginning 923’ from DER, 238’ left of centerline, up to 100’ AGL/109’ MSL.
Trees beginning 249’ from DER, 345’ right of centerline, up to 60’ AGL/64’ MSL.
Rwy 30, trees beginning 802’ from DER, 93’ left of centerline, up to 60’ AGL/64’ MSL.
Poles and road beginning 527’ from DER, 427’ right of centerline, up to 38’ AGL/42’ MSL.
Rwy 36, antenna 1589’ from DER, 882’ left of centerline, 63’ AGL/72’ MSL.
Trees beginning 2894’ from DER, 971’ right of centerline, up to 100’ AGL/109’ MSL.

INDIANOLA, MS
INDIANOLA MUNI (IDL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23SEP10 (10266) (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climb heading 180° to 1800 before turning East.
Rwy 36, climb heading 360° to 800 before turning East.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 383’ from DER, 75’ left of centerline, up to 81’ AGL/201’ MSL.
Trees beginning 385’ from DER, 165’ right of centerline, up to 90’ AGL/210’ MSL.
Rwy 36, fence 37’ from DER, 400’ left of centerline, 6’ AGL/129’ MSL.
Trees beginning 898’ from DER, 684’ right of centerline, up to 100’ AGL/224’ MSL.
Trees beginning 1086’ from DER, 576’ left of centerline, up to 100’ AGL/224’ MSL.

IUKA, MS
IUKA (15M)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14JUL22 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree, terrain beginning 5’ from DER, 282’ right of centerline, up to 682’ MSL.
Electrical system, fence, trees beginning 35’ from DER, 487’ left of centerline, up to 33’ AGL/671’ MSL.
Trees, terrain beginning 175’ from DER, 133’ right of centerline, up to 691’ MSL.
Tree 1310’ from DER, 598’ left of centerline, 700’ MSL.
Trees beginning 1312’ from DER, 160’ left of centerline, up to 703’ MSL.
Trees beginning 1414’ from DER, 7’ right of centerline, up to 697’ MSL.
Trees beginning 1512’ from DER, 137’ right of centerline, up to 698’ MSL.
Tree 1513’ from DER, 547’ left of centerline, 707’ MSL.
Trees beginning 1555’ from DER, 149’ left of centerline, up to 708’ MSL.
Tree 1575’ from DER, 429’ left of centerline, 709’ MSL.
Trees beginning 1622’ from DER, 47’ left of centerline, up to 721’ MSL.
Trees beginning 1667’ from DER, 38’ right of centerline, up to 709’ MSL.
Trees beginning 1961’ from DER, 43’ left of centerline, up to 729’ MSL.
Rwy 19, vegetation 7’ from DER, 133’ right of centerline, 621’ MSL.
Trees, pole beginning 77’ from DER, 38’ right of centerline, up to 683’ MSL.
Terrain 90’ from DER, 121’ left of centerline, 623’ MSL.
Tree 123’ from DER, 240’ left of centerline, 676’ MSL.
Trees beginning 129’ from DER, 378’ left of centerline, up to 701’ MSL.
Trees beginning 271’ from DER, 373’ left of centerline, up to 703’ MSL.
Trees, pole beginning 787’ from DER, 19’ left of centerline, up to 709’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JACKSON, MS
HAWKINS FLD (HKS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1/4 or std. w/min. climb of 235' per NM to 600, alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.
Rwy 16, std. w/min. climb of 300' per NM to 2000.

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

TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL.
Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/438' MSL.
Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL.
Rwy 16, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL.
Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL.
Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL.
Antenna on hangar, 1065' from DER, 595' right of centerline, 108' AGL/435' MSL.
Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL.
Rwy 29, terrain 50' from DER, 316' right of centerline, 345' MSL.
Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19SEP13 (13262) (FAA)
TAKEOFF MINIMUMS:
Rwy 16R, 200-1/4 or std. w/min. climb of 227' per NM to 600.

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

JENNINGS, LA
JENNINGS (3R7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1 or std. w/min. climb of 400' per NM to 300.
Rwys 17, 35, NA - Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 8, vehicles on road 112' from DER, 479' left of centerline, 37' MSL.
Pole 1294' from DER, 177' left of centerline, 43' AGL/65' MSL.
Pole 1458' from DER, 349' left of centerline, 42' AGL/74' MSL.
Pole 1659' from DER, 316' left of centerline, 42' AGL/78' MSL.
Pole 2065' from DER, 241' left of centerline, 41' AGL/85' MSL.
Pole 2278' from DER, 204' left of centerline, 44' AGL/88' MSL.
Rwy 13, tree, pole beginning 689' from DER, 261' left of centerline, up to 71' MSL.
Power lines beginning 1182' from DER, 34' right of centerline, up to 81' AGL/106' MSL.
Power lines, tree beginning 1403' from DER, 20' left of centerline, up to 90' AGL/116' MSL.
Tree 2027' from DER, 490' left of centerline, 126' MSL.
Trees 2102' from DER, 362' left of centerline, 141' MSL.
Tank 3491' from DER, 1087' left of centerline, 172' AGL/197' MSL.
Tree 3495' from DER, 1154' right of centerline, 119' MSL.
Rwy 26, tree 185' from DER, 416' right of centerline, 26' MSL.
Tree 1090' from DER, 65' right of centerline, 56' MSL.
Tree 1137' from DER, 407' left of centerline, 47' MSL.
Tree 1558' from DER, 722' right of centerline, 66' MSL.
Rwy 31, fence 104' from DER, 395' right of centerline, 7' AGL/21' MSL.
Tree 353' from DER, 381' left of centerline, 56' MSL.
Tree, sign beginning 448' from DER, 215' left of centerline, up to 62' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

KEESLER AFB (KBIX)
BILOXI, MS
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10AUG23 (23222) (USAF)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees 1625' from DER, 726' right of centerline, 51' AGL/62' MSL.
Trees 1977' from DER, 728' right of centerline, 65' AGL/76' MSL.
Rwy 22, trees 1794' from DER, 660' left of centerline, 49' AGL/68' MSL.
Trees 1927' from DER, 709' right of centerline, 71' AGL/101' MSL.
Pylons-street light 1193' from DER, 443' right of centerline, 30' AGL/61' MSL.

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

LAFAYETTE, LA
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 23JUL15 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4L, trees beginning 257' from DER, 268' left of centerline, up to 100' AGL/139' MSL.
Fence 2506' from DER, 682' left of centerline, 121' AGL/163' MSL.
Pole 2978' from DER, 1061' left of centerline, 121' AGL/163' MSL.
Obstruction lights beginning 155' from DER, 251' right of centerline, up to 54' AGL/83' MSL.
Rwy 4R, vehicle on road 76' from DER, 498' left of centerline, 15' AGL/44' MSL.
Trees beginning 815' from DER, 110' left of centerline, up to 75' AGL/94' MSL.
Light on pole 912' from DER, 738' left of centerline, 32' AGL/71' MSL.
Vehicle on road 25' from DER, 272' right of centerline, 15' AGL/44' MSL.

Rwy 11, vehicle on road 37' from DER, 302' left of centerline, 15' AGL/48' MSL.
Trees beginning 553' from DER, 128' left of centerline, up to 83' AGL/91' MSL.
Vehicle on road 20' from DER, 34' right of centerline, 15' AGL/49' MSL.

Rwy 22L, poles beginning 1282' from DER, 62' left of centerline, up to 52' AGL/91' MSL.
Trees beginning 1454' from DER, 97' left of centerline, up to 100' AGL/106' MSL.
Terrain and trees beginning 95' from DER, 22' right of centerline, up to 100' AGL/129' MSL.
Railroad 875' from DER, 629' right of centerline, 23' AGL/83' MSL.
Poles beginning 899' from DER, 248' right of centerline, up to 50' AGL/89' MSL.
Rwy 22R, tower 2544' from DER, 25' left of centerline, 104' AGL/142' MSL.
Trees, buildings, obstruction lights and antenna beginning 152' from DER, 268' right of centerline, up to 104' AGL/142' MSL.

Rwy 29, trees, towers, poles beginning 925' from DER, 5' left of centerline, up to 110' AGL/150' MSL.
Vehicle on road 12' from DER, 403' right of centerline, 15' AGL/48' MSL.

Trees, towers and poles beginning 63' from DER, 68' right of centerline, up to 130' AGL/165' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAKE CHARLES, LA
CHENNAULT INTL (CWF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1/4 or std. w/min. climb of 205' per NM to 300. Alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL.
Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL.
Rwy 33, tanks 5977' from DER, 1577' right of centerline, 158' AGL/170' MSL.
Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL.
Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.

LAKE CHARLES RGNL (LCH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, antenna 38' from DER, 396' right of centerline, 8' AGL/23' MSL.
Vehicle on road 457' from DER, 605' left of centerline, up to 15' AGL/34' MSL.
Wire on pole 647' from DER, 530' left of centerline, 30' AGL/50' MSL.
Transmission pole 707' from DER, 602' right of centerline, 42' AGL/57' MSL.
Vehicle on road 710' from DER, 428' left of centerline, 15' AGL/33' MSL.
Transmission pole 767' from DER, 531' left of centerline, 31' AGL/46' MSL.
Transmission pole 825' from DER, 454' right of centerline, 32' AGL/47' MSL.
Pole 862' from DER, 485' right of centerline, 18' AGL/38' MSL.
Wire on pole 863' from DER, 485' right of centerline, 34' AGL/49' MSL.
Rwy 23, multiple trees beginning 19' from DER, left and right of centerline, up to 73' AGL/87' MSL.
Pole 1112' from DER, 130' left of centerline, 14' AGL/50' MSL.
Poles beginning 631' from DER, 283' right of centerline, up to 22' AGL/44' MSL.
Rwy 33, tree 1225' from DER, 622' left of centerline, 34' AGL/44' MSL.

LAUREL, MS
HESLER-NOBLE FLD (LUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24JUN82 (22195) (FAA)
DEPARTURE PROCEDURE:
Rwy 13, climb runway heading to 500 before turning.

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

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

LOUISVILLE, MS
LOUISVILLE/WINSTON COUNTY (LMS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 29DEC22 (22363) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 295’ per NM to 1100, or 1000-3 for VCOA.
VCOA:
Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Louisville/Winston county airport at or above 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees, poles beginning 13’ from DER, 5’ left of centerline, up to 104’ AGL/655’ MSL.
Trees beginning 1235’ from DER, 376’ right of centerline, up to 623’ MSL.
Tree 1389’ from DER, 728’ right of centerline, 636’ MSL.
Trees beginning 1445’ from DER, 306’ right of centerline, up to 644’ MSL.
Trees beginning 1733’ from DER, 290’ right of centerline, up to 656’ MSL.
Trees beginning 1894’ from DER, 88’ right of centerline, up to 658’ MSL.
Trees beginning 2092’ from DER, 69’ left of centerline, up to 658’ MSL.
Trees beginning 2165’ from DER, 4’ right of centerline, up to 664’ MSL.
Trees beginning 2228’ from DER, 50’ left of centerline, up to 661’ MSL.
Trees beginning 2400’ from DER, 6’ left of centerline, up to 672’ MSL.
Tree 3966’ from DER, 792’ right of centerline, 106’ AGL/676’ MSL.
Tank, tower beginning 4774’ from DER, 1578’ left of centerline, up to 154’ AGL/701’ MSL.
Tower 1.7 NM from DER, 2221’ left of centerline, 407’ AGL/951’ MSL.

MADISON, MS
BRUCE CAMPBELL FLD (MBO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-2 or std. w/min. climb of 267’ per NM to 700, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 524’ from DER, 464’ right of centerline, 100’ AGL/399’ MSL.
Rwy 35, house 1324’ from DER, 619’ left of centerline, 200’ AGL/349’ MSL.
Vehicle on road 2178’ from DER, 389’ left of centerline, up to 17’ AGL/565’ MSL.

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

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

MANY, LA
HART (3R4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03JUL08 (08185) (FAA)
TAKEOFF MINIMUMS:
Rwy 12, 600-3 or std. with a min. climb of 250' per NM to 900.
DEPARTURE PROCEDURE:
Rwy 12, climb heading 117° to 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 1' from DER, 594' left to 598' right of centerline, up to 100' AGL/385' MSL.
Power line/poles beginning 1198' from DER, 309' right of centerline, up to 58' AGL/354' MSL.
Rwy 30, trees beginning 74' from DER, 781' left to 509' right of centerline, up to 100' AGL/391' MSL.
Power line/pole 484' from DER, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS
SELF'S (MMS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20SEP12 (12264) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on road beginning 3' from DER, 210' left of centerline, up to 15' AGL/161' MSL.
Vehicles on road, building, and poles beginning 51' from DER, 4' right of centerline, up to 38' AGL/195' MSL.
Trees beginning 1171' from DER, 32' left of centerline, up to 110' AGL/265' MSL.
Trees beginning 1071' from DER, 4' right of centerline, up to 110' AGL/265' MSL.
Rwy 20, trees beginning 44' from DER, 389' right of centerline, up to 85' AGL/238' MSL.
Trees 3684' from DER, 550' right of centerline, up to 106' AGL/263' MSL.

MARKSVILLE, LA
MARKSVILLE MUNI (MKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, light pole 61' from DER, 459' right of centerline, 5' AGL/84' MSL.
Power pole 287' from DER, 315' right of centerline, 35' AGL/111' MSL.
Water tower 3870' from DER, 1134' left of centerline, 148' AGL/217' MSL.
Tree 1504' from DER, 373' left of centerline, 100' AGL/173' MSL.
Trees beginning 519' from DER, 519' right of centerline, up to 438' MSL.
Tree 1180' from DER, 770' left of centerline, 462' MSL.
Trees beginning 1265' from DER, 561' left of centerline, up to 467' MSL.
Trees beginning 1496' from DER, 394' right of centerline, up to 458' MSL.
Trees beginning 1575' from DER, 392' left of centerline, up to 470' MSL.
Tree 2734' from DER, 565' right of centerline, 459' MSL.
Tree 2838' from DER, 421' right of centerline, 460' MSL.
Tree 2883' from DER, 921' right of centerline, 465' MSL.
Trees beginning 2940' from DER, 500' right of centerline, up to 467' MSL.
Trees beginning 3291' from DER, 443' left of centerline, up to 475' MSL.
CON'T

MC COMB, MS
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24MAY18 (22195) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, tree 516' from DER, 603' left of centerline, 405' MSL.
Tree 610' from DER, 653' right of centerline, 430' MSL.
Tree 653' from DER, 590' left of centerline, 441' MSL.
Trees beginning 819' from DER, 519' right of centerline, up to 438' MSL.
Tree 1180' from DER, 770' left of centerline, 462' MSL.
Trees beginning 1265' from DER, 561' left of centerline, up to 467' MSL.
Trees beginning 1496' from DER, 394' right of centerline, up to 458' MSL.
Trees beginning 1575' from DER, 392' left of centerline, up to 470' MSL.
Tree 2734' from DER, 565' right of centerline, 459' MSL.
Tree 2838' from DER, 421' right of centerline, 460' MSL.
Tree 2883' from DER, 921' right of centerline, 465' MSL.
Trees beginning 2940' from DER, 500' right of centerline, up to 467' MSL.
Trees beginning 3291' from DER, 443' left of centerline, up to 475' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC COMB, MS (CON’T)

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB) (CON’T)

**Rwy 34**, tree 69’ from DER, 271’ left of centerline, 444’ MSL.
Trees beginning 164’ from DER, 307’ left of centerline, up to 454’ MSL.
Trees beginning 193’ from DER, 493’ left of centerline, up to 459’ MSL.
Trees beginning 667’ from DER, 568’ left of centerline, up to 471’ MSL.
Tree 717’ from DER, 593’ right of centerline, 455’ MSL.
Tree 889’ from DER, 630’ right of centerline, 465’ MSL.
Tree, pole beginning 957’ from DER, 693’ left of centerline, up to 493’ MSL.
Tree 1128’ from DER, 753’ right of centerline, 501’ MSL.
Trees beginning 3021’ from DER, 929’ right of centerline, up to 507’ MSL.

**MERIDIAN, MS**

**KEY FLD (MEI)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 6  07JAN16 (21112)  (FAA)**

**TAKEOFF MINIMUMS:**

**Rwy 22**, 300-1½ or std. w/min. climb of 280’ per NM to 700.

**DEPARTURE PROCEDURE:**

**Rwy 4**, climb heading 046° to 1000 before turning right.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 1**, tree 323’ from DER, 440’ right of centerline, 28’ AGL/308’ MSL.
Vehicles on road 1196’ from DER, 421’ left of centerline, up to 17’ AGL/341’ MSL.
Trees beginning 1435’ from DER, 413’ left of centerline, up to 90’ AGL/389’ MSL.
Trees, tank, and tower beginning 2201’ from DER, left and right of centerline, up to 80’ AGL/399’ MSL.
Trees beginning 2688’ from DER, 334’ left of centerline, up to 104’ AGL/403’ MSL.

**Rwy 4**, poles and trees beginning 70’ from DER, 278’ right of centerline, up to 39’ AGL/335’ MSL.
Poles, trees, and building beginning 988’ from DER, 256’ right of centerline, up to 51’ AGL/350’ MSL.
Tree 1817’ from DER, 940’ right of centerline, 59’ AGL/358’ MSL.
Fence 34’ from DER, 276’ left of centerline, 8’ AGL/305’ MSL.
Pole, light on pole, tank and railing on tank beginning 863’ from DER, up to 32’ AGL/330’ MSL.
Trees beginning 2493’ from DER, 65’ left of centerline, up to 80’ AGL/379’ MSL.

**Rwy 19**, tower and antenna 481’ from DER, 570’ left of centerline, 32’ AGL/312’ MSL.
Tree 1893’ from DER, 934’ right of centerline, 101’ AGL/380’ MSL.
Tree 2660’ from DER, 1162’ left of centerline, 116’ AGL/395’ MSL.

**Rwy 22**, trees beginning 1328’ from DER, 540’ right of centerline, up to 99’ AGL/378’ MSL.
Trees beginning 1621’ from DER, left and right of centerline, up to 108’ AGL/387’ MSL.
Trees beginning 4365’ from DER, 317’ right of centerline, up to 62’ AGL/441’ MSL.
Trees beginning 4519’ from DER, left and right of centerline, up to 48’ AGL/447’ MSL.
Trees beginning 5568’ from DER, 1354’ right of centerline, up to 55’ AGL/454’ MSL.
Trees beginning 5650’ from DER, 1273’ right of centerline, up to 79’ AGL/478’ MSL.
Trees beginning 5702’ from DER, left and right of centerline, up to 69’ AGL/488’ MSL.
Trees beginning 1.2 NM from DER, 1236’ right of centerline, up to 60’ AGL/499’ MSL.
Trees beginning 1.2 NM from DER, 1490’ right of centerline, up to 66’ AGL/505’ MSL.
Trees beginning 1.2 NM from DER, 712’ right of centerline, up to 77’ AGL/536’ MSL.

**MERIDIAN NAS (MC CAIN FIELD) (KNMM)**

**MERIDIAN, MS**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 2  08SEP22 (22251)  (USN)**

**TAKEOFF MINIMUMS:**

**Rwy 1R**, std. w/min. climb of 251’ per NM to 800.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 1R**, terrain 0’ from DER, 500’ right of centerline, 329’ MSL.
Terrain 554’ from DER, 648’ left of centerline, 343’ MSL.
Terrain 556’ from DER, 649’ left of centerline, 343’ MSL.
Terrain 614’ from DER, 617’ left of centerline, 344’ MSL.
Terrain 617’ from DER, 665’ left of centerline, 345’ MSL.
Terrain 620’ from DER, 666’ left of centerline, 345’ MSL.
Terrain 2709’ from DER, 1137’ left of centerline, 0’ AGL/399’ MSL.
Terrain 3148’ from DER, 953’ left of centerline, 0’ AGL/399’ MSL.
Terrain, tree 1.1 NM from DER, 2315’ left of centerline, 0’ AGL/499’ MSL.

**Rwy 10**, terrain 0’ from DER, 500’ right of centerline, 306’ MSL.

**Rwy 19R**, terrain 0’ from DER, 500’ right of centerline, 257’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

MONROE, LA
MONROE RGNL (MLU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 02DEC21 (21336) (FAA)
DEPARTURE PROCEDURE:
Rwy 22, climb on heading 222° to 900 before turning west.
Rwy 32, climb on heading 317° to 900 before turning west.
TAKEOFF OBSTACLE NOTES:
Rwy 4, lighting 6' from DER, 5' right of centerline, 2' AGL/76' MSL.
Sign 29' from DER, 248' left of centerline, 3' AGL/77' MSL.
Tree 1010' from DER, 711' left of centerline, 104' MSL.
Trees beginning 1568' from DER, 768' left of centerline, up to 154' MSL.
Trees beginning 2287' from DER, 911' left of centerline, up to 160' MSL.
Tree 2421' from DER, 804' right of centerline, up to 162' MSL.
Tree 3361' from DER, 1144' left of centerline, 166' MSL.
Trees beginning 3468' from DER, 1047' left of centerline, up to 183' MSL.

Rwy 14, tree 905' from DER, 722' left of centerline, 117' MSL.
Trees beginning 950' from DER, 509' left of centerline, up to 120' MSL.
Trees beginning 1007' from DER, 59' left of centerline, up to 128' MSL.
Trees beginning 1168' from DER, 79' right of centerline, up to 107' MSL.
Trees beginning 1215' from DER, 150' right of centerline, up to 110' MSL.
Tree 1264' from DER, 281' right of centerline, 114' MSL.
Trees, poles beginning 1284' from DER, 227' right of centerline, up to 138' MSL.
Trees beginning 1662' from DER, 737' left of centerline, up to 139' MSL.
Trees beginning 2214' from DER, 962' left of centerline, up to 154' MSL.
Trees, towers, antenna beginning 2771' from DER, 539' left of centerline, up to 184' MSL.

Rwy 15, tree 55' from DER, 95' left of centerline, 3' AGL/77' MSL.
Lighting 27' from DER, 120' right of centerline, 3' AGL/82' MSL.
Sign 28' from DER, 439' left of centerline, 3' AGL/81' MSL.
Lighting, sign beginning 30' from DER, 119' left of centerline, up to 3' AGL/82' MSL.
Pole 305' from DER, 489' left of centerline, 20' AGL/97' MSL.
Tree 934' from DER, 659' left of centerline, 109' MSL.
Trees beginning 1010' from DER, 514' left of centerline, up to 114' MSL.
Tree 1073' from DER, 735' left of centerline, 116' MSL.
Tree 1328' from DER, 773' left of centerline, 119' MSL.
Tree 1581' from DER, 448' left of centerline, 133' MSL.
Pole, trees beginning 1682' from DER, 261' left of centerline, up to 69' AGL/145' MSL.
Trees beginning 1607' from DER, 322' right of centerline, up to 138' MSL.
Tree 1630' from DER, 643' right of centerline, 140' MSL.
Trees beginning 1681' from DER, 100' left of centerline, up to 153' MSL.
Trees beginning 1708' from DER, 295' right of centerline, up to 158' MSL.
Trees, poles beginning 1713' from DER, 126' left of centerline, up to 158' MSL.
Trees beginning 1877' from DER, 156' right of centerline, up to 166' MSL.
Tree 2031' from DER, 283' right of centerline, 171' MSL.
Trees, pole beginning 2042' from DER, 34' right of centerline, up to 176' MSL.
Pole, tree beginning 2098' from DER, 12' left of centerline, up to 169' MSL.
Trees beginning 2347' from DER, 10' left of centerline, up to 179' MSL.
Trees beginning 3970' from DER, 678' right of centerline, up to 182' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NATCHEZ, MS
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  20APR23 (23110)  (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 14, trees beginning 16' from DER, 309' right of centerline, up to 326' MSL.
Trees beginning 239' from DER, 250' right of centerline, up to 343' MSL.
Trees beginning 1180' from DER, 526' left of centerline, up to 364' MSL.
Trees beginning 1445' from DER, 86' left of centerline, up to 380' MSL.
Tree 3624' from DER, 1390' right of centerline, 363' MSL.

Rwy 18, trees beginning 30' from DER, 467' left of centerline, 54' AGL/306' MSL.
Trees beginning 112' from DER, 364' left of centerline, up to 323' MSL.
Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.
Trees beginning 663' from DER, on centerline, up to 338' MSL.
Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.

Rwy 23, trees beginning 1149' from DER, on centerline, up to 346' MSL.
Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.

Trees beginning 2258' from DER, 149' right of centerline, up to 350' MSL.
Tree 2523' from DER, 467' left of centerline, 306' MSL.

Trees beginning 30' from DER, 467' left of centerline, up to 323' MSL.
Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.

Trees beginning 663' from DER, on centerline, up to 338' MSL.
Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.
Trees beginning 1149' from DER, on centerline, up to 346' MSL.
Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.

Trees beginning 2258' from DER, 149' right of centerline, up to 350' MSL.
Tree 2523' from DER, 1044' left of centerline, 365' MSL.

Trees beginning 2543' from DER, 19' right of centerline, up to 374' MSL.
Trees beginning 3100' from DER, 10' right of centerline, up to 385' MSL.
Trees beginning 3134' from DER, 20' left of centerline, up to 347' MSL.
Trees beginning 3400' from DER, 835' left of centerline, up to 350' MSL.

Trees beginning 3442' from DER, 1044' left of centerline, 355' MSL.

Trees beginning 3487' from DER, 727' left of centerline, up to 356' MSL.
Trees beginning 3569' from DER, 55' left of centerline, up to 359' MSL.
Trees beginning 3669' from DER, 761' left of centerline, up to 360' MSL.

Trees beginning 3823' from DER, 482' left of centerline, up to 365' MSL.
Trees beginning 3908' from DER, 161' left of centerline, up to 374' MSL.


Rwy 18, trees beginning 30' from DER, 467' left of centerline, up to 323' MSL.
Trees beginning 112' from DER, 364' left of centerline, up to 323' MSL.
Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.

Trees beginning 663' from DER, on centerline, up to 338' MSL.
Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.
Trees beginning 1149' from DER, on centerline, up to 346' MSL.
Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.


Rwy 23, trees beginning 1149' from DER, on centerline, up to 346' MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 1149' from DER, on centerline, up to 346' MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 1149' from DER, on centerline, up to 346' MSL.

Rwy 32, trees beginning 1149' from DER, on centerline, up to 346' MSL.

Rwy 35, trees beginning 1149' from DER, on centerline, up to 346' MSL.

Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.

DePARTURE PROCEDURE:
Rwy 18, trees beginning 1149' from DER, on centerline, up to 346' MSL.

NATCHETOCHES, LA
NATCHETOCHES RGNL (IER)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7  24JUL14 (14205)  (FAA)
TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:
Rwy 35, climb heading 342° to 700 before turning.
TAKEOFF OBSTACLE NOTES:

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

Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
NEW ALBANY, MS
NEW ALBANY/UNION COUNTY (M72)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 245' per NM to 900, or 500-2½ w/ min. climb of 207' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, for climb in visual conditions: cross New Albany/Union County airport at or above 1100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL.
Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL.
Rwy 36, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL.
Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA
ACADIANA RGNL (ARA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27APR17 (17117) (FAA)
TAKEOFF MINIMUMS:
Rwys 17W, 35W, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 17, tree 41' from DER, 497' right of centerline, 12' AGL/32' MSL.

NEW ORLEANS, LA
LAKEFRONT (NEW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 27JAN22 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 18R, 400-2¾ 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 2100' prior to departure end of runway.
DEPARTURE PROCEDURE:
Rwy 9, climb on heading 087° to 1400 before turning right.
Rwy 18L, climb on heading 177° to 1400 before turning left.
Rwy 18R, climb on heading 177° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, building 79' from DER, 419' right of centerline, 52' MSL.
Buildings, and vehicles on road beginning 287' from DER, 162' left of centerline, up to 48' MSL.
Poles beginning 804' from DER, 199' left of centerline, up to 43' AGL/51' MSL.
Trees beginning 1824' from DER, 232' right of centerline, up to 71' MSL.
Tree 2220' from DER, 167' right of centerline, 73' MSL.
Pole 2491' from DER, 254' left of centerline, 67' AGL/72' MSL.
Rwy 18L, NAVALIDs beginning 273' from DER, 340' left of centerline, up to 35' AGL/37' MSL.
Tower, and building beginning 334' from DER, 418' left of centerline, up to 40' AGL/42' MSL.
Buildings, tree, tower, and poles beginning 1451' from DER, 93' left of centerline, up to 96' AGL/98' MSL.
Building 2035' from DER, 35' right of centerline, 62' MSL.
Rwy 18R, building, and NAVALIDs beginning 51' from DER, 49' left of centerline, up to 22' AGL/26' MSL.
NAVAID 106' from DER, on centerline, 19' MSL.
Trees, vehicles on road, and poles beginning 150' from DER, 182' left of centerline, up to 45' MSL.
Vehicles on road 296' from DER, 1' right of centerline, 22' MSL.
Vehicles on road 474' from DER, on centerline, 35' MSL.
Pole, sign, and tree beginning 484' from DER, 114' right of centerline, up to 43' AGL/47' MSL.
Pole 709' from DER, 524' right of centerline, 47' AGL/48' MSL.
Poles beginning 747' from DER, 420' right of centerline, up to 51' AGL/51' MSL.
Elevators beginning 1512' from DER, 573' right of centerline, up to 80' AGL/85' MSL.
Building 1711' from DER, 839' right of centerline, 87' AGL/92' MSL.
Trees, and pole beginning 2817' from DER, 83' left of centerline, up to 101' AGL/101' MSL.
Poles, and transmission line beginning 3235' from DER, 64' right of centerline, up to 106' AGL/111' MSL.
Transmission line 2.3 NM from DER, 3385' left of centerline, 385' AGL/388' MSL.
Rwy 27, boats 300' from DER, left to right of centerline, up to 50' MSL.
Fence 278' from DER, 67' right of centerline, 15' AGL/15' MSL.
Fence 278' from DER, 64' left of centerline, 10' AGL/14' MSL.
Rwy 36L, bridge 51' from DER, 6' right of centerline, 7' AGL/10' MSL.
Rwy 36R, boats 350' from DER, left to right of centerline, up to 50' MSL.
Vegetation 16' from DER, 488' right of centerline, 11' MSL.
NEW ORLEANS, LA (CON’T)
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, multiple vehicles on roads beginning 3’ from DER, 437’ right of centerline, up to 26’ AGL/28’ MSL.
Multiple trees beginning 493’ from DER, 542’ right of centerline, up to 38’ AGL/40’ MSL.
Multiple poles beginning 831’ from DER, 583’ left of centerline, up to 34’ AGL/36’ MSL.
Multiple signs beginning 906’ from DER, 235’ right of centerline, up to 49’ AGL/51’ MSL.
Multiple buildings beginning 1386’ from DER, 679’ right of centerline, up to 48’ AGL/50’ MSL.
Multiple trees beginning 1555’ from DER, 574’ left of centerline, up to 45’ AGL/47’ MSL.
Antenna 1888’ from DER, 692’ right of centerline, 49’ AGL/51’ MSL.
Obstruction light 1822’ from DER, 834’ right of centerline, 64’ AGL/66’ MSL.
Crane 2412’ from DER, 487’ left of centerline, 81’ AGL/83’ MSL.
Rwy 11, obstruction light 623’ from DER, 620’ right of centerline, 21’ AGL/25’ MSL.
Pole 936’ from DER, 663’ right of centerline, 25’ AGL/29’ MSL.
Multiple trees beginning 1051’ from DER, 37’ left of centerline, up to 96’ AGL/100’ MSL.
Multiple trees beginning 1919’ from DER, 157’ right of centerline, up to 81’ AGL/85’ MSL.
Sign 708’ from DER, 688’ left of centerline, 38’ AGL/39’ MSL.
Rod on building 664’ from DER, 249’ left of centerline, 23’ AGL/24’ MSL.
Pole 1124’ from DER, 635’ left of centerline, 31’ AGL/32’ MSL.
Multiple poles beginning 1358’ from DER, 420’ right of centerline, up to 46’ AGL/47’ MSL.
Tree 2057’ from DER, 881’ left of centerline, 67’ AGL/68’ MSL.
Multiple trees beginning 2604’ from DER, 622’ right of centerline, up to 85’ AGL/86’ MSL.
Ship 4166’ from DER, on centerline, 152’ AGL/153’ MSL.
Rwy 29, tree 1265’ from DER, 748’ left of centerline, 58’ AGL/59’ MSL.
Multiple trees beginning 1541’ from DER, 550’ right of centerline, up to 65’ AGL/66’ MSL.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10AUG23 (23222) (USN)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 282’/NM to 500’ or 300-1¼.
Rwy 32, std. w/min. climb of 292’/NM to 400’.
DEPARTURE PROCEDURE:
Rwy 4, diverse departures authorized 045° CW 224°. Right turn to departure heading only.
Rwy 22, diverse departures authorized 045° CW 314°.
Rwy 32, diverse departures authorized 141° CW 300° left turn to departure heading only.
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 0’ from DER, 500’ left of centerline, 3’ MSL.
Rwy 14, terrain 0’ from DER, 500’ left of centerline, 3’ MSL.
Barge crane 4945’ from DER, 186’ left of centerline, 173’ MSL.
Tank 3450’ from DER, 1424’ left of centerline, 92’ MSL.
Cruise ship 1 NM from DER, 57’ right of centerline, 213’ MSL.
Rwy 22, terrain 0’ from DER, 500’ left of centerline, 3’ MSL.
Rwy 32, terrain 0’ from DER, 238’ left of centerline, 1’ MSL.
Terrain 0’ from DER, 287’ right of centerline, 3’ MSL.
Glideslope/ILS top 1396’ from DER, 63’ left of centerline, 40’ MSL.
Terrain 0’ from DER, 500’ left of centerline, 3’ MSL.

NEW ROADS, LA
FALSE RIVER RGNL (HZR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 36, fence 97’ from DER, 248’ right of centerline, 5’ AGL/44’ MSL.
Pole 1263’ from DER, 215’ left of centerline, 45’ AGL/84’ MSL.
Trees beginning 1268’ from DER, 127’ right of centerline, up to 110’ AGL/159’ MSL.
Trees beginning 2436’ from DER, 26’ left of centerline, up to 127’ AGL/176’ MSL.
Rwy 18, road beginning 86’ from DER, 398’ right of centerline, up to 15’ AGL/49’ MSL.
Fence 220’ from DER, 362’ right of centerline, 6’ AGL/39’ MSL.

OAKDALE, LA
ALLEN PARISH (ACP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23NOV06 (06327) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 400’ from DER, 260’ left of centerline, 30’ AGL/134’ MSL.
Rwy 36, trees 1300’ from DER, on centerline, 50’ AGL/159’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OKOLONA, MS
OKOLONA MUNI/RICHARD STOVALL FLD (5A4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 24JUL14 (22083) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL.
Trees 423' from DER, 602' right of centerline, 85' AGL/396' MSL.
Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL.
Rwy 36, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL.
Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL.
Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL.
Trees beginning 3010' from DER, 1173' right of centerline, up to 100' AGL/427' MSL.

OLIVE BRANCH, MS
OLIVE BRANCH/TAYLOR FLD (OLV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12DEC13 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, ground beginning 164' from DER, 385' right of centerline, 401' MSL.
Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL.
Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL.
Rwy 36, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL.

OPELOUSAS, LA
ST LANDRY PARISH (OPL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1¼ or std. w/min. climb of 261' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 6, vehicles on road 499' from DER, on centerline, up to 15' AGL/89' MSL.
Buildings 94' from DER, 367' left of centerline, 25' AGL/99' MSL.
Trees beginning 241' from DER, 274' left of centerline, up to 100' AGL/179' MSL.
Trees beginning 909' from DER, 341' right of centerline, up to 100' AGL/174' MSL.
Buildings 977' from DER, 710' right of centerline, 25' AGL/104' MSL.
Poles beginning 1219' from DER, 626' right of centerline, 50' AGL/124' MSL.
Rwy 18, trees beginning 132' from DER, 271' right of centerline, up to 100' AGL/155' MSL.
Trees beginning 383' from DER, 358' left of centerline, up to 100' AGL/169' MSL.
Tower 6046' from DER, 895' left of centerline, 207' AGL/269' MSL.
Buildings 1072' from DER, 503' left of centerline, 25' AGL/99' MSL.
Pole 2581' from DER, 443' left of centerline, 78' AGL/147' MSL.
Vehicles on road 396' from DER, right and left of centerline, 15' AGL/89' MSL.
Rwy 24, vehicles on road 255' from DER, on centerline, 15' AGL/84' MSL.
Trees beginning 151' from DER, 311' left of centerline, up to 100' AGL/169' MSL.
Buildings 345' from DER, 551' left of centerline, 25' AGL/84' MSL.
Poles beginning 505' from DER, 394' left of centerline, 50' AGL/119' MSL.
Trees beginning 254' from DER, 220' right of centerline, 100' AGL/169' MSL.
Buildings 385' from DER, 269' right of centerline, 25' AGL/94' MSL.
Poles beginning 527' from DER, 299' right of centerline, 50' AGL/119' MSL.
Rwy 36, trees beginning 823' from DER, right and left of centerline, up to 100' AGL/158' MSL.
Pole 1116' from DER, 147' right of centerline, 35' AGL/104' MSL.

OXFORD, MS
UNIVERSITY-OXFORD (UOX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1½ or std. w/min. climb of 472' per NM to 800.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 092° to 900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL.
Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL.
Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL.
Rwy 30, tree 111' from DER, 494' right of centerline, up to 74' AGL/434' MSL.
Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.
PASCAGOULA, MS
TRENT LOTT INTL (PQL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1/4 or std, w/min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.
Rwy 35, std, w/min. climb of 217' per NM to 1000 or 900-2/3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 35, for climb in visual conditions: cross Trent Lott Intl Airport at or above 800' MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL.
Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL.
Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL.
Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL.
Rwy 35, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA
HARRY P WILLIAMS MEML (PTN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 20JUN19 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwys 4W, 22W, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 6, fence 84' from DER, 303' left of centerline, 8' AGL/14' MSL.
Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.
Rwy 24, fence 2' from DER, 443' left of centerline, 5' AGL/11' MSL.
Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL.
Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL.
Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL.

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

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

POLK AAF (KPOE)
FORT JOHNSON, LA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07SEP23 (23250) (USA)
TAKEOFF MINIMUMS:
Rwy 16, 300-1 or std w/min climb of 270'/NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL.
Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL.
Tree 4587' from DER, 137' left of centerline, 429' MSL.
Tree 3905' from DER, 706' right of centerline, 401' MSL.
Tree 3384' from DER, 1100' right of centerline, 392' MSL.
Tree 3962' from DER, 882' left of centerline, 387' MSL.
Pole 4151' from DER, 203' left of centerline, 382' MSL.
Tree 3524' from DER, 963' left of centerline, 379' MSL.
Tree 3304' from DER, 1079' right of centerline, 375' MSL.
Tree 1739' from DER, 874' right of centerline, 369' MSL.
Twr 2213' from DER, 535' left of centerline, 43' AGL/335' MSL.
Windsock 100' from DER, 460' right of centerline, 300' MSL.

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

POLK AAF (KPOE) (CON’T)
FORT JOHNSON, LA (CON’T)
Rwy 16 (CON’T), terrain 50’ from DER, 480’ right of centerline, 282’ MSL.
Tree 465’ from DER, 404’ right of centerline, 435’ MSL.

Rwy 34, trees beginning 2305’ from DER, 470’ left of centerline, up to 80’ AGL/402’ MSL.
Trees beginning 2866’ from DER, 1193’ right of centerline, up to 449’ MSL.
Tree 1874’ from DER, 885’ right of centerline, 416’ MSL.
Tree 2831’ from DER, 154’ right of centerline 411’ MSL.
Tree 2076’ from DER, 960’ left of centerline, 410’ MSL.
Tree 1424’ from DER, 753’ right of centerline, 393’ MSL.
Tree 1771’ from DER, 35’ left of centerline, 377’ MSL.
Tree 433’ from DER, 513’ right of centerline, 365’ MSL.
Terrain 415’ from DER, 611’ left of centerline, 345’ MSL.
Terrain at DER, 500’ left of centerline, 333’ MSL.

POPLARVILLE, MS
POPLARVILLE/PEARL RIVER COUNTY (M13)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 34, 400-1¾ or std. w/min. climb of 405’ per NM to 900.

TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 504’ from DER, 530’ left of centerline, up to 100’ AGL/399’ MSL.
Trees beginning 745’ from DER, 450’ right of centerline, up to 100’ AGL/419’ MSL.

Rwy 34, trees beginning 104’ from DER, 469’ right of centerline, up to 100’ AGL/419’ MSL.
Trees beginning 436’ from DER, 467’ left of centerline, up to 100’ AGL/409’ MSL.
Trees beginning 2720’ from DER, 1166’ right of centerline, up to 100’ AGL/429’ MSL.
Tower 1.3 NM from DER, 2414’ right of centerline, 335’ AGL/665’ MSL.

PRENTISS, MS
PRENTISS-JEFFERSON DAVIS COUNTY (M43)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 12, poles and trees beginning 168’ from DER, 256’ left of centerline, up to 85’ AGL/544’ MSL.
Trees beginning 231’ from DER, 264’ right of centerline, up to 72’ AGL/511’ MSL.

Rwy 30, vehicle on road and trees beginning 91’ from DER, 110’ le’ of centerline, up to 64’ AGL/513’ MSL.
Trees beginning 673’ from DER, 360’ right of centerline, up to 81’ AGL/530’ MSL.

RAYMOND, MS
JOHN BELL WILLIAMS (JVW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 25AUG11 (11237) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 1’ from DER, 132’ right of centerline, up to 100’ AGL/379’ MSL.
Trees beginning 1753’ from DER, 788’ left of centerline, up to 100’ AGL/359’ MSL.

Rwy 30, pole 1522’ from DER, 533’ right of centerline, 57’ AGL/287’ MSL.
Trees beginning 593’ from DER, 426’ right of centerline, up to 100’ AGL/339’ MSL.
Trees beginning 36’ from DER, 163’ left of centerline, up to 100’ AGL/349’ MSL.

RAYVILLE, LA
JOHN H HOOKS JR MEML (M79)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (22195) (FAA)

TAKEOFF MINIMUMS:
Rwy 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 18, building 104’ from DER, 364’ right of centerline, 22’ AGL/101’ MSL.
Trees beginning 442’ from DER, 230’ left of centerline, up to 100’ AGL/174’ MSL.
Trees beginning 1874’ from DER, 972’ right of centerline, up t o 100’ AGL/146’ MSL.

Rwy 36, trees beginning 20’ from DER, 328’ right of centerline, up to 100’ AGL/156’ MSL.
Trees beginning 900’ from DER, 300’ left of centerline, up to 100’ AGL/156’ MSL.
Trees beginning 1973’ from DER, from left to right of centerline, up to 100’ AGL/178’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RESERVE, LA
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05JAN17 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1½ or std. w/min. climb of 240' per NM to 400.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 173° to 1400 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL.
Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL.
Poles beginning 179' from DER, 184' right of centerline, up to 40' AGL/46' MSL.
Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL.
Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL.
Transmission towers beginning 2156' from DER, 151' right of centerline, up to 73' AGL/78' MSL.
Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL.
Transmission tower 3293' from DER, 92' left of centerline, 92' AGL/98' MSL.
Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL.

RIPLEY, MS
RIPLEY (25M)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (07018) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 233' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.
DEPARTURE PROCEDURE:
Rwy 21, climb heading 213° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL.
Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL.
Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL.
Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL.
Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL.

RUSTON, LA
RUSTON RGNL (RSN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 12AUG21 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, terrain 3' from DER, 194' right of centerline, 319' MSL.
Terrain 4' from DER, 395' left of centerline, 319' MSL.
Terrain beginning 4' from DER, 79' right of centerline, up to 322' MSL.
Fence, terrain beginning 5' from DER, 56' right of centerline, up to 4' AGL/324' MSL.
Terrain beginning 10' from DER, 449' left of centerline, up to 320' MSL.
 Traverse way, terrain, fence beginning 94' from DER, 6' right of centerline, up to 333' MSL.
Terrain 108' from DER, 9' left of centerline, 324' MSL.
 Traverse way, terrain beginning 139' from DER, 8' right of centerline, up to 334' MSL.
Pole, terrain, traverse way beginning 181' from DER, 34' right of centerline, up to 38' AGL/346' MSL.
Trees, poles beginning 270' from DER, 28' right of centerline, up to 391' MSL.
Tree 437' from DER, 292' left of centerline, 339' MSL.
Trees beginning 547' from DER, 300' left of centerline, up to 346' MSL.
Trees beginning 649' from DER, 233' left of centerline, up to 79' AGL/354' MSL.
Trees, pole beginning 1309' from DER, 36' left of centerline, up to 107' AGL/377' MSL.
Trees beginning 1565' from DER, 730' left of centerline, up to 376' MSL.
Tree 1663' from DER, 727' left of centerline, 93' AGL/383' MSL.
Trees beginning 1782' from DER, 236' left of centerline, up to 100' AGL/398' MSL.
Tree 1994' from DER, 274' right of centerline, up to 64' AGL/404' MSL.
Tree 2080' from DER, 309' left of centerline, 74' AGL/399' MSL.
Trees beginning 2117' from DER, 10' right of centerline, up to 422' MSL.
Trees beginning 2124' from DER, 22' left of centerline, up to 76' AGL/400' MSL.

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

RUSTON, LA (CON’T)

RUSTON RGNL (RSN) (CON’T)

Rwy 18 (CON’T), trees beginning 2150’ from DER, 23’ right of centerline, up to 97’ AGL/423’ MSL.

Rwy 36, terrain beginning 69’ from DER, 290’ right of centerline, up to 281’ MSL.

Trees beginning 101’ from DER, 495’ right of centerline, up to 54’ AGL/320’ MSL.

Trees beginning 221’ from DER, 117’ left of centerline, up to 92’ AGL/337’ MSL.

Trees beginning 2220’ from DER, 64’ right of centerline, up to 84’ AGL/332’ MSL.

Trees beginning 2294’ from DER, 160’ left of centerline, up to 90’ AGL/338’ MSL.

Trees beginning 2298’ from DER, 195’ left of centerline, up to 93’ AGL/341’ MSL.

SHREVEPORT, LA

SHREVEPORT DOWNTOWN (DTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  17JUN21  (21168)  (FAA)

TAKEOFF MINIMUMS:

Rwy 23, std. w/min. climb of 205’ per NM to 500, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1100 feet prior to DER.

Rwy 32, std. w/min. climb of 215’ per NM to 2700.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 234° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 94’ from DER, 469’ right of centerline, 214’ MSL.

Vegetation 95’ from DER, 476’ left of centerline, 178’ MSL.

Trees beginning 184’ from DER, 263’ right of centerline, up to 215’ MSL.

Trees beginning 323’ from DER, 31’ right of centerline, up to 223’ MSL.

Trees beginning 382’ from DER, 8’ left of centerline, up to 252’ MSL.

Trees beginning 426’ from DER, 6’ right of centerline, up to 249’ MSL.

Trees beginning 618’ from DER, on centerline, up to 255’ MSL.

Trees beginning 1088’ from DER, 30’ left of centerline, up to 256’ MSL.

Trees beginning 1162’ from DER, 118’ left of centerline, up to 260’ MSL.

Trees beginning 1164’ from DER, 25’ left of centerline, up to 269’ MSL.

Trees beginning 1248’ from DER, 3’ left of centerline, up to 274’ MSL.

Trees beginning 1681’ from DER, 9’ right of centerline, up to 263’ MSL.

Trees beginning 1723’ from DER, 12’ right of centerline, up to 269’ MSL.

Trees beginning 1866’ from DER, 7’ right of centerline, up to 271’ MSL.

Tree 3478’ from DER, 9’ right of centerline, 274’ MSL.

Trees beginning 3484’ from DER, 32’ right of centerline, up to 279’ MSL.

Trees beginning 3498’ from DER, 14’ right of centerline, up to 281’ MSL.

Trees beginning 3611’ from DER, 214’ left of centerline, up to 283’ MSL.

Trees beginning 3797’ from DER, 1167’ left of centerline, up to 286’ MSL.

Tree 3904’ from DER, 1258’ left of centerline, 288’ MSL.

Rwy 14, building 23’ from DER, 465’ right of centerline, 191’ MSL.

Trees beginning 1119’ from DER, 351’ left of centerline, up to 241’ MSL.

Barge 1502’ from DER, crossing centerline, 238’ MSL.

Trees beginning 1561’ from DER, 359’ right of centerline, up to 255’ MSL.

Trees beginning 1895’ from DER, 25’ right of centerline, up to 277’ MSL.

Trees beginning 2006’ from DER, 169’ right of centerline, up to 286’ MSL.

Trees beginning 2121’ from DER, 149’ left of centerline, up to 276’ MSL.

Trees beginning 2720’ from DER, 66’ left of centerline, up to 279’ MSL.

Rwy 23, building 187’ from DER, 483’ right of centerline, 196’ MSL.

Building 257’ from DER, 396’ right of centerline, 198’ MSL.

Pole 305’ from DER, 543’ right of centerline, 202’ MSL.

Trees, poles, vehicle on road, buildings beginning 337’ from DER, 283’ right of centerline, up to 224’ MSL.

Buildings, pole beginning 477’ from DER, 227’ left of centerline, up to 204’ MSL.

Tree, poles, buildings beginning 644’ from DER, 297’ left of centerline, up to 207’ MSL.

Tree, pole beginning 1048’ from DER, 494’ left of centerline, up to 237’ MSL.

Trees beginning 1074’ from DER, 271’ left of centerline, up to 266’ MSL.

Trees, pole beginning 1153’ from DER, 254’ left of centerline, up to 277’ MSL.

Trees beginning 1244’ from DER, 396’ right of centerline, up to 247’ MSL.

Tree 2348’ from DER, 948’ right of centerline, 256’ MSL.

Trees beginning 3464’ from DER, 1283’ left of centerline, up to 271’ MSL.

Pole 4345’ from DER, 196’ right of centerline, 295’ MSL.

Tower 1.2 NM from DER, 1695’ right of centerline, 363’ MSL.

Rwy 32, fence beginning 12’ from DER, 241’ right of centerline, up to 180’ MSL.

Vehicle on road beginning 72’ from DER, 471’ right of centerline, 191’ MSL.

Tree 284’ from DER, 556’ right of centerline, 259’ MSL.

Vehicle on road beginning 319’ from DER, 266’ left of centerline, up to 193’ MSL.

Tree 374’ from DER, 441’ left of centerline, 206’ MSL.

Trees beginning 593’ from DER, 495’ left of centerline, up to 250’ MSL.

Tree 1077’ from DER, 755’ left of centerline, 261’ MSL.

Trees beginning 1267’ from DER, 32’ left of centerline, up to 262’ MSL.

Tree 2506’ from DER, 760’ left of centerline, 267’ MSL.

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

SHREVEPORT, LA (CON’T)
SHREVEPORT RGNL (SHV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 16JUL20 (20198) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 225’ per NM to 900 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Shreveport Rgnl airport at or above 1000 before proceeding on course
TAKEOFF OBSTACLE NOTES:
Rwy 6, pole, beginning 34’ from DER, 150’ left of centerline, up to 2’ AGL/231’ MSL.
Tree 1306’ from DER, 757’ left of centerline, 267’ MSL.
Tree 1353’ from DER, 784’ left of centerline, 271’ MSL.
Trees beginning 1499’ from DER, 699’ left of centerline, up to 290’ MSL.
Tree 1499’ from DER, 856’ right of centerline, 66’ AGL/280’ MSL.
Trees beginning 1527’ from DER, 21’ right of centerline, up to 81’ AGL/295’ MSL.
Tree 1960’ from DER, 648’ left of centerline, 73’ AGL/291’ MSL.
Stack 1.2 NM from DER, 2437’ left of centerline, 175’ AGL/416’ MSL.
Tank 1.3 NM from DER, 1984’ left of centerline, 214’ AGL/440’ MSL.
Tower 2.5 NM from DER, 262’ right of centerline, 420’ AGL/661’ MSL.

Rwy 14, pole 67’ from DER, 4’ right of centerline, 5’ AGL/227’ MSL.
Traverse way 193’ from DER, 513’ left of centerline, 228’ MSL.
Pole beginning 727’ from DER, 0’ of centerline, up to 16’ AGL/245’ MSL.
Pole, NAVAID beginning 727’ from DER, 27’ right of centerline, up to 16’ AGL/245’ MSL.
Pole 867’ from DER, 579’ left of centerline, 25’ AGL/246’ MSL.
Pole beginning 960’ from DER, 0’ of centerline, up to 25’ AGL/252’ MSL.
Trees beginning 1033’ from DER, 175’ left of centerline, up to 257’ MSL.
Pole 1116’ from DER, 333’ right of centerline, 22’ AGL/254’ MSL.
Trees beginning 1147’ from DER, 512’ right of centerline, up to 266’ MSL.
Tree, pole, beginning 1156’ from DER, 0’ of centerline, up to 26’ AGL/257’ MSL.
Trees beginning 1315’ from DER, 167’ right of centerline, up to 260’ MSL.
Tree 1477’ from DER, 261’ left of centerline, 267’ MSL.
Tree 1547’ from DER, 169’ right of centerline, 264’ MSL.
Trees beginning 1587’ from DER, 368’ left of centerline, up to 277’ MSL.
Tree 1743’ from DER, 634’ right of centerline, 285’ MSL.
Trees beginning 1803’ from DER, 292’ left of centerline, up to 288’ MSL.
Tree 2136’ from DER, 1070’ right of centerline, 296’ MSL.
Trees beginning 2143’ from DER, 303’ left of centerline, up to 293’ MSL.
Trees beginning 2327’ from DER, 317’ left of centerline, up to 295’ MSL.
Trees beginning 2409’ from DER, 66’ right of centerline, up to 316’ MSL.
Tree 2570’ from DER, 913’ left of centerline, 297’ MSL.
Tree, pole, beginning 2573’ from DER, 111’ right of centerline, up to 329’ MSL.
Trees beginning 2621’ from DER, 117’ left of centerline, up to 299’ MSL.
Trees beginning 2809’ from DER, 91’ left of centerline, up to 301’ MSL.
Trees beginning 2899’ from DER, 89’ right of centerline, up to 331’ MSL.
Tree 3110’ from DER, 349’ left of centerline, 302’ MSL.
Tree 3808’ from DER, 1279’ right of centerline, 336’ MSL.
Trees beginning 3817’ from DER, 84’ right of centerline, up to 340’ MSL.
Trees beginning 3968’ from DER, 1172’ right of centerline, up to 348’ MSL.
Trees beginning 4046’ from DER, 457’ right of centerline, up to 399’ MSL.
Trees beginning 4229’ from DER, 244’ right of centerline, up to 366’ MSL.
Trees beginning 4354’ from DER, 142’ left of centerline, up to 342’ MSL.
Tree 4549’ from DER, 429’ left of centerline, 346’ MSL.
Trees beginning 4575’ from DER, 298’ left of centerline, up to 358’ MSL.
Rwy 24, terrain 4’ from DER, 194’ right of centerline, 239’ MSL.
Terrain 6’ from DER, 335’ right of centerline, 240’ MSL.
Traverse way 170’ from DER, 494’ right of centerline, 254’ MSL.
Pole, transmission line beginning 1017’ from DER, 178’ left of centerline, up to 47’ AGL/274’ MSL.
Pole beginning 1117’ from DER, 13’ left of centerline, up to 49’ AGL/277’ MSL.
Tree 2366’ from DER, 945’ right of centerline, 301’ MSL.
Tree 2375’ from DER, 974’ left of centerline, 54’ AGL/308’ MSL.
Tree 2396’ from DER, 1093’ right of centerline, 308’ MSL.
Trees beginning 2438’ from DER, 5’ left of centerline, up to 64’ AGL/319’ MSL.
Tree 2515’ from DER, 981’ right of centerline, 71’ AGL/309’ MSL.
Trees beginning 2586’ from DER, 19’ right of centerline, up to 78’ AGL/317’ MSL.
Trees beginning 2774’ from DER, 25’ left of centerline, up to 81’ AGL/333’ MSL.
Trees beginning 2797’ from DER, 55’ right of centerline, up to 320’ MSL.
Trees beginning 2820’ from DER, 1’ right of centerline, up to 324’ MSL.
Trees beginning 2843’ from DER, 338’ left of centerline, up to 83’ AGL/354’ MSL.
Trees beginning 2851’ from DER, 16’ left of centerline, up to 356’ MSL.
Trees beginning 2873’ from DER, 289’ right of centerline, up to 327’ MSL.
Trees beginning 2882’ from DER, 19’ right of centerline, up to 80’ AGL/331’ MSL.
Trees beginning 2941’ from DER, 26’ right of centerline, up to 90’ AGL/339’ MSL.
Trees beginning 2949’ from DER, 73’ left of centerline, up to 87’ AGL/358’ MSL.
Trees beginning 2997’ from DER, 83’ right of centerline, up to 343’ MSL.

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

SHREVEPORT, LA (CON’T)

SHREVEPORT RGNL (SHV) (CON’T)

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

SC-4, 30 NOV 2023 to 25 JAN 2024

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

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL.

Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL.

Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 6' from DER, 146' left of centerline, up to 273' MSL.

Tree 816' from DER, 716' right of centerline, 1' AGL/29' MSL.

Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SC-4, 23250

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SC-4, 30 NOV 2023 to 25 JAN 2024

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

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

STARKVILLE, MS
GEORGE M BRYAN (STF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (07186) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 52' from DER, 395' right of centerline up to 79' AGL/378' MSL.
Trees 103' from DER, 463' left of centerline, 45' AGL/365' MSL.
Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL.
Rwy 36, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL.
Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG A 03APR14 (14093) (FAA)
TAKEOFF OBSTACLE NOTES:

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

SULPHUR, LA
SOUTHLAND FLD (UXL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (21252) (FAA)
TAKEOFF OBSTACLE NOTES:

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

TALLULAH/VICKSBURG, MS, LA
VICKSBURG TALLULAH RGNL (TVR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17OCT13 (13290) (FAA)
TAKEOFF OBSTACLE NOTES:

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

THIBODAUX, LA
THIBODAUX MUNI (L83)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:

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

TUNICA, MS
TUNICA MUNI (UTA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18NOV10 (10322) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 1211' from DER, 803' right of centerline, 70' AGL/258' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TUPELO, MS
TUPELO RGNL (TUP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAR15 (15064) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, runway lights 5’ from DER, 4’ left and right of centerline, 1’ AGL/347’ MSL. Trees beginning 1202’ from DER, 804’ left of centerline up to 100’ AGL/400’ MSL.

VICKSBURG, MS
VICKSBURG MUNI (VKS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 290’ per NM to 800 or 900 2-1/2 for VCOA.
Rwy 19, 300-2 or std. w/min. climb of 425’ per NM to 400.

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

TAKEOFF OBSTACLE NOTES:
Rwy 1, vegetation, fence beginning 1’ from DER, 293’ right of centerline, up to 12’ AGL/114’ MSL.
Pole, fence beginning 146’ from DER, 295’ right of centerline, up to 26’ AGL/128’ MSL.

Trees beginning 172’ from DER, 76’ left of centerline, up to 80’ AGL/176’ MSL.

Stack 2.2 NM from DER, 2896’ left of centerline, 502’ AGL/592’ MSL.
VIDALIA, LA
CONCORDIA PARISH (0R4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10DEC15 (15344) (FAA)
DEPARTURE PROCEDURE:
   Rwy 14, climb heading 144° to 1100 before turning left.
TAKEOFF OBSTACLE NOTES:
   Rwy 14, trees beginning 37' from DER, 244' right of centerline, up to 83' AGL/134' MSL.
   Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL.
   Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL.
   T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL.
   Trees beginning 803' from DER, 299' left of centerline, up to 79' AGL/130' MSL.
   Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA
VIVIAN (3F4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 09APR09 (09099) (FAA)
TAKEOFF MINIMUMS:
   Rwy 9, 200-1½ or std. w/min. climb of 303' per NM to 600.
   Rwy 27, 300-2 or std. w/min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
   Rwy 9, climb heading 088° to 1900 before turning left.
   Rwy 27, climb heading 268° to 1900 before turning right.
TAKEOFF OBSTACLE NOTES:
   Rwy 9, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL.
   Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL.
   Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL.
   Rwy 27, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

WELSH, LA
WELSH (6R1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
   Rwys 9, 27, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
   Rwy 7, bldg, poles beginning 404' from DER, 46' right of centerline, up to 120' MSL.
   Vehicles on road 553' from DER, 3' left of centerline, 15' AGL/35' MSL.
   Trees beginning 534' from DER, 113' right of centerline, up to 120' MSL.
   Poles beginning 598' from DER, 188' left of centerline, up to 40' MSL.
   Trees beginning 990' from DER, 709' left of centerline, 117' MSL.
   Trees beginning 1201' from DER, 629' left of centerline, up to 120' MSL.
   Trees beginning 1998' from DER, 53' right of centerline, up to 123' MSL.
   Trees, bldg, beginning 63' from DER, 86' left of centerline, up to 116' MSL.
   Trees beginning 216' from DER, 211' right of centerline, up to 114' MSL.
   Trees beginning 1051' from DER, 437' left of centerline, up to 117' MSL.
   Trees beginning 2324' from DER, 39' right of centerline, up to 117' MSL.
   Tree 3548' from DER, 138' right of centerline, 120' MSL.
   Tree 3762' from DER, 144' right of centerline, 120' MSL.

WEST POINT, MS
MCCHAREN FLD (M83)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 06MAR14 (22195) (FAA)
TAKEOFF MINIMUMS:
   Rwy 36, 400-1½ or std. w/min. climb of 370' per NM to 800.
TAKEOFF OBSTACLE NOTES:
   Rwy 18, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL.
   Fence 200' from DER, on centerline, up to 4' AGL/213' MSL.
   Terrain 151' from DER, 232' right of centerline, 207' MSL.
   Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL.
   Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL.
   Rwy 36, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL.
   Terrain 243' from DER, 262' left of centerline, 214' MSL.
   Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL.
   Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL.
   Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WIGGINS, MS
DEAN GRIFFIN MEML (M24)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08SEP22 (22251) (FAA)
DEPARTURE PROCEDURE:
- Rwy 17, climb on heading 175° to 1900 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 22’ from DER, 444’ left of centerline, up to 263’ MSL.
- Trees beginning 41’ from DER, 362’ right of centerline, up to 293’ MSL.
- Trees beginning 292’ from DER, 385’ right of centerline, up to 299’ MSL.
- Tree 390’ from DER, 467’ left of centerline, 274’ MSL.
- Trees beginning 549’ from DER, 426’ left of centerline, up to 288’ MSL.
- Trees beginning 686’ from DER, 367’ left of centerline, up to 290’ MSL.
- Trees beginning 1222’ from DER, 452’ left of centerline, up to 307’ MSL.
- Trees beginning 1372’ from DER, 335’ left of centerline, up to 332’ MSL.
- Trees beginning 1618’ from DER, 432’ right of centerline, up to 300’ MSL.
- Tree 1708’ from DER, 662’ right of centerline, 302’ MSL.

WINNFIELD, LA
DAVID G. JOYCE (OR5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (09351) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 9, trees beginning 202’ from DER, 330’ right of centerline, 100’ AGL/219’ MSL.
- Trees beginning 187’ from DER, 256’ left of centerline, 100’ AGL/219’ MSL.
- Rwy 27, trees beginning 192’ from DER, 426’ right of centerline, 100’ AGL/259’ MSL.
- Trees beginning 3440’ from DER, 1392’ left of centerline, 100’ AGL/289’ MSL.

WINONA, MS
WINONA-MONTGOMERY COUNTY (5A6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 21, 400-2½ or std. w/min. climb of 215’ per NM to 900. Alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1900’ prior to DER.
DEPARTURE PROCEDURE:
- Rwy 3, Climb heading 030° to 1000 before turning west.
TAKEOFF OBSTACLE NOTES:
- Rwy 21, Tower 2.1 NM from DER, 2789’ right of centerline, 350’ AGL/703’ MSL.

YAZOO CITY, MS
YAZOO COUNTY (87I)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 17, trees beginning 684’ from DER, 131’ left of centerline, up to 100’ AGL/202’ MSL.
- Trees beginning 1016’ from DER, 103’ right of centerline, up to 100’ AGL/200’ MSL.
- Rwy 35, trees beginning 2616’ from DER, 837’ left of centerline, up to 100’ AGL/200’ MSL.
- Trees beginning 303’ from DER, 1228’ right of centerline, up to 100’ AGL/200’ MSL.
### IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. A 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 A 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>
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<tbody>
<tr>
<td>ABBEVILLE, LA</td>
<td>ABBEVILLE CHRIS CRUSTA</td>
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<td>MEML (IYA).........RNAV (GPS) Rwy 16</td>
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<td>RNAV (GPS) Rwy 34</td>
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</table>
|              | INTL (AEX).........ILS or LOC Rwy 14
|              | RNAV (GPS) Rwy 14
|              | RNAV (GPS) Rwy 18
|              | RNAV (GPS) Rwy 32
|              | RNAV (GPS) Rwy 36
|              | VOR Rwy 14
|              | VOR/DME Rwy 32
|              | 1LOC, Category D, 800-2½.
|              | 2Category D, 800-2½.
|              | 3NA when local weather not available. |
| ESLER RGNL (ESF) | RNAV (GPS) Rwy 9
|              | RNAV (GPS) Rwy 27
|              | NA when local weather not available. |
| BASTROP, LA   | MOREHOUSE |
|              | MEML (BQP)..........RNAV (GPS) Rwy 16
|              | RNAV (GPS) Rwy 34
|              | NA when local weather not available. |

#### 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).

### US Military

- For the selected approach:
  - Ceiling: 200' above published ceiling
  - Visibility: the greater of 1 SM visibility or the published visibility

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<th>NAME</th>
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<tr>
<td>BATON ROUGE, LA</td>
<td>BATON ROUGE METRO,</td>
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|              | RYAN FLD (BTR)......ILS or LOC Rwy 13
|              | RNAV (GPS) Rwy 4L
|              | RNAV (GPS) Rwy 13
|              | RNAV (GPS) Rwy 22R
|              | VOR Rwy 4L
|              | 1ILS, Category C, 800-2; Category D, 800-2½;
|              | 2NA when control tower closed.
|              | 3Categories C, D, 800-2½.
|              | 4NA when local weather not available.
|              | 5Category D, 800-2½. |
| BAY ST LOUIS, MS | STENNIS |
|              | INTL (HSA).........ILS Y or LOC Y Rwy 18
|              | RNAV (GPS) Rwy 18
|              | RNAV (GPS) Rwy 36
|              | NA when local weather not available.
|              | Category D, 800-2½; Category E, 800-2½.
<p>|              | 1NA when control tower closed. |</p>
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<tr>
<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
<th>LOCAL IDENTIFICATION</th>
<th>DEPARTURES</th>
<th>APPROACHES</th>
<th>NAVIGATION AID</th>
<th>CATEGORY A</th>
<th>CATEGORY B</th>
<th>CATEGORY C</th>
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SC-4, 30 NOV 2023 to 25 JAN 2024
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<td>&lt;sup&gt;2&lt;/sup&gt;LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.</td>
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<td>&lt;sup&gt;3&lt;/sup&gt;LOC, NA when control tower closed.</td>
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<td>&lt;sup&gt;4&lt;/sup&gt;LOC, Category D, 800-2½; Category E, 800-2¾.</td>
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<td>&lt;sup&gt;5&lt;/sup&gt;LOC, NA when local weather not available.</td>
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ALTERNATE MINS SC-4 30 NOV 2023 to 25 JAN 2024
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<th>NAME</th>
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**TUPELO, MS**

TUPELO RGNL (TUP)

- COPTER VOR 023°4
- ILS Y or LOC Y Rwy 36\(^{1}\)
- ILS Z or LOC Z Rwy 36\(^{2}\)
- RNAV (GPS) Rwy 18\(^{3}\)
- RNAV (GPS) Rwy 36\(^{3}\)
- VOR Rwy 18\(^{3}\)

1ILS, NA when local weather not available;
Category D, 800-2½. LOC, NA.
2LOC, Category D, 800-2½. 
3Category D, 800-2½. 
4NA when local weather not available.

**VICKSBURG, MS**

VICKSBURG MUNI (VKS)

- RNAV (GPS) Rwy 1\(^{1}\)
- RNAV (GPS) Rwy 19\(^{2}\)

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

**VIDALIA, LA**

CONCORDIA PARISH (OR4)

- RNAV (GPS) Rwy 14

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

**SC-4, 30 NOV 2023 to 25 JAN 2024**

- ALTERNATE MINS
- NAME
- ALTERNATE MINIMUMS

**SC-4, 30 NOV 2023 to 25 JAN 2024**

- ALTERNATE MINS
- NAME
- ALTERNATE MINIMUMS
BARKSDALE AFB (KBAD), LA (Bossier City) (Amndt 5, 15176 USAF)  

**RADAR INSTRUMENT APPROACH MINIMUMS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA CEIL-VIS</th>
<th>HAT/HAA CEIL-VIS</th>
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<tr>
<td>15</td>
<td>AB</td>
<td>640/24</td>
<td>477 (500-½)</td>
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<tr>
<td></td>
<td>CDE</td>
<td>640/50</td>
<td>477 (500-1)</td>
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<tr>
<td>33</td>
<td>AB</td>
<td>640/24</td>
<td>479 (500-½)</td>
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<td>CDE</td>
<td>640/50</td>
<td>479 (500-1)</td>
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When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1⅜ miles.

---

**BATCH ROUGE, LA**

**BATON ROUGE METRO, RYAN FLD (BTR)**

**GULFPORT, MS**

---

When control tower closed, ASR NA.

For inoperative MALS, increase S-31 CATs C/D visibility to 1½ mile.

For inoperative MALSR, increase S-13 CATs A/B visibility to 1 mile, CAT C/D visibility to 1⅜ mile.

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E visibility to 1½ SM; increase ASR S-32 CAT C, D, and E visibility to RVR 6000.
JACKSON, MS
Amdt 12A, 22APR21 (21112) (FAA)                                                           ELEV 346
JACKSON-MEDGAR WILEY EVERS INTL (JAN)
RADAR-1  123.9  317.7  V

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<td>16L</td>
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<td>740/24</td>
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<td>AB</td>
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<td>AB</td>
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<td>820/40</td>
<td>491</td>
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<tr>
<td></td>
<td>34R</td>
<td>AB</td>
<td></td>
<td>840/55</td>
<td>494</td>
<td>(500-1¼) CDE</td>
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<tr>
<td>C</td>
<td></td>
<td></td>
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<td>ALL Rwy</td>
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<tr>
<td></td>
<td>A</td>
<td>AB</td>
<td></td>
<td>880-1</td>
<td>534</td>
<td>(600-1) B</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>AB</td>
<td></td>
<td>900-1½</td>
<td>554</td>
<td>(600-1½) D</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>AB</td>
<td></td>
<td>1040-2½</td>
<td>694</td>
<td>(700-2½)</td>
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</table>

When control tower closed, procedure NA.
CAT E Circling not authorized southwest of runway 16R-34L.
Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.
Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1⅛.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW), Moscow, MS  Amdt 4  08SEP22 (22251) (USN)      ELEV 539
RADAR - (E)  134.1  266.8  300.4  310.8  322.0  325.2  328.4  346.0  363.6

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<td>961</td>
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<tr>
<td>CIR②</td>
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<td>CD</td>
<td>1500-3</td>
<td>961</td>
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①Procedure NA at night.
LAKE CHARLES, LA  Amdt 1B, 31MAY12 (14149) (FAA)  ELEV 17

CHENNAULT INTL (CWF)  SC-4, 30 NOV 2023 to 25 JAN 2024

RADAR-1  119.8  282.3  \(\n\)

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<th>DA/MDA-VIS</th>
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<th>CEIL-VIS</th>
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<tr>
<td></td>
<td>33</td>
<td></td>
<td>AB</td>
<td>580-1</td>
<td>564</td>
<td>(600-1)</td>
<td>CDE</td>
<td>580-1½</td>
<td>564</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td></td>
<td>AB</td>
<td>620-¾</td>
<td>606</td>
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<td>620-1¾</td>
<td>606</td>
<td>(700-1¾)</td>
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<td>ALL RWY</td>
<td>AB</td>
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<td>623</td>
<td>(700-1)</td>
<td>C</td>
<td>640-1½</td>
<td>623</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>640-2</td>
<td>623</td>
<td>(700-2)</td>
<td>E</td>
<td>880-3</td>
<td>863</td>
<td>(900-3)</td>
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</table>

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

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LAKE CHARLES, LA  Amdt 5D, 05NOV20 (20310) (FAA)  ELEV 15

LAKE CHARLES RGNL (LCH)  SC-4, 30 NOV 2023 to 25 JAN 2024

RADAR-1  119.35  353.75  \(\n\)

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<td></td>
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<td>380-⅜</td>
<td>369</td>
<td>(400-⅜)</td>
<td>D</td>
<td>380-1½</td>
<td>369</td>
<td>(400-1½)</td>
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<td>5</td>
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<td>380-1</td>
<td>366</td>
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<td>D</td>
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<td>366</td>
<td>(400-1½)</td>
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<tr>
<td></td>
<td>15</td>
<td></td>
<td>AB</td>
<td>440/24</td>
<td>428</td>
<td>(500-½)</td>
<td>C</td>
<td>440/40</td>
<td>428</td>
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<td></td>
<td></td>
<td>D</td>
<td>440/50</td>
<td>428</td>
<td>(500-1)</td>
<td>C</td>
<td>440/40</td>
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<td>C</td>
<td>580-1½</td>
<td>565</td>
<td>(600-1½)</td>
<td>D</td>
<td>680-2</td>
<td>665</td>
<td>(700-2)</td>
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</table>

When control tower closed, ASR NA.
## RADAR INSTRUMENT APPROACH MINIMUMS

### MERIDIAN NAS (MC CAIN FIELD) (KNMM), Meridian, MS

**Amendment 6**

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

**ELEV 316**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
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<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
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<tr>
<td>PAR1</td>
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<td>416-½</td>
<td>100 (200-½)</td>
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<tr>
<td>19L</td>
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<td>ABCDE</td>
<td>454-½</td>
<td>200 (200-½)</td>
</tr>
<tr>
<td>1R</td>
<td>3.0°/50/1151</td>
<td>ABCDE</td>
<td>470-¾</td>
<td>200 (200-¾)</td>
</tr>
<tr>
<td>19R</td>
<td>3.0°/50/1180</td>
<td>ABCDE</td>
<td>494-¾</td>
<td>200 (200-¾)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
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<td>ABCDE</td>
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<td>19R3</td>
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<td>1L45</td>
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<td>470-¾</td>
<td>200 (200-¾)</td>
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<td>ASR6</td>
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<td>ABCDE</td>
<td>494-¾</td>
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</table>

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

**MONROE RGNL (MLU)**

**RADAR-1** 118.15 290.475

<table>
<thead>
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<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
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<th>HAT/MDA-VIS</th>
<th>HAT/HAA</th>
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<th>DA/MDA-VIS</th>
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<td>4</td>
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<td>560/50</td>
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<td>(500-¾)</td>
<td>CD</td>
<td>560-1</td>
<td>485</td>
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**CIRCLING ALL RWY**

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<td>AB</td>
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<td>501</td>
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<tr>
<td></td>
<td>D</td>
<td></td>
<td>1160-3</td>
<td>1081</td>
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When control tower closed, ASR NA.

Circling Rwy 14 NA at night.

For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅜ SM.

---

# NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KMBG),

**Radar-1** - (E) 125.95 126.55 225.5 254.4 289.025 288.25 299.2 353.65

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**ASR**

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**CIR**

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<td>640-1½</td>
<td>638</td>
<td>(700-1½)</td>
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<td></td>
<td>D</td>
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<td>640-2</td>
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<td>E</td>
<td></td>
<td>640-2½</td>
<td>638</td>
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---

**NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KMBG),**

**Radar-1** - (E) 125.95 126.55 225.5 254.4 289.025 288.25 299.2 353.65

**CIR**

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<td></td>
<td>E</td>
<td></td>
<td>640-2½</td>
<td>638</td>
<td>(700-2½)</td>
</tr>
</tbody>
</table>

---

**NOTE:** Rwy 32: Multiple trees 43' AGL/40' MSL, 1300' prior thld.

1. **No-** NOTAM preventive maint Mon 1300-1800Z++.
2. When ALS inop, increase CAT ABCDE vis to ½ mile.
3. When ALS inop, increase CAT ABCDE vis to ¼ mile.
4. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1½ miles.
5. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1¾ miles.
6. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1¾ miles.
7. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1¾ miles.
8. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1¾ miles.
9. When ALS inop, increase CAT AB vis to 1 mile, CAT C/D vis to 1¾ miles.
10. **CAUTION:** TCH (41') is less than min TCH (45') for Height Group.
11. Step Down Fix at 3 NM from thld, 1000 min.
12. Step Down Fix at 2 NM from RPI, 660 min.

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# RADAR MINS

**23222**

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**MONROE, LA**

**MONROE RGNL (MLU)**

**RADAR-1** 118.15 290.475

**CIRCLING ALL RWY**

<table>
<thead>
<tr>
<th></th>
<th>RWY</th>
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<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<td></td>
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<td>AB</td>
<td>580-1½</td>
<td>501</td>
<td>740-1½</td>
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<tr>
<td></td>
<td>D</td>
<td></td>
<td>1160-3</td>
<td>1081</td>
<td>661</td>
</tr>
</tbody>
</table>

When control tower closed, ASR NA.

Circling Rwy 14 NA at night.

For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ⅛ SM.

---

# RADAR MINS

**23222**
### RADAR INSTRUMENT APPROACH MINIMUMS

#### POLK AAF (KPOE), Fort Johnson, LA
RADAR 1 Amrd 4C  RADAR 2  Orig
(23222) USA
RADAR - (E) 123.7 261.3  NA Opr 1400-0600Z++ exc hol.

<table>
<thead>
<tr>
<th>PAR(^1)</th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>34</td>
<td>3.0°/42/799</td>
<td>AB</td>
<td>579-½</td>
<td>256</td>
<td>(300-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CD</td>
<td>579-¾</td>
<td>256</td>
<td>(300-¾)</td>
</tr>
<tr>
<td>ASR</td>
<td>34</td>
<td></td>
<td>AB</td>
<td>760-3¼</td>
<td>482</td>
<td>(500-3¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CD</td>
<td>760-1</td>
<td>482</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td></td>
<td>AB</td>
<td>800-1</td>
<td>472</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>CD</td>
<td>800-1½</td>
<td>472</td>
<td>(500-1½)</td>
</tr>
<tr>
<td>CIR</td>
<td>ALL RWY</td>
<td></td>
<td>AB</td>
<td>820-1</td>
<td>490</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>C</td>
<td>820-1½</td>
<td>490</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>D</td>
<td>880-2</td>
<td>550</td>
<td>(600-2)</td>
</tr>
</tbody>
</table>

\(^1\)Rwy 34 VGSI and PAR glidepath not coincident.

#### SHREVEPORT, LA
Amrd 6A, 05NOV20 (20310) (FAA)
RADAR-1 119.9 335.55  NA

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1Rwy 34 VGSI and PAR glidepath not coincident.</td>
<td>32</td>
<td>720/40</td>
<td>AB</td>
<td>720/40</td>
<td>498</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>720/50</td>
<td>CDE</td>
<td>720/50</td>
<td>498</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>800/40</td>
<td>AB</td>
<td>800/40</td>
<td>542</td>
<td>(600-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>800/60</td>
<td>CDE</td>
<td>800/60</td>
<td>542</td>
<td>(600-1¼)</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>800-1½</td>
<td>AB</td>
<td>800-1½</td>
<td>562</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>800-1¾</td>
<td>CDE</td>
<td>800-1¾</td>
<td>562</td>
<td>(600-1¾)</td>
</tr>
</tbody>
</table>

| CIRCLING  | ALL RWY |        | AB  | 800-1¼     | 542     | (600-1¼) |
|           |         |        | C   | 800-2      | 722     | (800-2)  |
|           |         |        | D   | 1100-2¼    | 842     | (900-2½) |
|           |         |        | E   | 1100-3     | 842     | (900-3)  |

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS, increase S-14 Cat E visibility to 1¾ SM and S-32 Cat C/D/E visibility to 1½ SM.
When control tower closed, ASR NA.
THERE ARE NO LAND AND HOLD SHORT OPERATIONS (LAHSO) FOR LOUISIANA AND MISSISSIPPI
**HOT SPOTS**

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>BATON ROUGE, LA</td>
<td>HS 1</td>
<td>Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13-31 and Rwy 04L-22R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 04R-22L and Twy E in close proximity.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy F turning onto Twy E and Rwy 13-31.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Rwy 13 and Rwy 04R-22L.</td>
</tr>
<tr>
<td>COLUMBUS, MS</td>
<td>HS 1</td>
<td>Maintain vigilance numerous twys in area of Rwy 13R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy incursion risk for Rwy 13R/31L, Twy M.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.</td>
</tr>
<tr>
<td>HOUMA, LA</td>
<td>HS 1</td>
<td>Twy H, Twy E, Twy B at Rwy 18-36 &amp; Rwy 12-30.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Remain alert due to numerous helicopter operations</td>
</tr>
<tr>
<td>LAFAYETTE, LA</td>
<td>HS 1</td>
<td>Twy D, Twy C: Ramp congestion and short taxi to Rwy 11.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 22L arriving large aircraft exiting on Twy H: Do not enter Twy F.</td>
</tr>
<tr>
<td>NEW ORLEANS, LA</td>
<td>HS 1</td>
<td>Twy F south of Rwy 09-27.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Twy F at Apch end Rwy 27.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy B at Rwy 36L.</td>
</tr>
<tr>
<td>LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)</td>
<td>HS 1</td>
<td>High speed exit can be confused for Twy G8 crossing Rwy 11-29.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 11 green painted overrun mistaken for Twy E.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 11-29 and Twy G6.</td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

**LANDING OTHER:** Expect vectors to final approach course.
NEW ORLEANS APP CON
125.5 350.35 (WEST)
133.15 290.3 (EAST)

KNBG ATIS
279.55

MSY D-ATIS
127.55

NEW ATIS
124.9

ARRIVAL ROUTE DESCRIPTION

GULFPORT TRANSITION (GPT.MNSTR1)
SEMMES TRANSITION (SJI.MNSTR1)

LANDING ALL AIRPORTS: From MNSTR on track 248° to cross SLIDD at 11000 and at 250K, then on track 248°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
**ARRIVAL ROUTE DESCRIPTION**

**TIBBY TRANSITION (TBD.OLEDD4):** From over TBD VOR/DME on TBD R-073 to OLEDD INT. Thence...

**WHITE LAKE TRANSITION (LLA.OLEDD4):** From over LLA VOR/DME on LLA R-086 to LUFFS INT, then R-268 to TBD VOR/DME, then on TBD R-073 to OLEDD INT. Thence...

...expect RADAR vectors to final approach course.

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

EATON TRANSITION (LBY.TRSSH1)
MC COMB TRANSITION (MCB.TRSSH1)
MERDN TRANSITION (MERDN.TRSSH1)
NTCHZ TRANSITION (NTCHZ.TRSSH1)

LANDING KMSY/KNBG/KNEW: From TRSSH on track 177° to VEEEP, then on track 177° to cross RAYOP at 4000, then on track 177°. Expect RADAR vectors to final approach course.

TRSSH ONE ARRIVAL (RNAV)
(NEW ORLEANS, LOUISIANA)
Amp. 1B 08OCT20

ABBEVILLE, LOUISIANA

AL-5541 (FAA) 22195

RNAV (GPS) RWY 16
ABBEVILLE CHRIS CRUSTA MEML (IYA)

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

157°

APP CRS

16

5000

Amdt 1B 08OCT20

MISSED APPROACH:
Climb to 2000 direct
GASVE and hold.

ABBEVILLE, LOUISIANA

157°

APP CRS

16

5000

Amdt 1B 08OCT20

MISSED APPROACH:
Climb to 2000 direct
GASVE and hold.

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

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

RNP APCH.

Baro-VNAV NA when using New Iberia altimeter setting.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F).
Helicopter visibility reduction
below 3 SM NA. When local altimeter setting not received, use New Iberia altimeter setting and
increase all DA 27 feet and all MDA 40 feet.

LNAV MDA NA

DA

LPV

266-1 250 (300-1)

NA

LNAV/ VNAV

279-1 263 (300-1)

NA

LNAV MDA

380-1 364 (400-1)

NA

C CIRCLING

520-1 600-1 700-2

504 (600-1) 584 (600-1) 684 (700-2)

NA

CIRCLING

504 (600-1) 584 (600-1) 684 (700-2)

NA
RNAV (GPS) RWY 34
ABBEVILLE CHRIS CRUSTA MEML (IYA)

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

AWOS-3
118.875

LAFAYETTE APP CON
121.1 268.7

GCO
135.075

UNICOM
122.8 (CTAF)

Category
LPV
DA
298-1
283 (300-1)
NA
LNAV/VNAV
DA
320-1
305 (400-1)
NA
LNAV MDA
580-1
565 (600-1)
580-1 565 (600-1 1/2)
NA
CIRCLING
580-1
564 (600-1)
600-1
584 (600-1)
700-2
684 (700-2)
NA

Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/4 SM.
ABBEVILLE, LOUISIANA

LOC I-IYA

110.95

APP CRS

157°

Rwy Ldg

TDZE

16

Apt Elev

16

AL-5541 (FAA)

AWOS-3

118.875

LAFAYETTE APP CON

121.1  268.7

GCO

135.075

UNICOM

122.8 (CTAF)

110.95

157°

ABBEVILLE

CHRIS CRUSTA MEML

(1YA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

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

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

* LNAV only.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below 4 SM NA.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3P 118.475
COLUMBUS APP CON 126.075 239.25
UNICOM 122.8 (CTAF)
MISSED APPROACH: Climbing left turn to 2300 on IGB VORTAC R-359 to BECER INT and hold.
**LOC I-ERJ**

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>9352</th>
<th>141°</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDZE</td>
<td>85</td>
<td></td>
</tr>
<tr>
<td>Apt Elev</td>
<td>99</td>
<td></td>
</tr>
</tbody>
</table>

**MALSR**

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

**ASOS**

<table>
<thead>
<tr>
<th>123.975</th>
</tr>
</thead>
</table>

**POLK APP CON**

<table>
<thead>
<tr>
<th>125.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>254.8</td>
</tr>
</tbody>
</table>

**ALEXANDRIA TOWER**

<table>
<thead>
<tr>
<th>127.35  (CTAF)</th>
<th>269.2</th>
</tr>
</thead>
</table>

**GND CON**

<table>
<thead>
<tr>
<th>121.9</th>
</tr>
</thead>
<tbody>
<tr>
<td>372.0</td>
</tr>
</tbody>
</table>

**CLNC DEL**

<table>
<thead>
<tr>
<th>121.9</th>
</tr>
</thead>
</table>

---

**DME REQUIRED**

**LOCALIZER 110.1**

**I-ERJ**

**R-3801 B**

**AEX Chan 108**

**AEX 10.8**

**MUHSE**

**AEX 18.9**

**CROVE**

**TWR**

**R-106**

**MALSR**

**ILS or LOC RWY 14**

**ALEXANDRIA INTL (AEX)**

**CIRCLING**

**TDZE 85**

---

**3000**

**321°**

**141°**

**CROVE**

**AEX 10.8**

**3000 to GUQEM**

**323° (15.7)**

**CUBIP**

**AEX 7.7**

**CUBIP**

**AEX 7.7**

---

**S-ILS 14**

**S-LOC 14**

**CIRCLING**

**TDZL Rwy 14**

**REIL Rwy 18, 32 and 36**

**HIRL Rwy 18-36 and 14-32**

---

**AX</A>**

**31°20'N-92°33'W**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For inop ALS increase LNAV Cat D visibility to RVR 6000. RADAR required when R-3801 A-B in use.

ALEXANDRIA, LOUISIANA
(AEX)
ALEXANDRIA INTL
480/50
395 (400-1)

ELEV 88
TDZE 85

TDZL Rwy 14
REIL Rwy 18, 32 and 36
HIRL Rwy 18-36 and 14-32

Amdt 1C 11AUG22

31°20'N-92°33'W

RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)
RNAV (GPS) RWY 18
ALEXANDRIA INTL (AEX)

**RNAV (GPS) RWY 18**

**ALEXANDRIA INTL (AEX)**

**Category A**

- LNAV/MDA
- LPV DA
- VNAV DA

**LNAV/MDA**

- 520-1
- 436 (500-1)
- 436 (500-1/4)
- 436 (500-1/4)

**LPV DA**

- 395-1
- 311 (400-1)

**VNAV DA**

- 539-1/2
- 455 (500-1/2)

**CIRCLING**

- 540-1
- 451 (500-1)
- 471 (500-1)
- 700-1/2
- 611 (700-1/2)
- 860-2/2

**Holding Pattern**

- 186°
- 1700
- VGS and RNAV glidespath not coincident (VGS Angle 3.00/TCH 79).

**RNAV (GPS) RWY 18**

**Amdt 1B  25MAR21**

**105° track to MUSHE and hold.**

**ALEXANDRIA INTL (AEX)**

**RNAV (GPS) RWY 18**

**Category A**

- LNAV/MDA
- LPV DA
- VNAV DA

**LNAV/MDA**

- 520-1
- 436 (500-1)
- 436 (500-1/4)
- 436 (500-1/4)

**LPV DA**

- 395-1
- 311 (400-1)

**VNAV DA**

- 539-1/2
- 455 (500-1/2)

**CIRCLING**

- 540-1
- 451 (500-1)
- 471 (500-1)
- 700-1/2
- 611 (700-1/2)
- 860-2/2

**Holding Pattern**

- 186°
- 1700
- VGS and RNAV glidespath not coincident (VGS Angle 3.00/TCH 79).
RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)

Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C. When R-3801A-B active, RADAR required.

ASOS
PULL APP CON
ALEXANDRIA TOWER
GND CON
CLNC DEL

123.975  125.4  254.8  127.35 (CTAF)  269.2  121.9  372.0  121.9

3000 EBYAJ VGS1 and RNAV glidepath not coincident.
(VGS1 Angle 3.00/TCH 80).

Procedure NA for arrivals at MUSHE via V566 Eastbound.

RNP APCH-GPS.

LNAV only.

* 1.2 NM to RW32

Procedure Turn NA

GP 3.00°

TCH 55

31°20'N-92°33'W

RNAV (GPS) RWY 32
ALEXANDRIA INTL (AEX)
MISSED APPROACH: Climb to 2600 direct LATIW and hold.

Rwy 36 helicopter visibility reduction below 3/4 SM NA.

Procedure NA when R-3801 A-B in use.

Procedure NA for arrivals at MUSHE on V566 eastbound.
RADAR required when R-3801 A-B in use.

Rwy 32 helicopter visibility reduction below ½ SM NA.

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

Procedure NA for arrivals at CATCS via V114 southeast bound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).

Procedure Turn NA

SC-4, 30 NOV 2023 to 25 JAN 2024
VOR RWY 14
ALEXANDRIA INTL (AEX)

DME required:

- When R-3801B active, RADAR required.
- Rwys 14 helicopter visibility reduction below 3/4 SM NA.

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

ALT 89 TDZE 85

R-3801 A-B-C

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

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).

One Minute Holding Pattern

ALEXANDRIA
R-106

MUSHE

AEX

145°

1325° (15.7)

145°

2800

109.8 LT

116.1 AEX

106°

145°

1700

121.9

123.975

2800

6000

325°

2000

145°

4000

AEX

AEX

MUSHE

᭄ Veterinarian

 категорія A B C D

S-14 500/40 415 (500-1) 500/55 415 (500-1)

CIRCLING 540-1 560-1 700-1½ 860-2½

451 (500-1) 471 (500-1) 611 (700-1½) 771 (800-2½)

ALEXANDRIA, LOUISIANA
Orig-F 11AUG22

31°20’N-92°33’W

AL-13 (FAA) 23334
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ILS or LOC/DME RWY 27**

**ESLER RGNL (ESF)**

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

**ESF ASOS**

**POLK APP CON**

**UNICOM**

**EMERGENCY FREQUENCY**

**LOCALIZER 111.5**

**I-ESF**

**Chan 52**

**Amdt 16B 15JUL21**

**ESLER RGNL (ESF)**

**ALEXANDRIA, LOUISIANA**

**Amrd 16B 15JUL21**

**31°24'N-92°18'W**

**ELEV 112**

**TDZE 92**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**RADAR or DME required.**

- **Circling Rwy 14, 32 NA at night. VDP NA with Alexandria Intl altimeter setting.**
- **When local altimeter not received, use Alexandria Intl altimeter setting and increase DA to 327 feet; increase all MDA to 40 feet and Circling visibility Cat D 1/4 SM. For inop MALSR, increase S-LOC 27 Cat C/D visibility to 1 SM.**

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

**119.425**

**125.4 254.8**

**122.8 (CTAF)**
RNAV (GPS) RWY 9

ESLER RGNL (ESF)

Amdt 2B 15JUL21

RNAV (GPS) RWY 9

Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ½.

ESF ASOS 119.425

POLK APP CON 125.4 254.8

UNICOM 122.8 (CTAF)

MISSED APCH FIX

4 NM

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

Procedure NA for arrivals at AEX VOR/LOC on V245-570 southwest bound.

RNP APCH-GPS.

ESLER RGNL (ESF)

ALEXANDRIA, LOUISIANA

WAAS

Altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ½.

Amdt 2B 15JUL21

RNAV (GPS) RWY 9

ESLER RGNL (ESF)

Amdt 2B 15JUL21

RNAV (GPS) RWY 9

Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ½.

ESF ASOS 119.425

POLK APP CON 125.4 254.8

UNICOM 122.8 (CTAF)

MISSED APCH FIX

4 NM

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

Procedure NA for arrivals at AEX VOR/LOC on V245-570 southwest bound.
**RNAV (GPS) RWY 27**

**ESLER RGNL (ESF)**

**RNP APCH-GPS.**

- Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA. When using Alexandria Intl altimeter setting, for uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 327 feet; increase LNAV/VNAV DA to 457 feet and all visibility ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ½ SM. For inop MALSR increase LNAV/VNAV all CATs visibility to 1 mile and LNAV Cat C/D visibility to ½, ½ for inop MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all CATs visibility to 1 SM.

**MISSING APPROACH:**

- Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

**ESF ASOS**

- 119.425

**POLK APP CON**

- 125.4 254.8

**UNICOM**

- 122.8 (CTAF)

**ALEXANDRIA, LOUISIANA**

Amdt 2B 15JUL21

Apt Elev 122

**ELEV 112**

**TDZE 92**

**RP**

5998 X 150

5998 X 150

214°

270°

2000

2000

3000

4 NM

4 NM

**MALSR**

- For inop MALSR, increase LPV DA to 327 feet; increase LNAV/VNAV DA to 457 feet and all visibility ½ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat D ½ SM. For inop MALSR increase LNAV/VNAV all CATs visibility to 1 mile and LNAV Cat C/D visibility to ½, ½ for inop MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all CATs visibility to 1 SM.

**Procedure NA for arrivals on AEX**

- VORTAC airways radials 067 CW 123.

**MISSED APPROACH:**

- Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

**RNAV (GPS) RWY 27**

**ESLER RGNL (ESF)**

**ELEVATION 112**

**TDZE 92**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**AERIAL:**

- 3000 to IULE
- 070° (24.7)
- 3000 No彭
- 298° (14.2)

**UNICOM**

- 122.8 (CTAF)

**ELEVN 112**

**TDZE 92**

**MAJOR CONTROLLED AREA (MCA)**

- 600-1 488 (500-1)
- 740-134 628 (700-134)
- 760-2 648 (700-2)

**AERIAL:**

- 600-1 488 (500-1)
- 740-134 628 (700-134)
- 760-2 648 (700-2)

**AERIAL:**

- 600-1 488 (500-1)
- 740-134 628 (700-134)
- 760-2 648 (700-2)
**RAHDR or DME required**

- When ILS inop, increment RVR to 40 and vis to 1/4 mile.
- When ILS inop, increment CAT AB RVR to 55 and vis to 1 mile.
- CAT CDE RVR to 60 and vis to 1 1/4 miles.
- Circling not authorized W of Rwy.

**ALSF-1**

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

**ATIS**

- 307.025

**SHREVEPORT APP CON**

- 320* - 152*
- 152* - 312*

**TOWER**

- 128.25
- 278.3

**GND CON**

- 121.8
- 253.5

---

**BOSSIER CITY, LOUISIANA**

**LOC I-BAD**

- 109-9

**APCH CRS**

- 329*

**Rwy Ldg**

- 11,758

**THRE**

- 161

**Arpt Elev**

- 165

**BARKSDALE AFB (KBAD)**

**AL-391 [USAF]**

---

**EMERG SAFE ALT 100 NM 3300**

**ELEV**

- 165

**THRE**

- 161

---

**BOSSIER CITY, LOUISIANA**

**Amat 5 25JUN15**

---

**ILS or LOC W Rwy 33**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**
# TACAN Y RWY 15

## ATIS
- **307.025**

## SHREVEPORT APP CON
- **320* - 152***
- **123.75 360.725**
- **153* - 319***
- **119.9 335.55**

## TOWER
- **128.25 278.3**

## GND CON
- **121.8 253.5**

## ASR
- **165**

### Missed Approach:
- Climb to 3000 via BAD R-143 direct TOUEY and hold.

### SC Setup:
- **SC-4, 30 Nov 2023 to 25 Jan 2024**

### EMERG SAFE ALT:
- **100 NM 3300**

## Categories
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<tr>
<th>CATEGORY</th>
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<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>S-15</td>
<td>800/24</td>
<td>637 (700-½)</td>
<td>800-1⅔</td>
<td>637 (700-⅔)</td>
<td></td>
</tr>
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</table>

### CIRCLING
- **NOT AUTHORIZED**

### BOSSIER CITY, LOUISIANA
- **Amdt 8 25JUN15**

### TACAN Y RWY 15
- **32*30'N-93*40'W**

### BARKSDALE AFB (KBAD)
RNAV (GPS) RWY 16
MOREHOUSE MEML (BQP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F); DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility ⅔ SM and Circling Cat C visibility ⅔ SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

AWOS-3PT
118.375

MONROE APP CON *
126.9 307.9

UNICOM
122.8 (CTAF)

1800
341°
161°

FEKOV
1800

FAREX
341°
161°

HALAN
1800

FEKOV
1800

1.6 NM to RW16
LNAV only.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F); DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility ⅔ SM and Circling Cat C visibility ⅔ SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

RNAV (GPS) RWY 16
MOREHOUSE MEML (BQP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F); DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility ⅔ SM and Circling Cat C visibility ⅔ SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

RNAV (GPS) RWY 16
MOREHOUSE MEML (BQP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F); DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility ⅔ SM and Circling Cat C visibility ⅔ SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.
**RNAV (GPS) RWY 34**

**MOREHOUSE MEML (BQP)**

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

**BASTROP, LOUISIANA**

**AL-5566 (FAA)**

**WAAS CH 90308**

**W34A**

**APP CRS 341°**

**Rwy Ldg 4002**

**TDZE 168**

**Apt Elev 168**

- **Baro-VNAV NA when using Monroe altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 5°C (15°F). DME/DME RNP 0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 559, LNAV/VNAV DA to 602 and all MDA 60 feet; increase LNAV Cat C visibility ½ SM and Circling Cat C visibility 4 SM.

- **MISSED APPROACH:** Climb to 1800 direct FAREX and hold.

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**32°45'N-91°53'W**

**MOREHOUSE MEML (BQP)**

**RNAV (GPS) RWY 34**
When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Cat C visibility ½ mile.

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

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>MONROE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>126.9 307.9</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**Amdt 9C 20MAY21**

**32°45'N-91°53'W**
When local altimeter setting not received, use Monroe altimeter setting and increase all MDA 60 feet and Col C visibility 1/2 mile.

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

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>MONROE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>126.9 307.9</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**S-34**

- 820-1 652 (700-1)
- 820-1 652 (700-1/2)
- 820-1 652 (700-1/4)
- NA

**CIRCLING**

- 820-1 652 (700-1)
- 820-1 652 (700-1/2)
- 820-1 652 (700-1/4)
- NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C (5°F) or above 46°C (115°F).

DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altimeter setting. When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA.

**AWOS-3PT**
118.225

**MEMPHIS CENTER**
128.5 279.55

**UNICOM**
122.8 (CTAF)

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<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>614-1¼</td>
<td>393 (400-1¼)</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>661-1¾</td>
<td>440 (500-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>660-1</td>
<td>439 (500-1)</td>
<td>660-1½</td>
<td>439 (500-1¼)</td>
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<tr>
<td>C CIRCLING</td>
<td>740-1</td>
<td>519 (600-1)</td>
<td>779 (800-1)</td>
<td>1000-1</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:**
Climb to 900 then climbing right turn to 2800 directed HEDAX and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.

When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA.

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

**AWOS-3PT**
118.225

**MEMPHIS CENTER**
128.5  279.55

**UNICOM**
122.8  (CTAF)  ""
For inap MALSR when using Hammond altimeter setting, increase S-ILS 13 all Cats visibility to ½ mile, and S-LOC 13 visibility to 1½ mile. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 13 Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ½ mile. For inap MALSR, increase S-LOC 13 Cats C and D to 1½ mile.

MALSR

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

ATIS BATON ROUGE APP CON* 125.2 120.3 278.3 118.45 (CTAF) 257.8 RYAN TOWER* 121.9 119.4 122.95

ATFN 32 Amdt 28 20AUG15

BATON ROUGE, LOUISIANA BATON ROUGE METRO, RYAN FLD (B'TR)
**ILS or LOC/DME RWY 22R**

**BATON ROUGE METRO, RYAN FLD (B'TR)**

**LOC/DME I-CLZ**

108.7

Ch 24

**APP CRS**

223°

**Rwy Idg**

7500

**TDZE**

70

**Apt Elev**

70

When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase S-ILS 22R all Cats visibility to RVR 2200; increase S-LOC 22R Cat C/D visibility to RVR 5000. For inop MALS R when using Hammond altimeter setting, increase S-ILS 22R all Cats visibility to RVR 4500, and S-LOC 22R Cat C/D visibility to 1 1/4 mile. For inop MALS R, increase S-LOC 22R Cat C/D visibility to RVR 5500. VDP NA with Hammond altimeter setting.

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

- **ATIS**
  - 125.2
  - BATON ROUGE APP CON
  - 120.3
  - 278.3

- **RYAN TOWER**
  - 118.45 (CTAF)
  - 257.8

- **GND CON**
  - 121.9

- **CLNC DEL**
  - 119.4

- **UNICOM**
  - 122.95

**DME REQUIRED**

- **FIGHTING TIGER**
  - 116.5 LSU Chan 112

- **ALTERNATE MISSED APCH FIX**
  - 110.8 ROR Chan 45

**TDZ/CL Rwy 22R**

- **HIRL Rwys 13-31 and 4L-22R**

**MIRL Rwy 4R-22L**

**TDZ/CL Rwy 22R**

**HIRL Rwys 13-31 and 4L-22R**

**MIRL Rwy 4R-22L**

**ATM**

**BATON ROUGE, LOUISIANA**

Amrd 12A 04FEB16

**BATON ROUGE METRO, RYAN FLD (B'TR)**

30°32'N-91°09'W

ILS or LOC/DME RWY 22R

**AL-40 (FAA)**

23278
SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I/II: Procedure NA when tower closed.

**ATIS**  125.2  120.3  278.3  **RYAN TOWER**  118.45 (CTAF)  257.8

**GND CON**  121.9  **CLNC DEL**  119.4  **UNICOM**  122.95

**DME REQUIRED**

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (GPS) RWY 13
Baton Rouge Metro, Ryan Fld (BTR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility 0.5 mile, and LNAV Cats C and D visibility 0.3 mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 0.5 mile, LNAV Cat C and D visibility to 0.3 mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

Baro-VNAV and VDP NA when using Hammond altimeter setting. Increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility 0.5 mile, and LNAV Cats C and D visibility 0.3 mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 0.5 mile, LNAV Cat C and D visibility to 0.3 mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

Baro-VNAV and VDP NA when using Hammond altimeter setting. Increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility 0.5 mile, and LNAV Cats C and D visibility 0.3 mile. For inop MALSR when using Hammond altimeter setting, increase LPV all Cats visibility to 0.5 mile, LNAV Cat C and D visibility to 0.3 mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.
Baton Rouge, Louisiana

RNAV (GPS) RWY 22R
Baton Rouge Metro, Ryan Fld (BTR)

Amdt 3A 17AUG17

37
Helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility 1/4 mile and Circling Cat D visibility 1/2 mile.

PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility 1/4 mile. VDP NA when using Hammond altimeter setting.

---

**MISSING APCH FIX:** Climb to 2500 on LSU VOR/TAC R-060 to AROLL INT/LSU 24.3 DME and hold.

**PAYIN Fix Minimums:**
- Increase S-4L Cats C/D and Circling Cats C/D visibility 1/4 mile when using Hammond altimeter setting.

**PAYIN Fix Minimums:**
- Increase MDA 100 feet and increase S-4L Cat A and Helicopter visibility reduction below 1/2 SM NA.

**Local Altimeter Setting Not Received:**
- Pay in at LSU VOR/TAC airway radials 239 CW 301.

**Not PT for arrival on LSU VOR/TAC:**
- No PT for arrival on LSU VOR/TAC.

---

**Categories**
- **S-4L**
  - A: 860-1
  - B: 860-1 791 (800-1)
  - C: 860-1 790 (800-1)
  - D: 860-1 790 (800-1)

- **Circling**
  - A: 860-1
  - B: 860-1 790 (800-1)
  - C: 860-1 790 (800-1)
  - D: 860-1 790 (800-1)

---

**Categories**
- **S-4L**
  - A: 640-1
  - B: 640-1 571 (600-1)
  - C: 640-1 570 (600-1)
  - D: 640-1 570 (600-1)

- **Circling**
  - A: 660-1
  - B: 660-1 590 (600-1)
  - C: 660-1 590 (600-1)
  - D: 660-1 590 (600-1)

---

**Abnormal Situation Reporting (ASR)**
- **Missed Approach:** Climb to 2500 on LSU VOR/TAC R-060 to AROLL INT/LSU 24.3 DME and hold.

**Local Altimeter Setting Not Received:**
- Pay in at LSU VOR/TAC airway radials 239 CW 301.

---

**Pay in Fix Minimums:**
- Increase S-4L Cats C/D and Circling Cats C/D visibility 1/4 mile when using Hammond altimeter setting.

---

**Not PT for arrival on LSU VOR/TAC:**
- No PT for arrival on LSU VOR/TAC.

---

**Categories**
- **S-4L**
  - A: 860-1
  - B: 860-1 791 (800-1)
  - C: 860-1 790 (800-1)
  - D: 860-1 790 (800-1)

---

**Categories**
- **S-4L**
  - A: 640-1
  - B: 640-1 571 (600-1)
  - C: 640-1 570 (600-1)
  - D: 640-1 570 (600-1)

---

**Categories**
- **S-4L**
  - A: 660-1
  - B: 660-1 590 (600-1)
  - C: 660-1 590 (600-1)
  - D: 660-1 590 (600-1)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ADF or DME REQUIRED

Circling NA for Cat E W of Rwy 18-36. ADF or DME required. When local altimeter setting not received, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cat C/D/E visibility ½ mile, Circling Cat C visibility ½ mile and Cats D/E visibility ¾ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility ½ mile, and Circling Cats D/E ¾ mile. For inop MALSR, increase S-ILS 18 Cat E visibility to ¾ mile, and S-LOC 18 Cats C/D/E visibility to 1 mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile and S-LOC Cat E visibility to 1 mile. WUDGU FIX minimums: increase S-LOC 18 Cat E visibility to 1 mile.

---

**AWOS-3P**
118.375

**GULFPORT APP CON**
124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)

**STENNIS TOWER**
127.15 (CTAF) 229.4

**GND CON**
121.725 229.4

**UNICOM**
122.95

---

**One Minute Holding Pattern**

- **STENN INT**

- **HS NDB I/RADAR**

- **WUDGU INT**

- **LOC only.**

- **580 when using Gulfport altimeter setting.**

---

**CATEGORY**

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<th>D</th>
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<tbody>
<tr>
<td>S-LOC 18</td>
<td>520-⅓</td>
<td>497 (500-⅓)</td>
<td>520-⅓</td>
<td>497 (500-⅓)</td>
<td></td>
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<tr>
<td><strong>CIRCLING</strong> 520-⅓</td>
<td>497 (500-1)</td>
<td>520-⅓</td>
<td>820-⅔</td>
<td>797 (800-⅔)</td>
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<tr>
<td>WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)</td>
<td>520-⅓</td>
<td>497 (500-1)</td>
<td>820-⅔</td>
<td>797 (800-⅔)</td>
<td></td>
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<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
</tr>
<tr>
<td>Min:Sec</td>
<td>4:18</td>
<td>2:52</td>
<td>2:09</td>
<td>1:43</td>
<td>1:26</td>
</tr>
</tbody>
</table>

---

**MALSR**

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

---

**STENNIS INTL (HSA)**

**BAY ST. LOUIS, MISSISSIPPI**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 18
STENNIS INTL (HSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E west of Rwy 18-36. Baro-VNAV and VDP NA when using Gulfport altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gulfport altimeter setting: increase LPV DA to 247 feet; increase LNAV/VNAV DA to 373 feet; increase all MDA 60 feet and LNAV Cats C/D/E visibility 1/4 mile, and Circling Cats D/E visibility 1 mile. For inop MALSR, increase LNAV Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase LNAV Cat E visibility to 1/4 mile.

MALSR

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

AWOS-3PT
118.375
GULFPORT APP CON
124.6 354.1 [130°-309°] 127.5 254.25 [310°-129°]
STENNIS TOWER
127.15 (CTAF) 0 229.4
GND CON
121.725 229.4
UNICOM
122.95

WAAS
CH 58224
W18A
APP CRS 182°
Rwy Idg 8498
TDZE 23
Apt Elev 23

Category
LPV DA
LNAV/VNAV DA
LNAV MDA
Circling

A
223-1/2
326-1/2
400-1/2
480-1

B
200 (200-1/2)
303 (400-1/2)
377 (400-1/2)
457 (500-1)

C
D
200-1/2
400-3/8
377 (400-3/8)
520-1/2
820-2/2
820-2/3

E
8498 X 150
HIRL Rwy 18-36

BAY ST. LOUIS, MISSISSIPPI
Amdt 2 26MAY16

30°22'N-89°27'W

UNICOM
121.725 229.4

STENNIS INTL (HSA)
RNAV (GPS) RWY 18
Procedure NA when R4403B and R4403E are active. Circling NA for Cat E west of Rwy 18-36. When local altimeter setting not received use Gulfport altimeter setting and increase all MDAs 60 feet and increase S-18 Cat C/D/E and Circling Cat C visibility 1/4 SM and Circling Cat D/E visibility 1/3 SM. For inop ALS, increase S-18 Cat A/B visibility to 1 SM, and Cat C/D/E visibility to 1/3 SM. For inop ALS when using Gulfport altimeter setting, increase Cat C/D/E visibility to 1/2 SM and hold.

AWOS-3PT 118.375
GULFPORT APP CON* 124.6 354.1 (130°-309°)
127.5 254.25 (310°-129°)
STENNIS TOWER* 127.15 (CTAF) 229.4
GND CON 121.725 229.4
UNICOM 122.95
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

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

TERMINAL
HANGAR
FIRE STATION
TWR

AWOS-3PT
118.375
STENNIS TOWER
127.15  229.4
GND CON
121.725  229.4

RHWY 18-36
PCN 62 F/B/X/T
2D-472, 2D/2D2-955

BLAST PAD
200 X 190
ELEV 13

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18
GEORGE R CARR MEML AIR FLD (BXA)

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

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.025</td>
<td>126.8 327.8</td>
<td>122.8 (CTAF) 0</td>
</tr>
</tbody>
</table>

**ELEV 119**
**TDZE 119**

**HOLD 5000 2000**
(IF/IAF) LOCHS

**BAPAY 1.9 NM to RW18**

**1.9 NM to RW18**

**GA 880**

**BRK 3.00°**

**LNAV only.**

**GP 3.00°**

**TCH 50°**

**CATEGORY**
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>387-1</td>
<td>268 (300-1)</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>554-1 3/8</td>
<td>435 (500-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>520-1</td>
<td>401 (500-1)</td>
<td>520-1 3/8</td>
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<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>720-1</td>
<td>880-2 3/4</td>
</tr>
</tbody>
</table>

**Rwy Idg**
**Apt Elev**
**5002**
**199**

**30°49'N-89°52'W**
RNAV (GPS) RWY 36
GEORGE R CARR MEML AIR FLD (BXA)

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

**AWOS-3PT**
118.025

**HOUSTON CENTER**
126.8 327.8

**UNICOM**
122.8 (CTAF)

**ELEV 119**
**TDZE 117**

**GEORGE R CARR MEML AIR FLD (BXA)**

**RNAV (GPS) RWY 36**

**GEORGE R CARR MEML AIR FLD (BXA)**

**RNAV (GPS) RWY 36**

**BOGALUSA, LOUISIANA**

**Amdt 1C 15JUL21**

**30°49'N-89°52'W**
LOC RWY 18
GEORGE R CARR MEML AIR FLD (BXA)

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

ALTERNATE MISSED APCH FIX

MISSING APCH FIX
PICAYUNE  113.95  PCU  86 (Y)

Procedure NA for arrival on PCU VOR/DME
airway radials 324 CW 016.

Procedure NA for arrival on MCB VORTAC
airway radials 079 CW 173.

MISSING APCH FIX

TCF 353

Amdt 3C  15JUL21

SC-4, 30 NOV 2023 to 25 JAN 2024

GEORGE R CARR MEML AIR FLD (BXA)

30°49'N-89°52'W
RNAV (GPS) RWY 15
BOONEVILLE/BALDWYN (8M1)

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

CRX AWOS-3PT
118.675

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF)

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

MISSED APPROACH: Climb to 2500 direct MANIL and hold.

2.3 NM to HOGAB
3.0 NM to JOUB (No PT)

MANIL

LNAV only.

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

LPV DA 777-1¼ 385 (400-1¼)

LNAV/ VNAV DA 842-1½ 450 (500-1½)

LNAV MDA 880-1 488 (500-1)
880-1 ¾ 488 (500-1¾)

147° to RW15

34°36'N-88°39'W
BOONEVILLE/BALDWYN (8M1)
RNAV (GPS) RWY 15

30 NOV 2023 to 25 JAN 2024

15AUG19
Amdt 18

WAAS
CH 49234
W15A

APP CRS
147°

Rwy ldg
5003

TDZE
392

Apt Elev
392

RNP APCH.

ELEV 392
TDZE 392
RNAV (GPS) RWY 23
BROOKHAVEN-LINCOLN COUNTY (1R7)

Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and Circling Cat C visibility 1/4 SM.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3P
HOUSTON CENTER
UNICOM

118.125
126.8 327.8
122.8 (CTAF)

ELEV 492
TDZE 488

RNAV APCH - GPS.

SC-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

POLK APP CON

CTAF

125.4 302.2

122.9

RNP APCH.

NA

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

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

MISSED APCH FIX

Procedure NA for arrivals at FISTY via V566 eastbound.

Procedure NA for arrivals at MAXON via V222 southwest bound.

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

30°57'N-92°14'W
RNAV (GPS) RWY 36
BUNKIE MUNI (2R6)

POLK APP CON
125.4 302.2

CTAF
122.9

RNAV (GPS) RWY 36

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

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

Procedure NA for arrivals
at MAXON
via V222 southwest bound.

Procedure NA for arrivals
at FISTY
via V566 eastbound.

CIVEK
LOVEU
FARER
PORZI
QUATO

FISTY

BUNKIE, LOUISIANA
Orig-A 20MAY21

30°57'N-92°14'W

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

Category
LNAV MDA
CIRCLING

580-1 520 (600-1)
580-1 518 (600-1)

NA
NA

580-1 520 (600-1) 660-1 598 (600-1)

5 NM
6 NM

3005 X 75

518 (600-1)
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

**POLK APP CON**

<table>
<thead>
<tr>
<th>POLK APP CON</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.4</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**PROCEDURE NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.**

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

**SC-4, 30 NOV 2023 to 25 JAN 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Tunica altimeter setting.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 483 feet, LNAV/VNAV DA to 647 feet and all MDA 60 feet; increase LPV all Cats visibility ¾ SM, LNAV/VNAV all Cats visibility ¼ SM, and LNAV Cat C/D visibility ½ SM. Circling Rwy 36 NA at night.

**AWOS-3**
120.675

**MEMPHIS CENTER**
135.3 335.8

**UNICOM**
122.8 [CTAF]

---

**Category**

<table>
<thead>
<tr>
<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>423-7/8</td>
<td>640-1</td>
<td>740-1</td>
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<tr>
<td>B</td>
<td>250 (300-3/4)</td>
<td>467 (500-1)</td>
<td>567 (600-1)</td>
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<tr>
<td>C</td>
<td>250 (300-3/4)</td>
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<tr>
<td>D</td>
<td>250 (300-3/4)</td>
<td>467 (500-1)</td>
<td>567 (600-1)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**

Climb to 2000 direct HULON and hold.
RNAV (GPS) RWY 36
FLETCHER FLD (CKM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 537 feet, LNAV/VNAV DA to 508 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM, and LNAV Cat C/D visibility ¾ SM. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct
BANAY and hold.

AWOS-3 120.675
MEMPHIS CENTER 135.3 335.8
UNICOM 122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¾ mile, increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting.

Rwy 18 helicopter visibility reduction below ¼ SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¾ mile, increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicoper visibility reduction below ¼ SM NA.
RNAV (GPS) RWY 36
CLEVELAND MUNI (RNV)

AWOS 3PT
124.175

MEMPHIS CENTER
135.875 269.35

UNICOM
122.725 (CTAF)

VGS and RNAV glidepath not coincident
(VGS Angle 3.25°/TCH 46).

LNAV only.

HITAV 3 NM to RW36
ZALZA 1048

(Missed Approach Fix)
JOMEM

4 NM to EWOPO
2200
12 NM to EWOPO
2100

30 NM to EWOPO
178°

358°

358°

4 NM

TCH 54

CATEGORY
LPV DA
390-3/4
250 (300-3/4)

LNAV/VNAV DA
549-1/4
409 (500-1/4)

LNAV MDA
520-1
380 (400-1)

600-1 460 (500-1)
900-2/4
760 (800-2/4)
900-2/2
760 (800-2/2)

ZALZA (FAF)

EWOPO (IF/IAF)

JOMEM and hold.

Climb to 2100 direct JOMEM and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/4 mile, and LNAV/VNAV all Cats visibility 1/2 mile. Rwy 36 helicopter visibility reduction below 1/2 SM NA.
When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.

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

Procedure NA for arrivals on GLH VOR/DME airway radials 010 CW 092.

One Minute Holding Pattern

FAA CIRCLING 880-1 740 (800-1) 900-2 ½ 900-2 ½

33°46'N-90°45'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¼ SM NA.
COLUMBUS, MISSISSIPPI

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

COLUMBUS APP CON ★
135.6 323.275

UNICOM 122.8 (CTAF) 0

Amdt 1A 08NOV18

33°28'N-88°23'W

RNAV (GPS) RWY 36

Columbus AFB alternate setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet, increase LPV and RNAV/VNAV altimeter setting to 1½ SM. Baro-VNAV NA. Use Columbus AFB altimeter setting when not received; use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet, increase LPV and RNAV/VNAV altimeter setting to 1½ SM. Baro-VNAV NA.

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

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

COLUMBUS-LOWNDES COUNTY (UBS)

RNAV (GPS) RWY 36
Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.

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

---

**COLUMBUS APP CON**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td></td>
<td>780-1</td>
<td>592 (600-1)</td>
<td>1040-2 ( \frac{1}{2} )</td>
<td>1040-2 ( \frac{3}{4} )</td>
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<td></td>
<td>852 (900-2( \frac{1}{2} ))</td>
<td>852 (900-2( \frac{3}{4} ))</td>
<td>Min:Sec</td>
<td>6:42</td>
</tr>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
</tr>
</tbody>
</table>

**CIRCLING**

**CATEGORY**

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

**FAF to MAP 6.7 NM**

**18800**

**Remain within 10 NM**

**27°**

**MACXI IGB**

**6.7**

**IGB VORTAC**

**2000**

**096°**

**R-276**

**1005**

**COLUMBUS-LOWNDES COUNTY**

**VOAR - 116.2 (UBS)**

**UNICOM**

**122.8 (CTAF)**

**ELEV 188**

**Axis**

**3400**

**CIRCLING**

**COLUMBUS, MISSISSIPPI**

**Amdt 14 17AUG17**

**33°28'N - 88°23'W**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Columbus AFB**

**VORTAC IGB**

**116.2 (UBS)**

**APP CRS**

**096°**

**TDZE**

**Apt Elev 188**

**COLUMBUS, MISSISSIPPI**

**AL-5006 (FAA)**

**20254**

**COLUMBUS-LOWNDES COUNTY**

**VOAR**
**ATIS**

115.2 273.5

---

**CAUTION:**

Rwy centerlines separated by 1450'.
SIDESTEP not for civilian use.

---

**LOCALIZER 109.3 C**

1- CBM

---

**LOC Eq Alt 100 NM 3700 From CBM**

---

**CIRCLING**

LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX

---

**MIN Rwy 13C**

313

---

**Rwy 13C**

FAR 1-09C

---

**CIRCLING**

LOCALIZER signal usable to 25 DME

---

When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

---

**STEPS**

SE 134.55 360.3
SW 135.6 323.275
N 126.075 239.25

---

**MISSED APPROACH:**

Climb heading 135° to intercept the CBM VORTAC R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000.
ILS or LOC Y RWY 31C

**ATIS**
115.2 273.5

**APP CON**
SE 134.55 350.3
SW 135.6 323.275
N 126.075 239.25

**TOWER**
126.65 379.925

**GND CON**
121.9 275.8

**CLNC DEL**
269.55

**LOCALIZER 108.7 I-TBB**
Localizer signal usable to 25 DME

**CALEDONIA**
115.2 CBM Chan 99

**BIGBEE**
116.2 IGB Chan 109

**EMERG SAFE ALT 100 NM 3700**

**CATEGORY**
A 413/24
B 200 (200-1/2)
C 640/40 427 (500-1/2)
D 640-1 422 (500-1/2)
E 422 (500-1/2)

**LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX**

**S-LOC 31C**
720/24 507 (600-1/2)
760/55 542 (600-1/2)
760-1 542 (600-1/2)

**CIRCLING**
760-1 542 (600-1/2)

**TWR**
375 315*

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

**FAF to MAP 5.5 NM**
Knots 60 120 150 180
Min.Sec 5.30 3.40 2.45 2.12 1.50

**COLUMBUS, MISSISSIPPI**
Amrd 2 23FEB23

**COLUMBUS AFB (KCBM)**

**SC-4, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 13C**

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tr>
<td>LPV DA*</td>
<td>396/24</td>
<td>200</td>
<td>(200-1/2)</td>
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<tr>
<td>LNAV/VNAV DA**</td>
<td>666/50</td>
<td>470</td>
<td>(500-1)</td>
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<tr>
<td>LNAV MDA***</td>
<td>680/24 484 (500-1/2)</td>
<td>680/50 484 (500-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

- 700-1 (500-1)
- 880-2 (700-2)
- 1204-3 (1100-3)

**Notes:**
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F).
- Circling visibility reduction by helicopters NA.
- When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.
- Mandatory altitude at AGBOW for LPV only.

**EMERG SAFE ALT 100 NM 3700**

**HABKA**

**WEWEA**

**TDZE 196**

**RSR 33°39'N - 88°27'W**
**RNAV (GPS) RWY 31C**

**AWAS** CH 89580 W31A

**APCH CRS** 315°

**Rwy Ldg** 12.004

**TDZE** 213

**Arpt Elev** 218

**AL-91 (USAF)**

**RNP APCH**

**ATIS** 115.2 273.5

**APP CON** 126.075 239.25 N

**134.55 350.3 SE**

**135.6 323.275 SW**

**TOWER** 126.65 379.925

**GND CON** 121.9 275.8

**CLNC DEL** 269.55

---

**SC-4, 30 Nov 2023 to 25 Jan 2024**

---

**EMERG SAFE ALT 100 NM 3700**

---

**Circling visibility reduction by helicopters NA.**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F)**

---

**When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.**

---

**TWR BCN 399**

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

**MIRL Rwy 13R-31L**

---

**CIRCLING** 840-1 622 (700-1)

**840-1 3/4 840-1 1/2 840-2 2 880-2 1 1022-3 (1100-3)**

---

**COLUMBUS, MISSISSIPPI**

Amdt 4 07SEP23
DME/DME RNP -0.3 NA

USAF Only: When VGSI inop, straight-in Rw 31 R authorized at night with aircrew command approval.
LNAV visibility reduction by helicopters NA.

Straight-in Rw 31 R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

EMERG SAFE ALT 100 NM 3700
FOR USE BY 14 FTW ACFT ONLY

EMERG SAFE ALT 100 NM 3700

CIRCLING 760-1 542 (600-1) 760-1½ 542 (600-1½) NA

33°39'N - 88°27'W
COLUMBUS, MISSISSIPPI

APCH CRS 359°
Rwy Idg NDZ
Arpt Elev 218

RNP APCH-GPS

APP CON* 126.075 239.25 N
134.55 350.3 SE
135.6 323.275 SW

TOWER* 126.65 379.925

GND CON* 121.9 275.8

CLNC DEL* 269.55

DME/DME RNP-0.3 NA
Circling visibility reduction by helicopters NA.

When Circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

FOR USE BY 14 FTW ACFT ONLY
EMERG SAFE ALT 100 NM 3700
When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

**FOR USE BY 14 FTW ACFT ONLY**

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

**CALEDONIA** 115.2 CBM

**EMERG SAFE ALT 100 NM 3700**

**ELEV 218**

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

**CATEGORY** A B C
**CIRCLING** 760-1 542 (600-1) 760-1½ 542 (600-1½)
TACAN RWY 13L

COLUMBUS, MISSISSIPPI

SC-4, 30 NOV 2023 to 25 JAN 2024

METEOROLOGICAL INFORMATION:

EMERG SAFE ALT 100 NM 3700

 radiosonde launches

CABGA [13] 660/55 466 (500-1)
RATPE [8] 700-1 720-1 740-1 662 (700-2)

SC-4, 30 NOV 2023 to 25 JAN 2024

Missed Approach requires use of RNAV or ATC Radar monitoring.
When circling to RWY 31R at night, operational VGS1 required, remain on or above VGS1 glidepath until threshold.

MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Maintain 3000.

ATIS 273.5
APP CON 126.075 239.25 N
126.65 379.925
126.65 379.925
121.9 275.8
126.65 379.925
76
ATIS ★
115.2 273.5

APP CON ★
126.075 239.25 N
134.55 350.3 SE
135.6 323.275 SW

TOWER ★
126.65 379.925

GND CON ★
121.9 275.8

CLNC DEL ★
269.55

Straight-in Rwy 31R at Night, operational VGSI required, remain on or above VGSI glideslope until threshold.

USAF Only: When VGSI inop, Straight-in Rwy 31R authorized at night with aircrew command approval. Visibility reduction by helicopters NA.
NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110’ into the overrun and 4’ high.

TAKEOFF RWY 13C: Climb on heading 135° to intercept CBM VORTAC R-138, direct COSOB (CBM R-138/3.4 DME), then via ATC instructions.

TAKEOFF RWY 13L: Climb on heading 135° to intercept CBM VORTAC R-132, direct MENEE (CBM R-132/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31C: Climb on heading 315° to intercept CBM VORTAC R-312, direct FILAM (CBM R-312/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31R: Climb heading 315° to intercept CBM VORTAC R-318, direct JANHO (CBM R-318/3.4 DME), then via ATC instructions.
For inop ALS, increase S-ILS 18 Cat E visibility to ¾ SM, S-LOC 18 Cat E visibility to 1½ SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 090° and on IGB VORTAC R-180 to IGB VORTAC and hold, continue climb-in-hold to 2100.

ATIS 126.375
COLUMBUS APP CON 135.6 323.275
GOLDEN TRIANGLE TOWER 118.2 (CTAF) 298.875
GND CON 135.375 322.475
CLNC DEL 155.2 CBM 13 110.7 (When twr closed) 115.2 CBM
UNICOM 122.95

Columbus AFB

ELEV 264
TDZE 264

HIWL Rwy 18-36 182°

Knots
Min:Sec
60 90 120 150 180
4:30 3:00 2:15 1:48 1:30

COLLUS/W POINT/STARKVILLE, MISSISSIPPI
AL-5855 (FAA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to 1/4 SM, LNAV/VNAV Cat E to 1/2 SM, and LNAV Cat C/D/E to 1/2 SM.

ATIS
COLUMBUS APP CON
126.375
135.6 323.275

GOLDEN TRIANGLE TOWER
118.2 (CTAF) 298.875

GND CON
135.375 322.475

CLNC DEL
135.375 322.475

MALSR

MISSED APPROACH:
Climb to 800 then climbing right turn to 3000 direct HUYKA and hold, continue climb-in-hold to 3000.

COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

AL-5855 (FAA)

RNAV (GPS) RWY 18
GOLDEN TRIANGLE RGNL (GTR)

RNP APCH: GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to 1/4 SM, LNAV/VNAV Cat E to 1/2 SM, and LNAV Cat C/D/E to 1/2 SM.

HUYKA

30 NM to HUYKA

092°

3000

272°

Columbus AFB

A-440

973 A

30 NM to HUYKA

272°

HUYKA

092°

272°

ELEV 264

TDZE 264

Rwy Idg

264

Apt Elev

264

WAAS
CH 63203
W18A

APP CRS 182°

Rwy 8003

GOLDEN TRIANGLE RGNL (GTR)

RNAV (GPS) RWY 18

SC-4, 30 NOV 2023 to 25 JAN 2024

HUYKA

3000

30 NM to HUYKA

7 NM

[IF/IAF] HUYKA

2000

HUYKA

Hold

6000

3000

2000

KEKWO

2000

Rwy 18

7 NM

COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

Amdt 2A 03NOV22

33°27'N-88°35'W

82
RNPA PCH:

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Columbus AFB altimeter setting: increase LPV DA to 500 feet, LNAV/VNAV DA to 593 feet and LNAV/VNAV visibility ½ SM; increase all MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUYKA and hold.

<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>461-1/4</td>
<td>200 (200-1/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>554-7/8</td>
<td>293 (300-7/8)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>379 (400-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>496 (500-1)</td>
<td>960-2</td>
<td>696 (700-2)</td>
<td>960-2/3</td>
</tr>
</tbody>
</table>

* LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

HOLD 6000

GOLDEN TRIANGLE TOWER

A-440

3000

593

HUYKA

PAW

GOLDEN TRIANGLE RGNL (GTR)
Missed Approach: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold, continue climb-in-hold to 2400.

Autopilot coupled approach NA below 1040. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1/2 SM.

Procedure NA for arrivals at KERMI on T398 eastbound.

For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 SM.

Autopilot coupled approach NA below 1040. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1/2 SM.

Autopilot coupled approach NA below 1040. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 SM.

Autopilot coupled approach NA below 1040. For inop ALS, increase S-LOC 18 Cats C and D visibility to 1 SM.
RNAV (GPS) RWY 18

MEMPHIS CENTER
135.9, 273.55
AL-5867 (FAA)

RNAV (GPS) RWY 18

ROSCOE TURNER (CRX)

RNAV (GPS) RWY 18

ROSCOE TURNER (CRX)

RNAV (GPS) RWY 18

ROSCOE TURNER (CRX)
RNAV (GPS) RWY 36

ROScoe TURNER (CRX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 5.4°C. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 764 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 818 feet and all visibilities ⅛ SM. Increase all MDAs 80 feet and LNAV visibility Cats C and D ⅛ SM, and Circling visibility Cats C and D ⅛ SM. Baro-VNAV and VDP NA when using Selmer altimeter setting. Rwy 36 helicopter visibility reduction below ⅛ SM NA.

Amdt 1D 29DEC22
**RNAV (GPS) RWY 18**

**THE RED RIVER (0R7)**

**COUSHATTA, LOUISIANA**

**WAAS**

<table>
<thead>
<tr>
<th>CH</th>
<th>93842</th>
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<tr>
<td>W18A</td>
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<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>179°</td>
<td>177</td>
<td>177</td>
</tr>
</tbody>
</table>

**RNP APCH.**

- Rwy 18 helicopter visibility reduction below 3/4 SM NA.
- Baro-VNAV NA. Use Natchitoches altimeter setting.

**MISSING APPROACH:** Climb to 3000 direct ZUKRI and hold, continue climb in hold in 3000.

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>478-1</td>
<td>301 (400-1)</td>
</tr>
<tr>
<td>LNAV/VNAV</td>
<td>DA</td>
<td>632-1 3/8</td>
<td>455 (500-1%)</td>
</tr>
<tr>
<td>LNAV</td>
<td>MDA</td>
<td>620-1 4/3</td>
<td>443 (500-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1 4/3</td>
<td>483 (500-1%)</td>
<td></td>
</tr>
</tbody>
</table>

**NAVIGATION**

**ZUKRI**

- **JASDI**
- **PEGSE**
- **RW18**

**Holding Pattern**

- **3000**
- **JASDI**
- **30 NM to JASDI (IF/IAF)**

**CIRCLING**

- **360°**
- **3000**
- **179°**
- **359°**

**MDA**

- **3000**
- **ZUKRI**
- **LNAV only.**

**CTAF**

**IER AWOS-3**

| 119.025 |

**POLK APP CON**

| 132.05 | 254.8 |

**TDZE**

| 177 |

**ELEV**

| 177 |

**THE RED RIVER (0R7) (0R7)**

**31°59'N-93°18'W**

**Orig 25APR19**

**AL-10410 (FAA) 20198**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**POLK APP CON**

| 132.05 | 254.8 |

**CTAF**

| 122.9 |

**THE RED RIVER (0R7)**

**31°59'N-93°18'W**

**Orig 25APR19**

**AL-10410 (FAA) 20198**

**SC-4, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 18**

**COPIAH COUNTY (M11)**

<table>
<thead>
<tr>
<th>RNP APCH.</th>
<th>1R7 AWOS-3P</th>
<th>MEMPHIS CENTER</th>
<th>CTAF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NA</strong></td>
<td>118.125</td>
<td>132.5 259.1</td>
<td>122.9</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 18**

- **Rwy 18**
  - Helicopter visibility reduction below 1 SM NA. Use Brookhaven altimeter setting, when not received, use HawkinsFld altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

**MISSED APPROACH:** Climbing left turn to 3500 direct PANTX and hold, continue climb-in-hold to 3500.

---

**ELEV 435**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>860-1</td>
<td>425 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>940-1</td>
<td>1140-1</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>505 (600-1)</td>
<td>705 (800-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MEMPHIS CENTER**

**CTAF**

**3500**

**PANTX**

**KOULA 1.4 NM to RW18**

**BIOGS**

**CTAF**

**MIRL Rwy 18-36**

**REIL Rwys 18 and 36**

**31°54'N-90°22'W**

**CRYS%TAL SPRINGS, MISSISSIPPI**

**Orig 03JAN19**
RNAV (GPS) RWY 36

Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 3/4 SM NA.
Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hawkins Fld altimeter setting and increase LPV DA to 756; increase LNAV/VNAV DA to 906; increase all MDAs 40 feet and Circling visibility Cats C and D 1/2 SM.

**MISSED APPROACH:** Climb to 3500 direct PANTX and hold, continue climb-in-hold to 3500.

---

**APP CRS**
- 356° (M11)

**Rwy Idg**
- 4007

**Apt Elev**
- 430

---

**RNAV (GPS) RWY 36**

**Circling**
- LNAV MDA
- 176°

---

**1R7 AWOS-3P**
- 118.125

**MEMPHIS CENTER**
- 132.5
- 259.1

**CTAF**
- 122.9

---

**RNP APCH - GPS**

**WAAS**
- 53542

**APP CRS**
- 356°

---

**Holding Pattern**
- 4 NM to SALOE
- 3500
- 30 NM to SALOE
- 086°
- 266°

---

**ELEV 435**
- 910°

**TDZE 430**
- 086°
- 356°

---

**LPV DA**
- 730-1
- 300 (300-1)

**LNAV/ VNAV DA**
- 880-1°/8
- 450 (500-1°/8)

**LNAV MDA**
- 880-1
- 450 (500-1)

**CIRCLING**
- 940-1
- 505 (600-1)
- 1140-1
- 705 (800-1)
- 1280-2°/8
- 845 (900-2°/8)
- 845 (900-2°/8)

---

**COPIAH COUNTY (M11)**

**CRYSTAL SPRINGS, MISSISSIPPI**

**Orig-A 10AUG23**

**AL-11437 (FAA)**

---

**VINCE MIRANDA**

---

**31°54'N-90°22'W**

---

**2023 to 25 JAN 2024**

---

**RNAV (GPS) RWY 36**
Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats 1/4, LNAV/VNAV all Cats 1/4 and LNAV and Circling Cat C visibility 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.

**AWOS-3PT**
121.2

**LAKE CHARLES APP CON**
119.35 282.3

**UNICOM**
122.6 (CTAF)

**MISSING APCH FIX**
4 NM

**DE QUINCY, LOUISIANA**

**RCV</sub>**

**LAKE CHARLES APP CON**

**UNICOM**
122.6 (CTAF)

**MISSING APCH FIX**

**DE QUINCY, LOUISIANA**

**RCV 3.00°**

**TCH 50**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

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**RNAV (GPS) RWY 16**

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**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**

**DE QUINCY INDUSTRIAL AIRPARK (5R8)**

**RNAV (GPS) RWY 16**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 0.3 SM NA. When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats 1/2, LNAV and Circling Cat C visibility 1/2 mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

**MISSED APPROACH:** Climb to 1700 direct FEPRO and hold.

**AWOS-3PT**

| 121.2 |

**LAKE CHARLES APP CON**

| 119.35 | 282.3 |

**UNICOM**

| 122.8 (CTAF) |
RNAV (GPS) RWY 18
BEAUREGARD RGNL (DRI)

AWOS: 3PT
118.225

POLK APP CON
123.7 261.3

UNICOM
122.8 (CTAF)

DE RIDDER, LOUISIANA
AL-116 (FAA)

Category

MISSED APPROACH: Climb to 1700 direct CONON and hold.

Missed Approach Fix

CONON

LOUDR

Holding Pattern

RNAV (GPS) RWY 18

DE RIDDER, LOUISIANA
Orig-8 04NOV21
LOC RWY 36
BEAUREGARD RGNL (DRI)

AWOS-3PT
118.225

POLLK APP CON
123.7 261.3

UNICOM
122.8 (CTAF)

DE RIDDER, LOUISIANA

Amdt 3B 04NOV21
RNAV (GPS) RWY 18
RULEVILLE-DREW (M37)

DME/DME RNP 0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

CAUTION

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MEMPHIS CENTER
135.875 269.35
CTAF
122.9

Central Time Zone Reference

30 NM to COOMB
360°

180° to COOMB

4 NM to COOMB

DOOME

MISSED APCH FIX

COOMB

4 NM to RW18

360°

180°

COOMB

MISSED APPROACH: Climb to 2300 direct DOOME and hold.

MISSED APCH FIX

DOOME

DME/DME RNP 0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet and increase LNAV and Circling Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 18
RULEVILLE-DREW (M37)

DREW, MISSISSIPPI
19115

APP CRS

180°

33°47’N-90°32’W

DREW, MISSISSIPPI
Orig 04FEB16

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 18

DREW, MISSISSIPPI
AL-5859 (FAA)

RNAV (GPS) RWY 18

DREW, MISSISSIPPI
19115

APP CRS

180°

33°47’N-90°32’W

DREW, MISSISSIPPI
Orig 04FEB16

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 18

DREW, MISSISSIPPI
AL-5859 (FAA)
DREW, MISSISSIPPI

RNAV (GPS) RWY 36
RULEVILLE-DREW (M37)

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility 1/2 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

CTAF 122.9

MEMPHIS CENTER
135.875 269.35

CTAF
122.9

APP CRS 360°

RNAV (GPS) RWY 36

RULEVILLE-DREW (M37)

19115

AL-5859 (FAA)

Category

A

B

C

D

LNAV MDA

620-1

483 (500-1)

620-1

483 (500-1)

483 (500-1)

620-1

483 (500-1)

720-1

583 (600-1)

780-1

643 (700-1)

NA

Circling

620-1

483 (500-1)

720-1

583 (600-1)

780-1

643 (700-1)

NA

33°47'N-90°32'W

2023 to 25 JAN 2024
Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase Cat C visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSED APPROACH**: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

---

**MEMPHIS CENTER**

- **FAF to MAP**: 4.3 NM
- **ELEV**: 137
- **CTAF**: 122.9 📞

---

**SC-4**, 30 NOV 2023 to 25 JAN 2024

**DREW, MISSISSIPPI**

- **Amdt 5 04FEB16**
- **APP CRS**: 324°
- **Rwy Idg**: TDZE
- **Apt Elev**: 137

---

**VOR-A**

**DREW, MISSISSIPPI**

- **VORTAC SQS**: 114.7
- **Chan**: 94
- **Category**: A

---

**ELEV 137**

- **324° 4.3 NM from FAF**
- **MIRL Rwy 18-36 📞**

---

**Procedure NA for arrival on SQS VORTAC**

- Radials 341 CW 007.
- Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

---

**MISSED APPROACH**: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.

---

**SC-4**, 30 NOV 2023 to 25 JAN 2024

**DREW, MISSISSIPPI**

- **Amdt 5 04FEB16**
- **APP CRS**: 324°
- **Rwy Idg**: TDZE
- **Apt Elev**: 137

---

**VOR-A**

**DREW, MISSISSIPPI**

- **VORTAC SQS**: 114.7
- **Chan**: 94
- **Category**: A

---

**Procedure NA for arrival on SQS VORTAC**

- Radials 341 CW 007.
- Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

---

**MISSED APPROACH**: Climbing right turn to 1700 on SQS VORTAC R-324 to MINTI INT/SQS 18 DME and hold.
RNAV (GPS) RWY 16
EUNICE (4R7)

Use Lafayette Rgnl/Paul Fournet Fld altimeter setting. Procedure NA at night. Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

LIF ASOS 134.05
LAFAYETTE APP CON * 128.7 268.7
GCO 135.075
UNICOM 122.8 (CTAF)

Procedure NA for arrival at HATHA on V222 southwest bound.

 CATEGORY   A   B   C   D
 LNAV MDA    580-1 540 (600-1) 580-1 1/2 540 (600-1 1/2) NA
 CIRCLING    620-1 578 (600-1) 940-2 3/4 898 (900-2 3/4) NA
RNAV (GPS) RWY 34
EUNICE (4R7)

Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Lafayette Rgnl/Paul Fournet Fld altimeter setting.

NA

MISSED APPROACH: Climb to 1700 direct CIGOM and on 342° track to JEGIL and hold.

LIFT ASOS
134.05

LAFAYETTE APP CON *
128.7 268.7

GCO
135.075

UNICOM
122.8 (CTAF)

Procedure NA for arrival at CRISP on V20-70 westbound.

1700
CIGOM
342°
tr

JEGIL

Visual Segment - Obstacles.

CEMIS

FOLEN

RW34

1500
355°

012°

1800

ELEV 42

TDZE 42

RNAV (GPS) RWY 34
EUNICE (4R7)

EUNICE, LOUISIANA
AL-5524 (FAA)

RNPA PCH.

APP CRS
355°

Rwy Ldg
5001

TDZE
42

Apt Elev
42

101
ILS or LOC RWY 36
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

DME required.

AWOS-3PT 118.175
NEW ORLEANS APP CON 120.85 256.9
CLNC DEL 120.85
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at LEV VORTAC on V9-543 southbound.

ILS or LOC RWY 36
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

misled approach: Climb to 1200, then climbing right turn to 2000 on heading 050° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

Category A

| S-ILS 36 | 198-1/2 | 200 (200-1/2) |
| S-LOC 36 | 320-1/2 | 322 (400-1/4) |

Circling

| 440-1 | 560-1 | 640-13/4 | 640-2 |
| 440 (500-1) | 560 (600-1) | 640 (700-11/4) | 640 (700-2) |
RNAV (GPS) RWY 18
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ELEV

TDZE

APP CRS

36

179°

0

6500

Rwy Idg

Apt Elev

18

0

GALLIANO, LOUISIANA

WAAS

CH 61308

W18A

118.175

120.85

256.9

20142

AL-9049 (FAA)

RPN APCH.

LNAV only.

AIVER

1.6 NM to RW18

RW18

1.7 NM to RW18

(FAF)

JADUL

1.1 NM to RW18

(FAF)

Hiken

1.1 NM to RW18

MISSED APPROACH:

Climb to 520 then climbing right turn to
2000 direct Hiken
and hold.

Procedure NA for arrivals
at TDB VOR/DME on
V198-552 westbound.

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. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats visibility 1/4 mile, LNAV/VNAV Cat A and B visibility 1/4 mile and Cat C and D visibility 1/8 mile, LNAV Cat C and D visibility 3/8 mile and Circling Cat C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

Amdt 2B  13SEP18

LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet and increase LPV all Cats visibility 1/4 mile, LNAV/VNAV Cat A and B visibility 1/4 mile and Cat C and D visibility 1/8 mile, LNAV Cat C and D visibility 3/8 mile and Circling Cat C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

AWOS-3PT

118.175

NEW ORLEANS APP CON

120.85

256.9

CLNC DEL

120.85

UNICOM

123.0 (CTAF)

GALLIANO, LOUISIANA

29°26′N 90°16′W

RNAV (GPS) RWY 18
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)
RNAV (GPS) RWY 17
LOUISIANA RGNL (REG)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Baton Rouge altimeter setting.

Rwy 17 helicopter visibility reduction below 3/4 SM NA.

**MISSING APPROACH:** Climb to 2000 direct EDUYA and hold.

### ENRICO-9076 (FAA)

<table>
<thead>
<tr>
<th>REG AWOS-3PT</th>
<th>BTR ASOS</th>
<th>BATON ROUGE APP CON*</th>
<th>GCO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.175</td>
<td>125.2</td>
<td>133.225 278.3</td>
<td>135.075</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSING ENRICO:**

Procedure NA for arrivals at DILLS on V566 northwest bound.

Procedure NA for arrival on LSU VORTAC.

Airway Radials 041 CW 106.

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**REMARKS**

- Use Baton Rouge altimeter setting.
- Rwy 17 helicopter visibility reduction below 3/4 SM NA.

**CATEGORY**

- A
- B
- C
- D

**Rwy 17 helicopter visibility reduction below 3/4 SM NA.**

**GONZALEZ, LOUISIANA**

Amdt 1D 10SEP20

**30°10'N-90°56'W**

**105**
MISSED APPROACH: Climb to 2000 direct AYUYE and hold.
### VOR-A

**GONZALEZ, LOUISIANA**

**AL-9076 (FAA)**

**LOUISIANA RGNL (REG)**

**Missed Approach:** Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/15 DME and hold.

<table>
<thead>
<tr>
<th>REG</th>
<th>BTR</th>
<th>BATON ROUGE APP CON</th>
<th>GCO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.175</td>
<td>125.2</td>
<td>133.225 278.3</td>
<td>135.075</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**DME Required:** Use Baton Rouge altimeter setting.

**One Minute Holding Pattern**

- **3000**
  - **309°**
  - **129°**

**Category:**
- **C** (Circling)
  - **A:** 800-1
  - **B:** 800-1¼
  - **C:** 800-2¼
  - **D:** 800-2½

**VOR-A**

**GCO:** 135.075

**UNICOM:** 123.0 (CTAF)

**DME:** Required. Use Baton Rouge altimeter setting.

**One Minute 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><strong>C</strong> (Circling)</td>
<td>800-1</td>
<td>800-1¼</td>
<td>800-2¼</td>
<td>800-2½</td>
</tr>
</tbody>
</table>

**LOUISIANA RGNL (REG)**

**Amdt 2C 10SEP20**

**30°10'N - 90°56'W**

**20283**

**SC-4, 30 NOV 2023 to 25 JAN 2024**
When local altimeter setting not received, use Greenwood alimeter setting. For inop ALS when using Greenwood altimeter setting, increase S-ILS 18L all Cats visibility to RVR 4500 and S-LOC 18L Cat C/D visibility to 1/2 SM.

ASOS
125.525
MEMPHIS CENTER
135.875 269.35
GREENVILLE TOWER
119.0 (CATF) 256.9
GND CON
121.8 256.9
UNICOM
122.95

ALTERNATE MISSED APCH FIX
AVONS
GLH 20.4

alternate missed approach
AVONS
GLH 20.4

GREENVILLE, MISSISSIPPI
AL-572 (FAA)

ILS or LOC RWY 18L
GREENVILLE MID-DELTA (GLH)

LOC 1-GLH
109.1
APP CRS
177°
Rwy Idg
7981
TDZE
129
Apt Elev
131

MALS R
177°

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/12 DME and hold.

ELEV
131
TDZE
129

GREENVILLE MID-DELTA (GLH)

PAC-572 (FAA)

ILS or LOC RWY 18L
GREENVILLE, MISSISSIPPI
Amdt 10 30DEC21

33°29'N-90°59'W

GREENVILLE, MISSISSIPPI
AL-572 (FAA)

ILS or LOC RWY 18L
GREENVILLE MID-DELTA (GLH)

LOC 1-GLH
109.1
APP CRS
177°
Rwy Idg
7981
TDZE
129
Apt Elev
131

MALS R
177°

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/12 DME and hold.

ELEV
131
TDZE
129

GREENVILLE MID-DELTA (GLH)

PAC-572 (FAA)

ILS or LOC RWY 18L
GREENVILLE, MISSISSIPPI
Amdt 10 30DEC21

33°29'N-90°59'W
RNAV (GPS) RWY 18R
GREENVILLE MID-DELTA (GLH)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).**

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Greenwood altimeter setting:
- Increase LPV DA to 486 feet and all CATs visibility ½ SM;
- Increase LNAV/VNAV DA to 554 feet and all CATs visibility ½ SM;
- Increase all MDA 120 feet and LNAV CAT C/D visibility ¾ SM and Circling CAT D visibility ½ SM; VDP and Baro-VNAV NA when using Greenwood altimeter setting.

**MISSING APPROACH:** Climb to 2000 direct KEVNE and hold.

**LPV**
- **DA:** 378-1 250 (300-1)
- **MDA:** 480-1 352 (400-1)
- **DA:** 480-1½ 352 (400-1¼)
- **TA:** 600-1 469 (500-1)
- **TA:** 600-1½ 469 (500-1½)
- **TA:** 800-2 669 (700-2)
- **LPV**
  - **DA:** 378-1 250 (300-1)
  - **MDA:** 480-1 352 (400-1)
  - **MDA:** 480-1½ 352 (400-1¼)
  - **TA:** 600-1 469 (500-1)
  - **TA:** 600-1½ 469 (500-1½)
  - **TA:** 800-2 669 (700-2)

**LNAV/VNAV**
- **DA:** 446-1 318 (400-1)
- **MDA:** 480-1 352 (400-1)
- **MDA:** 480-1½ 352 (400-1¼)
- **TA:** 600-1 469 (500-1)
- **TA:** 600-1½ 469 (500-1½)
- **TA:** 800-2 669 (700-2)
- **CIRCLING**
  - **DA:** 378-1 250 (300-1)
  - **MDA:** 480-1 352 (400-1)
  - **MDA:** 480-1½ 352 (400-1¼)
  - **TA:** 600-1 469 (500-1)
  - **TA:** 600-1½ 469 (500-1½)
  - **TA:** 800-2 669 (700-2)

GREENVILLE, MISSISSIPPI
Orig:B 17JUN21
33°29'N-90°59'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting: increase LPV DA to 487 feet and all Cats visibility ½ SM; increase LNAV/VNAV DA to 620 feet and all Cats visibility ½ SM; increase all MDA 120 feet and LNAV Cats C/D visibility ½ SM and Circling Cat D visibility ½ SM. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

Climb to 2000 direct ODJUR and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

GREENVILLE MID-DELTA (GLH)
GREENVILLE, MISSISSIPPI

AIRPORT DIAGRAM
AL-572 (FAA)

ASOS
125.525
GREENVILLE TOWER *
119.0 56.9
GND CON
121.8 256.9

Rwy 18L-36R
PCN 61 F/D/X/T
S-75, D-112, 2D-982, 2D/2D-540

Rwy 18R-36L
PCN 11 R/C/X/T
S-29, D-47, 2D-78

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
131

GREENVILLE MID-DELTA (GLH)
GREENVILLE, MISSISSIPPI
ELEV 128

180.7°

129

ELEV 128

7019 X 150

8001 X 150

90°59'W

91°00'W

ELEV 129

ELEV 129

ELEV 130

7019 X 150

8001 X 150

129

128

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024

114
RNAV (GPS) RWY 5
GREENWOOD-LEFLORE (GWO)

**WASS APP CRS**
- **CH 69526**
- **W05A**
- **Rwy Idg 5011**
- **TDZE 149**
- **Apt Elev 162**

RNP APCH - GPS.

- W 0.3% U P A 5 V P V 2

**ASOS**
- **MEMPHIS CENTER**
- **GREENWOOD TOWER**
- **GND CON**
- **CLNC DEL**
- **UNICOM**

- **ASOS**
  - 119.975
  - 132.5
  - 259.1
  - **GREENWOOD TOWER**
  - 118.35 (CTAF)
  - 367.6
  - 125.55
  - 373.4
  - **CLNC DEL**
  - 125.55
  - 122.95

**WASS TDZE**

- **ELEV 162**
- **TDZE 149**

**Rwy 5 visibility reduction below 1 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23 NA at night.**

**MISSED APPROACH:** Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.

**Visual Segment - Obstacles.**

- **4 NM Holding Pattern**
- **233°**
- **053°**
- **223°**
- **170°**
- **053°**
- **1700**
- **700**
- **600**
- **2500**
- **HIVBI**
- **PORIY**
- **RW05**
- **ZESBU**
- **31 NM to HIVBI**
- **30 NM to HIVBI (No PT)**
- **5011 X 150**
- **5011 X 150**
- **598 (600-1)**

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

**LP MDA**
- 520-1 371 (400-1)

**LNAV MDA**
- 540-1 391 (400-1)
- 540-1 391 (400-1½)

**CIRCLING**
- 3600-1 598 (600-1)
- 1000-2½ 838 (900-2½)
- 1120-3 958 (1000-3)

**GREENWOOD, MISSISSIPPI**

Amdt 2C 29DEC22

33°30'N 90°05'W
RNAV (GPS) RWY 18
GREENWOOD-LEFLORE (GWO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop ALS when using Greenville altimeter setting, increase LPV all Cats visibility to 1/2 SM, and LNAV/VNAV all Cats to 1 1/2 SM, and LNAV Cat A/B to 1 SM, and Cat C/D to 1 1/2 SM. When local altimeter setting not received, use Greenville altimeter setting; increase LPV DA to 580 feet and visibility 1/2 SM, LNAV/VNAV DA to 675 feet and visibility 1/2 SM; increase all MDAS 120 feet and visibility LNAV Cat C/D 1/2 SM and Circling Cat C 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/2 SM, and LNAV all Cats to 1 SM. Rwy 18 helicopter visibility reduction below 1/4 SM NA. Circling Rwy 5, 23 NA at night.

ASOS MEMPHIS CENTER GREENWOOD TOWER* GND CON CINC DEL UNICOM
119.975 132.5 259.1 118.35 (CTAF) 367.6 125.55 373.4 125.55 122.95

CIRCLING
760-1 598 (700-1) 1000-2/3 838 (900-2/3) 1120-3 958 (1000-3)
GREENWOOD, MISSISSIPPI
AL-181 (FAA)

RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For uncompensated Baro-VNAV systems, LPV DA to 501 feet and visibility to ½ SM, LNAV/VNAV DA to 667 feet and visibility to ½ SM; increase all MDAs 120 feet and visibility to LNAV Cat C/D ½ SM and Circling Cat C ½ SM.

Apt Elev 162

LNAV/VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LPV DA to 501 feet and visibility to ½ SM, LNAV/VNAV DA to 667 feet and visibility to ½ SM; increase all MDAs 120 feet and visibility to LNAV Cat C/D ½ SM and Circling Cat C ½ SM.

LPV DA 392-1/3 250 (300-3/4)
LNAV/ VNAV DA 558-1/8 416 (400-1/4)
LNAV MDA 700-1 558 (600-1)
CIRCLING 760-1 598 (600-1)
When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility S-5 Cat B and Circling Cat A/B 1/2 SM, and S-5 Cat C/D and Circling Cat C 1/2 SM and COTMU Fix Minimums S-5 Cat C/D 1/2 SM and Circling Cat C 1/2 SM. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 23 NA at night. 

MISSED APPROACH: Climbing right turn to 2300 direct SQS VORTAC and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>GREENWOOD TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.975</td>
<td>132.5</td>
<td>118.35 (CTAF)</td>
<td>367.6</td>
<td>125.55</td>
<td>125.55</td>
</tr>
</tbody>
</table>

*1000 when using Greenville altimeter setting.
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1/2 SM. When local altimeter setting not received, use Greenwood altimeter setting: Increase all DAs 65 feet; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ½ SM. For inop ALS when using Greenwood altimeter setting, increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats visibility to 1/2 SM. Circling Rwy 4, 22 NA at night.
RNAV (GPS) RWY 22
GRENADA MUNI (GNF)

RNAV (GPS) RWY 22
GRENADA, MISSISSIPPI
(GNF)

RNP APCH:
- Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night. Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and circling all Cats 1/2 SM.

AWOS-3PT
118.025

MEMPHIS CENTER
128.5 279.55

UNICOM
122.8 (CTAF)

ELEV 208
TDZE 201

Unpublished Navigation Aid

Visual Segment - Obstacles.

MIRL Rwy 13-31

LNAV MDA
740-1 539 (600-1) 740-1½ 539 (600-1½)

CIRCLING
1000-1 792 (800-1) 1000-2¼ 792 (800-2¼) 1060-2¼ 852 (900-2¼)

Category
A
B
C
D

CIRCLING
1000-1 792 (800-1) 1000-2¼ 792 (800-2¼) 1060-2¼ 852 (900-2¼)
RNAV (GPS) RWY 31
GRENADA MUNI (GNF)

**AWOS-3PT**
118.025

**MEMPHIS CENTER**
128.5 279.55

**UNICOM**
122.8 (CTAF)

**ELEV**
208

**TDZE**
202

**RNP APCH.**

- **WAAS CH 40029 W31A**
- **APP CRS 311°**
- **Rwy Idg 7000**
- **TDZE 202**
- **Apt Elev 208**

**GRENADA, MISSISSIPPI**

- **GRENADA MUNI (GNF)**

**RNAV (GPS) RWY 31**

- **RNAV (GPS) RWY 31 (GNF)**
- **ELEV MIRL Rwy 13-31**
- **GRENADA, MISSISSIPPI 208**

**AL-6569 (FAA)**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Circling Rwy 4, 22, NA at night.**

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

**Baro-VNAV and VDP NA when using Greenwood altimeter setting. Rwy 31 helicopter visibility reduction below ½ SM NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received use Greenwood altimeter setting; increase all DAs 65 feet and visibility LNAV/VNAV Cat C and D ½ SM; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¾ SM. Circling Rwy 4, 22, NA at night.

**AWOS-3PT**
118.025

**MEMPHIS CENTER**
128.5 279.55

**UNICOM**
122.8 (CTAF)

**ELEV**
208

**TDZE**
202

**RNAV (GPS) RWY 31**

**GRENADA MUNI (GNF)**

**AWOS-3PT**
118.025

**MEMPHIS CENTER**
128.5 279.55

**UNICOM**
122.8 (CTAF)

**ELEV**
208

**TDZE**
202

**RNAV (GPS) RWY 31**

**GRENADA MUNI (GNF)**

**AWOS-3PT**
118.025

**MEMPHIS CENTER**
128.5 279.55

**UNICOM**
122.8 (CTAF)

**ELEV**
208

**TDZE**
202
GULFPORT, MISSISSIPPI

ILS Z RWY 14 (SA CAT II)
GULFPORT-BILOXI INTL (GPT)

ATIS 119.45
GULFPORT APP CON 127.5 254.25
GULFPORT TOWER 123.7 (CTAF) 339.8
GND CON 120.4 348.6
UNICOM 122.95

Procedure NA for arrivals at CAESA on V552 westbound.

VGSi and ILS glidepath not coincident (VGSi Angle 3.00°/TCH 73).

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

GULFPORT, MISSISSIPPI

Amdt 15A 31DEC20

30°24'N-89°04'W

127
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

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

**ATIS**
119.45

**GULFPORT APP CON**
* 127.5 254.25

**GULFPORT TOWER**
* 123.7 (CTAF) 339.8

**GND CON**
120.4 348.6

**UNICOM**
122.95

---

**TWR**
4 NM to BOSWU (NAPT)

**TDZE**
27

---

**GULFPORT, MISSISSIPPI**

**RNAV (GPS) RWY 18**

**GULFPORT-BILOXI INTL (GPT)**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**ATIS**
119.45

**GULFPORT APP CON**
* 127.5 254.25

**GULFPORT TOWER**
* 123.7 (CTAF) 339.8

**GND CON**
120.4 348.6

**UNICOM**
122.95

---

**TWR**
4 NM to BOSWU (NAPT)

**TDZE**
27

---

**GULFPORT, MISSISSIPPI**

**RNAV (GPS) RWY 18**

**GULFPORT-BILOXI INTL (GPT)**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**ATIS**
119.45

**GULFPORT APP CON**
* 127.5 254.25

**GULFPORT TOWER**
* 123.7 (CTAF) 339.8

**GND CON**
120.4 348.6

**UNICOM**
122.95

---
RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

MISSED APPROACH: Climb to 2000 direct BROWA and hold.

CIRCLING
- 1.1 NM to RW32
- 2000
- 317°
- IVOLE

VNAV LNAV/DA

CIRCLING
- 1.1 NM to RW32
- 2000
- 317°
- IVOLE

VNAV LNAV/DA

HOLD 5000
2800

MALSR

GULFPORT, MISSISSIPPI
AL-576 (FAA)

W32A

WAAS

CH 56207

APP CRS 317°

Rwy Idg 9002

TDZE 27

Apt Elev 28

21280

RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

ELEV 28

TDZE 27

ATIS 119.45

GULFPORT APP CON * 127.5 254.25

GULFPORT TOWER * 123.7 (CTAF) 339.8

GND CON 120.4 348.6

UNICOM 122.95

GULFPORT, MISSISSIPPI

Amdt 2A 07OCT21

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 32

Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D to RVR 6000.
RNAV (GPS) RWY 36

GULFPORT-BILOXI INTL (GPT)

RNAV (GPS) RWY 36

GULFPORT, MISSISSIPPI

GULFPORT, MISSISSIPPI

AL-576 (FAA)

RNP APCH - GPS.

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45
127.5
123.7 (CTAF)
120.4
122.95

MISSED APCH FIX

4 NM
2000
6000
538

Rwy 36 helicopter visibility reduction below ½SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

GULFPORT-BILOXI INTL (GPT)

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45
127.5
123.7 (CTAF)
120.4
122.95

MISSED APCH FIX

4 NM
2000
6000
538

Rwy 36 helicopter visibility reduction below ½SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

GULFPORT-BILOXI INTL (GPT)

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45
127.5
123.7 (CTAF)
120.4
122.95

MISSED APCH FIX

4 NM
2000
6000
538

Rwy 36 helicopter visibility reduction below ½SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

GULFPORT-BILOXI INTL (GPT)

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45
127.5
123.7 (CTAF)
120.4
122.95

MISSED APCH FIX

4 NM
2000
6000
538

Rwy 36 helicopter visibility reduction below ½SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.

GULFPORT-BILOXI INTL (GPT)

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45
127.5
123.7 (CTAF)
120.4
122.95

MISSED APCH FIX

4 NM
2000
6000
538

Rwy 36 helicopter visibility reduction below ½SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.
GULFPORT, MISSISSIPPI

GULFPORT-BILOXI INTL (GPT)

VOR Y RWY 14

TWR
HIRL Rwy 14-32
MIRL Rwy 18-36

ATIS
GULFPORT APP CON *
GULFPORT TOWER *
GND CON
UNICOM

119.45  127.5  254.25
123.7 (CTAF)  339.8  120.4  348.6  122.95

MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

Remain within 10 NM

2000

GPT VORTAC

2000

GPT R-245

MUDDA

HIRL Rwy 14-32
MIRL Rwy 18-36

CATEGORY
A
B
C
D

S-14
680/24
653 (700-½)
680-1½
653 (700-1½)

CIRCLING
680-1
651 (700-1)
820-2½
791 (800-2¼)

136° to VORTAC

GULFPORT, MISSISSIPPI

Amdt 22A  07DEC17

30°24'N-89°04'W
GULFPORT, MISSISSIPPI

GULFPORT BILOXI INTL (GPT)

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45  GULFPORT APP CON * 127.5  254.25  GULFPORT TOWER * 123.7 (CTAF)  339.8  GND CON 120.4  348.6  UNICOM 122.95

MALSR

DME required.

Rwy 32 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-32 Cat A/B visibility to RVR 5500, and Cat C/D/E to RVR 6000.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).

SC-4, 30 NOV 2023 to 25 JAN 2024

30° 24'N-89° 04'W GULFPORT-BILOXI INTL (GPT)
**GULFPORT, MISSISSIPPI**

**GULFPORT-BILOXI INTL (GPT)**

**VOR Z or TACAN Z RWY 14**

**GULFPORT TOWER**

**ATIS**

**GULFPORT APP CON**

**GULFPORT TOWER**

**GND CON**

**UNICOM**

**ELEV**

**TDZE**

---

**For inop ALS, increase S-14 Cat C/D/E visibility to RVR 6000.**

---

**Remain within 15 NM**

**VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 73).**

---

**CATEGORY**

**A**

**B**

**C**

**D**

**E**

**S-14**

440/24

413 (500-1/2)

440/40

413 (500-1/2)

**CIRCLING**

520-1

492 (500-1)

640-1

612 (700-1)

820-2\1/4

792 (800-2\1/4)

820-2\1/2

792 (800-2\1/2)

820-2\3/4

792 (800-2\3/4)

---

**GULFPORT, MISSISSIPPI**

Amdt 4A 31DEC20

---

**GULFPORT-BILOXI INTL (GPT)**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**GULFPORT, MISSISSIPPI**

Amdt 4A 31DEC20

---

**VOR Z or TACAN Z RWY 14**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For inop ALS, increase S-LOC 18 Cat C/D visibility to 1\% SM. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase S-ILS 18 DA to 339 feet; increase all MDAs 100 feet and S-LOC 18 visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/2 SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting, increase S-ILS all Cats visibility to 1/4 SM.

Procedure NA for arrivals on MCB VORTAC airway radials 145 CW 242.

Procedure NA for arrivals on RQR VORTAC airway radials 321 CW 055.

MALSR

MISSED APPROACH:
Climb to 1800 then left turn on 345° bearing to ANGER LOM and hold.

CINC DEL

(When twr closed)

MISSED APPROACH:
Climb to 1800 then left turn on 345° bearing to ANGER LOM and hold.

1800 to ANGER LOM and hold.

345° brg

GS 3.00°
TCH 52

ELEV 46
TDZE 44

REIL Rwys 13, 31 and 36
MI Rl Rwys 13-31 and 18-36

FAR to MAP 4.7 NM

Knots 60 90 120 150 180
Min:Sec 4:42 3:08 2:21 1:53 1:34

SC-4, 30 NOV 2023 to 25 JAN 2024
137
RNAV (GPS) RWY 13
HAMMOND NORTHSHORE RGNL (HDC)

ATIS
118.325

NEW ORLEANS APP CON
119.3 350.35

HAMMOND TOWER
120.575 (CTAF)

CLNC DEL
119.3
(When twr closed)

MISSED APPROACH:
Climb to 2000 direct COBIM and hold.

Rwy 13 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D 3/4 SM, and Circling visibility Cat C/D 1/2 SM.

RNP APCH - GPS.

Category

A

B

C

D

LNAV MDA
440-1
394 (400-1)

440-1/8
394 (400-1/8)

CIRCLING
500-1
454 (500-1)

620-1/2
574 (600-1/2)

920-2 3/4
874 (900-2 3/4)

New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong Rwy 13 helicopter visibility reduction below 3/4 SA. VDP NA when using Louis Armstrong C/D 3/4 SM.
RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

MISSED APPROACH: Climb to 2200 direct IYRON and hold.

ATIS 118.325
NEW ORLEANS APP CON 119.3 350.35
HAMMOND TOWER* 120.575 (CTAF) 0
GND CON 119.85
CLNC DEL 119.3
(When twr closed)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 54°C.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter
setting and increase LPV DA to 339 feet; increase LNAV/VNAV DA to 555 feet and all
visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and
Circling visibility Cat C/D ½ SM. For inop ALS when using Louis Armstrong New Orleans
Intl altimeter increase LPV all Cats visibility to ¼ SM; LNAV/VNAV all Cats visibility to
1¼ SM and LNAV Cats C/D visibility to 1½ SM. For inop ALS increase LNAV/VNAV
all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM. Increase all MDAs 100 feet
and LNAV/VNAV DA to 1¾ SM. For inop ALS increase LNAV/VNAV
Circling visibility to 1¾ SM. For inop ALS increase LNAV/VNAV
Circling visibility to 1¾ SM. For inop ALS increase LNAV/VNAV

End of document.
RNAV (GPS) RWY 31
HAMMOND NORTHSHORE RGNL (HDC)

ATIS 118.325
NEW ORLEANS APP CON 119.3 350.35
HAMMOND TOWER 120.575 (CTAF)
GND CON 119.85
CLNC DEL 119.3
(When twr closed)

4 NM
315°
HEVOT

Amdt 1C  20APR23
30°31'N-90°25'W
Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 374 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 528 feet and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¾ SM.

Missed Approach: Climb to 1800 direct BARUN and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Cat D aircraft require ATC approval when R-4401 is active.
TAKEOFF MINIMUMS:
Rwy 13: ATC climb of 300’ per NM to 600.
Rwy 13: Do not exceed 230K until established on heading 320°.
Rwy 31: Standard.

TAKEOFF RWY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence. . . .
TAKEOFF RWY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence. . . .

. . . .maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct REWYO and hold.

<table>
<thead>
<tr>
<th>AWOS 3PT</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.325</td>
<td>126.8 327.8</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hattiesburg Bobby L Chain Muni altimeter setting: increase LPV DA to 597 feet and LNAV/VNAV DA to 676; increase all MDA 60 feet and visibility LNAV Cat C/D and Circling Cat C/D 1SM. Baro-VNAV NA when using Hattiesburg Bobby L Chain Muni altimeter setting.

**UNICOM** 123.0 (CTAF)

**HATIVESBURG-LAUREL, MISSISSIPPI**

**AWOS-3PT** 128.325

**TIA**

**RW36**

**TUXUW**

**REWYO**

**Holding Pattern**

**ELEV** 298

**TDZE** 296

**SC-4, 30 NOV 2023 to 25 JAN 2024**
HATTIESBURG- LAUREL, MISSISSIPPI

**VOR-A**

HATTIESBURG/ LAUREL RGNL (PIB)

**AWOS-3PT**
128.325

**HOUSTON CENTER**
126.8 327.8

**UNICOM**
123.0 (CTAF)

**VORTAC LBY**
110.6
Chan 43

**APP CRS**
356°

**Rwy Idg**
TDZE

**Apt Elev**
N/A

**N/A**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**MISSED APPROACH:** Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

**ELEV 298**

**Rwy Idg**
LBY

**Apt Elev**
TDZE

**Chan**
43

**110.6 LBY**

**N/A**

**N/A**

**LBY**

**Rwy Idg**
TDZE

**Apt Elev**
N/A

**360° 2.4 NM from FAF**

**HIRL Rwy 18-36**

**REIL Rwy 18 and 36**

**Remain within 10 NM**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>760-1</td>
<td>462 (500-1)</td>
</tr>
</tbody>
</table>

**Knots**
60 90 120 150 180

**Min:Sec**
2:24 1:36 1:12 0:58 0:48

**TDZE**

**N/A**

**HATTIESBURG- LAUREL, MISSISSIPPI**

**Orig-8 07OCT21**

**31°28’N-89°20’W**

**HATTIESBURG/LAUREL RGNL (PBI)**
HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

RNAV (GPS) RWY 18
HOLLY SPRINGS-MARSHALL COUNTY (M41)

<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>858-1½</td>
<td>310 [400-1½]</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>945-1½</td>
<td>397 [400-1½]</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

MISSING APPROACH: Climb to 1060 then right turn to 3000 direct, climb. WUSAP and hold.

UNICOM
122.8 (CTAF)

OLV AWOS-3
119.925

MEMPHIS APP CON
125.8 338.3

Rwy 18 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 870, and all visibilities ½ SM; increase LNAV/VNAV DA to 957 and all MDAs 20 feet.

HOLLY SPRINGS-MARSHALL COUNTY

HOLLY SPRINGS-MARSHALL COUNTY (M41)

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase DA to 285 feet; increase all MDA 80 feet and S-LOC 18 Cat C/D visibility ½ SM and Circling Cat C/D visibility ¾ SM. For inop ALS increase S-LOC 18 Cat C/D visibility to 1 SM. For inop ALS When using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ¾ SM.

Amdt 5
27APR17
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 370 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 567 feet and all visibilities ½ SM; increase all MDAs 80 feet and visibility Cats B, C and D ½ SM. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

**ATIS**

**NEW ORLEANS APP CON**

**HOUMA TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

**HOUMA, LOUISIANA**

HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 12

**WAAS CH 56313**

APP CRS 124°

Rwy Idg 4999

TDZE 8

Apt Elev 9

**HOUMA, LOUISIANA**

HOUMA-TERREBONNE (HUM)

RNAV (GPS) RWY 12

**CLNC DEL 115.3 (CTAF) 346.3**

**GND CON 123.875**

**NEW ORLEANS APP CON 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**HOUMA TOWER 125.3**

**MISSING APCH FIX**

**RNAV (GPS) RWY 12**

**RNAV (GPS) RWY 12**

**HOUMA TOWER 125.3**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**MISSING APCH FIX**

**RNAV (GPS) RWY 12**

**HOUMA TOWER 125.3**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**

**ATIS 120.25**

**NEW ORLEANS APP CON 118.9**

**GND CON 123.875**

**CLNC DEL 118.9**

**UNICOM 122.95**
RNAV (GPS) RWY 36
HOUMA-TERREBONNE (HUM)

Boro VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Boro VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above
49°C (120°F), DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local
altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting:
increase LPV DA to 408, LNAV/VNAV DA to 518, and all visibilities 1/2 SM; increase all
MDAs 80 feet and visibility Cats C and D 1/2 SM.

MASS RW36 25 NA

4 NM Holding Pattern

1900 359° RDP 3.00°
TCH 40

1900 359° RW36

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

MISSED APCH FIX

4 NM

453A
311 A
169 A

A87

109 A

RW36

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

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TDZE
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359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

3100

MAA RW36 25 NA

TIBBY
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427 A

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1900

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ELEV
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TDZE
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359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).

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ELEV
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(VGSI Angle 3.00°/TCH 50).

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MAA RW36 25 NA

TIBBY
TBD

427 A

311 A

169 A

772 A

1900

359°

179°

1900 NoPT

359°

(IF/IAF) ITIWE

(RWP)

ARMET

ELEV
9

TDZE
8

100

1900

359°

2300

RACEL

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 50).
VOR/DME RWY 30
HOUMA-TERREBONNE (HUM)

Rwy 30 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Int'l altimeter setting and increase all MDAs 80 feet, and visibility Cats C and D 1/4 SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS NEW ORLEANS APP CON HOUMA TOWER* GND CON CLNC DEL UNICOM
120.25 118.9 350.35 125.3 (CTAF) 346.3 118.9 (When hwr closed)
122.95

HOUMA TOWER
125.3 (CTAF)

RESERVE 110.8 RQR 112.0 TBD
Chan 45

ELEV 9 TDZE 9

REIL Rwys 12, 30 and 36
MRL Rwys 12-30 and 18-36

CIRCLING

CATEGORY A B C D
S-30 400-1 391 (400-1) 400-1½ 391 (400-1½)
C 480-1 471 (500-1) 760-2/¼ 760-2½

VOR/DME RWY 30
HOUMA-TERREBONNE (HUM)

HOUMA, LOUISIANA
Amdt 12C 19MAY22

29°34'N-90°40'W
157
Amdt 4A  21JUL16

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020

ANNUAL RATE OF CHANGE

0.1° W
RNAV (GPS) RWY 18
INDIANOLA MUNI (IDL)

Apt Elev 126

Category

LNAV MDA

RNAV (GPS) RWY 18

INDIANOLA MUNI (IDL)

Amdt 2B 12AUG21

33°29'N-90°40'W

INDIANOLA, MISSISSIPPI
INDIANOLA, MISSISSIPPI

RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

Night landing: Rw 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase LPV DA to 507 and all Cats visibility ¾ SM, increase LNAV/VNAV DA to 465 and all Cats visibility ¾ SM, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat C/D visibility ½ SM.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

### Amdt 2B  12AUG21

SC-4, 30 Nov 2023 to 25 Jan 2024

INDIANOLA, MISSISSIPPI

RNAV (GPS) RWY 36

INDIANOLA MUNI (IDL)

33°29′N-90°40′W

Amdt 2B  12AUG21
Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet and Circling Cat C/D visibility ½ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSSED APPROACH:** Climb to 900, then climbing right turn to 1700 on SQS VORTAC R-271 to BAIRD/16.50 DME and hold.
Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet. Circling Cat C/D visibility ⅛ SM. Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on R-094 to GLH VOR/DME and hold.

Procedure NA for arrivals at GLH VOR/DME on airway radials 010 CW 143.
RNAV (GPS) RWY 1
IUKA (15M)

MISSED APCH FIX
3000 direct MAJIN and hold.

Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climb to 3000 direct MAJIN and hold.

RNAV (GPS) RWY 1
IUKA (15M)

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

APP CRS
007°

Rwy Idg 4001
TDZE 620
Apt Elev 626

RNAV (GPS) RWY 1
IUKA (15M)

Category
A
B
C
D

LNAV MDA
1060-1 440 (500-1) NA

IUKA, MISSISSIPPI
Orig 14JUL22

34°46'N-88°10'W
RNAV (GPS) RWY 19

IUKA (15M)

**RNAV (GPS) RWY 19**

**IUKA (15M)**

**APP CRS**

- **Rwy Idg**: 4001
- **TDZE**: 626
- **Apt Elev**: 626

**RNP APCH-GPS**

- **NA**: Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Muscle Shoals altimeter setting.

**MSL ASOS**

- **IUKA, MISSISSIPPI**: 119.425

**MEMPHIS CENTER**

- 124.35 318.1

**CTAF**

- 122.9

**HOLD**

- **3000**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**MISSING APCH FIX**

- **ZZAPP**

**HOLD**

- **3000**

**LNAV MDA**

- **1080-1, 454 (500-1)**

**ELEV**

- **626**

**TDZE**

- **626**

**MAJIN**

- **401 X 75**

**IUKA, MISSISSIPPI**

- **Orig**: 14JUL22

- **34°46'N-88°10'W**

**RNAV (GPS) RWY 19**

**IUKA (15M)**

**Category A**

<table>
<thead>
<tr>
<th>Left</th>
<th>Center</th>
<th>Right</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1080-1</strong></td>
<td><strong>454 (500-1)</strong></td>
<td><strong>NA</strong></td>
</tr>
</tbody>
</table>

**MISSED APPROACH**

- Climb to 3000 direct ZZAPP and hold.
When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet, increase Circling Cat C visibility ½ mile and UTUWI fix Circling Cat C visibility ½ mile. For inop MALS or, increase S-LOC 16 Cats C/D visibility ½, increase UTUWI fix S-LOC 16 Cats C/D visibility ½. For inop MALS when using Jackson-Medgar Wiley Evers Intl altimeter setting, increase S-LOC Cats C/D visibility ½. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

Procedure NA for arrivals at WOSBU on V74 northwest bound.

Procedure NA for arrivals at JOTEK on V9 south bound.
**RNAV (GPS) RWY 16**

**HAWKINS FLD (HKS)**

### WAAS
- **Channel:** 50316
- **APP CRS:** 159°
- **Rwy Idg:** 5387
- **TDZE:** 341
- **Apt Elev:** 341

### Jackson, Mississippi

<table>
<thead>
<tr>
<th>ASOS</th>
<th>JACKSON APP CON</th>
<th>HAWKINS TOWER</th>
<th>GND CON</th>
<th>CINC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.625</td>
<td>123.9 319.2</td>
<td>119.65 (CTAF) 257.8</td>
<td>121.9 239.0</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

### Aircraft Performing a Climb to 2000 After Departing RW16

- **IF/IFAF:** OCARO
- **LNAV/VNAV Only:**

#### Holding Pattern
- **GP 3.00°**
- **TCH 2409**
- **UTUWI**
- **1.5 NM to RW16**
- **ELEV 341**
- **TDZE 341**
- **JILHO**
- **4 NM**

### Categories
- **LPV DA:** 542-1/2 201 (300-1/2)
- **LNAV/ VNAV DA:** 677-3/8 336 (400-3/8)
- **LNAV MDA:** 780-1/2 439 (500-1/2) 780-3/4 439 (500-3/4)
- **CIRCLING:** 1140-2/4 799 (800-2/4) 979 (1000-3)

### Miscellaneous
- **3.2 NM**
- **1.5 NM**
- **533°**

### Other Information
- **Uncontrolled Area:**
- **MALSR:**
- **Missed Approach:**
- **JILHO and hold.
- **Increase LNAV/VNAV all Cats to 1.8 mile. For inop MALSR when using Jackson-Medgar Wiley Evers Intl altimeter setting increase LNAV/VNAV all Cats to 1.8 mile.
- **1.5 NM to OCARO (No Pt)
- **2000**
- **159°**
- **690°**
- **339°**
- **249°**
- **350°**
- **539°**
- **533°**
- **5387 X 150**
- **338°16'N-90°23'W**
- **4 NM**
- **159° to RW16**
- **2000**
- **6.9 NM**
- **3.2 NM**
- **1.5 NM**
- **SC-4, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 34
HAWKINS FLD (HKS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/4 mile and Circling Cat C visibility 1/4 mile. Rwy 34 helicopter visibility reduction below 3/4 SM NA.

Climb to 2000 direct OCARO and hold.

MISSED APCH FIX
4 NM to OCARO

Ch 56416
WAAS
339°

Rwy 1dg
5387

TDZE
322

Apt Elev
341

ASOS
120.625

HAWKINS TOWER
119.65 (CTAF) 257.8

GND CON
121.9 239.0

CLNC DEL
121.9
(When twr closed)

UNICOM
122.95

ELEV 341
TDZE 322

MINIMUMS
OCARO
2000
JILHO
2000

2.1 NM to RW34

**LNAV only.**

1.3 NM to RW34

1.3 NM to 0.8

2.8 NM to 6.7 NM

** CATEGORY **

LPV DA 588-7/8 266 (300-3/4)

LNAV/VNAV DA 670-1/8 348 (400-1/8)

LNAV MDA 760-1 438 (500-1)

760-1 438 (500-1)

CIRCLING 860-1 519 (600-1)

880-1 539 (600-1)

1140-2 799 (800-2/4)

1320-3 979 (1000-3)

CIRCLING

1.3 NM to RW34

339° to RW34

2.1 NM to RW34

2.1 NM to WUWRE

JILHO

4 NM to WUWRE

HAWKINS FLD (HKS)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet. For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to 1½ SM. Procedure turn NA for Cat E.

DME or RADAR REQUIRED FOR CAT E

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold.

**ALTERNATE MISSED APCH FIX**

**REIL Rwy 16R and 34R**

**HIRL Rwy 16L-34R**

**MAGNOLIA 113.2 MHZ**

**Chan 79**

**CIRCLING**

**S-LOC 16L**

**512/18 200 (200-½) Knots**

**5.5 NM**

**170**

**32°19'N-90°05'W**

**ILS or LOC RWY 16L**
ILS RWY 16L (SA CAT I)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

ATIS 121.05
JACKSON APP CON 123.9 317.7
JACKSON TOWER 120.9 (CTAF) 352.0
GND CON 121.7 348.6
UNICOM 122.95

ALTERNATE MISSED APCH FIX

LoM/IAP
ALLEN
365 JA:

VGSI and ILS glideslope not coincident
(VGSI Angle 3.00/TCH 71).

Remain within 10 NM

GS 3.00°
TCH 55

CATEGORY A B C D
S-ILS 16L RA 169/14 150 DA 462

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JACKSON, MISSISSIPPI
Amdt BC 22APR21

ILS RWY 16L (SA CAT I)
RNAV (GPS) RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use HawkinsFld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000.

VDP and Baro VNAV NA when using Hawkins Fld altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1 1/2 SM. For inop ALS when using Hawkins Fld altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1 1/2 SM.

ATIS 121.05

JACKSON APP CON* 123.9 317.7

JACKSON TOWER* 120.9 (CTAF) 0 352.0

GND CON 121.7 348.6

UNICOM 122.95

SC-4, 30 Nov 2023 to 25 Jan 2024

Revised 2C 22 Apr 2021

RNAV (GPS) RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

ATIS 121.05

JACKSON APP CON* 123.9 317.7

JACKSON TOWER* 120.9 (CTAF) 0 352.0

GND CON 121.7 348.6

UNICOM 122.95

SC-4, 30 NOV 2023 to 25 JAN 2024

Revised 2C 22 Apr 2021

RNAV (GPS) RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D/E visibility ½ SM. Rwy 16R helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting.

MISSED APCH: Climb to 3000 direct FAVIN and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>JACKSON APP CON*</th>
<th>JACKSON TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
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<tr>
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<td>123.9 317.7</td>
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<td>121.7 348.6</td>
<td>122.95</td>
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</tbody>
</table>

Amdt 2C 22APR21
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.

When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**LNAV only.**

- 1.4 NM to RW34R

**ZUTSI**

- 339°

**MASPY**

- 639°

**KAYER**

- 339°

**MISSED APCH FIX**

- 7 NM to MASPY

- 7 NM to KAYER

**ELEV** 346

**TDZE** 346

**ATIS** 121.05

**JACKSON APP CON** 123.9 317.7

**JACKSON TOWER** 120.9 (CTAF) 352.0

**GND CON** 121.7 348.6

**UNICOM** 122.95

**VNAV and RNAV glidepath not coincident**

(VGS Angle 3.00°/TCH 66).

**Circling NA for Cat E southwest of Rwy 16R-34L.**

Local altimeter setting not received, increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**HOLDING PATTERN**

7 NM
VOR/DME or TACAN RWY 16R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

VDP NA with HawkinsFld altimeter setting. When local altimeter setting not received, use HawkinsFld altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility ½ mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below ½ SM NA.

ATIS 121.05
JACKSON APP CON* 123.9 317.7
JACKSON TOWER* 120.9 (CTAF) 352.0
GND CON 121.7 348.6
UNICOM 122.95

SC-4, 30Nov2023 to 25 Jan2024

VGS and descent angles not coincident (VGS Angle 3.00/TCH 80).

One Minute Holding Pattern

JACKSON, MISSISSIPPI
Orig-8 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.**

**Night landing:** Rwy 8, 31 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV/Circling Cat C visibility ¼ mile.

---

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

---

**AWOS-3PT**

- **121.150**

---

**LAKE CHARLES APP CON**

- **119.8**
- **282.3**

---

**UNICOM (CTAF)**

- **122.8**

---

**TUYOD**

- **3000**

---

**CEGUV**

- **3000**

---

**MALMS**

- **1700**

---

**WADBO**

- **1.6 NM to RW26**

---

**RW26**

- **257°**

---

**RW26**

- **3.5 NM**

---

**WADBO**

- **580-1**

---

**RW26**

- **1 NM to RW26**

---

**-reported by 121.150**

---

**reported by 119.8**

---

**reported by 122.8**

---

**VNAV**

---

**LNAV/VNAV**

---

**LNAV**

---

**MISSED APPROACH FIX**

---

**CEGUV**

---

**TUYOD**

---

**30 NM to TUYOD (MCP)**

---

**4 NM to TUYOD (MCP)**

---

**3000**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**LNAV only.**

---

**LPV DA**

- 290-7/8
- 270 (300-7/8)
- NA

---

**LNAV/ VNAV DA**

- 300-7/8
- 280 (300-7/8)
- NA

---

**LNAV MDA**

- 400-1
- 380 (400-1)
- NA

---

**CIRCLING**

- 580-1
- 557 (600-1)
- 680-1¼
- 657 (700-1¼)
- NA

---

**Categories**

- A: 290-7/8
- B: 270 (300-7/8)
- C: 300-7/8
- D: 400-1
- E: 580-1
- F: 557 (600-1)
- G: 680-1¼
- H: 657 (700-1¼)

---

**Rwy LDG 5002**

---

**Apt Elev 23**

---

**TDZE 20**

---

**JENNINGS, LOUISIANA**

Orig-A 23JUN16
### RNAV (GPS) RWY 18

**MONROE APP CON**

| **126.9** | **307.9** |

**ZOBTA**

- Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDAs 60 feet, and visibility Cat C 1/4 SM.

**MISSED APPROACH:**

- Climb to 2000 direct ZOBTA and hold.

### Table

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>CP MDA</td>
<td>620-1</td>
<td>365 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>720-1</td>
<td>465 (500-1)</td>
<td>720-1 1/4</td>
<td>860 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>780-1</td>
<td>524 (600-1)</td>
<td>880-1 1/4</td>
<td>NA</td>
</tr>
</tbody>
</table>

### Diagram

- Holding Pattern: 4 NM to FIMUG (30 NM to FIMUG)
- 2000 ZOBTA
- 3.00° TCH 50
- 178° RW18
- UPSUW
- EYLEJ
- 2 NM to RW18
- FIMUG
Procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ SM.

**NA**

<table>
<thead>
<tr>
<th>MONROE APP CON</th>
<th>CTAFF</th>
</tr>
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<tbody>
<tr>
<td>126.9 307.9</td>
<td>122.9</td>
</tr>
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**RNAV (GPS) RWY 36**

**JONESBORO (F'88)**

<table>
<thead>
<tr>
<th><strong>CH</strong></th>
<th><strong>APPR CRS</strong></th>
<th><strong>Rwy Idg</strong></th>
<th><strong>Apt Elev</strong></th>
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<tbody>
<tr>
<td>72628</td>
<td>356°</td>
<td>256</td>
<td>256</td>
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</table>

**RNAV (GPS) RWY 36**

**JONESBORO, LOUISIANA**

**ELEV 256**

**TDZE 256**

**2400 FIMUG**

**PUYOC**

**ZOBTA**

**4 NM Holding Pattern**

**CIGED 1.5 NM to RW36**

**358° to RW36**

**REIL Rwys 18 and 36**

**MIRL Rwy 18-36**

**268° ZOBTA**

**2000**

**1.5 NM to ZOBTA**

**30 NM to ZOBTA**

**3100**

**369±**

**752**

**389±**

**2000**

**3.00° TCH 50**

**358°**

**178°**

**358°**

**2000**

**3.00°**

**5 NM**

**3.8 NM**

**1.5 NM**

**760**

**420**

**364 (400-1)**

**186**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Orig-C 24FEB22**

**32°12'N-92°44'W**

**32°12'N-92°44'W**
**BILOXI, MISSISSIPPI**

**APCH CRS Rwy ldg TDZE Arpt Elev**
- 037° 6030 23 33

**ATIS GULFPORT APP CON/DEP CON TOWER GND CON CLNC DEL**
- 281.55 124.6 354.1 130° - 309° 127.5 254.25 310° - 129° 120.75 269.075 121.8 275.8 121.8 275.8

**MISSED APPROACH:** Climb to 2100 direct ZISAT and track 101° to TOUSY. Expect ATC instructions.

Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 8°F or above 54°F.

**EMERG SAFE ALT 100 NM 3100**

**5 NM Holding Pattern**
- 217° WEKKS
- 037° ZISAT
- 10° PITLT
- 1.2 NM TO RW04
- 4.7 NM TO RW04

**GP 3.04° TCH 48**

**CATEGORY**
- A
- B
- C
- D
- 391/55
- 368
- 400-1

**LNNAV/VNAV DA**
- 460/55 437 (500-1)
- 460-1/4 437 (500-1/4)

**LNNAV MDA**
- 580-1 660-1 680-1/4 680-2
- 547 (600-1) 627 (700-1) 647 (700-1/4) 647 (700-2)

**CIRCLING**
- 30°25’N - 88°55’W

**Amendment 2 07SEP23**

**KEESLER AFB (KBIX)**

**RNAV (GPS) RWY 4**
† MISSED APPROACH. Turn right climbing to 2100 to intercept BIX TACAN R-045 to 6 DME (HAKVA) and hold.

† Missed Approach requires use of RNAV or ATC RADAR monitoring.
Visibility reduction by helicopters NA.
† Missed Approach requires use of RNAV or ATC RADAR monitoring.

† MISSED APPROACH: Climb to 800 tracking 215°, then turn left to intercept BIX R-186 to 11 DME (RUDL) climbing to 2200 and hold.

When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.

**191**
† MISSED APPROACH: Climb tracking 303° to BIX TACAN then right turn to intercept BIX R-063 climbing to 2100 to 10 DME (WELOS) and hold.

† Missed approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 3100
† MISSED APPROACH. Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTLR (R-040/18 DME) and hold.

Missed approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 3100

VORTAC GPT 109.0
Chan 27

ATIS 281.55

GULFPORT APP CON
124.6 354.1 [130° - 309°]
127.5 254.25 [310° - 129°]

TOWER * 120.75 269.075

GND CON 121.8 275.8

CLNC DEL 121.8 275.8

GULFPORT 109.0 GPT
Chan 27

GULFPORT-BILOXI INTL

319

CONSS
GPT 12

1500

266*

1049

525

(IAF)
PTLR
GPT 18

HOLD 4100

R-040

2100

GR 18 Arc

74

175

HI RL Rwy 4-22
REIL Rwy 4
Rwy 22 2000' non-strd apch lgt system

EMERG SAFE ALT 100 NM 3100

VORTAC

AANDI
GPT B 2

2300
intcp
GPT
R-040

PTLR
GPT 18

CONSS
GPT 12

1500

266*

2100

MARLL
GPT 18

3.8 NM

CATEGORY
A
B
C
D

Knots 60 90 120 150 180

Min:Sec 3.48 2.32 1.54 1.31 1.16

620-1 660-1 680-1¾ 680-2


30° 25'N-88° 55'W

KEESLER AFB (KBIX)
RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ½ SM and Circling Cat C ¾ SM.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

Procedure NA for arrival on SQS VORTAC airway radials 086 CW 169.

**RNAV (GPS) RWY 14**

**KOSCIUSKO-ATTALA COUNTY (OSX)**

**ELEV 494**

**TDZE 494**

**APP CRS 137°**

**LNAV MDA**

1020-1 526 (600-1) 1020-1½ 526 (600-1½) NA

**CIRCLING**

1020-1 526 (600-1) 1160-1¾ 666 (700-1¾) NA

**CATALOG**

**A**

<table>
<thead>
<tr>
<th>2.5 NM to RW14</th>
<th>2.8 NM</th>
<th>2.1 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2100 137°</td>
<td>2100 137°</td>
<td>2100 137°</td>
</tr>
</tbody>
</table>

**DEPGE**

**JINED (IF/IAF)**

**HOLD 7000 2100**

**LOCTR 981**

**VERLU**

**RW14**

**GUDRE**

**BIGBEE**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**KOSCIUSKO, MISSISSIPPI**

**Orig-D 06OCT22**
RNAV (GPS) RWY 32

**KOSCIUSKO-ATTALA COUNTY (OSX)**

**RNAV (GPS) RWY 32**

**MPE AWOS-3P**
- 118.725

**MEMPHIS CENTER**
- 132.75
- 263.0

**CTAF**
- 122.9

**App CRS**
- Rw 32
- 317°

**RNAV (GPS) RWY 32**

**Rwy 32 visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting. When not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C 3/8 SM and Circling Cat C 3/4 SM.**

**Missed Approach:** Climb to 2100 direct JINED and hold.

**Procedure NA**
- for arrivals
- on SGS VORTAC
- airway radials 156 CW 186.

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

**MPE AWOS-3P**
- 06OCT22

**TDA**
- 74T

**TDZE**
- 480

**ELEV**
- 494

**Wpt 2200**
- To GUDRE

**Meridian 1 West MOA**

**2100**
- JINED

**Elevation**
- 317°

**EGNOS 2800**
- 2200 to GUDRE

**Holding Pattern**
- 4 NM
- Holding Pattern

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

**RNAV (GPS) RWY 32**

**Rwy 32**
- 317°

**Elevation**
- 494

**TDZE**
- 480

**MIRL Rwy 14-32**
- 521

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Elev 317°**
- 2100

**VGS I and descent angles not coincident**
- (VGS Angle 3.50/TCH 49).

**Elevation**
- 317°

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

**RNAV (GPS) RWY 32**

**Rwy 32**
- 317°

**LNAV MDA**
- 960-1
- 480 (500-1)
- 480 (500-1)
- 960-1¾
- NA

**Circling**
- 1020-1
- 526 (600-1)
- 666 (700-1¾)
- NA

**33°05'N-89°33'W**

**33°05'N-89°33'W**

**Rwy 32**
- 317°

**2100**
- 317°

**2200**
- 137°

**317°**
- 317°
ILS or LOC RWY 4R
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

**DME required for procedure entry and for LOC only.**

**ATIS** 134.05  **LAFAYETTE APP CON** * 121.1  **363.0**  **LAFAYETTE TOWER** * 118.5 (CTAF) 0 257.8  **GND CON** 121.8  **CLNC DEL** 125.55  **UNICOM** 122.95

**MISSING APCH FIX**

**LOCALIZER 110.9**

**I-TYN**

**Ch 35**

**109.8 LFT**

**112**

**2000**

**BEDDY**

**INT/LFT 18.9**

**DME** required for procedure entry and for LOC only.

**Rwy 4R** helicopter visibility reduction below ¾ SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R visibility all Cats ⅔ SM, Circling visibility Cat C/D ⅔ SM.

**LOCALIZER 110.9**

**I-TYN**

**Ch 46**

**Altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R altimeter setting.**

**MISSING APCH FIX**

**LOC only.**

**I-TYN only.**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>316-⅔</td>
<td>276 (300-⅔)</td>
<td>500-1</td>
<td>460 (500-1)</td>
</tr>
<tr>
<td>500-1</td>
<td>6</td>
<td>658 (700-1⅔)</td>
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</tr>
<tr>
<td>5</td>
<td>658 (700-1)</td>
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</tbody>
</table>

**ILS or LOC RWY 4R**

**LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)**

**30°12'N-91°59'W**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**ATIS** 134.05  **LAFAYETTE APP CON** * 121.1  **363.0**  **LAFAYETTE TOWER** * 118.5 (CTAF) 0 257.8  **GND CON** 121.8  **CLNC DEL** 125.55  **UNICOM** 122.95

**MISSING APCH FIX**

**LOCALIZER 110.9**

**I-TYN**

**Ch 35**

**109.8 LFT**

**112**

**2000**

**BEDDY**

**INT/LFT 18.9**

**DME** required for procedure entry and for LOC only.

**Rwy 4R** helicopter visibility reduction below ¾ SM NA. VDP NA when using Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R visibility all Cats ⅔ SM, Circling visibility Cat C/D ⅔ SM.

**LOCALIZER 110.9**

**I-TYN**

**Ch 46**

**Altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-ILS 4R and S-LOC 4R altimeter setting.**

**MISSING APCH FIX**

**LOC only.**

**I-TYN only.**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>276 (300-⅔)</td>
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<td>460 (500-1)</td>
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<td>5</td>
<td>658 (700-1)</td>
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</tbody>
</table>

**ILS or LOC RWY 4R**

**LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)**

**30°12'N-91°59'W**

**SC-4, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 4R

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

**ATIS**

<table>
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<tr>
<th>LAFAYETTE APP CON</th>
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**LAFAYETTE TOWER**

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<th>GND CON</th>
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**CLNC DEL**

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**UNICOM**

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<tr>
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<tbody>
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</tbody>
</table>

**Amdt 2 20JUN19**

RNAV (GPS) RWY 4R

**LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)**

30°12'N-91°59'W

**RNAV (GPS) RWY 4R**

**LAFAYETTE, LOUISIANA**

Amdt 2 20JUN19
RNAV (GPS) RWY 22L
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 3000, increase Circling visibility Cat C/D 1/4 SM.

For inop MALS, increase LNAV Cats C and D visibility 3/4 mile. For inop MALS, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 6000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). VDP NA with Acadiana Rgnl altimeter setting. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV visibility all Cats to RVR 3000, increase Circling visibility Cat C/D 1/4 SM.

For inop MALS, increase LNAV Cats C and D visibility 3/4 mile. For inop MALS, when using Acadiana Rgnl altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 6000.

Baro-VNAV NA when using Acadiana Rgnl altimeter setting.

ATIS
LAFAYETTE APP CON
LAFAYETTE TOWER
GND CON
CLNC DEL
UNICOM

2000
(IAF) KEBVE

2000
(FAF) JILEV

2000
(FAF) NEYID

1041
(IF) BEDDY

192

284

564

230

1049

LAFAYETTE, LOUISIANA
AMDT 1D 23APR20
RNAV (GPS) RWY 29
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

ATIS
134.05
LAFAYETTE APP CON
121.1 363.0
LAFAYETTE TOWER
118.5 (CTAF) 257.8
GND CON
121.8
CLNC DEL
125.55
UNICOM
122.95

MISSED APPROACH:
Climb to 2800 direct
SUVDE and on track
273° to RAYNE and hold.

**RNAV (GPS) RWY 29**

Rwy 29 helicopter visibility reduction below 3/4 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

HOLD 6000

**Category**
A  B  C  D

**LPV DA**
292 250 (300-340)

**RNAV/ VNAV DA**
292 250 (300-340)

**LNAV MDA**
380 338 (400-1)

**CIRCLING**
500 580 700-1/3 700-2
458 538 658 658

**Missed Approach Point**
1700

**GP 3.00°**
TCH 5
VOR/DME RWY 11
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

ATIS 134.05
LAFAYETTE APP CON* 121.1 363.0
LAFAYETTE TOWER* 118.5 (CTAF) @ 257.8
GND CON 121.8
CLNC DEL 125.55
UNICOM 122.95

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Regional altimeter setting and increase all MDAs 40 feet, increase Circling visibility Cat C/D 1/4 SM.

MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.

LAFAYETTE, LOUISIANA

VOR/DME RWY 11
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

Amdt 1G 23APR20

30°12’N-91°59’W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA
AL-5111 (FAA)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA
AL-5111 (FAA)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA
AL-5111 (FAA)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA
AL-5111 (FAA)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

LAKE CHARLES, LOUISIANA
AL-5111 (FAA)

RNAV (GPS) RWY 15
CHENNAULT INTL (CWF)

AL-5111 (FAA)
RNAV (GPS) RWY 33
CHENNAULT INTL (CWF')

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 233 feet; increase LNAV/VNAV DA to 510 feet and all visibilities ½ SM.
Increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>LAKE CHARLES APP CON</th>
<th>CHENNAULT TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.0</td>
<td>119.8 282.3</td>
<td>124.2 (CTAF) 290.4</td>
<td>121.65 275.8</td>
<td>122.95</td>
</tr>
</tbody>
</table>

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

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 233 feet; increase LNAV/VNAV DA to 510 feet and all visibilities ½ SM.

Increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM.

RNAV (GPS) RWY 33
CIRCLING

LAKE CHARLES, LOUISIANA
Amdt 1B 29DEC22

30°13'N-93°09'W
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For inop ALS, increase S-LOC 15 Cats C and D visibility to 1½ mile.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

---

**LEEUWARDEN (LFW)**

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

---

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

---

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

---

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

---

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

---

**ATIS**

**LAKE CHARLES APP CON**

**LAKE CHARLES TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

**ILS or LOC RWY 15**

**LAKE CHARLES RGNL (LCH)**

**MALSR**

**MISSING APPROACH**: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.
RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

ATIS 118.75  LAKE CHARLES APP CON 119.35  353.75
LAKE CHARLES TOWER 120.7 (CTAF) 257.8
GND CON 121.8  CLNC DEL 126.25  UNICOM 122.95

Rwy 5 helicopter visibility reduction below 3/4 SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1900 direct COMTO and hold.

WINUP

IN

OSOLA

CELOM

AN

3.4 NM to RW05

0.9 NM to RW05

1900 direct COMTO and hold.

WINUP

CAT

A

B

C

D

LP MDA 340-1 326 (400-1)
LNAV MDA 380-1 366 (400-1)
C CIRCLING 440-1 425 (500-1) 480-1 465 (500-1) 580-1/2 565 (600-1 1/2) 680-2 665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 1 07DEC17

ATIS 118.75  LAKE CHARLES APP CON 119.35  353.75
LAKE CHARLES TOWER 120.7 (CTAF) 257.8
GND CON 121.8  CLNC DEL 126.25  UNICOM 122.95

Rwy 5 helicopter visibility reduction below 3/4 SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1900 direct COMTO and hold.

WINUP

IN

OSOLA

CELOM

AN

3.4 NM to RW05

0.9 NM to RW05

1900 direct COMTO and hold.

WINUP

CAT

A

B

C

D

LP MDA 340-1 326 (400-1)
LNAV MDA 380-1 366 (400-1)
C CIRCLING 440-1 425 (500-1) 480-1 465 (500-1) 580-1/2 565 (600-1 1/2) 680-2 665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 1 07DEC17
RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

**RNP APCH.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSR, increase LNAV-VNAV all Cats visibility to ½ and LNAV Cats C and D to 1½ mile. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ATIS**
LAKE CHARLES APP CON
118.75
LAKE CHARLES TOWER
120.7 (CTAF) 257.8
CLNC DEL 126.25
UNICOM 122.95

**Amdt 1C 08OCT20**

**CIRCLING**

**VPV**

**MALSR**

**SOTLE**

**Holding Pattern**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 70).**

**Missed Approach:** Climb to 1900 direct SOTLE and hold.

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>212/24</td>
<td>200 (200-½)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>301/24</td>
<td>289 (300-½)</td>
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<tr>
<td>LNAV MDA</td>
<td>500/24 488 (500-½)</td>
<td>500/50 488 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1 485 (500-1)</td>
<td>580-1½ 565 (600-1½)</td>
<td>680-2½ 665 (700-2½)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 23
LAKE CHARLES RGNL (LCH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.
Rwy 23 helicopter visibility reduction below 3/4 SM NA.

ATIS
LAKE CHARLES APP CON *
118.75  119.35  353.75

LAKE CHARLES TOWER *
120.7 (CTAF) 257.8

GND CON
121.8

CLNC DEL
126.25

UNICOM
122.95

30°08'N-93°13'W

30°08'N-93°13'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.

ATIS 118.75 LAKE CHARLES APP CON* 119.35 353.75 LAKE CHARLES TOWER* 120.7 (CTAF) 257.8 GND CON 121.8 CLNC DEL 126.25 UNICOM 122.95

MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.

1700 ZUKLA

1.3 NM to RW33

ATUYE

JERIL

(FAF) SOTLE

(VGSI Angle 3.00/TCH 54).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 43°C (109°F). For inop MALSF, increase LNAV/VNAV all Cats visibility to 1/2 and LNAV all Cats visibility to 1 mile.
MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY INT.

LATITUDE/Logitude/Time: 30°08'N-93°13'W

**ATIS**
- **LAKE CHARLES APP CON**: 119.35 353.75
- **LAKE CHARLES TOWER**: 120.7 (CTAF) 257.8
- **GND CON**: 121.8
- **CLNC DEL**: 126.25
- **UNICOM**: 122.95

### Diagram
- **VOR/DME-B**
  - LAKE CHARLES RGNL (LCH)
  - CS-4, 30 Nov 2023 to 25 Jan 2024

### Facility Details
- **LAKE CHARLES, LOUISIANA**
- **Airport Code**: LCH
- **MISSED APPROACH**:
  - Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY INT.

### Table
- **Airport Codes**
  - **CEPUR**
  - **LCH**
  - **HANAK**
  - **GENLE**
  - **NEMBE**

### PROCEDURE
- **CIRCLING**
  - CATEGORY A
    - 500-1
    - 485 (500-1)
  - CATEGORY B
    - 580-1½
    - 565 (600-1½)
  - CATEGORY C
    - 680-2½
    - 665 (700-2½)
  - CATEGORY D
    - 680-2½
    - 665 (700-2½)

### Additional Information
- **LAKE CHARLES, LOUISIANA**
- **Amdt BB**
- **24MAR22**
MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
HESLER-NOBLE FLD (LUL)
RNAV (GPS) RWY 31
HESLER-NOBLE FLD (LUL)

**AWOS-3PT**
119.275

**HOUSTON CENTER**
126.8 327.8

**UNICOM**
123.05 (CTAF)

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

**GROUND PROXIMITY ALERT:**
- For uncompensated Baro-VNAV systems, UNNAV/VNAV NA below -15°C or above 54°C.
- Rwy 31 helicopter visibility reduction below 1/4 SM NA.

**APPROACH**

**RNAV (GPS) RWY 31**
LAUREL, MISSISSIPPI (LUL)

**ELEV 238**
**TDZE 238**

**IPAXE**
2000

**GULCO**
2000

**RW31**

**TUGKU**

**HOLD**
2000

**30 NM to IPAXE**

**2400**

**2225**

**2300**

**315°**

**4 NM**

**HOLD**

**2000**

**5513 X 150**

**Rwy Idg 5513**

**Apt Elev 238**

**TCH 40**

**LAUREL, MISSISSIPPI**

**REIL Rwy 13**

**HIRL Rwy 13-31**

**31° 40'N-89° 10' W**

**RNAV (GPS) RWY 31**
HESLER-NOBLE FLD (LUL)

**SC-4, 30 NOV 2023 to 25 JAN 2024**
Procedure NA for arrival on LBY VORTAC airway radials 005 CW 020.

DME required.

**AWOS-3PT**

**HOUSTON CENTER**

**UNICOM**

**AL-5185 (FAA)**

**LAUREL, MISSISSIPPI**

**HESLER-NOBLE FLD (LUL)**

**VOR-A**

**LAUREL, MISSISSIPPI**

Amdt 6 23APR20

31°40'N-89°10'W
RNAV (GPS) RWY 18
LEESVILLE (L39)

**RNAV (GPS) RWY 18**
**LEESVILLE (L39)**

**KPOE ATIS** 134.85 282.2  
**POLK APP CON** 123.7 261.3  
**UNICOM** 122.8 (CTAF)

**Missed Approach:** Climb to 800 then climbing right turn to 4000 direct APPIN and hold.

---

**When VGSIs inop,** Circling RW 18 NA at night. Baro-VNAV NA. When VGSIs inop, Straight-in/Circling RW 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/8 SM, and Circling Cat C visibility 1/4 SM.

**Procedure NA for arrivals at APPIN on V212 westbound.**

---

**Radar Required**

**CTAF**

**Unicom** 122.8

**Category**

**LPV DA** 564-1 282 (300-1) NA

**LNAV/VNAV DA** 622-1 340 (400-1 1/8) NA

**LNAV MDA** 720-1 438 (500-1 1/4) 438 (500-1 1/4) NA

**Circling** 760-1 800-1 1000-2 NA

---

**31°10'N-93°21'W**

**219**
RNAV (GPS) RWY 36
LEESVILLE (L39)

**KPOE ATIS**
134.85  282.2

**POLK APP CON**
123.7  261.3

**UNICOM**
122.8 (CTAF)

**Procedure NA for arrivals at APPIN on V212 westbound.**

**Radar Required**

**Missed Approach:** Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

**LP**

**Apt Elev**
31°10'N-93°21'W
SC-4, 30 NOV 2023 to 25 JAN 2024

**ELEV 282**
**TDZE 280**

**WAAS CH 40325**
**APP CRS 358°**
**Rwy Idg 3807**
**TDZE 280**
**Apt Elev 282**

**Category**

<table>
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<tr>
<th>LP</th>
<th>MDA</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td></td>
<td>680-1</td>
<td>400 (400-1)</td>
<td>680-1/8</td>
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<tr>
<td></td>
<td>720-1</td>
<td>440 (500-1)</td>
<td>720-1/8</td>
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<tr>
<td></td>
<td>760-1</td>
<td>478 (500-1)</td>
<td>1000-2</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**

- Climb to 800 then climbing left turn to 4000 direct APPIN and hold.

**Amdt 1B  19MAY22**
Use Greenwood altimeter setting.
Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.

<table>
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<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>960-1(1/4)</td>
<td>1020-2</td>
<td>NA</td>
</tr>
</tbody>
</table>

LEXINGTON, MISSISSIPPI Orig-C 04NOV21
RNAV (GPS) RWY 17
LOUISVILLE/WINSTON COUNTY (LMS)

MISSED APPROACH:
Climb to 2800 direct ZIRIB and hold.

AWOS-3PT 118.325
MEMPHIS CENTER 132.75 263.0
UNICOM 122.7 (CTAF)

RNP APCH - GPS.

- Rwy 17 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**RNP APCH FIX**
ZIRIB

- Holding Pattern 30 NM to AKRMN (No PT)

- Holding Pattern 20 NM to AKRMN

- 2000 AKRMN

- 3400

- 2800 AKRMN

- 170°

- 350°

- 350°

- 260°

- 260°

- 080°

- 080°

- 30 NM to AKRMN

**VGSI and RNAV glidepath not coincident**
(VGSI Angle 3.25°/TCH 48).

**Amdt 3 29DEC22**

**CIRCLING**

- 1020-1
- 445 (500-1)

- 1260-1
- 685 (700-1)

- 1260-2
- 685 (700-2)

- 1260-2½
- 685 (700-2½)

- 960-1
- 386 (400-1)

- 960-1½
- 386 (400-1½)

- 824-1
- 250 (300-1)

- 880-1
- 306 (400-1)

- LNAV/ VNAV DA
- LNAV MDA

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

**LOUISVILLE, MISSISSIPPI**

Amdt 3 29DEC22

**LOUISVILLE/WINSTON COUNTY (LMS)**

**RNAV (GPS) RWY 17**

**LOUISVILLE, MISSISSIPPI**

Amdt 3 29DEC22
RNAV (GPS) RWY 35
LOUISVILLE/WINSTON COUNTY (LMS)

Rwy 35 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3PT 118.325
MEMPHIS CENTER 132.75 263.0

MISSED APPROACH: Climb to 2800 direct AKRMN and hold.

UNICOM 122.7 (CTAF) 0

LOUISVILLE, MISSISSIPPI

Amdt 3 29DEC22

33°09'N-89°04'W
RNAV (GPS) RWY 17
BRUCE CAMPBELL FLD (MBO)

RNAV (GPS) RWY 17

Missed Approach: Climb to 1200 then climbing left turn to 2400 Direct DUHAB and hold.

AWOS-3PT 119.125
JACKSON APP CON 123.9 317.7
CLNC DEL 125.9
UNICOM 122.8 (CTAF)

Category

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<th>A</th>
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<th>C</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>600-7/6 275 (300-7/6)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>832-1/8 507 (600-1/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>800-1 475 (500-1)</td>
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<tr>
<td>LNAV-1 835</td>
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</table>

BRUCE CAMPBELL FLD (MBO)

32°26’N-90°06’W
RNAV (GPS) RWY 35
BRUCE CAMPBELL FLD (MBO)

MISSED APCH FIX

DUHAB

Holding Pattern

RW35

HAPAN

WOSAL

JACKSON APP CON

APP CRS

354°

TDZE

324

Rwy Idg

4444

Apt Elev

325

AWOS-3PT

119.125

CLNC DEL

125.9

123.9

317.7

122.8 (CTAF)

UNICOM

MISSED APPROACH:
Climb to 2400 direct
DUHAB and hold.

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

MADISON, MISSISSIPPI
Amdt 1A 05OCT23

RNAV (GPS) RWY 35
BRUCE CAMPBELL FLD (MBO)

MADISON, MISSISSIPPI
AL-5164 (FAA) 2327B

RNAV (GPS) RWY 35
BRUCE CAMPBELL FLD (MBO)
RNAV (GPS) RWY 18

MAGEE MUNI (17M)

WAAS CH 62835

APP CRS 180°

Rwy Idg TDZE 555

Apt Elev 555

18 NM to YECUB (Navigable

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley

Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.

Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right
turn to 3500 direct YECUB and hold.

187 AWOS-3P

118.125

JAN ASOS

121.05

MEMPHIS CENTER

125.975 307.275

UNICOM

122.8 (CTAF)

121.05 UNICOM

915

360°

3500 YECUB

270°

2100

7 NM

2.7 NM

2 NM

Visual Segment - Obstacles.

ZETOS

YECUB

3500

2100

1220

Elev 555

TDZE 555

3500 YECUB

360°

180°

180°

2 NM to RW18

2 NM to RW18

505 (600-1)

525 (600-1)

605 (700-1)

705 (800-2)

1260-2

705 (700-1)

605 (600-1)

1260-2

1160-1

1080-1

1060-1

505 (600-1)

525 (600-1)

505 (600-1)

525 (600-1)

1060-1

1080-1

1160-1

1260-2

MIRL Rwy 18-36

MAGEE MUNI (17M)

RNAV (GPS) RWY 18

MAGEE, Mississippi

Orig-A 25MAY17

AL-9829 (FAA) 21084

SC-4, 30 NOV 2023 to 25 JAN 2024
Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

**MISSLED APPROACH:** Climb to 3500 direct YECUB and hold.

**1R7 AWOS-3P**

**JAN ASOS**

**MEMPHIS CENTER**

**UNICOM**

**ELEV 555**

**TDZE 555**

**Visual Segment - Obstacles.**

**3500 YECUB**

**OKEYI**

**Holding Pattern**

**4 NM to RW18**

** CATEGORY **

<table>
<thead>
<tr>
<th>B</th>
<th>D</th>
<th>C</th>
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<tbody>
<tr>
<td>A</td>
<td>B</td>
<td>C</td>
</tr>
</tbody>
</table>
| LP MDA | 1100-1 | 545 (600-1) | 1100-1 | 1100-1
| 545 (600-1) | 545 (600-1) | 545 (600-1) | NA |
| LNAV MDA | 1120-1 | 565 (600-1) | 1120-1 | 1120-1
| 565 (600-1) | 565 (600-1) | 565 (600-1) | NA |
| CIRCLING | 1120-1 | 565 (600-1) | 1120-1 | 1120-1
| 565 (600-1) | 565 (600-1) | 565 (600-1) | NA |
| 565 (700-1) | 605 (700-1) | 605 (700-1) | 705 (800-2) | NA |
RNAV (GPS) RWY 18
C E ‘RUSTY’ WILLIAMS (3F3)

Procedure NA at night. Rw 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Shreveport Rgnl. altimeter setting; increase Circling Cat C MDA 80 feet and visibility 1/2 SM.

**AWOS-3PT** 119.125  
**SHREVEPORT APP CON** 119.9 335.55  
**UNICOM** 122.8 (CTAF)

Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.

VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 50).

**ELEV 324**  
**TDZE 319**

**SC-4, 30 Nov 2023 to 25 Jan 2024**

**C E ‘RUSTY’ WILLIAMS (3F3)**  
32°04’N-93°46’W

**MIRL Rwy 18-36**  
**REIL Rwy 18 and 36**
RNAV (GPS) RWY 30
HART (3R4)

MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet.

Rwy 30 helicopter visibility reduction below 1/3 SM NA.

PEXTU

MARTA

5 NM

3000

(RNP APCH.

Rwy Idg 4402
TDZE 311
Apt Elev 319

282°

LNAV MDA

2500

2400

1260

282°

2500

2500

(14.5)

(6)

282°

260°

2400

2400

(14.5)

(6)

JATOV

MOFCO

Rwy 12 and 30

MIRL Rwy 12-30

REIL Rwy 12-30

6 NM

5 NM

1.9 NM

1.9 NM

589 (600-1)

589 (600-13/4)

NA

900-1 589 (600-1)

900-1 589 (600-13/4)

NA

ELEV 319

TDZE 311

MARTA

527

898

559 ±

(TDW)

5000

(1.25°)

5000

898

KENCY

1.9 NM to

MOFCO

KENCY

1.9 NM to

MOFCO

TOBOC

(IAF)

NUBOY

(IAF)

OXIDE

5000

TCH 50

1260

282°

3.57°

(FAF)

JATOV

MOFCO

3.57°

TCH 50

1260

282°

3.57°

(FAF)

JATOV

MOFCO

3.57°

TCH 50

1260

282°

3.57°

(FAF)

JATOV

MOFCO

3.57°

TCH 50

1260

282°

3.57°

(FAF)

JATOV

MOFCO

3.57°

TCH 50

1260

282°

3.57°

(FAF)

JATOV

MOFCO

3.57°

TCH 50

1260

282°

3.57°

(FAF)
Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1/2 mile and LNAV/VNAV all Cats visibility to 1/2 mile.

**MISSED APPROACH:**
Climb to 3000 direct UTFIR and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 20
SEFLS (MMS)

3000
1700
196°
162°

RNAV (GPS) RWY 20
MIRL Rwy 2-20

DME/DME RNP 0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night. CLIMB IN-HOLD TO 3000. DIRECT IVZOB AND HOLD, CONTINUE MISSED APPROACH: Climb to 3000.

3000
IVZOB
1700
196°

RTAF
616

1700
196°

IVZOB
2.8 NM to RW20

Visual Segment - Obstacles.

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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>600-1</td>
<td>438 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>680-1</td>
<td>518 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>518 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
MARKSVILLE, LOUISIANA

RNAV (GPS) RWY 4
MARKSVILLE MUNI (MKV)

APP CRS 043°
Rwy Idg 3799
TDZE 77
Apt Elev 78

CTAF 122.9

ESF ASOS 119.425
POLK APP CON 125.4 302.2

Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. Rwy 4 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at MUSHE on V566 west bound.

Procedure NA for arrivals at MIKLE on V114 southeast bound.

LNAV MDA

4 NM

Holding Pattern

COKUT

VODIOY

VGSI and descent angles not coincident (VGSI Angle (3.00/TCH 50).

CIRCLING

600-1 603 (700-1) NA

680-1 682 (700-1) 820-1 742 (800-1) NA

MARKSVILLE, LOUISIANA
Orig-C 02DEC21

31°06'N-92°04'W

RNAV (GPS) RWY 4
MARKSVILLE MUNI (MKV)

MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.

RNP APCH - GPS.

VGA

Holding Pattern

COKUT

VODIOY

600-1 603 (700-1) NA

680-1 682 (700-1) 820-1 742 (800-1) NA

MARKSVILLE, LOUISIANA
Orig-C 02DEC21

31°06'N-92°04'W
**MARKSVILLE, LOUISIANA**

**AL-6259 (FAA)**

**MARKSVILLE MUNI (MKV)**

**VORTAC AEX**

**AL-6259 (FAA)**

**MARKSVILLE MUNI (MKV)**

**ESF ASOS**

**119.425**

**POLK APP CON**

**125.4 302.2**

**CTAF**

**122.9**

**DME required.**

△ **NA**

Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl altimeter setting.

**MISSED APPROACH: Climbing left turn to 4000 on AEX VORTAC R-106 to MUSHE INT/AEX 18.9 DME and hold, continue climb-in-hold to 4000.**

**Procedure NA for arrival on AEX VORTAC airway radials 067 CW 123.**

**IAF**

**ALEXANDRIA**

**116.1 AEX 110°**

**Chan 108**

**Rwy Idg**

**TDZE**

**Apt Elev**

**N/A**

**N/A**

**79**

**MIRL Rwy 4-22**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Amdt 4A 25FEB21**

**31°06'N-92°04'W**

**235**
RNAV (GPS) RWY 16
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F) or above 54°C (130°F). Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM.

MISSED APPROACH: Climb to 3000 direct GLADS and hold.

---

**RNAV (GPS) RWY 16**

**MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)**

**WAAS**
- CH 72824
- W16A

**APP CRS**
- RWY Idg: 5000
- TDZE: 413

**Apt Elev**
- 413

---

**ASOS**
- 119.025

**HOUSTON CENTER**
- 126.8
- 327.8

**UNICOM**
- 123.05 (CTAF)

---

**GLADS**
- 3000
- MCB

**MALSF**
- Unicom

---

**ELEV**
- 413

**TDZE**
- 413

---

**MIRL Rwy 16-34**

---

**CIRCLING**
- 880-1
- 467 (500-1)

---

**MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)**

---

**Amdt 2 24MAY18**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**
SC-4, 30 Nov 2023 to 25 Jan 2024

RNAV (GPS) RWY 34
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

MISSED APPROACH: Climb to 3000 direct TUMMI and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (25°F) or above 54°C (130°F).

AL-5753 (FAA)

RNAV (GPS) RWY 34
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

31°11'N-90°28'W
VOR/DME-A
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility 1/2 mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS 119.025
HOUSTON CENTER 126.8 327.8
UNICOM 123.05 (CTAF)

NoPT for arrival on MCB VORTAC airway radials 345 CW 145.

MAHCE MCB 586
EGPEW MCB 8.3

2000 MCB

MAHCE MCB 13.3

EGPEW MCB 8.3

MCB VORTAC

One Minute Holding Pattern

CATEGORY A B C D
CIRCLING 880-1 467 (500-1) 940-1\(\frac{1}{2}\) 1160-2\(\frac{1}{2}\)
527 (600-1\(\frac{1}{2}\)) 747 (800-2\(\frac{1}{2}\))

MIRL Rwy 15-33

983

955

849

541

843

612

586

Uniden SC-4, 30 NOV 2023 to 25 JAN 2024

31°11'N - 90°28'W

MCCOMB, MISSISSIPPI

VORTAC MCB 116.7
Chan 114

APP CRS 233°
Rwy Idg N/A
Apt Elev 413

AL-5753 (FAA)
Circling NA southeast of Rwy 1 and 22. When local altimeter is not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, S-ILS 1 all Cats visibility to RVR 3500, S-LOC 1 Cat B visibility to RVR 4000, Cat C, D, and E visibility ½ mile, and Circling Cats B and D visibility ¼ mile, Cat C visibility 1/8 mile; increase ZUNOG Fix minimums S-LOC 1 Cats C, D, and E to RVR 6000, and Circling Cat C visibility ½ mile, Cat D and E visibility ¼ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000 and S-LOC 1 Cat E visibility to 1½ mile; increase ZUNOG Fix minimums S-LOC 1 Cat E visibility to 2 miles. Circling Rwy 22 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Hattiesburg/Laurel Rgnl altimeter setting).
When local altimeter not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase S-ILS 19 all Cats visibility to VRR 6000, S-LOC 19 Cats C, D, and E visibility to 2 miles, and Circling Cats A/D visibility ¾ mile and Cat C visibility ½ mile; increase HOLUN Fix minimums S-LOC Cats C, D and E to 1¾ mile, and Circling Cat C visibility ½ mile, and Cat D visibility ¾ mile. For inop HOLUN, increase S-ILS 19 all Cats visibility to VRR 6000, and S-LOC 19 Cat E to 2½ miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1½ mile. For inop HOLUN when using Hattiesburg/ Laurel Rgnl altimeter setting, increase S-ILS 19 all Cats visibility to 1¾ mile, and S-LOC 19 Cat E to 2½ miles; increase HOLUN Fix minimums S-LOC 19 Cat E visibility to 1½ mile. Helicopter visibility reduction below RVR 4000 NA. Night landing: Rwys 1 and 22. Circling NA southeast of Rwys 1 and 22. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting.

GPS REQUIRED
FOR TERMINAL
ARRIVAL AREA

ATIS
126.475 291.675

MERIDIAN APP CON
120.5 269.325

KEY TOWER
133.975 (CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
121.9 348.6

UNICOM
122.95

DME REQUIRED

MISSED APCH FIX
113.2 MHz 216°
Chan 216

MEI 117.0 MHz 117.0 MEI 117.0 MEI
Chan 117

PAULD MEI 13.3

ALTERNATE MISSED
APCH FIX

R-094
CUNEV
MHZ 46

113.2 MHz
Chan 79

I-LOC
A1544

MERIDIAN

LOC/DME I-1KQ
111.35
Chan 50 (Y)

APP CRS 191°
Rwy Idg 9013
TDZE 293
Apt Elev 298
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 3100, LNAV/VNAV all Cats and LNAV Cats C, D, and E visibilities to 1 1/4 mile, and Circling Cat C visibility 1/4 mile and Cat D visibility 1/4 mile. For inop MALS increase LPV Cat E to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1 1/2 mile. For inop MALS when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1 mile, and LNAV Cat E visibility to 1 1/2 mile. VDP and Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting.

Night landing: Rw 22 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hattiesburg/Laurel Rgnl altimeter setting.

Limit missed approach to 250K until turn completion.
RNAV (GPS) RWY 4
KEY FLD (MEI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cat C/D visibility ½ mile, LNAV Cat C visibility 1½ mile, and Circling Cat visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

**MISSING APPROACH:**
Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

**ATIS**
126.475 291.675

**MERIDIAN APP CON**
120.5 269.325

**KEY TOWER**
133.975 (CTAF) 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
121.9 348.6

**UNICOM**
122.95

**ELEV** 298

**TDZE 295**

**SC-4, 30 Nov 2023 to 25 Jan 2024**

**MERIDIAN, MISSISSIPPI**
Amdt 1A 28APR16

**32°20'N-088°45'W**

**RNAV (GPS) RWY 4**
**KEY FLD (MEI)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Wys 1 and 22. DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1/4 mile, LNAV/VNAV all Cats visibility to 1/2 mile, LNAV Cats C, D, and E visibility to 1-1/2 mile, and Circling Cat C visibility 1/2 mile and Cat D visibility 1/4 mile. For inop MALSR increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1/2 mile, and LNAV Cat E visibility to 1-1/2 mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1-1/2 mile, LNAV/VNAV Cat E visibility to 1-1/2 mile and LNAV Cat E visibility to 1-1/2 mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct PAULD and hold.
RNAV (GPS) RWY 22
KEY FLD (MEI)

Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwys 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat B ¾ mile, Cat C and D visibility ¾ mile, and Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Straight-in/Circling Rwys 22 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.

**ATIS** | **MERIDIAN APP CON** | **KEY TOWER** | **GND CON** | **CLNC DEL** | **UNICOM**
---|---|---|---|---|---
126.475 | 291.675 | 120.5 269.325 | 133.975 (CTAF) | 257.8 | 121.9 348.6 | 121.9 348.6 | 122.95

### Diagram Details
- **DME/DME RNP-0.3 NA**
- **LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F)**
- **LPV all Cats visibility ½ mile**
- **LNAV/VNAV all Cats visibility ¾ mile**
- **LNAV Cat B ¾ mile**
- **Cat C and D visibility ¾ mile**
- **Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile**
- **Helicopter visibility reduction below 1 SM NA**
- **Straight-in/Circling Rwys 22 NA at night**

**NOTE:** For uncompensated Baro-VNAV systems, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat B ¾ mile, Cat C and D visibility ¾ mile, and Circling Cat C visibility ½ mile and Cat B and D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.
Circling to Rwy 22 NA at night. Circling NA southeast of Rwys 1 and 22. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all MDA 140 feet, increase Cat C visibility 1/8 mile and Cat D visibility 1/4 mile. Procedure turn NA for Cat E.

MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI R-216 to PAULD INT/MEI 13.3 DME and hold.
23110

KEY FLD (MEI)

AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN, MISSISSIPPI

32°21'N
ATIS

FIELD
ELEV
298

126.475 291.675
KEY TOWER

ARMY

133.975 257.8

GUARD

GND CON
121.9 348.6
ELEV
293

121.9 348.6

1
9

CLNC DEL

ANG

A7

D

433
FIRE

HANGAR

STATION
ANG
HANGAR

A6

JANUARY 2020

1
5
0

B
5

C

0.1° W

X

SC-4, 30 NOV 2023 to 25 JAN 2024

FBO

X

A

B

HANGARS

C

B3

0
4
6
.1
°

TERMINAL

D

X

B
TWR
X

372

X

X

A

ELEV
290

B

4

B2

10003
X 150

32°20'N
A5

X

RWY 01-19

X

A

011.
4°

X

A3 X

PCN 104 F/C/W/T
S-120, D-250, 2D-550
RWY 04-22

X

PCN 61 F/C/W/U
S-120, D-213, 2D-345

ELEV
286
1

A2 X

32°19'N
CAUTION: BE ALERT TO RUNWAY CROSSING
CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.
88°45'W

88°44'W
MERIDIAN, MISSISSIPPI

AIRPORT DIAGRAM

KEY FLD (MEI)

23110

247

SC-4, 30 NOV 2023 to 25 JAN 2024

X

ANNUAL RATE OF CHANGE

4
5
9
9

X

C

HANGARS

B

A

2
2
6
.1
°

22

W
1°
.
R 2
VA

191.
4°

ELEV
297


**ATIS** 290.525  
**APP CON**  
120.5 269.325 S  
379.275 N  
120.95 276.4 W  
121.275 348.7 E  
**MC CAIN TOWER**  
126.2 340.2 RWY 01L, 19L AND 28  
126.2 360.2 RWY 01R, 19R AND 10  
**MC CAIN GND CON** 336.4  
**CLNC DEL** 301.0  
**ASR/PAR**  

---  

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

---  

**EMERG SAFE ALT 100 NM 3700**

---  

**CATEGORY**  | **A** | **B** | **C** | **D** | **E**  
--- | --- | --- | --- | --- | ---  
**LNAV/VNAV DA**  | 800-1 | 484 | (500-1)  
**LNAV MDA**  | 800-1 484 (500-1)  
**CIRCLING**  | 820-1 (600-1) | 840-1 (600-1) | 840-1 1/2 (600-1) | 880-2 (600-1) | 1080-2 1/2 (800-2 1/2)  

---  

**MERIDIAN, MISSISSIPPI**  
Amdt 4 08SEP22
The final approach course is 224° from rwy centerline at 3000' from thld.

EMERG SAFE ALT 100 NM 3700

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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-1L*</td>
<td>760-1/2</td>
<td>506</td>
<td>506</td>
<td>760-1</td>
<td>506</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>820-1</td>
<td>840-1</td>
<td>840-1/2</td>
<td>880-2</td>
<td>1080-2 3/4</td>
</tr>
</tbody>
</table>

Note: 1/2 NM = 1/2 nautical mile; NM = nautical mile; Section C - 2023-24.
**TACAN Y RWY 19L**

**MERIDIAN NAS (MC CAIN FIELD) (KNMM)**

**ATIS** 290.525

**APP CON** 120.95 276.4

**NAVY MC CAIN TOWER** 126.2 340.2

**GND CON** 336.4

**CLNC DEL** 301.0

**ASR/PAR**

---

**Radar Required**

**MALS**

- When ALS inop, increase CAT AB vis to 1 mile; CDE vis to 13/4 miles.

**MISSED APPROACH:** Climb to 2100 direct NMM TACAN then via R-141 to UBERY and hold.

---

**EMERGENCY SAFE ALT 100 NM 3700**

**ELEV 316**

**TDZE 316**

---

**CATEGORY**

- **A** 800-1 484 (500-1)
- **B** 800-1 484 (500-1)
- **C** 840-1 524 (600-1)
- **D** 840-1 524 (600-1)
- **E** 880-2 564 (600-2)
- **F** 1080-2 764 (800-2)

---

**MERIDIAN, MISSISSIPPI**

**Amdt 2 08SEP22**
RNAV (GPS) RWY 1

MINDEN (MNE)

When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDA 80 feet, increase LNAV visibility Cats C/D 3/4 SM and Circling visibility Cats C/D 3/4 SM.

AWOS-3PT 119.325
SHREVEPORT APP CON 123.75 360.725
GCO 135.075
UNICOM 122.8 (CTAF)

Procedure NA for arrivals on EMG VORTAC airway radials 033 CW 078.

(IAF) ELM GROVE
EMG

OZJUP

(VGSI Angle 3.15/TCH 53).

2500

TCH 40

2500

OMAJI

OZJUP

VGSI and descent angle not coincident

Procedure Turn NA

CATEGORY

LNAV MDA

780-1

502 (600-1)

502 (600-1)

1060-2 1/2

1060-2 1/2

CIRCLING

780-1

502 (600-1)

820-1

542 (600-1)

1060-2 1/4

782 (800-2 1/4)

1060-2 1/2

782 (800-2 1/4)

MINDEN, LOUISIANA

Orig-B 07OCT21

32°39'N-93°18'W

255
**RNAV (GPS) RWY 19**

**MINDEN (MNE)**

**APP CRS**
- **Rwy Idg**: 5004
- **TDZE**: 269
- **Apt Elev**: 278

**RNP APCH**
- **AWOS-3PT**: 119.325
- **SHREVEPORT APP CON**: 123.75 360.725
- **GCO**: 135.075
- **UNICOM**: 122.8 (CTAF)

**Procedure NA for arrivals at INWAM on V407 northeast bound.**

**CIRCLING**
- **RW19 NOJUP**: 5 NM
- **2000**: OCIFY and hold.

**MISSED APPROACH:**
- Climb to 2500 direct OCIFY and hold.

**CATEGORIES**
- ** CATEGORY**
  - **LNAV MDA**: A 820-1 551 (600-1) 820-1½ 551 (600-1½)
  - **CIRCLING**: 820-1 542 (600-1) 1060-2½ 782 (800-2¼) 1060-2½ 782 (800-2¼)

**AWOS-3PT**: 012° 192°

**UNICOM**: 122.8 (CTAF)

**OCIFY**

**MIRE LNAV APCH.**

**Visual Segment - Obstacles.**

**RW19**
- **1.2 NM to RW19**
- **2000**: OCIFY and hold.
- **192°**: NOJUP

**NAD 83**

32°39’N-93°18’W
When VGSi inoperative, procedure NA at night. When local altimeter setting not received, use Barksdale AFB altimeter setting. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 2500 and EMG VORTAC R-042 to WEBBY INT/EMG 26.3 DME and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>SHREVEPORT APP CON</th>
<th>GCO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.325</td>
<td>123.75 360.725</td>
<td>135.075</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure NA** for arrivals at EIC VORTAC on V18 westbound.

**MINDEN, LOUISIANA**

**VOR/DME-A**

**MINDEN (MNE)**

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>278</td>
</tr>
</tbody>
</table>

**.isPresented**

**ELEV 278**

**CIRCLING**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**Amdt 5A  05NOV20**
**ALTERNATE MISSED APCH FIX**

- **SABAR**
- MLU 5.1
- ML 392

**UXGOY FIX MINIMUMS**

- For inop ALS, increase S-LOC 4 Cat C/D visibility to 1 SM.

**CIRCLING**

- Rwy 14 NA at night. For inop ALS, increase S-LOC 4 Cat C/D visibility to 1 SM.

**GND CON**

- MLU 2.2
- UXGOY

**MISSED APPROACH**

- Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

**DME from MLU VORTAC.**

- RVR 1800 authorized with the use of FD or AP or HUD to DA.

**Circling Rwy 14 NA at night.**

- For inop ALS, increase S-LOC 4 Cat C/D visibility to 1 SM.

**ADF or DME required for procedure entry.**

**GS 3.00°**

- TCH 50

**LOC I-MLU**

<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>S-ILS 4</td>
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<td></td>
<td><strong>278/24</strong></td>
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<tr>
<td>S-LOC 4</td>
<td><strong>540/24</strong></td>
<td>462 (500-1)</td>
<td><strong>540/50</strong></td>
<td>462 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>501 (600-1)</td>
<td>740-1/4</td>
<td>1160-3</td>
</tr>
<tr>
<td></td>
<td>661 (700-1/4)</td>
<td>1081 (1100-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**UXGOY MLU (2.2)**

- 2000 to ML LOM 220° (5.1)

**MLU (2.2)**

- 222°
- 1483

**LOM/IAF**

- MLU 5.1
- MLU 392
- MLU 2.2
- CFBX

**MISSED APPROACH**

- Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.

**uxgoy fix minimums**

- For inop ALS, increase S-LOC 4 Cat C/D visibility to 1 SM.

**CIRCLING**

- Rwy 14 NA at night. For inop ALS, increase S-LOC 4 Cat C/D visibility to 1 SM.

**VORTAC and hold.**

- Turn to 3000 direct MLU to 1800 then climbing right

**UXGOG MLU (2.2)**

- *LOC only.

**FAF to MAP 4.2 NM**

- **Knots**
  - 60
  - 90
  - 120
  - 150
  - 180

- **Min:Sec**
  - 4:12
  - 2:48
  - 2:06
  - 1:41
  - 1:24

**MONROE, LOUISIANA**

- Amdt 23C 08OCT20

**AO-270 (FAA)**

**ILS or LOC RWY 4**

**MONROE RGNL (MLU)**

**MONROE, LOUISIANA**

**22363**

**SC-4, 30 Nov 2023 to 25 Jan 2024**

**32°31'N-92°02'W**
ILS or LOC RWY 22
MONROE RGNL (MLU)

**Category**

**A** | **B** | **C** | **D**
---|---|---|---
S-ILS 22 | 278 1/2 | 200 (200 1/2) | 20 | 482 (500-1)
S-LOC 22 | 560 1/2 | 482 (500-1/2) | 560-1 | 482 (500-1)
CIRCLING | 580-1 | 501 (600-1) | 740 1/4 | 1160-3
S-LOC 22 | 500 1/2 | 422 (500-1/2) | 500-1/4 | 422 (500-3/4)
CIRCLING | 580-1 | 501 (600-1) | 740 1/4 | 1160-3

**UTPEF Fix Min**

**Rwy Idg** | **TDZE** | **Apt Elev**
---|---|---
7504 | 78 | 79

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

**VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).**

**Sc-4, 30 Nov 2023 to 25 Jan 2024**

**MONROE, LOUISIANA**

Amdt 4C 12AUG21
RNAV (GPS) RWY 4
MONROE RGNL (MLU)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling ASR Rwys 1.4 NA at night.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

ATIS MONROE APP CON 125.05
MONROE TOWER 118.15
GND CON 200.475
CLNC DEL 257.8
UNICOM 121.9

MISSED APPROACH: Climb to 3000 direct LURBY and hold.

ATIS MONROE APP CON 125.05
MONROE TOWER 118.15
GND CON 200.475
CLNC DEL 257.8
UNICOM 121.9

Amdt 1C 08OCT20
MONROE, LOUISIANA

Category A

LPV DA ** 278/24 200 (200-1/2)
LNAV/ VNAV DA 383/24 305 (400-1/2)
LNAV MDA 460/24 382 (400-1/2) 460/35 382 (400-1/2)

CIRCLING 580-1 501 (600-1)

32°31'N-92°02'W
Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 3100 direct WISUT and hold. Continue climb-in-hold to 3100.

ATIS MONROE APP CON* MONROE TOWER* GND CON CLNC DEL UNICOM
125.05 118.15 290.475 118.9 (CTAF) 257.8 121.9 121.65 122.95

TWR

MONROE, LOUISIANA
AL-270 (FAA)

RNAV (GPS) RWY 14
MONROE RGNL (MLU)

RNAV (GPS) RWY 14
MONROE RGNL (MLU)

MONROE, LOUISIANA
Orig 28FEB19
32°31'N-92°02'W
261
Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM.

**ATIS** MONROE APP CON 125.05
**MONROE TOWER** 118.15 290.475
**GND CON** 121.9
**CLNC DEL** 121.65
**UNICOM** 122.95

**MALSR**
**HOLD** 3000 2000
**042°** 6000 2000
**GP 3.00° TCH 50**

**CATEGORY**
**A** 278½ 200 (200-½)
**B** 534-1 456 (500-1)
**C** 520-½ 442 (500½)
**D** 520-7/8 442 (500¾)

**LNAV MDA**
250 (500-1)
501 (600-1)
661 (700-1½)
1081 (1100-3)

**LNAV only.**
RNP APCH - GPS.

RWy 32 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Circling RWy 14 NA at night.

ATIS
MONROE APP CON 125.05
MONROE TOWER 118.15 290.475
MONROE TOWER 118.9 (CTAF) 257.8
GND CON 121.9
CLNC DEL 121.65
UNICOM 122.95

MISSED APPROACH: Climb to 3000 direct ZUNTU and on track 319° to FLESH and hold.

MONROE, LOUISIANA
MONROE, LOUISIANA

32°31'N-92°02'W

MONROE RGNL (MLU)
RNAV (GPS) RWY 32

MONROE RGNL (MLU)
RNAV (GPS) RWY 32

MONROE RGNL (MLU)
RNAV (GPS) RWY 32
Circling RWY 14 NA at night. RWY 22 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-22 Cat A/B visibility to 1 SM, and Cat C/D to 1.5 SM.

DME required.

ATIS MONROE APP CON* MONROE TOWER* GND CON CLNC DEL UNICOM
125.05 118.15 290.475 118.9 (CTAF) 257.8 121.9 121.65 122.95

SC-4, 30 Nov 2023 to 25 Jan 2024

236°

VOR RWY 22
MONROE RGNL (MLU)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
DME required.

Rwy 32 helicopter visibility reduction below ½ SM NA.
Circling Rwy 14 NA at night.

MISSED APPROACH: Climb to 1800 then climbing right turn to
3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>MONROE APP CON</th>
<th>MONROE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>125.05</td>
<td>118.15</td>
<td>290.475</td>
<td>118.9 (CTAF)</td>
<td>257.8</td>
<td>121.9</td>
</tr>
</tbody>
</table>

ASH 2200 \\nMSA MLU 2.5 NM

(IAF) YAKUC MLU 12

(IAF) UCXEB MLU 12

(IAF) ZOLAT MLU 0.9

(IAF) BAZIL MLU 5.5

(IF) COLEM MLU 12

2000 to BAZIL
148° (5.5)
2000 NoPT
MU (12) Acc

22° 32°
31° 30°

R-262
600
849
A
A 1149
A 1001

R-262
600
103°
283°

R-089
2000

2000 NoPT
MU (12) Acc

Reil Rwys 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

ELEV 79
TDZE 76

1800
3000
MLU

148°
2000

1600
328°

3.0°
580

3.2 NM

0.1

1.4 NM

266

32°31'N-92°02'W

MONROE RGNL (MLU)
VOR RWY 32

MONROE, LOUISIANA

Amdt 5A 02DEC21
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 14
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

RNP APCH - GPS required for procedure entry.

ADF required.

Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below ¼ SM NA.

Inop table does not apply to S-ILS 14 all Cats and S-LOC 14 Cats A/B.

For inop ALS, increase S-LOC 14 Cat C visibility to 1½ SM.

AWOS-3PT
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF)

MISSING APPROACH: Climb to 2000 then left turn direct HAH NDB and hold.

NATCHEZ, MISSISSIPPI

AL-967 (FAA) 23278

NSA HAH 25 NM
2200

MIRL Rwy 14-32
MIIR Rwy 18-36

HOLEY Rwy 14-32
MIRL Rwy 18-36

F.A.T. to MAP 5 NM

FAW to MAP 5 NM

CIRCLING

 CATEGORY   A    B    C    D
S-ILS 14   575-1  309 (400-1)
S-LOC 14   740-1  474 (500-1)

KNOTS
Min:Sec    60    90   120   150  180
2:30    2:20   2:00  1:40

NATCHEZ, MISSISSIPPI
Amdt 3 05OCT23

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)
31°37’N-91°18’W
Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below 1/2 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to 1/2 SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

MALS LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to 1/2 SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

MISSED APPROACH: Climb to 2800 direct WEGRA and hold.

<table>
<thead>
<tr>
<th>AWOS:3PT</th>
<th>HOUSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.675</td>
<td>120.975  299.6</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

Amdt 1C 20APR23

Hardy-Anders FLD/Natchez-Adams County (HEZ)

RNAV (GPS) RWY 14

Category C and D visibility to 1/2 SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

RNAV (GPS) RWY 14

31°37'N-91°18'W

269
RNAV (GPS) RWY 18
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

MISSED APPROACH: Climb to 2800 direct CAKOP and hold.

AWOS-3PT 124.675
HOUSTON CENTER 120.975 299.6
UNICOM 122.8 (CTAF)

ELEV 272
TDZE 272

Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ½ SM NA.

MISSED APCH FIX
CAKOP

Visual Segment · Obstacles.

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)
31°37'N-91°18'W
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

RNAV (GPS) RWY 32

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)

Visual Segment - Obstacles.

- 2800 CASDU
- YEUR 2.7 NM to RW32
- EMOPE

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>LP</td>
<td>740-1</td>
<td>468 (500-1)</td>
<td>740-1$^{\text{3/4}}$</td>
<td>468 (500-1)$^{\text{3/4}}$</td>
</tr>
<tr>
<td>LNAV</td>
<td>800-1</td>
<td>528 (600-1)</td>
<td>800-1$^{\text{3/4}}$</td>
<td>528 (600-1)$^{\text{3/4}}$</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>800-1</td>
<td>528 (600-1)</td>
<td>1020-2$^{\text{3/4}}$</td>
<td>1220-3</td>
</tr>
</tbody>
</table>

Circling Rwy 36 NA at night. Rwy 32 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet; increase LP and LNAV Cats C/D visibility ¾ SM. Increase Circling Cats C visibility ½ SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSING APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3PT 124.675
HOUSTON CENTER 120.975 299.6
UNICOM 122.8 (CTAF)

Visual Segment - Obstacles.

CIRCLING

LP MDA 660-1 388 (400-1)
LNAV MDA 720-1 448 (500-1)

2800 181° 001°

4 NM Holding Pattern

CAKOP

ZUNLA 2.2 NM to RW36

840

2.2 NM to

1900

2800

WUSOV

2.2 NM to

ZUNLA

181° 001°

840

2800 181° 001°

HOLDING PATTERN

BOKPE

677

622

440

372

451

500

1.728

CAKOP

(IF/IAF)
LOC RWY 35
NATCHITOCHES RGNL (IER)

Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet and S-35 Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility ½ mile. Inop table does not apply to S-35 Cat A/B. ADF required.

Procedure NA for arrivals at AEX VORTAC on V212 eastbound.

One Minute Holding Pattern

ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility 8 SM and Circling Cat C visibility 8 SM. For inop not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet. Helicopter visibility reduction below 8 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet and S-35 Cat C visibility 8 SM and Circling Cat C visibility 8 SM. For inop ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility 8 mile. Inop table does not apply to S-35 Cat A/B. ADF required.

NATCHITOCHES, LOUISIANA

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 18
NEW ALBANY/UNION COUNTY (M72)

Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDA 20 feet and visibility Circling Cat C ¼ SM. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

TUP ASOS
133.525

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF)

 CATEGORY A B C D
 LNAV MDA 900-1 487 (500-1) 900-1½ 487 (500-1¼) NA
 CIRCLING 940-1 527 (600-1) 1140-2 727 (800-2) NA

NEW ALBANY, MISSISSIPPI
Orig-A 09SEP21
Use Tupelo altimeter setting. Climb to 2500 and hold. MDA increase 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**RNAV (GPS) RWY 36**
**NEW ALBANY/UNION COUNTY (M72)**

**APP CRS**
- **Rwy Idg** 3903
- **TDZE** 413
- **Apt Elev** 413

**RNAV (GPS) RWY 36**
**NEW ALBANY, MISSISSIPPI**
**UNICOM** 122.8 (CTAF)

**TUP ASOS** 133.525

**MEMPHIS CENTER** 135.9 273.55

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

**MDA**
- **LNAV** 1220-1 807 (900-1)
- **CIRCLING** 1220-1 807 (900-1)

**CIRCLING**
- **1220-1 807 (900-1)**
- **1220-2 **

**MOA**
- **COLUMBUS 1**
- **COLUMBUS 3**

**NEW ALBANY, MISSISSIPPI**
**Orig 25OCT07**

**NEW ALBANY/UNION COUNTY (M72)**
**RNAV (GPS) RWY 36**

**NEW ALBANY/UNION COUNTY (M72)**

**34°33'N-89°01'W**
RNAV (GPS) RWY 17
ACADIANA RGNL (ARA)

NEW IBERIA, LOUISIANA

WAAS CH 82501
W17A

APP CRS 168°
Rwy Idg 8002
TDZE 24
Apt Elev 24

Circling NA to Rwys 17W and 35W. Inop table does not apply to LPV.
For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats
C/D visibility to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -3°C or above 54°C.

ASOS
LAFAYETTE APP CON* 133.325
ACADIANA TOWER* 121.1
GND CON 268.7
CLNC DEL 239.3

ODALS
MISSED APPROACH:
Climb to 480 then climbing
left turn to 2000 direct
CLYNT and hold.

CLNC DEL 118.05
(when twr closed)
UNICOM 122.95

Procedure NA for arrivals at
LULEW on V20 eastbound.

VGSI and RNAV glidespath not coincident
(VGSI Angle 3.00°/TCH 51).

 CATEGORY
 \| A | B | C | D |
 LPV DA \| 274-\frac{1}{4} | 250 (300-\frac{3}{4}) |
 LNAV/ VNAV DA \| 420-1\frac{1}{8} | 396 (400-1\frac{1}{8}) |
 LNAV MDA \| 380-\frac{3}{4} | 356 (400-\frac{3}{4}) |
 CIRCLING \| 440-1 | 480-1 |

NEW IBERIA, LOUISIANA
Amdt 18 15AUG19

ACADIANA RGNL (ARA)

RNAV (GPS) RWY 17

30°02'N-91°53'W

Seaway Rwy 17W-35W

ICEBU

GUSRE

ZOLXY

2.2 NM to
RW17

168°

1500

1500

604

1.50°

251°

604

511

668

2.2 NM to
RW17

168°

129°

168°

131°

298

297

1.50°

511

604

2.2 NM to
RW17

168°

167°

114°

533

283

LULEW

GND CON

122.7

Soh, 30 NOV 2023 to 25 JAN 2024

LAFAYETTE APP CON

121.1

GND CON

268.7

CLNC DEL

239.3

UNICOM

122.95

240°

1049

292°

168°

168°

168°

168°

2000

2900

294°

2100

1500

1500

511

221

533

23166

105
### DME REQUIRED

**LAFAYETTE**
- **109.8 LFT**
- **Chan 35**

**VOR RWY 35**

**NEW IBERIA, LOUISIANA**

**AL-5040 (FAA)**

**VORTAC LFT**
- **109.8**
- **Chan 35**

**APP CRS**
- **328°**

**Rwy Idg**
- **8002**

**TDZE**
- **21**

**Apt Elev**
- **24**

**MALSR**

**ASOS**
- **133.325**

**LAFAYETTE APP CON**
- **121.1 268.7**

**ACADIANA TOWER**
- **125.0 (CTAF)**

**GND CON**
- **121.7**

**CLNC DEL**
- **118.05**

**CLNC DEL (when twr closed)**
- **121.7**

**UNICOM**
- **122.95**

**122.7**

**NEW IBERIA, LOUISIANA**

**282**

**ACADIANA RGNL (ARA)**

**VOR RWY 35**

**MISSED APPROACH:** Climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

**ASOS**
- **133.325**

**LAFAYETTE APP CON**
- **121.1 268.7**

**ACADIANA TOWER**
- **125.0 (CTAF)**

**GND CON**
- **121.7**

**CLNC DEL**
- **118.05**

**CLNC DEL (when twr closed)**
- **121.7**

**UNICOM**
- **122.95**

**122.7**

**NEW IBERIA, LOUISIANA**

**Amtd 2 27APR17**

**30°02'N-91°53'W**
### VOR or TACAN RWY 17

**ACADIANA RGNL (ARA)**

**NEW IBERIA, LOUISIANA**

**VORTAC LFT**

<table>
<thead>
<tr>
<th></th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.8</td>
<td>145°</td>
<td>8002</td>
<td>24</td>
<td>24</td>
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</table>

**Chan 35**

**Asos**
- **LAFAYETTE APP CON**
  - 133.325

**ACADIANA TOWER**
- 126.7

**GND CON**
- 121.7

**CLNC DEL**
- 118.05

**UNICOM**
- 122.95

**TDZE**
- 24

**ELEV**
- 24

**Rwy Idg**
- 35W

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>S-17</td>
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<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>476 (500-1)</td>
<td>600-1½</td>
<td>576 (600-1½)</td>
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</tbody>
</table>

**NoPT for arrivals on LFT VORTAC radials 252 CW 013.**

**For inop ALS, increase S-17 Cat E visibility to 1½ mile.**

**Circling NA to Rwys 17W and 35W.**

**DME or RADAR required.**

**ODALS**

**MISSD APPROACH:** Climbing left turn to 2000 on heading 060° and LFT VORTAC R-114 to CLYNT INT/18.8 DME and hold.

**IAP for arrivals on LFT VORTAC radials 252 CW 013.**

**LAFAYETTE**
- 109.8 LFT Chan 35

**CUKTA LFT**
- 6 RADAR

**CLYNT LFT**
- 18.8

**HIRL Rwy 17-35**
- 24

**Seaway Rwy 17W-35W**
- 35W

**HIRL Rwy 17-35**
- 103

**Seaway Rwy 17W-35W**
- 35W

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
</tr>
</tbody>
</table>

**Knots**
- 4.18
- 2.52
- 2.09
- 1.43
- 1.26

**Min:Sec**
- **NEW IBERIA, LOUISIANA**
  - SC-4, 30 NOV 2023 to 25 JAN 2024
- **Amrd 2** 27APR17

**283°**

**3°02'N-91°53'W**

**23166**
RNAV (GPS) RWY 18R
LAKEFRONT (NEW)

Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV and Circling Cat C and D visibility ¼ mile. VDP NA with Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase LNAV Cat A and B visibility to 1 mile.

MISSED APPROACH:
Climb to 2100 direct WUDON and left turn on track 082° to MORLE and on track 356° to SNAKI and hold.

Procedure
Turn NA

WIPIB

1700

GP 3.00°
TCH 48

CATEGORY
A
B
C
D

LPV DA
258-⅓
250 (300-⅓)

LNAV/ VNAV DA
521-⅓
513 (600-⅓)

LNAV MDA
640-⅔
632 (700-⅔)

CIRCLING
640-1
632 (700-1)
RNAV (GPS) RWY 36L
LAKEFRONT (NEW)

NEW ORLEANS, LOUISIANA
Category A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 369 feet, LNAV/VNAV DA to 460 feet and all visibilities ½ mile; increase all MDA 40 feet and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

Procedure NA for arrivals at SULPA via V198-552 westbound.

Procedure NA for arrivals at SAFES via V198-552 westbound.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.
## NEW ORLEANS, LOUISIANA

### ATIS

| NORTH | 133.15 | 290.3 |
| SOUTH | 123.85 | 256.9 |

### VOR/DME RWY 36L

#### LAKEFRONT TOWER

| 118.95(CTAF) |

### GND CON

| 121.7 |

### CLNC DEL

| 127.4 |

#### SNAKI INT/RQR 36.6

### Procedure NA for arrivals at HRV VORTAC via VSS2 southbound and A321 northwest bound.

### Misa APPROACH:

- Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

### CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-36L</td>
<td>480-1 472 (500-1)</td>
<td>480-1½ 472 (500-1¼)</td>
<td>480-1½ 472 (500-1½)</td>
</tr>
<tr>
<td></td>
<td>520-1 512 (600-1)</td>
<td>700-2 692 (700-2)</td>
<td>820-2¾ 812 (900-2¾)</td>
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<tr>
<td>CIRCLING</td>
<td></td>
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<td></td>
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</tbody>
</table>

### Visibility reduction by helicopters NA.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>NEW ORLEANS APP CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.9</td>
<td>NORTH 133.15 290.3</td>
</tr>
<tr>
<td></td>
<td>SOUTH 123.85 256.9</td>
</tr>
</tbody>
</table>

### HRV 25 NM

#### R-351

- IMIAL HRV 9.4
- 347°
- 299

- HRV 11.2
- TCH 50
- 322°
- 680

### Category

- 1.8 NM
- 3.4 NM
- 3 NM
- 3 NM

### Amdt 9A

- 17JUN21
- 30 NOV 2023 to 25 JAN 2024

---

SC-4, 30 NOV 2023 to 25 JAN 2024

---

NEW ORLEANS, LOUISIANA

Amdt 9A 17JUN21

30°03’N-90°02’W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on RQR VOR/DME R-082 to SNAKI INT/RQR 36.6 DME and hold.

D-ATIS
127.55
NEW ORLEANS APP CON
125.5  350.35
NEW ORLEANS TOWER
119.5  254.3
GND CON
121.9  273.525
CINC DEL
120.925
CPDLC

DME required for procedure entry.

Proceed to SNAKI INT/RQR 36.6 DME and hold.

---

Procedure NA for arrivals at OLEDD on V198-552 westbound.
NEW ORLEANS, LOUISIANA

ILS or LOC RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

LOC/DME  I-MSY
109.9
Ch 36

APP CRS 106°
Rwy Idg 9800
TDZE 4
Apt Elev 4

RADAR or DME required.

For inop ALS, increase S-LOC 11 Cat C/D visibility to 1½ SM and increase WENUP fix minimums S-LOC 11 Cat C/D visibility to RVR 4500.

ALS-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

D-ATIS
127.55
NEW ORLEANS APP CON
W 125.5 350.35
E 133.15 290.3

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
120.925

CPDLC

RESERVE
(IAF)

(TB)

TIBBY
112.0 TBD
Ch 57

AWDAD

UDR

TURTL
112.0 TBD
Ch 57

(120.9 TBD)

4000
106° (9.4)

(6.7)

2000
106°

500

114.1 HAV
Chan 88

114.1 HRV
Chan 88

R-254
38.5

SAFES

174°

304°

LEV

WENS

3100
c

1800

R-354

180°

1800

RADAR

I-MSY

LEV

SAFES

WENUP

I-MSY

R-032

R-254

SAFES

I-MSY

HRV

BOO

AFT

RADAR

I-MSY

153

156

153

219

113.5 LEV
R-334

Chan B2

111.4 HAV

R-254

SAFES

LEV

38.5

MINIMUMS

S-LOC 11
500/24 496 (500-1/2)
500/50 496 (500-1)

CIRCLING
520-1 516 (600-1)
580-1/2 576 (600-1/2)
600-2 596 (600-2)

WENUP FIX MINIMUMS

S-LOC 11
320/24 316 (400-1/2)
600-2 596 (600-2)

CIRCLING
520-1 516 (600-1)
580-1/2 576 (600-1/2)
600-2 596 (600-2)

NEW ORLEANS, LOUISIANA

Amdt 5A 20JUN19

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ILS or LOC RWY 11

30°00'N-90°16'W

291
RNAV (RNP) Z RWY 11
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

APPLICATION REQUIRED

NEW ORLEANS, LOUISIANA

Amdt 1B 14JUL22

APP CRS
106°

Rw y Ldg 9800
TDZE 4
Apt Elev 4

30°00'N-90°16'W
295

ALSF-2

Missed Approach: Climb to 2000 on track 106° to ZUBEL and on track 195° to SAFES and hold.

For uncompensated Baro-VNAV systems, procedure NA below.

-1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

Procedure NA for arrival on RQR VOR/DME airway radials 055 CW 082.

Procedure NA for arrivals at TBD airway radials 055 CW 082.

AIRWAY RADIALS

ELEV 4	TDZE 4

TDZE 4

KUSTE

SAFES

ZUBEL

FIGUR

GP 3.00°
TCH 55

2000

106°

2000

KUSTE

SAFES

ZUBEL

FIGUR

RLLS Rwy 2
TDZ/Cl Rwy 11
HIRL All Runways

RNP AR APCH - GPS.

D-ATIS
127.55

NEW ORLEANS APP CON
WEST 125.5 350.35
EAST 133.15 290.3

NEW ORLEANS TOWER
119.5 254.3

GND CON
121.9 273.525

CLNC DEL
120.925

CPDLC

NEW ORLEANS, LOUISIANA

GND CON
CLNC DEL
CPDLC

 CATEGORY

A
B
C
D

RNP 0.30 DA
367/35
363 (400-½)

AIRPORTS

NEW ORLEANS, LOUISIANA

30°00'N-90°16'W
295

NEW ORLEANS INTL (MSY)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

Amdt 1B 14JUL22
<table>
<thead>
<tr>
<th>D-DIS</th>
<th>NEW ORLEANS APP CON</th>
<th>NEW ORLEANS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.55</td>
<td>125.5 350.35</td>
<td>133.15 290.3</td>
<td>119.5 254.3</td>
<td>121.9 273.525</td>
<td>120.925</td>
</tr>
</tbody>
</table>

**RNAV (RNP) Z RWY 20**

**LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)**

**-tech details and operational instructions**

- **For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.**

- **MISSED APPROACH:** Climb to 2000 on track 197° to POLIY and track 109° to SAFES and hold.

- **Procedure NA for arrivals at RAYOP on V9-543 northbound.**

- **Procedure NA for arrivals at SNAKI on V20-114 eastbound and V352 northbound.**

**Categories**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>363/40</td>
<td>364 (400-34)</td>
<td></td>
<td></td>
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<tr>
<td>RNP 0.30 DA</td>
<td>414/50</td>
<td>415 (500-1)</td>
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</table>

**AUTHORIZATION REQUIRED**
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.

MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.

Procedure NA for arrivals on HRV VORTAC airway radials 254 CW 063.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 68).

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.

MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.

Procedure NA for arrivals on HRV VORTAC airway radials 254 CW 063.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 68).
RNAV (GPS) RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

New Orleans, Louisiana
Amdt 3 07OCT21

RNAV (GPS) RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

New Orleans, Louisiana
Amdt 3 07OCT21

RNP APCH - GPS.

WAAAS CH 49220 W02A
APP CRS 016°
Rwy Idg 7001
TDZE 2
Apt Elev 4

Procedure NA for arrivals at OLEDD on V198-552 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

Misaligned Runway 2 helipad visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

Apt Elev 2000 (MSY)
New Orleans, Louisiana

LNAV MDA 480/55 478 (500-1) 480-1½ 478 (500-1½) 580-2 576 (600-1½) 576 (600-2)

CIRCLING 520-1 516 (600-1)
LOC RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

Rwy 20 helicopter visibility reduction below RVR 4000 NA.
For inop ALS when using SHORE fix minimums, increase S-20 Cat D visibility to RVR 5500. For inop ALS, increase S-20 Cat D visibility to 2 SM.

**APP CRS**
- **NEW ORLEANS, LOUISIANA**
  - NEW ORLEANS, LOUISIANA
  - NEW ORLEANS TOWER (MSY)
  - LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

**ELEV SHORE FIX MINIMUMS**
- **CIRCLING**

**ALT**
- **MALS**
- **LOC**

** md **
- **APCH FIX**
- **ALT**

**MISS**
- **APCH**
- **FIX**

**SAFE**
- **APCH**
- **FIX**

**NEW ORLEANS, LOUISIANA**
Amdt 3A 07OCT21

**NEW ORLEANS, LOUISIANA**
Amdt 3A 07OCT21
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Rwy 18 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting is not received, use Baton Rouge altimeter setting and increase all DA 51 feet and all visibility 1/4 SM; increase all MDA 60 feet, and LNAV Cat C/D and Circling Cat C visibility 1/4 SM.

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

Baro-VNAV and VDP NA when using Baton Rouge altimeter setting.

<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>347-7/8</td>
<td>308 (400-7/8)</td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>317-7/8</td>
<td>278 (300-7/8)</td>
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<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>381 (400-1)</td>
<td>420-1/2</td>
<td>381 (400-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>520-1</td>
<td>600-1/2</td>
<td>600-2</td>
</tr>
</tbody>
</table>

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

Baro-VNAV and VDP NA when using Baton Rouge altimeter setting.
NEW ROADS, LOUISIANA

RNAV (GPS) RWY 36
FALSE RIVER RGNL (HZR)

AWOS-3PT 121.250
BATON ROUGE APP CON 120.3 278.3
UNICOM 122.8 (CTAF)

ODALS

MISSED APPROACH: Climb to 2300 direct FENPU and hold.

CIRCLING to RW36

20310

SC-4, 30 NOV 2023 to 25 JAN 2024

NEW ROADS, LOUISIANA

Amdt 1 13SEP18

30*43’N-91*29’W

RNAV (GPS) RWY 36
FALSE RIVER RGNL (HZR)
**NEW ROADS, LOUISIANA**

## LOC Rwy 36

### FALSE RIVER RGNL (HZR)

**LOC/DME I-HZR** 111.9

<table>
<thead>
<tr>
<th>App CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>004°</td>
<td>36</td>
<td>39</td>
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</tbody>
</table>

- **AWOS-3PT**: 121.250
- **BATON ROUGE CON**: 120.3 278.3
- **UNICOM**: 122.8 (CTAF)

---

**LOCALIZER 111.9**

I-HZR

Chan 56

---

**ELEV 39**

**TDZE 36**

**004° 4.8 NM from FAF**

**MIWL Rwy 18-36**

**REIL Rwy 18**

**AF to MAP 4.8 NM**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-36</td>
<td>500-¾ 464 (500-¾)</td>
<td>500-1½ 464 (500-1¼)</td>
<td>600-½ 561 (600-⅓)</td>
<td>600-2 561 (600-⅔)</td>
</tr>
</tbody>
</table>

**CATEGORY**

- **CIRCLING**
  - 500-1 461 (500-1) 481 (500-1)
  - 600-1 561 (600-⅓) 561 (600-⅔) 561 (600-2)

---

**ODALS**

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

---

**NEW ROADS, LOUISIANA**

**Amdt 2 13SEP18**

---

**AIRWAY RADIALS**

239 CW 301.

**Procedure NA for arrivals on LSU/VORTAC airway radials 239 CW 301.**

---

**NEW ROADS, LOUISIANA**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**AWOS-3PT**

817

**FAF to MAP**

4.8 NM

---

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

---

**NEW ROADS, LOUISIANA**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**NEW ROADS, LOUISIANA**

**Amdt 2 13SEP18**

---

**AIRWAY RADIALS**

239 CW 301.

**Procedure NA for arrivals on LSU/VORTAC airway radials 239 CW 301.**

---

**NEW ROADS, LOUISIANA**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**AIRWAY RADIALS**

239 CW 301.

**Procedure NA for arrivals on LSU/VORTAC airway radials 239 CW 301.**
Procedure NA at night. RW 18 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Alexandria Intl altimeter setting:
increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

Procedure NA for arrivals at CATCS on V114 southeast bound.

AWOS-3PT 118.275  POLK APP CON 123.7 261.3  GCO 135.075  UNICOM 122.8 (CTAF 0)

WARRIOR 1 MOA

WARRIOR 2 MOA

WARRIOR 3 MOA

OPMEE 4 NM

Holding Pattern

CATCS

ONICE

MISSPACH FIX

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

ONICE

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**OAKDALE, LOUISIANA**  
**AL-9133 (FAA)**  
**RNAV (GPS) RWY 36**  
**ALLEN PARISH (ACP)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rdg Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>357°</td>
<td>5000</td>
<td>107</td>
<td>107</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

**MISSED APPROACH:** Climb to 2200 direct OPMEE and hold.

**AWOS-3PT**  
118.275

**POLK APP CON**  
123.7 261.3

**GCO**  
135.075

**UNICOM**  
122.8 (CTAF)

**Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDAs 100 feet and visibility LNAV Cat C ½ SM and Circling Cat C ½ SM.**

**Procedure NA at night.**

**Increase all MDAs 100 feet and visibility LNAV Cat C ½ SM and Circling Cat C ½ SM.**

**Category**  
A  B  C  D

**LNAV MDA**  
540-1  433 (500-1)  540-1¼  433 (500-1¼)  NA

**CIRCLING**  
560-1  453 (500-1)  700-1  593 (600-1)  760-1¾  653 (700-1¼)  NA

**Holding Pattern**

**ONICE**

**KAKKE**

**MAXON**
**RNAV (GPS) RWY 18**

**OKOLONA MUNI/RICHARD STOVALL FLD (5A4)**

**COLUMBUS APP CON**
- **CTAF:** 122.9
- **CIRCLING:** 122.9

**RNAV (GPS) RWY 18**
- **ELEV:** 337
- **TDZE:** 337

**MISSING APCH FIX**
- **MUMDE**

**2000 MUMDE**
- **RW18**

**6.2 NM**

**5.1 NM**

**002°**

**182°**

**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>624-1 287 [300-1]</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>669-1 332 [400-1½]</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>820-1 483 (500-1)</td>
<td>820-1 483 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1 583 (600-1)</td>
<td>1080-2 743 (800-2½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**OKOLONA, MISSISSIPPI**

**Amdt 1A 15SEP16**

**OKOLONA, MISSISSIPPI**

**Amdt 1A 15SEP16**

**34°01'N - 88°44'W**

**OKOLONA MUNI/RICHARD STOVALL FLD (5A4)**

**RNAV (GPS) RWY 18**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**318**
Okolona, Mississippi

Okolona Muni/Richard Stovall Fld (5A4)

Al-6780 (FAA)

Amdt 1A 15SEP16

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>624-1</td>
<td>287 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>732-1½</td>
<td>395 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>860-1½</td>
<td>523 (600-1½)</td>
<td>860-1½</td>
<td>523 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>583 (600-1)</td>
<td>1080-2½</td>
<td>743 (800-2½)</td>
</tr>
</tbody>
</table>

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

CIRCLING

34°-01 ’N - 88°44 ’W

319
GPS REQUIRED FOR TAA

MEMPHIS
117.5 MEM Chan 122

S-LOC 18
CIRCLING

MISSED APPROACH: Climb to 1100 when using Memphis Intl altimeter setting.

HOLLY SPRINGS
112.4 HLI Chan 71

OLIVE BRANCH/TAYLOR FLD (OLV)

ALTERNATE MISSED APCH FIX

HOLLY SPRINGS
HLI 112.4
Chan 71
RNAV (GPS) RWY 18
OLIVE BRANCH/TAYLOR FLD (OLV)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile.**

---

**CLNC DEL**

**EF PUB**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**

**W18A**

**WAAS**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

---

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA**

**LNAV/ VNAV DA**

**LNAV MDA**

**CIRCLING**

---

**ATIS**

**MEMPHIS APP CON**

**OLIVE BRANCH TOWER (CTAF)**

**GND CON**

**CLNC DEL**

**CLNC DEL**

**UNICOM**

---

**ELEV 402**

**TDZE 402**

---

**34°59'N-89°47'W**

**321**
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 36 Cats C and D visibility ½ mile and Circling Cats C and D visibility ¾ mile. Rwy 36 helicopter visibility reduction below ½ SM NA. DME required.

GPS REQUIRED FOR TAA

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

OLIVE BRANCH/TAYLOR FLD (OLV)

LOC RWY 36

OLIVE BRANCH, MISSISSIPPI

34°59'N-89°47'W

323
READBACK OF ALL RUNWAY CROSSING CLEARANCES.

HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO Runway Crossing Clearances.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18
ST LANDRY PARISH (OPL)

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

RNAV (GPS) RWY 18
OPELOUSAS, LOUISIANA

ATC UNICOM 123.00 (CTAF) *

AWOS-3PT 118.775
LAFAYETTE APP CON* 128.7 268.7

ST LANDRY PARISH

W18A
CH 86229
WAAS

APP CRS 179° 5849
Rwy Idg TDZE 71
Apt Elev 75

RNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). When VGSI inap, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting: Increase LPV DA to 377 feet, LNAV/VNAV DA to 442 feet, and visibility LNAV/VNAV all Cats 1/4 SM; increase all MDA 60 feet and visibility LNAV Cat C and D and Circling Cat C and D 1/4 SM.

<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>321-1 250 (300-1)</td>
<td>386-1 315 (400-1)</td>
<td>480-1 409 (500-1)</td>
<td>480-1 1/2 409 (500-1/2)</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>480-1 409 (500-1)</td>
<td>480-1 1/2 409 (500-1/2)</td>
<td>780-1 705 (800-1)</td>
<td>780-2 705 (800-2)</td>
</tr>
</tbody>
</table>
| LNAV MDA | 920-2 845 (900-2/3) | 325
Baro-VNAV NA when using Lafayette altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 43°C (109°F). When VGSI inop, Straight-in/Circling Rwy 36 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting: Increase LPV DA to 407 feet, LNAV/VNAV DA to 749 feet, and visibility LPV all Cats ½ SM and LNAV/VNAV all Cats ¾ SM; increase all MDA 60 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C and D ¾ SM.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

AWOS-3PT  LAFAYETTE APP CON*  UNICOM
118.775  128.7  268.7  123.0 (CTAF)

ELEV 75  TDZE 74

VNAV  LNAV/ MDA
359° 620-1 546 (600-1) 546 (600-1½) 780-1 705 (800-1) 780-2 705 (800-2) 845 (900-2½)

RW36 2000 direct JUGBO and hold.

ST LANDRY PARISH (OPL)
### OPELOUSAS, LOUISIANA

**VOR WRY 36**

**ST LANDRY PARISH (OPL)**

**AL 5775 (FAA)**

**Amdt 1C  15JUL21**

**30°34’N-92°06’W**

---

### VORTAC LFT

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.8</td>
<td>74</td>
<td>75</td>
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</table>

**Chan 35**

---

### DME required:

- **Circling Rwy 6, 24 NA at night.**
- **Rwy 36 helicopter visibility reduction below 3/4 SM NA.**

---

### AWOS-3PT

<table>
<thead>
<tr>
<th>118.775</th>
</tr>
</thead>
</table>

### LAFAYETTE APP CON

| 128.7 | 268.7 |

### UNICOM

| 123.0 [CTAF] |

---

**OPELOUSAS, LOUISIANA**

**30°34’N-92°06’W**

---

**ST LANDRY PARISH (OPL)**

**VOR WRY 36**

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 2100 on heading 120° and LFT R-343 to HAUWK/17 DME and hold.

---

**Procedure NA for arrivals at LFT VORTAC on V559 southbound.**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-36</td>
<td>720-1</td>
<td>720-1¼</td>
<td>720-1⅛</td>
</tr>
<tr>
<td></td>
<td>646 (700-1)</td>
<td>646 (700-1)</td>
<td>646 (700-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>780-1</td>
<td>780-1¼</td>
<td>780-2</td>
</tr>
<tr>
<td></td>
<td>705 (800-1)</td>
<td>705 (800-1)</td>
<td>705 (800-2)</td>
</tr>
</tbody>
</table>

---

**MIRL Rwys 18-36**

**REIL Rwys 18 and 36**

**AWOS-3PT**

**118.775**

**LAFAYETTE APP CON**

**128.7 268.7**

**UNICOM**

**123.0 [CTAF]**

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**327**
RNAV (GPS) RWY 9
UNIVERSITY-OXFORD (UOX)

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- MISSED APPROACH: Climb to 2800 direct GROVV and hold.

AWOS-3PT
MEMPHIS CENTER
GCO
UNICOM

132.725
128.5  279.55
135.075
123.0 (CTAF)

34°23'N-89°32'W
RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)

RNP APCH - GPS.

Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct JODIB and hold.

AWOS-3PT 132.725
MEMPHIS CENTER 128.5 279.55
GCO 135.075
UNICOM 123.0 (CTAF)

OXFORD, MISSISSIPPI
AL-5327 (FAA)

WAAS CH 63235 W27A
APP CRS 272°
Rwy Idg 5600
TDZE 452
Apt Elev 452

ELEV 452 TDZE 452

34°23'N - 89°32'W

RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)
LOC Y RWY 9
UNIVERSITY-OXFORD (UOX)

GPS REQUIRED

AWOS-3PT 132.725
MEMPHIS CENTER 128.5 279.55
GCO 135.075
UNICOM 123.0 (CTAF)

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

GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC cats C, D visibility ½ mile, and Circling Cat C visibility ¼ mile.

AOPL 23278

AL-5327 (FAA)

OXFORD, MISSISSIPPI
Orig 13NOV14

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024

34°23'N-89°32'W

UNIVERSITY-OXFORD (UOX)

LOC Y RWY 9
ADF required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility ½ mile and Circling Cat C visibility ¼ mile.

Procedure NA for arrivals at ZETUR on V94-535 southwest bound.

Remain within 10 NM

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.
DME required.

MISSED APPROACH: Climbing right turn to 2400 on heading 030° and on HLI R-182 to TODYY/HLI 11.5 DME and hold.
ILS or LOC RWY 17
TRENT LOTT INTL (PQL)

When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase DA to 292 feet; increase all MDA foot and S-LOC 17 visibility Cat B ½ SM, increase Circling visibility Cats B and C ¼ SM. OTIME Fix Minimums, increase S-LOC 17 visibility Cats C and D ½ SM and Circling Cats C and D ½ SM. For inop ALS when using Mobile Rgnl altimeter setting increase S-ILS all Cats visibility to ½ SM.

ATIS
135.175
MOBILE APP CON
121.0 307.1
TRENT LOTT TOWER
118.575 (CTAF) 6
GND CON
121.725
CLNC DEL
121.725
UNICOM
122.8

ILS or LOC RWY 17
TRENT LOTT INTL (PQL)

One Minute Holding Pattern

TRENT LOTT TOWER
118.575 (CTAF)

One Minute
Holding Pattern

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.

DME required.

MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/TBD 40.2 DME and hold.

ALTERNATE MISSED APCH FIX

AWOS-3PT 134.575
NEW ORLEANS APP CON 124.3 350.35
CLNC DEL 124.3
UNICOM 122.8 (CTAF) 0

LOC/DEME I-PTN 108.3
APP CRS 238°
Rwy Idg 5399
Apt Elev 9

MALSR

CAT C visibility to 1 SM.

GRICE

LOC/DME I-PTN

HOLD 4500

HARRY P WILLIAMS MEML (PTN)

PATTERSON, LOUISIANA

LOC/DME I-PTN

ALTERNATE MISSED APCH FIX

AWOS-3PT 134.575
NEW ORLEANS APP CON 124.3 350.35
CLNC DEL 124.3
UNICOM 122.8 (CTAF) 0

LOC/DEME I-PTN 108.3
APP CRS 238°
Rwy Idg 5399
Apt Elev 9

MALSR

S-LOC 24

ELEV 9

Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.

DME required.

MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/TBD 40.2 DME and hold.

AWOS-3PT 134.575
NEW ORLEANS APP CON 124.3 350.35
CLNC DEL 124.3
UNICOM 122.8 (CTAF) 0

LOC/DEME I-PTN 108.3
APP CRS 238°
Rwy Idg 5399
Apt Elev 9

MALSR

S-LOC 24

ELEV 9

Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.

DME required.

MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/TBD 40.2 DME and hold.
RNAV (GPS) RWY 6
HARRY P WILLIAMS MEML (PTN)

**Circling NA to Rwy 4W and 22W. Rwy 6 helicopter visibility reduction below 1 SM NA.**
When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM.
When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night.

**MISSED APPROACH:** Climb to 1700 direct GRICE and hold.

---

**APP CRS**
058°

**TDZE**
9

**Apt Elev**
9

**AWOS-3PT**
134.575

**NEW ORLEANS APP CON**
124.3 350.35

**CLNC DEL**
124.3

**UNICOM**
122.8 (CTAF)

---

**VGSI and descent angles not coincident**
(VGSI Angle 3.00/TCH 50).

---

**CATEGORY**
A
B
C
D

**LNAV MDA**
540-1 531 (600-1)
540-1½ 531 (600-1½) NA

**CIRCLING**
540-1 531 (600-1)
660-1 651 (700-1)
660-1¾ 651 (700-1¾) NA

---

**PATTERSON, LOUISIANA**
Orig-D 22APR21

---

32°43'N-91°20'W
RNAV (GPS) RWY 24
HARRY P WILLIAMS MEML (PTN)

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

Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting; increase LPV DA to 291 feet; increase LNAV/VNAV DA to 341 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C visibility to 1½ mile. When VGSI inop, Circling Rwy 6 NA at night.

Procedure NA for arrival on TBD VOR/DME airway radials 225 CW 296.

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

Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting; increase LPV DA to 291 feet; increase LNAV/VNAV DA to 341 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C visibility to 1½ mile. When VGSI inop, Circling Rwy 6 NA at night.

Procedure NA for arrival on TBD VOR/DME airway radials 225 CW 296.

NEW ORLEANS APP CON
124.3 350.35
CLNC DEL
124.3

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 18
PHILADELPHIA MUNI (MPE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

When local altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling. Cat C and D visibility ½ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile.

Baro-VNAV and VDP NA when using Key Fld altimeter setting.

**AWOS-3P**
118.725

**MEMPHIS CENTER**
132.75 263.0

**UNICOM**
123.0 (CTAF)

**30 NM to WADIS**

**3000**

**OKDAE**

**LNAV only.**

**1.5 NM to RW18**

**RW18**

**MISSED APPROACH:**
Climb to 3000 direct OKDAE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct WADIS and hold.

AWOS-3P 118.725

MEMPHIS CENTER 132.75 263.0

UNICOM 123.0 (CTAF)

### Holding Pattern

- **3000**
- **005°**
- **185°**

- **PUDDO**
- **3000**
- **095°**

- **WADIS**
- **4 NM**

**AWOS 3P 09:56 32°49'N-89°09'W**

**Apt Elev** 2100

**TDZE 458**

**3000**

**ELEV 458**

**TDZE 458**

**095°**

- **OKDAE**
- **275°**

- **458**

**RH -0.4% UP**

**FAF**

**RW36**

**WADIS**

**3000**

**PHILADELPHIA MUNI (MPE)**

**32°48'N-89°08'W**

**341**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting, DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Intl altimeter setting; increase LPV DA to 338 and all Cats visibility ½ mile; increase LNAV/VNAV DA to 374 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ¼ mile.

**C**IRCLING

<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>304- ½</td>
<td>250 (300- ½)</td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>340-1</td>
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<tr>
<td>LNAV MDA</td>
<td>420-1</td>
<td>366 (400-1)</td>
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<tr>
<td>MIRL Rwy 18</td>
<td>480-1</td>
<td>580-1</td>
<td>700-1 ¾</td>
<td>960-3</td>
</tr>
<tr>
<td></td>
<td>425 (500-1)</td>
<td>525 (600-1)</td>
<td>645 (700-1½)</td>
<td>905 (1000-3)</td>
</tr>
</tbody>
</table>

**P**ICAYUNE, **M**ISSISSIPPI

**AWOS-3PT**

| 119.075 |

**GULFPORT APP CON**

| 124.6 354.1 |

**UNICOM**

| 122.8 (CTAF) |

**WI**sko

- **359°**
- **1 NM to WISKO**
- **269°**
- **2000**
- **Rwy Idg** 5000
- **TDZE** 54
- **Apt Elev** 55

**ZIBAX**

- **2000**
- **Rwy Idg** 5000
- **TDZE** 54
- **Apt Elev** 55

**CIQYI**

- **359°**
- **4 NM**
- **BUNVE**
- **3.3 NM to RW36**
- **WISKO**
- **2000**
- **Rwy Idg** 5000
- **TDZE** 54
- **Apt Elev** 55

**MISSED APPROACH: Climb to 1800 direct CIQYI and hold.**
RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)
RNAV (GPS) Z RWY 18
PICAYUNE MUNI (MJD)

AWOS-3PT 119.075
GULFPORT APP CON* 124.6 354.1
UNICOM 122.8 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/2 SM NA. Procedure NA when R-4403 B, C, or E is active. When local altimeter setting not received, used Stennis Intl altimeter setting; increase LPV DA to 377 and visibility all Cats 1/2 mile; increase LNAV/VNAV DA to 621 and visibility all Cats 1/2 mile; increase all MDA 40 feet and Circling Cat C visibility 1/2 mile.

MISSED APPROACH:
Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

Category

LPV DA 343-1 288 (300-1)
LNAV/VNAV DA 587-1 1/8 532 (600-1 1/8)
LNAV MDA 520-1 465 (500-1) 520-1 1/8 465 (500-1 1/8)
C CIRCLING 520-1 465 (500-1) 580-1 525 (600-1) 700-1 1/4 645 (700-1 1/4) 960-3 905 (1000-3)

MIRL Rwy 18-36

PICAYUNE, MISSISSIPPI
Ammd 2 23JUN16

30°29’N-89°39’W

RNAV (GPS) Z RWY 18
PICAYUNE MUNI (MJD)

30°29’N-89°39’W
When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.
**ATIS**  
134.85 282.2

**POLK APP CON**  
123.7 261.3

**POLK TOWER** 119.0 (CTAF) 257.75

**GND CON** 121.8 239.25

**ASR/PAR**

---

**HELICOPTER VISIBILITY REDUCTION BELOW 4 MILE NOT AUTHORIZED.**

When R-3803C is active, procedure entry from COCOS is not authorized. Expect radar vectors to final. No PT for arrival at COCOS on V212 eastbound.

**RADAR REQUIRED FOR ARRIVALS AT DXB NDB AND CATVO.**

---

**TAXIWAY MAP**

- **CATVO**
- **COCOS**
- **BITAY**
- **R-3804A**
- **R-3804B**
- **DE RIDDER**
- **HRI Wy 16**
- **REIL Wy 16**

---

**CATAM**

- 2000 CATAM
- 158°
- **1.4 NM TO RW16**
- **5 NM**

---

**CIRCLING**

- 880-1
- **550 (600-1)**
- **880-1½**
- **550 (600-1½)**
- **940-2**
- **610 (700-2)**

---

**FORT JOHNSON, LOUISIANA**

**Amst 2 05OCT23**

---

**RNAP AAF (KPOE)**

**POLK AAF (KPOE)**

**FORT JOHNSON, LOUISIANA**

**31°03’N-93°11’W**

---

**MISSED APPROACH:** Climb to 2000 direct CATVO and hold.
SC-4, 30 Nov 2023 to 25 Jan 2024

FORT JOHNSON, LOUISIANA

VOR RWY 16

POLK AAF (KPOE)

ATIS 134.85 282.2

POLK APP CON 123.7 261.3

POLK TOWER * 119.0 (CTAF) 257.75

GND CON 121.8 239.25

ASR/PAR

Helicopter visibility reduction below 3/4 miles, NA.

Procedure NA for arrivals at COCOS on V212 westbound.

CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A/B and R-3803A/C located 6 NM north of COCOS.

Remain within 10 NM

VGSI and descent angles not coincident.

CATEGORY A B C D

Knots 60 90 120 150 180

Min:Sec 3:54 2:36 1:57 1:34 1:18

CIRCLING 820-1 490 (500-1) 820-1½ 880-2

31°03’N-93°11’W

POLK AAF (KPOE)

Orig A 03NOV22
**RNAV (GPS)-A**

**POPLARVILLE/PEARL RIVER COUNTY (M13)**

**Apt Elev** 320

**APP CRS** 165°

**Rwy Idg** N/A

**TDZE** N/A

**DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.**

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

<table>
<thead>
<tr>
<th>BXA AWOS-3PT</th>
<th>118.025</th>
</tr>
</thead>
<tbody>
<tr>
<td>GULPORT APP CON</td>
<td>124.6 354.1</td>
</tr>
<tr>
<td>CTAF</td>
<td>122.9</td>
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</tbody>
</table>

**CTAF**

**BXA AWOS-3PT** 118.025

**GULPORT APP CON** 124.6 354.1

**CTAF** 122.9

**ISOPE**

**MIRL Rwy 16-34**

**POPLARVILLE, MISSISSIPPI**

**Orig 10DEC15**

**30°47'N-89°30'W**

**RNAV (GPS)-A**

**POPLARVILLE/PEARL RIVER COUNTY (M13)**

**Category**

<table>
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<tr>
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<td>1120-1</td>
<td>1120-2</td>
<td>1120-2</td>
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<tr>
<td>720 (800-1)</td>
<td>800 (800-1)</td>
<td>800 (800-2)</td>
<td>800 (800-2)</td>
</tr>
</tbody>
</table>

**Procedure NA at night.**

**Cat B/C/D visibility 1 mile. Helicopter visibility reduction below 1 SM NA.**

**Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling.**

**30°47'N-89°30'W**

**RNAV (GPS)-A**

**POPLARVILLE/PEARL RIVER COUNTY (M13)**

**Category**

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<td>800 (800-1)</td>
<td>800 (800-2)</td>
<td>800 (800-2)</td>
</tr>
</tbody>
</table>
RNAV (GPS)-B
POPLARVILLE/PEARL RIVER COUNTY (M13)

APPROACH

DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2100

ISOPE (IF/IAF) RISNE
RW34
KAKME (FAF)

CTAF
122.9

BXA AWOS-3PT
118.025

GULFPORT APP CON ★
124.6 354.1

ELEV
320

POPLARVILLE, MISSISSIPPI
Orig 10DEC15

30°47'N-89°30'W
351

RNAV (GPS)-B
POPLARVILLE/PEARL RIVER COUNTY (M13)

SC-4, 30 Nov 2023 to 25 Jan 2024
Boro-VNAV NA. DME/DME RNP 0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2000 direct CESMA and hold.

PRENTISS, MISSISSIPPI

Amdt 2A  11DEC14

31°36'N-89°54'W

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

RNAV (GPS) RWY 30

PRENTISS, MISSISSIPPI

WAAS CH 61208 W30A

APP CRS 304° Rwry Idg 3197 TDZE 455 Apt Elev 455

CIRCLING 1020-1 565 (600-1)

MIRL Rwy 12-30

HOU STON CENTER

118.125 126.8 327.8 122.8 (CTAF)

1R7 AWOS-3P

atisfied with this reading.
VDP NA with Hawkins Fld altimeter setting. Circling NA for Cat D southwest of Rwy 12-30. When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, S-LOC 12 Cat C and D visibilities ¼ mile, and Circling Cat C and D visibilities ½ mile. Increase FIVSO fix minimums S-LOC 12 Cat C and D visibilities ½ mile and Circling Cat C and D visibilities ¼ mile.

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

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124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
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124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

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From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)

ILS or LOC RWY 12
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHZ VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

124°.5 NM from FAF

From FAF

1/4 mile

AWOS-3PT
118.675

JACKSON APP CON
125.25 319.2

UNICOM
123.0 (CTAF)
RNAV (GPS) RWY 12

JOHN BELL WILLIAMS (JWV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).  Circling NA for Cat D southwest of Rwy 12-30.  Baro-VNAV and VDP NA when using Hawkins Field altimeter setting.  Helicopter visibility reduction below 3/4 SM NA.  When local altimeter setting not received, use Hawkins Field altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities 1/4 mile, LNAV Cat C and D visibilities 1/4 mile, and Circling Cat C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

AWOS-3PT  118.675
JACKSON APP CON*  125.25  319.2
UNICOM  123.0  (CTAF)

ELEV  247
TDZE  241
RNAV (GPS) RWY 18
RAYVILLE, LOUISIANA
JOHN H HOOKS JR MEML (M79)

RNP APCH - GPS.

**MISSED APPROACH:**
Climb to 1600 direct APERE and hold.

**Rwy 18** helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MLU ASOS**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MLU ASOS**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
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**Apt Elev**
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32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.

**MUOS CRS**
CH 58011
W18A

**Rwy Ldg**
3998
**TDZE**
83
**Apt Elev**
83

32°29'N-91°46'W

SC-4, 30 NOV 2023 to 25 JAN 2024

**UNICOM**
125.05

**MONROE APP CON **
126.9

**UNICOM**
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 18 NA at night. Use Monroe altimeter setting, when not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet; increase LPV all Cats visibility ½ SM. Baro-VNAV NA.
**RNAV (GPS) RWY 36**

**JOHN H HOOKS JR MEML (M79)**

**RNP APCH.**

Rwy 36 helicopter visibility reduction below 3/4 SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all DA/MDA 20 feet and increase LNAV/VNAV all Cats visibility 3/4 SM. Baro-VNAV NA.

**MISSED APPROACH:**
Climb to 1700 direct OGEELS and hold.

**MU ASOS**

125.05

**MONROE APP CON**

126.9

**UNICOM**

122.8 (CTAF)

---

**WAAS CH 78111**

**W36A**

**APP CRS**

360°

**Rwy Idg**

3707

**TDZE**

83

**Apt Elev**

83

---

**RAYVILLE, LOUISIANA**

Amdt 2B 25APR19

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**

---

**32°29'N-91°46'W**

---

**RNAV (GPS) RWY 36**

**JOHN H HOOKS JR MEML (M79)**

---

**RAYVILLE, LOUISIANA**

Amdt 2B 25APR19

---

**SC-4, 30 NOV 2023 to 25 JAN 2024**
Circling to Rwy 18 NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 3000 on MLU VOR R-089 to STUPEE/MLU 19 DME and hold, continue climb-in-hold to 3000.

NoPT for arrival on MLU VOR TAC airway radials 157 CW 318.

One Minute Holding Pattern

3000

STUPEE

MLU R-089

2000

275°

095°

1500

095°

1 min

095°

NoPT for arrival on MLU VOR TAC airway radials 157 CW 318.

One Minute

VOR/DME-A

RAYVILLE, LOUISIANA

AL-6352 (FAA)

JOHN H HOOKS JR MEML (M79)

22195

VOR/DME-A

RAYVILLE, LOUISIANA

AMDT 3 12DEC13

32°29'N-91°46'W

359
**RNAV (GPS) RWY 17**

**RESERVE, LOUISIANA**

**AL-9134 (FAA)**

**PORT OF SOUTH LOUISIANA EXEC RGNL (APS)**

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

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

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

**RNAV (GPS) RWY 17**

**RESERVE, LOUISIANA**

**AL-9134 (FAA)**

**PORT OF SOUTH LOUISIANA EXEC RGNL (APS)**

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

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

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

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

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

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

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

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

---

**AWOS-3PT**

- 125.45

**NEW ORLEANS APP CON**

- 125.5
- 350.35

**UNICOM**

- 122.7 (CTAF)

---

**MISSED APPROACH:** Climb to 2000 direct IRALE and hold.
RNAV (GPS) RWY 35
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RESERVE, LOUISIANA

AWOS-3PT 125.45
NEW ORLEANS APP CON 125.5 350.35
UNICOM 122.7 (CTAF)

MISSED APCH FIX
4 NM
KBOOS

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 35 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 318 feet, LNAV/VNAV DA to 618 feet, all visibilities ½ SM, increase all MDA 60 feet and LNAV visibility Cat C ½ SM. Baro-VNAV and VDP NA with Louis Armstrong New Orleans Intl altimeter setting.

RESERVE, LOUISIANA

AL-9134 (FAA)

VOR RWY 35
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

AWOS-3PT
125.45

NEW ORLEANS APP CON
125.5 350.35

UNICOM
122.7 (CTAF)

RESERVE, LOUISIANA
AL-9134 (FAA)

VOR/DME RQR
110.8
Chan 45

APP CRS
335°

Rwy Idg
TDZE
Apt Elev
5151
7
7

RESERVE
110.8 RQR
Chan 45

RESERVE, LOUISIANA
30°05'N-90°35'W

SC-4, 30 NOV 2023 to 25 JAN 2024

VOR/DME
RQR

110°

2000

RQR

VOR/DME

2000

155°

RQR

2.6

2 NM

RQR

335°

335° to RQR

VOR/DME

335°

ROR

VOR/DME

700-2

693 (700-2)

820-2½

813 (900-2½)

NA

NA

700-1

693 (700-1)

700-1

693 (700-1)

NA

30°05'N-90°35'W

Amdt 1A 05JAN17

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

Rwy 35 VOR/DME visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 60 feet, increase S-35 and Circling Cat B visibility 1/4 SM. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

Category
A
B
C
D

S-35
700-1
693 (700-1)
700-2
693 (700-2)
NA

693 (700-2)

NA

CIRCLING
700-1
693 (700-1)
820-2½
813 (900-2½)
NA

Armstrong New Orleans Intl altimeter setting. Increase S-35 and Circling Cat B visibility 1/4 SM. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

Area Navigation (VDP NA) when using Louis Armstrong New Orleans Intl altimeter setting.

Port of South Louisiana Executive Regional (APS)
RNAV (GPS) RWY 3
RIPLEY (25M)

Category A

LNAV MDA
940-1

MIRL Rwy 3-21

34°43'N-89°01'W

RIPLEY, MISSISSIPPI

CRX AWOS-3PT
118.675

MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF)

NA

Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility 1/2 mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct HADAG and hold.

CRX AWOS-3PT

MISSED APPROACH: Climb to 2400 direct HADAG and hold.

RIPLEY, MISSISSIPPI

Amdt 1B 15AUG19

RNP APCH.

Category A

LNAV MDA
940-1

MIRL Rwy 3-21

34°43'N-89°01'W

RIPLEY (25M)

SC-4, 30 NOV 2023 to 25 JAN 2024

2.2 NM to HOXOS (VGSI Angle 3.25/TCH 15)

VGSI and descent angles not coincident.

(FPSI Angle 3.25/TCH 15)

Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility 1/2 mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2400 direct HADAG and hold.

RNAV (GPS) RWY 3
RIPLEY (25M)

AL-6339 (FAA)

19283
RNAV (GPS) RWY 21
RIPLEY (25M)

CRX AWOS-3PT
118.675

MEMPHIS CENTER
135.9 260.6

UNICOM
122.8 (CTAF)

Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDA 40 feet, and increase LNAV Cat C visibility 1/4 mile. Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.
Use Corinth altimeter setting; when not received, use Tupelo altimeter setting and increase all MDAs 40 feet, and visibility Cat C ½ SM.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**Missed Approach**: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

**Procedure NA** for arrivals on HLI VORTAC airway radials 045 CW 112.
RUSTON, LOUISIANA
AL-9201 (FAA)

RNAV (GPS) RWY 18
RUSTON RGNL (RSN)

RNP APOCH.

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). Rwy 18 helicopter visibility reduction below 3/4 SM NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility 1/2 SM, and Circling Cat C and D visibility 1/2 SM.

Climb to 2200 direct SEDAC and hold.

Procedure NA for arrival on MLU VORTAC airway radials 262 CW 318.

Missed Approach: Climb to 2200 direct SEDAC and hold.

AWOS-3PT
MONROE APP CON*
CLNC DEL
UNICOM

119.525 126.9 307.9 118.8 122.7 (CTAF)

Category LPV DA
LNAV/ VNAV DA
LNAV MDA
Circling

A 547-7/8 250 (300-390)
B 723-1/2 426 (500-1/2)
C 680-1 383 (400-1)
D 760-1 443 (500-1)

Apt Elev 317
TDZE 297

SC-4, 30 Nov 2023 to 25 Jan 2024
RNAV (GPS) RWY 36
RUSTON RGNL (RSN)

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

Procedure NA for arrival on MLU VORTAC airway radials 157 CW 318.

MISSED APPROACH: Climb to 2000 direct CIKOL and hold.

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

AWOS-3PT 119.525
MONROE APP CON 126.9 307.9
CLNC DEL 118.8
UNICOM 122.7 (CTAF)

RUSTON, LOUISIANA
Amdt 2 05OCT23
32°31'N-92°35'W
367
MISSED APPROACH: Climbing right turn to 2000 on heading 120° and on MLU VORTAC R 267 to HICNY/23 DME and hold, continue climb-in-hold to 2000.
**RNAV (GPS) RWY 5**

**SHREVEPORT DOWNTOWN (DTN)**

**ASOS**
- **119.9555**
- **335.55 (1.53°-1.59°)**
- **123.75 360.725 (3.39°-3.42°)**

**DOWNTOWN TOWER**
- **120.225 (CTAF) 284.6**
- **GND CON 121.65**
- **CLNC DEL 119.9 121.65 (When twr closed)**
- **CLNC DEL 122.95**

**MISSING APPROACH:** Climbing left turn to 2000 direct PITBE and hold.

**CATEGORY**
- **A** 720-1 542 (600-1)
- **B** 369 (800-1)
- **C** 800-1 920-1
- **D** 621 (700-1) 645 (800-1)

**SHREVEPORT, LOUISIANA**
- **Orig-A 14JUL22**
- **32°32’N-93°45’W**

**Circling Rwy 23, 32 NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.**

Final approach offset 9.68 degrees.
MISSED APPROACH: Climbing right turn to 3100 direct ZOROD and hold.

ASH SHREVEPORT APP CON
118.525

REIL Rwy 5, 14, 23, and 32

Circling Rwy 23, 32 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.

ACCURATE DOWNTOWN TOWER
3100

RNAV (GPS) RWY 23

Category
A
B
C
D
LNAV MDA
640-1
462 (500-1)
NA
CIRCLING
800-1
621 (700-1)
920-1
741 (800-1)
NA

SHREVEPORT, LOUISIANA
Orig-B 14JUL22

32°32′N-93°45′W

371
Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in RW 32 NA at night. Circling Rwy 5, 23, 32 NA at night.

Procedure NA for arrivals at JENNA on V94 eastbound.

Procedure NA for arrivals at MOKPE on V407 southwest bound.

Rwy 32 NA at night. Circling Rwy 5, 23 NA at night.

Procedure NA for arrivals at MOKPE on V407 southwest bound.
Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA.

**Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.

**ARPS:**
- **ASOS:** 118.525
- **SHREVEPORT APP CON:** 119.9 335.55
- **DOWNTOWN TOWER:** 120.225
- **GND CON:** 121.65
- **CLNC DEL:** 119.9
  - (When twr closed)
- **UNICOM:** 122.95

**Alternate Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.

**Shreveport Downtown (DTN)**

**ELM GROVE**
- Chan 49
- 117.4 EIC
- **ELM GROVE LOC:**
  - Chan 49

**Shreveport, Louisiana**

**Apt Elev:** 179

**Rwy ldg:**
- 179

**Rwy 14**

**Shreveport Downtown (DTN)**

**LOC Rwy 14**

**Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.

**ARPS:**
- **ASOS:** 118.525
- **SHREVEPORT APP CON:** 119.9 335.55
- **DOWNTOWN TOWER:** 120.225
- **GND CON:** 121.65
- **CLNC DEL:** 119.9
  - (When twr closed)
- **UNICOM:** 122.95

**Alternate Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.

**Shreveport Downtown (DTN)**

**LOC Rwy 14**

**Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.

**ARPS:**
- **ASOS:** 118.525
- **SHREVEPORT APP CON:** 119.9 335.55
- **DOWNTOWN TOWER:** 120.225
- **GND CON:** 121.65
- **CLNC DEL:** 119.9
  - (When twr closed)
- **UNICOM:** 122.95

**Alternate Missed Approach:** Climb to 2000 direct EMG VORTAC and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
SHREVEPORT, LOUISIANA

For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM.

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

Procedure NA for arrival on EIC VORTAC airway radials 169 CW 239.
SHREVEPORT, LOUISIANA

ILS or LOC RWY 32
SHREVEPORT RGNL (SHV)

Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop ALS does not apply to S-ILS 32 all Cats.
For inop ALS, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1% SM.

ALTERNATE MISSED APCH FIX
ELM GROVE 111.2 EMG XXX
Chan 49

MISSING APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.

ATIS 128.45
SHREVEPORT APP CON 119.9 335.55
SHREVEPORT TOWER 121.4 236.775
GND CON 121.175 236.775
CLNC DEL 124.65

MET 258 D TDZE 222

LOCALIZER 110.3
I-FOG XXX

REIL Rwy 6 and 24
HIRL Rwy 14-32
MIRL Rwy 6-24
TDZ/CL Rwy 14

FAF to MAP 4.8 NM

Knots 60 90 120 150 180
Min:Sec 4:48 3:12 2:24 1:55 1:36

321° CIRCLING
760-1 502 (600-1)

1100-2 842 (900-2)

GS 3.00°
TCH 52

SHREVEPORT, LOUISIANA
Amdt 68 12AUG21
Procedure NA for arrival on EIC VORTAC airway radials 169 CW 239.

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ALTERNATE MISSED APCH FIX
R-351

BELCHER
117.4 EIC 121
Chan 121

EMG GROVE
111.2 EIC 12.6
Chan 49

REIL Rwys 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

32°27’N-93°50’W
377
RNAV (GPS) RWY 6
SHREVEPORT RGNL (SHV)

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

**SHREVEPORT, LOUISIANA**
Amdt 4 16JUL20

**ATIS** 128.45
**SHREVEPORT APP CON** 119.9 335.55
**SHREVEPORT TOWER** 121.4 236.775
**GND CON** 121.175 236.775
**CLNC DEL** 124.65

Procedure NA for arrivals at NEVER on V289 southwest bound.

Procedure NA for arrivals at EXITE on V407 southwest bound and on V114 southeast bound.

**CATEGORY**
A
B
C
D

**LNAV MDA**
700-1 462 (500-1)
700-1 3/8 462 (500-1/8)

**CIRCLING**
760-1 502 (600-1)
980-2 722 (800-2)
1100-2 842 (900-2/4)
RNAV (GPS) RWY 14

SHREVEPORT RGNL (SHV)

HOLD 6000
2500

4 NM

 Procedure NA for arrivals at SPOUT on V114 northwest bound.

Procedure NA for arrivals at BEKEN on V94 eastbound.

RNAV MDA
660/24 402 (500-½)
660/40 402 (500-¾)

LNAV MDA
660/24 402 (500-½)
660/40 402 (500-¾)

CIRCLING
760-1 502 (600-1)
722 (800-2)
842 (900-2¾)

**MISSED APPROACH:** Climb to 3000 direct COBAV and hold, continue to climb-in-hold to 3000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

**ATIS**
128.45

**SHREVEPORT APP CON**
119.9 335.55

**SHREVEPORT TOWER**
121.4 236.775

**GND CON**
121.175 236.775

**CLNC DEL**
124.65

**WAAS**
CH 45913
W14A

**APP CRS**
141°

**Rwy Idg**
TDZE 258

**Apt Elev**
258

**MDA**
3000

**TDZE** 258

**ELEV 258**

**TDZE 258**

**SHREVEPORT, LOUISIANA**

**AL-884 (FAA)**

**22363**

**SC-4, 30 NOV 2023 to 25 JAN 2024**
SHREVEPORT, LOUISIANA

LOC/DME I-MWP 109.1
Ch 28

APP CRS 059°
Rwy Idg 7003
TDZE 238
Apt Elev 258

RADAR required for procedure entry. RADAR or DME required.

Amdt 4 16JUL20

ASR

Rwy 6 helicopter visibility reduction below 3/4 SM NA.

RADAR or DME required.

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

ATIS 128.45
SHREVEPORT APP CON 119.9 335.55
SHREVEPORT TOWER 121.4 236.775
GND CON 121.175 236.775
CLNC DEL 124.65

ATIS 128.45
SHREVEPORT APP CON 119.9 335.55
SHREVEPORT TOWER 121.4 236.775
GND CON 121.175 236.775
CLNC DEL 124.65

LOCALIZER 109.1
I-MWP 12.7
Chan 28

ELM GROVE 111.2 EMG 12.7
Chan 49

LOC RWY 6
SHREVEPORT RGNL (SHV)

CS-4, 30 Nov 2023 to 25 Jan 2024

32°27'N-93°50'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

0.1° W ANNUAL RATE OF CHANGE JANUARY 2020
Procedure NA for arrivals at FRANK via V70 westbound.

Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at FRANK via V70 westbound.

Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at FRANK via V70 westbound.

Helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 36
SLIDELL, LOUISIANA

Procedure NA for arrivals at RYTHM on V9-543 northbound.

Procedure NA for arrivals at MENTC on V198-240 southwest bound.

When R-4403 areas B and C are active, terminal route PCU VOR/DME to DUFOS NA.

Procedure NA for arrival on PCU VOR/DME airway radials 193 CW 223.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>460-1 432 (500-1)</td>
<td>460-1 432 (500-1 1/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1 452 (500-1)</td>
<td>520-1 520 (500-1 1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

MISSED APPROACH FIX

4 NM to TUCCO

VGSi and descent angles not coincident
(VGSi Angle 3.00/TCH 50).

 Procedure NA for arrivals at RYTHM on V9-543 northbound.

Procedure NA for arrivals at MENTC on V198-240 southwest bound.

When R-4403 areas B and C are active, terminal route PCU VOR/DME to DUFOS NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

Category

<table>
<thead>
<tr>
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<th>D</th>
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<td>LNAV MDA</td>
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<td>460-1 432 (500-1 1/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1 452 (500-1)</td>
<td>520-1 520 (500-1 1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below
-15°C or above 54°C.

MISSED APPROACH: Climb to 3000
direct HARAT and hold.

SHREVEPORT APP CON
123.75 360.725

UNICOM
122.8 (CTAF)

SPRINGHILL, LOUISIANA
_orig 20JUN19

LNAV MDA
CIRCLING
DA

null
RNP APCH.

NA

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

MISSING APPROACH:
Climb to 3000 direct ZESTU and hold.

SHREVEPORT APP CON
123.75  360.725

UNICOM
122.8 (CTAF)

ELEV 218
TDZE 218

VNAV
LNAV/
CIRCLING

Amdt 1  20JUN19

SPRINGHILL, LOUISIANA
Al-6288 (FAA)  20198

RNAV (GPS) RWY 36
SPRINGHILL (SPH)

MIRL Rwy 18-36

32°59'N-93°25'W
387

SC-4, 30 NOV 2023 to 25 JAN 2024

SC-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 18

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ⅛ SM. Increase all MDA 40 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C ¼ SM.

**AWOS 3PT**
- 118.975

**COLUMBUS APP CON**
- 135.6
- 322.275

**CLNC DEL**
- 126.25

**UNICOM**
- 122.7

**GEORGE M BRYAN (STF)**

**AWOS-3PT**
- 118.975

**COLUMBUS APP CON**
- 135.6
- 322.275

**CLNC DEL**
- 126.25

**UNICOM**
- 122.7

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ⅛ SM. Increase all MDA 40 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C ¼ SM.

**AWOS 3PT**
- 118.975

**COLUMBUS APP CON**
- 135.6
- 322.275

**CLNC DEL**
- 126.25

**UNICOM**
- 122.7

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ⅛ SM. Increase all MDA 40 feet and LNAV visibility Cat C/D ⅛ SM, and Circling visibility Cat C ¼ SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 566 feet; increase LNAV/VNAV DA to 690 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3PT 118.975  COLUMBUS APP CON 135.6  CLNC DEL 323.275  UNICOM 122.7

GEORGE M BRYAN (STF)

REIL Rwy 36
HIRL Rwy 18-36

GEORGE M BRYAN (STF)

33°26'N 88°51'W

SC-4, 30 NOV 2023 to 25 JAN 2024
LOC/DME RWY 36
GEORGE M BRYAN (STF)

DME Required. When local altimeter setting not received, use Golden Triangle altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility 1/4 mile and Circling Cat C visibility 1/4 mile. VDP NA when using Golden Triangle altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB

AWOS-3PT 118.975
COLUMBUS APP CON * 135.6 323.275
CLNC DEL 126.25
UNICOM 122.7 (CTAF)

RADAR REQUIRED

LOCALIZER
109.9 I-STF 109.79
Chan 36

1759

ALTERNATE MISSED APCH FIX
114.7 SQS R-086
NEEON

ELEV 333
TDZE 326

REIL Rwy 36
HIRL Rwy 18-36

STARKVILLE, MISSISSIPPI
Amdt 1B 13SEP18

33°26'N 88°51'W

LOC/DME RWY 36
GEORGE M BRYAN (STF)
RNAV (GPS)-A
OKTIBBEHA (M51)

CIRCLING

ZOSLO

(FAF)
WULEN

3500

4 NM

ZOSLO

3500

555

(FAF)
WULEN

3500

500

2310

230°

050°

4 NM

Holding Pattern

140°

320°

1800

830

MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.

GTR AWOS-3PT
126.375

COLUMBUS APP CON *
135.6 323.275

UNICOM
122.8 (CTAF)

APP CRS
140°

Rwy Idg
N/A

TDZE
N/A

Apt Elev
250

DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.
RNAV (GPS) RWY 15
SOUTHLAND FLD (UXL)

**AWOS-3PT**
118.175

**UNICOM**
122.8 (CTAF)

**LAKE CHARLES APP CON**
119.35
282.3

**Procedure NA for arrivals at LCH VORTAC via airway radials 249 CW 265.**

Procedure NA for arrivals at LCH VORTAC via airway radials 249 CW 265.

**2500**
**WERUM**
**tr 236°**
**ZEVGA**
**tr 309°**
**2000**
**236°**
**303°**
**309°**
**680**
**236°**
**309°**

Procedure NA for arrivals at LCH VORTAC via airway radials 249 CW 265.

**380-3/4**
**370 (400-3/4)**
**380-1/4**
**370 (400-1/4)**

**CIRCLING**
420-1
520-1
680-1/4
680-2

**LNAV**
MDA
380-3/4
370 (400-3/4)
380-1/4
370 (400-1/4)

**LNAV/MDA**
DA
419-1/2
409 (500-1 1/2)

**RNAV (GPS) RWY 15**

**SOUTHLAND FLD (UXL)**

**RNAV (GPS) RWY 15**

**SOUTHLAND FLD (UXL)**
RNAV (GPS) RWY 33
SOUTHLAND FLD (UXL)

AWOS-3PT
118.175

WINCH

HICHY

OFERS

POPEY

LKE CHARLES APP CON

119.35 282.3

UNICOM
122.8 (CTAF)

BARO-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Rwy 33 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 403 feet and all visibilities 1/2 SM; increase all MDAs 20 feet and Circling visibility Cat C/D 1/4 SM.

Procedure NA for arrivals at LCH VORTAC via airway radials 234 CW 249.

LNAV only

HUKIL 2 NM to RW33

VRJP 3.00° coincident (VGSI Angle 3.00/TCH 50).

* LPV

DA

348-1/4

338 (400-1/4 )

LNAV/VNAV

DA

384-1/4

374 (400-1/4 )

LNAV MDA

380-1

370 (400-1)

380-1/4

370 (400-1/4 )

380-1/4

370 (400-1/4 )

CIRCLING

420-1

520-1

680-1/4

680-2

410 (500-1)

510 (600-1)

670 (700-1/4)

670 (700-2)

30°08'N-93°23'W

SOUTHLAND FLD (UXL)

AL-6934 (FAA)

21252
RNP APCH - GPS required for procedure entry at BARNE.

ADF required.

For inop ALS when using Vicksburg Muni, MS altimeter setting, increase S-LOC Cats C and D visibility to 1/2 SM. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting: increase S-ILS 36 DA to 309 feet; increase all MDAs 40 feet and visibility S-LOC 36 Cats C/D 1/2 SM and Circling Cats C/D 1/2 SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2100 direct TKH NDB and hold.

For inop ALS when using Vicksburg Muni, MS altimeter setting, increase S-LOC Cats C and D visibility to 1/2 SM. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting: increase S-ILS 36 DA to 309 feet; increase all MDAs 40 feet and visibility S-LOC 36 Cats C/D 1/2 SM and Circling Cats C/D 1/2 SM.

Procedure NA for arrivals at BARNE on T474 southwest bound.

Procedure NA for arrivals at HEDUD on V18 eastbound.
### TALLULAH, LOUISIANA

**AL-9196 (FAA) 22083**

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<td>720-2</td>
<td>634 (700-2)</td>
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**MISSED APPROACH:** Climb to 2000 direct YAYDI and hold.

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**APP CRS** 177°

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**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¾ mile. Helicopter visibility reduction below ¾ SM NA.

---

**ASOS** 118.525

**MEMPHIS CENTER** 132.5 259.1

**UNICOM** 123.0 (CTAF)
TUNICA, MISSISSIPPI

ILS or LOC RWY 35
TUNICA MUNI (UTA)

VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALS, use Memphis altimeter setting and increase S-ILS 35 all Cats visibility to 1 mile.

AWOS-3 118.075
MEMPHIS APP CON 119.1 291.6
CLNC DEL 118.9
UNICOM 123.0 (CTAF)

ALTERNATE MISSED APCH FIX
110.95 I-UTA
Chan 46 (Y)
113.65 UJM
Chan 83 (Y)

PEYIT INT
I-UTA 6.8

LOW LEVEL
113.65 UJM 351
Chan 83 (Y)

MARVELL
113.65 UJM
Chan 83 (Y)

 LOCALIZER 110.95
I-UTA
Chan 46 (Y)

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075
MEMPHIS APP CON 119.1 291.6
CLNC DEL 118.9
UNICOM 123.0 (CTAF)

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Chan 83 (Y)

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Chan 83 (Y)

PEYIT INT
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LOW LEVEL
113.65 UJM 351
Chan 83 (Y)

MARVELL
113.65 UJM
Chan 83 (Y)

 LOCALIZER 110.95
I-UTA
 Chan 46 (Y)

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cats to 1 SM, and Circling Cat C visibility to 1½ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.

Uncompensated Baro-VNAV systems:
- LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F).
- For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM.
- Baro VNAV and VDP NA when using Memphis altimeter setting.
- When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet.
- Increase LNAV/VNAV visibility all Cats to 1 SM.
- Increase Circling Cat C visibility to 1½ SM.

For inop ALS:
- Increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.

Uncompensated VNAV systems:
- LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F).
- For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM.
- Baro VNAV and VDP NA when using Memphis altimeter setting.
- When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet.
- Increase LNAV/VNAV visibility all Cats to 1 SM.
- Increase Circling Cat C visibility to 1½ SM.

For inop ALS:
- Increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.

Uncompensated Baro-VNAV systems:
- LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F).
- For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM.
- Baro VNAV and VDP NA when using Memphis altimeter setting.
- When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cats to 1 SM, and Circling Cat C visibility to 1½ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats C/D visibility to 1½ SM.

For inop ALS:
- Increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.

Uncompensated VNAV systems:
- LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F).
- For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM.
- Baro VNAV and VDP NA when using Memphis altimeter setting.
- When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet.
- Increase LNAV/VNAV visibility all Cats to 1 SM.
- Increase Circling Cat C visibility to 1½ SM.

For inop ALS:
- Increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.

Uncompensated Baro-VNAV systems:
- LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F).
- For inop ALS, increase LNAV/VNAV visibility all Cats to 1 SM, and LNAV Cats C, D visibility to 1½ SM.
- Baro VNAV and VDP NA when using Memphis altimeter setting.
- When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cats to 1 SM, and Circling Cat C visibility to 1½ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV Cats C/D visibility to 1½ SM.

For inop ALS:
- Increase LPV all Cats visibility to 1½ SM, LNAV/VNAV all Cats visibility to 1 SM, LNAV C/D visibility to 1½ SM.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop MALSR, increase LNAV/VNAV all Cat visibility to 1/2 mile.

DME/RNP-0.3 NA. Baro-VNAV and VDP NA when using Memphis altimeter setting.

When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 530, and all MDA 100 feet; increase LNAV/VNAV visibility all Cats 1/4 mile, increase LNAV Cat C, D and Circling Cat C visibility 1/2 mile. For inop MALSR when using Memphis altimeter setting, increase LPV all Cats visibility to 1/2 mile.

**MALSR**

**MISSED APPROACH:**

Climb to 2800 direct BUYAL and hold.
ILS Y or LOC Y RWY 36
TUPELO RGNL (TUP)

When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase S-LOC 36 Cat C and D visibility ½ SM and Circling Cat C and D visibility ¾ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility ½ SM. VDP NA when using Columbus AFB altimeter setting. Autopilot coupled approach NA below 650 feet.

Use I-TUP DME when on the localizer course.
ILS Z or LOC Z RWY 36
TUPELO RGNL (TUP)

ADF or DME required.

Autopilot coupled approach NA below 650.

Use I-TUP DME when on the localizer course.

*LOC only.

Remain within 10 NM

Category

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Knots

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Min:Sec

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ILS Z or LOC Z RWY 36
TUPELO RGNL (TUP)

TUPELO, MISSISSIPPI
Almdt 108 30JAN20

34°16’N-88°46’W
RNAV (GPS) RWY 18
TUPELO RGNL (TUP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ⅓ mile and Circling Cats C and D ⅓ mile. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct GAGYE and hold.

## ASOS
- TUPELO, MISSISSIPPI
- CH 77712
- W18A
- APP CRS 182°
- RWy Idg 7150
- TDZE 344
- Apt Elev 346
- MEMPHIS CENTER
- ASOS 133.525
- 279.55

## TUPELO TOWER *
- 118.775 (CTAF) 254.275
- 121.825
- GND CON 254.275

## Categories
- LPV
- DA
- 544-⅓
- 200 (200-⅓)
- LNAV/VNAV
- DA
- 659-1
- 315 (400-1)
- LNAV MDA
- 740-1
- 396 (400-1)
- 900-⅓
- 794 (800-⅔)
- LNAV/ VNAV
- DA
- 740-1½
- 396 (400-⅔)
- 1140-⅔
- 794 (800-⅔)
- CIRCLING
- 820-1
- 474 (500-1)
- 900-⅓
- 554 (600-⅔)
- 1140-⅔
- 794 (800-⅔)

## Tupeol, Mississippi
- 34°16′N-88°46′W
- Amdt 1A 03JAN19
- SC-4, 30 NOV 2023 to 25 JAN 2024
VOR RWY 18
TUPELO RGNL (TUP)

RADAR required for procedure entry. DME required.

When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cat C/D visibility ½ SM; increase Circling Cat C/D visibility ½ SM. VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.

**Category**  
- **A**
  - 780-1
  - 436 (500-1)
- **B**
  - 780-1/4
  - 436 (500-1/4)
- **C**
  - 820-1
  - 473 (500-1)
  - 900-1/2
  - 553 (600-1/2)
  - 793 (800-2/2)
- **D**
  - 1140-2
  - 1140-2/2

TUPELO, MISSISSIPPI

Amdt 1C 27FEB20

34°16'N-88°46'W
TUPELO, MISSISSIPPI

AL-854 (FAA)

VOR/DME OTB
109.8
Chan 35

APP CRS
023°

Rwy Idg
TDZE
N/A

Apt Elev
347

Radar required for procedure entry. DME required.

When local altimeter setting not received, use Columbus AFB altimeter setting and increase MDA 120 feet.

Missed Approach: Climb to 1500 then climbing left turn 3000 direct OTB VOR/DME and hold.

ASOS
133.525

MEMPHIS CENTER
128.5 279.55

TUPELO TOWER
118.775 (CTAF) 254.275

GND CON
121.825 254.275

Limit all segments to 90K.

Proceed VFR from (MAP) or conduct the specified missed approach.

Remain within 5 NM

023° VOR/DME

OTB

VOR/DME

203°

2000

2000

3000

023° 0.5 NM from MAP

ZONIL

2.5

023° 0.5 NM from MAP

ZONIL

2.5

FAF to MAP 2.5 NM

Knots
45
60
75
90
105

Min:Sec
3:20
2:30
2:00
1:40
1:26

TUPELO, MISSISSIPPI

Orig-C 11AUG22

34°16'N-88°46'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA for Cat D west of Rwy 1-19. Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct WIVNI and hold.

AWOS-3 118.85
MEMPHIS CENTER 132.5 259.1
UNICOM 122.8 (CTAF)

MIRL Rwy 1-19

Visual Segment - Obstacles.

LP MDA 620-1 516 (600-1) 620-1 3/8 516 (600-1 3/8)
LNAV MDA 640-1 536 (600-1) 640-1 1/2 536 (600-1/2)
CIRCLING 700-1 593 (600-1) 700-1 1/2 593 (600-1/2) 860-2 1/2 753 (800-2 1/2)
Circling NA for Cat D west of Rwy 1-19. Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct ADIVE and hold.
RNAV (GPS) RWY 14
CONCORDIA PARISH (R4)

**Rwy 14 heli 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 Natchez altimeter setting and increase LPV DA to 408 feet; increase LNAV/VNAV DA to 540 feet and all visibilities 1/3 SM; increase all MDAs 60 feet and LNAV visibility Cat C 1/3 SM, and Circling visibility Cat C 1/3 SM. Baro-VNAV and VDP NA when using Natchez altimeter setting.**

**MISSED APPROACH:**
Climb to 1000 then climbing right turn to 3000 direct MOJOS and hold.

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>W14A</td>
<td>3701</td>
<td>55</td>
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**AWOS:** 3

**HOUSTON CENTER**

**UNICOM**

<table>
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<th>Identifier</th>
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<tbody>
<tr>
<td>118.2</td>
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<tr>
<td>120.975</td>
<td>299.6</td>
</tr>
<tr>
<td>122.8 (CTAF)</td>
<td></td>
</tr>
</tbody>
</table>

**HOLD**

**MOJOS**

**RAGAE**

**IXEVY**

**RW14**

**MIRL Rwy 14-32**

**REIL Rwy 14 and 32**

**AIRPORT:**
VIDALIA, LOUISIANA

**TDZE:** 55

**ELEV:** 55

**SC-4, 30 Nov 2023 to 25 Jan 2024**

**WEATHER:**

**AWOS-3**

**TCH 51**

**GP 3.00°**

**MOJOS**

**30 NM to MOJOS (NPT)**

**3.0 NM to MOJOS**

**2.2 NM to RW14**

**1.5 NM to RW14**

**6000**

**2700**

**4 NM**

**HOLD**

**MOJOS**

**RAGAE**

**IXEVY**

**RW14**

**ELEV 55**

**TDZE 55**

**CIRCLING**

**VNAV**

**LNAV MDA**

**LPV**

**A**

**B**

**C**

**D**

**CATEGORY**

**LPV DA**

**LNAV/VNAV DA**

**LNAV MDA**

**680-1**

**625 (700-1)**

**144°**

**324°**

**329°**

**315°**

**150°**

**936°**

**845°**

**91°**

**8°**

**580-1**

**525 (600-1)**

**580-1/2**

**525 (600-1/2)**

**960-2/3**

**905 (1000-2/3)**

**MIRL Rwy 14-32**

**REIL Rwy 14 and 32**

**VIDALIA, LOUISIANA**

**Amdt 1 05OCT23**

**31°34’N-91°30’W**
Final approach course offset 15°.

MISSED APPROACH: Climb to 2700 direct MOJOS and hold.

DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Car C visibility 1/3 SM NA.

Cat C visibility 1/2 SM NA. Helicopter visibility reduction below 1/3 SM NA.

Use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Car C visibility 1/3 SM NA.
RNAV (GPS) RWY 9
VIVIAN (3F4)

APP CRS
Rwy IDG 2998
TDZE 260
Apt Elev 260

RNP APCH.
NA
Use Shreveport Regional altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

SHREVEPORT APP CON
119.9 335.55

RNP APCH.
NA

GCO
135.075

UNICOM
122.8 (CTAF)

SC-4, 30 NOV 2023 to 25 JAN 2024
3.04° TCH 52

RNP APCH.
NA

VIVIAN, LOUISIANA
Orig-C 18JUL19

32°52'N-94°01'W

RNAV (GPS) RWY 9
VIVIAN (3F4)
RNAV (GPS) RWY 27
VIVIAN (3F4)

SHREVEPORT APP CON
119.9 335.55

GCO
135.075

UNICOM
122.8 (CTAF)

MISSED APCH FIX

088°
HITIB

4 NM

1854

459° ±
RW27

268°

(FAF)
WEGEV

[IAF]
OVNAE

2000 NAP

356°

(5.6)

2000 NAP

088°

4 NM

HITIB

JIMIB

[IAF]
WOVEL

1900

268°

(6)

1900

268°

3100

(21.9)

3100

(5.6)

088°

4 NM

SHREVEPORT RWY 27 Holding Pattern

088°

268°

2000

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

Use Shreveport Regional altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. RWy 27 helicopter visibility reduction below 1 SM NA.

APP CRS
268°

Rwy Idg 2998
TDZE 260
Apt Elev 260

RNP APCH.

NA

- Use Shreveport Regional altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night.
- RWy 27 helicopter visibility reduction below 1 SM NA.

APPROACH

Category A
LNAV MDA 860-1 600 (600-1)

VIVIAN, LOUISIANA
Orig-C 18JUL19

AL-5713 (FAA)

20030

32°52'N-94°01'W

415
Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting and increase all MDAs 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

<table>
<thead>
<tr>
<th>SHREVEPORT APP CON</th>
<th>GCO</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.9 335.55</td>
<td>135.075</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

MSA EIC 25 NM

3100

3000

EIC

MAJAK EIC 11.3

PIKEN EIC 6

VIVIAN, LOUISIANA

Amrd 3C 19MAY22

32°52'N-94°01'W

VOR/DME-A VIVIAN (3F4)

APP CRS 291°

Rwy Idg TDZE Apt Elev N/A

117.4 Chan 121

N/A

260

VOR/DME-A

VIVIAN (3F4)
Use Lake Charles altimeter setting. Procedure NA at night.

Circling NA to Rwys 9 and 27.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.

NoPT for arrivals on LCH VORTAC airway radials 234° clockwise 265°.
Use Golden Triangle Regional altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSING APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON

CTAF 122.9

CTAF 122.9
RNAV (GPS) RWY 36
MCCHAREN FLD (M83)

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLS DA</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VNAV DA</td>
<td>NA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Misled Approach: Climb to 1000 then climbing left turn to 2500 direct COUT and hold.

Elev 205
TDZE 203

RNAV (GPS) RWY 36
WEST POINT, MISSISSIPPI

AL-5878 (FAA)
Use Golden Triangle Regional altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

**COLUMBUS APP CON**

- **CTAF:** 122.9

- **CIAF CRS:** 116.2
- **Chan:** 109
- **APP CRS:** 124°
- **Rwy Idg:** N/A
- **TDZE:** N/A
- **Apt Elev:** 205

**ATC Instructions:**

- **MAKAW IGB 9.9**
  - Heading 352° to REGOR
  - Holding pattern: 1200 from IAF R-304 to 1900 holding pattern
  - Missed approach: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

**NOTAM:**

- **Amdt 5C 08OCT20**
- **Effective:** SC-4, 30 NOV 2023 to 25 JAN 2024

** Category C**

- **CIRCLING**
  - 920-1 (715 800-1)
  - 940-1 (735 800-1)
  - 940-2 (735 800-2)
  - Missed approach: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.
RNAV (GPS) RWY 17
DEAN GRIFFIN MEML (M24)

**RNAV APCH - GPS.**

- **MISSED APPROACH:** Climb to 3000 direct GABRY and hold, continue climb-in-hold to 3000.

### App CRS

**Rwy Idg** 3000
**TDZE** 273
**Apt Elev** 273

### Holding Pattern

- **3000**
- **HOLD 3000**
- **4 NM**

### Final Approach Course Offset

- **5.00°**

### Holding Pattern

- **3000**
- **~332°**
- **152°**

### MSA RW17 2.5 NM

### Category

<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>880-1</td>
<td>607 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>880-1</td>
<td>1040-1</td>
<td>607 (700-1)</td>
<td>767 (800-1)</td>
</tr>
</tbody>
</table>

### Holding Pattern

- **4 NM**
- **OLSSN**
- **VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 35°).**

### GULFPORT APP CON

- **135.425**
- **2000**
- **30°51’N-89°10’W**

### UNICOM

- **122.8 (CTAF)**
- **135.425**
- **127.5**
- **254.25**

### HBG ASOS

- **135.425**

### Use Hattiesburg Bobby L Chain Muni altimeter setting.

### Rwy 17 helicopter visibility reduction below ½ SM NA.

### Use Hattiesburg Bobby L Chain Muni altimeter setting.

### Orig 08SEP22

### Final approach course offset 5.00°.

### Final approach course offset 5.00°.

### Final approach course offset 5.00°.

### Final approach course offset 5.00°.

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### Final approach course offset 5.00°.

### Final approach course offset 5.00°.

### Final approach course offset 5.00°.

### Final approach course offset 5.00°.
RNAV (GPS) RWY 35
DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.

RNAV (GPS) RWY 35
DEAN GRIFFIN MEML (M24)

MISSED APPROACH: Climb to 3000 direct GABRY and hold. Continue climb-in-hold to 3000.

HBG ASOS
135.425

GULFPORT APP CON
127.5 254.25

UNICOM
122.8 (CTAF)

ELEV 273
TDZE 270

800
3000

GABRY

KADDO

YAHTI

HOLD 2300

4 NM

GP 3.00°
TCH 50

5.4 NM
6.9 NM

597-1
327 (400-1)
NA

597-1
327 (400-1)
NA

680-1
410 (500-1)
NA

760-1
487 (500-1)
1040-1
767 (800-1)
NA

Category A B C D
LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

355° to RW35
Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

Procedure NA for arrivals at JENNA on V94 westbound.

Procedure NA for arrivals at NUBOY on V114-566 southeast bound.

MISSED APPROACH: Climb to 2000 direct XOVOY and hold.

Procedure NA for arrivals at CAVIV (IF/IAF) on V94 westbound.

Procedure NA for arrivals at ROROZ on V94 westbound.

RNAV (GPS) RWY 9

WINNFIELD, LOUISIANA

AL-6264 (FAA)

RNP APCH - GPS.

AEX ASOS

123.975

POLK APP CON

125.4 302.2

UNICOM

122.7 (CTAF)

DAVID G JOYCE (VFR)

31°58'N-92°40'W

3125 X 100

3002 X 100

123.975

302.2

30.6

136°

268°

088°

4 NM

RW09

LNAV MDA

780-1 634 (700-1)

3002 X 100

27

1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

3.04°

TCH 45

6.1 NM

5 NM

536

ROROZ

087°

1800

489

402

536

RGNL

2000 Nept

(6.1)

2002 Nept

(6.1)

2000 Nept

2000 Nept

(6.1)

087°

267°

087°

716

2000 Nept

(6.1)

177°

2000 Nept

(6.1)

087°

087°

267°

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

716

4 NM

HOLD

6000

2000

087°

267°

087°

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

716

4 NM

HOLD

6000

2000

087°

267°

087°

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

716

4 NM

HOLD

6000

2000

087°

267°

087°

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

716

4 NM

HOLD

6000

2000

087°

267°

087°

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

(6.1)

2000 Nept

716
RNAV (GPS) RWY 27

DAVID G JOYCE (R5)

WINNFIELD, LOUISIANA
AL-6264 (FAA) 22251

APP CRS

<table>
<thead>
<tr>
<th>267°</th>
<th>3002</th>
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<tbody>
<tr>
<td>TDZE</td>
<td>146</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>146</td>
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</table>

RNP APCH - GPS.

V NA Rwy 27 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

AEX ASOS 123.975

POLK APP CON 125.4 302.2

UNICOM 122.7 (CTAF)

Procedure NA for arrival on MLU VORTAC airway radials 142 CW 277.

Procedure NA for arrival on AEX VORTAC airway radials 293 CW 085.

AMO RW27 25 NM

3100

087° 267° 716°

4 NM

Procedure NA at night.

Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

Rwy 27 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night.

RNAV (GPS) RWY 27

31°58'N-92°40'W

WINNFIELD, LOUISIANA
Orig-C 02DEC21

4324

SC-4, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 27

31°58'N-92°40'W

WINNFIELD, LOUISIANA
Orig-C 02DEC21

4324

SC-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 3
WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting, when not received, use Greenwood altimeter setting. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

AWOS-3PT 120.175
GNF AWOS-3PT 118.025
MEMPHIS CENTER 128.5 279.55
CTAF 122.9

MISSED APPROACH: Climb to 2400 direct GUNKE and hold.

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 30).

CATEGORY A B C D
LNAV MDA 1040-1 680 (700-1) 1040-2 680 (700-2) NA

WINONA, MISSISSIPPI

Amdt 1B 15AUG19

33°28'N 89°44'W

RNAV (GPS) RWY 3
RNAV (GPS) RWY 21
WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting; when not received, use Greenwood altimeter setting. Circling NA NW of Rwy 3-21. DME/DME RNP 0.3 NA. Rwy 3, 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct GUCEY and hold.

AWOS-3PT 120.175
GNF AWOS-3PT 118.025
MEMPHIS CENTER 128.5 279.55
CTAF 122.9

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
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<td>LP MDA</td>
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<td>860-1%</td>
<td>NA</td>
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<tr>
<td></td>
<td>496</td>
<td>500-1</td>
<td>860-1%</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>900-1</td>
<td>536</td>
<td>900-1%</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>536</td>
<td>600-1</td>
<td>900-1%</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>596</td>
<td>1100-2</td>
<td>NA</td>
</tr>
</tbody>
</table>

33°28'N-89°44'W

SC-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 17
YAZOO COUNTY (87I)

MISSED APPROACH: Climb to 2000 direct UTASY and hold.

MEMPHIS CENTER
132.5 259.1

UNICOM
122.8 (CTAF) 0

RNAV (GPS) RWY 17

Baro-VNAV NA. Use Madison altimeter setting; when not received, use
Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet;
increase LNAV/VNAV visibility all Cats 1/2 mile. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1/2 SM NA.

UTASY
5000 X 100
35
17
1600
RW17
ARUKY
5 NM
MIRL Rwy 17-35

UNITED STATES
YAZOO COUNTY
YAZOO COUNTY
32°53'N-90°28'W
427
RNAV (GPS) RWY 35
YAZOO COUNTY (87I)

**RNAV APCH.**

- **MISSED APCH FIX**
  - 4 NM
  - 354°

**YAZOO CITY, MISSISSIPPI**

**Origin:** 15AUG19

**UNICOM**

**122.8 (CTAF)**

**MEMPHIS CENTER**

**132.5 259.1**

**RNAV (GPS) RWY 35**

**YAZOO COUNTY (87I)**

**ELEV 105**

**TDZE 105**

**DATA**

- **WAAS CH 99431**
- **APP CRS 354°**
- **Rwy Ldg 5000**
- **TDZE 105**
- **Apt Elev 105**

**LNAV only.**

**UTASY Holding Pattern**

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

**USE MADISON ALT. SETTING; WHEN NOT RECEIVED, USE JACKSON.**

**4 MIA TO UTAZY**

**4 MIA TO UTAZY (Rwy)**

**GP 3.00°**

**TCH 35**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>495 (500-1/8)</td>
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A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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Including Puerto Rico and the Virgin Islands