<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Components or Visual Aids Table</td>
<td>A1</td>
</tr>
<tr>
<td>Explanation of Terms/Landing Minima Data</td>
<td>B1</td>
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<tr>
<td>General Information</td>
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<tr>
<td>Legend—IAP Planview</td>
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<td>Legend—IAP Profile</td>
<td>F1</td>
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<td>Legend—Standard Terminal Arrival Charts</td>
<td>G1</td>
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<td>Legend—Departure Procedure Charts</td>
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<td>Legend—Airport Diagram/Sketch</td>
<td>H1</td>
</tr>
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<td>Legend—Approach Lighting Systems</td>
<td>I1</td>
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<td>J1</td>
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<td>Index of Terminal Charts and Minimums</td>
<td>K1</td>
</tr>
<tr>
<td>IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area</td>
<td>L1</td>
</tr>
<tr>
<td>IFR Alternate Airport Minimums</td>
<td>M1</td>
</tr>
<tr>
<td>Radar Minimums</td>
<td>N1</td>
</tr>
<tr>
<td>Land and Hold-Short Operations (LAHSO)</td>
<td>O1</td>
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<tr>
<td>Hot Spots</td>
<td>P1</td>
</tr>
<tr>
<td>Standard Terminal Arrival Charts</td>
<td>Z1</td>
</tr>
<tr>
<td>Terminal Charts</td>
<td></td>
</tr>
<tr>
<td>Rate of Climb/Descent Table</td>
<td></td>
</tr>
<tr>
<td>Area of Coverage</td>
<td></td>
</tr>
</tbody>
</table>

**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

For charting errors, or for changes, additions, recommendations on procedural aspects contact:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

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

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

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

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALS, SALF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)  

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

(5) All Approach Types, All lines of minima  

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>

INOP COMPONENTS
## IFR Landing Minima

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved standard 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>1440/24</td>
<td>1540-1</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>288</td>
<td>461 (400-1)</td>
<td>1640-1</td>
<td>288 (300-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>200</td>
<td>288 (300-1/2)</td>
<td>1640-1/2</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

### Copter Minima Only

Copter Approach Direction

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-1/2</td>
</tr>
<tr>
<td>363 (400-1/2)</td>
<td></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 Error Table

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.

**NOTE:** The **W**-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/dtpp/search/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/)

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
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</thead>
<tbody>
<tr>
<td>0</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>140</td>
<td>170</td>
<td>190</td>
<td>280</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>200</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>590</td>
<td>890</td>
<td>1190</td>
</tr>
</tbody>
</table>

### Categorical Differences

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:

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

## Terms/Landing Minima Data

**20142**

### Categorical Differences

**20142**

<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

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>1.3</td>
</tr>
</tbody>
</table>

EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility in Statute Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/4</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>3/4</td>
</tr>
<tr>
<td>2200</td>
<td>5/8</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.
3. NOTE: Military Radar Minima may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows:
   - (E) VHF and UHF emergency frequencies monitored
   - (U) VHF emergency frequency (121.5) monitored
   - (I) UHF emergency frequency (243.0) monitored
4. Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

TERMS/LANDING MINIMA DATA
GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal 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 by an authorized non-FAA service provider. 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 15344

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
Equipment Requirements Box
Standard Procedure Notes Box

From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.

DME required for LOC only.

Circling to Rwy 25 NA at night.

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box
Equipment Requirements Box

RNAV 1 - DME/DME/IRU or GPS

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., 3, 5.

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 communications section of the chart with a 6.

KEY MIKE
7 times within 5 seconds
5 times within 5 seconds
3 times within 5 seconds

FUNCTION
Highest intensity available
Medium or lower intensity (Lower REIL or REIL-off)
Lowest intensity available (Lower REIL or REIL-off)
### ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
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<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<td>AZ</td>
<td>Azimuth</td>
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<tr>
<td>BC</td>
<td>Back Course</td>
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<td>BND</td>
<td>Bound</td>
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<td>C</td>
<td>Circling</td>
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<td>CAT</td>
<td>Category</td>
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<tr>
<td>CCW</td>
<td>Counter Clockwise</td>
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<td>CDI</td>
<td>Course Deviation Indicator</td>
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<td>Chan</td>
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<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
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<td>CIR</td>
<td>Circling</td>
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<td>CLNC DEL</td>
<td>Clearance Delivery</td>
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<td>CNF</td>
<td>Computer Navigation Fix</td>
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<td>CPDLC</td>
<td>Controller Pilot Data Link Communication</td>
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<td>CTA</td>
<td>Common Traffic Advisory Frequency</td>
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<td>CW</td>
<td>Clockwise</td>
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<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
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<td>DA</td>
<td>Decision Altitude</td>
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<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<tr>
<td>DH</td>
<td>Decision Height</td>
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<td>DME</td>
<td>Distance Measuring Equipment</td>
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<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
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<td>FAF</td>
<td>Final Approach Fix</td>
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<td>FD</td>
<td>Flight Director System</td>
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<td>FM</td>
<td>Fan Marker</td>
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<td>FMS</td>
<td>Flight Management System</td>
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<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<td>GCO</td>
<td>Ground Communications Outlet</td>
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<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
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<td>GPl</td>
<td>Ground Point of Interception</td>
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<tr>
<td>GPS</td>
<td>Global Positioning System</td>
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<td>GS</td>
<td>Glide Slope</td>
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<td>HAA</td>
<td>Height above Airport</td>
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<tr>
<td>HAL</td>
<td>Height above Landing</td>
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<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
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<td>HAth</td>
<td>Height above Threshold</td>
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<td>Heliport Crossing Height</td>
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<td>HGS</td>
<td>Heads-up Guidance System</td>
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<td>HI initialization</td>
<td>High Intensity Runway Lights</td>
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<tr>
<td>HUD</td>
<td>Head-up Display</td>
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<td>IAF</td>
<td>Initial Approach Fix</td>
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<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<td>IF</td>
<td>Intermediate Fix</td>
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<td>IM</td>
<td>Inner Marker</td>
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<td>INOP</td>
<td>Inoperative</td>
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<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
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<td>K</td>
<td>Knots</td>
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<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<td>Ldg</td>
<td>Landing</td>
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<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
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<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
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<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
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<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
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<td>MALs</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
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<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
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<td>MM</td>
<td>Middle Marker</td>
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<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<td>Not Applicable</td>
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<td>Not Authorized</td>
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<td>Non-directional Radio Beacon</td>
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<td>NM</td>
<td>Nautical Mile</td>
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<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
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<td>--------------</td>
<td>-------------</td>
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<td>ODALS</td>
<td>Omni-directional Approach Light System</td>
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<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
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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>
<td>Radial</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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<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<td>RNAV</td>
<td>Area Navigation</td>
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<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Runway</td>
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<td>Runway Visual Range</td>
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<td>S</td>
<td>Straight-in</td>
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<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
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<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
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<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
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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>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<td>THR</td>
<td>Threshold</td>
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<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
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<td>TOA</td>
<td>Takeoff Run Available</td>
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<td>TR</td>
<td>Track</td>
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<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDA</td>
<td>Vertical Descent Angle</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

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

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

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

**RADIO AIDS TO NAVIGATION**
- Underline indicates No Voice transmitted on this frequency
- VOR
- VORTAC
- TACAN
- VOR/DME
- DME
- NDB
- NDB/DME
- LOM (Compass locator at Outer Marker)
- Marker Beacons
- Localizer Front Course (LOC/LDA)
- Right side shading: Front course
- Localizer Back Course
- Left side shading: Back course
- SDF Course

**HOLDING PATTERNS**
- Hold-in-lieu of Procedure Turn
- Holding pattern with maximum restricted airspeed:
  - (175K) applies to all altitudes.
  - (210K) applies to altitudes above 6000' to and including 14000'.
- Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
- Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
- DME fixes may be shown.

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

**SCOTT**
- Computer Navigation Fix (CNF): No ATC Function
- Computer Navigation Fix (CFTSP): No ATC Function
- R-198: Radial line and value
- LR-198: Lead Radial
- LB-198: Lead Bearing

**SE-1, 11 JUL 2024 to 05 SEP 2024**
LEGEND

**RADIO AIDS TO NAVIGATION**

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

- **Non-Compulsory:**
  - ✷ VOR
  - ✷ VORTAC
  - ✷ DME
  - ✷ VOR/DME
  - ✷ TACAN
  - ✷ NDB/DME

- Localizer Front Course
- Localizer Back Course (Shading on left)
- Marker Beacon
- LOM (Compass locator at outer marker)
- SCOTT
  - Chan 59
  - SKE
  - (112.2)
- Underline indicates no voice transmitted on this frequency
- (Y) TACAN must be placed in "Y" mode to receive distance information
- ORLANDO
  - 112.25 (T)
  - ORL
  - Chan 59(Y)
- ORL
  - 112.25 (T)
  - ORL

**FIXES/ATC REPORTING REQUIREMENTS**

- ➔ Unnamed DME fix
- ▲ Reporting Point (Compulsory)
- ▲ Reporting Point (Non-Compulsory)
- ➔ Obvious DME
  - (DME mileage matches route mileage)
  - 75 ➔ DME Mileage (when not obvious)
- ★ Waypoint (Compulsory)
- ★ Waypoint (Non-Compulsory)
- ✖ Flyover Point
- (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

**AIRPORTS**

- 🌶 Civil
- 🌶 Military
- ✷ Joint (Civil-Military)

- 🌶 Civil
- 🌶 Military
- ✷ Joint (Civil-Military)

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**ROUTES**

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

**ARRIVAL ROUTE**

- 270°
- Mileage between Radio Aids, Reporting Points, and Route Breaks

**Transition Route**

- R-275
- Radial line and value

**Lost Communications Track**

**Altitude change at other than Radio Aids to Navigation**

**SPECIAL USE AIRSPACE**

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

**ALTIMETERS**

- 5500
  - Mandatory Altitude (Cross at)
- 2300
  - Minimum Altitude (Cross at or above)
- 4800
  - Maximum Altitude (Cross at or below)
- 15000
- 12000
- Block Altitude

**INDICATED AIRSPEED**

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

**MISCELLANEOUS**

- Changeover Point
- Air Defense Identification Zone

**LEGEND**

- 23334

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RADIO AIDS TO NAVIGATION

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

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

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

LOCALIZER BACK COURSE
(Shading on left)

LOCALIZER FRONT COURSE

(T) indicates frequency protection range

12.25 ORLANDO
112.25 or ORL
Chan 59 (Y)

Underline indicates no voice transmitted on this frequency

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

VHF Paired Frequency

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

INDICATED AIRSPEED

175K
120K
250K

Mandatory Airspeed
Minimum Airspeed
Maximum Airspeed

AIRPORTS

Civil
Military
Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Munden CRW
2.5 NM

300
400
500
600

Top altitude restriction

ROUTE

MEA-Minimum Enroute Altitude
MOCA-Minimum Obstruction Clearance Altitude
Departure Route
Transition 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

ALTIMETES

5500
2300

Mandatory Altitude (Cross at)
Minimum Altitude (Cross at or above)

15000
12000
Block Altitude

5000

Top altitude restriction
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Legend:

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

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

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

ARRESTING SYSTEM (EMAS)

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

NOTE:

- U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.
- Approach light symbols are shown in the Flight Information Handbook.
- Airport diagram scales are variable.
- True/magnetic North orientation may vary from diagram to diagram.
- Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each ½ minute increments.
- Positional accuracy within ± 600 feet unless otherwise noted on the chart.
- Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.
- ** A symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:

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

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

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.

LEGEND

NOTE:

- ** Runway Slope
- ** Field Elevation
- ** Displaced Threshold
- ** Runway Identification
- ** Visual Screen
- ** EMAS
- ** Movement Area Dimensions (in feet)
- ** Runway Heading (Magnetic)
- ** Runway Dimensions (in feet)
- ** 0.7% UP
- ** 0.8% UP
- ** 0.3% Down
- ** TDZE 123
- ** Runway Slope
- ** ——— 0.3% Down ——— 0.8% UP ———
- ** (shown when rounded runway slope is ≥ 0.3%)
- ** Runway Slope measured to midpoint on runways 8000 feet or longer.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., "\( \), \( \), etc.

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

### CATEGORY I APPROACH LIGHTING SYSTEM

**ALSF-1**

![Diagram of ALSF-1](image)

*Length: 2400/3000 ft (High Intensity)*

### CATEGORY II APPROACH LIGHTING SYSTEM

**ALSF-2**

![Diagram of ALSF-2](image)

*Length: 2400/3000 ft (High Intensity)*

**LEGEND**

**APPROACH LIGHTING SYSTEMS (CHARTS)**

**APPROACH LIGHTING SYSTEM**

**SHORT APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

![Diagram of SALS/SALSF](image)

*Length: 1500 ft (High Intensity)*

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

**ALSF**

![Diagram of ALSF](image)

*Length: 2400/3000 ft (High Intensity)*

**ALSF-2**

![Diagram of ALSF-2](image)

*Length: 2400/3000 ft (High Intensity)*

**ALSF-1**

![Diagram of ALSF-1](image)

*Length: 2400/3000 ft (High Intensity)*

**SALS/SALSF**

![Diagram of SALS/SALSF](image)

*Length: 1500 ft (High Intensity)*

**MALSR**

![Diagram of MALSR](image)

*Length: 2400 ft*

**SSALR**

![Diagram of SSALR](image)

*Length: 2400 ft (High Intensity)*

**ODALS**

![Diagram of ODALS](image)

*Length: 1500 ft*

**TDZ/CL**

![Diagram of TDZ/CL](image)

*Length: 1400 ft*

NOTE: CIVIL ALSF-2 may be operated as SSALR during favorable weather conditions.

**TDZ/CL**

![Diagram of TDZ/CL](image)

**LEGEND**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, A, V etc.

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

**PRECISION APPROACH PATH INDICATOR**

**PAPI**

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

Legend: White ■ Red □

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

Visual approach slope indicator with standard threshold clearance provided.

- All lights white — too high
- Far lights red near lights white — on glide slope
- All lights red — too low

**VASI 2**

- 36' Threshold

**VASI 12**

- 36' Threshold

**VASI 16**

- 36' Threshold

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

3-bar, 6 or 16 box, visual approach slope indicator that provides 2 glide angles and 2 threshold crossing heights.

**VASI 6**

- 36' Threshold

**VASI 16**

- 36' Threshold

**VISUAL APPROACH SLOPE INDICATOR**

**VASI**

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

**PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**

- Pulsating White
- Pulsating Red
- Amber
- Green

Above glide path
On glide path
Below glide path
Slightly below glide path

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

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

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SE-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INTERNAL APPROACH PROCEDURE CHARTS

IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

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

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

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow RADAR vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure. Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

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

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

ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 100CT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-2½ w/min. climb of 240’ per NM to 1200 or std. w/min. climb of 395’ per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

VCOA:

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

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

Rwy 10, 800’ from DER, 115’ right of centerline, 120’ AGL/975’ MSL.

Rwy 10, 800’ from DER, 256’ right of centerline, 115’ AGL/975’ MSL.

Tree, vehicles on road 105’ from DER, 10’ right of centerline, up to 52’ AGL/575’ MSL.

At 1000’ from DER, the runway number on the airport sign is 10.

At 1000’ from DER, the runway number on the airport sign is 28.

At 1000’ from DER, the runway number on the airport sign is 10.

At 1000’ from DER, the runway number on the airport sign is 28.

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

Rwy 28, trees beginning 80’ from DER, 194’ left of centerline, up to 81’ AGL/606’ MSL.
Tree 387’ from DER, 134’ right of centerline, 37’ AGL/558’ MSL.
Trees beginning 954’ from DER, 215’ left of centerline, up to 621’ MSL.
Trees beginning 976’ from DER, 3’ left of centerline, up to 115’ AGL/633’ MSL.
Trees beginning 1224’ from DER, 24’ right of centerline, up to 585’ MSL.
Tree 1364’ from DER, 73’ right of centerline, 61’ AGL/588’ MSL.
Trees beginning 1387’ from DER, 26’ right of centerline, up to 69’ AGL/591’ MSL.
Trees beginning 1421’ from DER, 18’ right of centerline, up to 69’ AGL/601’ MSL.
Tree 2192’ from DER, 24’ right of centerline, 82’ AGL/602’ MSL.

ATHENS, TN
MCMINN COUNTY (MMI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 25FEB21 (21056) (FAA)

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

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 2, fence 40’ from DER, 262’ left of centerline, 1’ AGL/882’ MSL.
Tree, building beginning 146’ from DER, 322’ left of centerline, up to 885’ MSL.
Fence 337’ from DER, 549’ right of centerline, 14’ AGL/907’ MSL.
Fence 359’ from DER, 588’ left of centerline, 2’ AGL/897’ MSL.
Tree 420’ from DER, 506’ right of centerline, 980’ MSL.
Trees, fence beginning 502’ from DER, 485’ right of centerline, up to 997’ MSL.
Fence 515’ from DER, 396’ left of centerline, 5’ AGL/891’ MSL.
Trees, fence, building, terrain beginning 632’ from DER, 34’ right of centerline, up to 1013’ MSL.
Tree 1351’ from DER, 537’ left of centerline, 952’ MSL.
Tree 1352’ from DER, 599’ left of centerline, 954’ MSL.
Tree 1437’ from DER, 600’ left of centerline, 958’ MSL.
Trees beginning 1464’ from DER, 42’ left of centerline, up to 990’ MSL.
Tree 3592’ from DER, 1361’ left of centerline, 1020’ MSL.
Tree 3794’ from DER, 1419’ left of centerline, 1052’ MSL.
Trees beginning 3812’ from DER, 1161’ left of centerline, up to 1064’ MSL.
beginning 4156’ from DER, 955’ right of centerline, up to 1017’ MSL.
Tree 4349’ from DER, 1636’ right of centerline, 1020’ MSL.
Trees beginning 4384’ from DER, 1329’ right of centerline, up to 1033’ MSL.
Trees beginning 4677’ from DER, 1063’ right of centerline, up to 1039’ MSL.
Trees, building beginning 4834’ from DER, 1051’ left of centerline, up to 1001’ AGL/1079’ MSL.
Trees beginning 4991’ from DER, 1387’ right of centerline, up to 1048’ MSL.
Trees beginning 5015’ from DER, 1051’ left of centerline, up to 1072’ MSL.
Trees, building beginning 5066’ from DER, 1092’ left of centerline, up to 1076’ MSL.
Trees beginning 5369’ from DER, 1696’ left of centerline, up to 1079’ MSL.
Building 1 NM from DER, 1842’ right of centerline, 1062’ MSL.
Tree 1.4 NM from DER, 2857’ left of centerline, 1037’ MSL.
Trees beginning 1.5 NM from DER, 2501’ left of centerline, up to 1114’ MSL.
Tree 1.5 NM from DER, 2867’ left of centerline, 1142’ MSL.
Trees beginning 1.5 NM from DER, 2801’ left of centerline, up to 1187’ MSL.
Tree, building beginning 1.6 NM from DER, 2566’ left of centerline, up to 1225’ MSL.
Trees beginning 1.9 NM from DER, 2151’ left of centerline, up to 1240’ MSL.
Trees beginning 2 NM from DER, 2130’ left of centerline, up to 1260’ MSL.
Trees beginning 2.1 NM from DER, 1745’ left of centerline, up to 1271’ MSL.
Tree 2.2 NM from DER, 1882’ left of centerline, 1246’ MSL.

Rwy 20, tree 2’ from DER, 243’ right of centerline, 861’ MSL.
Trees beginning 43’ from DER, 216’ right of centerline, up to 868’ MSL.
Trees beginning 283’ from DER, 407’ left of centerline, up to 858’ MSL.
Tree 364’ from DER, 438’ left of centerline, 864’ MSL.
Trees beginning 912’ from DER, 549’ right of centerline, up to 672’ MSL.
BARDSTOWN, KY
SAMUELS FLD (BRY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  29MAR18  (21112)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, traverse way, fence beginning 3’ from DER, 250’ left of centerline, up to 674’ MSL.
Tree 332’ from DER, 561’ left of centerline, 66’ AGL/694’ MSL.
Trees beginning 332’ from DER, 394’ left of centerline, up to 64’ AGL/695’ MSL.
Trees beginning 362’ from DER, 364’ left of centerline, up to 63’ AGL/706’ MSL.
Trees beginning 385’ from DER, 367’ left of centerline, up to 84’ AGL/709’ MSL.
Trees beginning 387’ from DER, 372’ left of centerline, up to 86’ AGL/718’ MSL.
Tree 437’ from DER, 574’ right of centerline, 72’ AGL/702’ MSL.
Trees beginning 446’ from DER, 319’ left of centerline, up to 86’ AGL/728’ MSL.
Trees beginning 470’ from DER, 429’ right of centerline, up to 85’ AGL/711’ MSL.
Trees beginning 556’ from DER, 417’ right of centerline, up to 84’ AGL/713’ MSL.
Trees beginning 569’ from DER, 365’ right of centerline, up to 103’ AGL/720’ MSL.
Trees beginning 722’ from DER, 417’ right of centerline, up to 94’ AGL/724’ MSL.
Trees beginning 749’ from DER, 405’ right of centerline, up to 95’ AGL/729’ MSL.
Tree 2340’ from DER, 372’ left of centerline, 74’ AGL/733’ MSL.
Tree 2359’ from DER, 319’ left of centerline, 78’ AGL/737’ MSL.
Trees beginning 3127’ from DER, 799’ left of centerline, up to 100’ AGL/758’ MSL.

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

BOWLING GREEN, KY
BOWLING GREEN-WARREN COUNTY RGNL (BWG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  18NOV10  (10322)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-2 or std. w/ a min. climb of 238’ per NM to 900.
Rwy 12, 197’ from DER, 246’ right of centerline, up to 35’ AGL/657’ MSL.
Trees beginning 338’ from DER, 347’ left of centerline, up to 71’ AGL/698’ MSL.
Trees beginning 421’ from DER, 67’ left of centerline, up to 61’ AGL/660’ MSL.
Trees beginning 463’ from DER, 30’ right of centerline, up to 85’ AGL/695’ MSL.
Trees beginning 575’ from DER, 127’ left of centerline, up to 78’ AGL/674’ MSL.
Trees beginning 1025’ from DER, 4’ left of centerline, up to 73’ AGL/684’ MSL.
Tree, pole beginning 1355’ from DER, 1429’ left of centerline, up to 265’ AGL/765’ MSL.
Tree 1604’ from DER, 87’ right of centerline, 79’ AGL/698’ MSL.
Trees beginning 1621’ from DER, 71’ right of centerline, up to 76’ AGL/700’ MSL.
Trees beginning 1651’ from DER, 59’ right of centerline, up to 82’ AGL/712’ MSL.
Tree 1725’ from DER, 391’ left of centerline, 73’ AGL/700’ MSL.
Trees beginning 1805’ from DER, 93’ left of centerline, up to 91’ AGL/715’ MSL.
Trees beginning 2555’ from DER, 94’ left of centerline, up to 101’ AGL/734’ MSL.
Trees beginning 2742’ from DER, 65’ right of centerline, up to 88’ AGL/722’ MSL.

Obstruction light on tank 4690’ from DER, 1637’ left of centerline, 150’ AGL/691’ MSL.
Rwy 30, vehicle on road beginning 31’ from DER, 209’ left of centerline, up to 15’ AGL/564’ MSL.
Pole 916’ from DER, 407’ left of centerline, 40’ AGL/584’ MSL.
Building 1135’ from DER, 618’ left of centerline, 33’ AGL/584’ MSL.
Tree 1689’ from DER, 357’ right of centerline, 100’ AGL/649’ MSL.
Tree 1853’ from DER, 271’ left of centerline, 40’ AGL/582’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

CALVERT CITY, KY
KENTUCKY DAM STATE PARK (M34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 600-2½ or std w/min climb of 332'/NM to 1100.
Rwy 28, 300-1½ or std w/min climb of 241'/NM to 600.
DEPARTURE PROCEDURE:
Rwy 10, climb on heading 101° to 1000 before proceeding on course.
Rwy 28, climb on heading 287° to 500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, pole 133' from DER, 517' right of centerline, 377' MSL.
Trees, catenary wires beginning 189' from DER, 349' right of centerline, up to 409' MSL.
Trees beginning 211' from DER, 283' right of centerline, up to 411' MSL.
Trees beginning 281' from DER, 377' right of centerline, up to 430' MSL.
Trees beginning 456' from DER, 212' right of centerline, up to 446' MSL.
Tree 468' from DER, 30' left of centerline, 26' AGL/364' MSL.
Trees, poles beginning 646' from DER, 118' left of centerline, up to 428' MSL.
Trees beginning 765' from DER, 464' right of centerline, up to 447' MSL.
Tree 886' from DER, 539' right of centerline, 449' MSL.
Trees beginning 915' from DER, 29' right of centerline, up to 452' MSL.
Trees beginning 1483' from DER, 542' left of centerline, up to 444' MSL.
Tree 1827' from DER, 444' left of centerline, 449' MSL.
Trees beginning 1859' from DER, 324' left of centerline, up to 114' AGL/451' MSL.
Trees beginning 1900' from DER, 253' left of centerline, up to 454' MSL.
Tree, pole beginning 2067' from DER, 1' left of centerline, up to 467' MSL.
Trees beginning 2453' from DER, 114' right of centerline, up to 456' MSL.
Trees beginning 2532' from DER, 26' right of centerline, up to 460' MSL.
Trees beginning 2558' from DER, 122' right of centerline, up to 465' MSL.
Trees beginning 2630' from DER, 29' right of centerline, up to 471' MSL.
Tree, poles beginning 2745' from DER, 11' right of centerline, up to 474' MSL.
Antennas, towers beginning 2 NM from DER, 1831' left of centerline, up to 401' AGL/875' MSL.
Trees beginning 64' from DER, 346' right of centerline, up to 400' MSL.
Traverse way, terrain beginning 159' from DER, 494' left of centerline, up to 357' MSL.
Trees beginning 219' from DER, 393' right of centerline, up to 402' MSL.
Trees, poles beginning 446' from DER, 20' right of centerline, up to 404' MSL.
Trees beginning 1064' from DER, 626' left of centerline, up to 402' MSL.
Trees beginning 1214' from DER, 558' left of centerline, up to 415' MSL.
Trees beginning 1356' from DER, 56' left of centerline, up to 420' MSL.
Trees, pole beginning 1824' from DER, 14' right of centerline, up to 405' MSL.
Tree 2041' from DER, 941' right of centerline, 415' MSL.
Tree 2109' from DER, 804' right of centerline, 422' MSL.
Trees, pole beginning 2172' from DER, 645' right of centerline, up to 436' MSL.
Trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.
Trees beginning 2452' from DER, 827' right of centerline, up to 447' MSL.
Trees beginning 3006' from DER, 699' right of centerline, up to 453' MSL.
Tree 3189' from DER, 922' left of centerline, 432' MSL.
Tree 4771' from DER, 998' left of centerline, 78' AGL/471' MSL.
Tree 5421' from DER, 1537' left of centerline, 512' MSL.
Trees beginning 5496' from DER, 1555' left of centerline, up to 514' MSL.
Tree, transmission line beginning 5647' from DER, 1462' left of centerline, up to 511' MSL.

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

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

CAMPBELLSVILLE, KY
TAYLOR COUNTY (AAS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 260' per NM to 2000 or 1000-2½ for VCOA.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL.
Fence 208' from DER, 267' right of centerline, 6' AGL/939' MSL.
Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL.
Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL.
Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL.
Trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL.
Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL.
Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL.

CENTREVILLE, TN
CENTREVILLE MUNI (GHM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10DEC15 (15344) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785 MSL.
Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL.
Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL.
Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL.
Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL.
Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL.
Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL.
Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL.
Trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL.
Trees beginning 1695' from DER, 869' right of centerline, up to 93' AGL/893' MSL.
Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL.
Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL.
Rwy 20, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL.
Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL.
Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL.
Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL.
Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL.
Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL.
Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL.
Trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL.
Trees beginning 193' from DER, 193' right of centerline, up to 57' AGL/818' MSL.
Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL.
Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL.
Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHATTANOOGA, TN
LOVELL FLD (CHA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 12 03JAN19 (21168) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, 300-2¼ or std. w/min. climb of 375' per NM to 1100.
Rwy 33, 500-3 or std. w/min. climb of 330' per NM to 1300.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 022° to 2400 before turning.
Rwy 15, climb heading 150° to 1400 before turning.
Rwy 20, climb heading 202° to 2200 before turning.
Rwy 33, climbing right turn heading 020° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vegetation 279' from DER, 555' left of centerline, 676' MSL.

Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.
Tree 869' from DER, 600' left of centerline, 720' MSL.
Tree 918' from DER, 623' right of centerline, 718' MSL.

Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.
Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.
Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.
Tree 2045' from DER, 915' right of centerline, 742' MSL.

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

Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.
Tank 164' from DER, 489' left of centerline, 687' MSL.

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

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

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

Terrain, vehicles on road, and trees beginning 424' from DER, 401' right of centerline, up to 764' MSL.
Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.

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

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

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

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

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

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

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

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

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

Pole 3005' from DER, 899' right of centerline, 798' MSL.
Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.

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

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

Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.
Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.

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

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

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

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

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

Trees beginning 4484' from DER, 1190' left of centerline, up to 865' MSL.

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

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

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

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

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

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

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

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

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

Building 1.0 NM from DER, 25' right of centerline, 831' MSL.
Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.

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

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

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

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

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

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

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

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

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

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

Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.
Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.

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

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

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

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

**Rwy 20**, lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.
Tree 611' from DER, 585' left of centerline, 735' MSL.
Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.
Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.
Tree 2714' from DER, 1047' right of centerline, 758' MSL.
Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.
Trees beginning 2905' from DER, 791' right of centerline, up to 771' MSL.
Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/738' MSL.

Rwy 33, tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.
Terrain 67' from DER, 377' right of centerline, 677' MSL.
Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.
Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.
Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.
Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.
Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.
Trees beginning 2014' from DER, 18' right of centerline, up to 93' AGL/750' MSL.
Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.
Trees beginning 2136' from DER, 54' right of centerline, up to 108' AGL/759' MSL.
Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.
Tree 2295' from DER, 588' left of centerline, 766' MSL.
Tree 2327' from DER, 464' right of centerline, 768' MSL.
Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.
Tree 2403' from DER, 622' right of centerline, 782' MSL.
Tree 2411' from DER, 389' right of centerline, up to 784' MSL.
Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.
Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.
Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.
Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.
Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.
Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.
Electrical system and trees beginning 399' from DER, 8' left of centerline, up to 119' AGL/817' MSL.
Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.
Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.
Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.
Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.
Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.
Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.
Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.
Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.
Trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.
Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.
Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.
Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.
Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.
Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.
Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.
Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.
Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.
Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.
Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.
Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.
Tree 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.
Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' MSL.
Trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.
Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.
Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.
Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.
Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.
Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.
Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLARKSVILLE, TN
OUTLAW FLD (CKV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 13JUN24 (24165) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1/4 or std w/min climb of 245'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, transmission lines, tree, traverse way beginning 7' from DER, 121' right of centerline, up to 26' AGL/565' MSL.

Pole, transmission line beginning 90' from DER, 368' right of centerline, up to 587' MSL.

Trees beginning 136' from DER, 367' left of centerline, up to 559' MSL.

Trees beginning 161' from DER, 299' right of centerline, up to 602' MSL.

Trees beginning 248' from DER, 206' left of centerline, up to 566' MSL.

Tree 313' from DER, 522' right of centerline, 613' MSL.

Tree 355' from DER, 215' left of centerline, 569' MSL.

Trees beginning 363' from DER, 291' right of centerline, up to 619' MSL.

Tree 528' from DER, 313' left of centerline, 571' MSL.

Tree 542' from DER, 533' left of centerline, 594' MSL.

Tree 561' from DER, 524' left of centerline, 604' MSL.

Trees beginning 594' from DER, 11' left of centerline, up to 627' MSL.

Trees beginning 667' from DER, 3' right of centerline, up to 650' MSL.

Trees beginning 1657' from DER, 172' left of centerline, up to 628' MSL.

Trees beginning 1720' from DER, 94' left of centerline, up to 632' MSL.

Trees beginning 1740' from DER, 25' left of centerline, up to 644' MSL.

Transmission line, transmission, pole beginning 2542' from DER, 2' right of centerline, up to 657' MSL.

Rwy 17, tree 13' from DER, 364' right of centerline, 580' MSL.

Transmission lines 40' from DER, 501' left of centerline, 24' AGL/576' MSL.

Trees beginning 57' from DER, 440' right of centerline, up to 594' MSL.

Poles, transmission line beginning 167' from DER, 449' left of centerline, up to 39' AGL/578' MSL.

Transmission line, poles beginning 367' from DER, 333' left of centerline, up to 35' AGL/580' MSL.

Tree 591' from DER, 532' left of centerline, 68' AGL/601' MSL.

Trees beginning 627' from DER, 493' left of centerline, up to 608' MSL.

Trees, poles beginning 696' from DER, 210' left of centerline, up to 619' MSL.

Trees beginning 1567' from DER, 238' right of centerline, up to 598' MSL.

Trees beginning 2129' from DER, 271' right of centerline, up to 621' MSL.

Trees beginning 2242' from DER, 115' right of centerline, up to 622' MSL.

Rwy 23, trees beginning 1' from DER, 377' right of centerline, up to 636' MSL.

Trees, traverse ways, transmission line, pole beginning 31' from DER, 8' right of centerline, up to 639' MSL.

Trees beginning 390' from DER, 8' left of centerline, up to 581' MSL.

Trees beginning 535' from DER, 240' left of centerline, up to 590' MSL.

Trees, spires beginning 708' from DER, 165' right of centerline, up to 596' MSL.

Rwy 35, tree 4' from DER, 413' right of centerline, 43' AGL/571' MSL.

Tree 8' from DER, 463' right of centerline, 48' AGL/576' MSL.

Trees beginning 23' from DER, 341' right of centerline, up to 590' MSL.

Tree 368' from DER, 500' right of centerline, 595' MSL.

Tree 383' from DER, 588' right of centerline, 70' AGL/596' MSL.

Tree, pole, transmission line beginning 446' from DER, 226' right of centerline, up to 606' MSL.

Pole 930' from DER, 249' left of centerline, 11' AGL/562' MSL.

Pole 1180' from DER, 585' left of centerline, 33' AGL/585' MSL.

Transmission line beginning 1201' from DER, 562' left of centerline, up to 37' AGL/589' MSL.

Poles, transmission line, building, tree beginning 1209' from DER, 221' left of centerline, up to 49' AGL/601' MSL.

Trees beginning 1440' from DER, 728' right of centerline, up to 610' MSL.

Tree 1453' from DER, 823' right of centerline, 618' MSL.

Tree 1487' from DER, 895' right of centerline, 102' AGL/643' MSL.

Trees, pole beginning 1496' from DER, 522' left of centerline, up to 612' MSL.

Trees, poles, tanks beginning 1524' from DER, 100' right of centerline, up to 649' MSL.

Tree 1592' from DER, 557' left of centerline, 61' AGL/616' MSL.

Trees beginning 1597' from DER, 450' left of centerline, up to 626' MSL.

Trees beginning 1676' from DER, 487' left of centerline, up to 72' AGL/627' MSL.

Trees, poles, transmission line beginning 1711' from DER, 394' left of centerline, up to 636' MSL.

Trees, poles beginning 1822' from DER, 145' left of centerline, up to 639' MSL.

Trees beginning 2373' from DER, 271' left of centerline, up to 644' MSL.

Trees beginning 2728' from DER, 784' left of centerline, up to 649' MSL.

Trees beginning 2956' from DER, 148' right of centerline, up to 661' MSL.

Trees beginning 3714' from DER, 1366' left of centerline, up to 657' MSL.

Transmission line 5156' from DER, 1669' right of centerline, 137' AGL/895' MSL.

Transmission lines beginning 5165' from DER, 990' right of centerline, up to 136' AGL/693' MSL.
ClevelAnD, TN
Cleveland Rgnl JeyJort (RZr)
TAKEOFF MINIMUMS AND (OBSCTACLE) DEPARTURE PROCEDURES
AMDT 2 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 300-1½ or std. w/min. climb of 260’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 034° to 2200 before turning right.
Rwy 21, climb heading 214° to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, tree 3009’ from DER, 676’ left of centerline, 920’ MSL.
Tree 1.1 NM from DER, 2087’ left of centerline, 1011’ MSL.
Tree 1.1 NM from DER, 2321’ left of centerline, 1021’ MSL.
Tower 1.1 NM from DER, 65’ left of centerline, 196’ AGL/1054’ MSL.
Tower 1.4 NM from DER, 880’ right of centerline, 225’ AGL/1075’ MSL.

Columbia-Mt. Pleasant, TN
Maury County Rgnl (Mrc)
TAKEOFF MINIMUMS AND (OBSCTACLE) DEPARTURE PROCEDURES
AMDT 3A 21JUN18 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 35, NA-Environmental.
Rwy 6, 300-1½ or std. w/min. climb of 301’ per NM to 1100.
Rwy 24, 400-2½ or std. w/min. climb of 278’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 235° to 1200 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1177’ from DER, 591’ left of centerline, up to 92’ AGL/751’ MSL.
Trees beginning 1123’ from DER, 732’ right of centerline, up to 96’ AGL/747’ MSL.
Poles 24’ from DER, 356’ left of centerline, 42’ AGL/691’ MSL.
Trees beginning 2716’ from DER, 921’ left of centerline, up to 88’ AGL/757’ MSL.
Rwy 24, trees beginning 1819’ from DER, 190’ right of centerline, up to 124’ AGL/739’ MSL.
Trees beginning 1239’ from DER, 700’ left of centerline, up to 104’ AGL/718’ MSL.
Trees beginning 1299’ from DER, 217’ left of centerline, up to 96’ AGL/712’ MSL.
Trees beginning 1318’ from DER, 140’ right of centerline, up to 185’ AGL/751’ MSL.
Trees beginning 1634’ from DER, 128’ left of centerline, up to 186’ AGL/730’ MSL.
Pole 21’ from DER, 487’ right of centerline, 1811’ MSL.
Trees beginning 1725’ from DER, 10’ left of centerline, up to 166’ AGL/719’ MSL.
Trees beginning 2607’ from DER, 324’ left of centerline, up to 107’ AGL/735’ MSL.

Copperhill, TN
Martin Campbell Fld (1a3)
TAKEOFF MINIMUMS AND (OBSCTACLE) DEPARTURE PROCEDURES
AMDT 1 06OCT22 (22279) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 440’ per NM to 3000 or 2400-3 for VCOA.
Rwy 20, std. w/min. climb of 240’ per NM to 4600 or 2400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 019° to 4000 before proceeding on course.
Rwy 20, climb on heading 199° to 3700 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Clim in visual conditions to cross Martin
Campbell Fld at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 27’ from DER, 8’ left of centerline, up to 1817’ MSL.
Trees beginning 65’ from DER, 6’right of centerline, up to 1827’ MSL.
Trees 1224’ from DER, 661’ right of centerline, 1840’ MSL.
Trees beginning 1318’ from DER, 369’ right of centerline, up to 1853’ MSL.
Trees beginning 1634’ from DER, 128’ right of centerline, up to 1860’ MSL.
Trees beginning 1.9 NM from DER, 1461’ left of centerline, up to 2119’ MSL.
Trees beginning 1.9 NM from DER, 488’ left of centerline, up to 2186’ MSL.
Trees beginning 2.1 NM from DER, 5’ right of centerline, up to 2301’ MSL.
Trees 2.1 NM from DER, 509’ left of centerline, 2253’ MSL.
Trees beginning 2.1 NM from DER, 103’ left of centerline, up to 2312’ MSL.
Rwy 20, trees abeam from DER, 163’ left of centerline, 1811’ MSL.
Trees beginning 4’ from DER, 141’ right of centerline, up to 1827’ MSL.
Trees beginning 8’ from DER, 211’ left of centerline, up to 1813’ MSL.
Trees 155’ from DER, 494’ left of centerline, 1837’ MSL.
Trees beginning 205’ from DER, 175’ left of centerline, up to 1842’ MSL.
Trees beginning 221’ from DER, 258’ right of centerline, up to 1830’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COVINGTON, KY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 4582' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
Rwy 18C, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C, trees beginning 958' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R, light pole 1476' from DER, 813' left of centerline, 47' AGL/926' MSL.
Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN
COVINGTON MUNI (M04)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03APR14 (14093) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicle on road 513' from DER, 13' right of centerline, up to 15' AGL/294' MSL.
Rwy 19, fence beginning 150' from DER, 248' right of centerline, up to 2' AGL/284' MSL.
Trees beginning 549' from DER, 499' left of centerline, up to 75' AGL/1873' MSL.
Terrain beginning 1793' from DER, 304' right of centerline, up to 60' AGL/372' MSL.

CROSSVILLE, TN
CROSSVILLE MEML-WHITSON FLD (CSV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 04SEP03 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees 31' from DER, 499' left of centerline, 60' AGL/1905' MSL.
Trees 572' from DER, 499' left of centerline, 75' AGL/1889' MSL.
Trees 860' from DER, 438' right of centerline, 30' AGL/1873' MSL.
Bush 76' from DER, 213' right of centerline, 30' AGL/1873' MSL.
Tree 264' from DER, 468' right of centerline, 26' AGL/1910' MSL.
Numerous trees 94 to 576' from DER, 355 to 583' right of centerline, up to 1972' MSL.
Pole 141' from DER, 780' right of centerline, 51' AGL/781' MSL.
Tree 1083' from DER, 363' right of centerline, 74' AGL/1922' MSL.
Tree 343' from DER, 538' left of centerline, 68' AGL/1939' MSL.

CYNTIHANA, KY
CYNTIHANA-HARRISON COUNTY (0I8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13NOV14 (14317) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1½ or std. w/ min. climb of 510' per NM to 1000.
Rwy 29, 300-1½ or std. w/ min. climb of 240' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
Terrain beginning 188' from DER, 4' right of centerline, up to 859' MSL.
Multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.
Multiple fences beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.
Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.
Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.
Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.
Rwy 29, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.
Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.
Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.
Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.
Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.
Multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/884' MSL.
Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.
Flag pole 409' from DER, 798' right of centerline, 51' AGL/781' MSL.
Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.
Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

DAYTON, TN
MARK ANTON (2A0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 033° to 2100 before turning left.
Rwy 21, climb heading 213° to 1500 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.
Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.
Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.
Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN
DICKSON MUNI (M02)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 400-1¾ or std. w/min. climb of 370' per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 17, electrical system beginning 22' from DER, 401' left of centerline, up to 74' AGL/901' MSL.
Trees beginning 166' from DER, 152' right of centerline, up to 71' AGL/913' MSL.
Electrical system, fence, vehicle on road beginning 718' from DER, 4' left of centerline, up to 34' AGL/906' MSL.
Tree 533' from DER, 324' left of centerline, 44' AGL/924' MSL.
Tree, building beginning 592' from DER, 401' left of centerline, up to 71' AGL/901' MSL.
Trees beginning 9' from DER, 81' right of centerline, up to 92' AGL/994' MSL.
Electrical system, vehicle on road beginning 469' from DER, 325' left of centerline, up to 34' AGL/906' MSL.
Tree, building beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.
Trees beginning 1938' from DER, 604' left of centerline, up to 1100' MSL.
Tree, building beginning 185' from DER, 279' left of centerline, up to 1080' MSL.
NAVAID 459' from DER, 250' right of centerline, 17' AGL/1032' MSL.
Trees beginning 1543' from DER, 508' right of centerline, up to 1077' MSL.
Tree 2105' from DER, 115' right of centerline, 1081' MSL.
Tree 2.1 NM from DER, 2266' left of centerline, 1401' MSL.
Tree 2.1 NM from DER, 3345' left of centerline, 1399 MSL.

CON’T
DICKSON, TN (CON’T)
DICKSON MUNI (M02) (CON’T)

Rwy 17 (CON’T), tank, tree beginning 5055’ from DER, 39’ right of centerline, up to 95’ AGL/1057’ MSL.
Tank 1.3 NM from DER, 1975’ right of centerline, 199’ AGL/1137’ MSL.
Antenna 1.3 NM from DER, 1994’ right of centerline, 205’ AGL/1147’ MSL.
Tower, antenna beginning 1.3 NM from DER, 2326’ right of centerline, up to 318’ AGL/1256’ MSL.
Tower 1.5 NM from DER, 2028’ left of centerline, 300’ AGL/1189’ MSL.
Antenna 1.5 NM from DER, 2037’ left of centerline, 290’ AGL/1176’ MSL.

Rwy 35, fence 30’ from DER, 395’ left of centerline, 7’ AGL/901’ MSL.
Tree, vehicle of road beginning 87’ from DER, 139’ left of centerline, up to 59’ AGL/951’ MSL.
Tree 1.3 NM from DER, 331’ right of centerline, 75’ AGL/913’ MSL.
Trees beginning 533’ from DER, 428’ right of centerline, up to 94’ AGL/923’ MSL.
Trees beginning 727’ from DER, 25’ right of centerline, up to 96’ AGL/948’ MSL.
Tree, electrical system beginning 730’ from DER, 518’ left of centerline, up to 93’ AGL/961’ MSL.
Trees beginning 938’ from DER, 25’ left of centerline, up to 90’ AGL/963’ MSL.
Trees beginning 1605’ from DER, 30’ left of centerline, up to 87’ AGL/976’ MSL.
Trees beginning 1765’ from DER, 166’ right of centerline, up to 70’ AGL/949’ MSL.

Rwy 24, 600-2 w/ min climb of 415’ per NM to 7000 or 3500-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 24, climb via heading 050° to 1800 before proceeding on course.

VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Elizabethton Muni Airport at or above 4900 before proceeding on course.

TAKING OFF OBSTACLE NOTES:
Rwy 24, numerous trees beginning 1655’ from DER, 931’ right of centerline, up to 100’ AGL/835’ MSL.
Numerous trees 1.36 NM from DER, 2353’ left of centerline, up to 100’ AGL/2179’ MSL.
Power line 5898’ from DER, 973’ left of centerline, up to 200’ AGL/1849’ MSL.
Power line 1.13 NM from DER, 584’ right of centerline, up to 200’ AGL/1849’ MSL.

FALMOUTH, KY
GENE SNYDER (K62)
TAKING OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27SEP07 (07270) (FAA)
TAKING OFF MINIMUMS:
Rwy 3, 300-1¼ or std. w/ a min. climb of 417’ per NM to 1300.
TAKING OFF OBSTACLE NOTES:
Rwy 3, tower 5831’ from DER, 340’ left of centerline, 106’ AGL/1037’ MSL.
Rwy 21, trees beginning 300’ from DER, left and right of centerline, up to 100’ AGL/979’ MSL.
FAYETTEVILLE, TN
FAYETTEVILLE MUNI (FYM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  07MAR13  (13066)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, terrain 5' from DER, 495' right of centerline, 985' MSL.
Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL.
Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL.
Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL.
Rwy 20, trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL.
Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL.
Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

FLEMINGSBURG, KY
FLEMING-MASON (FGX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  30NOV23  (23334)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 141' from DER, 360' left of centerline, up to 931' MSL.
Trees beginning 214' from DER, 530' left of centerline, up to 932' MSL.
Trees beginning 224' from DER, 163' right of centerline, up to 67' AGL/939' MSL.
Trees beginning 304' from DER, 510' left of centerline, up to 65' AGL/938' MSL.
Trees beginning 354' from DER, 518' left of centerline, up to 68' AGL/942' MSL.
Rwy 25, vegetation 4' from DER, 11' right of centerline, 7' AGL/907' MSL.
Tree 6' from DER, 485' right of centerline, 909' MSL.
Vegetation 7' from DER, 5' left of centerline, 7' AGL/907' MSL.
Tree 20' from DER, 145' right of centerline, 29' AGL/914' MSL.
Trees, NAVAID beginning 103' from DER, 23' left of centerline, up to 915' MSL.
Tree 209' from DER, 539' right of centerline, 916' MSL.
Tree 354' from DER, 220' right of centerline, 917' MSL.
Trees 375' from DER, 213' right of centerline, 53' AGL/922' MSL.
Trees beginning 404' from DER, 200' right of centerline, up to 56' AGL/927' MSL.
Tree 408' from DER, 534' left of centerline, 68' AGL/925' MSL.
Trees beginning 577' from DER, 255' right of centerline, up to 51' AGL/928' MSL.

FRANKFORT, KY
CAPITAL CITY (FFT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  02MAY13  (13122)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 285' from DER, 76' right of centerline, up to 100' AGL/887' MSL.
Pole 2549' from DER, 484' right of centerline, 34' AGL/855' MSL.
Terrain beginning 25' from DER, left and right of centerline up to 837' MSL.
Trees beginning 1638' from DER, 23' left of centerline, up to 915' MSL.
Tree 946' from DER, 17' AGL/856' MSL.

FULTON, KY
FULTON (1M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24MAR22  (22083)  (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 400-1¾ or std. w/min. climb of 314' per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees, vehicles on roads, pole beginning 5' from DER, on centerline, up to 91' AGL/487' MSL.
Poles, vehicles on roads beginning 38' from DER, 124' left of centerline, up to 25' AGL/423' MSL.
Tree 338' from DER, 530' left of centerline, 94' AGL/493' MSL.
Trees beginning 956' from DER, 665' left of centerline, up to 95' AGL/504' MSL.
Trees beginning 2409' from DER, 822' right of centerline, up to 88' AGL/503' MSL.
Tree 2582' from DER, 1025' right of centerline, 88' AGL/506' MSL.
Trees beginning 2848' from DER, 773' right of centerline, up to 94' AGL/513' MSL.
Trees beginning 3549' from DER, 16' left of centerline, up to 86' AGL/517' MSL.
Trees beginning 3566' from DER, 42' right of centerline, up to 85' AGL/519' MSL.
Trees beginning 4216' from DER, 1335' right of centerline, up to 104' AGL/530' MSL.
Trees beginning 4349' from DER, 1229' right of centerline, up to 109' AGL/533' MSL.
Tree 4551' from DER, 1650' right of centerline, 119' AGL/543' MSL.

CON’T
FULTON, KY (CON’T)

FULTON (1M7) (CON’T)

Rwy 9 (CON’T), tree 4646’ from DER, 1709’ right of centerline, 126’ AGL/549’ MSL. Antennas, towers beginning 1.3 NM from DER, 849’ right of centerline, up to 327’ AGL/725’ MSL.

Rwy 27, trees, pole beginning 261’ from DER, 238’ right of centerline, up to 106’ AGL/464’ MSL. Trees, pole, antenna beginning 323’ from DER, 247’ left of centerline, up to 82’ AGL/449’ MSL. Tree, antenna beginning 971’ from DER, 389’ left of centerline, up to 80’ AGL/460’ MSL.

GALLATIN, TN

MUSIC CITY EXEC (XNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1½ or std w/min climb of 310’ per NM to 900’.

DEPARTURE PROCEDURES:

Rwy 35, climb heading 353° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 99’ from DER, left and right of centerline, up to 91’ AGL/586’ MSL. Pole 537’ from DER, 605’ left of centerline, 34’ AGL/549’ MSL. Trees beginning 940’ from DER, left and right of centerline, up to 83’ AGL/570’ MSL.

GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY RGNL (27K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1½ or std w/min climb of 633’ per NM to 1000. Rwy 26, 300-1 or std. w/min climb of 297’ per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 2118’ from DER, 1048’ left of centerline, 760’ MSL. Trees 1015’ from DER, 690’ left of centerline, up to 100’ AGL/869’ MSL. Buildings beginning 1023’ from DER, left and right of centerline, up to 765’ MSL. Terrain beginning 183’ from DER, 69’ right of centerline, up to 728’ MSL. Trees and poles beginning 2098’ from DER, left and right of centerline, up to 100’ AGL/869’ MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1½ or std. w/min climb of 633’ per NM to 1000. Rwy 26, 300-1 or std w/min climb of 297’ per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 2118’ from DER, 1048’ left of centerline, up to 100’ AGL/889’ MSL. Tree 2336’ from DER, 909’ left of centerline, up to 91’ AGL/702’ MSL. Terrain beginning 49’ from DER, 9’ left of centerline, up to 785’ MSL. Terrain beginning 183’ from DER, 69’ right of centerline, up to 728’ MSL. Rwy 26, multiple trees beginning 2098’ from DER, left and right of centerline, up to 100’ AGL/869’ MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

Rwy 15, std w/min climb of 290’/NM to 1200 or 300-1½.

DEPARTURE PROCEDURE:

Rwys 15, 18, 33, 36, climb rwy hdg to 1200 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 841’ from DER, 378’ left of centerline, 760’ MSL. Trees 1015’ from DER, 690’ left of centerline, 803’ MSL. Trees 2036’ from DER, 885’ right of centerline, 806’ MSL.

CON’T
GODMAN AAF (KFTK) (CONT')

FORT KNOX, KY (CONT')

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

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

GODMAN AAF (KFTK) (CON’T)

Rwy 15 (CONT'), trees 2544' from DER, 488' left of centerline, 808' MSL.
Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.
Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.
Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

GODMAN AAF (KFTK) (CON’T)

Rwy 15 (CONT'), trees 2544' from DER, 488' left of centerline, 808' MSL.
Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.
Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.
Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

FORT KNOX, KY (CON’T)

Rwy 15 (CONT'), trees 2544' from DER, 488' left of centerline, 808' MSL.
Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.
Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.
Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

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

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

Rwy 15 (CONT'), trees 2544' from DER, 488' left of centerline, 808' MSL.
Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.
Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.
Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

GREENEVILLE, TN

GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A  21MAY20  (20142)  (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions, to cross Greeneville Muni airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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

Rwy 23, lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.

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

Tree 85' from DER, 392' left of centerline, 1617' MSL.

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

Tree 543' from DER, 430' right of centerline, up to 1669' MSL.

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

Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.

Tree, vegetation, terrain beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.

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

Trees beginning 3434' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.

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

Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.

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

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

Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.

Tree 4783' from DER, 6' left of centerline, 1740' MSL.

Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.

Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.

Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.

Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.

Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.

Tree 1 NM from DER, 197' left of centerline, 1805' MSL.

Tree beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.

Tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.

Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GREENEVILLE, TN (CON’T)
GREENEVILLE MUNI (GCY) (CON’T)
   Rwy 23, tree, lighting, sign beginning 111’ from DER, 29’ left of centerline, up to 83’ AGL/1629’ MSL.
   Tree 2912’ from DER, 1183’ left of centerline, 129’ AGL/1666’ MSL.
   Tree 3817’ from DER, 1398’ right of centerline, 1698’ MSL.
   Trees beginning 3998’ from DER, 1398’ right of centerline, up to 1728’ MSL.
   Trees beginning 4318’ from DER, 1417’ right of centerline, up to 1768’ MSL.
   Trees beginning 4362’ from DER, 1332’ right of centerline, up to 1773’ MSL.

GREENEVILLE, KY
MUHLENBURG COUNTY (M21)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
   Rwy 6, 300-1¼.
   Rwy 24, 400-3 or std. w/min. climb of 465’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
   Rwy 6, terrain and trees beginning 246’ from DER, 221’ left of centerline, up to 100’ AGL/539’ MSL.
   Terrain and trees beginning 1089’ from DER, 35’ right of centerline, up to 100’ AGL/559’ MSL.
   Trees 1415’ from DER, 195’ right of centerline, up to 100’ AGL/609’ MSL.
   Trees 1.1 NM from DER, 2312’ left of centerline, up to 100’ AGL/689’ MSL.
   Trees 1.4 NM from DER, 2659’ left of centerline, up to 100’ AGL/669’ MSL.
   Rwy 24, trees beginning 518’ from DER, 363’ left of centerline, up to 100’ AGL/519’ MSL.
   Terrain and trees beginning 328’ from DER, 502’ right of centerline, up to 100’ AGL/539’ MSL.
   Trees 2659’ from DER, 326’ left of centerline, up to 100’ AGL/599’ MSL.
   Tower 2.4 NM from DER, 4098’ left of centerline, 218’ AGL/818’ MSL.

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

HARLAN, KY
TUCKER-GUTHRIE MEML (I35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21JUL16 (22139) (FAA)
TAKEOFF MINIMUMS:
   Rwy 8, std. w/min. climb of 470’ per NM to 4200 or 2800-3 for VCOA.
   Rwy 26, 1000-3 w/min. climb of 430’ per NM to 3000 or 2800-3 for VCOA.
DEPARTURE PROCEDURE:
   Rwy 8, climb on heading 080° to 4200 before proceeding on course.
   Rwy 26, climb on heading 250° to 4200 before proceeding on course.
VCOA:
   Rwy 8s, 26, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tucker-Guthrie Meml at or above 4200’ before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 8, trees beginning 350’ from DER, 97’ right of centerline, up to 100’ AGL/1619’ MSL.
   Trees beginning 359’ from DER, 126’ right of centerline, up to 100’ AGL/1739’ MSL.
   Trees beginning 1105’ from DER, 308’ right of centerline, up to 100’ AGL/1779’ MSL.
   Trees beginning 1471’ from DER, 369’ right of centerline, up to 100’ AGL/1819’ MSL.
   Trees beginning 3951’ from DER, 826’ right of centerline, up to 100’ AGL/1859’ MSL.
   Trees beginning 1.9 NM from DER, 3003’ right of centerline, up to 100’ AGL/2099’ MSL.

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

HARLAN, KY (CON’T)
TUCKER-GUTHRIE MEML (I35) (CON’T)

Rwy 8 (CON’T), trees beginning 2.2 NM from DER, 2674’ right of centerline, up to 100’ AGL/2299’ MSL.
Trees beginning 2.5 NM from DER, 1549’ right of centerline, up to 100’ AGL/2139’ MSL.
Trees beginning 113’ from DER, 220’ left of centerline, up to 100’ AGL/1539’ MSL.
Trees beginning 187’ from DER, 147’ right of centerline, up to 100’ AGL/1619’ MSL.
Trees beginning 2112’ from DER, 677’ right of centerline, up to 100’ AGL/1739’ MSL.
Trees beginning 2913’ from DER, 944’ right of centerline, up to 100’ AGL/1819’ MSL.
Tower 1.5 NM from DER, 1294’ left of centerline, 343’ AGL/1802’ MSL.
Trees beginning 1.7 NM from DER, 3222’ right of centerline, up to 100’ AGL/2139’ MSL.

HARTFORD, KY
OHIO COUNTY (JQD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  02MAY13  (13122)  (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/ min. climb of 257’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 388’ from DER, 508’ right of centerline, up to 100’ AGL/669’ MSL.
Trees beginning 1741’ from DER, 890’ left of centerline, up to 100’ AGL/669’ MSL.
Tower 2.5 NM from DER, 3516’ right of centerline, 290’ AGL/950’ MSL.
Rwy 21, trees beginning 79’ from DER, 220’ left of centerline, up to 100’ AGL/585’ MSL.

HAZARD, KY
WENDELL H. FORD (CPF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  05APR12  (12096)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6 , 500-2¾.
Rwy 14, 500-2¼ w/min. climb of 291’ per NM to 2300 or 1000-3 for climb in visual conditions.
Rwy 24, 500-2½.
Rwy 32, 300-2½ or std. w/min. climb of 363’ per NM to 1700.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 065° to 1900 before proceeding on course.
Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.
Rwy 24, climb heading 245° to 1900 before proceeding on course.
Rwy 32, climb heading 325° to 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 1457’ from DER, left and right of centerline, up to 100’ AGL/1699’ MSL.
Rwy 14, rising terrain beginning 117’ from DER, 125’ right of centerline, up to 1435’ MSL.
Multiple pole, fence, bushes beginning 131’ from DER, 415’ right of centerline, up to 80’ AGL/1477’ MSL.
Trees beginning 1284’ from DER, left and right of centerline, up to 100’ AGL/1659’ MSL.
Rwy 24, trees beginning 13’ from DER, left and right of centerline, up to 100’ AGL/1739’ MSL.
Rwy 32, multiple poles, buildings and antenna beginning 34’ from DER, 471’ left of centerline, up to 80’ AGL/1279’ MSL.
Airplane on Rwy 6/24 155’ from DER, 427’ right of centerline, up to 25’ AGL/1264’ MSL.
Multiple trees beginning 997’ from DER, left and right of centerline, up to 100’ AGL/1539’ MSL.

HENDERSON, KY
HENDERSON CITY-COUNTY (EHR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  13JAN11  (11013)  (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climb heading 089° to 1500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 9, vehicle on road 336’ from DER, 365’ left of centerline, 15’ AGL/405’ MSL.
Poles beginning 422’ from DER, 355’ left of centerline, up to 36’ AGL/421’ MSL.
Trees beginning 463’ from DER, 523’ left of centerline up to 88’ AGL/473’ MSL.
Buildings and equipment on building 3604’ from DER, 598’ MSL left of centerline, up to 102’ AGL/487’ MSL.
Elevator 3658’ from DER, 1007’ left of centerline, 137’ AGL/527’ MSL.
Rwy 27, vehicle on road 198’ from DER, 437’ left of centerline, 15’ AGL/399’ MSL.
Pole 1806’ from DER, 401’ right of centerline, 48’ AGL/433’ MSL.
Trees beginning 2343’ from DER, 552’ right of centerline, up to 100’ AGL/489’ MSL.
Trees beginning 2563’ from DER, 374’ left of centerline, up to 109’ AGL/489’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOHENWALD, TN
PAUL BRIDGES FLD (0M3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 11MAR10 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 300-1½ or std. w/min. climb of 246' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.
  Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.
  Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.
Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.
  Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 06OCT22 (22227) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, 300-1½ or std. w/min. climb of 275' to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 8, terrain 53' from DER, 568' left of centerline, 566' MSL.
  Tree 1192' from DER, 752' right of centerline, 58' AGL/604' MSL.
  Tree 1683' from DER, 371' left of centerline, 63' AGL/622' MSL.
  Trees beginning 1904' from DER, 117' left of centerline, up to 88' AGL/651' MSL.
  Trees beginning 2658' from DER, 752' left of centerline, up to 93' AGL/653' MSL.
  Tree 3737' from DER, 1352' left of centerline, up to 88' AGL/662' MSL.
  Transmission line 4394' from DER, 1574' left of centerline, 87' AGL/675' MSL.
Rwy 26, tree, vehicle on road beginning 175' from DER, 262' left of centerline, up to 54' AGL/568' MSL.
  Trees beginning 556' from DER, 535' right of centerline, up to 73' AGL/613' MSL.
  Trees beginning 609' from DER, 40' left of centerline, up to 105' AGL/618' MSL.
  Trees, poles beginning 785' from DER, 1' right of centerline, up to 105' AGL/621' MSL.
  Trees beginning 1507' from DER, 12' left of centerline, up to 116' AGL/630' MSL.
  Tower, trees beginning 2255' from DER, 111' left of centerline, up to 130' AGL/670' MSL.
  Antenna, tree beginning 2469' from DER, 203' left of centerline, up to 134' AGL/676' MSL.
  Trees beginning 2900' from DER, 424' right of centerline, up to 70' AGL/633' MSL.
  Tree 4294' from DER, 973' right of centerline, 91' AGL/645' MSL.
  Tree 4463' from DER, 1421' right of centerline, 73' AGL/653' MSL.
  Tree 4614' from DER, 1499' right of centerline, 81' AGL/658' MSL.
  Elevator, building 1.1 NM from DER, 1436' right of centerline, 210' AGL/778' MSL.

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

HUNTINGDON, TN
CARROLL COUNTY (HZD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13JAN11 (11013) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 33' from DER, 4' right of centerline, up to 102' AGL/612' MSL.
  Trees beginning 567' from DER, 88' left of centerline, up to 99' AGL/589' MSL.
Rwy 19, trees beginning 1647' from DER, 561' left of centerline to 215' right of centerline, up to 100' AGL/599' MSL.
JACKSBORO, TN
COLONEL TOMMY C STINER AIRFIELD (JAU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, NA-obstacles.
Rwy 5, std. w/min. climb of 477’ per NM to 2400, or 1600-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3400 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Colonel Tommy C Stiner Airfield at or above 2600 then proceed on VXV R-336 to 3400 before proceeding on course. Do not exceed 210 KIAS until established on VXV R-336 southeast bound.
TAKEOFF OBSTACLE NOTES:
Rwy 5, vegetation beginning 17’ from DER, 236’ right of centerline, 100’ AGL/1301’ MSL. Vegetation beginning 53’ from DER, 26’ left of centerline, up to 100’ AGL/1255’ MSL. Vegetation beginning 132’ from DER, 37’ left of centerline, up to 100’ AGL/1288’ MSL. Vegetation beginning 2554’ from DER, 254’ left of centerline, up to 100’ AGL/1324’ MSL. Vegetation beginning 2671’ from DER, 48’ left of centerline, up to 100’ AGL/1339’ MSL.

JACKSON, KY
JULIAN CARROLL (JKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22JUN17 (17173) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree and vertical structure beginning 31’ from DER, 368’ right of centerline, up to 79’ AGL/1426’ MSL. Trees beginning 48’ from DER, 33’ left of centerline, up to 78’ AGL/1426’ MSL. Trees beginning 831’ from DER, 503’ left of centerline, 111’ AGL/1403’ MSL. Tree, vertical structure and fence beginning 160’ from DER, 334’ right of centerline, up to 103’ AGL/1415’ MSL. Tree and bush beginning 170’ from DER, 25’ left of centerline, up to 95’ AGL/1417’ MSL. Tree, fence and vertical structure beginning 241’ from DER, 335’ right of centerline, up to 75’ AGL/1432’ MSL. Tree, fence and vertical structure beginning 320’ from DER, 357’ left of centerline, up to 106’ AGL/1428’ MSL. Tree 438’ from DER, 537’ left of centerline, 93’ AGL/1434’ MSL. Tree 567’ from DER, 610’ left of centerline, 80’ AGL/1437’ MSL.

JACKSON, TN
MC KELLAR-SIPES RGNL (MKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28FEB19 (19059) (FAA)
DEPARTURE PROCEDURE:
Rwy 2, climb heading 023° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway beginning 489’ from DER, 594’ left of centerline, up to 15’ AGL/439’ MSL. Trees beginning 782’ from DER, 97’ left of centerline, up to 100’ AGL/491’ MSL. Poles and trees beginning 880’ from DER, 599’ of centerline, up to 100’ AGL/456’ MSL. Antenna 2043’ from DER, 947’ left of centerline, 61’ AGL/470’ MSL. Rwy 11, trees beginning 877’ from DER, 71’ left of centerline, up to 77’ AGL/476’ MSL. Trees beginning 1080’ from DER, 215’ right of centerline, up to 100’ AGL/509’ MSL. Rwy 20, vehicles on roadway beginning 41’ from DER, 221’ right of centerline, up to 15’ AGL/444’ MSL. Trees beginning 2970’ from DER, 877’ left of centerline, up to 100’ AGL/528’ MSL. Trees beginning 2416’ from DER, 1040’ right of centerline, up to 100’ AGL/532’ MSL. Power lines beginning 1893’ from DER, 972’ right of centerline, 40’ AGL/499’ MSL. Rwy 29, light pole 40’ from DER, 402’ left of centerline, 70’ AGL/449’ MSL. Vehicles on roadway beginning 165’ from DER, left and right of centerline, up to 17’ AGL/434’ MSL. Trees beginning 1362’ from DER, 360’ right of centerline, up to 100’ AGL/486’ MSL. Trees beginning 1738’ from DER, 53’ left of centerline, up to 100’ AGL/499’ MSL.

JAMESTOWN, KY
RUSSELL COUNTY (K24)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 17JAN08 (08017) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 2071’ from DER, 234’ right of centerline, 54’ AGL/1012’ MSL. Rwy 35, trees 2500’ from DER, 99’ left of centerline, 65’ AGL/1076’ MSL.
JAMESTOWN, TN
JAMESTOWN MUNI (2A1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG–A 07OCT21 (21280) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 1013’ from DER, left and right of centerline, up to 100’ AGL/1819’ MSL.
Rwy 19, trees beginning 1392’ from DER, left and right of centerline, up to 100’ AGL/1819’ MSL.

JASPER, TN
MARION COUNTY/BROWN FLD (APT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 25FEB21 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 460’ per NM to 2600 or 2000-3 for climb in visual conditions.
Rwy 22, std. w/min. climb of 305’ per NM to 2300.
DEPARTURE PROCEDURE:
Rwy 22, climb heading 230° to 2300 before turning on course.
VCOA:
Rwy 4, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Marion County/ Brown Fld at or above 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees, vegetation beginning 163’ from DER, 161’ left of centerline, up to 758’ MSL.
Trees, vegetation beginning 691’ from DER, 9’ left of centerline, up to 764’ MSL.
Trees beginning 1199’ from DER, 87’ right of centerline, up to 683’ MSL.
Tree 1478’ from DER, 120’ right of centerline, 700’ MSL.
Tree 1586’ from DER, 74’ right of centerline, 708’ MSL.
Trees beginning 1658’ from DER, 24’ right of centerline, up to 711’ MSL.
Trees beginning 2386’ from DER, 34’ right of centerline, up to 716’ MSL.
Tree 2825’ from DER, 57’ right of centerline, 718’ MSL.
Rwy 22, trees, transmission line beginning 129’ from DER, 3’ left of centerline, up to 685’ MSL.
Trees, pole beginning 151’ from DER, 19’ right of centerline, up to 674’ MSL.
Tree 1073’ from DER, 141’ right of centerline, 680’ MSL.
Trees beginning 1110’ from DER, 177’ left of centerline, up to 686’ MSL.
Trees, transmission line, pole beginning 1121’ from DER, 19’ right of centerline, up to 682’ MSL.
Trees, pole, transmission line beginning 1202’ from DER, 54’ left of centerline, up to 687’ MSL.
Trees beginning 1539’ from DER, 77’ right of centerline, up to 691’ MSL.
Tree 1604’ from DER, 157’ left of centerline, 695’ MSL.
Trees beginning 1715’ from DER, 199’ right of centerline, up to 701’ MSL.
Trees beginning 1777’ from DER, 64’ right of centerline, up to 709’ MSL.
Tree 1983’ from DER, 33’ left of centerline, 708’ MSL.
Tree 2053’ from DER, 294’ right of centerline, 716’ MSL.
Tree 2061’ from DER, 231’ left of centerline, 712’ MSL.
Tree 2077’ from DER, 135’ left of centerline, 715’ MSL.
Trees beginning 2084’ from DER, 22’ left of centerline, up to 723’ MSL.
Trees beginning 2087’ from DER, 167’ right of centerline, up to 724’ MSL.
Trees beginning 2216’ from DER, 10’ right of centerline, up to 728’ MSL.
Trees beginning 2270’ from DER, 89’ left of centerline, up to 729’ MSL.
Tree 3580’ from DER, 206’ right of centerline, 731’ MSL.
Tree 3646’ from DER, 160’ left of centerline, 753’ MSL.
Tree 3658’ from DER, 65’ right of centerline, 740’ MSL.
Tree 3659’ from DER, 43’ left of centerline, 757’ MSL.
Tree 3677’ from DER, 211’ right of centerline, 746’ MSL.
Trees beginning 3742’ from DER, 27’ right of centerline, up to 756’ MSL.
Trees beginning 3769’ from DER, 23’ left of centerline, up to 758’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

KNOXVILLE, TN
KNOXVILLE DOWNTOWN ISLAND (DKX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 26AUG10 (10238) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2½ or std. w/ min. climb of 395’ per NM to 1400.
Rwy 26, 500-2½ w/ min. climb of 204’ per NM to 1400 or 2600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 085° to intercept VXV R-053 to 4100 before proceeding on course.
Rwy 26, climb heading 245° to intercept VXV R-275 to 3100 before proceeding on course or for climb in visual conditions
cross Knoxville Downtown Island Airport at or above 3300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 31’ from DER, 142’ left of centerline, up to 96’ AGL/871’ MSL.
Trees beginning 2662’ from DER, 856’ right of centerline, up to 100’ AGL/1219’ MSL.
Rwy 26, trees beginning 1792’ from DER, 883’ right of centerline, up to 57’ AGL/1056’ MSL.
Trees beginning 4606’ from DER, 1153’ left of centerline, up to 100’ AGL/1239’ MSL.
Trees and buildings 1.65 NM from DER, 1241’ left of centerline, up to 100’ AGL/1259’ MSL.
Trees and buildings beginning 1.67 NM from DER, 2666’ right of centerline, up to 100’ AGL/1328’ MSL.

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

LAFAYETTE, TN
LAFAYETTE MUNI (3M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (09099) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, road + vehicle 666’ from DER, on centerline, 17’ AGL/976’ MSL.
Tree 1120’ from DER, 356’ left of centerline, 51’ AGL/992’ MSL.
Rwy 19, tree 2490’ from DER, 509’ right of centerline, 90’ AGL/1039’ MSL.
Tree 2643’ from DER, 359’ right of centerline, 85’ AGL/1060’ MSL.
Tree 2767’ from DER, 406’ right of centerline, 91’ AGL/1078’ MSL.
Tree 3387’ from DER, 220’ right of centerline, 93’ AGL/1092’ MSL.

LAWRENCEBURG, TN
LAWRENCEBURG-LAWRENCE COUNTY (2M2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (09099) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees 10’ from DER, 466’ right of centerline, 100’ AGL/1019’ MSL.
Vehicle on road 200’ from DER, 526’ left of centerline, 15’ AGL/944’ MSL.
Rwy 35, trees 300’ left of centerline, 100’ AGL/1029’ MSL.
Trees, power lines and vehicle on road 1395’ from DER, on centerline, up to 100’ AGL/1059’ MSL.
LEBANON, TN
LEBANON MUNI (M54)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  29JUL10  (10210)  (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 22, NA-Obstacles.
Rwy 19, std. w/min. climb of 285’ per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 19, for climb in visual conditions cross Lebanon Muni airport at or above 1500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 432’ from DER, 313’ right of centerline, up to 63’ AGL/662’ MSL.
Road 348’ from DER, 166’ right of centerline, 15’ AGL/568’ MSL.
Power pole 1174’ from DER, 445’ right of centerline, 38’ AGL/597’ MSL.
Tree 2136’ from DER, 8’ left of centerline, 63’ AGL/612’ MSL.
Rwy 19, trees beginning 1339’ from DER, 342’ right of centerline, up to 74’ AGL/844’ MSL.
Road 334’ from DER, 206’ right of centerline, 15’ AGL/607’ MSL.
Trees beginning 2085’ from DER, 511’ left of centerline, up to 68’ AGL/749’ MSL.

LEITCHFIELD, KY
LEITCHFIELD-GRAYSON CO (M20)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  25APR19  (19115)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicle on road, building 21’ from DER, 454’ right of centerline, 30’ AGL/801’ MSL.
Trees beginning 82’ from DER, 337’ left of centerline, up to 51’ AGL/827’ MSL.
Trees, vehicle on road, pole, terrain beginning 161’ from DER, 125’ right of centerline, up to 52’ AGL/808’ MSL.
Pole, terrain beginning, pole, terrain beginning 125’ from DER, 202’ right of centerline, up to 26’ AGL/812’ MSL.
Vehicle on road, terrain, building beginning 752’ from DER, 139’ left of centerline, up to 820’ MSL.
Rwy 20, trees beginning 73’ from DER, 289’ right of centerline, up to 88’ AGL/746’ MSL.
Vegetation 204’ from DER, 39’ left of centerline, 23’ AGL/714’ MSL.
Trees beginning 1633’ from DER, 785’ left of centerline, 66’ AGL/752’ MSL.
Tree 1686’ from DER, 665’ left of centerline, 75’ AGL/754’ MSL.
Trees beginning 1807’ from DER, 524’ left of centerline, up to 72’ AGL/775’ MSL.
Tree 1913’ from DER, 854’ left of centerline, 70’ AGL/785’ MSL.
Trees beginning 1921’ from DER, 628’ left of centerline, up to 88’ AGL/789’ MSL.
Trees beginning 2085’ from DER, 758’ left of centerline, up to 66’ AGL/792’ MSL.
Tree 2173’ from DER, 263’ right of centerline, 81’ AGL/764’ MSL.
Trees beginning 2298’ from DER, 239’ right of centerline, up to 82’ AGL/773’ MSL.
Trees beginning 2305’ from DER, 825’ left of centerline, up to 76’ AGL/794’ MSL.
Tree 2344’ from DER, 1044’ left of centerline, 76’ AGL/812’ MSL.
Trees, pole beginning 2399’ from DER, 3’ left of centerline, up to 79’ AGL/827’ MSL.
Trees beginning 2434’ from DER, 138’ right of centerline, up to 77’ AGL/779’ MSL.
Trees beginning 2587’ from DER, 52’ right of centerline, up to 72’ AGL/790’ MSL.
Tree 2884’ from DER, 250’ right of centerline, 60’ AGL/791’ MSL.
Tree 3047’ from DER, 138’ right of centerline, 57’ AGL/796’ MSL.
Trees beginning 3070’ from DER, 19’ right of centerline, up to 53’ AGL/799’ MSL.
Tree 3786’ from DER, 240’ right of centerline, 88’ AGL/803’ MSL.
Transmission line, trees beginning 3832’ from DER, 82’ left of centerline, up to 87’ AGL/840’ MSL.
Tree 4053’ from DER, 430’ right of centerline, 72’ AGL/808’ MSL.
Catenary 4393’ from DER, 3’ right of centerline, 90’ AGL/822’ MSL.

LEWISBURG, TN
ELLINGTON (LUG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  26JUN14  (14177)  (FAA)
TAKEOFF MINIMUMS:
Rwy 20, 500-2½ or std. w/min. climb of 260’ per NM to 1300.

DEPARTURE PROCEDURE:
Rwy 20, climb heading 201° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees and navaid beginning 5’ from DER, 496’ right of centerline, up to 55’ AGL/765’ MSL.
Navaid 8’ from DER, 112’ left of centerline, 10’ AGL/710’ MSL.
Vehicles on road beginning 353’ from DER, 594’ right of centerline, up to 15’ AGL/727’ MSL.
Trees beginning 405’ from DER, 569’ left of centerline, up to 43’ AGL/753’ MSL.
Trees beginning 2071’ from DER, 321’ left of centerline, up to 89’ AGL/789’ MSL.
Trees and tower beginning 2182’ from DER, 117’ right of centerline, up to 117’ AGL/798’ MSL.
Rwy 20, trees and poles beginning 38’ from DER, 418’ left of centerline, up to 80’ AGL/790’ MSL.
Sign, trees, poles, vehicles on road, windsock and buildings beginning 56’ from DER, 246’ right of centerline, up to 76’ AGL/786’ MSL.
Trees beginning 1988’ from DER, 701’ left of centerline, up to 76’ AGL/806’ MSL.
Trees beginning 1857’ from DER, 466’ right of centerline, up to 86’ AGL/806’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LEWISPORT, KY
HANCOCK COUNTY/IRON LEWIS FLD (KY8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or std. w/min. climb gradient of 430’ per NM to 700.
Rwy 23, 400-1½ or std. w/min. climb gradient of 350’ per NM to 900.
TAKEOFF OBSTACLE NOTES:
Rwy 5, traverse way, fence beginning 3’ from DER, 368’ left of centerline, up to 426’ MSL.
Trees beginning 424’ from DER, 434’ left of centerline, up to 468’ MSL.
Electrical system beginning 1252’ from DER, 665’ right of centerline, up to 29’ AGL/452’ MSL.
Electrical system, tree, building, pole beginning 2000’ from DER, 134’ right of centerline, up to 17’ AGL/471’ MSL.
Tree, electrical system, building, terrain, vertical structure, fence beginning 2892’ from DER, 21’ right of centerline, up to 566’ MSL.
Tree, terrain beginning 3418’ from DER, 8’ right of centerline, up to 78’ AGL/510’ MSL.
Tree 5508’ from DER, 59’ left of centerline, 541’ MSL.
Trees beginning 5508’ from DER, 74’ right of centerline, up to 559’ MSL.
Tree 1 NM from DER, 465’ right of centerline, 577’ MSL.
Rwy 23, trees beginning 65’ from DER, 401’ right of centerline, up to 437’ MSL.
Electrical system, vehicle on road, pole beginning 388’ from DER, 425’ right of centerline, up to 39’ AGL/443’ MSL.
Pole, electrical system beginning 564’ from DER, 519’ left of centerline, up to 34’ AGL/438’ MSL.
Trees beginning 2022’ from DER, 77’ left of centerline, up to 60’ AGL/462’ MSL.
Trees beginning 2662’ from DER, 114’ left of centerline, up to 506’ MSL.
Trees beginning 2740’ from DER, 23’ right of centerline, up to 489’ MSL.
Trees beginning 2763’ from DER, 4’ left of centerline, up to 518’ MSL.
Trees beginning 3249’ from DER, 6’ right of centerline, up to 523’ MSL.
Trees beginning 3264’ from DER, 5’ right of centerline, up to 510’ MSL.
Trees beginning 3433’ from DER, 16’ right of centerline, up to 510’ MSL.
Trees beginning 3865’ from DER, 11’ right of centerline, up to 509’ MSL.
Tower, antenna beginning 1.3 NM from DER, 1460’ left of centerline, up to 300’ AGL/770’ MSL.

LEXINGTON, KY
BLUE GRASS (LEX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 23SEP10 (10266) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 301’ from DER, 502’ left of centerline, up to 100’ AGL/1039’ MSL.
Light 710’ from DER, 657’ right of centerline, 35’ AGL/955’ MSL.
Trees beginning 898’ from DER, 519’ right of centerline, up to 70’ AGL/1041’ MSL.
Trees beginning 1921’ from DER, 520’ left of centerline, up to 100’ AGL/1042’ MSL.
Rwy 9, antenna on glideslope 685’ from DER, 189’ right of centerline, 34’ AGL/1014’ MSL.
Trees beginning 1521’ from DER, 905’ left of centerline, up to 100’ AGL/1039’ MSL.
Rwy 22, trees beginning 6’ from DER, 494’ right of centerline, up to 100’ AGL/999’ MSL.
Trees beginning 374’ from DER, 208’ left of centerline, up to 100’ AGL/1019’ MSL.
Pole 4382’ from DER, 1383’ left of centerline, 110’ AGL/1080’ MSL.
Rwy 27, trees beginning 15’ from DER, 453’ left of centerline, up to 100’ AGL/1059’ MSL.
Trees beginning 456’ from DER, 438’ left of centerline, up to 100’ AGL/1049’ MSL.

LEXINGTON-PARSONS, TN
BEECH RIVER RGNL (PVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 301’ from DER, 502’ left of centerline, up to 100’ AGL/1039’ MSL.
Light 710’ from DER, 657’ right of centerline, 35’ AGL/955’ MSL.
Trees beginning 898’ from DER, 519’ right of centerline, up to 70’ AGL/1041’ MSL.
Trees beginning 1921’ from DER, 520’ left of centerline, up to 100’ AGL/1042’ MSL.
Rwy 19, trees beginning 2022’ from DER, 77’ left of centerline, up to 60’ AGL/462’ MSL.
Trees beginning 2662’ from DER, 114’ left of centerline, up to 506’ MSL.
Trees beginning 3249’ from DER, 6’ right of centerline, up to 523’ MSL.
Trees beginning 3264’ from DER, 5’ right of centerline, up to 510’ MSL.
Trees beginning 3433’ from DER, 16’ right of centerline, up to 510’ MSL.
Trees beginning 3865’ from DER, 11’ right of centerline, up to 509’ MSL.

LIVINGSTON, TN
LIVINGSTON MUNI (8A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22OCT09 (09295) (FAA)
DEPARTURE PROCEDURE:
Rwy 21, climb heading 215° to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning from 173’ from DER, 133’ left of centerline, up to 100’ AGL/1499’ MSL.
Trees beginning 282’ from DER, 180’ right of centerline, up to 100’ AGL/1439’ MSL.
Rwy 21, trees beginning from 60’ from DER, 186’ right of centerline, up to 100’ AGL/1459’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LONDON, KY
LONDON/CORBIN/MAGEE (LOZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 02MAY13 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 500-2 or std. w/min. climb of 449’ per NM to 1900.
TAKEOFF OBSTACLE NOTES:
Rwy 6, tree 53’ from DER, 319’ left of centerline, 40’ AGL/1221’ MSL.
Pole 127’ from DER, 467’ left of centerline, 40’ AGL/1203’ MSL.
Pole 130’ from DER, 336’ left of centerline, 40’ AGL/1201’ MSL.
Trees beginning 251’ from DER, 336’ left of centerline, up to 60’ AGL/1221’ MSL.
Trees beginning 577’ from DER, 337’ right of centerline, up to 60’ AGL/1216’ MSL.
Trees beginning 608’ from DER, 62’ left of centerline, up to 100’ AGL/1256’ MSL.
Tree 1300’ from DER, 700’ left of centerline, 100’ AGL/1264’ MSL.
Tree 1418’ from DER, 441’ right of centerline, 80’ AGL/1228’ MSL.
Trees beginning 1613’ from DER, 224’ right of centerline, up to 100’ AGL/1247’ MSL.
Trees beginning 1.3 NM from DER, 444’ left of centerline, up to 100’ AGL/1419’ MSL.
Trees beginning 1.5 NM from DER, 716’ left of centerline, up to 100’ AGL/1616’ MSL.
Tower 1.5 NM from DER, 1371’ left of centerline, 120’ AGL/1659’ MSL.
Trees beginning 1.5 NM from DER, 2356’ right of centerline, up to 100’ AGL/1476’ MSL.
Trees beginning 1.6 NM from DER, 1505’ right of centerline, up to 100’ AGL/1644’ MSL.

Rwy 24, trees beginning 5’ from DER, 312’ left of centerline, up to 60’ AGL/1258’ MSL.
Tree 153’ from DER, 471’ right of centerline, 60’ AGL/1258’ MSL.
Power lines beginning 160’ from DER, 391’ left of centerline, extending 263’ from DER, 536’ right of centerline, up to 40’ AGL/1249’ MSL.
Trees beginning 351’ from DER, 391’ left of centerline, up to 60’ AGL/1273’ MSL.
Trees beginning 581’ from DER, 502’ right of centerline, up to 100’ AGL/1288’ MSL.
Trees beginning 1122’ from DER, 532’ left of centerline, up to 100’ AGL/1279’ MSL.
Trees beginning 1155’ from DER, 76’ left of centerline, up to 100’ AGL/1275’ MSL.
Trees beginning 1249’ from DER, 75’ right of centerline, up to 100’ AGL/1263’ MSL.

LOUISVILLE, KY
BOWMAN FLD (LOU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 16DEC10 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1½ or std. w/min. climb of 205’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1300’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 361’ from DER, 143’ left of centerline, up to 96’ AGL/625’ MSL.
Trees beginning 372’ from DER, 32’ right of centerline, up to 90’ AGL/629’ MSL.
Rwy 15, trees beginning 880’ from DER, 112’ left of centerline, up to 69’ AGL/588’ MSL.
Trees beginning 1122’ from DER, 532’ left of centerline, up to 100’ AGL/1279’ MSL.
Trees beginning 1155’ from DER, 76’ left of centerline, up to 100’ AGL/1275’ MSL.
Trees beginning 1249’ from DER, 75’ right of centerline, up to 100’ AGL/1263’ MSL.

Rwy 24, trees beginning 137’ from DER, 77’ left of centerline, up to 94’ AGL/643’ MSL.
Vehicles on road and trees beginning 189’ from DER, 4’ right of centerline, up to 84’ AGL/643’ MSL.
Tower 4828’ from DER, 1728’ right of centerline, 140’ AGL/690’ MSL.
Rwy 33, trees beginning 198’ from DER, 1’ left of centerline, up to 53’ AGL/602’ MSL.
Trees beginning 184’ from DER, 264’ right of centerline, up to 82’ AGL/621’ MSL.
Antenna on stack 1.5 NM from DER, 1421’ right of centerline, 221’ AGL/770’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LOUISVILLE, KY (CON’T)
LOUISVILLE MUHAMMAD ALI INTL (SDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A  15AUG19  (19227)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17L, std. w/min. climb of 230’ per NM to 1300.
Rwy 17R, std. w/min. climb of 260’ per NM to 1300.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree, sign, vehicle on road, beginning 755’ from DER, 210’ left of centerline, up to 35’ AGL/507’ MSL.
Trees, beginning 1025’ from DER, 416’ right of centerline, up to 65’ AGL/533’ MSL.
Tree 1109’ from DER, 542’ left of centerline, 48’ AGL/520’ MSL.
Trees, beginning 1127’ from DER, 218’ left of centerline, up to 59’ AGL/532’ MSL.
Trees, beginning 1454’ from DER, 298’ left of centerline, up to 66’ AGL/538’ MSL.
Trees, beginning 1468’ from DER, 776’ right of centerline, up to 83’ AGL/551’ MSL.
Trees, beginning 1558’ from DER, 301’ left of centerline, up to 89’ AGL/561’ MSL.
Trees, beginning 1674’ from DER, 247’ left of centerline, up to 98’ AGL/571’ MSL.
Tree 2427’ from DER, 489’ right of centerline, 86’ AGL/554’ MSL.
Tree 2905’ from DER, 876’ right of centerline, 91’ AGL/556’ MSL.
Trees, beginning 2948’ from DER, 563’ right of centerline, up to 112’ AGL/578’ MSL.
Rwy 17L, pole 327’ from DER, 511’ left of centerline, 32’ AGL/493’ MSL.
Tree, sign beginning 421’ from DER, 301’ left of centerline, up to 507’ MSL.
NAVAID 497’ from DER, 298’ right of centerline, 22’ AGL/483’ MSL.
Pole 622’ from DER, 642’ right of centerline, 32’ AGL/496’ MSL.
Pole, tree beginning 1431’ from DER, 542’ left of centerline, up to 560’ MSL.
Rwy 17R, pole 665’ from DER, 334’ left of centerline, 496’ MSL.
Transmission line, pole beginning 747’ from DER, 666’ right of centerline, up to 48’ AGL/505’ MSL.
Transmission line 2392’ from DER, 939’ left of centerline, 70’ AGL/531’ MSL.

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

MADISONVILLE, TN
MONROE COUNTY (MNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25DEC03 (03359) (FAA)
DEPARTURE PROCEDURE:
- Ryw 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.
- Ryw 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.
TAKEOFF OBSTACLE NOTES:
- Ryw 5, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.
- Ryw 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.

MARION, KY
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19MAY22 (22139) (FAA)
TAKEOFF OBSTACLE NOTES:
- Ryw 7, fence 2' from DER, 474' left of centerline, 7' AGL/642' MSL.
  - Trees, fence beginning 64' from DER, 248' left of centerline, up to 72' AGL/707' MSL.
  - Tree 106' from DER, 507' left of centerline, 712' MSL.
  - Trees beginning 210' from DER, 242' left of centerline, up to 716' MSL.
  - Trees beginning 2741' from DER, 1029' right of centerline, up to 88' AGL/702' MSL.
- Ryw 25, trees beginning 29' from DER, 190' right of centerline, up to 60' AGL/690' MSL.
  - Tree 405' from DER, 301' left of centerline, 32' AGL/688' MSL.
  - Trees, pole, transmission line, building beginning 453' from DER, 302' left of centerline, up to 58' AGL/707' MSL.
  - Trees beginning 705' from DER, 308' left of centerline, up to 49' AGL/708' MSL.
  - Trees beginning 732' from DER, 5' left of centerline, up to 711' MSL.
  - Trees beginning 1144' from DER, 154' right of centerline, up to 72' AGL/693' MSL.
  - Trees beginning 1185' from DER, 71' right of centerline, up to 77' AGL/694' MSL.
  - Trees beginning 1379' from DER, 75' right of centerline, up to 97' AGL/708' MSL.
  - Trees beginning 1445' from DER, 33' right of centerline, up to 101' AGL/713' MSL.
  - Tree 1808' from DER, 14' right of centerline, 95' AGL/714' MSL.
  - Tree 1811' from DER, 30' left of centerline, 94' AGL/718' MSL.
  - Trees beginning 1827' from DER, 173' left of centerline, up to 74' AGL/722' MSL.
  - Trees beginning 1849' from DER, 370' left of centerline, up to 73' AGL/732' MSL.
  - Trees beginning 1883' from DER, 178' left of centerline, up to 65' AGL/735' MSL.
  - Trees beginning 2273' from DER, 867' left of centerline, up to 96' AGL/739' MSL.
  - Trees beginning 2542' from DER, 708' left of centerline, up to 94' AGL/740' MSL.
  - Trees beginning 2887' from DER, 726' left of centerline, up to 95' AGL/741' MSL.

MAYFIELD, KY
MAYFIELD GRAVES COUNTY (M25)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 27JUN13 (13178) (FAA)
TAKEOFF OBSTACLE NOTES:
- Ryw 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.
  - Vertical structure 567' from DER, 454' right of centerline, up to 15' AGL/550' MSL.
- Ryw 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.
  - Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.
  - Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.
  - Vertical structure 630' from DER, 86' right of centerline, 22' AGL/543' MSL.
  - Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.
  - Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.
  - Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.
  - Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

Rwy 5, terrain 5' from DER, 495' left of centerline, 1032' MSL.
Fence, terrain beginning 170' from DER, 451' left of centerline, up to 6' AGL/1038' MSL.
Vehicles on road 201' from DER, 507' left of centerline, 3' AGL/1048' MSL.
Tree 416' from DER, 587' left of centerline, 39' AGL/1082' MSL.
Transmission line, pole beginning 522' from DER, 553' right of centerline, up to 21' AGL/1053' MSL.
Trees, transmission line, pole beginning 539' from DER, 528' right of centerline, up to 1092' MSL.
Tree 617' from DER, 480' left of centerline, 52' AGL/1084' MSL.
Tree 689' from DER, 553' left of centerline, 68' AGL/1096' MSL.
Tree 1975' from DER, 661' right of centerline, 82' AGL/1096' MSL.
Trees beginning 2054' from DER, 615' right of centerline, up to 1104' MSL.
Trees beginning 2208' from DER, 531' right of centerline, up to 1107' MSL.
Tree 2558' from DER, 1109' left of centerline, 1099' MSL.
Tree 2639' from DER, 850' right of centerline, 1113' MSL.
Trees beginning 2645' from DER, 547' right of centerline, up to 121' AGL/1115' MSL.
Tree 2993' from DER, 398' left of centerline, 1110' MSL.
Trees beginning 3004' from DER, 284' left of centerline, up to 105' AGL/1113' MSL.
Tree 3367' from DER, 24' right of centerline, 1116' MSL.
Trees beginning 3432' from DER, 12' left of centerline, up to 1118' MSL.
Tree 3523' from DER, 844' right of centerline, 106' AGL/1123' MSL.
Trees beginning 3533' from DER, 2' right of centerline, up to 1127' MSL.
Trees beginning 3634' from DER, 1103' left of centerline, up to 101' AGL/1127' MSL.
Tree 4103' from DER, 1345' right of centerline, 98' AGL/1136' MSL.
Tree 4660' from DER, 1571' right of centerline, 109' AGL/1144' MSL.
Tree 4760' from DER, 1563' right of centerline, 1151' MSL.

Rwy 23, terrain, lighting beginning 1' from DER, 125' left of centerline, 3' AGL/1033' MSL.
Lighting 9' from DER, 125' right of centerline, 12' AGL/1036' MSL.
Fence, terrain beginning 150' from DER, 310' right of centerline, up to 7' AGL/1043' MSL.
Fence 198' from DER, 348' right of centerline, 11' AGL/1044' MSL.
Fence 232' from DER, 349' right of centerline, 7' AGL/1048' MSL.
Tree, building beginning 247' from DER, 263' right of centerline, up to 1049' MSL.
Fence 391' from DER, 349' right of centerline, 6' AGL/1051' MSL.
Trees beginning 551' from DER, 540' left of centerline, up to 70' AGL/1117' MSL.
Tree, terrain beginning 902' from DER, 95' right of centerline, up to 1118' MSL.
Trees, building, pole beginning 925' from DER, 495' left of centerline, up to 1133' MSL.
Tree, terrain beginning 1048' from DER, 107' right of centerline, up to 1124' MSL.
Trees, terrain, fence, building, pole, transmission line beginning 1219' from DER, 104' right of centerline, up to 1152' MSL.
Trees beginning 1600' from DER, 488' left of centerline, up to 1135' MSL.
Tree, vehicles on road, terrain beginning 1616' from DER, 424' right of centerline, up to 1155' MSL.
Trees, vehicles on road beginning 1731' from DER, 48' left of centerline, up to 1136' MSL.
Tree, transmission line, pole beginning 1748' from DER, 646' right of centerline, up to 93' AGL/1169' MSL.
Trees, vehicles on road, terrain, fence, antenna, poles, transmission line, buildings beginning 1797' from DER, 10' right of centerline, up to 1173' MSL.
Trees 2544' from DER, 614' left of centerline, 1139' MSL.
Trees, vehicles on road, transmission line, buildings beginning 2560' from DER, 116' left of centerline, up to 1144' MSL.
Trees beginning 3101' from DER, 65' left of centerline, up to 125' AGL/1177' MSL.

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

Rwy 17, std. w/min. climb of 280' per NM to 1000, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.
Rwy 35, climb heading 347° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.
Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.
Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.
Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.
Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.
Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MEMPHIS, TN (CON’T)

MEMPHIS INTL (MEM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A  17AUG17  (17229)  (FAA)

DEPARTURE PROCEDURE:

Rwy 36C, climb heading 360° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.

Rwy 18R, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

Trees 3231' from DER, 1038' right of centerline, up to 87' AGL/406' MSL.

Rwy 27, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.

Rwy 36C, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.

MIDDLESBORO, KY

MIDDLESBORO/BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  05JUL07  (22027)  (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 736' per NM to 3500, or 2500-3 for climb in visual conditions.

Rwy 28, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 10, climb via heading 103° to 3500 before proceeding on course. For climb in visual conditions: cross Middlesboro/Bell County airport at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, road and vehicle 264' from DER, on centerline, 17' AGL/1166' MSL.

Trees 52' from DER, 223' right of centerline, 100' AGL/1249' MSL.

Trees 17' from DER, 100' AGL/1249' MSL.

Tower 5066' from DER, 1033'left of centerline, 198' AGL/1335' MSL.

Trees 1 NM from DER, 1354' right of centerline, 100' AGL/1599' MSL.

Numerous trees beginning 2 NM from DER, 300' right and left of centerline, upsloping on Cumberland Mountain, up to 100' AGL/2499' MSL.

200' AAO 3.15 NM from DER, 1191' left of centerline, 200' AGL/2899' MSL.

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  21MAR24  (24081)  (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1¼ or std w/min climb of 230' per NM to 500, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE:

Rwy 18, climb on heading 185° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 18, lighting 40' from DER, 77' left of centerline, 3' AGL/244' MSL.

Lighting 40' from DER, 76' right of centerline, 3' AGL/244' MSL.

Building 147' from DER, 422' right of centerline, 24' AGL/263' MSL.

Tree 164' from DER, 422' right of centerline, 264' MSL.

Tree 713' from DER, 671' right of centerline, 311' MSL.

Trees beginning 911' from DER, 220' left of centerline, up to 268' MSL.

Trees beginning 914' from DER, 161' left of centerline, up to 278' MSL.

Trees beginning 949' from DER, 7' right of centerline, up to 326' MSL.

Tree 995' from DER, 489' left of centerline, 281' MSL.

Trees beginning 1048' from DER, 444' left of centerline, up to 301' MSL.

Trees beginning 1091' from DER, 534' right of centerline, up to 327' MSL.

Trees beginning 1171' from DER, 118' left of centerline, up to 310' MSL.

Tree 1731' from DER, 775' right of centerline, 328' MSL.

Trees, electrical systems, transmission line, pole beginning 1827' from DER, 12' right of centerline, up to 329' MSL.

Tree 2037' from DER, 22' left of centerline, 314' MSL.

Transmission line 2053' from DER, 975' left of centerline, 110' AGL/339' MSL.

Trees, electrical systems, transmission line beginning 2068' from DER, 53' left of centerline, up to 343' MSL.

Trees beginning 2295' from DER, 19' right of centerline, up to 339' MSL.

Trees beginning 2527' from DER, 7' left of centerline, up to 344' MSL.

Trees beginning 2813' from DER, 558' left of centerline, up to 354' MSL.

Trees beginning 2917' from DER, 6' left of centerline, up to 363' MSL.

Trees beginning 3147' from DER, 152' right of centerline, up to 355' MSL.

Trees beginning 3514' from DER, 35' right of centerline, up to 358' MSL.

Trees beginning 3686' from DER, 52' right of centerline, up to 359' MSL.

Trees beginning 3801' from DER, 38' left of centerline, up to 364' MSL.

Tree 4043' from DER, 132' right of centerline, 361' MSL.

Trees beginning 4090' from DER, 53' right of centerline, up to 365' MSL.

Tree 4795' from DER, 202' left of centerline, 365' MSL.

Tree 4798' from DER, 445' right of centerline, 366' MSL.

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

MILLINGTON, TN (CON’T)
CHARLES W BAKER (2M8) (CON’T)

Rwy 36, lighting 39’ from DER, 77’ right of centerline, 3’ AGL/249’ MSL. Lighting 39’ from DER, 77’ left of centerline, 3’ AGL/249’ MSL.

Tress beginning 101’ from DER, 310’ right of centerline, up to 309’ MSL.

Tree 387’ from DER, 474’ right of centerline, 318’ MSL.

Tree 477’ from DER, 403’ right of centerline, 324’ MSL.

Trees beginning 528’ from DER, 331’ right of centerline, up to 326’ MSL.

Tree 792’ from DER, 437’ right of centerline, 333’ MSL.

Tree 841’ from DER, 463’ right of centerline, 341’ MSL.

Trees beginning 892’ from DER, 4’ right of centerline, up to 344’ MSL.

Trees beginning 1329’ from DER, 14’ left of centerline, up to 340’ MSL.

Trees beginning 2060’ from DER, 19’ left of centerline, up to 350’ MSL.

Trees beginning 2206’ from DER, 158’ left of centerline, up to 345’ MSL.

Tree 2325’ from DER, 231’ right of centerline, 352’ MSL.

Trees beginning 2374’ from DER, 50’ right of centerline, up to 362’ MSL.

Trees beginning 2713’ from DER, 31’ left of centerline, up to 358’ MSL.

Trees beginning 2874’ from DER, 379’ right of centerline, up to 367’ MSL.

Trees beginning 2885’ from DER, 493’ right of centerline, up to 368’ MSL.

Trees beginning 2899’ from DER, 31’ left of centerline, up to 361’ MSL.

Trees beginning 3021’ from DER, 88’ right of centerline, up to 376’ MSL.

Trees beginning 3026’ from DER, 262’ right of centerline, up to 382’ MSL.

Trees beginning 3079’ from DER, 211’ right of centerline, up to 383’ MSL.

Tree 3183’ from DER, 397’ right of centerline, 387’ MSL.

Trees beginning 3184’ from DER, 39’ right of centerline, up to 389’ MSL.

Trees beginning 3193’ from DER, 37’ left of centerline, up to 369’ MSL.

Trees beginning 3574’ from DER, 51’ left of centerline, up to 373’ MSL.

Trees beginning 3596’ from DER, on centerline, up to 392’ MSL.

Tree 3736’ from DER, 1135’ left of centerline, 382’ MSL.

Trees beginning 3762’ from DER, 3’ left of centerline, up to 386’ MSL.

Trees beginning 5303’ from DER, 185’ right of centerline, up to 394’ MSL.

Tree 5390’ from DER, 1420’ right of centerline, 401’ MSL.

Tree 5498’ from DER, 1298’ right of centerline, 395’ MSL.


MILLINGTON/MEMPHIS (NQA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 13SEP18 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std. w/min. climb of 245’ per NM to 600, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 62’ from DER, 339’ left of centerline, 365’ MSL.

Trees beginning 79’ from DER, 487’ left of centerline, up to 382’ MSL.

Terrain 97’ from DER, 326’ right of centerline, 323’ MSL.

Terrain 290’ from DER, 501’ right of centerline, up to 366’ MSL.

Trees beginning 3503’ from DER, 185’ right of centerline, up to 394’ MSL.

Tree 3590’ from DER, 1420’ right of centerline, 401’ MSL.

Tree 5498’ from DER, 1298’ right of centerline, 395’ MSL.

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

MILLINGTON, TN (CON’T)
MILLINGTON/MEMPHIS (NQA) (CON’T)
Rwy 22, terrain 44' from DER, 484' left of centerline, 278' MSL.
Tree 197' from DER, 497' left of centerline, 289' MSL.
Trees beginning 1368' from DER, 291' right of centerline, up to 335' MSL.
Trees beginning 3439' from DER, 1257' right of centerline, up to 371' MSL.
Tree 3835' from DER, 670' right of centerline, 374' MSL.

MONTICELLO, KY
WAYNE COUNTY (EKQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03MAY12 (12124) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1¾.
Rwy 21, std. w/min. climb of 275' per NM to 1900 or 1400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 039° to 1700 before proceeding on course.
Rwy 21, climb heading 219° to 2000 before proceeding on course or for climb in visual conditions, cross Wayne County airport at or above 2200 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 1292' from DER, 533' right of centerline, up to 100' AGL/1139' MSL.
Trees beginning 1459' from DER, 16' left of centerline, up to 100' AGL/1179' MSL.

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

MORRISTOWN, TN
MOORE-MURRELL (MOR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 375' per NM to 3700, or 1200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, for climb in visual conditions cross Moore-Murrell Airport at or above 2200 then via VXV VORTAC R-060 inbound to 4000 before proceeding on course.
Rwy 23, climb heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.
VCOA:
Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moore-Murrell Airport at or above 2400 then on VXV VORTAC R-060 inbound to 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, pole 2187' from DER, 517' right of centerline, up to 16' AGL/1356' MSL.
Vehicle on road 2019' from DER, 1018' left of centerline, up to 17' AGL/1337' MSL.
Windsock 66' from DER, 189' left of centerline, up to 6' AGL/1282' MSL.
Railroad at DER, 295' right of centerline, up to 15' AGL/1288' MSL.
Trees beginning 1065' from DER, 464' left of centerline, up to 54' AGL/1414' MSL.
Trees beginning 191' from DER, 274' right of centerline, up to 51' AGL/1311' MSL.
Rwy 23, pole 1442' from DER, 451' right of centerline, up to 54' AGL/1367' MSL.
Vehicle on road 23' from DER, 337' left of centerline, up to 17' AGL/1367' MSL.
Vehicle on road 1246' from DER, 113' right of centerline, up to 17' AGL/1369' MSL.
Trees beginning 1774' from DER, 753' right of centerline, up to 100' AGL/1460' MSL.
Buildings 1583' from DER, 690' right of centerline, up to 30' AGL/1370' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MOUNT STERLING, KY
MOUNT STERLING/MONTGOMERY COUNTY (IOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (22027) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 500-3 or std. w/min. climb of 225’ per NM to 1600.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tower 2.6 NM from DER, 1674’ right of centerline, 415’ AGL/1425’ MSL.
Trees beginning 33’ from DER, 494’ left of centerline, up to 100’ AGL/1425’ MSL.
Trees beginning 271’ from DER, 568’ right of centerline, up to 100’ AGL/1019’ MSL.
Rwy 21, trees beginning at DER, 289’ left of centerline, up to 100’ AGL/1149’ MSL.
Trees beginning 301’ from DER, 380’ right of centerline, up to 100’ AGL/1109’ MSL.

MOUNTAIN CITY, TN
JOHNSON COUNTY (6A4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, 3500-3 for VCOA.
VCOA:
- All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Johnson County Airport at or above 5600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees 36’ from DER, 304’ right of centerline, 100’ AGL/2330’ MSL.
Vehicles on road 854’ from DER, 668’ right of centerline, up to 15’ AGL/2374’ MSL.
Trees 1544’ from DER, 851’ left of centerline, 100’ AGL/2341’ MSL.
Trees, tower beginning 1806’ from DER, 347’ right of centerline, up to 100’ AGL/2480’ MSL.
Rwy 24, vehicles on road 44’ from DER, 239’ left of centerline, up to 15’ AGL/2256’ MSL.
Trees, vehicles on road beginning 145’ from DER, 319’ left of centerline, up to 100’ AGL/2341’ MSL.
Trees beginning 646’ from DER, 168’ right of centerline, up to 100’ AGL/2341’ MSL.

MURFREESBORO, TN
MURFREESBORO MUNI (MBT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29MAR18 (18088) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-2½, or std. w/min. climb of 205’ per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 184° to 1300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees and building beginning 194’ from DER, 113’ left of centerline, up to 661’ MSL.
Trees beginning 951’ from DER, 346’ left of centerline, up to 110’ AGL/679’ MSL.
Tower 1.9 NM from DER, 3202’ right of centerline, 335’ AGL/917’ MSL.
Rwy 36, trees beginning 357’ from DER, 100’ right of centerline, up to 654’ MSL.
Poles beginning 637’ from DER, 488’ left of centerline, up to 72’ AGL/674’ MSL.

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

NASHVILLE, TN
JOHN C TUNE (JWN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15OCT15 (15288) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, std. w/min. climb of 207’ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, departure must occur no later than 1900’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 018° to 2300 before turning right.
Rwy 20, climb heading 198° to 2400 before proceeding on course.
VCOA:
Rwy 2, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to Cross John C Tune Airport at or above 2300 before proceeding on course.
CON’T
NASHVILLE, TN (CON’T)
JOHN C TUNE (JWN) (CON’T)
TAKEOFF OBSTACLE NOTES:
Rwy 2, rising terrain beginning 454’ from DER, from 492’ left of centerline to 233’ right of centerline, up to 539’ MSL.
Trees beginning 838’ from DER, from 633’ right of centerline, up to 68’ AGL/548’ MSL.
Trees beginning 1326’ from DER, from 693’ left of centerline, up to 56’ AGL/556’ MSL.
Trees beginning 1607’ from DER, from 627’ left of centerline, up to 86’ AGL/565’ MSL.
Trees beginning 1918’ from DER, from 554’ left of centerline, up to 86’ AGL/574’ MSL.
Rwy 20, runway end lights beginning 10’ from DER, 10’ right of centerline and 11’ left of centerline, 3’ AGL/459’ MSL.
Trees beginning 1145’ from DER, from 490’ left of centerline, up to 62’ AGL/502’ MSL.
Trees beginning 1655’ from DER, left and right of centerline, up to 88’ AGL/508’ MSL.
Transmission towers beginning 2983’ from DER, from 746’ left of centerline, up to 144’ AGL/550’ MSL.

NASHVILLE INTL (BNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8  15NOV12  (12320)  (FAA)
TAKEOFF MINIMUMS:
Rwy 31, std. w/ min. climb of 240’ per NM to 2600.
DEPARTURE PROCEDURE:
Rwy 20L, climb heading 201° to 1400 before turning right.
Rwys 20C, 20R climb heading 201° to 1800 before turning right.

NASHVILLE, TN (CON’T)
TAKEOFF OBSTACLE NOTES:
Trees beginning 203’ from DER, 489’ right of centerline, up to 60’ AGL/576’ MSL.
Trees beginning 335’ from DER, left of centerline, 6’ AGL/595’ MSL.
Trees beginning 2852’ from DER, 28’ right of centerline, up to 60’ AGL/685’ MSL.
Pole 3761’ from DER, 726’ left of centerline, 60’ AGL/689’ MSL.

ONEIDA, TN
SCOTT MUNI (SCX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  03OCT02  (02276)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 2800’ from DER, 600’ right of centerline, 69’ AGL/1605’ MSL.
Rwy 23, pole 950’ from DER, on centerline, 42’ AGL/1575’ MSL.

OWENSBORO, KY
OWENSBORO/DAVIESS COUNTY RGNL (OWB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5B  25FEB21 (22027)  (FAA)
TAKEOFF MINIMUMS:
Rwy 36, 400-2 or std. w/min. climb of 340’ per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 36, climb heading 002° to 1000 before proceeding on course.

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

OWENSBORO, KY (CON’T)

OWENSBORO/DAVIESS COUNTY RGNL (OWB) (CON’T)

**Rwy 18**, terrain 224’ from DER, 403’ MSL.
**Rwy 24**, trees beginning 1281’ from DER, 726’ right of centerline, up to 79’ AGL/479’ MSL.

Trees beginning 2223’ from DER, 82’ right of centerline, up to 482’ MSL.
Tree 2585’ from DER, 963’ left of centerline, 71’ AGL/471’ MSL.
Tree 2952’ from DER, 1200’ left of centerline, 86’ AGL/485’ MSL.
**Rwy 36**, tank, building beginning 395’ from DER, 544’ left of centerline, up to 19’ AGL/433’ MSL.
Trees beginning 478’ from DER, 500’ right of centerline, up to 435’ MSL.
Tree 940’ from DER, 498’ left of centerline, 443’ MSL.
Tree 1035’ from DER, 502’ right of centerline, 439’ MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 75’ from DER, 299’ left of centerline, 14’ AGL/389’ MSL.
Vegetation 131’ from DER, 247’ left of centerline, 395’ MSL.

Trees, beginning 289’ from DER, 475’ left of centerline, up to 74’ AGL/449’ MSL.
Tree 696’ from DER, 590’ right of centerline, 427’ MSL.

Trees, pole, electrical system, beginning 938’ from DER, 2’ right of centerline, up to 86’ AGL/469’ MSL.
Tree 1702’ from DER, 489’ left of centerline, 452’ MSL.
Trees, beginning 1894’ from DER, 441’ left of centerline, up to 96’ AGL/463’ MSL.

Trees, beginning 2014’ from DER, 4’ left of centerline, up to 104’ AGL/470’ MSL.

**Rwy 14**, terrain 3’ from DER, 497’ right of centerline, 413’ MSL.
Tree 142’ from DER, 287’ right of centerline, 13’ AGL/420’ MSL.
Tree 223’ from DER, 271’ right of centerline, 23’ AGL/427’ MSL.

Tree 1000’ from DER, 205’ right of centerline, 57’ AGL/437’ MSL.

Tree 1104’ from DER, 396’ right of centerline, 83’ AGL/462’ MSL.

Tree 696’ from DER, 590’ left of centerline, 427’ MSL.

Trees, pole, electrical system, beginning 938’ from DER, 2’ right of centerline, up to 86’ AGL/469’ MSL.

**Rwy 23**, vegetation 3’ from DER, 423’ right of centerline, 17’ AGL/426’ MSL.

Trees beginning 2437’ from DER, 1263’ right of centerline, up to 93’ AGL/519’ MSL.

Tree 3987’ from DER, 642’ left of centerline, 91’ AGL/520’ MSL.

Trees beginning 5038’ from DER, 962’ right of centerline, up to 113’ AGL/553’ MSL.

**Rwy 23**, vegetation 3’ from DER, 423’ right of centerline, 17’ AGL/426’ MSL.

Trees beginning 24’ from DER, 408’ right of centerline, up to 43’ AGL/445’ MSL.

Tree 442’ from DER, 570’ right of centerline, 33’ AGL/452’ MSL.

Tree 572’ from DER, 629’ left of centerline, 467’ MSL.

Tree 576’ from DER, 602’ right of centerline, 32’ AGL/457’ MSL.

Trees beginning 971’ from DER, 582’ left of centerline, up to 73’ AGL/483’ MSL.

Tree, traverses ways beginning 975’ from DER, 651’ right of centerline, up to 53’ AGL/466’ MSL.

Trees beginning 1414’ from DER, 812’ right of centerline, up to 56’ AGL/494’ MSL.

Trees beginning 2629’ from DER, 963’ left of centerline, up to 95’ AGL/513’ MSL.

Tree 2970’ from DER, 1263’ left of centerline, 93’ AGL/514’ MSL.

Trees beginning 3940’ from DER, 359’ left of centerline, up to 67’ AGL/517’ MSL.

Tree 4238’ from DER, 216’ left of centerline, 56’ AGL/518’ MSL.

Trees beginning 4363’ from DER, 416’ left of centerline, up to 82’ AGL/528’ MSL.

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

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

Rwy 32, terrain 18’ from DER, 452’ left of centerline, 393’ MSL.
Tree 217’ from DER, 386’ right of centerline, 28’ AGL/416’ MSL.
Tree 376’ from DER, 533’ right of centerline, 458’ MSL.
Trees, pole beginning 378’ from DER, 380’ right of centerline, up to 83’ AGL/460’ MSL.
Tree 507’ from DER, 363’ left of centerline, 30’ AGL/422’ MSL.
Tree, pole beginning 611’ from DER, 23’ right of centerline, up to 82’ AGL/463’ MSL.

Rwy 812’ from DER, 326’ left of centerline, 46’ AGL/432’ MSL.
Tree 886’ from DER, 477’ left of centerline, 65’ AGL/437’ MSL.
Trees beginning 1066’ from DER, 380’ right of centerline, up to 71’ AGL/444’ MSL.
Trees beginning 1605’ from DER, 5’ left of centerline, up to 97’ AGL/459’ MSL.
Trees beginning 1976’ from DER, 442’ right of centerline, up to 89’ AGL/467’ MSL.
Trees beginning 2289’ from DER, 475’ right of centerline, up to 104’ AGL/471’ MSL.
Tree 2519’ from DER, 14’ left of centerline, 88’ AGL/460’ MSL.
Trees beginning 2552’ from DER, 6’ left of centerline, up to 87’ AGL/464’ MSL.
Tree 2687’ from DER, 1041’ right of centerline, 102’ AGL/482’ MSL.
Trees beginning 2689’ from DER, 531’ left of centerline, up to 90’ AGL/468’ MSL.
Tree 2999’ from DER, 174’ left of centerline, 103’ AGL/469’ MSL.
Trees beginning 3022’ from DER, 113’ right of centerline, up to 132’ AGL/487’ MSL.
Trees beginning 3187’ from DER, 356’ right of centerline, up to 143’ AGL/497’ MSL.

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

PIKEVILLE, KY
PIKE COUNTY/HATCHER FLD (PBX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAY09 (21336) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 300-1 or std. w/min. climb of 453’ per NM to 2300 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, for climb in visual conditions: cross Pike County/Hatcher Fld airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 4788’ from DER, 1173’ right of centerline, 20’ AGL/1739’ MSL.
Multiple trees beginning 2702’ from DER, 654’ left of centerline and 965’ right of centerline, up to 20’ AGL/1770’ MSL.

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

PORTLAND, TN
DOUGLAS HUNTER FLD (1M5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (23054) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 501’ from DER, 180’ right of centerline, 100’ AGL/839’ MSL.
Tree 1564’ from DER, 507’ left of centerline, 100’ AGL/839’ MSL.
Rwy 19, multiple trees 673’ from DER, 83’ right of centerline, up to 100’ AGL/919’ MSL.
PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, sign, light poles beginning 22' from DER, 89' left of centerline, up to 2' AGL/1222' MSL.

Trees beginning 145' from DER, 400' left of centerline, up to 1263' MSL.

Rwy 21, tree 52' from DER, 369' left of centerline, 1173' MSL.

Trees beginning 68' from DER, 36' left of centerline, up to 1203' MSL.

Trees, pole, transmission line beginning 197' from DER, 136' right of centerline, up to 1226' MSL.

Trees beginning 1019' from DER, 205' left of centerline, up to 1219' MSL.

Tree 1203' from DER, 716' left of centerline, 1230' MSL.

Trees beginning 1243' from DER, 433' left of centerline, up to 1235' MSL.

Trees, transmission lines, terrain, poles, vehicles on roadway, utility building, electrical systems beginning 1316' from DER, 6' left of centerline, up to 1261' MSL.

Tree 1370' from DER, 84' right of centerline, 1228' MSL.

Poles, vehicles on roadway, terrain, utility building beginning 1527' from DER, 11' right of centerline, up to 38' AGL/1252' MSL.

PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1¾ or std. w/min. climb of 280' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 14' from DER, 434' right of centerline, up to 100' AGL/779' MSL.

Trees beginning 314' from DER, 371' left of centerline, up to 58' AGL/577' MSL.

Rwy 23, structures and terrain beginning 11' from DER, 198' right of centerline, up to 4' AGL/593' MSL.

Structures and terrain beginning 40' from DER, 249' left of centerline, up to 4' AGL/599' MSL.

Trees beginning 385' from DER, 48' right of centerline, up to 73' AGL/622' MSL.

Trees beginning 421' from DER, 350' left of centerline, up to 68' AGL/647' MSL.

Pole 1066' from DER, 141' right of centerline, 50' AGL/691' MSL.

Pole, cranes beginning 1117' from DER, 212' right of centerline, up to 43' AGL/694' MSL.

Trees beginning 1170' from DER, 587' left of centerline, up to 694' MSL.

Poles beginning 1435' from DER, 137' right of centerline, up to 64' AGL/705' MSL.

Trees beginning 5236' from DER, 308' right of centerline, up to 778' MSL.

Trees beginning 1.3 NM from DER, 1795' right of centerline, up to 100' AGL/871' MSL.

Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 942' MSL.

Trees beginning 1.5 NM from DER, 2784' left of centerline, up to 943' MSL.

Trees beginning 1.7 NM from DER, 2610' left of centerline, up to 948' MSL.

PULASKI, TN

ABERNATHY FLD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22APR21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-2¾ or std. w/min. climb of 300' per NM to 1100.

Rwy 34, 400-3 or std. w/min. climb of 465' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 16, climb heading 155° to 1200 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 60' from DER, 159' right of centerline, up to 683' MSL.

Tree 382' from DER, 203' left of centerline, 861' MSL.

Tree 448' from DER, 216' left of centerline, 667' MSL.

Trees beginning 507' from DER, 407' left of centerline, up to 674' MSL.

Pole 1066' from DER, 141' right of centerline, 50' AGL/691' MSL.

Pole, cranes beginning 1117' from DER, 212' right of centerline, up to 43' AGL/694' MSL.

Trees beginning 1170' from DER, 587' left of centerline, up to 694' MSL.

Poles beginning 1435' from DER, 137' right of centerline, up to 64' AGL/705' MSL.

Trees beginning 5236' from DER, 308' right of centerline, up to 778' MSL.

Trees beginning 1.3 NM from DER, 1795' right of centerline, up to 100' AGL/871' MSL.

Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 942' MSL.

Trees beginning 1.5 NM from DER, 2784' left of centerline, up to 943' MSL.

Trees beginning 1.7 NM from DER, 2610' left of centerline, up to 948' MSL.
PULASKI, TN (CON’T)
ABERNATHY FLD (GZS) (CON’T)

**Rwy 34**, trees beginning 3’ from DER, 189’ left of centerline, up to 756’ MSL.
Trees beginning 291’ from DER, 769’ right of centerline, up to 792’ MSL.
Tree 3226’ from DER, 1060’ right of centerline, 811’ MSL.
Trees beginning 3269’ from DER, 536’ right of centerline, up to 814’ MSL.
Trees beginning 3416’ from DER, 353’ right of centerline, up to 824’ MSL.
Trees beginning 3432’ from DER, 540’ left of centerline, up to 780’ MSL.
Trees beginning 3444’ from DER, 390’ left of centerline, up to 782’ MSL.
Tree 3566’ from DER, 701’ left of centerline, 790’ MSL.
Trees beginning 3588’ from DER, 391’ left of centerline, up to 802’ MSL.
Trees beginning 3596’ from DER, 445’ right of centerline, up to 848’ MSL.
Trees beginning 3656’ from DER, 847’ left of centerline, up to 810’ MSL.
Trees beginning 3665’ from DER, 842’ right of centerline, up to 868’ MSL.
Trees beginning 3749’ from DER, 9’ right of centerline, up to 873’ MSL.
Trees beginning 3826’ from DER, 561’ left of centerline, 823’ MSL.
Trees beginning 3859’ from DER, 563’ right of centerline, up to 833’ MSL.
Trees beginning 3878’ from DER, 137’ left of centerline, up to 841’ MSL.
Trees beginning 4052’ from DER, 163’ left of centerline, up to 860’ MSL.
Trees beginning 4080’ from DER, 671’ left of centerline, up to 880’ MSL.
Trees beginning 4165’ from DER, 427’ right of centerline, up to 883’ MSL.
Trees 4197’ from DER, 377’ right of centerline, 887’ MSL.
Tree 4251’ from DER, 17’ left of centerline, 899’ MSL.
Trees beginning 4256’ from DER, 200’ left of centerline, up to 916’ MSL.
Trees beginning 4276’ from DER, 576’ left of centerline, up to 932’ MSL.
Trees beginning 4278’ from DER, 39’ right of centerline, up to 900’ MSL.
Trees beginning 4323’ from DER, 14’ left of centerline, up to 938’ MSL.
Trees, terrain beginning 4405’ from DER, 13’ right of centerline, up to 924’ MSL.
Trees beginning 5268’ from DER, 348’ left of centerline, up to 963’ MSL.
Trees beginning 5323’ from DER, 417’ left of centerline, up to 965’ MSL.
Trees, tower beginning 5431’ from DER, 42’ left of centerline, up to 981’ MSL.
Trees beginning 5484’ from DER, 8’ right of centerline, up to 945’ MSL.
Trees beginning 1 NM from DER, 29’ right of centerline, up to 960’ MSL.
Trees beginning 1.1 NM from DER, 185’ left of centerline, up to 1004’ MSL.
Trees beginning 1.1 NM from DER, 9’ right of centerline, up to 1013’ MSL.
Trees beginning 2.2 NM from DER, 1252’ left of centerline, up to 1033’ MSL.
Tree 2.3 NM from DER, 2547’ left of centerline, 1071’ MSL.

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

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

**AMDT 1A 21 JUL 16 (16203) (FAA)**

**DEPARTURE PROCEDURE:**

**Rwy 18**, climb heading 180° to 1900 before turning left.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 18**, trees beginning 19’ from DER, 296’ right of centerline, up to 1018’ MSL.
Tree 579’ from DER, 563’ left of centerline, 1038’ MSL.
Trees beginning 600’ from DER, 479’ left of centerline, 1048’ MSL.
Trees, beginning 824’ from DER, 579’ right of centerline, 1055’ MSL.
Trees, beginning 1637’ from DER, 558’ right of centerline, up to 1065’ MSL.
Tree 2293’ from DER, 374’ left of centerline, 1068’ MSL.
Tree 2355’ from DER, 256’ left of centerline, 1069’ MSL.
Trees beginning 2422’ from DER, 36’ left of centerline, up to 1073’ MSL.
Trees, beginning 2443’ from DER, 78’ left of centerline, up to 1081’ MSL.
Tree 2468’ from DER, 109’ right of centerline, 1070’ MSL.
Tree 2605’ from DER, 112’ right of centerline, 1072’ MSL.

**Rwy 36**, fence beginning 5’ from DER, 402’ right of centerline, up to 968’ MSL.
Tree 21’ from DER, 330’ left of centerline, 978’ MSL.

ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

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

**AMDT 2 15 DEC 11 (11349) (FAA)**

**DEPARTURE PROCEDURE:**

**Rwy 4**, climb heading 044° to 2500 before turning left.

**Rwy 22**, climb heading 224° to 2600 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 4**, trees beginning 100’ from DER, 234’ right of centerline, up to 81’ AGL/1646’ MSL.
Trees beginning 593’ from DER, 557’ left of centerline, up to 88’ AGL/1649’ MSL.

**Rwy 22**, trees beginning 54’ from DER, 101’ left of centerline, up to 71’ AGL/1676’ MSL.
Trees beginning 630’ from DER, 136’ right of centerline, up to 70’ AGL/1691’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ROGERSVILLE, TN
HAWKINS COUNTY (RVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
- Ryw 7, 400-2½ or std. w/min. climb of 385’ per NM to 1700.
- Ryw 25, 400-2½ w/min. climb of 250’ per NM to 1700 or 1700-3 for VCOA.

DEPARTURE PROCEDURE:
- Ryw 7, climb heading 071° to 3100 before proceeding on course.
- Ryw 25, climb heading 236° to 2700 before proceeding on course.

VCOA:
- Ryw 25, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hawkins County Airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Ryw 7, trees, terrain beginning 102' from DER, 193' left of centerline, up to 1317' MSL.
- Tree 346' from DER, 253' right of centerline, 1274' MSL.
- Trees beginning 349' from DER, 273' right of centerline, up to 1290' MSL.
- Tree 1188' from DER, 783' left of centerline, 1320' MSL.
- Tree 1211' from DER, 787' left of centerline, 1324' MSL.
- Trees beginning 1221' from DER, 207' right of centerline, up to 1306' MSL.
- Tree 1580' from DER, 775' left of centerline, 1337' MSL.
- Tree 1730' from DER, 795' left of centerline, 1346' MSL.
- Trees, building beginning 1752' from DER, 26' left of centerline, up to 1351' MSL.
- Tree 3880' from DER, 1357' right of centerline, 1340' MSL.
- Trees beginning 4070' from DER, 1580' left of centerline, up to 1354' MSL.
- Tree 5591' from DER, 1996' left of centerline, 1391' MSL.
- Trees beginning 5786' from DER, 1377' left of centerline, up to 1408' MSL.
- Trees beginning 5965' from DER, 1557' left of centerline, up to 1424' MSL.
- Trees beginning one NM from DER, 1331' left of centerline, up to 1523' MSL.
- Trees, building beginning 1.1 NM from DER, 1790' left of centerline, up to 1566' MSL.
- Tower 2.2 NM from DER, 3132' left of centerline, 223' AGL/1589' MSL.

Ryw 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.
- Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.
- Terrain 93' from DER, 196' right of centerline, 1265' MSL.
- Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.
- Fence, trees, transmission line, pole, beginning 185 from DER, 143' right of centerline, up to 1308' MSL.
- Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.
- Tree 861' from DER, 565' right of centerline, 1326' MSL.
- Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.
- Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.
- Tree 2088' from DER, 997' right of centerline, 1423' MSL.
- Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.
- Tree 2344' from DER, 964' right of centerline, 1457' MSL.
- Trees, terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.
- Tree 3422' from DER, 204' left of centerline, 1341' MSL.
- Tree 3461' from DER, 97' left of centerline, 1384' MSL.
- Trees, beginning 3581' from DER, 7' left of centerline, up to 1402' MSL.
- Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.
- Tree 4694' from DER, 1137' right of centerline, 1492' MSL.
- Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.
- Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.
- Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.
- Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.
- Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.
- Trees, building beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.
- Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.
- Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.
- Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

SE-1, 11 JUL 2024 to 05 SEP 2024
RUSSELLVILLE, KY
RUSSELLVILLE-LOGAN COUNTY (4M7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree, pole beginning 13’ from DER, 242’ left of centerline, up to 48’ AGL/687’ MSL.
Tree 253’ from DER, 347’ right of centerline, 24’ AGL/663’ MSL.
Trees beginning 303’ from DER, 389’ left of centerline, up to 84’ AGL/721’ MSL.
Trees beginning 350’ from DER, 346’ right of centerline, up to 36’ AGL/674’ MSL.
Tree 473’ from DER, 309’ left of centerline, 87’ AGL/723’ MSL.
Trees beginning 1070’ from DER, 432’ left of centerline, up to 97’ AGL/732’ MSL.
Tree 1418’ from DER, 638’ right of centerline, 24’ AGL/663’ MSL.
Trees beginning 1438’ from DER, 255’ right of centerline, up to 86’ AGL/718’ MSL.
Transmission line 2580’ from DER, 493’ right of centerline, 84’ AGL/731’ MSL.
Catenary 2648’ from DER, 2’ right of centerline, 103’ AGL/737’ MSL.
Catenary 2698’ from DER, 376’ left of centerline, 105’ AGL/740’ MSL.
Transmission line 2752’ from DER, 792’ left of centerline, 101’ AGL/742’ MSL.
Transmission line 2791’ from DER, 791’ left of centerline, 90’ AGL/744’ MSL.
Tree 4099’ from DER, 12’ right of centerline, 101’ AGL/762’ MSL.

SABRE AAF (FORT CAMPBELL) (KEOD)
CLARKSVILLE, TN
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10AUG23 (23222) (USA)
TAKEOFF MINIMUMS:
Rwy 23, std. w/min. climb of 289’/NM to 1000 or 300-1¼.
TAKEOFF OBSTACLE NOTES:
Rwy 23, twr 1.4 NM from DER, 1755’ left of centerline, 210’ AGL/862’ MSL.

SAVANNAH, TN
SAVANNAH-HARDIN COUNTY (SNH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30JUL09 (09211) (FAA)
TAKEOFF MINIMUMS.
Rwy 19, 400-2½ or std. w/min. climb of 260’ per NM to 1000.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 1243’ from DER, 101’ right of centerline, up to 70’ AGL/589’ MSL.
Rwy 19, trees beginning 973’ from DER, left and right of centerline, up to 70’ AGL/789’ MSL.

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

SEVIERVILLE, TN
GATLINBURG-PIGEON FORGE (GKT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 26MAY16 (16147) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb of 320’ per NM to 2900 or 900-2½ for climb in visual conditions.
Rwy 28, 400-2½ or std. w/min. climb of 210’ per NM to 1500 or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur not later than 1200’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 10, Climbing left turn on VXV VORTAC R-090 westbound to VXV VORTAC to 5000 before proceeding on course. For climb in visual conditions: cross Gatlinburg-Pigeon Forge airport westbound on VXV VORTAC R-102 at or above 1900 MSL to VXV VORTAC; continue climb to 5000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 28, Climb on heading 282° and on VXV VORTAC R-102 to VXV VORTAC to 5000 before proceeding on course. CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SEVIERVILLE, TN (CON’T)
GATLINBURG-PIGEON FORGE (GKT) (CON’T)
TAKEOFF OBSTACLE NOTES:

**Rwy 10**, trees beginning 194’ from DER, 378’ right of centerline, up to 80’ AGL/1123’ MSL.

Trees beginning 200’ from DER, 350’ left of centerline, up to 80’ AGL/1123’ MSL.

Trees beginning 716’ from DER, 255’ left of centerline, up to 85’ AGL/1131’ MSL.

Power line 941’ from DER, 602’ right of centerline, 55’ AGL/1079’ MSL.

**Rwy 28**, trees beginning 184’ from DER, 259’ left of centerline, up to 45’ AGL/1071’ MSL.

Trees beginning 949’ from DER, 376’ right of centerline, up to 45’ AGL/1116’ MSL.

Tower 1119’ from DER, 624’ right of centerline, 78’ AGL/1079’ MSL.

Tower 2.2 NM from DER, 2029’ right of centerline, 176’ AGL/1399’ MSL.

SHELBYVILLE, TN
BOMAR FLD/SHELBYVILLE MUNI (SYI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JUL08 (21336) (FAA)

DEPARTURE PROCEDURE:

**Rwy 18**, climb heading 180° to 1600 before turning left.

**Rwy 36**, climb heading 345° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 18**, tree 81’ from DER, 176’ right of centerline, up to 100’ AGL/890’ MSL.

Tree 86’ from DER, 199’ left of centerline, up to 100’ AGL/880’ MSL.

**Rwy 36**, trees and terrain 505’ from DER, 36’ left of centerline, up to 7’ AGL/806’ MSL.

SMITHVILLE, TN
SMITHVILLE MUNI (0A3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6**, trees and terrain beginning 76’ from DER, 256’ right of centerline, up to 100’ AGL/1199’ MSL.

Trees beginning 733’ from DER, 11’ left of centerline up to 100’ AGL/1119’ MSL.

**Rwy 24**, trees and terrain beginning 76’ from DER, 8’ left of centerline, up to 100’ AGL/1119’ MSL.

Trees and terrain beginning 83’ from DER, 162’ right of centerline, up to 100’ AGL/1179’ MSL.

SMYRNA, TN
SMYRNA (MQY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

**Rwy 19**, 300-2¼ or std. w/min. climb of 255’ per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.

**Rwy 32**, 300-1 or std. w/min. climb of 260’ per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 1**, climb heading 006° to 1200 before turning northeast.

TAKEOFF OBSTACLE NOTES:

**Rwy 1**, lighting 32’ from DER, 120’ right of centerline, 2’ AGL/523’ MSL.

Lighting 141’ from DER, 250’ left of centerline, 6’ AGL/528’ MSL.

Trees beginning 776’ from DER, 26’ right of centerline, up to 590’ MSL.

Tree 991’ from DER, 525’ left of centerline, 564’ MSL.

Trees beginning 1101’ from DER, 53’ left of centerline, up to 566’ MSL.

Tree 1202’ from DER, 263’ left of centerline, 568’ MSL.

Trees, beginning 1241’ from DER, 26’ left of centerline, up to 612’ MSL.

Trees beginning 1436’ from DER, 20’ right of centerline, up to 601’ MSL.

Trees beginning 1676’ from DER, 9’ right of centerline, up to 614’ MSL.

Trees beginning 2085’ from DER, 816’ right of centerline, up to 615’ MSL.

Trees beginning 2250’ from DER, 819’ left of centerline, up to 617’ MSL.

**Rwy 14**, lighting 9’ from DER, 104’ right of centerline, 4’ AGL/520’ MSL.

Lighting 37’ from DER, 254’ left of centerline, 4’ AGL/520’ MSL.

Tree 1319’ from DER, 808’ left of centerline, 572’ MSL.

Tree 3208’ from DER, 198’ left of centerline, 598’ MSL.

**Rwy 19**, lighting 9’ from DER, 125’ right of centerline, 3’ AGL/521’ MSL.

Lighting 9’ from DER, 125’ left of centerline, 3’ AGL/521’ MSL.

Pole 1468’ from DER, 139’ left of centerline, 23’ AGL/556’ MSL.

Pole 1473’ from DER, 40’ left of centerline, 26’ AGL/558’ MSL.

Transmission line, pole, trees beginning 1547’ from DER, 24’ right of centerline, up to 50’ AGL/580’ MSL.

Pole 1594’ from DER, 122’ left of centerline, 33’ AGL/566’ MSL.

Tree 1647’ from DER, 251’ left of centerline, 577’ MSL.

Trees, pole beginning 1690’ from DER, 18’ left of centerline, up to 609’ MSL.

Tree 1786’ from DER, 79’ right of centerline, 590’ MSL.

Trees beginning 1846’ from DER, 293’ right of centerline, up to 596’ MSL.

Tree 1900’ from DER, 571’ left of centerline, 619’ MSL.

Trees beginning 1973’ from DER, 20’ left of centerline, up to 626’ MSL.

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

SMYRNA, TN (CON’T)
SMYRNA (MQY) (CON’T)

Rwy 19 (CONT), tree 2038’ from DER, 843’ right of centerline, 597’ MSL.
Tree 2057’ from DER, 75’ right of centerline, 600’ MSL.
Trees beginning 2099’ from DER, 316’ right of centerline, up to 606’ MSL.
Tree 2260’ from DER, 648’ right of centerline, 609’ MSL.
Trees beginning 2271’ from DER, 203’ right of centerline, up to 613’ MSL.
Trees beginning 2525’ from DER, 40’ right of centerline, up to 614’ MSL.
Trees beginning 2973’ from DER, 379’ left of centerline, up to 634’ MSL.
Trees beginning 3546’ from DER, 193’ right of centerline, up to 618’ MSL.
Tower, antenna beginning 1.7 NM from DER, 2303’ right of centerline, up to 143’ AGL/788’ MSL.

Rwy 32, lighting 10’ from DER, 105’ right of centerline, 3’ AGL/545’ MSL.
Tree 78’ from DER, 503’ left of centerline, 563’ MSL.
Trees beginning 89’ from DER, 438’ left of centerline, up to 598’ MSL.
Trees beginning 402’ from DER, 472’ right of centerline, up to 593’ MSL.
Tree 888’ from DER, 552’ right of centerline, 585’ MSL.
Trees beginning 1067’ from DER, 25’ right of centerline, up to 588’ MSL.
Trees beginning 1158’ from DER, 82’ left of centerline, up to 600’ MSL.
Tree 1278’ from DER, 86’ right of centerline, 593’ MSL.
Trees beginning 1310’ from DER, 110’ right of centerline, up to 598’ MSL.
Tree 1339’ from DER, 517’ left of centerline, 609’ MSL.
Trees beginning 1346’ from DER, 61’ left of centerline, up to 614’ MSL.
Trees beginning 1371’ from DER, 221’ right of centerline, up to 599’ MSL.
Tree 1503’ from DER, 208’ right of centerline, 601’ MSL.
Trees beginning 1528’ from DER, 26’ right of centerline, up to 606’ MSL.
Trees beginning 1684’ from DER, 7’ left of centerline, up to 617’ MSL.
Tree 1995’ from DER, 260’ right of centerline, 623’ MSL.
Trees beginning 2002’ from DER, 61’ right of centerline, up to 624’ MSL.
Trees beginning 2082’ from DER, 169’ right of centerline, up to 625’ MSL.
Trees beginning 2103’ from DER, 388’ left of centerline, up to 620’ MSL.
Trees beginning 2523’ from DER, 134’ left of centerline, up to 621’ MSL.
Trees beginning 2540’ from DER, 57’ right of centerline, up to 627’ MSL.
Trees beginning 2672’ from DER, 130’ left of centerline, up to 625’ MSL.
Trees beginning 2880’ from DER, 37’ right of centerline, up to 633’ MSL.
Trees beginning 3052’ from DER, 63’ right of centerline, up to 640’ MSL.
Trees beginning 3069’ from DER, 129’ left of centerline, up to 635’ MSL.
Tree 3346’ from DER, 290’ right of centerline, 641’ MSL.
Trees beginning 3409’ from DER, 186’ left of centerline, up to 637’ MSL.
Trees beginning 3460’ from DER, 180’ right of centerline, up to 644’ MSL.
Trees beginning 3549’ from DER, 285’ left of centerline, up to 643’ MSL.
Trees beginning 3613’ from DER, 181’ left of centerline, up to 646’ MSL.
Trees beginning 3928’ from DER, 33’ right of centerline, up to 648’ MSL.
Trees beginning 4083’ from DER, 17’ right of centerline, up to 651’ MSL.
Trees beginning 4091’ from DER, 55’ left of centerline, up to 657’ MSL.
Trees beginning 4099’ from DER, 48’ right of centerline, up to 655’ MSL.
Trees beginning 4147’ from DER, 28’ left of centerline, up to 666’ MSL.
Trees beginning 4226’ from DER, 31’ right of centerline, up to 663’ MSL.
Tree 4270’ from DER, 487’ right of centerline, 670’ MSL.
Trees beginning 4425’ from DER, 120’ right of centerline, up to 685’ MSL.
Tree 4436’ from DER, 138’ left of centerline, 669’ MSL.
Trees beginning 4499’ from DER, 28’ right of centerline, up to 686’ MSL.
Trees beginning 4512’ from DER, 262’ left of centerline, up to 672’ MSL.
Tree 4526’ from DER, 436’ left of centerline, 678’ MSL.
Trees beginning 4590’ from DER, 197’ left of centerline, up to 688’ MSL.
Trees beginning 4594’ from DER, 59’ right of centerline, up to 690’ MSL.
Trees beginning 4820’ from DER, 60’ right of centerline, up to 694’ MSL.
Trees, tower beginning 4815’ from DER, 34’ left of centerline, up to 694’ MSL.
Trees beginning 4988’ from DER, 41’ right of centerline, up to 704’ MSL.
Trees beginning 5145’ from DER, 142’ right of centerline, up to 709’ MSL.
Trees beginning 5182’ from DER, 11’ right of centerline, up to 702’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

24165

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

SE-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

STURGIS, KY

STURGIS MUNI (TWT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  03APR14  (14093)  (FAA)

TAKEOFF MINIMUMS:

- Rwy 1, 400-2 1/2 or std. w/ min. climb of 280' per NM to 800.

TAKEOFF OBSTACLE NOTES:

- Rwy 1, trees beginning 2114' from DER, 514' left of centerline, up to 100' AGL/689' MSL.
- Rwy 19, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL.
- Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN

NEW TAZEWELL MUNI (3A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  29MAY14  (14149)  (FAA)

TAKEOFF MINIMUMS:

- Rwy 7, NA-Environmental and obstacles.
- Rwy 25, 300-1 w/min. climb of 480' per NM to 2700, or 1800-2 1/2 for climb in visual conditions.

DEPARTURE PROCEDURE:

- Rwy 25, climb heading 250° to 2500 before proceeding on course.

VCOA:

- Rwy 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross New Tazewell Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.
- Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.
- Tree 233' from DER, 12' left of centerline, 58' AGL/1191' MSL.
- Building 5484' from DER, 1942' left of centerline, 120' AGL/1328' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE/MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  28DEC23  (23362)  (FAA)

TAKEOFF MINIMUMS:

- Rwy 4, 300-1 1/2 or std w/min climb of 231' per NM to 1300 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

- Rwy 4, trees beginning 100' from DER, 109' right of centerline, up to 108' AGL/1107' MSL.
- Tree 233' from DER, 301' left of centerline, 32' AGL/1046' MSL.
- Tree 709' from DER, 266' left of centerline, 36' AGL/1055' MSL.
- Building 810' from DER, 231' left of centerline, 44' AGL/1060' MSL.
- Tree 5484' from DER, 1942' left of centerline, 120' AGL/1194' MSL.
- Tree 482' from DER, 613' left of centerline, 30' AGL/1029' MSL.
- Tree 835' from DER, 494' left of centerline, 58' AGL/1045' MSL.
- Building 882' from DER, 552' right of centerline, 20' AGL/1062' MSL.
- Pole, building beginning 985' from DER, 407' right of centerline, up to 28' AGL/1070' MSL.
- Tree 1880' from DER, 45' left of centerline, 54' AGL/1072' MSL.
- Tree 1817' from DER, 1' left of centerline, up to 66' AGL/1088' MSL.
- Trees, pole beginning 1788' from DER, 2' right of centerline, up to 115' AGL/1140' MSL.
- Trees beginning 2215' from DER, 9' left of centerline, up to 82' AGL/1112' MSL.
- Tree 2244' from DER, 104' left of centerline, 82' AGL/1113' MSL.
- Trees, pole beginning 2250' from DER, 28' left of centerline, up to 86' AGL/1117' MSL.
- Trees, poles, transmission line beginning 2958' from DER, 15' left of centerline, up to 78' AGL/1118' MSL.
- Trees beginning 3218' from DER, on and left of centerline, up to 88' AGL/1121' MSL.
- Tree 4325' from DER, 967' left of centerline, 99' AGL/1130' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TRENTON, TN
GIBSON COUNTY (TGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  31JAN19  (19031)  (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1¼ or std. w/min. climb of 360’ per NM to 700.

DEPARTURE PROCEDURE:
Rwy 1, climb on heading 011° to 1200 before proceeding on course.
Rwy 19, climb on heading 191° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 1, tree, fence beginning 7’ from DER, 157’ left of centerline, up to 44’ AGL/402’ MSL.
Trees beginning 337’ from DER, 267’ right of centerline, up to 43’ AGL/398’ MSL.
Tree, tower beginning 942’ from DER, 352’ right of centerline, up to 48’ AGL/418’ MSL.
Tree, pole beginning 1011’ from DER, 265’ left of centerline, up to 65’ AGL/437’ MSL.
Tree, pole, traverse way, antenna beginning 1060’ from DER, 4’ left of centerline, up to 80’ AGL/461’ MSL.
Tree, tower beginning 1088’ from DER, 342’ right of centerline, up to 63’ AGL/434’ MSL.
Tree, pole beginning 1137’ from DER, 220’ right of centerline, up to 85’ AGL/448’ MSL.
Tree, pole beginning 1266’ from DER, 26’ left of centerline, up to 84’ AGL/472’ MSL.
Trees beginning 1366’ from DER, 72’ right of centerline, up to 80’ AGL/450’ MSL.
Tree, building beginning 1916’ from DER, 74’ left of centerline, up to 69’ AGL/477’ MSL.

Trees beginning 2022’ from DER, 89’ right of centerline, up to 71’ AGL/451’ MSL.
Tree, pole, building, tower beginning 2250’ from DER, 72’ left of centerline, up to 82’ AGL/483’ MSL.
Trees beginning 2447’ from DER, 419’ right of centerline, up to 65’ AGL/461’ MSL.
Tree, pole beginning 2480’ from DER, 491’ right of centerline, up to 61’ AGL/464’ MSL.
Tree 3078’ from DER, 984’ right of centerline, 86’ AGL/469’ MSL.

Trees beginning 3162’ from DER, 1105’ right of centerline, up to 95’ AGL/471’ MSL.
Trees beginning 3574’ from DER, 121’ right of centerline, up to 75’ AGL/474’ MSL.
Trees beginning 4148’ from DER, 1099’ left of centerline, up to 88’ AGL/501’ MSL.
Tree, pole, building beginning 4576’ from DER, 1065’ left of centerline, up to 76’ AGL/536’ MSL.
Tree, tower, pole, building beginning 4762’ from DER, 578’ left of centerline, up to 80’ AGL/567’ MSL.
Tree, pole, tower, tree beginning 5573’ from DER, 119’ left of centerline, up to 83’ AGL/588’ MSL.
Tree 1 NM from DER, 2033’ right of centerline, 100’ AGL/520’ MSL.
Tree 1.4 NM from DER, 2773’ left of centerline, 100’ AGL/579’ MSL.

Rwy 19, light pole 38’ from DER, 111’ right of centerline, 23’ AGL/360’ MSL.
Trees beginning 138’ from DER, 286’ right of centerline, up to 89’ AGL/425’ MSL.
Tree 209’ from DER, 485’ left of centerline, 82’ AGL/397’ MSL.
Tree 222’ from DER, 254’ left of centerline, 62’ AGL/398’ MSL.
Trees beginning 267’ from DER, 380’ left of centerline, 66’ AGL/401’ MSL.
Tree 469’ from DER, 465’ left of centerline, 98’ AGL/431’ MSL.
Tree 501’ from DER, 432’ right of centerline, 107’ AGL/439’ MSL.
Trees beginning 510’ from DER, 28’ right of centerline, up to 120’ AGL/451’ MSL.
Tree 574’ from DER, 618’ left of centerline, 108’ AGL/440’ MSL.
Trees beginning 633’ from DER, 56’ left of centerline, up to 111’ AGL/442’ MSL.
Trees beginning 2171’ from DER, 169’ left of centerline, up to 101’ AGL/453’ MSL.

TULLAHOMA, TN
TULLAHOMA RGNL/WM NORTHERN FLD (THA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  25AUG11  (22027)  (FAA)
TAKEOFF MINIMUMS:
Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:
Rwy 6, buildings beginning 36’ from DER, 439’ right of centerline, up to 28’ AGL/1098’ MSL.
Rising terrain, beginning 41’ from DER, 5’ right of centerline, up to 1090’ MSL.
Fence 83’ from DER, 393’ right of centerline, up to 12’ AGL/1082’ MSL.
Tress beginning 130’ from DER, left and right of centerline, up to 100’ AGL/1199’ MSL.
Light poles beginning 674’ from DER, 311’ left of centerline, up to 36’ AGL/1096’ MSL.
Rwy 18, trees beginning 140’ from DER, left and right of centerline, up to 100’ AGL/1199’ MSL.
Buildings beginning 299’ from DER, 217’ right of centerline, up to 32’ AGL/1102’ MSL.
Rwy 24, trees beginning 454’ from DER, left and right of centerline, up to 100’ AGL/1219’ MSL.
Rwys 36, trees beginning 24’ from DER, left and right of centerline, up to 100’ AGL/1229’ MSL.
Light pole 260’ from DER, 498’ left of centerline, 18’ AGL/1088’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

WAVERLY, TN
HUMPHREYS COUNTY (OM5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  09AUG79  (79221)  (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, 200-1.

WILLIAMSBURG, KY
WILLIAMSBURG-WHITLEY COUNTY (BYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1 ¼ or std. w/ min. climb of 280’ per NM to 1400.
Rwy 20, std. w/ min. climb of 350’ per NM to 2500, or 1400-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 2, climb on heading 023° to 2000 before turning east.
Rwy 20, climb on heading 203° to 2000 before proceeding on course.
VCOA:
Rwy 20, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsburg-Whitley County Airport at or above 2400 before proceeding on course
TAKEOFF OBSTACLE NOTES:
Rwy 2, tree 182’ from DER, 250’ left of centerline, 1184’ MSL.
Tree 231’ from DER, 243’ left of centerline, 1195’ MSL.
Trees beginning 1270’ from DER, 592’ right of centerline, up to 1225’ MSL.
Trees beginning 1519’ from DER, 684’ left of centerline, up to 1263’ MSL.
Tree 2306’ from DER, 665’ right of centerline, 1245’ MSL.
Tree 3204’ from DER, 1087’ right of centerline, 1262’ MSL.
Tree 3563’ from DER, 466’ left of centerline, 1268’ MSL.
Tree 3644’ from DER, 329’ left of centerline, 1270’ MSL.
Tree 3697’ from DER, 126’ left of centerline, 1273’ MSL.
Tree 3764’ from DER, 369’ left of centerline, 1276’ MSL.
Trees beginning 3731’ from DER, 171’ left of centerline, up to 1278’ MSL.
Tree 4152’ from DER, 311’ left of centerline, 1282’ MSL.
Trees beginning 4285’ from DER, 24’ right of centerline, up to 1296’ MSL.
Tree 4355’ from DER, 75’ left of centerline, 1300’ MSL.
Trees beginning 4406’ from DER, 12’ left of centerline, up to 1316’ MSL.
Trees beginning 4451’ from DER, 125’ right of centerline, up to 1297’ MSL.
Trees beginning 4504’ from DER, 151’ right of centerline, up to 1303’ MSL.
Trees beginning 4536’ from DER, 170’ right of centerline, up to 1304’ MSL.
Tree, terrain beginning 4720’ from DER, 2’ right of centerline, up to 1328’ MSL.
Tree, terrain beginning 4986’ from DER, on centerline, up to 1329’ MSL.
Tree 5424’ from DER, 43’ left of centerline, 1322’ MSL.
Rwy 20, tree 177’ from DER, 347’ left of centerline, 1165’ MSL.
Tree 306’ from DER, 466’ left of centerline, 1192’ MSL.
Tree, fence beginning 348’ from DER, 409’ left of centerline, up to 1217’ MSL.
Trees beginning 405’ from DER, 399’ left of centerline, up to 1223’ MSL.
Tree 1230’ from DER, 787’ right of centerline, 1187’ MSL.
Tree 1411’ from DER, 321’ right of centerline, 1195’ MSL.
WINCHESTER, TN
WINCHESTER MUNI (BGF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  13NOV14  (14317)  (FAA)
TAKEOFF MINIMUMS:
  Rwy 18, std. w/min. climb of 330' per NM to 2400, or 1500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
  Rwy 18, climb heading 185° to 2300 before turning left.
  Rwy 36, climb heading 005° to 2000 before turning right.
VCOA:
  Rwy 18, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Muni airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 18, trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.
  Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.
  Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.
  Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.
  Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.
  Rwy 36, rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.
  Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.
  Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.
Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. An 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>
</tr>
</thead>
<tbody>
<tr>
<td>ASHLAND, KY</td>
<td>ASHLAND RGNL (DWU)………………RNAV (GPS) Rwy 10 RNAV (GPS) Rwy 28 NA when local weather not available. Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.</td>
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<tr>
<td>BARDSTOWN, KY</td>
<td>SAMUELS FLD (BRY)………………RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR Rwy 3 Category D, 900-2¾. ¹NA when local weather not available.</td>
</tr>
<tr>
<td>BOWLING GREEN, KY</td>
<td>BOWLING GREEN-WARREN COUNTY RGNL (BWG)………………RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 NA when local weather not available.</td>
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<tr>
<td>BRISTOL/JOHNSON/KINGSPORT, TN</td>
<td>BRISTOL/JOHNSON/KINGSPORT, TN TRI-CITIES (TRI)………………ILS or LOC Rwy 5 ¹ILO or LOC Rwy 23 ²RNAV (GPS) Rwy 5 ³RNAV (GPS) Rwy 9 ⁴RNAV (GPS) Rwy 23 ⁵RNAV (GPS) Rwy 27 ¹NA when control tower closed. ²LOC, Category C, 900-2½; Category D, 1000-3. ³LOC, Categories A, B, 1000-2; Categories C, D, 1000-3. ⁴Category C, 900-2½; Category D, 1000-3. ⁵Category C, 800-2½; Category D, 1000-3. ⁶NA when local weather not available.</td>
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<td>CHATTANOOGA, TN</td>
<td>CHATTANOOGA, TN LOVELL FLD (CHA)………………ILS or LOC Rwy 2 ¹ILS or LOC Rwy 20 ¹RNAV (GPS) Rwy 2 ¹RNAV (GPS) Rwy 15 ¹RNAV (GPS) Rwy 20 ¹RNAV (GPS) Rwy 33 ¹NA when control tower closed. ²LOC, Category C, 900-2½; Category D, 900-3. ³Category C, 900-2½; Category D, 900-3. ⁴Category C, 800-2½; Category D, 900-3. ⁵Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.</td>
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</tbody>
</table>

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
ALTERNATE MINS
24193

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN
OUTLAW FLD (CKV).........................LOC Rwy 35
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

CLEVELAND, TN
CLEVELAND RGNL
JETPORT (RZR)..........................RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
Category D, 1000-3.
1NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN
MAURY COUNTY
RGNL (MRC)..............................RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
NA when local weather not available.
1Category D, 1000-3.
2Category A, B, C, 800-2¼; Category D, 1000-3.

COVINGTON, KY
CINCINNATI/NORTHERN KENTUCKY
INTL (CVG)................................ILS or LOC Rwy 18R
ILS or LOC Rwy 36C
ILS or LOC Rwy 36L
ILS or LOC Rwy 36R
ILS, Category D, 700-2.

COVINGTON, TN
COVINGTON MUNI (M04).................RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

CROSSVILLE, TN
CROSSVILLE MEML-WHITSON
FLD (CSV).................................ILS Y or LOC Y Rwy 26
ILS Z or LOC Z Rwy 26
RNAV (GPS) Rwy 26
NA when local weather not available.

DANVILLE, KY
STUART POWELL FLD (DVK)............LOC Rwy 31
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.
1Category D, 900-2¼.

DYERSBURG, TN
DYERSBURG RGNL (DYR)..............RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
NA when local weather not available.
Category D, 1000-3.

ELIZABETHTON, TN
ELIZABETHTON
MUNI (0A9).............................RNAV (GPS) Rwy 6
NA when local weather not available.
Categories A, 1500-2; Category B, 1600-2;
Category C, 1700-3.

ELIZABETHTOWN, KY
ADDINGTON FLD (EKX)...............ILS or LOC Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
1LOC, Category D, 1000-3.
2Category D, 1000-3.

FLEMINGSBURG, KY
FLEMING-MASON (FGX)...............RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

FRANKFORT, KY
CAPITAL CITY (FFT)....................RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

GALLATIN, TN
MUSIC CITY
EXEC (XNX)............................RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR-A
Category D, 800-2¼.
1NA when local weather not available.

GLASGOW, KY
GLASGOW MUNI (GLW)..............RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26
NA when local weather not available.
1Category D, 900-2¼.

GREENVILLE, TN
GREENVILLE
MUNI (GCY)............................RNAV (GPS) Rwy 5
NA when local weather not available.
Category D, 800-2¼.

HARLAN, KY
TUCKER-GUTHRIE
MEML (I35).............................RNAV (GPS)-A
NA when local weather not available.
Categories A, B, 1400-2; Category C, 1800-3.

HARTFORD, KY
OHIO COUNTY (JQD).................RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
Category C, 800-2¼.
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<td>HENDERSON CITY-COUNTY (EHR)</td>
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<td><strong>JACKSON, KY</strong></td>
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<td>BLUE GRASS (LEX)</td>
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<sup>1</sup>LOC, Category D, 1000-3.
<sup>2</sup>ILS, Categories B, C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.
<sup>3</sup>LOC, Categories D, E, 1000-3.
<sup>4</sup>Categories D, E, 1000-3.
<sup>5</sup>Category D, 1000-3.

<sup>1</sup>Category C, 900-2¼; Category D, 900-3.
<sup>2</sup>Category C, 900-2½; Category D, 900-2¼.

<sup>1</sup>NA when local weather not available.
<sup>2</sup>Category C, 900-2¼; Category D, 900-2½.
<sup>3</sup>Category C, 900-2½; Category D, 900-2¼.
<sup>4</sup>Category C, 900-2½; Category D, 900-2¾.
<sup>5</sup>Category D, 900-2¼.
<table>
<thead>
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<td>MADISONVILLE, KY</td>
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<td>MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA).................................RNAV (GPS) Rwy 7</td>
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<td>MIDDLESBORO, KY</td>
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<tr>
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<td>Category A, 1700-2; Category B, 2000-2.</td>
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1LOC, Category D, 800-2¼; Category E, 800-2¼.
2ILS, LOC, Category E, 800-2¼.
3Category D, 800-2¼.

<table>
<thead>
<tr>
<th>NAME</th>
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<td>MONTICELLO, KY</td>
<td>WAYNE COUNTY (EKQ).................................RNAV (GPS) Rwy 3</td>
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<td>MURRAY, KY</td>
<td>KYLE-OAKLEY FLD (CEY).................................RNAV (GPS) Rwy 5</td>
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<td>Category D, 800-2½.</td>
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1NA when control tower closed.
2LOC, Category E, 800-2¼.
3Category D, 800-2¾; Category E, 800-2½.
4Category E, 800-2¾;
5NA when local weather not available.

<table>
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<tr>
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<td>ILS or LOC Rwy 20R1</td>
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<td>ILS or LOC/DME Rwy 20R1</td>
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1ILS, Category C, 700-2; Category D, 800-2½;
2LOC, Category D, 800-2½;
3NA when local weather not available.
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<td><strong>ILS or LOC Rwy 5&lt;sup&gt;12&lt;/sup&gt;</strong></td>
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<tr>
<td>BARKLEY RGNL (PAH)</td>
<td>RNAV (GPS) Rwy 5&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 5&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 23</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 800-2¼.</td>
</tr>
<tr>
<td><strong>PARIS, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 2</strong></td>
</tr>
<tr>
<td>HENRY COUNTY (PHT)</td>
<td>RNAV (GPS) Rwy 20</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 2¼.</td>
</tr>
<tr>
<td><strong>PIKEVILLE, KY</strong></td>
<td><strong>RNAV (GPS) Rwy 9</strong></td>
</tr>
<tr>
<td>PIKE COUNTY/HATCHER FLD (PBX)</td>
<td>RNAV (GPS) Rwy 27</td>
</tr>
<tr>
<td></td>
<td>Category D, 1000-3.</td>
</tr>
<tr>
<td><strong>PORTLAND, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 1</strong></td>
</tr>
<tr>
<td>DOUGLAS</td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>PRESTONSBURG, KY</strong></td>
<td><strong>RNAV (GPS) Rwy 3</strong></td>
</tr>
<tr>
<td>BIG SANDY RGNL (SJS)</td>
<td>RNAV (GPS) Rwy 21&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Category D, 800-2¼.</td>
</tr>
<tr>
<td><strong>RICHMOND, KY</strong></td>
<td><strong>RNAV (GPS) Rwy 18</strong></td>
</tr>
<tr>
<td>CENTRAL KENTUCKY</td>
<td>RNAV (GPS) Rwy 36</td>
</tr>
<tr>
<td>RGNL (RGA)</td>
<td>VOR Rwy 18</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 800-2¼.</td>
</tr>
<tr>
<td><strong>ROCKWOOD, TN</strong></td>
<td><strong>VOR/DME Rwy 22</strong></td>
</tr>
<tr>
<td>ROCKWOOD</td>
<td>MUNI (RKW)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 36</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 36</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 18</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 36</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 1000-2; Category C, 1100-3; Category D, 1700-3.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td><strong>SEVIERVILLE, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 18</strong></td>
</tr>
<tr>
<td>GATLINBURG-PIGEON FORGE (GKT)</td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 36</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 36</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 18</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 36</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 1000-2; Category C, 1100-3; Category D, 1700-3.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td><strong>SHELVILLE, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 18</strong></td>
</tr>
<tr>
<td>BOMAR FLD/SHELBYVILLE MUNI (SYI)</td>
<td>RNAV (GPS) Rwy 18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 36</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 36</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 18</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 36</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories C, D, 1000-3.</td>
</tr>
<tr>
<td><strong>SMYRNA, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 32&lt;sup&gt;12&lt;/sup&gt;</strong></td>
</tr>
<tr>
<td>SMYRNA (MQY)</td>
<td>RNAV (GPS) Rwy 13</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 13</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1ILS, Category B, 700-2; Category C, 800-2; Category D, 1000-2¾; LOC, Category D, 1000-2¾.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>3Category D, 1000-3.</td>
</tr>
<tr>
<td><strong>SOMERSET, KY</strong></td>
<td><strong>RNAV (GPS) Rwy 1</strong></td>
</tr>
<tr>
<td>LAKE CUMBERLAND</td>
<td>RNAV (GPS) Rwy 5&lt;sup&gt;1&lt;/sup&gt;</td>
</tr>
<tr>
<td>RGNL (SME)</td>
<td>RNAV (GPS) Y Rwy 1</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z Rwy 1</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1LOC, Categories C, D, 1200-3.</td>
</tr>
<tr>
<td></td>
<td>2Categories C, D, 1200-3.</td>
</tr>
<tr>
<td><strong>SOMERVILLE, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 4</strong></td>
</tr>
<tr>
<td>FAYETTE</td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td>COUNTY (FYE)</td>
<td>RNAV (GPS) Rwy 19</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td><strong>SPARTA, TN</strong></td>
<td><strong>RNAV (GPS) Rwy 4</strong></td>
</tr>
<tr>
<td>UPPER CUMBERLAND</td>
<td>RNAV (GPS) Rwy 4</td>
</tr>
<tr>
<td>RGNL (SRB)</td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 900-2¼.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>SPRINGFIELD, KY</td>
<td></td>
</tr>
<tr>
<td>LEBANON SPRINGFIELD-GEORGE HOERTER</td>
<td>RNAV (GPS) Rwy 11</td>
</tr>
<tr>
<td>FLD (6i2)</td>
<td>RNAV (GPS) Rwy 29</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>WILLIAMSBURG, KY</td>
<td></td>
</tr>
<tr>
<td>WINCHESTER, TN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 20</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>¹Category B, 900-2; Category C, 900-2½; Category D, 1500-3.</td>
<td></td>
</tr>
<tr>
<td>²Category B, 900-2; Category C, 900-2½.</td>
<td></td>
</tr>
</tbody>
</table>
CAMPBELL AAF (KHOP), Fort Campbell, KY RADAR 1 Amdt 2
RADAR 2 Amdt 3 02NOV23 (23306) (USA)  ELEV 571

RADAR-1

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>5345</td>
<td>AB</td>
<td>980-1</td>
<td>425</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>980-1½</td>
<td>425</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>236789</td>
<td>AB</td>
<td>980/24</td>
<td>409</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>980/40</td>
<td>409</td>
<td>(500-3)</td>
</tr>
<tr>
<td>CIR</td>
<td>5-23</td>
<td>AB</td>
<td>1060-1</td>
<td>489</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>1060-1½</td>
<td>489</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>1140-2</td>
<td>569</td>
<td>(600-2)</td>
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</tbody>
</table>

RADAR-2

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/VIS</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>236131415</td>
<td>ABCEDE</td>
<td>771/24</td>
<td>200</td>
<td>(200-½)</td>
</tr>
<tr>
<td></td>
<td>3050/94134</td>
<td>ABCDE</td>
<td>755-¾</td>
<td>200</td>
<td>(200-¾)</td>
</tr>
</tbody>
</table>

1) VGSI and descent angles not coincident.
2) Procedure NA when R-3701, R-3702A/B in use.
3) Final approach course 045°.
4) Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
5) FAF 5.0 miles from thld, min alt 2200.
6) Final approach course 225°.
7) Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.
8) FAF 4.9 NM from thld, min alt 2200.
9) When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to ¼ miles.
10) Circling NA SE of Rwy 5-23.
11) PAR unavbl daily 0400-1400Z++.
12) VGSI and PAR glidepath not coincident.
13) FAF 4.9 NM from thld.
14) Glideslope intercept altitude 2200.
15) When ALS inop, increase RVR to 40, vis to ¾ mile.
16) FAF 5.0 NM from thld.

KNOXVILLE, TN
MC GHEE TYSON (TYS)
RADAR-1 123.9 360.8  A

<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>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>5L</td>
<td>AB</td>
<td>1420/24</td>
<td>467</td>
<td>(500-½)</td>
<td>CDE</td>
<td>1420/50</td>
<td>467</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>5R</td>
<td>AB</td>
<td>1420-1</td>
<td>461</td>
<td>(500-1)</td>
<td>CDE</td>
<td>1420-1½</td>
<td>461</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>23R</td>
<td>AB</td>
<td>1500/24</td>
<td>516</td>
<td>(600-½)</td>
<td>CDE</td>
<td>1500/55</td>
<td>516</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td>23L</td>
<td>AB</td>
<td>1500-55</td>
<td>534</td>
<td>(600-1)</td>
<td>CDE</td>
<td>1500-1½</td>
<td>534</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A</td>
<td>1500-1</td>
<td>514</td>
<td>(600-1)</td>
<td>B</td>
<td>1560-1</td>
<td>574</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>1660-2</td>
<td>674</td>
<td>(700-2)</td>
<td>DE</td>
<td>1900-3</td>
<td>914</td>
<td>(1000-3)</td>
</tr>
</tbody>
</table>

For inoperative ALS increase ASR-5L and ASR-23R CAT C/D/E visibility to ½ SM.
### RADAR INSTRUMENT APPROACH MINIMUMS

**SABRE AAF (KEOD), TN (Fort Campbell), (Amdt 3A, 18032 USA)**

ELEV 595

<table>
<thead>
<tr>
<th>ASR</th>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>23</td>
<td>5</td>
<td>COPTER</td>
<td>1060-½</td>
<td>473 (500-½)</td>
<td>507 (600-½)</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>COPTER</td>
<td>1100-½</td>
<td></td>
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</tr>
</tbody>
</table>

SE-1, 11 JUL 2024 to 05 SEP 2024
LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEMPHIS, TN</td>
<td>MEMPHIS INTL (MEM)</td>
<td>27</td>
<td>TWY N</td>
</tr>
<tr>
<td>SMYRNA, TN</td>
<td>SMYRNA (MQY)</td>
<td>01</td>
<td>14-32</td>
</tr>
<tr>
<td></td>
<td></td>
<td>14</td>
<td>01-19</td>
</tr>
<tr>
<td></td>
<td></td>
<td>32</td>
<td>01-19</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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>COVINGTON, KY</td>
<td>HS 1</td>
<td>Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.</td>
</tr>
<tr>
<td>CINCINNATI/NORTHERN KENTUCKY INTL (CVG)</td>
<td>HS 2</td>
<td>Twy D2 and Rwy 18C-36C.</td>
</tr>
<tr>
<td>KNOXVILLE, TN</td>
<td>HS 1</td>
<td>Holding position marking for full length of Rwy 23L just beyond Twy A8 on Twy A.</td>
</tr>
<tr>
<td>MC GHEE TYSON (TYS)</td>
<td>HS 2</td>
<td>Ramp exit Twy R5 short distance from Twy A.</td>
</tr>
<tr>
<td>LEXINGTON, KY</td>
<td>HS 1</td>
<td>Rwy 27 apch hold occurs prior to Rwy 22 hold line.</td>
</tr>
<tr>
<td>BLUE GRASS (LEX)</td>
<td>HS 2</td>
<td>Frequent crossings at Twy B and Twy C during Rwy 29 operations.</td>
</tr>
<tr>
<td>LOUISVILLE, KY</td>
<td>HS 1</td>
<td>Twy int in close proximity to the crossing rwy.</td>
</tr>
<tr>
<td>BOWMAN FLD (LOU)</td>
<td>HS 2</td>
<td>Frequent rwy crossings at Twy G. Frequent crossings of Rwy 29 at Twy D.</td>
</tr>
<tr>
<td>LOUISVILLE, KY</td>
<td>HS 2</td>
<td>Frequent crossings at Twy B and Twy C during Rwy 29 operations.</td>
</tr>
<tr>
<td>LOUISVILLE MUHAMMAD ALI INTL (SDF)</td>
<td>HS 1</td>
<td>Rwy 18C APCH hold is East of Twy S.</td>
</tr>
<tr>
<td>MEMPHIS, TN</td>
<td>HS 2</td>
<td>Twy departure risk: Rwy 36L and Twy M.</td>
</tr>
<tr>
<td>MEMPHIS INTL (MEM)</td>
<td>HS 1</td>
<td>Maint vigilance as hold bars on Twy K btn Twy B and Twy T4 protect Rwy 20C APCH.</td>
</tr>
<tr>
<td>MEMPHIS INTL (MEM)</td>
<td>HS 2</td>
<td>Maint vigilance as Twy S is often mistaken for Rwy 20C departure surface.</td>
</tr>
<tr>
<td>MEMPHIS INTL (MEM)</td>
<td>HS 3</td>
<td>When taxiing to Rwy 02R, keep left to merge onto Twy R at the Twy L split.</td>
</tr>
<tr>
<td>NASHVILLE, TN</td>
<td>HS 1</td>
<td>Rwy 18C APCH hold is East of Twy S.</td>
</tr>
<tr>
<td>NASHVILLE INTL (BNA)</td>
<td>HS 2</td>
<td>Twy departure risk: Rwy 36L and Twy M.</td>
</tr>
<tr>
<td>OWENSBORO, KY</td>
<td>HS 1</td>
<td>Maint vigilance as hold bars on Twy K btn Twy B and Twy T4 protect Rwy 20C APCH.</td>
</tr>
<tr>
<td>OWENSBORO/DAVIESS COUNTY RGNL (OWB)</td>
<td>HS 2</td>
<td>Maint vigilance as Twy S is often mistaken for Rwy 20C departure surface.</td>
</tr>
<tr>
<td>OWENSBORO, KY</td>
<td>HS 3</td>
<td>When taxiing to Rwy 02R, keep left to merge onto Twy R at the Twy L split.</td>
</tr>
<tr>
<td>PADUCAH, KY</td>
<td>HS 1</td>
<td>Rwy 14-32 at Twy F confused as a twy.</td>
</tr>
<tr>
<td>BARKLEY RGNL (PAH)</td>
<td>HS 2</td>
<td>Maintain vigilance direct access from ramps to both rwys and high volume ops.</td>
</tr>
<tr>
<td>SMYRNA, TN</td>
<td>HS 3</td>
<td>Maintain vigilance Hold Short Lines further back than expected.</td>
</tr>
<tr>
<td>SMYRNA (MQY)</td>
<td>HS 1</td>
<td>Maintain vigilance Hold Short Lines further back than expected.</td>
</tr>
</tbody>
</table>

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

**KELNE TRANSITION (KELNE.BLUZZ4):**

**NASHERVILLE TRANSITION (BNA.BLUZZ4):**

**POCKET CITY TRANSITION (PXV.BLUZZ4):**

**RAMRD TRANSITION (RAMRD.BLUZZ4):**

**SPKER TRANSITION (SPKER.BLUZZ4):**

**LANDING RUNWAYS 9, 18L/C/R, 27:** From BLUZZ on track 232° to cross COPEN at 10000 and at 230K, then on track 232°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 36L/C/R:** From BLUZZ on track 227° to cross LTOWN between 14000 and 16000 at 280K, then on track 227° to DAPLE, then on track 227° to cross MRCEL between 10000 and 12000 and at 250K, then on track 227° to cross DASAC between 9000 and 11000, then on track 227° to cross CLARK between 8000 and 10000 and at 210K, then on track 180° to cross DIGLE between 6000 and 8000, then on track 180° to cross DINKE at 3000, then on track 180°. Expect RADAR vectors to final approach course.

**NOTE:** Chart not to scale.

**BLUZZ FOUR ARRIVAL (RNAV)**

**BLUZZ.BLUZZ4** 24081

**AL-253 (FAA)**

**MEMPHIS INTL (MEM)**

**MEMPHIS, TENNESSEE**

**MEMPHIS APP CON**

119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

D-ATIS
127.75

**RNAV 1 - DME/DME/IRU or GPS.**

**RADAR required.**

**MEMPHIS BNA**

**NOTE:** ARTCC will issue landing direction assignment (North or South) and MEM APP CON will issue runway assignments.
NOTE: Chart not to scale.

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

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

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

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
DATIS
127.75
NOTE: DELHI TRANSITION (DELHI.CEGRM6):
ELANR TRANSITION (ELANR.CEGRM6):
ZABNU TRANSITION (ZABNU.CEGRM6):

NOTE: ELANR TRANSITION for use by Chicago
area departures only or as assigned by ATC.

NOTE: Chart not to scale.

(CEGRM.CEGRM6) 24137
CEGRM SIX ARRIVAL (RNAV) Transition Routes
COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

(CEGRM.CEGRM6) 21MAR24
CEGRM SIX ARRIVAL (RNAV) Transition Routes
COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
ARRIVAL ROUTE DESCRIPTION

From CEGRM on track 131° to BCATT, then on track 131° to EGONE.

LANDING RUNWAY 9: From EGONE on track 150° to cross ACHOO at 8000, then on track 150°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From EGONE on track 112° to cross BYRAN at 8000, then on track 112°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 098° to COGDU, then on track 096° to cross ZALED at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 188° to BBURG, then on track 188° to cross BRCAT at 6000 and at 210K, then on track 188°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

NOTE: Radar required.

NOTE: Chart not to scale.
NOTE: Radar required.
NOTE: RNAV-1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (North/South/Northwest) and "descent via" clearance from Memphis Center; Nashville approach will issue landing runway.

Landing Rwy 13: After PINSE, track 040°, expect radar vectors to final approach course.
Landing Rwys 2L/2C/2R: After TUPIE, track 110°, expect radar vectors to final approach course.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING NORTHWEST (RWY 31): From over OLNNAH on track 085° to cross MLANI at/above 6000 and at 230K, then on track 085° to cross TIKKI at 4000, then on track 085° to cross BGEDD at 4000 and at 210K, then on track 085° to RUNEE, then on track 136° to IDOBE, then on track 136°. Expect radar vectors to final approach course.
CONDR THREE ARRIVAL (RNAV)

MEMPHIS INTL (MEM)

ARRIVAL ROUTE DESCRIPTION

EVLYN TRANSITION (EVLYN.CONDR3):
LITTLE ROCK TRANSITION (LIT.CONDR3):
YRBRO TRANSITION (YRBRO.CONDR3):

From over CONDR on track 096° to JFRED, cross JFRED at 6000 at 210K, then on track 096°. Expect radar vectors to final approach course.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Assigned by ATC only.

NOTE: Chart not to scale.
DAMEN FIVE ARRIVAL (RNAV)

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

LOUISVILLE APP CON 320.0/327.0 DATS 118.725

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

(Z9)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

DAMEN FIVE ARRIVAL (RNAV)
(SACKO.DAMEN5) 15AUG19
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

Landing Rwy 35L/R: Track to LEWSS, cross LEWSS at 5000, then proceed direct BRBON, maintain 5000, execute ILS or LOC Rwy 35L approach. If unable, proceed to IIU VORTAC and hold, maintain 6000.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

... from DARBY on IIU R-131 to IIU VORTAC. Expect RADAR vectors to final course.
MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the BRBBQ RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the DAWGG TWO," then comply with altitude restrictions as published.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

LANDING SOUTH: From over DAWGG/GQE 17 DME on GQE R-291 to cross FNCHR/ GQE 11 DME at 10000 and 230K, then on heading 112°, expect radar vectors to final approach course.
(ANCHR.DLAMP8) 24193

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

LOUISVILLE APP CON
132.075  327.0
D-ATIS
118.725

RNAV Transition Routes

LOUISVILLE, KENTUCKY
ANCHR.DLAMP8
SDF

CON prior to ANCHR.
Expect runway assignment from Louisville APP CON prior to ANCHR.

NOTE:  KSDF Landing North select Rwy 35R Transition.
Expect runway assignment from Louisville APP CON prior to ANCHR.

NOTE:  KSDF Landing South select Rwy 17L Transition.
Expect runway assignment from Louisville APP CON prior to ANCHR.

NOTE:  Jet aircraft only.

NOTE:  AL-239 (FAA)
118.725
D-ATIS
132.075  327.0
LOUISVILLE APP CON
24193
101
11JUL24
LOUISVILLE MUHAMMAD ALI INTL

DLAMP EIGHT ARRIVAL (RNAV) Transition Routes

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

UKATS

RINTE

UKATS TRANSITION (UKATS.DLAMP8):

RINTE TRANSITION (RINTE.DLAMP8):

NOTE:  Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
NOTE: Jet aircraft only.

NOTE: KSDF Landing North select Rwy 35R Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.

NOTE: KSDF Landing South select Rwy 17L Transition. Expect runway assignment from Louisville APP CON prior to ANCHR.

CON prior to ANCHR. KSDF Landing South select Rwy 17L Transition.

CON prior to ANCHR. Expect runway assignment from Louisville APP.

NOTE: Jet aircraft only.
ARRIVAL ROUTE DESCRIPTION

From ANCHR on track 211° to cross DLAMP between 14000 and 16000 and at 280K.

LANDING RUNWAY 17L: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHGHE at 6000 and at 210K, then on track 189° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING RUNWAY 17R: From DLAMP on track 270° to cross NEIBR between 11000 and 13000, then on track 270° to cross SPOKY between 9000 and 11000, then on track 270° to cross BEEBY between 7000 and 9000, then on track 270° to cross MIAHH between 6000 and 7000, then on track 270° to cross OHGHE at 6000 and at 210K, then on track 200° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING RUNWAY 29: From DLAMP on track 192° to cross MTERO between 11000 and 13000, then on track 192° to cross MMRTN between 9000 and 11000 and at 250K, then on track 192° to cross JBOND between 7000 and 9000, then on track 192° to cross BETTN between 6000 and 7000, then on track 253° to cross SNDLS at 6000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Rwy 29 approach.

LANDING RUNWAYS 35L/R: From DLAMP on track 220° to cross KFONG between 11000 and 13000, then on track 220° to cross MRSHY between 9000 and 11000, then on track 220° to cross MKENZ between 7000 and 9000, then on track 220° to cross PURPL at 6000, then on track 220° to KELSS, then on track 169° to cross BECOO at 6000, then on track 169°. Expect radar vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

RAMSE TRANSITION (RAMSE.FRIZN5)

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

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

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

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

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

LOST COMMUNICATIONS:

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

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

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

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

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

See following page for arrival routes.

FAIIR TRANSITION (FAIIR.GAIVNN7):
COLNS TRANSITION (COLNS.GAIVNN7):

(CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From GAVNN on track 310° to KNEDY, then on track 310° to UDEYS at or above 9000.

LANDING RUNWAY 9: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18L/C/R: From UDEYS on track 309° to cross JOTAR between 9000 and 12000 and at 250K, then on track 309° to cross KEYTO at or above 8000 and at 210K, then on track 309° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From UDEYS on track 326° to cross BREWZ at 8000, then on track 326°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From UDEYS on track 276° to cross DAWGY at 8000, then on track 276°. Expect RADAR vectors to final approach course.
HOBRK THREE ARRIVAL (RNAV)
HOBRK THREE ARRIVAL (RNAV)
HOBRK THREE ARRIVAL (RNAV)
HOBRK THREE ARRIVAL (RNAV)
HOBRK THREE ARRIVAL (RNAV)

EL DORADO TRANSITION (ELD.HOBRK3):
FAYEE TRANSITION (FAYEE.HOBRK3):
LITTLE ROCK TRANSITION (LIT.HOBRK3):
MEVEE TRANSITION (MEVEE.HOBRK3):
TEXARKANA TRANSITION (TXK.HOBRK3):

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

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

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

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

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

JAKIE 14000

HRMBE FL210 16000

OYAYO 3800 14000 156° 336° 156° 336°

BLAIZ 300° 10 NM

MELNZ

CHEDA 3800 14000 350° 350°

ARTUR 014° 48° 129° 316° 337° 113°

DOLLI 014° 32° 5400 15000 15000 15000

VOLUNTEER VXV

ARTUR TRANSITION (ARTUR.JAKIE6):
CUBIM TRANSITION (CUBIM.JAKIE6):
DOLLI TRANSITION (DOLLI.JAKIE6):
VOLUNTEER TRANSITION (VXV.JAKIE6):

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From JAKIE on track 336° to cross NAVPE at or above 10000, then on track 336° to cross OPAVE between 8000 and 12000.

LANDING RUNWAY 9: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 294° to MAPUC, then on track 276° to cross FLOTT at 6000 and at 210K, then on track 276°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 18C/R: From OPAVE on track 316° to cross FIDEK at or above 8000 and at 210K, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L: From OPAVE on track 334° to cross REENY at or above 8000 and at 210K, then on track 334° to AAJAY, then on track 010° to IGOCO, then on track 006° to cross NXHAL at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From OPAVE on track 358° to cross PIVBE at 7000, then on track 358°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 36L/C/R: From OPAVE on track 276° to cross SPOOD at 8000, then on track 280°. Expect RADAR vectors to final approach course.
NOTE: Jet aircraft only.
NOTE: KSDF landing north select Rwy 35L Transition. Expect runway assignment from Louisville APP CON prior to LISZA.
NOTE: KSDF landing south select Rwy 17R Transition. Expect runway assignment from Louisville APP CON prior to LISZA.
NOTE: Chart not to scale.

Louisville APP CON prior to LISZA.
Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

NOTE: Jet aircraft only.

NOTE: KSDF landing north select Rwy 35L
Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

NOTE: KSDF landing south select Rwy 17R
Transition. Expect runway assignment from Louisville APP CON prior to LISZA.

CONTINUED ON FOLLOWING PAGE
ARRIVAL ROUTE DESCRIPTION

KSDF: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000.

LANDING KSDF RUNWAY 17L: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 140° to cross LEXXI at 6000 and at 210K. Expect ILS or LOC Rwy 17L approach.

LANDING KSDF RUNWAY 17R: From JMONY on track 101° to cross RCTIC between 11000 and 13000, then on track 101° to cross MEENY between 9000 and 11000, then on track 101° to cross DURBY between 7000 and 9000, then on track 101° to cross BODYE at 6000, then on track 101° to MMAXY, then on track 151° to cross CWAYN at 6000 and at 210K. Expect ILS or LOC Rwy 17R approach.

LANDING KSDF RUNWAY 29: From JMONY on track 109° to cross WILAA between 11000 and 13000, then on track 109° to cross CLLWY between 9000 and 11000, then on track 109° to cross WVEVR between 7000 and 9000, then on track 109° to cross HOOLA between 6000 and 7000, then on track 126° to cross KYANG at 6000, then on track 126° to cross CPIKE at 6000, then on track 126° to RAACH, then on track 116° to cross BATSS at 6000, then on track 111°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAYS 35L/R: From JMONY on track 135° to cross MILLI between 11000 and 13000, then on track 135° to cross MMACE between 9000 and 11000, then on track 135° to cross RLENA between 7000 and 9000, then on track 135° to cross JYTEE between 6000 and 7000, then on track 135° to cross DHARD at 6000, then on track 135° to cross LEWSS at 6000, then on track 170°. Expect RADAR vectors to final approach course.

LANDING KVJY/KLOU: From GDAYE on track 160° to cross LISZA between 14000 and 17000 and at 280K, then on track 160° to cross JMONY between 13000 and 15000, then on track 101° to cross RCTIC between 11000 and 13000, then on track 092° to cross CHKIN between 9000 and 11000, then on track 093° to cross LEGGZ between 7000 and 9000, then on track 093° to cross MYDOG at 6000, then on track 093°. Expect RADAR vectors to final approach course.
NOTE: Jet aircraft only.

NOTE: KSDF Landing North select Rwy 35R Transition. Expect runway assignment from Louisville APP CON prior to COBBZ.

NOTE: KSDF Landing South select Rwy 17L Transition. Expect runway assignment from Louisville APP CON prior to COBBZ.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

GLAZR TRANSITION (GLAZR.LEDDL1):
LAFOX TRANSITION (LAFOX.LEDDL1):
YOCKY TRANSITION (YOCKY.LEDDL1):

KSDF: From COBBZ on track 348° to cross LEDDL between 11000 and 13000.

LANDING KSDF RUNWAY 17L/R: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 322° to cross RODAH between 6000 and 7000, then on track 322° to cross STVNZ at 6000, then on track 322° to MYCUL, then on track 351° to cross HHANA at 6000, then on track 351°. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From LEDDL on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 317° to cross SNDSL between 7000 and 9000, then on track 295° to cross TRUBS at 4000 and at 210K. Expect LOC Runway 29 approach.

LANDING KSDF RUNWAY 35L: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 321° to cross BRBON at 6000. Expect ILS or LOC Runway 35L approach.

LANDING KSDF RUNWAY 35R: From LEDDL on track 282° to cross PPATI between 9000 and 11000, then on track 279° to cross OLDIZ between 7000 and 9000, then on track 286° to cross KYLAW at 7000, then on track 330° to cross MEEKO at 6000. Expect ILS or LOC Runway 35R approach.

LANDING KVY: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 336°. Expect RADAR vectors to final approach course.

LANDING KLOU: From COBBZ on track 348° to cross LEDDL between 11000 and 13000, then on track 349° to cross SODAA between 9000 and 11000, then on track 349° to cross LUEEY between 7000 and 9000, then on track 340° to cross PNNIC at 5000, then on track 331°. Expect RADAR vectors to final approach course.
NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the HOBRK RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the MARVELL SIX," then comply with altitude restrictions as published.

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS 127.75

(TURBINE JETS/TURBOPROPS LANDING NORTH)
Turbojets/Turboprops Landing North:
FL210 290K
10000 230K
FL210 290K
280K

(TURBINE JETS/TURBOPROPS LANDING SOUTH)
Turbojets/Turboprops Landing South:
FL210 290K
10000 230K
16000 14000

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.
LOUISVILLE APP CON
132.075 327.0
SDF D-ATIS
118.725
LOU ATIS
124.15

NOTE: Jet aircraft only.
NOTE: PENBE Transition ATC assigned only.
NOTE: KDSF Landing North select Rwy 35L Transition.
Expect runway assignment from Louisville APP CON prior to JIINN.
NOTE: KDSF Landing South select Rwy 17R Transition.
Expect runway assignment from Louisville APP CON prior to JIINN.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
ARRIVAL ROUTE DESCRIPTION

BUMPY TRANSITION (BUMPY.MBELL5):
IMOUT TRANSITION (IMOUT.MBELL5):
MOOCH TRANSITION (MOOCH.MBELL5):
PENBE TRANSITION (PENBE.MBELL5):

KSDF: From JIINN on track 083° to cross MBELL between 13000 and 15000.

LANDING KSDF RUNWAYS 17L/R: From MBELL on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 034° to cross GLENM between 7000 and 9000, then on track 052° to cross AUDRY between 6000 and 7000, then on track 052° to cross BEEKK at 6000, then on track 052° to cross LOKBL between 7000 and 9000, then on track 034° to cross PRKER between 7000 and 9000, then on track 052° to cross LIYAH between 9000 and 11000. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 29: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross KYSEN at 6000, then on track 063° to cross KYSEN at 6000, then on track 072° to cross RNNER, then on track 010° to cross BRBON at 6000. Expect RADAR vectors to final approach course.

LANDING KSDF RUNWAY 35L: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross KYSEN at 6000, then on track 063° to cross KYSEN at 6000, then on track 072° to cross RNNER, then on track 010° to cross BRBON at 6000. Expect ILS or LOC RWY 35L approach.

LANDING KSDF RUNWAY 35R: From MBELL on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross KYSEN at 6000, then on track 063° to cross KYSEN at 6000, then on track 072° to cross RNNER, then on track 020° to cross MEKEK at 6000. Expect ILS or LOC RWY 35R approach.

LANDING KJVY: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 019° to cross AABBZ between 11000 and 13000, then on track 019° to cross BLEEM between 9000 and 11000, then on track 019° to cross DOWNS between 7000 and 9000, then on track 030° to cross SIPPN at 5000, then on track 030°. Expect RADAR vectors to final approach course.

LANDING KLOU: From JIINN on track 083° to cross MBELL between 13000 and 15000, then on track 101° to cross LOKBL between 11000 and 13000, then on track 100° to cross LIYAH between 9000 and 11000, then on track 100° to cross PRKER between 7000 and 9000, then on track 100° to cross MOWGN at 6000, then on track 090°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

FASON TRANSITION (FASON.MONAA4):
HOMNN TRANSITION (HOMNN.MONAA4):
MATCN TRANSITION (MATCN.MONAA4):
ZOKER TRANSITION (ZOKER.MONAA4):

From LOHNI on track 273° to MONAA, then on track 272° to cross ZAMET at 6000 and 210K, then on track 272°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect to receive landing direction (north/south/northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.
NOTE: Landing south indicates Rwy 20L/20C/20R.
Landing north indicates Rwy 21/2C/2R.
Landing northwest indicates Rwy 31.

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

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

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: For turbojet aircraft only.

NOTE: Expect to receive landing direction (North/South/ Northwest) and "descend via" clearance from Memphis Center; Nashville approach will issue landing runway.

NOTE: Landing South indicates Rwys 20L/20C/20R.

Landing North indicates Rwys 2L/2C/2R.

Landing Northwest indicates Rwy 31.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

LANDING RWY 13: From over OBATE on track 200° to cross TCKKS at 6000, then on track 200°. Expect radar vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

DAAVE TRANSITION (DAAVE.SARGO4):
TERGE TRANSITION (TERGE.SARGO4):

From SARGO on track 060° to VANGE.

LANDING RUNWAY 9: From VANGE on track 051° to cross CALFS at 8000, then on track 051°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 18L/C/R: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 004° to UBEDE, then on track 006° to cross LEWIN at 6000 and at 210K, then on track 006°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From VANGE on track 061° to cross YEBUL at or below 13000, then on track 072° to cross EYURA at or below 12000, then on track 072° to cross AZONS at or above 8000 and at 210K, then on track 072° to FIDEK, then on track 098° to CADPO, then on track 096° to cross FIBSU at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 36L/C/R: From VANGE on track 094° to cross WAXIL at or below 13000, then on track 094° to cross FECTA at 8000, then on track 094°. Expect RADAR vectors to final approach course.
After TEARS, track 292°, expect radar vectors to final approach course.

Landing Rwy 2L/2C/2R: 

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

JAGIR TRANSITION (JAGIR.SWFFT2)
VOLUNTEER TRANSITION (VXV.SWFFT2)
ZANZA TRANSITION (ZANZA.SWFFT2)

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

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

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

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

LANDING RWY 13: From over ADAAY on track 308° to cross OURRS at/above 6000 and at 250K, then on track 308° to cross MEANN at 5000 and at 210K, then on track 308°. Expect radar vectors to final approach course.
NOTE: Chart not to scale.
LANDING SOUTH: RUNWAY 18L/18C/18R: From over VANZE on track 287° to MASHH, cross MASHH at/below 16000 and at/above 14000 at 280K, then on track 286° to HLI VORTAC, then on track 303° to LARUE, cross LARUE at/below 12000 and at/above 10000 at 250K, then on track 302° to FLOND, cross FLOND at/below 11000 and at/above 9000, then on track 302° to SUUZE, then on track 360° to MEBEE, cross MEBEE at/below 10000 and at/above 8000 at 210K, then on track 360° to HADSO, cross HADSO at/below 8000 and at/above 6000, then on track 360° to HEXIN, cross HEXIN at 3000, then on track 360°. Expect radar vectors to final approach course.

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

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

NOTE: Landing North indicates Rwys 36L/36C/36R/9/27.

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

NOTE: Chart not to scale.
NOTE: DME and RADAR required.

NOTE: Procedure NA for RNAV capable jets.

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

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

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .

MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .

POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

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

LANDING SOUTH: From over WLDER/MEM VORTAC 47 DME on MEM R-045 to cross LTOWN/MEM 43 DME at 10000 and 230K, then on heading 245°, expect RADAR vectors to final approach course.
RNAV (GPS) RWY 21

**APCH CRS**
- Rwy Ldg: 6001
- TDZE: 1065
- Arpt Elev: 1065

**UNICOM**
- 126.2 (CTAF)
- 257.975 (CTAF)

**MESSED APPROACH:** Climb to 4000 direct BAPSE and hold.

* Circling not authorized NW of RWY 3-21.

---

**EMERG SAFE ALT 100 NM 5800**

**CIRCLING**
- A: 1480-1
- B: 415 (500-1)
- C: 1480-1½
- D: 415 (500-1½)

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**.categories**

**TULLAHOMA, TENNESSEE**

**Orig 19MAY22**
RNAV (GPS) RWY 10
ASHLAND RGNL (DWU)

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

ASHLAND, KENTUCKY
AL-5099 (FAA)

MISSED APPROACH: Climb to 3300 direct JUDSS and hold, continue climb-in-hold to 3300.
RNAV (GPS) Rwy 28
ASHLAND RGNL (DWU)

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

Descent Angle NA.

 CATEGORY A B C D
 LP MDA 1340-1 1340-1½ 1340-2½ 794 (800-1) 794 (800-1¼) 794 (800-1½) 794 (800-2½)
 LNAV MDA 1340-1 1340-1½ 1340-2½ 794 (800-1) 794 (800-1¼) 794 (800-1½) 794 (800-2½)
 CIRCLING 1340-1 1380-1½ 1400-2½ 794 (800-1) 834 (900-1¼) 854 (900-2½) 874 (900-2½)

MIRL Rwy 10-28
REIL Rwy 10 and 28

SE-1, 11 JUL 2024 to 05 SEP 2024

ASHLAND, KENTUCKY
Amdt 1C 31MAR16

5
RNAV (GPS) RWY 2
MCMINN COUNTY (MMI)

Parameters:
- App CRS: 022°
- MSA: RW02 25 NM
- Holding Pattern: 5 NM
- Elevation: 874
- TDZE: 846

MISSED APPROACH:
- Climb to 3100 direct HUVEP and hold.

Procedure NA for arrivals at KIRCH on V311 northbound.

Procedure NA for arrivals at MARBL on V97 northbound.

RNAV (GPS) RWY 2
- Helicopter visibility reduction below 1 SM NA. Straight-in RWY 2 NA at night. Circling RWY 2 NA a night. When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 120 feet, and LNAV visibility Cats C and D ½ SM, and Circling visibility Cat A ¼ SM and Cat C ½ SM.

Unicom: 122.8 (CTAF)

RNP APCH - GPS.

Orig E 15 JUN 23

ATHENS, TENNESSEE
SE-1, 11 JUL 2024 to 05 SEP 2024
Straight-in and Circling minimums NA at night.
Rwy 3 helicopter visibility reduction below 1 SM NA.
DME required.

**MISSING APPROACH:** Climbing left turn to 2500 direct EWO VOR/DME and hold.

**AWOS-3**
119.925

**LOUISVILLE APP CON**
132.075 327.0

**UNICOM**
122.8 (CTAF)

---

**IF/IAF**
NEW HOPE
113.95 EWO
Ch 86 (Y)

NoPT for arrival on EWO VOR/DME airway radials R-164, R-220, and R-258.

**One Minute Holding Pattern**

- **EWO VOR/DME**
- **MARNY**
  - EWO [8.5]
- **2500**
  - EWO

**CATEGORY**

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**MIRL Rwy 3-21**
REL Rwy 3 and 21
RNAV (GPS) RWY 1
WILLIAM L WHITEHURST FLD (M08)

**Amdt 1A  12JUN17**

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

**LP MDA**
- 860-1
- 361 (400-1)

**LNAV MDA**
- 880-1
- 880-1/3
- 381 (400-1/3)

**CIRCLING**
- 980-1
- 481 (500-1)
- 1100-1/3
- 601 (700-1/3)
- 1360-2/3
- 861 (900-2/3)

**AWOS:3**
- 121.125

**MEMPHIS CENTER**
- 124.35
- 318.1

**UNICOM**
- 123.0 (CTAF)

**MISSED APCH FIX**
- 4 NM to HESKA

**DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities 1/2 mile, and LNAV Cats C/D and Circling Cats C/D visibilities 1/2 mile. Rwy 1 helicopter visibility reduction below 1 SM NA.**

**Visual Segment - Obstacles.**

**HESKA**
- 2500
- 189°
- 009°

**EW**
- 621
- RW01
- 601±
- 619±

**JUSES**
- 2000
- 009° (6.6)

**SADJI**
- (FAF)

**LOHNI**
- (IF/IAF)

**IJVOB**
- (IAF)

**LOHNI**
- (IAF)

**HOMOB**
- (FAF)

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

**SAFETY INFORMATION: MIRL Rwy 1-19.**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**Bolivar, Tennessee**
RNAV (GPS) RWY 19
WILLIAM L WHITEHURST FLD (M08)

AWOS-3
121.125

MEMPHIS CENTER
124.35 318.1

UNICOM
123.0 (CTAF)

BOLVAR, TENNESSEE
AL-6392 (FAA)

Amdt 1A  22JUN17

CIRCLING

35°13'N - 89°03'W

123222
Circling Rwy 30 NA at night.
** DME from BWG DME.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

**ZELUL FIX MINIMUMS**

**S-LOC 3**

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**FAF to MAP**

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<td></td>
<td>453 (500-1)</td>
<td>573 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at TANDS on V49 southbound.

 RNAV-1 GPS or RADAR required for procedure entry.

NOORA LOM and hold.
RNAV 1-GPS required.

Circling Rwy 30 NA at night.
**DME from BWG DME.

ASOS 127.825
MEMPHIS CENTER 133.85 317.6
UNICOM 123.0 (CTAF)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.

REIL Rwy 3 and 21
MIRL Rwy 12-30
HIRL Rwy 3-21

GS 3.00°
TCH 44

CATEGORY A B C D
S-ILS 3 747-3/4 200 (200-3/4)
S-LOC 3 1080-1 533 (600-1) 1080-1 1/2 533 (600-1/2)
C CIRCLING 1080-1 1120-1 1160-1/3 1200-2
533 (600-1) 573 (600-1) 613 (700-1/3) 653 (700-2)

ZELUL FIX MINIMUMS **

S-LOC 3 920-1 373 (400-1)
C CIRCLING 1000-1 1120-1 1160-1/3 1200-2
453 (500-1) 573 (600-1) 613 (700-1/3) 653 (700-2)

ELEV 547 D TDZE 547

FAF to MAP 5.5 NM
Knots 60 90 120 150 180
Min:Sec 5:30 3:40 2:45 2:12 1:50

BOWLING GREEN, KENTUCKY
Orig 10OCT19
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats ½ mile and LNAV Cat C and D and Circling Cat C and D visibility ¾ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

**Disclaimer**: The text is a direct transcription of the image provided, ensuring all details are captured accurately. This text is intended for informational purposes only and may require further interpretation or context for full comprehension.
BOWLING GREEN, KENTUCKY

RNAV (GPS) RWY 21

ASOS
127.825

MEMPHIS CENTER
133.85 317.6

UNICOM
123.0 (CTAF)

Amdt 1A  28MAY15

BARO VNAV NA when using Glasgow Muni altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

When local altimeter setting not received use Glasgow Muni altimeter setting and increase all DA 77 feet all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats ½ mile and LNAV and Circling Cats C and D visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

Night landing: Rwy 30 NA.

WEDVO and hold.

Climb to 3100 direct Indices.

MISSED APCH FIX
WEDVO

ELEV 547 D
TDZE 522

3100 WEDVO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 30).

* LNAV only.

1.5 NM to RW21

* 2.1 NM to RW21

1.5 NM to WISLI

1.5 NM to RW21

1.5 NM to RW21

1.5 NM to RW21

3.6 NM

1.5 NM

6 NM

LNAV/VNAV DA
1073-1⅔ 551 (600-1⅔)

LNAV MDA
1020-1 498 (500-1)

1020-1 498 (500-1)

1160-1⅓ 613 (700-1¼)

473 (500-1)

1120-1 573 (600-1)

1200-2 653 (700-2)

1240 2400

214° 214°

GP 3.00°
TCH 55

 CATEGORY
A  B  C  D

LPV DA
807-1 285 (300-1)

214° 2400

1240

3100

034°

169°

1633

XOMYU

(JAF) ZEZIA

[IAF] JIBIP

[IF/IAF] UGATE

3100 RW21

2.1 NM to WISLI

4 NM

2.1 NM to RW21

169°

3100

214°

6500 522

Apt Elev 547

APP CRS 214°

Rwy Idg 522

Ch 57907

W21A

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
### NDB RWY 3

**BOWLING GREEN-WARREN COUNTY RGNL (BWG)**

**LOM BW** | **APP CRS** | **Rwy Idg** | **TDZE** | **Apt Elev**
---|---|---|---|---
236 | 034° | 6500 | 547 | 547

**ASOS**
- 127.825

**MEMPHIS CENTER**
- 133.85 317.6

**UNICOM**
- 123.0 (CTAF)

**LOM/IAF**
- NOORA
- 236 BW

**ELEV**
- 547

**TDZE**
- 547

**ReIL Rwy 3 and 21**
- MIRL Rwy 12-30
- HIRL Rwy 3-21

---

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

**S-3**
- 1120-1 573 (600-1)
- 1120-1 573 (600-1)
- 1120-1\(^{\frac{1}{4}}\) 573 (600-1\(^{\frac{1}{4}}\))
- 1160-1\(^{\frac{1}{4}}\) 613 (700-1\(^{\frac{1}{4}}\))
- 1200-2 653 (700-2)

**Circling**
- 1120-1 573 (600-1)
- 1160-1\(^{\frac{1}{4}}\) 613 (700-1\(^{\frac{1}{4}}\))
- 1200-2 653 (700-2)

**Knots**
- 60
- 90
- 120
- 150
- 180

**Min/Sec**
- 5:24
- 3:36
- 2:42
- 2:10
- 1:48

**TCH 44**
- 3.13°

**FAF to MAP 5.4 NM**
- 034°

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**IMEP 36°38’N-86°25’W**

---

**NA**
- Circling to Rwy 30 NA at night.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.
ILS or LOC RWY 5
TRI-CITIES (TRI)

ADF required. RADAR required for procedure entry.

Circling to RWY 9 NA at night. Circling NA northwest of Rwys 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.

MISSED APPROACH: Climb to 2000 then climb to 4800 direct MOCCA LOM INT and hold, continue climb-in-hold to 4800.
RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519

RNAV (GPS) RWY 9
TRI-CITIES (TRI)

Circling NA NW of Rwys 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rw 9 NA at night, Circling Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.

ATIS
118.25

TRI-CITY APP CON *
134.425 349.0

TRI-CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.7 348.6

UNICOM
122.95

ELEV 1519
TDZE 1519
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rw 9-23. For inoperative ALs, increase LNAV Cats C and D visibility to 1½ SM. Circling Rw 9 NA at night.

**ATIS**
- **118.25**

**TRI-CITY APP CON**
- **134.425**
- **349.0**

**TRI-CITY TOWER**
- **119.5** (CTAF)
- **257.8**

**GND CON**
- **121.7**
- **348.6**

**UNICOM**
- **122.95**

** Categories **

- **LPV**
  - **DA**
  - **1718/18**
  - **200 (200-½)**

- **RNP**
  - **DA**
  - **2160-1 ½**
  - **642 (700-1 ½)**

- **LNAV MDA**
  - **2080/24**
  - **562 (600-½)**
  - **2080-1 ½**
  - **562 (600-1 ½)**

- **CIRCLING**
  - **2120-1**
  - **601 (700-1)**
  - **2180-1**
  - **661 (700-1)**
  - **2300-2 ½**
  - **781 (800-2 ½)**
  - **2500-3**
  - **981 (1000-3)**
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

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

TWR
118.25
TRI-CITY TOWER
119.5  257.8
GND CON
121.7  348.6

ATIS
118.25
TRI-CITY TOWER
119.5  257.8
GND CON
121.7  348.6

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

FIELD ELEV 1519

NORTH GA RAMP

FIRE STATION

TERMINAL

ELEV 1518

SOUTH GA RAMP

096.0°

4442 X 150

ELEV 1509

CORPORATE HANGARS

CARGO TERMINAL

CARGO RAMP

AP1 RAMP

RAMP

SE-1, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.

TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.

TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.

TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.
Rwy 5: T-L twr 678' from DER, 644' left of centerline, 50' AGL/1536' MSL. Trees beginning 1590' from DER, 858' left of centerline, up to 1582' MSL. Trees beginning 2338' from DER, 871' left of centerline, up to 1590' MSL. Trees beginning 3175' from DER, 951' left of centerline, up to 1619' MSL. Trees beginning 3584' from DER, 1038' left of centerline, up to 1626' MSL. Trees beginning 3768' from DER, 819' left of centerline, up to 1736' MSL. Trees beginning 1.4 NM from DER, 514' left of centerline, up to 1770' MSL.

Rwy 9: Trees and Lt pole beginning 67' from DER, 152' right of centerline, up to 1584' MSL. Trees beginning 182' from DER, 187' right of centerline, up to 100' AGL/1600' MSL. Tree 1.2 NM from DER, 1941' left of centerline, 1715' MSL.

Rwy 23: Trees beginning 3538' from DER, 1309' right of centerline, up to 1657' MSL. Trees beginning 3865' from DER, 440' right of centerline, up to 1665' MSL. Trees beginning 5655' from DER, 353' left of centerline, up to 1634' MSL. Trees beginning 1 NM from DER, 26' left of centerline, up to 1666' MSL. Trees beginning 1.1 NM from DER, 69' right of centerline, up to 1675' MSL.

Rwy 27: Terrain, fences, poles, T-L twrs and tree beginning 43' from DER, 90' right of centerline, up to 1552' MSL. Poles, tanks, Lt poles and T-L twr beginning 244' from DER, 307' left of centerline, up to 1538' MSL. Trmsn twrs, trees and pole beginning 636' from DER, 26' left of centerline, up to 1561' MSL. Bldgs beginning 993' from DER, 162' right of centerline, up to 1555' MSL. Trees beginning 1157' from DER, 59' right of centerline, up to 1558' MSL. Trees beginning 1271' from DER, 121' right of centerline, up to 1573' MSL. Trees beginning 1449' from DER, 18' left of centerline, up to 1575' MSL. Trees, poles and monuments beginning 1548' from DER, 59' right of centerline, up to 1577' MSL. Trees beginning 1834' from DER, 33' right of centerline, up to 1582' MSL. Trees beginning 1882' from DER, 555' left of centerline, up to 1595' MSL. Trees beginning 2043' from DER, 106' right of centerline, up to 1632' MSL. Trees beginning 2185' from DER, 357' left of centerline, up to 1604' MSL. Poles, trees, T-L twrs and terrain beginning 2680' from DER, 59' right of centerline, up to 1644' MSL. Trees beginning 4150' from DER, 24' right of centerline, up to 1663' MSL. Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL. Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL. Terrain, tree, bush beginning 4349' from DER, 69' left of centerline, up to 1679' MSL. Bush 4496' from DER, 202' left of centerline, 1681' MSL. Trees, terrain, bushes and pole beginning 4506' from DER, 79' left of centerline, up to 1726' MSL. Pole and tree beginning 4664' from DER, 10' right of centerline, up to 39' AGL/1649' MSL. Trees, T-L twrs and terrain beginning 3088' from DER, 62' right of centerline, up to 1645' MSL. Terrain and T-L twr beginning 4150' from DER, 24' right of centerline, up to 1663' MSL. Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL. Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL. Terrain, tree, bush beginning 4349' from DER, 69' left of centerline, up to 1679' MSL. Bush 4496' from DER, 202' left of centerline, 1681' MSL. Trees, terrain, bushes and pole beginning 4506' from DER, 79' left of centerline, up to 1726' MSL. Pole and tree beginning 4664' from DER, 0' right of centerline, up to 39' AGL/1649' MSL. Trees, T-L twrs and terrain beginning 3088' from DER, 62' right of centerline, up to 1645' MSL. Terrain and T-L twr beginning 4150' from DER, 24' right of centerline, up to 1663' MSL. Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL. Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL. Terrain, tree, bush beginning 4349' from DER, 6' left of centerline, up to 1679' MSL. Bush 4496' from DER, 202' left of centerline, 1681' MSL. Trees, terrain, bushes and pole beginning 4506' from DER, 7' left of centerline, up to 1726' MSL. Pole and tree beginning 4664' from DER, 10' left of centerline, up to 39' AGL/1735' MSL. Trees, terrain, pole beginning 4714' from DER, 374' left of centerline, up to 1738' MSL. Trees beginning 4725' from DER, 53' right of centerline, up to 1736' MSL. Trees beginning 4803' from DER, 127' left of centerline, up to 1771' MSL. Trees beginning 4815' from DER, 87' left of centerline, up to 1782' MSL. Trees beginning 1.5 NM from DER, 1789' right of centerline, up to 1778' MSL. Trees beginning 1.5 NM from DER, 1377' right of centerline, up to 1795' MSL. Trees beginning 1.5 NM from DER, 1435' right of centerline, up to 1804' MSL. Trees beginning 1.5 NM from DER, 1692' right of centerline, up to 1806' MSL. Trees beginning 1.6 NM from DER, 1305' right of centerline, up to 1822' MSL. Trees beginning 1.6 NM from DER, 1484' right of centerline, up to 1823' MSL. Trees beginning 1.6 NM from DER, 964' right of centerline, up to 1828' MSL. Trees beginning 1.6 NM from DER, 785' right of centerline, up to 1838' MSL. Trees beginning 1.7 NM from DER, 588' right of centerline, up to 1863' MSL. Trees beginning 1.7 NM from DER, 78' right of centerline, up to 1867' MSL. Trees beginning 1.8 NM from DER, 53' left of centerline, up to 1836' MSL. Tree 2 NM from DER, 1018' left of centerline, 1838' MSL.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 250’ per NM to 3000.
Rwy 9: Standard with minimum climb of 500’ per NM to 5000.
Rwy 23: Standard with minimum climb of 370’ per NM to 2300.
Rwy 27: Standard with minimum climb of 440’ per NM to 3200.

NOTE: Chart not to scale.

(KINGS TWO DEPARTURE)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
TRI-CITIES (TRI)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

...maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:
If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.
RNAV (GPS) RWY 28
KENTUCKY DAM STATE PARK (M34)

Misssed Approach: Climb to 1800 then climbing right turn to 2700 direct VERTS and hold.


PAH ASOS 118.375
Memphis Center 133.65 292.15
Unicom 123.0 (CTAF)

Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>849 (900-1)</td>
<td>1200-1½</td>
<td>849 (900-1½)</td>
</tr>
<tr>
<td>Circling</td>
<td>1200-1½</td>
<td>849 (900-1½)</td>
<td>NA</td>
<td>NA</td>
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</table>

Elev 351
TDZE 351

Calvert City, Kentucky
Orig 30Nov23

37°01'N-88°18'W

KENTUCKY DAM STATE PARK (M34)
Baro-VNAV NA. Use Beech River Rgnl altimeter setting; when not received use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile.

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

**VGSI and RNAV glidepath not coincident** (VGSI 3.50/TCH 17).

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
**LPV DA** | 771-1 | 303 (400-1) | NA | NA
**LNAV/VNAV DA** | 944-1½ | 476 (500-1¾) | NA | NA
**LNAV MDA** | 1040-1 | 572 (600-1) | 1040-1½ | 572 (600-1½) | NA
RNAV (GPS) RWY 22
BENTON COUNTY (KM4)

RNP APCH.

MISSED APPROACH: Climb to 2500 direct TEMSE and hold.

Missed Approach: Climb to 2500

NA

Boro-VNAV NA. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, and LNAV Cat C visibility ¾ mile. Procedure NA at night.

PVE AWOS-3
Memphis Center

118.125
125.85 379.25

122.8 (CTAF)

VA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.35/TCH 17).

217° to RW22

2500

TEMSE

ELEV 468
TDZE 465

MIRL Rwys 4 and 22

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23

** When ALS inop, increase RVR to 40, vis to 1/4 mile.
** When ALS inop, increase CAT A8 RVR to 55, vis to 1 mile.
*** When ALS inop, increase CAT CDE RVR to 60, vis to 1 3/4 miles.
**** Circling NA SE of Rwy 5-23.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct CHNUK and hold.

For uncompensated BARO-VNAV systems, [NAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F)].
MISSED APPROACH: Climb to 1200, then climbing right turn to 2500 direct to FK LOM and continue climb-in-hold (max 230 KIAS).

RADAR required

** When ALS inop, increase CAT AB RVR to 5,500, vis to 1 mile, CAT CD vis to 1/2 mile.
** Circling not authorized SE of Rwy 5-23

** CATEGORY **

S-23

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>5-23</td>
<td>1120/40</td>
<td>549 (600-1/2)</td>
<td>1120/60</td>
<td>549 (600-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1120-1</td>
<td>549 (600-1)</td>
<td>1120-1½</td>
<td>549 (600-1½)</td>
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FTD 5-23

[Diagram of NDB RWY 23 at Fort Campbell, Kentucky with NDB FK CRS 225°]
RNAV (GPS) RWY 5
TAYLOR COUNTY (AAS)

Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ½ mile, and increase Circling Cat C visibility ¾ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¼ SM NA. Night landing: Rwy 5 NA for Cat C and D aircraft.

CAMPBELLSVILLE, KENTUCKY
AL-5210 (FAA)

WAAS CH 90223
APP CRS 055°
Rwy Idg 5003
TDZE 904
Apnl Elev 921

RN 055°
2500
ELEV 921

AWOS-3
121.125

145°
325°

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF)

145° 325°

DOODA
235°

Amdt 1: 13NOV14

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 5
TAYLOR COUNTY (AAS)

40
RNAV (GPS) RWY 23
TAYLOR COUNTY (AAS)

AWOS-3
121.125

INDIANAPOLIS CENTER
121.175 353.65

UNICOM
122.7 (CTAF)

KANOA
055°
235°

3000 KANOA

* LNAV only.

Stellarion Air Traffic Alert

Circling Cats C visibility 2/4 mile and Cat D visibility 1/4 mile. Helicopter visibility reduction below 1/2 SM NA.

VP/RNAV LNAV/VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility 1/4 mile, increase LNAV/VNAV all Cats visibility 1/4 mile, increase LNAV/RNAV Cats C and D visibility 1/4 mile, and increase Circling Cats C visibility 1/4 mile and Cat D visibility 1/4 mile. Helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH:
Climb to 3000 direct KANOA and hold.
When local altimeter setting not received, use Somerset altimeter setting: increase all MDA 100 feet; increase Cat C visibility ½ mile and Cat D visibility ¼ mile.

**MISSING APPROACH:** Climbing right turn to 3100 on heading 360° and on EWO R-132 to RAGUE/19 DME and hold.

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

- CIRCLING: 1540-1 619 (700-1) 1540-1 3/4 619 (700-1 3/4) 1660-2 1/4 739 (800-2 1/4)
ATC Notice:

RNAV (GPS) RWY 2

CENTREVILLE MUNI (GHM)

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility ½ mile and Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct ZAVOS and hold.

RNAV (GPS) RWY 2

4 NM
021°
ZAVOS

291°
111°
3000
ZAVOS

43
RNAV (GPS) RWY 20
CENTERVILLE MUNI (GHM)

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ½ mile; LNAV Cats C and D ½ mile; Circling Cat D ¼ mile. DME/DME RNP-0.3 NA.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct WOGUT and hold.

MISSED APCH FIX
WOGUT

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).

 CATEGORY | A | B | C | D
---|---|---|---|---
LP MDA | 1160-1 | 395 (400-1) | 1160-1½ | 395 (400-1½)
LNAV MDA | 1220-1 | 455 (500-1) | 1220-1½ | 455 (500-1½)
CIRCLING | 1260-1 | 495 (500-1) | 1280-1½ | 515 (600-1½) | 1520-2½ | 755 (800-2½)

35°50'N-87°27'W

SE-1, 11 JUL 2024 to 05 SEP 2024

Orig 10DEC15
Disregard inner marker indication.
Circling to RWy 15, 33 NA at night.

**ADF required.**

**ILS or LOC RWY 20**

**LOVELL FLD (CHA)**

**CHATTANOOGA, TENNESSEE**

**AL-79 (FAA)**

**LOC** 109.5
**APP CRS** 202°
**Rwy Ldg** TDZE 673
**Apt Elev** 683

**MISSING APPROACH:** Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.

**ATIS** 119.85
**CHATTANOOGA APP CON** 125.1
**CHATTANOOGA TOWER** 118.3 (CTAF) 257.8

**GND CON** 121.7
**CLNC DEL** 120.95
**UNICOM** 122.95

**ELEV** 683
**TDZE** 673

**1300**
**3700**

**CQN NDB**

**LOCALIZER 109.5**
**I-CHA**

**MIRL Rwy 15-33**
**HIRL Rwy 2-20**
**TDZ/CL Rwy 20**

**DISREGARD INNER MARKER INDICATION.**

**GND CON**

**MIN SEC**
**KNOTS**

**60**
**90**
**120**
**150**
**180**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>S-ILS 20</strong></td>
<td>873/18</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>S-LOC 20</strong></td>
<td>1320/24</td>
<td>647 (700-½)</td>
<td>1320-1½</td>
<td>647 (700-1¾)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1320-1</td>
<td>1340-1</td>
<td>1500-2½</td>
<td>1580-3</td>
</tr>
<tr>
<td></td>
<td>637 (700-1)</td>
<td>657 (700-1)</td>
<td>817 (900-2½)</td>
<td>897 (900-3)</td>
</tr>
</tbody>
</table>

**LOVELL FLD (CHA)**

**CHATTANOOGA, TENNESSEE**

Amdt 37 15JUN23

35°02’N-85°12’W
Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, RNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase RNAV/VNAV all Cats visibility to 1 1/3 SM. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

**Missed Approach:** Climb to 3900 direct HETIP and hold, continue climb-in-hold to 3900.
Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3300 direct IYODA and hold.
Circling RWY 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat C and D visibility to 1 1/2 SM.

ATIS 119.85
CHATTANOOGA APP CON 125.1 379.1
CHATTANOOGA TOWER 118.3 (CTAF) 257.8
GND CON 121.7 348.6
CLNC DEL 120.95 348.6
UNICOM 122.95

MISSED APPROACH:
Climb to 3800 direct FIDGO and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

CHATTANOOGA, TENNESSEE

LOVELL FLD (CHA)

AL-79 (FAA)

ATIS 119.85
CHATTANOOGA TOWER ★
118.3 257.8
GND CON
121.7 348.6
CLNC DEL
120.95 348.6

RWY 02-20
PCN 42 F/A/X/U
S-120, D-164, 2D-265
RWY 15-33
PCN 14 F/A/Y/U
S-120, D-164, 2D-265

AIRPORT DIAGRAM

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....
TAKEOFF RUNWAY 20: Climb heading 202° to 2200, thence....

....expect RADAR vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.
### RNP APCH - GPS.

**Circling NA W of Rwy 17-35. Circling Rwy 23 NA at night. Rwy 17 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CAMPBELL APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>134.575</td>
<td>134.35 307.025</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

---

#### Holding Pattern

- **HITUD**: 6000<br>- **2600**: 347° 167°

---

#### 4 NM Holding Pattern

- **HITUD**: 6000<br>- **2600**: 347° 167°

---

#### VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 52).

<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>823-⅞</td>
<td>282 (300-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>991-⅞</td>
<td>450 (500-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>519 (600-1)</td>
<td>1060-⅞</td>
<td>519 (600-⅞)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>510 (600-1)</td>
<td>1060-⅞</td>
<td>510 (600-⅞)</td>
</tr>
</tbody>
</table>

---

#### Missed Approach Fix

- **MISSED APCH FIX**: 4 NM

---

#### RNAV (GPS) RWY 17

**Declaration:**
- **RNAV (GPS) RWY 17**
- **UNICOM**: 122.8 (CTAF)
- **OUTLAW FLD (CKV)**
- **CLARKSVILLE, TENNESSEE**
- **36°37'N-87°25'W**

---

#### RNAV (GPS) RWY 17

**Declaration:**
- **RNAV (GPS) RWY 17**
- **UNICOM**: 122.8 (CTAF)
- **OUTLAW FLD (CKV)**
- **CLARKSVILLE, TENNESSEE**
- **36°37'N-87°25'W**

---

### CAMPBELL 1 MOA

- **R-3702A-B**
- **CAMPBELL 1 MOA**
- **1468**: 347° 167°

---

### CAMPBELL 1 MOA

- **R-3702A-B**
- **CAMPBELL 1 MOA**
- **1468**: 347° 167°

---

### Holding Pattern

- **HITUD**: 6000<br>- **2600**: 347° 167°

---

### 4 NM Holding Pattern

- **HITUD**: 6000<br>- **2600**: 347° 167°

---

### VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 52).

<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>823-⅞</td>
<td>282 (300-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>991-⅞</td>
<td>450 (500-⅞)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>519 (600-1)</td>
<td>1060-⅞</td>
<td>519 (600-⅞)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>510 (600-1)</td>
<td>1060-⅞</td>
<td>510 (600-⅞)</td>
</tr>
</tbody>
</table>

---

### Missed Approach Fix

- **MISSED APCH FIX**: 4 NM

---

### RNAV (GPS) RWY 17

**Declaration:**
- **RNAV (GPS) RWY 17**
- **UNICOM**: 122.8 (CTAF)
- **OUTLAW FLD (CKV)**
- **CLARKSVILLE, TENNESSEE**
- **36°37'N-87°25'W**

---

### RNAV (GPS) RWY 17

**Declaration:**
- **RNAV (GPS) RWY 17**
- **UNICOM**: 122.8 (CTAF)
- **OUTLAW FLD (CKV)**
- **CLARKSVILLE, TENNESSEE**
- **36°37'N-87°25'W**
RNAV (GPS) RWY 35

OUTLAW FLD (CKV)

Circling Rwy 5, 17, 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to 3/4 SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct GICEB and hold.

ASOS

CAMPBELL APP CON

UNICOM

134.575

134.35 307.025

122.8 (CTAF)

ELEV 550 TDZE 550

RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.

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RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.

RNP APCH - GPS.
**CLARKSVILLE, TENNESSEE**

**LOC RWY 35**

**OUTLAW FLD (CKV)**

**AL-5311 (FAA)**

**Amdt 6B 16MAY24**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**LOC I-CKV**

**APP CRS**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5999**

**550**

**550**

**MOA CAMPBELL 1 MOA**

**CAMPBELL 2 MOA**

**ASOS**

**134.575**

**CAMPELL APP CON**

**134.35 307.025**

**UNICOM**

**122.8 (CTAF)**

**2700**

**ELEV 550**

**TDZE 550**

**CLARKSVILLE, TENNESSEE**

**ALS**

**MISSED APPROACH:** Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.

**ADJ:**

**Circling NA W of Rwy 17-35. Circling Rwy 5, 17, 23 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting. * DME from CKV VOR/DME.**

**ASOS**

**134.575**

**CAMPELL APP CON**

**134.35 307.025**

**UNICOM**

**122.8 (CTAF)**

**SNUFF**

**335 CK = - =**

**ALTERNATE**

**MISSING APCH FIX**

**S-LOC 35**

**347°**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**FLD (CKV)**

**LOC RWY 35**

**OUTLAW FLD (CKV)**

**AL-5311 (FAA)**

**Amdt 6B 16MAY24**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**LOC RWY 35**

**OUTLAW FLD (CKV)**

**AL-5311 (FAA)**

**Amdt 6B 16MAY24**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
Circling NA W of Rwy 17-35. Circling Rwy 5, 17, 23 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

1120-1 570 (600-1) 1120-1 570 (600-1)
1120-1 570 (600-1) 1120-1 570 (600-1)
1120-1 570 (600-1) 1120-1 570 (600-1)
1120-1 570 (600-1) 1120-1 570 (600-1)

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.

CLARKSVILLE, TENNESSEE

OUTLAW FLD (CKV)

AL-5311 (FAA)

24137

VOR RWY 35

OUTLAW FLD (CKV)

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 3
CLEVELAND RGNL JETPORT (RZR)

Rw 3 helicopter visibility reduction below ⅔ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>CHATTANOOGA APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.475</td>
<td>125.1</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.40/TCH 46).

CIRCLING

 CATEGORY | A | B | C | D
------------------|---|---|---|---
 LPV DA | 1034-3/4 | 200 (200-3/4) | 1104-7/8 | 270 (300-3/8)
 LNAV/ VNAV DA | 1437-1/4 | 603 (600-1/4) |
 LNAV MDA | 1420-1 | 586 (600-1) | 1420-1/4 | 586 (600-1/4)
 CIRCLING | 1460-1 | 594 (600-1) | 1580-2 | 714 (800-2) | 1780-3 | 914 (1000-3) |
CLEVELAND, TENNESSEE

RNAV (GPS) RWY 21
CLEVELAND RGNL JETPORT (RZR)

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

MISSED APPROACH: Climb to 4100 direct MMARS and hold, continue climb-in-hold to 4100.

AWOS: 3
120.475

CHATTANOOGA APP CON
125.1

UNICOM
122.7 (CTAF)

CIRCLING
1460-1
594 (600-1)

LPV DA
1066-¾
200 (200-¾)

LNAV/ VNAV DA
1276-1¾
410 (500-1¾)

LNAV MDA
1360-1
494 (500-1)
1360-1¾
494 (500-1¾)

Cleveland, Tennessee

Amdt 2A 28FEB19

SE-1, 11 JUL 2024 to 05 SEP 2024

59
RNAV (GPS) RWY 6
MAURY COUNTY RGNL (MRC)

APP CRS 055°
Rwy Idg 6000
TDZE 670
Apt Elev 681

AWOS-3 128.625
MEMPHIS CENTER 125.85 379.25
UNICOM 122.8 (CTAF)

COLUMBIA/MOUNT PLEASANT, TENNESSEE
AL-5706 (FAA)

LINKAGE

MAURY COUNTY RGNL (MRC)
RNCA (GPS) RWY 6

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Nashville Intl altimeter setting; increase all MDA 120 feet and increase LNAV Cat B visibility ¼ SM, Cats C and D visibility ½ SM, increase Circling Cat C visibility ½ SM.

MISSED APPROACH:
Climb to 3000 direct URSAW and hold.

VEHICLE

CIRCLING COLUMBIA/MOUNT PLEASANT, TENNESSEE 681

ELEV 681
TDZE 670

SE-1, 11 JUL 2024 to 05 SEP 2024

COLUMBIA/MOUNT PLEASANT, TENNESSEE
Orig-A 09SEP21

35°33'N-87°11'W

MAURY COUNTY RGNL (MRC)
RNCA (GPS) RWY 6

SE-1, 11 JUL 2024 to 05 SEP 2024

COLUMBIA/MOUNT PLEASANT, TENNESSEE
Orig-A 09SEP21

35°33'N-87°11'W
RNAV (GPS) RWY 24

MAURY COUNTY RGNL (MRC)

Inop table does not apply to LNAV/VNAV Cats A, B, and C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 24 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 1090 feet and LNAV/VNAV DA to 1338 feet and increase all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility 1/2 SM, and LNAV Cats C and D visibility 1/4 SM, and increase Circling Cat C visibility 1/2 SM. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

AWOS-3 128.625
MEMPHIS CENTER 125.85 379.25
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 24

MAURY COUNTY RGNL (MRC)
RNAV (GPS) RWY 2
MARTIN CAMPBELL FLD (1A3)

Procedure NA at night. Rw 2 helicopter visibility reduction below 1 SM NA.
Circling NA for Cat C east of Rw 2-20. Use Andrews altimeter setting,
when not received, use Dalton altimeter setting and increase all MDAs 160 feet,
LNAV visibility Cat B/C ½ SM and LP visibility Cat B/C ½ SM.

MISSED APPROACH: Climb
to 6000 direct HOVDO
and hold, continue climb
in hold to 6000.
RNAV (GPS) RWY 20
MARTIN CAMPBELL FLD (1A3)

RNP APCH - GPS.

△ Misssed Approach: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.

Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet.

Δ RHP AWOS-3
119.675

ATLANTA CENTER
133.1 342.425

CTAF
122.9 *

Procedure NA for arrivals at OLBUE on V97 northeast bound.

Amdt 1 06OCT22

Setting and increase all MDAs 160 feet.

Use Andrews altimeter setting, when not received, use Dalton altimeter setting.

MISSED APCH FIX
OSLAE

5 NM

ELEV 1789 D TDZE 1789

HOLD 6000

(IF/IAF)
HOVD0

3692

3000

6000

6000 N oPT

10.1

1241

MARTIN CAMPBELL FLD

OSLAE

[IAF] YUGUC

6000 N oPT

15.3

ZEGUX

3000

6000 N oPT

TUCKE

6000

1231

3020-3

1231 (1300-3)

5.9 NM

3.6 NM

3.6 NM

5 NM

3.00°

3.00°

199°

199°

199°

199°

199°

5.9 NM

3.6 NM

3.6 NM

5 NM

Holding Pattern

5000

OSLAE

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 43).

HOVD0

2420

2694 ±

3459

2259 ±

2396

1831

3322

3283

2700

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

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1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1

1231 (1300-1)

3020-1
Simultaneous approach authorized with Rwy 18C and 18L.

DME or radar required.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3000 via CVG R-244 to AVIEW INT/CVG 20 DME and hold.

Radar required.

Alternate missed approach fix

Cincinnati App Con 090°-269° (200-089°)

Cincinnati Tower 118.975 360.85 (RWY 18L/36R)
118.3 (RWY 18C/36C, 09/27)
133.325 (RWY 18R/36L)

Cincinnati ILS or LOC RWY 18R

Cincinnati/Northern Kentucky Intl (CVG)

ILS or LOC RWY 18R

COVINGTON, KENTUCKY

SE-1, 11 JUL 2024 to 05 SEP 2024

Amdt 1C 12AUG21
For inop ALS, increase S-LOC 27 Cat C/D visibility to 1¾ SM.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 230° and CVG R-244 to AVIEW INT/CVG 20 DME and hold.

** RADAR required for procedure entry.

MISSED APCH FIX

RADAR INT
JELDA INT
SOAND INT
KAYDE INT
AVIEW INT
CVG 20
Simultaneous approach authorized with Rwy 36C and 36L. DME required.

MISSING APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

---

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**ILS or LOC RWY 36L**

**DME or RADAR REQUIRED**

**MSA CVG 25 NM**

**Category** A B C D

**S-ILS 36L** 1073/18 200 (200-1/2)

**S-LOC 36L**

1440/24 567 (600-1/2) 1440/60 567 (600-1/4)

1560-1 564 (600-1) 664 (700-1/2) 664 (700-2)

1560-2

**CIRCLING**

1460-1 564 (600-1) 1560-1 564 (600-1) 664 (700-1) 664 (700-2)

**JIMUR FIX MINIMUMS**

**S-LOC 36L**

1220/24 347 (400-1/2) 1220/30 347 (400-1/8)

**CIRCLING**

1460-1 564 (600-1) 1560-1 564 (600-1) 664 (700-1) 664 (700-2)
Simultaneous approach authorized with Rwy 36C and 36R. DME required.

D-ATIS

CINCINNATI APP CON
119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 via heading 270° and CVG R-294 to JADRO/CVG 16 DME and hold.

DME or RADAR REQUIRED

BA 98/12 100 DA 973

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

COVINGTON, KENTUCKY
Amdt 1C 12AUG21

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03’N-84°40’W
RNAV (RNP) Z RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.30 visibility to RVR 5500.

MISSED APPROACH: Climb to 3000 on track 096° to BLOCK and track 136° to CALIF and hold.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.30 visibility to RVR 5500.
RNAV (RNP) Z RWY 18C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AUTHORIZATION REQUIRED

CINCINNATI APP CON

Rwy Idg 11000
Apt Elev 875

RNAV (RNP) Z RWY 18C

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.15 and RNP 0.30 all Cats visibility to 1 SM.

TDZE 875

MISSED APPROACH: Climb to 3000 on track 186° to JITEV and on track 181° to ZIRKE and hold.

MALSР

CINCINNATI TOWER

118.975 360.85 (RWY 18L/36R)
118.3 (RWYS 18C/36C, 09/27)
133.325 (RWY 18R/36L)

CINCINNATI APP CON

119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

D-ATIS

ARR 134.375 DEP 135.3

ELEV 896 TDZE 875

HIRL all Rwys
TDZ/CL all Rwys except 27

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79

RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

79
RNAV (RNP) Z RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with RWy 18C/L. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inap ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

CINCINNATI APP CON
119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)
118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)

CINCINNATI TOWER
121.7

GND CON
127.175

CLNC DEL
127.175

CPDLC

AUTHORIZATION REQUIRED

ACFT Category
A
B
C
D
RNP 0.30 DA
1287/40
419 (400-420)

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (RNP) Z RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inop ALS, increase RNP 0.30 visibility to 1/2 SM.

MISSING APCH FIX
NEATS
012°
12°
4 NM

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound and V57 northbound.

Procedure NA for arrivals at DARKS on V97 southbound.

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 77).

NEATS
1788

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (RNP) Z RWY 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY
Orig-D 24MAR22

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03′N 84°40′W

RNAV (RNP) Z RWY 36C

COVINGTON, KENTUCKY
AL-655 (FAA)
24081
RNAV (RNP) Z RWY 36R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

misSED APPROACH: Climb to 3000 on track 006° to BAIRE and on track 083° to MOAKS and hold.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound and V57 northbound.

LEGAL CON
CPDLC

RNP AR APCH - GPS.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

misSED APPROACH: Climb to 3000 on track 006° to BAIRE and on track 083° to MOAKS and hold.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound and V57 northbound.
**RNAV (GPS) Y RWY 18C**

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**Amdt 1E  24MAR22**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.**

**RNAV (GPS)**

**CINCY/NORTHERN KENTUCKY INTL (CVG)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18 L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.**

**RADAR required for procedure entry. RNP APCH - GPS.**

**IR Required**

**HIRL all Rwys**

**TDZ/CL all Rwys except 27**

**90°-269°**

**270°-089°**

**DEP**

**ARR**

**DEP**

**ARR**

**CINCINNATI APP CON**

**119.7 363.15 (090°-269°)**

**123.875 363.15 (270°-089°)**

**CINCINNATI TOWER**

**118.975 360.85 (RWY 18L/36R)**

**118.3 (RWYS 18C/36C, 09/27)**

**133.325 (RWY 18R/36L)**

**GND CON**

**121.7**

**CLNC DEL**

**127.175**

**CPDLC**

**39°03’N-84°40’W**

**87**

**CIRCLING**

**1460-1 564 (600-1)**

**1560-1 564 (600-1)**

**1560-1 564 (600-1)**

**1560-1 564 (600-1)**

**1560-1 564 (600-1)**
RNAV (GPS) Y Rwy 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

CINCINNATI TOWER
118.975 360.85 (RWY 18L/36R) 118.3 (RWYS 18C/36C, 09/27) 133.325 (RWY 18R/36L)

Cats and LNAV Cat C/D visibility to 1 SM.
During simultaneous operations. For inop ALS, increase LNAV/VNAV all above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. VOR/DME and hold.

MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 SM.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.
RNAV (GPS) Y RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Simultaneous approach authorized with Rwy 18L/C, LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

RADAR required for procedure entry. RNP APCH - GPS.

MISSING APCH FIX: Climb to 3000 direct BEPEE and on 268° track to AVIEW and hold.

D-ATIS
ARR 134.375 135.3
DEP 118.975 360.85 (RWY 18L/36R)
CINCINNATI APP CON 118.3 (RWYS 18C/36C, 09/27)
CINCINNATI TOWER 133.325 (RWY 18R/36L)

GND CON 121.7
CLNC DEL 127.175
CPDLC

COVINGTON, KENTUCKY
Amrd 1E 24MAR22

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W
RNAV (GPS) Y RWY 18R
**RNAV (GPS) Y RWY 27**

**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)**

**WAAS CH 86809**

**Rwy Idg** 12000

**TDZE** 875

**Apt Elev** 896

**Category**

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

<table>
<thead>
<tr>
<th>LPV DA **</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td>1075/24</td>
<td>1349/50</td>
<td>1420/24</td>
<td>1460-1</td>
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<tr>
<td>200 (200-½)</td>
<td>474 (500-1)</td>
<td>545 (600-½)</td>
<td>564 (600-1)</td>
</tr>
</tbody>
</table>

**HDG**

- **220°**
- **276°**
- **300°**

**ELEV** 896

**TDZE** 875

**GND CON** 121.7

**CLNC DEL** 127.175

**MISSED APPROACH**: Climb to 3000 direct SEMSE then on track 220° to AVIEW and hold.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to 17/8 SM.**

**RNP APCH-GPS**

**RPNP**

- **GPS 3.00° TCH 55**
- **WP 3° CIPVO**
- **WP 2° WEGDA**

**AVIEW**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y Rwy 36C
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with Rwy 36L/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Procedure NA for arrivals at Darks on V97 southbound.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.

RNAV track guidance required during simultaneous operations. Use of FD or AP during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

COVINGTON, KENTUCKY
Amdt 1E 24MAR22

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N 84°40'W
RNAV (GPS) Y RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Simultaneous approach authorized with Rwy 36C/R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Procedure NA for arrivals at FLM VOR/DME on V517 southeast bound.

RNAV (GPS) Y RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

Andt 1E 24MAR22

COVINGTON, KENTUCKY
AL-655 (FAA)
24081
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Increase speed to 250K until reaching/leaving 10000’ feet. If unable, advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 9, 18L/R, 27, 36L/C/R: Standard.
Rwy 18C: Standard with minimum climb of 500’/NM to 1400.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.
TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 020° to LUBYI, then on track 007° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to POPAS, then on track 006° to LUBYI, then on track 007° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 062° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .
TAKEOFF RUNWAY 36R: Climb direct HAGSS, then on track 031° to BNGLE, thence. . . .

. . . turbojets: Maintain 5000, All other aircraft: Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

RIKLE TRANSITION (BNGLE5.RIKLE)
WWSHR TRANSITION (BNGLE5.WWSHR)
CHCLL SIX DEPARTURE (RNAV)

1. RNAV 1 - DME/DME/IRU or GPS.
2. RADAR required for non-GPS equipped aircraft.
3. TAKEOFF MINIMUMS
   - Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

CINCINNATI DEP CON
- 126.65 254.25 (001°-180°)
- 128.7 254.25 (181°-360°)
- 135.3
- CLNC DEL
- 127.175
- CPDL C
- GND CON
- 121.7
- CINCINNATI TOWER
- 118.3 (RWYS 18C/36C, 9/27)
- 118.975 360.85 (RWY 18L/36R)
- 133.325 (RWY 18R/36L)

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 229° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 215° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 228° to CHCLL, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 210° to CHCLL, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 200° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 198° to CHCLL, thence . . . .

. . . . . Turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

BUSYY TRANSITION (CHCLL6.BUSYY)
SKAMR TRANSITION (CHCLL6.SKAMR)
RAMRD TRANSITION (CHCLL6.RAMRD)
NOTE: SPECIAL INSTRUCTIONS: Appropriate departure frequency will be assigned by ATC.

NOTE: Jets accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° or as assigned, thence.
TAKEOFF RUNWAY 18L: Climbing left turn on heading 165°, thence.
TAKEOFF RUNWAY 18C: Climb on heading 186° or as assigned, thence.
TAKEOFF RUNWAY 18R: Climbing right turn on heading 200°, thence.
TAKEOFF RUNWAY 27: Climb on heading 276° or as assigned, thence.
TAKEOFF RUNWAYS 36L/C: Climbing left turn on heading 330°, thence.
TAKEOFF RUNWAY 36R: Climb on heading 006° or as assigned, thence.

...on RADAR vectors to filed/assigned route. Jet aircraft maintain 5000 feet, all other aircraft maintain 4000 feet. Expect clearance to requested altitude/flight level ten (10) minutes after departure.
TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.
NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

TOP ALTITUDE:
(JETS/PROPS)
5000  4000

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
NOTICE: This diagram is not to scale. Top altitude is 5000 feet for jets/props, 4000 feet for other aircraft.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 122° to GIPE, thence...

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 105° to GIPE, thence...

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 105° to GIPE, thence...

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 158° to HIPAS, then on track 096° to GIPE, thence...

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 149° to WIMDI, then on track 079° to GIPE, thence...

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPE, thence...

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPE, thence...

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 137° to GIPE, thence...

...turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

CHARLESTON TRANSITION (GIPE7,HVQ):
JODUB TRANSITION (GIPE7,JODUB):
SITTR TRANSITION (GIPE7,SITTR):
HAGOL FIVE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

TAKEN OFF MINIMUMS:
Rwys 9, 18L/R, 27, 36L/C/R: Standard.
Rwy 18C: Standard with minimum climb of 500'/NM to 1400.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 350° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 350° to HYANS, then on track 350° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 047° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 012° to HAGOL, thence. . . .

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

PLASH TRANSITION (HAGOL5.PLASH)
RINTE TRANSITION (HAGOL5.RINTE)
NOTE: Chart not to scale.

JBNCH SIX DEPARTURE (RNAV) (JBNCH6.JBNCH) 21MAR24

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: SNKPT Transition for ORD terminal area arrivals.

NOTE: Increase speed to 250K until reaching/leaving 10000'.
If unable, advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: SNKPT Transition for ORD terminal area arrivals.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 314° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 22² to FEBLU, then on track 277° to GUMRE, then on track 319° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 353° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 339° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 339° to JBNCH, thence . . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 332° to JBNCH, thence . . . .

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

BARKS TRANSITION (JBNCH6.BARKS)
SNKPT TRANSITION (JBNCH6.SNKPT)
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 173° to KADDI, then on track 193° to KENLN, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE then on track 198° to FEBLU, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 191° to HUNRU, then on track 172° to KENLN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 146° to KENLN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 161° to FOPAS, then on track 192° to KADDI, then on track 193° to KENLN, thence. . . .

. . . . turbojets: Maintain 5000. All other aircraft: Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

SHIPR TRANSITION (KENLN6.SHIPR)
NOTE: Chart not to scale.

**NOTE:** MACES transition for RFD arrivals only.

**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

**NOTE:** Transponder code will be issued via PDC or Cincinnati CLNC DEL.

**NOTE:** For Turbojets only.

**NOTE:** Increase speed to 250K until reaching/leaving 10000’. If unable, advise ATC.

**NOTE:** MACES transition for RFD arrivals only.

*CONTINUE ON FOLLOWING PAGE*
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 010° to LWREY, then on track 289° to MATUP, then on track 251° to cross RESAY at or above 5000, then on track 251° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then track 316° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then track to 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 277° to NUZUM, then on track 298° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to SUNFR, then on track 252° to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY7.CADIZ):
HELI TRANSITION (LOVEY7.HELIS):
MACES TRANSITION (LOVEY7.MACES):
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Departure procedure limited to aircraft with the following destination airports and departure times:

Anytime - ABE, AGC, ALB, AVP, BDL, BKL, BOS, BWI, CAK, CGF, CLE, LNN, LPR, MDT, MHT, PHL, PIT, PNE, PVD, PWM, SWF, TTN, UNV, and overseas flights.

LGA between 1000-1800 UTC.

NOTE: ARRAY TRANSITION (ROCKT3.ARRAY) limited to aircraft landing: BKL, CAK, CLE, CGF, LNN, LPR.

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

NOTE: For non-GPS equipped aircraft, SGH and FLM DMEs must be operational.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 076° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 158° to HIPAS, then on track 096° to JABDU, then on track 067° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence...
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400 then direct BONLE, then on track 341° to TIZRY, then on track 067° to WANGA, then on track 108° to WADAL, thence...
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 331° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence...

...on depicted route to ROCKT. Turbojet maintain 5000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

AHTIY TRANSITION (ROCKT3.AHTIY)
ARRAY TRANSITION (ROCKT3.ARRAY)
NOTE: Chart not to scale.

SILKS SIX DEPARTURE (RNAV)
(SILKS6.SILKS) 16MAY24

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS) 5000
(PROPS) 4000

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
AL-655 (FAA)

NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Increase speed to 250K until reaching/leaving 10000', if unable, advise ATC.

NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 212° to SILKS, thence.

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 193° to SILKS, thence.

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 171° to ZEGUL, then on track 206° to SILKS, thence.

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 190° to SILKS, thence.

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 170° to SILKS, thence.

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence.

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence.

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 173° to SILKS, thence.

Turbojets: maintain 5000. All other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

TRFWA TRANSITION (SILKS6.TRFWA)
RNAV (GPS) RWY 1
COVINGTON MUNI (M04)

Circling Rwy 19 NA at night.
Rwy 1 helicopter visibility reduction below ¾ SM NA.

AWOS-3
118.575

MEMPHIS APP CON
125.8  338.3

UNICOM
123.0 (CTAF)

Holding Pattern
ZOMTO

3000
1900
191°
011°

4 NM Holding Pattern
ZOMTO

1900
191°
011°

1500
3.00°
TCH 40
011°

RNAV MDA
800-1 520 (600-1)
800-1½ 520 (600-1½)
800-1 520 (600-1)
840-1 .560 (600-1)
680 (700-2)
680 (700-2½)

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MIOLA and hold.

SE-1, 11 JUL 2024 to 05 SEP 2024

35°35'N-89°35'W
115
RNAV (GPS) RWY 19
COVINGTON, TENNESSEE

AWOS-3 118.575
MEMPHIS APP CON 125.8 338.3
UNICOM 123.0 (CTAF)

Rwy 19 helicopter visibility reduction below ¾ SM NA.

V 30 NM to TRCTR (AoA)
A 20 NM to TRCTR 2000

HOLD 4000 2000

(IAF) SOYBN 2000 NoPT 101° (9)
(IAF) TRCTR

1400 3000 MIOLA

VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 29)

4 NM Holding Pattern

TRCTR

1.2 NM to RW19

PULLS

1.2 2.6 NM 6 NM

1500

191° 191°

Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct MIOLA and hold.
ILS Y or LOC Y RWY 26
CROSSVILLE MEML-WHITSON FLD (CSV)

RNP APCH - GPS.

- Autopilot coupled approach NA below 2500.
- Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.

ASOS
120.625

ATLANTA CENTER
133.6 254.3

UNICOM
122.7 (CTAF)

- HINCH MOUNTAIN
117.6 HCH
Chan 123

- LOCALIZER
I-CSV

- SALTZ (IF/IAF)

- SALTZ

- 6100

- Holding Pattern

- 6 NM

- GS 3.00°

- TCH 60

- CATEGORY A

- B

- C

- D

- S-ILS 26

- S-LOC 26

- CIRCLING

- RNP APCH - GPS.
Autopilot coupled approach NA below 2500. Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 on heading 180° and HCH VOR/DME R-303 to HCH VOR/DME and hold.

ASOS
120.625

ATLANTA CENTER
133.6 254.3

UNICOM
122.7 (CTAF)

ILS Z or LOC Z RWY 26
CROSSVILLE MEML-WHITSON FLD (CSV)

LOCALIZER 109.1
I-CSV

(CFBWP)

HINCH MOUNTAIN
117.6 HCH Chan 123

HCH 11.8

1882
tdze 1871

4700
003°
(11.8)

HCH R-303

4.7 NM

LOC unusable inside 0.5 NM.

REIL Rwy 26
HIRL Rwy 8-26
RNAV (GPS) RWY 26
CROSSVILLE MEML-WHITSON FLD (CSV)

Procedure NA at night. Rw 26 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

NoPT for arrival at SALTZ on V347 southwest bound.

MISSED APPROACH: Climb to 5000 direct ADNOY and left turn on track 155° to WATAV and on track 110° to HCH VOR/DME and hold.

ASOS
ATLANTA CENTER
UNICOM

ELEV 1882
TDZE 1871

AL-5051 (FAA)
23166

RNAV (GPS) RWY 26
CROSSVILLE, TENNESSEE
Orig-C 15JUN23
CROSSVILLE, TENNESSEE

ASOS 120.625
ATLANTA CENTER 133.6 254.3
UNICOM 122.7 (CTAF)

VOR-DME HCH 117.6
Chan 123
APP CRS 335°
Rwy Idg
TDZE
Apt Elev
N/A
N/A
1881

VOR-A CROSSVILLE MEML-WHITSON FLD (CSV)

DME required.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct HCH VOR/DME and hold.

ATITE HCH 11.4
DAUBY HCH 6.4
HINCH MOUNTAIN IAF

ATITE HCH 11.4
5 NM 6.4 NM

HCH VOR/DME One Minute Holding Pattern

CROSSVILLE, TENNESSEE

Amdt 9B 17AUG17

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 11
CYNTHIANA-HARRISON COUNTY (018)

RNP APCH.

- Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA.
- Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.

**RNAV (GPS) RWY 11**

**AIM**

- **27K AWOS-3**
  - 119.975

**Lexington App Con**

- **120.15 250.3 (040°-220°)**
- **120.75 298.9 (221°-039°)**

**Unicom**

- **122.8 (CTAF)**

**Holding Pattern**

- **ZIXEN**

**Visual Segment - Obstacles**

- **3000**

**Approach Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1220-1</td>
<td>499 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>579 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCUL</td>
<td>1340-1</td>
<td>619 (700-1)</td>
<td>1560-1½</td>
<td>839 (900-1½)</td>
</tr>
</tbody>
</table>

**Cynthia, Kentucky**

Orig-8 17JUN21

38°22'N-84°17'W

**RNAV (GPS) RWY 11**

CYNTHIANA-HARRISON COUNTY (018)

SE-1, 11 JUL 2024 to 05 SEP 2024

Orig-8 17JUN21

38°22'N-84°17'W
RNAV (GPS) RWY 29
CYNTHIANA-HARRISON COUNTY (I8)

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM.
NA. Use Georgetown altimeter setting; when not received, use Lexington
altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to
3000 direct ZIXEN and hold.

Visual Segment - Obstacles.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1240-1</td>
<td>519 (600-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1280-1</td>
<td>559 (600-1)</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>619 (700-1)</td>
<td>1560-1\frac{1}{4}</td>
<td>839 (900-1\frac{1}{4})</td>
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</table>
Rwy 13 helicopter visibility reduction below ½ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals at MAUDD on V310 northwest bound.

**A** 124°
**L** 1017
**TDZE** 1022

**AWOS-3** 128.325
**LEXINGTON APP CON** 120.15 259.3
**UNICOM** 122.8 (CTAF)

**3000**
**HANAD**
**fl** 046°

**FLICK**
**fl** 015°

**REILY**

**MCFEE**

**MWA RW 13 25 NM**

**3600**

**MAUDD**

**ZUTOB**

**GAGCE**

**1.9 NM**

**to RW 13**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**MAUDD**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 31**

**MIRL Rwy 13-31**

**RNP APCH - GPS.**

**AVA-124°**

**RNAV (GPS) RWY 13**

**STUART POWELL FLD (DVK)**

**DA**

**LNAV/VNAV**

**DA**

**LNAV MDA**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**37°35'N-84°46'W**

**123**
LOC RWY 31
STUART POWELL FLD (DVK)

AWOS-3 128.325
LEXINGTON APP CON 120.15 259.3
UNICOM 122.8 (CTAF)

DME required.
ADF or RADAR required for procedure entry.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU VOR TAC R-131 to DARBY INT and hold.

ELEV 1022
TDZE 1016

SE-1, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Circling Rwy 1, 19 NA at night.

**MISSED APPROACH:** Climbing right turn to 3100 in DVK. NDB holding pattern.

<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>
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<td>1720-2</td>
<td>1840-2 ¾</td>
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<td></td>
<td>578 (600-1)</td>
<td>678 (700-1)</td>
<td>698 (700-2)</td>
<td>818 (900-2 ¾)</td>
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</tbody>
</table>
Baro-VNAV NA when using Chattanooga altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA; VDP NA with Chattanooga altimeter setting. When VGS I inop, Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting. Increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 3 helicopter visibility reduction below ¼ SM NA. Rwy 21 helicopter visibility reduction below 1 SM NA.

**MISSING APPCH FIX**

Climb to 3900 direct WATTZ and hold.

**AL-6420 (FAA)**

**MARK ANTON (2A) DAYTON, TENNESSEE**

**WAAS CH 86922**

**W03A**

**APP CRS**

**033°**

**Rwy Idg**

**5001**

**TDZE**

**714**

**Apt Elev**

**718**

**DAYTON, TENNESSEE**

**35°29'N-84°56'W**

**346 (CTAF)**

**UNICOM**

**2227**

**WATTZ**

**5001 X 100**

**3**

**212°**

**YOPLU**

**ELEV**

**718**

**TDZE**

**714**

**ELEVATION**

**718**

**DAYTON, TENNESSEE**

**Orig:B 02DEC21**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**35°29’N-84°56’W**

**127**
RNAV (GPS) RWY 21
MARK ANTON (2A/9)

**AWOS-3**
135.075

**CHATTANOOGA APP CON**
125.1 379.1

**UNICOM**
123.0 (CTAF)

---

**MISSED APPROACH:**
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

**Boro-VNAV NA when using Chattanooga altimeter setting:**
For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSi inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

---

**DAYTON, TENNESSEE**
AL-6420 (FAA)

**AWOS-3**
135.075

**CHATTANOOGA APP CON**
125.1 379.1

**UNICOM**
123.0 (CTAF)

---

**MISSED APPROACH:**
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

**Boro-VNAV NA when using Chattanooga altimeter setting:**
For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSi inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

---

**DAYTON, TENNESSEE**
AL-6420 (FAA)

**AWOS-3**
135.075

**CHATTANOOGA APP CON**
125.1 379.1

**UNICOM**
123.0 (CTAF)

---

**MISSED APPROACH:**
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

**Boro-VNAV NA when using Chattanooga altimeter setting:**
For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSi inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

---

**DAYTON, TENNESSEE**
AL-6420 (FAA)

**AWOS-3**
135.075

**CHATTANOOGA APP CON**
125.1 379.1

**UNICOM**
123.0 (CTAF)

---

**MISSED APPROACH:**
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

**Boro-VNAV NA when using Chattanooga altimeter setting:**
For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSi inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.

---

**DAYTON, TENNESSEE**
AL-6420 (FAA)

**AWOS-3**
135.075

**CHATTANOOGA APP CON**
125.1 379.1

**UNICOM**
123.0 (CTAF)

---

**MISSED APPROACH:**
Climb to 3900 direct CETPO and hold, continue climb-in-hold to 3900.

**Boro-VNAV NA when using Chattanooga altimeter setting:**
For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F), DME/DME RNP-0.3 NA. When VGSi inop, Straight-in/Circling Rwy 21 NA at night. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1085 feet, LNAV/VNAV DA to 1249 feet, and visibility LPV and LNAV/VNAV all Cats ½ SM; increase all MDA 80 feet and visibility LNAV Cat C/D ½ SM and Circling Cat C ½ SM. Rwy 21 helicopter visibility reduction below 1 SM NA.
Night Landing: Rwy 35 NA. DME/DME RNP 0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility 1/4 mile and LNAV Cat D and Circling Cat C/D: 1/2 mile.

MISSED APPROACH: Climbing right turn to 3000 direct QUZMU and hold.
RNAV (GPS) RWY 4
DYERSBURG RGNL (DYR)

Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.
DYERSBURG, TENNESSEE

Amdt 1C  20MAY21

WAAS CH 86320 W22A
APP CRS 222° Rwy Ldg 5004
TDZE 334 Apt Elev 338

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
For uncompensated Baro-VNAV and VDF NA, when using Blytheville Muni altimeter setting, DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Blytheville Muni altimeter setting: increase LPV DA to 644 feet, and LNAV/VNAV DA to 676 feet and all MDA 60 feet; increase LPV visibility all Cats ½ SM, and LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility and Circling Cat C visibility ½ SM.
Night landing: Rwy 16, 34 NA.

MISSED APPROACH:
Climb to 2900 direct RUGAW and hold.

AWOS-3PT
135.625

MEMPHIS CENTER
134.65  316.15

UNICOM
123.05 (CTAF)

SE-1, 11 JUL 2024 to 05 SEP 2024

AL-966 (FAA)

131
RNAV (GPS) RWY 6
ELIZABETHTON MUNI (9A9)

MISSED APPROACH: (Do not exceed 200K until CABYA)
Climbing right turn to 5300 direct CAYBA and hold.

AWOS-3PT 135.675
TRI CITY APP CON * 134.425 349.0
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at AFTEN on V136 southwest bound.

Circling NA northwest of RWY 6-24. Procedure NA at night.
Rwy 6 helicopter visibility reduction below 1 SM NA.

36°22'N-82°10W

ELIZABETHTON, TENNESSEE
AL-9816 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

RNAV (GPS) RWY 5

ADDINGTON FLD (EKX)

RNAV (GPS) RWY 5
ADDINGTON FLD (EKX)

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

AWOS-3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct ZIBET and on track 104° to HERMS and hold.

RNP APCH.

MISSED APCH FIX
HERMS

104°

4 NM

EXPIRES
SE-1, 11 JUL 2024 to 05 SEP 2024

\(37°41'N-85°56'W\)

ELIZABETHTOWN, KENTUCKY
RNAV (GPS) RWY 23
ADDINGTON FLD (EKX)

AWOS-3 121.025
LOUISVILLE APP CON 132.075 327.0
CLNC DEL 119.45
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct YOYGU and on track 225° to RISZO and hold.

Final approach course offset 10°.
MISSING APPROACH: Climbing left turn to 2500 direct to EWO VOR/DME and hold.

AWOS: 3
121.025

LOUISVILLE APP CON
132.075 327.0

CLNC DEL
119.45

UNICOM
122.8 [CTAF]

When local altimeter setting not received, use Bardstown altimeter setting: increase all MDAs 80 feet and visibility Cat B and Cat C ¼ SM; MAHYO fix minimums: increase visibility Cat C ¼ SM.

NoPT for arrivals on EWO VOR/DME airway radials 008 CW 164.

MIRL Rwy 5-23
REIL Rwys 5 and 23

CATEGORY

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<th>B</th>
<th>C</th>
<th>D</th>
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<td>1700-2 924</td>
<td>1760-3</td>
<td>1760-3</td>
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<td>1000-1 984</td>
<td>1000-2 984</td>
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MAHYO FIX MINIMUMS

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VOR/DME EWO
113.95

APP CRS 284°

AWOS-3
121.025

ELIZABETHTOWN, KENTUCKY
AL-6712 (FAA)

ADDINGTON FLD (EKX)

37°41'N-85°56'W
RNAV (GPS) RWY 21
GENE SNYDER (K62)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH: Climb to 2600 direct YANUR and hold.

AWOS-3 123.825
CINCINNATI APP CON 121.0 254.25
UNICOM 122.7 (CTAF)

RN00-3

ELEV 899
TDZE 899

YANUR 3.00° RW21

2400 211°

ZUBVO 211° (4.2)

HUXIK 211° (3.8)

JIKRU 211° (3.8)

MISSED APCH FIX

Cincinnati/Northern Kentucky Intl altimeter setting.

REIL Rwys 3 and 21
MIRL Rwy 3-21

 CATEGORY A B C D
LP MDA 1340-1 441 (500-1) NA
LNAV MDA 1360-1 461 (500-1) NA
C CIRCLING 1400-1 501 (600-1) NA

RNAV (GPS) RWY 21
GENE SNYDER (K62)

FALMOUTH, KENTUCKY
Orig B 30APR15

38° 42’N 84° 24’W

RNAV (GPS) RWY 21
GENE SNYDER (K62)

FALMOUTH, KENTUCKY
AL-6864 (FAA)

WAAS
CH 40036
W21A
APP CRS
211°

Rwy Idg
3894
TDZE
899
Apt Elev
899

YANUR and hold.

V

3.00°

4.2 NM
FAIRMOUTH, KENTUCKY
VOR/DME FLM

<table>
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<th>VOR/DME</th>
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<tr>
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<table>
<thead>
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</thead>
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</tbody>
</table>

Night landing: Rwy 03 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.

AWOS-3
123.825

CINCINNATI APP CON
121.0 254.25

UNICOM
122.7 (CTAF)

1089
1223
MAJIB

FLM 4.9

135° 315°
180° 360°

R-135

315° 4.9 NM from FAF

REIL Rwys 3 and 21
MIRL Rwy 3-21

FLM 4.9

MAJIB

VOR/DME

FLM 2500

2500 135°
2500
315°
2300

Remain within 10 NM

FLM

VOR/DME

CATEGORY

A
B
C
D

CIRCLING

1400-1
501 (600-1)

NA

Knots

60
90
120
150
180

Min:Sec

4:54
3:16
2:27
1:58
1:38

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 2

FAYETTEVILLE MUNI (FYM)

RNP APCH - GPS.

Boro-VNAV and VDP NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (115°F). RWY 2 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase LPV DA to 1341 feet and all visibilities ¼ SM; LNAV/VNAV DA to 1519 feet and all visibilities ⅛ SM; increase all MDAs 120 feet and LNAV Cat C and Circling Cat D visibility ⅛ SM, LNAV Cat D and Circling Cat C visibility ⅝ SM.

AWOS-3
135.275
HUNTSVILLE APP CON *
125.6 354.1
CLNC DEL (GCO)
121.725
UNICOM
122.8 (CTAF)

MISSCD APCH FIX

4 NM

NIVLE

30 NM to UZVIL

195°

015°

3200

3000

105°

UZVIL

195°

015°

1261

1183

1111±

3000 NoPT 105° (5)

3000 NoPT 285° (5)

195°

015°

W20A

5500

TPZE

978

984

UNICOM (CTAF)

DA

LPV 1228-1 250 (300-1)

LNAV VNAV 1406-1½ 428 (500-1½)

LNAV MDA 1380-1 402 (400-1)

1380-1¼ 402 (400-1¼)

CIRCLING 1420-1 1540-1

436 (500-1) 556 (600-1)

1580-1½ 596 (600-1½)

1580-2 596 (600-2)

[Diagram showing holding pattern and navigation points]

Holding Pattern

3000 195° 015°

GP 3.00° TCH 40

4 NM

EGBV

195°

015°

2500

OXYO

*1.3 NM to RW02

*LNAV only.

3000 NIVLE

REIL Rwys 2 and 20

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). Rwy 20 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Huntsville Exec Tom Sharp Jr Flg altimeter setting and increase LPV DA to 1373 feet and all visibilities ½ SM; LNAV/VNAV DA to 1561 feet and all visibilities ¾ SM; increase all MDAs 120 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM, Circling Cat D visibility ¾ SM. Baro-VNAV and VDP NA when using Huntsville Exec Tom Sharp Jr Flg altimeter setting. Inoperative table does not apply to LNAV/VNAV all Cats. Inoperative table does not apply to LNAV Cat C when using Huntsville Exec Tom Sharp Jr Flg altimeter setting.

AWOS-3 135.275
HUNTVILLE APP CON 125.6 354.1
CLNC DEL (GCO) 121.725
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3000 direct EZBUV and hold.

RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

Amdt 1C 07SEP23

FW 65717
W20A

APP CRS
195°

Rwy Ldg 5900
TDZE 984
Apt Elev 984

ELEV 984
TDZE 984

VEE and RNAV glideslope not coincident
(VEGI Angle 3.00/TCH 20).

* LNAV only.

MIRL Rwy 2-20
REIL Rwy 2 and 20

SE-1, 11 JUL 2024 to 05 SEP 2024

FAYETTEVILLE, TENNESSEE
AL-5856 (FAA) 23250

140
VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

Misplaced approach: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

- AWOS-3
  - 135.275
- HUNTSVILLE APP CON
  - 125.6 354.1
- CLNC DEL (GCO)
  - 121.725
- UNICOM
  - 122.8 (CTAF)

Procedure NA for arrivals at RQZ VORTAC on V321 southbound.

Category A

<table>
<thead>
<tr>
<th>Category</th>
<th>S-2</th>
<th>Circling</th>
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<tbody>
<tr>
<td>1400-1</td>
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<tr>
<td>422 (500-1)</td>
<td>436 (500-1)</td>
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</table>

When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Field altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ½ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ¾ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 7
FLEMING-MASON (FGX)

Baro-VNAV and VDP NA when using Blue Grass altimeter setting. Rwy 7 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/4 SM; increase all MDAs 140 feet and LNAV visibility Cat C/D 3/4 SM.

AWOS-3 118.125
INDIANAPOLIS CENTER 124.225 360.725
UNICOM 123.0(CTAF)

MISSED APPROACH: Climb to 3500 direct BUMRY and hold.

© SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 25
FLEMING-MASON (F’GX)

**RNP APCH - GPS.**

Baro-VNAV and VDP NA when using Blue Grass altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1240 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1290 feet and all visibilities ½ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.

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

---

**AWOS-3**
118.125

**INDIANAPOLIS CENTER**
124.225 360.725

**UNICOM**
123.0 (CTAF)

---

**ELEV 913**

**TDZE 913**

---

**MIRL Rwy 7-25**

**REIL Rwy 7 and 25**

---

**SE-1, 11 JUL 2024 to 05 SEP 2024**

---

**RNAV (GPS) RWY 25**
FLEMING-MASON (F’GX)
Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.

Procedure NA for arrivals at FLM VOR/DME via airway radials 094 CW 150.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.

MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.
RNAV (GPS) RWY 7
CAPITAL CITY (F'F'T')

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1149 feet and LNAV/VNAV DA to 1293 feet and all visibilities ½ mile; increase all MDAs 80 feet, LNAV visibility Cats C and D ½ mile, and Circling visibility Cats C and D ½ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ½ SM NA.

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

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<tr>
<th>ASOS</th>
<th>LEXINGTON APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>119.275</td>
<td>120.75 298.9</td>
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<td>122.8 (CTAF)</td>
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**Category:**

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**CIRCLING**

- 1280-1
- 1380-1
- 1440-1 3/4
- 1440-1/4
- 1440-2
- 628 (700-1)
- 628 (700-2)

**ELEV 812**

**TDZE 812**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ½ mile, all LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:**
Climb to 3000 direct DEXLO and hold.
LOC RWY 25
CAPITAL CITY (FFT)

**Rwy 25**

Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting is not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cat C/D visibility to 1 1/2 mile and Circling Cat C and D visibility 1/2 mile.

**Missed Approach:** Climb to 3100 then left turn direct HYK VOR/DME and hold.

---

**ASOS**
- 119.275

**LEXINGTON APP CON**
- 120.75
- 298.9

**CLNC DEL**
- 118.65

**UNICOM**
- 122.8 (CTAF)

**Alternate Missed Approach Fix**

- **Frankfort 109.4 FFT:**
  - **Layiv Int 1-FFT:**
  - **NEBY Int 1-FFT:** RADAR

---

**Frankfort, Kentucky**

**Amdt 3D 27FEB20**

**SE-1, 11 Jul 2024 to 05 Sep 2024**
Rwy 25 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet, increase S-25 Cat C/D visibility ¼ mile, and increase Circling Cat C ½ mile, and Cat D ¼ mile.

**MISSED APPROACH:**
Climb to 3100 then left turn direct HYK VOR/DME and hold.

**FINCH IIAU (18)**

**ELEV 812**
**TDZE 790**

**MISSED APCH FIX**

**LEXINGTON HYK (112.6) Channel 73**

**DME REQUIRED**
RNAV (GPS) RWY 9

FULTON (1M7)

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]

Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Mayfield altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

UCY AWOS-3 135.325
MEMPHIS CENTER 133.65 292.15
UNICOM 122.7 [CTAF]
RNAV (GPS) RWY 17
MUSIC CITY EXEC (XNX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct OPCIL and hold.

GALLATIN, TENNESSEE
AL-5646 (FAA)
23054

RNAV (GPS) RWY 17
MUSIC CITY EXEC (XNX)

GALLATIN, TENNESSEE
Amdt 3A 16JUL20

36°23'N-86°25'W
RNAV (GPS) RWY 35
MUSIC CITY EXEC (XNX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below 3/4 SM NA.

AWOS 3 (132.725)
NASHVILLE APP CON (118.4 360.7)
GCO (135.075)
UNICOM (123.05 [CTAF])

SIGMETS METARS are not available in this airport.

Holding Pattern

1.1 NM to WABOK
2.3 NM to RW35

GALLATIN, TENNESSEE
AL-5646 (FAA)

Amdt 3B 25FEB21
SE-1, 11 JUL 2024 to 05 SEP 2024

MUSIC CITY EXEC (XNX)

36°23'N-86°25'W
151
MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet, increase Cat C/D visibility ½ mile.

Procedure NA for arrival on BNA VORTAC airway radials 016 CW 072.
### Chart Details

**RNAV (GPS) RWY 3**

**GEORGETOWN-SCOTT COUNTY RGNL (27K)**

**GEORGETOWN, KENTUCKY**

**AWOS-3**
- **Lexington APP CON**
  - **CLNC DEL**: 120.75
  - **UNICOM**: 123.0 (CTAF)

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>Lexington APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.975</td>
<td>120.15 259.3 (040° - 220°) 120.75 298.9 (221° - 039°)</td>
<td>127.425</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**Diagram Details**

- **GEORGETOWN, KENTUCKY**
- **AWOS-3**
- **Lexington APP CON**
- **CLNC DEL**: 120.75
- **UNICOM**: 123.0 (CTAF)

**MISSED APPROACH**: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold.

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 47° C (116° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1178, LNAV/VNAV DA to 1413, and all MDA 40 feet; increase LPV and LNAV/VNAV visibility all Cats and LNAV Cat C and Circling Cat D visibility ¾ mile. Baro-VNAV and VDP NA when using Lexington altimeter setting.**

**GEORGETOWN-SCOTT COUNTY RGNL**

**RNAV (GPS) RWY 3**

**GEORGETOWN, KENTUCKY**

**Amdt 2B 04NOV21**

**CH 56309**
- **WP03A**
- **Rwy Ldg**: 5498
- **TDZE**: 940
- **Apt Elev**: 948

**Category A**
- **LPV DA**: 1140-1/4
- **LNAV/VNAV DA**: 1375-1/2
- **LNAV MDA**: 1320-1
- **CIRCLING**: 1420-1

**Category B**
- **LPV DA**: 200 (200-1/4)
- **LNAV/VNAV DA**: 435 (500-1/2)
- **LNAV MDA**: 380 (400-1)
- **CIRCLING**: 472 (500-1)

**Category C**
- **LPV DA**: 200 (200-1/4)
- **LNAV/VNAV DA**: 435 (500-1/2)
- **LNAV MDA**: 380 (400-1)
- **CIRCLING**: 472 (500-1)

**Category D**
- **LPV DA**: 200 (200-1/4)
- **LNAV/VNAV DA**: 435 (500-1/2)
- **LNAV MDA**: 380 (400-1)
- **CIRCLING**: 472 (500-1)
RNAV (GPS) RWY 8

GLASGOW, KENTUCKY

AWOS:3 118.525
MEMPHIS CENTER 132.9 290.3
UNICOM 122.8 (CTAF)

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

MISSED APPROACH: Climb to 3000 direct ZERAX and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>971-1</td>
<td>262 (300-1)</td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1125-1½</td>
<td>416 (500-1¾)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>431 (500-1)</td>
<td>1140-1¼</td>
<td>431 (500-1¼)</td>
</tr>
</tbody>
</table>

MIRL Rwy 8-26
REIL Rwy 8 and 26

GPS 3.00° TCH 40

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 29).

HOLD 5000 3000 to GIRME (IF/IAF) HENTO

(075° 6 NM)

1633 GIRME

6 NM Holding Pattern

3000 to GIRME

3000 GIRME

1345° ZERAX

075° 6.8 NM to RW08

1162 GIRME

1304 GIRME

1279 GIRME

990 GIRME

1371 GIRME

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

Amdt 2D 14JUL22

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and D visibility 1/4 SM, and Circling visibility Cat C, D 1/4 SM.

Climb to 3000 direct GIRME and hold.
**NA** when train is on track north and east of Rwy 18, control tower will advise when train is on track.
**NA** when control tower closed.

**When ALS snap, increase CAT CD vis to 1/8 miles.**

---

**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSi required, remain on or above VGSi glidepath until threshold. Circling to Rwy 15 NA at night. Helicopter visibility reduction below 1 mile NA.**

LOC Night landing Rwy 18 Operational VGSi required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSi glidepath until threshold.

---

**LOCALIZER 108.95 I-FK**

**Chan 26(Y)**

**FORT KNOX**

**109.6 FTK**

**Chan 33**

---

**Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.**

**Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.**

**Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 362' right of course, 10' AGL/735' MSL. Trees, 685' from threshold, 158' right of course, 806' MSL.**

---

**ELEV 754**

**THRE 754**

---

**GS 3.00**

**TCH 56**

---

**ILS or LOC/DME RWY 18**

---

**FORT KNOX, KENTUCKY**

Amdt 1 13JUL23
Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

Rwy 15: Violation of OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18: Violation of OIS penetrations: Railcars, 623' from threshold, 2nd left of course, 23' AGL/794' MSL. Vehicles, 252' from threshold, 7th right of course, 10' AGL/768' MSL. Vehicle, 453' from threshold, 1st left of course, 10' AGL/771' MSL.

Rwy 36: Violation of OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.
**Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until thld. Circling to Rwy 15 not authorized at night.**

**ATIS**

<table>
<thead>
<tr>
<th>LOUISVILLE APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
</tr>
</thead>
<tbody>
<tr>
<td>109.6</td>
<td>132.075</td>
<td>133.35 (CTAF)</td>
</tr>
<tr>
<td></td>
<td>327.0</td>
<td>121.9</td>
</tr>
</tbody>
</table>

Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at MAIZE via V171 NW bound.

Rwy 15 20:1 Obstacle Identification Surface penetration:
Trees, 2107' from thld, on course, 853' MSL.

Rwy 18 20:1 Obstacle Identification Surface penetrations:
Railcar, 623' from thld, 2' left of course, 23' AGL/794' MSL
Vehicle, 252' from thld, 7' right of course, 10' AGL/768' MSL
Vehicle, 433' from thld, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 Obstacle Identification Surface penetrations:
Vehicle, 250' from thld, 367' right of course, 10' AGL/735' MSL
Trees, 1685' from thld, 158' right of course, 806' MSL.

Procedure NA for arrivals at IU VORTAC on airway radials 188 CW 354.

Night landing Rwy 18: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

**ELEV**

<table>
<thead>
<tr>
<th>HIRL Rwy 18-36</th>
<th>MIRL Rwy 13-33</th>
<th>RELR Rwy 13</th>
<th>RELR Rwy 18</th>
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</thead>
<tbody>
<tr>
<td>180°</td>
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**TDZE**

<table>
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<tr>
<th>754</th>
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**LNAV MDA**

<table>
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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1260-1</td>
<td>506 (600-1)</td>
<td>1260-1½</td>
<td>1260-1½</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(600-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1340-1</td>
<td>586 (600-1)</td>
<td>1340-1½</td>
<td>1340-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(600-1½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Circling not authorized E of Rwy 18-36.
Circling to Rwy 15 not authorized at night.

CAUTION: Final approach course passes through LTP; not 3000' prior to LTP.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL.
Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL.
Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL.
Trees, 1685' from threshold, 158' right of course, 806' MSL.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA*</td>
<td>1240-1</td>
<td>500 (500-1)</td>
<td>1240-1-1/2</td>
<td>500 (500-1-1/2)</td>
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<tr>
<td>CIRCLING**</td>
<td>1340-1</td>
<td>586 (600-1)</td>
<td>1340-1-1/2</td>
<td>1340-2</td>
</tr>
</tbody>
</table>

**Straight-in Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When ALS stop, increase CAT CD vs to 135 miles. Helicopter visibility reduction below 1 mile NA.

FORT KNOX, KENTUCKY
Amtd 1 13JUL23

RNAV (GPS) RWY 36

GODMAN AAF (KFTK)
**Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGS1 required, remain on or above VGS1 glidepath until threshold.**

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Radar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.

Circling to Rwy 18 at night:
Operational VGS1 required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGS1 glidepath until thld.

### VOR/DME RWY 15

**Category A**

- **S-15**
  - 1240-1 486 (500-1)
  - 1240-1½ 486 (500-1½)

**Category C**

- **CIRCLING**
  - 1340-1 586 (600-1)
  - 1340-1½ 586 (600-1½)
  - 1340-2 586 (600-2)
** At night, operational VGSRI required, remain on or above VGSRI glidepath until threshold.

Visibility reduction by helicopters not authorized.

** Circling NA E of Rwy 18-36. Circling to rwy 1S NA at night.

** CIRCLING

** CIRCLING**

1138

VOR/DME RWY 36

FORT KNOX, KENTUCKY

VOR/DME FTK

109.6

Chan 33

APCH CRS

349*

Rwy Idg 5184

TDZE 740

Arpl Elev 754

AL-151 [USA]

GODMAN AAF (KFTK)

ODALS

GND CON

ATIS

109.6

LOUISVILLE APP CON

132.075 327.0

TOWER

133.35 (CTAF) 0

121.9 239.3

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

Circling to Rwy 18 at night: Operational VGSRI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSRI glidepath until hold.

Rwy 15 20:1 OIS penetration:
Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations:
Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL
Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL
Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL

Rwy 36 20:1 OIS penetrations:
Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL
Trees, 1685' from threshold, 158' right of course, 806' MSL

VGSRI and descent angles not coincident
(VGSRI angle 3.00/TCH 60).

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-36</td>
<td>1180-1</td>
<td>440 (500-1)</td>
<td>1180-1/4</td>
<td>440 (500-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>586 (600-1)</td>
<td>1340-1/2</td>
<td>586 (600-1/2)</td>
</tr>
</tbody>
</table>

FORT KNOX, KENTUCKY

37°54'N-85°58'W

Amtd 2 10AUG23

SE-1, 11 JUL 2024 to 05 SEP 2024

** CIRCLING

** CIRCLING**

1138

VOR/DME RWY 36

FORT KNOX, KENTUCKY

VOR/DME FTK

109.6

Chan 33

APCH CRS

349*

Rwy Idg 5184

TDZE 740

Arpl Elev 754

AL-151 [USA]

GODMAN AAF (KFTK)

ODALS

GND CON

ATIS

109.6

LOUISVILLE APP CON

132.075 327.0

TOWER

133.35 (CTAF) 0

121.9 239.3

MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 on FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.

Circling to Rwy 18 at night: Operational VGSRI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSRI glidepath until hold.

Rwy 15 20:1 OIS penetration:
Trees, 2107' from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations:
Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL
Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL
Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL

Rwy 36 20:1 OIS penetrations:
Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL
Trees, 1685' from threshold, 158' right of course, 806' MSL

VGSRI and descent angles not coincident
(VGSRI angle 3.00/TCH 60).

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<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
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<tbody>
<tr>
<td>S-36</td>
<td>1180-1</td>
<td>440 (500-1)</td>
<td>1180-1/4</td>
<td>440 (500-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>1340-1</td>
<td>586 (600-1)</td>
<td>1340-1/2</td>
<td>586 (600-1/2)</td>
</tr>
</tbody>
</table>

FORT KNOX, KENTUCKY

37°54'N-85°58'W

Amtd 2 10AUG23

SE-1, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**MISSED APPROACH:** Climbing to 2500 then climbing left turn to 4800 direct YIRUP and hold.
**RNAV (GPS) RWY 6**

**MUHLENBERG COUNTY (M21)**

**When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet and LP visibility Cat C/D ½, LNAV visibility Cat B/C/D ½, and Circling visibility Cat B/C/D ¼. Rwy 6, helicopter visibility reduction below ¼ SM NA. Circling Rwy 24 NA at night.**

---

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>CAMPBELL APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>120.45</td>
<td>118.1 269.525</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

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**AWOS-3**

- **239°**
- **1549**
- 30 NM to JEPAX (VoPT)

**CAMPBELL APP CON**

- **1200-1**
- **2200**
- **3000**

**UNICOM**

- **120.45**
- **118.1**
- **269.525**
- **123.0**

---

**RNAV (GPS) RWY 6**

**MUHLENBERG COUNTY (M21)**

**Extended Holding Pattern**

- **4 NM**
- **239°**
- **059°**

---

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<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>672 (700-1)</td>
<td>1180-2½</td>
<td>752 (800-2½)</td>
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</tbody>
</table>

---

**MISSED APPROACH:**

Climbing right turn to 3000 direct JEPAX and hold.

---

**ELEV 428**

**TDZE 420**
RNAV (GPS) RWY 24
MUELENGBERG COUNTY (M21)

AWOS-3
120.45

CAMPBELL APP CON
118.1 269.525

UNICOM
123.0 (CTAF)

MISSING APPROACH: Climb to 3000 direct JEPAX and hold.

NAWAS
99627
W24A

APP CRS
239°

When local altimeter setting not received, use Owensboro altimeter setting and increase all
MDAs 80 feet. Increase LP/Cats C/D visibility ¾ SM and LNAV Cats C/D and circling
Cats C/D visibility ½ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction
below 1 SM NA.

ELEV 428 D TDZE 425

GREENVILLE, KENTUCKY
AL-6345 (FAA)

Amdt 11E 11AUG22

MUIHLENBERG COUNTY (M21)
37°14'N-87°09'W

RNAV (GPS) RWY 24

GREENVILLE, KENTUCKY
SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
BRECKINRIDGE COUNTY (I93)

- **MISSED APPROACH:** Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.

- **Rwy 10 helicopter visibility reduction below ¾ SM NA.**
  - Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.
  - Use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.

- **KFTK ATIS:** 109.6
- **LOUISVILLE APP CON:** 132.075 327.0
- **CTAF:** 122.9

**APP CRS**
- **A**
- **T**
- **NA**

**Rwy Idg** 4000
**TDZE** 728
**Apt Elev** 732

**ELEV** 732
**TDZE** 728

**HDG**
- **101°**

**4000 MCHLL**
- **MCHLL**
- **RW10**
- **ERESE**
- **101°**
- **281°**
- **2500**

**LNAV/VNAV DA**
- **1184-1\(\frac{3}{16}\)**
- **456 (500-1\(\frac{3}{16}\))**

**LNAV MDA**
- **1380-1**
- **1380-1\(\frac{1}{8}\)**
- **652 (700-1)**
- **652 (700-1\(\frac{1}{8}\))**
- **1480-1**
- **1480-1\(\frac{1}{4}\)**
- **748 (800-1)**
- **748 (800-1\(\frac{1}{4}\))**
- **1480-2\(\frac{1}{8}\)**
- **748 (800-2\(\frac{1}{4}\))**
- **1480-2\(\frac{1}{2}\)**
- **748 (800-2\(\frac{3}{4}\))**

**LNAV/ VNAV**
- **1036-1**
- **308 (400-1)**

**VGSI Angle**
- **3.10°**
- **34°**

- **Holding Pattern**
  - **4 NM**

- **TG**
  - **5.7 NM**
  - **5.3 NM**

**HDG**
- **2500**
- **210°**

**CIRCLING**
- **1380-1**
- **648 (700-1)**
- **1480-1**
- **748 (800-1)**
- **1480-1\(\frac{1}{4}\)**
- **748 (800-1\(\frac{1}{4}\))**
- **1480-2\(\frac{1}{8}\)**
- **748 (800-2\(\frac{1}{4}\))**
- **1480-2\(\frac{1}{2}\)**
- **748 (800-2\(\frac{3}{4}\))**

**HDG**
- **2500**
- **210°**

- **LG**
  - **5.7 NM**
  - **5.3 NM**

- **SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 28
BRECKINRIDGE COUNTY (I93)

**Category**

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<tr>
<td>LPV DA</td>
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<td>308 (400-1)</td>
<td>460 (500-1)</td>
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<td>446 (500-1/3)</td>
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<td>LNAV MDA</td>
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<td>1180-1/3</td>
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<td>1380-1</td>
<td>1480-1</td>
<td>1480-2½</td>
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Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

**MISSED APPROACH**: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.

1. CLIMB and hold to 1185 and all MDA 20 feet.
2. Use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

**CTAF**

LOUISVILLE APP CON

**ELEV 732**

**TDZE 732**

**KFTK ATIS**

109.6

**CTAF**

122.9
RNAV (GPS)-A
TUCKER-GUTHRIE MEML (I35)

**AWOS-3**
118.35

**INDIANAPOLIS CENTER**
124.625 371.925

**UNICOM**
122.8 (CTAF)

MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.

**Circling NA north of Rwy 8-26. Procedure NA at night.**
**Rwy 8 helicopter visibility reduction below 1 SM NA.**

Final approach course offset 10°.

VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).

<table>
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<th>C</th>
<th>D</th>
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<tr>
<td>CIRCLING</td>
<td>2920-1¼</td>
<td>2920-1½</td>
<td>3360-3</td>
<td>NA</td>
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</table>

HARLAN, KENTUCKY
Amdt 1 21MAY20

36°52'N-83°22'W
171
RNAV (GPS) RWY 3
OHIO COUNTY (JQD)

Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LPV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility ¾ SM and Circling Cat C visibility ½ SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.

AWOS-3PT 132.1
EVANSVILLE APP CON * 124.025 290.9
UNICOM 122.8 [CTAF]

RNP APCH - GPS

UNICOM
5003
530
537

LNAV only.

2500
circled Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below ½ SM NA.

Climb to 2500 direct ZUTJO and hold.

HARTFORD, KENTUCKY
Orig-E 22APR21

37°28'N - 86°51'W
SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 21
OHIO COUNTY (JQD)

AWOS-3PT 132.1  EVANSVILLE APP CON * 124.025 290.9  UNICOM 122.8 (CTAF)

HOLD 4 NM 2500

207°

273°

VUSWO

2200

HUTVU

1950

869

745

1360

2200

4 NM

ZUTJO

558

A 745

A 945

(FAF)

DOZBO

122°

90°

4 NM

Central City

CCT

4 NM

Holding Pattern

273°

GP 3.50°

TCH 47

MIRL Rwy 3-21

SE-1, 11 JUL 2024 to 05 SEP 2024

173
HAZARD, KENTUCKY

LOC RWY 14
WENDELL H FORD (CPF)

DME required. RADAR required for procedure entry.
RADAR required for missed approach.

Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME from AZQ DME.

AWOS-3
119.025

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.7 [CTAF]

LOCAIZER 109.35
1-CPF

HAZARD Chan 49
AZQ 5.1
LETCO/AZQ 5.1 DME/RADAR and hold,
then climbing left turn to 4000 to
MISSED APPROACH: Climb to 2500
then climbing left turn to 4000 to
LETCO/AZQ 5.1 DME/RADAR and hold,
continue climb-in-hold to 4000.

S-LOC 14
1800-1  557 (600-1)  1800-1½  557 (600-1½)

CIRCLING
2000-1  744 (800-1)  2040-1  784 (800-1)
2060-2½  804 (900-2½)  2140-3  884 (900-3)

HAZARD, KENTUCKY
Amdt 1  26MAR20

37°23'N-83°16'W
RNAV (GPS) RWY 9
HENDERSON, KENTUCKY
Elev 387, TDZE 385

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 48°C. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct ONZIG and hold.

AWOS-3PT
118.85

EVANSVILLE APP CON *
124.025 257.8

UNICOM
122.8 (CTAF)

LNAV MDA
840-1 455 (500-1)

LNAV/ VNAV DA
774-1¾ 389 (400-1¾)

LPV DA
694-1 309 (400-1)

RNP APCH - GPS.

CAT

A
B
C
D

LPV
DA
694-1 309 (400-1)

LNAV/ VNAV DA
774-1¾ 389 (400-1¾)

LNAV MDA
840-1 455 (500-1)

AL-5059 (FAA)

HENDERSON, KENTUCKY
SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

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SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 27
HENDERSON CITY-COUNTY (EHR)

HENDERSON, KENTUCKY
AL-5059 (FAA)

REIL Rwys 9 and 27
MIRL Rwy 9-27 •

Amdt 1A 18JUL19

AWOS-3PT 118.85
EVANSVILLE APP CON * 124.025 257.8
UNICOM 122.8 (CTAF) •

SE-1, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

Baro-VNAV NA when using Evansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 15°C or above 48°C. Rwy 27 helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Evansville altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C/D visibilities 1/4 mile.

AWOS-3PT •
EVANSVILLE APP CON •
UNICOM •
**VOR-A**

**HENDERSON CITY-COUNTY (EHR)**

- **AWOS-3PT**: 118.85
- **EVANSVILLE APP CON**: 124.025 257.8
- **UNICOM**: 122.8 (CTAF)

**VORTAC PXV**

- **Frequency**: 113.3
- **Channel**: 80
- **CIRCLING**

**MISSED APPROACH:**

Climbing right turn to 2100 direct PXV VORTAC and hold.

**When local altimeter setting not received, use Evansville altimeter setting and increase all MDAs 80 feet, and increase Circling Cats C/D visibility ½ SM.**

**HDG**

- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 387

**ELEV**

- **387**

**AIRWAY DESC**

- **PXV VORTAC**
- **PXV**
- **REIL Rwys 9 and 27**
- **MIRL Rwy 9-27**

**CAT IIIA**

- ** CATEGORY**: A
- ** B**: 533 (600-1)
- ** C**: 1040-1 3/4
- ** D**: 1200-2 3/4

**HENDERSON, KENTUCKY**

- **Amdt 10A 20MAY21**
- **AL-5059 (FAA)**
- **23054**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

- **SE-1, 11 JUL 2024 to 05 SEP 2024**

37°48'N-87°41'W

179
RNAV (GPS) RWY 2
PAUL BRIDGES FLD (M3)

2M2 AWOS-3 120.175
MEMPHIS CENTER 125.85 379.25
UNICOM 122.8 (CTAF)

DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LP and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

2000 then climbing left turn to
3000 direct QUGEG and hold.

ELEV 972 TDZE 966

35°33’N-87°36’W

RNAV (GPS) RWY 2
PAUL BRIDGES FLD (M3)

2000 then climbing left turn to
3000 direct QUGEG and hold.

ELEV 972 TDZE 966

35°33’N-87°36’W

RNAV (GPS) RWY 2
PAUL BRIDGES FLD (M3)

2000 then climbing left turn to
3000 direct QUGEG and hold.

ELEV 972 TDZE 966

35°33’N-87°36’W

RNAV (GPS) RWY 2
PAUL BRIDGES FLD (M3)

2000 then climbing left turn to
3000 direct QUGEG and hold.

ELEV 972 TDZE 966

35°33’N-87°36’W
RNAV (GPS) RWY 8
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

APP CRS
079°

Rwy Idg
5505
TDZE
540
Apt Elev
564

RNP APCH.

NA

Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF)

UNICOM

181 RNDS, 3000 to ZIRAS
258° (18.9)

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

UNICOM

LANKY (IAF)

R-3702 A/B

(IAF)

YANUS

2000 Neat (26.8)

2500 Neat (32.3)

4 NM

2500 to ZIRAS
079°

(6)

2500

079°

259°

4 NM

Holding Pattern

ZIRAS

RELSE

3000

UYURI 338°

tz

WASMO

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).

6 NM

5.9 NM

CATEGORY

LNAV MDA

1220-1 680 (700-1)

A

B

C

D

1220-2 680 (700-2)

1220-2 680 (700-2½)

SE-1, 11 JUL 2024 to 05 SEP 2024

181
### RNP APCH - GPS

**A** Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°F or above 54°F. Baro-VNAV and VDP NA when using Clarksville altimeter setting. Helicopter visibility reduction below 3/8 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 851 feet and all visibilities 3/8 SM; increase LNAV/VNAV DA to 1033 feet and all visibilities 3/8 SM; increase all MDAs 40 feet and Circling visibility Cat C 3/8 SM.

**CAMPBELL APP CON**

- **AWOS-3**: 132.575
- **CAMPBELL APP CON**: 118.1 269.525
- **UNICOM**: 122.8 (CTAF)

---

**HOPKINSVILLE, KENTUCKY**

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>82221</td>
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<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
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<td>576 (600-1)</td>
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</tbody>
</table>

MISSED APPROACH: Climbing right turn to 3000 direct WASMO hold.

---

**RNAV (GPS) RWY 26**

**HOPKINSVILLE-CHRISTIAN COUNTY (HVC)**
RNAV (GPS) RWY 4
HUMBOLDT MUNI (M53)

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.

MISSED APPROACH:
Climb to 3000 direct FASKA and hold.
RNAV (GPS) RWY 22
HUMBOLDT MUNI (M53)

Circling Rwy 4 NA at night. Rwy 22 heli visibility reduction below ½ SM NA. Baro-VNAV NA. Use Jackson altimeter setting, when not received, use Dyersburg altimeter setting: increase LPV all Cats DA to 749; increase LNAV/VNAV all Cats DA to 817 and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CAVTO and hold.

---

**HUMBOLDT, TENNESSEE**
**AL-5828 (FAA)**

**RNAV (GPS) RWY 22**
**HUMBOLDT MUNI (M53)**

**WAAS**

<table>
<thead>
<tr>
<th>CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
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<tbody>
<tr>
<td>40138</td>
<td>226°</td>
<td>4003</td>
<td>421</td>
<td></td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

**MKL ASOS** 119.325

**MEMPHIS CENTER** 134.65 316.15

**UNICOM** 122.8 (CTAF)

**HUMBOLDT, TENNESSEE (AL-5828)**

**UNICOM**

**MEMPHIS CENTER**

**WAAS**

- **CH**: 40138
- **APP CRS**: 226°
- **Rwy Idg**: 4003
- **TDZE**: 421

**RNAV (GPS) RWY 22**

**HUMBOLDT MUNI (M53)**

**MISSED APCH FIX**

**CAVTO**

- 4 NM
- 3000

**WOKMU**

- FASKA
- XITRY

**HOLD**

- 3000
- 6000

**CAVTO**

- 4 NM

**REIL RWys 4 and 22**

**MIRL RWys 4 and 22**

- 35°48'N-88°52'W
RNAV (GPS) RWY 1
CARROLL COUNTY (HZD)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile, UNAV/VNAV all Cats visibility ½ mile, UNAV Cat C and D visibility ¾ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Mc Kellar-Sipes Rgnl altimeter setting. Helicopter visibility reduction below ½ SM NA.

### Missed Approach
Climb to 2200 direct FAMPA and hold.

### Computer Aided Missed Approach Fix

<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>745-7/8</td>
<td>250 (300-7/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/DA</td>
<td>810-1</td>
<td>315 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>880-1</td>
<td>385 (400-1)</td>
<td>880-1 1/8</td>
<td>385 (400-1 1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>980-1</td>
<td>483 (500-1)</td>
<td>1220-2</td>
<td>723 (800-2)</td>
</tr>
</tbody>
</table>

### Unicom
MEMPHIS CENTER 134.65
UNICOM 122.8 (CTAF)
Amdt 1A  11DEC14

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
COLONEL TOMMY C STINER AIRFIELD (JAU)

AWOS-3 124.975

ATLANTA CENTER 133.6 254.3

UNICOM 122.8 (CTAF)

Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below ¾ SM NA.

Final approach course offset 13.08°

Visual Segment - Obstacles.

MISSED APPROACH: Climbing left turn to 5300 direct CIFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

Category A B C D

LP MDA 1640-1 460 (500-1) NA

LNAV MDA 1920-1 740 (800-1) NA

CIRCLING 1920-1 740 (800-1) NA
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. For inop ALS, increase visibility LNAV Cats A/B to 1 SM, and Cats C/D to 1½ SM.

ASOS MEMPHIS CENTER JACKSON TOWER GND CON UNICOM
119.325 134.65 316.15 127.15 (CTAF) 249.95 120.9 122.95

Missed Approach: Climb to 3000 direct GARTZ and hold.

For inop ALS, increase visibility LNAV Cats A/B to 1 SM, and Cats C/D to 1½ SM.

MC KELLAR-SIPES RGNL (MKL)
RNAV (GPS) RWY 2

RNAV APCH - GPS.

WAAS CH 93511 W02A APP CRS 023° Rwy Idg 6005 TDZE 433 Apt Elev 433

HOLD 6000 3000

113° ZIFFO to TROVE 30 NM

3000 3000 NoPT (5)

203° 3000 NoPT (5)

113° ZIFFO to TROVE (NoPT)

3000 3000 NoPT (5)

HOLD 6000 3000

203° 3000 NoPT (5)

023° 3000 NoPT (5)

GP 3.04° TCH 59

3000 GARTZ

6.1 NM 3.6 NM 1.4 NM

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 29).

Category A B C D

LPV DA 772-3/4 339 (400-3/4)

INAV/VNAV DA 886-3/8 453 (500-3/8)

LNAV MDA 900-3/4 467 (500-3/4) 900-1 467 (500-1)

CIRCLING 900-1 467 (500-1) 920-1 487 (500-1) 960-1 527 (600-1½) 1080-2 647 (700-2)

MC KELLAR-SIPES RGNL (MKL)
RNAV (GPS) RWY 2

HIRL Rwy 1-20
MIRL Rwy 11-29
MC KELLAR-SIPES RGNL (MKL)

**VOR RWY 2**

**MISSING APPROACH:** Climb to 1700 then climbing left turn to 2200 direct MKL VOR/DME and hold, continue climb-in-hold to 2200.

- **Rwy 2 helicopter visibility reduction below 3/4 SM NA.**
  - For inop ALS, increase S-2 Cat A/B visibility to 1 SM.

---

**VOR/DME MKL**
- **114.85**
- **Chan 95 (Y)**

**APP CRS**
- **028°**
- **6005**
- **TDZE 433**
- **Apt Elev 433**

**MALS R**
- **114.85**
- **MKL (Y)**

**ASOS**
- **119.325**

**MEMPHIS CENTER**
- **134.65 316.15**

**JACKSON TOWER**
- **127.15 (CTAF) 249.95**

**GND CON**
- **120.9**

**UNICOM**
- **122.95**

---

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

- **S-2**
  - **1120-3/4 687 (700-3/4)**
  - **1120-1/2 687 (700-1/2)**

- **CIRCLING**
  - **1120-1 687 (700-1)**
  - **1120-2 687 (700-2)**
  - **1120-2/4 687 (700-2/4)**

---

**JACKSON, TENNESSEE**

Amdt 1 28DEC23

35°36'N-88°55'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ½ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¾ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct TEYOS and hold.

**AWOS-3**

**INDIANAPOLIS CENTER**

**UNICOM**

119.6 124.625 371.925 123.0 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile and LNAV and Circling Cat C/D visibility ½ mile. Helicopter visibility reduction below ½ mile NA.

**MISSED APPROACH:**
Climb to 4000 direct CKIT and hold.
JAMESTOWN, TENNESSEE

AL-6476 (FAA)

JAMESTOWN MUNI (2A1)

RNAV (GPS)-B

Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility 1/2 SM. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling to Rwy 19 NA at night.

**RNAV (GPS)-B**

**APP CRS**
- **005°**
  - Rwy Idg: N/A
  - TDZE: N/A
  - Apt Elev: 1694

**RNP APCH - GPS**

**CSV ASOS**
- 120.625

**INDIANAPOLIS CENTER**
- 124.625
- 371.925

**UNICOM**
- 122.8

**MISSED APPROACH:**
- Climb to 4000 direct ZOLPU and hold.

- **NA**

**CATEGORY**
- CIRCLING
  - A: 2180-1
  - B: 486 (500-1)
  - C: 2260-1
  - D: 566 (600-1)
  - NA: 2340-1 3/4
  - E: 646 (700-1 1/4)

---

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS CENTER**
- 124.625
- 371.925

**UNICOM**
- 122.8

**CIRCLING**
- A: 2180-1
- B: 486 (500-1)
- C: 2260-1
- D: 566 (600-1)
- E: 646 (700-1 1/4)
- NA

---

**36°21'20.0"N-84°57'30.1"W**

**RNAV (GPS)-B**

**HOLDING PATTERNS**

- **4400° 005° 185°**
  - 4 NM
  - ZILIB

**VISUAL SEGMENT-OBSTACLES**

- **3500° 005°**
  - JAGGY

- **2038° 005° 1913°**

- **2575° 005°**

**ELEV 1694**

**MISSED APCH FIX**

**ZILIB**

**MIRL Rwy 1-19**

**REIL Rwy 1 and 19**

---

**SE-1, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS)-C**

**JAMESTOWN MUNI (2A1)**

**APP CRS** 185°

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<tbody>
<tr>
<td>CIRCLING</td>
<td>2120-1</td>
<td>2260-1</td>
<td>2340-1½</td>
<td>NA</td>
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<tr>
<td>ZOLPU</td>
<td>3500</td>
<td>3498 X 725</td>
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<tr>
<td>ZILIB</td>
<td>4400</td>
<td>0.4% UP</td>
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</table>

**Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling to Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.**

**UNICOM** 122.8 (CTAF) 0

**UNIVERSAL TRAFFIC ALERT**

**Taxisway**

- CSV ASOS 120.625
- INDIANAPOLIS CENTER 124.625 371.925
- JAMESTOWN MUNI 36°21'N-84°57'W

**INDIANAPOLIS CENTER**

- 23278 120.625 371.925
- 1910 ± 185°
- 3500
- 005°
- 4400
- ZILIB
- ZOLPU

**Visual Segment-Obstacles**

- ZILIB
- 2038 ± 185°
- 1910 ± 185°
- 23278
- 124.625 371.925
- 005°
- 4000

**RNAV (GPS)-C ZILIB and hold.**

**MISSED APPROACH:**

- Climb to 4400 direct ZILIB and hold.

**MISSED APCH FIX**

- ZILIB
- 2038 ± 185°
- 4 NM

**ZOLPU**

- 5000
- 4000
- 30 NM to ZOLPU (Ndbp)

**JAMESTOWN, TENNESSEE**

**AL-6476 (FAA) 23278**

**ELEV 1694**

- 185°
- 61

**Origin-A** 07OCT21
**RNAV (GPS) RWY 4**

**MARION COUNTY/BROWN FLD (APT)**

<table>
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<th>D</th>
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<td>LNAV MDA</td>
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<td>1500-1½</td>
<td>1500-2½</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1½</td>
<td>1840-1½</td>
<td>1860-3</td>
<td>NA</td>
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</table>

**APP CRS**
- **Rwy Idg:** 3498
- **TDZE:** 641
- **Apt Elev:** 641

**ELEV**
- **APR CRS:** 3498
- **TDZE:** 641

**UNICOM**
- **122.8 (CTAF)**

**RNP APCH-GPS**

- **Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA.**
- **Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting and increase all MDAs 60 feet and LNAV Cat A visibility ¼ SM.**

**CHATTANOOGA APP CON**
- **UNICOM 122.8 (CTAF)**

**Final approach course offset 11.03°.**

**Visual Segment - Obstacles**

**Circling**
- **3600-0.5**
- **2073**
- **Osepe**
- **ZiPop**
- **Gekef**
- **Cuyas**
- **Itiyo**
- **Farad**

**RNAV (GPS) RWY 4**

**MARION COUNTY/BROWN FLD (APT)**

**JASPER, TENNESSEE**

**Orig-C: 15JUN23**

**35°04'N-85°35'W**
**RNAV (GPS) RWY 26**

**KNOXVILLE DOWNTOWN ISLAND (DKX)**

**Rwy 26 helicopter visibility reduction below ¾ SM NA.**

**MISSLED APPROACH:** Climb to 4000 direct SWASO and hold.

- **AWOS-3**
  - 125.375

- **KNOXVILLE APP CON**
  - 123.9 353.6

- **CLNC DEL**
  - 121.7

- **UNICOM**
  - 123.075 (CTAF)

**Procedure NA for arrivals at WHINS on V517 southbound and arrivals on V16 eastbound.**

- **SWASO**
  - ELEV 833
  - TDZE 832

- **Misled Approach Fix**
  - 4 NM
  - 267°
  - 087°
  - SWASO

- **RW26**
  - 1.8 NM to RW26
  - 3.35°
  - TCH 44
  - 260°
  - 2500

- **CIXUG**
  - 3500

- **SPROC**
  - 260°
  - 3500

- **JISIT**
  - (IAF)

- **WHINS**
  - (IAF)

- **YEBUB**
  - (IAF)

- **WHINS**
  - (FAF)

- **CIXUG**
  - (FAF)

- **RW26**
  - 3499 X 25

- **SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**

**KNOXVILLE APP CON**

**CLNC DEL**

**UNICOM**

**1.8 NM to RW26**

**3.35°**

**TCH 44**

**260°**

**2500**

**3500**

**260°**

**3500**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**199**
DME required. RADAR required for procedure entry.

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

AWOS:3 125.375  KNOXVILLE APP CON 123.9 353.6  CLNC DEL 121.7  UNICOM 123.075 (CTAF)

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

AWOS:3 125.375  KNOXVILLE APP CON 123.9 353.6  CLNC DEL 121.7  UNICOM 123.075 (CTAF)

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

AWOS:3 125.375  KNOXVILLE APP CON 123.9 353.6  CLNC DEL 121.7  UNICOM 123.075 (CTAF)

MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R 265 to SWASO/VXV 18 DME and hold.

Rwy 26 helicopter visibility reduction below 1/4 SM NA.

AWOS:3 125.375  KNOXVILLE APP CON 123.9 353.6  CLNC DEL 121.7  UNICOM 123.075 (CTAF)
KNOXVILLE, TENNESSEE

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<thead>
<tr>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1700-1¼</td>
<td>1720-1¼</td>
<td>1720-2¼</td>
<td>NA</td>
</tr>
</tbody>
</table>

AWOS-3

KNOXVILLE APP CON

KNOXVILLE DOWNTOWN ISLAND (DKX)

MALIS VOR-B

MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.

DME required. RADAR required for procedure entry.
DME or RADAR required.

**ATIS** | **KNOXVILLE APP CON** | **KNOXVILLE TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65

Procedure NA for arrival on VXV VORTAC airway radials 184 CW 265.

**ATIS** | **KNOXVILLE APP CON** | **KNOXVILLE TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65

**LOCALIZER** 110.3

**I-TYS**

3000 NoPT to BENDA 096° (2.8) and 051° (7.2)

**GROSS** VXX 20

**MISSED APPROACH:** Climb to 4100 direct VXV VORTAC and on VXV VORTAC R-053 to NEYLN/VXX 4.7 DME and hold, continue climb-in-hold to 4100.

**ATIS** | **KNOXVILLE APP CON** | **KNOXVILLE TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
128.35 | 123.9 360.8 | 121.2 257.8 | 121.9 348.6 | 121.65

**MISSP** 111

**NEYLN**

**VOLUNTEER**

116.4  VXV

**Chan 111**
ILS or LOC RWY 23L
MC GHEE TYSON (TYS)

MISSING APPROACH: Climb to 4000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

Disregard all marker beacon indications.

One Minute Holding Pattern

GS 3.00° TCH 52

1 NM 1.5 3.1 NM 8.4 NM

S-ILS 23L 1165/40 200 (200-2/4)
S-LOC 23L 1320/55 355 (400-1)

CIRCLING
1500-1 1620-1 1660-2 1900-3
514 (600-1) 634 (700-1) 674 (700-2) 914 (1000-3)

KNOXVILLE, TENNESSEE
Orig-A 10AUG23

MC GHEE TYSON (TYS)

ILS or LOC RWY 23L

KNOXVILLE, TENNESSEE

AL-218 (FAA) 24025
**KNOXVILLE, TENNESSEE**

**LOC** I-BUI 111.7  
**APP CRS** 231°  
**Rwy Idg** TDZE 984  
**Apt Elev** 986

**ILS or LOC RWY 23R**

**MC GHEE TYSON (TYS)**

**DME or RADAR required.**

- MSA VXV 25 NM
- 5100
- 7900

**ATIS** 128.35  
**KNOXVILLE APP CON** 123.9 360.8  
**KNOXVILLE TOWER** 121.2 257.8  
**GND CON** 121.9 348.6  
**CLNC DEL** 121.65

**CAUTION:** RIZEN OM for Downtown Island. Rwy 26 may be received prior to BUZBY OM.

**MISSING APCH FIX**

- GROSS VXV 29.1
- 1176 HCH
- 1164 VXV
- 231°
- 1047
- 1255
- 1268
- 1544
- 1325
- 1333
- 1150
- 1117
- 1900

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

**LOCALIZER** 111.7 I-BUI

**One Minute Holding Pattern**

- TCH 53
- GS 3.00°
- 0.3
- 1.3
- 2.5 NM
- 1.3
- 2.9
- 4.6 NM

**CATEGORY**

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<tr>
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<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 23R</td>
<td>1184/18 200 (200-1/2)</td>
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<tr>
<td>S-LOC 23R</td>
<td>1560/24 576 (600-1/2)</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1 574 (600-1)</td>
<td></td>
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</tr>
</tbody>
</table>

**HDG** 240°

- 2000
- 4000
- VXV R-231
- GROSS

**VXV 4.7**

- 2400
- 4000
- 231°
- 233°
- 053°
- 10000 4100

**RIZEN OM**

- NEYLN VXV 233°
- 1164 VXV
- 1047
- 1255
- 1268
- 1333
- 1544

**NEYLN VXX**

- 2400
- 231° (2.4)
- 2000
- 3000
- 0.3 NM
- 0.53
- 10000 4100

**REIL** Rwys 5R and 23L

**HIRL** Rwys 5L-23R and 5R-23L

**Amdt 14B  19MAY22**

**MC GHEE TYSON (TYS)**

**35°49’N-84°00’W**

**SE-1 11 JUL 2024 to 05 SEP 2024**
CAUTION: RIZEN OM for Downtown Island Rwy 26 may be received prior to BUZBY OM.
**RNAV (GPS) RWY 5L**

**MC GHEE TYSON (TYS)**

**KWAS 48802**

**AWP 9506**

**TDZE 953**

**Apt Elev 986**

**RNP APCH - GPS.**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
- *RVR 1800 authorized with use of FD or AP or HUD to DA.

**ATIS**

- 128.35

**KNOXVILLE APP CON**

- 123.9 360.8

**KNOXVILLE TOWER**

- 121.2 257.8

**GND CON**

- 121.9 348.6

**CLNC DEL**

- 121.65

**MALSR**

**MISSING APPROACH: Climb 1500 then hold, continue climb-in-hold to 4000.**

**Procedure NA for arrivals at GROSS on V115 southwest bound.**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.**

**RVR 1800 authorized with use of FD or AP or HUD to DA.**

**Amdt 3 12AUG21**

**AD127**

**35°49’N-84°00’W**

**207**
RNAV (GPS) RWY 5R
MC GHEE TYSON (TYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

Procedure NA for arrivals at GROSS on V/15 southwest bound.

RSNP ACH - GPS.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

ASR

WKXV AR--XCH 97410 W05B

Rwy Idg 8600
TDZE 959
Apt Elev 986

RSNP ACH - GPS.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

ASR

RNPA W05R 25 NM

7900

Procedure NA for arrivals at GROSS on V/15 southwest bound.

If

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

ASR

RNPA W05R 25 NM

7900

Procedure NA for arrivals at GROSS on V/15 southwest bound.

If

RNPA W05R 25 NM

7900

Procedure NA for arrivals at GROSS on V/15 southwest bound.
RNAV (GPS) RWY 23R
MC GHEE TYSON (TYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1/4 SM.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

RNAV (GPS) RWY 23R
MC GHEE TYSON (TYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1/4 SM.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

NoPT for arrival at NELYN on V466-519 southwest bound.

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.
VOR RWY 23L
MC GHEE TYSON (TYS)

ATIS 128.35
KNOXVILLE APP CON 123.9 360.8
KNOXVILLE TOWER 121.2 257.8
GND CON 121.9 348.6
CLNC DEL 121.65

MISSING APPROACH: Climb to 3000 via VXX
R-231 to GROSS INT/29.1 DME and hold.

FAF to MAP 6.8 NM

KNOXVILLE, TENNESSEE
Amdt 5B 10AUG23
35°49’N-84°00’W
211
ATIS
128.35
KNOXVILLE TOWER
121.2 257.8
GND CON
121.9 348.6
CLNC DEL
121.65

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

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

TOP ALTITUDE: 6000

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence....
TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence....

......maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.
RNAV (GPS) RWY 1
LAFAYETTE MUNI (3M7)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1441 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1585 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D ½ SM and Circling Cat C and D ½ SM. VDP and Baro-VNAV NA when using Bowling Green altimeter setting. Rwy 1 helicopter visibility reduction below ½ SM NA.

Climb to 3000 direct OZESI and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1318-1½</td>
<td>349 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1452-1¾</td>
<td>483 (500-1¾)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1400-1</td>
<td>431 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>471 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Orig-A 08SEP22

LAFAYETTE, TENNESSEE
AL-6653 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024
NASHVILLE APP CON
118.4 360.7

LAFAYETTE MUNI (3M7)

RNAV (GPS) RWY 19

MISSED APCH FIX
HETAP

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C ¼ SM, Cat D ½ SM, and Circling Cat C and D ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSAPED APPROACH:
Climb to 3000 direct HETAP and hold.

Category B

Category C

Category D

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1211-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1369-1½</td>
<td>408 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1380-1</td>
<td>419 (500-1)</td>
<td>1380-1¼</td>
<td>419 (500-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1</td>
<td>471 (500-1)</td>
<td>1600-1¾</td>
<td>1700-2¼</td>
</tr>
</tbody>
</table>

SE-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

**AWOS-3**

**MEMPHIS CENTER**

**UNICOM**

**WAAS CH 70337 W17A**

**APP CRS 168°**

**Rwy Idg 5002**

**TDZE 936**

**Apt Elev 936**

**ELEV 936**

**TDZE 936**

**3800 UWNED**

**168° 348°**

**4 NM**

**Holding Pattern**

**WABOL**

**3700**

**348° 168°**

**VGSi and RNAV glideslope not coincident**

**(VGSi Angle 3.00/TCH 50).**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3 120.175**

**MEMPHIS CENTER 125.85 379.25**

**UNICOM 122.8 (CTAF)**

**35°14'N-87°15'W**

**217**

**RNAV (GPS) RWY 17**

**LAWRENCEBURG-LAWRENCE COUNTY (2M2)**

**RNAV (GPS) RWY 17**

**LAWRENCEBURG, TENNESSEE 25MAY17**

**RNAV (GPS) RWY 17**

**LAWRENCEBURG-LAWRENCE COUNTY (2M2)**

**RNAV (GPS) RWY 17**

**LAWRENCEBURG, TENNESSEE 25MAY17**

**RNAV (GPS) RWY 17**
Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

### Missed Approach Fix

- **WABOL**: 3800 ft
- **ZUPNA**: 3800 ft
- **UWNED**: 3800 ft

**3700**

**WABOL**

**VGSI and RNAV glidepath not coincident**

(VGSI Angle 3.00/TCH 50).

- **JOMVU**: 2.4 NM to RW35
- **RW35**: 168°
- **UWNED**: 3800 ft

** Holding Pattern 4 NM**

**LNAV only.**

**4 NM Holding Pattern with 1800 ft and 2600 ft 4 NM from WABOL.**

**1800**

**2600**

**3800**

**TCH 60**

**GP 3.20°**

### Table: Law And Order

<table>
<thead>
<tr>
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<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV</strong></td>
<td>1293-1 1/4</td>
<td>366 (400-1 1/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV / VNAV</strong></td>
<td>1354-1 1/4</td>
<td>427 (500-1 1/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1340-1</td>
<td>413 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1500-1</td>
<td>564 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 19
LEBANON MUNI (M54)

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

**Procedure NA for arrivals at HARME via V5-243 Southeast Bound.**

**Procedure NA for arrivals at BNA VORTAC via V49 Southbound.**
RNAV (GPS) RWY 20
LEITCHFIELD-GRAYSON COUNTY (M26)

Rwy 20 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.
Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 4000 direct REBBE and hold, continue climb-in-hold to 4000.

ELEV 782
TDZE 782

MIRL Rwy 2-20
REIL Rwy 2 and 20

VNAV LNAV/DA
 CATEGORY C

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

1088-1 306 (400-1) 1145-1 363 (400-1) 1320-1 538 (600-1) 1380-1 598 (600-1)

121.025
INDIANAPOLIS CENTER
121.175 353.65

UNICOM 123.0 (CTAF)
RNAV (GPS) RWY 2
ELLINGTON (LUG)

When local altimeter setting not received, use Nashville Intl altimeter setting: increase LPV DA to 1096 feet and all visibilities ½ SM and LNAV/VNAV DA to 1531 feet and all visibilities ½ SM; increase all MDA 120 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C ½ SM. Baro-VNAV NA when using Nashville Intl altimeter. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¼ SM NA. Circling Rwy 20 NA at night.

**RNAV (GPS) RWY 2**

**AWOS-3**
135.775

**MEMPHIS CENTER**
128.15 323.125

**UNICOM (CTAF)**
122.8

**RNAV (GPS) RWY 2**

**AWOS-3**
135.775

**MEMPHIS CENTER**
128.15 323.125

**UNICOM (CTAF)**
122.8

**RNAV (GPS) RWY 2**

**AWOS-3**
135.775

**MEMPHIS CENTER**
128.15 323.125

**UNICOM (CTAF)**
122.8

**RNAV (GPS) RWY 2**

**AWOS-3**
135.775

**MEMPHIS CENTER**
128.15 323.125

**UNICOM (CTAF)**
122.8
RNAV (GPS) RWY 20

ELLINGTON (LUG)

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 120 feet and visibility LNAV Cats C and D and Circling Cats B and C ¼ SM. Circling to Rwy 2 NA at night. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HUROG and hold.

AWOS-3 135.775
MEMPHIS CENTER 128.15 323.125
UNICOM 122.8 (CTAF)

LEWISBURG, TENNESSEE
AL-6023 (FAA)

WAAS CH 56619 W20A
APP CRS 201° Rwy Idg 5001
TDZE 710 Apt Elev 718

35°30'N 86°48'W
LEWISPORT, KENTUCKY

RNAV (GPS) RWY 5
HANCOCK COUNTY/RON LEWIS FLD (KY8)

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1020-1</td>
<td>609</td>
<td>1020-1/4</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1020-1</td>
<td>609</td>
<td>1020-1/4</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1020-1</td>
<td>608</td>
<td>1080-1/4</td>
<td>NA</td>
</tr>
</tbody>
</table>

LEWISPORT, KENTUCKY
Amdt 1B 28MAR19
**ILS or LOC RWY 4**

**BLUE GRASS (LEX)**

**DME required for procedure entry.**

- For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 4 DA to 1231 feet and all visibilities to RVR 2000; increase all MDAs 80 feet and S-LOC 4 visibility Cats C and D to RVR 4500 and Circling visibility Cats C and D 1/4 SM.

**MISSED APPROACH: Climb to 1400 then climbing right turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.**

---

**LEXINGTON, KENTUCKY**

- **AL-697 (FAA)**

- **24025**

---

**LOC I-LEX**

- **110.1**

**APP CRS**

- **046°**

**ATIS**

- **126.3**

**LEXINGTON APP CON**

- **120.15**

- **259.3**

  - (040°-220°)

**LEXINGTON TOWER**

- **119.1**

- **257.8**

**GND CON**

- **121.9**

**CLNC DEL**

- **132.35**

---

**LOCALIZER 110.1**

- I-LEX

- **1103**

---

**SAAPP**

- **046°**

**BLAYD INT**

- **046°**

- **2500**

**JEUD INT**

- **1480**

**HYK**

- **1211**

---

**LEXINGTON**

- **112.6 HYK**

- Chan 73

---

**ELEV 979**

- **D TDZE 969**

---

**S-ILS 4**

- **1169/18**

- **200 (200-½)**

**S-LOC 4**

- **1340/24**

- **371 (400-½)**

- **1340/35**

- **371 (400-%)**

**CIRCLING**

- **1420-1**

- **441 (500-1)**

- **1440-1**

- **461 (500-1)**

- **1520-1½**

- **541 (600-½)**

- **1600-2**

- **621 (700-2)**

---

**LEXINGTON, KENTUCKY**

- **Amdt 18 25JAN24**

**38°02’N-84°37’W**

---

**227**
When local altimeter setting not received, use Frankfort altimeter setting: increase S-ILS 22 DA to 1241 feet and all visibilities ½ SM; increase all MDAs 80 feet and visibility Cats C and D ¾ SM.

Procedure NA for arrivals at SADDL on V57 northbound.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.

VGSI and ILS glidewalk not coincident (VGSI Angle 3.00°/TCH 60).
RNAV (GPS) RWY 4
BLUE GRASS (LEX)

LEXINGTON, KENTUCKY
AL-697 (FAA)
24025

RNAV (GPS) RWY 4
BLUE GRASS (LEX)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above
54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500, and
LNAV Cats C and D visibility to RVR 5500. When local altimeter setting not
received, use Frankfort altimeter setting; increase LPV DA to 1231 feet and all
visibilities to RVR 2000; increase LNAV/VNAV DA to 1420 feet and all visibilities
to RVR 4000; increase all MDAs 80 feet and LNAV visibility Cat C/D to RVR 4500
and Circling visibility Cat C/D ¼ SM. Baro-VNAV NA when using Frankfort
altimeter setting.

LEWINGTON TOWER 119.1 257.8

ATIS 126.3
LEWINGTON APP CON 120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

GND CON 121.9

CLNC DEL 132.35

MISSED APPROACH: Climb to 3200 direct
KAYFC and hold, continue climb-in-hold
to 3200.

[Diagram]

LEWINGTON, KENTUCKY
Amst 2 25JAN24
BLUE GRASS (LEX)

RNAV (GPS) RWY 4

LNAV/ VNAV DA
1340/35 371 (400-%)

LNAV MDA
1340/24 371 (400-%)

CIRCLING
1420-1 1440-1 1520-1 1600-2
441 (500-1) 461 (500-1) 541 (600-1) 621 (700-2)

CATEGORY
A B C D

LPV DA
1169/18 200 (200-½)

ELEV 979  D TDZE 969

WAAS
CH 70401  W04A
APP CRS 046°

TDZE 969
Apt Elev 979

LEXINGTON (LEX)
AL-697 (FAA)
24025

RNAV (GPS) RWY 4
BLUE GRASS (LEX)

SE-1, 11 JUL 2024 to 05 SEP 2024
SE-1, 11 JUL 2024 to 05 SEP 2024
SE-1, 11 JUL 2024 to 05 SEP 2024
SE-1, 11 JUL 2024 to 05 SEP 2024

TWR 1091
REIL Rwys 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

38°02'N-84°37'W

229
RNAV (GPS) RWY 9
BLUE GRASS (LEX)

**ATIS**
- 126.3

**LEEXINGTON APP CON**
- 120.15 259.3 (040°-220°)
- 120.75 298.9 (221°-039°)

**LEXINGTON TOWER**
- 119.1 257.8

**GND CON**
- 121.9

**CLNC DEL**
- 132.35

---

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

Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1279 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1421 feet and all visibilities ½ SM; increase all MDAs 80 feet and visibility Cats C and D ½ SM.

---

**Lexington, Kentucky**

**AL-697 (FAA)**

**WAAS CH 86918 W09A**

**APP CRS 087°**
- 0.5% UP
- 0.6% UP
- 1091 TWR
- 5 P
- 1059 P
- 1078 P
- 1110 P
- 1109 P
- 1059 P

**Apt Elev 979**

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

**LPV DA**
- 1217-1 250 (300-1)

**LNAV/VNAV DA**
- 1359-1 392 (400-1½)

**LNAV MDA**
- 1540-1 573 (600-1)
- 1540-1½ 573 (600-1½)
- 1540-1¼ 573 (600-1¾)
- 1600-2

**CIRCLING**
- 1540-1 561 (600-1)
- 1540-1½ 561 (600-1½)
- 1600-2

---

**ELEV 979**

**TDZE 967**

---

**Lexington, Kentucky**

**Orig-B 08OCT20**

---

**38°02’N-84°37’W**
RNAV (GPS) RWY 22
BLUE GRASS (LEX)

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.

ATIS
126.3

LEXINGTON APP CON
120.15 259.3 (040°-220°)
120.75 298.9 (221°-039°)

LEXINGTON TOWER
119.1 257.8

GND CON
121.9

CLNC DEL
132.35

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Frankfort altimeter setting. When local altimeter setting not received, use Frankfort altimeter setting: increase LPV DA to 1241 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 1327 feet and all visibilities 1/8 SM; increase all MDAs 80 feet and visibility Cat C/D 1/8 SM.

MISSED APPROACH: Climb to 3200 direct RYYYE and hold, continue climb-in-hold to 3200.
Lexington, Kentucky
AL-697 (FAA)

RNAV (GPS) RWY 27
Blue Grass (LEX)

Baro-VNAV NA when using Frankfort altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Frankfort altimeter setting; increase LPV DA to 1421 feet and all visibilities 1/4 SM; increase LNAV/VNAV DA to 1450 feet and all visibilities 1/4 SM; increase all MDAs 80 feet and visibility Cats C and D 1/4 SM.

Missed Approach: Climb to 3000 direct OVMAW and hold.

**Notes:**
- LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
- Helicopter visibility reduction below 1 SM NA.
- Increase LPV DA to 1421 feet and all visibilities 1/4 SM.
- Increase LNAV/VNAV DA to 1450 feet and all visibilities 1/4 SM.
- Increase all MDAs 80 feet and visibility Cats C and D 1/4 SM.

**ATIS**
- 126.3

**LEXINGTON APP CON**
- 120.15 259.3 (040°-220°)
- 120.75 296.9 (221°-039°)

**LEXINGTON TOWER**
- 119.1

**GND CON**
- 121.9

**CINC DEL**
- 132.35

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

**LPV DA**
- 1359-1 385 (400-1 1/4)

**LNAV/VNAV DA**
- 1388-1 3 414 (500-1 1/4)

**LNAV MDA**
- 1360-1 386 (400-1)
- 1360-1 1/2 386 (400-1 1/4)

**CIRCLING**
- 1420-1
- 441 (500-1)
- 1440-1
- 461 (500-1 1/2)
- 1520-1 1/2
- 541 (600-1 1/2)
- 1600-2
- 621 (700-2)

**ELEV**
- 979

**TDZE**
- 974

**Meas**
- 0.4% UP

**W27A**
- 4000

**TDZE**
- 974

**Apt Elev**
- 979
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility.

Cats C and D SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

**VOR/A**

**BLUE GRASS (LEX)**

**ATIS**

126.3

**LEXINGTON APP CON**

120.15  259.3  (040°-220°)
120.75  298.9  (221°-039°)

**LEXINGTON TOWER**

119.1  257.8

**GND CON**

121.9

**CLNC DEL**

132.35

---

**LEXINGTON, KENTUCKY**

**VOR/DME HYK**

112.6  APP CRS
304°  Rwy Idg
N/A
TDZE
N/A

**Apt Elev**

979

---

**HYK**

1103

---

**1167**

---

**IMRIC**

**HYK**

5

---

**LEXINGTON**

**HYK**

112.6

**Chan 73**

---

**MAJEL**

**HYK**

7.4

---

**HYK**

1540°

---

**VOR/DME**

124°

---

**Remain within 10 NM**

---

**3100**

---

**CIRCLING**

**1460-1**

481 (500-1)

**CIRCLING**

**1540-1**

561 (600-1)

---

**IMRIC DME FIX MINIMUMS**

---

**FAT to MAP 7.4 NM**

---

**LEXINGTON, KENTUCKY**

**Amdt 9C  08OCT20**

---

**BLUE GRASS (LEX)**

---
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5 °F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ½ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting. 

**MISSING APPROACH:** Climb to 3000 direct COCTA and hold.

**AWOS-3**

118.125

**MEMPHIS CENTER**

125.85 379.25

**UNICOM**

123.0 (CTAF)

---

**1.2 NM**

**1.5 NM**

**2.6 NM**

**6 NM**

**CATEGORY**

A  
B  
C  
D

**LPV**

DA  
738-7/8  
250 (300-3/4)

**LNAV/VNAV**

DA  
800-1  
312 (400-1)

**LNAV MDA**

940-1  
452 (500-1)  
940-1  
452 (500-1)

**CIRCLING**

940-1  
452 (500-1)  
492 (500-1)  
1000-1/2  
512 (600-1/2)  
712 (800-2/4)

**MIRL Rwy 1-19**

**REIL Rwy 1 and 19**

**35°39’N-88°12’W**
RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet, and increase LP Cat C and D and LNAV Cat C and D visibility 3/4 mile. Circling Cat B visibility 3/4 mile and Circling Cat C and D visibilities 1/2 mile. Straight-in minimums NA at night. Circling Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:**
Climb to 4000 direct KAGGO and hold.
Circling RWY 3 NA at night. RWY 21 heliocular visibility reduction below ½ SM NA. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet and increase S-21 Cat C visibility ½ mile, S-21 Cat D visibility and Circling Cat C/D visibilities ½ mile.

**AWOS-3**

**INDIANAPOLIS CENTER**

**UNICOM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>S-21</td>
<td>1880-1½</td>
<td>508 (600-1½)</td>
<td>1880-1½</td>
<td>508 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1880-1½</td>
<td>508 (600-1½)</td>
<td>2080-1½</td>
<td>708 (800-1½)</td>
</tr>
<tr>
<td></td>
<td>2080-2</td>
<td>708 (800-2)</td>
<td>2360-3</td>
<td>988 (1000-3)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climbing right turn to 4000 direct LVT VOR/DME and hold.

NoPT for arrival on LVT VOR/DME airway radials 335 CW 064.

VOR/DME LVT 114.35 Chan 90 (Y)

LIVINGSTON MUNI (8A3)

LIVINGSTON, TENNESSEE

AL-6526 (FAA)
**ILS or LOC RWY 6**

**LONDON/CORBIN/MAGEE (LOZ)**

**LOC/DME**

- **ILS**: 110.9 MHz (Chan 46)
- **LOC**: 110.9 MHz (Chan 46)
- **APP CRS**: 057°
- **ELEV**: 1212 ft
- **TDZE**: 1212 ft
- **Rwy Idg**: 5000 ft
- **Apt Elev**: 1212 ft

**ASOS**

- **119.075**

**INDIANAPOLIS CENTER**

- **124.625**
- **371.925**

**UNICOM**

- **123.0 (CTAF)**

**Visibility**

- Visibility reduction by helicopters NA. VDP NA when using Somerset altimeter setting. When local altimeter setting not received, use Somerset altimeter setting: increase DA to 1562 feet and all visibility ½ SM; increase all MDAs 100 feet and S-LOC 6 Cat C ¼ SM, Cat D ½ SM, Circling Cat C/D ¼ SM.

**MISSED APPROACH**

- Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, then continue climb-in-hold to 4000.

**ADUPY**

- I-LOZ 6.4°

**LOCALIZER**

- 110.9 MHz (Chan 46)

**ELEV**

- **1212**
- **TDZE**: 1212 ft

**FAF to MAP**

- 5.4 NM

**MIN:SEC**

- 5:24
- 3:36
- 2:42
- 2:10
- 1:48

**KNOTS**

- 60
- 90
- 120
- 150
- 180

**ADJUSTMENT**

- **508** (600-1)
- **1720-1 ½**
- **508 (600-1 ½)**
- **1720-1 ½**
- **3000 NoPT**
- **22.5° (6.2)**
- **12.6°**

**LONDON, KENTUCKY**

- **SE-1, 11 JUL 2024 to 05 SEP 2024**
- **Amdt 1C 20MAY21**

**CATEGORY**

- **S-ILS**: 6
- **S-LOC**: 6
- **CIRCLING**: 6

**SM**

- 5.4 NM
RNAV (GPS) RWY 6

LONDON/CORBAN/MAGEE (LOZ)

RNP APCH.

Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting: increase LPV DA to 1566 feet and visibility all Cats 14SM; increase LNAV/VNAV DA to 1702 feet and visibility all Cats 14 SM; increase all MDAs 100 feet and LNAV Cat C visibility 14 SM, Cat D visibility 14 SM, and Circling Cat C/D visibility 14 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 46° C. Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH: Climb to 3900 direct ODUBE and hold.

ASOS
119.075
INDIANAPOLIS CENTER
124.825
371.926
UNICOM
123.0 (CTAF)

SE-1, 11 JUL 2024 to 05 SEP 2024

WP06

LONDON/CORBAN/MAGEE (LOZ)

RNAV (GPS) RWY 6

LONDON, KENTUCKY
Orig-B 20MAY21

37°05’N-84°05’W
241
### RNAV (GPS) RWY 24

**LONDON/CORBIN/MAGEE (LOZ)**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>INDIANAPOLIS CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.075</td>
<td>124.625 371.925</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

- **Visibility reduction by helicopters NA. When local altimeter setting not received, use:**
  - Somerset altimeter setting: increase LPV DA to 1610 feet and visibility all Cats ½ SM.
  - Increase all MDAs 100 feet and LNAV Cats C/D and Circling Cats A/C/D visibility ½ SM.

- **MISSED APPROACH:**
  - Climb to 3900 direct.
  - ESONE and hold.

- **ASOS**
  - 119.075

- **INDIANAPOLIS CENTER**
  - 124.625 371.925

- **UNICOM**
  - 123.0 (CTAF)

### Diagram

1. **RNP APCH.**
   - **ASOS**
   - **INDIANAPOLIS CENTER**
   - **UNICOM**

2. **30 NM to ODUBE (NpT)**
   - **ESONE**
   - **UPZIS**
   - **UPZIS**

3. **5 NM**
   - **UMODE**

4. **GP 3.45° TCH 60**
   - **UMODE**

5. **5.3 NM**
   - **6.2 NM**

### Categories

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1510-1</td>
<td>309 (300-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1</td>
<td>2040-1½</td>
<td>2040-2½</td>
<td>2040-2½</td>
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</tbody>
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**MIRL Rwy 6-24**
- **REIL Rwys 6 and 24**

**LAT/LON**
- LONDON, KENTUCKY
- 37°05'N-84°05'W

**Almdt 1A 20MAY21**

**AMENDMENT**
- Amendment 1A 20MAY21

SE-1, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 24**

**BOWMAN FLD (LOU)**

**VDP NA with Louisville Muhammad Ali Intl altimeter setting. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 24 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 6, 15, 33 NA at night.**

**MISSED APPROACH:**

Climb to 1100 then climbing left turn to 3000 direct CAANT and hold.

---

**ATIS**

<table>
<thead>
<tr>
<th>LOUISVILLE APP CON</th>
<th>BOWMAN TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>124.15</td>
<td>119.5 (CTAF)</td>
<td>257.625</td>
<td>118.9</td>
<td>122.95</td>
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**ELEV**

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<th>ELEV</th>
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</table>

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

**BOWMAN FLD (LOU)**

**RNAV (GPS) RWY 24**

**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

---

**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

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**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

---

**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**

---

**LOUISVILLE, KENTUCKY**

**Ammd 3B 23FEB23**

**38°14'N-85°40'W**
RNAV (GPS) RWY 33
BOWMAN FLD (LOU)

ATIS 124.15
LOUISVILLE APP CON 132.075 327.0
BOWMAN TOWER 119.5 (CTAF) 121.8
GND CON 118.9
CLNC DEL 122.95
UNICOM 118.9

ELEV 546
TDZE 546

Rwy 33 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting.

Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ZOPOM and hold.

ATIS 124.15
LOUISVILLE APP CON 132.075 327.0
BOWMAN TOWER 119.5 (CTAF) 121.8
GND CON 118.9
CLNC DEL 122.95
UNICOM 118.9

ELEV 546
TDZE 546

RNAV (GPS) RWY 33
BOWMAN FLD (LOU)
When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting. Rwy 33 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 33 NA at night, Circling Rwy 6, 15, 33 NA at night.

MISSED APPROACH: Climbing right turn to 2500 direct LAANG LOM and hold.

ATIS 124.15
LOUISVILLE APP CON 132.075
BOWMAN TOWER* 119.5 (CTAF) 257.625
GND CON 121.8
CLNC DEL 118.9
UNICOM 122.95

RADAR REQUIRED

LOUISVILLE, KENTUCKY
AL-238 (FAA)
NDB RWY 33
BOWMAN FLD (LOU)

NDB RWY 33
BOWMAN FLD (LOU)

Amdt 16E 23FEB23

SE-1, 11 JUL 2024 to 05 SEP 2024

LOUISVILLE, KENTUCKY
Amdt 16E 23FEB23

38°14'N-85°40'W

BOWMAN FLD (LOU)
NDB RWY 33
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on I11 VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

ILS CATEGORY I 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.

<table>
<thead>
<tr>
<th>LOUISVILLE, KENTUCKY</th>
<th>AL-239 (FAA)</th>
</tr>
</thead>
</table>

**LOC/DME**

- I-JJM 110.55
- Chan 42 (Y)

**APP CRS**

- 350°

**Rwy Idg**

- 7800

**Apt Elev**

- 479

**TDZE**

- 501

**GS 3.0°**

- TCH 72

**GS 3.00°**

- TCH 72

**ILS RWY 35R (CAT II & III)**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

**MISSING APPROACH:** Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

**ALS F-2**

**CATEGORY II & III ILS - SPECIAL AIRCrew & AIRCRAFT CERTIFICATION REQUIRED**

**TDZE CL Rwys 17L, 17R, 35L, and 35R**

**HIRL all Rwys**

**TDZ/CL Rwys 17L, 17R, 35L, and 35R**

**S-ILS 35R**

**S-ILS 35R**

**S-ILS 35R**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Z RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.32°/TCH 71°).

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to 1/2 SM.

**D-ATIS** | **LOUISVILLE APP CON** | **LOUISVILLE TOWER** | **GND CON** | **CLNC DEL** | **CPDLC**
---|---|---|---|---|---
118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

For inop ALS, increase RNP 0.30 visibility all Cats to 1/2 SM.

**D-ATIS** | **LOUISVILLE APP CON** | **LOUISVILLE TOWER** | **GND CON** | **CLNC DEL** | **CPDLC**
---|---|---|---|---|---
118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

For inop ALS, increase RNP 0.30 visibility all Cats to 1/2 SM.

**D-ATIS** | **LOUISVILLE APP CON** | **LOUISVILLE TOWER** | **GND CON** | **CLNC DEL** | **CPDLC**
---|---|---|---|---|---
118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE MUHAMMAD ALI INTL (SDF)**

For inop ALS, increase RNP 0.30 visibility all Cats to 1/2 SM.

**D-ATIS** | **LOUISVILLE APP CON** | **LOUISVILLE TOWER** | **GND CON** | **CLNC DEL** | **CPDLC**
---|---|---|---|---|---
118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**

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For inop ALS, increase RNP 0.30 visibility all Cats to 1/2 SM.

**D-ATIS** | **LOUISVILLE APP CON** | **LOUISVILLE TOWER** | **GND CON** | **CLNC DEL** | **CPDLC**
---|---|---|---|---|---
118.725 | 132.075 327.0 | 124.2 257.8 | 121.7 348.6 | 126.1 275.8 |

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**

**RNAV (RNP) Z RWY 17R**

**LOUISVILLE, KENTUCKY**

Amdt 1 11JUL24

**38°10'N-85°44'W**
RNAV (RNP) Z RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

MISSED APCH FIX
4 NM
(FAF)

DAMEN

Procedure NA for arrivals at BRBON on V5-513 southbound.

RNP AR APCH - GPS.
**Simultaneous approach authorized. Circling Rwy 11 NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

**MISSUED APPROACH:** Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.

**RNP APCH - GPS.**

**D-ATIS**
- LOUISVILLE APP CON
- LOUISVILLE TOWER
- GND CON
- CLNC DEL
- CPDLC

**LOUISVILLE, KENTUCKY**

**RNAV (GPS) Y RWY 17L**

LOUISVILLE MUHAMMAD ALI INTL (SDF)

**RMP CRS**
- TDZE 499
- Apt Elev 501

**RNAV (GPS) Y RWY 17L**

LOUISVILLE MUHAMMAD ALI INTL (SDF)

**RNAV (GPS) Y RWY 17L**

LOUISVILLE MUHAMMAD ALI INTL (SDF)

**CPDLC**

**D-ATIS**
- LOUISVILLE APP CON
- LOUISVILLE TOWER
- GND CON
- CLNC DEL
- CPDLC
RNAV (GPS) Y RWY 29

LOUISVILLE, KENTUCKY

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-13^\circ\) or above \(54^\circ\). Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-13^\circ\) or above \(54^\circ\). Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-13^\circ\) or above \(54^\circ\). Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-13^\circ\) or above \(54^\circ\). Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-13^\circ\) or above \(54^\circ\). Circling Rwy 11 NA at night. Rwy 29 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cats A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV cats C/D visibility to 1 1/2 SM.

For inop ALS, increase LNAV Cats C/D visibility to 1 1/2 SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.

1.5 NM to RW35L
2.6 NM to RW35L

LOUISVILLE APP CON
132.075 327.0

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6

CLNC DEL
126.1 275.8

CPDLC

MISSED APC H FIX 4 NM
DAMEN

D-ATIS
118.725

LOUISVILLE, KENTUCKY

APP CRS
350°

Rwy Idg 10000
TDZE 464
Apt Elev 501

SE-1, 11 JUL 2024 to 05 SEP 2024

264
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNUAL RATE OF CHANGE
JANUARY 2020

LOUISVILLE, KENTUCKY
85°44'W

85°44'N

17R
35R

HOLD
APPROACH

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

SE-1, 11 JUL 2024 to 05 SEP 2024
TOP ALTITUDE: 13000

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500’/NM to 1020.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to ROARY, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 096° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to cross FEEBE at or above 8000, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 062° to BUDDR, then on track 117° to FLEYE, then on track 150° to cross KOBEZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

... then on transition, maintain 13000. Expect filed altitude 10 minutes after departure.

SHIPR TRANSITION (EEVAA1.SHIPR)
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500’/NM to 1020.

TOP ALTITUDE: 13000

CONTINUED ON FOLLOWING PAGE

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 259° to GTGON, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence . . . .

. . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

TERGE TRANSITION (GTGON1.TERGE)
HIDEY ONE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000

NOTE: Chart not to scale.

MSTRA 8000
ERLWN 8000
BUHBA 4000

MSTRA 8000
ERLWN 8000
BUHBA 4000

HIDEY ONE DEPARTURE (RNAV)
(HIDEY1,HIDEY) 24193

AL-239 (FAA) LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

LOUISVILLE DEP CON
132.075 327.0
D-SATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

NOTE: Chart not to scale.

HIDEY ONE DEPARTURE (RNAV)
(HIDEY1,HIDEY) 11JUL24

LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000

NOTE: Chart not to scale.
▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 187° to MERJS, then on track 249° to HIDEY, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 175° to MERJS, then on track 249° to HIDEY, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 232° to MSTRA, then on track 203° to cross STEFD at or above 13000, then on track 203° to HIDEY, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 211° to MSTRA, then on track 203° to HIDEY, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 180° to JADDR, then on track 202° to MERJS, then on track 249° to HIDEY, thence . . . .

. . . . then on transition. Maintain 13000, expect filed altitude 10 minutes after departure.

RAMRD TRANSITION (HIDEY1.RAMRD)

HIDEY ONE DEPARTURE (RNAV) (HIDEY1.HIDEY) 11JUL24
LOUISVILLE, KENTUCKY
LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

**Top Altitude:** 13000

**Takeoff Minimums:**
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500' / NM to 1020.

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

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 270° to cross MSTRA at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 270° to cross MSTRA at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 272° to LLIZY, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

... then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

DAAVE TRANSITION (LLIZY1.DAAVE)
(LOKRD1.LOKRD) 24193

AL 239 (FAA) LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY

LOKRD ONE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 13000

13000

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500' per NM to 1020.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 159° to LOKRD, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to EAZIE, then on track 157° to WWODY, then on track 150° to LOKRD, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 166° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBEZ at or above 8000 and at or below 250K, then on track 147° to NNALA, then on track 173° to LOKRD, thence ...

... then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

BILET TRANSITION (LOKRD1.BILET):
**TOP ALTITUDE:**

13000

**RNAV 1 - DME/DME/IRU or GPS.**

**RADAR required for non-GPS equipped aircraft.**

**TAKEOFF MINIMUMS:**

Rwys 17L/R, 29, 35L/R:

Standard with minimum climb of 500'/NM to 1020.

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

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 321° to LOUFC, then on track 315° to HNNAN, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 345° to HNNAN, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 323° to CANBE, then on track 341° to cross EEGGO at or above 10000, then on track 341° to HNNAN, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 324° to HNNAN, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 316° to HNNAN, thence ...

... then on track 322° to RDHSE. Then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

JIBKA TRANSITION (RDHSE1.JIBKA):
SPILR ONE DEPARTURE (RNAV)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000

LOUISVILLE, KENTUCKY

NOTE:  Chart not to scale.

TAKING OFF MINIMUMS:
Rwy 17L/R, 29, 35L/R:
Standard with minimum climb of 500’/NM to 1020.

SE-1, 11 JUL 2024 to 05 SEP 2024

SPILR ONE DEPARTURE (RNAV)
(SPLR1.SPLR) 11 JUL 24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
LOUISVILLE, KENTUCKY
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 347° to MIDDZ, then on track 320° to SPILR, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 352° to cross CANBE at or above 8000, then on track 354° to SPILR, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 323° to cross CANBE at or above 8000, then on track 354° to SPILR, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 340° to SPILR, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 336° to SPILR, thence . . . .

. . . . then on transition. Maintain 13000. Expect file altitude 10 minutes after departure.

BNGIN TRANSITION (SPILR1.BNGIN)
RNAV (GPS) RWY 5
MADISONVILLE RGNL (2I0)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. Rwy 05 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 788 feet, LNAV/VNAV DA to 817 feet and all visibilities ½ SM. Increase all MDA 100 feet and LNAV Cat C/D and Circling Cat C visibility ½ SM.

LPV DA 689-¾ 250 (300-¾)
LNAV/VNAV DA 718-¾ 279 (300-¾)
LNAV MDA 960-1 521 (600-1) 960-1½ 521 (600-1½)
CIRCLING 960-1 521 (600-1) 960-1½ 521 (600-1½) 1340-3 901 (1000-3)

HIRL Rwy 5-23
REIL Rwys 5 and 23
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 5.4°C (130°F) Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP 0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities ½ SM, LNAV/VNAV DA to 829 feet and all visibilities ½ SM, increase all MDA 100 feet and LNAV Cat C/D visibility ½ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility ½ SM.

AWOS-3 126.475
EVANSVILLE APP CON 124.025 290.9
CLNC DEL 120.1
UNICOM 122.7 (CTAF)

CELES and hold.
Climb to 2600 direct MISA APDA.

LPV Only.

LNAV/ VNAV DA 730-7/8 312 (300-1/8)

LNAV MDA 840-3/4 422 (500-1/8)

CIRCLING 920-1/2 481 (500-1/2) 901 (1000-1/2)
Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA NW of Rwy 5-23. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ½ mile. Rwy 23 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

<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>1376-11/8</td>
<td>346 (400-11/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1548-13/4</td>
<td>518 (600-11/4)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1480-1</td>
<td>450 (500-1)</td>
<td>450 (500-11/4)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1620-1</td>
<td>589 (600-1)</td>
<td>1640-13/4</td>
<td>609 (700-11/4)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

Procedure NA for arrivals on VXV VORTAC airway radials 184 CW 307.

AWOS: 3 118.475
KNOXVILLE APP CON 123.9 353.6
UNICOM 123.0 (CTAF)

MADISONVILLE, TENNESSEE
Amdt 2B 06OCT22
RNAV (GPS) RWY 25
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

AWOS-3P
118.15

MEMPHIS CENTER
133.65 292.15

CTAF
122.9

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

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.

AWOS-3P
118.15

MEMPHIS CENTER
133.65 292.15

CTAF
122.9

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

MISSED APPROACH: Climb to 3500 direct FEVOD and hold.
Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below ¾ SM NA.
Boro-VNAV NA when using Paducah altimeter setting. For uncompensated Boro-VNAV
systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not
received, use Paducah altimeter setting; increase LPV DA to 833 feet, LNAV/VNAV DA to
977 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

Missed Approach:
Climb to 2300 direct LUXON and hold.

AWOS-3
120.625

MEMPHIS CENTER
133.65 292.15

UNICOM
122.8 (CTAF)

ELEV
522

TDZE
522

RW19

W19A

AIRMET

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 19
MAYFIELD GRAVES COUNTY (M25)

Mayfield, Kentucky

Amdt 2 14JUL22
RNAV (GPS) Y RWY 1

MAYFIELD GRAVES COUNTY (M25)

Amdt 1A 17AUG17

SE-1, 11 JUL 2024 to 05 SEP 2024

Mayfield, Kentucky

APP CRS 006° Rwy Ldg 5002

Apt Elev 522

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ½ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ½ mile. Rwys 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

DICED APPROACH: Climb to 2400 direct JOELY and hold.

ELEV 522

AWOS-3 120.625

MEMPHIS CENTER 133.65 292.15

UNICOM 122.8 (CTAF)

MISSING APCH FIX

6 NM

JOELY

30 NM to LUXON

30 NM to LUXON (NoPT)

6 NM Holding Pattern

2300

006° 186°

096°

LUXON

096°

LUXON

06°

COCHE

2100

2400

JOELY

ZIRPU

276° 270°

2100

1.6 NM to RW01

639

700

614

[IF/IAF] COCHE

006°

1215

1186

1237

6 NM

6.8 NM

3.2 NM

1.6 NM

COCHE

TCH 40

3.00°

3.00°

RW01

MIRL Rwy 1-19

RW01

006° HD

ZIRPU

1.6 NM to RW01

970

970

700

700

614

614

MW

MW

[FAF] COCHE

RW01

RW01

MAYFIELD GRAVES COUNTY (M25)
Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile. Rwys 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2400 direct JOEY and hold.

AWOS-3 120.625
MEMPHIS CENTER 133.65 292.15
UNICOM 122.8 (CTAF)

6 NM
JOEY

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 41).

LNAV
UDAPE
RW01

2400
JOEY

2100
006°
RW01

2300
186°
006°

GP 3.60°
TCH 60

CATEGORY
LPV DA
LNAV/VNAV DA

A
820-1
932-1/8

B
298 (300-1)
410 (500-1½)

C

D
NA
NA

MAYFIELD, KENTUCKY
AL-6223 (FAA)

RNAV (GPS) Z RWY 1
MAYFIELD GRAVES COUNTY (M25)

36°46'N-88°35'W

SE-1, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 1 NA at night. When local altimeter setting not received, use Paducah altimeter setting; increase all MDAs 80 feet and visibility Cats C and D 1/4 SM.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2300 on CNG VOR/DME R-137 to IJUFO 7.9 DME and hold.

Procedure NA for arrivals at CNG VOR/DME on V67 northwest bound.
RNP APCH - GPS.

- Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.

**AWOS-3**

- 135.525

**MEMPHIS CENTER**

- 128.15 323.125

**UNICOM**

- 123.05 (CTAF)

**WARREN COUNTY MEML (RNC)**

- MISSED APPROACH: Climb to 3900 direct WILGU and hold, continue climb-in-hold to 3900.

**CATEGORY**

- **A**
  - LT MDA: 1500-1
  - LNAV MDA: 1520-1
  - CIRCLING: 1600-1

- **B**
  - LT MDA: 468 (500-1)
  - LNAV MDA: 488 (500-1)
  - CIRCLING: 568 (600-1)

- **C**
  - LT MDA: 1500-1½
  - LNAV MDA: 1520-1½
  - CIRCLING: 1600-1½

- **D**
  - LT MDA: 468 (500-1½)
  - LNAV MDA: 488 (500-1½)
  - CIRCLING: 568 (600-1½)

**Rwy 5 holding pattern**

- 4 NM
- 3900
- ZOVRI (IF/IAF)
- HOLD 5000
- 3900
- 4 NM

**REIL Rwy 5 and 23**

- 0500 Rwy 5-23
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

AWOS-3
135.525

MEMPHIS CENTER
128.15 323.125

UNICOM
123.05 (CTAF)

Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MIssed Approach: Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.
RNAV (GPS) RWY 17
GENERAL DEWITT SPAIN (M01)

Boro-VNAV NA when using Memphis Intl altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cats ½ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.

NoPT for arrival at FAXIP on V124 eastbound.

RNAV (GPS) RWY 17
GENERAL DEWITT SPAIN (M01)

MEMPHIS, TENNESSEE
AL-9018 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024
**ILS or LOC RWY 18C**

**MEMPHIS INTL (MEM)**

**MALS:**

- **S-ILS 18C:**
  - **MISSED APPROACH:** Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM.
  - 10.4 DME and hold, continue climb-in-hold to 5000.

**D-ATIS:**

- **127.75**
  - ALTERNATE MISSED APCH FIX
  - HIL [23.8] RADAR
  - 097°
  - 277°
  - Chan 71

**TDZE:**

- **1290**
  - MEMPHIS TOWER
  - **R-151**
  - **MEMPHIS APP CON**
  - **111.95**
  - (Rwy 9-27)
  - (Rwy 18C-36C, 18L-36R)
  - **125.8** 338.3
  - (Rwy 18R-36L)

**ELEV:**

- **341**
  - MEMPHIS
  - **111.95**
  - **1001**
  - **570 (600-1)**

**GND CON:**

- **121.0 379.2**
  - **121.9 379.2**
  - **121.65 379.2**
  - (Rwy 18R-36L)
  - (Rwys 18C-36C, 18L-36R)
  - (Rwy 9-27)

**RADAR REQUIRED:**

- **KEEZE INT/MEM**
  - **125.2**
  - **125.8 338.3**
  - **121.0 379.2**
  - **121.9 379.2**
  - **121.65 379.2**

**ILS or LOC RWY 18C**

- **860/24**
  - **599 (600-1)**
  - **599 (600-1)**
  - **697 (700-2)**
  - **799 (800-2)**

**MINIMUMS:**

- **180°**

**TDZ/CL Rwys:**

- **18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys**

**ELEV:**

- **341**
  - TDZE **290**

**FAF to MAP:**

- **5.2 NM**

**Knots:**

- 60
  - 90
  - 120
  - 150
  - 180

**Min/Sec:**

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

**CPDLC:**

- **127.75**
  - **125.2**

**D-ATIS:**

- **127.75**
  - ALTERNATE MISSED APCH FIX
  - HIL [23.8] RADAR
  - 097°
  - 277°
  - Chan 71

**MALS:**

- **S-ILS 18C**
  - MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM.
  - 10.4 DME and hold, continue climb-in-hold to 5000.

**SPECIFICATIONS:**

- **Category:**
  - A: 657/40
  - B: 367 (400-¾)
  - C: 860/50
  - D: 860/60
  - E: 860-1½

**CIRCLING:**

- **940-1**
  - 599 (600-1½)
  - 599 (600-1½)
  - 679 (700-2½)
  - 799 (800-2½)

**SPECIFICATIONS:**

- **Category:**
  - A: 657/40
  - B: 367 (400-¾)
  - C: 860/50
  - D: 860/60
  - E: 860-1½
Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS 18L Cat E visibility to RVR 4000, S-LOC 18L Cat E visibility to 1 3/4 SM, BRYSN fix minimums, increase S-LOC 18L Cars D and E visibility to RVR 5000.

**MISSING APPROACH:** Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

**Radar Required**

- VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 73).

**Categories**

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

**S-ILS 18L**

- 501/18 (200°-1/2)
- 200 (200°-1/2)

**S-LOC 18L**

- 820/24 519 (500°-1/2)
- 820/50 519 (500-1)
- 820/60 519 (500-1/4)

**S-LOC 18R**

- 319 (300°-1/2)

**Circling**

- 940-1 599 (600-1)
- 940-1 599 (600-1/2)
- 940-1 599 (600-1/4)

**ILS or LOC RWY 18L**

**GND CON**

- 1450
- 121.0 379.2
- 121.9 379.2
- 121.65 379.2

**LOCALIZER 111.15**

- Chan 122

**ILS or LOC RWY 18L**

**TOWER**

- 118.7 257.8
- 128.425 257.8

**APP CON**

- 119.1 291.6
- 125.8 338.3

**MALSR**

- 599 (600-1)

**LOC**

- 399 (600-1)
- 399 (600-1/2)

**D-ATIS**

- 127.75

**ELEV**

- 341
- 500

**MEMPHIS, TENNESSEE**
ILS or LOC RWY 36L
MEMPHIS INTL (MEM)

Simultaneous approach authorized with Rwy 36C/R. For inoperative ALSF, increase S-ILS 36L Cat E visibility to RVR 4000, and S-LOC 36L Cat E visibility to 1/1°. DME or RADAR required.

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 5000 via heading 330° and GOE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

**MEMPHIS TOWER**
(Rwy 9-27)
(Rwys 18C-36C, 18L-36R)
(Rwy 18R-36L)

**GND CON**
121.0 379.2
121.9 379.2
121.65 379.2

**CLINIC DEL**
125.2

**CPDLC**

**LOCATOR **
108.9

**R-121**

**CHAN 77**

**S-ILS 36L**

**TDZE 321**

**APCH FIX**

**LOCALIZER 108.9**

**I-OHN**

**Chan 26**

**MEMPHIS**

**117.5 MEM**

**Chan 122**

**GQF**

**R-121**

**GQE**

**Chan 77**

**MISSED APCH FIX**

**TDZ/CL Rwys**
18L, 18C, 18R, 36R, 36C, and 36L HIRL all Rwys

**TDZ/CL**

**Rwys 36L, 36C, 36R**

**360°**

**113.0 GQE**

**Chan 77**

**113.0° UPH**

**2.3°**

**150**

**Amdt 14E  21MAY20**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**35°03’N 89°59’W**

**301**
ILS or LOC RWY 36R MEMPHIS INTL (MEM)

**MEMORY** MEMPHIS, TENNESSEE

**APP CRS**
- LOC/DME I-MYO 111.35
- Chan 50 [Y]

**ELEV**
- Apt Elev 341
- MSA MEM 25 NM

**D-ATIS**
- 127.75

**LOC**
- MEMPHIS TOWER
- MEMPHIS APP CON
- MEMPHIS TDZE

**Radar Required**

- Approach authorized with RWY 36L. DME or Radar required.

- MDME required for simultaneous approach RWY 36L, 36C.

**VASI**
- VASI not available.

**VOR**
- RWY 18C-36C, 18L-36R
- (Rwy 18R-36L)

**LOC/DME**
- I-MYO 111.35
- Chan 50 [Y]

**ILS**
- ILS or LOC RWY 36R

**RNAV**
- AL-253

**CATEGORY**
- A

**FAF to MAP**
- 5 NM

**Max Speed**
- 60 Knots

**Min Sec**
- 5:00

**Approach**
- MEMPHIS 117.5 MEM Chan 122

**Hold Point**
- MEMPHIS 1000

**APCH FIX**
- OROCU INT/MEM VORTAC

**IF**
- HADAN MEM Channel 112

**VORTAC**
- R-299

**CDLPC**
- 1450

**RVR**
- 4000

**GND CON**
- 121.65 379.2
- (Rwy 18R-36L)
- (Rwys 18C-36C, 18L-36R)
- (Rwy 9-27)

**TDZE**
- 335

**LAT**
- 35°03'N 89°59'W

**ATIS**
- Amdt 3D 21MAY20

**ILS or LOC RWY 36R**

**Amdt**

- SE-1, 11 JUL 2024 to 05 SEP 2024

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**VGS and ILS glide path not coincident (VGSI Angle 3.00°/TCH 69).**

**VGSI**
- Angle 3.00°/TCH 69

**Category**
- A

**Approach**
- MEMPHIS INTL (MEM)

**ILS or LOC RWY 36R**

**For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat E visibility to 1/2. Simultaneous approach authorized with RWY 36L. DME or RADAR required.**
ILS RWY 36C (CAT II & III)  
MEMPHIS INTL (MEM)  

- DME or RADAR required. Simultaneous approach authorized with Rwy 36L.

- MISSED APPROACH: Climb to 3000 via MEM VORTAC R-360 to LAURI INT/MEM 13.7 DME and hold.

- LOCALIZER 110.5 I-TSE  Channel 122

- ALTERNATE MISSED APCH FIX

- RADAR REQUIRED

- ELEV 341 TDZE 341

- CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
MEMPHIS, TENNESSEE

APP CRS 180°
Rwy Idg 9000
TDZE 301
Apt Elev 341

MALSR
647/40
MEMPHIS INTL (MEM)
(MEM)

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER
118.3 257.8
(Rwy 9-27)
(Rwys 18C-36C, 18L-36R)
(Rwy 18R-36L)

TDZ/CL Rwys 18L, 18C, 18R, 36L, 36R, and 36C
HIRL all Rwys

RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

D-ATIS
127.75

ELEV 341
 TDZE 301

AUTHORIZATION REQUIRED

RNAV (RNP) X RWY 18L
MEMPHIS INTL (MEM)

35°03’N 89°59’W
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. Use of FD or AP required during simultaneous operations.

**RNAV (RNP) X RWY 18R**

MEMPHIS INTL (MEM)

**MEMPHIS APP CON**
- 119.1 291.6 (176°-355°)
- 125.8 338.3 (356°-175°)
- RNAV (RNP) X RWY 18R

**MEMPHIS TOWER**
- 118.3 257.8
- 119.7 257.8
- 128.425 257.8

**GND CON**
- 121.0 379.2
- 121.9 379.2
- 121.65 379.2

**D-ATIS** 127.75

**CLNC DEL** 125.2

**CPDLC**

**RADAR REQUIRED**

**TCH 52**

**MALSR**

**MISSING APPROACH**: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR.

**GROUND CON** 125.2

**APP CRS 180°** 9320
- TDZE 295
- Apt Elev 341

**AUTHORIZATION REQUIRED**

**RNP 0.14 DA** 737/45 442 (400-7/8)

**MEMPHIS, TENNESSEE**

**RNAV (RNP) X RWY 18R**

MEMPHIS INTL (MEM)

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Y RWY 18C
MEMPHIS INTL (MEM)

MISSED APCH FIX
KEEZE

5 NM

MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

APP CRS
180°
Rwy Idg 11120
TDZE 290
Apt Elev 341

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1/2 SM and RNP 0.30 all Cats visibility to 1/2 SM. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.

APP CRS
180°
Rwy 9-27 (176°-355°)
Rwys 18C-36C, 18L-36R
Rwy 18R-36L

TDZE
290

Apt Elev
341

HALO-253 (FAA)

24137

MEMPHIS, TENNESSEE
Orig: E 29MAR18

MEMPHIS INTL (MEM)
35°03'N-89°59'W

RNAV (RNP) Y RWY 18C
MEMPHIS INTL (MEM)

308
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all CATS visibility to RVR 6000 and RNP 0.30 all CATS visibility to 1¼ SM.

MISSING APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

RNAV (RNP) Y RWY 18R  MEMPHIS INTL (MEM)

MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

MEMPHIS TOWER
(Rwy 9-27)
(Rwy 18C-36C, 18L-36R)
(Rwy 18R-36L)

ELEV 341
TDZE 295

MISSED APCH FIX
3 NM
JEPOB

TCH 52
GP 3.00°

RNP 0.19 DA*
645/40 350 (400-3/4)
RNP 0.30 DA
771/60 476 (500-1/4)

TDZ/CL Rwys 18L, 18C, 18R, 36R,36C, and 36L
HIRL all Rwys

RAIDOR REQUIRED

35°03'N-89°59'W

SE-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

**RNAV (GPS) RWY 36C**

**MEMPHIS INTL (MEM)**

**ALSF-2**

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

**RNAV (GPS) RWY 36C**

**MEMPHIS INTL (MEM)**

**Amdt 1D  30JAN20**

**RNAV (GPS) RWY 36C**

**MEMPHIS INTL (MEM)**

**Amdt 1D  30JAN20**
RNAV (GPS) RWY 36L
MEMPHIS INTL (MEM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-inhold to 5000.

Procedure NA for arrivals at UJM VOR/DME on V9 southbound.

Procedure NA for arrival on HLI VORTAC airway radials 222 CW 303.

Amdt 1C  29MAR18

MEMPHIS, TENNESSEE

RNAV (GPS) RWY 36L
MEMPHIS INTL (MEM)

35°03'N 89°59'W
RNAV (GPS) Z RWY 18C
MEMPHIS INTL (MEM)

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For Inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1½ SM.

Amdt 2C 07OCT21
RNAV (GPS) Z RWY 18L
MEMPHIS INTL (MEM)

Missed Approach: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALs, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV Cat C/D visibility to 1/8 SM.

RNAV (GPS) Z RWY 18L

Category A

LPV DA 557/18
LNAV/VNAV DA 874-1 3/4 573 (600-1 1/4)
LNAV MDA 880/24 579 (600-1 1/4) 880-1 3/4 579 (600-1 1/4)
CIRCLING 940-1 599 (600-1) 599 (600-1 1/4) 1020-2 1/4 679 (700-2 1/4)

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Z RWY 18R
MEMPHIS INTL (MEM)

**APP CRS**: 180°

**Apt Elev**: 341

**TDZE**: 295

**MALSR**

**MISSED APPROACH**: Climb to 900 then climbing right turn to 5000 direct JEPOB and hold.

**GND CON**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
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<td>940-1/4</td>
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**RNP APCH - GPS**

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 7/8 SM.

**RNAV (GPS) Z RWY 18R**

MEMPHIS APP CON

| 119.1 291.6 (176°-355°) |
| 125.8 338.3 (356°-175°) |

**MEMPHIS TOWER**

118.3 257.8
(Rwy 9-27
(Rwys 18C-36C, 18L-36R)
(Rwy 18R-36L)
(Rwy 9-27
(Rwys 18C-36C, 18L-36R)
(Rwy 18R-36L)
119.7 257.8
128.425 257.8

**MALSR**

**D-ATIS**

127.75

**TDZE**

295

**W18A**

180°

MEMPHIS, TENNESSEE

SE-1, 11 JUL 2024 to 05 SEP 2024

MEMPHIS INTL (MEM)

35°03'N 89°59'W

RNAV (GPS) Z RWY 18R

MEMPHIS, TENNESSEE

AL-253 (FAA)

24137

0.5% DOWN

0.6% UP

0.7% DOWN

0.8% UP

0.3% DOWN

SE-1, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

MEMPHIS INTL (MEM)
MEMPHIS, TENNESSEE

AIRPORT DIAGRAM
24137

ASDE-X in use. Operate transponders
with altitude reporting mode and
ADS-B (if equipped) enabled on
all airport surfaces.
 TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):
TOP ALTITUDE: 5000

MEMPHIS, TENNESSEE

MEMPHIS INTL

AZONE SEVEN DEPARTURE (RNAV)

AZONE SEVEN DEPARTURE (RNAV)

MEMPHIS DEP CON

121.0  379.2 (Rwy 9-27)
121.9  379.2 (Rwy 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: Procedure not authorized when Columbus 4 MOA active.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:

MEMPHIS, TENNESSEE

MEMPHIS INTL (MEM)

SE-1, 11 JUL 2024 to 05 SEP 2024
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):
TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

NOTE: Chart not to scale.

MEMPHIS, TENNESSEE

(TOP ALTITUDE: 5000

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG7.KERMI):
BINKY SIX DEPARTURE (RNAV)

EMAXE
PRYMD
BEEAL
TOP ALTITUDE: 5000

EMAXE

BASBE

HURTN

IMABE

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

NOTE: Takeoff Rwy 9, 27 - RADAR required.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTIN, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):
NOTE: Chart not to scale.

MEMPHIS, TENNESSEE (MEM)
MEMPHIS INTL (CHLDR)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 9, 27: RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):

....
CRSON SEVEN DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 [Rwy 9-27]
121.9 379.2 [Rwy 18C-36C, 18L-36R]
121.65 379.2 [Rwy 18R-36L]
MEMPHIS TOWER
118.3 257.8 [Rwy 9-27]
119.7 257.8 [Rwy 18C-36C, 18L-36R]
128.425 257.8 [Rwy 18R-36L]
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of
500’ per NM to 860.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON7.HUMMS):
TOP ALTITUDE: 5000

(2) DUCKZ FIVE DEPARTURE (RNAV)
(3) DUCKZ FIVE DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ5.HELAR):
**ELVIS FOUR DEPARTURE**

(ELVIS4.MEM) 23334

**MEMPHIS INTL (MEM)**
MEMPHIS, TENNESSEE

**TOP ALTITUDE:**
(JETS) 5000
(PROPS) 3000

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**TAKEOFF MINIMUMS:**

Rwys 9, 18C/R, 27, 36L/C/R: Standard.
Rwy 18L: Props: Standard; Turbojets: Standard with minimum climb of 340’ per NM to 800.

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**NOTE:**
DME and RADAR required.
Make no turns below 800 MSL.
Turbojet aircraft accelerate to 250K immediately until reaching 10000 MSL, if unable advise ATC.
Transponder code will be issued via PDC or Memphis clearance delivery.

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

ALL AIRCRAFT

TAKEOFF RWY 9: Climb heading 093° or as assigned by ATC, thence....
TAKEOFF RWY 27: Climb heading 273° or as assigned by ATC, thence....

TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climb heading 167° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climb heading 182° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climb heading 012° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climb heading 012° or as assigned by ATC, thence....

NON-TURBOJET AIRCRAFT

TAKEOFF RWY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....
TAKEOFF RWY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....
TAKEOFF RWY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....
TAKEOFF RWY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....
TAKEOFF RWY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.
EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.
ETREEE TRANSITION (ELVIS4.ETREEE): From over MEM VORTAC on MEM R-098 to ETREEE.
ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.
NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.
NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.
NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.
NTREEE TRANSITION (ELVIS4.NTREEE): From over MEM VORTAC on MEM R-010 to NTREEE.
NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.
SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.
SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.
STREEE TRANSITION (ELVIS4.STREEE): From over MEM VORTAC on MEM R-217 to STREEE.
STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.
WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.
WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.
WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.
WTREEE TRANSITION (ELVIS4.WTREEE): From over MEM VORTAC on MEM R-283 to WTREEE.
WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(NOTES CONTINUED ON FOLLOWING PAGE)
NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.

NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekend nights, weekends, or holidays.

NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.

NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.

NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

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<td>WONEE</td>
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<td>WTREE</td>
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<tr>
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<tr>
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<td>NORTH THREE</td>
</tr>
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<td>NORTH FOUR</td>
</tr>
<tr>
<td>NFIVE</td>
<td>NORTH FIVE</td>
</tr>
</tbody>
</table>
NOTE: Chart not to scale.

GENEHN SEVEN DEPARTURE (RNAV)

GENEH-7 GENEH)

30DEC20

MEMPHIS INTL (MEM)

MEMPHIS, TENNESSEE

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of
500’ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R -
RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on
initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence.

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence.

... maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH.NUYID)
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.

NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: If unable to accept climb rates, advise ATC.
NOTE: if unable to accept climb rates, advise ATC.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

NOTE: D-ATIS 127.75
CLNC DEL 125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwy 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwy 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

CLNC DEL
127.75

NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):
D-ATIS 127.75
CLNC DEL 125.2
CDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
128.425 257.8 (Rwy 18R-36L)
124.15 385.45

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500' per NM to 860.

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis Clearance Delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence . . . .

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence . . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ7.DIYAB)
Top Altitude: 5000

Takeoff Minimums:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:
Radar required for non-GPS equipped aircraft.
NOTE: Takeoff Rwys 9, 27: Radar required.
NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(Narrative on following page)

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ5.MIEDZ):

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

**HOTRD FIVE DEPARTURE (RNAV)**

- **TOP ALTITUDE:** 5000

**TAKEOFF MINIMUMS:**
- Rwys 9, 18L/C/R, 27, 36L/C/R: Standard with minimum climb of 500’ per NM to 860.

**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** RNAV 1.
**NOTE:** Turbojets only.
**NOTE:** Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
**NOTE:** Takeoff Rwys 9, 27: Radar required.
**NOTE:** Transponder code will be issued via PDC or Memphis clearance delivery.
**NOTE:** Procedure authorized 0200-0600 local only.
**NOTE:** Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
**NOTE:** If unable to accept climb rates, advise ATC on initial contact.

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

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):
NOTE: Climb of 500' per NM to 860.

Standard with minimum climb of 500' per NM to 860.

NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Takeoff Rwys 9, 27: Radar required.


NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Takeoff Rwys 18C-36C, 18L-36R:

NOTE: DME/DME/IRU or GPS required.

NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.

NOTE: Takeoff Rwys 18R-36L:

NOTE: Takeoff Rwys 18R-36L: Radar required for non-GPS equipped aircraft.

NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.

NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: If unable to accept climb rates, advise ATC.

NOTE: If unable to accept climb rates, advise ATC.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ODATE TRANSITION (JTEEE5.ODATE):

...
NIKEI 5 DEPARTURE (RNAV)

INAYO

NIKEI

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard
with minimum climb of 500' per NM to 860.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION [NIKEI5.INAYO]:

NIKEI FIVE DEPARTURE (RNAV)
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500’ per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R -
RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Procedure authorized 0200-0600 local only.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain
250K or greater, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS6.LEYIK)
PIEPE SIX DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

NOTE: Chart not to scale.

TAKING MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb
of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R -
RADAR required for non-GPS
equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence.

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence.

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R:
RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.

TOP ALTITUDE: 5000

SELPH SEVEN DEPARTURE (RNAV)

MEMPHIS, TENNESSEE
MEMPHIS INTL (MEM)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OHULO TRANSITION (SELPH7.OHULO)
**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

...maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

...
RNAV (GPS)-A

MIDDLESBORO/BELL COUNTY (1A6)

AWOS-3
119.425

INDIANAPOLIS CENTER
124.625  371.925

UNICOM
122.8  (CTAF)

APP CRS
224°

Rwy Idg  TDZE  Apt Elev  1154
NA   NA   1554

DME/DME RNP-0.3 NA. When local altimeter setting not received, use London altimeter setting: increase all MDA 100 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

-14°C

 If 

MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

MISSED APPROACH: Climbing left turn to 5200 direct JULEI and hold.

REIL Rwys 10 and 28

MIDDLESBORO, KENTUCKY

Amdt 1 21JUL16

SE-1, 11 JUL 2024 to 05 SEP 2024

-14°C
RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

Misaligned glidepath.

Misaligned glidepath.

AWOS-3PT
119.575

MEMPHIS APP CON
125.8 338.3

UNICOM
122.8 (CTAF)

Misaligned glidepath.

Misaligned glidepath.

Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.

Misaligned glidepath.

Misaligned glidepath.
RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

Baro-VNAV and VDP NA when using Millington/Memphis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below 1/2 SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use Millington/Memphis altimeter setting; increase LPV DA to 643 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 707 feet and all visibilities 1/2 SM; increase all MDAs 40 feet and LNAV visibility Cat C 1/2 SM, and Circling visibility Cat C 1/2 SM.

Misplaced approach: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

A W O S - 3 P T  
119.575

M E M P H I S A P P C O N  
125.8  338.3

U N I C O M  
122.8 (CTAF)

RNP APCH - GPS.

VNAV

RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)
MILLINGTON, TENNESSEE
AL-910 (FAA)

ILS or LOC RWY 22
MILLINGTON/MEMPHIS (NQA)

LOC/DME I-NQA 109.75
Chan 34 (Y)

APP CRS 219°
Rwy Idg 8001
TDZE 322
Apt Elev 322

DME required.
RADAR required for procedure entry.

S-ILS 22 procedure NA when control tower closed if ceiling/visibility lower than 800/2. For inop ALS, increase S-ILS 22 Cat E visibility to 1/2 SM and S-LOC 22 Cat E visibility to 1/2 SM.

AWOS-3 118.925
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 336.3 (356°-175°)
MILLINGTON TOWER 120.25 (CTAF) 0 340.2
GND CON 121.375
UNICOM 122.95

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

One Minute Holding Pattern

CIRCLING
800-1 478 (500-1)
820-1 498 (500-1)
920-1 598 (600-1½)
960-2 638 (700-2)
960-2½ 638 (700-2½)

SE-1, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 4**

**MILLINGTON/MEMPHIS (NQA)**

- **AWOS-3**: 118.925
- **MEMPHIS APP CON**: 119.1, 125.8, 338.3
- **MILLINGTON TOWER**: 120.25 (CTAF) 340.2
- **GND CON**: 121.375
- **UNICOM**: 122.95

**RNP APCH**

- **Procedure NA for arrivals at FAXIP on V124 eastbound.
- **Procedure NA for arrivals at GQE VOR/DME on airway radials 017 CW 121.
- **Procedure NA for arrivals at ZEDTU on V159 southeast bound.**

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

**Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

**LPV**

- **DA**: 492-½°, 200 (200-½°)
- **LNAV/VNAV DA**: 746-1½°, 454 (500-1½°)
- **LNAV MDA**: 700-1, 408 (400-1)
- **CIRCLING**: 800-1, 920-1½°, 960-2½°
- **REIL Rwy 4**: 860-1, 900-1, 1200-1, 1500-1

**EMR**: 35°21’N-89°52’W

**AMDT 1B 13SEP18**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 22
MILLINGTON/MEMPHIS (NQA)

MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat E visibility to 1½ SM.

AWOS-3
MEMPHIS APP CON
118.925
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)

ELEV 322
TDZE 322

RNAV (GPS) RWY 22
MILLINGTON/MEMPHIS (NQA)

MALSR

For inoperative ALS, increase LPV Cat E visibility to ½ SM, LNAV/VNAV all Cats visibility to ½ SM, and LNAV Cat E visibility to 1½ SM.
RNAV (GPS) RWY 3
WAYNE COUNTY (EKQ)

**Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.**

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

### Chart Details

- **WAAS CH:** 78233
- **CH:** W03A
- **APP CRS:** 039°
- **Rwy Ldg:** 4000
- **TDZE:** 961
- **Apt Elev:** 963

**AWOS-3PT**
- **118.825**

**INDIANAPOLIS CENTER**
- **124.625**
- **371.925**

**UNICOM**
- **122.8 (CTAF)**

**Holding Pattern**

- **UNNOG**
- **4000**
- **UNNOG (NoPT)**
- **4600**

**VGSI and RNAV glidepath not coincident**

- **VGSI Angle 3.00/TCH 40**

**Category**

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**-ch-AL-6629 (FAA)-ch-**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**Orig-A 24JUL14**

**36°51'N-84°51'W**

**367**
RNAV (GPS) RWY 21
WAYNE COUNTY (EKQ)

**UNICOM**
122.8 (CTAF)

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**ELEV**
963

**TDZE**
963

**UNNOG and hold.**
Climb to 4000 direct.

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

**Baro-VNAV NA when using Somerset altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ⅛ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 3 NA.

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**ELEV**
963

**TDZE**
963

**UNNOG and hold.**
Climb to 4000 direct.

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

**Baro-VNAV NA when using Somerset altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ⅛ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 3 NA.

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**ELEV**
963

**TDZE**
963

**UNNOG and hold.**
Climb to 4000 direct.

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

**Baro-VNAV NA when using Somerset altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ⅛ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 3 NA.

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**ELEV**
963

**TDZE**
963

**UNNOG and hold.**
Climb to 4000 direct.

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

**Baro-VNAV NA when using Somerset altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ⅛ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 3 NA.

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3PT**
118.825

**INDIANAPOLIS CENTER**
124.625 371.925

**ELEV**
963

**TDZE**
963

**UNNOG and hold.**
Climb to 4000 direct.

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

**Baro-VNAV NA when using Somerset altimeter setting.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ⅛ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅛ mile. Night landing: Rwy 3 NA.

**Category**

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### RNAV (GPS) RWY 2

**AWOS-3**

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**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting:**

- Increase all DA 50 feet and all MDA 60 feet; increase LPV all CATs and LNAV CATs C/D visibility ½ mile, LNAV/VNAV all CATs visibility ½ mile, and Circling CATs C/D visibility ½ mile.

**Missed Approach:**

- Climb to 3600 direct IDABE and hold.

**AWOS-3**

119.95

**INDIANAPOLIS CENTER**

124.225 360.725

**UNICOM**

122.7 (CTAF)

**ELEV**

1028

**TDZE**

1028

**Morehead, Kentucky**

**Amdt 1A 02DEC21**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**369**
For uncompensated Baro VNAV systems, LNAV/VNAV NA below -1.7°C (2°F) or above 54°C (130°F). DME/DME RNP 0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all CATs visibility 1/4 mile, LNAV CATs C/D visibility 1/4 mile, and Circling CATs C/D visibility 1/4 mile.

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

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### MOREHEAD, KENTUCKY

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### AWOS-3
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### ELEVATION

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### TDZE

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### TDZE

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RNAV (GPS) RWY 5
MOORE-MURRELL (MOR)

MORRISTOWN, TENNESSEE
AL-5549 (FAA) 24193

AWOS-3 126.725
KNOXVILLE APP CON 132.8 360.8
UNICOM 122.8 (CTAF)

MISSING APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats C/D visibility ½ SM, increase Circling Cat B visibility ½ SM and Cat C visibility ½ SM. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1 ½ miles. For inop MALSF, when using McGhee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1 ½ miles.

RNP APCH - GPS.

NWOS-3 126.725
KNOXVILLE APP CON 132.8 360.8
UNICOM 122.8 (CTAF)

AWOS-3 126.725
KNOXVILLE APP CON 132.8 360.8
UNICOM 122.8 (CTAF)

RNP APCH - GPS.

When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDA 140 feet, increase LP and LNAV Cats C/D visibility ½ SM, increase Circling Cat B visibility ½ SM and Cat C visibility ½ SM. For inop MALSF, increase LP and LNAV Cats C and D visibility to 1 ½ miles. For inop MALSF, when using McGhee Tyson altimeter setting, increase LP and LNAV Cats C and D visibility to 1 ½ miles.
Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH: Climb to 5000 direct S IQCU and on track 299° to MALIN and hold.

ELEV 1313
TDZE 1292

5000
SIQCU
\(299^\circ\)
MALIN
\(\triangle\)
NIBGE
\(5\) NM
Holding Pattern

LPV DA
1589-1
297 (300-1)

LNAV/ VNAV DA
2387-4
1095 (1100-4)

LNAV MDA
2200-1\(\frac{1}{4}\)
908 (900-1\(\frac{1}{4}\))
2200-2\(\frac{1}{2}\)
908 (900-2\(\frac{1}{2}\))

CIRCLING
2200-1\(\frac{1}{4}\)
887 (900-1\(\frac{1}{4}\))
2200-2\(\frac{1}{4}\)
887 (900-2\(\frac{1}{4}\))
2420-3
1107 (1200-3)

SE-1, 11 JUL 2024 to 05 SEP 2024
MOUNT STERLING, KENTUCKY
WAAS

APP CRS

TDZE

81933
W03A

CH

T
A NA

033°

24025

AL-6224 (FAA)

Rwy Idg
Apt Elev

5000
1019
1019

RNAV (GPS) RWY 3
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington

MISSED APPROACH:

altimeter setting and increase all MDA 80 feet and all visibilities14 mile.

Climb to 3000 direct

Helicopter visibility reduction below34 SM NA.

FELPO and hold.

AWOS-3

LEXINGTON APP CON

GCO

UNICOM

120.675

120.15 259.3

121.72

122.8 (CTAF) L
MISSED APCH FIX

21
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Visual Segment-Obstacles. 3000

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FELPO

Holding Pattern

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JUSET

213°
033°

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COXIT
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SE-1, 11 JUL 2024 to 05 SEP 2024

3200

SE-1, 11 JUL 2024 to 05 SEP 2024

1268

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RW03

2600

P

4.8 NM

7 NM

CATEGORY

LP

MDA

LNAV MDA
C CIRCLING

A

1540-1 521 (600-1)
1560-1 541 (600-1)
1560-1 541 (600-1)

MOUNT STERLING, KENTUCKY
Orig-C 12OCT17

B

033°

C

3

D

1
1540-1
2
5
1560-1
8

1740-2
721 (800-2)

1
521 (600-1
2 )

541 (600-15 8 )
1
1740-2
4
1
4

721 (800-2

MIRL Rwy 3-21

L

REIL Rwys 3 and 21

L

)

MOUNT STERLING/MONTGOMERY COUNTY (IOB)
38°03'N-83°59'W

373

RNAV (GPS) RWY 3


Circling NA for Cat C southeast of Rwy 6-24. Procedure NA at night. Rwy 6 heli-copter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet. Circling NA for Cat B and C when using Abingdon altimeter setting.

Procedure NA for arrival on HMV VORTAC airway radials 108 CW 207.

**RNAV (GPS) RWY 6**

**JOHNSON COUNTY (6A4)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>4040-1½ 1800 (1800-1½)</td>
<td>4040-1½ 1800 (1800-1½)</td>
<td>4040-3 1800 (1800-3)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>4040-1½ 1800 (1800-1½)</td>
<td>4260-1½ 2019 (2100-1½)</td>
<td>4280-3 2039 (2100-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>
Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDA 80 feet. Circling NA for Cat C and D southeast of Rwy 6-24.

Procedure NA for arrival on HMV VORTAC airway radials 010 CW 132.

MISSED APPROACH: Climbing right turn to 6600 direct CASIS and hold.
**MURFREESBORO, TENNESSEE**  
**AL-6123 (FAA)**  
**23054**

### RNAV (GPS) RWY 18  
**MUFRERESBORO MUNI (MBT)**

- **WAAS CH**: 48812  
- **APP CRS**: 184°  
- **Rwy Idg**: 609  
- **Apt Elev**: 614

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.**

**MISSED APPROACH:**
- Climb to 3000 direct URAE and hold.

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<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>859-7/9</td>
<td>250 (300-7/9)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>898-7/9</td>
<td>289 (300-7/9)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1080-1</td>
<td>471 (500-1)</td>
<td>NA</td>
<td></td>
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<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>466 (500-1)</td>
<td>1280-1/2</td>
<td>666 (700-1/2)</td>
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**AWOS-3**  
**133.975**

**NASHVILLE APP CON**  
**118.4 360.7**

**GCO**  
**135.075**

**UNICOM**  
**123.075 (CTAF)**

---

**ELEV 614**

**TDZE 609**

---

**RNAV (GPS) RWY 18**

**URACE and hold.**

---

**MISSED APCH FIX URACE**

---

**CIRCLING**

---

**AL-6123 (FAA)**  
**23054**

---

**MURFREESBORO, TENNESSEE**  
**Amdt 2 29MAR18**

---

**MURFREESBORO, TENNESSEE**  
**Amdt 2 29MAR18**
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.

**AWOS-3**  
133.975

**NASHVILLE APP CON**  
118.4 360.7

**GCO**  
135.075

**UNICOM**  
123.075 (CTAF)

---

**RNAV (GPS) RWY 36**

**MURFREESBORO MUNI (MBT)**

**CIRCLING**  
1180-1 566 (600-1) 1280-1 666 (700-1¼) NA

---

**AWOS-3**  
133.975

**NASHVILLE APP CON**  
118.4 360.7

**GCO**  
135.075

**UNICOM**  
123.075 (CTAF)

---

**RNAV (GPS) RWY 36**

**MURFREESBORO MUNI (MBT)**

**CIRCLING**  
1180-1 566 (600-1) 1280-1 666 (700-1¼) NA
### RNAV (GPS) RWY 5

**KYLE-OAKLEY FLD (CEY)**

**UNICOM** 122.7 (CTAF)

**MEMPHIS CENTER** 133.65 292.15

**AWOS-3** 119.975

**MURRAY, KENTUCKY**

- **Amdt 1A 03NOV22**
- **SE-1, 11 JUL 2024 to 05 SEP 2024**

#### RNAV APCH - GPS.

- Rwy 5 helicopter visibility reduction below 1/3 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

#### MISSED APPROACH: Climb to 3000 direct GELME and hold.

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<tbody>
<tr>
<td>LPV DA</td>
<td>827-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>947-1</td>
<td>370 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>960-1</td>
<td>383 (400-1)</td>
<td>960-1/2</td>
<td>383 (400-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1000-1</td>
<td>1040-1</td>
<td>1040-1/2</td>
<td>1180-2</td>
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<td>423 (500-1)</td>
<td>463 (500-1)</td>
<td>463 (500-1/2)</td>
<td>603 (700-2)</td>
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- Holding Pattern 3000 N to EKACY (NoPT)
- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).
ILS or LOC RWY 20
JOHN C TUNE (JWN)

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting. When local altimeter setting not received, use Nashville Intl altimeter setting and increase S-ILS 20 DA to 738 feet, increase all MDAs 40 feet.

DME required.

NASHVILLE, TENNESSEE

Amdt 2B 11AUG22

36°11'N-86°53'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats 1/8 SM; LNAV visibility Cat B 1/8 SM.

**ATIS** 127.075
**NASHVILLE APP CON** 119.35 372.0
**JOHN TUNE TOWER** 119.45 (CTAF)
**GND CON** 121.7
**CLNC DEL** 124.55 (when twr closed)
**UNICOM** 122.7

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

**Procedure NA for arrivals at JOVNA on V49 southwest bound.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:** Climb to 1200 then climbing right turn to 3000 direct BEVEE and hold.

Procedure NA for arrivals at SPARE on V94 northeast bound.

Procedure NA for arrivals at TANDS on V49 northbound.
JWN

23334

JOHN TUNE ONE DEPARTURE

NOTE: Chart not to scale.

TOP ALTITUDE: 3000

ATIS
127.075
CINC DEL
121.7
CINC DEL (When twr closed)
124.55
GND CON
121.7
JOHN TUNE TOWER *
119.45 (CTAF)
NASHVILLE DEP CON
119.35 372.0

NOTE: For Waypoints: RNAV 1-GPS.
RADAR required.

GDOGG

KRSTA

KNNGG

CERAH

MERRL

PARDN

KELLO

BGDDY

GRCHN

COOGR

RORRY

DRURY

FLAME

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route, maintain 3000. Expect filed altitude 10 minutes after departure.

JOHN TUNE ONE DEPARTURE

30NOV23
ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC 2C (Cats C and D) visibility to RVR 6000. DME from BNA VORTAC. Simultaneous reception of I-EZN and BNA DME required.

MISSED APPROACH: Climb to 1300 and left turn to 4000 on BNA VORTAC R-016 to TANDS INT/BNA 24.7 and hold.

D-ATIS 135.1
NASHVILLE APP CON 118.4 360.7
NASHVILLE TOWER 118.6 257.8

Localizer 110.75
I-EZN

NASHVILLE, TENNESSEE
AL-282 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

Simultaneous approach authorized with Rwy 2R. DME or radar required.

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME and hold.

DME or RADAR REQUIRED

One Minute Holding Pattern

GS 3.00°
TCH 55

ELEV 599
TDZE 599
ILS or LOC RWY 31
NASHVILLE INTL (BNA)

DME or RADAR REQUIRED

DME or radar required. Simultaneous reception of I-PNO and BNA DME required.

Procedure NA for arrivals at SYI VOR/DME on V321 southwest bound.

Procedure NA for arrivals at BNA VORTAC on V49 northbound.

Missed Approach: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

NASHVILLE, TENNESSEE
LOC  I-PNO
111.95
APP CRS
316°
Rwy Idg
TDZE
578
Apt Elev
599

NASHVILLE APP CON
118.4
360.7
NASHVILLE TOWER
118.6
257.8
GND CON
121.9
348.6
CLNC DEL
126.05
CPDLC

D-ATIS
135.1
NASHVILLE

MCA BNA 25 NM

ELEV 599
TDZE 578

ILS or LOC RWY 31
NASHVILLE INTL (BNA)

Amdt 10 27APR17

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
Simultaneous approach authorized with Rwy 2R. DME or radar required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**MISSING APPROACH:** Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

**DME or RADAR REQUIRED**

**One Minute Holding Pattern**

- FIDDS I-BNA 12
- DIKNS I-BNA 8.8
- DOBBS I-BNA 7.2

**Use I-BNA DME when on the LOC course.**

**CATEGORY I ILS - SPECIAL AIRCrew & AIRCRAFT CERTIFICATION REQUIRED**

**NAshville, TenneSeE**

**Amdt 11 27APR17**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Z RWY 2C
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. Simultaneous approach authorized with RW 2R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase RNP 0.30 visibility to 1¼ mile.

MISSED APPROACH: Climb to 4000 on track 021° to NIRHI and on track 019° to HIKRY and hold, continue climb-in-hold to 4000.

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). GPS required. Simultaneous approach authorized with Rwy 2R. For inop ALSF-2, increase RNP 0.15 all Cats visibility to RVR 4700, increase RNP 0.30 all Cats visibility to 1/4 mile. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Authorization required.
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1 ½ mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

MISSED APCH FIX 4 NM
LENON

021°

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inoperative ALSF-2, increase RNP 0.15 all Cats visibility to RVR 5600, RNP 0.30 all Cats visibility to 1 ½ mile. Simultaneous approach authorized with Rwy 2L/C. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

MISSED APCH FIX 4 NM
LENON
GPS required. Simultaneous approach authorized with Rwy 20R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Inop table does not apply to RNP 0.20. For inop MALSR, increase RNP 0.30 all Cats visibility to 1½.

See planview for multiple IF locations.

TDZE/CL Rwys 2L and 2R
HIRL all Rwys

Radar required

Authorization Required

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.20 DA</td>
<td>810/40</td>
<td>259 (200-3½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1008/55</td>
<td>457 (400-1)</td>
<td></td>
<td></td>
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</tbody>
</table>

NASHVILLE, TENNESSEE
Amdt 2A  11DEC14
**RNAV (RNP) Z RWY 20R**

**NASHVILLE INTL (BNA)**

- **GPS required.** Simultaneous approach authorized with RWY 20L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inoperative MALSF, increase RNP 0.18 all Cats visibility to RVR 7600 and RNP 0.30 all Cats visibility to 1/2.

- **MALSF**
  - Climb to 3000 on track 201° to RONLE and hold.

- **MISSED APPROACH:**
  - Climb to 3000 on track 201° to RONLE and hold.

**D-ATIS**
- **NASHVILLE APP CON**
  - 118.4 360.7
- **NASHVILLE TOWER**
  - 118.6 257.8
- **GND CON**
  - 121.9 348.6
- **CLNC DEL**
  - 126.05
- **CPDLC**

**Radar Required**

- **RADAR REQUIRED**
  - **JOGLO**
  - **CULAR**
  - **SIPPO**

**Authorization Required**

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

- **RNP 0.18 DA**
  - 927/42
- **RNP 0.30 DA**
  - 1042/60

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below
-16°C (4°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3100 on track 316° to JARAS and hold.

MISSED APCH FIX

RADAR REQUIRED

MISA RW31 25 NM

MA 3100

See plan view for multiple IF locations.

 AUTHORORIZATION REQUIRED

NASHVILLE, TENNESSEE

AL-282 (FAA) 24137

RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

NASHVILLE TOWER 118.6 257.8

GND CON 121.9 348.6

CLNC DEL 126.05

CPDLC

NASHVILLE APP CON 118.4 360.7

D-ATIS 135.1

APP CRS

Rwy Idg 9487

TDZE 578

Apt Elev 599

316°

316°

1208

1035

1476

3100

3100

JARAS

USISE

3500

210K

(GILME)

(IF)

3500

210K

(IF)

4000

210K

(IF)

ONUGE

4000

(RNP 0.50)

NEZRU

3500

82°

(3.3)

3500

2600

3500

ZEVEM

(IF)

NEZRU

1700

(3.8)

1700

3100

3100

316°

316°

1208

1035

1476

1700

1700

316°

316°

SE-1, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 13**

**NASHVILLE INTL (BNA)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 47°C.**

**MISSED APCH FIX**

**ONUGE**

**4 NM**

- **3100**
  - **316°**
  - **136°**
  - **GP 3.00° TCH 55**

- **JARAS**
  - **3100**
  - **316°**
  - **136°**

- **IDAGE**
  - **2200**
  - **136° (2)**
  - **[IF/IAF] JARAS**

- **CEPAX**
  - **1088**
  - **3.2 NM to RW13**
  - **HEVAT**

- **RW13**
  - **729°**
  - **816**

- **NASHVILLE INTL (BNA)**
  - **845**
  - **A845**

- **ONUGE**
  - **A1476**
  - **3000**

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

**CLNC DEL**

**GND CON**

**NASHVILLE TOWER**

**NASHVILLE APP CON**

**D-ATIS**

**135.1**

**Rwy Idg**

**9487**

**Apt Elev**

**599**

<table>
<thead>
<tr>
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<td>LNAV/VNAV DA</td>
<td>968-1/2</td>
<td>401 (400-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1080-1</td>
<td>513 (500-1)</td>
<td>1080-1½</td>
<td>513 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>501 (600-1)</td>
<td>1120-1</td>
<td>521 (600-1)</td>
</tr>
</tbody>
</table>

**NASHVILLE, TENNESSEE**

**AL-282 (FAA)**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 20C
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 3000 direct JASOP and hold.

D-ATIS
135.1

NASHVILLE APP CON
116.4 360.7

NASHVILLE TOWER
116.6 257.8

GND CON
121.9 348.6

CLNC DEL
126.05

CPDLC

Procedure NA for arrivals at TANDS on V49 northbound.

Procedure NA for arrivals at LENON on V140 eastbound.

RNAV (GPS) RWY 20C
NASHVILLE, TENNESSEE
Orig-B 18SEP14

AL-282 (FAA)

Increased vertical visibility approach to JASOP and hold.

Helicopter visibility reduction below 3/4 SM NA.

MISSED APCH FIX

REIL Rwys 13, 20C, and 31
HIRL all Rwys
TDZ/CL Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

类别
A
B
C
D

RNAV MDA
960-1
372 (400-1)
960-1/6
372 (400-1/6)

CIRCLING
1100-1
501 (600-1)
1120-1
521 (600-1)
1200-1/6
601 (700-1/6)
1380-2/3
781 (800-2/3)

NASHVILLE TOWER
118.4 257.8

NASHVILLE APP CON
116.4 360.7

NASHVILLE, TENNESSEE
Orig-B 18SEP14

201°

XEFJY

MNNKY

2.1 NM to RW20C

CTHRN

3000

201°

3000

1 NM to RW20C

1 NM

2.2 NM

6.1 NM

0.5%

0.4%

0.7%

0.7%

0.6%

0.7%

0.5%

0.4%

651

0.6%

0.7%

770

13

20R

20L

31

2R

2C

8001 X 150

651

11030

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° (13°F) or above 54° (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 2R. DME/DME RNP-0.3 NA.

MISSING APCH FIX
4 NM

MISSED APPROACH: Climb to 4000 direct HIKRY and hold, continue climb-in-hold to 4000.

Procedure NA for arrival on BNA VORTAC airway radials 190 CW 270.

Procedure NA for arrival on SYI VOR/DME airway radials 273 CW 046.

RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

CATEGORY
A
B
C
D
LVDA
799/18
200 (200-½)
LNAV/ VNAV DA
949/30
350 (400-½)
LNAV MDA
1020/24
421 (500-½)
1020/40
421 (500-½)
CIRCLING
1100-1
1120-1
1200-1¼
1380-2½
501 (600-1)
521 (600-1)
601 (700-1¼)
781 (800-2½)

NASHVILLE, TENNESSEE
Ampl 3A 17AUG17

36°07'N-86°41'W

RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)
RNAV (GPS) Y RWY 2R
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

MISSING APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

Procedure NA for arrivals at BNA VORTAC airway radials 190 CW 270.

Procedure NA for arrivals at SYI VOR/DME on V16 eastbound, V321 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized with Rwy 2L/C. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALSF-2 increase LNAV/VNAV visibility all Cats to RVR 5400.

MISSING APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.

Procedure NA for arrivals at BNA VORTAC airway radials 190 CW 270.

Procedure NA for arrivals at SYI VOR/DME on V16 eastbound, V321 southwest bound.
RNAV (GPS) Y RWY 20L
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase LNAV/VNAV all Cats visibility to 1%. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase LNAV/VNAV all Cats visibility to 1%. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 20R. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop MALS, increase LNAV/VNAV all Cats visibility to 1%. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct CENOP and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA.
RNAV (GPS) Y RWY 20R
NASHVILLE INTL (BNA)

MALSF

For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with RWy 20L. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV Cat D visibility to 1/2 SM and LNAV Cats C and D visibility to 1/4 SM.

RNAV (GPS) Y RWY 20R
NASHVILLE INTL (BNA)

MISSED APCH FIX: Climb to 3000 direct RONLE and hold.

NASHVILLE, TENNESSEE

NASHVILLE, TENNESSEE

RNAV (GPS) Y RWY 20R
NASHVILLE INTL (BNA)
RNAV (GPS) Y RWY 31
NASHVILLE INTL (BNA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).
DME/DME RNP 0.3 NA.

Procedure NA for arrival on BNA VORTAC airway radials 072 CW 190.
Procedure NA for arrival on SYI VOR/DME airway radials 273 CW 080.

RNAV (GPS) DA
LNAV/VNAV DA
1061-1 483 (500-1)

LPV DA
778-½ 200 (200-½)

Ground Clearance
1.4 NM to RW31
4.8 NM
6 NM

HIRL all Rwy

TDZ/CL Rwy 2L and 2R

REL Rwy 13, 20C, and 31

Amdt 2 27APR17

36°07'N-86°41'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
SWAPP TRANSITION (CHADM3.SWAPP):

....expect radar vectors to OZCAR, then on track 065° to CHADM. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: For Turbojet aircraft only.
NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: If unable to accept climb rates, advise ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to BGDDY, then on track 259° to DANLS. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

SPKER TRANSITION (DANLS3.SPKER)

TOP ALTITUDE: 4000
NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWYS 2L/C/R:** Climb heading 021° or assigned ATC heading, thence....

**TAKEOFF RWY 13:** Climb heading 136° or assigned ATC heading, thence....

**TAKEOFF RWYS 20L/C/R:** Climb heading 201° or assigned ATC heading, thence....

**TAKEOFF RWY 31:** Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to GRCHN, then on track 216° to DRURY. Maintain 4000.

Expect clearance to filed altitude within five (5) minutes after departure.

**ACKEE TRANSITION (DRURY3.ACKEE)**

**HAGIE TRANSITION (DRURY3.HAGIE)**

**JALAR TRANSITION (DRURY3 JALAR)**

**NOTE:** Chart not to scale.
TAKEOFF MINIMUMS:
with minimum climb of 500' per NM to 1100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CHPPY, then on track 115° to EVVAN. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to COOGR, then on track 194° to FLAME. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

GENDE TRANSITION (FLAME3.GENDE)
NOTE:  Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R:  Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13:  Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R:  Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31:  Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to KNNGG, then on track 001° to GDOGG.  Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

FAPER TRANSITION (GDOGG3.FAPER)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to MERRL, then on track 317° to HGGRD. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

TINGS TRANSITION (HGGRD3.TINGS)

TAKEOFF MINIMUMS:
Rwys 20C, 20R: Standard with minimum climb of 500’ per NM to 1300.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to CERAH, then on track 025° to KRSTA. Maintain 4000.
Expect clearance to filed altitude within five (5) minutes after departure.

OLSIE TRANSITION (KRSTA3.OLSIE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....

....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes after departure.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to KELLO, then on track 284° to PARDN. Maintain 4000. Expect clearance to filed altitude within five (5) minutes after departure.

HODJS TRANSITION (PARDN3.HODJS)
JEFF TRANSITION (PARDN3.JEFF)
NAKIY TRANSITION (PARDN3.NAKIY)

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TOP ALTITUDE:
4000

D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8
NASHVILLE DEP CON
119.35 372.0
TAKEOFF MINIMUMS:
Rwy 2C, 2L, 2R, 13, 20C, 20L, 20R, 31:
Standard with minimum climb of 500' per NM to 1100.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RWY 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

...expect radar vectors to SAAMY, then on track 098° to TAZMO. Maintain 4000,
expect clearance to filed altitude within five (5) minutes after departure.

BURME TRANSITION (TAZMO3.BURME)

NOTE: Chart not to scale.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For Turbojet aircraft only.
NOTE: Transponder code will be issued via PDC or Nashville clearance delivery.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 2L/C/R: Climb heading 021° or assigned ATC heading, thence....
TAKEOFF RWY 13: Climb heading 136° or assigned ATC heading, thence....
TAKEOFF RWYS 20L/C/R: Climb heading 201° or assigned ATC heading, thence....
TAKEOFF RWY 31: Climb heading 316° or assigned ATC heading, thence....

....expect radar vectors to RORRY, then on track 173° to TIPPN. Maintain 4000, expect clearance to filed altitude within five (5) minutes after departure.

BRXTN TRANSITION (TIPPN3.BRXTN)

TAKEOFF MINIMUMS:

TOP ALTITUDE: 4000
RNAV (GPS) RWY 5
SCOTT MUNI (SCX)

**AWOS-3**
135.025

**INDIANAPOLIS CENTER**
124.625 371.925

**UNICOM**
122.8 [CTAF]

---

*COPEP and hold.*

\[3900\]
\[-231°\]
\[051°\]

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1948-1½ 403 (500-1½)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1860-1 315 (400-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1960-1 415 (500-1)</td>
<td>1960-1½ 415 (500-1½)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>2040-1 495 (500-1)</td>
<td>2200-1½ 655 (700-1½)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

---

**UNICOM**
122.8 [CTAF]
Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all CATs DA to 2005 ft, LNAV/VNAV all CATs DA to 2153 ft, LPV visibility ½ mile, LNAV/VNAV ¾ mile; increase all MDA 240 ft and LNAV Cat C/D visibility ¾ mile, Circling Cat B ½ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all CATs. For inop ODALS, increase LNAV/VNAV CAT D visibility to 1½ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all CATs visibility to 1½ mile, LNAV/VNAV all CATs to 2½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.

**RNAV (GPS) RWY 23**

**SCOTT MUNI (SCX)**

- **Category:** A
- **LPV DA:** 1773-1 250 (300-1)
- **RNAV/VNAV DA:** 1921-1½ 398 (400-1½)
- **RNAV MDA:** 2040-1 517 (500-1) 2040-1½ 517 (500-1½)
- **Circling:** 2040-1 495 (500-1) 2200-1¼ 655 (700-1½) 2260-2¼ 715 (800-2½)

**AWOS 3**

135.025

**INDIANAPOLIS CENTER**

124.625 371.925

**UNICOM**

122.8 (CTAF)
Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA.

When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

AWOS: 3
135.025

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF)
ILS or LOC RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

LOC I-OWB
111.5
APP CRS 002°
Rwy Idg 8000
TDZE 401
Apt Elev 407

**DME required.**

- **DME from OWB VOR/DME:** Simultaneous reception of I-OWB and OWB DME required.

**AWOS-3PT**
119.025

**EVANSVILLE APP CON**
124.025 290.9

**OWENSBORO TOWER**
120.7 (CTAF) 0 251.15

**GND CON**
121.7

**UNICOM**
122.95

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**

**EVANSVILLE APP CON**

**OWENSBORO TOWER**

**GND CON**

**UNICOM**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing left turn to 2500 direct OWB VOR/DME and hold, continue climb-in-hold to 2500.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. RWY 18 helicopter visibility reduction below ¼ SM NA.

When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all CATS visibility ½ mile; increase all MDA 60 feet and LNAV CATS C/D visibility ½ mile and Circling CATS C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

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

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>EVANSVILLE APP CON</th>
<th>OWENSBORO TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.025</td>
<td>124.025</td>
<td>120.7 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**Category B/C/D Visibility**

- **LPV DA:** 607-¾ 200 (200-¾)
- **LNAV/ VNAV DA:** 1145-2½ 738 (800-2½)
- **LNAV MDA:** 1060-1 653 (700-1) 1060-1¾ 653 (700-1¾)
- **CIRCLING**
  - 1060-1 653 (700-1)
  - 1120-1 713 (800-1)
  - 1140-2 733 (800-2)
  - 1140-2¾ 733 (800-2¾)

**Note:** 37°44'N-87°10'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¾ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¾ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH: Climb to 3000 direct FOLAB and hold.

MIRL Rwys 6, 18 and 24
HIRL Rwy 18-36
REIL Rwys 6, 18 and 24

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¾ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¾ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 665 feet; increase LNAV/VNAV DA to 720 feet and all CATS visibility ½ mile; increase all MDA 60 feet and LNAV CATS C/D and Circling CATS C/D visibility ½ mile.

**MISSSED APPROACH:** Climb to 3000 direct HUMAD and hold.
OWENSBORO, KENTUCKY

VOR RWY 6

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

AWOS-3PT 119.025
EVANSVILLE APP CON * 124.025 290.9
OWENSBORO TOWER * 120.7 (CTAF) 251.15
GND CON 121.7
UNICOM 122.95

Procedure NA for arrival on PXV
VORTAC airway radials 081 CW 141.

REMIND Amdt 2B 26MAR20
Rwy 6 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

CECAG FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-6</td>
<td>1180-1</td>
<td>1180-1¼</td>
<td>1180-2½</td>
<td>775 (800-1)</td>
</tr>
<tr>
<td></td>
<td>775 (800-1)</td>
<td>775 (800-1)</td>
<td>775 (800-1½)</td>
<td>775 (800-2½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1</td>
<td>1180-1¼</td>
<td>1180-2½</td>
<td>773 (800-1)</td>
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<td>773 (800-1)</td>
<td>773 (800-1½)</td>
<td>773 (800-2½)</td>
<td>773 (800-2½)</td>
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</tbody>
</table>

AWOS-3PT 124.025 290.9
EVANSVILLE APP CON * 120.7 (CTAF) 251.15
OWENSBORO TOWER * 121.7
GND CON 122.95
UNICOM 123.95

OWENSBORO TOWER

S-6

CECAG OWB

228°

OWB VOR/DME

1500

2500

OWB

Remain within 10 NM

CECAG OWB

2100

048°

1180

1.3 NM = 420

TCH 45

CECAG FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-6</td>
<td>820-1</td>
<td>415 (500-1)</td>
<td>820-1½</td>
<td>415 (500-1½)</td>
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<tr>
<td></td>
<td></td>
<td>415 (500-1½)</td>
<td>1140-2</td>
<td>1140-2½</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>860-1</td>
<td>1120-1</td>
<td>713 (800-1)</td>
<td>733 (800-2)</td>
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<tr>
<td></td>
<td>453 (500-1)</td>
<td>713 (800-1½)</td>
<td>733 (800-2½)</td>
<td>733 (800-2½)</td>
</tr>
</tbody>
</table>

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

VOR RWY 6

OWENSBORO, KENTUCKY

Amdt 2B 26MAR20

37°44'N-87°10'W

SE-1, 11 JUL 2024 to 05 SEP 2024
Procedure NA for arrival on PXV VORTAC airway radials 081 CW 151.

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>S-18</td>
<td>1120-1</td>
<td>713 (800-1)</td>
<td>1120-2</td>
<td>713 (800-2)</td>
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<tr>
<td>CIRCULATING</td>
<td>1120-1</td>
<td>713 (800-1)</td>
<td>1140-2</td>
<td>733 (800-2)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1140-2 1/4</td>
<td>733 (800-2 1/4)</td>
</tr>
</tbody>
</table>
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ILS or LOC RWY 5**

**BARKLEY RGNL (PAH)**

---

**LOC I-PAH**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td>S-ILS 5</td>
<td>611-1/2</td>
<td>200 (200-1/2)</td>
<td>449 (500-1/2)</td>
<td>649 (500-3/4)</td>
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<tr>
<td>S-LOC 5</td>
<td>860-1/2</td>
<td>860-7/8</td>
<td>449 (500-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>900-1</td>
<td>489 (500-1)</td>
<td>920-1/2</td>
<td>689 (700-2/4)</td>
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**ASOS**

<table>
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<tr>
<th>MEMPHIS CENTER</th>
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<tbody>
<tr>
<td>PADOCAH TOWER</td>
<td>119.6 (CTAF)</td>
</tr>
<tr>
<td>GND CON</td>
<td>121.7</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95</td>
</tr>
</tbody>
</table>

---

**When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5 Cat C, D visibility 1/8 SM. For inop ALS when using Mayfield altimeter setting, increase S-ILS 5 visibility to 1/8 SM, all Cats.**

---

**MISSED APPROACH:** Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

---

**Category**

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

---

**ELEV 411**

**PADUCAH, KENTUCKY**

**Amdt 10E**

---

**SE-1, 11 JUL 2024 to 05 SEP 2024**

---

**ILS or LOC RWY 5**

**BARKLEY RGNL (PAH)**

---

**PADUCAH, KENTUCKY**

**Amdt 10E**

---

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 5
BARKLEY RGNL (PAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

ASOS MEMPHIS CENTER PADUCAH TOWER* GND CON UNICOM
118.375 133.65 292.15 119.6 (CTAF) 306.9 121.7 306.9 122.95

** Holding Pattern
7 NM

ACEDI

7 NM
Holding Pattern

ACEDI

6000
3000
225°
045°

GP 3.00° TCH 50

CARUX
1.8 NM to RW05

ELEV 411 TDZE 411

3000
HILAM

* LNAV only

LNAV/ VNAV DA
837-¾
426 (500-¾)

LNAV MDA
820-½
409 (500-½)

6000
225°
045°

CIRCLING
900-1
489 (500-1)

2000
1020

0.7
1.1 NM

PADUCAH, KENTUCKY

AL-628 (FAA)

24081

RNAV (GPS) RWY 5
BARKLEY RGNL (PAH)

SE-1, 11 JUL 2024 to 05 SEP 2024

PADUCAH, KENTUCKY
Amdt 2 25FEB21

37°04'N-88°46'W

437
RNAV (GPS) RWY 14
BARKLEY RGNL (PAH)

MISSED APPROACH:
Climb to 3000 direct JIPGO and hold.

ASOS
PADUCAH, KENTUCKY
AL-628 (FAA)

WAAS CH 48933 W14A
APP CRS 140°
MISSED APCH FIX

Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Amp 1 25FEB21
37°04'N-88°46'W

PADUCAH, KENTUCKY

RNAV (GPS) RWY 14
BARKLEY RGNL (PAH)

438

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Mayfield altimeter setting and increase all MDAs 80 feet, and increase S-5 Cat C and D visibility 1/4 SM and increase Circling Cat D visibility 1/2 SM. VDP NA when using Mayfield altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO HS 1

FIELD ELEV 411

ANNUAL RATE OF CHANGE 0.1° W

HAZMAT Inspection

ELEV 321.0

0.4% Up

BARKLEY RGNL (PAH)
RNAV (GPS) RWY 20
HENRY COUNTY (PHT)

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

AWOS-3
118.825

MEMPHIS CENTER
134.65 316.15

UNICOM
123.0 (CTAF)

2300 WASED 2200

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 21).

LPV DA 821-1 250 (300-1)

LNAV/ VNAV DA 917-1/4 346 (400-1/4)

LNAV MDA 1060-1 489 (500-1) 1060-1/4 489 (500-1/4) 1060-1/2 489 (500-1/2)

CIRCLING 1080-1 500 (500-1) 1300-2 720 (800-2) 1300-2/4 720 (800-2/4)

PARIS, TENNESSEE
AL-5576 (FAA)

WAAS CH 42717 W20A
App Crs 196° Rwy Idg 5001 TDZE 571 Apt Elev 580

MISSED APPROACH: Climb to 2300 direct WASED and hold.
RNAV 1-GPS or RADAR REQUIRED

MISSED APCH FIX
CILOM

PEAIR I-PBX 7

WOTAL I-PBX 2.8

LOCALIZER 109.7
I-PBX 1.2
Chan 34

ELEV 1470
TDZE 1463

ATC

HIRL Rwy 9-27
REIL Rwy 9 and 27

AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF)

RNAV 1-GPS or RADAR REQUIRED

PEAIR I-PBX 7

WOTAL I-PBX 2.8

LOCALIZER 109.7
I-PBX 1.2
Chan 34

ELEV 1470
TDZE 1463

ATC

HIRL Rwy 9-27
REIL Rwy 9 and 27

AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF)

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ELEV 1470
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ATC

HIRL Rwy 9-27
REIL Rwy 9 and 27

AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 9 helicopter visibility reduction below ½ SM NA. Circling NA to Rwys 2 and 20.

**MISSED APPROACH:** Climb to 4500 direct OBSEW and hold.

- **AWOS-3PT**
  - 121.225

- **INDIANAPOLIS CENTER**
  - 126.575
  - 257.85

- **UNICOM**
  - 122.8 (CTAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 2 and 20.

MISSED APPROACH: Climb to 4500 direct CILOM and hold.

ELEV 1470 D TDZE 1463

AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 27
PIKE COUNTY/HATCHER FLD (PBX)
RNAV (GPS) RWY 4
MC CREARY COUNTY (18I)

INDEPENDENCE CENTER
124.625 371.925

UNICOM
123.05 (CTAF)

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

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

LA 2341±

5 NM Holding Pattern
AGIGY

Visual Segment - Obstacles
4000 CRORE

CATEGORY
LP MDA
LNAV MDA
CIRCLING

A
1920-1
1940-1
1940-1

B
549 (600-1)
569 (600-1)
569 (600-1)

C
1920-1¾
1940-1¾
1940-1¾

D
549 (600-1¾)
569 (600-1¾)
569 (600-1¾)

NA
NA
NA

5 NM to AGIGY

30 NM to AGIGY

30 NM to AGIGY (No PT)

RNAV (GPS) RWY 4

REIL Rwy 4 and 22
MIRL Rwy 4-22

SE-1, 11 JUL 2024 to 05 SEP 2024

VISUAL SEGMENT - OBSTACLES

36°41'N-84°23'W
449
RNAV (GPS) RWY 22

**RNAV (GPS) RWY 22**

**MC CREAM COUNTY (181)**

**INDIANAPOLIS CENTER**

| 124.625 | 371.925 |

**UNICOM**

| 123.05 (CTAF) |

---

**PINE KNOT, KENTUCKY**

**AL-10461 (FAA)**

**23054**

**WAAS**

| CH 81838 | APP CRS 220° |

| Rwy Idg 2999 | TDZE 1371 | Apt Elev 1371 |

---

**Nota:**

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

**MISSED APPROACH:** Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

**Visual Segment - Obstacles.**

- **AGIGY**
- **OARED**
- **FIN**
- **REIL Rwys 4 and 22**

**Category:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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<td>409 (500-1)</td>
<td>1780-1/4</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>1800-1</td>
<td>429 (500-1)</td>
<td>1800-1/3</td>
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<tr>
<td>CIRCLING</td>
<td>1880-1</td>
<td>509 (600-1)</td>
<td>2000-1</td>
<td>20020-1/3</td>
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</tbody>
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**INDIANAPOLIS CENTER**

**UNICOM**

| 123.05 (CTAF) |

---

**PINE KNOT, KENTUCKY**

**AL-10461 (FAA)**

**23054**

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| Rwy Idg 2999 | TDZE 1371 | Apt Elev 1371 |

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**MISSED APPROACH:** Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

**Visual Segment - Obstacles.**

- **AGIGY**
- **OARED**
- **FIN**
- **REIL Rwys 4 and 22**

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<td>NA</td>
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<tr>
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<td>1880-1</td>
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<td>2000-1</td>
<td>20020-1/3</td>
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**INDIANAPOLIS CENTER**

**UNICOM**

| 123.05 (CTAF) |

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**PINE KNOT, KENTUCKY**

**AL-10461 (FAA)**

**23054**

**WAAS**

| CH 81838 | APP CRS 220° |

| Rwy Idg 2999 | TDZE 1371 | Apt Elev 1371 |

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**Nota:**

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

**MISSED APPROACH:** Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

**Visual Segment - Obstacles.**

- **AGIGY**
- **OARED**
- **FIN**
- **REIL Rwys 4 and 22**

**Category:**

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<tr>
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<td>509 (600-1)</td>
<td>2000-1</td>
<td>20020-1/3</td>
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**INDIANAPOLIS CENTER**

**UNICOM**

| 123.05 (CTAF) |

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**PINE KNOT, KENTUCKY**

**AL-10461 (FAA)**

**23054**

**WAAS**

| CH 81838 | APP CRS 220° |

| Rwy Idg 2999 | TDZE 1371 | Apt Elev 1371 |

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**Nota:**

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

**MISSED APPROACH:** Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

**Visual Segment - Obstacles.**

- **AGIGY**
- **OARED**
- **FIN**
- **REIL Rwys 4 and 22**

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<tr>
<td>CIRCLING</td>
<td>1880-1</td>
<td>509 (600-1)</td>
<td>2000-1</td>
<td>20020-1/3</td>
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RNAV (GPS) RWY 1
DOUGLAS HUNTER FLD (1M5)

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1090-1</td>
<td>273(300-1)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1120-1</td>
<td>303(400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>1200-1</td>
<td>383(400-1)</td>
<td>1200-1½</td>
<td>383(400-1½)</td>
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</tbody>
</table>

**AWOS-3PT**
118.175

**NASHVILLE APP CON**
119.35 372.0

**UNICOM**
122.975 (CTAF)

**MISSED APCH FIX**
4 NM

**ELEV 817**
**TDZE 817**

Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

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

**RNAV (GPS) RWY 1**
DOUGLAS HUNTER FLD (1M5)

**PORTLAND, TENNESSEE**
AL-5989 (FAA)
23222

**VNAV**
LNAV/ MDA
Increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

**RNP APCH.**

**PORTLAND, TENNESSEE**
Orig-B 07NOV19

36°36'N-86°29'W

451
RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility ¾ mile.

AWOS-3PT 118.175
NASHVILLE APP CON 119.35 372.0
UNICOM 122.975 (CTAF)

ELEV 817
TDZE 804

VNAV
LNAV
MISSED APCH: Climb to 3000 direct COLBU and hold.

MISSED APCH FIX
COLBU

PORTLAND, TENNESSEE
Orig: 07NOV19

PORTLAND, TENNESSEE
AL-5989 (FAA)

RNAV (GPS) RWY 19
DOUGLAS HUNTER FLD (1M5)

WAAS
CH 40324
W19A

APP CRS
193°

Rwy Idg
TDZE
Apt Elev
5000
804
817

RNP APCH:

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility ¾ mile.

AWOS-3PT 118.175
NASHVILLE APP CON 119.35 372.0
UNICOM 122.975 (CTAF)

ELEV 817
TDZE 804

3000
COLBU

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 21).

* LNAV only.

VIGKU 1.7 NM to RW19
(IF/IAF)
EDROY

4 NM

1300

1.2 NM to RW19

1340*

3000

GP 3.00°
TCH 40

1.2 NM

0.5

3 NM

6.9 NM

CATEGORY
LPV DA
LNAV/ VNAV DA
LNAV MDA

A
1054-1
250 (300-1)

1094-1¹/₂
290 (300-1¹/₂)

1160-1
356 (400-1)

B
C
D

36°36’N-86°29’W

DOUGLAS HUNTER FLD (1M5)
RNAV (GPS) RWY 3
BIG SANDY RGNL (SJJS)

AWOS-3 120.175
HUNTINGTON APP CON 119.75 270.1
UNICOM 123.05 (CTAF)

MISSED APPROACH: Climb to 4100 direct GENCE and hold, continue climb-in-hold to 4100.

Rwy 3 helicopter visibility reduction below 1 SM NA. Straight-in and Circling Rwy 3 NA at night.

VGS and descent angles not coincident (VGS Angle 4.00/TCH 38).

CATEGORY

<table>
<thead>
<tr>
<th>LP MDA</th>
<th>1720-1</th>
<th>510 (500-1)</th>
<th>1720-1 3/4</th>
<th>510 (500-1%)</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>510 (500-1)</td>
<td>1720-1 3/4</td>
<td>510 (500-1%)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>518 (600-1)</td>
<td>1920-2</td>
<td>698 (700-2)</td>
<td>NA</td>
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</table>

Diagram showing Rwy 3 approach with holding patterns and missed approach instructions.

PRESTONSBURG, KENTUCKY
Amdt 2 30NOV23

37°45'N 82°38'W
453

SE-1, 11 JUL 2024 to 05 SEP 2024
Circling Rwy 3 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05(CTAF)

Misplaced Approach: Climb to 4300 direct KAPLE and hold.

RNAV (GPS) RWY 21
BIG SANDY RGNL (SJS)

RNAV (GPS) APCH - GPS.

RNP APCH - GPS.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05(CTAF)

Misplaced Approach: Climb to 4300 direct KAPLE and hold.

RNAV (GPS) APCH - GPS.

RNP APCH - GPS.

AWOS-3
120.175

HUNTINGTON APP CON
119.75 270.1

UNICOM
123.05(CTAF)

Misplaced Approach: Climb to 4300 direct KAPLE and hold.
RNAV (GPS) RWY 5

PRINCETON-CALDWELL COUNTY (2MΦ)

Boro VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2700 direct NONRE and hold.

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) 0

GNG 3.00°
TCH 53

4 NM
Holding Pattern
IXBER

2700

230°

2200

4 NM

4.9 NM

IXBER

987

2700

2200

230°

40°

120°

WOBGU

IXBER

(RAF) WOBGU

(IF/IAF)

IXBER

VRGL Rwy 5-23

LPV DA
909-1

325 (400-1)

NA

LNAV/ VNAV DA
936-1\frac{1}{8}

352 (400-1\frac{1}{8})

NA

LNAV MDA
1040-1

456 (500-1)

NA

CIRCLING
1420-1\frac{1}{4}

836 (900-1\frac{1}{4})

NA

1020

(FAF) RW05

98°

699 ±

904

PRINCETON, KENTUCKY

AL-9839 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet.

DME/DME RNP-0.3 NA.

Use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet.

Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet.

Climb to 2700 direct IBER and hold.

MIRL Rwys 5 and 23

RNAV only

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 16
ABERNATHY FLD (GZS)

### WAAS
- **CH 77882**
- **W16A**
- **Rwy Idg**
- **TDZE 689**
- **Apt Elev**
- **5310**
- **689**

### RNP APCH - GPS

**Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Fld altimeter setting: increase all MDA 100 feet and visibility LP and LNAV Cats C/D ½ SM and Circling Cats A/B ¼ SM and Cat C ½ SM.**

### AWOS-3

<table>
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<tr>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
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<tbody>
<tr>
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<tr>
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**MISSED APCH FIX**

- **ZEWGU**
- **GZS**
- **Rwy Idg**
- **1222**
- **1320**
- **1332**
- **1455**
- **1480**
- **1498**
- **1520**
- **1550**
- **1580**
- **1610**
- **1640**
- **1670**
- **1700**
- **1730**
- **1760**
- **1800**
- **1840**
- **1870**
- **1900**
- **1930**
- **1960**
- **1990**
- **2020**
- **2050**
- **2080**
- **2110**
- **2140**
- **2170**
- **2187**
- **2210**
- **2240**
- **2270**
- **2300**
- **2330**
- **2360**
- **2390**
- **2420**
- **2450**
- **2480**
- **2510**
- **2540**
- **2570**
- **2600**

**Visual Segment-Obstacles**

- **3000**
- **335°**
- **155°**
- **WOYZE**
- **ZEWGU**
- **WOZYE (IF/IAF)**
- **(FAF)**
- **UZSAP**
- **RW16**
- **1174**
- **1074**
- **1034**
- **755**
- **1140**
- **1125**
- **1194**

**MISSED APPROACH:**

- Climb to 3000 direct ZEWGU and hold.

**AWOS-3**

- **35°09’N-87°03’W**
- **118.275**
- **102.200**
- **1450**
- **1500**
- **1550**
- **1600**
- **1650**
- **1700**
- **1750**
- **1800**
- **1850**
- **1900**
- **1950**
- **2000**
- **2050**
- **2100**
- **2150**
- **2200**
- **2250**
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- **8300**
- **8350**
- **8400**
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- **8900**
- **8950**
- **9000**
- **9050**
- **9100**
- **9150**
- **9200**
- **9250**
- **9300**
- **9350**
- **9400**
- **9450**
- **9500**
- **9550**
- **9600**
- **9650**
- **9700**
- **9750**
- **9800**
- **9850**
- **9900**
- **9950**
- **10000**

**Amdt 2D 08SEP22**

**TDZE 689**

**RIPEL Rwys 16 and 34**

**ELEV 689**

**5310 (FAA)**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**457**
RNAV (GPS) RWY 34
ABERNATHY FLD (GZS)

RNP APCH - GPS.

Missed Approach: Climb to 3000 direct WOZYE and hold.

Baro-VNAV NA when using Huntsville Exec Tom Sharp Jr Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). Night landing: RWy 16 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Fld altimeter setting: increase LPV DA to 996 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1524 feet and all visibilities ¾ SM; increase all MDA 100 feet and visibility LNAV Cats C/D ½ SM and Circling Cats A/B ¼ SM and Cat C ½ SM. VDP NA with Huntsville Exec Tom Sharp Jr Fld altimeter setting.

AWOS-3
118.275

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF)

Missed Approach Fix
4 NM to WOZYE

CAUTION: R-2104 A, C, D and E approximately 21 NM southeast of ZEWGU WP.

ELEV 689
TDZE 665

RG 3.00°

RNP APCH - GPS.

ABERNATHY FLD (GZS)

RNAV (GPS) RWY 34

SE-1, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility ¼ mile and Cats C/D visibility ½ mile; increase Circling Cat B visibility ¼ mile and Cat C visibility ½ mile. Night landing: Rwy 16 NA. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

NoPT for arrival at ARDER on V49 northbound.

Amdt 3 15OCT15
RNAV (GPS) RWY 18
CENTRAL KENTUCKY RGNL (RGA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ½ mile, Cat D ¾ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH:
Climb to 3100 direct ANETT and hold.

AWOS-3
119.625

LEXINGTON APP CON
120.15 259.3

UNICOM
122.725 (CTAF)

Missed APCH Fix
ANETT

4 NM
Holding Pattern

3100

QEFFO

360°
180°

GP 3.00°
TCH 40

LPV DA
1228-7/8
250 (300-7/8)

LNAV/VNAV DA
1274-1
296 (300-1)

LNAV MDA
1440-1 462 (500-1)
1440-1⅓ 462 (500-1¾)

CIRCLING
1440-1 437 (500-1)
1520-1 517 (600-1)
1520-1⅓ 517 (600-1¾)
1780-2½ 777 (800-2½)

RICHMOND, KENTUCKY
AL-6610 (FAA)
22363

RICHMOND, KENTUCKY
Amdt 1D 21JUL16

37°38'N-84°20'W

CENTRAL KENTUCKY RGNL (RGA)
RNAV (GPS) RWY 18

SE-1, 11 JUL 2024 to 05 SEP 2024

SEP, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1331 feet, LNAV/ VNAV DA to 1345 feet and all MDA 80 feet; increase LPV all Cats and LNAV/ VNAV all Cats visibility ¼ mile; increase LNAV Cats C and D ½ mile and Circling visibility Cat C ¼ mile. Helicopter visibility reduction below ½ SM NA. VDP and Baro-VNAV NA when using Lexington altimeter setting.

**MISSING APPROACH**

Climb to 3100 direct QEFFO and hold.

**AWOS-3**

119.625

**LEXINGTON APP CON**

120.15 259.3

**UNICOM**

122.725 (CTAF)
VOR RWY 18

CENTRAL KENTUCKY RGNL (RGA)

AWOS-3
119.625

LEXINGTON APP CON
120.15 259.3

UNICOM
122.725 (CTAF) 0

MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.

When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet; increase S-18 Cats C and D visibility ½ SM; Circling Cat C ½ SM and Circling Cat D ¼ SM.

Procedure NA for arrival on HYK VOR/DME airway radials 103 CW 202.

RICHMOND, KENTUCKY

AL-6610 (FAA)

VOR/DME HYK 112.6 Chan 73

APP CRS 161°

Rwy Idg 5001

TDZE 978

Apt Elev 1003

ELEV 1003

TDZE 978

MIRL Rwy 18-36 (RGA)

REIL Rwys 18 and 36 (RGA)

462

RICHMOND, KENTUCKY

Amdt 7C 20JUN19

37°38'N-84°20'W

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 4
ROCKWOOD MUNI (RKW)

Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting: increase DA to 1989 feet and LPV and LNAV/VNAV visibility all Cats 1/4 SM; increase all MDA 80 feet and LNAV Cat C and D visibility 1/2 SM and Circling Cat C visibility 1/2 SM.

MISSED APPROACH: Climb to 5600 direct LOCIC and hold, continue climb-in-hold to 5600.

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD, TENNESSEE
AL-540B (FAA)

23278

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)

AWOS-3
118.775

ATLANTA CENTER
133.6 254.3

ROCKWOOD MUNI (RKW)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting; increase LPV DA to 1987 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 2011 feet and visibility all Cats ¾ SM; increase all MDA 80 feet and increase LNAV Cat C and D visibility ½ SM and Circling Cat C visibility ½ SM. Baro-VNAV NA when using Crossville altimeter setting.

MISSED APCH FIX
CUTUK

LNAV only.

Missed Approach Fix
CUTUK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 31).

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting; increase LPV DA to 1987 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 2011 feet and visibility all Cats ¾ SM; increase all MDA 80 feet and increase LNAV Cat C and D visibility ½ SM and Circling Cat C visibility ½ SM. Baro-VNAV NA when using Crossville altimeter setting.
Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting; increase all MDA 80 feet and S-22 Cats C and D visibility ¾ SM, Circling Cat C visibility ½ SM.

Missed Approach: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3

118.775

ATLANTA CENTER

133.6 254.3

UNICOM

122.8 (CTAF)
Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities Rgnl altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ¼ SM, increase UNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

**UNICOM**

122.8 (CTAF) 0

**TRI CITY APP CON**

128.05 317.5
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ½ SM, LNAV Cat B visibility ¾ SM, Cat C visibility ½ SM, and increase Circling Cat B visibility ¾ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4300 direct JISRA and hold.
RNAV (GPS) RWY 7
RUSSELLVILLE-LOGAN COUNTY (4M7)

<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>982-1</td>
<td>290 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1060-1¾</td>
<td>368 (400-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1160-1 468 (500-1)</td>
<td>1160-1¾ 468 (500-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1320-1 628 (700-1)</td>
<td>1320-1¾ 628 (700-1¼)</td>
<td>1520-2¼ 828 (900-2¼)</td>
<td></td>
</tr>
</tbody>
</table>

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night. Misused approach: Climb to 3100 direct ZULEB and hold.

Amdt 1 07DEC17
RNAV (GPS) RWY 25
RUSSELLVILLE-LOGAN COUNTY (4M7)

- Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. RWY 25 helicopter visibility reduction below 1 SM NA.
- Straight-in RWY 25 NA at night, Circling RWY 25 NA at night.

**MISSED APPROACH:**
Climb to 3100 direct COKAL and hold.

**UNICOM**
122.7 (CTAF)

**M91 AWOS-3**
120.675

**MEMPHIS CENTER**
133.85 317.6

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- **ELEV 692**
- **TDZE 681**

**RNAV (GPS) RWY 25**

- **WAAAS CH 90431**
- **APP CRS 248°**
- **Rwy Idg 4500**
- **TDZE 681**
- **Apt Elev 692**

---

**COKAL**
068°

- **2400 (FAF)**
- **WITIP**

**ZULEB**

- **3100**

**YIGUL**
2.7 NM to RW25

- **VNAV**
- **LNAV**
- **DA**
- **LPV**
- **RNAV (GPS) RWY 25**

**CATEGORY**
A | B | C | D
---|---|---|---
LPV | DA | 985-1 | 304 (300-1)
LPV | VNAV | 1001-1 1/8 | 320 (400-1 1/8)
LNAV | MDA | 1080-1 | 399 (400-1)
CIRCLING | 1320-1 | 628 (700-1)

**RW25**

- **2.7 NM**
- **2.4 NM**
- **5.2 NM**

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**SE-1, 11 JUL 2024 to 05 SEP 2024**

**36°48’N-86°49’W**

**UNICOM**
122.7 (CTAF)
RNAV (GPS) X RWY 23

CLARKSVILLE, TENNESSEE

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) X RWY 23

CLARKSVILLE, TENNESSEE

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) X RWY 23
**COTTER RNAV (GPS) Y RWY 5**

- **ATIS**: 306.5
- **CAMPBELL APP CON**: 134.35, 307.025
- **TOWER**: 124.675 (CTAF) 290.45
- **GND CON**: 142.975, 267.3
- **CLNC DEL**: 237.6
- **EAGLE RADIO**: 285.7
- **ASR**: 680

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

Limit all Segments to 90 KIAS.

---

**4 NM Holding Pattern**

- **FEKIB**
- **ILOYA**
- **LETNE**

**COTTER RNAV (GPS) Y RWY 5**

---

**HRI L Rwy 5-23**

- **LNAV MDA**: 1180-1, 585 (600-1)

---

**CLARKSVILLE, TENNESSEE**

- **Amndt 3 07SEP23**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

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**SE-1, 11 JUL 2024 to 05 SEP 2024**
COPTER RNAV (GPS) Y RWY 23

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting.

Limit all segments to 90 KIAS.
CLARKSVILLE, TENNESSEE

COPTER VOR RWY 23

SE-1, 11 JUL 2024 to 05 SEP 2024

RADAR required

ATIS 306.5  CAMPBELL APP CON 134.35 307.025  TOWER 124.675 (CTAF) 290.45  GND CON 142.975 267.3  CLNC DEL 237.6  EAGLE RADIO 285.7  ASR 608

When local altimeter setting not received, use Campbell AAF (Fort Campbell), KY altimeter setting. VDP NA when using CAMPBELL AAF (Fort Campbell), KY altimeter setting.

COPTER VOR RWY 23

474
When local altimeter setting not received, use Fort Campbell, KY altimeter setting.

**MISSING APPROACH:** Climbing left turn to 2200 direct CK LOM and hold.

### ATIS
- **Campbell App Con:** 134.35 307.025
- **Tower:** 124.675 (CTAF) 290.45
- **Ground Con:** 142.975 267.3
- **CLNC Del:** 237.6
- **Eagle Radio:** 285.7
- **ASR:**

### CAMPBELL 1 MOA
- All segments 90 KIAS.

### One Minute Holding Pattern
- **LOM:** 123°
- **2200:**
- **303°**

### FAF to MAP 5.1 NM
- **Category:** H-303°
- **Copter:** 1080-1/2 485 [500-1/2]

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**CLARKSVILLE, TENNESSEE**

Amdt 68 20Jun19

**SABRE AAF (FORT CAMPBELL)**

**KEOD**
RNAV (GPS) RWY 1
SAVANNAH-HARDIN COUNTY (SNH)

AWOS:3 133.925
MEMPHIS CENTER 124.35 318.1
UNICOM 122.8 (CTAF)

Climb to 3000 direct.

MISSED APCH FIX

4 NM to YOSSUB

SAVANNAH-HARDIN COUNTY (SNH)

RNAV (GPS) RWY 1

VAOSS 3

MEMPHIS CENTER 124.35 318.1

SAVANNAH, TENNESSEE

Orig A 06OCT22

Orig A 06OCT22

SAVANNAH, TENNESSEE

RNAV (GPS) RWY 1

35°10'N-88°13'W

477
RNAV (GPS) RWY 19
SAVANNAH-HARDIN COUNTY (SNH)

RNP APCH - GPS.

Boro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. When local altimeter setting not received use Muscle Shoals, AL altimeter setting: increase LPV DA to 976 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1102 feet and all visibilities ¾ SM; increase all MDA 120 feet and visibility LNAV and Circling Cat C ½ SM.

MISSSED APPROACH: Climb to 3000 direct VIDDO and hold.

AWOS-3 133.925
MEMPHIS CENTER 124.35 318.1
UNICOM 122.8 (CTAF)

SAVANNAH, TENNESSEE
Orig-A 06OCT22
RNAV (GPS) RWY 17
ROBERT SIBLEY (SZY)

AWOS-3 118.425 MEMPHIS CENTER 124.35 318.1 UNICOM 122.7 (CTAF)

MISSED APPROACH: Climb to 2600 direct ZABAB and hold.

Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting; increase LPV DA to 959 and all visibilities ¼ SM, increase LNAV/VNAV DA to 1153 and all visibilities ¼ SM; increase all MDA's 100 feet and LNAV visibility Cat C and Circling visibility Cat D ½ SM, and LNAV visibility Cat D ½ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night.

Hold to YIPUB (NoPT) 2600 1032
255°
345°
075°

ZABAB
165°
345°
4 NM

MISS Apch Fix

Holding Pattern 2600
345°
165°

YIPUB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 29).

2600
345°
165°

GP 3.00°
TCH 30

CATEGORY
A
B
C
D

LPV DA
861-1 254 (300-1)

LNAV/VNAV DA
1055-1 448 (500-1¾)

LNAV MDA
1020-1 413 (500-1)

1020-1/4 413 (500-1¾)

1080-1 470 (500-1½)

1080-1/2 470 (500-1¾)

1300-2 690 (700-2¼)

REIL Rwy 17 and 35
MIRL Rwy 17-35

35°12'N-88°30'W

SELMER, TENNESSEE
Orig-B 06OCT22

ROBERT SIBLEY
(SZY)
Baro-VNAV NA when using Mc Kellar-Sipes Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Mc Kellar-Sipes Rgnl altimeter setting:

- Increase LPV DA to 1042 and all visibilities 1/2 SM, increase LNAV/VNAV DA to 1084 and all visibilities 1/2 SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility.
- Cat D 1/2 SM. Straight-in RW 35 NA at night, Circling RW 17, 35 NA at night.

**NA**
RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

AWOS-3
126.875
KNOXVILLE APP CON
132.8 360.8
UNICOM
123.0 (CTAF)

Procedure NA for arrivals at VXV VORTAC via airway radials 022 CW 102.

Procedure NA at night. Procedure NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities ½ SM; increase all MDAs 60 feet and Circling visibility Cat A ¾ SM. Circling to Rwy 28 NA at night. Procedure NA at night.

180° - 3.2 miles. Fly visual to airport, LNAV/VNAV: 6 NM 102° - 3.2 miles.

LPV DA
1371-1/4 357 (400-1/4)
LNAV/VNAV DA
2013-2 999 (1000-2) 2013-3 999 (1000-3)
LNAV MDA
1800-1 1800-1/4 1800-2 1800-2 1/2
786 (800-1) 786 (800-1/4) 786 (800-2) 786 (800-2 1/2)
CIRCLING
1800-1 1880-1/4 2040-3 2680-3
786 (800-1) 866 (900-1/4) 1026 (1100-3) 1666 (1700-3)
Procedure NA for arrivals on VXV VORTAC airway radials 053 CW 102 (westbound).

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 33).

**CATEGORY**

<table>
<thead>
<tr>
<th>S-10</th>
<th>Circling</th>
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<tbody>
<tr>
<td>A: 1840-1</td>
<td>1840-1½</td>
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<tr>
<td>B: 1840-1½</td>
<td>1840-1½</td>
</tr>
<tr>
<td>C: 1840-2½</td>
<td>1840-2½</td>
</tr>
<tr>
<td>D: 1840-2½</td>
<td>1840-2½</td>
</tr>
</tbody>
</table>

When local altimeter setting not received, use McGhee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A 7/8 SM.

**MISSING APPROACH:** Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXX 19.3 DME and hold, continue climb-in-hold to 4000.

**AWOS-3** 126.875  
**KNOXVILLE APP CON** 132.8 360.8  
**UNICOM** 123.0 (CTAF)

**SEVIERVILLE, TENNESSEE**  
**VOR/DME RWY 10**

**GATLINBURG-PIGEON FORGE (GKT)**

**ADIT 6B 24FEB22**
When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1123, LNAV/VNAV DA to 1389, all MDA 80 feet, increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM and LNAV Cat C and D visibility ¼ SM. Baro-VNAV NA when using Tullahoma altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tullahoma altimeter setting.

MISSED APPROACH: Climb to 3000 direct UCELI and hold.

Procedure NA for arrivals at OKENE via V321 northeast bound.

SHELBYVILLE, TENNESSEE

Orig: A 18JUN20

35°34'N-86°27'W

483
RNAV (GPS) Z RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

When local altimeter setting not received, use Tullahoma altimeter setting and increase LPV DA to 1124, all MDA 80 feet, increase LPV all Cats visibility 1/2 SM and LNAV Cat C and D visibility 1/2 SM. DME/DME RNP 0.3 NA. VDP NA when using Tullahoma altimeter setting.

**MISSING APPROACH:**
Climb to 3000 direct IBCUM and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1051-3/4</td>
<td>250 (300-3/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1580-1</td>
<td>1580-1 1/4</td>
<td>1580-2 1/4</td>
<td>1580-2 1/2</td>
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<tr>
<td></td>
<td>779 (800-1)</td>
<td>779 (800-1 1/4)</td>
<td>779 (800-2 1/4)</td>
<td>779 (800-2 1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>1580-1</td>
<td>1580-1 1/4</td>
<td>1780-3</td>
<td>979 (1000-3)</td>
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<td></td>
<td>779 (800-1)</td>
<td>779 (800-1 1/4)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SHELBYVILLE, TENNESSEE
Orig-A 18JUN20

35°34'N-86°27'W

485
When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility ½ SM. VDP NA when using Nashville Intl altimeter setting.

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

**AWOS-3**
119.275

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
122.8 (CTAF)

---

**VOR/DME RWY 18**

**BOMAR FLD/SHELBYVILLE MUNI (SYI)**

---

**MGRA DEVELOPMENT PROGRAM**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

AMDT 5A 18JUN20

**MIRL** Rwy 18-36

**REIL** Rwy 18 and 36

**BOMAR FLD/SHELBYVILLE MUNI (SYI)**

**VOR/DME RWY 18**

---

**SHELBYVILLE, TENNESSEE**

Amdt 5A 18JUN20

---

**VOR/DME RWY 18**

**BOMAR FLD/SHELBYVILLE MUNI (SYI)**

---

**SHELBYVILLE, TENNESSEE**

Amdt 5A 18JUN20
### VOR RWY 18

**Apt Elev**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-18</td>
<td>1500-1</td>
<td>700 (700-1)</td>
<td>1500-2</td>
<td>700 (700-2)</td>
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<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>699 (700-1)</td>
<td>1780-3</td>
<td>979 (1000-3)</td>
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</tbody>
</table>

**Miscellaneous**

- **Amdt 5D 29DEC22**
- **SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3**

- **119.275**

**MEMPHIS CENTER**

- **128.15 323.125**

**UNICOM**

- **122.8 (CTAF)**

**MIRL Rwy 18-36**

**REIL Rwy 18 and 36**

**When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet and S-18 visibility Cat B/C/D ½ SM, and Circling visibility Cat B ¼ SM.**

**MISSED APPROACH:**

- Climbing right turn to 3000 in SYI VOR/DME holding pattern.

**UNICOM AWOS-3 122.8**

**MEMPHIS CENTER 128.15 323.125**

**UNICOM 122.8 (CTAF)**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**AWOS-3 119.275**

**MEMPHIS CENTER 128.15 323.125**

**UNICOM 122.8 (CTAF)**

**3000 in SYI VOR/DME holding pattern.**

**MISSED APPROACH:**

- Climbing right turn to 3000 in SYI VOR/DME holding pattern.
Pilots are reminded to use the Tullahoma altimeter setting when local altimeter setting not received. When using the Tullahoma altimeter setting, MDA is increased by 80 feet, and S-36 Category C/D visibility is 1/4 SM.

**AWOS-3**
- Frequency: 119.275

**MEMPHIS CENTER**
- Frequency: 128.15
- Frequency: 323.125

**UNICOM**
- Frequency: 122.8 (CTAF)

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.
Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase LPV DA to 1486 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 1645 feet and all visibilities ¼ SM, increase all MDA 60 feet and LNAV visibility Cat C ½ SM.

SMITHVILLE, TENNESSEE

RNAV (GPS) RWY 6

RNAV (GPS) RWY 6

SMITHVILLE MUNI (0A3)

RNAV (GPS) RWY 6

SMITHVILLE MUNI (0A3)

RNAV (GPS) RWY 6

SMITHVILLE MUNI (0A3)

RNAV (GPS) RWY 6

SMITHVILLE MUNI (0A3)
ILS or LOC/DME RWY 32
SMYRNA (MQY)

DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For inop MALSR, increase S-LOC 32 Cats C/D visibility to 1 mile. For inop MALSR when using Nashville Intl altimeter setting, increase S-LOC 32 Cats C/D visibility ½ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA to 749 feet and all MDA 40 feet; increase S-LOC 32 Cats C/D visibility ½ mile and increase Circling Cats C/D visibility ½ mile. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 090° and BNA VORTAC R-127 to CUYAG INT/BNA VORTAC 18.6 DME and hold.

AWOS-3PT
119.125
NASHVILLE APP CON
118.4 360.7
SMYRNA TOWER
118.5 (CTAF) 233.1
GND CON
121.4
CLNC DEL
121.7
(When twr closed)
UNICOM
122.95

ALTERNATE MISSED APCH FIX
WALTER HILL
FQW
371

CIRCLING
S-ILS 32
1100-1
1200-1
1260-2
1480-3

S-LOC 32
362 (400-½)
362 (400-½)
717 (800-2)
937 (1000-2½)

ILS or LOC/DME RWY 32
SMYRNA (MQY)

VDIS-1, 11 JUL 2024 to 05 SEP 2024
VGS1 and ILS glidesapth not coincident (VGSI Angle 3.00/TCH 57).

118.5 SMYRNA, TENNESSEE
36°01'N-86°31'W
Amdt 6A 20AUG15

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 1
SMYRNA (MQY)

**AWOS-3P**: 119.125
**NASHVILLE APP CON**: 118.4 360.7
**SMYRNA TOWER**: 118.5 (CTAF) 233.1
**GND CON**: 121.4
**CLNC DEL**: 121.4
**CLNC DEL (When twr closed)**: 121.7
**UNICOM**: 122.95

**Category B**

**Procedure for arrivals at LENON**

1. **CLNC DEL** 233.1
2. **UNICOM** 122.95
3. **SMYRNA TOWER** 233.1 (CTAF)

Procedure NA for arrivals on V140 eastbound.

**Procedure for arrivals on SYI VOR/DME**

1. **GND CON** 121.4
2. **CLNC DEL** 121.7
3. **UNICOM** 122.95

Procedure NA for arrivals at LENON on V140 eastbound.

**RNAV (GPS) RWY 1**

**SMYRNA, TENNESSEE**

**AL-895 (FAA)**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 14
SMYRNA (MQY)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ½ mile, and increase Circling Cat C visibility ¼ mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JOPIV and hold.

AWOS-3PT
119.125

NASHVILLE APP CON
118.4 360.7

SMYRNA TOWER
118.5 (CTAF) 0 233.1

GND CON
121.4

CLNC DEL
121.7

(When twr closed)

UNICOM
122.95

Amdt 1A 20AUG15

Intl altimeter setting. Helicopter visibility reduction below 1 mile, and increase Circling Cat C visibility 1 mile. VDP NA when using Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility 0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting.

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 19

SMYRNA (MQY)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ½ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.

Procedure NA for arrivals at LENON on V140 eastbound.

Procedure NA for arrivals on SYI VOR/DME airway radials 046 CW 080.

UNICOM

AWSOS-3PT
NASHVILLE APP CON
SMYRNA TOWER
GND CON
CLNC DEL
CLNC DEL
UNICOM

AWOS-3PT  119.125
NASHVILLE APP CON  118.4 360.7
SMYRNA TOWER  118.5 (CTAF)  233.1
GND CON  121.4
CLNC DEL  121.7
CLNC DEL  121.4
UNICOM  122.95

RNAV (GPS) RWY 19
SMYRNA (MQY)

AL-895 (FAA)  24193

WAAS
CH 42932
W19A

APP CRS
190°
Rwy Idg 5546
TDZE 521
Apt Elev 543

Category
A
B
C
D

LP
MDA 880-1 359 (400-1)

LNAV MDA 920-1 399 (400-1) 920-1½ 399 (400-1½)

CIRCLING
1100-1 1200-1 1240-2 1480-3
557 (600-1) 657 (700-1) 697 (700-2) 937 (1000-3)

SE-1, 11 JUL 2024 to 05 SEP 2024

SE-1, 11 JUL 2024 to 05 SEP 2024

494
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cats C/D visibility ½ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

**SMYRNA, TENNESSEE**

**NASHVILLE APP CON**

**SMYRNA TOWER**

**GND CON**

**CLNC DEL**

**UNICOM**

---

Amdt 1A  20AUG15

---

RNAV (GPS) RWY 32

SMYRNA (MQY)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct CDX NDB and hold, continue climb-in-hold to 3000.

AWOS-3
120.05

UNICOM
122.8 (CTAF)

LOCALIZER 109.3
I-SME
Channel 30

LONDON
116.55 LOZ
Channel 112 (Y)

CDX 2.5 NM

 Procedure NA for arrival on LOZ VOR/DME
airway radials 213 CW 316.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

CDX NDB

GS unusable for coupled approach below 1620.

CIRCLING

5287

Rwy Idg
927

TDZE
927

Apt Elev

I-SME

109.3

048°

LOCALIZER

1287

1299

1177±

1115±

1216

1718

1714

1644

LVT

R-046

3700 NDB

269°

(27.5)

LONDON

116.55 LOZ
Channel 112 (Y)

CUMBERLAND RIVER
388 CDX

RS-1, 11 JUL 2024 to 05 SEP 2024

AWOS-3
120.05

UNICOM
122.8 (CTAF)

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

CDX 2.5 NM

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.

LOCALIZER 109.3
I-SME
Channel 30

CUMBERLAND RIVER
388 CDX

LONDON
116.55 LOZ
Channel 112 (Y)

MAV
2500

 Procedure NA for arrival on
LVT VOR/DME airway radials
350 CW 064.
Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase LPV DA to 1221 feet, increase LNAV/VNAV DA to 1591 feet. Increase LPV and LNAV/VNAV visibilities all Cats 1, 2, and 3, increase all MDAs 60 feet, increase LNAV Cat C and D visibility ½ SM, and Circling Cat B ¾ SM, 1221 feet, increase LNAV/VNAV DA to 1591 feet. Increase LPV and LNAV/VNAV visibilities all Cats 1, 2, and 3, increase all MDAs 60 feet, increase LNAV Cat C and D visibility ½ SM, and Circling Cat B ¾ SM.

MISSED APPROACH: Climb to 3600 direct AZLEC and hold.

---

Final approach course offset 3.00°.
RNAV (GPS) RWY 23
LAKE CUMBERLAND RGNL (SME)

Rwy 23 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat B/C/D 1/2 SM, and LP visibility Cat C/D 1/2 SM, and Circling visibility Cat B 1/4 SM.

VDP NA when using Monticello altimeter setting.

AWOS-3 120.05
INDIANAPOLIS CENTER 124.625 371.925
UNICOM 122.8 (CTAF)

SE-1, 11 JUL 2024 to 05 SEP 2024

ELEV 927
TDZE 927

MIRL Rwy 5-23
REIL Rwy S and 23
RNAV (GPS) RWY 1
FAYETTE COUNTY (FYE)

AWOS-3 119.875
MEMPHIS APP CON 125.8 338.3
CTAF 122.9

MISSED APCH FIX
4 NM
RSTEE

30 NM to NYATE
3000

098°
278°

2100
008°

799 A

459

858

RSTEE

735

A

1124

188°

NYATE

008°

098°

278°

4 NM

6000

3000

HOLD

3000

RSTEE

188°

188°

VFSG and RNAV glidepath not coincident
(VFG Angle 3.00/TCH 20).

GP 3.25°
TCH 60

VNAV/ LPV

DA

LNAV/ VNAV

MDA

CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>747-1</td>
<td>311 (400-1)</td>
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<td>LNAV/ VNAV DA</td>
<td>809-1½</td>
<td>373 (400-1½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>1060-1</td>
<td>624 (700-1)</td>
<td>1060-1¾</td>
<td>624 (700-1¾)</td>
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<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>624 (700-1)</td>
<td>1160-2</td>
<td>724 (800-2)</td>
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</tbody>
</table>

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 19
FAYETTE COUNTY (FYE)

MISSED APPROACH: Climb to 3000 direct NYATE and hold.

AWOS-3
119.875

MEMPHIS APP CON
125.8 338.3

CTAF
122.9

CIRCLING

098°
RSTEE

RSTEE

1.3 NM to RW19

3000

NYATE

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.07/TCH 31).

008°
HOLD
3000

6000

3000

188°

3.2 NM

2000

188°

GP 3.2°
TCH 55

RSTEE

1.3 NM to RW19

2000

5000 X 75

188°

188°

3000

4 NM

HOLDING PATTERN

4 NM

RNAV (GPS) RWY 19
FAYETTE COUNTY (FYE)

Amdt 2D 23FEB23

SE-1, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility \( \frac{3}{4} \) SM. Increase all MDA 180 feet and LNAV Cat C visibility \( \frac{3}{4} \) SM, Cat D visibility \( \frac{1}{2} \) SM. Increase Circling Cat C visibility \( \frac{3}{4} \) SM and Circling Cat D visibility \( \frac{1}{2} \) SM. VDP NA when using Crossville altimeter setting.

**APP CRS** 218°

**TDZE** 1025

**Apt Elev** 1025

**ELEV** 1025

**AWOS-3** 128.25

**MEMPHIS CENTER** 132.9 290.3

**UNICOM** 122.975 (CTAF)

**RNAV (GPS) RWY 22**

**UPPER CUMBERLAND RGNL (SRB)**

**SPARTA, TENNESSEE**

**AL-6354 (FAA)**

**23166**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**HIRL Rwy 4-22**

**REIL Rwys 4 and 22**

**RLLS Rwy 4**
**NDB RWY 4**

**UPPER CUMBERLAND RGNL (SRB)**

**MISSING APPROACH:** Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

**AWOS-3**

<table>
<thead>
<tr>
<th>MEMPHIS CENTER</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>128.25</td>
<td>122.975 (CTAF)</td>
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<th>A</th>
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<tbody>
<tr>
<td>S-4</td>
<td>1520-1</td>
<td>498 (500-1)</td>
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<td>1880-2</td>
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<tr>
<td>CIRCLING</td>
<td>1520-1</td>
<td>495 (500-1)</td>
<td>1600-1½</td>
<td>1880-2½</td>
</tr>
</tbody>
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**AMENDMENT 4**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ½ mile and LNAV Cats C/D ½ mile. Baro-VNAV NA when using Danville altimeter setting.

AWOS-3P 119.725
LOUISVILLE APP CON 132.075 327.0
UNICOM 122.8 (CTAF)
VOR/DME RWY 11
LEBANON SPRINGFIELD-GEORGE HOERTER FLD (612)

When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet and increase Cat C and D visibility ½ mile. Helicopter visibility reduction below ½ SM NA.

Procedure NA for arrivals at EWO VOR/DME on V178 westbound.

Amdt 4D  27FEB20

SPRINGFIELD, KENTUCKY

AWOS-3P
119.725

LOUISVILLE APP CON
132.075 327.0

UNICOM
122.8 (CTAF)

1.0% UP

1300-1

5081 X 75

ELEV 871

TDZE 854

LEBANON SPRINGFIELD-GEORGE HOERTER FLD (612)

VOR/DME RWY 11

SE-1, 11 JUL 2024 to 05 SEP 2024

SPRINGFIELD, KENTUCKY

Amdt 4D  27FEB20
RNAV (GPS) RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

MISSING APPROACH:
Climb to 3000 direct CODCA and hold.

AWOS-3
120.675

NASHVILLE APP CON
119.35 372.0

UNICOM
123.0 (CTAF)

RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

WAAS
CH 86626
W04A

APP CRS
Rwy Idg
Apt Elev

APM B
037°
5505
701
706

RNAV (GPS) RWY 4

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024
Missed approach: Climb to 3100 on heading 037° and BNA VORTAC R-348, to GRACI/BNA 36 DME and hold.
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP=0.3 NA. When local altimeter setting not received use Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to 1/2 mile; increase LNAV/VNAV DA to 780 feet and visibility all Cats to 1 1/2 miles; increase all MDA 60 feet and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1/4 SM NA.

**MISSED APPROACH:**
Climb to 2500 direct OLG EW and hold.

**AWOS-3**
118.775

**EVANSVILLE APP CON**
124.025 290.9

**UNICOM**
122.8 (CTAF)

**CIRCLING**
(FAF) LOXFY

**OLGEW**

**LNAV only.**

**FITIP**
LOXFY

**ZABUX**

**OLGEW**

**LNAV** only.

**SE-1, 11 JUL 2024 to 05 SEP 2024**

**ELEV 372**

**TDZE 372**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
STURGIS, KENTUCKY

APP CRS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>940-1</td>
<td>568 (600-1)</td>
<td>940-1½</td>
<td>568 (600-1½)</td>
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<td>940-1</td>
<td>628 (700-1)</td>
<td>1000-1¼</td>
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<td>628 (600-1)</td>
<td>628 (700-1)</td>
<td>748 (800-2½)</td>
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RNAV (GPS) RWY 19
STURGIS MUNI (TWT)

Amdt 1A 18SEP14

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 7
NEW TAZEWELL MUNI (3A2)

ATLANTA CENTER
133.6  254.3

ELEV 1179  TDZE 1179

RNAV (GPS) RWY 7
NEW TAZEWELL MUNI (3A2)

**NOTICE:**
DME/DME RNP-0.3 NA. Rwys 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing right turn to 4200 direct CUMIR and hold.

**CTAF**: 122.9

**LP MDA**: 2240-1 1/4 1061 (1100-1 1/4)  2240-1 1/2 1061 (1100-1 1/2)

**CIRCLING**

<table>
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<tr>
<td>LP MDA</td>
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<td>LNAV MDA</td>
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<tr>
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<td>2260-1 1/4</td>
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**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 4
TOMPKINSVILLE/MONROE COUNTY (TZV)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>038°</td>
<td>4000</td>
<td>1034</td>
<td>1036</td>
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</table>

- **AWOS-AV**: 124.175
- **GLW AWOS-3**: 118.525
- **MEMPHIS CENTER**: 132.9 290.3
- **UNICOM**: 123.05 (CTAF)

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

- **DME/DME RNP-0.3 NA**: Helicopter visibility reduction below 1 SM NA.
- **Night landing**: Rwy 4 NA.
- **Use Glasgow altimeter setting**.

**Procedure NA for arrivals on LVT VOR/DME airway radials 228 CW 350.**

**Amdt 1C 02MAR17**

**CATEGORY**

<table>
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<tr>
<th>UNAV MDA</th>
<th>1540-1</th>
<th>506 (600-1)</th>
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<th>NA</th>
<th>1640-1</th>
<th>604 (700-1)</th>
<th>1800-1</th>
<th>1840-2.25</th>
<th>804 (900-2.25)</th>
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<tbody>
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</table>

**UNICOM**: 124.175

- **123.05 (CTAF)**

**Note**: Use Glasgow altimeter setting.

**Night landing**: Rwy 4 NA.

**Helicopter visibility reduction below 1 SM NA.**

**DME/DME RNP-0.3 NA.**

**RNAV (GPS) RWY 4**

**515**
Procedure NA for arrivals at CENUD on V513 southeast bound.
RNAV (GPS) RWY 1

MEMPHIS CENTER

134.65 316.15

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 2600 direct PUYTI and hold.

Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ½ mile.
RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

MEMPHIS CENTER
134.65 316.15

UNICOM
122.8 (CTAF)

TRENTON, TENNESSEE
TRENTON, TENNESSEE

RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

WAAS
CH 72938
W19A

AL-5820 (FAA) 22363

ELEV
358
TDZE 356

4 NM

KUDCE
732

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

 gelişme: Climb to 2600 direct KUDCE and hold.

 Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

ᯙ(159,183),(850,873)

RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

WAAS
CH 72938
W19A

AL-5820 (FAA) 22363

ELEV
358
TDZE 356

4 NM

KUDCE
732

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

 gelişme: Climb to 2600 direct KUDCE and hold.

 Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

(159,183),(850,873)

RNAV (GPS) RWY 19
GIBSON COUNTY (TGC)

WAAS
CH 72938
W19A

AL-5820 (FAA) 22363

ELEV
358
TDZE 356

4 NM

KUDCE
732

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

 gelişme: Climb to 2600 direct KUDCE and hold.

 Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use McKellar-Sipes Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

EGOGE

2600

191°

2000

191°

663
620

UCOM
122.8 (CTAF)

(159,183),(850,873)
RNAV (GPS) RWY 18
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

**AWOS-3**
128.325

**MEMPHIS CENTER**
128.15 323.125

**UNICOM**
123.0 (CTAF)

**TULLAHOMA, TENNESSEE**
Amdt 1D 15JUN23

**RNP APCH - GPS.**

- Circling NA to Rwy 9 and 27. Rwy 18 helicopter visibility reduction below 1 SM NA.
- Rwy 18 Straight-In and Circling minimums NA at night.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.

**MISSING APPROACH**
Climb to 3400 direct KOJAK and hold.

**WAKEE on V16 eastbound.**

**PROCEDURE NA for arrivals at PECON on V321 southwest bound.**

**RNAV (GPS) RWY 18**

**HOLD**
3000 3000

**4 NM Holding Pattern**

**LOYSI**

**TETCO**

**KOJAK**

**VGSI and RNAV glidepath not coincident** (VGSI Angle 2.95/TCH 34).

**MISS APCH FIX**
KOJAK

**183° 4 NM**

**183° 4 NM**

**3400**

**6000 3000**

**183° 003°**

**GP 3.00°**

**TCH 45**

**CIRCLING**

**TULLAHOMA RGNL/WM NORTHERN FLD (THA)**

**RNAV (GPS) RWY 18**

**TULLAHOMA, TENNESSEE**
Amdt 1D 15JUN23

**35°23'N-86°15'W**
RNAV (GPS) RWY 24

**TULLAHOMA RGNL/WM NORTHERN FLD (THA)**

**RNAV APCH GPS.**

- Circling NA to Rwys 9 and 27. Circling Rwy 18 and 36 NA at night. Rwy 24 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.

**MISSED APPROACH:**
- Climb to 3000 direct EXEGE and hold.

**EXEGE**
- Procedure NA for arrivals at FOSUL on V16 westbound.

**AWOS-3** 128.325
**MEMPHIS CENTER** 128.15 323.125
**UNICOM** 123.0 (CTAF)

**Categories:**
- **LPV**
  - DA: 1332-1 250 (300-1)
- **LNAV/VNAV**
  - DA: 1400-1 318 (400-1)
  - MDA: 1500-1 418 (500-1) 1500-1/8 418 (500-1/8)
  - CIRCLING: 1540-1 456 (500-1) 1580-1 496 (500-1) 1620-1 536 (600-1/2) 1640-2 556 (600-2)

**TULLAHOMA, TENNESSEE**

Amdt 1D 15JUN23

**RNAV (GPS) RWY 24**

**MIRL Rwys 6-24 and 18-36**

**ELEV 1084**

**TDZE 1082**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

Amdt 1D 15JUN23

SE-1, 11 JUL 2024 to 05 SEP 2024

AWOS-3 128.325
MEMPHIS CENTER 128.15 323.125
UNICOM 123.0 (CTAF)

TULLAHOMA, TENNESSEE

RWP 36 X 100
Holding Pattern

LOYSI and hold.

LP 1460-1 MDA 378 (400-1)

CIRCLING 1540-1 MDA 536 (600-1/2)

ATWUS 2700 X 100

LOYSI and hold.

MISSED APCH FIX

3400 N oPT 183°

2242

RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

Amdt 1D 15JUN23

SE-1, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

Amdt 1D 15JUN23

SE-1, 11 JUL 2024 to 05 SEP 2024
ADF and RADAR REQUIRED

Remain within 10 NM

2000
006°
1900

GS 3.00° TCH 42

186°

OBION LOM

1300 2500 UC

CATEGORY
A
B
C
D
S-ILS 1
546-⅔ 200 (200-¾)
S-LOC 1
820-⅔ 474 (500-⅔) 820-⅓ 474 (500-⅓)
CIRCLING
820-1 474 (500-1) 820-⅔ 1020-2/¾

4.4 NM

Amdt 3 21JUL16

SE-1, 11 JUL 2024 to 05 SEP 2024

AWOS-3
135.325

UNION CITY, TENNESSEE

LOC I-UCY
APP CRS
006°
Rwy Idg
TDZE
Apt Elev
6503
346
346

UNION CITY, TENNESSEE
AL-5525 (FAA)

ILS or LOC RWY 1
EVEERETT-STEWART RGNL (UCY)

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF)

AWOS-3
135.325

MISSED APPROACH:
Climb to 1300 then
climbing right turn to
2500 direct OBION
LOM and hold.

AWOS-3
135.325

UNION CITY, TENNESSEE
AL-5525 (FAA)

ILS or LOC RWY 1
EVEERETT-STEWART RGNL (UCY)

AWOS-3
135.325

UNION CITY, TENNESSEE
AL-5525 (FAA)
RNAV (GPS) RWY 1
EVERETT-STEWART RGNL (UCY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDF and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat C/D visibility to 1½ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ½ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1¾ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

Procedure NA for arrival on CNG VOR/DME airway radials 133 CW 240.

Airway NA

AWOS-3
135.325

MEMPHIS CENTER
133.65 292.15

UNICOM
122.7 (CTAF)

180° (49.6)

2000 to GIYEY
circling

23222
RNAV (GPS) RWY 19
EVERTT-STEWART RGNL (UCY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ½ SM, and Circling Cat D visibility ¼ SM.

**MISSD APPROACH:**
Climb to 2300 direct GIYEY and hold.

**AWOS-3**
135.325
**MEMPHIS CENTER**
133.65 292.15
**UNICOM**
122.7 (CTAF)

Procedure NA for arrivals on CNG VOR/DME airway radials 133 CW 240.

**RNAV (GPS) RWY 19**
EVERTT-STEWART RGNL (UCY)

**UNION CITY, TENNESSEE**
Amdt 2A  02MAR17

**RNAV (GPS) RWY 19**
EVERTT-STEWART RGNL (UCY)

**UNION CITY, TENNESSEE**
Amdt 2A  02MAR17
RNAV (GPS) RWY 3
HUMPHREYS COUNTY (JM5)

**WAAS**
- **CH** 90222
- **W03A**

**APP CRS**
- **032°**
- **Rwy Idg** 4000
- **TDZE** 756
- **Apt Elev** 756

**MISSED APCH FIX**
- **DECAM**

**UNICOM**
- **122.8** (CTAF)

When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility ½ mile, LNAV Cat C and D visibility ½ mile. Procedure NA at night. Rw 3 helicopter visibility reduction below 1 SM NA.

**MEMPHIS CENTER**
- **125.85 379.25**

**UNICOM**
- **122.8** (CTAF)

**HOLDING PATTERN**
- **4 NM**

**VISUAL SEGMENT - OBSTACLES**
- **5.3 NM**
- **7 NM**

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

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<tr>
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<th>LP MDA</th>
<th>LNAV MDA</th>
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<td>344 (400-1)</td>
<td>364 (400-1)</td>
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<tr>
<td><strong>1120-1</strong></td>
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**WAVERLY, TENNESSEE**
Orig-B 07NOV19

**HUMPHREYS COUNTY (JM5)**

SE-1, 11 JUL 2024 to 05 SEP 2024

36°07’N - 87°44’W
When local altimeter setting not received, use Nashville Intl altimeter setting:
  increase all MDA 160 feet and visibility Cat C and D ½ SM.
  Procedure NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.

**RNAV (GPS) RWY 21**

HUMPHREYS COUNTY (JM5)

**MEMPHIS CENTER**
125.85 379.25

**UNICOM**
122.8 (CTAF)

**Category**

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<td>LP MDA</td>
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<tr>
<td>LNAV MDA</td>
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<td>1140-1½</td>
<td>385 (400-1½)</td>
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**RNAV (GPS) RWY 20**

**WILLIAMSBURG-WHITLEY COUNTY (BYL)**

**AWOS-3**
119.575

**INDIANAPOLIS CENTER**
124.625 371.925

**UNICOM**
122.7 (CTAF)

---

**Category**

<table>
<thead>
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---

**MISSED APPROACH:** Climb to 4900 direct ICIKO and hold, continue climb-in-hold 4900.

---

**Rwy 20 helicopter visibility reduction below 1/2 SM NA.**

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

---

**ELEV**
1178

**TDZE**
1178

---

**GPH**
3.00°

**TCH**
45

---

**RW20 holding pattern:**

**RW20**

---

**RNAV (GPS) RWY 20**

**WILLIAMSBURG, KENTUCKY**

---

**WAAS APP CRS**

<table>
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<th>Apt Elev</th>
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**Amdt 1C 22APR21**

**SE-1, 11 JUL 2024 to 05 SEP 2024**
DME required.

WILMINGTON, KENTUCKY
AL-10311 (FAA)
22307

LOC RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

DME required.

Rwy 20 helicopter visibility reduction below 3/4 SM NA. VDP NA when using London altimeter setting. When local altimeter setting not received, use London altimeter setting and increase all MDAs 60 feet in S-20 C/D visibility 3/4 SM.

 Procedure NA for arrival on LOZ VOR/DME airway radials 174 CW 245.

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

AWOS-3 119.575
INDIANAPOLIS CENTER 124.625 371.925
UNICOM 122.7 (CTAF)

ELEV 1178
TDZE 1178

LOCALIZER 108.3
I-BYL
Chan 20
LOC offset 2.88°

1718
1355
1218
1848
1666
1870

HINOR I-BYL 6.6
WENIP I-BYL 2.9
ITOZE I-BYL 0.6

VGSI and descent angles not coincident [VGSI Angle 3.17/TCH 30].

LOZ VOR/DME and hold.

SE-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C. When local altimeter setting not received, use Chattanooga altimeter setting: increase LPV DA to 1483 feet and all visibilities ≥ 1 SM; increase LNAV/VNAV DA to 1510 feet and all visibilities ≥ 1 SM; increase all MDAs 160 feet and LNAV visibility Cat C ≥ 1 SM and Circling Cat B/C ≥ 1 SM. Baro-VNAV and VDP NA when using Chattanooga altimeter setting. Rwy 36 helicopter visibility reduction below ≥ 1 SM NA.

MISSING APCH FIX
5 NM to YOKUS (NoPT)

5 NM
Holding Pattern
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.50°/TCH 32).

---

WINCHESTER, TENNESSEE
AL-6187 (FAA)

SE-1, 11 JUL 2024 to 05 SEP 2024

531
RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

AWOS-3
121.675

MEMPHIS CENTER
128.15 323.125

GCO
121.725

UNICOM
122.8 (CTAF)

Rwy 18 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZEDUX and hold.

LNAV MDA
1420-1 442 (500-1)

CIRCLING
1480-1 1780-1 1820-2½ 2380-3
501 (600-1) 801 (900-1) 841 (900-2½) 1401 (1500-3)

RNAV (GPS) Y RWY 18
WINCHESTER MUNI (BGF)

WINCHESTER, TENNESSEE
Orig-D 20MAY21

35°11'N-86°04'W
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

<table>
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<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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