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Southeast (SE) Vol 1 of 4

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25 JAN 2024

Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume.
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</tbody>
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

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

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

FOR PROCUREMENT:
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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.

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

<table>
<thead>
<tr>
<th>(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</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.

<table>
<thead>
<tr>
<th>(3) All Approach Types and all lines of minima other than (1) &amp; (2) above</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>½ mile</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td></td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(4) Sidestep minima (CAT C-D)</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>½ mile</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(5) All Approach Types, All lines of minima</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT A-B)</td>
<td></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>DA</th>
<th>HAT</th>
<th>MDA</th>
<th>Visibility (RVR 100's of feet)</th>
<th>Aircraft Approach Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td>1440/50</td>
<td>288</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
<td>288</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td>561 (600-2)</td>
<td></td>
</tr>
</tbody>
</table>

**COPTER MINIMA ONLY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
<th>680-1/2</th>
<th>363 (400-1/2)</th>
</tr>
</thead>
</table>

**COLD TEMPERATURE AIRPORTS**

NOTE: The 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, use of WAAS avionics that 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 symbol will be removed.

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

**COLD TEMPERATURE ERROR TABLE**

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

**AIRCRAFT APPROACH CATEGORIES**

Aircraft approach category indicates a group 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>Speed (Knots)</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
<td></td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 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>


C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

<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>⅛</td>
</tr>
<tr>
<td>1800</td>
<td>⅛</td>
</tr>
<tr>
<td>2000</td>
<td>⅛</td>
</tr>
<tr>
<td>2200</td>
<td>⅛</td>
</tr>
<tr>
<td>2400</td>
<td>⅛</td>
</tr>
<tr>
<td>2600</td>
<td>⅛</td>
</tr>
<tr>
<td>3000</td>
<td>⅛</td>
</tr>
<tr>
<td>3200</td>
<td>⅛</td>
</tr>
<tr>
<td>3500</td>
<td>⅛</td>
</tr>
<tr>
<td>4000</td>
<td>⅛</td>
</tr>
<tr>
<td>4500</td>
<td>⅛</td>
</tr>
<tr>
<td>5000</td>
<td>⅛</td>
</tr>
</tbody>
</table>

RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>MDA-VIS</th>
<th>HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>MDA-VIS</th>
<th>HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10 2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-¼)</td>
<td>560/50</td>
<td>463</td>
<td>(500-¼)</td>
<td>DE</td>
</tr>
<tr>
<td></td>
<td>28 2.5°/48/1068</td>
<td>AB</td>
<td>187/16</td>
<td>100</td>
<td>(100-¼)</td>
<td>560/50</td>
<td>463</td>
<td>(500-¼)</td>
<td>DE</td>
</tr>
<tr>
<td>ASR</td>
<td>10 AB</td>
<td>560/40</td>
<td>463</td>
<td>(500-¼)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>28 AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/50</td>
<td>513</td>
<td>(600-1¼)</td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td>10 AB</td>
<td>560/1¼</td>
<td>463</td>
<td>(500-1¼)</td>
<td>CDE</td>
<td>560/1¼</td>
<td>463</td>
<td>(500-1¼)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>28 AB</td>
<td>600/1¼</td>
<td>503</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/1¼</td>
<td>503</td>
<td>(600-1¼)</td>
<td></td>
</tr>
</tbody>
</table>

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1¼.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:

- E VHF and UHF emergency frequencies monitored
- V VHF emergency frequency (121.5) monitored
- (U) UHF emergency frequency (243.0) monitored

Additionally, unmanned 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.

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

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

TERMS/LANDING MINIMA DATA
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Departures (STDs), 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 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/heads/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>From WINRZ, UBBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU. DME required for LOC only.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment Requirements Box</td>
<td>Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.</td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Equipment Requirements Notes Box

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

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "igrate" 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

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

**PLANVIEW SYMBOLS**

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

**Procedure Track**
- 165°
- 345°

**Feeder Route**
- Procedure Turn (Type degree and point of turn optional)

**Missed Approach**
- 045° (14.2)

**Visual Flight Path**
- 3100 NoPT to LOM (HOLD)
- Mileage

**MINIMUM ROUTE ALTITUDE**
- 3100 NoPT to LOM (HOLD)

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- HOLD 10000
- HOLD 8000

**MARKER BEACON**
- Marker beacons that are not specifically part of the procedure.

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

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

**INDICATED AIRSPEED**
- 175K
- 120K
- 250K
- 180K

**RADIO AIDS TO NAVIGATION**
- Underline indicates No Voice transmitted on this frequency
- VOR
- VORTAC
- TACAN
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacons

**LOC/LDA/SDF Transmitter**
- LOC/LDA/SDF Transmitter
- LOC/DME

**TACAN or DME NAVAID**
- SCOTT
- Chan 59
- AKRON
- (112.2)

**LEGEND**

23334

**SCOTT**
- Chan 59
- SKE

**E1**
LEGEND 23110
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

LEGEND 23110
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

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

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

On Copter procedures this is depicted in the following format: VDA 3.00°.

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

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

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

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

4. On Copter procedures this is depicted in the following format: VDA 3.00°.

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

Non-vertically guided conventional procedures and RNAV procedures with MDA only

Non-vertically guided conventional procedures and RNAV procedures with MDA only

RNP APPROACH WITH TF AND RF SEGMENTS

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

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

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

4. On Copter procedures this is depicted in the following format: VDA 3.00°.

The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.

The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00° TCH 55.
RADIO AIDS TO NAVIGATION

Compulsory:
- \( \lor \) VOR
- \( \lor \) VORTAC
- \( \lor \) DME
- \( \lor \) NDB/DME

Non-Compulsory:
- \( \lor \) VOR
- \( \lor \) VORTAC
- \( \lor \) DME
- \( \lor \) NDB/DME

Underline indicates no voice transmitted on this frequency.

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

LOCALIZER FRONT COURSE

ORLANDO
112.25 (T) ORL 59(Y)
Chan 59(Y)

LOCALIZER BACK COURSE

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF PAIRED FREQUENCY

MISSING FIXES/ATC REPORTING REQUIREMENTS

- \( \Rightarrow \) Unnamed DME fix
- \( \lhd \) Reporting Point (Compulsory)
- \( \lhd \) Reporting Point (Non-Compulsory)
- \( \Rightarrow \) Obvious DME
  (DME mileage matches route mileage)
- \( \star \) Waypoint
  (Compulsory)
- \( \star \) Waypoint
  (Non-Compulsory)
- \( \times \) Flyover Point
- \( \times \) (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

AIRPORTS

- \( \lor \) Civil
- \( \lor \) Military
- \( \lor \) Joint
  (Civil-Military)

AIRPORTS not served by the procedure shown in screened color

- \( \lor \) Civil
- \( \lor \) Military
- \( \lor \) Joint
  (Civil-Military)

SPECIAL USE AIRSPACE

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

- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude

- Transition Route
  Radial line and value
  - 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'

INDICATED AIRSPEED

- 175K Mandatory Airspeed
- 120K Minimum Airspeed
- 250K Maximum Airspeed

MISSCELLANEOUS

- Changeover Point
- Air Defense Identification Zone

- Ldg KLAS and KHND
- Ldg Rwys 16L/C/R

TERMINUS IDENTIFIER
RADIO AIDS TO NAVIGATION

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

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

(Special Use Airspace)

ROUTE

- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude
- Transition Route
- Radial line and value
- Visual Flight Path
- Airway/Jet Route Identification

SPECIAL USE AIRSPACE

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

ALTITUDES

- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude

INDICATED AIRSPEED

- Airspeed

AIRPORTS

- Civil
- Military
- Heliport

MINIMUM SAFE ALTITUDE (MSA)

- Facility Identifier
- Airport Identifier

MISCELLANEOUS

- Changeover Point
- Distance not to scale
- International Boundary
- Sector Boundary
- Air Defense Identification Zone
- Takeoff Minimums and (Obstacle) Departure Procedures entry published.

LEGEND 23334

DEPARTURE PROCEDURE (DP) CHARTS

LEGEND 23334
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/ AIRPORT SKETCH

Runways

- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal 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.

REFERENCE FEATURES

- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Tanks
- 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.

NOTE:

- Negative Symbols used to identify Copter Procedures landing point.

ARRESTING SYSTEM

- uni-directional
- bi-directional

NOTE:

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

Airfield Slope

- 0.7% UP
- 0.8% DOWN
- 0.3% Down
- 0.8% UP
- (shown when rounded runway slope is ≥ 0.3%)

NOTE:

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

Jet Barrier

- 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 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.

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

SCOPE

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

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

**CATEGORY I APPROACH LIGHTING SYSTEM**

**ALSF-1**

- (High Intensity)
- LENGTH 1500 FEET

**CATEGORY II APPROACH LIGHTING SYSTEM**

**ALSF-2**

- (High Intensity)
- LENGTH 2400/3000 FEET

**SHORT APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

- (High Intensity)
- LENGTH 1500 FEET

**SALSF/SSALR**

- (High Intensity)
- LENGTH 2400/3000 FEET

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

**SSALR**

- (High Intensity)
- LENGTH 2400/3000 FEET

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

**MALS/SSALF**

- (High Intensity)
- LENGTH 1500 FEET

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

**ODALS**

- LENGTH 1500 FEET

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

**TDZ/CL**

- TDZ/CL
- CL
- TDZL

**NOTE:** 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, , etc.

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

### LEGEND

<table>
<thead>
<tr>
<th>Instrument Approach Procedures (Charts)</th>
</tr>
</thead>
</table>

#### Approach Lighting System - United States

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

### P - Precision Approach Path Indicator

**PAPI**

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

Legend: □ White □ Red

### V - Pulsating Visual Approach Slope Indicator

**PVASI**

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

### ○ - Visual Approach Slope Indicator

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

- All lights white — TOO HIGH
- Far lights red
- Near lights white — ON GLIDE SLOPE
- All lights red — TOO LOW

### ○ - Visual Approach Slope Indicator

**VASI**

VISUAL APPROACH SLOPE INDICATOR

### ○ - Visual Approach Slope Indicator

**VASI**

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

### ○ - Alignment of Elements Systems

**APAP**

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

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**JOHNSON COUNTY(6A4)**

**TAKEOFF MINIMUMS**

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- RNAV (GPS) RWY 24: 374

**MUHLENBERG COUNTY**

---SEE GREENVILLE, KY

**MURFREESBORO, TN**

**MURFREESBORO MUNI(MBT)**

**TAKEOFF MINIMUMS**

- RNAV (GPS) RWY 18: 375
- RNAV (GPS) RWY 36: 376

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**KYLE-OAKLEY FLD(CEY)**

**TAKEOFF MINIMUMS**

- RNAV (GPS) RWY 05: 377
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**MUSIC CITY EXEC**

---SEE GALLATIN, TN

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

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

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum cruise 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.

ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-2 1/2 w/min. climb of 240’ per NM to 1200 or std. w/min. climb of 395’ per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road 4’ from DER, 134° right of centerline, 552’ MSL.

Tree 169’ from DER, 215° right of centerline, 58’ AGL/575’ MSL.

Trees beginning 233’ from DER, 65° left of centerline, up to 41’ AGL/569’ MSL.

Tree, building, vehicles on road beginning 366’ from DER, 450’ right of centerline, up to 70’ AGL/605’ MSL.

Trees, buildings, electrical system, transmission line, poles beginning 479’ from DER, 155° right of centerline, up to 74’ AGL/608’ MSL.

Tree 870’ from DER, 95° left of centerline, 51’ AGL/573’ MSL.

Trees, poles, electrical systems, transmission lines beginning 925’ from DER, 44° right of centerline, up to 622’ MSL.

Trees beginning 1750’ from DER, 500° right of centerline, up to 86’ AGL/628’ MSL.

Trees beginning 2568’ from DER, 991’ left of centerline, up to 106’ AGL/635’ MSL.

Tree 3316’ from DER, 1345’ left of centerline, 106’ AGL/647’ MSL.

Tree, electrical systems beginning 1.1 NM from DER, 1621’ left of centerline, up to 80’ AGL/867’ MSL.

Tree, electrical system beginning 1.3 NM from DER, 1370’ left of centerline, up to 73’ AGL/835’ MSL.

Tree, electrical system beginning 1.3 NM from DER, 358’ left of centerline, up to 78’ AGL/954’ MSL.

Tower 2.3 NM from DER, 16° right of centerline, 121’ AGL/984’ MSL.

Antenna, trees beginning 2.3 NM from DER, 19’ right of centerline, up to 150’ AGL/1011’ MSL.

Tower 2.3 NM from DER, 263’ right of centerline, 199’ AGL/1024’ MSL.

Antenna 2.3 NM from DER, 263’ right of centerline, 196’ AGL/1026’ MSL.

CON’T
ASHLAND, KY (CON’T)
ASHLAND RGNL (DWU) (CON’T)

Rwy 28, trees beginning 80’ from DER, 194’ left of centerline, up to 81’ AGL/606’ MSL.
Tree 387’ from DER, 134’ right of centerline, 37’ AGL/558’ MSL.
Trees beginning 584’ from DER, 215’ left of centerline, up to 621’ MSL.
Trees beginning 976’ from DER, 3’ left of centerline, up to 115’ AGL/633’ MSL.
Trees beginning 1224’ from DER, 24’ right of centerline, up to 585’ MSL.
Tree 1364’ from DER, 73’ right of centerline, 61’ AGL/588’ MSL.
Trees beginning 1387’ from DER, 26’ right of centerline, up to 69’ AGL/591’ MSL.
Trees beginning 1421’ from DER, 18’ right of centerline, up to 69’ AGL/597’ MSL.
Tree 2192’ from DER, 24’ right of centerline, 82’ AGL/602’ MSL.

ATHENS, TN
MCMINN COUNTY (MMI)

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

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

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 2, fence 40’ from DER, 262’ left of centerline, 1’ AGL/882’ MSL.
Tree, building beginning 146’ from DER, 322’ left of centerline, up to 885’ MSL.
Fence 337’ from DER, 549’ right of centerline, 14’ AGL/907’ MSL.
Fence 359’ from DER, 588’ left of centerline, 2’ AGL/887’ MSL.
Tree 420’ from DER, 506’ right of centerline, 980’ MSL.
Trees, fence beginning 502’ from DER, 485’ right of centerline, up to 997’ MSL.
Fence 515’ from DER, 396’ left of centerline, 5’ AGL/891’ MSL.
Trees, fence, building, terrain beginning 632’ from DER, 34’ right of centerline, up to 1013’ MSL.
Tree 1351’ from DER, 537’ left of centerline, 952’ MSL.
Tree 1352’ from DER, 599’ left of centerline, 954’ MSL.
Tree 1437’ from DER, 600’ left of centerline, 958’ MSL.
Trees beginning 1464’ from DER, 42’ left of centerline, up to 990’ MSL.
Tree 3592’ from DER, 1361’ left of centerline, 1020’ MSL.
Tree 3794’ from DER, 1419’ left of centerline, 1052’ MSL.
Trees beginning 3812’ from DER, 1161’ left of centerline, up to 1064’ MSL.
beginning 4156’ from DER, 955’ right of centerline, up to 1017’ MSL.
Tree 4349’ from DER, 1636’ right of centerline, 1020’ MSL.
Trees beginning 4384’ from DER, 1329’ right of centerline, up to 1033’ MSL.
Trees beginning 4677’ from DER, 1063’ right of centerline, up to 1039’ MSL.
Trees, building beginning 4834’ from DER, 1051’ left of centerline, up to 1050’ AGL/1079’ MSL.
Trees beginning 4991’ from DER, 1387’ right of centerline, up to 1048’ MSL.
Trees beginning 5015’ from DER, 1051’ left of centerline, up to 1072’ MSL.
Trees, building beginning 5066’ from DER, 1092’ left of centerline, up to 1076’ MSL.
Trees beginning 5369’ from DER, 1696’ left of centerline, up to 1079’ MSL.
Building 1 NM from DER, 1842’ right of centerline, 1062’ MSL.
Trees 1.4 NM from DER, 2857’ left of centerline, 1037’ MSL.
Trees beginning 1.5 NM from DER, 2501’ left of centerline, up to 1114’ MSL.
Tree 1.5 NM from DER, 2867’ left of centerline, 1142’ MSL.
Trees beginning 1.5 NM from DER, 2801’ left of centerline, up to 1187’ MSL.
Tree, building beginning 1.6 NM from DER, 2566’ left of centerline, up to 1225’ MSL.
Trees beginning 1.9 NM from DER, 2151’ left of centerline, up to 1240’ MSL.
Trees beginning 2 NM from DER, 2130’ left of centerline, up to 1260’ MSL.
Trees beginning 2.1 NM from DER, 1745’ left of centerline, up to 1271’ MSL.
Tree 2.2 NM from DER, 1882’ left of centerline, 1246’ MSL.
Rwy 20, tree 2’ from DER, 243’ right of centerline, 861’ MSL.
Trees beginning 43’ from DER, 216’ right of centerline, up to 868’ MSL.
Trees beginning 283’ from DER, 407’ left of centerline, up to 858’ MSL.
Tree 364’ from DER, 438’ left of centerline, 864’ MSL.
Trees beginning 912’ from DER, 549’ right of centerline, up to 672’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BARDSTOWN, KY
SAMUELS FLD (BRY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  29MAR18  (21112)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, traverse way; fence beginning 3' from DER, 250' left of centerline, up to 674' MSL.
Tree 332' from DER, 561' left of centerline, 66' AGL/694' MSL.
Trees beginning 332' from DER, 394' left of centerline, up to 64' AGL/695' MSL.
Trees beginning 362' from DER, 364' left of centerline, up to 63' AGL/706' MSL.
Trees beginning 385' from DER, 367' left of centerline, up to 84' AGL/709' MSL.
Trees beginning 387' from DER, 372' left of centerline, up to 86' AGL/718' MSL.
Tree 437' from DER, 574' right of centerline, 72' AGL/702' MSL.
Trees beginning 446' from DER, 319' left of centerline, up to 86' AGL/728' MSL.
Trees beginning 470' from DER, 429' right of centerline, up to 85' AGL/711' MSL.
Trees beginning 556' from DER, 417' right of centerline, up to 84' AGL/713' MSL.
Trees beginning 569' from DER, 365' right of centerline, up to 103' AGL/720' MSL.
Trees beginning 722' from DER, 417' right of centerline, up to 94' AGL/724' MSL.
Trees beginning 749' from DER, 405' right of centerline, up to 95' AGL/729' MSL.
Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.
Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.
Trees beginning 3127' from DER, 799' left of centerline, up to 100' AGL/758' MSL.
Rwy 21, catenary 4' from DER, 228' right of centerline, 639' MSL.
Terrain 42' from DER, 228' right of centerline, 639' MSL.
Fence 90' from DER, 247' right of centerline, 6' AGL/642' MSL.
Fence 107' from DER, 246' right of centerline, 8' AGL/643' MSL.
Catenary, transmission line, tree beginning 122' from DER, 214' left of centerline, up to 35' AGL/657' MSL.
Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.
Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.
Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.
Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.
Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.
Tree, pole beginning 1355' from DER, 214' left of centerline, up to 35' AGL/657' MSL.
Trees beginning 338' from DER, 347' right of centerline, up to 71' AGL/689' MSL.
Trees beginning 421' from DER, 67' left of centerline, up to 61' AGL/660' MSL.
Trees beginning 463' from DER, 30' right of centerline, up to 85' AGL/695' MSL.
Trees beginning 575' from DER, 127' left of centerline, up to 78' AGL/674' MSL.
Trees beginning 1025' from DER, 4' left of centerline, up to 73' AGL/684' MSL.
Tree 2340' from DER, 372' left of centerline, 74' AGL/733' MSL.
Tree 2359' from DER, 319' left of centerline, 78' AGL/737' MSL.
Trees beginning 3127' from DER, 799' left of centerline, up to 100' AGL/758' MSL.
Rwy 12, fence beginning 197' from DER, left and right of centerline, up to 8' AGL/541' MSL.
Vehicle on road beginning 243' from DER, left and right of centerline, up to 15' AGL/564' MSL.
Trees beginning 279' from DER, 132' right of centerline, up to 60' AGL/610' MSL.
Trees beginning 1805' from DER, 93' left of centerline, up to 91' AGL/715' MSL.
Trees beginning 2555' from DER, 94' left of centerline, up to 101' AGL/734' MSL.
Trees beginning 2742' from DER, 65' right of centerline, up to 88' AGL/722' MSL.

BOLIVAR, TN
WILLIAM L WHITEHURST FLD (M08)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  01DEC77  (21112)  (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 200-1.
Rwy 19, 300-1.

BOWLING GREEN, KY
BOWLING GREEN-WARREN COUNTY RGNL (BWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  18NOV10  (10322)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-2 or std. w/ a min. climb of 238' per NM to 900.

TAKEOFF OBSTACLE NOTES:
Rwy 3, rising terrain and trees beginning 130' from DER, left and right of centerline, up to 100' AGL/615' MSL.
Antenna and pole 1579' from DER, 354' left of centerline, up to 35' AGL/565' MSL.
Towers beginning 1.3 NM from DER, 1429' left of centerline, up to 265' AGL/765' MSL.
Rwy 12, fence beginning 197' from DER, left and right of centerline, up to 8' AGL/541' MSL.
Vehicle on road beginning 243' from DER, left and right of centerline, up to 15' AGL/564' MSL.
Trees beginning 279' from DER, 132' right of centerline, up to 60' AGL/610' MSL.
Tree 857' from DER, 327' left of centerline, 100' AGL/649' MSL.
Tree 857' from DER, 327' left of centerline, 100' AGL/649' MSL.
Tower 1202' from DER, 401' left of centerline, 47' AGL/581' MSL.
Tree 2510' from DER, 911' right of centerline, 100' AGL/649' MSL.
Obstruction light on tank 4690' from DER, 1637' left of centerline, 150' AGL/691' MSL.
Rwy 30, vehicle on road beginning 31' from DER, 209' left of centerline, up to 15' AGL/564' MSL.
Pole 916' from DER, 407' left of centerline, 40' AGL/584' MSL.
Building 1135' from DER, 618' left of centerline, 33' AGL/584' MSL.
Tree 1689' from DER, 357' right of centerline, 100' AGL/649' MSL.
Tree 1853' from DER, 271' left of centerline, 40' AGL/582' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES (TRI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7A 09NOV17 (17313) (FAA)
DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

CALVERT CITY, KY
KENTUCKY DAM STATE PARK (M34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 600-2½ or std w/min climb of 332'/NM to 1100.
Rwy 28, 300-1½ or std w/min climb of 241'/NM to 600.
DEPARTURE PROCEDURE:
Rwy 10, climb on heading 101° to 1000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, pole 123' from DER, 527' right of centerline, 377' MSL.
Trees, catenary wires beginning 189' from DER, 349' right of centerline, up to 409' MSL.
Trees beginning 211' from DER, 283' right of centerline, up to 411' MSL.
Trees beginning 281' from DER, 377' right of centerline, up to 430' MSL.
Trees beginning 456' from DER, 212' right of centerline, up to 446' MSL.
Tree 468' from DER, 30' left of centerline, 26' AGL/364' MSL.
Trees, poles beginning 646' from DER, 118' left of centerline, up to 428' MSL.
Trees beginning 765' from DER, 464' right of centerline, up to 447' MSL.
Tree 886' from DER, 539' right of centerline, 449' MSL.
Trees beginning 915' from DER, 29' right of centerline, up to 452' MSL.
Trees beginning 1483' from DER, 542' left of centerline, up to 444' MSL.
Tree 1827' from DER, 444' left of centerline, 449' MSL.
Trees beginning 1859' from DER, 324' left of centerline, up to 114' AGL/451' MSL.
Trees beginning 1900' from DER, 253' left of centerline, up to 454' MSL.
Tree, pole beginning 2067' from DER, 1' left of centerline, up to 467' MSL.
Trees beginning 2453' from DER, 114' right of centerline, up to 456' MSL.
Trees beginning 2532' from DER, 26' right of centerline, up to 460' MSL.
Trees beginning 2558' from DER, 122' right of centerline, up to 465' MSL.
Trees beginning 2630' from DER, 29' right of centerline, up to 471' MSL.
Trees beginning 2745' from DER, 11' right of centerline, up to 474' MSL.
Antennas, towers beginning 2 NM from DER, 1831' left of centerline, up to 401' AGL/875' MSL.
Rwy 28, trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.
Traverse way, terrain beginning 159' from DER, 494' left of centerline, up to 357' MSL.
Trees beginning 219' from DER, 393' right of centerline, up to 402' MSL.
Trees, poles beginning 446' from DER, 20' right of centerline, up to 404' MSL.
Trees beginning 1064' from DER, 626' left of centerline, up to 402' MSL.
Trees beginning 1214' from DER, 558' left of centerline, up to 415' MSL.
Trees beginning 1356' from DER, 56' left of centerline, up to 420' MSL.
Trees, pole beginning 1824' from DER, 14' right of centerline, up to 405' MSL.
Tree 2041' from DER, 941' right of centerline, 415' MSL.
Tree 2109' from DER, 804' right of centerline, 422' MSL.
Trees, pole beginning 2172' from DER, 645' right of centerline, up to 436' MSL.
Trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.
Trees beginning 2452' from DER, 827' right of centerline, up to 447' MSL.
Trees beginning 3006' from DER, 699' right of centerline, up to 453' MSL.
Tree 3189' from DER, 922' left of centerline, 432' MSL.
Tree 4771' from DER, 998' left of centerline, 78' AGL/471' MSL.
Tree 5421' from DER, 1537' left of centerline, 512' MSL.
Trees beginning 5496' from DER, 1555' left of centerline, up to 514' MSL.
Tree, transmission line beginning 5647' from DER, 1462' left of centerline, up to 511' MSL.

CAMDEN, TN
BENTON COUNTY (0M4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 037° to 900 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 539' from DER, 25' right of centerline, up to 100' AGL/534' MSL.
Trees beginning 1067' from DER, 57' left of centerline, up to 100' AGL/549' MSL.
Utility poles beginning 951' from DER, 325' left of centerline, 40' AGL/501' MSL.
Rwy 22, trees beginning 1158' from DER, 597' left of centerline, up to 100' AGL/619' MSL.
Trees beginning 1753' from DER, 925' right of centerline, up to 100' AGL/549' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CAMPBELL AAF (KHOP)
FORT CAMPBELL, KY
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
08MAY08 (08129)
TAKEOFF OBSTACLE NOTES:
  Rwy 18, touchdown reflector 85’ from DER, 109’ left of centerline, 4’ AGL/564’ MSL.
  Touchdown reflector 104’ from DER, 109’ right of centerline, 4’ AGL/563’ MSL.
  Rwy 23, tree line 1029’ from DER, 541’ left of centerline, 60’ AGL/590’ MSL.
  Rwy 36, tree line 1199’ from DER, 591’ left of centerline, 60’ AGL/607’ MSL.

CAMPBELLSVILLE, KY
TAYLOR COUNTY (AAS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
  Rwy 5, std. w/min. climb of 260’ per NM to 2000 or 1000-2½ for VCOA.
  VCOA:
  Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 5, building, trees beginning 56’ from DER, 398’ left of centerline, up to 25’ AGL/945’ MSL.
  Fence 208’ from DER, 267’ right of centerline, 6’ AGL/939’ MSL.
  Transmission line, poles beginning 1467’ from DER, 877’ right of centerline, up to 26’ AGL/968’ MSL.
  Trees beginning 1856’ from DER, 168’ right of centerline, up to 81’ AGL/1002’ MSL.
  Poles, transmission line, trees beginning 1935’ from DER, 668’ left of centerline, up to 36’ AGL/980’ MSL.
  Transmission line, poles, trees beginning 2133’ from DER, 258’ left of centerline, up to 39’ AGL/981’ MSL.
  Trees beginning 2248’ from DER, 464’ left of centerline, up to 83’ AGL/1005’ MSL.
  Trees beginning 3256’ from DER, 856’ right of centerline, up to 91’ AGL/1031’ MSL.
  Tree 3956’ from DER, 1143’ left of centerline, 89’ AGL/1025’ MSL.
  Rwy 23, vehicles on roadway beginning 3’ from DER, 427’ left of centerline, up to 13’ AGL/882’ MSL.
  Vehicles on roadway 608’ from DER, 346’ right of centerline, 16’ AGL/883’ MSL.
  Transmission line, poles, trees beginning 840’ from DER, 400’ right of centerline, up to 29’ AGL/894’ MSL.
  Tree 573’ from DER, 591’ left of centerline, 49’ AGL/909’ MSL.
  Tree 669’ from DER, 575’ left of centerline, 60’ AGL/920’ MSL.
  Building 1094’ from DER, 156’ right of centerline, 39’ AGL/899’ MSL.
  Trees, elevator beginning 1145’ from DER, 248’ right of centerline, up to 65’ AGL/926’ MSL.
  Tree 2732’ from DER, 738’ left of centerline, 69’ AGL/940’ MSL.
  Tree 3722’ from DER, 1197’ left of centerline, 112’ AGL/978’ MSL.
  Tree 4854’ from DER, 1708’ left of centerline, 100’ AGL/999’ MSL.

CENTERVILLE, TN
CENTERVILLE MUNI (GHM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  10DEC15 (15344) (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwy 2, vehicle on road 8’ from DER, 156’ left of centerline, 17’ AGL/770’ MSL, up sloping ground 131’ from DER, 383’ left of centerline, up to 785’ MSL.
  Building 1375’ from DER, 621’ right of centerline, 25’ AGL/815’ MSL.
  Building 440’ from DER, 258’ left of centerline, 25’ AGL/810’ MSL.
  Trees beginning 47’ from DER, 433’ right of centerline, up to 60’ AGL/821’ MSL.
  Trees beginning 451’ from DER, 346’ right of centerline, up to 76’ AGL/839’ MSL.
  Trees beginning 716’ from DER, 328’ right of centerline, up to 81’ AGL/860’ MSL.
  Trees beginning 726’ from DER, 540’ right of centerline, up to 67’ AGL/860’ MSL.
  Trees beginning 745’ from DER, 413’ left of centerline, up to 62’ AGL/862’ MSL.
  Trees beginning 1174’ from DER, 577’ right of centerline, up to 85’ AGL/875’ MSL.
  Trees beginning 1438’ from DER, 844’ right of centerline, up to 87’ AGL/887’ MSL.
  Trees beginning 1955’ from DER, 869’ right of centerline, up to 93’ AGL/893’ MSL.
  Trees beginning 861’ from DER, left and right of centerline, up to 43’ AGL/856’ MSL.
  Power poles beginning 1390’ from DER, 61’ right of centerline, 28’ AGL/808’ MSL.
  Rwy 20, power pole 37’ from DER, 453’ left of centerline, 35’ AGL/793’ MSL.
  Trees beginning 103’ from DER, 508’ left of centerline, up to 54’ AGL/820’ MSL.
  Vehicle on road 442’ from DER, 56’ right of centerline, 17’ AGL/777’ MSL.
  Vehicle on road 467’ from DER, 127’ left of centerline, 17’ AGL/779’ MSL.
  Power pole 436’ from DER, 286’ left of centerline, 50’ AGL/811’ MSL.
  Trees beginning 398’ from DER, 402’ left of centerline, up to 73’ AGL/849’ MSL.
  Trees beginning 524’ from DER, 522’ right of centerline, up to 70’ AGL/833’ MSL.
  Trees beginning 583’ from DER, 321’ right of centerline, up to 62’ AGL/827’ MSL.
  Trees beginning 193’ from DER, 193’ left of centerline, up to 57’ AGL/818’ MSL.
  Trees beginning 678’ from DER, 567’ right of centerline, up to 76’ AGL/840’ MSL.
  Tree beginning 694’ from DER, 602’ right of centerline, up to 86’ AGL/850’ MSL.
  Trees beginning 468’ from DER, left and right of centerline, up to 44’ AGL/839’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHATTANOOGA, TN

LOVELL FLD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12 03JAN19 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-2¼ or std. w/min. climb of 375' per NM to 1100.

Rwy 33, 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 022° to 2400 before turning.

Rwy 15, climb heading 150° to 1400 before turning.

Rwy 20, climb heading 202° to 2200 before turning.

Rwy 33, climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vegetation 279' from DER, 555' left of centerline, 676' MSL.

Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.

Tree 869' from DER, 600' left of centerline, 720' MSL.

Tree 918' from DER, 623' right of centerline, 718' MSL.

Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.

Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.

Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.

Tree 2045' from DER, 915' right of centerline, 742' MSL.

Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.

Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.

Tank 164' from DER, 489' left of centerline, 687' MSL.

Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.

Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.

Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.

Terrain, vehicles, and trees beginning 424' from DER, 401' right of centerline, up to 764' MSL.

Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.

Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.

Tree 745' from DER, 618' right of centerline, 771' MSL.

Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.

Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.

Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.

Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.

Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.

Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.

Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.

Pole 3005' from DER, 899' right of centerline, 798' MSL.

Trees and poles beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.

Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.

Tree 3439' from DER, 1408' left of centerline, 781' MSL.

Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.

Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.

Tree 3764' from DER, 1357' left of centerline, 797' MSL.

Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.

Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.

Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.

Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.

Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.

Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.

Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.

Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.

Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.

Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.

Tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.

Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.

Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.

Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.

Building 1.0 NM from DER, 25' right of centerline, 831' MSL.

Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.

Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.

Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.

Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.

Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.

Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.

Trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.

Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.

Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.

Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.

Tree 1.1 NM from DER, 440' right of centerline, 906' MSL.

Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.

Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.

Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.

Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.

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

CHATTANOOGA, TN (CON’T)
LOVELL FLD (CHA) (CON’T)

Rwy 20, lighting 9’ from DER, 55’ left of centerline, 2’ AGL/682’ MSL.

Tree 611’ from DER, 585’ left of centerline, 735’ MSL.

Trees beginning 816’ from DER, 698’ right of centerline, up to 719’ MSL.

Trees beginning 1062’ from DER, 688’ right of centerline, up to 736’ MSL.

Tree 2714’ from DER, 1047’ right of centerline, 758’ MSL.

Trees beginning 2724’ from DER, 1156’ right of centerline, up to 763’ MSL.

Trees beginning 2905’ from DER, 791’ right of centerline, up to 771’ MSL.

Trees beginning 3618’ from DER, 938’ right of centerline, up to 118’ AGL/738’ MSL.

Terrain 67’ from DER, 377’ right of centerline, 677’ MSL.

Terrain and tree beginning 151’ from DER, 324’ right of centerline, up to 725’ MSL.

Trees beginning 263’ from DER, 431’ right of centerline, up to 727’ MSL.

Trees beginning 411’ from DER, 9’ right of centerline, up to 751’ MSL.

Pole and trees beginning 1682’ from DER, 25’ left of centerline, up to 87’ AGL/746’ MSL.

Trees beginning 1928’ from DER, 57’ left of centerline, up to 101’ AGL/749’ MSL.

Trees beginning 2014’ from DER, 18’ left of centerline, up to 93’ AGL/750’ MSL.

Trees beginning 2130’ from DER, 195’ left of centerline, up to 106’ AGL/755’ MSL.

Trees beginning 2136’ from DER, 54’ left of centerline, up to 108’ AGL/759’ MSL.

Trees beginning 2256’ from DER, 261’ left of centerline, up to 760’ MSL.

Tree 2295’ from DER, 588’ right of centerline, 766’ MSL.

Tree 2327’ from DER, 464’ right of centerline, 768’ MSL.

Trees beginning 2364’ from DER, 219’ right of centerline, up to 92’ AGL/777’ MSL.

Tree 2403’ from DER, 622’ right of centerline, 782’ MSL.

Tree 2411’ from DER, 385’ right of centerline, 784’ MSL.

Tower, poles, and trees beginning 2414’ from DER, 8’ right of centerline, up to 790’ MSL.

Tree 2999’ from DER, 127’ left of centerline, 62’ AGL/763’ MSL.

Trees beginning 3153’ from DER, 1229’ left of centerline, up to 769’ MSL.

Trees beginning 3254’ from DER, 62’ left of centerline, up to 90’ AGL/761’ MSL.

Trees beginning 3548’ from DER, 7’ right of centerline, up to 85’ AGL/796’ MSL.

Trees beginning 3699’ from DER, 30’ left of centerline, up to 100’ AGL/795’ MSL.

Electrical system and trees beginning 3996’ from DER, 8’ left of centerline, up to 119’ AGL/817’ MSL.

Trees beginning 4842’ from DER, 51’ right of centerline, up to 826’ MSL.

Electrical system and trees beginning 5227’ from DER, 3’ right of centerline, up to 86’ AGL/838’ MSL.

Transmission line 5583’ from DER, 15’ left of centerline, 90’ AGL/823’ MSL.

Trees beginning 5626’ from DER, 31’ left of centerline, up to 836’ MSL.

Trees beginning 5707’ from DER, 153’ left of centerline, up to 840’ MSL.

Trees beginning 5902’ from DER, 1339’ left of centerline, up to 857’ MSL.

Trees beginning 1.0 NM from DER, 2’ left of centerline, up to 858’ MSL.

Tree 1.1 NM from DER, 292’ right of centerline, 846’ MSL.

Trees beginning 1.1 NM from DER, 45’ right of centerline, up to 862’ MSL.

Trees beginning 1.1 NM from DER, 6’ right of centerline, up to 888’ MSL.

Trees beginning 1.1 NM from DER, 6’ right of centerline, up to 914’ MSL.

Trees beginning 1.2 NM from DER, 81’ left of centerline, up to 875’ MSL.

Trees beginning 1.2 NM from DER, 65’ left of centerline, up to 876’ MSL.

Tree 1.2 NM from DER, 915’ right of centerline, 918’ MSL.

Trees beginning 1.2 NM from DER, 407’ right of centerline, up to 920’ MSL.

Tree 1.2 NM from DER, 1149’ right of centerline, 923’ MSL.

Trees beginning 1.2 NM from DER, 284’ right of centerline, up to 926’ MSL.

Trees beginning 1.2 NM from DER, 812’ right of centerline, up to 929’ MSL.

Tree 1.2 NM from DER, 1412’ right of centerline, 931’ MSL.

Trees beginning 1.2 NM from DER, 480’ right of centerline, up to 932’ MSL.

Tree 1.2 NM from DER, 1292’ right of centerline, up to 936’ MSL.

Pole and trees beginning 1.2 NM from DER, 659’ right of centerline, up to 90’ AGL/990’ MSL.

Trees beginning 1.7 NM from DER, 1629’ left of centerline, up to 974’ MSL.

Trees beginning 1.9 NM from DER, 2446’ left of centerline, up to 1002’ MSL.

Tree 1.9 NM from DER, 3461’ left of centerline, 1022’ MSL.

Pole and trees beginning 2.0 NM from DER, 241’ left of centerline, up to 92’ AGL/1099’ MSL.

Tree 2.3 NM from DER, 60’ right of centerline, 84’ AGL/1033’ MSL.

Tree 2.5 NM from DER, 1570’ left of centerline, 105’ AGL/1126’ MSL.

Tree 2.5 NM from DER, 1088’ left of centerline, 1085’ MSL.
CLARKSVILLE, TN
OUTLAW FLD (CKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP06 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1 or std. w/min. climb of 240' per NM to 800, alternatively, with std. takeoff minimums and a normal 200'NM climb gradient, takeoff must occur no later than 1900' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 29' from DER, 135' right of centerline, up to 100' AGL/650' MSL. Multiple trees beginning 787' from DER, 225' left of centerline, up to 100' AGL/626' MSL.

Rwy 17, multiple trees and poles beginning 14' from DER, 251' right of centerline, up to 100' AGL/621' MSL. Multiple trees beginning 174' from DER, 212' left of centerline, up to 59' AGL/608' MSL.

Rwy 23, multiple trees beginning 184' from DER, 61' right of centerline, up to 100' AGL/593' MSL. Multiple trees beginning 912' from DER, 106' left of centerline, up to 100' AGL/590' MSL.

Road 162' from DER, 7' right of centerline, up to 15' AGL/551' MSL.

Cross on church 752' from DER, 237' left of centerline, 52' AGL/587' MSL.

Rwy 35, multiple trees, poles, and buildings beginning 929' from DER, 249' left of centerline, up to 75' AGL/645' MSL. Multiple trees, poles and transmission towers beginning 959' from DER, 147' right of centerline, up to 100' AGL/695' MSL.

CLEVELAND, TN
CLEVELAND RGNL JETPORT (RZR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 300-1¾ or std. w/min. climb of 260' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 034° to 2200 before turning right.

Rwy 21, climb heading 214° to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, tree 3009' from DER, 676' left of centerline, 920' MSL. Tree 1.1 NM from DER, 2087' left of centerline, 1011' MSL. Tree 1.1 NM from DER, 2321' left of centerline, 1021' MSL. Tower 1.1 NM from DER, 65' left of centerline, 196' AGL/1054' MSL. Tower 1.4 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA-MT. PLEASANT, TN
MAURY COUNTY RGNL (MRC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 21JUN18 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, NA-Environmental.
Rwy 6, 300-1½ or std. w/min. climb of 301' per NM to 1100.
Rwy 24, 400-2½ or std. w/min. climb of 278' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 235° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1177' from DER, 591' left of centerline, up to 92' AGL/751' MSL. Trees beginning 1123' from DER, 732' right of centerline, up to 96' AGL/745' MSL. Poles 24' from DER, 356' left of centerline, 42' AGL/691' MSL. Trees beginning 2716' from DER, 921' left of centerline, up to 88' AGL/757' MSL. Trees beginning 1819' from DER, 190' right of centerline, up to 124' AGL/739' MSL. Trees beginning 1239' from DER, 700' left of centerline, up to 104' AGL/718' MSL. Trees beginning 1299' from DER, 217' left of centerline, up to 96' AGL/712' MSL. Pole 21' from DER, 487' right of centerline, 23' AGL/677' MSL. Trees beginning 1725' from DER, 10' left of centerline, up to 106' AGL/719' MSL. Trees beginning 2607' from DER, 324' left of centerline, up to 107' AGL/735' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COPPERHILL, TN
MARTIN CAMPBELL FLD (1A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  06OCT22 (22279)  (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 440‘ per NM to 3000 or 2400-3 for VCOA.
Rwy 20, std. w/min. climb of 240‘ per NM to 4600 or 2400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 019° to 4000 before proceeding on course.
Rwy 20, climb on heading 199° to 3700 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Martin Campbell Fld at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 27‘ from DER, 8‘ left of centerline, up to 1817‘ MSL.
Trees beginning 65‘ from DER, 6‘ right of centerline, up to 1827‘ MSL.
Trees beginning 1318‘ from DER, 369‘ right of centerline, up to 1853‘ MSL.
Trees beginning 1634‘ from DER, 128‘ right of centerline, up to 1860‘ MSL.
Trees beginning 1.9 NM from DER, 1461‘ left of centerline, up to 2119‘ MSL.
Trees beginning 1.9 NM from DER, 488‘ left of centerline, up to 2186‘ MSL.
Trees beginning 2.1 NM from DER, 5‘ right of centerline, up to 2301‘ MSL.
Trees beginning 2.1 NM from DER, 103‘ left of centerline, up to 2312‘ MSL.
Rwy 20, trees abeam from DER, 163‘ left of centerline, 1811‘ MSL.
Trees beginning 4‘ from DER, 141‘ right of centerline, up to 1827‘ MSL.
Trees beginning 8‘ from DER, 211‘ left of centerline, up to 1813‘ MSL.
Trees beginning 205‘ from DER, 175‘ left of centerline, up to 1842‘ MSL.
Trees beginning 221‘ from DER, 258‘ right of centerline, up to 1830‘ MSL.

COVINGTON, KY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  08APR10 (10098)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 4562‘ from DER, 900‘ left of centerline, up to 94‘ AGL/1003‘ MSL.
Trees beginning 3385‘ from DER, 1117‘ right of centerline, up to 59‘ AGL/988‘ MSL.
Rwy 18C, trees beginning 1882‘ from DER, 834‘ left of centerline, up to 75‘ AGL/974‘ MSL.
Trees beginning 3473‘ from DER, 904‘ right of centerline, up to 70‘ AGL/929‘ MSL.
Rwy 18R, trees beginning 3221‘ from DER, 895‘ left of centerline, up to 85‘ AGL/964‘ MSL.
Rwy 36C, trees beginning 956‘ from DER, 613‘ right of centerline, up to 94‘ AGL/963‘ MSL.
Rwy 36R, light pole 1476‘ from DER, 813‘ left of centerline, 47‘ AGL/926‘ MSL.
Trees beginning 1602‘ from DER, 754‘ left of centerline, up to 59‘ AGL/938‘ MSL.

COVINGTON, TN
COVINGTON MUNI (M04)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  03APR14 (14093)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicle on road 513‘ from DER, 13‘ right of centerline, up to 15‘ AGL/294‘ MSL.
Rwy 19, fence beginning 150‘ from DER, 248‘ right of centerline, up to 2‘ AGL/284‘ MSL.
Trees beginning 500‘ from DER, 60‘ left of centerline, up to 55‘ AGL/356‘ MSL.
Building and trees beginning 1793‘ from DER, 304‘ right of centerline, up to 60‘ AGL/372‘ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CROSSVILLE, TN
CROSSVILLE MEML-WHITSON FLD (CSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04SEP03 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 31’ from DER, 499’ left of centerline, 60’ AGL/1905’ MSL.
Trees 572’ from DER, 499’ left of centerline, 75’ AGL/1889’ MSL.
Trees 8’ from DER, 438’ right of centerline, 30’ AGL/1873’ MSL.
Bush 76’ from DER, 213’ right of centerline, 8’ AGL/1872’ MSL.
Rwy 26, tree 43’ from DER, 468’ left of centerline, 26’ AGL/1910’ MSL.
Numerous trees 94 to 576’ from DER, 355 to 583’ right of centerline, 40 to 70’ AGL/1901 to 1927’ MSL.
Pole 141’ from DER, 474’ right of centerline, 50’ AGL/1914’ MSL.
Tree 1083’ from DER, 363’ right of centerline, 74’ AGL/1922’ MSL.

CYNTHIANA, KY
CYNTHIANA-HARRISON COUNTY (0I8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1½ or std. w/ min. climb of 510’ per NM to 1000.
Rwy 29, 300-1½ or std. w/ climb of 240’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 25’ from DER, 56’ left of centerline, up to 108’ AGL/819’ MSL.
Fence 942’ from DER, 643’ left of centerline, 17’ AGL/767’ MSL.
Multiple trees beginning 1067’ from DER, along and right of course, up to 125’ AGL/908’ MSL.
Multiple trees beginning 1090’ from DER, along and left of course, up to 114’ AGL/900’ MSL.
Terrain beginning 1201’ from DER, 1’ left of centerline, up to 837’ MSL.
Multiple poles beginning 1265’ from DER, 4’ left of centerline, up to 67’ AGL/879’ MSL.
Multiple buildings beginning 1642’ from DER, 3’ left of centerline, up to 19’ AGL/832’ MSL.
Terrain beginning 1881’ from DER, 4’ right of centerline, up to 859’ MSL.
Multiple fences beginning 1907’ from DER, 26’ left of centerline, up to 15’ AGL/838’ MSL.
Multiple fences beginning 2266’ from DER, 22’ right of centerline, up to 13’ AGL/855’ MSL.
Multiple buildings beginning 2274’ from DER, 7’ right of centerline, up to 33’ AGL/872’ MSL.
Multiple poles beginning 2331’ from DER, 39’ right of centerline, up to 70’ AGL/855’ MSL.
Vehicles on road beginning 2356’ from DER, left and right of centerline, up to 15’ AGL/833’ MSL.
Antenna 2879’ from DER, 753’ right of centerline, 36’ AGL/856’ MSL.

DANVILLE, KY
STUART POWELL FLD (DVK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 29DEC22 (22363) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-Obstacles.
Rwys 31, 500-2½ or std. w/min. climb of 290’ per NM to 1600.
DEPARTURE PROCEDURE:
Rwys 31, climb on heading 305° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 1938’ from DER, 604’ left of centerline, up to 1100’ MSL.
Rwys 31, tree 7’ from DER, 376’ left of centerline, 1073’ MSL.
Tree, building beginning 185’ from DER, 279’ left of centerline, up to 1080’ MSL.
NAVAID 459’ from DER, 250’ right of centerline, 17’ AGL/1032’ MSL.
Trees beginning 1543’ from DER, 508’ right of centerline, up to 1077’ MSL.
Tree 2105’ from DER, 115’ right of centerline, 1081’ MSL.
Tree 2.1 NM from DER, 2266’ left of centerline, 1401’ MSL.
Tree 2.1 NM from DER, 3345’ left of centerline, 1399 MSL.
TAKEOFF MINIMUMS (ObSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1/4 or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 033° to 2100 before turning left.

Rwy 21, climb heading 213° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL. Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL. Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.

Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-1/4 or std. w/min. climb of 370' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 17, electrical system beginning 22' from DER, 401' left of centerline, up to 74' AGL/901' MSL. Trees beginning 166' from DER, 152' right of centerline, up to 71' AGL/913' MSL.

Electrical system, vehicle on road beginning 469' from DER, 325' left of centerline, up to 34' AGL/906' MSL.

Tower 533' from DER, 324' left of centerline, 44' AGL/924' MSL.

Tree, building beginning 592' from DER, 395' left of centerline, up to 66' AGL/943' MSL.

Tree, electrical system, fence, vehicle on road beginning 718' from DER, 4' left of centerline, up to 79' AGL/957' MSL.

Tree, electrical system, building beginning 1079' from DER, 19' right of centerline, up to 41' AGL/919' MSL.

Tree, electrical system, building beginning 1175' from DER, 5' right of centerline, up to 68' AGL/957' MSL.

Tree, electrical system beginning 1298' from DER, 30' right of centerline, up to 73' AGL/967' MSL.

Tree, building, electrical system beginning 1377' from DER, 56' right of centerline, up to 72' AGL/968' MSL.

Trees beginning 1710' from DER, 293' left of centerline, up to 86' AGL/968' MSL.

Trees beginning 1815' from DER, 90' left of centerline, up to 90' AGL/969' MSL.

Trees beginning 1863' from DER, 22' left of centerline, up to 96' AGL/970' MSL.

Trees beginning 2529' from DER, 349' right of centerline, up to 105' AGL/984' MSL.

Trees beginning 2974' from DER, 217' right of centerline, up to 84' AGL/989' MSL.

Trees beginning 3068' from DER, 81' right of centerline, up to 92' AGL/994' MSL.

Trees beginning 3106' from DER, 34' left of centerline, up to 85' AGL/983' MSL.

Trees beginning 3150' from DER, 3' right of centerline, up to 86' AGL/1002' MSL.

Trees beginning 3188' from DER, 21' left of centerline, up to 92' AGL/988' MSL.

Tree, electrical system beginning 3856' from DER, 9' left of centerline, 75' AGL/913' MSL.

Trees beginning 3888' from DER, 139' left of centerline, up to 92' AGL/997' MSL.

Trees beginning 4053' from DER, 162' right of centerline, up to 104' AGL/1008' MSL.

Trees beginning 4069' from DER, 290' left of centerline, up to 89' AGL/1010' MSL.

Tree, electrical system beginning 4086' from DER, 45' left of centerline, up to 97' AGL/1021' MSL.

Tree, electrical system beginning 4208' from DER, 24' right of centerline, up to 98' AGL/1016' MSL.

Tree, electrical system, building beginning 4562' from DER, 140' left of centerline, up to 80' AGL/1028' MSL.

Trees beginning 4578' from DER, 39' right of centerline, up to 79' AGL/1018' MSL.

Tree, electrical system beginning 4634' from DER, 273' left of centerline, up to 78' AGL/1026' MSL.

Trees beginning 4742' from DER, 8' left of centerline, up to 78' AGL/1032' MSL.

Trees beginning 4918' from DER, 12' right of centerline, up to 65' AGL/1023' MSL.

Rwy 3, tree beginning 5055' from DER, 39' right of centerline, up to 95' AGL/1057' MSL.

Tank, building beginning 533' from DER, 324' left of centerline, up to 95' AGL/1057' MSL.

Tank 1.3 NM from DER, 1975' right of centerline, 199' AGL/1137' MSL.

Antenna 1.5 NM from DER, 2037' left of centerline, 290' AGL/1176' MSL.

Rwy 35, fence 30' from DER, 395' left of centerline, 7' AGL/901' MSL.

Tree, vehicle of road beginning 87' from DER, 139' left of centerline, up to 59' AGL/951' MSL.

Tree 503' from DER, 331' right of centerline, 75' AGL/913' MSL.

Trees beginning 553' from DER, 428' right of centerline, up to 94' AGL/923' MSL.

Trees beginning 727' from DER, 25' right of centerline, up to 98' AGL/948' MSL.

Tree, electrical system beginning 730' from DER, 518' left of centerline, up to 93' AGL/961' MSL.

Trees beginning 938' from DER, 25' left of centerline, up to 90' AGL/963' MSL.

Trees beginning 1605' from DER, 30' left of centerline, up to 87' AGL/976' MSL.

Trees beginning 1765' from DER, 166' right of centerline, up to 70' AGL/949' MSL.

Tree 1993' from DER, 625' left of centerline, 75' AGL/980' MSL.

Trees beginning 2102' from DER, 39' left of centerline, up to 80' AGL/964' MSL.

Tree 2453' from DER, 41' right of centerline, 56' AGL/959' MSL.

Trees beginning 2632' from DER, 148' left of centerline, up to 86' AGL/986' MSL.

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

DYERSBURG, TN
DYERSBURG RGNL (DYR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 07OCT21 (21280) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 4, trees beginning 182’ from DER, 410’ left of centerline, up to 400’ MSL.
- Rwy 22, tree 1395’ from DER, 420’ right of centerline, 361’ MSL.
- Trees beginning 1484’ from DER, 770’ left of centerline, up to 381’ MSL.
- Tree 1652’ from DER, 674’ right of centerline, 384’ MSL.
- Trees beginning 1793’ from DER, 448’ right of centerline, up to 387’ MSL.

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

ELIZABETHTOWN, KY
ADDINGTON FLD (EKX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08JUN06 (21168) (FAA)
DEPARTURE PROCEDURE:
- Rwy 5, climb via heading 050° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 5, multiple trees beginning 1404’ from DER, 466’ left of centerline, up to 96’ AGL/835’ MSL.
- Rwy 23, multiple trees and power lines beginning 7’ from DER, 372’ left of centerline, up to 100’ AGL/899’ MSL. Multiple trees and power lines beginning 2416’ from DER, 25’ right of centerline, up to 100’ AGL/869’ MSL.

FALMOUTH, KY
GENE SNYDER (K62)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27SEP07 (07270) (FAA)
TAKEOFF MINIMUMS:
- Rwy 3, 300-1¼ or std. w/ a min. climb of 417’ per NM to 1300.
TAKEOFF OBSTACLE NOTES:
- Rwy 3, tower 5831’ from DER, 340’ left of centerline, 106’ AGL/1037’ MSL.
- Rwy 21, trees beginning 300’ from DER, left and right of centerline, up to 100’ AGL/979’ MSL.

FAYETTEVILLE, TN
FAYETTEVILLE MUNI (FYM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 2, terrain 5’ from DER, 495’ right of centerline, 985’ MSL.
- Vehicles on road beginning 534’ from DER, left and right of centerline, up to 15’ AGL/1004’ MSL.
- Trees beginning 742’ from DER, 26’ left of centerline, up to 100’ AGL/1109’ MSL.
- Trees beginning 987’ from DER, 468’ right of centerline, up to 100’ AGL/1089’ MSL.
- Rwy 20, trees beginning 82’ from DER, 451’ right of centerline, up to 100’ AGL/1059’ MSL.
- Trees beginning 835’ from DER, 420’ left of centerline, up to 100’ AGL/1059’ MSL.
- Tree 1428’ from DER, on centerline, 100’ MSL.
- Trees beginning 1719’ from DER, 55’ left of centerline, up to 100’ AGL/1099’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FLEMINGSBURG, KY
FLEMING-MASON (FGX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  30NOV23 (23334) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 141’ from DER, 360’ left of centerline, up to 931’ MSL.
Trees beginning 214’ from DER, 530’ left of centerline, up to 932’ MSL.
Trees beginning 224’ from DER, 163’ right of centerline, up to 67’ AGL/939’ MSL.
Trees beginning 304’ from DER, 510’ left of centerline, up to 65’ AGL/938’ MSL.
Trees beginning 354’ from DER, 518’ left of centerline, up to 68’ AGL/942’ MSL.

Rwy 25, vegetation 4’ from DER, 11’ right of centerline, 7’ AGL/907’ MSL.
Tree 6’ from DER, 489’ right of centerline, 909’ MSL.
Vegetation 7’ from DER, 5’ left of centerline, 7’ AGL/907’ MSL.
Tree 20’ from DER, 145’ right of centerline, 29’ AGL/914’ MSL.
Trees, NAVAID beginning 103’ from DER, 23’ left of centerline, up to 915’ MSL.

FRANKFORT, KY
CAPITAL CITY (FFT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  02MAY13 (13122) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 285’ from DER, 76’ right of centerline, up to 100’ AGL/887’ MSL.
Pole 254’ from DER, 484’ right of centerline, 34’ AGL/855’ MSL.
Terrain beginning 25’ from DER, left and right of centerline, up to 837’ MSL.
Trees beginning 1638’ from DER, 14’ left of centerline, up to 100’ AGL/903’ MSL.
Vehicle 946’ from DER, 17’ AGL/836’ MSL.

Rwy 25, trees beginning 199’ from DER, 98’ right of centerline, up to 100’ AGL/892’ MSL.
Navaid and vehicle beginning 226’ from DER, 256’ right of centerline, up to 17’ AGL/840’ MSL.
Terrain beginning 2’ from DER, left and right of centerline, 850’ MSL.
Trees beginning 510’ from DER, 69’ left of centerline, up to 100’ AGL/879’ MSL.
Poles beginning 198’ from DER, 527’ right of centerline, up to 38’ AGL/852’ MSL.
Vehicle and building beginning 449’ from DER, 434’ left of centerline, up to 17’ AGL/837’ MSL.

FULTON, KY
FULTON (1M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24MAR22 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 400-1¾ or std. w/min. climb of 314’ per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees, vehicles on roads, pole beginning 5’ from DER, on centerline, up to 91’ AGL/487’ MSL.
Poles, vehicles on roads beginning 38’ from DER, 124’ left of centerline, up to 25’ AGL/423’ MSL.
Tree 338’ from DER, 530’ left of centerline, 94’ AGL/493’ MSL.
Trees beginning 956’ from DER, 665’ left of centerline, up to 95’ AGL/504’ MSL.
Trees beginning 2409’ from DER, 822’ right of centerline, up to 88’ AGL/503’ MSL.
Tree 2582’ from DER, 1025’ right of centerline, 86’ AGL/506’ MSL.
Trees beginning 2648’ from DER, 773’ right of centerline, up to 94’ AGL/513’ MSL.
Trees beginning 3549’ from DER, 16’ left of centerline, up to 86’ AGL/517’ MSL.
Trees beginning 3566’ from DER, 42’ right of centerline, up to 85’ AGL/519’ MSL.
Trees beginning 4216’ from DER, 1335’ right of centerline, up to 104’ AGL/530’ MSL.
Trees beginning 4349’ from DER, 1229’ right of centerline, up to 109’ AGL/533’ MSL.
Tree 4551’ from DER, 1650’ right of centerline, 119’ AGL/543’ MSL.
Tree 4646’ from DER, 1709’ right of centerline, 126’ AGL/549’ MSL.
Antennas, towers beginning 1.3 NM from DER, 849’ right of centerline, up to 327’ AGL/725’ MSL.
Tower 1.5 NM from DER, 846’ right of centerline, 258’ AGL/666’ MSL.

Rwy 27, trees, pole beginning 261’ from DER, 238’ right of centerline, up to 106’ AGL/464’ MSL.
Trees, pole, antenna beginning 323’ from DER, 247’ left of centerline, up to 82’ AGL/449’ MSL.
Tree, antenna beginning 971’ from DER, 389’ left of centerline, up to 80’ AGL/460’ MSL.
Trees, antenna beginning 1241’ from DER, 212’ left of centerline, up to 84’ AGL/464’ MSL.
Trees beginning 2315’ from DER, 76’ right of centerline, up to 110’ AGL/472’ MSL.
Tree 3412’ from DER, 1000’ left of centerline, 466’ MSL.
Trees beginning 3451’ from DER, 866’ left of centerline, up to 106’ AGL/470’ MSL.
Trees beginning 3480’ from DER, 427’ left of centerline, up to 114’ AGL/471’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GALLATIN, TN
MUSIC CITY EXEC (XNX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 16JUL20 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, 300-1½ or std. w/min. climb of 305’ per NM to 900.
DEPARTURE PROCEDURES:
Rwy 35, climb heading 353° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 99’ from DER, left and right of centerline, up to 91’ AGL/586’ MSL.
Pole 537’ from DER, 605’ left of centerline, 34’ AGL/549’ MSL.
Trees beginning 340’ from DER, left and right of centerline, up to 83’ AGL/570’ MSL.
Rwy 35, TL towers and poles beginning 131’ from DER, left and right of centerline, up to 25’ AGL/624’ MSL.
Terrain beginning 171’ from DER, 447’ left of centerline, up to 592’ MSL.
Vehicles on road beginning 199’ from DER, left and right of centerline, up to 17’ AGL/605’ MSL.
Trees and poles beginning 923’ from DER, left and right of centerline, up to 91’ AGL/702’ MSL.
Buildings beginning 1023’ from DER, left and right of centerline, up to 26’ AGL/623’ MSL.
TL towers beginning 1311’ from DER, 452’ left of centerline, up to 97’ AGL/702’ MSL.
Trees and poles beginning 3251’ from DER, left and right of centerline, up to 96’ AGL/718’ MSL.
TL towers beginning 4374’ from DER, 428’ left of centerline, up to 95’ AGL/722’ MSL.

GEORGETOWN, KY
GEORGETOWN-SCOTT COUNTY RGNL (27K)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 29MAR18 (18088) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, Trees 3572’ from DER, 162’ left of centerline, 95’ AGL/1042’ MSL.
Rwy 21, Vehicle on road 270’ from DER, 51’ left of centerline, 15’ AGL/944’ MSL.

GLASGOW, KY
GLASGOW MUNI (GLW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28JUN12 (12180) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1½ or std w/min. climb of 633’ per NM to 1000.
Rwy 26, 300-1 or std w/min. climb of 297’ per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 075° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 2118’ from DER, 1048’ left of centerline, up to 100’ AGL/889’ MSL.
Tree 2336’ from DER, 909’ left of centerline, up to 100’ AGL/869’ MSL.
Terrain beginning 49’ from DER, 9’ left of centerline, up to 785’ MSL.
Terrain beginning 183’ from DER, 69’ right of centerline, up to 728’ MSL.
Rwy 26, multiple trees beginning 2098’ from DER, left and right of centerline, up to 100’ AGL/869’ MSL.

GODMAN AAF (KFTK)
FORT KNOX, KY
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07SEP23 (23250) (USA)
TAKEOFF MINIMUMS:
Rwy 15, std w/min climb of 290’/NM to 1200 or 300-1¼.
DEPARTURE PROCEDURE:
Rwys 15, 18, 33, 36, climb rwy hdg to 1200 before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 841’ from DER, 378’ left of centerline, 760’ MSL.
Trees 1015’ from DER, 690’ left of centerline, 803’ MSL.
Trees 2036’ from DER, 885’ right of centerline, 806’ MSL.
Trees 2544’ from DER, 468’ left of centerline, 808’ MSL.
Tank 5108’ from DER, 1644’ left of centerline, 130’ AGL/875’ MSL.
Tank 5216’ from DER, 1639’ left of centerline, 131’ AGL/865’ MSL.
Rwy 18, vehicle 250’ from DER, 2’ left of centerline, 735’ MSL.
Trees 1685’ from DER, on centerline, 806’ MSL.
Tree 1337’ from DER, 612’ left of centerline, 788’ MSL.
Fence 693’ from DER, 505’ right of centerline, 775’ MSL.
Trees 1010’ from DER, 504’ right of centerline, 861’ MSL.
Fence 711’ from DER, 515’ left of centerline, 786’ MSL.
Trees 2107’ from DER, 27’ left of centerline, 852’ MSL.
Trees 3946’ from DER, 1124’ right of centerline, 863’ MSL.
Power pole 1945’ from DER, 589’ left of centerline, 821’ MSL.
Pylon 1946’ from DER, 571’ left of centerline, 59’ AGL/817’ MSL.
Pylon 1999’ from DER, 281’ left of centerline, 59’ AGL/817’ MSL.
Pylon 2054’ from DER, 7’ left of centerline, 59’ AGL/814’ MSL.

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

GODMAN AAF (KFTK) (CON’T)
FORT KNOX, KY (CON’T)

Rwy 33 (CONT), pylon 2091’ from DER, 223’ right of centerline, 59’ AGL/827’ MSL.
Pylon 2116’ from DER, 917’ left of centerline, 59’ AGL/833’ MSL.
Pylon 2142’ from DER, 467’ right of centerline, 59’ AGL/830’ MSL.
Pylon 2184’ from DER, 692’ right of centerline, 59’ AGL/837’ MSL.
Pylon 2223’ from DER, 917’ right of centerline, 59’ AGL/847’ MSL.

Rwy 36, vehicle 252’ from DER, 7’ left of centerline, 10’ AGL/768’ MSL.

Vehicle 433’ from DER, 1’ right of centerline, 10’ AGL/771’ MSL.

Vehicle 1024’ from DER, 620’ left of centerline, 867’ MSL.

Trees 3788’ from DER, 821’ left of centerline, 867’ MSL.

Pylon 2116’ from DER, 917’ left of centerline, 863’ MSL.

Vehicle 663’ from DER, 98’ right of centerline, 777’ MSL.

Rail cars 623’ from DER, 2’ right of centerline 23’ AGL/794’ MSL.

VEGETATION:

Pylon 3311’ from DER, 1173’ left of centerline, 59’ AGL/845’ MSL.

GREENEVILLE, TN
GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

Tree 1400’ from DER, 288’ right of centerline, up to 112’ AGL/1757’ MSL.

Vegetation, terrain, fence beginning 1521’ from DER, 32’ right of centerline, up to 1789’ MSL.

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

Trees beginning 3319’ from DER, 589’ right of centerline, up to 112’ AGL/1791’ MSL.

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

Terrain, vegetation beginning 3700’ from DER, 180’ right of centerline, up to 1846’ MSL.

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

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

Trees beginning 3998’ from DER, 1398’ right of centerline, up to 1728’ MSL.

Trees beginning 4318’ from DER, 1417’ right of centerline, up to 1768’ MSL.

Trees beginning 4362’ from DER, 1332’ right of centerline, up to 1773’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GREENVILLE, KY
MUHLENBURG COUNTY (M21)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1¼.
Rwy 24, 400-3 or std. w/min. climb of 465’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 6, terrain and trees beginning 246’ from DER. 221’ left of centerline, up to 100’ AGL/539’ MSL.
Terrain and trees beginning 1089’ from DER, 195’ right of centerline, up to 100’ AGL/609’ MSL.
Trees 1.1 NM from DER, 2312’ left of centerline, up to 100’ AGL/689’ MSL.
Trees 1.4 NM from DER, 2564’ left of centerline, up to 100’ AGL/669’ MSL.
Rwy 24, trees beginning 518’ from DER, 363’ left of centerline, up to 100’ AGL/519’ MSL.
Terrain and trees beginning 328’ from DER, 502’ right of centerline, up to 100’ AGL/539’ MSL.
Trees 2659’ from DER, 326’ left of centerline, up to 100’ AGL/569’ MSL.
Tower 2.4 NM from DER, 4098’ left of centerline, 218’ AGL/818’ MSL.

HARDINSBURG, KY
BRECKINRIDGE COUNTY (I93)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (19115) (FAA)
TAKEOFF MINIMUMS:
Rwy 28, 300-2¼ or std. w/min. climb of 260’ per NM to 1200 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 28, climb on heading 281° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 222’ from DER, 328’ left of centerline, 54’ AGL/749’ MSL.
Trees beginning 352’ from DER, 315’ left of centerline, up to 96’ AGL/775’ MSL.
Tree 531’ from DER, 437’ right of centerline, 41’ AGL/749’ MSL.
Rwy 28, tree, pole beginning 94’ from DER, 505’ right of centerline, up to 65’ AGL/749’ MSL.
Tree 198’ from DER, 361’ left of centerline, 30’ AGL/729’ MSL.
Tree, pole beginning 502’ from DER, 259’ right of centerline, up to 80’ AGL/750’ MSL.
Trees beginning 688’ from DER, 28’ right of centerline, up to 89’ AGL/765’ MSL.
Tree 930’ from DER, 738’ left of centerline, 77’ AGL/755’ MSL.
Tree 1091’ from DER, 648’ left of centerline, 89’ AGL/770’ MSL.
Trees beginning 1111’ from DER, 643’ left of centerline, up to 81’ AGL/772’ MSL.
Trees beginning 1355’ from DER, 210’ right of centerline, up to 91’ AGL/771’ MSL.
Trees beginning 1477’ from DER, 236’ right of centerline, up to 97’ AGL/777’ MSL.
Tree 2226’ from DER, 812’ left of centerline, 72’ AGL/775’ MSL.
Tower 1.8 NM from DER, 581’ left of centerline, 366’ AGL/1007’ MSL.

HARLAN, KY
TUCKER-GUTHRIE MEML (I35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (22139) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 470’ per NM to 4200 or 2800-3 for VCOA.
Rwy 26, 1000-3 w/min. climb of 430’ per NM to 3000 or 2800-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 8, climb on heading 080° to 4200 before proceeding on course.
Rwy 26, climb on heading 250° to 4200 before proceeding on course.
VCOA:
Rwys 8, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie Meml at or above 4200’ before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 350’ from DER, 97’ right of centerline, up to 100’ AGL/1619’ MSL.
Trees beginning 359’ from DER, 126’ right of centerline, up to 100’ AGL/1739’ MSL.
Trees beginning 1105’ from DER, 308’ right of centerline, up to 100’ AGL/1779’ MSL.
Trees beginning 1471’ from DER, 369’ right of centerline, up to 100’ AGL/1819’ MSL.
Trees beginning 3951’ from DER, 826’ right of centerline, up to 100’ AGL/1859’ MSL.
Trees beginning 1.9 NM from DER, 3003’ right of centerline, up to 100’ AGL/2099’ MSL.
Trees beginning 2.2 NM from DER, 2674’ right of centerline, up to 100’ AGL/2299’ MSL.
Trees beginning 2.5 NM from DER, 1549’ right of centerline, up to 100’ AGL/2139’ MSL.
Rwy 26, trees beginning 113’ from DER, 220’ left of centerline, up to 100’ AGL/1539’ MSL.
Trees beginning 187’ from DER, 147’ right of centerline, up to 100’ AGL/1619’ MSL.
Trees beginning 2112’ from DER, 677’ right of centerline, up to 100’ AGL/1739’ MSL.
Trees beginning 2913’ from DER, 944’ left of centerline, up to 100’ AGL/1819’ MSL.
Tower 1.5 NM from DER, 1294’ left of centerline, 343’ AGL/1802’ MSL.
Trees beginning 1.7 NM from DER, 3222’ right of centerline, up to 100’ AGL/2139’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HARTFORD, KY
OHIO COUNTY (JQD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 02MAY13 (13122) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/min. climb of 257' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL. 
Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL. 
Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.
Rwy 21, trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.

HAZARD, KY
WENDELL H. FORD (CPF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05APR12 (12096) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 500-2¾.
Rwy 14, 500-2¼ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions.
Rwy 24, 500-2½.
Rwy 32, 300-2½ or std. w/min. climb of 363' per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 065° to 1900 before proceeding on course.
Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.
Rwy 24, climb heading 245° to 1900 before proceeding on course.
Rwy 32, climb heading 325° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1457' from DER, left and right of centerline, up to 100' AGL/1699' MSL.
Rwy 14, rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL. 
Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.
Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.
Rwy 24, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/1739' MSL.
Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.

HENDERSON, KY
HENDERSON CITY-COUNTY (EHR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13JAN11 (11013) (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climb heading 089° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL. 
Poles beginning 422' from DER, 523' left of centerline, up to 36' AGL/421' MSL.
Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL. 
Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.
Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.
Rwy 27, vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL. 
Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.
Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.
Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' MSL.

HOHENWALD, TN
PAUL BRIDGES FLD (0M3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MARCH10 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 300-1½ or std. w/min. climb of 246' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL. 
Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL. 
Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL. 
Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.
HOPKINSVILLE, KY
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 06OCT22 (22279) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, 300-1/2 or std. w/min. climb of 275' to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 8, terrain 53' from DER, 498' left of centerline, 568' MSL.
Tree 1192' from DER, 417' right of centerline, 58' AGL/604' MSL.
Tree 1683' from DER, 371' left of centerline, 63' AGL/622' MSL.
Trees beginning 1904' from DER, 117' left of centerline, up to 88' AGL/651' MSL.
Tree 3737' from DER, 1352' left of centerline, 88' AGL/662' MSL.
Transmission line 4394' from DER, 1574' left of centerline, 87' AGL/675' MSL.
Rwy 26, tree, vehicle on road beginning 175' from DER, 262' left of centerline, up to 54' AGL/568' MSL.
Tree 556' from DER, 535' right of centerline, 73' AGL/613' MSL.
Trees beginning 609' from DER, 40' left of centerline, up to 105' AGL/618' MSL.
Trees beginning 785' from DER, 1' right of centerline, up to 91' AGL/621' MSL.
Trees beginning 1507' from DER, 111' left of centerline, up to 116' AGL/630' MSL.
Tower, trees beginning 2255' from DER, 111' left of centerline, up to 130' AGL/670' MSL.
Antenna, tree beginning 2469' from DER, 203' left of centerline, up to 134' AGL/676' MSL.
Trees beginning 2900' from DER, 424' right of centerline, up to 70' AGL/633' MSL.
Tree 4294' from DER, 873' right of centerline, 91' AGL/662' MSL.
Tree 4463' from DER, 1436' right of centerline, 210' AGL/778' MSL.

HUMBOLDT, TN
HUMBOLDT MUNI (M53)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25FEB21 (21056) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb on heading 075° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 17' from DER, 275' right of centerline, up to 84' AGL/494' MSL.
Trees beginning 66' from DER, 291' left of centerline, up to 472' MSL.
Trees beginning 342' from DER, 205' left of centerline, up to 476' MSL.
Trees beginning 802' from DER, 323' left of centerline, up to 478' MSL.
Trees beginning 936' from DER, 402' left of centerline, up to 485' MSL.
Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.
Trees beginning 1080' from DER, 28' right of centerline, up to 91' AGL/505' MSL.
Rwy 22, tree 61' from DER, 234' right of centerline, 435' MSL.
Traverse way beginning 80' from DER, 245' left of centerline, up to 416' MSL.
Trees, transmission line beginning 150' from DER, 0' right of centerline, up to 91' AGL/483' MSL.
Pole 265' from DER, 297' left of centerline, 437' MSL.
Trees beginning 493' from DER, 173' left of centerline, up to 444' MSL.
Trees beginning 584' from DER, 126' left of centerline, up to 449' MSL.
Trees beginning 622' from DER, 189' left of centerline, up to 480' MSL.
Trees, transmission line beginning 850' from DER, 16' left of centerline, up to 481' MSL.

HUNTINGDON, TN
CARROLL COUNTY (HZD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13JAN11 (11013) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL.
Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL.
Rwy 19, trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' MSL.
JACKSBORO, TN
COLONEL TOMMY C STINER AIRFIELD (JAU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, NA-obstacles.
Rwy 5, std. w/min. climb of 477’ per NM to 2400, or 1600-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3400 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Colonel Tommy C Stiner Airfield at or above 2600 then proceed on VXV R-336 to 3400 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
TAKEOFF OBSTACLE NOTES:
Rwy 5, vegetation beginning 17’ from DER, 236’ right of centerline, 100’ AGL/1301’ MSL.
Vegetation beginning 53’ from DER, 26’ left of centerline, up to 100’ AGL/1255’ MSL.
Vegetation beginning 2342’ from DER, 37’ left of centerline, up to 100’ AGL/1288’ MSL.
Vegetation beginning 2554’ from DER, 254’ left of centerline, up to 100’ AGL/1324’ MSL.
Vegetation beginning 2671’ from DER, 48’ left of centerline, up to 100’ AGL/1339’ MSL.

JACKSON, KY
JULIAN CARROLL (JKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  22JUN17  (17173)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree and vertical structure beginning 31’ from DER, 368’ right of centerline, up to 79’ AGL/1426’ MSL.
Trees beginning 48’ from DER, 33’ left of centerline, up to 78’ AGL/1426’ MSL.
Trees beginning 83’ from DER, 504’ right of centerline, up to 54’ AGL/1431’ MSL.
Tree 1614’ from DER, 712’ right of centerline, 94’ AGL/1436’ MSL.
Rwy 19, tree 79’ from DER, 503’ left of centerline, 111’ AGL/1403’ MSL.
Tree, vertical structure and fence beginning 160’ from DER, 334’ right of centerline, up to 103’ AGL/1415’ MSL.
Tree and bush beginning 170’ from DER, 25’ left of centerline, up to 95’ AGL/1417’ MSL.
Tree, fence and vertical structure beginning 241’ from DER, 335’ right of centerline, up to 75’ AGL/1432’ MSL.
Tree, fence and vertical structure beginning 320’ from DER, 357’ left of centerline, up to 106’ AGL/1428’ MSL.
Tree 438’ from DER, 537’ left of centerline, 93’ AGL/1434’ MSL.
Tree 567’ from DER, 610’ left of centerline, 80’ AGL/1437’ MSL.

JACKSON, TN
MC KELLAR-SIPES RGNL (MKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  28FEB19  (19059)  (FAA)
DEPARTURE PROCEDURE:
Rwy 2, climb heading 023° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway beginning 489’ from DER, 594’ left of centerline, up to 15’ AGL/439’ MSL.
Trees beginning 782’ from DER, 97’ left of centerline, up to 100’ AGL/491’ MSL.
Poles and trees beginning 880’ from DER, 599’ of centerline, up to 100’ AGL/456’ MSL.
Antenna 2043’ from DER, 947’ left of centerline, 61’ AGL/470’ MSL.
Rwy 11, trees beginning 787’ from DER, 71’ left of centerline, up to 77’ AGL/476’ MSL.
Trees beginning 1080’ from DER, 215’ right of centerline, up to 100’ AGL/509’ MSL.
Rwy 20, vehicles on roadway beginning 41’ from DER, 221’ right of centerline, up to 15’ AGL/444’ MSL.
Trees beginning 2977’ from DER, 877’ left of centerline, up to 100’ AGL/526’ MSL.
Trees beginning 2416’ from DER, 1040’ right of centerline, up to 100’ AGL/532’ MSL.
Power lines beginning 1893’ from DER, 972’ right of centerline, 40’ AGL/499’ MSL.
Rwy 29, light pole 40’ from DER, 402’ left of centerline, 70’ AGL/449’ MSL.
Vehicles on roadway beginning 165’ from DER, left and right of centerline, up to 17’ AGL/434’ MSL.
Trees beginning 1362’ from DER, 360’ right of centerline, up to 100’ AGL/486’ MSL.
Trees beginning 1738’ from DER, 55’ left of centerline, up to 100’ AGL/499’ MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17JAN08 (08017) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 2071’ from DER, 234’ right of centerline, 54’ AGL/1012’ MSL.
Rwy 35, trees 2500’ from DER, 99’ left of centerline, 65’ AGL/1076’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG–A 07OCT21 (21280) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.
Rwy 19, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN
MARION COUNTY/BROWN FLD (APT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 25FEB21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 460' per NM to 2600 or 2000-3 for climb in visual conditions.
Rwy 22, std. w/min. climb of 305' per NM to 2300.
DEPARTURE PROCEDURE:
Rwy 22, climb heading 230° to 2300 before turning on course.
VCOA:
Rwy 4, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Marion County/Brown Fld at or above 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees, vegetation beginning 163' from DER, 161' left of centerline, up to 758' MSL.
Trees, vegetation beginning 691' from DER, 9' left of centerline, up to 764' MSL.
Trees beginning 1199' from DER, 87' right of centerline, up to 683' MSL.
Tree 1478' from DER, 120' right of centerline, 700' MSL.
Tree 1586' from DER, 74' right of centerline, 708' MSL.
Trees beginning 1658' from DER, 24' right of centerline, up to 711' MSL.
Trees beginning 2386' from DER, 34' right of centerline, up to 716' MSL.
Tree 2825' from DER, 57' right of centerline, 718' MSL.
Rwy 22, trees, transmission line beginning 129' from DER, 3' left of centerline, up to 685' MSL.
Trees, pole beginning 151' from DER, 19' right of centerline, up to 674' MSL.
Tree 1073' from DER, 141' right of centerline, 680' MSL.
Trees beginning 1110' from DER, 177' left of centerline, up to 686' MSL.
Trees, transmission line, pole beginning 1121' from DER, 19' right of centerline, up to 682' MSL.
Trees, pole, transmission line beginning 1202' from DER, 54' left of centerline, up to 687' MSL.
Trees beginning 1539' from DER, 77' right of centerline, up to 691' MSL.
Tree 1604' from DER, 157' left of centerline, 695' MSL.
Trees beginning 1715' from DER, 199' right of centerline, up to 701' MSL.
Trees beginning 1777' from DER, 64' right of centerline, up to 709' MSL.
Tree 1983' from DER, 33' left of centerline, 708' MSL.
Tree 2053' from DER, 294' right of centerline, 716' MSL.
Tree 2061' from DER, 231' left of centerline, 712' MSL.
Tree 2077' from DER, 135' left of centerline, 715' MSL.
Trees beginning 2084' from DER, 22' left of centerline, up to 723' MSL.
Trees beginning 2087' from DER, 167' right of centerline, up to 724' MSL.
Trees beginning 2216' from DER, 10' right of centerline, up to 728' MSL.
Trees beginning 2270' from DER, 89' left of centerline, up to 729' MSL.
Tree 3580' from DER, 208' right of centerline, 731' MSL.
Tree 3646' from DER, 160' left of centerline, 753' MSL.
Tree 3658' from DER, 65' right of centerline, 740' MSL.
Tree 3659' from DER, 43' left of centerline, 757' MSL.
Tree 3677' from DER, 211' right of centerline, 746' MSL.
Trees beginning 3742' from DER, 27' right of centerline, up to 756' MSL.
Trees beginning 3769' from DER, 23' left of centerline, up to 758' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND (DKX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 26AUG10 (10238) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2½ or std. w/ min. climb of 395’ per NM to 1400.
Rwy 26, 500-2½ w/ min. climb of 204’ per NM to 1400 or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.
Rwy 26, climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions

cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 31’ from DER, 142’ left of centerline, up to 96’ AGL/871’ MSL.
Trees beginning 2662’ from DER, 856’ right of centerline, up to 100’ AGL/1219’ MSL.
Rwy 26, trees beginning 1792’ from DER, 883’ right of centerline, up to 57’ AGL/1056’ MSL.
Trees beginning 4606’ from DER, 1153’ left of centerline, up to 100’ AGL/1239’ MSL.
Trees and buildings 1.65 NM from DER, 1241’ left of centerline, up to 100’ AGL/1259’ MSL.
Trees and buildings beginning 1.67 NM from DER, 2666’ right of centerline, up to 100’ AGL/1328’ MSL.

MC GHEE TYSON (TYS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 12AUG21 (21224) (FAA)
DEPARTURE PROCEDURE:
Rwys 5L/R, climb direct VXV VORTAC then on VXV VORTAC R-053 to 4100 before proceeding on course.
Rwys 23L/R, climb on VXV VORTAC R-226 to 4300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5R, terrain 53’ from DER, 489’ left of centerline, 967’ MSL.
Poles beginning 96’ from DER, 438’ right of centerline, up to 45’ AGL/976’ MSL.
Rwy 23L, catenaries beginning 3690’ from DER, 521’ left of centerline, up to 144’ AGL/1040’ MSL.
Transmission line towers beginning 3885’ from DER, 1003’ left of centerline, up to 137’ AGL/1049’ MSL.
Rwy 23R, transmission line tower 3787’ from DER, 1510’ left of centerline, 117’ AGL/1025’ MSL.

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (09099) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, road + vehicle 666’ from DER, on centerline, 17’ AGL/976’ MSL.
Tree 1120’ from DER, 356’ left of centerline, 51’ AGL/992’ MSL.
Rwy 19, tree 2490’ from DER, 509’ right of centerline, 90’ AGL/1039’ MSL.
Tree 2643’ from DER, 359’ right of centerline, 85’ AGL/1050’ MSL.
Tree 2767’ from DER, 406’ right of centerline, 91’ AGL/1078’ MSL.
Tree 3387’ from DER, 220’ right of centerline, 93’ AGL/1092’ MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (09099) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 10’ from DER, 466’ right of centerline, 100’ AGL/1019’ MSL.
Vehicle on road 200’ from DER, 526’ left of centerline, 15’ AGL/944’ MSL.
Rwy 35, trees 300’ left of centerline, 100’ AGL/1029’ MSL.
Trees, power lines and vehicle on road 1395’ from DER, on centerline, up to 100’ AGL/1059’ MSL.
LEBANON, TN
LEBANON MUNI (M54)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Obstacles.
Rwy 19, std. w/ min. climb of 285' per NM to 1500, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 19, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 432' from DER, 313' right of centerline, up to 63' AGL/662' MSL.
Road 348' from DER, 21' right of centerline, 15' AGL/607' MSL.
Power pole 1174' from DER, 445' right of centerline, 38' AGL/597' MSL.
Tree 2136' from DER, 8' left of centerline, 63' AGL/612' MSL.
Rwy 19, trees beginning 1339' from DER, 342' right of centerline, up to 74' AGL/844' MSL.
Road 334' from DER, 206' right of centerline, 15' AGL/807' MSL.
Trees beginning 2085' from DER, 511' left of centerline, up to 68' AGL/749' MSL.

LEITCHFIELD, KY
LEITCHFIELD-GRAYSON CO (M20)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25APR19 (19115) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road, building 21' from DER, 454' right of centerline, 30' AGL/801' MSL.
Trees beginning 82' from DER, 337' left of centerline, up to 51' AGL/827' MSL.
Trees, vehicle on road, pole, terrain beginning 161' from DER, 125' right of centerline, up to 52' AGL/808' MSL.
Pole, terrain beginning 161' from DER, 125' right of centerline, up to 26' AGL/812' MSL.
Vehicle on road, terrain, building beginning 752' from DER, 202' right of centerline, up to 818' MSL.
Vegetation 204' from DER, 39' left of centerline, 23' AGL/714' MSL.
Trees beginning 1633' from DER, 785' left of centerline, up to 66' AGL/752' MSL.
Tree 1686' from DER, 665' left of centerline, 75' AGL/754' MSL.
Trees beginning 1807' from DER, 524' left of centerline, up to 72' AGL/775' MSL.
Tree 1913' from DER, 854' left of centerline, 70' AGL/785' MSL.
Trees beginning 1921' from DER, 628' left of centerline, up to 88' AGL/789' MSL.
Trees beginning 2085' from DER, 758' left of centerline, up to 66' AGL/792' MSL.
Tree 2173' from DER, 283' right of centerline, 81' AGL/764' MSL.
Trees beginning 2298' from DER, 239' right of centerline, up to 82' AGL/773' MSL.
Trees beginning 2305' from DER, 825' left of centerline, up to 76' AGL/794' MSL.
Tree 2344' from DER, 1044' left of centerline, 76' AGL/812' MSL.
Trees, pole beginning 2399' from DER, 3' left of centerline, up to 79' AGL/827' MSL.
Trees beginning 2434' from DER, 138' right of centerline, up to 77' AGL/779' MSL.
Trees beginning 2587' from DER, 52' right of centerline, up to 72' AGL/790' MSL.
Tree 2884' from DER, 250' right of centerline, 60' AGL/791' MSL.
Tree 3047' from DER, 138' right of centerline, 57' AGL/796' MSL.
Trees beginning 3070' from DER, 19' right of centerline, up to 53' AGL/799' MSL.
Tree 3786' from DER, 240' right of centerline, 88' AGL/803' MSL.
Transmission line, trees beginning 3832' from DER, 82' left of centerline, up to 87' AGL/840' MSL.
Tree 4053' from DER, 430' right of centerline, 72' AGL/808' MSL.
Catenary 4393' from DER, 3' right of centerline, 90' AGL/822' MSL.

LEWISBURG, TN
ELLINGTON (LUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUN14 (14177) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 500-2½ or std. w/min. climb of 260' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 20, climb heading 201° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees and navaid beginning 5' from DER, 496' right of centerline, up to 55' AGL/765' MSL.
Navaid 8' from DER, 112' left of centerline, 10' AGL/710' MSL.
Trees beginning 2434' from DER, 138' right of centerline, up to 77' AGL/779' MSL.
Trees beginning 2587' from DER, 52' right of centerline, up to 72' AGL/790' MSL.
Tree 2884' from DER, 250' right of centerline, 60' AGL/791' MSL.
Tree 3047' from DER, 138' right of centerline, 57' AGL/796' MSL.
Trees beginning 3070' from DER, 19' right of centerline, up to 53' AGL/799' MSL.
Tree 3786' from DER, 240' right of centerline, 88' AGL/803' MSL.
Transmission line, trees beginning 3832' from DER, 82' left of centerline, up to 87' AGL/840' MSL.
Tree 4053' from DER, 430' right of centerline, 72' AGL/808' MSL.
Catenary 4393' from DER, 3' right of centerline, 90' AGL/822' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
LEWISPORT, KY
HANCOCK COUNTY/RON LEWIS FLD (KY8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or std. w/min. climb gradient of 430’ per NM to 700.
Rwy 23, 400-1½ or std. w/min. climb gradient of 350’ per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 5, traverse way, fence beginning 3’ from DER, 368’ left of centerline, up to 426’ MSL.
Trees beginning 424’ from DER, 434’ left of centerline, up to 468’ MSL.
Electrical system beginning 1252’ from DER, 519’ left of centerline, up to 34’ AGL/438’ MSL.
Trees beginning 1686’ from DER, 696’ right of centerline, up to 555’ MSL.
Electrical system, tree, building, pole beginning 2000’ from DER, 134’ right of centerline, up to 17’ AGL/471’ MSL.
Tree, electrical system, building, terrain, vertical structure, fence beginning 2892’ from DER, 21’ right of centerline, up to 566’ MSL.
Tree, terrain beginning 3418’ from DER, 8’ right of centerline, up to 78’ AGL/510’ MSL.
Tree 5002’ from DER, 31’ left of centerline, 541’ MSL.
Trees beginning 5008’ from DER, 74’ right of centerline, up to 559’ MSL.
Tower, antenna beginning 1.3 NM from DER, 1460’ left of centerline, 1700’ MSL.

LEXINGTON, KY
BLUE GRASS (LEX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 301’ from DER, 502’ left of centerline, up to 100’ AGL/1039’ MSL.
Light 710’ from DER, 657’ right of centerline, 35’ AGL/955’ MSL.
Trees beginning 898’ from DER, 501’ right of centerline, up to 70’ AGL/1041’ MSL.
Trees beginning 1921’ from DER, 500’ right of centerline, up to 100’ AGL/1043’ MSL.
Tree 4382’ from DER, 1383’ right of centerline, 110’ AGL/1080’ MSL.
Rwy 22, trees beginning 6’ from DER, 494’ left of centerline, up to 100’ AGL/1059’ MSL.
Trees beginning 374’ from DER, 208’ left of centerline, up to 100’ AGL/1019’ MSL.
Pole 4382’ from DER, 1383’ left of centerline, 110’ AGL/1080’ MSL.
Rwy 27, trees beginning 15’ from DER, 453’ left of centerline, up to 100’ AGL/1059’ MSL.
Trees beginning 456’ from DER, 438’ right of centerline, up to 100’ AGL/1049’ MSL.

LEXINGTON-PARSONS, TN
BEECH RIVER RGNL (PVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 269’ from DER, 179’ right of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 258’ from DER, 224’ left of centerline, up to 100’ AGL/599’ MSL.
Rwy 19, trees beginning 157’ from DER, 258’ right of centerline, up to 100’ AGL/679’ MSL.
Trees beginning 227’ from DER, 299’ left of centerline, up to 100’ AGL/549’ MSL.

LIVINGSTON, TN
LIVINGSTON MUNI (BA3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22OCT09 (09295) (FAA)
DEPARTURE PROCEDURE:
Rwy 21, climb heading 215° to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, trees beginning from 173’ from DER, 133’ left of centerline, up to 100’ AGL/1499’ MSL.
Trees beginning 282’ from DER, 180’ right of centerline, up to 100’ AGL/1439’ MSL.
Rwy 21, trees beginning from 60’ from DER, 186’ right of centerline, up to 100’ AGL/1459’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LONDON, KY

LONDON/CORBIN/MAGEE (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (21140) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 53’ from DER, 319’ left of centerline, 40’ AGL/1218’ MSL.

Pole 577’ from DER, 337’ right of centerline, up to 60’ AGL/1216’ MSL.

Trees beginning 608’ from DER, 62’ left of centerline, up to 100’ AGL/1256’ MSL.

Tree 1300’ from DER, 700’ left of centerline, 100’ AGL/1264’ MSL.

Tree 1418’ from DER, 441’ right of centerline, 80’ AGL/1228’ MSL.

Trees beginning 1613’ from DER, 224’ right of centerline, up to 100’ AGL/1247’ MSL.

Trees beginning 1.3 NM from DER, 444’ left of centerline, extending 263’ from DER, 536’ right of centerline, up to 100’ AGL/1273’ MSL.

Rwy 24, trees beginning 5’ from DER, 312’ left of centerline, up to 60’ AGL/1258’ MSL.

Tree 153’ from DER, 471’ right of centerline, 60’ AGL/1258’ MSL.

Power lines beginning 160’ from DER, 384’ left of centerline extending 263’ from DER, 536’ right of centerline, up to 40’ AGL/1249’ MSL.

Trees beginning 351’ from DER, 391’ left of centerline, up to 60’ AGL/1273’ MSL.

Trees beginning 581’ from DER, 502’ right of centerline, up to 100’ AGL/1288’ MSL.

Trees beginning 1122’ from DER, 532’ left of centerline, up to 100’ AGL/1279’ MSL.

Trees beginning 1155’ from DER, 76’ left of centerline, up to 100’ AGL/1275’ MSL.

Trees beginning 1249’ from DER, 75’ right of centerline, up to 100’ AGL/1263’ MSL.

LOUISVILLE, KY

BOWMAN FLD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 16DEC10 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1½ or std. w/min. climb of 205’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1300’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 361’ from DER, 143’ left of centerline, up to 96’ AGL/625’ MSL.

Trees beginning 372’ from DER, 32’ right of centerline, up to 90’ AGL/619’ MSL.

Rwy 15, trees beginning 880’ from DER, 112’ left of centerline, up to 69’ AGL/588’ MSL.

Trees beginning 1122’ from DER, 532’ left of centerline, up to 100’ AGL/1279’ MSL.

Rwy 24, trees beginning 137’ from DER, 77’ left of centerline, up to 94’ AGL/643’ MSL.

Vehicles on road and trees beginning 189’ from DER, 4’ right of centerline, up to 84’ AGL/643’ MSL.

Tower 4828’ from DER, 1728’ right of centerline, 221’ AGL/770’ MSL.

Rwy 33, trees beginning 198’ from DER, 1’ left of centerline, up to 53’ AGL/602’ MSL.

Trees beginning 184’ from DER, 264’ right of centerline, up to 62’ AGL/621’ MSL.

Antenna on stack 1.5 NM from DER, 1421’ right of centerline, 221’ AGL/770’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOUISVILLE, KY (CON’T)
LOUISVILLE MUHAMMAD ALI INTL (SDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 15AUG19 (19227) (FAA)
TAKEOFF MINIMUMS:
Rwy 17L, std. w/min. climb of 230’ per NM to 1300.
Rwy 17R, std. w/min. climb of 260’ per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree, sign, vehicle on road, beginning 755’ from DER, 210’ left of centerline, up to 35’ AGL/507’ MSL.
Trees, beginning 1025’ from DER, 416’ right of centerline, up to 65’ AGL/533’ MSL.
Tree 1109’ from DER, 542’ left of centerline, 48’ AGL/520’ MSL.
Trees, beginning 1127’ from DER, 218’ left of centerline, up to 59’ AGL/532’ MSL.
Trees, beginning 1454’ from DER, 298’ left of centerline, up to 66’ AGL/538’ MSL.
Trees, beginning 1468’ from DER, 776’ right of centerline, up to 83’ AGL/551’ MSL.
Trees, beginning 1558’ from DER, 301’ left of centerline, up to 89’ AGL/561’ MSL.
Trees, beginning 1674’ from DER, 247’ left of centerline, up to 98’ AGL/571’ MSL.
Tree 2427’ from DER, 489’ right of centerline, 86’ AGL/554’ MSL.
Tree 2905’ from DER, 876’ right of centerline, 91’ AGL/556’ MSL.
Trees, beginning 2948’ from DER, 563’ right of centerline, up to 112’ AGL/578’ MSL.
Rwy 17L, pole 327’ from DER, 511’ left of centerline, 32’ AGL/493’ MSL.
Tree, sign beginning 421’ from DER, 301’ left of centerline, up to 507’ MSL.
NAVAID, tower, tree beginning 247’ from DER, 72’ right of centerline, up to 51’ AGL/530’ MSL.
Transmission line, pole beginning 1067’ from DER, 87’ right of centerline, up to 55’ AGL/531’ MSL.
Rwy 17R, pole 665’ from DER, 334’ left of centerline, 496’ MSL.
Transmission line 2392’ from DER, 939’ left of centerline, 70’ AGL/531’ MSL.

MADISONVILLE, KY
MADISONVILLE RGNL (2I0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (08045) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, vehicle on road 163’ from DER, 525’ right of centerline, 15’ AGL/434’ MSL.
Vehicle on road 466’ from DER, 597’ left of centerline, 15’ AGL/454’ MSL.
Rwy 23, vehicle on road 563’ from DER, 608’ right of centerline, 15’ AGL/464’ MSL.
Pole 910’ from DER, 590’ left of centerline, 98’ AGL/537’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MADISONVILLE, TN
MONROE COUNTY (MNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25DEC03 (03359) (FAA)
DEPARTURE PROCEDURE:
Rwy 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.
Rwy 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.
TAKEOFF OBSTACLE NOTES:
Rwy 5, building 2340' from DER, 206' left of centerline, 88' AGL/1089' MSL.
Rwy 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19MAY22 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, fence 2' from DER, 474' left of centerline, 7' AGL/642' MSL.
Trees, fence beginning 64' from DER, 248' left of centerline, up to 72' AGL/707' MSL.
Tree 106' from DER, 507' left of centerline, 712' MSL.
Trees beginning 210' from DER, 242' left of centerline, up to 716' MSL.
Trees beginning 2741' from DER, 1029' right of centerline, up to 88' AGL/702' MSL.
Trees beginning 2946' from DER, 719' right of centerline, up to 105' AGL/705' MSL.
Tree 3861' from DER, 1071' left of centerline, 94' AGL/725' MSL.
Rwy 25, trees beginning 29' from DER, 190' right of centerline, up to 60' AGL/690' MSL.
Tree 405' from DER, 301' left of centerline, 32' AGL/688' MSL.
Trees, pole, transmission line, building beginning 453' from DER, 302' left of centerline, up to 58' AGL/707' MSL.
Trees beginning 705' from DER, 308' left of centerline, up to 49' AGL/708' MSL.
Trees beginning 732' from DER, 5' left of centerline, up to 711' MSL.
Trees beginning 1144' from DER, 154' right of centerline, up to 72' AGL/693' MSL.
Trees beginning 1185' from DER, 71' right of centerline, up to 77' AGL/694' MSL.
Trees beginning 1379' from DER, 75' right of centerline, up to 97' AGL/708' MSL.
Trees beginning 1445' from DER, 33' right of centerline, up to 101' AGL/713' MSL.
Tree 1808' from DER, 14' right of centerline, 95' AGL/714' MSL.
Tree 1811' from DER, 30' left of centerline, 94' AGL/718' MSL.
Trees beginning 1827' from DER, 173' left of centerline, up to 74' AGL/722' MSL.
Trees beginning 1849' from DER, 370' left of centerline, up to 73' AGL/732' MSL.
Trees beginning 1883' from DER, 178' left of centerline, up to 85' AGL/735' MSL.
Trees beginning 2273' from DER, 867' left of centerline, up to 96' AGL/739' MSL.
Trees beginning 2542' from DER, 708' left of centerline, up to 94' AGL/740' MSL.
Trees beginning 2887' from DER, 726' left of centerline, up to 95' AGL/741' MSL.

MAYFIELD, KY
MAYFIELD GRAVES COUNTY (M25)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JUN13 (13178) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.
Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.
Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.
Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.
Rwy 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.
Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.
Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.
Vertical structure 630' from DER, 86' right of centerline, 22' AGL/543' MSL.
Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.
Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.
Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.
Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MC MINNVILLE, TN
WARREN COUNTY MEML (RNC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 19MAY22 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 5' from DER, 495' left of centerline, 1032' MSL.
Fence, terrain beginning 170' from DER, 451' left of centerline, up to 6' AGL/1038' MSL.
Vehicles on road 201' from DER, 507' left of centerline, 3' AGL/1048' MSL.
Tree 416' from DER, 587' left of centerline, 39' AGL/1082' MSL.
Transmission line, pole beginning 522' from DER, 553' right of centerline, up to 21' AGL/1053' MSL.
Trees, transmission line, pole beginning 539' from DER, 528' right of centerline, up to 1092' MSL.
Tree 689' from DER, 553' left of centerline, 68' AGL/1096' MSL.
Tree 1975' from DER, 661' right of centerline, 82' AGL/1096' MSL.

TAKEOFF OBSTACLE NOTES:

Rwy 23, terrain, lighting beginning 1' from DER, 125' left of centerline, up to 1036' MSL.
Lighting 9' from DER, 125' right of centerline, 3' AGL/1033' MSL.
Fence, terrain beginning 150' from DER, 310' right of centerline, up to 7' AGL/1043' MSL.
Fence 198' from DER, 348' right of centerline, 6' AGL/1051' MSL.
Tree, building beginning 247' from DER, 263' right of centerline, up to 1049' MSL.
Fence 391' from DER, 349' right of centerline, 6' AGL/1051' MSL.
Trees beginning 551' from DER, 540' left of centerline, up to 70' AGL/1117' MSL.
Trees, building, pole beginning 925' from DER, 495' left of centerline, up to 1118' MSL.
Trees, terrain beginning 1048' from DER, 107' right of centerline, up to 1124' MSL.
Trees, terrain, fence, building, pole, transmission line beginning 1219' from DER, 104' right of centerline, up to 1152' MSL.
Trees beginning 1600' from DER, 488' left of centerline, up to 1135' MSL.
Trees, vehicles on road, terrain beginning 1616' from DER, 424' right of centerline, up to 1155' MSL.
Trees, vehicles on road beginning 1731' from DER, 48' left of centerline, up to 1136' MSL.
Tree, transmission line, pole beginning 1748' from DER, 646' right of centerline, up to 93' AGL/1169' MSL.
Trees, vehicles on road, terrain, fence, antenna, poles, transmission line, buildings beginning 1797' from DER, 10' right of centerline, up to 1173' MSL.
Trees, vehicles on road, poles, transmission line, buildings beginning 2560' from DER, 116' left of centerline, up to 1144' MSL.
Trees beginning 3101' from DER, 65' left of centerline, up to 125' AGL/1177' MSL.

MEMPHIS, TN
GENERAL DEWITT SPAIN (M01)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 08MAR12 (12068) (FAA)
TAKEOFF OBSTACLE NOTES:

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

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

Rwy 35, climb heading 347° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.
Trees, vehicles on roadway 354' from DER, 491' left of centerline, up to 100' AGL/319' MSL.
Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.

Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.
Trees, vehicles beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.
Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.
MEMPHIS, TN (CON’T)
MEMPHIS INTL (MEM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 17AUG17 (17229) (FAA)
DEPARTURE PROCEDURE:
   Rwy 36C, climb heading 360° to 700 before turning left.
TAKEOFF OBSTACLE NOTES:
   Rwy 9, light pole 1497’ from DER, 799’ left of centerline, 43’ AGL/342’ MSL.
   Rwy 18R, VORTAC and rod on pole beginning 3209’ from DER, 1019’ left of centerline, up to 43’ AGL/412’ MSL. Trees 3231’ from DER, 1038’ right of centerline, up to 87’ AGL/406’ MSL.
   Rwy 27, trees 4145’ from DER, 1382’ left of centerline, up to 112’ AGL/361’ MSL.
   Rwy 36C, light pole 1948’ from DER, 928’ right of centerline, 77’ AGL/336’ MSL.

MIDDLESBORO, KY
MIDDLESBORO/BELL COUNTY (1A6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUL07 (22027) (FAA)
TAKEOFF MINIMUMS:
   Rwy 10, std. w/min. climb of 736’ per NM to 3500, or 2500-3 for climb in visual conditions.
   Rwy 28, NA-Obstacles.
DEPARTURE PROCEDURE:
   Rwy 10, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro/Bell County airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 10, road and vehicle 264’ from DER, on centerline, 17’ AGL/1166’ MSL. Trees 52’ from DER, 223’ right of centerline, 100’ AGL/1249’ MSL. Trees 617’ from DER, 100’ AGL/1249’ MSL. Tower 5066’ from DER, 1033’ left of centerline, 198’ AGL/1335’ MSL. Trees 1 NM from DER, 1354’ right of centerline, 100’ AGL/1379’ MSL. Trees 1.67 NM from DER, 1900’ left of centerline, 100’ AGL/1599’ MSL. Numerous trees beginning 2 NM from DER, 3200’ left and right of centerline, upsloping on Cumberland Mountain, up to 100’ AGL/2499’ MSL. 200’ AAO 3.15 NM from DER, 1191’ left of centerline, 200’ AGL/2899’ MSL.

MILLINGTON, TN
CHARLES W BAKER (2M8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (11237) (FAA)
DEPARTURE PROCEDURE:
   Rwy 18, climb heading 185° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
   Rwy 18, trees beginning 164’ from DER, 423’ right of centerline, up to 100’ AGL/329’ MSL. Trees beginning 1292’ from DER, 496’ left of centerline, up to 100’ AGL/375’ MSL. Power line and poles beginning 2114’ from DER, left to right of centerline, up to 105’ AGL/331’ MSL. Rwy 36, trees beginning 173’ from DER, 500’ right of centerline, up to 100’ AGL/368’ MSL. Trees beginning 2377’ from DER, 19’ left of centerline, up to 100’ AGL/352’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MILLINGTON, TN (CON’T)

MILLINGTON/MEMPHIS (NQA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 13SEP18 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-1½ or std. w/min. climb of 245’ per NM to 600, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 62’ from DER, 339’ right of centerline, 365’ MSL.
Trees beginning 79’ from DER, 487’ left of centerline, up to 382’ MSL.
Terrain 97’ from DER, 326’ right of centerline, 323’ MSL.
Terrain 290’ from DER, 501’ right of centerline, 328’ MSL.
Fence beginning 318’ from DER, 488’ right of centerline, up to 7’ AGL/336’ MSL.
Tree 587’ from DER, 591’ right of centerline, 368’ MSL.
Tree 1967’ from DER, 119’ right of centerline, 370’ MSL.
Tree 2198’ from DER, 319’ right of centerline, 376’ MSL.
Tree 2242’ from DER, 924’ left of centerline, 409’ MSL.
Tree 2354’ from DER, 865’ right of centerline, 410’ MSL.
Trees beginning 2362’ from DER, 910’ right of centerline, up to 428’ MSL.
Trees beginning 2408’ from DER, 952’ left of centerline, up to 422’ MSL.
Trees beginning 2670’ from DER, 1202’ right of centerline, up to 431’ MSL.
Trees beginning 2674’ from DER, 268’ right of centerline, up to 444’ MSL.
Trees beginning 3064’ from DER, 1121’ left of centerline, up to 426’ MSL.
Tree 3067’ from DER, 1021’ left of centerline, 428’ MSL.
Trees beginning 3920’ from DER, 802’ left of centerline, up to 433’ MSL.
Trees beginning 4022’ from DER, 254’ left of centerline, up to 434’ MSL.
Trees beginning 4191’ from DER, 132’ left of centerline, up to 448’ MSL.
Trees beginning 4194’ from DER, 105’ right of centerline, up to 455’ MSL.
Trees beginning 4255’ from DER, 19’ left of centerline, up to 457’ MSL.
Trees beginning 4259’ from DER, 81’ right of centerline, up to 456’ MSL.
Trees beginning 4511’ from DER, 357’ right of centerline, up to 459’ MSL.
Trees beginning 4751’ from DER, 585’ right of centerline, up to 471’ MSL.
Tree 5332’ from DER, 1693’ left of centerline, 465’ MSL.
Trees beginning 5356’ from DER, 1675’ left of centerline, up to 470’ MSL.
Tree 5476’ from DER, 1873’ left of centerline, 484’ MSL.
Trees beginning 5609’ from DER, 1822’ left of centerline, up to 489’ MSL.
Tree 5891’ from DER, 1798’ left of centerline, 474’ MSL.
Rwy 22, terrain 44’ from DER, 484’ left of centerline, 278’ MSL.
Tree 197’ from DER, 497’ right of centerline, 289’ MSL.
Trees beginning 1368’ from DER, 291’ right of centerline, up to 335’ MSL.
Trees beginning 3439’ from DER, 1257’ left of centerline, up to 371’ MSL.
Tree 3835’ from DER, 670’ right of centerline, 374’ MSL.

MONTICELLO, KY

WAYNE COUNTY (EKQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03MAY12 (12124) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½.
Rwy 21, std. w/min. climb of 275’ per NM to 1900 or 1400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 039° to 1700 before proceeding on course.
Rwy 21, climb heading 219° to 2000 before proceeding on course or for climb in visual conditions, cross Wayne County airport or above 2200 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 1292’ from DER, 533’ right of centerline, up to 100’ AGL/1139’ MSL.
Trees beginning 1459’ from DER, 16’ left of centerline, up to 100’ AGL/1179’ MSL.
Vehicles on roadway beginning 1402’ from DER, 329’ right of centerline, up to 17’ AGL/1096’ MSL.
Rwy 21, vehicles on roadway beginning 570’ from DER, 469’ left of centerline, up to 17’ AGL/996’ MSL.
Rwy 21, trees beginning 1254’ from DER, 200’ left of centerline, up to 100’ AGL/1059’ MSL.

MOREHEAD, KY

MOREHEAD - ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18SEP14 (14261) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees 777’ from DER, 494’ left of centerline, up to 77’ AGL/1096’ MSL.
Trees beginning 5041’ from DER, 1228’ right of centerline, 100’ AGL/1139’ MSL.
Rwy 20, vehicles on roadway, beginning 7’ from DER, left and right of centerline, up to 15’ AGL/1054’ MSL.
Trees 432’ from DER, 534’ right of centerline, up to 75’ AGL/1054’ MSL.
Trees 1595’ from DER, 716’ left of centerline, up to 71’ AGL/1090’ MSL.
Trees beginning 3093’ from DER, 954’ right of centerline, up to 100’ AGL/1159’ MSL.
Tree 5021’ from DER, 1767’ right of centerline, 100’ AGL/1179’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
MORRISTOWN, TN
MOORE-MURRELL (MOR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/ min. climb of 375' per NM to 3700, or 1200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, for climb in visual conditions cross Moore-Murrell Airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course.
Rwy 23, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

MOUNT STERLING, KY
MOUNT STERLING/MONTGOMERY COUNTY (IOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/min. climb of 225' per NM to 1600.
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County Airport at or above 5600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL.
Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL.
Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL.

MOUNTAIN CITY, TN
JOHNSON COUNTY (6A4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, 3500-3 for VCOA.
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County Airport at or above 5600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees 36' from DER, 304' right of centerline, 100' AGL/2330' MSL.
Vehicles on road 854' from DER, 668' right of centerline, up to 15' AGL/2374' MSL.
Trees beginning 1544' from DER, 851' left of centerline, up to 688' MSL.
Tower 1.9 NM from DER, 3202' right of centerline, 335' AGL/917' MSL.

MURFREESBORO, TN
MURFREESBORO MUNI (MBT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29MAR18 (18088) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-2½, or std. w/min. climb of 205' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 184° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and building beginning 194' from DER, 113' left of centerline, up to 661' MSL.
Trees beginning 1487' from DER, 140' right and 1084' left of centerline, up to 688' MSL.
Tower 1.9 NM from DER, 3202' right of centerline, 335' AGL/917' MSL.
Rwy 36, trees beginning 357' from DER, 100' right of centerline, up to 654' MSL.
Poles beginning 637' from DER, 488' left of centerline, up to 72' AGL/674' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MURRAY, KY
KY-OAKLEY FLD (CEY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15DEC11 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees and pole beginning 665’ from DER, 473’ right of centerline, up to 100’ AGL/679’ MSL.
Trees beginning 951’ from DER, 346’ left of centerline, up to 110’ AGL/679’ MSL.
Rwy 23, tree 16’ from DER, 407’ right of centerline, 69’ AGL/660’ MSL.
Trees beginning 144’ from DER, 417’ left of centerline, up to 85’ AGL/689’ MSL.

NASHVILLE, TN
JOHN C TUNE (JWN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15OCT15 (15288) (FAA)
TAKEOFF MINIMUMS:
Rwy 2,
std. w/min. climb of 207’ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, departure must occur no later than 1900’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 018° to 2300 before turning right.
Rwy 20, climb heading 198° to 2400 before proceeding on course.
VCOA:
Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to Cross John C Tune Airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, rising terrain beginning 454’ from DER, from 492’ left of centerline to 233’ right of centerline, up to 539’ MSL.
Trees beginning 638’ from DER, from 633’ right of centerline, up to 68’ AGL/548’ MSL.
Trees beginning 1326’ from DER, from 693’ left of centerline, up to 58’ AGL/556’ MSL.
Trees beginning 1607’ from DER, from 627’ left of centerline, up to 69’ AGL/689’ MSL.
Trees beginning 1918’ from DER, from 554’ left of centerline, up to 86’ AGL/574’ MSL.
Rwy 20, runway end lights beginning 10’ from DER, 407’ right of centerline, 69’ AGL/660’ MSL.
Trees beginning 144’ from DER, from 490’ left of centerline, up to 62’ AGL/502’ MSL.
Trees beginning 1665’ from DER, from 660’ left of centerline, up to 88’ AGL/508’ MSL.
Transmission towers beginning 2983’ from DER, from 746’ left of centerline, up to 144’ AGL/550’ MSL.

NASHVILLE INTL (BNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 15NOV12 (12320) (FAA)
TAKEOFF MINIMUMS:
Rwy 31,
std. w/ min. climb of 240’ per NM to 2600.
DEPARTURE PROCEDURE:
Rwy 20L, climb heading 201° to 1400 before turning right.
Rwys 20C, 20R climb heading 201° to 1800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2L, trees beginning 203’ from DER, 489’ right of centerline, up to 60’ AGL/576’ MSL.
Rwy 13, blast fence obstruction light 335’ from DER, 64’ left of centerline, 6’ AGL/556’ MSL.
Trees beginning 2852’ from DER, 28’ right of centerline, up to 60’ AGL/685’ MSL.
Pole 3761’ from DER, 726’ right of centerline, 60’ AGL/689’ MSL.
Rwy 20C, trees beginning 2089’ from DER, 934’ right of centerline, up to 60’ AGL/623’ MSL.
Rwy 20L, trees beginning 1844’ from DER, 720 left of centerline, up to 60’ AGL/639’ MSL.
Rwy 20R, flagpole 1298’ from DER, 777’ right of centerline, 37’ AGL/636’ MSL.
Building 2183’ from DER, 1083’ right of centerline, 91’ AGL/680’ MSL.
Rwy 31, ground 2’ from DER, 498’ left of centerline, 541’ MSL.
LOC obstruction light 303’ from DER, on centerline, 48’ AGL/547’ MSL.
Blast fence obstruction light 382’ from DER, 50’ left of centerline, 30’ AGL/569’ MSL.
Trees beginning 789’ from DER, 331’ right of centerline, up to 60’ AGL/602’ MSL.
Pole 1012’ from DER, 429’ left of centerline, 29’ AGL/578’ MSL.
Transmission tower 1982’ from DER, 219’ right of centerline, 61’ AGL/610’ MSL.
Pole 2037’ from DER, 422’ right of centerline, 47’ AGL/596’ MSL.
Transmission tower 2778’ from DER, 83’ left of centerline, 91’ AGL/630’ MSL.

ONEIDA, TN
SCOTT MUNI (SCX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03OCT02 (02276) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 2800’ from DER, 450’ right of centerline, 69’ AGL/1605’ MSL.
Rwy 23, pole 950’ from DER, on centerline, 42’ AGL/1575’ MSL.
Power line 2938’ from DER, 450’ right of centerline, 142’ AGL/1660’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OWENSBORO, KY
OWENSBORO/DAVIESS COUNTY RGNL (OWB)
AMDT 5B 25FEB21 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-2 or std. w/min. climb of 340’ per NM to 1000.

DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, building, pole beginning 288’ from DER, 455’ left of centerline, up to 444’ MSL.
Tree 1489’ from DER, 428’ right of centerline, 448’ MSL.
Trees beginning 1546’ from DER, 463’ right of centerline, up to 454’ MSL.
Pole beginning 1835’ from DER, 412’ left of centerline, 49’ AGL/457’ MSL.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5B 25FEB21 (20027) (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-2 or std. w/min. climb of 340’ per NM to 1000.

DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, building, pole beginning 288’ from DER, 455’ left of centerline, up to 444’ MSL.
Tree 1489’ from DER, 428’ right of centerline, 448’ MSL.
Trees beginning 1546’ from DER, 463’ right of centerline, up to 454’ MSL.
Pole beginning 1835’ from DER, 412’ left of centerline, 49’ AGL/457’ MSL.

PADOCAH, KY
BARKLEY RGNL (PAH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 25FEB21 (21056) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 75’ from DER, 299’ left of centerline, 14’ AGL/389’ MSL.
Vegetation 131’ from DER, 247’ left of centerline, 395’ MSL.
Trees, beginning 289’ from DER, 475’ left of centerline, up to 74’ AGL/449’ MSL.
Tree 696’ from DER, 590’ right of centerline, 427’ MSL.

CON’T

SE-1, 30 NOV 2023 to 25 JAN 2024

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

L32 23334

SE-1

23334
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PADUCAH, KY (CON’T)
BARKLEY RGNL (PAH) (CON’T)

Rwy 23, vegetation 3’ from DER, 423’ right of centerline, 17’ AGL/426’ MSL.
Trees beginning 24’ from DER, 408’ right of centerline, up to 43’ AGL/445’ MSL.
Tree 442’ from DER, 570’ right of centerline, 33’ AGL/452’ MSL.
Tree 572’ from DER, 629’ left of centerline, 467’ MSL.
Tree 576’ from DER, 602’ right of centerline, 32’ AGL/457’ MSL.
Trees beginning 971’ from DER, 582’ left of centerline, up to 73’ AGL/483’ MSL.
Tree, traverses ways beginning 975’ from DER, 651’ right of centerline, up to 53’ AGL/466’ MSL.
Trees beginning 1414’ from DER, 812’ right of centerline, up to 56’ AGL/494’ MSL.
Trees beginning 2629’ from DER, 963’ left of centerline, up to 95’ AGL/513’ MSL.
Tree 2970’ from DER, 1263’ left of centerline, 93’ AGL/514’ MSL.
Trees beginning 3940’ from DER, 359’ left of centerline, up to 67’ AGL/517’ MSL.

Rwy 32, terrain 18’ from DER, 452’ left of centerline, 399’ MSL.
Tree 217’ from DER, 386’ right of centerline, 28’ AGL/416’ MSL.
Tree 376’ from DER, 533’ right of centerline, 458’ MSL.
Trees, pole beginning 378’ from DER, 380’ right of centerline, up to 83’ AGL/460’ MSL.
Tree 507’ from DER, 363’ left of centerline, 30’ AGL/422’ MSL.
Tree 812’ from DER, 326’ left of centerline, 46’ AGL/432’ MSL.
Tree 886’ from DER, 477’ left of centerline, 65’ AGL/437’ MSL.
Trees beginning 1066’ from DER, 226’ left of centerline, up to 71’ AGL/444’ MSL.
Trees beginning 1605’ from DER, 5’ left of centerline, up to 97’ AGL/459’ MSL.
Trees beginning 1976’ from DER, 442’ right of centerline, up to 89’ AGL/467’ MSL.
Tree 2289’ from DER, 216’ left of centerline, 104’ AGL/471’ MSL.
Tree 2519’ from DER, 14’ left of centerline, 88’ AGL/460’ MSL.
Trees beginning 2532’ from DER, 6’ right of centerline, up to 87’ AGL/464’ MSL.
Tree 2687’ from DER, 104’ right of centerline, 102’ AGL/482’ MSL.
Trees beginning 2699’ from DER, 531’ left of centerline, up to 90’ AGL/468’ MSL.
Tree 2999’ from DER, 386’ right of centerline, 28’ AGL/416’ MSL.
Trees beginning 3187’ from DER, 442’ right of centerline, up to 89’ AGL/467’ MSL.
Tree 3202’ from DER, 113’ right of centerline, up to 132’ AGL/487’ MSL.
Trees beginning 3187’ from DER, 356’ right of centerline, up to 143’ AGL/497’ MSL.

PARIS, TN
HENRY COUNTY (PHT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  11MAR10  (10070)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 772’ from DER, 93’ right of centerline, up to 15’ AGL/589’ MSL.
Trees beginning 1232’ from DER, 258’ left of centerline, up to 100’ AGL/669’ MSL.
Rwy 20, tree 2808’ from DER, 630’ right of centerline, 80’ AGL/651’ MSL.
Rising terrain beginning 274’ from DER, 388’ left of centerline, 604’ MSL.

PIKEVILLE, KY
PIKE COUNTY/HATCHER FLD (PBX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  07MAY09  (21336)  (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1 or std. w/min. climb of 453’ per NM to 2300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, for climb in visual conditions: cross Pike County/Hatcher Fld airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 4786’ from DER, 1173’ right of centerline, 20’ AGL/1739’ MSL.
Multiple trees beginning 2702’ from DER, 654’ left of centerline and 965’ right of centerline, up to 20’ AGL/1770’ MSL.

PINE KNOT, KY
MC CREALY COUNTY (18I)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  13NOV14  (14317)  (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 040° to 1900 before turning right.
Rwy 22, climb heading 220° to 2000 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 73’ from DER, 15’ left of centerline, 218’ right of centerline, up to 100’ AGL/1439’ MSL.
Rwy 22, trees beginning 473’ from DER, 189’ left of centerline, 380’ right of centerline, up to 100’ AGL/1499’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PORTLAND, TN
DOUGLAS HUNTER FLD (1M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (23054) (FAA)
TAKEOFF OBSTACLE NOTES:
  RwY 1, tree 501' from DER, 180' right of centerline, 100' AGL/839' MSL.
  Tree 1584' from DER, 507' left of centerline, 100' AGL/839' MSL.
  RwY 19, multiple trees 673' from DER, 83' right of centerline, up to 100' AGL/919' MSL.

PRESTONSBURG, KY
BIG SANDY RGNL (SJS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30NOV23 (23334) (FAA)
TAKEOFF OBSTACLE NOTES:
  RwY 3, sign, light poles beginning 22' from DER, 89' left of centerline, up to 2' AGL/1222' MSL.
  Tree 30' from DER, 153' right of centerline, 1223' MSL.
  Trees beginning 145' from DER, 400' left of centerline, up to 1263' MSL.
  RwY 21, tree 52' from DER, 369' left of centerline, 1173' MSL.
  Trees beginning 68' from DER, 36' left of centerline, up to 1203' MSL.
  Trees, pole, transmission line beginning 197' from DER, 136' right of centerline, up to 1226' MSL.
  Trees beginning 1019' from DER, 205' left of centerline, up to 1219' MSL.
  Trees beginning 1203' from DER, 716' left of centerline, 1230' MSL.
  Trees beginning 1243' from DER, 433' left of centerline, up to 1235' MSL.
  Trees, transmission lines, terrain, poles, vehicles on roadway, utility building, electrical systems beginning 1316' from DER, 6' left of centerline, up to 1261' MSL.
  Tree 1370' from DER, 84' right of centerline, 1228' MSL.
  Pole, trees beginning 1393' from DER, 170' right of centerline, up to 41' AGL/1247' MSL.
  Trees, vehicles on roadway, trees, terrain, utility building beginning 1527' from DER, 11' right of centerline, up to 38' AGL/1252' MSL.
  Pole 2085' from DER, 74' right of centerline, 31' AGL/1259' MSL.
  Transmission lines, trees, electrical system, pole beginning 2127' from DER, 98' right of centerline, up to 56' AGL/1262' MSL.
  Trees, electrical system beginning 2294' from DER, 53' right of centerline, up to 1269' MSL.
  Electrical system 2591' from DER, 72' left of centerline, 49' AGL/1271' MSL.
  Electrical system 2631' from DER, 560' left of centerline, 52' AGL/1273' MSL.
  Pole, trees, transmission lines, terrain beginning 2645' from DER, 74' left of centerline, up to 68' AGL/1284' MSL.
  Terrain beginning 4077' from DER, 1393' left of centerline, up to 1287' MSL.

PRINCETON, KY
PRINCETON-CALDWELL COUNTY (2M0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25JUL13 (13206) (FAA)
TAKEOFF MINIMUMS:
  RwY 5, 300-1¾ or std. w/min. climb of 280' per NM to 900.
TAKEOFF OBSTACLE NOTES:
  RwY 5, trees beginning 14' from DER, 434' right of centerline, up to 100' AGL/779' MSL.
  Trees beginning 314' from DER, 371' left of centerline, up to 58' AGL/577' MSL.
  RwY 23, structures and terrain beginning 11' from DER, 198' right of centerline, up to 4' AGL/599' MSL.
  Structures and terrain beginning 40' from DER, 249' left of centerline, up to 4' AGL/593' MSL.
  Trees beginning 385' from DER, 48' right of centerline, up to 73' AGL/622' MSL.
  Trees beginning 421' from DER, 350' left of centerline, up to 68' AGL/647' MSL.
  Utility poles beginning 764' from DER, 176' right of centerline, up to 33' AGL/613' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PULASKI, TN
ABERNATHY FLD (GZS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 22APR21 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 300-2½ or std. w/min. climb of 300’ per NM to 1100.
Rwy 34, 400-3 or std. w/min. climb of 465’ per NM to 1100.
DEPARTURE PROCEDURE:
Rwy 16, climb heading 155° to 1200 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 16,
trees beginning 60’ from DER, 159’ right of centerline, up to 683’ MSL.
Tree 382’ from DER, 203’ left of centerline, 661’ MSL.
Tree 448’ from DER, 216’ left of centerline, 667’ MSL.
Trees beginning 507’ from DER, 407’ left of centerline, up to 674’ MSL.
Pole 1066’ from DER, 141’ right of centerline, 50’ AGL/691’ MSL.
Pole, cranes beginning 1117’ from DER, 212’ right of centerline, up to 43’ AGL/694’ MSL.
Trees beginning 1170’ from DER, 587’ left of centerline, up to 694’ MSL.

Rwy 34,
trees beginning 3’ from DER, 189’ left of centerline, up to 756’ MSL.
Trees beginning 2912’ from DER, 769’ right of centerline, up to 792’ MSL.
Tree 3226’ from DER, 1060’ right of centerline, 811’ MSL.
Trees beginning 3269’ from DER, 536’ right of centerline, up to 814’ MSL.
Trees beginning 3416’ from DER, 353’ right of centerline, up to 824’ MSL.
Trees beginning 3432’ from DER, 540’ left of centerline, up to 780’ MSL.
Trees beginning 3444’ from DER, 390’ left of centerline, up to 782’ MSL.
Tree 3566’ from DER, 701’ left of centerline, 790’ MSL.
Trees beginning 3588’ from DER, 391’ left of centerline, up to 802’ MSL.
Trees beginning 3596’ from DER, 445’ right of centerline, up to 848’ MSL.
Trees beginning 3656’ from DER, 847’ left of centerline, up to 810’ MSL.
Trees beginning 3665’ from DER, 842’ right of centerline, up to 868’ MSL.
Trees beginning 3749’ from DER, 9’ right of centerline, up to 873’ MSL.
Tree 3826’ from DER, 661’ left of centerline, 823’ MSL.
Trees beginning 3859’ from DER, 856’ left of centerline, up to 833’ MSL.
Trees beginning 3878’ from DER, 137’ left of centerline, up to 841’ MSL.
Trees beginning 4052’ from DER, 163’ left of centerline, up to 860’ MSL.
Trees beginning 4080’ from DER, 671’ left of centerline, up to 880’ MSL.
Trees beginning 4165’ from DER, 427’ right of centerline, up to 883’ MSL.
Tree 4197’ from DER, 377’ right of centerline, 887’ MSL.
Tree 4251’ from DER, 17’ left of centerline, 899’ MSL.
Trees beginning 4256’ from DER, 200’ left of centerline, up to 916’ MSL.
Trees beginning 4276’ from DER, 576’ left of centerline, up to 932’ MSL.
Trees beginning 4278’ from DER, 39’ right of centerline, up to 900’ MSL.
Trees beginning 4323’ from DER, 14’ left of centerline, up to 938’ MSL.

Tree 4326’ from DER, 19’ left of centerline, 945’ MSL.
Trees beginning 1 NM from DER, 29’ right of centerline, up to 960’ MSL.
Trees beginning 1.1 NM from DER, 185’ left of centerline, up to 1004’ MSL.
Trees beginning 1.1 NM from DER, 9’ right of centerline, up to 1013’ MSL.
Trees beginning 2.2 NM from DER, 1252’ left of centerline, up to 1033’ MSL.
Tree 2.3 NM from DER, 2547’ left of centerline, 1071’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RICHMOND, KY
CENTRAL KENTUCKY RGNL (RGA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 21JUL16 (16203) (FAA)
DEPARTURE PROCEDURE:
- Rwy 18, climb heading 180° to 1900 before turning left.
- TAKEOFF OBSTACLE NOTES:
  - Rwy 18, trees beginning 19’ from DER, 296’ right of centerline, up to 1018’ MSL.
  - Tree 579’ from DER, 563’ left of centerline, 1038’ MSL.
  - Trees beginning 600’ from DER, 479’ left of centerline, 1048’ MSL.
  - Trees, beginning 624’ from DER, 579’ right of centerline, 1055’ MSL.
  - Trees, beginning 1637’ from DER, 558’ right of centerline, up to 1065’ MSL.
  - Tree 2293’ from DER, 374’ left of centerline, 1068’ MSL.
  - Tree 2355’ from DER, 256’ left of centerline, 1069’ MSL.
  - Trees, beginning 2422’ from DER, 36’ left of centerline, up to 1073’ MSL.
  - Trees, beginning 2443’ from DER, 78’ left of centerline, up to 1081’ MSL.
  - Tree 2468’ from DER, 109’ right of centerline, 1070’ MSL.
  - Tree 2605’ from DER, 112’ right of centerline, 1072’ MSL.
  - Rwy 36, fence beginning 5’ from DER, 402’ right of centerline, up to 968’ MSL.
  - Tree 21’ from DER, 330’ left of centerline, 978’ MSL.

ROCKWOOD, TN
ROCKWOOD MUNI (RKW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15DEC11 (11349) (FAA)
DEPARTURE PROCEDURE:
- Rwy 4, climb heading 044° to 2500 before turning left.
- Rwy 22, climb heading 224° to 2600 before proceeding on course.
- TAKEOFF OBSTACLE NOTES:
  - Rwy 4, trees beginning 100’ from DER, 234’ right of centerline, up to 81’ AGL/1646’ MSL.
  - Trees beginning 593’ from DER, 557’ left of centerline, up to 88’ AGL/1649’ MSL.
  - Rwy 22, trees beginning 54’ from DER, 101’ left of centerline, up to 71’ AGL/1676’ MSL.
  - Trees beginning 630’ from DER, 136’ right of centerline, up to 70’ AGL/1691’ MSL.

ROGERSVILLE, TN
HAWKINS COUNTY (RVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
- Rwy 7, 400-2¾ or std. w/min. climb of 385’ per NM to 1700.
- Rwy 25, 400-2½ w/min. climb of 250’ per NM to 1700 or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
- Rwy 7, climb heading 071° to 3100 before proceeding on course.
- Rwy 25, climb heading 236° to 2700 before proceeding on course.
VCOA:
- Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawkins County Airport at or above 2800 before proceeding on course.
- TAKEOFF OBSTACLE NOTES:
  - Rwy 7, trees, terrain beginning 102’ from DER, 193’ left of centerline, up to 1317’ MSL.
  - Tree 346’ from DER, 253’ right of centerline, 1274’ MSL.
  - Trees beginning 349’ from DER, 273’ right of centerline, up to 1290’ MSL.
  - Tree 1188’ from DER, 783’ left of centerline, 1320’ MSL.
  - Tree 1211’ from DER, 787’ left of centerline, 1324’ MSL.
  - Trees beginning 1221’ from DER, 207’ right of centerline, up to 1306’ MSL.
  - Tree 1580’ from DER, 775’ left of centerline, 1337’ MSL.
  - Tree 1730’ from DER, 795’ left of centerline, 1346’ MSL.
  - Trees, building beginning 1752’ from DER, 26’ left of centerline, up to 1351’ MSL.
  - Tree 3880’ from DER, 1357’ right of centerline, 1340’ MSL.
  - Trees beginning 4070’ from DER, 1580’ left of centerline, up to 1354’ MSL.
  - Tree 5591’ from DER, 1996’ left of centerline, 1391’ MSL.
  - Trees beginning 5786’ from DER, 1377’ left of centerline, up to 1408’ MSL.
  - Trees beginning 5965’ from DER, 1557’ left of centerline, up to 1424’ MSL.
  - Trees beginning one NM from DER, 1331’ left of centerline, up to 1523’ MSL.
  - Trees, building beginning 1.1 NM from DER, 1790’ left of centerline, up to 1566’ MSL.
  - Tower 2.2 NM from DER, 3132’ left of centerline, 223’ AGL/1589’ MSL.
CON’T
ROGERSVILLE, TN (CON’T)
HAWKINS COUNTY (RVN) (CON’T)

- Rwy 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.
- Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.
- Terrain 93' from DER, 196' right of centerline, 1265' MSL.
- Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.
- Fence, trees, transmission line, pole, beginning 185 from DER, 143' right of centerline, up to 1308' MSL.
- Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.
- Tree 861' from DER, 565' right of centerline, 1326' MSL.
- Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.
- Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.
- Tree 2088' from DER, 997' right of centerline, 1423' MSL.
- Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.
- Tree 2344' from DER, 964' right of centerline, 1457' MSL.
- Terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.
- Tree 3422' from DER, 204' left of centerline, 1341' MSL.
- Tree 3461' from DER, 97' left of centerline, 1384' MSL.
- Trees, beginning 3561' from DER, 7' left of centerline, up to 1402' MSL.
- Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.
- Tree 4694' from DER, 1137' right of centerline, 1492' MSL.
- Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.
- Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.
- Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.
- Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.
- Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.
- Trees, terrain, beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.
- Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.
- Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.
- Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY (4M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:

- Rwy 7, tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.
- Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.
- Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.
- Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.
- Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.
- Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.
- Tree 1418' from DER, 638' right of centerline, 61' AGL/893' MSL.
- Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.
- Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.
- Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.
- Catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.
- Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.
- Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.
- Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.
- Rwy 25, traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.
- Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

SABRE AAF (FORT CAMPBELL) (KEOD)
CLARKSVILLE, TN
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10AUG23 (23222) (USA)
TAKEOFF MINIMUMS:

- Rwy 23, std. w/min. climb of 289'NM to 1000 or 300-1½.
TAKEOFF OBSTACLE NOTES:

- Rwy 23, trw 1.4 NM from DER, 1755' left of centerline, 210' AGL/862' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30JUL09 (09211) (FAA)
TAKEOFF MINIMUMS:
- Rwy 19, 400-2¾ or std. w/min. climb of 260' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
- Rwy 1, trees beginning 1243' from DER, 101' right of centerline, up to 70' AGL/589' MSL.
- Rwy 19, trees beginning 973' from DER, left and right of centerline, up to 70' AGL/789' MSL.

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

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

SHELBYVILLE, TN
BOMAR FLD/SHELBYVILLE MUNI (SYI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JUL08 (21336) (FAA)
DEPARTURE PROCEDURE:
- Rwy 18, climb heading 180° to 1600 before turning left.
- Rwy 36, climb heading 345° to 1700 before turning right.
TAKEOFF OBSTACLE NOTES:
- Rwy 18, tree 81' from DER, 176' right of centerline, up to 100' AGL/890' MSL.
- Tree 86' from DER, 199' left of centerline, up to 100' AGL/880' MSL.
- Rwy 36, trees and terrain 505' from DER, 36' left of centerline, up to 7' AGL/806' MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 6, trees and terrain beginning 76' from DER, 256' right of centerline, up to 100' AGL/1199' MSL.
- Trees beginning 733' from DER, 11' left of centerline up to 100' AGL/1119' MSL.
- Rwy 24, trees and terrain beginning 76' from DER, 8' left of centerline, up to 100' AGL/1119' MSL.
- Trees and terrain beginning 53' from DER, 162' right of centerline, up to 100' AGL/1179' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SMYRNA, TN
SMYRNA (MQY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 02DEC21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 300-2 3/4 or std. w/min. climb of 255’ per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.
Rwy 32, 300-1 or std. w/min. climb of 260’ per NM to 800.
DEPARTURE PROCEDURE:
Rwy 1, climb heading 006° to 1200 before turning northeast.
TAKEOFF OBSTACLE NOTES:
Rwy 1, lighting 32’ from DER, 120’ right of centerline, 2’ AGL/523’ MSL.
Lighting 141’ from DER, 250’ left of centerline, 6’ AGL/528’ MSL.
Trees beginning 776’ from DER, 26’ right of centerline, up to 590’ MSL.
Tree 991’ from DER, 525’ left of centerline, 564’ MSL.
Trees beginning 1101’ from DER, 53’ left of centerline, up to 566’ MSL.
Tree 1202’ from DER, 263’ left of centerline, 568’ MSL.
Trees, beginning 1241’ from DER, 26’ left of centerline, up to 612’ MSL.
Trees beginning 1436’ from DER, 20’ right of centerline, up to 601’ MSL.
Trees beginning 1676’ from DER, 9’ right of centerline, up to 614’ MSL.
Trees beginning 2085’ from DER, 816’ right of centerline, up to 615’ MSL.
Trees beginning 2250’ from DER, 819’ left of centerline, up to 617’ MSL.
Rwy 14, lighting 5’ from DER, 104’ right of centerline, 4’ AGL/520’ MSL.
Lighting 37’ from DER, 254’ left of centerline, 4’ AGL/520’ MSL.
Tree 1319’ from DER, 808’ left of centerline, 572’ MSL.
Tree 3208’ from DER, 198’ left of centerline, 598’ MSL.
Rwy 19, lighting 9’ from DER, 125’ right of centerline, 3’ AGL/521’ MSL.
Lighting 9’ from DER, 125’ left of centerline, 3’ AGL/521’ MSL.
Pole 1468’ from DER, 139’ left of centerline, 23’ AGL/556’ MSL.
Pole 1473’ from DER, 40’ left of centerline, 26’ AGL/558’ MSL.
Transmission line, pole, trees beginning 1547’ from DER, 24’ right of centerline, up to 50’ AGL/580’ MSL.
Pole 1594’ from DER, 122’ left of centerline, 33’ AGL/566’ MSL.
Tree 1647’ from DER, 251’ left of centerline, 577’ MSL.
Trees, pole beginning 1690’ from DER, 18’ left of centerline, up to 609’ MSL.
Tree 1786’ from DER, 79’ right of centerline, 590’ MSL.
Trees beginning 1846’ from DER, 293’ right of centerline, up to 566’ MSL.
Tree 1900’ from DER, 571’ left of centerline, 619’ MSL.
Trees beginning 1973’ from DER, 20’ left of centerline, up to 626’ MSL.
Tree 2038’ from DER, 843’ right of centerline, 597’ MSL.
Tree 2057’ from DER, 75’ right of centerline, 600’ MSL.
Trees beginning 2099’ from DER, 316’ right of centerline, up to 606’ MSL.
Tree 2260’ from DER, 648’ right of centerline, 609’ MSL.
Trees beginning 2271’ from DER, 203’ right of centerline, up to 613’ MSL.
Trees beginning 2525’ from DER, 40’ right of centerline, up to 614’ MSL.
Trees beginning 2973’ from DER, 379’ left of centerline, up to 634’ MSL.
Trees beginning 3022’ from DER, 28’ left of centerline, up to 639’ MSL.
Trees beginning 3546’ from DER, 193’ right of centerline, up to 618’ MSL.
Tower, antenna beginning 1.7 NM from DER, 2303’ right of centerline, up to 143’ AGL/788’ MSL.
Rwy 32, lighting 10’ from DER, 105’ right of centerline, 3’ AGL/545’ MSL.
Tree 78’ from DER, 503’ left of centerline, 563’ MSL.
Trees beginning 89’ from DER, 438’ left of centerline, up to 598’ MSL.
Trees beginning 402’ from DER, 472’ right of centerline, up to 583’ MSL.
Tree 888’ from DER, 552’ right of centerline, 585’ MSL.
Trees beginning 1067’ from DER, 25’ right of centerline, up to 588’ MSL.
Tree 1158’ from DER, 82’ left of centerline, up to 600’ MSL.
Tree 1278’ from DER, 86’ right of centerline, 593’ MSL.
Trees beginning 1310’ from DER, 110’ right of centerline, up to 598’ MSL.
Tree 1339’ from DER, 517’ left of centerline, 609’ MSL.
Trees beginning 1346’ from DER, 61’ left of centerline, up to 614’ MSL.
Trees beginning 1371’ from DER, 221’ right of centerline, up to 599’ MSL.
Tree 1503’ from DER, 208’ right of centerline, 601’ MSL.
Trees beginning 1528’ from DER, 26’ right of centerline, up to 606’ MSL.
Trees beginning 1684’ from DER, 7’ left of centerline, up to 617’ MSL.
Tree 1995’ from DER, 260’ right of centerline, 623’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SMYRNA, TN (CON’T)

Rwy 32 (CONT), trees beginning 2002’ from DER, 61’ right of centerline, up to 624’ MSL.

Rwy 32’, trees beginning 2082’ from DER, 169’ right of centerline, up to 625’ MSL.

Rwy 32’3 from DER, 388’ left of centerline, up to 620’ MSL.

Rwy 2523’ from DER, 134’ left of centerline, up to 621’ MSL.

Rwy 2540’ from DER, 57’ right of centerline, up to 627’ MSL.

Rwy 2672’ from DER, 130’ left of centerline, up to 625’ MSL.

Rwy 2777’ from DER, 108’ left of centerline, up to 634’ MSL.

Rwy 2880’ from DER, 37’ right of centerline, up to 633’ MSL.

Rwy 3052’ from DER, 63’ right of centerline, up to 640’ MSL.

Rwy 3069’ from DER, 129’ left of centerline, up to 635’ MSL.

Tree 3346’ from DER, 290’ right of centerline, 641’ MSL.

SMYRNA (MQY) (CON’T)

Rwy 32 (CON’T), trees beginning 2002’ from DER, 61’ right of centerline, up to 624’ MSL.

Rwy 32’, trees beginning 2082’ from DER, 169’ right of centerline, up to 625’ MSL.

Rwy 32’3 from DER, 388’ left of centerline, up to 620’ MSL.

Rwy 2523’ from DER, 134’ left of centerline, up to 621’ MSL.

Rwy 2540’ from DER, 57’ right of centerline, up to 627’ MSL.

Rwy 2672’ from DER, 130’ left of centerline, up to 625’ MSL.

Rwy 2777’ from DER, 108’ left of centerline, up to 634’ MSL.

Rwy 2880’ from DER, 37’ right of centerline, up to 633’ MSL.

Rwy 3052’ from DER, 63’ right of centerline, up to 640’ MSL.

Rwy 3069’ from DER, 129’ left of centerline, up to 635’ MSL.

Tree 3346’ from DER, 290’ right of centerline, 641’ MSL.

Trees beginning 2002’ from DER, 61’ right of centerline, up to 624’ MSL.

Trees beginning 2082’ from DER, 169’ right of centerline, up to 625’ MSL.

Trees beginning 2103’ from DER, 388’ left of centerline, up to 620’ MSL.

Trees beginning 2523’ from DER, 134’ left of centerline, up to 621’ MSL.

Trees beginning 2540’ from DER, 57’ right of centerline, up to 627’ MSL.

Trees beginning 2672’ from DER, 130’ left of centerline, up to 625’ MSL.

Trees beginning 2777’ from DER, 108’ left of centerline, up to 634’ MSL.

Trees beginning 2880’ from DER, 37’ right of centerline, up to 633’ MSL.

Trees beginning 3052’ from DER, 63’ right of centerline, up to 640’ MSL.

Trees beginning 3069’ from DER, 129’ left of centerline, up to 635’ MSL.

Tree 3346’ from DER, 290’ right of centerline, 641’ MSL.

SOMERSET, KY

LAKE CUMBERLAND RGNL (SME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A  12AUG21  (21224)  (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 500-2 or std. w/min. climb of 440’ per NM to 1600.

Rwy 23, 300-1¼ or std. w/min. climb of 375’ per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2000 before proceeding on course.

Rwy 23, climb heading 228° to 2000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, power lines beginning 2350’ from DER, on centerline, up to 100’ AGL/1009’ MSL.

Trees beginning 5685’ from DER, left and right of centerline, up to 100’ AGL/1369’ MSL.

Tower 1.7 NM from DER, 500’ right of centerline, 100’ AGL/1300’ MSL.

Rwy 23, poles beginning 176’ from DER, on centerline, up to 102’ AGL/1111’ MSL.

Trees beginning 87’ from DER, left and right of centerline, up to 31’ AGL/1190’ MSL.

Buildings beginning 412’ from DER, 336’ right of centerline, up to 10’ AGL/1089’ MSL.

Hills beginning 982’ from DER, 102’ left of centerline, up to 927’ MSL.

Signs beginning 1214’ from DER, 45’ right of centerline, 45’ AGL/959’ MSL.

Antenna 2939’ from DER, 54’ left of centerline, 56’ AGL/1005’ MSL.

SOMERVILLE, TN

FAYETTE COUNTY (FYE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  28SEP06  (06271)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, multiple trees beginning 527’ from DER, 343’ right of centerline, up to 100’ AGL/529’ MSL.

Multiple trees beginning 427’ from DER, 8’ left of centerline, up to 100’ AGL/529’ MSL.

Rwy 19, multiple trees beginning 87’ from DER, 306’ right of centerline, up to 100’ AGL/539’ MSL.

Multiple trees beginning 709’ from DER, 455’ left of centerline, up to 100’ AGL/549’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

SPRINGFIELD, KY
LEBANON-SPRINGFIELD-GEORGE HOERTER FLD (6I2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAR16 (21280) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rw 11, trees beginning 137' from DER, 506' right of centerline, up to 75' AGL/956' MSL.
  Trees beginning 217' from DER, 485' left of centerline, up to 90' AGL/897' MSL.
  Trees beginning 330' from DER, 21' left of centerline, up to 26' AGL/885' MSL.
  Trees beginning 764' from DER, 68' left of centerline, up to 80' AGL/891' MSL.
- Rw 29, vehicle on road 2' from DER, 304' right of centerline, 14' AGL/824' MSL.
  Trees and pole beginning 402' from DER, 457' right of centerline, up to 43' AGL/860' MSL.
  Trees beginning 1283' from DER, 639' left of centerline, up to 44' AGL/852' MSL.

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

STURGIS, KY
STURGIS MUNI (TWT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03APR14 (14093) (FAA)
TAKEOFF MINIMUMS:
- Rw 1, 400-2½ or std. w/ min. climb of 280' per NM to 800.
TAKEOFF OBSTACLE NOTES:
- Rw 1, trees beginning 2114' from DER, 514' left of centerline, up to 100' AGL/689' MSL.
- Rw 19, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL.
  Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN
NEW TAZEWELL MUNI (3A2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
- Rw 7, NA-Environmental and obstacles.
- Rw 25, 300-1 w/min. climb of 480' per NM to 2700, or 1800-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
- Rw 25, climb heading 250° to 2500 before proceeding on course.
VCOA:
- Rw 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rw 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.
  Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.
  Poles 302' from DER, 254' right of centerline, 29' AGL/1253' MSL.
  Building 691' from DER, 482' right of centerline, 16' AGL/1211' MSL.
  Multiple trees beginning 5703' from DER, 406' right of centerline, up to 100' AGL/1328' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TOMPKINSVILLE, KY
TOMPKINSVILLE/MONROE COUNTY (TZV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17DEC09 (22027) (FAA)
DEPARTURE PROCEDURE:
- Rw 22, climb heading 218° to 2000 before proceeding on course.
- TAKEOFF OBSTACLE NOTES:
  - Rw 4, trees beginning at DER, left and right of centerline, up to 100' AGL/1100' MSL.
  - Rw 22, pole 10' from DER, 114' right of centerline, 2' AGL/1016' MSL.
  - Trees beginning at DER, left and right of centerline, up to 100' AGL/1132' MSL.

TRENTON, TN
GIBSON COUNTY (TGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31JAN19 (19031) (FAA)
TAKEOFF MINIMUMS:
- Rw 1, 300-1½ or std. w/min. climb of 360' per NM to 700.
DEPARTURE PROCEDURE:
- Rw 1, climb on heading 011° to 1200 before proceeding on course.
- Rw 19, climb on heading 191° to 1900 before proceeding on course.
- TAKEOFF OBSTACLE NOTES:
  - Rw 1, tree, fence beginning 7' from DER, 157' left of centerline, up to 44' AGL/402' MSL.
  - Trees beginning 45' from DER, 228' right of centerline, up to 44' AGL/394' MSL.
  - Trees beginning 337' from DER, 267' right of centerline, up to 43' AGL/398' MSL.
  - Tree, tower beginning 942' from DER, 352' right of centerline, up to 48' AGL/418' MSL.
  - Tree, pole beginning 1011' from DER, 26' right of centerline, up to 65' AGL/437' MSL.
  - Trees beginning 1088' from DER, 342' right of centerline, up to 63' AGL/434' MSL.
  - Tree, pole beginning 1137' from DER, 220' right of centerline, up to 84' AGL/472' MSL.
  - Trees beginning 1366' from DER, 74' left of centerline, up to 89' AGL/477' MSL.
  - Trees beginning 2022' from DER, 89' right of centerline, up to 71' AGL/451' MSL.
  - Trees beginning 2447' from DER, 419' right of centerline, up to 65' AGL/461' MSL.
  - Tree, pole beginning 2480' from DER, 491' right of centerline, up to 61' AGL/464' MSL.
  - Tree 3078' from DER, 984' right of centerline, 86' AGL/469' MSL.
  - Trees beginning 3182' from DER, 1105' right of centerline, up to 95' AGL/471' MSL.
  - Trees beginning 3574' from DER, 121' right of centerline, up to 75' AGL/474' MSL.
  - Trees beginning 4148' from DER, 1099' left of centerline, up to 88' AGL/501' MSL.
  - Tree, pole beginning 4576' from DER, 1065' left of centerline, up to 76' AGL/536' MSL.
  - Towers, pole, building beginning 4762' from DER, 578' left of centerline, up to 80' AGL/567' MSL.
  - Trees beginning 501' from DER, 491' right of centerline, 28' AGL/1098' MSL.
  - Tree 1 NM from DER, 2033' left of centerline, 100' AGL/520' MSL.
  - Tree 1.4 NM from DER, 2773' left of centerline, 100' AGL/579' MSL.
  - Rw 19, lighting 38' from DER, 111' right of centerline, 23' AGL/360' MSL.
  - Trees beginning 138' from DER, 286' right of centerline, up to 89' AGL/425' MSL.
  - Tree 209' from DER, 485' left of centerline, 62' AGL/397' MSL.
  - Trees beginning 222' from DER, 254' left of centerline, 62' AGL/398' MSL.
  - Tree 267' from DER, 380' left of centerline, 66' AGL/401' MSL.
  - Trees beginning 469' from DER, 465' left of centerline, 98' AGL/431' MSL.
  - Trees beginning 501' from DER, 432' right of centerline, 107' AGL/439' MSL.
  - Trees beginning 510' from DER, 28' right of centerline, up to 120' AGL/451' MSL.
  - Tree 574' from DER, 618' left of centerline, 108' AGL/440' MSL.
  - Trees beginning 633' from DER, 56' left of centerline, up to 111' AGL/442' MSL.
  - Trees beginning 2171' from DER, 169' left of centerline, up to 101' AGL/453' MSL.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FLD (THA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25AUG11 (22027) (FAA)
TAKEOFF MINIMUMS:
- Rwys 9, 27, NA-Environmental.
- TAKEOFF OBSTACLE NOTES:
  - Rw 6, buildings beginning 36' from DER, 439' right of centerline, up to 28' AGL/1098' MSL.
  - Rising terrain, beginning 41' from DER, 5' right of centerline, up to 1090' MSL.
  - Fence 83' from DER, 393' right of centerline, up to 12' AGL/1082' MSL.
  - Trees beginning 130' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
  - Light pole beginning 474' from DER, 311' left of centerline, up to 36' AGL/1006' MSL.
  - Rw 18, trees beginning 146' from DER, left and right of centerline, up to 100' AGL/1199' MSL.
  - Buildings beginning 299' from DER, 217' right of centerline, up to 32' AGL/1102' MSL.
  - Rw 24, trees beginning 454' from DER, left and right of centerline, up to 100' AGL/1219' MSL.
  - Trees 36' from DER, 24' from DER, left and right of centerline, up to 100' AGL/1229' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
UNION CITY, TN
EVERETT-STEWART RGNL (UCY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  25AUG11  (11237)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, obstruction light 9' from DER, 124' right of centerline, 2' AGL/310' MSL.
Trees 1200' from DER, 734' left of centerline, up to 69' AGL/379' MSL.
Tractor 112' from DER, 405' left of centerline, 12' AGL/321' MSL.
Rwy 19, trees 1050' from DER, 61' left of centerline, up to 100' AGL/449' MSL.
Trees 1452' from DER, 865' right of centerline, up to 100' AGL/459' MSL.
Tractor 32' from DER, 81' left of centerline, 12' AGL/351' MSL.

WAVERLY, TN
HUMPHREYS COUNTY (0M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  09AUG79  (79221)  (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, 200-1.

WILLIAMSBURG, KY
WILLIAMSBURG-WHITLEY COUNTY (BYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1½ or std. w/ min. climb of 280' per NM to 1400.
Rwy 20, std. w/ min. climb of 350' per NM to 2500, or 1400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 023° to 2000 before turning east.
Rwy 20, climb on heading 203° to 2000 before proceeding on course.
VCOA:
Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsburg-
Whitley County Airport at or above 2400 before proceeding on course
TAKEOFF OBSTACLE NOTES:
Rwy 2, tree 182' from DER, 250' left of centerline, 1184' MSL.
Tree 231' from DER, 243' left of centerline, 1195' MSL.
Trees beginning 1270' from DER, 592' right of centerline, up to 1225' MSL.
Trees beginning 1519' from DER, 684' left of centerline, up to 1269' MSL.
Tree 2306' from DER, 665' right of centerline, 1245' MSL.
Tree 3204' from DER, 1087' right of centerline, 1262' MSL.
Tree 3563' from DER, 466' left of centerline, 1268' MSL.
Tree 3644' from DER, 329' left of centerline, 1270' MSL.
Tree 3697' from DER, 126' left of centerline, 1273' MSL.
Tree 3704' from DER, 369' left of centerline, 1276' MSL.
Trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.
Tree 4152' from DER, 311' left of centerline, 1282' MSL.
Trees beginning 4285' from DER, 24' right of centerline, up to 1296' MSL.
Tree 4355' from DER, 75' left of centerline, 1300' MSL.
Trees beginning 4406' from DER, 12' left of centerline, up to 1316' MSL.
Trees beginning 4451' from DER, 125' right of centerline, up to 1297' MSL.
Trees beginning 4504' from DER, 151' right of centerline, up to 1303' MSL.
Trees beginning 4536' from DER, 170' right of centerline, up to 1304' MSL.
Tree, terrain beginning 4720' from DER, 2' right of centerline, up to 1328' MSL.
Tree, terrain beginning 4986' from DER, on centerline, up to 1329' MSL.
Tree 5424' from DER, 43' left of centerline, 1322' MSL.
Rwy 20, tree 177' from DER, 347' left of centerline, 1165' MSL.
Tree 306' from DER, 466' left of centerline, 1192' MSL.
Tree, fence beginning 348' from DER, 409' left of centerline, up to 1217' MSL.
Trees beginning 405' from DER, 399' left of centerline, up to 1223' MSL.
Tree 1230' from DER, 787' right of centerline, 1187' MSL.
Tree 1411' from DER, 321' right of centerline, 1195' MSL.
WINCHESTER, TN
WINCHESTER MUNI (BGF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, trees beginning 174’ from DER, 387’ left of centerline, up to 81’ AGL/1062’ MSL.

Vehicles on roadway beginning 388’ from DER, left and right of centerline, up to 17” AGL/1006’ MSL.

Tower 726’ from DER, 337’ left of centerline, 31’ AGL/1018’ MSL.

Trees beginning 1237’ from DER, 539’ right of centerline, up to 126’ AGL/1057’ MSL.

Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119’ MSL.

**Rwy 36**, rising terrain and trees beginning 97’ from DER, 293’ left of centerline, up to 109’ AGL/1100’ MSL.

Vehicles on roadway beginning 817’ from DER, 659’ left of centerline, up to 17” AGL/996’ MSL.

Trees beginning 2654’ from DER, 75’ right of centerline, up to 60’ AGL/1052’ MSL.
**Instrument Approach Procedure Charts**

### IFR Alternate Minimums

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

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

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<th>ALTERNATE MINIMUMS</th>
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<td>ALTERNATE MINIMUMS</td>
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<td>ASHLAND</td>
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<td>RNAV (GPS) Rwy 28</td>
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<td>Category D, 900-2¾.</td>
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<td>RGNL (BWG)............. RNAV (GPS) Rwy 3</td>
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<td>3LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.</td>
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<td>4Category C, 900-2¼; Category D, 1000-3.</td>
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<td>5Category C, 800-2¾; Category D, 1000-3.</td>
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<td>6NA when local weather not available.</td>
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<tr>
<td>5Category A, B, 900-2; Category C, 900-2½; Category D, 900-3.</td>
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**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).

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

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<td>CLEVELAND, TN</td>
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<td>JETPORT (RZR)</td>
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<td>COVINGTON, KY</td>
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<td>CINCINNATI/NORTHERN KENTUCKY</td>
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<tr>
<td>INTL (CVG)</td>
<td>ILS or LOC Rwy 36C</td>
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<td>ILS or LOC Rwy 36L</td>
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<td>ILS, Category D, 700-2.</td>
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<td>CROSSVILLE, TN</td>
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<td>ILS Y or LOC Y Rwy 26</td>
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<td>ILS Z or LOC Z Rwy 26</td>
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<td>STUART POWELL FLD (DVK)</td>
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<td>DYERSBURG, TN</td>
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<td>DYERSBURG RGNL (DVR)</td>
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<td>VOR-A</td>
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<td>LIVINGSTON, TN</td>
<td>LIVINGSTON MUNI (8A3)</td>
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<td>2Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.</td>
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<td>3Category C, 900-2½; Category D, 900-2¾.</td>
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<td>2Category D, 900-3.</td>
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<td>MADISONVILLE, KY</td>
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<td>Category D, 1000-3.</td>
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<td>MONROE COUNTY (MNV)</td>
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<td>MARION, KY</td>
<td>MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA).................................</td>
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|                           | RNAV (GPS) Rwy 7  
|                           | RNAV (GPS) Rwy 25  
|                           | NA when local weather not available.  
|                           | Category D, 800-2¼.                                                               |
| MAYFIELD, KY              | MAYFIELD GRAVES                     
|                           | COUNTY (M25)..........................RNAV (GPS) Rwy 19  
|                           | NA when local weather not available.  
|                           | Category D, 800-2½.                                                               |
| MC MINNVILLE, TN          | WARREN COUNTY                       
|                           | MEML (RNC)..........................RNAV (GPS) Rwy 5  
|                           | RNAV (GPS) Rwy 23  
|                           | NA when local weather not available.  |
| MEMPHIS, TN               | MEMPHIS INTL (MEM)........................I LS or LOC Rwy 9  
|                           | I LS or LOC Rwy 18L  
|                           | I LS or LOC Rwy 18R  
|                           | I LS or LOC Rwy 27  
|                           | I LS or LOC Rwy 36C  
|                           | I LS or LOC Rwy 36L  
|                           | RNAV (GPS) Rwy 9  
|                           | RNAV (GPS) Rwy 27  
|                           | RNAV (GPS) Rwy 36C  
|                           | RNAV (GPS) Rwy 36L  
|                           | RNAV (GPS) Z Rwy 18C  
|                           | RNAV (GPS) Z Rwy 18L  
|                           | RNAV (GPS) Z Rwy 18R  
|                           | ¹LOC, Category D, 800-2¼; Category E, 800-2¼.  
|                           | ²ILS, LOC, Category E, 800-2¼.  
|                           | ³Category D, 800-2¼.                                                               |
| MIDDLESBORO, KY           | MIDDLESBORO/   
|                           | BELL COUNTY (1A6)........................RNAV (GPS)-A  
|                           | NA when local weather not available.  
|                           | Category A, 1700-2; Category B, 2000-2.  |
| MILLINGTON, TN            | MILLINGTON/MEMPHIS (NQA)...................I LS or LOC Rwy 22  
|                           | RNAV (GPS) Rwy 4  
|                           | RNAV (GPS) Rwy 22  
|                           | ²VOR or TACAN Rwy 22  
|                           | ¹NA when control tower closed.  
|                           | ²LOC, Category E, 800-2¼.  
|                           | ³Category D, 800-2½; Category E, 800-2½.  
|                           | ⁴Category E, 800-2¼.                                                               
|                           | ⁵NA when local weather not available.  |
| MONTICELLO, KY            | WAYNE COUNTY (EKQ).........................RNAV (GPS) Rwy 3  
|                           | RNAV (GPS) Rwy 21  
|                           | NA when local weather not available.  
|                           | Categories A, B, 900-2.  |
| MOREHEAD, KY              | MOREHEAD-ROWAN COUNTY CLYDE A. THOMAS RGNL (SYM).........................RNAV (GPS) Rwy 2  
|                           | RNAV (GPS) Rwy 20  
|                           | NA when local weather not available.  
|                           | Category D, 800-2½.                                                               |
| MURRAY, KY                | KYLE-OAKLEY                         
|                           | FLD (CEY)............................RNAV (GPS) Rwy 5  
|                           | RNAV (GPS) Rwy 23  
|                           | NA when local weather not available.  |
| NASHVILLE, TN             | NASHVILLE INTL (BNA).....................I LS or LOC Rwy 2C  
|                           | I LS or LOC Rwy 2R  
|                           | I LS or LOC Rwy 31  
|                           | I LS or LOC/DME Rwy 2R  
|                           | RNAV (GPS) Rwy 13  
|                           | RNAV (GPS) Rwy 20C  
|                           | RNAV (GPS) Y Rwy 2L  
|                           | RNAV (GPS) Y Rwy 2R  
|                           | RNAV (GPS) Y Rwy 20L  
|                           | RNAV (GPS) Y Rwy 31  
|                           | ¹ILS, Category C, 700-2; Category D, 800-2½; LOC, Category D, 800-2½.  
|                           | ²Category D, 800-2½.                                                               
|                           | ³NA when local weather not available.  |
| OWENSBORO, KY             | OWENSBORO/DAVIESS COUNTY RGNL (OWB).................I LS or LOC Rwy 36  
|                           | RNAV (GPS) Rwy 6  
|                           | RNAV (GPS) Rwy 18  
|                           | RNAV (GPS) Rwy 24  
|                           | RNAV (GPS) Rwy 36  
|                           | ³VOR Rwy 6  
|                           | ²VOR Rwy 18  
|                           | ³VOR Rwy 36  
|                           | NA when local weather not available.  
|                           | ¹NA when control tower closed.  
|                           | ²LOC, Category D, 800-2½.  
|                           | ³Category D, 800-2½.                                                               
<p>|                           | ⁴Categories C, D, 800-2½.  |</p>
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</thead>
</table>
| PADUCAH, KY           | ILS or LOC Rwy 5<sup>12</sup>  
RNAV (GPS) Rwy 5<sup>3</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>  
RNAV (GPS) Rwy 32<sup>3</sup>  
VOR Rwy 5<sup>3</sup>  
VOR Rwy 23<sup>3</sup>  |
|                       | NA when local weather not available.  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category D, 800-2¼.  
<sup>3</sup>Category D, 800-2½. |
| PARIS, TN             | RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  |
|                       | NA when local weather not available.  
Category D, 2¼. |
| PIKEVILLE, KY         | RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27  |
|                       | Category D, 1000-3. |
| PORTLAND, TN          | RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 19  |
|                       | NA when local weather not available. |
| PRESTONSBURG, KY      | RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 21<sup>1</sup>  |
|                       | NA when local weather not available.  
<sup>1</sup>Category D, 800-2½. |
| RICHMOND, KY          | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR Rwy 18  |
|                       | NA when local weather not available.  
Category D, 800-2½. |
| ROCKWOOD, TN          | VOR/DME Rwy 22  |
|                       | NA when local weather not available.  
Category D, 1200-3. |
| SEVIERVILLE, TN       | RNAV (GPS) Rwy 10<sup>1</sup>  
VOR/DME Rwy 10<sup>2</sup>  |
|                       | NA when local weather not available.  
<sup>1</sup>Categories A, B, 1000-2; Category C, 1100-3,  
Category D, 1700-3.  
<sup>2</sup>Categories A, B, 900-2; Category C, 1100-3,  
Category D, 1700-3. |
<table>
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<th>ALTERNATE MINIMUMS</th>
<th>NAME</th>
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<td>LOC Rwy 20</td>
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<td>Categories C, D, 1100-3.</td>
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<td>WINCHESTER</td>
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<td>RNAV (GPS) Z Rwy 18²</td>
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<td>NA when local weather not available.</td>
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<td>¹Category B, 900-2; Category C, 900-2½;</td>
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<td>²Categories A, B, C, D, 800-2½.</td>
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<td>³Category B, 900-2; Category C, 900-2½.</td>
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SE-1, 30 NOV 2023 to 25 JAN 2024
**CAMPBELL AAF (KHOP)**, Fort Campbell, KY RADAR 1 Amdt 2

RADAR 2 Amdt 3 02NOV23 (23306) (USA)  
ELEV 571

### RADAR 1

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>52345</td>
<td>AB</td>
<td>980-1</td>
<td>425</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>236789</td>
<td>CDE</td>
<td>980-1½</td>
<td>425</td>
<td>(500-1½)</td>
</tr>
<tr>
<td>CIR</td>
<td>5-23</td>
<td>AB</td>
<td>1060-1</td>
<td>489</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>1060-1½</td>
<td>489</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>1140-2</td>
<td>569</td>
<td>(600-2)</td>
</tr>
</tbody>
</table>

1. VGSI and descent angles not coincident.
2. Procedure NA when R-3701, R-3702A/B in use.
3. Final approach course 045°.
5. FAF 5.0 miles from thld, min alt 2200.
6. Final approach course 225°.
7. Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.
8. FAF 4.9 NM from thld, min alt 2200.
9. When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 ⅛ miles.
11. PAR unavbl daily 0400-1400Z++.
12. VGSI and PAR glidepath not coincident.
13. FAF 4.9 NM from thld.
15. When ALS inop, increase RVR to 40, vis to ¾ mile.
16. FAF 5.0 NM from thld.

### RADAR 2

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>236131415</td>
<td>ABCDE</td>
<td>771/24</td>
<td>200</td>
<td>(200-½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>523415</td>
<td>ABCDE</td>
<td>755-⅔</td>
<td>200</td>
<td>(200-¾)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For inoperative ALS increase ASR-5L and ASR-23R CAT C/D/E visibility to 1 ⅞ SM.

### KNOXVILLE, TN

**MC GHEE TYSON (TYS)**

RADAR-1 123.9 360.8  
ELEV 986

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5L</td>
<td>AB</td>
<td>1420/24</td>
<td>467</td>
<td>(500-½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5R</td>
<td>AB</td>
<td>1420-1</td>
<td>461</td>
<td>(500-1)</td>
<td>CDE</td>
<td>1420-1½</td>
<td>461</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>23R</td>
<td>AB</td>
<td>1500/24</td>
<td>516</td>
<td>(600-½)</td>
<td>CDE</td>
<td>1500/55</td>
<td>516</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td>23L</td>
<td>AB</td>
<td>1500-55</td>
<td>534</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1500-1½</td>
<td>534</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

CIRCLING ALL RWY

A 1500-1 514 (600-1)  B 1560-1 574 (600-1)  C 1660-2 674 (700-2)  DE 1900-3 914 (1000-3)

For inoperative ALS increase ASR-5L and ASR-23R CAT C/D/E visibility to 1½ SM.
### SABRE AAF (KEOD), TN (Fort Campbell), (Amdt 3A, 18032 USA)

#### RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>23</td>
<td></td>
<td>COPTER</td>
<td>1060-1/2</td>
<td>473 (500-1/2)</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td></td>
<td>COPTER</td>
<td>1100-1/2</td>
<td>507 (600-1/2)</td>
</tr>
</tbody>
</table>

**ELEV 595**

SE-1, 30 Nov 2023 to 25 Jan 2024
**LAND AND HOLD-SHORT OPERATIONS (LAHSO)**

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEMPHIS, TN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MEMPHIS INTL (MEM)</td>
<td>27</td>
<td>TWY N</td>
<td>8,450 feet</td>
</tr>
<tr>
<td>SMYRNA, TN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SMYRNA (MQY)</td>
<td>01</td>
<td>14-32</td>
<td>3,000 feet</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>01-19</td>
<td>3,391 feet</td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>01-19</td>
<td>3,950 feet</td>
</tr>
</tbody>
</table>
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>COVINGTON, KY</td>
<td>HS 1</td>
<td>Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.</td>
</tr>
<tr>
<td>CINCINNATI/NORTHERN KENTUCKY INTL (CVG)</td>
<td>HS 2</td>
<td>Twy D2 and Rwy 18C-36C.</td>
</tr>
<tr>
<td>KNOXVILLE, TN</td>
<td>HS 1</td>
<td>Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.</td>
</tr>
<tr>
<td>MC GHEE TYSON (TYS)</td>
<td>HS 2</td>
<td>Ramp exit Twy R5 short distance from Twy A.</td>
</tr>
<tr>
<td>LEXINGTON, KY</td>
<td>HS 1</td>
<td>Rwy 27 apch hold occurs prior to Rwy 22 hold line.</td>
</tr>
<tr>
<td>BLUE GRASS (LEX)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOUISVILLE, KY</td>
<td>HS 1</td>
<td>Twys int in close proximity to the crossing rwy.</td>
</tr>
<tr>
<td>BOWMAN FLD (LOU)</td>
<td>HS 2</td>
<td>Twy departure risk: Rwy 36L and Twy M.</td>
</tr>
<tr>
<td>LOUISVILLE, KY</td>
<td>HS 1</td>
<td>Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.</td>
</tr>
<tr>
<td>LOUISVILLE MUHAMMAD ALI INTL (SDF)</td>
<td>HS 2</td>
<td>Frequent crossings at Twy B and Twy C during Rwy 29 operations.</td>
</tr>
<tr>
<td>MEMPHIS, TN</td>
<td>HS 1</td>
<td>Rwy 18C APCH hold is East of Twy S.</td>
</tr>
<tr>
<td>MEMPHIS INTL (MEM)</td>
<td>HS 2</td>
<td>Twy departure risk: Rwy 36L and Twy M.</td>
</tr>
<tr>
<td>NASHVILLE, TN</td>
<td>HS 1</td>
<td>Twy T3/Twy K, Twy T4 and Rwy 20C.</td>
</tr>
<tr>
<td>NASHVILLE INTL (BNA)</td>
<td>HS 2</td>
<td>Twy S and Rwy 20C.</td>
</tr>
<tr>
<td>OWENSBORO, KY</td>
<td>HS 3</td>
<td>When taxiing to Rwy 02R, Keep left at the Twy L and Twy L8 split.</td>
</tr>
<tr>
<td>OWENSBORO/DAVIESS COUNTY RGNL (OWB)</td>
<td>HS 1</td>
<td>Northbound traffic on Twy C misses a required turn onto Twy E.</td>
</tr>
<tr>
<td>PADUCAH, KY</td>
<td>HS 1</td>
<td>Rwy 14-32 at Twy F confused as a twy.</td>
</tr>
<tr>
<td>BARKLEY RGNL (PAH)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SMYRNA, TN</td>
<td>HS 1</td>
<td>Maintain vigilance direct access from ramps to both rwys and high volume ops.</td>
</tr>
<tr>
<td>SMYRNA (MQY)</td>
<td>HS 2</td>
<td>Maintain vigilance high volume ops.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maintain vigilance Hold Short Lines further back than expected.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
NOTE: Chart not to scale.

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

LANDING NORTH: RWYS 36L/36C/36R: From over BLUZZ on track 227° to LTOWN, cross LTOWN at/below 16000 and at/above 14000 at 280K, then on track 227° to DAPLE, then on track 227° to MRCEL, cross MRCEL at/below 12000 and at/above 10000 at 250K, then on track 227° to DASAC, cross DASAC at/below 11000 and at/above 9000, then on track 227° to CLARK, cross CLARK at/below 10000 and at/above 8000 at 210K, then on track 180° to DIGLE, cross DIGLE at/below 8000 and at/above 6000, then on track 180° to DINKE, cross DINKE at 3000, then on track 180°. Expect radar vectors to final approach course.
MEMPHIS APP CON  
119.1  291.6 (176°-355°) 
125.8  338.3 (356°-175°) 
D-ATIS  
127.75

NOTE: Chart not to scale.

LIST OF POINTS
- BRBBQ
- FL180
- JAMLA
- JAYWA
- BOWEN
- JESTI
- SAUCC
- RDEEE
- FNCHR
- HOOOG
- IGLOO
- FL180
- MARBI
- WHOLL
- FL260

NOTE: Descend via Mach number until transition to 290K.
NOTE: Radar required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R/9/27.
NOTE: Landing North indicates Rwys FL36/FL36C/FL36R.
NOTE: Expect to receive Landing direction (North/South) and "Descend via" clearance from Memphis Center. Memphis approach will assign landing runway.

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

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

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

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

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

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

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

CENTRALIA TRANSITION (ENL.CHERI4): From over ENL VORTAC via ENL R-089 and IIU R-279 to CHERI INT. Thence, . . .

POCKET CITY TRANSITION (PXV.CHERI4): From over PXV VORTAC via PXV R-065 and IIU R-279 to CHERI INT. Thence, . . .

TERRE HAUTE TRANSITION (TTH.CHERI4): From over TTH VORTAC via TTH R-159 and IIU R-279 to CHERI INT. Thence, . . .

. . . From over CHERI INT on IIU R-279 to IIU VORTAC. Expect radar vectors.

NOTE: Radar required.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

CHSNE TWO ARRIVAL (RNAV)

Landing Rwy 13: After PINSE, track 040°, expect radar vectors to final approach course.

Landing Rwy 2L/2C/2R: After TUPIE, track 110°, expect radar vectors to final approach course.

NOTE: Radar required.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (North/South/Northwest) and "descend via" clearance from Memphis Center;
Nashville approach will issue landing runway.

NOTE: Landing South indicates Rwy 20L/20C/20R.
Landing North indicates Rwy 2L/2C/2R.
Landing Northwest indicates Rwy 31.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING NORTHWEST (RWY 31): From over OLNAH on track 085° to cross MLANI at/above 6000 and at 230K, then on track 085° to cross TIKKI at 4000, then on track 085° to cross BGEDD at 4000 and at 210K, then on track 085° to RUNEE, then on track 136° to IDOBE, then on track 136°. Expect radar vectors to final approach course.
NOTE: Chart not to scale.

NOTE: Radar required.
NOTE: DME required.
NOTE: APE transition - Only for use by overseas flights, or aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes FL220.

APPLETON TRANSITION (APE.CINCE9): From over APE VORTAC on APE R-248 to JARSO, then on CVG R-051 to TIGRR. Thence...

...from over TIGRR on CVG R-051 to CVG VORTAC. Expect vectors to final approach course after TIGRR.

LOST COMMUNICATIONS:
For LUK: At CVG VORTAC, proceed on V5 to WUSPU and hold, maintain 4000.
For I69: At CVG VORTAC, proceed to SPORTYS (PWF) maintain 4000 until SPORTYS (PWF).
For K62: At CVG VORTAC, proceed on V517 to FLM VOR/DME, maintain 3000 until FLM VOR/DME.
ARRIVAL ROUTE DESCRIPTION

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

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

NOTE: RADAR required.
NOTE: DME required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

EVLYN TRANSITION (EVLYN, CONDR3):
NOTE: Assigned by ATC only.
NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.

LITTLE ROCK TRANSITION (LIT, CONDR3):

YRBRO TRANSITION (YRBRO, CONDR3):

From over CONDR on track 096° to JFRED, cross JFRED at 6000 at 210K, then on track 096°. Expect radar vectors to final approach course.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

(DAMEN FIVE ARRIVAL (RNAV)  

LOUISVILLE MUHAMMAD ALI INTL (SDF))

(Z10

SE-1, 30 NOV 2023 to 25 JAN 2024)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

LOUISVILLE APP CON
132.075 327.0
LOU ATIS
124.15
SDF D-ATIS
118.725

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HINCH MOUNTAIN TRANSITION (HCH.DARBY8): From over HCH VOR/DME on HCH R-351 and LVT R-171 to LVT VOR/DME, then on LVT R-011 to DARBY. Thence. . . .

LONDON TRANSITION (LOZ.DARBY8): From over LOZ VOR/DME on LOZ R-316 to UNCKL, then on IIU R-131 to DARBY. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY8): From over UNCKL on IIU R-131 to DARBY. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY8): From over VXV VORTAC on VXV R-337 to DARBY. Thence. . . .

. . . from DARBY on IIU R-131 to IIU VORTAC. Expect RADAR vectors to final course.
NOTE:  DME and RADAR required.
NOTE:  Procedure not available for RNAV capable Turbojets.
NOTE:  RNAV capable Turbojets must file the BRBBQ RNAV STAR.
NOTE:  Maintain last assigned altitude until cleared to "descend via the DAWGG TWO," then comply with altitude restrictions as published.
ARRIVAL ROUTE DESCRIPTION

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

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

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

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/ GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

(WARSA.DLAMP6) 19227

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075  327.0
D-ATIS
118.725

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)

NOTE: Chart not to scale.

NOTE: Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: RADAR vectors to final approach course after SORTT.
NOTE: LEWSS vectors to final approach course after LEWSS.

FRIZN FIVE ARRIVAL (RNAV) 15AUG19

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)
ARRIVAL ROUTE DESCRIPTION

RAMSE TRANSITION (RAMSE.FRIZN5)

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

GAVNN SIX ARRIVAL (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

GAVNN

COLNS TRANSITION (COLNS.GAVNN6):

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

NOTE: Chart not to scale.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

LOST COMMUNICATIONS

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

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

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

For K62: At ZETLA, proceed to CVG VORTAC then on V517 to FLM VOR/DME. Maintain 3000 until FLM VOR/DME.
(HEDEE.HEDEE4) 2334

HEDEE FOUR ARRIVAL

NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)

NOTE:  RADAR required.

NOTE:  DME required.

NOTE:  Chart not to scale.

(CINCY, OHIO)
ARRIVAL ROUTE DESCRIPTION

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

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

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

LOST COMMUNICATION PROCEDURE

CINCINNATI MUNI/LUNKEN FLD - At JADAT, turn right to intercept CVG VORTAC R-059 to WUSPU and hold, maintain 4000.

CLERMONT COUNTY - At JADAT, proceed to SPORTYS (PWF) NDB, maintain 4000 until SPORTYS (PWF) NDB.

GENE SNYDER - At JADAT, proceed to CVG VORTAC then on V517 to FLM VOR/DME, maintain 4000 until FLM VOR/DME.
TEXARKANA TRANSITION (TXK.HOBRK3):

MEVEE TRANSITION (MEVEE.HOBRK3):

TEXARKANA TRANSITION (TXK.HOBRK3):

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

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

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

HYTHR THREE ARRIVAL (RNAV)

HUMBO TRANSITION (HUMBO.HYTHR3):
NMANN TRANSITION (NMANN.HYTHR3):
RRUSH TRANSITION (RRUSH.HYTHR3):

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

NOTE: Do not file - to be assigned by ATC.
NOTE: Jet aircraft only.
NOTE: Jet aircraft descend via Mach number until 290K, if unable, advise ATC.
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

LANDING SOUTH: Expect RADAR vectors to final approach course prior to AGEBE.
LANDING NORTH, EAST, WEST: Expect RADAR vectors to final approach course prior to FIDEK.

LOST COMMUNICATIONS:
At AGEBE fly heading 090°, maintain 4000; intercept and execute ILS RWY 18R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 4000.
At FLM VOR/DME fly heading 270°, maintain 6000; intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold NE, RT, 241° inbound, maintain 6000.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the HOBRK RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the MARVELL SIX," then comply with altitude restrictions as published.
ARRIVAL ROUTE DESCRIPTION

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

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

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

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

See following page for arrival route.
Arrival Routes

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

Northeastern Approach

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

LANDING Rwy 35R: Track to UPSO, cross UPSO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.
NOTE:  Turbojet aircraft only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

**LOST COMMUNICATIONS:**

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

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

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

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

**Landing Rwy 35R:** Track to UPSCO, cross UPSCO at or above 3000, intercept and execute ILS or LOC Rwy 35R approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.
From LOHNI on track 273° to MONAA, then on track 272° to cross ZAMET at 6000 and 210K, then on track 272°. Expect radar vectors to final approach course.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (north/south/northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing south indicates Rwy 20L/20C/20R.
Landing north indicates Rwy 2L/2C/2R.
Landing northwest indicates Rwy 31.

NASHVILLE INTL
NASHVILLE, TENNESSEE
(BNA)

PASLY
4000
210K

ZODKA
5000
210K

FIBAX
5000
210K

CLBTY
6000
250K

JABUN
6000
210K

DRAND
6000
220K

MUUDD
6000
250K

Landing Rwys 20L/20C/20R: After MUUDD, track 270°, expect radar vectors to final approach course.

MUUDD, track 270°, expect radar vectors to final approach course.

Landing Rwy 31: After MUGEE, track 200°, expect radar vectors to final approach course.

(NOVTIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

CINCINNATI TRANSITION (CVG.RDSTN6): From over CVG VORTAC via CVG R-221 to RDSTN. Thence....

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

....from over RDSTN on IIU R-036 to ZOPOM, then on IIU R-036 to IIU VORTAC. Expect radar vectors to final approach after ZOPOM.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: Expect to receive landing direction (North/South/ Northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing South indicates Rwys 20L/20C/20R.
Landing North indicates Rwys 2L/2C/2R.
Landing Northwest indicates Rwy 31.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING RWY 13: From over OBATE on track 200° to cross TCKKS at 6000, then on track 200°. Expect radar vectors to final approach course.
CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
D-ATIS ARR
134.375

CENTRALIA TRANSITION (ENL,SARGO3):
POCKET CITY TRANSITION (PXV,SARGO3):
From over SARGO on track 065° to TYOTA, then on track
065° to FIDEK, then on track 004° to BAMGE, then on track
004° to AGEBE, then on heading 004°. Expect radar vectors
to final approach course.
Landing South: Expect radar vectors to final approach course
prior to AGEBE.
Landing East, West, North: Expect radar vectors to final
approach course after FIDEK.

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

....from over CEGRM on CVG R-314 to CVG VORTAC. Expect RADAR vectors to final approach course after CEGRM.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (north/south/northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing South indicates Rwy 20L/20C/20R.
Landing North indicates Rwy 2L/2C/2R.
Landing Northwest indicates Rwy 31.
ARRIVAL ROUTE DESCRIPTION

JAGIR TRANSITION (JAGIR.SWFFT2)

VOLUNTEER TRANSITION (VXV.SWFFT2)

ZANZA TRANSITION (ZANZA.SWFFT2)

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

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

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

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

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

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: APE transition only for use by overseas flights or aircraft from the Cleveland/Akron-Canton/Pittsburgh terminal areas with filed altitudes at or below FL220.

**TIGRR THREE ARRIVAL (RNAV)**

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

- **CTW and APE Transitions:**
  - **Turbojets:** Expect to cross at 9000.
  - **Non-Turbojets:** Expect to cross at 11000.

- **CTW and APE Transitions**: Non-Turbojets: Expect to cross at 9000.

**AVE**

- **TIGRR**
- **ORLEE**
- **HEDEE**
- **JARSO**
- **BACAS**
- **HANUT**
- **HAVLO**
- **CINCINNATI CVG**
- **COVINGTON, KENTUCKY**
- **CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**APPLETON TRANSITION (APE.TIGRR3):**

**NEWCOMERSTOWN TRANSITION (CTW.TIGRR3):**

From over TIGRR on track 231° to CHARZ, thence as depicted to HAVLO.

**Landing South, East, West:** Expect RADAR vectors to final approach course prior to BACAS.

**Landing North:** Expect RADAR vectors to final approach course prior to HAVLO.

**LOST COMMUNICATIONS:**

At HAVLO fly heading 270°, maintain 6000, intercept and execute ILS RWY 36R approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6000.

At CHARZ fly heading 270°, maintain 6000, intercept and execute ILS RWY 18L approach. If unable, proceed direct to CVG VORTAC and hold, NE, RT, 239° inbound, maintain 6000.
LANDING SOUTH: RUNWAY 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HLI VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.

NOTE: Landing South indicates Rwys 18L/18C/18R. LANDING NORTH: RUNWAY 36L/36C/36R/9/27: From over VANZE on track 284° to CHLMR, cross CHLMR at 10000 at 230K, then on track 284°. Expect radar vectors to final approach course.

NOTE: Descend via Mach number until transition to 290K.
NOTE: Jet aircraft only.
NOTE: Landing South indicates Rwys 18L/18C/18R. LANDING NORTH indicates Rwys 36L/36C/36R/9/27.

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

NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: DME and RADAR required.

NOTE: Procedure NA for RNAV capable jets.

NOTE: RNAV capable jets must file the BLUZZ RNAV STAR.

NOTE: Maintain last assigned altitude until cleared to "Descend via the WLDER ONE", then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .
MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .
POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

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

LANDING SOUTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect RADAR vectors to final approach course.
RNAV (GPS) RWY 3

**UNICOM**

126.2 (CTAF) 257.975 (CTAF)

**EMERG SAFE ALT 100 NM 5800**

**MISSING APPROACH:** Climb to 4000 direct FESNO and hold, continue climb-in-hold to 4000.

**CAT**: A, B, C, D

**LNAV MDA**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1420-1</td>
<td>355</td>
<td>(400-1)</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**:

- 455 (500-1)
- 555 (600-1)
- 1640-1½
- 575 (600-1½)
- 735 (800-2½)

**Orig 19MAY22**

**SE-1, 30 Nov 2023 to 25 Jan 2024**

**RNAV (GPS) RWY 3**
RNAV (GPS) RWY 21

UNICOM
126.2 (CTAF) 257.975 (CTAF)

**Missed Approach:** Climb to 4000 direct BAPSE and hold.

* Circling not authorized NW of RWY 3-21.

**Category A**
- LNAV MDA: 1480-1 415 (500-1)
- CIRCLING: 1520-1 455 (500-1)

**Category B**
- LNAV MDA: 1480-1½ 415 (500-1½)

**Category C**
- LNAV MDA: 1640-1½ 575 (600-1½)

**Category D**
- LNAV MDA: 1800-2½ 735 (800-2½)

**RNAV (GPS) RWY 21**

**TULLAHOMA, TENNESSEE**

**Orig 19MAY22**

**ARNOLD AFB (KAYX)**

**APCH CRS 207°**
- RWy Idg 6001
- TDZE 1065
- Arpt Elev 1065

**RNP APCH**

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

**EMERG SAFE ALT 100 NM 5800**

**ELEV 1065**

**TDZE 1065**

**35°24'N - 85°05'W**
ASHLAND, KENTUCKY AL-5099 (FAA) 23334

RNAV (GPS) RWY 10 ASHLAND RGNL (DWU)

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

**RNAV (GPS) RWY 10**

ASHLAND RGNL (DWU)

**Amdt 2 10OCT19**

**38°33'N-82°44'W**

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

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

---

**RNAV (GPS) RWY 10**

ASHLAND RGNL (DWU)

**Amdt 2 10OCT19**

**38°33'N-82°44'W**
RNAV (GPS) RWY 28
ASHLAND RGNL (DWU)

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

Category: A

Descent Angle NA.

1.7 NM to RW28
2.9 NM to RW28

MIRL Rwy 10-28
REIL Rwy 10 and 28

Amdt 1C 31MAR16

38°33'N-82°44'W
RNAV (GPS) RWY 2
MCMINN COUNTY (MMI)

MISSED APPROACH:
Climb to 3100 direct HUVEP and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1600-1 754 (800-1)</td>
<td>1600-1 754 (800-1)</td>
<td>1600-2 754 (800-2)</td>
<td>1820-3</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1 726 (800-1)</td>
<td>1600-1 726 (800-1)</td>
<td>1600-2 726 (800-2)</td>
<td>946 (1000-3)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at KIRCH on V311 northbound.**

**Procedure NA for arrivals at MARBL on V97 northbound.**

**RNAV (GPS) RWY 2**

**RNPAR** - GPS.

- Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 NA at night. Circling Rwy 2 NA a night. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 120 feet, and LNAV visibility Cats C and D ½ SM, and Circling visibility Cat A ¼ SM and Cat C ½ SM.

**AWOS-3**
125.425

**KNOXVILLE APP CON**
123.9 353.6

**UNICOM**
122.8 (CTAF)

**UNICOM**

**MAP**

**RC 2.1 NM**
**ZAGUG**

**5 NM**
Holding Pattern

**HOLD 6000 4100**

**TCH 40**
**946 (1000-3)**

**SE-1, 30 Nov 2023 to 25 Jan 2024**

35°24'N-84°34'W
RNAV (GPS) RWY 20
MCMINN COUNTY (MMI)

Circling RWY 2 NA at night. Baro-VNAV and VDP NA when using Mc Ghee Tyson altimeter setting. Rwy 20 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting: increase LPV DA to 1275 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1819 feet and visibility all Cats ½ SM; increase all MDAs 120 feet and LNAV visibility Cat C and D ½ SM, and Circling visibility Cat A and C ½ SM.

**AWOS-3**
125.425

**KNOXVILLE APP CON**
123.9 353.6

**UNICOM**
122.8 (CTAF)

- Procedure NA for arrivals at GROSS on V115 northeast bound.
- Procedure NA for arrivals at MARBL on V97 southbound.

**MISSAP Fix**
ZAGUG

- **ZAGUG and hold.**
- Climb to 4100 direct ZAGUG and hold.

**Procedure NA**
- Amdt 1E 15JUN23
- 2380 at MARBL on V97 southbound.
- Procedure NA for arrivals at GROSS on V115 northeast bound.
- Procedure NA for arrivals at MARBL on V97 southbound.

** 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>1174-1</td>
<td>300 (300-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1718-2½</td>
<td>844 (900-2½)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>1620-1½</td>
<td>1620-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1620-1</td>
<td>1620-1½</td>
<td>1620-2½</td>
</tr>
</tbody>
</table>

**ATHENS, TENNESSEE**
Amdt 1E 15JUN23

**大气层-CTAF**
122.8

**Pilot Reports**
AWOS-3 125.425

**KNOXVILLE APP CON**
123.9 353.6

**UNICOM**
122.8 (CTAF)

**AWOS-3**
125.425

**KNOXVILLE APP CON**
123.9 353.6

**UNICOM**
122.8 (CTAF)
RNP APCH.

MISSED APPROACH: Climb to 3000 direct OXVOR and hold.

MISS APCH FIX
4 NM

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

MISSED APPROACH FIX: Climb to 3000 direct OXVOR and hold.

AWOS-3 119.925
LOUISVILLE APP CON 132.075 327.0
UNICOM 122.8 (CTAF)
**VOR RWY 3**

**SAMUELS FLD (BRY)**

**AWOS-3**

119.925

**LOUISVILLE APP CON**

132.075 327.0

**UNICOM**

122.8 (CTAF)

---

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

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

---

**IF/IAF**

**NEW HOPE**

113.95 EWO (Y)

---

NoPT for arrival on EWO VOR/DME airway radials R-164, R-220, and R-258.

---

**CIRCLING**

<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>S-3</td>
<td>1200-1</td>
<td>545 (600-1)</td>
<td>1200-1½</td>
<td>545 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1200-1</td>
<td>1260-1</td>
<td>1360-2</td>
<td>1480-2½</td>
</tr>
<tr>
<td></td>
<td>531 (600-1)</td>
<td>591 (600-1)</td>
<td>691 (700-2)</td>
<td>811 (900-2¼)</td>
</tr>
</tbody>
</table>

---

**BARDSTOWN, KENTUCKY**

Amdt 1 29MAR18

37°49'N-85°30'W
RNAV (GPS) RWY 1
WILLIAM L WHITEHURST FLD (M08)

Missed Approach: Climb to 2500 direct HESKA and hold.

AWOS-3 121.125  MEMPHIS CENTER 124.35 318.1  UNICOM 123.0 (CTAF)

Missed Approach Fix
4 NM 009° 189°
HESKA

Category

LP MDA 860-1 361 (400-1)
LNAV MDA 880-1 381 (400-1) 880-1/8 381 (400-1/8)
Circling 980-1 481 (500-1) 1100-1/4 601 (700-1) 1360-2/4 861 (900-2/4)
BOLVARI, TENNESSEE

RNAV (GPS) RWY 19

AWOS-3
121.125

MEMPHIS CENTER
124.35 318.1

UNICOM
123.0 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cat C/D visibilities ½ mile, increase LNAV Cat C/D visibilities ½ mile and Circling Cat C/D visibilities ½ mile. Rwy 19 heli visible reduction below ½ SM NA. Rwy 1 heli visible reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct LOHNI and hold.

APP CRS 189°

Rwy Idg 5007

TDZE 497

Apt Elev 499

WAAS CH 63035

W19A

RNAV (GPS) RWY 19
WILLIAM L WHITEHURST FLD (M08)

LNAV MDA

920-1 423 (500-1)

920-1 ½ 423 (500-1 ½)

MIRL MDA

1100-1 ½ 601 (700-1 ½)

861 (900-2 ½)

CIRCLING

980-1 481 (500-1)

BOLVARI, TENNESSEE

35°13'N - 89°03'W

SE-1, 30 NOV 2023 to 25 JAN 2024

Amdt 1A 22JUN17
RNAV 1-GPS required.

- Circling Rwy 30 NA at night.
- DME from BWG DME.
- Holding at 6000 ft MSL.

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

**ZELUL FIX MINIMUMS**

<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 3</td>
<td>747-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 3</td>
<td>1080-1</td>
<td>533 (600-1)</td>
<td>1080-1/2</td>
<td>533 (600-1/2)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1080-1</td>
<td>1120-1</td>
<td>1160-1/4</td>
<td>1200-2</td>
</tr>
<tr>
<td>BOWLING GREEN</td>
<td>533 (600-1)</td>
<td>573 (600-1)</td>
<td>613 (700-1/4)</td>
<td>653 (700-2)</td>
</tr>
</tbody>
</table>

**FAF to MAP 5.5 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tbody>
<tr>
<td>Min:Sec</td>
<td>5:30</td>
<td>3:40</td>
<td>2:45</td>
<td>2:12</td>
<td>1:50</td>
</tr>
</tbody>
</table>

- **SAMRA** 0.7
- **LOC** only.
- **ASOS** 127.825
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats ½ mile and LNAV Cat C and D and Circling Cat C and D visibility ⅜ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

**Climb to 3100 direct UGATE and hold.**

**APP CRS**

<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>747-¾</td>
<td>200 (200¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1009-1¾</td>
<td>462 (500-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>960-½</td>
<td>413 (500-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1000-1</td>
<td>1120-1</td>
<td>1160-1¾</td>
<td>1200-2</td>
</tr>
</tbody>
</table>

**547**

**TDZE 547**

**UNICOM 123.0 (CTAF)"**
Boro-VNAV NA when using Glasgow Muni altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received use Glasgow Muni altimeter setting and increase all DA 77 feet all MDA 80 feet; increase LPV all Cats visibility 1/4 mile and LNAV/VNAV all Cats 1/2 mile and LNAV and Circling Cats C and D visibility 1/4 mile. Helicopter visibility reduction below 1/4 SM NA. Night landing: Rwy 30 NA.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS
127.825

MEMPHIS CENTER
133.85 317.6

UNICOM
123.0 (CTAF)

ELEV 547
TDZE 522

3100

WEDVO

4 NM

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 30).

LNAV only.

WISLI
2.1 NM to RW21

1.5 NM to RW21

*LPV DA
807-1 285 (300-1)

*LNAV/ VNAV DA
1073-1 551 (600-1 7)

LNAV MDA
1020-1 498 (500-1) 1200-2

CIRCLING
473 (500-1) 1120-1 1160-1 653 (700-2)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.5 NM</td>
<td>0.6 NM</td>
<td>3.6 NM</td>
<td>6 NM</td>
<td></td>
</tr>
</tbody>
</table>

169°

BOWLING GREEN-KENTUCKY

Amdt 1A 28MAY15
BOWLING GREEN, KENTUCKY

LOM BW | APP CRS | RwY Idg | TDZE | Apt Elev
-------|--------|--------|------|--------
236    | 034°   | 6501   | 547  | 547    

NDB RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

CATEGORY | A | B | C | D
---------|---|---|---|---
S-3      | 1120-1 573 (600-1) | 1120-1\frac{3}{4} 573 (600-1\frac{3}{4}) |
CIRCLING | 1120-1 573 (600-1) | 1160-1\frac{3}{4} 613 (700-1\frac{3}{4}) | 1200-2 653 (700-2)

Missed Approach: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

ASOS 127.825
MEMPHIS CENTER 133.85 317.6
UNICOM 123.0 (CTAF)

LOM/IAF NOORA 236 BW

MSA BW 25 NM

Remain within 10 NM

2400 034°

FAF to MAP 5.4 NM

KNOTS

Min:Sec 5:24 3:36 2:42 2:10 1:48

FACIALS

SE-1, 30 Nov 2023 to 25 Jan 2024

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

36°58'N 86°25'W

NDB RWY 3

BOWLING GREEN, KENTUCKY

Amdt 3 10OCT19

SE-1, 30 Nov 2023 to 25 Jan 2024
ILS or LOC RWY 5

TRI-CITIES (TRI)

ADF required. RADAR required for procedure entry.

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

ATIS 118.25

TRI-CITY APP CON 134.425 349.0

TRI-CITY TOWER * 119.5 (CTAF) 257.8

GND CON 121.7 348.6

UNICOM 122.95

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

GS 3.00° TCH 58

CATEGORY A B C D
S-ILS 5 1698/40 200 (200-¾)
S-LOC 5 2100/55 602 (600-1) 2100-1¾ 602 (600-1¾)
C CIRCLING 2120-1 2180-1 2320-2¼ 2500-3

BO LOM

GS 3.00° TCH 58

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

Amdt 3D  20JUN19

36°29'N-82°24'W
RNAV (GPS) RWY 5
TRI-CITIES (TRI)

Holding Pattern

\[
\begin{array}{c|c|c|c|c}
\text{CATEGORY} & \text{A} & \text{B} & \text{C} & \text{D} \\
\hline
\text{LPV DA} & 1698/40 & 200 (200-3/4) &  &  \\
\text{LNAV/VNAV DA} & 1998-1/4 & 500 (500-1/4) &  &  \\
\text{LNAV MDA} & 2080/55 & 582 (600-1) & 2080-1/4 & 582 (600-1/4) \\
\text{CIRCLING} & 2120-1 & 2180-1 & 2320-2 1/4 & 2500-3 \\
& 601 (700-1) & 661 (700-1) & 801 (900-2 1/4) & 981 (1000-3) \\
\end{array}
\]

\[
\begin{align*}
\text{GP 3.00° TCH 58} & \\
\text{5 NM} & \\
\text{Holding Pattern} & \\
\text{HOSEM} & \\
\text{AYABU} & \\
\text{YETPO} & \\
\text{2.1 NM to RW05} & \\
\text{5000} & \\
\text{6000} & \\
\text{5000} & \\
\text{229°} & \\
\text{049°} & \\
\text{3000} & \\
\text{3000} & \\
\text{3400} & \\
\text{3400} & \\
\text{050°} & \\
\text{2200} & \\
\text{5200} & \\
\text{BUYBA} & \\
\text{LNAV only.} & \\
\text{049°} & \\
\text{5 NM} & \\
\text{6000} & \\
\text{5000} & \\
\text{5000} & \\
\end{align*}
\]
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

ADMT 1 17AUG17

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 23
TRI-CITIES (TRI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Ry 9-23. For inoperative ALS, increase LNAV Cats C and D visibility to 1½ SM. Circling Rwy 9 NA at night.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

- 3018

* 3077

1996

A2225

1.6 NM to RW23

1.6 NM to RW23

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

LNAV only.

**HOSEM**

**ELEV 1519**

**TDZE 1518**

**OS50** 26APR18

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

36°29'N-82°24'W
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

**AL-426 (FAA)**

**RNAV (GPS) RWY 27**
TRI-CITIES (TRI)

**CIRCLING to Rwy 9 NA at night.** Circling NA northwest of Rwys 9 and 23. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-NAV systems, LNAV/VNAV NA below -14°C or above 54°C.

**ATIS**

<table>
<thead>
<tr>
<th>118.25</th>
<th>TRI-CITY APP CON *</th>
<th>134.425</th>
<th>349.0</th>
<th>TRI-CITY TOWER *</th>
<th>119.5 (CTAF)</th>
<th>257.8</th>
</tr>
</thead>
</table>

**GND CON**

<table>
<thead>
<tr>
<th>121.7</th>
<th>348.6</th>
<th>122.95</th>
</tr>
</thead>
</table>

**UNICOM**

| 125.6 | 118.25 | 119.5 |

**LNAV only.**

- **GND CON**
  - 121.7
  - 348.6
  - 122.95

- **UNICOM**
  - 125.6
  - 118.25
  - 119.5

**RNAV (GPS) RWY 27**
TRI-CITIES (TRI)

**2000**

- **HOSEM**
  - 3600

- **VEGI and RNAV glidepath not coincident**
  - (VGGI Angle 3.00/TCH 32).

**1.5 NM to RW27**

<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>1788-7°</td>
<td>270 (300- ¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2034-1¾</td>
<td>516 (600-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2020-1</td>
<td>502 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2320-2¼</td>
<td>801 (900-2¼)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2500-3</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**CIRCLING**

- **2120-1**
  - 601 (700-1)
  - 661 (700-1)
- **2180-1**
- **2227**
- **23278**
- **4632**
- **276°**
- **262°**
- **2380**
- **3400**
- **2227**
- **214**
- **2114**
- **215**
- **2179**
- **2159**
- **262**
- **(5)**
- **4900**
- **276°**
- **3400**
- **2380**
- **1.5 NM to RW27**
- **2.6 NM to RW27**
- **3.2 NM**
- **5 NM**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3600 direct HOSEM and hold.

**ELEV 1519 D TDZE 1518**

- **270°**
- **262°**
- **4632**
- **23278**
- **4900**
- **3400**
- **2380**
- **1788-7°**
- **270 (300- ¾)**
- **2034-1¾**
- **516 (600-1¾)**
- **2020-1**
- **502 (600-1)**
- **2320-2¼**
- **801 (900-2¼)**
- **2500-3**
- **2120-1**
- **601 (700-1)**
- **661 (700-1)**
- **2180-1**
- **2227**
- **23278**
- **4632**
- **276°**
- **262°**
- **2380**
- **3400**
- **2380**
- **1.5 NM to RW27**
- **2.6 NM to RW27**
- **3.2 NM**
- **5 NM**

**CATEGORY**

<table>
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**BRISTOL/JOHNSON/KINGSPORT, TENNESSEE**

Amdt 1B 20JUN19

**36°29'N-82°24'W**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.

TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.

TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.

TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.

NOTE: Chart not to scale.
**TAKEN OFF OBSTACLE NOTES**

**Rwy 5:** T-L twr 678' from DER, 644' left of centerline, 50' AGL/1536' MSL.
- Trees beginning 1590' from DER, 858' left of centerline, up to 1582' MSL.
- Trees beginning 2338' from DER, 871' left of centerline, up to 1590' MSL.
- Trees beginning 3175' from DER, 951' left of centerline, up to 1619' MSL.
- Trees beginning 3584' from DER, 1038' left of centerline, up to 1626' MSL.
- Trees beginning 3768' from DER, 819' left of centerline, up to 1736' MSL.
- Trees beginning 1.4 NM from DER, 514' left of centerline, up to 1770' MSL.

**Rwy 9:** Trees and lt pole beginning 67' from DER, 152' right of centerline, up to 1584' MSL.
- Trees beginning 182' from DER, 187' right of centerline, up to 100' AGL/1600' MSL.
- Tree 1.2 NM from DER, 1941' left of centerline, 1715' MSL.

**Rwy 23:** Trees beginning 3538' from DER, 1309' right of centerline, up to 1657' MSL.
- Trees beginning 3865' from DER, 440' right of centerline, up to 1665' MSL.
- Trees beginning 5655' from DER, 353' left of centerline, up to 1634' MSL.
- Trees beginning 1 NM from DER, 26' left of centerline, up to 1666' MSL.
- Trees beginning 1.1 NM from DER, 69' right of centerline, up to 1676' MSL.

**Rwy 27:** Terrain, fences, poles, T-L twrs and tree beginning 43' from DER, 90' right of centerline, up to 1552' MSL.
- Poles, tanks, lt poles and T-L twr beginning 244' from DER, 307' left of centerline, up to 1538' MSL.
- Trmsn twrs, trees and pole beginning 636' from DER, 26' left of centerline, up to 1561' MSL.
- Bldgs beginning 993' from DER, 162' right of centerline, up to 1555' MSL.
- Trees beginning 1157' from DER, 59' right of centerline, up to 1558' MSL.
- Trees beginning 1271' from DER, 121' right of centerline, up to 1573' MSL.
- Trees beginning 1449' from DER, 18' left of centerline, up to 1575' MSL.
- Trees, poles and monuments beginning 1548' from DER, 59' right of centerline, up to 1577' MSL.
- Trees beginning 1834' from DER, 33' right of centerline, up to 1582' MSL.
- Trees beginning 1882' from DER, 555' left of centerline, up to 1595' MSL.
- Trees beginning 2043' from DER, 106' right of centerline, up to 1632' MSL.
- Trees beginning 2185' from DER, 357' left of centerline, up to 1604' MSL.
- Poles, trees, T-L twrs and terrain beginning 2680' from DER, 5' left of centerline, up to 1664' MSL.
- Trees beginning 2680' from DER, 5' right of centerline, up to 40' AGL/1649' MSL.
- Trees, T-L twrs and terrain beginning 3088' from DER, 62' right of centerline, up to 1645' MSL.
- Terrain and T-L twr beginning 4150' from DER, 24' right of centerline, up to 1663' MSL.
- Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL.
- Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL.
- Terrain, tree, bush beginning 4349' from DER, 6' left of centerline, up to 1679' MSL.
- Bush 4496' from DER, 202' left of centerline, 1681' MSL.
- Trees, terrain, bushes and pole beginning 4506' from DER, 7' left of centerline, up to 1726' MSL.
- Pole and tree beginning 4664' from DER, 10' left of centerline, up to 39' AGL/1735' MSL.
- Trees, terrain, pole beginning 4714' from DER, 374' left of centerline, up to 1738' MSL.
- Trees beginning 4725' from DER, 53' right of centerline, up to 1736' MSL.
- Trees beginning 4803' from DER, 127' left of centerline, up to 1771' MSL.
- Trees beginning 4815' from DER, 87' left of centerline, up to 1782' MSL.
- Trees beginning 1.5 NM from DER, 1789' right of centerline, up to 1778' MSL.
- Trees beginning 1.5 NM from DER, 1377' right of centerline, up to 1795' MSL.
- Trees beginning 1.5 NM from DER, 1435' right of centerline, up to 1804' MSL.
- Trees beginning 1.5 NM from DER, 1692' right of centerline, up to 1806' MSL.
- Trees beginning 1.6 NM from DER, 1335' right of centerline, up to 1822' MSL.
- Trees beginning 1.6 NM from DER, 1484' right of centerline, up to 1823' MSL.
- Trees beginning 1.6 NM from DER, 785' right of centerline, up to 1838' MSL.
- Trees beginning 1.7 NM from DER, 588' right of centerline, up to 1863' MSL.
- Trees beginning 1.7 NM from DER, 78' right of centerline, up to 1867' MSL.
- Trees beginning 1.8 NM from DER, 53' left of centerline, up to 1836' MSL.
- Tree 2 NM from DER, 1018' left of centerline, 1838' MSL.
ATIS
118.25
GND CON
121.7  348.6
TRI CITY APP CON ★
134.425  349.0
TRI CITY TOWER ★
119.5 (CTAF)  257.8
UNICOM
122.95

NOTE: RADAR required.

HINCH MOUNTAIN
117.6 HCH  123
Chan 123

VOLUNTEER
116.4 VXV  111
Chan 111

LONDON
116.55 LOZ  112 (Y)
Chan 112 (Y)

LIVINGSTON
114.35 LVT  90 (Y)
Chan 90 (Y)

GLADE SPRING
110.2 GZG  39
Chan 39

BLUEFIELD
115.05 BLF  97 (Y)
Chan 97 (Y)

SOLKIRD
108.8 SOT  25
Chan 25

BZM
113.75 BZM  84 (Y)
Chan 84 (Y)

SPARTANBURG
115.7 SPA  104
Chan 104

TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 250' per NM to 3000.
Rwy 9: Standard with minimum climb of 500' per NM to 5000.
Rwy 23: Standard with minimum climb of 370' per NM to 2300.
Rwy 27: Standard with minimum climb of 440' per NM to 3200.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

....maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:
If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.
RNAV (GPS) RWY 28
KENTUCKY DAM STATE PARK (M34)

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

**LNAV MDA**
- **A**: 1200-1
- **B**: 1200-1/4
- **C**: 849 (900-1/4)
- **D**: NA

**RNAV MDA**
- **A**
- **B**
- **C**
- **D**


**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2700 direct VERTS and hold.

**ELEVATION**
- **PAH ASOS**
  - 118.375
- **MEMPHIS CENTER**
  - 133.65
  - 292.15
- **UNICOM**
  - 123.0 (CTAF)

**UNICOM**

**VERTS**

**LUMPY (IF/IAF)**

**GETTS (FAF)**

**RW28**

**Franklin County**

**Campbell MOA 1**

**Campbell MOA 2**

**LUMPY (IF/IAF)**

**Vert Pattern**

**HOLD 6000 2700**

**28° 4 NM**

**102° 6000 2700**

**1800 2700 Verts**

**VGSI and descent angles not coincident**

**VGSI Angle 4.00°/TCH 34**

**VOR**

**RNAV (GPS) RWY 28**

**593 X 100**

**28° Rwy 10**

**28° Rwy 28**

**Calvert City, Kentucky**

**Orig 30 NOV 2023 to 25 JAN 2024**

**SE-1 30 NOV 2023 to 25 JAN 2024**

**SE-1 30 NOV 2023 to 25 JAN 2024**

**SE-1 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 4
BENTON COUNTY (0M4)

MISSED APPROACH: Climb to 2500 direct CHEKA and hold.

PVE AWOS-3 118.125

MEMPHIS CENTER 125.85 379.25

UNICOM 122.8 (CTAF)

**MISSED APCH FIX**

**4 NM**

**Holding Pattern**

VGSI and RNAV glidepath not coincident (VGSI 3.50/TCH 17).

2500 CHEKA

2500 OBOY

OBOY

2500 (IF/IAF)

TEMSE

127°

2500 (IF/IAF)

PITKE

906

2200

GR 3.00°

TCH 40

6.3 NM

4 NM

5.2 NM

217°

037°

037°

2500 direct CHEKA and hold.

**30 NM to OBOY**

**30 NM to TEMSE**

**30 NM to TEMSE (NoPT)**

**127°**

**217°**

**037°**

**2200**

**WADKI**

**2500 to OBOY**

**2500 to TEMSE**

**2500 to PITKE**

**2500 to CHEKA**

**5001 X 75 SE-1, 30 NOV 2023 to 25 JAN 2024**

**36°01’N 88°07’W**

**RNAV (GPS) RWY 4**

**BENTON COUNTY (0M4)**

CAMDEN, TENNESSEE

Orig: 07NOV19
Boro-VNAV NA. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Beoch River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.
RNAV (GPS) RWY 18

FORT CAMPBELL, KENTUCKY

APCH CRS
180°
Rwy IDg 4500
TDZE 562
Arpt Elev 571

AL-679 [USA]

CAMPBELL AAF (KHOP)

RNAV - GPS.

DME required.

* Circling NA SE of RWY 5-23.

ATIS 125.175 306.4
APP CON 118.1 269.525
TOWER 120.9 278.8
GND CON 121.8 266.8
CLNC DEL 138.8
ASR/ PAR

HOLD 6000
3000

MISSED APPROACH: Climbing left turn to 3000 direct SHRMN and hold.

IF/IAF SHRMN
3000 180°K

(FAF) HUPTO

776

740

704

R-3702 A
R-3702 B

6 NM Holding Pattern

SHRMN

VGS and RNAV glideslope not coincident
(VGS Angle 3.0°/TCH 50)

3000

SHRMN

3.7 NM 2.5 NM

CATEGORY
LNAV MDA
CIRCLING

A
1080-1
1080-1

B
518
509

C
518 (600-1)
509 (600-1)

D
1080-1½
1080-1½

NA
NA

HIRL all Rwy

FORT CAMPBELL, KENTUCKY
36°40'N - 87°30'W

CAMPBELL AAF (KHOP)

Amdt 2 15JUN23

35
### RNAV (GPS) RWY 23

#### FORT CAMPBELL, KENTUCKY

#### WAAS Chan 56203 W23A
- **APCH CRS**: 225°
- **Rwy Idg**: 10,926
- **TDZE**: 571
- **Arp Elev**: 571
- **AL-679 [USA]**

#### CAMPBELL AAF (KHOP)

#### RNP APCH - GPS
- **SSALK**: A3
- **MISSED APPROACH**: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

#### ATIS
- **125.175**: 308.4
- **APP CON**: 118.1
- **TOWER**: 269.525
- **GND CON**: 120.9
- **CLNC DEL**: 278.8
- **ASR/PAR**: 121.8
- **266.8**: 138.8

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).

---

### RNAV Holding Pattern

- **6 NM Holding Pattern**
  - **ELEV 571**
  - **TDZE 571**
  - **CHNUK**

**VGSI and RNAV glideslope not coincident (VGSI Angle 3.0°/TCH 78).**

**CIRCLING**
- **1060-1**: 489 (500-1)
- **1060-1½**: 489 (500-1½)
- **1140-2**: 569 (600-2)

**HRL all Rwy**

**LPV DA**
- **771/24**: 200 (200-½)

**LNNAV/VNAV DA**
- **949/35**: 378 (400-½)

**LNNAV MDA**
- **24 NM**: 389 (400-1½)
- **960/35**: 389 (400-½)

**CIRCLING**
- **1060-1**: 489 (500-1)
- **1060-1½**: 489 (500-1½)
- **1140-2**: 569 (600-2)
RNAV (GPS) RWY 5

TAYLOR COUNTY (AAS)

Amdt 1 13NOV14

CAMPBELLSVILLE, KENTUCKY

AL-5210 (FAA)

CAMPBELLSVILLE, KENTUCKY

SE-1, 30 NOV 2023 to 25 JAN 2024

40

RNAV (GPS) RWY 5

TAYLOR COUNTY (AAS)

CIRCLING Cat C visibility 3/4 mile and Cat D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

Baro-NAV NA when using Somerset altimeter setting. For uncompensated Baro-NAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/4 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV CAT C and D visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile and Cat D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

Baro-NAV NA when using Somerset altimeter setting. For uncompensated Baro-NAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/4 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV CAT C and D visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile and Cat D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

Baro-NAV NA when using Somerset altimeter setting. For uncompensated Baro-NAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/4 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV CAT C and D visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile and Cat D visibility 1/2 mile. Helicopter visibility reduction below 3/4 SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.
RNAV (GPS) RWY 23
TAYLOR COUNTY (AAS)

Amdt 1 13NOV14

SE-1, 30 NOV 2023 to 25 JAN 2024

CAMPBELLSVILLE, KENTUCKY
AL-5210 (FAA)

23054

RNAV (GPS) RWY 23
CAMPBELLSVILLE, KENTUCKY
TAYLOR COUNTY (AAS)

AWOS-3
INDIANAPOLIS CENTER
UNICOM

121.125
121.175
122.7 (CTAF)

KANOA

3000

* LNAV only.

2.7 NM

6.9 NM

2.1 NM

GP 3.00°

TCH 48

LNAV only.

LGSI and RNAV glidepath not coincident
(VGSI Angle 3.25/TCH 40).

 CATEGORY

LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A
B
C
D

1177-3/4
445 (500-1 1/2)

256 (300-3/4)
1360-1/4
1360-1/4
439 (500-1/4)

419 (500-1/4)
419 (500-1/4)
419 (500-1/4)
419 (500-1/4)

1660-2/4
1660-2/4
1660-2/4
1660-2/4

1366-1
1366-1
1366-1
1366-1

3000-2
3000-2
3000-2
3000-2

1380-1
1400-1
1480-1/2
1600-2/4

459 (500-1)
479 (500-1)
559 (600-1/2)
739 (800-2/4)

MIRL Rwy 5-23

REIL Rwy 5 and 23

10% Up

500-3-75

37°21'N-85°19'W

INDIANAPOLIS CENTER

ELEV 921

TDZE 921

ELEV 921

TDZE 921

CIRCLING

LNAV  MDA
VNAV

SE-1, 30 NOV 2023 to 25 JAN 2024

Amdt 1 13NOV14

CAMPBELLSVILLE, KENTUCKY

37°21'N-85°19'W

41
When local altimeter setting not received, use Somerset altimeter setting: increase all MDA 100 feet; increase Cat C visibility ¼ mile and Cat D visibility ½ mile.

**DELTA**

**MISSING APPROACH:** Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

### DME REQUIRED

**AWOS-3** 121.125

**INDIANAPOLIS CENTER** 121.175 353.65

**UNICOM** 122.7 (CTAF)

**ELEV 921**
Obtain local altimeter setting on CTAF; when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ½ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct. ZAVOS and hold.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ½ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct. ZAVOS and hold.
Obtain local altimeter setting on CTAF; when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ½ mile; Circling Cat D ½ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WOGUT and hold.

WOGUT

4 NM

ZAPOS

1298

3000

VGS and descent angles not coincident (VGS Angle 4.00/TCH 53).

4 NM

3000

WOGUT

ZAPOS

201°

2500

3.00°

TCH 40

3.3 NM

6.7 NM

MIRL Rwy 2-20

REIL Rwys 2 and 20

35°50'N-87°27'W

RNNA (GPS) RWY 20

CENTERVILLE MUNI (GHM)
ILS or LOC RWY 20

LOVELL FLD (CHA)

AL-79 (FAA) 23278

CHATTANOOGA, TENNESSEE

LOC I-CHA
202°

APP CRS
Rwy Idg
TDZE
Apt Elev
7400
673
683

ALSF-2
Rwy Idg
TDZE
Apt Elev
109.5
673
683

ADSF required.

Disregard inner marker indication.

Circling to Rwy 15, 33 NA at night.

ATIS
119.85

CHATTANOOGA APP CON *
125.1

CHATTANOOGA TOWER *
118.3 (CTAF) 257.8

CLNC DEL
120.95

UNICOM
122.95

GND CON
121.7

CLNC DEL
348.6

125.1 379.1

CHATTANOOGA APP CON

MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

RADAR HIXON OM/
(RCFDTJ)

STATION

SE-1, 30 NOV 2023 to 25 JAN 2024

AFD required.

Disregard inner marker indication.

Circling to Rwy 15, 33 NA at night.

1300 3700 CQN

R -075

LOCALIZER 109.5
I-CHA

Rwy Idg
TDZE
Apt Elev
109.5
673
683

GND CON
121.7

CLNC DEL
348.6

UNICOM
122.95

GND CON
121.7

CLNC DEL
348.6

UNICOM
122.95

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

Circling to Rwy 15, 33 NA at night.

Disregard inner marker indication.

Circling to Rwy 15, 33 NA at night.

LOVELL FLD (CHA)

ILS or LOC RWY 20

LOVELL FLD (CHA)

CHATTANOOGA, TENNESSEE

Amdt 37 15JUN23

35°02'N-85°12'W
CHATTANOOGA, TENNESSEE
AL-79 (FAA)

CHATTANOOGA, TENNESSEE
LOVELL FLD (CHA)

ILS RWY 20 (CAT II)

LOC I-CHA 109.5
APP CRS 202°
Rwy Idg 7400
TDZE 673
Apt Elev 683

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

ATIS
CHATTANOOGA APP CON 119.85
CHATTANOOGA TOWER

GND CON 118.3 (CTAF)
CLNC DEL 121.7 348.6
UNICOM 120.95 348.6

ELEV 683
TDZE 673

ILS RWY 20
S-ILS 20
CQN 3700
1300
3700
CQN NDB

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SE-1, 30 NOV 2023 to 25 JAN 2024

35°02'N-85°12'W
### RNAV (GPS) RWY 2

**LOVELL FLD (CHA)**

- **Waas Ch** 65605
- **App CRS** 022°
- **Rwy Idg** 7100
- **Apt Elev** 683

#### RNP APCH - GPS.

**Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase INAV/VNAV all Cats visibility to 1.3 SM. **RVR 1800 authorized with use of FD or AP or HUD 10 to DA.**

**ATIS** 119.85
**CHATTANOOGA APP CON** 125.1 379.1
**CHATTANOOGA TOWER** 118.3 (CTAF)  257.8
**GND CON** 121.7 348.6
**CLNC DEL** 120.95 348.6
**UNICOM** 122.95

#### Holding Pattern

- **Holding Pattern**
- **GP 3.00° TCH ST**
- **LNAV DA** 883/24
- **LNAV/ VNAV DA** 1197/55
- **LNAV MDA** 1240/24 1240/60
- **CIRCLING** 1300-1 1340-1
- **MIRL Rwy 15-33**
- **HIRL Rwy 2-20**
- **TDZ/CL Rwy 20**

#### RNAV (GPS) RWY 2

- **MISSED APPROACH:** Climb to 3900 direct HETIP and hold, continue climb-in-hold to 3900.

**CHATTANOOGA, TENNESSEE**

- **Amdt 1B** 15JUN23
- **SE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 15
LOVELL FLD (CHA)

Amdt 1A  15JUN23
SE-1, 30 NOV 2023 to 25 JAN 2024

MISSED APCH FIX

ATIS
119.85

CHATTANOOGA APP CON*
125.1 379.1

CHATTANOOGA TOWER*
118.3 (CTAF) 257.8

GND CON
121.7 348.6

CLNC DEL
120.95 348.6

UNICOM
122.95

RNP APCH - GPS.

Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

At night, Rwy 15 NA at night. Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 3300 direct IYODA and hold.

RNAV (GPS) RWY 15
LOVELL FLD (CHA)

Rwy 15 helicopter visibility reduction below 1 SM NA.

LOVELL FLD (CHA)

35°02'N-85°12'W

LOVELL FLD (CHA)

35°02'N-85°12'W

LOVELL FLD (CHA)

35°02'N-85°12'W

LOVELL FLD (CHA)

35°02'N-85°12'W

LOVELL FLD (CHA)

35°02'N-85°12'W
Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat C and D visibility to 1/2 SM.

MISSED APPROACH: Climb to 3800 direct FIDGO and hold.

LPV DA 873/18 200 (200-1/2)

LNAV/ VNAV DA 1281-1/8 608 (600-1/8)

LNAV MDA 1340/24 667 (700-1/2) 1340-1 667 (700-1/2)

CIRCLING 1340-1 657 (700-1) 1500-2 817 (900-2) 1580-3

CHATTANOOGA, TENNESSEE

SE-1, 30 NOV 2023 to 25 JAN 2024

MIRL Rwy 15-33
HIRL Rwy 2-20
TDZ/CL Rwy 20

AMDT 1B 15JUN23
**RNAV (GPS) RWY 33**

**CHATTANOOGA, TENNESSEE**

**AL-79 (FAA)**

<table>
<thead>
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<th>AB</th>
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<tr>
<td>A</td>
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<td>250</td>
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<tr>
<td>B</td>
<td>275</td>
<td>250</td>
</tr>
<tr>
<td>C</td>
<td>200</td>
<td>150</td>
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<tr>
<td>D</td>
<td>100</td>
<td>75</td>
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<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
<th>CRAND</th>
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<tbody>
<tr>
<td>683</td>
<td>672</td>
<td>2502</td>
</tr>
</tbody>
</table>

**ATIS**

- CHATTANOOGA APP CON: 119.85
- CHATTANOOGA TOWER: 118.3 (CTAF) 257.8

**GND CON**

- 121.7
- 348.6

**CLNC DEL**

- 120.95
- 348.6

**UNICOM**

- 122.95

**RNAV (GPS) RWY 33**

- 4100
- HEXEX

- 151°
- 6000
- 3300

- 3.00°
- TCH 40

- 1600
- 2500

- 2.8 NM

**LOVELL FLD (CHA)**

**afd:**

- 4900

**CIRCLING**

- 1500

**RNAV (GPS) RWY 33**

- 2.8 NM to RW33

**LOVELL FLD (CHA)**

- 151°
- 6000
- 3300

**CHATTANOOGA, TENNESSEE**

**Amdt 2 15JUN23**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ATIS
119.85
CHAFFANOOGA TOWER ★
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
120.95 348.6

2022
AIRPORT DIAGRAM
AL-79 (FAA)
LOVELL FLD (CHA)
CHAFTANOOGA, TENNESSEE

RWY 02-20
PCN 42 F/A/X/U
S-120, D-164, 2D-265
RWY 15-33
PCN 14 F/A/Y/U
S-120, D-164, 2D-265

35°2.5' N
35°2.0' N
35°1.5' N

FIRE STATION
HANGARS
WEST FBO
GENERAL AVIATION PARKING
GENERAL AVIATION HANGAR
FBO WEST
HANGARS
FBO EAST
GENERAL AVIATION PARKING
HANGAR

FIELD ELEV 683
ELEV 671
ELEV 667
ELEV 675
ELEV 681

85°12.5' W
85°12.0' W
85°11.5' W

120.95 348.6

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

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence.
TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence.

...expect vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.
**RNAV (GPS) RWY 17**

**OUTLAW FLD (CKV)**

**RNP APCH - GPS.**

- Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 17 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

### ASOS

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CAMPBELL APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.575</td>
<td>134.35 307.025</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

### CAMPBELL APP CON

- **OUTLAW FLD (CKV)**
- **RNAV (GPS) RWY 17**

#### Holding Pattern

- **HOLD 6000 2600**

#### Holding Pattern Details

- **HITUD**
- **JIKOB**
- **2300**

#### Holding Pattern Diagram

- **347° 167°**
- **2600 N 241° (8.3)**
- **793**
- **676**
- **899**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>823-⅞</td>
<td>282 (300-¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>991-⅞</td>
<td>450 (500-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1 519 (600-1)</td>
<td>1060-⅞ 519 (600-⅞)</td>
<td>1200-2</td>
<td>650 (700-2)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1060-1 510 (600-1)</td>
<td>1060-⅞ 510 (600-⅞)</td>
<td>1200-2</td>
<td>650 (700-2)</td>
</tr>
</tbody>
</table>

**CLARKSVILLE, TENNESSEE**

Amdt 1C 11AUG22

36°37'N-87°25'W
RNAV (GPS) RWY 35
OUTLAW FLD (CKV)

CIRCLING
CLARKSVILLE, TENNESSEE (CKV)

RNAV (GPS) RWY 35
MIRL Rwy 17-35
REIL Rwy 17

CAUTION
100° 280°
GICEB

4 NM

HIVNA

RNP APCH.

Circling Rwy 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

ASOS
CAMPBELL APP CON
AL-5311 (FAA)

UNICOM

GICEB and hold.

134.575
134.35 307.025
122.8 (CTAF)

REIL RWY 17 347°
MIRL RWY 17-35

ELEV 550
TDZE 550

OUTLAW FLD (CKV)

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

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SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 35 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MISSED APPROACH:
Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.
RNAV (GPS) RWY 3
CLEVELAND RGNL JETPORT (RZR)

<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>1034-3/4</td>
<td>200 (200-3/4)</td>
<td>1104-7/8</td>
<td>270 (300-3/8)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1437-1/4</td>
<td>603 (600-1/4)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1420-1</td>
<td>586 (600-1)</td>
<td>1420-1/4</td>
<td>586 (600-1/4)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1460-1</td>
<td>594 (600-1)</td>
<td>1580-2</td>
<td>714 (800-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>914 (1000-3)</td>
<td></td>
</tr>
</tbody>
</table>

**Cleveland Jetport RWY 3 helicopter visibility reduction below 3/4 SM NA.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1800 then climbing left turn to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

- **AWOS-3**: 120.475
- **CHATTANOOGA APP CON**: 125.1
- **UNICOM**: 122.7 (CTAF)

**REDUCED ALTITUDE**

- **RNAV glidepath not coincident** (VGSi Angle 3.40/TCH 46).
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

**AWOS-3**
120.475

**CHATTANOOGA APP CON**
125.1

**UNICOM**
122.7 (CTAF)

**ELEV** 866
**TDZE** 866

**MMARS**

**WITIV**

5300

**[IAF] WITIV**

3700

**[FAF] HWSEE**

1252

1340

1198

1094

1323

1054

**HOLD 6000 3700**

**[IF/IAF] KAYAC**

274°

214°

**KAYAC**

3700 NoPT

30 NM to HUVPO

274°

6000

274°

4 NM

214°

WITIV

1250

034°

6000

3700

**HUVPO**

5100

7800

30 NM to HUVPO

2580

10 NM to HUVPO

154°

1094

1059

7800

3700 N oPT

**034° 214°**

5300

**MISSED APCH FIX**

**MMARS**

034°

214°

5 NM

214° to
RW21

**LNAV only.**

**1.4 NM to RW21**

**RW21**

**2600**

**HWSSE**

**GF 3.00° TCH 50**

**CATEGORY**
A
B
C
D

**LPV**
DA
1066-3/4
200 (200-3/4)

**LNAV/ VNAV**
DA
1276-1 1/8
410 (500-1 1/4)

**LNAV MDA**
1360-1
494 (500-1)

1360-1 1/8
494 (500-1 1/8)

**CIRCLING**
1460-1
594 (600-1)

1580-2
714 (800-2)

1780-3
914 (1000-3)

**CLEVELAND RGNL JETPORT (RZR)**

RNAV (GPS) RWY 21

Amdt 2A  28FEB19

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 2
MARTIN CAMPBELL FLD (1A3)

RNP APCH - GPS.

\[\text{Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. CIRCLING NA for Cat C east of Rwy 2-20. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet, LNAV visibility Cat B/C 1/2 SM and LP visibility Cat B/C 3/4 SM.}\]

\[\text{MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.}\]

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<tr>
<td>LP MDA</td>
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<td>671 (700-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>2500-1</td>
<td>711 (800-1)</td>
<td>2500-2</td>
<td>711 (800-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2900-1½</td>
<td>3040-1½</td>
<td>3080-3</td>
<td>1291 (1300-3)</td>
</tr>
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</table>
RNAV (GPS) RWY 20
MARTIN CAMPBELL FLD (1A3)

Procedure NA at night. RW 20 helicopter visibility reduction below 1 SM NA. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet.

Procedure NA for arrivals at OLBUE on V97 northeast bound.
**CINCINNATI/ NORTHERN KENTUCKY INTL (CVG)**

**ILS or LOC RWY 18C**

**Cincinnati/Northern Kentucky Intl (CVG)**

**LOC/DME I-SIC 111.55**

**APPR CRS** 186°

**Rwy Idg** 11000

**TDZE** 875

**Apt Elev** 896

**Radar** required for procedure entry.

**DME or Radar** required.

**Simultaneous approach authorized.**

**MALSR**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

**D-ATIS**

**ARR** 134.375

**DEP** 135.3

**CINCINNATI APP CON** 119.7 363.15 (090°-269°)

**CINCINNATI TOWER** 118.975 360.85 (RWY 18L/36R)

**118.3 (RWYS 18C/36C, 09/27)**

**133.325 (RWY 18R/36L)**

**GND CON** 121.7

**CLNC DEL** 127.175

**CPDLC**

**ELEV** 896

**TDZE** 875

**MALSR**

**DME or Radar** required.

**Radar** required for procedure entry.

**SE-1, 30 NOV 2023 to 25 JAN 2024**
**ILS or LOC RWY 27**

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

**RADAR required for procedure entry.**

**For inop ALS, increase S-LOC 27 Cat C/D visibility to 1/8 SM.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**NORTH CIRCLING**

**MISSING APCH FIX**

**ALTERNATE MISSED APCH FIX**

**GND CON**

**CLNC DEL**

**CPDLC**

**LOCALIZER 108.7**

**I-JDP**

**113.0 FLM**

**Chan 117**

**137.2**

**SOAND INT RADAR**

**JELDA INT RADAR**

**KAYDE INT RADAR**

**AVIEW INT**

**CVG GND**

**RADAR INT**

**JELDA INT**

**SOAND INT**

**KAYDE INT**

**RADAR**

**MSA CVG 25 NM**

**AVIEW INT CVG 20**

**ELEV 896**

**TDZE 875**

**CATEGORY**

**A**

**B**

**C**

**D**

**S-ILS 27**

**1075/24**

**200 (200-1/2)**

**S-LOC 27**

**1340/24**

**465 (500-1/2)**

**1340/50**

**465 (500-1)**

**CIRCLING**

**1460-1**

**564 (600-1)**

**1560-1 1/4**

**664 (700-1 1/4)**

**1560-2**

**664 (700-2)**

**COVINGTON, KENTUCKY**

Amdt 19 24MAR22

**ILS or LOC RWY 27**

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**39°03'N-84°40'W**
Simultaneous approach authorized with Rwy 36C and 36R. DME required.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

**LOC only.**

**FAF to MAP**

4.6 NM

**Knots**

Min:Sec 4:36 3:04 2:18 1:50 1:32

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**GS 3° 006°**

FLM 896

TDZE 873

**R-294 to JADRO/CVG 16 DME and hold.**

left turn to 3000 via heading 270° and CVG

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

**CINCINNATI**

**117.3 CVG**

Chon 120

**2900**

**CVG 25 NM**

**2900**

**3000**

**2400**

**1440**

**S-LOC 36L**

1440/24 567 (600-1/2)

1440/60 567 (600-1/4)

**S-ILS 36L**

1073/18 200 (200-1/2)

**S-LOC 36L**

1460-1 564 (600-1)

1560-1 664 (700-1/4)

1560-2 664 (700-2)

**CIRCLING**

1460-1 564 (600-1)

1560-1 664 (700-1/4)

1560-2 664 (700-2)

**JIMUR FIX MINIMUMS**

1220/24 347 (400-1/2)

1220/30 347 (400-1/2)

**CIRCLING**

1460-1 564 (600-1)

1560-2 664 (700-2)

**R-294 to JADRO/CVG 16 DME and hold.**

left turn to 3000 via heading 270° and CVG

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

**CINCINNATI**

**117.3 CVG**

Chon 120

**2900**

**CVG 25 NM**

**2900**

**3000**

**2400**

**1440**

**S-LOC 36L**

1440/24 567 (600-1/2)

1440/60 567 (600-1/4)

**S-ILS 36L**

1073/18 200 (200-1/2)

**S-LOC 36L**

1460-1 564 (600-1)

1560-1 664 (700-1/4)

1560-2 664 (700-2)

**CIRCLING**

1460-1 564 (600-1)

1560-2 664 (700-2)

**JIMUR FIX MINIMUMS**

1220/24 347 (400-1/2)

1220/30 347 (400-1/2)

**CIRCLING**

1460-1 564 (600-1)
**ILS RWY 18C (SA CAT I & II)**

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

**LOC/DME I-SIC** 111.55 166° 11000 TDZE 875
**Apt Elev** 896

**APP CRS** 186° 134.375 135.3

**CINCINNATI APP CON**
- **118.975 360.85 (Rwy 18L/36R)**
- **123.875 363.15 (270°-089°)**
- **130.325 (Rwy 18R/36L)**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 on CVG R-174 to ZIRKE INT/CVG 15.1 DME and hold.

**Radar** required for procedure entry, DME or RADAR required.

Simultaneous approach authorized. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 30 NOV 2023 to 25 JAN 2024

**CINCINNATI TOWER**
- **LOCALIZER 111.55**
- **I-SIC 166°**
- **Chan 52 (Y)**

**CINCINNATI**
- **117.3 CVG**
- **Chan 120**

**SA CATEGORY I** and **SA CATEGORY II**

- **SA CAT I**
  - **WAIF**
  - **150 DA 191/16**
- **SA CAT II**
  - **150 DA 1025**

**EDITION**

**Appr Clnc Del** 127.175

**39°03'N-84°40'W**
SA Cat I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

SA CATEGORY I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

SA Category I & II ILS - Special Aircrew & Aircraft Certification Required
Simultaneous approach authorized with Rwy 36C and 36R. DME required.

D-ATIS
ARR 134.375 135.3
DEP

CINCINNATI APP CON
119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (Rwy 18L/36R) 118.3 (Rwys 18C/36C, 09/27) 133.325 (Rwy 1BR/36L)

ALSF-2
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG-R-294 to JADRO/CVG 16 DME and hold.

DME or RADAR REQUIRED

Category II ILS - Special Aircrew & Aircraft Certification Required
Simultaneous approach authorized with Rwy 36L/R.
DME required.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via CVG R-010 to NEATS Int/18 DME and hold.

DME or RADAR REQUIRED

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

S-ILS-36C (CAT II & III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ILS RWY 36C (CAT II & III)

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COVINGTON, KENTUCKY
Amdt 41D 12AUG21

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03’N-84°40’W
ILS RWY 36C (CAT II & III)
For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.30 visibility to RVR 5500.

Missed Approach: Climb to 3000 on track 096° to BLOCK and track 136° to CALIF and hold.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 70).

Authorization required
RNAV (RNP) Z RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

**APP CRS**
- **186°** (TDZE 875 APt Elev 896)

**RNP AR APCH - GPS**

- Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.15 and RNP 0.30 all Cats visibility to 1 SM.

**D-ATIS**
- **ARR 134.375**
- **DEP 135.3**

**CINCINNATI APP CON**
- **119.7 363.15** (090°-269°)
- **123.875 363.15** (270°-089°)

**CINCINNATI TOWER**
- **118.975 360.85** (RWY 18L/36R)
- **118.3** (RWYS 18C/36C, 09/27)
- **133.325** (RWY 18R/36L)

**GND CON 121.7**
**CLNC DEL 127.175**

**MALSR**

**CPDLC**

**AUTHORIZATION REQUIRED**

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

**RNP 0.15 DA**
- **1323/45**
- **448 (500-%)**

**RNP 0.30 DA**
- **1391/55**
- **516 (500-1)**

**COVINGTON, KENTUCKY**
Orig-D 24MAR22

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

- 39°03'N-84°40'W 79
RNAV (RNP) Z RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 47°C. For inop ALS, increase RNP 0.25 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1/4 SM.

MISSED APPROACH: Climb to 3000 on track 186° to LAPER and on track 136° to FLM VOR/DME and hold.

RNAV (RNP) Z RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with RWY 18C/L. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 34°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MISSING APPROACH: Climb to 3000 on track 186° BEPEE and on track 268° to AVIEW and hold.

CINCINNATI APP CON
118.975 360.85 (RWY 18L/36R)
118.3 (RWY'S 18C/36C, 09/27)
133.325 (RWY 18R/36L)

MISS APCH FIX
4 NM
AVIEW

USE OF FD OR AP REQUIRED DURING SIMULTANEOUS OPERATIONS. SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 18C/L. FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -17°C OR ABOVE 34°C. FOR INOP ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO RVR 6000.

MISSING APPROACH: CLIMB TO 3000 ON TRACK 186° BEPEE AND ON TRACK 268° TO AVIEW AND HOLD.

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

AUTHORIZATION REQUIRED
**AUTHORIZATION REQUIRED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>C</th>
<th>D</th>
<th>A</th>
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<tbody>
<tr>
<td>13786.50</td>
<td>421.1500 (600-14)</td>
<td>276°</td>
<td>500</td>
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<tr>
<td>1053</td>
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<td>1187</td>
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**RNAV (RNP) Z RWY 27**

<table>
<thead>
<tr>
<th>RNP 0.30 DA</th>
<th>RNP 0.23 DA</th>
<th>RNP 0.15 DA</th>
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<tr>
<td>1.9 NM</td>
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<td>2.8 NM</td>
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<tr>
<td>1.9 NM</td>
<td>4.6 NM</td>
<td>2.8 NM</td>
</tr>
<tr>
<td>1.9 NM</td>
<td>4.6 NM</td>
<td>2.8 NM</td>
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**TDZE/CL all Rwys except 27**

<table>
<thead>
<tr>
<th>RWY</th>
<th>HIRL all Rwys</th>
<th>END CON</th>
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<td>18</td>
<td>276°</td>
<td>066°</td>
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</table>

**SE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (RNP) Z RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AUTHORIZATION REQUIRED

RNP AR APCH - GPS.

- Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°F. For inop ALS, increase RNP 0.30 visibility to 1/2 SM.

- MISSPAPPR: Climb to 3000 ft on track 006° to LOGOZ and track 007° to NEATS and hold.

- Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound and V57 northbound.

- Procedure NA for arrivals at DARKS on V97 southbound.

- VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 77).
RNAV (RNP) Z RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

Missed Approach: Climb to 3000 on track 006° to KRTHY and track 329° to BATHY and hold.

Procedure NA for arrival on FLM VOR/DME airway radials 271 CW 324.

Authorization Required

COVINGTON, KENTUCKY
Orig-D 24MAR22

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (RNP) Z RWY 36L

APR AR APCH - GPS.

D-ATIS
ARR 134.375
DEP 135.3

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

GND CON 121.7
CLNC DEL 127.175
CPDLC

MISSED APCH FIX
BATHY 05-4 NM

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) Y RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RADAR required for procedure entry. RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 3000 direct JITEV and on 181° track to ZIRKE and hold.

VGSI and RNAV glidepath not coincident [VGSI Angle 3.00°/TCH 71].

COVINGTON, KENTUCKY

Amdt 1E  24MAR22

39°03'N-84°40'W

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNAV (GPS) Y RWY 18C
RNAV (GPS) Y RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with RWY 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with RWY 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with RWY 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with RWY 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
RNAV (GPS) Y RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MISSING APCH FIX

MOAKS

FALMOUTH

FLM VOR/DME airway radials
Procedure NA for arrivals at
DARKS on V97 southbound.
Procedure NA for arrivals on
FLM VOR/DME airway radials
195 CW 324.

TPZ/CL all Rwys except 27
HIRL all Rwys
TDZ/CL all Rwys except 27

083° (21.5)

006° (5)

BAIRE

MOAKS

VGS and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 70).
LAPER

NUYLI

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above
54°C. Simultaneous approach authorized with Rwy 36L/C. LNAV procedure NA
during simultaneous operations. Use of FD or AP providing RNAV track guidance
required during simultaneous operations.

Amdt 1E  24MAR22
SE-1, 30 NOV 2023 to 25 JAN 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

SE-1, 30 NOV 2023 to 25 JAN 2024
BLUEGRASS FOUR DEPARTURE

(CVGS) 12207

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

BLUEGRASS FOUR DEPARTURE

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

BLUEGRASS FOUR DEPARTURE

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

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NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 094° or as assigned, thence...

TAKEOFF RUNWAY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence...

TAKEOFF RUNWAY 18R: Turn right heading 200°, thence...

TAKEOFF RUNWAY 18C: Climb heading 184° or as assigned, thence...

TAKEOFF RUNWAY 27: Climb heading 274° or as assigned, thence...

TAKEOFF RUNWAY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence...

TAKEOFF RUNWAY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence...

TAKEOFF RUNWAY 36R: Climb heading 004° or as assigned, thence...

... on RADAR vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.

LEXINGTON TRANSITION (BLGRS4.HYK): From over CVG VORTAC on CVG R-169 and HYK R-357 to HYK VOR/DME.

LOUISVILLE TRANSITION (BLGRS4.IIU): From over CVG VORTAC on CVG R-206 and IIU R-060 to IIU VORTAC.

TRFWA TRANSITION (BLGRS4.TRFWA): From over CVG VORTAC on CVG R-188 to TRFWA.
**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** Transponder code will be issued via PDC or Cincinnati CLNC DEL.

**NOTE:** RNAV 1.

**NOTE:** Radar required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** Transponder code will be issued via PDC or Cincinnati CLNC DEL.

**NOTE:** RNAV 1.

**NOTE:** Radar required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** Transponder code will be issued via PDC or Cincinnati CLNC DEL.

**TOP ALTITUDE:**

(JETS/PROPS)

6000 4000

**TAKEOFF MINIMUMS:**

Rwy 9: NA-ATC.


**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to BNGLE, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

DRYER TRANSITION (BNGLE4.DJB):

RIKLE TRANSITION (BNGLE4.RIKLE):
CHCLL FIVE DEPARTURE (RNAV)

- D-ATIS 135.3
- CINCINNATI TOWER 118.3 [RWY 18C/36C, 9/27]
- 118.975 360.85 [RWY 18L/36R]
- 133.325 [RWY 18R/36L]
- GND CON 121.7
- CLNC DEL 127.175
- CPDLC
- CINCINNATI DEP CON 126.65 254.25 (001°-180°)
- 128.7 254.25 (181°-360°)

**TOP ALTITUDE:**
- (JETS/PROPS) 6000 4000

**TAKEOFF MINIMUMS:**
- Rwy 9: NA-ATC.
- Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500' per NM to 1400.

**NOTE:**
- If unable to accept climb rates, advise ATC on initial contact.
- DME/DME/IRU or GPS required.
- Radar required.
- RNAV 1.
- Transponder code will be issued via PDC or Cincinnati CLNC DEL.
- Accelerate to 250K, if unable, advise ATC.

(CHCLL5.CHCLL) 22OCT20

CHCLL FIVE DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 170° to CAMUM, then on depicted route to CHCLL, thence.

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on depicted route to CHCLL, thence.

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on depicted route to CHCLL, thence.

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to CHCLL, thence.

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on depicted route to CHCLL, thence.

TAKEOFF RUNWAY 36C, 36L: Climb on heading 006° to intercept course 327° to HOBAL, then on depicted route to CHCLL, thence.

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BOWLING GREEN TRANSITION (CHCLL5.BWG):

LOUISVILLE TRANSITION (CHCLL5.IIU):
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 094° or as assigned, thence....
TAKEOFF RWY 18L: Climb heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RWY 18R: Turn right heading 200°, thence....
TAKEOFF RWY 18C: Climb heading 184° or as assigned, thence....
TAKEOFF RWY 27: Climb heading 274° or as assigned, thence....
TAKEOFF RWY 36L: Climb heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RWY 36C: Climb heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RWY 36R: Climb heading 004° or as assigned, thence....

....on radar vectors to transition or filed/assigned route. Turbojet aircraft maintain 6000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: APPROPRIATE DEPARTURE FREQUENCY WILL BE ASSIGNED BY ATC.
NOTE: Chart not to scale.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: York Transition limited to aircraft filed at or below FL220.
NOTE: Accelerate to 250K, if unable, advise ATC.

TOP ALTITUDE:
(JETS/PROPS)
6000
4000

TAKEOFF MINIMUMS:
Rwy 9: NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L: Standard with minimum climb of 500' per NM to 1400.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then left turn on track 094° to HIPAS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then right turn direct HOMIX, then on depicted route to GIPLE, thence....

...turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

BECKLEY TRANSITION (GIPLE6.BKW):
CHARLESTON TRANSITION (GIPLE6.HVQ):
JODUB TRANSITION (GIPLE6.JODUB):
YORK TRANSITION (GIPLE6.YRK):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct AMMOT, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to HAGOL, thence....

....turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten (10) minutes after departure.

DAYTON TRANSITION (HAGOL4.DQN):
ROSEWOOD TRANSITION (HAGOL4.ROD):
JBNCH FIVE DEPARTURE (RNAV)

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**
(JETS/PROPS)
6000  4000

**TAKEOFF MINIMUMS:**
Rwy 9:  NA-ATC.
Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:
Standard with minimum climb of 500’ per NM to 1400.

**NOTE:** If unable to accept climb rates, advise
ATC on initial contact.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** Transponder code will be issued via
PDC or Cincinnati CLNC DEL.

**NOTE:** Accelerate to 250K, if
un-able; advise ATC.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANS, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then right turn direct JBNCH, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to CIGMA, then on depicted route to JBNCH, thence. . . .

. . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

MUNCIE TRANSITION (JBNCH5.MIE):
RNAV

AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY

KENLN FIVE DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

D-ATIS DEP 135.3
CLNC DEL 127.175
CPDLC
GND CON 121.7
CINCINNATI TOWER
118.3 360.85 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 360.85 (RWY 18R/36L)
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

KENLN

TOP ALTITUDE:
(JETS) 6000/(PROPS) 4000

△ CHCLL

△ SILKS

TAKEOFF MINIMUMS
Rwy 9: NA-ATC.
RWYS 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 1400.

NOTE: Accelerate to 250K, if unable, advise ATC.

(KENLN5.KENLN) 22027

KENLN FIVE DEPARTURE (RNAV)

(KENLN5.KENLN) 20JUN19

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to KENLN, thence. . . .

. . . . turbo jet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

LEXINGTON TRANSITION (KENLN5.HYK)
NOTE: Chart not to scale.

TODD AL-655 (FAA)

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL

NOTE: For turbojets only.

PDC or Cincinnati CLNC DEL.

NOTE: Transponder code will be issued via RNAV 1.

NOTE: Radar required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:

Rwy 9: NA-ATC.

Rwys 18L, 18C, 18R, 27, 36R, 36C, 36L:

Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Radar required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: For turbojets only.

NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

(NAARATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to MUMIE. . . .

TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 6000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (LOVEY6.AXC):

CADIZ TRANSITION (LOVEY6.CADIZ):
JETS) 6000/(PROPS) 4000

ROCKT ONE DEPARTURE

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

NOTE: Chart not to scale.

TOP ALTITUDE:

RAWS 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 1400.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOT: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Departure procedure limited to aircraft with the following destination airports and departure times as indicated:
Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CFG, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights.

LGA between 1000-1800 UTC.

NOTE: ARRAY TRANSITION (ROCKT.ARRAY) limited to aircraft landing: BKL, CAK, CLE, CFG, LNN, LPR.

NOTE: Accelerate to 250K, if unable advise ATC.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 186° to intercept course 171° to CAMUM, then on depicted route to WADAL, thence.

TAKEOFF RUNWAY 18C: Climb heading 186° to 1400, then direct FLOEE, then on depicted route to WADAL, thence.

TAKEOFF RUNWAY 18R: Climb heading 186° to intercept course 205° to FANSA, then on depicted route to WADAL, thence.

TAKEOFF RUNWAY 27: Climb heading 276° to 1400, then direct BONLE, then right turn direct CUNKI, then right turn direct WADAL, thence.

TAKEOFF RUNWAY 36R: Climb heading 006° to 1400, then direct HAGSS, then on depicted route to WADAL, thence.

TAKEOFF RUNWAY 36L/C: Climb heading 006° to intercept course 327° to CIGMA, then right turn direct HOMIX, then on depicted route to WADAL, thence.

. . . . . on depicted route to ROCKT. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

AHTIY TRANSITION (ROCKT1.AHTIY)

ARRAY TRANSITION (ROCKT1.ARRAY)
**TOP ALTITUDE:**

(JETS/PROPS)
6000  4000

**NOTE:** Chart not to scale.

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**SILKS FOUR DEPARTURE (RNAV)**

**NOTE:** Accelerate to 250K, if unable, advise ATC.

**NOTE:** Transponder code will be issued via PDC or Cincinnati CLNC DEL.

**NOTE:** Radar required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** Chart not to scale.

---

**SILKS FOUR DEPARTURE (RNAV)**

(COVINGTON, KENTUCKY)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 18L: Climb heading 184° to intercept course 168° to CAMUM, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 184° to 1400, then direct FLOEE, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 18R: Climb heading 184° to intercept course 203° to FANSA, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 274° to 1400, then direct BONLE, then left turn direct CULED, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36R: Climb heading 004° to 1400, then direct HAGSS, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36C: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .
TAKEOFF RUNWAY 36L: Climb heading 004° to intercept course 325° to HOBAL, then on depicted route to SILKS, thence. . . .

. . . . . . . . turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

TRFWA TRANSITION (SILKS4.TRFWA):

SILKS FOUR DEPARTURE (RNAV)
(SILKS4.SILKS) 10DEC15
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 094° or as assigned by ATC, thence....
TAKEOFF RUNWAY 18L: Climb on heading 184° until 1.5 DME south of I-CIZ, then turn left heading 165°, thence....
TAKEOFF RUNWAY 18C: Climb on heading 184° or as assigned by ATC, thence....
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, thence....
TAKEOFF RUNWAY 27: Climb on heading 274° or as assigned by ATC, thence....
TAKEOFF RUNWAY 36L: Climb on heading 004° until 1.2 DME north of I-VAC, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36C: Climb on heading 004° until 0.6 DME north of I-CVG, then turn left heading 330°, thence....
TAKEOFF RUNWAY 36R: Climb on heading 004° or as assigned by ATC, thence....

....expect RADAR vectors to CVG R-294, then on CVG R-294 to LOVEY/CVG 35 DME. Then on VHP R-128 to ZABAL/VHP 26.7 DME. Then on transition or assigned route. Turbojet aircraft maintain 6000, all other aircraft maintain 4000. Expect clearance to filed altitude within 10 minutes after departure.

ADDERS TRANSITION (WHWTR1.AXC): From over ZABAL on TTH R-085 to TTH VORTAC, then on TTH R-280 and AXC R-098 to AXC VORTAC.
CADIZ TRANSITION (WHWTR1.CADIZ): From over ZABAL on VHP R-128 to VHP VORTAC, then on VHP R-304 to MACES, then on BVT R-153 to BVT VORTAC, then on BVT R-338 to CADIZ.
RNAV (GPS) RWY 1

COVINGTON MUNI (M04)

App CRS 007°

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
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<td>LNAV MDA</td>
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<td>520</td>
<td>800-1½</td>
<td>800-1¾</td>
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<td>Circling</td>
<td>800-1</td>
<td>840-1</td>
<td>1000-2</td>
<td>1000-2¾</td>
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</tbody>
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1. procedure NA at MIOLA on V11 northbound and V124 eastbound.

2. DME/DME RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Millington-Memphis altimeter setting; increase all MDA 60 feet and visibility LNAV and Circling Cats C and D ¾ SM.

3. Missed Approach: Climbing right turn to 3000 direct MIOLA and hold.

AWOS-3

118.575

MEMPHIS APP CON

125.8 338.3

UNICOM

123.0 (CTAF)
Autopilot coupled approach NA below 2500. Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

ASOS
120.625

ATLANTA CENTER
133.6 254.3

UNICOM
122.7 (CTAF)

**LOCALIZER 109.1 I-CSV**

**LOCALIZER 109.1 I-CSV**

**HINCH MOUNTAIN**
117.6 HCH
- Chan 123

**REIL Rwy 26**
HIRL Rwy 8-26

**ELEV 1882**
**TDZE 1871**

**CATEGORY**
A  B  C  D

**S-ILS 26**
2121-1  250 (300-1)

**S-LOC 26**
2440-1  569 (600-1)  2440-1½  569 (600-1½)

**CIRCLING**
2440-1  558 (600-1)  2440-1½  558 (600-1½)  2540-2  658 (700-2)

**CROSSVILLE, TENNESSEE**
Amdt 14E  15JUN23

**AL-5051 (FAA)**

**CROSSVILLE MEML-WHITSON FLD (CSV)**
CROSSVILLE, TENNESSEE
AL-5051 (FAA) 23166

VOR/DME HCH
117.6
Chan 123

APP CRS
335°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
1881

NA

DME required.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct HCH VOR/DME and hold.

ASOS
120.625

ATLANTA CENTER
133.6 254.3

UNICOM
122.7 (CTAF)

VOR-A
CROSSVILLE MEML-WHITSON FLD (CSV)

ELEV 1881

ATITE
HCH 11.4

2090

2210

2063

2240

DAUBY
HCH 6.4

335°

IF/IAF
HINCH MOUNTAIN
117.6 HCH
Chan 123

VOR/DME

One Minute
Holding Pattern

HCH

VOR/DME

335°

3000

5000

HCH

335°

5000

4000

155°

ATITE
HCH 11.4

DME required.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct HCH VOR/DME and hold.

SE-1, 30 NOV 2023 to 25 JAN 2024

CROSSVILLE, TENNESSEE
Amdt 98 17AUG17

CROSSVILLE MEML-WHITSON FLD (CSV)

VOR-A

SE-1, 30 NOV 2023 to 25 JAN 2024

35°57'N-85°05'W

123
RNAV (GPS) RWY 11
CYNTHIANA-HARRISON COUNTY (018)

APPCRS
Apt Elev
AL-10745 (FAA) 23222

RNP APCH.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1220-1</td>
<td>499 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>579 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>1340-1</td>
<td>619 (700-1)</td>
<td>1560-1/4</td>
<td>839 (900-11/4)</td>
</tr>
</tbody>
</table>

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

MISSED APPROACH:
Climb to 3000 direct DATAC and hold.

UNICOM 122.8 (CTAF)

SE-1, 30 NOV 2023 to 25 JAN 2024

CYNTHIANA-HARRISON COUNTY (018)

RNAV (GPS) RWY 11

CYNTHIANA, KENTUCKY

UNICOM (CTAF)
RNAV (GPS) RWY 29
CYNTHIANA-HARRISON COUNTY (018)

**Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM. NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.**

**Visual Segment - Obstacles.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1240-1</td>
<td>519 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>559 (600-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>619 (700-1)</td>
<td>1560-1 1/4</td>
<td>839 (900-1 1/4)</td>
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</table>

**EXTRA**

MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.
Rwy 13 helicopter visibility reduction below 3/4 SM NA.

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

Procedure NA for arrivals at MAUDD on V310 northwest bound.

MISSED APPROACH: Climb to 3000 direct HANAD and on track 046° to FLICK and on track 015° to REILY and hold.

AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct HANAD and on track 046° to FLICK and on track 015° to REILY and hold.

[Diagram showing course and airports with coordinates and altitudes]
LOC/DME 1-PQQ
108.9
Channel 26
APC CRS 305°
Rwy Idg 5000
TDZE 1016
Apt Elev 1022

DME required.
ADF or RADAR required for procedure entry.

AWOS-3
128.325
LEXINGTON APP CON 120.15 259.3
UNICOM 122.8 (CTAF)

REIL Rwy 31
MIURL Rwy 13-31

STUART POWELL FLD (DVK)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU VORTAC R-131 to DARBY INT and hold.

AWOS-3
128.325
LEXINGTON APP CON 120.15 259.3
UNICOM 122.8 (CTAF)

MAUDD
3000 to NDB 128° (21.6)

DARBY
IIU 40

114.8 IIU
Chan 95

114.25 LVT
Chan 90 (Y)

131° - R-131

GOODALL
311 DVK

1785

LOCALIZER 108.9
1-PQQ
Chan 26

1210

1169

3000 to ERTON 126° (5.9)

(IAF)
ERTON
1-PQQ 6.5

2043

3600

MAUDD DVK 25 NM

ELEV 1022
TDZE 1016

2000
3000
IIU R-131
DARBY
ERTON
1-PQQ 6.5

305°

3000

125°

Remain within 10 NM

260°

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 30).

CATEGORY
A
B
C
D
S-31 1520-1 504 (500-1) 1520-1 3/8 504 (500-1/3)
CIRCLING 1520-1 1700-1 1720-2 1840-2 3/4
498 (500-1) 678 (700-1) 698 (700-2) 818 (900-2/3)

STUART POWELL FLD (DVK)

LOC RWY 31

37°35’N-84°46’W
When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

**MISSED APPROACH:** Climbing right turn to 3100 in DVK NDB holding pattern.

**AWOS-3**
128.325

**LEXINGTON APP CON**
120.15 259.3

**UNICOM**
122.8 (CTAF)
RNAV (GPS) RWY 21
MARK ANTON (2A/Φ)

AWOS-3
135.075

CHATTANOOGA APP CON
125.1 379.1

UNICOM
123.0 (CTAF)

DAYTON, TENNESSEE
AL-6420 (FAA)

WAAS
CH 70522
W21A
APP CRS
213°
Rwy ldg
5001
TDZE
718
Apt Elev
718

Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSI inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats 1⁄2 SM; increase all MDA 80 feet and visibility LNAV Cat C/D 1⁄2 SM and Circling Cat C 1⁄2 SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

LNAV only.
HISMU
2.3 NM to RW21

2.3 NM
2.9 NM
7 NM

213°
213°

* LNAV only.

Holding Pattern

Category
LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A
1010-1
1140-1
1380-1

B
1010-1
1140-1
662 (700-1)

C
1010-1
1140-1
702 (800-1)

D
292 (300-1)
456 (500-1%) 802 (900-2%) 902 (1000-3%)

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 4
DYERSBURG RGNL (DYR)

**AWOS-3PT**
135.625

**MEMPHIS CENTER**
134.65 316.15

**UNICOM**
123.05 [CTAF]

---

**Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

**MISSING APPROACH:** Climb to 2900 direct AYODO and hold.

---

**4 NM Holding Pattern**

**VGS and RNAV glidepath not coincident**

(VGSI Angle 3.00/THCH 35).

**GP 3.00°**
**TCH 40**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>588-1</td>
<td>272 (300-1)</td>
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<tr>
<td>LNAV/ VNAV</td>
<td>DA</td>
<td>801-1/8</td>
<td>485 (500-1/8)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>720-1</td>
<td>404 (400-1)</td>
<td>720-1/8</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>80-1</td>
<td>1040-2</td>
</tr>
<tr>
<td></td>
<td>402 (500-1)</td>
<td>462 (500-1)</td>
<td>702 (800-2)</td>
</tr>
</tbody>
</table>

---

**DYERSBURG, TENNESSEE**

**AL-966 (FAA)**

21168

**Amdt 2D 20MAY21**

**SE-1, 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 VDF NA when using Blytheville Muni altimeter setting. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Blytheville Muni altimeter setting; increase LPV DA to
644 feet, and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats 1/2 SM,
and LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility and Circling Cat C visibility 1/2 SM.
Night landing: Rwys 16, 34 NA.

MISSING APCH FIX

REIL Rwys 4 and 22

Baro-VNAV and VDF NA when using Blytheville Muni altimeter setting. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Blytheville Muni altimeter setting; increase LPV DA to
644 feet, and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats 1/2 SM,
and LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility and Circling Cat C visibility 1/2 SM.
Night landing: Rwys 16, 34 NA.
RNAV (GPS) RWY 6

ELIZABETHTON MUNI (0A9)

MISSED APPROACH: (Do not exceed 200K until CABYA)
Climbing right turn to 5300 direct CABYA and hold.

AWOS-3PT | TRI CITY APP CON | UNICOM
---|---|---
135.675 | 134.425 349.0 | 123.0 (CTAF)

Procedure NA for arrivals at AFTEN on V136 southwest bound.

LNAV MDA

CIRCLING

ELIZABETHTON, TENNESSEE

Amdt 1 24MAR22
ILS or LOC RWY 5
ADDINGTON FLD (EKX)

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF)

MISSING APCH FIX
R-031
MYSTIC
MYSTIC
MYSTIC
108.2

MISSING APCH FIX: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.

LOC/DM E I-ADR 109.75
Chan 34 (Y)

APP CRS 050°
Rwy Idg 6001
TDZE 768
Apt Elev 776

ELIZABETHTOWN, KENTUCKY
AL-6712 (FAA)

MISSING APCH FIX: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.

S-ILS 5
968-3/4
200 (200-3/4)

S-LOC 5
1260-1 492 (500-1)
1260-1 492 (500-1)

CIRCLING
1260-1 484 (500-1)
1420-1 644 (700-1 1/4)
1760-3 984 (1000-3)

WAKUS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

S-LOC 5
1140-1 372 (400-1)

CIRCLING
1240-1 464 (500-1)
1260-1 484 (500-1)
1420-1 644 (700-1 1/4)
1760-3 984 (1000-3)

MISSING APCH FIX: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.

MISSING APCH FIX: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.
RNAV (GPS) RWY 5

ADDINGTON FLD (EKX)

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

AWOS-3
LOUISVILLE APP CON
CLNC DEL
UNICOM

121.025
132.075 327.0
119.45
122.8 (CTAF)

RNP APCH.

MISSED APPROACH: Climb to 3000 direct ZIBET and on track 104° to HERMS and hold.

MISSED APCH FIX
HERMS

TCH 49

CIRCLING

ELIZABETHTOWN, KENTUCKY
AL-6712 (FAA)

WAAS
Ch
77700
W05A

APP CRS
Rwy Idg
TDZE
Apt Elev

6001
768
776

LNAV only.

087° (10.3)
050°
230°

GP 3.00
TCH 49

3100

MIRL Rwy 5-23
REIL Rwys 5 and 23

1388
104° (18.3)

191
1053
6001

2500
2300
2500
230°
500°
(6)

087°
050°

960
922
960

6001 X 100

1240-1
464 (500-1)

1260-1
484 (500-1)

1240-1
464 (500-1)

1260-1
484 (500-1)

1420-1
644 (700-1)

1760-3
984 (1000-3)

087°
6001

1760-3
984 (1000-3)

37°41'N-85°56'W

SE-1, 30 NOV 2023 to 25 JAN 2024

ELEV 776
TDZE 768

SE-1, 30 NOV 2023 to 25 JAN 2024

ELIZABETHTOWN, KENTUCKY
Am & 17JUN21

137
RNAP (GPS) RWY 23
ADDINGTON FLD (EKX)

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF)

RNP APCH.

Misssed Approach: Climb to 3000 direct YOYGU and on track 225° to RISZO and hold.

3000 to YOYGU IAF.

1.3 NM to WUXAX.

Final approach course offset 10°.

Category
A
B
C
D

LNAV MDA
1360-1 584 (600-1)
1360-1 3/4 584 (600-1 3/4)

Addington Fld (EKX)

37°41' N - 85° 56' W

Orig:B 17JUN21

SE-1, 30 NOV 2023 to 25 JAN 2024

REIL Rwys 5 and 23

SE-1, 30 NOV 2023 to 25 JAN 2024

ADDINGTON FLD (EKX)

37°41'N-85°56'W
**Missed Approach:** Climbing left turn to 2500 direct to EWO VOR/DME and hold.

- **VOR/DME EWO**
  - **113.95**
  - **Channel 86(Y)**

- **AWOS-3**
  - **121.025**

- **LOUISVILLE APP CON**
  - **132.075 327.0**

- **CLNC DEL**
  - **119.45**

- **UNICOM**
  - **122.8 [CTAF]**

- **ELEV**
  - **776**

- **ELIZABETHTOWN, KENTUCKY**
  - **AL-6712 (FAA)**
  - **ADDINGTON FLD (EKX)**

---

**Category A**

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<thead>
<tr>
<th>Category</th>
<th>A (Knots)</th>
<th>B (Knots)</th>
<th>C (Knots)</th>
<th>D (Knots)</th>
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<tbody>
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<td>1700-1½</td>
<td>924 (1000-1¼)</td>
<td>924 (1000-2½)</td>
<td>984 (1000-3)</td>
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**Category B**

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<th>D (Knots)</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1240-1</td>
<td>1260-1</td>
<td>1420-1½</td>
<td>1760-3</td>
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</tbody>
</table>

**MAHYO Fix Minimums**

- **CIRCLING**
  - **FAF to MAP 5.1 NM**
  - **284° 2.1 NM**
  - **284° 3 NM**
  - **284° 7 NM**

---

**AWOS-3**

- **121.025**

**LOUISVILLE APP CON**

- **132.075 327.0**

**CLNC DEL**

- **119.45**

**UNICOM**

- **122.8 [CTAF]**

**ELEV**

- **776**

**AWOS-3**

- **121.025**

**LOUISVILLE APP CON**

- **132.075 327.0**

**CLNC DEL**

- **119.45**

**UNICOM**

- **122.8 [CTAF]**

---

**ELIZABETHTOWN, KENTUCKY**

**AL-6712 (FAA)**

**ADDINGTON FLD (EKX)**

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

---

**AWOS-3**

- **121.025**

**LOUISVILLE APP CON**

- **132.075 327.0**

**CLNC DEL**

- **119.45**

**UNICOM**

- **122.8 [CTAF]**

---

**ELEV**

- **776**

---
RNAV (GPS) RWY 21
GENE SNYDER (K62)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below 3/4 SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct YANUR and hold.

---

**RNAV (GPS) RWY 21**
**GENE SNYDER (K62)**

**Category**

- **LP MDA**
  - 1340-1 441 (500-1)
  - NA

- **LNAV MDA**
  - 1360-1 461 (500-1)
  - NA

- **CIRCLING**
  - 1400-1 501 (600-1)
  - NA
### FALMOUTH, KENTUCKY

**VOR-A**

**GENE SNYDER (K62)**

**Position:** 38°42'N 84°24'W

**Amdt 3A 30APR15**

---

### VOR/DME FLM

<table>
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<td>3:16</td>
<td>2:27</td>
<td>1:38</td>
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</table>

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

---

**AWOS-3**

| ELEV | 899 |

**CINCINNATI APP CON**

| 121.0 | 254.25 |

**UNICOM**

| 122.7 (CTAF) |

---

**MISSED APPROACH:** Climbing right turn to 2500 direct FLM VOR/DME and hold.

**REMINDERS:**
- Inoperative beacons prefix UNICOM/RADIO.
- Inoperative beacons prefix UNICOM/RADIO.

---

**ELEV**

| Chan 117 | 2500 |

---

**FLM 4.9**

**FAF to MAP 4.9 NM**

---

**MAJIB**

**FLM 4.9**

---

**REIL Rwys 3 and 21**

**FLM 4.9**

---

**MAJIB**

**FLM 4.9**

---

** ebooks:**

- **315° 4.9 NM from FAF**
- **315°**
- **315°**
- **315°**
- **315°**
- **315°**
- **315°**
- **315°**

---

**GENERAL NOTES:**

- Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

---

**AWOS-3**

| 123.825 |

**CINCINNATI APP CON**

| 121.0 | 254.25 |

**UNICOM**

| 122.7 (CTAF) |
When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Field altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¾ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ¼ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA.

MSIS APPII RWY 2
FAYETTEVILLE MUNI (FYM)

AWOS-3 135.275  
HUNTSVILLE APP CON 125.6 354.1  
CLNC DEL (GCO) 121.725  
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at RQZ VORTAC on V321 southbound.
RNAV (GPS) RWY 7
FLEMING-MASON (FGX)

Baro-VNAV and VDP NA when using Blue Grass altimeter setting. Rwy 7 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1327 feet and all visibilities ¾ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ¾ SM.

AWOS-3 118.125
INDIANAPOLIS CENTER 124.225 360.725
UNICOM 123.0 (CTAF)

4 NM Holding Pattern

FLEMINGSBURG, KENTUCKY
Amdt 1 30NOV23

38°32’N-83°45’W
FLEMINGSBURG, KENTUCKY
AL-6296 (FAA)

RNAV (GPS) RWY 25
FLEMING-MASON (FGX)

RNP APCH - GPS.
Baro-VNAV and VDP NA when using Blue Grass altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1240 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1290 feet and all visibilities ½ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

AWOS-3
118.125

INDIANAPOLIS CENTER
124.225 360.725

UNICOM
123.0 (CTAF)

Climb to 3000 direct DIKRY and hold.

MISSED APPROACH FIX:

DIKRY

LPV      DA
1113-3/4 200 (200-3/4)

LNAV/ VNAV DA
1163-3/4 250 (300-3/4)

LNAV MDA
1260-1 347 (400-1)

CIRCLING
1320-1 1380-1 1520-1/4 1520-2
407 (500-1) 467 (500-1) 607 (700-1/4) 607 (700-2)

SE-1, 30 NOV 2023 to 25 JAN 2024
Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.

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Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.

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Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.
RNAV (GPS) RWY 7

Category (F’F’T)

Circling visibility Cats C and D ½ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

ASOS
LEXINGTON APP CON
CLNC DEL
UNICOM

119.275
120.75 298.9
118.65
122.8 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ½ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ½ mile, and Circling visibility Cats C and D ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C (32°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ½ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ½ mile, and Circling visibility Cats C and D ½ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

Climb to 3000 direct CUKRI and hold.

Amdt 3 15OCT15

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg

RNAV (GPS) RWY 7

NEW Rwy Idg
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ½ mile, all LNAV/VNAV visibilities ½ mile; increase all MDAs 80 feet and visibility Cats C and D ¾ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**
Climb to 3000 direct DEXLO and hold.
LOC RWY 25
CAPITAL CITY (FFT)

FRANKFORT, KENTUCKY

LOC/DME 1-FFT 109.95
Chan 36 (Y)

APP CRS
Rwy Idg 5506
TDZE 790
Apt Elev 812

Rwy 25 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to 1/2 mile and Circling Cat C and D visibility ¼ mile.

ALTERNATE MISSED APCH FIX

109.95 I-FFT
112.6 HYK
124°
304°
R-124

IF

I-FFT 12.1
ZIFFL INT
RADAR

(IAF)
NEBY INT
I-FFT 19.4
RADAR

LOCALIZER 109.95
I-FFT 12.1
Chon 36 (Y)

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS
LEXINGTON APP CON
CLNC DEL
UNICOM

119.275
120.75 298.9
118.65
122.8 (CTAF)

ELEV 812
TDZE 790

249°

3100

HYK

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).

ZIFFL INT
I-FFT 12.1
RADAR

LAYIV INT
I-FFT 6

1070

3100

3.00°

TCH 45

1.3 NM
3.6 NM
6.1 NM

CATEGORY
A
B
C
D

S-25
1280-1
490 (500-1)
1280-1/3
490 (500-1/3)

1380-1
568 (600-1)
1440-1/3
628 (700-1/3)

1440-2
628 (700-2)

ALTERNATE MISSED APCH FIX

109.4 FFT

LAYIV INT
I-FFT 6

249°

1133

490 (500-1)

3000

3.6 NM

2.3

I-FFT

1.1

1997

1070

ELEV 812
TDZE 790

550 X 100
90

0.4% UP

0.69°

0.6°

3000

249°

LOC RWY 25
CAPITAL CITY (FFT)

ASOS
LEXINGTON APP CON
CLNC DEL
UNICOM

119.275
120.75 298.9
118.65
122.8 (CTAF)

ELEV 812
TDZE 790

249°

3100

HYK

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).

ZIFFL INT
I-FFT 12.1
RADAR

LAYIV INT
I-FFT 6

1070

3100

3.00°

TCH 45

1.3 NM
3.6 NM
6.1 NM

CATEGORY
A
B
C
D

S-25
1280-1
490 (500-1)
1280-1/3
490 (500-1/3)

1380-1
568 (600-1)
1440-1/3
628 (700-1/3)

1440-2
628 (700-2)

ALTERNATE MISSED APCH FIX

109.4 FFT

LAYIV INT
I-FFT 6

249°

1133

490 (500-1)

3000

3.6 NM

2.3

I-FFT

1.1

1997

1070

ELEV 812
TDZE 790

550 X 100
90

0.4% UP

0.69°

0.6°

3000

249°

LOC RWY 25
CAPITAL CITY (FFT)

ASOS
LEXINGTON APP CON
CLNC DEL
UNICOM

119.275
120.75 298.9
118.65
122.8 (CTAF)

ELEV 812
TDZE 790

249°

3100

HYK

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 31).

ZIFFL INT
I-FFT 12.1
RADAR

LAYIV INT
I-FFT 6

1070

3100

3.00°

TCH 45

1.3 NM
3.6 NM
6.1 NM

CATEGORY
A
B
C
D

S-25
1280-1
490 (500-1)
1280-1/3
490 (500-1/3)

1380-1
568 (600-1)
1440-1/3
628 (700-1/3)

1440-2
628 (700-2)
Rwy 25 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility \( \frac{1}{4} \) mile, and increase Circling Cat C \( \frac{1}{2} \) mile, and Cat D \( \frac{1}{4} \) mile.

**MISSED APPROACH:**
Climb to 3100 then left turn direct HYK VOR/DME and hold.

**ASOS**

LEXINGTON APP CON

CLNC DEL

UNICOM 122.8 (CTAF)

ALTERNATE MISSED APCH FIX

FINCH

ELEV 812

TDZE 790

MISSED APCH FIX

REIL Rwys 7 and 25

MIRL Rwy 7-25
RNAV (GPS) RWY 17
MUSIC CITY EXEC (XNX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. RW 17 helicopter visibility reduction below ¼ SM NA.

AWOS-3 132.725
NASHVILLE APP CON 118.4 360.7
GCO 135.075
UNICOM 123.05 (CTAF)

**CIRCLING**
- **LNAV/VNAV**
  - 1100-1
  - 1120-1
  - 1240-1½
  - 1280-2½
- **LNAV**
  - 1100-1
  - 1120-1
  - 1240-1½
  - 1280-2½

**LNAV MA**
- 1100-1
- 517 (600-1)
- 1120-1
- 537 (600-1)
- 1240-1½
- 657 (700-1½)
- 1280-2½
- 697 (700-2½)

**LPV DA**
- 1069-1½
- 486 (500-1½)

**LNAV/DA**
- 1075-1½
- 492 (500-1½)

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

**MAP**
- HDG 353°
- 4 NM
- OPD 3000
- VGP 3.00°
- TCH 56
- HDG 263°

**OPCIL**
- HDG 173°
- 1.5 NM
- 6 NM

**MISSED APPROACH**
- Climb to 3000 direct OPCIL and hold.

GALLATIN, TENNESSEE
Amdt 3A 16JUL20

36°23'N-86°25'W
153
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below ½ SM NA.
**MISSED APPROACH:** Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility ½ mile.

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**AWOS-3**
132.725

**NASHVILLE APP CON**
118.4 360.7

**GCO**
135.075

**UNICOM**
123.05 (CTAF)

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Procedure NA for arrival on BNA VORTAC airway radials 016 CW 072.

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**MUSIC CITY EXEC (XNX)**
RNAV (GPS) RWY 3
GEORGETOWN-SCOTT COUNTY RGNL

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

AWOS-3
LEXINGTON APP CON
CLNC DEL
UNICOM

119.975 120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°) 127.425 123.0 (CTAF)
RNAV (GPS) Y RWY 21
GEORGETOWN-SCOTT COUNTY RGNL (27K)

DME/DME RNP-0.3 NA, VDP NA with Lexington altimeter setting. When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 40 feet, increase LNAV Cats C/D and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climbing right turn to 3000 direct GENUS and hold.

AWOS-3
119.975 120.15 259.3 (040° - 220° )  120.75 298.9 (221° - 039° )

LEXINGTON APP CON
127.425 123.0

CLNC DEL CLNC DEL

UNICOM

RNAV (GPS) Y RWY 21

GEORGETOWN-SCOTT COUNTY RGNL (27K)

38°14’N- 84°26’W
157

GEORGETOWN, KENTUCKY
Orig-B 04NOV21

GEORGETOWN, KENTUCKY
AL-9191 (FAA)
23278
VOR RWY 3
GEORGETOWN-SCOTT COUNTY RGNL (27K)

NoPT for arrival on HYK VOR/DME airway radials 081 CW 303.

One Minute Holding Pattern
HYK VOR/DME
LAMY HYK 5.8
CAMRY HYK 11.9
HYK 15.7

NoPT for arrival on HYK VOR/DME airway radials 081 CW 303.

NoPT for arrival on HYK VOR/DME airway radials 081 CW 303.

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NoPT for arrival on HYK VOR/DME airway radials 081 CW 303.
RNAV (GPS) RWY 8
GLASGOW MUNI (GLW)

**RNAV (GPS) RWY 8**

**Category**
- LPV: DA 971-1, 262 (300-1)
- LNAV/VNAV: DA 1125-138, 416 (500-138)
- LNAV MDA 1140-1, 431 (500-1)
- LNAV 1140-13/4, 431 (500-13/4)

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

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

**6 NM Holding Pattern**
- Holding Pattern at GIRME
- GP 3.00° TCH 40
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29)
- 3000 ZERAX
- 6.8 NM
- 3 NM
- 0.9 NM
- 1.3 NM

**Apt Elev**
- 716
- TDZE 709

**ELEV 716**
- 6 NM
- ZERAX
- 075° to RW08
- MIRL Rwy 8-26
- REIL Rwy 8 and 26
RNAV (GPS) RWY 26
GLASGOW MUNI (GLW)

Helicopter visibility reduction below ½ SM. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and D visibility ½ SM, and Circling visibility Cat C, D ¼ SM.

Climb to 3000 direct GIRME and hold.

RNAV (GPS) RWY 26
GLASGOW MUNI (GLW)

Amdt 2B 14JUL22

SE-1, 30 NOV 2023 to 25 JAN 2024
Panorama of Fort Knox, Kentucky

ATIS 109.6
LOUISVILLE APP CON 132.075 327.0
TOWER 133.35 (CTAF)
GND CON 121.9 239.3

Circling to Rwy 18 at night. Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until threshold.

Rwy 15 20 1 OIS penetration. Trees, 2107' from threshold, on course, 853' MSL.
Rwy 18 20 1 OIS penetrations. Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/788' MSL. Vehicle, 453' from threshold, 1' left of course, 10' AGL/771' MSL.
Rwy 36 20 1 OIS penetrations. Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.

**Straight-in minimums NA at night. Helicopter visibility reduction below 1 mile NA.**

**Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.**

**MISSING APPROACH: Climbing right turn to 3000 direct MYS VOR and hold.**

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
LNAV MDA* | 1260-1 | 506 (600-1) | 1260-1N | 506 (600-1N)
CIRCLING** | 1340-1 | 586 (600-1) | 1340-1½ | 586 (600-1½)
| | | 1340-2 | 586 (600-2)

Almd 1 18MAY23

RNAV (GPS) RWY 15

GODMAN AAF (KFTK)
**Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSi required, remain on or above VGSi glides path until CIR. Circling to Rwy 18 not authorized at night.**

**ATIS**

109.6

**LOUISVILLE APP CON**

132.075 327.0

**TOWER**

133.35 (CTAF)

**GND CON**

121.9 239.3

Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at MAIZE via V171 NW bound.

Rwy 19 20:1 Obstacle Identification Surface penetration:
Trees, 2107’ from thld, on course, 853’ MSL.

Rwy 18 20:1 Obstacle Identification Surface penetrations:
Railcar, 623’ from thld, 2’ left of course, 23’ AGL/794’ MSL
Vehicle, 252’ from thld, 7’ right of course, 10’ AGL/768’ MSL
Vehicle, 433’ from thld, 1’ left of course, 10’ AGL/771’ MSL.

Rwy 36 20:1 Obstacle Identification Surface penetrations:
Vehicle, 250’ from thld, 367’ right of course, 10’ AGL/735’ MSL
Trees, 1685’ from thld, 158’ right of course, 806’ MSL.

Procedure NA for arrivals at IU VORTAC on airway radials 188 CW 354.

Night landing Rwy 18: Operational VGSi required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSi glides path until thld.
** Circling not authorized E of Rwy 18-36. Circling to Rwy 15 not authorized at night.

CAUTION: Final approach course passes through LTP, not 3000' prior to LTP.

Rwy 15 20-1: OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20-1: OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20-1: OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.

** Straight-in Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When ALS snap, increase CAT CD vs to 156 knots. Helicopter visibility reduction below 1 mile NA.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA*</td>
<td>1240-1</td>
<td>500 (500-1)</td>
<td>1240-1½</td>
<td>500 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1340-1</td>
<td>586 (600-1)</td>
<td>1340-1½</td>
<td>1340-2</td>
</tr>
</tbody>
</table>

37°54'N-85°58'W

Amtd 113JUL23
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL

Rwy 18 20:1 OIS penetrations: Radcarr, 623' from threshold, 2' left of course, 23' AGL/794' MSL
Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/763' MSL
trees, 1685' from threshold, 158' right of course, 806' MSL

Circling to Rwy 18 at night: Operational VGSi required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSi glidepath until thld.
SE-1, 30 Nov 2023 to 25 Jan 2024

**Visibility reduction by helicopters NA.**

**Circling NA E of Rwy 18-36.** When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling to Rwy 15 NA at night.

Straight-in operations to Rwy 18 at night: Operational VGSI required when train is on the track. North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed, remain on or above VGSI glidepath until threshold.

Rwy 15 20 1 OIS penetration: Trees 2107' from threshold, on course, 853' MSL.

Rwy 18 20 1 OIS penetrations: Railcar 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course. 10' AGL/768' MSL. Vehicle 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20 1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.
At night, operational VGSI required, remain on or above VGSI glidepath until threshold.
Visibility reduction by helicopters not authorized.
** Circling NA E of Rwy 18-36. Circling to rwy 15 NA at night.

** CIRCLING

TOWER 133.35

GND CON 121.9 239.3

Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until hold.

---

### VGSI and descent angles not coincident

(VGSI angle 3.00°/TCH 60°)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-36*</td>
<td>1180-1</td>
<td>440  (500-1)</td>
<td>1180-1½</td>
<td>440  (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>586   (600-1)</td>
<td>1340-1½</td>
<td>586   (600-1½)</td>
</tr>
</tbody>
</table>

---

** FORT KNOX, KENTUCKY

Amdt 2 10AUG23
RNAV (GPS) RWY 5
GREENEVILLE MUNI (GCY)

Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3 128.425  TRI-CITY APP CON* 128.05  317.5  UNICOM 122.7 (CTAF)

LNAV/VNAV NA below -18°C or above 54°C.

Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3 128.425  TRI-CITY APP CON* 128.05  317.5  UNICOM 122.7 (CTAF)

LNAV/VNAV NA below -18°C or above 54°C.

Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4800 direct YIRUP and hold.

AWOS-3 128.425  TRI-CITY APP CON* 128.05  317.5  UNICOM 122.7 (CTAF)

LNAV/VNAV NA below -18°C or above 54°C.
When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet and LP visibility Cat C/D ¾, LNAV visibility Cat B/C/D ⅓, and Circling visibility Cat B/C/D ⅓. Rwy 6, helicopter visibility reduction below ⅓ SM NA. Circling Rwy 24 NA at night.

AWOS-3 120.45

CAMPBELL APP CON * 118.1 269.525

UNICOM 123.0 (CTAF)

**RNAV (GPS) RWY 6**

**GREENVILLE, KENTUCKY**

**AL-6345 (FAA)**

**RNP APCH - GPS.**

**RNAV (GPS) RWY 6**

**MUHLENBERG COUNTY (M21)**

**MISSING APPROACH:**

Climbing right turn to 3000 direct JEPAX and hold.

**4 NM Holding Pattern**

**VGS and descent angles not coincident (VGS Angle 4.00/TCH 40).**

**3000 JEPAX**

**JIBMI**

**XEJLI**

**RW06**

**059°**

**239°**

**3000**

**MIRL Rwy 6-24**

**REIL Rwy 6 and 24**

**ELEV 428 D TDZE 420**

** Orig-D 11AUG22**

**Muhlenberg County (M21)**

**RNAV (GPS) RWY 6**

**GREENVILLE, KENTUCKY**

**37°14'N-87°09'W**

**171**
RNAV (GPS) RWY 10
BRECKINRIDGE COUNTY (I93)

ELEV 732  TDZE 728

HOLD 4000 4000

IF/IAF RICKZ

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).

LPV DA 1036-1 308 (400-1)

LNAV/VNAV DA 1184-1 456 (500-1½)

LNAV MDA 1380-1 652 (700-1) 1380-1 1¾ 652 (700-1½)

CIRCLING 1380-1 648 (700-1) 1480-1 748 (800-1) 1480-2½ 748 (800-2½)
RNAV (GPS)-A
TUCKER-GUTHRIE MEML (I35)

Circling NA north of Rwy 8-26. Procedure NA at night.
Rwy 8 helicopter visibility reduction below 1 SM NA.

Final approach course offset 10°.

VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).

MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.

Rwy 8-26 heli visibility reduction below 1 SM NA.

AWOS-3
118.35

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

ELEV 1564

5.6 NM

5.5 NM

5.0 NM
HARTFORD, KENTUCKY

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Ldg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>45926</td>
<td>027°</td>
<td>5003</td>
<td>530</td>
<td>537</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS**

- Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet.**

**Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**

**AWOS-3PT**

- 132.1

**EVANSVILLE APP CON**

- 124.025

**UNICOM**

- 122.8 (CTAF)

**MISSED APPROACH:**

- Climb to 2500 direct ZUTJO and hold.

**VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.**
RNAV (GPS) RWY 21

OHIO COUNTY (JQD)

HARTFORD, KENTUCKY

AWOS-3PT 132.1
EVANSVILLE APP CON * 124.025 290.9
UNICOM 122.8 (CTAF)

3000 VUSWO
273°

* LNAV only.

RSNAP CH 90526 (FAA)

WAAS
90526
537

Rwy ldg 5003
TDZE 537
Apt Elev 537

UNICOM

37°28'N 86°51'W

SE-1, 30 NOV 2023 to 25 JAN 2024
37°28'N 86°51'W
177
HAZARD, KENTUCKY

RNAV (GPS) RWY 14

WAAS CH 69323 W14A
APP CRS 145° Rwy Ldg 5499 TDZE 1243 Apt Elev 1256

Circling Rwy 24, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 14 helicopter visibility reduction below ¾ SM NA.

AWOS-3 119.025
INDIANAPOLIS CENTER 126.575 257.85
UNICOM 122.7 (CTAF)

RNAV (GPS) RWY 14

SE-1, 30 NOV 2023 to 25 JAN 2024

MIRL Rwy 14-32
REIL Rwys 14 and 32
Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 32 NA at night.

3.3 NM to WEISH

AWOS-3 119.025  INDIANAPOLIS CENTER 126.575  257.85  UNICOM 122.7 (CTAF)

HAZARD, KENTUCKY
AL-9256 (FAA)

WAAS CH 56423 W32A

APP CRS 325°
Rwy Idg 5499
TDZE 1256
Apt Elev 1256

23110

RNAV (GPS) RWY 32
WENDELL H FORD (CPF)

Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4000 direct ZORPO and hold.

HAZARD, KENTUCKY
Orig-D 26MAR20

37°23'N-83°16'W

179
LOC RWY 14
WENDELL H FORD (CPF)

HAZARD, KENTUCKY
AL-9256 (FAA)

LOC I-CPF

APP CRS

Rwy Idg

TDZE

Apt Elev

5499

1243

1256

M

N

5

2

F

P

C

A

S

M

235°

4800

055°

3100

P

P

32

5499 X 100

14

6

24

3246 X 60

HAZARD, KENTUCKY

TDZE

1243

WENDELL H FORD

(111.2)

AZQ

LETCO

2.1

WAKAX

145°

2093

LOC 109.35

LOCALIZER 109.35

(IFA)

ECAYA

AZQ 12

RADAR

(IIF)

HAZARD

Chan 49

RADAR

AZQ

LETCO

5.1

DME/RADAR and hold,
then climbing left turn to 4000 to

MISSED APPROACH: Climb to 2500
then climbing left turn to 4000 to

HAZARD

LOC RWY 14

IF

ELEV

1256

TDZE

1243

INDIANAPOLIS CENTER

UNICOM

122.7 [CTAF]

AWOS-3

119.025

126.575

257.85

DME required. RADAR required for procedure entry.
RADAR required for missed approach.

\(^\text{\textcopyright}}\)

W Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME
required. Rwy 14 helicopter visibility reduction below 1/4 SM NA.
DME from AZQ DME.

AWOS-3

119.025

126.575

257.85

Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME
required. Rwy 14 helicopter visibility reduction below 1/4 SM NA.
DME from AZQ DME.

AWOS-3

119.025

126.575

257.85

Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME
required. Rwy 14 helicopter visibility reduction below 1/4 SM NA.
DME from AZQ DME.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Rwy 9 helicopter visibility reduction below ¼ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

Climb to 2500 direct ONZIG and hold.

AWOS-3PT 118.85
EVANSVILLE APP CON * 124.025 257.8
UNICOM 122.8 (CTAF)

CABNA

LNAV to BIKME (Npt)

HOLDING PATTERN

BIKME

ASORE

2500

089°

269°

GP 3.00°

4 NM

ELEV 387
TDZE 385

SE-1, 30 NOV 2023 to 25 JAN 2024

Amdt 1A 18JUL19

HENDERSON, KENTUCKY

AL-5059 (FAA)

REIL Rwys 9 and 27

HENDERSON CITY-COUNTY (EHR)

RNAV (GPS) RWY 9

RNAV (GPS) RWY 9

HENDERSON CITY-COUNTY (EHR)

RNAV (GPS) RWY 9

HENDERSON CITY-COUNTY (EHR)

RNAV (GPS) RWY 9

HENDERSON CITY-COUNTY (EHR)

RNAV (GPS) RWY 9
RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

AWOS-3PT 118.85
EVANSVILLE APP CON * 124.025 257.8
UNICOM 122.8 (CTAF)

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 48°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

Category A
LNAV/ VNAV DA 827-1/2 440 (500-1/2)
LNAV MDA 840-1/2 453 (500-1/2)

Category B
LNAV/ VNAV DA 840-1/4 453 (500-1/4)
LNAV MDA 840-1/2 453 (500-1/2)

Category C
LNAV MDA 840-1/2 453 (500-1/2)

Category D
LNAV MDA 840-1/2 453 (500-1/2)

ATCR SE-1, 30 NOV 2023 to 25 JAN 2024

HENDERSON, KENTUCKY
Amdt 1A 18JUL19

37°48'N-87°41'W
VORTAC PXV
113.3
Chan 80

AWOS-3PT
118.85

EVANSVILLE APP CON
124.025 257.8

UNICOM
122.8 (CTAF)

When local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 80 feet, and increase Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 2100 direct PXV VORTAC and hold.

Remain within 10 NM

ELEV 387

150°

VOR-A

HENDERSON, KENTUCKY

Amdt 10A  20MAY21

HENDERSON CITY-COUNTY (EHR)

37°48'N-87°41'W

183
DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LP and LNAV Cat C visibility \( \frac{3}{4} \) SM and Circling Cat C visibility \( \frac{1}{2} \) SM. Procedure NA at night.

Rwy 2, 20 helicopter visibility reduction NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct QUGEG and hold.
RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3

132.575

CAMPBELL APP CON

118.1  269.525

UNICOM

122.8 (CTAF)

APP CRS

Rwy Idg  5505
TDZE  540
Apt Elev  564

RNP APCH.

NA

RNAV (GPS) RWY 8

36°51'N-87°27'W

UNICOM

132.575

CAMPBELL APP CON

118.1  269.525

UNICOM

122.8 (CTAF)

APP CRS

Rwy Idg  5505
TDZE  540
Apt Elev  564

RNP APCH.
RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Clarksville altimeter setting. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 851 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1033 feet and all visibilities ½ SM; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.

AWOS: 3
132.575
CAMPBELL APP CON
118.1  269.525
UNICOM
122.8 (CTAF)

WAAS
CH 82221
W26A
5505
564
564

ELEV
TDZE
564
564

RNP APCH - GPS.

LNAV only

MISSED APPROACH:
Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 34).

MIRL Rwys 8 and 26
REIL Rwys 8 and 26

HOPKINSVILLE, KENTUCKY
Amdt 2A  08SEP22

36°51'N-87°27"W

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
RNAV (GPS) RWY 4

HUMBOLDT MUNI (M53)

**RNAV (GPS) RWY 4**

**HUMBOLDT MUNI (M53)**

**WAAS**

**CH 78038**

**W04A**

**APP CRS**

**046°**

**Rwy Idg**

**4003**

**TDZE**

**420**

**Apt Elev**

**421**

**RNP APCH - GPS.**

Rwy 4 helicopter visibility reduction below 1 SM NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting; increase all MDA 60 feet; increase LP Cats C/D visibility ½ mile; increase LNAV Cats C/D and Circling Cats C/D visibility ½ mile. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

**4 NM**

**Holding Pattern**

**Visual Segment - Obstacles.**

**3000**

**FASKA**

**4 NM**

**HOLD 6000 3000**

**CAVTO**

**([IF/IAF] CAVTO (NoPT))**

**6000**

**3000**

**046°**

**226°**

**CAVTO**

**30 NM to CAVTO**

**306°**

**306°**

**3000**

**1417**

**1417**

**CAVTO**

**30 NM to CAVTO**

**316°**

**316°**

**3000**

**1553**

**FASKA**

**1462**

**1553**

**4 NM**

**to FASKA**

**3000**

**MISSED APPROACH:**

Climb to 3000 direct FASKA and hold.

**MKL ASOS**

**119.325**

**MEMPHIS CENTER**

**134.65 316.15**

**UNICOM**

**122.8 (CTAF)**

**ategoria**

**A**

**B**

**C**

**D**

**LP MDA**

**780-1**

**360 (400-1)**

**LNAV MDA**

**800-1**

**380 (400-1)**

**CIRCLING**

**900-1**

**479 (500-1)**

**920-1**

**499 (500-1)**

**1120-2**

**699 (700-2)**

**1120-2½**

**699 (700-2½)**

HUMBOLDT, TENNESSEE

Orig: B 21APR22

35°48'N-88°52'W

HUMBOLDT MUNI (M53)

RNAV (GPS) RWY 4
Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below 1/4 SM NA. Baro-VNAV NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase LPV all Cats DA to 749; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility 1/4 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

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

**VGSI and RNAV glidepath not coincident** (VGSI Angle 3.00/TCH 26).

RNP APCH - GPS.

- **CAVTO**
- **3000**
- **XITRY**
- **WOKMU**
- **FASKA**
- **HOLD 6000**
- **30 NM to FASKA (IF/IAF)**
- **3000**
- **4 NM to FASKA**
- **3000**
- **2.6 NM to RW22**
- **539°**
- **559°**

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

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<th><strong>4003</strong></th>
<th><strong>TDZE</strong></th>
<th><strong>421</strong></th>
<th><strong>Apt Elev</strong></th>
<th><strong>421</strong></th>
</tr>
</thead>
</table>

- **Circling**
  - **900-1**
  - **479 (500-1)**
  - **499 (500-1)**
  - **1120-2**
  - **699 (700-2)**
  - **699 (700-2 1/4)**

- **LNAV-MDA**
  - **840-1 1/8**
  - **419 (500-1 1/8)**
  - **419 (500-1 1/8)**

- **LNAV/ VNAV DA**
  - **770-1**
  - **349 (400-1)**

- **LPV DA**
  - **701-1**
  - **280 (300-1)**

- **MISSED APCH FIX**
  - **CAVTO**
  - **XITRY**
  - **WOKMU**
  - **FASKA**

- **4 NM Holding Pattern**
  - **1462 (2100)**
  - **1462 (2100)**

- **ELEV 421**
- **TDZE 421**

**UNICOM**
- **122.8 (CTAF)**

**MKL ASOS**
- **119.325**

**MEMPHIS CENTER**
- **134.65**
- **316.15**

**HUMBOLDT, TENNESSEE**
**AL-582B (FAA)**

**RNAV (GPS) RWY 22**
**HUMBOLDT MUNI (M53)**

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

**35°48'N-88°52'W**
RNAV (GPS) RWY 1

HUNTINGDON, TENNESSEE

For uncompensated Varo-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility 1/4 mile. VDP and Varo-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below 1/4 SM NA.

MISSED APCH FIX

 Misssed Approach: Climb to 2200 direct FAMPA and hold.

<table>
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<tr>
<th>WAAS CH 99419 W01A</th>
<th>APP CRS 014°</th>
<th>Rwylng 5507</th>
<th>TDZE ELEV 495</th>
<th>Apt Elev 497</th>
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<table>
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<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>745-7/8</td>
<td>250 (300-7/8)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>810-1</td>
<td>315 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>880-1</td>
<td>385 (400-1)</td>
<td>880-1/8</td>
<td>385 (400-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>483 (500-1)</td>
<td>1220-2</td>
<td>723 (800-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AL-6931 (FAA)
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 Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¾ mile, and Circling Cats C and D visibility 1 mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct WRAVV and hold.
**Misplaced Approach:** Climbing left turn to 5300 direct CIFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

**Final Approach Course Offset:** 13.08°

**Visual Segment - Obstacles:**
- JUVKO: 2.7 NM to HUBJO
- HUBJO: 1.4 NM to HUBJO

**Operation:**
- Rwy 23 helicopter visibility reduction below 0.5 SM NA.
- Circling NA northwest of Rwy 5-23.
- Rwy 23 climb-in-hold to 5300.
RNAV (GPS) RWY 1

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C or above 54°C.

### Categories

<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>1617-1</td>
<td>250 (300-1)</td>
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<td>LNAV MDA</td>
<td>1800-1</td>
<td>433 (500-1)</td>
<td>1800-1¼</td>
<td>433 (500-1¼)</td>
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<td>CIRCLING</td>
<td>1940-1</td>
<td>559 (600-1)</td>
<td>2000-1½</td>
<td>619 (700-1½)</td>
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<td>2000-2</td>
<td>619 (700-2)</td>
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</table>

### Coordinating Agencies

- **ASOS**: 118.375
- **INDIANAPOLIS CENTER**: 126.575 257.85
- **UNICOM**: 122.8 (CTAF)

### RNAV (GPS) RWY 1

**APCRS**: 70544 W01A

**Rwy Idg**: 4400

**TDZE**: 1367

**Apt Elev**: 1381

**MISSED APPROACH**: Climb to 1900 then climbing right turn to 4500 direct CANLA and hold, continue climb-in-hold to 4500.

**ASOS**: 118.375

**INDIANAPOLIS CENTER**: 126.575 257.85

**UNICOM**: 122.8 (CTAF)

**JACKSON, KENTUCKY**: SE-1, 30 NOV 2023 to 25 JAN 2024
ILS or LOC RWY 2
MC KELLAR-SIPES RGNL (MKL)

DME required. RADAR required for procedure entry.

MISSING APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 230° and MKL VOR/DME R-254 to SKOAL/MKL 12 DME and hold.

ASOS
119.325
MEMPHIS CENTER
134.65 316.15
JACKSON TOWER
127.15 (CTAF) 249.95
GND CON
120.9
UNICOM
122.95

CIRCLING
900-1
467 (500-1)

S-ILS 2
770-1/4
337 (400-3/4)

S-LOC 2
820-1/4
387 (400-3/4)

CIRCLING
900-1
467 (500-1)

ALTERNATE MISSED APCH FIX

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 29).

LOC/DME 1-MKL
109.1

APP CRS
023°

Rwy Idg
6005
TDZE
433
Apt Elev
433

MALSR

114.65 316.15
ASOS
119.325
120.9
122.95

JACKSON, TENNESSEE
AL-5062 (FAA)
23222

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

MC KELLAR-SIPES RGNL (MKL)

JACKSON, TENNESSEE
AMdt 10 24MAR22

35°36'N-88°55'W

193
RNAV (GPS) RWY 2
MC KEILLAR-SIPES RGNL (MKL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For inop ALS, increase visibility LNAV Cats A/B to 1 SM, and Cats C/D to 1 1/2 SM.

ASOS
119.325

MEMPHIS CENTER
134.65 316.15

JACKSON TOWER
127.15 (CTAF) 249.95

GND CON
120.9

UNICOM
221.25

MALSR

MISSING APCH FIX

4 NM

MALSR

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RNAV (GPS) RWY 20
MC KELLAR-SIPES RGNL (MKL)

Rwy 20 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting: increase LPV DA to 802 feet and visibility all Cats 1/2 SM; increase LNAV/VNAV DA to 910 feet and visibility all Cats 1/2 SM; increase all MDA 100 feet and visibility LNAV Cat C and D and Circling Cat C 1/2 SM, and Circling Cat D 3/4 SM.

ASOS
MEMPHIS CENTER
JACKSON TOWER
GND CON
UNICOM

ASOS
Memphis Center
Jackson Tower
GND CON
Unicom

RNAV (GPS) RWY 20
MC KELLAR-SIPES RGNL (MKL)
Circling Rwy 29 NA at night.

Procedure NA for arrivals at MIOLA on V124 westbound.

Remain within 10 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>S-2</td>
<td>1120-1/2+</td>
<td>686 (700-1/2)</td>
<td>1120-1/2+</td>
<td>686 (700-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1120-1</td>
<td>686 (700-1)</td>
<td>1120-2</td>
<td>686 (700-2)</td>
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<tr>
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<td></td>
<td></td>
<td>1120-2/4</td>
<td>686 (700-2/4)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 1500 then climbing left turn to 2200 direct MKL VOR/DME and hold.

Circling Rwy 29 NA at night.

Procedure NA for arrivals at MIOLA on V124 westbound.

Remain within 10 NM

<table>
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<th>C</th>
<th>D</th>
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<td>S-2</td>
<td>1120-1/2+</td>
<td>686 (700-1/2)</td>
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<td>686 (700-1/2)</td>
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<td>CIRCLING</td>
<td>1120-1</td>
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<td>1120-2</td>
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<td>1120-2/4</td>
<td>686 (700-2/4)</td>
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</table>
23166

MC KELLAR-SIPES RGNL (MKL)

AIRPORT DIAGRAM

JACKSON, TENNESSEE

AL-5062 (FAA)

ASOS
119.325
JACKSON TOWER
127.15 249.95

GND CON
35°36.5'N

120.9

HANGAR
TWR

510
2
0

B

35
39
X1
00

11
4.
6°

411
UP

A

ELEV

0.
4%

C1

B

11

408

20
4.
5°

ELEV

C

TERMINAL
D

ELEV
416

15
0

D

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

29
4.
6°

C2

C

29

HANGAR

ARNG

60
05
X

D

A

W
3°
.
R 2
VA

A1

NON-MOVEMENT
AREA

JANUARY 2020
ANNUAL RATE OF CHANGE

RWY 02-20

02
4.
5°

0.1° W

PCN 34 F/C/X/T
S-55, D-80, 2D-125
RWY 11-29
PCN 13 F/D/X/T

HOT

S-27

ZONE
35°35.5'N

2

FIELD
ELEV

433

88°55.5'W

88°54.5'W

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

JACKSON, TENNESSEE

AIRPORT DIAGRAM

MC KELLAR-SIPES RGNL (MKL)

23166

197


Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ⅛ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ⅛ SM NA.

**AWOS-3**

**INDIANAPOLIS CENTER**

**UNICOM**

**30 NM to CIKIT (NDB)**

**CIKIT**

**4 NM**

**30 NM to CIKIT**

**CIKIT**

**269°**

**089°**

**4000**

**JASUL**

**FIGLA**

**2.6 NM to RW17**

**1173±**

**1159±**

**RW17**

**1078**

** CATEGORY **

<table>
<thead>
<tr>
<th></th>
<th>A</th>
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</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1346-1⅛</td>
<td>336 (400-1⅛)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1424-1⅛</td>
<td>414 (500-1⅛)</td>
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<tr>
<td>LNAV MDA</td>
<td>1420-1</td>
<td>410 (500-1)</td>
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**CIRCLING**

<table>
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<th>1540-1</th>
<th>1620-1</th>
<th>1700-1</th>
<th>1700-2¼</th>
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<tbody>
<tr>
<td></td>
<td>530 (600-1)</td>
<td>610 (700-1)</td>
<td>690 (700-2)</td>
<td>690 (700-2¼)</td>
</tr>
</tbody>
</table>

**MISSED APCH FIX**

**TEYOS**

**Figla**

**2.6 NM to FIGLA**

**CIKIT**

**4 NM**

**JASUL**

**FIGLA**

**2.6 NM to RW17**

**1173±**

**1159±**

**RW17**

**1078**

** CATEGORY **

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<td>610 (700-1)</td>
<td>690 (700-2)</td>
<td>690 (700-2¼)</td>
</tr>
</tbody>
</table>
“Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling to Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4400 direct ZILIB and hold.”
RNAV (GPS) RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

Category B

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>260°</td>
<td>3499</td>
<td>832</td>
<td>833</td>
</tr>
</tbody>
</table>

MIssed Approach: Climb to 4000 direct SWASO and hold.

Procedure NA for arrivals at WHINS on V517 southbound and arrivals on V16 eastbound.

RW26 helicopter visibility reduction below ¾ SM NA.

Amdt 1  19MAY22

KNOXVILLE, TENNESSEE

Amdt 1  19MAY22

35°58’N-83°52’W

203
LOC RWY 26
KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required. RADAR required for procedure entry.

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

AWOS-3
125.375

KNOXVILLE APP CON
123.9 353.6

CLNC DEL
121.7

UNICOM
122.95 (CTAF)
126.6

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.

LOCALIZER 111.3 I-DKX

LOCALIZER 111.3 I-DKX

116.4 VXV
Chan 111

MISSING APCH FIX

R-265

R-265

RADAR
INT
WOGEL
VXX 18

MISSED APPROACH FIX

WOGEL INT
RIZER OM
RADDAR

3.38°

TCH 44

VXV 15

SWASO
VXX 18

116.4

1549

1595

1515

2849

1515

1404

1277

1227

1158

1169

1346

1346

1540

1540

1445

1445

1429

130

1530

1530

260°

2700

3049

1855

1855

R-102

R-102

260°

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.

LOCALIZER 111.3 I-DKX

LOCALIZER 111.3 I-DKX

116.4 VXV
Chan 111

MISSING APCH FIX

R-265

R-265

RADAR
INT
WOGEL
VXX 18

MISSED APPROACH FIX

WOGEL INT
RIZER OM
RADDAR

3.38°

TCH 44

VXV 15

SWASO
VXX 18

116.4

1549

1595

1515

2849

1515

1404

1277

1227

1158

1169

1346

1346

1540

1540

1445

1445

1429

130

1530

1530

260°

2700

3049

1855

1855

R-102

R-102

260°

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

DME required. RADAR required for procedure entry.

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.
AWOS-3 125.375
KNOXVILLE APP CON 123.9 353.6
CLNC DEL 121.7
UNICOM 122.95 (CTAF) 126.6
DME or RADAR required.

ATIS
KNOXVILLE APP CON
KNOXVILLE TOWER
GND CON
CLNC DEL

128.35
123.9 360.8
121.2 257.8
121.9 348.6
121.65

Procedure NA for arrival on VXV VORTAC airway radials 184 CW 265.

MISSED APPROACH: Climb to 4100 direct VXV VORTAC and on VXV VORTAC R-053 to NEYLN/VXV 4.7 DME and hold, continue climb-in-hold to 4100.

MISS APCH FLY

ELEV 986
TDZE 953

HIRL Rwys 5L-23R and 5R-23L
REIL Rwys 5R and 23L
TDZ/CL Rwys 5R and 23R

CATEGORY

A
B
C
D

S-ILS 5L
1153-1/2
200 (200-1/2)

S-LOC 5L
1500-1/2
547 (600-1/2)
1500-1/6
547 (600-1/6)

CIRCLING
1500-1
514 (600-1)
1560-1
574 (600-1)
1660-2
674 (700-2)
1900-3
914 (1000-3)

KNOXVILLE, TENNESSEE
35° 49' N-84° 00' W
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

NoPT for arrival at GOODL on V466-519 southwest bound.

Disregard all marker beacon indications.

One Minute Holding Pattern

DME or RADAR required.

---

KNOXVILLE, TENNESSEE

SE-1, 30 NOV 2023 to 25 JAN 2024

---
For inop ALS, increase S-ILS 23R Cat E visibility to RVR 4000; increase S-LOC 23R Cat C/D/E visibility to 1% SM.

CAUTION: RIZEN OM for Downtown Island. Rwys 26 may be received prior to BUZBY OM.

MISSPED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV.

VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

As a reminder, there is a DME or RADAR requirement.

ILS or LOC RWY 23R

MC GHEE TYSON (TYS)

KNOXVILLE, TENNESSEE

Amdt 14B 19MAY22

35°49’N-84°00’W

SE-1, 30 NOV 2023 to 25 JAN 2024
**KNOXVILLE, TENNESSEE**

**AL-218 (FAA)**

**ILS RWY 23R (SA CAT I)**

**MC GHEE TYSON (TYS)**

**DME or RADAR required.**

- **ASR** Requires specific OPSEC, MSPEC, or LOA approval.

**ATIS**

<table>
<thead>
<tr>
<th>KNOXVILLE APP CON</th>
<th>KNOXVILLE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.35</td>
<td>121.2 257.6</td>
<td>121.9 348.6</td>
<td>121.65</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

**CAUTION:** RIZEN OM for Downtown Island.

Rwy 26 may be received prior to BUZBY OM.

**NOPT** for arrival at NEYLN on V466-519 southwest bound.

**MISSING APCH FIX**

- **GROSS VXV 29.1**
- **HILUX WX WX**
- **R-138 WX WX**
- **Chan 111**
- **Chan 123**

**LOCALIZER 111.7**

**I-BUI**

**Notes:**

- Requires specific OPSEC, MSPEC, or LOA approval.

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

**MC GHEE TYSON (TYS)**

**KNOXVILLE, TENNESSEE**

- **Amdt 14B 19MAY22**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 5L
MC GHEE TYSON (TYS)

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**Procedure NA for arrivals at GROSS on V115 southwest bound.**

**MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.**
RNAV (GPS) RWY 5R
MC GEHEE TYSON (TYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

Procedure NA for arrivals at GROSS on V/15 southwest bound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
NoPT arrival at GOODL on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.
RNAV (GPS) RWY 23R
MC GHEE TYSON (TYS)

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

RNAV (GPS) RWY 23R
TCH 53
GP 3.00°
TCH 53

KNOXVILLE, TENNESSEE
Amdt 3 12AUG21
SE-1, 30 NOV 2023 to 25 JAN 2024

MC GHEE TYSON (TYS)
MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

MISSED APCH FIX

GROSS VXV 29.1

VOLUNTEER

VI56218 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence....

TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence....

....maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1441 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1585 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D ½ SM and Circling Cat C and D ½ SM. VDP and Baro-VNAV NA when using Bowling Green altimeter setting. Rwy 1 helicopter visibility reduction below ½ SM NA.

**Missed Approach**
Climb to 3000 direct OZESI and hold.

---

**RNAV (GPS) RWY 1**

**WT**

**Unicom** 122.8 (CTAF)

**APK CRS** Apt Elev TDZE

**Category** B C D

**RNAV GPS**

**UNICOM**

**LATITUDE** 36°31'N - 86°03'W

---

**APK CRS** Apt Elev TDZE

**Category** B C D

**RNAV GPS**

**Unicom** 122.8 (CTAF)

**Latitude** 36°31'N - 86°03'W

---

**APK CRS** Apt Elev TDZE

**Category** B C D

**RNAV GPS**

**Unicom** 122.8 (CTAF)

**Latitude** 36°31'N - 86°03'W
RNAV (GPS) RWY 19

NASHVILLE APP CON

118.4 360.7

UNICOM

122.8 (CTAF)

**NA**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

**MISSING APCH FIX**

HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¾ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:**

Climb to 3000 direct HETAP and hold.
RNAV (GPS) RWY 17

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile. Straight-in RW 17 NA at night, Circling RW 17 NA at night. RW 17 helicopter visibility reduction below 1 SM NA.

Climb APPROACH: Climb to 3800 direct UWNED and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1225-1</td>
<td>289 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1394-1½</td>
<td>458 (500-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1540-1</td>
<td>604 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>604 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

AWOS-3 | 120.175 | MEMPHIS CENTER | 125.85 379.25 | UNICOM | 122.8 (CTAF)
Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Rwy 17 helicopter visibility reduction below 1 SM NA.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

**AWOS-3**

120.175

**MEMPHIS CENTER**

125.85  379.25

**UNICOM**

122.8 (CTAF)

**MISSING APCH FIX**

4 NM to ZUPNA

WABOL

**ELEV**

3800

**TDZE**

1118

**ZUPNA**

936

**LAWRENCEBURG, TENNESSEE**

AL-5829 (FAA)

23222

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)

**RNAV (GPS) RWY 35**

LAWRENCEBURG-LAWRENCE COUNTY (2M2)
RNAV (GPS) RWY 19
LEBANON MUNI (M54)

AWOS-3 118.325
NASHVILLE APP CON 118.4 360.7
UNICOM 122.725 (CTAF)

Baro-VNAV NA when using Nashville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 942; increase all MDA 60 feet and Circling Cat C visibility ⅓ SM.

MISSED APPROACH: Climb to 3000 direct JOGUB and hold.

Procedure NA for arrivals at BNA VORTAC via V49
Southeast Bound.

Procedure NA for arrivals at HARMÉ via V5-243
Southbound.

LEBANON, TENNESSEE
AL-5923 (FAA)
23222

LEBANON MUNI (M54)

RN
LEBANON MUNI (M54)

RN
Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Use Elizabethtown altimeter setting.

MISSED APPROACH: Climb to 4000 direct HUPDI and hold, continue climb-in-hold to 4000.

MISSED APCH FIX
4 NM
203°
HUPDI

4000
1144

REBBE

113°

30 NM to REBBE (NPO)

113°

30 NM to REBBE (NPO)

HOLD 6000
4000

4 NM

4000

6000

203°

203°

GP 3.00°

TCH 45

6 NM

5.2 NM

CATEGORY

A

B

C

D

LPV DA

1140-1

370 (400-1)

NA

LNAV/ VNAV DA

1308-1½

538 (600-1½)

NA

LNAV MDA

1240-1

470 (500-1)

1240-1½

470 (500-1½)

NA

CIRCLING

1380-1

598 (600-1)

1380-1½

598 (600-1½)

NA

Use Elizabethtown altimeter setting.

D - SE-1, 30 NOV 2023 to 25 JAN 2024

37°24’N-86°16’W

SE-1, 30 NOV 2023 to 25 JAN 2024

REIL Rwys 2 and 20

MIRL Rwy 2-20

AL-10547 (FAA)

23166
RNAV (GPS) RWY 20
LEITCHFIELD-GRAYSON COUNTY (M20)

Rwy 20 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct REBBE and hold, continue climb-in-hold to 4000.

ELEV 782 TDZE 782

MIRL Rwy 2-20 REIL Rwy 20

REWY MDA 1320-1 538 (600-1) 1320-1/2 538 (600-1/2) 1380-1/2 598 (600-1/2) NA

CP 3.00° TCH 53

CATEGORY
LPV DA 1088-1 306 (400-1) NA
RNAV/ VNAV DA 1145-1 363 (400-1) NA
RNAV MDA 1320-1 538 (600-1) 1320-1/2 538 (600-1/2) NA

1144 ZEBUG 4 NM

1262 REBBE 4000 6000

293° 023° 4000 203°

023° 6000 203° 4000

023° 6000 203° 4000
When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 1096 feet and all visibilities ½ SM and LNAV/VNAV DA to 1531 feet and all visibilities ½ SM; increase all MDA 120 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C ½ SM. Baro-VNAV NA when using Nashville Intl altimeter. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ½ SM NA. Circling Rwy 20 NA at night.

### Category

<table>
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<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>993-⅔</td>
<td>275 (300-⅔)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1428-2</td>
<td>710 (800-2)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1420-1</td>
<td>702 (800-1)</td>
<td>1420-2</td>
<td>702 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>1420-1</td>
<td>702 (800-1)</td>
<td>1480-1</td>
<td>762 (800-1)</td>
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<td>1540-2½</td>
<td>822 (900-2½)</td>
<td>1640-3</td>
<td>922 (1000-3)</td>
</tr>
</tbody>
</table>
228

AL-6023 (FAA)

LEWISBURG, TENNESSEE
WAAS

23222

5001
APP CRS
TDZE
CH 56619
710
201°
Apt Elev
718
W20A
Rwy Idg

RNAV (GPS) RWY 20
ELLINGTON

(LUG)

RNP APCH-GPS.

T
A NA

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all

MISSED APPROACH:

MDA 120 feet and visibility LNAV Cats C and D and Circling Cats B and C14 SM. Circling to

Climb to 3000 direct

Rwy 2 NA at night. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. Rwy 20

HUROG and hold.

helicopter visibility reduction below 1 SM NA.

AWOS-3

MEMPHIS CENTER

135.775

128.15 323.125
1789

o OX
t
NM
S
EZ
(N
4100

(IAF)

T)
oP

4 NM

UZLEV

3000

°
1
7
2

(IF/IAF)
OXSEZ
(IAF)

OXSEZ

EPZUF

13
1°

(
6)

25
00

201
°

T
P
0No
0
0
3
°
1
7
2
)
9
.
5
(

30 N M

(FAF)
MATAW

E
ZL
U

021
°

o
t
V

849

EYVAK
1.8 NM to

MISSED APCH FIX

1180

4 NM

718

EP
ZU
F

EPZUF

021
°

201
°

021
°

ELEV

°
1
7
2

RW20
790

RW20

HUROG

3800

1033

o
t

1276

710

TDZE

0
3

NM

201°
20

1439
1480
1536

50
01
X

10
0

P

SE-1, 30 NOV 2023 to 25 JAN 2024

UZLEV
3000

3000

HUROG

4 NM
OXSEZ

Holding Pattern

MATAW
EYVAK
LNAV only.

1.8 NM to

*

RW20

021°

2500

3.00°
TCH 40

P

3000

°
1
0
2

201°

RW20

2500

2

*1320
1.8 NM

CATEGORY

LNAV MDA
REIL Rwys 2 and 20
MIRL Rwy 2-20

C CIRCLING

A

27JAN22

B

1100-1 390 (400-1)

C

D

1100-118 390 (400-118 )

1300-1

1480-1

1540-212

582 (600-1)

762 (800-1)

822 (900-212 )

LEWISBURG, TENNESSEE
Amdt 1B

6 NM

3.7 NM

35°30'N-86°48'W

1640-3
922 (1000-3)

ELLINGTON

(LUG)

RNAV (GPS) RWY 20

SE-1, 30 NOV 2023 to 25 JAN 2024

30
00
13 N
o
(
5. 1° PT
9)

201
°

0 NM
1

13
1°

021
°

30

UNICOM

122.8(CTAF)


RNAV (GPS) RWY 5
HANCOCK COUNTY/RON LEWIS FLD (KY8)

Rwy 5 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1020-1</td>
<td>609 (700-1)</td>
<td>1020-1½</td>
<td>609 (700-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1</td>
<td>609 (700-1)</td>
<td>1020-1½</td>
<td>609 (700-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1020-1</td>
<td>608 (700-1)</td>
<td>1080-1½</td>
<td>668 (700-1½)</td>
</tr>
</tbody>
</table>

**HOLD** 6000 3000

**30 NM to SUCVO (NoPT)**

**SUCVO**

**HANCOCK COUNTY/RON LEWIS FLD**

**LEWISPORT, KENTUCKY**

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

**RL: 5-23**

**REIL Rwys 5 and 23**

**LEWISPORT, KENTUCKY**

**Amrd 1B 28MAR19**

**37°57'N-86°51'W**

**229**
RNAV (GPS) RWY 23
HANCOCK COUNTY/RON LEWIS FLD (KY8)

**Amdt 2 14JUL22**

**LEWISPORT, KENTUCKY**

**AL-10388 (FAA)**

**RW23**

<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>834-1(^\frac{1}{4})</td>
<td>423 (500-1(^\frac{1}{4}))</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>880-1(^\frac{3}{8})</td>
<td>469 (500-1(^\frac{3}{8}))</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>880-1</td>
<td>469 (500-1)</td>
<td>880-1(^\frac{3}{8})</td>
<td>469 (500-1(^\frac{3}{8}))</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>1080-1</td>
<td>1160-2(^\frac{1}{4})</td>
<td>749 (800-2(^\frac{1}{4}))</td>
</tr>
</tbody>
</table>

**SAFETY ALERT:**

Rwy 23 helicopter visibility reduction below \(\frac{3}{8}\) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-1.5^\circ\) or above \(54^\circ\).
ILS or LOC RWY 22
BLUE GRASS (LEX)

Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frankfort altimeter setting; increase all DAs to 1291 feet and all visibilities ¾ SM; increase all MDAs 80 feet and visibility Cats C and D ¾ SM.

ATIS 126.3
LEXINGTON APP CON 120.15 259.3
LEXINGTON TOWER 119.1 257.8
GND CON 121.9
CLNC DEL 132.35

ALTERNATE MISSED APCH FIX
BRIDL GN = 340 RADAR

LOM/IAF BRIDL 340 GN = RADAR

LOCALIZER 111.75 I-GNJ = GENUS

ANLGR 340

ELEV 979 TDZE 979

FAC to MAP 6.6 NM

Knots 60 90 120 150 180
Min:Sec 6:36 4:24 3:18 2:38 2:12

CIRCLING

LOM/RADAR
BRIDL

CATEGORIES

3200 3100 HYK Channel 73

ILS or LOC RWY 22

MISSED APPROACH: Climb to 2000 then climbing left turn to 3100 direct HYK VOR/DME and hold.

LEXINGTON, KENTUCKY

AMDT 20D 08OCT20
RNP APCH.

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

For inop ALS, increase LPV all Cats visibility to RVR 4500, LNAV/VNAV all Cats visibility to RVR 6000, and LNAV all Cats visibility to RVR 5500. For inop ALS when using Frankfort altimeter setting, increase LNAV Cat A/B visibility to RVR 5500. When local altimeter setting not received, use Frankfort altimeter setting and increase LPV DA to 1336 feet, LNAV/VNAV DA to 1424 feet, and all MDA 80 feet, increase LNAV Cat C visibility to RVR 4500, and Circling Cat C/D visibility ¾ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting.

**RNAV (GPS) RWY 4**

**MAIDS**

**LNAV only.**

NoPT for arrival at SAAPP on V171-178 eastbound.
RNAV (GPS) RWY 9
BLUE GRASS (LEX)

Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1279 feet and all visibilities ¾ SM; increase LNAV/VNAV DA to 1421 feet and all visibilities ¾ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

**MISSING APPROACH:** Climb to 3000 direct REBAA and hold.

---

**ATIS**
LEXINGTON APP CON 120.15 259.3
LEXINGTON TOWER 119.1 257.8
GND CON 121.9
CLNC DEL 132.35

---

**ELEV**
979

---

**TWR**
LEXINGTON, KENTUCKY
Orig-B 08OCT20

---

**RNAV (GPS) RWY 9**
BLUE GRASS (LEX)

---

**LEXINGTON, KENTUCKY**
AL-697 (FAA)
For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frankfort altimeter setting; increase LPV DA to 1329 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 1434 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Frankfort altimeter setting. Visibility reduction by helicopters NA. Climbing to 3200 direct SAAPP and hold.
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility.

Cats C and D SM.

**MISSED APPROACH:** Climb to 3100 then left turn direct HYK VOR/DME and hold.

---

**ATIS** 126.3

**LEXINGTON APP CON** 120.15 259.3

**LEXINGTON TOWER** 119.1 257.8

**GND CON** 121.9

**CLNC DEL** 132.35

---

**LEXINGTON, KENTUCKY**

**AL-697 (FAA)**

**LEXINGTON, KENTUCKY**

Amdt 9C 08OCT20

---

**38° 02'N - 84° 37'W**

237
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ¾ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

**MISSING APPROACH:** Climb to 3000 direct COCTA and hold.

**AWOS-3**
- 118.125

**MEMPHIS CENTER**
- 125.85 379.25

**UNICOM**
- 123.0 (CTAF)

---

**APP CRS**
- 193°

**TDZE**
- 488

**Apt Elev**
- 488

**RWY**
- 19

**CIRCLING**
- 452 (500-1)

**MDA**
- 940-1 452 (500-1) 940-1 452 (500-1)

**MDA**
- 940-1 452 (500-1) 940-1 452 (500-1)

**TCH**
- 3000

**EYODI**
- 3000

**EYODI**
- 3000

**193°**
- 193°

**193°**
- 193°

**193°**
- 193°

---

**CAT (A)**
- 4.0

**B**
- 4.0

**C**
- 4.0

**D**
- 4.0

---

**LPV**
- 738-1/2 250 (300-1/2)

**LNAV/ VNAV**
- 800-1 312 (400-1)

**LNAV**
- 940-1 452 (500-1) 940-1 452 (500-1)

**MDA**
- 940-1 452 (500-1) 940-1 452 (500-1)

**CIRCLING**
- 940-1 452 (500-1) 940-1 452 (500-1)
When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility ½ mile. Circling Cat B visibility ¾ mile and circling Cat C and D visibilities ½ mile. Straight in minimums NA at night, circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct KAGGO and hold.
RNAV (GPS) RWY 21
LIVINGSTON MUNI (8A3)

**AWOS-3**
126.175

**INDIANAPOLIS CENTER**
124.625 371.925

**UNICOM**
122.8 [CTAF]

**Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility ¾ mile; increase Circling Cat B visibility ¼ mile and Circling Cats C/D visibility ½ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA.**

**MISSING APPROACH:**
Climb to 4100 direct LAZMU and hold.

**4 NM holding pattern.**

**30 NM to KAGGO (NP/PT)**

**4000**

**KAGGO**

**127°**

**5 NM**

**3.00° TCH 40**

**6.9 NM**

**217°**

**ASAYO**

**3000**

**217° **

**KAGGO**

**1242 ±**

**1424 ±**

**1610 ±**

**1643 ±**

**1714 ±**

**KAGGO**

**3000**

**217°**

**4000**

**ELEV 1372**

**TDZE 1372**

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

**36°25'N-85°19'W**

**LIVINGSTON, TENNESSEE**

**Amdt 1C 11AUG22**
VOR/DME RWY 21
LIVINGSTON MUNI (8A3)

AWOS-3
126.175

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

Circling Rw 3 NA at night. Rw 21 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ¼ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

NoPT for arrival on LVT VOR/DME airway radials 335 CW 064.

VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 39).

MISSED APPROACH: Climbing right turn to 4000 direct LVT VOR/DME and hold.

One Minute Holding Pattern

VOR/DME LVT 114.35 Chan 90 (Y)

APP CRS 216°

Rwy Idg TDZE Apf Elev

5153 1372 1372

LIVINGSTON, TENNESSEE
AL-6526 (FAA) 23166

INDIANAPOLIS CENTER
124.625 371.925

UNITED STATES NAVY

36°25'N-85°19'W

243
ILS or LOC RWY 6

LONDON/CORBIN/MAGEE (LOZ)

**LOC/DME I-LOZ**

<table>
<thead>
<tr>
<th>Channel</th>
<th>110.9</th>
<th>057°</th>
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</thead>
<tbody>
<tr>
<td>Chan 46</td>
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</tbody>
</table>

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>5000</td>
<td>1212</td>
<td>1212</td>
</tr>
</tbody>
</table>

**ASOS**

| INDIANAPOLIS CENTER | 119.075 | 124.625 | 371.925 |

**UNICOM**

| 123.0 (CTAF) |  |

**LOCATOR 110.9**

| I-LOZ | Chan 46 |

**ELEV**

| 1237 | 116.55 LOZ |

**MINIMUMS**

| LOZ | 116.55 |

**MSA LOZ 2.5 NM**

| 5000 | 270° |

**Remain within 10 NM**

| 3500 | LOZ |

**ADUPY**

| I-LOZ 6.4 |

**GS 3.00° TCH 49°**

| 3000 | 057° |

**CATEGORY**

<table>
<thead>
<tr>
<th>S-ILS 6</th>
<th>1462-1</th>
<th>250 (300-1)</th>
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</thead>
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<tr>
<td>S-LOC 6</td>
<td>1720-1</td>
<td>508 (600-1)</td>
</tr>
<tr>
<td></td>
<td>1720-1½</td>
<td>508 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1780-1</td>
<td>568 (600-1)</td>
</tr>
<tr>
<td></td>
<td>2040-1½</td>
<td>828 (900-1½)</td>
</tr>
<tr>
<td></td>
<td>2040-2½</td>
<td>828 (900-2½)</td>
</tr>
<tr>
<td></td>
<td>2040-3¼</td>
<td>828 (900-2½)</td>
</tr>
</tbody>
</table>

**FAR TO MAP 5.4 NM**

| 1237 | 1284 |

**MIRL Rwy 6-24**

| 1212 | 1212 |

**CIRCLING 828 (900-2) 2040-2 2040-3**

**FAF to MAP 5.4 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min/Sec</td>
<td>5:24</td>
<td>3:36</td>
<td>2:42</td>
<td>2:10</td>
<td>1:48</td>
</tr>
</tbody>
</table>

**LONDON, KENTUCKY**

Amdt 1C 20MAY21

**37°05'N-84°05'W**
RNAV (GPS) RWY 6
LONDON/CORBIN/MAGEE (LOZ)

ASOS 119.075  INDIANAPOLIS CENTER 124.825 371.926  UNICOM 123.0 (CTAF)

WiAnimal e requirern by helicoppers NA. When local alimeter setting not receivd, use Somerset alimeter
setting: increase LPV DA to 1566 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1702 feet
and visibility all Cats ½ SM; and Visibility visibility ½ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA
below -17° C or above 46° C. Baro-VNAV and GPS when using Somerset alimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

Top

ELEV 1212  TDZE 1212

SE-1, 30 NOV 2023 to 25 JAN 2024
**RNAV (GPS) RWY 24**

**LONDON/CORBIN/MAGEE (LOZ)**

**ASOS**
- **119.075**

**INDIANAPOLIS CENTER**
- **124.625**
- **371.925**

**UNICOM**
- **123.0 (CTAF)**

---

**Category and MDA Information**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1510-1</td>
<td>309</td>
<td>(300-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1980-1</td>
<td>1980-1 1⁄4</td>
<td>1980-2 1⁄4</td>
<td>1980-2 1⁄2</td>
</tr>
<tr>
<td></td>
<td>779 (800-1)</td>
<td>779 (800-1 1⁄4)</td>
<td>779 (800-2 1⁄4)</td>
<td>779 (800-2 1⁄2)</td>
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<tr>
<td>Circling</td>
<td>1980-1</td>
<td>2040-1 1⁄4</td>
<td>2040-2 1⁄2</td>
<td>2040-2 3⁄4</td>
</tr>
<tr>
<td></td>
<td>768 (800-1)</td>
<td>828 (900-1 1⁄4)</td>
<td>828 (900-2 1⁄2)</td>
<td>828 (900-2 3⁄4)</td>
</tr>
</tbody>
</table>

---

**MISSED APPROACH:**
- Climb to 3900 direct ESONE and hold.
When local altimeter setting not received, use Somerset altimeter setting: increase all MDAs 100 feet and S-6 Cat C/D and Circling Cat C/D visibility 1/2 SM. Night landing: Rwy 6 NA.

**DME REQUIRED**

MISSED APPROACH: Climbing left turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-6</td>
<td>1620-1</td>
<td>408 (500-1)</td>
<td>1620-1/4</td>
<td>408 (500-1/4)</td>
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<tr>
<td>Circling</td>
<td>1780-1</td>
<td>558 (600-1)</td>
<td>2040-1/4</td>
<td>828 (900-1/4)</td>
</tr>
</tbody>
</table>

Min:Sec Knots 60 90 120 150 180

Min:Sec Knots 3:12 2:08 1:36 1:17 1:04

VOR RWY 6

LONDON/CORBIN/MAGEE (LOZ)

LONDON, KENTUCKY

Amdt 13C 20MAY21

37°05’N-84°05’W
RNAV (GPS) RWY 33
BOWMAN FLD (LOU)

**RNAV (GPS) RWY 33**

**BOWMAN FLD (LOU)**

**ATIS**
LOUISVILLE APP CON 132.075
BOWMAN TOWER* 119.5 (CTAF) 257.625
GND CON 121.8
CLNC DEL 118.9
UNICOM 122.95

**Louisville Muhammad Ali Intl**

**ELEV 546**
**TDZE 546**

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

**LOUISVILLE, KENTUCKY**
Orig-D 14JUL22

**38°14'N-85°40'W**

3.25°/TCH 45).
When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling Rwy 11 NA at night. Simultaneous approach authorized. For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.

RADAR required.

MISSED APPROACH: Climb to 4000 on heading 170°, expect RADAR vectors.

For inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.
DME required for LOC only. RADAR required.

Circling Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 35L Cat C/D visibility to 1 ½ SM.

LOUISVILLE, KENTUCKY
AL-239 (FAA) 23334

LOUISVILLE MUHAMMAD ALI INTL (SDF)

D-ATIS 118.725
LOUISVILLE APP CON 132.075 327.0
LOUISVILLE TOWER 124.2 257.8
GND CON 121.7 348.6
CLNC DEL 126.1 275.8
CPDLC

LOCALIZER 109.35
I-RLI 4.5
Chan 30 (Y)

LOUISVILLE
114.8 IIU
Chan 95

FORT KNOX 109.6 FTK
Chan 33

ELEV 501
TDZE 464

TDZ/CL Rwys 17L, 17R, 35L, and 35R
HIRL all Rwys

IRO S-ILS 35L
FORT KNOX

LOUISVILLE APP CON
132.075 327.0
LOUISVILLE TOWER
124.2 257.8

MIN OR LOC Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 35L Cat C/D visibility to 1 ½ SM.

Arrival holding not required at BRBON on V5-513 northbound.

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 75).

LOUISVILLE, KENTUCKY
Amndt 4A 08SEP22

109.35
350°

Rwy Idg
10000
TWR
164
Apt Elev
501

25°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)

ILS or LOC Rwy 35L

MIN OR LOC Rwy 11 NA at night. Simultaneous approach authorized.
For inop ALS, increase S-LOC 35L Cat C/D visibility to 1 ½ SM.

Arrival holding not required at BRBON on V5-513 northbound.

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 75).

LOUISVILLE, KENTUCKY
Amndt 4A 08SEP22

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)

ILS or LOC Rwy 35L
LOUISVILLE, KENTUCKY

Amdt 4A 08SEP22

ILS RWY 35L (SA CAT I)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

SA CATEGORY I ILS - SPECIAL AIRCrew & AIRCRAFT CERTIFICATION REQUIRED

SE-1, 30 NOV 2023 to 25 JAN 2024
**ILS RWY 35R (SA CAT I)**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**RNAV 1-GPS required.**

Arrival holding not required at BRBON on VS-513 northbound.

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 72).

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
S-ILS 35L
CAT II
RVR 1000

CATEGORIES II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

LOUISVILLE, KENTUCKY
Amrdt 4A 08SEP22

LOUISVILLE, KENTUCKY
AL-239 (FAA)
RNAV (RNP) Z RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

**AUTHORIZATION REQUIRED**

**LOUISVILLE, KENTUCKY**
Orig/D 15AUG19

**APP CRS**
170°

**Rwy Idg**
10000

**TDZE**
485

**Apt Elev**
501

**RNP AR APCH. RF required.**

- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM. Simultaneous approach authorized, except for arrivals at KAEDN, ALANB, and COBLR.

**MALSR**

**MGRA RWY 17R 25 NM**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).**

**CHRCL**

**3000**

**TEYUD**

**JIPAD**

**RNP 0.30 DA**
974/60
489 (500-1)

---

**LOUISVILLE, KENTUCKY**
AL-239 (FAA) 23334

**RNAV (RNP) Z RWY 17R**
LOUISVILLE MUHAMMAD ALI INTL (SDF)

**HiRL all Rwys**
TDZ/CL Rwys 17L, 17R, 35L and 35R

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

```
38°10'N-85°44'W
LOUISVILLE MUHAMMAD ALI INTL (SDF)
261
```
**RNAV (RNP) Z RWY 35L**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

**AUTHORIZATION REQUIRED**

### RNP AR APCH.

- **For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. Simultaneous approach authorized, except for arrivals at STUGZ, DIGRR, and TUPAY.**

### D-ATIS

<table>
<thead>
<tr>
<th>LOUISVILLE APP CON</th>
<th>LOUISVILLE TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
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<tbody>
<tr>
<td>118.725</td>
<td>132.075</td>
<td>124.2</td>
<td>121.7</td>
<td>126.5</td>
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</tbody>
</table>

### MISSED APCH FIX

- **DAMEN**
  - **1067**
  - **350°**
  - **4000**
  - **270K**

### LOUISVILLE, KENTUCKY

- **Se Planview for multiple IF locations.**

### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>RNP 0.12 DA</td>
<td>874/45</td>
<td>410 (400-)%</td>
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<tr>
<td>RNP 0.30 DA</td>
<td>914/50</td>
<td>450 (500-1)</td>
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</table>

### Attd. 1E 15AUG19

38°10’N-85°44’W
RNAV (RNP) Z RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized, except for arrivals at DIGRR, TUPAY, and STUGZ.

118.725 LOUISVILLE APP CON
132.075 327.0 LOUISVILLE TOWER
124.2 257.8

MISSED APCH FIX
4 NM

TORAC

R-3704 A & B

ELEV 501
TDZE 480

LOUISVILLE, KENTUCKY
Orig-D 15AUG19

AUTHORIZATION REQUIRED

EN-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 29
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MISSED APPROACH: Climb to 3000 direct ZUSAB and on track 269° to DAMEN and hold.

Procedure NA for arrivals at FINCH on V512 eastbound.

Procedure NA for arrivals at MIXKO on V51 southbound.

RNAV only.

 CATEGORY A   B   C   D
LPV DA  773/40  293 (300-3/4)
LNAV/ VNAV DA  943/50  463 (500-1)
LNAV MDA  1040/40  560 (600-3/4)  1040/50  560 (600-1/4)  1040/60  560 (600-1/3)
CIRCLING  1040/1  539 (600-1)  1140-1  639 (700-1)  1160-1/4  659 (700-1/4)  1400-3  899 (900-3)

LOUISVILLE, KENTUCKY
Orig-D 15AUG19

38°10'S-85°44'W
Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS, increase LNAV cats C/D visibility to 1/2 SM.

**MISSING PROGRESS:**

**MISSING ADDRESS:**

**MISSING CONTACT:**

**MISSING INFORMATION:**

**MISSING DATA:**

**MISSING TABLES:**
RNAV (GPS) Y RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF')

**RNP APCH.**
- Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
- For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ¼ SM.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
- During simultaneous operations. Use of FD or AP required during simultaneous operations.
- Circling Rwy 11 NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
- Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
- Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.

**MISSING APCH FIX**

**ELEV 501 TDZE 480**

**LOUISVILLE, KENTUCKY**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
LOUISVILLE, KENTUCKY

AL-239 (FAA)

LOC RWY 29
LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC I-LKS
109.1
APP CRS
297°
Rwy Idg
7250
TDZE
480
Apt Elev
501

ADFC or DME required.

MISSED APPROACH: Climb to 3000
then left turn on MYS VOR R-030
to MYS VOR and hold.

FAR 91.177(b) applies.

Circling Rwy 11 NA at night.
For inop ALS, increase S-29 Cats C/D visibility to 1 př 5M.

GND CON
121.7
348.6
CLNC DEL
126.1
257.8

ELEV 501
D
TDZE 480

One Minute
Holding Pattern

R-3704
A & B

HILR all Rwy
TDZ/CL Rwy 17L, 17R, 35L, and 35R

HILR to MAP 4.1 NM

Knots
60 90 120 150 180
Min:Sec 4:06 2:44 2:03 1:38 1:22

LOUISVILLE TOWER
124.2
257.8

LOUISVILLE APP CON
132.075
327.0

LOUISVILLE, KENTUCKY

MODEL NAV\(\text{AL-239}\)
AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY

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

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

NON-MOVEMENT AREA

HANGAR

AIR CARGO

TERMINAL

EMAS

AIRPORT DIAGRAM

SE-1, 30 NOV 2023 to 25 JAN 2024

AIRPORT DIAGRAM

SE-1, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

APALO SIX DEPARTURE (RNAV)

D-ATIS 118.725
CPDLC
GND CON
LOUISVILLE DEP CON
132.075 327.0

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.

TOP ALTITUDE: 5000

SE-1, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to APALO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to APALO, thence....

...maintain 5000. Expect clearance to filed altitude 10 minutes after departure.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 272° to GADSN, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to CRRGO, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to CRRGO, thence....

.....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Louisville clearance delivery.

TAKEOFF MINIMUMS:
Rwy 11: NA-ATC.
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500' per NM to 1020.

TOP Altitude:
5000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to FEDRA, thence.
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to FEDRA, thence.
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to FEDRA, thence.
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to FEDRA, thence.
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to FEDRA, thence.

...(Transition). Maintain 5000. Expect clearance to filed altitude 10 minutes after departure.

OHAGI TRANSITION [FEDRA5.OHAGI]:  
SHIPR TRANSITION [FEDRA5.SHIPR]:
STREP FIVE DEPARTURE (RNAV)

**NOTE:** RNAV 1.

- **NOTE:** DME/DME/IRU or GPS required.
- **NOTE:** RADAR required for non-GPS equipped aircraft.
- **NOTE:** For Turbojet aircraft only.
- **NOTE:** If unable to accept climb rate, advise ATC on initial contact.
- **NOTE:** Transponder code will be issued via PDC or Louisville clearance delivery.

**TAKEOFF MINIMUMS:**
Rwy 11: NA-ATC.
Rwys 17L/17R, 29, 35L/35R: Standard with minimum climb of 500' per NM to 1020.

**TOP ALTITUDE:**
5000

(NARRATIVE ON FOLLOWING PAGE)

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb heading 170° to 1020, then direct DROPA, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 17R: Climb heading 170° to intercept course 185° to LEENE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 29: Climb heading 296° to intercept course 270° to GADSN, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35L: Climb heading 350° to intercept course 335° to RRROE, then on depicted route to STREP, thence....
TAKEOFF RUNWAY 35R: Climb heading 350° to 1020, then direct GRIPZ, then on depicted route to STREP, thence....

....maintain 5000. Expect clearance to filed altitude 10 minutes after departure.
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 Evansville altimeter setting. Rwy 05 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 788 feet, LNAV/VNAV DA to 817 feet and all visibilities ¾ SM. Increase all MDA 100 feet and LNAV Cat C/D and Circling Cat C visibility ¼ SM.

**MISSED APPROACH:**
Climb to 2600 direct LOREE and hold.
RNAV (GPS) RWY 23
MADISONVILLE RGNL (210)

<table>
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<tr>
<th>WAAS CH 77911 W23A</th>
<th>APP CRS 235°</th>
<th>Rwy Idg 6051</th>
<th>TDZE 418</th>
<th>Apt Elev 439</th>
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</thead>
</table>

**Amdt 1 25MAY17**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP 0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ¼ SM, LNAV/VNAV DA to 829 feet and all visibilities ½ SM, increase all MDA 100 feet and LNAV Cat C/D visibility ½ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ SM.

**AWOS-3** 126.475
**EVANSVILLE APP CON** 124.025 290.9
**CLNC DEL** 120.1
**UNICOM** 122.7 (CTAF) 0

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
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<tbody>
<tr>
<td>A</td>
<td>1.2 NM to RW23</td>
<td>2000</td>
<td>2000</td>
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<tr>
<td>B</td>
<td>3.6 NM</td>
<td>730-7/8</td>
<td>840-3/4</td>
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<tr>
<td>C</td>
<td>6.2 NM</td>
<td>312 (300-3/4)</td>
<td>422 (500-3/4)</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td>312 (300-3/4)</td>
<td>422 (500-3/4)</td>
</tr>
</tbody>
</table>

**CIRCLING**
- 860-1
- 421 (500-1)
- 900-1
- 461 (500-1)
- 920-1/2
- 481 (500-1/2)
- 1340-3
- 901 (1000-3)

**MISSED APPROACH:** Climb to 2600 direct CELES and hold.

**ELEV 439**
**TDZE 418**

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

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

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

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

**279**

**H appeal Rwy 5-23**
**REIL Rwys 5 and 23**

**MADISONVILLE RGNL (210)**

**MADISONVILLE, KENTUCKY**

**AL-5188 (FAA)**

**23054**

**37°21'N-87°24'W**

**279**
RNAV (GPS) RWY 5
MONROE COUNTY (MNV)

Circling NA NW of Rwy 5-23. Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, INAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals at MARBL on V97 southbound.

4 NM Holding Pattern

MIRL Rwy 5-23
REIL Rwys 5 and 23
Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA NW of RW 5-23. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ½ mile. RW 23 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

---

**Amdt 2B 06OCT22**

Rwy Idg 3503
TDZE 1030
Apt Elev 1031

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

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

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

**SE-1, 30 NOV 2023 to 25 JAN 2024**
MARION, KENTUCKY

RNAV (GPS) RWY 7

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

RNAV (GPS) RWY 7

Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3500 direct
HAMIV and hold.

AWOS-3P

118.15

MEMPHIS CENTER

133.65  292.15

CTAF

122.9

WAAS

CH 90531
W07A

APP CRS

068°

Rwy Idg

5001
TDZE

653
Apt Elev

653

RNP APCH - GPS.

MIRL Rwy 7-25

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 19
MAYFIELD GRAVES COUNTY (M25)

MAYFIELD, KENTUCKY
AL-6223 (FAA)

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<th>58332</th>
<th>APP CRS</th>
<th>186°</th>
<th>Rwly lgd</th>
<th>5002</th>
<th>TDZE</th>
<th>522</th>
<th>Apt Elev</th>
<th>522</th>
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RNP APCH - GPS.

- Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.
- Boro-VNAV NA when using Paducah altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Paducah altimeter setting: increase LPV DA to 833 feet, LNAV/VNAV DA to 977 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

Redirected 1.4 NM to
YOPKU

MISSED APPROACH:
Climb to 2300 direct
LUXON and hold.

AWOS-3: 120.625
MEMPHIS CENTER: 133.65 292.15
UNICOM: 122.8 (CTAF)

1186
6 NM

LUXON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

MISSED APCH FIX:

LUXON

6 NM

Holding Pattern

186°

006°

2400

GP 3.00°

TCH 56

1.4 NM

4.3 NM

6.9 NM

CATEGORY

LPV DA

772-1 250 (300-1)

LNAV/ VNAV DA

916-1½ 394 (400-1½)

LNAV MDA

880-1 358 (400-1)

CIRCLING

1060-1 538 (600-1)

1060-1½ 538 (600-1½)

1280-2½ 758 (800-2½)

MAYFIELD, KENTUCKY
Amdt 2 14JUL22

SE-1, 30 NOV 2023 to 25 JAN 2024

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)

RNAV (GPS) RWY 19
RNAV (GPS) Y RWY 1
MAYFIELD GRAVES COUNTY (M25)

LUXON (IF/IAF) P 19502 X 100 ELEV

MISSING APCH FIX 6 NM 186° JOEY

AWOS-3 120.625
MAYFIELD CENTER 133.65 292.15
UNICOM 122.8 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ¾ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwys 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOEY and hold.

WAAS CH 78432
APP CRS 006°
Rwy ldg 5002
TDZE 522
Apt Elev 522

AL-6223 (FAA)
Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile.

Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct JOELY and hold.

**AWOS-3**
120.625

**MEMPHIS CENTER**
133.65 292.15

**UNICOM**
122.8 (CTAF)

**MISSING APCH FIX**
6 NM

**30 NM to LUXON**

**2400**

**096°**

**276°**

**LUXON**

**2300**

**096°**

**276°**

**LUXON**

**30 NM to LUXON (Not P)**

**2400**

**096° to JOELY and hold.**

**Rwy 1 and 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.**

**NGI and RNAV glidepath not coincident**
(VNGI Angle 3.00/TCH 41).

**2400**

**JOELY**

186°

6 NM

Holding Pattern

**VNAV/DA**
820-1 298 (300-1)

NA

**LNAV/DA**
932-1½ 410 (500-1½)

NA
Circling Rwys 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting: increase all MDAs 80 feet and visibility Cats C and D 1/8 SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IUFO 7.9 DME and hold.

Procedure NA for arrivals at CNG VOR/DME on V67 northwest bound.

VOR/DME-A
MAYFIELD GRAVES COUNTY (M25)

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 5
WARREN COUNTY MEML (RNC)

MISSED APPROACH: Climb to 3900 direct WILGU and hold, continue climb-in-hold to 3900.

Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

AWOS-3
135.525

MEMPHIS CENTER
128.15 323.125

UNICOM
122.8 (CTAF)

CIRCLING
1600-1 568 (600-1)
1600-1½ 568 (600-1½) 1620-2 588 (600-2)

CATEGORY
A
B
C
D
LP MDA
1500-1 468 (500-1)
1500-1½ 468 [500-1½]
LNAV MDA
1520-1 488 (500-1)
1520-1½ 488 [500-1½]
CIRCLING
1600-1 568 (600-1)
1600-1½ 568 (600-1½) 1620-2 588 (600-2)

WARREN COUNTY MEML (RNC)
RNAV (GPS) RWY 5

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

**AWOS-3**
135.525

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**WARNING**
- Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**RNP APCH - GPS.**
- **LNAV/VNAV NA** at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.

---

**AWOS-3**
135.525

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**HC-135**
122.8

**CTAF**
135.525

---

**MC MINNVILLE, TENNESSEE**

**APP CRS**
W23A
233°

**Rwy Idg**
5000

**TDZE**
1026

**Apt Elev**
1032

**WAAS**
CH 99433

---

**RNAV (GPS) RWY 23**

---

**MC MINNVILLE, TENNESSEE**

**APP CRS**
W23A
233°

**Rwy Idg**
5000

**TDZE**
1026

**Apt Elev**
1032

**WAAS**
CH 99433

---

**RNP APCH - GPS.**
- **LNAV/VNAV NA** at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.

---

**AWOS-3**
135.525

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**HC-135**
122.8

**CTAF**
135.525

---

**MC MINNVILLE, TENNESSEE**

**APP CRS**
W23A
233°

**Rwy Idg**
5000

**TDZE**
1026

**Apt Elev**
1032

**WAAS**
CH 99433

---

**RNP APCH - GPS.**
- **LNAV/VNAV NA** at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.

---

**AWOS-3**
135.525

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**HC-135**
122.8

**CTAF**
135.525

---

**MC MINNVILLE, TENNESSEE**

**APP CRS**
W23A
233°

**Rwy Idg**
5000

**TDZE**
1026

**Apt Elev**
1032

**WAAS**
CH 99433

---

**RNP APCH - GPS.**
- **LNAV/VNAV NA** at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.

---

**AWOS-3**
135.525

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**HC-135**
122.8

**CTAF**
135.525

---

**MC MINNVILLE, TENNESSEE**

**APP CRS**
W23A
233°

**Rwy Idg**
5000

**TDZE**
1026

**Apt Elev**
1032

**WAAS**
CH 99433

---

**RNP APCH - GPS.**
- **LNAV/VNAV NA** at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

**MISSED APPROACH:** Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.
RNAV (GPS) RWY 17

GENERAL DEWITT SPAIN (M01)

MEMPHIS, TENNESSEE
AL-9018 (FAA)

WAAS CH 72722
APP CRS 167°
Rwy Idg 3799
TDZE 225
Apt Elev 225

Boro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ½ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ½ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

AWOS-3PT 118.35
MEMPHIS APP CON 119.1 291.6
UNICOM 122.7 (CTAF)

RNAV (GPS) RWY 17

MISR W17 25 NM

4 NM Holding Pattern
VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).

475-1 250 (300-1)
1016-3 791 (800-3)
1020-1 795 (800-1)
1200-1 975 (1000-1)
1200-1 975 (1000-1)
1200-2 975 (1000-2)
1200-3 NA

ELEV 225
TDZE 225

MISR Rwy 17-35
REIL Rwy 17 and 35

NoPT for arrival at FAXIP on VT4 eastbound.

SE-1, 30 NOV 2023 to 25 JAN 2024
For inap ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

**MISSING APPROACH:** Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

**Radar Required**

**S-ILS 9**

- **Approach Fix:** MEMPHIS MEM 10.4 DME
- **Localizer:** 117.5 MEM
- **Channel:** 122
- **R-312**
- **ODONE HLI 16.8**
- **R-312**
- **R-151**
- **R-283**

**R-180**

- **MARKER:** 341
- **CWV**
- **CIRCLING 2000**
- **GS 3.00° TCH 52**

**S-LOC 9**

- **Approach Fix:** MEMPHIS MEM 10.4 DME
- **Localizer:** 117.5 MEM
- **Channel:** 122
- **R-312**
- **ODONE HLI 16.8**
- **R-312**
- **R-283**

**R-180**

- **MARKER:** 341
- **CWV**
- **CIRCLING 2000**
- **GS 3.00° TCH 52**

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

**Visibility to 1 SM.**
**ILS or LOC RWY 18C**

MEMPHIS INTL (MEM)

- **Simultaneous approach authorized. DME or RADAR required.**
  For inop ALS, increase S-ILS 18C all Cats visibility to 1/4 SM.

- **MALSR**
  - **MISSED APPROACH:** Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM.
  - 10.4 DME and hold, continue climb-in-hold to 5000.

- **MEMPHIS APP CON**
  - (Rwy 9-27) 119.1 291.6 (176°-355°)
  - (Rwy 18C-36C, 18L-36R) 125.8 338.3 (356°-175°)

- **MEMPHIS TOWER**
  - (Rwy 9-27) 118.3 257.8
  - (Rwy 18C-36C, 18L-36R) 119.7 257.8
  - (Rwy 18R-36L) 128.425 257.8

- **GND CON**
  - MEMPHIS INTL (MEM) 121.0 379.2
  - MEMPHIS INTL (MEM) 121.9 379.2
  - MEMPHIS INTL (MEM) 121.65 379.2

- **TDZE**
  - 290
  - 570 (600-1)
  - 540 (500-1)

- **Rwy Idg**
  - 11120
  - 290
  - 341

- **Apt Elev**
  - 111.95

- **ELEV**
  - 341
  - 290

- **ELEV**
  - 341

- **TDZE**
  - 290

- **CIRCLING**
  - 599 (600-1)
  - 599 (600-1)

- **LOC  I-SDU**
  - APP CRS 341
  - GS 3.00°
  - TCH 54

- **TDZ/CL Rwys**
  - 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

- **AFF to MAP**
  - 5.2 NM

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

- **S-ILS 18C**
  - 657/40
  - 367 (400-¾)

- **S-LOC 18C**
  - 860/24
  - 570 (600-¾)
  - 860/50
  - 570 (600-¼)
  - 860/60
  - 570 (600-1¼)
  - 860-1½
  - 570 (600-1½)

- **CIRCLING**
  - 940-1
  - 599 (600-1½)
  - 940-1½
  - 599 (600-1½)
  - 1020-2¼
  - 679 (700-2¼)
  - 1140-2¾
  - 799 (800-2¾)

**SE-1, 30 NOV 2023 to 25 JAN 2024**
Simultaneous approach authorized. DME or RADAR required.

For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1/4 SM, BRYSN fix minimums, increase S-LOC 18L Cats D and E visibility to RVR 5000.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

**Radar Required**
ILS or LOC RWY 27
MEMPHIS INTL (MEM)

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

**For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1 1/2 SM.**

- S-ILS 27
- S-LOC 27
- CIRCLING
- CIRCLING

**MISSING APPROACH:** Climb to 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.

**ELEV 341 TDZE 292**

**5000**

**MEM R-285**

**GOWRI INT**

**GRNND INT**

**IPEPE INT**

**GRIT INT**

**One Minute Holding Pattern**

**GS 3.00° TCH 54**

**MISSED APCH FIX**

**Category**

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<th>C</th>
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**IF/IAF IPEPE MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED)**

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<td>S-ILS 27</td>
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**ILS or LOC RWY 27 MEMPHIS INTL (MEM)**

**MEMPHIS, TENNESSEE**

Amdt 4D 30NOV23
Simultaneous approach authorized with Rwy 36C/R. DME or RADAR required.
RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.

**APP CRS**
- **Rwy Idg**: 9000
- **TDZE**: 301
- **Apt Elev**: 341

**MEMPHIS TOWER**
- **Rwy 9-27**: 118.3 257.8
- **Rwys 18C-36C, 18L-36R**: 119.7 257.8
- **Rwy 18R-36L**: 128.425 257.8

**GND CON**
- **MALS R**: 121.0 379.2
- **MALS R**: 121.9 379.2
- **MALS R**: 121.65 379.2

**CLNC DEL**
- **125.2**

**CPDLC**
- 127.75

**DEEWY**
- 180°
- 5.2 NM

**FEYAM**
- 180°
- 506
- 7.7 NM

**KEEZE**
- 180°
- 153°
- 5 NM

**MISSED APCH FIX**
- REISE

**RNAV (RNP) X RWY 18L**
- Category A
- RNP 0.11 DA
- 647/40 346 (400-½)

**AUTHORIZATION REQUIRED**
- MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE
Orig-D 29MAR18

RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

35°03'N 89°59'W
RNAV (RNP) X RWY 18R
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

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

MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)

GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)

MALSR

MISSING APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB, and on track 180° to JAGUR, and on track 223° to JEPOB and hold.

RADAR REQUIRED

ELEV
341
TDZE
295

TDZ/CL Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

CATEGORY
A
B
C
D

RNP 0.14 DA
737/45
442 (400-%)
For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 3/4 SM and RNP 0.30 all Cats visibility to 3/4 SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

**RNAV (RNP) Y RWY 18C**

MEMPHIS INTL (MEM)

**MALSR**

**MEMPHIS APP CON**

119.1 291.6 (176°-355°) (Rwy 9-27)

125.8 388.3 (356°-175°) (Rwys 18C-36C, 18L-36R)

128.425 257.8 (Rwy 18R-36L)

**MEMPHIS TOWER**

118.3 257.8 (Rwy 9-27)

119.7 257.8 (Rwys 18C-36C, 18L-36R)

128.425 257.8 (Rwy 18R-36L)

**GND CON**

121.65 379.2

121.9 379.2

121.9 379.2

RNP 0.30

RNP 0.30 DA

5000

655/35

365 (400- %)

RNP 0.30 DA

747/54

457 (500-1)

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)

35°03’N-89°59’W

RNAV (RNP) Y RWY 18C

MEMPHIS INTL (MEM)
For uncompensated Baro-VNAV systems, procedure NA below 9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1 1/2 SM.

**RNAV (RNP) Y RWY 18L**

**MEMPHIS INTL (MEM)**

**MALS R**

**MISSING APPROACH: Climb to 5000 on track 180° to PENLE and on track 136° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.**

**APP CRS**

**Rwy Idg 9000**

**TDZE**

**301**

**Apt Elev**

**341**

**MALS R**

**GND CON**

**121.0 379.2**

**121.9 379.2**

**121.65 379.2**

**D ATIS**

**127.75**

**CLNCE DEL**

**125.2**

**CPDLC**

**RNP 0.30 DA**

**698/50 397 (400-1)**

**RNP 0.30 DA**

**791/60 490 (500-14)**

**MALS R**

**RNP 0.30 DA**

**1450**

**136°**

**4400**

**GND CON**

**121.0 379.2**

**121.9 379.2**

**121.65 379.2**

**MISSING APCH FIX**

**KEEZE**

**K**

**5 NM**

**GP 3.00°**

**TCH 60°**

**AUTHORIZATION REQUIRED**

**MEMPHIS, TENNESSEE**

**Orig:D 29MAR18**

**RNAV (RNP) Y RWY 18L**

**MEMPHIS INTL (MEM)**

**35°03'N 89°59'W**

**305**
RNAV (RNP) Y RWY 18R
MEMPHIS INTL (MEM)

**D-ATIS**
127.75

**MEMPHIS APP CON**
119.1 291.6 (176°-355°) (Rwy 9-27)
125.8 338.3 (356°-175°) (Rwys 18C-36C, 18L-36R)
125.8 338.3 (356°-175°) (Rwy 18R-36L)

**MEMPHIS TOWER**
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.4 257.8 (Rwy 18R-36L)

**GND CON**
121.0 379.2
121.9 379.2
121.65 379.2

**RADAR REQUIRED**

**APP CRS**
180°
Rwy Idg
9320
TDZE
295
Apt Elev
341

**MISSED APPROACH:** Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

**For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized.**
GPS required. Use of FD or AP required during simultaneous operations.
For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ SM.

**RNAV (RNP) Y RWY 18R**

**TPG**
3.00°

**APPROACH**: Climb to 5000 and 180° to JEPOB and hold.

**AUTHORIZATION REQUIRED**

**APP CRS**
180°
Rwy Idg
9320
TDZE
295
Apt Elev
341

**MALSR**

**CLNC DEL**
125.2

**TDZE**
295

**LEVEL**
341

**RNP 0.19 DA**
645/40 350 (400-3/4)

**RNP 0.30 DA**
771/60 476 (500-1/4)

**AUTHORIZATION REQUIRED**

**MEMPHIS, TENNESSEE**

MEMPHIS INTL (MEM)

**ELEV**
341

**TDZE**
295

**TDZ/CL Rwy's**
18L, 18C, 18R, 36C,36R, and 36L

**HIRL all Rwy's**

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

**35°03'N 89°59'W**

**AL-253 (FAA)**
RNAV (GPS) RWY 9
MEMPHIS INTL (MEI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MISSING APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

Procedures NA for arrivals at GQE VOR/DME on V159 northwest bound.

Procedure NA for arrivals at UJM VOR/DME on V16-54 westbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

Procedures NA for arrivals at GQE VOR/DME on V159 northwest bound.

Procedure NA for arrivals at UJM VOR/DME on V16-54 westbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.
MEMPHIS, TENNESSEE

RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

RNAV (GPS) RWY 27
MEMPHIS INTL (MEM)

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

MALS<br>For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase UNAV Cat C and D visibility to 11/2 SM.

MEMPHIS TOWER
118.3 257.8
119.7 257.8
128.425 257.8

GND CON
121.0 379.2
121.9 379.2
121.65 379.2

D-ATIS
127.75

CIRCLING
508 (500-1)
800/24
TCH 54

GRIIT
3000
6000
3000

MISSED APCH FIX
5 NM
GOWRI

MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.

TDZE
292

3000

CPDLC
125.2

HOLD 6000 3000

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

35°03’N 89°59’W

SE-1, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

**RNAV (GPS) RWY 36L**

**MEMPHIS TOWER**

* (Rwy 9-27)  
* (Rwys 18C-36C, 18L-36R)  
* (Rwy 9-27)  
* (Rwys 18C-36C, 18L-36R)  
* (Rwy 9-27)

**MEMPHIS APP CON**

119.1 291.6 (176°-355°)  
125.8 338.3 (356°-175°)

**ALSF-2**

**D-ATIS** 127.75

**MONITOR**

**TDZ/CL** Rwys 18L, 18C, 36R, 36C, and 36L

**HIRL all Rwys**

**TDZ/CL** Rwys 18L, 18C, 36R, 36C, and 36L

**HOLLY SPRINGS VOR/DME on V9 southbound.**

**Procedure NA for arrivals at UJM VOR/DME on V9 southbound.**

**Procedure NA for arrival on HLI VORTAC airway radials 222 CW 303.**

**RNAV (GPS) RWY 36L**

**MEMPHIS INTL (MEM)**

**RNAV (GPS) RWY 36L**

**MEMPHIS INTL (MEM)**

**RNAV (GPS) RWY 36L**

**MEMPHIS INTL (MEM)**
RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

Procedure NA for arrivals at UJM VOR/DME on V9 southbound.

Procedure NA for arrivals at UJM VOR/DME on V9 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

Procedure NA for arrivals on HLI VORTAC airway radials 222 CW 303.

RNAV (GPS) RWY 36R

MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

Procedure NA for arrivals on HLI VORTAC airway radials 222 CW 303.
RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For Inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1½ SM.

MEMPHIS APP CON

MISSED APPROACH: Climb to 5000 direct CEDEN and on track 137° to KEEZE and hold, continue climb-in-hold to 5000.

RNP APCH - GPS

Amdt 2C 07OCT21

RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)
RNAV (GPS) Z Rwy 18L

MEMPHIS INTL (MEM)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1% SM and LNAV Cat C/D visibility to 1% SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

RNP APCH - GPS

MEMPHIS APP CON

MEMPHIS TOWER

GND CON

HDG CON

CPDLC

HOLD 5000

5 NM

4400

5000

4400 N oPT

270° (6.9)

720°

360°

1337

700-2

180°

360°

506

7.7 NM

1.7 NM to RW18L

1.7 NM

3.5 NM

7.7 NM

RNAV (GPS) Z RWY 18L

VNAV LNAV/MDA

753

2000

180°

180°

5 NM

2000

1450

6000

2500

GP 3.00°

TCH 60

CATEGORY

LPV DA

LNAV/ VNAV DA

LNAV MDA

RNAV (GPS) Z RWY 18L

MEMPHIS, TENNESSEE

Amdt 2E 07OCT21

SE-1, 30 NOV 2023 to 25 JAN 2024
### RNAV (GPS) Z RWY 18R

**MEMPHIS INTL (MEM)**

**Category B**

**RNAV (GPS) Z RWY 18R**

**MEMPHIS INTL (MEM)**

**Amdt 2G 07OCT21**

#### RNAV (GPS) Z RWY 18R

**Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.**

**For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM.**

**RNAV (GPS) Z RWY 18R**

**JEPOB and hold.**

**1.7 NM to RW18R**

**Holding Pattern**

**5 NM**

**TCH 52**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
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<td>LNAV/VNAV DA</td>
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<td>579 (600-1¼)</td>
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<tr>
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<td>1020-2½</td>
<td>679 (700-2½)</td>
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**TDZE/CL Rwys 18L, 18C, 18R, 36L, 36C, and 36L**

**HIRL all Rwys**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

AIRPORT DIAGRAM

AL-253 (FAA)

MEMPHIS INTL (MEM)

AIRPORT DIAGRAM

315
AUTMN SIX DEPARTURE (RNAV) 31DEC20

AUTMN SIX DEPARTURE (RNAV)

TOP ALTITUDE: 5000

NOTE: Chart not to scale.

NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  Turbojets only.
NOTE:  Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE:  Takeoff Rwy 9, 27 - RADAR required.
NOTE:  Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE:  Procedure authorized 0200-0600 local only.
NOTE:  Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE:  If unable to accept climb rate, advise ATC on initial contact.

TAKING MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE:  If unable to accept climb rate, advise ATC.
NOTE:  Takeoff Rwy 9, 27 - RADAR required.
NOTE:  Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE:  Procedure authorized 0200-0600 local only.
NOTE:  Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE:  If unable to accept climb rate, advise ATC on initial contact.

NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  Turbojets only.
NOTE:  Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE:  Takeoff Rwy 9, 27 - RADAR required.
NOTE:  Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE:  Procedure authorized 0200-0600 local only.
NOTE:  Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE:  If unable to accept climb rate, advise ATC on initial contact.

NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  Turbojets only.
NOTE:  Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE:  Takeoff Rwy 9, 27 - RADAR required.
NOTE:  Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE:  Procedure authorized 0200-0600 local only.
NOTE:  Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE:  If unable to accept climb rate, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9:  Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 18L/C:  Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 18R:  Climb on heading 180° to 860, then direct HURTAN, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 27:  Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 36L:  Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 36C/R:  Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

...maintain 5000.  Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):
AZONE SEVEN DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: If unable to accept climb rate, advise ATC on MOA active.

NOTE: Procedure not authorized when Columbus 4 250K or greater, if unable advise ATC.

NOTE: Accelerate to 250K, reaching 10000 MSL, maintain Memphis clearance delivery.

NOTE: Transponder code will be issued via PDC or initial contact.

NOTE: Takeoff Rwy 18C/R, 36C/R - RADAR required.

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1. Standard with minimum climb of 500' per NM to 860.

NOTE: Takeoff Rwy 9, 27 - RADAR required.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Transponder code will be issued via PDC or CPDLC.

NOTE: Takeoff Rwy 9, 27 - RADAR required.

MEMPHIS DEP CON

128.425 257.8 (Rwy 18C/R, 18L/C/R)

124.15 385.45 (RNAV)

TOP ALTITUDE:

5000

AZONE SEVEN DEPARTURE (RNAV)

MEMPHIS, TENNESSEE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):
TOP ALTITUDE: 5000

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG7.KERMI):
NOTE: Chart not to scale.

BINKY SIX DEPARTURE (RNAV)

(TOP ALTITUDE: 5000)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 9, 27 - Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NARRATIVE ON FOLLOWING PAGE

BINKY SIX DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

TOP ALTITUDE:
5000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):

...
NOTE: Chart not to scale.

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of
500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R -
RADAR required for non-GPS
equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR
required.
NOTE: Transponder code will be issued
via PDC or Memphis clearance
delivery.
NOTE: Accelerate to 250K, reaching
10000 MSL, maintain 250K or
greater, if unable advise ATC.
NOTE: If unable to accept climb rate,
advise ATC on initial contact.

(SYNOPSIS OF FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....
TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON7.HUMMS):
NOTE: Chart not to scale.

NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  Turbojets only.
NOTE:  Takeoff Rwys 9, 27: RADAR required.
NOTE:  Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on intial contact.

(DUCKZ FIVE DEPARTURE (RNAV))

(DUCKZ FIVE DEPARTURE (RNAV))
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ.HELAR):
MEMPHIS
MEMPHIS, TENNESSEE

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

TAKEOFF MINIMUMS:
Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard
with minimum climb of 340' per NM to 800.

NOTE: DME and RADAR required.
NOTE: Make no turns below 800 MSL.
NOTE: Turbojet aircraft accelerate to 250K
immediately until reaching 10000
MSL, if unable advise ATC.
NOTE: Transponder code will be issued
via PDC or Memphis clearance delivery.

NARRATIVE ON FOLLOWING PAGES

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 352° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....

...expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

...
NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.

NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.

NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

**FIX NAME PRONUNCIATION:**

<table>
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<tr>
<th>Fix Name</th>
<th>Pronunciation</th>
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<tbody>
<tr>
<td>EONEE</td>
<td>EAST ONE</td>
</tr>
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<td>NFOUR</td>
<td>NORTH FOUR</td>
</tr>
<tr>
<td>NFIVE</td>
<td>NORTH FIVE</td>
</tr>
</tbody>
</table>
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence.

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH.NUYID)
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500’ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):
TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis Clearance Delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence . . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ7.DIYAB)
MEMPHIS INTERNATIONAL  
MEMPHIS, TENNESSEE  

**TOP ALTITUDE:** 5000

**TAKEOFF MINIMUMS:**
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

**NOTE:**
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojets only.
- Takeoff Rwys 9, 27: Radar required.
- Transponder code will be issued via PDC or Memphis clearance delivery.
- Procedure authorized 0200-0600 local only.
- Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
- If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** Chart not to scale.

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**GRRIZ FIVE DEPARTURE (RNAV)**

**GRRIZ FIVE DEPARTURE (RNAV)**

**NOTE:** Transponder code will be issued via PDC or Memphis clearance delivery.

**NOTE:** Procedure authorized 0200-0600 local only.

**NOTE:** Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

MIEDZ TRANSITION (GRRIZ5.MIEDZ):

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.
TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500’ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):

...
NOTE: Chart not to scale.

D-ATIS  
127.75 
CLNC DEL  
125.2 
CPDLC  
GND CON  
121.0  379.2 (Rwy 9-27) 
121.9  379.2 (Rwy 18C-36C, 18L-36R) 
121.65  379.2 (Rwy 18R-36L) 
MEMPHIS TOWER  
118.3  257.8 (Rwy 9-27) 
119.7  257.8 (Rwys 18C-36C, 18L-36R) 
128.425  257.8 (Rwy 18R-36L) 
MEMPHIS DEP CON  
124.65  284.7 

NOTE: If unable to accept climb rates, advise ATC on initial contact.

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

JTEE FIVE DEPARTURE (RNAV)
(JTEE5.JTEE5) 31DEC20

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)

JTEE FIVE DEPARTURE (RNAV)
(JTEE5.JTEE5) 31DEC20

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEE thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEE5.ODATE):

31DEC20

SE-1, 30 NOV 2023 to 25 JAN 2024
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:
Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis
clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain
250K or greater, if unable advise ATC.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION (NIKEI5.INAYO):
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS6.LEYIK)
PIEPE SIX DEPARTURE (RNAV)  

**TOP ALTITUDE:**
5000

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**NOTE:** Chart not to scale.

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**NOTE:**  DME/DME/IRU or GPS required.

**NOTE:**  RNAV 1.

**NOTE:**  Turboprops only.

**NOTE:**  Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.

**NOTE:**  Takeoff Rwy 9, 27 - RADAR required.

**NOTE:**  Transponder code will be issued via PDC or Memphis clearance delivery.

**NOTE:**  Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.

**NOTE:**  If unable to accept climb rates, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence.

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):

. . . .
TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Takeoff Rwy 18L/C/R, 36L/C/R:
Radar required for non-GPS equipped aircraft.

NOTE: Takeoff Rwy 9, 27 - Radar required.

NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.

NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC
on initial contact.

**TAKEOFF MINIMUMS:**

Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500’ per NM to 860.

**NARRATIVE ON FOLLOWING PAGE**

NOTE: Chart not to scale.
SELPH SEVEN DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence...

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence...

... maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH7.OHULO)
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: Authorized for aircraft requesting FL240 or above only.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

...
### RNAV (GPS)-A

**MIDDLESBORO/BELL COUNTY (1A6)**

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**Apt Elev**

| 1154 |

**Prb**

| -14°C |

**MISSED APPROACH:**

- Climbing left turn to 5200 direct JULEI and hold.

**Procedure**

- Use London altimeter setting; increase all MDA 100 feet.

**Local Altimeter Setting**

- When not received, use London altimeter setting.

**RNAV (GPS)-A**

- DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting; increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**Holding Pattern**

- 5 NM

**MAP**

- UPODE

**IF (FAE)**

- ZIZTA

**IF (FAE)**

- WIDMO

**IF (FAE)**

- JULEI

**IF (FAE)**

- WIDMO

**IF (FAE)**

- 5200

**IF (FAE)**

- 3915

**IF (FAE)**

- 5700

**IF (FAE)**

- 355

**IF (FAE)**

- 330

**IF (FAE)**

- 313

**IF (FAE)**

- 340

**IF (FAE)**

- 328

**IF (FAE)**

- 324

**IF (FAE)**

- 2262

**IF (FAE)**

- 2242

**IF (FAE)**

- 2233

**IF (FAE)**

- 1687

**IF (FAE)**

- 1880

**IF (FAE)**

- 1685

**IF (FAE)**

- 1951

**IF (FAE)**

- 2131

**IF (FAE)**

- 2322

**IF (FAE)**

- 3600

**IF (FAE)**

- 2492

**IF (FAE)**

- 2030

**IF (FAE)**

- 2242

**IF (FAE)**

- 2262

**IF (FAE)**

- 1209

**IF (FAE)**

- 1456

**IF (FAE)**

- 1672

**IF (FAE)**

- 1951

**IF (FAE)**

- 3633

**IF (FAE)**

- 75

**IF (FAE)**

- 0.4% U P

**IF (FAE)**

- 3.3 NM

**IF (FAE)**

- 3.2 NM

**IF (FAE)**

- 5.7 NM

**IF (FAE)**

- 3600

**IF (FAE)**

- 4400

**IF (FAE)**

- 330

**IF (FAE)**

- 313

**IF (FAE)**

- 340

**IF (FAE)**

- 328

**IF (FAE)**

- 2262

**IF (FAE)**

- 1209

**IF (FAE)**

- 1456

**IF (FAE)**

- 1672

**IF (FAE)**

- 1951

**IF (FAE)**

- 3633

**IF (FAE)**

- 75

**IF (FAE)**

- 0.4% U P

**IF (FAE)**

- 3.3 NM

**IF (FAE)**

- 3.2 NM

**IF (FAE)**

- 5.7 NM
RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

MILLINGTON, TENNESSEE
AL-9016 (FAA)

RNAV APCH - GPS.

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¾ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

**AWOS-AV 122.8**

**MEMPHIS APP CON 125.8 338.3**

**UNICOM 122.8 (CTAF)**

**ELEV 247**

**TDZE 247**

** CATEGORY A B C D**

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>780-1</th>
<th>533 (600-1)</th>
<th>780-1½</th>
<th>533 (600-1½)</th>
<th>NA</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>780-1</td>
<td>533 (600-1)</td>
<td>860-1</td>
<td>613 (700-1)</td>
<td>900-1¾</td>
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</tbody>
</table>

**RNAV (GPS) RWY 18**

**CHARLES W BAKER (2M8)**

MILLINGTON, TENNESSEE
Orig. 8 02DEC21

35°17'N-89°56'W

RNAV (GPS) RWY 18

**SE-1, 30 NOV 2023 to 25 JAN 2024**
MISSING APPROACH: Climb to 1000 then climbing right turn to 3000 on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

DME required. RADAR required for procedure entry.

S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. For inop ALS, increase S-ILS 22 Cat E visibility to ½ SM and S-LOC 22 Cat E visibility to 1½ SM.

AWOS-3 119.1 291.6 (176°-355°)
MEMPHIS APP CON 125.8 338.3 (356°-175°)
GND CON 120.25 (CTAF) 121.375
MEMPHIS TOWER 340.2 122.95

RADAR required for procedure entry.

DME required.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67). One Minute Holding Pattern

S-LCS 22 522-1/2 200 (200-½)
S-LOC 22 780-1/2 458 (500-1/2) 780-1/6 458 (500-1/6)
CIRCLING 800-1 478 (500-1) 820-1 498 (500-1) 920-1/2 598 (600-1/2) 960-2 638 (700-2) 960-2/1 638 (700-2/1)
RNAV (GPS) RWY 4
MILLINGTON/MEMPHIS (NQA)

RNAV (GPS) RWY 4
MILLINGTON/MEMPHIS (NQA)

AWOS-3
118.925

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

MILLINGTON TOWER
120.25 (CTAF) 340.2

GND CON
121.375

UNICOM
122.95

MISSED APPROACH: Climb to 3000 direct RYBRN and hold.

Rwy 4 helicopter visibility reduction below ⅔ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrivals at FAXIP on V124 eastbound.

Procedure NA for arrivals at GQE VOR/DME on airway radials 017 CW 121.

Procedure NA for arrivals at ZEDTU on V159 southeast bound.

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

CIRCLING
800-1 820-1 920-1 960-2 960-2 1/2
481 (500-1) 501 (600-1) 601 (700-1) 641 (700-2) 641 (700-2 1/2)

REIL Rwy 4
HIRL Rwy 4-22

35°21'N-89°52'W
359

SE-1, 30 NOV 2023 to 25 JAN 2024
SE-1, 30 NOV 2023 to 25 JAN 2024
SE-1, 30 NOV 2023 to 25 JAN 2024
SE-1, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat E visibility to 1¾ SM.

AWOS-3

MEMPHIS APP CON

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>522½</td>
<td>200 (200½)</td>
<td>784-1</td>
<td>462 (500-1)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>780-½</td>
<td>458 (500½)</td>
<td>780-¾</td>
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<tr>
<td>LNAV MDA</td>
<td>800-1</td>
<td>820-1</td>
<td>920-1½</td>
<td>960-2</td>
<td>960-2¼</td>
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<tr>
<td>CIRCLING</td>
<td>478 (500-1)</td>
<td>498 (500-1)</td>
<td>598 (600-1½)</td>
<td>638 (700-2)</td>
<td>638 (700-2¼)</td>
</tr>
</tbody>
</table>
MILLINGTON, TENNESSEE

VOR or TACAN RWY 22
MILLINGTON/MEMPHIS (NQA)

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.

DME required.

AWOS-3 | MEMPHIS APP CON | MILLINGTON TOWER | GND CON | UNICOM
| 118.925 | 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°) | 120.25 (CTAF) 340.2 | 121.375 | 122.95

Rwy 22 helicopter visibility reduction below ½ SM NA.

Inop table does not apply.

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)

AWOS-3

ELEV 319
TDZE 319

MILLINGTON TOWER

GND CON
121.375

UNICOM
122.95

MILLINGTON/MEMPHIS (NQA)
RNAV (GPS) RWY 3

WAYNE COUNTY (EKP)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

**MISSING APCH FIX**

FIBKE and hold.

---

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**UNICOM**
122.8 (CTAF)

---

**ELEV 963**
**TDZE 961**

**WAAS CH 78233 W03A**

Rwy ldg 4000

APR CRS 039°

TDZE 961

Apt Elev 963

---

**36°51'N-84°51'W**

SE-1, 30 NOV 2023 to 25 JAN 2024

AL-6629 (FAA) 23110

---

**S2O-1 30 NOV 2023 to 25 JAN 2024**

---

**UNNOG**

**OREWO**

**FIBKE**

---

**RNAV (GPS) RWY 3**

WAYNE COUNTY (EKP)

---

Orig-A 24JUL14

---

**VGS1 and RNAV glidepath not coincident**

**[VGS1 Angle 3.00/TCH 40].**

---

**CIRCLING**

1780-1¼ 817 (900-1¼)

1840-1¼ 877 (900-1¼)

---

**CATEGORY**

**LPV**

DA 1233-1 272 (300-1)

**LNAV/VNAV**

DA 1410-1¾ 449 (500-1¾)

MDA 1520-1 559 (600-1)

**CIRCLING**

1780-1¼ 817 (900-1¼)

1840-1¼ 877 (900-1¼)

---

**LNAV MDA**

VNAV

LNAV/DA

LPV

NA

NA

NA

---

**LNAV/VNAV**

NA

---

**LNAV only.**

---

**4 NM**

Holding Pattern

---

**36°51'N-84°51'W**

363
RNAV (GPS) RWY 21
WAYNE COUNTY (EKQ)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

**MISSED APCH FIX**

- **UNNOG**
- **LNAV only.
- **4.0 NM to RW21
- **RW21**

**CIRCLING**

1780-1¼ 817 (900-1¼)
1840-1¼ 877 (900-1¼)

**CATEGORY**

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

- LPA DA 1257-1 294 (300-1)
- LNAV/ VNAV DA 1666-2½ 703 (800-2½)
- LNAV MDA 1580-1 617 (700-1)
- CIRCLING 1780-1¼ 817 (900-1¼)
1840-1¼ 877 (900-1¼)

**AWOS-3PT**

118.825

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.8 (CTAF)

**ELEV**

963

**TDZE**

963

**FIBKE**

4000

**OKACA**

3 NM to RW21

1419± 1102

**ZUGTO**

1802

**MONTICELLO, KENTUCKY**

Orig:B 28APR16

36°51'N-84°51'W

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 2
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

MISSED APPROACH: Climb to 3600 direct IDabe and hold.

AWOS-3 119.95
INDIANAPOLIS CENTER 124.225 360.725
UNICOM 122.7 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, and Circling Cats C/D visibility ¼ mile.

CIPUL 3600

3600 206° 026°
GP 3.00° TCH 40

4 NM
Holding Pattern

LNAV only

2900

026°

NIYIK

3600

IDABE

RW02

5 NM to CIPUL (NoPT)

30 NM to CIPUL

300°

296°

116°

116°

CIPUL

CIPUL

5 NM

3600

90°

1344

1380

1996

A 2511

1.4 NM to RW02

1.4 NM

LNAV only

LPV DA 1228-¾ 200 (200-¾)
LNAV/VNAV DA 1439-1¾ 411 (500-1¾)
LNAV MDA 1500-1 472 (500-1)
1500-1¾ 472 (500-1¾)
C CIRCLING 1520-1 492 (500-1)
1760-2 732 (800-2)
1820-2½ 792 (800-2½)

SE-1, 30 NOV 2023 to 25 JAN 2024

MISSED APCH FIX 4 NM

INDIANAPOLIS CENTER

124.225 360.725

SE-1, 30 NOV 2023 to 25 JAN 2024

Amdt 1A 02DEC21

38°13'N-83°35'W

MOREHEAD, KENTUCKY

AL-10359 (FAA)

Apt Elev

TDZE 1028

A 1028

APR CR 026°

Rwy Idg

5500

5500 X 100

SE-1, 30 NOV 2023 to 25 JAN 2024

ELEV 1028

TDZE 1028

026°

206°

3600

500 x 100

0.3 UP

Z

REIL Rwys 2 and 20

MIRL Rwys 2-20
RNAV (GPS) RWY 20
MOREHEAD-WROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.

**AWOS-3**
119.95

**INDIANAPOLIS CENTER**
124.225 360.725

**UNICOM**
122.7 (CTAF)

**MISSED APPROACH FIX**
CIPUL

**ELEV** 1028
**TDZE** 1020

**APP CRS** 206°

**Rwy Idg** 5500
**Apt Elev** 1020

**Category A**
LPV DA 1270-7/8
LNAV/VNAV DA 1453-11/2
LNAV MDA 1440-1
CIRCLING 1520-1

**Category B**
LPV DA 250 (300-⅛)
LNAV/VNAV DA 433 (500-1⅛)
LNAV MDA 420 (500-1¼)
CIRCLING 492 (500-1)

**Category C**
LPV DA 732 (800-2)
LNAV/VNAV DA 792 (700-2½)
LNAV MDA 1760-2
CIRCLING 1820-2½

**Category D**
LPV DA 1996
LNAV/VNAV DA 3600
CIRCLING 366

For uncompensated Baro VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.

When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cats C/D visibility ¼ mile.
RNAV (GPS) RWY 5

MORRISTOWN, TENNESSEE

AL-5549 (FAA)

RNAV (GPS) RWY 5
MOORE-MURRELL (MOR)

MORRISTOWN, TENNESSEE

AWOS-3
126.725

KNOXVILLE APP CON
132.8 360.8

UNICOM
122.8 (CTAF)

2748

Procedure NA for arrival at TAMPI on V517 northwest bound and V466-319 northeast bound.

3049

Holding Pattern

5 NM

YURSU

2000

4200

YURSU

233°

053°

3200

SIQCU

5 NM

053°

3.00° TCH 39

6.3 NM

5.8 NM

CATEGORY
A
B
C
D

LP MDA
1760-¾
447 (500-¾)
1760-1
447 (500-1)

LNAV MDA
1780-¾
467 (500-¾)
1780-1½
467 (500-1½)

CIRCLING
1880-1
567 (600-1)
2020-1
707 (800-1)
2160-2½
847 (900-2½)
2420-3
1107 (1200-3)

MORRISTOWN, TENNESSEE
Orig-D 22APR21

36°11'N - 83°23'W

SE-1, 30 NOV 2023 to 25 JAN 2024
ADF Required

When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 140 feet, increase S-5 Cats C/D visibility to 1½ SM, and Circling Cat B visibility to 1¼ SM, Cat C to 3 SM. For inop MALSF, increase S-5 Cats C and D visibility to 1½ miles. For inop MALSF, when using McGhee Tyson altimeter setting, increase S-5 Cats C and D visibility to 2 miles.

Procedure NA for arrival on VXV VORTAC airway radial 022 and 102.

REMINDERS:
- Amdt 5D 22APR21
- SE-1, 30 NOV 2023 to 25 JAN 2024
- CATEGORY A: Visibility 1 SM, Category B: Visibility 3 SM, Category C: Visibility 6 SM, Category D: Visibility 10 SM.
**NDB RWY 5**

**MOORE-MURRELL (MOR)**

**AWOS:3**

126.725

**KNOXVILLE APP CON**

132.8 360.8

**UNICOM**

122.8 (CTAF)

---

**When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 140 feet, increase S-5 Cats C/D visibility to 2 SM, and Circling Cat B visibility to 1/4 SM and Cat C visibility to 3 SM. For inop MALSF, increase S-5 Cats C and D visibility to 1 1/2 miles. For inop MALSF, when using McGhee Tyson altimeter setting, increase S-5 Cat B visibility to 1 1/4 miles and Cats C and D visibility to 2 1/2 miles.**

**MISSED APPROACH:**

Climb to 2500 then climbing right turn to 3200 direct JXT NDB and hold.

---

Procedure NA for arrival on VXV VORTAC airway radial 022 and 102.

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-5</td>
<td>1960-3/4 647 (700-3/4)</td>
<td>1960-1 647 (700-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1960-1 647 (700-1)</td>
<td>2160-2 847 (900-2)</td>
<td>2420-3 1107 (1200-3)</td>
<td></td>
</tr>
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---

**SE-1 30 Nov 2023 to 25 Jan 2024**

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**MOORISTOWN, TENNESSEE**

Amdt 5D 22APR21

---

**36°11’N - 83°23’W**
RNAV (GPS) RWY 3
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

MISSED APPROACH: Climb to 3000 direct FELPO and hold.

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below 2/4 SM NA.

Missed Approach Fix:

1. COXIT
2. UGNIQ
3. FELPO

4. MIAP FIX

Visual Segment - Obstacles:

- 2600
- JUSET
- COXIT
- 033°
- 213°

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1540-1</td>
<td>521 (600-1)</td>
<td>1540-1½</td>
<td>521 (600-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1560-1</td>
<td>541 (600-1)</td>
<td>1560-1½</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>541 (600-1)</td>
<td>1740-2</td>
<td>721 (800-2)</td>
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<tr>
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<td></td>
<td></td>
<td>1740-2¼</td>
<td>721 (800-2¼)</td>
</tr>
</tbody>
</table>

CIRCLING

- 3200
- 2600
- 033°
- 213°

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>500-75</td>
<td>3000</td>
<td>721 (800-2)</td>
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<tr>
<td>REIL Rwy 3 and 21</td>
<td>721 (800-2)</td>
<td>721 (800-2¼)</td>
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### RNAV (GPS) RWY 21

**Mount Sterling/Montgomery County (IOB)**

**AWOS-3**
- 120.675

**Lexington App Con**
- 120.15 259.3

**GCO**
- 121.72

**Unicom**
- 122.8 (CTAF)

**Elev**
- 1019

**TDZE**
- 1007

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

**LPV DA**
- 1257-3/4
- 250 (300-3/4)

**LNAV/VNAV DA**
- 1480-1 1/2
- 473 (500-1 1/2)

**LNAV MDA**
- 1460-1 453 (500-1)
- 1460-1 1/2 453 (500-1 1/2)

**Circling**
- 1540-1
- 521 (600-1)

**Minimums**
- Climb to 3000 direct.

**RNP APCH - GPS.**

**MISSED APPROACH:**
- Climb to 3000 direct COXIT and hold.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1332 feet and all visibilities 1/2 SM. Increase LNAV/VNAV DA to 1555 feet and all visibilities 1/4 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C/D 1/4 SM. Baro-VNAV and VDP NA when using Lexington altimeter setting. Rwy 21 helicopter visibility reduction below 1/2 SM NA.**

**VNAV LNAV/RNAV glidepath not coincident (VNAV Angle 3.00°/TCH 40).**

**Category C/D: LPV NA below -17°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1332 feet and all visibilities 1/2 SM. Increase LNAV/VNAV DA to 1555 feet and all visibilities 1/4 SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C/D 1/4 SM. Baro-VNAV and VDP NA when using Lexington altimeter setting. Rwy 21 helicopter visibility reduction below 1/2 SM NA.**

**Uncompensated Baro-VNAV systems use the standard Baro-VNAV DA and minimums.**

**MISSED APCH FIX COXIT**

**ELEV**
- 1019

**TDZE**
- 1007

**3000**

**Coxit**

**IF/IAF**

**FELPO**

**30 NM to FELPO (IF/IF)**

**3000**

**V21**

**UNICOM**

**Lexington App Con**
- 120.15

**WP**
- 23054

**SE-1, 30 Nov 2023 to 25 Jan 2024**

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

**LPV DA**
- 1257-3/4
- 250 (300-3/4)

**LNAV/VNAV DA**
- 1480-1 1/2
- 473 (500-1 1/2)

**LNAV MDA**
- 1460-1 453 (500-1)
- 1460-1 1/2 453 (500-1 1/2)

**Circling**
- 1540-1
- 521 (600-1)
RNAV (GPS) RWY 6
JOHNSON COUNTY (6A4)

Circling NA for Cat C southeast of Rwy 6-24. Procedure NA at night. Rwy 6
helicopter visibility reduction below 1 SM NA. When local altimeter setting not
received, use Abingdon altimeter setting and increase all MDA 80 feet.
Circling NA for Cat B and C when using Abingdon altimeter setting.

Procedure NA for arrival on HMV VORTAC
airway radials 108 CW 207.

Visual Segment - Obstacles.

RNAV (GPS) RWY 6
JOHNSON COUNTY (6A4)

MISSED APPROACH: Climbing left turn to
6100 direct POGGO
and hold.

Circling NA for Cat B and C when using Abingdon altimeter setting.
RNAV (GPS) RWY 24
JOHNSON COUNTY (6A4)

MOUNTAIN CITY, TENNESSEE

**APP CRS**
Rwy Idg 4498
TDZE 2241
Apt Elev 2241

**RNP APCH.**

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet. Circling NA for Cat C and D southeast of Rwy 6-24.

**MISSED APPROACH:**
Climbing right turn to 6600 direct CASIS and hold.

**AWOS-3**
126.225

**TRI-CITY APP CON**
134.425 349.0

**UNICOM**
122.7 (CTAF)

**ELEV** 2241
**TDZE** 2241

**Final Approach Course**
offset 7.58°.

**Visual Segment - Obstacles.**

**CATEGORY**
A  B  C  D
LNAV MDA 4880-1¼ 4880-1½ 4880-3 2639 (2700-3)
CIRCLING 4880-1¼ 4880-1½ 4880-3 2639 (2700-3)

**NOTAM**
SE-1, 30 NOV 2023 to 25 JAN 2024

**Mountain City, Tennessee**
Orig-B 27JAN22

**36°25'N-81°50W**

**RNAV (GPS) RWY 24**
JOHNSON COUNTY (6A4)

**TRI-CITY APP CON**
134.425 349.0

**UNICOM**
122.7 (CTAF)

Procedure NA for arrival on HMV VORTAC airway radials 010 CW 132.
RNAV (GPS) RWY 18
MURFREESBORO MUNI (MBT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct URACE and hold.

ELEV 614
TDZE 609

Missed Approach Fix
URACE

LPV DA 859- ¾ 250 (300-¾)
NA

LNAV/ VNAV DA 898- ¾ 289 (300-¾)
NA

LNAV MDA 1080- ¾ 471 (500-¾)
1080- ¾ 471 (500-¾)
NA

CIRCLING 1080- ½ 466 (500-1½)
1280- ½ 666 (700-½)
NA

Apt Elev 614
TDZE 609

MURFREESBORO, TENNESSEE
Amdt 2 29MAR18

35°53’N-86°23’W
375
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

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

- **4 NM**
- **3000 UZFUR**
- **2349 ELEV 614 TDZE 614**
RNAV (GPS) RWY 5
KYLE-OAKLEY FLD (CEY)

RNP APCH - GPS.

- Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

- MISSED APPROACH: Climb to 3000 direct GELME and hold.

<table>
<thead>
<tr>
<th>EAWS</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>CH 86826</td>
<td>W05A</td>
<td>6202</td>
<td>577</td>
<td>577</td>
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</table>

MURRAY, KENTUCKY

AL-6225 (FAA)

36°40'N-88°22'W

377
RNAV (GPS) RWY 23  
KYLE-OAKLEY FLD (CEY)
DME required.

**NA**
- Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting.
- When local altimeter setting not received, use Nashville Intl altimeter setting and increase S-ILS 20 DA to 738 feet, increase all MDAs 40 feet.

**ATIS**
- 127.075
- 119.35 372.0
- 119.45 (CTAF) 0
- 121.7

**CLNC DEL**
- 124.55
- 122.7

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 3000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.
RNAV (GPS) RWY 2

JOHN C TUNE (JWN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats 3/SM, LNAV visibility Cat B 3/SM.

Procedure NA for arrivals at JOVNA on V49 southwest bound.

 CATEGORY

LPV DA
LNAV/ VNAV DA
LNAV MDA
CIRCLING

A
B
C
D

734-7/6
1079-2/1
1160-1
1200-1

250 (300-7/6)
595 (600-2/1)
676 (700-1)
699 (700-1)

Amdt 2A  27APR17

NASHVILLE, TENNESSEE
Apt Elev 501

JOHN C TUNE (JWN)

36°11'N-86°53'W

RNAV (GPS) RWY 2

BICOL and hold.

LNAV only.

all MDAs 40 feet; increase LPV visibility all Cats 3/SM, LNAV visibility Cat B 3/SM.

setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter
RNAV (GPS) RWY 20

JOHN C TUNE (JWN)

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 Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ⅕ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at SPARE on V94 northeast bound.

Procedure NA for arrivals at TANDS on V49 northbound.

MISSED APPROACH:
Climb to 1200 then climbing right turn to 3000 direct BEVEE and hold.

RNAV (GPS) RWY 20

JOHN C TUNE (JWN)

NASHVILLE, TENNESSEE

Amdt 2  15OCT15
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
JOHN C TUNE (JWN)
NASHVILLE, TENNESSEE

ATIS
127.075
JOHN TUNE TOWER *
119.45
GND CON
121.7
CLNC DEL
121.7
124.55 (WHEN TWR CLSD)

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD ELEV
501

SE-1, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route, maintain 3000. Expect filed altitude 10 minutes after departure.
Simultaneous approach authorized with Rwy 2R.
DME or radar required.

MISSED APPROACH: Climb to 1200 then climbing left
turn to 4000 on heading 240° and on BNA VORTAC
R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

D-ME or RADAR REQUIRED
**ILS or LOC RWY 31**

**NASHVILLE INTL (BNA)**

**MISSING APPROACH:** Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

**DME or RADAR REQUIRED**

**Procedure NA for arrivals at**

**BNA VORTAC on V49 northbound.**

**NASHVILLE**

**114.1 BNA (IF/IF) Chan 88**

**Procedure NA for arrivals at**

**SYI VOR/DME on V321 southwest bound.**

**Category**

A  B  C  D

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<td>6:12</td>
<td>4:08</td>
<td>3:06</td>
<td>2:29</td>
<td>2:04</td>
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</table>

**NASHVILLE, TENNESSEE**

Amdt 10 27APR17

**36°07'N-86°41'W**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
Simultaneous approach authorized with Rwy 2R. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**ILS RWY 2L (SA CAT I)**

**NASHVILLE INTL (BNA)**

**DME or RADAR REQUIRED**

Use I-BNA DME when on the LOC course.

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

**NASHVILLE, TENNESSEE**

**AL-282 (FAA)**

**Amdt 11 27APR17**

**SE-1, 30 NOV 2023 to 25 JAN 2024**
Simultaneous approach authorized with Rwy 2R.

DME or radar required. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

DME or RADAR REQUIRED

Use I-BNA DME when on the LOC course.

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
NASHVILLE, TENNESSEE

LOC/DME I-UQU 
111.75
Chan 54 (Y)

APP CRS 
021°

Rwy Idg 8000
TDZE 590
Apt Elev 599

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 on BNA R-072 to LENON/BNA 25.1 DME and hold.

D-ATIS 
135.1

NASHVILLE APP CON 
118.4 360.7

NASHVILLE TOWER 
118.6 257.8

GND CON 
121.9 348.6

CLNC DEL 
126.05

CPDLC

ALTERNATE MISSED
APCH FIX

SHELBYVILLE
Syl 113.55
Chan B2 (Y)

SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 2L/C.

DME REQUIRED.

Amdt 8C 16JUL20

NASHVILLE TOWER

NASHVILLE, TENNESSEE

AL-282 (FAA) 23334

ILS RWY 2R (CAT II & III)

NASHVILLE INTL (BNA)

INFO TWR

SE-1, 30 NOV 2023 to 25 JAN 2024

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NASHVILLE INTL (BNA)

SE-1, 30 NOV 2023 to 25 JAN 2024

36°07'N-86°41'W

393
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS-R, increase RNP 0.30 visibility to 1 ½ mile.

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and hold, continue climb-in-hold to 4000.

AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS-R, increase RNP 0.30 visibility to 1 ½ mile.

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and hold, continue climb-in-hold to 4000.

AP providing RNAV track guidance required during simultaneous operations.
RNAV (RNP) Z RWY 2L

**NASHVILLE INTL (BNA)**

**APP CRS 021°**

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>RNP 0.15 DA</td>
<td>898/24</td>
<td>299 (300-1/2)</td>
<td></td>
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<tr>
<td>RNP 0.30 DA</td>
<td>991/41</td>
<td>392 (400-%)</td>
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</table>

**For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1/4 mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.**

**Missed Approach:**
Climb to 4000 on track 021° to HIKRY and hold, continue climb-in-hold to 4000.

**IF locations.** See planview for multiple IF locations.
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1/4 mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

**D-ATIS**
- NASHVILLE APP CON: 118.4 360.7
- NASHVILLE TOWER: 118.6 257.8
- GND CON: 121.9 348.6
- CLNC DEL: 126.05
- CPDLC

**Radar Entry Required**

**ATKNS**
- 1900 (RF REQD)
- 3100 (IF) ATKNS
- 3000 (IF) PUCOR

**CIVEN**
- 4000 210K (RF REQD)
- 5000 250K (RF REQD)

**TETCU**
- 2500 021° (6.8)
- 1024/48 938/40 348/200 (500-1)

**WIPEN**
- 2500 021° (5.8)
- 135.1 348.6

**TUCIC**
- 2500 to NIBCI 021° (5.7)

**FEEDBACK**
- 1039 2049
- 1208 2049

**ATKNS**
- 1900 (RF REQD)
- 3100 (IF) ATKNS
- 3000 (IF) PUCOR

**CIVEN**
- 4000 210K (RF REQD)
- 5000 250K (RF REQD)

**TETCU**
- 2500 021° (6.8)
- 135.1 348.6

**WIPEN**
- 2500 021° (5.8)
- 135.1 348.6

**TUCIC**
- 2500 to NIBCI 021° (5.7)
- 1039 2049
- 1208 2049

**FEEDBACK**
- 1039 2049
- 1208 2049

---

**RNAV (RNP) Z RWY 2R**

**NASHVILLE INTL (BNA)**

**AUTHORIZATION REQUIRED**

**RNP 0.15 DA**
- 938/40 348 (400-3/4)

**RNP 0.30 DA**
- 1024/48 434 (500-1)

---

**NASHVILLE TOWER**
- 118.6 257.8

**GND CON**
- 121.9 348.6

**CLNC DEL**
- 126.05

---

**NASHVILLE APP CON**
- 118.4 360.7

---

**ELEV 599**
- HIRL all Rwys
- TDZ/CL Rwys 2L and 2R
- REIL Rwys 13, 20C, and 31

---

**APP CRS 021°**
- Rwy Idg 8000
- TDZE 590
- Apt Elev 599

---

**AL-282 (FAA)**
- Amdt 2B 16JUL20

---

**396**

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**SE-1, 30 NOV 2023 to 25 JAN 2024**
GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

See planview for multiple IF locations.
GPS required. Simultaneous approach authorized with Rwy 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°F (-11°C) or above 54°F (12°C). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½.

MISSED APPROACH: Climb to 3000 on track 201° to RONLE and hold.

See planview for multiple IF locations.
RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below 16°C (60°F) or above 31°C (88°F). GPS required.

MISSED APCH FIX
Climb to 3100 on track 316° to JARAS and hold.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

Radar required.

See planview for multiple IF locations.

Authorization required.

NASHVILLE, TENNESSEE
AL-282 (FAA)

36°07'N-86°41'W

Amdt 1A 07DEC17
RNAV (GPS) Y RWY 2C
NASHVILLE INTL (BNA)

**RNAV (GPS) Y RWY 2C**

MISSED APPROACH: Climb to 4000 direct GUYEK and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

Procedure NA for arrivals at SYI VOR/DME on V321 southbound.

VGS, RNAV glidepath not coincident.

**LNAV only**

**NFSA RW02C 25 NM**

NASHVILLE, TENNESSEE

APP CRS 7601
TDZE 587
Apt Elev 599

**MALSR**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° or above 54°. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**AMS 2B 07OCT21**

NASHVILLE INTL (BNA)

**NASHVILLE, TENNESSEE**

APP CRS 7601
TDZE 587
Apt Elev 599

**MALSR**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° or above 54°. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**AMS 2B 07OCT21**
RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R.

**RNAV (GPS) Y RWY 2L**

**D-ATIS**
135.1

**NASHVILLE APP CON**
118.4 360.7

**NASHVILLE TOWER**
118.6 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
126.05

**CPDLC**

**MISSPED APCH FIX**
4 NM

**RNAV (GPS) Y RWY 2L**

**HDG 201°**

**HOLDING PATTERN**

**3000**

**201° 021°**

**GP 3.00°**

**TCH 55**

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA**

799/18

200 (200-½)

**LNAV/ VNAV DA**

949/30

350 (400-½)

**LNAV MDA**

1020/24 421 (500-½)

1020/40 421 (500-¾)

**CIRCLING**

1100-1

501 (600-1)

1120-1

521 (600-1)

1200-1¼

601 (700-1¼)

1380-1½

781 (800-2½)

**NASHVILLE, TENNESSEE**

Amdt 3A  17AUG17

**36°07'N-86°41'W**

**NASHVILLE INTL (BNA)**

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

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

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

**SE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) Y RWY 20L

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. RNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALSR, increase RNAV/VNAV all Cats visibility to 1%. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

RNAV (GPS) Y RWY 20L

NIASHVILLE INTL (BNA)

MALSR

Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

D-ATIS

NIASHVILLE APP CON

135.1

NIASHVILLE TOWER

118.4 360.7

118.6 257.8

NASHVILLE INTL (BNA)

GND CON

121.9 348.6

CLNC DEL

126.05

CPDLC

RNAV (GPS) Y RWY 20L

NIASHVILLE INTL (BNA)

Amdt 2B  17AUG17

SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) Y RWY 20L

NIASHVILLE INTL (BNA)

ELEV 599

TDZE 551

1029

NIASHVILLE TOWER

118.6 257.8

NIASHVILLE APP CON

135.1

NIASHVILLE INTL (BNA)

GND CON

121.9 348.6

CLNC DEL

126.05
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP 0.3 NA.

**Missed Approach:** Climb to 3100 direct JARAS and hold.

**Procedure NA for arrival on BNA VORTAC airway radials 072 CW 190.**

**Procedure NA for arrival on SYI VOR/DME airway radials 273 CW 080.**
**CHADM THREE DEPARTURE (RNAV)**

**TOP ALTITUDE:**

<table>
<thead>
<tr>
<th>Top Altitude</th>
<th>4000</th>
</tr>
</thead>
</table>

**NOTE:** Chart not to scale.

**CHADM THREE DEPARTURE (RNAV)**

**SWAPP TRANSITION (CHADM3.SWAPP):**

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

**SWAPP TRANSITION (CHADM3.SWAPP):**

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

- **CHADM:** Expect clearance to filed altitude within five (5) minutes after departure.
- **OZCAR:** Expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 2C, 2L, 2R, 13, 20L, 31: Standard with minimum climb of 500' per NM to 1100.
Rwys 20C, 20R: Standard with minimum climb of 500' per NM to 1300.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER)
TAKEOFF MINIMUMS:

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

ACKEE TRANSITION (DRURY3.ACKEE)
HAGIE TRANSITION (DRURY3.HAGIE)
JALAR TRANSITION (DRURY3.JALAR)
NASHVILLE, TENNESSEE

NASHVILLE INTL (RNAV)

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

TOP ALTITUDE: 4000

NOTE: Chart not to scale.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

FAPER TRANSITION (GDOGG3.FAPER)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWYS 2L/C/R:** Climb heading 021° or assigned ATC heading, thence....

**TAKEOFF RWY 13:** Climb heading 136° or assigned ATC heading, thence....

**TAKEOFF RWYS 20L/C/R:** Climb heading 201° or assigned ATC heading, thence....

**TAKEOFF RWY 31:** Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

**TINGS TRANSITION (HGGRD3.TINGS)**

- Expect clearance to filed altitude within five (5) minutes after departure.
**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

**4000**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWYS 2L/C/R:** Climb heading 021° or assigned ATC heading, thence....

**TAKEOFF RWY 13:** Climb heading 136° or assigned ATC heading, thence....

**TAKEOFF RWYS 20L/C/R:** Climb heading 201° or assigned ATC heading, thence....

**TAKEOFF RWY 31:** Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.

Expect clearance to filed altitude within five (5) minutes after departure.

**OLSIE TRANSITION (KRSTA3.OLSIE)**

**TAKEOFF MINIMUMS:**

Rwys 2C, 2L, 2R, 13, 20L, 31:
Standard with minimum climb of 500’ per NM to 1100.

Rwys 20C, 20R:
Standard with minimum climb of 500’ per NM to 1300.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** Radar required.

**NOTE:** For Turbojet aircraft only.

**NOTE:** Transponder code will be issued via PDC or Nashville clearance delivery.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** RNAV 1.

**NOTE:** Radar required.

**NOTE:** For Turbojet aircraft only.

**NOTE:** Transponder code will be issued via PDC or Nashville clearance delivery.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** Chart not to scale.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKEOFF MINIMUMS:
Rwy 2L: Standard with minimum climb of 205' per NM to 2600.
Rwy 20L: Standard with minimum climb of 225' per NM to 2600.
Rwy 20C: Standard with minimum climb of 260' per NM to 2600.
Rwy 20R: Standard with minimum climb of 235' per NM to 2600.
Rwy 31: Standard with minimum climb of 240' per NM to 2600.

NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: RADAR required.
NOTE: Use Frequency depicted within the sector where fix/navaid for your route is located.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.
**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS:**
- Rwys 31: Standard with minimum climb of 500' per NM to 1300.

**TAKEOFF ROUTE DESCRIPTION**
- Expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000.
- ...expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000.

**HODJS TRANSITION (PARDN3.HODJS)**
- **JEFF TRANSITION (PARDN3.JEFF)**
- **NAKIY TRANSITION (PARDN3.NAKIY)**

**NOTE:** If unable to accept climb rates, advise ATC Nashville clearance delivery.

**NOTE:** RNAV 1.

**NOTE:** Radar required.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For Turbojet aircraft only.

**NOTE:** Transponder code will be issued via PDC or PDC or S-ATIS if unable to accept climb rates, advise ATC on initial contact.

**NASHVILLE DEP CON**
- 121.9 348.6
- 119.35 372.0

**NASHVILLE TOWER**
- 121.9 348.6
- 119.35 372.0

**GND CON**
- 121.9 348.6
- 119.35 372.0

**CLNC DEL**
- 126.05

**D-ATIS**
- 135.1

**TOP ALTITUDE:**
- 4000

**PARDN THREE DEPARTURE (RNAV)**
(PARDN3.PARDN) 25JUN15
TAZMO THREE DEPARTURE (RNAV)

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500' per NM to 1100.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

BURME TRANSITION (TAZMO3.BURME)

NOTE: Chart not to scale.
NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Standard with minimum climb of 500' per NM to 1100.

TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)
RNAV (GPS) RWY 5
SCOTT MUNI (SCX)

Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities 3/4 mile; increase all MDA 240 feet and LNAV Cat C visibility 3/4 mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

AWOS-3 135.025
INDIANAPOLIS CENTER 124.625 371.925
UNICOM 122.8 (CTAF)

ELEV 1545
TDZE 1545

Amdt 1B 04FEB16
SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 5
ONEIDA, TENNESSEE
AL-5841 (FAA) 22027

WAAS
APP CRS
Rwy Idg
PDME
Apt Elev

90434
051°
5505
1545

W05A
051°
1545

RNAV (GPS) RWY 5
SCOTT MUNI (SCX)

ONEIDA, TENNESSEE
Amdt 18 04FEB16
36°27'N-84°35'W
RNAV (GPS) RWY 23
SCOTT MUNI (SCX)

Night landing: RW 5 NA. For uncompensated Baro-VNAV systems, UNAV/VNAV
NA below -18°C (0°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local
altimeter setting not received, use Monticello altimeter setting; increase LPV all Cats
DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility 1/2 mile, LNAV/
VNAV 3/4 mile; increase all MDA 240 feet and LNAV Cat C/D visibility 3/4 mile, Circling
Cat B 1/2 mile, Circling Cat C 1 mile and Circling Cat D 3/4 mile. Inop table does not
apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D
visibility to 1½ mile. For inop ODALS when using Monticello altimeter setting, increase
LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats to 2½ mile. When using
Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and
Baro-VNAV NA when using Monticello altimeter setting.

AWOS 3
135.025

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

Oneida, Tennessee
Amdt 1B 04FEB16

RNAV (GPS) RWY 23
ONEIDA CENTER
SE-1, 30 Nov 2023 to 25 Jan 2024

CIRCLING
2040-1 495 (500-1)
2200-1 655 (700-1)
2260-2 715 (800-2)

LPV
DA
1773-1 250 (300-1)

LNAV/VNAV
DA
1921-1 398 (400-1)

LNAV
MDA
2040-1 517 (500-1)
2040-1 517 (500-1)

SE-1, 30 Nov 2023 to 25 Jan 2024

Monticello altimeter setting, inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1½ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1½ mile, LNAV/VNAV all Cats to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

Oneida, Tennessee
Amdt 1B 04FEB16

RNAV (GPS) RWY 23
ONEIDA CENTER
SE-1, 30 Nov 2023 to 25 Jan 2024

CIRCLING
2040-1 495 (500-1)
2200-1 655 (700-1)
2260-2 715 (800-2)
Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2040-1</td>
<td>2040-1¼</td>
<td>2200-1¾</td>
<td>2260-2¼</td>
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<tr>
<td></td>
<td>495 (500-1)</td>
<td>495 (500-1¼)</td>
<td>655 (700-1¼)</td>
<td>715 (800-2¼)</td>
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ONEIDA, TENNESSEE
Amdt 5D 05JAN17

SE-1, 30 NOV 2023 to 25 JAN 2024

36°27'N-84°35'W
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. Rw 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¾ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ¾ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

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

**LPV DA**
607-¾ 200 (200-¾)

**LNAV/ VNAV DA**
1145-2½ 738 (800-2½)

**LNAV MDA**
1060-1 653 (700-1)
1060-1½ 653 (700-1½)

**CIRCLING**
1060-1 653 (700-1)
1120-1 713 (800-1)
1140-2 733 (800-2)
1140-2¼ 733 (800-2¼)

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. Rw 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¾ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ¾ mile and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct ECOCO 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 Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct HUMAD and hold.

AWOS-3PT
EVANSVILLE APP CON *
119.025
124.025

EVANSVILLE TOWER *
120.7 (CTAF) 251.15

GND CON
121.7

UNICOM
122.95

Holding Pattern

ECOCO
3000
092°
182°

30 NM to ECOCO

HUMAD
3000
002°

ECOCO
3000
182°
092°

OPR CRs
TDZE
Rwy 1dg
4001
8000

Ch 45508

W36A

TDZE
Apt Elev
407

ELEV
407

TDZE
401

MIIRL Rwy 6-24
HIRL Rwy 18-36
REIL Rwy 6, 18, and 24

SE-1, 30 NOV 2023 to 25 JAN 2024
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct O WB VOR/DME and hold.

Rwy 6 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrival on PXV VORTAC airway radials 081 CW 141.

CECAG FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>S-6</td>
<td>1180-1</td>
<td>1180-1¼</td>
<td>1180-2½</td>
<td>775 (800-1)</td>
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<td></td>
<td>775 (800-1½)</td>
<td>775 (800-2)</td>
<td>775 (800-1½)</td>
<td>775 (800-2½)</td>
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</tbody>
</table>
VOR RWY 18

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

AWOS-3PT
119.025

EVANSVILLE APP CON *
124.025 290.9

OWENSBORO TOWER *
120.7 (CTAF) @ 251.15

GND CON
121.7

UNICOM
122.95

POCKET CITY
113.3 PXV
Chan 80

2500 108° (30.4)

Procedure NA for arrival on PXV.
VORTAC airway radials 081 CW 151.

MISSED APPROACH: Climb to 2500 then right
turn direct OWB VOR/DME and hold.

Reamain within 10 NM

VOR/DME OWB
108.65
Chan 23 (Y)

APP CRS
176°

Rwy Idg
TDZE 407

Apt Elev
407

S-18
1120-1 713 (800-1)

1120-2 713 (800-2)

CIRCLING
1120-1 713 (800-1)

1140-2 733 (800-2)

1140-2 733 (800-2/4)

OWENSBORO, KENTUCKY
Amdt 10B 26MAR20

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

37°44’N-87°10’W
For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1½ SM.

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

BIYAC fix minimums S-36 Cat C and D visibility to 1 SM.

For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1½ SM.

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
JANUARY 2020
0.1° W
When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5 Cat C, D visibility ½ SM. For inop ALS when using Mayfield altimeter setting, increase S-ILS 5 visibility to ½ SM, all Cats.

MISSPED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

CUNNINGHAM
Chan 78

CIRCLING
900-1 489 (500-1)
920-1½ 509 (600-1½)
1100-2½ 689 (700-2½)

PADUCAH TOWER* 119.6 (CTAF) 306.9

GND CON 121.7 306.9
UNICOM 122.95

ASOS 118.375 MEMPHIS CENTER 133.65 292.15

PADUCAH TOWER

PADUCAH, KENTUCKY

AL-628 (FAA)
RNAV (GPS) RWY 5
BARKLEY RGNL (PAH)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

---

### ASOS
- **Memphis Center**: 133.65, 292.15
- **Paducah Tower**: 119.6 (CTAF), 306.9

### MEMPHIS CENTER

### PADUCAH TOWER*

### GND CON
- 121.7
- 306.9

### UNICOM
- 122.95

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### Amdt 2 25FEB21
- **SE-1, 30 NOV 2023 to 25 JAN 2024**

### REIL Rwys 23 and 32
- MIRL Rwy 14-32
- HIRL Rwy 5-23

### For inop ALS, increase LNAV Cat C/D visibility to 1 ½ SM.

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

---

### CATEGORY
- **A**: 611-½, 200 (200-½)
- **B**: 837-¾, 426 (500-¾)
- **C**: 820-½, 409 (500-½)
- **D**: 920-⅓, 409 (500-⅓)

### CIRCLING
- 900-1, 489 (500-1)
- 920-⅓, 509 (600-1½)
- 1100-2⅔, 689 (700-2½)

---

### RNAV (GPS) RWY 5

---

### Paducah, Kentucky

### Amdt 2 25FEB21

### 37°04'N-88°46'W
RNAV (GPS) RWY 32
BARKLEY RGNL (PAH)

**MISSING APCH FIX**

Rwy 32 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>PADUCAH TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>133.65</td>
<td>292.15</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**APP CRS**

- 30°

**TDZE**

- 410

**Apt Elev**

- 411

**MISSED APPROACH:**

Climb to 3000 direct ZIVAT and hold.
### VOR RWY 23

**BARKLEY RGNL (PAH)**

**DME required.**

- **Rwy 23 helicopter visibility reduction below 3/4 SM NA.**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>MEMPHIS CENTER</th>
<th>PADUCAH TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.375</td>
<td>133.65 292.15</td>
<td>119.6 (CTAF) 306.9</td>
<td>121.7 306.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

**VOR/DME CNG**

- **113.1** Chan 78

**APP CRS**

- **221°**

**Rwy Idg**

- **6500**

**TDZE**

- **402**

**Apt Elev**

- **411**

**PADUCAH, KENTUCKY**

**AL-628 (FAA)**

23110

**2600**

- **CNG**

**2600 NoPT**

- **CNG**

**20.6**

**R-346**

- **73°41'N-88°20'W**

**2600 to SPENT 041° (10.1)**

- **TCH 50**

**2600 direct CNG VOR/DME and MISSED APPROACH:** Climb to 458 (500-1)

**CUNNINGHAM**

- **113.1 CNG**

**Chan 78**

**2600**

- **CNG**

**2400**

- **041° (10.1)**

**Remain within 10 NM**

**TCH 59**

**3.00°**

**CNG**

- **6.2**

**3.9 NM**

** CATEGORY | A | B | C | D |
---|---|---|---|---|
S-23 | 860-1 458 (500-1) | 860-1 1/2 | 458 (500-1/2) | |
CIRCLING | 900-1 489 (500-1) | 920-1 1/2 | 509 (600-1 1/2) | 689 (700-2 1/4) |
When local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet, and increase S-5 Cat C and D visibility 1/4 SM and increase Circling Cat D visibility 1/4 SM. VDP NA when using Mayfield altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>860-1/2</td>
<td>449 (500-1/2)</td>
<td>860-3/4</td>
<td>449 (500-3/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>900-1</td>
<td>489 (500-1)</td>
<td>920-1/2</td>
<td>509 (600-1/2)</td>
</tr>
</tbody>
</table>

VOR/DME CNG

- **113.1 CNG**
- **Chan 78**
- **APP CRS**
- **042°**
- **Rwy Idg**
- **6500**
- **TDZE**
- **411**
- **Apt Elev**
- **411**

**UNICOM**

- **PADUCAH, KENTUCKY**
- **ASOS**
- **MEMPHIS CENTER**
- **PADUCAH TOWER**
- **GND CON**
- **118.375**
- **133.65**
- **292.15**
- **119.6 (CTAF)**
- **306.9**
- **121.7**
- **306.9**
- **122.95**

**GND CON**

- **113.1 CNG**
- **Chan 78**
- **2400**

**PADUCAH, KENTUCKY**

- **Amdt 18C**
- **25FEB21**
- **37°04'N-88°46'W**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

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

### Holding Pattern

<table>
<thead>
<tr>
<th>Holding Pattern</th>
<th>VGS and RNP glidepath not coincident (VGS Angle 3.00°/TCH 26).</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 NM</td>
<td></td>
</tr>
<tr>
<td>6000</td>
<td>196°</td>
</tr>
<tr>
<td>2300</td>
<td>016°</td>
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</table>

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>780-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1087-1 3/8</td>
<td>507 (600-1 3/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1</td>
<td>440 (500-1)</td>
<td>1020-1 1/4</td>
<td>440 (500-1 1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>500 (500-1)</td>
<td>1300-2</td>
<td>720 (800-2)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 20
HENRY COUNTY (PHT)

WAAS CH 42717
W20A

APP CRS 196°

Rwy Idg 5001
TDZE 571
Apt Elev 580

RNAV (GPS) RWY 20
AL-5576 (FAA)

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

Climb to 2300 direct WASED and hold.

AWOS-3 118.825
MEMPHIS CENTER 134.65 316.15
UNICOM 123.0 (CTAF)

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

Climb to 2300 direct WASED and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
RNAV 1-GPS or RADAR REQUIRED

MISSED APCH FIX

CILOM
094° 274°
5 NM

CILOM

LOC/DME 1-PBX
109.7
Chan 34

APP CRS 274°

Rwy Idg 4650
TDZE

Apt Elev 1463

AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF)

ELEV 1470

TDZE 1463

SE-1, 30 Nov 2023 to 25 Jan 2024

PIKE COUNTY/HATCHER FLD

ILS or LOC RWY 27

PIKEVILLE, KENTUCKY

Amdt 2 17AUG17

AWOS-3PT

444

37°34’N-82°34’W

Peavey, Kentucky

AL-9449 (FAA)

ILS or LOC RWY 27

PIKE COUNTY/HATCHER FLD (PXB)

23278

PIKEVILLE, KENTUCKY

Amdt 2 17AUG17

37°34’N-82°34’W

Peavey, Kentucky
RNAV (GPS) RWY 9
PIKE COUNTY/HATCHER FLD (PBX)

MISSED APPROACH: Climb to 4500 direct OBSEW and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ½ SM NA. Circling NA to Rwys 2 and 20.

Category
LNAV DA 1709-1 250 (300-1)
LNAV/VNAV DA 1891-1½ 432 (500-1½)
LNAV MDA 1960-1 501 (500-1) 1960-1¾ 501 (500-1¾)
CIRCLING 2120-1 650 (700-1) 2160-1 690 (700-1) 2160-2 690 (700-2) 2460-3 990 (1000-3)

Amdt 2 17AUG17

SE-1, 30 NOV 2023 to 25 JAN 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 2 and 20.

**Missed Approach:** Climb to 4500 direct CILOM and hold.
RNAV (GPS) RWY 4
MC CREAMY COUNTY (18I)

INDIANAPOLIS CENTER
124.625 371.925

MC CREAMY COUNTY
PINE KNOT, KENTUCKY
Orig A 12OCT17

WAAS
CH 7033B
W04A

APP CRS
040°
Rwy Idg
2999
TDZE
1371
Apt Elev
1371

CATEGORY

LP MDA
1920-1
549 (600-1)
1920-1½
549 (600-1½)
NA

LNAV MDA
1940-1
569 (600-1)
1940-1½
569 (600-1½)
NA

CIRCLING
1940-1
569 (600-1)
2000-1
629 (700-1)
2020-1½
649 (700-1½)
NA

UNICOM
123.05 (CTAF)

LNAV Cat C visibility ≥ mile, increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility ½ mile, increase Circling Cat C visibility ½ mile.
## RNAV (GPS) RWY 1

### DOUGLAS HUNTER FLD (1M5)

<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>1090-1</td>
<td>273 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1120-1</td>
<td>303 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>383 (400-1)</td>
<td>1200-1 1/6</td>
<td>383 (400-1 1/6)</td>
</tr>
</tbody>
</table>

**AWOS-3PT**

**118.175**

**NASHVILLE APP CON**

**119.35 372.0**

**UNICOM**

**122.975**

**AL-5989 (FAA)**

**WAAS CH 82124 W01A**

**APP CRS 013°**

**Rwy Idg 5000**

**TDZE 817**

**Apt Elev 817**

---

**MISSED APCH FIX**

**4 NM**

**EDROY**

**30 NM to COLBU**

**3100**

**3000**

**1° NM to COLBU (Not Pt)**

**1° NM to COLBU**

**283°**

---

**MISSING APCH: Climb to 3000 direct EDROY and hold.**

---

**RNAV (GPS) RWY 1**

**DOUGLAS HUNTER FLD (1M5)**

**PORTLAND, TENNESSEE**

**Orig-B 07NOV19**

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

**36°36'N-86°29'W**

449
RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities 1/4 mile; increase all LNAV/VNAV DA to 1184 and all visibilities 1/4 mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility 3/4 mile.

AWOS-3PT 118.175
NASHVILLE APP CON 119.35 372.0
UNICOM 122.975 (CTAF)

ELEV 817
TDZE 804

VP15A 3000 COLBU 
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 21).

LNAV only.

*LPV DA 1054-1 250 (300-1)
LNAV/VNAV DA 1094-1 290 (300-1 1/8)
LNAV MDA 1160-1 356 (400-1)

RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

CATEGORY

LPV DA
LNAV/ VNAV DA
LNAV MDA

A 1054-1 250 (300-1)
1094-1 290 (300-1 1/8)
1160-1 356 (400-1)

B 1340
C 2300
D 3000

4 NM
30 NM to EDROY (MSP)
193°
193°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 21).

SE-1, 30 NOV 2023 to 25 JAN 2024
Rwy 3 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 3 NA at night.

**AWOS-3**

**120.175**

**HUNTINGTON APP CON**

**119.75 270.1**

**UNICOM**

**123.05 (CTAF)**

**RNP APCH - GPS.**

**PRESTONSBURG, KENTUCKY**

**AL-6991 (FAA)**

**RNAV (GPS) RWY 3**

**BIG SANDY RGNL (SJS)**

MISSED APPROACH: Climb to 4100 direct GENCE and hold, continue climb-in-hold to 4100.

**CIRCLING**

**37°45'N 82°38'W**

**451**
RNAV (GPS) RWY 21
BIG SANDY RGNL (SJJS)

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

RNP APCH - GPS.

AWOS-3
HUNTINGTON APP CON
UNICOM
120.175
119.75 270.1
123.05 (CTAF)

WASHINGTON APP CON
120.175
119.75 270.1
123.05 (CTAF)

MISSED APCH FIX
KAPLE

ELEV 1222
TDZE 1222

4300 KAPLE
1 NM to RW21
1.7 NM to RW21
2800
1 NM to GENCE
5051 + 100

REIL Rwys 3 and 21
MIRL Rwy 3-21

RNP APCH - GPS.

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

RNP APCH - GPS.

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

RNP APCH - GPS.

Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.
RNAV (GPS) RWY 5

PRINCETON-CALDWELL COUNTY (2M0)

Boro VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all CATs visibility 3/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

**MISSED APPROACH:** Climb to 2700 direct NONRE and hold.

**CAMPBELL APP CON**

**118.1  269.525**

**UNICOM**

**122.8 (CTAF)**

**ELEV**

**584**

**TDZE**

**584**

**CATEGORY**

A | B | C | D
---|---|---|---
LPV DA | 909-1 | 325 (400-1) | NA |
LNAV/ VNAV | 936-1/8 | 352 (400-1/8) | NA |
LNAV MDA | 1040-1 | 456 (500-1) | NA |
CIRCLING | 1420-1/4 | 836 (900-1/4) | NA |

**PRINCETON, KENTUCKY**

Orig-A 26MAY16

AL-9839 (FAA)  22363

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 23
PRINCETON-CALDWELL COUNTY (2MΦ)

CAMPBELL APP CON
118.1  269.525

UNICOM
122.8 (CTAF)

Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 2700 direct IXBER and hold.

LNAV only

MIRL Rwys 5 and 23

REIL Rwys 5 and 23

RNWA (GPS) RWY 23
PRINCETON-CALDWELL COUNTY (2MΦ)

category
LPV DA
LNAV/ VNAV
LNAV MDA
CIRCLING

A
B
C
D

1215-2 1/2
1120-1
1420-1 1/4

642 (700-2 1/2)
579 (600-1)
836 (900-1 1/4)

NA
NA
NA

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 16
ABERNATHY FLD (GZS)

AWOS-3
118.275

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 16
GZS

4 NM
335°
245°

(FAF) UZSAP

A1220
A1350
A1226

A1332
A1287

ZEWGU

LNAV  MDA
ELEV 689
TDZE 689

5000
3000
245°
230°

WOZY E

15 NM to WOZY

155°

3000

WOZY E

30 NM to WOZY

155°

WOZY

155°

30 NM to WOZY

155°

3000

Visual Segment-Obstacles.

4 NM

Holding Pattern

WOZY E

(FAF) UZSAP

Visual Segment-Obstacles.

4 NM

Holding Pattern

WOZY E

(FAF) UZSAP

455

MIRL Rwy 16-34
REIL Rwys 16 and 34

PULASKI, TENNESSEE
Amdt 2D 08SEP22

RNAV (GPS) RWY 16

Abernathy Fld (GZS)

SE-1, 30 Nov 2023 to 25 Jan 2024

Amdt 2D 08SEP22

118°09'N-87°03'W

455
When local altimeter setting not received, use Huntsville Tom Sharp Jr.
Fld altimeter setting and increase all MDA 100 feet and increase S-34 Cats
A/B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B
visibility ¼ mile and Cat C visibility ½ mile. Night landing: Rwy 16 NA.
Helicopter visibility reduction below ½ SM NA.

**ADVISORY**

NoPT for arrival at ARDER on V49 northbound.

---

**APPROACH**

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

---

**VOR/DME RWY 34**

ABERNATHY FLD (GZS)

---

**AWOS-3**

118.275

**MEMPHIS CENTER**

125.85 379.25

**UNICOM**

122.8 (CTAF)

---

**ELEV** 689  

**TDZE** 665

---

**HDG** 09°

**MIRL** Rwy 16-34 

REIL Rwys 16 and 34

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-34</td>
<td>1520-1</td>
<td>1520-1¼</td>
<td>1520-2½</td>
<td>855 (900-2½)</td>
</tr>
<tr>
<td></td>
<td>855 (900-1)</td>
<td>855 (900-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1520-1¼</td>
<td>831 (900-1¼)</td>
<td>1520-2½</td>
<td>1640-3</td>
</tr>
<tr>
<td></td>
<td>831 (900-2½)</td>
<td></td>
<td>951 (1000-3)</td>
<td></td>
</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (1°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/ VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/ VNAV all Cats visibility 3/4 mile; increase LNAV Cats C and D 1/4 mile and Circling visibility Cat D 3/4 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

**MISSED APPROACH:** Climb to 3100 direct QEFFO and hold.

**AWOS-3**
119.625
**LEXINGTON APP CON**
120.15 259.3
**UNICOM**
122.725 (CTAF)

**MISSED APCH FIX**
4 NM 360° QEFFO

3100 QEFFO

3100 direct QEFFO and hold.

1264 -7/8 261 (300-3/4)

1278 -7/8 275 (300-3/4)

1460-1 457 (500-1)

1520-1 1460-1/2 457 (500-1/2)

517 (600-1/2) 1780-2 1/2

Baro-VNAV NA when using Lexington altimeter setting.

Visibility Cat D 1 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and LNAV/VNAV NA below -16°C (1°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/ VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/ VNAV all Cats visibility 3/4 mile; increase LNAV Cats C and D 1/4 mile and Circling visibility Cat D 3/4 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

**AWOS-3**
119.625
**LEXINGTON APP CON**
120.15 259.3
**UNICOM**
122.725 (CTAF)
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility 1/2 SM; Circling Cat C 1/2 SM and Circling Cat D 1/4 SM.

VOR Rwy 18

Central Kentucky Rgnl (RGA)

Amdt 7C 20JUN19

SE-1, 30 NOV 2023 to 25 JAN 2024

Receiving Frequency

Lexington App Con 120.15 259.3

Unicom 122.725 (CTAF)

Apt Elev 1003

TDZE 978

Clinical

HAGEN

VOR/DME HYK 112.6

Chan 73

IF/AIF LEEDINGTON 112.6 HYK Chan 73

Procedure NA for arrival on HYK VOR/DME airway radials 103 CW 202.

Category

A

1460-1

1460-1 1/2

B

482 (500-1)

482 (500-1 1/2)

C

1460-1

1520-1

D

457 (500-1)

517 (600-1)

517 (600-1 1/2)

777 (800-2 1/2)

MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.
RNAV (GPS) RWY 4
ROCKWOOD MUNI (RKW)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting: increase DA to 1989 feet and LPV and LNAV/VNAV visibility all Cats ½ SM; increase all MDA 80 feet and LNAV Cat C and D visibility ¾ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3 118.775
ATLANTA CENTER 133.6 254.3

UNICOM 122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting; increase LPV DA to 1987 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 2011 feet and visibility all Cats ½ SM; increase all MDA 80 feet and increase LNAV Cat C and D visibility ½ SM and Circling Cat C visibility ½ SM. Baro-VNAV NA when using Crossville altimeter setting.

MISSED APPROACH:
Climb to 5300 direct CUTUK and hold, continue climb-inhold to 5300.

RNAV (GPS) RWY 22
ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

UNICOM
122.8 (CTAF)

ROCKWOOD, TENNESSEE
AL-5408 (FAA) 23278

SE-1, 30 NOV 2023 to 25 JAN 2024

ROCKWOOD, TENNESSEE
Amdt 1B 12AUG21

35°55'N-84°41'W

ROCKWOOD MUNI (RKW)

RNAV (GPS) RWY 22

Amdt 1B 12AUG21
Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting: increase all MDA 80 feet and S-22 Cats C and D visibility ½ SM, Circling Cat C visibility ½ SM.

**SECONDARY AVIATION INFORMATION**

**AWOS-3**

ROCKWOOD, TENNESSEE

**AL-540B (FAA)**

VOR/DME Rwy 22
ROCKWOOD MUNI (RKW)

**117.6**
**123**

**APP CRS**
**240°**
**Rwy Idg**
**5000**
**TDZE**
**1662**
**Apt Elev**
**1664**

**ATLANTA CENTER**

118.775

**UNICOM**

133.6 254.3

122.8 (CTAF)

**ROCKWOOD MUNI**

ROCKWOOD, TENNESSEE

HINCH MOUNTAIN

117.6 HCH Channel 123

HCH 22.9

MINES

17.8

MINES

22.9

17.8

GIGEL

22.9

HCH

3110

3240

R-060

240°

3240

240°

1 min

5200 to MINES

060°

1 m in

5200

498 (500-1)

596 (600-1)

1116 (1200-3)

5200 to MINES

HCH

22.9

R-060

240°

MINES

28.9

GIGEL

22.9

HCH

22.9

MINES

17.8

WIPUT

3600

1719±

1704

5200

240°

1704

WIPUT

HCH

3600

TCH 40

3.00°

1704

MINES

28.9

One Minute Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

**A**

**B**

**C**

**D**

**CATEGORY**

S-22

2160-1 1/4

498 (500-1/4)

2160-1 1/2

498 (500-1/2)

CIRCLING

2160-1 1/4

496 (500-1/4)

2200-1 1/4

536 (600-1/4)

2260-1 1/2

596 (600-1/2)

2780-3

1116 (1200-3)

ROCKWOOD, TENNESSEE

Amdt 6C 12AUG21

35°55'N 84°41'W

463

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

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SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities Rgnl altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ¼ SM, increase LNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4600 direct HERTO and hold, continue climb-in-hold to 4600.
Rogersville, Tennessee

ROGERSVILLE, TENNESSEE

ELEV 1255
TDZE 1254

TRI CITY APP CON *
128.05 317.5

UNICOM 122.8 (CTAF)

DME/DME RNP 0.3 NA.

Procedure NA at night. Obtain local altimeter setting on CTAF;
when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase
LP Cat C visibility ½ SM, LNAV Cat B visibility ¼ SM, Cat C visibility ¼ SM, and increase
Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4300 direct
JISRA and hold.

4300 JISRA
3.3 NM to
RW25

RUFFE
3.3 NM to
RW25

DOKDE

HERTO

3.00°

Holding Pattern

071°
4600

CIRCLING

3.3 NM to
RW25

3278 JISRA

23278

2.8 NM

5 NM

Category
LP MDA
LNAV MDA
CIRCLING

23278

1720-1
1900-1
2180-1½

1720-1½
1900-1½
2320-3

1720 (500-1)
646 (700-1)
925 (1000-1¼)

466 (500-1½)
646 (700-1½)

2320-3

1065 (1100-3)

NA
NA
NA

SE-1, 30 NOV 2023 to 25 JAN 2024

ROGERSVILLE, TENNESSEE

Orig 17AUG17

36°27'N 82°53'W

HAWKINS COUNTY (RVN)

RNAV (GPS) RWY 25

AL-6282 (FAA)
RNAV (GPS) RWY 7
RUSSELLVILLE-LOGAN COUNTY (4M7)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting.
Circling Rwy 25 NA at night.

MISSED APPROACH: Climb to 3100 direct ZULEB and hold.

M91 AWOS-3
120.675

M91 AWOS-3
120.675

M91 AWOS-3
120.675

MEMPHIS CENTER
133.85 317.6

MEMPHIS CENTER
133.85 317.6

MEMPHIS CENTER
133.85 317.6

UNICOM
122.7 (CTAF)

UNICOM
122.7 (CTAF)

RNAV (GPS) RWY 7
RNAV (GPS) RWY 7
RNAV (GPS) RWY 7
RNAV (GPS) RWY 25

RUSSELLVILLE-LOGAN COUNTY (4M7)

Amdt 1 07DEC17

REIL Rwys 7 and 25
MIRL Rwy 7-25

categoria

RUSSELLVILLE, KENTUCKY

SEP 1, 30 NOV 2023 to 25 JAN 2024

467
RNAV (GPS) X RWY 23

CLARKSVILLE, TENNESSEE

SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) X RWY 23

SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) X RWY 23

SE-1, 30 NOV 2023 to 25 JAN 2024

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SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) X RWY 23

SE-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) X RWY 23

SE-1, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

Limit all Segments to 90 KIAS.
CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 23

RNP APCH - GPS
RADAR required

ATIS 306.5  CAMPBELL APP CON 134.35 307.025  TOWER * 124.675 (CTAF) 290.45  GND CON 142.975 267.3  CLNC DEL 237.6  EAGLE RADIO 285.7  ASR

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

Limit all segments to 90 KIAS.

COPTER RNAV (GPS) Y RWY 23

CLARKSVILLE, TENNESSEE
Amdt 3 07SEP23

SABRE AAF (FORT CAMPBELL) (KEOD)

471
MISSED APPROACH: Climbing left turn to 2200 direct CKV VOR/DME and hold.

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.
VDP NA when using CAMPBELL AAF (Fort Campbell), KY altimeter setting.
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. RWY 1 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. VDP NA when use Muscle Shoals altimeter setting.

### AWOS-3
- 133.925

### MEMPHIS CENTER
- 124.35 318.1

### UNICOM (CTAF)
- 122.8

### VNAV
- LNAV/DA LPV
- 19

### GP 3.00°
- TCH 51

### 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>845-1¼</td>
<td>372 (400-1¼)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1188-2½</td>
<td>715 (800-2½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1080-1</td>
<td>607 (700-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>627 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

### ELEV 473
- TDZE 473

### MISSED APCH Fix
- 4 NM YOSUB
- 1200

### MISSED APPROACH
- Climb to 3000 direct YOSUB and hold.

### Holding Pattern
- 3000 to EPVIC
- 3000 to YUZZY
- 3000 to VIDO

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

### CATEGORY
<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
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<td>LPV DA</td>
<td>845-1¼</td>
<td>372 (400-1¼)</td>
<td>NA</td>
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<tr>
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<td>1188-2½</td>
<td>715 (800-2½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1080-1</td>
<td>607 (700-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>627 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

### 4 NM
- Holding Pattern
- VIDO
- 3000-188° 008°

### 3000
- EPVIC
- ADOFO
- RW01

### 008°
- 2200

### 3000
- (FAF) YUZZY
- (IF/IAF) VIDDO

### 188°
- 008°

### RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

### SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 17
ROBERT SIBLEY (SZY)

AWOS-3 118.425
MEMPHIS CENTER 124.35 318.1
UNICOM 122.7 (CTAF)

1032
30 NM to YIPUB (NoPT)

2600

YIPUB

4 NM

ZABAB

165°

345°

345°

165°

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 29).

2600 Holding Pattern

GP 3.00°

TCH 30

 CATEGORY A B C D
 LPV DA 861-1 254 (300-1)
 LNAV/ VNAV DA 1055-1 448 (500-1¾)
 LNAV MDA 1020-1 413 (500-1)
 CIRCLING 1060-1 470 (500-1) 1080-1 470 (500-1½) 1300-2 690 (700-2¼) 477

REIL Rws 17 and 35
MRL Rwy 17-35

SE-1, 30 NOV 2023 to 25 JAN 2024

ROBERT SIBLEY (SZY)
RNAV (GPS) RWY 35

ROBERT SIBLEY (SZY)

### AWOS-3

<table>
<thead>
<tr>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.35 318.1</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

### RNP-APCH - GPS

Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting: increase LPV DA to 1042 and all visibilities ½ SM, increase LNAV/VNAV DA to 1084 and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility Cat D ½ SM. Straight-in RW 35 NA at night, Circling RWy 17, 35 NA at night.

### MISSED APPROACH:

Climb to 2600 direct YIPUB and hold.

| 118.425 |

### RNAV (GPS) RWY 35

#### 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>944-1¼</td>
<td>334 (400-1¼)</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>986-1¼</td>
<td>376 (400-1¼)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>370 (400-1)</td>
<td>980-1¼</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>1080-1</td>
<td>1080-1½</td>
</tr>
</tbody>
</table>

#### Holding Pattern

- VINCI (IF/IAF)
- ZABAB (FAF)
- 4 NM YIPUB
- 30 NM to ZABAB (NPT)

#### GP 3.00°

TCH 40

#### Holding Pattern

- 4 NM YIPUB
- 30 NM to ZABAB (NPT)
- 30 NM to CIEL (NPT)
- 4 NM CIEL

#### RW35

- 30 NM to CIEL
- 165° 2600
- 345° 2100
- 4.5 NM PUYBI
- 6 NM ZABAB

#### YIPUB

- 345° 2600
- 345° 2100
- 345° 2600
- 345° 2600

#### Otgue

- 255° 2600
- 255° 2600
- 255° 2600
- 255° 2600
RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

**AWOS-3**
126.875

**KNOXVILLE APP CON**
132.8 360.8

**UNICOM**
123.0 (CTAF)

**SEP/SEP, 19MAY23 to 25 JAN 2024**

**RNAV (GPS) RWY 10**
**GATLINBURG-PIGEON FORGE (GKT)**

**PROCEDURE**

**MISSED APPROACH**
Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

**LPV DA**
1371-1\(^{1/4}\)

**LNAV/VNAV**
2013-2 999 (1000-2)
2013-3 999 (1000-3)

**LNAV MDA**
1800-1 786 (800-1)
1800-1\(^{1/4}\) 786 (800-1\(^{1/4}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))

**CIRCLING**
1800-1 866 (900-1)
1880-1\(^{1/4}\) 866 (900-1\(^{1/4}\))
2040-3 1026 (1100-3)
2680-3 1666 (1700-3)

**RNP ACPH - GPS.**

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-17°C\) or above \(47°C\). Helicopter visibility reduction below \(3/4\) SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities \(3/4\) SM; increase all MDAs 60 feet and Circling visibility Cat A \(3/4\) SM. Circling to Rwy 28 NA at night. Procedure NA at night.

**AWOS-3**
126.875

**KNOXVILLE APP CON**
132.8 360.8

**UNICOM**
123.0 (CTAF)

**SEP/SEP, 19MAY23 to 25 JAN 2024**

**RNAV (GPS) RWY 10**
**GATLINBURG-PIGEON FORGE (GKT)**

**PROCEDURE**

**MISSED APPROACH**
Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

**LPV DA**
1371-1\(^{1/4}\)

**LNAV/VNAV**
2013-2 999 (1000-2)
2013-3 999 (1000-3)

**LNAV MDA**
1800-1 786 (800-1)
1800-1\(^{1/4}\) 786 (800-1\(^{1/4}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))

**CIRCLING**
1800-1 866 (900-1)
1880-1\(^{1/4}\) 866 (900-1\(^{1/4}\))
2040-3 1026 (1100-3)
2680-3 1666 (1700-3)

**RNP ACPH - GPS.**

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-17°C\) or above \(47°C\). Helicopter visibility reduction below \(3/4\) SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities \(3/4\) SM; increase all MDAs 60 feet and Circling visibility Cat A \(3/4\) SM. Circling to Rwy 28 NA at night. Procedure NA at night.

**AWOS-3**
126.875

**KNOXVILLE APP CON**
132.8 360.8

**UNICOM**
123.0 (CTAF)

**SEP/SEP, 19MAY23 to 25 JAN 2024**

**RNAV (GPS) RWY 10**
**GATLINBURG-PIGEON FORGE (GKT)**

**PROCEDURE**

**MISSED APPROACH**
Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

**LPV DA**
1371-1\(^{1/4}\)

**LNAV/VNAV**
2013-2 999 (1000-2)
2013-3 999 (1000-3)

**LNAV MDA**
1800-1 786 (800-1)
1800-1\(^{1/4}\) 786 (800-1\(^{1/4}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))

**CIRCLING**
1800-1 866 (900-1)
1880-1\(^{1/4}\) 866 (900-1\(^{1/4}\))
2040-3 1026 (1100-3)
2680-3 1666 (1700-3)

**RNP ACPH - GPS.**

LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-17°C\) or above \(47°C\). Helicopter visibility reduction below \(3/4\) SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities \(3/4\) SM; increase all MDAs 60 feet and Circling visibility Cat A \(3/4\) SM. Circling to Rwy 28 NA at night. Procedure NA at night.

**AWOS-3**
126.875

**KNOXVILLE APP CON**
132.8 360.8

**UNICOM**
123.0 (CTAF)

**SEP/SEP, 19MAY23 to 25 JAN 2024**

**RNAV (GPS) RWY 10**
**GATLINBURG-PIGEON FORGE (GKT)**

**PROCEDURE**

**MISSED APPROACH**
Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.

**LPV DA**
1371-1\(^{1/4}\)

**LNAV/VNAV**
2013-2 999 (1000-2)
2013-3 999 (1000-3)

**LNAV MDA**
1800-1 786 (800-1)
1800-1\(^{1/4}\) 786 (800-1\(^{1/4}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))
1800-2\(^{1/2}\) 786 (800-2\(^{1/2}\))

**CIRCLING**
1800-1 866 (900-1)
1880-1\(^{1/4}\) 866 (900-1\(^{1/4}\))
2040-3 1026 (1100-3)
2680-3 1666 (1700-3)
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A 1/4 SM.

Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (westbound).

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).

Amdt 6B 24FEB22
SE-1, 30 NOV 2023 to 25 JAN 2024

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXX 19.3 DME and hold, continue climb-in-hold to 4000.

AWOS-3 126.875
KNOXVILLE APP CON 132.8 360.8
UNICOM 123.0 (CTAF)
RNAV (GPS) RWY 18
BOMAR FLD/SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM and LNAV Cat C and D visibility ½ SM. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

<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>1050-3/4</td>
<td>250 [300-3/4]</td>
<td>1280-1</td>
<td>1280-1/2</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1316-1</td>
<td>516 [600-1/2]</td>
<td>1280-1/2</td>
<td>1280-1/2</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>480 [500-1]</td>
<td>480 [500-1/2]</td>
<td>480 [500-1/2]</td>
</tr>
<tr>
<td>C Circling</td>
<td>1280-1</td>
<td>479 [500-1]</td>
<td>1420-1</td>
<td>1780-3</td>
</tr>
</tbody>
</table>

Holding Pattern

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

 Procedure NA for arrivals at OKENE via V321 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.
RNAV (GPS) Y RWY 36
BOYAR FLD/SHELBURNE MUNI (SYI)

VGS and descent angles not coincident
VGS Angle 3.00/TCH 30.

Keep left of VOR and desend to 35°34'N-86°27'W

CIRCLING UNICOM
AWOS-3 122.8
MEMPHIS CENTER (CTAF)

MISSED APCH FIX IBCUM
P54A 1260-1

Hold.

When local altimeter setting not received use Tullahoma altimeter setting and increase NAV Cat C/D visibility 1 SM.

Orig-B 18JUN20
SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) Z RWY 36
BOMAR FLD/SHELVILLE MUNI (SYI)

**When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats visibility ½ SM and UNNAV Cat C and D visibility ⅔ SM. DME/DME RNP 0.3 NA. VDP NA when using Tullahoma altimeter setting.**

**MISSING APPROACH:**
Climb to 3000 direct IBCUM and hold.

**AWOS-3**
119.275

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

**MISSAPCH FIX**

**4 NM**

**IBCUM**

**3000 NoPT 090° (18.6)**

Procedure NA for arrivals at ATWUS via V321 southbound.

**4 NM Holding Pattern**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).**

**3000 IBCUM**

**LNAV only.**

**360°**

**2.4 NM to RW36**

**RW36**

**2400**

**JUSB**

**RG 300° TCH 51**

**UCELI**

**6.1 NM**

**2.4 NM**

**2.4 NM**

**CATEGORY**
A  B  C  D

**LPV DA**
1051-3/4 250 (300-3/4)

**LNAV MDA**
1580-1 1580-1 1580-2 1580-2
779 (800-1) 779 (800-1) 779 (800-2) 779 (800-2)

**CIRCLING**
1580-1 1580-1 1780-3 979 (1000-3)
779 (800-1) 779 (800-1) 779 (800-2) 779 (800-2)

**SHELVILLE, TENNESSEE**
Orig-A 18JUN20

**35°34′N-86°27′W**

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

**AL-5299 (FAA)**
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility ½ SM. VDP NA when using Nashville Intl altimeter setting.

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

**AWOS-3**

119.275

**MEMPHIS CENTER**

128.15 323.125

**UNICOM**

122.8 (CTAF)

**VOR/DME RWY 18**

**BOMAR FLD/SHELBYVILLE MUNI (SYI)**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-18</td>
<td>1220-1</td>
<td>420 (500-1)</td>
<td>1220-1/4</td>
<td>420 (500-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1260-1</td>
<td>459 (500-1)</td>
<td>1420-1</td>
<td>619 (700-1)</td>
</tr>
<tr>
<td></td>
<td>1780-3</td>
<td>979 (1000-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**VGSI** and descent angles not coincident (VGSI Angle 3.00/TCH 26).

**MIRL Rwy 18-36**

**REIL Rwy's 18 and 36**
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet and S-18 visibility Cat B/C/D ½ SM, and Circling visibility Cat B ½ SM.

MISSING APPROACH: Climbing right turn to 3000 in SYI VOR/DME holding pattern.

AWOS-3  
119.275

MEMPHIS CENTER  
128.15 323.125

UNICOM  
122.8 (CTAF)
DME required.

When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility 1/4 SM.

VDP NA when using Tullahoma altimeter setting.

AWOS-3
119.275

MEMPHIS CENTER
128.15 323.125

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.

VOR/DME SYI 113.55
Chan 82 (Y)

APP CRS 016°
Rwy Idg 5504
TDZE 801
Apt Elev 801

SHELBYVILLE, TENNESSEE
AL-5299 (FAA)

VOR RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

Δ 1618

AWOS-3
119.275

MEMPHIS CENTER
128.15 323.125

UNICOM
122.8 (CTAF)

SHELBYVILLE
113.55 SYI
Chan 82 (Y)

MSA SYI 25 NM
3300

ELEV 801
TDZE 801

REM: 3000 to BOMAR 196° (4.9)

(IAF) BOMAR SYI 4.9

(ROCKET)
112.2 RGZ
Chan 59

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 30).

Remain within 10 NM

BOMAR SYI 4.9

3000
196°
016°
2300
1600

WEDID SYI 3

SHELBYVILLE
113.55 SYI
Chan 82 (Y)

(196° (10)
(TCH 45

SYI R-196

2300
016°

(1F) TURGE SYI 14.9

1.2
1.1
1.0
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0

CATEGORY
A
B
C
D

S-36
1220-1 419 (500-1)
1220-1 419 (500-1)
1220-1 419 (500-1)
1220-1 419 (500-1)

CIRCLING
1260-1 459 (500-1)
1420-1 619 (700-1)
1780-3 979 (1000-3)

FAF to MAP 4.2 NM

Knots
60
90
120
150
180

Min:Sec
4:12
2:48
2:06
1:41
1:24
RNAV (GPS) RWY 6
SMITHVILLE MUNI (0A3)

Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA.
Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase
LPV DA to 1486 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 1645 feet and all
visibilities ½ SM, increase all MDA 60 feet and LNAV visibility Cat C ½ SM.

Unicom 122.8 (CTAF)

MISSED APPROACH: Climb to 3800 direct ERAPE and hold.
RNAV (GPS) RWY 24
SMITHVILLE MUNI (0A3)

VNA NA
Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting, when not received, use Tullahoma altimeter setting and increase LPV DA to 1455 feet; increase LNAV/VNAV DA to 1471 feet and all visibilities 1/8 SM, increase all MDA 60 feet and LNAV visibility Cat C 1/8 SM.

MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SRB AWOS-3 128.25
MEMPHIS CENTER 132.9 290.3
UNICOM 122.8 (CTAF)

Amdt 3C 06OCT22

SMITHVILLE, TENNESSEE
AL-6255 (FAA)

RNAV (GPS) RWY 24
SMITHVILLE MUNI (0A3)

RNP APCH.

Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting, when not received, use Tullahoma altimeter setting and increase LPV DA to 1455 feet; increase LNAV/VNAV DA to 1471 feet and all visibilities 1/8 SM, increase all MDA 60 feet and LNAV visibility Cat C 1/8 SM.

MISSED APPROACH: Climb to 3800 direct CIVAK and hold.

SRB AWOS-3 128.25
MEMPHIS CENTER 132.9 290.3
UNICOM 122.8 (CTAF)
DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1 mile. For inop MALSR when using Nashville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility ½ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA to 749 feet and all MDA 40 feet; increase S-LOC 32 Cats C/D visibility ½ mile and increase Circling Cats C/D visibility ⅛ mile. VDP NA when using Nashville Intl altimeter setting.

**AWOS-3PT**
- **NASHVILLE APP CON** 119.125
- **SMYRNA TOWER** 118.4 360.7
- **GND CON** 118.5 (CTAF) 233.1
- **CLNC DEL** 121.4
- **CLNC DEL (When twr closed)** 121.7
- **UNICOM** 122.95

**MALSR**
- **ILS or LOC/DME RWY 32**

**SMYRNA (MQY)**

**AWOS-3PT**
- **NASHVILLE APP CON** 119.125
- **SMYRNA TOWER** 118.4 360.7
- **GND CON** 118.5 (CTAF) 233.1
- **CLNC DEL** 121.4
- **CLNC DEL (When twr closed)** 121.7
- **UNICOM** 122.95

**MALSR**
- **ILS or LOC/DME RWY 32**

**SMYRNA (MQY)**

**AWOS-3PT**
- **NASHVILLE APP CON** 119.125
- **SMYRNA TOWER** 118.4 360.7
- **GND CON** 118.5 (CTAF) 233.1
- **CLNC DEL** 121.4
- **CLNC DEL (When twr closed)** 121.7
- **UNICOM** 122.95

**MALSR**
- **ILS or LOC/DME RWY 32**
RNAV (GPS) RWY 1

Smyrna, Tennessee

Category A

LP MDA
960-1 441 (500-1)

LNAV MDA
1100-1 581 (600-1)

Circling
1100-1 557 (600-1)

Procedure NA for arrivals at LENON on V140 eastbound.

Procedure NA for arrivals on SYI VOR/DME airway radials 273 CW 046.
SMYRNA, TENNESSEE

RNAV (GPS) RWY 14

SMYRNA (MQY)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ½ mile, and increase Circling Cat C visibility ½ mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3000 direct JOPIV and hold.
RNAV (GPS) RWY 19

**SMYRNA (MQY)**

**AWOS-3PT**
119.125

**NASHVILLE APP CON**
118.4 360.7

**SMYRNA TOWER**
118.5 (CTAF) 233.1

**GND CON**
121.4

**CLNC DEL**
121.7 (When twr closed)

**CLNC DEL**
121.4

**UNICOM**
122.95

**ELEV**
543

**TDZE**
521

**WAAS**
CH 42932

**APP CRS**
190°

**TWR**
5546

**Rwy Ldg**
521

**Apt Elev**
543

---

**DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.**

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ½ mile.

**MISSED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

---

Procedure NA for arrivals at LENON on V140 eastbound.

---

**Procedure NA for arrivals on SYI VOR/DME airway radials 046 CW 080.**

---

**LP**
880-1 359 (400-1)

**MDA**
920-1 399 (400-1) 920-1½ 399 (400-1½)

**LNAV MDA**
1100-1 1200-1 1240-2 1480-3

**CIRCLING**
557 (600-1) 657 (700-1) 697 (700-2) 937 (1000-3)

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**SMYRNA, TENNESSEE**

**AL-895 (FAA)**

**RNAV (GPS) RWY 19**

**SMYRNA (MQY)**

**Orig:B 04FEB16**

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**36°01’N-86°31’W**

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**SE-1, 30 NOV 2023 to 25 JAN 2024**
**RNAV (GPS) RWY 32**

**SMYRNA (MQY)**

- **MALSR**: REIL Rwy 14
  - HIRL Rwy 1-19
  - MIRL Rwy 14-32
- **RW32 RNAV (GPS) RWY 32**: LNAV MDA 1500
- **VNAV**, **LNAV**, **DA**: SMYRNA, TENNESSEE

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**Addendum 1A 20AUG15**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
- DME/DME RNP-0.3 NA. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ½ mile and increase Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

---

**MISSED APPROACH**: Climb to 1500 then climbing right turn to 3000 direct JOPIV and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC/DME RWY 5
LAKE CUMBERLAND RGNL (SME)

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

Procedure NA for arrival on LVT VOR/DME airway radials 350 CW 064.

GS unusable for coupled approach below 1620.

GS 3.00° TCH 59

AWOS-3 120.050
INDIANAPOLIS CENTER 124.625 371.925
UNICOM 122.8 (CTAF)

LOCALIZER 109.3
I-SME
Chan 30

HIPOD I-SME 7.2

CUMBERLAND RIVER
388 CDX

(IAF)
SITOW INT
I-SME 13.5

LVT R-046

3700 NDB 0.9
R-259

LIVINGSTON
114.35 LVT Chan 90 (Y)

Remain within 10 NM

procedure NA for arrival on LVT VOR/DME airway radials 350 CW 064.

GS unusable for coupled approach below 1620.

S-LOC 5

1460-1 533 (600-1)
1460-1½ 533 (600-½)
1460-1¾ 533 (600-⅔)

C CIRCLING

1620-1 693 (700-1)
1720-1½ 793 (800-½)
2100-3 1173 (1200-3)

AL-5424 (FAA)

SE-1, 30 NOV 2023 to 25 JAN 2024

37°03’N 84°37’W

LGU 27FEB20
**RNAV (GPS) RWY 5**

**LAKE CUMBERLAND RGNL (SME)**

- **AWOS-3**: 120.050
- **INDIANAPOLIS CENTER**: 124.625 371.925
- **UNICOM**: 122.8 (CTAF)

**RNP APCH.**

- **Circling to Rwy 23 NA at night. Rwy 5 helicopter visibility reduction below 10 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.**

**HOLD** 6000 3600

- **Final approach course offset 3.00°.**

**Holding Pattern**

- **4 NM**
- **3600** to 225°
- **6000** to 045°

**496**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 60).**

**FINAL APPROACH COURSE (FAC)**

- **TOOLY**: 3000
- **JIBEX**: 045° 3000
- **JIBEX**: *1.2 NM to RW05
- **TOOLY**: 3600
- **TOOLY**: 3900
- **TOOLY**: 496

**LNAV only.**

**UNICOM**

- **AWOS-3**: 120.050
- **INDIANAPOLIS CENTER**: 124.625 371.925
- **UNICOM**: 122.8 (CTAF)

**MISSED APCH FIX**

- **ELEV 927**
- **TDZE 927**

**ELEV 927**

- **DIAGRAM**
- **MISSED APPROACH**: Climb to 3600 direct AZLEC and hold.

**AZLEC**

- **Final approach course offset 3.00°.**

- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 60).**

- **HOLD** 6000 3600

- **Final approach course offset 3.00°.**

**HOLD** 6000 3600

- **Final approach course offset 3.00°.**

**Category**

- **A LPV DA**: 1177-3/4 250 (300-3/4)
- **B LNAV/ VNAV DA**: 1547-1 620 (700-1/4)
- **C LNAV MDA**: 1480-1 553 (600-1/4)
- **D CIRCLING**: 1580-1 653 (700-1)

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

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

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

**SE-1, 30 NOV 2023 to 25 JAN 2024**
RNAV (GPS) RWY 23
LAKE CUMBERLAND RGNL (SME)

**Missed Approach:** Climb to 3600 direct TOOLY and hold.

**Circling Rwy 23 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 23 NA at night.**

**Unicom:**
- **AWOS-3:** 120.050
- **Indianapolis Center:** 124.625 371.925
- **INCOM:** 122.8 (CTAF)

**3600**
- **TOOLY**
- **HITFO**
- **AZLEC**
- **RBME**
- **2.6 NM to RW23**
- **Babme**
- **2.6 NM to RW23**
- **Holding Pattern**

**Category:**
- **A**
- **B**
- **C**
- **D**
- **LP MDA**
  - 1580-1 653 (700-1)
  - 1580-1 653 (700-1/4)
- **LNAV MDA**
  - 1660-1 733 (800-1)
  - 1660-2 733 (800-1)
- **C CIRCLING**
  - 1660-1 733 (800-1)
  - 1700-1 773 (800-1)
  - 2100-3 1173 (1200-3)

**TOOLY**
- **3600**
- **HITFO**
- **AZLEC**
- **RBME**
- **2.6 NM to RW23**
- **Holding Pattern**

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

**UMR Rwy 5-23**
- **REIL Rwys 5 and 23**
RNAV (GPS) RWY 1
FAYETTE COUNTY (FYE)

AWOS-3
119.875

MEMPHIS APP CON
125.8 338.3

CTAF
122.9

MISSED APCH FIX
4 NM
RW01
HOLD

30 NM to NYATE
098° 278°
3000
NYATE

3000
098°
3000

HOLD
6000
3000

RW01
1.9 NM to RW01
3000
RSTE FL 1124

NYATE (IF/IAF)
VNGI and RNAV glidepath not coincident
(VNGI Angle 3.00/TCH 20).

GP 3.25°
TCH 60

LNAV DA
809-1 373 (400-1)

LNAV/ VNAV DA
1060-1 624 (700-1)

CIRCLING
1060-1 624 (700-1)

2.8 NM
1.9 NM

SE-1, 30 NOV 2023 to 25 JAN 2024
Orig-D 23FEB23
RNAV (GPS) RWY 19
FAYETTE COUNTY (FYE)

**AWOS-3**
119.875

**MEMPHIS APP CON**
125.8, 338.3

**CTAF**
122.9

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

**RNP APCH - GPS.**

- **Boro-VNAV and VDP NA** when using Memphis Intl altimeter setting. Rwy 19 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Memphis Intl altimeter setting: increase LPV DA to 817 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 779 feet; increase all MDA 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

**AWOS-3**
119.875

**MEMPHIS APP CON**
125.8, 338.3

**CTAF**
122.9

**RNAV (GPS) RWY 19**

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

**HOLD**
3000 6000

**NYATE**
880-1 1160-2

**RW19**
721-1 920-1

**MISSED APCH FIX**
NYATE

**RSTEE**
3000

**ELEV**
436

**TDZE**
431

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

**ELEV**
436

**TDZE**
431

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

**MIRL Rwy 1-19**
499

**REIL Rwy 1 and 19**
ADFA required.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.25</td>
<td>132.9 290.3</td>
<td>122.975 (CTAF)</td>
</tr>
</tbody>
</table>

**AFD Required:**

**MS-ILS 4**

**S-LOC 4** 1420-1 398 (400-1) 1420-1 398 (400-1)

**CIRCLING** 1480-1 455 (500-1) 1600-1 575 (600-1) 1880-2 55 (900-2)

**AFD Required:**

**MS-ILS 4**

**S-LOC 4** 1380-1 358 (400-1)

**CIRCLING** 1480-1 455 (500-1) 1600-1 575 (600-1) 1880-2 55 (900-2)

**AFD Required:**

**MS-ILS 4**

**S-LOC 4** 1380-1 358 (400-1)

**CIRCLING** 1480-1 455 (500-1) 1600-1 575 (600-1) 1880-2 55 (900-2)
RNAV (GPS) RWY 4
UPPER CUMBERLAND RGNL (SRB)

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

AWOS-3

128.25

MEMPHIS CENTER

132.9 290.3

UNICOM

122.975 (CTAF)

ELEV 1025

TDZE 1022

HIRL Rwy 4-22
REIL Rwys 4 and 22
RLLS Rwy 4

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

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

MISSED APPROACH: Climb 4000 direct WOTEK and hold.

MISSED APPROACH: Climb 4000 direct WOTEK and hold.
RNAV (GPS) RWY 22
UPPER CUMBERLAND RGNL (SRB)

Survivable, Voiced, Navigable, Accessible, Safe, and Reliable (SVNAR) Approach

Rwy Idg 6000
TDZE 1025
Apt Elev 1025

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility 3/4 SM. Increase all MDA 180 feet and LNAV Cat C visibility 3/4 SM, Cat D visibility 1/2 SM. Increase Circling Cat C visibility 3/4 SM and Circling Cat D visibility 1/4 SM. VDP NA when using Crossville altimeter setting.

AWOS-3
128.25

MEMPHIS CENTER
132.9 290.3

UNICOM
122.975 [CTAF]

SPARTA, TENNESSEE
AL-6354 (FAA)

Uncompensated Baro-VNAV NA when using Crossville altimeter setting and local altimeter setting not received.

SPARTA, TENNESSEE
SE-1, 30 NOV 2023 to 25 JAN 2024

502
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile; LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

AWOS-3P
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

AWOS-3P
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

AWOS-3P
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.

AWOS-3P
119.725

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct WIGRU and hold.
Procedure NA for arrivals at EWO VOR/DME on V178 westbound.

When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ½ mile. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing right turn to 4000 on EWO VOR/DME R-088 to ROCCO/EWO 8 DME and hold.

AWOS-3P 119.725
INDIANAPOLIS CENTER 124.625 371.925
UNICOM 122.8 (CTAF)
RNAV (GPS) RWY 4
SPRINGFIELD ROBERTSON COUNTY (M91)

RNP APCH - GPS.

NA
Rwy 4 helicopter visibility reduction below ¾ SM NA.

AWOS-3 120.675
NASHVILLE APP CON 119.35 372.0
UNICOM 123.0 (CTAF)

MISSING APCH FIX
4 NM

MISSED APPROACH:
Climb to 3000 direct CODCA and hold.

SPRINGFIELD, TENNESSEE
AL-6740 (FAA)

WAAS
CH 86626
W04A

APP CRS 037°
Rwy Idg 5505
TDZE 701
Apt Elev 706

MISSING APCH FIX

4 NM

CODCA

AWOS-3 120.675
NASHVILLE APP CON 119.35 372.0
UNICOM 123.0 (CTAF)

NA
Rwy 4 helicopter visibility reduction below ¾ SM NA.

507
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1/4 mile; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1/4 mile; increase all MDA 60 feet and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 3/4 SM NA.

AWOS-3 118.775
EVANSVILLE APP CON* 124.025 290.9
UNICOM 122.8 (CTAF)

MISSING APCH FIX
4 NM -400 (CTAF)
OLGEW

MISSING APCH FIX
4 NM -400 (CTAF)
OLGEW
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Henderson altimeter setting and increase all MDA 60 feet, increase LNAV Cats C and D visibility ½ mile and Circling Cat C ¾ mile.

**MISSING APPROACH:** Climb to 2500 direct FITIP and hold.

- **AWOS-3** 118.775
- **EVANSVILLE APP CON** 124.025 290.9
- **UNICOM** 122.8 (CTAF)

**STURGIS MUNI (TWT)**

**STURGIS, KENTUCKY**

**APP CRS 183°**
- **Rwy Idg** 5000
- **TDZE 372**
- **Apt Elev** 372

**RNAV (GPS) RWY 19**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>940-1</td>
<td>568 (600-1)</td>
<td>940-1 1/4</td>
<td>568 (600-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>568 (600-1)</td>
<td>1000-1</td>
<td>1120-2 1/2</td>
</tr>
<tr>
<td></td>
<td>.568 (600-1)</td>
<td>628 (700-1)</td>
<td>628 (700-1/4)</td>
<td>748 (800-2 1/2)</td>
</tr>
</tbody>
</table>

**SE-1, 30 NOV 2023 to 25 JAN 2024**
TAZEWELL, TENNESSEE
AL-10662 (FAA) 22195

RNAV (GPS) RWY 7
NEW TAZEWELL MUNI (3A2)

ATLANTA CENTER
133.6  254.3

CTAF
122.9  

DME/DME RNP-0.3 NA. Rwys 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4200 direct CUMIR and hold.

ATLANTA CENTER
133.6  254.3

CTAF
122.9  

DME/DME RNP-0.3 NA. Rwys 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4200 direct CUMIR and hold.

RNAV (GPS) RWY 7
NEW TAZEWELL MUNI (3A2)

ATLANTA CENTER
133.6  254.3

CTAF
122.9  

DME/DME RNP-0.3 NA. Rwys 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4200 direct CUMIR and hold.

RNAV (GPS) RWY 7
NEW TAZEWELL MUNI (3A2)

ATLANTA CENTER
133.6  254.3

CTAF
122.9  

DME/DME RNP-0.3 NA. Rwys 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 4200 direct CUMIR and hold.
RNAV (GPS) RWY 4
TOMPKINSVILLE/MONROE COUNTY (TZV)

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV 124.175
GLW AWOS-3 118.525
MEMPHIS CENTER 132.9 290.3
UNICOM 123.05 (CTAF)

Use Glasgow altimeter setting.

Procedure NA for arrivals on LVT VOR/DME airway radials 228 CW 350.

Category A

RNAV MDA 1540-1 506 (600-1) 1540-1.3 506 (600-1) NA
CIRCLING 1640-1 604 (700-1) 1800-1 1840-2.1 804 (900-2.4) NA

ECM

RNAV (GPS) RWY 4
TOMPKINSVILLE, KENTUCKY
Amdt 1C 02MAR17

SE-1, 30 NOV 2023 to 25 JAN 2024

36°44'N-85°39'W
513
RNAV (GPS) RWY 22

TOMPKINSVILLE/MONROE COUNTY (TZV)

MISSED APPROACH: Climb to 4000 direct UCASO and hold.

Procedure NA for arrivals at CENUD on V513 southeast bound.

BARO-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.

AWOS-AV
124.175

GLW AWOS-3
118.525

MEMPHIS CENTER
132.9  290.3

UNICOM
123.05 (CTAF)

CIRCLING
4000 X 75

4000 direct UCASO and hold.

TOMPKINSVILLE, KENTUCKY
AL-10286 (FAA)
RNAV (GPS) RWY 1
GIBSON COUNTY (TGC)

**MEMPHIS CENTER**
134.65 316.15

**UNICOM**
122.8 (CTAF)

**NA**

- **Night landing**: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Obtain local altimeter setting on CTAF, when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility 1/4 mile.

- **Missed Approach**: Climb to 2600 direct PUYTI and hold.

- **Category**
  - LP MDA: 720-1 362 (400-1)
  - LNAV MDA: 800-1 442 (500-1) 800-1 442 (500-1 1/4)
  - Circling: 980-1 622 (700-1) 980-1 622 (700-1 1/4) 1422 (1500-3)

---

**Note**: The diagram includes a holding pattern at KUDCE, with instructions for entering and managing the pattern. The efforts are made to ensure a clear understanding of the visual aids within the document.
RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

EGOGE (IAF) VGSi and RNAV glidespath not coincident (VGSi Angle 3.00/TCH 26).

KUDCE 362

EGOGE 358

TDZE 356

Note: RNAV glidepath not coincident.
RNAV (GPS) RWY 6

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

Circling NA to Rwys 9 and 27. Circling to Rwy 18 and 36 NA at night. Rwys 6 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV all Cats and LNAV Cat A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS increase LNAV/VNAV Cat C/D visibility to 1 1/2 SM.

Procedure NA for arrivals at SYI VOR/DME on V67 northwest bound.

MISSED APPROACH:
Climb to 3500 direct IDEYA and hold.

AWOS-3
128.325

MEMPHIS CENTER
128.15  323.125

TULLAHOMA, TENNESSEE

AL-508 (FAA) 23166

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNAV (GPS) RWY 6

TULLAHOMA, TENNESSEE

Amdt 2A 15JUN23

517
RNAV (GPS) RWY 18
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

Circling NA to Rwy 9 and 27. Rwy 18 helicopter visibility reduction below 1 SM NA.
Rwy 18 Straight-In and Circling minimums NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.

Procedure NA for arrivals at PECON on V321 southwest bound.

Procedure NA for arrivals at WAKEE on V16 eastbound.

Amdt 1D 15JUN23
SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 24

TULLAHOMA, TENNESSEE
AL-508 (FAA)

RNP APCH - GPS.

Circling NA to Rwys 9 and 27. Circling Rwy 18 and 36 NA at night. Rwy 24 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.

**AWOS-3**

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

**AWOS-3**

128.325

**MEMPHIS CENTER**

128.15 323.125

**UNICOM**

123.0 (CTAF)

**EXEGE**

Procedure NA for arrivals at FOSUL on V16 westbound.

(VGSI Angle 3.00/TCH 33).

4 NM

HOLD

VESSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

**4 NM**

061°

6000

2700

241°

FOSUL

MISSED APPROACH:

Climb to 3000 direct EXEGE and hold.

 CATEGORY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1332-1</td>
<td>250 (300-1)</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1400-1</td>
<td>318 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1500-1</td>
<td>418 (500-1)</td>
<td>1500-1(\frac{1}{8} )</td>
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<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>456 (500-1)</td>
<td>1620-1(\frac{1}{2} )</td>
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<td></td>
<td>1580-1</td>
<td>496 (500-1)</td>
<td>1640-2</td>
</tr>
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**TDZE 1082**

ELEV 1084

MIRL Rwys 6-24 and 18-36

REIL Rwy 6, 18, 24 and 36

**TULLAHOMA RGNL/WM NORTHERN FLD (THA)**

**RNAV (GPS) RWY 24**

Amdt 1D 15JUN23

519

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 36
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

**RNAV (GPS) RWY 36**

**TULLAHOMA, TENNESSEE**

**AWOS-3** 128.325  
**MEMPHIS CENTER** 128.15 323.125  
**UNICOM** 123.0 (CTAF)

**Procedure NA** for arrivals at SYI VOR/DME on V16 westbound.

**Procedure NA** for arrivals at ATWUS on V321 northbound.

**MISSED APPROACH:**
- Climb to 3000 direct LOYSI and hold.

**RNAV (GPS) RWY 36**

**ELEV 1084**  
**TDZE 1082**

**3000**  
**LOYSI**

**VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 42).**

**4 NM**

**LOYSI Holding Pattern**

**CIRCLING**

**MISSED APCH FIX**

**HOLD**

**3400**

**183°**

**10000**

**3400**

**TP**

**MIRL Rwy 6-24 and 18-36**

**REIL Rwy 6, 18, 24 and 36**

**CIRCLING**

**1540-1**

**1580-1**

**1620-1/2**

**1640-2**

**35°23'N-86°15'W**

Amdt 1D  15JUN23  
SE-1, 30 NOV 2023 to 25 JAN 2024
**ILS or LOC RWY 1**

EVEERTT-STEWART RGNL (UCY)

**ADF and RADAR REQUIRED**

Remain within 10 NM

GS 3.00°

CATEGORY

A  
B  
C  
D

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>S-ILS 1</td>
<td>546-⅓</td>
<td>200 (200-⅓)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 1</td>
<td>820-⅔</td>
<td>474 (500-⅓)</td>
<td>820-⅓</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>820-1</td>
<td>474 (500-1)</td>
<td>820-1½</td>
</tr>
</tbody>
</table>

MISSED APPROACH:
Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

AWOS-3
135.325

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF)

MEMPHIS CENTER

**LOCALIZER 109.7**

**1-UCY**

**LOM/IAF**

**OBION**

**212 UC**

**346**

**346**

**2500 direct OBION**

**474 (500-1)**

**TCH 42**

**GS 3.00°**

**TCH 42**

**GS 3.00°**

**820-1**

**474 (500-1)**

**1020-2½**

**674 (700-2¼)**

**AWOS-3**

**AMDT 3 21JUL16**

**UNION CITY, TENNESSEE**

Amdt 3 21JUL16

36°23'N-88°59'W

521
RNAV (GPS) RWY 1
EVERETT-STEWART RGNL (UCY)

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. VDF and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1 SM, LNAV Cat C/D visibility to 1 ½ SM, and Circling Cat D visibility to 2 ½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats visibility to 1 ¼ SM, and LNAV Cat D visibility to 1 ½ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

AWOS-3
135.325

MEMPHIS CENTER
133.65 292.15

UNION CITY, TENNESSEE
AL-5525 (FAA)

UNION CITY, TENNESSEE
Amdt 4A 02MAR17
36°23'N-88°59'W

Uncompensated Table for arrival on CNG VOR/DME airway:
- Increase LPV all Cats visibility to 2 SM.
- Increase LNAV/VNAV visibility to 1 SM.
- Increase LNAV visibility to 1 SM.
- Increase LNAV Cat C/D visibility to 1 SM.
- Increase Circling Cat D visibility to 1 SM.

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. VDF and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1 SM, LNAV Cat C/D visibility to 1 ½ SM, and Circling Cat D visibility to 2 ½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats visibility to 1 ¼ SM, and LNAV Cat D visibility to 1 ½ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.
RNAV (GPS) RWY 19
EVERETT-STEWART RGNL (UCY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting.

When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility 1/4 SM, LNAV/VNAV all Cats visibility 1/2 SM, LNAV Cats C/D visibility 1/8 SM, and Circling Cat D visibility 1/4 SM.

### UNICOM
122.7 (CTAF)

### AWOS-3
135.325

### MEMPHIS CENTER
133.65 292.15

### RNAV (GPS) RWY 19

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

- **LPV**
  - DA
  - 570-7B 250 (300-500)

- **LNAV/VNAV**
  - DA
  - 719-13/4 399 (400-13/4)

- **LNAV MDA**
  - 700-1 380 (400-1)

- **CIRCLING**
  - 760-1 414 (500-1)
  - 800-1 454 (500-1)
  - 820-1/2 474 (500-1/2)
  - 1020-2 674 (700-2)

### PROCEDURE
**AWOS-3**
135.325

**MEMPHIS CENTER**
133.65 292.15

**UNICOM**
122.7 (CTAF)

### PROCEDURE
Procedure NA for arrivals on CNG VOR/DME airway radials 133 CW 240.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting.

When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility 1/4 SM, LNAV/VNAV all Cats visibility 1/2 SM, LNAV Cats C/D visibility 1/8 SM, and Circling Cat D visibility 1/4 SM.
MISSED APPROACH: Climb to
2700 direct DECAV and hold.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility ½ mile, LNAV Cat C and D visibility ½ mile; Procedure NA at night.  Rwy 3 helicopter visibility reduction below 1 SM NA.

MEMPHIS CENTER
125.85  379.25

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 3
HUMPHREYS COUNTY (0M5)

WAVERLY, TENNESSEE
AL-6522 (FAA)

Waverly, Tennessee
Orig-B 07NOV19

HUMPHREYS COUNTY (0M5)

RNAV (GPS) RWY 3

WAAS
CH 90222
W03A
APP CRS 032°
Rwy Idg 4000
TDZE 756
Apt Elev 756

RNP APCH.

4 NM
2700
DECAV

HANOV
2500
2500

YILUL

30 NM to PWIGE

30 NM to YILUL (NoPT)

30 NM to YILUL (NoPT)

1300

Visual Segment - Obstacles.

5.3 NM
7 NM

YILUL

HANOV

2500
2500

2500

4 NM

212°

032°

212°

032°

212°

032°

130°

Holding Pattern

212°

032°

756

WUKAR

PVG E

(FAF)

WUKAR

(IAF)

PVG

(IAF)

2500

2500

2500

2500

2500

LNAV MDA
1100-1
344 (400-1)

LP MDA
1120-1
364 (400-1)

LNAV MDA

36°07'N-87°44'W

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 21
WAVERLY, TENNESSEE
HUMPHREYS COUNTY (HM5)

RNAV (GPS) RWY 21
WAVERLY, TENNESSEE
HUMPHREYS COUNTY

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)

When local altimeter setting not received, use Nashville Intl altimeter setting:
increase all MDA 160 feet and visibility Cat C and D 1/2 SM.
Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APCH FIX

YILUL
2500

UXOPY
2 NM to RW21

ZIPAP
2 NM to RW21

956
300°

DECAV
283°

(8.7)

2700

30 NM to NUCIT
4 NM

NUCIT
283°

(8.7)

2700 NoPT

(FAF)
UXOPY

(IAF)
UYUGO

(IAF)
NUCIT

212°

032°

2700

DECAV

30 NM to DECAV (NoPT)

4 NM

3100

30 NM to NUCIT

3100

ELEV 756
TDZE 755

MISSED APPROACH: Climb to 2500 direct YILUL and hold.

REIL Rwy 3 and 21
MIRL Rwy 3-21

SE-1, 30 NOV 2023 to 25 JAN 2024

SE-1, 30 NOV 2023 to 25 JAN 2024

HUMPHREYS COUNTY (HM5)
RNAV (GPS) RWY 21

WAVERLY, TENNESSEE
Orig-C 05NOV20

36°07'N-87°44'W
525
**RNAV (GPS) RWY 20**

**WILLIAMSBURG-WHITLEY COUNTY (BYL)**

**AWOS-3**

119.575

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.7 (CTAF)

---

**Rwy 20** helicopter visibility reduction below ¾ SM NA.

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

**MISSED APPROACH:** Climb to 4900, direct ICIKO, and hold, continue climb-in-hold 4900.

---

**AWOS-3**

119.575

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.7 (CTAF)

---

**4900**

ICIKO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 30).

---

**CATEGORY**

<table>
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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>EPV DA</td>
<td>1651-1 ¾</td>
<td>473 (500-1 ¾)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1670-1 ¼</td>
<td>492 (500-1 ¼)</td>
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<td>LNAV MDA</td>
<td>1680-1</td>
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**SE-1, 30 NOV 2023 to 25 JAN 2024**

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**AWOS-3**

119.575

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.7 (CTAF)

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

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119.575

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.7 (CTAF)

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

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119.575

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.7 (CTAF)

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**4900**

ICIKO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 30).

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Rwy 20 helicopter visibility reduction below 1/2 SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet and S-20 Cats C/D visibility 1/2 SM.

Procedure NA for arrival on LOZ VOR/DME airway radials 174 CW 245.

LOZ VOR/DME and hold.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.17/TCH 30).

LOC offset 2.88°

altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet and S-20 Cats C/D visibility 1/2 SM.
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)
RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

**APPROACH**

- **AWOS-3**: 121.675
- **MEMPHIS CENTER**: 128.15 323.125
- **GCO**: 121.725
- **UNICOM**: 122.8 (CTAF)

**RNAV Rwy 18**

- **JUKIN (IAF)**
- **COGTO (IAF)**
- **TECUG (FAF)**
- **ZEDUX (IF)**

**WANUG**: 2.5 NM to RW18

**HOLD**: 4000 005°

**TECUG**: 2.5 NM to RW18

**ZEDUX**: 5 NM Holding Pattern

**VGSI and descent angles not coincident**

**MISSED APPROACH**: Climbing right turn to 4000 direct ZEDUX and hold.

**WINCHESTER, TENNESSEE**

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

**Category**: A | B | C | D
---|---|---|---
**LNAV MDA**: 1420-1 442 (500-1) | 1420-1 442 (500-1) | 1420-1 500-1 | 1420-1 1/2 842 (500-1)
**CIRCLING**: 1480-1 501 (600-1) | 1780-1 801 (900-1) | 1820-2 841 (900-2) | 2380-3 1401 (1500-3)
RNAV (GPS) Z RWY 18
WINCHESTER MUNI (BGF)

MISSLED APCH FIX
YOKUS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50°/TCH 29).

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

WINCHESTER, TENNESSEE
Orig:C 21MAY20

AL-6187 (FAA) 23222

WAAS APP CRS
CH 42708
W18A 185°

APP CRS
Rwy Idg
TDZE
Apt Elev

5003
978
979

Rwy 18 helicopter visibility reduction below ¾ SM NA.
Climb to 4000 direct YOKUS and hold.

AWOS-3
121.675

MEMPHIS CENTER
128.15 323.125

GCO
121.725

UNICOM
122.8 (CTAF)

ELEV 979
TDZE 978

10000
4000

2117
2127
2230
2242
5000

185°

7 NM

5 NM

5.8 NM

30 NM to ZEDUX (NoPT)
1.5 NM

095°

4000

5000

ZEDUX

095°

30 NM to COGTO

185°

500

275°

ZEDUX

275°

005°

10000

4000

185°

GP 3.00°

TCH 45

1375-11/2
397 (400-11/2)

1596-21/4
618 (700-21/4)

185°

5003 X 7/5

SE-1, 30 NOV 2023 to 25 JAN 2024

WINCHESTER MUNI (BGF)

RNAV (GPS) Z RWY 18

185°

978

MISSED APCH FIX
YOKUS

4000

TECUG

1294

1256

1420

1100

1910

5 NM

ZEDUX

Holding Pattern

-16°C or above 54°C.

WINCHESTER, TENNESSEE

35°11'N-86°04'W

531
INTENTIONALLY
LEFT
BLANK
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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