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

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

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https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>⅛ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>
The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

**LANDING MINIMA FORMAT**

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-½)</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1½</td>
<td>1740-2</td>
</tr>
<tr>
<td></td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1½)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

**COPTER MINIMA ONLY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>680-½</td>
</tr>
<tr>
<td></td>
<td>363</td>
</tr>
<tr>
<td></td>
<td>(400-½)</td>
</tr>
</tbody>
</table>

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

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

**COLD TEMPERATURE AIRPORTS**

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

**COLD TEMPERATURE ERROR TABLE**

<table>
<thead>
<tr>
<th>HEIGHT ABOVE AIRPORT IN FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
</tr>
<tr>
<td>+10</td>
</tr>
<tr>
<td>0</td>
</tr>
<tr>
<td>-10</td>
</tr>
<tr>
<td>-20</td>
</tr>
<tr>
<td>-30</td>
</tr>
<tr>
<td>-40</td>
</tr>
<tr>
<td>-50</td>
</tr>
</tbody>
</table>

**AIRCRAFT APPROACH CATEGORIES**

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

**MANEUVERING TABLE**

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA 19339

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

☐ 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 ☐ 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>
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<td>1.3</td>
</tr>
<tr>
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<td>1.3</td>
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<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>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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 ☐ 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></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>

COMPARE 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>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</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>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>MDA-VIS</th>
<th>HAT</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>(100-1/4)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td>28 2.5°/8/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td>DE</td>
<td>600/60</td>
<td>513</td>
<td>(600-1)</td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-1)</td>
<td>DE</td>
<td>600/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/60</td>
<td>513</td>
<td>(600-1)</td>
<td></td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560-1/4</td>
<td>463</td>
<td>(500-1/4)</td>
<td>CDE</td>
<td>560-1/4</td>
<td>463</td>
<td>(500-1/4)</td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600-1/4</td>
<td>503</td>
<td>(600-1/4)</td>
<td>CDE</td>
<td>600-1/4</td>
<td>503</td>
<td>(600-1/4)</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 500-1/1.

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

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

TERMS/LANDING MINIMA DATA 19339
GENERAL INFORMATION

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

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

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

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

MISCELLANEOUS

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

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

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

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

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6); FREEHOLD THREE DEPARTURE, file (FREH3.RBV); FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARs and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

**PBN Requirements Box**
From WINRZ, UBBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
DME required for LOC only.

**Equipment Requirements Box**
Circling to Rwy 25 NA at night.
# For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

**Standard Procedure Notes Box**

RNAV STAR and DP PBN/Equipment Requirements Notes Box

**PBN Requirements Box**
RNAV 1 - DME/DME/IRU or GPS

**Equipment Requirements Box**
RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

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

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

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

**KEY MIKE**

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Description</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                     Approach Control
AR                          Authorization Required
ARR                        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                        Channel
Chan                       Channel
CIFP                       Coded Instrument Flight Procedures
CIR                        Circling
CLNC DEL                   Clearance Delivery
CNF                        Computer Navigation Fix
CPDLC                      Controller Pilot Data Link Communication
CTAF                       Common Traffic Advisory Frequency
CW                          Clockwise
D-ATIS                     Digital-Automated Terminal Information Service
DA                          Decision Altitude
DER                        Departure End of Runway
DH                          Decision Height
DME                        Distance Measuring Equipment
DTHR                       Displaced Threshold
DVA                        Diverse Vector Area
ELEV                       Elevation
EMAS                       Engineered Material Arresting System
FAF                        Final Approach Fix
FD                         Flight Director System
FM                          Fan Marker
FMS                        Flight Management System
GBAS                       Ground Based Augmentation System
GCO                        Ground Communications Outlet
GLS                        Ground Based Augmentation System Landing System
GP                         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
HTh                        Height above Threshold
HCH                        Heliport Crossing Height
HGS                        Heads-up Guidance System
HDS                        High Intensity Runway Lights
HUD                        Head-up Display
IAF                        Initial Approach Fix
ICAO                       International Civil Aviation Organization
IF                          Intermediate Fix
IM                          Inner Marker
INOP                       Inoperative
INT                        Intersection
K                          Knots
KIAS                       Knots Indicated Airspeed
LAAS                       Local Area Augmentation System
LDA                        Localizer Type Directional Aid
Ldg                        Landing
LIRL                       Low Intensity Runway Lights
LNAV                       Lateral Navigation
LOC                        Localizer
LP                          Localizer Performance
LPV                        Localizer Performance with Vertical Guidance
LR                          Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA                        Maximum Authorized Altitude
MALS                       Medium Intensity Approach Light System
MALSF                      Medium Approach Lighting System with Sequenced Flashers
MALS.R                      Medium Intensity Approach Light System with RAIL
MAP                        Missed Approach Point
MDA                        Minimum Descent Altitude
MIRL                       Minimum Intensity Runway Lights
MM                         Minimum Reception Altitude
MRA                        Not Applicable
N/A                        Not Authorized
NBD                        Non-directional Radio Beacon
NM                         Nautical Mile
NoPT                       No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
<table>
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<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
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<td>ODP</td>
<td>Obstacle Departure Procedure</td>
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<td>OM</td>
<td>Outer Marker</td>
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<td>PAR</td>
<td>Precision Approach Radar</td>
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<td>PDC</td>
<td>Pre-Departure Clearance</td>
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<td>PRM</td>
<td>Precision Runway Monitor</td>
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<td>R</td>
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<td>RA</td>
<td>Radio Altimeter setting height</td>
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<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<td>RF</td>
<td>Radius-to-Fix</td>
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<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<tr>
<td>RNAV</td>
<td>Area Navigation</td>
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<td>RNP</td>
<td>Required Performance Navigation</td>
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<td>Runway Visual Range</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>SSALF</td>
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<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
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<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
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<tr>
<td>SM</td>
<td>Statute Mile</td>
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<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>TAA</td>
<td>Terminal Arrival Area</td>
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<td>TAC</td>
<td>TACAN</td>
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<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<td>Touchdown Zone</td>
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<td>Touchdown Zone Elevation</td>
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<td>Visual Climb over Airport</td>
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<td>Vertical Descent Angle</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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Legend 23334

Instrument Approach Procedures (Charts)

Planview Symbols

Routes
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Minimum Route Altitude

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

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

Radio Aids to Navigation
- VOR
- VORTAC
- TACAN
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacons

Fixes/ATC Reporting Requirements
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

Fixes
- Computer Navigation Fix (CNF): No ATC Function
- Internal Computer Navigation Fix (CNF): No ATC Function
- External Computer Navigation Fix (CNF): No ATC Function

Markers
- Radial Line
- Lead Radial
- Lead Bearing

Legend 23334
**LEGEND** 23110  
**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**MINIMUM SAFE ALTITUDE (MSA)**

- **Facility Identifier**
- **Airport Identifier**

(arrows on distance circle identify sectors)

**TERMINAL ARRIVAL AREA (TAA)**

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

**MISCELLANEOUS**

- **VOR Changeover Point**
- **End of Rwy Coordinates**
  
**SPECIAL USE AIRSPACE**

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

- **International Boundary**
- **Air Defense Identification Zone**

**AIRPORTS**

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

**OBSTACLES**

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

**Distance not to scale**
LEGEND 22251

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

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

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°. TCH 55

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: 3.00°. On Copter procedures this is depicted in the following format: 7.30°. TCH 55

ILS or LOC APPROACH

RNAN and GLS PROCEDURES WITH VERTICAL GUIDANCE

Non-Vertically Guided Conventional Procedures and RNAV Procedures with MDA only

RNP Approach with TF and RF Segments

Descent from Holding Pattern

Altimeters

Profile Symbols

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

DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

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

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

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

FIXES/ATC REPORTING REQUIREMENTS

- Unnamed DME fix
- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)
- Obvious DME
- Waypoint (Compulsory)
- Waypoint (Non-Compulsory)
- Flyover Point
- Computer Navigation Fix (CNF)
- (CFTSP)

MISCELLANEOUS

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

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

ROUTES

- MEA-Minimum Enroute Altitude
- MOCA-Minimum Obstruction Clearance Altitude
- 270° Departure Route
- Radial line and value
- Lost Communications Track
- Visual Flight Path
- Airway/Jet Route Identification

SPECIAL USE AIRSPACE

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

ALTIMETRES

- Mandatory Altitude (Cross at or below)
- Maximum Altitude (Cross at or above)
- Block Altitude
- Top altitude restriction

INDICATED AIRSPEED

- Mandatory Airspeed
- Minimum Airspeed
- Maximum Airspeed

AIRPORTS

- Civil
- Military
- Heliport
- Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

- Facility Identifier
- Airport Identifier

(arrows on distance circle identify sectors)
### INSTRUMENT APPROACH PROCEDURES (CHARTS)

#### AIRPORT DIAGRAM/AIRPORT SKETCH

<table>
<thead>
<tr>
<th>Runways</th>
<th>Hard Surface</th>
<th>Other Than Hard Surface</th>
<th>Stopways, Taxiways, Parking Areas</th>
<th>Metal Surface</th>
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</thead>
<tbody>
<tr>
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<table>
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<tr>
<th>ARRESTING SYSTEM</th>
<th>EMAS</th>
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<tbody>
<tr>
<td>uni-directional</td>
<td></td>
</tr>
<tr>
<td>bi-directional</td>
<td></td>
</tr>
<tr>
<td>Jet Barrier</td>
<td></td>
</tr>
</tbody>
</table>

#### 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. |
| # See appropriate Chart Supplement for information. |

#### Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR)

<table>
<thead>
<tr>
<th>Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR)</th>
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</table>

<table>
<thead>
<tr>
<th>Runway Slope</th>
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<tr>
<td>0.7% UP</td>
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#### Field Elevation

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<td>174</td>
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#### Runway Slope

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<tbody>
<tr>
<td>0.7% UP</td>
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#### Runway Elevation

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<tr>
<td>164</td>
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#### Runway Dimensions (in feet)

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<th>Runway Dimensions (in feet)</th>
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<td>9000 X 200</td>
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#### Runway Identification

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<td>023.2°</td>
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#### Visual Screen

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#### EMAS

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<td></td>
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</table>

#### Movement Area Dimensions (in feet)

<table>
<thead>
<tr>
<th>Movement Area Dimensions (in feet)</th>
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</thead>
<tbody>
<tr>
<td>1000 X 200</td>
</tr>
</tbody>
</table>

### LEGEND

- **Legend**: In the legend, various symbols and colors are used to represent different elements such as runways, taxiways, parking areas, and other airport features.

### 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.

### NOTES

- **Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.**
- **Runway TDZ elevation**: TDZE 123
- **Runway Slope**
  - 0.3% Down
  - 0.8% UP (shown when rounded runway slope is ≥ 0.3%)

### APPENDIX

- **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.

### APPENDIX (Continued)

- **REFERENCES**: Proper reference shall be made to the Flight Information Handbook.

### APPENDIX (Continued)

- **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.

### APPENDIX (Continued)

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

### APPENDIX (Continued)

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

### APPENDIX (Continued)

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

### APPENDIX (Continued)

- **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.**

### APPENDIX (Continued)

- **For Foreign Only**
  - The airport sketch box includes the final approach course or final approach course extended.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, 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., A, C, indicates Pilot Controlled Lighting (PCL).

**Approach Lighting System - United States**

### Category I
**Approach Lighting System**

- **ALSF-1**

![Diagram of ALSF-1](image)

- **SALS/SALSF**

![Diagram of SALS/SALSF](image)

- **MALSR**

![Diagram of MALSR](image)

### Category II
**Approach Lighting System**

- **ALSF-2**

![Diagram of ALSF-2](image)

- **SSALR**

![Diagram of SSALR](image)

- **ODALS**

![Diagram of ODALS](image)

### Medium Intensity
**Approach Lighting System**

- **MALSF**

![Diagram of MALSF](image)

- **SSALF**

![Diagram of SSALF](image)

- **TDZ/CL**

![Diagram of TDZ/CL](image)

**Legend 22195**

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, \( \Box \), \( \bigcirc \) etc.

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

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**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**
  - Above Glide Path
  - On Glide Path
  - Below Glide Path
  - Slightly Below Glide Path

**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**
  - VASI 2
  - VASI 4
  - Threshold

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

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

- **TRCV**
  - Above Glide Path
  - On Glide Path
  - Below Glide Path

**CAUTION:** When using this type of system.

**ALIGNMENT OF ELEMENTS SYSTEMS**

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

Painted panels which may be lighted at night.

To use the system the pilot positions the aircraft so the elements are in alignment.
<table>
<thead>
<tr>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
<th>TACAN CHANNEL</th>
<th>VHF FREQUENCY</th>
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## PHOENIX GOODYEAR

---SEE GOODYEAR, AZ

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---SEE PHOENIX, AZ

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<td>YUMA PROVING GROUND, AZ --- SEE LAGUNA AAF</td>
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeaway 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 minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. These standard minimums apply in the absence of any different minima listed below.

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

BATTLE MOUNTAIN, NV

BATTLE MOUNTAIN (BAM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DEPARTURE PROCEDURES

AMDT 5 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, std. w/min. climb of 335’ per NM to 6300 or 4800-3 for VCOA.

Rwy 13, std. w/min. climb of 350’ per NM to 6500 or 4800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 036° and BAM VORTAC R-036 outbound to 8200 before proceeding on course.

Rwy 13, climbing right turn heading 240° and BAM VORTAC R-210 outbound to 10000 before proceeding on course.

Rwy 22, climb direct BAM VORTAC and proceed on BAM R-210 outbound to 10100 before proceeding on course.

Rwy 31, climb on heading 306° and BAM VORTAC R-329 outbound to 9100 before proceeding on course.

VCOA:

Rwys 4, 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Battle Mountain airport at or above 9200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 129’ from DER, 18’ right of centerline, up to 45’ AGL/4570’ MSL.

Trees beginning 153’ from DER, 55’ left of centerline, up to 45’ AGL/4570’ MSL.

Rwy 13, vehicle on road 15’ from DER, 171’ right of centerline, 4558’ MSL.

Sign 19’ from DER, 250’ left of centerline, 4’ AGL/4537’ MSL.

Tree, vehicle on road beginning 42’ from DER, 23’ right of centerline, up to 55’ AGL/4566’ MSL.

Trees beginning 116’ from DER, 151’ left of centerline, up to 45’ AGL/4566’ MSL.

Trees beginning 120’ from DER, 47’ right of centerline, up to 45’ AGL/4570’ MSL.

Trees beginning 497’ from DER, 127’ left of centerline, up to 45’ AGL/4570’ MSL.

Trees beginning 731’ from DER, 71’ right of centerline, up to 45’ AGL/4573’ MSL.

Trees beginning 566’ from DER, 79’ left of centerline, up to 45’ AGL/4573’ MSL.

Tree 1493’ from DER, 667’ right of centerline, 45’ AGL/4576’ MSL.

Rwy 22, tree, NAVAID, wind indicator beginning 101’ from DER, 13’ right of centerline, up to 45’ AGL/4570’ MSL.

Trees beginning 125’ from DER, 133’ left of centerline, up to 45’ AGL/4570’ MSL.

Trees beginning 499’ from DER, 60’ left of centerline, up to 45’ AGL/4573’ MSL.

Trees beginning 120’ from DER, 215’ left of centerline, up to 45’ AGL/4576’ MSL.

Rwy 31, vegetation 33’ from DER, 487’ left of centerline, 4540’ MSL.

Trees beginning 50’ from DER, 80’ right of centerline, up to 45’ AGL/4573’ MSL.

Trees beginning 124’ from DER, 46’ left of centerline, up to 45’ AGL/4573’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEAVER, UT
BEAVER MUNI (U52)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, NA - Obstacles
Rwys 13, 31, 2600-2% for VCOA.
VCOA:
Rwys 13, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Beaver Muni at or above 8300, then climb to 10100 on MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210K until established on MLF VORTAC R-102.
TAKEOFF OBSTACLE NOTES:
Rwy 13, vegetation 429’ from DER, 46’ right of centerline, 5877’ MSL.
Tree 642’ from DER, 49’ right of centerline, 5886’ MSL.
Terrain 1344’ from DER, 802’ right of centerline, 5899’ MSL.
Terrain 1725’ from DER, 938’ left of centerline, 5909’ MSL.
Terrain 1729’ from DER, 762’ right of centerline, 5913’ MSL.
Terrain beginning 1854’ from DER, 7’ left of centerline, up to 5913’ MSL.
Terrain 1857’ from DER, 559’ right of centerline, 5916’ MSL.
Terrain beginning 1981’ from DER, 209’ left of centerline, up to 5922’ MSL.
Terrain beginning 1984’ from DER, 357’ right of centerline, up to 5919’ MSL.
Terrain beginning 2109’ from DER, 412’ left of centerline, up to 5929’ MSL.
Terrain beginning 2212’ from DER, 154’ right of centerline, up to 5926’ MSL.
Terrain 2240’ from DER, 47’ left of centerline, 5932’ MSL.
Terrain 2366’ from DER, 817’ left of centerline, 5936’ MSL.
Terrain 2367’ from DER, 250’ left of centerline, 5939’ MSL.
Terrain beginning 2369’ from DER, 316’ right of centerline, up to 5932’ MSL.
Terrain beginning 2494’ from DER, 452’ left of centerline, up to 5942’ MSL.
Terrain beginning 2496’ from DER, 114’ right of centerline, up to 5939’ MSL.
Terrain beginning 2623’ from DER, 88’ left of centerline, up to 5949’ MSL.
Terrain beginning 2750’ from DER, 291’ left of centerline, up to 5955’ MSL.
Terrain beginning 2753’ from DER, 275’ right of centerline, up to 5942’ MSL.
Terrain beginning 2879’ from DER, 493’ left of centerline, up to 5962’ MSL.
Terrain beginning 2881’ from DER, 73’ right of centerline, up to 5949’ MSL.
Terrain beginning 3007’ from DER, 129’ left of centerline, up to 5965’ MSL.
Terrain beginning 3135’ from DER, 169’ left of centerline, up to 5968’ MSL.
Terrain beginning 3137’ from DER, 235’ right of centerline, up to 5952’ MSL.
Terrain beginning 3265’ from DER, 32’ right of centerline, up to 5955’ MSL.
Terrain 3266’ from DER, 1166’ right of centerline, 5959’ MSL.
Terrain beginning 3394’ from DER, 396’ right of centerline, up to 5962’ MSL.
Terrain beginning 3522’ from DER, 194’ right of centerline, up to 5965’ MSL.
Terrain beginning 3650’ from DER, 8’ left of centerline, up to 5972’ MSL.
Terrain beginning 3651’ from DER, 558’ right of centerline, up to 5968’ MSL.
Terrain beginning 3779’ from DER, 356’ right of centerline, up to 5975’ MSL.
Terrain beginning 3905’ from DER, 413’ left of centerline, up to 5975’ MSL.
Terrain beginning 3906’ from DER, 153’ right of centerline, up to 5978’ MSL.
Terrain 4033’ from DER, 615’ left of centerline, 5978’ MSL.
Terrain beginning 4034’ from DER, 48’ left of centerline, up to 5981’ MSL.
Terrain beginning 4035’ from DER, 518’ right of centerline, up to 5981’ MSL.
Terrain beginning 4162’ from DER, 251’ left of centerline, up to 5985’ MSL.
Terrain 4163’ from DER, 315’ right of centerline, 5985’ MSL.
Terrain 4164’ from DER, 882’ right of centerline, 5988’ MSL.
Terrain 4166’ from DER, 1449’ right of centerline, 6001’ MSL.
Tree, terrain beginning 4272’ from DER, 113’ right of centerline, up to 6024’ MSL.
Terrain 4417’ from DER, 656’ left of centerline, 5968’ MSL.
Terrain beginning 4418’ from DER, 89’ left of centerline, up to 5991’ MSL.
Terrain 4422’ from DER, 1611’ right of centerline, 6037’ MSL.
Terrain beginning 4454’ from DER, 274’ right of centerline, up to 6039’ MSL.
Terrain, tree beginning 4550’ from DER, 72’ right of centerline, up to 6050’ MSL.
Tree, terrain beginning 4554’ from DER, 130’ left of centerline, up to 6016’ MSL.
Terrain beginning 4678’ from DER, 436’ right of centerline, up to 6057’ MSL.
Terrain 4806’ from DER, 1003’ right of centerline, 6060’ MSL.

CON’T
BEAVER, UT (CON’T)

BEAVER MUNI (U52) (CON’T)

Rwy 13 (CON’T), terrain beginning 4807’ from DER, 234’ right of centerline, up to 6083’ MSL.
Tree, terrain beginning 4892’ from DER, 332’ left of centerline, up to 6026’ MSL.
Tree, terrain beginning 5122’ from DER, 170’ right of centerline, up to 6026’ MSL.
Terrain, tree beginning 5191’ from DER, 152’ right of centerline, up to 6100’ MSL.
Terrain, tree beginning 5444’ from DER, 9’ left of centerline, up to 6037’ MSL.
Terrain beginning 5828’ from DER, 273’ left of centerline, up to 6115’ MSL.
Terrain beginning 1 NM from DER, 71’ right of centerline, up to 6116’ MSL.
Tree, terrain beginning 1 NM from DER, 435’ right of centerline, up to 6117’ MSL.
Terrain beginning 1 NM from DER, 232’ right of centerline, up to 6126’ MSL.
Tree, terrain beginning 1.1 NM from DER, 30’ right of centerline, up to 6142’ MSL.
Terrain, tree beginning 1.1 NM from DER, 192’ right of centerline, up to 6146’ MSL.
Terrain beginning 1.1 NM from DER, 10’ left of centerline, up to 6070’ MSL.
Terrain beginning 1.1 NM from DER, 151’ right of centerline, up to 6159’ MSL.
Terrain, tree beginning 1.2 NM from DER, 110’ right of centerline, up to 6182’ MSL.
Terrain beginning 1.2 NM from DER, 51’ left of centerline, up to 6090’ MSL.
Terrain, tree beginning 1.3 NM from DER, 272’ right of centerline, up to 6201’ MSL.
Terrain beginning 1.3 NM from DER, 91’ left of centerline, up to 6109’ MSL.
Terrain, tree beginning 1.3 NM from DER, 69’ right of centerline, up to 6214’ MSL.
Terrain beginning 1.3 NM from DER, 132’ left of centerline, up to 6119’ MSL.
Terrain, tree beginning 1.3 NM from DER, 29’ right of centerline, up to 6237’ MSL.
Terrain beginning 1.4 NM from DER, 190’ right of centerline, up to 6257’ MSL.
Terrain beginning 1.4 NM from DER, 11’ left of centerline, up to 6128’ MSL.
Terrain beginning 1.4 NM from DER, 150’ right of centerline, up to 6264’ MSL.
Terrain beginning 1.5 NM from DER, 109’ right of centerline, up to 6267’ MSL.
Terrain beginning 1.5 NM from DER, 52’ left of centerline, up to 6139’ MSL.
Terrain beginning 1.5 NM from DER, 271’ right of centerline, up to 6277’ MSL.
Terrain beginning 1.6 NM from DER, 93’ left of centerline, up to 6159’ MSL.
Terrain beginning 1.6 NM from DER, 295’ left of centerline, up to 6195’ MSL.
Terrain beginning 1.6 NM from DER, 27’ right of centerline, up to 6280’ MSL.
Terrain beginning 1.6 NM from DER, 134’ left of centerline, up to 6211’ MSL.
Terrain beginning 1.6 NM from DER, 2037’ left of centerline, up to 6254’ MSL.
Terrain beginning 1.7 NM from DER, 174’ left of centerline, up to 6270’ MSL.
Terrain beginning 1.7 NM from DER, 13’ left of centerline, up to 6296’ MSL.
Terrain beginning 1.7 NM from DER, 148’ right of centerline, up to 6296’ MSL.
Terrain beginning 1.8 NM from DER, 215’ left of centerline, up to 6313’ MSL.
Terrain beginning 1.8 NM from DER, 1552’ left of centerline, up to 6336’ MSL.
Terrain beginning 1.8 NM from DER, 1754’ left of centerline, up to 6359’ MSL.
Terrain beginning 1.8 NM from DER, 310’ right of centerline, up to 6333’ MSL.
Terrain beginning 1.8 NM from DER, 1390’ left of centerline, up to 6375’ MSL.
Terrain beginning 1.8 NM from DER, 1593’ left of centerline, up to 6395’ MSL.
Terrain beginning 1.8 NM from DER, 835’ right of centerline, up to 6359’ MSL.
Terrain beginning 1.9 NM from DER, 1795’ left of centerline, up to 6408’ MSL.
Terrain beginning 1.9 NM from DER, 1269’ left of centerline, up to 6421’ MSL.
Terrain beginning 2 NM from DER, 1310’ left of centerline, up to 6441’ MSL.
Terrain beginning 2 NM from DER, 664’ left of centerline, up to 6447’ MSL.

BLANDING, UT

BLANDING MUNI (BDG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1/4 w/min. climb of 290’ per NM to 6800, or 4700-5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing left turn heading 090° to intercept DVC R-223 to DVC VORTAC, continue climb to MEA of intended route.

Rwy 35, climbing right turn heading 035° to intercept DVC R-237 to DVC VORTAC, continue climb to MEA of intended route.

VCOA:

Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Blanding Muni airport at or above 10400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, vegetation 131’ from DER, 100’ left of centerline, 5778’ MSL.
Pole 611’ from DER, 266’ left of centerline, 25’ AGL/5791’ MSL.
Pole 620’ from DER, 561’ right of centerline, 27’ AGL/5791’ MSL.
Pole beginning 721’ from DER, 467’ right of centerline, up to 35’ AGL/5798’ MSL.

CON’T
BLANDING, UT (CON’T)

BLANDING MUNI (BDG) (CON’T)

Rwy 35, vegetation, fence beginning 148’ from DER, 247’ right of centerline, up to 5880’ MSL. Vehicle on road 173’ from DER, 197’ left of centerline, 5879’ MSL. Tree beginning 276’ from DER, 262’ right of centerline, up to 5883’ MSL. Tree, terrain, vehicle on road beginning 432’ from DER, 16’ right of centerline, up to 5887’ MSL. Vehicle on road 467’ from DER, 187’ left of centerline, 5880’ MSL. Vehicle on road 516’ from DER, 37’ left of centerline, 5882’ MSL. Terrain, vehicle on road beginning 670’ from DER, 194’ right of centerline, up to 5889’ MSL. Vehicle on road, terrain, building beginning 822’ from DER, 363’ right of centerline, up to 5893’ MSL. Tree 1382’ from DER, 822’ right of centerline, 5909’ MSL. Tree 2261’ from DER, 1018’ right of centerline, 5928’ MSL. Trees beginning 2447’ from DER, 1114’ right of centerline, up to 5942’ MSL. Pole 3149’ from DER, 1300’ right of centerline, 30’ AGL/5956’ MSL. Pole, building beginning 3242’ from DER, 836’ right of centerline, up to 46’ AGL/5971’ MSL. Tree 3651’ from DER, 793’ left of centerline, 5971’ MSL. Tree, pole beginning 3889’ from DER, 609’ left of centerline, up to 33’ AGL/5980’ MSL. Pole beginning 3988’ from DER, 65’ right of centerline, up to 32’ AGL/5975’ MSL. Windmill, pole beginning 4135’ from DER, 10’ left of centerline, up to 5986’ MSL. Pole, tree beginning 4174’ from DER, 299’ left of centerline, up to 36’ AGL/5990’ MSL. Pole 4199’ from DER, 1272’ right of centerline, 33’ AGL/5979’ MSL. Pole 4426’ from DER, 1361’ right of centerline, 34’ AGL/5982’ MSL. Pole 4467’ from DER, 619’ left of centerline, 29’ AGL/5992’ MSL. Pole 4492’ from DER, 1264’ right of centerline, 34’ AGL/5984’ MSL. Tree 4558’ from DER, 739’ left of centerline, 5998’ MSL. Stadium, pole beginning 4594’ from DER, 323’ left of centerline, up to 6016’ MSL. Pole beginning 4723’ from DER, 1256’ right of centerline, up to 32’ AGL/5988’ MSL. Pole 5080’ from DER, 1356’ right of centerline, 32’ AGL/5996’ MSL. Pole, tree beginning 5494’ from DER, 370’ left of centerline, up to 37’ AGL/6022’ MSL. Tree 5561’ from DER, 349’ right of centerline, 6015’ MSL. Tree, building beginning 5757’ from DER, 189’ left of centerline, up to 6026’ MSL. Tree 1.1 NM from DER, 310’ left of centerline, 6042’ MSL. Building 1.1 NM from DER, 1517’ right of centerline, 61’ AGL/6054’ MSL. Tower, pole beginning 1.2 NM from DER, 389’ left of centerline, up to 65’ AGL/6090’ MSL. Tower 1.3 NM from DER, 104’ right of centerline, 40’ AGL/6070’ MSL. Tower 1.3 NM from DER, 665’ right of centerline, 66’ AGL/6092’ MSL. Trees beginning 1.5 NM from DER, 0’ right of centerline, up to 6122’ MSL. Tree 1.5 NM from DER, 159’ left of centerline, 6114’ MSL. Tree 1.6 NM from DER, 406’ left of centerline, 6116’ MSL. Trees beginning 1.6 NM from DER, 118’ left of centerline, up to 6130’ MSL. Trees beginning 1.6 NM from DER, 45’ right of centerline, up to 6142’ MSL. Trees beginning 1.6 NM from DER, 28’ right of centerline, up to 6145’ MSL. Tree 1.9 NM from DER, 43’ right of centerline, 6175’ MSL. Tree 2 NM from DER, 712’ left of centerline, 6182’ MSL. Tree 2 NM from DER, 912’ right of centerline, 6189’ MSL.

BOULDER CITY, NV

BOULDER CITY MUNI (BVU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, NA – Obstacles.

Rwy 9, std. w/min. climb of 280’ per NM to 3700 or 2000-3 for VCOA.

Rwy 15, std. w/min. climb of 285’ per NM to 3900 or 2000-3 for VCOA.

Rwy 27, std. w/min. climb of 450’ per NM to 3000 or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climbing right turn on heading 180° thence...

Rwy 15, climbing left turn on heading 140° thence...

Rwy 27, climbing left turn on heading 140°. Do not exceed 200 KIAS until turn completion, thence...

... intercept BLD VORTAC R-150, continue climb to 7600 on BLD VORTAC R-150 to LYNSY INT/BLD 21 DME.

VCOA:

Rwys 9, 15, 27, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross BLD VORTAC southeast bound at or above 4100 then on BLD VORTAC R-150 to LYNSY INT/BLD 21 DME.

TAKEOFF OBSTACLE NOTES:

Rwy 9, sign 124’ from DER, 351’ left of centerline, 4’ AGL/2151’ MSL.

Terrain, vegetation beginning 164’ from DER, 198’ left of centerline, up to 2155’ MSL. Vegetation, terrain beginning 401’ from DER, 396’ left of centerline, up to 3’ AGL/2160’ MSL. Buildings, tanks beginning 776’ from DER, 561’ left of centerline, up to 25’ AGL/2188’ MSL. Building 1116’ from DER, 791’ left of centerline, 25’ AGL/2190’ MSL. Tree 1235’ from DER, 593’ left of centerline, 33’ AGL/2198’ MSL. Trees beginning 1319’ from DER, 348’ left of centerline, up to 32’ AGL/2200’ MSL. Trees, buildings, pole beginning 1523’ from DER, 360’ left of centerline, up to 38’ AGL/2211’ MSL. Trees beginning 1791’ from DER, 751’ left of centerline, up to 46’ AGL/2220’ MSL.

CON’T

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

BOULDER CITY, NV (CON’T)

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

RAW TEXT START

BOULDER CITY MUNI (BVU) (CON’T)

Rwy 9 (CON’T), trees beginning 1956’ from DER, 294’ left of centerline, up to 48’ AGL/2221’ MSL.

Catenaries beginning 2205’ from DER, 1083’ left of centerline, up to 79’ AGL/2259’ MSL.

Catenaries, transmission lines beginning 3391’ from DER, 208’ left of centerline, up to 76’ AGL/2267’ MSL.

Transmission line, catenary beginning 3730’ from DER, 3’ right of centerline, up to 98’ AGL/2254’ MSL.

Tower 3984’ from DER, 227’ right of centerline, 118’ AGL/2275’ MSL.

Transmission line 3989’ from DER, 228’ right of centerline, 119’ AGL/2276’ MSL.

Tower 5076’ from DER, 1016’ left of centerline, 112’ AGL/2301’ MSL.

Tower 5545’ from DER, 1916’ left of centerline, 110’ AGL/2330’ MSL.

Terrain, vertical point beginning 3’ from DER, 112’ left of centerline, up to 2105’ MSL.

Rwy 27, terrain 5’ from DER, 395’ right of centerline, 2119’ MSL.

Terrain, sign, buildings beginning 15’ from DER, 187’ right of centerline, up to 2121’ MSL.

Fence, tree beginning 206’ from DER, 170’ right of centerline, up to 2’ AGL/2123’ MSL.

BRIGHAM CITY, UT

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15JUN23 (23166) (FAA)

DEPARTURE PROCEDURE:

Use OGDEN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 17, pole, vehicle on road beginning 265’ from DER, 559’ right of centerline, up to 33’ AGL/4259’ MSL.

Pole 1063’ from DER, 720’ right of centerline, 36’ AGL/4260’ MSL.

Pole beginning 1494’ from DER, 588’ right of centerline, up to 50’ AGL/4274’ MSL.

Pole 2216’ from DER, 1084’ right of centerline, 82’ AGL/4305’ MSL.

Rwy 35, pole 9’ from DER, 29’ right of centerline, 6’ AGL/4231’ MSL.

BRYCE CANYON, UT

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAR11 (11069) (FAA)

DEPARTURE PROCEDURE:

Use BRYCE DEPARTURE.

BULLHEAD CITY, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAR17 (17061) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, standard w/min. climb of 285’ per NM to 1700, or 1700-3 for VCOA.

Rwy 34, standard w/min. climb of 500’ per NM to 5500, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 16, climb on heading 164° and EED VORTAC R-331 to EED VORTAC.

Rwy 34, climb on heading 344° to 2200, then climbing right turn direct EED VORTAC. All aircraft climb in EED VORTAC holding pattern (E, right turns, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

VCOA:

Rwy 16, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing on heading 155 and EED VORTAC R-335 to EED VORTAC.

Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing on heading 155 and EED VORTAC R-335 to EED VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 16, grd 188’ from DER, 83’ left of centerline, 715’ MSL.

Bush 349’ from DER, 516’ right of centerline, 722’ MSL.

Grd 390’ from DER, 528’ left of centerline, 719’ MSL.

Grd beginning 484’ from DER, 481’ left of centerline, up to 723’ MSL.

Bush 532’ from DER, 642’ right of centerline, 727’ MSL.

Grd beginning 566’ from DER, 490’ left of centerline, up to 727’ MSL.

Bush 700’ from DER, 663’ right of centerline, 728’ MSL.

Grd 798’ from DER, 466’ left of centerline, 729’ MSL.

Bush, grd beginning 801’ from DER, 541’ left of centerline, up to 734’ MSL.

Tree, bush, grd beginning 910’ from DER, 557’ left of centerline, up to 745’ MSL.

Bush, grd beginning 1103’ from DER, from 204’ right to 1008’ left of centerline, up to 777’ MSL.

Grd, bush beginning 2134’ from DER, 731’ left of centerline, up to 778’ MSL.

Grd, bush beginning 2214’ from DER, 870’ left of centerline, up to 786’ MSL.

Grd beginning 2288’ from DER, 801’ left of centerline, up to 792’ MSL.

Grd, tree beginning 2328’ from DER, 724’ left of centerline, up to 797’ MSL.

Grd beginning 2811’ from DER, 1128’ left of centerline, up to 798’ MSL.

CONT’
BULLHEAD CITY, AZ (CON’T)

LAUGHLIN/BULLHEAD INTL (IFP) (CON’T)

**Rwy 16 (CON’T),** grd beginning 2915’ from DER, 1166’ left of centerline, up to 800’ MSL.
Grd beginning 3022’ from DER, 1185’ left of centerline, up to 804’ MSL.
Grd beginning 3123’ from DER, 1221’ left of centerline, up to 809’ MSL.
Grd beginning 3219’ from DER, 1257’ left of centerline, up to 814’ MSL.
Grd beginning 3325’ from DER, 1284’ left of centerline, up to 818’ MSL.
Grd beginning 3428’ from DER, 1210’ left of centerline, up to 821’ MSL.
Grd beginning 3528’ from DER, 1241’ left of centerline, up to 824’ MSL.
Grd, bush, tank beginning 3832’ from DER, 1157’ left of centerline, up to 825’ MSL.
Tank 4810’ from DER, 1528’ left of centerline, 848’ MSL.
Grd 5412’ from DER, 1872’ left of centerline, 852’ MSL.
Grd, bushes beginning 5511’ from DER, 926’ left of centerline, up to 865’ MSL.
Bushes beginning 5742’ from DER, 1483’ left of centerline, up to 883’ MSL.
Grd, bushes beginning 5774’ from DER, 793’ left of centerline, up to 891’ MSL.
Bush 5852’ from DER, 1933’ left of centerline, 904’ MSL.
Grd, pole, bushes beginning 5856’ from DER, 24’ left of centerline, up to 920’ MSL.
Trees, bushes, grd, tank beginning 1.2 NM from DER, left and right of centerline, up to 962’ MSL.
Trees, bushes, grd beginning 1.3 NM from DER, 1’ left of centerline, up to 985’ MSL.
Bush 1.4 NM from DER, 1941’ left of centerline, 993’ MSL.
Bushes, grd, tank, pole beginning 1.5 NM from DER, 1919’ left of centerline, up to 1036’ MSL.
Bushes, vehicles on road, trees, pole beginning 1.9 NM from DER, 2218’ left of centerline, up to 1086’ MSL.
Tanks, bushes, grd beginning 2.2 NM from DER, 3103’ left of centerline, up to 1121’ MSL.
**Rwy 34,** airfield light 40’ from DER, 148’ right of centerline, 627’ MSL.
T-l twr, tree beginning 1818’ from DER, 620’ right of centerline, up to 65’ AGL/687’ MSL.
Pole, tree beginning 2214’ from DER, 629’ right of centerline, up to 709’ MSL.
Pole, tree beginning 2638’ from DER, 646’ right of centerline, up to 719’ MSL.
Pole, bushes, grd beginning 3054’ from DER, 663’ right of centerline, up to 741’ MSL.
Pole, bush, bldg, grd, vehicles on road beginning 3661’ from DER, 691’ right of centerline, up to 773’ MSL.
Poles, bushes, grd, vehicles on road, trees, bldgs, flagpole beginning 4024’ from DER, 705’ right of centerline, up to 796’ MSL.
Comm twr 5197’ from DER, 1015’ right of centerline, 816’ MSL.
Comm twr 5278’ from DER, 1149’ right of centerline, 821’ MSL.
T-l twr 1.6 NM from DER, 719’ left of centerline, 842’ MSL.
Grd beginning 1.8 NM from DER, 3419’ right of centerline, up to 963’ MSL.
Grd 2.1 NM from DER, 3212’ right of centerline, 1018’ MSL.
Grd, tree beginning 2.2 NM from DER, 1351’ right of centerline, up to 1079’ MSL.
Grd 2.6 NM from DER 3025’ right of centerline, 2010’ MSL.

CARSON CITY, NV

CARSON CITY (CXP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**ORIG 20NOV08 (21112) (FAA)**

**TAKEOFF MINIMUMS:**

**Rwy 27**, NA - Obstacles.

**DEPARTURE PROCEDURE:**

**Rwy 9,** use JIMPA DEPARTURE.

CASAGRANDE, AZ

CASAGRANDE MUNI (CGZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**AMDT 1B 06FEB14 (14037) (FAA)**

**TAKEOFF MINIMUMS:**

**Rwy 5,** 300-1 or std. w/ min. climb of 354’ per NM to 1700.

**DEPARTURE PROCEDURE:**

**Rwy 5,** climbing right turn direct TFD VORTAC, thence...

**Rwy 23,** climb direct TFD VORTAC, thence...

...continue climb in holding pattern (SW, right turns, 048° inbound) to MEA for direction of flight.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 5,** pole 4034’ from DER, 805’ left of centerline, 109’ AGL/1593’ MSL.

CEDAR CITY, UT

CEDAR CITY RGNL (CDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**AMDT 3A 17AUG17 (17229) (FAA)**

**TAKEOFF MINIMUMS:**

**Rwy 8,** 4200-3 for VCOA.

**Rwy 20,** std. w/min. climb of 290’ per NM to 7300 or 4200-3 for VCOA.

**Rwy 26,** std. w/min. climb of 255’ per NM to 7000 or 4200-3 for VCOA.

**DEPARTURE PROCEDURE:**

**Rwys 2, 8,** climbing left turn direct EHK VOR/DME, thence...

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

CEDAR CITY, UT (CON'T)
CEDAR CITY RGNL (CDC) (CON'T)

Rwys 20, 26, climbing right turn direct EHK VOR/DME, thence... continue climb on EHK VOR/DME R-278 until reaching the MEA/MCA for direction of flight.
VCOA:

Rwys 8, 20, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Cedar City Rgnl airport at or above 9700, then proceed on EHK VOR/DME R-180 direct EHK VOR/DME, then on EHK VOR/DME R-278 until reaching the MEA/MCA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 2, sign abeam DER, 313' right of centerline, 3' AGL/5604' MSL.
Terrain and bush beginning 145' from DER, 420' right of centerline, up to 5608' MSL.
Rwy 8, terrain 3' from DER, 112' right of centerline, 5622' MSL.
Terrain beginning 30' from DER, 178' right of centerline, up to 5624' MSL.
Terrain beginning 122' from DER, 473' right of centerline, 5626' MSL.
Bush 125' from DER, 234' left of centerline, 5628' MSL.
Terrain 193' from DER, 491' right of centerline, 5627' MSL.
Fence and vehicles on road beginning 638' from DER, 33' right of centerline, up to 10' AGL/5639' MSL.
Vehicles on road 868' from DER, 136' right of centerline, 5640' MSL.
Vehicles on road 701' from DER, 242' right of centerline, 5641' MSL.
Transmission tower 2865' from DER, 369' right of centerline, 51' AGL/5707' MSL.
Transmission tower 2902' from DER, 260' right of centerline, 53' AGL/5710' MSL.
Pole and transmission towers beginning 2918' from DER, 70' right of centerline, up to 62' AGL/5719' MSL.
Transmission towers beginning 3004' from DER, 39' left of centerline, up to 49' AGL/5705' MSL.
Pole 3175' from DER, 564' left of centerline, 56' AGL/5710' MSL.
Rwy 9L, runway light 10' from DER, 54' right of centerline, 2' AGL/5579' MSL.
Terrain 12' from DER, 98' left of centerline, 5579' MSL.
Runway light and sign beginning 31' from DER, 275' left of centerline, up to 3' AGL/5583' MSL.
Pole 94' from DER, 446' right of centerline, 34' AGL/5604' MSL.
Pole 1066' from DER, 363' right of centerline, 38' AGL/5608' MSL.
Elevator and tank beginning 2081' from DER, 1051' left of centerline, up to 105' AGL/5690' MSL.
Tree 3789' from DER, 1512' left of centerline, 5692' MSL.
Tree 4004' from DER, 1526' left of centerline, 5693' MSL.
Tree 4265' from DER, 1530' left of centerline, 5718' MSL.
Trees beginning 4278' from DER, 1546' left of centerline, up to 5721' MSL.
Trees beginning 4526' from DER, 1533' left of centerline, up to 5733' MSL.
Trees beginning 4858' from DER, 1520' left of centerline, up to 5737' MSL.
Trees beginning 5456' from DER, 1835' left of centerline, 5748' MSL.
Building and tree beginning 5497' from DER, 1518' left of centerline, up to 21' AGL/5759' MSL.
Pole and tree beginning 5737' from DER, 1543' left of centerline, up to 20' AGL/5769' MSL.
Pole and tree beginning 5964' from DER, 1545' left of centerline, up to 20' AGL/5779' MSL.
Trees beginning 1 NM from DER, 1665' left of centerline, up to 5783' MSL.
Tree 1.2 NM from DER, 2080' left of centerline, 5800' MSL.
Trees beginning 1.2 NM from DER, 2049' left of centerline, up to 5814' MSL.
Trees beginning 1.3 NM from DER, 2107' left of centerline, up to 5836' MSL.
Trees beginning 1.3 NM from DER, 2244' left of centerline, up to 5840' MSL.
Trees beginning 1.3 NM from DER, 2048' left of centerline, up to 5849' MSL.
Trees beginning 1.3 NM from DER, 2283' left of centerline, up to 5852' MSL.
Trees beginning 1.4 NM from DER, 2301' left of centerline, up to 5871' MSL.
Tree 1.4 NM from DER, 2599' left of centerline, 5874' MSL.
Trees beginning 1.4 NM from DER, 2436' left of centerline, up to 5895' MSL.
Pole and tree beginning 1.6 NM from DER, 2822' left of centerline, up to 50' AGL/5944' MSL.

Rwy 26, sign 71' from DER, 167' right of centerline, 6' AGL/5584' MSL.
Pole 1375' from DER, 319' left of centerline, 44' AGL/5614' MSL.

CHANDLER, AZ
CHANDLER MUNI (CHD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

Rwys 4L/R, climbing left turn heading 220° to intercept TFD VORTAC R-350 southbound to TFD VORTAC.
Rwys 22L/R, climbing left turn heading 190° to intercept TFD VORTAC R-350 southbound to TFD VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, antenna on building 69' from DER, 515' left of centerline, 25' AGL/1281' MSL.
Tower 981' from DER, 615' left of centerline, 80' AGL/1319' MSL.
Trees and poles beginning 1100' from DER, 458' left of centerline, up to 30' AGL/1272' MSL.
Rwy 22L/R, climbing left turn heading 1298' from DER, 56' left of centerline, up to 36' AGL/1283' MSL.
Rwy 22L, tree 336' from DER, 511' right of centerline, 15' AGL/1250' MSL.
Tree 988' from DER, 756' left of centerline, 30' AGL/1266' MSL.
Rwy 22R, building 30' from DER, 441' right of centerline, 24' AGL/1254' MSL.
Vehicles beginning 199' from DER, 271' right of centerline, up to 15' AGL/1246' MSL.
Poles and trees beginning 471' from DER, 45' left of centerline, up to 36' AGL/1290' MSL.
Trees and poles beginning 1088' from DER, 50' right of centerline, up to 36' AGL/1274' MSL.

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

CHANDLER, AZ (CON’T)
CHANDLER MUNI (CHD) (CON’T)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 20AUG15 (15232) (FAA)
Rwys 4L/R, 22LJR, heading as assigned by ATC.

STEELER AIRPARK (P19)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 06DEC18 (18340) (FAA)
DEPARTURE PROCEDURE:
Rwy 17, climbing left turn heading 150° thence...
Rwy 35, climbing right turn heading 190° thence...
...Intercept TFD VORTAC R-350 southbound to TFD VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 17, pole 648’ from DER, 482’ left of centerline, 52’ AGL/1212’ MSL.
Pole 656’ from DER, 190’ left of centerline, 52’ AGL/1213’ MSL.
Poles beginning 661’ from DER, 39’ right of centerline, up to 34’ AGL/1196’ MSL.
Poles beginning 671’ from DER, 420’ right of centerline, up to 52’ AGL/1216’ MSL.
Transmission line, sign beginning 869’ from DER, 288’ right of centerline, up to 50’ AGL/1224’ MSL.
Sign 906’ from DER, 260’ left of centerline, 42’ AGL/1214’ MSL.

CLIFTON/MORENCI, AZ
GREENLEE COUNTY (CFT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29JUL10 (10210) (FAA)
DEPARTURE PROCEDURE:
Use SAN SIMON DEPARTURE.

COLORADO CITY, AZ
COLORADO CITY MUNI (AZC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, NA-Terrain.
Rwy 20, 300-2½ or std. w/min. climb of 203’ per NM to 5300, 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 11, climbing right turn, thence...
Rwy 20, climbing left turn, thence...
Rwy 29, climbing left turn, thence...
...Intercept bearing 165° from AZC NDB to 7400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, vegetation beginning 16’ from DER, 213’ left of centerline, up to 4861’ MSL.
Rwy 20, tree 27’ from DER, 275’ left of centerline, 4843’ MSL.
Vegetation 45’ from DER, 26’ right of centerline, 4843’ MSL.
Vehicles on road beginning 67’ from DER, 389’ left of centerline, up to 4853’ MSL.
Tree 1.0 NM from DER, 2971’ right of centerline, 5118’ MSL.
Rwy 29, sign and tree beginning 15’ from DER, 123’ right of centerline, up to 5’ AGL/4850’ MSL.
Vegetation 60’ from DER, 46’ left of centerline, 4849’ MSL.

COOLIDGE, AZ
COOLIDGE MUNI (P08)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10OCT96 (96284) (FAA)
DEPARTURE PROCEDURE:
Rwys 5, 35, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course.
Rwy 17, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.
Rwy 23, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.
COTTONWOOD, AZ
COTTONWOOD (P52)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26MAY16 (16147) (FAA)
DEPARTURE PROCEDURE:
Use MINGY DEPARTURE.

DAVIS-MONTHAN AFB (KDMA)
TUCSON, AZ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07SEP23 (23250) (USAF)
DEPARTURE PROCEDURE:
Rwy 12, climb to 5700 and track 125°, intercept DMA R-119 to WUDAR (DMA R-119/16 DME) expect RADAR vectors.
Rwy 30, climb to 5500 and track 305°, intercept DMA R-310 to OTUKE (DMA R-310/16.4 DME) expect RADAR vectors.
TAKEOFF OBSTACLE NOTES:
Rwy 12, terrain 0' from DER, 500' left of centerline, 2707' MSL.
Rwy 30, terrain 0' from DER, 500' right of centerline, 2592' MSL.
Terrain 0' from DER, 484' right of centerline, 2592' MSL.

DELTA, UT
DELTA MUNI (DTA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02DEC21 (21336) (FAA)
DEPARTURE PROCEDURE:
Use DELTA DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 17, lighting beginning 41' from DER, 76' right of centerline, 3' AGL/4754' MSL.
Tree 609' from DER, 596' right of centerline, 4780' MSL.
Rwy 35, vegetation, lighting beginning 9' from DER, 77' right of centerline, up to 4763' MSL.
Vegetation 47' from DER, 349' left of centerline, 4763' MSL.
Fence 76' from DER, 390' right of centerline, 10' AGL/4769' MSL.
Vegetation on road 177' from DER, 477' right of centerline, 4770' MSL.

DOUGLAS BISBEE, AZ
BISBEE- DOUGLAS INTL (DUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 09FEB12 (12040) (FAA)
DEPARTURE PROCEDURE:
Rwys 8, 17, climbing right turn on heading 330° to intercept DUG VORTAC R-286 to 9500.
Rwy 26, climbing right turn to intercept DUG VORTAC R-286 to 9500.
Rwy 35, climbing left turn to intercept DUG VORTAC R-286 to 9600.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees and terrain beginning 145' from DER, 51' left of centerline, up to 8' AGL/4220' MSL.
Trees and terrain beginning 22' from DER, 247' right of centerline, up to 13' AGL/4197' MSL.
Rwy 17, trees and terrain beginning 91' from DER, 76' left of centerline, up to 5' AGL/4118' MSL.
Trees and terrain beginning 12' from DER, 146' right of centerline, up to 5' AGL/4118' MSL.
Rwy 26, tree and terrain beginning 16' from DER, 233' left of centerline, up to 5' AGL/4167' MSL.
Trees and terrain beginning 17' from DER, 32' right of centerline, up to 7' AGL/4167' MSL.
Rwy 35, trees and terrain beginning 118' from DER, 15' left of centerline, up to 6' AGL/4190' MSL.
Tree and terrain beginning 75' from DER, 100' right of centerline, up to 11' AGL/4200' MSL.
DUCHESNE, UT
DUCHESNE MUNI (U69)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10OCT19 (19283) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
Rwy 35, std. w/min. climb of 235’ per NM to 6900 or 1100-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 17, climbing left turn direct MTU VOR/DME, thence...
Rwy 35, climbing right turn direct MTU VOR/DME, thence...
...continue climb in MTU VOR/DME holding pattern (hold northeast, right turns, 213° inbound) to cross MTU VOR/DME at or above MEA for route of flight.
VCOA:
Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Duchesne Muni Airport at or above 6800 then on MTU VOR/DME R-269 to MTU VOR/DME. Continue climb in MTU VOR/DME holding pattern (hold northeast, right turns, 213° inbound) to cross MTU VOR/DME at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 35, vehicles on road beginning 315’ from DER, 95’ right of centerline, up to 15’ AGL/5844’ MSL.
Vehicles on road beginning 327’ from DER, 29’ left of centerline, up to 15’ AGL/5854’ MSL.
Equipment 415’ from DER, 515’ left of centerline, 17’ AGL/5856’ MSL.
Building 876’ from DER, 617’ left of centerline, 30’ AGL/5869’ MSL.
Pole 1048’ from DER, 682’ left of centerline, 40’ AGL/5889’ MSL.

ELKO, NV
ELKO RGNL (EKO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 26MAY16 (16147) (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 30, NA-ATC.
Rwy 6, std. w/min. climb of 500’ per NM to 7200, or 2000-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 390’ per NM to 8400, or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 057° to 6500, then climbing right turn direct BQU VOR/DME, thence...
Rwy 24, climb heading 237° to 6100, then climbing left turn direct BQU VOR/DME, thence...
...Continue climb in BQU VOR/DME holding pattern (hold south, left turns, 340° inbound) to cross BQU VOR/DME at or above MEA/MCA for route of flight.
VCOA:
Rwy 6, 24, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Elko Rgnl airport at or above 7000, then proceed to BQU VOR/DME and continue climb in BQU VOR/DME holding pattern (hold south, left turns, 340° inbound) to cross BQU VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 6, OL on ltd wsk 253’ from DER, 155’ right of centerline, 5095’ MSL.
Lt poles, beginning 277’ from DER, 332’ right of centerline, up to 5097’ MSL.
Trees, buildings, and ants on ol buildings, beginning 676’ from DER, 209’ right of centerline, up to 5111’ MSL.
Pole 765’ from DER, 422’ left of centerline, 5110’ MSL.
Ols on poles, beginning 903’ from DER, 435’ left of centerline, up to 5130’ MSL.
Trees, poles, and ols on poles, beginning 961’ from DER, 130’ left of centerline, up to 5207’ MSL.
Ant 3007’ from DER, 84’ right of centerline, 5165’ MSL.
Tree 3676’ from DER, 251’ right of centerline, 5191’ MSL.
Rwy 24, vehicles on road, beginning 672’ from DER, 315’ right of centerline, up to 5075’ MSL.
Poles, trees beginning 1179’ from DER, 171’ right of centerline, up to 36’ AGL/5100’ MSL.
Poles, beginning 1243’ from DER, 663’ left of centerline, up to 39’ AGL/5085’ MSL.
Signs, beginning 1566’ from DER, 714’ right of centerline, up to 5128’ MSL.
Signs, elevators, silos beginning 2155’ from DER, 437’ right of centerline, up to 44’ AGL/5132’ MSL.

ELY, NV
ELY/YELLAND FLD (ELY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JUN11 (21168) (FAA)
DEPARTURE PROCEDURE:
Use ELY DEPARTURE.

EUREKA, NV
EUREKA (05U)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, NA-Terrain.
DEPARTURE PROCEDURE:
Use MINES (RNAV) DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FALLON, NV
FALLON MUNI (FLX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA - Environmental
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn, thence...
Rwy 21, climbing right turn, thence...
... to 9300 direct HZN VORTAC, continue climb in HZN VORTAC holding pattern (hold west, left turn 075° inbound) cross HZN VORTAC at or above 9300 before proceeding on course, continue climb to MEA or assigned altitude.
TAKEOFF OBSTACLE NOTES:
Rwy 3, sign, trees beginning 9' from DER, 37' left of centerline, up to 5' AGL/3966' MSL.
Tree 121' from DER, 173' right of centerline, 3966' MSL.
Traverse way beginning 134' from DER, 357' right of centerline, up to 3966' MSL.
Trees beginning 146' from DER, 469' left of centerline, up to 6' AGL/3969' MSL.
Traverse way, tree beginning 315' from DER, 232' right of centerline, up to 3974' MSL.
Tree 1068' from DER, 193' left of centerline, 37' AGL/3969' MSL.
Trees beginning 1086' from DER, 208' left of centerline, up to 4002' MSL.
Trees beginning 2148' from DER, 819' left of centerline, up to 4023' MSL.
Trees beginning 2319' from DER, 763' left of centerline, 58' AGL/4018' MSL.
Trees beginning 2960' from DER, 663' left of centerline, up to 97' AGL/4054' MSL.
Rwy 21, trees, terrain beginning 31' from DER, 150' left of centerline, up to 3969' MSL.
Traverse way 32' from DER, 497' right of centerline, 3981' MSL.
Pole 112' from DER, 397' right of centerline, 26' AGL/3991' MSL.
Trees 139' from DER, 401' left of centerline, 4' AGL/3970' MSL.
Poles, traverse way, vegetation, building beginning 149' from DER, 19' right of centerline, up to 36' AGL/4002' MSL.
Traverse way beginning 380' from DER, 306' left of centerline, up to 3984' MSL.
Traverse way beginning 525' from DER, 22' left of centerline, up to 3985' MSL.
Tree 1286' from DER, 785' right of centerline, 48' AGL/4016' MSL.
Tree 1407' from DER, 840' right of centerline, 57' AGL/4026' MSL.
Pole 1813' from DER, 798' left of centerline, 39' AGL/4013' MSL.
Tree 1896' from DER, 869' right of centerline, 76' AGL/4040' MSL.

FALLON NAS (VAN VOORHIS FLD) (KNFL)
FALLON, NV
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 21APR22 (22111) (USN)
TAKEOFF MINIMUMS:
Rwy 7, std. w/min. climb of 291' per NM to 9700.
Rwys 13L/R, std. w/min. climb rate of 235' per NM to 7200.
DEPARTURE PROCEDURE:
Rwys 13L/R, climbing on hdg between 110° CW to 310° from DER.
Rwy 25, climbing on hdg between 216° CW to 028° from DER.
Rwys 31L/R, climbing on hdg between 220° CW to 025° from DER.

FILLMORE, UT
FILLMORE MUNI (FOM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18NOV10 (10322) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 250' per NM to 6200, or 1800-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn to 9600 on DTA R-141 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight or for climb in visual conditions cross Fillmore Muni airport Northwest bound at or above 6600, then climb to 9600 on DTA R-146 to DTA VORTAC. Continue climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.
Rwy 22, climbing right turn to 9600 on DTA R-152 to DTA VORTAC, climb in DTA VORTAC holding pattern (South, left turns, 004° inbound) to cross DTA VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, light 60' from DER, 393' left of centerline, 8' AGL/4987' MSL.
Windsock 129' from DER, 301' left of centerline, 21' AGL/5000' MSL.
Rising terrain 132' from DER, 385' right of centerline, 4989' MSL.
Fence beginning 138' from DER, 174' right of centerline, up to 15' AGL/4996' MSL.
Buildings beginning 259' from DER, 455' right of centerline, up to 13' AGL/5012' MSL.
Beacon 311' from DER, 505' left of centerline, 52' AGL/5031' MSL.
Trees beginning 333' from DER, 242' left of centerline, up to 37' AGL/5034' MSL.
Vehicle on road beginning 472' from DER, 608' left to 1093' right of centerline, up to 35' AGL/5073' MSL.
Pole 488' from DER, 620' left of centerline, 38' AGL/5037' MSL.
Windmeter, 623' from DER, 342' left of centerline, 9' AGL/5008' MSL.
Building 873' from DER, 196' left of centerline, 17' AGL/5016' MSL.
Cont

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

FILLMORE, UT (CON’T)
FILLMORE MUNI (FOM) (CON’T)
Rwy 22, fence 97’ from DER, 302' left of centerline, 15’ AGL/4916’ MSL. Vehicle on road beginning 228’ from DER, 398' left of centerline, up to 9’ AGL/4928’ MSL.

FLAGSTAFF, AZ
FLAGSTAFF PULLIAM (FLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 06FEB14 (23222) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, turn right, aircraft departing FLG VOR/DME R-160 CW R-175 climb on course. All others climb southbound on FLG VOR/DME R-172 to 9000, then climbing left turn direct FLG VOR/DME.
Rwy 21, turn left, aircraft departing FLG VOR/DME R-160 CW R-175 climb on course. All others climbing southbound on FLG VOR/DME R-172 to 9000, then climbing left turn direct FLG VOR/DME.
TAKEOFF OBSTACLE NOTES:
Rwy 21, trees beginning 73’ from DER, left and right of centerline, up to 85’ AGL/7065’ MSL.

FORT HUACHUCA SIERRA VISTA, AZ
SIERRA VISTA MUNI-LIBBY AAF (FHU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, NA-terrain.
Rwy 26, std. w/min. climb of 335’ per NM to 7300’, or 2800-3 for VCOA
DEPARTURE PROCEDURE:
Rwys 3, 8, 12, climbing left turn, thence...
Rwys 26, 30, climbing right turn, thence...
...all aircraft, intercept FHU VOR/DME R-021 to TOMBS INT/FHU 12.76 DME, continue climb in TOMBS holding pattern (hold north, left, 201° inbound) to 9500 before proceeding on course.
VCOA:
Rwy 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Vista Muni-Libby AAF airport at or above 7400’ MSL then intercept and proceed on FHU VOR/DME R-021 to TOMBS INT/FHU 12.76 DME. Continue climb in TOMBS holding pattern (hold north, left, 201° inbound) to 9500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees 253’ from DER, 130’ left of centerline, 10’ AGL/4595’ MSL. Tree 199’ from DER, 271’ right of centerline, 10’ AGL/4595’ MSL.
Rwy 8, reflector, 121’ from DER, 174’ right of centerline, 4’ AGL/4603’ MSL.
Rwy 12, terrain beginning 22’ from DER, 93’ right of centerline, up to 4639’ MSL.
Rwy 26, general utility 100’ from DER, 173’ right of centerline, 20’ AGL/4723’ MSL. General utility 101’ from DER, 175’ left of centerline, 26’ AGL/4730’ MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 13NOV14 (14317) (FAA)
Rwys 3,12, heading as assigned by ATC.
Rwy 8, heading as assigned by ATC. Requires minimum climb of 300’ per NM to 8600.
Rwy 26, heading as assigned by ATC. Requires minimum climb of 330’ per NM to 8100.
Rwy 30, heading as assigned by ATC. Requires minimum climb of 330’ per NM to 8700.

GLENDALE, AZ
GLENDALE MUNI (GEU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE:
Use DRAKE (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 1, light on blast fence 4’ from DER, 130’ left of centerline, up to 10’ AGL/1,088’ MSL. Trees beginning 124’ from DER, left and right of centerline, up to 30’ AGL/1,104’ MSL. Vehicles beginning 299’ from DER, 80’ right of centerline, up to 15’ AGL/1,091’ MSL. Poles and trees beginning 400’ from DER, 197’ right of centerline, up to 75’ AGL/1,144’ MSL.
Rwy 19, trees beginning 281’ from DER, 331’ left of centerline, up to 33’ AGL/1,060’ MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 15JUN23 (23166) (FAA)
Rwy 1, heading as assigned by ATC; requires min. climb of 285’ per NM to 5700.
Rwy 19, heading as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GLOBE, AZ
SAN CARLOS APACHE (P13)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10APR08 (08101) (FAA)
DEPARTURE PROCEDURE:
Use IZTIR DEPARTURE.

GOODYEAR, AZ
PHOENIX GOODYEAR (GYR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE:
Use POTER (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 3, poles beginning 159' from DER, 267' right of centerline, up to 47' AGL/1,015' MSL.
Building 1512' from DER, 828' right of centerline, 48' AGL/1,014' MSL.
Tree 1,957' from DER, 551' right of centerline, up to 49' AGL/1,019' MSL.
Rwy 21, transmission tower 2610' from DER, 1,078' left of centerline, 125' AGL/1,047' MSL.
Transmission tower 3,190' from DER, 311' left of centerline, 112' AGL/1,031' MSL.
Pole 3,193' from DER, 308' left of centerline, 112' AGL/1,030' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 21JUL16 (16203) (FAA)
Rwy 3, 21, heading as assigned by ATC.

GRAND CANYON, AZ
GRAND CANYON NTL PARK (GCN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30AUG07 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 21, use GRAND DEPARTURE.

VALLE (40G)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18SEP14 (14261) (FAA)
DEPARTURE PROCEDURE:
Rwy 1, Climb on a heading between 188° CW to 091° from DER.
Rwy 19, Climb on a heading between 170° CW to 008° from DER.

HAWTHORNE, NV
HAWTHORNE INDUSTRIAL (HTH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14SEP17 (17257)
TAKEOFF MINIMUMS:
Rwy 15, 33, NA – ATC.
Rwy 10, 28, 4200 - 3 for VCOA.
VCOA:
Rwy 10, 28, obtain ATC approval for VCOA when requesting IFR clearance. climb in visual conditions to cross Hawthorne Industrial airport at or above 8300 then climb to 11500 on MVA R-251 to MVA VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, ground beginning at DER, 53' right of centerline, up to 4232' MSL.
Ground 139' from DER, 39' right of centerline, 4234' MSL.
Ground 145' from DER, 387' right of centerline, 4236' MSL.
Bush 193' from DER, 480' right of centerline, 2' AGL/4238' MSL.
Bush 363' from DER, 576' right of centerline, 3' AGL/4242' MSL.
Bush 557' from DER, 555' right of centerline, 1' AGL/4245' MSL.
Rwy 28, ground 1' from DER, 388' left of centerline, 4183' MSL.
Bush 10' from DER, 488' left of centerline, 2' AGL/4185' MSL.
HEBER, UT

HEBER VALLEY (HCR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, 5800-5 for VCOA. VCOA NA at night.

VCOA:

Rwys 4, 22, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Heber Valley airport at or above 11300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, fence abeam DER, 301' left of centerline, 16' AGL/5647' MSL.

Pole 24' from DER, 404' left of centerline, up to 33' AGL/5659' MSL.

Bush 23' from DER, 61' left of centerline, up to 5639' MSL.

Terrain 109' from DER, 428' right of centerline, 5642' MSL.

Multiple poles, tree, beginning 200' from DER, 269' left of centerline, up to 36' AGL/5666' MSL.

Tree, fence beginning 252' from DER, 249' right of centerline, up to 5659' MSL.

Pole 319' from DER, 404' left of centerline, up to 5670' MSL.

Tree, pole beginning 662' from DER, 404' left of centerline, up to 5681' MSL.

Tree, sign, pole beginning 710' from DER, 281' left of centerline, up to 5682' MSL.

Building beginning 1066' from DER, 42' right of centerline, up to 5674' MSL.

Tree, pole beginning 1120' from DER, 181' right of centerline, up to 5689' MSL.

Tree, pole beginning 1228' from DER, 278' right of centerline, up to 5690' MSL.

Trees beginning 1773' from DER, 238' left of centerline, up to 5689' MSL.

Tree, pole beginning 1901' from DER, 399' right of centerline, up to 5708' MSL.

Tree 1909' from DER, 498' left of centerline, 5692' MSL.

Rwy 22, pole abeam DER, 292' right of centerline, 16' AGL/5592' MSL.

Fence, vegetation, terrain 13' from DER, 225' left of centerline, up to 9' AGL/5597' MSL.

Trees beginning 608' from DER, 384' right of centerline, up to 5611' MSL.

Pole 829' from DER, 474' left of centerline, 22' AGL/5605' MSL.

Pole 988' from DER, 634' left of centerline, up to 33' AGL/5617' MSL.

Tree 1672' from DER, 777' left of centerline, 5628' MSL.

Terrain beginning 1.1 NM from DER, 1752' left of centerline, up to 5964' MSL.

Tree 1.3 NM from DER, 2420' left of centerline, 5821' MSL.

Terrain, trees beginning 1.4 NM from DER, 1124' left of centerline, up to 6128' MSL.

Terrain, trees beginning 1.5 NM from DER, 372' left of centerline, up to 6411' MSL.

HILL AFB (KHIF)

OGDEN, UT

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Diverse departures NA, use RADAR vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT

HUNTINGTON MUNI (69V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwys 12, 18, 26, 30, 36, NA-Environmental.

DEPARTURE PROCEDURE:

Rwy 8, climbing left turn direct PUC VOR/DME...

...continue climb in PUC VOR/DME holding pattern (hold south, RT, 009° inbound) to MEA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL.

KANAB, UT

KANAB MUNI (KNB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. with min. climb of 742' per NM to 6600, or 1100-3 with min. climb of 535' per NM to 6900, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 19, climb heading 171° to 6800 before turning.

Rwy 1, climb heading 006° to 6100 before turning, or for climb in visual conditions, cross Kanab Muni airport at or above 7100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vent on building 554' from DER, 370' left of centerline, 16' AGL/4884' MSL.

Trees beginning 1138' from DER, 302' left of centerline, up to 100' AGL/5939' MSL.

Rising terrain and trees beginning 1.68 NM from DER, 247' right of centerline, up to 100' AGL/5239' MSL.

Rising terrain and trees beginning 1.76 NM from DER, 766' left of centerline, up to 100' AGL/5599' MSL.

Rising terrain beginning 3.5 NM from DER, left and right of centerline, up to 6359' MSL.

Rwy 19, trees beginning 271' from DER, 506' right of centerline, up to 100' AGL/4899' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KINGMAN, AZ

KINGMAN (IGM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 16JUL20 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwys 3, 35, 2000-2 or std. w/min. climb of 275’ per NM to 5500.

Rwys 17, 21, NA

DEPARTURE PROCEDURE:

Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

TAKEOFF OBSTACLE NOTES:

Rwy 3, terrain and vegetation beginning 171’ from DER, 264’ right of centerline, up to 3402’ MSL.

Rwy 35, terrain beginning 32’ from DER, 172’ right of centerline, up to 3363’ MSL.

Fence 306’ from DER, 392’ right of centerline, 6’ AGL/3368’ MSL.

Traverse way 441’ from DER, 274’ right of centerline, up to 15’ AGL/3372’ MSL.

LAGUNA AAF (KLGF)

YUMA PROVING GROUND, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05OCT23 (23278) (USA)

TAKEOFF MINIMUMS:

Rwys 6, std w/min climb of 284’ per NM to 2700.

Rwys 18, std w/min climb of 248’ per NM to 1200.

Rwys 36, 300-2 or std w/min climb of 222’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwys 6, 18, 36, climbing right turn to 3600, intercept BZA VORTAC R-055 to BZA. Do not exceed 240K until intercepting BZA R-055.

Rwy 24, climb to 3600 direct to BZA VORTAC.

TAKEOFF OBSTACLE NOTES:

Rwys 6, terrain 0’ from DER, 500’ left of centerline 426’ MSL.

Berm 206’ from DER, 171’ left of centerline 441’ MSL.

Berm 273’ from DER, 137’ right of centerline 435’ MSL.

Berm 812’ from DER, 260’ left of centerline 459’ MSL.

Berm 871’ from DER, 130’ left of centerline, 447’ MSL.

Rwys 24, road 196’ from DER, 152’ left of centerline, 379’ MSL.

Rwys 36, terrain, vegetation, 1 NM from DER, 720’ right of centerline, 60’ AGL/579’ MSL.

Antenna 1.5 NM from DER, 55’ right of centerline, 90’ AGL/638’ MSL.

LAKE HAVASU CITY, AZ

LAKE HAVASU CITY (HII)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwys 14, std. w/min. climb of 465’ per NM to 4800, or 1500-3 for climb in visual conditions.

Rwys 32, 600-1¾ w/min. climb of 492’ per NM to 1100, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 14, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or ... 

Rwys 32, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course or. ... 

Rwys 14, 32, ... For climb in visual conditions: cross Lake Havasu City airport northwest bound at or above 2300, then Intercept EED VORTAC R-138 to EED VORTAC, continue climb in EED VORTAC holding pattern (East, right turns, 257° inbound) to cross EED VORTAC at or above 6100 before proceeding on course when executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwys 14, pole 3327’ from DER, 46’ right of centerline, 107’ AGL/868’ MSL.

Poles 3468’ from DER, 196’ left of centerline, up to 107’ AGL/890’ MSL.

Trees/bushes 976’ from DER, 380’ left of centerline, up to 46’ AGL/829’ MSL.

Terrain 143’ from DER, 346’ left of centerline, up to 804’ MSL.

Rwys 32, trees 1544’ from DER, 416’ right of centerline, up to 44’ AGL/793’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAS VEGAS, NV
HARRY REID INTL (LAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 17AUG17 (23138) (FAA)

TAKEOFF MINIMUMS:
Rwy 1L, 300-1 or std. w/min. climb of 269’ per NM to 2300.
Rwy 19L, std. w/min. climb of 256’ per NM to 3400.
Rwy 19R, std. w/min. climb of 242’ per NM to 3400.
Rwy 26L, 300-2% or std. w/min. climb of 214’ per NM to 2400.
Rwy 26R, 400-2% or std. w/min. climb of 270’ per NM to 2400.

DEPARTURE PROCEDURE:
Rwy 1L/R, climbing right turn direct BLD VORTAC before proceeding on course.
Rwy 8L/R, climb heading 079° to 3700, then climbing right turn direct BLD VORTAC before proceeding on course.
Rwy 19L/R, climb heading 194° to 2800, then climbing left turn heading 120° and BLD R-257 to BLD VORTAC before proceeding on course.
Rwy 26L/R, climb heading 259° to 2800, then climbing right turn direct BLD VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Pole, tree, parking lot beginning 2036’ from DER, 386’ right of centerline, up to 35’ AGL/2246’ MSL.
- Buildings beginning 1907’ from DER, 186’ left of centerline, up to 2150’ MSL.
- Buildings beginning 1977’ from DER, 214’ left of centerline, up to 2150’ MSL.
- Buildings beginning 2095’ from DER, 275’ left of centerline, up to 83’ AGL/2153’ MSL.
- Buildings beginning 3953’ from DER, 1397’ left of centerline, up to 162’ AGL/2226’ MSL.
- Buildings beginning 4126’ from DER, 1090’ left of centerline, 2229’ MSL.
- Buildings beginning 4542’ from DER, 1400’ left of centerline, 183’ AGL/2240’ MSL.
- Buildings beginning 4604’ from DER, 1367’ left of centerline, 186’ AGL/2243’ MSL.
- Pole 743’ from DER, 442’ right of centerline, 30’ AGL/2057’ MSL.
- Tower 1457’ from DER, 848’ right of centerline, 64’ AGL/2097’ MSL.
- Building 609’ from DER, 538’ right of centerline, 28’ AGL/2095’ MSL.
- Tower 1457’ from DER, 848’ right of centerline, 64’ AGL/2097’ MSL.
- Railroad, pole beginning 952’ from DER, 322’ left of centerline, up to 2215’ MSL.
- Railroad, pole beginning 1122’ from DER, 19’ left of centerline, up to 2219’ MSL.
- Railroad 1166’ from DER, 75’ left of centerline, 2220’ MSL.
- Railroad 1219’ from DER, 235’ right of centerline, 2223’ MSL.
- Pole 1234’ from DER, 178’ left of centerline, 2221’ MSL.
- Railroad 1241’ from DER, 351’ right of centerline, 2224’ MSL.
- Railroad 1246’ from DER, 489’ right of centerline, 2225’ MSL.
- Railroad, pole beginning 1247’ from DER, 11’ right of centerline, up to 2226’ MSL.
- Poles, tree, vehicles on road, sign, parking lot beginning 1392’ from DER, 115’ right of centerline, up to 36’ AGL/2238’ MSL.
- Tree, pole beginning 1410’ from DER, 9’ left of centerline, up to 2232’ MSL.
- Tree 1819’ from DER, 124’ left of centerline, 2236’ MSL.
- Pole, tree, vehicles on road beginning 1824’ from DER, 9’ right of centerline, up to 34’ AGL/2242’ MSL.
- Pole 1933’ from DER, 623’ right of centerline, 34’ AGL/2243’ MSL.
- Pole, tree beginning 1936’ from DER, 55’ right of centerline, up to 36’ AGL/2245’ MSL.
- Pole, tree, parking lot beginning 2036’ from DER, 386’ right of centerline, up to 35’ AGL/2246’ MSL.
- Pole, parking lot, tree, vehicles on road beginning 2133’ from DER, 183’ right of centerline, up to 36’ AGL/2247’ MSL.
- Sign, tree, parking lot, vehicles on road, pole, building beginning 2179’ from DER, 27’ right of centerline, up to 2258’ MSL.
- Pole 2229’ from DER, 578’ left of centerline, 2238’ MSL.
- Poles beginning 2332’ from DER, 583’ left of centerline, up to 2240’ MSL.
- Sign, tree, pole, parking lot, building beginning 2381’ from DER, 53’ right of centerline, up to 41’ AGL/2257’ MSL.
- Building, tree, pole beginning 2466’ from DER, 591’ right of centerline, up to 38’ AGL/2258’ MSL.
- Building, pole, trees, utility box beginning 2505’ from DER, 157’ right of centerline, up to 38’ AGL/2259’ MSL.
- Pole, building beginning 2738’ from DER, 20’ left of centerline, up to 2251’ MSL.
- Building, tree beginning 2739’ from DER, 1134’ right of centerline, up to 57’ AGL/2279’ MSL.
- Building, tree beginning 2766’ from DER, 869’ right of centerline, up to 57’ AGL/2280’ MSL.
- Building, tree beginning 2822’ from DER, 1006’ right of centerline, up to 58’ AGL/2281’ MSL.
- Buildings, pole beginning 2861’ from DER, 665’ right of centerline, up to 59’ AGL/2282’ MSL.
- Buildings, pole beginning 3418’ from DER, 884’ right of centerline, up to 61’ AGL/2284’ MSL.
- Building, pole beginning 3515’ from DER, 424’ right of centerline, up to 59’ AGL/2287’ MSL.
- Sign 5292’ from DER, 1688’ right of centerline, 55’ AGL/2309’ MSL.
- Building, pole beginning 5596’ from DER, 1758’ left of centerline, up to 110’ AGL/2334’ MSL.
- Communication tower 571’ from DER, 781’ right of centerline, 80’ AGL/2327’ MSL.
- Building, building 2 NM from DER, 2907’ left of centerline, 236’ AGL/2491’ MSL.
- Buildings beginning 2 NM from DER, 2936’ left of centerline, up to 241’ AGL/2494’ MSL.

CON’T
LAS VEGAS, NV (CON’T)
HARRY REID INTL (LAS) (CON’T)

Rwy 19R, ground 60’ from DER, 475’ right of centerline, 2186’ MSL.
Ground 151’ from DER, 529’ right of centerline, 2190’ MSL.
Building 1524’ from DER, 444’ right of centerline, 9’ AGL/2199’ MSL.
NAVAID 262’ from DER, 408’ right of centerline, 14’ AGL/2206’ MSL.

Vehicles on road, ground, control box beginning 348’ from DER, 42’ right of centerline, up to 2208’ MSL.
Pole, vehicles on road beginning 503’ from DER, 434’ right of centerline, up to 2218’ MSL.
Pole, sign, vehicles on road, flag pole, fence beginning 592’ from DER, 277’ right of centerline, up to 37’ AGL/2234’ MSL.

Signs, parking lot, vehicles on road, building, pole, tree beginning 844’ from DER, 266’ right of centerline, up to 41’ AGL/2240’ MSL.

Tower, fence, vehicles on road, sign beginning 961’ from DER, 175’ right of centerline, up to 41’ AGL/2243’ MSL.

T-L tower, vehicles on road, railroad, pole, railroad crossing signal control box, parking lot beginning 1132’ from DER, 8’ right of centerline, up to 47’ AGL/2249’ MSL.

Railroad 1219’ from DER, 701’ left of centerline, 2222’ MSL.
Railroad 1230’ from DER, 656’ left of centerline, 2223’ MSL.
Railroad 1240’ from DER, 585’ left of centerline, 2224’ MSL.
Railroad 1246’ from DER, 448’ left of centerline, 2225’ MSL.

Railroad, pole beginning 1247’ from DER, 76’ left of centerline, up to 2226’ MSL.
Poles, tree, vehicles on road, sign beginning 1392’ from DER, 15’ left of centerline, up to 36’ AGL/2238’ MSL.
Poles, tree, parking lot, building beginning 1726’ from DER, 11’ right of centerline, up to 2254’ MSL.
Pole, tree beginning 1823’ from DER, 78’ left of centerline, up to 34’ AGL/2242’ MSL.
Pole 1933’ from DER, 313’ left of centerline, 34’ AGL/2243’ MSL.
Pole, tree beginning 1935’ from DER, 12’ left of centerline, up to 36’ AGL/2245’ MSL.
Pole, tree beginning 2036’ from DER, 5’ left of centerline, up to 35’ AGL/2246’ MSL.
Poles, building, tree beginning 2043’ from DER, 221’ right of centerline, up to 2255’ MSL.
Pole, tree beginning 2133’ from DER, 19’ left of centerline, up to 36’ AGL/2247’ MSL.

Tree, poles, sign, building beginning 2146’ from DER, 14’ right of centerline, up to 2259’ MSL.
Pole, building, tree beginning 2234’ from DER, 12’ left of centerline, up to 35’ AGL/2249’ MSL.
Pole, tree beginning 2335’ from DER, 88’ left of centerline, up to 36’ AGL/2250’ MSL.

Sign, tree, poles, building beginning 2381’ from DER, 37’ left of centerline, up to 41’ AGL/2257’ MSL.
Pole, buildings, tree beginning 2496’ from DER, 5’ right of centerline, up to 2274’ MSL.
Building beginning 2739’ from DER, 196’ right of centerline, up to 57’ AGL/2279’ MSL.

Building, tree beginning 2766’ from DER, 73’ right of centerline, up to 57’ AGL/2280’ MSL.
Building beginning 2767’ from DER, 44’ left of centerline, up to 36’ AGL/2285’ MSL.

Building, tree beginning 2822’ from DER, 68’ right of centerline, up to 58’ AGL/2281’ MSL.
Building, tree beginning 2861’ from DER, 126’ right of centerline, up to 59’ AGL/2282’ MSL.

Buildings, tree beginning 2893’ from DER, 6’ right of centerline, up to 2288’ MSL.
Building beginning 2895’ from DER, 2’ left of centerline, up to 39’ AGL/2262’ MSL.

Buildings, tree building beginning 3032’ from DER, 301’ right of centerline, up to 61’ AGL/2290’ MSL.
Buildings, tree beginning 3076’ from DER, 58’ right of centerline, up to 61’ AGL/2291’ MSL.

Buildings, sign, poles beginning 3459’ from DER, 287’ right of centerline, up to 74’ AGL/2302’ MSL.

Building 3495’ from DER, 53’ left of centerline, 52’ AGL/2278’ MSL.

Communication tower 5717’ from DER, 156’ left of centerline, 80’ AGL/2327’ MSL.

Rwy 26L, building 1002’ from DER, 250’ left of centerline, 6’ AGL/2183’ MSL.

Railroad, pole beginning 1857’ from DER, 793’ left of centerline, up to 2215’ MSL.

Railroad 2068’ from DER, 796’ left of centerline, 2218’ MSL.

Pole, railroad beginning 2148’ from DER, 800’ left of centerline, up to 2221’ MSL.

Tree, railroad beginning 2376’ from DER, 780’ left of centerline, up to 2232’ MSL.

Tree, railroad beginning 2528’ from DER, 751’ left of centerline, up to 2233’ MSL.

Pole 2861’ from DER, 811’ left of centerline, 36’ AGL/2238’ MSL.
Pole 3167’ from DER, 1144’ left of centerline, 34’ AGL/2242’ MSL.
Pole 3171’ from DER, 1091’ left of centerline, 24’ AGL/2243’ MSL.
Pole 3313’ from DER, 1200’ left of centerline, 35’ AGL/2246’ MSL.

Sign, T-L tower beginning 3672’ from DER, 145’ left of centerline, up to 2256’ MSL.

Pole, building beginning 4223’ from DER, 1389’ left of centerline, up to 2274’ MSL.

Building 4554’ from DER, 1593’ left of centerline, 2277’ MSL.

Building 4687’ from DER, 1685’ left of centerline, 53’ AGL/2279’ MSL.

Building 4719’ from DER, 1754’ left of centerline, 61’ AGL/2290’ MSL.

Building 4954’ from DER, 1694’ left of centerline, 61’ AGL/2291’ MSL.

Transmission tower 5469’ from DER, 1056’ left of centerline, 2297’ MSL.
Pole 5879’ from DER, 1519’ left of centerline, 2309’ MSL.
Pole 6019’ from DER, 2022’ right of centerline, 101’ AGL/2309’ MSL.

Building 1720’ left of centerline, 46’ AGL/2317’ MSL.
Pole 1 NM from DER, 1922’ left of centerline, 45’ AGL/2311’ MSL.

Tower 1.1 NM from DER, 1843’ left of centerline, 80’ AGL/2332’ MSL.
Pole 1.8 NM from DER, 1817’ left of centerline, 131’ AGL/2435’ MSL.

CON’T
LAS VEGAS, NV (CON’T)

HARRY REID INTL (LAS) (CON’T)

Rwy 26R, NAVAIIds, building beginning 533’ from DER, 367’ left of centerline, up to 14’ AGL/2206’ MSL. NAVAIIds beginning 533’ from DER, on centerline, up to 5’ AGL/2195’ MSL.

Vehicles on road beginning 866’ from DER, crossing left and right of centerline, up to 2208’ MSL.

Pole 785’ from DER, 592’ left of centerline, 2218’ MSL.

Pole, tree beginning 786’ from DER, 8’ left of centerline, up to 2220’ MSL.

Trees beginning 821’ from DER, 49’ right of centerline, up to 25’ AGL/2214’ MSL.

Pole, sign, tree, building beginning 873’ from DER, 347’ left of centerline, up to 37’ AGL/2234’ MSL.

Trees beginning 952’ from DER, 48’ right of centerline, up to 2233’ MSL.

Pole, tree, railroad beginning 1093’ from DER, 531’ left of centerline, up to 38’ AGL/2237’ MSL.

Trees beginning 1559’ from DER, 555’ right of centerline, up to 2259’ MSL.

Tree, building, railroad beginning 1812’ from DER, 191’ left of centerline, up to 2246’ MSL.

Building 2501’ from DER, 881’ left of centerline, 2254’ MSL.

Poles beginning 3002’ from DER, 543’ left of centerline, up to 44’ AGL/2271’ MSL.

Poles beginning 3005’ from DER, 743’ left of centerline, up to 48’ AGL/2277’ MSL.

Pole 3116’ from DER, 1022’ right of centerline, 101’ AGL/2309’ MSL.

Sign 3339’ from DER, 278’ left of centerline, up to 2286’ MSL.

Communication tower 4521’ from DER, 704’ right of centerline, 2332’ MSL.

Sign 1.3 NM from DER, 2649’ left of centerline, 80’ AGL/2384’ MSL.

Pole 1.5 NM from DER, 2801’ left of centerline, 100’ AGL/2444’ MSL.

Pole 1.6 NM from DER, 2832’ left of centerline, up to 100’ AGL/2455’ MSL.

Pole, communication tower beginning 1.7 NM from DER, 2068’ left of centerline, up to 100’ AGL/2463’ MSL.

Pole 1.7 NM from DER, 2845’ left of centerline, 135’ AGL/2469’ MSL.

Transmission tower 2.1 NM from DER, 3453’ left of centerline, 134’ AGL/2490’ MSL.

LAS VEGAS, NV

HENDERSON EXEC (HND)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22JUN17 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 17L/R, std. w/min. climb of 491’ per NM to 6000 or 2800-2¾ for VCOA.

Rwys 17L/R, std. w/min. climb of 312’ per NM to 4700 or 2800-2¾ for VCOA.

DEPARTURE PROCEDURE:

Rwys 17L/R, climbing right turn on LAS R-157 to LAS VORTAC before proceeding on course.

Rwys 17L/R, climbing right turn on BLD R-257 to BLD VORTAC before proceeding on course.

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Henderson Exec airport eastbound at or above 5100, then proceed on BLD R-249 TO BLD VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17L, terrain beginning 2427’ from DER, 18’ left of centerline, 2552’ MSL.

Poles beginning 4296’ from DER, 678’ right of centerline, up to 2598’ MSL.

Rwy 17R, bush 134’ from DER, 314’ right of centerline, 2498’ MSL.

Fence 629’ from DER, 75’ right of centerline, 2510’ MSL.

Terrain 928’ from DER, 717’ left of centerline, 2552’ MSL.

Tank 1096’ from DER, 311’ right of centerline, 2533’ MSL.

Vehicles on road beginning 1149’ from DER, crossing centerline, up to 1159’ MSL.

Poles beginning 2756’ from DER, 400’ left to 698’ right of centerline, up to 2764’ MSL.

NORTH LAS VEGAS (VGT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tower 1.1 NM from DER, 1044’ right of centerline, 252’ AGL/2346’ MSL.

Rwy 12R, multiple towers 1.0 NM from DER, 850’ right of centerline, up to 267’ AGL/2368’ MSL.

Tower 1.2 NM from DER, 1355’ right of centerline, 270’ AGL/2367’ MSL.

Power lines 1122’ from DER, 717’ left of centerline, 2552’ MSL.

Terrain beginning 2427’ from DER, 764’ right of centerline, traversing to the northeast out to 2345’ from DER, 510’ right of centerline, 106’ AGL/2344’ MSL.

Rwy 12L, light pole 254’ from DER, 462’ right of centerline, 36’ AGL/2159’ MSL.

Trucks on road 255’ from DER, 602’ right of centerline, 15’ AGL/2155’ MSL.

Power line 1289’ from DER, 663’ right of centerline traversing to the Northeast out to 1576’ from DER, 716’ left of centerline, up to 129’ AGL/2266’ MSL.

Multiple towers 5045’ from DER, 1551’ right of centerline, 267’ AGL/2368’ MSL.

Rwy 25, light pole, 1447’ from DER, 21’ right of centerline, 35’ AGL/2255’ MSL.

Rwy 30L, signs, building, light pole beginning 1692’ from DER, 236’ left of centerline, up to 49’ AGL/2271’ MSL.

Multiple trees beginning 1785’ from DER, 78’ right of centerline, up to 57’ AGL/2296’ MSL.

Trees beginning 2745’ from DER, 511’ left of centerline, up to 84’ AGL/2397’ MSL.

Rwy 30R, antenna tower 4639’ from DER, 1736’ left of centerline, 84’ AGL/2327’ MSL.

Anemometer 552’ from DER, 570’ left of centerline, 34’ AGL/2216’ MSL.

Vehicles on road 1632’ from DER, 566’ right of centerline, 58’ AGL/2240’ MSL.

Antenna on hanger 2012’ from DER, 195’ right of centerline, 61’ AGL/2247’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOGAN, UT

LOGAN-CACHE (LGU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 17DEC09 (09351) (FAA)
TAKEOFF MINIMUMS:
Rwys 10, 28, NA-obstacles.
DEPARTURE PROCEDURE:
Rwys 17, 35, use ORNEY DEPARTURE.

LOVELOCK, NV

DERBY FLD (LOL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 03JAN19 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 415' per NM to 8200 or 3200-3 for climb in visual conditions.
Rwys 8, 20, std. w/min. climb of 340' per NM to 8200 or 3200-3 for climb in visual conditions.
Rwy 26, std. w/min. climb of 400' per NM to 8200 or 3200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 8, 20, 26, climb to 5700 then climbing left turn direct LLC VORTAC, thence...
...Climb in LLC VORTAC holding pattern (north, left turn, 169° inbound) to depart LLC VORTAC at or above 8800, continue climb on course to MEA or assigned altitude.

VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Derby Fld airport at or above 7000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vegetation 13' from DER, 141' right of centerline, 3908' MSL.
Sign 17' from DER, 199' left of centerline, 2' AGL/3909' MSL.
Vegetation 54' from DER, 155' right of centerline, 3911' MSL.
Tree 80' from DER, 347' right of centerline, 3912' MSL.
Rwy 8, vegetation beginning 56' from DER, 172' left of centerline, up to 3910' MSL.
Vegetation 147' from DER, 376' left of centerline, 3910' MSL.

LUKE AFB (KLUF)

GLENDALE, AZ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 30NOV23 (23334) (USAF)
TAKEOFF MINIMUMS:
Rwys 3L/R, std w/min climb of 228'/NM to 9400.
DEPARTURE PROCEDURE:
Rwys 3L/R, climb hdg 033° to LUF 4 DME, then climbing left turn on a hdg between 323° CW to 003° from DER.
Expect RADAR vectors on course from Luke RAPCON.
Rwys 21L/R, climb hdg 213° to LUF 8 DME, then climb on a hdg between 183° CW to 225° from DER.
Expect RADAR vectors on course from Luke RAPCON.

TAKEOFF OBSTACLE NOTES:
Rwys 3L, taxiing aircraft, 1421' from DER, 609' left of centerline, 19' AGL/1123' MSL.
Taxiing aircraft, 1235' from DER, 782' left of centerline, 19' AGL/1123' MSL.
Rwys 21L, taxiing aircraft, 1422' from DER, 775' left of centerline, 38' AGL/1117' MSL.

MANTI, UT

MANTI-EPHRAIM (41U)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22JUN17 (17173) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, Use YMONT DEPARTURE.
Rwys 21, Use WUXOT DEPARTURE.
MARANA, AZ
MARANA RGNL(AVQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 22AUG13 (13234) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 12, N/A-Obstacles

DEPARTURE PROCEDURE:
Rwy 21, climb to 6500 via heading 360° and TUS R-308 to TOTEC INT/TUS 57 DME, then as filed.
Rwy 30, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

TAKEOFF OBSTACLE NOTES:
Rwy 21, road 53' from DER, 413' left of centerline, 15' AGL/2035' MSL.
Tree 800' from DER, 695' left of centerline, 32' AGL/2043' MSL.
Multiple trees and poles beginning 518' from DER, 190' right of centerline, up to 38' AGL/2049' MSL.

Rwy 30, multiple trees beginning 148' from DER, 275' right of centerline, up to 19' AGL/2020' MSL.

MESA, AZ
FALCON FLD (FFZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29JUL10 (21112) (FAA)

DEPARTURE PROCEDURE:
Use MESA DEPARTURE.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 07JAN16 (16007) (FAA)
Rwy 4L, heading as assigned by ATC; requires minimum climb of 480' per NM to 3800.
Rwy 4R, heading as assigned by ATC; requires minimum climb of 500' per NM to 3700.

MESQUITE, NV
MESQUITE (67L)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-2½ or std. w/min. climb of 455' per NM to 2300.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 018° to 2400 then climbing left turn direct MMM VORTAC, continue climb-in hold (hold S, left turn, 015° inbound) to 11000 before proceeding on course.
Rwy 20, climbing right turn direct MMM VORTAC, continue climb-in hold (hold S, left turn 015° inbound) to 11000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, terrain beginning 41' from DER, 227' left of centerline, up to 1992' MSL.
Terrain beginning 83' from DER, 227' left of centerline, up to 2036' MSL.
Terrain, fence beginning 1176' from DER, 269' left of centerline, up to 2038' MSL.
Terrain beginning 1289' from DER, 411' left of centerline, up to 2043' MSL.
Terrain beginning 1426' from DER, 647' left of centerline, up to 2048' MSL.
Terrain beginning 2059' from DER, 909' left of centerline, up to 2059' MSL.
Terrain 2960' from DER, 1201' left of centerline, 2065' MSL.
Terrain beginning 3160' from DER, 139' right of centerline, up to 2098' MSL.
Terrain beginning 3268' from DER, 73' right of centerline, up to 2119' MSL.
Terrain beginning 3317' from DER, 334' left of centerline, up to 2084' MSL.
Terrain beginning 3424' from DER, 674' right of centerline, up to 2139' MSL.
Terrain 3429' from DER, 459' right of centerline, 2149' MSL.
Terrain beginning 3434' from DER, 109' left of centerline, up to 2102' MSL.
Terrain 3460' from DER, 387' right of centerline, 2152' MSL.
Terrain, vegetation beginning 3484' from DER, 10' right of centerline, up to 2156' MSL.
Terrain 3794' from DER, 751' left of centerline, 2110' MSL.
Terrain beginning 3794' from DER, 163' left of centerline, up to 2118' MSL.
Terrain beginning 3903' from DER, 952' left of centerline, up to 2122' MSL.
Terrain, fence beginning 3911' from DER, 119' left of centerline, up to 2199' MSL.
Terrain, vegetation beginning 4387' from DER, 10' left of centerline, up to 2204' MSL.
Terrain 1.5 NM from DER, 2409' left of centerline, 2216' MSL.
Vegetation 1.5 NM from DER, 2758' left of centerline, 2231' MSL.
Terrain beginning 1.5 NM from DER, 2618' left of centerline, up to 2257' MSL.

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

MESQUITE, NV
MESQUITE (67L)
Rwy 2 (CON’T), terrain beginning 1.5 NM from DER, 2769’ left of centerline, up to 2259’ MSL.
Terrain 1.7 NM from DER, 3138’ left of centerline, 2244’ MSL.
Rwy 20, light ing 1’ from DER, 46’ left of centerline, 2’ AGL/1876’ MSL.
Lighting 3’ from DER, 89’ right of centerline, 2’ AGL/1876’ MSL.
Traverse way 4’ from DER, 355’ right of centerline, 1878’ MSL.
Transmission line 453’ from DER, 308’ left of centerline, 70’ AGL/1888’ MSL.

MICHAEL AAF (KDPG),
DUGWAY PROVING GROUND, UT
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  23AUG12  (12236)
DEPARTURE PROCEDURES:
Rwy 12, Climb heading 122° to 5700, then climbing right turn on a heading between 202° CW to 302° to 10,000 before proceeding on course.
Rwy 30, Climbing left turn on a heading between 267° CW to 300° to 10,000 before proceeding on course.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  05APR12  (21112)  (FAA)
TAKEOFF MINIMUMS:
Rwy 34, std. w/min. climb of 487’ per NM to 6500 or 1500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 16, climb direct MLF VORTAC, thence...
...aircraft departing on V235 or V21 southbound proceed on course.
...all other aircraft climb to 11000 on MLF VORTAC R-168, then right turn direct MLF VORTAC. Continue climb-in-hold, right turns, 348° inbound to cross MLF VORTAC at or above MEA/MCA for route of flight.
Rwy 34, climbing left turn to intercept MLF VORTAC R-310 to MLF VORTAC, thence...
...aircraft departing on V235 or V240 southbound; proceed on course.
...aircraft climbing off MLF VORTAC, right turns, 348° in cross MLF VORTAC at or above MEA/MCA for route of flight.
...or climb in visual conditions to cross Milford Mun/iBen and Judy Briscoe Fld airport southbound at or above 6400, then climb on MLF VORTAC R-345 to MLF VORTAC. Aircraft departing on V235 and V21 southbound; proceed on course. All other aircraft climb to 11000 on MLF VORTAC R-168, then, right turn direct MLF VORTAC. Continue climb in- hold, right turns, 348° inbound to cross MLF VORTAC at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 440’ from DER, 332’ right of centerline, up to 100’ AGL/5159’ MSL.
Trees beginning 4912’ from DER, 1451’ right of centerline, up to 100’ AGL/5179’ MSL.
Rwy 34, vehicles on roadway 231’ from DER, across centerline, up to 15’ AGL/5054’ MSL.
Trees beginning 3177’ from DER, 508’ left of centerline, up to 100’ AGL/5119’ MSL.

MINDEN, NV
MINDEN-TAHOE (MEV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  15DEC11  (11349)  (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 16, 30, NA - Obstacles.
DEPARTURE PROCEDURE:
Rwy 34, use MINDEN (RNAV) DEPARTURE.

MOAB, UT
CANYONLANDS RGNL (CNY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  03JAN19  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwys 15, 33, NA - Runway Surface.
Rwy 3, std. w/min. climb of 405’ per NM to 6100 or 5000-3 for VCOA.
Rwy 21, std. w/min. climb of 456’ per NM to 6100 or 5000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climbing left turn to 6700 on OAB R-298, thence...
Rwy 21, climbing right turn to 6700 on OAB R-298, thence...
...climbing right turn to 10000 direct OAB VOR/DME. Continue climb in holding to 10000 at OAB VOR/DME (northwest, left turn, 118° inbound) before proceeding on course.
VCOA:
Rwys 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Canyonlands Field at or above 9400 before proceeding on course.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOAB, UT (CON’T)
CANYONLANDS RGNL (CNY) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 3, terrain 46’ from DER, 484’ right of centerline, 4559’ MSL.
Tree 63’ from DER, 481’ left of centerline, 4564’ MSL.
Tree 86’ from DER, 509’ left of centerline, 4565’ MSL.
Electrical system 135’ from DER, 529’ right of centerline, 34’ AGL/4595’ MSL.
Transmission line 1108’ from DER, 589’ right of centerline, 51’ AGL/4596’ MSL.
Transmission line 1786’ from DER, 606’ left of centerline, 50’ AGL/4603’ MSL.
Terrain 1.5 NM from DER, 1600’ right of centerline, 4827’ MSL.
Terrain 2.5 NM from DER, 1185’ left of centerline, 4900’ MSL.
Rwy 21, bush beginning 60’ from DER, 79’ left of centerline, up to 10’ AGL/4581’ MSL.
Bush beginning 132’ from DER, 65’ right of centerline, up to 10’ AGL/4597’ MSL.
Pole 1658’ from DER, 128’ left of centerline, 85’ AGL/4625’ MSL.
Pole 1710’ from DER, 319’ right of centerline, 4602’ MSL.
Bush 1.5 NM from DER, 2256’ left of centerline, 10’ AGL/4797’ MSL.
Pole 1658’ from DER, 128’ left of centerline, 85’ AGL/4625’ MSL.
Pole 1710’ from DER, 319’ right of centerline, 4602’ MSL.
Pole 1827’ from DER, 831’ right of centerline, 4623’ MSL.

MONTICELLO, UT
MONTICELLO (U64)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:
Rwy 16, std. w/min. climb of 240’ per NM to 14700 or 4800-5 for VCOA.
Rwy 34, std. w/min. climb of 260’ per NM to 14700 or 4800-5 for VCOA.

DEPARTURE PROCEDURE:
Rwy 16, climb on a heading between 002° CW to 166°.
Rwy 34, climb on a heading between 301° CW to 142°.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Monticello airport at or above 11600 before proceeding on course.

NELLIS AFB (KLSV)
LAS VEGAS, NV

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 10AUG23 (23222) (USAF)

TAKEOFF MINIMUMS:
Rwy 3L, 2700-3 SR-SS or std. w/min. climb of 304’/NM to 4000.
Rwy 3R, 2900-3 SR-SS or std. w/min. climb of 263’/NM to 5000.
Rwys 21L/R, 10100-3 SR-SS or std. w/min. climb of 380’/NM (Mil)/415’/NM (Civ) to 13,300.

DEPARTURE PROCEDURE:
Rwys 3L/R, climb hdg 040°, expect RADAR vectors passing 5400’ MSL from RAPCON.
Rwys 21L/R, climb on hdg between 210° CW to 285° from DER.
TAKEOFF OBSTACLE NOTES:
Rwy 21L, trees 1387’ from DER, 744’ left of centerline, 49’ AGL/1871’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 3 10AUG23 (23222) (USAF)

Rwys 3L/R, NA-Terrain.
Rwys 21L/R, hdg as assigned by ATC; requires min. climb of 296’/NM (Mil)/314’/NM (Civ) until 12,000.

NEPHI, UT
NEPHI MUNI (U14)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)

DEPARTURE PROCEDURE:
Use NEPHI DEPARTURE.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NOGALES, AZ

NOGALES INTL (OLS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:
Use NOGALES DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 58' from DER, 455' left of centerline, 3963' MSL.

Tree 80' from DER, 174' right of centerline, 6' AGL/3958' MSL.

Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL.

Tree 252' from DER, 43' right of centerline, 5' AGL/3962' MSL.

Trees 261' from DER, 463' left of centerline, 3971' MSL.

Trees beginning 308' from DER, 37' right of centerline, up to 9' AGL/3964' MSL.

Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL.

Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL.

Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL.

Trees, fence, terrain beginning 659' from DER, 13' left of centerline, up to 3999' MSL.

Trees, terrain, fence beginning 833' from DER, 103' right of centerline, up to 4010' MSL.

Trees, terrain beginning 1179' from DER, 118' left of centerline, up to 5' AGL/3996' MSL.

Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL.

Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL.

Trees, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL.

Terrain, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL.

Terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL.

Trees, traverse way, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL.

Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL.

Pole, traverse way, trees beginning 1853' from DER, 475' left of centerline, up to 21' AGL/4043' MSL.

Terrain 2033' from DER, 186' left of centerline, up to 4047' MSL.

Trees, traverse way, terrain beginning 2041' from DER, 74' left of centerline, up to 7' AGL/4052' MSL.

Terrain 2221' from DER, 269' left of centerline, 4055' MSL.

Tree, traverse way, terrain beginning 2253' from DER, 170' left of centerline, up to 18' AGL/4080' MSL.

Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL.

Trees, traverse way, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 14' AGL/4093' MSL.

Trees beginning 2539' from DER, 125' right of centerline, up to 4087' MSL.

Traversal way, terrain beginning 2657' from DER, 32' left of centerline, 15' AGL/4095' MSL.

Traversal way, trees beginning 2672' from DER, 6' left of centerline, up to 15' AGL/4096' MSL.

Traversal way, terrain beginning 2688' from DER, 2' right of centerline, up to 15' AGL/4096' MSL.

Traversal way, terrain beginning 2768' from DER, 98' right of centerline, up to 4112' MSL.

Traversal way 2987' from DER, 530' left of centerline, 4117' MSL.

Traversal way 2995' from DER, 635' right of centerline, 4121' MSL.

Traversal way, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL.

Tree, traverse way, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL.

Traversal way, terrain beginning 3449' from DER, 633' right of centerline, up to 4143' MSL.

Traversal way 3499' from DER, 1364' right of centerline, 4149' MSL.

Traversal way, terrain, vegetation beginning 3570' from DER, 101' right of centerline, up to 4155' MSL.

Tree, terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL.

Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL.

Tree, terrain beginning 4143' from DER, 768' right of centerline, up to 4180' MSL.

Trees, terrain beginning 4262' from DER, 426' right of centerline, up to 4184' MSL.

Trees, terrain beginning 4495' from DER, 709' right of centerline, up to 4215' MSL.

Terrain beginning 4627' from DER, 1171' right of centerline, up to 4217' MSL.

Tree, terrain beginning 4737' from DER, 216' right of centerline, up to 4223' MSL.

Tree, terrain beginning 5806' from DER, 409' right of centerline, up to 4241' MSL.

Trees, terrain beginning 5953' from DER, 420' right of centerline, up to 4254' MSL.

Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4256' MSL.

Trees, terrain beginning 1 NM from DER, 1260' left of centerline, up to 4136' MSL.

Trees, terrain beginning 1.1 NM from DER, 442' left of centerline, up to 4151' MSL.

Pole, trees, terrain beginning 1.2 NM from DER, 164' left of centerline, up to 16' AGL/4221' MSL.

Trees, terrain beginning 1.3 NM from DER, 84' left of centerline, up to 4254' MSL.

Trees, terrain beginning 1.4 NM from DER, 58' right of centerline, up to 11' AGL/4326' MSL.

Trees, terrain beginning 1.4 NM from DER, 25' left of centerline, up to 11' AGL/4283' MSL.

Trees, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 11' AGL/4327' MSL.

Trees, terrain beginning 1.7 NM from DER, 639' right of centerline, up to 4345' MSL.

Trees, terrain beginning 1.8 NM from DER, 172' right of centerline, up to 4367' MSL.

Trees, terrain beginning 1.9 NM from DER, 628' right of centerline, up to 4384' MSL.

Terrain, traverse way, trees beginning 2.2 NM from DER, 935' right of centerline, up to 4406' MSL.

Terrain 2.1 NM from DER, 616' left of centerline, 4299' MSL.

Trees, terrain, traverse way beginning 2.2 NM from DER, 1859' right of centerline, up to 4451' MSL.

Trees, traverse way, terrain beginning 2.2 NM from DER, 234' left of centerline, up to 4359' MSL.

Trees, terrain, traverse way beginning 2.3 NM from DER, 835' right of centerline, up to 14' AGL/4535' MSL.

Rwy 21, tree 3' from DER, 445' left of centerline, 3847' MSL.

Tree 19' from DER, 141' left of centerline, 10' AGL/3848' MSL.

Tree 29' from DER, 339' left of centerline, 3849' MSL.

Tree, vegetation beginning 45' from DER, 201' left of centerline, up to 17' AGL/3851' MSL.

Tree 48' from DER, 504' right of centerline, 3845' MSL.

Trees, vegetation beginning 112' from DER, 49' right of centerline, up to 24' AGL/3854' MSL.
OGDEN, UT

OGDEN-HINCKLEY (OGD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 28FEB19 (23054) (FAA)

DEPARTURE PROCEDURE:
Use EMONT DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 3, NAVAID, vehicle on road beginning 195’ from DER, 267’ right of centerline, up to 17’ AGL/4426’ MSL.
Pole 241’ from DER, 535’ left of centerline, 39’ AGL/4447’ MSL.
Pole 348’ from DER, 582’ right of centerline, 41’ AGL/4451’ MSL.

Trees, building beginning 375’ from DER, 62’ left of centerline, up to 4451’ MSL.
Tree, pole beginning 430’ from DER, 502’ right of centerline, up to 4455’ MSL.

Rwy 21, tree 702’ from DER, 649’ left of centerline, 4492’ MSL.
Tree 1133’ from DER, 701’ left of centerline, 4513’ MSL.

Trees, building, pole beginning 2074’ from DER, 792’ left of centerline, up to 4570’ MSL.
Tree 3429’ from DER, 421’ right of centerline, 4561’ MSL.

Rwy 35, tree 209’ from DER, 185’ left of centerline, 4446’ MSL.
Tree 243’ from DER, 233’ left of centerline, 4447’ MSL.

Trees beginning 292’ from DER, 87’ right of centerline, up to 4454’ MSL.
Tree 686’ from DER, 397’ right of centerline, 4479’ MSL.

OWYHEE, NV

OWYHEE (10U)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JUN21 (23054) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 495’ per NM to 9000, or 3200-3 for VCOA.
Rwy 23, std. w/min. climb of 395’ per NM to 10100, or 3200-3 for VCOA.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Owyhee airport at or above 8400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 11’ from DER, 440’ right of centerline, 4’ AGL/5367’ MSL.
Fence beginning 94’ from DER, 319’ left of centerline, up to 7’ AGL/5372’ MSL.

Rwy 23, fence 17’ from DER, 319’ right of centerline, 7’ AGL/5380’ MSL.
Fence beginning 91’ from DER, 399’ left of centerline, up to 6’ AGL/5382’ MSL.

Fence 119’ from DER, 319’ right of centerline, 5381’ MSL.

PAGE, AZ

PAGE MUNI (PGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, NA – obstacles.

Rwy 15, std. w/ min. climb of 285’ per NM to 6500, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 33, Climbing heading 336° to 6000, then climbing left turn direct PGA VOR/DME, thence…

Rwy 15, Climbing heading 156° to 6200, then climbing right turn direct PGA VOR/DME, thence…

..cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold nw, right turns 147°
Inbound) to cross PGA VOR/DME at or above MEA/MCA for direction of flight.

VCOA:

Rwy 15, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Page Muni airport at or above 7300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, rising terrain 192’ from DER, 272’ right of centerline, 4323’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PANGUITCH, UT
PANGUITCH MUNI (U55)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUN11 (11153) (FAA)
TAKEOFF MINIMUMS:
- Rwy 18, std. w/min. climb of 350' per NM to 9200 or 2200-3 for climb in visual conditions.
- Rwy 36, std. w/min. climb of 450' per NM to 9500 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy 18, climb heading 185° to 9200 then left turn to intercept BCE VORTAC R-274, continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800' MSL then via BCE R-320 to BCE VORTAC thence ...
- Rwy 36, climb heading 005° to 9500 then left turn to intercept BCE VORTAC R-323 (V257), continue climb to 12000 to BCE VORTAC, or for climb in visual conditions: cross Panguitch Muni Airport southeast bound at or above 8800' MSL then via BCE R-320 to BCE VORTAC thence ...

...continue climb in BCE VORTAC holding pattern (hold southwest, right turn, 045° inbound) to cross BCE VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
- Rwy 36, terrain 64' from DER, 426' right of centerline, 6775' MSL.
- Terrain 426' from DER, 565' right of centerline, 6779' MSL.
- Rwy 18, terrain beginning 114' from DER, 306' left of centerline, 6758' MSL.
- Terrain 26' from DER, 229' left of centerline 6756' MSL.
- Terrain 388' from DER, 91' left of centerline 6766' MSL.
- Terrain 316' from DER, 321' left of centerline 6766' MSL.

PARKER, AZ
AVI SUQUILLA (P20)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
- Rwy 2, std w/min climb of 275'/NM to 2700, or 1800-3 for VCOA.
- Rwy 20, std w/min climb of 243'/NM to 2700, or 1800-3 for VCOA.

DEPARTURE PROCEDURE:
- Rwy 2, climb on heading 016° to 1400 then climbing right turn direct PKE VORTAC.
- Rwy 20, climb heading 196° to 1500 then climbing left turn direct PKE VORTAC.

VCOA:
- All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Avi Suquilla airport southwest bound at or above 2100 before proceeding direct PKE VORTAC.

TAKEOFF OBSTACLE NOTES:
- Rwy 2, trees beginning 94' from DER, 214' right of centerline, up to 20' AGL/463' MSL.
- Tree 477' from DER, 307' right of centerline, 20' AGL/480' MSL.
- Rwy 20, trees beginning 1' from DER, 178' right of centerline, up to 20' AGL/463' MSL.
- Tree 50' from DER, 274' left of centerline, 20' AGL/460' MSL.
- Tree 161' from DER, 47' left of centerline, 20' AGL/463' MSL.

PAYSON, AZ
PAYSON (PAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15NOV12 (12320) (FAA)
TAKEOFF MINIMUMS:
- Rwy 6, std. w/ min. climb of 360’ per NM to 9300, or 2500-3 for climb in visual conditions.
- Rwy 24, std. w/ min. climb of 375’ per NM to 9300, or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy 6, 24, for climb in visual conditions: Cross Payson Airport at or above 7500 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
- Rwy 6, tree 197' from DER, 118' right of centerline, up to 12' AGL/5170' MSL.
- Bush 83' from DER, 99' right of centerline, up to 3' AGL/5161' MSL.
- Rwy 24, bush 15' from DER, 133' right of centerline, 6' AGL/5148' MSL.
- Tree 320' from DER, 183' right of centerline, 12' AGL/5154' MSL.
- Fence 85' from DER, 84' left of centerline, 4' AGL/5141' MSL.
- Tree 164' from DER, 126' left of centerline, 9' AGL/5147' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PHOENIX, AZ

PHOENIX DEER VALLEY (DVT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 23FEB23 (23054) (FAA)

DEPARTURE PROCEDURE:

Use DEER VALLEY DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 7L, general utility, vertical point beginning 30’ from DER, 120’ right of centerline, up to 3’ AGL/1479’ MSL.

Vertical point 33’ from DER, 125’ left of centerline, 2’ AGL/1479’ MSL.

Sign 89’ from DER, 160’ left of centerline, 3’ AGL/1480’ MSL.

Pole, NAVAID beginning 340’ from DER, 315’ right of centerline, up to 13’ AGL/1488’ MSL.

Tree beginning 665’ from DER, 537’ left of centerline, 1498’ MSL.

Trees beginning 746’ from DER, 499’ left of centerline, up to 1499’ MSL.

Tree 913’ from DER, 338’ left of centerline, 1502’ MSL.

Tree 3574’ from DER, 381’ left of centerline, 13’ AGL/1569’ MSL.

Terrain 3610’ from DER, 165’ left of centerline, 1579’ MSL.

Terrain, tree beginning 3611’ from DER, 253’ left of centerline, up to 1587’ MSL.

Vegetation 3686’ from DER, 38’ right of centerline, 3’ AGL/1570’ MSL.

Trees beginning 3693’ from DER, 380’ left of centerline, up to 10’ AGL/1602’ MSL.

Terrain, tree, vegetation beginning 3713’ from DER, 9’ left of centerline, up to 1624’ MSL.

Trees beginning 3824’ from DER, 0’ right of centerline, up to 1596’ MSL.

Tree, terrain beginning 1 NM from DER, 1748’ left of centerline, up to 1670’ MSL.

Trees, vegetation beginning 1 NM from DER, 1461’ left of centerline, up to 1683’ MSL.

Tree, vegetation beginning 1 NM from DER, 1319’ left of centerline, up to 1708’ MSL.

Vegetation, tree beginning 1.4 NM from DER, 2084’ left of centerline, up to 1732’ MSL.

Trees beginning 1.4 NM from DER, 2485’ left of centerline, up to 1765’ MSL.

Trees beginning 1.5 NM from DER, 2240’ left of centerline, up to 1772’ MSL.

Tree, vegetation beginning 1.5 NM from DER, 2043’ left of centerline, up to 1810’ MSL.

Terrain 1.5 NM from DER, 2961’ left of centerline, 1821’ MSL.

Tree 1.5 NM from DER, 2620’ left of centerline, 1831’ MSL.

Trees beginning 1.5 NM from DER, 1869’ left of centerline, up to 1845’ MSL.

Tree, vegetation beginning 1.5 NM from DER, 1835’ left of centerline, up to 1882’ MSL.

Vegetation 1.5 NM from DER, 2796’ left of centerline, 1900’ MSL.

Trees beginning 1.5 NM from DER, 2043’ left of centerline, up to 1926’ MSL.

Tree, terrain beginning 1.5 NM from DER, 1816’ left of centerline, up to 24’ AGL/1930’ MSL.

Tree, terrain, fence beginning 1.5 NM from DER, 2059’ left of centerline, up to 19’ AGL/1943’ MSL.

Antenna 1.5 nm from DER, 2150’ left of centerline, 18’ AGL/1955’ MSL.

Pole, vegetation, tree, terrain beginning 1.5 NM from DER, 1810’ left of centerline, up to 27’ AGL/1956’ MSL.

Rwy 7R, lighting 42’ from DER, 484’ left of centerline, 1’ AGL/1482’ MSL.

Vegetation 146’ from DER, 515’ left of centerline, 1483’ MSL.

Tree 393’ from DER, 602’ left of centerline, 1488’ MSL.

Tree, pole beginning 513’ from DER, 499’ right of centerline, up to 1498’ MSL.

Tree 557’ from DER, 266’ left of centerline, 1494’ MSL.

Pole 848’ from DER, 503’ right of centerline, 24’ AGL/1507’ MSL.

Building 930’ from DER, 712’ right of centerline, 1510’ MSL.

Terrain 990’ from DER, 359’ right of centerline, 1514’ MSL.

Vertical structure 1027’ from DER, 602’ left of centerline, 1518’ MSL.

Pole 1028’ from DER, 601’ left of centerline, 39’ AGL/1526’ MSL.

Pole, vegetation, tree beginning 1031’ from DER, 364’ right of centerline, up to 28’ AGL/1536’ MSL.

Pole, vegetation beginning 1137’ from DER, 548’ left of centerline, 43’ AGL/1530’ MSL.

Pole, tree beginning 1149’ from DER, 707’ left of centerline, up to 48’ AGL/1536’ MSL.

Trees beginning 1845’ from DER, 878’ right of centerline, up to 1558’ MSL.

Trees beginning 1935’ from DER, 762’ left of centerline, up to 14’ AGL/1542’ MSL.

Trees beginning 1950’ from DER, 924’ right of centerline, up to 1578’ MSL.

Trees beginning 1953’ from DER, 660’ left of centerline, up to 12’ AGL/1554’ MSL.

Terrain 2041’ from DER, 865’ left of centerline, 1579’ MSL.

Terrain, vegetation, tree beginning 2043’ from DER, 422’ left of centerline, up to 1587’ MSL.

Tree, vegetation beginning 2136’ from DER, 796’ right of centerline, up to 30’ AGL/1645’ MSL.

Antenna 2165’ from DER, 821’ left of centerline, 21’ AGL/1657’ MSL.

Tree, pole, terrain, vegetation beginning 2166’ from DER, 504’ left of centerline, up to 38’ AGL/1660’ MSL.

Tree 1.1 NM from DER, 2239’ right of centerline, 1662’ MSL.

Tree, pole, transportation line, traverse way beginning 1.1 NM from DER, 2058’ right of centerline, up to 1706’ MSL.

Tree 1.2 NM from DER, 2366’ right of centerline, 1720’ MSL.

Tree, terrain beginning 1.2 NM from DER, 2417’ right of centerline, up to 1725’ MSL.

Tree 1.2 NM from DER, 2497’ left of centerline, 1669’ MSL.

Tree 1.2 NM from DER, 2389’ left of centerline, 1675’ MSL.

Vegetation beginning 1.2 NM from DER, 2441’ left of centerline, up to 1733’ MSL.

Tree, vegetation beginning 1.3 nm from DER, 2409’ left of centerline, up to 1764’ MSL.

Tree, terrain beginning 1.3 NM from DER, 2435’ left of centerline, up to 1827’ MSL.

Vegetation 1.3 NM from DER, 2757’ left of centerline, 1706’ MSL.

Rwy 11L, fence beginning 19’ from DER, 498’ right of centerline, up to 1455’ MSL.

Tree 37’ from DER, 505’ left of centerline, 1461’ MSL.

Tree, building beginning 195’ from DER, 505’ left of centerline, up to 31’ AGL/1465’ MSL.

Tree, building beginning 304’ from DER, 506’ right of centerline, up to 1469’ MSL.

Tree 421’ from DER, 498’ right of centerline, 1470’ MSL.

CONT

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

**PHOENIX, AZ (CON’T)**

**PHOENIX DEER VALLEY (DVT) (CON’T)**

Rwy 25L (CON’T), tree, building, antenna, pole beginning 542’ from DER, 502’ right of centerline, up to 39’ AGL/1475’ MSL. Tree, building, pole beginning 630’ from DER, 505’ left of centerline, up to 1467’ MSL. Pole 1070’ from DER, 375’ left of centerline, 1468’ MSL. Poles beginning 1077’ from DER, 374’ left of centerline, up to 39’ AGL/1470’ MSL. Pole 1126’ from DER, 498’ right of centerline, 44’ AGL/1478’ MSL. Poles beginning 1183’ from DER, 495’ left of centerline, up to 41’ AGL/1471’ MSL. Signs beginning 1234’ from DER, 356’ left of centerline, up to 48’ AGL/1478’ MSL.

Rwy 25R, lighting 30’ from DER, 114’ left of centerline, 3’ AGL/1456’ MSL. Lighting, general utility beginning 30’ from DER, 112’ right of centerline, up to 2’ AGL/1456’ MSL. General utility 31’ from DER, 112’ left of centerline, 4’ AGL/1457’ MSL. Tree, building, pole beginning 630’ from DER, 505’ left of centerline, up to 1467’ MSL. Poles beginning 1077’ from DER, 374’ left of centerline, up to 39’ AGL/1470’ MSL. Pole 1126’ from DER, 498’ right of centerline, 44’ AGL/1478’ MSL. Poles beginning 1183’ from DER, 495’ left of centerline, up to 41’ AGL/1471’ MSL. Signs beginning 1234’ from DER, 356’ left of centerline, up to 48’ AGL/1478’ MSL.

**TaKEOFF OBSTACLE NOTES:**

Rwy 7R, transmission towers and power lines, 3201’ from DER, 1122’ right of centerline, up to 131’ AGL/1260’ MSL. Rwy 8, multiple light poles, beginning 2539’ from DER, 900’ left of centerline, up to 82’ AGL/1234’ MSL. Light pole, 1639’ from DER, 793’ right of centerline, 46’ AGL/1177’ MSL. Rwy 25L, multiple light poles, beginning 258’ to 1900 then climbing right turn to join PXR R-260 (V16) westbound, climb to 5000. Rwy 25R, heading as assigned by ATC; requires minimum climb of 305’ per NM to 6000. Rwy 25L, heading as assigned by ATC; requires minimum climb of 325’ per NM to 6000. Rwy 25R, heading as assigned by ATC; requires minimum climb of 300’ per NM to 6000.

**DIVERSE VECTOR AREA (RADAR VECTORS)**

**ORIG 13NOV14 (14317) (FAA)**

**Rwys 25L, 25R**, heading as assigned by ATC; requires minimum climb of 305’ per NM to 4600.

**PHOENIX SKY HARBOR INTL (PHX)**

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

**AMDT 6 18SEP14 (14261) (FAA)**

**TAKEOFF MINIMUMS:**

Rwy 26, 600-2¾ or std. w/min. climb of 326’ per NM to 1900.

**DEPARTURE PROCEDURE:**

Rwys 7L, 7R, 8, climb heading 078° to 3000, then climbing right turn direct PXR VORTAC.

Rwys 25L, 25R, climb heading 258° to 1900 then climbing right turn to join PXR R-260 (V16) westbound, climb to 5000.

Rwy 26, climb heading 258° to 1550, then join PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

**TAKEOFF OBSTACLE NOTES:**

Rwy 7R, transmission towers and power lines, 3201’ from DER, 1122’ right of centerline, up to 131’ AGL/1260’ MSL. Rwy 8, multiple light poles, beginning 2539’ from DER, 900’ left of centerline, up to 82’ AGL/1234’ MSL. Light pole, 1639’ from DER, 793’ right of centerline, 46’ AGL/1177’ MSL. Rwy 25L, multiple light poles, beginning 258’ to 1900 then climbing right turn to join PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

**DIVERSE VECTOR AREA (RADAR VECTORS)**

**AMDT 2 13NOV14 (14317) (FAA)**

**Rwys 7L, 7R, 8**, heading as assigned by ATC.

**Rwys 25L, 25R**, heading as assigned by ATC; requires minimum climb of 305’ per NM to 6000.

**DIVERSE VECTOR AREA (RADAR VECTORS)**

**AMDT 2 13NOV14 (14317) (FAA)**

**Rwys 7L, 7R, 8**, heading as assigned by ATC.

**Rwys 25L, 25R**, heading as assigned by ATC; requires minimum climb of 325’ per NM to 6000.

**Rwy 26, heading as assigned by ATC; requires minimum climb of 300’ per NM to 6000.**
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PHOENIX, AZ (CON’T)

PHOENIX-MESA GATEWAY (IWA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:
Use PHOENIX DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 30L/C/R, trees beginning 351’ from DER, 351’ left of centerline, up to 20’ AGL/1,359’ MSL.
Trees beginning 689’ from DER, 398’ right of centerline, up to 20’ AGL/1,359’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 20AUG15 (15232) (FAA)

Rwys 12L, 12C, 12R, as assigned by ATC; requires minimum climb of 250’ per NM to 3100.

PRESCOTT, AZ

PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 20JUN19 (21224) (FAA)

DEPARTURE PROCEDURE:
Use PRESCOTT DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 3L, lighting 8’ from DER, 19’ right of centerline, 1’ AGL/4939’ MSL.
Sign 15’ from DER, 126’ left of centerline, 3’ AGL/4939’ MSL.
Tree 20’ from DER, 408’ left of centerline, 4949’ MSL.
Tree 184’ from DER, 404’ left of centerline, 4951’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG-A 20JUN19 (19171) (FAA)

Rwys 31L/R, heading as assigned by ATC.
Rwys 121L/R, heading as assigned by ATC; requires min. climb of 370’ per NM to 7700.
Rwys 311L/R, heading as assigned by ATC; requires min. climb of 390’ per NM to 8300.
Rwys 30, heading as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PRICE, UT
CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05MAR15 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, std. w/min. climb of 400' per NM to 6800 or 3300-3 for climb in visual conditions.
Rwy 8, NA-Obstacles.
Rwy 33, std. w/min. climb of 370' per NM to 6700 or 3300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 1, climb to 6400 then climbing right turn on a heading between 144° CW to 187°, maintain 210 KIAS until completion of turn, thence . . .
Rwy 15, climb on a heading between 129° CW to 196°, thence . . .
Rwy 19, climb on a heading between 195° CCW to 128°, thence . . .
Rwy 26, climb on a heading between 179° CCW to 127°, thence . . .
Rwy 33, climb to 6300 then climbing left turn on a heading between 178° CCW to 148°, thence . . .
. . . continue climb to assigned altitude for direction of flight.
VCOA:
Rwys 1, 33, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Carbon County Rgnl/Buck Davis Fld airport at or above 9100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees and poles beginning 164' from DER, left and right of centerline, up to 64' AGL/6207' MSL.

PROVO, UT
PROVO MUNI (PVU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 30SEP04 (04274) (FAA)
DEPARTURE PROCEDURE:
Use PROVO DEPARTURE.

RENO, NV
RENO/STEAD (RTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 02JUL09 (09183) (FAA)
DEPARTURE PROCEDURE:
Use PROVO DEPARTURE.

RENO/TAHOE INTL (RNO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 29DEC22 (22363) (FAA)
DEPARTURE PROCEDURE:
Use SPARKS DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 17L, building 78' from DER, 262' left of centerline, 8' AGL/4413' MSL.
Antenna 130' from DER, 379' right of centerline, 41' AGL/4444' MSL.
Tree 719' from DER, 555' left of centerline, 4434' MSL.
Tree 1055' from DER, 132' left of centerline, 4435' MSL.
Pole 1108' from DER, 487' left of centerline, 34' AGL/4445' MSL.
Pole, building beginning 1331' from DER, 458' left of centerline, up to 34' AGL/4446' MSL.
Pole 1428' from DER, 229' left of centerline, 36' AGL/4449' MSL.
Tree 1843' from DER, 132' left of centerline, 4456' MSL.
Tree 1879' from DER, 126' left of centerline, 4466' MSL.
Tower 2389' from DER, 975' left of centerline, 55' AGL/4469' MSL.
Tower 2747' from DER, 853' left of centerline, 66' AGL/4482' MSL.
Terrain 4845' from DER, 1693' left of centerline, 4546' MSL.
Terrain 5161' from DER, 1451' left of centerline, 4547' MSL.
Terrain beginning 5253' from DER, 1698' left of centerline, up to 4776' MSL.
Terrain 5470' from DER, 1838' left of centerline, 4846' MSL.
Terrain beginning 5524' from DER, 1371' left of centerline, up to 4919' MSL.
Terrain beginning 5702' from DER, 1691' left of centerline, up to 4926' MSL.
Terrain beginning 5874' from DER, 1768' left of centerline, up to 4953' MSL.
Terrain 1 NM from DER, 1981' left of centerline, 4837' MSL.
Rwy 17R, lighting 10' from DER, 85' left of centerline, 1' AGL/4415' MSL.
Lighting 10' from DER, 85' right of centerline, 1' AGL/4415' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RENO, NV (CON’T)
RENO/TAOHE INTL (RNO) (CON’T)

Rwy 17R (CON’T), tree 746’ from DER, 379’ left of centerline, 4435’ MSL.
Trees beginning 1156’ from DER, 772’ left of centerline, up to 4456’ MSL.
Trees beginning 1306’ from DER, 846’ left of centerline, 4457’ MSL.
Trees beginning 1409’ from DER, 818’ left of centerline, up to 4466’ MSL.
Trees beginning 1593’ from DER, 658’ left of centerline, up to 4474’ MSL.
Tree 1873’ from DER, 936’ left of centerline, 4475’ MSL.
Tree 2164’ from DER, 653’ left of centerline, 4478’ MSL.
Trees beginning 2783’ from DER, 172’ right of centerline, up to 4501’ MSL.

Rwy 26, lighting 9’ from DER, 54’ left of centerline, 1’ AGL/4410’ MSL.
Lighting 10’ from DER, 54’ right of centerline, 1’ AGL/4410’ MSL.
Pole 119’ from DER, 464’ left of centerline, 32’ AGL/4440’ MSL.
Pole 499’ from DER, 466’ left of centerline, 39’ AGL/4452’ MSL.
Pole 1274’ from DER, 469’ left of centerline, 39’ AGL/4458’ MSL.
Pole 1369’ from DER, 387’ right of centerline, 27’ AGL/4447’ MSL.
Sign 1501’ from DER, 206’ right of centerline, 30’ AGL/4448’ MSL.
Tree 1618’ from DER, 42’ right of centerline, 4473’ MSL.

Rwy 35L, lighting 10’ from DER, 85’ left of centerline, 2’ AGL/4416’ MSL.
Lighting 10’ from DER, 86’ right of centerline, 2’ AGL/4416’ MSL.
Sign 40’ from DER, 437’ right of centerline, 4’ AGL/4417’ MSL.
Lighting 999’ from DER, on centerline, 22’ AGL/4440’ MSL.
Antenna 1029’ from DER, 49’ left of centerline, 22’ AGL/4441’ MSL.
Antenna 1029’ from DER, 49’ right of centerline, 23’ AGL/4441’ MSL.
Pole 1176’ from DER, 629’ right of centerline, 32’ AGL/4451’ MSL.
Tree 1193’ from DER, 400’ left of centerline, 4454’ MSL.
Trees beginning 1216’ from DER, 227’ left of centerline, up to 4476’ MSL.
Tree 1229’ from DER, 349’ right of centerline, 4458’ MSL.
Trees beginning 1267’ from DER, 207’ right of centerline, up to 4465’ MSL.
Tree 1974’ from DER, 898’ right of centerline, 4469’ MSL.
Tree 2326’ from DER, 938’ right of centerline, 4473’ MSL.
Tree 2350’ from DER, 885’ right of centerline, 4474’ MSL.
Trees beginning 2489’ from DER, 178’ right of centerline, up to 4493’ MSL.
Trees, poles beginning 2528’ from DER, 16’ right of centerline, up to 4498’ MSL.
Trees beginning 2789’ from DER, 69’ left of centerline, up to 4490’ MSL.
Trees beginning 2877’ from DER, 292’ left of centerline, up to 4492’ MSL.

Rwy 35R, sign 40’ from DER, 262’ left of centerline, 4’ AGL/4417’ MSL.
Building 7 from DER, 272’ right of centerline, 7’ AGL/4420’ MSL.
Lighting 999’ from DER, 699’ left of centerline, 22’ AGL/4440’ MSL.
Antennas beginning 1028’ from DER, 649’ left of centerline, up to 22’ AGL/4441’ MSL.
Poles beginning 1066’ from DER, 165’ right of centerline, up to 40’ AGL/4458’ MSL.
Pole 1176’ from DER, 70’ left of centerline, 32’ AGL/4451’ MSL.
Tree 1229’ from DER, 349’ left of centerline, 4458’ MSL.
Tree 1267’ from DER, 492’ left of centerline, 4465’ MSL.
Trees beginning 1711’ from DER, 255’ right of centerline, up to 4466’ MSL.
Tree 1973’ from DER, 198’ right of centerline, 4469’ MSL.

Antennas beginning 1028’ from DER, 649’ left of centerline, up to 22’ AGL/4441’ MSL.
Poles beginning 1066’ from DER, 165’ right of centerline, up to 40’ AGL/4458’ MSL.
Pole 1176’ from DER, 70’ left of centerline, 32’ AGL/4451’ MSL.
Tree 1229’ from DER, 349’ left of centerline, 4458’ MSL.
Tree 1267’ from DER, 492’ left of centerline, 4465’ MSL.
Trees beginning 1711’ from DER, 255’ right of centerline, up to 4466’ MSL.
Tree 1973’ from DER, 198’ right of centerline, 4469’ MSL.

Trees beginning 1991’ from DER, 186’ right of centerline, up to 4491’ MSL.
Trees, pole beginning 2489’ from DER, 361’ right of centerline, up to 4493’ MSL.
Tree 2505’ from DER, 520’ left of centerline, 4480’ MSL.
Trees, pole beginning 2528’ from DER, 201’ left of centerline, up to 4498’ MSL.

RICHFIELD, UT
RICHFIELD MUNI (RIF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
DEPARTURE PROCEDURE:
Rwy 1, use RICHFIELD (RNAV) DEPARTURE.
Rwy 19, use HAMET (RNAV) DEPARTURE.
ROOSEVELT, UT
ROOSEVELT MUNI (74V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10NOV16 (16315) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, std.
Rwy 25, std. w/min. climb of 300’ per NM to 6100 or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 7, turn right.
Rwy 25, turn left.
All aircraft, climb direct MTU VOR/DME. Aircraft departing MTU VOR/DME R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VOR/DME; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10000. Then climb on course.
VCOA:
Rwy 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Roosevelt Muni airport southbound at or above 6300 on MTU R-010 to MTU VOR/DME, continue climb in hold (NE, right turns, 213° inbound) to MEA for direction of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 7, NAVAID 38’ from DER, 110’ left of centerline, 5’ AGL/5111’ MSL. Vehicles on road beginning 76’ from DER, 250’ left of centerline, up to 15’ AGL/5122’ MSL.
Rwy 25, NAVAID 39’ from DER, 112’ left of centerline, 2’ AGL/5177’ MSL.
Tree 95’ from DER, 384’ left of centerline, 9’ AGL/5179’ MSL.
Trees beginning 180’ from DER, 403’ left and right of centerline, up to 22’ AGL/5192’ MSL.
Tree, building, vehicle on road, pole beginning 5688’ from DER, 1461’ right of centerline, up to 45’ AGL/5345’ MSL.
Trees, poles, buildings, vehicle on road beginning 1 NM from DER, 1031’ right of centerline, up to 100’ AGL/5410’ MSL.
Tree, vehicle on road, terrain beginning 1.2 NM from DER, 1904’ right of centerline, up to 16’ AGL/5416’ MSL.
Poles, tree, vehicle on road beginning 1.3 NM from DER, 1918’ right of centerline, up to 56’ AGL/5426’ MSL.
Trees beginning 1.5 NM from DER, 1553’ right of centerline, up to 55’ AGL/5485’ MSL.
Trees beginning 1.8 NM from DER, 1871’ right of centerline, up to 53’ AGL/5493’ MSL.
Tree 1.9 NM from DER, 1987’ right of centerline, 20’ AGL/5483’ MSL.

SAFFORD, AZ
SAFFORD RGNL (SAD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Airspace.
DEPARTURE PROCEDURE:
Rwys 12, 30, use SAFFORD RNAV DEPARTURE.

ST. GEORGE, UT
ST GEORGE RGNL (SGU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26MAY16 (16147) (FAA)
DEPARTURE PROCEDURE:
Use JITKA DEPARTURE.

ST. JOHNS, AZ
ST JOHNS INDUSTRIAL AIR PARK (SJN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 10NOV16 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 700-2½ or std. w/min. climb of 378’ per NM to 6600.
DEPARTURE PROCEDURE:
Rwys 3, 32, climbing right turn.
Rwys 14, 21, climbing left turn.
All aircraft, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW to R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ST JOHNS, AZ (CON’T)
ST JOHNS INDUSTRIAL AIR PARK (SJN) (CON’T)

TAKEOFF OBSTACLE NOTES:
Rwy 3, sign 15’ from DER, 125’ left of centerline, 3’ AGL/5736’ MSL.
Tree, fence, post, obstruction light on building, ant on building and transmission line tower beginning 27’ from DER, 94’ left of centerline, up to 5780’ MSL.
Vehicle on road 67’ from DER, crossing centerline, 15’ AGL/5752’ MSL.
Trees and poles beginning 201’ from DER, 327’ left of centerline, up to 5743’ MSL.
Pole 207’ from DER, 500’ left of centerline, up to 5757’ MSL.

ST JOHNS INDUSTRIAL AIR PARK (SJN) (CON’T)

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

TAKEOFF OBSTACLE NOTES:
Rwy 32, vehicle on road and generator utility beginning 34’ from DER, 3’ right of centerline, up to 15’ AGL/5745’ MSL.
Generator utility 40’ from DER, 79’ left of centerline, 10’ AGL/5736’ MSL.
Vehicle on road 102’ from DER, crossing centerline, 15’ AGL/5741’ MSL.
Buildings beginning 201’ from DER, 327’ left of centerline up to 5743’ MSL.
Pole 307’ from DER, 500’ left of centerline, up to 5757’ MSL.

SALT LAKE CITY, UT
SALT LAKE CITY INTL (SLC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11A  17AUG17  (17229)  (FAA)

TAKEOFF MINIMUMS:
Rwy 32, 400-1 or std. w/ min. climb of 498’ per NM to 4700.

DEPARTURE PROCEDURE:
Rwy 14, climb to 10000 on heading 192° and FFU R-341 to FFU VORTAC before proceeding on course.
Rwy 16R, climb to 10000 on heading 164° and FFU R-341 to FFU VORTAC before proceeding on course.
Rwy 16L, climb to 10000 on heading 164° and FFU R-341 to FFU VORTAC before proceeding on course.
Rwy 17, climb to 10000 on heading 169° and FFU R-341 to FFU VORTAC before proceeding on course.
Rwy 32, climb to 9000 on heading 002° and OGD R-153 to OGD VORTAC before proceeding on course.
Rwy 34L, climb to 9000 on heading 344° and OGD R-153 to OGD VORTAC before proceeding on course.
Rwy 34R, climb to 9000 on heading 344° and OGD R-153 to OGD VORTAC before proceeding on course.
Rwy 35, climb to 9000 on heading 339° and OGD R-153 to OGD VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 14, antenna 544’ from DER, 42’ AGL/4263’ MSL.
Rwy 16L, vehicle on road 124’ from DER, 14’ right of centerline, 15’ AGL/4239’ MSL.
Light pole 988’ from DER, 726’ right of centerline, 34’ AGL/4254’ MSL.
Pole 1024’ from DER, 689’ right of centerline, 34’ AGL/4254’ MSL.
Rwy 17, vehicles on road beginning 335’ from DER, on centerline, up to 17’ AGL/4241’ MSL.
Rwy 32, ATC tower 5,266’ from DER, 1767 left of centerline, 335’ AGL/4549’ MSL.
Crane 5196’ from DER, 1630’ left of centerline, 240’ AGL/4463’ MSL.
Flag on OL 5,153’ from DER, 1619’ left of centerline, 249’ AGL/4463’ MSL.
Aircraft beginning 969’ from DER, 722’ left of centerline, up to 79’ AGL/4306’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1  14SEP17  (17257)

Rwys 14, 16L/R, 17, 34L/R, 35, heading as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SALT LAKE CITY, UT (CON’T)
SOUTH VALLEY RGNL (U42)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, std. w/ min. climb of 300’ per NM to 10700.
Rwy 34, std. w/ min. climb of 330’ per NM to 9000.

DEPARTURE PROCEDURE:
Rwy 16, climbing left turn to 10700 on FFU VORTAC R-341 to FFU VORTAC, continue climb in FFU VORTAC holding pattern (hold S, right turn, 008° inbound) to cross FFU VORTAC at or above MEA/MCA for route of flight.
Rwy 34, climbing right turn to 9000 on TCH VORTAC R-161 to TCH VORTAC, continue climb in TCH VORTAC holding pattern (hold NW, right turn, 120° inbound) to cross TCH VORTAC at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 16, NAVAID abeam DER, 99’ right of centerline, 4602’ MSL.
Terrain, sign beginning 34’ from DER, 207’ right of centerline, up to 4606’ MSL.
Vehicle on road 63’ from DER, 252’ left of centerline, 4611’ MSL.
Vehicle on road 171’ from DER, 132’ left of centerline, 4614’ MSL.
Pole 551’ from DER, 631’ right of centerline, 15’ AGL/4626’ MSL.
Vehicle on road, vegetation beginning 672’ from DER, 490’ right of centerline, up to 4629’ MSL.
Pole 1000’ from DER, 638’ right of centerline, 4638’ MSL.
Pole 1008’ from DER, 466’ right of centerline, 31’ AGL/4640’ MSL.
Pole beginning 1092’ from DER, 687’ right of centerline, up to 31’ AGL/4644’ MSL.

SCOTTSDALE, AZ
SCOTTSDALE (SDL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE: Use MARICOPA DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple light standards beginning 63’ from DER, 445’ left of centerline, up to 44’ AGL/1,554 MSL.
Hoist on dike 878’ from DER, 735’ left of centerline, 51’ AGL/1,561’ MSL.
Dike beginning 1,066’ from DER, 316’ left of centerline, 38’ AGL/1,548’ MSL.
Day marker on dike, 1,230’ from DER, 5’ left of centerline, 39’ AGL/1,549’ MSL.
Tree 765’ from DER, 115’ left of centerline, 22’ AGL/1,532’ MSL.
Road beginning 647’ from DER, 286’ left of centerline, 19’ AGL/1,529’ MSL.
Fence beginning 5’ from DER, 338’ right of centerline, 6’ AGL/1,511’ MSL.
Light standard 1,013’ from DER, 430’ right of centerline, 44’ AGL/1,552’ MSL.

Rwy 21, trees 1,072’ from DER, 426’ right of centerline, 53’ AGL/1,497’ MSL.
Building 316’ from DER, 537’ right of centerline, 23’ AGL/1,467’ MSL.
Tree 2,087’ from DER, 438’ right of centerline, 38’ AGL/1,482’ MSL.
Tree beginning 2,234’ from DER, 559’ left of centerline, 58’ AGL/1,502’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 13NOV14 (14317) (FAA)

Rwy 3, heading as assigned by ATC; requires minimum climb of 445’ per NM to 4600.
Rwy 21, heading as assigned by ATC; do not exceed 210 KTS until established on assigned heading.

SEDONA, AZ
SEDONA (SEZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15JUN23 (23166) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, NA-Obstacles.

DEPARTURE PROCEDURE:
Rwy 21, use BYTER (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 21, trees, terrain, light poles, vegetation and fence beginning from DER, 94’ left of centerline, up to 12’ AGL/4758’ MSL.
Light poles 9’ from DER, 93’ right of centerline, 4’ AGL/4737’ MSL.
Vegetation 16’ from DER, 173’ right of centerline, 4738’ MSL.
Vegetation, trees, fence beginning 19’ from DER, 144’ left of centerline, up to 4760’ MSL.
Pole and vegetation beginning 31’ from DER, 130’ right of centerline, up to 21’ AGL/4743’ MSL.
SHOW LOW, AZ
SHOW LOW RGNL (SOW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  19JUL18 (22139) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climbing left turn heading 360° to 7800 before proceeding on course.
Rwy 7, climbing left turn heading 360° to 8100 before proceeding on course.
Rwy 22, climbing right turn heading 255° to 7700 before proceeding on course.
Rwy 25, climb on heading 246° to 7600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, sign, building, fence, pole beginning 44' from DER, 183' right of centerline, up to 6' AGL/6417' MSL.
Trees beginning 185' from DER, 6411' MSL.
Pole 240' from DER, 16' right of centerline, 16' AGL/6411' MSL.
Rwy 7, general utility 39' from DER, 92' right of centerline, 19' AGL/6402' MSL.
General utility 40' from DER, 88' left of centerline, 20' AGL/6402' MSL.
Rwy 22, tree 94' from DER, 197' left of centerline, 6424' MSL.
Trees beginning 133' from DER, 87' right of centerline, up to 6420' MSL.
Pole 397' from DER, 141' left of centerline, 23' AGL/6426' MSL.
Pole 469' from DER, 166' left of centerline, 27' AGL/6430' MSL.
Building 677' from DER, 423' left of centerline, 24' AGL/6433' MSL.

SILVER SPRINGS, NV
SILVER SPRINGS (SPZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  04NOV21 (21308) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 2900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 056° to intercept HZN R-220 to 8000. Continue climb in HZN VORTAC holding pattern (hold northeast, rt, 211° inbound) to cross HZN VORTAC at or above MEA for route of flight.
VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Silver Springs airport at or above 7000, then proceed on HZN VORTAC R-220 to 8000 to HZN VORTAC.
TAKEOFF OBSTACLE NOTES:
Rwy 6, windsock, sign beginning 29' from DER, 204' left of centerline, up to 23' AGL/4235' MSL.
Pole 60' from DER, 481' right of centerline, 4535' MSL.
Building 198' from DER, 449' right of centerline, 12' AGL/4541' MSL.
Sign, building beginning 297' from DER, 461' right of centerline, up to 4552' MSL.
Building 1023' from DER, 600' right of centerline, 4555' MSL.

SPANISH FORK, UT
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  03JAN19 (21112) (FAA)
DEPARTURE PROCEDURE:
Use SPANISH FORK DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 12, lighting 10' from DER, 29' left of centerline, 2' AGL/4530' MSL.
Fence 60' from DER, 481' right of centerline, 4535' MSL.
Building 198' from DER, 449' right of centerline, 12' AGL/4541' MSL.
Sign, building beginning 297' from DER, 461' right of centerline, up to 4552' MSL.
Building 1023' from DER, 600' right of centerline, 4555' MSL.

UPPER SW-4, 30 NOV 2023 to 25 JAN 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SPANISH FORK, UT (CON’T)
SPANISH FORK MUNI/WOODHOUSE FLD (SPK) (CON’T)

Rwy 12 (CON’T), pole 5162’ from DER, 1194’ right of centerline, 4664’ MSL.
Pole 2 NM from DER, 3639’ left of centerline, 4853’ MSL.

Rwy 29, lightng 9’ from DER, 29’ right of centerline, 2’ AGL/4525’ MSL.
Vegetation 36’ from DER, 145’ right of centerline, 9’ AGL/4527’ MSL.

Tree 750’ from DER, 557’ left of centerline, 4546’ MSL.
Pole 1182’ from DER, 595’ left of centerline, 50’ AGL/4570’ MSL.

Tree pole beginning 1479’ from DER, 268’ left of centerline, up to 60’ AGL/4579’ MSL.
Tree 1505’ from DER, 550’ right of centerline, 49’ AGL/4565’ MSL.

SPRINGERVILLE, AZ
SPRINGERVILLE MUNI (JTC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 240’ per NM to 7800 or 3300-5 for VCOA.
Rwy 11, std. w/min. climb of 440’ per NM to 8200 or 3300-5 for VCOA.
Rwy 21, std. w/min. climb of 365’ per NM to 8600 or 3300-5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 3, climbing left turn to 9100 on heading 360° before proceeding on course.
Rwy 11, climbing left turn to 10500 on heading 360° before proceeding on course.
Rwy 21, climbing right turn to 10300 on heading 360° before proceeding on course.
Rwy 29, climbing right turn to 9100 on heading 360° before proceeding on course.

VCOA:

Rwys 3, 11, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Springerville Muni airport at or above 10400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning 9’ from DER, 12’ left of centerline, up to 100’ AGL/7121’ MSL.
Trees beginning 162’ from DER, 8’ right of centerline, up to 100’ AGL/7125’ MSL.

Trees beginning 3240’ from DER, 48’ right of centerline, up to 100’ AGL/7135’ MSL.

Trees beginning 3440’ from DER, 289’ right of centerline, up to 100’ AGL/7138’ MSL.

Trees beginning 3625’ from DER, 135’ right of centerline, up to 100’ AGL/7148’ MSL.

Trees beginning 3825’ from DER, 376’ right of centerline, up to 100’ AGL/7151’ MSL.

Trees beginning 4010’ from DER, 222’ right of centerline, up to 100’ AGL/7158’ MSL.

Trees beginning 4210’ from DER, 463’ right of centerline, up to 100’ AGL/7161’ MSL.

Trees beginning 4395’ from DER, 703’ right of centerline, up to 100’ AGL/7167’ MSL.

Trees beginning 4779’ from DER, 790’ right of centerline, up to 100’ AGL/7174’ MSL.

Trees beginning 4964’ from DER, 1031’ right of centerline, up to 100’ AGL/7177’ MSL.

Trees beginning 5349’ from DER, 1512’ right of centerline, up to 100’ AGL/7184’ MSL.

Tree 5734’ from DER, 1993’ right of centerline, 100’ AGL/190’ MSL.

Rwy 21, fence beginning 163’ from DER, 300’ left of centerline, up to 7065’ MSL.

Terrain beginning 211’ from DER, 391’ left of centerline, up to 7066’ MSL.

Tree 4771’ from DER, 1744’ right of centerline, 100’ AGL/7184’ MSL.

Trees beginning 4776’ from DER, 1755’ left of centerline, up to 100’ AGL/7190’ MSL.

Trees beginning 4779’ from DER, 1899’ right of centerline, 100’ AGL/7194’ MSL.

Tree 5732’ from DER, 1871’ right of centerline, 100’ AGL/7204’ MSL.

Rwy 29, trees beginning 52’ from DER, 1’ right of centerline, up to 100’ AGL/7121’ MSL.

Tree 67’ from DER, 39’ left of centerline, 100’ AGL/7121’ MSL.

Trees beginning 82’ from DER, 18’ left of centerline, up to 100’ AGL/7125’ MSL.

Tree 2822’ from DER, 1006’ left of centerline, 100’ AGL/7128’ MSL.

Trees beginning 2942’ from DER, 130’ left of centerline, up to 7139’ MSL.

Tree 4191’ from DER, 1292’ left of centerline, 100’ AGL/7141’ MSL.

Trees beginning 4299’ from DER, 524’ right of centerline, up to 100’ AGL/7141’ MSL.

Tree 4376’ from DER, 1052’ left of centerline, 100’ AGL/7154’ MSL.

Trees beginning 4391’ from DER, 23’ left of centerline, up to 100’ AGL/7158’ MSL.

Trees beginning 4489’ from DER, 370’ right of centerline, up to 100’ AGL/7151’ MSL.

Tree 4560’ from DER, 811’ left of centerline, 100’ AGL/7164’ MSL.

Trees beginning 4576’ from DER, 176’ left of centerline, up to 100’ AGL/7181’ MSL.

Tree 4683’ from DER, 1005’ right of centerline, 100’ AGL/7158’ MSL.

Trees beginning 4699’ from DER, 217’ right of centerline, up to 100’ AGL/7167’ MSL.

Tree 4883’ from DER, 852’ right of centerline, 100’ AGL/7181’ MSL.

Trees beginning 4899’ from DER, 83’ right of centerline, up to 100’ AGL/7187’ MSL.

Trees beginning 5299’ from DER, 151’ right of centerline, up to 100’ AGL/7190’ MSL.

Trees beginning 5361’ from DER, 2’ left of centerline, up to 100’ AGL/7200’ MSL.

Trees beginning 5561’ from DER, 156’ left of centerline, up to 100’ AGL/7204’ MSL.

Trees beginning 5684’ from DER, 238’ right of centerline, up to 100’ AGL/7194’ MSL.

Trees beginning 5850’ from DER, 84’ right of centerline, 100’ AGL/7197’ MSL.

Trees beginning 5918’ from DER, 325’ right of centerline, up to 7199’ MSL.

Trees beginning 5930’ from DER, 68’ left of centerline, up to 100’ AGL/7207’ MSL.

Trees beginning 1 NM from DER, 222’ left of centerline, up to 100’ AGL/7210’ MSL.

Trees beginning 1 NM from DER, 171’ right of centerline, up to 100’ AGL/7206’ MSL.

Trees beginning 1 NM from DER, 375’ left of centerline, up to 100’ AGL/7213’ MSL.

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

SPRINGERVILLE, AZ (CON’T)

SPRINGERVILLE MUNI (JTC) (CON’T)

Rwy 29 (CON’T), trees beginning 1 NM from DER, 18’ right of centerline, up to 100’ AGL/7204’ MSL.
Trees beginning 1 NM from DER, 135’ left of centerline, up to 100’ AGL/7217’ MSL.
Trees beginning 1.1 NM from DER, 288’ left of centerline, up to 100’ AGL/7220’ MSL.
Trees beginning 1.1 NM from DER, 442’ left of centerline, up to 100’ AGL/7223’ MSL.
Trees beginning 1.1 NM from DER, 989’ left of centerline, up to 100’ AGL/7230’ MSL.
Tree 1.2 NM from DER, 2479’ left of centerline, 100’ AGL/7233’ MSL.
Tree 2 NM from DER, 1412’ right of centerline, 100’ AGL/7361’ MSL.

TAYLOR, AZ

TAYLOR (TYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 21,
300-1 or std. w/min. climb of 260’ per NM to 6100, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2100’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 3,
buidlings beginning 42’ from DER, 339’ right of centerline, up to 14’ AGL/5728’ MSL.
Trees beginning 113’ from DER, 113’ left of centerline, up to 5729’ MSL.
Building 745’ from DER, 694’ left of centerline, 23’ AGL/5739’ MSL.
Trees beginning 1.1 NM from DER, 989’ left of centerline, up to 100’ AGL/7230’ MSL.
Tree 1.2 NM from DER, 2479’ left of centerline, 100’ AGL/7233’ MSL.

Tree 2 NM from DER, 1412’ right of centerline, 100’ AGL/7361’ MSL.
TONOPAH, NV

TONOPAH (TPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  17AUG17  (17229)  (FAA)

TAKEOFF MINIMUMS:
- Rwys 11, 29, NA - ATC.
- Rwy 15, std. with a min. climb of 320’ per NM to 9100 or 2500-3 for VCOA.
- Rwy 33, std. with a min. climb of 352’ per NM to 9100 or 2500-3 for VCOA.

DEPARTURE PROCEDURE:
- Rwy 15, climbing left turn direct TONOPAH (TPH) VORTAC thence...
- Rwy 33, climbing right turn direct TONOPAH (TPH) VORTAC thence...

...continue climb in TPH holding pattern (NE, RT, 246° inbound) to cross TPH VORTAC at or above 9300 before proceeding on course.

VCOA:
- Rwy 15, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tonopah airport at or above 7800 direct TONOPAH VORTAC, continue climb in TPH holding pattern (NE, RT, 246° inbound) to cross TPH VORTAC at or above 9300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 15, transmission line tower 515’ from DER, 473’ left of centerline, 23’ AGL/5418’ MSL.
- Rwy 33, fence beginning 173’ from DER, 401’ right of centerline, 6’ AGL/5438’ MSL.

TONOPAH TEST RANGE (KTNX)

TONOPAH, NV

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  19JUL18  (18200)

DEPARTURE PROCEDURE:
- Rwy 14, 1000-3 with min. climb of 320 ft/NM to 10,700 or 2700-3 for Climb in Visual Conditions. Climb on a heading between 325° CW to 155° from DER or Climb in Visual Conditions to cross KZ - KTNX airport at or above 8100 MSL before proceeding on course.
- Rwy 32, 1000-3 with min. climb of 260 ft/NM to 5900 or 2700-3 for Climb in Visual Conditions. Climb on a heading between 295° CW to 005° from DER or Climb in Visual Conditions to cross KZ-KTNX airport at or above 8100 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 14, terrain 1204’ from DER, 823’ right of cntrln, 5582’ MSL.
- Terrain 63’ from DER, 517’ right of cntrln, 5565’ MSL.
- Terrain 46’ from DER, 480’ right of cntrln, 5564’ MSL.
- Terrain 0’ from DER, 353’ right of cntrln, 5561’ MSL.
- Terrain 62’ from DER, 200’ right of cntrln, 5558’ MSL.
- Terrain 14’ from DER, 292’ right of cntrln, 5561’ MSL.
- Terrain 0’ from DER, 287’ right of cntrln, 5561’ MSL.
- Terrain 0’ from DER, 222’ right of cntrln, 5559’ MSL.
- Surveyed terrain 215’ from DER, 427’ right of cntrln, 5560’ MSL.
- Rwy 32, terrain 0’ from DER, 500’ left of cntrln, 5476’ MSL.
- Terrain 19’ from DER, 465’ left of cntrln, 5476’ MSL.
- Terrain 110’ from DER, 529’ left of cntrln, 5559’ MSL.
- Surveyed terrain 215’ from DER, 427’ right of cntrln, 5560’ MSL.

TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY (TVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  22AUG13  (13234)  (FAA)

TAKEOFF MINIMUMS:
- Rwy 17, std. w/min. climb of 348’ per NM to 9000 or 5600-3 for climb in visual conditions.
- Rwy 35, std. w/min. climb of 380’ per NM to 9000 or 5600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy 17, climbing right turn to 9000 on heading 337° and OGD VORTAC R-197 to STACO INT, or for climb in visual conditions: cross Bolinder Field-Tooele Valley airport at or above 9800’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
- Rwy 35, climbing left turn to 9000 on heading 300° and OGD VORTAC R-197 to STACO INT, or for climb in visual conditions: cross Bolinder Field-Tooele Valley airport at or above 9800’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
- Rwy 17, tree 230’ from DER, 255’ right of centerline, 35’ AGL/4335’ MSL.
- Tree 342’ from DER, 363’ right of centerline, 35’ AGL/4360’ MSL.
- Trees beginning 601’ from DER, 486’ right of centerline, up to 35’ AGL/4399’ MSL.
- Pole 1000’ from DER, 409’ left of centerline, 42’ AGL/4363’ MSL.
- Pole 1092’ from DER, 118’ right of centerline, 42’ AGL/4363’ MSL.
- Tree 1369’ from DER, 393’ right of centerline, 35’ AGL/4381’ MSL.
- Tree 2018’ from DER, 257’ right of centerline, 35’ AGL/4384’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TUCSON, AZ
RYAN FLD (RYN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  29JUL10 (21168)  (FAA)
TAKEOFF MINIMUMS:
Rwys 6L, 15, 24R, 33, NA, ATC.
DEPARTURE PROCEDURE:
Rwys 6R, 24L, use ALMON DEPARTURE.

TUCSON INTL (TUS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  30NOV23 (23334)  (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-2 or std w/min climb of 230/ NM to 3000. TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES
DEPARTURE PROCEDURE:
Rwy 4, climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 12, climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, continue climb in TUS VORTAC holding Pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 22, climb on heading 216° to 3000 then climbing left turn on heading 078° and TUS VORTAC R-227 to TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
Rwy 30, climbing right turn direct TUS VORTAC, continue climb in TUS VORTAC holding pattern (hold NW, right turns, 128° inbound) to 9000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, light poles beginning 5' from DER, 52' right of centerline, up to 2' AGL/2570' MSL.
Light pole 9' from DER, 149' left of centerline, 4' AGL/2570' MSL.
Light poles, terrain beginning 10' from DER, up to 3' AGL/2571' MSL.
Sign 35' from DER, 445' right of centerline, 3' AGL/2573' MSL.
Signs, utility building beginning 70' from DER, 378' right of centerline, up to 5' AGL/2575' MSL.
Sign 189' from DER, 509' right of centerline, 2578' MSL.
Building 557' from DER, 647' left of centerline, 17' AGL/2583' MSL.
Building, poles beginning 795' from DER, 609' left of centerline, up to 2607' MSL.
Pole, tree beginning 993' from DER, 436' left of centerline, up to 2609' MSL.
Trees, building, pole beginning 1104' from DER, 550' right of centerline, up to 2611' MSL.
Poles, signs, trees beginning 1131' from DER, 133' left of centerline, up to 2611' MSL.
Poles beginning 1475' from DER, 704' right of centerline, up to 35' AGL/2613' MSL.
Pole 1688' from DER, 915' right of centerline, 34' AGL/2617' MSL.
Poles beginning 1691' from DER, 585' right of centerline, up to 38' AGL/2618' MSL.
Pole 1725' from DER, 948' right of centerline, 36' AGL/2620' MSL.
Poles beginning 1749' from DER, 503' right of centerline, up to 2621' MSL.
Tree 1863' from DER, 852' left of centerline, 2628' MSL.
Poles beginning 1886' from DER, 437' right of centerline, up to 2625' MSL.
Tree 1955' from DER, 771' left of centerline, 2630' MSL.
Poles, tree beginning 1991' from DER, 331' right of centerline, up to 2626' MSL.
Poles beginning 2080' from DER, 414' right of centerline, up to 2627' MSL.
Poles beginning 2321' from DER, 560' right of centerline, up to 2632' MSL.
Pole 2397' from DER, 905' right of centerline, 2634' MSL.
Tree 2532' from DER, 715' right of centerline, 2635' MSL.
Pole 2613' from DER, 959' right of centerline, 49' AGL/2642' MSL.
Poles beginning 2668' from DER, 951' right of centerline, up to 55' AGL/2647' MSL.
Tree 3078' from DER, 700' right of centerline, 2650' MSL.
Trees beginning 3095' from DER, 738' right of centerline, up to 2654' MSL.
Tower, antenna, building beginning 3224' from DER, 853' right of centerline, up to 77' AGL/2670' MSL.
Tower 1.5 NM from DER, 1900' left of centerline, 2646' AGL/2631' MSL.

Rwy 12, light poles, signs, pole beginning 9' from DER, 150' left of centerline, up to 2' AGL/2645' MSL.
Light pole 10' from DER, 151' right of centerline, 4' AGL/2644' MSL.
Vegetation 36' from DER, 349' right of centerline, 2653' MSL.
Vegetation, utility building beginning 53' from DER, 152' right of centerline, up to 2656' MSL.
Vegetation, pole beginning 100' from DER, 146' left of centerline, up to 2652' MSL.
Vegetation beginning 190' from DER, 355' right of centerline, up to 2657' MSL.
Vegetation 358' from DER, 507' left of centerline, 2655' MSL.
Vegetation 398' from DER, 590' left of centerline, 2657' MSL.
Vegetation beginning 419' from DER, 328' right of centerline, up to 2658' MSL.
Tree, vegetation beginning 445' from DER, 394' left of centerline, up to 2665' MSL.
Vegetation beginning 523' from DER, 347' right of centerline, up to 2661' MSL.
Vegetation beginning 593' from DER, 393' right of centerline, up to 2662' MSL.
Vegetation beginning 631' from DER, 423' right of centerline, up to 2663' MSL.
Tree, vegetation beginning 650' from DER, 411' left of centerline, up to 2668' MSL.
Tree, vegetation beginning 679' from DER, 395' left of centerline, up to 2671' MSL.
Vegetation 742' from DER, 662' right of centerline, 2664' MSL.
Vegetation 832' from DER, 583' right of centerline, 2665' MSL.
Vegetation 841' from DER, 693' right of centerline, 2666' MSL.
Vegetation beginning 892' from DER, 677' right of centerline, up to 2669' MSL.
CON’T

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

TUCSON, AZ (CON’T)

TAUCSON INTL (TUS) (CON’T)

Rwy 12 (CON’T), trees, vegetation beginning 893’ from DER, 412’ left of centerline, up to 2674’ MSL.

Trees beginning 1046’ from DER, 527’ left of centerline, up to 2677’ MSL.

Tree 1708’ from DER, 899’ right of centerline, 2686’ MSL.

Tree 1726’ from DER, 705’ left of centerline, 2687’ MSL.

Tree 1756’ from DER, 918’ right of centerline, 2690’ MSL.

Transmission lines beginning 4721’ from DER, 984’ left of centerline, up to 66’ AGL/2765’ MSL.

Transmission line 4969’ from DER, 997’ left of centerline, 77’ AGL/2775’ MSL.

Rwy 22, vegetation, light poles beginning 8’ from DER, 53’ right of centerline, up to 10’ AGL/2568’ MSL.

Light poles 10’ from DER, 51’ left of centerline, 2’ AGL/2561’ MSL.

Tree 30’ from DER, 380’ right of centerline, 2572’ MSL.

Vehicle on road, tree, fence beginning 32’ from DER, 324’ right of centerline, up to 2580’ MSL.

Trees, vegetation, fence beginning 45’ from DER, 255’ left of centerline, up to 2573’ MSL.

Vehicle on road, trees, vegetation, poles beginning 60’ from DER, 74’ right of centerline, up to 2581’ MSL.

Trees beginning 267’ from DER, 479’ left of centerline, up to 2577’ MSL.

Trees, vegetation, vehicle on road, pole beginning 288’ from DER, 8’ left of centerline, up to 2590’ MSL.

Vehicle on road 357’ from DER, 140’ right of centerline, 2582’ MSL.

Pole, trees, vehicle on road beginning 362’ from DER, 17’ right of centerline, up to 33’ AGL/2585’ MSL.

Poles, trees, vehicle on road beginning 401’ from DER, 42’ right of centerline, up to 34’ AGL/2586’ MSL.

Tree, poles beginning 580’ from DER, 35’ right of centerline, up to 2600’ MSL.

Poles, tree beginning 1029’ from DER, 84’ left of centerline, up to 46’ AGL/2599’ MSL.

Pole 1282’ from DER, 781’ left of centerline, 43’ AGL/2602’ MSL.

Poles, buildings beginning 1298’ from DER, 138’ left of centerline, up to 57’ AGL/2616’ MSL.

Buildings, poles beginning 1301’ from DER, 158’ right of centerline, up to 2611’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 30NOV23 (23334) (FAA)

Rwy 4, heading as assigned by ATC; requires min climb of 228’ per NM to 3000.

Rwy 12, heading as assigned by ATC.

Rwy 22, heading as assigned by ATC.

Rwy 30, heading as assigned by ATC; requires min climb of 328’ per NM to 6700.

VERNAL, UT

VERNAL RGNL (VEL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/ min. climb of 210’ per NM to 6000, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1800’ prior to DER or 2200-3 for VCOA.

Rwy 35, std. w/ min. climb of 410’ per NM to 7700 or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing left turn direct VEL VOR/DME, thence . . .

Rwy 35, climbing right turn direct VEL VOR/DME, thence . . .

. . . on VEL VOR/DME R-142 to ENSEN INT/VEL 9.7 DME and hold (hold SE, right turn, 322° inbound). Continue Climb-in-hold to the MEA/MCA for route of flight.

VCOA:

Rwys 17, 35, obtain ATC approval for VCOA when requesting IFR clearance: Climb in visual conditions to cross Vernal RGNL Airport at or above 7300, then continue climb on VEL VOR/DME R-142 until reaching the MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain beginning 19’ from DER, 140’ right of centerline, up to 5290’ MSL.

Terrain and agricultural equipment beginning 118’ from DER, 15’ left of centerline, up to 6’ AGL/5284’ MSL.

Tree 1333’ from DER, 295’ left of centerline, 5315’ MSL.

Tree 1378’ from DER, 221’ left of centerline, 5317’ MSL.

Tree 1456’ from DER, 112’ left of centerline, 5318’ MSL.

Tree 1498’ from DER, 32’ left of centerline, 5320’ MSL.

Poles beginning 1948’ from DER, 46’ right of centerline, up to 35’ AGL/5334’ MSL.

Trees beginning 2411’ from DER, 19’ left of centerline, up to 5370’ MSL.

Tree 2439’ from DER, 296’ right of centerline, 5339’ MSL.

CON’T
VERNAL, UT (CON’T)
VERNAL RGNL (VEL) (CON’T)
Rwy 17 (CON’T), tree 2468’ from DER, 288’ right of centerline, 5341’ MSL.
Trees beginning 2497’ from DER, 290’ right of centerline, up to 5344’ MSL.
Trees beginning 2511’ from DER, 105’ left of centerline, up to 5374’ MSL.
Tree 2534’ from DER, 361’ right of centerline, 5355’ MSL.
Tree 2553’ from DER, 355’ right of centerline, 5362’ MSL.
Trees beginning 2573’ from DER, 323’ right of centerline, up to 5370’ MSL.
Tree 2573’ from DER, 25’ left of centerline, 5401’ MSL.
Rwy 35, pole 178’ from DER, 153’ left of centerline, 5290’ MSL.
Tree and pole beginning 934’ from DER, 625’ right of centerline, up to 5302’ MSL.

WENDOVER, UT
WENDOVER (ENV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7  31MAR16  (16091)  (FAA)
TAKEOFF MINIMUMS:
Rwy 26, std w/min climb of 300’ per NM to 5900.

DEPARTURE PROCEDURE:
Rwys 8, 12, 26, climbing left turn direct BVL VORTAC, thence…
...continue climb in holding pattern (hold NE, right turns, 253° inbound) to cross BVL VORTAC at/above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:
Rwy 12, bush 92’ from DER, 258’ left of centerline, 4’ AGL/4227’ MSL.
Rwy 26, tree 100’ from DER, 500’ right of centerline, 11’ AGL/4240’ MSL.
Bush 90’ from DER, 278’ left of centerline, 4’ AGL/4233’ MSL.

WILLCOX, AZ
COCHISE COUNTY (P33)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  03NOV22  (22307)  (FAA)
DEPARTURE PROCEDURE:
Use COCHISE DEPARTURE (OBSTACLE).

WILLIAMS, AZ
H A CLARK MEML FLD (CMR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  05OCT23  (23278)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, std w/min climb of 490’ per NM to 9500 or 3400-3 for VCOA.
Rwy 36, std w/min climb of 340’ per NM to 7400 or 3400-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 18, climb on heading 178° to 7100, then climbing left turn on a heading between 360° CW 030° from DER.
Rwy 36, climb on heading 358° to 7700, then climbing left turn on a heading between 250° CW 350° from DER.

VCOA:
Rwys 18, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross H A Clark Meml Fld airport at or above 9900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 18, pole 7’ from DER, 37’ right of centerline, 6’ AGL/6692’ MSL.
NAVAID 40’ from DER, 124’ left of centerline, 9’ AGL/6693’ MSL.
Terrain 69’ from DER, 241’ right of centerline, 6693’ MSL.
Vegetation 198’ from DER, 305’ right of centerline, 3’ AGL/6696’ MSL.
Fence 215’ from DER, 556’ right of centerline, 8’ AGL/6697’ MSL.
Tree 306’ from DER, 170’ left of centerline, 16’ AGL/6699’ MSL.
Trees beginning 321’ from DER, 340’ right of centerline, up to 6711’ MSL.
Tree 337’ from DER, 195’ left of centerline, 19’ AGL/6700’ MSL.
Tree 391’ from DER, 175’ left of centerline, 19’ AGL/6702’ MSL.
Trees beginning 444’ from DER, 172’ left of centerline, up to 6711’ MSL.
Trees beginning 494’ from DER, 267’ right of centerline, up to 6714’ MSL.
Trees beginning 604’ from DER, 158’ left of centerline, up to 6719’ MSL.
Tree 635’ from DER, 258’ right of centerline, 6720’ MSL.
Trees beginning 651’ from DER, 416’ right of centerline, up to 6726’ MSL.
Trees beginning 924’ from DER, 426’ right of centerline, up to 6729’ MSL.
Tree 1069’ from DER, 387’ left of centerline, 6725’ MSL.
Trees beginning 1192’ from DER, 127’ left of centerline, up to 6733’ MSL.
Tree 1255’ from DER, 95’ right of centerline, 29’ AGL/6731’ MSL.
Tree 1259’ from DER, 613’ right of centerline, 6734’ MSL.
Trees beginning 1275’ from DER, 246’ right of centerline, up to 6736’ MSL.
Tree 1411’ from DER, 265’ left of centerline, 41’ AGL/6737’ MSL.

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

WILLIAMS, AZ (CON’T)

H A CLARK MEML FLD (CMR) (CON’T)

Rwy 18 (CON’T), trees beginning 1428’ from DER, 113’ right of centerline, up to 39’ AGL/6744’ MSL.

Trees beginning 1452’ from DER, 158’ left of centerline, up to 40’ AGL/6738’ MSL.

Trees beginning 1483’ from DER, 7’ right of centerline, up to 41’ AGL/6745’ MSL.

Tree 1575’ from DER, 215’ left of centerline, 41’ AGL/6740’ MSL.

Trees beginning 1619’ from DER, 3’ left of centerline, up to 52’ AGL/6752’ MSL.

Tree 2322’ from DER, 360’ right of centerline, 6752’ MSL.

Tree 2485’ from DER, 706’ right of centerline, 6756’ MSL.

Tree 3128’ from DER, 1202’ right of centerline, 6770’ MSL.

Tree 3389’ from DER, 255’ right of centerline, 43’ AGL/6777’ MSL.

Tree 3493’ from DER, 809’ right of centerline, 6779’ MSL.

Trees beginning 3571’ from DER, 312’ right of centerline, up to 6785’ MSL.

Trees beginning 3630’ from DER, 383’ right of centerline, up to 25’ AGL/6792’ MSL.

Trees beginning 3671’ from DER, 230’ right of centerline, up to 6811’ MSL.

Trees beginning 4165’ from DER, 407’ left of centerline, up to 64’ AGL/6799’ MSL.

Tree 4201’ from DER, 742’ left of centerline, 6806’ MSL.

Tree 4954’ from DER, 781’ left of centerline, 6821’ MSL.

Tree 5223’ from DER, 1377’ left of centerline, 6841’ MSL.

Tree 1 NM from DER, 810’ left of centerline, 6860’ MSL.

Tree 1.1 NM from DER, 2194’ right of centerline, 6865’ MSL.

Tree 1.1 NM from DER, 2128’ right of centerline, 6873’ MSL.

Trees beginning 1.1 NM from DER, 2138’ right of centerline, up to 6886’ MSL.

Trees beginning 1.1 NM from DER, 1975’ right of centerline, up to 6887’ MSL.

Trees beginning 1.1 NM from DER, 2078’ right of centerline, up to 6898’ MSL.

Trees beginning 1.2 NM from DER, 1525’ right of centerline, up to 6913’ MSL.

Trees beginning 1.2 NM from DER, 1865’ right of centerline, up to 6933’ MSL.

Trees beginning 1.2 NM from DER, 1139’ right of centerline, up to 6963’ MSL.

Trees beginning 1.2 NM from DER, 1009’ right of centerline, up to 6966’ MSL.

Trees beginning 1.2 NM from DER, 1710’ right of centerline, up to 6973’ MSL.

Trees beginning 1.2 NM from DER, 1580’ right of centerline, up to 6980’ MSL.

Trees beginning 1.2 NM from DER, 2039’ right of centerline, 6986’ MSL.

Tree, terrain beginning 1.2 NM from DER, 1309’ right of centerline, up to 7007’ MSL.

Trees beginning 1.3 NM from DER, 1013’ right of centerline, up to 7030’ MSL.

Tree 1.3 NM from DER, 1992’ right of centerline, 7040’ MSL.

Trees beginning 1.3 NM from DER, 903’ right of centerline, up to 7055’ MSL.

Trees beginning 1.3 NM from DER, 1023’ right of centerline, up to 7067’ MSL.

Trees beginning 1.3 NM from DER, 1128’ right of centerline, up to 7073’ MSL.

Trees beginning 1.3 NM from DER, 1540’ right of centerline, up to 7100’ MSL.

Trees beginning 1.3 NM from DER, 891’ right of centerline, up to 7156’ MSL.

Tree, terrain beginning 1.3 NM from DER, 1104’ right of centerline, up to 7160’ MSL.

Tree, terrain beginning 1.3 NM from DER, 1’ right of centerline, up to 56’ AGL/7193’ MSL.

Tree 1.3 NM from DER, 577’ left of centerline, 6898’ MSL.

Trees beginning 1.3 NM from DER, 81’ left of centerline, up to 6912’ MSL.

Trees beginning 1.4 NM from DER, 233’ left of centerline, up to 6929’ MSL.

Trees beginning 1.4 NM from DER, 121’ left of centerline, up to 6934’ MSL.

Trees beginning 1.4 NM from DER, 194’ left of centerline, up to 6940’ MSL.

Trees beginning 1.4 NM from DER, 68’ left of centerline, up to 6956’ MSL.

Tree, terrain beginning 1.4 NM from DER, 22’ left of centerline, up to 6960’ MSL.

Tree, terrain beginning 1.5 NM from DER, 11’ left of centerline, up to 6966’ MSL.

Trees beginning 1.5 NM from DER, 16’ left of centerline, up to 46’ AGL/6977’ MSL.

Tree 1.9 NM from DER, 3407’ right of centerline, 6992’ MSL.

Rwy 36, light poles 7’ from DER, 36’ left of centerline, 2’ AGL/6632’ MSL.

Trees beginning 10’ from DER, 368’ left of centerline, up to 6640’ MSL.

Trees beginning 72’ from DER, 177’ left of centerline, up to 18’ AGL/6645’ MSL.

Trees beginning 114’ from DER, 289’ right of centerline, up to 6642’ MSL.

Trees beginning 400’ from DER, 410’ right of centerline, up to 6645’ MSL.

Trees beginning 2 NM from DER, 2541’ left of centerline, up to 7011’ MSL.

Trees beginning 2 NM from DER, 2885’ left of centerline, up to 7104’ MSL.

Tree 2.1 NM from DER, 3044’ left of centerline, 13’ AGL/7146’ MSL.

Tree 2.1 NM from DER, 3577’ left of centerline, 16’ AGL/7164’ MSL.

Antenna, trees beginning 2.1 NM from DER, 2316’ left of centerline, up to 20’ AGL/7179’ MSL.

Building, tree beginning 2.5 NM from DER, 1502’ left of centerline, up to 15’ AGL/7203’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WINDOW ROCK, AZ

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

- RWY 3, 800-3 w/min. climb of 385' per NM to 8100 or std. w/min. climb of 565' per NM to 7700 or 1600-3 for VCOA.
- RWY 21, std. w/min. climb of 285' per NM to 8100 or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

- RWY 3, climb on heading 025° to 7500, then right turn to intercept GUP VORTAC R-321 to GUP VORTAC before proceeding on course.
- RWY 21, climb on heading 205° to 7400 then left turn direct GUP VORTAC before proceeding on course.

VCOA:

- RWS 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Window Rock Airport at or above 8200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- RWY 3, vegetation beginning 32' from DER, 73' left of centerline, up to 6745' MSL.
- Building 416' from DER beginning 199' right of centerline, 19' AGL/6766' MSL.
- Pole beginning 477' from DER, 344' right of centerline, up to 33' AGL/6772' MSL.
- Tree, pole beginning 1336' from DER, 114' left of centerline, up to 6796' MSL.
- Sign 1380' from DER, 109' right of centerline, 29' AGL/6777' MSL.
- Pole 1448' from DER, 291' right of centerline, 39' AGL/6788' MSL.
- Tree 1586' from DER, 392' left of centerline, 6806' MSL.
- Sign, pole beginning 1774' from DER, 225' right of centerline, up to 52' AGL/6805' MSL.
- Pole 1868' from DER, 746' left of centerline, 38' AGL/6823' MSL.
- Pole 3038' from DER, 59' right of centerline, 6' AGL/7083' MSL.
- Tower, pole beginning 3832' from DER, 57' right of centerline, up to 6926' MSL.
- Pole 4044' from DER, 310' left of centerline, 44' AGL/6874' MSL.
- Tree 4616' from DER, 625' left of centerline, 6888' MSL.
- Vertical structure, poles beginning 5938' from DER, 147' right of centerline, up to 7024' MSL.
- Pole beginning 1 NM from DER, 59' left of centerline, up to 6' AGL/7083' MSL.
- Tower, tree beginning 1.1 NM from DER, 102' right of centerline, up to 103' AGL/7096' MSL.
- Trees beginning 1.3 NM from DER, 2063' right of centerline, up to 50' AGL/7309' MSL.
- Vertical structures beginning 1.4 NM from DER, 1852' left of centerline, up to 7127' MSL.
- Trees beginning 1.4 NM from DER, 121' right of centerline, up to 50' AGL/7369' MSL.
- Vertical structure, tree beginning 1.5 NM from DER, 628' left of centerline, up to 50' AGL/7369' MSL.
- Tree 3601' from DER, 682' left of centerline, 6871' MSL.
- Vertical structure, poles beginning 3832' from DER, 57' right of centerline, up to 6926' MSL.
- Pole 4044' from DER, 310' left of centerline, 44' AGL/6874' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI (WMC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05OCT23 (23278) (FAA)

DEPARTURE PROCEDURE:

- Use FESKO (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

- RWY 2, trees, NAVIAID beginning 3' from DER, 113' right of centerline, up to 4356' MSL.
- NAVIAID 39' from DER, 118' left of centerline, 8' AGL/4311' MSL.
- Tree 81' from DER, 402' right of centerline, 4357' MSL.
- Trees, vehicles on road beginning 98' from DER, 166' right of centerline, up to 4373' MSL.
- Tree 1177' from DER, 576' left of centerline, 4346' MSL.
- Tree 1265' from DER, 763' left of centerline, 4349' MSL.
- Tree 1404' from DER, 647' left of centerline, 4360' MSL.
- RWY 14, pole 1' from DER, 24' left of centerline, 4304' MSL.
- NAVIAID 40' from DER, 126' left of centerline, 4305' MSL.
- Vehicles on road, vegetation, trees beginning 121' from DER, 328' left of centerline, up to 4319' MSL.
- Tree 178' from DER, 438' right of centerline, 4310' MSL.
- Vehicles on road beginning 259' from DER, 406' left of centerline, up to 4321' MSL.
- RWY 20, tree 26' from DER, 406' right of centerline, 4306' MSL.
- Pole 65' from DER, 385' left of centerline, 8' AGL/4311' MSL.
- Tree 129' from DER, 192' right of centerline, 4308' MSL.
- RWY 32, NAVIAID 39' from DER, 123' left of centerline, 3' AGL/4303' MSL.
- Vegetation, pole 77' from DER, 351' left of centerline, 4304' MSL.
- Tree 166' from DER, 478' right of centerline, 4306' MSL.
- Vehicles on road beginning 184' from DER, 405' left of centerline, up to 4314' MSL.
- Vehicles on road beginning 273' from DER, 267' right of centerline, up to 4316' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WINSLow, AZ
WINSLow-1nDberGH RGNL (INW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11DEC14 (14345) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb to 6000, then right turn direct INW VORTAC and hold, thence . . .
Rwy 4, climb to 6000, then left turn direct INW VORTAC and hold, thence . . .
Rwys 11, 29, climb to 6000, then direct INW VORTAC and hold, thence . . .
. . . continue climb-in-hold (hold West, right turns, 068° inbound) to 8900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, vehicle on road beginning 389' from DER, 329' right of centerline, 15' AGL/4894' MSL.
Trees beginning 120' from DER, 398' right of centerline, 100' AGL/4901' MSL.
Tank 3681' from DER, 1304' right of centerline, 129' AGL/5014' MSL.
Grain silo 2901' from DER, 25' right of centerline, up to 4957' MSL.
Obstruction light on lighted windsock 12' from DER, 424' left of centerline, up to 4919' MSL.
Light support structure 13' from DER, 56' right of centerline, up to 4871' MSL.

Vertical point 234' from DER, 14' left of centerline, up to 4876' MSL.

Rwy 29, tree 332' from DER, 589' left of centerline 100' AGL/4915' MSL.
Trees beginning 385' from DER, 124' right of centerline, 100' AGL/4920' MSL.

REIL abeam DER, 139' left of centerline, up to 4904' MSL.

Pole 2132' from DER, 1052' right of centerline, up to 4956' MSL.

Vertical point 241' from DER, 318' right of centerline, up to 4907' MSL.

Ground 42' from DER, 455' left of centerline, up to 4902' MSL.

Rwy 4, light 4' from DER, 426' left of centerline, up to 4920' MSL.
Obstruction light on lighted windsock 12' from DER, 424' left of centerline, up to 4918' MSL.

Tree 34' from DER, 263' left of centerline, 100' AGL/4901' MSL.

Tower 2740' from DER, 1086' left of centerline, up to 4968' MSL.

Ground 42' from DER, 455' left of centerline, up to 4982' MSL.

Rwy 22, poles beginning 1575' from DER, 360' right of centerline, up to 5010' MSL.

Antenna 1867' from DER 360' right of centerline up to 5019' MSL.

Vehicle on road beginning 198' from DER, 12' right of centerline, 15' AGL/4994' MSL.

Vehicle on road beginning 499' from DER, 93' left of centerline, 15' AGL/4962' MSL.

Tree 1746' from DER, 274' left of centerline, 100' AGL/4993' MSL.

Light support structures 10' from DER, 54' right of centerline, up to 4942' MSL.

YUMa MCAS/YUMa INTL (KNYL)
YUMa, AZ
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 22APR21 (21112) (USN)

DEPARTURE PROCEDURE:


Rwy 8, diverse departures authorized between 258° CW 058°.

TAKEOFF OBSTACLE NOTES:

Rwy 3L, terrain 0' from DER, 500' left of cntrln, 194' MSL.
Terrain 0' from DER, 500' right of cntrln, 197' MSL.
Sisoo tree 4274' from DER, 927' left of cntrln, 86' AGL/300' MSL.
Sisoo tree 4185' from DER, 1016' left of cntrln, 91' AGL/304' MSL.

Twr N of airfield 5273' from DER, 1538' left of cntrln, 335' MSL.

Rwys 3R, terrain 0' from DER, 500' right of cntrln, 208' MSL.
Palm 1184' from DER, 742' left of cntrln, 41' AGL/255' MSL.
Palm 1134' from DER, 792' left of cntrln, 36' AGL/250' MSL.

Rwy 8, security antenna 1135' from DER, 806' right of cntrln, 32' AGL/242' MSL.

Rwys 17, twr 4362' from DER, 1180' right of cntrln, 65' AGL/265' MSL.

Twr 4506' from DER, 1284' right of cntrln, 50' AGL/250' MSL.
Twr 4510' from DER, 1343' right cntrln, 50' AGL/250' MSL.

Terrain 0' from DER, 500' right of cntrln, 184' MSL.

Antenna 303' from DER, 403' right of cntrln, 190' MSL.
PAR antenna 661' from DER, 295' right of cntrln, 214' MSL.

Rwy 26, palm 577' from DER, 604' right of cntrln, 44' AGL/239' MSL.

Metal pole 74' from DER, 244' right of cntrln, 199' MSL.

CON'T
YUMA MCAS/YUMA INTL (KNYL) (CON’T)
YUMA, AZ (CON’T)

Rwy 35, terrain 0’ from DER, 500’ right of cntrln, 197’ MSL.
Billboard 747’ from DER, 562’ right of cntrln, 225’ MSL.
Lgt pole 679’ from DER, 344’ left of cntrln, 25’ AGL/220’ MSL.
Metal lgt pole N of afld 714’ from DER, 544’ left of cntrln, 119’ AGL/231’ MSL.
Palm 1075’ from DER, 721’ left of cntrln, 25’ AGL/220’ MSL.
Pylon pole 711’ from DER, 476’ left of cntrln, 32’ AGL/228’ MSL.
Pylon power 711’ from DER, 520’ left of cntrln, 37’ AGL/232’ MSL.
Pylon power 712’ from DER, 540’ left of cntrln, 38’ AGL/233’ MSL.
INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

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

Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>BATTLE MOUNTAIN, NV</td>
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<tr>
<td>BATTLE</td>
<td>BATTLE MOUNTAIN (BAM)</td>
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<td>RNAV (GPS) Rwy 22</td>
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<td></td>
<td>VOR Rwy 4</td>
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<td>¹Category D, 1000-3.</td>
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<td>²NA when local weather not available.</td>
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<td>BEAVER, UT</td>
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<td>BEAVER</td>
<td>MUNI (U52)</td>
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<td>RNAV (GPS)-A</td>
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<td>BLANDING, UT</td>
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<tr>
<td>BLANDING MUNI (BDG)</td>
<td>RNAV (GPS) Rwy 35</td>
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<td>Category C, 900-2½.</td>
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<td>BOULDER CITY, NV</td>
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<td>RNAV (GPS) Rwy 27</td>
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<td>Category B, 1200-2; Category C, 1800-3.</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).

<table>
<thead>
<tr>
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<td>BULLHEAD CITY, AZ</td>
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<td>BULLHEAD</td>
<td>LAUGHLIN/BULLHEAD INTL (IFP)</td>
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<td>RNAV (GPS) Rwy 16</td>
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<td>RNAV (GPS) Rwy 34</td>
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<td>VOR Rwy 34</td>
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<td>¹NA when local weather not available.</td>
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<tr>
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<td>²Category A, 800-2½; Category B, 900-2½; Category C, 1100-3; Category D, 1700-3.</td>
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<td>³Categories A, B, 1100-2; Category C, 1100-3; Category D, 1700-3.</td>
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<td>⁴Categories A, B, 2200-2; Categories C, D, 2200-3.</td>
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<td>CARSON CITY, NV</td>
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<td>CARSON CITY (CXP)</td>
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<td>RNAV (GPS) Rwy 5</td>
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<td>RNAV (GPS) Rwy 23</td>
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<td>Category D, 800-2½.</td>
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<td>¹NA when local weather not available.</td>
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<td>NAME</td>
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</tbody>
</table>
| CEDAR CITY, UT              | RNAV (GPS) Rwy 21
|                            | RNAV (GPS) Rwy 20
|                            | VOR Rwy 20                                               |
|                            | NA when local weather not available.                     |
|                            | Categories A, D, 900-2½.                                 |
|                            | Category D, 800-2¼.                                     |
| COLORADO CITY, AZ           | RNAV (GPS) Rwy 21
|                            | RNAV (GPS) Rwy 20
|                            | VOR Rwy 20                                               |
|                            | NA when local weather not available.                     |
|                           | Categories C, D, 2100-3.                                |
| COOLIDGE, AZ               | RNAV (GPS) Rwy 23
|                            | VOR Rwy 5                                               |
|                            | NA when local weather not available.                     |
| DOUGLAS BISBEE, AZ         | RNAV (GPS) Rwy 31
|                            | RNAV (GPS) Rwy 20
|                            | RNAV (GPS) Rwy 29
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| ELY, NV                     | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when local weather not available.                     |
| GLENDALE, AZ               | RNAV (GPS) Rwy 19
|                            | VOR Rwy 19                                               |
|                            | NA when local weather not available.                     |
| GRAND CANYON, AZ           | RNAV (GPS) Rwy 28
|                            | RNAV (GPS) Rwy 19
|                            | VOR Rwy 19                                               |
|                            | NA when local weather not available.                     |
| HAWTHORNE, NV              | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| HEBER, UT                  | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| EUREKA, NV                  | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 20
|                            | RNAV (GPS) Rwy 29
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| FILMORE, UT                 | RNAV (GPS) Rwy 21
|                            | RNAV (GPS) Rwy 22
|                            | NA when local weather not available.                     |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |

**ALTERNATE MINS**

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<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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</table>
| FLAGSTAFF, AZ               | ILS or LOC Rwy 21
|                            | RNAV (GPS) Rwy 31
|                            | RNAV (GPS) Rwy 30
|                            | VOR Rwy 21                                               |
|                            | NA when local weather not available.                     |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| FORT HUACHUCA SIERRA VISTA, AZ | ILS or LOC Rwy 26
|                            | RNAV (GPS) Rwy 8
|                            | RNAV (GPS) Rwy 31
|                            | TACAN Rwy 8                                            |
|                            | TACAN Rwy 26                                             |
|                            | NA when control tower closed.                            |
|                            | NA when local weather not available.                     |
|                            | NA when GCA closed.                                     |
| GRAND CANYON, AZ            | ILS or LOC Rwy 31
|                            | RNAV (GPS) Rwy 30
|                            | VOR Rwy 3                                               |
|                            | NA when control tower closed.                            |
|                            | NA when local weather not available.                     |
|                            | Categories C, D, 2100-3.                                |
| HAWTHORNE, NV               | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| HEBER, UT                   | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| KANAB, UT                   | RNAV (GPS) Rwy 18
|                            | RNAV (GPS) Rwy 18
|                            | VOR Rwy 18                                               |
|                            | NA when control tower closed.                            |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |
| KINGMAN, AZ                 | RNAV (GPS) Rwy 21
|                            | RNAV (GPS) Rwy 21
|                            | VOR Rwy 21                                               |
|                            | NA when local weather not available.                     |
|                            | Categories A, B, 1300-2; Categories C, D, 1600-3.       |

**ALTERNATE MINS**
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
</table>
| **LAKE HAVASU CITY, AZ** | RNAV (GPS) Rwy 14<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
VOR-A<sup>3</sup>  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1600-2; C, D, 1600-3.  
<sup>2</sup>Cat A, B, 900-2; C, D, 1100-3.  
<sup>3</sup>Cat A, B, C, D, 1100-3. |
| **LAS VEGAS, NV** | RNAV (GPS)-B<sup>1</sup>  
VOR-C<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1600-2; C, 1400-3.  
<sup>2</sup>Cat A, B, 2400-2; C, 2400-3. |
| **LOGAN, UT** | RNAV (GPS) Rwy 17  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1400-2; C, 1400-3.  
<sup>2</sup>Cat A, B, 2400-2; C, 2400-3. |
| **LOGAN-CACHE (LGU)** | RNAV (GPS) Rwy 18  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1200-2. |
| **LOVELOCK, NV** | RNAV (GPS) Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 20<sup>1</sup>  
VOR-A<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1200-2.  
<sup>2</sup>Cat A, B, 900-2; C, 900-2¾; D, 1000-3. |
| **MARANA, AZ** | RNAV (GPS)-E  
NA when local weather not available.  
Category C, 800-2¼. |
| **MESA, AZ** | RNAV (GPS) Rwy 4L  
RNAV (GPS) Rwy 4R  
RNAV (GPS)-B  
NA when local weather not available. |
| **MILFORD, UT** | RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR/DME-A<sup>1</sup>  
NA when local weather not available.  
<sup>1</sup>Cat C, 1300-3; D, 1500-3. |
| **MINDEN, NV** | RNAV (GPS)-A<sup>1</sup>  
RNAV (GPS)-B<sup>2</sup>  
1Cat A, B, 1900-2; C, D, 1900-3.  
<sup>2</sup>Cat A, B, 1800-2; C, D, 1800-3. |
| **MOAB, UT** | RNAV (GPS)-B<sup>1</sup>  
VOR-DME-A<sup>2</sup>  
1Cat A, B, 1900-2; C, D, 1900-3.  
<sup>2</sup>Cat A, B, 1800-2; C, D, 1800-3. |
| **OGDEN, UT** | RNAV (GPS) Rwy 3<sup>1</sup>  
VOR-A<sup>2</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category D, 800-2½. |
| **OWYHEE, NV** | RNAV (GPS) Rwy 3<sup>1</sup>  
VOR-A<sup>2</sup>  
1NA when control tower closed.  
2NA when local weather not available.  
3Category D, 800-2½. |
| **PANGUITCH, UT** | RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36<sup>1</sup>  
NA when local weather not available.  
<sup>1</sup>Cat A, B, 1200-2. |
<table>
<thead>
<tr>
<th>NAME</th>
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<tbody>
<tr>
<td>PHOENIX, AZ</td>
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<tr>
<td>PHOENIX DEER VALLEY (DVT)</td>
<td>RNAV (GPS) Rwy 7R(^1)</td>
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<tr>
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<td>RNAV (GPS) Rwy 25L(^2)</td>
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<tr>
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<tr>
<td>1Categories A, B, 1000-2; Category C, 1200-3.</td>
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<td>2Categories A, B, 1000-2; Category C, 1200-3; Category D, 1300-3.</td>
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<tr>
<td>PHOENIX-MESA GATEWAY (IWA)</td>
<td>RNAV (GPS) Rwy 30C(^3)</td>
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<td>RNAV (GPS) Y Rwy 30C(^4)</td>
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<tr>
<td>2LOC, Category D, 800-2½.</td>
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<td>3Category D, 800-2½.</td>
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<tr>
<td>PHOENIX SKY HARBOR INTL (PHX)</td>
<td>RNAV (GPS) Rwy 12(^5)</td>
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<td>RNAV (GPS) Y Rwy 12(^6)</td>
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<td>RNAV (GPS) Y Rwy 25L(^7)</td>
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<td>RNAV (GPS) Y Rwy 35L(^9)</td>
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<td>PRESCOTT, AZ</td>
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<tr>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)</td>
<td>RNAV (GPS) Rwy 12L(^11)</td>
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<td>RNAV (GPS) Y Rwy 3R(^12)</td>
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<tr>
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<tr>
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<td>6Categories A, B, 1800-2; Categories C, D, 1800-3.</td>
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<td>7Categories A, B, 1200-4; Categories C, D, 2100-4.</td>
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<td>8Categories A, B, 1100-4; Categories C, D, 2100-4.</td>
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<td>9Categories A, B, C, 1000-2; Categories C, D, 2100-3.</td>
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<tr>
<td>12Categories A, B, 1900-2; Categories C, D, 2100-3.</td>
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<td>PRICE, UT</td>
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<tr>
<td>CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)</td>
<td>RNAV (GPS) Rwy 1 (^1)</td>
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<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 1 (^2)</td>
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<td>1Category A, 900-2; Category B, 1000-2; Category C, 1000-3.</td>
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<tr>
<td>2Categories A, B, 1100-2; Category C, 1100-3; Category D, 1800-3.</td>
<td></td>
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<td>ALTERNATE MINIMUMS</td>
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<td><strong>ST JOHNS, AZ</strong></td>
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<tr>
<td>ST JOHNS INDUSTRIAL</td>
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<td>AIR PARK (SJN)</td>
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<td><strong>SCOTTSDALE, AZ</strong></td>
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<tr>
<td>SCOTTSDALE (SDL)</td>
<td>RNAV (GPS)-D¹</td>
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<td>VOR/DME-B¹</td>
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<td><strong>SHOW LOW, AZ</strong></td>
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<tr>
<td>SHOW LOW RGNL (SOW)</td>
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<tr>
<td><strong>TONOPAH, NV</strong></td>
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<tr>
<td>TONOPAH (TPH)</td>
<td>VOR or GPS-A</td>
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<td><strong>TOOOLE, UT</strong></td>
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<td>BOLINDER FIELD-TOOOLE</td>
<td>ILS or LOC Rwy 17¹</td>
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<tr>
<td>VALLEY (TVY)</td>
<td>RNAV (GPS) Rwy 17²</td>
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<tr>
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<td>¹ILS, Category C, 800-2; Category D, 1100-3; LOC, Category D, 1100-3.</td>
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<td><strong>TUCSON, AZ</strong></td>
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<td>RYAN FLD (RYN)</td>
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<td>TUCSON INTL (TUS)</td>
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<td>RNAV (GPS) Rwy 12²</td>
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<tr>
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<td>RNAV (GPS) Z Rwy 12</td>
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<td>RNAV (GPS) Z Rwy 30³</td>
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<td>VOR or TACAN Rwy 12³</td>
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<td></td>
<td>VOR or TACAN Rwy 30³</td>
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<tr>
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<td>¹LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1300-3.</td>
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<tr>
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<td>²Categories A, B, C, 800-2½; Category D, 1100-3.</td>
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<td>³Category D, 1100-3.</td>
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<tr>
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<td>⁴Category D, 1000-3.</td>
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<td>⁵Category D, 1000-3; Category E, 1300-3.</td>
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<td>⁶Category D, 1100-3; Category E, 1300-3.</td>
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<td><strong>VERNAL, UT</strong></td>
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<tr>
<td>VERNAL RGNL (VEL)</td>
<td>RNAV (GPS) Y Rwy 35¹</td>
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<td>RNAV (GPS) Z Rwy 35²</td>
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<td>VOR Rwy 35³</td>
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<tr>
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<tr>
<td></td>
<td>²Categories A, B, C, D, 1000-2½.</td>
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<tr>
<td></td>
<td>³Categories A, B, 900-2; Category C, 900-2½; Category D, 1200-3.</td>
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<tr>
<td><strong>WENDEOVER, UT</strong></td>
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<tr>
<td>WENDEOVER (ENV)</td>
<td>RNAV (GPS)-A³</td>
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<td>RNAV (GPS)-C⁴</td>
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<td>VOR/DME-B⁴</td>
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<td>VOR/DME or TACAN Rwy 26²</td>
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<td>¹Categories A, B, 1300-2; Category C, 1300-3; Category D, E 1500-3.</td>
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<td>²Category D, 900-2½; Category E, 1500-3.</td>
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<td>³Categories A, B, 1900-2; Category C, D, E, 1900-3.</td>
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<td>⁴NA when local weather not available.</td>
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<td><strong>WILLCOX, AZ</strong></td>
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<td>COCHISE COUNTY (P33)</td>
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<td>RNAV (GPS) Rwy 21</td>
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<td>¹Categories A, B, 1000-2; Category C, 1100-3.</td>
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<td>WINNEMUCCA MUNI (WMC)</td>
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<td>RNAV (GPS) Rwy 32¹</td>
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<tr>
<td>WINSLOW-LINDBERGH</td>
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<td>RGNL (INW)</td>
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## RADAR INSTRUMENT APPROACH MINIMUMS

**FALLON NAS (VAN VOORHIS FLD) (KNFL), Fallon, NV Amdt 4**

21APR22 (22111) (USN)

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<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VIS</th>
<th>CEIL-VIS</th>
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<td>200</td>
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<td>ABCDE</td>
<td>4135-3/4</td>
<td>200</td>
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<td>13R</td>
<td>ABCDE</td>
<td>4135-3/4</td>
<td>200</td>
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<td>ABCDE</td>
<td>4197-3/4</td>
<td>270</td>
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<td>7</td>
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<td>4340-1</td>
<td>410</td>
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<td>CDE</td>
<td>4340-1</td>
<td>410</td>
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<td></td>
<td>AB</td>
<td>4340-1</td>
<td>405</td>
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<td>CDE</td>
<td>4340-1</td>
<td>405</td>
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<td>CIR</td>
<td>ALL RWY</td>
<td>AB</td>
<td>4400-1</td>
<td>465</td>
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<td>4700-2 1/2</td>
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<td>D</td>
<td>4920-3</td>
<td>985</td>
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<td>E</td>
<td>4960-3</td>
<td>1025</td>
<td>(1100-3)</td>
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CAUTION: ATC Missed Approach Minimum Climb Rate to 6500

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<tr>
<th>PAR/ASR</th>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
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<td>7</td>
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<td>370</td>
<td>740</td>
<td>1110</td>
<td>1480</td>
<td>1850</td>
<td>2200</td>
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<tr>
<td>13L/R</td>
<td>FPM</td>
<td>300</td>
<td>600</td>
<td>900</td>
<td>1200</td>
<td>1500</td>
<td>1800</td>
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1- No NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above.
2- VGS and PAR glidepath not coincident (VGSi Angle 3.50/TCH 61).
3- Step Down Fix 3 NM 4980’.
4- Step Down Fix 3 NM 4940’.
5- Step Down Fix 3 NM 4960’.
6- Step Down Fix 2 NM 4600’.

CAUTION: Fallon Munp Airport (uncontrolled) 5 NM NW pattern altitude 800’ AGL.
FORT HUACHUCA SIERRA VISTA, AZ  
SIERRA VISTA MUNI-LIBBY AAF (FHU)

**RADAR INSTRUMENT APPROACH MINIMUMS**

**RADAR-1** 127.05 254.25 **T A NA**

### PAR

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<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<td>26</td>
<td>3.00°/50/950</td>
<td>ABCDE</td>
<td>4799-¾ 200</td>
<td>(100-¾)</td>
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<tr>
<td>8</td>
<td>3.00°/41/782</td>
<td>ABCDE</td>
<td>4919-¾ 200</td>
<td>(200-¾)</td>
<td></td>
</tr>
</tbody>
</table>

**PAR W/O GS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>AB</td>
<td>5080-1</td>
<td>481</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>CDE</td>
<td>5080-1¾</td>
<td>481</td>
<td>(400-1¾)</td>
</tr>
<tr>
<td>8</td>
<td>AB</td>
<td>5100-1</td>
<td>381</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>CDE</td>
<td>5100-1¾</td>
<td>381</td>
<td>(400-1¾)</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL RWY</td>
<td>A</td>
<td>5080-1</td>
<td>381</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td>5180-1</td>
<td>461</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>5180-1¾</td>
<td>461</td>
<td>(500-1¾)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>5280-2</td>
<td>561</td>
<td>(600-2)</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>5340-2¾</td>
<td>621</td>
<td>(700-2¾)</td>
</tr>
</tbody>
</table>

Circling NA south of Rwy 8-30.
Procedure NA when control tower is closed.

---

**RADAR-2** 127.05 254.25 **T A NA**

### ASR

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td></td>
<td>AB</td>
<td>5180-1</td>
<td>581</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>5180-1¾</td>
<td>581</td>
<td>(500-1¾)</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td>AB</td>
<td>5380-1</td>
<td>661</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>5380-1¾</td>
<td>661</td>
<td>(700-1¾)</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>RWY</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>AB</td>
<td>5180-1</td>
<td>461</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>5180-1¾</td>
<td>461</td>
<td>(500-1¾)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>5280-2</td>
<td>561</td>
<td>(600-2)</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>5340-2¾</td>
<td>621</td>
<td>(700-2¾)</td>
</tr>
<tr>
<td>8</td>
<td>AB</td>
<td>5380-1</td>
<td>661</td>
<td>(700-1)</td>
</tr>
<tr>
<td></td>
<td>C</td>
<td>5380-1¾</td>
<td>661</td>
<td>(700-1¾)</td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>5380-2</td>
<td>661</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>5380-2¾</td>
<td>661</td>
<td>(700-2¾)</td>
</tr>
</tbody>
</table>

Circling NA south of Rwy 8-30.
ASR NA when tower is closed.
## RADAR INSTRUMENT APPROACH MINIMUMS

### YUMA MCAS/YUMA INTL (KNYL), Yuma, AZ Amdt 1 22APR21
(21112) (USN)  
RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>21R¹</td>
<td>ABCDE</td>
<td>393-⅜</td>
<td>200</td>
<td>(200-⅛)</td>
</tr>
<tr>
<td></td>
<td>3L</td>
<td>ABCDE</td>
<td>395-⅜</td>
<td>200</td>
<td>(200-⅛)</td>
</tr>
<tr>
<td></td>
<td>21R²</td>
<td>AB</td>
<td>600-⅛</td>
<td>407</td>
<td>(400-⅛)</td>
</tr>
<tr>
<td></td>
<td>3L</td>
<td>ABCDE</td>
<td>560-1</td>
<td>365</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>3R</td>
<td>AB</td>
<td>600-1</td>
<td>412</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td>21L</td>
<td>CDE</td>
<td>600-1⅛</td>
<td>412</td>
<td>(400-1⅛)</td>
</tr>
<tr>
<td></td>
<td>21R³</td>
<td>AB</td>
<td>640-⅛</td>
<td>432</td>
<td>(500-⅛)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>640-1½</td>
<td>432</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>ALL RWY</td>
<td>A</td>
<td>680-1</td>
<td>467</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>700-1</td>
<td>487</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>800-1⅜</td>
<td>587</td>
<td>(600-1⅜)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>800-2</td>
<td>587</td>
<td>(600-2)</td>
</tr>
</tbody>
</table>

¹When ALS inop, increase CAT ABCDE vis to ¾ mile.
²When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
³When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
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>OGDEN, UT</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OGDEN-HINCKLEY (OGD)</td>
<td>21</td>
<td>17-35</td>
<td>4,600 feet</td>
</tr>
<tr>
<td>PRESCOTT, AZ</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)</td>
<td>21L</td>
<td>12-30</td>
<td>5,904 feet</td>
</tr>
</tbody>
</table>
HOT SPOTS

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

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

CITY/AIRPORT HOT SPOT DESCRIPTION*

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHANDLER, AZ</td>
<td>HS 1</td>
<td>Rwy 22R may be used as an alternate taxi route.</td>
</tr>
<tr>
<td>CHANDLER MUNI (CHD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRAND CANYON, AZ</td>
<td>HS 1</td>
<td>Twy A and Twy B at the Rwy 21 end.</td>
</tr>
<tr>
<td>GRAND CANYON NTL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARK (GCN)</td>
<td>HS 1</td>
<td></td>
</tr>
<tr>
<td>LAS VEGAS, NV</td>
<td>HS 1</td>
<td>Twy H, Twy G, and Rwy 17R.</td>
</tr>
<tr>
<td>HENDERSON EXEC (HND)</td>
<td>HS 2</td>
<td>Twy E and ramp area. High volume of traffic.</td>
</tr>
<tr>
<td>LAS VEGAS, NV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRY REID INTL (LAS)</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Aircraft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy heading and alignment with proper rwy prior to departure.</td>
</tr>
<tr>
<td>LAS VEGAS, NV</td>
<td>HS 2</td>
<td></td>
</tr>
<tr>
<td>NORTH LAS VEGAS (VGT)</td>
<td>HS 1</td>
<td>Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 12R, Twy G.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 12R, Twy A and Twy B.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Rwy 12L, Twy A.</td>
</tr>
<tr>
<td>MINDEN, NV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MINDEN-TAHOE (MEV)</td>
<td>HS 1</td>
<td>Complex int.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Frequent crossings for sailplane operations.</td>
</tr>
<tr>
<td>OGDEN, UT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OGDEN-HINCKLEY (OGD)</td>
<td>HS 1</td>
<td>Confusing twy int in close proximity to rwy.</td>
</tr>
<tr>
<td>PHOENIX, AZ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHOENIX DEER VALLEY (DVT)</td>
<td>HS 1</td>
<td>Inadvertent Rwy 07R-25L crossings from Twy B5.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Inadvertent Rwy 07R-25L crossings from Twy B9.</td>
</tr>
<tr>
<td>PHOENIX, AZ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHOENIX SKY HARBOR INTL (PHX)</td>
<td>HS 1</td>
<td>Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.</td>
</tr>
<tr>
<td>PRESCOTT, AZ</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)</td>
<td>HS 1</td>
<td>Not visible from the twr.</td>
</tr>
<tr>
<td>PROVO, UT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROVO MUNI (PVU)</td>
<td>HS 1</td>
<td>Twy A and Twy A4 close proximity to ramp and rwys.</td>
</tr>
<tr>
<td>RENO, NV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RENO/TAHOE INTL (RNO)</td>
<td>HS 1</td>
<td>Twy C, ramp twy, and Rwy 17L-35R.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>SALT LAKE CITY, UT</td>
<td>HS 1</td>
<td>Wrong Rwy Departure Risk. Hold lines for Rwy 32 and Rwy 35 are at the same location at Twy K1 and Twy M with short taxi distance to either rwy.</td>
</tr>
<tr>
<td>SALT LAKE CITY INTL (SLC)</td>
<td>HS 2</td>
<td>High risk of Rwy incursion at Rwy 14-32 on Twy Q due to short taxi distance between rwys.</td>
</tr>
<tr>
<td>SALT LAKE CITY, UT</td>
<td>HS 3</td>
<td>Twy A4 or Twy A5 at Twy A or Twy B mistakenly enter Rwy 16R-34L.</td>
</tr>
<tr>
<td>TUCSON, AZ</td>
<td>HS 1</td>
<td>Rwy 33 and Rwy 06R, Twy B.</td>
</tr>
<tr>
<td>RYAN FLD (RYN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TUCSON, AZ</td>
<td>HS 1</td>
<td>Pilots taxiing to Rwy 12 via Twy D for departure sometimes cross the rwy holding position markings without authorization.</td>
</tr>
<tr>
<td>TUCSON INTL (TUS)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

GASSI TRANSITION (GASSI.ANAHO2): From over GASSI via FMG R-007 to ANAHO INT/DME. Thence.

LOVELOCK TRANSITION (LLC.ANAHO2): From over LLC VORTAC via LLC R-240 to ANAHO INT/DME. Thence.

...Depart ANAHO INT/DME heading 240° for vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.ARLIN4): From over BLH VORTAC on BLH R-089 and IWA R-256 to ARLIN INT. Thence... MOHAK TRANSITION (MOHAK.ARLIN4): From over MOHAK INT on GBN R-247 and BXK R-215 to HYDRR INT, then on IWA R-256 to ARLIN INT. Thence... PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, Expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SCOLE or JUDTH.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

NOTE: BLYTHE Transition for turbojet aircraft FL240 and above.

Turboprop aircraft plan BLYTHE ARRIVAL at or below FL230.

NOTE: MOHAK Transition for turbojet and turboprop aircraft.

NOTE: Turboprops landing KPHX expect vectors after passing SCOLE or JUDTH.

SCOLE VERTICAL NAVIGATION PLANNING INFORMATION

FL180 089° (35)

BLYTHE 117.4 BLH 121

Expect FL250

MOHAK VERTICAL NAVIGATION PLANNING INFORMATION

Turbojets expect FL250

Turboprops expect 15000

MOHAK INT. Thence...

VERTICAL NAVIGATION PLANNING INFORMATION

Landing WEST:
Turbojets expect 14000

Landing EAST:
Turbojets expect 12000

NOTE: RADAR required

NOTE: DME required

NOTE: Chart not to scale.
**BEARR FIVE ARRIVAL**

**NOTE:** Chart not to scale.

**BEARR FIVE ARRIVAL**

**NOTE:** Chart not to scale.

**(NARRATIVE ON FOLLOWING PAGE)**
ARRIVAL ROUTE DESCRIPTION

BURLEY TRANSITION (BYI.BEARR5): From over BYI VOR/DME on BYI R-117 and OGD R-302 to BEARR. Thence . . . .

LUCIN TRANSITION (LCU.BEARR5): From over LCU VORTAC on LCU R-063 to BEARR. Thence . . . .

POCATELLO TRANSITION (PIH.BEARR5): From over PIH VOR/DME on PIH R-150 and MLD R-331 to MLD VOR/DME, then on MLD R-165 to BEARR. Thence . . . .

LANDING NORTH:
. . . .on TCH VORTAC R-315 to cross DYANN at or above 11000. After DYANN fly heading 160° for vectors to ILS or LOC RWY 34L or VISUAL RWY 34L approach.

LANDING SOUTH:
. . . .on OGD VORTAC R-302 to cross OGD at or above 11000. Expect ILS or LOC RWY 16L approach.

LOST COMMUNICATIONS
LANDING NORTH: In the event of lost communications, at DYANN proceed direct FFU VORTAC. Maintain 13000 until FFU VORTAC.
BLAID ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.BLAID1): From over BCE VORTAC on BCE R-214 and BLD R-037 to AALAN, thence . . .

PAGE TRANSITION (PGA.BLAID1): From over PGA VOR/DME on PGA R-254 and MMM R-069 to HOLDM, then on BLD R-037 to AALAN, thence . . .

. . . from over AALAN on BLD R-037 to cross BLAID at 12000, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: After BLAID proceed direct BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is higher.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BLYTHE TRANSITION (BLH.BLH5): From over BLH VORTAC on BLH R-082 to SALOM, then on GBN R-285 and IWA R-256 to ARLIN. Thence . . . .

PHOENIX SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SALOM.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

SALOM

VERTICAL NAVIGATION
PLANNING INFORMATION

Turboprop expect 17000 vectors after SALOM.

BLYTHE
117.4 BLH Chan 121

10000 (44)

PHOENIX
ARIZONA

116.8 BZA Chan 115

NOTE: BLYTHE ARRIVAL for aircraft FL 230 or below. NOTE: RADAR required

PHOENIX SKY HARBOR INTL

PHOENIX-SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SALOM.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

BLYTHE VERTICAL ARRIVAL

BLYTHE FIVE ARRIVAL

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL

PHOENIX-SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SALOM.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.

BLYTHE VERTICAL ARRIVAL

BLYTHE FIVE ARRIVAL

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL

PHOENIX-SKY HARBOR INTL: Rwys 7L/R or 8: From over ARLIN, expect vectors to final approach course; Rwys 25L/R or 26: From over ARLIN, on IWA R-256 to TUKEE. Expect vectors to final approach course prior to TUKEE.

SATELLITE AIRPORTS: Expect vectors after passing SALOM.

LOST COMMUNICATIONS: After ARLIN, on IWA R-256 and PXR R-143 to PXR VORTAC.
ARRIVAL ROUTE DESCRIPTION

EEEZY TRANSITION (EEEZY.BOEGY2)
SHAYM TRANSITION (SHAYM.BOEGY2)
TOADD TRANSITION (TOADD.BOEGY2)

From BOEGY on track 230° to cross PUTTT at 7000, then on track 240° to cross KGRDN at 6000, then on track 260°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

From BVL VORTAC via BVL R-078 to WAATS, thence expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications at WAATS, proceed direct TCH VORTAC. Maintain 13000' until TCH VORTAC.
ARRIVAL ROUTE DESCRIPTION

BIG PINEY TRANSITION (BPI.LHO5): From over BPI VOR/DME on BPI R-232 and LHO R-046 to LHO VOR/DME. Thence. . . .

DUBOIS TRANSITION (DBS.LHO5): From over DBS VORTAC on DBS R-154 to LAVAH, then on LHO R-353 to LHO VOR/DME. Thence. . . .

JACKSON TRANSITION (JAC.LHO5): From over JAC VOR/DME on JAC R-209 to ELKHO, then on JAC R-209 and MLD R-024 to LAVAH, then on LHO R-353 to LHO VOR/DME. Thence. . . .

ROCK SPRINGS TRANSITION (OCS.LHO5): From over OCS VOR/DME on OCS R-263 and LHO R-080 to LHO VOR/DME. Thence. . . .

LANDING NORTH:

. . . . from over LHO VOR/DME on LHO R-173 to cross CARTR at or above 14000 then on OGD R-353 to OGD VORTAC, then on OGD R-180 to cross DYANN at or above 11000. After DYANN fly heading 160° for vectors ILS or LOC RWY 34L or VISUAL RWY 34L approach.

LANDING SOUTH:

. . . . from over LHO VOR/DME on LHO R-173 to cross CARTR at or above 14000. After CARTR, fly heading 173° to intercept I-MOY localizer, proceed inbound. Expect ILS or LOC RWY 16L approach.

LOST COMMUNICATIONS

LANDING NORTH: In the event of lost communications, at DYANN proceed direct FFU VORTAC. Maintain 13000 until FFU VORTAC.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: All Transitions: For non-GPS equipped aircraft landing east:
TFD, BXK, and IWA DMEs must be operational.
NOTE: TENTS Transition: For non-GPS equipped aircraft landing west:
PXR and IWA DMEs must be operational.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
ARRIVAL ROUTE DESCRIPTION

From MAIER on track 156° to cross BRUSR at/above 13000 and at/below 17000 and at 250K.

LANDING RUNWAY 7L: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 115° to cross FOWLE at/above 4000. Expect ILS RWY 7L or RADAR vectors to final approach course.

LANDING RUNWAY 7R: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 119°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 8: From BRUSR on track 173° to cross BDWIL at/above 9000 and at/below 12000 and at 250K, then on track 178° to cross ENSEA at/above 8000 and at/below 10000 and at 230K, then on track 178° to cross FBALL at/above 7000 and at/below 10000 at 210K, then on track 178° to cross PGSKN at 6000 and at 210K, then on track 178° to TLMAN, then on track 108° to cross BALTE at or above 4000. Then on track 119°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25L, 25R, 26: From BRUSR on track 149° to cross ANNTI at/above 11000 and at/below 12000, then on track 149° to cross ZILUB at 9000 and at 250K, then on track 149° to cross BRIEZ at/above 8000 and at/below 9000 and at 230K, then on track 149° to cross KUCOO at 7000 and at 210K, then on track 079° to JURAZ, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: At FOWLE, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: At BALTE, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: At JAMIL, intercept and execute RWY 8 ILS approach, If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAYS 25L, 25R, 26: At JURAZ, turn right, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
WINSLOW Transition assigned by ATC
NOTE: File GALLUP or ZUNI Transitions only.
NOTE: Turbojet aircraft only.
WINNOW Transition assigned by ATC for hazardous weather avoidance only.
NOTE: RADAR required.
NOTE: DME required.

PHOENIX APP CON
128.65 353.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2
D-ATIS
127.575

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

PLANNING INFORMATION
VERTICAL NAVIGATION

Expect FL360
NOTE: DME required.
NOTE: RADAR required.
for hazardous weather avoidance only.
ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR3): From over GUP VORTAC on GUP R-213 to SLIDR then on ZUN R-232 to PAYSO, then on PXR R-034 to BUNTR. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR3): From over INW VORTAC on INW R-180 to EAGUL, then on PXR R-034 to BUNTR. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR3): From over ZUN VORTAC via ZUN R-232 to PAYSO, then via PXR R-034 to BUNTR. Thence. . . .

. . . . From BUNTR, fly heading 225°. Expect vectors to final approach course.

LOST COMMUNICATIONS: After BUNTR proceed direct PXR VORTAC.
NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

NOTE: Turbojet aircraft only.

SW-4, 30 NOV 2023 to 25 JAN 2024
ARRIVAL ROUTE DESCRIPTION

From CHOWW on track 221° to WOLPH.

LANDING RUNWAY 1L: From WOLPH on track 209° to cross PACKK at or above 17000, then on track 209° to cross BEEPR at or above 15000, then on track 209° to cross RFUSE at or above 12000, then on track 209° to cross DNZIG at or above 11000, then on track 209° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 306° to cross TRREY at or above 7000 and at 210K. Expect ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: From WOLPH on track 209° to cross PACKK at or above 17000, then on track 209° to cross BEEPR at or above 15000, then on track 209° to cross RFUSE at or above 12000, then on track 209° to cross DNZIG at or above 11000, then on track 209° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 319° to cross BUHLL at 7000 and at 210K, then on track 334°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WOLPH on track 241° to cross SACHL between 10000 and 13000, then on track 240° to cross FELAA between 8500 and 11000, then on track 240° to cross FOOOF between 7000 and 8000 and at 220K, then on track 240° to cross NNEON, then on track 263° to cross PPENN at 6000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 26L: From WOLPH on track 220° to cross TATUU between 9500 and 10500, then on track 220° to cross KROZ at or below 9000, then on track 220° to cross PRINO at 8000 and at 210K. Expect ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: From WOLPH on track 220° to cross TATUU between 9500 and 10500, then on track 220° to cross KROZ at or below 9000, then on track 221° to cross FLYES at 8000 and at 210K. Expect ILS or LOC RWY 26R approach.

LOST COMMUNICATIONS

LANDING RUNWAY 1L: At TRREY execute ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: At BUHLL execute RNAV (GPS) RWY 1R approach.

LANDING RUNWAY 19L: At PPENN execute RNAV (RNP) RWY 19L approach, if unable, proceed visually via last track to intercept the final approach course; if unable, maintain 7000 proceed direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26L: At PRINO execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: At FLYES execute ILS or LOC RWY 26R approach.
NOTE: Jet aircraft only.

(CONTINUED ON FOLLOWING PAGE)

FLCHR TRANSITION (FLCHR.COKTL3)
GIINN TRANSITION (GIINN.COKTL3)
TQILA TRANSITION (TQILA.COKTL3)

NOTE: Chart not to scale.

See following page for Arrival Routes
NOTE: Jet aircraft only.
ARRIVAL ROUTE DESCRIPTION

From COKTL on track 117° to cross ZLLDA at or above 14000.

LANDING RUNWAYS 1L/R: From ZLLDA on track 151° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect ILS or LOC RWY 1L or RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From ZLLDA on track 151° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From ZLLDA on track 100° to cross DEEON at or above 12000, then on track 100° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFIL, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
LANDING RUNWAY 1L: At ROAMN execute ILS or LOC RWY 1L approach.
LANDING RUNWAY 8R: at YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.
LANDING RUNWAY 26L: At BERBN execute ILS or LOC RWY 26L approach.
LANDING RUNWAY 26R: At BERBN execute ILS or LOC RWY 26R approach.
NOTE: Chart not to scale.

COYOT FIVE ARRIVAL

BOULDER CITY
116.7 BLD
Chan 114

GOFFS
114.4 GFS
Chan 91

HECTOR
112.7 HEC
Chan 74

PEACH SPRINGS
112.0 PGS
Chan 57

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect FL290

DRITRA
114.1 DRK
Chan 88

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect FL290

NOTE: RADAR required.
NOTE: DME required.

CONTINUED ON FOLLOWING PAGE
ARRIVAL ROUTE DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT5): From over BLD VORTAC on BLD R-108 and DRK R-290 to DRK VORTAC, then on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

DRAKE TRANSITION (DRK.COYOT5): From over DRK VORTAC on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

HECTOR TRANSITION (HEC.COYOT5): From over HEC VORTAC on HEC R-057 and GFS R-238 to GFS VORTAC, then on GFS R-054 and PGS R-235 to PRFUM, then on BLD R-108 and DRK R-290 to DRK VORTAC, then on DRK R-127 and PXR R-336 to COYOT. Thence. . . .

. . . . From COYOT on PXR R-336 to BRUSR, then on PXR R-336 to MAHEM, then on PXR R-336 to PXR VORTAC. After BRUSR expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
After DRK VORTAC proceed direct MAIER, then direct PXR VORTAC.
**ARRIVAL ROUTE DESCRIPTION**

**DAGGETT TRANSITION (DAG.CRESO5):** From over DAG VORTAC on DAG R-047 and BLD R-213 to CRESO, thence. . . .

**HECTOR TRANSITION (HEC.CRESO5):** From over HEC VORTAC on HEC R-032 and BLD R-213 to CRESO, thence. . . .

. . . .From over CRESO on BLD R-213 to cross BLD VORTAC at or above 7300. Runways 1, 8, and 19 expect RADAR vectors to final approach course. From BLD VORTAC expect ILS approach Runway 26L/R.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.DELTA6)

MILFORD TRANSITION (MLF.DELTA6)

LANDING RUNWAYS 16L/R, 17: From DTA VORTAC on track 003° to JAMMN, then on track 004° to cross DRAPR at 14000, then on track 004° to cross SPIEK at 13000, then on track 004° to cross HEIRY at 12000, then on track 352° to cross PITTT at 11000, then as depicted to RROYY, then on heading 344°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
At RROYY, turn right direct OGD VORTAC and hold. Maintain 11000.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

GILA BEND TRANSITION (GBN.DINGO6): From over GBN VORTAC on GBN R-082 and TFD R-264 to TFD VORTAC, then on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . . .

PHOENIX TRANSITION (PXR.DINGO6): From over PXR VORTAC on PXR R-163 and TFD R-343 to TFD VORTAC, then on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . . .

STANFIELD TRANSITION (TFD.DINGO6): From over TFD VORTAC on TFD R-133 to BASER, then on TUS R-295 to DINGO. Thence. . . .

LANDING RUNWAY 12: From DINGO on TUS R-295 to cross MAVVA at or above 8000, then on heading 078°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 30: From DINGO on TUS R-295 to cross MAVVA at or above 8000. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
DSERT TWO ARRIVAL (RNAV)

PHOENIX, ARIZONA

NOTE: Chart not to scale.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

FLAGSTAFF TRANSITION (FLG.DSERT2)  
KIDDR TRANSITION (KIDDR.DSERT2)  
LIAYY TRANSITION (LIAYY.DSERT2)  
WINISLOW TRANSITION (WINW.DSERT2)

From DSERT on track 182° to SHOCK, then on track 182° to BUSTD.

LANDING AT KDVT/KSDL/KGEU/KFFZ/KCHD/KGYR/KPHX:  
From BUSTD on track 182° to YOLOW, then on track 188° to CACTY then on track 179°. Expect RADAR vectors.

LANDING AT KIWA: From BUSTD on track 133° to BAYTA, then on track 201° to AEJAY, then on track 168° to TYLIK, then on track 168°. Expect RADAR vectors.
NOTE: GALLUP and ZUNI TRANSITIONS: For non-GPS equipped aircraft INW DME must be operational.

NOTE: LANDING EAST: For non-GPS equipped aircraft PXR and IWA DMEs must be operational.

NOTE: File GALLUP or ZUNI TRANSITIONS only. WINSLOW TRANSITION assigned by ATC for hazardous weather avoidance only.

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

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.EAGUL6)
WINNSLOW TRANSITION (INW.EAGUL6)
ZUNI TRANSITION (ZUN.EAGUL6)
PHOENIX APP CON
128.65 353.9
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)
GND CON
119.75 269.2 (North)
132.55 269.2 (South)
D-ATIS
127.575

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: LANDING EAST: For non-GPS equipped aircraft PXR and IWA DMEs must be operational.

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From EAGUL on track 215° to cross HOMRR at or below 17000 at 250K.

LANDING RUNWAYS 7L, 7R, 8: From HOMRR on track 226° to cross BOHTX at/above 13000 and at/below 14000, then on track 226° to cross GEENO at/above 11000 and at/below 12000 and at 230K, then on track 226° to cross QUENY at 10000 and at 210K, then on track 226° to cross HINEY at 7000 and at 210K, then on track 258° to cross OBASL at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25L: From HOMRR on track 204° to cross VNNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 and at 210K, then on track 219° to cross GIPSE at/above 4000. Expect ILS or LOC RWY 25L approach or RADAR vectors to final approach course.

LANDING RUNWAY 25R: From HOMRR on track 204° to cross VNNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 and at 210K, then on track 220° to cross ZAMEX at/above 4000. Expect RNAV (GPS) Y RWY 25R approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From HOMRR on track 204° to cross VNNOM at/above 9400, then on track 204° to cross ESDEE at/above 8100 and at/below 10000 and at 210K, then on track 203° to cross BASSL at/above 6000, then on track 203° to cross DERVL at/above 4500 and at/below 5500 and at 210K, then on track 228° to cross JAGAL at/above 4000. Expect ILS or LOC RWY 26 approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: After OBASL turn left, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: After OBASL turn left, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: After OBASL turn left, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25L: At GIPSE, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25R: At ZAMEX, intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 26: At JAGAL, intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
CAUTION: Intense glider activity to FL180.

ARRIVAL ROUTE DESCRIPTION

From HARTT on track 153° to JAGOM, then on track 153° to EELZA, then on track 139° to cross BEETH at or above 16000, then on track 166° to cross HIWAA at or above 12000, then on track 163° to cross BACRT at or above 11000, then on track 163° to cross FMG VORTAC at 10000, then on heading 167°. Expect assigned instrument approach for Rwys 35L/R or RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

From FLCHR on track 131° to OPNOW, then on track 094° to GEOOF, then on track 081° to cross KEEKE at or above 10500 and at or below 250K, then on track 101° to cross ECAKO at 9000 and at or below 230K, then on track 117°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

FUULL TRANSITION (FUULL.GAMES2)

LANDING KHND/KLAS: From QWIST on track 114° to GAMES, then on track 148° to TOROO, then on track 116° to RATHH, then on track 078° to cross PIGOW at 8300, then on track 075°. Expect RADAR vectors to final approach course.

NOTE: Landing KLAS restricted to prop aircraft only.

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

ARIVAL ROUTE DESCRIPTION

From HARTT on track 153° to JAGOM, then on track 153° to cross EELZA at or above 13000 and at 250K, then on track 167° to cross LIBGE at 12000 and at 230K, then on heading 167°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

At LIBGE, proceed inbound via Rwy 17R ILS approach. If unable, direct FMG VORTAC and hold.

CAUTION: Intense glider activity to FL180.
ARRIVAL ROUTE DESCRIPTION

WINSLOW TRANSITION (INW,HUUTY1)
ZUNI TRANSITION (ZUN.HUUTY1)

From HUUTY on track 196° to CHEKR. Cross CHEKR between 12000 and 14000 and at 270 KTS. From CHEKR via 219° track to ROSEE, cross ROSEE between 10000 and 11000 and at 250 KTS, from ROSEE via 221° track to CNYON, cross CNYON at 9000, from CNYON via 222° track to BAYTA, cross BAYTA at 8000, from BAYTA via 200° track to AEJAY, cross AEJAY at 7000 and at 210 KTS, from AEJAY via 167° track to TYLIK, cross TYLIK at 5500, then on 167° heading. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS:
After AEJAY on track 215° direct IWA VORTAC. Hold NE, LT, 215° inbound, maintain 7000.

NOTE: Turbojet aircraft only.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: SALOM TRANSITION for aircraft FL230 and below.

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

NARRATIVE ON FOLLOWING PAGE

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From HYDRR on track 076° track to cross GEELA at/above 11000 and at/below 17000 at 250K.

**LANDING RUNWAY 7L:** From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 076° to cross FOWLE at/above 4000. Expect ILS RWY 7L approach or RADAR vectors to final approach course.

**LANDING RUNWAY 7R:** From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 078° to cross BALTE at/above 4000. Expect ILS RWY 7R approach or RADAR vectors to final approach course.

**LANDING RUNWAY 8:** From GEELA on track 054° to cross PUNNT at/above 10000 and at/below 12000 and at 230K, then on track 054° to cross TEICH at/above 8000 and at/below 9000 and at 210K, then on track 055° to cross TESLE at 7000, then on track 078° to cross FALGO at 6000 and at 210K, then on track 078° to cross CAGOR at/above 5000, then on track 066° to cross JAMIL at/above 4000. Expect ILS RWY 8 approach or RADAR vectors to final approach course.

**LANDING RUNWAYS 25L, 25R, 26:** From GEELA on track 072° to cross AGGLA at/above 11000 and at/below 14000 and at 250K, then on track 072° to cross CHAVO at 9000 and at 210K, then on track 079° to cross LEMOE at 7000 at 210K, then on track 079°. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS**

**LANDING RUNWAY 7L:** At FOWLE intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

**LANDING RUNWAY 7R:** At BALTE intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

**LANDING RUNWAY 8:** At JAMIL intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

**LANDING RUNWAY 25L:** At LEMOE turn left, intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

**LANDING RUNWAY 25R:** At LEMOE turn left, intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

**LANDING RUNWAY 26:** At LEMOE, turn left, intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.ISHEE2): From over DRK VORTAC on DRK R-281 and IGM R-100 to IGM VOR/DME, then on IGM R-325 to PEHTY, thence. . . .

PEACH SPRINGS TRANSITION (PGS.ISHEE2): From over PGS VOR/DME on PGS R-270 to PEHTY, thence. . . .

. . . from over PEHTY on BLD R-097 to BLD VORTAC, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: After ISHEE proceed direct BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is higher.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.
NOTE: After CHHIP, fly heading 343° for vectors to ILS or LOC RWY 16R or VISUAL RWY 16R approach.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.JAMMN5): From over BCE VORTAC via BCE R-339 and DTA R-158 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

MILFORD TRANSITION (MLF.JAMMN5): From over MLF VORTAC via MLF R-007 and DTA R-187 to DTA VORTAC. Then via DTA R-358 to JAMMN. Thence. . . .

. . . .From JAMMN on TCH VORTAC R-179 to CHHIP, then fly heading 343° for vectors to ILS or LOC RWY 16R or VISUAL Rwy 16R approach.

LOST COMMUNICATIONS
In the event of lost communications, at CHHIP proceed direct OGD VORTAC. Maintain 11000 until OGD VORTAC.
ARRIVAL ROUTE DESCRIPTION

BYRDY TRANSITION (BYRDY.JAYSN2)

From JAYSN on track 098° to WAPID.

LANDING RUNWAYS 1L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 166° to cross PAIRR at or above 14200, then on track 166° to cross MEZKL at or below 12000, then on track 151° to LOOMI, then on track 118° to cross ZINPI between 10000 and 11000, then on track 081° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R: From WAPID on track 081° to cross KEEKE at or above 12000, then on track 104° to ECAKO, then on track 118° to cross DRXLR at or above 10000, then on track 118° to cross MYSHL at or above 8700, then on track 118° to cross CUEVS at or above 6100, then on track 118° to cross KORYN at 4800, then on track 118°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 26L/R: From WAPID on track 139° to cross PESHY at or above 15000 and at 250K, then on track 139° to cross NEEMA at or above 14200, then on track 115° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFL, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and execute ILS or LOC RWY 26L approach.
ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE3): From over GUP VORTAC on GUP R-222 and ZUN R-242 to JESSE. Thence. . . .

WINSLOW TRANSITION (INW.JESSE3): From over INW VORTAC on INW R-180 to JESSE. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE3): From over ZUN VORTAC on ZUN R-242 to JESSE. Thence. . . .

From over JESSE on INW R-180 to GUMMO, then on INW R-180 to EAGUL, then on PXR R-034 to DBACK, then on PXR R-034 to HOMRR, then on PXR R-034 to BUNTR, after BUNTR fly heading 225°, expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

After BUNTR, proceed direct to PXR VORTAC.
ARRIVAL ROUTE DESCRIPTION

DAGGETT TRANSITION (DAG.LARKK1): From over DAG VORTAC on DAG R-032 to RNDRZ, thence. . . .

TWENTYNINE PALMS TRANSITION (TNP.LARKK1): From over TNP VORTAC on TNP R-028 and GFS R-185 to GFS VORTAC, then on GFS R-300 to RNDRZ, thence. . . .

. . . . from over RNDRZ on LAS R-209 to cross LARKK at 12500, then depart LARKK heading 350° for vectors to final approach.

LOST COMMUNICATIONS: Proceed to BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is greater.
LEEHY FIVE ARRIVAL (RNAV)  

LEEHY FIVE ARRIVAL (RNAV)  

FROM SPANE ON TRACK 285° TO LEEHY, THENCE VIA RUNWAY TRANSITION.

LANDING RUNWAYS 16L/R AND 17: FROM LEEHY ON TRACK 285° TO FFU VORTAC, THEN ON TRACK 319° TO DRYVE, THEN AS DEPICTED TO RROYY, THEN ON 344° HEADING.

LOSS COMMUNICATIONS
LANDING NORTH: AT PLAGE, TURN LEFT DIRECT FFU VORTAC AND HOLD. MAINTAIN 11000.
LANDING SOUTH: AT RROYY, TURN RIGHT DIRECT OGD VORTAC AND HOLD. MAINTAIN 11000.

NOTE: EKR TRANSITION LANDING NORTH: FOR NON-GPS EQUIPPED AIRCRAFT PUC AND DTA DMEs MUST BE OPERATIONAL.
NOTE: HELPR TRANSITION LANDING NORTH: FOR NON-GPS EQUIPPED AIRCRAFT FFU DME MUST BE OPERATIONAL.
NOTE: RADAR REQUIRED.
NOTE: RNAV 1.
NOTE: DME/DME/IRU OR GPS REQUIRED.
NOTE: TURBOJET AIRCRAFT ONLY.

LANDING NORTH RUNWAYS 34L/R AND 35: FROM LEEHY ON TRACK 303° TO BLUPE, THEN ON TRACK 311° TO KAMMP, THEN ON TRACK 344° TO PLAGE, THEN ON 344° HEADING.

LOSS COMMUNICATIONS
LANDING NORTH RUNWAYS 34L/R AND 35: FROM LEEHY ON TRACK 303° TO BLUPE, THEN ON TRACK 311° TO KAMMP, THEN ON TRACK 344° TO PLAGE, THEN ON 344° HEADING.

NOTE: Chart not to scale.
NOTE: Military only.
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect to cross LENNI at FL220.
Expect one turn in holding at LENNI.
En-route descent DRAKE Transition only.

ARRIVAL ROUTE DESCRIPTION

BUCKEYE Transition (BXK.LENNI4): From over BXK VORTAC on BXK R-010 to LENNI. Thence . . . .

DRAKE Transition (DRK.LENNI4): From over DRK VORTAC on DRK R-168 and BXK R-010 to LENNI. Thence . . . .

PHOENIX Transition (PXR.LENNI4): From over PXR VORTAC on PXR R-296 to LENNI. Thence . . . .

. . . . expect one turn in holding at LENNI followed by HI-TACAN, HI-ILS or LOC/DME to Luke AFB.
ARRIVAL ROUTE DESCRIPTION

From MYBAD on track 226° to WHATZ, then on track 226° to WADOL, then on track 230° to UUPPP, then on track 230° to cross HOSME at or above 13000 and at 250K, then on track 225° to cross WINRZ at 11000 and at 230K, then on heading 223°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.

LOST COMMUNICATIONS

At WINRZ, proceed inbound via Rwy 17R ILS approach. If unable, direct to FMG VORTAC and hold.
**ARRIVAL ROUTE DESCRIPTION**

**DUBOIS TRANSITION (DBS.NORDK6)**

**JACKSON TRANSITION (JAC.NORDK6)**

**MUDDY MOUNTAIN TRANSITION (DDY.NORDK6)**

**ROCK SPRINGS TRANSITION (OCS.NORDK6)**

From LHO VOR/DME on track 176° to CARTR, then on track 176° to NORDK, thence . . .

. . . **LANDING RUNWAYS 16L/R and 17:** From NORDK on track 164° to WEBER, then on 164° heading. Rwy 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. Rwy 16R and 17 expect RADAR vectors to final approach course.

. . . **LANDING RUNWAYS 34L/R and 35:** From NORDK on track 178° to SETTT, thence as depicted to CEEDR, then on 164° heading. Expect RADAR vectors to final approach course.

**LOST COMMUNICATIONS**

**LANDING SOUTH:** At WEBER, turn right direct to OGD VORTAC and hold, maintain 12000.

**LANDING NORTH:** At CEEDR, turn left direct to FFU VORTAC and hold, maintain 11000.
ARRIVAL ROUTE DESCRIPTION

Guile Transition (Guile.NTND01)

Misen Transition (Misen.NTND01)

TwentyNine Palms Transition (TNP.NTND01)

Landing KHND/KVGT: From KONNG on track 328° to cross KEEKO at or above 7200, then on track 328° to cross NTND0 at 7000, then on track 304°. Expect RADAR vectors to final approach course.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU/ or GPS required.
NOTE: TNP transition: for non-GPS equipped aircraft IPL and TNP DMEs must be operational.

NOTE: Chart not to scale.
CAUTION: Intense glider activity to FL180.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From ORRCA on track 032° to cross HOBOA at/above 16000, then on track 030°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.

CAUTION: Intense glider activity to FL180.
PHOENIX APP CON
124.1 256.9

PHOENIX TOWER
118.7 278.8 (Rwy B-26)
120.9 254.3 (Rwys 7R-25L, 7L-25R)

GND CON
119.75 269.2 (North)
132.55 269.2 (South)

D-ATIS
127.575

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

Z53

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

[CONTINUED ON FOLLOWING PAGE]
NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From PINNG on track 292° to cross BRDEY at/above 13000 and at 250K.

LANDING RUNWAYS 7L, 7R, 8: From BRDEY on track 296° to cross WIGWM at/above 12000 and at/below 14000 and at 250K, then on track 296° to cross DDUKE at/above 10000 and at/below 12000, then on track 296° to cross RVANN at/above 8000 and at/below 9000 and at 230K, then on track 296° to cross LGACY at 7000 and at 210K, then on track 283° to VISTL, then on track 258° to cross NEELE at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 25L: From BRDEY on track 326° to cross PAAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 282° track to cross GIPSE at/above 4000. Expect ILS or LOC RWY 25L approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From BRDEY on track 326° to cross PAAAAR at/above 10000 and at/below 12000 and at 230K, then on track 325° to cross PUKRE at/above 8000 and at/below 9000 and at 210K, then on track 322° to cross FINAP at/above 5000 and at/below 6000, then on track 292° to cross JAGAL at/above 8000 and at/above 12000, then on track 296° to cross RVANN at/above 8000 and at/above 14000 and at 250K, then on track 296° to cross DDUKE at/above 10000 and at/below 12000, then on track 296° to cross LGACY at 7000 and at 210K, then on track 283° to VISTL, then on track 258° to cross NEELE at 7000 and at 210K, then on track 258°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 7L: At NEELE turn right, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: At NEELE turn right, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: At NEELE turn right, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25L: At GIPSE intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25R: At ZAMEX intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 26: At JAGAL intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LOST COMMUNICATIONS

LANDING RUNWAY 7L: At NEELE turn right, intercept and execute RWY 7L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 7R: At NEELE turn right, intercept and execute RWY 7R ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 8: At NEELE turn right, intercept and execute RWY 8 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25L: At GIPSE intercept and execute RWY 25L ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 25R: At ZAMEX intercept and execute RWY 25R RNAV (GPS) approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.

LANDING RUNWAY 26: At JAGAL intercept and execute RWY 26 ILS approach. If unable, proceed direct PXR VORTAC and hold, maintain 9000.
ARRIVAL ROUTE DESCRIPTION

BEATTY TRANSITION (BTY.PUMLE1): From over BTY VORTAC on BTY R-113 to PUMLE, thence . . .

. . . . From PUMLE on BTY R-113 to cross FABLE at or above 13000, then on BLD R-258 to cross ENNVY at or above 11000, then to BLD VORTAC and cross at 8000. Thence . . .

LANDING KLAS: From over BLD VORTAC expect RADAR vectors for all runways.

LANDING KHND: From over ENNVY expect RADAR vectors to airport.

LOST COMMUNICATIONS: After ENNVY proceed direct BLD VORTAC and hold. Maintain 8000 or last assigned altitude whichever is greater.
ARRIVAL ROUTE DESCRIPTION

BRYCE CANYON TRANSITION (BCE.QWENN5)
MILFORD TRANSITION (MLF.QWENN5)

LANDING NORTH RUNWAYS 34R/L and 35: From QWENN on track 001° to FFU VORTAC, then as depicted to PLAGE, then on 344° heading. Rwy 34R intercept I-SLC localizer. Proceed inbound, expect ILS/Visual approach. Rwys 34L and 35 expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
At PLAGE, turn left direct to FFU VORTAC and hold. Maintain 11000.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: BRYCE CANYON TRANSITION:
For non-GPS equipped aircraft FFU and PVU DMEs must be operational.
NOTE: MILFORD TRANSITION:
For non-GPS equipped aircraft BVL and PVU DMEs must be operational.

NOTE: Chart not to scale.
NOTE:
See following page for arrival routes.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From PEHTY on track 288° to RKSTR.

LANDING RUNWAY 1L: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 306° to cross TRREY at or above 7000 and at 210K. Expect ILS or LOC RWY 1L approach.

LANDING RUNWAY 1R: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 319° to cross BUHLL at 7000 and at 210K. Expect RNAV (GPS) RWY 1R approach.

LANDING RUNWAYS 8L/R: From RKSTR on track 252° to cross LEEEW at or above 14000 and at 250K, then on track 251° to cross JAIDE between 10000 and 13000, then on track 259° to cross MAHNA at or above 9000, then on track 259° to cross TUUTH between 8000 and 10000 and at 220K, then on track 299° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 19L/R: From RKSTR on track 347° to cross GROLL at or below 11000, then on track 347° to cross FEREL at or above 10000 and at 250K, then on track 306° to cross JOVII at 10000, then on track 262° to cross FELAA between 8500 and 11000, then on track 240° to cross FOOOF between 7000 and 8000 and at 220K, then on track 240° to NNEON, then on track 263° to cross PPENN at 6000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 26L: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 290° to cross PRINO at 8000 and at 210K. Expect ILS or LOC RWY 26L approach.

LANDING RUNWAY 26R: From RKSTR on track 297° to cross HUXLY between 10000 and 13000 and at 250K, then on track 296° to cross HAYLN at or below 9000, then on track 292° to cross FLYES at 8000 and at 210K. Expect ILS or LOC RWY 26R approach.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.

LANDING RUNWAY 19L: At PPENN execute RNAV (RNP) RWY 19L approach, if unable, proceed via last track to intercept the final approach course; if unable, maintain 7000 proceed direct LAS VORTAC then direct BLD VORTAC and execute ILS or LOC RWY 26L approach.
NOTE:  Chart not to scale.

NOTE:  Jet aircraft only.
NOTE:  NEEDLES Transition: do not file- assigned by ATC.

CONTINUED ON FOLLOWING PAGE

MISEN TRANSITION (MISEN.RNDRZ2)
NEEDLES TRANSITION (EED.RNDRZ2)
TWENTYNINE PALMS TRANSITION (TNP.RNDRZ2)
RNDRZ TWO ARRIVAL (RNAV) Arrival Routes

LAS VEGAS APP CON 125.025 379.15
D-ATIS 132.4
LAS VEGAS TOWER 118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys 8L/26R, 8R/26L)

NOTE: Chart not to scale.

SW-4, 30 NOV 2023 to 25 JAN 2024
ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 1L/R: From RNDRZ on track 048° to cross RULMY between 10000 and 13000, then on track 048° to cross BAUMM between 8600 and 11000, then on track 030° to cross ROAMN at 8000 and at 210K, then on track 030°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 8L/R: From RNDRZ on track 048° to cross RULMY between 10000 and 13000, then on track 048° to cross BAUMM between 8600 and 11000, then on track 006° to cross YAGGR at 8000 and at 210K, then on track 005°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/R, 26L/R: From RNDRZ on track 037° to GRMMA, then on track 019° to cross BUETY at or above 12500, then on track 019° to cross ENNVY at or above 11000, then on track 083° to cross REDQN at or above 9000 and at 210K, then on track 083° to TWAFL, then on track 079° to cross BERBN at 8000 and at 210K, then on track 079°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING RUNWAY 8R: At YAGGR execute RNAV (RNP) RWY 8R approach, if unable, proceed visually to intercept the final approach course; if unable, maintain 8000 proceed to LAS VORTAC then maintain 7000 proceed to BLD VORTAC and execute ILS or LOC RWY 26L approach.
ARRIVAL ROUTE DESCRIPTION

RUNWAYS 17L/R: From over MVA VORTAC on MVA R-283 to YERIN, thence on FMG R-119 to FMG VORTAC. Expect RADAR vectors to Runways 17L/R.

CAUTION: Intense glider activity to FL180.

NOTE: Runways 17L/R only.

NOTE: RADAR required.

NOTE: Chart not to scale.
CAUTION: Intense glider activity to FL180.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

KENNO TRANSITION (KENNO.SCOLA1)
MINA TRANSITION (MVA.SCOLA1)

From SCOLA on track 303° to cross TEXSS at or above 17000, then on track 303° to cross HLDMM at or above 16000 and at below 280K, then on track 303° to cross CHIME between 12000 and 13000 and at 250K, then on track 311° to cross KLOCK at 10000 and at 210K, then on heading 333°. Expect assigned instrument approach for Rwys 17L/R or RADAR vectors to final approach course.

SCOLA ONE ARRIVAL (RNAV)
(SCOLA.SCOLA1) 03NOV22
ARRIVAL ROUTE DESCRIPTION

BURLEY TRANSITION (BYI.SKEES5)

From BEARR on track 134° to SKEES.

LANDING NORTH (RUNWAYS 34L/R and 35):
From SKEES on track 141° to HUUPR, thence as depicted to CEEDR, then on heading 164°.
Expect RADAR vectors to final approach course.

LANDING SOUTH (RUNWAYS 16L/R and 17):
From SKEES on track 121° to BOOOT, thence as depicted to IRRON, then on heading 164°. Rwys 16L intercept I-MOY localizer. Proceed inbound, expect ILS/Visual approach. Rwys 16R and 17 expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING SOUTH: At IRRON, turn right direct to OGD VORTAC and hold. Maintain 11000.
LANDING NORTH: At CEEDR, turn left direct to FFU VORTAC and hold. Maintain 11000.
ARRIVAL ROUTE DESCRIPTION

HELPR TRANSITION (HELPR.SPANE7): From over HELPR via FFU R-100, then via MU U-078 to 71000, then via CHCHIP on FFU R-100 to BOAGY, then to DRYVE VORTAC, then via MTU R-078 to MTU VOR/DME, then via MTU R-258 to SPANE, then via SPANE SEVEN ARRIVAL

MEKKER TRANSITION (EKRP.SPANE7): From over EKR VOR/DME via EKR R-258 to RACER, then via FFU R-258 and MTU R-078 to MTU VOR/DME, then via MTU R-255 to SPANE, then via SPANE SEVEN ARRIVAL

LANDING NORTH: Expect ILS RWY 34R approach. After CHCHIP, fly heading 345° for vectors to ILS or Visual RWY 16R approach. Maintain 12000 until OGD VORTAC.

LANDING SOUTH: In the event of lost communications, at CHCHIP VORTAC proceed direct OGD VORTAC.

NOTE: DME required.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SAN SIMON TRANSITION (SSO.SUNSS8): From over SSO VORTAC on SSO R-273 and TFD R-093 to TELGE, then on PXR R-120 to BAYBI. Thence. . . .

TUCSON TRANSITION (TUS.SUNSS8): From over TUS VORTAC on TUS R-335 to BAYBI. Thence. . . .

...from BAYBI on PXR R-120 to SQUEZ and SUNSS. Depart SUNSS on heading 290° for RADAR vectors to final approach course.

LOST COMMUNICATIONS: After SUNSS, proceed direct PXR VORTAC.

NOTE: Radar required.
NOTE: DME required
NOTE: Landing PHX Sky Harbor Intl, turboprop only.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

KENNO TRANSITION (KENNO.TARVR1)
MINA TRANSITION (MVA.TARVR1)
ORRCA TRANSITION (ORRCA.TARVR1)
SLEAT TRANSITION (SLEAT.TARVR1)

From TARVR, then on heading 347°, expect assigned instrument approach for Rwys 35L/R or RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From BVL VORTAC on track 079° to KNOLE, then on track 080° to WAATS.

LANDING NORTH RUNWAYS 34L/R and 35: From WAATS on track 067° to RAACE, thence as depicted to CEEDR, then on heading 164°. Expect RADAR vectors to final approach course.

LANDING SOUTH RUNWAYS 16L/R and 17: From WAATS on track 081° to DUGGY, thence as depicted to RROYY, then on heading 344°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING NORTH: At CEEDR, turn left direct to FFU VORTAC and hold. Maintain 12000.

LANDING SOUTH: At RROYY, turn right direct to OGD VORTAC and hold. Maintain 12000.
ARRIVAL ROUTE DESCRIPTION

From MYBAD on track 226° to WHATZ, then on track 226° to WADOL, then on track 213° to cross MYYAA at or above 16000, then on track 223° to cross SALLI at or above 11000, then on track 191° to cross FMG VORTAC at 10000, then on heading 167°. Expect assigned instrument approach Rwys 35L/R or RADAR vectors to final approach course.

CAUTION: Intense glider activity to FL180.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

SSKEE TRANSITION (SSKEE.WYLND1)
TOADD TRANSITION (TOADD.WYLND1)

From BOEGY on track 269° to WYLND, then on track 266° to cross LNDIN at 9000, then on track 270°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: For non-GPS equipped aircraft, BLD, DRK, EED, FLG, GCN, IGM, PGA, PGS, and TBC DMEs must be operational.
EL PASO TRANSITION (ELP.ZONNA2)

NEWMAN TRANSITION (EWM.ZONNA2)

SAN SIMON TRANSITION (SSO.ZONNA2)

LANDING RUNWAY 12: From ZONNA on track 255° to cross SSAND at 14000 and at 280K, then on track 265° to cross VOTTO at or above 10000, then on track 265° to cross JEGEK at or above 9000, then on track 306° to cross OTUKE at 7000 and at 210K, then on track 306°. Expect RNAV (GPS) Z RWY 12 approach or RADAR vectors to final approach course.

LANDING RUNWAY 30: From ZONNA on track 246° to cross JOKIM at 12000 and at 250K, then on track 246°. Expect RNAV (GPS) Z RWY 30 approach or RADAR vectors to final approach course.
RNAV (GPS) RWY 4
BATTLE MOUNTAIN (BAM)

RNP APCH.

AWOS-3
119.45

SALT LAKE CITY CENTER
132.25 338.35

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at BAM VORTAC on V32 eastbound.

MISSED APPROACH: (Do not exceed 175K until DIYLA) Climb to 5500 then climbing left turn to 8900 direct DIYLA and hold, do not exceed 230K when continuing climb-in-hold to 8900.

SW-4, 30 NOV 2023 to 25 JAN 2024

BATTLE MOUNTAIN, NEVADA
AL-534 (FAA)

40°36'N-116°52'W

DIYLA
ELEV 4536
TDZE 4536

MIRL Rwys 4-22 and 13-31

SW-4, 30 NOV 2023 to 25 JAN 2024
MISSED APPROACH: Climb to 11900 direct OQSUL and track 251° to RAJKO and hold, continue climb-in-hold to 11900.

AWOS-3  119.45

SALT LAKE CITY CENTER  132.25  338.35

UNICOM 122.8 (CTAF)

Procedure NA for arrival on BAM VORTAC airway radials 040 CW 059.

Baro-VNAV NA.
RNAV (GPS)-A
BEAVER MUNI (U52)

AWOS-3FT 119.925
SALT LAKE CITY CENTER 125.575 379.275
CTAF 122.9


Procedure NA for arrivals at BERYL on V293 westbound.

7 NM Holding Pattern

Procedure NA for arrival on BCE VORTAC airway radials 225 CW-264.

Circling left turn to 9600 direct VOGUY and hold.

BEAVER MUNI (U52) 38°14'N-112°41'W

AWOS-3FT 119.925
SALT LAKE CITY CENTER 125.575 379.275
CTAF 122.9


Procedure NA for arrivals at BERYL on V293 westbound.

Procedure NA for arrival on BCE VORTAC airway radials 225 CW-264.

Circling left turn to 9600 direct VOGUY and hold.
Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 7600 direct LYNSY and hold, continue climb-in-hold to 7600.

Procedure NA for arrivals at BAMAA on V562 eastbound.
RNAV (GPS) RWY 35
BRIGHAM CITY RGNL (BMC)

When local altimeter setting not received, use Ogden altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ½ mile, increase LNAV Cat B visibility ¼ mile, and Cat C visibility ½ mile, increase Circling Cat B visibility ¼ mile, and Cat C visibility ½ mile.

DME/DME RNP-0.3 NA. VDP NA with Ogden altimeter setting. Rwy 35 helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals on OGD VORTAC airway radials 302 CW 068.

Amdt 2C  29MAR18

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
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<tr>
<td>LP MDA</td>
<td>4660-1</td>
<td>430 (500-1)</td>
<td>4660-1¼</td>
<td>430 (500-1¼)</td>
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<tr>
<td>LNAV MDA</td>
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<td>670 (700-1)</td>
<td>4900-1½</td>
<td>670 (700-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>4900-1</td>
<td>670 (700-1)</td>
<td>5020-2¼</td>
<td>790 (800-2¼)</td>
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</table>
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwy 17: Standard.
Rwy 35: Standard with minimum climb of 240' per NM to 6000 or 6200-5 for VCOA.

**TAKEOFF OBSTACLE NOTES**

Rwy 17: Pole, vehicle on road beginning 265' from DER, 559' right of centerline, up to 33' AGL/4259' MSL.
Pole 1063' from DER, 720' right of centerline, 36' AGL/4260' MSL.
Poles beginning 1494' from DER, 588' right of centerline, up to 50' AGL/4274' MSL.
Pole 2216' from DER, 1084' right of centerline, 82' AGL/4305' MSL.

Rwy 35: Pole 9' from DER, 29' right of centerline, 6' AGL/4231' MSL.

**NOTE:** Chart not to scale.

**TAKEOFF RUNWAY 17:** Climb on heading 167° to 4700, then direct OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

**TAKEOFF RUNWAY 35:** Climbing left turn on heading 207° and OGD R-336 to OGD VORTAC, continue climb in OGD VORTAC holding pattern to at or above MCA/MEA for route of flight.

**VCOA ALL RUNWAYS:** Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Brigham City Rgnl Airport southbound at or above 10300, then on OGD R-350 to OGD VORTAC before proceeding on course.
**RNAV (GPS) RWY 3**

**BRYCE CANYON (BCE)**

**Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Procedure NA at night.**

**MISSED APPROACH:** Climb to 13000 direct ETIKE and on track 358° to WEKPI and left turn on track 265° to HURTU and hold.

**ASOS**

<table>
<thead>
<tr>
<th>Location</th>
<th>Altitude</th>
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<tbody>
<tr>
<td>SALT LAKE CITY CENTER</td>
<td>133.6 269.25</td>
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**UNICOM**

<table>
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<tr>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at BCE VORTAC on V293 eastbound.**

**Notes:**
- **Category A**
  - LNAV MDA: 8440-1
  - 850 (900-1)
- **Category B**
  - LNAV MDA: 8440-1
  - 850 (900-1)
- **Category C**
  - LNAV MDA: 8440-2
  - 850 (900-2)
- **Category D**
  - NA

**Origin:** 07NOV19
RNAV (GPS) RWY 21
BRYCE CANYON (BCE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C or above 54°C. When local altimeter setting not received, procedure NA. Rwy 21 helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:** Climb to 12300 dircd OPAWO and on track 235° to CEXAT and hold.

**ASOS** 135.475
**SALT LAKE CITY CENTER** 133.6 269.25
**UNICOM** 122.8 (CTAF)

**Procedure NA for arrivals at OPAWO on V244 westbound.**

**Procedure NA for arrivals on BCE VORTAC airway radials 323 CW 105.**

**RG** 12300 OPAWO 235° (2) 11600

**WOBNO 3.1 NM to RW21**

**CEXAT** 7395 123° (2) 10700

**CUNYA** 8580 23° (2) 10700

**ZUGOV** 10700 23° (2) 12800

**HIKMU** 12800 23° (2) 10700

**BEYAB** 10800 23° (2) 11600

**Procedure NA for arrivals at AXGEX on V208 southbound.**

**OPAWO** 8 NM

**CEXAT and hold.**

**direct OPAWO and on track 235° to CEXAT and hold.**
NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 285' per NM to 12100.
Rwy 21: Standard with minimum climb of 310' per NM to 10500.

TAKEOFF OBSTACLE NOTES

Rwy 3: Vehicles on road beginning 135' from DER, 374' left of centerline, 15' AGL/7588' MSL.
Fence 38' from DER, 377' right of centerline, 8' AGL/7558' MSL.

Rwy 21: Fence 23' from DER, 375' left of centerline, 4' AGL/7593' MSL.
Fence 296' from DER, 530' right of centerline, 4' AGL/7601' MSL.
Vehicles on road beginning 49' from DER, 28' right of centerline, 15' AGL/7623' MSL.
Multiple poles beginning 867' from DER, 706' right of centerline, 39' AGL/7638' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 033° to 8100, then climb to 13300 direct YAYDO and left turn direct BCE VORTAC.

TAKEOFF RUNWAY 21: Climb heading 213° to intercept course 264° to BCE VORTAC and hold SW, RT, 045° inbound; continue climb-in-hold to MEA for route of flight.

. . . .before proceeding on course.
RNAV (GPS) RWY 34
LAUGHLIN/BULLHEAD INTL (IFP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Rwy 34 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.
DME/DME RNP-0.3 NA.
Circling Rwy 16 NA at night.

**ATIS**
119.825

**LOS ANGELES CENTER**
134.65 360.65

**BULLHEAD TOWER**
123.9 (CTAF)

**GND CON**
118.25

**AIRWAY RADIALS**
35°09'N-114°34'W

**APPROACH**
- **Minimums**
  - **LNAV only**
    - FRAC: 1352-2 645 (700-2½)
    - LNAV MDA: 1506-3 799 (800-3)
  - **RNAV**
    - GP: 3.00° TCH 52
    - LNAV/VNAV: 1740-3 1033 (1100-3)
  - **LPV**
    - DA: 1352-2 645 (700-2½)
  - **CIRCLING**
    - MIRL Rwy 16-34
    - MIRL Rwy 16: 3630
    - MIRL Rwy 34: 3650

**MISSED APPROACH**
- Climb to 7600 direct ZUMOD and on track 316° to CUTAD and hold, continue climb-in-hold to 7600.

**SOURCES**
- TWR 1.0%
- DOW 0.9%
- NUP 16
- 344°
- RNAV (GPS) RWY 34
- BULLHEAD CITY, ARIZONA
- SW-4, 30 NOV 2023 to 25 JAN 2024

**Amdt 3 02MAR17**

**AL-6967 (FAA)**

**SW-4, 30 NOV 2023 to 25 JAN 2024**
Rwy 34 helicopter visibility reduction below ¾ SM NA. DME required. Circling Rwy 16 NA at night.

VOR RWY 34
LAUGHLIN/BULLHEAD INTL (IFP)

ATIS
119.825

LOS ANGELES CENTER
134.65 360.65

BULLHEAD TOWER
123.9 (CTAF)

GND CON
118.25

MISSED APPROACH: Climbing right turn to 6000 on heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

- CATEGORY
- A
- B
- C
- D
- S-34
- 2840-1/4
- 2133 (2200-1/4)
- 2133 (2200-1/2)
- 2840-3
- 2133 (2200-3)
- CIRCLING
- 2840-1/4
- 2133 (2200-1/4)
- 2133 (2200-1/2)
- 2840-3
- 2133 (2200-3)

BULLHEAD CITY, ARIZONA
AL-6967 (FAA)

Amdt 2 02MAR17

LO STATION
0.9
6.1 NM
6 NM
10 NM

VOR RWY 34
LAUGHLIN/BULLHEAD INTL (IFP)

35°09'N-114°34'W

BULLHEAD TOWER
(CTAF)

REIL Rwys 16 and 34

REIL Rwys 16 and 34

MIRL Rwy 16-34

ATIS
BEPME
AGGID
BORYU
EED
335°

BULLHEAD TOWER
(CTAF)

123.9

SW-4, 30 Nov 2023 to 25 Jan 2024

LAUGHLIN/BULLHEAD INTL (IFP)

VOR RWY 34

BULLHEAD CITY, ARIZONA
AL-6967 (FAA)

Amdt 2 02MAR17

LO STATION
0.9
6.1 NM
6 NM
10 NM

VOR RWY 34
LAUGHLIN/BULLHEAD INTL (IFP)

35°09'N-114°34'W
RNAV (GPS) RWY 27
CARSON CITY (CXP)

CARSON CITY, NEVADA
AL-6515 (FAA) 22307

WAAS CH 87031
APP CRS 240°
W27A
Rwy Ldg
TDZE
Apt Elev
6101
4702
4705

category
A
B
C
D
LP MDA
5900-1/4
1198 (1200-1/4)
1198 (1200-1/4)
1198 (1200-1/4)
NA
LNAV MDA
6180-1/4
1478 (1500-1/4)
1478 (1500-1/4)
1478 (1500-1/4)
NA
CIRCLING
6180-1/2
1475 (1500-1/4)
1475 (1500-1/4)
1475 (1500-1/4)
NA

MISSED APPROACH: Climbing left turn to 13400 direct JUTBA and on track 162° to MARRI and hold, continue climb-in-hold to 13400.

Procedure NA for arrivals at CHIME on V494 northeast bound and on V105-564 northwest bound.

Final approach course offset 29.24°

WoKeV (IAF) Final approach course offset 29.24°

3.77°
TCH 41
7000

216°
6700

13400
JutBA

tr 162°
MARRI

VGSi and descent angles not coincident
(VGSi Angle 3.00/TCH 41)

DKiNE

229.55

0.7 NM
4.2 NM
5.6 NM

NA

39°12'N-119°44'W

SW-4, 30 NOV 2023 to 25 JAN 2024
**Procedure NA at night. When local altimeter setting not received, use Reno/Tahoe Intl altimeter setting and increase all MDA 540 feet. Circling NA north of Rwy 9-27.**

**MISSED APPROACH:** Climbing right turn to 13400 direct MARRI and hold, continue climb-in-hold to 13400.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tr>
<td>APP CRS</td>
<td>342°</td>
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<td>Rwy Idg</td>
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<tr>
<td>TDZE</td>
<td>N/A</td>
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<tr>
<td>Apt Elev</td>
<td>4705</td>
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**RNAV (GPS)-A**

**CARSON CITY (CXP)**
Circling NA north of Rwy 9-27.
Procedure NA at night.

MISSED APPROACH: Climbing left turn to 13400 direct JUTBA and on track 162° direct MARRI and hold, continue climb-in-hold to 13400.

AWOS-3PT 119.925  NORCAL APP CON 119.2 279.55  CLNC DEL 133.25  UNICOM 123.0 (CTAF)
JIMPA TWO DEPARTURE (OBSTACLE) (RNAV)

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 550’ per NM to 11400’.
Rwy 27: NA - Obstacles.

TAKEOFF OBSTACLE NOTES
Rwy 9: Powerlines beginning 630’ from DER, left and right of centerline, up to 75’ AGL/4754’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 089° to 5220, then climb to 15000 direct MOPNE and on track 164° to JIMPA and hold. Continue climb-in-hold to 15000 before proceeding on course.
CASA GRANDE, ARIZONA

ILS or LOC RWY 5
CASA GRANDE MUNI (CGZ)

LOC I-CGZ

<table>
<thead>
<tr>
<th>CAT</th>
<th>A</th>
<th>B</th>
<th>C</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 5</td>
<td>1708 1/2</td>
<td>250 (300-1/2)</td>
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<tr>
<td>S-LOC 5</td>
<td>1800 1/2</td>
<td>342 (400-1/2)</td>
<td>1800-5/6</td>
<td>342 (400-5/6)</td>
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<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>496 (500-1)</td>
<td>1960-1/2</td>
<td>496 (500-1/2)</td>
</tr>
</tbody>
</table>

DME required for LOC only.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

MISSED APPROACH: Climb to 2100 then climbing right turn to 5900 direct STANFIELD VORTAC and hold. Continue climb in hold to 5900.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 [CTAF] 7

EVEL 1464
TDZE 1458

I-CGZ 111.15
LOCALIZER 111.15
IF/IAF STANFIELD 114.8 TFD Chan 95

GS 3.00°
TCH 40

048° 2100
RS-LOC 5 Cat C/D visibility to 1 SM.

reception of I-CGZ and TFD DME required. For inop ALS, increase approach NA below 1650. DME from TFD VORTAC. Simultaneous Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 [CTAF] 7

EVEL 1464
TDZE 1458

I-CGZ 111.15
LOCALIZER 111.15
IF/IAF STANFIELD 114.8 TFD Chan 95

GS 3.00°
TCH 40

048° 2100
RS-LOC 5 Cat C/D visibility to 1 SM.

reception of I-CGZ and TFD DME required. For inop ALS, increase approach NA below 1650. DME from TFD VORTAC. Simultaneous Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 [CTAF] 7

EVEL 1464
TDZE 1458

I-CGZ 111.15
LOCALIZER 111.15
IF/IAF STANFIELD 114.8 TFD Chan 95

GS 3.00°
TCH 40

048° 2100
RS-LOC 5 Cat C/D visibility to 1 SM.

reception of I-CGZ and TFD DME required. For inop ALS, increase approach NA below 1650. DME from TFD VORTAC. Simultaneous Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 [CTAF] 7

EVEL 1464
TDZE 1458

I-CGZ 111.15
LOCALIZER 111.15
IF/IAF STANFIELD 114.8 TFD Chan 95

GS 3.00°
TCH 40

048° 2100
RS-LOC 5 Cat C/D visibility to 1 SM.

reception of I-CGZ and TFD DME required. For inop ALS, increase approach NA below 1650. DME from TFD VORTAC. Simultaneous Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

AWOS-3PT 132.175
ALBUQUERQUE CENTER 125.4 269.3
UNICOM 122.7 [CTAF] 7

EVEL 1464
TDZE 1458

I-CGZ 111.15
LOCALIZER 111.15
IF/IAF STANFIELD 114.8 TFD Chan 95

GS 3.00°
TCH 40

048° 2100
RS-LOC 5 Cat C/D visibility to 1 SM.

reception of I-CGZ and TFD DME required. For inop ALS, increase approach NA below 1650. DME from TFD VORTAC. Simultaneous Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.

Circling NA for Cat C and D northwest of Rwy 5-23. Autopilot coupled approach NA below 1650. DME from TFD VORTAC. Simultaneous reception of I-CGZ and TFD DME required. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1 SM.
RNAV (GPS) RWY 5
CASA GRANDE MUNI (CGZ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C or above 54°C. Circling NA for Cat C and D northwest of Rwy 5-23. For inoperative ALS, increase LNAV Cat C/D visibility to 1 SM.

**MISSED APPROACH:** (Do not exceed 240K until TFD VORTAC) Climb to 2000 then climbing right turn to 5900 direct TFD VORTAC and hold. Continue climb in hold to 5900.

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<table>
<thead>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>LPV DA</td>
<td>1708½</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1708½</td>
<td>250 (300-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>1800½</td>
<td>342 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>496 (500-1)</td>
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**WAAS CH 61042 W05A**

<table>
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<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE Apt Elev</th>
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<tbody>
<tr>
<td>048°</td>
<td>5200</td>
<td>1458</td>
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<td>1464</td>
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**AWOS-3PT**

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<tr>
<th>ALBUQUERQUE CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>132.175</td>
<td>125.4</td>
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<tr>
<td></td>
<td>269.3</td>
</tr>
<tr>
<td></td>
<td>122.7 (CTAF)</td>
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**MALSR**

- **HOLDS**
  - 10000
  - 3800

- **4 NM Holding Pattern**
  - **TFD VORTAC**
  - **ROXIE**
  - **3200**
  - **GP 3.00° TCH 40°**
  - **1 NM to RW05**
  - **LNAV only**
  - **048° (2.5)**

- **ELEV 1464 TDZE 1458**

**ELEV 22363 TDZE 2383**

**AWOS-3PT 1458 132.175**

**UNICOM 122.7 (CTAF)**

**CASA GRANDE, ARIZONA**

Amdt 1A 08NOV18

SW-4, 30 NOV 2023 to 25 JAN 2024
### RNAV (GPS) RWY 23
#### CASA GRANDE MUNI (CGZ)

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<tr>
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<td>1960-1</td>
<td>496 (500-1)</td>
<td>1960-1½</td>
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</table>

#### AWOS-3PT
- 132.175

#### ALBUQUERQUE CENTER
- 125.4
- 269.3

#### UNICOM
- 122.7 (CTAF)

#### RNAV (GPS) RWY 23

**APP CRS 241°**

- Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling NA for Cat C and D northwest of Rwy 5-23.

- Final approach course offset 13.08°.

- Procedure NA for arrivals at TFD VORTAC.

- Procedure NA for arrivals at TOTEC.

**MISSED APPROACH:** Climbing left turn to 3500 direct TFD VORTAC and hold.

- Holding Pattern
- TOTEC
- TFD
- WENOR
- UYABU

**Procedure NA for arrivals at TFD VORTAC on V105 southbound.**

**Procedure NA for arrivals at TOTEC on V16/T306 southeast bound.**

#### MSA RWY 23 25 NM
- SW-4, 30 Nov 2023 to 25 Jan 2024

**CASA GRANDE, ARIZONA**

**AL-6656 (FAA)**

**Amdt 1 19MAYZ2**
For inop ALS, increase S-5 Cats A/B visibility to 1 mile. RWy 5 helicopter visibility reduction below 34 SM NA. Circling RWy 23 NA at night.

AWOS-3PT 132.175 ALBUQUERQUE CENTER 125.4 269.3 UNICOM 122.7 [CTAF] 0

VORTAC TFD 114.8 Chan 95 APP CRS 048° TFDZE 1458 Apt Elev 1464

MALSR

MISSING APPROACH: Climb to 2200, then climbing right turn to 3500 direct TFD VORTAC and hold.

1960-¾
502 (500-¾) NA

1960-1
496 (500-1) NA
ILS or LOC RWY 20
CEDAR CITY RGNL (CDC)

DME required.

\[\text{XOJPO} \text{ fix minimums (Dual VOR receivers required)}: \text{ For inop ALS, increase S-LOC 20 Cats C/D visibility to 1.5 SM. For inop ALS, increase S-LOC 20 Cats C/D visibility to 2.1 SM.} \]

\[\# \text{For inop ALS, increase S-ILS 20 visibility all Cats to 1 SM.} \]

\[\text{MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 on heading 322° and on EHK R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 10000.} \]

\[\text{\# Missed approach requires minimum climb of 210 feet per NM to 7300.} \]

ASOS
119.025

SALT LAKE CITY CENTER
125.575
379.275

UNICOM
123.0 (CTAF)

LOCALIZER

110.1

I-ECC

ELEV 5622
TDZE 5605

200° 6.7 NM from FAF

5631\(\pm\) AGL

6440

2.4 NM

4.3 NM

2.9 NM

11.3 NM

FAF to MAP 6.7 NM

Knots
60
90
120
150
180

Min:Sec
6:42
4:28
3:21
2:41
2:14

ILS or LOC RWY 20
CEDAR CITY RGNL (CDC)

Amdt 5 31DEC20

37°42'N-113°06'W

27
RNAV (GPS) RWY 20
CEDAR CITY RGNL (CDC)

ASOS 119.025
SALT LAKE CITY CENTER 125.575 379.275
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at BERYL and hold.
Procedure NA for arrivals at BERYL on V293 westbound.

RNAV (GPS) RWY 20
CEDAR CITY RGNL (CDC)

RCR CS 200°
Rwy Idg 8653
TDZE 5605
Apt Elev 5622

MALSR

Circling NA east of Rwy 2-20. Baro-VNAV NA.
For inop ALS, increase LNAV/VNAV all Cats visibility to
1 1/2 SM LNAV/1000 visibility to 1 1/2 SM.

ATC:
Procedures NA for arrivals on MLF VORTAC
airway radials 072 CW 168.

HINRA (FAF)
VINCE (IAF)
VELDE (IF)
ZUMAS (IF)
BERYL (IAF)
WULMU (IF)

9800 ZUMAS 281° WULMU 334° BERYL

* LNAV only

TCH 47
GP 3.00°

 CATEGORY
 LPV  A
 LNAV/ PTN  B
 MDA  C
  CIRCLING  D

LPV DA 5825-1/2 220 (300-1/2)
LNAV/ VNAV DA 6015-3/4 410 (400-3/4)
LNAV MDA 6180-1/2 575 (600-1/2) 6180-1 1/4 575 (600-1/4)
CIRCLING 6180-1 558 (600-1) 6180-1 3/8 558 (600-1/8) 6180-2 558 (600-2)

For inop ALS, increase LNAV/VNAV all Cats visibility to
1 1/2 SM and LNAV Cats C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 9800 direct ZUMAS and on track 281°
to WULMU and on track 334° to BERYL and hold.

CTAF 123.0

SW-4, 30 Nov 2023 to 25 Jan 2024
Circling NA southeast of Rwy 2-20. For inop ALS S-20* increase Cat C/D visibility to 1/2 SM.

**MISSING APPROACH:** Climbing right turn to 11500 on heading 322° and on EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 11500.

*Missed approach requires minimum climb of 247 feet per NM to 7500.

**CIRCLING NA:**

- Circling NA southeast of Rwy 2-20.
- For inop ALS S-20* increase Cat C/D visibility to 1/2 SM.

**MISSING APPROACH:**

- Climbing right turn to 11500 on heading 322° and on EHK VOR/DME R-278 to BERYL INT/EHK 16.5 DME and hold, continue climb-in-hold to 11500.
- Missed approach requires minimum climb of 247 feet per NM to 7500.

**Table:**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-20</td>
<td>6020-1/2</td>
<td>415 (400-1/2)</td>
<td>6020-1/2</td>
<td>415 (400-1/2)</td>
</tr>
<tr>
<td>S-20</td>
<td>6300-1/2</td>
<td>695 (700-1/2)</td>
<td>6300-1/2</td>
<td>695 (700-1/2)</td>
</tr>
</tbody>
</table>

**Table Notes:**

- **S-20**: 6020-1/2, 415 (400-1/2) for Category A, B, C, D.
- **S-20**: 6300-1/2, 695 (700-1/2) for Category A, B, C, D.

**Diagram:**

- **VOR RWY 20**
- **CEDAR CITY RGNL (CDC)**
- **ASOS 119.025**
- **SALT LAKE CITY CENTER 125.575 379.275**
- **UNICOM 123.0 (CTAF)**

**Notes:**

- **MLSR RUSBE (IF)**
- **ASOS 119.025**
- **SALT LAKE CITY CENTER 125.575 379.275**
- **UNICOM 123.0 (CTAF)**

**Cedar City, Utah**

**Amdt 8 31DEC20**

**Sw 4 30 Nov 2023 to 25 Jan 2024**
When VGSI inoperative, Circling Rwy 4L NA at night.

**MISSING APPROACH:** Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

**ATIS**

| 128.325 |

**PHOENIX APP CON**

| 123.7 363.0 |

**CHANDLER TOWER**

| 126.1 (CTAF) | 133.1 (North and West) | 133.1 (South and East) |

**GND CON**

| 124.4 |

**UNICOM**

| 122.95 |

---

**CHANDLER, ARIZONA**

**AL-6494 (FAA)**

**VOR RWY 4R**

**CHANDLER MUNI (CHD)**

---

**ELEV 1243**

**TDZE 1240**

---

**Categories: B C D**

**S-4R**

| 1680-1 | 440 (500-1) | 1680-1½ | 440 (500-1½) | NA |

**CIRCLING**

| 477 (500-1) | 1760-1 | 517 (600-1) | 517 (600-1½) | NA |

---

**HDG 126.1**

**VOR RWY 4R**

**CHANDLER MUNI (CHD)**

---

**33°16’N-111°49’W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

...expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
TAKEOFF MINIMUMS

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC. Thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC. Thence.

. . . . . expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft requesting FL220 and below must file BLYTHE TRANSITION.
NOTE: Turbojets landing LAX, file MESSI TRANSITION.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
    Requesting FL240 and above, file HRRBR TRANSITION.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

...expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO7.BLH)
HRRBR TRANSITION (IZZZO7.HRRBR)
MESSI TRANSITION (IZZZO7.MESSI)
**JUDTH SEVEN DEPARTURE (RNAV)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/R:** Climb heading 038° or as assigned by ATC, thence.

**TAKEOFF RUNWAYS 22L/R:** Climb heading 218° or as assigned by ATC, thence.

. . . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**MOHAK TRANSITION (JUDTH7.MOHAK)**
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC. Thence.
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC. Thence.

... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: RNAV 1.
NOTE: CHANDLER TOWER 126.1 (Rwy 4L-22R)
133.1 (Rwy 4R-22L)
PHOENIX DEP CON 123.7 363.0

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . .
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . .

. . . . expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)

NOTE: Chart not to scale.
**TAKEOFF MINIMUMS**


**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** GPS required.

**NOTE:** Aircraft departing KGEU and KGYR ATC assigned only.

Do not file.

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**MAYSA SEVEN DEPARTURE (RNAV)**

CHANDLER MUNI (CHD)

CHANDLER, ARIZONA

ATIS 128.325
GND CON 124.4
CHANDLER TOWER *
126.1 (Rwy 4L-22R)
133.1 (Rwy 4R-22L)
PHOENIX DEP CON 123.7 363.0

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/R:** Climb on heading 038° or as assigned by ATC. Thence...

**TAKEOFF RUNWAYS 22L/R:** Climb on heading 218° or as assigned by ATC. Thence...

...expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**RRSTA TRANSITION (MAYSA7.RRSTA)**
TAKEOFF MINIMUMS

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF MINIMUMS

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 4L/R: Climb heading 038° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 22L/R: Climb heading 218° or as assigned by ATC, thence.

...expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)
JARPA TRANSITION (YOTES6.JARPA)
YOOPR TRANSITION (YOTES6.YOOPR)
RNAV (GPS) RWY 35
STELLAR AIRPARK (P19)

Use Phoenix Sky Harbor Intl altimeter setting. Rw 35 helicopter visibility reduction below 1 SM NA. Activate MIRL Rwy 17-35 and PAPI Rwy 17-35 - CTAF. RADAR required.

MISSED APPROACH: (Do not exceed 200K until JEWLZ) Climb to 1700 then climbing left turn to 3000 direct JEWLZ and hold.

Procedure NA for arrivals at JIPON on V16-1306 southeast bound.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on course 167° to JUPOL, thence . . .

TAKEOFF RUNWAY 35: Climb on heading 347° to 1700, then left turn direct JUPOL, thence . . .

...on track 167° to cross JEWLZ at or above 3700. Do not exceed 200K until passing JEWLZ. Maintain ATC-assigned altitude. Expect filed altitude 10 minutes after departure.

CODEX TRANSITION (JEWLZ1.CODEX)

JIPON TRANSITION (JEWLZ1.JIPON)

NOTE: Chart not to scale.
When VGSIs inop, Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Safford altimeter setting and increase all MDA 140 feet. Rwy 25 helicopter visibility below 1 SM NA.

**MISSPED APPROACH:** Climb to 9000 direct YITUK and on track 142° to WOBUG and hold.

**AWOS-3**
- 119.05

**ALBUQUERQUE APP CON**
- 134.45 327.15

**CTAF**
- 122.9

**Procedure NA for arrival on SSO VORTAC airway radials 241 CW 061.**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 074° to 4300, then climbing right turn to 8700 direct SSO VORTAC.

TAKEOFF RUNWAY 25: Climb to 8700 on heading 254° to intercept course 268° to HORBU and on track 210° to JILKI and on track 156° to SSO VORTAC.

NOTE: RNAV 1

NOTE: GPS required.

NOTE: Chart not to scale.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 51°C (125°F). Circling NA for Cat D north of Rwy 11-29. DME/DME RNP-0.3 NA.

### MISSED APPROACH:
Climb to 9100 direct MGHEE and hold, continue climb-in-hold to 9100.

#Missed approach requires minimum climb of 240 feet per NM to 7500.

**APPROACH**

**118.375 AWOS-3PT**

**124.2 LOS ANGELES CENTER**

**122.7 UNICOM**

**5680 MATZO** (IAF)

**7363** (IF)

**4978** (FAF)

**MGHEE** (MISSED APCH FIX)

**5087 Rwy 29**

**5397 Rwy 11**

**8100 LERBE**

**7100**

**4858**

**(10.6)**

**083° 8200**

**158° 8200**

**109° 8200**

**2.5 NM to 7100**

**5708 1.9 NM to 7100**

**8200 2.5 NM to LERBE**

**5807 7 NM**

**5239**

**MGHEE**

**5104-1 250 (300-1)**

**5297-1 443 (500-1½)**

**5463-2 609 (600-2½)**

**5500-1 646 (700-1)**

**646 (700-1½)**

**5500-1 646 (700-1)**

**5500-1 646 (700-1½)**

**6880-3 2006 (2100-3)**

**0.7% UP**

**0.6 NM 2.5 NM 4.4 NM 0.6 NM 1.9 NM**

**36°58'N-113°01'W**

**COLORADO CITY, ARIZONA**

** Orig 14SEP17**

**36°58'N-113°01'W**

**COLORADO CITY, ARIZONA**

**Orig 14SEP17**

**COLORADO CITY MUNI (AZC)**
Circling NA for Cat D north of Rwy 11-29.

MISSED APPROACH: Climbing left turn to 7400 on heading 150° then climbing left turn to 8800 direct AZC NDB and hold, continue climb-in-hold to 8800.

AWOS-3PT
118.375

LOS ANGELES CENTER
124.2 343.6

UNICOM
122.7 (CTAF)

COLORADO CITY MUNI (AZC)
RNAV (GPS) RWY 23
COOLIDGE MUNI (P8)

Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3900 direct TOTEC and hold.

RNAV (GPS) RWY 23

MISSED APCH FIX

CROME

HOLD 5800

5 NM Holding Pattern

TCH 49

GP 3.00°

2100

3900

TOTEC

ROCCO

MAFOY

2.2 NM to RW23

JEBl

DARAY

OCZ

HOLD 5800

5 NM

228° to RW23

228°

0.9 NM to RW23

35°

0.9

1.3 NM

4 NM

3.5 NM

3.5 NM

 CATEGORY

LPV

DA

1826-3/4

250 (300-3/4)

NA

LNAV/VNAV

DA

1826-3/4

250 (300-3/4)

NA

LNAV MDA

1920-1

344 (400-1)

NA

CIRCLING

2100-1

524 (600-1)

NA

32°56'N-111°26'W

COOLIDGE, ARIZONA

Amdt 1 27JAN22

SW-4, 30 NOV 2023 to 25 JAN 2024

SW-4, 30 NOV 2023 to 25 JAN 2024

SW-4, 30 NOV 2023 to 25 JAN 2024

51
**MISSED APPROACH:** Climb to 2300 then climbing left turn to 3500 on TFD VORTAC R-071 to AZEKE/19 DME and hold.

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

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125.4 269.3

**UNICOM**
123.075 (CTAF)

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**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
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119.350

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123.075 (CTAF)

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119.350

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125.4 269.3

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119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

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**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)

---

**VOR RWY 5**
**COOLIDGE MUNI (P08)**

**AWOS-3PT**
119.350

**ALBUQUERQUE CENTER**
125.4 269.3

**UNICOM**
123.075 (CTAF)
RNAV (GPS) RWY 32
COTTONWOOD (P52)

**Circling NA southwest of Rwy 14-32. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sedona altimeter setting and increase all MDA 200 feet, increase LNAV and Circling Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, Circling Cat C visibility ½ mile.**

**Missed Approach:** Climbing right turn to 10000 direct MINGY and hold, continue climb-in-hold to 10000.

- **AWOS-3**
  - 119.925
- **Phoenix App Con**
  - 126.375 236.775
- **Unicom**
  - 122.7 (CTAF)

Procedure NA for arrivals on DRK VORTAC airway radials 127 CW 168.

- **Procedure NA for arrivals at FERER on V567 southwest bound.**

<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>4260-1 700 (700-1)</td>
<td></td>
<td>4260-2 700 (700-2)</td>
<td>NA</td>
</tr>
<tr>
<td>Circling</td>
<td>4260-1 700 (700-1)</td>
<td></td>
<td>4260-2 700 (700-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

COTTONWOOD, ARIZONA
Orig 26MAY16
34°44′N-112°02′W

**RNAV (GPS) RWY 32**
COTTONWOOD (P52)

**UNICOM**

122.7 (CTAF)
NOTE: RNAV-1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: 300-1½ or standard with minimum climb of 225' per NM to 3900.
Rwy 32: Standard with minimum climb of 310' per NM to 6000.

TAKEOFF OBSTACLE NOTES
Rwy 14: Utility 11' from DER, 113' left of centerline, 5' AGL/3563' MSL.
Vehicles on road beginning 14' from DER, left to right of centerline, up to 15' AGL/3588' MSL.
Tree 157' from DER, 82' right of centerline, 11' AGL/3572' MSL.
Trees beginning 172' from DER, 80' right of centerline, up to 17' AGL/3588' MSL.
Trees and building beginning 184' from DER, 138' left of centerline, up to 32' AGL/3581' MSL.
Trees beginning 272' from DER, 81' right of centerline, up to 12' AGL/3592' MSL.
Buildings beginning 377' from DER, 287' left of centerline, up to 32' AGL/3578' MSL.
Trees beginning 403' from DER, 73' right of centerline, up to 23' AGL/3596' MSL.
Trees and fences beginning 538' from DER, 150' right of centerline, up to 20' AGL/3600' MSL.
Trees, buildings and tank beginning 995' from DER, 307' right of centerline, up to 20' AGL/3618' MSL.
Trees and buildings beginning 1277' from DER, 6' right of centerline, up to 54' AGL/3631' MSL.
Tree 1791' from DER, 105' left of centerline, 42' AGL/3605' MSL.
Trees beginning 1807' from DER, 8' right of centerline, up to 59' AGL/3638' MSL.
Trees beginning 2636' from DER, 89' right of centerline, up to 65' AGL/3645' MSL.
Trees beginning 3296' from DER, 1298' right of centerline, up to 75' AGL/3770' MSL.
Tree 1.3 NM from DER, 2071' right of centerline, 39' AGL/3759' MSL.
Rwy 32: Utility box 10' from DER, 75' right of centerline, 4' AGL/3522' MSL.
Buildings and fence beginning 37' from DER, 167' left of centerline, up to 17' AGL/3543' MSL.
Tree 54' from DER, 501' right of centerline, 39' AGL/3544' MSL.
Trees, pole and building beginning 74' from DER, 253' right of centerline, up to 46' AGL/3551' MSL.
Tower, poles, trees, fences and vehicles on road beginning 128' from DER, 168' left of centerline, up to 67' AGL/3597' MSL.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 14: Climb heading 145° to 4100, then climbing left turn direct MINGY, thence . . .
TAKEOFF RUNWAY 32: Climb heading 325° to 4100, then climbing right turn direct MINGY, thence . . .
. . . continue climb in MINGY holding pattern to cross MINGY at or above 10000 before proceeding on course.

MINGY ONE DEPARTURE (OBSTACLE) (RNAV)
(COTTONWOOD, ARIZONA)
EMERG SAFE ALT 100 NM 17,000

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C or above 54°C.

CAUTION: Para Jump operations in vicinity of Pinal Airport.

Average Cold Temperature based on Standard -30.00 °C ISA deviation.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 30: Climbing right turn to intercept DMA TACAN R-316 outbound to BBALL (R-316/57 3 DME) cross BBALL at or below FL180.

During RADAR operations aircraft will receive RADAR vectors.
During RADAR operations aircraft will receive RADAR vectors to appropriate transition.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climbing left turn to intercept TACAN DMA R-106 outbound to VEDTU (DMA 106/18.6) cross VEDTU at or below 9000, turn right and continue climb on TUS R-093 inbound crossing TUS VORTAC at or above 9000.

BBALL TRANSITION (DMA2•BBALL): From over TUS VORTAC via TUS R-319 cross BBALL (TUS 319/59.7) at or above FL210.

HOTTI TRANSITION (DMA2•HOTTI): From over TUS VORTAC via TUS R-335 cross HOTTI (TUS 335/26.5) at or above 14,200.

ROSKR TRANSITION (DMA2•ROSKR): From over TUS VORTAC via TUS R-280 cross ROSKR (TUS 280/30) at or above 15,300.

TAKEOFF RWY 30: Climb via TACAN DMA R-310 and cross OTUKE (DMA 310/16.4) at or below 8000, turn left and continue climb on TUS R-322 crossing TUS VORTAC at or below 10,000.

HOTTI TRANSITION (DMA2•HOTTI): From over TUS VORTAC via TUS R-335 cross HOTTI (TUS 335/26.5) at or above 11,100.

REDDY TRANSITION (DMA2•REDDY): From over TUS VORTAC via TUS R-038 cross REDDY (TUS 038/22) at or above 12,200. Do not exceed 250 KIAS until REDDY.

ROSKR TRANSITION (DMA2•ROSKR): From over TUS VORTAC via TUS R-280 cross ROSKR (TUS 280/30) at or above 13,600.
During RADAR operations aircraft will receive RADAR vectors.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 12: Climb direct MESCA (R-116/25.7 DME) on DMA TACAN R-116 and cross at or above 7700.
RNAV (GPS) RWY 17
DELTA MUNI (DTA)

Rwy 17 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5300, then climbing right turn to 12000 direct JULIK and hold, continue climb-in-hold to 12000.

AWOS-3  127.75  SALT LAKE CENTER  127.825  239.025  UNICOM 122.8 (CTAF)

ELEV 4760  TDZE 4760

VNAV

LNAV/ VNAV

LPV

DA

5010-1  250 (300-1)

5010-1  250 (300-1)

5100-1  340 (400-1)

LPV

DA

5010-1  250 (300-1)

5100-1  340 (400-1)

MIRL Rwy 17-35
REIL Rwy 17 and 35

DELTA, UTAH
Amdt 2 02DEC21

39°23'N-112°30'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 10300 direct HADUS and on track 043° to PUCIT and hold.

DELTA, UTAH
Amdt 2 02DEC21

RNAV (GPS) RWY 35
DELTA MUNI (DTA)
DELTA, UTAH

AWOS-3 127.75

SALT LAKE CENTER 127.825 239.025

UNICOM 122.8 (CTAF)

Maximum procedure turn entry altitude 10000 feet.

MISSED APPROACH: Climb to 9600 via DTA VORTAC R-346 and R-166 to DUDTE/5 DME and climbing right turn via DTA VORTAC R-204 to DTA VORTAC and hold, continue climb-in-hold to 9600.

Helicopter visibility reduction below 3/4 SM NA. If local altimeter setting not received, procedure NA.

If local altimeter setting not received, procedure NA.

DELTA MUNI (DTA)

AL-113 (FAA)

NA
DELTA, UTAH

VOR RWY 35
DELTA MUNI (DTA)

AWOS-3 127.75
SALT LAKE CENTER 127.825 239.025
UNICOM 122.8 (CTAF)

SEVIER B/D MOA

MISSED APPROACH: Climb to 5800, then climbing right turn to 9600 direct DTA VORTAC and hold, continue climb-in-hold to 9600.

VOR RWY 35
DELTA MUNI (DTA)

DELTA, UTAH
Amdt 4 02DEC21

39°23'N-112°30'W
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on DTA VORTAC R-347 to DTA VORTAC, thence.

TAKEOFF RUNWAY 35: Climb on heading 349° to 5800, then climbing left turn heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence.

...continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above MCA/MEA for route of flight.

VCOA RUNWAY 17: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Delta Muni airport southbound at or above 6200, then on DTA VORTAC R-347 to DTA VORTAC, thence.

...continue climb in DTA VORTAC holding pattern to cross DTA VORTAC at or above MCA/MEA for route of flight.

DELTAONE DEPARTURE (OBSTACLE)

SALT LAKE CENTER
127.825 239.025

TAKEOFF MINIMUMS
Rwy 17: Standard with minimum climb of 317’ per NM to 6200, or 1500-3 for VCOA.
Rwy 35: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 17: Lighting beginning 41’ from DER, 76’ right of centerline, 3’ AGL/4754’ MSL.
Tree 609’ from DER, 596’ right of centerline, 4780’ MSL.
Rwy 35: Vegetation, lighting beginning 9’ from DER, 77’ right of centerline, up to 4763’ MSL.
Vegetation 47’ from DER, 349’ left of centerline, 4763’ MSL.
Fence 76’ from DER, 390’ right of centerline, 10’ AGL/4769’ MSL.
Vehicles on road 177’ from DER, 477’ right of centerline, 4770’ MSL.
Vehicles on road 227’ from DER, 458’ right of centerline, 4771’ MSL.

NOTE: Chart not to scale.
DOUGLAS BISBEE, ARIZONA  AL-486 (FAA)

RNAV (GPS) RWY 17  BISBEE DOUGLAS INTL (DUG)

MISSED APPROACH: Climb to 5100 then climbing right turn to 11000 direct NOCHI and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>ALBUQUERKE CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.275</td>
<td>134.45 327.15</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at NOCHI on T306 westbound.

Procedure NA for arrivals at CAYLA on V66 northwest bound.

VGSIs and descent angles not coincident (VGSIs Angle 3.25/TCH 53).

DOUGLAS BISBEE, ARIZONA
Orig-B 02DEC21
VOR/DME RWY 17
BISBEE DOUGLAS INTL (DUG)

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

DOUGLAS BISBEE, ARIZONA

Amdt 6B 02DEC21
SW-4, 30 NOV 2023 to 25 JAN 2024

VOR/DME RWY 17
BISBEE DOUGLAS INTL (DUG)

VORTAC DUG
108.8
Chan 25

APP CRS
140°

Rwy Idg
TDZE 4125
Apt Elev 4150

ELEV
4150

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern, continue climb-in-hold to 8000.

Altimeter Correction

Atmospheric pressure altitude corrected for temperature.

UNITED STATES

MEXICO

VGS1 and descent angles not coincident
(VGS1 Angle 3.25/TCH 53).

8000

DUG

VGSI and descent angles not coincident
(VGSI Angle 3.25/TCH 53).

2.97°

TCH 53

DUG VORTAC

DOUGLAS
108.8 DUG
Chan 25

CUXEX
DUG 10

JOMMY
DUG 4

ZAGUB
DUG 1.9

MAFON
DUG 0.3

DOUGLAS VORTAC

140° to
DUG VORTAC

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

DOUGLAS BISBEE, ARIZONA

Amdt 6B 02DEC21
SW-4, 30 NOV 2023 to 25 JAN 2024

VOR/DME RWY 17
BISBEE DOUGLAS INTL (DUG)

VORTAC DUG
108.8
Chan 25

APP CRS
140°

Rwy Idg
TDZE 4125
Apt Elev 4150

ELEV
4150

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern, continue climb-in-hold to 8000.

Altimeter Correction

Atmospheric pressure altitude corrected for temperature.
VOR RWY 17
BISBEE DOUGLAS INTL (DUG)

ASOS
119.275

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
123.0 (CTAF)

MISSING APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

CATEGORY
A
B
C
D
S-17
4900-1
4900-1 1/4
NA
CIRCLING
4900-1
4900-1 1/4
4900-1 1/2
5160-3
750 (800-1)
750 (800-1 1/4)
750 (800-1 1/2)
1010 (1100-3)

UNITED STATES MEXICO

4150

DOUGLAS BISBEE, ARIZONA

Amdt 3B 02DEC21

31°28'N-109°36'W

73
When local altimeter setting not received, use Vernal altimeter setting. Circling NA to Rwys 8 and 26.

MISSED APPROACH: Climbing right turn to 8000 direct MTU VOR/DME and hold.
Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 10000 direct SAZTO and hold, continue climb-in-hold to 10000.

Procedure NA for arrivals at ARAYI on V293 northbound and V6 eastbound.

Elko, Nevada

40°49'N-115°47'W

SW-4, 30 Nov 2023 to 25 Jan 2024

SW-4, 30 NOV 2023 to 25 JAN 2024

ELKO, NEVADA

Orig A 31 JAN 19

ELKO, NEVADA

AL-129 (FAA)

RNAV (GPS) RWY 6

ELKO RGNL (EKO)

RNAV (GPS) RWY 6

Elko RGNL (EKO)

RNAV (GPS) RWY 6

Elko RGNL (EKO)
Inoperative table does not apply to Cats A and B. For inop MALSR, increase S-24 Cat C and D visibility to 2 miles. Rwy 24 helicopter visibility reduction below ½ SM NA. Circling Rwy 24 NA at night.

**MISSED APPROACH:** Climb to 6600 then climbing left turn to 10000 direct BQU VOR/DME and hold, continue climb-in-hold to 10000.

**Use I-EKO DME when on the localizer course.**
ASOS 119.275 | SALT LAKE CENTER 132.25 338.35 | UNICOM 123.0 (CTAF)

- Circling NA for Cats C and D southeast of Rwy 6-24.
- Circling Rwy 24 NA at night.
- MISSED APPROACH: Climbing left turn to 10000 direct BQU VOR/DME and hold, continue climb-in-hold to 10000.

- Descend in BQU VOR/DME holding pattern to 11000 before commencing procedure turn.
- Remain within 10 NM.

<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>CIRCLING</td>
<td>6400-1½</td>
<td>6400-1½</td>
<td>6400-3</td>
<td>1260 (1300-3)</td>
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<tr>
<td></td>
<td>1260 (1300-1¾)</td>
<td>1260 (1300-1½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ELKO, NEVADA
Amdt 5A  31JAN19

40°49'N-115°47'W

ELKO RGNL (EKO)
VOR/DME-B
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELY, NEVADA

VOR/DME ELY
113.95
Chan 86(Y)

APP CRS
179°

Rwy Idg
N/A

TDZE
N/A

Apt Elev
6260

ASOS
120.625

SALT LAKE CENTER
133.45 317.625

UNICOM
122.8 (CTAF)

DME required.

\[ \text{Rwy 30 helicopter visibility reduction below 1 SM NA. Circling Rwy 30 NA at night. Circling NA for Cats A and B southwest of Rwy 12 and west of Rwy 36. Circling NA for Cats C and D southwest of Rwy 12 and east of Rwy 18.} \]

MISSED APPROACH: Climb to 8800 then climbing left turn to 12000 on ELY VOR/DME R-147 to DOTME/ELY 29 DME and hold.

ELY/YELLAND FLD (ELY)

---

EMD 30 NOV 2023 to 25 JAN 2024
ELY TWO DEPARTURE (OBSTACLE)

(ELY2.ELY) 20OCT11

ELY, NEVADA

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn heading 180° to intercept ELY VOR/DME R-147 to EPUHE/ELY 18 DME, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 18: Climbing left turn to intercept ELY VOR/DME R-147 to EPUHE, cross EPUHE at or above 10600. Departures V293 southeast bound, continue climb on course to MEA. Departures V269 or V293 northbound, climbing left turn to intercept ELY VOR/DME R-147, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at EPUHE; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn heading 040° to intercept ELY VOR/DME R-353 to FAPGI/ELY 20 DME, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.

TAKEOFF RUNWAY 36: Climbing left turn to intercept ELY VOR/DME R-353 to FAPGI, cross FAPGI at or above 10600. Departures V269 northbound proceed on course; departures V293 northwest or southeast bound climbing left turn to intercept ELY VOR/DME R-353, continue climb to 12000 to ELY VOR/DME then proceed on course. Do not exceed 250K until completion of turn at FAPGI; or for climb in visual conditions, cross Ely Airport at or above 11200 before proceeding on course.
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

-17°C

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Circling NA for Cat D west of Rwy 18-36.

-17°C * Missed approach requires minimum climb of 390 feet per NM to 9200.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 36: Climb heading 358° to 6500 then direct ZOKPU, then on track 051° to YANKU. Thence . . .

. . . Maintain 14000 or assigned altitude. Expect filed altitude 10 minutes after departure.
Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night. When local altimeter not received, use Fallon NAS altimeter setting.

**MISSED APPROACH:** Climbing left turn to 10100 direct WADDS and hold, continue climb-in-hold 10100.
**FALLON MUNI (FLX)**

**VOR-B**

**AL-786 (FAA)**

**DME required.**

- Circling NA to Rwys 13 and 31. Circling to Rwy 21 NA at night. When local altimeter not received, use Fallon NAS altimeter setting.

**MISSED APPROACH:** Climb to 6100 then climbing left turn to 8000 direct HZN VORTAC and hold.

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<tr>
<th>AWOS-AV</th>
<th>KNFL ATIS*</th>
<th>NAVY FALLON APP CON*</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.25</td>
<td>370.925</td>
<td>120.85 360.2</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**KNFL ATIS**

- 8000 NoPT
- 6000
- 6000 NoPT
- 6000

**NAVY FALLON APP CON**

- HZEN Chan 88

**UNICOM**

- 8000
- 6000

**Rwy Idg**

- 078°

**Apt Elev**

- 3966

**VORTAC**

- HZN 114.1
- Chan 88

**APP CRS**

- 078°

**TDZE**

- N/A

**N/A**

**Category**

- A
- B
- C
- D

**One Minute Holding Pattern**

- 14000
- 8000
- 078°
- 078°
- 6000

**7 NM**

**4.3 NM**

**MACOG**

- HZN 11.3

**THEMA**

- HZN 7

**MIRL Rwy 3-21**

**39°30'N-118°45'W**

**FALLON, NEVADA**

Amdt 4B 13AUG20

**VOR-B**
### RNAV (GPS) RWY 13R

**FALLON NAS (VAN VOORHIS FLD) (KNFL)**

**ATIS** 370.925  |  **NAVY FALCON APP CON/DEP CON** 120.85 360.2  |  **NAVY FALCON TOWER** 119.25 340.2  |  **GND CON** 251.15  |  **CLNC DEL** 353.55  |  **ASR/PAR**
---|---|---|---|---|---

**APCH CRS** 131°  |  **Rwy Idg** 14,001  |  **TDZE** 3935  |  **Arpt Elev** 3935
---|---|---|---

**AIRLINE SEAPLANE**

**MISSED APPROACH**: Climb to 9800 direct HOROD and hold, continue climb-in-hold to 9800.

**NOT FOR CIVIL USE**

CAUTION: Fallow Muni
Airplane (uncontrolled) 5 NM NW. Pattern alt 800 ft AGL.

---

**For uncompensated**
Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F)

---

**RNP APCH**

**EMERG SAFE ALT** 100 NM 15,000

---

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
**LNAV/VNAV DA** | 4185-¾ | 250 | (300-¾) | 4194-¾ | 259 (300-¾)
**LNAV MDA** | 4320-1 | 385 | (400-1) | 4320-1½ | 385 | (400-1½)
**CIRCLING** | 4400-1 | 465 | (500-1) | 4700-2½ | 765 (800-2½) | 985 (1000-3)

---

**FALLON, NEVADA**

**Amdt 4 24MAR22**
**MISSED APPROACH:** Climb direct NFL TACAN, then climbing left turn to 10,500. Intercept NFL R-117 outbound to MUFI and hold. Continue climb-in hold to 10,500.

---

### Fallons NAS (Van Voorhis Fld) (KNFL)

**TACAN Y RWY 13R**

**ATIS**

- **370.925**

**NAVY FALLON APP CON**

- 120.85 360.2

**NAVY FALLON TOWER**

- 119.25 340.2

**GND CON**

- 251.15

**CLNC DEL**

- 353.55

**ASR/PAR**

- 92

---

**CAUTION:**

- Fallon Muni Airport (uncontrolled) 5 NM NW
- PATTERN alt 800’ AGL

**CAUTION:**

- RCL 91˚ from FAC at 3000’ from threshold.

---

**EMERG SAFE ALT**

- 100 NM
- 15,600

**CAT Rwy Ldg**

- 141°

**HRL all rwys**

- 39°25’N-118°42’W

---

**FALLON, NEVADA**

**Amdt 3 19MAY22**

---

**Diagram Description:**

- LOVELOCK Chan 112 LLC
- HAZEN Chan 88 HZN
- FALLON Chan 82 NFL
- R4803
- ELEV 3935
- TDZE 3935
- 141° to TACAN
- PILOT 20
- AZGER R-022
- TYWAN R-321
- CUPIR NFL 6
- WONVO NFL 3
- FALLON MUNI
- NFL 12
- NFL 3
- NFL 12
- NFL 30
- NFL 12
- HSF NFL 20
- MUFI NFL 20
- NFL R-117
- NFL 20
- NFL 20
- NFL 20
- NFL 20

---

**Table:**

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<td>405</td>
<td>(500-1)</td>
<td>4340-1½</td>
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<td>4700-2½</td>
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TYWAN-ONE DEPARTURE (TYWAN1•TYWAN)

AL-143 [USN]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb to 4500, then climbing right turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until TYWAN.

TAKEOFF RWY 13L/R: Climb to 4500, then climbing left turn to NFL TACAN, intercept NFL R-321 to TYWAN and cross TYWAN at or below 9900. Do not exceed 250 KIAS until NFL.

TAKEOFF RWY 25: Climbing right turn to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900. Do not exceed 250 KIAS until established on NFL R-321.

TAKEOFF RWY 31L/R: Climb on heading 311° to intercept NFL TACAN R-321 to TYWAN. Cross TYWAN at or below 9900.

HAZEN TRANSITION (TYWAN1.HZN): Left turn direct HZN VORTAC. Cross HAZEN at or below 15,000 or as assigned by ATC.

LOVELOCK TRANSITION (TYWAN1.LLC): Direct ARDLY, right turn direct BAFHU, right turn direct LLC VORTAC. Cross ARDLY at or below 15,000 or as assigned by ATC.

MUSTANG TRANSITION (TYWAN1.FMG): Left turn direct FMG VORTAC. Cross MUSTANG at or below 15,000 or as assigned by ATC.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 7: Turn right hdg 236° to intercept NFL TACAN R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 13L/R: Climbing right turn hdg 236° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 25: Climbing left turn hdg 146° to intercept NFL R-191 to YERIN. Cross FITNU at or above 9500. Do not exceed 250 KIAS until intercepting NFL R-191.

TAKE-OFF RWY 31L/R: Climb to 4500 via heading 311°, then climbing right turn to NFL TACAN, intercept NFL R-191 to YERIN. Do not exceed 250 KIAS until NFL TACAN. Cross FITNU at or above 9500.
For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C.

**Procedure NA for arrivals at DETAN on V244 westbound and on T298 southwest bound.**

**MISSED APPROACH:** Climb to 5500 then climbing left turn to 9600 direct YADNU and on track 296° to DTA VORTAC and hold.

**RNAV (GPS) RWY 4**

**FILLMORE MUNI (FOM)**

**AWOS-3**

133.775

**SALT LAKE CITY CENTER**

125.575 379.275

**UNICOM**

122.8 (CTAF)
RNAV (GPS) RWY 22
FILLMORE MUNI (FOM)

Amdt 1A 22APR21

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MISSED APPROACH: Climbing right turn to 9600 direct ZIBRA and hold, continue climb-in-hold to 9600.

Final approach course offset 14.94°.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).

Final approach course offset 14.94°.
Autopilot coupled approach NA below 7640 feet. DME required. DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required. For inop ALS increase S-ILS 21 all Cats visibility to 3/4 mile.

**MISSED APPROACH:** Climb to 7500, then climbing left turn to 11000 on heading 130° and FLG R-172 to OATES INT/FLG VOR/DME 16.7 DME and hold, continue climb-in-hold to 11000.

**ILS or LOC RWY 21**

**FLAGSTAFF PULLIAM (FLG)**

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<td>S-LOC 21</td>
<td>7340-1/2</td>
<td>337 (400-1/2)</td>
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**APCH FIX**

- **113.85 FLG**
  - Chan 85(Y)

**APCH VOR/DME**

- **120.5 (IF)**
  - Final approach course offset 3.00°
  - 7389±

**LOCALIZER**

- **110.5 (I-FLG)**
- **113.85 FLG**
- **12300 to FINAL**
- **033° (10.2)**

**SOLBE**

- **113.85 FLG**
- **0.9**

**FLG ONLY**

- **8500**

**PROCEDURE ZAMAB INT**

- **115.00**
- **10600**
- **28°**

**CALGU INT**

- **112.6 INW**
- **28° (28)**

**OATES INT/FLG VOR/DME**

- **126.375 (IF)**
- **16.7**

**ATIS**

- **125.8**

**PHOENIX APP CON**

- **126.375**
- **236.775**

**FLAGSTAFF TOWER**

- **134.55 (CTAF)**
- **239.25**

**GND CON**

- **121.9**

**UNICOM**

- **122.95**

**TDZE 7003**

**ELEV 7014**

**WINSLow**

- **7071±**

**HIRL Rwy 3-21**
RNAV (GPS) RWY 21
FLAGSTAFF PULLIAM (FLG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-19 °C (2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-19 °C (2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

**ATIS**
125.8

**PHOENIX APP CON**
126.375 236.775

**FLAGSTAFF TOWER**
134.55 (CTAF) 239.25

**GND CON**
121.9

**UNICOM**
122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-19 °C (2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-19 °C (2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
For inop ALS, increase LPV all Cats visibility to 1/2 SM.

**Final approach course offset 2.99°.**

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

**Final approach course offset 2.99°.**

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

**Final approach course offset 2.99°.**

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

**Final approach course offset 2.99°.**

Procedure NA for arrival at HOXOL on V12-264 southwest bound.

**Final approach course offset 2.99°.**

Procedure NA for arrival at HOXOL on V12-264 southwest bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing right turn heading 207° and FLG R-172 to OATES INT, cross at or above 10500, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn heading 146° and FLG R-172 to OATES INT, cross at or above 10500, thence. . . .

. . . .as assigned by ATC, continue climb to MEA/MCA for direction of flight.
FORT HUACHUCA SIERRA VISTA, ARIZONA

LOC I-FHU
109.9

APP CRS
260°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

DME or RADAR required.

Circling NA south of Rwys 8 and 30.

ASR/PAR

ATIS
134.75 263.025

LIBBY AAF GCA*
127.05 254.25

LIBBY TOWER*
124.95 (CTAF)

GND CON
121.7 268.7

UNICOM
122.95

LIBBY 113.6 FHU
Chan 83

(IAF)

TOMBS DUG 36
FHU 12.8

SAN SIMON

115.4 SSO
Chan 101

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb in hold to 9500.

LOC I-FHU
109.9

APP CRS
260°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

DME or RADAR required.

Circling NA south of Rwys 8 and 30.

ASR/PAR

ATIS
134.75 263.025

LIBBY AAF GCA*
127.05 254.25

LIBBY TOWER*
124.95 (CTAF)

GND CON
121.7 268.7

UNICOM
122.95

LIBBY 113.6 FHU
Chan 83

(IAF)

TOMBS DUG 36
FHU 12.8

SAN SIMON

115.4 SSO
Chan 101

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb in hold to 9500.

LOC I-FHU
109.9

APP CRS
260°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

DME or RADAR required.

Circling NA south of Rwys 8 and 30.

ASR/PAR

ATIS
134.75 263.025

LIBBY AAF GCA*
127.05 254.25

LIBBY TOWER*
124.95 (CTAF)

GND CON
121.7 268.7

UNICOM
122.95

LIBBY 113.6 FHU
Chan 83

(IAF)

TOMBS DUG 36
FHU 12.8

SAN SIMON

115.4 SSO
Chan 101

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb in hold to 9500.

LOC I-FHU
109.9

APP CRS
260°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

DME or RADAR required.

Circling NA south of Rwys 8 and 30.

ASR/PAR

ATIS
134.75 263.025

LIBBY AAF GCA*
127.05 254.25

LIBBY TOWER*
124.95 (CTAF)

GND CON
121.7 268.7

UNICOM
122.95

LIBBY 113.6 FHU
Chan 83

(IAF)

TOMBS DUG 36
FHU 12.8

SAN SIMON

115.4 SSO
Chan 101

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb in hold to 9500.

LOC I-FHU
109.9

APP CRS
260°

Rwy Idg
12001

TDZE
4629

Apt Elev
4719

DME or RADAR required.

Circling NA south of Rwys 8 and 30.

ASR/PAR

ATIS
134.75 263.025

LIBBY AAF GCA*
127.05 254.25

LIBBY TOWER*
124.95 (CTAF)

GND CON
121.7 268.7

UNICOM
122.95

LIBBY 113.6 FHU
Chan 83

(IAF)

TOMBS DUG 36
FHU 12.8

SAN SIMON

115.4 SSO
Chan 101

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 on heading 067° and FHU VOR/DME R-021 to TOMBS INT/DUG 36 DME and hold, continue climb in hold to 9500.
RNAV (GPS) RWY 8
SIERRA VISTA MUNI-LIBBY AAF (FHU)

ATIS 134.75  263.025
LIBBY AAF GCA* 127.05  254.25
LIBBY TOWER* 124.95 (CTAF) 284.75
GND CON 121.7  268.7
UNICOM 122.95

Procedure NA for arrival on TUS VORTAC airway radials 081 CW 176.

RNAV and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

HIRL Rwys 8-26
MIRL Rwys 3-21 and 12-30

31°35'N-110°21'W

RNAV (GPS) RWY 8
SIERRA VISTA MUNI-LIBBY AAF (FHU)
Circling NA south of runways 8 and 30.

TOMBS and hold, continue climb-in-hold to 9500.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold, continue climb-in-hold to 9500.
RNAV (GPS) RWY 1
GLENDALE MUNI (GEU)

As of 18 JUL 19

ATIS
119.425
LUKE APP CON *
118.15 363.125
GLENDALE TOWER *
121.0 (CTAF) 0
GND CON
118.0
UNICOM
122.95

Procedure NA for arrivals at ALLIS on V16 westbound.

Procedure NA for arrivals at POTER on V94-95 eastbound and on V95 southbound.

Missed Approach: Climb to 10000 direct BAPPA and on 334° track to GINKE and hold, continue climb-in-hold to 10000.

Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting; increase LPV DA to 1438 feet; increase LNAV/VNAV DA to 1517 feet and all visibilities 1/2 SM; increase all MDA 60 feet and LNAV Cat C and D visibility 1/4 SM. Night landing: Rwy 1, Cat C and D operational VGSI required, remain on or above VGSI glideslope until threshold. Rwy 1 helicopter visibility reduction below 1/4 SM NA.

LPV DA
1378-1 329 (400-1/4)
LNAV/VNAV DA
1457-1/2 408 (400-1/2)
LNAV MDA
1440-1 391 (400-1)
1440-1/4 391 (400-1/4)
1440-1/4 391 (400-1/4)
RNAV (GPS) RWY 19
GLENDALE MUNI (GEU)

**ATIS**

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<td>1572-1 507 (600-1 1 4)</td>
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<td>1540-1 1 5 475 (500-1 1 4)</td>
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</tbody>
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**Procedure**

- Turn NA when LNAV/VNAV is not available.
- LPV DA not available.
- VNAV/MLS DA not available.
- MIRL Rwy 1-19 and Rwy 1-19 are certified for LPV/MLS/Baro-VNAV.
- Rwy 19 glidepath is 3 00° TCH 55.

**MISSED APPROACH**

- Climb to 8000 on track 132° to POTER and hold.
- For uncompensated Baro-VNAV systems, LPV/MLS/Baro-VNAV NA below -17°C or above 47°C.
- Rwy 19 helicopter visibility reduction below 1/4 SM NA.
- Use Phoenix Sky Harbor Intl altimeter setting.
- LPV DA to 1384 feet; increase all MDA 60 feet and LNAV Cat C and D visibility 1/4 SM until local altimeter setting received.
- LNAV Cat C and D visibility 1/4 SM.
- LPV DA to 1384 feet; increase using Phoenix Sky Harbor Intl altimeter setting.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES

Rwy 1: Light on blast fence 4' from DER, 130' left of centerline, up to 10' AGL/1088' MSL.
Trees beginning 124' from DER, left and right of centerline, up to 30' AGL/1104' MSL.
Vehicles beginning 299' from DER, 80' right of centerline, up to 15' AGL/1091' MSL.
Poles and trees beginning 400' from DER, 197' right of centerline, up to 75' AGL/1144' MSL.

Rwy 19: Trees beginning 281' from DER, 331' left of centerline, up to 33' AGL/1060' MSL.

TAKEOFF MINIMUMS

Rwys 1, 19: Standard with minimum climb of 500' per NM to 1580.

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° to 1580, then direct KUWSO, then as depicted to cross KARLO at/above 10000.

TAKEOFF RUNWAY 19: Climb heading 194° to 1580, then left turn direct WATEG, then as depicted to cross KARLO at/above 10000.

thence on track 350° to DRK VORTAC.

Expect filed altitude 3 minutes after departure.

NOTE: GPS required.

ATIS
119.425
GND CON
118.0
GLENDALE TOWER
121.0
LUKE DEP CON
118.15 363.125
PHOENIX DEP CON
120.7 239.0

DEPARTURE ROUTE DESCRIPTION

DRAKE TWO DEPARTURE (OBSTACLE) (RNAV)

(DRAKE2.DRK) 23334

GLENDALE MUNI (GEU)
**TUCSON TRANSITION (BNYRD6.TUS)**

*Takeoff Runway 19: Climb heading 200° or as assigned by ATC, thence.*

*Takeoff Runway 1: Climb heading 014° or as assigned by ATC, thence.*

**Takeoff Minimums**

Rwys 1, 19: Standard.

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** GPS required.

**NOTE:** Aircraft departing KGEU and KGYR ATC assigned only.

**NOTE:** Chart not to scale.

**Departure Route Description**

**Takeoff Runway 1:** Climb heading 014° or as assigned by ATC, thence . . .

**Takeoff Runway 19:** Climb heading 200° or as assigned by ATC, thence . . .

. . . .expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**Tucson Transition (BNYRD6.TUS)**
TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: GPS required.
NOTE: RADAR required.
NOTE: Turbojets and turboprops only.
NOTE: RNAV 1.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence.
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence.

. . . . expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
NOTES: RADAR required

Chart not to scale.

GLENDALE ONE DEPARTURE

AL-6915 (FAA)

GLENDALE, ARIZONA

GLENDALE MUNI

GLENDALE TOWER

LUKE DEP CON

PHOENIX DEP CON

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 230'/NM to 3600.
Rwy 19: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 1: Light on blast fence 4' from DER, 130' left of centerline, up to 10' AGL/1088' MSL.
Trees beginning 124' from DER, left and right of centerline, up to 30' AGL/1104' MSL.
Vehicles beginning 299' from DER, 80' right of centerline, up to 15' AGL/1091' MSL.
Poles and trees beginning 400' from DER, 197' right of centerline, up to 75' AGL/1144' MSL.
Rwy 19: Trees beginning 281' from DER, 331' left of centerline, up to 33' AGL/1060' MSL.

TAKEOFF RUNWAY 1: Climb to assigned altitude on assigned heading between 340° CW to 040° from DER. Thence...

TAKEOFF RUNWAY 19: Climbing right turn to assigned altitude on assigned heading between 200° CW to 220° from DER. Thence...

. . . . Expect radar vectors to assigned route. Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb to 6000 then proceed direct BXK VORTAC, then via assigned route.

NOTE: Chart not to scale.

ATIS

PHOENIX DEP CON

GALENA TOWER

STANFIELD CHAN 95

WIN LOW CHAN 73

BUCKEYE CHAN 43

GILA BEND CHAN 113

GILA BEND 116.6 GBN

PHOENIX 115.6 FKR

FLG 113.85 FLG

WIN LOW 112.3 SUN

STANFIELD 114.8 TFD

DRAKE 114.1 DRK

BRK 114.6 BKX

ST JOHN 112.3 SUN

NOTE: Chart not to scale.
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft requesting FL220 and below must file BLYTHE TRANSITION.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
   Requesting FL240 and above, file HRRBR TRANSITION.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence . . .

. . . .expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZ07.BLH)
HRRBR TRANSITION (IZZZ07.HRRBR)
MESSI TRANSITION (IZZZ07.MESSI)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence . . .

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence . . .

. . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 1, 19: Standard.
TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence. . . .

. . . . on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 1, 19: Standard.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: Radar required.
NOTE: GPS required.
NOTE: SJN transition for ABQ terminal arrivals only.
NOTE: MAXXO transition ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES departure.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGVR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence . . .

. . . . expect radar vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
NOTE: Chart not to scale.

**TAKEOFF MINIMUMS**

Rwys 1, 19: Standard.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb on heading 014° or as assigned by ATC, thence.

**TAKEOFF RUNWAY 19:** Climb on heading 200° or as assigned by ATC, thence.

...expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**RRSTA TRANSITION (MAYSA7.RRSTA)**

---

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

- ATIS 119.425
- GND CON 118.0
- GLENDALE TOWER* 121.0
- LUKE DEP CON* 118.15 363.125
- PHOENIX DEP CON 120.7 239.0

- FL190
- FL190
- ZEPER
- 10000
**TAKEOFF MINIMUMS**

Rwys 1, 19: Standard.

**NOTE:**
- RNAV 1.
- Turboprops only.
- GPS required.
- JARPA TRANSITION ATC assigned only.
- YOOPR TRANSITION ATC assigned only.
- CARTL TRANSITION for FLG or PGA terminal arrivals only.
- Aircraft departing KGVEU and KGYR ATC assigned only.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb heading 014° or as assigned by ATC, thence.

**TAKEOFF RUNWAY 19:** Climb heading 200° or as assigned by ATC, thence.

. . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

- CARTL TRANSITION (SNOBL6.CARTL)
- GRAND CANYON TRANSITION (SNOBL6.GCN)
- JARPA TRANSITION (SNOBL6.JARPA)
- RIMMM TRANSITION (SNOBL6.RIMMM)
- YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF RUNWAY 1: Climb heading 014° or as assigned by ATC, thence.

TAKEOFF RUNWAY 19: Climb heading 200° or as assigned by ATC, thence.

... expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)

IZTIR TWO DEPARTURE (OBSTACLE) (RNAV)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 9: Standard with minimum climb of 409' per NM to 6900.
Rwy 27: Standard with minimum climb of 370' per NM to 5500.

TAKEOFF OBSTACLE NOTES
Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.
Rwy 27: Tree 6707' from DER, 958' right of centerline, 40' AGL/3439' MSL.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.
NOTE: Takeoff Rwy 9/27: Do not exceed 200K until RIPUW.
Do not exceed 250K until IZTIR.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

TAKEOFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence. . . .

. . . climb on course to MEA for assigned route of flight.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° to 1480, then right turn direct RUPOY thence.

TAKEOFF RUNWAY 21: Climb heading 208° to 1480, then direct RUPOY thence.

...on track 140° to POTER. Expect filed altitude 3 minutes after departure.

NOTE: RNAV 1.

NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500' per NM to 1480 then minimum climb of 431' per NM to 4600.

Rwy 21: Standard with minimum climb of 500' per NM to 1480.

NOTE: Chart not to scale.
TUCSON TRANSITION (BNYRD6.TUS)

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

... expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . .

. . . expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
NOTE: RADAR required.

TAKING OFF MINIMUMS
Rwy 3: Standard
Rwy 21: Standard with minimum climb of 252' per NM to 2300.

TAKING OFF OBSTACLE NOTES
Rwy 3: Poles beginning 159' from DER, 267' right of centerline, up to 47' AGL/1015' MSL.
Building 1512' from DER, 828' right of centerline, 48' AGL/1014'MSL.
Tree 1957' from DER, 311' left of centerline, 125' AGL/1023' MSL.

Rwy 21: Transmission tower 2610' from DER, 1078' left of centerline, 125' AGL/1047' MSL.
Transmission tower 3190' from DER, 311' left of centerline, 112' AGL/1031' MSL.
Pole 3193' from DER, 308' left of centerline, 112' AGL/1030 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb to assigned altitude on assigned heading between 353° CW to 063° from DER, thence . . .
TAKEOFF RUNWAY 21: Climb to assigned altitude on assigned heading between 208° CW to 243° from DER, thence . . .
. . . Expect radar vectors to assigned route. Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, climb to 6000' then proceed direct BXK VORTAC, then via assigned route.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence. . . . 
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO7.BLH)
HRRBR TRANSITION (IZZZO7.HRRBR)
MESSI TRANSITION (IZZZO7.MESSI)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

. . . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
TAKEOFF MINIMUMS

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing from KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence...

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence...

...on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

NOTE: Chart not to scale.
TAKEOFF MINIMUMS

NOTE: Chart not to scale.

TOP ALTITUDE:
ASSIGNED BY ATC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence . . .

. . . expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
TAKEOFF RUNWAY 3: Climb on heading 028° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb on heading 228° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
TAKEOFF MINIMUMS


NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence.

. . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)
TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .

TAKEOFF MINIMUMS

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 028° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climb heading 228° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

GRAND CANYON TRANSITION (YOTES6.GCN)

JARPA TRANSITION (YOTES6.JARPA)

YOOPR TRANSITION (YOTES6.YOOPR)
\textbf{RNAV (GPS) RWY 3}

\textbf{GRAND CANYON NTL PARK (GCN)}

\textbf{ATIS} 124.3  \hspace{1cm} \textbf{LOS ANGELES CENTER} 124.85 319.2  \hspace{1cm} \textbf{CANYON TOWER*} 119.0 (CTAF)  \hspace{1cm} \textbf{GND CON} 121.9  \hspace{1cm} \textbf{UNICOM} 122.95

\textbf{Category} A \hspace{1cm} B \hspace{1cm} C \hspace{1cm} D

\begin{tabular}{|c|c|c|c|}
\hline
\textbf{LPV} & DA & 6797-\frac{3}{4} & 241 (200-\frac{3}{4}) \\
\hline
\textbf{LNAV/VNAV} DA & 6981-1 \frac{1}{2} & 425 (400-1 \frac{1}{2}) \\
\hline
\textbf{LNAV MDA} & 6960-1 & 404 (400-1) & 6960-1 \frac{1}{8} & 404 (400-1 \frac{1}{8}) \\
\hline
\textbf{CIRCLING} & 7140-1 \frac{1}{2} & 531 (600-1 \frac{1}{4}) & 7200-1 \frac{1}{2} & 591 (600-1 \frac{1}{5}) & 7280-3 & 671 (700-3) & 7620-3 & 1011 (1100-3) \\
\hline
\end{tabular}

\textbf{GRAND CANYON, ARIZONA}

Amdt 1 27APR17
Descend in GCN VOR/DME holding pattern to 11000 before commencing procedure turn.

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

MISSED APPROACH: Climb to 9100 in GCN VOR/DME holding pattern.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GRAND FOUR DEPARTURE (OBSTACLE)

GRAND CANYON NTL PARK (GCN)
AL-5381 (FAA)
GRAND CANYON, ARIZONA

TAKEOFF OBSTACLE NOTES

Rwy 21: Sign 10' from DER, 330' left of centerline, 5' AGL/6536' MSL.
Tree 282' from DER, 481' right of centerline, 6543' MSL.
Ground 440' from DER, 615' left of centerline, 6545' MSL.
Tree 1024' from DER, 711' right of centerline, 6568' MSL.
Ground 1081' from DER, 768' left of centerline, 6571' MSL.
Tree 1285' from DER, 835' right of centerline, 6575' MSL.
Tree 1691' from DER, 917' left of centerline, 6610' MSL.
Tree 1803' from DER, 929' left of centerline, 6621' MSL.
Trees beginning 1943' from DER, 835' left of centerline, up to 6632' MSL.
Tree 1960' from DER, 993' right of centerline, 6601' MSL.
Tree pole beginning 2060' from DER, 912' right of centerline, up to 6615' MSL.
Trees beginning 2144' from DER, 814' left of centerline, up to 6633' MSL.
Trees beginning 2396' from DER, 940' left of centerline, up to 6618' MSL.
Trees beginning 2467' from DER, 830' left of centerline, up to 6635' MSL.
Trees beginning 2623' from DER, 573' right of centerline, up to 6635' MSL.
Trees beginning 2722' from DER, 868' left of centerline, up to 6642' MSL.
Trees beginning 2840' from DER, 829' left of centerline, up to 6650' MSL.
Trees beginning 2920' from DER, 523' right of centerline, up to 6642' MSL.
Trees beginning 2972' from DER, 637' left of centerline, up to 6665' MSL.
Trees beginning 3169' from DER, 840' right of centerline, up to 6646' MSL.
Trees beginning 3263' from DER, 1010' right of centerline, up to 6651' MSL.
Tree 3500' from DER, 1210' left of centerline, 6673' MSL.
Trees beginning 3517' from DER, 800' left of centerline, up to 6678' MSL.
Trees beginning 3659' from DER, 914' left of centerline, up to 6688' MSL.
Tree 3996' from DER, 1340' right of centerline, 6653' MSL.
Trees beginning 4028' from DER, 1481' right of centerline, up to 6657' MSL.
Trees beginning 4099' from DER, 965' left of centerline, up to 6690' MSL.
Trees beginning 4171' from DER, 937' left of centerline, up to 6693' MSL.
Trees beginning 5379' from DER, 1002' left of centerline, up to 6687' MSL.

TAKEOFF MINIMUMS

Rwy 3: NA-Environmental.
Rwy 21: 200-1 1/8 or standard with a minimum climb of 335' per NM to 7000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 210° to 7000, then turn left heading 178° to intercept GCN VOR/DME R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.
PARKS FOUR DEPARTURE

GRAND CANYON NTL PARK (GCN)

NOTE: DME required.
NOTE: Chart not to scale.
**RNAV (GPS) RWY 1**

**GRAND CANYON, ARIZONA**

**Orig-D 25FEB21**

**APP CRS**

<table>
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<tr>
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<th>D</th>
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<tr>
<td>LNAV MDA</td>
<td>6620-1</td>
<td>621 (700-1)</td>
<td>6620-1 1/2</td>
<td>621 (700-1/4)</td>
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<td>6620-1</td>
<td>6640-1</td>
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<td>641 (700-1/4)</td>
<td>NA</td>
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</table>

**ELEV 5999**

**TDZE 5999**

**GCN ASOS**

| 124.3 |

**LOS ANGELES CENTER**

| 124.85 | 319.2 |

**UNICOM**

| 122.8 (CTAF) |

**UNICOM**

| 122.8 (CTAF) |

**MISSING APCH FIX**

**GRAND CANYON**

| GCN |

**Procedure NA at night.**

**Rwy 1 helicopter visibility reduction**

**below 1 SM NA. Use Grand Canyon Ntl Park altimeter**

**setting; when not received, procedure NA.**

**MISSING APPROACH:** Climbing left turn to 10000 direct GCN VOR/DME and hold.

**Procedure NA for arrivals at BISOP on V257 northbound.**

**Procedure NA for arrival on FLG VOR/DME airway radial 274 eastbound.**

**Procedure NA on VOR/DME airway radial 274 eastbound.**

**Procedure NA at night.**

**RNAV (GPS) RWY 1**

**GRAND CANYON, ARIZONA**

**Orig-D 25FEB21**

**35°39'N-112°09'W**

**35°39'N-112°09'W**
RNAV (GPS) RWY 19

GRAND CANYON, ARIZONA

APP CRS 188°

Rwy Idg 4199
TDZE 5996
Apt Elev 5999

RNAV APCH:

Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Grand Canyon Ntl Park altimeter setting; when not received, procedure NA.

GRAND CANYON GCN

GRAND CANYON, ARIZONA (4G)

AL-9240 (FAA)

WASHINGTON DC NATC 35°39’N 112°09’W

UNICOM 122.8 (CTAF)

GCN ASOS 124.3

LOS ANGELES CENTER 124.85 319.2

RNP APCH.

GRAND CANYON GCN

GRAND CANYON (IAF)

VALEQ

procedure NA for arrival on GCN VOR/DME airway radials 062 CW 080.

7965

7000 10000 GCN

VALEQ

EHGUY

mostly 3.5° TCH 50

ELEV 5999 TDZE 5996

188° to RW19

RNAP MDA

6560-1 564 (600-1)
6560-1 564 (600-1)

6560-1 564 (600-1)

6640-1 641 (700-1)
RNAV (GPS) RWY 28
HAWTHORNE INDUSTRIAL (HTH)

Circling NA to Rwy 15 and 33. When local altimeter setting not received, procedure NA. Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4750 then climbing right turn to 10000 direct ZICYO and on track 288° to YERIN and hold.

Procedure NA for arrival on MVA VORTAC airway radials 204 CW 283.

[Diagram of RWY 28 with significant points and distances]
RNAV (GPS)-A
HEBER VALLEY (HCR)

Circling south of Rwy 4-22.
Circling Rwy 4 NA at night.

MISSED APPROACH: (Do not exceed 210K until turn completion)
Climbing left turn to 12000 direct COOU and hold.

**Procedure NA for arrivals on TCH VORTAC airway radials 049 CW 161.**

**Procedure NA for arrivals at NONTY on V200 eastbound.**
TAKING OFF MINIMUMS
Rwy 22: NA - Obstacles.
Rwy 4: Standard with minimum climb of 655’ per NM to 8700.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Direct entry to V32 southwest bound from COOLI NA.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 039° to 6200, then climb to 12000 (or maintain ATC assigned altitude) direct OKABE and on track 040° to EXOWI, then on depicted route to COOLI.
AIRSPEED IN EXCESS OF 350 KIAS NOT AUTHORIZED UNTIL ESTABLISHED:

RWY 14 HEADING 290°

RWY 32 HEADING 200°

Mandatory: On initial call up with SLC Departure Aircraft will state "Aircraft ID, leaving (ALT), climbing for 9000, DEVLN 1".

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.

TAKEOFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 9000 as depicted.
ATIS 134.925 397.9
CINC DEL
124 1 335 8
GND CON
121 6 275 8
HILL TOWER
127 15 263.15
SALT LAKE CITY
DEP CON
121 1 319 25
CLOVER CON
134 1 285 65

LOST COMMUNICATIONS: IF RADIO CONTACT HAS NOT BEEN ESTABLISHED
BY HIF R-225 OR 12 DME, SQUAWK 7600 AND IMMEDIATELY
CLIMB TO 7500 MSL

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 7 DME, maintain
6500.

TACAN OUT: Turn right heading 290°, maintain 6500.
SW-4, 30 NOV 2023 to 25 JAN 2024

ATIS 134.925 397.9
CINC DEL
124.1 335.8
GND CON
121.6 275.8
HILL TOWER
127.15 263.15
SALT LAKE CITY
DEP CON
121.1 319.25
CLOVER CON
134.1 285.65

159

Mandatory: On initial callup with SLC, aircraft will state
"Aircraft ID, leaving (all), climbing for 8000, LGTNG 1°."

FOR STEREOTY FLIGHT
PLAN USE ONLY

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Turn right heading 290°, remain within HIF TACAN 5.7 DME until passing the HIF R-198 and established on a heading greater than 256°, intercept HIF R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.

TAKE-OFF RWY 32: Turn left heading 200°, intercept HIF TACAN R-250 outbound prior to HIF 12 DME, cross RAAMZ at 6500, climb and maintain 7000 block 8000.
ATIS 134.925 397.9
CLNC DEL
124 1 335.8
GND CON
121 6 275.8
HILL TOWER
127 15 263.15
SALT LAKE CITY
DEP CON
121 1 319.25
CLOVER CON
134 1 285.65

HILL Chan 49 HIF

EMERG SAFE ALT 100 NM 15,600

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 32: Track heading 319°, maintain 7000.
Procedure NA for arrival on PUC VOR/DME airway radials 164 CW 224.

**RNAV (GPS)-C**

**HUNTINGTON MUNI (69V)**

<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>6520-1 605 (700-1)</td>
<td>6600-1 685 (700-1)</td>
<td>6800-2 885 (900-2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climbing left turn to 10000 direct PUC VOR/DME and hold.
### VOR/B

**Name:** HUNTINGTON MUNI (69V)

**VOR/DME PUC 115.5**

**Category:** A

**App CRS** 194°

**Rwy Idg TDIWE** N/A

**Apt Elev** N/A

**PUC ASOS 135.425**

**SALT LAKE CENTER 133.9 370.85**

**UNICOM 122.8 (CTAF)**

**Notes:**
- Rwy 8, 12, 26, 30 helicopter visibility reduction below 1 SM NA. DME required.
- Procedure NA at night. Use Pressure altimeter setting; when not received, procedure NA. Circling NA to Rwy 12:30 and 18:36.
- MISSED APPROACH: Climbing left turn to 10000 on PUC VOR/DME R-183 to PUC VOR/DME and hold.

**Diagram:**
- Procedure NA for arrival on PUC VOR/DME airway radials 164 CW 224.
- 194° 4.2 NM from FAF.

**Elevation:** 5915

**CIRCLING:** 6620-1 705 (800-1) 6800-2 885 (900-24) NA

**MIRL Rwy 8-26:**

**HUNTINGTON MUNI (69V)**

**VOR-B**

**Amdt:** 1B 27JAN22

**SW-4:** 30 Nov 2023 to 25 Jan 2024

**AL-6693 (FAA)**

**162**
RNAV (GPS) RWY 1
KANAB MUNI (KNB)

**AWOS:** 3 133.175
**LOS ANGELES CENTER** 124.2 343.6
**UNICOM** 122.8 (CTAF)

**APP CRS 010°**
**Rwy Idg 6200**
**TDZE 4841**
**Apt Elev 4868**

**Circling Rwy 19 NA at night. Circling NA for Cat C west of Rwy 1-19.**

**MISSED APPROACH:** Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.

**RNAV (GPS) RWY 1**

**UNICOM**

**RNAV (GPS) RWY 1**

**AWOS:** 3 133.175
**LOS ANGELES CENTER** 124.2 343.6
**UNICOM** 122.8 (CTAF)

**APP CRS 010°**
**Rwy Idg 6200**
**TDZE 4841**
**Apt Elev 4868**

**Circling Rwy 19 NA at night. Circling NA for Cat C west of Rwy 1-19.**

**MISSED APPROACH:** Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.

**RNAV (GPS) RWY 1**

**UNICOM**

**RNAV (GPS) RWY 1**

**AWOS:** 3 133.175
**LOS ANGELES CENTER** 124.2 343.6
**UNICOM** 122.8 (CTAF)

**APP CRS 010°**
**Rwy Idg 6200**
**TDZE 4841**
**Apt Elev 4868**

**Circling Rwy 19 NA at night. Circling NA for Cat C west of Rwy 1-19.**

**MISSED APPROACH:** Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.

**RNAV (GPS) RWY 1**

**UNICOM**

**RNAV (GPS) RWY 1**

**AWOS:** 3 133.175
**LOS ANGELES CENTER** 124.2 343.6
**UNICOM** 122.8 (CTAF)

**APP CRS 010°**
**Rwy Idg 6200**
**TDZE 4841**
**Apt Elev 4868**

**Circling Rwy 19 NA at night. Circling NA for Cat C west of Rwy 1-19.**

**MISSED APPROACH:** Climbing right turn to 8200 direct DEDKE and hold, continue climb-in-hold to 8200.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 1:** Climb heading 006° to intercept course 101° to KACIR, thence...

**TAKEOFF RWY 19:** Climb heading 186° to intercept course 098° to JOVBA, then on track 041° to KACIR, thence...

... (transition).

**BRYCE CANYON TRANSITION (KACIR2.BCE)**

**JALMA TRANSITION (KACIR2.JALMA)**

**NOTE:** GPS required.

**NOTE:** RNAV 1.

**NOTE:** Rwy 1, do not exceed 200 KIAS until established on track to KACIR.

**NOTE:** Rwy 19, do not exceed 200 KIAS until established on track to JOVBA.

**NOTE:** Chart not to scale.
RNAV (GPS) Y RWY 21
KINGMAN (IGM)

- **ASOS**: 119.275
- **LOS ANGELES CENTER**: 124.85 319.2
- **UNICOM**: 122.8 (CTAF)

**RSO CRS**: 198°
**Rwy Idg**: 6827
**TDZE**: 3403
**Apt Elev**: 3449

- **MISSED APPROACH**: Climbing right turn to 9000 direct
  PRFUM and hold, continue climb-in-hold to 9000.

- **DME/DME RNP-0.3 NA**: Circling NA for Cat D
  southeast of Rwy 3-21. Circling Rwy 35 NA at night.

**UNICOM**

- **PRFUM**: 4420-3
- **LUPEW**: 3820-1
- **VOJUR**: 5200

**RNAV (GPS) Y RWY 21**

- **1.3 NM to ESOTY**
- **DEMDY**
- **1.3 NM to ESOTY**
- **ESOTY**
- **4351**
- **5200**
- **183°**

**CATEGORY**

- **A**: 1.3 NM
- **B**: 3.7 NM
- **C**: 8 NM

**LNAV MDA**

- **3820-1**: 417 (500-1)
- **3820-1 1/4**: 417 (500-1 1/4)

**CIRCLING**

- **3980-1**: 4100-1
- **531 (600-1)**: 651 (700-1)
- **4420-3**: 971 (1000-3)

**KINGMAN, ARIZONA**

**Orig-C**: 20MAY21

**35°16’N-113°56’W**
RNAV (GPS) Z RWY 21
KINGMAN (IGM)

Missed Approach: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>LOS ANGELES CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.275</td>
<td>124.85 319.2</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

Kingman, Arizona

WASS
CH 70612
W21A

App CRS
213°

Rwy Idg
TDZE
9000

Apt Elev
3449

DME/DME RNP-0.3 NA.

Los Angeles Center
124.85 319.2

Unicom
122.8 (CTAF)

Category
A 303°
B 029°

LPV DA
3653-1 250 (300-1)

Procedures:
- Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.
- Procedure NA for arrival at BEYMI via V105 eastbound.

Kingman, Arizona

Orig-C 31MAR16

35°16'N-113°56'W
KINGMAN, ARIZONA

VOR/DME RWY 21

KINGMAN (IGM)

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS
119.275

LOS ANGELES CENTER
124.85 319.2

UNICOM
122.8 (CTAF)

ELEV 3494
D TDZE 3403

Circling RW 35 NA at night.

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

KINGMAN, ARIZONA

Almdt 7D 20MAY21

VOR/DME RWY 21

KINGMAN (IGM)

Los Angeles Center

35°16'N-113°56'W

Amdt 7D 20MAY21

VOR/DME RWY 21

KINGMAN (IGM)

35°16'N-113°56'W

Sw-4, 30 Nov 2023 to 25 Jan 2024

Sw-4, 30 Nov 2023 to 25 Jan 2024

Sw-4, 30 Nov 2023 to 25 Jan 2024

Sw-4, 30 Nov 2023 to 25 Jan 2024

3.4 NM 4.3 NM 4.2 NM 4.5 NM

 CATEGORY A B C D
S-21 3880-1 477 (500-1) 3880-1½ 477 (500-1½) 3880-1 477 (500-1) 3880-1½ 477 (500-1½)
CIRCLING 3980-1 531 (600-1) 4100-1 651 (700-1) 4420-3 971 (1000-3) 5340-3 1891 (2000-3)
Procedure not authorized when airfield closed.
- Straight-in Minimums not authorized at night
- Circling not authorized NW of Rwy 6 and 18
- Circling to Rwy 24 not authorized at night.

Helicopter visibility reduction not authorized.
When local altimeter setting not received, use YUMA MCAS/YUMA Infl altimeter setting.

<table>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA*</td>
<td>1020-1</td>
<td>633 (600-1)</td>
<td>1020-1¾</td>
<td>633 (600-1¾)</td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1080-1</td>
<td>647 (700-1)</td>
<td>1080-1¾</td>
<td>647 (700-1¾)</td>
</tr>
<tr>
<td>LNAV MDA*</td>
<td>1100-1</td>
<td>713 (700-1)</td>
<td>1100-2</td>
<td>713 (700-2)</td>
</tr>
<tr>
<td>CIRCLING**</td>
<td>1160-1</td>
<td>727 (800-1)</td>
<td>1160-2</td>
<td>727 (800-2)</td>
</tr>
</tbody>
</table>

BARD 116.8 BZA
Chan 115

UNITED STATES
MEXICO

YUMA PROVING GROUND, ARIZONA

LAGUNA AAF (KLGF)

Amend 1 05OCT23
172
LAKE HAVASU CITY, ARIZONA

RNAV (GPS) RWY 14

LAKE HAVASU CITY (HII)

Circling NA northeast of Rwy 14-32. Rwy 14 helicopter visibility reduction below ¾ SM NA.

AWOS-3
119.025

LOS ANGELES CENTER
134.65 360.65

UNICOM
122.7 (CTAF)

HOLD 14000
5000

VGS and descent angles not coincident
(VGSI Angle 3.50/TCH 58).

14000
334°

154°
3100

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.

2274

VORTAC

EED

PEYON

RACOG
5.1 NM to RW14

Final approach course offset 3.00°.
RNAV (GPS) RWY 32

**LAKE HAVASU CITY, ARIZONA**

**AWOS-3** 119.025

**LOS ANGELES CENTER** 134.65 360.65

**UNICOM** 122.7 (CTAF)

**MISSED APPROACH:** Climb to 6300 direct JADUV and track 307° to GORSY and hold, continue climb-in-hold to 6300.

- **Circling NA northeast of Rwy 14-32.**
- **Rwy 32 helicopter visibility reduction below ½ SM NA.**

**Procedure** for arrivals at PKE VORTAC on V135 southbound.

**RNAV (GPS) RWY 32**

**LAKE HAVASU CITY (HII)**

**34°34'N-114°21'W**

**RNAV (GPS) RWY 32**

**LAKE HAVASU CITY, ARIZONA**

**Orig-A** 22APR21
ILS Y or LOC Y RWY 26R
HARRY REID INTL (LAS)

RNP APCH - GPS.

Inop table does not apply to Sidestep 26L. For inop ALS, increase S-ILS-26R all Cats visibility to 3/8 SM.

D-ATIS
132.4

LAS VEGAS APP CON
125.025 379.15 (West)
119.775 282.2 (East)

LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 8L/26R, 8R/26L)

MALS Rwy 26R
26R
12628 10526
2067 2069

MALS Rwy 26L
26L
1181 2218
1181 2218

MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 heading 080° and on BLD R-286 to BLD VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS
132.4

LAS VEGAS APP CON
125.025 379.15 (West)
119.775 282.2 (East)

LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 8L/26R, 8R/26L)

MALS Rwy 26R
26R
12628 10526
2067 2069

MALS Rwy 26L
26L
1181 2218
1181 2218

MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 heading 080° and on BLD R-286 to BLD VORTAC and hold, continue climb-in-hold to 6000.

D-ATIS
132.4

LAS VEGAS APP CON
125.025 379.15 (West)
119.775 282.2 (East)

LAS VEGAS TOWER
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 8L/26R, 8R/26L)

MALS Rwy 26R
26R
12628 10526
2067 2069

MALS Rwy 26L
26L
1181 2218
1181 2218

MISSED APPROACH: Climb to 3200 then climbing right turn to 6000 heading 080° and on BLD R-286 to BLD VORTAC and hold, continue climb-in-hold to 6000.
RNAV (RNP) RWY 8R
HARRY REID INTL (LAS)

MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to VMPRE and hold, continue climb-in-hold to 7000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.

RNAV (RNP) RWY 8R
ELEV 2181
TDZE 2157

MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to VMPRE and hold, continue climb-in-hold to 7000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C.
RNAV (RNP) RWY 26R
HARRY REID INTL (LAS)

For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C.

**MISSED APPROACH:** Climb to 7000 on the RNAV missed approach route to BLD VORTAC and hold.

*Missed approach requires minimum climb of 230 feet per NM to 3200.

**EXCEPTIONS:**
- For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C.
- RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 60).

See planview for multiple IF locations.

**AUTHORIZATION REQUIRED**

---

**APP CRS 259°**
- Rwy Idg 12638
- TDZE 2067
- Apt Elev 2181

**MALS**

**RNP AR APCH-GPS.**

**RNAV (RNP) RWY 26R**
- HARRY REID INTL (LAS)

**D-ATIS**
- LAS VEGAS APP CON 125.025 379.15 (West)
- LAS VEGAS TOWER 118.750 257.8
- GND CON 121.1 270.8
- CLNC DEL 118.0
- CPDLC

**ELEV 2181**
- TDZE 2067

**TDZE 2067**
- 12800
- 259°
- 3200
- 3800
- 5000
- 5200
- 5300
- 5400
- 6000
- 6500
- 7000
- 8000
- 12000

**TWR 2433**
- 2457
- 259°
- 262
- 304
- 352
- 400
- 458
- 516
- 574
- 632
- 690
- 748
- 806
- 864
- 922
- 980
- 1038

**SHERE 26R**
- 1412
- 14515
- 150
- 1500
- 15415
- 15925
- 16435
- 16945
- 17455
- 17965
- 18475
- 18985
- 19495
- 19995

**FURTHER NOTAM**
- SW-4, 30 NOV 2023 to 25 JAN 2024
RNAV (RNP) Z RWY 19L
HARRY REID INTL (LAS)

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 34°C. Missed approach requires RNP less than 1.0.

D-ATIS
LAS VEGAS APP CON
125.025 379.15 (West)
119.775 282.2 (East)

LAS VEGAS TOWER
Rwy 1L/19R, 1R/19L
Rwy 8L/26R, 8R/26L

GND CON
CLA CON
W of 1R/19L
W of 1R/19L

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 34°C. Missed approach requires minimum climb of 225 feet per NM to 5000.

*Missed approach requires minimum climb of 225 feet per NM to 7000."

Missed approach requires minimum climb of 225 feet per NM to 7000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 34°C. Missed approach requires RNP less than 1.0.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 34°C. Missed approach requires RNP less than 1.0.
RNAV (RNP) Z RWY 19R
HARRY REID INTL (LAS)

MISSED APPROACH: Climb to 7000 on the RNAV missed approach route to MATLR and hold, continue climb-in-hold to 7000.
*Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

CAUTION: NAV VOR DME required.

D-ATIS
LAS VEGAS CON
125.025 379.15 (West)
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 8L/26R, 8R/26L)

LAS VEGAS TOWER
119.9 257.8 (Rwy 8L/26R, 8R/26L)
121.1 254.3 (W of 1/19L)
121.9 254.3 (W of 1R/19L)

LAS VEGAS APP CON
121.9 254.3 (East)
122.0 254.3 (East)
121.7 254.3 (West)
121.9 254.3 (West)

RNP AR APCH. RF required.

D-ATIS
LAS VEGAS CON
125.025 379.15 (West)
118.75 257.8 (Rwy 1L/19R, 1R/19L)
119.9 257.8 (Rwy 8L/26R, 8R/26L)

LAS VEGAS TOWER
119.9 257.8 (Rwy 8L/26R, 8R/26L)
121.1 254.3 (W of 1/19L)
121.9 254.3 (W of 1R/19L)

LAS VEGAS APP CON
121.9 254.3 (East)
122.0 254.3 (East)
121.7 254.3 (West)
121.9 254.3 (West)

RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

*Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

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**Missed approach requires minimum climb of 300 feet per NM to 3000.

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For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.

For uncompensated Baro-VNAV systems, procedure NA below 0°C or above 54°C. Missed approach requires RNP less than 1.0.

**Missed approach requires minimum climb of 300 feet per NM to 3000.
RNAV (GPS) RWY 1R
HARRY REID INTL (LAS)

D-ATIS 132.4
LAS VEGAS APP CON 125.025, 379.15 (West)
LAS VEGAS TOWER 118.75 257.8 (Rwy 1L/19R, 1R/19L)
GND CON 121.1 270.8 118.75 257.8
CLNC DEL 121.9 254.3 119.9 257.8

RNAV (GPS) RWY 1R
Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C.
Rwy 1R helicopter visibility reduction below 8 SM NA. For uncompensated
and hold, continue climb-in-hold to 7000 direct HAIDN
MISSED APPROACH: Climb to 2700 then
climbing right turn to 7000 direct HAIDN

SAFETY ALERT:

- Rwy 1L/19R, 1R/19L
- East
- West

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>2458-1/8</td>
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<td>LNAV/ VNAV DA</td>
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<td>471 (500-1/8)</td>
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<td>LNAV MDA</td>
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<td>650 (700-1)</td>
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CIRCLING

| 3020-1/4 | 839 (900-1/4) |
| 3060-1/4 | 879 (900-1/4) |
| 3100-2/3 | 919 (1000-2/3) |
| 3540-3 | 1359 (1400-3) |

VGS and RNAV glidepath not coincident
(VGS Angle 3.00°/TCH 76).

HP 30.0°
TCH 60

ELEV 2181
TDZE 2170

SW-4, 30 NOV 2023 to 25 JAN 2024

LAS VEGAS, NEVADA
Amrd 4 19MAY22

36°05'N-115°09'W
187
RNAV (GPS) Y RWY 19R

HARRY REID INTL (LAS)

Amdt 3A  22APR21

Rwy 19R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.

Procedure NA for arrivals at SUVIE on V394 northeast bound.

Procedure NA for arrivals at LAPIN on VS1 south bound and on V562 northeast bound.

RNAV (GPS) Y RWY 19R

HARRY REID INTL (LAS)
MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct BLD VORTAC and hold.

LAS VEGAS, NEVADA
AL-662 (FAA)

VOR/DME-A
HARRY REID INTL (LAS)

<table>
<thead>
<tr>
<th>Category</th>
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<td>899 (900-1¾)</td>
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LAS VEGAS, NEVADA
Orig-E 23APR20

36°05'N-115°09'W
For inop ALS, increase S-26L and S-26R Cat D visibility 1/2 SM.

Procedure NA for arrivals at MEADS via V562 northeast bound.

Procedure NA for arrivals on BLD VORTAC airway radials 332° CW 016.

For inop ALS, increase S-26L and S-26R Cat D visibility 1/2 SM.
FRNCK ONE DEPARTURE (RNAV)

TOP ALTITUDE: FL190

**NOTE:** Turbojet only.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** RNAV 1.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** Turbojet only.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwys 8L/R: Standard with minimum climb of 500’ per NM to 2682.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** Turbojet only.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 8L/R:** Climb on heading 079° to 2682, then direct to cross AYVUH at or above 6000, thence . . .

. . . thence on track 028° to cross RATPK at or above 13000, then on track 026° to DARDN, then on track 021° to FRNCK. Maintain FL190. Expect filed altitude 10 minutes after departure.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 1L/R:** Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 073° to cross AIRRO at or above 11500 and at or below 250K, then on track 075° to GIDGT, thence. . . .

**TAKEOFF RUNWAYS 8L/R:** Climb on heading 079° to 2682, then direct AYVUH, cross AYVUH at or above 6000, then on track 079° to MLVIN, then on track 064° to cross GEEZY at or above 12000, then on track 065° to cross JETTG at or below 14000, then on track 065° to GIDGT, thence. . . .

**TAKEOFF RUNWAYS 19L/R:** Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . . .

**TAKEOFF RUNWAYS 26L/R:** Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to cross TTEEA at or above 14000, then on track 079° to GIDGT, thence. . . .

. . . . (on transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

---

**TAKEOFF MINIMUMS**

**Rwy 1L:** Standard with minimum climb of 500' per NM to 2682, then 286' per NM to 4900.

**Rwy 1R:** Standard with minimum climb of 500' per NM to 2682, then 295' per NM to 4900.

**Rwys 8L/R, 19L/R:** Standard with minimum climb of 500' per NM to 2682.

**Rwy 26L:** Standard with minimum climb of 500' per NM to 2682, then 204' per NM to 4100.

**Rwy 26R:** Standard with minimum climb of 500' per NM to 2682, then 271' per NM to 4100.
NOTE: Turbojets only.

**TOP ALTITUDE: ASSIGNED BY ATC**

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<tr>
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<th>Frequency</th>
<th>Callsign</th>
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<tr>
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<td>MILFORD</td>
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<td>117.6</td>
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<td>DOVE CREEK</td>
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<td>PEACH SPRINGS</td>
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<tr>
<td>DRAKE</td>
<td>114.1</td>
<td>DRK</td>
</tr>
</tbody>
</table>

**TOP ALTITUDE (FL):**
- 30,000 ft (FL300)
- 30,000 ft (FL300)
- 25,000 ft (FL250)
- 25,000 ft (FL250)
- 20,000 ft (FL200)
- 15,000 ft (FL150)
- 10,000 ft (FL100)
- 5,000 ft (FL050)
- 0 ft (FL000)

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS:**
- Rwys 1L/R: Standard with minimum climb of 400’ per NM to 7000.
- Rwys 8L/R: Standard with minimum climb of 440’ per NM to 7000.
- Rwys 19L/R, 26L/R: Standard with minimum climb of 410’ per NM to 7000.

**NOTE:** Chart not to scale.

*(NARRATIVE ON FOLLOWING PAGE)*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2500, then climbing right turn heading 060°, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079°, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194°, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190°, thence. . . .

. . . . RADAR vectors to transition or assigned route. Maintain ATC assigned altitude, expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to appropriate MEA for route of flight.

BAVPE TRANSITION (HOOV8.BAVPE): From over CHALL on BLD R-080 and PGS R-301 to PGS VOR/DME, then on PGS R-076 to BAVPE.

DOVE CREEK TRANSITION (HOOV8.DVC): From over GIDGT on LAS R-066 and PGA R-234 to PGA VOR/DME, then on PGA R-053 and DVC R-233 to DVC VORTAC.

DRAKE TRANSITION (HOOV8.DRK): From over SOOSN on IGM R-303 to IGM VOR/DME, then on IGM R-100 and DRK R-281 to DRK VORTAC.

MILFORD TRANSITION (HOOV8.MLF): From over RATPK on MMM R-199 to MMM VORTAC, then on MMM R-016 and MLF R-197 to MLF VORTAC.
TAKEOFF MINIMUMS
Rwy 1L: Standard with minimum climb of 514' per NM to 8700.
Rwy 1R: Standard with minimum climb of 525' per NM to 8700.
Rwy 8L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 10500.
Rwy 8R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 250' per NM to 6500.
Rwys 19L/R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 350' per NM to 9200.
Rwy 26L: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 9300.
Rwy 26R: Standard with minimum climb of 500' per NM to 2682, then minimum climb of 360' per NM to 9000.

NOTE: Turbojet aircraft only.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to KWYYN, then on track 263° to cross RAWKK at or above 13000, then on track 263° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 218° to COMIC, then on track 224° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 197° to MGNTO, then on track 260° to cross KRUGR at or below 11000, then on track 260° to JOHKR, thence . . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

KENNO TRANSITION (JOHKR3.KENNO)
NOTE: Turbojet only.
NOTE: Do not file - to be assigned by ATC.
NOTE: If unable to accept climb gradients, advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwy 1L: Standard with minimum climb of 514' per NM to 10300.
Rwy 1R: Standard with minimum climb of 526' per NM to 10300,
Rwy 8L: Standard with minimum climb of 254' per NM to 6900.
Rwy 8R: Standard with minimum climb of 500' per NM to 2682,
then minimum climb of 242' per NM to 6800.
Rwy 19L: Standard with minimum climb of 470' per NM to 10300,
Rwy 19R: Standard with minimum climb of 468' per NM to 10300,
Rwy 26L: Standard with minimum climb of 500' per NM to 2682,
then minimum climb of 480' per NM to 10300.
Rwy 26R: Standard with minimum climb of 500' per NM 2682,
then minimum climb of 495' per NM to 10300.

(NARRATIVE ON FOLLOWING PAGE)
LOHLA THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 283° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN at or below 8000, then on track 336° to PENSK, then on track 282° to cross LOHLA at or above 13400, thence. . . .

. . . . on (transition), maintain 14000. Expect filed altitude 10 minutes after departure.

JAYSN TRANSITION (LOHLA3.JAYSN)
NOTE: RADAR and DME required.

NOTE: TNP and HEC transitions turbojets only.

NOTE: Rwys 1L/R 3229’ MSL monument, 3 NM north of DER. Numerous buildings from 0.6 NM northwest to 2.5 NM north of DER, up to 2779’ MSL.

TAKEOFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 526’ per NM to 9900.
Rwys 8L/R: Standard with minimum climb of 440’ per NM to 7000.
Rwys 19L/R, 26L/R: Standard with minimum climb of 360’ per NM to 7000.

(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2600, then climbing left turn heading 200° to 7000, thence. . . .

TAKEOFF RUNWAYS 8L/R: Climb on heading 079° to 7000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 7000, thence. . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° until LAS VORTAC 3 DME, then climbing left turn heading 190° to 7000, thence. . . .

. . . for RADAR vectors to transition or assigned route. Maintain 7000. Expect clearance to filed altitude two minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC upon reaching 7000, proceed direct BLD VORTAC then climb in BLD VORTAC holding pattern to the appropriate MEA for route of flight.

HECTOR TRANSITION (MCCRN6.HEC): From over RADYR on BLD R-213 and HEC R-032 to HEC VORTAC.

LIDAT TRANSITION (MCCRN6.LIDAT): From over JOHKR on BTY R-128 to BTY VORTAC, then on BTY R-310 and OAL R-129 to LIDAT.

TWENTY NINE PALMS TRANSITION (MCCRN6.TNP): From over RAYDR on GFS R-325 to GFS VORTAC, then on GFS R-185 and TNP R-028 to TNP VORTAC.
NOTE: Chart not to scale.

TAKEN OFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 500' per NM to 2682 then 280' per NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500' per NM to 2682.
Rwys 19L/R: Standard with minimum climb of 500' per NM to 2682 then 270' per NM to 6200.
Rwys 26L/R: Standard with minimum climb of 500' per NM to 2682 then 240' per NM to 5000.

(CONTINUED ON FOLLOWING PAGE)
NOTE: TUKRR and IWANS transition ATC assigned only. Do not file.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojets only.
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.
NIITZ THREE DEPARTURE (RNAV)
NIITZ THREE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250K, then on track 092° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 090° to GOLIE, then on track 083° to cross DBLII at or below 13000, then on track 083° to cross GLDYN at or above 12000, then on track 088° to NIITZ, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW to cross at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILITT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELZ at or above 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 075° to cross SGFRD at or above 17000, then on track 079° to NIITZ, thence . . . .

. . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

HOCEE TRANSITION (NIITZ3.HOCEE)
IWANS TRANSITION (NIITZ3.IWANS)
SSKEE TRANSITION (NIITZ3.SSKEE)
TUKRR TRANSITION (NIITZ3.TUKRR)
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: Turbojet only.

TAKEOFF MINIMUMS

Rwy 1L: Standard with minimum climb of 515’ per NM to 4500.
Rwy 1R: Standard with minimum climb of 530’ per NM to 4500.
Rwy 8L: Standard with minimum climb of 500’ per NM to 2682,
then minimum climb of 220’ per NM to 6300.
Rwy 8R: Standard with minimum climb of 500’ per NM to 2682,
then minimum climb of 215’ per NM to 6300.
Rwys 19L/R: Standard with minimum climb of 500’ per NM to 2682,
then minimum climb of 255’ per NM to 4400.
Rwy 8L: Standard with minimum climb of 500’ per NM to 2682,
then minimum climb of 220’ per NM to 6300.
Rwy 8R: Standard with minimum climb of 500’ per NM to 2682,
then minimum climb of 275’ per NM to 6700.
NOTE: BLYTHE and BOJAC transitions: Do not file-assigned by ATC.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: Turbojet only.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to 2682, then left turn direct BESSY at or above 5000, then on track 191° to HRRLY, then on track 190° to cross GRUDN at or above 10000, then on track 171° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to VMPRE, then on track 249° to cross FLABB at or above 13000, then on track 190° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 189° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILTT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or above 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELLZ at or below 8000, then on track 180° to cross RADYR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (RADYR2.BLAQQ)
BLYTHE TRANSITION (RADYR2.BLH)
BOJAC TRANSITION (RADYR2.BOJAC)
HECTOR TRANSITION (RADYR2.HEC)
LVELL TRANSITION (RADYR2.LVELL)
SLVRR TRANSITION (RADYR2.SLVRR)
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to KYBAD, then on track 072° to HAIDN, then on track 095° to cross OLBLU at or above 10000 and at or below 250K, then on track 136° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 097° to cross ROODE at or above 8000, then on track 134° to cross JADWI at or below 12000, then on track 134° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to 2682, then direct DEREW at or below 7000, then on track 188° to CARNG, then on track 158° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26L: Climb on heading 259° to 2682, then direct SILT, then on track 253° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

TAKEOFF RUNWAY 26R: Climb on heading 259° to intercept course 249° to cross RUDYY at or above 4000 and at or below 230K, then on track 189° to cross SELTZ at or below 8000, then on track 127° to cross TTONE at or above 8000, then on track 110° to cross VIVVS at or above 10000, then on track 095° to cross RASLR at or above 13000, thence. . . .

. . . . on (transition). Maintain FL190. Expect filed altitude 10 minutes after departure.

ZAYNE TRANSITION (RASLR3.ZAYNE)
D-ATIS
132.4
CLNC DEL
118.0
CPDLC
GND CON
121.1 270.8 E of 1R/19L
121.9 254.3 W of 1R/19L
LAS VEGAS TOWER
118.75 257.8 (Rwys 1L/19R, 1R/19L)
119.9 257.8 (Rwys BL/26R, BR/26L)
LAS VEGAS DEP CON
125.9 307.25 (Rwys 8L/R)
133.95 353.7 (Rwys 1L/R, 19L/R, 26L/R)

TAKEOFF MINIMUMS
Rwys 1L/R: Standard with minimum climb of 500' per NM to 2682 then 280' per NM to 4800.
Rwys 8L/R: Standard with minimum climb of 500' per NM to 2682 then 233' per NM to 6400.
Rwys 19L/R: Standard with minimum climb of 500' per NM to 2682 then 230' per NM to 4200.
Rwys 26L/R: Standard with a minimum climb of 500' per NM to 2682 then 240' per NM to 4200.

NOTE: For non-GPS equipped aircraft ILC and BLD DMEs must be operational.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: Turbojet only.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/R: Climb on heading 014° to intercept course 072° to cross KYBAD at or above 6000, then on track 040° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8L: Climb on heading 079° to intercept course 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAY 8R: Climb on heading 079° to 2682, then direct SCAAR, then on track 090° to cross FLAAR at or above 6000 and at or below 230K, then on track 152° to cross HNIBL at or above 8000 and at or below 230K, then on track 211° to KNGPN, then right turn direct JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 19L/R: Climb on heading 194° to intercept course 271° to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

TAKEOFF RUNWAYS 26L/R: Climb on heading 259° to 2682, then direct LEELN to cross LEELN at or below 8000, then on track 336° to cross GLIAN at or above 5000 and at or below 230K, then on track 050° to cross BACCK at or above 6000, then on track 058° to cross ALOLY at or above 7000, then on track 079° to JENFR, then on track 040° to RATPK, thence . . . .

. . . . on (transition), maintain FL190. Expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (RATPK3.FRNC)
RNAPch-GPS

- Circling to Rwy 35L NA at night. Rwy 35L helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harry Reid Intl altimeter setting and increase all MDAs 60 feet.

ATIS 120.775  LAS VEGAS APP CON  125.475  HENDERSON TOWER*  127.8
GND CON  127.5  CLNC DEL  135.35  CLNC DEL  125.475 (when twr closed)
UNICOM  122.95

LAS VEGAS, NEVADA
Amdt 2 24MAR22

Reid Intl altimeter setting and increase all MDAs 60 feet. When local altimeter setting not received, use Harry Reid Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing right turn to 7000 direct JUVNO and hold, continue climb-in-hold to 7000.

Procedures for arrivals at SKEBR on V394 southwest bound.

HENDERSON EXEC (HND)

RNAV (GPS)-B

HENDERSON EXEC (HND)

RNAV (GPS)-B
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

475' per NM to 5300.

of 500' per NM to 2992 then

Rwy 35L: Standard with minimum climb

of 560’ per NM to 4900.

Rwy 17R: Standard with minimum climb

Rwys 17L, 35R: NA- ATC.

TAKEOFF MINIMUMS

LAS VEGAS, NEVADA

HENDERSON EXEC

NOTE: Turbojets only except KENNO transition.

NOTE: GPS required.

NOTE: RNAV 1.

HENDERSON TOWER

GND CON

SW-4, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 160° to cross OYODA at or above 7300, thence...

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 189° to ZIGLR, then on track 225° to cross OYODA at or above 7300, thence...

...(transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

BLAQQ TRANSITION (OYODA2.BLAQQ)
BLYTHE TRANSITION (OYODA2.BLH)
BOJAC TRANSITION (OYODA2.BOJAC)
HECTOR TRANSITION (OYODA2.HEC)
KENNO TRANSITION (OYODA2.KENNO)
LVELL TRANSITION (OYODA2.LVELL)
SLVRR TRANSITION (OYODA2.SLVRR)
Top Altitude:
Assigned by ATC

Takeoff Minimums
Rwy 17L, 35R: NA-ATC.
Rwy 17R: Standard with minimum climb of 560' per NM to 4900.
Rwy 35L: Standard with minimum climb of 500' per NM to 2992 then 475' per NM to 5300.

Note: Chart not to scale.

HARRIY REID

CAVER

BOYT (8)

ZIGLR

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17R: Climb on heading 168° to intercept course 199° to CAVER, then on track 160° to cross BOYTT at or below 6000, then on track 090° to ZIGLR, then on track 045° to SCAMR, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 348° to intercept course 072° to KITEE, then on track 148° to cross JAMIA at 6000, then on track 082° to SCAMR, thence. . . .

. . . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

FRNCK TRANSITION (SCAMR3.FRCK)
HOCEE TRANSITION (SCAMR3.HOCEE)
IWANS TRANSITION (SCAMR3.IWANS)
PAGE TRANSITION (SCAMR3.PGA)
SSKEE TRANSITION (SCAMR3.SSKEE)
TUKRR TRANSITION (SCAMR3.TUKRR)
VERKN TRANSITION (SCAMR3.VERKN)
ZAYNE TRANSITION (SCAMR3.ZAYNE)
ILS or LOC RWY 12L
NORTH LAS VEGAS (VGT)

MISSED APPROACH: Climb to 2660 climbing right turn heading 250° to 6000, intercept LAS VORTAC R-310 outbound to TUPUC/LAS 10 DME then right turn on LAS VORTAC R-330 inbound to LAS VORTAC and hold.

Rwy 12L helicopter visibility reduction below ¾ SM NA.

ATIS 118.05
LAS VEGAS APP CON 119.4 360.85
NORTH LAS VEGAS TOWER* 125.7 (CTAF) 360.75
GND CON 121.7
CLNC DEL 124.0
UNICOM 122.95

RADAR and DME required.

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**FLIGHT PLAN**

- [LAS VEGAS, NEVADA](#)
- **AL-6970 (FAA)**
- Amdt 1 14JUL22

---

**S-LOC 12L**
- 2620-1 431 (500-1)
- NA

**SIDESTEP 12R**
- 2720-1 515 (600-1)
- NA

**CIRCLING**
- 2720-1 515 (600-1)
- NA

---

**FACILITIES**

**ATIS** 118.05
**LAS VEGAS APP CON** 119.4 360.85
**NORTH LAS VEGAS TOWER** 125.7 (CTAF) 360.75
**GND CON** 121.7
**CLNC DEL** 124.0
**UNICOM** 122.95

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**MAP**

- **ILS or LOC RWY 12L**
- **NORTH LAS VEGAS (VGT)**
- **LAS VEGAS, NEVADA**
- **Ammdt 1 14JUL22**

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**STANDARD」**

- **ILS or LOC RWY 12L**
- **NORTH LAS VEGAS (VGT)**
- **LAS VEGAS, NEVADA**
- **Ammdt 1 14JUL22**
RNAV (GPS) RWY 12R
NORTH LAS VEGAS (VGT)

MISSED APPROACH: Climb to 2900 then climbing left turn to 7500 direct SUVIE and hold, continue climb-in-hold to 7500.

RNP APCH - GPS.

Rwy 12R helicopter visibility reduction below ½ SM NA.

ATIS
LAS VEGAS APP CON
NORTH LAS VEGAS TOWER*
GND CON
CLNC DEL
UNICOM

118.05
119.4 360.85
125.7 (CTAF) 360.75
121.7
124.0
122.95

WAAS
APP CRS
Rwy Idg
TDZE
Apt Elev

12R
W12A
6000
2205
2035

5000
4199
2205
2189
2205
2205

TWR
0.6%  UP
1.0%  UP
0.8%  UP

MISSED APCH FIX

ELEV 2205
TDZE 12R 2205
TDZE 12L 2189

SUVIE 7500
SUVIE 2205
SUVIE 2189

UNITED STATES DEPARTMENT OF TRANSPORTATION
FAA NOTICE 8110.11

APA 1005 (FAA)

REIL all Rwys
MIRL all Rwys

LAS VEGAS, NEVADA
Amdt 1 14JUL22

36°13'N-115°12'W

NORTH LAS VEGAS (VGT)
RNAV (GPS) RWY 12R

SW-4, 30 NOV 2023 to 25 JAN 2024
AIRPORT DIAGRAM

ATIS
118.05
NORTH LAS VEGAS TOWER
125.7 360.75
GND CON
121.7
CLNC DEL
124.0

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

AIRPORT DIAGRAM

LAS VEGAS, NEVADA
BOULDER CITY ONE DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS:
Rwy 7: Standard with minimum climb of 339’ per NM to 3600 or . . . .
Rwy 12L: Standard with minimum climb of 393’ per NM to 3600 or . . . .
Rwy 12R: Standard with minimum climb of 373’ per NM to 3600 or . . . .
Rwy 25: Standard with minimum climb of 257’ per NM to 4500 or . . . .
Rwy 30R: Standard with minimum climb of 354’ per NM to 4700 or . . . .
Rwy 30L: Standard with minimum climb of 367’ per NM to 4700 or . . . .

. . . . 2100-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES:
Rwy 7: Tower 1.1 NM from DER, 1044’ right of centerline, 252’ AGL/2348’ MSL.
Rwy 12R: Multiple towers 1.0 NM from DER, 850’ right of centerline, up to 267’ AGL/2368’ MSL.
Rwy 12L: Light pole 254’ from DER, 462’ right of centerline, 36’ AGL/2159’ MSL.
Rwy 25: Light pole 1447’ from DER, 21’ right of centerline, 35’ AGL/2255’ MSL.
Rwy 30L: Signs, building, light pole beginning 1692’ from DER, 236’ left of centerline, up to 49’ AGL/2271’ MSL.
Rwy 30R: Antenna tower 4639’ from DER, 1736’ left of centerline, up to 84’ AGL/2397’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 7, 12 L/R: Turn right.
TAKEOFF RWYS 25, 30L/R: Turn left.

All aircraft climb to 6000 via heading 220° and LAS-300 to LAS VORTAC, cross LAS VORTAC at or above 4000. Continue climb via LAS VORTAC R-094 to BLD VORTAC.

RWYS 7, 12L/R, 25, 30L/R: For climb in visual conditions: cross North Las Vegas Airport at or above 4200 then via BLD VORTAC R-294 to BLD VORTAC.
**TAKEOFF MINIMUMS**

- **Rwy 7**: Standard with minimum climb of 295’ per NM to 3600.
- **Rwy 12L**: Standard with minimum climb of 397’ per NM to 3600
- **Rwy 12R**: Standard with minimum climb of 379’ per NM to 3600.
- **Rwy 25**: Standard with minimum climb of 425’ per NM to 5000.
- **Rwy 30L**: Standard with minimum climb of 415’ per NM to 5000.
- **Rwy 30R**: Standard with minimum climb of 390’ per NM to 5000.

**NOTE**: Chart not to scale.

**WARNING**: Rapidly rising terrain west and north of procedure.

**NOTE**: DME required.

**NOTE**: Do not exceed 240K until established on LAS R-320 southeast bound.

**TAKEOFF RUNWAYS 7, 12L/R**: Climbing right turn on heading 250° to intercept LAS R-313 outbound at or above 3700, thence...

**TAKEOFF RUNWAY 25**: Climbing right turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence...

**TAKEOFF RUNWAYS 30L/R**: Climbing left turn on heading 270° to intercept LAS R-313 outbound at or above 3700, thence...

...on LAS R-313 outbound to cross RUZCO/LAS 12 DME at or below 5000, then climbing right turn to intercept LAS R-320 to LAS VORTAC. Cross LAS VORTAC at or above 7000.
ILS or LOC/DME RWY 17
LOGAN-CACHE (LGU)

MISSED APPROACH: Climb to 5800 then climbing right turn to 12000 on heading 345° and on LHO VOR/DME R-357 to FILOB INT/LHO 19.6 DME and hold, continue climb-in-hold to 12000.

LOCALIZER 109.15
HGU 172°

5800
12000
LHO
FILOB
LOCIG
I-LGU

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 45).

Use I-LGU DME when on localizer course.

1.3 NM
1 NM
1.7 NM
5220*
7600
172°
8900
GS 3.00° TCH 50

S-ILS 17
S-LOC 17
CIRCLING

10000
20000
10000
Rwy 10
28 NA.

HAZARDOUS WEATHER

-15°C

STORMS

LOGAN-CACHE (LGU)

LOGAN, UTAH
Amdt 1 31MAR16

LOGAN, UTAH
AL-663 (FAA)
23334

ILS or LOC/DME RWY 17
LOGAN-CACHE (LGU)

109.15
HGU

172°

5800
12000
LHO
FILOB
LOCIG

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 45).

Use I-LGU DME when on localizer course.

1.3 NM
1 NM
1.7 NM
5220*
7600
172°
8900
GS 3.00° TCH 50

S-ILS 17
S-LOC 17
CIRCLING

10000
20000
10000
Rwy 10
28 NA.

HAZARDOUS WEATHER

-15°C

STORMS

LOGAN-CACHE (LGU)

LOGAN, UTAH
Amdt 1 31MAR16

LOGAN, UTAH
AL-663 (FAA)
23334
RNAV (GPS) RWY 17
LOGAN-CACHE (LGU)

**MISSED APPROACH:**
Circling right turn to 10000 direct PIMIE and hold, continue climb-in-hold to 10000.

**ASOS**

**SALT LAKE CENTER**

**UNICOM**

**TEMPERATURES**

**ELEVATION**

**TDZE**

**DEPARTURE**

**LOGAN, UTAH**

**Amdt 2 31MAR16**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**MALSR**

**LOGAN-CACHE (LGU)**

**RNAV (GPS) RWY 17**

**LOGAN-CACHE (LGU)**
RNAV (GPS) RWY 35
LOGAN-CACHE (LGU)

ASOS
135.275

SALT LAKE CENTER
127.7 354.125

UNICOM
122.8 (CTAF)

Procedure NA for arrivals on OGD VORTAC airway radials 302 CW 068°.

LOGAN, UTAH
Amdt 3 31MAR16

41°48'N-111°51'W
ORNEY ONE DEPARTURE (OBSTACLE)

ORNEY ONE DEPARTURE (OBSTACLE)

117.4 MLD
Chan 121

112.9 LHO
Chan 76

173°

239°

274°

R-101

R-094

R-059

R-353

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF OBSTACLE NOTES

Rwy 17: Railroad, poles and tree
beginning 336’ from DER,
220’ left of centerline,
up to 45’ AGL/4495’ MSL.

Rwy 35: Railroad beginning 205’ from
DER, 554’ right of centerline,
up to 23’ AGL/4490’ MSL.

TAKEOFF MINIMUMS

Rwys 10, 28: NA-obstacles.

Rwy 17: Standard with minimum climb of 276’ per NM to 7100’, or 4700-3 for climb in visual conditions.

Rwy 35: Standard with minimum climb of 274’ per NM to 9500’, or 4700-3 for climb in visual conditions.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climbing right turn to 12000 via LHO VOR/DME R-094 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

TAKEOFF RUNWAY 35: Climbing left turn to 12000 via LHO VOR/DME R-059 to LHO VOR/DME and right turn via LHO R-012 to ORNEY INT/LHO 12 DME and left turn via LHO R-012 to LHO VOR/DME, thence . . . or for climb in visual conditions, cross Logan-Cache Airport at or above 9000, climb to 12000 via LHO R-077 to LHO VOR/DME, thence . . .

. . . continue climbing in LHO VOR/DME holding pattern to 12000 before proceeding on course.
LOVELOCK, NEVADA

RNAV (GPS) RWY 2
DERBY FLD (LOL)

Circling NA northwest of Rwy 2-20, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 10000 direct ZISNO and on track 353° to WIMEG and on track 286° to ROBUD and hold, continue climb-in-hold to 10000.

ASOS
120.675

OA Watches Center
128.8 285.5

UNICOM
122.8 (CTAF)

W-4A

OP CLS

7 NM
5900
ROBUD

WADDS
Procedure NA for arrivals at WADDS on V6 southwest bound.

Procedure NA for arrivals at HOTIC on V32 southbound.

LOVELOCK, NEVADA
Amdt 1A 01FEB18

40°04'N-118°34'W

REIL Rwys 2 and 20
MIRL Rwy 2-20

RNAV (GPS) RWY 2
DERBY FLD (LOL)

SW-4, 30 NOV 2023 to 25 JAN 2024

LOVELOCK, NEVADA

AL-941 (FAA)
23110
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 52°C (127°F). Circling NA northwest of Rwy 2-20. DME/DME RNP-0.3 NA.

**MISSSED APPROACH:** Climb to 10000 direct HOTIC and on track 243° to WADDS and hold.

**Procedure NA for arrivals at LLC VORTAC on V6 southwest bound.**
Circling NA northwest of Rwy 2-20.
DME required.

MISSING APPROACH: Climb to 5500 then climbing left turn to 9200 direct LLC VORTAC and on LLC VORTAC R-333 to MOBOH/LLC 10 DME and hold, continue climb-in-hold to 9200.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>892 (900-1)</td>
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<td>4800-3</td>
<td>952 (1000-3)</td>
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</tbody>
</table>

LOVELOCK, NEVADA
Amdt 1 14SEP17

40°04'N-118°34'W
RNAV (GPS) RWY 3
MANTI-EPHRAIM (41U)

MISSED APPROACH: Climb to 6000 then climbing left turn to 13000 direct SANPT and on track 354° direct YMONT and hold.

AWOS-3PT 120.025  SALT LAKE CENTER 133.6 296.25  UNICOM 122.8 (CTAF)  

MISSING APCH FIX

- Procedure NA for arrivals at DTA VORC 4.H on V257 northbound.
- Procedure NA for arrivals at DTA VORC.

CIRCLING

- Procedure NA at night.
- Procedure NA at night.
- Procedure NA for arrival on PUC VOR/DME airway.
- Procedure NA for arrival on PUC VOR/DME airway.

RNP APCH.

- Procedure NA for arrival on PUC VOR/DME airway.
- Procedure NA for arrival on PUC VOR/DME airway.
- Procedure NA for arrival on PUC VOR/DME airway.
- Procedure NA for arrival on PUC VOR/DME airway.

Rwy Idg
TDZE
Apt Elev
5021
5503
5516

MANTI, UTAH

Orig B 12AUG21

AIRPORT DATA

- Manta, Utah
- 39°20'N-111°37'W

ELEV 5516  TDZE 5503

CARBON PUC

- 5 NM to
- 3 NM to
- 5 NM to
- 3 NM to

MIRL Rwy 3-21
REIL Rwy 3 and 21

8025

- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.

- Procedure NA for arrivals at DTA VORC.
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- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.
- Procedure NA for arrivals at DTA VORC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 6020 then climbing left turn to 10300 direct WUXOT and on track 272° to DTA VORTAC.

NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 21: Standard with minimum climb of 300’ per NM to 7300.

TAKEOFF OBSTACLE NOTES
Rwy 21: Vehicles on road 67’ from DER, 518’ right of centerline, up to 5480’ MSL.
Vehicles on road beginning 108’ from DER, left and right of centerline, up to 5493’ MSL.
Tree 996’ from DER, 437’ right of centerline, 62’ AGL/5519’ MSL.
Tree 1122’ from DER, 550’ right of centerline, 82’ AGL/5536’ MSL.
Tree 1313’ from DER, 748’ left of centerline, 65’ AGL/5531’ MSL.

NOTE: Chart not to scale.
NOTE: RNAV-1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 340' per NM to 7000.

TAKEOFF OBSTACLE NOTES
Rwy 3: Rising terrain 7' from DER, left and right of centerline, up to 5517' MSL.
Rising terrain 48' from DER, 324' right of centerline, 5522' MSL.
Vehicles on road beginning 115' from DER, 522' left of centerline, up to 5526' MSL.
Vehicles on road and rising terrain beginning 122' from DER, 212' right of centerline, up to 5539' MSL.
Vehicles on road beginning 169' from DER, 24' left of centerline, up to 5537' MSL.
Vehicles on road and rising terrain beginning 225' from DER, 273' right of centerline, up to 5543' MSL.
Trees, bushes, poles and vehicles on road beginning 552' from DER, 40' right of centerline, up to 39' AGL/5568' MSL.
Pole 1710' from DER, 630' right of centerline, 5573' MSL.
Communication tower 1.9 NM from DER, 3176' right of centerline, 124' AGL/5851' MSL.
Pole 2 NM from DER, 3612' right of centerline, 5854' MSL.
Pole 2.1 NM from DER, 3970' right of centerline, 30' AGL/5900' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6020 then climbing left turn to 13000 direct
SANPT then on track 354° to YMONT.
**RNAV (GPS) RWY 3**

**MARANA RGNL (AVQ)**

**APP CRS**

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<th>033°</th>
<th>Rwy Idg</th>
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<td>TDZE</td>
<td>2026</td>
</tr>
<tr>
<td></td>
<td>Apt Elev</td>
<td>2032</td>
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</table>

**RNP APCH.**

- VDP NA when using Ryan Field altimeter setting. Rwy 3 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility 1/2 SM.

**UNICOM**

<table>
<thead>
<tr>
<th>118.375</th>
<th>119.4</th>
<th>318.1</th>
</tr>
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</table>

**TUCSON APP CON**

- Procedure NA for arrivals at ALMON on V66-105 westbound.

**AWOS-3**

- 118.375

**UNICOM**

- 123.0 (CTAF)

**RNAV (GPS) RWY 3**

**MARANA, ARIZONA**

**Orig-C 15AUG19**

**Category**

<table>
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<th>A</th>
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<tr>
<td>LNAV MDA</td>
<td>2480-1 454 (500-1)</td>
<td>2480-1½ 454 (500-1½)</td>
<td>NA</td>
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</table>

**ELEV 2032**

**TDZE 2026**

**MISSED APPROACH:** Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

- 2032

**RNAV (GPS) RWY 3**

**MARANA, ARIZONA**

**Orig-C 15AUG19**

**32°25'N-111°13'W**

**Category**

<table>
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<tr>
<th>A</th>
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<td>2480-1½ 454 (500-1½)</td>
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**AWOS-3**

- 118.375

**UNICOM**

- 123.0 (CTAF)

**RNAV (GPS) RWY 3**

**MARANA RGNL (AVQ)**

- 3°-14°

**Category**

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<td>2480-1 454 (500-1)</td>
<td>2480-1½ 454 (500-1½)</td>
<td>NA</td>
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</table>

**ELEV 2032**

**TDZE 2026**

**MISSED APPROACH:** Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

- 2032

**RNAV (GPS) RWY 3**

**MARANA, ARIZONA**

**Orig-C 15AUG19**

**32°25'N-111°13'W**

**Category**

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<th>D</th>
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<td>LNAV MDA</td>
<td>2480-1 454 (500-1)</td>
<td>2480-1½ 454 (500-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 12
MARANA RGNL (AVQ)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climbing right turn to 6500 direct PICLI and hold, continue climb-in-hold to 6500.

Procedure NA for arrivals at PICLI on V16 northwest bound.

AWOS-3  118.375
TUCSON APP CON  119.4 318.1
UNICOM  123.0 (CTAF)

MARANA RGNL (AVQ)  23054
SW-4, 30 NOV 2023 to 25 JAN 2024

REIL Rwys 3 and 21
REIL Rwys 12 and 30
MIRL Rwys 3-21 and 12-30

MARANA, ARIZONA
Amdt 1C  09SEP21

32°25'N-111°13'W
Rwy 21 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet, increase LP Cat C visibility 1/2 SM and increase LNAV Cat C visibility 1/2 SM.

Procedure NA for arrivals at PICLI on V16 northwest bound.

Procedure NA for arrivals at ALMON via V66 eastbound and V105 southeast bound.

RNP APCH.

RNAV (GPS) RWY 21
MARANA RGNL (AVQ)

Awos-3
118.375

Tucson App Con
119.4 318.1

Unicom
123.0 (CTAF)

B
C
D
A
LNAV MDA
4900
4400
3120
TCH 40

Duyed
2.5 NM to
Zomap

Reil Rwys 3 and 21
Reil Rwys 12 and 30
MIRL Rwys 3-21 and 12-30

[Diagram of runway and airport layout with various points of interest and distances marked.]

Procedure NA for arrivals at PICLI on V16 northwest bound.

Procedure NA for arrivals at ALMON via V66 eastbound and V105 southeast bound.

VCASI and descent angles not coincident (VCASI Angle 2.91/TCH 41).

Category
A
B
C
D

Lp Mda
2340-1 314 (400-1)

LNAV Mda
2640-1 614 (700-1)

Category
A
B
C
D

Apt Elev
2031

Tdze
2026

111°
291°
6 NM
3.35°
8.7
314°
3.6 NM
171°
2.5 NM
17.3
3.6 NM
284°
199°
2.5 NM
3.35°
3.6 NM
171°
284°
199°

Amdt 1c 15 Aug 19

SW-4, 30 Nov 2023 to 25 Jan 2024

MARANA RGNL (AVQ)

RNAV (GPS) RWY 21

MARANA, ARIZONA
Amdt 1c 15Aug19

32°25'N-111°13'W
241
RNAV (GPS)-E
MARANA RGNL (AVQ)

When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility ¾ SM and Cat C ½ SM.

When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility ¾ SM and Cat C ½ SM.

RNAV (GPS)-E
MARANA RGNL (AVQ)

When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility ¾ SM and Cat C ½ SM.

When local altimeter setting not received, use Ryan Fld altimeter setting and increase all MDAs 100 feet and increase Circling Cat A visibility ¾ SM and Cat C ½ SM.
Rwy 4L helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at SACAT on V16 southeast bound.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 42).

MISSED APPROACH: Climbing right turn to 5000 direct SACAT and hold, continue climb-in-hold to 5000.

RNP APCH.

ATIS
118.25

PHOENIX APP CON
120.7 239.0

FALCON TOWER
124.6 (CTAF)

GND CON
121.3

UNICOM
122.95

MESA, ARIZONA

AL-6647 (FAA)

23110

RNAV (GPS) RWY 4L

FALCON FLD (FFZ)

33°28'N-111°44'W

243
Circling to Rwy 22L, 22R NA at night. Circling NA for Cat C southeast of Rwys 4R and 22L.

Procedure NA for arrivals at SACAT on V16 southeast bound.

ATIS 118.25
PHOENIX APP CON 120.7 239.0
FALCON TOWER 124.6 (CTAF)
GND CON 121.3
UNICOM 122.95

REIL Rwys 4R, 4L, 22L and 22R
MIRL Rwy 4L-22R and 4R-22L

MESA, ARIZONA
Amdt 1F 12AUG21

SW-4, 30 NOV 2023 to 25 JAN 2024

23110
Circling Rwy 22L, 22R NA at night. Circling NA for Cat C southeast of Rwy 4R 22L.

MISSING APPROACH: Climb to 5000 direct CLOSE and right turn on track 219° to SACAT and hold, continue climb-in-hold to 5000.

Procedure NA for arrivals at AVENT on V257 northwest bound.

ATIS 118.25
PHOENIX APP CON 120.7 239.0
FALCON TOWER* 124.6 (CTAF) 0
GND CON 121.3
UNICOM 122.95

MESA, ARIZONA

RNAV (GPS)-B
FALCON FLD (FFZ)

ELEV 1394

RNAV (GPS)-B
FALCON FLD (FFZ)

ATIS 118.25
PHOENIX APP CON 120.7 239.0
FALCON TOWER* 124.6 (CTAF) 0
GND CON 121.3
UNICOM 122.95

MESA, ARIZONA

RNAV (GPS)-B
FALCON FLD (FFZ)

ELEV 1394

RNAV (GPS)-B
FALCON FLD (FFZ)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwys 22L/R: Standard.

Rwy 4L: Standard with minimum climb of 480' per NM to 3600 or 1100-3 for climb in visual conditions.

Rwy 4R: Standard with minimum climb of 495' per NM to 3600 or 1100-3 for climb in visual conditions.

**TAKEOFF OBSTACLE NOTES**

Rwy 4L: Electrical systems beginning 248' from DER, 416' left of centerline, up to 50' AGL/1430' MSL. Light poles beginning 417' from DER, 29' left of centerline, up to 48' AGL/1428' MSL. Trees beginning 418' from DER, 244' left of centerline, up to 40' AGL/1423' MSL. Tree 1188' from DER, 155' right of centerline, 40' AGL/1420' MSL. Obstruction light 1314' from DER, 424' left of centerline, 54' AGL/1434' MSL.

Rods beginning 1236' from DER, 424' left of centerline, up to 57' AGL/1437' MSL. Windsock 1523' from DER, 487' left of centerline, 34' AGL/1414' MSL.

Rwy 4R: Trees beginning 412' from DER, 15' left of centerline, up to 35' AGL/1425' MSL. Light poles beginning 513' from DER, 350' right of centerline, up to 51' AGL/1441' MSL. Obstruction light 531' from DER, 583' right of centerline, 50' AGL/1444' MSL. Trees beginning 585' from DER, 350' right of centerline, up to 40' AGL/1460' MSL. Traffic signal 914' from DER, 68' left of centerline, 27' AGL/1417' MSL.

Rwy 22L: Light poles beginning 256' from DER, 421' right of centerline, up to 24' AGL/1384' MSL. Windmill 562' from DER, 457' right of centerline, 39' AGL/1389' MSL. Light pole 1206' from DER, 510' left of centerline, 38' AGL/1398' MSL.

Rwy 22R: Light poles beginning 297' from DER, 65' right of centerline, up to 43' AGL/1403' MSL. Trees beginning 369' from DER, 127' right of centerline, up to 25' AGL/1385' MSL.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/4R:** Climbing right turn to 5000 heading 220° and TFD VORTAC R-003 to IFNUR INT or for climb in visual condition, cross Falcon Field Airport at or above 2300 then climb to 5000 via TFD R-003 to IFNUR INT, expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAYS 22L/22R:** Climbing left turn to 5000 heading 150° and TFD VORTAC R-003 to IFNUR INT, expect filed altitude 10 minutes after departure.

---

**MESA ONE DEPARTURE (OBSTACLE)**

**NOTE:** Chart not to scale.

**QUITIL PAJAS**

Rwy 4L: Climbing right turn to 5000 heading 220° and TFD VORTAC R-003 to IFNUR INT or for climb in visual condition, cross Falcon Field Airport at or above 2300 then climb to 5000 via TFD R-003 to IFNUR INT, expect filed altitude 10 minutes after departure.

**MESA ONE DEPARTURE (OBSTACLE)**

**NOTE:** Chart not to scale.

**QUITIL PAJAS**

Rwy 4R: Standard with minimum climb of 495' per NM to 3600 or 1100-3 for climb in visual conditions.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 4L/4R:** Climbing right turn to 5000 heading 220° and TFD VORTAC R-003 to IFNUR INT or for climb in visual condition, cross Falcon Field Airport at or above 2300 then climb to 5000 via TFD R-003 to IFNUR INT, expect filed altitude 10 minutes after departure.

**TAKEOFF RUNWAYS 22L/22R:** Climbing left turn to 5000 heading 150° and TFD VORTAC R-003 to IFNUR INT, expect filed altitude 10 minutes after departure.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwys 22L/R: Standard.
Rwy 4L: Standard with minimum climb of 510’ per NM to 4300.
Rwy 4R: Standard with minimum climb of 525’ per NM to 4200.

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: Chart not to scale.

TAKEOFF RUNWAYS 4L/4R: Climb heading 039° to 1900 then climbing right turn direct SACAT. Thence. . . .

TAKEOFF RUNWAY 22L: Climb heading 219° to 1900 then direct EHISO then on track 195° to SACAT. Thence. . . .

TAKEOFF RUNWAY 22R: Climb heading 219° to 1900 then direct FEVTI then on track 195° to SACAT. Thence. . . .

. . . . maintain 5000, expect clearance to filed altitude/flight level 10 minutes after departure.

SACAT THREE DEPARTURE (RNAV)
(SACAT3.SACAT) 10NOV16
RNAV (GPS) RWY 2
MESQUITE (67L)

MISSED APPROACH: Climb to 9300 direct ZEXOP and climbing right turn on track 068° to UTI VOR/DME and hold, continue climb-in-hold to 9300.


Final approach course offset 5.01°.

Category

<table>
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<th>B</th>
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<td>404 (400-1)</td>
<td>2340-1/8</td>
<td>404 (400-1/8)</td>
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<td>LP MDA</td>
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<td>1144 (1200-1/4)</td>
<td>3080-1/2</td>
<td>1144 (1200-1/2)</td>
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<td>LNAV MDA*</td>
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<td>404 (400-1)</td>
<td>2340-1/8</td>
<td>404 (400-1/8)</td>
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<td>1204 (1200-1/4)</td>
<td>3140-1/2</td>
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<tr>
<td>CIRCLING</td>
<td>3140-1/4</td>
<td>1162 (1200-1/4)</td>
<td>3140-1/2</td>
<td>1162 (1200-1/2)</td>
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</tbody>
</table>

Climb of 258 feet per NM to 6200. Missed approach requires minimum climb of 258 feet per NM to 6200.
TACAN RWY 12

**CLOVER CON**

134.1 363.5

**Procedure NA for arrival on BVL VORTAC via V200 southwest bound; without holding at BONNEVILLE. ATC clearance required. Procedure lies within R-6402A, PPR.**

**MISSED APPROACH:** Climbing right turn to 8800 via MIJ TACAN R-297 to POISN/MIJ 23 DME and hold.

**CTAF**

126.2 270.3

**KNOTS**

Knots: 60 120 180 240 300 360

**V/V/FPM**

V/V/FPM: 315 630 945 1260 1575 1890

Min climb of 315 ft/NN to 7000 - Controlling Obstacle Unknown

† Missed Approach requires a minimum climb of 315 ft per NM to 7000.

**ELEV 4351**

**TDZE 4346**

251
RNAV (GPS) RWY 16

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF')

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 10000 direct PEWKE and on track 173° to CUSAK and hold.

Procedure NA for arrivals at MLF holding pattern.

MLF VORTAC on V244 westbound.
RNAV (GPS) RWY 34
MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDA 180 feet; increase LNAV Cat C/D visibility 1/2 mile.

MISSED APPROACH: Climb to 11000 direct KUNEC and on track 020° to BEVRR and hold, continue climb-in-hold to 11000.

Procedure NA for arrivals at BERYL on V21 southbound.

Procedure NA for arrivals at BCE VORTAC on V8 northeast bound and V257 southwest bound.

Procedure NA for arrivals at CUSAK on V235 southbound.

RNAV MDA

<table>
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<tr>
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<th>A</th>
<th>B</th>
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<td>421 (500-1)</td>
<td>5460-1 1/4</td>
<td>421 (500-1 1/4)</td>
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UNICOM

122.8 (CTAF)

ASOS

135.025

SALT LAKE CENTER

125.575 379.275

TDZE 5039

ELEV 5039

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF)

SW-4, 30 NOV 2023 to 25 JAN 2024

SNOWFALL

-27°C

SW-4, 30 NOV 2023 to 25 JAN 2024

254
VOR/DME-A

MILFORD MUNI/BEN AND JUDY BRISCOE FLD (MLF')

MISSED APPROACH: Climb on MLF VORTAC R-344 to MUPOE/MLF 13.2 DME then climbing right turn to 9600 on heading 150° and MLF VORTAC R-007 to MILFORD VORTAC and hold.

When local altimeter setting not received, use Cedar City altimeter setting and increase all MDAs 180 feet, Circling Cat D NA. When VGSIs inop, procedure NA at night. Visibility reduction by helicopters NA.

---

**APP CRS**

344°

**Rwy Idg**

TDOZE

**Apt Elev**

5042

**CATEGORY**

A B C D

**CIRCLING**

5660-1 618 (700-1) 6300-3 6540-3

1258 (1300-3) 1498 (1500-3)

---

ASOS

135.025

SALT LAKE CENTER

125.575 379.275

UNICOM

122.8 (CTAF)

---

**ELEV**

5042

---

5042

---

MLF 3.5

---

MILFORD

112.1 MLF

---

 Chan 58

---

SEVIER MOA

---

R-344

---

MILFORD, UTAH

Amdt 4A 16JUN22

---

38°26'N-113°01'W

255
Circling NA for Cat D southwest of Rwy 12 and 34. Circling Rwy 12L, 30R NA at night.

Procedure NA for arrivals at SPOOK on V28-113 southbound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

MISSED APPROACH: Climbing right turn to 11000 direct VIKES and hold, continue climb-in-hold to 11000.
MINDEN TWO DEPARTURE (OBSTACLE) (RNAV)
(MINDN2.VIKES) 15DEC11

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 16, 12, 30: NA - obstacles.
Rwy 34: Standard with a minimum climb of 413’ per NM to 7800.

TAKEOFF OBSTACLE NOTES
Rwy 34: Fence 235’ from DER, 302’ right of centerline, 7’ AGL/4714’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb heading 345° to 5240 then direct IBWIC, then on track 010° to OZEDU, then on track 033° to VIKES, then climb in VIKES holding pattern (hold NE, left turn, 227° inbound) to cross VIKES at or above MEA/MCA for assigned route of flight.
Circling NA to Rwys 15 and 33. Rwy 3 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, procedure NA. Procedure NA when R-6413 in operation.

RNP APCH-GPS.

Final approach course offset 14.52°.

MOAB, UTAH

Amdt 2 27JAN22

CANYONLANDS RGNL (CNY)

RNAV (GPS) RWY 3

UNICOM

122.8 (CTAF)

MOAB, UTAH

SW-4, 30 NOV 2023 to 25 JAN 2024

38°45'N-109°45'W
Circling NA to Rwys 15 and 33. Rwy 3 helicopter visibility reduction below 3/4 SM NA. Procedure NA when R-6413 in operation.

Missed Approach: Climb to 7100 then climbing left turn to 8700 direct OAB VOR/DME and hold, continue climb-in-hold to 8700.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 7700 then climbing left turn to 9300 direct BUMMP and hold.

Procedure NA for arrivals at PAROX on V391 northbound.

SW-4, 30 Nov 2023 to 25 Jan 2024

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

MISSED APPROACH: Climb to 7700 then climbing left turn to 9300 direct BUMMP and hold.

Procedure NA for arrivals at PAROX on V391 northbound.

SW-4, 30 Nov 2023 to 25 Jan 2024
RNAP APCH - GPS

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

AWOS-3PT 121.025
DENVER CENTER 127.55 256.875
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 7600 then climbing right turn to 9700 direct BUMMP and hold.

Procedure NA for arrivals at YURVE on V68-391 southeast bound.

MONTICELLO, UTAH

7600 9700 BUMMP
8800 8800 JLOPY
8800 8800 RARRE

NAD 2.5 NM 4 NM 9.4 NM

CATEGOR

LPV DA 7166-1 200 (200-1) NA
LNAV/ VNAV DA 7580-1 614 (700-1) NA
LNAV MDA 7540-1 574 (600-1) NA

Orig 15JUN23
SIN CITY VISUAL RWY 03L/R

Expect RADAR vectors to HASIL (LSV TACAN R-277/12 DME) and report Northwest Las Vegas city outline in sight (ATC Clearance - "Cleared Sin City Visual Rwy 03 Approach") Cross HASIL at or above 6500, proceed visually via LSV R-277 and descend to cross ONDAE at 5000.

Based on traffic conditions, ATC may assign a different DME and/or an altitude to maintain until established visually on LSV R-277; pilots shall advise ATC if unable to comply with the revised clearance and any remaining published altitude restrictions - example: "Cleared Sin City Visual Rwy 03 Approach via 10 DME, maintain (altitude) until established inbound on LSV R-277".

Continue visual descent in right turn to join LSV TACAN 4 DME Arc until extended final Rwy 03. Make base turn to remain within 4 DME to protect against Las Vegas Approach airspace/traffic. Tower will assign either RWY 03 L/R.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L: Fly runway heading to intercept the LSV TACAN R-028 then direct ATALF, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKEOFF RWY 3R: Fly runway heading to intercept the LSV TACAN R-031 then direct HEREM, intercept the BLD VORTAC R-344 then direct JUNNO, cross JUNNO at or above 17,000, then via assigned route.

TAKEOFF RWY 21L/R: Turn right to intercept LAS VORTAC R-349 outbound. Remain North of LAS 7.5 DME turning Northbound. Intercept LAS R-349 between 5000 and 6000, do not proceed West of LAS R-349. Cross MINTT at above 17,000, then via assigned route.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L/R: Fly runway heading until reaching 5600, then climbing left turn heading 225° to intercept LSV TACAN R-270 outbound. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

TAKEOFF RWY 21L/R: Turn right heading 300° to intercept LSV TACAN R-270, remain within LSV 4 DME until joining LSV R-270, cross LSV R-256 between 5000 and 6000. Cross FYTTR at or above 14,000 or as assigned, then via assigned route.

MORMON MESA EIGHT DEPARTURE  (MMM8 • MMM)  

NELLIS AFB  (KLSV)  
LAS VEGAS, NEVADA

ATIS 270.1  
CLNC DEL  
120 9 289 4  
GND CON  
121 8 275 8  
TOWER  
132 55 327 0  
DEP CON  
135 1 350 225  
LOS ANGELES CENTER  
124 2 134 65 307 9 343 6

SW-4, 30 NOV 2023 to 25 JAN 2024

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3L:  Fly runway heading to intercept LSV TACAN R-028 then direct CUVAX, intercept the MMM VORTAC R-217 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKEOFF RWY 3R:  Fly runway heading to intercept LSV TACAN R-032 then direct ZINAX, intercept the MMM VORTAC R-215 then direct MMM climbing to FL190 or as assigned, then via assigned route.

TAKEOFF RWY 21L/R:  Turn right to intercept MMM VORTAC R-221 prior to MMM 47 DME (FROZE), remain north of the LAS VORTAC 7 5 DME, remain East of LAS R-349, intercept MMM R-221 then direct MMM, cross MMM at or above FL190 then via assigned route.


NOTE: Chart not to scale
RNAV (GPS) RWY 17

ACAGO and on track climb to 11400 direct.

MISSED APPROACH: NA with Provo Muni altimeter setting.

160 feet and LNAV and Circling visibilities Cats A/B
SM. Circling Cat C NA. VDP SM, increase LNAV/VNAV DA to 5836 feet and visibility all Cats SM; increase all MDAs received, use Provo Muni altimeter setting: increase LPV DA to 5577 feet and visibility all Cats systems, LNAV/VNAV NA below -24°C or above 12°C. When local altimeter setting not Baro-VNAV NA when using Provo Muni altimeter setting. For uncompensated Baro-VNAV CATEGORY A 5800-1
 CATEGORY B 778 (800-1)
 CATEGORY C 5800-2
 CATEGORY D 5800-3

LNAV MDA
CIRCLING
LPV DA
VNAV LNAV/
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 168° to 5540, then direct ACAGO, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 348° to 5500, then direct ELETE, thence. . . .

. . . .on depicted route to DTA VORTAC. Climb to 11000 or ATC assigned altitude.

NOTE: Chart not to scale.
ASSOC. 121.125

TUCSON APP CON 118.75 269.55

UNICOM 122.8 (CTAF)

VOR/DME or GPS-B

NOGALES INTL (OLS)

Category A
CIRCLING

5200-1¼
1245 (1300-1¼)

5200-1½
1245 (1300-1½)

5460-3
1505 (1600-3)

6860-3
2905 (3000-3)

Night landing Rwy 21 NA.
Helicopter visibility reduction below 1 SM not authorized.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.

Procedure

Category B

Turn NA

8 NM, 5 NM

ELEV 3955

United States

Mexico

31°25'N-110°51'W

NOGALES, ARIZONA

Amdt 2D 04NOV21

SW-4, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 296° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, thence... . .

TAKEOFF RUNWAY 21: Climb right turn heading 356° to intercept OLS VOR/DME R-326 to ARVEY INT/OLS 18 DME, thence... . .

VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Nogales Intl Airport at or above 6900 before proceeding on OLS R-326 to ARVEY INT/OLS 18 DME, thence... . .

... on TUS VORTAC R-176 to cross TUS VORTAC at or above MEA/MCA for assigned route of flight.
NOGALES TWO DEPARTURE (OBSTACLE)

TAKEOFF OBSTACLE NOTES

Rwy 3: Trees 58' from DER, 455' left of centerline, 3963' MSL. Tree 80' from DER, 174' right of centerline, 6' AGL/3958' MSL. Trees beginning 97' from DER, 446' left of centerline, up to 15' AGL/3964' MSL. Tree 252' from DER, 43' right of centerline, 5' AGL/3962' MSL. Tree 261' from DER, 463' left of centerline, 3971' MSL. Trees beginning 308' from DER, 37' right of centerline, up to 9' AGL/ 3964' MSL. Trees, fence beginning 334' from DER, 136' left of centerline, up to 3987' MSL. Trees beginning 368' from DER, 64' right of centerline, up to 3991' MSL. Tree, terrain beginning 603' from DER, 546' right of centerline, up to 3993' MSL. Trees, fence, terrain beginning 659' from DER, 13' left of centerline, up to 3995' MSL. Trees, terrain, fence beginning 833' from DER, 103' right of centerline, up to 4010' MSL. Trees, terrain beginning 1179' from DER, 118' left of centerline, up to 5' AGL/ 3996' MSL. Trees, terrain beginning 1199' from DER, 97' right of centerline, up to 4036' MSL. Trees, terrain beginning 1241' from DER, 66' left of centerline, up to 4018' MSL. Trees, terrain beginning 1412' from DER, 90' right of centerline, up to 4043' MSL. Traverse way, terrain beginning 1624' from DER, 642' left of centerline, up to 4028' MSL. Terrain, terrain beginning 1637' from DER, 2' right of centerline, up to 4052' MSL. Trees, traverse way, terrain beginning 1688' from DER, 45' left of centerline, up to 4035' MSL. Terrain beginning 1825' from DER, 38' right of centerline, up to 4067' MSL. Pole, traverse way, trees beginning 1853' from DER, 475' left of centerline, up to 21' AGL/4043' MSL. Terrain 2033' from DER, 186' left of centerline, 4047' MSL. Trees, traverse way, terrain beginning 2041' from DER, 74' left of centerline, up to 7' AGL/4052' MSL. Terrain 2221' from DER, 269' left of centerline, 4055' MSL. Tree, traverse way, terrain beginning 2253' from DER, 170' left of centerline, up to 18' AGL/4080' MSL. Terrain beginning 2354' from DER, 20' right of centerline, up to 4068' MSL. Trees, traverse way, pole, terrain beginning 2491' from DER, 55' left of centerline, up to 14' AGL/4093' MSL. Terrain beginning 2539' from DER, 125' right of centerline, up to 4087' MSL. Traverse way 2657' from DER, 32' left of centerline, 15' AGL/ 4095' MSL. Traverse way, trees, terrain beginning 2672' from DER, 6' left of centerline, up to 15' AGL/4096' MSL. Traverse way, terrain beginning 2688' from DER, 2' right of centerline, up to 15' AGL/4096' MSL. Terrain, traverse way, beginning 2768' from DER, 98' right of centerline, up to 4112' MSL. Traverse way 2987' from DER, 530' right of centerline, 4117' MSL. Traverse way 2995' from DER, 635' right of centerline, 4121' MSL. Traverse way, terrain beginning 3009' from DER, 489' right of centerline, up to 4123' MSL. Tree, traverse way, terrain beginning 3351' from DER, 12' right of centerline, up to 4130' MSL. Traverse way, terrain beginning 3449' from DER, 633' right of centerline, up to 4134' MSL. Traverse way 3499' from DER, 1364' right of centerline, 4149' MSL. Traverse way, terrain, vegetation beginning 3570' from DER, 101' left of centerline, up to 4155' MSL. Tree, terrain beginning 3581' from DER, 42' left of centerline, up to 4112' MSL. Terrain beginning 4127' from DER, 627' right of centerline, up to 4156' MSL. Tree, terrain beginning 4143' from DER, 768' right of centerline, up to 4180' MSL. Trees, terrain beginning 4226' from DER, 426' right of centerline, up to 4184' MSL. Tree, terrain beginning 4495' from DER, 709' right of centerline, up to 4210' MSL. Terrain beginning 4627' from DER, 1171' right of centerline, up to 4217' MSL. Tree, terrain beginning 4737' from DER, 216' right of centerline, up to 4223' MSL. Tree, terrain beginning 5806' from DER, 409' right of centerline, up to 4241' MSL. Trees, terrain beginning 5953' from DER, 420' right of centerline, up to 4254' MSL. Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4256' MSL. Trees, terrain beginning 1 NM from DER, 1260' left of centerline, up to 4236' MSL. Trees, terrain beginning 1 NM from DER, 58' right of centerline, up to 4216' MSL. Pole, trees, terrain beginning 1 NM from DER, 164' left of centerline, up to 16' AGL/4221' MSL. Trees, terrain beginning 1.3 NM from DER, 84' left of centerline, up to 4254' MSL. Trees, terrain beginning 1.4 NM from DER, 58' right of centerline, up to 11' AGL/4326' MSL. Trees, terrain beginning 1.4 NM from DER, 25' left of centerline, up to 11' AGL/4283' MSL. Trees, terrain beginning 1.5 NM from DER, 79' right of centerline, up to 11' AGL/4327' MSL. Trees, terrain beginning 1.7 NM from DER, 639' right of centerline, up to 4345' MSL. Trees, terrain beginning 1.8 NM from DER, 172' right of centerline, up to 4367' MSL. Trees, terrain beginning 1.9 NM from DER, 628' right of centerline, up to 4384' MSL. Terrain, traverse way, trees beginning 2 NM from DER, 935' right of centerline, up to 4406' MSL. Terrain 2.1 NM from DER, 616' left of centerline, 4299' MSL. Trees, terrain, traverse way beginning 2.2 NM from DER, 1859' right of centerline, up to 100' AGL/4451' MSL. Trees, traverse way, terrain beginning 2.2 NM from DER, 234' left of centerline, up to 4359' MSL. Trees, terrain, traverse way beginning 2.3 NM from DER, 835' right of centerline, up to 14' AGL/4535' MSL.

Rwy 21: Tree 3' from DER, 445' left of centerline, 3847' MSL. Tree 19' from DER, 141' left of centerline, 10' AGL/3848' MSL. Tree 29' from DER, 339' left of centerline, 3849' MSL. Tree, vegetation beginning 45' from DER, 201' left of centerline, up to 17' AGL/3851' MSL. Tree 48' from DER, 504' right of centerline, 3845' MSL. Trees, vegetation beginning 112' from DER, 49' right of centerline, up to 24' AGL/3854' MSL.

NOGALES TWO DEPARTURE (OBSTACLE)
ILS or LOC RWY 3

OGDEN-HINCKLEY (OGD)

DME required. RADAR required for procedure entry.

W Rwy 3 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For inop ALS, increase S-ILS 3 all Cat C/D visibility to \( \frac{1}{2} \) SM. For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

**MISSED APPROACH:** Climb to 5000 then climbing left turn to 9000 direct OGD VORTAC and on OGD VORTAC R-263 to MOINT/OGD 15.1 DME and hold, continue climb-in-hold to 9000.

**ATIS**
125.55

**SALT LAKE CITY APP CON**
121.1

**OGDEN TOWER**
118.7 (CTAF) 253.5

**GND CON**
121.7

**UNICOM**
122.95

**LOCALIZER**
111.7 OGD
Chan 54

**WULFE**
115.1 OGD
Chan 104

**WASATCH**
116.8 TCH
Chan 115

**I-OGD**
15.3

**VGS**

Procedure NA for arrival at RIDEN on V257 northbound.

Procedure NA for arrival on TCH VORTAC airway radials 249 CW 331.

**VGS and ILS glidepath not coincident**

(VGS Angle 3.00/TCH 56).

**S-ILS 3**

\[ \text{Amdt 5A 21MAY20} \]

**CIRCLING**

4980-1 5100-1 5180-2 1/4

507 (600-1) 627 (700-1) 707 (800-2 1/4)

**CATEGORY**

A  B  C  D

**S-LOC 3**

4880-3/4 407 (500-3/4) 4880-1 407 (500-1)

267 (300-3/4) 4740-3/4

**KNOTS**

60 90 120 150 180

**MIN:SEC**

4:36 3:04 2:18 1:50 1:32

**ALTERNATE MISSED APCH FIX**

**ELEV 4473**

**TDZE 4473**

**UNICOM**

214° WASATCH Chan 115

**initial approach fix**

**HIRL Rwy 3-21**

**MIRL Rwy 17-35**

**REIL Rwy 2-17**

**PROCEDURE NA**

For inop ALS, increase S-ILS 3 all Cat C/D visibility to \( \frac{1}{2} \) SM. For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.

For inop ALS, increase S-LOC 3 Cat C/D visibility to \( \frac{1}{2} \) SM. Circling NA for Cats C and D east of Rwy 21 and 35.
RNAV (GPS) RWY 3
OGDEN-HINCKLEY (OGD)

Baro-VNAV and VDP NA when using Hill AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 50°C. When local altimeter setting not received, use Hill AFB altimeter setting. Circling NA for Cats C and D east of Rwys 21 and 35. For Inop ALS, increase LPV all Cats visibility to 7/8 SM, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1/2 SM.

Procedure NA for arrivals at TCH VORTAC on V21-101 southeastbound.

SW-4, 30 NOV 2023 to 25 JAN 2024

OGDEN, UTAH
Amdt 1B 21MAY20

41°12'N-112°01'W
279
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF OBSTACLE NOTES

Rwy 3: Navaid, vehicle on road beginning 195’ from DER, 267’ right of centerline, up to 17’ AGL/4426’ MSL.
- Pole 241’ from DER, 535’ left of centerline, 39’ AGL/4447’ MSL.
- Pole 348’ from DER, 582’ right of centerline, 41’ AGL/4451’ MSL.
- Trees, building beginning 375’ from DER, 62’ left of centerline, up to 4451’ MSL.
- Tree, pole beginning 430’ from DER, 502’ right of centerline, up to 4455’ MSL.

Rwy 21: Tree 702’ from DER, 649’ left of centerline, 4492’ MSL.
- Tree 1133’ from DER, 701’ left of centerline, 4513’ MSL.
- Trees, building, pole beginning 2074’ from DER, 792’ left of centerline, up to 4570’ MSL.
- Tree 3429’ from DER, 421’ right of centerline, 4561’ MSL.

Rwy 35: Tree 209’ from DER, 185’ left of centerline, 4446’ MSL.
- Tree 243’ from DER, 233’ left of centerline, 4447’ MSL.
- Trees beginning 292’ from DER, 87’ right of centerline, up to 4454’ MSL.
- Tree 686’ from DER, 397’ right of centerline, 4479’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn direct OGD VORTAC then on OGD R-221 to EMONT INT/OGD 18 DME, thence. . .

VCOA RUNWAY 3: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross OGD VORTAC southwest bound at or above 8500, then on OGD R-221 to EMONT, thence. . .

TAKEOFF RUNWAY 21: Climbing right turn heading 253° to intercept OGD R-221 to EMONT INT/OGD 18 DME, thence. . .

TAKEOFF RUNWAY 35: Climbing left turn direct OGD VORTAC then on OGD R-221 to EMONT INT/OGD 18 DME, thence. . .

. . . .Climb in EMONT INT holding pattern to MEA for assigned route of flight.
RNAV (GPS) RWY 5

Circling Cats C/D NA southeast of Rwy 5-23.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 5780 then climbing left turn to 9000 direct HIDET and hold, continue climb-in-hold to 9000.

Missed approach requires minimum climb of 250 feet per NM to 6500.

AWOS-3PT 118.525

SALT LAKE CENTER 118.05 363.0

CTAF 122.9 📺

Routing to Waman (Not to Scale)

Routing to Kitts (Not to Scale)

RNAV (GPS) RWY 5

CAT SUBCATEGORY 5577-1 200 (200-1)

LPV DA 5577-1 200 (200-1)

LNAV/VNAV DA 5627-1 250 (300-1)

LNAV/VNAV PA 5627-1 250 (300-1)

LNAV MDA 5700-1 323 (400-1)

CIRCLING 5760-1 383 (400-1)

383 (400-1) 5840-1 463 (500-1) 5840-1 1/2 463 (500-1) 1/2 1483 (1500-3)

SAMMY

283
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 049° to 5878, then climbing left turn direct HIDET, cross HIDET at or above 7800, thence. . . .

**TAKEOFF RUNWAY 23:** Climb direct HIDET, cross HIDET at or above 7800, thence. . . .

. . . .climbing left turn on track 196° to cross WAMAN at or above 9000, then climb on track 196° to cross OPTEC at or above 12000.

**DEPARTURE MINIMUMS**

Rwy 5: Standard with minimum climb of 500’ per NM to 5878, then minimum climb of 386’ per NM to 7500.

Rwy 23: Standard.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).
DME/DME RNP-0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

Procedure NA for arrivals at PGA VOR/DME via V208 southbound.

Procedure NA for arrivals at PGA VOR/DME via V208 southbound.
Procedure NA for arrivals at CELAY via V208 southbound.

8500 BIGNE 325° tr ACOSI 5057

LNAV only.

AYAVA 2.9 NM to RW33

JATKA 4.5 NM to RW33

CADRI

DIBEY

EKAME

7500 336°

8200

Procedure

Turn NA

GP 3.00°

TCH 30

1.8 NM 1.1 NM 1.6 NM 3.3 NM 5.1 NM

CATEGORY A B C D

LPV DA 4566-1 250 (300-1)

LNAV/ VNAV DA 4744-1½ 428 (500-1½)

LNAV MDA 4920-1 604 (700-1)

4920-1½ 604 (700-1¼)

4920-2 604 (700-2)

CIRCLING 4920-1 603 (700-1)

5080-2½ 763 (800-2¼)

5360-3 1043 (1100-3)

REIL Rwys 15 and 33

MIRL Rwy 15-33

PAGE, ARIZONA

Orig-A 12AUG21

36°56'N - 111°27'W

RNAV (GPS) RWY 33

PAGE MUNI (PGA)
MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

Circling NA to Rwy 7-25.
RNAV (GPS) RWY 18
PANGUITCH MUNI (U55)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all DA 149 feet and all MDA 160 feet, increase LPV visibility ¼ mile and increase LNAV visibility and Circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA with Bryce Canyon altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all DA 149 feet and all MDA 160 feet, increase LPV visibility ¼ mile and increase LNAV visibility and Circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA with Bryce Canyon altimeter setting.

MISSED APPROACH: Climb to 12500 direct OPOYA and on track 216° to POBME and hold, continue climb-in-hold 12500.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all DA 149 feet and all MDA 160 feet, increase LPV visibility ¼ mile and increase LNAV visibility and Circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA with Bryce Canyon altimeter setting.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Bryce Canyon altimeter setting and increase all DA 149 feet and all MDA 160 feet, increase LPV visibility ¼ mile and increase LNAV visibility and Circling Cat B visibility ¼ mile. Baro-VNAV and VDP NA with Bryce Canyon altimeter setting.
RNAV (GPS) RWY 2
AVI SUQUILLA (P2φ)

Amdt 1 05OCT23

<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>250 (300-34)</td>
<td>250 (300-34)</td>
<td>250 (300-34)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>464 (500-1½)</td>
<td>464 (500-1½)</td>
<td>464 (500-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>644 (700-1)</td>
<td>644 (700-1)</td>
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<tr>
<td>CIRCLING</td>
<td>642 (700-1)</td>
<td>642 (700-1)</td>
<td>642 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

MISSED APPROACH: (Do not exceed 180K until PKE VORTAC) Climb to 1100, then climbing left turn to 5600 direct PKE VORTAC and hold, continue climb-in-hold to 5600.
AWOS-3PT  132.75

LOS ANGELES CENTER  128.15  285.6

UNICOM  122.725 (CTAF)

MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.

When local altimeter setting not received, use Blythe altimeter setting and increase all MDA 100 feet.
RNAV (GPS) RWY 7R

PHOENIX DEER VALLEY (DVT)

Missed Approach: Climb to 5000 direct VIFPE and track 069° to AVENT and hold, continue climb-in-hold to 5000.

ATIS       PHOENIX APP CON       DEER VALLEY TOWER   GND CON       CINC DEL       UNICOM
126.5      120.7 239.0         118.4 (070°-250°) (CTAF) 121.8          123.9          122.95

---

RNAV APCH - GPS.

When VGSI inop, Circling Rwy 25R NA at night. When local altimeter setting not received, use Scottsdale altimeter setting: increase LPV DA to 1822 feet and all visibilities 1/2 SM, increase LNAV/VNAV DA to 2160 feet and all visibilities 1/2 SM, increase all MDAs 40 feet and increase Circling Cat B visibility 1/2 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Baro VNAV and VDP NA when using Scottsdale altimeter setting. Circling NA north of Rwy 7R-25L at night.

---

Scottsdale altimeter setting. Circling NA north of Rwy 7R-25L at night.

LPV DA 1795-1½ 335 (400-1½)
LNAV/VNAV DA 2133-2½ 673 (700-2½)
LNAV MDA 2060-1 600 (600-1)
LNAV MDA 2060-1½ 600 (600-1½)

Circling 2400-1½ 2420-1½ 2580-3 2700-3

074°

---

PHOENIX, ARIZONA
Amdt 1B 13JUL23

PHOENIX, ARIZONA
AL-6646 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

PHOENIX DEER VALLEY (DVT)
PHOENIX, ARIZONA

DEER VALLEY THREE DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS
Rwy 7L: Standard with minimum climb of 400’ per NM to 2200.
Rwy 7R: Standard with minimum climb of 675’ per NM to 1800.
Rwy 25L: Standard with minimum climb of 265’ per NM to 2600.
Rwy 25R: Standard with minimum climb of 285’ per NM to 2600.

TAKEOFF RUNWAYS 7L/R: Climb on heading 074° to 2200, then climbing left turn on PXR VORTAC R-336 northwest bound to 4000, thence . . .
TAKEOFF RUNWAYS 25L/R: Climbing right turn on heading 060° and PXR VORTAC R-336 northwest bound to 4000, thence . . .

. . . . left turn direct PXR VORTAC.
TAKEOFF OBSTACLE NOTES

Rwy 7L: General utility, vertical point beginning 30’ from DER, 120’ right of centerline, up to 3’ AGL/1479’ MSL.
   Vertical point 33’ from DER, 125’ left of centerline, 2’ AGL/1479’ MSL.
   Sign 89’ from DER, 160’ left of centerline, 3’ AGL/1480’ MSL.
   Pole, Navaid beginning 340’ from DER, 315’ right of centerline, up to 13’ AGL/1488’ MSL.
   Tree 665’ from DER, 537’ left of centerline, 1498’ MSL.
   Trees beginning 746’ from DER, 499’ left of centerline, up to 1499’ MSL.
   Tree 913’ from DER, 338’ left of centerline, 1502’ MSL.
   Tree 3574’ from DER, 381’ left of centerline, 13’ AGL/1569’ MSL.
   Terrain 3610’ from DER, 165’ left of centerline, 1579’ MSL.
   Terrain, tree beginning 3611’ from DER, 253’ left of centerline, up to 1587’ MSL.
   Vegetation 3686’ from DER, 38’ right of centerline, 3’ AGL/1570’ MSL.
   Trees beginning 3693’ from DER, 380’ left of centerline, up to 10’ AGL/1602’ MSL.
   Terrain, tree, vegetation beginning 3713’ from DER, 9’ left of centerline, up to 1624’ MSL.
   Trees beginning 3824’ from DER, 0’ right of centerline, up to 1596’ MSL.

Rwy 7R: Lighting 42’ from DER, 484’ left of centerline, 1’ AGL/1482’ MSL.
   Vegetation 146’ from DER, 515’ left of centerline, 1483’ MSL.
   Tree 393’ from DER, 602’ left of centerline, 1488’ MSL.
   Tree, pole beginning 513’ from DER, 499’ right of centerline, up to 1498’ MSL.
   Tree 557’ from DER, 266’ left of centerline, 1494’ MSL.
   Pole 848’ from DER, 503’ right of centerline, 24’ AGL/1507’ MSL.
   Building 930’ from DER, 712’ right of centerline, 1510’ MSL.
   Terrain 990’ from DER, 359’ right of centerline, 1514’ MSL.
   Vertical structure 1027’ from DER, 602’ left of centerline, 1518’ MSL.
   Pole 1028’ from DER, 601’ left of centerline, 39’ AGL/1526’ MSL.
   Pole, vegetation, tree beginning 1031’ from DER, 384’ right of centerline, up to 28’ AGL/1536’ MSL.
   Pole 1137’ from DER, 548’ left of centerline, 43’ AGL/1530’ MSL.
   Pole, tree beginning 1149’ from DER, 707’ left of centerline, up to 48’ AGL/1536’ MSL.
   Trees beginning 1845’ from DER, 878’ right of centerline, up to 1558’ MSL.
   Trees beginning 1935’ from DER, 762’ left of centerline, up to 14’ AGL/1542’ MSL.
   Trees beginning 1950’ from DER, 924’ right of centerline, up to 1578’ MSL.
   Tree, vegetation beginning 1953’ from DER, 660’ left of centerline, up to 12’ AGL/1554’ MSL.
   Terrain 2041’ from DER, 865’ left of centerline, 1579’ MSL.
   Terrain, vegetation, tree beginning 2043’ from DER, 422’ left of centerline, up to 1587’ MSL.
   Terrain, tree, vegetation beginning 2145’ from DER, 504’ left of centerline, up to 1624’ MSL.

Rwy 25L: Tree, fence beginning 19’ from DER, 498’ right of centerline, up to 1455’ MSL.
   Tree 37’ from DER, 505’ left of centerline, 1461’ MSL.
   Tree, building beginning 195’ from DER, 505’ left of centerline, up to 31’ AGL/1465’ MSL.
   Tree, building beginning 304’ from DER, 506’ right of centerline, up to 1469’ MSL.
   Tree 421’ from DER, 498’ right of centerline, 1470’ MSL.
   Tree, building, antenna, pole beginning 542’ from DER, 502’ right of centerline, up to 39’ AGL/1475’ MSL.
   Tree, building, pole beginning 630’ from DER, 505’ left of centerline, up to 1467’ MSL.
   Pole 1070’ from DER, 375’ left of centerline, 1468’ MSL.
   Poles beginning 1077’ from DER, 374’ left of centerline, up to 39’ AGL/1470’ MSL.
   Pole 1126’ from DER, 498’ right of centerline, 44’ AGL/1478’ MSL.
   Poles beginning 1183’ from DER, 495’ left of centerline, up to 41’ AGL/1471’ MSL.
   Signs beginning 1234’ from DER, 356’ left of centerline, up to 48’ AGL/1478’ MSL.

Rwy 25R: Lighting 30’ from DER, 114’ left of centerline, 3’ AGL/1456’ MSL.
   Lighting, general utility beginning 30’ from DER, 112’ right of centerline, up to 2’ AGL/1456’ MSL.
   General utility 31’ from DER, 112’ left of centerline, 4’ AGL/1457’ MSL.
   Tree 1139’ from DER, 798’ right of centerline, 1490’ MSL.
**TUCSON TRANSITION (BNYRD6.TUS)**

**NOTE:** Chart not to scale.

**BNYRD SIX DEPARTURE (RNAV)**

**BNYRD SIX DEPARTURE (RNAV)**

**TOP ALTITUDE:**

**ASSIGNED BY ATC**

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** GPS required.

**NOTE:** Aircraft departing KGEU and KGYR ATC assigned only.

**TAKEOFF MINIMUMS**

Rwys 7L/R: NA - Obstacles.
Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 25L/R:** Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**TUCSON TRANSITION (BNYRD6.TUS)**

**BNYRD SIX DEPARTURE (RNAV)**

**BNYRD SIX DEPARTURE (RNAV)**

**2MAY18**
TAKEOFF MINIMUMS
Rwys 7L/R: NA-Obstacles.
Rwys 25L/R: Standard with minimum climb of 370’ per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW
and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file
YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320°
or as assigned by ATC, thence... .

. . . .expect RADAR vectors to BROAK, then on track 059° to FTHLS,
than on (transition). Maintain ATC assigned altitude, expect filed
altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft requesting FL220 and below must file BLYTHE TRANSITION.
NOTE: Aircraft landing LAX, file MESSI TRANSITION.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX: requesting FL240 and above, file HRRBR TRANSITION.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUS
Rwys 25L/R: Standard with minimum climb of 370’ per NM to 4600.
Rwys 7L/R: NA - Obstacles.

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence...

. . . .expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO7.BLH)
HRRBR TRANSITION (IZZZO7.HRRBR)
MESSI TRANSITION (IZZZO7.MESSI)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence...

...expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)
TAKEOFF MINIMUMS

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence.

... on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 7L/R: NA-obstacles.
Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence . . .

. . . .expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
MAYSA SEVEN DEPARTURE (RNAV)

**TOP ALTITUDE:**
**ASSIGNED BY ATC**

**TAKEOFF MINIMUMS**
- Rwys 7L/R: NA-Obstacles.
- Rwys 25L/R: Standard with minimum climb of 370' per NM to 4600.

**NOTE:**
- RNAV 1.
- Turbojets and turboprops only.
- RADAR required.
- GPS required.
- Aircraft departing KGEU and KGYR ATC assigned only.
- Do not file.

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 25L/R:** Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**RRSTA TRANSITION (MAYSA7.RRSTA)**
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 25L/R: Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing from KGEU and KGYR ATC assigned only.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing from KGEU and KGYR ATC assigned only.
YOTES SIX DEPARTURE (RNAV)

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 25L/R:** Climbing right turn heading 320° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to MRBIL, then on track 021° to YOTES, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**GRAND CANYON TRANSITION (YOTES6.GCN)**

**JARPA TRANSITION (YOTES6.JARPA)**

**YOOPR TRANSITION (YOTES6.YOOPR)**
PHOENIX, ARIZONA

DCM or RADAR required:

Autopilot coupled approach NA below 1307 MSL. Inop table does not apply to S-ILS 8. Simultaneous approach authorized. For inop ALS increase S-LOC 8 Cat C/D visibility to 2 SM.

MALS

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 280° and PXR VORTAC R-336 to AVENT INT/15.9 DME and hold.

D-ATIS

PHOENIX APP CON

PHOENIX TOWER

GND CON

CLNC DEL

CPDLC

PHOENIX, ARIZONA

(If)

ILIKE

ILS or LOC RWY 8

PHOENIX SKY HARBOR INTL (PHX)

ALTERNATE MISSED APCH FIX

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

Orig-F 27JAN22

PHOENIX SKY HARBOR INTL (PHX)

ILS or LOC RWY 8

PHOENIX, ARIZONA

Orig-F 27JAN22

ILS or LOC RWY 8

PHOENIX SKY HARBOR INTL (PHX)

ILS or LOC RWY 8

PHOENIX, ARIZONA

Orig-F 27JAN22

**ILS or LOC RWY 25L**

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

**LOC/DME I-RJG**

110.75

Chan 44 (V)

**APP CRS**

258°

Rwy Idg 1126

TDZE 1135

Apt Elev 1135

**MALS R**

**MISSING APPROACH:** Climb to 3000 then climbing left turn to 5000 on heading 130° and PXK R-163 to POPKE/15 DME and hold.

**D-ATIS**

127.575

**PHOENIX APP CON**

128.65 353.9

**PHOENIX TOWER**

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

**GND CON**

119.75 269.2 (N)

132.55 269.2 (S)

**CLNC DEL**

118.1 269.2

**CFDLC**

2358

**DME or RADAR REQUIRED**

**LOCALIZER 110.75**

I-RJG (Ch 44) ★★★

1475 ★★

1535 ★★

I-RJG 1573 ★★

1472 ★★

1276 ★★★

1602 ★★

2608 ★★★

2704 ★★★

3055 ★★★

3068 ★★★

**PHOENIX 115.6 PXR**

Ch 103

**SCADE I-RJG 5.5**

**GIPSE I-RJG 9.3**

**HAMEK I-RJG 12.9**

**BUDME I-RJG 16.5**

**(IF) I-RJG 20**

**R-006**

**(IAF) RADAR**

**DME or RADAR REQUIRED**

**CIRCLING**

1740-1 605 (700-1)

2040-2 905 (1000-2)

2040-2 905 (1000-2)

2560-3 1425 (1500-3)

**PHOENIX, ARIZONA**

Amdt 1H 23APR20

33°26'N-112°01'W

ILS or LOC RWY 25L

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA
AL-322 (FAA) 23334

ILS or LOC/DME RWY 7L
PHOENIX SKY HARBOR INTL (PHX)

DME REQUIRED

For inoperative ALS, increase S-LOC 7L Cats C/D visibility to RVR 5500.

For arrivals at AVONA on V16 westbound.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

CIRCLING

PHOENIX, ARIZONA
Amdt 11B 23APR20
**RNAV (GPS) Y RWY 7R**

**PHOENIX SKY HARBOR INTL (PHX)**

**D-ATIS** 127.575  
**PHOENIX APP CON** 128.65 353.9  
**PHOENIX TOWER** 118.7 278.8 (Rwy 8-26)  
**120.9 254.3 (Rwy 7L-25R, 7R-25L)**  
**PHOENIX SKY HARBOR INTL** 2040-2  
**905 (1000-2)**  
**BARO-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Rwy 7R helicopter visibility reduction below 8 SM NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.**

**MALSR**  
**GND CON** 119.75 269.2 (N)  
**CLNC DEL** 118.1 269.2  
**CPDLC**  

**MISSING APCH FIX**

**VGSI and RNAV glidespath not coincident** (VGSI Angle 3.00/TCH 70).

**PHOENIX, ARIZONA**

**AL-322 (FAA)**  22363

**PHOENIX, ARIZONA**

**Amdt 1C  29DEC22**

**PHOENIX SKY HARBOR INTL (PHX)**

**RNAV (GPS) Y RWY 7R**

**PHOENIX, ARIZONA**

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

**RAPч OIC**  
**Apt Elev 1135**  
**TDZE 1116**  

** cops 29DEC22**

**COP**

**33°26'N-112°01'W**
RNAV (GPS) Y RWY 8
PHOENIX SKY HARBOR INTL (PHX)

RNP APCH - GPS:
- Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats.
- For inop ALS, increase LNAV Cats C and D visibility to 2 SM.

PHOENIX TOWER
- PHOENIX TOWER
- 118.7 278.8 (Rwy 8-26)
- 120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON
- GND CON
- 119.75 269.2 (N)
- 132.55 269.2 (S)

PHOENIX SKY HARBOR INTL (PHX)
- PHOENIX SKY HARBOR INTL (PHX)
- PHOENIX SKY HARBOR INTL (PHX)

Procedure NA for arrival on BXK VORTAC
- Procedure NA for arrival on BXK VORTAC
- airway radials 077 CW 152.

BUCKEYE
- BUCKEYE
- 079° (10)
- 079° (18.4)

Procedure NA for arrival on PXR VORTAC
- Procedure NA for arrival on PXR VORTAC
- airway radials 185 CW 336.

PHOENIX APP CON
- PHOENIX APP CON
- 118.6 353.9

CPDLC
- CPDLC
- 13207

Category
- Category
- A
- B
- C
- D

LPV DA
- LPV DA
- 1368-3/4 250 (300-1/4)

LNAV MDA
- LNAV MDA
- 1860-3/4 742 [800-3/4]
- 1860-1 742 [800-1]
- 1860-1 742 [800-1]

CIRCLING
- CIRCLING
- 1860-1 725 (800-1)
- 1860-1/4 725 (800-1/4)
- 2040-2/3 905 (1000-2/3)
- 2340-3 1205 (1300-3)

For inop ALS, increase LNAV Cats C and D visibility to 2 SM.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Inop table does not apply to LPV all Cats.
For inop ALS, increase LNAV Cats C and D visibility to 2 SM.
RNAV (GPS) Y RWY 25R

PHOENIX SKY HARBOR INTL (PHX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (1°F) or above 46°C (114°F). DME/DME RNP 0.3 NA. Simultaneous approach authorized with ILS or LOC RW 26. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 5000 direct YECKY and via 260° track to RW25R VORTAC and hold.

Procedure NA for arrivals at ZEROLO via V190 northeast bound.

PHOENIX, ARIZONA

AL-322 (FAA)

22195

SW-4, 30 NOV 2023 to 25 JAN 2024
### RNAV (GPS) Y RWY 26

**PHOENIX SKY HARBOR INTL (PHX)**

**PHOENIX, ARIZONA**

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<th>B</th>
<th>C</th>
<th>D</th>
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<td>1740-1</td>
<td>605 (700-1)</td>
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**MISSED APPROACH:** Climb to 1700 then climbing right turn to 6000 directed RAXEE and hold.

**D-ATIS**

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<tr>
<th>WAAS CH</th>
<th>APP CRS 258°</th>
<th>Rwy Idg 11489</th>
<th>TDZE 1135</th>
<th>Apt Elev 1135</th>
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**PHOENIX APP CON**

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</table>

**PHOENIX TOWER**

<table>
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<tr>
<th>GND CON 119.75</th>
<th>269.2 (N)</th>
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<tbody>
<tr>
<td>CLNC DEL 118.1</td>
<td>269.2 (S)</td>
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**PHOENIX SKY HARBOR INTL (PHX)**

**AMPd 3 19MAY22**

**RWY 26**

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<th>TDZE 1135</th>
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**AL-322 (FAA)**

**RNAV (GPS) Y RWY 26**

**PHOENIX SKY HARBOR INTL (PHX)**

**PHOENIX, ARIZONA**

**Amdt 3 19MAY22**

**33°26'N-112°01'W**
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Runway Status Lights in Operation.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**Takeoff Minimums**
Rwys 7L, 7R, 8: Standard with minimum climb of 350' per NM to 8000.
Rwys 25L, 25R, 26: Standard with minimum climb of 350' per NM to 8000.

**Top Altitude:**
8000

**Note:** Restricted to turbojet and turboprop aircraft only.
**Note:** RADAR and DME required.
**Note:** Aircraft filing over ACH, CNX, IRW, LBL, ONM, PNH, TCC, and TXO, use BALDY DEPARTURE.
**Note:** Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS DEPARTURE.
**Note:** MRA CHOPR/PXR 40 DME 9100 to receive PXR.
**Note:** MRA GILAA/PXR 55 DME 14000 to receive PXR and IWA.
**Note:** MRA ADYAN/IWA 95 DME FL240 to receive IWA.

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**Chart Information:**
- PHOENIX DEP CON
  - 126.8 269.6
  - D-ATIS
  - 127.675
  - CPDL

- PHOENIX TOWER
  - 119.75 269.2 (NORTH)
  - 132.55 269.2 (SOUTH)

- PHOENIX SKY HARBOR INTL
  - AL-322 (FAA)

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**Filing Information:**
- Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS DEPARTURE.
- Aircraft filing over ACH, CNX, IRW, LBL, ONM, PNH, TCC, and TXO, use BALDY DEPARTURE.
- Aircraft filing over SJN, ABQ, and GCK use ST. JOHNS DEPARTURE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence . . . .

.... maintain 8000 for RADAR vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav on IWA R-055 to ADYAN/IWA 95 DME, cross ADYAN at or above 14000 and proceed on RADAR vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (BALDY3.ACH): From over MAXXO INT on ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (BALDY3.CNX): From over MAXXO INT on CNX R-259 to CNX VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to SPRKY, then left turn direct BROAK. Thence... . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track 050° to BARLL, then on track 057° to BROAK. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 070° to PYPPE, then on track 050° to BARLL, then on track 057° to BROAK. Thence. . . .

... on track 059° to FTHLS, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (BROAK1.ABQ)
JNIPR TRANSITION (BROAK1.JNIPR)
MAXXO TRANSITION (BROAK1.MAXXO)

NOTE: Chart not to scale.
NOTE: Restricted to turbojet and turboprop aircraft only.

NOTE: RADAR and DME required.

NOTE: Aircraft requesting FL 220 and below must file BLYTHE Transition.

NOTE: Turbojets landing LAX, file PARKER Transition.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
Requesting FL 240 and above, file PALMDALE or PALM SPRINGS Transition.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Expect RADAR vectors to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXK R-077 to BXK VORTAC. Thence . . . .

. . . . maintain 8000, thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (BXK4.BLH): From over BXK VORTAC via BXK R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXK4.PMD): From over BXK VORTAC via BXK R-269 to CURIV INT, then via PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXK4.PSP): From over BXK VORTAC via BXK R-269 to CURIV INT, then via PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXK4.PKE): From over BXK VORTAC via BXK R-279 and PKE R-097 to PKE VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°. Thence . . . .

. . . . maintain 8000, expect RADAR vectors to PXR R-321 to ZEPER/PXR 40 DME then CHILY INT. Thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (CHILY4.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY4.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY4.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY4.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.
**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 7L/R, 8:** Climb heading 078° to 1635, then direct to SPRKY, then right turn direct ECLPS. Thence. . . .

**TAKEOFF RUNWAYS 25L/R:** Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . . .

**TAKEOFF RUNWAY 26:** Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 123° to RIICH, then on track 095° to ECLPS. Thence. . . .

. . . on track 111° to KATMN. Then on (transition), expect filed altitude 3 minutes after departure.

**PHASE TRANSITION (ECLPS1.PHASE)**

**TAKEOFF MINIMUMS**

Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635.

Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1900.

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** For non-GPS equipped aircraft, TFD and DUG DMEs must be operational.
TAKEOFF MINIMUMS
Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635
then minimum climb of 250' per NM to 7300.
Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1635.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS and points north of ALS, file
MRBIL DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI and GCK, file FORPE
DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC,
IRW, and TXO, file BROAK DEPARTURE.
NOTE: For non-GPS equipped aircraft using MAXXO and ABQ
TRANSITIONS, ABQ DME must be operational.
NOTE: For non-GPS equipped aircraft, PXR DME must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 25L/R and 26,
IWA and TFD DMEs must be operational.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L, 7R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct FORPE, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 084° to FORPE, thence . . . .

. . . . on track 055° to LALUZ, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FORPE1.ABQ)
MAXXO TRANSITION (FORPE1.MAXXO)
ST JOHNS TRANSITION (FORPE1.SJN)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKLI, then on track 222° to FYRBD, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 221° to FYRBD, thence. . . . on track 249° to JUDTH, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

MOHAK TRANSITION (FYRBD1.MOHAK)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct FUTEP, then on track 132° to AZCRD, then on track 199° to USEYE, then on track 264° to cross MASVE at/above 7000 and at/below 220K, then on track 264° to OAKLI, then on track 268° to KEENS, thence. . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to WULKO, then on track 268° to KEENS, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct WULKO, then on track 268° to KEENS, thence. . . .

. . . .on track 259° to IZZZO, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

BLYTHE TRANSITION (KEENS2.BLH)

HRRBR TRANSITION (KEENS2.HRRBR)

MESSI TRANSITION (KEENS2.MESSI)

NOTE: Chart not to scale.
MOBIE FOUR DEPARTURE (MOBIE4.MOBIE) 25JUN15

MOBIE FOUR DEPARTURE

PHOENIX DEP CON
126.8 269.6
D-ATIS
127.575
CNCL DEL
118.1 269.2
CPDLC
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L.25R, 7R.25L)

NOTE: Chart not to scale.

R -055
MOBIE
(20)
R -288
160°
235°
R -206
PX R
5000
8000
*

NOTE: Restricted to turbojet and turboprop aircraft only.
NOTE: DME and RADAR required.

TAKEOFF MINIMUMS
Rwys 7L/7R/8: Standard with minimum climb of 300' per NM to 8000.
Rwys 25L/25R/26: Standard with minimum climb of 350' per NM to 8000.

GILA BEND
116.6 GBN
Chan 113

STANFIELD
114.8 TFD
Chan 95

NOTE:  Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence...

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence...

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence...

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence...

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence...

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence...

... maintain 8000, expect RADAR vectors to MOBIE INT thence via (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE4.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.
TOP ALTITUDE: 8000

TAKENOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635 then minimum climb of 240’ per NM to 5300.
Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1635.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: GCN TRANSITION ATC assigned only.
NOTE: For non-GPS equipped aircraft departing Rwys 7L/R and 8, IWA and PXR DMEs must be operational.
NOTE: For non-GPS equipped aircraft departing Rwys 25L/R and 26, TFD, IWA and DRK DMEs must be operational.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to SPRKY, then turn left direct to cross GOALY at/below 9000, then on track 003° to POCCK, then on track 025° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at/above 5000 and at/below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 041° to MRBIL, thence. . . .

. . . . on track 021° to YOTES, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

GRAND CANYON TRANSITION (MRBIL1.GCN)
JARPA TRANSITION (MRBIL1.JARPA)
YOOPR TRANSITION (MRBIL1.YOOPR)
NOTE: Chart not to scale.

**QUAKY ONE DEPARTURE (RNAV)**

**TOP ALTITUDE:**
8000

**D-ATIS**
127.575

**CLNC DEL**
118.1 269.2

**GND CON**
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)

**PHOENIX TOWER**
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)

**PHOENIX DEP CON**
119.2 281.45

**TAKEOFF MINIMUMS**

Rwys 7L/R, 8: Standard with minimum climb of 500' per NM to 1635, then minimum climb of 230' per NM to 5200.

Rwys 25L/R, 26: Standard with minimum climb of 500' per NM to 1635.

**NOTE:** RNAV 1.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** JARPA TRANSITION ATC assigned only.

**NOTE:** YOOPR TRANSITION ATC assigned only.

**NOTE:** CARTL TRANSITION for FLG or PGA terminal arrivals only.

**NOTE:** For non-GPS equipped aircraft using YOOPR TRANSITION, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft, IWA DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 25L/R, 26, TFD and BXX DMEs must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 8, 25R, 26, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 7L/R, PXR DME must be operational.

**NOTE:** For non-GPS equipped aircraft using YOOPR arrivals only.

**NOTE:** CARTL TRANSITION for FLG or PGA terminal arrivals only.

**NOTE:** For non-GPS equipped aircraft using YOOPR TRANSITION, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft, IWA DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 25L/R, 26, TFD and BXX DMEs must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 8, 25R, 26, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 7L/R, PXR DME must be operational.

**NOTE:** Turbojets and turboprops only.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** JARPA TRANSITION ATC assigned only.

**NOTE:** YOOPR TRANSITION ATC assigned only.

**NOTE:** CARTL TRANSITION for FLG or PGA terminal arrivals only.

**NOTE:** For non-GPS equipped aircraft using YOOPR TRANSITION, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft, IWA DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 25L/R, 26, TFD and BXX DMEs must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 8, 25R, 26, DRK DME must be operational.

**NOTE:** For non-GPS equipped aircraft departing Rwys 7L/R, PXR DME must be operational.

**NOTE:** Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

**QUAKY ONE DEPARTURE (RNAV)**

**QUAKY1.QUAKY**

24MAY18

PHOENIX, ARIZONA

PHOENIX SKY HARBOR INTL (PHX)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct SPRKY, then left turn direct to cross GOALY at/below 9000, then on track 337° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 002° to OXYGN, then on track 035° to ZILUB, then on track 357° to QUAKY, thence . . . .

. . . . on track 343° to SNOBL, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

CARTL TRANSITION (QUAKY1.CARTL)
GRAND CANYON TRANSITION (QUAKY1.GCN)
JARPA TRANSITION (QUAKY1.JARPA)
RIMMM TRANSITION (QUAKY1.RIMMM)
YOOPR TRANSITION (QUAKY1.YOOPR)
NOTE: Chart not to scale.

**TOP ALTITUDE:**

8000

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**TAKEOFF MINIMUMS**

Rwys 7L, 7R, 8: Standard with minimum climb of 350’ per NM to 8000.

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**NOTE:**

Restricted to turbojet and turboprop aircraft only.

**NOTE:** RADAR and DME required.

**NOTE:** Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file BALDY DEPARTURE.

**NOTE:** Aircraft filing over CIM, FTI and GCK file ST JOHNS DEPARTURE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 8000. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 258° to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 8000 for RADAR vectors to PXR R-054 to SJN VORTAC. Thence . . . .

. . . . (transition). Expect filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN9.ABQ): From over SJN VORTAC on SJN R-059 and ABQ R-240 to ABQ VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence.

TAKEOFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence.

TAKEOFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence.

TAKEOFF RUNWAY 25L/25R/26: Climb heading 258° to 1550, then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence.

. . . . . maintain 8000, expect RADAR vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

OLIIN TRANSITION (TFD4.OLIIN): From over TFD VORTAC on TFD R-107 to OLIIN INT.

TUCSON TRANSITION (TFD4.TUS): From over TFD VORTAC on TFD R-121 and TUS R-301 to TUS VORTAC.
NOTE: RNAV 1.

NOTE: Turbojets and turboprops only.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: For non-GPS equipped aircraft, IWA DME must be operational.

TAKEOFF MINIMUMS

Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635.

Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1900.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb heading 078° to 1635, then direct to cross SPRKY at or above 2600 and at or below 220K, then right turn direct ANZEL, then on track 181° to DDUKE, then on track 199° to BNYRD, thence . . . .

TAKEOFF RUNWAYS 25L/R: Climb heading 258° to intercept course 240° to JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 1635, then left turn direct JUTAK, then on track 151° to WETAL, then on track 140° to BNYRD, thence . . . .

. . . . on track 145° to STRRM, then on (transition). Maintain 8000, expect higher altitude 3 minutes after departure.

TUCSON TRANSITION (STRRM1.TUS)
(ZEPER2.ZEPER) 20170
ZEPER TWO DEPARTURE (RNAV)

NOTE: Chart not to scale.

(ZEPER TWO DEPARTURE (RNAV))

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

TOP ALTITUDE:
8000

TAKEOFF MINIMUMS
Rwys 7L/R, 8: Standard with minimum climb of 500’ per NM to 1635, then minimum climb of 240’ per NM to 5300.
Rwys 25L/R, 26: Standard with minimum climb of 500’ per NM to 1635.

(FLASHING DME/DME/IRU or GPS required.)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 7L/R, 8: Climb on heading 078° to 1635, then direct SPRKY, then turn left direct to cross GOALY at or below 9000, then on track 339° to JOLAR, then on track 294° to ZEPER. Thence . . . .

TAKEOFF RUNWAY 25L: Climb on heading 258° to 1635, then direct ZOLUP, then on track 260° to YOVKU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 25R: Climb on heading 258° to 1635, then direct JINOL, then on track 260° to OSGUE, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

TAKEOFF RUNWAY 26: Climb on heading 258° to 1635, then direct WIVLA, then on track 260° to HIRVU, then on track 349° to cross ZIDOG at or above 5000 and at or below 230K, then on track 344° to FANON, then on track 333° to ZEPER, thence . . . .

. . . . on RRSTA transition. Maintain 8000, expect higher altitude 3 minutes after departure.

RRSTA TRANSITION (ZEPER2.RRSTA)
For uncompensated Baro-VNAV systems, procedure NA below –17°C (2°F) or above 54°C (130°F). GPS and RF required.

Access to RNAV (RNP) Z RWY 30C requires Category DA/BD airspace compliance.

**AUTHORIZATION REQUIRED**
**RNAV (GPS) RWY 12C**

**PHOENIX-MESA GATEWAY (IWA)**

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**Procedure NA for arrivals on PXR VORTAC airway radials 321 CW 143.**

**Procedure NA for arrivals at TFD VORTAC on V94 eastbound.**

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RNAV (GPS) RWY 12R
PHOENIX-MESA GATEWAY (IWA)

ATIS * 133.5 270.275
PHOENIX APP CON 124.9 353.8
GATEWAY TOWER * 120.6 (CTAF) 289.4
GND CON 128.25 275.8
CLNC DEL 135.05

Procedure NA for arrival on PXR VORTAC airway radials 321 CW 143.

VGSI and RNAV descent angles not coincident (VGSI Angle 3.00/TCH 60).

MISSED APPROACH: Climb to 1800 then climbing right turn to 4300 direct GEJRI and hold, continue climb-in-hold to 4300.
RNAV (GPS) RWY 30L
PHOENIX-MESA GATEWAY (IWA)

ATIS: 133.5 270.275

PHOENIX APP CON: 124.9 353.8
GATEWAY TOWER: 120.6 (CTAF) 289.4
GND CON: 128.25 275.8
CLNC DEL: 135.05

MisSED APPROACH: Climb to 4300 direct GEJRI and hold.

Procedure NA for arrivals at TOTEC on V94 westbound and V16 southeast bound.

VGSi and RNAV descent angles not coincident (VGSi Angle 3.00/TCH 60).

MISSED APCH FIX
7 NM 30°2'
GEJRI

RNAV (GPS) RWY 30L
PHOENIX-MESA GATEWAY (IWA)

PHOENIX, ARIZONA
WAAS
CH 93525
W30B

App CRS 303°
Rwy Idg 10401
TDZE 1374
Apt Elev 1384

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C, D and E visibility % ½ SM and Circling Cats D, E visibility % ½ SM. VDP NA with Phoenix Sky Harbor Intl altimeter setting.

Missed Approach: Climb to 4300 direct GEJRI and hold.

Procedure NA for arrivals at TOTEC on V94 westbound and V16 southeast bound.

VGSi and RNAV descent angles not coincident (VGSi Angle 3.00/TCH 60).
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C (29°F) or above 35°C (95°F). DME/DME RNP 0.3 NA. When local altimeter setting not received, use Phoenix Sky Harbor Inl altimeter setting and increase LPV DA to 1660 feet, LNAV/VNAV DA to 1710 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ SM, increase LNAV/VNAV all Cats, LNAV Cats D and E, and Circling Cats D, E visibility ¼ SM. VDP and Baro-VNAV NA with Phoenix Sky Harbor Inl altimeter setting.

Procedure NA for arrivals at GICGE on V16 southeast bound.

MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 direct GICGE and hold.
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R, and Circling C/D/E visibility */ SM.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

Category E procedure turn not authorized.

RADAR REQUIRED

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<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>560 (600-1)</td>
<td>1940-1½</td>
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<tr>
<td>SIDESTEP 30R</td>
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<td>558 (600-1)</td>
<td>1940-1½</td>
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<td>CIRCLING</td>
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DME MINIMUMS

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<td>1800-1½</td>
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<tr>
<td>SIDESTEP 30R</td>
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<td>418 (500-1)</td>
<td>1800-1½</td>
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<tr>
<td>CIRCLING</td>
<td>1880-1</td>
<td>496 (500-1)</td>
<td>1880-1½</td>
<td>496 (500-1½)</td>
<td>2000-2</td>
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- FAF to MAP 5.8 NM
- Knots 60 90 120 150 180
- Min.Sec. 4:58 3:52 2:54 2:19 1:56
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RUNWAYS 12L/C/R:** Climb to 2700 via IWA VORTAC R-122 then right turn direct PXR VORTAC.

**TAKEOFF RUNWAYS 30L/C/R:** Climbing right turn to 4000 direct IWA VORTAC and IWA VORTAC R-122 then right turn direct PXR VORTAC.

**TAKEOFF MINIMUMS**


**TAKEOFF OBSTACLE NOTES**

Rwys 30L/C/R: Trees beginning 351' from DER, 351' left of centerline, up to 20' AGL/1359' MSL.

Trees beginning 689' from DER, 398' right of centerline, up to 20' AGL/1359' MSL.

**NOTE:** Chart not to scale.
BNYRD SIX DEPARTURE (RNAV)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.
Rwys 30L/C/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .
. . . .expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on (transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC. Thence . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC. Thence . . .

. . . .expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: ABQ transition ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.
Rwys 30L/C/R: Standard.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, MMB, TCC, IRW and TXO file FTHLS DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file YOTES DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC. Thence . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC. Thence . . .

. . . .expect RADAR vectors to BROAK, then on track 059° to FTHLS, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (FTHLS6.ABQ)
JNIPR TRANSITION (FTHLS6.JNIPR)
MAXXO TRANSITION (FTHLS6.MAXXO)
IZZZO SEVEN DEPARTURE [RNAV]

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZ07.BLH)
HRRBR TRANSITION (IZZZ07.HRRBR)
MESSI TRANSITION (IZZZ07.MESSI)

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

ATIS
133.5 270.275
CLNC DEL
135.05
GND CON
128.25 275.8
GATEWAY TOWER*
120.6 289.4
PHOENIX DEP CON
124.9 353.8

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence.

TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence.

. . . . . . .expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)
**KATMN SIX DEPARTURE (RNAV)**

**PHOENIX-MESA GATEWAY (IWA)**

---

**DEPARTURE ROUTE DESCRIPTION**

- **T**akeoff Runways 30L/C or R: Climb heading 304° or as assigned by ATC.
- **T**akeoff Runways 12L/C or R: Climb heading 304° or as assigned by ATC.

**TOP ALTITUDE: ASSIGNED BY ATC**

- On Radar vectors to ECLPS, then on track 111° to KATMN.
- Thence, on (trans.) Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**PHASE TRANSITION (KATMN PHASE)**

- **FL180**
- *7600*
- *(31)*
- **FL180**
- *9100*
- *(48)*
- **FL180**
- *6000*
- *(47)*

**TAKEOFF MINIMUMS**

- **R**wys 12L/C or R: Standard with a minimum climb of 250' per NM to 3100.
- **R**wys 30L/C or R: Standard.

**NOTE:** Aircraft departing KGEU and KGYR ATC assigned only.

**NOTE:** GPS required.

**NOTE:** Radar required.

**NOTE:** Turbojets and turboprops only.

**NOTE:** Chart not to scale.

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**KATMN SIX DEPARTURE (RNAV)**

**PHOENIX-MESA GATEWAY (IWA)**
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: SJN TRANSITION for ABQ terminal arrivals only.
NOTE: MAXXO TRANSITION ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CXN, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

**TOP ALTITUDE: ASSIGNED BY ATC**

ALBUQUERQUE
ABQ

MAXXO

FL180
*11800
077°
(65)

JSSUA

FL180
*11300
080°
(56)

SJN

ST JOHNS

FL180
*11000
055°
(59)

LALUZ

FORPE

FL180
*10000
055°
(57)

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

**TAKEOFF MINIMUMS**

Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

**DEPARTURE ROUTE DESCRIPTION**

TAKEOFF RUNWAYS 12L/C/R: Climb heading 124° or as assigned by ATC, thence . . .
TAKEOFF RUNWAYS 30L/C/R: Climb heading 304° or as assigned by ATC, thence . . .

. . .expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
Do not file.

TAKEOFF MINIMUMS
Rwys 12L/C/R: Standard with a minimum climb of 250’ per NM to 3100.
Rwys 30L/C/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAYS 12L/C/R: Climb on heading 124° or as assigned by ATC. Thence... .
TAKEOFF RUNWAYS 30L/C/R: Climb on heading 304° or as assigned by ATC. Thence... .

.. .expect RADAR vectors to cross ZEPER at or above 10000, then on track 308° to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
**SNOBL SIX DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 12L/C/R:** Climb heading 124° or as assigned by ATC, thence. . . .

**TAKEOFF RUNWAYS 30L/C/R:** Climb heading 304° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to QUAKY, then on track 343° to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

**CARTL TRANSITION (SNOBL6.CARTL)**

**GRAND CANYON TRANSITION (SNOBL6.GCN)**

**JARPA TRANSITION (SNOBL6.JARPA)**

**RIMMM TRANSITION (SNOBL6.RIMMM)**

**YOOPR TRANSITION (SNOBL6.YOOPR)**

**TAKEOFF MINIMUMS**

Rwys 12L/C/R: Standard with a minimum climb of 250' per NM to 3100.

Rwys 30L/C/R: Standard.
NOTE: Chart not to scale.
Circling Rwy 3L, 12, 30 NA at night.

Use I-PRC DME when on the localizer course. *LOC only

ILS or LOC/DME RWY 21L
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

MISSED APPROACH: Climb to 5400 then climbing right turn direct DRK VORTAC and DRK VORTAC R-305 to 9000, then right turn direct DRK VORTAC and hold.

ILS or LOC/DME RWY 21L
RNAV (RNP) Z RWY 3R
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

MISSED APPROACH: Climb to 9100 on track 028° direct PEVYU and hold.

ATIS
127.2
133.575
281.55

PHOENIX APP CON
PRESCOTT TOWER
125.3 (CTAF)
257.9

GND CON
119.25

CLNC DEL
121.7

128.75 (12-30)
125.3 (CTAF) (3R-21L)

UNICOM
122.95

**APP CRS 028°**
Rwy Idg 7239
TDZE 5022
Apt Elev 5045

**RNAV AR APCH.**

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

Procedure NA for arrivals at MUMTE on V12 westbound.

Procedure NA for arrivals at KARLO on V105 southbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 4.10/TCH 45).

**AUTHORIZATION REQUIRED**

PRESCOTT, ARIZONA

Amdt 1B 15AUG19

RNAV (RNP) Z RWY 3R
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

34°39'N-112°25'W
RNAV (GPS) RWY 12
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 49°C. Rwy 12 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 12 NA at night, Circling Rwy 12, 3L, 30 NA at night.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9000 direct IRODY and hold, continue climb-in-hold to 9000.

Procedure NA for arrivals at IRODY on V257 northbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 4.24/TCH 52).

LPV DA

LNAV/ VNAV DA

LNAV MDA

CIRCLING

PRESCOTT, ARIZONA
Orig-B 15AUG19
SW-4, 30 NOV 2023 to 25 JAN 2024

PRESCOTT, ARIZONA
AL-546 (FAA) 23334
SW-4, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 12
PRESCOTT RGNL-ERNEST A LOVE FLD (PRC)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 47°C. For inoperative ALS, increase LPV all Cats visibility to 1 SM, LNAV/VNAV all Cats visibility to 1/2 SM, and LNAV Cat C/D visibility to 1/3 SM. Circuiting Rwy 3L, 12, 30 NA at night.

# Missed approach requires a minimum climb of 345 feet per NM to 7300.
Rwy 12 helicopter visibility reduction below ¾ SM NA. Circling Rwy 3L, 30 NA at night.

MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC R-305 then right turn direct DRK VORTAC and hold, continue climb-in-hold to 9000.

VGSI and descent angles not coincident (VGSI Angle 4.24°/TCH 52).

Remain within 10 NM
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE

PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)
PRESCOTT, ARIZONA

FIELD ELEV 5045
HANGARS
TRANSIENT PARKING
FIRE STATION
400 X 150 BLAST PAD
TERMINAL
RESTRICTED AREA
SOUTH RAMP
WEST RAMP
NORTH RAMP
TWR 5087
LAHSO
FOREST SERVICE
ATC NON-VISIBILITY AREA
369
PRESCOTT THREE DEPARTURE (OBSTACLE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3L: Climb heading 025° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence . . .

TAKEOFF RUNWAY 3R: Climb heading 035° until crossing DRK VORTAC R-085, then climbing left turn direct DRK VORTAC, thence . . .

TAKEOFF RUNWAY 12: Climbing left turn heading 060° until crossing DRK VORTAC R-105, then climbing left turn direct DRK VORTAC, thence . . .

TAKEOFF RUNWAY 21L: Climb heading 205° until 7300, then climbing right turn direct DRK VORTAC, thence . . .

TAKEOFF RUNWAY 21R: Climb heading 215° until 7800, then climbing right turn direct DRK VORTAC, thence . . .

TAKEOFF RUNWAY 30: Climb direct DRK VORTAC, thence . . .

.climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.

VCOA RUNWAYS 12, 21L/R: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Prescott Airport at or above 6700 direct DRK VORTAC, then climb on DRK VORTAC R-305 to 9000. Aircraft departing on DRK VORTAC R-305 continue climbing on course. All other aircraft climbing right turn direct DRK VORTAC then on assigned course.
PRESCOTT THREE DEPARTURE (OBSTACLE)

Rwy 3L: Lighting 8' from DER, 19' right of centerline, 1' AGL/4939' MSL.
Sign 15' from DER, 126' left of centerline, 3' AGL/4939' MSL.
Tree 20' from DER, 408' left of centerline, 4949' MSL.
Tree 184' from DER, 404' left of centerline, 4951' MSL.

Rwy 12: Tree 4' from DER, 323' right of centerline, 5066' MSL.
Buildings, lighting, sign beginning 9' from DER, 122' left of centerline, up to 31' AGL/5057' MSL.
Tree, utility pole, sign beginning 19' from DER, 65' right of centerline, up to 28' AGL/5086' MSL.
Terrain, trees, building, lighting beginning 24' from DER, 111' left of centerline, up to 46' AGL/5062' MSL.
Terrain, road beginning 196' from DER, 317' left of centerline, up to 5069' MSL.
Trees beginning 302' from DER, 361' left of centerline, up to 45' AGL/5083' MSL.
Tower, road, trees, pole beginning 426' from DER, 267' left of centerline, up to 46' AGL/5092' MSL.
Terrain, trees beginning 2.1 NM from DER, 2368' right of centerline, up to 56' AGL/5656' MSL.

Rwy 21L: Sign, terrain beginning 11' from DER, 82' left of centerline, up to 2' AGL/4977' MSL.
Sign, trees, road, building, electrical system, pole, tank beginning 11' from DER, 19' right of centerline, up to 50' AGL/5024' MSL.
Trees beginning 90' from DER, 70' left of centerline, up to 50' AGL/5041' MSL.
Trees, poles, building beginning 752' from DER, 22' right of centerline, up to 50' AGL/5031' MSL.
Tree, pole beginning 940' from DER, 3' left of centerline, up to 50' AGL/5044' MSL.
Trees, poles, building beginning 980' from DER, 22' right of centerline, up to 50' AGL/5044' MSL.
Fence, trees, poles, road, building, stack, tank beginning 1207' from DER, 35' right of centerline, up to 57' AGL/5054' MSL.
Trees, poles beginning 1561' from DER, left and right of centerline, up to 50' AGL/5064' MSL.
Trees beginning 1954' from DER, 129' left of centerline, 50' AGL/5064' MSL.
Trees beginning 2325' from DER, left and right of centerline, up to 50' AGL/5080' MSL.
Trees beginning 2615' from DER, 140' left of centerline, up to 50' AGL/5077' MSL.
Building, trees beginning 2718' from DER, 35' right of centerline, up to 50' AGL/5093' MSL.
Trees, pole beginning 3134' from DER, 128' left of centerline, up to 50' AGL/5090' MSL.
Trees beginning 3442' from DER, 24' right of centerline, up to 50' AGL/5103' MSL.
Trees beginning 3527' from DER, 175' left of centerline, up to 50' AGL/5103' MSL.
Antenna, building, trees beginning 3772' from DER, left and right of centerline, up to 90' AGL/5116' MSL.
Trees beginning 4194' from DER, 145' right of centerline, up to 5113' MSL.
Trees beginning 4759' from DER, left and right of centerline, up to 75' AGL/5117' MSL.
Trees beginning 5180' from DER, 15' right of centerline, 70' AGL/5119' MSL.
Trees beginning 5408' from DER, 743' right of centerline, up to 50' AGL/5126' MSL.

Rwy 21R: Sign, terrain beginning 11' from DER, 82' left of centerline, up to 2' AGL/4977' MSL.
Sign, trees, road, building, electrical system, pole, tank beginning 11' from DER, 19' right of centerline, up to 50' AGL/5024' MSL.
Trees beginning 90' from DER, 70' left of centerline, up to 50' AGL/5041' MSL.
Trees, poles, building beginning 752' from DER, 22' right of centerline, up to 50' AGL/5031' MSL.
Trees beginning 1954' from DER, 129' left of centerline, 50' AGL/5064' MSL.
Trees beginning 2325' from DER, left and right of centerline, up to 50' AGL/5080' MSL.
Trees beginning 2615' from DER, 140' left of centerline, up to 50' AGL/5077' MSL.
Building, trees beginning 2718' from DER, 35' right of centerline, up to 50' AGL/5093' MSL.
Trees, pole beginning 3134' from DER, 128' left of centerline, up to 50' AGL/5090' MSL.
Trees beginning 3442' from DER, 24' right of centerline, up to 50' AGL/5103' MSL.
Trees beginning 3527' from DER, 175' left of centerline, up to 50' AGL/5103' MSL.
Antenna, building, trees beginning 3772' from DER, left and right of centerline, up to 90' AGL/5116' MSL.
Trees beginning 4194' from DER, 145' right of centerline, up to 5113' MSL.
Trees beginning 4759' from DER, left and right of centerline, up to 75' AGL/5117' MSL.
Trees beginning 5180' from DER, 15' right of centerline, 70' AGL/5119' MSL.
Trees beginning 5408' from DER, 743' right of centerline, up to 50' AGL/5126' MSL.

Rwy 21: Lighting, fence beginning 30' from DER, 336' left of centerline, up to 7' AGL/5042' MSL.
Road, fence, tree beginning 111' from DER, 469' left of centerline, up to 5051' MSL.
Road, fence beginning 300' from DER, 455' left of centerline, up to 5056' MSL.
Wind indicator, pole, tree, roads beginning 402' from DER, 269' right of centerline, up to 5076' MSL.
Tree, fence, roads, lighting, pole, sign, navaid, building beginning 614' from DER, 41' left of centerline, up to 5113' MSL.
Trees, road beginning 782' from DER, 528' right of centerline, up to 47' AGL/5089' MSL.
Trees, road, pole, fence, electrical system, building, lighting, antenna beginning 971' from DER, 2' right of centerline, up to 70' AGL/5117' MSL.
Trees beginning 1779' from DER, 108' left of centerline, up to 71' AGL/5116' MSL.

Rwy 30: Buildings, sign, poles beginning 28' from DER, 127' left of centerline, up to 25' AGL/5041' MSL.
TOP ALTITUDE:
KACEE, KARLO TRANSITIONS: 12000
FERER, JUWSO, MUMTE
TRANSITIONS: 10000

TAKEOFF MINIMUMS
Rwy 3L: Standard with minimum climb of 330’ per NM to 6800.
Rwy 3R: Standard with minimum climb of 340’ per NM to 6800.
Rwy 12: Standard with minimum climb of 500’ per NM to 7100.
Rwy 21L: Standard with minimum climb of 335’ per NM to 7000.
Rwy 21R: Standard with minimum climb of 335’ per NM to 7100.
Rwy 30: Standard with minimum climb of 400’ per NM to 6900.

NOTE: RADAR and DME required.
NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 3L/R: Climb on heading 028° to 5800, then climbing right turn to heading 210° to intercept DRK VORTAC R-117 to WNSKI, thence... . . .

TAKEOFF RUNWAY 12: Climbing left turn to intercept DRK VORTAC R-117 to WNSKI, thence... . . .

TAKEOFF RUNWAYS 21L/R: Climb on heading 208° to 5800, then climbing left turn heading 045° to intercept DRK VORTAC R-117 to WNSKI, thence... . . .

TAKEOFF RUNWAY 30: Climb on heading 304° to 5700, then climbing right turn to heading 200° to intercept DRK VORTAC R-117 to WNSKI, thence... . . .

...on transition. FERER, JUWSO, MUMTE, transitions maintain 10000. KACEE, KARLO, transitions maintain 12000. Expect filed altitude 5 minutes after departure.

FERER TRANSITION (WNSKI2.FERER): From over WNSKI on DRK R-117 to FERER.

JUWSO TRANSITION (WNSKI2.JUWSO): From over WNSKI on DRK 15 DME Arc CCW to DRRTY, then on DRK R-061 to JUWSO.

KACEE TRANSITION (WNSKI2.KACEE): From over WNSKI on DRK 15 DME Arc CCW to PHYLE, then on DRK R-349 to KACEE.

KARLO TRANSITION (WNSKI2.KARLO): From over WNSKI on DRK 15 DME Arc CW to ZADER, then on DRK R-168 to KARLO.

MUMTE TRANSITION (WNSKI2.MUMTE): From over WNSKI on DRK 15 DME Arc CW to TURN, then on DRK R-259 to MUMTE.
ILS or LOC RWY 1

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

**APP CRS**
- 109.35
- 8316
- 5862
- 5958

**Rwy Idg**
- 9000
- 7000
- 8000
- 9000

**TDZE**
- 10142
- 9640
- 9257
- 9303

**UNICOM**
- 115.5
- 1122.8
- 135.425
- 122.8

**ASOS**
- 134.25
- 133.9
- 370.85
- 122.8

**SALT LAKE CENTER**
- 102
- 30
- 102
- 30

**ELEV**
- 5958
- 5862
- 5862
- 5958

**DME**
- 1.8
- 1.7
- 1.1
- 1.1

**UP**
- 1
- 1
- 1
- 1

**DOWN**
- 0
- 0
- 0
- 0

**MALS**
- 1-1-1

**GS**
- 3.00°
- 3.00°
- 3.00°
- 3.00°

**TDZE**
- 5862
- 5862
- 5862
- 5862

**MISSING APPROACH:** Climb to 6300 then climbing right turn to 10000 on heading 200° and on PUC VOR/DME R-164 to FOSOV/PUC 12 DME and hold, continue climb-in-hold to 10000. Missing approach requires minimum climb of 339 feet per NM to 7100.

**Use I-PUC DME when on the localizer course.**

**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>S-ILS 1#</td>
<td>6062-3/4</td>
<td>200 (200-3/4)</td>
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<tr>
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<td>6127-3/4</td>
<td>265 (200-3/4)</td>
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<td>6240-3/4</td>
<td>378 (300-3/4)</td>
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<td>CIRCLING</td>
<td>6660-1</td>
<td>6860-1/4</td>
<td>7120-3</td>
<td>NA</td>
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<td>702 (800-1)</td>
<td>902 (1000-1/4)</td>
<td>1162 (1200-3)</td>
<td></td>
</tr>
</tbody>
</table>

**PRICE, UTAH**

Amdt 1A 24MAY18
Circling NA at night. For inoperative ALS increase LP Cat C/D visibility to 1 3/4 SM.

Procedure NA for arrivals at PUC VOR/DME on T298 northeast bound.

Procedures:
- Climb to 6300 then climbing right turn to 10000 direct FOSOV and hold, continue climb-in-hold to 10000. #Missed approach requires minimum climb of 296 feet per NM to 7500.
- ALS increase LP Cat C/D visibility to 1 3/4 SM.
CLEARANCES.

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

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

FIELD ELEV 4497
...Expect clearance for filed route and altitude within 10 minutes after departure.

PROVO FOUR DEPARTURE (OBSTACLE)

---

**Takeoff Runways 13, 18:** Climbing right turn to 9000 via PVU VOR/DME R-230 to CALUB INT/PVU 11 DME and a right turn via FFU VORTAC R-160 to FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport southwest bound at or above 7400, climb to 9000 via PVU R-230 to CALUB INT/PVU 11 DME and right turn via FFU R-160 to FFU VORTAC and hold. Thence...

**Takeoff Runway 31:** Climb to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence...

**Takeoff Runway 36:** Climbing left turn to 9000 via PVU VOR/DME R-311 to PAMEE INT/PVU 10 DME and left turn direct FFU VORTAC and hold. Thence,... or climb in visual conditions to cross Provo Muni Airport northwest bound at or above 7400, climb to 9000 via PVU R-311 to PAMEE INT/PVU 10 DME, and left turn direct FFU VORTAC and hold. Thence...

...Expect clearance for filed route and altitude within 10 minutes after departure.
ILS or LOC RWY 32
RENO/STEAD (RTS)

AWOS-3
135.175

NORCAL APP CON
126.3 353.9

UNICOM
122.7 (CTAF)

LOCALIZER, 111.9
I-RTS
Chan 56

S-I-RTS 11.6
I-RTS
Chan 56

S-ILS 32: Fly visual to airport, 318°. 4.2 NM and 4.6 NM when using Reno/Tahoe altimeter setting.

S-LOC 32: Fly visual to airport, 318°. 4.2 NM and 4.6 NM when using Reno/Tahoe altimeter setting.

AMBER VOR/DME ARPAW
900.0 160 30

S-ILS 32: Fly visual to airport, 318°. 4.2 NM and 4.6 NM when using Reno/Tahoe altimeter setting.

S-LOC 32: Fly visual to airport, 318°. 4.2 NM and 4.6 NM when using Reno/Tahoe altimeter setting.

ILS or LOC RWY 32
RENO/STEAD (RTS)

39°40'N-119°53'W
When VGSI inoperative, Circling Rwy 8 NA at night. DME/DME
RNP 0.3 NA. When local altimeter setting not received, use Reno/
Tahoe Intl altimeter setting and increase all DA 115 feet and all MDA
120 feet. Inoperative table does not apply. Circling NA for Cat D
southwest of Rwy 14-32.

Procedure NA for arrival on HZN VORTAC
airway radials 227 CW 255.

Procedure NA for arrival on SWR VOR/DME
airway radials 004 CW 062.

Amdt 1C 27FEB20

AWOS-3
135.175

NORCAL APP CON
126.3 353.9

UNICOM
122.7 (CTAF)

HALLE 8 NM

WIOM

Rw32

RW32

5120 ±

JEBMI

AYALU

Holding Pattern

7 NM

318°

14000

WIOM

fr 333°

HALLE

7000

AYALU

CEVAP

138° 9400

GP 3.0°

TCH 40

CATEGORY
A  B  C  D

LPV DA

6533-6 1488 (1500-6)

LNAV MDA

6840-1/4 1795 (1800-1/4)

6840-1 1795 (1800-1/2)

6840-3 1795 (1800-3)

6840-1/4 1790 (1800-1/4)

6840-1/2 1790 (1800-1/2)

6840-3 1790 (1800-3)

6840-1/4 1790 (1800-1/2)

6840-3 1790 (1800-3)

MALSR

MISSING APPROACH: Climb to 14000
direct WIOM and on track 333° to
HALLE and hold, continue climb-in-hold
to 14000.

Version 4, 30 NOV 2023 to 25 JAN 2024

Version 4, 30 NOV 2023 to 25 JAN 2024

Version 4, 30 NOV 2023 to 25 JAN 2024

Version 4, 30 NOV 2023 to 25 JAN 2024

Version 4, 30 NOV 2023 to 25 JAN 2024
MISSED APPROACH: Climb to 6300 then climbing left turn to 11000 direct FMG VORTAC and on FMG VORTAC R-017 to NICER INT/FMG 13.5 DME and hold, continue climb-in-hold to 11000.

* Missed approach requires minimum climb of 350 feet per NM to 8000.

** Missed approach requires minimum climb of 275 feet per NM to 8000.

DME required:

- **#** Inop table does not apply.
- **†** For inop ALS, increase S-ILS 17R visibility to 1/3 SM.

## D-ATIS

135.8 363.0

## NORCAL APP CON

119.2 279.55

## RENO TOWER

118.7 257.8

## GND CON

121.9 348.6

## CLNC DEL

124.9 370.85

## CPDLC

## LOCALIZER

110.9

## FMG

R-017

## NICER

DISCS

I-RNO 12.8

I-RNO 10.8

## WALAR

I-RNO 16.9

## ZOMPO

I-RNO 12.8

## I-RNO

## VGSY and ILS glidepath not coincident (VGSY Angle 3.06/TCH 77).
AUTHORIZATION REQUIRED

RNAV (RNP) W RWY 35L\n
RENO/TAHOE INTL (RNO)

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 35°C.

MISSED APPROACH: Climb to 11000 on track 347° to TAKLE and hold, continue climb-in-hold to 11000.

*RNP 0.10 DA* 4736-1/2 326 (400-1/2)

*RNP 0.30 DA* 5349-2 939 (1000-2)
RNAV (RNP) W RWY 35R
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000.
*Missed approach requires minimum climb of 301 feet per NM to 7150.

MISSED APCH FIX
7 NM [3.4°] TAKLE
(3.4°) HOGBO
(not to scale)

Authorization Required
AUTHORIZATION REQUIRED

RENO, NEVADA
Amdt 2  03NOV22

39°30'N-119°46'W

RENO/TAHOE INTL (RNO)

RNAV (RNP) Y RWY 17L

RNAV (RNP) Y RWY 17L

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

D-ATIS
135.8  363.0
NORCAL APP CON
119.2  279.55
RENO TOWER
126.3  353.9
GND CON
118.7  257.8
CLNC DEL
121.9  348.6
CPDLC
124.9  370.85

ABA
9000
0000
0000
0000
4415
4415

APP CRS
167°
Rwy Idg
TDZE
Apt Elev

RNP AR APCH - GPS.

RNAV (RNP) Y RWY 17L
RENO/TAHOE INTL (RNO)

See planview for multiple IF locations.

CATEGORIES
A  B  C  D

RNP 0.12 DA*
4754-1  339 (400-1)

RNP 0.17 DA#
5017-1  602 (700-1  )

RNP 0.30 DA
5067-1  652 (700-1   )

MISSED APCH FIX

YARKU
13000
tr 167°

ZIDGO
tr 184°

USINE
tr 127°

YARKU
See planview for multiple IF locations.

HOMES

WORTH

URATE

GP 3.00°
TCH 75

3 NM
3 NM
4.3 NM

CATEGORY
A  B  C  D

RNP 0.12 DA*
4754-1  339 (400-1)

RNP 0.17 DA#
5017-1  602 (700-1  )

RNP 0.30 DA
5067-1  652 (700-1   )

MISSAPPROACH: Climb to 13000 on track 167° to ZIDGO and on track 184° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.

*Missed approach requires minimum climb of 252 feet per NM to 7200.
#Missed approach requires minimum climb of 203 feet per NM to 5040.

SMALL AIRCRAFT

CAUTIONS

** For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.
MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

# Missed approach requires minimum climb of 222 feet per NM to 7220.

* Missed approach requires minimum climb of 266 feet per NM to 7240.

**RNP 0.20 DA**

- All Cats visibility to 1 SM, increase RNP 0.1 DA all Cats visibility to 1/2 SM.
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.
- For inop ALS, increase RNP 0.1 DA all Cats visibility to RVR 5500, increase RNP 0.2 DA all Cats visibility to 1/2 SM, increase RNP 0.3 DA all Cats visibility to 1/2 SM.

**RNP 0.30 DA**

- All Cats visibility to RVR 5500, increase RNP 0.1 DA all Cats visibility to 1/2 SM.
- For inop ALS, increase RNP 0.1 DA all Cats visibility to 1/2 SM.

**RNP 0.10 DA**

- Procedure NA below -9°C or above 54°C.
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.
- For inop ALS, increase RNP 0.1 DA all Cats visibility to RVR 5500, increase RNP 0.2 DA all Cats visibility to 1/2 SM, increase RNP 0.3 DA all Cats visibility to 1/2 SM.

**RNP 0.20 DA**

- All Cats visibility to RVR 5500, increase RNP 0.1 DA all Cats visibility to 1/2 SM.
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.
- For inop ALS, increase RNP 0.1 DA all Cats visibility to RVR 5500, increase RNP 0.2 DA all Cats visibility to 1/2 SM, increase RNP 0.3 DA all Cats visibility to 1/2 SM.

**RNP 0.30 DA**

- All Cats visibility to RVR 5500, increase RNP 0.1 DA all Cats visibility to 1/2 SM.
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C.
- For inop ALS, increase RNP 0.1 DA all Cats visibility to RVR 5500, increase RNP 0.2 DA all Cats visibility to 1/2 SM, increase RNP 0.3 DA all Cats visibility to 1/2 SM.
RNAV (RNP) Z RWY 17L
RENO/TAHOE INTL (RNO)

For uncompensated Baro-VNAV systems, 
procedure NA below -9°C or above 54°C.

W

AUTHORIZATION REQUIRED

CATEGORY
A  B  C  D
RNP 0.12 DA* 4754-1 339 (400-1)
RNP 0.17 DA# 5017-1 602 (700-1)
RNP 0.30 DA* 5067-1 652 (700-1)

MISSED APPROACH: Climb to 13000 on track 167° to ZIDGO and on track 184° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.
* Missed approach requires minimum climb of 203 feet per NM to 5040.
# Missed approach requires minimum climb of 264 feet per NM to 7260.

Procedure NA for arrivals at RENO on V165 and 1274 northwest bound.

Procedure NA for arrivals at TRUCK on V200-392 and T331 southwest bound.

39°30'S-119°46'W

391

AMI 30 NOV 2023 to 25 JAN 2024

RNAV (RNP) Z RWY 17L

RENO/TAHOE INTL (RNO)

Amdt 2 03NOV22

RENO, NEVADA
RNAV (RNP) Z RWY 17R
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

MISSING APCH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

For uncompensated Baro-VNAV systems, RNP AR APCH - GPS.

For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

See planview for multiple IF locations.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. For inop ALS, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

MISSED APPROACH: Climb to 13000 on track 167° to ZAKBI and on track 183° to USINE and on track 127° to YARKU and hold, continue climb-in-hold to 13000.

*Missed approach requires minimum climb of 266 feet per NM to 7240.

See planview for multiple IF locations.
RNVP (RNP) Z RWY 35R
RENO/TAHOE INTL (RNO)

**MISSING APPROACH:** Climb to 11000 on track 347° to HOGBO and on track 345° to TAKLE and hold, continue climb-in-hold to 11000.

*Missed approach requires minimum climb of 301 feet per NM to 7150.

**APPLICATIONS NEEDED:**
- RNAV (RNP) AR APCH - GPS
- Baro-VNAV systems appropriate climate conditions 9°C below -9°C or above 34°C.
- For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 34°C.

**MISSED APCH FIX**
- 7 NM on track 347° to TAKLE and hold, continue climb-in-hold to 11000.

**AUTHORIZATION REQUIRED**
- RNP 0.11 DA
  - 4762-1 354 (400-1)
- RNP 0.30 DA
  - 5349-2 941 (1000-2)

**GND CON**
- 22307

**rencrere**
- 22307

**APR CRST 347°**
- 9000

**POSITION**
- RNO 347°
- RNO/TAHOE INTL
- MIRL Rwy 8-26
- HIRL Rwy 17L-35R
- REIL Rwy 8, 17L, 26, and 35R

**OPERATING LIMITS**
- RNVP 0.11 DA
  - 4762-1 354 (400-1)
- RNVP 0.30 DA
  - 5349-2 941 (1000-2)

**PLOT**
- 347° 8200
- 349° 7000
- 347° 6900
- 347° RW35R

**ELEVATION**
- 4415

**RENO, NEVADA**
Amdt 1 03NOV22

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

**FLIGHT PLAN**
- SW-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) X RWY 17R
RENO/TAHOE INTL (RNO)

For inop ALS, increase LPV all Cats visibility to 2½ SM. Inop table does not apply to LNAV all Cats.

Procedure NA for arrivals on FMG VORTAC airway radials 332 CW 075.

MISSED APPROACH: Climb to 13000 direct ZEXUT and on track 161° to MARRI and hold.

RNAV (GPS) X RWY 17R
RENO/TAHOE INTL (RNO)

For inop ALS, increase LPV all Cats visibility to 2½ SM. Inop table does not apply to LNAV all Cats.

Procedure NA for arrivals on FMG VORTAC airway radials 332 CW 075.

MISSED APPROACH: Climb to 13000 direct ZEXUT and on track 161° to MARRI and hold.

RNAV (GPS) X RWY 17R
RENO/TAHOE INTL (RNO)

For inop ALS, increase LPV all Cats visibility to 2½ SM. Inop table does not apply to LNAV all Cats.

Procedure NA for arrivals on FMG VORTAC airway radials 332 CW 075.

MISSED APPROACH: Climb to 13000 direct ZEXUT and on track 161° to MARRI and hold.
RNAV (GPS) X RWY 35R

RENO/TAHOE INTL (RNO)

**RNAV (GPS) X RWY 35R**

**RENO/TAHOE INTL (RNO)**

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Aft Elev</th>
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<tr>
<td>9000</td>
<td>4408</td>
<td>4415</td>
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**RNP APCH - GPS**

- **Circling Rwy 8 NA at night. Rwy 35R helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA.**

**D-ATIS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>5471</td>
<td>1063</td>
<td>1100-4</td>
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<td>5380-1 1/2</td>
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<td>LNAV MDA</td>
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<td>5500-1 1/2</td>
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<td>1092</td>
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<tr>
<td>CIRCLING</td>
<td>5500-1-1/4</td>
<td>5500-1-1/2</td>
<td>6460-3</td>
<td>2045</td>
</tr>
</tbody>
</table>

**RNOR CAL APP CON**

| 135.8 | 383.0 | 119.2 | 279.55 | 126.3 | 353.9 |

**RENO TOWER**

| 118.7 | 257.8 |

**GND CON**

| 121.9 | 348.6 |

**CLNC DEL**

| 124.9 | 370.85 |

**CPDLC**

| 23250 |

**RNAV (GPS) X RWY 35R**

**RENO, NEVADA**

Amdt 3A 07SEP23

39°30'N-119°46'W
Procedures for SWR VOR/DME on V6 and T331 southwest bound.

Procedure NA for arrivals at SWR VOR/DME on V6 and T331 southwest bound.

Procedure NA for arrivals at RICHY on V28-113 southwest bound.

Procedure NA for arrivals at SWR VOR/DME on V6 and T331 southwest bound.

RGPS glidepath not coincident (not to scale)

*Missed approach requires minimum climb to 260 feet per NM to 6860.

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Missed approach requires minimum climb to 260 feet per NM to 6860.
RNAV (GPS) Y RWY 35R
RENO/TAHOE INTL (RNO)

MISSED APPROACH: Climb to 11000 direct FOBAX and on track 346° to TAKLE and hold, continue climb-in-hold to 11000.
*Missed approach requires minimum climb of 250 feet per NM to 6100.

Procedure NA for arrivals at SWR VOR/DME on airway radials 005 CW 062.

Procedure NA for arrivals at RICHY on V28-113 southwest bound.
Circling Rwy 8 NA at night.

**MISSED APPROACH:** Climb to 7000 then climbing right turn to 10000 direct FMG VORTAC and hold, continue climb-in-hold to 10000.
HOLDING INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY
RUNWAY CROSSING CLEARANCES.
CAUTION: BE ALERT TO

CUSTOMS
U.S.
CARGO
AIR

TERMINAL

THEATER

FIRE STATION

DECOMMISSIONED
TWR

SW-4, 30 NOV 2023 to 25 JAN 2024
ANNUAL RATE OF CHANGE
0.1° W

JANUARY 2020

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwy 8: NA - Terrain.
Rwy 17L: 600-1¾ with minimum climb of 415’ per NM to 8700 or standard
with minimum climb of 745’ per NM to 7200, or 3200-3 for VCOA.
Rwy 17R: Standard with minimum climb of 420’ per NM to 8700, or 3200-3 for VCOA.
Rwy 26: Standard with minimum climb of 485’ per NM to 7900, or 3200-3 for VCOA.
Rwy 35L: Standard with minimum climb of 375’ per NM to 8600, or 3200-3 for VCOA.
Rwy 35R: 400-1½ with a minimum climb of 270’ per NM to 8600 or standard
with a minimum climb of 420’ per NM to 7400, or 3200-3 for VCOA.

SPARKS ONE DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° to 6600, then climbing left turn heading
045° to intercept FMG VORTAC R-180 to FMG VORTAC, continue climb in FMG VORTAC
holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.
TAKEOFF RUNWAY 26: Climb on heading 257° to 5000, then climbing right turn direct FMG
VORTAC, continue climb in FMG VORTAC holding pattern to cross FMG VORTAC at or above
MEA/MCA for route of flight.
TAKEOFF RUNWAYS 35L/R: Climb on heading 347° to 6800, then climbing right turn heading
100° to intercept FMG VORTAC R-320 to FMG VORTAC, continue climb in FMG VORTAC
holding pattern to cross FMG VORTAC at or above MEA/MCA for route of flight.
VCOA ALL RUNWAYS: Obtain ATC approval for VCOA when requesting IFR clearance.
Climb in visual conditions to cross JUPGU (FMG R-234/5 DME) at or above 7500 on FMG
R-234 to FMG VORTAC, then continue climb in FMG VORTAC holding pattern to cross FMG
VORTAC at or above MEA/MCA for route of flight.

SPARKS ONE DEPARTURE (OBSTACLE)
(SPRKS1.FMG) 29DEC22
SPARKS ONE DEPARTURE (OBSTACLE)  
(AL-346 (FAA))  
RENO/TAHOE INTL (RNO)  
RENO, NEVADA  

**TAKEOFF OBSTACLE NOTES**

**Rwy 17L:** Building 78' from DER, 262' left of centerline, 8' AGL/4413' MSL.  
Antenna 130' from DER, 379' right of centerline, 41' AGL/4444' MSL.  
Tree 719' from DER, 555' left of centerline, 4434' MSL.  
Tree 1055' from DER, 132' left of centerline, 4435' MSL.  
Pole 1108' from DER, 487' left of centerline, 34' AGL/4445' MSL.  
Pole, building beginning 1331' from DER, 458' left of centerline, up to 34' AGL/4446' MSL.  
Pole 1428' from DER, 229' left of centerline, 36' AGL/4449' MSL.  
Tree 1843' from DER, 132' left of centerline, 4456' MSL.  
Tree 1879' from DER, 126' left of centerline, 4466' MSL.  
Tower 2389' from DER, 975' left of centerline, 55' AGL/4469' MSL.  
Tower 2747' from DER, 853' left of centerline, 66' AGL/4482' MSL.  

**Terrain:**  
4845' from DER, 1693' left of centerline, 4546' MSL.  
5161' from DER, 1451' left of centerline, 4547' MSL.  

**Terrain beginning:**  
5233' from DER, 1698' left of centerline, up to 4776' MSL.  
5470' from DER, 1838' left of centerline, 4846' MSL.  
5524' from DER, 1371' left of centerline, up to 4919' MSL.  
5702' from DER, 1691' left of centerline, up to 4926' MSL.  
5874' from DER, 1768' left of centerline, up to 4953' MSL.  
1 NM from DER, 1981' left of centerline, 4837' MSL.  

**Rwy 17R:**  
Lighting 10' from DER, 85' left of centerline, 1' AGL/4415' MSL.  
Tree 746' from DER, 379' left of centerline, 4435' MSL.  
Trees beginning 1156' from DER, 772' left of centerline, up to 4456' MSL.  
Tree 1306' from DER, 840' left of centerline, 4457' MSL.  
Trees beginning 1409' from DER, 818' left of centerline, up to 4466' MSL.  
Trees beginning 1593' from DER, 658' left of centerline, up to 4474' MSL.  
Tree 1873' from DER, 936' left of centerline, 4475' MSL.  
Tree 2164' from DER, 653' left of centerline, 4478' MSL.  
Trees beginning 2783' from DER, 172' right of centerline, up to 4501' MSL.  
Tree 3135' from DER, 590' right of centerline, 4507' MSL.  
Tree 3285' from DER, 504' right of centerline, 4510' MSL.  

**Rwy 26:**  
Lighting 9' from DER, 54' left of centerline, 1' AGL/4410' MSL.  
Lighting 10' from DER, 54' right of centerline, 1' AGL/4410' MSL.  
Pole 119' from DER, 464' left of centerline, 32' AGL/4440' MSL.  
Pole, transmission line, fence beginning 142' from DER, 270' right of centerline, up to 30' AGL/4438' MSL.  
Pole 499' from DER, 466' left of centerline, 39' AGL/4452' MSL.  
Pole 1274' from DER, 469' left of centerline, 39' AGL/4458' MSL.  
Pole 1369' from DER, 387' right of centerline, 27' AGL/4447' MSL.  
Sign 1501' from DER, 206' right of centerline, 30' AGL/4448' MSL.  
Tree 1618' from DER, 42' right of centerline, 4473' MSL.  
Signs, trees beginning 1656' from DER, 66' left of centerline, up to 59' AGL/4482' MSL.  
Tree 1663' from DER, 15' right of centerline, 4475' MSL.  
Trees beginning 1664' from DER, 16' right of centerline, up to 4484' MSL.  
Tree 1878' from DER, 28' left of centerline, 4483' MSL.  
Trees beginning 1913' from DER, 162' left of centerline, up to 4484' MSL.  
Trees beginning 1916' from DER, 20' left of centerline, up to 4487' MSL.  
Trees beginning 2053' from DER, 25' left of centerline, up to 4497' MSL.  
Tree 2099' from DER, 206' right of centerline, 4490' MSL.  
Trees beginning 2102' from DER, 12' right of centerline, up to 4493' MSL.  
Trees beginning 2255' from DER, 45' right of centerline, up to 4500' MSL.  
Trees beginning 2268' from DER, 5' left of centerline, up to 4506' MSL.  
Pole, tree beginning 2635' from DER, 114' right of centerline, up to 100' AGL/4527' MSL.  
Antenna 3413' from DER, 298' left of centerline, 80' AGL/4514' MSL.  

(Continued on following page)
**TAKEOFF OBSTACLE NOTES**

Rwy 35L: Lighting 10’ from DER, 85’ left of centerline, 2’ AGL/4416’ MSL.
   Sign 40’ from DER, 437’ right of centerline, 4’ AGL/4417’ MSL.
   Lighting 999’ from DER, on centerline, 22’ AGL/4440’ MSL.
   Antenna 1029’ from DER, 49’ left of centerline, 22’ AGL/4441’ MSL.
   Pole 1176’ from DER, 629’ right of centerline, 32’ AGL/4451’ MSL.
   Tree 1193’ from DER, 400’ left of centerline, 4454’ MSL.
   Trees beginning 1216’ from DER, 227’ left of centerline, up to 4476’ MSL.
   Tree 1229’ from DER, 349’ right of centerline, 4458’ MSL.
   Trees beginning 1267’ from DER, 207’ right of centerline, up to 4465’ MSL.
   Tree 1974’ from DER, 898’ right of centerline, 4469’ MSL.
   Tree 2326’ from DER, 938’ right of centerline, 4473’ MSL.
   Tree 2350’ from DER, 885’ right of centerline, 4474’ MSL.
   Trees beginning 2489’ from DER, 178’ right of centerline, up to 4493’ MSL.
   Trees, poles beginning 2528’ from DER, 16’ right of centerline, up to 4498’ MSL.
   Trees beginning 2789’ from DER, 69’ left of centerline, up to 4490’ MSL.
   Trees beginning 2877’ from DER, 292’ left of centerline, up to 4492’ MSL.

Rwy 35R: Sign 40’ from DER, 262’ left of centerline, 4’ AGL/4417’ MSL.
   Building 87’ from DER, 272’ right of centerline, 7’ AGL/4420’ MSL.
   Lighting 999’ from DER, 699’ left of centerline, 22’ AGL/4440’ MSL.
   Antennas beginning 1028’ from DER, 649’ left of centerline, up to 22’ AGL/4441’ MSL.
   Poles beginning 1066’ from DER, 165’ right of centerline, up to 40’ AGL/4458’ MSL.
   Pole 1176’ from DER, 70’ left of centerline, 32’ AGL/4451’ MSL.
   Tree 1229’ from DER, 349’ left of centerline, 4458’ MSL.
   Tree 1267’ from DER, 492’ left of centerline, 4465’ MSL.
   Trees beginning 1711’ from DER, 255’ right of centerline, up to 4466’ MSL.
   Tree 1973’ from DER, 198’ right of centerline, 4469’ MSL.
   Trees beginning 1991’ from DER, 186’ right of centerline, up to 4491’ MSL.
   Trees, pole beginning 2489’ from DER, 361’ right of centerline, up to 4493’ MSL.
   Tree 2505’ from DER, 520’ left of centerline, 4480’ MSL.
   Trees, pole beginning 2528’ from DER, 201’ left of centerline, up to 4498’ MSL.
   Pole 2815’ from DER, 531’ right of centerline, 82’ AGL/4497’ MSL.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 35L/R: Climb direct NSTAR, then on track 074° to cross ALPYN at 9000 and at or below 230K, thence . . . .

. . . on YERIN transition maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

YERIN TRANSITION (ALPYN1.YERIN)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS
Rwy 8: NA - obstacles.  
Rwys 26, 35L/R: NA - ATC.  
Rwy 17L: Standard with minimum climb of 740' per NM to 8000 or,  
600-1 1/2 with minimum climb of 525' per NM to 8000.  
Rwy 17R: Standard with minimum climb of 740' per NM to 8000 or,  
600-1 1/4 with minimum climb of 525' per NM to 8000.

NOTE: Chart not to scale.

TAKEOFF RUNWAYS 17L/R: Climb to 10000 or assigned altitude, on I-RNO south course to RJTU/3 DME, then left turn direct FMG VORTAC. Climb in FMG holding pattern to depart FMG VORTAC at or above MEA/MCA for direction of flight. Expect filed altitude within 5 minutes after departure.
**PVINE FIVE DEPARTURE (RNAV)**

*NOTE: Chart not to scale.*

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwys 8: NA - ATC.
Rwy 35L: Standard with minimum climb of 380' per NM to 6900.
Rwy 35R: Standard with minimum climb of 375' per NM to 6900.

**NOTE:** For non-GPS equipped aircraft, HZN must be operational for PYGOW Transition.

**TAKEOFF RUNWAYS 35L/R:** Climb on heading 347° to 4920, then direct PVINE, thence . . .

. . . Maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

- CRDDZ TRANSITION (PVINE5.CRDDZ)
- HALLE TRANSITION (PVINE5.HALLE)
- PYGOW TRANSITION (PVINE5.PYGOW)
RENO ONE DEPARTURE

TAKEOFF MINIMUMS

Rwy 8: NA - Obstacles.
Rwy 17L: Standard with minimum climb of 730' per NM to 10900, or 600-1 1/2 with minimum climb of 352' per NM to 10900.
Rwy 17R: Standard with minimum climb of 460' per NM to 10900, or 300-1 with minimum climb of 395' per NM to 10900.
Rwy 26: Standard with minimum climb of 500' per NM to 9700.
Rwys 35L/R: Standard with minimum climb of 480' per NM to 8700, or 500-1 1/2 with minimum climb of 430' per NM to 8700.

TOP ALTITUDE: FL190

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 167° and I-RNO localizer south course. Thence . . . .
TAKEOFF RUNWAY 26: Climb on heading 257° to 5000 then climbing right turn heading 343°. Thence . . . .
TAKEOFF RUNWAYS 35L/R: Climb on heading 333° CW 003° as assigned by ATC. Thence . . . .

. . . . All aircraft maintain FL190 or assigned altitude. Expect filed altitude within 5 minutes after departure. Expect RADAR vectors to assigned route/fix.

LOST COMMUNICATIONS: If not in contact with departure control within one minute after takeoff, maintain assigned heading until passing 10000, thence . . . .

RUNWAYS 17L/R DEPARTURES: Turn left direct FMG VORTAC, then on assigned route.

RUNWAYS 26 and 35L/R DEPARTURES: Turn right direct FMG VORTAC, then on assigned route.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climbing right turn heading 177° to intercept I-RNO south course to WAGGE INT, thence . . .

TAKEOFF RUNWAY 17R: Climb on I-RNO south course to WAGGE INT, thence . . .

. . . . on (transition) or assigned route. All aircraft maintain FL190 or assigned altitude. Expect filed altitude within 5 minutes after departure.

LOVELOCK TRANSITION (WAGGE7.LLC): From over WAGGE INT on HZN R-230 to JERGA INT, then on LLC R-206 to LLC VORTAC.

TAKEOFF MINIMUMS
Rwys 8, 26, 35L/R: NA- ATC.
Rwy 17L: Standard with minimum climb of 740’ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370’ per NM to 9200.
**ZEFFR8.ZEFFR** 23166

**ZEFFR EIGHT DEPARTURE (RNAV)**

**NOTE:** Chart not to scale.

**ZEFFR EIGHT DEPARTURE (RNAV)**

**TAKEOFF MINIMUMS**

Rwy 8: NA-ATC.
Rwy 17L: 600-2 1/4 with minimum climb of 500' per NM to 9200.
Rwy 17R: Standard with minimum climb of 370' per NM to 7000.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 17L/R:** Climb on heading 167° to 4920, then direct ZEFFR, then on depicted route, thence . . .

. . . maintain FL190 or assigned altitude. Expect filed altitude 5 minutes after departure.

**BLKJK TRANSITION (ZEFFR8.BLKJK)**
**DARBI TRANSITION (ZEFFR8.DARBI)**
**MRLET TRANSITION (ZEFFR8.MRLET)**
**PESKE TRANSITION (ZEFFR8.PESKE)**

**TOP ALTITUDE:** FL190

**RNAV 1 - GPS.**
**RADAR required.**
NOTE: Chart not to scale.

**TAKING OFF MINIMUMS**

Rwy 1: NA-ATC.
Rwy 19: Standard with a minimum climb of 385’ per NM to 13600.

**TAKING OFF OBSTACLE NOTES**

Rwy 19: Bushes beginning 74’ from DER, 322’ right of centerline, up to 2’ AGL/5326’ MSL.
Vehicles on road beginning 347’ from DER, left and right of centerline, up to 15’ AGL/5352’ MSL.
Trees beginning 831’ from DER, 695’ left of centerline, up to 95’ AGL/5414’ MSL.
Building 1469’ from DER, 660’ right of centerline, 50’ AGL/5360’ MSL.
Trees beginning 1604’ from DER, 475’ right of centerline, up to 57’ AGL/5397’ MSL.

NOTE: GPS required.

**TAKING OFF RUNWAY 19:** Climb heading 194° to 5820, then direct DELPE, then on track 191° to ZIDLO, then on track 171° to HAMET. Thence. . . .

. . . climb in holding pattern to 16000 before proceeding on course. Expect filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTES
Rwy 1: Ground 7’ from DER, 330’ left of centerline, 5281’ MSL.
    Building 10’ from DER, 458’ left of centerline, 15’ AGL/5298’ MSL.
    Buildings beginning 300’ from DER, 471’ left of centerline, up to 5315’ MSL.
    Poles beginning 1159’ from DER, 270’ left of centerline, up to 29’ AGL/5325’ MSL.
    Poles beginning 2232’ from DER, 817’ left of centerline, up to 49’ AGL/5346’ MSL.
    Tree 2522’ from DER, 350’ left of centerline, 59’ AGL/5353’ MSL.
    Trees beginning 2907’ from DER, 715’ left of centerline, up to 91’ AGL/5399’ MSL.
    Towers beginning 1.3 NM from DER, 1801’ right of centerline, up to 287’ AGL/5558’ MSL.

TAKEOFF MINIMUMS
Rwy 19: NA-ATC.
Rwy 1: 300-1 3/4 or standard with a minimum climb of 275’ per NM to 5700.

NOTE: RNAV 1.
NOTE: GPS required.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 1: Climb heading 014° to 5820, then direct to FABRI, then on track 037° to GILEY, then on track 333° to CHMIO, then on track 279° to DTA VORTAC. Thence . . .

. . . .climb to 10300. Expect filed altitude 10 minutes after departure.
RNAV (GPS) RWY 25
ROOSEVELT MUNI (74V)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). Baro-VNAV and VDP NA when using Vernal altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vernal altimeter setting: increase LPV DA to 5466 and visibility ½ SM, LNAV/VNAV DA to 5628 and visibility ¼ SM; increase all MDAs 80 feet and LNAV visibility Cat C and D ½ SM and Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 5700 then climbing left turn to 10500 direct IGEHU and hold, continue climb-in-hold to 10500.

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**Missed Approach Fix**

7 NM

**IGEHU**

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**AWOS-3P**

118.975

**SALT LAKE CENTER**

135.77 257.7

**UNICOM**

122.8 (CTAF)

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

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**ELEV 5176**

**TDZE 5140**

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**URUDE**

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**REIL Rwy 7-25**

**REIL Rwy 7 and 25**

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**CIRCLING**

5740-1 564 (600-1)

5900-1 724 (800-1)

6020-2½ 844 (900-2½)

6340-3 1164 (1200-3)

**RNAV (GPS) RWY 25**

ROOSEVELT MUNI (74V)

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**Amdt 1 10NOV16**

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**40°17'N-110°03'W**

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ROOSEVELT, UTAH

AL-6419 (FAA)

23110
When local altimeter setting not received, use Vernal altimeter setting and increase all MDA 80 feet, FOSLA fix minimums, increase Cat C visibility 1/4 SM.

MISSED APPROACH: Climbing right turn to 9000 direct MTU VOR/DME and hold, continue climb-in-hold to 9000.

AWOS-3P  
118.975

SALT LAKE CENTER  
135.77  257.7

UNICOM  
122.8 (CTAF)

FAF to MAP  8.2 NM
8:12
5:28
4:06
3:17
2:44

One Minute Holding Pattern

5.2 NM
3 NM

VOR/DME  MTU
112.7
Chan 74

Rwy Idg
TDZE
Apt Elev
N/A
N/A
5176

Category
A
B
C
D
CIRCLING
6280-1½
6280-1½
6280-3
6340-3
1104 (1200-1½)
1104 (1200-1½)
1104 (1200-3)
1164 (1200-3)
CIRCLING
5760-1
5900-1
6020-2½
6340-3
584 (600-1)
724 (800-1)
844 (900-2½)
1164 (1200-3)

MTU

9000

MTU

5.2

FOSLA FIX MINIMUMS

FAF to MAP  8.2 NM

MIRL Rwy 7-25

REIL Rwys 7 and 25

ROOSEVELT, UTAH

Amdt 4 10NOV16

40°17'N-110°03'W

ROOSEVELT MUNI (74V)

VOR-A
SAFFORD, ARIZONA

RNAV (GPS) RWY 30
SAFFORD RGNL (SAD)

MISSED APPROACH: Climb to 10000 direct ARUJU and on track 272° to CIBBI and on track 207° to DEPHE and hold.

ASOS
124.175

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)

ELEV 3178

TDZE 3169

Procedure NA for arrivals on SSO VOR. Airway radials 250 CW 273.

CIRCLING to RWY 8 NA at night. Circling NA northeast of Rwy 12 and north of Rwy 26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

Amdt 1 30NOV23

SW-4, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climb direct XOMZA and right turn on track 141° to SSO VORTAC, thence.

TAKEOFF RUNWAY 30: Climb direct ZULOM then climbing left turn direct SEBOC then on track 139° to SSO VORTAC, thence.

......via assigned route, expect clearance to filed altitude 10 minutes after departure.

NOTE: Chart not to scale.
Helicopter visibility reduction below 1 SM NA.

- Missed approach requires a minimum climb of 225 feet per NM to 6800.
- Missed approach requires a minimum climb of 220 feet per NM to 6700.

UVITA

Final approach course offset 2.99°.

Procedure NA for arrival at MMM VORTAC on V235 northwest bound.

干旱

Helicopter visibility reduction below 1 SM NA.

- Missed approach requires a minimum climb of 225 feet per NM to 6800.
- Missed approach requires a minimum climb of 220 feet per NM to 6700.

UVITA

Final approach course offset 2.99°.
ST GEORGE, UTAH

RNAV (GPS) RWY 19
ST GEORGE RGNL (SGU)

MISSED APPROACH: Climbing right turn to 9800 direct HUNKU and hold, continue climb-in-hold to 9800.

Procedure NA for arrival on EHK VOR/DME airway radial 181.

Final approach course offset 7.10°.

MISSED APPROACH: Climbing right turn to 9800 direct HUNKU and hold, continue climb-in-hold to 9800.

ST GEORGE RGNL (SGU)

RNAV (GPS) RWY 19

37°02′N-113°31′W

423
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 1:** Climb heading 011° to 4700, then climbing left turn direct UTI VOR/DME, thence. . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

**TAKEOFF RUNWAY 19:** Climb heading 191° to 4800, then climbing right turn direct UTI VOR/DME, thence. . . or, climb in visual conditions to cross St George Rgnl Airport at or above 9000, then proceed on course.

. . . continue climb in UTI VOR/DME holding pattern, to cross UTI VOR/DME at or above 7600, then on UTI VOR/DME R-317 to JITKA INT/MMM VORTAC 39 DME, then proceed on course.
HIVKA TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 011° to 3860, then climbing left turn direct HIVKA, thence . . .

TAKEOFF RUNWAY 19: Climb heading 191° to 3820, then climbing right turn direct HIVKA, thence . . .

. . . (transition).

MATZO TRANSITION (HIVKA2.MATZO)

URIAH TRANSITION (HIVKA2.URIAH)

NOTE: RNAV-1.

NOTE: GPS required.

NOTE: Chart not to scale.

TOP ALTITUDE:
URIAH TRANSITION: 10000;
MATZO TRANSITION: 13000

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 330' per NM to 7300 (URIAH transition), standard with minimum climb of 480' per NM to 12000 (MATZO transition).
Rwy 19: Standard with minimum climb of 300' per NM to 5500 (URIAH transition), standard with minimum climb of 460' per NM to 12000 (MATZO transition).

NOTE: RNAV-1.

NOTE: GPS required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 011° to 3400 then climbing left turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.

TAKEOFF RUNWAY 19: Climb heading 191° to 3400 then climbing right turn to 9000 (or higher assigned altitude) direct IYLAG and on track 249° to PHYLI.

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 245’ per NM to 3800.
Rwy 19: Standard with minimum climb of 240’ per NM to 5900.

NOTE: Chart not to scale.
RNAV (GPS) RWY 14
ST JOHNS INDUSTRIAL AIR PARK (SJN)

ASOS
134.225

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)

Holding not required for arrivals at IRECU via V264 eastbound and from DEHOG.

Procedure NA for arrivals at DEHOG via V528 westbound.

MISSED APPROACH: Climb to 9000 direct ZERIG and on track 098° to SJN VORTAC and hold, continue climb-in-hold to 9000.

Night landing Rwy 3, 32 NA. When local altimeter setting not received, use Show Low altimeter setting and increase all MDA 180 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Show Low altimeter setting.

MISSPED APCH FIX (SJN)

Holding not required for arrivals at IRECU via V264 eastbound and from DEHOG.

Procedures not required for arrivals at IRECU via V528 westbound.

RNAV (GPS) RWY 14

ST JOHNS INDUSTRIAL AIR PARK (SJN)
RNAV (GPS) RWY 32
ST JOHNS INDUSTRIAL AIR PARK (SJN)

ASOS
134.225

ALBUQUERKE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 32
ST JOHNS INDUSTRIAL AIR PARK (SJN)

Rwy 32 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 32 Straight-in NA at night. Circling Rwy 3, 32 NA at night.

MISSED APPROACH: Climb to 9400 direct ZOVEK and on track 277° to IRECU and hold.

**Uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.**

**Rwy 32 Straight-in NA at night. Circling Rwy 3, 32 NA at night.**

**ASOS**
134.225

**ALBUQUERKE CENTER**
124.325 288.25

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 32**
ST JOHNS INDUSTRIAL AIR PARK (SJN)

MISSED APPROACH: Climb to 9400 direct ZOVEK and on track 277° to IRECU and hold.

**Rwy 32**

**Straight-in**

**NA**

**Circling**

**316°**

**9400 to GVCE (29)**

**7 NM**

**V-264**

**277°**

**6129**

**Procedure NA for arrivals at SJN VORTAC on V528 eastbound, and V190 northeast bound.**

**7 NM**

**ZOVEK**

**IRECU**

**7502**

**5702**

**11400**

**ELEV 5737**

**TDZE 5737**

**RW32 2.1 NM to HUGOV**

**7700**

**316° (2.8)**

**HUGOV 2.1 NM to RW32**

**6306**

**5892**

**5819**

**RW32**

**RW32**

**LVAP**

**AL-6586 (FAA)**

**5230**

**5737**

**42643**

**W32A**

**WAAS CH**

**APP CRS**

**316°**

**TDZE**

**5737**

**Apt Elev**

**5737**

**ST JOHNS, ARIZONA**

**Amdt 1 10OCT19**

**ST JOHNS INDUSTRIAL AIR PARK (SJN)**

**RNAV (GPS) RWY 32**

**34°31'N-109°23'W**

**429**
ST JOHNS INDUSTRIAL AIR PARK (SJN)

VOR-A

ASOS
134.225

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)

Circling Rwy 3, 32 NA at night.

DME required.

ST JOHNS, ARIZONA

VORTAC SJN

112.3
Chan 70

APP CRS 283°
Rwy IDg TDZE Apt Elev
N/A
N/A

5737

8000

9100 N@PT
239° (5)

R-059

PERRL SJN [5]

IF/IAF

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

ST JOHNS INDUSTRIAL AIR PARK (SJN)

MIRL Rwys 3-21 and 14-32

REIL Rwys 14 and 32

6622

6260-1

523 (600-1)

543 (600-1)

NA

ELEV 5737

283° 5.6 NM from FAF

8000

170°

8200

25 NM

9100

12100

122°

170°

9100

8105

2.6 NM

3 NM

7 NM

 CATEGORY
A
B
C
D
CIRCLING
6260-1
6280-1

430
DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 16R Cat C and D visibilities to RVR 5500.

SDATIS 124.75 125.625
SALT LAKE CITY APP CON 125.7 284.6
SALT LAKE CITY TOWER 132.65 336.4
GND CON 123.775 348.6
CLNC DEL 127.3 379.975

MISSED APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

Procedure NA for arrival on OGD VORTAC airway radials 068 CW 153.

ILS or LOC RWY 16R
SALT LAKE CITY INTL (SLC)

SALT LAKE CITY, UTAH
Amdt 3E 08NOV18

ILS or LOC RWY 16R
SALT LAKE CITY INTL (SLC)
DME or RADAR required. Simultaneous approach authorized.

For inop ALS, increase S-ILS 17 Cat E visibility to RVR 4000, increase S-LOC 17 Cat C/D/E visibility to 1 SM.

**MISSED APPROACH:** Climb to S800 then climbing left turn to 10000 direct FFU VORTAC and hold.
ILS RWY 16R (SA CAT I)
SALT LAKE CITY INTL (SLC)

**DME or RADAR required.**

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**Procedure NA for arrival on OGD VORTAC airway radials 068 CW 153.**

**Missed Approach:** Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

**Category 1 ILS - Special Aircrew & Aircraft Certification Required**

**SA CATEGORY 1 ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**SALT LAKE CITY, UTAH**

**AL-365 (FAA)**

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

**Amdt 3E 08NOV18**
SIMULTANEOUS APPROACH AUTHORIZED.

REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

USE OF HUD TO DH.

MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.

MISSING APPROACH: CLIMB TO 4800 THEN CLIMBING LEFT TURN TO 8100 ON TCH VORTAC R-249 TO STACO INT/TCH 20 DME AND HOLD.

MISSING APPROACH: CLIMB TO 4800 THEN CLIMBING LEFT TURN TO 8100 ON TCH VORTAC R-249 TO STACO INT/TCH 20 DME AND HOLD.
Simultaneous approach authorized. DME or RADAR required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

Procedure NA for arrival on OGD VORTAC airway radials 068 CW 153.

MISSED APPROACH: Climb to 4800 then climb to 10000 on FFU VORTAC R-341 to FFU VORTAC and hold.
ILS RWY 16R (CAT II & III)
SALT LAKE CITY INTL (SLC)

DME or RADAR required.

SIMULTANEOUS APPROACH Authorized.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

D-ATIS
124.75 125.625
SALT LAKE CITY APP CON
125.7 284.6
SALT LAKE CITY TOWER
132.65 336.4
GND CON
123.775 348.6
CLNC DEL
127.3 379.75
CPDLC
124.75 125.625
SALT LAKE CITY TOWER
132.65 336.4

MISS APPROACH: Climb to 4800 then climbing right turn to 8100 on heading 300° and on TCH VORTAC R-249 to STACO INT/TCH 20 DME and hold.

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SALT LAKE CITY, UTAH
Amdt 3E 08NOV18
**ILS RWY 34L (CAT II & III)**

SALT LAKE CITY INTL (SLC)

**Radar required for arrivals at PUTER. DME or RADAR required.**

Simultaneous approach authorized.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of auto land or HUD to touchdown.

**Amdt 3E  22APR21**

**SwA4, 30 Nov 2023 to 25 Jan 2024**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**
Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 9000 direct TCH VORTAC and on TCH VORTAC R-331 to OGD VORTAC and hold.
RNAV (GPS) RWY 16L
SALT LAKE CITY INTL (SLC)

**RNAV procedure NA during simultaneous operations.** Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated baro-VNAV systems, RNAV/VNAV NA below -10°C or above 45°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase RNAV/VNAV Cat A visibility to RVR 4500, increase Cat C/D visibility to RVR 5500, increase Cat E visibility to 6000, and increase LNAV Cat E visibility to 1 ½ SM.

**MISSED APPROACH:** Climb to 1000 direct RULFO and on track 167° to FFU VORTAC and hold.

**Procedure NA for arrival on OGD VORTAC airway radials 068 CW 1.53.**

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

**IPV DA**
- **4431/18** 200 (200-)

**LNAV/ VNAV DA**
- 4573/24
- 4526/26
- 4574/30
- 4593/35
- 4634/40

**LNAV MDA**
- 4760/24
- 529 (600-)

**SALT LAKE CITY, UTAH**

**Amtd 2 30NOV23**

**40°47'N-111°59'W**

**SALT LAKE CITY INTL (SLC)**
RNAV (GPS) RWY 16R

SALT LAKE CITY INTL (SLC)

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 -10°C or above 46°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to RVR 6000, and increase LNAV Cat C/D/E visibility to 1 ½ SM.

Procedure NA for arrival on OGD VORTAC airway radials 068° CW 221.

RNAV (GPS) RWY 16R

[Diagram of airport with RW16R, BAURT, JICCU, BHIVE, 16L, 16R, 17, 35, and hold.]
**RNAV (GPS) RWY 34R**

**SALT LAKE CITY INTL (SLC)**

**Simultaneous approach authorized.** DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. RNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (1°F) or above 49°C (121°F). For inop ALS, increase LPV Cat E visibility to 3/4, LNAV/VNAV Cat E visibility to 1½, and LNAV CAT C/D/E to 1½ SM.

**ALSF-2**

**MISSED APPROACH:** Climb to 9000 direct TCH VORTAC and on track 336° to OGD VORTAC and hold.

**GND CON**

**CLNC DEL**

**PDLC**

**ELEV 4227**

**TDZE 4222**

**HILR all Rwys**

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

**Category**

- **LPV DA**
  - 4422/18 200 (200-1/2)

- **LNAV/ VNAV DA**
  - 4735/60 513 (600-1/4)

- **LNAV MDA**
  - 4700/24 478 (500-1/2)
  - 4700/50 478 (500-1)

**TPLTE**

**CPDLC**

**D-ATIS**

**SALT LAKE CITY APP CON**

**SALT LAKE CITY TOWER**

**GND CON**

**CLNC DEL**

**PDLC**

**ELEV 4227**

**TDZE 4222**

**HILR all Rwys**

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

**Category**

- **LPV DA**
  - 4422/18 200 (200-1/2)

- **LNAV/ VNAV DA**
  - 4735/60 513 (600-1/4)

- **LNAV MDA**
  - 4700/24 478 (500-1/2)
  - 4700/50 478 (500-1)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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.

SALT LAKE CITY INTL (SLC)
SALT LAKE CITY, UTAH

23054

AIRPORT DIAGRAM
23054

SALT LAKE CITY, UTAH
SALT LAKE CITY INTL (SLC)
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 34L/R, 35:** Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross SCANT at or above 10000, then on track 178° to cross ARCHZ at or above 13000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

**KROST TRANSITION (ARCHZ1.KROST)**
**MILFORD TRANSITION (ARCHZ1.MLF)**
**WINEN TRANSITION (ARCHZ1.WINEN)**
NOTE: Chart not to scale.

SALT LAKE CITY, UTAH (SLC)

TAKEOFF MINIMUMS
Rwys 16L/R, 17: Standard with a minimum climb of 500' per NM to 9700.
Rwys 34L/R, 35: Standard with a minimum climb of 260' per NM to 7800.
Rwys 14, 32: NA - ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet aircraft only.
NOTE: Aircraft landing Twin Falls Airport, file DRYAD transition.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° as assigned by ATC, thence.

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 320° CCW 260° as assigned by ATC, thence.

. . . on RADAR vectors to cross CORVR at or above 13000, then on track 317° to cross CGULL at or above 15000, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

DRYAD TRANSITION (CGULL1.DRYAD)
TWIN FALLS TRANSITION (CGULL1.TWF)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° from DER as assigned by ATC, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 260° CW 320° from DER as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross DURCH at or above 12000, then on track 254° to cross BONNE at or above 14000, then on track 253° to cross DEZRT at or above 15000, then on (transition). Maintain 15000. Expect filed altitude 10 minutes after departure.

BATTLE MOUNTAIN TRANSITION (DEZRT2.BAM)

MINA TRANSITION (DEZRT2.MVA)

NOTE: Turbojet aircraft only.
FAIRFIELD NINE DEPARTURE

D-ATIS
124.75 125.625
CLNC DEL
127.3 379.975
CDLC
SALT LAKE CITY DEP CON
128.6 322.3

NOTE: Chart not to scale.

FAIRFIELD NINE DEPARTURE

TOP ALTITUDE: 10000

NOTE: This is a RADAR vector departure to assigned route or fix.

NOTE: DME required.

NOTE: RADAR required.

NOTE: This is a RADAR vector departure to assigned route or fix.

FAIRFIELD NINE DEPARTURE

FAIRFIELD
116.6 FFU
Channel 113
N40°16.49'-W111°56.43'

OHQES
N39°34.76'-W111°24.09'

(FAA)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climb on heading 160° or as assigned, maintain
10000 or assigned lower altitude. Thence . . . .
. . . . expect RADAR vectors to FFU VORTAC then on filed/assigned transition.
Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:
RUNWAYS 16L and 17: Assigned heading 160°, turn right, thence . . . .
RUNWAY 16R: Assigned heading 160°, turn left, thence . . . .
. . . . climb to 11000 via TCH R-161 to FFU VORTAC and continue climb via
assigned/filed transition.
RUNWAYS 16L/R, 17: Assigned heading 280° CW 340°, fly assigned heading to
11000. Then, aircraft heading 280° CW 310°, execute a climbing right turn, thence . . . .
. . . . aircraft heading 311° CW 340°, execute a climbing left turn, thence . . . .
. . . . direct TCH VORTAC, TCH R-161 to FFU VORTAC, and continue climb via
assigned/filed transition.

BRYCE CANYON TRANSITION (FFU9.BCE): From over FFU VORTAC on FFU R-170
to URNUW, then on FFU R-170 and BCE R-351 to BCE VORTAC.
COALDALE TRANSITION (FFU9.OAL): From over FFU VORTAC on FFU R-170
and MLF R-026 to MLF VORTAC, then on MLF R-249 and ILC R-068 to ILC VORTAC,
then on ILC R-249 and TPH R-066 to TPH VORTAC, then on TPH R-251 and OAL
R-070 to OAL VORTAC.
HANKSVILLE TRANSITION (FFU9.HVE): From over FFU VORTAC on FFU R-133 and
HVE R-320 to HVE VORTAC.
MILFORD TRANSITION (FFU9.MLF): From over FFU VORTAC on FFU R-170 and
MLF R-026 to MLF VORTAC.
TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 14, 32: NA-ATC.
Rwy 16L: Standard with minimum climb of 470' per NM to 9900.
Rwy 16R: Standard with minimum climb of 500' per NM to 9700.
Rwy 17: Standard with minimum climb of 425' per NM to 9400.
Rwy 34L: Standard with minimum climb of 250' per NM to 8500.
Rwy 34R: Standard with minimum climb of 310' per NM to 11500.
Rwy 35: Standard with minimum climb of 305' per NM to 11500.

NOTE: Turbojet aircraft only.
NOTE: Aircraft landing Denver Intl Airport, file the PERTY Transition.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climbing right turn on a heading between 280° CW 340° from DER as assigned by ATC, thence . . . .
TAKEOFF RUNWAYS 34L/R, 35: Climbing left turn on a heading between 310° CW 340° from DER as assigned by ATC, thence . . . .

. . . . on RADAR vectors to cross BUBBY at or above 11000, then on track 054° to cross RUGGD at or above 12000, then on transition. Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

HOLTR TRANSITION (RUGGD3.HOLTR)
KIERA TRANSITION (RUGGD3.KIERA)
MEEKER TRANSITION (RUGGD3.EKR)
PERTY TRANSITION (RUGGD3.PERTY)
ROCK SPRINGS TRANSITION (RUGGD3.OCS)
TOP ALTITUDE: 10000

NOTE: RADAR required.
NOTE: This is a RADAR vector departure to assigned route or fix.

TAKEOFF MINIMUMS
Rwys 14, 16R, 16L, 17: Assigned heading 163°, standard with minimum climb of 260’ per NM to 6000. Assigned heading 283° CW 343°, standard with minimum climb of 400’ per NM to 8300.
Rwy 32: Assigned heading 263° CW 343°, standard with minimum climb of 498’ per NM to 7800 or 400-1 with minimum climb of 260’ per NM to 7800.
Rwys 34L, 34R, 35: Assigned heading 263° CW 322°, standard with minimum climb of 260’ per NM to 7800. Assigned heading 323° CW 343°, standard with minimum climb of 260’ per NM to 7800.

MINIMUM CROSSING ALTITUDES AT TCH
R-070 CW R-150: 11400’
R-151 CW R-175: 8200’
R-176 CW R-239: 9900’
R-341 CW R-069: 10400’

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 14, 16L, 16R, 17: Climb heading 163° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .

TAKEOFF RUNWAYS 32, 34L, 34R, 35: Climb heading 343° or as assigned, maintain 10000 or assigned lower altitude. Thence . . . .

. . . . expect vectors to assigned route or fix. Expect clearance to filed altitude 10 minutes after departure. Aircraft filed/assigned heading 334° CW 112° expect RADAR vectors eastbound leaving 11000 due to high terrain east of TCH VORTAC.

LOST COMMUNICATIONS: If not in contact with departure control 1 minute after takeoff:

RUNWAYS 14, 16L and 17: Assigned heading 163°, turn right thence . . . .

RUNWAY 16R: Assigned heading 163°, turn left thence . . . .

. . . . climb to 11000 on TCH R-161 to FFU VORTAC. Aircraft departing FFU VORTAC R-111 CW R-269, climb on assigned route. All others continue climb in FFU VORTAC holding pattern to cross FFU VORTAC at or above: R-351 CW R-110, 12500; R-270 CW R-350, 11600.

RUNWAYS 14, 16L, 16R, 17: Assigned heading 283° CW 343°, fly assigned heading to 11000. Then, aircraft heading 283° CW 313°, execute a climbing right turn thence . . . .

. . . . aircraft heading 314° CW 343° execute a climbing left turn, thence . . . .

. . . . proceed direct TCH VORTAC. Cross TCH VORTAC at or above 11400 and proceed on course.

RUNWAYS 32, 34L, 34R, 35: Climb direct TCH VORTAC. Aircraft departing TCH VORTAC R-240 CW R-340, climb on course. All others, continue climb on TCH R-249 to 7500, then climbing right turn direct TCH VORTAC. Continue climb in TCH VORTAC holding pattern to cross TCH VORTAC at or above: R-070 CW R-150, 11400; R-151 CW R-175, 8200; R-176 CW R-239, 9900; R-341 CW R-069, 10400. Climb on course.
TAKEOFF MINIMUMS

Rwy 14, 16L/R, and 17: NA - Operational.
Rwy 32: 400-1 or standard with a minimum climb of 450’ per NM to 7500.
Rwys 34L/R and 35: Aircraft assigned heading 263° CW through 322°
standard with a minimum climb of 260’ per NM to 7500.
Aircraft assigned heading 323° CW through 343°
standard with a minimum climb of 340’ per NM to 7500.

NOTE: This is a RADAR vector departure to assigned route or fix.
NOTE: For turbojet and turboprop aircraft only.
NOTE: RADAR required.

NARRATIVE ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 32, 34L/R, and 35: Climb on heading 263° or as assigned for RADAR vectors to assigned route or fix. Maintain 10000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after takeoff, fly assigned heading to 11000. Then, aircraft assigned heading 313° CW through 343°, execute a climbing left turn, all others execute a climbing right turn to TCH VORTAC. Continue climb in the TCH VORTAC holding pattern to cross TCH VORTAC at or above 11500. Proceed on course.

COALDALE TRANSITION (SEVYR3.OAL): From over TCH VORTAC on TCH R-193 and MLF R-350 to SEVYR, then on DTA R-238 and OAL R-054 to OAL VORTAC.

MILFORD TRANSITION (SEVYR3.MLF): From over TCH VORTAC on TCH R-193 and MLF R-350 to MLF VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R, 17: Climb on heading 160° to 7000 then as assigned by ATC, thence . . .
. . . on RADAR vectors to cross HOPTO at or above 9000, then on track 166° to ZIONZ, then on (transition). Maintain FL230 or lower filed altitude. Expect filed altitude 10 minutes after departure.

BRYCE CANYON TRANSITION (ZIONZ1.BCE)
ENOCH TRANSITION (ZIONZ1.EHK)
EYELO TRANSITION (ZIONZ1.EYELO)
KIMMR TRANSITION (ZIONZ1.KIMMR)
KROST TRANSITION (ZIONZ1.KROST)

NOTE: Chart not to scale.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 300' per NM to 7800.
Rwy 34: Standard with minimum climb of 495' per NM to 9000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 158° to 5107, then climb to 9000 direct HOKEG, and on track 159° to FFU VORTAC and hold, thence. . . .
TAKEOFF RUNWAY 34: Climb heading 338° to 5107, then climb to 9000 direct CELOD, and right turn direct FFU VORTAC and hold, thence. . . .

. . . .maintain 9000. Expect further clearance to filed altitude and route within 10 minutes after departure.
RNAV (RNP) RWY 21
SCOTTSDALE (SDL)

AUTHORIZATION REQUIRED

SCOTTSDALE, ARIZONA
Orig-A 30JUN11

RNAV (RNP) RWY 21

VISIBILITY REDUCTION BY HELICOPTERS NA.

When local altimeter setting not received procedure NA.

ATIS * 118.6  
PHOENIX APP CON 120.7 239.0  
SCOTTSDALE TOWER* 119.9 (CTAF)  
GND CON 121.6  
CLNC DEL 124.8

ROUTING TO ONELE (not to scale)

See Inset for Routing to ONELE

TLS

AUTHORIZATION REQUIRED

SCOTTSDALE, ARIZONA
Orig-A 30JUN11

33°38'N-111°54'W
RNAV (RNP) Y RWY 3
SCOTTSDALE (SDL)

SCOTTSDALE, ARIZONA
AL-5651 (FAA)
23054

AUTHORIZATION REQUIRED

RF and GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below
1°C (31°F) or above 54°C (130°F). When local altimeter setting not
received procedure NA. Missed approach requires RNP less than 1.0.

RNAV (RNP) Y RWY 3
SCOTTSDALE (SDL)

ATIS *
118.6

PHOENIX APP CON
120.7  239.0

SCOTTSDALE TOWER *
119.9  (CTAF)

GND CON
121.6

CLNC DEL
124.8

---

MISSED APPROACH: Climb to 5000 via left turn to
AFXUR, and via left turn to BIWFO, and via track 341°
to CERID, and via right turn to DUYGE, and via left turn
to EGEDE, and via track 155° to AVENT and hold.

---

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00/TCH 59).

---

MIRA L RWY 3 25 NM

---

33°38'N-111°54'W
467

---

 honoring
RNAV (RNP) Z RWY 3
SCOTTSDALE (SDL)

ATIS* 118.6
PHOENIX APP CON 120.7 239.0
SCOTTSDALE TOWER* 119.9 (CTAF) 
GND CON 121.6
CLNC DEL 124.8

MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

RNAV (RNP) Z RWY 3
SCOTTSDALE (SDL)

AUTHORIZATION REQUIRED

SCOTTSDALE, ARIZONA
Orig-A 30JUN11

ELEV 1510  D TDZE 1470

MISSED APPROACH FIX

EGEDE
15°

DUYGE
15°

CERID

AVENT
(not to scale)
When VGS is inoperative, circling Rwy 21 NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C ½ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct WILUP and hold, continue climb-in-hold to 5000.

<table>
<thead>
<tr>
<th>ATIS *</th>
<th>PHOENIX APP CON</th>
<th>SCOTTSDALE TOWER *</th>
<th>GND CON</th>
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<td>118.6</td>
<td>120.7 239.0</td>
<td>119.9 (CTAF)</td>
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<tr>
<th>CATEGORY</th>
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<th>C</th>
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<td>CIRCLING</td>
<td>2080-1 570 (600-1)</td>
<td>2100-1 590 (600-1)</td>
<td>2460-2 950 (1000-2 1/4)</td>
<td>3300-3 1790 (1800-3)</td>
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</tbody>
</table>

**RNAV (GPS)-D**

**SCOTTSDALE (SDL)**

**Amdt 1A 04NOV21**

**33°38'N-111°54'W**

469
When VGS is inoperative, circling Rwy 21 NA at night. When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C ½ SM. DME/DME RNP-0.3 NA.

**ATIS**

- **Phrase**: PHX ASSC 120 7 239 0
- **Frequency**: 118.6

**GND CON**

- **Phrase**: SCOTTSDALE TOWER 119.9 (CTAF)
- **Frequency**: 121.6

**CLNC DEL**

- **Phrase**: SCOTTSDALE ELEV 119.9 (CTAF)
- **Frequency**: 124.8

**MISSED APPROACH**

- Climbing left turn to 4200 direct PXR VORTAC and hold.

**PHOENIX APP CON**

- **Phrase**: PHX ASSC 120 7 239 0
- **Frequency**: 120.7

**APP CRS**

- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 1510

**RNAV (GPS)-E**
**VOR/DME-A**

**SCOTTSDALE (SDL)**

**ATIS**
118.6

**PHOENIX APP CON**
120.7 239.0

**SCOTTSDALE TOWER**
119.9 (CTAF)

**GND CON**
121.6

**CLNC DEL**
124.8

---

**MISSED APPROACH:** Climbing left turn to 7000 on heading 280° and on PXR VOR/336 to AVENT/PXR 15.9 DME and hold, continue climb-in-hold to 7000.

---

**CATEGORY**

<table>
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<td>2460-2 3/4</td>
<td>3300-3</td>
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<td>950 (1000-2 3/4)</td>
<td>1790 (1800-3)</td>
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**ELEV 1510**

---

**IF/IAF**

PHOENIX

115.6 PXR

Chan 103

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**Amdt 3A 04NOV21**

---

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

---

**33°38'N-111°54'W**

---

**471**
MARICOPA ONE DEPARTURE (OBSTACLE)

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions.
Rwy 21: Standard with minimum climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES
Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.
Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.
Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.
Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.
Tree 765' from DER, 115' left of centerline, 22' AGL/1511' MSL.
Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.
Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.
Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.
Tree 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.
Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.
Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.
Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.
Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.
Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.
Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.
Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.
Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 3: Climbing left turn to 4000 via heading 220° and PXR R-321 southeast bound to PXR VORTAC. Thence . . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

TAKEOFF RUNWAY 21: Climbing right turn to 4000 via heading 275° and PXR R-321 northwest bound, when established on PXR R-321 northwest bound and reaching 4000, left turn direct PXR VORTAC. Thence . . . or, for climb in visual conditions: cross Scottsdale Airport at or above 4500 before proceeding on course.

. . . Continue climb on course.
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYS
ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until estabished on assigned heading.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence.

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC,
thence. . . .

. . . .expect RADAR vectors to BNYRD, then on track 145° to TFD VORTAC, then on
(transition), maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

TUCSON TRANSITION (BNYRD6.TUS)
TAKEOFF MINIMUMS
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.
Rwy 3: Standard with minimum climb of 445’ per NM to 4600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climbing right turn heading 335° or as assigned by ATC, thence.
TAKEOFF RUNWAY 21: Climbing left turn heading 335° or as assigned by ATC, thence.

NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.

NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS file taking SW-4, 30 Nov 2023 to 25 Jan 2024.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft flying over DEN, RSK, ALS, and points north of ALS file taking SW-4, 30 Nov 2023 to 25 Jan 2024.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.

NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
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NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
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NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, AMB, TCC, FLN and TAO file FTLS DEPARTURE.
NOTE: Aircraft flying over ACH, IBI, ONM, CM, TL, and GCK file LALUZ DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft requesting FL220 and below must file BLYTHE TRANSITION.
NOTE: Aircraft landing LAX, file MESSI TRANSITION.
NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
    Requesting FL240 and above, file HRRBR TRANSITION.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445' per NM to 4600.
Rwy 21: Standard with minimum climb of 300' per NM to 4600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence...
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC, thence...

...expect RADAR vectors to KEENS, then on track 259° to IZZZO, then on (transition).
Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

BLYTHE TRANSITION (IZZZO7.BLH)
HRRBR TRANSITION (IZZZO7.HRRBR)
MESSI TRANSITION (IZZZO7.MESSI)
NOTE: RADAR required.
NOTE: DME required.
NOTE: Restricted to turbojet and turboprop aircraft only.
NOTE: Aircraft filing over ONM, CNX, LBL, ACH, TCC, GAG, PHN or TXO file SCOTTSDALE DEPARTURE.
NOTE: IGM transition for LAS terminal area arrivals only.
NOTE: HOBES transition for turboprops landing LAS terminal area only.

TAKEOFF MINIMUMS
Rwy 3: Standard with a climb of 450 feet per NM to 4000.
Rwy 21: Standard with a climb of 215 feet per NM to 4000.

Approximate distance from take-off area to JONHH, 18 NM.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3:  Climbing left turn heading 285° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .
TAKEOFF RUNWAY 21:  Climbing right turn heading 285° to intercept and proceed on PXR R-321 to JONHH INT. Thence. . . .
. . . .on assigned transition.

LOST COMMUNICATIONS:  If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH2.BTY):  From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to SISIE INT, then on DRK R-278 to DOVEE INT, then on BTY R-114 to BTY VORTAC.

HOBES TRANSITION (JONHH2.HOBES):  From over JONHH INT on PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH2.IGM):  From over JONHH INT on PXR R-321 to CHILY INT, then on IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH2.EED):  From over JONHH INT on PXR R-321 to CHILY INT, then on DRK R-259 and EED R-077 to EED VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . . .

. . . . expect RADAR vectors to GBN VORTAC, then on track 249° to JUDTH, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

MOHAK TRANSITION (JUDTH7.MOHAK)

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445′ per NM to 4600.
Rwy 21: Standard with minimum climb of 300′ per NM to 4600.
TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445’ per NM to 4600.
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.

NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence . . .

. . . .on RADAR vectors to ECLPS, then on track 111° to KATMN, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

PHASE TRANSITION (KATMN6.PHASE)
NOTE: RNAV 1.
NOTE: Turbojets and turboprops only.
NOTE: Radar required.
NOTE: GPS required.
NOTE: SJN transition for ABQ terminal arrivals only.
NOTE: MAXXO transition ATC assigned only.
NOTE: Aircraft filing over DEN, RSK, ALS, and points north of ALS, file YOTES DEPARTURE.
NOTE: Aircraft filing over ABQ, CIM, FTI, and GCK, file LALUZ DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, PNH, MMB, TCC, IRW and TXO, file FTHLS DEPARTURE.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climbing left turn heading 335° or as assigned by ATC, thence. . .
TAKEOFF RUNWAY 21: Climbing right turn heading 335° or as assigned by ATC. Thence. . .
. . . expect RADAR vectors to FORPE, then on track 055° to LALUZ, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (LALUZ6.ABQ)
MAXXO TRANSITION (LALUZ6.MAXXO)
ST JOHNS TRANSITION (LALUZ6.SJN)
TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445\(^\circ\) per NM to 4600.
Rwy 21: Standard with minimum climb of 300\(^\circ\) per NM to 4600.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 335\(^\circ\) or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 21: Climbing right turn heading 335\(^\circ\) or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross ZEPER at or above 10000, then on track 308\(^\circ\) to MAYSA, then on RRSTA TRANSITION. Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

RRSTA TRANSITION (MAYSA7.RRSTA)
Approximate distance from Take-off area to JONHH, 18 NM.

NOTE: Chart not to scale.

NOTE: All transitions require RADAR vectors from request FL220 and below.

NOTE: BLYTHE transition restricted to aircraft GAG, or TXO use SCOTTSDALE DEPARTURE.

NOTE: Aircraft filing south of LVS, via TCC, PNH, LBL, GCK use ABQ transition.

NOTE: Aircraft filing via SJN, ABQ, LVS, CIM, or FL240 and above, file J212 after BXK.

NOTE: Aircraft landing other than LAX, and

NOTE: Turbojets landing LAX file J4 after BXK.

NOTE: Aircraft landing other than LAX, and turboprops landing LAX requesting FL240 and above, file J212 after BXK.

NOTE: Aircraft filing via SJN, ABQ, LVS, CIM, or GCK use ABQ transition.

NOTE: Aircraft filing south of LVS, via TCC, PNH, LBL, GAG, or TXO use SCOTTSDALE DEPARTURE.

NOTE: BLYTHE transition restricted to aircraft requesting FL220 and below.

NOTE: All transitions require RADAR vectors from over JONHH.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence.

TAKEOFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence.

. . . . via RADAR vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT7.ABQ): From over JONHH INT on RADAR vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then on SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT7.BLH): From over JONHH INT on RADAR vectors and BXK R-077 to BXK VORTAC, then on BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT7.BXK): From over JONHH INT on RADAR vectors and BXK R-077 to BXK VORTAC.

DINGO TRANSITION (SCOT7.DINGO): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-133 to BASER INT, and then on TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT7.GBN): From over JONHH INT on RADAR vectors and PXR R-206 to MOBIE INT, then on GBN R-055 to GBN VORTAC.

OLIN TRANSITION (SCOT7.OLIN): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-107 to PUSCH INT, and then on TFD R-107 to OLIN INT.

TUCSON TRANSITION (SCOT7.TUS): From over JONHH INT on RADAR vectors and TFD R-343 to TFD VORTAC, then on TFD R-121 and TUS R-301 to TUS VORTAC.
TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 445° per NM to 4600.
Rwy 21: Standard with minimum climb of 300° per NM to 4600.

NOTE: RNAV 1.
NOTE: Turboprops and turboprops only.
NOTE: RADAR required.
NOTE: GPS required.
NOTE: JARPA TRANSITION ATC assigned only.
NOTE: YOOPR TRANSITION ATC assigned only.
NOTE: CARTL TRANSITION for FLG or PGA terminal arrivals only.
NOTE: Aircraft departing KGEU and KGYR ATC assigned only.
NOTE: Rwy 21: Do not exceed 210K until established on assigned heading.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climbing left turn heading 335°
or as assigned by ATC, thence . . .
TAKEOFF RUNWAY 21: Climbing right turn heading 335°
or as assigned by ATC. Thence . . .
. . . . expect RADAR vectors to QUAKY, then on track 343°
to SNOBL, then on (transition). Maintain ATC assigned altitude, expect filed altitude 3 minutes after departure.

CARTL TRANSITION (SNOBL6.CARTL)
GRAND CANYON TRANSITION (SNOBL6.GCN)
JARPA TRANSITION (SNOBL6.JARPA)
RIMMM TRANSITION (SNOBL6.RIMMM)
YOOPR TRANSITION (SNOBL6.YOOPR)

NOTE: Chart not to scale.
TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 445’ per NM to 4600.
Rwy 21: Standard with minimum climb of 300’ per NM to 4600.

NOTE: Chart not to scale.
Procedure NA for arrivals at DRRTY on V12-264 southwest bound.

MISSED APPROACH: Climbing right turn to 12000 direct MINGY and continue climb-in-hold to 12000.

AWOS-3PT 118.525
PHOENIX APP CON 126.375 236.775
UNICOM 123.0 (CTAF)

RNAV (GPS) RWY 3
SEDONA (SEZ)

SEDONA, ARIZONA
AL-6169 (FAA)

RNAV (GPS) RWY 3
SEDONA (SEZ)

RNAV (GPS) RWY 3
SEDONA (SEZ)
BYTER ONE DEPARTURE (OBSTACLE) (RNAV)  

**PHOENIX DEP CON**

- **Freq:** 126.375, 236.775
- **AWOS:** 3PT
- **Alt:** 118.525

**TAKEOFF MINIMUMS**

- **Rwy 3:** NA - Obstacles
- **Rwy 21:** Standard

**TAKEOFF OBSTACLE NOTES**

- **Rwy 21:** Trees, terrain, light poles, vegetation, fence beginning from DER, 94' left of centerline, up to 12' AGL/4758' MSL.
- **Rwy 21:** Light poles 9' from DER, 93' right of centerline, 4' AGL/4737' MSL.
- **Rwy 21:** Vegetation 16' from DER, 173' right of centerline, 4738' MSL.
- **Rwy 21:** Vegetation, trees, fence beginning 19' from DER, 144' left of centerline, up to 4760' MSL.
- **Rwy 21:** Pole and vegetation beginning 31' from DER, 130' right of centerline, up to 21' AGL/4743' MSL.

**DEPARTURE ROUTE DESCRIPTION**

- **Rwy 21:** Climb on heading 213° to 5331, then climb direct JEXXI, then climbing left turn on track 160° to GATTS, then on track 097° to PIPOE, then on track 019° to SIDTY, then on track 332° to cross BYTER at or above MEA for route of flight.
Missed Approach: Climb to 13000 direct ZAXIN and on track 204° to WEKUM and hold, continue climb-in-hold to 13000.

Procedure NA for arrival on SJN VORTAC airway radials 236 CW 284.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Use Fallon NAS (Van Voorhis Fld) altimeter setting; when not received, use Reno/Tahoe Intl altimeter setting.

**RNNA (GPS) RWY 24**

**SILVER SPRINGS (SPZ)**

**AL-9917 (FAA)**

**WAAS CH 65740 W24A**

**APP CRS 236°**

**Rwy Idg 6001**

**TDZE 4237**

**Apt Elev 4265**

**ELEV 4265**

**TDZE 4237**

**7 NM**

**215°**

**8000**

**GP 3.00°**

**TCH 40°**

**CATEGORY**

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**NoPT for arrival on HZN VORTAC airway radial 011.**

**7 NM Holding Pattern**

**NAVY FALLON APP CON**

**CTAF**

**120.85 360.2**

**122.9**

**ZWUTA (IF/IAF)**

**HAZEN HZN**

**ZEKEM**

**HZN**

**6900**

**9900**

**035°**

**8000**

**7000**

**215°**

**236°**

**6200**

**MISSED APPROACH: Climb to 6900 then climbing left turn to 9900 direct HZN VORTAC and hold, continue climb-in-hold to 9900.**

*Missed approach requires minimum climb of 315 feet per NM to 6900.*

**AWOS-2**

120.475

**KNFL ATIS**

370.925

**NAVY FALLON APP CON**

120.85 360.2

**CTAF**

122.9

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

**Silver Springs, Nevada**

**Orig 27AEP17**

**39°24'N-119°15'W**

**Silver Springs, Nevada**

**AL-9917 (FAA)**

**RNAV (GPS) RWY 24**

**SILVER SPRINGS (SPZ)**
RNAV (GPS) Z RWY 12
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

**Miscon**

**RNAV (GPS) Z RWY 12**
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

**AWOS 3PT**
**119.275**

**SALT LAKE CITY APP CON**
**118.85 233.7**

**CTA**
**122.9**

**NA**
**-21°C**

**Procedure NA for arrivals at JAUR on V21 northbound.**

**Procedure NA for arrivals at VERNE on V257 southbound.**

**Procedure NA for arrivals at JUKOM on V21 northbound.**

**RNAV (GPS) Z RWY 12**

**Verne**

**WAAS CH 82342**
**W12B**

**APP CRS**
**121°**

**Rwy Idg**
**6500**

**TDZE**
**4527**

**Apt Elev**
**4530**

**Rwy 12 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.**

**Missed Approach: (Do not exceed 185K until VERNE) Climb to 5000 then climbing right turn to 11500 direct VERNE and hold.**

*Missed approach requires minimum climb of 380 feet per NM to 7600; if unable to meet climb gradient, see RNAV (GPS) Y RWY 12.**

**Visual Segment - Obstacles.**

**5000**

**11500**

**VERNE**

**5000 X 100**

**5500 X 100**

**121°**

**6600**

**121°**

**136°**

**11.3 NM**

**6.4 NM**

**CATEGORY**

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**SPANISH FORK, UTAH**

**Amdt 1 03NOV22**

**SPANISH FORK, UTAH**

**AL-11420 (FAA) 22307**

**492**
RNAV (GPS)-A
SPANISH FORK MUNI/WOODHOUSE FLD (SPK)

MISSED APPROACH: (Do not exceed 185K until turn completion) Climbing right turn to 11500 direct VERNE and hold.

Procedure NA for arrivals at VERNE on V257 southbound.

Procedure NA for arrivals at FRNZY on V21-235 southbound.

When local altimeter setting not received, use Provo altimeter setting and increase all MDAs 20 feet.
SPANISH FORK ONE DEPARTURE (OBSTACLE) (SPK1.FFU) 03JAN19

SPANISH FORK MUNI/WOODHOUSE FLD (SPK) SPANISH FORK, UTAH

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 12: Climbing right turn to 11500 on heading 320° and PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, do not exceed 240K until CALUB INT/PVU 11 DME, thence . . . .

TAKEOFF RUNWAY 30: Climbing left turn to 11500 to intercept PVU VOR/DME R-230 to CALUB INT/PVU 11 DME, thence . . . .

. . . . Climbing right turn on FFU R-160 to FFU VORTAC and hold, continue climb-in-hold to cross FFU VORTAC at MCA/MEA for route of flight.

VCOA RUNWAYS 12, 30: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Spanish Fork Muni/Woodhouse Fld at or above 11200 before proceeding on course.

NOTE: Chart not to scale.

(Continued on following page)
**SPANISH FORK ONE DEPARTURE (OBSTACLE)**

**AL-11420 (FAA)**

**SPANISH FORK, UTAH**

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**TAKEOFF OBSTACLE NOTES**

**Rwy 12:** Lighting 10' from DER, 29' left of centerline, 2' AGL/4530' MSL.
- Fence 60' from DER, 481' right of centerline, 4535' MSL.
- Building 198' from DER, 449' right of centerline, 12' AGL/4541' MSL.
- Sign, building beginning 297' from DER, 461' right of centerline, up to 4552' MSL.
- Building 1023' from DER, 600' right of centerline, 4555' MSL.
- Tree 1031' from DER, 651' left of centerline, 4563' MSL.
- Tree, building beginning 1140' from DER, 503' left of centerline, up to 4565' MSL.
- Building 1173' from DER, 560' right of centerline, 4559' MSL.
- Building 1434' from DER, 855' right of centerline, 4572' MSL.
- Tree 1514' from DER, 742' left of centerline, 4568' MSL.
- Pole 1818' from DER, 352' right of centerline, 4576' MSL.
- Pole beginning 3232' from DER, 1134' right of centerline, up to 4621' MSL.
- Pole, sign beginning 3499' from DER, 801' left of centerline, up to 106' AGL/4673' MSL.
- Electrical system 3922' from DER, 628' right of centerline, 4637' MSL.
- Pole 4450' from DER, 893' right of centerline, 4649' MSL.
- Pole 4709' from DER, 1365' right of centerline, 4662' MSL.
- Pole 5162' from DER, 1194' right of centerline, 4664' MSL.
- Pole 2 NM from DER, 3639' left of centerline, 4853' MSL.

**Rwy 30:** Lighting 9' from DER, 29' right of centerline, 2' AGL/4525' MSL.
- Vegetation 36' from DER, 145' right of centerline, 9' AGL/4527' MSL.
- Tree 750' from DER, 557' left of centerline, 4546' MSL.
- Pole 1182' from DER, 595' left of centerline, 50' AGL/4570' MSL.
- Pole beginning 1479' from DER, 268' left of centerline, up to 60' AGL/4579' MSL.
- Tree 1505' from DER, 550' right of centerline, 49' AGL/4565' MSL.

---

**SPANISH FORK ONE DEPARTURE (OBSTACLE)**

**(SPK1.FFU)**

**SPANISH FORK, UTAH**

---

**SPANISH FORK MUNI/WOODHOUSE FLD (SPK)**

**SPANISH FORK, UTAH**

---

**495**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 033° to 6340, then direct to cross CAMBA at or above 8900, thence . . .

. . . . on (transition), maintain ATC assigned altitude, expect clearance to filed altitude/flight level 10 minutes after departure.

AVANS TRANSITION (CAMBA4.AVANS)

ST JOHNS TRANSITION (CAMBA4.SJN)

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 500’ per NM to 6324.

NOTE: Chart not to scale.
RNAV (GPS) RWY 15
TONOPAH (TPH)

ASOS
118.875

NELLS APP CON
119.35 254.4

UNICOM
123.0 (CTAF)

**MISSED APPROACH:** Climb to 11000 direct AYUBE and on track 226° to ZOTUX and hold.

**Procedure NA for arrivals at WURIL on V244 westbound.**

**MISSING APCH FIX**

**WURIL**

**when local altimeter setting not received, procedure NA.**

 mavx

**MIRL Rwy 11-29 and 15-33**

**When local altimeter setting not received, procedure NA.**

**RNAV (GPS) RWY 15**

**TONOPAH (TPH)**

**38°04'N-117°05'W**

**499**

**Orig-C 03NOV22**
Circling NA for Cat D southwest of Rwy 15-33.

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct TPH VORTAC and hold.

ASOS 118.875

NELLIS APP CON 119.35 254.4

UNICOM 123.0 (CTAF)

TONOPAH (TPH)

AL-423 (FAA)

21168

TONOPAH, NEVADA

38°04'N-117°05'W

TONOPAH (TPH)

Amdt 3C 20MAY21

VOR or GPS-A

TONOPAH TPH

116.0

280°

APP CRS

Rwy Idg

TDZE

Apt Elev

N/A

N/A

5430

Chan 107

5430

5489

10500

060° 250°

09000

9200

115° 225°

6950

6400

11000

118.875

7388

7185

7787

7331

5489

5498

246°

066°

055°

6374

235°

280°

116.0 TPH

Chan 107

MIROL Rwys 11-29 and 15-33

5489

5430

560 X 50

0.3% UP

0.3% UP

630 X 75

33

280° 2.1 NM

from FAF

2.1 NM

2.1 NM

280°

Remain within 10 NM

100°

9000

TPH

VORTAC

(MARNB)

116.0 TPH

Chan 107

ELEV 5430

6900

8900

6320-3

6320-3 (2-3/4)

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3

6320-3
ILS or LOC/DME RWY 14

**When ALS inop, increase vis to 1/2 mile.**
**When ALS inop, increase CAT A min to 1 mile, CAT CDE to 1 1/2 miles.**
***Circling not authorized W of RWY 14-32.***

**MISSING APPROACH:** Turn left climbing to 11,000 via TQO R-340 to CIBMU and hold, continue climb-in-hold to 11,000.

**CAUTION:** High terrain 3 NM W of Rwy. Unlit terrain 5558’ MSL, 200’ prior to Rwy 32 threshold, 200’ left of centerline.

When VGSI inop, procedure NA at night.
USAF ONLY. When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAICOM A3 approval.
**CAUTION:** When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

ILS Rwy 14; ILS procedure NA for Height Group 4 aircraft due to low TCH.

---

**LOC I-RVP**
108.3

**APCH CRS**
141*

**Rwy Idg**
12,001

**THR**
5473

**Arpl Elev**
5550

**AL-3188** [USAF]

**TONOPAH TEST RANGE (KTNX)**

---

**AWOS**
113.0

**NELLIS CONTROL**
119.35 254.4

**SILVERBOW TOWER**
124.75 257.95

**GND CON**
127.25 335.5

---

**TACAN**
only aircraft
holding at TPH NA.

---

**EMERG SAFE ALT 100 NM 16,600**

---

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 14*</td>
<td>5673 - 1/2</td>
<td>200</td>
<td>200-1/2</td>
<td></td>
<td></td>
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<tr>
<td>S-LOC 14**</td>
<td>5960-1/2 (500-1/2)</td>
<td>5960-1</td>
<td>487 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>6040-1</td>
<td>6040-1/2</td>
<td>6100-2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**TADSOH, NEVADA**

Amdt 3 09JAN14
When VGSi inop, procedure NA at night. USAF ONLY. When VGSi inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

ILS Rwy 32, F-28, CV-340/440/580, B-737, C-9, DC-9, C-130, T-43, B-2, S-3 Wheel Crossing Height 15'. ILS procedure NA for Hight Group 3 and 4 aircraft due to low TCH.

CAUTION: High terrain 3 NM W of Rwy. Until terrain 5561' MSL, 200' prior to threshold, 385' left of course.
**When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile, CAT CD vis to 1½ miles.**

**Circling not authorized W of Rwy 14-32.**

**Missed Approach:** Turn left climbing to 11,000 direct JADPU and hold, continue climb-in-hold to 11,000.

---

**DME/DME RNP-0.3 NA**

- When VGSi inop, procedure NA at night.
- When Rwy 32 VGSi inop, circling to Rwy 32 NA at night.

**Caution:** High terrain 3 NM W of rwy.

**USAF ONLY:** When Rwy 14 VGSi inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

---

**RNAV (GPS) Rwy 14**

**Emerg Safe Alt 100 NM 16,600**

**ELEV 5550**

**TDZE 5496**

**JEPAR 7500**

**JANAV**

**7500**

**11,000 JADPU**

**6050**

**8840**

**10,500**

**5660**

**5712**

**5640**

**5660**

**572**

**504**

---

**RNAV (GPS) Rwy 14**

**Tonopah, Nevada**

Amdt 4 29MAR18
**CAUTION**: High terrain 3 NM W of Rwy.

Unit terrain 5561' MSL, 200' prior to threshold, 385' left of course.

When VGSJ inop, procedure NA at night.
USAF ONLY. When VGSJ inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

**EMERG SAFE ALT 100 NM 16,600**

**CATEGORY**

- **A**
  - LNAV MDA: 5980/24 430 (500-1/2)
- **B**
  - LNAV MDA: 5980/40 430 (500-1/2)
- **C**
  - CIRCLING: 6040-1 490 (500-1)
- **D**
  - CIRCLING: 6040-1 490 (500-1/2)

**TONOPAH, NEVADA**

Amdt 3 29MAR18
**TONOPAH, NEVADA**

**VOR/DME Z RWY 14**

**AWOS**
- SW-4, 30 Nov 2023 to 25 Jan 2024
  - 113.0

**NELLIS CONTROL**
- SW-4, 30 Nov 2023 to 25 Jan 2024
  - 119.35
  - 254.4

**SILVERBOW TOWER**
- SW-4, 30 Nov 2023 to 25 Jan 2024
  - 124.75
  - 257.95

**GND CON**
- SW-4, 30 Nov 2023 to 25 Jan 2024
  - 127.25
  - 335.5

---

**ELEV 5550**

**THRE 5473**

**LOZMO TQQ**

**EMERG SAFE ALT 100 NM 16,600 FROM TQQ**

When VGSI inop, procedure NA at night.

USAF ONLY: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.

CAUTION: High terrain 3 NM W of Rwy. Until terrain 5558’ MSL, 200’ prior to Rwy 32 threshold, 200’ left of centerline.

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-14</td>
<td>5960/24 487 (500-½)</td>
<td>5960/50 487 (500-1)</td>
<td>NOT AUTHORIZED</td>
<td>NOT AUTHORIZED</td>
</tr>
</tbody>
</table>

**AMDT 2 29MAY14**

**TWIN CITY, OHIO**

**TWIN CITY TEST RANGE**

**AIRPORT**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**OPERATOR**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**NOTIFICATION**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

---

**TWIN CITY, OHIO**

**TWIN CITY TEST RANGE**

**AIRPORT**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**OPERATOR**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**NOTIFICATION**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

---

**AMDT 2 29MAY14**

**TWIN CITY, OHIO**

**TWIN CITY TEST RANGE**

**AIRPORT**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**OPERATOR**
- Cleveland Hopkins International Airport
  - 5400 W 124th St

**NOTIFICATION**
- Cleveland Hopkins International Airport
  - 5400 W 124th St
VOR/DME Z RWY 32

**AWOS**

<table>
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<tr>
<th>SWOPAH, NEVADA</th>
<th>SWOPAH, NEVADA</th>
<th>SWOPAH, NEVADA</th>
<th>SWOPAH, NEVADA</th>
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<tbody>
<tr>
<td><strong>VOR/TQG</strong></td>
<td><strong>APCH CRS</strong></td>
<td><strong>Rwy Idg</strong></td>
<td><strong>Arpl Elev</strong></td>
</tr>
<tr>
<td>113.0</td>
<td>314°</td>
<td>12,001</td>
<td>5550</td>
</tr>
<tr>
<td>Chan 77</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>THRE</strong></td>
<td><strong>NELLIS CONTROL</strong></td>
<td><strong>SILVERBOW TOWER</strong></td>
<td><strong>GND CON</strong></td>
</tr>
<tr>
<td>119.35</td>
<td>254.4</td>
<td>124.75</td>
<td>257.95</td>
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<tr>
<td></td>
<td></td>
<td>127.25</td>
<td>335.5</td>
</tr>
</tbody>
</table>

**AL-3188 [USAF]**

**TONOPAH TEST RANGE (KTNX)**

---

**CAUTION:** High terrain 3 NM W of Rwy. Unit terrain 5561’ MSL, 200’ prior to threshold, 385’ left of course.

When VGSI inop, procedure NA at night. USAF ONLY. When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.

---

**EMERG SAFE ALT 100 NM 16,600 FROM TQQ**

**CATEGORY**

<table>
<thead>
<tr>
<th><strong>A</strong></th>
<th><strong>B</strong></th>
<th><strong>C</strong></th>
<th><strong>D</strong></th>
<th><strong>E</strong></th>
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<tbody>
<tr>
<td>S-32</td>
<td>6080/24</td>
<td>530 (600-1½)</td>
<td>NOT AUTHORIZED</td>
<td>NOT AUTHORIZED</td>
</tr>
<tr>
<td>CIRCLING*</td>
<td>6080-1</td>
<td>530 (600-1)</td>
<td>6080-1½</td>
<td>530 (600-1½)</td>
</tr>
</tbody>
</table>

---

**TONOPAH, NEVADA**

Amdt 2 29MAY14

**37°47’N-116°47’W**

**TONOPAH TEST RANGE (KTNX)**
CAUTION: High terrain 3 NM W of Rwy Unit terrain 5558’ MSL, 200’ prior to Rwy 32 threshold, 200’ left of centerline.

When VGSI inop, procedure NA at night. USAF ONLY. When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval.

CAUTION: When Rwy 32 VGSI inop, circling to Rwy 32 NA at night.
CAUTION: High terrain 3 NM W of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course.

When VGS is inop, procedure NA at night. USAF ONLY: When VGS is inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval.
<table>
<thead>
<tr>
<th>Runway</th>
<th>knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>V/V(fpm)</td>
<td>387</td>
<td>774</td>
<td>1161</td>
<td>1548</td>
<td>1935</td>
<td>2322</td>
</tr>
<tr>
<td>32</td>
<td>V/V(fpm)</td>
<td>336</td>
<td>672</td>
<td>1008</td>
<td>1344</td>
<td>1680</td>
<td>2016</td>
</tr>
</tbody>
</table>

Minimum Climb Rate
- to 8200
- to 8300

GPS REQUIRED

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 14.** Climb on heading 141° to 6600, then right turn direct to cross ESSAA at or below FL190 or as assigned by ATC.

**TAKEOFF RWY 32.** Climb on heading 321° to 6800, then left turn direct ESSAA maintain at or below FL190 or as assigned by ATC.
**JAYS ONE (RNAV) DEPARTURE (JAYSN1 · JAYSN)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 14.** Climb on heading 141° to 6600, then direct to cross JAYSN at or below FL190 or as assigned by ATC.

**TAKEOFF RWY 32.** Climb on heading 321° to 6800, then left turn direct JAYSN or as assigned by ATC.

---

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

**TONOPAH TEST RANGE (KTNX)**

- **GND CON** 127 25 335 45
- **SILVERBOW TOWER** 124.75 257.95
- **NELLIS CONTROL** 119.35 254.4

---

**G125** AL-3188

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>@ V/V</td>
<td>246</td>
<td>492</td>
<td>738</td>
<td>984</td>
<td>1230</td>
<td>1476</td>
</tr>
<tr>
<td>32</td>
<td>@ V/V</td>
<td>336</td>
<td>672</td>
<td>1008</td>
<td>1344</td>
<td>1680</td>
<td>2016</td>
</tr>
</tbody>
</table>

Minimum Climb Rate:

- G to 7500
- B to 8300

---

**JAYS ONE (RNAV) DEPARTURE (JAYSN1 · JAYSN)**

**GPS REQUIRED**

**Orig 24MAR22**

---

**TONOPAH, NEVADA**

**TONOPAH TEST RANGE (KTNX)**
LEAHI ONE (RNAV) DEPARTURE (LEAHI1 • LEAHI)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 14.** Climb on heading 141° to 6600, then right turn direct to cross LEAHI at or below FL190 or as assigned by ATC.

**TAKEOFF RWY 32.** Climb on heading 321° to 6800, then left turn direct to cross LEAHI at or below FL190 or as assigned by ATC.

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

**AWOS 113.0**

**GND CON**

127 25 335 5

**SILVERBOW TOWER**

124 75 257 95

**NELLS CONTROL**

119 35 254 4

**[USAF] AL-3188**

<table>
<thead>
<tr>
<th>Rwy</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
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<tr>
<td>14</td>
<td>387</td>
<td>774</td>
<td>1161</td>
<td>1548</td>
<td>1935</td>
<td>2322</td>
</tr>
<tr>
<td>32</td>
<td>336</td>
<td>672</td>
<td>1008</td>
<td>1344</td>
<td>1680</td>
<td>2016</td>
</tr>
</tbody>
</table>

Minimum Climb Rate

@ to 6200

@ to 8300

**GPS REQUIRED**
SW-4, 30 NOV 2023 to 25 JAN 2024

RANGE TWO (RNAV) DEPARTURE (RANGE2·TPH)

GND CON
127 75 335 5
SILVERBOW TOWER ★
124 75 257 95
NELLIS CONTROL
119 35 254 4

TONOBAH TEST RANGE (KTNX)
SHL-31B8 [USAF]
TONOBAH, NEVADA

<table>
<thead>
<tr>
<th>Rwy</th>
<th>Knots</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>V/V/V[ft]</td>
</tr>
<tr>
<td>32</td>
<td>V/V/V[ft]</td>
</tr>
</tbody>
</table>

MINIMUM CLIMB RATE

△ to 7500
◇ to 5900
★ to 10,000

For use by E/F/G and R (RNP 2.0) equipped A/C only.

GPS REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 141°. When leaving 6500 turn left direct TPH VORTAC, cross TPH at or above 10,000.

TAKE-OFF RWY 32: Climb heading 321°. When leaving 6500 turn left direct TPH VORTAC, cross TPH at or above 10,000.

RANGE TWO (RNAV) DEPARTURE (RANGE2·TPH)

TONOBAH, NEVADA

TONOBAH TEST RANGE (KTNX)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 14: Climb heading 137°, when leaving 6500 turn left direct TPH VORTAC. Cross TPH at or above 10,000.

TAKEOFF RWY 32: Climb heading 321° to intercept TPH VORTAC R-108 direct TPH. Cross TPH at or above 10,000.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Climb heading 141° to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.

TAKE-OFF RWY 32: Climbing right turn to intercept TQQ VORTAC R-137 to STOFF, cross STOFF at or above 10,000.
### Departure Route Description

**Take-off RWY 14**: Climb on heading 141° to 6600, then right turn direct to cross TPH at or below FL190 or as assigned by ATC.
GPS REQUIRED
For use by E/F/G and R (RNP 2.0) equipped A/C only.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 14: Fly heading 141°, at 6225 (HOSER) turn right direct TUMBE.

TAKE-OFF RWY 32: Fly heading 321°, at 6225 turn right direct TUMBE.
ILS or LOC RWY 17
BOLINDER FIELD-TOOELE VALLEY (TVY)

MISSED APPROACH: Climb to 5400 then climbing right turn to 8600 heading 343° and OGD VORTAC R-192 to WEGET INT/I-TVY 13.5 DME and I-TVY north course to FOGEM INT/I-TVY 25.2 DME and hold.

 Procedure turn required for arrivals at WEGET via V32 eastbound.
Procedure NA for arrival at EMONT on V257 northbound, and V238 northeast bound.

**MISSING APCH FIX**

**7 NM**

**FOGEM**

**8100 NoPT**

**154° (13.8)**

**6100**

**WEGET (IF/IAF)**

**[FAF/IF] JONEK**

**[FAF] 4371**

**EMONT (IAF)**

**Salta (IAF)**

**GPM 3.0°**

**TCH 55**

**ELEV 4322**

**D TDZE 4297**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>4497-½</td>
<td>200 (200-½)</td>
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</tr>
<tr>
<td>LNAV/VNAV</td>
<td>DA</td>
<td>4547-½</td>
<td>250 (300-½)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>4640-½</td>
<td>343 (400-½)</td>
<td>4640-⅗</td>
<td>343 (400-⅗)</td>
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<tr>
<td>CIRCLING</td>
<td>4820-1</td>
<td>4900-1</td>
<td>5060-2</td>
<td>5380-3</td>
</tr>
</tbody>
</table>

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM, increase LNAV Cat C/D visibility to 1 SM.

**MISSING APPROACH:** Climb to 4800 then climbing right turn to 8600 direct WEGET and track 346° to FOGEM and hold.

**AWOS-3**

**119.725**

**SALT LAKE CITY APP CON**

**135.5 316.15**

**CLNC DEL**

**124.4**

**UNICOM**

**123.0 (CTAF)**

**Apt Elev**

**TDZE**

**Rwy Idg**

**CH**

**73031**

**W17A**

**APP CRS**

**166°**

**TDZE**

**4297**

**Apt Elev**

**4322**

520
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS

Rwy 17: Standard with minimum climb of 350’ per NM to 8200.
Rwy 35: Standard with minimum climb of 380’ per NM to 9000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 166° to 5500, then climbing right turn direct HOKPI, then on depicted route to STACO, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 346° to 4900, then climbing left turn direct ZESER, then on depicted route to STACO, thence. . . .

. . . . Maintain 9000 and hold at STACO.
ILS or LOC RWY 6R
RYAN FLD (RYN)

ATIS 133.35
TUCSON APP CON 128.5 273.6
RYAN TOWER 125.8 (CTAF)
GND CON 118.2

Circling NA for Cat D north of Rwy 24R and east of Rwy 15.

MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB INT and hold.

ADF required.

STANFIELD 114.8 TFD (46.1)
Chan 95

MIRL Rwy 6L-24R
REIL Rwy 6R and 6L
MIRL Rwy 6R-24L and 15-33

Amdt SE 21APR22

Sw-4, 30 Nov 2023 to 25 Jan 2024

TUCSON, ARIZONA
Amdt 5E 21APR22
32°09'N-111°10'W

AL-6513 (FAA)
23222

ILS or LOC RWY 6R
RYAN FLD (RYN)
Circling NA for Cat D north of Rwy 24R and east of Rwy 15. Rwy 6R helicopter visibility reduction below 3/4 SM NA. Simultaneous reception of RYN NDB and TUS DME required.

**MISSED APPROACH:** Climbing right turn to 5200 on heading 170° and TUS VORTAC R-264 to JO TED/TUS 21 DME and hold.

- **ATIS:** 133.35
- **TUCSON APP CON:** 128.5 273.6
- **RYAN TOWER:** *125.8 (CTAF)*
- **GND CON:** 118.2

---

**NDB RWY 6R**

**RYAN FLD (RYN)**

---

**ELEV 2419 | TDZE 2402**

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

---

**TUCSON, ARIZONA**

**AL-6513 (FAA)**

---

**Amdt 2 20JUN19**

---

**CATEGORY**

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

- **S-6R**
  - 2980-1 578 (600-1)
  - 2980-13 578 (600-1 1/4)

- **CIRCLING**
  - 2980-1 561 (600-1)
  - 3040-13 621 (700-1 1/4)
  - 901 (1000-3)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ALMON ONE DEPARTURE (OBSTACLE) (RNAV) ALMON1.ALMON TUCSON, ARIZONA

ALMON ONE DEPARTURE (OBSTACLE) (RNAV) ALMON1.ALMON TUCSON, ARIZONA

NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwys 6L, 15, 24R, 33: NA, ATC.
Rwy 6R: Standard with a minimum climb of 309’ per NM to 4400.
Rwy 24L: Standard.

TAKEOFF OBSTACLE NOTES
Rwy 6R: Bushes beginning 331’ from DER, 293’ right of centerline, up to 28’ AGL/2428’ MSL.
   Bush 166’ from DER, 366’ left of centerline, 8’ AGL/2408’ MSL.
Rwy 24L: Bush 282’ from DER, 462’ left of centerline, 10’ AGL/2410’ MSL.
   Windsock 280’ from DER, 248’ right of centerline, 18’ AGL/2408’ MSL.
   Tree 1401’ from DER, 724’ right of centerline, 44’ AGL/2434’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6R: Climb direct ZILIG then via depicted route to ALMON. Maintain 8000 or assigned altitude.
TAKEOFF RUNWAY 24L: Climb direct JUPIN then via depicted route to ALMON. Maintain 8000 or assigned altitude.
ILS or LOC RWY 12
TUCSON INTL (TUS)

For inop ALS, increase S-ILS 12 Cat E visibility to RVR 4000, S-LOC 12 Cat E visibility to 2.5 SM; LEBRE fix minimums: S-LOC 12 Cat C/D/E visibility to RVR 5500.

* RVR 1800 authorized with use of FD or AP or HUD to DA.

Procedure NA for arrivals on TUS VORTAC airway radials 288 CW 308.

Procedure NA for arrivals at SSAND on J104 eastbound.
RNAV (RNP) Y RWY 11L
TUCSON INTL (TUS)

For uncompensated Baro-VNAV systems, procedure NA below.

-3°C or above 52°C. For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats. GPS required.

Authorization Required

ifar Airspace

ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
120.025 348.6

CLNC DEL
126.65 326.2

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 73).

6200 123° tr
6000

RUYEG

AIRPORT

32°07'N-110°56'W

SW-4, 30 NOV 2023 to 25 JAN 2024

123°
For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

MALSR

MISSING APPROACH: Climb to 9000 direct CURGA and climbing right turn on track 216° to REBDE and climbing right turn on track 305° to TOYOP and hold, continue climb-in-hold to 9000.

ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
120.025 348.6

CLNC DEL
126.65 326.2

SW-4, 30 NOV 2023 to 25 JAN 2024

ANGLE 3.00°/TCH 73

VGSI and RNAV glidepath not coincident

HIIL Rwy 12-30
MIIRL Rwy 4-22
REIL Rwys 22 and 30

TUCSON, ARIZONA
Orig 30NOV23

32°07'N-110°56'W

529
RNAV (RNP) Y RWY 29R
TUCSON INTL (TUS)

When VGSi inop, procedure NA at night. GPS required. For uncompensated Boro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F). Rwy 29R helicopter visibility reduction below 3/4 SM NA.

Missed Approach: Climb to 6500 on 303° track to WEDGI 309° track to PIMMA and hold.

Radar required for procedure entry at JOKIM.

Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

When VGSI inop, procedure NA at night. GPS required. For uncompensated 3.00°/TCH 81). VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81).

Procedure

6500
WEDGI
303°

PIMMA

6000
WAXES

303° (6)

5300

303°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 81).

GF 3.00°
TCH 53

Authorization Required

RNP 0.30 DA
3137-1/8
494 (500-1/8)

Category
A
B
C
D

32°07'N-110°56'W

RNAV (RNP) Y RWY 29R
TUCSON INTL (TUS)
RNAV (RNP) Y RWY 30
TUCSON INTL (TUS)

MISSED APPROACH: Climb to 6800 direct WEDGI and on track 312° to PIMMA and hold.

For uncompensated Baro-VNAV systems, procedure NA below -2°C or above 54°C.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 81).

AUTHORIZATION REQUIRED
RNP APCH - GPS.

Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

Rwy 4 helicopter visibility reduction below 5 SM NA. For uncompensated climbing (call turn at 6500 direct PIMMA and hold.

TUCSON, ARIZONA

4500 RW04
1.8 NM to (TUS) TUCSON INTL

Amdt 1C 30NOV23

SW-4, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 22
TUCSON INTL (TUS)

ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
120.025 348.6

CLNCC DEL
126.65 326.2

Procedure NA for arrivals at ALMON on V66-T310 northwest bound.

Procedure NA for arrivals at OBISE on V66-T310 northwest bound.

RNAV (GPS) RWY 22

MISSED APPROACH: Climb to 6000 on track 216° to WADSO and 206° track to LIKLE and right turn direct RYN NDB and hold, continue climb-in-hold to 6000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.

Procedure NA for arrivals at ALMON on RV22.

Procedure NA for arrivals at OBISE on RW22.

RNAV (GPS) RWY 22

TUCSON INTL (TUS)

Orig-E 30NOV23

32°07'N-110°56'W

533
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and increase LNAV Cats C/D visibility to 2 SM.

MISSED APPROACH: Climb to 9000 direct track to CURGA and climbing right turn on 305° track to TOYOP and hold, continue climb-in-hold to 9000.
ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE

CAUTION: ENGINE TEST STANDS. DO NOT BLAST.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

** ATC NON-VISIBILITY AREA

CAUTION: ENGINE TEST STANDS. DO NOT BLAST.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 12:** Climb heading 126° to 3200, then continue climb direct BURRO, cross BURRO at or above 6700, thence . . .

. . . . on assigned transition, maintain 17000, expect filed altitude 10 minutes after departure.

**BBALL TRANSITION (BURRO5.BBALL)**

**GILA BEND TRANSITION (BURRO5.GBN)**

**HOTTT TRANSITION (BURRO5.HOTTT)**

**NOCHI TRANSITION (BURRO5.NOCHI)**
NOTE: Chart not to scale.

TOP ALTITUDE: 17000

TAKEOFF MINIMUMS
Rwys 22, 30: Standard.
Rwy 4: 300-2 or standard with minimum climb of 230'/NM to 3000.
Rwy 12: Standard with minimum climb of 400'/NM to 9900.

SW-4, 30 NOV 2023 to 25 JAN 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb on heading 036° to 3000 then climbing right turn on heading 172° and TUS R-018 to TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 12: Climb on heading 126° to 4000 then climbing left turn direct TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 22: Climb on heading 216° to 3000 then climbing left turn on heading 078° and TUS VORTAC R-227 to TUS VORTAC, thence . . . .
TAKEOFF RUNWAY 30: Climbing right turn direct TUS VORTAC. Thence . . . .

. . . . maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BAYBI TRANSITION [TUS9.BAYBI]: From over TUS VORTAC on TUS R-335 to BAYBI.
BBALL TRANSITION [TUS9.BBALL]: From over TUS VORTAC on TUS R-319 to BBALL.
GILA BEND TRANSITION [TUS9.GBN]: From over TUS VORTAC on TUS R-280 and
GBN R-109 to GBN VORTAC.
MESCA TRANSITION [TUS9.MESCA]: From over TUS VORTAC on TUS R-107 and
SSO R-238 to SSO VORTAC.
PHOENIX TRANSITION [TUS9.PXR]: From over TUS VORTAC on TUS R-319 and
PXR R-127 to PXR VORTAC.
REDDY TRANSITION [TUS9.REDDY]: From over TUS VORTAC on TUS R-038 and
SSO R-261 to SSO VORTAC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 30: Climb on heading 306° to 3200, then continue climb direct WLDKT, cross WLDKT at or above 6700, thence . . . .

. . . on assigned transition, maintain 17000, expect filed altitude 10 minutes after departure.

BBALL TRANSITION (WLDKT4.BBALL)
GILA BEND TRANSITION (WLDKT4.GBN)
HOTTT TRANSITION (WLDKT4.HOTTT)
SAN SIMON TRANSITION (WLDKT4.SSO)

NOTE: Chart not to scale.
RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

Circling NA west of Rwy 17-35. Rwy 35 helicopter visibility reduction below 3/4 NA.

ASOS
118.125

SALT LAKE CENTER
119.95 377.15

UNICOM
122.7 (CTAF)

Procedure NA for arrivals at VEL VOR/DME on V208 northeast bound.

NoPT for arrival at OHAPE on V200 westbound.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold.
*Missed approach requires minimum climb of 300 feet per NM to 7500.

NoPT for arrival at OHAPE

RNAV (GPS) Y RWY 35
VERNAL RGNL (VEL)

Orig-B 25FEB21

40°26'N-109°31'W

VERNAL, UTAH
AL-792 (FAA)
RNAV (GPS) Z RWY 35
VERNAL RGNL (VEL)

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct OHAPE and hold.
*Missed approach requires minimum climb of 290 feet per NM to 8600.

Procedure NA for arrivals at VEL VOR/DME on V208 northeast bound.

NoPT for arrival at OHAPE on V200 westbound.

**Warning:**
Rwy 35 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

**Aeronautical Information Effectiveness Date:**
22APR21

**CAVOK Conditions:**
Visibility: 35000 feet
Cloud: None
Temperature: 0°C
Dew Point: 0°C
Relative Humidity: 0%
Wind: 000° at 0 KTS
Pressure: 1013.2 mb
Visibility at 400 ft: 10 statute miles

**Category:**
A

**Approach Category:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA*</td>
<td>5610-1</td>
<td>336 (400-1)</td>
<td></td>
<td></td>
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<tr>
<td>LPV DA</td>
<td>6175-2 ½</td>
<td>901 (1000-2 ½)</td>
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</tr>
<tr>
<td>UNAV/ VNAV DA*</td>
<td>5786-1 ½</td>
<td>512 (600-1 ½)</td>
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<tr>
<td>UNAV/ VNAV DA</td>
<td>6093-2 ½</td>
<td>819 (900-2 ½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Approach Identifiers:**
- RW 35
- OHAPE
- VEL
- ZIKOS
- VNAV
- LNAV
- DA
- GP

**Approach Characteristics:**
- RNAV (GPS) Z RWY 35
- Holding Pattern
- VGSI and RNAV glidespath not coincident (VGSI Angle 3.00/TCH 48).

**Approach Remarks:**
- 5460 ± L
- 5467 A
- 6870 A
- 6346 A
- 5317 A
- 7736 •
Circling NA west of Rwy 17-35.
Rwy 35 helicopter visibility reduction below 3/4 NA.

**ASOS**
- 118.125

**SALT LAKE CENTER**
- 119.95
- 377.15

**UNICOM**
- 122.7 (CTAF)

---

**APP CRS**
- 329°

**TDZE**
- 5274

**Apt Elev**
- 5274

---

**VOR/DME VEL**
- 108.2

**Chan 19**

---

**Rwy Idg**
- 7000

**Rwy 142**
- 8000

**MISSED APPROACH**: Climb to 6200 then climbing right turn to 8000 direct VEL VOR/DME and on VEL VOR/DME R-142 to ENSEN INT/9.7 DME and hold.

---

**VOR RWY 35**

**VERNAL RGNL (VEL)**

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

**S-35**
- 6160-1 ¼
- 886 (900-1 ¼)
- 6160-2 ½
- 886 (900-2 ½)

**CIRCLING**
- 6160-1 ¼
- 886 (900-1 ¼)
- 6160-2 ¾
- 886 (900-2 ¾)
- 6400-3 1126 (1200-3)

---

**Knots**
- 60
- 90
- 120
- 150
- 180

**Min:Sec**
- 3:00
- 2:00
- 1:30
- 1:12
- 1:00

---

**UNICOM**
- L (CTAF)

---

**ASOS**
- 118.125

**SALT LAKE CENTER**
- 119.95
- 377.15

**UNICOM**
- 122.7 (CTAF)

---

**MSA VEL 25 NM**
- 10200

**Rwy 35**
- 8000

**Rwy 17-35**
- 6200
RNAV (GPS) RWY 8

Procedure NA for arrivals at SPATS on V32 westbound and V269 northbound.

AWOS-3PT  
120.55

SALT LAKE CENTER  
128.55 269.175

UNICOM  
122.8 (CTAF)

MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.

RW08

MISSED APCH FIX

BONNEVILLE BVL

DENRE

HUTLO

078°

9900

086° (11.5)

9400

078° (2.1)

8698

9000

BVL

9000

BVL

VGSI and RNAV glidepath not coincident

(VGSI Angle 3.00/TCH 40).

CATEGORY

A

B

C

D

LPV DA  
4560-1

330 (400-1)

NA

LNAV/ VNAV DA  
4581-1

351 (400-1)

NA

WENDOVER, UTAH

Amdt 1 08JAN15

40°43'N-114°02'W

546
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA.

**MISSSED APPROACH:** Climbing left turn to 9000 direct ZONSU and hold, continue climb-in-hold to 9000.

**UNICOM**

- **AWOS-3PT**
  - 120.55

- **SALT LAKE CENTER**
  - 128.55 269.175

- **UNICOM**
  - 122.8 (CTAF)
**Category**: RNAV (GPS)-A

**WENDOVER, UTAH**

**APP CRS**: 083°

- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 4237

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Amdt 1**: 13 NOV 2014

**UNICOM**: 122.8 (CTAF)

**SALT LAKE CENTER**: 128.55 269.175

**AWOS-3PT**: 120.55

**WENDOVER (ENV)**

**WENDOVER, UTAH**

**RNAV (GPS)-A**

**083°**

**CirclingNA**: Climbing left turn to 9000 direct.

**BVL VORTAC** and hold, continue climb-in-hold to 9000.

**Procedure NA for arrivals at UHEPI on V32 westbound.**

**Procedure NA for arrivals at UHEPI on V32 westbound.**

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.

**Circling NA north of Rwy 8-26.**

**DME/DME RNP**: 0.3 NA.
RNAV (GPS)-C

WENDOVER (ENV)

P 12
30
10002 X 150
8002 X 100
ELEV
WENDOVER, UTAH
(ENV)
WENDOVER
AL-445 (FAA)

AWOS-3PT
120.55
SALT LAKE CENTER
128.55 269.175
UNICOM
122.8 (CTAF)

Circling NA north of Rwy 8-26.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct MOJVL and on track 075°
to BVL VORTAC and hold, continue climb-in-hold to 9000.

Procedure NA for arrivals at SPATS on V32 westbound.

MISSED APCH FIX 075°
7 NM
BONNEVILLE
BVL

RNAV (GPS)-C

MEDBE
JUTEV
WEPLI
MOJVL

WEPLI 3.5 NM to RW08
3.5 NM

MOJVL

8.11°

078°

9000

10100

9300

7300

12000

WEPLI

BVL

9300

9000

(CAT) E

6020-1 6020-1 6020-3
1783 (1800-1 3) 1783 (1800-1 3) 1783 (1800-3)

MIRL Rwys 8, 12, 26 and 30
REIL Rwys 8-26 and 12-30

SW-4, 30 NOV 2023 to 25 JAN 2024

WENDOVER, UTAH
Amdt 1 13NOV14

40°43'N-114°02'W

549
Circling NA north of Rwy 8-26.

MISSED APPROACH: Climb to 9000 direct BVL VORTAC and hold, continue climb-in-hold to 9000.

AWOS-3PT 120.55

SALT LAKE CENTER 128.55 269.175

UNICOM 122.8 (CTAF)

SW-4, 30 NOV 2023 to 25 JAN 2024

WENDOVER, UTAH

Amdt 2 31MAR16

40°43'N-114°02'W

WENDOVER, UTAH

AL-445 (FAA)

21112

VOR/DME-B

WENDOVER (ENV)

112.3

Chan 70

APP CRS 076°

Rwy Idg N/A

TDZE N/A

Apt Elev 4237

-13°C
Circling NA north of Rwy 8-26.

VOR/DME or TACAN RWY 26
WENDOVER (ENV)

MISSED APPROACH: Climbing left turn to 9000 direct
BVL VORTAC and on BVL VORTAC R-072 to BAGGI/10
DME and hold, continue climb-in-hold to 9000.
AIRPORT DIAGRAM

TERMINAL
ELEV 4237

GENERAL AVIATION APRON
ELEV 4230

ELEV 4224

RHWY 08-26
PCN 49 F/C/X/T
S-75, D-140, 2D-208

RHWY 12-30
PCN 73 F/C/X/T
S-75, D-140, 2D-180

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

AWOS-3PT
120.55
CTAF/UNICOM
122.8

FIELD ELEV 4237

WENDOVER, UTAH
ENV

WENDOVER, UTAH
ENV

AL-445 (FAA)
NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 8, 12: Standard with minimum climb of 500’ per NM to 4737.
Rwy 26: Standard with minimum climb of 500’ per NM to 4737, then minimum climb of 280’ per NM to 6000’.
Rwy 30: NA.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to 4737, then climb to 9000 direct BVL VORTAC and hold, thence . . .

TAKEOFF RUNWAY 12: Climb heading 123° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .

TAKEOFF RUNWAY 26: Climb heading 258° to 4737, then climbing left turn to 9000 direct BVL VORTAC and hold, thence . . .

. . . continue climb in holding pattern (hold NE, RT, 247° inbound) to 9000 before proceeding on course.
MISSED APPROACH: Climbing right turn to 8800 direct NOCHI and hold, continue climb-in-hold to 8800.

Radar required for procedure entry at JOKIM.

Procedure NA for arrivals at NOCHI on T310 northeast bound.

DOUGLAS BISBEE ALTIMETER SETTING MINIMUMS

Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

Procedure NA for arrivals at NOCHI on T310 northeast bound.

DOUGLAS BISBEE ALTIMETER SETTING MINIMUMS

Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

DOUGLAS BISBEE ALTIMETER SETTING MINIMUMS

Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

DOUGLAS BISBEE ALTIMETER SETTING MINIMUMS

Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.

When local altimeter setting not received, use Douglas Bisbee altimeter setting. VDP NA with Douglas Bisbee altimeter setting.
RNAV (GPS) RWY 21
COCHISE COUNTY (P33)

<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>LPV DA</td>
<td>4437-7/6</td>
<td>250 (300-7/6)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>4437-7/6</td>
<td>250 (300-7/6)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>4520-1</td>
<td>333 (400-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>4600-1</td>
<td>413 (500-1)</td>
<td>4660-1</td>
<td>473 (500-1)</td>
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</table>

**Procedure NA for arrivals on SSO VORTAC airway radials 228 CW 273.**

**AWOS 3PT**

**ALBUQUERQUE CENTER**

**UNICOM**

**WILLCOX, ARIZONA**

**COCHISE COUNTY (P33)**

**RNAV (GPS) RWY 21**

- **WILLCOX, ARIZONA**
- **COCHISE COUNTY (P33)**
- **RNAV (GPS) RWY 21**
- **AWOS 3PT**
- **ALBUQUERQUE CENTER**
- **UNICOM**
- **WILLCOX, ARIZONA**
- **COCHISE COUNTY (P33)**
- **RNAV (GPS) RWY 21**
- **AWOS 3PT**
- **ALBUQUERQUE CENTER**
- **UNICOM**
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 3:** Climbing right turn heading 150° to intercept SSO VORTAC R-230 to SSO VORTAC before proceeding on course.

**TAKEOFF RUNWAY 21:** Climbing left turn heading 150° to intercept SSO VORTAC R-230 to SSO VORTAC before proceeding on course.

**TAKEOFF MINIMUMS**


**TAKEOFF OBSTACLE NOTES**

Rwy 3: Trees beginning 150’ from DER, left and right of centerline, up to 31’ AGL/4216’ MSL.

Rwy 21: Terrain beginning 64’ from DER, left and right of centerline, up to 4190’ MSL.

SW-4, 30 NOV 2023 to 25 JAN 2024

(CIE1.CIE) 23334

COCHISE COUNTY (P33)
WILLCOX, ARIZONA

ALBUQUERQUE CENTER
134.45 327.15

556
**RNAV (GPS) RWY 18**

**H A CLARK MEML FLD (CMR)**

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 18-36.

**AWOS:3**

121.125

**ALBUQUERQUE CENTER**

128.45 298.9

**UNICOM**

122.8 (CTAF)

**ASA RW18 25 NM**

14100

**UNICOM**

122.8 (CTAF)

**LNAV MDA**

7520-1 859 (900-1)

7520-1½ 859 (900-½)

7520-2½ 859 (900-½)

7520-3 859 (900-½)

**LPV DA**

7281-1¾ 620 (600-1½)

**CIRCLING**

829 (900-1½)

849 (900-¼)

**RNP APCH - GPS.**

**MISSED APPROACH:** Climb to 7600, then climbing right turn to 10800 direct KACEE and hold, continue climb-in-hold to 10800.

WAAS

CH 63043

W18A

APP CRS

Rwy Idg

TDZE

Apt Elev

6003

6661

6691

**GPA 3.00° TCH 46**

**UJIMO**

**DAYHI**

**KOLLE**

**GRAVL**

**BISOP**

**7600**

10800

**KACEE**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 46).**

**DAYHI 3.5 NM to RW18**

**KOLLE**

**10000**

**GP 3.00° TCH 40**
<table>
<thead>
<tr>
<th>CATEGORY</th>
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<td>641 (700-1)</td>
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<td>998 (1000-1½)</td>
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<td>998 (1000-1½)</td>
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</table>

MISSED APPROACH: Climbing left turn to 9600 direct FORAN and hold.

Circling Rwy 3 at night. Rwy 3 helicopter visibility reduction below ½ SM NA.

NoPT for arrival at FORAN on V291 northeast bound.

WINDOW ROCK, ARIZONA
35°39'N-109°04'W

Amdt 2A 27JAN22

REIL Rwy 3 and 21
MIRL Rwy 3-21

SW-4, 30 NOV 2023 to 25 JAN 2024
Circling Rwy 21 NA at night.

Procedure NA for arrivals at HUNVI on V95 southbound.

Procedure NA for arrivals at DERTY on V421 northbound.
MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

Circling Rwy 21 NA at night.

NoPT for arrival on GUP VORTAC airway radials R-075, R-090, R-190.

One Minute Holding Pattern

CATEGORY | A | B | C | D
---|---|---|---|---
CIRCLING | 7740-1½ | 7740-1½ | 7780-3 | 8080-3
 998 (1000-1½) | 998 (1000-1½) | 1038 (1100-3) | 1338 (1400-3)
RNAV (GPS) RWY 14
WINNEMUCCA MUNI (WMC)

**Procedure**

Turn NA

**Categories**

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<tr>
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<th>C</th>
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<td>5100-2½</td>
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<td>4843-2</td>
<td>796 (800-1)</td>
<td>796 (800-1½)</td>
<td>796 (800-2½)</td>
<td>796 (800-2½)</td>
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**ASOS**

| 120.175 |

**SALT LAKE CITY CENTER**

| 132.25 | 338.35 |

**UNICOM**

| 122.8 (CTAF) |

**Notes**

If local altimeter setting not received, use Battle Mountain altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Battle Mountain altimeter setting.

**MISSED APPROACH:** Climb to 12000 direct MUXSU and via 147° track to CUTVA and hold, continue climb-in-hold to 12000.
TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 2: Standard with minimum climb of 540’ per NM to 8700.
Rwy 20: Standard with minimum climb of 760’ per NM to 7600.
Rwy 32: Standard with minimum climb of 460’ per NM to 8700.

TAKEOFF RUNWAY 2: Climb on heading 024° to 5600, then left turn direct FESKO, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 144° to 4900, then direct FESKO, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 204° to intercept course 145° to FESKO, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 324° to 5700, then left turn direct FESKO, thence. . . .
. . . .cross FESKO at or above 11000 before proceeding on assigned route of flight.

NOTE: Chart not to scale.
**TAKEOFF OBSTACLE NOTES**

**Rwy 2:**
- Tree, navaid beginning 3’ from DER, 113’ right of centerline, up to 4356’ MSL.
- Navaid 39’ from DER, 118’ left of centerline, 8’ AGL/4311’ MSL.
- Tree 81’ from DER 402’ right of centerline 4357’ MSL.
- Tree, vehicles traverse way beginning, 98’ from DER, 230’ right of centerline, up to 4373’ MSL.
- Tree 1177’ from DER 576’ left of centerline 4346’ MSL.
- Tree 1265’ from DER 763’ left of centerline 4349’ MSL.
- Tree 1404’ from DER 647’ left of centerline 4360’ MSL.

**Rwy 14:**
- Pole 1’ from DER 24’ left of centerline 4304’ MSL.
- Navaid 40’ from DER, 126’ left of centerline, 4305’ MSL.
- Vehicles on traverse way, vegetation, trees beginning 58’ from DER, 183’ left of centerline, up to 4322’ MSL.
- Vehicles on traverse way beginning, 343’ from DER, 77’ left of centerline, up to 4325’ MSL.

**Rwy 20:**
- Tree 26’ from DER 406’ right of centerline 4306’ MSL.
- Trees beginning, 46’ from DER, 63’ right of centerline, up to 40’ AGL/4329’ MSL.
- Pole 65’ from DER, 385’ left of centerline 8’ AGL/4311’ MSL.

**Rwy 32:**
- Navaid 39’ from DER, 123’ left of centerline, 3’ AGL/4303’ MSL.
- Vegetation 77’ from DER, 351’ left of centerline, 4304’ MSL.
- Tree 166’ from DER, 478’ right of centerline 4306’ MSL.
- Vehicles on traverse way beginning 184’ from DER, 405’ left of centerline, up to 4314’ MSL.
- Vehicles on traverse way, 273’ from DER, 267’ right of centerline, up to 4316’ MSL.
VOR or GPS RWY 11
WINSLOW-LINDBERGH RGNL (INW)

**ASOS**
118.875

**ALBUQUERQUE CENTER**
127.675 306.2

**UNICOM**
122.8 [CTAF]

---

**CATEGORY**

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<th>C</th>
<th>D</th>
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<td>5540-1</td>
<td>5540-1/2</td>
<td>5740-2/2</td>
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</tbody>
</table>

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**Notes:**
- **TDS 4899**
- **MIRL Rwys 4-22 and 11-29**
- **REIL Rwys 11 and 22**

---

**VOR or GPS RWY 11**

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**WINSLOW, ARIZONA**

---

**AL-462 (FAA)**

---

**ISNAH**

---

**Amdt 4D 04NOV21**

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**ASOS**

---

**WINSLOW-LINDBERGH RGNL (INW)**

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

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

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

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**SW-4, 30 NOV 2023 to 25 JAN 2024**
**VOR/DME or TACAN RWY 17**

**ATIS** |
--- |
118.8 273.5

**APP CON** |
--- |
124.7 371.975

**TOWER** |
--- |
119.3 (CTAF) **377.075**

**GND CON** |
--- |
121.9 314.0

**CLNC DEL** |
--- |
118.0 336.4

**ASR/PAR** |
--- |

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

**MISSED APPROACH:** Climb to 1000, then climbing right turn to 3800 direct BZA VORTAC and BZA R-337 to CAZZI and hold.

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**EMERG SAFE ALT 100 NM 17,100**

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**CATEGORY** | **A** | **B** | **C** | **D**
--- | --- | --- | --- | ---
S-17 | 660-1 | 463 | 660-1½ | 660-1½
CIRCLING | 680-1 | 700-1 | 800-1½ | 800-2

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**YUMA, ARIZONA**

**Amdt 5 22APR21**

---

**YUMA MCAS/YUMA INTL (KNYL)**

---

**VOR/DME or TACAN RWY 17**
MISSED APPROACH: Climb to 1100, then climbing right turn to 2500 direct BZA VORTAC and hold.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb heading 033°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

TAKE-OFF RWY 8: Climb heading 078° to 1000, then climbing left turn heading 300°; then RADAR vectors to intercept BZA VORTAC R-255. Thence...

TAKE-OFF RWY 17: Climb heading 168° to 800, then climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

TAKE-OFF RWY 21L/R: Climbing right turn heading 340°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

TAKE-OFF RWY 26: Climbing right turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

TAKE-OFF RWY 35: Climbing left turn heading 300°, then RADAR vectors to intercept BZA VORTAC R-255. Thence...

via BZA R-255 to ARGUS, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
This departure will be filed/assigned for aircraft not carrying external ordnance when RADAR services are not available.

Rwy 8: Do not exceed 270 KIAS until 1000
Rwy 35: Cross BZA VORTAC at or below 14,000
Max 300 KIAS until SALUD

NOTE: Chart not to scale (Continued on next page)
TAKE-OFF RWY 3L/R: Climbing left turn to intercept BZA VORTAC R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 8: Climb to 1000, then climbing left turn direct BZA VORTAC. Then via BZA R-304 to CARGO. Do not exceed 270 KIAS to 1000. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 17: Climb to 1000, then climbing left turn direct BZA VORTAC. Then, via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 21L/R, 26: Climb to 800, then climbing left turn direct BZA VORTAC. Then via BZA R-304 to CARGO. Cross SALUD at or above 3600. Thence...

TAKE-OFF RWY 35: Climb direct BZA VORTAC, then via BZA R-304 to CARGO. Cross BZA VORTAC at or below 14,000. Do not exceed 300 KIAS in turn at BZA VORTAC. Cross SALUD at or above 3600. Thence...

BARD TRANSITION (CARGO1•BZA): At CARGO, turn left to intercept BZA VORTAC R-285 to BZA.

BLYTHE TRANSITION (CARGO1•BLH): At CARGO, turn right to intercept BLH VORTAC R-175 to BLH.

IMPERIAL TRANSITION (CARGO1•IPL): At CARGO, turn left to intercept IPL VORTAC R-050 to IPL.

Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
HEEDS THREE DEPARTURE (HEEDS3 • HEEDS)  

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CLNC DEL</th>
<th>GND CON</th>
<th>YUMA TOWER</th>
<th>YUMA DEP CON</th>
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<tbody>
<tr>
<td>118.8 273.5</td>
<td>118.0 336.4</td>
<td>121.9 314.0</td>
<td>119.3 377.075</td>
<td>125.55 282.325</td>
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</tbody>
</table>

**Rwy** | **Knots** | **V/V (fpm)** |
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<tbody>
<tr>
<td>3L/R</td>
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<td>3L/R</td>
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<td>3L/R</td>
<td>300</td>
<td>360</td>
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<tr>
<td>8, 17, 21L/R, 26</td>
<td>939</td>
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<td>8, 17, 21L/R, 26</td>
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<td>820</td>
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<tr>
<td>3R</td>
<td>1025</td>
<td>1230</td>
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</table>

† ATC Climb Rate to 8000  
* Minimum Climb Rate to 700

Runway 3L/R: Do not exceed 250 KIAS until intercepting NYL R-353. Cross BZA VORTAC at or below 9000.

Runway 8: Do not exceed 270 KIAS until 1000.

Runway 35: Cross BZA VORTAC at or below 14,000.

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 3L/R**: Climbing left turn to 8000 to intercept NYL TACAN R-353 to BZA VORTAC and via BZA R-255 to HEEDS. Do not exceed 250 KIAS until intercepting NYL R-353. Cross BZA VORTAC at or below 9000. Cross HEEDS at or above 8000.

**TAKE-OFF RWY 8**: Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Do not exceed 270 KIAS until 1000. Cross HEEDS at or above 8000.

**TAKE-OFF RWY 17, 21L/R, 26**: Climb to 1000, then climbing left turn direct BZA VORTAC, then via BZA R-255 to HEEDS. Cross HEEDS at or above 8000.

**TAKE-OFF RWY 35**: Climb to 8000 direct BZA VORTAC and via BZA R-255 to HEEDS. Cross BZA VORTAC at or below 14,000. Cross HEEDS at or above 8000.

Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude 10 minutes after departure.
MOHAK FIVE DEPARTURE (MOHAK5 • MOHAK)  

ATIS  
118.8 273.5  
CLNC DEL  
118.0 336.4  
GND CON  
121.9 314.0  
YUMA TOWER*  
119.3 377 075  
YUMA DEP CON  
125.55 282.325  

CAUTION: Tethered Balloon  
up to 15,000  

BARD  
116.8 BZA  
Chan 115  

Do not overfly Rolle School  
BZA R-175/5.4 DME  

WARTT  

HOGGZ  

MOHAK L-5, H-4  

R-075  

R-247  

R-2301W  

R-2301E  

R-2306  
R-2307  
R-2308  
R-2309  

RADAR REQUIRED  
(Rwy 3L/R, 17, 21L/R, 26)  

Rwy 26: Do not exceed 270 KIAS until 800.  

TAKE-OFF RWY 3L/R: Climb hdg 033°, then RADAR vectors to intercept BZA VORTAC R-075. Thence…  

TAKE-OFF RWY 8: Climbing left turn direct WARTT. Thence…  

TAKE-OFF RWY 17: Climb to 800, then climbing right turn direct BZA VORTAC. Thence…  

TAKE-OFF RWY 21L/R: Climb to 1200, then climbing right turn direct BZA VORTAC. Thence…  

TAKE-OFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 270 KIAS until 800.  

TAKE-OFF RWY 35: Climb direct BZA VORTAC. Thence…  

…via BZA R-075 to MOHAK INT via HOGGZ INT. Then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
Rwy 8: Do not exceed 300 KIAS until 1200.
Rwy 26: Do not exceed 250 KIAS until 800.

CAUTION: Do not overfly US-Mexico border.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb on hdg 033°, then radar vectors to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 8: Climb to 1200, then climbing left turn direct BZA VORTAC. Do not exceed 300 KIAS until 1200. Thence...

TAKE-OFF RWY 17: Climb to 800, then climbing right turn hdg 340° to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 21L/R: Climb to 1200, then climbing right turn hdg 350° to intercept BZA VORTAC R-337. Thence...

TAKE-OFF RWY 26: Climb to 800, then climbing right turn direct BZA VORTAC. Do not exceed 250 KIAS until 800. Thence...

TAKE-OFF RWY 35: Climb direct BZA VORTAC, thence...

...via BZA R-337 and BLH VORTAC R-157 to BLH, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.
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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<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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